



# In Search of El dorado

A daily journal of my travels and adventures in my.....Search for Eldorado

Hello to Family & Friends

Monday, March 15<sup>th</sup> 2021 Day 57



Ha ha ha. Who else do you know that can take as many photos as I do have an object right in front when they snap the picture? I think, the mountain in shadow behind the palm tree, is the one Morgan and I will summit on Thursday.



Out here in the middle of the desert is a concrete arrow. *These giant arrows were called Beacon Stations and helped guide the pilots of early airmail flights across the nation. They were at the base of 50 foot skeleton towers that had a 24" or 36" rotating beacon and in the early days painted Chrome Yellow. Where electricity was unavailable they had a generator shed on the feather end of the arrow to power the beacon. The site number was painted on one side of the roof of the shed, the other side had the airway. This is the Buckhorn Draw East Navigation Arrow.*



Now here is what it looks like from the air.



Supposedly the color red stuck out in the desert gray and brown, and yes, this one is red, but it is quite faded.



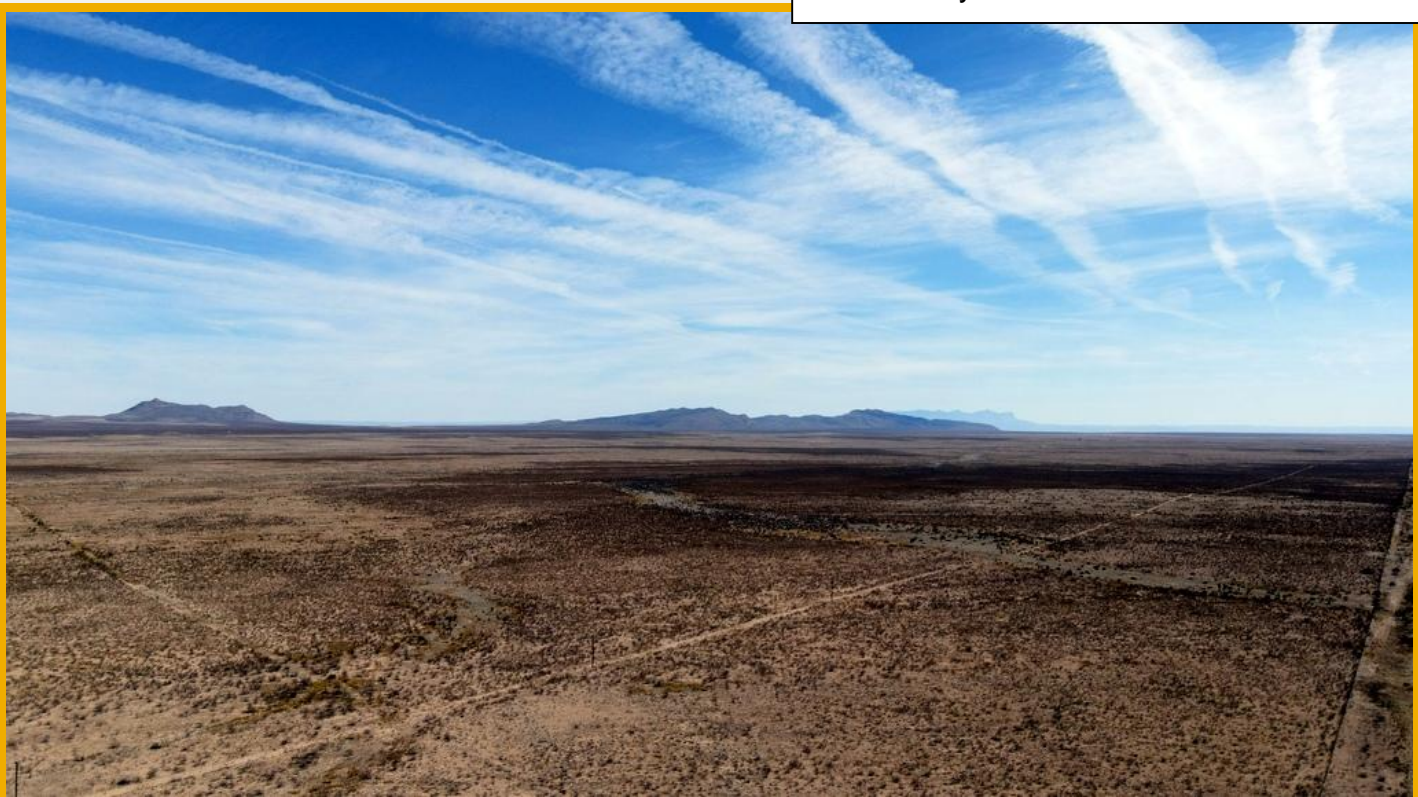


They pointed to the next higher numbered beacon station, directing the pilot along his route. All arrows pointed east on the west-east airways and north on the south-north airways. They were built between December 1926 and November 1932, when metal arrows became the standard. There were 34 Contract Air Mail (C.A.M.) routes that pilots flew the airmail over. There are 126 remaining arrows throughout the United States, several of them here in west Texas. It's possible that Morgan and I might get a chance to see one that still has the generator shed and tower standing. The info above is from [dreamsmithphotos.com/arrows](https://dreamsmithphotos.com/arrows), but the best history is on this website:

<https://sometimes-interesting.com/2013/12/04/concrete-arrows-and-the-u-s-airmail-beacon-system/>



I can tell you one thing for sure, they may be jetliners now, but this is still the same route flown today as in 1926.





The road ahead, just follow the contrails.



I made my way into El Paso. It is very difficult to find any information as to the purpose of this National Memorial, even on the NPS website. Note the mural on the building in the background.



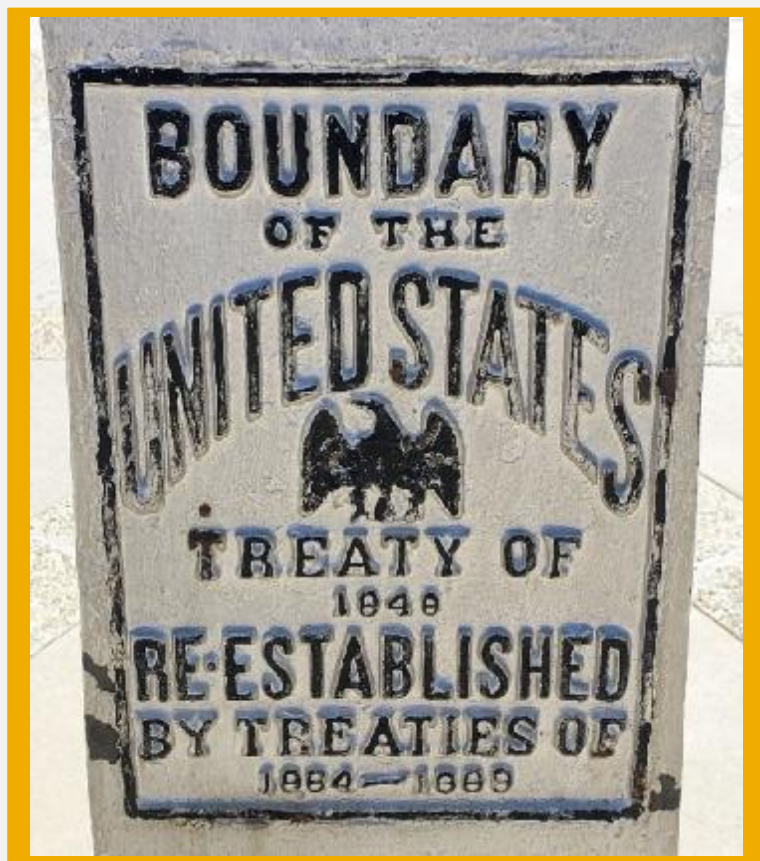
## Nuestra Herencia

Chamizal National Memorial is a park built on diplomacy. Established to commemorate the peaceful settlement of a long standing boundary dispute between the U.S. and Mexico, this memorial reminds us that we should try to settle our differences with each other through friendship and understanding.





The visitor center and cultural center are closed, naturally.





STEPHEN TYNG MATHER  
JULY 4, 1867 JAN 22, 1930

Above – Stephen Tyng Mather July 4, 1867 – January 22, 1930

Below – He laid the foundation of the National Park Service. Defining and establishing the policies under which its areas shall be developed and conserved unimpaired for future generations. There will never come and end to the good that he has done.

HE LAID THE FOUNDATION OF THE NATIONAL PARK SERVICE, DEFINING AND ESTABLISHING THE POLICIES UNDER WHICH ITS AREAS SHALL BE DEVELOPED AND CONSERVED UNIMPAIRED FOR FUTURE GENERATIONS. THERE WILL NEVER COME AN END TO THE GOOD THAT HE HAS DONE.

**CHAMIZAL NATIONAL MEMORIAL**  
THIS SITE COMMEMORATES THE PEACEFUL SETTLEMENT OF THE CHAMIZAL CONTROVERSY, 1866 - 1963, AND HONORS THE MEN OF GOOD WILL, IN THE UNITED STATES AND MEXICO, WHO MADE IT POSSIBLE.

Basically, it feels kind of like a peace park. There's a corresponding park, much larger, across the border. And it was peaceful since there were only another father and his two young daughters making the same rounds I did.





# Chamizal National Memorial

## Trail Map



Don't get excited about the 'trails'. They're gravel walking paths

I sat here for awhile trying to figure out what to do next. I noticed a 'scenic drive' and then found an El Paso App which described three such roadways. After getting lost once I finally made it to Woodrow Bean Transmountain Dr. This may have been scenic but construction, higher speeds and blocked access to turnouts kept it from being so for me.

I followed that with the Lou Henson HWY, also known as 'The Pecan Trail'. There are groves and groves of pecan trees for thirty miles, and only a couple stop signs, and a few vineyards, so a very nice drive. I took it up into New Mexico and back to El Paso.







This is the Sand Riv...eh...Rio Grande River between Texas and New Mexico. There is water farther downstream, and I've been in the Rio Grande Canyon in northern New Mexico with quite a bit of water; I know they use it for irrigation, several of the pecan groves were soaking in ponds of water; but where is the water in-between?



From the Lou Henson (yes this is named after the retired New Mexico State basketball coach), after a few false turns, I made it to Scenic Dr. You may be wondering why I'm getting lost and making wrong turns when I have three GPS units to utilize. I don't want to reprogram any one of them to not take the fastest route, than I will just have to change it back later on. In order to take a route through city streets or back roads I just find something that looks good and is going in the same general direction I want to go and, well, there I go. I have to keep checking Google as to where I am and what my next turn is. It keeps me awake. Anyways, Scenic Dr. There is an overlook on Scenic Dr that is very, scenic. It overlooks El Paso and on into Mexico. I thought I would get up there early, park, work on this newsletter, than be right there for a nice evening city lights photo. The best laid plans and so on. The overlook was packed and it was still a good hour to sunset, definitely no place for and RV to pull over (I think they made the road extra narrow and extra curving just to keep RV's from getting on to it). As I passed I thought, great, now what, and snapped the picture above through the passenger window, just to have a photo from up here. About a half mile down the road there was another pullout with room for me. That's where I took the photo below and carried out the remainder of my plan.





The first photo below is a panoramic from mountain to mountain. Being unable to stretch it out makes it a poor photo, but it gives you an idea. The bottom photo is just a regular shot with a little better definition. I was not about to start messing with depth of field and aperture settings for one photo.





It wasn't a bad day. Saw some interesting sights. Watched a trucker getting out of his truck lose his balance, start to stumble and, wind-milling his arms, try to get his feet under him, but his roly-poly body mass took him to the ground. He got right back up so I'm pretty sure he was ok. A few minutes later he was walking around looking for something that must have fallen out of a pocket when he tumbled. Been there, done that.

It was fun getting the drone up today. But the verge of a two lane highway with a 75 mph speed limit and pretty good winds is not an ideal spot. First problem was that it wanted to download an update. Sorry, no internet. Then I got the drone up and into position for a good photo, and could not take one, only video. For goodness sakes I forgot to take the gimbal protector off. Brought her down and fixed that situation. Up in the air again and found out I did not put the SD card in to record the photos, so I brought her down again and fixed that situation. One more time into the blue and a low battery warning. This is what I get for not performing my pre-flight checklist. Another battery took care of that and I finally got the photos you see above. I gained some valuable experience though.

I already told you yesterday what my Tuesday would be like so tomorrow will probably just be two or three photos unless I get done early and have time for something else. There is a Border Patrol Museum on the north end of town, not sure what they could show off in a museum, their history? Examples of confiscated drugs? Bundles of marijuana? The list of illegal immigrants they've returned to Mexico? We shall see. I should be careful here, there's a reader out there with a border patrol agent for a relative. Hi Tom & Julie!

Did I mention the skunks? I have seen a lot of dead animals on the scenic byways of Texas, dogs, cats, deer, boars (2) (or feral pigs, not sure since only the legs were sticking straight up), a couple Texas speed bumps (Armadillos), even what looked like a Shetland pony, but all of them together do not equal the number of dead skunks on the roads of Texas. No wonder this place stinks (just kidding). I saw two more today but nothing else. I have probably averaged at least two a day. And just to be sure, I am NOT the one that's hitting them.

Until next time.....