

... and their
Driving Machines



**Historic Motoring *to the*
Grand Canyon *of Arizona***

THE BIBLIOGRAPHICAL RECORD
TO THE SECOND WORLD WAR

EARLE E. SPAMER

COVER PHOTO

After having experienced great delays en route from Flagstaff in January 1902, Oliver Lipincott pilots his steam-powered Toledo to the Grand View Hotel, the first automobile to arrive at the rim of Grand Canyon (see “The First Trip” herein, p. 3). (See also back cover.)

Also take note that Nick and Chris Howell drove the same 1902 Toledo steam car from Flagstaff to Grandview in 2014 (see Nancy Green, 2014, under “South Rim” herein).

(Photo: National Park Service, Grand Canyon National Park)

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RAVEN'S PERCH MEDIA

BIBLIOGRAPHICAL AND HISTORICAL RESOURCES ON THE GRAND CANYON
AND LOWER COLORADO RIVER REGIONS

... AND THEIR DRIVING MACHINES

by Earle E. Spamer

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FRONTISPIECE. John Edwin Hogg with his motorcycle at the Colorado River, mouth of Diamond Creek. (*Detail from the cover of The Harley-Davidson Enthusiast, March 1921. See John Anson Ford (1921) under "Peach Springs–Diamond Creek" herein.*) See also *inside rear cover herein*.

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INTRODUCTION



In the early 20th century, there was a new phenomenon, later memorialized with a catchy song by Ron Goodwin in 1965—“Those Magnificent Men In Their Flying Machines.”¹ Beneath them, another form of machine—the automobile—had already been moving about, first within towns and soon enough daring to cross the country on what often were rudely rutted roadways, sometimes only suggestions. In 1902 they discovered the Grand Canyon for themselves, and soon afterward daring drivers pursued them on motorcycles. These magnificent men even found their ways to the bottom of the canyon. The pioneer drivers and riders all were men—but women soon joined them, and some of them even were “women without men in their parties”!²

Exciting adventures at first, in due time the drivers’ escapades became routine, not especially newsworthy except for not-unexpected encounters with bad roads. After the First World War and during the enthusiastic years of the ’20s, the national highways saw greatly increasing numbers of motorists and clamor for better roads. Many drivers stopped at the new Grand Canyon National Park, the first inkling of the wave of motor vehicles that would eventually surpass those arriving by rail³—and clog the seemingly always too small parking areas. The lean times of the Depression years curtailed some of this, which then fell into another great wartime that all but stopped long distance road travel (and which stopped the trains to the canyon as well). The circumstances of the years following the Second World War are well recognized as inaugurating America’s explosive devotion to automobile travel; and no longer was it novel. So for this reason this bibliography cuts off there.

This bibliography captures published accounts of motor travel to the Grand Canyon from the first venture in 1902 through the Second World War, with some prior historical items about early ideas, left unrealized, to use motor vehicles to convey tourists to the canyon. It is necessarily a fragmentary history compiled from books, magazines, and audio-

¹ From the original 20th Century Fox film of the same title.

² William Joseph Showalter, “The Automobile and the Pioneer,” *American Academy of Political and Social Science, Annals*, Vol. 116 (November 1924), p. 22.

³ See the corresponding bibliography, *Ties To the Edge of the Earth: The Bibliographical Record of Railroads to the Grand Canyon of Arizona* (Raven’s Perch Media, 2026).

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INTRODUCTION

visual materials that have come to the compiler's attention during more than fifty years of work.

For sense, this bibliography is divided into geographic sections, one each for the South Rim and North Rim, plus a separate compilation devoted to the pioneering trips down Peach Springs Wash and Diamond Creek to the Colorado River—before the Diamond Creek Road. No such devoted compilations have been compiled before. There are many books not cited here that contain accounts of automobile travel to the canyon. These regrettably must be bypassed; to include them would require a complete rediscovery, and re-reading them to find the scattered reports and reminiscences.

Finally, one curious item defies categorization in this bibliography, but which should be mentioned because it is pertinent to automobile travel to the Grand Canyon, so it is cited here:

Unsigned

1911 2.30465 "Voice from the Promised Land". *The Automobile* (New York), 24(24) (June 15): 1352.

► A peculiar parable of promise and performance, which includes:
"Verily I say unto thee, that even though thou climb and coast the dizzy heights of Mount McKinley with the wagons I shall make, or fall into the yawning Grand Canyon of Arizona, yet will not one bolt start nor the smallest part fail thee.
[. . .] Didst thou not promise us wagons that could safely be thrown into the Grand Canyon without then starting a nut—"

It reflects the worrisome days of less reliable machinery, despite its remarkable ingenuity, a time when more automobilists than today were themselves mechanics, sometimes by necessity if not practice or temperament. The annotations to the citations in this bibliography will occasionally enlighten the reader. Perhaps no better example of this is the first, adventurous automotive expedition to the canyon in 1902, which is where this volume begins, just a year after the first train had arrived on the rim . . .

THE FIRST TRIP



National Park Service, Grand Canyon National Park

At Grand View (at last) — and plenty of parking

The first automobile trip to the Grand Canyon took place in January 1902. Departing from Flagstaff on January 4th, en route to Pete Berry's Grand View Hotel on the rim, Los Angeles automobilist Oliver Lippincott, of the Lippincott Art and Photographic Co., drove his Toledo steam car with a trailer, accompanied by Allen Doyle, a guide from Flagstaff, and journalists Thomas M. Chapman and Winfield C. Hogaboom. For a journey expected to take a day (and planned for accordingly), they did not arrive until the 9th—notably without their vehicle—after suffering a number of breakdowns and running out of gasoline (to fire the boiler) eighteen miles from the canyon. For the *Los Angeles Herald* Hogaboom wrote about lengthy, foodless, waterless hikes and a rescue by Berry and his horse-drawn wagon, an account then picked up in the March 1 issue of the New York magazine, *Automobile Topics*. Finally driving the Toledo all the way to Grand View, having been resupplied with gas shipped by rail to Bright Angel and brought to the marooned auto, the return to Flagstaff a couple of days later took Lippincott—alone—just seven hours. Hogaboom's lively three-page article is reproduced in facsimile on the following pages.

AUTOMOBILE TOPICS

[Vol. 3, no. 20 (March 1, 1902), pp. 753-755]

All for Want of Gasolene

[Winfield Hogaboom in Los Angeles Herald.]

IT was our intention to show the entire population of Williams, Arizona, that a trip to the Grand Canyon with modern means of locomotion was only a pleasant afternoon jaunt. As results will show, we omitted one essential precaution. It had been told us that gasolene could be bought at Flagstaff—and we believed it. Perhaps it was not very wise, either, to rely too implicitly in a vehicle which had never been run before over rough ground.

The machine worked splendidly until we were out of sight of the assembled populace. We were thankful for that. But before we had covered the first ten miles it got to acting up, and our chauffeur said that the trailer was bearing down too hard on the hind axle. So we got off, unloaded the outfit from the trailer and fixed it in such a manner that it couldn't bear down too hard, and when we got through with that job and got the baggage and ourselves aboard again, darkness had fallen upon us.

It was a cold night—cold for us thin-blooded Californians, at least—and we suffered some. After about two hours of this thing, Doyle, the guide, suggested a halt. This was a disappointment to all of us, for we had promised the people of Flagstaff that we would make the whole journey to the Grand Canyon that night and, what is more, we had really expected to do so. And to prove to them that we really expected to, we had made no provision for a stop at night, and had no eatables along.

But it is one thing to say that you are going to run an automobile through a wild, uninhabited country at night, when the moon is off duty, and another thing to do it. After a short consultation we decided to stop. Right here our first streak of good luck came to us. Doyle reckoned that Muderbach's cabin was somewhere in the vicinity. We bunked with the cowboys on the floor of the cabin, and were up long before daylight and had breakfast. The automobile was frozen stiff. A long time was required to thaw it out, and a valuable portion of our supply of fuel was used. But we thought little of that, for were we not going to be at Berry's place at the Rim by 2 o'clock of that day at the latest?

When we finally did get started that morning from the trail below

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the cabin we moved off splendidly. For ten miles or more we scooted through the forest like sliding down the chutes. It was a glorious morning and a glorious ride. We had just descended a small hill where the trail was rough with stones, and the driver had given her more steam as we struck the level and good going again, when something popped, and instantly we were enveloped in a cloud of steam. Our water gauge had burst, and the valves had failed to work. We lost all our steam, and, I am afraid, our hope of heaven, right there.

We had now used all the gasolene brought from Los Angeles, which had been contained in the two feed tanks under the seat, and were obliged to refill the tanks with oil purchased in Flagstaff, and alleged to be gasolene. When we started again it was plain to be seen that this fuel was not going to give the amount of heat required to keep up sufficient steam.

We crawled along for several hours, making about three miles an hour. Then we decided to abandon the trailer with its load of baggage, water and alleged gasolene and attempt to make the canyon some time during the night. So everything not absolutely necessary was left right there, and all four of us piled onto the machine in a heap, and she started. She started well, and kept up a good rate of speed for a mile or more. Then, all at once, we heard a sharp, metallic click, and in another instant a harsh, rasping sound, and we knew that our sprocket chain had parted. An automobile always gets discouraged and quits when its sprocket chain parts.

Three hours later the chain was mended. It was now nearly 12 o'clock at night. We were out on the open plain. The night was bitter cold, and the wind blew right up under our coat-tails. Doyle reckoned there was a bunch of cedar about four miles ahead where we could find shelter. After two hours more, with two walking ahead to discover the way, we pulled into the bunch of cedars which Doyle had reckoned was there.

At daylight we were up and ready for breakfast. For breakfast we each had a look at the automobile and a smoke. No one of us said anything about being hungry or even thirsty. There was a little dirty ice in the bottom of the tank and we melted some of it, but it didn't taste good, so we took another smoke and let it go at that.

The inspection of the automobile revealed the fact that there was just a little gasolene left in the tanks and a little water in the boiler. Doyle reckoned it was about eighteen miles to Berry's.

We started the fire under the boilers and finally got up a little steam. Chauffeur Lippincott worried the automobile along for about two miles, and the rest of us walked. Finally at the end of two miles we were obliged to abandon the machine. Eighteen miles isn't such a long walk; but we were hungry and thirsty, and weak from lack of sleep and other things.

At noon we sighted Skinner's cabin. On the cabin was a sign that

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set forth that it was six and one-eighth miles to the Grand Canyon. The man who put up that sign ought to be killed with a dull hatchet. Two members of the party, Chauffeur Lippincott and Journalist Chapman, were petered out. They could go no farther. Doyle and myself agreed to make the remaining distance to Berry's and send out a relief expedition. Earlier in the day Lippincott had stated positively that he would give \$5 for a drink of water. By degrees he had raised the amount until it now stood at \$500. Chapman had offered \$50 for a ham sandwich with no takers, and Doyle reckoned that he would be willing to give more than that for a good steak, if he had it.

Doyle's stomach wasn't acting right. It probably thought his throat had been cut, or something like that. The two of us had covered scarcely half a mile when he collapsed utterly and gave up the struggle. I left him there by the lava rocks, wrestling with his stomach and went on alone. After I had gone about eight miles I began to think of that sign on Skinner's cabin. "Six and one-eighth miles to the Grand Canyon." About four o'clock I had covered eighteen of that "six and one-eighth miles."

An hour later I looked ahead. I could see a break in the trees. I was on the edge of a clearing of some kind, anyhow, and the terrible monotony and the awful silence of the forest were to be broken at last. With renewed energy I wobbled on, and came to a little hill, beyond the summit of which there were no trees. I had grown to hate trees.

Slowly I crawled up the little hill and stood upon the crest. Then I saw why there were no trees beyond the hill. Beyond the hill was the grandest and most awe-inspiring sight in the world—the Grand Canyon of Arizona.

Twenty minutes later I was at the Grand View Hotel, and landlord Berry was asking what I wanted.

"All I want is water and food and the address of the man who put up that sign on Skinner's cabin," I said modestly.

That night about 8 o'clock the relief expedition, consisting of Landlord Berry and a four-horse team, returned to the hotel on the Rim, bringing Chauffeur Lippincott, Journalist Chapman and Guide Doyle, the sole survivors. At 9 o'clock we ate enough to have driven any landlord but Pete Berry into fits, and at 10 o'clock we retired.

Next day Berry and I drove over to Bright Angel Hotel and telephoned for gasolene. The day after that the gasolene came.

Saturday morning before daylight, Doyle, Chapman and myself drove over to Apez, 16 miles from Grand View, and took the train for home. Everyone of us regretted that we would be unable to make the return trip from the Grand Canyon to Flagstaff.

Several days later Mr. Lippincott made the return trip from the Grand View Hotel to Flagstaff, 67 miles in seven hours.

I am still searching for the man who put up that sign, "Six and one-eighth miles to the Grand Canyon."

... AND THEIR DRIVING MACHINES

THE FIRST TRIP

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The January 25, 1902 issue of *Automobile Topics* included an article that provides a description of Oliver Lippincott's Toledo automobile. It was published after the troublesome trip to Grand Canyon, though it likely was already in type before any further judgment could be made about the ambitious plan to tour a number of parks with the Toledo: he had planned "a complete circuit of the Grand Canyon of the Colorado, followed by journeys all through the Yosemite Valley and later on into Yellowstone Park." As Winfield Hogaboom had not provided as detailed a description of the vehicle, that earlier article is reproduced on the following two pages.

.....

[*Automobile Topics*, Vol. 3, no. 15 (January 25, 1902), pp. 553-554]

Touring in the Rocky Mountains in a Toledo.

Not satisfied with running a Toledo steam carriage from Toledo to New York, and another from Toledo to Hot Springs, Ark., the International Motor Car Company—as the Automobile department of the American Bicycle Company is now styled since becoming a separate corporation—has devised another long-distance demonstration of faith in their product. This time a mountainous district has been selected.



OLLIVER LIPPINCOTT IN HIS TOLEDO.

Arrangements have been made with Mr. Oliver Lippincott, of Los Angeles, Cal., to make a tour which will embrace a complete circuit of the Grand Canyon of the Colorado, followed by journeys all through the Yosemite Valley and later on into Yellowstone Park. For this journey a vehicle has been selected, which in all but two respects is exactly the same as any other stock carriage of Toledo manufacture. The first change has been made by increasing the water capacity to 42 gallons, necessitating the lengthening of the wheel base an additional 6 inches. When equipped with full capacity of water and gasoline, it will weigh 1,550 pounds. Mr. Lippincott weighs some 230 pounds.

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His assistant, the Associated Press representative on the journey, will increase the weight an additional 170 pounds. Their baggage will average about 200 pounds, making the total weight of the carriage, occupants and baggage 2,150 pounds. Inasmuch as a considerable portion of the country mapped out to be traversed will be far from civilization and certain other portions of it hundreds of miles removed from water, a trailer has been arranged to accompany the vehicle through the entire journey. This trailer is a low vehicle resting upon two wheels with springs back and front. It works upon a swivel joint hung from the back of the differential gear on the carriage. This trailer will carry four gasoline tanks of 8 gallons each, making 32 gallons in all, an additional water tank with a capacity of 20 gallons and an extra compartment for photographic material. The weight of the trailer alone without any supplies is 400 pounds. When carrying the full capacity of gasoline, water and photographic material, the weight will be increased 200 pounds, making the total net weight about 600 pounds.

KEY TO ITEM NUMBERS USED IN THIS BIBLIOGRAPHY

1899

2.18931

To the Grand Canyon in automobiles. *In*: Pacific Coast Notes [SUBSECTION], News of the Week [SECTION]. *The Electrical World*, 33(9) (March 4): 287.

Throughout this bibliography the unique Item Numbers applied to each citation are taken from the master bibliography, *THE GRAND CANON* Volume 1/Part B (5th edition, 2025, plus additional citations accumulated since January 2025). These are only serial numbers, first applied in the bibliography in the 1990s to distinctively identify citations. The prefixes (for example, "2.") indicate the subject-specific part of the master bibliography (see the list below for those used in the present bibliography). The suffixed numbers are unique within that part. The numbers occasionally are used to unambiguously cross-reference other citations in the bibliography.

Part numbers not listed are not pertinent to this bibliography

PREFIX SUBJECT

- 2. GENERAL PUBLICATIONS
- 3. *THE NEW YORK TIMES*
- 6. PUBLICATIONS FOR AND BY YOUTH AND YOUNG ADULTS
- 9. TRAVEL GUIDES
- 19. BIOLOGY AND ECOLOGY

SOUTH RIM



To distinguish automobile ventures from those on motorcycles, the latter are flagged with the note MOTORCYCLE

Unsigned

1899	3.354	(January 25) Automobiles in Colorado [<i>sic</i>]. Horseless carriages soon to be seen in the Grand Canyon. <i>The New York Times</i> , (January 25): 4. <ul style="list-style-type: none">▶ Everett-King Company contracted by Santa Fe Railroad for nine 18-passenger vehicles.
1899	2.14211	[Note.] <i>The Electrical Engineer</i> , 27 (February 23) (564): 227. <ul style="list-style-type: none">▶ "Grand Canyon, Colo. [<i>sic</i>], is to have nine gasoline automobiles running from Flagstaff, A. T., each driven by a 14 h. p. gasoline engine and seating 18 persons." (ENTIRE NOTE)
1899	2.18931	To the Grand Canyon in automobiles. <i>In</i> : Pacific Coast Notes [SUBSECTION], News of the Week [SECTION]. <i>The Electrical World</i> , 33(9) (March 4): 287. <ul style="list-style-type: none">▶ "Officials of the Santa Fe Railroad recently signed contracts, in Los Angeles, Cal., for ten automobile carriages, which are to be used between Flagstaff, Arizona, and the Grand Canyon of the Colorado. Sixteen miles an hour is the required speed." (ENTIRE ITEM)]
1899	2.15344	[Santa Fe Railway considering "automobile carriages" for line from Flagstaff to Grand Canyon.] <i>In</i> : Notes and News [SECTION]. <i>Railway Age</i> , 27(10) (March 10): 166. <ul style="list-style-type: none">▶ Presumably electrically powered cars.
<hr/>		
1901	2.19595	[Automobile line to Grand Canyon.] <i>In</i> : Under the Searchlight [SECTION]. <i>Electricity</i> , 20(8) (February 27): 119. <ul style="list-style-type: none">▶ "The Grand Canyon of the Colorado in Northeastern [<i>sic</i>] Arizona was visited last season by hundreds of tourists, and in order to handle the anticipated increase this year a scheme of establishing an automobile line from Flagstaff, Ariz., to the Grand Canyon is being entertained by local capitalists. S. E. Farcte, who conceived the idea, has gone to Chicago to make arrangements." (ENTIRE ITEM)
1901	2.13329	[Automobile trip planned to Grand Canyon.] <i>In</i> : Minor Mention [SECTION]. <i>The Horseless Age</i> (New York), 8(39) (December 25): 846. <ul style="list-style-type: none">▶ "Oliver Lippincott has perfected arrangements for a trip from Los Angeles to the Grand Canyon of the Colorado by automobile." (ENTIRE NOTE)

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SOUTH RIM

Unsigned (continued)

- 1902 2.15286 Automobile endurance test. *Electrical World and Engineer*, 39(3) (January 18): 140.
▶ Oliver Lippincott demonstration tour with Toledo steam vehicle planned by automobile department of American Bicycle Co., including "making a circuit of the Grand Canyon of the Colorado" (ENTIRE NOTE).
- 1902 2.16675 Touring in the Rocky Mountains in a Toledo. *Automobile Topics*, 3(15) (January 25): 553-554.
▶ See p. 553: "Arrangements have been made with Mr. Oliver Lippincott, of Los Angeles, Cal., to make a tour which will embrace a complete circuit of the Grand Canyon of the Colorado . . ." (ENTIRE NOTE)
- 1902 2.15282 A complete exhibition. *The Automobile Review*, 6(2) (February): 37.
▶ International Motor Car Co. "The Toledo department will exhibit its standard Model A Toledo steam carriage, such as is now making the trip through the Grand Canyon and the Yosemite Valley." (ENTIRE NOTE)
- 1902 2.16674 [Note.] *Automobile Topics*, 3(17) (February 8): 644.
▶ "Oliver Lippincott of Los Angeles, Cal., recently ascended Knob Hill, between Flagstaff, Ariz., and the Grand Canyon in his automobile, a Toledo, through six inches of snow. It was necessary to overcome a 16 per cent. grade, and the test, which was made before representatives of the New Automobile Transportation Company, was a severe one. By May 1st the company intends to have fifteen passenger automobiles in operation in [*sic*] the Grand Canyon." (ENTIRE ITEM)
- 1902 2.22189 A stiff climb. *The Automobile Review*, 6(3) (March): 64.
▶ "Oliver Lippincott, the Los Angeles artist, in his automobile 'Toledo,' climbed 'Knob Hill,' a 16 per cent grade, in six inches of snow, in a test before a committee of the new automobile company, between Flagstaff, Ariz., and the Grand Canyon. The demonstration is considered one of the most successful and difficult yet accomplished. The new company expects to have fifteen passenger automobiles running by May 1." (ENTIRE ITEM)
- 1902 2.15287 Flagstaff, Ariz. *In*: The Automobile [SECTION]. *Electrical World and Engineer*, 39(9) (March 1): 419..
▶ "Mr. Oliver Lippincott, the Los Angeles artist, in his automobile 'Toledo' has climbed Knob Hill, a 16 per cent grade, in six inches of snow, in a test before a committee of the new automobile company between Flagstaff and Grand Canyon. The demonstration is considered one of the most successful and difficult ever given in this country." (ENTIRE NOTE)
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- 1903 2.18049 [F. Weber Benton plan for journey by motorcycle from California to St. Louis.] *In*: Motor-Cycling News [SECTION]. *The Motor-Car Journal* (London), 5(213) (April 4): 88. MOTORCYCLE
▶ Notes, "The travellers will descend into old Mexico, cross the scenic belt of Arizona, touching the territory of the cliff dwellers and passing through the depths of the Grand Canon of the Colorado." (ENTIRE NOTE)
- 1903 2.30867 An exploration tour with a motor-bicycle. *The Motor* (London), 3(61) (April 8): 19. MOTORCYCLE
▶ "An American journalist of St. Louis" and an assistant plan to travel by motorcycle through the Southwest, "into districts hitherto only possible on foot". "The route will lay through Old Mexico and across the great scenic belt of Arizona, and thence into the depths of the Grand Canon of Colorado [*sic*]."

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Unsigned (continued)

- 1903 2.16027 [News note.] *Automobile Topics*, 6(25) (October 23): 1660.
▶ "An automobile was sold in San Francisco a few weeks ago to be shipped to Arizona and be run from the nearest railroad station to the Grand Canyon of the Colorado for the purpose of carrying passengers." (ENTIRE NOTE)
-
- 1911 2.21554 Across the continent and back. *The Automobile*, 25(25) (December 21): 1069-1074.
▶ Regarding the 105-day double cross-continental trip by "Thomas W. Wilby, special agent of the Office of Public Roads, made under the auspices of the Touring Club of America" in an "Ohio touring car". The tour map shows a side trip to the South Rim of Grand Canyon (though no special mention of it is in the text).
-
- 1912 3.407 Auto battles with snow. President Joy has exciting experience in New Mexico. *The New York Times*, (March 24): Section B, p. 5.
▶ Henry B. Joy, president of Packard Motor Car Co. Passing notice of visit to Grand Canyon, with comment on "Not a drop of water between Ash Fork and the Grand Canyon!"
- 1912 3.409 Autoists build road. Seventy-mile stretch constructed for motor car tour. *The New York Times*, (June 2): C10.
▶ "The new road connects the railroad of Ash Fork with the Government reservation at Grand Canyon." The road was built "under the direction of the veteran 'Bill' Bass [William Wallace Bass], who antedates the railroad, building in that region, and has been locally credited on many occasions with having dug the Grand Canyon himself." [With regard to the latter comment, Bass is confused with John Hance.]
- 1912 2.14740 Automobilists repairing roads. *The Automobile*, 26(22) (May 30): 1220.
▶ Mentioned in passing are preparations for the "Arizona Motor Company's sociability run from Phoenix to the Grand Canyon next month."
- 1912 2.19260 How Arizona towns made good. *Automobile Topics*, 26(3) (June 1): 159.
▶ Building a road from Ash Fork to Grand Canyon under the direction of "Bill" Bass, to accommodate the Studebaker sociability run.
- 1912 2.14741 Phoenix-Grand Canyon tour. *The Automobile*, 26(23) (June 6): 1284.
▶ Arizona Motor Company's sociability run.
- 1912 2.14742 [Arizona Motor Company's sociability run.] *The Automobile*, 26(23) (June 6): 1297.
- 1912 2.15851 Many in Studebaker sociability run; half-hundred cars start from Phoenix, Ariz., for Grand Canyon—Owners will spend several days on road and will be entertained in many of the towns. *Motor Age*, 21(23) (June 6): 23.
- 1912 2.18933 Build road for tour. *The Automobile Journal*, 33(9) (June 10): 32.
▶ Citizens construct road from Ashfork to Grand Canyon, for Studebaker automobile run.
- 1912 2.14739 Severe sociability run; of twenty-two competing cars in Arizona run but seven reached Prescott by midnight; only three of eleven entrants for Studebaker cup reached night stop on time. *The Automobile*, 26(24) (June 13): 1313.
▶ Phoenix-to-Grand Canyon automobile tour.

... AND THEIR DRIVING MACHINES

SOUTH RIM

Unsigned (continued)

- 1912 2.16163 Studebaker owners visit Grand Canyon; twenty-two cars take part in sociability run that goes out of Phoenix, Arizona—eleven taking part in actual contest—motorists entertained in towns on the route. *Motor Age*, 21(24) (June 13): 17.
- 1912 2.16254 Road that was built for a tour; public-spirited residents of northern Arizona create a “short-cut”—70 miles over desert country. *Motor World*, 31(12) (June 13): 54.
▶ Ash Fork to Grand Canyon. Studebaker sociability run.
- 1912 2.13012 Studebaker tour great success; cars thoroughly tested over desert and mountain roads—gasoline consumption figures. *The Automobile*, 26(25) (June 20): 1398.
▶ Arizona Motor Company, Studebaker Sociability Run; 700 mile tour including Grand Canyon.
- 1912 2.15849 Graham Riebling wins Studebaker Run; A. D. Aiken placed second and R. C. Baker third in long reliability. Motorists travel 9 days, go 700 miles; many adventures recorded on trip from Phoenix to Grand Canyon and back. *Motor Age*, 21(25) (June 20): 12-14.
- 1912 2.19261 Grand Canyon Studebaker run. *Automobile Topics*, 26(6) (June 22): 349.
▶ “More than 100 owners of E-M-F ‘30’ and Flanders ‘20’ cars, recently completed a run of over 600 miles on a tour from Phoenix, Ariz., to Grand Canyon. The tour was open to Studebaker cars only, and had a Governor’s Cup as the trophy.” (ENTIRE ITEM)
- 1912 2.12937 Arizona run picturesque; tourists glide and bump over all sorts of roads through fertile and sterile country; verdant valleys in strong contrast with barren lava beds. *The Automobile*, 26(26) (June 27): 1438-1439.
▶ Studebaker tour, Phoenix to Grand Canyon.
- 1912 2.14738 Prescott motorists have tour. *In: News of the Week Condensed* [SECTION]. *The Automobile*, 26(26) (June 27): 1448.
▶ “Encouraged by the success of the Studebaker sociability run from Phoenix to the Grand Canyon and return, the automobilists of Prescott, Ariz., organized and carried out a similar affair. Fifteen machines of various makes took part and the trip was made in 4 days.” (ENTIRE ITEM)
- 1912 2.22543 Make trip to Grand Canyon. *In: From the Four Winds* [SECTION]. *Motor Age*, 21(26) (June 27): 36.
▶ “Encouraged by the success of the Studebaker sociability run from Phoenix to the Grand Canyon and return, the automobilists of Prescott organized and carried out a similar affair. Fifteen cars of various makes took part and the trip was made in 4 days. There were no prizes and no record of performances was kept, but all the cars finished the run in good shape. The people at the canyon, Ash Fork, Flagstaff, Williams and other towns along the route entertained the travelers royally.” (ENTIRE ITEM)
- 1912 2.18930 Practical transcontinental itineraries. Suggestions for a motoring trip from New York City to San Francisco, Los Angeles and return, with Pacific Coast routes connecting with Seattle. *The Automobile Journal*, 33(11) (July 10): 35-48.
▶ See p. 37: “. . . the Grand Canyon of the Colorado is now quite as easy of access to the motorist as Niagara Falls. An excellent automobile road runs to the most interesting portion of the splendid gorge from Phoenix, Ariz., and it may be added that the government as aided materially in bringing this about, with its macadam way to the Roosevelt dam, so-called, and through the famous Superstition mountains.”

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SOUTH RIM

Unsigned (continued)

(ENTIRE NOTE) (However, the illustration on the same page, "Some of the Picture Rocks in the Grand Canyon of the Colorado, Now Within Easy Reach by Automobile" depicts a far lesser canyon elsewhere, along a roadway lined with telephone poles following a river.)

1912	2.18089	Many long-distance tourists. <i>The Horseless Age</i> (New York), 30(3) (July 17): 84. [Includes brief notice of "the big Studebaker tour from Phœnix to Grand Canyon, in which more than 100 owners and their friends took part, without an accident befalling them."]	
1913	2.12914	Hudson first car to climb Bright Angel Trail. <i>The Hudson Triangle</i> (Hudson Motor Car Co., Detroit), 3(3) (July 19): [4]. ▶ Hudson Six 54 driven from Williams, Arizona, to Grand Canyon at head of Bright Angel Trail. Promotional item.	
1913	2.29394	Drives car to canyon's brink. <i>In: From the Four Winds</i> [SECTION]. <i>Motor Age</i> , 24(4) (July 24): 40. ▶ "The distinction of piloting a motor car to a point where a car never has been driven before is one that rarely comes to the motorist nowadays, but George W. Jiminez of the Hudson motor car agency at Los Angeles achieved this feat recently when he drove a Hudson six to the head of the Bright Angel trail at the brink of the Grand Canyon of the Colorado." (ENTIRE ITEM)	
1913	2.31806	On the transcontinental journey. <i>In: In the Realm of the Motorcyclists</i> [SECTION]. <i>The Automobile Journal</i> (Pawtucket, Rhode Island), 35(12) (July 25): 75. ▶ "Mr. and Mrs. LeRoy Snodgrass of Los Angeles, Cal., have passed Albuquerque, N. M., on their overland journey to New York on their Henderson motorcycle and sidecar." Notes <i>in passing</i> , ". . . after arriving at the Grand Canyon they proceeded by way of Flagstaff . . ."	MOTORCYCLE
1914	2.13239	Motoring in New Mexico and Arizona; among the Indian pueblos and cliff dwellings of former civilisations. <i>The Autocar</i> (London), 32 (January 31) (1954): 217-220. ▶ See p. 220, Grand Canyon is noted on the tour, <i>in passing</i> .	
1914	2.28624	On his wedding trip. A. H. Bartsch also found time to establish a score of Bosch service stations. <i>The Automobile Journal</i> , 37(4) (March 25): 32. ▶ "On the way [to Los Angeles] he stopped at the Grand Canon in Arizona, and was somewhat disappointed to find that only horses and burros were used in that vicinity, so that he was unable to establish a Bosch service station." (ENTIRE NOTE)	
1914	2.14477	A motor car camping outfit. <i>In: The Motor Car World</i> [SECTION]. <i>Dun's Review, International Edition</i> (New York), 23(6) (August): 90. ▶ Specialized automobile. "Early in 1912 it fought its way from Denver to the Grand Cañon in the face of terrific winter conditions on the Santa Fe trail." (ENTIRE NOTE)	
1914	3.2007	Motor to New York from Los Angeles. J. H. Minor and C. P. Minor, who started April 28, arrive here. By the National Highway. Tourists next year can cover 3,500-mile route in thirty days, it is said. <i>The New York Times</i> , (August 7): 12. ▶ The brothers Minor traveled across the country "in order to obtain accurate information for the thousands of automobile tourists who were expected to go to San Francisco by automobile next year [to see the grand expositions then being	

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Unsigned (continued)

- constructed].” Includes the remark, quoting J. H. Minor: “When you get to Williams you can leave the national route by a very good road for a trip to the Grand Cañon, joining the highway a little further on at Flagstaff. This is a side trip of 144 miles.”
- 1914 2.16259 Americans will tour at home in 1915. *The American Chauffeur*, 2(9) (September): 249.
▶ Notes *in passing* that motorists will be “able to reach the Grand Canyon over the road only after a struggle”.
- 1914 2.29393 Motoring invasion of the land of the cliff dwellers; Pathfinders start on 2,000-mile trip. *Motor Age*, 24(13) (September 25): 15.
▶ Announcement of a forthcoming trip, with one day at Grand Canyon.
- 1914 2.18062 Agencies appointed during the month. *The Accessory and Garage Journal*, 4(8) (December): 25-26.
▶ Automobile sales agencies. See p. 26: “Arizona. Grand Canyon—Studebaker, Capt. W. W. Bass.” (ENTIRE NOTE)
- 1914 2.24201 Praises for Old Trails sign system. *Touring Topics* (Automobile Club of Southern California, Los Angeles), 6(11) (December): 14-15.
▶ National Old Trails road. “Mr. [R. A.] Woodall, of course, made the side trip from Flagstaff to the Grand Canyon, following the Club’s [Automobile Club of Southern California] signs to El Tovar hotel and returning to the main highway at Williams with the Club’s signs as his guide.” (ENTIRE NOTE)
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- 1915 2.17657 National Highway transcontinental tours. *The Automobile Journal*, 39(6) (April 25): 15-21.
▶ Planned tour by the National Highways Association, New York to San Francisco, June 15-July 22, including a stop at Grand Canyon.
- 1915 2.17433 San Francisco meeting of the Mechanical Engineers. *American Machinist*, 43(14) (September 30): 605-606.
▶ American Society of Mechanical Engineers. See p. 605: “The route [to San Francisco included] the Grand Cañon, where some rode muleback or horseback down the Bright Angel trail, while others took the Hermit Run [*sic*] drive and the auto ride to Grand View.” (ENTIRE NOTE)
- 1915 2.28048 [Photo spread.] *Arizona* (Phoenix), 5(7) (September/October): 8-9.
▶ See p. 9, “On the rim of the Grand Canyon. Road from El Tovar Hotel, over which automobiles are not allowed to pass”. Photos credited to *Motor Print*, which is noted “made Arizona a special feature in its September issue”, obtained through the Phoenix Chamber of Commerce.
- 1915 2.17710 Movie motors invade wilds. *American Chauffeur*, 3(11) (November): 512-513.
▶ Mitchell Car automobile outfitted with a “powerful 4,500,000 candle power lighting apparatus” (illustrated). See p. 512: “. . . arrangements have been completed to transport the entire company and a host of ‘properties’ to Northern Arizona, where this fall it is expected pictures will be staged in the Grand Canyon, and by means of the light from the portable plant, to delve into the depths of the caverns of the great crevass and to utilize the dark recesses, caves and trails. It will be the first time where the canyon has actually been employed as a stage for the pictured drama.” (ENTIRE NOTE)

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SOUTH RIM

Unsigned (continued)

1915	2.18085	Portable light plant. <i>Illustrated World</i> , 24(3) (November): 376. ▶ Automobile fitted out with lights for night filming at Grand Canyon.
1915	2.19090	Lighting plant for movie work on motor car. <i>Popular Mechanics</i> , 24(5) (November): 660-661.
1916	3.436	Notes and items of the automobile trade. <i>The New York Times</i> , (June 11): XX 4. ▶ "From Dodge Brothers, Detroit, Mich.: 'We have been notified that "Death Valley Dodge," driven by O. K. Parker of Los Angeles, has successfully made a trip to the bottom of the Grand Canyon of the Colorado and back to the rim. This is the first time in the history of motoring that the feat has ever been performed. It was impossible to use the burro trails, and Mr Parker made a new route to the bottom of the gorge, being compelled in many places to blast enormous rocks out of the way. The canyon is more than a mile deep at the point where the descent was made.'" (ENTIRE NOTE)
1916	2.19253	See America first—see America now. No. 82—Tablet erected for Mayor [sic] John Wesley Powell. <i>Motor Age</i> , 29(24) (June 15): 21. ▶ "On the rim of the Grand Canyon of the Colorado the United States Government has erected a tablet to Mayor [sic] John Wesley Powell for being the first to explore this great national [sic] wonder. Powell made the trip down the Colorado in a rowboat." (ENTIRE ITEM) "Editor's Note—This is the eighty-second of a series of illustrations and thumb nail sketches of the scenic and historic wonders of America to be published in <i>Motor Age</i> for the purpose of calling the attention of motorists to the points of interest in their own country." An allusion to the See America First campaign.
1917	2.15749	Motorists who visit Grand Canyon. <i>In</i> : From the Four Winds [SECTION]. <i>Motor Age</i> , 31(7) (February 15): 48. ▶ "Figures compiled at El Tovar hotel on the rim of the Grand Canyon show that 31,358 persons visited the canyon last year. Of these 5129 came in motor cars. Thirty-six states were represented among the motorists. The season is a year-round one, but motor travel is confined to the period between March and November." (ENTIRE ITEM)
1918	2.30763	Following the tourist trail to California; here is briefly described the country traversed in reaching the Pacific coast over the National Old Trails Road. <i>Touring Topics</i> (Automobile Club of Southern California, Los Angeles), 9(12) (January): 7-10. ▶ Grand Canyon, see p. 10. Includes photo, "Cliff Dweller's Ruins on the Route of the N. O. T.", which depicts part of the Hopi House at Grand Canyon (no text mention).
1918	2.22749	Club posts 6228 miles of eastern highways; 3900 road markers and standards placed by A. C. of S. C. on Lincoln Highway and National Old Trails since July first. <i>Touring Topics</i> (Automobile Club of Southern California, Los Angeles), 10(9) (October): 9-11. [Automobile Club of Southern California.] ▶ See p. 11, comments on roads to Grand Canyon from Flagstaff and from Williams.

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Unsigned (continued)

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| 1919 | 2.15089 | <p>Discriminating against motorists in a national park. <i>Motor Travel</i> (Automobile Club of America), 11(5) (August): 12.</p> <ul style="list-style-type: none">▶ Begins, misinformatively: "We are advised by one of our members of a situation in connection with the Grand Canyon National Park in Arizona that needs vigorous attention by the head of the Department of Agriculture. In the reservation referred to, the National Forest Commission [<i>sic</i>] has granted permission to the Santa Fé Railroad to build several roadways a distance of nine miles into the canyon. When these roads were completed notices were posted forbidding their use by motorists. The Santa Fé Railroad appears to care only for tourists who travel by rail, and it provides horse-drawn vehicles to carry these passengers over the restricted roads to the canyon and the hotel at the end in which the Santa Fé System appears to be particularly interested." |
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| 1920 | 2.19511 | <p>Automobilist displays scenic record of trip. <i>Illustrated World</i>, 33(4) (June): 627-628.</p> <ul style="list-style-type: none">▶ Unidentified automobilist traveled from Los Angeles to Albuquerque and return. "On the surface of the car a map was made of the routes, and pictures in color were painted to depict various spots of historic or scenic interest along the route." Notes Grand Canyon, <i>in passing</i>. One side of automobile is illustrated in article. |
| 1920 | 2.26496 | <p>Strip maps from the Atlantic to the Pacific; scout car returns from double transcontinental charting tour on National Old Trails and Lincoln highways. <i>Touring Topics</i> (Automobile Club of Southern California, Los Angeles), 12(8) (August): 11-16, 31, 34.</p> <ul style="list-style-type: none">▶ See p. 14, brief note of signing roads to Grand Canyon. |
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| 1921 | 2.23856 | <p>Buffalo not far from Pacific coast. <i>In</i>: Across the Continent With the Marmon 34 [SECTION]. <i>The Marmon News</i> (Marmon Company, Indianapolis, Indiana), 5(1) (March): 5.</p> <ul style="list-style-type: none">▶ A. W. Merrill and family travel from Buffalo, New York, to San Francisco and return. Notes a side-trip to the Grand Canyon, <i>in passing</i>. See also a photograph, p. 4, with legend, "Entrance to Grand Canyon, National Park and forest" (<i>sic</i>), which apparently pertains to this item; it depicts a Marmon automobile with driver at a simple wooden archway with illegible sign amidst sagebrush. |
| 1921 | 2.14194 | <p>[Road construction at Grand Canyon.] <i>In</i>: Along the Trail [SECTION]. <i>Santa Fe Magazine</i>, 15(6) (May): 60.</p> <ul style="list-style-type: none">▶ "The road from El Tovar to Hermit's Rest will be repaved and construction commenced on a road eastward to Desert View, so that ultimately there will be a rim automobile drive for a distance of more than forty miles along the Grand Cañon." (ENTIRE NOTE) |
| 1921 | 2.14200 | <p>[Fred Harvey sightseeing.] <i>In</i>: Along the Trail [SECTION]. <i>Santa Fe Magazine</i>, 15(10) (September): 58.</p> <ul style="list-style-type: none">▶ "Fred Harvey maintains twenty-one large sight-seeing automobiles and ninety-five mules and saddle horses for the purpose of enabling visitors to get a faint idea of what the Grand Cañon is like." (ENTIRE NOTE) |
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| 1922 | 2.18108 | <p>Our new national parks beckon auto campers; Uncle Sam opens magnificent playgrounds to motor vacationists. <i>Popular Science Monthly</i>, 100(6) (June): 56-58.</p> <ul style="list-style-type: none">▶ Grand Canyon, pp. 56-57. |

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Unsigned (continued)

1922	3.462	Overland motoring joys. Many pleasures for well equipped tourists seeing America by automobile. <i>The New York Times</i> , (August 13): 91. ▶ Includes note of travel from Maine Station to Grand Canyon.
1922	2.14873	Gypsying by motor. <i>The International Interpreter</i> , 1 (September 2): 685-687. ▶ Automobile caravansaries; or automobile campers. Grand Canyon noted, p. 686.
1924	3.476	Woman, 74, tours 8,000 miles in auto. First crossed continent with father, a Forty-niner, behind an ox team. Returns with daughter. Untired by long trip—Travelers from Salem, Ore., praise New York traffic police. <i>The New York Times</i> , (May 31): 13. ▶ Includes note of a stop at Grand Canyon.
1925	2.20636	Brooklyn "good will" trip a success. <i>In</i> : With the Manufacturers [SECTION]. <i>Radio Age</i> (Chicago), 4(8) (August): 90. ▶ "Good-will and industry" automobile trip of the Brooklyn Chamber of Commerce. Mentions Eric H. Palmer of Freed-Eisemann Radio Corporation and his radio reception reports. Article notes that Palmer "took his set into the Grand Canyon [and other locales], never failing to receive music from the ether." (ENTIRE NOTE)
1929	3.548	Miss Stinnes here on world auto trip. Daughter of German financier tells of long journeys over trackless wastes. Traveled 27,000 miles. Dynamited path over the Urals—Has lost 28 pounds on tour—Hails industrial progress of America. <i>The New York Times</i> , (May 29): 12. ▶ About Clairenore Stinnes. Includes note of having visited Grand Canyon.
1942	2.194	Canyon train stopped. <i>In</i> : Here and There on the Desert [SECTION]. <i>Desert Magazine</i> , 6(1) (November): 37. ▶ "Grand Canyon—Passenger train service over a branch Santa Fe railroad line from Williams to the north rim [<i>sic</i>] has ceased for the duration. The Arizona corporation commission recently granted the railroad's request to discontinue service when the company asserted that they needed equipment and train crews in main-line service and that travel to the canyon had dropped 77 per cent. Rail traffic to Grand Canyon last August was 1833, compared to 10,839 in August, 1941. Likewise automobile traffic was less than half as heavy as last June. Bus service will be continued by Santa Fe Trailways." (ENTIRE ITEM)

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Ancona, Edward P.

- 1919 2.22660 The forest ranger receives a compliment. *Ladies' Home Journal*, (December):.
▶ Anecdote reprinted in various other sources, including newspapers. Regarding a tourist party "motoring along a forest road in a lonely region not far from the Grand Canon in Arizona", stopping at an untended ranger station and noting its immaculate office and living quarters. Two calling cards with compliments were left behind for the ranger; one from David F. Houston, Secretary of Agriculture, and the other from Hans Sulzer, Ambassador from Switzerland.
- 1919 2.22661 The forest ranger receives a compliment. *News Letter* (U.S. Forest Service, California District, San Francisco), (57) (December 5): [6]-[7].
▶ Credited to "'The Ladies' Home Journal' for Dec."; *i.e.*, Ancona (1919, [ITEM NO. 2.22660](#)).
- 1920 2.22662 The forest ranger receives a compliment. *The Mountain States Monitor* (Denver), (February): 22.
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Automobile Blue Book Publishing Co.

- 1917 9.797 *Official automobile blue book 1918 : "Standard Road Guide of America" established 1901 : Volume Eight : California, Nevada, Utah and Arizona with extension routes into Oregon and New Mexico*. New York, Chicago, and San Francisco: Automobile Blue Book Publishing Co. [Other eds.]
▶ Cover title: *Official automobile blue book. Vol. 8, 1918. California, Nevada, Utah and Arizona*. See various descriptions of driving routes in Grand Canyon area, throughout volume. For Grand Canyon routes, of special note: "Route 438—Ashfork to Grand Canyon, Ariz.—72.4 m[i]., p. 520; "Route 439—Williams to Grand Canyon, Ariz.—63.4 m[i]., p. 521; "Route 441—Flagstaff to Grand Canyon, Ariz.—84.9 m[i]., p. 522.
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Automobile Club of America

- 1921 9.967 A. C. A. trans-continental tour. *Motor Travel*, 13(3) (June): 29-32.
▶ Mileage chart for transcontinental loop tour, with two different cut-offs for shorter loops. Notes at Flagstaff, "Connection to Grand Canyon—71 miles" and at Williams, "Connection to Grand Canyon—66 miles". (ENTIRE NOTE)
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Automobile Club of Southern California

- 1922 2.23876 Going to San Diego. *In*: What the Mailman Brought [LETTERS SECTION]. *Outers' Recreation* (Outers'-Book Co., Chicago), 66(6) (June): 500.
▶ Quoting a reply sent to "R. J. H." regarding an inquiry about the "best route" to take from Canton, Ohio, to San Diego, California. "There are three roads leading from the Santa Fe Trail in northern Arizona to the Grand Canyon—one from Flagstaff, one from Williams, and the third leaving the highway at Maine Station, sixteen miles west of Flagstaff. This latter road is considered the best connecting road at present between the main route and the Canyon."
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Cole, B. F.

- 1914 2.16258 Auto Atoms [COLUMN]. *The American Chauffeur*, 2(12) (December): 864.
▶ See item: "Capt. Bass Forsakes Horse. Capt. W. W. ('Bill') Bass, Grand Canyon poet and guide, who has roamed Arizona since boyhood, aboard a cayuse, is now Grand Canyon dealer in Studebaker cars." (ENTIRE NOTE)
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Dixon, Winifred H.

- 1921 2.2407 *Westward hoboos : ups and downs of frontier motoring*. New York: Scribner's Sons, 377 pp. [Also later printings, 1924, 1928, 1930.]
▶ From Boston to the West in a Cadillac Eight. See Chapter 16, "The Grand Canyon and the Havasupai Canyon" (pp. 220-233) (the trip to Supai via horseback). [The author was the wife of Rollin Dexter Dixon, the motion picture director and real estate promoter.]
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Du Puy, William Atherton

- 1925 3.484 Curtain rises on nation's park show. Automobile ushers the way to Uncle Sam's vast scenic playgrounds in the Rocky Mountain region, and two million visitors are expected this year. *The New York Times Magazine*, (May 31): 4-5.
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Edholm, C. L.

- 1915 2.18051 A motor car in Moqui Land. *Motor* (New York), 24(1) (April): 58-59.
▶ Notes, "A trip quite off the beaten path for pleasure cars was made this summer by a party from Los Angeles, who drove a couple of heavy Marmons to the rim of the Grand Canyon . . ." Regarding Marmon automobiles. Includes photo, p. 59, of vehicles at "The Hopi Village at El Tovar" (*i.e.*, Hopi House).
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Fred Harvey [firm]

- NO DATE 2.3222 *Grand Canyon automobile cabin camp*. Fred Harvey, 8-page foldout. [Ca. 1937.]
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Gassaway, Gordon

- 1914 2.18053 Trans-continental sign posting. *Motor* (New York), 22(6) (September): 42, 50, 128.
▶ Automobile Club of Southern California road-signing campaign. Of special interest is a photograph at Grand Canyon (p. 42) near Lookout Studio (visible in background), view downward of automobile beside a wooden boardwalk on the edge of the canyon, with two Harvey Girls standing before a wooden railing. Also a photograph (p. 50) of automobile in front of Hopi House (identified only as "an old Indian house on the sign-posted route"). Grand Canyon is not specially mentioned in the text.
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Gast, David K.

- 1973 2.31073 Motoring to the bottom of the Grand Canyon in 1914. *Horseless Carriage Gazette*, 35(2) (March/April): 44-49.
- ▶ Regarding F. L. Wing's trip to the South Rim and also down Peach Springs Canyon to Diamond Creek in a Metz automobile.
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Green, Nancy [Green, Nancy Rivest]

- 2014 2.21796 Steam car replica run, August 26-27, 2014. *The Ol' Pioneer* (Grand Canyon Historical Society), 25(4) (Fall): 10-12.
- ▶ Flagstaff to Grandview Point, Grand Canyon. Nick and Chris Howell drive the same 1902 Toledo steam car that made the first automobile run from Flagstaff to Grandview in 1902; also the brothers' first visit to Grand Canyon. [Refer also to the front and back covers of the present bibliography.]
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Haines, Lynn

- 1916 2.22663 Ferreted Facts for Farmers; Inside News From Our Washington Correspondent [SECTION]. *Successful Farming* (Des Moines, Iowa), 15(6) (June): 8.
- ▶ Includes note: "The Forest Service of the United States Department of Agriculture seems to have manifold duties. An interesting note just issued by this service seems to indicate that the slogan 'See America First' took some effect. In 1915 it is estimated that 20,000 persons were carried by automobile to the Grand Canon and those reaching the Canon by railroad number[ed] 92,000. This means that five times as many people traveled about that section of the United States as in 1914." (ENTIRE NOTE)
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Harbin, Adrian C.

- 1929 2.31644 Traversing the road to paradise; glowing account of an automobile journey over the Nava-Hopi Road to Tuba City, Arizona. *Santa Fe Magazine*, 23(4) (March): 43-46.
- ▶ Story begins at Grand Canyon.
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Harris, James A., Jr.

- 1913 2.16676 Touring in prehistoric America. An interesting account of an automobile visit to a section of the country rich in relics of a race whose existence antedates every known period. *The Automobile Journal*, 36(10) (December 25): 49-53. [See p. 52, visit to Grand Canyon, without reference to archaeology.]
- 1914 2.16260 Motoring among the ruins of our mystic Southwest. *The American Chauffeur*, 2(3) (March): 73-77.
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Hillman, J. Constantine

- 1916 2.22505 Voyage of the "Hannah Maria"; two seekers of adventure rough it across the continent and back. *Motor Age* (Chicago), 29(19) (May 11): 5-10, 37.
- ▶ Illustrated article with map depicting 4,000-mile automobile trip from New York; stop at Grand Canyon on the westbound leg. Article is principally advice on

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preparation for and requirements of a transcontinental trip. No text mention of Grand Canyon except the price of gasoline noted in table, p. 7 (35 cents); no illustrations at Grand Canyon.

Hogaboom, Winfield C.

- 1902 2.3451 To the Grand Canyon on an automobile. *Los Angeles Herald Illustrated Magazine*, (February 2): 18-20.
- 1902 2.16673 All for want of gasolene [*sic*]. *Automobile Topics*, 3(20) (March 1): 753-755. ("Winfield Hogaboom in Los Angeles Herald.")
- ▶ This is the record of the first automobile trip to the Grand Canyon, at Grandview, made in a Toledo steam-powered car driven by Oliver Lippincott in January 1902. Hogaboom barely mentions viewing the canyon itself, but his story of travails is illuminating. [See "The First Trip" in the present publication.]
- 1924 2.7707 A prehistoric motor tour. *Touring Topics* (Automobile Club of Southern California, Los Angeles), 16(1): 16-18, 30-31.
- ▶ Remembering the first automobile to Grand Canyon.
- 1981 2.3452 1902: To the Grand Canyon on an automobile. *In*: Schullery, Paul (ed.), *The Grand Canyon: early impressions*. Boulder, Colorado: Colorado Associated University Press, pp. 57-69.
- ▶ From Hogaboom (1902).
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Hogg, John Edwin [see also under Peach Springs–Diamond Creek]

- 1918 2.3456 Sidecarring thrills to the Grand Canyon of the Colorado River. *Motorcycling and Bicycling*^{*}, 16(23) (December 7): 13-16; (24) (December 14): 13-17. MOTORCYCLE
- [^{*}To date this item has defied efforts to locate. It was cited as such in Appendix E of *Reports of the Department of Interior for the Fiscal Year ended June 30, 1919 : Volume I* (U.S. Government Printing Office, Washington, 1919), p. 1249. It is probable that the serial title is correctly *Motorcycle and Bicycle Illustrated*; even so, the item has as yet not been located. —E.E.S.]
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Holm's, Gus

- 1920 2.13689 Motoring trip over National Park to Park Highway; being last installment of a wonderful story telling joys in store for automobilists taking this journey of 4000 miles over world's greatest scenic road, which links together country's most marvelous natural beauties. *Motor West*, 32(6) (January 1): 39-41. [Author's surname thus.]
- ▶ See p. 40.
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Hope, Carmeta Aitkin

- 1920 2.14082 The Pacific ahoy! Part I—Across the continent. *Motor Travel* (Automobile Club of America), 11(12) (March): 22-25.
- ▶ Includes a visit to Grand Canyon. A generalized travelogue.
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Hopkins, W. H.

- 1918 2.3495 Log and story of monumental highway through America's Wonderland. *Good Roads Automobilist*, 8(1): 4.
▶ Spring 1917 trip with Dolph Andrus (Randolph Andrus, Jr.) in a 1916 Maxwell.
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Hurd, Harry Elmore

- 1941 2.12915 Autos were made for walkers. *The Rotarian*, 58(5) (May): 20-23.
▶ Includes remarks about a visit at the South Rim and Bright Angel Trail but with illustration of tourists at Bright Angel Point, North Rim. "But walking is rapidly becoming a lost art—so much so that an apostle of sauntering, such as I, is almost regarded as a crackpot."
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Joy, Henry B.

- 1917 2.30393 The traveler and the automobile. *The Outlook* (New York), 115 (April 25): 739-742.
▶ See p. 741: "How many Americans have seen the Grand Canyon of the Colorado, that magnificent spectacle beside which all European wonders fade? A lamentable few. The spot is isolated and can be reached only by a long, and to some disagreeable, railway journey. The man who attempts to drive to the Grand Canyon must in a measure break his own trails and take his chances of arriving at a spot which should be the center of a series of magnificent radiating boulevards, connecting with a system of roads reaching to every corner of the Nation." (ENTIRE NOTE)
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King, C. A.

- 1913 2.22748 Phoenix, Ariz. *In*: From Local Unions [SECTION]. *The Typographical Journal* (Indianapolis, Indiana), 43(2) (August): 191-192. MOTORCYCLE
▶ See p. 192: "W. P. Doheney, an operator on the Republican, and without doubt the most daring motorcycle rider in the entire west, proved his skill by joining a party of motorcyclists, riding to the Grand Canyon of Arizona." (ENTIRE NOTE)
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Kitt, Edith S.

- 1970 2.3859 Motoring in Arizona in 1914. *Journal of Arizona History*, 11(1): 32-65.
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Lynch, Fred

- 1911 2.4232 An automobile trip to the Grand Canyon of Arizona. *Out West*, 34 (October): 243-245.
▶ Details about the troubles and travails of a trip from Flagstaff to Grandview and return. "The livery car, driven by Mr. McLucas, carried a precious load of four female school teachers from the Normal", while the two automobilists "trailed in a two-seated thirty horse power Firestone car." At the end, having lost "Mac and the women" en route to Flagstaff, Lynch reminisces: "Carman and I often speak humorously of the incidents of that trip, which were not jokes at the time. But we saw the Grand Canyon of Arizona. Probably automobiles are the proper caper for some people, but next time, believe me, it'll be the good old horses and wagon for mine."
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... AND THEIR DRIVING MACHINES

SOUTH RIM

Mangum, Richard K., AND Mangum, Sherry G.

- 1999 2.4304 *Grand Canyon-Flagstaff Stage Coach Line : a history and exploration guide.* Flagstaff, Arizona: Hexagon Press, Inc., 100 pp. [Includes separate chapters, with their own endnotes; see "Automobiles" (pp. 80-87).]
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Marple, Albert

- 1916 2.18449 Ocean to ocean via the Southwest. *American Motorist*, 8(2) (February 1): 78-79.
▶ Includes Grand Canyon.
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Matthews, John

- 1977 2.4389 The Grand Canyon caper. *Arizona Highways*, 53(8) (August): 36-41.
▶ First automobile to the Canyon.
- 1977 2.4390 The automobilist and the Canyon. *Frontier Times*, 51(6) (October/November) (New Series, 110): 7-9, 54-55.
- 2018 2.27598 The Grand Canyon caper. *In*: Stieve, Robert (ed.), *Grand Canyon National Park : 10 decades of stories and photographs from Arizona Highways : 1919-2019.* Phoenix: Arizona Highways, pp. 133-141.
▶ Reprinting of Matthews (1977, [ITEM NO. 2.4389](#)).
-

Minor, J. Harry

- 1915 2.15988 Motoring across the Mojave Desert. A motor car tour through the heart of Arizona which will be illuminating to automobile tourists from states east of the Mississippi River. *The Automobile Journal*, 39(10) (June): 11-16.
▶ Includes Grand Canyon. Of particular interest (pp. 12-13, capitalizations thus): "The deepest and most picturesque sections of the Grand canon of the Colorado lie in Mohave county and lesser, but no less beautiful chasms, such as the Iceberg, the Black, the Bouler [*sic*] and the Mohave canons are also found here. Diamond canon, which forms a junction with the Grand canon, 20 miles from Peach Springs, is equal in its way to the others. One of its features is the Diamond creek caves, which are of extraordinary size and beauty." [Notwithstanding the fact that most of these places are inaccessible to automobiles!]
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Möschlin, Felix

- 1930 2.31936 *Amerika vom Auto aus : 20,000 km USA* [*transl.* 'America from the car : 20,000 km USA']. Erlenbach-Zürich and Leipzig: E. Rentsch, 186 pp. [*In German.*]
- 1930 2.31937 Die Vereinigten Staaten, wie Felix Möschlin sie sah [*transl.* 'The United States, as Felix Möschlin saw them']. *Die Berner Woche in Wort und Bild* (Bern), 20(435) (November 9): 621-623. [*In German.*]
▶ From *Amerika vom Auto aus*. Grand Canyon, see p. 622.
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... AND THEIR DRIVING MACHINES

SOUTH RIM

Peterson, Tom

- 1969 2.7789 The first conquest of the Grand Canyon by automobile. *Horseless Carriage Gazette*, 31(2) (March/April): 20-23..
- Compiled from stories in *Los Angeles Herald*, February 2, 1902; *Coconino Sun* (Flagstaff), February 8, 1902; *Motor Life*, January, 1925; *Progressive Arizona*, October, 1925.
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Pettee, Florence M.

- 1918 2.5067 The camping craze in the Far West; how the car is helping motorists to flock back to nature. *Motor Life*, 13(1) (April): 27.
- 1918 2.5068 Exploring Grand Canyon and the American desert; the trail to the Eighth Wonder of the World, the Gulch in Arizona. *Motor Life*, 13(4) (July): 38, 54.
-

Salisbury, Ethel Imogene

- 1925 6.1632 *Boys' and girls' California*. Boston, New York, Chicago, and San Francisco: Houghton Mifflin Co. (The Riverside Press, Cambridge, Massachusetts), 206 pp. [Young-reader title.]
- The title embraces the human history and natural history of California, as narrated on "Beth and Junior's automobile trip" with Uncle John (fictional characters). See p. 82, the remark, "You read about the skeletons found in Grand Canyon", which pertains to fossils; and in Chapter 12, "The Trappers", which features James Ohio Pattie (pp. 111-115) and notes Grand Canyon, *in passing*.
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Sanders, E. J.

- 1951 2.8694 The history of the Economy Runs, 1936 to 1950. *In: The Grand Canyon Economy Run*. Los Angeles, California: Floyd Clymer, pp. 53-55.
- Grand Canyon Economy Run automobile performance races.
-

Scoyen, E. T. [Scoyen, Eivind T.]

- 1926 19.1440 Kaibab deer arrives on South Rim. *Grand Canyon Nature Notes*, 1(6) (September 22): 5-6.
- Comments on the Kaibab deer drive, followed by recollection of "Chummie", a fawn, driven to the South Rim on a two-day automobile trip with ranger Fred Johnson. Special note is made that it is the first and thus far only Kaibab deer to have successfully reached the South Rim.
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Seaman, Daisy Hatton

- 1915 2.21854 A cross country frolic. *Motordom* (Albany, New York), 9(6) (October): 180-182.
- Two installments in a longer, serialized article about the author's eastward drive across the country in a Franklin automobile. This part includes a drive to Grand Canyon through Williams and departing Grand Canyon via Grandview.
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... AND THEIR DRIVING MACHINES

SOUTH RIM

Sexton, Grover F.

- 1925 2.5753 *The Arizona Sheriff*. (Illustrated by Benton H. Clark.) [No place]: Studebaker Corporation of America, 47 pp.
▶ "The Sheriff" automobile, a Studebaker Big 6 Duplex-Phaeton employed by the author in pursuit of law and order as far away as Grand Canyon.
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Shepherd, C. K.

- 1922 2.27938 *Across America by motor-cycle*. New York: Longmans, Green and Co.; and London: Edward Arnold and Co., 248 pp. MOTORCYCLE
▶ See Chapter 18, "The Grand Canyon" (pp. 178-191).
- 2009 2.27939 *Across America by motor-cycle*. *In*: Fransen, Tim (ed.), *An anthology of early British motorcycle travel literature*. [United Kingdom]: Essex-Daker Books. MOTORCYCLE
- 2019 2.31554 *Across America by motor-cycle*. New York: Longmans, Green and Co.; and London: Edward Arnold and Co., 205 pp. [Produced by AABMC Publications.] [An on-demand publication.] MOTORCYCLE
▶ "This book is a remastered and reset reproduction of the 1922 book. It has been transcribed with all text faithfully reproduced, and all photographs re-scanned in high resolution from either the 1922 book or the photographs in the personal collection of C. K. Shepherd (including the cover). All new images, transcription, typesetting, and digitization are copyright © 2019 AABMC Publications, LLC." (signed M. L. Hunnibell). See Chapter 18, "The Grand Canyon" (pp. 147-159).
- 2019 2.31555 *Across America by motor-cycle : fully annotated centennial edition : featuring the complete original text by Captain Charles Kenilworth Shepherd : annotated by Captain Mark Leslie Hunnibell : foreword by Dr. Charles Drury Shaw, son of Captain C. K. Shepherd*. Union Square Publishing. ["First imprint", Apparently an e-book only.] MOTORCYCLE
- 2020 2.31556 *Across America by motor-cycle : fully annotated centennial edition : featuring the complete original text by Captain Charles Kenilworth Shepherd : annotated by Captain Mark Leslie Hunnibell : foreword by Dr. Charles Drury Shaw, son of Captain C. K. Shepherd*. Yellow Springs, Ohio: AABMC Publications, 451 pp. ["Second imprint"; an on-demand publication.] MOTORCYCLE
▶ Grand Canyon, see pp. 296-301, notes on pp. 307-314.
-

Showalter, William Joseph

- 1924 2.10954 The automobile and the pioneer. *American Academy of Political and Social Science, Annals*, 116 (November, The Automobile: Its Province and Its Problems): 21-25.
▶ See p. 22: "At the Grand Canyon [and elsewhere]—everywhere I went there were veritable hordes of motorists—people from well-nigh every state, and every one of them delighted with his or her experiences. Small children, schoolboys and schoolgirls, families, women without men in their parties; but no, not one among them disheartened with the toils of the road behind them or awed by the miles ahead of them!"
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... AND THEIR DRIVING MACHINES

SOUTH RIM

Stevens, Harriet Connor

- 1918 2.13249 The encouragement of individual ideals. *American Annals of the Deaf*, 63: 279-285.
- ▶ Even in the imagination, the automobile travels to Grand Canyon. See p. 284, after watching a man on the street repair a disabled Packard automobile, "We immediately began a tour of the world in a motor car—a Ford of course—of which our boy was sole imaginary owner. There is no telling how many stranded cars of other makes our Ford pulled out of trouble while on this wonderful tour. What mattered it if, while going over the sands from Santa Fe to the Grand Canyon in Arizona, we were delayed an hour or so in the petrified forest, helping to boost up some broken-down car more unfortunate than our Ford! We learned all about the wonderful formations in the forest, about the pueblos, and about the Grand Canyon, which were what we really wanted after all."
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Ullman, William

- 1916 2.18446 Springtime is motoring time; a medley of thoughts. *American Motorist*, 8(4) (April 1): 9-17.
- ▶ Grand Canyon, see pp. 10, 13.
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Wakefield, Edward H.

- 1915 2.23819 A route across the continent. *The Club Journal* (Automobile Club of America, Brooklyn, New York, New York), 7(1) (April): 35-42.
- ▶ See p. 40: "The road, crossing the Continental Divide between Grants and Callup [*sic*, Gallup], continues through Holbrook to Flagstaff. Here the detour north for Goodview [*sic*, Grandview] and Grand Canyon turns off, the main route continuing via Ash Forks [*sic*, Ash Fork]. The Colorado River is crossed into Southern California at Needles" (ENTIRE NOTE) See also map, p. 36.
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Wilby, Thomas W.

- 1912 2.18029 Logging two transcontinental routes by automobile; notes from the pioneer circular tour of the United States. *Collier's*, 48(22) (February 17): 29-31.
- ▶ Grand Canyon, p. 31.
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NORTH RIM



To distinguish automobile ventures from those on motorcycles, the latter are flagged with the note MOTORCYCLE

Unsigned

1909	2.16472	Daring auto trip to Grand Canyon. <i>Deseret News</i> , (June 19): 2 [issue pagination]. ▶ Edwin G. Woolley, Mrs. Woolley, and Miss Arbelia Burt begin automobile trip to Grand Canyon's North Rim. A second automobile will be driven by "Chauffeur Dunlop" with David Affleck and four children.
1913	2.106	Motorists reach Grand Canyon's rim; feasibility of new route demonstrated. <i>Motor Age</i> (Chicago), 24(25) (December 18): 11. ▶ "Salt Lake Tribune organized a party under the direction of W. D. Rishel, its motor editor and secretary of the Automobile Club of Utah. The trip has just been completed. Eight cars carrying nineteen men and three women made the round trip in 14 days."
1917	2.21401	A visit to Zion Canyon and Utah's Dixie Land. A motor ride of 450 miles over the old Mormon trails from Salt Lake City to Lund thru the desert that Brigham Young conquered. Experiences of motoring far from railways; the difficulties of the desert and the mountains overcome; travel safe, and, in the main, comfortable; the hotel accommodations. Outlining a new highway leading to the grandest sight in the world—that seen from the North Rim of the Grand Canyon—and which will be eagerly visited by transcontinental tourists so soon as a good road all the way is available. <i>The Hotel Monthly</i> (Chicago), 25 (November): 40-50.
1919	2.22052	Forest projects approved. <i>Western Highways Builder</i> (Los Angeles), 1(22) (December 20): 20. ▶ Includes: "Grand Canyon highway, from a point south of Kanab, Utah, to Bright Angel Point on the edge of the gorge, 52 miles, at a maximum cost of \$50,000, provided cooperation of Arizona is secured. Portions of the route are already built, and when completed an excellent automobile highway will be available." (ENTIRE NOTE)
1920	2.29395	The mothers of Kanab. <i>The Woman Citizen</i> (New York), 50[New Style, 5](4) (June 26): 104-105. ▶ About the all-woman town council of Kanab, Utah. See p. 105, note that on "September 10, 1913, a fruit festival was tendered in honor of the Utah Automobile Club, which was making the pioneer trip of [<i>sic</i>] the Grand Canyon." (ENTIRE NOTE) [NOTE: This was the trip to the North Rim under W. D. "Bill" Rishel.]

... AND THEIR DRIVING MACHINES

SOUTH RIM

Unsigned (continued)

- 1922 2.21370 The rubber urge. *Motor Truck* (Pawtucket, Rhode Island), 13(7) (July): 378, 390-392.
▶ See p. 390: "Whether we went west along the well known routes of travel or toured as we did, into the very interior of Utah, in one case going to the north Rim [sic] of the Grand Canyon, 202 miles by highway away from [the] railroad, there was always motorized traffic passing in both directions, citizens in passenger cars, motor trucks, and motor busses." (No other note of Grand Canyon.)
- 1922 2.19153 [David R. Lyon trip.] *In*: Salt Lake City [SECTION]. *The American Printer*, 75(2) (July 20): 64.
▶ "David R. Lyon, manager of the Magazine Printing Company and secretary of the Franklin Club of Salt Lake City, spent ten days recently in Zion and Grand Canyon, southern Utah [sic], last month. The trip was made by auto and Mr. Lyon was accompanied by two of his sons." (ENTIRE ITEM)
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- 1932 19.1371 Mountain lion poses for auto caravan. *Grand Canyon Nature Notes*, 7(8) (November): 85-86.
▶ North Rim.
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- 1959 2.17887 Do you know these old-timers? *Popular Mechanics Magazine*, 111(2) (February): 14, 230..
▶ Photo quiz. Photograph of men near old automobile, extricating truck stuck in mud, July 1920, along "the Grand Canyon Trail in Kaibab National Forest". Answers on p. 230: 1913 Kelly-Springfield truck and 1917 Model-T Ford touring car.
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Andrus, Berwyn J.

- 2009 2.28798 Dolph Andrus and the "Monumental Highway". *Milo Andrus Family Organization Newsletter* (Utah), (Fall): [3]-[4]. [Regarding Randolph Andrus, Jr., of Utah, and his dream for a "Monumental Highway" connecting various points of tourism, including passage through Jacob Lake and Lee's Ferry. The author is a son of Dolph.] [NOTE: See Harris (1918, ITEM NO. 2.3495), regarding the automobile trip that scouted the route.]
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Byrne, Marion A.

- 1919 2.12877 A wonderful convention trip. *The Rotarian*, 14(5) (May): 211-213.
▶ Automobile trip, with map noticing "newly opened stage line from Zion Canyon to the north rim of the Grand Canyon of the Colorado". (However, this trip did not go to Grand Canyon.)
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"Explorer"

- 1917 2.14393 On the Grand Canyon's rim; thirty miles of desert riding with the sun sizzling at 100 degrees and a fifty-mile run through the Kaibab National Forest, where bears and mountain lions often enliven things for the tourist, were features of this motorcycle trip. Pack animals carried gasoline. Fruitless attempt to take motorcycle down

MOTORCYCLE

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precipitous Bright Angel Trail by hand afforded additional excitement. *Motor Cycle Illustrated*, 13(6) (February 8): 10-11.

► Signed, "By the Explorer". The editor notes, "The writer of this article is a minister who uses a motorcycle in connection with his duties in a small Arizona town." The article pertains to a trip from Salt Lake City to the North Rim; with guide D. D. Rust in the Buckskin Mountains (Kaibab Plateau). Take note of photo, p. 11, with the legend, "On the Way to Bright Angel Point, the Beginning of the Famous Bright Angel Trail." The trail reference is to the Old Bright Angel Trail at the head of Bright Angel Canyon. "Explorer" writes:

"On the next day the sun shone brightly and about 10 A. M. we started out, riding tandem, despite the steep grades, with Bright Angel Point as our destination. It was my ambition for this particular trip to make my motorcycle the first to stand on Bright Angel Point, and if possible the first to cross the canyon. The latter was impossible, but the former was accomplished, and I am very proud of the pictures taken in the neighborhood of the Point.

"I am particularly pleased over the photograph I obtained at Hoyt's Point, which is a short distance down the trail, as mine was the first motorcycle to tackle the trail. A short distance gave me and the guide, and two assistants, all we wanted of getting a motorcycle down that awful trail, and I realized that my plan to cross the canyon could not be carried through. Going down, even the short distance, was terribly hard, but getting back was still worse.

"It was not that my machine would not run up the trail, almost perpendicularly if need be, when thrown into low, but who wants to ride a motorcycle straight up, even on low, when the trail is only a foot wide with a solid wall of rock on one side and a sheer abyss on the other. Even a minister is not prepared for that kind of a stunt. Kindly excuse me, brethren!"



On the Point Where the Writer Wheeled His Machine with Much Trembling, 5,000 Feet—Straight Down—with Nothing to Break the Fall Save Atmosphere



On the Way to Bright Angel Point, the Beginning of the Famous Bright Angel Trail

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Howard, Mary W.

- 1914 2.29397 An example of women in politics. *Improvement Era*, 17(9) (July): 865-868.
- ▶ Author was the chair of the all-woman town board of Kanab, Uah. See p. 867: "September 10, 1913, we prepared a great fruit festival, in honor of the Utah Automobile Club, on their pioneer trip to the Grand Canyon of the Colorado, as they are boosting for better roads into our country, and that is one of our greatest needs. We sent to Dixie for grapes and peaches, furnished the melons ourselves and treated the entire town." (ENTIRE NOTE) [NOTE: This was the trip to the North Rim under W. D. "Bill" Rishel.]
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Johnston, Philip

- 1929 2.7717 It's "Lonely Dell" no longer; second highest highway bridge in the world opens a magical and mysterious land for the motorist. *Touring Topics* (Automobile Club of Southern California, Los Angeles), 21 (June): 14-19, 52.
- ▶ Navajo Bridge.
- 1932 2.3733 The Grand Canyon from a new and thrilling viewpoint; the world's mightiest chasm, seen from lonely, isolated and only recently re-discovered Toroweap Point, affords a new mecca for venturesome motorists. *Touring Topics* (Automobile Club of Southern California, Los Angeles), 24 (June): cover, 11-13, 37-40.
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Rishel, Virginia

- 1983 2.29401 *Wheels to adventure : Bill Rishel's western routes : with chapters by W. D. "Bill" Rishel*. Salt Lake City and Chicago: Howe Brothers, 133 pp., fold-out map laid in.
- ▶ Map: "Bill Rishel's West; from *The End of the Trail* (New York, 1910)". Also printed on map is the notation: "front cover [i.e., dust jacket] reproduced from cover of the 1929 edition of the *Official touring guide of the Utah State Automobile Association Touring Bureau and Auto Club of Utah Bureau of Information*", which illustration includes the label, "Rishel's Routes 1929".
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Rishel, W. D. [Rishel, William D. "Bill"] see also Utah State Automobile Association

- 1982 2.5421 The view from the North Rim. Driving to the West's great natural wonders used to require both courage and resourcefulness! *Beehive History* (Utah State Historical Society), (8): 25-28.
- ▶ "This extract appears here by arrangement with Howe Brothers, publishers of *Wheels to Adventure—Bill Rishel's Western Routes* by Virginia Rishel." First-person account, 1913, about the first automobile trip to the North Rim, sponsored by Utah touring agencies. (Virginia Rishel's book was then in press.)
- 1983 2.29400 The view from the North Rim. *In*: Rishel, Virginia, *Wheels to adventure : Bill Rishel's western routes*. Salt Lake City and Chicago: Howe Brothers, pp. 71-76.
- ▶ See also photo, p. 70. First-person account, 1913, about the first automobile trip to the North Rim, sponsored by Utah touring agencies.
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NORTH RIM

Roper, Roger V.

- 1998 2.5481 Hotels revisited; retracing a 1919 Utah road trip. *Utah Preservation*, 2: 38-43.
► Includes an automobile trip to North Rim via Kanab.
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Utah State Automobile Association

- 1919 9.1713 *Official tour book of Utah State Automobile Association : Salt Lake Tribune automobile tour book, containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center, detailed logs of the Lincoln Highway, Midland Trail, Pike's Peak route and Arrow Head Trail, Pershing Historical Highway passing through this section: the complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* Salt Lake City: W. D. Rishel, 186 pp., maps.
- 1920 9.1714 *Official tour book of Utah State Automobile Association and Salt Lake Tribune automobile tour book, containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center, detailed logs of the Lincoln Highway, Midland Trail, Pike's Peak route and Arrow Head Trail, Pershing Historical Highway passing through this section: the complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* Salt Lake City: W. D. Rishel, 173 pp., maps.
- 1921 9.1715 *Official tour book of Utah State Automobile Association and Salt Lake Tribune automobile tour book, containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center : strip maps or logs of the Lincoln Highway, Midland Trail, Pike's Peak Route, Zion Park Highway, Pershing Historical Highways and Evergreen Trail, passing through this section. The complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* Salt Lake City: Tribune Auto Tour Book, W. D. Rishel, Manager, 188 pp., maps.
- 1922 9.1716 *Official tour book of Utah State Automobile Association and Salt Lake Tribune automobile tour book, containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center : strip maps or logs of the Lincoln Highway, Midland Trail, Pike's Peak Route, Zion Park Highway, Pershing Historical Highways and Evergreen Trail, passing through this section. The complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* Salt Lake City: Tribune Auto Tour Book, W. D. Rishel, Manager, 192 pp., maps.
- 1923 9.1717 *Official touring guide of Utah State Automobile Association Touring Bureau and Salt Lake Tribune automobile tour book : containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center : strip maps or logs of the Lincoln Highway, Midland Trail, Pike's Peak Route, Zion Park Highway, Pershing Historical Highways and Evergreen Trail, passing through this section. The complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* [Salt Lake City]: Tribune Auto Tour Book, W. D. Rishel, Manager, 192 pp., maps.
- 1924 9.1718 *Salt Lake Tribune automobile tour book : containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake*

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City is the natural center : strip maps or logs of the Lincoln Highway, Midland Trail, Pike's Peak Route, Zion Park Highway, Pershing Historical Highways and Evergreen Trail, passing through this section. The complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes. Salt Lake City: Tribune Auto Tour Book, W. D. Rishel, Manager, 191 pp., maps.

- 1925 9.1719 *Salt Lake Tribune automobile tour book : containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center : strip maps or logs of the Lincoln Highway, Midland Trail, Pike's Peak Route, Zion Park Highway, Pershing Historical Highways and Evergreen Trail, passing through this section. The complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* Salt Lake City: Tribune Auto Tour Book, W. D. Rishel, Manager, 215 pp., maps.
- 1926 9.1720 *Official touring guide of the Utah State Auto Association Touring Bureau : Salt lake Tribune automobile tour book : containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center : strip maps or logs of the Lincoln Highway, Midland Trail, Pike's Peak Route, Zion Park Highway, Pershing Historical Highways and Evergreen Trail, passing through this section. The complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* Salt Lake City: Tribune Auto Tour Book, W. D. Rishel, Manager, 223 pp., maps.
- 1928 9.1721 *Official touring guide of the Utah State Auto Association Touring Bureau and Auto Club Bureau of Information : containing twenty thousand miles of automobile highways in Utah, Idaho, Nevada, Wyoming, Arizona and Colorado, covering all auto roads in that section of the Intermountain West of which Salt Lake City is the natural center : strip maps of the Victory Highway, Lincoln Highway, Midland Trail, Pike's Peak Route, Zion Park Highway, Pershing Historical Highways and Evergreen Trail, passing through this section. The complete Salt Lake-Yellowstone Park and Salt Lake-Grand Canyon routes.* Salt Lake City: Tribune Auto Tour Book, W. D. Rishel, Manager, 223 pp., maps. [Later dates also known.]

CITATION OF SAMPLE MAP. This map is cited as an example from the Rishel's Routes series, not all of which have been seen for this bibliography. There are no significant changes to the Grand Canyon area, although the North Rim is promoted as a destination from the Utah touring center. (Cited from [THE GRAND CANON](#), Vol. 2, Cartobibliography, 3rd ed., Raven's Perch Media, 2025.)

- 1926 25.1280 Utah State Auto Ass'n. Auto Highway Map. Compiled by W. D. Rishel. All the Transcontinental Routes and Connections to National Parks and Salt Lake, the Center of Scenic America. *In: Official touring guide of the Utah State Auto Association Touring Bureau* Salt Lake City: Tribune Auto Tour Book, W. D. Rishel, Manager.
- ▶ This fold-out map shows roadways in rudimentary fashion. Between Kanab, Utah, and Grand Canyon National Park is shown a simple roadway leading to the North Rim. The National Old Trail is shown passing south of the park, with two rudimentary roadways leading to the South Rim.
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PEACH SPRINGS WASH - DIAMOND CREEK



To distinguish automobile ventures from those on motorcycles, the latter are flagged with the note MOTORCYCLE

Unsigned

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| 1912 | 2.13013 | Ford conquers Grand Canyon; perilous trip by Californian from canyon brink to the very edge of the Colorado River. <i>The Automobile</i> , 26(25) (June 20): 1398.
▶ B. L. Graves drive from Peach Springs to Diamond Creek. |
| 1912 | 2.15850 | Grand Canyon conquered. B. L. Graves and Chester Lawrence drive a Ford to very edge of Colorado River in bottom of the earth's deepest wrinkle—Horses haul car back to civilization. <i>Motor Age</i> , 21(25) (June 20): 14-15. |
| 1912 | 2.17248 | Kingman, Ariz. <i>In</i> : Editorial Correspondence [SECTION]. <i>Engineering and Mining Journal</i> , 94(4) (July 27): 179-180.
▶ See p. 180, "It is understood that E. F. Thompson has interviewed Washington authorities in regard to diverting a portion of the surplus funds of the Indian School at Truxton, to building a branch road into Diamond Cañon on the Colorado River and that there is a reasonable assurance of its being carried out."
(ENTIRE NOTE) |
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| 1913 | 2.13008 | Ideal trip through Arizona. <i>In</i> : The Week in the Industry [SECTION]. <i>The Automobile</i> , 28(24) (June 12): 1230.
▶ "The Franklin Automobile Co., Syracuse, N. Y., has recently issued a twenty-page booklet on a wonderful trip made by one of its cars through the Grand Canyon of Arizona." (ENTIRE ITEM) |
| 1913 | 2.18209 | Describes a Grand Canyon trip. <i>Automobile Topics</i> , 30(5) (June 14): 368.
▶ "The Franklin Automobile Co., of Syracuse, N. Y., has issued a neat booklet entitled 'A Strenuous Trip Into the Grand Canyon of Arizona.' It covers a trip taken by O. K. Parker, chief engineer of the Automobile Club of Southern California, into the Grand Canyon, with a Franklin. There are illustrations showing the machine in all sorts of rocky situations, on and off roads—mostly off." (ENTIRE ITEM) See O. K. Parker, no date; ITEM NO. 2.4995). |
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... AND THEIR DRIVING MACHINES

PEACH SPRINGS–DIAMOND CREEK

Unsigned (continued)

- 1916 2.30466 "Death Valley Dodge" climbs down Grand Canyon and back. *Automobile Topics*, 42(5) (June 10): 470.
▶ O. K. Parker at Diamond Creek.
- 1916 2.8755 Conquering the Grand Canyon of the Colorado by motor; "Death Valley Dodge" with O. K. Parker at the wheel makes trip to bottom of Arizona's great cavern. *Motor Age* (Chicago), 29(25) (June 22): 20-22.
▶ Contents page gives title as "Tour to the Bottom of the Grand Canon".
- 1916 2.15811 [O. K. Parker drives "Death Valley Dodge" to bottom of Grand Canyon.] *In*: Along the Trail [SECTION]. *Santa Fe Magazine*, 10(8) (July): 93.
▶ Peach Springs Canyon/Diamond Creek; with subsequent drive to Navajo Point on South Rim.
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- 1917 2.19248 Why not a "detail censor" for advertising illustrations? Making the copy proof against the most expert inspection. *Printers' Ink*, (September 6): 97-98, 101-102, 105-106. ("By a Commercial Art Manager".)
▶ See p. 97, remarks on an advertisement "for a large rubber concern, in which appears a picture of the Grand Canyon", that depicts automobiles at the bottom of a "straight-up gorge". (The advertisement is not illustrated.) [Presumably inspired by Diamond Creek adventures.]
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- 1921 2.31631 Motorcycle conquers the Grand Canyon of the Colorado; Los Angeles man, mounted on two wheeled motor vehicle, accomplishes feat long believed impossible. *The Oriental Motor* (Shanghai), 3(1) (April): 94. MOTORCYCLE
▶ John Edwin Hogg rides "a Goodyear-equipped Harley Davidson Sport model" down Peach Springs Wash; the tires are described as "All-Weather tread". "For the first time in history a motor-driven vehicle has gone down the almost perpendicular mile-high palisades under its own power and climbed out again."
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Ford, John Anson

- 1921 2.31633 Motorcycle conquers Grand Canyon. *Motorcycle and Bicycle Illustrated* (Hartford, Connecticut), 17(5) (February 3): 18-20. MOTORCYCLE
▶ John Edwin Hogg rides from Los Angeles to Peach Springs and down to the Colorado River. Illustrated.
- 1921 2.30443 Harley-Davidson Sport Model first to bottom of the Grand Canyon. *The Harley-Davidson Enthusiast* (Milwaukee, Wisconsin), (34) (March): cover, 6-8, 15, 21. MOTORCYCLE
▶ John Edwin Hogg rides from Los Angeles to Peach Springs and down to the Colorado River. Illustrated. [See also the frontispiece to this bibliography.] [See also Harley-Davidson Motor Co.]
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... AND THEIR DRIVING MACHINES

PEACH SPRINGS–DIAMOND CREEK

Gast, David K.

- 1973 2.31073 Motoring to the bottom of the Grand Canyon in 1914. *Horseless Carriage Gazette*, 35(2) (March/April): 44-49.
- ▶ Regarding F. L. Wing's trip to the South Rim and also down Peach Springs Canyon to Diamond Creek in a Metz automobile.
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Harley-Davidson Motor Co.

- 1921 2.31632 Harley-Davidson Sport Model conquers Grand Canyon! First motorcycle to descend 3-4 of a mile into Earth and climb out again. *Motorcycle and Bicycle Illustrated* (Hartford, Connecticut), 17(6) (February 10): 2-3. MOTORCYCLE
- ▶ A double-page illustrated advertisement, regarding the trip made by John Edwin Hogg on Peach Springs Wash and Diamond Creek. (Typography of "3-4" in title, thus.) [See also inside rear cover of this bibliography.]
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Minor, J. Harry

- 1915 2.15988 Motoring across the Mojave Desert. A motor car tour through the heart of Arizona which will be illuminating to automobile tourists from states east of the Mississippi River. *The Automobile Journal*, 39(10) (June): 11-16.
- ▶ Includes Grand Canyon. Of particular interest (pp. 12-13, capitalizations thus): "The deepest and most picturesque sections of the Grand canon of the Colorado lie in Mohave county and lesser, but no less beautiful chasms, such as the Iceberg, the Black, the Bouler [*sic*] and the Mohave canons are also found here. Diamond canon, which forms a junction with the Grand canon, 20 miles from Peach Springs, is equal in its way to the others. One of its features is the Diamond creek caves, which are of extraordinary size and beauty." [Notwithstanding the fact that most of these places are inaccessible to automobiles!]
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Parker, O. K.

- NO DATE 2.4995 *A strenuous trip into the Grand Canyon of Arizona*. Syracuse, New York: Franklin Automobile Co., 25 pp. [1914?]
- ▶ Five passengers in Franklin touring car, from Peach Springs to the Colorado River, on behalf of Automobile Club of Southern California to determine feasibility of road construction.
- NO DATE 2.4996 *Through the Grand Canyon*. Waltham, Massachusetts: Metz Co., [30] pp. (Arranged and printed by Perry and Searle Co., Lynne and Boston, Massachusetts.)
- ▶ In 1914, Metz automobile is driven to South Rim then to Peach Springs and the Colorado River at Diamond Creek.
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... AND THEIR DRIVING MACHINES

PEACH SPRINGS–DIAMOND CREEK

Peterson, Tom

- 1969 2.7789 The first conquest of the Grand Canyon by automobile. *Horseless Carriage Gazette*, 31(2) (March/April): 20-23..
- ▶ Compiled from stories in *Los Angeles Herald*, February 2, 1902; *Coconino Sun* (Flagstaff), February 8, 1902; *Motor Life*, January, 1925; *Progressive Arizona*, October, 1925.
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Velie Motors Corporation

- 1921 2.18046 Velie conquers the Grand Canyon! Descends 5000 feet into precipitous abyss. *Motor Age*, 39(22) (June 2): 4.
- ▶ Full-page advertisement for Velie automobile. Photograph portrays vehicle on the South Rim of Grand Canyon. Road journey, though not precisely located, was down Peach Spring Wash to Diamond Creek.
- 1921 2.18101 Velie conquers the Grand Canyon! Descends 5000 feet into precipitous abyss. *Saturday Evening Post*, 193(50) (June 11): 70.
- ▶ Full-page advertisement for Velie automobile. Photograph portrays vehicle on the South Rim of Grand Canyon. Road journey, though not precisely located, was down Peach Springs Wash to Diamond Creek.
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Harley-Davidson Sport Model Conquers Grand Canyon!

First Motorcycle to Descend 3-4 of a Mile Into Earth and Climb Out Again

IT was left to the small but agile David of all the motorcycles to conquer the Goliath of American wonders. The Harley-Davidson Sport Model is the first automotive vehicle of any kind to descend into the Grand Canyon of the Colorado River and to propel itself out again!

With John Edwin Hogg guiding it, the Sport Model started January 13th on the wonderful feat that has added a brilliant, new page to motorcycle history. Starting at Peach Springs, Arizona, (elevation, 5200 feet) Hogg guided his mount down the tortuous, boulder strewn Peach Springs Canyon, bumping over rocks, fording streams and breasting sand washes until it seemed that the obstacles would triumph over the mechanical work of men.

The sturdy Sport Model however, slammed and tore down through the almost impassable route for twenty miles to the point where Peach Springs Canyon joins the Grand Canyon of the Colorado. The elevation at this point is 1150 feet. Hogg, therefore, went 4,050 feet, or more than 3-4 of a mile below the rim, in twenty miles of descent.

Two days were occupied in the descent and another two in the ascent. Hogg's Sport Model made the 700 miles from Los Angeles to the Canyon and return and the remarkable descent and climb of forty more miles without touching a tool to any part of the motorcycle whatever! This fact is final, unquestionable proof of the Harley-Davidson Sport Model's unsurpassed sturdiness, power and dependability.



HARLEY-DAVIDSON MOTOR CO.,

Largest Producer of Motorcycles and Sidecars in the World.
MILWAUKEE, - - U. S. A.

ABOVE — Double-page advertisement for the Harley-Davidson Motor Co., promoting John Edwin Hogg's ride down Peach Springs Wash and Diamond Creek to the Colorado River. (*Motorcycle and Bicycle Illustrated*, Vol. 17, no. 6 [February 10, 1921], pp. 2-3.)

See also frontispiece in the present volume.

BACK COVER — Oliver Lippincott's Toledo automobile on the rim at Grandview, 1902. Library of Congress annotation: "The man in the car has been identified as Lippincott and also as Al Doyle, a mountain guide who accompanied Lippincott to drive the first car to the Grand Canyon." (Copyright Oliver Lippincott, 1902.)

(Library of Congress, LC-USZ62-7119, <https://www.loc.gov/pictures/item/2015645804>, accessed 18 January 2024)

See also front cover.



RAVEN'S PERCH MEDIA