



This 1930 highway map is duplicated from Map 23. It shows existing NM 6 from Santa Rosa to Moriarty and from Albuquerque to Correo, where it ended (this map). NM 6, though more primitive at the time, allowed motorists to avoid the loops through Santa Fe and Los Lunas.

Note:  
The original path of NM 6 (dashed gray line) crossed the Rio San Jose just north of the 1930s paved route. Abutments for its bridge remain.

**Alignments on this Map**

- Green: Possible original route prior to paving.
- Green/Red: Original and first paved alignment from Los Lunas (1929).
- Red: Paved in 1937, according to FAP logs. Federal policy allowed contracts to be let that permitted grading only, with paving delayed, sometimes until years later. It also allowed adjusting alignments at the time of paving. In this case, the road leading west from Correo was let in 1922. It is unclear whether the green or the red alignment was graded and used for traffic until paving in 1937. If it was the red route, then the green route could not have been US 66. If it was the green route, and the red route was an "adjusted" alignment at the time of paving, then the green route would have been US 66 in the interim.
- Orange: 1930s upgrade to NM 6 from Albuquerque in the east. This became mainline US 66 in 1937 when the Santa Fe Loop lost its designation.
- Blue: Lanes added to create a 4-lane highway. The bypass of Correo (all blue lanes) first shows on the 1960 state highway map as US 66 from this map to Mesita (Map 83). The 4-lane would be updated to interstate standards in the mid-1960s.
- Dashed Gray Line: Original NM 6, which predates the orange route, but not as a US 66 alignment.

**Note:**  
Correo is the junction of the 1937 route (orange) and the green/red route, which ends its long journey through Santa Fe and Los Lunas that began just west of Santa Rosa (Map 23). At this point, mapping will resume there and proceed along the Santa Fe Loop, concluding here at Correo.