

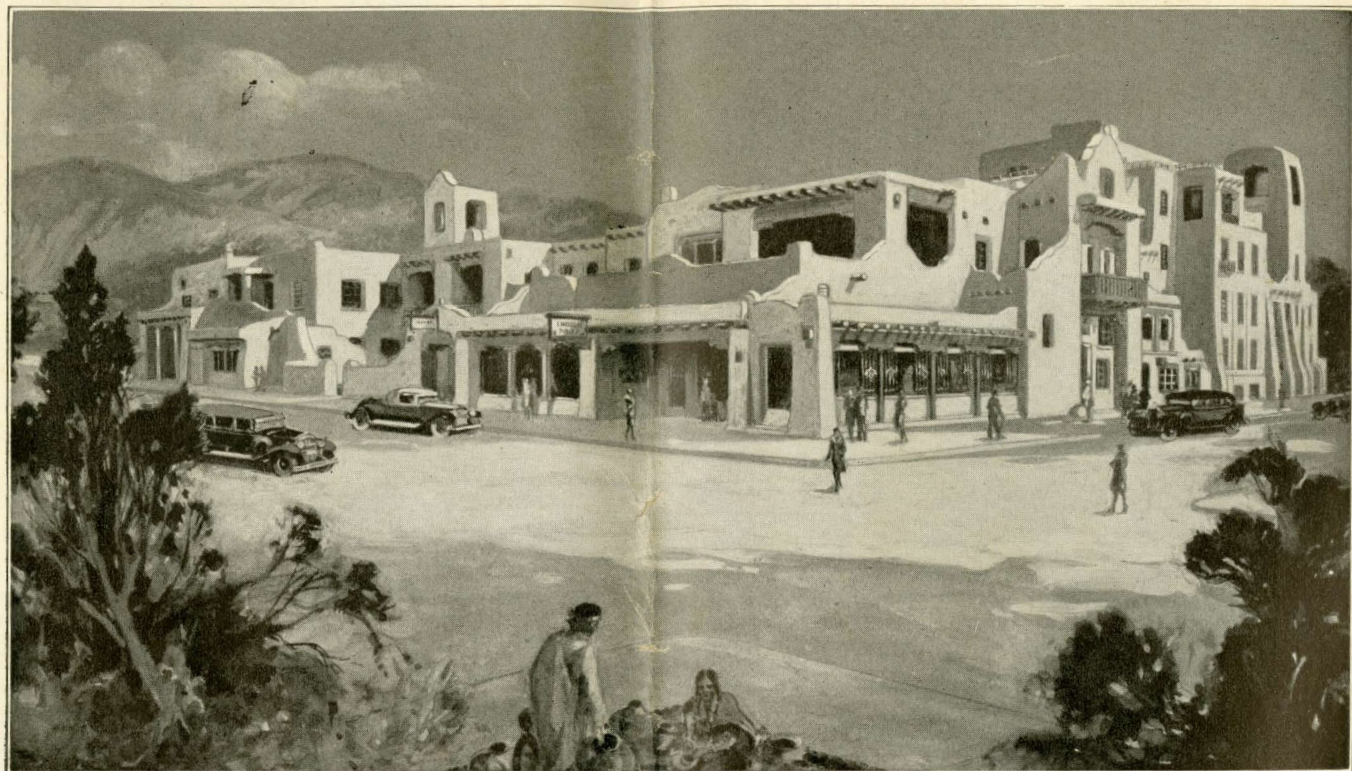
Indian- detours

off the beaten path in
the Great Southwest

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La Fonda in Old Santa Fé, the Inn at the End of the Trail



Street scene in Santa Fé—From the old Plaza

Indian-detours



The Most Distinctive Motor Cruise Service in the World

IN Couriercar service through the Far Southwest there is available for the pleasure of the Santa Fe's transcontinental rail patrons the most distinctive motor cruise service in the transportation world.

North and south of the Santa Fe mainline in New Mexico and Arizona lie 200,000 square miles of matchless virgin travel territory endlessly varied in its human interest and scenic grandeur. Heretofore this great region has been practically inaccessible to train travelers. Couriercar Indian-detours, however, now carry that comfort and perfect service sought by the discriminating traveler to its uttermost corners—to its primitive Mexican settlements and old missions; to its inhabited Indian pueblos and prehistoric ruins; to the mountains, canyons and forests of the Southwest's vast open ranges and Indian reservations.

Couriercar service is operated by Hunter Clarkson, Inc., an independent organization, in association with the Santa Fe and the Harvey Company. It is available with equal convenience to those using the Santa Fe's fast through trains either eastbound or westbound, and at every season of the year. It permits one to break the transcontinental rail journey for a single day, or many days, by motor in a land of rare climate and physical beauty, where the American reads his frontier history in raw decades, the Spaniard in mellow, colorful centuries, and the Indian in myths and traditions whose origin is lost in a past that was old before the beginning of the Christian era.

Couriercar motor service is distinctive in its unique Courier Staff of cultured and highly trained young women; in the quality of its equipment, and in the charm and comfort of the Harvey hotel accommodations provided at Santa Fé, New Mexico; Winslow, Arizona; and at a dozen other base points scattered along the Santa Fe rails across the Southwest. On every Couriercar outing guests notice and appreciate the absence of the usual "tour" atmosphere.

In the new *regular* Indian-detours outlined below, and available daily through the year, thousands of Santa Fe patrons find their first delightful introduction to the lure

of the Far Southwest and the endless travel possibilities of other special Couriercar service. Those who already have enjoyed previous Indian-detours during the past four years, will realize the beauty and interest of the new routes now covered and appreciate the even greater refinements of service provided.

THREE-DAY INDIAN-DETOUR Santa Fé—Frijoles—Puyé—Taos Three days by Couriercar—\$55.00

THE new three-day Indian-detour is the most comprehensive of those *daily* motor outings that are the basis of the ever-growing family of regular and special Indian-detours by Couriercar that holds the key to leisurely, delightful exploration of the entire Southwest.

Guests detrain at Lamy, New Mexico, whether eastbound or westbound, and resume their rail journey at the same point on conclusion of their stopover. Between times they pass two nights at La Fonda Hotel, Santa Fé, one night at Taos, and find in three days and 320 miles of northern New Mexico's Roads to Yesterday, the relaxation that comes of sparkling mountain air and sunshine and a world different.

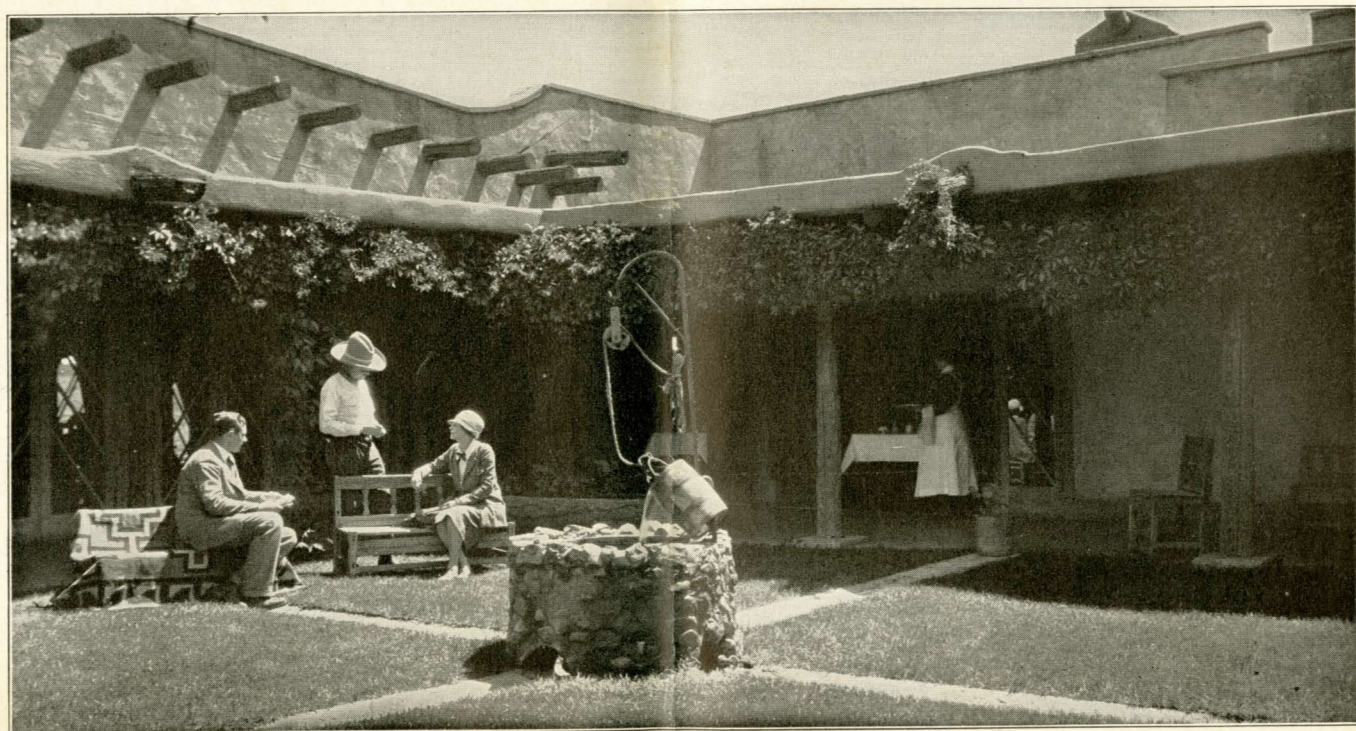
Both three-day and two-day Indian-detours now are made by luxurious, uncrowded Couriercar limousines from Santa Fé, each with its individual courier and its own driver.

This new service practically is equivalent to the private car service provided over the older Indian-detours at considerably higher cost. In all cases, guests using private car service, will be met on detraining at Lamy by their car and courier. All regular guests will proceed from Lamy to La Fonda by comfortable regular motor coach service (which meets all Santa Fe mainline trains) and from La Fonda will continue their Detour outing by limousine.

Obviously it is impossible to more than outline here the varied points of interest, historic and otherwise, to be encountered during the days of your Indian-detour. Questions constantly will occur, and for enlightenment do not hesitate to turn to the courier assigned to your car. It is her privilege to act as your hostess as well as your guide. You will find in her companionship and



El Ortiz, the Fred Harvey station hotel at Lamy, New Mexico



The picturesque Patio of El Ortiz, lets the New Mexico sunshine soak in



Tesuque, the nearest pueblo to Santa Fé

unobtrusive service one of the pleasantest features of your Indian-detour experience.

Over the Horizon. It is at Lamy, New Mexico, where Santa Fe through trains are due at convenient hours, that we forget the railroad for a while. In the bracing tonic of the clean, dry air lies a foretaste of the mountain days ahead. Not once will our road drop lower than a mile above sea level. Often it is to follow elevations loftier than those of the highest peaks on the Continent east of the Rockies.

Before departure from the little station by motor, there will be a few moments to inspect El Ortiz, one of the most picturesque of all Fred Harvey station hotels along the Santa Fe. The Inn is built of adobe brick after the old Spanish style, and rare Spanish prints, fine old furniture and china and a pleasant patio add to its atmosphere of quiet charm. El Ortiz is derived from the name of a Spanish family prominent in New Mexico for more than two centuries, while the name of the station itself is that of the revered Archbishop Lamy who played so high a part in the history of New Mexico, secular as well as religious, during the middle years of the last century.

Leaving Lamy behind, the car climbs sharply for some distance up a twisting canyon road. As the rock barriers fall away, there is revealed the first of a series

of wide panoramas of the Rio Grande valley. By turns the valley floor is level, undulating, weirdly sculptured by the slow force of erosion or scarred with the dark wounds that mark walled mesa and canyon. The horizons are built of range on range of distant mountains—the Jemez Range to the west, the Manzanos and Sandias to the south and southeast, the main bulk of the Sangre de Cristos to the north.

A few minutes puts us among high conical foothills, clothed with scrub cedar and piñon. Here we turn west along a dozen miles of the historic Santa Fé Trail.

Our route is now that of pack train and "covered wagon," of pony riders and Indian fighters; of the first overland mail, in '49, and of the swaying Concord coaches that in the early '60s made the run from Independence, Missouri, to Santa Fé in two to three weeks, and for a fare of \$150 gold.

If we detrain at Lamy in the late afternoon or evening we shall go no farther this first day than Old Santa Fé and La Fonda Hotel, leaving Frijoles for the morrow. If we leave the railroad in the morning, however, we shall make only a brief pause at the hotel before continuing on to Frijoles Canyon for luncheon.

El Rito de los Frijoles. The prehistoric cliff dwellings in the canyon of El Rito de los Frijoles, or the Little River of the Beans, are included in the Bandelier





The State Art Museum at Santa Fé from the Plaza



The old Palace of the Governors at Santa Fé



There is much of unordinary interest in San Ildefonso Indian pueblo

National Monument. The ruins are among the most remarkable in New Mexico, the canyon itself has a strange beauty and the road to it twists and climbs from the Rio Grande to the mesa top. The change to lighter cars, and steady improvement in the road itself, alone have made it possible to include this magnificent drive in the regular three-day Indian-detour.

From Santa Fé our route traverses the main valley north of the city to the lateral valley of Pojoaque, threads primitive Mexican settlements to the Indian pueblo of San Ildefonso, crosses the Rio Grande at the Otowi Bridge and climbs up Otowi Canyon over the scenic Culebra Hill Road. It then passes the ruins at Tsankawi and continues on through a forested canyon country to the rim of Frijoles Canyon. Here Forest Service trails lead to the floor of the canyon close to the ranch Inn, where luncheon is served.

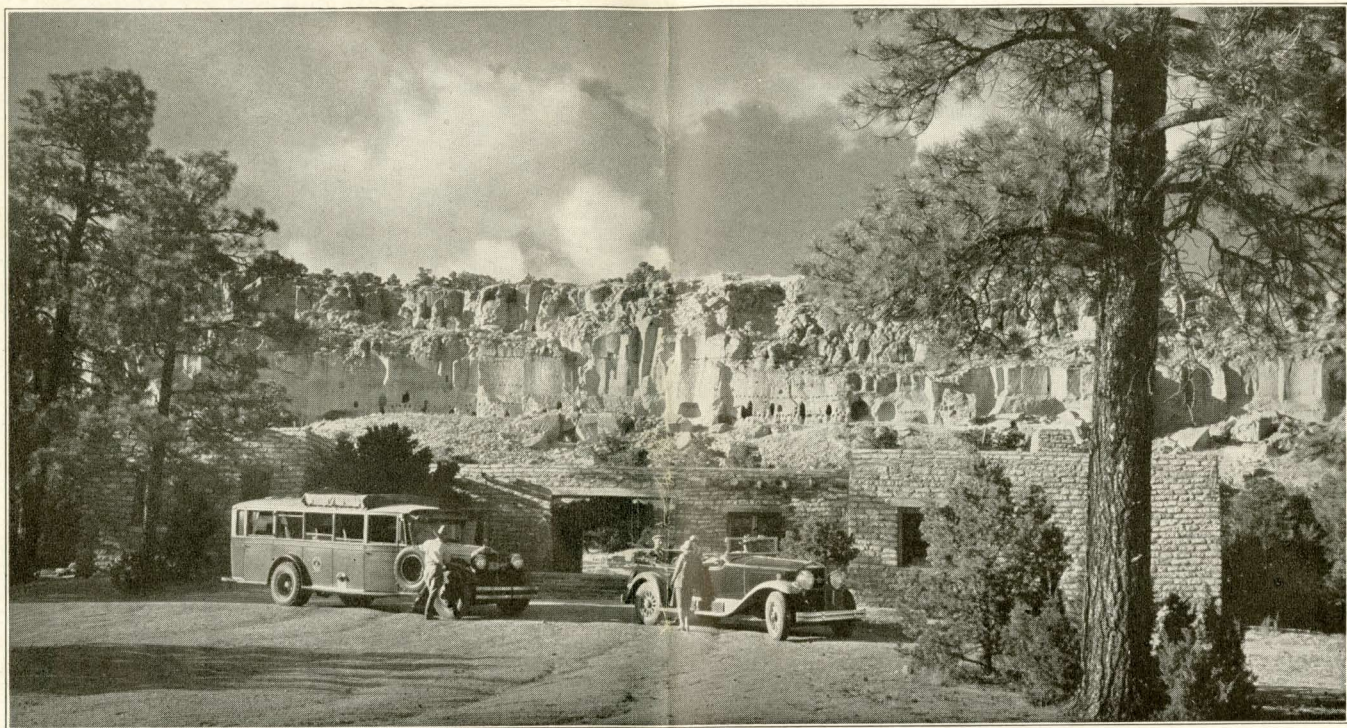
Actual descent into the canyon and the subsequent ascent are most spectacular. Made afoot, of necessity, they entail a leisurely morning drop, and an afternoon climb, of several hundred feet in half a mile. A stimulating pleasure exertion to those of normal health and

strength. Decision not to enter Frijoles Canyon because of age or disability must be made before departure of cars from La Fonda, when refund of \$10.80 per person (full fare) will be made, and the day may be spent in Santa Fé or on other available Couriercar trips, as determined.

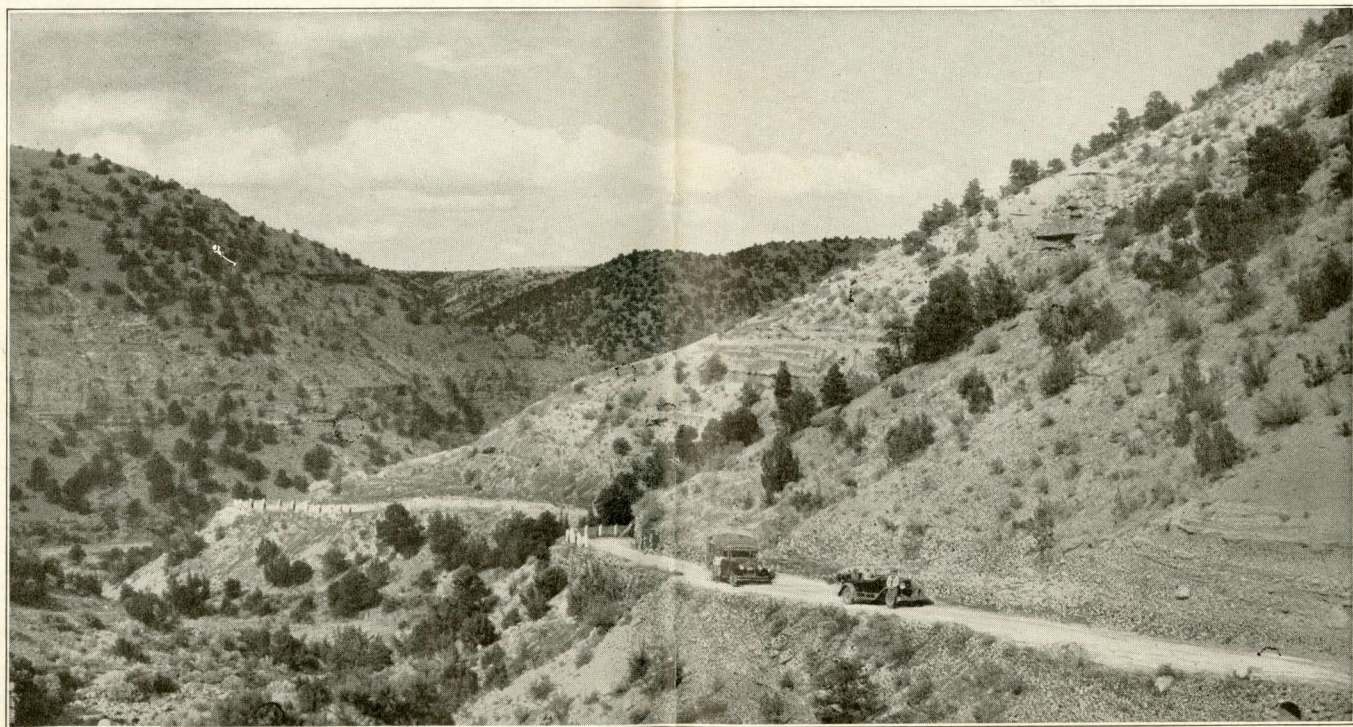
The communal ruins of Tyuonyi, visible on the descent, are just below the Inn. The cliff dwellings are hollowed from the base of the soft volcanic cliffs and stretch from the Inn on up the canyon. In many the ancient plaster still clings to walls and floors and the ceilings are darkened with the smoke of fires dead a thousand years. Still farther up the canyon is the great Ceremonial Cave and kiva, reached by ladders and rock-cut steps.

Returning, after leisurely hours at Frijoles, we visit San Ildefonso. In this historic pueblo, for the first time, we come in intimate contact with the characteristic features of pueblo life—the quaint church, the plaza, the 'dobe houses where each succeeding story shrinks back on the roof of the one below; the mud ovens, shaped like gigantic beehives. There is a flash of color in dress and blanket and the curious white moccasin boots of the





The comfortable Rest House below the Puyé cliff dwellings is constructed of prehistoric building stones



Beyond the Rio Grande the road to Puyé twists upward through beautiful Santa Clara Canyon



A Harvest dance at Santa Clara Indian Pueblo

women. Black, blue, red and white corn, woven into great ropes like giant firecrackers, hangs within the houses. The crude corrals, roofed with cedar logs, are piled with brown fodder.

The friendships of our couriers with representative Indians will open their picturesque homes to us as honored guests and also we shall see throughout its primitive manufacture the black pottery of San Ildefonso, renowned among experts in ceramics for its beauty of form and design.

Late afternoon brings us back to La Fonda, not alone the largest and finest of the Harvey hotels, but crystallizing in its wide-flung comfort the all-year charm of New Mexico's ancient Spanish capital. During dinner and in the evening there is music by La Fonda's native orchestra, with dancing in the New Mexican Room and in the Lecture Lounge an informal talk, illustrated by slides and moving pictures, on intriguing phases of Southwestern life and history.

THREE-DAY INDIAN-DETOUR Santa Fé—Frijoles—Puyé—Taos

The Second Day

This second day of the new three-day Indian-detour is

a delightful one. In the past four years, hundreds of former Indian-detour guests have found reason enough for a return to New Mexico, in the twisting climb up Santa Clara Canyon, the wilderness panoramas from the Puyé mesa, and the countless prehistoric cliff dwellings pitting the encircling rock walls.

After breakfast again we head north, past the white shaft of the Cross of the Martyrs that commemorates the many Spanish padres cut down at their posts in isolated pueblos during tumultuous earlier years in this history-saturated land.

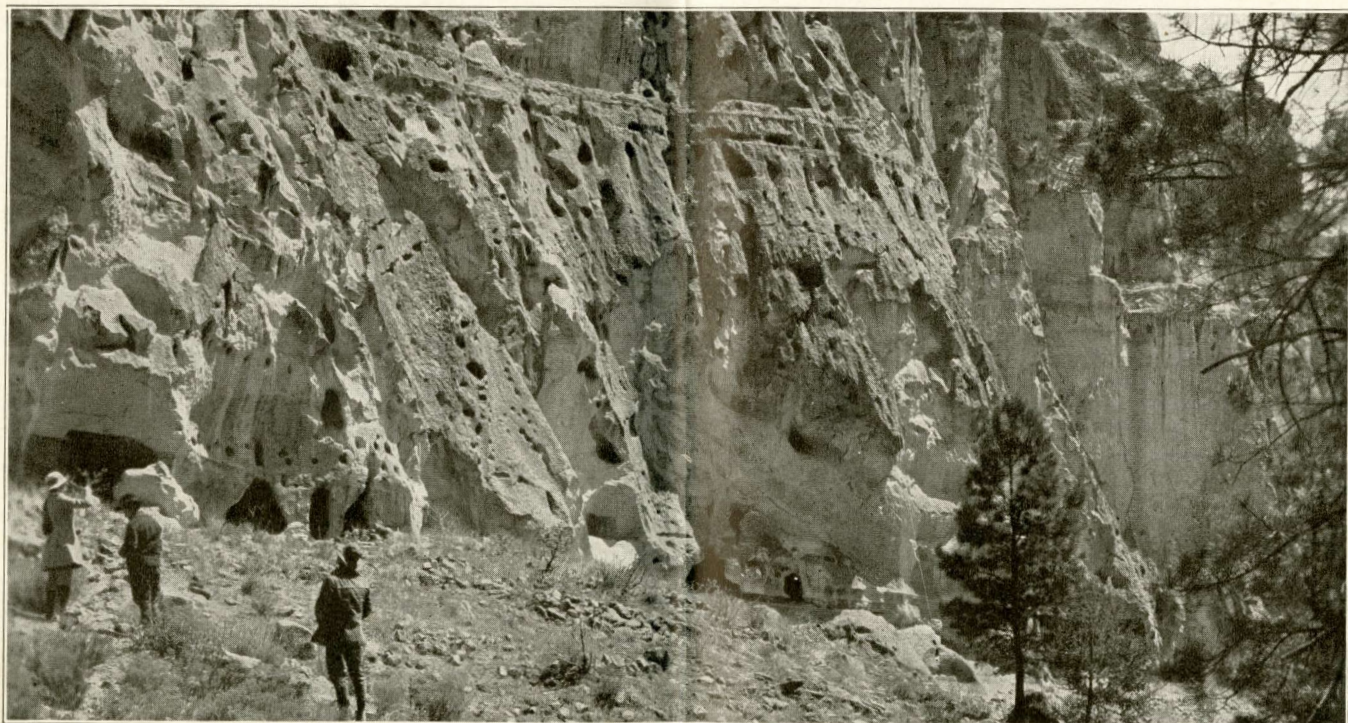
On the broad highway modernity flashes past horse-back Indians and tiny burros packing firewood to Santa Fé just as they did three centuries ago. Off the beaten path, where our road is soon to take us, the world seems to stand still.

Puyé. Puyé, remarkable for its great prehistoric ruins, lies to the northwest across the Rio Grande, high up on the Pajarito Plateau. The way to it, after passing the river, is one of wild grandeur, climbing always, winding like a snake up the canyons. Everywhere on the open upland above are evidences of the Forgotten People. Then grass gives way to forest and without warning we break out at the foot of the tall cliff at Puyé.





Ruins of Tyu-Onyi—Prehistoric community house in Frijoles Canyon



The walls of Frijoles Canyon are pitted with ancient cave-dwellings



San Gabriel Ranch, about half way between Santa Fé and Taos

To right and left, as far as we can see, the sheer wall is honeycombed with dark openings of every size and shape. Many are far above our reach, the rooms and granaries hollowed from the soft rock behind the upper stories of dwellings that have fallen in the slow march of the ages. High and low are rock-cut pictures of curious symbols, strange birds, fish and animals.

It is possible to climb the cliff by ladders and footholds hewn for moccasined feet a thousand years ago. There, without preparation, we step into the midst of vast communal dwellings, partly excavated, that contained more than a thousand rooms. And whichever way we turn we face a panorama of mountain, forest and valley that is staggering in its immensity.

Buffet lunch is served among the pines beneath the Puyé cliff, in the long fire-lit lounge of a unique Rest House constructed of building stones from the prehistoric pueblo above.

Our road back to the Rio Grande is much the same—but reversed and so utterly different. Near the mouth of Santa Clara Canyon we turn aside for a visit to the large inhabited pueblo of Santa Clara, whose people probably are descendants of those who once found a home in the pitted cliffs of Puyé. We are fortunate; indeed, if we arrive on one of those numerous days of fiesta and strange ceremonial, that play so large a part in pueblo life.

And still our program for this second day is far from complete. Artist and author alike have helped to spread the fame of our next objective—Taos, the age-old Indian town rooted at the base of the Taos Range. Until quite recently this overnight trip to Taos, ninety miles from any mainline railroad, has been available only as a special trip with private car service.

The Rio Grande is muddy and sluggish in its lower reaches. On the way to Taos it is a blue mountain river full of white water. For twenty miles our road follows its canyon and the still deeper one of the Taos River.

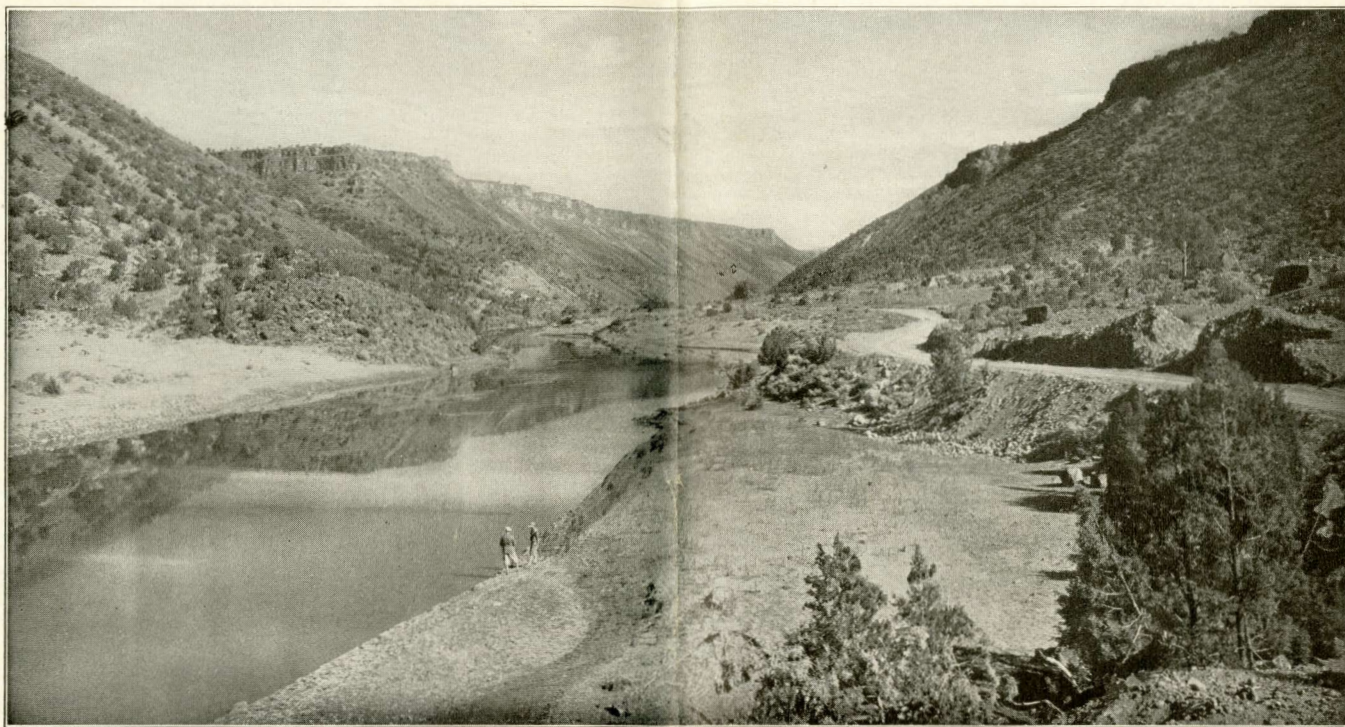
Climbing out of the river gorges, we find ourselves in the vast upland Taos Valley, ringed with peaks. At Ranchos de Taos we pass the white mission church, built in 1772 and buttressed like a fortress. Kit Carson is buried at Don Fernando de Taos, where the home of the famous scout from 1858 to 1866, still stands. Here we dine and pass the night at the Don Fernando, a new and unique hotel.

THREE-DAY INDIAN-DETOUR Santa Fé—Frijoles—Puyé—Taos

The Third Day

Taos is an Indian Pueblo of five terraces, the highest in the Southwest. It is split into two parts by the Taos River, a clear stream that never fails. For





On the way to Taos white water succeeds quiet river stretches that mirror cliff and sky

background it has a range of forested peaks 12,000 feet high. Its superb setting, splendid Indian types and changeless, picturesque life have made Taos a mecca for artists of national reputation.

Many of the studios of these artists are dotted about the winding streets of the quaint old Spanish frontier town of Don Fernando de Taos and we shall have visited several of them before running the few miles north to Taos itself.

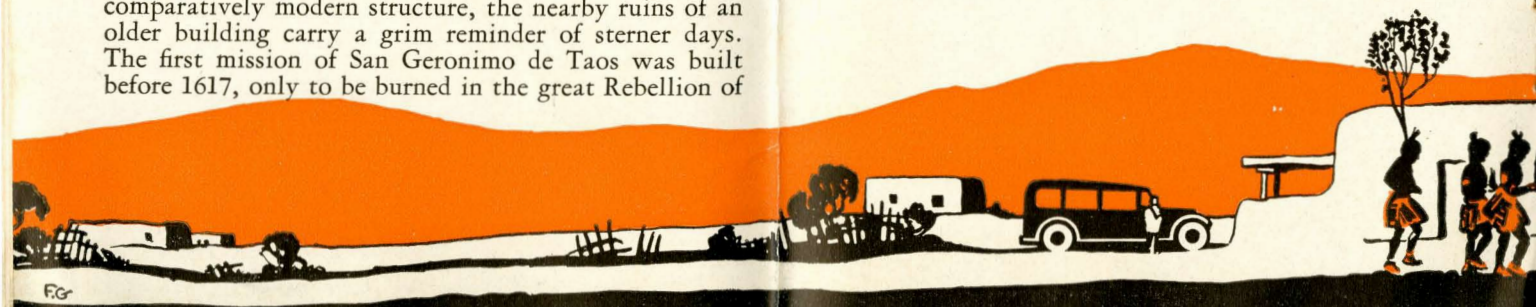
There is no season of the year when this pueblo is not rich in interest. Magnificently located, the massive high-piled walls of the pueblo have looked down on raw history in the making through an unknown number of centuries. Comanche, Piute, Navajo and Apache; Spaniard, Mexican, French-Canadian and Anglo-Saxon; trader, trapper, soldier and priest—all have contributed their share to the tumultuous record of Taos and the Taos valley.

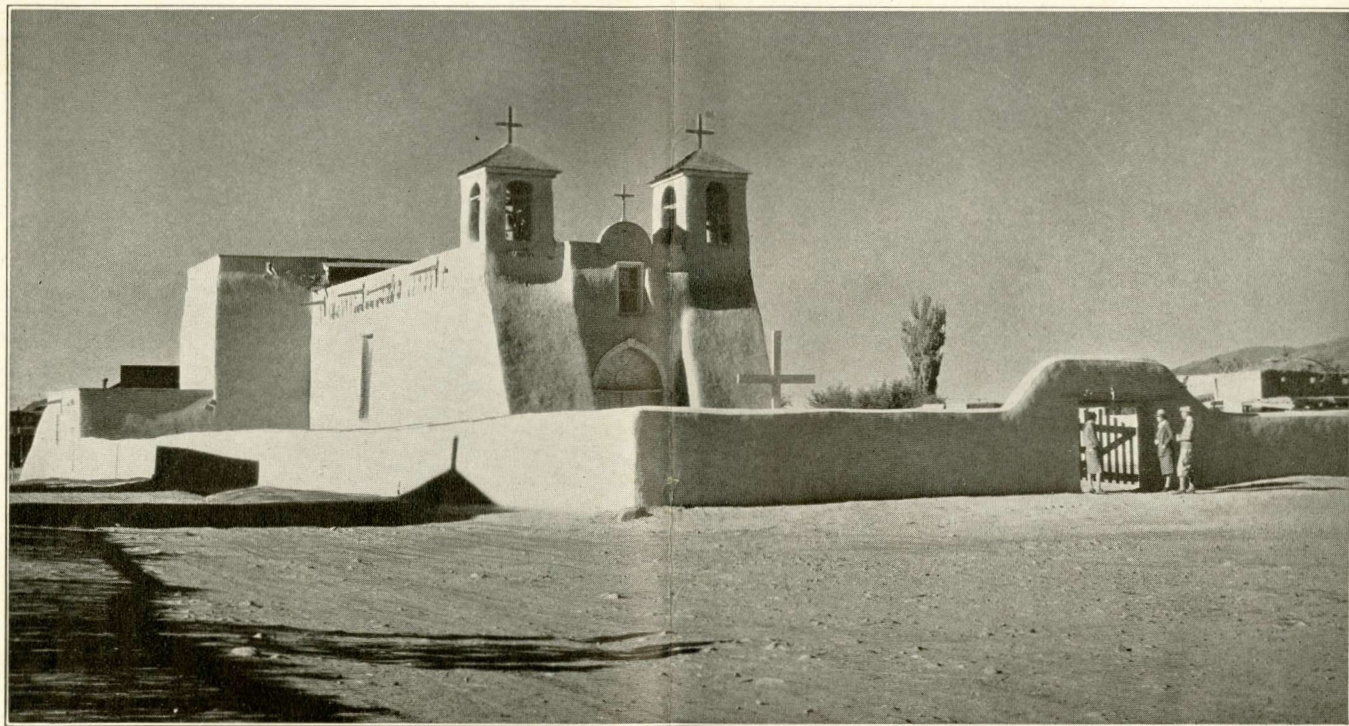
If the present church of San Geronimo de Taos is a comparatively modern structure, the nearby ruins of an older building carry a grim reminder of sterner days. The first mission of San Geronimo de Taos was built before 1617, only to be burned in the great Rebellion of

1680. Reconstructed in 1695, that church survived until 1847, when the Indians of the pueblo, incited to revolt, murdered the United States Territorial governor and barricaded themselves within the church walls. Broken and gaping, they stand today much as they were left, by the bombardment that followed.

The return drive toward Santa Fé is memorable. There is color, everywhere and always. It is seen in the fawn and brown of the valley floor, the bottomless blue of the sky, the dark green of the cedars and piñons; in the scarlet flame of innumerable strings of chili drying in the autumn sun; in the white snows of the mountains and in the flow of rose when the level lights play on the Sangre de Cristos. Approaching Santa Fé the Couriercars swing eastward into the nearer foothills of the latter range, making a spectacular loop along the high wooded ridges.

We are back at La Fonda for late luncheon, with





The massive white Mission at Ranchos de Taos dates from 1772

ample time thereafter to strike a leisurely acquaintance with the unique old capital that has ruled an empire for 320 years; where the influence of Spaniard and Indian is felt everywhere in life and architecture and where the past lives on happily with the present.

Dinner, music by the native orchestra, dancing in the New Mexican Room—so passes our last evening at La Fonda. Then another restful night and the following morning we motor back to Lamy to pick up the broken thread of our rail journey after three memorable days in the real Southwest that is hidden over behind the train-window horizon.

TWO-DAY INDIAN-DETOUR

Santa Fé—Puyé—Taos

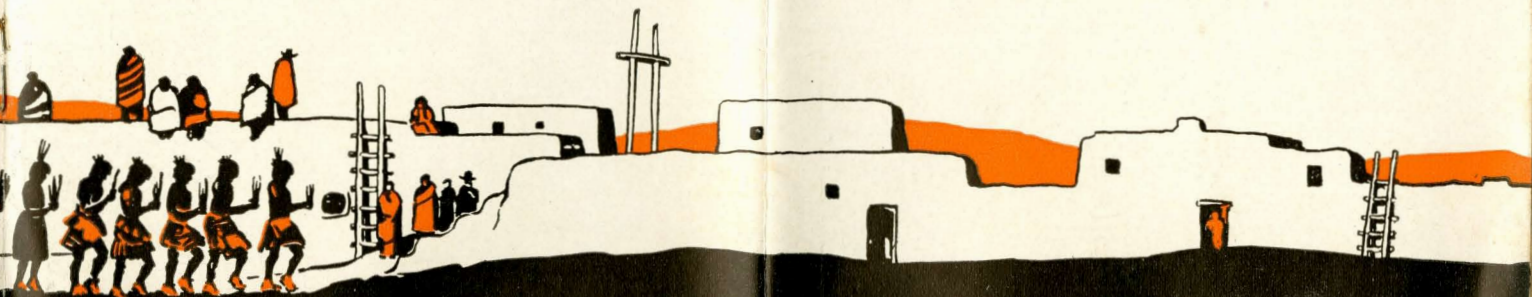
Two-days by Courierecar—\$35.00

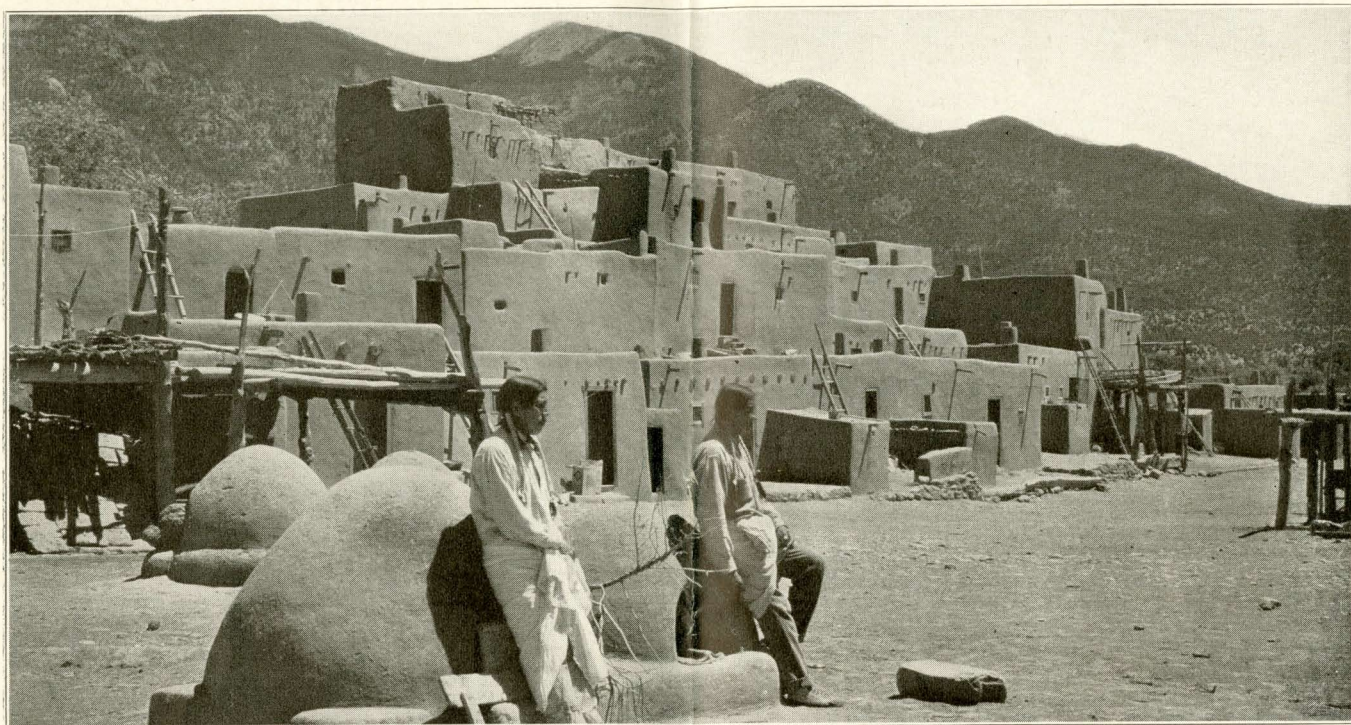
Eliminating the first full day devoted to the Frijoles Canyon drive, and one night at La Fonda, the new two-

day Indian-detour duplicates exactly the last two days of the three-day Detour, and thus will be found fully described in the preceding pages.

Arriving at Lamy, on either east or westbound trains, two-day Indian-detour guests proceed by motor coach from Lamy to La Fonda Hotel, Santa Fé, exactly as do other guests for the three-day Indian-detour. Instead of continuing on to Frijoles Canyon, however, guests for the two-day Detour next leave the hotel by limousine for the overnight drive to Puyé, Santa Clara and Taos pueblos, returning to La Fonda the second day for a late luncheon. Spending their second night at La Fonda they then motor to Lamy and their train, as in the case of the three-day Indian-detour.

No two-day stop-over in New Mexico could be planned to give a more comprehensive and delightful glimpse of all that contributes to the charm of the Spanish-Indian area round about Old Santa Fé.





Taos, the age-old Indian pueblo rooted at the base of the beautiful Taos Range



Don Fernando hotel, Taos, New Mexico

ONE-DAY INDIAN-DETOUR

Santa Fé—Santa Clara—Puyé

A day by Couriercoach—\$15.00

The one-day Indian-detour primarily is designed for those who are pressed for time, yet who would not miss the opportunity of intimately glimpsing the quaint capital of New Mexico and the mountain-cradled Spanish-Pueblo area of which it has been the center for three centuries. To include this outing it is necessary to add but one full day to the transcontinental rail journey.

Formerly known as "A Day in Old Santa Fé," the new one-day Indian-detour now offers an improved and extended routing, including Santa Clara Indian pueblo and luncheon at the Puyé cliff dwellings.

Guests for the One-day Indian-detour may leave their Santa Fe train, eastbound or westbound, at Lamy, New Mexico. At Lamy all trains are met by comfortable Couriercoaches for the 18-mile mountain drive to La Fonda Hotel, Santa Fé, where all guests will have two meals and pass one night in room with private bath before returning to Lamy by Couriercoach to rejoin the train upon which they arrived just twenty-four hours previously.

At ten-thirty each morning guests leave La Fonda by Couriercoach, accompanied by a member of the courier staff, on the delightful drive to the Puyé cliff dwellings, where luncheon is served. After leisurely inspection of these prehistoric ruins, magnificently placed above and below the Puyé cliffs, the return trip is broken to visit Santa Clara, typical in its architecture and changeless, colorful communal life of the dozen Indian pueblos that from time immemorial have dotted the upper valley of the Rio Grande.

On arrival in Santa Fé the afternoon drive continues about the old city to visit such interesting points as the Palace of the Governors, dating from 1609; the Cathedral, the ancient chapel of San Miguel, the New Museum and the picturesque native life of the city's older quarters.

After dinner at La Fonda there is dancing in the New Mexican Room, daily except Sunday, until ten-fifteen, while many guests will find unusual interest and pleasure in evening Southwestern talks, informal but beautifully illustrated, given in the Indian Lecture Lounge.

From train to train the cost of the One-day Indian-detour is but \$15.00 each person, including three meals and accommodations at La Fonda and 120 miles by Couriercoach.

NOTE: Motor Transportation Rate Only, where guests prefer to make own arrangements for room and meals at La Fonda: \$9.55 per person, if rail ticket reads to Lamy, New Mexico, or \$7.75 per person if rail ticket reads to Santa Fé, New Mexico. Both rates include luncheon at Puyé and entrance fee to ruins.

RATES

Three-day Indian-detour, including motor transportation, courier service, nine meals and three nights' lodging with private bath: Adults, \$55.00; children five

years of age and under twelve, \$27.50; children under five years of age occupying same bed as parent or guardian, or cot in same room, \$6.75.

Two-day Indian-detour. Rates, including motor transportation, courier service, six meals and two nights' lodging with private bath, are as follows: Adults, \$35.00; children five years of age and under twelve, \$17.50; children under five years of age occupying same bed as parent or guardian, or cot in same room, \$4.50.

Rates for children under five include meals and lodging. No charge for transportation.

RATES FOR PRIVATE PARTIES

Private car service over the Three-day, Two-day or One-day Indian-detours, including use of seven-passenger limousine Couriercar, train to train, private courier and driver, and all meals and lodgings with private bath mentioned above, may be engaged at the following rates:

	3-day Detour	2-day Detour	1-day Detour
One person.....	\$150.25	\$ 93.50	\$56.75
Two persons.....	173.50	109.00	64.50
Three persons.....	196.75	124.50	72.25
Four persons.....	220.00	140.00	80.00
Five persons.....	275.00	175.00	87.75

NOTE: Rates for children materially lower and will be quoted on application. Reservations for this special service should be made direct with Hunter Clarkson, Inc., Santa Fé, New Mexico, or through your travel bureau, or the nearest Santa Fe or other railway passenger agent.

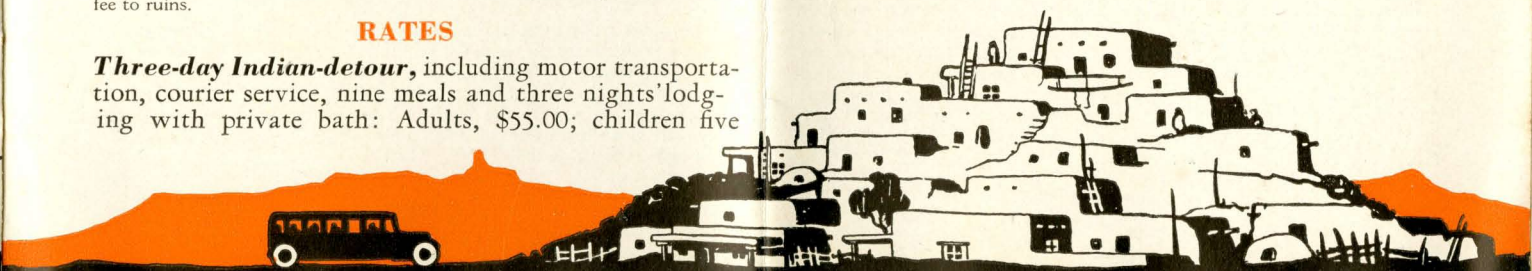
SUITABLE CLOTHING

Cars used on all Indian-detours are thoroughly heated, when required. Most guests, however, wish to stroll about the pueblos and it is also necessary to leave the cars in order to see properly some of the ruins. Walking shoes are therefore desirable. Ladies will find light top coats acceptable in summer, while for the winter months suits with heavy coats are suggested.

Hand Baggage will be transported on motor cars free of charge, if offered in proper containers, such as valises, telescopes, suit cases, leather hat boxes, and satchels.

Storage of Baggage for Passengers Making Indian-detours. No baggage will be checked through via an Indian-detour. No storage charge will accrue at stations on Santa Fe lines during the time consumed in making an Indian-detour.

Agents at Lamy or Santa Fé will, on application, issue a certificate to passengers making an Indian-detour, which will be authority for agents at destination of baggage to waive storage charges for the number of days consumed in making an Indian-detour.



Subject to change without notice

THREE-DAY INDIAN-DETOUR—\$55.00**Santa Fé—Frijoles—Puyé—Taos****WESTBOUND****Train No. 23—Grand Canyon Limited**

AFTER breakfast, guests leave Lamy for drive of 18 miles to La Fonda Hotel, Santa Fé. Brief stop only is made at the hotel, the drive continuing northward to Pojoaque and thence westward through the Mexican settlements of the Pojoaque Valley to the Rio Grande. The river is crossed at the head of Black Canyon. Tsankawi and other prehistoric ruins are passed on the spectacular climb to the mesas west of the river.

Luncheon served at El Rito Ranch, Frijoles Canyon, followed by inspection of ruined Tyuonyi the cliff dwellings and Ceremonial Cave.

On return to Santa Fé stop is made at San Ildefonso Indian pueblo. Dinner at La Fonda. Dancing in the New Mexican Room until 10.15 p.m., with nightly informal illustrated talks on southwestern subjects in the Lecture Lounge. Overnight at La Fonda.

Second Day

After breakfast at La Fonda guests leave at 9.00 a.m. for Puyé cliffs, visiting points of interest in Old Santa Fé enroute. A stop is made at Santa Clara Indian pueblo and on arrival at Puyé there is ample time before luncheon to explore the cliff dwellings and the great communal ruins. Luncheon in the lounge of the Puyé Rest House.

After luncheon guests leave Puyé for Don Fernando de Taos. Dinner and overnight at Don Fernando Hotel.

Third Day

Breakfast at the Don Fernando, with opportunity to visit artists' studios and other interesting places in Don Fernando de Taos, and Taos Indian pueblo, three miles north. Return to Santa Fé for late luncheon via Mission at Ranchos de Taos and Rio Grande gorge. Dinner, evening and overnight at La Fonda as on day of arrival.

Day of Departure

Guests leave La Fonda at 6.50 a.m. for Lamy to rejoin Train No. 23, the westbound Grand Canyon Limited, breakfasting on the train.

NOTE: Guests arriving Lamy on Train No. 3, westbound California Limited, will join guests from Train No. 23, following identical itinerary until return to Lamy to rejoin Train No. 3.

Guests reaching Lamy on Train No. 19, The Chief, will motor direct to La Fonda Hotel, Santa Fé, for the night. On the following day they will join guests who arrived that morning on Train No. 23, westbound Grand Canyon Limited, for drive to Frijoles Canyon. After a second night at La Fonda the Puyé-Taos days are taken in full as outlined above, guests motoring from La Fonda to Lamy on the third afternoon after arrival, to connect with Train No. 19.

EASTBOUND

Passengers from eastbound trains:

No. 20 The Chief	No. 24 Grand Canyon Limited
No. 4 California Limited	No. 6

Passengers from these trains, arriving at Lamy in the afternoon or evening, will motor direct to La Fonda Hotel, Santa Fé, for the night. On the following day they join guests who arrived that morning on Train No. 23, the westbound Grand Canyon Limited, for the drive to Frijoles Canyon. After a second night at La Fonda the Puyé-Taos days are taken in full as outlined above, guests motoring back to Lamy on the third afternoon or evening after arrival to connect with trains No. 20, 4, 24 or 6, as the case may be.

IMPORTANT NOTE

Of all principal Santa Fe trains passing Lamy, New Mexico, only No. 5, westbound, and No. 8, from El Paso and southern points, are inconvenient for Three-day and Two-day Indian-detour guests. Passengers from No. 5 arrive Santa Fé at 12.40 p.m., after departure of all Indian-detour cars; from No. 8 at 10.05 a.m., in time for One-day Indian-detour coach but too late for other regular Indian-detour cars. One or more extra meals are necessary for those using these trains.

TWO-DAY INDIAN-DETOUR—\$35.00**Santa Fé—Puyé—Taos****WESTBOUND****Train No. 23—Grand Canyon Limited**

AFTER breakfast, guests leave Lamy by motor coach for drive of 18 miles to La Fonda Hotel, Santa Fé. Brief stop only is made at the hotel, the drive continuing at 9.00 a.m., about Old Santa Fé and thence by Couriercar limousine, to the Puyé cliff dwellings and great communal ruins. Luncheon in the lounge of the Puyé Rest House.

After luncheon guests leave Puyé for Don Fernando de Taos, stopping en route at Santa Clara Indian pueblo. Dinner and overnight at Don Fernando Hotel.

Second Day

Breakfast at the Don Fernando, with opportunity to visit artists' studios and other interesting places in Don Fernando de Taos, and Taos Indian pueblo, three miles north. Return to Santa Fé for late luncheon, via Mission at Ranchos de Taos and Rio Grande gorge. Dinner, evening and overnight at La Fonda.

Day of Departure

Guests leave La Fonda at 6.50 a.m. by coach for Lamy to rejoin Train No. 23, the westbound Grand Canyon Limited, breakfasting on the train:

NOTE: Guests arriving Lamy on Train No. 3, westbound California Limited, will join guests from Train No. 23, following identical itinerary until return to Lamy to rejoin Train No. 3.

Guests reaching Lamy on Train No. 19, The Chief, will motor direct to La Fonda Hotel for the night. On the following day they will join other two-day guests who arrived that morning on Train No. 23, westbound Grand Canyon Limited, for the tour to Puyé and Taos as above. On the afternoon of the second day, they will motor to Lamy to connect again with Train No. 19.

EASTBOUND

Passengers from eastbound trains:

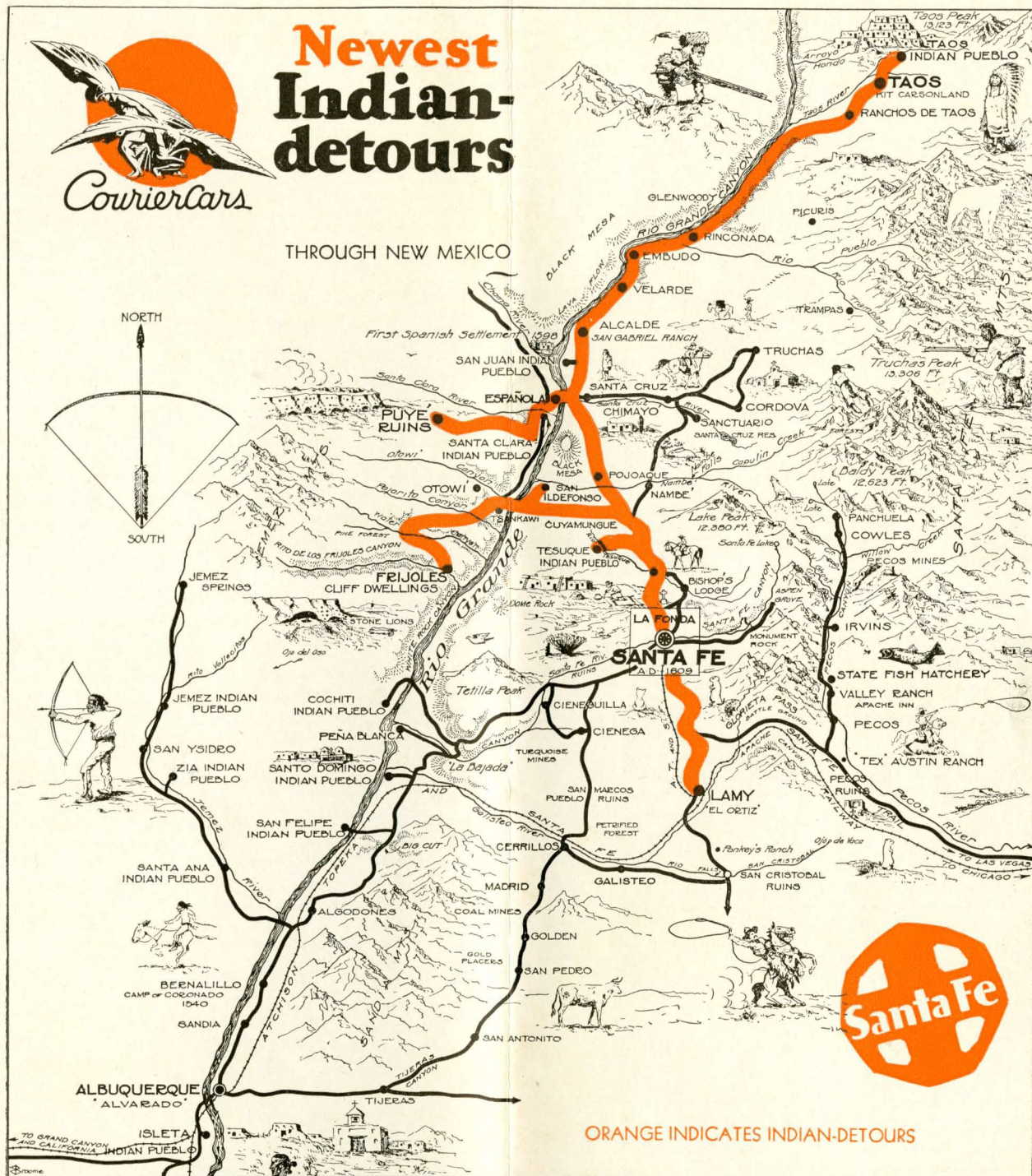
No. 20 The Chief	No. 24 Grand Canyon Limited
No. 4 California Limited	No. 6

Passengers from these trains, arriving at Lamy in the afternoon or evening, will motor direct to La Fonda Hotel, Santa Fé, for the night. On the following day they will join guests who arrived that morning on Train No. 23, the westbound Grand Canyon Limited, for the tour to Puyé and Taos. On the afternoon or evening of their second day they will motor from Santa Fé to Lamy to connect with trains No. 20, 4, 24 or 6 as the case may be.



Newest Indian- detours

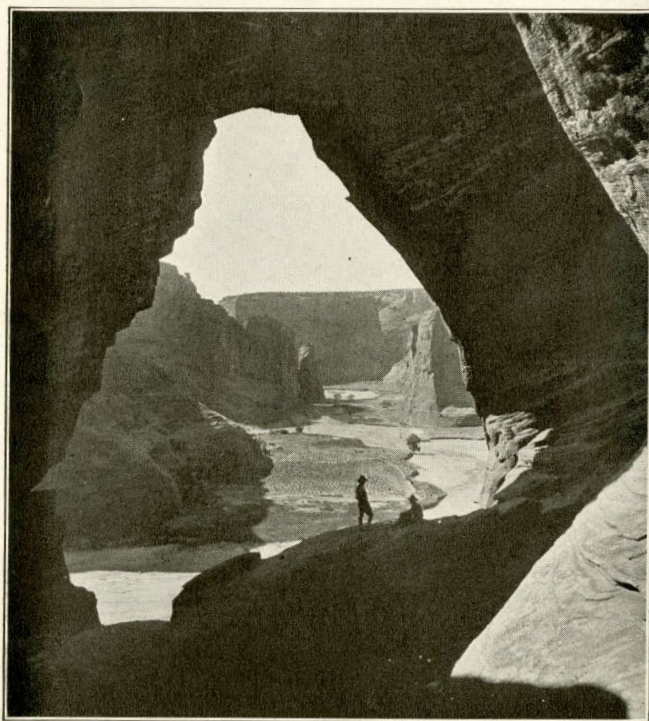
THROUGH NEW MEXICO



In addition to the Three, Two and One day Indian-detours, there are a score or more Couriercar Motor Cruises to the far-flung corners of New Mexico and Arizona



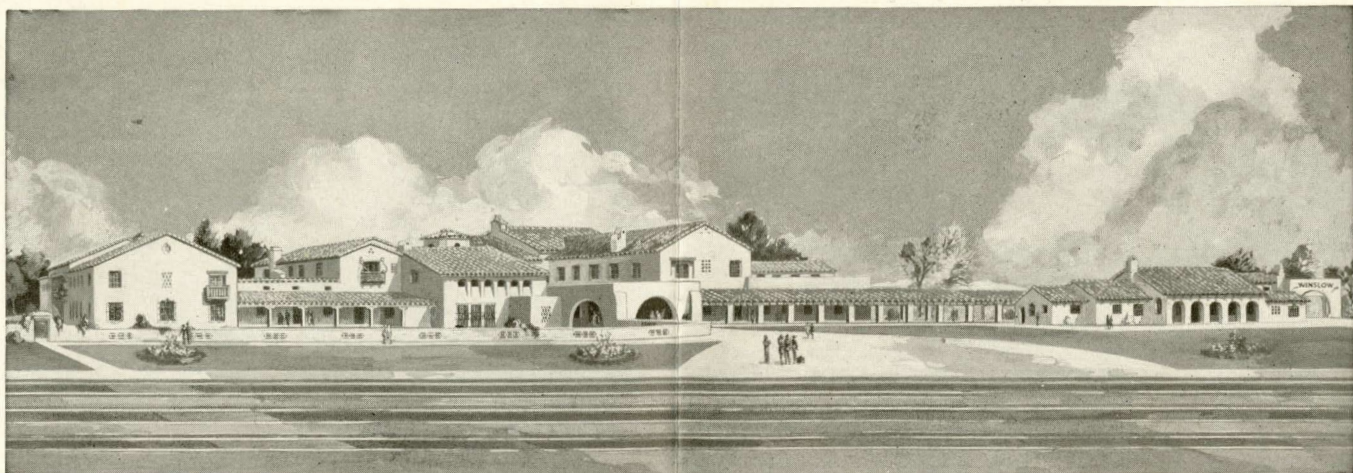
"A Forest in Glorified Stone"—on the Petrified Forest-detour



Looking into Canyon de Chelly



The weird Hopi Snake Dance



La Posada—new Fred Harvey Hotel, Winslow, Arizona

The Petrified Forest Detour

Off and On Same Train—\$4.50 Per Person

A PLEASANT motor interlude in Santa Fe transcontinental travel is conveniently available daily to westbound or eastbound passengers on The Grand Canyon Limited without delaying arrival at destination. Off and on same train and only \$4.50 per person.

Passengers on the *westbound* Grand Canyon Limited (No. 23), wishing to visit the famous Petrified Forest National Monument, south of Holbrook, can leave the train at that point and enter comfortable Couriercoaches immediately departing from the station. Then follow seventy interesting miles by motor over excellent roads, with a thirty minutes' stop in the heart of the Rainbow Petrified Forest, where the party is met by National Park Service guides. The Couriercoaches reach Winslow in ample time to rejoin the Grand Canyon Limited before its departure.

Eastbound passengers on the Grand Canyon Limited (No. 24), taking the Petrified Forest Detour, should breakfast in the dining car before arrival at Winslow, as Couriercoaches will depart from the station shortly after arrival of train. The route of eastbound guests to the Rainbow Forest is the reverse of westbound route, the Grand Canyon Limited being taken again at Holbrook station.

No worry about hand baggage or Pullman space. Porter looks after everything until you again board the same train about two and a half hours later.

This visit to the jeweled trunks and fragments of the Rainbow Petrified Forest offers a new conception of the lure of this portion of the Southwest.

METEOR MOUNTAIN—PETRIFIED FOREST DETOUR—\$25

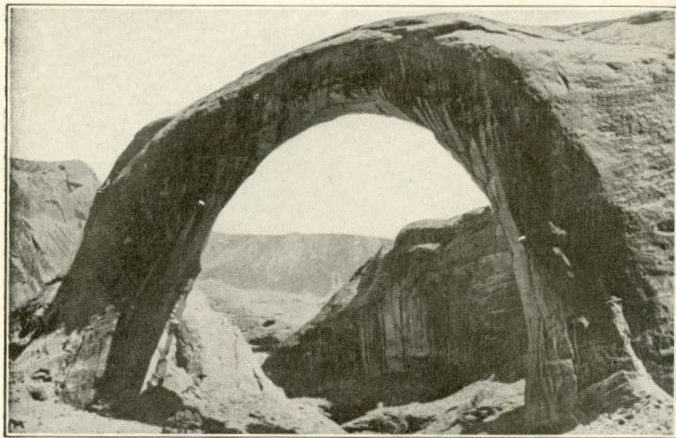
A delightful 24-hour stop-over at Winslow, Arizona. The all-inclusive charge of \$25 covers motor transportation in Couriercar limousine, meals and room with bath at La Posada. The trip to Rainbow Forest in the famous Petrified Forest National Monument, is made in the morning, allowing one and one-half hours in the Forest, and will also include visit to the "Agate Bridge," returning to Winslow for lunch. In the afternoon motor to Meteor Mountain, a vast crater formed by the impact of an enormous sky wanderer.

LA POSADA, AT WINSLOW, ARIZONA

FOR many months, Santa Fe transcontinental patrons passing through Winslow, Arizona, in the daylight hours, have speculated as to the purpose of the rambling earth-tinted mass gradually attaining finished beauty just north of the mainline tracks. In a word, here is La Posada, latest of Fred Harvey hotels and as distinctive as La Fonda, in Old Santa Fé.

In form and style, La Posada represents one of those great ranchos of Old Mexico that, in many instances,





The gigantic arch of Rainbow Bridge

for centuries have been the ancestral homes of branches of proud Spanish families. Like them, La Posada is the embodiment of simplicity, spacious comfort, and the interest born of a happy mingling of time-worn home-made furnishings and the richly mellow craftsmanship of Old Spain.

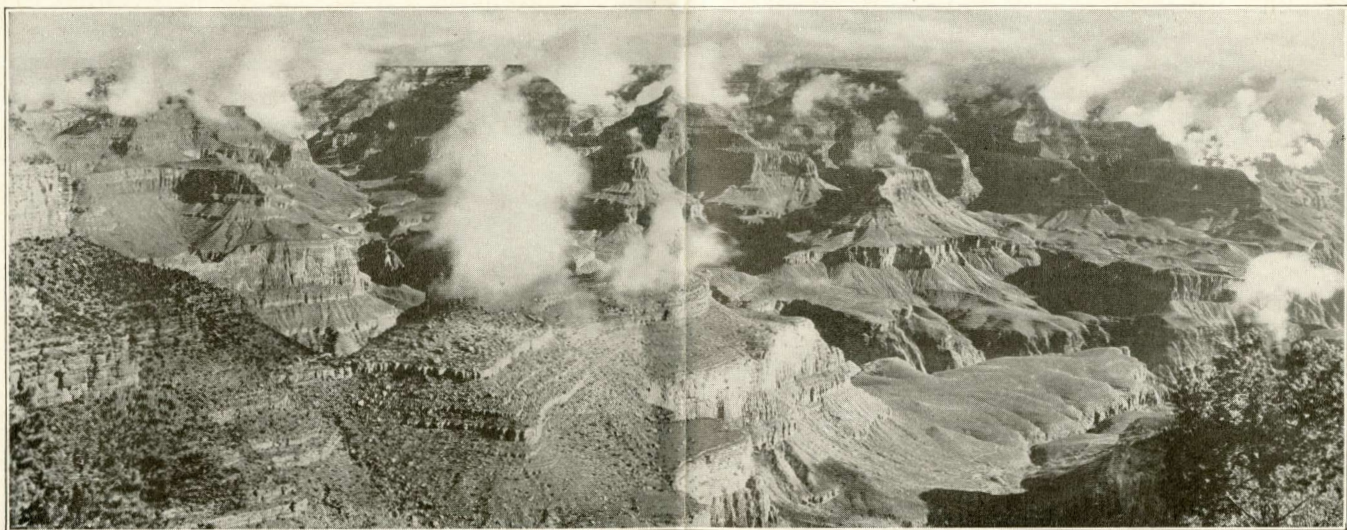
The Little Colorado valley about Winslow is typical of vast areas in the southern Republic, and the story of the old Rancho that has been woven into the building of La Posada has been carried faithfully into the treatment of the broad acres of its domain, whose fringes represent the untamed wilderness with its dry water hole and profusion of strange and interesting semi-desert growths. Next a quaint rock garden of lava, tufa and blocks of



Colorful dancers from Zuni

petrified wood, leads to a pleasant orchard, and this in turn to the grass and flowers about the old house itself. Between the deep wings is a sunken garden, its rocky pools fed by a trickle of water from the protecting walls.

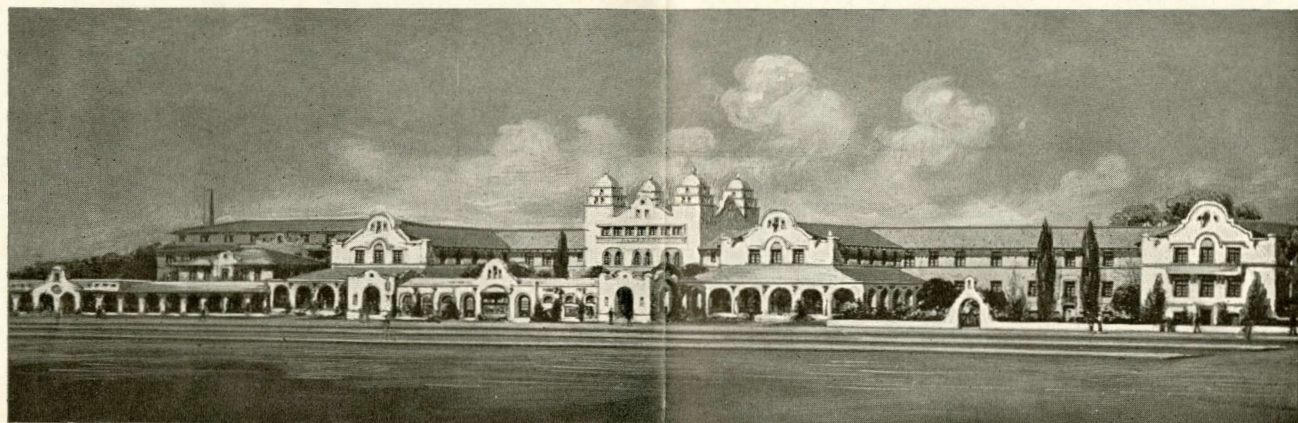
Winslow is more than 2,000 feet lower than either Santa Fé, or Grand Canyon, its climate warmer and its percentage of clear, dry days extraordinarily high. The town centers a hundred points of interest and from the perfect all-year comfort of headquarters at La Posada it is possible to develop new private Indian-detours by Couriercar of two days, three days, or longer, to the adjacent Navajo country, the Hopi Villages, the Rainbow Bridge, the White Mountains, or to or from Grand Canyon and Santa Fé.



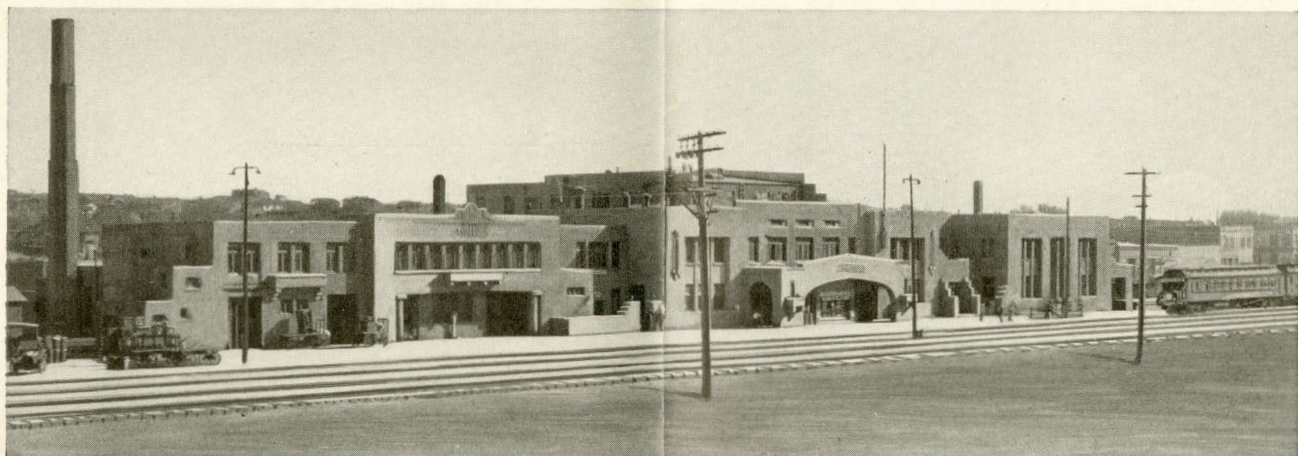
Storm clouds lift from the indescribable—the Grand Canyon of Arizona



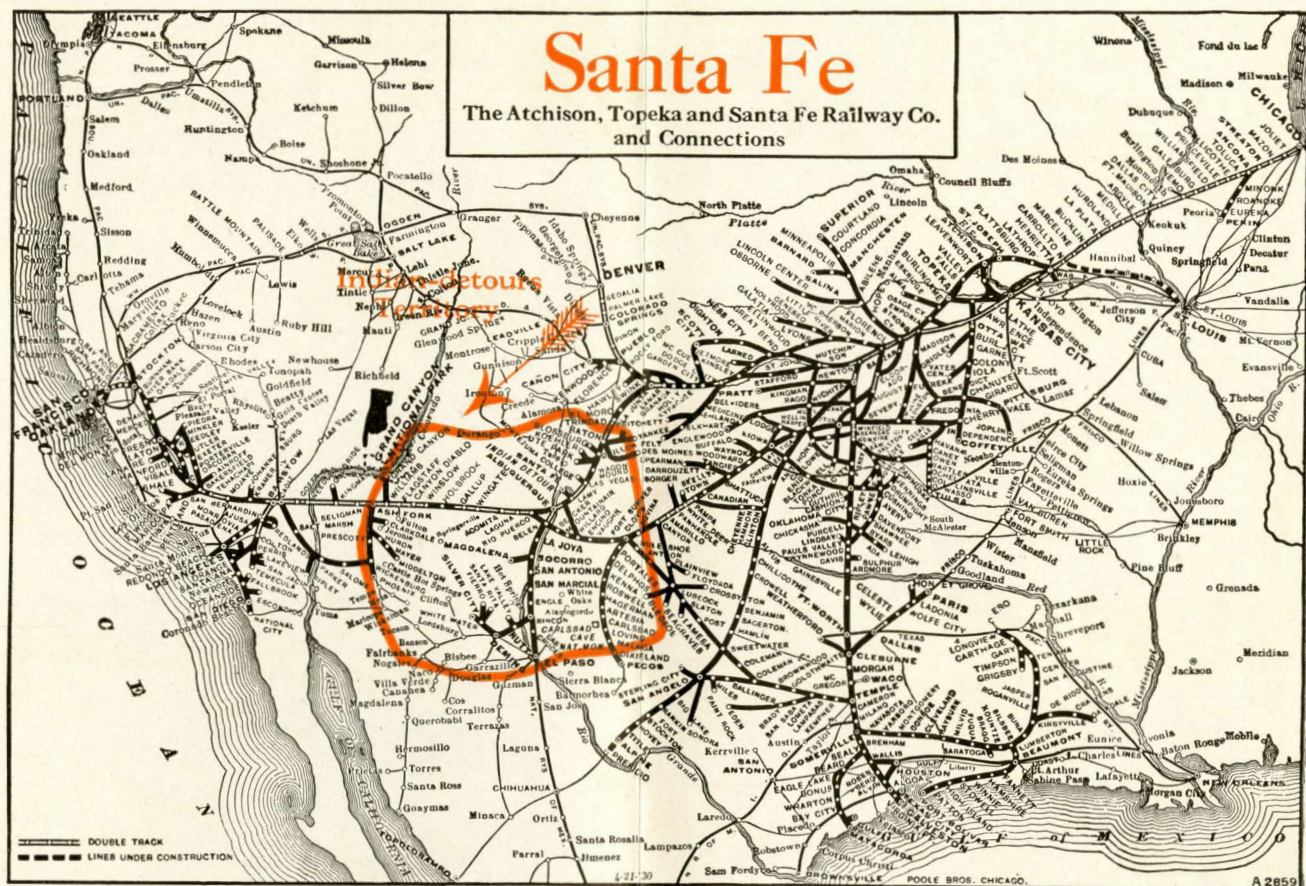
El Tovar Hotel, Grand Canyon, Arizona



The Alvarado Hotel, at Albuquerque, New Mexico



El Navajo Hotel, Gallup, New Mexico



SANTA FE RAILWAY AGENCIES

For information about the Indian-detours, Pullman rates, train schedules, etc., apply to the nearest railroad ticket agent, or address the Santa Fe representative at any one of the agencies named below:

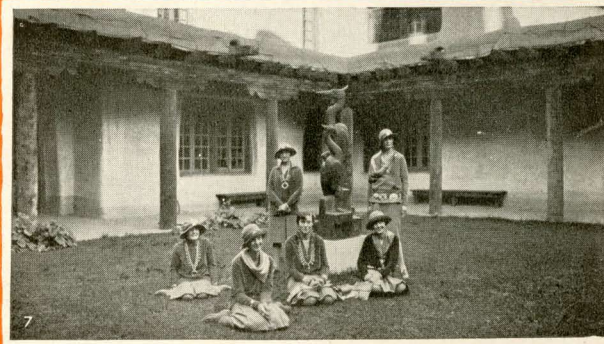
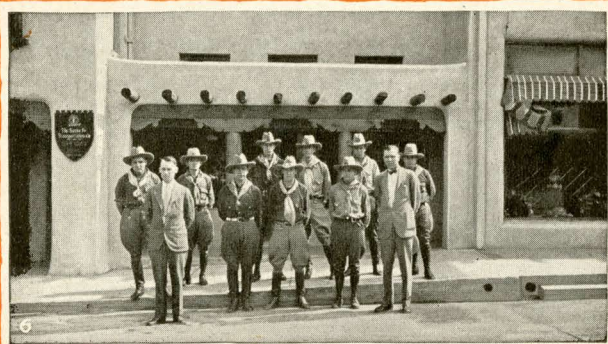
Amarillo, Tex., General Office Bldg.
 Atlanta, Ga., 330 Rhodes-Haverty Bldg.
 Beaumont, Tex., 643 Orleans St.
 Berkeley, Calif., 98 Shattuck Square.
 Boston, Mass., 212 Old South Bldg.
 Buffalo, N. Y., 692 Ellicott Sq. Bldg.
 Chicago, Ill., 179 W. Jackson St.
 Cincinnati, Ohio, 703 Dixie Terminal Bldg.
 Cleveland, O., 980 Union Trust Bldg.
 Colorado Springs, Colo., 118 E. Pikes Peak Ave.
 Dallas, Tex., 1116 Commerce St.
 Denver, Colo., 524 17th St.
 Des Moines, Ia., 601 Equitable Bldg.
 Detroit, Mich., 504 Transport'n Bldg.
 El Paso, Tex., 213 E. San Antonio St.
 Fort Worth, Tex., 112 E. 9th St.
 Fresno, Calif., Santa Fe Station
 Galveston, Tex., 411 22d St.
 Glendale, Calif., 107 S. Brand Blvd.
 Hollywood, Calif., 6405 Hollywood Blvd.
 Houston, Tex., 904 Texas Ave.

Indianapolis, Ind., 311 Merchants Bank Bldg.
 Kansas City, Mo., 719 Walnut St.
 Leavenworth, Kan., 406 Delaware St.
 Long Beach, Calif., 220 W. Ocean Ave.
 Los Angeles, Calif., 743 S. Hill St.
 Mexico City, Mex., Gante 4, Desp. 401.
 Milwaukee, Wis., 1305 Majestic Bldg.
 Minneapolis, Minn., 211 Metropolitan Life Bldg.
 New Orleans, La., 601-602 Whitney Bldg.
 New York City, 505 Fifth Ave.
 Oakland, Calif., 432 13th St.
 Oklahoma City, Okla., 6 So. Robinson St.
 Palo Alto, Calif., 219 University Ave.
 Pasadena, Calif., Santa Fe Station.
 Peoria, Ill., 211 Jefferson Bldg.
 Philadelphia, Pa., 601 Finance Bldg.
 Phoenix, Ariz., 102 N. Central Ave.
 Pittsburgh, Pa., 208 Park Bldg.
 Pomona, Calif., 261 S. Thomas St.
 Portland, Ore., 508 Spalding Bldg.

Pueblo, Colo., 401 N. Union Ave.
 Riverside, Calif., Mission Inn.
 Sacramento, Calif., 1006 K Street.
 St. Joseph, Mo., 114 S. Fifth St.
 St. Louis, Mo., 296 Arcade Bldg.
 Salt Lake City, Utah, 508 Clift Bldg.
 San Antonio, Tex., 529 Majestic Bldg.
 San Bernardino, Calif., Santa Fe Sta.
 San Diego, Calif., U. S. Grant Hotel Block.
 San Francisco, Calif., 601 Market St.
 San Jose, Calif., 15 E. Santa Clara St.
 San Pedro, Calif., 121 7th St.
 Santa Ana, Calif., 408 N. Sycamore St.
 Santa Barbara, Calif., 915 State St.
 Santa Rosa, Calif., 516 Fourth St.
 Seattle, Wash., The 1411 Fourth Ave. Bldg.
 Stockton, Calif., Hotel Stockton Annex
 Tulsa, Okla., 417 S. Boston Ave.
 Waco, Tex., First State Bank Bldg.
 Whittier, Calif., 125 N. Greenleaf St.
 Wichita, Kan., 501 Sedgwick Bldg.

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 Panhandle and Santa Fe Ry.
 Amarillo, Tex.
 E. F. ADAMS, Gen'l Pass'r Agent
 G. C. & S. F. Ry.
 Galveston, Tex.



1 Blossom Time in Old Santa Fé. 2. High-piled Taos Pueblo. 3. Patio of State Museum, Santa Fé.
4. Corner of La Fonda Lounge. 5. Glimpse of the Lounge, El Ortiz, Lamy.
6. Couriercar Drivers. 7. A few Indian-detour courier-hostesses.