

Indian- detours

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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

Photo by Parkhurst



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 available to its guests at Santa Fé, New Mexico; Winslow, Arizona; and at a dozen other base points scattered along the Santa Fe rails along 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 six years, will realize the beauty and interest of the new routes now covered.

THREE-DAY INDIAN-DETOUR

Santa Fé—Frijoles—Puyé—Taos

All-expense except meals—\$45.00

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 three nights at La Fonda Hotel, Santa Fé, 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.

All regular Indian-detour guests will proceed from Lamy to La Fonda by comfortable Motor Coach service (which meets all Santa Fe mainline trains) and from La Fonda will continue their Detour outing by Coach or Limousine, each with its individual Courier and Driver, as the case may be.

Private Couriercar Limousine service over all Indian-detours, and for variations thereof, is available at any time. See page 32.

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



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



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



Tesuque, the nearest pueblo to Santa Fé

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.

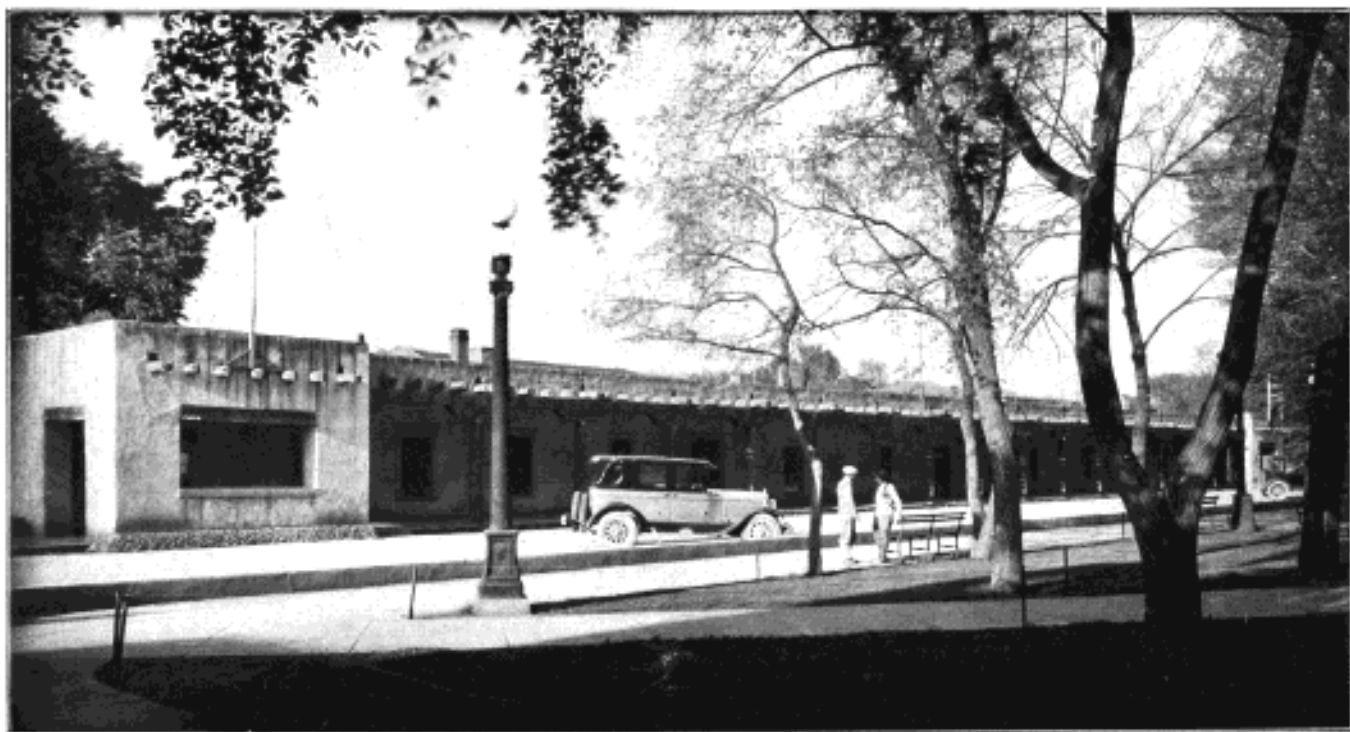
If we detrain at Lamy in the late afternoon or evening, we shall go no farther this first day than La Fonda Hotel. If we leave the railway earlier, however, we shall continue on during the day to one of our three major objectives beyond Old Santa Fé—Frijoles, Puyé and Taos.

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



The ancient estufa at San Ildefonso Indian Pueblo—Black Mesa in background

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 use of limousines 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 a Forest Service road and trail lead to the floor of the canyon close to the ranch Inn, where luncheon is served.

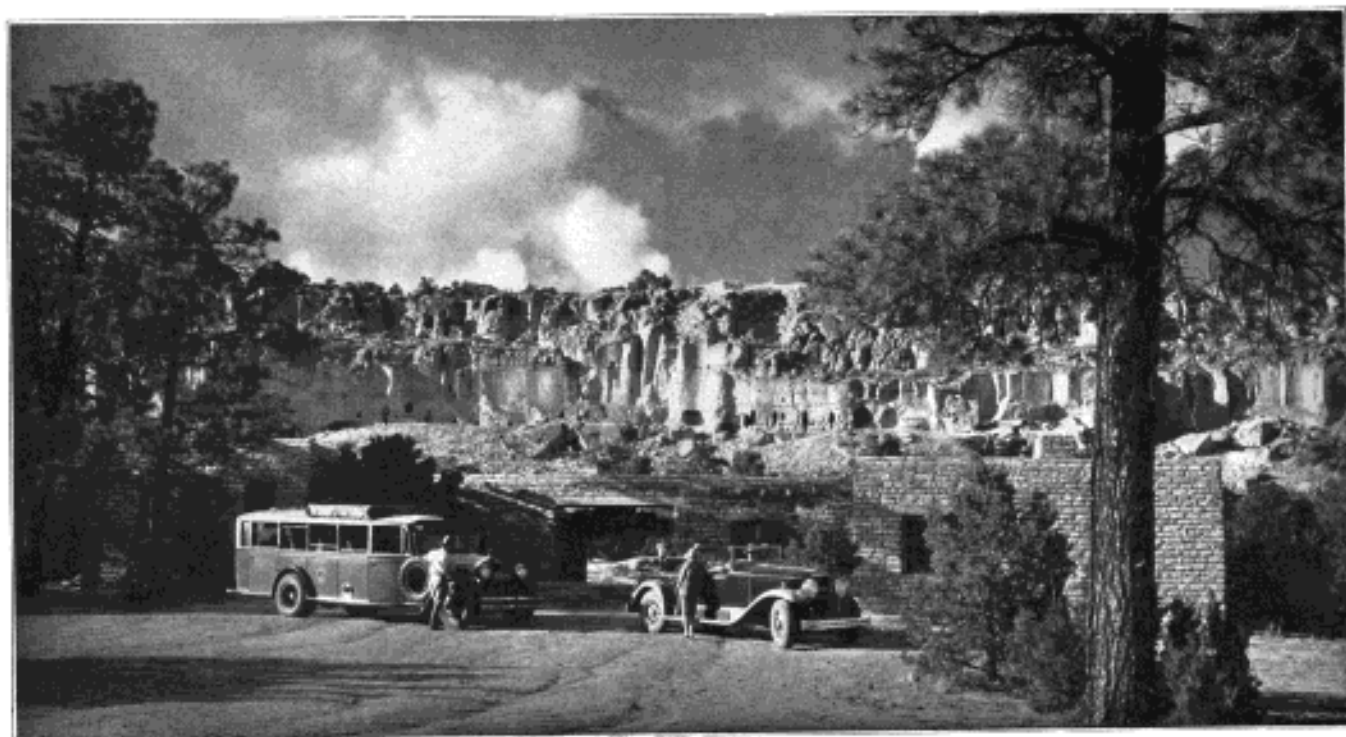
The descent from the rim of Frijoles Canyon entails a drop of several hundred feet. Heretofore, it has always been necessary to make this descent, and the subsequent climb out, on foot, over the steep and spectacular trail, with undue exertion for those who were infirm or of

advanced age. During the past winter, however, the Forest Service has constructed a long-considered road from rim to floor that now makes it possible for Indian-detour guests to motor in comfort to within a few yards of our destination.

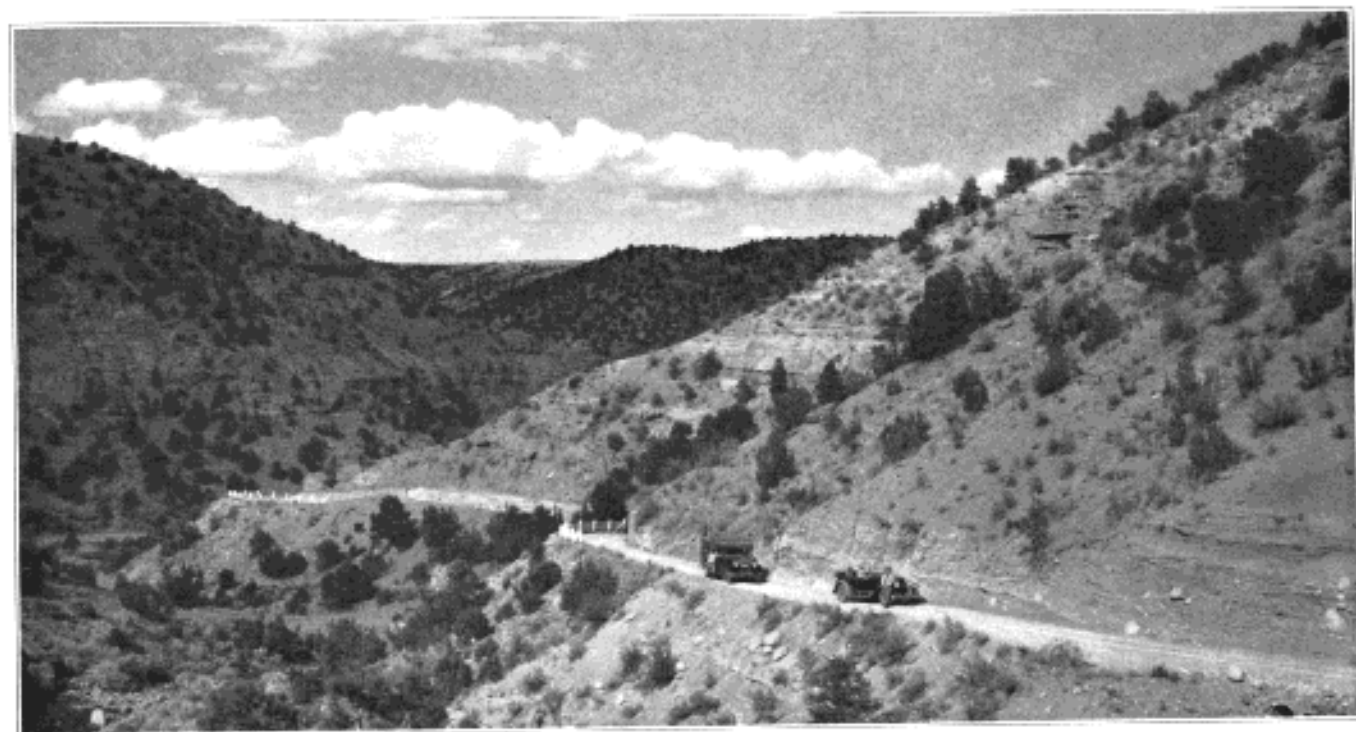
The communal ruins of Tyuonyi, visible on the descent, are just below the Inn. The cliff dwellings are hollowed from the base of the soft volcanic cliffs and stretch from the Inn on up the canyon. In many the ancient plaster still clings to walls and floors and the ceilings are darkened with the smoke 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 from 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