



B&S EXCURSIONS

Group Tour Specialists

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tour@bsexcursions.com www.bsexcursions.com

Dear Travel Enthusiast:

Thank you for inquiring about **"Best of the Southwest – Albuquerque International Balloon Fiesta" September 28 – October 11, 2016.** Enclosed you will find Trip Registration Form, Trip Itinerary and Tour Highlights. The package price of this exciting 14-Day driving excursion is \$3,695.00 per person (double room occupancy). This price includes round trip motor coach transportation departing from Portland, Indiana, 13-night's accommodations, 23 meals, historic points of interest along the Santa Fe Trail, Dodge City, KS, Durango & Silverton Narrow Gauge Rail Excursion, Pagosa Springs, CO (world's deepest mineral hot springs), Santa Fe, NM, Albuquerque International Balloon Fiesta, National Route 66 Museum, numerous Route 66 Roadside Icons, Oklahoma City National Memorial, Will Rogers Memorial Museum and Birthplace Ranch, plus all tours, admissions and attractions listed on the itinerary. A deposit of \$750.00 per person is required to guarantee your reservation.

Seats will be sold on a first-come, first-serve basis. We can only accommodate a total of 50 passengers on this tour. If you decide to join us, please call immediately to confirm availability. If you mail us a deposit without calling us, your reservation will not be confirmed until the date we receive your payment (by which time we could be sold out). Once we receive your verbal reservation request, we will hold seats for you up to 10 days. **After you have confirmed availability, please complete the enclosed Registration Form (include your name exactly as it appears on your drivers license), sign both pages (including Liability Waiver attachment) and return to B&S Excursions along with a \$750.00 per person deposit (plus the travel insurance premium if you opt to purchase it). If we do not receive completed forms and deposit from you within 10 days of your confirmation, your seat will be released.** If you choose not to purchase travel insurance, please initial form where indicated. Please mark your calendar as a reminder for final payment which will be due on June 15, 2016, as we do not send payment due notices.

We are so excited about this tour, as we will be traveling to our favorite part of the country, the Rocky Mountains! The term "Rocky Mountain High" accurately describes some of the attractions on this tour, as we will be in high elevations with spectacular panoramic vistas. Please be aware that high altitudes may cause medical complications for persons with heart or lung ailments. We will cross the continental divide at Wolf Creek Pass (elevation 10,857), on the Durango & Silverton Narrow Gauge Rail Excursion we will climb to heights of 9,500 ft. and our elevation in Pagosa Springs will be over 7,000 ft. If you have heart or lung ailments, we recommend you consult your physician before registering for this trip.

Our journey en route to the mountains will have us following the historic Santa Fe Trail across Kansas, starting at its point of origin in Franklin, Missouri. During our trek across the Great State of Kansas we will be visiting sites and key points of interest along the Santa Fe Trail such as Gardner Junction, Black Jack Ruts, Council Grove, Ralph's Ruts and Dodge City Ruts. If you

are interested in Santa Fe Trail history, suggested reading includes "Tracing the Santa Fe Trail" by Ronald J. Dulle. As we depart Boot Hill Museum in Dodge City, many of us may hear the ghost of Marshall Dillon whispering "Get the hell outta Dodge". Shortly after entering beautiful Colorado, we will visit Amache, the site of WWII Japanese Relocation Camp which interned over 7,000 detainees. Then we're off to Lamar, Colorado for a history lesson and unique luncheon. Following lunch we'll visit Bent's Old Fort, a reconstructed 1840's adobe fur trading post located on the mountain branch of the Santa Fe Trail. Just before arriving in Alamosa, Colorado we'll get a glimpse of the Great Sand Dunes National Park off in the distance. Upon arriving in Alamosa we'll cross the Rio Grande River for the first time as we trek westbound to Durango. A side excursion to the silver mining town of Creede will include a tour of their mining museum and lunch at their community center. Some local trivia, Creede was one of the film sites of the "The Lone Ranger" released in 2013. Continuing west, we will cross the continental divide at Wolf Creek Pass for a photo stop, then make our way down the mountain's switchback curves into the beautiful San Juan Valley. You may remember the lyric's to C.W. McCall's 1975 classic song, "Wolf Creek Pass", recanting the story about how he and Earl brought a chicken haulin' 14-wheeler down off the pass into Pagosa Springs. We won't be haulin' chickens, but we'll definitely wind our way down the mountain, ending up in Pagosa Springs about 30 miles down the road. Our last photo opportunity of the day will be at Chimney Rock, designated a National Monument in 2012, before we make our way in to Durango for a two night stay.

One of the highlights on our westward journey will be the Durango & Silverton Narrow Gauge Rail Excursion. This 90 mile round trip rail excursion winds through Colorado's spectacular mountain scenery, climbing to heights of 9,500 ft. If Mother Nature works her magic, the aspens should be aglow...an unforgettable sight to behold and definitely camera worthy. This rail line was originally constructed to haul gold and silver ore out of the San Juan Mountains. It is estimated that over \$300 million dollars in precious metals have been transported over this route. Today, the precious cargo consists of thousands of tourists each year. Before departing Durango we'll experience a behind-the-scenes Rail Yard Tour, visiting the machine shop, roundhouse, car shop, rolling stock and museum. Our final stop in Colorado will be the beautiful town of Pagosa Springs, nestled in the San Juan Mountains. Named for its sulfur springs (which is the world's deepest geothermal hot spring), the mineral rich water is known for its therapeutic healing powers. The Utes called the sulfur rich springs "Pah gosah", meaning stinking water. Visitors come from all over the world to enjoy its hot baths and refer to it today as "healing waters". Our accommodations will be at the beautiful Springs Resort and Spa with over 20 mineral pools to soak in. As hotel guests, we will have 24-hour access to the springs, and plush robes and towels will be provided in our rooms. So don't forget your swimsuit.

The next leg of our journey will take us to New Mexico, "Land of Enchantment". A historical walking tour in Santa Fe will conclude our Santa Fe Trail journey. Then we're off to Albuquerque to experience the world's largest hot air balloon festival, showcasing over 500 balloons each year. We will be offering a unique, memorable experience on this trip, an optional hot air balloon ride during the sunrise mass ascension at International Balloon Fiesta. You will be a part of history, taking flight with hundreds of other balloons ascending from Fiesta Park. This incredible mass ascension will be experienced from the air as you peacefully drift along with hundreds of balloons and become a part of the colorful collage of balloons in flight...what a sight to behold! Prices have not been established for 2016 yet, so it is too early to register for this activity. We will send a letter to you once detailed information and pricing is available. If you choose not to balloon, you will be at Fiesta Park to watch the mass ascension from the field.

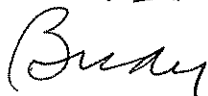
On the final leg of our journey we will travel I-40 and portions of Old Route 66, also known as the Will Rogers Highway. As we travel through New Mexico, Texas, Oklahoma and Missouri, we'll see sites such as Clines Corners, Blue Swallow Motel in Tucumcari, Midpoint Café, Cadillac Ranch, The Big Texan, Conoco Tower & U Drop Inn in Shamrock, National Route 66 Museum in Elk City, Oklahoma City National Memorial, Pops, Arcadia's Round Barn, Route 66 Interpretive Center in Chandler, Catoosa's Blue Whale and Twin Bridges, Will Rogers Memorial Museum, and Rte 66's Mural City and Bob's Gasoline Alley in Cuba, MO. Interesting Route 66 reading includes "A Guide Book to Highway 66" by Jack D. Rittenhouse, written in 1946.

There will be some walking involved on this tour, especially at Balloon Fiesta and on our walking tours. If you are not able to walk three blocks without having to stop several times, you may have difficulty with portions of this tour, especially in the higher elevations. If you are not active, it would be very beneficial for you to begin a walking routine to get yourself in condition for traveling. You will find that your stamina and endurance for traveling will greatly improve as you prepare yourself for a more enjoyable vacation. When the group is off the coach touring, the driver may not be able to stay with you on the coach if you choose not to go on the tour. The driver is always considered off-duty when the group is off the coach; however, as long as there are passengers on the coach, he is required to stay on the bus for liability purposes, and must remain on-duty. There are a maximum number of hours the driver can be on-duty in a day and all of this is calculated into his work schedule. When we have long, touring days, our driver may run out of working hours if he must remain on-duty every time passengers choose not to get off the bus. Out of courtesy to the driver, he deserves a break whenever he is not driving the coach.

We highly recommend you purchase travel insurance to protect your investment against loss of payments in the event of trip cancellation due to sickness, injury or death of yourself, your traveling companion or a family member. Benefits also cover trip interruption, travel delay, lost luggage and protection from financial default of travel suppliers. Financial default of any business is very realistic today. We cannot foresee or control such actions, thus, we encourage you to purchase travel insurance to protect your investment. If you purchase the plan within 21 days of making your initial trip deposit, pre-existing medical conditions are waived. We urge you to pay the premium when you make your initial deposit for these benefits to apply. Please read cancellation policy attached to the Trip Registration Form for more details. If you elect not to purchase the plan, kindly initial Trip Registration Form where indicated.

Spanning two centuries of history to present day, this tour offers such a variety of attractions you won't believe how much can be packed into a two week trip! We anticipate this tour to sell out and hope you can join us on this cross-country journey "Best of the Southwest" next fall. If you have any questions regarding the tour, please don't hesitate to call us at 1-800-726-2267 or email us at tour@bsexcursions.com. We look forward to sharing this scenic road trip with you!

Sincerely, _____



Brian D. Rippy,
President



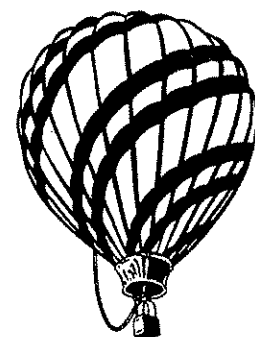
Rochelle D. Rippy,
Vice President

THE BEST OF THE SOUTHWEST!

ALBUQUERQUE INTERNATIONAL BALLOON FIESTA

WEDNESDAY - TUESDAY

SEPTEMBER 28 – OCTOBER 11, 2016



TIME WEDNESDAY

ZONE SEPTEMBER 28, 2016

[EDT]	5:30	AM	DEPART HOLIDAY INN EXPRESS IN PORTLAND, IN
	8:30		REST STOP IN TERRE HAUTE, IN
[CDT]	11:00		LUNCH (ON YOUR OWN) AT ST CHARLES, MO
	1:45	PM	REST STOP NEAR BOONVILLE, MO
	2:30		VISIT SANTA FE TRAIL STARTING POINT (FRANKLIN)
	4:30		VISIT FRONTIER TRAILS MUSEUM - INDEPENDENCE, MO
	5:45		CHECK-IN DRURY INN HOTEL & SUITES - INDEPENDENCE, MO
			DINNER (ON YOUR OWN) NEAR HOTEL

TIME THURSDAY

ZONE SEPTEMBER 29, 2016

[CDT]	6:30...	AM	*BREAKFAST PROVIDED AT HOTEL
	7:00		SET LUGGAGE OUTSIDE ROOM FOR PICKUP
	8:15		DEPART HOTEL FOR COUNCIL GROVE, KS
	9:00		PHOTO STOP AT GARDNER JUNCTION
	9:30		PHOTO STOP AT BLACK JACK RUTS
	11:45		ARRIVE COUNCIL GROVE, KS
	12:15	PM	*LUNCH PROVIDED AT HAYS HOUSE RESTAURANT
	2:00		GUIDED HISTORICAL TOUR OF COUNCIL GROVE
	4:00		DEPART FOR McPHERSON, KS
	5:30		CHECK-IN HOLIDAY INN EXPRESS - McPHERSON, KS
			DINNER (ON YOUR OWN) NEAR HOTEL

TIME FRIDAY

ZONE SEPTEMBER 30, 2016

[CDT]	6:30...	AM	*BREAKFAST PROVIDED AT HOTEL
	7:00		SET LUGGAGE OUTSIDE ROOM FOR PICKUP
	8:30		DEPART McPHERSON - CONTINUE SANTA FE TRAIL JOURNEY
	9:15		PHOTO STOP AT RALPH'S RUTS
	10:00		REST STOP IN GREAT BEND, KS
	10:35		VISIT B-29 MEMORIAL PLAZA IN GREAT BEND
	12:30	PM	ARRIVE AT BOOT HILL MUSEUM IN DODGE CITY, KS
			LUNCH (ON YOUR OWN) NEAR THE BOARDWALK
	2:00		GUIDED HISTORICAL TOUR OF DODGE CITY
	4:00		DEPART DODGE CITY FOR GARDEN CITY, KS
	5:15		CHECK-IN CLARION INN - GARDEN CITY, KS
			DINNER (ON YOUR OWN) AT SAMY'S STEAKHOUSE



TIME SATURDAY
ZONE OCTOBER 1, 2016

[CDT] 7:00... AM *BREAKFAST PROVIDED AT HOTEL
[PACK CARRY-ON BAG FOR ONE NIGHT IN ALAMOSA]
8:30 DEPART GARDEN CITY FOR COLORADO
[MDT] 8:30 WELCOME TO BEAUTIFUL COLORADO
9:00 VISIT AMACHE [JAPANESE INTERNMENT CAMP DURING WWII]
10:00 ARRIVE AT LAMAR VISITOR CENTER
*LUNCH PROVIDED IN LAMAR, CO
11:45 DEPART LAMAR FOR BENT'S OLD FORT
12:30 PM ARRIVE BENT'S OLD FORT
1:00 GUIDED TOUR OF BENT'S OLD FORT
2:45 DEPART BENT'S OLD FORT FOR WALSENBURG
4:00 REST STOP IN WALSENBURG, CO
5:45 CHECK-IN HOLIDAY INN EXPRESS - ALAMOSA, CO
6:30 DINNER (ON OUR OWN) IN ALAMOSA



TIME SUNDAY
ZONE OCTOBER 2, 2016

[MDT] 6:30... AM *BREAKFAST PROVIDED AT HOTEL
8:30 DEPART ALAMOSA FOR CREEDE, CO
9:30 ARRIVE IN CREEDE, CO
10:00 GUIDED UNDERGROUND MINING HISTORY TOUR
11:30 *LUNCH PROVIDED IN CREEDE
1:00 PM DEPART CREEDE FOR DURANGO, CO
1:45 PHOTO STOP AT CONTINENTAL DIVIDE [WOLF CREEK PASS]
3:00 - 3:30 REST STOP IN PAGOSA SPRINGS
3:50 PHOTO STOP OF CHIMNEY ROCK
5:15 CHECK-IN THE HISTORIC STRATER HOTEL IN DURANGO, CO
DINNER (ON YOUR OWN) / EVENING AT YOUR LEISURE
[till 11:00] ENTERTAINMENT IN DIAMOND BELLE SALOON

TIME MONDAY
ZONE OCTOBER 3, 2016

[MDT] 6:30... AM *BREAKFAST PROVIDED AT HOTEL
8:00 DURANGO & SILVERTON NARROW GAUGE TRAIN DEPARTS
11:30 TRAIN ARRIVES IN SILVERTON, CO
LUNCH (ON YOUR OWN) IN SILVERTON
1:45 PM TRAIN DEPARTS SILVERTON DURANGO
5:15 TRAIN RETURNS TO DURANGO
RETURN TO STRATER HOTEL IN DURANGO, CO
DINNER (ON YOUR OWN) / EVENING AT YOUR LEISURE
[till 11:00] ENTERTAINMENT IN DIAMOND BELLE SALOON

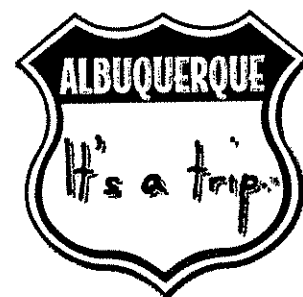


TIME TUESDAY
ZONE OCTOBER 4, 2016

[MDT] 6:30... AM *BREAKFAST PROVIDED AT HOTEL
6:30 LARGE LUGGAGE READY OUTSIDE ROOM FOR PICKUP
[PACK CARRY-ON BAG FOR ON NIGHT IN PAGOSA SPRINGS]
9:30 TOUR DSNRR MUSEUM AND RAIL YARD
11:45 DEPART DURANGO FOR PAGOSA SPRINGS
12:45 PM LUNCH (ON YOUR OWN) DOWNTOWN PAGOSA SPRINGS
2:30 - 3:50 VISIT FRED HARMAN ART MUSEUM & GOMEZ GENERAL STORE
4:00 CHECK-IN THE SPRINGS RESORT IN PAGOSA SPRINGS, CO
4:45 DEPART HOTEL FOR DINNER
6:00 *DINNER PROVIDED IN PAGOSA SPRINGS
8:00 RETURN TO THE SPRINGS RESORT
RELAX IN THE MINERAL HOT SPRINGS UNDER THE STARS

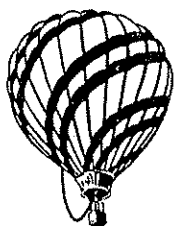
TIME WEDNESDAY
ZONE OCTOBER 5, 2016

[MDT] 7:00 AM DEPART HOTEL FOR BREAKFAST
7:00 *BREAKFAST PROVIDED IN PAGOSA SPRINGS
8:00 DEPART PAGOSA SPRINGS FOR SANTA FE, NM
9:00 REST STOP IN CHAMA, NM
11:30 LUNCH (ON YOUR OWN) DOWNTOWN SANTA FE
LEISURE TIME FOR SHOPPING AT THE PLAZA
1:30 PM GUIDED WALKING TOUR OF SANTA FE'S HISTORIC DISTRICT
INCLUDING MARKET SQUARE & LORETTO CHAPEL
3:30 DEPART SANTA FE FOR ALBUQUERQUE, NM
4:30 CHECK-IN MARRIOTT PYRAMID NORTH - ALBUQUERQUE, NM
5:50 DEPART HOTEL FOR DINNER
6:00 *DINNER PROVIDED AT EL PINTO RESTAURANT
8:00 RETURN TO MARRIOTT PYRAMID



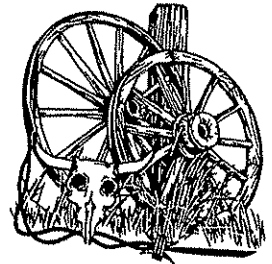
TIME THURSDAY
ZONE OCTOBER 6, 2016

[MDT] 4:30 AM *BREAKFAST PROVIDED AT HOTEL
5:00 DEPART HOTEL FOR INTERNATIONAL BALLOON FIESTA
5:30 - 6:45 DAWN PATROL AT FIESTA PARK
6:30 OPTIONAL HOT AIR BALLOON RIDE
7:00 SUNRISE MASS ASCENSION OF BALLOONS
10:30 DEPART FIESTA PARK FOR BALLOON MUSEUM
10:45 ANDERSON ABRUZZO INTERNATIONAL BALLOON MUSEUM
1:00 PM LUNCH (ON YOUR OWN) IN "OLD TOWN"
2:45 DEPART "OLD TOWN" FOR HOTEL
3:00 RETURN TO HOTEL TO FRESHEN UP FOR EVENING
4:45 DEPART HOTEL FOR FIESTA PARK
6:40 SPECIAL SHAPE GLOWDEO BEGINS AT SUNSET
DINNER (ON YOUR OWN) AT FIESTA PARK
8:00 AFTERGLOW FIREWORKS SHOW
DEPART FIESTA PARK IMMEDIATELY AFTER FIREWORKS
9:00 RETURN TO MARRIOTT PYRAMID



TIME FRIDAY
ZONE OCTOBER 7, 2016

[MDT] 6:30... AM *BREAKFAST PROVIDED AT HOTEL
6:30 SET LUGGAGE OUTSIDE ROOM FOR PICKUP
8:00 DEPART ALBUQUERQUE FOR AMARILLO, TX
DRIVE PORTIONS OF HISTORIC ROUTE 66 [CENTRAL AVE]
9:30 - 10:00 REST STOP AT CLINES CORNERS
12:00 PM *LUNCH PROVIDED AT DEL'S RESTAURANT - TUCUMCARI, NM
ROUTE 66 PHOTO STOPS IN TUCUMCARI
[CDT] 3:00 REST STOP AT MIDPOINT CAFÉ - ADRIAN, TX
4:30 PHOTO STOP AT CADILLAC RANCH
5:15 CHECK-IN DRURY INN & SUITES - AMARILLO, TX
DINNER (ON YOUR OWN) NEAR HOTEL



TIME SATURDAY
ZONE OCTOBER 8, 2016

[CDT] 7:00... AM *BREAKFAST PROVIDED AT HOTEL
7:00 SET LUGGAGE OUTSIDE ROOM FOR PICKUP
8:00 DEPART AMARILLO FOR OKLAHOMA CITY, OK
8:45 - 9:15 VISIT THE CROSS OF OUR LORD JESUS CHRIST NEAR GROOM, TX
10:00 ROUTE 66 PHOTO STOP IN SHAMROCK, TX
[CONOCO TOWER / U DROP INN]
11:15 ARRIVE AT NATIONAL ROUTE 66 MUSEUM - ELK CITY, OK
*LUNCH PROVIDED AT MUSEUM IN THE OPRY HOUSE
1:45 PM DEPART ELK CITY FOR OKLAHOMA CITY
3:30 VISIT OKLAHOMA CITY NATIONAL MEMORIAL
5:30 CHECK-IN EMBASSY SUITES - OKLAHOMA CITY
DINNER (ON YOUR OWN) NEAR HOTEL



TIME SUNDAY
ZONE OCTOBER 9, 2016

[CDT] 6:30... AM *BREAKFAST PROVIDED AT HOTEL
7:00 SET LUGGAGE OUTSIDE ROOM FOR PICKUP
8:30 DEPART OKLAHOMA CITY FOR TULSA, OK
9:30 -10:15 VISIT POP'S ON OLD ROUTE 66
10:20 -11:00 PHOTO STOP AT ARCADIA'S FAMOUS ROUND BARN
11:30 - 1:30 PM VISIT ROUTE 66 INTERPRETIVE CENTER IN CHANDLER, OK
*LUNCH PROVIDED IN CHANDLER
2:45 - 4:45 GUIDED WALKING / DRIVING TOUR OF TULSA
5:15 CHECK IN EMBASSY SUITES - TULSA, OK
DINNER (ON YOUR OWN) NEAR HOTEL

TIME MONDAY

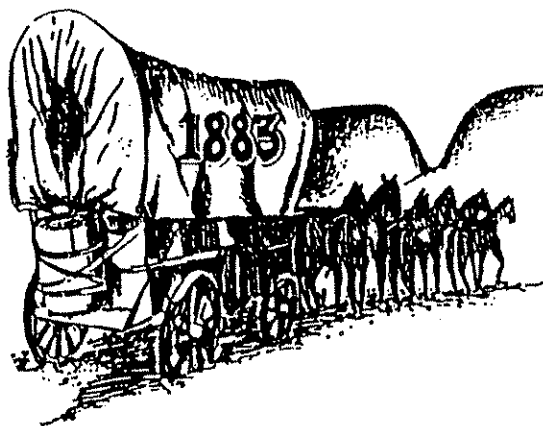
ZONE OCTOBER 10, 2016

[CDT]	6:30...	AM	*BREAKFAST PROVIDED AT THE HOTEL
	7:00		LUGGAGE READY OUTSIDE YOUR ROOM FOR PICKUP
	8:30		DEPART TULSA
	8:45 - 9:15		ROUTE 66 PHOTO STOP AT THE CATOOSA BLUE WHALE
	9:20 - 9:40		ROUTE 66 PHOTO STOP AT THE CATOOSA TWIN BRIDGES
	10:30 -12:00	PM	VISIT WILL ROGERS MEMORIAL MUSEUM - CLAREMORE, OK
	12:15 - 1:45		*LUNCH AT WILL RODGERS BIRTHPLACE RANCH IN OOLOGAH, OK
	2:00		CONTINUE DRIVE ON OLD ROUTE 66
	5:30		CHECK-IN DRURY INN SPRINGFIELD, MO
			DINNER (ON YOUR OWN) NEAR HOTEL

TIME TUESDAY

ZONE OCTOBER 11, 2016

[CDT]	6:30...	AM	*BREAKFAST PROVIDED AT HOTEL
	7:30		DEPART SPRINGFIELD
	9:00 - 9:30		REST STOP NEAR CUBA, MO
	9:45		GUIDED SIGHTSEEING TOUR OF "CITY OF MURALS" - CUBA, MO
	11:30		*LUNCH PROVIDED AT DARLENE'S DINER IN CUBA
	12:45	PM	DEPART CUBA FOR HOME
	3:00		REST STOP NEAR VANDALIA, IL
[EDT]	6:15 - 7:15		DINNER (ON YOUR OWN) IN TERRE HAUTE, IN
	10:00		APPROXIMATE ARRIVAL IN PORTLAND, IN



**"BEST OF THE SOUTHWEST"
 SEPTEMBER 28 – OCTOBER 11, 2016
TRIP REGISTRATION FORM**

NAME: _____
 [NAME EXACTLY AS IT APPEARS ON YOUR DRIVERS LICENSE]

ADDRESS: _____ CITY: _____ ST: _____ ZIP: _____

HOME PHONE: (____) _____ CELL: (____) _____ EMAIL _____

HUSBAND BIRTHDAY: ___/___/___ WIFE BIRTHDAY: ___/___/___ ANNIVERSARY: ___/___/___

FRIENDS YOU ARE TRAVELING WITH _____

<u>PER PERSON RATES WITHOUT TRAVEL INSURANCE</u>	<u>TRAVEL INSURANCE</u>
DOUBLE / TRIPLE ROOM OCCUPANCY: \$3,695.00	\$240.00
SINGLE ROOM OCCUPANCY: \$5,095.00	\$350.00

TRAVEL INSURANCE COVERAGE WILL TAKE EFFECT AT 12:01 ON THE DAY AFTER YOUR PAYMENT & SIGNED TRIP REGISTRATION FORM IS RECEIVED AND ENDS ON THE SCHEDULED RETURN DATE OF THE TRIP. IF YOU PURCHASE THE PLAN WITHIN 21 DAYS OF MAKING YOUR INITIAL TRIP DEPOSIT, AND INSURE ALL ADDITIONAL TRIP COSTS (INCLUDING OPTIONAL TOURS) WITHIN 21 DAYS OF PAYMENT FOR THOSE ARRANGEMENTS, AND YOU ARE NOT DISABLED FROM TRAVEL AT THE TIME YOU PAY YOUR INITIAL TRIP DEPOSIT, "PRE-EXISTING MEDICAL CONDITIONS" WILL BE WAIVED. SEE CANCELLATION POLICY ON BACK OF TRIP REGISTRATION FORM FOR EXPLANATION OF "PRE-EXISTING CONDITIONS" BENEFITS & EXCLUSIONS. REFER TO TRAVEL INSURANCE CERTIFICATE FOR DETAILED EXPLANATION OF ALL BENEFITS & EXCLUSIONS.

PLEASE INITIAL HERE IF YOU DO NOT WANT TRAVEL INSURANCE: _____

<u>\$750.00 PER PERSON DEPOSIT</u> <u>DUE NOW TO CONFIRM RESERVATION</u>	<u>TRAVEL INSURANCE</u> <u>PREMIUM</u>	<u>FINAL PAYMENT DUE</u> <u>JUNE 15, 2016</u>
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<u>AMOUNT PAID / DATE</u>	<u>AMOUNT PAID / DATE</u>	<u>AMOUNT PAID / DATE</u>
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\$ _____	\$ _____	\$ _____
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I (WE) UNDERSTAND THE CANCELLATION POLICY & ITEMS NOT INCLUDED IN PACKAGE PRICE, WAIVER OF RESPONSIBILITIES, MEDICAL LIABILITY WAIVER & PERMISSION TO BE PHOTOGRAPHED AS WRITTEN ON THE REVERSE SIDE OF THIS FORM AND ATTACHMENT

DATED: _____ SIGNED: _____

DATED: _____ SIGNED: _____

PLEASE SEND PAYMENT TO:
 B&S EXCURSIONS
 113 N MERIDIAN ST
 PORTLAND, IN 47371

CANCELLATION POLICY

- ◆ **A DEPOSIT OF \$750.00 PER PERSON WILL BE DUE TO CONFIRM RESERVATION.**
- ◆ ADVANCE DEPOSIT AND TRAVEL INSURANCE PREMIUM WILL BE REFUNDED IF TRIP IS CANCELLED BY B&S EXCURSIONS AS A RESULT OF NOT MEETING A MINIMUM REQUIREMENT OF 20 PASSENGERS.
- ◆ TRAVEL INSURANCE PREMIUMS ARE NON-REFUNDABLE UNLESS TRIP IS CANCELLED BY B&S EXCURSIONS.
- ◆ DEPOSITS WILL BE REFUNDED LESS A \$250.00 PER PERSON CANCELLATION FEE IF NOTICE OF CANCELLATION IS RECEIVED AFTER JANUARY 1, 2016 AND BEFORE MARCH 1, 2016 [NOTICE MUST BE RECEIVED IN WRITING].
- ◆ DEPOSITS WILL BE REFUNDED LESS A \$500.00 PER PERSON CANCELLATION FEE IF NOTICE OF CANCELLATION IS RECEIVED AFTER MARCH 1, 2016 AND BEFORE JUNE 15, 2016 [NOTICE MUST BE RECEIVED IN WRITING].
- ◆ **PAYMENT IN FULL WILL BE DUE ON OR BEFORE JUNE 15, 2016.** IF FINAL PAYMENT IS NOT RECEIVED BY JUNE 15, 2016, RESERVATION IS SUBJECT TO CANCELLATION AND A \$750.00 CANCELLATION FEE WILL BE ASSESSED.
- ◆ **NOTIFICATION OF TRIP CANCELLATION RECEIVED AFTER JUNE 15, 2016 MAY RESULT IN LOSS OF FULL PAYMENT [CANCELLATION NOTICE MUST BE RECEIVED IN WRITING].**
- ◆ **TRAVEL INSURANCE IS AVAILABLE FOR PURCHASE TO PROTECT YOU FROM LOSS OF PAYMENTS IN THE EVENT OF CANCELLATION DUE TO SICKNESS, INJURY, OR DEATH OF YOURSELF, A FAMILY MEMBER, TRAVELING COMPANION OR TRAVELING COMPANION'S FAMILY MEMBER.** OTHER BENEFITS COVERED BY THE PLAN INCLUDE: \$250,000 EMERGENCY MEDICAL EVACUATION; \$50,000 EMERGENCY MEDICAL EXPENSES, \$25,000 ACCIDENTAL DEATH & DISMEMBERMENT; \$1,000 TRIP DELAY (5 HOURS OR MORE), \$250 BAGGAGE DELAY, TRIP CANCELLATION (UP TO 100% OF TRIP COST); TRIP INTERRUPTION (UP TO 150% OF TRIP COST), AND \$1,500 BAGGAGE & PERSONAL EFFECTS (PER ITEM LIMITATIONS APPLY). **THERE IS NO COVERAGE FOR PRE-EXISTING MEDICAL CONDITIONS IF DURING THE 60 DAY PERIOD IMMEDIATELY PRIOR TO YOUR COVERAGE EFFECTIVE DATE THERE WAS MEDICAL CARE OR TREATMENT, OR YOU RECEIVED PRESCRIPTION MEDICINE FOR A MEDICAL CONDITION (PRE-EXISTING CONDITIONS DO NOT APPLY TO A CONDITION WHICH IS TREATED OR CONTROLLED SOLELY THROUGH THE TAKING OF PRESCRIPTION DRUGS AND REMAINS TREATED OR CONTROLLED WITHOUT ADJUSTMENT OR CHANGE THROUGHOUT THE 60 DAY PERIOD BEFORE COVERAGE EFFECTIVE DATE). THE PRE-EXISTING CONDITION EXCLUSION IS WAIVED IF: 1) YOUR PREMIUM FOR THE COVERAGE IS RECEIVED WITHIN 21 DAYS OF YOUR INITIAL DEPOSIT 2) YOU ARE NOT DISABLED FROM TRAVEL AT THE TIME YOU PAY YOUR PREMIUM AND 3) YOU INSURE ALL PREPAID COVERED TRIP COSTS (INCLUDING OPTIONAL TOURS) WITHIN 21 DAYS OF THE PAYMENT FOR THOSE ARRANGEMENTS.** BENEFITS DO NOT COVER LOSSES RESULTING FROM: SUICIDE OR ATTEMPTED SUICIDE; INTENTIONALLY SELF-INFLICTED INJURY; MENTAL, NERVOUS OR PSYCHOLOGICAL DISORDERS; BEING UNDER THE INFLUENCE OF DRUGS (UNLESS PRESCRIBED BY A PHYSICIAN) OR INTOXICANTS; NORMAL PREGNANCY, RESULTING CHILDBIRTH OR ELECTIVE ABORTION; ANY ACT OF WAR; SERVICE IN THE ARMED FORCES; CIVIL DISORDER; PARTICIPATION IN PROFESSIONAL ATHLETICS, OPERATING ANY AIRCRAFT OR ACTING AS A CREW MEMBER; EXTREME SPORTS OR INHERENTLY DANGEROUS ACTIVITIES SUCH AS SKYDIVING, HANG GLIDING, MOUNTAINEERING, BUNGEE CORD JUMPING, SCUBA DIVING OR RACING COMPETITION; CRIMINAL ACTS; OR ELECTIVE MEDICAL TREATMENT OR PROCEDURES. BENEFITS WILL NOT COVER LOST DOCUMENTS OR TICKETS. PLEASE REFER TO TRAVEL INSURANCE CERTIFICATE FOR COMPLETE DESCRIPTION OF COVERAGES, EXPLANATION OF TERMS & EXCLUSIONS.

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DATED: _____ SIGNED: _____

THE BEST OF THE SOUTHWEST TRIP HIGHLIGHTS

The Santa Fe Trail – The original Santa Fe Trail started in Old Franklin, MO in 1821. In the summer of 1821, William Becknell of Franklin, Missouri put a notice in the "Missouri Intelligencer" stating he was making up a party to go "westward, for the purpose of trading for horses and mules and catching wild animals of every description." On September 1, 1821, his party crossed the Missouri River at Arrow Rock and set out along what would become in a few years the Santa Fe Trail. This was the beginning of the 900 mile trade route from the Missouri through Kansas and Colorado, ending in Santa Fe, NM.

The route across Missouri first used by Becknell followed portions of the existing Osage Trace and the Medicine Trails. West of Franklin, the trail crossed the Missouri near Arrow Rock, after which it followed roughly the route of present-day U.S. Route 24. It passed north of Marshall, through Lexington to Fort Osage, then to Independence. Independence was also one of the historic "jumping off points" for the Oregon and California Trails.

West of Independence, it roughly followed the route of U.S. Route 56 from near the town of Olathe to the western border of Kansas. It enters Colorado, cutting across the southeast corner of the state before entering New Mexico. The section of the trail between Independence and Olathe was also used by immigrants on the California and Oregon Trails, which branched off to the northwest near Gardner, Kansas.

From Olathe, the trail passed through the towns of Baldwin City, Burlingame, and Council Grove, then swung west of McPherson to the town of Lyons. West of Lyons the trail followed nearly the route of present-day Highway 56 to Great Bend. Ruts in the earth made from the trail are still visible in several locations. At Great Bend, the trail encountered the Arkansas River. Branches of the trail followed both sides of the river upstream to Dodge City and Garden City. West of Garden City in southwestern Kansas the trail splits into two branches. One of the branches, called the Mountain Route or the Upper Crossing through Raton Pass, continued to follow the Arkansas upstream in southeastern Colorado to the town of La Junta. At La Junta, the trail continued south into New Mexico to Fort Union at Watrous.

The other main branch, called the Cimarron Cutoff or Cimarron Crossing or Middle Crossing cut southwest across the Cimarron Desert (also known as the Waterscrape or La Jornada to the valley of the Cimarron River near the town of Ulysses and Elkhart then continued toward Boise City, Oklahoma, to Clayton, New Mexico, joining up with northern branch at Fort Union. This route was generally very hazardous because it had very little water. In fact, the Cimarron River was one of the only sources of water along this branch of the trail. From Watrous, the reunited branches continued southward to Santa Fe.

The Frontier Trails Museum – One of the most fascinating epics in American History is the story of the overland migrations across the western American wilderness during the mid-nineteenth century. Thousands of wagon trains slowly snaked their way along rugged trails, crossing wind-swept prairies, barren deserts, and formidable mountain ranges. The pioneer adventurers faced storms, mud, swollen rivers, accidents, deserts, choking dust, thirst, deadly plagues, and many other dangers to seek trade, new homes and opportunities in the West.

Many did not survive the grueling journey, with tens of thousands of unmarked graves silently guarding the trails today. This extraordinary saga ranks today as the largest voluntary, overland mass migration in the history of the world.

The three principle trails which crossed the West were the Santa Fe, Oregon, and California. The Santa Fe Trail, begun in 1821, was a 900-mile foreign trade route unique in American History due to its overland rather than seafaring commerce. The 2,000-mile Oregon Trail began to be heavily traveled in 1843 by settlers wanting to establish new homes in the northwest, while others forked off on the equally long and grueling California Trail to seek their fortunes in the gold fields. Together, these three rugged pathways and their pioneers changed the face and history of America. In 1989-90 the National Frontier Trails Museum was built by the State of Missouri with the surviving portion of the Waggoner-Gates Mill incorporated into the design. The old mill's locker room was refurbished as well, and serves as the national headquarters of the Oregon-California Trails Association. Operated by the City of Independence, the Trails Museum tells the story of the exploration, acquisition, and settlement of the American West. An award-winning introductory film prepares visitors for the interpretive exhibits which guide them along the Santa Fe, Oregon, and California Trails. Quotations from trail diaries are extensively used, allowing pioneer travelers to tell of their experiences in their own words.

Gardner Junction – Gardner Junction is a two acre park which was opened southwest of Gardner, Kansas in 2008 to commemorate a nearby location where westward travelers split off the combined trails onto Santa Fe Trail, California Trail or Oregon Trail. The park has a paved 400' nature walk which has been planted with six species of native grass and 30 types of wildflowers which the travelers would have encountered on their way west. Three display panels tell the story of the three trails.

Black Jack Ruts – Nearby is the Black Jack Battlefield & Nature Park and Robert Hall Pearson Park. This battlefield is where John Brown, fierce opponent of slavery, led his militia against a proslavery force on June 2, 1856. This armed clash, The Battle of Black Jack, is considered by many to have been the first battle of the American Civil War. Cross the footbridge to the Ivan Boyd Prairie Preserve, where visitors can view wagon ruts carved out more than a hundred years ago by thousands of wagons traveling the trade route between Missouri and Santa Fe between 1825 and 1875.

Council Grove, KS – Council Grove was one of the last stops on the Santa Fe Trail heading southwest. The first European-American settler was Seth Millington Hays, who came to the area in 1847 to trade with the Kaw tribe, which had a reservation established in the area in 1846. Hays was a great grandson of Daniel Boone. A post office was established in Council Grove on February 26, 1855. In 1858, the town was officially incorporated by the legislature. Hays also opened a restaurant in 1857, the Hays House, which is said to be the oldest continuously operating restaurant west of the Mississippi River.

The town has 13 sites listed on the National Register of Historic Places. One is the Post Office Oak. Travelers left their mail in this designated tree to be picked up by others going in the right direction. General Custer of the United States Army slept here with his troops during the American Civil War, under a large tree known now as the Custer Elm.

The National Old Trails Road, also known as the Ocean-to-Ocean Highway, was established in 1912, and was routed through Herington, Delavan and Council Grove.

In 1943, German and Italian prisoners of World War II were brought to Kansas and other Midwest states as a means of solving the labor shortage caused by American men serving in the war effort. Large internment camps were established in Kansas: Camp Concordia, Camp Funston (at Fort Riley), Camp Phillips (at Salina under Fort Riley). Fort Riley established 12 smaller branch camps, including Council Grove.

The Hays House – Seth Hays, Daniel Boone's great-grandson, came to Council Grove with a license from his cousin A.G Boone to trade with the Kaw(Kansa) Indians. When he came in 1847 this town was already a wagon train rendezvous the bustling Santa Fe Trail. Hays soon built a log cabin and began the business of serving food and trading goods. The building you are in was built by him in 1857 and sits straight on the Santa Fe Trail, now askew with Main Street.

From the mid-to-late 1800's this restaurant and trading post was also the site of many other local activities. The U.S government rented space in this building to hold court and mail was distributed here. History tells us that on Saturday nights the bottles were covered up so church services could be held here on Sunday mornings.

In the early years, when the roof was peaked, theatricals were held on the second floor. In 1886 a fire destroyed several buildings on the north side of Main Street and it was probably this fire which burned the roof. The story which has been passed down is that many of the local citizens came to save the Hays Tavern first. Whether it was because it was the local tavern or other reasons we will never know.

Trail Days Café – With its foundation laid in Kansas Territory, the Terwilliger Home was built alongside the famed Santa Fe Trail as Kansas became the 34th state. To commemorate this event, you will see the Kansas Flag and the US 34 Star Civil War Flag flying in front of the Terwilliger Home. Built by Abraham and Mary Rawlinson in 1860-61, this stone home was the last house freighters passed going west when leaving Council Grove as late as 1863.

From their home on the edge of the frontier, the Rawlinsons witnessed long trains of freight wagons loaded with goods, heading to or from Santa Fe. This home was a welcome sight to the freighters, as it signaled their return to civilization.

The property was purchased by William Riley Terwilliger in 1870, who added the south wing by 1873. The Terwilliger family came to Morris County in 1859. William Riley Terwilliger was at times a farmer, stock man, freighter, and owner of a livery stable. The Terwilliger Home is the oldest stone home and the second oldest home remaining alongside the Santa Fe Trail in Kansas. The Terwilliger Home was a gas station for 50 years. It took on the name of Maple Camp due to the large shady Maple trees on the grounds and the travelers who pitched their tents under the trees at night. Soon four little cabins were built on the grounds to house travelers. At that time Maple Camp was referred to as a "Motor Camp". These cabins had the basics: four walls and cot-type iron beds for sleeping. They were better than a tent on a rainy night.

Ralph's Ruts – The Santa Fe Trail between the Kansas City, Missouri, and Santa Fe, New Mexico, areas began as a route for trade and commerce in 1821 by William Becknell following a faint path that had been used for centuries by nomadic peoples following migrating animals. The wagons were drawn by teams of up to six oxen, and generally traveled four abreast. Through time this moving of freight along the trail resulted in ruts or swales being worn into the ground. There are many sites along the Santa Fe Trail where these ruts are visible, but few are as pronounced as those that are known as "Ralph's Ruts".

Ralph's grandfather, John L. Hathaway, who in 1878 homesteaded the quarter section where Ralph's Ruts are located, made two rounds with the sod-busting plow along the side of a forty-acre field and quickly determined that the ground was too sandy to cultivate. Consequently, the pasture where the best ruts are located is still virgin prairie. The swales have changed very little from the way they appeared when the trail ceased being used in 1872.

B29 Memorial - In the fall of 1997 the B-29 Memorial Plaza Committee was established to design and build a memorial to the men and women who made the B-29 project a success. The concept to build a memorial came from Bob Kilburn, a veteran of the 20th Air Force. Bob visited the Great Bend Army Air Field in Great Bend and was dismayed to find little reference to the historic role of the airfield. He inquired about other B-29 airfields: Smoky Hill, Pratt, and Walker, and found they also were not recognized. He suggested a sign be placed at the sites and a plaque be dedicated to the men who gave their lives for their country. From Bob's suggestions came the concept of for this memorial.

Great Bend was chosen for the memorial site due to the number of original base structures that still exist, and it is typical of other World War II airfields. In addition, the City of Great Bend agreed to donate the land and help maintain the memorial. From the ground, the intersecting arches represent the emblem of the Global 20th Air Force. Looking up 16 feet, through the arches, gives one the feeling of looking through the nose of the B-29. The centerpiece is a B-29 sculpture cast in stainless steel. The memorial is lighted and visible for two miles.

Pawnee Rock – This sandstone citadel marked the halfway point on the Santa Fe Trail and was one of the most prominent landmarks on the long journey. American Indians were said to have met at Pawnee Rock, used as a vantage point to spot bison herds and approaching wagon trains. Stand atop Pawnee Rock while learning about the Santa Fe Trail and contemplate the rich history of the trail traders and Plains Indians. Originally over 150 feet tall, railroad construction stripped it of some 15 to 20 feet in height for road bed material. Pawnee Rock was added to the National Register of Historic Places around 1970.

Dodge City, KS – Fort Mann was the first settlement of non-indigenous people in the area that became Dodge City, built by civilians in 1847 to provide protection for travelers on the Santa Fe Trail. Fort Mann collapsed in 1848 after an Indian attack. In 1850, the U.S. Army arrived to provide protection in the region and constructed Fort Atkinson on the old Fort Mann site. The army abandoned Fort Atkinson in 1853.

Military forces on the Santa Fe Trail were reestablished farther north and east at Fort Larned in 1859, but the area remained vacant around what would become Dodge City until the end of the Civil War. In April 1865, the Indian Wars in the West began heating up, and the army constructed Fort Dodge to assist Fort Larned in providing protection on the Santa Fe Trail. Fort Dodge remained in operation until 1882.

The town of Dodge City can trace its origins to 1871 when rancher Henry J. Sitler built a sod house west of Fort Dodge to oversee his cattle operations in the region, conveniently located near the Santa Fe Trail and Arkansas River, and Sitler's house quickly became a stopping point for travelers. Others saw the commercial potential of the region with the Santa Fe Railroad rapidly approaching from the east. In 1872, Dodge City was staked out on the 100th Meridian and the legal Western boundary of the Fort Dodge reservation. The town site was platted and George M. Hoover established the first bar in a tent to serve thirsty soldiers from Fort Dodge. The railroad arrived in September to find a town ready and waiting for business.

The early settlers in Dodge City traded in buffalo bones and hides and provided a civilian community for Fort Dodge. However, with the arrival of the railroad, Dodge City soon became involved in the cattle trade.

The idea of driving Texas longhorn cattle from Texas to railheads in Kansas originated in the late 1850's but was cut short by the Civil War. In 1866, the first Texas cattle started arriving in Baxter Springs in southeastern Kansas by way of the Shawnee Trail. However, Texas longhorn cattle carried a tick that spread splenic fever, known locally as Texas Fever, among other breeds of cattle. Alarmed Kansas farmers persuaded the Kansas State Legislature to establish a quarantine line in central Kansas. The quarantine prohibited Texas longhorns from the heavily settled, eastern portion of the state.

With the cattle trade forced west, Texas longhorns began moving north along the Chisholm Trail. In 1867, the main cow town was Abilene, Kansas. Profits were high, and other towns quickly joined in the cattle boom: Newton in 1871; Ellsworth in 1872; and Wichita in 1872. However, in 1876 the Kansas State Legislature responded to pressure from farmers settling in central Kansas and once again shifted the quarantine line westward, which essentially eliminated Abilene and the other cow towns from the cattle trade. With no place else to go, Dodge City suddenly became the "queen of the cow towns."

A new route branched off from the Chisholm Trail to lead cattle into Dodge City known as the Great Western Cattle Trail, or Western Trail. Dodge City became a boomtown, with thousands of cattle passing annually through its stockyards. The peak years of the cattle trade in Dodge City were from 1883 to 1884, and during that time the town grew tremendously. In 1880, Dodge City got a new competitor for the cattle trade from the border town of Caldwell. For a few years, the competition between the towns was fierce, but there were enough cattle for both towns to prosper. Nevertheless, it was Dodge City that became famous, and no town could match Dodge City's reputation as a true frontier settlement of the Old West. Dodge City had more famous (and infamous) gunfighters working at one time or another than any other town in the West, many of whom participated in the Dodge City War of 1883. It also boasted the usual array of saloons, gambling halls, and brothels, including the famous Long Branch Saloon and China Doll brothel. For a time in 1884, Dodge City even had a bullfighting ring where Mexican bullfighters would put on a show with specially chosen longhorn bulls.

Camp Amache – The United States government exiled thousands of Japanese American citizens to internment camps during World War II. One of these camps was, Camp Amache which was also known as the Granada Relocation Center. Camp Granada was known as "The Gateway to Colorado" during the 1800s. It was a stopover along the Santa Fe Trail and was officially founded in 1873 and named in honor of a former Spanish kingdom by unknown persons. After losing a bid to become the county seat to Lamar, in the late 1800s, Granada became a ghost town. With the building of Camp Amache in 1942, Granada became a boom town once again.

By the end of October 1945, Amache had reached its peak population of 7,567 evacuees and two-thirds of the evacuees were American citizens. Amache was ranked as the tenth largest city in the state of Colorado. When completed the camp area was one square mile and consisted of twenty-nine "blocks" of barracks, administration buildings, and storage areas. Each block consisted of twelve 120' x 20' tar paper-roofed Army style barracks. The barracks were made of bone insulation board walls, exposed roof rafters, and brick floors set in dirt. The families decorated their apartments by using their own skills and resources. The furniture was homemade from scrap lumber which was found around the camp perimeters. The barracks were divided into six apartments varying in size from 16' x 20' to 24' x 20'.

Each individual apartment was equipped with a coal-burning stove, one light bulb in the center of each room, Army cots, and a pad or blanket. Families of seven people or less were only given one room and families of more than seven were given two rooms.

All that is left of this once tenth largest city in Colorado, Camp Amache, is a memorial, the camp cemetery, and the haunting foundations overgrown with prairie grass. The internment camps are a black spot on America's soul. It is Colorado's only monumental reminder of the role it played in the nation's tragic internment history.

Bent's Old Fort – Bent's Old Fort National Historic Site features a reconstructed 1840s adobe fur trading post on the mountain branch of the Santa Fe Trail where traders, trappers, travelers, and the Cheyenne and Arapaho tribes came together in peaceful terms for trade. Today, living historians recreate the sights, sounds, and smells of the past with guided tours, demonstrations and special events.

William and Charles Bent, along with Ceran St. Vrain, built the original fort on this site in 1833 to trade with trappers and Native Americans, primarily the Southern Cheyenne and Arapaho Tribes, for buffalo robes. For much of its 16-year history, the adobe fort was the only major permanent white settlement on the Santa Fe Trail between Missouri and the Mexican settlements around Santa Fe. The fort provided explorers, adventurers, and the U.S. Army a place to get needed supplies, wagon repairs, livestock, good food, water, camaraderie, rest and protection in the vast "Great American Desert". The famous Western scout Kit Carson was a hunter for the fort from 1831 to 1842. During the war with Mexico in 1846, the fort became a staging area for Colonel Stephen Watts Kearny's "Army of the West". Disasters and disease caused the fort's abandonment in 1849. Archeological excavations and original sketches, paintings and diaries were used in the fort's reconstruction in 1976.

Creede, CO – In 1890, the Upper Rio Grande Valley's destiny changed dramatically. Nicholas Creede discovered a high-grade silver vein on Willow Creek, a tributary of the Rio Grande. The great rush was on! The boom camp's population quickly swelled to 10,000. (There are about 850 full-time residents in Mineral County today). Slab cities and tent towns like North Creede, East Creede, String Town, Jimtown, and Amethyst seemed to appear overnight. Fortunes were extracted from mines with colorful names such as Amethyst, Holy Moses, Commodore, Last Chance, and Kentucky Belle. In 1891, Colorado Springs railroad tycoon William Palmer extended the rail line from its terminus from Wagon Wheel Gap into Willow Creek Canyon just above present day Creede. During the ensuing boom years, two trains arrived and departed Creede daily. By 1892 over a million dollars in silver had shipped down-valley. Creede made Colorado a "boom" state once more.

Durango, CO - The Denver and Rio Grande Railroad Company formed Durango along the banks of the Animas River in September 1880 to serve the San Juan mining district. Lots of silver (and later, even more of gold) was being discovered in the mountains ever since gold fever struck in 1872 and resulted in the settlement of mining towns like Silverton, 50 miles north. Durango had a more tolerable climate and a good supply of water and coal for operating the smelters to pull precious metals out of the ore.

The railroad company chose a site south of the town of Animas City for its depot. It bought up the land in the eventual downtown Durango area using various different names to conceal what it was doing. The land was purchased for less money this way. When the train steamed through Animas City on its way north in 1881, it didn't even stop there!

Hundreds of gold miners had camped out in this area in 1860, but within a year of its founding in 1880, Durango had a population of 2,400 and really began to grow. People arrived from many countries to work in the smelters and mines and on the railroad. By the turn of the century, Durango had become a vacation destination, with the creation of the San Juan National Forest in 1905 and Mesa Verde National Park in 1906. The population of the city of Durango doubled to 4,686 by 1910.

Durango & Silverton RR – From the very beginning, the railroad was promoted as a scenic route for passenger service although the line was constructed primarily to haul mine ores, both gold and silver, from the San Juan Mountains. It is estimated over \$300 million in precious metals has been transported over this route.

By 1885 the population of Silverton had grown to 1100 and Otto Mears completed the toll road to Ouray and additional narrow gauge track out of Silverton was laid down in 1887. In 1893, 10 large mines in the Silverton district were forced to close when silver prices dropped from \$1.05/oz to \$.63/oz. Just three years later the Yankee Girl and Guston Mines played out. In Durango, the fire of 1889 virtually destroyed downtown and the first automobile arrived by train in 1902. By 1906, Mesa Verde was designated a National Park, increasing the potential for tourism promotions.

Throughout the next twenty years the railroad faced many challenges; slides, floods, snow, war and financial instability. When the US Government entered WW I, it assumed operation of the railroad. Shortly after resuming control of railroad operations, the D&RGW reorganized due to financial difficulties. Silverton suffered devastating effects from the Spanish Flu Epidemic of 1918 - 10 percent of the population died in just six weeks! In addition, the Gold King Mine closed, the Sunnyside Mine temporarily ceased operations for almost ten years and the Silverton Railroad closed.

During the latter part of the 1960s, the Durango-Silverton was registered as a National Historic Landmark and was awarded as a National Historic Civil Engineering Landmark. In 1969 the D&RGW abandoned the tracks south of Durango isolating the line and leaving the future of the line in question. Hollywood continued its fascination with the area and the railroad with the filming of Butch Cassidy and the Sundance Kid. As the railroad prepared to celebrate its 100th birthday, Charles E. Bradshaw, Jr. purchased the Silverton branch and with the restoration process complete, engine #481 returned to service after 20 years in retirement.

Silverton, CO - Gold was discovered here in 1860, and after negotiations with the Ute Indians, the area was opened for settlement. The Town of Silverton was platted in 1874, and by 1875 the population had doubled. The Stony Pass wagon road became a toll road in 1879, and supplies came in over the Continental Divide from Del Norte. The greatest boom to the area was the construction of the Denver and Rio Grande Railroad (now known as the Durango and Silverton Narrow Gauge Railroad) in 1882. By that time, there were seven towns, including Animas Forks (now a well-visited ghost town in the summer months) and Howardsville, which was the first county seat on the Western Slope.

Otto Mears, "Pathfinder of the San Juans," built his famous "Rainbow Route," one of three railroads that carried ore to the smelter in Silverton from the high camps. Mining reached its peak between 1900 and 1912, and the population of San Juan County peaked at 5,000, with Silverton as the metropolis of the district. Hundreds of millions of dollars of gold and silver were extracted from the mines. The last operating mine, Sunnyside Gold, closed in 1991.

Silverton's main business section was built in the late 1800s. Unlike many other mining towns, Silverton never experienced a major fire, and most of the buildings are still standing.

The "other side" of town was centered on Blair Street. At one time this notorious street was home to forty saloons and brothels. Almost half of these buildings are still standing today.

Pagosa Springs, CO - The town is named for the sulfur springs located there, including the world's deepest geothermal hot spring. This "Mother Spring" feeds the pools hosted by three local hot spring soaking locations within town. The largest is at The Springs Resort & Spa which hosts the mother spring. The mineral-rich water continues to be celebrated for its therapeutic powers. The Utes called the sulfur-rich mineral springs Pah gosah, meaning "stinking water", and visitors from all over the world still come to enjoy its hot baths and refer to it today as "healing water".

Pagosa Springs is located approximately 35 miles north of the New Mexico border, nestled at 7,000 feet on the Western Slope of the Continental Divide. This combination of high desert plateau and dramatic Rocky Mountains to the north and east creates an unusually mild climate, especially in the summer months, when compared with much of the surrounding Southwest. Pagosa is favored with around 300 days of sun each year, as well as four distinct seasons.

The town is located in the upper San Juan Basin, surrounded by the 3 million acre San Juan National Forest, and adjacent to the largest wilderness area in the state of Colorado, the Weminuche Wilderness.

This is John Wayne country, where the Duke slugged it out, shot it out, and sometimes yelled it out as he tamed the American West on movie screens from the late 1920s through the 1970s. This bigger-than-life symbol of American manhood made numerous films in and around Gunnison, Ridgway, Delta, Durango, and Pagosa Springs.

As real John Wayne aficionados know, in 1969 he teamed with Glen Campbell and Kim Darby to make one of his most famous films, True Grit. The town of Ridgway becomes Fort Smith in the movie, and nearby is the ranch where Wayne jumps his horse over a river. The Cowboys, filmed in 1972 outside Pagosa Springs, finds Wayne as a cattleman who hires a group of schoolboys to drive his herd of 1,500 cattle after the gold rush lures away his crew.

But Wayne wasn't the only one shooting up Colorado's southwest corner. It also hosted City Slickers, the 1991 comedy starring Billy Crystal as a hapless city dweller on an Old West-style cattle drive. And several movie companies have made use of the classic Durango & Silverton Narrow Gauge Railroad. The best train scene on film has to be the one in the multi-Oscar-winning 1969 hit Butch Cassidy and the Sundance Kid, where Butch (Paul Newman), Sundance (Robert Redford), and their gang attempt to blow open the train's safe and instead blow up the entire mail car, sending money flying in all directions.

Fred Harman - Fred Harman, who died in 1982, was one of the founders of the Cowboy Artists of America. In addition to becoming one of the country's foremost painters of the American West, he was also the creator of the world-famous cartoon strip, "Red Ryder and Little Beaver." Fred Harman was also an established sculptor and illustrator. He was likewise a great humanitarian. Recognition and real success came slowly to Fred Harman, but his optimism and perseverance never lagged. He was born in St. Joseph, Missouri in 1902, but his parents moved to Pagosa Springs, Colorado when he was just 2 months old. His father had previously homesteaded in Pagosa in 1891. His life really began in the land of cowboys and Indians what with Ute, Apaches and Navajos living in the same proximity as the ranchers.

1922 found Fred Harman in Kansas City working at his first commercial art job. He was one of three cartoonists making film ads for a moving picture company. Fred and one of the other cartoonists, Walt Disney, formed their own company, but, alas, they went broke after a year. Disney went to California to pursue a career and Harman returned to his beloved Colorado.

Santa Fe, MN - The city of Santa Fe was originally occupied by a number of Pueblo villages with founding dates between 1050 & 1150. One of the earliest known settlements in what today is downtown Santa Fe came sometime after 900. A Native American group built a cluster of homes that centered around the site of today's Plaza and spread for half a mile to the south and west; the village was called Ogapoge. The Santa Fe River provided water to people living there. The Santa Fe River is a seasonal waterway which was a year round stream until the 1700s. As of 2007, the river was recognized as the most endangered river in the United States, according to the conservation group American Rivers.

Don Juan de Oñate led the first effort to colonize the region in 1598, establishing Santa Fe de Nuevo México as a province of New Spain. Under Juan de Oñate and his son, the capital of the province was the settlement of San Juan de los Caballeros north of Santa Fe near modern Ohkay Owingeh Pueblo. New Mexico's second Spanish governor, Don Pedro de Peralta, however, founded a new city at the foot of the Sangre de Cristo Mountains in 1607, which he called La Villa Real de la Santa Fe de San Francisco de Asís, the Royal Town of the Holy Faith of Saint Francis of Assisi. In 1610, he made it the capital of the province, which it has almost constantly remained, making it the oldest state capital in the United States.

In 1825 the merchant Manuel Escudero of Chihuahua was commissioned by New Mexico governor Bartolome Baca to negotiate in Washington for opening U.S. borders to traders from Mexico. Beginning in 1826, prominent aristocratic families of New Mexicans, such as the Chávèzes, Armijos, Pereas and Oteros entered into the commerce along the trail, such that by 1843, traders from New Mexico and Chihuahua had become the majority of traders involved in the traffic of goods over the Santa Fe Trail.

In 1835 Mexico City had sent Albino Pérez to govern the department of New Mexico as Jefe Político (political chief or governor) and as commanding military officer. The Republic of Texas claimed Santa Fe as part of the territory north and east of the Rio Grande claimed by both Mexico and Texas following its secession from Mexico in 1836. In 1837 the forces of Rio Arriba (the upper Rio Grande, i.e., northern New Mexico) rebelled against Pérez' enforcement of the recent Mexican constitution, new revenue laws taxing Santa Fe commerce and entertainment, and the large grants of New Mexico land to wealthy Mexicans. New Mexicans had grown to appreciate the relative freedoms of a frontier, remote from Mexico City. The rebels defeated and executed governor Albino Perez, but were later ousted by the forces of Rio Abajo (the lower Rio Grande, or southern New Mexico) led by Manuel Armijo.

In 1841, a small military and trading expedition departed from Austin, Texas representing the Republic of Texas and their president Mirabeau B. Lamar. Their aim was to persuade the people of Santa Fe and New Mexico to relinquish control over the territory under dispute with Mexico, and over the associated Santa Fe Trail commerce. Having knowledge of the recent political disturbances, they believed that they might be welcomed by the rebellious faction in New Mexico. Known as the Texan Santa Fe Expedition, the Texans encountered many difficulties and were subsequently captured by governor Armijo's Mexican army under less than honest negotiations. They were then subjected to harsh and austere treatment during a tortuous forced march to Mexico City, for trial and imprisonment.

In 1842 Colonel William A. Christy wrote president of Texas, Sam Houston requesting support for a scheme by Charles Warfield to raise forces to overthrow the Mexican provinces of New Mexico and Chihuahua and return half of the spoils to the Republic of Texas. Sam Houston agreed, with the provision that the operation be held under the strictest secrecy. Charles was made a colonel and attempted to raise volunteers in Texas, St. Louis, and the southern Rockies for a Warfield Expedition. He recruited John McDaniel and a small band of men in the proximate vicinity of St. Louis, giving McDaniel the rank of a Texas captain. After Charles headed toward the Rockies with a companion, McDaniel led a robbery in the April, 1843 (in present day Rice County, Kansas) of a sparsely manned Santa Fe Trail trading caravan, resulting in the murder of its leader Antonio José Chávez, the son of a former governor Francisco Xavier Chávez of New Mexico. It was reported that Warfield was unaware of the crime, which later resulted in the execution of McDaniel and one accomplice, and in the imprisonment of those participants whom U.S. authorities were able to hunt down. The news media reported that Americans and Mexicans were outraged by the crime. Local merchants and citizens at the U.S. end of the Santa Fe Trail demanded justice and a return to the stable commerce that their economy had grown to depend upon.

After the murder of Chávez, Warfield began limited military hostilities using recruits from the southern Rockies. He made an unprovoked attack on Mexican troops outside of Mora, New Mexico, leaving five dead. Warfield's horses were lost in Wagon Mound to the Mexican forces which had made chase, and after reaching Bent's Fort on foot, Warfield's men disbanded. In February, 1843 Colonel Jacob Snively had received a commission to intercept Mexican caravans along the Santa Fe Trail, similar to the commission received by Warfield the year prior. After disbanding the volunteers under his command, Warfield located and joined the 190 man Texas "Battalion of Invincibles," under the command of Snively. New Mexico governor Manuel Armijo led Mexican troops out of Santa Fe for the protection of the incoming caravans, but after the Invincibles wiped out an advanced party led by Captain Ventura Lovato, the governor retreated. Following this battle, Snively's force was reduced to little over 100 men due to resignations. The Snively Expedition plan was to plunder Mexican merchant caravans on territory claimed by Texas, in retaliation for recent Texian executions and Mexican invasions, but it was quickly arrested and disarmed by United States escorting troops. Captain Philip St. George Cooke allowed the Invincibles to return to Texas after disarming them.

Albuquerque, NM – Albuquerque is often known as “the Duke City.” It was named in 1709, San Francisco de Alburquerque after Francisco Xavier and the Duke of Alburquerque, Viceroy of Spain. The first “r” in Alburquerque was dropped in the years after America took over the region in 1846; one popular myth suggests that the old name was too long to fit on signs for the railroads, which arrived there in 1880.

Route 66 runs through Albuquerque as the city's Central Avenue, a long street lined with motels, restaurants, and other businesses, some of them dating back to the road's early days. Central Avenue is a marvel for the roadies of the world. Many of the classic motels still have their wonderful signs. Old Town is a “must see” with its sidewalk merchants and handsome old church. Albuquerque is also home of Jack Rittenhouse, Route 66's first systematic chronicler. His 1946 Guidebook to Route 66 was compiled after countless journeys up and down the road in a 1939 American Bantam coupe (at an average speed of 35 mph). His book still remains fascinating reading

International Hot Air Balloon Fiesta – Each fall, pilots, crews and spectators from all over the world come to the Albuquerque balloon festival, known as the Albuquerque International Balloon Fiesta, the world's largest hot air ballooning event. For nine days during the first full week of October, hundreds of colorful balloons float above the city each morning as dawn breaks over the Sandia Mountains.

Mass ascensions, when many hundreds of balloons lift off into the morning sky, are held on all four weekend mornings and one day mid-week. Mass ascensions begin after "dawn patrol" carefully examines the morning's weather conditions. When the dawn patrol gives the green light, balloons from all over the world rise together in a harmonious lift-off. The sight of 650 balloons in the sky is as breathtaking for first-time visitors as it continues to be for veteran Albuquerque hot air balloon festival attendees.

Balloon glow and other events are held in the evenings of the balloon fiesta in Albuquerque. Balloon enthusiasts fill the launch field and walk among the tethered balloons of every color, shape and size. As the propane burners inflate the balloons against a dark sky, they seem to flicker like giant psychedelic light bulbs. Special shapes balloons come alive during magical evening Balloon "Glowdeos". Dinosaurs, bumble bees, flowers, a stage coach and a cow jumping over the moon can all be seen up close during a glowdeo, and they all launch together during their own mass ascensions, called "special shape rodeos."

Balloon pilots particularly enjoy the competition of the Albuquerque hot air balloon festival's precision flying events. Every weekday morning, pilots compete in events that are a lot harder than they look. In the key grab event, pilots must launch at least one mile away from the field, then fly back, avoiding collisions with hundreds of other balloons, and navigate to the precise location of an envelope attached to a tall pole. The envelope holds the keys to a new car and the first one to grab it wins.

Historic Route 66 - U.S. Route 66, also known as the Will Rogers Highway and colloquially known as the Main Street of America or the Mother Road, was one of the original highways within the U.S. Highway System. Route 66 was established on November 11, 1926, with road signs erected the following year. The highway, which became one of the most famous roads in America, originally ran from Chicago, Illinois, through Missouri, Kansas, Oklahoma, Texas, New Mexico, and Arizona before ending at Santa Monica, California, covering a total of 2,448 miles. It was recognized in popular culture by both the hit song "(Get Your Kicks on) Route 66" and the Route 66 television show in the 1960s.

Route 66 served as a major path for those who migrated west, especially during the Dust Bowl of the 1930s, and it supported the economies of the communities through which the road passed. People doing business along the route became prosperous due to the growing popularity of the highway, and those same people later fought to keep the highway alive in the face of the growing threat of being bypassed by the new Interstate Highway System.

Route 66 underwent many improvements and realignments over its lifetime, and it was officially removed from the United States Highway System on June 27, 1985, after it had been replaced in its entirety by the Interstate Highway System. Portions of the road that passed through Illinois, Missouri, New Mexico, and Arizona have been designated a National Scenic Byway of the name "Historic Route 66", which is returning to some maps. Several states have adopted significant bypassed sections of the former US 66 into the state road network as State Route 66.

The original inspiration for a roadway between Chicago and Los Angeles was planned by entrepreneurs Cyrus Avery of Tulsa, Oklahoma and John Woodruff of Springfield, Missouri. The pair lobbied the American Association of State Highway and Transportation (AASHTO) for the creation of a route following the 1925 plans.

Notable buildings include the art deco–styled U-Drop Inn, constructed in 1936 in Shamrock, east of Amarillo, Texas, listed on the National Register of Historic Places. A restored Magnolia fuel station is also located in Shamrock as well as Vega, west of Amarillo.

The beginning of the end for Route 66 came in 1956 with the signing of the Interstate Highway Act by President Dwight Eisenhower who was influenced by his experiences in 1919 as a young Army officer crossing the country in a truck convoy (following the route of the Lincoln Highway), and his appreciation of the German Autobahn network as a necessary component of a national defense system.

Tucumcari, NM - In 1901, the Chicago, Rock Island and Pacific Railroad built a construction camp in the western portion of modern-day Quay County. Originally called Ragtown, the camp became known as Six Shooter Siding, due to numerous gunfights. Its first formal name, Douglas, was used only for a short time. After it grew into a permanent settlement, it was renamed Tucumcari in 1908. The name was taken from Tucumcari Mountain, which is situated near the community. Where the mountain got its name is uncertain. It may have come from the Comanche word "tukamukaru", which means to lie in wait for someone or something to approach. A 1777 burial record mentions a Comanche woman and her child captured in a battle at Cuchuncari, which is believed to be an early version of the name Tucumcari.

For many years, Tucumcari has been a popular stop for cross-country travelers on Interstate 40 (formerly U.S. Route 66 in the area). It is the largest city on the highway between Amarillo, Texas and Albuquerque, New Mexico. Billboards reading "TUCUMCARI TONITE!" placed along I-40 for many miles to the east and west of the town invite motorists to stay the night in one of Tucumcari's "2000" (later changed to "1200") motel rooms. The "TUCUMCARI TONITE!" campaign was abandoned in favor of a campaign which declared Tucumcari, "Gateway to the West".

Old U.S. Route 66 runs through the heart of Tucumcari via Route 66 Boulevard, which was previously known as Tucumcari Boulevard from 1970 to 2003 and as Gaynell Avenue before that time. Numerous businesses, including gasoline service stations, restaurants and motels, were constructed to accommodate tourists as they traveled through on the Mother Road. A large number of the vintage motels and restaurants built in the 1930s, 1940s, and 1950s are still in business despite intense competition from newer chain motels and restaurants in the vicinity of Interstate 40, which passes through the city's outskirts on the south.

The Blue Swallow Motel - The Blue Swallow was built in 1939, and was acquired 16 years later by a local trailer park owner, Floyd Redman, who gave it to his fiancée, Lillian, as a wedding present. Over the next four decades, Mrs. Redman made the hotel an oasis of homespun hospitality, endearing it – and herself- to generations of guests. Although Lillian is now deceased, the Blue Swallow's new owners, Dale and Hilda Bakke, have pledged to preserve the hotel's unique atmosphere, classic décor and historical features, especially its trademark neon.

Stepping inside one of the Blue Swallow's rooms is like turning back the clock. A huge vintage air conditioner, from the days when the motel proudly offered "100% Refrigerated Air", lines one wall. The bathroom has a window that opens wide, allowing a cooling cross-breeze, and next to each room is an accompanying garage to keep one's car out of the sun on hot days. The vintage Western Electric telephones are huge, black and use a dial instead of a keypad. The receivers seem to weigh five pounds each, and although they look like they have been here for years, they are actually new additions to the motel. Back in Route 66's heyday, there were no phones in the rooms.

Mid Point Café – Look for the MidPoint water tower in Adrian. Based on averages from the Chicago – Los Angeles Mileage Table, Adrian is the geo-mathematical center of old Route 66. The town is 1,139 miles from both Chicago and Santa Monica. A large marker proclaims the town as the mid-point of Route 66. A smaller sign carries a more cryptic message in multi-colored lettering: “Adrian – you will never be the same.” The MidPoint Café has been a landmark in Adrian (under various names) since the 1920’s. Originally called Zella’s, and occupying just one room with a dirt floor, it was expanded and redeveloped in the 1950’s.

Cadillac Ranch – A popular shrine to America’s love of the open road, Cadillac Ranch was created by the San Francisco–based Ant Farm artists’ and architects’ collective in May 1974, under the patronage of the eccentric Amarillo helium millionaire Stanley Marsh 3. The cars were all bought, some running, some not, from local junkyards and used car lots at an average cost of \$200 each. Before the Cadillacs were planted, all the hubcaps and wheels were welded on, a good idea since most of the time the cars are in a badly vandalized state. Every once in a while advertising agencies and rock bands tidy them up for use as backdrops during photo shoots. In August 1997, the Cadillacs got another 15 minutes of fame when Marsh decided to dig them up and move them a mile west from where they’d been—to escape the ever-expanding Amarillo sprawl and preserve the natural horizon.

Big Texan Steak Ranch – Amarillo offers its visitors a truly Texan welcome. Diners can get a free 72 oz steak at the “Big Texan Steak Ranch” as long as they can eat their meal (including shrimp cocktail, salad, bread, and baked potato) within an hour. 35,000 people have tried this since the restaurant opened in the 1950’s. Only 5,500 have succeeded.

The Cross of Our Lord – The Cross of our Lord is the marvelous story of what God is doing through a 19 story cross located on Interstate 40 at Groom, Texas. Construction of the cross frame was done in two shops in Pampa, Texas by more than 100 welders and erected in July of 1995. Ten million people pass by every year. One thousand stop each day. This 190 foot tall free standing Cross can be seen from twenty miles away. The construction took eight months to complete. Every piece had to fit together when the frame was transported and assembled at the construction site forty miles away. When completed, the cross would weigh 1,250 tons or 2 1/2 million pounds.

Shamrock, TX - Perhaps one of the most famous businesses, a holdout of old Route 66 in Shamrock, is the Tower Service Station and U-Drop Inn. This has been a Texas Route 66 landmark since 1936. The builder and owner, J.M. Tindall used a design drawn up by his friend with a nail in the dirt to create an eye-catching Art Deco tower intended to lure the Route 66 traveler in for a great home cooked meal. From the very start the Tower Station and Restaurant received rave reviews. A local newspaper described it as “the swankiest of the swank eating places and the most up-to-date edifice of its kind on U.S. Highway 66 between Oklahoma City and Amarillo.”

National Route 66 Museum – Elk City is one of the many communities whose livelihood was damaged when the introduction of I-40 cut them off from the main highway. Queenan’s Indian Trading Post, a once-thriving retail business on the old road, closed several years ago. Its ex-proprietor, Wanda Queenan, has become curator of Elk City’s National Route 66 Museum. Wanda’s Kachina doll, “Myrtle”, which previously “stood guard” outside the Trading Post, has moved and is now on display at the museum. The museum complex includes an authentic turn-of-the-century gingerbread-style home, a pioneer church, a one-room school, an opera house, a railroad depot, a blacksmith shop, a farm and ranch museum, a creamery, a filling station, a funeral home, a Native American tepee, and of course, the National Route 66 Museum.

Oklahoma City National Memorial – On April 19, 1995, the bombing of the Alfred P. Murrah Federal Building, is where 168 men, women, and children were killed. Between the capitol and Bricktown, the site of the bombing has been preserved as a memorial, landscaped with a shallow pool around which are arrayed a series of 168 sculpted chairs. Each chair represents a person killed in the blast, and the chairs range from very small to full-sized, marking the varying ages of the dead (who included 19 kids from the building’s daycare center.) An adjacent museum tells the story of the bombing, its perpetrators, and its victims.

Arcadia Old Round Barn – Arcadia is known for its famous Round Barn built in 1898 by William Harrison Odor, a local farmer and storeowner. Constructed from oak, its two stories were designed to shelter animals and store hay and grain; but from very early in its existence, the barn was also used for social events. Since its restoration in 1992, it has become a popular venue for dances, meetings and even weddings.

During Route 66’s heyday, Arcadia was a popular pit stop. Although the traffic diminished for a few years, the 2007 opening of POPS brought travelers back in droves. The popular tourist attraction features a 66-foot-high pop bottle illuminated with LEDs that light in sequence, changing color and giving the impression that the bottle is being filled; a 1950’s-style restaurant serving upscale diner food; unique architecture; and a selection of over 700 different types and flavors of soda pops.

Catoosa Blue Whale – Catoosa is also famous for the “Blue Whale” swimming hole, built in the late 1960’s by Hugh Davis as a private water park for his family. After several years of neglect, the Whale has recently been renovated as a park. This enormous Blue Whale has become a Route 66 icon.

Will Rogers Memorial / Museum – Claremore has close links with Will Rogers (1879 – 1935) who started out as a rodeo performer and became a movie star, broadcaster, and newspaper columnist. In 1911, Will Rogers purchased 20 acres of hilltop land outside Claremore as a future retirement home; but his death in 1935, in a plane crash in Barrow, Alaska, robbed him of the chance to enjoy it. His widow, Betty, decided that the site should become a permanent memorial to him, and accordingly, a museum and gardens were established there. Will Rogers starred on Broadway for 10 years in the Ziegfeld Follies, wrote an immensely popular newspaper column, and acted in over 70 Hollywood movies, but before he could retire back home to Claremore, Rogers was killed in a plane crash in 1935; A statue of Rogers greets visitors at the front door, and his tomb is here, along with a small archive and museum that recounts his life story, showing off his collections of saddles, lariats, and other cowboy gear.

Cuba, MO - Cuba began its mural project in 2001. The first mural was created by Peoples Bank to commemorate its 100th birthday and depicted the first cashier and long-time president, A.J. Barnett. Because people responded positively to the mural, Viva Cuba—a community beautification group—decided to add 11 murals along Route 66 to celebrate the town’s heritage. Since then, the Missouri legislature has named Cuba “Route 66 Mural City.” Other murals coloring the town include a depiction of Amelia Earhart with her plane that was forced to land outside Cuba in 1928, a tribute to Cuba’s Gold Star Boys from World War II aboard the Blue Bonnet Frisco Train, and an illustration representing the importance and beauty of the rivers surrounding Cuba.