

Kelso Train Station/Laughlin/Oatman/Lake Havasu

January 28 & 29, 2012



Colorado Belle Hotel, 2100 S Casino Dr, Laughlin NV 89029 1-800-677-4837

Welcome to Colorado Belle Casino & Microbrewery... Laughlin's Landmark Resort!

Colorado Belle offers beautiful, comfortable accommodations aboard the boat and in each of our two towers. Both non-smoking and smoking rooms are available. Each room is furnished with either two queen-sized beds or one king-sized bed. River view, mountain view and pool view rooms and suites are available. Each room has high speed internet access, and data ports for computers are available for guests preferring land lines.

Standard rooms offer a variety of coffee options. Hair dryers and iron/ironing boards are available upon request from housekeeping. Please ask your reservations specialist for details about the amenities available in the room you are booking.

While you're here, take a little time to enjoy our sandy beach, swimming pools, waterfall and bubbling spa. And check out our fitness room, located just a few steps away from the spa! Nearby, pamper yourself or someone you love at the **Spa & Salon!**

Colorado Belle is a replica of a 19th century Mississippi paddlewheel riverboat over 600 feet long and 6 decks high! Situated in the center of casino row in Laughlin, Nevada, the “Belle” is built along the beautiful Colorado River.

Outside, guests stroll along the riverwalk, enjoying the serenity of the river and the Arizona landscape. Inside, live and electronic games create an atmosphere charged with excitement.

Colorado Belle has rooms aboard the boat and two towers, offering over **1,167 hotel rooms**, many with spectacular views. Aboard the "boat", the Belle has **49 suites**, each with either a jacuzzi-type tub or massaging, multiple-head shower, two velour robes, and many other amenities to make your stay even more special. We have two beautiful heated (to 80°) swimming pools, one for each tower, and a **14-person bubbling spa**.

Overview of Trip:

Saturday, January 28, 2012

Depart Shell Station on El Norte for Kelso Train Station. We will be stopping at the Farmhouse for breakfast and continuing on to Kelso by way of Yucca, Joshua Tree, Twenty Nine Palms, and Amboy. We will then head to Laughlin for the night, where you can dine where you choose and play all the games to your heart’s content...or your money runs out!

Sunday, January 29, 2012

Depart the Colorado Belle and head to Oatman for a short visit. Leave Oatman for the London Bridge in Lake Havasu on a seldom used stretch of Route 66. After lunch, continue down the river to Parker and head west to Joshua Tree and home on Highway 62 and, I’m sure, a dinner stop somewhere along the way.

Come out and spend a weekend with us, you’ll never make better friends.

Long Distance Trips for 2012

COMING SOON!

PLEASE PHONE THE HOTEL FOR RESEVATIONS

1-800-677-4837

Tell them you are with “Biggs HOG Chapter”

We are currently holding **50** Rooms for booking. These rooms will go fast so don't delay booking.

The one night room rate has already been established and is as follows:
Saturday, January 28, 2012: \$45.00 + \$9.18 = \$54.10

IMPORTANT:

Upon Booking, please send an email to:

hawgtravel@hotmail.com with the following information:

Name(s), Cell Phone, Home Phone & Email

We need to keep track of who is going so that we can coordinate groups and get details out to those who are interested. Information will be forward to you about the ride and things to do in the area so that you can plan your adventure.

Room Share Coordinator:

If you would like to go on this trip but are going solo and would possibly like to share a room/cost with another person in the chapter, please make that known to me and I will tell you of others wishing to share a room. You then make plans between you two.

Any questions, concerns or if you have any trouble booking; Please email or call me at the contact number below:

Contact: Jim Terry **Cell:** 858-472-6991 **Email:** hawgtravel@hotmail.com

READ THE FINE PRINT:

Booking Cutoff: In order to take advantage of this special negotiated rate, you must book by: **December 29, 2011**
All booking after this date will be at hotel pricing discretion.

Deposits: Reservation will be held via your credit card upon you making your reservation.

Cancelations: If you need to cancel – you need to cancel 24 hours in advance to avoid a one night charge to your credit card.

**If you need to CANCEL, call me before you do so that
another chapter member may get the room.**

Kelso Depot Visitor Center

Kelso Depot seems like a quiet anomaly in the middle of the desert—but for the Union Pacific Railroad, it was a thriving necessity. Since its inception in 1862, the Union Pacific (UP) wanted a foothold on the west coast. After reaching Portland, Oregon, UP turned its attention to the rich California markets and the ports around Los Angeles. To get there, it needed to construct a railroad across the Mojave Desert. Kelso was crucial to reaching that goal. In August 1900, Utah Senator William A. Clark, a wealthy mine owner, bought a small railway in Los Angeles. With this purchase, he then started construction on what would become the San Pedro, Los Angeles & Salt Lake Railroad. In 1902, UP made a deal with Clark and purchased half the stock of the railroad before it was even completed. Construction of the line, known as the Salt Lake Route, began at the two ends near Salt Lake and Los Angeles and spread across the Mojave Desert in between. By 1905, the route had grown to nearly 235 track miles and reached Siding #16. The site gained its present name when two warehousemen put their names into a hat along with that of a third worker, John Kelso. They drew out a name and Siding #16 was renamed “Kelso.”

By the end of 1905, the track stretched from the west coast port of San Pedro to Salt Lake City, giving UP access to markets in southern California. Later, UP persuaded Senator Clark to sell his stock in the Salt Lake Route, giving UP full ownership of the line. The steep two percent grade from Kelso to Kessler Summit (later renamed Cima) meant that “helper engines” would need to be stationed nearby to assist locomotives up the 2,078 foot ascent. Additionally, steam locomotives of the era desperately needed water. Kelso had a reliable water source from a spring in the Providence Mountains, so it became the site of the “helper engine” station. The first depot at Kelso opened in 1905, followed a few months later by a post office, an engine house, and an “eating house” to serve railroad employees and passengers on trains without dining cars. Over time, the town grew as more workers were needed and their families moved to Kelso to join them.

The original Kelso Depot was relocated to serve as housing and office space after the current depot was built. In the early 1920s, the Los Angeles & Salt Lake Railroad began planning for new depots, restaurants, and employee facilities at several towns, including Kelso. The railroad chose to design these new buildings in the Spanish Mission Revival style. Inter-railroad competition was lively, and UP was determined to put up buildings that would rival the Harvey Houses of the Santa Fe lines. The style would, as UP Chairman Lovet wrote,

“Add very little to the expense but a great deal to the appearance of the place. It is a dreary country and the lack of anything of this sort contrast very conspicuously with the Santa Fe.”

Railroad civil engineers in Los Angeles drew up plans in 1923, labeling the drawing “Kelso Club House & Restaurant.” For UP, a “Club House” was a company rooming and boarding house with recreational facilities (in later years the building was commonly called the Kelso Depot). The building would have a conductor’s room, telegraph office, baggage room, dormitory rooms for staff, boarding rooms for railroad crewmen, a billiard room, library, and locker room. Construction started in 1923 and the depot opened in 1924.

Originally, the restaurant (sometimes called “The Beanery”) and telegraph office were operated around the clock. This continued through the boom years of the 1940s and ‘50s, when Kaiser’s Vulcan mine contributed to Kelso’s growth. In those years the population grew to nearly 2,000. When the mine closed, and diesel engines replaced steam, jobs and families moved away from Kelso. The depot function ended in 1962, although the restaurant and boarding rooms remained in use. In 1985, with a dwindling need for crew members to eat or stay overnight, UP decided to close the Kelso Depot. The lunch counter was rebuilt in its original U-shaped configuration.

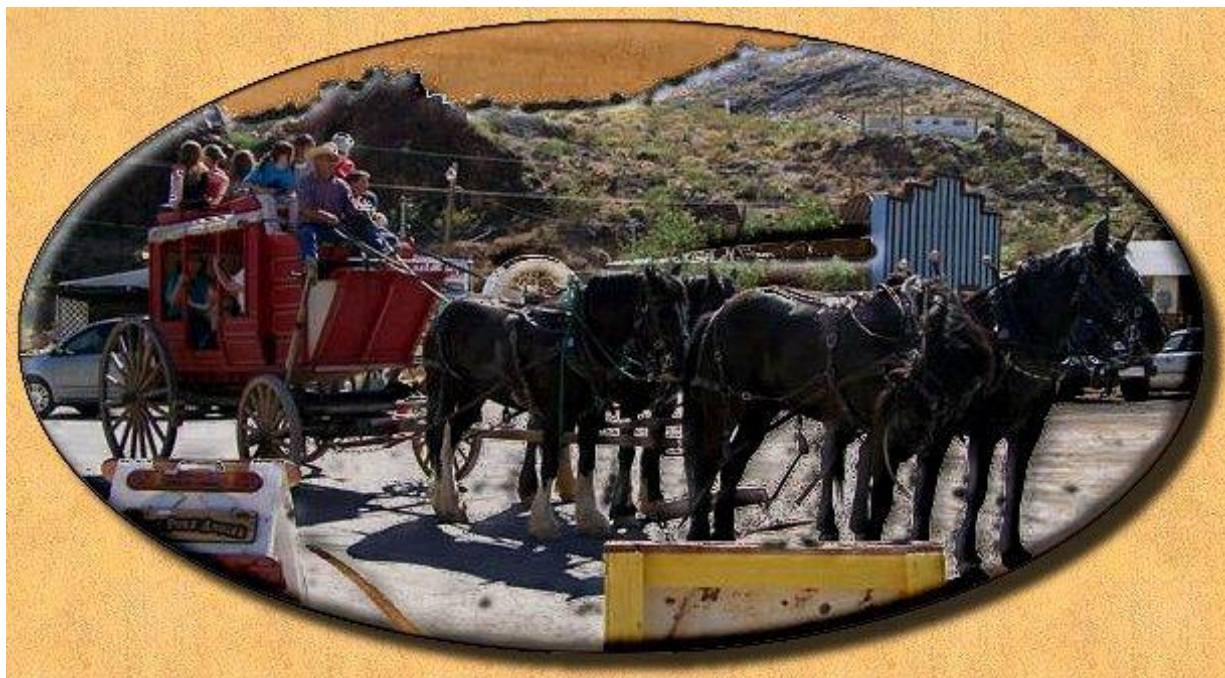
Believing that the now-empty Depot would become “a target for vandalism, unauthorized entrance, and a legal liability,” UP Division Superintendent G.R. Jenson made plans to raze the building. Local residents and others across the region heard about the proposed demolition and began to publicize the building’s plight. The group organized the Kelso Depot Fund and set about saving the building. After successfully halting demolition, however, they found the costs of restoration too expensive and turned to local politicians and the federal government for assistance.

At that time, the Bureau of Land Management (BLM) already managed much of the land around Kelso as the East Mojave National Scenic Area—it made sense for the BLM to gain ownership of the Depot. Members of Congress from the area went to work and, by 1992, the BLM had the title to the building. With the passage of the California Desert Protection Act of 1994, the East Mojave National Scenic Area became Mojave National Preserve, and the Depot passed into the hands of the National Park Service. Renovation began in 2002. Kelso Depot reopened to the public as the primary visitor center for Mojave National Preserve in October 2005.

Oatman and Route 66

28 miles south of Laughlin

Laughlin, NV 89029 Phone: (928) 768-6222



The town of Oatman was born in 1906 as a tent camp and flourished as a thriving gold mining center till 1942. The residents take pride in keeping its town as authentic as possible, giving visitors a look back into history and showing the Wild West as it really was. Located on historic Route 66, this family-friendly town features gift shops, restaurants, staged gunfights and friendly wild burros. Not only has Oatman been the filming location for several, classic western motion pictures, but notably, Oatman's most famous visitors were Clark Gable and Carol Lombard who stayed there briefly during their well-publicized "elopement" in the 1930s. The Black Mountains surrounding Oatman are full of canyons, riverbeds and washes ready for exploring by off-road sand-rail tours or horseback rides on trails once used by the U.S. Cavalry. "Get your kicks on Route 66" and experience the narrow, winding, mountain road used by early 20th century travelers. Heading east on Route 66, are more unique opportunities for exploration. The Grand Canyon Caverns offer a look at the creations made by underground streams that flowed during the formation of the Grand Canyon. Keepers of the Wild, located 59 miles east of Laughlin, is a nature park and exotic animal sanctuary where you can visit wildlife from around the world in one day.