

ACKNOWLEDGMENTS

The model train project and exhibit was set in motion several years ago by a generous donation by SMHS member and volunteer Barbara Jebelian, who chose to share her late husband's train collection with museum visitors. A large group of dedicated volunteers has been working on constructing the project since that time. The collection and display have been enhanced by generous donations of money, engines, train cars, and buildings by museum volunteers, model railroad enthusiasts, and visitors.

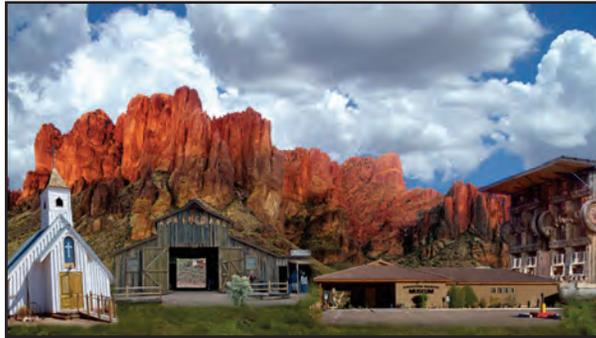
Gratitude and many thanks to the following donors: ABTO; Jim Alexander; Jim Angel; Barb Atkinson; Vern Beloat; Dean & Carol Bierly; Dennis and Dana Busby; Roger Carney; Dean Conklin; Lee Cooper; Dollar Storage; James Geil; Roy Hoogesteger*; Jack Johnson; Thomas Krukow; Steve Lewis; Jeff Liedl; Jack Malgieri; John Mazzoli; Robert Mensch; Doug Mercer; Pam Morris; Fred Olds; Mike Quaintance; Perry Riley; Susan Ruffini; Ennis Thompson; Rich Titus; Bob Webster; Al Wendler; Eric Winterbottom; Charlie Ziegler; and many others that space will not permit listing.

**Deceased*

VOLUNTEERS NEEDED

The model railroad crew is putting out a call for individuals interested in learning to run the Model Garden Railway. Volunteers will be trained to operate the extensive railroad display and explain to visitors how the steam engine opened Arizona to the rest of the country. Both men and women are welcomed. Interested? Call the museum at 480-983-4888 and ask for the Volunteer Coordinator.

Superstition Mountain Lost Dutchman Museum



MUSEUM HOURS

9 a.m. - 4 p.m. Daily

Closed Thanksgiving,

Christmas Day and New Year's Day

ADMISSION

Adults \$5.00 • Seniors 55+ \$4.00

Students with ID \$2.00

Children 17 & Under FREE

Accompanied by Adult

GROUP TOURS WELCOME

Call to Schedule your Guided Group Tour

SUPERSTITION MOUNTAIN MUSEUM

4087 North Apache Trail

Apache Junction, AZ 85119

(480) 983-4888

superstitionmountainmuseum.org



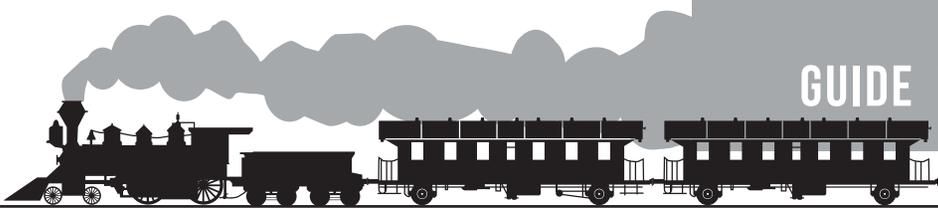
ALL ABOARD!

Welcome to Dutchman's Gulch, a journey through Arizona history via a huge Garden-scale model train exhibit designed to delight model train enthusiasts and make learning fun for history students of all ages.

The "Big Trains" are comprised of locomotives and railroad cars two to four times the size of those standards of yesteryear's hobbyists' Lionel and HO model trains. These larger models run on 1500 feet of 45-mm gauge track.

There is a smaller model train exhibit attached to the side of the Apacheland Barn that was the original model train exhibit and it will also continue to operate.

The new G-scale model train layout is a seasonal exhibit, open to, and welcoming visitors as temperatures permit throughout fall, winter and spring.



GUIDE TO SUPERSTITION MOUNTAIN MUSEUM

RR G-SCALE MODEL TRAIN EXHIBIT



This exhibit displays the key role that the introduction of the railroad to Arizona, during the period 1875 to 1930, played in the rapid growth of not only Arizona, but the entire American West. The coming of the railroad to Arizona enabled the transport of key Arizona exports (including cattle, cotton, citrus and ore products). In addition, tourists and settlers were able to travel to Arizona to enjoy the climate.

As you view the exhibit, you can see many of the wonders of Arizona before you in miniature. Native Americans were the first settlers in the area, then came the Spanish establishing missions in the Tubac and Tucson areas. Prospectors and explorers followed. With the coming of the railroad, mines, ranches and towns sprang up along the railroad track.

There are seven (7) numbered sections as follows:

1. NATIVE AMERICAN SETTLEMENT – circa 1500. Likely a Pima village. The Pima are related to the Tohono O’odham people. They are probably descendants of the ancient Hohokam Indians. The Pima are American Indians who live along the Gila and Salt rivers in southern Arizona. They call themselves the Akimel O’odham, meaning “river people.”



2. SOUTHERN ARIZONA – TUBAC AND TUCSON – circa 1690. Jesuit missionary Father Eusebio Francisco Kino was one of the early Spanish explorers of the deserts of the American Southwest. He founded many missions in northern Mexico, Arizona and California including Tucson. He was also the discoverer of Casa Grande, now site of the Casa Grande Ruins National Monument.

3. ROOSEVELT DAM – circa 1905 to 1911. Theodore Roosevelt Dam was the first dam on the Salt River that controlled water flow into the Greater Phoenix area. The dam is 357 feet (109 m) high and forms Theodore Roosevelt Lake as it impounds the Salt River. Originally built between 1905 and 1911, the dam was renovated and expanded in 1989-1996. The famous Apache Trail was built during this period to enable the dam’s construction.

4. GOLD MINE – circa 1860. Two major finds occurred in 1859 and 1862 in the Yuma area near the confluence of the Gila and Colorado Rivers. A large number of smaller claims were made throughout Arizona, many in creek beds that were individually worked. Some remain active until this day. Most gold produced today is a by-product of copper mining. If the legendary Lost Dutchman Mine here in the Superstition Mountains does exist, it is still waiting to be rediscovered today.

5. SILVER MINE – circa 1858. There were four major areas of silver production, the largest being the Silver King Mine near Superior, approximately 36 miles from our location. The richest silver mine in Arizona, it produced an estimated \$42 million worth of silver ore between 1875 and 1900. As with gold, most silver produced today is a by-product of copper mining.



6. CATTLE RANCH – circa 1865. Cattle and other livestock came to Arizona over 300 years ago with arrival of the Spanish Missions. After the Civil War, overgrazed pastures in Texas led ranchers to the Arizona Territory and began the state’s cattle boom. By the 1890s, about 1.5 million cattle roamed in Arizona. Cattle ranching remains a major part of the Arizona economy as one of the 5 Cs (copper, cattle, cotton, citrus, and climate).

7. FRONTIER TOWN – circa 1864 and forward. The town in the exhibit is representative of towns in the early 1900s. In 1864, Prescott was designated as the capital of the Arizona Territory, replacing the temporary capital at Fort Whipple (Army Post near Prescott). At that time Tucson was deemed ineligible as they were supporting the Confederacy in the Civil War. After the Civil War, the Territorial Capital was moved to Tucson in 1867. Prescott again became the Territorial Capital in 1877. Finally, in 1889, Phoenix became the territorial capital and, in 1912, the state capital.

