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Introduction to Teachers

By Erica Christie, Curriculum That Matters

About the Curriculum Guide
We are glad you have chosen to bring your class to Jingle Rails: The Great Western Adventure at the Eiteljorg Museum of American Indians and Western Art. This Curriculum Guide will provide background information about the geography and history of the national parks and historic locations in the American West, as well as key sites in our community of Indianapolis, Indiana. Each of these sites is brought to life for students in Jingle Rails, created in magnificent miniatures, using natural materials.

This “Introduction to Teachers” will provide you with teaching ideas to make your Jingle Rails field trip meaningful and informative for all students. The Jingle Rails experience will be most effective if students are prepared in advance of the visit, engaged during the visit, and learning is extended after the visit. By enriching the Jingle Rails field trip in these ways, the lessons learned will be long-lasting.

Prepare for Your Visit
Prior Knowledge. Share with students that they will soon be visiting Jingle Rails. Ask students to discuss what they already know about the national parks and other featured sites in the American West. Has anyone visited the American West or been to a national park? Record student responses for the entire class to see.

Graffiti Boards. Select six Jingle Rails sites and write the name of each in the center of a large sheet of chart paper. Place papers around the room and give each student a marker. Ask each student to visit each paper and record their thoughts, questions, or ideas about the Jingle Rails site. Rather than structured, bulleted lists, these should resemble graffiti boards, where students draw pictures, record thoughts, and creatively express their ideas. After students have visited each graffiti board, share and discuss them as a class. Next, extend students’ thinking about the six Jingle Rails sites you selected by sharing information from the appropriate pages in this Curriculum Guide.

Ask Questions. Ask students what questions they have about the American West and the historic sites featured in Jingle Rails. Encourage each student to write down at least two questions on a sticky note. Have students share questions in small groups and then share the groups’ most interesting questions with the entire class. Record questions for a future activity.

Map the Exhibit. Display a large map of the United States. Show students the area typically defined as the “American West.” Help students locate some of the key features they will be seeing during their visit to Jingle Rails. Discuss the main geographic features of the American West and compare these features to the geography of Indiana.

Choo Choo! Get young students excited about their visit to Jingle Rails by learning more about railroads. Read Traci Todd’s C is for Caboose, an engaging alphabet book that features bright vintage-inspired illustrations, kid-friendly train vocabulary, and historic photographs and artifacts. Share Jingle the Brass, by Patricia Newman, an entertaining and informative read aloud that teaches students railroad jargon and vividly captures the experiences of riding the rails. Have students explore stories of diverse individuals traveling west on the railroads in an online simulation activity, available at http://stories.washingtonhistory.org/Railroads/Flash/FlashInteractive.aspx.
Engage Students During Your Visit

All Aboard! Start your field trip experience long before you arrive at the Eiteljorg Museum by transforming your school bus into the *Jingle Rails Express* train. Have early elementary students purchase tickets to the train and ask your bus driver to be the train conductor, collecting the tickets as students board the train. As the train leaves your school, or “the station,” use realistic phrases and noises to simulate the train experience, such as blowing a whistle, if the driver approves. Encourage students to repeat “choo choo” and say “All Aboard” and “Next Stop Eiteljorg Museum.” While on the bus/train, sing a train song, such as, “I've Been Working on the Railroad.”

Discuss and Reflect. After students enjoy the *Jingle Rails* exhibit, find a quiet place for your students to sit in the lobby of the museum. In small groups, have students share what they found most interesting about the exhibit, their favorite landmark, and one question they still have. Alternatively, this reflection may be completed at school upon returning from the field trip, rather than at the museum.

Sketch. Following your visit, encourage students to sketch a drawing of their favorite landmark. Sketches may be done with pencil on a piece of paper attached to a clipboard or in a small notebook. To extend this activity, ask students to brainstorm ideas for what additional sites or landmarks could be added to *Jingle Rails* in the future. Draw a sketch of how this new site might appear, making sure to utilize all natural materials.

Extend Learning After Your Visit

Recreate and Share. Hang a large sheet of paper across one wall of your room. Ask students to work together to create a mural or map depicting what they experienced at *Jingle Rails*. Try to include as many of the landmarks as possible. If desired, go outside and collect natural materials, such as sticks, bark, or moss, and use these materials to help recreate the same feel of the miniatures in the exhibit. Invite a class who did not go on the field trip to come visit the mural. Have students share what they learned at *Jingle Rails* and explain their mural to the class.

Go deeper! Have students conduct inquiry projects. These projects could be based on students’ initial questions about the American West, questions that arose from visiting the exhibit, or simply be inquiry into specific sites and landmarks featured in *Jingle Rails*. Individually or in partners, ask students to research their inquiry topic by utilizing a variety of media, such as books, online resources, primary source documents, photographs, artwork, and first-hand accounts. Provide an open-ended graphic organizer to help students organize their findings and give them suggestions about what kind of information you would like them to find. Encourage student “experts” to think of a creative way to share what they learned about their topic with the rest of the class. For example, students could create a travel brochure about their location, write a historical-fiction story integrating what they learned, create a detailed diorama, or develop an informative PowerPoint or poster presentation.

Hit the Road (or the Tracks). Have students plan a “Great Western Adventure” trip for their family. Provide some basic guidelines for students, such as each family should visit at least three national parks and use at least two forms of transportation. After students decide on an itinerary for their trip, it’s time to hit the road (or tracks)! Have students record their Western adventures in journal entries, diaries, or by writing letters and postcards home to family or friends. Model for students how to incorporate factual information about a place into a fictional account of a trip. Share travelogues with classmates and celebrate your Western adventures. For a fun extension, turn
a cardboard box into a “television” and have students share their travelogues as if they are reporters on the “Travel Channel.”

**Discover the National Parks.** Since Indiana is not home to a National Park, few students may have had the opportunity to visit these spectacular national treasures. Provide students with an opportunity to learn more about the history, diversity, and geography of the National Parks. Share Ken Burns’ PBS documentary, “The National Parks: America’s Best Idea,” available in full-length at your local library or find short selections of the film, including a 45-minute version, online at [http://www.pbs.org/nationalparks/](http://www.pbs.org/nationalparks/). Dig deeper into the fascinating adventures of President Theodore Roosevelt and John Muir, who spent four days camping and hiking together in Yosemite National Park in May 1903. This story is beautifully chronicled in the children’s book *Camping with the President* by Ginger Wadsworth. See Yellowstone National Park through the eyes of one of its first explorers and artists, Thomas Moran, by reading aloud *Yellowstone Moran: Painting the American West* by Lita Judge. Create a text set of non-fiction texts about the National Parks and have students complete a treasure hunt activity where they must discover the largest, smallest, oldest, newest, highest, and lowest park, as well as search for other interesting information to share with classmates.

**Children’s Literature Resources**


**John Henry.** Introduce students to the legend of John Henry, the African American railroad worker turned folk hero who was believed to be so strong he could dig through a mountain faster than a steam drill. John Henry’s story is told in several children’s books, including Julius Lester’s *John Henry* and Ezra Jack Keats’ *John Henry: An American Legend*, as well as in a newer graphic novel, *John Henry Hammerin’ Hero* by Stephanie True Peters. Discuss the features of a tall tale or legend with students and ask students to identify characteristics within the John Henry story. Discuss why tall tales were popular at this time and why this story has continued to be passed down through history. Also discuss the problems with tall tales and think critically about what sides of the story are left untold. If desired, compare and contrast with other tall tales, such as Johnny Appleseed, Paul Bunyan, and Davy Crockett. Have students create and share their own tall tales using exaggeration, metaphors, and lots of descriptive language.


*Wadsworth, Ginger. Camping with the President. Honesdale, PA: Calkins Creek, 2009.*
Did your field trip pique students’ interest in the railroads?

Find an in-depth, interdisciplinary unit on the Railroads of the West at http://www.eiteljorg.org/. This NEW unit builds upon your Jingle Rails visit and engages students with questions like:

- Why did people travel west on the railroads?
- Who worked on the railroads?
- Who were the passengers on the railroads?
- What was it like to travel west on the railroads?
- How did the railroads impact Native Americans and the environment in the West?

The unit features complete lesson plans linked with Indiana Academic Standards, student activities, assessment ideas, children’s literature suggestions, and online resources. Get started on your railroad adventures today!

Imagine the vast expanse of the Grand Canyon… made of tree bark.

Imagine a train speeding toward Glacier National Park over a 30-foot-wide trestle bridge… made of willow.

Imagine the great lodge of Yellowstone… made of twigs, leaves and pinecones.

If you could take your students to the nation’s greatest national parks, would you? Of course you would! Now you can do the next best thing: Bring them to the Eiteljorg Museum of American Indians and Western Art to see miniature versions of some of our country’s most breathtaking landmarks. Watch as trains leave Indianapolis and head west: Union Station, the Soldiers and Sailors Monument, Chase Tower and other Indianapolis sites are included in this imaginative tableau.

Actually, they’re not so small. The tallest mountain in our version of Glacier National Park stands 69-inches-high. Every bit of Jingle Rails was made of natural materials by Paul Busse and his company, Applied Imagination, and made to resemble the originals as closely as possible. It’s a rare treat to have such a display in Indianapolis; they’re usually seen only in such cities as New York, Chicago and Washington, D.C.

This curriculum guide for Jingle Rails shares information about the people, climate, geology and history of the national parks in the American West. The information is based on Indiana Academic Standards for grade 3 as published on the Indiana Department of Education website as of September 2010. The information comes primarily from the National Park Service.
# Introduction

## Jingle Rails Map

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Map In the works
Planning a visit?

We look forward to hearing from you. Reservations are required for group visits. Before calling, please be ready with the number of students and adults in your party and have alternative dates, as Jingle Rails and other museum exhibits and programs for schools will fill quickly. Please contact the Museum’s Education Department at (317) 275-1350 (press 1 at the prompt).

For grades 3-12, one adult chaperone is required for every 10 students. For groups of younger students the museum requires one adult per five children.

For volunteer-guided tours, reservations must be made by phone at least three weeks in advance.

For teacher-guided tours, reservations must be made by phone at least 10 days in advance. Space is limited for Jingle Rails and indoor lunch space.

There is no additional museum admission charge for Jingle Rails. There are admission discounts for scheduled school groups and other groups. Transportation grants are available upon request to help make school group visits more affordable. Ask about the grants when you call.
All Aboard in Indianapolis
Lucas Oil Stadium

Lucas Oil Stadium is best known as the home of the NFL’s Indianapolis Colts, but events, performances, trade shows and other sports take place there all year long.

The stadium is 1.8 million square feet in the heart of downtown Indianapolis, Indiana. It opened in 2008 to replace the RCA Dome, which could not accommodate all the needs of today’s sporting events. This stadium has a retractable roof, which means it can be opened during nice weather; seven locker rooms; 137 suites; exhibit space and meeting rooms; and much more. By being connected to the Indiana Convention Center and 12 hotels and entertainment facilities, the stadium makes access easy and convenient for pedestrians.

The stadium is operated by the Capital Improvement Board of Managers of Marion County, or the CIB. It was built at a cost of $720 million and designed by HKS of Dallas, Texas, with much assistance from a number of Indianapolis-area design firms and engineering consultants. The stadium is meant to resemble the historic fieldhouse appearance of sports venues from decades ago.

On February 28, 2006, Indiana native Forrest Lucas announced that his company, Lucas Oil, had purchased the right to name the new stadium for $121 million over 20 years.
Does Lucas Oil Stadium Recycle?
Yes! In 2009, the stadium recycled:
- 24,000 pounds of aluminum cans and plastic and glass bottles
- 1,200 pounds of glass, 850 pounds of aluminum and 100 pounds of plastic after each Indianapolis Colts home game
- Paper and cooking oil

Did You Know?
- The seating capacity is 63,000, but can be expanded to 70,000.
- About 1,400 toilets are in the corridors.
- Visitors can use 14 escalators and 10 passenger elevators.
- Opening or closing the roof takes about 10 minutes.

N.K. Hurst Building

Founded in 1938, the N.K. Hurst Company began as a coffee, tea, and sugar distributor. Not long after opening they shifted into packaging and selling dried beans, a product they are still known for today.
The Eiteljorg Museum was founded by Indianapolis businessman, philanthropist and art collector Harrison Eiteljorg to showcase Western and Native American art and cultural objects.

The museum opened in 1989 with funding assistance from Lilly Endowment Inc. Since then, the Eiteljorg Museum has served as the primary venue for Western and Native American art, history and cultures in Indiana and the region. The museum is the only institution in the Midwest with extensive collections of both Native American and American Western art.

The design of the museum itself was inspired by the land, people and architecture of the American Southwest. Before designing the Eiteljorg Museum, architect Jonathan Hess traveled the Southwest with Harrison Eiteljorg to study the area’s land, architecture and people. The Eiteljorg Museum’s main entrance has become an Indianapolis icon, with its Southwestern-influenced portico and front path.

The 118,000-square-foot, honey-colored museum is set within a large, round base inspired by the circular symbols and spaces of Indian pueblo communities. Much of the Eiteljorg’s exterior consists of nearly 12,000 pieces of hand-sorted Minnesota dolomite, a stone with color and texture that creates the feel of a Southwestern Pueblo. Plum-colored German sandstone serves as the building’s base and appears again inside on the floor of the museum’s Grand Hall and other areas. Inside the Eiteljorg Museum, warm earth tones, stone and rich mahogany trim continue the Southwestern motif that began with the first piece of Minnesota dolomite.
Standing proudly at the center of Monument Circle in the heart of downtown Indianapolis, the Soldiers and Sailors Monument testifies to the contributions and sacrifices of Indiana service personnel and loyal volunteers to the Civil War.

Indiana’s Civil War Governor Oliver Morton recommended the idea, and the General Assembly created a commission in 1887 to build a monument on the circle (originally designated as the site of a governor’s house!).

The state held an international design competition in 1888 and selected German architect Bruno Schmitz, who had an excellent reputation but had never worked in the United States. Schmitz’s design was part Victorian, part Egyptian, part Romantic-era and part Neo-Baroque.

Quarries in Owen County, Ind., provided the limestone.

Another designer, George Brewster, won competitions in 1893 for his designs of the date band, or astragal, at the top, the Navy astragal and the crowning figure, Victory. Another German, Nicholas Geiger, designed the Army astragal, installed in 1895.

Rudolf Schwarz carved the War and Peace groupings on the east and west sides of the monument and the Dying Soldier and Return Home groups on the upper terrace. He also sculpted the freestanding soldiers representing the military branches: a Navy crewman, artillery crew, infantry, scout and cavalry.

Approximately 285 feet high and encompassing about a city block, the monument became the largest Civil War memorial of its time.

The Colonel Eli Lilly Memorial Museum inside the monument is open to the public.
Electric service began in Indianapolis in the 1880s. Two providers, the Indianapolis Light and Heat Company and the Merchant’s Heat and Light Company, merged into the newly-incorporated Indianapolis Power & Light Company (IPL) in 1926. Nine years later, in 1935, IPL moved into the “Electric Building” on Monument Circle, built to be the home of Continental Bank in 1924.

In 1924, the Continental Bank building was impressive, with a massive lobby, tile floor and many architectural elements that were the first of their kind on Monument Circle. Its nine stories gave the circle a more modern look for the time and, positioned next door to the Circle Theatre (built in 1916), gave this portion of the circle quite an upscale feel.

The building was designed by architect Robert Frost Daggett. His Indianapolis firm was headed by three generations of the Daggett family, and their work in Indianapolis and the surrounding area spanned over a century.
Hilbert Theatre in Indianapolis

Constructed in 1916, the Circle Theatre has been an important part of the cultural life of Indianapolis since it first opened. In 1928 the theater held a showing of the film *The Jazz Singer* (1927), which was the first film with sound shown in Indianapolis.

During the 1940s big band jazz groups like the Glenn Miller Orchestra performed there. The theater has been home to the Indianapolis Symphony Orchestra since 1984, and in 1996 it was renamed the Hilbert Circle Theater after Stephen and Tomisue Hilbert.
In 1925, most buildings were built for one purpose. The new Test Building on Monument Circle was remarkable in that it had commercial space available on the ground floor, offices on the floors above and one of the city’s earliest parking garages. For 20 years, the Test Building housed two-thirds of all downtown parking spaces.

The building itself was notable, too, for its Neo-Classical Revival architecture: nine stories of a smooth Indiana limestone façade.

At the time, the public wasn’t happy about this modern building that the heirs of Charles Edward Test, former president of the National Motor Vehicle Company, wanted to put right on Monument Circle. But the Test family won out.

If you look closely at the building, you’ll see carvings by local artisan Alexander Sangernebo of:

- A domed government building similar to the Indiana Statehouse
- Biplanes, trucks, a dirigible and a boat

You’ll also see two overhead garage doors. Originally, part of the building was to be an auto garage! Another of the building’s early ventures was a rooftop miniature golf course.

The Test Building was listed on the National Register of Historic Places in 1983.

Known as the Lacy Building today, the structure has an entertainment deck on the roof that overlooks Monument Circle. Lacy Diversified Industries (LDI) acquired and renovated the building, which included demolishing and rebuilding the top two floors, and now has its offices there.
5/3rd Bank Building
in Indianapolis

Originally founded in 1858 as the Bank of the Ohio Valley, and later organized as Third National Bank in 1863, the business we know today as Fifth-Third Bank has been a part of the Midwest region for over 150 years. In 1948, they were the first financial institution in the United States to establish a charitable foundation.
One America Building
One American Square, Indianapolis

The OneAmerica Tower at 200 N. Illinois St. in downtown Indianapolis, Indiana, takes up an entire city block and soars 38 stories into the air before being crowned by an enormous U.S. flag (20 ft. x 38 ft.) atop an 80-foot pole.

Built of light brown Indiana limestone, the tower was built in 1982 as the AUL (American United Life) Building. At 533 feet, it was the tallest building in Indiana until 1990, when the Chase Tower was completed. Looking down from a bird’s-eye view, one can see that the tower is a circle, with an open outdoor courtyard at its center.

The Plaza Hotel (just eight stories) formerly stood on the northwest corner of the site.

The OneAmerica Tower houses professional offices and the prestigious Skyline Club restaurant, among many more amenities.
Chamber of Commerce in Indianapolis

In 1890, a group of men led by Colonel Eli Lilly decided to do what they could to improve Indianapolis. They organized the Commercial Club and met regularly at 30 S. Meridian, in a building that has since been demolished and replaced.

In December 1912, members of the Commercial Club joined forces with other business-related organizations to strengthen their influence. Together, they formed the Indianapolis Chamber of Commerce. The Chamber persuaded new industries to come to the city and influenced national, state and local officials to pass laws that made living and doing business here easier.

In 1926, a leader within the Chamber of Commerce, Bowman Elder, worked with local architect Robert Frost Daggett to design the building still known today as the Chamber of Commerce Building, and the organization moved to 320 N. Meridian St.

Built in the Neo-Gothic style of architecture, the building consists of a massive base with five tall arches on the front and arches over the second-floor windows. Its 11 stories are made of concrete and steel covered by limestone. The elaborate sculptures and details carved into the stone include artistic representations of art, science, commerce and industry – and several gargoyles.

Inside the building, the long central hall looks much the same as it did in 1926, with walnut ceiling beams, wall sconces and various shops and businesses along it.
Union Station in Indianapolis

Indianapolis was once a meeting point for a number of major railroad lines, and as such, connections for travelers and freight were complicated. In 1849, the Union Railway Co. formed to lay tracks to connect all the railroads coming into the city, then built a large brick train shed – America’s first Union Station.

In 1886, the railroads hired architect Thomas Rodd to create a new waiting area for passengers that would make Union Station more attractive and impressive; after all, railroads were significant to the city, and so too should their station be. Rodd’s creation was a massive structure built in the Romanesque Revival style.

Most of the immigrants arriving in Indianapolis in the late 19th and early 20th centuries came through Union Station. Train traffic often blocked city streets, and passengers had to cross live tracks to board. Engineers modernized Union Station in 1913 with elevated rail crossings.

In the mid-1980s, local developer Robert Borns converted Union Station into a festival marketplace. The site boomed for about a decade, but then ran into financial trouble. City planners credit Union Station with laying the foundation for the Circle Centre mall to come later.

Today, Union Station serves as a banquet hall and is owned by the City of Indianapolis. Various facilities are open to the public, and visitors can tour the immediately adjacent Indianapolis Union Station-Wholesale Historic District.

Union Station is listed on the National Park Service’s Historic American Buildings Survey.

Resource
http://www.nps.gov/nr/travel/indianapolis/unionstation.htm
National Parks
There is no voice in all of the world so insistent to me as the wordless call of these mountains. I shall go back. Those who go once always hope to go back. The lure of the great free spaces is in their blood.

– Mary Roberts Rinehart, American playwright

Glacier National Park in Montana became the country’s 10th national park when it was established in 1910.

Known to Native Americans as the Shining Mountains and the Backbone of the World, Glacier preserves history dating back to the Earth’s beginnings. More than a million acres of forests, lakes, alpine meadows, rugged peaks and deep valleys stretch across the Continental Divide in the snow-capped Rocky Mountains. Ten thousand years of receding glaciers, geologic faults and the movement of giant slabs of earth have created some of the most spectacular scenery on the planet.

The park’s diverse habitats are home to nearly 70 species of mammals—including the grizzly bear, wolverine, gray wolf and lynx—and more than 270 species of birds visit or reside there.

The People

Humans have been in the area for more than 10,000 years; Blackfeet Nation oral traditions confirm that they have “lived forever in the Rocky Mountains.” Additional Native tribes who inhabited the area long before the arrival of Euro-Americans included the Salish, Kootenai, Shoshone and the Cheyenne peoples. The Blackfeet, the collective name for the three groups --Piegan/Piikani, Kainai, and Siksika -- controlled the vast plains east of Glacier Park and the slope areas, while the Salish and Kootenai Indians lived in the western valleys.

Most non-Natives came to hunt beaver and other pelts; in fact, many of the park’s hiking trails today follow routes first used by trappers in the 1800s. Miners soon followed, and eventually settlers came looking for land. By 1891, the completion of the Great Northern Railway brought a greater number of people to the heart of northwest Montana, and small towns began to spring up.

Influential leaders like George Bird Grinnell pushed for the creation of a national park. In 1910, after 15 years of negotiations and debates, Grinnell achieved his dream when President Howard Taft signed the bill establishing Glacier National Park.

Glacier Park Lodge was built on the Blackfeet Reservation.

Today, the Blackfeet Nation is still living on ancestral lands. While the Blackfeet Reservation was once larger than Montana, now it is just 1.5 million acres (about the size of Delaware) in the foothills of the Rockies. With 16,000 members, it’s still one of the largest tribes in the U.S. The American Piegan (“pay-gone”) with their northern counterparts in Canada form the Blackfeet Confederacy or Niitsitapi (meaning “original people”).
Climate
The climate in Glacier varies widely. During one day in 1916, the temperature on the eastern border of Glacier dropped over one-hundred degrees — from 46° F to minus 56° F! It remains an all-time world record even today.

Photography of Glacier National Park
During 1941 and 1942, the U.S. Department of the Interior hired renowned photographer Ansel Adams to take a series of pictures in the Western national parks, including Glacier. These photos were part of the Mural Project, a series of decorative murals created for the department’s new museum in Washington, D.C. Today, you can see these beautiful photos in the book “The Mural Project” at the request of Secretary of the Interior Harold Ickes.
**Eiteljorg Gallery Connection**
Can you find artwork in the Eiteljorg Museum of a landscape like Glacier National Park? Can you find an object related to the Native peoples of the Northern Plains in the Native American galleries?

**Discussion topic:** Look at everything in the *Jingle Rails* exhibit as if you were landscape artist. What would you sketch or photograph and why?

**Activity:** Find artwork in the Eiteljorg, created by Charles M. Russell, that depicts an animal that can be found in Glacier National Park. (You might need to go to a map of the park and do some research, first.) Pretend that you are like Charles Russell, writing a letter to a friend about watching this animal or putting this animal in a painting or sculpture. Describe what your artwork looks like. Russell enjoyed illustrating his letters with watercolor images. You can do that, too. Use first and second person in your writing.

**Fast Nature Facts about Glacier National Park**
- There are 375 historic properties; six are National Historic Landmarks.
- There are more than 1,500 miles of streams and rivers as well as about 700 lakes, ponds, marshes, bogs and other wetland habitats.
- Only six species of amphibians live in the park.
- The tailed frog, the most primitive frog in North America, lives in the park.
- Glacier is the best place to see Harlequin ducks (a.k.a. clown ducks) in the lower 48 states.
- You won’t find any trilobites in Glacier National Park; evidence of the 800 million-year Paleozoic era has been eroded or is buried far below a thick slab of Precambrian rock.

**Resources**
- **Glacier National Park**, [www.nps.gov/glac](http://www.nps.gov/glac)
- **Videos:** [www.youtube.com/glaciernps](http://www.youtube.com/glaciernps)
- **Blogs:** [http://www.nps.gov/glac/blogs/index.htm](http://www.nps.gov/glac/blogs/index.htm)
- **Glacier National Park is on Facebook and Twitter**
- **Glacier’s Citizen Science Program:** [http://www.nps.gov/glac/learn/nature/ccrlc-citizen-science.htm](http://www.nps.gov/glac/learn/nature/ccrlc-citizen-science.htm)
- **Blackfeet Nation History** [http://www.manataka.org/page255.html](http://www.manataka.org/page255.html)
The Glacier Park Lodge offers more rustic than luxurious lodging for visitors to Glacier National Park. Built in 1912 along the railroad, the lodge, reminiscent of a Swiss chalet, is nestled at the foot of Dancing Lady Mountain. Its most notable architectural elements are the massive pillars made of Douglas fir trees, some 40 inches in diameter and 40-feet-tall, which were brought in from the Pacific Northwest.

From 1910 to 1914, when Louis W. Hill was president of the Great Northern Railroad, he oversaw the development of Glacier National Park and the design and construction of nine chalets, including the Glacier Park Hotel. William and James Brewster set up a saddle horse, stagecoach and motor vehicle concession to help lure tourists to Glacier National Park. The hotel opened on June 15, 1913. A year later, the railway established the Glacier Park Hotel Co. to manage its park operations; the company adopted the “See America First” slogan to persuade people not to travel abroad.

Today, with a heated swimming pool and nine-hole golf course, the Glacier Park Lodge draws visitors from all over the world.
Grand Canyon National Park

Indiana Academic Standards: Grade 3
English/Language Arts: Standard 3.1, 3.1.4-6, 3.2, 3.4, 3.5, 3.7
Science: 3.1.5, 3.2.3, 3.2.6, 3.3.5-6
Social Studies: 3.3.7
Visual Arts 3.1.5, 3.1.6

Grand Canyon National Park, a World Heritage Site, encompasses more than 1.2 million acres in northwestern Arizona. The Grand Canyon lets us look backward in time to see what the land looked like during three of the four eras of geological time.

The Grand Canyon is immense, averaging 4,000 feet deep for its entire 277 miles and 6,000 feet deep at its deepest point. At its widest point, 15 miles separates one side of the canyon from the other.

How was the Grand Canyon formed? Over millions of years, the Colorado River and running water from rain, snow and steams have eroded the different rock layers in the canyon walls. In fact, the Grand Canyon is considered one of the finest examples of erosion in the world.

The Grand Canyon became a national park in 1919, although it has been protected since 1893 as a Forest Reserve and then a National Monument. Today, nearly 5 million visitors come to see this beautiful creation each year.

The Climate of the Grand Canyon
The climate is semi-arid. The South Rim gets 15 inches of precipitation each year, while the bottom of the canyon gets just 8. Rain comes suddenly in violent storms, especially in late summer. Due in part to this climate, all hikes into the Grand Canyon must be planned in advance, and visitors should be prepared for long distances, elevation changes, steep and rugged terrain, and seasonal weather conditions such as extreme heat in summer and icy trails in winter.

The People of the Canyon
The oldest human artifacts that have been found by archaeologists are nearly 12,000 years old and date to the Paleo-Indian period; humans have used and lived in the park since then.

Archeological remains from the following culture groups are found in Grand Canyon National Park: Paleo-Indian, Archaic, Basketmaker, Ancestral Puebloan Cohonina and Cerbat. More recent indigenous groups living in the park area include the Havasupai, Hualapai, Zuni, Hopi and Navajo. People from around the world now live in the park and visit.

Today, visitors can make arrangements to travel below the canyon rim. The Havasupai still live in the canyon. Their name means “People of the Blue Water.” U.S. mail is delivered to the bottom of the Grand Canyon by mule!

Eiteljorg Gallery Connection
Did you notice a large, three-part painting in the Art of the American West gallery? It’s called a triptych because it’s in three panels. (Triptych is from the Greek triptukhos, threefold: tri - three + ptux, ptukh, fold or ptux, - plate. Some three-part altarpieces are hinged together.) Can you tell what the painting depicts? It’s October Suite, Grand Canyon by Wilson Hurley.
Resources

View the Gund Collection of Western Art and Contemporary Traditional Western art in the Art of the American West collection on the Eiteljorg Museum’s Web site. Some artworks are rotated and might not be in the galleries when you visit. **Look here for earlier works:**

**Downloadable PDF files of Bright Angel Pueblo exhibit,** [http://www.nps.gov/grca/historyculture/ba-pueblo.htm](http://www.nps.gov/grca/historyculture/ba-pueblo.htm)

*Canyon Sketches* e-magazine offers short, timely and newsworthy e-mail updates about the Grand Canyon’s natural, cultural and recreational resources. They highlight the ongoing work that Grand Canyon’s Science and Resource Management staff does to monitor, inventory, restore and rehabilitate park resources. View Canyon Sketches at [http://www.nps.gov/grca/learn/nature/cynsk.htm](http://www.nps.gov/grca/learn/nature/cynsk.htm)
As the 1900s began, people who vacationed in the Grand Canyon stayed for several weeks or even an entire season, so comfortable accommodations played a significant role in where they went. At the time, the primitive lodgings at Grand Canyon National Park could not compete with the luxury resorts on the East and West coasts.

The Atchison, Topeka and Santa Fe Railway decided to change that, and the El Tovar Lodge (a.k.a. El Tovar Hotel) opened its doors in 1905. It was designed by Charles Whittlesey, one of the railway’s staff architects.

Built a mere 20 feet from the edge of the South Rim of the Grand Canyon, the El Tovar offered wonderful comfort in the midst of natural beauty. Its far-reaching vistas and eclectic architecture – with its roof turret, Swiss chalet-type balconies and rustic construction materials – made the hotel a destination resort and increased the railway’s use substantially.

Once described as “the most expensively constructed and appointed log house in America,” the hotel has kept most of its original character. The porch on the north side probably dates from the 1950s when the dining room expansion and small cocktail lounge were added. And a rehabilitation of the structure in 1983 included the addition of private baths for each guest room.
Grand Canyon Railway

Reaching the Grand Canyon was a long, long journey in the late 1800s, before trains and automobiles. Once trains made traveling easier and less costly, tourists began flocking to the West by the tens of thousands.

The railroad could be said to have created the Grand Canyon vacation. It was the railroad that commissioned and built the El Tovar Lodge and most of the structures that still exist along the South Rim.

The railroad was originally built to transport ore from the Anita mines, 45 miles north of Williams, Ariz., in the late 1800s. After the Santa Fe and Grand Canyon Railroad Co. was incorporated in 1897, rail development farther north to the canyon began. In the end, the Grand Canyon Railway became 65 miles of track that connected the canyon to the main rail line that ran from Chicago to Los Angeles. Its inaugural ride carried passengers to the Grand Canyon on Sept. 17, 1901.

Passenger service stopped in 1968, but the railway was reborn in 1989. Today, visitors can ride along the same rail line their grandparents did. More than 200,000 people ride this rail to the Grand Canyon every year. In 1999 the Grand Canyon Railway was placed on the National Register of Historic Places.

Did you know…?
In a progressive move for the times, the Santa Fe and Grand Canyon Railroad Co. hired Mary Elizabeth Jane Colter, a woman, to design many of the buildings that have become part of the signature of Grand Canyon National Park.

Resources
Mesa Verde – Spanish for “green table” – National Park lets us look back into the lives of the Ancestral Pueblo people, perhaps most well known today for the cliff dwellings in which they lived from A.D. 600 to A.D. 1300. The park covers 52,000 acres of the Colorado Plateau.

Preserving the remnants of the Puebloan people's presence is what this park is all about. President Theodore Roosevelt established this first park to “preserve the works of man” on June 29, 1906. Today, the park protects more than 4,000 known archeological sites, including 600 of the most notable and best-preserved cliff dwellings in the United States.

The Ancestral Puebloans lived on top of the mesa for 600 years. Then, for reasons unknown to us today, many began building their homes beneath the overhanging cliffs in the late 1190s. They shaped sandstone blocks with rocks from the river, then made mortar from soil, water and ash. Small “chinking” stones filled gaps within the mortar and added stability to stacked blocks.

Nearly 600 cliff dwellings are in Mesa Verde National Park. The structures ranged from one-room storage units to villages of more than 150 rooms. One dwelling called “Cliff Palace” comprised 150 rooms and 23 kivas for about 100 residents. The Puebloans continued to farm the mesa tops as they lived in the cliff sides for nearly a century.

A popular myth is that the Ancestral Puebloan people of Mesa Verde simply disappeared. In reality, they began migrating south in the late 1270s into present-day New Mexico and Arizona. By 1300, the Ancestral Puebloans no longer lived in Mesa Verde.

Did you know…?
The correct geological term for the area is not “mesa,” but “cuesta.” Cuestas are similar to mesas, but instead of being relatively flat, they gently dip in one direction. Mesa Verde is inclined slightly to the south at about a seven-degree angle.

Resources
Mesa Verde National Park, http://www.nps.gov/meve/
Photos and more information about the cliff dwellings, http://www.nps.gov/meve/historyculture/cliff_dwellings_home.htm
Yellowstone
National Park

Indiana Academic Standards: Grade 3
English/Language Arts: Standard 3.1, 3.1.4-6, 3.2, 3.4, 3.5, 3.7
Science: 3.1.5, 3.2.3, 3.2.6, 3.3.5-6
Social Studies: 3.3.7
Visual Arts: 3.6

National parks exist to help us understand who we are, where we have been, and where we are going.

– Expedition: Yellowstone!

Established in 1872, Yellowstone National Park is America’s first national park. Rich in almost untouched geologic history, the park is a testament to the power of mankind to preserve and protect the earth’s heritage.

Yellowstone is primarily in Wyoming, yet some of its 2.2 million acres extend into Montana and Idaho. The park is home to a large variety of wildlife, including grizzly bears, wolves, bison and elk.

Preserved within Yellowstone National Park are some of the world’s most extraordinary geological features: Old Faithful and other geysers and hot springs; mountains, glaciers, a volcano and basalt cliffs; and rivers, lakes, waterfalls and beaches.

Yellowstone is a designated World Heritage Site and an official Biosphere Reserve.

People of Yellowstone

Glaciers and an ice cap once covered most of what is now Yellowstone National Park. When they receded, they left behind rivers and valleys that people could follow in pursuit of mammals such as the wooly mammoth and the giant bison. Stone tools and projectile points found in the area tell us that the first people arrived there more than 10,000 years ago.

About 3,000 years ago, people invented the bow and arrow to replace the atlatl, a dart-throwing tool. They created traps for sheep and corrals for bison.

The oral histories of today’s Native American tribes tell us that their ancestors lived in the Yellowstone area from A.D. 1400 to A.D. 1700 (up to 600 years ago): Blackfeet, Cayuse, Coeur d’Alene, Bannock, Nez Perce, Shoshone and Umatilla. In the early 1700s, some tribes began using horses, but it doesn’t seem to have changed the way the people used the land. Some groups of Shoshone decided not to use the horse but instead to continue using their dogs to move their things from one area to another. By the early 1800s, independent fur trappers were beginning to enter the area, search for fur bearing animals, including beaver.

During the 1860s and 1870s, some people believed they should be allowed to clear parts of Yellowstone and build homes and towns there. To keep this from happening, on March 1, 1872, President Ulysses S. Grant established Yellowstone National Park – the very first national park in the world.

Climate

Yellowstone’s climate is one of cold winters and moderate summers. Most of the park is above 7,500 feet, so the weather is unpredictable. Visitors are advised to be prepared for changing temperatures, storms and emergencies.
Art in Yellowstone
In 1871, Dr. Ferdinand Hayden led a team of scientists, technicians and artists to conduct a geological survey of Yellowstone. William H. Jackson went along to take photographs, and artist Thomas Moran to paint.

Moran’s watercolors show Yellowstone’s beautiful scenery and helped people who had never been to the park want to protect it.

Fast Facts about Yellowstone
How big is it?
- 3,472 square miles or 8,987 square km
- 2,221,766 acres or 898,317 hectares

1 football field is almost 1 acre. So you could fit more than 2 million football fields inside Yellowstone (if it was flat, that is!).

96% of the park is in Wyoming, 3% in Montana and 1% in Idaho.

What are the tallest and lowest points?
- Highest Point: 11,358 ft / 3,462 m (Eagle Peak)
- Lowest Point: 5,282 ft / 1,610 m (Reese Creek)

Are there more trees or more water?
Approximately 5% of park is covered by water, 15% is grassland, and 80% is forest.

How many kinds of animals live there?
Yellowstone is home to 67 species of mammals, including one endangered species: the Gray Wolf.

Yellowstone’s geology
Tall tales by trappers such as Jim Bridger described Yellowstone as a place where “petrified birds sang petrified songs on the limbs of petrified trees.”

The oldest rocks in the area are 2.7 billion years old. They are called “basement rocks.” After a long period when underground pressure pushed earth and rocks far up and then far downward, volcanoes began erupting in the area about 55 million years ago.

Eiteljorg Gallery Connection
Find a painting in the Gund Gallery of Western Art or The Art of the American West that is a landscape. Write or discuss how the landscape chosen compares to Yellowstone. Use words that are descriptive.

Pretend that you are an artist or scientist on one of the first government survey teams of Yellowstone. Write in your journal and create sketches of what you have seen and procedures for what you have done to navigate through the new area and record what is found. You will see ideas of landscape at the museum that will be different from Indiana. Describe what happens when a member of your party first sees an animal like a moose or a grizzly bear.

Write a letter to Congress that is full of descriptive words, including mention of the geology and animals, to help conserve and promote Yellowstone as the first National Park. If you have kept a journal in your class refer to it.
**Discussion topic:** If you have never been to Yellowstone National Park, how could a painting or a beautiful photograph of a waterfall or canyon make you think it is something that people should preserve and protect?

**Activity:** Think of something (not a person) you care about, and imagine that you want to make someone who has never seen it care about it, too. Create a picture to send to that person.

**Resources**

*Free Yellowstone images:*
http://www.nps.gov/features/yell/slidefile/index.htm

*Yellowstone National Park:*
http://www.nps.gov/yell/index.htm

*World Heritage Site criteria:*
http://whc.unesco.org/en/criteria/
Old Faithful

Only about 1,000 geysers exist in the world, and the most famous of these is Old Faithful inside Yellowstone National Park.

A geyser is a deep opening in the Earth’s surface that periodically ejects a column of hot water and steam. A geyser erupts when ground water gets hot enough to blast its way to the surface.

Old Faithful erupts more often than any of the other big geysers. Every 60 to 90 minutes, Old Faithful blasts from 3,700 to 8,400 gallons of boiling water and steam as high as 100 to 200 feet into the air. Each eruption lasts from 90 seconds to 5 minutes.

Old Faithful is neither the biggest nor the most regular geyser in Yellowstone. However, it is the biggest regular geyser of the 300 geysers in the park.

The time between eruptions can be predicted based on how long the previous eruption lasted. If it is a longer eruption, the amount of time between eruptions will be greater, and if it is a short blast, it will be shorter.

You can watch for an actual eruption via the Old Faithful Web cam!
http://www.nps.gov/archive/yell/oldfaithfulcam.htm

Is Old Faithful the largest geyser in the world?
No. The largest active geyser in the world is Steamboat Geyser in the Norris Geyser Basin in Yellowstone National Park.

How hot is the water in Old Faithful?
During an eruption, the water temperature at the vent has been measured at 204°F. The steam temperature has been measured above 350°F!

Resources

Built during the winter of 1903-04, the Old Faithful Inn is one of the few remaining log hotels in the country. Designer Robert C. Reamer wanted the asymmetry of the building to reflect the chaos of nature, and the building had an immeasurable influence on American architecture.

The inn is nearly 700 feet long and seven stories high. Wings were added to the hotel in 1915 and 1927, and today, 327 rooms are available to guests in this National Historic Landmark.

The inn is part of the Old Faithful Historic District, along with the:
- Old Faithful Lodge, with cabin-style accommodations;
- Lower Hamilton Store, built in 1897 and the oldest structure in the area still in use;
- Howard Eaton Trail, an old horse trail named for an early park outfitter and guide that is still used by hikers; and
- Nez Perce Creek Wayside, an exhibit telling the story of the flight of the Nez Perce (Native Americans), led by Chief Joseph, through Yellowstone in 1877, who said, “I will fight no more forever.”

Judge, then, what must have been our astonishment, as we entered the basin at mid-afternoon of our second day’s travel, to see in the clear sunlight, at no great distance, an immense volume of clear, sparkling water projected into the air to the height of one hundred and twenty-five feet... which lasted from fifteen to twenty minutes. We gave it the name of “Old Faithful.”

– Nathaniel P. Langford, 1871,
The Wonders of Yellowstone
Roosevelt Arch in Yellowstone National Park

“Stranger, look at yon beautiful arch, erected by Uncle Sam out of hexagonal blocks of basalt! That marks the entrance to the Wonderland of the World.”
—Herbert Quick, Yellowstone Nights, 1911

People had begun touring parts of Yellowstone National Park in stagecoaches by 1881, and the park’s Grand Loop road system was in place by the early 1890s. But getting there wasn’t easy.

Then, in 1903, the Northern Pacific Railway finally reached Gardiner, Mont., near Yellowstone’s north entrance. Yellowstone was now accessible, at least for the wealthier people who took vacations and could afford to travel. Once the train dropped visitors off in Gardiner, they took a stagecoach to the north entrance, an unremarkable area at the time.

The idea for an arch marking this entrance is credited to Capt. Hiram M. Chittenden, the Army Corps of Engineers officer in charge of Yellowstone roads. He thought that a park as significant as Yellowstone should have a formal entrance. The arch’s design is attributed to Robert C. Reamer. Construction began in February 1903 and was finished in August at a cost of $10,000.

The arch is named for President Theodore Roosevelt, who just happened to be vacationing inside the park when someone asked him to lay the cornerstone! It covers a time capsule containing a Bible, a picture of Roosevelt, local newspapers and other items.

Fast facts about the Roosevelt Arch

- The Roosevelt Arch is 50 feet high.
- The main opening is 30 feet high by 25 feet wide.
- Each tower is 12 feet square at the base, then tapers to 6 feet where the arch begins.
- The rocks were hewn from basalt, a volcanic rock quarried locally.
- At the top of the arch is carved, “For the Benefit and Enjoyment of the People.”
- On east tower is carved, “Yellowstone National Park.”
- On the west tower is carved, “Created by Act of Congress, March 1, 1872.”

Resource
“The Roosevelt Arch: A Centennial History of An American Icon”
http://www.nps.gov/yell/learn/upload/YS_11_3_sm.pdf
Yosemite National Park

Indiana Academic Standards: Grade 3
English/Language Arts: Standard 3.1, 3.1.4-6, 3.2, 3.4, 3.5, 3.7
Science: 3.1.5, 3.2.3, 3.2.6, 3.3.5-6
Social Studies: 3.3.7
Visual Arts: 3.1.5, 3.1.6

“Only by going alone in silence, without baggage, can one truly get into the heart of the wilderness. All other travel is mere dust and hotels and baggage and chatter.”

–John Muir in a letter to his wife Louie in July 1888

Ninety-five percent of Yosemite National Park in California is designated wilderness. The park’s nearly 750,000 acres are home to hundreds of species of wildlife and thousands of plants. Yosemite Falls, the tallest waterfall in North America, pours 2,425 feet down into scenic Yosemite Valley meadows.

Ansel Adams, one of the most famous photographers in the world, captured the beauty of this unspoiled land in remarkable black-and-white photos created with never-before-seen techniques. Monolith, the Face of Half Dome – one of Adams’ masterpieces – captured the 8,842-foot granite mountain known as Half Dome. Yet Yosemite’s tallest peak is Mt. Lyell at 13,114 feet. Even glaciers still exist in the upper elevations of this stunning park, designated a World Heritage Site in 1984.
The People of Yosemite
The Ahwahneechee lived here for generations; people from seven present-day tribes are descendants of the people who first called this area home. Europeans began arriving in the mid-1800s, violently disrupting and displacing the Native populations.

The rugged terrain challenged many early travelers, with just a few making the journey to Yosemite Valley by horseback or stagecoach. By 1907, construction of the Yosemite Valley Railroad eased the journey, increasing visitation.

Buffalo Soldiers served a vital role in protecting Yosemite in its early days. These African American army regiments formed just after the Civil War; they fought forest fires and evicted poachers and timber thieves.

Portions of what later became this national park were protected by Congress in 1864 and by the state of California. But it’s John Muir to whom America owes the creation of Yosemite National Park. He first visited the area in 1868 and lobbied successfully for the creation of Yosemite Park in 1890.

Starting in 1907, the Yosemite Valley Railroad brought passengers bound for Yosemite Valley up the Merced River canyon to El Portal. From there, they would take stagecoaches to the Valley.

Today, 3.5 million people visit Yosemite National Park each year.

Indianapolis and Indiana Links to Yosemite
John Muir worked in Indianapolis before visiting Yosemite, http://www.bsu.edu/ourlandourlit/Literature/Authors/muirj.html http://www.in.gov/history/markers/9.htm

President Abraham Lincoln

President Benjamin Harrison signed into law the establishment of Yosemite National Park, our third National Park, http://www.yosemite.national-park.com/info.htm

Resources


Julia Parker (Coast Mewuk/Kashaya Pomo)
http://www.eiteljorg.org/interact/artists-in-residence/julia-parker
In the early 1920s, National Park Service Director Stephen Mather realized that wealthier visitors to Yosemite National Park needed a comfortable, upscale place to stay. He hired Gilbert Stanley Underwood as the architect to create the Ahwahnee Hotel which was renamed the Majestic Yosemite Hotel in 2016. Built in what was once a village of the native Miwoks, the hotel offers views of Half Dome, Yosemite Falls and Glacier Point. This site was remote in those days, making its construction the most complex trucking endeavor of the time: more than 5,000 tons of stone, 1,000 tons of steel and 30,000 feet of timber were hauled over mountain roads. To protect the hotel from fire, a common occurrence, the façade merely looks like wood – it’s actually stained concrete.

The hotel was completed in 1927. Its Great Lounge is 77 feet long and 51 feet high with 24-foot-high ceilings. Ten floor-to-ceiling windows are topped with original stained glass, and a display of Native American baskets decorates the room – along with the stunning views, of course. The Majestic Yosemite Hotel is a National Historic Landmark.

Resources
Half Dome
in Yosemite National Park

For most of his life, Yosemite National Park was the chief source of inspiration for one of the nation's most famous photographers, Ansel Adams. One of his masterpieces, Monolith, the Face of Half Dome, created in 1927, captured the granite mountain that has become an icon for Yosemite and conservation. Half Dome has inspired generations of artists. Elements of Yosemite National Park are portrayed in art at the Eiteljorg Museum.

Rising nearly 5,000 feet above Yosemite Valley and 8,800 feet above sea level, Half Dome dominates the eastern end of the park. Even park rangers admit to being unable to keep from looking at this marvel whenever it's in view. “Half Dome is charismatic,” one has said.

Although it looks as though half the dome fell away long ago, geologists in fact believe that erosion and rock falls have slowly changed the shape of Half Dome over time.

As late as the 1870s, Half Dome was declared “perfectly inaccessible,” because of its sheeress. Yet five years later, George Anderson reached the summit. The route he took is the same route hikers today can follow – if they're in good physical shape. The 14- to 16-mile round-trip hike gains elevation (for a total of 4,800 feet) most of the way to the top. The most famous part of the hike is the ascent via cables for the last 400 feet. People have died from falls off these cables, usually during inclement weather.

An image of Half Dome, along with John Muir and the California Condor, appears on the California state quarter and in the logo of the Sierra Club.

Eiteljorg Gallery Connection
Artists’ views of Half Dome in Yosemite Valley can be found in the museum's Gund Gallery of Western Art and Art of the American West. Look for art by Albert Bierstadt and Thomas Hill in the galleries. If you can't find one of these images in the gallery, plan to visit the museum's resource center for information. The Resource Center has stories on the creation of Half Dome and materials on the Miwok and other California Indians. The Resource Center hours are limited.

Resource
Additional Scenes and Landmarks of the west
Albuquerque International Balloon Fiesta

The Balloon Fiesta in Albuquerque, New Mexico, began in 1972 as the highlight of a 50th birthday celebration for a local radio station. Organizers wanted to beat the record for the largest number of hot air balloons gathered in one place. (At that time, the record was 19!) Thirteen balloons participated that day. Today, the Albuquerque International Balloon Fiesta has grown into the largest balloon event in the world, hosting up to 600 balloons (the maximum allowed today). Taking place each year over nine days in early October, the Fiesta draws participants from more than 28 countries around the world. The Balloon Fiesta is made up of several balloon and non-balloon events, including concerts, black-tie dinners, a competition for uniquely-shaped balloons and the famous America’s Challenge Gas Balloon Race.

The America's Challenge Gas Balloon Race is in its 16th year in 2011. The goal of the race is to fly the greatest distance from Albuquerque, New Mexico, while staying within the rules. Winners sometimes make it as far as Canada and the East Coast! The Albuquerque Balloon Fiesta official website features live tracking of all participating balloons and race updates during the competition.

The Special Shape Rodeo, started in 1989, is another popular event during the Balloon Fiesta. Imagine viewing a balloon shaped like a cow, insect, stagecoach or space shuttle overhead and you have an idea of the “special shapes.” From 28 specially-shaped balloons in the first year, the Special Shape Rodeo now hosts more than 100. Ballooning events around the world now have added some kind of special-shape event to their programs because of this one's success.

Perhaps the most visually captivating event of the Balloon Fiesta is the Mass Ascensions, a launch of all participating balloons in a fantastic display of sound and color. The balloons are released in two waves, with launch directors coordinating the event so that balloons leave the field safely.
Another special event is the Balloon Glows. Begun in 1979 as a thank-you to local residents on Christmas Eve, pilots fire their hot air balloon burners all at once; the sight of lit balloons against the night sky gives the impression of giant holiday ornaments.

**Climate**
Albuquerque sits in what is called the “Albuquerque box,” a set of predictable wind patterns balloonists can use to navigate in a vertical box shape. Cool morning temperatures create ideal conditions for a hot-air balloon launch. (Do you know why?)

**Take a Train Ride!**
Vendors offer scenic train rides to the Albuquerque Balloon Fiesta.

**Fun Fact:**
_Did you know hot air balloons cannot be steered?_ The pilot has to rely on the wind to change directions once the balloon is in flight.

**Resources:**

Events during the Albuquerque International Balloon Fiesta, http://www.balloonfiesta.com/event-info/event-schedule

Additional information about hot air balloons, http://www.hotairballooning.com/faq
Nicknaming him “America’s cowboy artist” may have been the biggest compliment one could pay Charles M. Russell, one of the first and most famous artists to capture the spirit of the untamed West.

Russell (1864-1926) was also a writer, humorist, and an advocate of the Northern Plains Indians – but he is revered for his paintings and bronzes. You can find his works in the best Western art museums in the country, including the Eiteljorg, the National Cowboy and Western Heritage Museum in Oklahoma City, Oklahoma, the Amon Carter Museum in Fort Worth, Texas and the Buffalo Bill Historical Center in Cody, Wyoming.

Just a few days after his 16th birthday, young Charlie Russell left his home in St. Louis and headed to a sheep ranch in Montana. Soon after, he joined the Judith Basin (Montana) Roundup, working as the cowboy he always dreamed of being. For 11 years, he wrangled cattle and sketched the wildlife, cowboys and landscape that surrounded him. He spent the summer of 1888 frequently visiting the Blood Indians in Alberta, Canada; the experience inflamed a passionate admiration of Northern Plains Indians that was reflected in Russell’s work and life.

Russell married Nancy Cooper in 1896. In 1900, thanks to an inheritance from Russell’s mother, they built a gray, two-story frame house for about $800 in Great Falls, Mont. They and their son, Jack (adopted in 1916), lived there until Russell’s death. The home plus studio was made a National Historic Landmark in 1966.

Charles and Nancy Russell’s cabin, Bull Head Lodge, was located on the south shores of Lake McDonald, in northwestern Montana. The view from their home was of Going-to-the-Sun, a prominent destination within Glacier National Park.

Russell died on Oct. 24, 1926, having completed an estimated 4,000 works of art. He was the first Western artist to live most of his life in the West.

Russell’s works tell stories with energy, accuracy and beauty. While recording many of the most significant events of the developing country, this artist set the standard for many Western artists to follow.
Eiteljorg Gallery Connection
Works by Charles M. Russell and Frederic S. Remington are often shown together in museums. Find a Russell and a Remington work in the Eiteljorg. Tell how they are similar and different. (Hint: look in the Gund Gallery of Western Art.)

Here is a worksheet from the Amon Carter Museum that can be used for the above activity or a similar one. http://www.cartermuseum.org/Inspiring_Visions/PDF/compareandcontrast.pdf

Visit the Eiteljorg Museum’s Resource Center. The Resource Center has a subscription to the Charles M. Russell Catalogue Raisonné site which visitors can access with the assistance of the museum’s librarian. The website features a comprehensive catalogue of all known works by Charles M. Russell. Call for an appointment: (317) 275-1346. http://russellraisonne.com/

Resources

The Russell Home, http://www.tfaoi.com/aa/1aa/1aa543.htm

Important Charles M. Russell Painting to Travel, https://www.eiteljorg.org/interact/blog/2014/04/09/important-charles-russell-painting-to-travel
Golden Gate Bridge

Indiana Academic Standards: Grade 3
English/Language Arts: Standard 3.1, 3.2.5, 3.7
Science: 3.1.5, 3.2.3, 3.2.6, 3.3.5-6
Social Studies: 3.3.4, 3.3.7
Visual Arts 3.1.5, 3.1.6

The Golden Gate Bridge has been named one of the Seven Wonders of the Modern World by the American Society of Civil Engineers. A well-respected and popular travel guide, Frommer’s, says the bridge is “possibly the most beautiful, certainly the most photographed, bridge in the world.”

Many people think the bridge was named for the golden orange paint color. Actually, it is the strait that the bridge is named after. The strait was named Chrysopylae (“Golden Gate”) by Captain John C. Fremont in 1846, because it reminded him of a harbor in Istanbul named Golden Horn. Captain Fremont saw both the waters of the strait and the harbor cast in a beautiful golden glow at sunset.

Construction started on Jan. 5, 1933, and the bridge opened to pedestrians on May 27, 1937, and to cars the next day. More than 1.9 billion vehicles have crossed the Golden Gate Bridge since it opened in 1937 (as of April 2011).

The bridge crosses the Golden Gate Strait, the body of water that is the entrance to the San Francisco Bay from the Pacific Ocean, and connects the city of San Francisco and Marin County in California. The strait is about a mile wide.
The History of the Bridge
Before the bridge was built, the only way to travel between San Francisco and what is now Marin County was by ferry boat. The Sausalito Land and Ferry Co. started its service in 1867 and eventually became the Golden Gate Ferry Co., a subsidiary of the Southern Pacific Railroad.

The Science of the Bridge
The Golden Gate Bridge is a suspension bridge, which means the road over the water is held up, or suspended, by cables that are hung from other cables that run between towers. Each main cable is made from 27,572 strands of wire.

The Golden Gate Bridge is 746 high and 1.7 miles long (8,981 feet). It is the ninth-longest suspension bridge in the world (in 2011). About 224 school buses could line up from one end of the bridge to the other.

To keep the men working on the bridge safe, an enormous net was hung underneath the bridge from end to end. During construction, the net saved 19 men who fell into it.

Today, a rugged and respected group of 17 ironworkers and 38 painters battle wind, sea air and fog, often suspended high above the water, to repair corroding steel.

Why is it Orange?
The Golden Gate Bridge has always been painted orange vermilion, known as “International Orange,” because the architect believed it blended well with the bridge’s natural setting. The color also makes it easier for ships to see it in the heavy fog that often hangs over the area.

Wildlife and Nature Around the Bridge
More than half of the species of birds in North America and nearly a third of California’s plant species are found around the Golden Gate Bridge; it is home to 53 species of mammals, 250 birds, 20 reptiles and 11 amphibians. The bridge is surrounded by beaches, cliffs, low mountains, prairie, woodlands and redwood forests, salt marshes and freshwater wetlands.

Climate
The Golden Gate Bridge is in a Mediterranean climate, which means mild, wet winters and hot, dry summers. Gaps in the mountains around the bay let in ocean fog. Mediterranean areas have more species than are found anywhere else in the world, and they are less protected than rainforests, because people do not know these areas are in danger.

Eiteljorg Gallery Connection
Maynard Dixon, a California painter whose work hangs in the Eiteljorg Museum, was one of the people the architect consulted about the color of the bridge. Dixon believed that the way the orange would fade over time would make it more “picturesque.”

Did You Know?
Some granite on the beaches of San Francisco arrived here from China as ballast in ships during the Gold Rush.

Resources
Curriculum materials:
http://www.nps.gov/goga/forteachers/curriculummaterials.htm

Virtual Golden Gate Bridge walk:
http://goldengatebridge.org/photos/bridgwalk.php

Online games:
http://www.nps.gov/goga/forkids/parkfun.htm

Rare footage of opening day on the Golden Gate Bridge:
Mount Rushmore National Memorial

“The purpose of the memorial is to communicate the founding, expansion, preservation, and unification of the United States with colossal statues of Washington, Jefferson, Lincoln, and Theodore Roosevelt.”
– Gutzon Borglum, master sculptor

The Mount Rushmore National Memorial in South Dakota is a testament to Americans’ pride, determination and simple grit.

State historian Doane Robinson became known as the “Father of Mount Rushmore” because carving colossal figures in the Black Hills was his idea. He envisioned a parade of Native Americans and frontiersmen that would draw people from all over the country to South Dakota. He contacted master sculptor Gutzon Borglum, who persuaded Robinson that the carvings should instead convey the meaning of America.

Work began on Oct. 4, 1927. Mount Rushmore was selected as the site because it offered a large expanse of granite. Over 14 years, about 400 workers endured conditions that ranged from blazing hot to bitterly cold and windy. Each day, they climbed 700 stairs to the top of the mountain, then were lowered over the face of the mountain by 3/8-inch thick steel cables in “bosun chairs.” The work was dangerous, but during the Great Depression, earning $8 a day was too good to pass up. Thankfully, no lives were lost during the monument’s creation.

Workers used dynamite to carve 90 percent of the mountain, until only 3 to 6 inches of rock was left for drillers and carvers to remove to get to the carving surface. After honeycombing the granite to remove this last layer, the workers smoothed the surface of the faces with hand tools.

The sculpture was completed on Oct. 31, 1941. Today, nearly 3 million people visit each year. In 2010, Mount Rushmore is in the process of a 3-D laser-scanning project designed to create a highly accurate record of the sculpture.

Why These Four Presidents?
George Washington, our nation’s first president, led the early colonists in the American Revolutionary War to win independence from Great Britain. He was the father of the new country and laid the foundation of American democracy. He is the most prominent figure on the mountain.
**Thomas Jefferson, our third president,** authored the Declaration of Independence and purchased the Louisiana Territory from France, which doubled the size of our country.

**Theodore Roosevelt, our 26th president,** led America during its rapid economic growth at the start of the 20th century. He was instrumental in negotiating the construction of the Panama Canal, linking the east and the west, and was known as the “trust buster” for his work to end corporate monopolies and ensure the rights of the common worker.

**Abraham Lincoln, our 16th president,** served through the trauma of Civil War and abolished slavery. Lincoln believed his most sacred duty was the restoration and preservation of the Union.

**Fast Facts about Mount Rushmore**

- A cave is in the mountain behind the heads on Mount Rushmore, called the Hall of Records.
- Mount Rushmore National Memorial is eroding at just 1 inch every 10,000 years.
- The total cost of the memorial was $989,992.32.
- Mount Rushmore is 5,725 feet tall.
- Mount Rushmore was named in 1885 for New York lawyer Charles E. Rushmore.

**Activity**

If you have to pick just two of the four presidents to have on Mount Rushmore, which two would you choose? Explain why in 2-4 paragraphs.

Would you arrange the presidents differently on the mountain? Sketch your idea. Be prepared to explain your choices.

**Resources**

Western Town

A typical small Western town of the late 1800s might have a blacksmith, saloon, church, barber shop, general store, doctor’s office, and a schoolhouse, a boarding house or a hotel. If the town included a railroad station there would also be a water tower for the needs of the steam locomotives.
Aspen, Colorado

Aspen, Colorado got its start in the 1880s thanks to the Colorado Silver Boom. However its success was short lived. After several decades in steep decline, the town was rejuvenated by the development of recreational ski resorts and the influx of tourists that accompanied them. Today Aspen is a popular tourist destination year round.
The Hoover Dam was constructed between 1931 and 1936 in the Black Canyon of the Colorado River on the border between Arizona and Nevada. It generates hydroelectric power for utilities in Nevada, Arizona, and California. It is also a popular tourist attraction, drawing close to one million visitors a year.
Las Vegas

Las Vegas, Nevada was founded in 1905. Famous for its many casinos, the city first legalized gambling in 1931, the same year construction began on the nearby Hoover Dam. Today Las Vegas attracts around forty million tourists annually.
Trains and Railroads
Atchison, Topeka & Santa Fe
Super Chief Passenger Train

Indiana Academic Standards: Grade 3
English/Language Arts: Standard 3.1, 3.2.6, 3.7
Science: 3.4
Social Studies: 3.3.4, 3.3.5
Visual Arts 3.1, 3.1.6

The Atchison, Topeka and Santa Fe Railway (“the Santa Fe”), with its bright red, silver and yellow paint scheme known as the Warbonnet, may be history’s most-recognized railroad.

Originally, the Santa Fe Trail was the route along which wagons, horses and people moved through the plains of Kansas from the Missouri River and Fort Leavenworth into Dodge City. From there, the trail stretched on to Las Vegas in New Mexico (not the one in Nevada), about 60 miles from Santa Fe. Gradually, the start of the trail (the “trailhead”) moved to Independence, Missouri.

This trail is where Col. Cyrus Kurtz Holliday looked with a vision of creating a railroad to more efficiently move goods. He founded the town of Topeka, Kansas, and formed the Atchison and Topeka Railroad Company in 1859; by 1863, it had become the Atchison, Topeka & Santa Fe Railroad.

The railroad was so successful that it began expanding. It reached westward to California by 1883 and east to Chicago by 1888. By the early 20th century, the railroad had spread all the way to Texas and western Louisiana.

From its beginning through today, the routes that make up this railway system have been some of the most heavily-used in the American West.
The Chief and Super Chief
It was in 1926, though, that this railroad became a national industrial force, with the first use of the Chief passenger train, and then with the Super Chief in 1936. These trains allowed massive numbers of individuals to travel in comfort and speed across America.

The Super Chief was the first diesel-powered, all-Pullman sleeping car train in America. “Diesel” refers to the means by which the mechanical power to move a vehicle is transferred to the wheels. A “sleeping car” means a train car that has beds, making overnight travel more comfortable. “All Pullman” means that each sleeping car on the train was made by the Pullman Company, known for making the world’s most luxurious sleeping cars.

From its first day of use, the Super Chief set a new standard for luxury. In fact, a train pulled by the Super Chief was called “The Train of the Stars,” because so many celebrities used it to travel between Chicago, Illinois, and Los Angeles, California. (The trip took 40 hours, which is faster than Amtrak’s Southwest Chief today.) By the 1950s, the Santa Fe added the Pleasure Dome lounge car to its Super Chief; passengers could look through a glass roof at the beautiful scenery passing by.

The Santa Fe Today
In 1994, the railroad merged with another to form the Burlington Northern Santa Fe Railway, now known as the BNSF Railway.

Eiteljorg Gallery Connection
The AT&SF and other railroads provided the means by which many artists went West. Santa Fe and Taos, New Mexico, had thriving artists’ communities from the 1890s on. Many works of art from New Mexico, Arizona and other parts of the Southwest, both Native American and non-Native, are part of the Eiteljorg Museum’s collection. Look for examples from these artists and others in the Western and Native American galleries: Nora Naranjo Morse, E. I. Couse, Georgia O’Keeffe, and Maria Martinez.

The AT&SF exchanged free transportation west with a large number of artists in exchange for paintings that were then used for advertising and to decorate train stations and offices. Thomas Moran, Joseph Sharp, William R. Leigh, and E.I. Couse are among the painters who took advantage of this opportunity. Their work created idealized images that helped to draw tourists west. At train stations between Albuquerque, New Mexico and Arizona’s Grand Canyon, Native American potters, jewelers and other artists gathered to sell their wares. The Fred Harvey Company operated Indian tours and sold weavings, pottery, jewelry, and other items at train stations and other stops along the way.
In the 1880s, miners were finding silver and gold in the Rocky Mountains in Colorado and needed a cost-effective way to move the ores out of the area. The famous Denver and Rio Grande Western Railroad (“the Rio Grande”), which cut a path through the Rockies, arrived in the mining town of Durango, Colorado, on Aug. 5, 1881. Less than a year later (July 1882), railroad tracks were laid to another mining town, Silverton, and trains began transporting passengers along with gold and silver from the mines.

For about 10 years, mining and the Durango & Silverton Railroad boomed. But in 1889, a fire in Durango nearly destroyed downtown. Then, in 1893, 10 mines in Silverton had to close because the value of silver had dropped so much. The first automobile arrived (by train!) in 1902, which meant people were beginning to want to drive themselves rather than take a train.

World War I, the Spanish Flu Epidemic, and snow, rock and mud slides took their toll on the railroad’s financial stability over the next 20 years. Two large mines closed and the Silverton Railroad was shut down. Durango came back to life during World War II, when the U.S. government needed uranium to create railroad equipment for Alaska.

The end of the war threatened to shut down all operations – and then Hollywood discovered Durango and the railroad. Several movies were made in the area showcasing the train. (Ask an adult if they have seen the movie “Butch Cassidy and the Sundance Kid.” It was filmed in Durango!) During the last part of the 1960s, the Durango-Silverton was registered as a National Historic Landmark and a National Historic Civil Engineering Landmark.

Today, tourism is keeping the Durango & Silverton Narrow Gauge Railroad alive. Visitors can ride trains year-round, pulled by 100-percent coal-fired, steam-operated vintage locomotives from 1923-25.
What is Gauge?
Gauge is the width of the track. Only trains that fit the track will run on it.

Climate and Nature in Durango
Durango is in southwest Colorado at an elevation of 6,512 feet. Coyotes, bears, moose, elk, bighorn sheep all live in Colorado. Passengers on the Durango & Silverton could see 14,000-foot mountains and desert valleys, forest and groves of trees, sagebrush and cactus. It is sunny about 300 days of the year. An average of 71 inches of snow falls on Durango each winter. How would that affect trains and passengers?

Did You Know?
Silverton is where the extraordinary snowboarder Shaun White did some of his training for the 2010 Olympics. One of his sponsors built a private halfpipe called “Project X” on the backside of Silverton Mountain, where White could practice far from prying eyes.

Curriculum materials:
Activities by subject and grade, http://www.durangotrain.com/classroom-rails#.VIT5XtKrSM8
Spanish Missions
Spanish Missions

Historic Spanish missions can be found throughout the American Southwest and California. Their primary purpose was to convert Indigenous peoples to Catholicism and the Spanish way of life; attempting to erase Native languages, traditions, and cultures in the process. Each mission was unique and had its own community around it. Some of the missions are still in use today.

The Alamo (Mission San Antonio de Valero):
San Antonio, Texas, built 1718

San Francisco de Asis Church:
Ranchos de Taos, New Mexico, built 1772

Mission San Francisco de la Espada 1:
San Antonio, Texas, founded 1690, relocated 1731
Mission San José de Tumacácori Mission:
Carmen, Arizona, founded 1691, relocated 1751

El Sanctuario de Chimayo:
Chimayo, New Mexico, built 1816

Mission San Xavier Del Bac:
Tucson, Arizona, built 1797

Mission San Carlos Borroméo de Carmelo:
Carmel, California, founded 1770, completed 1797
Back Home Again
Coliseum

Originally built in 1939 as part of the Works Progress Administration under President Franklin D. Roosevelt, the Coliseum is a fixture of the Indiana State Fair. The Coliseum has hosted many important events in the history of Indianapolis and Indiana, including, in 1964, the only performances ever given by the Beatles in the state.

Midway

The Indiana State Fairgrounds in Indianapolis first opened in 1892 and have hosted 115 state fairs. The Midway is a popular destination at the fair, where visitors can find rides, games, and food.
State Fair

Normandy Barn

In 1935 Herman Krannert began operating Normandy Farms in Pike Township, Indiana. Part of the 160-acre farm was the dairy barn known as the Normandy Barn. The Barn has had a number of homes over the years. In 1998 it was moved from its original location to a spot right across the street from the Indiana State Fairgrounds. Then in 2008 it was moved to its present location inside of the fairgrounds where it has become an integral part of the State Fair’s education programs.
Indianapolis Motor Speedway

Oval Track

An Indianapolis landmark, the Indianapolis Motor Speedway (IMS) first opened in 1909. It is home to the Indy 500, the Brickyard 400, and many other important events in racing.
State Fair

**Pagoda**

The iconic Pagoda rises 199 feet, including the flagpole, above the two and a half mile long oval track. The Pagoda houses viewing stands as well as facilities for radio-broadcasting and race monitoring.

**IMS Museum**

The rich history of the Speedway is preserved and shared by the IMS Museum. In 1976 the museum moved to their current location inside the oval track.
Acknowledgements

Jingle Rails: the Great Western Adventure, an indoor Garden Railway, is now an annual installation at the Eiteljorg Museum, Indianapolis, due to the dreaming and hard work of Paul Busse’s Applied Imagination and many Eiteljorg staff, board members, additional volunteers, sponsors, donors and artists. The Jingle Rails curriculum has been created for educators and their third-grade students. However, this piece provides background information for anyone interested in learning more about the real sites that inspired the artistic scenery and architecture that all Jingle Rails visitors will enjoy. Many people contributed to this curriculum and resource but a few were actually responsible for the production. Thank you to the following who were “working on the railroad curriculum all the live-long day.”

Thank you to our independently-contracted graphic designer and artist Heather Miller. Heather made all the decisions for bringing the copy and images together. Heather’s talents exceed the visual arts. Heather listened to our ideas, heard about the Western wonderland we expected Jingle Rails to be and created a design for the curriculum. Thank you for updating your original piece as Jingle Rails additions and changes are made. Your design and photographs convey the wonder and excitement of Jingle Rails for those viewing and visiting through our website.

Cindy Dashnaw researched the sites, noted resources and wrote about many of the elements. Thank you for your fine writing, your continued interest in the Eiteljorg Museum subjects and your awareness of the needs of educators and students.

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