

Trail Talk



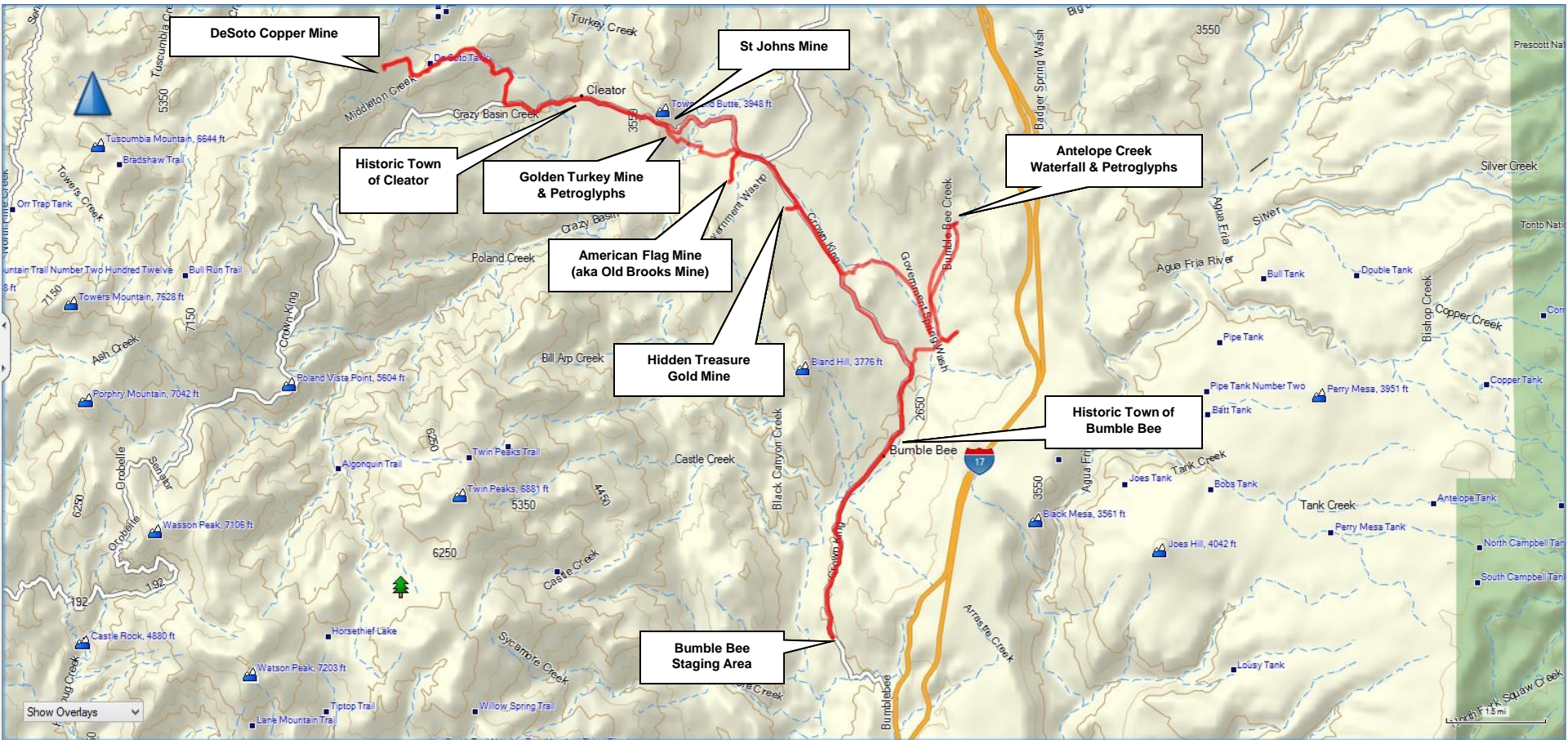
Bumble Bee OHV Area

Historical Mines Tour (a.k.a. Cleator Yacht Club Ride)

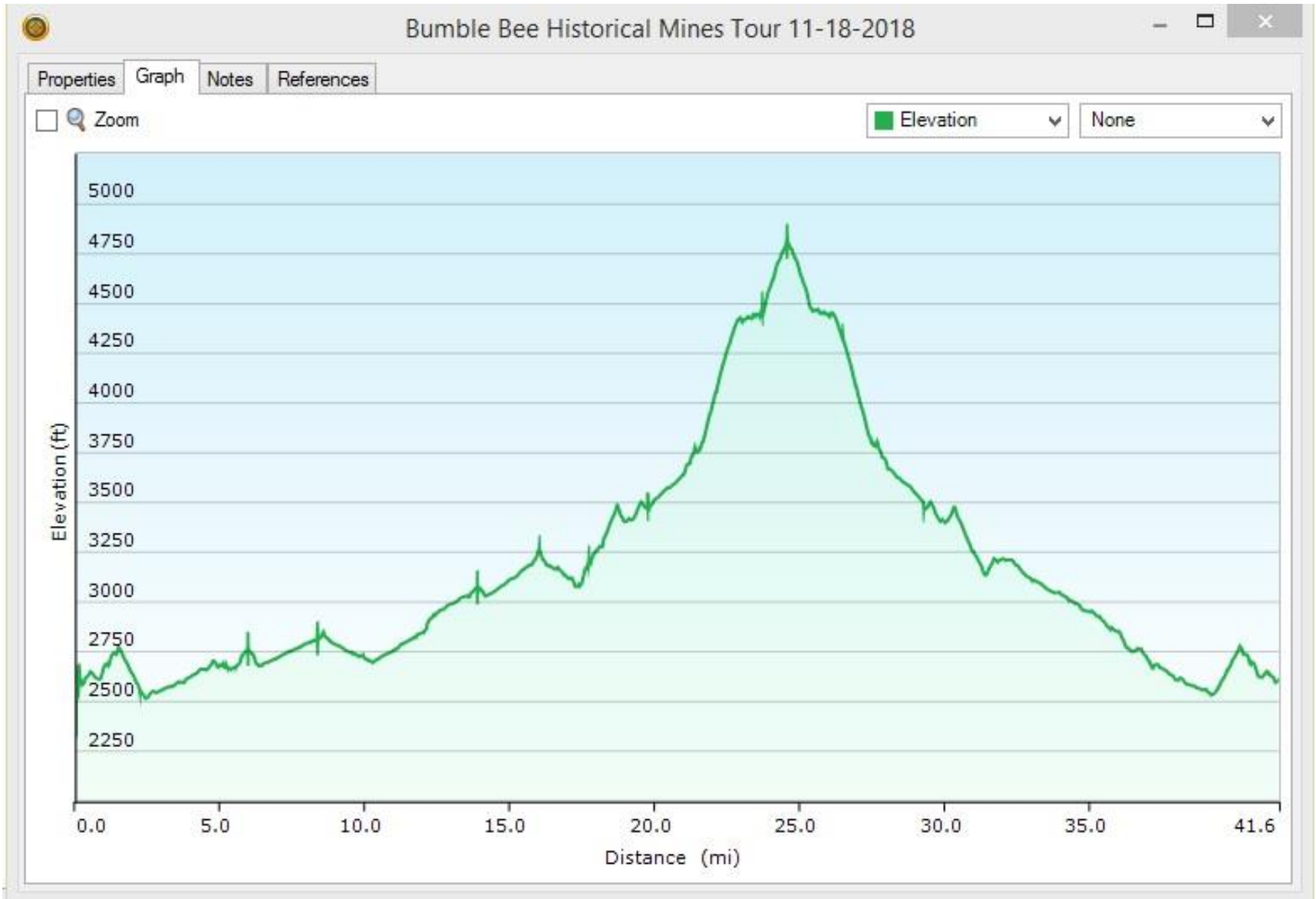
**Bumble Bee Ranch Line Cabin
Antelope Creek Waterfall
Petroglyphs & Pictographs
Hidden Treasure Gold Mine
American Flag Mine
Golden Turkey Mine
DeSoto Copper Mine
St. Johns Mine**

**Bumble Bee Staging Area = 45 miles
Rock Springs Staging Area = 65 miles
on the Maggie Mine Trail**

Bumble Bee Historical Mines Route



Elevation Graph - Bumble Bee Historical Mines Route



Historical Ghost town of Bumble Bee

Our group passes through the historical ghost town of Bumble Bee at MM5 on the Crown King/Bumble Bee Road. On the east side of the road is the old stone Schoolhouse (private residence) below the I-17 Sunset Point Rest Area plateau. On the west side of CK Road is the old stone cabin for the Prescott-Phoenix stagecoach stop once called Synder's Station.

Bumble Bee Line-Cabin

In our travels through the sandy **Bumble Bee Wash** and **Government Springs Wash**, we will take a hidden side-trail to the old **Bumble Bee Ranch Line Cabin** for our first scenic photo stop.



Antelope Creek Waterfall with Petroglyphs & Pictographs

N34° 15.077' W112° 07.995'

We will travel to a distant slot canyon to view the 75' **Antelope Creek Waterfall** and its cascade waterpools. Although, without rainfall for the past few months, it may only be a wet smear on the steep canyon wall but may still hold small spring-fed waterpools below the waterfall. There is a large 12' rock cropping at the canyon entrance with petroglyphs and pictographs for a nice photo opportunity.



Hidden Treasure Gold Mine

N34° 15.244' W112° 10.744'

A former underground Au-Ag-Pb-Zn-Cu mine located about 2 miles East of Turkey Creek Station. Discovered 1925. Source: www.mindat.org Hidden Treasure Mine, Turkey Creek Station, Turkey Creek District, Bradshaw Mts (Bradshaw Range), Yavapai Co., Arizona, USA. The mine is located on the southside of the hill and tailings. Walk around to concrete vertical shaft in wash and then halfway up the hill to see large deep mine with rebar barrier and side tunnel. The old foundations of the buildings can be viewed from the SE top of the hill.



American Flag Deep Shaft Mine

(a.k.a. Old Brooks Mine)

N34° 15.560' W112° 11.650'

A former underground Ag-Au-Pb-Cu-Zn mine located about 1 mile SE of Turkey Creek Station. Owned by James P. Cleator. Discovered 1915. Produced 1915-1922. Mr Cleator, of Turkey Creek Station, stated that he shipped about twelve carloads from this property. The first-class ore contained \$75 to the ton; the second-class ore \$18 or more. Sources: Arizona Lode Gold Mines and Mining manual + www.Mindat.org - American Flag Mine (Brooks Mine; Old Brooks Mine), Black Canyon District, Wickenburg Mts, Yavapai Co., Arizona, USA:



Golden Turkey Mine & Pictographs

N34° 16.145' W112° 12.308'

Viewpoint over Golden Turkey Mine and stone cabin. Good rockhound spot by telephone pole across from watertank. A former underground Au-Ag-Pb-Zn-Cu mine located on the West side of Turkey Creek, about 15 miles from Mayer at 3,000 feet of altitude. Discovered 1900 by Theising. Reopened 1933 and owned by H.C. Mitchell & Associates (1934). Produced 1923-1949. Workings include a 100-foot deep shaft; later a 500-foot deep inclined shaft and approximately 2,000 feet of workings. An active producer, running 4,000 tons of ore through the nearby Golden Belt Mill, a flotation mill processing plant owned by the Golden Belt Mine. The monthly yield was approximately two carloads of concentrates containing gold and silver together with some zinc and a little copper. Several shipments of smelting ore were also made.

There are also some nearby pictographs near the viewpoint tailings.

The Golden Belt Mine, a former underground Au-Ag-Pb mine, was located about a city block Northeast of the Golden Turkey Mine that also owned the onsite Golden Belt Mill, a flotation mill processing plant. Discovered by George Zika (1873); later owned and reopened in 1931 by the Golden Belt Mines, Inc. (1931-1961). Last produced 1961. Workings include an 800 foot long, irregular inclined shaft (Jan, 1934) & several 100 foot drifts and stopes. In 1931, 134 tons of concentrates from 1,345 tons of ore were produced, and 107 tons of smelting ore were shipped. Source: www.mindat.org Golden Turkey Mine (Silver Pheasant Mine) & Golden Belt Mine, Turkey Creek, Turkey Creek District, Bradshaw Mts (Bradshaw Range), Yavapai Co., Arizona, USA.



Historical Ghost town of Cleator

N34° 16.685' W112° 14.030'

The historic **Cleator Bar & General Store** serves sodas and has a back patio marina area called the **Cleator Yacht Club** (hence the name of my ride). This is a fun Meet-and-Greet lunch spot so walk around or grab a table on the front porch, at the bar, or out back in the marina area and make some new friends. Bathroom facilities are available in the bar area and back marina area. Depending on the day of the week, it sometimes has a hot dog cart or pizza oven for food. Otherwise, bring a lunch, munchies, water, and beverages for yourself. Great photo spot.

Just W 100' past the Cleator Bar is southbound **FR101** which goes to the **French Lily Mine** (nothing but tailings and a bricked-up mine adit entrance on side of wash. Not worth stopping at). This route on FR101 is also known as the "**Backway to Cleator Ride**" (10-mile Moderate/Difficult level trail with many moguls, multiple creek water crossings, off-camber sections, and a narrow ledge to transverse) through **Turkey Creek** and **Black Canyon Creek** past the **Howard Copper Mine** ending at the **Bumble Bee Staging Area**.



Historical Ghost town of Cleator

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Cleator's post office was established March 21, 1903 and discontinued July 15, 1954. Cleator, originally named Turkey, after nearby Turkey Creek, and later as Turkey Creek Station found its existence from being a railroad stop.

James P. Cleator owned interest in the town and a ranch with a partner to whom he traded his interest in the ranch for the whole town in about 1905. The name was then changed to **Cleator**. As James P. Cleator was getting up in years, his son Tommy took over the town and owned it up until he died in the early 1990's.

Mining History: In 1864 gold was founded in the area and a stagecoach station opened 2 miles west of the creek. In 1869, a post office was opened with the name Turkey Creek, which existed in only 5 months. Gold ore was quickly emptied and replaced with mines down the hill. When Murphy's Impossible Railroad reached Turkey Station (also known as Turkey Creek Station and Turkey Siding) in 1902, mostly of the mines were ready for ore transport.

Leveret "Lev" Pierce Nellis was there the year earlier and because he expected the railroad would pass by his place. He built a country store, saloon and re-opened the post office again. In a couple of years, he was owner of the most of the town. James P. Cleator arrived to Turkey Creek much later. He was born on the Isle of Man in 1870. Cleator escaped to the sea when he was only 12 years old working as a cabin boy. When he was 16 years old, he took a trip to Spain as a seaman. In 1889, he arrived to America and walked inland. After he made \$10,000 under the California gold fever, he arrived in Arizona to try Mexico in 1900. He visited Lev Nellis in 1905 and offered to step in as a business partner and Nellis accepted. The business ran well so they started a ranching business too.

In 1915 they split the partnership - Nellis getting the cattle and \$2,500 and Cleator getting the town. Ten years later, postmaster James P. Cleator renamed the post office after himself. The town of **Cleator** was a town where the ranchers, mine workers and railroad workers met each another. He also ran a general store supply station in nearby **Middleton** to service its townpeople and the **DeSoto Mine** workers. Cleator became an empty town in 1920 when many of the local mines closed. JP Cleator, who married in 1919, after almost living alone in 50 years, had a wife, two children, one closed mine and one ghost town. He put the town for sale in 1949 but nobody stepped forward to buy the town. The post office closed on July 15, 1954 and JP Cleator died 5 years later. After him, Tom Cleator, his son was owner of the town until he died in the beginning of 1990.

Prescott and Eastern Railroad (aka "Murphy's Impossible Railroad")

The enormous amount of mines in the Bradshaw Mountains necessitated the building of a railroad, the **Prescott and Eastern Railroad (aka Murphy's Impossible Railroad)**, between Crown King and Mayer.

The Crown King Road is the original trail of Murphy's Impossible Railroad from Cleator to Middleton and Crown King. To bring the gold ore to the smelters, contractor/mineowner/railroad president Frank Murphy decided to connect the towns in the hills with a railroad. In 1898, he finished building a 26-mile long normal gauge railroad line, **Prescott & Eastern Railroad**, from **Prescott** to the mine and trade centre **Mayer**, with one important stop by the town of **Humboldt**, which had a smelter. But Murphy had much bigger plans. He wished to build the track 25 miles more from Mayer to the Bradshaw Mountains and Crown King mines. Crown King was about 620 meters above Mayer and because climbing percent and ground instability, citizens of Mayer called the idea "Murphy's Impossible Railroad". Murphy advertised in newspapers in the East and offered the workers \$5 per day wages! (that was double as much as the normal salary at that time).

In autumn 1901, the standard gauge **Bradshaw Mountain Railroad** was under construction and divided in two forks. The short one was 8 miles from Poland Junction to Murphy's mine interest by Poland. That line was built in 7 months. The first delay was in January 1902 when the railroad construction stopped because the workers found a lot of gold and copper in the area. Half of the workers forgot everything about railroad work and took off to be miners. Two carriages with the workers were quickly imported from the East to replace the lost working power. Construction of the second fork from Mayer through Cedar Canyon to Turkey Creek (Cleator) and up the south slopes of Bradshaw Mountains took 3 years. The costs were 3 times more than calculated due to unexpected terrain problems. The rail finally reached Crown King in 1904 and "Murphy's Impossible Railroad" became a reality. During its existence, the Bradshaw Mountain Railroad transported about \$1,100,000 in gold and silver from the Pine Grove, Tiger, Big Bug, Turkey Creek (Cleator) and Crown King mine districts. With the Great Depression, the mines were closed down. The rail was removed in 1927 but left a fantastic route/road

(Crown King Road = FR 259) into the Bradshaw Mountains.



SCALE: 1" = 6 MILES

MAP BY ROB KROHN

Source: <http://www.ghosttowns.com/states/az/cleator.html>

DeSoto Copper Mine

N34° 17.043' W112° 17.100'

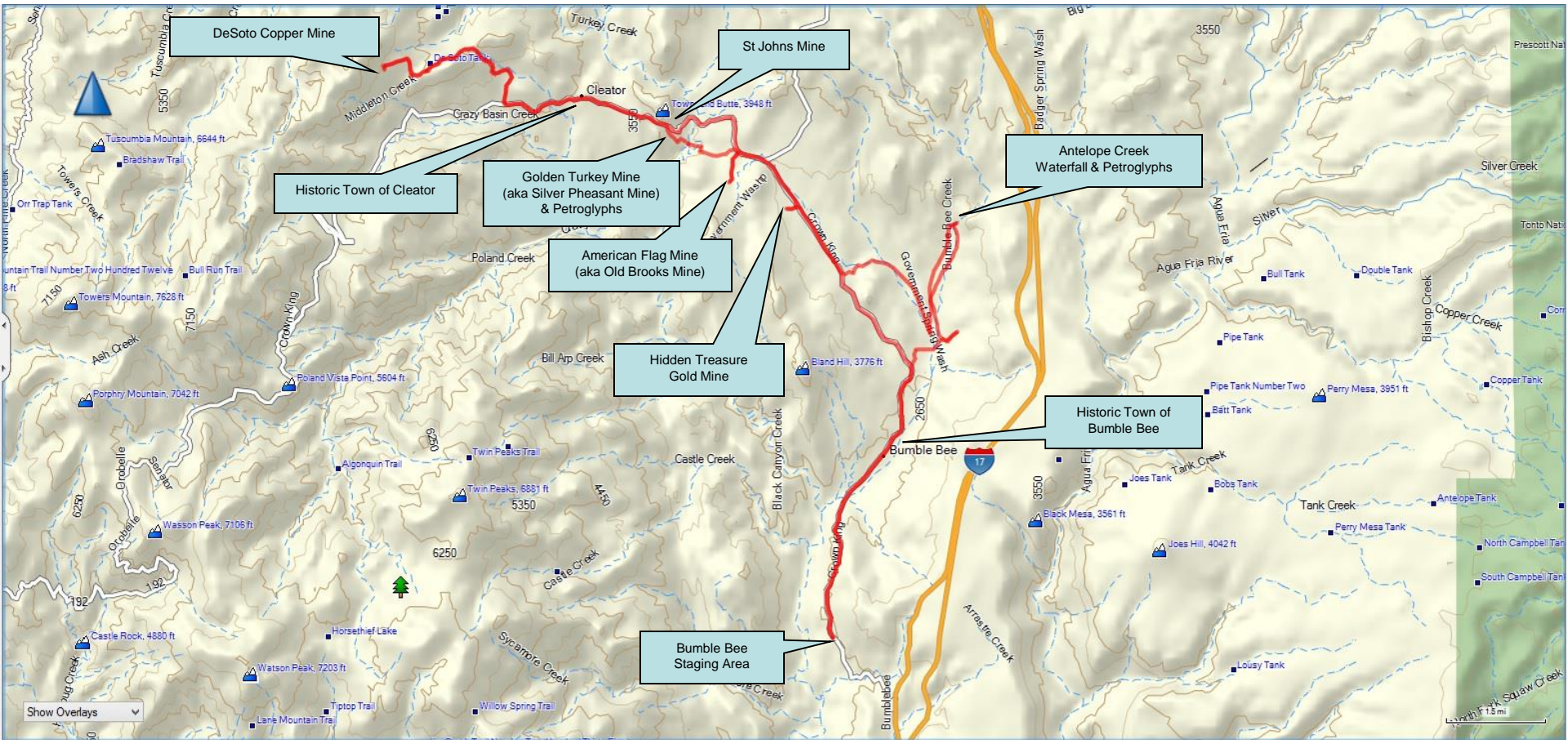
A former underground Cu-W-Ag-Au-Pb-Zn-Fe-As mine located in the NW¼ sec. 20, T.11N., R.1E. (Battle Flat 7.5 minute topo map), 2 miles NE of the Peck Mine, about 4 miles South of Mayer, at an approximate altitude of 5,800 feet. Ultimately closed in 1922. Owned by the Southwest Metals Co. (1926). Discovered 1890. Produced 1890-1972. Workings include a main tunnel 600 feet below the outcrop; a total of 4 tunnels (1928). Production was 180,000 tons of ore averaging 3.75% Cu & 1 oz. Ag/T plus 0.02 oz. Au/T. Source: www.mindat.org De Soto Mine (Patented claims MS 1462 & 1463; Copper Link; Whale), Battle Flat, Peck District, Bradshaw Mts (Bradshaw Range), Yavapai Co., Arizona, USA. The DeSoto Mine used an aerial cable tram system for ore buckets down hillside to CK Rd at the railroad town of Middleton in Crazy Basin Valley. Parts of the cable, trestle timbers, and gearing are still visible. Collect souvenir blue-green copper-sulphate rock samples on tailings. More than \$3,250,000 worth of ore was carved making it the second largest copper mine in the Bradshaw Mountains with Jerome holding first place.

History: Owned by George Middleton, the De Soto copper mine supported a small town with an assay office, a boardinghouse, cookhouse, blacksmith, warehouse, corral, and residences all overlooking the town of Middleton. Over 100 people lived here and the post office at Middleton served De Soto. The post office in Middleton was established May 8, 1903 and was discontinued in 1908. The company operating the De Soto went bankrupt. Then, The post office was reestablished in 1916 and was called Ocotillo. World War I brought an increased demand for copper and the total production was \$3,250,000 in copper ore. The post office was again discontinued in 1925. There are still a few tramway towers left from the tram that went from the De Soto to Middleton.

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Bumble Bee Historical Mines Route



Golden Turkey Mine & Pictographs

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Viewpoint over Golden Turkey Mine and stone cabin. Good rockhound spot by telephone pole across from watertank. A former underground Au-Ag-Pb-Zn-Cu mine located on the West side of Turkey Creek, about 15 miles from Mayer at 3,000 feet of altitude. Discovered 1900 by Theising. Reopened 1933 and owned by H.C. Mitchell & Associates (1934). Produced 1923-1949. Workings include a 100-foot deep shaft; later a 500-foot deep inclined shaft and approximately 2,000 feet of workings. An active producer, running 4,000 tons of ore through the nearby Golden Belt Mill, a flotation mill processing plant owned by the Golden Belt Mine. The monthly yield was approximately two carloads of concentrates containing gold and silver together with some zinc and a little copper. Several shipments of smelting ore were also made.

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Antelope Creek Waterfall and Petroglyphs



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