

RS100001660

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Tucson, Cornelia and Gila Bend Railroad Caboose #15

Other names/site number: Caboose #1

Name of related multiple property listing:  
N/A

(Enter "N/A" if property is not part of a multiple property listing)



## 2. Location

Street & number: 330 East Ryan Road

City or town: Chandler State: AZ County: Maricopa

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

A \_\_\_ B \_\_\_ X C \_\_\_ D

<u>Katerin Leonard</u>	<u>30 March 2018</u>
Signature of certifying official/Title:	Date
<u>AZ state Parks and Trails</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

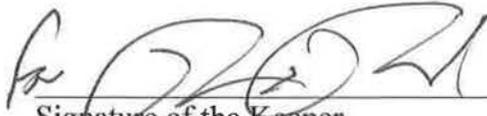
Tucson, Cornelia and Gila Bend RR Caboose #15  
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

  
Signature of the Keeper

5/7/18  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
_____	_____	buildings
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/Rail-related

\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

RECREATION AND CULTURE

\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER / Railroad Caboose

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Wood, metal

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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## Summary Paragraph

The Tucson, Cornelia and Gila Bend Railroad Caboose #15 (TCG 15) is located at the Arizona Railway Museum in Chandler, Maricopa County, Arizona. TCG 15 is a caboose, a type of railway car historically coupled to the rear of freight trains to provide space for conductor and crewmen needed for switching and various safety procedures before the advent of modern safety technology. Designed and constructed in 1944, TCG 15 is a non-standard design caboose built under wartime conditions by shop forces of the Phelps-Dodge Corporation in its facility in Ajo, Arizona. The car is primarily of wood construction inside and out with metal used mainly for end platforms, under-carriage, railings, brakes and wheels. The caboose's dimensions are 34'-8" (length), 9'-9" (width), and 11'-5" (maximum height at cupola) and its weight is 53,600 pounds. Boarding and entry is from either end of the car by use of stairs leading from ground to a platform. TCG 15's most significant engineering design feature is the division of its interior space into three areas for mixed use by passengers, freight, and crew, a design characteristic different from the single-use caboose that was standard throughout the United States. The caboose sits on rails as part of a collection of standard gauge railroad equipment at the Arizona Railway Museum, which includes other museum cars that were once in railroad service at the same time and place as the caboose. In service until 1984 and then safely stored for several years prior to its acquisition by the Arizona Railway Museum, TCG 15 retains a high level of integrity and is in good condition (Figure 1).



Figure 1. Tucson, Cornelia and Gila Bend Railroad Caboose #15 (TCG 15) at railyard of Arizona Railway Museum, Chandler. Source: A. Reigelsberger, 2016.

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## Narrative Description

### LOCATION AND SETTING

The Arizona Railway Museum was founded in 1983 as a non-profit, educational and historical organization dedicated to the acquisition, restoration, preservation and display of railway equipment, artifacts and mementos related to railways of the past and present. The museum is located approximately 2.5 miles south of downtown Chandler and immediately west of Tumbleweed Park along a north-south running spur line of the Union Pacific (historically Southern Pacific) Railroad. Rolling stock at the museum sits on tracks and is movable within the bounds of the museum as display needs vary (Figure 2). Railroad equipment on outdoor display



Figure 2. Location map and inset photo of Arizona Railway Museum. Source: Google.

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at the museum includes locomotive engines, self-propelled rail equipment, passenger cars, freight cars, and specialty rolling stock such as tank cars, crane cars, and flat cars. Two pieces of historic rolling stock at the museum are listed in the National Register of Historic Places, the Southern Pacific Wrecking Crane and Tool Car and the Southern Pacific Railroad Locomotive No. SP 2562 and Tender No. 8365.

## DESIGN

### Origins of TCG 15

The TCG 15 caboose was constructed in 1944 in Phelps Dodge Corporation's company shops at Ajo, location of the New Cornelia open pit copper mine. There are no surviving blue prints or correspondence to document the construction of this car. This appears to be the result of the wartime conditions under which the construction took place as well as the succession of corporate mergers and acquisitions combined with the lack of diligence in the maintaining of local records at the construction location. The description of TCG 15 below is based on its as-built condition.

### Exterior Dimensions, Appearance and Features

TCG 15 is a steel-framed, wood-sided standard gauge caboose with overall length (coupler-to-coupler) of 34'-8". The overall width is 9'-9". The height measured from the top of the rail is 14'-3" to the top of the cupola and 11'-10" to the top of the remainder of the car. The caboose has a posted weight of 53,600 pounds.

Outside steel boarding stairs and entry platforms exist at both ends of the car together with steel ladders permitting access to the roof. Both platforms are approximately 36" wide (Figure 3). Hand railings are mounted on the outside of each end platform. The car is supported by two four-wheel trucks with wheel diameters of 34" and roller-bearing axles. It is equipped with functional air brakes together with vertical staff hand brakes accessible from either end platform. An 88"x21" external tool compartment is mounted beneath one side of the car together with a 74"x19" battery compartment situated beneath the opposite side. Electric light bulbs illuminate the mandatory colored train "marker" lights when positioned on the rear facing exterior end of the car.



Figure 3. Rear of TCG 15. Source: A. Reigelsberger, 2016.

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The exterior consists of wood siding combined with steel framing. Both are painted a forest green color with white and yellow lettering. A number of small windows exist on both sides of the car, at the door entrances at either end as well as throughout the cupola. With the exception of the steel side framing, all other exposed exterior metalwork is painted black. This includes both end platforms, railings and hand grips, braking appliances, ladders, trucks, battery case and tool compartment. A large sliding wood cargo door exists on either side of the car (Figure 4).



Figure 4. The TCG 15's distinctive three-part interior division is expressed on the exterior with, in the passenger seating area (left), a pair of double-hung wood windows and one double-hung wood window at the restroom location; central access to the cupola; and the rear cargo area. Photo source: A. Reigelsberger, 2016; inset schematic: T. Klobas, 2017.

### Interior Dimensions, Appearance and Features

The caboose's interior is divided into three sections (Figure 5). One is designed to house passengers and train crew members. Another is designed to transport freight and baggage. In between is a section designed for storage and lavatory facilities as well as providing access to the cupola. The interior configuration is unusual in that it is equipped with dual toilets (men and

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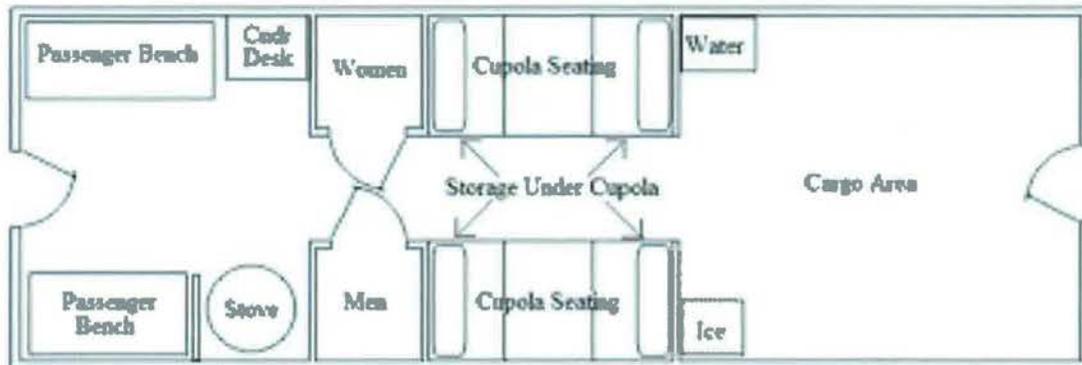


Figure 5. Interior floor plan for TCG 15. Source: T. Klobas, 2017.

women). The interior is lined throughout with dark brown wood paneling. The upholstered seating is covered with a red vinyl material.

The passenger/crew section is 7'-10" in length with a maximum height of 8'. It features two upholstered center-facing benches for personnel seating. There is a separate desk and chair for the conductor as well as a coal stove to provide heating. Four 15"x26" windows (two on each side) provide outside light. One door opens onto a boarding platform while at the other end of the room, a doorway connects with the center section. A single electric light hangs from the ceiling and a brake line air pressure gauge is mounted on the wall.

The cargo section has a length of 11'-0" and also has a maximum height of 8'. This section features two 41" wide sliding doors on each side of the car for the loading and unloading of freight in addition to a door which opens onto the other boarding platform of the car. Furnishings are rather sparse but do include a single ceiling-mounted electrical light, an insulated bunker for the transport of ice and another container to dispense drinking water (Figure 6).

The intermediate or center section has a length of 9'-5". It has a center passage way that varies in



Figure 6. Interior view towards rear cargo section of TCG 15. Source: A. Reigelsberger, 2016.

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width from 27" to 39". On either side of the passage way are separate toilet facilities, two storage closets and climbing access to the overhead cupola. Maximum height of the cupola section is 10'-6". A door separates this area from the cargo section but none separates it from the passenger section.

The cupola is windowed on all four sides and is equipped with two facing upholstered seats on each side of the car (Figure 7).

### INTEGRITY

Throughout its service life as TCG 15, all known photography and written accounts had shown it to be identical to its present form and appearance. Apparently while in storage at Ajo following its removal from service in 1984, an unknown party for unknown reasons repainted the outside of the caboose to be maroon with yellow highlights and renumbered it as TCG 1. No other modifications to the caboose are known to have occurred.

Upon arrival at Chandler, museum volunteers proceeded to duplicate the original paint scheme and re-designate it as TCG 15. This was accompanied by a re-stenciling of the car exterior and necessary repairs to broken windows and replacement of decayed wood components, primarily both wood sliding cargo doors. For museum purposes, the existing electrical lighting system was converted so as to operate on AC ground power. With these exceptions, the car is believed to be identical to the appearance, form and condition it had when it last operated on the Tucson, Cornelia and Gila Bend Railroad.

The car is presently located within the confines of the Arizona Railway Museum. The Museum occupies a six-acre portion of Tumbleweed Park, a municipal park operated by the City of Chandler. The Museum site duplicates the appearance and operation of a small railroad switching yard with six parallel tracks connected by switches to a single track that in turn connects with an active branch line operated by the Union Pacific Railroad. That railroad, then operating as the predecessor Southern Pacific Transportation Company, is the same railroad that connected with the TCG at Gila Bend. The Museum currently hosts approximately forty freight and passenger cars. Most of these are from the same era served by TCG 15 and include two freight cars that were formerly owned and operated by the Tucson, Cornelia and Gila Bend Railroad.



Figure 7. Interior view of central portion of TCG 15 with cupola seating above. Source: A. Reigelsberger, 2016.

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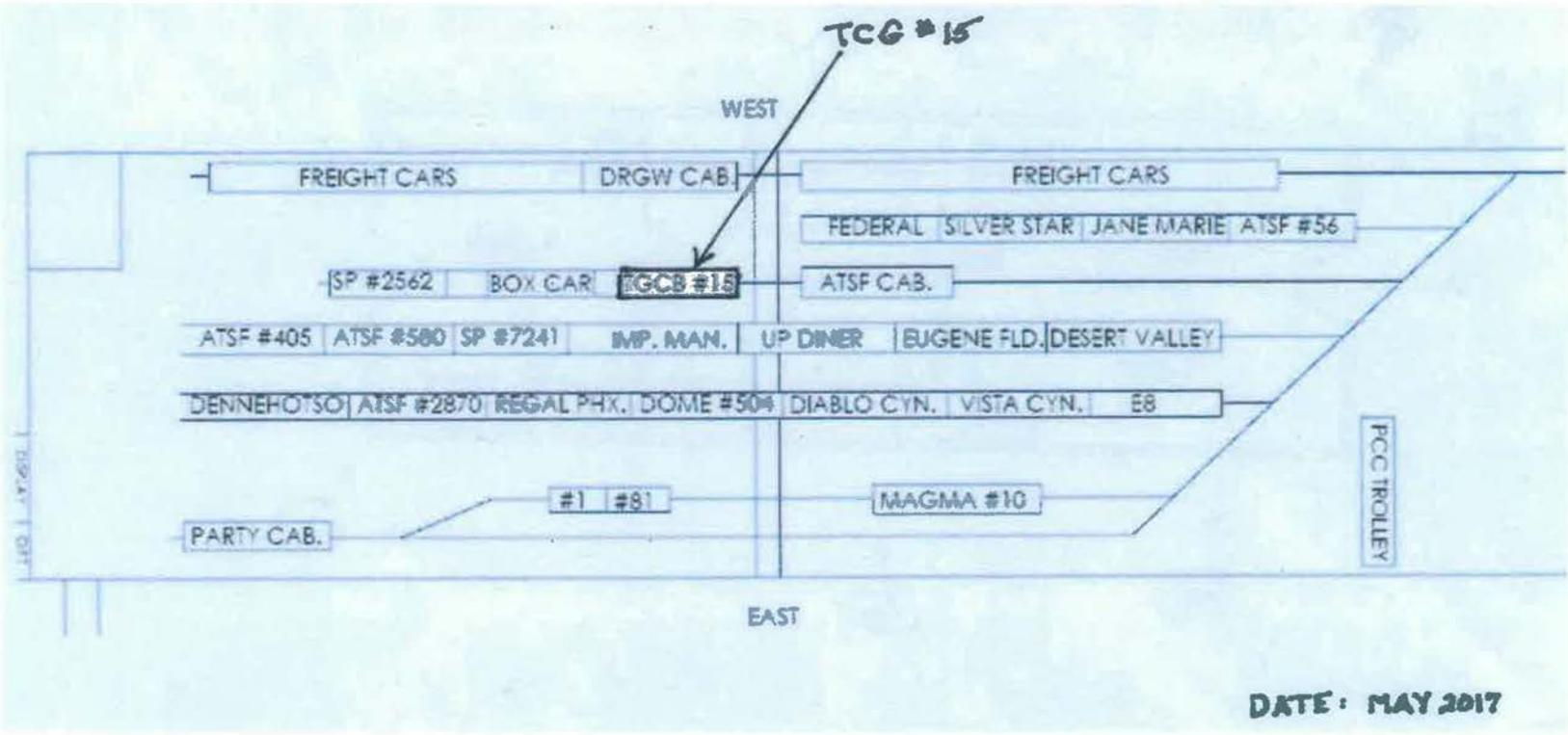


Figure 8. Sketch of Arizona Railway Museum railyard location for TCG 15 (approximate and not to scale). (Relationships subject to change due to needs of the Museum. As of May 2017.)

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ENGINEERING  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1944  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1944  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Phelps Dodge Corporation  
\_\_\_\_\_  
\_\_\_\_\_

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### Statement of Significance Summary Paragraph

The Tucson, Cornelia and Gila Bend Railroad Caboose #15 (TCG 15) is recommended eligible for the National Register of Historic Places under Criterion C in the area of significance of Engineering. Historically operated on the rail line linking Ajo and Gila Bend and now located at the Arizona Railway Museum in Chandler, TCG 15 meets National Register Criteria Consideration B for a property removed from its original location for its unusual engineering characteristics as a nonstandard design for a railroad caboose. Constructed in 1944 at the shops of the Phelps Dodge Corporation in Ajo, TCG 15 differed from typical caboose designs in being a mixed-use railcar combining passenger, freight, and train crew accommodations. The Tucson, Cornelia and Gila Bend Railroad primarily moved copper ore from Phelps Dodge's open pit mining at Ajo to the Southern Pacific Railroad mainline at Gila Bend. Built under the exigencies of critical wartime production, TCG 15 met the company and company town's limited need for passenger transportation along the route and continued in that capacity throughout its years of service until 1984. The period of significance is 1944, the year the caboose was built and it is recommended eligible at the local level of significance.

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### Narrative Statement of Significance

#### THE CABOOSE IN RAILROAD OPERATIONS

The caboose, known by a variety of alternate names such as way car, cabin car, cab car, conductor's car, and brake van, has been an essential part of American freight railroad trains since the 1830s. Its primary purposes were to serve as a place for members of the train crew not engaged in engine operation to occupy during a train's journey as well as a place for such crew members to escape the elements. Standard caboose design (Figure 9) only provided space and accommodations for the train's conductor and other crew members.

The cupola is an observation box with windows all around built above the main roof level to provide a clear view of the train's cars. Developed in the 1860s, the cupola provides the caboose with its iconic profile. Placement of the cupola varied, sometimes centered, sometimes offset or located at the rear of the car. In addition, cabooses typically had doors at either end and extended platforms with stair steps to provide access to crew members. They also typically featured ladders to access the roof. By early in the 20th century, cabooses were being built increasingly of steel rather than wood.<sup>1</sup>

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<sup>1</sup> "The Classic Caboose: An American Legend," American-Rails.com, <https://www.american-rails.com/caboose.html>, accessed March 13, 2018.

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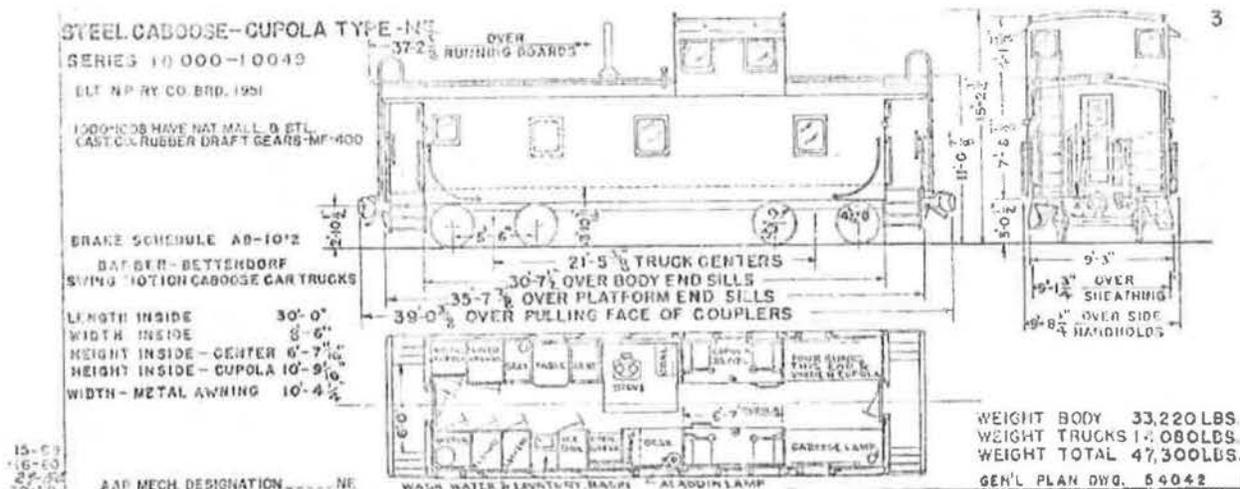


Figure 9. Schematic drawing of a standard, single-use railroad caboose. Source: Northern Pacific Railway Historical Association, <http://www.nprha.org/NP%20Caboose%20Forms?Thumbnails.aspx>.

The responsibilities of the caboose occupants—generally a brakeman or switchman plus the train conductor—included manning the rear of a train for such safety purposes as monitoring the train’s air brake pressure, acting as a flag man when necessary, and using the cupola to observe unwanted riders, or unsafe items and equipment. The caboose also provided a place for tool storage and permitted the conductor—the “captain of the ship”—to complete necessary paperwork, to permit the preparation of meals for the crew or if necessary, allow crew members to sleep during long delays.

While railroads occasionally constructed cars to their own specifications, as in the case of TCG 15, most rolling stock was constructed by manufacturers such as Pullman, famous for its passenger cars; the Standard Steel Car Company, which merged with Pullman in 1934; and the International Car Company, founded in 1924 and once the largest manufacturer of cabooses.<sup>2</sup>

The vast majority of cabooses were used only by train crews and provided no accommodations for the traveling public or for the transportation of freight shipments. Cabooses that did so were called “mixed use” cabooses and were generally confined to operating on regional short line railroads. TCG 15 and the Tucson, Cornelia and Gila Bend Railroad fit these descriptions.

Cabooses remained mainstays of railroad freight operations in large part because they were made mandatory by both state and federal safety laws. These concerns began to change in the middle part of the twentieth century as technology improved. The most notable change was the introduction of the Flashing-Rear-End-Device (FRED) which permitted the remote monitoring of end-of-train air brake pressure from the locomotive cab. Other devices included trackside sensors to detect wheel hotboxes and dragging equipment and report them via radio to the train crew. In

<sup>2</sup> “The Classic Caboose; “The International Car Co., once a leading maker of railroad cabooses, has closed its Kenton plant,” UPI Archives, Feb. 18, 1983, <https://www.upi.com/Archives/1983/02/18/The-International-Car-Co-once-a-leading-maker-of/1193414392400/>.

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addition, the use of centralized computers to handle train movements and produce train manifests and waybills reduced the need for the conductor's little "office". These also contributed to a reduction in the number of crew members needed on each train. By the mid-1980s, the state and federal laws governing the mandatory use of cabooses began to disappear and the railroads soon eliminated them from nearly all trains.<sup>3</sup>

### THE TUCSON, CORNELIA AND GILA BEND RAILROAD CABOOSE #15

The engineering design significance of TCG 15 is based on its variation from standard cabooses built by manufacturers like International Car Company for use on mainline railroads. TCG 15 differed from these in two major respects, both of which reflect the special conditions of the time when it was built and the location where it would be placed in service. These variations made the car locally unique and so it conveys its time and place in more a compelling manner than a standard factory-built caboose. The first variation was that TCG 15 appears to have been constructed from an older wooden box car at Phelps Dodge Corporation's Ajo shop, reflecting the need during wartime to reuse available materials efficiently. The second variation was TCG 15's design for mixed use by passengers, freight, and train crew (Figure 5). This included a forward seating area for passengers and dual restrooms for men and women. As described in the historical background section below, passenger traffic on the short line from Ajo to Gila Bend was typically inadequate to justify a regular full-size passenger car and so the passenger capacity of TCG 15 provided an important service to the community. To accommodate freight usage, side freight doors not typically found on cabooses were included for the rear section.

No TCG or Phelps Dodge records are known to exist which document construction of the car. However, it appears that certain parts and dimensions of the car bear similarities to wooden box cars of that period. It is known that shortly before the construction of #15, there were two box cars on the TCG car roster which were of similar size and with construction details similar to TCG 15. They were identified as TCG 200 and TCG 201. These cars were no longer reported on the TCG roster of cars at the time that #15 was placed into service. The reconstruction of obsolete or unwanted box cars into cabooses is known to have been a practice engaged in by other railroads. It may be reasonably surmised that the unavailability of construction materials caused by World War II contributed to the decision to manufacture the car locally using locally available resources.

### HISTORICAL USE OF TCG 15

The Tucson, Cornelia & Gila Bend Railroad Company, a subsidiary of Phelps Dodge Corporation after 1940, was incorporated in May of 1915 in order to establish a rail connection south from the Southern Pacific connecting point of Gila Bend, Arizona, to the mine properties of the New Cornelia Mining Company at Ajo, Arizona (Figure 9). Prominent among these Ajo properties was the New Cornelia open pit copper mine. Original plans to further extend the railroad from Ajo eastward to connect with the El Paso & Southwestern Railroad at Tucson never materialized. Construction from Gila Bend to Ajo was completed and scheduled operations

<sup>3</sup> Kelly, John, "The Colorful Caboose," *Train Magazine*, (August 2006), Kalmbach Publishing.

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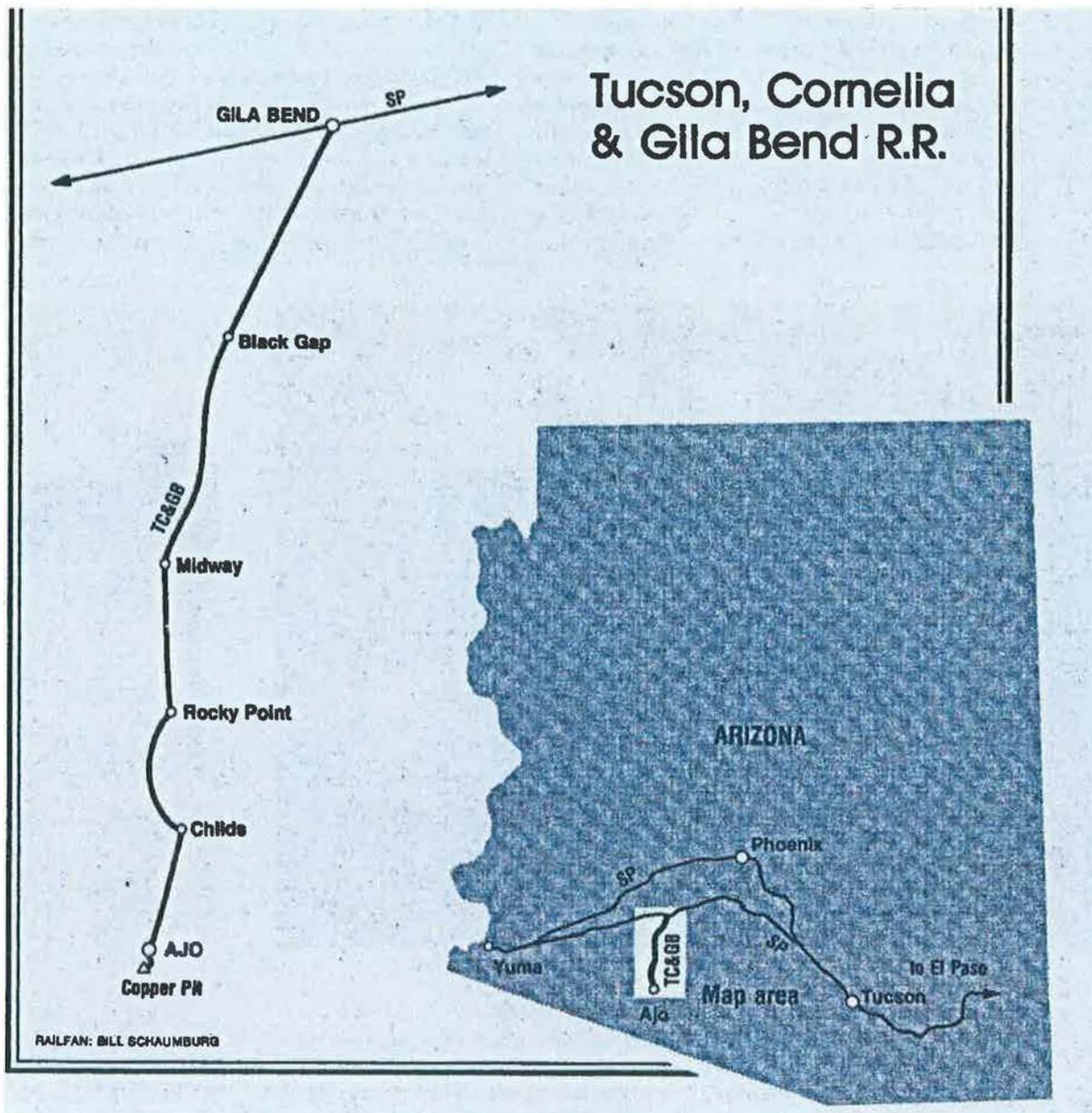


Figure 10. Route of the Tucson, Cornelia and Gila Bend Railroad. Source: Bill Schaumburg.

commenced in February of 1916. The line extended a distance of 44 miles with no intermediate traffic points. Shipments were made on a daily basis and consisted almost entirely of copper ore concentrates moving from Ajo via the Southern Pacific connection to smelter facilities in Douglas, Arizona. In 1950, a large smelter was constructed near the Ajo mine with the result that ore concentrate shipments were replaced by movements of large plates of refined copper known

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as “anodes”. Inbound shipments consisted of fuel oil in tank cars and an assortment of equipment and supplies necessary to keep both the mine, smelter and the town of Ajo functioning.

Passenger operations on the TCGB commenced soon after the railroad began scheduled operations. These were done separately from the freight trains. From 1917 until 1924, the railroad used a gasoline powered motor car adapted for travel on the rails. Early schedules show two daily round trips in this fashion from Ajo to Gila Bend. This was occasionally supplemented by a conventional passenger car of uncertain type which was available when it was necessary to move quantities of small (less than carload-sized) freight. The sharing of passenger and freight traffic in one car made up what was known as “mixed train” service. From 1924 until the mid-1940s, passengers were served by another gasoline-powered mixed train car which resembled a trolley. TCG passengers were afforded the ability to connect at Gila Bend with Southern Pacific passenger trains and thereby had access to the national railroad network.<sup>4</sup>



Figure 11. Undated historic photo of TCG 15 at the end of a freight train on the Ajo-Gila Bend rail line. Source: Arizona Railway Museum Collection.

<sup>4</sup> Myrick, David F. *Railroads of Arizona, Vol 1- The Roads of Southern Arizona*, (The Tucson Cornelia and Gila Bend Railroad), Howell-North Books (1975), pp. 395-417.

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Several publications have documented rides by passengers on TCG 15. These accounts have appeared in newspapers, magazines and at least one book.

TCG 15 was used almost exclusively in scheduled weekday service as part of a train officially called the "Gila Bend Mixed" or unofficially as the "Ajo Cannonball." Daily service began with a northbound departure from the Ajo Depot as Train No. 2 at 7:00 A.M. Train lists describe this train as normally consisting of two diesel engines, 4-7 flat cars laden with copper anodes, 3-5 empty tank cars, an occasional covered hopper and caboose #15. Speeds did not exceed 20 miles per hour for this 44-mile trip. Arrival time at Gila Bend was scheduled for 9:10 A.M.<sup>5</sup>

Following switching activity at Gila Bend, the train, now normally consisting of the two engines, returning empty flat cars, tank cars transporting fuel oil and occasional box and hopper cars (plus TCG 15), left Gila Bend at 10:05 A.M. The southbound movement, officially named Train No. 1, was scheduled to arrive back in Ajo at 12:15 P.M. This train schedule was published by timetable and was in force nearly the entire career of TCG #15.

To understand and appreciate the impact of this caboose upon the isolated mining town of Ajo, one must imagine living in this remote and seasonally hot company town during the war years. Communication was restricted to postal service and the telephone. Automobile traffic was minimal due to gasoline rationing. The mine and smelter were operating around the clock producing the essential war commodity of copper. Yet each day, the little caboose left Ajo in the morning and returned in the afternoon giving a rhythm and pattern to communal life.

Passengers were welcome to ride in TCG 15 for both legs of its daily movement. A fare of 97 cents per passenger was charged for each direction—a total of \$1.94 for a round trip. While the normal passenger loads consisted of only one or two persons, occasionally school or scouting groups were accommodated. As alternative and higher speed transportation options developed between Ajo and Gila Bend, the passenger list became dominated by rail enthusiasts and the occasional feature news reporter. As scheduled mixed trains slowly became extinct both regionally and nationally, TCG 15 became nationally known and feted as one of the last American survivor of this species.<sup>6</sup>

Following 71 years of sustained passenger operations, the TCGB, affected by increasing extraction costs and the declining profitability of copper production at Ajo, ceased regular operations on April 12, 1985. TCG 15 was placed in covered storage by Phelps Dodge at their Ajo facility. There it remained until its donation to the Arizona Railway Museum on August 15, 2006, becoming the only documented railroad car never to have left the state of Arizona during its productive lifetime. It currently resides approximately 56 miles from its nearest point of operation while in TCG service. It occupies space in a simulated railroad yard facility with

<sup>5</sup> Tucson, Cornelia and Gila Bend Railroad Company, *Time Table No. 37*, (effective April 13, 1976), Ajo, Arizona; Myrick, p. 415.

<sup>6</sup> Anderson, Barry. "Riding the Ajo Cannonball", *Classic Trains Magazine*, Kalmbach Publishing Co. (Spring 2012).

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several other freight and passenger cars including two of which also were formerly in TCG service.

Historic color photography indicates the caboose was painted green through most of its service life, though was painted red at an unknown date near the end of its service (Figure 11). Apparently while in storage at Ajo, an unknown party for unknown reasons had repainted the outside of the caboose with yellow highlights and renumbered it as TCG 1. Upon arrival at Chandler, museum volunteers proceeded to duplicate the original paint scheme and re-designate it as TCG 15. This was accompanied by a re-stenciling of the car exterior and necessary repairs to broken windows and light fixtures, and replacement of decayed wood components—primarily the two exterior sliding freight compartment doors. For museum purposes, the existing electrical lighting system was converted so as to operate on AC ground power. With these exceptions, the car is believed to be identical to the appearance, form and condition it had when it last operated on the Tucson, Cornelia and Gila Bend Railroad.

## SUMMARY

The Tucson, Cornelia and Gila Bend Railroad had operated as a common carrier since 1916 hauling freight and passengers between Ajo and Gila Bend, Arizona, a distance of 44 miles. Both small towns developed a significant reliance upon the service of this small railroad. Beginning in 1944, the owner of the railroad, the Phelps Dodge Corporation, designed and constructed in its Ajo shops a custom-built caboose identified as #15 to haul both passengers and freight, a role it handled for four decades. It assisted in the movement by rail of a critical national resource, copper, through the remainder of World War II, and later conflicts in Korea and Vietnam, as well as supplying personal and freight transportation in support of those persons working and living in an isolated desert locale who were instrumental the production of this critical metal. The caboose has engineering significance for its design, which varied from standard caboose design with its accommodations for mixed use by passengers, freight, and rail crew. TCG 15 provided one of the few means of daily public transport to and from Ajo. Upon termination of its productive service life in 1984, the level of public affection it had generated resulted in the caboose being spared from being scrapped. It was instead preserved in an isolated warehouse in Ajo. Later corporate decisions to suspend railroad operations and dismantle the Ajo smelter plant necessitated relocation of the caboose. As a consequence, it was donated to the Arizona Railway Museum in Chandler, Arizona, in 2006 in nearly the same condition as when it last served the railroad.

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State

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## 9. Major Bibliographical References

### **Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Anderson, Barry. "Riding the Ajo Cannonball", *Classic Trains Magazine*, Kalmbach Publishing Co. (Spring 2012).

Beebe, Lucius. *Mixed Train Daily*, Howell-North Books (1961).

D'Amato, Chris. "The Gila Bend Mixed", *Railfan Magazine*, Vol. 2, No. 4, Carstens Publishing Co. (May 1978).

Farrington, Jr., S. Kip. *Railroading From the Rear End*, Chapter 1 (The Little Caboose), Coward-McCann, Inc. (1946).

Heatwole, Thelma. "Caboose Ride is a 'Rattling' Experience", *Arizona Republic*, February 8, 1976.

Kelly, John. "The Classic Caboose." *Train Magazine*. (August 2006), Kalmbach Publishing.

Knapke, William F. with Freeman Hubbard. *The Railroad Caboose: Its 100 Year History, Legend and Lore*, Golden West Books (1968).

Myrick, David F. *Railroads of Arizona, Vol 1- The Roads of Southern Arizona*, pp. 395-417 (The Tucson Cornelia and Gila Bend Railroad), Howell-North Books (1975).

Parker, John L., "A Shortline Railroad You Can Ride", *Desert Magazine*, Vol. 25, No. 6, Desert Magazine, Inc. (June 1962).

Rees, David I., "Where Passengers Ride the Caboose", *Railroad Magazine*, Popular Publications (October 1973).

Railway Equipment and Publications Co, *The Official Railway Equipment Register*, var. issues, New York, New York.

Tucson, Cornelia and Gila Bend Railroad Company, *Time Table No. 37*, (effective April 13, 1976), Ajo, Arizona.

Unknown, "It's the end of the line for the railroad caboose. ..." (photo with caption), *Ajo Copper News*, August 30, 2006.

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: Arizona Railway Museum

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

**10. Geographical Data**

**Acreeage of Property** Less than one acre

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: 12

Easting: 422210

Northing: 3681350

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary of the property is limited to the railroad caboose (TCG 15) located on the grounds of the Arizona Railway Museum, 330 East Ryan Road, Chandler, AZ 85249.

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary selected is that necessary to encompass the railroad caboose currently situated at the Arizona Railway Museum.

---

**11. Form Prepared By**

name/title: Thomas Klobas  
organization: Arizona Railway Museum  
street & number: 5236 South Clark Drive  
city or town: Tempe state: AZ zip code: 85283  
e-mail: klobas@cox.net  
telephone: (480) 838-7786  
date: March 14, 2017

---

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Tucson, Cornelia and Gila Bend Railroad Caboose #15

City or Vicinity: Chandler

County: Maricopa

State: Arizona

Photographer: Audra Reigelsberger

Date Photographed: May 22, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: *(Note: Car is situated on a north-south track)*

AZ\_Maricopa County\_TCGB Caboose #15\_0001. East and south sides of caboose (photographer facing north-west)

AZ\_Maricopa County\_TCGB Caboose #15\_0002. East side of caboose (photographer facing west)

AZ\_Maricopa County\_TCGB Caboose #15\_0003. North end of caboose (photographer facing south-east)

AZ\_Maricopa County\_TCGB Caboose #15\_0004. West side of caboose (photographer facing east)

AZ\_Maricopa County\_TCGB Caboose #15\_0005. Northern half of east side of car (cargo section), photographer facing west)

AZ\_Maricopa County\_TCGB Caboose #15\_0006. Interior of caboose from freight section (showing center section)

AZ\_Maricopa County\_TCGB Caboose #15\_0007. Interior of caboose from freight section (showing center section w/ rungs to access cupola, ice storage and water dispenser)

Tucson, Cornelia and Gila Bend RR Caboose #15  
 Name of Property

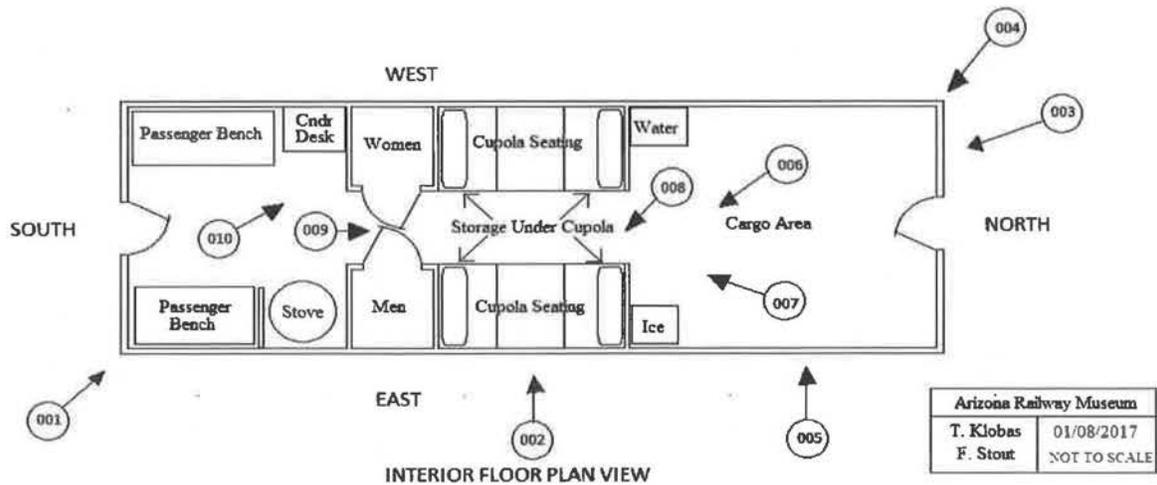
Maricopa, AZ  
 County and State

AZ\_Maricopa County\_TCGB Caboose #15\_0008. Interior of caboose center section showing cupola seating, access ladder, storage areas, restroom entrance, and passageway to passenger section

AZ\_Maricopa County\_TCGB Caboose #15\_0009. Interior of center section showing entrance to cargo section

AZ\_Maricopa County\_TCGB Caboose #15\_0010. Interior of passenger section showing seating, conductor's desk, portion of stove, and center passageway to cargo section

**Photograph diagram indicating location and direction of camera view.**



**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0001. East and south sides of caboose (photographer facing north-west)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0002. East side of caboose (photographer facing west)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0003. North end of caboose (photographer facing south-east)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

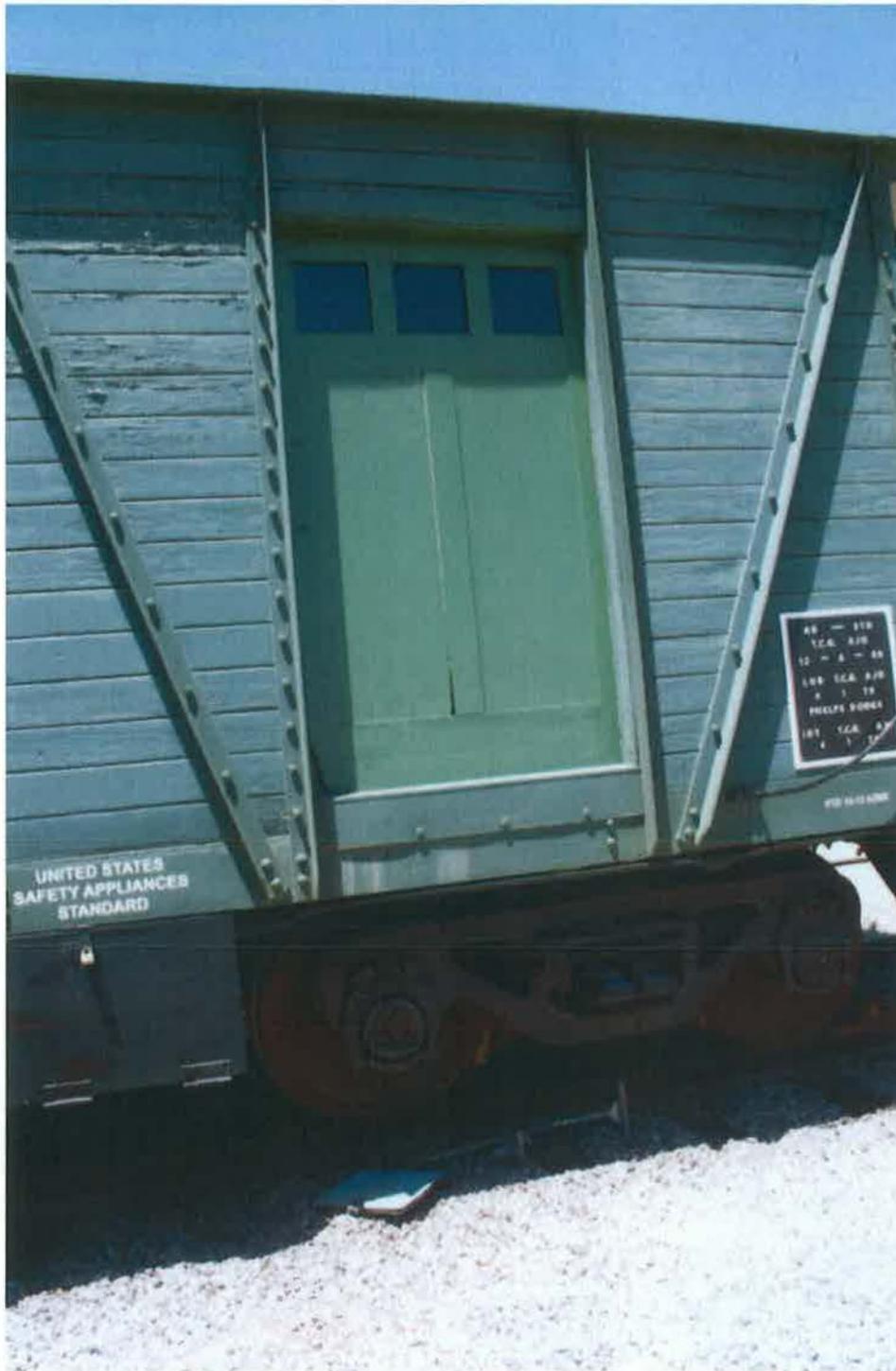
Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0004. West side of caboose (photographer facing east)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0005. Northern half of east side of car (cargo section), photographer facing west)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0006. Interior of caboose from freight section (showing center section)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0007. Interior of caboose from freight section (showing center section w/ rungs to access cupola, ice storage and water dispenser)

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



AZ\_Maricopa County\_TCGB Caboose #15\_0008. Interior of caboose center section showing cupola seating, access ladder, storage areas, restroom entrance, and passageway to passenger section

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



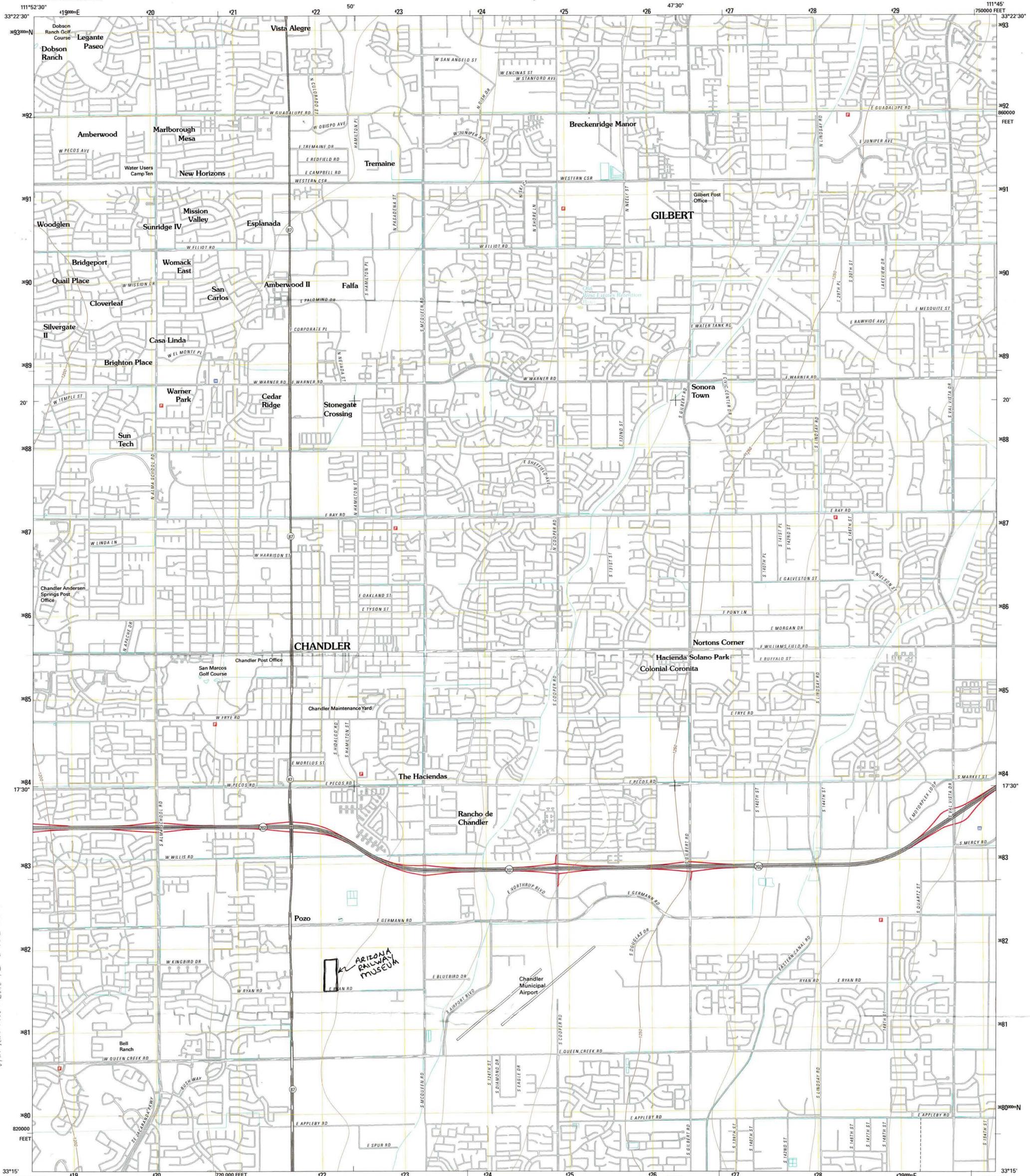
AZ\_Maricopa County\_TCGB Caboose #15\_0009. Interior of center section showing entrance to cargo section

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa, AZ  
County and State



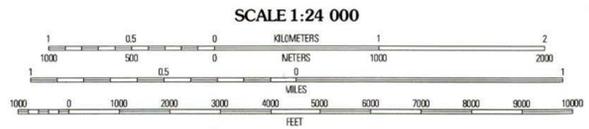
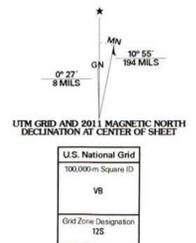
AZ\_Maricopa County\_TCGB Caboose #15\_0010. Interior of passenger section showing seating, conductor's desk, portion of stove, and center passageway to cargo section



Tucson, Cornelia, and Gila Bend Railroad Caboose #15 UTM Reference: Zone 12 E 422 210 N 3681350

Produced by the United States Geological Survey North American Datum of 1983 (NAD83) World Geodetic System of 1984 (WGS84). Projection and 1000-meter grid: Universal Transverse Mercator, Zone 12S 10 000-foot ticks: Arizona Coordinate System of 1983 (central zone)

Imagery: N/AIP, June 2010  
Roads: ©2006-2011 TomTom  
Names: ©GNIS, 2011  
Hydrography: National Hydrography Dataset, 2007  
Contours: National Elevation Dataset, 2002  
Boundaries: Census, IBWC, IBC, USGS, 1972-2010



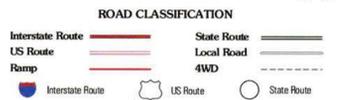
SCALE 1:24 000  
CONTOUR INTERVAL 10 FEET  
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011. A metadata file associated with this product is draft version 0.6.1



QUADRANGLE LOCATION

Tempe	Mesa	Buckhorn
Guadalupe	Chandler	Higley
Gila Butte NW	Gila Butte	Chandler Heights



CHANDLER, AZ  
2011

ADJOINING 7.5' QUADRANGLES



T.C.G.  
15

T.C.G.  
15

RGEX  
01505

BUILT. 12-44 LT.WT. 53600 8-57

UNITED STATES  
SAFETY APPLIANCES  
STANDARD



T.C.G.  
15

BUILT. 12-44 LT.WT. 53600 8-57

UNITED STATES  
SAFETY APPLIANCES  
STANDARD

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LUB	T.C.G. A10	
4	1	78
PHELPS DODGE		
107	T.C.G. A10	
4	1	

SOUTHERN  
PACIFIC  
413



T.C.G.  
15

NO STANDING ON TOP OF TRAINS  
OR ON THE TRACKS  
OR ON THE TRACKS  
OR ON THE TRACKS

SAFETY  
FIRST



T.C.G.  
15

T.C.G.  
15

UNITED STATES  
SAFETY APPLIANCES  
STANDARD

LT.WT. 53600 8-57

BUILT 12-44

  
THIS DISPLAY IS CLOSED  
For your safety do not climb  
on the equipment  
Thank You

SOUTHERN  
PACIFIC

UNITED STATES  
SAFETY APPLIANCES  
STANDARD

AB	—	STD
T.C.G.	AJO	
12	—	6 — 80
LUB	T.C.G.	AJO
4	1	79
PHELPS DODGE		
IDT	T.C.G.	AJO
4	1	79

PTD 10-12 AZMX





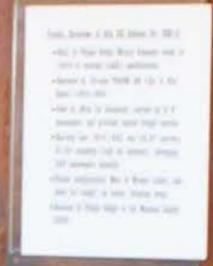
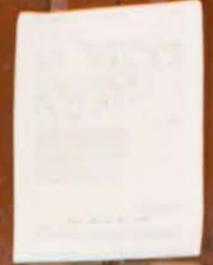


DERAIL





NSON  
R



National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 8/18/2017      Date of Pending List: 9/19/2017      Date of 16th Day: 10/4/2017      Date of 45th Day: 10/2/2017      Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- |                                       |  |  |
|---------------------------------------|--|--|
| <input type="checkbox"/> Appeal       | <input type="checkbox"/> PDIL            | <input type="checkbox"/> Text/Data Issue               |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo                         |
| <input type="checkbox"/> Waiver       | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary                  |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period                        |
| <input type="checkbox"/> Other        | <input type="checkbox"/> TCP             | <input checked="" type="checkbox"/> Less than 50 years |
|                                       | <input type="checkbox"/> CLG             |  |

Accept       Return       Reject      10/2/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Lisa Deline      Discipline Historian

Telephone (202)354-2239      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



# Evaluation/Return Sheet For Single/Multi Nomination

1 of 1

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 4/2/2018    Date of Pending List:    Date of 16th Day:    Date of 45th Day: 5/17/2018    Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept     Return     Reject    5/7/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Roger Reed    Discipline Historian

Telephone (202)354-2278    Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

<< Back

**ARIZONA STATE HISTORIC PRESERVATION OFFICE (SHPO)  
NATIONAL REGISTER NOMINATION  
TRANSMITTAL FORM  
\*\*FEDERAL EXPRESS\*\***



**DATE: August 11, 2017**

**TO:**

**Edson Beall  
National Register of Historic Places  
1849 C Street NW, Mail Stop 7228  
Washington D.C. 20240**

**FROM:**

**William Collins  
National Register Coordinator  
State Historic Preservation Office  
1100 West Washington Street  
Phoenix AZ 85007**

**National Register Nominations:**

**Tucson, Cornelia and Gila Bend Railroad Caboose #15  
Chandler, Maricopa County, Arizona**

**Bauder, Jean and Paul, House  
Tucson, Pima County, Arizona**

**The latter nomination from Pima County is associated with the Multiple Property Documentation Form *The Single Family Residential Architecture of Josias Th. Joesler and John and Helen Murphey in Tucson and Pima County, Arizona, 1927-1956.***

**Accompanying documentation for each National Register nomination is enclosed, as required. Should you have any questions or concerns please contact me at [wcollins@azstateparks.gov](mailto:wcollins@azstateparks.gov) or 602.542.7159.**

56-1660



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Tucson, Cornelia and Gila Bend Railroad Caboose #15

Other names/site number: Caboose #1

Name of related multiple property listing:  
N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 330 East Ryan Road

City or town: Chandler State: AZ County: Maricopa

Not For Publication: \_\_\_\_\_ Vicinity: \_\_\_\_\_

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_\_\_ national \_\_\_\_\_ statewide \_\_\_\_\_ local

Applicable National Register Criteria:

X A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D

Karen Reeves  
Arizona State Historic Preservation Officer, ASPT  
Signature of certifying official/Title: \_\_\_\_\_ Date 8/11/17  
\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria.  
  
Signature of commenting official: \_\_\_\_\_ Date \_\_\_\_\_  
  
Title : \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa - AZ  
County and State

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

**Category of Property**

(Check only **one** box.)

Building(s)

District

Site

Structure

Object

Returned

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa - AZ  
County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

---

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Transportation: rail-related

**Current Function**

(Enter categories from instructions.)

Recreation and culture

---

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

Other/Railroad Caboose

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Wood/Metal

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa - AZ  
County and State

### **Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

---

### **Summary Paragraph**

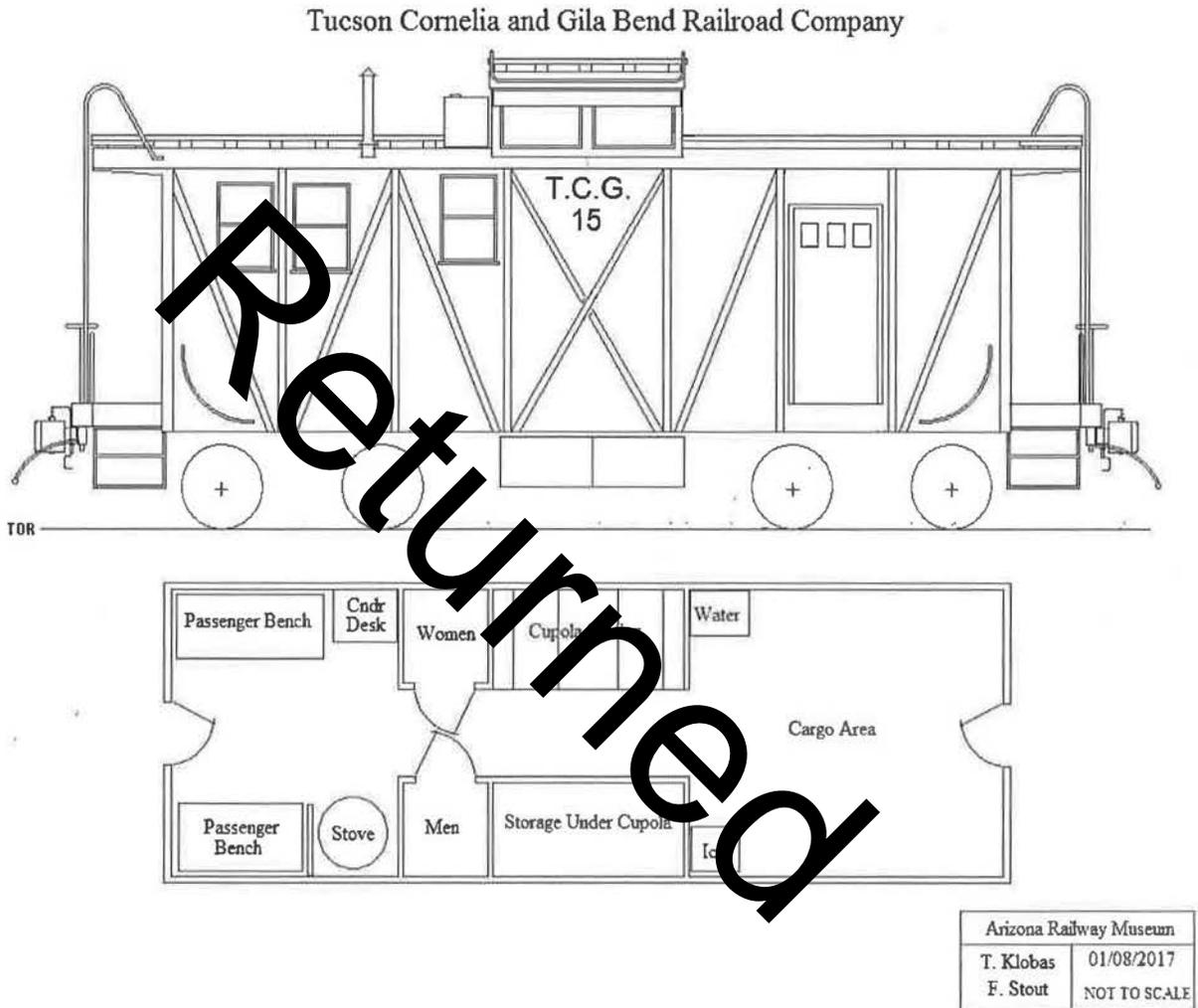
The structure is a standard gauge railway car known as a caboose. It is 34 feet, 8 inches in length, 9 feet, 9 inches wide, and 11 feet, 5 inches at its maximum height. It weighs 53,600 pounds. It is divided into three sections: one for transportation of passengers, one for transportation of cargo and baggage and a middle section to house storage and toilet facilities as well as provide access to an overhead area called a cupola. Cupolas are extended observation points common to cabooses, and here represents the point of maximum height for this car. Boarding and entry is possible from either end of the car by the use of stairs leading to a platform. Seating is provided in both the passenger section as well as in the cupola. Cargo loading is done through large sliding doors on both sides of the cargo compartment. The car is primarily of wood construction inside and out with metal used primarily for end platforms, under-carriage, railings, brakes and wheels. The exterior of the car is painted green with white lettering applied as required. The interior primarily features dark brown wood paneling. This combination of colors matches those used when the car was in railway service. The car is furnished with items which accompanied the car or are similar to those which did. The car sits on rails as part of a collection of similar standard gauge railroad equipment at the Arizona Railway Museum in Chandler, Arizona, approximately seventy miles from its nearest point while in railroad service. Several of the adjacent museum cars were once in railroad service at the same time and place as this caboose.

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa - AZ  
County and State

**Narrative Description**

**Sketch of Car Exterior and Floor Plan**



**Exterior Appearance and Features**

The nominated property is a steel-framed, wood sided standard gauge caboose with an overall length (coupler-to-coupler) of 34'-8". The overall width is 9'-9". The height varies; as measured from the top of the rail, it is 14'-3" to the top of the cupola and 11'-10" to the top of the remainder of the car. The car has a posted weight of 53,600 pounds.

Outside steel boarding stairs and 36" wide platforms exist at both ends of the car together with steel ladders permitting access to the roof. Both platforms are approximately 36" wide. Hand railings are mounted on the outside of each end platform. The car is supported by two four-wheel trucks with wheel diameters of 34 inches and roller-bearing axles. It is equipped with functional air brakes together with vertical staff hand brakes accessible from either end platform. An 82"x21" external tool compartment is

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa - AZ  
County and State

mounted beneath one side of the car together with a 74"x19" battery compartment situated beneath the opposite side. Electric light bulbs illuminate the mandatory colored train "marker" lights when positioned on the rear facing exterior end of the car.

The exterior consists of wood siding combined with steel framing. Both are painted a forest green color with white lettering. A number of small windows exist on both sides of the car, at the door entrances at either end as well as throughout the cupola. With the exception of the steel side framing, all other exposed exterior metalwork is painted black; this includes both end platforms, railings and hand grips, braking appliances, ladders, trucks, battery case and tool compartment. A large sliding wood cargo door exists on either side of the car.

#### Interior Appearance and Features

The interior of the caboose is divided into three sections. One is designed to house passengers and train crew members. Another is designed to transport freight and baggage. In between is a section designed for storage and lavatory facilities as well as providing access to the cupola. The interior is lined throughout with dark brown wood paneling. The upholstered seating is covered with a red vinyl material.

The **passenger/crew section** is 7'10" in length with a maximum height of 8'. It features two upholstered center-facing benches for personnel seating. There is a separate desk and chair for the conductor as well as a coal stove to provide heating. Four 15"x26" windows (two on each side) provide outside light. One door opens onto a boarding platform while at the other end of the room, a doorway connects with the center section. A single electric light hangs from the ceiling and a brake line air pressure gauge is mounted on the wall.

The **cargo section** has a length of 11'0" and also has a maximum height of 8 feet. This section features two 41-inch wide sliding doors on each side of the car for the loading and unloading of freight in addition to a door which opens onto the other boarding platform of the car. Furnishings are rather sparse but do include a single ceiling-mounted electrical light, an insulated bunker for the transport of ice and another container to dispense drinking water.

The intermediate or **center section** has a length of 9'5". It has a center passage way that varies in width from 27 to 39 inches. On either side of the passage way are separate toilet facilities, two storage closets and climbing access to the overhead cupola. Maximum height of the cupola section is 10'6". A door separates this area from the cargo section but none separates it from the passenger section.

The **cupola** is windowed on all four sides and is equipped with two facing upholstered seats on each side of the car.

#### Historic Integrity of Car

Throughout its service life as TCG 15, all known photography and written accounts had shown it to be identical in form and appearance as it presently is. Apparently while in storage at Ajo following its removal from service, an unknown party for unknown reasons had repainted the outside of the caboose to be maroon with yellow highlights and renumbered it as TCG 1. No other modifications to the caboose are known to have occurred.

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

Maricopa - AZ  
County and State

Upon arrival at Chandler, museum volunteers proceeded to duplicate the original paint scheme and re-designate it as TCG 15. This was accompanied by a re-stenciling of the car exterior and necessary repairs to broken windows and replacement of decayed wood components, primarily both wood sliding cargo doors. For museum purposes, the existing electrical lighting system was converted so as to operate on AC ground power. With these exceptions, the car is believed to be identical to the appearance, form and condition it had when it last operated on the Tucson, Cornelia and Gila Bend Railroad.

The car is presently located within the confines of the Arizona Railway Museum. The Museum occupies a six acre portion of Tumbleweed Park, a municipal park operated by the City of Chandler, a suburb of Phoenix. The Museum site duplicates the appearance and operation of a small railroad switching yard with two parallel tracks connected by switches to a single track that in turn connects with an active branch line operated by the Union Pacific Railroad. That railroad, then operating as the predecessor Southern Pacific Transportation Company, is the same railroad that connected with the TCG at Gila Bend. The Museum currently hosts approximately forty freight and passenger cars. Most of these are from the same era served by TCG 15 and include two freight cars that were formerly owned and operated by the Tucson, Cornelia and Gila Bend Railroad.

Returned

Tucson, Cornelia and Gila Bend RR Caboose #15  
Name of Property

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### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Tucson, Cornelia and Gila Bend RR Caboose #15

Name of Property

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**Areas of Significance**

(Enter categories from instructions.)

Transportation

**Period of Significance**

1944-84

**Significant Dates**

December 1944 (construction completed; placed into service)

**Significant Person**

(Complete only if Criterion I is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

**Architect/Builder**

Phelps-Dodge Corporation

Returned

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ

Name of Property

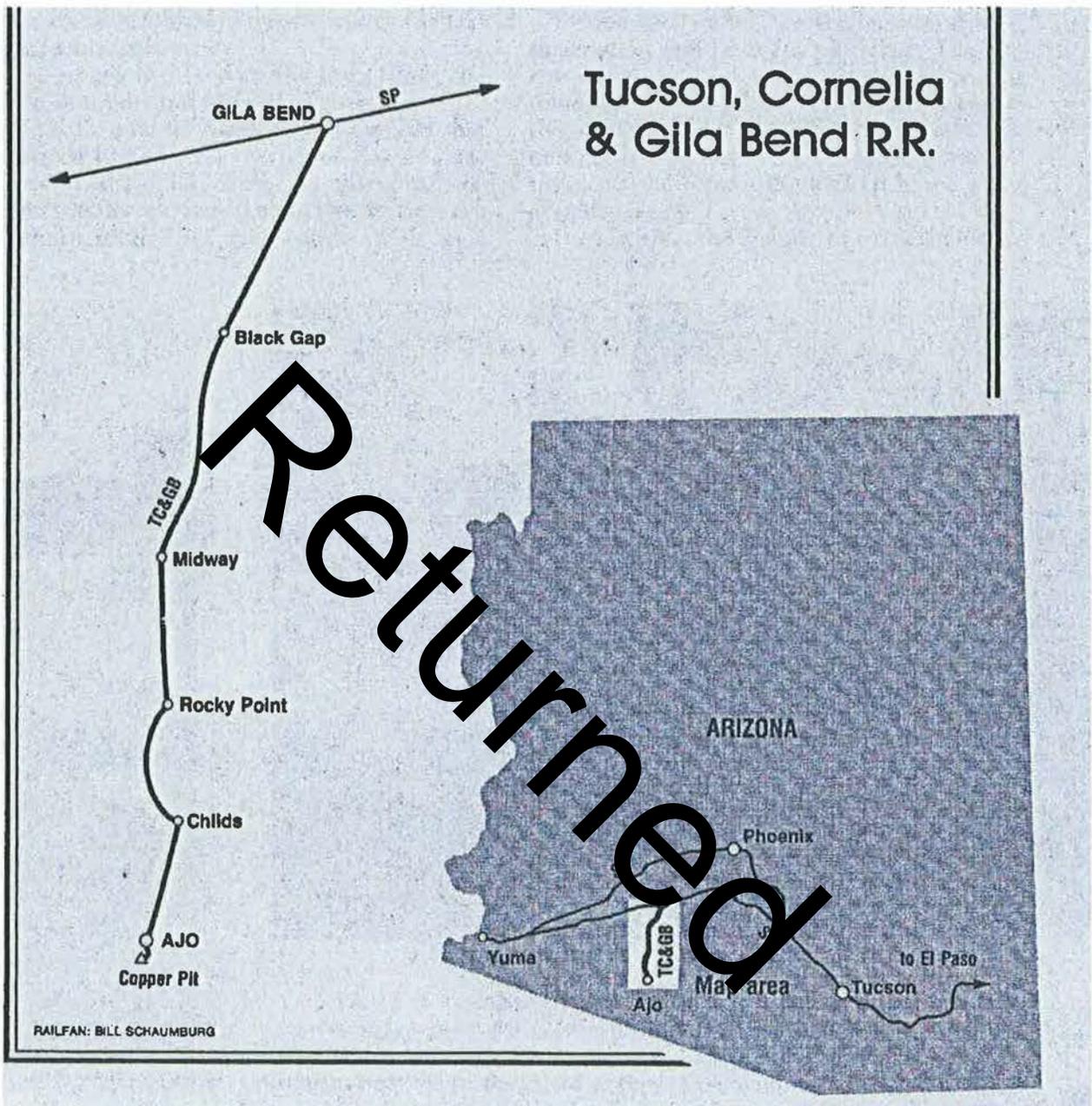
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Tucson, Cornelia and Gila Bend (TCG) Railroad Caboose #15 is recommended eligible for the National Register of Historic Places under Criterion A in the area of significance of Transportation. The period of significance is from its construction in 1944 to 1967, representing the structure's continuity of service through the period up to the National Register's 50 guideline. The structure meets Criterion Consideration B as a property moved from its original location since it is now located in an appropriate setting at the Arizona Railway Museum in Chandler which is adjacent to an operating rail line and features other historic rolling stock open to the public, include two other railroad properties listed in the National Register. The TCG Railroad had operated as a common carrier since 1916 hauling freight and passengers between Ajo and Gila Bend, Arizona, a distance of 44 miles. Both small towns developed a significant reliance upon the service of this small railroad. Beginning in 1944, the owner of the railroad—the Phelps-Dodge Corporation designed and constructed in its Ajo shops a custom-built caboose identified as #15 to haul both passengers and freight, a role it handled for four decades. It assisted in the movement by rail of a critical national resource, copper, through the remainder of World War II, and later conflicts in Korea and Vietnam, as well as supplying personal and freight transportation in support of those persons working and living in an isolated desert locale who were instrumental in the production of this critical metal. The caboose was both original in its design and unique in its function as a provider of "mixed" freight and passenger service. It was one of the last such uses by a caboose in the western United States. Not only was it an iconic, beloved and nostalgic method of travel, but it also was one of the few means of daily public transport to and from Ajo. Upon termination of its productive service life in 1984, the level of public affection it had generated resulted in the caboose being spared from being scrapped. It was instead preserved in an isolated warehouse in Ajo. Later corporate decisions to suspend railroad operations and dismantle the Ajo plant-site necessitated relocation of the caboose. As a consequence, it was donated to the Arizona Railway Museum in Chandler, Arizona, in 2006 in nearly the same condition as when it last served the railroad. At the Museum, it is situated approximately 90 miles from Gila Bend, its nearest point of railroad service. Like other TCG and amid like railroad cars in a simulated railroad yard facility. The news that this iconic caboose was to be preserved and relocated within Arizona resulted in widespread public approval and insured that it would remain one of the few standard gauge railroad cars known to have spent its entire existence within the State of Arizona.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

The **Tucson, Cornelia & Gila Bend Railroad Company** was incorporated in May of 1915 in order to establish a rail connection south from the Southern Pacific connecting point of Gila Bend, Arizona, to the mine properties of the New Cornelia Mining Company at Ajo, Arizona. Prominent among these Ajo properties was the New Cornelia open pit copper mine. Original plans to further extend the railroad from Ajo eastward to connect with the El Paso & Southwestern Railroad at Tucson never materialized.



Construction from Gila Bend to Ajo was completed and scheduled operations commenced in February of 1916. The line extended a distance of 44 miles with no intermediate traffic points. Shipments were made on a daily basis and consisted almost entirely of copper ore concentrates moving from Ajo via the SP connection to smelter facilities in Douglas, Arizona. In 1950, a large smelter was constructed near the Ajo mine with the result that ore concentrate shipments were replaced by movements of large plates of refined copper known as "anodes". Inbound shipments consisted of fuel oil in tank cars and an assortment of equipment and supplies necessary to keep both the mine, smelter and the town of Ajo functioning.

Tucson, Cornelia and Gila Bend RR Caboose #15

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**Passenger operations** on the TCGB commenced soon after the railroad began scheduled operations. These were done separately from the freight trains. From 1917 until 1924, the railroad used a gasoline powered motor car adapted for travel on the rails. Early schedules show two daily round trips in this fashion from Ajo to Gila Bend. This was occasionally supplemented by a conventional passenger car of uncertain type which was available when it was necessary to move quantities of small (less than carload-sized) freight. The sharing of passenger and freight traffic in one car made up what was known as "mixed train" service. From 1924 until the mid-1940s, passengers were served by another gasoline-powered mixed train car which resembled a trolley.

TCG passengers were afforded the ability to connect at Gila Bend with Southern Pacific passenger trains and thereby had access to the national railroad network.

**The caboose**, known by a variety of alternate names such as way car, cabin car, cab car, conductor's car, and brake van, has been an essential part of freight railroad trains since the earliest days of American railroading. Its primary purposes were to serve as a place for members of the train crew not engaged in engine operation to occupy during a train's journey as well as a place for such crew members to store the elements.

The functions provided for the caboose occupants – generally a brakeman or switchman plus the train conductor – include manning the rear of a train for such safety purposes as monitoring the train's air brake pressure, acting as a flag man when necessary, and using the cupola to observe unwanted riders, or unsafe items and equipment. The caboose also provides a place for tool storage and permits the conductor – the "captain of the ship" – to complete necessary paperwork to prepare meals for the crew or if necessary, permit crew members to sleep during long delays.

### Origins of Car

No TCG or Phelps Dodge records are known to exist which document construction of the car. However it does appear that certain parts and dimensions of the car bear similarities to wooden box cars of that period. It is known that shortly before the construction of #15, there were two box cars on the TCG car roster which were of similar size and with construction details similar to TCG 15. They were identified as TCG 200 and TCG 201. These cars were no longer reported on the TCG roster of cars at the time that #15 was placed into service. The reconstruction of obsolete or unwanted box cars into cabooses is known to have been a practice engaged in by other railroads. It may be reasonably surmised that the unavailability of construction materials caused by World War II may have contributed to the decision to manufacture the car out of locally available resources.

### Documented Use of Car

Several publications have documented rides taken as a passenger on TCG 15. These accounts have appeared in newspapers, magazines and at least one book.

TCG 15 was used almost exclusively in scheduled weekday service as part of a train officially called the "Gila Bend Mixed" or unofficially as the "Ajo Cannonball". Daily service began with a northbound departure from the Ajo Depot as Train No. 2 at 7:00 A.M. Train lists describe this train as normally consisting of two diesel engines, 4-7 flat cars laden with copper anodes, 3-5 empty tank cars, an occasional covered hopper and caboose #15. Speeds did not exceed 20 miles per hour for this 44 mile trip. Arrival time at Gila Bend was scheduled for 9:10 A.M.

Tucson, Cornelia and Gila Bend RR Caboose #15

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Following switching activity at Gila Bend, the train, now normally consisting of the two engines, returning empty flat cars, tank cars transporting fuel oil and occasional box and hopper cars (plus TCG 15), left Gila Bend at 10:05 A.M. The southbound movement, officially named Train No. 1, was scheduled to arrive back in Ajo at 12:15 P.M. This train schedule was published by timetable and was in force nearly the entire career of TCG #15.

Passengers were welcome to ride in TCG 15 for both legs of its daily movement. A fare of 97 cents per passenger was charged for each direction – a total of \$1.94 for a round trip. While the normal passenger loads consisted of only one or two persons, occasionally school or scouting groups were accommodated. As alternative and higher speed transportation options developed between Ajo and Gila Bend, the passenger list became dominated by rail enthusiasts and the occasional feature news reporter. As scheduled mixed trains slowly became extinct both regionally and nationally, TCG 15 became internationally known and feted as the last American survivor of this species.

Following years of sustained passenger operations, the TCGB, affected by increasing extraction costs and the declining profitability of copper production at Ajo, ceased regular operations on April 12, 1985. TCG 15 was placed in covered storage by Phelps Dodge at their Ajo facility. There it remained until its donation to the Arizona Railway Museum on August 15, 2006, becoming the only documented railroad car never to have left the state of Arizona during its productive lifetime. It currently resides approximately 90 miles from its nearest point of operation while in TCG service. It occupies space in a simulated railroad yard facility with several other freight and passenger cars including two of which also were formerly in TCG service. (See supplemental sketch showing present yard layout.)

Sometime prior to its donation, the caboose had been repainted and renumbered. Throughout its service life as TCG 15, all color photography had shown it to be green with white lettering. Apparently while in storage at Ajo, an unknown party for unknown reasons had repainted the outside of the caboose to be maroon with yellow highlights and renumbered it as TCG 1. Upon arrival at Chandler, museum volunteers proceeded to duplicate the original paint scheme and re-designate it as TCG 15. This was accompanied by a re-painting of the car exterior and necessary repairs to broken windows and light fixtures, and replacement of decayed wood components – primarily the two exterior sliding freight compartment doors. For museum purposes, the existing electrical lighting system was converted so as to operate on AC ground power. With these exceptions, the car is believed to be identical to the appearance, form and condition it had when it last operated on the Tucson, Cornelia and Gila Bend Railroad.

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ

Name of Property

County and State

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Anderson, Barry, "Riding the Ajo Cannonball", *Classic Trains Magazine*, Kalmbach Publishing Co. (Spring 2012).

Beebe, Lucius, *Mixed Train Daily*, Howell-North Books (1961)

D'Amato, Chris, "The Gila Bend Mixed", *Railfan Magazine*, Vol. 2, No. 4, Carstens Publishing Co. (May 1978)

Farrington, Jr., S., *Railroading From the Rear End*, Chapter 1 (The Little Caboose), Coward-McCann, Inc. (1946)

Heatwole, Thelma, "Caboose Ride is a 'Rattling' Experience", *Arizona Republic*, February 8, 1976

Knapke, William F. with Freeman Howard, *The Railroad Caboose: Its 100 Year History, Legend and Lore*, Golden West Books (1976)

Myrick, David F., *Railroads of Arizona, Vol. 2 - The Roads of Southern Arizona*, pp.395-417 (The Tucson Cornelia and Gila Bend Railroad), Howell-North Books (1975)

Parker, John L., "A Shortline Railroad You Can Ride", *Desert Magazine*, Vol. 25, No. 6, Desert Magazine, Inc. (June 1962)

Rees, David I., "Where Passengers Ride the Caboose", *Railroad Magazine*, Popular Publications (October 1973)

Railway Equipment and Publications Co, *The Official Railway Equipment Register*, var. issues, New York, NY

Tucson, Cornelia and Gila Bend Railroad Company, *Time Table No. 37*, (effective April 13, 1976), Ajo, Arizona

Unknown, "It's the end of the line for the railroad caboose. ..." (photo with caption), *Ajo Copper News*, August 30, 2006.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

Tucson, Cornelia and Gila Bend RR Caboose #15

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**Primary location of additional data:**

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

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**10. Geographical Location**

Acres of Property:  Less than one acre

Returned

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ

Name of Property

County and State

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 33.270839 Longitude: -111.836512

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: 12S Easting: 422210 Northing: 681350

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary of the property is limited to the railroad caboose (TCG 15) located on the grounds of the Arizona Railway Museum, 330 East Ryan Road, Chandler, AZ 85249.

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ

Name of Property

County and State

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary selected is that necessary to encompass the railroad caboose currently situated at the Arizona Railway Museum.

---

**11. Form Prepared By**

name/title: Thomas Klobas

organization: Arizona Railway Museum

street & number: 5236 South Clark Drive

city or town: Tempe state: AZ zip code: 85283

e-mail: klobas@com.net

telephone: (480) 367-7780

date: April 26, 2017

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Name of Property

County and State

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ

**Photo Log**

Name of Property: Tucson, Cornelia and Gila Bend Railroad Caboose #15

City or Vicinity: Chandler

County: Maricopa

State: Arizona

Photographer: Audra Reigelsberger

Date Photographed: May 22, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: *(Note: Car is situated on a north-south track)*

AZ\_Maricopa County\_TCGB Caboose #15\_0001. East and south sides of caboose (photographer facing north-west)

AZ\_Maricopa County\_TCGB Caboose #15\_0002. East side of caboose (photographer facing west)

AZ\_Maricopa County\_TCGB Caboose #15\_0003. North end of caboose (photographer facing south-east)

AZ\_Maricopa County\_TCGB Caboose #15\_0004. West side of caboose (photographer facing east)

AZ\_Maricopa County\_TCGB Caboose #15\_0005. Northern half of east side of car (cargo section), photographer facing west

AZ\_Maricopa County\_TCGB Caboose #15\_0006. Interior of caboose from freight section (showing center section)

AZ\_Maricopa County\_TCGB Caboose #15\_0007. Interior of caboose from freight section (showing center section w/ rungs to access cupola, ice storage and water dispenser)

AZ\_Maricopa County\_TCGB Caboose #15\_0008. Interior of caboose center section showing cupola seating, access ladder, storage areas, restroom entrance, and passageway to passenger section

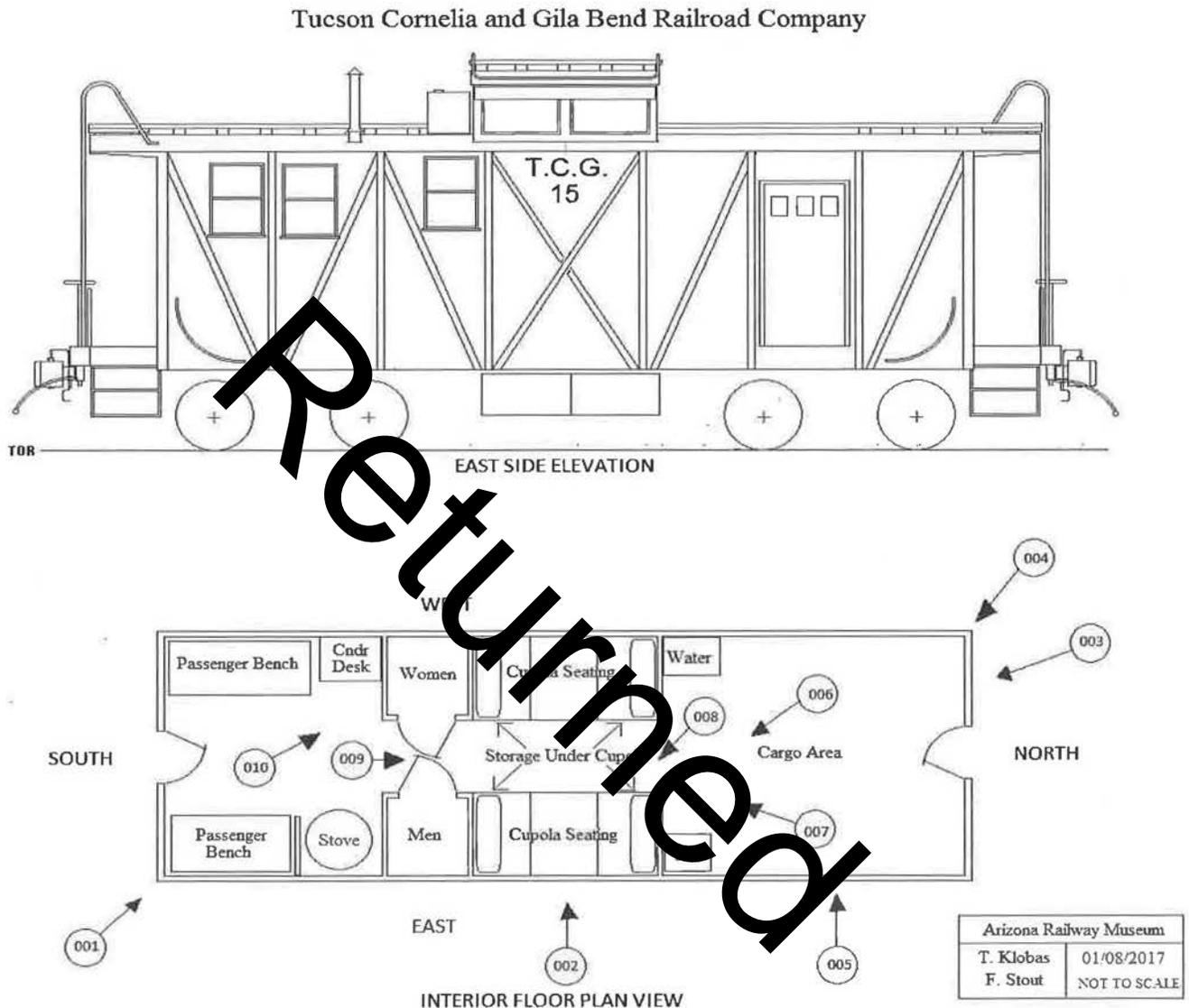
AZ\_Maricopa County\_TCGB Caboose #15\_0009. Interior of center section showing entrance to cargo section

AZ\_Maricopa County\_TCGB Caboose #15\_0010. Interior of passenger section showing seating, conductor's desk, portion of stove, and center passageway to cargo section

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ

**Diagram of TCG 15 Showing Photograph Log Locations**



**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Tucson, Cornelia and Gila Bend RR Caboose #15

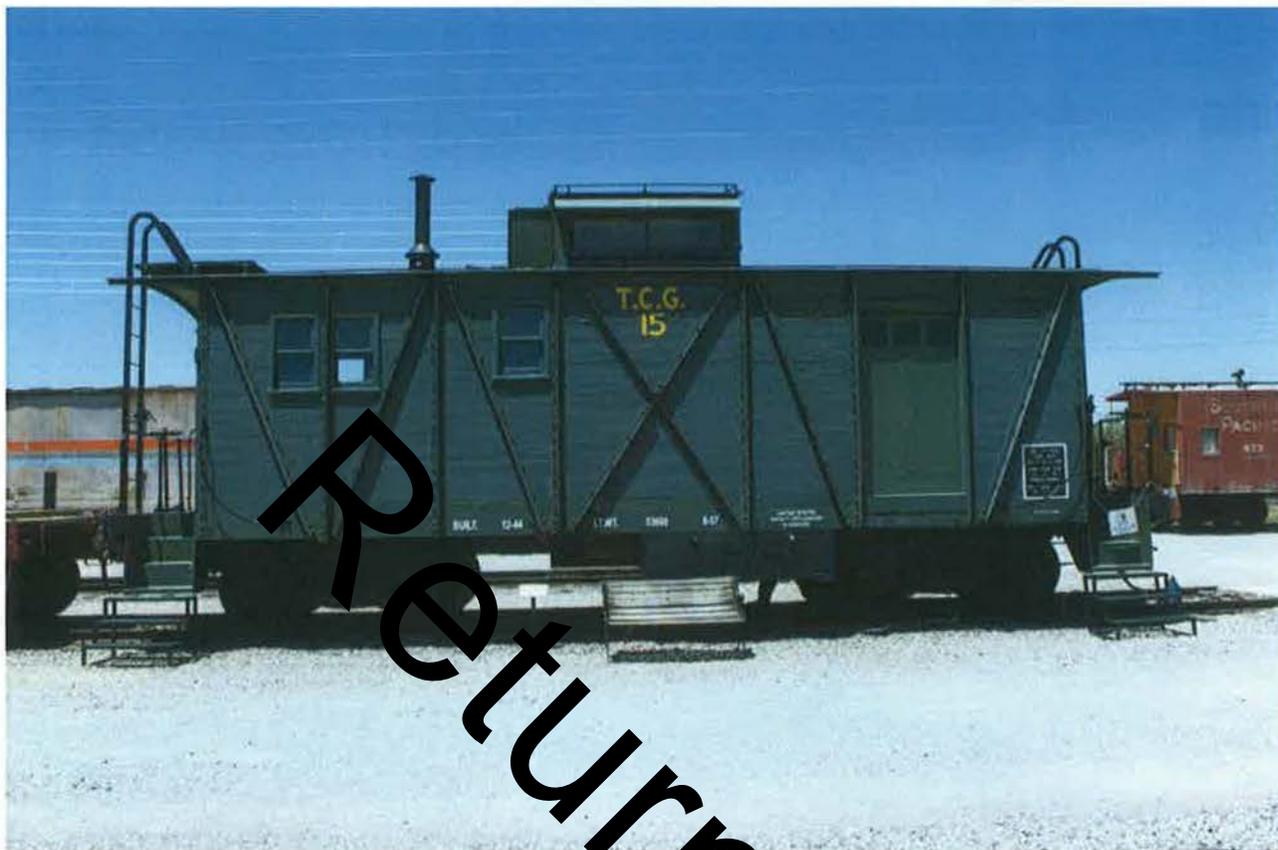
Maricopa - AZ



AZ\_Maricopa County\_TCGB Caboose #15\_0001

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ



AZ\_Maricopa County\_TCGB Caboose #15\_0002

Tucson, Cornelia and Gila Bend RR Caboose #15

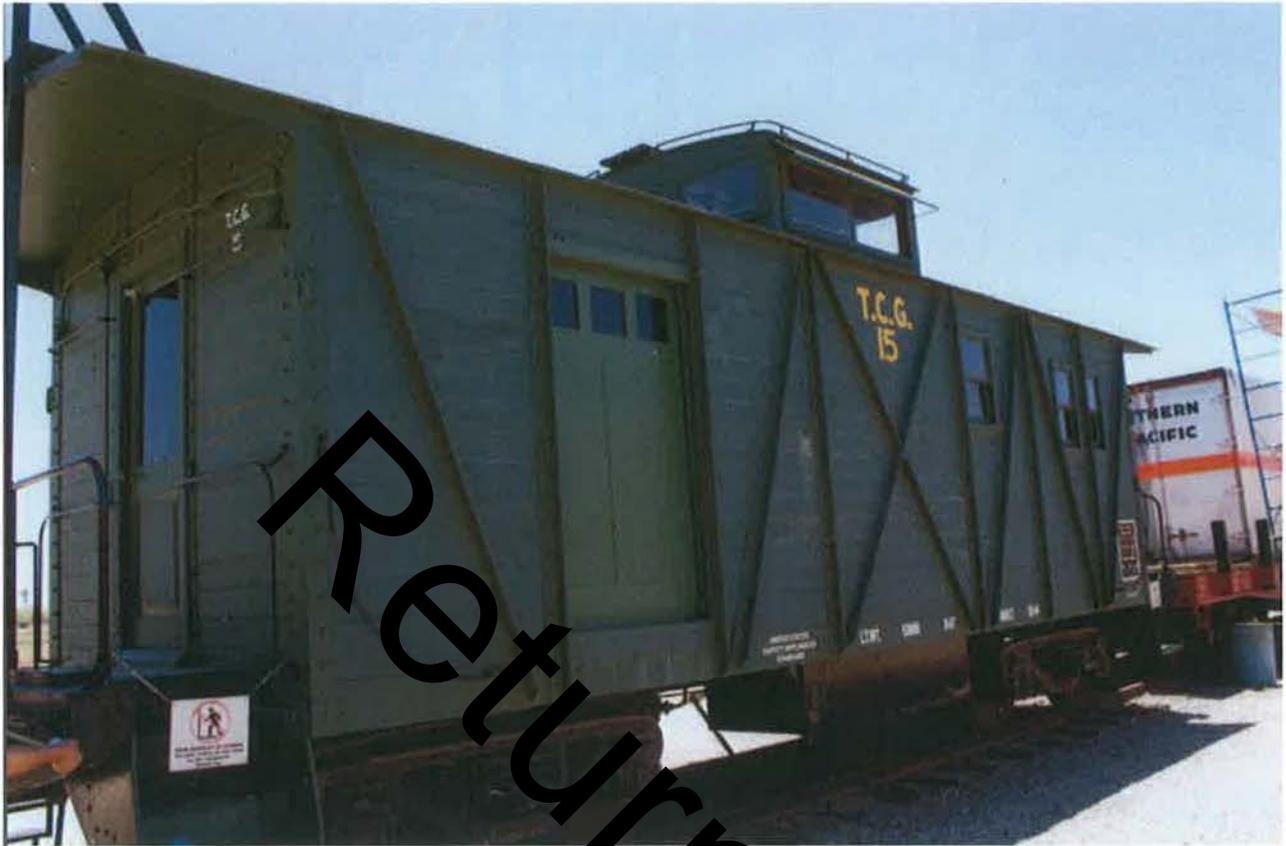
Maricopa - AZ



AZ\_Maricopa County\_TcGB Caboose #15\_0003

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ



AZ\_Maricopa County\_TCGB Caboose #15\_0004

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ



AZ\_Maricopa County\_TcGB Caboose #15\_0005

Tucson, Cornelia and Gila Bend RR Caboose #15

Maricopa - AZ



AZ\_Maricopa County\_TCGB Caboose #15\_0006

Tucson, Cornelia and Gila Bend RR Caboose #15

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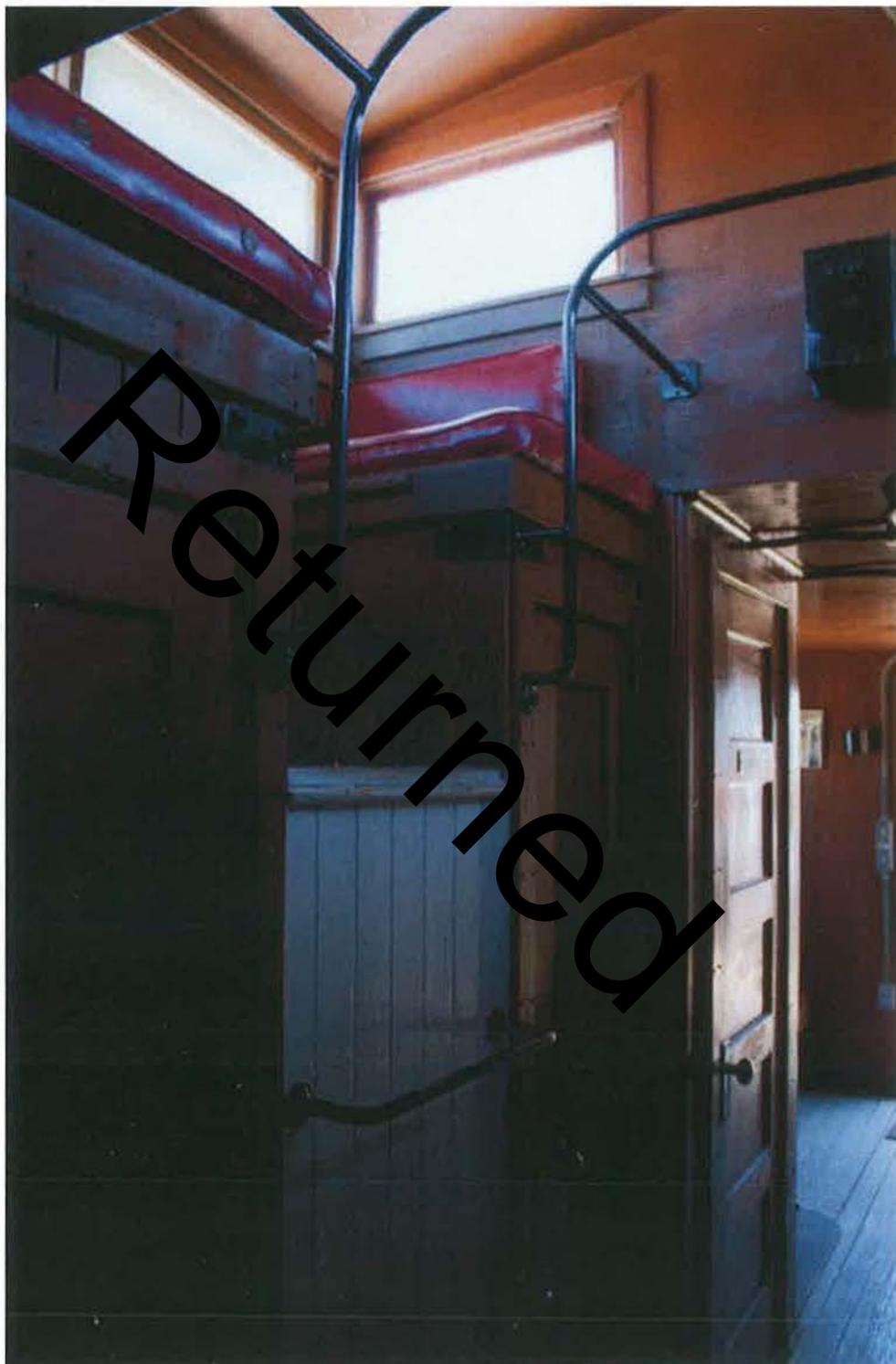


AZ\_Maricopa County\_TCGB Caboose #15\_0007

Returned

Tucson, Cornelia and Gila Bend RR Caboose #15

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AZ\_Maricopa County\_TCGB Caboose #15\_0008

Tucson, Cornelia and Gila Bend RR Caboose #15

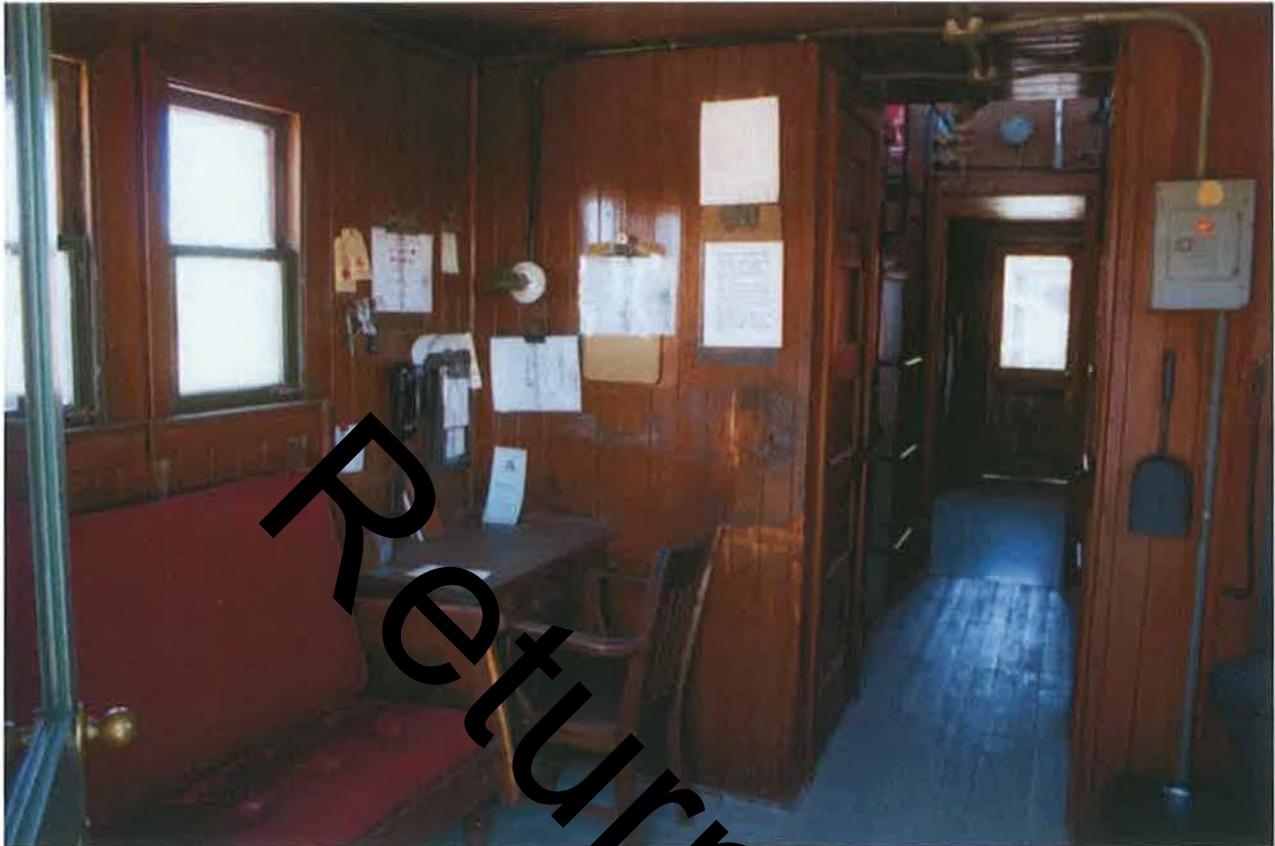
Maricopa - AZ



AZ\_Maricopa County\_TCGB Caboose #15\_0009

Tucson, Cornelia and Gila Bend RR Caboose #15

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AZ\_Maricopa County\_TCGB Caboose #15\_0010

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Tucson, Cornelia and Gila Bend Railroad Caboose No. 15

Multiple Name: \_\_\_\_\_

State & County: ARIZONA, Maricopa

Date Received: 8/18/2017      Date of Pending List: \_\_\_\_\_      Date of 16th Day: \_\_\_\_\_      Date of 45th Day: 10/2/2017      Date of Weekly List: \_\_\_\_\_

Reference number: SG100001660

Nominator: State

Reason For Review:

- |                                       |  |  |
|---------------------------------------|--|--|
| <input type="checkbox"/> Appeal       | <input type="checkbox"/> PDIL            | <input type="checkbox"/> Text/Data Issue               |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo                         |
| <input type="checkbox"/> Waiver       | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary                  |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period                        |
| <input type="checkbox"/> Other        | <input type="checkbox"/> TCP             | <input checked="" type="checkbox"/> Less than 50 years |
|                                       | <input type="checkbox"/> CLG             |  |

Accept       Return       Reject       Date

Abstract/Summary Comments: \_\_\_\_\_

Recommendation/ Criteria \_\_\_\_\_

Reviewer Lisa Deline      Discipline Historian

Telephone (202)354-2239      Date 10/2/17

DOCUMENTATION: see attached comments; No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

**United States Department of the Interior  
National Park Service  
National Register of Historic Places  
Comments  
Evaluation/Return Sheet**

**Property Name:** Tucson, Cornelia, and Gila Bend (TCG) Railroad  
Caboose #15

**Property Location:** Maricopa Co., AZ

**Reference Number:** SG - 1660

**Date of Return:** 10/5/2017

**Nomination Summary:**

The Tucson, Cornelia, and Gila Bend Railroad Caboose is being nominated under Criterion A at the local level under the area of significance of transportation. The 1944 caboose operated from Ajo to Gila Bend, AZ until 1984. In 2006, it was then moved to the Arizona Railway Museum in Chandler, AZ, approximately 90 miles from Gila Bend.

**Issues:**

The nomination is being returned for substantive and technical problems. The Statement of Significance defines the period of significance as 1944-1967 (and on another page as 1944 to 1984) without providing a clear justification as to why this caboose is important in rail transportation history. The fact that this caboose is supposedly one of a few remaining standard gauge railroad cars or that it has always operated in the State of Arizona is not sufficient to justify it as meeting the National Register Criteria for Evaluation. While the nomination does mention how the caboose was used on this 44-mile line it does not provide a context for rail transportation in the area or how it represents important rail history in comparison to other rail-related structures during this time. If this information is not available, please delete transportation as an Area of Significance and consider nominating this caboose under Criterion C, for engineering as an example of a particular type, period, or method of construction used during the 1940s.

Under engineering, additional historical context is needed to understand caboose types in general during the 20<sup>th</sup> century, an analysis of how this caboose design compares with others in the region, and information on caboose design specifically used by the TCG Railroad Company throughout its years of operation. Provide some additional history regarding why and when cabooses were eventually phased out of service.

Technical issues:

Depending on which NR Criteria is selected, clarify the period of significance. For Criterion C, the period of significance would be the date of construction.

Section 8 includes statements with no footnotes. On page 10, what source was used for claiming the caboose was one of the last mixed-use cabooses in the western United States? On page 13, a reference is needed for the claim that TCG 15 became "internationally known and feted...". A reference is also needed for the statement that it is, "the only documented railroad car never to have left the state of Arizona during its productive lifetime".

The supplemental sketch showing the Arizona Railroad Museum yard layout was not included. If the nomination is resubmitted, please include.

Feel free to contact me if you have any questions.

Lisa Deline  
Lisa\_Deline@nps.gov

**ARIZONA STATE HISTORIC PRESERVATION OFFICE (SHPO)  
NATIONAL REGISTER NOMINATION  
TRANSMITTAL FORM  
\*\*FEDERAL EXPRESS\*\***

**DATE: March 30, 2018**

**TO:**

**Paul Loether  
National Register of Historic Places  
1849 C Street NW, Mail Stop 7228  
Washington, D.C. 20240**



**FROM:**

**William Collins  
National Register Coordinator  
State Historic Preservation Office  
1100 West Washington Street  
Phoenix AZ 85007**

**National Register Nomination Resubmission:**

**Tucson, Cornelia and Gila Bend Railroad Caboose #15  
Chandler, Maricopa County, Arizona**

**The nomination has been revised according to comments received from our reviewer Lisa Deline.**

**Should you have any questions or concerns, please contact me at [wcollins@azstateparks.gov](mailto:wcollins@azstateparks.gov) or 602.542.7159.**