

PH0507423

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED NOV 18 1977	RECEIVED AUG 24 1977
DATE ENTERED MAY 22 1978	

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Yosemite Valley Railroad Caboose No. 15 (2nd Caboose No. 15)

AND/OR COMMON

Caboose No. 15

2 LOCATION

STREET & NUMBER

CA 140

(Not applicable)

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

El Portal

VICINITY OF

Fifteenth

STATE

CODE

COUNTY

CODE

California

06

Mariposa

043

2 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

National Park Service - Western Regional Office

STREET & NUMBER

450 Golden Gate Avenue - Box 36063

CITY, TOWN

San Francisco

VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Administration Building (Park Headquarters)

STREET & NUMBER

Yosemite Village

CITY, TOWN

Yosemite National Park

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>1946</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		Returned 1961

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Yosemite Valley Railroad Caboose No. 15 is an excellent example of a wooden, short-line railroad freight caboose. It is 28 feet and two inches long, not counting coupling gear, nine feet and three inches wide in body, and stands 15 feet, four inches tall to the top of its cupola roof, or 11 feet and four inches tall to the top of its main roof. The caboose has two windows in each side of the body, each comprising a single pane of glass or lite. The cupola has two sliding windows on each of its four sides, each window containing four panes or lites. Both the main roof and the cupola roof are gently rounded like passenger car roofs, rather than angular as is more common in caboose roofs and typical of nearly all freight car roofs. Each end of the caboose has a centered door opening onto end platforms; each door has a two-lite window near its top. The end platforms have railings of metal bars, typical of caboose construction, and metal ladders leading to the roof. There are metal bar grab-irons on the roof of the cupola. There is a manual brake wheel mounted on each of the two end platforms. The caboose has marker-light brackets on all four corners of the body below the roof.

The interior of the caboose is furnished with two long benches usable also as bunks, one along each side wall. There is also a desk, and a stove, whose metal stovepipe pierces the roof ahead of the cupola (the caboose usually being run with the cupola-end to the rear). The cupola has four double seats, two on each side, one on each side headed forward and one to the rear. Beneath them, on either side of the center aisle, are storage cabinets.

The caboose is basically a wooden car, with wooden floor and roof and vertical wooden plank siding. Window frames and doors are of wood. The trucks on which the caboose sits are steel arch-bar trucks containing wooden bolsters. The trucks were apparently built for the Colorado Midland Railway in 1901 or earlier. (It was not unusual for second hand components of one railroad to turn up later on another, especially when the former was scrapped at a comparatively early date as was the Colorado Midland.) The trucks have apparently had some parts replaced, such as wheels marked "ARA 1938 Griffin Los Angeles", and other components marked "ARA 122 Pat'd Oct. 27, 1896." The trucks also carry the initials "CM" which suggest Colorado Midland origin. The wooden bolsters in the trucks are characteristic of trucks manufactured during the late 19th Century. The caboose has knuckle couplers.

Compared with a large number of similar cabooses, the Yosemite Valley Caboose No. 15 was aesthetically especially well-proportioned and very well built. It was somewhat similar but not identical to Yosemite Valley Caboose No. 16, now owned by the Stockton, Terminal & Eastern Railroad. Yosemite Valley Railroad Caboose No. 15 is basically unaltered from its original appearance and from its later use on the Yosemite Valley Railroad, except for the replacement of wheels and possibly other truck components already mentioned.

Historically this caboose was operated on the railroad between El Portal and Merced. Its present location is within the site of the historic Yosemite Valley Railroad "yard" at its El Portal terminus; however, as an object the significance of the caboose is no longer site related, although El Portal is probably the most appropriate site for its exhibit.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

c. 1922 - 1945

BUILDER/ARCHITECT

(Builder's plate is missing)

STATEMENT OF SIGNIFICANCE

Yosemite Valley Railroad Caboose No. 15 is an object of local historical significance in the category of transportation as one of the last two surviving cabooses of the historic Yosemite Valley Railroad, incorporated in 1902, constructed in 1905, 1906 and 1907, and abandoned and scrapped in 1945 and 1946. As a type specimen, this caboose is further significant as a particularly fine example of a short-line railroad caboose.

The origin and history of this caboose is obscure; the presence of the letters "CM" cast in metal components of its trucks led its Santa Barbara owner, and later the author of the two principal publications on the history of the railroad, to state that it was built for the Colorado Midland Railway, which ran from Colorado Springs, Colorado, through Leadville and Glenwood Springs to Grand Junction. However, despite Colorado Midland initials on truck components, Yosemite Valley Railroad Caboose No. 15 is six feet shorter than any of the three series of Colorado Midland cabooses, does not have the sliding side doors characteristic of Colorado Midland cabooses, and in general appearance, location of windows, shape of cupola, etc., does not match the Colorado Midland cabooses. There was an earlier Yosemite Valley Railroad caboose numbered 15, however, which did have some of the characteristics of a Colorado Midland caboose, but its history and disposition are unknown.

Thus Yosemite Valley Railroad Caboose No. 15 is the second caboose to bear that number on this railroad. The best available evidence indicates that it was added to the Yosemite Valley equipment roster about 1922, although the caboose itself may be much older. From whom the railroad purchased it, and whether new or second-hand, is unknown, but it is presumed to have been obtained second-hand by the Yosemite Valley Railroad. If research should eventually uncover its origin, it may possess a quality of additional historical significance deriving from earlier association with some other railroad.

The caboose thus derives associative historical significance in the history of transportation from its service on freight trains on the Yosemite Valley Railroad between Merced and El Portal from 1922 until the end of operation in 1945. Its function was to carry the train crew of freight trains, consisting of a conductor and freight brakeman (or brakemen), and to serve as an office car in which the freight conductor might work on his waybills, switch lists, and other such railroad paperwork. It was generally coupled to the rear of freight trains. The cupola provided a "lookout" from which the conductor or brakeman could spot trouble such as a derailed car ahead in the train, a "hotbox" or hot axle journal needing oiling, or other trouble.

In 1946 the caboose was sold to Leon Bartholomew and moved to 216 West Cañon Perdido Street in Santa Barbara, California, where for some years it accommodated meetings of the

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Johnston, Hank, Railroads of the Yosemite Valley. (Corona del Mar; Trans-Anglo Books, 1975). Pp. 100-101, 192-193.
- Johnston, Hank, Short Line to Paradise; The Story of the Yosemite Valley Railroad. (Yosemite: Flying Spur Press, 1962). p. 85.
- Burgess, Jack, letter, June 12, 1977, 36129 Sandalwood Street, Newark, Calif., 94560, to author of this nomination form, filed in NPS Western Regional Office.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Not applicable *less than 1 acre*

UTM REFERENCES

A	1 1	2 5 4	8 7 5	4 1 73	2 0 0	B					
	ZONE	EASTING			NORTHING		ZONE	EASTING	NORTHING		
C						D					

VERBAL BOUNDARY DESCRIPTION

As an object, this caboose has significance independent of site; the above UTM reference identifies the present location of this object, but its significance is not dependent upon this location and it may be moved without affecting its significance or National Register listing, although if moved a correction of location in the form of a new UTM reference must be filed with the National Register.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Gordon Chappell - Regional Historian

ORGANIZATION

National Park Service - Western Regional Office

DATE

June 21, 1977

STREET & NUMBER

450 Golden Gate Avenue - Box 36063

TELEPHONE

(415) 556-4165

CITY OR TOWN

San Francisco

STATE

California

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

SEP 22 1977

YES

NO

NONE

W. M. Egan
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE D. Hall

TITLE

Deputy Assistant Secretary

DATE

NOV 10 1977

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST:

Walter Cole

DATE

5 22 78

KEEPER OF THE NATIONAL REGISTER

DATE

5-12-78

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED NOV 18 1977

DATE ENTERED MAY 22 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

Channel Railroad Club, until club membership dropped off. In 1961 it was purchased by the National Park Service, and moved to El Portal for inclusion in a Yosemite National Park transportation history exhibit. Its present location is believed to be within the boundaries of the site of the Yosemite Valley Railroad's track yard at El Portal where historically it was used. As an historic object, however, its significance is not dependent upon its location, although El Portal is a very appropriate location for its exhibit.

Resource management

The significance of the caboose applies to its exterior, its interior, all furnishings, tools, artifacts, and parts, and requires a historically accurate color and lettering scheme.