

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91001918 Date Listed: 1/9/92

Southern Pacific Railroad Locomotive No. 1673
Property Name

Pima AZ
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for *Antoniella Rice*
Signature of the Keeper

1/13/92
Date of Action

=====
Amended Items in Nomination:

Function or Use: Under Current Functions, "Transportation/rail-related" should be removed.
Statement of Significance: Criteria consideration B should be removed.

This information was confirmed with Jay Ziemann of the Arizona State historic preservation office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Southern Pacific Railroad Locomotive Number 1673
other names/site number _____

2. Location

street & number Himmel Park N/A not for publication
city, town Tucson N/A vicinity
state Arizona code AZ county Pima code 019 zip code 85716

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>1</u>	_____ structures
	<input checked="" type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register -0-

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 meets does not meet the National Register criteria. See continuation sheet.

Sherren Turner 11/26/91
Signature of certifying official Date
State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet. Antoinette Reese January 9, 1992

determined eligible for the National Register. See continuation sheet. _____

determined not eligible for the National Register. _____

removed from the National Register. _____

other, (explain:) _____

for Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/rail-related

COMMERCE/business

INDUSTRY/communications facility

Current Functions (enter categories from instructions)

TRANSPORTATION/rail-related

RECREATION AND CULTURE/monument

7. Description

Architectural Classification

(enter categories from instructions)

Other: Mogul 2-6-0

Materials (enter categories from instructions)

foundation _____

walls _____

roof _____

other Metal: Steel

Describe present and historic physical appearance.

Summary

Southern Pacific Railroad locomotive number 1673 (serial #5683) is a mogul 2-6-0 wheel type engine built by Schenectady Locomotive Works in November, 1900. It is one of only two of the 105 locomotives of this type that Schenectady and Cooke Locomotive and Machine Company built at the turn of the century for Southern Pacific which is still in existence. After being used by the company for over 50 years, the locomotive was donated to the city of Tucson. It was first moved to the Arizona Historical Society and later relocated to Himmel Park, a municipal recreation facility. The locomotive retains good structural integrity and its physical condition is fair and in need of some renovation.

Locomotive #1673 was one of 105 engines of this type built for Southern Pacific between February, 1899 and January of 1901 by Schenectady Locomotive Works of Schenectady, New York and Cooke Locomotive and Machine Company of Paterson, New Jersey. Only two of these locomotives still exist with the other being located in Saugus, California after being purchased from Southern Pacific by Gene Autry in 1957. In addition, only seven of the 355 engines of this type ever built in the United States still exist.

Number 1673's wheel arrangement, 2-6-0, indicates that it has two leading truck wheels, six drive wheels and no trailing truck wheels. This arrangement, possibly first used in Russia in the 1840s, made the locomotive well suited for hauling heavy freight loads. Of the total moguls built in this country, most were used by Pacific line railroad companies where the high traction to weight ratio of the locomotives would come in especially helpful.

The locomotive's loaded weight, without its tender, is 146,000 pounds. In 1905, the engine was converted from coal to oil. While the availability of coal in the west made it an attractive fuel, it was extremely dirty. The lack of dust, soot and cinders made oil the obvious choice for locomotives and by the early 1900s most Southern Pacific engines were being converted. In 1922, superheater equipment was installed on the locomotive at Sacramento, California. This was done to add heat to the steam thus greatly increasing the efficiency of the engine's cylinders.

Other technical specifications of the locomotive are:

Class M-4

Cylinder bore and stroke 20"x28"

Working steam pressure 190 lbs. psi

Driver diameter 63"

Driving wheel base 15'2"

Length 36'1" (pilot to rear of cab excluding roof overhang)

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Width 9'6" over roof eaves
Tractive effort 28,710 pounds

The tender for the locomotive was built at Baldwin Locomotive Works and is numbered 7255. It is a class 70R-1 tender and is 27 feet 10 $\frac{1}{4}$ inches in length, 12 feet $\frac{1}{2}$ inches in height, and 10 feet, 8 $\frac{1}{2}$ inches wide. It has a wheel base of 19 feet.

Southern Pacific locomotive 1673 was used as a freight hauler and logged over one million miles of service for the company. For a few months in 1946 it was leased to Southern Pacific of Mexico. In 1954 the locomotive was used in the filming of the movie "Oklahoma". The locomotive was retired from service in December, 1954 and donated to the city of Tucson in June of the following year. At first it was on display at the Arizona Historical Society but in June, 1962, due to construction at the Society, the locomotive was moved to Himmel Park, a city owned recreation facility, where it has remained on display.

Integrity

The locomotive was converted from coal to oil in 1905. In 1922, superheater equipment, which greatly increased the efficiency of the engine's cylinders, was installed at Sacramento. Neither of these changes impacted the exterior appearance of the locomotive and few other alterations have been made to it since that time. It still has its original bell and light and many of the original fixtures are still in place. In general the integrity of the locomotive is good.

The physical condition of the locomotive is fair. Rehabilitation will be needed since exposure to the elements has caused some deterioration.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation

Commerce

Industry

Period of Significance

1900-1941

Significant Dates

1900

Cultural Affiliation

Significant Person

Architect/Builder

Schenectady Locomotive Works

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Summary

Locomotive #1673 represents the era when the Arizona territory was opened up to regular communication with the outside world. It also represents a style of design which is long since past and is one of only a few such type of locomotives which still exist. The mogul style of locomotive and other engines from this era were instrumental in opening Arizona to modernization by providing access to the goods and services needed to develop first the territory and then the state of Arizona. In addition, train service was essential for delivering the products of the state to the rest of the country. Rail service was essential for the development of the mining and agricultural industries in the state. It also played a large role in the transformation of architectural building styles and materials from Sonoran adobe to Victorian wood frame construction.

Prior to the railroad entering the state at Yuma in 1877, communication with other parts of the United States had been extremely difficult. Stage coaches, wagon trains and other basic forms of transportation were used to supply the territory with goods and to export raw materials and livestock. Many people saw it as a **necessity** to link the state with the rest of the nation by rail. One account of the railroads importance to Arizona is given by David Myrick in his book, Railroads of Arizona volume 1 the southern roads.

Mayor J.B. 'Pie' Allen (of Tucson) convened the council at his house on the evening of January 10, 1877 where the council ...heard the general (General Phineas T. Banning) tell of SP's plans and, after some discussion, the council voted to transfer about 200 acres within the town limits on the condition that the railroad would be completed to Tucson and in good running order within five years.

By 1880 Southern Pacific tracks stretched from Yuma on the west to San Simon on the eastern edge of the state. Tucson and other communities in southern Arizona which were along the line were open to reliable interstate commerce for the first time when the line was complete. The modern world could, for the first time, come to Tucson conveniently and reliably.

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The change in lifestyle which the arrival of the railroad brought to southern Arizona can not be underestimated. As C.L. Sonnichsen wrote in Tucson, the life and times of an American city,

Now that the railroad was a reality, not one Tucsonan doubted that wealth and prosperity were inevitable and it was true that life thenceforward was, for many people, simpler, easier-and cheaper. Orders to the West Coast, and later to Kansas City or Saint Louis or New York, could be transmitted in minutes by telegraph and received in days by train. Prices on practically everything were revised rapidly downward. Ordinary people rejoiced in the new dispensation, but signs were ominous for the merchant princes of yesterday.

The railroad brought not only supplies and material, it also brought soldiers. It was soon after the arrival of the railroad that the Indian uprisings in the state were finally put down.

But with the arrival of the railroad, those businesspeople who had prospered and made fortunes on the old ways of doing business either had to change or face hard times. Because many of them did not adapt to the new realities, they were left financially broken. Thus, the prosperity of the many was achieved at the expense of the few.

Within twenty years of the completion of the track line across southern Arizona, mogul type 2-6-0 locomotives were in operation in the state. They were engines which were built for heavy freight hauling. According to George Abdill in his book, A Locomotive Engineer's Album, The Saga of STEAM ENGINES in America, "The type probably received its name from the moguls of India, since both personified power".

Shortly after the turn of the century there were 33 moguls in operation in southern Arizona. They were hauling such items as copper, citrus and cotton. Cattle being taken to market was also an important commodity. Only two of these locomotives, and only seven of the 355 2-6-0 moguls ever built, are still in existence. The others were scrapped in the 30s, 40s and 50s.

Locomotive 1673 was sent to southern Arizona directly from Schenectady Locomotive Works. Its history from then until the late 1940s is unknown but engines similar to it were working out of the Tucson rail yard throughout this period.

A flavor of these times was given by Connie Weinzapfel, a Southern Pacific locomotive engineer for 50 years until he retired in 1987. He remembers running #1673 for three months in the late 1940s leaving Benson, Arizona every day of the week except Sunday. The train would haul items such as cattle, food stuffs including meat in refrigerated cars, dynamite from a plant at Curtis, Arizona, and feed for the calvary horses then located at Fort Huachuca, Arizona. Three days a week the train would make the 16 hour round trip to Patagonia via Elgin. On the other days, the train would go to and return from Fort Huachuca via Tombstone.

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He recalls that an S.P. operator named Rosie would often ride with him in the engine from Benson after she got off working her 11:30 p.m. to 7:30 a.m. shift. He taught her how to fire and run the locomotive as they made their way south. She would sleep in the train and return to work when they had completed the round trip from Benson.

While hauling freight was the primary function of #1673, a job in which it logged over 1,000,000 miles for the Southern Pacific company, it did play some other roles. In 1954 it was used in the making of the movie "Oklahoma". The next year, it played an important part in the 75th anniversary celebration of the railroad's arrival in Tucson. After this celebration, the locomotive was donated to the city of Tucson.

After being given to the city, the locomotive was displayed at the Arizona Historical Society. It was moved to its present location in Himmel Park, a city owned recreation facility, in 1962 due to construction at the Historical Society.

In 1984 a group of local business people spent approximately \$20,000 to perform boiler inspection on the locomotive. They were considering putting the engine back into service between Tucson and Nogales, Arizona but the project was not pursued.

Locomotive #1673 represents both the opening of Arizona to the rest of the country and the transformation of the Arizona territory from a rural, isolated outpost to a growing state. The development of Tucson is, in large part, reflected in the history of the railroad and #1673 is a symbol of that past.

9. Major Bibliographical References

- Abdill, George B. A Locomotive Engineer's Album the Saga of STEAM ENGINES in America. (Seattle, Washington:Superior Publishing Company, 1965).
- Diebert, Timothy S. and Strapac, Joseph A. Southern Pacific Company Steam Locomotive Compendium. (Huntington Beach, California:Shade Tree Books, 1987).
- Dunscorn, Guy L. A Century of Southern Pacific Steam Locomotives. (Modesto, California: Printing Company, 2nd Printing, 1967).
- Duke, Donald. Southern Pacific Steam Locomotives. (San Marino, California: Pacific Railway Journal, 1962).
- Hofsommer, Don L. The Southern Pacific 1901-1985. (College Station, Texas: Texas A&M University Press, 1986).
- Myrick, David F. Railroads of Arizona volume I the southern roads. (Berkeley, California: Howell-North Books, 1975).

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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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Arizona Historical Society

10. Geographical Data

Acreage of property Less than one acre

UTM References

A 12 506220 3566110
 Zone Easting Northing

C

B
 Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

Locomotive #1673 is located in Himmel Park which is bounded by First Street, Treat Avenue, Tucson Boulevard and the extension of Hawthorne Street. The engine and tender are located in the west central portion of the park near a parking lot.

See continuation sheet

Boundary Justification

The boundaries are those delineated by the chain link fence which surrounds the locomotive.

See continuation sheet

11. Form Prepared By

name/title David Devine

organization City of Tucson-Ward 6 date November 20, 1991

street & number P.O. Box 27210 telephone (602) 791-4601

city or town Tucson state AZ zip code 85726-7210

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Peplow, Edward H. History of Arizona. (New York: Lewis Historical Publishing Company, Inc., 1958).

Price, Paul. Steam Trains. (Secaucus, New Jersey: Chartwell Books, Inc., 1978).

Sheaffer, Jack. Jack Sheaffer's Tucson 1945-1965. (Tucson, Arizona: Arizona Daily Star, 1985).

Sonnichsen C.L. Tucson, the life and times of an American city. (Norman, Oklahoma: University of Oklahoma Press, 1982).

Strapac, Joseph A. Southern Pacific Review 1952-82. (Huntington Beach, California: Shade Tree Books, 1983).

"Catch 22 holds Engine 1673 on tracks at Himmel Park." Tucson Citizen, 6 September 1979, by Laura Diamond.

"Train buffs plan future for 1673." Arizona Daily Star, 5 September 1989, by Joe Burchell.

"Tucson's Biggest Toy Turns 60 Next Month." Arizona Daily Star, 25 November 1960, by Pete Cowgill.

Oral history interview with Connie Weinzapfel on March 29, 1991.