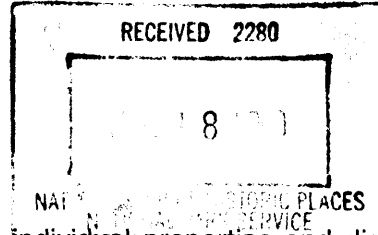


**United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**



101

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

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1. Name of Property

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historic name Southern Pacific Railroad Passenger Coach Car; designated S.P. X7 in circa. 1875; S.P. 84 in 1886; S.P. 1643 in 1891; and S.P.M.W. In 1913.
other names/site number _____

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2. Location Yuma Crossing State Historic Park/ Yuma Crossing National Historic Landmark.

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street & number 201 N. 4Th Ave. not for publication _____
city or town Yuma, AZ. vicinity _____
state Arizona code AZ county Yuma code 027 zip code 85366

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, 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 _____ nationally _____ statewide x locally. (_____ See continuation sheet for additional comments.)

James W. Gannin AZSHPO 13 JANUARY 2000
Signature of certifying official Date

ARIZONA STATE PARKS
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (_____ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

=====

6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail-related, passenger car

Current Functions (Enter categories from instructions)

Cat: Recreation And Culture Sub: Monument

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7. Description

The 43' L x 8' W x 9' H wood railroad passenger car with over end sills has fifteen windows on each side with a door at each end. Nine venting windows were located on each side of the curved ceiling/roof. The entire car consists of wood frame construction with dimensional wood plank finish on the exterior and interior. The roof consists of wood with tin sheeting covered with asphalt. The vent windows and one door appear to have contained green stained leaded glass.

According to the California State Railroad Museum Archives this Southern Pacific passenger coach car was built at the Sacramento Southern Pacific Railroad Shops for service on its southern division beginning *circa*. 1875. Further research at the archives is necessary to reveal further details to its construction. It was first designated as S.P. X7.

During its history of use this car was redesignated three times;

- 1) October, 1886, as S.P. 84,
- 2) May 1891 as S. P. 1643, and
- 3) January, 1913 as S.P.M.W. 1391.

In 1913 the passenger car was retired and converted to a Maintenance of Way car. On September 26, 1938, it was abandoned near Tucson, AZ.

A chronological development of coach car styles is included here to show the evolution of styles during the late 19th century. (See enclosed list of styles)

The car's present location is situated within 1/4 mile of the site where the first railroad entered Arizona on September 30, 1877 (see topo map). It is appropriately displayed on a short simulated rail bed complete with tracks, ties, and gravel bed. Adjacent to the car is a Southern Pacific Steam Locomotive

According to Don Trigg, a local Yuma resident and donor, the coach car was abandoned on a siding in the Yuma Valley. Three cars were located near the Redondo Ranch. Two of the cars were evidently destroyed by fire. In the early 1960s Mr. Trigg located the remaining coach car at a private residence and gained ownership. On May 10, 1991 Mr. Trigg donated the coach car to the Yuma Crossing Foundation and moved it near its present location. On July 1, 1996, Arizona State Parks acquired possession of the Southern Pacific Coach Car.

Condition Description

In 1913 when the passenger car was converted to a maintenance of way car it most likely was gutted of all its interior seats and fixtures. In 1938 when abandoned it most likely was devoid of its exterior railings and decorations.

Beginning in 1991, after acquisition of the coach car local volunteers for the Yuma Crossing Foundation with limited resources began repairing and rehabilitating the coach car. The car's original undercarriage and wheels were missing along with the iron rails and boarding stairs. Exterior paint had deteriorated and bare wood was exposed. The original paint color scheme is unknown due to weathering. Two original window frames were recovered in the car and were replicated to replace the thirty windows. Above the windows on one side the letters Southern Pacific were evident. The designated numbers S.P. 1643 and S.P.M.W. 1391 were situated above the door on one end (see photo). It was also marked CONDEMNED TUC. 9.26.38. There were no original interior furnishings. The roof consists of tin with black poured tar. Local Yuma businesses donated glass ,paint, and lumber. The interior ceiling and walls were repaired with similar wood veneer and painted. The car exterior was repaired with wood epoxy and painted gray. One door was added.

Present Integrity

The coach car is presently in fair condition and stabilized. In Spring, 1997, the car was placed on an I-beam support welded onto two sets of four Southern Pacific passenger car wheels, circa. 1930s and moved onto a track for exhibition beside Steam locomotive S.P. 2521. The steel I-beam support and wheels stabilize the sagging wood under frame and reproduces the effect of the original undercarriage. The original tin and asphalt roof has been repaired in places and needs further attention. The exterior vertical plank wood sides have been poorly repaired with epoxy. The present gray painted exterior with red trim around the windows is not its original color, further research is needed to determine the historically correct colors.

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Architectural Classification (Enter categories from instructions)

Other: Southern Pacific Railroad Passenger Car

Materials (Enter categories from instructions)

foundation _____

roof Metal, Asphalt, Wood

walls Wood, Glass windows

other Floor: Wood, Metal

Undercarriage: Wood & Metal

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8. Statement of Significance

Summary

This late 19th century passenger car is most likely the only existing Southern Pacific coach car of its class in Arizona. The car represents a significant transportation artifact type used on the Southern Pacific Railroad, Southern Division for 63 years during the era of early railroad history from 1875-1938. It is a product of early railroad travel and passenger transportation in the west. It is characteristic of a period type of passenger car used during the time when the railroad first entered Arizona at Yuma Crossing, September 30, 1877.

The coach car meets two specific criteria applicable to the National Register; A & C

A) through its association with early Southern Pacific Railroad history and transportation through the South, Southwest and Arizona; records show that this passenger car serviced the route through Southern Arizona; black and white historic photographs from the 1880s show passenger coach cars crossing the Colorado River and arriving/departing from the Yuma train depot. One photograph shows Geronimo, his band and military soldiers along side a similar passenger coach car on the Southern Pacific RR at a stop in Texas in 1886.

C) being a representative type object of a historic coach car used from *circa*. 1875 to 1938; there are only a few coach cars with similar attributes like this car remaining in the West.

a) Present research of existing coach cars located at the California State Railroad museum in Sacramento, Ca. and the Colorado Historical Society RR museum indicate that similar styles of coaches were constructed at different locations for northern railroad routes. No duplicates of our SP car have yet been located.

The nomination of this coach car to the National Register is the third step of the "Goals and Strategies for Transcontinental Railroad Properties" on page 61 in the publication **Transcontinental Railroad in Arizona 1878-1940** published by Arizona SHPO. The first two steps are to identify the property and evaluate its integrity. The fourth step would be to treat the property in terms of accepted preservation standards. It is Arizona State Parks goal to follow through with this fourth step after this coach car is accepted for nomination.

The coach car is presently located at The Yuma Crossing State Historic Park, site of Ft. Yuma U.S. Army Quartermaster Depot (QMD), QMD storehouse, Corral house, Water Reservoir, Commanding Officers' Quarters, and Kitchen, **UTM reference location: 3623450m. North, 722750m. East**. This location is part of the Yuma Crossing National Historic Landmark. The car is situated on a prepared bed and rail track just west of the QMD storehouse adjacent to a Southern Pacific steam locomotive, SP 2521, 1907-1950s. Along with the locomotive, the coach car is an integral part of the park's transportation theme and exhibits interpreting the Yuma Crossing.

Historic Context

The coming of the railroad to Arizona during 1877-1881 symbolized the beginning of a new era at the Yuma Crossing and major economic centers in the Arizona Territory. Early passenger cars of this type assisted in the safe and efficient movement of thousands of people across the continent replacing stagecoaches, wagons, and steamboats, thus transforming the economic and social landscape of the Southwest. Coming from the west to the east, both goods and passengers could easily and quickly move through the territory. Business, commerce and settlers had easier access to and from the territory, thus increasing the development and growth of a territory on its way to statehood.

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

Both A & C

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 a grave.

D. a cemetery.

E. a reconstructed building, object, or structure.

F. a commemorative property.

G. less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation/Rail-related/Coach Car
Commerce/Trade

Period of Significance 1875-1938

Significant Dates 1875

1886, 1891, 1913 & 1938

Significant Person (Complete only if Criterion B is marked above)

Cultural Affiliation American (Southwest: Arizona)

Architect/Builder Southern Pacific Railroad Shops, Sacramento, CA.

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

Bibliography

Official Railway Equipment Register: 1885-1917; Stanford Library Special Collections, Stanford University.

Southern Pacific Reclassification Guide; Stanford Library Special Collections, Stanford University.

American Railroad Passenger Cars Vol. 1 & 2; John White, John Hopkins University Press. 1970.

Transcontinental Railroading in Arizona 1878-1940; A Context for Preserving Railroad Related Properties; State Historic Preservation Office, Arizona State Parks Board, 1989.

Personal Communication; Leeland F. Lee, 12475 Newport Court, Saratoga CA. 95070, (408) 257-5146. 1991

Personal Communication; Blaine Lamb, Archivist, California State Railroad Museum, Sacramento, CA. 1991

Correspondence, Yuma Crossing Foundation; Mr. Bill Irwin to Leeland F. Lee and Bill Lamb; Donation record, Mr. Don Trigg. 1991

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

Name of repository: California State Railroad Museum Library, Sacramento, CA. And Stanford University Library, Special Collections.

10. Geographical Data

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Acreage of Property N/A

UTM References (Place additional UTM references on a continuation sheet)

UTM reference location: **3623450m. North, 722750m. East**

	Zone	Easting	Northing	Zone	Easting	Northing
1	_____	_____	_____	3	_____	_____
2	_____	_____	_____	4	_____	_____

_____ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Located at Yuma Crossing State Historic Park/Quartermaster Depot within the Yuma Crossing Historic District.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

Object location was selected to compliment historic setting and for accessibility.

=====
11. Form Prepared By

name/title Michael A. Freisinger

organization Arizona State Parks date 11/13/97

street & number 1300 W. Washington St. telephone (602) 542-7153

city or town Phoenix state AZ. zip code 85007

=====
Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Arizona State Parks

street & number 1300 W. Washington St. telephone 542-7153

city or town Phoenix state AZ. zip code 85007

**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: 00000101

Date Listed: 3/02/00

Property Name: Southern Pacific Railroad Passenger Coach Car--S.P. X7

County: Yuma

State: AZ

Multiple Name: N/A

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.

Patrick Andrews
Signature of the Keeper

3/2/00
Date of Action

Amended Items in Nomination:

A correlating Area of Significance must be provided for Criterion C. An amendment is made to add **Engineering** as an Area of Significance.

Cultural affiliation should only be provided for properties eligible under Criterion D. An amendment is made to delete "American (Southwest; Arizona)" as a cultural affiliation.

The acreage of the property has not been provided. An amendment is made to add **less than one** acre under Section 10. To clarify the verbal boundary description: The nomination boundary was drawn to include only the coach car and ground upon which it stands.

This information was confirmed with Erica Frinbotten of the Arizona SHPO.

DISTRIBUTION:

- National Register property file**
- Nominating Authority (without nomination attachment)**