

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received **JAN 31 1984**  
date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic <sup>and</sup> El Paso & Southwestern Railroad YMCA

and/or common Douglas YMCA

2. Location

street & number 1000 PAN AMERICAN Ave. N/A not for publication

city, town Douglas N/A vicinity of

state Arizona code 04 county Cochise code 003

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: Recreation

4. Owner of Property

name Young Men's Christian Association of Douglas

street & number P.O. Box 441

city, town Douglas N/A vicinity of state Arizona

5. Location of Legal Description

courthouse, registry of deeds, etc. Cochise County Courthouse

street & number

city, town Bisbee state Arizona

6. Representation in Existing Surveys

title Arizona Historic Engineering Site Inventory has this property been determined eligible?  yes  no

date December 4, 1980  federal  state  county  local

depository for survey records History of Engineering Program, Texas Tech University

city, town Lubbock state Texas

# 7. Description

## Condition

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

## Check one

unaltered  
 altered

## Check one

original site  
 moved date \_\_\_\_\_

Describe the present and original (if known) physical appearance

## SUMMARY

The El Paso and Southwestern Railroad YMCA is a large brick Mission Revival Style building with a 1905 two story core (53' X 150') and a 1918 one story addition extending the structure to the south. It is located in Douglas, Arizona, at the extreme southeast corner of the state, adjacent to the Mexican border. The building is sited facing east between a north-south railroad alignment to the west and the historic commercial center of the city to the east.

## Architectural Description

### Exterior:

The main (east) elevation of the original 1905 structure is a symmetrically massed, three bay composition featuring ashlar capped curvilinear parapets on projecting gable ends and on a centrally positioned dormer on the building's recessed north-south axis. The central recessed bay includes a stairway providing access to the first floor porch and a balcony with a low parapet wall on the second floor. The balcony is supported by four wrought iron posts topped with corbelled headers. The same ornamental iron is employed in the balustrade on the stairway.

Fenestration on the first floor of each gable end consists of a tripartite grouping of round-headed windows. Ashlar mullions divide the lower segment of each from the round arch transom above. Openings on the porch include a central door framed by wood frame double hung windows topped by brick flat arches.

Second floor openings on the gable ends are asymmetrical. The northernmost is punctuated by an oculus ventilator centrally positioned above two paired wood frame double hung window units. The projecting sill of each unit is supported by a single curvilinear bracket in the center. Each unit is sheltered by a projecting window hoods supported by paired curvilinear brackets which frame the windows. The second level of the south bay is detailed with a single oculus ventilator framed with rectangular stuccoed panels.

Openings on the balcony include a rectangular louvred ventilator positioned above a door in the parapet wall. The door, like the second story windows on the north bay is sheltered by a bracketed door hood (with) curved truss brackets. Two wood frame double hung windows are symmetrically placed on the parapet wall.

At the base of the building a concrete foundation rising from ground level to a watertable at the sill line of the first floor windows and floor level of the porch, encircles the entire structure. The foundation is pierced on the facade by three basement windows situated on the north bay and two on each side of the central stairway leading to the porch. The original 1905 facade is given an asymmetrical appearance by an application of stucco on the second level of the central and north bays. This stucco finish is also found at the north and west elevations of the 1905 core. The brickwork on the top portion of the south bay and the 1910 addition remains exposed. Further research and examination would

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be required to determined to what extent the 1918 addition impacted upon the south gable end. Both the contrasting finish and the differences in the second floor details suggest that modifications were made to this bay, but the net result is complimentary to the original building.

The north elevation features semicircular windows positioned on each end of the first floor and a row of rectangular openings along the second. The concrete foundation rises to the sill line, the brick remains exposed on the first level and the upper portion is stuccoed. A corbelled chimney, integrated with the wall, pierces the center of the eave.

The west elevation faces the railroad tracks and detailing in the gable ends repeats that on the east facade. The center bay is punctuated with random rectangular openings on each level. A semicircular opening mid-way between the first and second levels suggests the former presence of a stairway providing egress from the second floor. A brick chimney rises from ground level and projects through the eave.

The 1918 addition extends the structure to the south and is comprised of four bays delineated by three pier buttresses. It too, is set on a concrete foundation watertable. Semicircular windows, identical to those on the original structure, are positioned in each bay on both the east and west elevations.

The south elevation of the addition features a curvilinear parapet stopped against the gable end. Four brick pier buttresses rise from ground level to the mid point of the wall. An oculus ventilator is centrally positioned above.

All roof surfaces are finished with rolled asbestos roofing material.

Interior:

The interior of the 1905 core includes two stories and a full basement. The original finishes include the wood floors on the upper stories and a concrete floor on the basement. All interior walls are of lath and plaster.

The 1918 addition includes a lobby, gymnasium, swimming pool, bowling alley, recreation room, locker room, reading room, shower facilities and 19 dormitory rooms.

Grounds

Originally, the grounds around the YMCA were appointed with tennis courts and baseball diamonds, providing a full complement of recreational facilities. These have all been removed.

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Integrity

Although the El Paso and Southwestern Railroad YMCA building has not been utilized to its full potential since the late 1950's it retains a high level of physical integrity. The only external modifications evident are the filling of most window openings with temporary boarding, the removal of the original posts and balustrade from the porch, and the resurfacing of the roof with rolled material. Overall, these alterations result in a minor impact upon the integrity of the building especially in view of the sculptural characteristics of the Mission Revival design being intact. Furthermore, the building remains structurally sound although it is clearly in need of a maintenance program.

# 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 checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1905, addition 1918 **Builder/Architect** Theodore C. Link

**Statement of Significance (in one paragraph)**

SUMMARY

The El Paso and Southwestern Railroad YMCA possesses significance on two levels. First, the building is architecturally significant as a distinctive local example of Mission Revival Style architecture. Second, it is historically significant as an employee recreational facility built by the El Paso and Southwestern Railroad, a major regional railroad corporation in existence from 1900 until its acquisition by the Southern Pacific Railway Company in 1924.

Historical Background/Context

Following the establishment of a nascent railway system in the Arizona Territory in the late 1870's and the 1880's, the mineral industries within the territory flourished beyond all expectations. Of particular importance was the mining of copper which increased rapidly over a relatively short period of time. Mining activity in Arizona, begun on a small scale in the 1850's, increased enormously in the 1870's due to the discovery of large deposits of copper in the Jerome, Bisbee, Globe and Morenci districts. The Copper Queen mine in Bisbee in southeastern Arizona became one of the richest producers, yielding over one hundred million dollars worth of ore.

In 1885, the Phelps-Dodge Corporation, one of the leading copper producers in the world today, acquired the Copper Queen upon the recommendation of Dr. James B. Douglas, a metallurgist and mining engineer associated with the company. This purchase, combined with the purchase by Phelps-Dodge of a small copper mine at Nacozari in the northern Mexican state of Sonora in 1896 and the promise of continued high yields at both mines provided the economic context for the establishment of Douglas, Arizona Territory, in 1900, a city to be built mid-way between the two large mining areas.

As mining activity increased in Bisbee, the need for a larger smelter to process the ore was realized. Because of the geographical limitations of the town, Dr. Douglas searched for a site which met the criteria of abundant water, close proximity and a fair purchase price. Such a site was found 35 miles southeast of Bisbee, and near the San Bernadino Ranch (designated a National Historic Landmark) on the Mexican border. In 1900 work began on the construction of the new smelter and its collorary townsite, named in honor of Dr. Douglas.

Because of the need for rail transportation to link both Bisbee and Nacozari with the site of the new smelter, Dr. Douglas, who was also president of the existing Arizona and Southeastern Railroad, sought to have a branch line built to Douglas. This railroad was largely financed in 1889 by the Copper Queen

# 9. Major Bibliographical References

See continuation sheet.

# 10. Geographical Data

Acreeage of nominated property .25 acres

Quadrangle name Douglas

Quadrangle scale 1: 24,000

**UTM References**

A 

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**Verbal boundary description and justification** SECT 0013 TWNS/BLK 024, RANGE/LOT 024 IN SE NW BEG AT PT OF INTRSEC WITH WLY LINE OF RAILROAD AVE & WLY PROLONGATION OF CNTR LINE OF TENTH ST DOUGLAS S17DEG 03MIN W 360. 74'W 33.26' NLY ALNG RT CURVE AN ARC DISTANCE OF 254.47' N 17DEG 03MIN E 197.30' S 72DEG 57MINE 70.20' S 1 7DEG 03MIN W 77.37' TO POB .645AC SEC 13 24 27

**List all states and counties for properties overlapping state or county boundaries**

state	N/A	code	county	code
state		code	county	code

# 11. Form Prepared By

name/title: Bill Perreault, Historian/Registrar  
Arizona SHPO

organization Arizona State Parks date December 20, 1983

street & number 1688 W. Adams telephone (602) 255-4179

city or town Phoenix state Arizona

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Donna J. Schover

title State Historic Preservation Officer date January 24, 1984

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I hereby certify that this property is included in the National Register

for Delores Byers Entered in the National Register date 3/1/84

Keeper of the National Register

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

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Consolidated Mining Company in which the Phelps-Dodge partners held shares. The 36.2 mile rail line connected Bisbee with the town of Fairbank to the north-west.

Due to concern over construction costs and a lack of cooperation from the Southern Pacific Company in relation to the larger endeavors of the A & SE, the Copper Queen management resolved to build its own line. Consequently, the Southwestern Railroad of Arizona was incorporated in 1900.

The long term regional goals of Dr. Douglas were revealed after a stockholders meeting in New York in 1901 when the name of the railroad was changed to El Paso and Southwestern Railroad Company. Construction of the line through New Mexico was undertaken in the name Southwestern Railroad of New Mexico until 1892 when it and the Arizona and Southwestern were sold to El Paso and Southwestern. For the next thirty-two years the EP & SW grew to major proportions under the direction of Dr. Douglas. It ultimately stretched across Arizona, New Mexico, Texas and into Mexico with a length totalling 1200 miles. During this time the railroad carried not only mining-related freight but also generated revenues from passenger and express services.

The town of Douglas grew in correlation to the continued mining and railroading activity in the Territory and was quickly established as a major strategic location in the southwest. It provided necessary services for both smelter and railroad employees as well as for an ever-increasing number of tourists.

Following the lead of many large companies of the period, the El Paso and southwestern Railroad Company established a workers' welfare program and in 1905, the company built the YMCA on the edge of its large yard complex,

Following the dedication by Dr. Douglas on February 1, 1906, it quickly began to serve a recreational and social function for the general public in Douglas in addition to the employees of the railroad. Perhaps in response to this increased use, the railroad enlarged the facility with the construction of the large addition in 1918. Membership during these early decades of the twentieth century usually averaged around 1,000 men and boys.

In 1924, the El Paso and Southwestern Railroad Company was acquired by the Southern Pacific Railway Company. The YMCA continued in use into the 1950's, when newer and larger municipal facilities began to draw away its membership. The property was sold by Southern Pacific to the Douglas YMCA in 1967 and since that time it has served various functions. The city of Douglas presently leases half the building for recreational use.

Architecture

The El Paso and Southwest Railroad YMCA is significant as a distinctive local example of Mission Revival Style architecture. The style has its origins in the

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Spanish Missions in California. Proponents of their preservation were active in the state in the early 1880's. However, it was not until the 1893 Columbian Exposition in Chicago that an interpretation of the Mission Style received widespread acceptance. The California Building, designed by A. Page Brown, demonstrated the ideals of the Mission Revival Style to the nation. Typically employing semicircular arches, tiled roofs, curvilinear parapets and smooth plastered walls, the style became popular in California beginning in the 1890's and spread throughout the southwest during the first three decades of the Twentieth Century.

Within the context of the architectural history of Douglas, the Mission Revival Style is relatively rare. Apart from the El Paso and Southwestern Railroad YMCA, the only major appearance of the style is on a few residential properties constructed by the Phelps-Dodge Company. The YMCA building with its extensive use of elaborate curvilinear parapets, semicircular openings, and stuccoed surfaces, precisely embodies the distinctive characteristics of the Mission Revival Style. Furthermore, the YMCA, constructed in 1905, represents a very early appearance of the style in Arizona. It was not until the second and third decades of the Twentieth Century that Spanish derived architecture gained widespread acceptance in the central and southern regions of southern Arizona, and was still relatively rare in the southwest outside of California at the time the YMCA was constructed.

The architect of the YMCA building was Theodore C. Link of St. Louis, Missouri. Link was prominent in St. Louis before the turn of the century, and designed the St. Louis Union Station. His connection to the railroad may relate to his commission for the YMCA building, although this relationship is unknown at this time.

Historic Association

Additional significance is ascribed to the YMCA for its association with the El Paso and Southwestern Railroad. This company contributed two major resources to the historic architectural legacy of Douglas, the YMCA and the EP & SW Depot, constructed in 1913 in the Beaux Arts Style. Each building is a major manifestation of corporate-sponsored architecture.



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