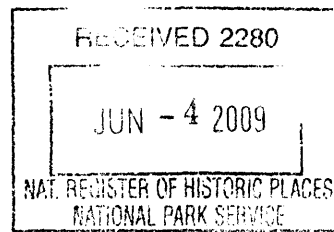


United States Department of the Interior  
National Park Service

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# 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. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

### 1. Name of Property

Historic name Southern Pacific Railroad Locomotive No. SP 2562 and Tender No. 8365  
Other names/site number \_\_\_\_\_

### 2. Location

street & number 330 East Ryan Road  not for publication  
city of town Chandler  vicinity  
State Arizona code AZ county Maricopa code 013 zip code 85249

### 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   X   statewide     local

James W. Gawroni  
Signature of certifying official  
State Historic Preservation Officer  
Title

3 JUNE 2009  
Date  
Arizona State Parks  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting official  
Date  
\_\_\_\_\_  
Title  
State or Federal agency and bureau

### 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

Janet McClelland 7/17/09

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

**Category of Property**  
(Check only one box)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
2		structures
		objects
2		<b>Total</b>

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

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION / rail-related

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**Current Functions**  
(Enter categories from instructions)

OTHER / museum display

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**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

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**Materials**  
(Enter categories from instructions)

foundation: \_\_\_\_\_

walls: \_\_\_\_\_

roof: \_\_\_\_\_

other: Metal/iron/wood

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**Narrative Description**

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(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

**Summary Paragraph**

The Southern Pacific Railroad Locomotive No. SP 2562 (SP 2562) and Tender No. 8365 are two rail-related structures currently located on the grounds of the Arizona Railway Museum in Chandler, Arizona. SP 2562 is an oil-burning steam locomotive constructed in 1906. It is classified as a "Consolidation"-type locomotive, based on its wheel arrangement. Tender No. 8365 was constructed in 1904 and was associated with SP 2562 for most of its years of service. Both structures retain a high degree of integrity, although they have suffered in the past from lack of maintenance. A limited number of missing or deteriorated component parts have been replaced in order to restore it to its historic appearance.

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**Narrative Description**

See Continuation Sheets, Section 7

**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.

**Areas of Significance**

(Enter categories from instructions)

Transportation

**Period of Significance**

1904-1956

**Significant Dates**

1904: Tender manufactured

1906: Locomotive manufactured

1956: Locomotive and tender removed from service

**Significant Person**

(Complete only if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

Locomotive: Baldwin Locomotive Works

Tender: American Locomotive Company

**Criteria Considerations**

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

Property is:

- 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.

**Period of Significance (justification)**

The period of significance dates from the year in which Tender No. 8365 was manufactured and ends in 1956, when both Tender No 8365 and Locomotive No. 2562 was removed from railroad service.

**Criteria Considerations (explanation, if necessary)**

SP Railroad Locomotive No. SP 2562 and Tender No. 8365 meets Criterion Consideration B for properties moved from its original location since it was a mobile structure whose operation included the SP railline in Arizona. The structures are now located in a railroad museum setting alongside operating Union Pacific (formerly Southern Pacific) track in the City of Chandler.

**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

Southern Pacific Railroad Locomotive No. SP 2562 and Tender No. 8365 are nominated to the National Register of Historic Places under Criterion A for their association with railroad transportation in Arizona. These two structures, which functioned together as engine and fuel carrier, are intact examples of the steam technology that dominated rail transportation in the first half of the twentieth century. Both structures provided locomotive power for trains along the Southern Pacific Railroad, which ran through Arizona, linking the state to California in the west and New Mexico and Texas in the east. Railroad service was the primary transportation link between Arizona and the other states in the era prior to the development of the interstate highway system and commercial jet air service. They are nominated at the State Level of significance.

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

See Continuation Sheets, Section 8

**Developmental history/additional historic context information** (if appropriate)

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**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: **Arizona Railway Museum**

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

10. Geographical Data

Acreage of Property Less than 1 acre  
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>12</u>	<u>422210</u>	<u>3681350</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary of the property is limited to the Locomotive (SP 2562) and connected Tender No. 8365, located on the grounds of the Arizona Railway Museum, 330 E. Ryan Road, Chandler, Arizona.

Boundary Justification (explain why the boundaries were selected)

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

11. Form Prepared By

name/title Thomas Klobas/President (w/editing and additional material William Collins, AZ SHPO)

organization Arizona Railway Museum date July 2008

street & number 330 E. Ryan Road; P.O. Box 842 telephone           

city or town Chandler state AZ zip code 85244

e-mail           

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

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**Photographs:**

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Southern Pacific Railroad Locomotive No. SP 2562 and Tender No. 8365

**City or Vicinity:** Chandler

**County:** Maricopa

**State:** Arizona

**Photographer:** T.E. Klobas

**Date Photographed:** July 5, 2008

**Description of Photograph(s) and number:**

**1 of 15.** Front of locomotive (camera facing north-northeast)

**2 of 15.** East side of locomotive and tender (camera facing west-northwest)

**3 of 15.** East side of locomotive and tender (camera facing southwest)

**4 of 15.** Rear of tender (camera facing south)

**5 of 15.** East side of locomotive showing cab entrance and ladder (camera facing southwest)

**6 of 15.** East side of locomotive showing steam chest, piston, valve gear and driving wheels (camera facing northwest)

**7 of 15.** West side of locomotive (camera facing southeast)

**8 of 15.** West side of locomotive showing steam chest, piston, valve gear and driving wheels (camera facing northeast)

**9 of 15.** Front of locomotive showing pilot wheels, coupler and front-end structure (camera facing east)

**10 of 15.** Inside locomotive cab showing rear of boiler assembly, and steam, fuel and water controls (camera facing south)

**11 of 15.** Inside of locomotive showing engineer's seat, throttle controls and opening to fire box (camera facing south)

**12 of 15.** Forward portion of east side of tender (camera facing southwest)

**13 of 15.** Rear portion of west side of tender showing tool box (camera facing southeast)

**14 of 15.** Top of tender as seen from inside of locomotive cab showing hatch for fuel oil servicing and decking on water compartment (camera facing north)

**15 of 15.** Identification plate for tender located on west side sill of tender (camera facing east)

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Southern Pacific Railroad Locomotive  
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Name of Property

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Name of multiple property listing

### NARRATIVE DESCRIPTION

#### Description

The initials "SP" identify the locomotive as having been the property of the Southern Pacific Railroad in conformity with standards established by the Association of American Railroads. The four-digit number constitutes part of series of numbers that the Southern Pacific reserved for engines of this type. The tender, being attached to the locomotive for lengthy periods of time, was also identified by the reporting mark ascribed to the locomotive as well as having its own separate identification number.

SP 2562 is an oil-burning steam locomotive which was constructed in 1906 by the Baldwin Locomotive Works at Philadelphia, Pennsylvania, as Builder's Number 29064. It is classified as a "Consolidation" locomotive because of its wheel arrangement. The term Consolidation is named after the first locomotive constructed of that type. The particular wheel arrangement, described as 2-8-0, indicates that it has two lead or pilot wheels (on a single axle), eight driving wheels (on four axles) and no wheels aft of the driving wheels.

This locomotive was built for the Southern Pacific Railroad and was placed into service on November 27, 1906. It was designated by Baldwin as Class C-57 22194-S.

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Here, "C" reflects the type of locomotive and 57 the diameter of the driving wheels in inches. The fraction-like number reflects that it has a piston cylinder having a diameter of 22 inches and a piston stroke of 30 inches. "194" appears to represent the weight centered on the driving wheels narrowed to the nearest hundred thousand pounds. "S" appears to indicate that the boiler has been equipped with a superheater, a device to reheat steam thus boosting horsepower while reducing fuel and water consumption.

The locomotive remained in continuous service with the Southern Pacific until March 23, 1956. The company donated it to the City of Chandler, where it arrived on August 16, 1956. It was initially placed on display in a downtown Chandler city park, where it became something of a playground artifact. In 1984, the Arizona Railway Museum leased the locomotive and tender from the city and relocated them to its grounds. When the museum relocated in 2006, the locomotive and tender were moved by rail three miles to their present location at Tumbleweed Park within the City Of Chandler.

Tender No. 8365 was constructed in 1904 by the American Locomotive Company at Schenectady, New York. It has eight wheels (four axles) and was designed to contain both water and oil for steam engine operation. It was built for the Southern Pacific Railroad in connection with a locomotive identified as SP 2749 also manufactured at that time by American. It was originally designated as a Class 70-C tender and



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given SP tender number 7006. In or around 1924, Southern Pacific shop personnel modified it to increase its water capacity, whereupon it became a Class 100-C-4 tender bearing SP tender number 8365.

The tender was associated with several locomotives during its service life with the Southern Pacific. It first became attached to SP 2562 from September 14, 1945 until November 7, 1950. After being briefly associated with another engine, it was reunited with SP 2562 on November 16, 1950 and has remained attached to it to the present day. It was removed from service at the same time as SP 2562 and has experienced the same subsequent history.

### Technical Specifications

SP 2562 has a maximum length of 38 feet, 2 1/16 inches, a maximum width of 10 feet and a maximum height of 14 feet, 6 14/16 inches. It is of standard gauge construction which means that each wheel set spans a distance of 4 feet, 8 1/2 inches from the inside of one rail to the other. Those wheel sets consist of eight large driving wheels mounted on four axles, and two smaller pilot wheels mounted on a single axle ahead of the driving wheels. Each of the driving wheels is 57 inches in diameter and the pilot wheels are 30 inches in diameter. Together the driving wheels occupy a distance of 15 feet, 8 inches of rail. Together with the pilot wheels, the total wheel base is 24 feet, four inches. The total weight of the engine is 217, 800 lbs. The total tractive power supplied by the driving wheels is 45,470 lbs. Maximum operating speed was 57 miles per hour.

The engine's existing boiler is a replacement from its 1906 original. The Schenectady Locomotive Works, Schenectady, New York constructed the present boiler in 1904, as part of locomotive SP 2740. The Southern Pacific assigned it boiler number SP62-L-97. It has a cylindrical design with an outside diameter of 81 1/2 inches. It is lined with three courses of 3/4 inch thick steel and is held together by rivets. Operating steam pressure is 210 lbs. per square inch. This boiler was installed in locomotive SP 2562 in February, 1924. The reason for replacement of the original boiler was apparently a company-wide program to perform structural modifications including installation of superheaters.

Tender 8365 contains separate compartments for water and fuel oil. This is sometimes referred to as a "Vanderbilt" style tender. It has a capacity of 10,060 gallons of water together with 2,940 gallons of oil. Its weight is 67,000 lbs. empty and 174,300 lbs. fully loaded. It has a maximum length of 37 feet, 11 13/16 inches, a maximum width of 10 feet, 2 1/2 inches, and a maximum height of 13 feet, 8 1/4 inches. When fully loaded, the bottom of the tender is 2 feet 9 1/2 inches above the top of the rail. It is equipped with eight wheels mounted on four axles. The axles are arranged in tandem sets of two each (known as "trucks"), one at each end of the tender. Each wheel has a diameter of 33 inches. The wheel base for the tender is 26 feet,

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11 inches. The axles are friction bearing, which means that they rotate within fixed and lubricated brass housings. The tender has all railings, decking, walkways and tool boxes intact.

### Historical Integrity

Engine SP 2562 and its tender were retired from service with the Southern Pacific Railroad on March 23, 1956. Through the efforts of several Chandler citizens, it was subsequently presented to the City of Chandler to be placed on exhibition. It arrived on August 16, 1958 and was placed on a small section of isolated track in a park in downtown Chandler. At that location, it became a haven for a generation of school-age children and was subjected to numerous acts of vandalism. In 1986, due to their advanced state of disrepair, the locomotive and tender were loaned to the Arizona Railway Museum, which had created a facility adjacent to the engine's location. The purpose of the loan was to permit the Museum to begin the task of stopping the rapid deterioration of the engine and tender. As part of that effort, the engine was placed on active rails in a fenced location and was spared further vandalism. The Museum began the long process of restoring the locomotive and tender to an authentic appearance last observed at the time of its donation to the City of Chandler. This effort continues to the present day. In 2006, the Museum relocated the locomotive and tender by rail to a new facility in Tumbleweed Park, a site approximately three miles south of its original location and still within the City of Chandler.

The engine and tender sit in a yard facility constructed for the Museum's use and which is part of Tumbleweed Park, a municipal recreation facility. It sits just a few yards east of the operating Union Pacific rail line serving the City of Chandler and on rails that connect directly to that railroad's tracks. This line was formerly a part of the Southern Pacific railroad network and until 1964 served as SP's direct route between Phoenix and Tucson. Existing records indicate that between 1931 and 1946, SP 2562 operated on Southern Pacific lines stretching between Los Angeles, California and El Paso, Texas. Surviving maintenance records document the engine being both in Tucson and Phoenix during that period. Thus it can be safely concluded that SP 2562 was used to haul trains on the very tracks next to its present location. It is presently positioned amid more than thirty pieces of vintage freight and passenger equipment, including several former Southern Pacific cars, which were in use at the same time SP 2562 was in Southern Pacific service.

SP 2562 and its tender are presently accessible to the public and are accompanied by signage that details their history and function. While the engine is not presently operational, the frame, sheet metal, wheels, couplers, steam pipes, valve gears, driving rods and main piston assemblies are in good condition. Both engine and tender have been cosmetically restored to their appearance at the time they were donated to the City Of Chandler. Numerous articles including cab components, lighting appliances, and both wood and steel exterior items have replaced materials that had been lost or destroyed over the years since it was

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donated. Among the work still to be accomplished are installation of appropriate seats for the engineer and fireman, replacement of several instrument gauges in the cab, fabrication and installation of a historically accurate metal visor for the front headlight, and installation of a rear-facing light on the tender. All repairs and replacements have been in strict conformity with what is known to have been Southern Pacific practice. Both locomotive and tender have been painted and lettered in the exact manner as when they were last in Southern Pacific service.

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### NARRATIVE STATEMENT OF SIGNIFICANCE

#### Southern Pacific Railroad

Construction of a southern transcontinental railroad line commenced soon after completion of the joint Union Pacific/Central Pacific rail link in 1868. The Southern Pacific was conceived by the Big Four, the group of San Francisco investors who owned the Central Pacific, as a means of connecting their line southward towards the Los Angeles region and then eastward to the Colorado River where it was to join with the Texas & Pacific Railroad which had been chartered in 1871 to construct a rail line westward from the Texas coast.

The Southern Pacific's rail line reached the border with Arizona Territory at the Yuma Crossing of the Colorado River in 1877. There it halted for a time because it lacked federal authorization to continue eastward. The Big Four worked around federal authorities, who were concerned about the Central Pacific/Southern Pacific's rail monopoly in California, by gaining the approval of territorial officials in Arizona who were eager to see completion of the line. Eastward construction across Arizona began in earnest in 1878, but it was not until 1880 that the line finally reached Tucson, then the largest town in Arizona. Although technically connected by rail to the eastern states via California, the final transcontinental link to rail lines in Texas was not accomplished until 1883. When completed, the line effectively replaced stagecoach and freight wagon roads as well as steamboats on the Colorado River as the major means of transporting people and freight to and from the territory. In subsequent years, the company built or acquired additional lines within Arizona, creating a widespread rail network throughout southern Arizona. These lines connected mining communities, farms and ranches, and cities and towns to the national transportation system, which spurred the rapid growth of Arizona in the late nineteen and early twentieth centuries.

The completion of a four hundred-mile railroad mainline across southern Arizona brought many changes to the Territory. Economically, transportation permitted the development of large-scale mining activities, opened the agricultural fields of central Arizona, and brought in tourists and health seekers. With easy access to the outside world, a few towns blossomed into major cities. Tucson, in particular, received a significant economic boost as it grew into the Southern Pacific's most important railroad center between Los Angeles and El Paso. Not only did the city house a mainline division point, it also serviced many of the Arizona branch lines.

For political and economic reasons, the original 1878-1881 mainline was constructed in a somewhat hasty fashion, making it susceptible to flooding and washouts. Numerous relocations and improvements were accomplished in subsequent years, a process that continues to this day. The most important expansion project undertaken by the Southern Pacific was the construction of a supplemental mainline that would

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connect the capital city of Phoenix and its growing agricultural hinterland in the Salt River Valley with markets in California and the East. Completed in 1926, this "Phoenix Cutoff" stimulated Phoenix's growth much as the original line had spurred the growth of Tucson. Further growth continued as spur lines connected individual satellite communities such as Chandler to the mainline. However, within a few years following the Second World War, truck transportation began to replace much of the demand for rail transportation, leading to the eventual abandonment of many small lines in the later decades of the twentieth century.

In addition to its widening web of rail lines, the Southern Pacific participated in the improvement of locomotive technology. SP 2562 and its tender were examples of oil-fueled steam technology that began to replace coal-fired locomotive engine boilers (which had earlier replaced wood fuel). Oil as a fuel was itself replaced at mid-century by diesel, which continues to this day as the major fuel of American railroads. The Southern Pacific's last steam locomotive was removed from service in 1957, the year following the retirement of SP 2562 and Tender 8365. In addition, SP 2562 illustrates the improvements in technology implemented by retrofitting existing rolling stock when its original boiler was replaced in 1924 by an improved type.

The Southern Pacific railroad disappeared as a separate name after its acquisition by the Union Pacific Railroad in 1996. However, the lines continue to operate as they have for over a century, providing freight service through the southern portion of the state. The Arizona Railway Museum, located adjacent to a historic Southern Pacific rail line, was founded to preserve examples of railroad technology and to educate the public on the role railroad played in the development of Arizona.

### Locomotive No. SP 2562 and Tender No. 8365

Steam locomotives were by far the most prevalent form of locomotion by railroads for well over 100 years. Fueled largely by coal and to a lesser extent by oil (or historically, wood), they existed in the tens of thousands and dominated railroading in all regions of the country. Steam locomotives were a varied bunch reflecting changes in technology over time, the specific operating environments in which they functioned as well as the particular demands made upon them by rail operations.

So numerous and varied were the designs that a standardized classification was devised in the 19<sup>th</sup> Century based upon wheel arrangement. This was called the Whyte System and was based upon the number of large traction or driving wheels and those smaller ones that preceded them (leading or pilot wheels) and that followed them (trailing wheels). One such arrangement was dubbed "Consolidation" as it was named after the first known locomotive of that type built in 1866. Designed by Alexander Mitchell, and constructed by the Baldwin Locomotive Works for a Pennsylvania railroad, it consisted of two leading or pilot wheels (utilizing a single axle) followed by eight larger driving wheels (mounted on four axles) with no trailing

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wheels—noted in shorthand as 2-8-0. This locomotive proved ideal for hauling longer and heavier freight trains, and became over time the most popular and widely utilized type of steam locomotive in the United States.

Consolidations were an integral part of the rail operations of the Southern Pacific Railroad (SP) which stretched across much of the southwestern portion of the United States, from as far north as Oregon, east to Utah and as far to the southeast as Louisiana. Between 1877 and 1923, SP ordered 544 Consolidation locomotives from several manufacturers, making it the most numerous type of steam locomotive in SP service. However, not all of these Consolidations were identical. Differences existed among them in such areas as weight, piston size, driving wheel size, and boiler dimensions. In fact, there were 27 different models. A total of 169 units fell into the model group represented by SP 2562 and which was internally identified within the SP as “Class C-9” (not to be confused with the builder’s C-57 classification described above).

The Baldwin Locomotive Works in Philadelphia, Pennsylvania constructed SP 2562 specifically for the Southern Pacific Railroad. It bore Baldwin Builder’s Number 29064 and was accepted and placed in service by the SP on November 27, 1906. As a versatile type of locomotive, the SP used it at various locations on its system and in a variety of roles. It was used both for passenger and freight train service, both in mainline and branch line operations. It was also used in switching service, as a helper engine (attached temporarily to heavy trains in order to permit them to conquer steep grades), and to haul maintenance-of-way equipment where needed.

SP 2562 is recorded as having been assigned for a significant number of years to the SP’s Sacramento Division, which encompassed the railroad’s east-west route across the Sierra Nevada Mountains. In addition, records indicate it had also visited yard facilities in South San Francisco, West Oakland and Los Angeles, California. Between 1931 and 1945, it was shown to have operated in and between El Paso, Texas, and Tucson and Phoenix, Arizona. Thus it played a significant role in the maintenance of SP rail operations on mainline and several branch lines in Arizona and New Mexico. Those branch lines permitted rail service to such Arizona locations as Douglas, Nogales, Clifton, Globe as well as Phoenix. The engine was well-suited to handle the heavy strings of cars featured in these branch line operations, operations which were essential for the success of the mining and agricultural industries situated along those lines and which could not have flourished without railroad assistance. SP 2562’s service on SP lines also coincided with heavy military traffic generated in Arizona throughout World War II.

While assigned to duty in West Oakland, California, it was permanently removed from SP service on March 23, 1956. This removal from service was the result of the railroad’s system-wide decision to terminate steam operations in favor of more economical diesel locomotives. While most Consolidations ultimately ended up

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being scrapped, a few—including SP 2562—were spared through a donation program of the railroad whereby cities and towns could obtain a steam locomotive for exhibition purposes. One such town was Chandler, Arizona, and on August 18, 1956, SP 2562 arrived in Chandler where it has remained to the present day.

Of the 544 Consolidation steam locomotives owned at one time or another by the Southern Pacific or its subsidiaries, only nine are known to exist. Of these, four are of the same model group as SP 2562. None appear on the National Register.

### Criteria Consideration B: Moved Properties

SP 2562 and Tender No. 8365 are movable properties and have been relocated three times since their retirement from service. The National Register Bulletin, "How to Apply the National Register Criteria for Evaluation," specifies the special conditions under which moved properties may be considered for eligibility to the National Register. Both structures meet Criteria Consideration B because they are currently located on railroad tracks adjacent and connected to a rail line historically associated with the Southern Pacific Railroad, a line over which they likely operated during some point in their fifty-year service. They thus retain a high degree of integrity of setting and feeling. Also located on the grounds of the Arizona Railway Museum are the Railroad Steam Wrecking Crane and Tool Car, which were listed in the National Register on December 29, 2007.

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National Park Service

## National Register of Historic Places Continuation Sheet

Southern Pacific Railroad Locomotive  
No. SP 2562 and Tender No. 8365  
Name of Property

Maricopa, Arizona  
County and State

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Name of multiple property listing

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United States Department of the Interior  
National Park Service

### National Register of Historic Places Continuation Sheet

Southern Pacific Railroad Locomotive  
No. SP 2562 and Tender No. 8365

Name of Property

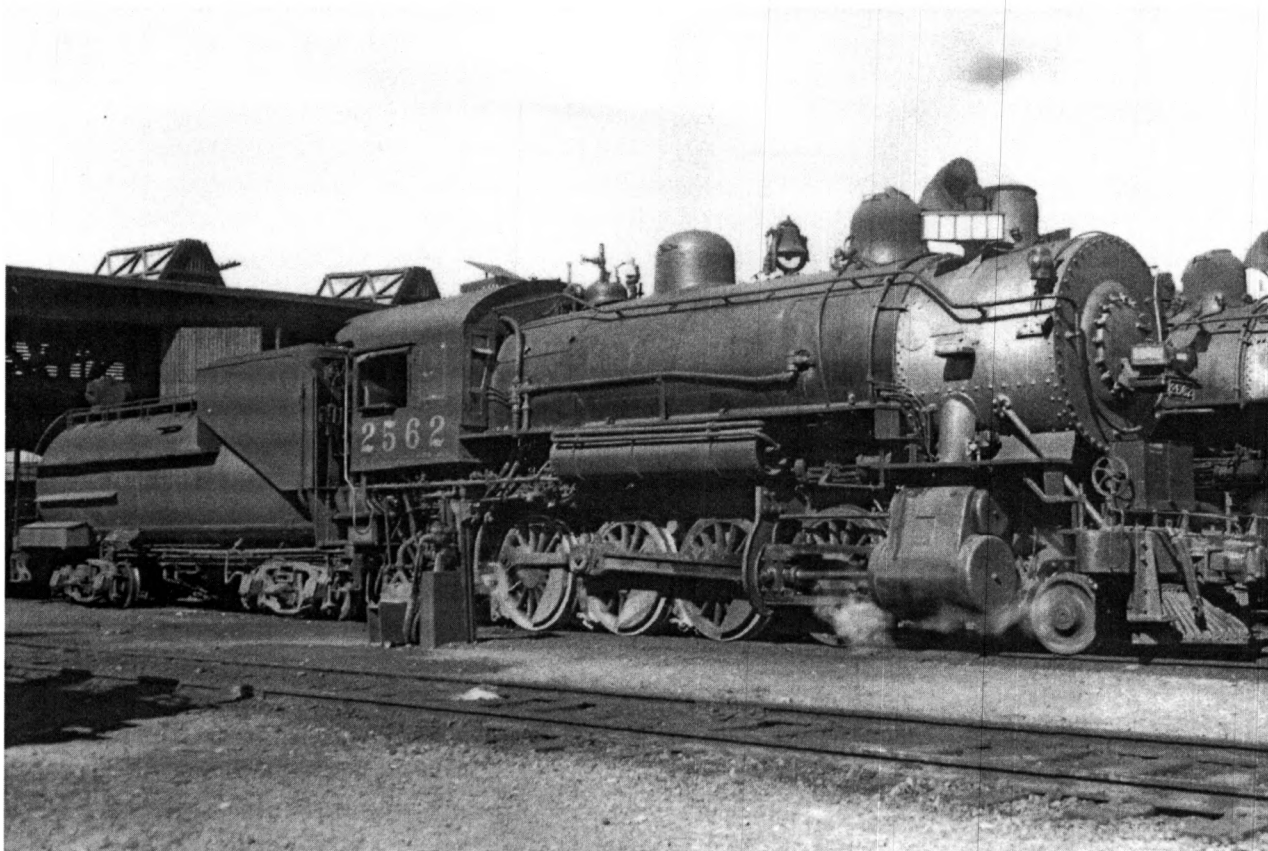
Maricopa, Arizona

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Historic Photo of SP 2562 and Tender 8365, July 1945, Collection of Harold Vllrath, Kansas City, Missouri.



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Southern Pacific Railroad Locomotive  
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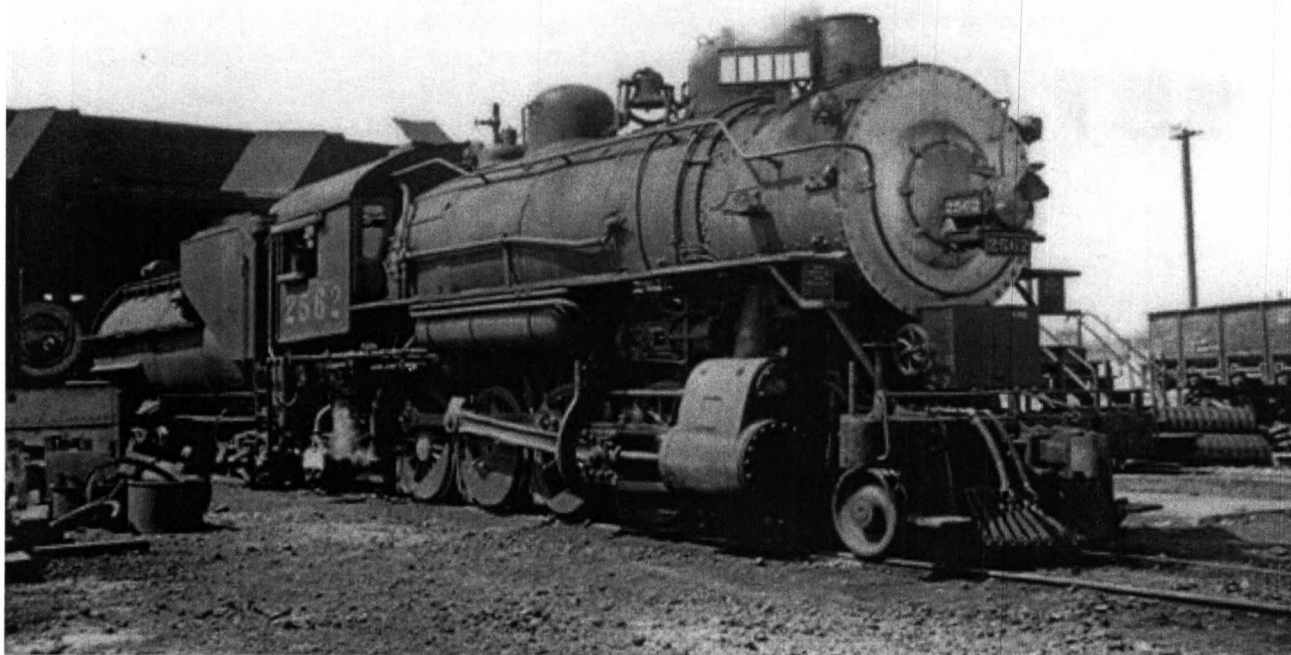
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Historic Photo of SP 2562 and Tender 8365, 1951, Collection of Tom Dill, Eugene, Oregon.



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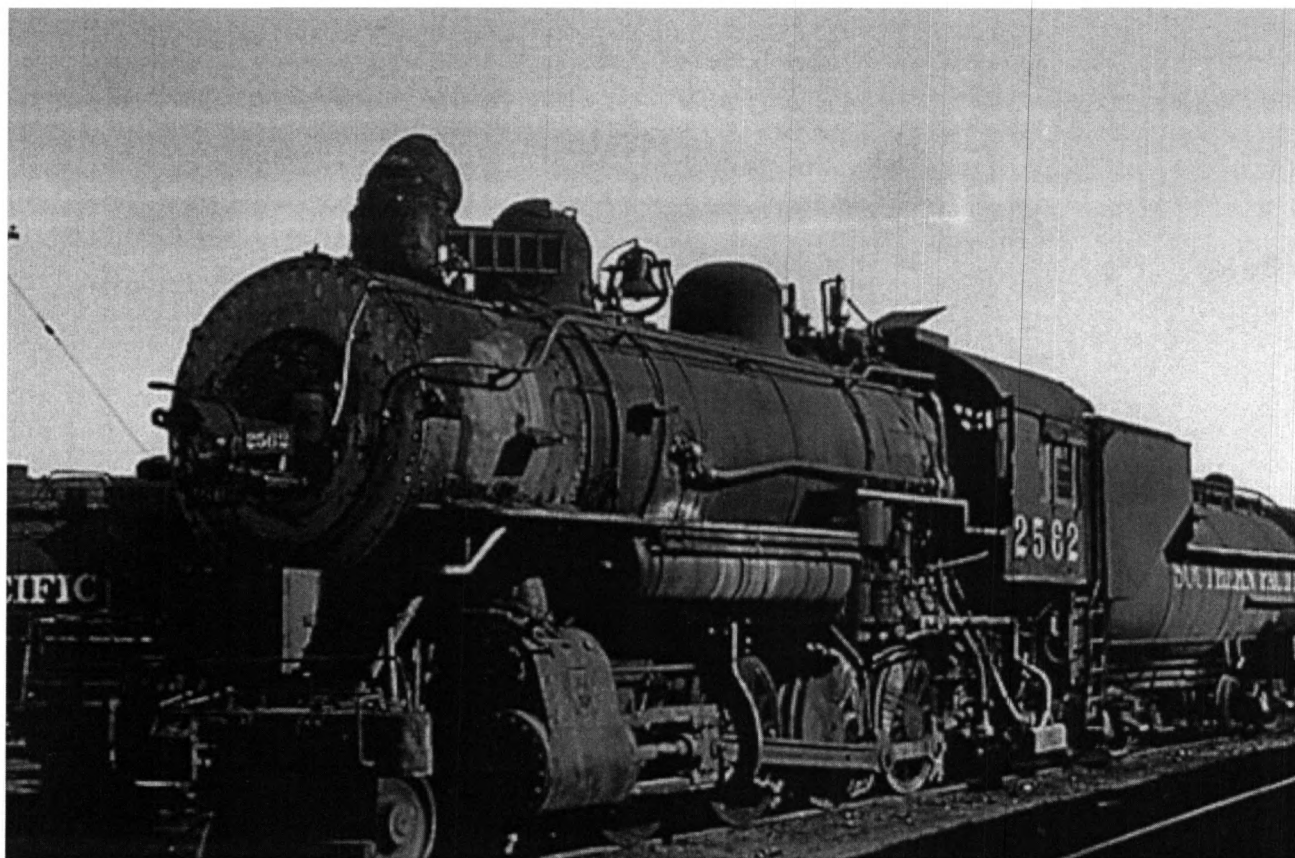
Southern Pacific Railroad Locomotive  
No. SP 2562 and Tender No. 8365  
Name of Property

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Name of multiple property listing

Historic Photo of SP 2562 and Tender 8365, 1956, Collection of Robert Trennert, Chandler, Arizona



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Southern Pacific Railroad Locomotive  
No. SP 2562 and Tender No. 8365

Name of Property

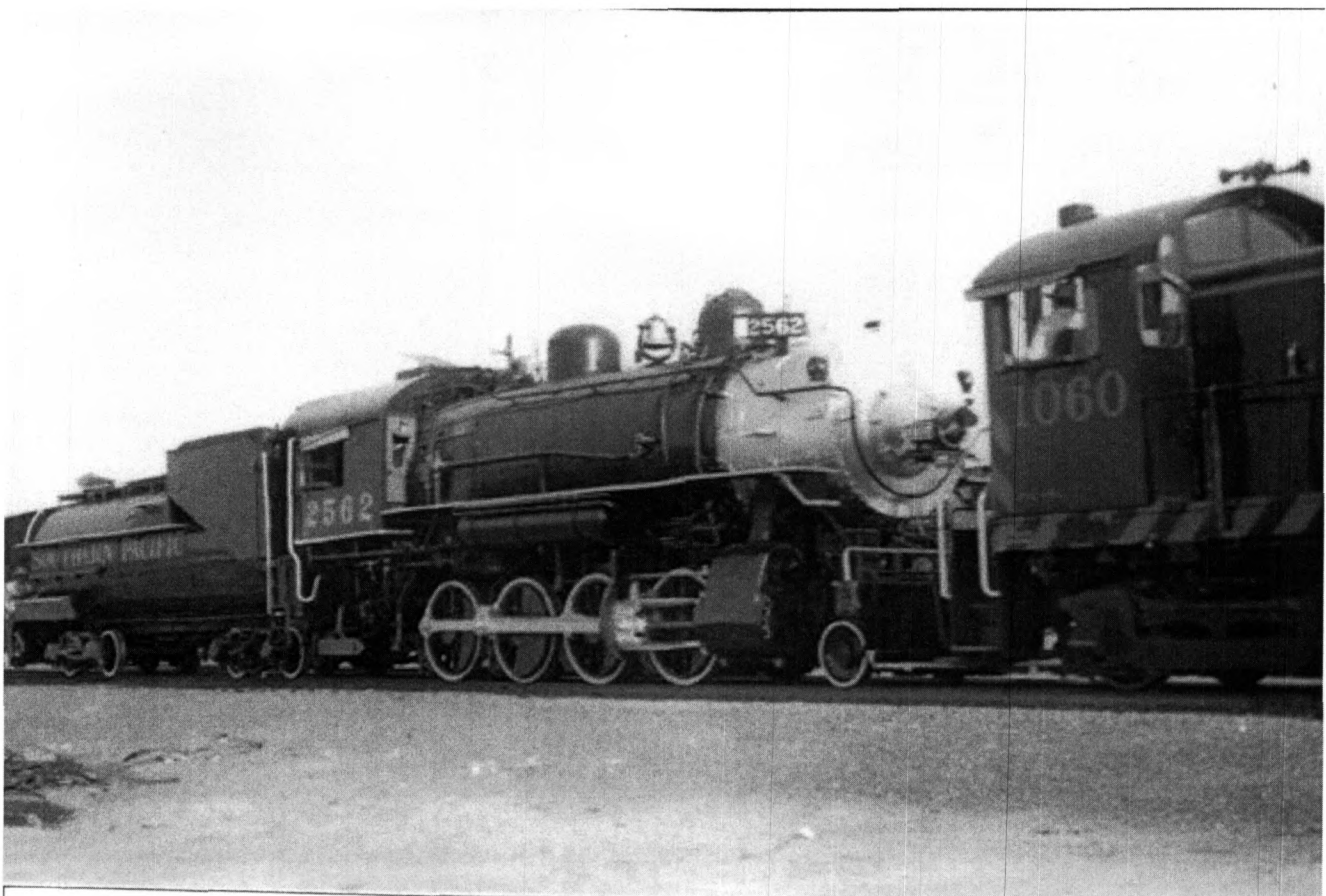
Maricopa, Arizona

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Historic Photo of SP 2562 and Tender 8365, 1956, Collection of Nathan Joslin, Scottsdale, Arizona



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Name of multiple property listing

Historic Photo of SP 2562 and Tender 8365, 1969, Collection of Nathan Joslin, Scottsdale, Arizona

