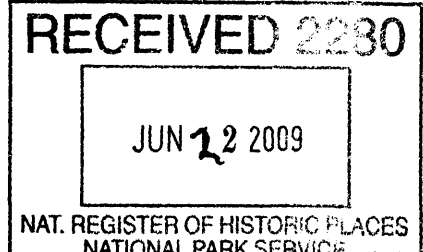


United States Department of the Interior
National Park Service

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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 Roald Amundsen Pullman Private Railroad Car

Other names/site number New York Central Railroad Business Car #17, North Star

2. Location

street & number 7301 Indian Bend Road not for publication

city of town Scottsdale vicinity

State Arizona code AZ county Maricopa code 013 zip code 85250

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:

X national ___ statewide ___ local

James W. Stamen
Signature of certifying official
State Historic Preservation Officer

11 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
Title

Date
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
<u>Jurda McNeill</u>	<u>8/15/09</u>
_____	_____
_____	_____
_____	_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public - Local
- public - State
- public - Federal
- private

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

- building(s)
- district
- site
- structure
- building(s)
- object

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

Contributing	Noncontributing
	buildings
	sites
1	structures
	objects
	buildings
1	Total

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

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE / museum

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER / Pullman railroad passenger car

Materials
(Enter categories from instructions)

foundation: N/A
walls: Steel (exterior); steel and wood (interior)
roof: Steel
other:

Narrative Description

(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 Roald Amundsen Pullman Private Railroad Car is a 1928 railroad passenger car constructed by the Pullman Company to serve an elite set of travelers. Its rich interior of mahogany, steel, brass, carpeting, linoleum and tile flooring included sleeping accommodations for up to twelve passengers. It also included cook and porter quarters, toilet and shower. Its interior was cooled by an ice activated cooling system and warmed by a steam heating system. On the rear is an observation platform where such notable passengers as Presidents Hoover and Roosevelt and General Eisenhower could stand and be seen by the public. The Amundsen is currently located at the City of Scottsdale's McCormick-Stillman Railroad Park, where it is on display with a variety of other railroad rolling stock.

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)

Politics/Government

Period of Significance

1928-1952

Significant Dates

1928, 1932, 1940, 1952

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

The Pullman 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 (1928-1952) begins with the year in which the Road Amundsen Pullman Car was constructed, and ends in 1952 when it last served as a railroad passenger vehicle serving presidents of the United States.

Criteria Considerations (explanation, if necessary)

The Amundsen Pullman Car meets Criteria Consideration B for moved properties because it was, historically, a portable resource associated with the traveling functions of government carried out by President Franklin Roosevelt during his terms of office and with the political functions of presidential candidates from Hoover to Eisenhower, who used the car during their extensive national presidential campaigns. The car is currently located in a park dedicated to the preservation and interpretation of railroad rolling stock and thus provides a setting appropriate for its modern use as an interpretive center.

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

The Roald Amundsen Pullman Private Railroad Car is nominated to the National Register of Historic Places under Criteria A for its significance in the area of Politics/Government. The Amundsen Pullman Car served as a vehicle used primarily by President Franklin D. Roosevelt in which he and his staff traveled extensively across the United States. The Amundsen is particularly associated with the historic events leading to the Ogdensburg Declaration between the leaders of the U.S. and Canadian governments in 1940, which eventually led to the creation of the North American Air Defense Command (NORAD). The Amundsen also was used as a campaign vehicle during the presidential campaigns of President Herbert Hoover (1932) and Gen. Dwight Eisenhower (1952). It is nominated at the National 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: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

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

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>12</u>	<u>414463</u>	<u>3710991</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 Roald Amundsen Pullman Private Railroad Car is located on a portion of the City of Scottsdale McCormick-Stillman Railroad Park, Maricopa County Assessor Parcel No. 174-19-001A. The boundary is a rectangular area measuring 81 ft. x 11 ft. centered at the UTM coordinate on which the property sits.

Boundary Justification (explain why the boundaries were selected)

The above boundary encompasses the Roald Amundsen Pullman Private Railroad Car and no other portion of parcel 174-19-001A.

11. Form Prepared By

name/title Robert E. Adler

organization McCormick-Stillman Railroad Park date June 30, 2008

street & number 8931 W. Electra Ln. telephone (623) 362-0666

city or town Peoria state AZ zip code 85383

e-mail BobAdlercew@cox.net

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)

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: Roald Amundsen Pullman Private Railroad Car

City or Vicinity: Scottsdale

County: Maricopa **State:** Arizona

sdfsd

Photographer: Bob Adler

Date Photographed: April 16, 2008

Description of Photograph(s) and number:

- | | |
|--|---|
| 1 of 28: Kitchen | 15 of 28: Roald Amundsen, looking northeast |
| 2 of 28: Dining Room, looking forward | 16 of 28: Roald Amundsen, looking southeast |
| 3 of 28: Dining Room, looking rear | 17 of 28: Hallway, looking forward |
| 4 of 28: Private Room C | 18 of 28: Roald Amundsen, looking southwest |
| 5 of 28: Private Room D | 19 of 28: Roald Amundsen, looking west |
| 6 of 28: Bath Room | 20 of 28: Museum Train, looking southeast |
| 7 of 28: Observation Room, looking rear | 21 of 28: Roald Amundsen, looking southwest |
| 8 of 28: Observation Room, looking forward | 22 of 28: Roald Amundsen, looking northwest |
| 9 of 28: Observation Room, dentil molding 1 | 23 of 28: Hallway, looking rear from cook/porter area |
| 10 of 28: Observation Room, dentil molding 2 | 24 of 28: Pantry |
| 11 of 28: Dining Room, Window Arch | 25 of 28: Cook/Porter Living Quarters |
| 12 of 28: Roald Amundsen, looking southeast | 26 of 28: Hallway, looking rear from Dining Area |
| 13 of 28: Roald Amundsen, looking northeast | 27 of 28: Private Room A |
| 14 of 28: Roald Amundsen, looking north | 28 of 28: Private Room B |

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Roald Amundsen Pullman Railroad Car
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NARRATIVE DESCRIPTION

Setting

The Roald Amundsen Pullman Private Railroad Car is currently on display at The McCormick-Stillman Railroad Park, which is a City of Scottsdale specialty park with a railroad theme. The car is coupled to a Magma Arizona Steam Locomotive and a Santa Fe baggage car that make up the McCormick-Stillman Railroad Park Museum. The three piece train is in a typical railroad setting, which includes a railroad station which was the original Peoria, Arizona, railroad station (relocated). The Amundsen Car was built at a cost of \$205,000 in 1928 and over \$250,000 was spent on its restoration when it was brought to its present site in 1973.

Size, Layout, and Equipment

The Amundsen Car measures 80 ft. 6 ¼ in. long, and is 10 ft. 1 in. in width with an overall height of 14 ft. 5 3/8 in. The Amundsen originally contained sleeping accommodations for twelve persons, as follows: two private rooms, A and C (photos 6 & 8) with beds and upper berths; three private rooms, B, D, and E (photos 7 & 10), each had an upper berth and seating below that could also be made up into a lower berth; two couches, each able to be made up into berths in the dining room and observation room. Room E no longer exists. The dining room is 12 ft. 3 in. long and has an extension table that will accommodate ten people (photos 4 & 5). The car also has a writing desk. The Observation Room was 9 ft. long (photos 11 & 13). Bathing facilities consisted of a shower/bath between Private Room C and Private Room D. (photo 9). According to Pullman's Private Car Service Information Book dated March 1, 1939, the Amundsen was equipped with an Ice Activated Cooling System, which, when fully loaded, carried 4,000 pounds of ice. The heating system was called Vapor Heating, which was a form of baseboard steam heating. There is a plug-in receptacle on the outside at the observation end of the car with wiring in the dining room so that a telephone can be installed at the writing desk. The phone was only able to be used when it is plugged in at a railroad station. The Amundsen had a radio receiving set in the observation room with speakers in the observation room and in the dining room. The car remains in excellent condition. The Amundsen was built to a luxurious design that made use of materials that included mahogany, steel, and brass, as well as carpeting, linoleum and tile flooring.

Construction and Modification History

The Roald Amundsen was one of six cars that were built by The Pullman Company in its Chicago Plant in 1928. The cars were all named for famous explorers and the six car set was known as Pullman's Explorer Series.¹ The cars were built to be rented, leased or chartered by wealthy people who desired to travel in privacy in their own luxurious railroad car. While the six cars built in 1928 were all similar, only the Ferdinand Magellan and the Roald Amundsen were built to the exact same plan. The Magellan was rebuilt

¹ Roald Amundsen (1872-1928) was a Norwegian explorer who led the first expedition to reach the south pole in 1911.

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and armored for President Roosevelt in 1942, which leaves the Amundsen as the only remaining Pullman Private Car in existence today that was built to Plan 3972. The Amundsen was put into service on August 31, 1929. The lot number was 6246. The Amundsen was built to Pullman's Plan Number 3972, which laid out the interior arrangement of the car. That interior arrangement was changed on April 30, 1935. The new arrangement was designated as Plan Number 3972C. It is believed that Plan Number 3972C involved a redesign of the kitchen area and the Cook and Porter's living quarters. According to Pullman's original plan, the Cook & Porter's living quarters contained a toilet and shower. The shower was removed and the toilet was moved closer to the seats in the room in order to make room for the installation of an electrical system that converted the DC lighting to AC in order to prevent the lights from flickering. It was at that time that Roosevelt used it for his 1936 presidential campaign. While we have Pullman's Log sheets to show that the Amundsen was in continuous use by the U.S. Government (Franklin Delano Roosevelt) from 1940 to the end of 1942, it most likely was leased to the government, or commonly used by Roosevelt from at least 1935 to the end of 1942.

The car was available from Pullman for rental or charter service from 1929 until it was sold to the New York Central Railroad on April 30, 1948 as part of The Pullman Divestiture.² The New York Central's floor plan for the car, when they received it in 1948, shows the kitchen and the servant's living quarters with the changes mentioned above. The New York Central Railroad's floor diagram also shows that they chose to identify the Private Rooms with letters "A" through "E," starting with "A" being the room closest to the rear of the car instead of Pullman's original plan, which had "A" being the closest to the front of the car.

During the car's Pullman years, it was used by both President Hoover and President Roosevelt. The car was chartered to the U.S. Government for Roosevelt's use from 1940 until it was replaced by the armored Magellan at the end of 1942. The New York Central Railroad renamed the car, NYC Railroad Business Car #17. It was then painted in the New Your Central's two tone grey paint scheme. The New York Central Railroad mounted an instruction sheet for use of the air conditioning/heating system in the Air Conditioning / Heating Locker in the Cook/Porter area of the car. Sometime during the car's life with the New York Central Railroad (1948-1965), they installed new six wheel trucks on the car. Those trucks are still on the car today. The new trucks are Pullman Standard Passenger Car Trucks that were made by The Pullman Company. These are two cast steel, leaf and coil spring trucks. Each one contians six rolled steel flanged wheels.

Sometime between 1948, when the New York Central Railroad acquired the car, and when it was brought to the McCormick Railroad Park in 1973, the fifth private room, originally identified as Private Room E, was removed to enlarge the Observation Room area.

Exterior Description

The car is painted in the traditional Pullman Green color. The name Pullman appears centered on each side of the car above the windows and below the Clerisy roof. Also centered on each side of the car is the

² The Pullman Divestiture occurred in 1947 following a successful antitrust action taken by the federal government against the Pullman Company.

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name "Roald Amundsen," which is painted below the windows. All lettering is painted in the original Pullman gold style. The hallway side of the car, which would be the right side of the car as one enters the car from its front entrance, contains 14 windows that vary in size with the widest windows being in the Dining and Observation Room. The compartment side of the car, which would be the left side as one enters the car from its front entrance, contains a total of 19 windows that once again vary in size. The car contains four doors. There is an entrance door at the front end of the car where it is coupled to the car in front of it. There is also a door at the rear end of the car that opens onto the rear observation platform. In addition to the front and rear doors, there is a 33x80 in. door with a 31x22 in. window on the right side of the car that opens into the front vestibule, which is just before the kitchen area. The left side of the car contains a 23x68 in. door with a 10x20 in. glass window pane that opens into the kitchen and was most likely used to load the food and kitchen supplies into the kitchen area. It was also the door that would be used by the cook and the porter to enter the car.

Interior Description

Immediately upon entering through the front door, one finds oneself in the area that was occupied by the cook and porter. On the right is the hallway that runs past all of the compartments and ends at the rear Observation Room. On the left side of the car are the various rooms and sleeping quarters. The first room is the kitchen, which contains a coal stove, refrigerator and freezer unit, and a sink (photo 1). Over the sink area there is a 27x23 in. window. The next room is called the pantry (photo 2), which is also part of the cook and porter's work area and contains a sink for washing dishes and cooking utensils, which are stored in the several cabinets that are also in the pantry area. The pantry contains a 26x31 in. window and a 22x23 in. pass-through opening between the kitchen and pantry. Following that is the living quarters for the cook and the porter (photo 3). This 6x6 ft. room contains a pull-down upper berth and two seats that convert into a lower bed. There is a table that folds down in order to make room for the lower bed. There is also a sink that folds up to the wall, and the toilet, which is right next to the chair/bed.

After the cook and porter's living quarters, one passes through a doorway (the door has been removed for the safety of visitors in the confined space) and enters the Dining Room of the car (Photos 4 & 5). The Dining Room is 12 ft 3 in. long and contains the original dining room table that is set with original Pullman china and silverware and four chairs that are copies of the original chairs. The front wall of the dining area contains several closets and drawers that were built to hold the china, silverware and tablecloths to be used in the dining area. In the front, left corner of the room is a writing desk with a telephone that is wired to a plug-in receptacle on the outside of the car's observation area. The dining area also has a speaker that was attached to the radio that was installed in the Observation Room. There is now a mahogany wall with glass panes that was built by the park to match the beautiful mahogany walls that are original to the car. The wall was put there to separate the visitors from the original historic furnishings in the room. The Dining Room contains four 41x34 in. windows, two on each side of the car. Originally, there was a mirror on the rear wall of the dining room that has been replaced by a photograph of Mamie Eisenhower and five Republican Party

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ladies that was taken right at that spot during a campaign stop in Weirton, West Virginia on Eisenhower's campaign train in 1952.

After the dining area, the four private rooms are on the left. On the right are a row of six 27x33 in. windows in mahogany frames. Each window in this area contains a chrome bar for travelers to hold onto while walking through the moving car. On the left is Private Rooms A, B, C, and D (photos 6, 7, 8, & 10). All four Private Rooms have upper berths that pull down. The Upper Berth in Rooms A, B, and D, are 3 ft. 1 1/2 in. by 5 ft 11 3/4 in. The Upper Berth in Room C is 2 ft 7 1/2 in. by 6 ft. 1/2 in. Private Rooms A, B, and D each have two 27x33 in. windows and the rooms measure 6 ft 1 1/2 in. by 6 ft 9 1/2 in. Compartments A and C have fixed beds below, while Rooms B and D each have two couches that can be converted to one lower berth. Rooms A, B, and D would be used by people traveling with the president, while Room C would be the one occupied by the president. Room C is 7 ft. 8 1/2 in. by 6 ft. 9 1/2 in. The stationary bed in Room C is 3 ft 5 1/8 in. by 6 ft. 6 1/8 in. Room C has two windows. One is 23x38 in. and the other is 23x28 in. Between Private Rooms C and D is a connecting bathroom with shower, sink and toilet facilities (photo 19). The Bathroom also contains a frosted 27x33 1/2 in. window.

The last room is the Observation Room, which was made larger by the removal of Private Room E (photos 11 & 13). The original Observation Room was 9 ft. long and is now approximately 15 ft. long. The room contains what is believed to be the original 6 ft long couch, which is against the wall between Private Room D and the Observation Room. There are two arm chairs that are similar to the original chairs and two upright chairs of a similar vintage. While the room originally contained a radio mounted in a cabinet at the rear of the room, it is not known whether the old Motorola Radio mounted in the cabinet now is, in fact, the original. On each side of the room are two 35x33 in. windows that were the original Observation Room windows. Also, on each side of the room are the two 23x33 in. windows that were originally in Private Room E before it was removed. There are also two 26x33 in. windows on either side of the rear door at the end of the car.

In order to provide sufficient lighting for the car's museum use, the old incandescent lighting was tastefully replaced with fluorescent lighting through the car.

The car has been re-carpeted twice since then, always with the goal of retaining the look, feel and atmosphere of the original car. The walnut walls and mahogany woodwork were restored to their beautiful, original appearance.

Copies were meticulously made of the dining room chairs that even included the brass weighted bottoms on the chair legs. The Dining Room table is still the original and the table is set with original Pullman china. The Observation Room furniture has also been replaced with chairs that are very much like the original chairs. The Observation Room couch is believed to be the original couch. The Observation Room also contains two floor stand drink holder/ash trays, one of which is a Pullman original. Photos of Roosevelt playing solitaire and meeting with John Nance Garner (his vice-president in his first two terms of office) in the Observation Room during his 1942 secret tour of military bases and defense plants have been hung on the wall right above where they were originally taken (historic photo 3). The solitaire photos were taken by Margaret Suckley (Daisy) who was a close friend and traveled with him on the trip (historic photo 4). Also

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appearing in one of the photos is Harry Hooker, who was Roosevelt's ex-law partner and friend, and Roosevelt's cousin, Lauro Delano (Aunt Polly), who also traveled in the Amundsen with Roosevelt during this tour. Also mounted on the wall in the Observation Room is a copy of the papers signed by President Ronald Reagan and Canadian Prime Minister Mulroney, when they were in office and extended the life of the NORAD Agreement for another five years. The workmanship of the Roald Amundsen and the other five Pullman Private Cars that made up the Explorer Series was far superior to that of other Pullman passenger cars. There is dentil molding and arched window moldings in the Observation Room and Dining area. Fortunately, most of this fine workmanship was kept intact by the four previous owners and restored to its original beauty upon its arrival at the McCormick Railroad Park.

The Roald Amundsen Pullman Private Railroad Car is now on display at the park in a setting which includes the Magma Arizona Railroad Steam Engine #6, which is over 100 years old. During its working life, this engine hauled copper from the Magma Copper Mine in Superior, Arizona, until 1961 (photo 28). Also present and coupled to the Amundsen is a Santa Fe Baggage Car that was also built by Pullman in 1914. It was originally built as a dining car for the Santa Fe, but was converted by the railroad to a baggage car in the 1940s. The baggage car serves as a museum that is filled with railroad memorabilia and is also the entrance to the Roald Amundsen. The cars and engine sit on standard gauge railroad track and are adjacent to the restored Santa Fe Railroad's Peoria, Arizona railroad station. Also, in their proper place alongside the track are an authentic Train Order Signal and a Semaphore type right of way signal. Where the walkway crosses in front of the engine, there is a genuine set of cross bucks. All of this gives the atmosphere of a train sitting at the station and waiting to go. During the fiscal year 2007-08, 54,635 visitors from all over the world visited the museum and the Roald Amundsen Pullman Private Railroad Car.

Integrity Evaluation

Association: The Roald Amundsen Pullman Railroad Car retains a high level of integrity of association in that it has a direct and well-known historic link to the transportation of presidents and presidential candidates. This car was the location of an important meeting between the leaders of the United States and Canada that affected the direction of Allied strategy during World War II. Also, it is associated with one of the most important series of railroad passenger cars produced by the Pullman Company, the Explorer Series.

Design: The Roald Amundsen retains a high level of integrity of design although there has been a notable interior alteration as described above. Despite this change, the car is generally recognizable as being from the class of Pullman Car associated with the Explorer Series and had undergone fewer changes than its sister car, the Ferdinand Magellan.

Materials: The restoration of the Roald Amundsen resulted in the replacement of a limited number of its parts. However, the restoration involved primarily the repair of original materials while the replacement parts are generally compatible.

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Location: The Roald Amundsen, as a movable structure, is not associated with a particular location and its current location is a railroad-oriented urban park. While the car's primary association is with three U.S. presidents as well as with Dwight Eisenhower during his 1952 presidential campaign, it has an Arizona connection through its later service when it was owned by the Arizona industrialist, Franz Talley (see Section 8), who used it to travel between Arizona and California. It was the Talley family who donated the car to the City of Scottsdale.

Workmanship: The Explorer Series of Pullman Cars was that company's premier passenger product and displayed the highest level of workmanship of which its workers were capable. The car was exquisitely detailed and used the finest materials. This workmanship is still visible through most of the car as a result of its sensitive restoration.

Setting: The Amundsen does not retain integrity of setting in that it is not now located near an operating railroad track on which it ran historically. However, the McCormick-Stillman Railroad Park has been architecturally designed to create an environment in which several pieces of railroad stock are sensitively displayed. The park is a popular location for railroad aficionados and for the general public and is one of only a few locations in Arizona where outdoor railroad displays receive full maintenance against the elements.

Feeling: The McCormick-Stillman Railroad Park is an educational institution as well as a place for public recreation. As an artifact, the Roald Amundsen car is displayed on standard-gauge railroad track along side a number of other pieces of railroad rolling stock. While the "feeling" produced there is not of the car's original operation, it is well suited to its current function as a structure in which visitors can view it from outside and inside and compare it to other structures associated with the era of railroad passenger transportation.

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NARRATIVE STATEMENT OF SIGNIFICANCE

In 1929, when the Roald Amundsen was put into service, train travel was the common way for most people to travel long distances. Like today, many wealthy people, corporate leaders and executives, preferred to travel in what was the corporate jet of its era, the Pullman Private Railroad Car. While some owned their own private cars, others rented or leased theirs from The Pullman Company. When the President of the United States wished to travel or campaign by train, the government made arrangements with The Pullman Company to supply whatever cars the president needed for his train as well as a private car for his own use. There was no specific private car set aside for the president. The Pullman Company sent whichever car was available at the time. Pullman Company records indicate that President Roosevelt used the Roald Amundsen exclusively as his railroad car from 1939 through 1942.

Criterion A: Association with the Historic Theme of Politics/Government

Use by Herbert Hoover and Franklin Delano Roosevelt

When the Explorer Series were put into service, President Herbert Hoover was in office. Hoover's only known use of the Roald Amundsen was during his presidential campaign in 1932 (historic photo 1). When Roosevelt won the election that year, he continued to do all of his traveling by train. Roosevelt traveled by train more than any other president past or present. During his lifetime, he made 399 trips by train and traveled 243,827 miles, which is equal to more than ten times around the world. In 1936, Roosevelt used the Amundsen for his presidential re-election campaign (historic photo 2). Because Roosevelt traveled so much by train, the Amundsen was leased or chartered by the U.S. Government for his use at the beginning of 1940.

On August 3, 1940, President Roosevelt left on his second tour of the eastern seacoast. He was going to look at the budding U.S. defenses. Roosevelt boarded his private Pullman car, the Roald Amundsen, along with his military and naval aids, such as Secretary of the Navy Frank Knox and political aid Harry Hopkins. Overnight the train went to Portsmouth, N.H., and the president visited the Navy's great base across the river at Kittery, Maine. Awaiting the party was the presidential yacht, the Potomac, on which he toured various naval facilities. After docking at the Navy Submarine Base at New London, Conn., Roosevelt and his party then reboarded the Amundsen and returned to Washington.

The Foundation of NORAD (The Ogdensburg Declaration)

The situation looked pretty bleak in terms of Canada's position in World War II, both in the defense of Britain and in the defense of Canadian soil as well. On May 23, 1940, Canada had sent two divisions of troops and four destroyers of the Royal Canadian Navy to Britain and if Britain fell to a German invasion, most of Canada's trained military manpower would be lost. The Royal Navy might fall into Nazi possession

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and then North America itself could be subjected to an invasion (worst-case scenario). The Canadian Prime Minister, William Lyon Mackenzie King, had two choices, either to support the British cause and hope for the best, or look for an ally who would be willing to defend Canada should British and Canadian troops be lost in Europe. Mackenzie King looked to the United States for such an alliance.

On August 16, 1940, three days after his previous trip, President Roosevelt once again boarded the Roald Amundsen and set out for his home in Hyde Park, New York. But that was only a stop along the way to his final destination, which was Ogdensburg, New York, where the president let it be known that he would look over Army maneuvers at the Ogdensburg Army Base. With Secretary of War Stimson and Governor Lehman beside him and General Drum riding in the jump seat, the president looked on at a great show of man power.

But the biggest news was yet to come. From the Army Base, the president moved on to the Rome Yard in Ogdensburg, where he met with his old friend, William Lyon Mackenzie King, Prime Minister of Canada (historic photo 5). They met in the Amundsen railroad car while the sun beat down unmercifully outside. Only Secretary of War Stimson witnessed the meeting. Outside laborers stuffed huge chunks of ice into the car's air conditioning system. Fifty National Guardsmen patrolled the area with fixed bayonets. An Army patrol boat stood watch a stone's throw out in the St. Lawrence River. And hawk-eyed Ed Starling, chief of the White House Secret Service detail, soon had the Presidential Special hauled out of the ingrown Ogdensburg Yards—the day before he had spotted two huge gasoline storage tanks between the train and the river. The train was pulled to a safe, secluded, heavily guarded siding in Heuvelton, New York, where there were neither gas tanks nor moving railway traffic.

The two men talked into the night. Prime Minister King slept in a Pullman bed in the compartment next to the President's and accompanied him to an Episcopal field service the next morning. At noon they issued a joint statement:

The Prime Minister and the President have discussed the mutual problems of defense in relation to the safety of Canada and the United States. It has been agreed that a Permanent Joint Board on Defense shall be set up at once by the two Countries. This Permanent Joint Board on Defense shall commence immediate studies relating to sea, land and air problems including personnel and material. It will consider in the broad sense the defense of the north half of the Western Hemisphere. The Permanent Joint Board will consist of four or five members from each country, most of them from the services. It will meet shortly.

Also agreed to at this time was an agreement between British Prime Minister Winston Churchill and Roosevelt to trade fifty U.S. naval destroyers for five British island bases. These bases then became part of the Ogdensburg Accord, also known as the Ogdensburg Declaration. The Ogdensburg Declaration later developed into what we now know as the North American Aerospace Defense Command (NORAD).

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The Signing of the Atlantic Charter

On August 3, 1941, Roosevelt once again left Washington in the Roald Amundsen for what was supposedly a midsummer fishing trip in the waters of Cape Cod. The party consisted of Pa Watson, a naval aid Captian John Beardall, and Dr. McIntire, all tried and true fishermen. Roosevelt wrote to his mother that he hoped to be gone ten days. The train traveled from Washington to New London, Connecticut. At the Navy (Submarine) Base in New London, Roosevelt boarded his yacht, the Potomac, and sailed out to sea. The first stop was Buzzard Bay, along the coast of Massachusetts, where they picked up Crown Princess Martha of Norway and her brother Prince Carl of Sweden. The little party fished, ate lunch on the dock and fished some more. At the end of the relaxing day, the Potomac sailed to Martha's Vineyard.

The real purpose of the trip began as the Potomac came upon a flotilla of American naval vessels. President Roosevelt boarded the heavy cruiser Augusta, where he met with all of the principal officers of the armed forces. From there the Augusta traveled to a spot off the coast of Newfoundland. On Saturday morning August 9th, the Augusta met with the British battleship Prince of Wales, which carried Prime Minister Churchill from England. Churchill boarded the Augusta and met with Roosevelt for what was known as the Atlantic Conference. They discussed the problems that were arising with Japan and the status of the war at that time. But the Atlantic Conference would be remembered most for the signing of the Atlantic Charter, a stirring declaration of principles for the world peace to follow the final destruction of the Nazi regime. After the conference, Roosevelt returned to Washington aboard the Roald Amundsen.

On December 28, 1941, shortly after the bombing of Pearl Harbor by the Japanese, the State Department used the Roald Amundsen to travel from Washington to Ottawa, Canada, to meet with the Canadian government regarding the American entrance into the war.

As soon as the United States entered the war, presidential security personnel looked for means to improve the president's safety while travelling by train. They tried several new routes from Washington to Hyde Park and settled on a route that went up on the other side of the Hudson River to the town of Highland, which was across the river from Hyde Park. This allowed the president to board the Amundsen in the basement of the Bureau of Engraving building in Washington. This made the president's travels by train a bit more secretive. While Roosevelt continued to travel in the unprotected Roald Amundsen, the government purchased the Ferdinand Magellan and spent a year bullet-proofing and restructuring it for additional comfort and safety for the president.

Roosevelt Visits Military Bases and Defense Plants on a Two-Week Secret Trip Around the U.S.

On September 17, 1942, Roosevelt made his first of two wartime tours of military bases and defense plants throughout the United States. This two-week secret trip traveled as far west as Fort Lewis, Washington. The trip was made in the Amundsen car and several automobiles were carried on the train. Also carried was a specially-built ramp for Roosevelt to walk down when exiting the car. Traveling with him in the Amundsen were Margaret Suckley, his friend and close companion, who was also introduced as a

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distant cousin on some occasions, his cousin Laura Delano, who was known as Aunt Polly, and his ex-law partner and friend Harry Hooker. Suckley took historic photos of the observation room of the Amundsen. Roosevelt only made three more trips in the Amundsen before the Magellan was turned over to him (historic photo 4).

The Magellan was turned over for Roosevelt's use at the end of 1942. The Roald Amundsen went back into rental service. On February 19, 1943, the Amundsen made its first rental trip when it carried Madam Chian Kai Shek of China from Roosevelt's home in Hyde Park to Washington, D.C. On February 28th, Madam Chiang Kai Shek used the car again to travel from Washington on a tour of Bear Mountain, New York. She returned to Washington on April 10th.

Truman Rides the Amundsen to Roosevelt's Burial Service

When Roosevelt died on April 12, 1945, he had traveled down to Warm Springs, Georgia in the Magellan (then known as US 1) and died at his desk. When his wife was notified of his death, she flew to Warm Springs and returned to Washington aboard the funeral train in which she occupied the Magellan. During the funeral services in Washington, the train was made ready for its trip to Hyde Park for the burial service. In spite of Secret Service objections, President Harry Truman chose to travel to the burial service in the Roald Amundsen, while Eleanor Roosevelt remained in the official armored Magellan. The Amundsen became the third car from the rear in the funeral train.

Post-Presidential Use

In 1947, Pullman was forced to sell the Roald Amundsen to the New York Central Railroad (Pullman Divestiture). The New York Central Railroad renamed the car the New York Central Business Car #17, and painted it in its two-tone grey scheme. In 1952, the New York Central Railroad loaned its Business Car #17 to General Dwight D. Eisenhower for his presidential campaign trip. Eisenhower and his wife Mamie traveled around the country for two months, living in Business Car #17 and campaigning. Eisenhower did not use the car during his presidential terms of office (historic photos 6, 7, and 8).

In 1967, the New York Central Railroad sold the (former) Amundsen to businessman Clifford H. Thomas to be used in his northern Minnesota land development business. Once again the car's name was changed. This time, Mr. Thomas changed the name to North Star.

In 1968, Arizona industrialist, Franz Talley purchased the car from Mr. Thomas and kept the car at Flagstaff, Arizona, where the Talley family could place it on the California Zephyr when traveling to California. When Mr. Talley passed away in 1971, the family donated the car to the City of Scottsdale for use at the McCormick (later McCormick-Stillman) Railroad Park, which was about four years away from opening. In 1973, the car was moved to the park, where City of Scottsdale crews restored it to its 1935 condition and Pullman paint scheme. The restoration cost was \$250,000 and was largely paid for by the Talley family.

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In August of 1990, celebrations honoring the 50th anniversary of the signing of the Ogdensburg Declaration were held in both Ogdensburg, New York and at the McCormick Railroad Park in Scottsdale, Arizona. The Roald Amundsen car was already in the park at that time and not able to be moved to the Ogdensburg celebration site. The Ferdinand Magellan Pullman Private Car, which was the sister car to the Amundsen, was taken out of its display site at the Gold Coast Railroad Museum in Miami and moved to Ogdensburg to stand in for the Amundsen. The celebration at the McCormick Railroad Park was attended by the Deputy Prime Minister of Canada and President Roosevelt's son Elliott, as well as other admirals, generals and dignitaries from Washington.

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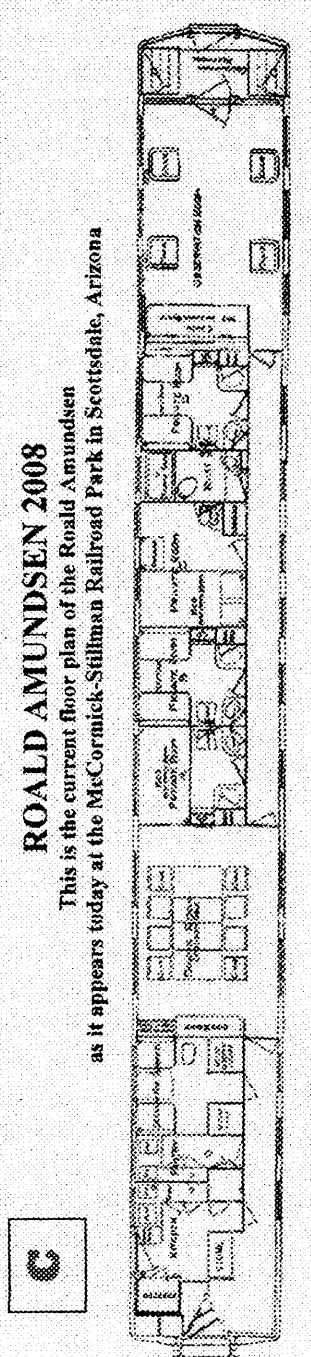
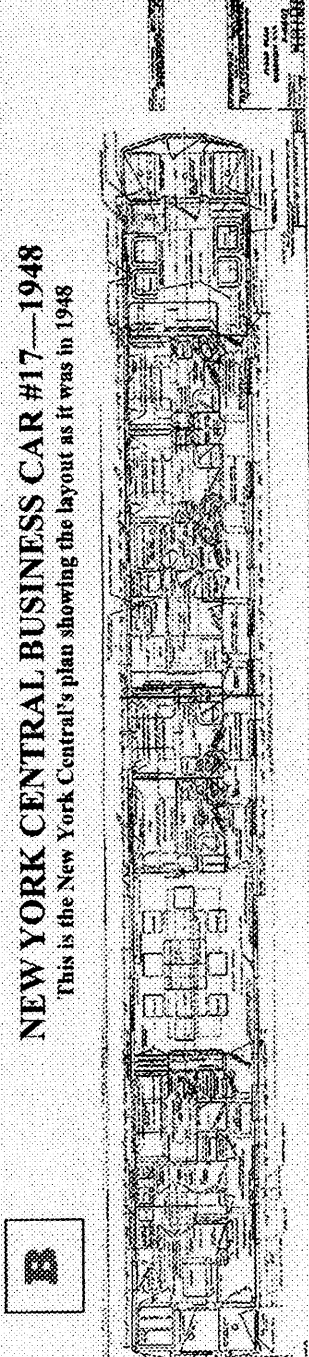
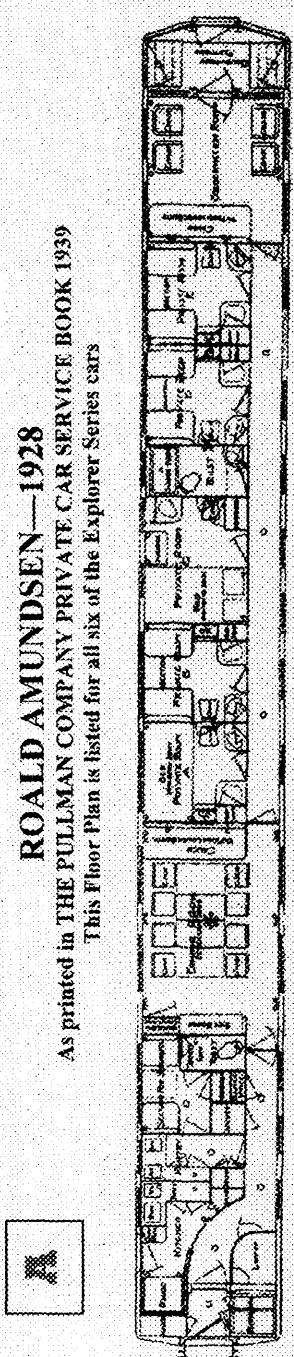
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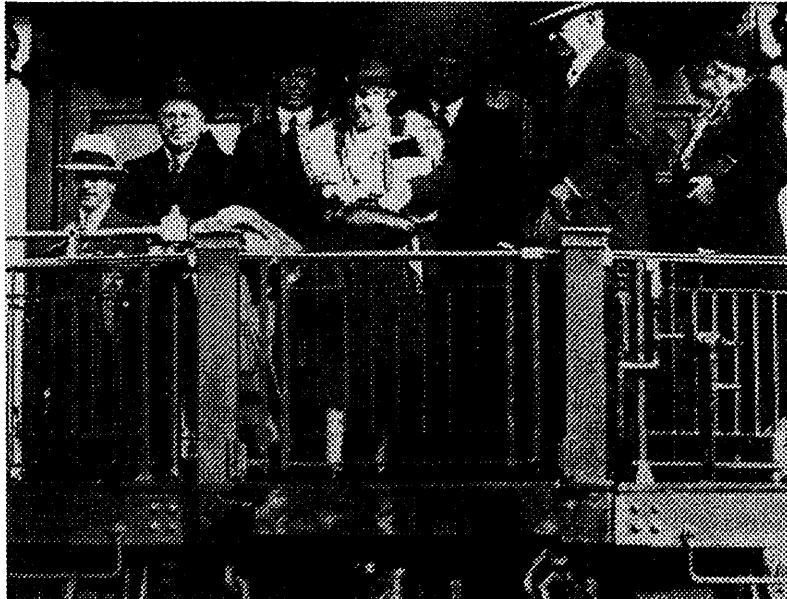
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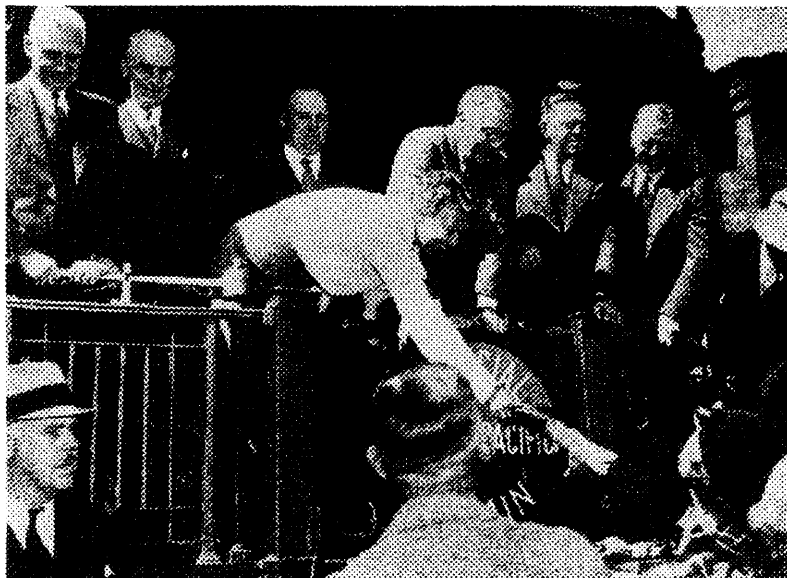
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Historic Photo 1. President Herbert Hoover (second from right) campaigning for re-election in 1932 on the rear platform of the Roald Amundsen Pullman Car.



Historic Photo 2. President Franklin Roosevelt and First Lady Eleanor Roosevelt campaigning on the back of the Roald Amundsen in 1936.

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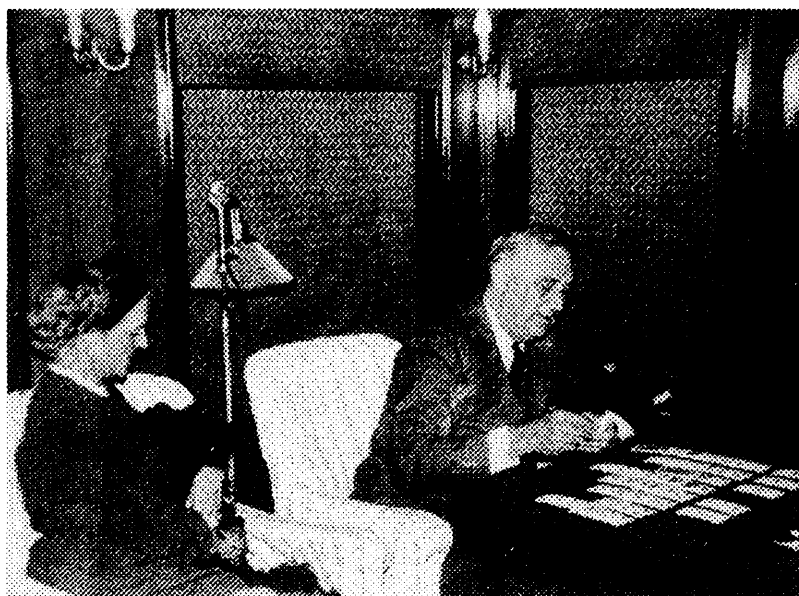
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Historic Photo 3. Former Vice President John N. Garner with Roosevelt in the Observation Room of the Roald Amundsen, 1942.



Historic Photo 4. Roosevelt relaxes with cards in the Roald Amundsen Observation Room, with cousin Laura Delano.

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Historic Photo 5. Roosevelt with Canadian Prime Minister King at the Ogdensburg, New York conference, 1940.



Historic Photo 6. Mamie Eisenhower (third from right) with Republican Party women in the Roald Amundsen Dining Room during the 1952 presidential campaign.

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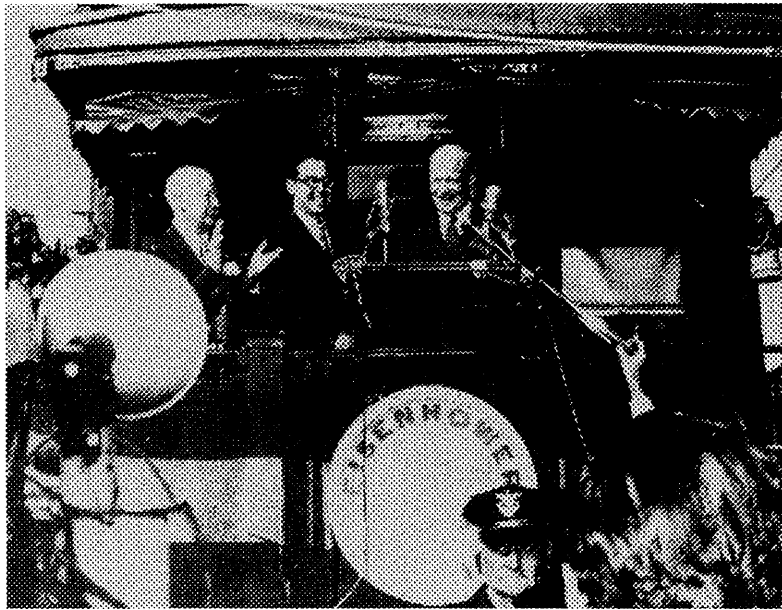
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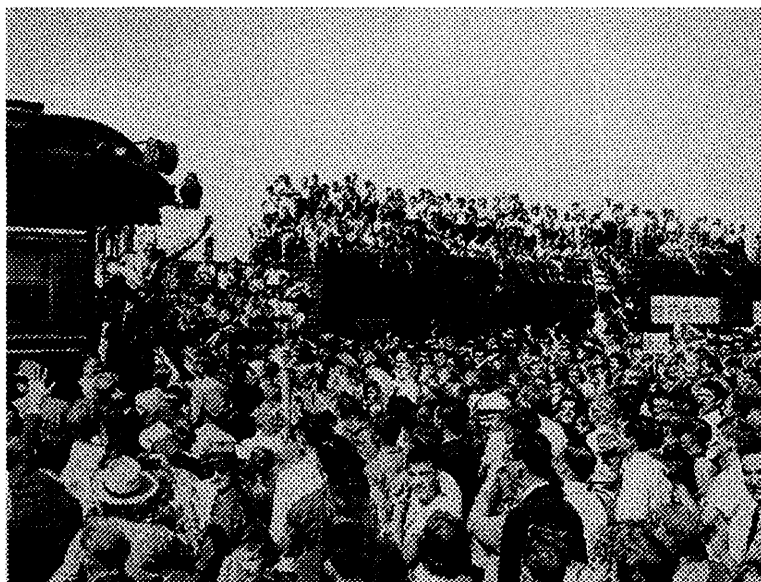
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Historic Photo 7. Candidate Dwight Eisenhower speaks from the rear platform of the Roald Amundsen, 1952.



Historic Photo 8. Eisenhower waves from the rear platform of the Roald Amundsen, 1952.