

United States Department of the Interior
National Park Service

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.

1. Name of Property

Historic name: **Warren-Bisbee Bus Line # 8, 1938 Yellow Coach Model 1204, Serial 234**

Other names/site number: _____

Name of related multiple property listing: **N/A**

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

2. Location

Street & number: **Storage Location: Old Pueblo Trolley, 250 East 36th Street**

City or town: **Tucson** State: **Arizona** County: **Pima**

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

 x A ___ B x C ___ D

<hr style="border: 0.5px solid black;"/>	<hr style="border: 0.5px solid black;"/>
Signature of certifying official/Title:	Date
<hr style="border: 0.5px solid black;"/>	
State or Federal agency/bureau or Tribal Government	

<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<hr style="border: 0.5px solid black;"/>	<hr style="border: 0.5px solid black;"/>
Signature of commenting official:	Date
<hr style="border: 0.5px solid black;"/>	
Title :	State or Federal agency/bureau or Tribal Government

Warren-Bisbee Bus Line # 8

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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

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register

6. Function or Use
Historic Functions

TRANSPORTATION: *road-related (vehicular)*

Current Functions

TRANSPORTATION: *road-related (vehicular)*

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7. Description

Architectural Classification

MODERN MOVEMENT: Streamline Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: other: METAL, SYNTHETICS

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Warren-Bisbee Bus Line #8 is a meticulously restored 1938 Yellow Coach (General Motors) Model 1204, Serial 234. The innovative technical features of the low price range lightweight 24 passage passenger bus include a flat front and first of its class to have a rear engine. The front door is located forward of the front wheel, while the steering axle is pushed back. The majority of mechanical parts are restored from the original #8 or the physically damaged and salvaged sister bus #7. The bus is outstanding example of American industrial design with art deco / streamline features and paint details throughout. All of the original features and details have been preserved and restored. The interior of the bus features green upholstery and chrome detailing. The bus is one of only two known surviving examples of this innovative and technically progressive bus. Restored by Old Pueblo Trolley the bus is housed in Tucson, Arizona two hours from Bisbee. The Bus is fully operational and used for special events, tours and historic interpretation.

Narrative Description

The Warren-Bisbee Bus Line # 8 is classified by the National Register Bulletin: How to Apply the National Register Criteria for Evaluation as a STRUCTURE: The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

The Warren-Bisbee Bus Line # 8 is owned by Old Pueblo Trolley, Inc. a not-for-profit museum dedicated to the preservation and presentation of historic streetcars, buses and railroads of Arizona. In 1996, Old Pueblo Trolley was awarded a \$17,172 State of Arizona Heritage Fund grant to restore bus # 8. The grant required the structure be eligible for listing on the Arizona

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State Register of Historic places. Additionally, the grant required funds to be matched by donations and volunteer hours. It was followed by a second grant in the amount of \$23,562 in 1999. Once both those grants were expended, restoration continued through the generous donations of Old Pueblo Trolley members and local businesses. Restoration work started in January of 1997, was interrupted for one year between grants, and was completed in the first part of 2007.

The original 1938 promotional brochure detailed the “modern” features of the bus:

The new 24 passenger lightweight Yellow, with engine mounted transversely in the rear, has those modern passenger car features heretofore available only in large coaches. Requiring but a small capital investment, weighing approximately 7,500 pounds, this coach will render the low-cost service necessary to bolster “thin revenue lines.” It will definitely appeal to new rider, with its many comfort features.

Compare this coach with all other coaches in, or near, the low price field. See for yourself how much more passenger appeal and performance you can have for less money. It is the ONLY coach with rear engine mounting priced so low. There is a perfect weight balance, possibly only with rear engine mounting. A completely unobstructed interior, with a minimum headboard of 77 inches, attracts riders. Entrance door ahead of front axle facilitates curb loading. A center exit door, vacuum operated, permits a faster circulating load.

A narrow body width, with short turning radius, permits higher scheduled speed, with greater maneuverability and less accident hazard, with passenger safety being assured with powerful 438 square inch hydraulic breaks. It is a big coach in performance and rider appeal, yet light in weight, economical to operate, and attractively priced.

Exterior

At the time of its introduction in July 1938, due to its rear engine, the Yellow Coach model 1204 presented a different appearance than most of the buses being built by other bus manufacturers. The movement of the engine to the rear meant the elimination of the radiator grill from the front of the bus and the introduction of compartments on the bus rear for access to radiator, drive train and battery. While this arrangement is still common in modern transit buses, it was a significant change in appearance at the time. The other body change made possible by the shift of the engine from front to rear, was the placement of the front passenger door forward of the front axle. Wheels are Budd Company 18”, 5-lug, with 7.00x18 tires.

The body was all aluminum riveted to aluminum “C” channel frame members. The exception was the frame around the front windows and the two passenger doors and emergency door which were steel. The two passenger doors (many buses have only the front passenger door, the rear door being optional), each of which were different, which was unusual. The front door is a

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single bi-fold door, while the center or rear door has two narrower bi-fold sections. Both doors are vacuum operated, in contrast to most buses where they were air operated. The model 1204 could also be purchased with a manual operated front door opened and closed by the driver using a pivoting handle to his right with a long arm connected to the door (a method still used on most school buses).

The windows on the Bisbee model 1204 were less expensive nickel-plated steel sashes in contrast to most bus windows of the day that were nickel-plated brass. They opened from the top down. The headlights and tail/stop lights were of types common on a variety of buses of the period. The clearance (marker) lights were round on the Bisbee bus, where on the same model buses in Tucson they were tear-drop shaped.

Enough of the original paint was on the bus when acquired that the original colors could be determined fairly accurately. The paint scheme is rather detailed, as was common in the 1930's. The main colors are tan and cream, accented by ½" wide orange pin stripes. The numbers and lettering were done in orange and placed in the cream areas of the paint scheme. All the lettering was outlined by narrow tan pin-stripes.

Interior

Interior colors were what was commonly called transit green and cream, used almost exclusively in transit buses from the '30's until the late '50's. Ceiling and wall panels were of Masonite, secured to the frame with metal or wood trim strips.

The bus seats 24 people besides the driver. The seats were produced by the American Seating Company which was the largest supplier of seats for bus and rail passenger vehicles for many decades. They were padded and upholstered in the typical green vinyl used in transit buses from the '30's through the '60's and still used in school buses today. Since the bus was narrower than most buses of the period (7'-1", compared to most at 8'-0"), the forward facing seats were in a pattern known as 2 and 1 seating – two person seats on the left side of the aisle and single seats on the right side of the aisle. Seats over the wheel wells were longitudinal.

Hand rails were chromed. Heaters were supplied by the Tropic Aire company, one under the seat behind the emergency door and one under the front dash. The heaters were small radiators fed by hot coolant from the engine with a fan to blow the heat into the vehicle. The driver's compartment was basic with all switches and gauges on an instrument panel in front of the driver in contrast to many other buses that separated switches from gauges with the switches moved to the wall beside the driver. Standard (from around 1910 to today) eleven inch high "carcard" racks (for advertisements) were provided above the windows. Old Pueblo Trolley's Bisbee bus uses that space to tell the story of the model 1204, its use in Bisbee, its preservation and rehabilitation; and to display period ads reproduced and sold by the Association of Railroad Museums.

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Integrity

The Warren-Bisbee Bus #8 possesses excellent integrity of design, materials, workmanship, feeling and association.

1. The structure conveys all of the original design intent. The structure conveys its original stylistic industrial design Art Moderne expression.
2. The structure retains its original use of materials.
3. The structure retains its original workmanship.
4. The feeling of the structure remains unchanged from the period of significance.
5. The structure has a clear contextual significance and association connected to the transportation history of the Southern Arizona.

The excellent integrity enabled the Warren Bisbee Bus Line # 8 to illustrate significant aspects of the past and its connection to twentieth century transportation history. Not only does the bus resemble its historic appearance but retains physical materials, design features, and aspect of construction dating from the period when it attained significance.

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.

Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or 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

Areas of Significance

(Enter categories from instructions.)

Transportation

Period of Significance

1938

Significant Dates

1938, date of manufacture

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Yellow Coach

Period of Significance (justification)

The Period of Significance is 1936-1937 the period of design and construction.

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

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Warren-Bisbee Bus Line # 8, 1938 Yellow Coach Model 1204, Serial 234 is eligible under National Register criteria A. associated with events that have made a significant contribution to the broad patterns of our history and C. embodying the distinctive characteristics of a type, period, or method of construction. The Warren-Bisbee Bus Line # 8 is one of only two known surviving examples of this bus type and is an active and dynamic part of Southern Arizona's transportation history. The structure physically embodies the transportation line that connected the Arizona mining towns of Bisbee (Bisbee Historic District listed on the National Register of Historic Places, 1980) and Warren (Warren Historic District pending listing on the National Register of Historic Places, 2016) running from the top of Tombstone Canyon through Bisbee, Lowell, Bakerville and looping through Warren and typifies a transportation model popular in Southern Arizona during the late 1930s through the early 1950s.

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

Development of the Yellow Coach Model 1204

The 1930s represents more progress in bus design and building than any other decade. Prior to the 1930's most buses were built on truck chassis with the engine in front under a hood. The bus body was simply added behind the engine firewall. About that time transit bus manufacturers began to experiment with engine-forward buses with the body built over the engine, similar to the arrangement in a van, and still common in many of today's school buses. This provided more inside room as the driver sat beside the engine instead of taking up a space which could be occupied by a passenger. Typically this arrangement also resulted in the entrance door being located behind the front wheel. The engine was enclosed in a sound/heat insulated cover.

These experiments were generally unsuccessful, as the engine was still too hot and noisy for the driver to endure all day long, especially during summer months. Manufacturers quickly moved the engine to the rear where it has stayed ever since. This enabled the entrance door to be moved forward of the front wheel, allowing more efficient use of space at the front of the bus.

The Yellow Coach Company (owned by General Motors) was one of the leaders in this evolution. In June 1936, Yellow introduced the Model 733, a 21-passenger, front-engine bus which was billed as meeting "the demand for a built-for-the-purpose, lightweight bus which could be sold in the low price range". Although Yellow continued to sell 733's, two years later, in July 1938, they introduced the 24-passenger rear-engine Model 1204. It had essentially the same body as the 733 with the entrance door moved forward and the front axle moved back. In 1940, Yellow changed their model designation system making the 1204 the TG2401.

A concise overview of the Yellow Coach Company and the development of the 1204 Model Bus was published in National Bus Trader magazine in November 2015 written by Larry Plachno:

In 1908, a successful automobile salesman by the name of John D. Hertz quit his existing job on Chicago's Michigan Avenue and went into a partnership with an automobile dealer named Walden Shaw. The partnership was unable to sell some used automobiles

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and decided to go into the taxi and livery business. When a study discovered that yellow was the most noticed color for vehicles, they founded the Yellow Cab Company in 1915. By 1917 they were building vehicles in Chicago under the Yellow Cab nameplate. IN the next few years, Yellow Cab Manufacturing Co. is credited with building 95 percent of the new taxi cabs in the United States. By April of 1923, Hertz was building busses under the Yellow Coach Manufacturing Company name. Due to a connection with the Omnibus Corp, he built busses including double-deckers for Fifth Avenue Coach in New York and Chicago Motor Coach in Chicago. Soon, Philadelphia and other cities became customers. In 1926, Yellow Coach began building intercity busses for Motor Transit Corp., which would soon become Greyhound, the largest of the intercity carriers. Hence, by 1930 Yellow Coach was already capturing much of both the transit and intercity bus building business. Hertz sold Yellow Coach to General Motors in 1925. It operated under the Yellow Coach name until the name was changed to GM Truck & Coach Division in 1943. John Hertz left the bus business and briefly went into aviation, purchasing Transcontinental & Western Air (later known as TWA) that he then sold to Howard Hughes. Hertz then went into the car rental business where he again became very successful.

A young man named Dwight Austin introduced a new bus design called the Pickwick Note Coach in about 1930 that was similar to a Pullman car. While the model was never substantially successful, it did pioneer a rear engine with angle drive and integral construction. General Motors brought Austin to work at Yellow Coach in 1934. Soon, the yellow Coach product line included busses with rear engines and integral construction.

In June of 1936, Yellow Coach introduced their model 733 which had a flat front but a forward engine next to the driver. It was a primarily intended as a 21 passenger lightweight bus in the low price range. In 1938, Yellow Coach introduced their new model 1204. Although the body was similar to the 733, the 1204 was the first of its class to have a rear engine. The front door was moved forward while the steering axel was moved back. This increased passenger capacity from 21 in the 733 to 24 in the 1204. Hence, the 1204 was one of the first transit bus models to have the rear engine and other modern features. Warren-Bisbee Bus Line #7 and #8 were delivered with a 6 cylinder in-line Chevrolet 216 inch gasoline engine. This same model could also be ordered with a Detroit Diesel 2-71 engine or a larger 235-inch Chevrolet gas engine.

Warren-Bisbee Bus Line

As Bisbee grew dramatically at the turn of the century, the demand for housing led the Calumet and Arizona Mining Company to establish the new town of Warren. To do this they formed The Warren Company. With the distance between old Bisbee and Warren being about 6 miles, the need for public transportation was indisputable. In March 1907 The Warren Company established the Warren-Bisbee Railway. Service began on March 12, 1908 using large interurban cars which were needed to carry the peak loads to the mines at shift change times.

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Twenty years later, the streetcars, track and overhead electric line were in need of renewal. A decision was reached to convert to buses, and change the company name to Warren-Bisbee Bus Line. Service for the bulk of the day could be handled by four, 21-passenger, Studebaker buses. The heavy loads of miners going to and from work were hauled in two, 40-passenger Twin Coaches. On June 1, 1928, buses took over for the streetcars.

The Studebakers were replaced by two 24-passenger model 1204 Yellow Coaches in 1938. The Yellow Coaches served through World War II, along side the Twin Coaches which remained on the property. Both type buses were retired in 1951, having been replaced by Ford Transit Buses.

Fares and Schedule

During the period of significance (1938-1951), regular fares were 5 cents and student fares 4 cents per zone. These tokens provided a discount on each fare type. There were two fare zones, one token from Warren to Lowell and one token from Lowell to Bisbee, so 2 tokens for the whole trip from Warren to Bisbee. A 20-minute headway was provided all day until 6 p.m., and a 40-minute headway after 6 p.m. until the last bus from Bisbee to Warren about 11:20 p.m. The round trip was 40 minutes so two buses were required during the day and one in the evening. In 1939 and 41, Warren Bisbee Bus Line purchased two additional Yellow's of the same type, painted the same, and numbered 6 & 5 (numbers previously used on the Studebakers). After the war, two additional used Yellows were purchased from Tucson Rapid Transit Company. Their numbers are unknown. In 1951 all the pre-war buses were replaced by General Motors diesel buses. Twin Coach #1 and Yellow Coach #7 were purchased by Orrin and Edna Soles of Warren. They placed them on property they owned on Double Adobe Road, had a well drilled and power brought in and started to convert the buses to a rural retreat. Unfortunately, vandals began to damage the buses and they soon gave up the project, leaving the buses to further vandalism and decay from the weather.

The Surviving Warren-Bisbee Bus Line Yellow Coaches

In 1951, the Warren-Bisbee Bus Line sold at least one Twin Coach and one Yellow Coach to the Southern Arizona Auto Company of Lowell. They were in turn sold to Orrin and Edna Soles of Warren who drove them to property they owned near the intersection of Double Adobe Road and Frontier Road about 10 miles east of Warren. They had a well drilled and power brought to the property and started to convert the buses to a rural retreat. Unfortunately, vandals began to damage the buses and they soon gave up the project, leaving the buses to further vandalism and decay from the weather.

In July of 1995 the Tucson based non-profit Old Pueblo Trolley contacted the Soles about donating both buses. The Yellow Coach, which was Warren-Bisbee Bus Line # 7, was moved to Tucson on August 19, followed by the Twin Coach on September 9.

On the return from a trip to Bisbee on July 1, 1995 to survey whether the two buses were worth saving, and what would need to be done to move them, Old Pueblo Trolley discovered the body

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of a second Warren-Bisbee Bus Line Yellow Coach (# 8) in St. David. Its body was in good shape compared to #7. However, # 7 still had many of the running parts and even some interior parts missing from # 8. Thus a decision was quickly reached to restore # 8 (if it could be obtained) using parts from # 7.

Inquiry at the nearest house led to the owners, Jack and Flora McRae, who agreed to donate the bus. The McRae family had purchased the bus it when it was retired, and converted it to a road side food concession stand. When that use ended, it was kept for storage. The axles had been removed to make a small trailer, which they no longer had a use for and donated along with the bus. On September 9, 1995, # 8 was moved to Tucson.

Despite years of neglect the body of bus # 8 was surprisingly intact. Most of the window glass and both doors remain extant which protected it from the weather. While the body of bus # 7 had been badly vandalized, it still has the motor, transmission and air compressor, along with both axles and drive train, as well as a number of interior parts, including steering wheel, instrument panel, remains of one seat, and most of the handrails making restoration of number 8 possible.

Model 1204 Twin Coaches are extremely rare. Out of the 770 of them built between 1938 and 1941 only one other is known to survive.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Caywood, Gene, Warren-Bisbee Bus Line #8, Old Pueblo Trolley, 2010.

Plachno, Larry, The Restored Warren Bisbee Bus Line Yellow Coach, National Bus Trader, November 2015. Vol. XXXVIII, No. 12.

Old Pueblo Trolley, restoration records. ca. 1995-2007.

Yellow Coach, Marketing Pamphlet, c. 1938

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 # _____
- recorded by Historic American Landscape Survey # _____

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

Acreege of Property n/a

Use either the UTM system or latitude/longitude coordinates

UTM References

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Datum (indicated on USGS map):

Zone: **14S**

Easting: **314678**

Northing: **3563498**

Verbal Boundary Description (Describe the boundaries of the property.)

The Bus is housed at Old Pueblo Trolley, 250 East 36th Street

Boundary Justification (Explain why the boundaries were selected.)

The Bus is housed at Old Pueblo Trolley, 250 East 36th Street

11. Form Prepared By

name/title: Compiled by Demion Clinco and Gene Caywood
organization: Tucson Historic Preservation Foundation & Old Pueblo Trolley
street & number: PO Box 40008
city or town: Tucson state: Arizona zip code:85717
e-mail info@preservetucson.org
telephone: (520) 247-8969
date: July 27, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log

Name of Property: **Warren-Bisbee Bus Line # 8**

City or Vicinity: **Tucson**

County: **Pima** State: **Arizona**

Photographer: **Gerardine Vargas and Jude Ignacio**

Date Photographed: **2016**

Description of Photograph(s) and number, include description of view indicating direction of camera:

AZ_PimaCounty_Warren-BisbeeBusLine#8_0001
Exterior, left side of bus with paint details.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0002
Exterior, rear left detail.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0003
Exterior, right side with passenger doors.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0004
Exterior, front right detail with doors.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0005
Exterior, front left detail of paint and tire.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0006
Exterior, rear detail with number 8.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0007
Exterior, front door detail.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0008
Interior, facing rear with seats.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0009
Interior, detail with advertising cards.

AZ_PimaCounty_Warren-BisbeeBusLine#8_0010
Interior, facing front with entry steps.

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AZ_PimaCounty_Warren-BisbeeBusLine#8_0011
Interior, driver seat detail.

Historic Photograph and number

AZ_PimaCounty_Warren-BisbeeBusLine#8_0012
Yellow Bus Model 1204, Brochure, 1938, Page 1

AZ_PimaCounty_Warren-BisbeeBusLine#8_0013
Yellow Bus Model 1204, Brochure, 1938, Page 2

AZ_PimaCounty_Warren-BisbeeBusLine#8_0014
Yellow Bus Model 1204, Brochure, 1938, Page 3

AZ_PimaCounty_Warren-BisbeeBusLine#8_0015
Yellow Bus Model 1204, Brochure, 1938, Page 4

AZ_PimaCounty_Warren-BisbeeBusLine#8_0016
Yellow Bus Model 1204, Brochure, 1938, Page 5

AZ_PimaCounty_Warren-BisbeeBusLine#8_0017
Yellow Bus Model 1204, Brochure, 1938, Page 6

AZ_PimaCounty_Warren-BisbeeBusLine#8_0018
Yellow Bus Model 1204, Brochure, 1938, Page 7

AZ_PimaCounty_Warren-BisbeeBusLine#8_0019
Yellow Bus Model 1204, Brochure, 1938, Page 8

AZ_PimaCounty_Warren-BisbeeBusLine#8_0020
Yellow Bus Model 1204, Brochure, 1938, Page 9

AZ_PimaCounty_Warren-BisbeeBusLine#8_0021
Yellow Bus Model 1204, Brochure, 1938, Page 10

AZ_PimaCounty_Warren-BisbeeBusLine#8_0022
Yellow Bus Model 1204, Brochure, 1938, Page 11

AZ_PimaCounty_Warren-BisbeeBusLine#8_0023
Yellow Bus Model 1204, Brochure, 1938, Page 12

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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 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.