

**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 of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site
 other names/site number Steamtown National Historic Site/Scranton Army Ammunition Plant/
 Laminations Incorporated Plant

2. Location

street & number Vicinity of Cliff Street on West and Mattes Street N/A not for publication
 city, town Scranton N/A vicinity
 state Pennsylvania code PA county Lackawanna code 069 zip code 18404

3. Classification

<p>Ownership of Property</p> <p><input checked="" type="checkbox"/> private</p> <p><input type="checkbox"/> public-local</p> <p><input type="checkbox"/> public-State</p> <p><input checked="" type="checkbox"/> public-Federal</p>	<p>Category of Property</p> <p><input type="checkbox"/> building(s)</p> <p><input checked="" type="checkbox"/> district</p> <p><input type="checkbox"/> site</p> <p><input type="checkbox"/> structure</p> <p><input type="checkbox"/> object</p>	<p>Number of Resources within Property</p> <table border="0"> <tr> <td>Contributing</td> <td>Noncontributing</td> </tr> <tr> <td><u>16</u></td> <td><u>12</u> buildings</td> </tr> <tr> <td><u>4</u></td> <td><u>0</u> sites</td> </tr> <tr> <td><u>5</u></td> <td><u>5</u> structures</td> </tr> <tr> <td></td> <td><u> </u> objects</td> </tr> <tr> <td><u>25</u></td> <td><u>17</u> Total</td> </tr> </table>	Contributing	Noncontributing	<u>16</u>	<u>12</u> buildings	<u>4</u>	<u>0</u> sites	<u>5</u>	<u>5</u> structures		<u> </u> objects	<u>25</u>	<u>17</u> Total
Contributing	Noncontributing													
<u>16</u>	<u>12</u> buildings													
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<u>5</u>	<u>5</u> structures													
	<u> </u> objects													
<u>25</u>	<u>17</u> Total													

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Signature of certifying official [Signature] Date 7/19/90

State or Federal agency and bureau _____

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

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

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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Continuation Sheet**

D. L. and W. Railroad Yard

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For NPS counting purposes, the buildings, structures and sites included on the nominated property are counted as follows (numbers listed below correspond to numbers in the building inventory and on the historic district map):

Buildings:

Contributing

30-Pattern Shop
29-Foundry
28-Blacksmith Shop
27-Machine and Erecting Shop
25-Gas House
23-Office and Storage Building
12-Oil House
18-Storage Building
17-Maintenance Shop
13-Roundhouse Office and Storeroom
14-Roundhouse Remnant
16-Roundhouse Remnant
7-Small building
8-Small building
31-Mattes Street Signal Tower
6-Warehouse

Noncontributing

34-Main Gate Guard House
35-Transformer Tower
36-Electrolyte Sludge Room
37-Truck Loading Dock
38-Joiner Building
22-Maintenance of Way Building
10-Concrete Block Structure
2-Signal and Control Tower
5-Laminations Incorporated Plant
4-Laminations Incorporated
Warehouse
11-Shed
3-Garage

Sites:

Contributing

15-Turntable Pit
24-Remains of Scrap Bin
21-Foundation of Coal Trestle with Chutes
9-Scale Pit

Structures:

Contributing

19-Green Sand Storage Bin and Dryer
1-Bridge 60
32-Bridge 61
26-Bridge
33-"China Wall"

Noncontributing

20-Four Circular Concrete
Enclosures (counted as 4 NC)
Yard Tracks (counted as 1 NC)

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: rail related
 Industry: manufacturing facility

Current Functions (enter categories from instructions)

Recreation and Culture: museum
 Industry: manufacturing facility

7. Description

Architectural Classification

(enter categories from instructions)

Other: utilitarian

Materials (enter categories from instructions)

foundation Concrete
 walls Brick, wood
 roof Asphalt, wood shingles
 other

Describe present and historic physical appearance.

This nomination form includes the area of the Delaware, Lackawanna and Western Railroad Yard on the edge of downtown Scranton, Pennsylvania, and a contiguous area on the west along Cliff Street which once contained the Dickson Manufacturing Company (a small, steam locomotive maker). The railroad yard is currently split between Steamtown National Historic Site west of Washington Avenue and the United States Army (Scranton Army Ammunition Plant) east of Washington Avenue. Most extant structures reflect the 1899-1939 modernization era during which D.L.&W. President William Truesdale authorized the railroad yard's expansion and the construction of large steam locomotive maintenance buildings. The yard also mirrors the area established in the early twentieth century which comprises approximately sixty-three acres. In addition the Dickson Company site encompasses another fifteen acres on which steam locomotives were built.

Delaware, Lackawanna and Western Railroad Yard

From its inception in 1851, the Delaware, Lackawanna and Western Railroad Yard in Scranton has been a dynamic site, changing to meet that railroad's needs. As the railroad acquired more track and equipment in the nineteenth century, the size of the yard expanded from approximately twenty-five to forty acres to accommodate additional operation and repair facilities. Management's philosophy during this period considered small sized steam locomotives and rolling stock as the ideal equipment for the railroad. As a result, large buildings in the yard were not required for maintenance and operation.

Almost immediately after William Truesdale became president of the Delaware, Lackawanna and Western in 1899, major changes occurred. To keep the railroad competitive, Truesdale decided that economy dictated bigger steam locomotives and rolling stock. Such equipment required large service and operations facilities not then in existence. Since the Scranton yard proved too small to accommodate large buildings for all types of repair work, the new president diversified maintenance among several yards. The Scranton yard became the central location for steam locomotive overhaul. In developing the Scranton yard in its new role, Truesdale acquired twenty-three contiguous acres of the abandoned Lackawanna Iron and Steel Company east of Washington Avenue. Nearly all of the nineteenth century buildings and structures were removed and replaced by larger buildings and structures.

President Truesdale also changed the freight handling operations of the yard in the first decade of the twentieth century. Whereas the yard had been used previously as a coal car collection point for the makeup of coal trains, that function changed after 1900. Coal cars were collected and shipped from other newly constructed yards in the Scranton area. With increasing emphasis by Truesdale to diversify freight away from coal, the yard under consideration, by 1906, instead took on the function of a freight transfer center for non-coal shipments. It retained this function throughout the steam era. The buildings which this function occupied, however, are no longer extant.

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In the present day, the Scranton yard comprises the sixty-three acres as reflected in Truesdale's early twentieth century expansion, and most of the existing buildings and structures reflect a maintenance and operations mode of the steam locomotive era between 1899 and 1939.

The current steam era buildings were erected basically between 1899 and 1917 with a remnant of the 1937 roundhouse also present. The first of these buildings was constructed in 1899-1900 for a storehouse (number 18 on the accompanying map). Two remnants of the 1902 roundhouse remain. One remnant (number 13) was attached to the roundhouse as a foreman's office while the other (number 14) housed steam locomotives. Between June 1907 and the end of 1910, six buildings were completed for the new central steam locomotive repair facility. Four of these buildings now owned by the United States Army include the large machine and erecting shop (number 27), the blacksmith shop (number 28), a foundry (number 29), and a pattern shop (number 30). The other two buildings, now within the Steamtown National Historic Site boundary, are an office and storage building (number 23), and a gas house (number 25). Each of these buildings, except for the last named, were tied together by a still extant subway system which contained a three-foot gauge electric tram. In 1908 the Mattes Street signal tower (number 31) was also constructed.

The 1910s witnessed the erection of more buildings. In 1912 a concrete oil house (number 12) was added west of the roundhouse. A ninety-car capacity, fifty feet in diameter concrete green sand storage bin and dryer building (number 19) was constructed in 1917. Two small wood frame buildings (numbers 7 and 8) have an unknown construction date, but were probably erected at this time as a switchman shanty and a scale house.

Six structures were constructed in the first decade of the twentieth century as well. Of these structures, the 1906 coal trestle (number 21) and the 1909 covered scrap bins (number 24) have only their foundations remaining. The other four structures were all completed in 1907-08. These structures include the through plate girder Bridge 60 (number 1) over the Lackawanna River, the through plate girder Bridge 61 (number 32) over Washington Avenue, and a smaller through plate girder bridge (number 26) over Washington Avenue which served as a yard connection. The final structure was the "China Wall" (number 33). Although it separated the yard from downtown Scranton, its use was to provide an area of gradual elevation by which trains could exit the yard with greater ease.

Fewer changes, still reflected in the Scranton yard, occurred in the 1920s and 1930s than the previous two decades. These changes involved two structures and one building. A new ninety-foot turntable was placed in the pit (number 15) in 1927. Only the pit remains. Probably in this era, although no date has been recorded, a small yard scale, of which only the pit exists (number 9), was placed in the yard's west end. In 1937 much of the roundhouse building was rebuilt with a larger dimension. Only a small part of that building (number 16) survives.

As with most railroad property, the Scranton yard also exhibits continued change with the advent of the diesel era in the mid-1940s. With the coming of the diesel age, the Delaware, Lackawanna and Western management selected the Scranton yard for its diesel repair facility. An old steam era maintenance shop building which contained elements from 1865, 1902, and 1911 (number 17) was further modified in 1944 and 1949 to house the diesel repair shop. The 1944 modification included removing 129 feet of the front wall starting at the southeast corner and a 129-by 70-foot extension placed there. Another 49-by 108-foot addition was made on the southwest side. The old roof monitor in the 129-foot section was removed and replaced by a thirteen-foot higher monitor. Two more additions were made in 1949. These included a 46-by 43-foot brick and steel room on the east side and a 72-by 184-foot brick

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and steel section on the south end. Despite these modifications the building retains much of its steam era architectural features as windows, doors, and partial roof line. A maintenance of way building (number 22) was erected in 1952 and a modern signal tower (number 2) was built in 1953 to control yard traffic. A small concrete block building (number 10) was added in the 1960s. Four diesel fuel tanks surrounded by concrete enclosures (numbers 20) were added between 1945 and the early 1950s. The tanks have since been removed leaving only the concrete enclosures.

As the use of steam locomotives was phased out after the advent of the diesel era, the machine and erecting shop with its attendant buildings (numbers 27-30) in the part of the yard across Washington Avenue to the east became less useful. No longer needed for steam locomotive repair and too large for diesel maintenance, these buildings were closed in August 1949. After standing vacant for two years, that portion of the yard was sold to the United States Army Ordnance Corps which developed it into a complex for the manufacture of artillery shell casings. It remains in the army ownership as the Scranton Army Ammunition Plant.

In 1960 the Delaware, Lackawanna and Western merged with the Erie Railroad to become the Erie Lackawanna. The yard west of Washington Avenue was retained as a diesel repair facility. After the Erie Lackawanna declared bankruptcy in 1972, its Scranton yard went on to become a part of the Conrail system which was created in 1976. Under Conrail's administration, the trestle with coal pockets was removed leaving only the foundation (number 21). The roof and upper floor of the 1899-1900 storage building (number 18) burned during that period. These diesel era changes made to the portion of the yard west of Washington Avenue have resulted in the destruction or modification of some steam era structures and buildings such as the coal trestle, roundhouse, and maintenance shop. The size of the yard as achieved in the early twentieth century, however, has not diminished. A number of steam era buildings such as those found on the United States Army portion and several on the Steamtown National Historic Site part (office and storage building, gas house, oil house, and storehouse) retain their historic exterior appearance. Thus one can still envision the yard at the height of its activity between 1899 and 1939.

In 1983 the city of Scranton purchased the yard from Conrail as part of an arrangement to house the Steamtown Foundation's collection of steam locomotives and rolling stock. This assemblage was moved from Vermont to Scranton. As such, it became a part of Steamtown National Historic Site when the part of the former Delaware, Lackawanna and Western yard west of Washington Avenue received such a designation on October 30, 1986. Since the steam locomotives and rolling stock, however, have little relationship with the Delaware, Lackawanna and Western, they will be studied separately.

Dickson Manufacturing Company Site

In 1862 Thomas, John, and George Dickson purchased the machine shop and land adjacent to the Delaware, Lackawanna and Western Railroad yard in Scranton. This site probably comprised no more than four acres. Organized as the Dickson Manufacturing Company, the brothers began to manufacture steam locomotives at this location which they called the Cliff Works. Two years later, in 1864, the Dicksons acquired the contiguous property to the south of approximately six acres on which a planing mill was located. On that tract, they produced railroad cars.

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A fire, on February 27, 1875, destroyed much of the Dickson Manufacturing Company's Cliff Works. The Dicksons rebuilt their plant which included a larger building for locomotive construction (number 4). In the following year, 1876, the company purchased the land across Cliff Street to the west. It comprised about five acres. Here they erected two buildings -- a machine shop and a pattern shop. These two buildings subsequently were joined as one (number 6). In 1896 the Dickson Manufacturing Company managers sold approximately two acres of their property on the west side of Cliff Street to the Economy Light, Heat and Power Company. On that site the latter concern erected a brick powerhouse (number 3).

In a consolidation movement during the late nineteenth and early twentieth centuries, the nation's small steam locomotive manufacturing companies were either forced out of business or consolidated into larger concerns. In 1901 the Dickson Manufacturing Company along with seven other small locomotive plants were purchased and united as the American Locomotive Company. That enterprise assembled locomotives at the former Dickson Manufacturing Company site until February 1908 when it closed the shop. After American Locomotive sold the property in 1912, the structures housed various businesses. Building number 6 housed two silk mills before it was joined to form one structure in 1926. After that date, it served as a warehouse. Except for the slight modification at the time the two buildings were connected, building number 6 retained its exterior appearance. Some buildings were removed and replaced by two other buildings (numbers 5 and 11). The first of these buildings (number 5) housed a bakery for much of its existence since 1927. The other building (number 11), erected in 1945, became freestanding in 1954 after the larger building, to which it was attached, was razed. In 1986 the fifteen acres of the former Dickson Manufacturing Company site were once more joined in single ownership by Laminations Incorporated. Basically, the change which occurred at the Dickson Manufacturing Company site after the termination of steam locomotive manufacturing reflects a change in the industrial orientation of Scranton from one of heavy industry to light manufacturing. As a result, little remains on the former Dickson Manufacturing Company site, except for building number 6, to suggest its appearance and spatial arrangement when steam locomotives were assembled there. Another former Dickson Manufacturing Company property in Scranton at Penn and Vine Streets retains greater integrity. Its founding in 1856 preceded the Dickson Cliff Works by six years. The Penn and Vine factory was established to produce stationary steam engines, but, after the locomotive works opened, parts for steam locomotives were undoubtedly produced there as well.

The following is an inventory of the buildings and structures as well as remains currently located on the Delaware, Lackawanna and Western Railroad yard presently occupied by the United States Army and Steamtown National Historic Site, and the old Dickson Manufacturing Company site. None of the buildings can be said to have a distinctive architectural character, so they could be considered utilitarian in style. At the same time none of the structures have unique engineering features. The number preceding each building and structure on the list is keyed to the accompanying site map.

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Contributing (Army)

30. Pattern Shop (1907-1909, now called Office Building) -- The 60 by 120 feet rectangular building of five stories and basement is located at the southeast corner of the site. Unlike the other shop buildings, the Pattern Shop is built on a reinforced-concrete frame, probably reflecting concern for fireproofing in a building where much lumber was to be handled and stored. The building is clad in brick, with concrete on the ground floor, lintels, cornice, and attic story. It was designed by Frank J. Niles.

The area for making the wooden patterns occupied only the ground floor. Lumber was received and stored in the basement, and patterns were stored in the upper four floors, each of which save the fifth had a cast-iron mezzanine level to facilitate access to the steel storage shelves. When the Pattern Shop was remodeled to house the administrative offices for the Scranton Army Ammunition Plant, the cast-iron mezzanines and steel shelves on the upper floors had already been removed. On the exterior, the dolly transport system track entrance on the north side of the building was converted into the main entry, with aluminum doors, redwood siding infill, and an aluminum-faced canopy (the corresponding entrance on the south side was bricked up). On the west side, a five-story fire escape was constructed, with floor-level openings cut through the brick spandrels below four existing window openings, the tops of which were then infilled with masonry.

29. Foundry (1907-1909, now called Forge Shop) -- The 120 by 400 feet rectangular building, on a concrete foundation, is framed in steel and clad in brick, with precast concrete sills, lintels, coping, and building identification signs. Transversely, there are three structural bays, the center bay having a roof monitor raised in two levels for light and ventilation. Compacted earth originally served as the interior floor surface. The elevated charging platform and office have reinforced concrete floors supported on steel columns. The basement is built only under the side bays, with elevator access from the main floor to the subway trams. Directly outside the west end of the building is the casting platform. The Foundry is located along the south edge of the site at the top of the retaining wall, its ground floor level being about fifty feet above adjacent River Street. It was designed by Frank J. Niles.

The remodelling of 1952-1953 left the Foundry almost unchanged: a few openings were infilled with brick, and some doors and operating window sash were replaced with new ones similar to the originals. The original compacted earth floor was replaced with concrete at an unknown date. By 1975, several steel shed additions housing presses had been added to the north side of the Foundry.

28. Blacksmith Shop (1907-1909, now called Heat Treat Building) -- The 300 by 120 feet rectangular building has a concrete foundation, with basement and subway tram access and storage bins under part of the building. Designed by Frank J. Niles, the structural frame is of steel, and the cladding of brick, with sills, coping, sign, and some lintels of concrete. A light and ventilation monitor runs the length of the roof. Located north of the Pattern Shop and Foundry, the Blacksmith Shop was minimally remodelled along the same pattern as the Foundry. The roof monitor openings were also fitted with electrically operated louvers.

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27. Machine and Erecting Shop (1907-1909, now called Production Shop) -- The 344 by 582 feet rectangular building covers the northwest corner of the army site. Precast concrete sills, lintels, spandrels, signs, and coping unify the building with the others in the complex. The steel-framed, brick-clad building is divided transversely into six structural bays, of which the outer two have raised roofs with clerestory windows. These areas were used for erecting (assembling) or working on complete locomotives. Proceeding inward, the heavy work bays come next; the two central bays, situated over the basement and connected to it by elevators, stairs and hatches, were the light work bays. All four of the inner bays are covered by a sawtooth skylight roof. Various overhead travelling cranes serve the four outer bays. A mezzanine, designed for light work and intended to be expanded as needed, was begun along the north end of the building at the time of construction and later extended to a total depth of 135 feet. The structure was designed by Frank J. Niles.

In 1952-1953, the sawtooth skylights were covered with plywood and shingles, except at the north end of the building over the mezzanine, where new continuous metal sash was installed. As at the other buildings, some operating sash were replaced and some openings were closed.

Contributing (Steamtown)

25. Gas House (1909) -- Designed by Frank J. Niles, this 56 by 64 feet, two-story concrete building maintains its integrity as a steam era maintenance facility. Its importance, however, is connected to the army owned buildings across Washington Avenue. It was here that gas was made for maintenance work in those structures. Its integrity remains.
23. Office and Storage Building (1909) -- Designed by Frank J. Niles, this 84 by 335 feet, steel and concrete building with brick facing has three stories with a fourth floor on one end which was historically used for office space. A subway system connects the structure to the army owned buildings across Washington Avenue. It maintains its integrity with the steam locomotive period.
19. Green Sand Storage Bin and Dryer (1917) -- This 50-foot diameter, concrete building with a wood frame elevator housing attached on the south side was designed to hold ninety car loads of sand. Drying was accomplished by using steam heat. Then compressed air was used to blow the sand into the sand tower which stood at the end of the coal trestle and chutes. From there the sand was placed in the locomotives. This is a rare building since few sand facilities of this type remain in the country.
12. Oil House (1912) -- This 45 by 62 feet concrete, one-story building was built to store lubricating oil. It retains its integrity.

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18. Storage Building (1899-1900) -- This 54 by 209-1/3-foot, two-story brick building was used as a storage facility until 1911. At that time it was converted into a record storage building. The platform which once surrounded it has been removed on three sides. About 1980 the upper floor burned causing the roof to collapse. The building, however, retains the same configuration as it did when built in the steam era.
17. Maintenance Shop (1865, 1902, 1911, 1944 and 1949) -- This building has sustained several changes and additions. Originally, it was a brick and wood frame, U-shaped building with a gable roof built in 1865. At the time the two-story, main part measured 270 by 100 feet and the one-story wings were 200 by 75 feet. In 1902 the wings were removed and the 270 by 100 feet main portion was lengthened to 370 by 100 feet. The upper floor was removed from most of the main portion in that year and was replaced by a gable roof with a monitor. In 1911 the remainder of the second story was detached. In 1944 the building was converted into a diesel locomotive repair facility. At the same time 129 feet of the front wall was removed starting at the southeast corner and a 129 by 70 feet extension was placed there. Another addition of 49 by 108 feet was made on the southwest side. The old monitor was removed from 197 feet from the south end and replaced with a new thirteen feet higher monitor. Two more additions were made in 1949. These included a 64 by 43 feet brick and steel room on the east side and a 72 by 184 feet brick and steel section on the south end.
13. Roundhouse Office and Storeroom (1902) -- This freestanding building was originally attached to a roundhouse erected in 1902. It served as an office for the roundhouse foreman and small storeroom. In recent years a fire has caused its roof to collapse.
14. Roundhouse Remnant (1902) -- As a freestanding building, this remnant is the only remaining section of a 348-foot diameter roundhouse constructed on the site in 1902. Only two of the exterior walls are original, for when it became a freestanding building in the 1950s, two new exterior walls were added. At the same time the roof line was altered. It then functioned as an employee washhouse and locker room.
15. Turntable Pit (1912) -- In 1912 the original 66 feet in diameter turntable and pit were replaced by a 90 feet in diameter turntable and pit. A new 90 feet in diameter turntable was inserted in the pit in 1927. No evidence indicates any changes to the pit at the time. In the 1970s the turntable was removed leaving only the pit and its foundation.
16. Roundhouse Remnant (1937) -- As steam locomotives increased in size in the 1930s, a larger building was required to house them. As a result, three-quarters of the previous roundhouse on this site was enlarged in 1937 for that purpose. With the coming of the diesel age after the Second World War, a roundhouse was not as necessary to house diesel locomotives. As a result, much of the roundhouse was razed in the 1950s. The largest remaining section is this brick remnant of the 1937 extension.
7. Small building -- This 9 by 12 feet wood frame building probably served as a switchman's shanty. It has no known construction date, but appears to have integrity with the twentieth century steam age.

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8. Small building -- This 9 by 6 feet wood frame building probably served as a scale house. It has no known construction date, but appears to have integrity with the twentieth century steam age.
1. Bridge 60 (1907) -- This steel bridge is the third one on this location. It crosses the Lackawanna River and permits rail traffic to enter or exit the west end of the yard.
32. Bridge 61 (1908) -- This through plate girder steel bridge crosses over Washington Avenue at the east end of the yard. It was rebuilt to permit more and heavier rail traffic to enter or exit the east end of the yard.
26. Bridge (1908) -- This smaller through plate girder steel bridge crosses Washington Avenue in the southeast section of the yard. It serves as a rail connection between the portions of the yard severed by Washington Avenue.
33. "China Wall" (1907) -- The "China Wall" forms an inclined area on the north side of the yard. Although it separated the yard from downtown Scranton, its use was to provide an area of gradual elevation by which trains could exit the yard with greater ease. Composed of earth and slag removed from the adjacent site of a former Lackawanna Iron and Steel Company smelter, the incline runs from ground level at the Bridge 60 end to approximately twenty-five feet high by the Mattes Street area.
31. Mattes Street Signal Tower (1908) -- This small, three-story signal tower was constructed after the "China Wall" was enlarged. Traffic on the through lines at the east end of the yard was controlled from this tower. It retains its exterior appearance although the interior was converted to a small, electrical substation soon after the beginning of the diesel era.
24. Remains of Scrap Bin (1909) -- This 400-foot-long concrete and brick foundation and floor is all that remains of a covered scrap bin designed by Frank J. Niles. Here scrap materials from maintenance activity in the buildings across Washington Avenue was stored. This remains has lost its integrity as a structure, but retains its integrity as a contributing site.
21. Foundation of Coal Trestle with Chutes (1906) -- Only the concrete foundation remains from the 900-foot-long, 25-foot-wide wooden coal trestle with chutes.
9. Scale Pit -- An approximately 60-foot-long scale pit exists near the yard's west end. Considering its size, it probably housed an early twentieth century scale. Its integrity has been diminished because the scale has been removed, but it retains its integrity as a contributing site.

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Contributing (Dickson Site)

6. Warehouse (1876, 1901, 1926) -- This one-story brick building with a two-story segment on part of the rear was originally two freestanding buildings. The two buildings were constructed by the Dickson Company about 1876 as a machine shop and a pattern shop on newly acquired land west of Cliff Street. Each building had the same architectural style with English bond brick exterior walls. In early 1901 the Dickson Company enlarged the southernmost of the buildings. Later that same year the Dickson concern was merged into the American Locomotive Company. Presumably, that enterprise used the buildings for the same function as the Dickson Company. Five years after American Locomotive closed its operation in 1908, the Scranton Silk Company moved into the northern building and occupied it to 1920. The southern building was purchased by the United Silk Mills in 1918. That concern manufactured silk textiles until it went bankrupt late in 1925. Ike Oppenheim purchased both buildings in 1926. He filled the space between the buildings with English bond style, exterior brick walls and thus the two buildings became one. Since 1926, it has served as a warehouse.

Archeology

Considering the changes which have occurred on the Delaware, Lackawanna and Western Railroad yard and the Dickson Site, the foundations and other below ground remains of the numerous structures are undoubtedly present. These remnants of nineteenth and twentieth century buildings are considered to be part of the history of the yard and to be as contributing to its story as extant structures. Further archeological investigation is needed to identify what remains exist.

Non-Contributing (Army)

34. Main Gate Guard House (1952-1953) -- One-story, rectangular, flat-roofed brick and steel-frame building.
35. Transformer Tower (1952-1953) -- One-story, rectangular, flat-roofed concrete block building.
36. Electrolyte Sludge Room (after 1951) -- One-story, rectangular, flat-roofed, concrete block building.
37. Truck Loading Dock (1952-1953) -- Steel-frame shed adjacent to east wall of Machine and Erecting Shop.
38. Joiner Building (1970) -- Rectangular, one-story, flat-roofed, steel-frame, steel-clad building. Located between the Blacksmith Shop and the Machine and Erecting Shop, the Joiner Building houses hardness testing equipment and shot blast cleaning equipment.

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Section number 7 Page 10**Non-Contributing (Steamtown)**

22. Maintenance of Way Building (1952) -- This one-story building with brick facing has a 102 by 65 feet front portion and a 64 by 160 feet rear section. It is outside of the period of significance.
20. Four Circular Concrete Enclosures for Diesel Fuel Tanks (1945-early-1950s) -- Three of these enclosures were built in 1945 while the fourth was erected in the early 1950s. They were constructed for protection and safety around diesel fuel tanks. The tanks were removed in 1985. These enclosures are outside the period of significance.
10. Concrete Block Structure (ca. 1960s) -- A small concrete block shack exists near the yard's west end. Its construction date and its use remain unknown, but it is a relatively recent structure and, therefore, outside the period of significance.
2. Signal and Control Tower (1953) -- This 42 by 22 feet, three-story brick structure, located at the west end of the yard, housed the switching equipment to permit a man to control the yard traffic. It is outside the period of significance.

Yard Tracks -- The current track arrangement, counted as one noncontributing structure, represents, for the most part, that which evolved by the latter 1930s. Later exceptions are found in the track which leads to the Maintenance of Way building, tracks which go to the diesel Maintenance Shop, and the removed track to and from the roundhouse. While track location reflects integrity with the steam era for the most part, the rails themselves have no integrity. Rail changes have occurred over the years as well as a gauge change. The first rails used by the Delaware, Lackawanna and Western Railroad were iron ones laid to a 6-foot gauge. In 1876 the rails were narrowed to the standard 4 feet 8-1/2 inch gauge. About this time they were probably changed to steel rails, for the smelters in Scranton began to produce steel rails in 1875. These 56-pounds per yard rails were replaced by ones of 60-pounds per yard by 1890 and, in turn, by rails of 80-pounds per yard in 1902 to permit using locomotives of increased weight. After 1900 the usual Delaware, Lackawanna and Western policy was to remove slightly worn rails from the mainline track for use as yard track. As a result, the 105-pounds per yard rail used on the main line in the 1910s would have appeared in yards in the 1920s. By the early 1930s the railroad switched to 130 and 131-pounds per yard rail. This weight rail would then have come into yard use in the 1940s and reflects the current yard rail weight. Date nails indicate some ties in the yard were laid in 1949. Those ties without date nails would have been laid in the 1950s and 1960s. As a result, the rails and ties in the Scranton yard are outside the period of significance.

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Non-contributing (Dickson Site)

5. Laminations Incorporated Plant (1927-1954) -- This building was built after the Dickson Manufacturing Company's occupation of the site. It served for most of its existence as a bakery and has become the main building for a plastics manufacturing concern since 1986. The building, therefore, has no connection with locomotive manufacturing.
4. Laminations Incorporated Warehouse (1850s, 1875, 1920, 1940, 1970) -- This building is located on the land purchased by the William Cook Company in 1849. In the early 1850s that concern opened a plant where stationary steam engines were manufactured. It sold the property to the Dickson Manufacturing Company in 1862. That firm used the site to manufacture steam locomotives. After a fire in February 1875 the Dickson Company rebuilt and expanded its operation. Evidently, most of the old Cook building remained usable after the fire and was incorporated into a larger building.

The Dickson Manufacturing Company used the building for twenty-six years before selling it to the American Locomotive Company in 1901. It served the same function during the seven years the American Locomotive Company operated the plant. In the eighty-one succeeding years, the building has served as a warehouse except for the period 1920-31 when the Sall Mountain Company used the building as a location for the manufacture of asbestos roofing and pipe covering.

In the last eighty-one years most of the historic windows and doors have been infilled with brick. Some new doorways have been opened. Several additions have been made to its south side, while a loading dock has been attached to the west end. The roof has been covered with asphalt shingles. Sometime within the last ten years the building's exterior walls have been covered with a thick stucco coat. Because of the above actions, it has lost its visual integrity to its historic exterior appearance and thus would require the removal of the later additions, asphalt roof, brick infilling, and the stucco. Removing the stucco would so damage the brick surface that rapid deterioration would follow. Because the building lacks visual integrity with the period of significance, it is considered as non-contributing.

11. Shed (1945) -- This small concrete block building was originally attached to the Williams Bakery incinerator and powerhouse structure. It became freestanding when the latter building was removed in 1954. As a result, the shed is outside the period of significance.
3. Garage (1896, ca. 1960) -- This brick building was erected by the Economy Light, Heat, and Power Company for a powerhouse in 1896. The building was sold in 1923 and was converted into a garage in 1926. It has functioned as a garage since that time. At an unknown date, probably around 1960 much of its exterior brick walls were removed and rebuilt with modern brick. Laminations Incorporated currently operates it for its garage. The building had no relationship to steam locomotive manufacturing.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation
Industry

Period of Significance

1899-1939

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Niles, Frank J.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

This nomination covers the resources associated with the Delaware, Lackawanna and Western Railroad yard in Scranton, Pennsylvania, and the contiguous Dickson Manufacturing Company site. Under criteria A, the railroad yard falls within a transportation context, while the Dickson site has an industrial context. Both locations are subsumed in the same 1899-1939 period. Neither enterprise had a national impact. Instead, their importance resides with state significance. The railroad provided a transportation connection to New York and New Jersey while promoting manufacturing and tourism along the route. In the nineteenth and early twentieth centuries, the DL&W served as one of the major anthracite lines. As the shortest route between New York City and Buffalo, the railroad offered the attraction of speedy freight and passenger service between those points. The Dickson Company furnished employment for the Scranton area and a product (steam locomotives) used by railroads in Pennsylvania and neighboring states.

As a transportation system covering three states in the northeastern United States, the Delaware, Lackawanna and Western Railroad management acted in the 1899-1939 period to increase its efficiency in operation through larger equipment and to diversify from its reliance on the transportation of anthracite coal. To affect this change meant construction of larger repair and operations support facilities as well as the erection of buildings to handle non-coal freight. The railroad's management chose the centrally located Scranton yard for its enlarged, main steam locomotive repair operation and freight transfer center for non-coal shipments. To accomplish this goal, the leadership expanded the yard's acreage and then proceeded to demolish existing nineteenth century buildings and structures and replace them with larger ones which emphasized the centralized steam locomotive repair function. The railroad's architect, Frank J. Niles, designed those buildings erected in the 1907-1909 period. These buildings included numbers 23, 25, 27, 28, 29, and 30. Freight transfer sheds were also erected at the same time. Although the buildings associated with freight transfer no longer exist, those connected with the centralized steam locomotive repair and operation activity remain. As a result, the significance of the yard with its buildings and structures resides in the importance of a centralized repair and operation facility to keep the Delaware, Lackawanna and Western Railroad functioning in the 1899-1939 period.

The contiguous Dickson Manufacturing Company tract was the location of an industrial complex in which steam locomotives were made. The site was chosen by the Dicksons because of its convenience to rail connections through the DL&W yard. This enterprise provided steam motive power to many of the area railroads including the Delaware, Lackawanna and Western Railroad. The site's significance lay in the fact that it is representative of a small, steam locomotive manufacturer and it contained the only installation in which the Dickson Company constructed steam locomotives. It also reflects the monopolization trend in industry in the late nineteenth and early twentieth

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D.L. and W. Railroad Yards

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centuries. In 1901 the Dickson Company with seven other small steam locomotive manufacturers combined to form the large American Locomotive Company. This arrangement meant that the country now had only two steam locomotive manufacturing concerns -- American and the giant Baldwin Company in Philadelphia. At the time of the amalgamation of the eight companies into the American concern, the new management decided ultimately to close some of the smaller plants and consolidate with fewer locations. For this reason, the old Dickson operation was closed in 1908. Its closure marked a further decline in Scranton's heavy industry and its replacement by light manufacturing.

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See continuation sheet

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 # PA-132

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

George Arents Research Library,
Syracuse University, Syracuse, N.Y.

10. Geographical Data

Acreage of property approximately 78 acres

UTM References

A	<u>1 8</u>	<u>4 4 3 7 2 0</u>	<u>4 5 8 4 4 6 0</u>
	Zone	Easting	Northing

B	<u>1 8</u>	<u>4 4 3 6 8 1 0</u>	<u>4 5 8 1 4 4 1 0</u>
	Zone	Easting	Northing

C	<u>1 8</u>	<u>4 4 3 6 1 0</u>	<u>4 5 8 4 1 4 0</u>
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D	<u>1 8</u>	<u>4 4 3 7 8 1 0</u>	<u>4 5 8 1 3 8 1 0</u>
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See continuation sheet

Verbal Boundary Description

The railroad yard encompasses an area beginning at the southwest corner of Bridge 60 and runs 325 feet south southeast where the boundary makes a sweeping curve along the Lackawanna River bluff for 2,575 feet then it jogs east for fifty feet. From there it runs southeast for twenty-five feet then east southeast for sixty-five feet thence east for sixty-five feet turning east southeast for 180 feet then running south southeast for sixty feet. The boundary then turns northeast for 160 feet thence south southeast for 100 feet then south southwest for sixty feet and turns south

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Boundary Justification

The boundary follows that area proposed for Steamtown National History Site with the addition of the part of the old Delaware, Lackawanna and Western Railroad yard owned by the United States Army which is bounded by Washington Avenue, River Street, and Mattes Street. It encompasses the yard areas historically occupied by the Delaware, Lackawanna and Western Railroad and the Dickson Manufacturing Company.

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11. Form Prepared By

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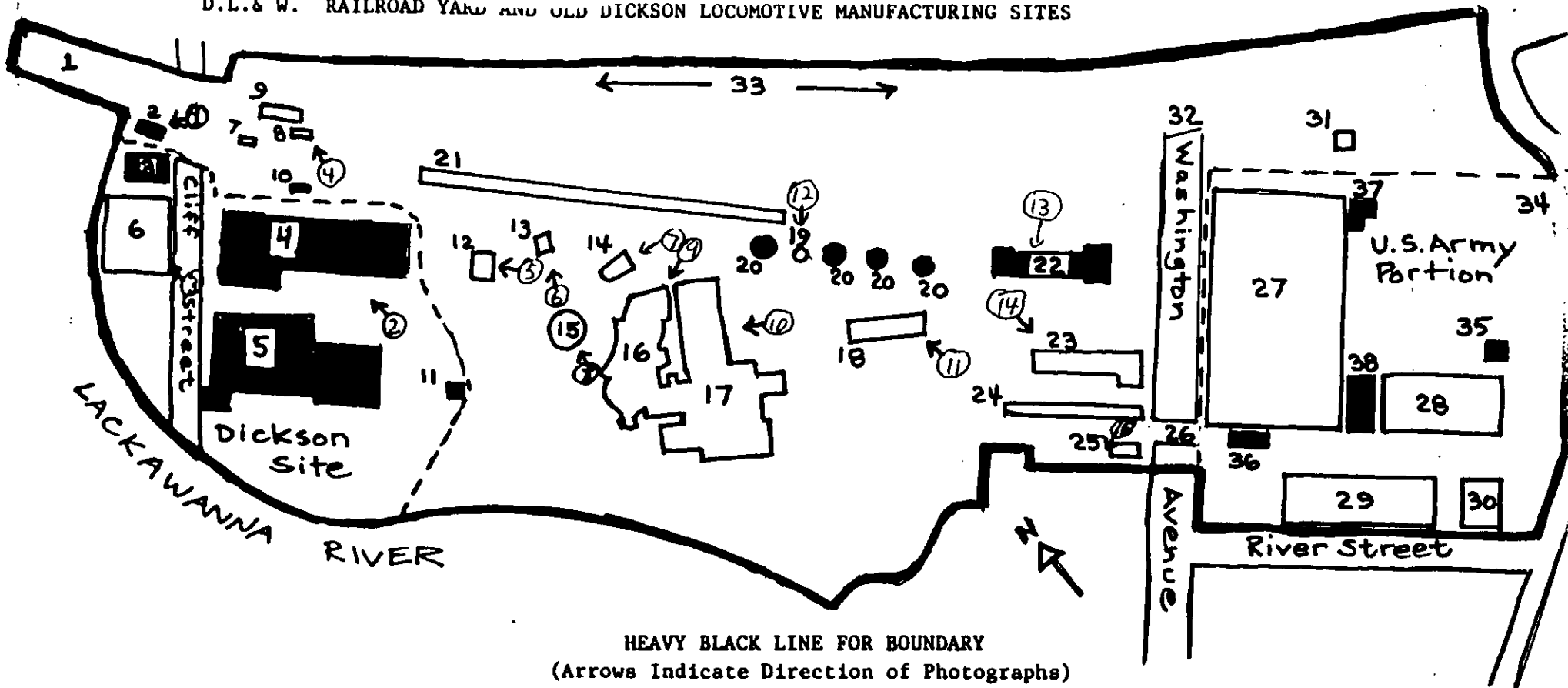
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D.L. & W. RAILROAD YARD AND OLD DICKSON LOCOMOTIVE MANUFACTURING SITES



HEAVY BLACK LINE FOR BOUNDARY
 (Arrows Indicate Direction of Photographs)
 Buildings Shaded In Black Are Non-contributing

- | | |
|---|---------------------------------|
| 1. Bridge 60' | 21. Coal Trestle Foundation |
| 2. Signal Tower | 22. Maintenance-Of-Way Building |
| 3. Laminations Incorporated Garage | 23. Office and Storage Building |
| 4. Laminations Incorporated Warehouse | 24. Scrap Bin Remains |
| 5. Laminations Incorporated Plant | 25. Gas House |
| 6. Laminations Incorporated Warehouse | 26. Connecting Bridge |
| 7. Small Building | 27. Machine And Erecting Shop |
| 8. Small Building | 28. Blacksmith Shop |
| 9. Scale Pit | 29. Foundry |
| 10. Concrete Block Building | 30. Pattern Shop |
| 11. Shed | 31. Mattes Street Signal Tower |
| 12. Oil House | 32. Bridge 61 |
| 13. Roundhouse Remnant (Office) | 33. "China Wall" |
| 14. Roundhouse Remnant (1902) | 34. Main Gate Guard House |
| 15. Turntable Pit | 35. Transformer Tower |
| 16. Roundhouse Remnant (1937) | 36. Electrolyte Sludge Room |
| 17. Maintenance Shop | 37. Truck Loading Dock |
| 18. Storehouse | 38. Joiner Building |
| 19. Green Sand Storage Bin and Dryer | |
| 20. Concrete Enclosures for Diesel Fuel Tanks | |

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	<u>ZONE</u>	<u>EASTING</u>	<u>NORTHING</u>
E	18	443880	4583725
F	18	443970	4583720
G	18	444060	4583740
H	18	444320	4583460
I	18	444440	4583770

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Section number 10 Page 3**Verbal Boundary Description Continuation**

southeast for 325 to the southeast side of Washington Avenue. From that point it runs southwest for 125 feet to the northeast edge of River Street whence it follows River Street for 520 feet to the north edge of Mattes Street and then for 620 feet to the junction where Mattes becomes Adams Avenue. It then runs northwest along the north side of the "China Wall" for 2,900 feet then fifty feet west and thence 425 feet north northwest to cross Bridge 60. Finally, it crosses the west end of Bridge 60 for 125 feet to connect with the starting point.

