INTRODUCTION

This resource inventory is an addendum to the National Register of Historic Places documentation for the Delaware, Lackawanna and Western Railroad Yard / Dickson Manufacturing Company Site; City of Scranton, Lackawanna County, Pa.; National Register Number 90001739, Dated November 21, 1990.

The existing National Register form focuses on land-use, buildings and structures forming the historic Delaware, Lackawanna and Western Railroad yard that was in use from 1851 until 1983. The extant built environment primarily reflects the era 1899 to 1939, a period of dynamic modernization and change throughout the railroad industry and specifically in the Lackawanna Railroad’ Scranton yard. Section 8 of the Delaware, Lackawanna and Western Railroad Yard National Register documentation notes that the site is of statewide significance and meets Criterion A for its association with the broad events related to transportation and industrial history during the period 1899 to 1939.

This resource inventory supports the existing National Register form by documenting the on-site motive power, freight and passenger cars, and maintenance of way equipment. Equipment similar to the nominated pieces would have been found in railroad yards in Pennsylvania and the nation during the steam era. An end-date of 1953 is a conventional date for the end of the steam locomotive era. The equipment supports the theme of railroad transportation history (Criterion A) and much of the contributing equipment is typical and representative of its specific type (Criterion C). Steamtown National Historic Site’s collection of motive power and rolling stock relates to the era of American steam railway transportation history: transportation of goods and passengers. All the structures are standard gauge and once operated in an industrial environment, on a short line railroad, or on a main line Class I railroad.

The equipment contributes to the broad pattern of America’s industrial growth. Main line locomotives pulled trains hauling raw materials, finished goods, and people. Locomotives were used by short lines and industries to haul products such as lumber, gravel, or ores. Freight cars filled with commercial goods would be pushed out to connect with the main line for movement to other parts of the country. Freight cars were the workhorses and backbone of the railroads. Passenger cars carried people to new homes, vacations, or business appointments. Maintenance of way equipment, although not listed as revenue-earning, was important in keeping tracks and right-of-ways open. If tracks were closed, the railroads lost revenue as well as the respect of their customers. Steam era railroads, once ubiquitous on the national landscape, are now ingrained in the national culture.

The core of the collection now held by the National Park Service originated in 1955 when a wealthy seafood processor named F. Nelson Blount purchased the Edaville Railroad in Massachusetts. He had developed an interest in steam railroad locomotives during the period when they were rapidly being replaced by diesel engines and were going to the scrappers’
cutting torches. Blount purchased terminal facilities, in 1960, in North Walpole, New Hampshire. In the ten-acre yard, he collected and displayed stationary and motive steam power. In the spring of 1967, Blount relocated across the river to Bellows Falls, Vermont. It was this collection, primarily of locomotives, which came to be called "Steamtown U.S.A." After Blount's accidental death in August 1967, the Steamtown Foundation for the Preservation of Steam and Railroad Americana was established to preserve the collection.

Steamtown then operated under several different managers and directors. The operation never thrived, especially without the founder's vision. Seeking a less remote location, Scranton, PA, was selected as the new home for a proposed museum and tourist railroad. In 1984, Steamtown's equipment and operations relocated to the former Delaware, Lackawanna and Western Railroad yards near Scranton's downtown. The Foundation attempted to operate a tourist railroad, but soon faced declining ridership coupled with rising operational costs.

On October 30, 1986, the U. S. Congress passed the Historic Site's enabling legislation. Steamtown USA continued operations through the 1987 season. Before going bankrupt, Steamtown Foundation, the administrative arm of Steamtown USA, donated locomotives, rolling stock, museum objects, archives, and miscellaneous equipment to the National Park Service by donor letter signed March 29, 1989. The Lackawanna County Commissioners, by donor letter dated March 21, 1989, donated locomotives and rolling stock the county had taken to satisfy liens against the Foundation.

This addendum forms an inventory for existing structures and clarifies contributing and non-contributing status of the individual pieces of equipment. Description and significance are given for each structure. The inventory to Steamtown National Historic Site's National Register nomination categorizes the railroad related equipment into two sections. The "Motive Power" section inventories and documents the locomotives - steam, diesel, and electric. The other section, called "Passenger Cars, Freight Cars, and Maintenance of Way Equipment," inventories and documents the associated rolling stock. Both sections are treated as any other structure coming under the National Register guidelines and are subject to the same compliance legislation and policies as wheeless structures. Determinations for contributing and non-contributing structures were based on age, revenue service history, architectural and design integrity, and structural integrity versus impacts of degradation. Exposure to the elements and lack of upkeep has allowed wood rot and metal corrosion to take hold on some structures resulting in a substantial loss of the physical integrity and the workmanship of the structure. Locomotives and cars whose primary service and ownership were outside of the United States are non-contributing. The non-contributing category also includes diesel locomotives and rolling stock manufactured and operated since the conclusion of the historic steam era. The steam era is considered as closing about 1953. Included in the non-contributing category is equipment upgraded by the railroad after the period of significance. Other non-contributing equipment was altered after it left corporate ownership and does not represent an historic era. The "Motive Power" section of the
inventory includes 14 contributing and 23 non-contributing structures and the "Passenger Cars, Freight Cars, and Maintenance of Way Equipment" section includes 37 contributing and 47 non-contributing structures. Therefore, the addendum as a whole includes 51 contributing structures and 70 non-contributing structures.

The contributing section of the inventory documents one locomotive and one electric power car from the Delaware, Lackawanna and Western Railroad. Lackawanna freight cars are represented by one boxcar, one caboose, one gondola, and three hopper cars. A troop sleeper used in maintenance of way service represents the Lackawanna's adaptation of available equipment. One postal storage car, two baggage-express cars, four suburban coaches, and five electric passenger trailers were used in passenger train service. Five Lackawanna electric passenger trailers are listed as non-contributing structures due to the 1985 alterations that left the cars in a non-historic configuration.

The description and significance of each structure is individually documented in the addendum. Included in the "historic name section" are the assigned List of Classified Structures (LCS) numbers of each contributing locomotive and car. The LCS is a computerized evaluated inventory of all historic and prehistoric structures having historical, architectural, or engineering significance in which the National Park Service has or plans to acquire any legal interest. Included are structures that individually meet National Register criteria or are contributing elements of sites and districts that meet the criteria.
Contributing Structures:

1. Historic Name: Baldwin Locomotive Works, #26. S0026, 81549

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
Built by the Baldwin Locomotive Works in March 1929 and retained at the company's Eddystone Plant for use in yard switching duties, switcher #26, with builder's number 60733, is an 0-6-0 with a sloped back tender.

Cylinders: 20 x 24
Drive Wheels: 50
Weight on Drivers: 124,000

Boiler Pressure: 180
Tractive Effort: 29,375

After its arrival at Steamtown NHS in 1990, the engine was overhauled and made operable. It was repainted to represent its use in the Baldwin plant. Since 1991 the engine has pulled one or two cars as part of interpretive tours from May through October. With minor exceptions, the engine retains its historic integrity and is operational.

Statement of Significance:
Switcher #26 operated at Baldwin's Eddystone plant, near Philadelphia, from 1929 until 1948 when it was overhauled and sold to the Jackson Iron & Steel Company in Jackson, OH, where it was assigned the number "3." In 1979, the switcher was sold to a private owner and then to a railroad museum in Ohio. Although traded to Steamtown Foundation in 1986, the engine did not arrive in Scranton until January 1990 as property of the National Park Service.

Number 26 is the only typical 0-6-0 switcher in the collection and is the only sloped tender in the collection. About 112 0-6-0 switchers exist in the United States. It is in excellent operable condition and is closely restored to its Baldwin appearance. This Baldwin locomotive meets Criterion A through its association with railroad transportation history. It also meets Criterion C as it is a common and typical switcher with a sloped back tender.
2. Historic Name: Boston and Maine Railroad, Locomotive #3713. S3713, 81550
Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.
Classification: One contributing structure.

Description:
Built by the Lima Locomotive Works in December 1934 with builder’s number 7625, this 4-6-2 Pacific of the Boston and Maine Railroad’s (B&H) class P-4-a has a super heater and a steam booster on the trailing truck. The booster, an auxiliary steam engine, aided in starting heavy trains smoothly.

Cylinders: 23 x 28
Drive Wheels: 80
Weight on Drivers: 209,800

Boiler Pressure: 260
Treactive Effort: 40,900 (52,800 with booster)

During World War II, the B&H removed #3713’s streamlining features such as smoke deflectors and the casing concealing the whistle and the steam and sand domes. The locomotive retains its post-war appearance and is believed to be nearly operational.

The connecting rods have been removed and stored. The eccentric rods, crosshead journals and combination lever links are missing. The electric head lamp and number boards are intact. The bell and dynamo are in place. The marker lamps are missing; the stanchions remain. The builder’s plate and whistle have been removed. This machine is equipped with automatic brake control for high-speed passenger service. The sensor and most of the mechanism are present, although the electrical control box mounted on the fireman’s side exhibits heavy deterioration and has partly rusted through.

The boiler and cylinder jackets have been extensively patched with sheet metal secured by pop-rivets. The air-pump and cylinder jackets are pierced by rust in a few places. Considerable paint failure has exposed the bare metal of the boiler jacketing.
The cab is in fair condition. The interior paint, though beginning to peel, is complete. The left and right side window frames do not match, and the right side window frame is beginning to deteriorate. Plywood replaces the plank floor decking. The steel floor pan and superstructure are sound. Both seats are extant. Missing are: all gauges, most of the automatic fire door mechanism, and some window glass. The major controls, including the automatic and the independent brake units, knobs, levers and wheels are intact.

The present tender trucks have friction bearings with journal boxes. However, photographs of the machine taken as late as 1949 show as-built roller bearing trucks. The railroad apparently converted the trucks late in the engine’s career. The use of friction bearings represents a step back in technology. The railroad may have chosen this replacement because it was cheap and expedient.

The tender’s exterior side paint is intact. It exhibits minor peeling and slight rust staining around the lower edges. Most of the tank top paint has failed. The sheet metal, though covered with surface rust and beginning to pit, appears sound. The rear lamp is extant; lens and reflector are missing. The marker lamp brackets remain. The coal doors are intact, although water has penetrated between the door panels and framework, causing rust striation. The coal bunker walls are sound, exhibiting minor pitting and paint peeling. The floor is good. A few patches are visible. All brackets and the upper sheet metal are in good condition. Overall, the tender is in good condition.

Probably during the 1970s, when the engine was on exhibit, some slight modifications were done to make the engine more of an educational experience. Plexiglass replaced the steel panel on the stoker motor access door to allow visitors to view the mechanism. Part of the stoker worm tube has been removed from between the engine and tender. Also, a sheet metal cover has been welded to the tender floor over the stoker worm to render the area safe for visitors.

Statement of Significance:
The Boston and Maine purchased its first Pacific locomotive in 1910. These machines soon became the mainstay of passenger service motive power. Locomotive 3713 is the only survivor of five locomotives ordered in 1934 in a series numbered 3710 through 3714. This locomotive received the name "The Constitution" during a New England-wide name contest sponsored by the B&M for school children. During World War II, passenger service emphasized military troop movements in preference to civilian passengers.

Number 3713 last ran in revenue service in 1958 and was sold to a private owner, Nelson Blount, in 1960. Blount exhibited the locomotive at his tourist amusements in New Hampshire and Vermont. The engine was overhauled at the B&M’s Billerica Shop then loaned for exhibit to the Boston’s Museum of Science from 1969 to the mid-1970s. It
was moved to Scranton, PA, with the Steamtown Foundation collection during 1984 and 1985. The Constitution was donated to the National Park Service in 1989.

This locomotive is one of about 56 Pacifics preserved in the United States and represents heavy-duty, main line passenger motive power. Only three steam road engines of the B&M have survived. Number 3713 is in fair to good overall condition. The engine meets Criterion A through its association with railroad transportation history. With the exception of the missing rods, this locomotive retains its characteristics representative of its last days of revenue service, thus meets Criterion C.

Bibliography:

Steamtown NHS Library, Photograph Files, "Boston and Maine, 3713."

3. Historic Name: Bullard Company, Locomotive #2. S0002, 81551

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description: This small 0-4-0T saddle tanker was built in October 1937 by the H. K. Porter Company in Pittsburgh, PA, with builder's number 7250. The engine is an oil burner and has a 100-gallon fuel tank in the left, rear of the cab. The saddle tank, across the boiler, carries 450 gallons of water. Designed for one-man operation, the cab is small and open, and entry is gained by stepping directly into the cab from the back of the engine.

Cylinders: 9 x 14
Drive Wheels: 26 1/2
Weight on Drivers: 30,000

Boiler Pressure: 170
Tractive Effort: 6180

The engine has a number of in-service replacements, indicating hard use by the Bullard Company. The front breast beam and coupler are replacements; the saddletank is a
probable replacement. Bullard #2 exhibits some areas of degradation that are common to railroad equipment exposed to the elements, but the engine is in good condition.

It is no longer lettered for its historic owner. The whistle and bell are missing; the builder’s plates are in storage. The cab sash has deteriorated and the glazing is missing. Some injectors, gauges, and lubricators are missing from the cab; however, many valve handles and "jewelry" remain. The left side running board is rotten. Both cut levers are missing.

Statement of Significance:
Steamtown NHS has the original, annotated H. K. Porter Company catalog from which the Bullard Company ordered its #2 saddle tanker. Bullard took delivery of the engine on October 25, 1937. The Bullard Company manufactured machinery such as lathes and boring mills and employed this small switching locomotive on the sidings and loading tracks of its Bridgeport, CT, plant. During the late 1950s or early 1960s, the engine was sold to a used locomotive dealer who then sold it to Nelson Blount in 1963. Bullard #2 is perhaps the smallest, twentieth century locomotive built for standard gauge track.

About 48 0-4-0T engines exist nationwide, Steamtown has two. This small engine meets Criterion A through its association with railroad transportation history. The Bullard Company locomotive is both representative of type as well as occupying a niche in railroad history as being perhaps the smallest twentieth century standard gauge locomotive built, thus it meets Criterion C.

Bibliography:


4. Historic Name: Delaware, Lackawanna and Western Railroad, Locomotive #565. 5 0 5 6 5, 81552
Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.
Classification: One contributing structure.
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(Added Information: Rolling Stock Inventory, Steamtown National Historic Site)
Lackawanna County, PA


Description:
This 2-6-0 locomotive was built by the American Locomotive Company (Schenectady) and out shopped to the Delaware, Lackawanna and Western Railroad (DL&W) during September 1908 with builder’s number 45528. ("Out shopped" is a railroad industry term meaning that the piece of equipment was completed, moved out of the builder’s shop and prepared for shipment to the purchasing railroad).

Cylinders: 20 1/2 x 26
Drive Wheels: 63
Weight on Drivers: 140,000

Boiler Pressure: 200
Tractive Effort: 29,484

Twenty-seven years of private ownership has resulted in the loss of some external features. The engine’s cab is stripped. The super heater unit is removed but in storage, as is the bell. Both air pumps, the front headlight, the grates, flues, and ash pan are gone. The pilot, cross heads, and main drive rods have been removed. The cylinder jackets and the steam chest jackets are rusted. The boiler jacket, in storage, is a recently fabricated in-kind replacement. The tender body is rusted and the wood front breast beam is rotten. The added oil bunker conversion unit is still in place and must be removed. A number of small parts on both the engine and tender are missing. Although number 565 is not in good condition, it is the single most important steam locomotive in the Steamtown NHS collection as it is on home road property.

Statement of Significance:
Engine 565 was purchased as part of a series of 2-6-0 locomotives to replace older locomotives being scrapped by the DL&W. At the end of 1913, the engine was one of the 770 locomotives operated by the railroad. At an unknown date, the railroad replaced the as-built slide valves with a piston valve conversion and added a super heater. In 1936, #565 was sold to the Dansville and Mount Morris Railroad in New York State. This company continued operating #565 as one of its two steam locomotives until 1961. From 1961 until its 1988 acquisition by the National Park Service, the engine was in private ownership.

DL&W 565, called a "Mogul," represents a type of engine popular in the late nineteenth and early twentieth century to pull freight trains, and sometimes passenger or mixed trains. Of the thousands of Moguls once plying the railroads, about fifty are left. DL&W 565 is one of two Moguls in the park’s collection. Only two DL&W engines still exist, the other is a 4-4-0 Camelback in St. Louis, MO. DL&W 565 is the only DL&W steam locomotive housed on home road property, and therefore, is the single most
important locomotive in the Steamtown NHS collection. This engine will be exhibited in a museum environment in the DL&W's Scranton yard. DL&W 565 meets Criterion A through its association with railroad transportation history.

Bibliography:

5. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Car #2505. S2505, 81553

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
Built for the Delaware, Lackawanna & Western (DL&W) by the Pullman Car and Manufacturing Company, January 24, 1930, car number 2505 could seat 84 passengers. Its length over the buffers is 70' 2" and inside length is 58' 10". The car is equipped with a pair of roof pantographs that, when raised, drew electrical power from overhead wires. The car weighs 74 tons and has two pairs of 255 horsepower traction motors supplied by the General Electric Company. The car has closed vestibules and a clerestory roof.

The exterior of the motor car is in good to excellent condition and it appears that most or all of the undercarriage electrical components are in place. The left side was repainted in the mid-1980s, while the right side retains its New Jersey Transit Authority appearance. The interior is in fair condition because an interim private owner, the Scranton based, now defunct, Electric City Railway Company, began a rehabilitation. Side wall panels under the windows have been removed and the metal panels above the windows were chemically stripped. Brackets for electric lights are in place in the ceiling but the fixtures are missing. The original rattan seats and Hale and Kilburn walk-over frames have been removed but are stored in the car as are the luggage racks. The heating system is in place. The window sashes are not tight, thus rain and moisture is penetrating the sides. Both vestibules have rust through portions of the diamond plate deck.
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Inside length: 58' 10"
Inside width: 9' 1"
Inside height: 8' 2 3/4"
Extreme length: 70' 1 1/4"
Weight with motors: 148,200 pounds

Overall the car is in good condition and has maintained its integrity as the railroad made few changes and the rehabilitation effort, although not completed, had little impact on the overall condition. Little or no major alterations have taken place over the years.

Statement of Significance:
The DL&W's principal passenger traffic was carrying commuters in the New York City area. Automobile and commuter buses had made in-roads into the DL&W's New York based passenger traffic. Completion of the Holland Tunnel added to this loss affecting rail traffic as well as the Lackawanna ferries operating across the Hudson River. In 1928 the DL&W lost 1,016,000 passengers to other forms of conveyance. An alternative to steam locomotive power was needed not only to appeal to passengers, but also to reduce the congestion and delays in service at the terminal. New Jersey communities pledged to support an increase in fares necessitated by the Lackawanna's switch to electric power. In 1928 the DL&W's Board of Directors approved electrification of 158 track miles of New Jersey suburban lines. Construction began in July 1929.

On September 3, 1930, the first DL&W passenger electric multiple-unit train left Hoboken for Montclair, NJ, with Thomas Alva Edison at the controls. The switch from steam to electric power was completed in January 1931. The DL&W was the last major railroad to electrify its commuter service.

DL&W electric passenger car #2505 was the sixth of 141 electric passenger cars built by the Pullman Company. These cars were assigned to the series 2500 through 2640 and the class EP. Each car could pull an additional 12 passenger cars. Electric car number 2505, renumbered to 3505, remained in use through the DL&W's 1960 merger with the Erie Railroad, then Conrail, and subsequently the New Jersey Transit Authority. The car was retired from revenue service in 1984 and arrived in Scranton at the newly formed Electric City Railway Company on March 20, 1985. When the trolley museum ceased operations, about 1987, the motor car was given to Steamtown Foundation, then to the National Park Service in 1989.

DL&W electric passenger car #2505 is an example of motive power developed as an alternative to steam power in congested, urban areas. Its condition and retention of mechanical and operating systems meets Criterion C. Although not on its original trackage, the car is kept in a home road yard. This power car meets Criterion A through its association with railroad transportation history.
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Bibliography:

Steamtown NHS Library, Building Files, "DL&W, Coaches and Power Car."

Steamtown NHS Museum Collection, The Delaware, Lackawanna & Western Railroad Company, Record of Passenger Service Equipment, Catalog Number 2128.

6. Historic Name:  E. J. Lavino Steel Company, Locomotive #3. 80003, 81554

Location:  Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification:  One contributing structure.


Description:
This 0-6-0T saddle tank engine was built in the American Locomotive Company’s Schenectady shops in August 1927 with builder’s number 67536.

Cylinders: 16 x 24  Boiler Pressure: 180
Drive Wheels: 44  Tractive Effort: 21,400
Weight on Drivers: 107,000

The bunker behind the cab held one ton of soft coal and the tank over the boiler carried 1500 gallons of water. The engine has a steel cab, Richardson steam chest valves and Stephenson valve motion. The Westinghouse-American airbrakes are applied on all driving wheels and can serve train connections at both ends of the engine. Lettering and striping represent its last historic owner, the E. J. Lavino Company in Sheridan, PA. Running repairs by its former owner are evident. A split on the rear coupler has been welded and the tank jacket shows patches. In-service brakes and eye bolts were added for hauling cars without couplers.

The mechanical condition is unknown and the physical condition is beginning to deteriorate. At present, Lavino 3 retains enough of its physical integrity to be an historic structure. The bell is missing, but the whistle is in place. The cylinder jackets and air pump jackets have rust and holes. The saddle tank itself is beginning to exhibit rust holes and deterioration at the bottom of the water leg. The bottom of
the coal bunker is also exhibiting deterioration. The headlight and rear light are intact, but the number board is missing. Some of the ladders and footboards are missing; ladders that are in place are missing treads. Paint is failing inside the cab, the tongue and groove ceiling is pulled loose and the firebox door is missing; otherwise the interior is complete and intact. The cab's wood doors, window framing and glazing are missing, rotten, or cracked.

Statement of Significance:
This industrial-use saddle tank was ordered by the Poland Springs Company, a Maine mineral water plant and resort owned by Hiram Ricker and Sons, Inc. It is unclear if Poland Springs took possession of their second locomotive, stored it, or even used it. Either they or the builder, ALCO, sold it to E. J. Lavino and Company between 1927 and 1949 for use in that company's ferromanganese plant in Sheridan, PA, where it received the number "3." The locomotive was donated to a private owner, Nelson Blount, in 1966.

E.J. Lavino #3 is one of about 19 0-6-0T locomotives existing in the United States. Three of these 19 came from the Lavino Company. It is the only 0-6-0T in the Steamtown NHS collection. The locomotive is representative of industrial history and still retains its integrity as operated by the E.J. Lavino Company, thus it meets Criterion C. This engine meets Criterion A through its association with railroad transportation history.

Bibliography:

7. Historic Name: Grand Trunk Western Railroad, Locomotive #6039. S6039, 81555

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
This main line locomotive, with a 4-8-2 wheel arrangement, was built for the Grand Trunk Western Railway (GTW) by Baldwin Locomotive Works in June 1925. Baldwin gave it
builder's number 58463. The Grand Trunk assigned it to engine number 6039 in its U-1-c class.

Cylinders: 26 x 30
Drive Wheels: 73
Weight on Drivers: 231,370

Boiler Pressure: 210
Tractive Effort: 49,590

This engine has a Duplex mechanical stoker, vanadium steel main frames, box-spoke drive wheels, feedwater heater, power reverse gear, and an enclosed, all-weather cab. It remains coupled to its Vanderbilt tender. The cylinder castings are bad. However, the structural integrity of the engine and tender is fair to good.

The main drive rods and valve eccentric rods have been removed and are stored on the engine. The engineer-side crosshead journal is missing. The pilot and cut levers are intact.

The Pyle-national head lamp is in place on the center of the smokebox door with the twin illuminated number boards present above the head lamp. The number board beneath the lamp is a wooden replacement. Both marker lamps and one bracket are missing. The flag stanchions remain on the smokebox handrail, but the breast beam flag stanchions are missing. The dynamo remains. The builder's plate, whistle and bell are missing.

The pilot truck and wheels and trailing truck assembly are the original type. The engine had conventional spoke drive wheels when built. By 1939, the railroad had replaced the main drivers with box-spoke wheels. By 1941, box-spokes had been installed on the third set of drivers as well. By 1948, all the drive wheels were the box-spoke type now on the machine. The box-spoke design improved lateral strength and rim stiffness of the wheels.

The locomotive was repainted by Steamtown NHS in 1988. Paint has failed on the feedwater heater and in places on the boiler, firebox and cylinder jacketing. Rust has leached through the paint and penetrated the metal jacketing in places. Insulation is visible around the clean-out plugs and cylinder jacketing; the pipe lagging is sound.

The cab interior is in fair condition overall. The apple green paint is in good condition. The wooden floor is rotted through in places and patched with nailed-down metal sheets. The wainscotting has rotted away completely in some areas, especially near the engineer's seat. The engineer's side window is missing and the sill might be a replacement. The fireman's side window sash is badly deteriorated and broken. The doors are sound, although the wooden window frames are beginning to deteriorate. Three of the four seats are intact. Major controls, levers, knobs valves, wheels and lamps are intact. All gauges are missing. The automatic brake valve control handle is missing. The side door cover is missing from the left stoker elevator casing. The
backhead jacket is intact, but exhibits active rust. Some insulation is visible. The inner coal doors, hinges and frames are sound.

The tender is in good condition overall. The trucks appear to be the original type, and brake rigging, safety chains, cut levers and other major fittings are intact. The wooden platform atop the water tank exhibits failed paint and serious rot; some planks have rotted away entirely. The tank interior appears sound. The coal bin interior walls exhibit surface rust but are sound. Rust has penetrated the floor around the main stoker worm, and some rivets are missing. The inner coal doors have serious surface rust. The drip molding above the doors and the inspection lamp are badly rusted. The marker stanchions and rear lamp are present. The rear number board and brackets may be replacements.

Statement of Significance:
Number 6039 was one of five in the GTW’s 6037-6041 series of 4-8-2 Mountain locomotives. This series were the first GTW locomotives with both Vanderbilt tenders and all-weather cabs. The GTW kept these locomotives equipped with the latest devices: roller bearings replaced the original friction bearings; a vanadium steel frame was added and the drive wheels were changed to box-spoke wheels. Purchased for passenger service, the Mountains proved their adaptability in moving fast freight. In the 1950s, GTW leased #6039 to the Central Vermont Railway; #6039 became the last steam locomotive in common carrier use in Vermont and is the only surviving steam engine from Vermont service. The engine was sold to a private owner, Nelson Blount, in June 1959 for Blount’s Edaville Corporation in Massachusetts.

Grand Trunk Western #6039 is the only Mountain locomotive at Steamtown NHS. It is one of the 14 remaining 4-8-2s in the U.S. Seven GTW main line locomotives exist. This engine meets Criterion A through its association with railroad transportation history. The locomotive retains its revenue service mechanical and operating systems, hence is a representative of Grand Trunk Western Railroad’s 4-8-2 type locomotives.

Bibliography:


Steamtown NHS Library, Photograph Files, "Grand Trunk Western, 6039."
8. Historic Name: Groveton Papers Company, Locomotive #7. S0007, 81513

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
In January 1911, Vulcan Iron Works of Wilkes-Barre, PA, out shopped this 2-4-2T saddle tank to Berlin Mills Railway in New Hampshire. It was builder’s number 1679 and in builder’s class I-15-8.

Cylinders: 17 x 24
Drive Wheels: 44
Weight on Drivers: 85,000

Number 7 carried two tons of coal in a bunker behind the cab and 1500 gallons of water in its tank. The engine is hand fired. The small locomotive has not been operated since about 1963. The engine’s deterioration is generally the product of yard shifting and exposure to the weather. The front footboard and back stop are inaccurate replacements. The knuckle of the coupler is cracked and the cut lever is bent. The rear footboard and brackets are gone. The base of the coal bunker is rusted through. The bell and whistle are missing. Inside the cab, the steam gauge and two air brake gauges are in place, a rarity. Overall, the cab and its "jewelry" are in good condition.

Every major alteration and some external repairs are dated by a July 1949 photograph. The cab’s right window and running board door were removed. The steam dome casing is missing. In-service patches show on the saddle tank jacket and smoke box front, and added smoke box dogs are evident. The added pair of pilot steps and the Boston and Maine Railroad style headlight are in place.

This locomotive is in fair to good physical condition and retains its integrity as documented in 1949.

Statement of Significance:
Out shopped to Berlin Mills Railway in New Hampshire, engine #7 was used in that company’s sawmill, paper, and chemical production. Protecting themselves from the anti-German hysteria prevalent in the United States during World War I, the Berlin Mills Company changed its name to the Brown Company, reflecting the name of the owners.
In 1944, the engine was sold to the Groveton Papers Company, also in New Hampshire, where it continued in switching service for paper and chemical products. Number 7 was retired on January 25, 1956. It was leased for the summer tourist season in 1962 and 1963, then remained idle. In 1969 the engine was donated to Steamtown Foundation in Vermont. The engine became part of the National Park Service collection in 1989 when the Steamtown Foundation equipment in Scranton, PA, was donated.

Today, #7 is one of only four standard gauge 2-4-2T saddle tank engines surviving of a once common type used in logging and industrial service. Its appearance, as documented in the 1949 photograph, is typical of this class of locomotive and meets the requirements of Criterion C. This engine meets Criterion A through its association with railroad transportation and industrial history.

Bibliography:

Steamtown NHS Library, Photograph Files, "Groveton Papers 7."


Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
This 2-8-0 Consolidation was builder's number 28686 in November 1903 at the American Locomotive Company's Cooke works in Paterson, NJ.

Cylinders: 22 x 26
Drive Wheels: 44
Weight on Drivers: 161,000

Boiler Pressure: 190
Tractive Effort: 42,000

This manually fired engine was updated in 1918 with a super heater and possibly a new boiler and firebox. It has a Baker valve gear. The locomotive is in fair condition and, with work, could be made operational.
The engine's main connecting rods have been removed and are stored on the catwalks. The eccentric rods are missing. The pilot differs in style from a 1954 photograph. The present pilot and two small flanking steps match later photographs. The centrally mounted electric head lamp is in place. The twin illuminated glass number boards and the cast number board beneath the lamp are in place. Marker lamps are missing; their stanchions remain. The builder's plates have been removed. The cut levers, bell, whistle, dynamo and both injectors are in place. The pilot truck wheels and drive wheels are correct.

There is some paint failure on the front breast beam, smoke box front, boiler jacket and cylinder jackets. It is accompanied by visible rust on the forward areas of the boiler jacket. The boiler jacket appears to be in good overall condition. The main steam pipe jacket is pierced by rust, and some insulation is exposed.

Inside the cab, the correct apple green paint is fair with some peeling. Ceiling and side wainscoting is sound. One window frame section has been removed from the right side and placed on the floor. Other window frame sections are intact and glazed. The joints of the cab doors have loosened and paint is peeling. The glass is intact. The seats are in place. Missing are: all gauges and the automatic brake control unit. All other major controls, knobs, levers, and lamps are present. The wooden flooring is complete and in fair condition. The steel floor pan is sound. The metal superstructure is sound, although paint failure has occurred and rust striation is visible around the lower rear edge at the junction with the floor.

The lower coal doors have serious rust damage and paint failure. The upper doors exhibit paint failure and surface rust. The door frames and hinges are good. The coal bunker walls and rim appear sound, although both are heavily rust-pitted and have been patched many times. The floor is buried under a thick blanket of rust scale. The paint on the top deck has failed and the sheet metal is rust-pitted. The remainder of the paint is in good condition overall, although some minor paint failure is visible near the front of the tender. Polling pockets, marker lamp brackets, step board, re-railing blocks and cut levers are intact. The rear lamp is missing.

Statement of Significance:
This locomotive was ordered in 1903 as engine #100 on the Chicago Union Transfer Railway Company. A year later, #100 was sold to the Illinois Central Railroad (IC) and became #641. The IC rebuilt and modernized the engine in 1918 to a super heated heavy freight locomotive. In January 1943, the engine was renumbered to IC 790. The locomotive's last company service was replacing IC diesels during spring floods near Cedar Rapids, IA. In 1959, this Consolidation was sold to a private owner living in Cedar Rapids. This owner sold or leased the engine for more flood duty around Clinton, Iowa. Six months later, in September 1965, the locomotive was sold and moved to New...

IC 790 is the only surviving locomotive from the Chicago Union Transfer Railway and one of nine surviving from service on the Illinois Central. About 147 Consolidations are extant. Illinois Central 790 is representative of a heavy duty, early twentieth century freight engine design, hence meets Criterion C. This engine meets Criterion A through its association with railroad transportation history.

Bibliography:

Steamtown NHS Library, Photograph Files, "Illinois Central, 790."

10. Historic Name: Maine Central Railroad, Locomotive #519. S0519, 81515

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
This locomotive was built in February 1913 as #519 for the Maine Central Railroad (MeC) by the American Locomotive Company in their Schenectady, NY, plant. A 2-8-0 Consolidation, the engine had builder's number 52991.

- Cylinders: 23 x 28
- Drive Wheels: 63
- Weight on Drivers: 172,500
- Boiler Pressure: 185
- Tractive Effort: 37,000

The MeC assigned the locomotive to its W-1 class. This is a manually fired, high boilered, low tender main line Consolidation in good condition. The locomotive and tender retain their historic integrity.

Paint is beginning to peel and fail allowing rust to form on the firebox and boiler jackets. Insulation is starting to leach out under the firebox. There is evidence of
some rust where the cab and deck meet. The air brake distributing valve is missing from the right side. The eccentric rods are missing from both sides, while both connecting rods are stored on the tender. The dynamo, steam dome, sand dome, and bell are all in place. The whistle is missing. Marker lights are missing from the sides of the smoke box, but the stanchions for the lights are in place. The headlight and side number boards are present. The front number board, removed prior to 519’s 1963 sale by the Maine Central, was returned by a collector in April 1994.

Inside the cab, the automatic brake control unit and the lever for the independent brake are missing, as are some valve knobs and a number of gauges. The fireman’s and engineer’s seats are missing. Steam heat radiators and the grills are in place on both sides. Light fixtures are missing. The cab appears structurally sound and in good condition.

The tender’s front breast beam is beginning to rot. The wood joists under the coal bunker are rotten. The interior sides of the tender are riddled with penetrating rust and large amounts of scale. The iron braces are striated and the reinforcing angles are missing. The storage chest housing and the tops of the water legs have a few holes. The side frames for the coal doors are striated, but the doors are in good condition. The water tank and tank top are in good condition.

Statement of Significance:
In 1910, the MeC began purchasing a series of Consolidations; #519 was in the series 517–524 purchased in 1913. The MeC operated over its own and leased tracks in Maine, Vermont, and New Hampshire. Number 519 undoubtedly spent its revenue career in freight service in those states. The engine may have been taken out of service around June 3, 1950 and placed on a storage track. In 1963 the engine was sold to the Monadnock, Steamtown and Northern in North Walpole, NH., one of Nelson Blount’s corporations. It was moved to Bellows Falls, VT and then, in 1984, was moved to Scranton, PA, with other Steamtown Foundation equipment.

This Consolidation is one of four 2-8-0s in the Steamtown collection and is one of three remaining steam locomotives from the Maine Central. MeC 519 is a good example of a main line operating engine with its boiler placed high above the frame, thus it meets Criterion C. The engine meets Criterion A through its association with railroad transportation history.

Bibliography:

Steamtown NHS Library, Building Files, "Maine Central 519."

Steamtown NHS Library, Photograph Files, "Maine Central 519."

11. Historic Name: New York, Chicago and St. Louis Railroad, Locomotive #759. S 0 7 5 9 , 81516

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
The 2-8-4 Berkshire represents modern, heavy-duty, main line locomotives developed by the Lima Locomotive Works in Ohio. Number 759 was out shopped to the New York, Chicago and St. Louis Railroad by Lima in August 1944 with builder's number 8667.

Cylinders: 25 x 34
Drive Wheels: 69
Weight on Drivers: 264,300

Boiler Pressure: 245
Ttractive Effort: 64,100

The tender and engine held 22 tons of coal and 22,000 gallons of water. During May 1958, the locomotive was given a standard class 3 overhaul in the railroad's Conneaut, Ohio, shops. This 1958 work was a thorough examination of the engine including the boiler, flues, and firebox. At the time, the ash pan and spark arrester were noted as new, and 616 staybolts were replaced. Number 759 was retired shortly after its inspection and went to a private owner. In 1968, prior to the locomotive pulling excursion trains in the northeast and once to Kansas City, a pair of auxiliary mechanical lubricators were added to the engine, and at least one and possibly two tool boxes and auxiliary water tank connections were added to the tender.

The engine is not in good mechanical condition, needing tubes and flues, a new super heater, valve packing, bull rings, and cylinder overheads. It also exhibits the effects of outside storage. Holes have formed in a small area of the boiler jacket and on the right cylinder jacket. Jackets covering the left cylinder and the firebox are
gone. The cab sash and window are missing from the engineer’s side of the cab and several gauges and valves are gone. The cab seats and part of the wood floor have been destroyed. Overall, the engine is in a good, non-operational condition.

Statement of Significance:
Built for New York, Chicago & St. Louis, better known as the Nickel Plate Road, or NKP, #759 was assigned to the NKP class S-2. It was one of a large fleet of fast freight Berkshires built by Lima for the NKP. These modern locomotives were among the last steamers to compete successfully with diesels. Brought in for an overhaul in the NKP’s Conneaut, Ohio, shops, #759 is the last steam locomotive overhauled by that railroad. This large, main line locomotive was sold to Nelson Blount for his collection in 1962 and subsequently leased to the High Iron Company from 1968 to 1972 for special fan trips and excursions.

About twenty 2-8-4 Berkshire locomotives still exist; six of them represent the Nickel Plate. As steam locomotives continue occupying the scrap line, each remaining locomotive assumes an individual importance. This engine meets Criterion A through its association with railroad transportation history and as a representative of the last of the steam locomotives in revenue service. Although not operational, this 2-8-4 meets Criterion C as it retains representative characteristics of Berkshire engines.

Bibliography:

Steamtown NHS Archive Collection, Steamtown USA, File Cabinet 1, "Loco 759 [Folder 2]."

12. Historic Name: Rahway Valley Railroad, Locomotive #15. S0015, 81517

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
This 2-8-0 Consolidation was builder’s number 43529 and out shopped in June 1916 by the Baldwin Locomotive Works as Oneida & Western Railroad #20.
Cylinders: 20 x 26  
Drive Wheels: 50  
Weight on Drivers: 127,700  

Boiler Pressure: 200  
Ttractive Effort: 35,360

After being neglectfully allowed to freeze about 1926, the engine was returned to Baldwin for repairs. Baldwin gave it new cylinders and new piston valves without altering the valve gear. This meant that the outside steam pipes branching above the valve chests give this engine an unique appearance. Probably at this same time, a power reverse mechanism and a mechanical lubricator were added, a steel pilot replaced the wood pilot, and an electric headlight and markers replaced the kerosene ones.

Rahway 15 continued in service after its 1959 purchase by Nelson Blount. Operating locomotives require maintenance and repairs, as did this locomotive, since it remained in service until it blew a flue and the front tube sheet in August 1973. While in New England, an incorrect headlight was placed in the wrong location, an inaccurate water glass, steam heat reduction valves and piping, and inaccurate engineer's and fireman's seat were added. The air reservoirs were replaced and grease fittings were added to the rods. The boiler jacket, now in fair condition, was replaced in New England. The builders' plates and the bell are missing.

The interior of the cab is in fair condition with the tongue-and-groove lining exhibiting some buckling where the roof leaks. Both front doors are in poor condition. The three windows on each side, with two over two lights, are in good condition.

In 1987, the tender was rammed by an errant railroad car causing some damage. The rear frame and diagonal brace are bent; the coupler is damaged and the draft gear carrier iron and draft gear key are broken. While in New England service, 2" x 12" boards were added around the tender's faring and held in place with large half inch angle irons. The wood floor of the coal bunker is rotten. The base of the right side tool box is rusted through; the left tool box was removed. The original wood slats across the opening of the coal bunker were replaced by a steel hinged door from another tender. Steel pipe, cut open lengthwise, was welded to sharp edges on the tender to protect employees from cuts and scrapes. The rear back up light is incorrect.

Statement of Significance:
This Consolidation was used in the usual service of 2-8-0 engines on short line railroads, switching timber and mining products onto larger Class I railroads. In 1937, the Oneida & Western sold this engine to the Rahway Valley Railroad in New Jersey. Number 20 was renumbered to #15 and saw service moving freight over the short line. Rahway Valley connected with the Delaware, Lackawanna and Western (DL&W), the Lehigh Valley, and the Central Railroad of New Jersey (CNJ). The Rahway usually sent its locomotives to the DL&W's Kingsland shop or the CNJ's Elizabethport shop for heavy repairs. At least once, #15 was sent to the DL&W's Scranton shop.
The Rahway retired the engine in 1953 and sold it to Nelson Blount in 1959. It remained in operation until 1973 when a flue blew and scalded the engineer. The alterations made to the engine since leaving revenue service are not of great consequence. Steamtown NHS has four locomotives with the 2-8-0 wheel arrangement. This Consolidation retains characteristics of type, thus it meets Criterion C. It also meets Criterion A through its association with railroad transportation history.

Bibliography:

13. Historic Name: The Reading Company, Locomotive #2124. S2124, 81518

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.


Description:
This Reading Company locomotive was originally built by the Baldwin Locomotive Company in the mid-1920s as a 2-8-0, Reading Class I-10a with the original engine number of 2024. Reading, in its Reading, PA shops, rebuilt the engine into a Class T-1, 4-8-4 Northern and renumbered it to 2124 in January 1947.

| Cylinders: 27 x 32 | Boiler Pressure: 240 |
| Drive Wheels: 70 | Tractive Effort: 68,000 |
| Weight on Drivers: 278,200 |

The engine has accrued high mileage and needs a major overhaul. However, it is in reasonably good condition and retains its 1947 historic appearance and integrity. The only areas of significant deterioration appear around the cab’s windows where the sides have corroded and the sashes have fallen out. The wood floor under the missing windows is rotting. The paint is beginning to fail.

Statement of Significance:
The conversion from a 2-8-0 to the 4-8-4 configuration provided faster power needed by the Reading. The Reading Company, working with design engineers from Baldwin,
converted 30 of 50 Class I-10a 2-8-0 Consolidations to the new Northern T-1 class. The first rebuilt locomotive was completed in September 1945 and the last in April 1947. Engine #2124 was out shopped during January 1947.

Reading 2124 represents a railroad with the capability and technology to rebuild its own locomotives and equipment. Few railroads had the ability to rebuild locomotives from one wheel arrangement to another and, in the process, produce modern, heavy duty, main line steam locomotive from lighter, slower motive power. A wartime materials restriction also helped focus the company inward to the shops at Reading, PA, instead of toward ordering new locomotives. The company purchased new underframes, wheels, boiler courses, and other new parts and welded these new components with sections, such as the Wooten firebox, grate and cylinders, from the older engines. Each locomotive cost about $157,000, saving $75,000 from the cost of a new locomotive.

The Reading Class T-1s, and specifically #2124, represent anthracite hauling freight locomotives once active in Pennsylvania, Maryland, and New Jersey. These engines could optimally pull 150 coal hoppers in long consists. In March 1948, a dynamometer car was added to the consist pulled by #2124. The results showed the locomotive produced 4510 horsepower at 35 miles per hour and 3810 horsepower at 60 miles per hour. The T-1s, the only Reading Company freight locomotives permitted a maximum speed of 65 miles per hour, (50 was the usual limit), contributed to the revitalization of the Reading’s post-World War II freight service and, concurrently, closed out the railroad’s steam era.

T-1s were last used in regular service in 1957. Engine #2124 became nationally well-known during its use on the Reading Company’s "Reading Rambles" excursions for railroad enthusiasts, 1959-1963. The engine also appeared in the 1959 film From the Terrace. Number 2124 is one of about 37 Northern locomotives remaining in the United States; one of four remaining Reading Class T-1s surviving from the 30 rebuilt in the mid-1940s; and one of nine steam locomotives left from the Reading Company. Steamtown Foundation acquired the engine from the Reading in 1963 and it is the only Northern in the Steamtown NHS collection. This engine remains well known among railroad hobbyists. This engine meets Criterion A through its association with railroad transportation history. Because the locomotive retains its 1947 mechanical appearance and is representative of Reading T-1s, it meets Criterion C.

Bibliography:

United States Department of the Interior
National Park Service

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Delaware, Lackawanna and Western Railroad
Yard/Dickson Manufacturing Company Site
(Added Information: Rolling Stock
Inventory, Steamtown National
Historic Site)
Lackawanna County, PA

14. Historic Name: Union Pacific Railroad, Locomotive #4012. S4012, 81519

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western
Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One contributing structure.

Related Nomination: Delaware, Lackawanna and Western Railroad Yard / Dickson
Manufacturing Co. Site; National Register #90001739, Dated November 21, 1990.

Description:
This 4-8-8-4 articulated steam engine was built by the American Locomotive Company in
their Schenectady works in November 1941 for the Union Pacific Railroad (UP).

Cylinders: 23 3/4 x 32
Drive Wheels: 68
Weight on Drivers: 540,000

Boiler Pressure: 300
Tractive Effort: 135,375

The front set of drive wheels are articulated to move freely around sharp curves. The
locomotive weighs 1,200,000 pounds and its overall length is 132 feet 9 1/2 inches; it
carried 28 tons of coal and 24,000 gallons of water. It is in good mechanical
condition with only some small parts missing. Cab windows need reglazing and the
cylinder jackets need replacing. The pilot steps, jacketing on both sets of the high
pressure steam pipes, and the air pump governor are missing. The piston rods are in
storage.

Statement of Significance:
Engine #4012 was one of 25 Big Boys ordered by the UP to haul heavy freight across the
Continental Divide. Big Boys are famous as among the most powerful steam locomotives
ever built. With its four cylinders, the Big Boy's tractive effort equaled four lesser
locomotives as it achieved sustained speeds of 80 miles per hour. Number 4012 and the
other Big Boys operated exclusively on the Union Pacific and are among the largest
locomotives ever built.

Number 4012 is one of eight remaining of the original 25 Big Boys. It was retired in
February 1962 after logging 1,029,507 miles. This huge locomotive retains is
mechanical and workmanship integrity. Number 4012 meets Criterion A through its
association with railroad transportation history. The locomotive retains its original
mechanical and operating systems, hence is representative of the Big Boy type of
locomotives under Criterion C.

Bibliography:
Chappell, Gordon. Special History Study, Steam Over Scranton: The Locomotives of

MOTIVE POWER

Non-Contributing Structures:

15. Historic Name: Brooks-Scanlon Corporation, Locomotive #1.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:
Built by the Baldwin Locomotive Works, (builder's number 41649) in August 1914, this engine is a 2-6-2 Prairie.

Cylinders: 16 x 24
Drive Wheels: 42
Weight on Drivers: 81,000

Boiler Pressure: 175
Tractive Effort: 20,800

The engine could burn either wood or coal and carried a second sand dome, located in front of the cab. The mechanical and steam systems have been subjected to high mileage and hard use without an overhaul. With the exception of a brass flag stanchion on the headlight platform, the locomotive appears much as it did while operating for a Florida logging company.

However, the structural integrity has been severely compromised by exposure to the elements. The sides of the cab are pulling away from the deck, and the wood floor is rotted out on the right side and recently replaced on the left. The tongue and groove wood ceiling is buckled. Window sashes are in fair condition. The water glass and automatic brake valve are missing from the cab and the whistle is missing. On the tender, the rear end sill is rusted and the top of the cistern has rusted through.
Statement of Significance:
The 2-6-2 wheel arrangement received the nickname "Prairie" as they were popular locomotives in the flat Great Plains states. An alternative 2-6-2 design emerged for use by logging companies in flat forest country. These locomotives had low wheels, large cylinders, and push-pull trucks giving them high tractive effort at low speeds. The trucks meant that they could guide loaded cars in forward or reverse.

The Carpenter-O'Brien Lumber Company, incorporated in 1913, ordered this engine as their first locomotive and received it from Baldwin in 1914. This company was bought out by Brooks-Scanlon at the end of 1917. The locomotive retained its number 1 status but was re-lettered for Brooks-Scanlon. While various companies purchased the lands and timber first held by Carpenter-O'Brien, locomotive #1 continued in Florida logging service hauling cypress and pine. The engine last saw service in the fall of 1959. It was sold in 1962 and moved to a tourist railroad. This engine is the only 2-6-2 wheel arrangement in the Steamtown collection. Approximately 50 Prairie locomotives still exist.

The wood rot in the cab, along with the failure of the cab joints and the pocketing rust on the tender has resulted in a loss of integrity and causes this engine to be non-contributing.

Bibliography:

16. Historic Name: Lowville and Beaver River Railroad, Locomotive #1923.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:
This 2-8-0 Consolidation is the smallest 2-8-0 in the Steamtown NHS collection. With builder’s number 62263, the engine was built by the American Locomotive Company’s Cooke Works in Paterson, NJ, in October 1920.
Lowville and Beaver River 1293 is not eligible for the National Register due to the accumulated effects of outside storage and lack of stabilization over the years. The engine has degraded. The paint has failed in many places. The lower, front edge of the smoke box had rusted through, been patched, and has rusted through the patches. The jacketing on the boiler, main steam pipes, cylinders, and firebox is penetrated by rust. Water has entered the boiler jacket, and its underside is bulged and rust-ridden. Insulation protrudes from the rust holes.

The cab’s interior wood framing is mostly missing; what remains is deteriorated, rotted and split. Ceiling wainscoting, though intact, is beginning to deteriorate. The side wainscoting is almost completely missing. Both window assemblies and frames are missing. The fireman’s seat is gone. The cab’s sheet metal sides have rusted through around the lowers edges and the sides have parted from the metal floor. The wood floor covering is rotted and pulled loose; the cab doors are deteriorated. The backhead jacketing is intact, though pierced with rust in a few places. Missing are: all gauges, throttle lever, automatic and engine brake controls, right injector, firebox door pedal, lamps and some piping and knobs.

The engine’s main connecting rods have been removed and stored on the catwalks. The valve eccentric rods are missing as is the left side crosshead journal. The pilot truck wheels are spoked as shown in 1937 photographs (the originals were disc-type). The pilot has been replaced with a narrow angled foot board welded to each side of the front breast beam. Polling pockets were welded over the step boards. These pilot modifications do not represent standard railroad practice. The high-mounted electric headlamp is intact. Marker lamps are missing, but the brackets remain. The whistle and dynamo are intact. The bell, front number board and builder’s plate are missing.

The tender is in poor condition. The upper and lower coal bunker door bases are riddled with rust. The front breast beam has rotted away. The wooden underframe beams are rotted and mostly missing. The coal bunker floor is badly rusted and the sides have serious surface rust. The brackets supporting the upper skirteting have rusted completed at their bases and the skirteting is pierced by rust where it joins the tender top. The water tank legs are rusted through in places. The tender’s superstructure has separated from the underframe and side frame.

Statement of Significance:
This Consolidation was built in 1920 for Compania Azucarera Central Reforma, a Cuban sugar plantation, but was never delivered. In 1923, the builder resold the engine to the Lowville and Beaver River Railroad, a New York Adirondack short line that hauled
passengers and freight. The company selected the year of purchase as the engine number. Before delivery the engine was converted from oil to coal fuel. The locomotive was used in both freight and passenger service until 1947 when the railroad discontinued passenger service. Number 1923 was twice returned to service after being stored in 1947: once, in 1954, to replace a diesel receiving a major overhaul and, again, in 1957 when the diesel would not respond in sub-zero temperatures. In 1964, the engine was sold to Nelson Blount in Bellows Falls, VT.

This Consolidation represents a common wheel arrangement for freight locomotives from the late nineteenth century until the end of steam. About 147 Consolidations still exist, more than any other type of steam locomotive. The amount of degradation and deterioration exhibited in this locomotive makes it non-contributing.

Bibliography:

Steamtown NHS Library, Photograph Files, "Lowville and Beaver River, 1923."

17. Historic Name: Meadow River Lumber Company, Locomotive #1.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description: Meadow River Lumber Company #1 is a two-truck Shay-patent geared locomotive built by the Lima Locomotive Works, May 1910, with builder's number 2317.

Cylinders: 10 x 12
Drive Wheels: 29 1/2
Weight on Drivers: 86,000

Boiler Pressure: 180
Tractive Effort: 16,900

The engine retains its original huge Radley and Hunter balloon smokestack fitted with a screen to curb hot cinders. This smokestack is indicative of wood burning engines. In February 1982, while in private ownership in Bellows Falls, VT, a building collapsed
on the engine destroying its wood cab and causing other damage. This event plus a
decade of neglect has resulted in an engine that is now missing integral historic
components and, therefore, lacks integrity. It is missing the sand dome, headlight,
front number plate, bell and hanger, and whistle. The boiler jacket is gone causing
penetrating rust to form through the smoke box. The pilot beam is entirely rotten and
the front draft gear has torn loose. Hand rails and ladders are either missing or in
poor condition, as are the running boards. The tender also has a number of structural
problems. The front and rear wood breast beams and coupler pockets are rotten, causing
the couplers to sag. The wood deck supporting the cistern needs replacing. The
tender's rear headlight is missing. In short, the engine and tender are poor
condition.

Statement of Significance:
Shay locomotives, named for their designer Ephraim Shay, were typically used in lumber,
mining, and quarrying operations and on industrial railroads. Meadow River 1 is
typical with its three cylinder vertical engine connecting a drive shaft and bevel gear
directly to the trucks and wheels. The cylinders are mounted on the right side and the
boiler is off the center line on the left producing an odd-looking locomotive capable
of pulling heavy loads over temporary tracks with sharp curvatures. Shays burned
almost any fuel including wood and lumber waste. This Shay saw service in the West
Virginia mountains working for the Meadow River Lumber Company as a mill yard switcher.
Nelson Blount acquired the locomotive from Meadow River in 1959.

This is the only geared locomotive in the Steamtown collection, but about 77 Shays
remain nationwide. This Shay is no longer retains structural integrity, thus is non-
contributing.

Bibliography:
Bruce, Alfred W. *The Steam Locomotive in America, Its Development in the Twentieth

Chappell, Gordon. *Special History Study, Steam Over Scranton: The Locomotives of
108-115.


Location: Steamtown National Historic Site; Delaware, Lackawanna and Western
United States Department of the Interior  
National Park Service  

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Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.  

Classification: One non-contributing structure.  


Description:  
This 0-4-0T saddle tank locomotive was built by the Vulcan Iron Works in Wilkes Barre, PA, December 1919 with builder’s number 2888.  

Cyinders: 14 x 20  
Boiler Pressure: 150  
Drive Wheels: 37  
Treactive Effort: 13,450  
Weight on Drivers: 80,000  

Both the front and rear breast beams and footboards are non-standard replacements. Alterations to the side brackets were made to accept replacement running boards. The safety plate on the sides and back of the coal bunker bin exhibits no wear and use. The left bunker window and wall has been removed. The cab glazing, of imbedded chicken wire, is not from an in-service period and the deck was replaced about 1972. The cab’s left hand-holds are bent and pulled loose and the windows are broken, the aftermath of an accident in private ownership. Minor alterations have also taken place. Air reservoir drain valves are incorrect and the sand trap drains were added in private ownership in Vermont as was the water glass inside the cab. The headlight is an alteration, but the whistle may be original. The builders’ plates are missing, but the number plate is intact. The mechanical condition is unknown.  

Statement of Significance:  
This engine was purchased from the Vulcan Iron Works by C. W. Blakeslee & Sons, New Haven, CT, and run as New Haven Trap Rock #43 in the Blakeslee owned quarry company. It is a typical saddle tank switcher used in industries throughout the United States Displaced by diesels and retired in 1959, #43 was sold to Nelson Blount in 1962. Steamtown NHS has two of the approximately forty-eight 0-4-0T switchers remaining in the U.S.  

The New Haven Trap Rock 43 is non-contributing because of the many non-standard replacements that were added after the saddle tanker left revenue service.  

Bibliography:  
United States Department of the Interior
National Park Service

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19. Historic Name: New York, Chicago and St. Louis Railroad, Locomotive #44.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:
This 4-6-0 Ten-Wheeler was built as #44 for the New York, Chicago & St. Louis Railroad Company in December 1905 at the American Locomotive Company’s Brooks Works in Dunkirk, NY. It had builder’s number 38831.

Cylinders: 21 x 24
Drive Wheels: 62
Weight on Drivers: 105,600

Boiler Pressure: 180
Ttractive Effort: 21,040

The engine was built with Richardson balance steam chest valves and Stephenson link motion. It carried 14 tons of coal and 5500 gallons of water. The original wood pilot and box headlight were replaced with an angle iron pilot and a lowered headlight. The original steel cab is in place. The headlight, rear backup light, pilot ladder, water glass and fixture, feed valve and injector are missing. Miscellaneous piping, wiring, and small parts are missing. The number plate was removed before 1963. Both sides are missing the cylinder jackets and the steam chest jackets. A major area of degradation is the smoke box front that has virtually rusted through at the bottom. The window sashes and glazing in the cab are missing and the door to the running board is rotten. Paint failure and scaling is contributing to pockmarks and pockets of rust on the tender and engine. The tender sides are rusted through to the coal bunker and the steps are missing the wood treads. The engine is in mechanically poor condition and is not deemed operational. The amount of physical degradation caused by paint failure contributing to rust and exposure without maintenance has produced structural failure in the locomotive’s integrity.

Statement of Significance:
Number 44 was part of an order for 10 Ten-Wheelers numbered 40-49, in class P of the New York, Chicago & St. Louis Railroad, better known by its nickname, the Nickel Plate Road (NKP). After purchasing 25 more Ten-Wheelers, the NKP renumbered the class P locomotives, thus, in 1910, #44 became #304. In 1920, needing more powerful locomotives, the NKP sold 12 of its Ten-Wheelers, including #304 to the Akron, Canton & Youngstown Railway Company (AC&Y). By the end of the decade, the AC&Y also required heavier power and sold #304 to the Dansville and Mount Morris Railroad in New York.
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State. Its number - 304 - was retained. The Dansville connected to the Delaware, Lackawanna and Western for interchange of cars and commerce. The locomotive remained in service until 1957 when it was sold to a scrap dealer who then sold the engine to Nelson Blount in 1963.

This Ten-Wheeler is the only surviving engine from AC&Y; one of 12, but perhaps the oldest from the NKP; and one of two engines surviving from the Dansville, NY railroad, (Delaware, Lackawanna and Western 565, also at Steamtown NHS, is the other). It is the only American built Ten-Wheeler at Steamtown. However, the loss of physical integrity causes the locomotive to be non-contributing.

Bibliography:


Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:
This 2-6-0 Mogul locomotive was built by the American Locomotive Company's Cooke Works in Paterson, NJ, with either 65265 or 65365 as its builder's number. The engine was out shopped in December 1923 as #210 on the Norwood and St. Lawrence Railroad, a New York State short line and subsidiary of the St. Regis Paper Company.

Cylinders: 20 x 26  Boiler Pressure: 180
Drive Wheels: 56  Tractive Effort: 28,400
Weight on Drivers: 129,000

The engine carried eight tons of coal and 5000 gallons of water. It is manually fired, has a second sand dome, and an enclosed all-weather cab. The enclosed cab is probably rare on 2-6-0s. The railroad replaced the original wood pilot with a boiler tube pilot, removed the number plate and moved the headlight from the top to the front of the smoke box. This Mogul is mechanically worn-out and not suitable for operation.
The mechanical and steam systems, (side rods, cylinders, crossheads, trucks, valves, cab fittings, and boiler) have high mileage and have not been overhauled.

The locomotive was repainted in 1980, but is exhibiting active rust and deterioration. Insulation has pooled at the bottom of the boiler jacket breaking open the seams. Both cylinder jackets have active rust. A large open line of active rust has penetrated the tender faring above the rivets. The cab sides have corroded and no longer meet the deck. Both wooden doors and ceiling are totally deteriorated. Side and running board window sashes are in poor to fair condition and glazing is missing from the front windows over the boiler. Both seats are gone and the raised wood seat decks have rotted. Various valves and glasses are missing. The tender's coal doors and water legs have rusted through. Active corrosion has eaten into the metal at most seams and joints of the tender and cab.

Statement of Significance:
This Mogul saw its principal service pulling freight trains carrying pulpwood, roe, milk, paper, and mail to interchange with the New York Central or the Rutland Railroad. Occasionally it pulled mixed trains, a freight with a combination baggage-express-passenger car on the end. With the 1956 closing of one mill and the purchase of a diesel locomotive, #210 was no longer needed and was sold to a Watertown, NY, scrap yard from where it was purchased by Nelson Blount in 1965. About 50 Moguls exist nationwide, with two of them at Steamtown NHS. The degradation of the tender and the cab has compromised the original structure so that this locomotive is non-contributing.

Bibliography:


Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.

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Description:
This 0-6-0F is a fireless locomotive built by the H. K. Porter Company in 1923 for the Public Service Electric Company of New Jersey. Its builder's number and engine number are the same: 6816.

Cylinders: 30 x 28
Boiler Pressure: Storage, 190
Drive Wheels: 52
Working, 60
Weight on Drivers: 125,000
Tractive Effort: 24,000

In appearance, fireless locomotives resemble saddle tank locomotives. The large steam reservoir resembles a boiler with a saddle tank wrapped around it. Because fireless locomotives did not carry coal, they had neither a tender nor a coal bin. This small locomotive was equipped with Stephenson valve gears. Interestingly, a wheel chock is still in place in a utility box under the running board.

The bell, from the Louisiana Eastern, is incorrect. The body is riddled with scale and rust due to is in paint failure. The rear of the cab is rusted away at the bottom seam and the cab's eaves are rotting. The doors and glazing in the doors and windows are missing. The window frames are in poor condition. The front breast beam and foot board are rotten and the coupler is hanging loose. The boiler jacket barely remains in place. The front is rusted and pulled away from the boiler. The lower shell has trapped moisture from the insulation that has piled up and expanded. The moisture plus the expansion has split the jacket and sections are falling off. The jacket bands covering the seam butts are gone, and the jacket is splitting open along all seams. The sand box dome jacket is riddled with rust and splitting open.

Statement of Significance:
Fireless locomotives carried no fuel and no water. The engineer connected the engine to a stationary steam boiler for recharging with steam, then would operate the engine until it needed recharging. This odd locomotive was built for the Public Service Electric Company for use in its Newark, NJ, coal burning electricity generating plant. Number 6816 continued in service throughout the various mergers of the company.

The engine was donated to Steamtown Foundation in Bellows Falls, VT, in 1974. It is one of six known 0-6-0 fireless engines. This fireless locomotive, employed solely for industrial uses where steam and smoke from conventional motive power was unacceptable, is non-contributing because of its loss of physical integrity caused by continuous exposure to the weather and shifting of the insulation.
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Bibliography:  

22. Historic Name: Union Pacific Railroad, Locomotive #737.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:  
This 4-4-0 locomotive was built by Burnham, Parry, Williams & Company (Baldwin) in February 1887 with builder's number 8395.

Cylinders: 18 x 26  
Drive Wheels: 62  
Weight on Drivers: 62,000  

Boiler Pressure: 160  
Tractive Effort: 18,478

The engine, part of a 200-engine order, first saw service on the Union Pacific Railway Company (UP) as #737. Since leaving the UP in 1904, the engine has had five owners, each of whom has altered the appearance and mechanical operation of the locomotive. The link-and-pin coupler was replaced with an automatic coupler; the short smoke box and diamond stack were replaced with an extended smoke box and shotgun stack; it was converted from burning coal to burning oil. The wood pilot was replaced by a boiler tube pilot. The drive wheel axles, marked for Standard Steel in 1926, were put on by the Southern Pacific in Algiers, LA. The 650-pound cast iron wheels, if not original, are proper for the locomotive's early history. Most of the framing appears to be original. Arch bar style trucks patented by Simplex in 1899 are on the tender. The tender's rear breast beam and corner steps are gone, the faring is bent, and the wood frame is rotten.

The early twentieth century steel cab was cut off to facilitate moving the engine to Nelson Blount's private collection in 1957 and was later replaced by an ill-conceived wooden cab. The private owner also added an unrepresentative smoke stack, and a "new" box headlight. The steel cab still survives, although disconnected from the engine. It was used as a source for two smoke stack covers, each about 2 1/2 feet in diameter. The boiler lagging, boiler jacket, piping, bell, whistle, and Stephenson valve gear are
missing. In 1992, the engine was pushed into a rise of dirt between tracks destroying the pilot and pilot beam. The engine is not operable. The structure has endured too many alterations and too much damage to maintain its integrity.

Statement of Significance:
During the nineteenth century, the 4-4-0 wheel arrangement was so common that they were nicknamed "Americans." The UP sold this engine to the Southern Pacific Company (SP) about 1904 as #246. It was renumbered to #216 in 1913. The SP changed the engine from a coal to an oiler burner. In 1928 it was sold to a Louisiana sugar company. A private owner, Nelson Blount, purchased the locomotive in 1957. The many alterations by several owners have radically changed this engine's appearance to the extent that it no longer reflects any period of historic operation.

It is the oldest Union Pacific engine and the only 4-4-0 UP engine in existence. However, the alterations, especially while in private ownership, and subsequent physical degradation of the structure have resulted in a lack of integrity that cause it to be non-contributing.

Bibliography:

23. Historic Name: Auxiliary Tender.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:
Little is known about this auxiliary tender. It did come from the Norfolk and Western Railroad. The date of manufacture, and other facets of the auxiliary tender's history are unknown. It is in poor to fair condition, exhibiting rust pockets and a build up of striated rust at the seams and joints of the water tank, coal bunker, and deck.
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Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Company Site
(Added Information: Rolling Stock Inventory, Steamtown National Historic Site)
Lackawanna County, PA

Statement of Significance:
No equipment owned by Steamtown NHS requires the assistance of an auxiliary tender.
The degradation of the metal causes this auxiliary tender to be non-contributing.

Bibliography:
No information is available in Steamtown NHS files or printed sources.

24. Historic Name: Auxiliary Tender.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:
Little is known about this auxiliary tender. It was Canadian built and operated. The date of manufacture, and other facets of the auxiliary tender’s history are unknown. It is in fair condition.

Statement of Significance:
No equipment owned by Steamtown NHS requires the assistance of an auxiliary tender. This auxiliary tender is non-contributing.

Bibliography:
No information is available in Steamtown NHS files or printed sources.

25 and 26. Historic Name: Chicago, Milwaukee, St. Paul and Pacific Railway, Locomotives #97A and #97C.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: Two non-contributing structures.

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Description:
The Chicago, Milwaukee, St. Paul and Pacific Railway (Milwaukee Road) purchased these 1500-horsepower freight/passenger diesel locomotives from the Electro-Motive Division of General Motors Corporation in 1950. Each locomotive had a 16-cylinder, two cycle "V" form engine. These two FP7 class diesels were coupled together for pulling freight or passenger trains. The design was nicknamed "covered wagon" because the body enclosed the cab and the running boards and presented a sleek appearance.
Steamtown Foundation painted no. 97C to the maroon and gray of the Lackawanna and lettered it for that railroad. The Foundation also fictionaly renumbered the engine to 637. The locomotive is missing its skirting below the body, leaving the undercarriage exposed and unprotected. The coupler and carrier iron have had major modifications. Rust has penetrated through the side panels causing deterioration of the body, frame and side wall. Body damage from a minor accident is apparent.

The Maryland Midland Railway considered repairs to 97A too extensive to undertake in 1985, but did paint it black with speed lettering for the "Western Maryland." It retains this historically inaccurate livery. The needed work was never undertaken and outside storage has enhanced the deterioration, plus 97A served as a parts source for 97C. General paint failure and rust are taking over the engine. The entire body shrouding is rust-riddled and the belt line is buckled from rust build-up. The structural iron within the body is corroded. The side skirting, panels at the end of the body, class light lenses, porthole glazing, brake rigging, and the coupler carrier iron casting at the rear are missing. The cab interior and the grill work at the top of the body are in poor condition as are the trucks. The engine does have its original passenger pilot.

Statement of Significance:
During the 1950s the Milwaukee Road replaced its steam locomotives with diesel-electrics. As part of the replacement program, the corporation ordered sixteen sets of FP7 combinations with each set made up of an "A" unit with a cab, a "B" unit without a cab, and another "A" unit with a cab. The sixteen three-unit sets were in the series 90 - 105 and individual letters of "A", "B", and "C" were assigned to each set. (The second "A" unit was lettered as "C" for road operations). The railroad frequently operated two cab units separately or together without the intermediate "B" unit. While the National Park Service has 97A and 97C, the fate of 97B is not known.

By the 1970s, the railroad was not successfully competing in its markets, causing it to pull out of the western states and concentrate on the midwest. Surplus equipment was sold. The 97A and 97C went to a group called "FP7 Associates," who leased, in 1984, the two locomotives to the Maryland Midland Railway. One, the 97C, was returned to operating condition, but the body work required on 97A was deemed too extensive. Maryland Midland purchased three other diesels in 1985 and Steamtown Foundation acquired and moved the former Milwaukee engines in 1987.
These diesels are outside the period of significance for historic steam locomotives; therefore, both locomotives are non-contributing.

Bibliography:

27. Historic Name: Kansas City Southern Railway, Locomotive #74D.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:
This 1500-horsepower freight locomotive was built by the Electro-Motive Division of General Motors Corporation in February 1951 for operation on the Kansas City Southern Railway (KCS). KCS 74D had builder's number 9164. It has a 16 cylinder, 2-cycle "V"-form engine, weighs 230,000 pounds and has forty-inch drive wheels. This streamlined, "covered wagon" style diesel locomotive has a bad prime mover (familiarly called the diesel block or diesel engine). It retains its Kansas City Southern white paint but the red KCS initials are blocked out. The paint is failing. The side skirtng protecting the under-carriage is missing as is the glass from the headlights and number lights. The front access door is welded shut. The body is exhibiting signs of deterioration with rust-induced holes forming at the base of the nose, the lower panels of the body, and the side panels above the belt line. The framing around the cab doors has failed due to penetrating rust. Both sides, behind the cab, have several dents and holes from a crane hook accident.

Statement of Significance:
This F7 hauled freight over the Kansas City Southern system. During its thirty-six years of service on the KCS, it was renumbered to 91, then to 4061. In April 1987, the locomotive was reportedly sold to VIA Rail Canada, the Canadian version of Amtrak. Nine months later it was in Scranton, PA, in Steamtown Foundation ownership. This diesel-electric is outside the period of significance for historic locomotives and is, therefore, non-contributing.
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Bibliography:  


Location:  Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton; Lackawanna County, Pa.

Classification:  One non-contributing structure.


Description:  
Number 514 was built in 1958 for the New York, Chicago & St. Louis Railroad, called the Nickel Plate Road (NKP), by General Motors Corporation’s Electro-Motive Division. It is a GP9 general purpose road switcher with builder’s number 24505. It was the fifth in the ERS class-17e of 20 locomotives numbered 510 through 529. Weighing 245,800 pounds, the locomotive has a tractive effort of 61,450 pounds. Although "514" is the correct NKP road number, its present Lackawanna paint scheme is incorrect. The locomotive is in good condition and is in use by the National Park Service.

Statement of Significance:  
During the 1950s, the Nickel Plate’s Berkshire steam locomotives regularly outran the diesel-electric locomotives of its competitors, thus the NKP was relatively late in retiring its main line steam locomotives in favor of diesels. The last corporate owner of 514, the Norfolk Southern Corporation, was produced by a merger of the Norfolk and Western Railway and the Southern Railway. Locomotive 514 first ran on the NKP then became part of the 1966 consolidation of the NKP, the Wabash and the Norfolk and Western, with the Norfolk and Western surviving as the corporate name. After acquisition by the Norfolk and Western, the locomotive was renumbered to 2514. It was retired April 5, 1985. After Steamtown Foundation moved to Scranton, PA, in 1984 the Norfolk Southern traded number 514 and another diesel to the Foundation for a steam locomotive.

This locomotive is of recent manufacture; therefore, is non-contributing.

Bibliography:  
Chappell, Gordon.  *Special History Study, Steam Over Scranton: The Locomotives of...*
29. Historic Name: Wabash Railroad, Locomotive #132.

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.

Classification: One non-contributing structure.


Description:

This 800-horsepower diesel SW-8 yard switcher was built in 1953, by the Electro-Motive Division of General Motors Corporation, for the Wabash Railroad with builder’s number 17593. The paint scheme, black with yellow lettering, bearing the name “Lackawanna” and the number “500,” is fiction as the engine neither ran on the Lackawanna nor bore the number “500.” The external steel body and hood are in good condition and exhibit few signs of rust and deterioration. However, the prime mover (familiarly called the diesel block or diesel engine), a Model 8-567B 45 degree “V”-form engine, requires extensive repairs or replacement.

Statement of Significance:

The Wabash Railroad Company began replacing its steam locomotives with diesels in 1949. At that time, the company owned two road diesels and forty switchers. The last steam locomotive was retired in 1955. Wabash Railroad diesel locomotive 132, purchased in 1953, was part of the series 120 through 132. In the 1964 merger of the Wabash with the New York, Chicago & St. Louis Railroad and the Norfolk and Western Railway, retaining the name of the Norfolk and Western, locomotive 132 is believed to have become locomotive 3132. It was renumbered to 3732 in 1983. Steamtown Foundation acquired the locomotive in 1987 as one of two diesels received from the Norfolk Southern, the successor corporation of the Norfolk and Western, in exchange for a steam locomotive.

The engine is non-contributing as it is outside the period of significance for steam era locomotives.