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Bibliography:

30. Historic Name: Canadian National Railways, Locomotive #47.

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 4-6-4T Baltic Tank locomotive was out shopped in September 1914 by the Montreal Locomotive Works, (builder's number 54896) for Canada's Grand Trunk Railway for use in suburban commuter service around Montreal.

- Cylinders: 21 x 26
- Drive Wheels: 63
- Weight on Drivers: 146,000
- Boiler Pressure: 210
- Tractive Effort: 32,487

The locomotive has no tender but a tank for water and a bin for five tons of coal built into the extended frame behind the cab. Paint failure, rust and wood rot is becoming apparent due to environmental conditions. The engine is in good condition and could be made operational with refuelling.

Statement of Significance:
While on the Grand Trunk, the locomotive was numbered 1542 and it became Canadian National #47, class X-10-a, after the merger of the Grand Trunk and the Canadian National in 1923. This type of engine operated equally well in forward or reverse and proved indispensable on runs where turning facilities were lacking.

This engine did not operate in the United States until June 1959 when it was sold to Nelson Blount and moved to New England. A Baltic Tank locomotive represents a facet and form of steam era passenger service that cannot be interpreted by any locomotive extant in the United States. Many locomotives of this type were employed by the Central Railroad of New Jersey in New York commuter service. They were also commonly used on other railroads in other cities, such as Chicago, with a large commuter
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(Added Information: Rolling Stock  
Inventory, Steamtown National  
Historic Site)  
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population. Even though this is the only 4-6-4T locomotive in the U.S. and only two  
remain in Canada, Canadian National #47 is non-contributing as it was built and  
operated within Canada.

Bibliography:  
Chappell, Gordon. Special History Study, Steam Over Scranton: The Locomotives of  
Steamtown. United States Department of the Interior, National Park Service, 1991,  
210-219.

31. Historic Name: Canadian National Railways, Locomotive #3254.

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.

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

Description:  
This 2-8-2 Mikado was built by the Canadian Locomotive Company's Kingston Works in 1917  
with builder's number 1497. It was out shopped as #2854, class S-1-b, for the Canadian  
Government Railways.

Cylinders: 27 x 30  
Drive Wheels: 63  
Weight on Drivers: 277,550  

Boiler Pressure: 180  
Ttractive Effort: 53,115

In 1919, when the Canadian Government Railways and the Canadian Northern Railway  
consolidated to form the Canadian National Railways, the engine became Canadian  
National #3254. The all-weather cab provided crew protection during Canadian winters.  
The engine is in excellent condition and operates in summer excursion service at  
Steamtown NHS.

Statement of Significance:  
The engine was retired soon after its last repairs in 1958 and was sold to a private  
U.S. owner in 1961. In 1987, Steamtown Foundation traded another Canadian locomotive  
plus $100,000 for this engine. Both 2-8-2 Mikado type locomotives at Steamtown are  
Canadian; the other is CN 3377. This engine is non-contributing as it was built and  
operated exclusively in Canada.
32. Historic Name: Canadian National Railways, Locomotive #3377.

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 locomotive, built as Canadian Government Railways #2977 in 1919, was turned out by the Canadian Locomotive Company in Kingston, Ontario. A 2-8-2 Mikado, it soon became Canadian National #3377 after the Canadian government's consolidation of the railroads.

Cylinders: 27 x 30
Drive Wheels: 63
Weight on Drivers: 277,550

Boiler Pressure: 180
Ttractive Effort: 53,115

Typically, the copper and brass fittings inside the cab and along the outside are missing. The cab's wood sashes and doors are missing and the glazing is gone from the windows. The number boards, steam heat connection and hoses are missing. Deterioration is evident on the air pump jacketing and the boiler jacket; paint failure is evident. The boiler jacket's under belly is starting to split caused by shifting and sagging of the insulation.

In later years, but at an unknown date, the railroad added a mechanical stoker, superheater, feedwater heater, and large capacity air pumps for the braking system. Retrofitting and upgrading locomotive mechanical systems was a common practice that kept the equipment technologically current and extended their productivity.

Statement of Significance:
This Mikado is similar to Canadian National #3254 in the S-1-b class, but minor differences produced the class S-1-d to which the CN 3377 was assigned. Both Mikados
typically pulled long freight trains. It was sold to the Edaville Railroad, owned by Nelson Blount, in 1961. Built and operated in Canada, this engine is non-contributing.

Bibliography:

33. Historic Name: Canadian National Railways, Locomotive #5288.

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 4-6-2 Pacific was built in 1918 for the Canadian National Railways by the Montreal Locomotive Works.

Cylinders: 24 x 28
Drive Wheels: 69
Weight on Drivers: 174,000

Boiler Pressure: 200
Tractive Effort: 39,735

The engine exhibits some physical deterioration. The sash trim and glazing is missing from the cab windows. Copper and brass small parts are missing as are the injectors, bell, whistle, boiler check, blow off cocks and all interior cab fittings. The paint is showing deterioration, and the boiler jacket is exhibiting rust. This Canadian National class J-7-b has an open cab, a variant reflecting operation on the Grand Trunk Western. Reportedly operational when it left CN ownership, the locomotive has not been fired since 1961.

Statement of Significance:
Built for Canadian Government Railways as #516, the engine became caught up in the consolidation of the Canadian railways and was reassigned to the Canadian National Railways, then leased to the Grand Trunk Railway as #1516. It was renumbered to 5288 and lettered for the Canadian National about 1920.
Principally assigned to passenger trains in eastern Canada, the locomotive carried international passengers into White River Junction, Vermont. By 1956, the engine was in Montreal commuter service. It was sold to Nelson Blount in 1961. This locomotive's U.S. service was incidental to geography as it was in revenue service operation of a Canadian company. It is non-contributing.

Bibliography:

34. Historic Name: Canadian Pacific Railway, Locomotive #1293.

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 4-6-2 Pacific was built by the Canadian Locomotive Works in June 1948 for the Canadian Pacific Railway.

Cylinders: 20 x 28
Drive Wheels: 70
Weight on Drivers: 151,000

Boiler Pressure: 250
Tractive Effort: 34,000

The last overhaul of the engine was in 1976, when it was used by Steamtown Foundation and powered the State of Vermont's Bicentennial Train over 13,000 miles. In 1980, Steamtown Foundation painted the locomotive in CPR passenger colors; however, this may not be the historically correct livery. This was the last time the engine was painted and the paint is now failing causing rust to form on the jacket. Several small parts, such as the air pump governor, valves and hoses, are missing. Rust has penetrated the running board skirt and the wood is exhibiting rot from paint failure and exposure. In February 1982, the roof of a shed in Vermont collapsed under the weight of heavy snow and damaged some of the upper parts of the locomotive, including the headlights, handrails and cab roof. However, the locomotive's body and mechanical system are in good condition.
Statement of Significance:

Locomotive 1293 was one of 102 CPR class G-5 light Pacifics produced for the Canadian Pacific during the 1940s. Nelson Blount purchased the engine in January 1964 for use on the Green Mountain Railroad, then in 1973 Blount's Steamtown Foundation purchased the engine from the Green Mountain. In 1979, the Foundation leased No. 1293 to a movie company for Terror Train. The film company painted the engine black with silver stripes to suit their use. The next year the Foundation painted the engine to a popular CPR livery. Number 1293 was moved to Scranton, PA, in 1984 with the rest of the Steamtown collection.

This engine was built for and operated in Canada and came to the United States only after purchase by Blount. Therefore, it is non-contributing.

Bibliography:


35. Historic Name: Canadian Pacific Railway, Locomotive #2317.

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 4-6-2 Pacific was built by the Montreal Locomotive Works in June 1923. It was assigned to the Canadian Pacific Railway's class G-3-c. With 75 inch drivers, this class of locomotive was designed for the open plains of Canada.

- Cylinders: 25 x 30
- Drive Wheels: 75
- Weight on Drivers: 181,500
- Boiler Pressure: 200
- Tractive Effort: 42,600

The engine has been used in Steamtown's summer excursion train service since 1986. Standard repairs have been necessary to keep this locomotive operational. In 1985, a cracked left cylinder head was replaced.
Statement of Significance:
Stationed in Winnipeg, Manitoba, this big Pacific once pulled fast expresses and heavy Pullman trains across Canada. It was placed in storage in 1959, then sold to Nelson Blount in 1965. Used exclusively in Canadian service, this engine is non-contributing.

Bibliography:

36. Historic Name: Canadian Pacific Railway, Locomotive #2816.

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 4-6-4 Hudson was out shopped by the Montreal Locomotive Works in December 1930 as Canadian Pacific Railway (CPR) #2816.

Cylinders: 22 x 30
Drive Wheels: 75
Weight on Drivers: 186,900
Boiler Pressure: 275
Tractive Effort: 45,300

Canadian Pacific no. 2816 was in the H-1-b class and once sported smoke deflectors. The body is exhibiting deterioration and breakdown from years of outside storage. The wood cab window sash and all wood parts are rotten. The boiler jacket is deteriorating. The lead truck is mechanically damaged. The bell remains in place but the number board is missing. All major mechanical components are intact even though minor parts are missing.

Statement of Significance:
During the 1920s, with steel replacing wooden passenger cars, the CPR needed heavier motive power than the G-3 and G-4 class Pacifics. The first 4-6-4 Hudson was out shopped from the Montreal Locomotive Works in November 1929, just as the Depression began. These newly designed Juldis specifically operated in main line passenger service. Eventually, 65 units were built. The final Hudson rolled out of the erecting
shop in June 1940. Two Husdons remain in Canada and twelve in the United States. This engine was sold to Nelson Blount in 1964. Until its placement in Blount’s collection, locomotive 2816 operated solely in Canada. It is non-contributing.

Bibliography:

37. Historic Name: Canadian Pacific Railway, Locomotive #2929.

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 4-4-4 Jubilee was built by Canadian Locomotive Company’s Kingston Works in March 1938 as Canadian Pacific Railway #2929.

Cylinders: 16 1/2 x 28
Drive Wheels: 75
Weight on Drivers: 111,250

Boiler Pressure: 300
Tractive Effort: 26,000

It was the last engine in the Canadian Pacific Railway’s (CPR) series 2910-2929. The locomotive has modern roller bearings and is semi-streamlined, yet it is hand-fired. The 75-inch drive wheels helped the locomotive reach fast speeds, but at the cost of tractive effort or pulling power.

The engine’s paint is failing severely allowing rust pockets and scale to form on all the sheet metal jacketing. The jacket under the boiler is loose, shredded and falling off. Exterior sheeting for the firebox is gone and rust scale up to 1/2 inch has built up. Rust has penetrated through the cylinder jackets and the bottom of the smoke box jacket has broken down. On one side, the wooded cab window sash and door are rotten. They are missing on the other side. Injectors, valves, and pipes are missing. The left trailing truck brake cylinder split during freezing weather. Brackets that attached the top of the tender sides to the top of the tender are rusted through; therefore, the sides and top are no longer attached.
Statement of Significance:
This CPR class F-1-a was built for high speed, streamlined passenger service. The Jubilees have the distinction of being designed by H.B. Bowen, who predicted that diesel locomotives would not last. Number 2929 occasionally crossed into the State of Maine while operating between eastern Canadian provinces. In June 1959, the engine was sold to Nelson Blount's Edaville Railroad in Massachusetts.

One Jubilee exists in Canada. This is the only Jubilee-type locomotive in the United States. However, it is non-contributing as its revenue ownership was Canadian. Its use in international service, crossing into the United States, was under the Canadian Pacific and is incidental to its operation.

Bibliography:
Contributing Structures:

1. Historic Name: Baltimore and Ohio Railroad, Business Car #903. C0903, 81520

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 office or business car, built by the Pullman Palace Car Company following the specifications of Pullman’s Plan 1111D, Lot 2080, was delivered in March 1895 to the Baltimore and Ohio Southwestern Railroad. The car became part of the merger with the Baltimore and Ohio Railroad (B&O) in 1900. It is a heavy weight car with six wheels per truck, an inside length of 70' 3" and 79' 11" over the buffers, and an overall weight of 182,000 pounds. Originally a wooden car, a trussed steel underframe was added in 1912 and steel sheathing was applied over the original wood sides and ends in 1923. It contains a kitchen and crew quarters in the front. The three bedrooms, dining room and observation room are finished in mahogany. The car slept five passengers and two crew members. The interior, for the most part, reflects the business car’s last days in railroad ownership.

The mahogany paneling in the staterooms has been painted over with an enamel base paint. Two panels are missing in the corridor. Some of the aluminum curtain tie backs are missing, and some decorative wood trim around the windows is missing. The crew’s quarters are in excellent condition with no alterations and the appearance of the two galleys has not altered over time. Freon air conditioning units, added in 1946, are in closets opposite the last galley.

As originally built, in 1895, the car had plush Victorian appointments and possibly Pintsch gas lamps. Modifications and remodeling to keep the appointments in fashion has produced an interior decor suitable to the late 1940s to mid-1950s.

The original wood siding, still under the applied steel sheathing, is extremely dry rotted; the window sills are also dry rotted. The roof leaks and the letter boards and belt rail exhibit buckling from trapped rust pockets. The exterior paint scheme,
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(Added Information: Rolling Stock Inventory, Steamtown National Historic Site)
Lackawanna County, PA

applied by Steamtown Foundation, is incorrect. The decks and sills on both vestibules
are worn and rusted. Paint is peeling from the A-end ice hatches, but the galvanized
metal is in good condition. The B-end whistle is missing and its valve is frozen. On
the B-end the valve and steam connector is missing.

Statement of Significance:
Owned by the Baltimore and Ohio Southwestern Railway, the office car, also named
"Ohio," was renumbered from #198 to #700 in 1899. During the summer of 1900, this
railway and the Baltimore and Ohio Railroad merged. After the merger, the car was
renumbered to #900 in 1902. In 1953, the car received its last number, 903. The
additions of the steel underframe in 1912 and the steel sheathing in 1923 represent
advances in railroad building materials. The history of the car's early use on the B&O
is not known. In 1942 it was designated an "office car" and assigned to the General
Superintendent and the Chief Engineer in the B&O's division of Motive Power and
Engineering. Two years later it was reassigned to the General Manager in Pittsburgh,
PA. In 1954 the car was moved to Baltimore, MD and assigned to the Engineer of
Maintenance of Way. The railroad removed the car from active service and placed it in
storage in 1958, then officially retired it in 1961. In September 1961, the office car
was bought at auction by a private owner and shipped to him during or after February
1962. This owner donated the car to Steamtown Foundation in August 1964.

Except for the dry rot of the original car (under the sheathing), the car is in good
condition and retains its structural appearance for the last years of railroad
ownership. The car meets Criterion A as it represents an aspect of railroad
transportation history. B&O 903 is typical and representative of office cars;
therefore it meets Criterion C.

Bibliography:
Chappell, Gordon. "Special History Study, Flanged Wheels on Steel Rails: The Railroad
Cars of Steamtown." United States Department of the Interior, National Park

2. Historic Name: Central Railroad Company of New Jersey, Boxcar #18049. C18049, 81521
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.
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Description:
Central Railroad of New Jersey (CNJ) boxcar #18049 was built by the American Car and Foundry in Berwick, PA, in 1922. It is a 40-ton, single-sheathed, wood, outside braced boxcar in good condition. It has a steel upper frame and a steel underframe. Inside dimensions are 40’ long; 8’ 6" wide; and 8’ 2" tall, with a 2776 cubic foot / 80,000 pound capacity. The doors are 6’ wide.

Although stripped of paint, the wood and steel are in good condition. The metal frame, Z-bar bracing, undercarriage and metal ends have a scale of rust, but the rust has not corroded through the metal. The wood sides are in fair to good condition with some of the horizontal slats splintered or bowing. The high, vertically mounted brake stem remains in place as do the grab iron style ladders riveted to the side bracing. The AB brake valves were added as a requirement to meet 1945 interchange standards. The ends are of pressed steel and made in two sections then riveted on to the car body. The roof walk, replaced in 1970, is deteriorated.

Statement of Significance:
Boxcar #18049 was in service on the CNJ from 1922 until about 1960. The September 1922 Equipment Register lists the boxcar series 18000 to 18049 with 50 cars in the series. These cars were the continuation of the CNJ’s acquisition of approximately 1,000 forty-foot, wood boxcars. Only 49 more of these boxcars were purchased and added to the expanded series 18000 to 18098. Ninety boxcars from this series were still reported on the CNJ’s roster in April 1954. The October 1962 Equipment Roster lists only seven cars remaining in this series.

In 1964, the Empire State Railroad Museum in Middletown, NY, acquired the car from the CNJ. In 1970, equipment belonging to the Empire State Museum was transferred to Essex, CT, for the newly formed Valley Railroad (VRR). (The Empire State Museum ceased functioning in 1966). The VRR used the boxcar as a shop and store room until 1975. In 1987, ownership was transferred to the Railroad Museum of New England, also in Essex. As part of an exchange of equipment with the Railroad Museum of New England, the National Park Service acquired the boxcar in 1993.

This boxcar meets Criterion A as it is representative of the thousands of boxcars once plying the nation. Specifically, the car represents freight revenue on an anthracite carrying railroad. Boxcars were general service equipment hauling any and all goods shipped via the railroad. Wooden cars in good condition are becoming scarce. Boxcar CNJ 18049 has been little modified and is a good example of outside braced boxcars from 1915 to 1925; therefore it meets Criterion C.
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Bibliography:

Official Railway Equipment Register. Vol. XXXVIII, no. 4, (September 1922), 276-278.


Steamtown NHS Library, Building Files, "CNJ, Boxcar 18049."

3 and 4. Historic Name: Central Railroad Company of New Jersey Railway, Crane #5 and Idler Gondola #92082. Crane: C0005, 81522; Gondola: C92082, 81523

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

Classification: Two contributing structures.


Description:
The crane was built in 1918 by the Bucyrus Company of Ohio with builder's number 220 and model number 150-17. It is capable of lifting 150 tons. The crane is in good condition and exhibits little evidence of deterioration. The lower cover strap on both sides of the boom is bent and ripped from in-service lifts.

The history of the gondola is not known, except that it has been used in conjunction with this crane since at least the mid-1960s, and probably before. This structure is called an "idler gondola" or "equipment gondola." It is a drop end gondola that has been modified to serve the crane in wreck service. The tool bay doors, to carry small parts under the deck, were torch cut, and hinges and hasps welded in place. When the drop ends were cut down, the brake had to be moved. The brake is mounted on channel iron welded to the car's end.

The crane weighs 231,000 pounds and the equipment gondola weighs 24,000 pounds. The extra hooks, lift rigging, and emergency trucks are no longer with the gondola. Both structures are in good condition.
Statement of Significance:
The crane, also called a "big hook," and its idler operated on the CNJ, an anthracite carrier, from 1918 until the 1970s, thus was in wreck train service during the steam era. An idler is coupled to the crane, under the lowered boom, enabling the unit to couple into a train. The idler also served as an equipment car for storing and carrying tools and equipment for cleaning up train wrecks. The crane and idler are unusual pieces of equipment and meet Criterion A as they contribute to railroad history. The crane and gondola are representative of equipment operating in wrecking service and meet Criterion C.

These two pieces were operated, on occasion, in the Scranton, PA, area. This set was purchased from either a private owner or the Central of New Jersey and moved from Elizabethport, NJ to Steamtown Foundation in Riverside, VT in 1976.

Bibliography:

Steamtown NHS Library, Building Files, "CNJ Crane #5."

Steamtown NHS Library, Photograph Files, "CNJ Work Crane #5."

5. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1006. C1006, 81524

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 coach was built by the American Car and Foundry in 1923 as part of the 933-1168 series of coaches ordered by the Central Railroad of New Jersey (CNJ). The exterior length of the coach is 72' 6" and inside length is 62' 3". The car carried 78 passengers.

The period Hale and Kilburn walk-over seats are upholstered in black vinyl that replaces the original mohair upholstery. The baggage racks have been removed as were
the diaphragms. The original wood paneling and lettering has been painted over. The generators are missing, probably sold by Steamtown Foundation.

In July 1993, the 1006 was brought into the Steamtown NHS shop for rehabilitation. The exterior paint has been chemically stripped in preparation for repainting and relettering to represent CNJ livery of the 1930s. The car requires replacement of rusted steel. The vestibule ceilings have been removed and will be repaired or replaced. The vestibule ends required cutting out and replacing rusted portions. The A-end patch is 18" x 15", and the B-end patch is 36" x 28". The B-end patch replaced about the upper one-third of the vestibule end.

Statement of Significance:
Operating for about 130 years, the Central Railroad of New Jersey was formed specifically to haul coal and industrial products; the CNJ also built up an extensive passenger service. The railroad's primary operation was in New Jersey and Pennsylvania. Suburban coaches 1006, 1021, 1022, 1023, 1026, and 1157 were among the 223 passenger coaches ordered by the CNJ from several manufacturers during the mid-1920s. Steamtown Foundation in Bellows Falls, VT, purchased #1006 as part of a winning bid submitted to the CNJ. The car was delivered in mid-1975. The coach was moved to Scranton, PA, when the Foundation relocated its operations to that city. With other equipment, the coach was transferred to the National Park Service in March 1989.

This coach meets Criterion A as it represents steam era passenger service on an anthracite carrier. It is also representative of a common passenger car type called a suburban coach and meets Criterion C.

Bibliography:


Steamtown NHS Library, Building Files, "CNJ, Coaches."

6. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1021. C1021, 81525

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.
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Yard/Dickson Manufacturing Company Site
(Added Information: Rolling Stock
Inventory, Steamtown National
Historic Site)
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 coach was built by the American Car and Foundry in 1923 as part of the 933-1168
series ordered by the Central Railroad of New Jersey (CNJ). Each car carried 78
passengers. The car is 72’ 6” in overall length.

Considering age and subjection to weather, CNJ 1021 is in an overall good condition.
The outside of the coach was painted a maroon color while the inside was painted beige
over brown as part of the Steamtown Foundation’s 1976 Bicentennial celebration. The
roof exhibits prior patches and is deteriorated at the hips. End sheets are rusted
through at the collision posts on both ends. The doors are in poor condition due to
rust and corrosion on steel doors and rot on the replacement wooden doors. Glazing is
missing from a number of windows, but the toilet window is intact. The exterior window
sashes are stainless steel replacements from the late 1940s. The brake valves are not
intact and the diaphragms are gone. The trucks are in good condition. The interior
is in good condition with the exception that the most seat cushions and all seat backs
are missing. The original walk-over seat frames are in place. The light fixtures,
representing the car’s last years on the CNJ are in place, as are the luggage racks.
The original drinking water dispenser is still in place to the left of the door for the
toilet compartment.

Statement of Significance:
Operating for about 130 years, the Central Railroad of New Jersey was formed
specifically to haul coal and industrial products; the CNJ also built up an extensive
passenger service. The railroad’s primary operation was in New Jersey and
Pennsylvania. Suburban coaches 1006, 1021, 1022, 1023, 1026, and 1157 were among
the 223 passenger coaches ordered by the CNJ from several manufacturers during the mid-
1920s. Steamtown Foundation in Bellows Falls, VT, purchased #1021 as part of a winning
bid submitted to the CNJ. The car was delivered in mid-1975. The coach was moved to
Scranton, PA, when the Foundation relocated its operations to that city. With other
equipment, the coach was transferred to the National Park Service in March 1989.

This coach meets Criterion A as it represents steam era passenger service on an
anthracite carrier. It is also representative of a common passenger car type called
a suburban coach and meets Criterion C.
Bibliography:


Steamtown NHS Library, Building Files, "CNJ, Coaches."

7. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1022. C1022, 81526

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 coach was built by the American Car and Foundry in 1923 as part of the 933-1168 series of coaches ordered by the Central Railroad of New Jersey (CNJ). The car is 72' 6" in length and carried 78 passengers. It is in fair condition.

Suburban coach 1022 was inaccurately painted about 1987. The vestibule end sheets and collision posts are riddled with rust at the bases. Vestibule ceilings are pocked with corrosion and holes. The doors are degraded with corrosion. The coach exhibits some rust build-up under the side panel splines, belt line and letter board splines. Rust stains are appearing under the eaves. The interior is painted brown and ivory over the original mahogany. The interior side walls above the windows exhibit water stains indicating that the roof coating is beginning to fail. The heating system is in place. About one-third of the walk-over seat backs are missing. The seats are covered in vinyl.

Statement of Significance:
Operating for about 130 years, the Central Railroad of New Jersey was formed specifically to haul coal and industrial products; the CNJ also built up an extensive passenger service. The railroad's primary operation was in New Jersey and
223 passenger coaches the CNJ ordered from several manufacturers during the mid-1920s. Steamtown Foundation in Bellows Falls, VT, acquired #1022 about mid-1975. The coach was moved to Scranton, PA, when the Foundation relocated its operations to that city in 1984. With other equipment, all the CNJ coaches were transferred to the National Park Service in March 1989.

This coach meets Criterion A as it represents steam era passenger service on an anthracite carrier. It is also representative of a common passenger car type called a suburban coach and meets Criterion C.

Bibliography:


Steamtown NHS Library, Building Files, "CNJ, Coaches."

8. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1023. C1023, 81527

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 coach was built by the American Car and Foundry in 1923 as part of the 933-1168 series of coaches ordered by the Central Railroad of New Jersey (CNJ). The car is 72 ' 6" in length and carried 78 passengers. The car is in fair condition.
Suburban coach 1023 has two wooden doors that are rotting and the other two are missing. The vestibule end sheets are riddled with rust under the eaves and down through the corner posts. Bases of the collision posts are rusted through. The sides are in good condition with a rust build-up in evidence under the eaves, or hip line.

The splines over the belt line and the side panels show some buckling from accumulations of rust. The interior exhibits indications of roof leaks with flaking ceiling paint and sagging cove molding. The luggage racks are in place as are the toilet compartment and the drinking water dispenser. The light fixtures are missing. The floor is in fair condition. The CNJ’s last mechanical inspection is recorded on the brake cylinder as July 1975, just prior to its movement to Vermont.

Statement of Significance:
Operating for about 130 years, the Central Railroad of New Jersey was formed specifically to haul coal and industrial products; the CNJ also built up an extensive passenger service. The railroad’s primary operation was in New Jersey and Pennsylvania. Suburban coaches 1006, 1021, 1022, 1023, 1026, and 1157 were among the 223 passenger coaches the CNJ ordered from several manufacturers during the mid-1920s. Steamtown Foundation in Bellows Falls, VT, purchased #1023 as part of a winning bid submitted to the CNJ. The car was delivered in mid-1975. The coach was moved to Scranton, PA, when the Foundation relocated its operations to that city in 1984. With other equipment, all the coach was transferred to the National Park Service in March 1989.

This coach meets Criterion A as it represents steam era passenger service on an anthracite carrier. It is also representative of a common passenger car type called a suburban coach and meets Criterion C.

Bibliography:


Steamtown NHS Library, Building Files, "CNJ, Coaches."
United States Department of the Interior
National Park Service

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9. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1026.  C1026, 81528

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 coach was built by the American Car and Foundry in 1923 as part of the 933-1168 series of coaches ordered by the Central Railroad of New Jersey. The car is 72’ 6” in length and carried 78 passengers. The car is in fair condition.

Suburban coach 1026 was inaccurately painted about 1987. The vestibule end sheets and collision posts are riddled with rust at the bases. Vestibule ceilings are pocked with corrosion and holes. The wood doors are deteriorated with rot. The coach exhibits some rust build-up under the side panel splines, belt line and letter board splines. Rust stains are appearing under the eaves. The interior is painted brown and ivory over the original mahogany. The interior side walls above the windows exhibit water stains indicating the roof coating is beginning to fail. The heating system is in place. The walk-over seats are covered in vinyl.

Statement of Significance:

Operating for about 130 years, the Central Railroad of New Jersey was formed specifically to haul coal and industrial products; the CNJ also built up an extensive passenger service. The railroad’s primary operation was in New Jersey and Pennsylvania. Suburban coaches 1006, 1021, 1022, 1023, 1026, and 1157 were among the 223 passenger coaches the CNJ ordered from several manufacturers during the mid-1920s. Steamtown Foundation in Bellows Falls, VT, purchased #1023 as part of a winning bid submitted to the CNJ. The car was delivered in mid-1975. The other two coaches were delivered to Bellows Falls about the same time as #1023. The coaches were moved to Scranton, PA, when the Foundation relocated its operations to that city in 1984. With other equipment, all three coaches were transferred to the National Park Service in March 1989.

This coach meets Criterion A as it represents steam era passenger service on an anthracite carrier. It is also representative of a common passenger car type called a suburban coach and meets Criterion C.
10. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1157. C1157, 81529

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 Central Railroad of New Jersey (CNJ) by the Bethlehem Steel Company's Harlan Works in 1926, this coach #1157 was assigned to the 933-1168 series. It seated 78 passengers on Hale and Kilburn walk-over seats that are in place. The upholstery is a recent black vinyl replacement for the original dark mohair upholstery. The doors (one wood replacement and three steel period doors) are in poor condition due to rot and rust, and the door posts are rusted through. The ceiling panels, warped from water damage, were replaced in May 1993 with two layers of 1/8" commercial wall-paneling. The ceiling was painted ivory to match the present, albeit incorrect, paint on the cove molding. The original wood interior, mahogany with a lighter inlay, is intact, and where it is not painted over, the varnish appears original. Luggage racks, light fixtures, globes, and steam heat pipes are in place. The floor appears to be the original Flexolith with a recent coat of paint. Safety glass replaces the original
glazing. In the spring of 1992, the exterior was repainted correct Pullman green with
gold lettering. The original trucks for CNJ 1157 are under CNJ 1022.

Statement of Significance:
Operating for about 130 years, the Central Railroad of New Jersey was formed
specifically to haul coal and industrial products; the CNJ also built up an extensive
passenger service. The railroad’s primary operation was in New Jersey and
Pennsylvania. Suburban coaches 1006, 1021, 1022, 1023, 1026, and 1157 were among the
223 passenger coaches ordered by the CNJ from several manufacturers during the mid-
1920s. Steamtown Foundation in Bellows Falls, VT, acquired #1157 in 1978. The coach
was moved to Scranton, PA, when the Foundation relocated its operations to that city.
With other equipment, the coach was transferred to the National Park Service in March
1989.

This coach meets Criterion A as it represents steam era passenger service on an
anthracite carrier. It is also representative of a common passenger car type called
a suburban coach and meets Criterion C. It is in good condition and retains its
integrity as a standard passenger coach.

Bibliography:
Chappell, Gordon. "Special History Study, Flanged Wheels on Steel Rails: The Railroad
Cars of Steamtown." United States Department of the Interior, National Park

Morgan, Mark. "Central Railroad of New Jersey Suburban Coach No. 1157, Historic

11. Historic Name: Delaware, Lackawanna and Western Railroad, Baggage-Express Car #2065.
   C2065, 81530

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:
Number 2065 is an electrically lighted, all-steel car built by the American Car and
Foundry, Berwick, PA, in May 1926 and initially assigned to the Lackawanna Railroad’s 2000-2109 series. The car is 64’ 5” in length and weighs 110,200 pounds.

The baggage car has undergone some minor changes, but is in an overall good condition. Only one pair of ventilators remain on the bullnose roof from the original seven pairs. The roof covering caps off where the ventilators were located but the gratings are evident inside the car. The interior is steel lined with a wood floor. Battery boxes remain in place and the steam heating pipes and covers are also in place. The exterior paint, probably applied in the mid-1980s by Steamtown Foundation, is peeling. Rust stains and peeling paint are evident along the riveted roof line and the letter boards. Rippling and some holes are forming in the side panels where they meet the side sills.

Inside length: 59’ 11 3/4”
Inside width: 9’ 1 7/8”
Inside height: 9’ 6 1/2”
Extreme length: 64’ 5”

Statement of Significance:
Baggage-express cars carried passengers’ baggage and shipped parcels. They were customarily coupled directly behind the locomotive and served as buffers between the locomotive and the passenger coaches. This car spent its revenue career on the Delaware, Lackawanna and Western Railroad and was part of the 1960 merger of the Erie and Lackawanna Railroads. Initially, the car was part of the Lackawanna’s 2000-2109 series. By 1943 it was reassigned to the 2065-2109 series along with 43 other baggage-express cars from the original series. After the merger of the two Class I railroads, the car was repainted and renumbered to Erie-Lackawanna #306 in 1965. In 1986 or 1987, Steamtown Foundation painted the car in an incorrect grey and maroon color scheme and gave the car number "2085." That now gives rise to questioning the car’s correct and original number: either 2085 or 2065.

Baggage car #2065 is in good condition and meets Criterion A as it represents an aspect of steam era passenger service on an anthracite railroad. The car retains its operating system and original design, thus it is representative of baggage-express cars and meets Criterion C.

Bibliography:


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

12. Historic Name: Delaware, Lackawanna and Western Railroad, Baggage-Express Car #2067.
   C2067, 81531

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:
Number 2067 is an electrically lighted, steam heated, all-steel car built by American Car and Foundry, Berwick, PA, in April 1926 and initially assigned to the Lackawanna Railroad's 2000-2109 series. The car is 64' 5" long and weighs 110,000 pounds.

Although exhibiting signs of lack of care, the car is in good physical condition. Except for the paint scheme, this baggage car retains its early exterior configuration. The paint, applied during the 1950s, is failing thus allowing rust and corrosion to set in. Rust is forming on the side panels. The panels are being distorted by rust pockets forming on the side sills and pushing the panels outward. The collision post covers are also distorted by the rust pockets. The roof coating is gone, exposing the steel roof. The four wooden baggage doors, (two on each side), are showing signs of rot and the windows are replacements.

Just behind the last pair of baggage doors, the railroad added a plywood wall creating a compartment for storage and clothing lockers. This compartment also has an added stall for a toilet/washroom and a closet. Grab bars have been attached to the walls and ceiling. Its appearance and lack of paint layers suggest that this compartment was created after the 1960 merger of the Erie and the Lackawanna. Overall, the interior is in good condition. It is steel lined with a wooden floor. Paint on the sides and roof is flaking, revealing several layers in several colors.

Inside length: 59' 11 3/4"  
Inside width: 9' 1 7/8"
Statement of Significance:
Baggage-express cars carried passengers' baggage and shipped parcels. They were customarily coupled directly behind the locomotive and served as buffers between the locomotive and the passenger coaches. This car spent its revenue career on the Delaware, Lackawanna and Western and was part of the 1960 merger of the Erie and Lackawanna Railroads. Initially, the car was part of the Lackawanna's 2000-2109 series. By 1943 it was reassigned to the 2065-2109 series along with 43 other baggage-express cars from the original series. After the merger of the two Class I railroads, the car was renumbered to Erie-Lackawanna #251 in 1965. With the renumbering, a five-pointed star, signifying that this car carried a messenger, was also added under the number. The presence of a messenger would explain the addition of the compartment and comfort facilities.

Baggage car #2067 is in good to very good condition. It meets Criterion A as it represents an aspect of steam era passenger service on an anthracite railroad. The car retains its operating system and original exterior design, thus it is representative of baggage-express cars and meets Criterion C.

Bibliography:


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

13. Historic Name: Delaware, Lackawanna and Western Railroad, Boxcar #43651. C43651, 81532

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:
Delaware, Lackawanna and Western (DL&W) boxcar #43651 is a conventional 36-foot, 40-ton, double sheathed wood boxcar once seen in common service on the nation's railroads. Built in 1922 with a steel underframe, the inside dimensions are 36' 4 5/8" long, by 8' 6" wide, by 8' 2" high. The exterior length is 36' 8 5/8." The side doors are 6' wide.

The boxcar could carry up to 2474 cubic feet or 80,000 pounds of material. Number 43651 was in the series 43500 to 43999 of 500 boxcars.

This boxcar is in good condition, although the yellow paint is failing allowing for some wood rot and rust to take hold. Some of the vertical exterior sheath is splintering and exposing the under sheathing. The steel door frames and hardware exhibit some corrosion and the bottoms of the door sheathing have rotted. One side is missing the door track hardware. The steel roof and pressed steel ends are beginning to rust as the paint failure allows moisture to penetrate the substrate.

Statement of Significance:
The DL&W operated its largest fleet of freight equipment during the 1920s. Delaware, Lackawanna and Western boxcar 43651, built in 1922, was part of this fleet and part of the railroad's last order for 36-foot boxcars. In 1922, the railroad reported 2,784 forty-ton capacity boxcars and 12,958 boxcars of thirty-ton capacity. As the wooden boxcars aged, they were replaced with steel cars.

During the mid to late-1950s, this boxcar was removed from revenue service and acquired by the Norton Abrasive Company in Worcester, MA. The sale was possibly brokered by a railroad equipment dealer. Norton operated a number of older style, used boxcars on its inter-plant railroad. Norton renumbered the car from 43651 to 309 and painted it a bright yellow. This car became the property of the Railroad Museum of New England when that organization undertook to preserve the best of Norton's rapidly aging fleet of freight equipment. The boxcar was moved to Essex, CT, in 1980 or 1981. As part of an arrangement to exchange equipment, the National Park Service acquired the car in 1993, from the Railroad Museum of New England.

Boxcars carried unlimited kinds of goods, except for coal. Wood freight equipment is becoming rare. DL&W boxcar #43651 is in good condition and is very significant as it has returned to a home road yard. The boxcar meets Criterion A through its representation of commerce and railroad transportation history. The car retains its operating system and original design, thus it is representative of wooden boxcars and meets Criterion C.
Bibliography:

Official Railway Equipment Register. Vol. XXXVIII, no. 4, (September 1922), 289-293.

Steamtown NHS Library, Building Files, "DL&W Boxcar 43651."


14. Historic Name: Delaware, Lackawanna and Western Railroad, Caboose #889. C0889, 81533

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 all-steel caboose, one of sixty in the series 851-910, was built in the Delaware, Lackawanna and Western Railroad’s (DL&W) Keyser Valley Shops near Scranton, PA, and outshopped in September 1952. Railroad mechanics and craftsmen built the cabooses in this series on steam locomotive tender frames from scrapped 2100 and 2200 series locomotives originally built between 1922 and 1927. Except for some railroad operations changes the caboose retains its integrity. The brake wheel was changed after 1966 (the casting is "AAR 1966"). Conrail painted the caboose, changed the dry hopper toilet to an air operated septic system, put in plexiglass glazing, and protected the windows with rock screens. The interior layout is unchanged. The original wood floor, three tool lockers, desk, and water tank are in place.

Statement of Significance:
After the merger of the Erie and the Lackawanna, this caboose became Erie-Lackawanna 889, and then became Conrail #19905 after 1976. The National Park Service received the caboose as a donation from the Lackawanna and Wyoming Valley Chapter of the National Railway Historical Society in September 1990. Except for railroad-instituted changes, which were required by federal policy or safety regulations, the caboose is in excellent condition and retains its essential as-built integrity.

Although the caboose was not built until 1952, the structure meets Criterion A and is significant as it represents an anthracite railroad during the last few years of the steam era. Also, the caboose was made from cannibalized parts of a steam locomotive.
tender and demonstrates railroad economics as well as the skill levels of the craftsmen. The car retains its operating system and original design, thus it is representative of cabooses in general and those built by the DL&W specifically and meets Criterion C.

Bibliography:
Steamtown NHS Library, Building Files, "DL&W, Caboose 889."

Taber, Thomas T. and Thomas T. Taber, III. The Delaware, Lackawanna & Western Railroad in the Twentieth Century, 1899-1960, Part Two, Muncy, Pa.; By the Author, 504 South Main, 1981, 707-709.

15. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #315. C0315, 81534

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 suburban passenger coach was completed on January 17, 1925 by the Pullman Car and Manufacturing Company for the Delaware, Lackawanna and Western Railroad (DL&W). It could seat 82 passengers. Five years later, the DL&W contracted with the American Car and Foundry Company to rebuild this car, along with many others, into an electric trailer coach for suburban commuter service. The car is all-steel with four-wheel trucks and is in good condition.

The car’s dimensions are:
Inside length: 58’ 10 1/2”
Inside width: 9’
Inside height: 8’ 4”
Light weight after conversion: 106,200 pounds

Electric passenger trailer 315 is in fair to good overall condition. It retains its historic integrity as a coach operating in commuter service. It is still in its Pullman Green paint scheme. The paint is failing and allowing rust to form. Minor, penetrating rust is appearing on some of the side panels. Rust pockets are forming under the window sills and the window frames. The aluminum window frames were probably
installed by Conrail. The glazing is incorrect. The roof coating has failed, allowing rust to form. Both the front and rear vestibules exhibit the corrosion problems at the base of the end sheets, collision posts, and side posts. The end sheets have railroad applied patches. The vestibules exhibit active rust where the walls and floor meet. The rusted steps have some small holes. The motorman’s compartment is intact. The headlight is complete. The ladders to the clerestory and the clerestory platforms remain. The side markers (four) are missing only one lens. The interior was repainted during January 1981, as noted in the A-end electrical cabinet. Paint is peeling from the steel interior. Luggage racks and advertising panels are in place. The B-end electrical cabinet is complete with the breakers and fuses in place. The A-end electrical cabinet is complete with switches for car lights and heating. The heating conduits are in place. The walk-over seat frames are correct, but the blue vinyl upholstery is a late replacement, as are the pull-down blue vinyl window shades. The fans added by the DL&W in 1954 are in place. Most of the light fixtures and globes remain.

Statement of Significance:
The DL&W initially purchased a large number of all-steel cars for steam powered passenger service with plans to convert them when the railroad electrified its New York area suburban service in 1930. After the planned modifications, the cars were assigned to commuter service in northern New Jersey. The cars were pulled or pushed by a power car with pantographs contacting overhead wires. They were called "multiple units" or "MUs" as they ran in groups of two, four or six. These MUs were renumbered to the 2200 series after the electric conversion - #315 became 2215 during September 1930. In the 1950s, the cars were assigned to the 3200 series, then to the 3000 series after the 1960 merger with the Erie. The last two digits always remained the same. The cars were acquired as part of the 1976 Conrail acquisition. On January 1, 1983, NJ Transit took over Conrail’s commuter lines and related equipment. NJ Transit immediately upgraded service and equipment, which meant retiring this fifty-eight-year-old Lackawanna coach. By early 1985, this coach, along with eight other former DL&W MUs, were owned by Steamtown Foundation.

This passenger coach meets Criterion A and is significant as it represents the passenger service of an anthracite freight hauler as well as the railroad’s response to the shifting needs of passenger service throughout the steam era. It is also representative of a common passenger commuter car and meets Criterion C.

Bibliography:

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

Taber, Thomas T. and Thomas T. Taber, III. The Delaware, Lackawanna & Western Railroad in the Twentieth Century, 1899-1969, Part Two, Muncy, Pa.: By the Author, 504 South Main, 1981, 680-682.

16. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #320. C0320, 81535

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 suburban passenger coach was completed on January 17, 1925 by the Pullman Car and Manufacturing Company for the Delaware, Lackawanna and Western Railroad (DL&W). Five years later, the DL&W contracted with the American Car and Foundry Company to rebuild a large series of cars into electric trailer coaches for suburban commuter service. The car is all-steel running on four-wheel trucks and has an 82 passenger seating capacity.

Car number 320 is in fair to good condition. The undercarriage made up of the side sills, center sill, and floor pan appears in good condition. The brake rigging and the trucks are missing some small parts. Electrical boxes and switches remain on the right side. The exterior green paint, probably applied by the railroad, has failed as has the roof coating. The car body and roof have a scale of rust. On the front end, the vestibule end sheets and decking have penetrating rust and railroad applied patches are evident. The motorman’s seat is intact. The pilot is in place. The rear, or B-end, vestibule has deteriorated more than the front. The collision posts have striated rust where they meet the vestibule floor; the floor is riddled with holes and striations; holes have penetrated the stairs and portions of the stairs are cracked.

Car number 320 retains many of its appointments and configuration representing electrified commuter service. The outside ladders and platforms on the roof are in place. Although the lenses are missing from the marker lights the mounting brackets are in place. The flag stanchions remain. The headlight is missing, but the twin air horns are intact. The windshield wiper arm is in place in front of the motorman’s box. The interior is painted grey from the window sills up and red/orange below the window.
sills. This may well be the paint applied about 1945 when the car was on the Lackawanna. Paint is peeling off in large sheets from portions of the cove molding. The window frames are aluminum and the glazing is tempered glass. The frames and glass were probably installed by the railroad in 1967. All the seat frames appear present, but all cushions and backs have been removed. The floor is in fair condition.

Inside length: 58' 10 1/2"
Inside width: 9'
Inside height: 8' 4"
Light weight after conversion: 105,800 pounds

Statement of Significance:
The DL&W initially purchased this car for main line passenger service operation. When the railroad electrified its New York City suburban service in 1930, the car was modified and shifted to the northern New Jersey commuter area. After conversion, all cars assigned to commuter service were renumbered to the 2000 series, and, again, to the 3000 series in the 1950s. This car became 2220 in September 1930. The cars were in service through the several reorganizations of the railroads. They become Erie-Lackawanna when those two railroads merged, later went to Conrail, and finally to NJ Transit. All this was done without the cars changing location.

Steamtown Foundation purchased this car as part of a large group from NJ Transit. They were on site in Scranton by early March 1985. The cars were turned over to the National Park Service in 1989.

This coach, #320, remained in commuter service almost sixty years, and retains its appearance as a 1930s multiple unit commuter coach. It is representative of a common passenger commuter car and meets Criterion C. Number 320 also meets Criterion A and is historically significant as it represents the passenger service of an anthracite freight hauler as well as the railroad’s response to the shifting needs of passenger service throughout the steam era.

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.
United States Department of the Interior
National Park Service

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17. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #333. C0333, 81536

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 suburban passenger coach was completed on January 26, 1925 by the Pullman Car and Manufacturing Company for the Delaware, Lackawanna and Western Railroad (DL&W). It could seat 82 passengers. Five years later, the DL&W contracted with the American Car and Foundry Company to rebuild this car, along with many others, into an electric trailer coach for commuter service. The car is all-steel with four-wheel trucks and is in good condition.

The car's dimensions are:

Inside length: 58' 10 1/2"
Inside width: 9'
Inside height: 8' 4"
Light weight after conversion: 106,200 pounds

Electric passenger trailer 333 is in fair overall condition and retains its structural integrity as a coach operating in commuter service. It is in the orange and cream paint scheme of the New Jersey Transit Authority. The paint is fading and scaling, allowing a rust to form along the car body. Rust is building up under the splines and the belt line. The window frames are beginning to deteriorate. Both vestibules exhibit damage where rust has eaten through the base of the end sheets and collision posts. The B-end has in-service patches. The steps have small rust holes.

The coach has bi-fold doors. Most of the motorman's controls are in place. The head lamp, marker lights, flag stanchions, horns, pilot, ladders, and clerestory platforms, all added during the 1930 rebuild, are in present. As noted in the interior A-end electrical cabinet, the interior was repainted in 1979. There is some paint peeling from the cove molding. Wood window sills show moisture damage from open or ill-fitting windows. Some of the glass windows are broken and the plexiglass windows are cloudy. Window shades are blue vinyl. Most of the light fixtures and globes are in place. The fans added in 1954 are present. The electrical breaker boxes in both ends are in
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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

place. Luggage racks and advertisement panels are in place. The walk-over seat frames are present, but all seat backs and cushions are missing. The heating system remains.

Statement of Significance:
The DL&W initially purchased a large number of all-steel cars for steam powered passenger service with plans to convert them when the railroad electrified. The railroad electrified its New York area suburban service in 1930. After the planned modifications, the cars were assigned to commuter service in northern New Jersey. The cars were pulled or pushed by a power car with pantographs contacting overhead wires. They were called "multiple units" or "MUs" as they ran in groups of two, four or six. These MUs were renumbered to the 2200 series after the electric conversion - #333 became 2233 during September 1930. In the 1950s, the cars were assigned to the 3200 series, then to the 3000 series after the 1960 merger with the Erie. The last two digits always remained the same. The cars were acquired as part of the 1976 Conrail acquisition. On January 1, 1983, NJ Transit took over Conrail's commuter lines and related equipment. NJ Transit immediately upgraded service and equipment, which meant retiring this then-58-year-old Lackawanna coach. By early 1985, this coach, along with eight other former DL&W MUs, were owned by Steamtown Foundation.

This passenger coach meets Criterion A and is significant as it represents the passenger service of an anthracite freight hauler as well as the railroad's response to the shifting needs of passenger service throughout the steam era. It is also representative of a common passenger commuter car and meets Criterion C.

Bibliography:

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

Taber, Thomas T. and Thomas T. Taber, III. The Delaware, Lackawanna & Western Railroad in the Twentieth Century, 1899-1960, Part Two, Muncy, Pa.: By the Author, 504 South Main, 1981, 680-682.

18. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #681. C0681, 81537

Location: Steamtown National Historic Site; Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Co. Site; City of Scranton, Lackawanna County, Pa.
United States Department of the Interior  
National Park Service  

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Classification: One contributing structure.  


Description:  
Coach #681 was built for the Delaware, Lackawanna and Western Railroad (DL&W) by the Pullman Car Company in March 1917. It became part of a large group of coaches that the DL&W had American Car and Foundry rebuild (in 1930) into electric trailer commuter coaches. After rebuilding, the car was assigned #2333 on September 17, 1930. It is a 70-foot, all-steel coach in fair condition.  
The coach is in its NJ Transit orange and cream paint scheme. Pockets of rust are starting to build up along the letter boards, belt rail and base of the side panels. The side marker lights are in place. The headlight is missing, but the headlight bracket remains. The roof coating has deteriorated and scaling rust is forming. The end sheets of both vestibules have some corrosion. Additional treads were added to the stairs to cover active rust. The vestibules have bi-fold end doors.  
The interior is sound with no evidence of leaks. It was repainted in November 1979. The windows are aluminum framed, put in during Conrail’s ownership. The glazing consists of plexiglass or plywood. The A-end electrical cabinet is in place. The B-end electrical cabinet and toilet compartment are in place. The lights are placed along the side just under the clerestory. A few fixtures remain, but all the globes are missing or broken. Only one of the four fans installed in 1954 remains. The walk-over seats are covered in orange vinyl. The pull down window shades are blue vinyl.  

Inside length: 59’ 11 5/16”  
Inside width: 8’ 11 13/16”  
Inside height: 9’ 7 3/4”  
Light weight after conversion: 108,500 pounds  

Statement of Significance:  
This car joined a large number of other cars selected for conversion to electrical commuter service in the northern New Jersey and New York City area. The DL&W electrified its commuter service in 1930. Cars adapted and assigned to this service were pulled or pushed by a power car with pantographs contacting overhead wires. They were called “multiple units” or “MUs” as they ran in groups of two, four, or six. Originally numbered as 618, the car became #2333 after electrical conversion. It retained #2333 after the 1960 merger of the Erie and the Lackawanna Railroads. Conrail took over the northeastern railroads in 1976. On January 1, 1983, New Jersey Transit Authority took over Conrail’s commuter lines and related equipment. The car was renumbered to 4333 on NJ Transit. NJ Transit immediately upgraded service and
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

equipment, which meant retiring a fleet of Lackawanna coaches. Steamtown Foundation in Scranton, PA, owned this coach and nine other former DL&W MUs, in early 1985. It was turned over to the National Park Service in 1989.

Structurally sound and retaining some of its 1930 appliances, this coach meets Criterion A as it represents a form of passenger service by an anthracite carrying railroad. It is also a typical representative of a common passenger commuter car and meets Criterion C.

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.

Taber, Thomas T. and Thomas T. Taber, III. The Delaware, Lackawanna & Western Railroad in the Twentieth Century, 1899-1960, Part Two, Muncy, Pa.: By the Author, 504 South Main, 1981, 680-682.

19. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #705. C0705, 81538

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:
Coach #705 was built as a suburban coach for the Delaware, Lackawanna and Western Railroad (DL&W) by the Pullman Car Company in November 1920. It became part of a large group of coaches that the DL&W had American Car and Foundry rebuild into electric trailer commuter coaches. After rebuilding, the car was assigned #2357 on December 21, 1929. It is an all-steel coach in fair condition.
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This coach retains its configuration from the 1930 rebuild. The car is still in its last Pullman green paint. The paint is failing allowing, the car body to rust and some of the rust is beginning to invade the body. Still visible on the letter boards is "Erie Lackawanna" with the "Erie" added off-center in front of "Lackawanna." The name was changed after the 1960 merger. The roof coating is beginning to fail. Both vestibules are starting to rust where the walls and floor meet. The right rear stairway has pulled loose. All ladders, roof platforms, headlights and horns are in place. All the markers lights, including their lenses, are intact.

The front vestibule is intact. The motorman's pull down seat, the electrical control mechanisms, and even the volt meter, defroster pipe, and windshield wiper remain. The window frames are deteriorated from active rust. The interior of the car is in fair condition. Paint is hanging in sheets from the painted metal walls and ceiling. The interior was repainted in November 1976 as documented by a notation in the A-end electrical cabinet. Below the windows is a vivid medium blue, from the window sills up to the cove molding is a light blue, and the ceiling is grey. Aisle sides of the seats match the medium blue. The electrical cabinet remains equipped with breakers and fuses labelled for the headlight, brakes, whistle, and other devices. The floor is in fair condition. Electric heat pipes snake along the side walls and under the seats. The seat frames are scaling with rust. Some of the original rattan seats still in the car are in poor to fair condition. The wood window sills are exhibiting signs of rot. Missing and ill-fitting windows have let in water. The window frames are aluminum, possibly installed during Conrail's ownership. All the plexiglass glazing is cloudy, some glazing is replaced with plywood. Although painted blue, the luggage racks and advertising panels are in place. All four fans, added in 1954, are extant. The ceiling light fixtures and globes are also present. The toilet compartment remains in the B-end along with the electrical cabinet with switches marked for interior lighting and heating.

Inside length: 59' 11 3/8"
Inside width: 8' 11 3/4"
Inside height: 9' 7 3/8"
Light weight after conversion: 109,800 pounds

Statement of Significance:
This car joined a large number of other cars selected for conversion to electrical commuter service in the northern New Jersey and New York City area. The DL&W electrified its commuter service in 1930. Cars adapted and assigned to this service were pulled or pushed by a power car with pantographs contacting overhead wires. They were called "multiple units" or "MUs" as they ran in groups of two, four, or six. Originally numbered as 705, this car became #2357 after electrical conversion. It retained #2357 after the 1960 merger of the Erie and the Lackawanna Railroads. Conrail
took over the northeastern railroads in 1976. On January 1, 1983, New Jersey Transit Authority took over Conrail's commuter lines and related equipment. The car was renumbered to 4357 on NJ Transit. NJ Transit immediately upgraded service and equipment, which meant retiring a fleet of Lackawanna coaches. Steamtown Foundation in Scranton, PA, owned this coach and nine other former DL&W MU's, in early 1985. It was turned over to the National Park Service in 1989.

Structurally sound, retaining its 1930 appliances, plus the circa 1960 off-centered "Erie" marking, makes this coach interesting as forty years of railroad history is in evidence. It is a typical representative of a common passenger commuter car and meets Criterion C. It also meets Criterion A as it represents a form of passenger service by an anthracite carrying railroad.

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.

Taber, Thomas T. and Thomas T. Taber, III. The Delaware, Lackawanna & Western Railroad in the Twentieth Century, 1899-1960, Part Two, Muncy, Pa.: By the Author, 504 South Main, 1981, 860-862.

20. Historic Name: Delaware, Lackawanna and Western Railroad, Gondola #68528. C68528, 81573

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 gondola was built by the American Car and Foundry Company’s Berwick, PA, plant during September and October of 1951 for the DL&W’s series 68500 to 68999. The car is steel with solid sides and drop-ends and a level, wood floor.
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Inside dimensions: Length 52' 6"
    Height 3' 3"
    Pounds 140,000 (70 tons)
Outside dimensions: Length 54' 8"
    Height from rails 7'
    Width 9' 6"
    Cubic feet 1647
    Width 10' 7"

Beams, stringers, and decking of the floor are missing or rotted. The A-end, drop-end is cracked along the lower rib and green paint shows through indicating that the end is a replacement from a Penn Central gondola. The cut lever on this end is not period. The Pennsylvania Railroad trucks could have been added to the car anytime it was shopped for a mechanical overhaul.

The gondola is in good, road worthy condition and was in service up to the time Conrail donated the car to Steamtown NHS in March 1993. It is painted and lettered for Conrail.

Significance:
The car was renumbered to Erie-Lackawanna 12528 after the 1960 merger of the Erie and the Lackawanna railroads. Later, it became Conrail 510545. This DL&W gondola, one of two gondolas at the site, is significant and meets Criterion A as it represents steam era service on an anthracite carrying railroad. The railroad would have loaded the gondola with rough lumber, steel, and other bulk loads; hence this freight car demonstrates a facet of freight service other than coal hauling. The gondola also meets Criterion C as it is typical of thousands of gondolas once on freight service.

Bibliography:


Steamtown NHS Library, Building Files, "DL&W, Gondola 68528."

Taber, Thomas T. and Thomas T. Taber, III. The Delaware, Lackawanna & Western in the Twentieth Century, 1899-1960, Part Two, Muncy, Pa.: By the Author, 504 South Main, 1981, 708-709.

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21. Historic Name: Delaware, Lackawanna and Western Railroad, Hopper Car #81178. C81178, 81574

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: Delaware, Lackawanna and Western (DL&W) hopper #81178 was built between 1910 and 1919 and assigned to the 81000-81799 series. It is a twin-bay, bottom-dump, 30-foot steel hopper with a carrying capacity of 1880 cubic feet or 110,000 pounds. It retains the original brake rigging specification plate. The hopper shows in-service, railroad modifications. The trucks are replacements; one is marked for the Grand Trunk Western Railway and dated 1929. The year "1951" is cast into the coupler, and the years "1946" and "1947" are noted in the castings for the brake valves. The drawhead is bent and has a railroad applied brazed repair. The hopper suffers from rust and weathering that has pocketed and chewed into the panels and ribs, producing a hopper now in poor condition.

Statement of Significance:
The 1929 Official Railway Equipment Register lists a total of 7766 hoppers owned by the DL&W and 798 in the 81000-81799 series. By 1960, the total number of hoppers was much reduced and no hoppers were listed on the roster from the 81000-81799 series. It is not known when this car was removed from the DL&W's roster. Steamtown NHS purchased the hoppers (#81178, #82209, and #82597) in a lot of for $5000 total from Enid Baumann, Childs, PA, in May 1992, and moved the equipment to the park the following September. The hoppers had been the property of Baumann's scrap yard for a number of years. Hoppers, vernacularly called "coal cars," were the primary freight cars of the anthracite dependent railroads.

This hopper, although in poor condition, is a rare style and is on its home road property. It meets Criterion A as it represents the revenue basis of the DL&W, a steam era anthracite carrying railroad. Although considered a rare style, this hopper meets Criterion C as it represents 798 hoppers that once ran on the DL&W railroad.

Bibliography:


Steamtown NHS Library, Building Files, "DL&W Hoppers."

22. Historic Name: Delaware, Lackawanna and Western Railroad, Hopper Car #82209. C82209, 81575

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 twin bay, bottom-dump hopper was built between 1920 and 1929 as part of the Delaware, Lackawanna and Western's (DL&W) hopper series 82209-83299. It is a steel, 33-foot hopper with a maximum capacity of 1950 cubic feet or 100,000 pounds. The car has its original Ajax brake wheels. It has riveted external ribs. Hopper #82209 has one replacement Gould truck marked for the Lehigh and New England Railroad, 1947. The other truck is marked for the DL&W, possibly in 1929. This hopper, or vernacularly called "coal car," has a repacked date of "1-32-29" visible on the A-end, left side corner sill. The car exhibits general body deterioration including areas where rust has eaten through the body and ribs.

Statement of Significance:
This hopper, identical in use and appearance to DL&W hopper #82597, represents equipment common and necessary for a coal-hauling railroad during the steam era. In 1929, the Official Railway Equipment Register listed a total of 7766 hopper cars owned by the DL&W and 1497 hoppers in the 81800-83299 series; by 1960 only 19 remained in this series. It is not known when these cars were removed from the DL&W's roster. Steamtown NHS purchased the hoppers (#81178, #82209, and #82597) in a lot of for $5000 total from Enid Baumann, Childs, PA, in May 1992 and moved the equipment to the park the following September. The hoppers had been the property of Baumann's scrap yard for a number of years.
The hopper, although in poor condition, is on home road property and is a typical representative of once common coal-carrying cars, thus it meets Criterion C. It meets Criterion A as it represents the original revenue basis of the DL&W, a steam era, anthracite carrying railroad.

Bibliography:


Steamtown NHS Library, Building Files, "DL&W Hoppers."

23. Historic Name: Delaware, Lackawanna and Western Railroad, Hopper Car #82597. C82597, 81556

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 twin bay, bottom-dump hopper was built between 1920 and 1929 as part of the Delaware, Lackawanna and Western's (DL&W) hopper series 82209-83299. It is a steel, 33-hopper with a maximum capacity of 1950 cubic feet or 100,000 pounds. The car has its original Ajax brake wheels. It has riveted external ribs. Hopper #82597 has Gould trucks marked for the DL&W with 1939 dates. The car exhibits general body deterioration including areas where rust has eaten through the body and ribs.

Statement of Significance:

This hopper, identical in use and appearance to DL&W hopper #82209, represents equipment common and necessary for a coal-hauling railroad during the steam era. In 1929, the Official Railway Equipment Register listed a total of 7766 hopper cars owned by the DL&W and 1497 hoppers in the 81800-83299 series; by 1960 only 19 remained in this series. It is not known when these cars were removed from the DL&W's roster. Steamtown NHS purchased three hoppers (#81178, #82209, and #82597) in a lot for $5000
total from Enid Baumann, Childs, PA, in May 1992 and moved the equipment to the park the following September. The hoppers had been the property of Baumann's scrap yard for a number of years.

The hopper, although in poor condition, is on home road property and is a typical representative of once common coal-carrying cars, thus it meets Criterion C. It meets Criterion A as it represents the original revenue basis of the DL&W, a steam era, anthracite carrying railroad.

Bibliography:


Steamtown NHS Library, Building Files, "DL&W Hoppers."

24. Historic Name: Delaware, Lackawanna and Western Railroad, Postal Storage Car #2054. C2054, 81557

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 in August 1925 by Pressed Steel Car Company of Pittsburgh, PA, this 64-foot, all-steel car originally carried express shipments on passenger trains. It was later reassigned as a postal storage car. Since only bulk mail was carried, the car was not equipped with tables or racks for sorting mail en route. The interior of the car remains unaltered, as it came out of service. The exterior retains the paint scheme that was applied by the DL&W in the late 1940s through the 1950s. Although in reasonably good condition, the postal storage car 2054 exhibits rust build-up under the splines at the base of both baggage doors and the side panels below the belt line. The doors are splitting at the seams from the rust. Body panels show deterioration as the paint fails. The roof coating is gone, exposing the steel roof to scaling rust. The
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(Added Information: Rolling Stock  
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battery box and generator for the lights are gone. The steam connectors and diaphragms  
are missing.

Inside length: 60’  
Inside width: 9’ 1 7/8”  
Inside height: 9’ 6 1/2”  
Extreme length: 64’ 3 1/2”  
Light weight: 110,400 pounds

Statement of Significance:
This car was originally assigned the American Association of Railroad’s classification  
"BX" designating steel express cars used in passenger service for carrying parcels and  
baggage. Express car 2054 was in the DL&W series 2000 to 2109 which included 110 cars.  
By 1943, the car was reclassified as "MR" to designate a postal storage car for hauling  
bulk mail. The difference between an express car and a postal storage car is only a  
matter of designation, not of design or alterations to the car, as bulk mail does not  
require appliances or tables. Postal cars would be dedicated only for carrying mail.  
Postal storage car 2054 was one of thirty cars in the series 2035 to 2064. This postal  
storage car hauled bulk mail on the DL&W and then was part of the 1960 Erie-Lackawanna  
merger. In 1965, the E-L repainted and renumbered the car to #457. About 1969-1970,  
the car was reduced to maintenance of way service and renumbered to #489011; this same  
number was used by Conrail after its 1976 takeover. Steamtown Foundation bid $1101 for  
the car in response to a March 1987 invitation to bid solicited by Conrail.

The car meets Criterion A as it is associated with a steam era anthracite carrying  
railroad and represents an aspect of railroad transportation, moving the mail, that is  
essential in the overall story of American railroading. This postal storage car is in  
good physical condition and retains its as-built configuration and appurtenances hence  
it meets Criterion C.

Bibliography:
Chappell, Gordon. "Special History Study, Flanged Wheels on Steel Rails: The Railroad  
Cars of Steamtown." United States Department of the Interior, National Park  


The Official Register of Passenger Train Equipment. Issue no. 1, (March 1943),  

Steamtown NHS Library, Building Files, "DL&W, Postal Storage Car 2054."