25. Historic Name: Delaware, Lackawanna and Western Railroad, Suburban Coach #550. C0550, 81558

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 number 550 was built in 1914 by the Pullman Car and Manufacturing Company, Chicago, IL, for the Delaware, Lackawanna and Western Railroad's (DL&W) series 550-615. Suburban coaches in this series have open vestibules and measure 70' 1" over the buffers and 59' 11" inside. The all-steel coaches carried 78 passengers. DL&W coaches 550, 580, 589, and 613 are identical.

Except for incorrect paint colors, the interior of coach #550 is in good condition. The original Hale and Kilburn walk-over seat frames are in place but the original wicker upholstery has been replaced with a dark vinyl. The original Flexolith floor is intact, although exhibiting some wear and tear. The car has its original metal trimmed panelling, cove molding, and Agasote ceiling. Advertising brackets are in place over the cove molding. Luggage or parcel racks are below the cove molding. The steam pipes and covers for the floor level heating systems remain. The electric fans added by the railroad in 1954 are in place. The light fixtures and globes are intact. The window sashes are late 1940s aluminum replacements of the wooden sashes. Safety glass glazing has been installed. The toilet compartment remains but the dry hopper toilet has been replaced with a chemical toilet for present day passenger use. Steamtown Foundation added electrical wiring and a public address system to each coach.

The exterior is in fair to good condition. Collision posts on both ends are distorted with rust pockets and are suffering some degradation from penetrating rust. The sides show rust stains indicating roof leaks and portions of the roofs are pulled away from the car bodies. The trucks are in good condition and even have their pedestal tie straps and safety chains. The coach retains typical end valves, "D" couplers, draw bars, brake rigging with correct cotter pins, and battery boxes (without batteries).
A standard air brake system and Gould generator are in place. A prior owner applied a non-historic color scheme to the cars.

Statement of Significance:
This suburban coach meets Criterion A as it represents steam era, main line passenger service on an anthracite carrying railroad. This coach, along with coaches #580, #589, and #613, served on the DL&W's commuter lines operating through New Jersey communities in Hoboken, Montclair, Dover, and Gladstone. These coaches were a hardy lot, operating in revenue service for 58 years, including through the 1960 merger of the Lackawanna and the Erie Railroad. Upon retirement in 1972, they were sold to Steamtown Foundation in Vermont and subsequently transferred to the National Park Service in 1989. The cars have spent the last two decades operating on a tourist railroad. Even though Steamtown Foundation applied an incorrect interior and exterior paint scheme, the coaches are in fair to good condition as they have been maintained in operational condition. It is a typical representative of a common passenger commuter car and meets Criterion C.

Bibliography:

26. Historic Name: Delaware, Lackawanna and Western Railroad, Suburban Coach #580.
C0580A, 81559

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 number 580 was built in 1915 by the Pullman Car and Manufacturing Company, Chicago, IL, for the Delaware, Lackawanna and Western Railroad's (DL&W) series 550-615. Suburban coaches in this series have open vestibules and measure 70" 1" over the buffers and 59' 11" inside. The all-steel coaches carried 78 passengers. DL&W coaches 550, 580, 589, and 613 are identical.
Except for incorrect paint colors, the interior of coach # 580 is in good condition. The original Hale and Kilburn walk-over seat frames are in place but the original wicker upholstery has been replaced with a dark vinyl. The original Flexolit floor is intact, although exhibiting some wear and tear. The car has its original metal trimmed panelling, cove molding, and Agasote ceiling. Advertising brackets are in place over the cove molding. Luggage or parcel racks are below the cove molding. The steam pipes and covers for the floor level heating systems remain. The electric fans added by the railroad in 1954 are in place. The light fixtures and globes are intact. The window sashes are late 1940s aluminum replacements of the wooden sashes. Safety glass glazing has been installed. The toilet compartment remains but the dry hopper toilet has been replaced with a chemical toilet for present day passenger use. Steamtown Foundation added electrical wiring and a public address system to each coach.

The exterior is in fair to good condition. Collision posts on both ends are distorted with rust pockets and are suffering some degradation from penetrating rust. The sides show rust stains indicating roof leaks and portions of the roofs are pulled away from the car bodies. The trucks are in good condition and even have their pedestal tie straps and safety chains. The coach retains typical end valves, "D" couplers, draw bars, brake rigging with correct cotter pins, and battery boxes (without batteries). A standard air brake system and Gould generator are in place. A prior owner applied a non-historic color scheme to the cars.

Statement of Significance:
This suburban coach meets Criterion A as it represents steam era, main line passenger service on an anthracite carrying railroad. This coach, along with coaches #550, #589, and #613, served on the DL&W's commuter lines operating through New Jersey communities in Hoboken, Montclair, Dover, and Gladstone. These coaches were a hardy lot, operating in revenue service for 58 years, including through the 1960 merger of the Lackawanna and the Erie Railroad. Upon retirement in 1972, they were sold to Steamtown Foundation in Vermont and subsequently transferred to the National Park Service in 1989. The cars have spent the last two decades operating on a tourist railroad. Even though Steamtown Foundation applied an incorrect interior and exterior paint scheme, the coaches are in fair to good condition as they have been maintained in operational condition. It is a typical representative of a common passenger commuter car and meets Criterion C.

Bibliography:
United States Department of the Interior  
National Park Service  

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27. Historic Name: Delaware, Lackawanna and Western Railroad, Suburban Coach #589.  
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 number 589 was built in 1915 by the Pullman Car and Manufacturing Company, Chicago, IL, for the Delaware, Lackawanna and Western Railroad's (DL&W) series 550-615. Suburban coaches in this series have open vestibules and measure 70' 1" over the buffers and 59' 11" inches inside. These all-steel coaches carried 78 passengers. DL&W coaches 550, 580, 589, and 613 are identical.  

Except for incorrect paint colors, the interior of coach #589 is in good condition. The original Hale and Kilburn walk-over seat frames are in place but the original wicker upholstery has been replaced with a dark vinyl. The original Flexolith floor is intact, although exhibiting some wear and tear. The car has its original metal trimmed panelling, cove molding, and Agasote ceiling. Advertising brackets are in place over the cove molding. Luggage or parcel racks are below the cove molding. The steam pipes and covers for the floor level heating systems remain. The electric fans added by the railroad in 1954 are in place. The light fixtures and globes are intact. The window sashes are late 1940s aluminum replacements of the wooden sashes. Safety glass glazing has been installed. The toilet compartment remains but the dry hopper toilet has been replaced with a chemical toilet for present day passenger use. Steamtown Foundation added electrical wiring and a public address system to each coach.  

The exterior is in fair to good condition. Collision posts on both ends are distorted with rust pockets and are suffering some degradation from penetrating rust. The sides show rust stains indicating roof leaks and portions of the roofs are pulled away from the car bodies. The trucks are in good condition and even have their pedestal tie straps and safety chains. The coach retains typical end valves, "D" couplers, draw bars, brake rigging with correct cotter pins, and battery boxes (without batteries). A standard air brake system and Gould generator are in place. A prior owner applied a non-historic color scheme to the cars.  

Statement of Significance:  
This suburban coach meets Criterion A as it represents steam era, main line passenger service on an anthracite carrying railroad. This coach, along with coaches #550, #580,
and #613, served on the DL&W's commuter lines operating through New Jersey communities in Hoboken, Montclair, Dover, and Gladstone. These coaches were a hardy lot, operating in revenue service for 58 years, including through the 1960 merger of the Lackawanna and the Erie Railroad. Upon retirement in 1972, they were sold to Steamtown Foundation in Vermont and subsequently transferred to the National Park Service in 1989. The cars have spent the last two decades operating on a tourist railroad. Even though Steamtown Foundation applied an incorrect interior and exterior paint scheme, the coaches are in fair to good condition as they have been maintained in operational condition. It is a typical representative of a common passenger commuter car and meets Criterion C.

Bibliography:

28. Historic Name: Delaware, Lackawanna and Western Railroad, Suburban Coach #613. C0613, 81561

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 number 613 was built in 1915 by the Pullman Car and Manufacturing Company, Chicago, IL, for the Delaware, Lackawanna and Western Railroad's (DL&W) series 550-615. These suburban coaches have open vestibules and measure 70' 1" over the buffers and 59' 11" inside. The all-steel coaches carried 78 passengers. DL&W coaches 550, 580, 589, and 613 are identical.

Except for incorrect paint colors, the interiors of the coaches are in good condition. The original Hale and Kilburn walk-over seat frames are in place but the original wicker upholstery has been replaced with a dark vinyl. The original Flexolith floors are intact, although exhibiting some wear and tear. The cars have their original metal trimmed paneling, cove molding, and Agasote ceiling. Advertising brackets are in place over the cove molding. Luggage or parcel racks are below the cove molding. The steam pipes and covers for the floor level heating systems remain. The electric fans added by the railroad in 1954 are in place. All the light fixtures are missing from car 613. The window sashes are late 1940s aluminum replacements of the wooden sashes.
Safety glass glazing has been installed. The toilet compartments remain but the dry hopper toilets have been replaced with chemical toilets for present day passenger use. Steamtown Foundation added electrical wiring and a public address system to each coach.

The exterior of each of the four cars is in fair to good condition. Collision posts on both ends are distorted with rust pockets and are suffering some degradation from penetrating rust. The sides show rust stains indicating roof leaks and portions of the roofs are pulled away from the car bodies. The trucks are in good condition and even have their pedestals tie straps and safety chains. The coaches retain typical end valves, "D" couplers, draw bars, brake rigging with correct cotter pins, and battery boxes (without batteries). A standard air brake system and Gould generator are in place. A prior owner applied a non-historic color scheme to the cars.

Statement of Significance:
This suburban coach meets Criterion A as it represents steam era, main line passenger service on an anthracite carrying railroad. This coach, along with coaches #550, #580, and #589, served on the DL&W's commuter lines operating through New Jersey communities in Hoboken, Montclair, Dover, and Gladstone. These coaches were a hardy lot, operating in revenue service for 58 years, including through the 1960 merger of the Lackawanna and the Erie Railroad. Upon retirement in 1972, they were sold to Steamtown Foundation in Vermont and subsequently transferred to the National Park Service in 1989. The cars have spent the last two decades operating on a tourist railroad. Even though Steamtown Foundation applied an incorrect interior and exterior paint scheme, the coaches are in fair to good condition as they have been maintained in operational condition. It is a typical representative of a common passenger commuter car and meets Criterion C.

Bibliography:

29. Historic Name: Delaware, Lackawanna and Western Railroad, Troop Sleeper #3621. C3621, 81562

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.

The troop sleepers' original design was like an austere boxcar, and the interior contained 30 crosswise triple-deck bunks for hauling GIs across America in World War II. After the war, this car was sold to the Delaware, Lackawanna and Western Railroad (DL&W). The railroad stripped the interior, altered the windows, and used it in maintenance of way service. It was apparently used as an office car as the interior is stripped of its original furnishings and fixtures and is now covered with 1/8 inch pseudo-wood paneling. The DL&W exterior red paint is failing and the car is rusted and pock marked. The last paint job, numbering and markings from the Lackawanna are still on the car. It has not been painted since the 1950s. Both ends are rusted to the point that the ends have pulled away from the sills. The exterior is in poor to fair condition.

Statement of Significance:
Between 1943 and 1946, the Pullman Company built and operated about 2400 troop sleepers for military travel. After the war, Pullman sold the troop sleepers to railroads around the country. The DL&W acquired 11 and placed them in the 2111 to 2121 series. Few railroads found revenue service uses for the cars. The Lackawanna initially used the former sleepers as express cars then moved them into maintenance of way service. In the late 1950s, the railroad apparently changed the numbers of these cars to 3611 through 3621, with this car becoming 3621. Conrail donated the car to the National Park Service in January 1990. Conrail's ownership indicates that the car was part of the 1960 Erie-Lackawanna merger, then was passed along to Conrail after its creation.

This car physically reflects its DL&W maintenance of way service rather than Pullman troop sleeper service. The car meets Criterion A as its maintenance of way use represents the railroad industry's adaptive reuse of existing equipment.

Bibliography:
Steamtown NHS Library, Building Files, "DL&W, Troop Sleeper."

30. Historic Name: Erie Railroad, Business Car #3. C0003, 81563

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:
A heavyweight car running on six-wheel trucks, this business, or office, car was built in approximately 1929 by the Pullman Car and Manufacturing Co. (The car’s history is obscure. The 1929 date may be the date of acquisition by the Erie Railroad). An all-steel car, it has two staterooms, two bedrooms and one porter’s room. The car is in good condition. The observation end is being restored, including repainting to an earlier wood graining over steel decor.

Statement of Significance:
It is known that the Erie received this business car from the New York, Chicago, & St. Louis Railroad (Nickel Plate). The Nickel Plate assigned the number “2” to the car and later renumbered it “27.” After acquisition by the Erie as number 3, it remained on that railroad through the steam era and the merger of the Erie-Lackawanna. The car meets Criterion A as it spent most of its operational career on a steam era, anthracite railroad. It is a typical representative of a business or office cars used by railroads and meets Criterion C.

Bibliography:

31. Historic Name: Lehigh and New England Railroad, Caboose #580. C0580, 81564

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:
As part of an equipment modernization program, the Lehigh and New England purchased a series of five cabooses made at the Reading Company Shops. The group was numbered from 580 through 584. The exact date is not yet known, but the cabooses were in use on the railroad by 1943. This all-steel caboose has a full-width centered cupola and a Duryea underframe.

It is in good to very good condition. The exterior was repainted in June 1988.
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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:
The Lehigh and New England Railroad (L&NE) was formed in 1895 from several bankrupt railroads. The L&NE was principally a Pennsylvania railroad with access to the northeast. Around 1904, the Lehigh Coal & Navigation Company bought control of the L&NE for its access to New England markets. In 1960, the railroad, although still solvent, petitioned for abandonment, as its anthracite and cement freight haulage was declining. Abandonment was approved in 1961, except for 40 miles of track in Pennsylvania that was purchased by the Central Railroad of New Jersey (CNJ). Concurrent with the CNJ's acquisition of the trackage, that company also acquired some of the rolling stock, including this caboose. The CNJ sold four cabooses from the Lehigh and New England, numbers 580, 581, 583, and 584, to Steamtown Foundation in Riverside, VT, for a total of $6200 plus shipping. The sales order was dated November 24, 1975, and the freight bill was dated January 5, 1976.

This caboose, built in the Reading Company's Shops, meets Criterion A as it represents steam era equipment built by an anthracite railroad as well as operated on anthracite railroads. Lehigh and New England #580 is a typical representative of an all-steel caboose in use before the mid-twentieth century, thus it meets Criterion C.

Bibliography:


Steamtown NHS Library, Building Files, "L&NE, Caboose 580."

32. Historic Name: Lehigh Valley Railroad, Caboose #95003. C95003, 81565

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.
United States Department of the Interior
National Park Service

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

Description:
This caboose was built at the Lehigh Valley Railroad's Sayre, PA, shops in May 1941 and cost $4885. It is an eight-wheel, steel caboose in good, road worthy condition. The caboose is 32' 8" long and weighs 44,000 pounds. The exterior was repainted and relettered in 1990 from Conrail livery to historically correct Lehigh Valley livery. The wood window frames were also replaced during this project. The caboose does reflect fairly common in-service changes: the doors were wood and are now steel, the trucks have been swapped, the ladder curves at the roof line have been cut, and flag stanchions and cupola grab irons were removed. Essentially, however, the caboose retains its 1941 body, mechanicals, and furnishings.

Statement of Significance:
Beginning in 1937, the Lehigh Valley Railroad replaced its aging cabooses with newly built steel cabooses. The railroad's Sayre, PA, shops built all the cabooses in the group from subassemblies prefabricated by the Bethlehem Steel Company. Between 1937 and 1946, 140 cabooses in the series 95001 to 95140 were erected.

This caboose spent its principal revenue service on the Lehigh Valley as #95003. It became Conrail #18644 after 1976 and Conrail donated the caboose to the National Park Service in November 1988, with on-site delivery during January 1990. This caboose meets Criterion A as it represents standard steam era cabooses used in pool service. Lehigh Valley #95003 is a typical representative of an all-steel caboose in use before the mid-twentieth century, thus it meets Criterion C.

Bibliography:
Steamtown NHS Library, Building Files, "Lehigh Valley, Caboose #95003."

33. Historic Name: Louisville and Nashville Railroad, Post Office Car #1100. C1100, 81566

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 1100 is an all-steel, six-wheel truck Railway Post Office (RPO) car built by the American Car and Foundry Company in 1914 for the Louisville and Nashville Railroad (L&N). It is 63' 8 3/4" long. The interior of the car, with its sorting tables and bins, retains its historic integrity. The bins and pigeon holes are still labelled for cities and towns along the RPO's last scheduled run. Steamtown Foundation repainted the structure to represent a railroad which never owned the car. This paint is beginning to fail allowing rust to take hold. Except for the paint, this RPO is in excellent condition.

Statement of Significance:
RPO #1100 was the first of five RPO's in the 1100-1104 series purchased by the L&N. The U.S. Post Office Department established the Railway Mail Service in 1864 and placed postal clerks in special cars on fast passenger trains. The clerks sorted the mail while en route. Steamtown Foundation acquired the car in 1977 and used it as a static display as well as demonstrating mail pick up in Bellows Falls, VT.

This Railway Post Office car meets Criterion A as it represents an important facet of railroad transportation, delivering the mail. It is the only known RPO from the Louisville and Nashville. The original interior Railway Mail Service appurtenances and the lack of exterior alterations makes this car an excellent representative of Railway Post Office cars, thus it meets Criterion C.

Bibliography:

34. Historic Name: Pennsylvania Railroad, Boxcar #105808. C105808, 81567

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:
Pennsylvania Railroad (PRR) boxcar 105808 is an X26c of standard PRR 1930s design. The car retains its original roof walk, end-mounted Ajax brake wheel and distinctive
dreadnought ends. The truck marked for the Lake Superior and Ishpeming Railroad is not original while the other truck, marked for the Pennsylvania in 1939, may well be original. Between 1945 and 1950, the PRR rebuilt several hundred older boxcars thus extending the equipments' service life. In 1991, Steamtown NHS returned the boxcar to a paint scheme representing the 1940s rebuild. During the car's restoration, portions of the original PRR markings were found as ghost marks on the right side steel panels; these included letters from the word "Pennsylvania," the number "105808," and the herald. Patches were welded over areas where the boxcar had rusted through. Steel patches were applied to the four corner end caps and to the lower corner side walls. A number of small holes were filled with bondo. The car was repainted to Pennsylvania Railroad "boxcar brown" and relettered. It is an all-steel, wood lined, 40-foot boxcar in excellent condition. The car's original, as-built number is not known and efforts to locate the number have not been fruitful.

Statement of Significance:
Boxcar 105808 was built as a wooden boxcar in December 1919 and operated on the Pennsylvania. From 1945 to 1950, the PRR Shops rebuilt several hundred wooden boxcars, including this one, as part of a major upgrading of service, and then assigned the cars to the X26c class. The principal effect of the rebuild was applying steel sheathing to the car. After this boxcar's service on the PRR ended in March 1964, the car was rebuilt by Morrison Railway Supply then purchased from that company by the Vermont Railway (VTR) and given VTR #503. The only changes made by Morrison for the VTR were a mechanical rebuild, (hence the Lake Superior and Ishpeming truck), sandblasting, then painting and lettering in VTR livery. The car retains its PRR accessories: roof walk, brake wheel, dreadnought ends, side doors and latches.

The boxcar is a standard 40-foot boxcar representative of the thousands once commonly seen plying the nation's rails. It is in excellent condition and virtually unaltered in structure and design from its use on the Pennsylvania Railroad; therefore it meets Criterion C. The car also meets Criterion A and is significant as it represents an anthracite hauling railroad during the steam era.

Bibliography:
Steamtown NHS Library, Building files, "PRR Boxcars, 105808, 109760."

35. Historic Name: Pennsylvania Railroad, Boxcar #109760. C109760, 81568
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:
This boxcar, originally #86842 in the X26 class and the 86798-86900 series, was built in September 1919. It was rebuilt between late 1945 and 1950 in the Pennsylvania Railroad Shops. Essentially, the wooden boxcar was sheathed in steel then assigned to the X26c class of the Pennsylvania Railroad (PRR). Today, the car retains its original roof walk, the high, end-mounted brake wheel and distinctive dreadnought ends. It has its seven-panel PRR style "Superior" doors. Except for the trucks, this boxcar presents an appearance virtually unaltered in design and accessories from its service on the Pennsylvania Railroad. The trucks are marked for the Lake Superior and Ishpeming Railroad (LS&I) with the date 4/54 cast into the frame. The LS&I trucks were probably part of the 1964 rebuild by Morrison Railway Supply. After this boxcar's service on the PRR ended, the car was mechanically rebuilt by Morrison Railway Supply, purchased from that company by the Vermont Railway (VTR) in 1965 and given VTR #526.

In 1992 and 1993 Steamtown NHS returned the car to the "boxcar brown" paint scheme and markings representing the 1940s rebuild of the PRR instead of the VTR green. As part of the restoration, the four leaking end caps were replaced, cracks above both end lever arches were welded, both doors were repaired and small rust holes were cleaned and filled with bondo. No interior work was undertaken. The boxcar is an all-steel, wood lined, 40-foot boxcar in excellent exterior condition.

Statement of Significance:
The PRR rebuilt several hundred wooden boxcars as part of a major upgrading of freight service and assigned these cars, including this boxcar, to the X26c class. The boxcar represents the X26c design and markings of the Pennsylvania Railroad.

Except for the mechanical rebuild, sand blasting and painting for the Vermont Railway, the car retains its PRR accessories; roof walk, brake wheel, dreadnought ends, side doors and latches. The boxcar has been restored to its PRR road colors and markings. The original X26 number, 86842, was located on the center sill; but the PRR road number specific to this car in its X26c configuration is unknown, and efforts to locate the number have not been successful. The last number plus one in the X26c through X26f series was selected as the car's number to represent the X26c configuration - #109760.

Boxcar 109760 is a standard 40-foot steel boxcar representative of the thousands boxcars once plying the nation's railroads. It is in excellent, restored condition that is virtually unaltered in structure and design from is use on the Pennsylvania Railroad; therefore the car meets Criterion C. This boxcar also meets Criterion A as
it is significant as it represents an anthracite hauling railroad during the steam era.

Bibliography:
Steamtown NHS Library, Building Files, "PRR Boxcars, 105808, 109760."

36. Historic Name: Pullman Company, "Arsenal Tower." C000A, 81569

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 car was built by the Pullman Company in March 1925 as the "McPhail." It was a twelve section sleeper with one drawing room following Pullman's Plan 3410, Lot 4844, Diagram 5. It was rebuilt in May 1942 as a sleeper with eight open sections (upper and lower berths), one drawing room (luxury two-person private room), and three double bedrooms (two-person rooms). The rebuild followed Plan 4090F, Diagram 11. The Pullman sleeper retains this configuration. Renamed "Arsenal Tower," this sleeper is a classic heavyweight car with six-wheel trucks.

Statement of Significance:
Although the Pullman Company built many different styles of cars and coaches, the name "Pullman" invokes visions of night journeys across the United States. The dreamer is comfortably tucked away in a Pullman-operated sleeper. The "McPhail/Arsenal Tower" is such a car.

During its service as the "McPhail" (1925-1942), the sleeper was in general pool service for the Pullman Company. From its 1942 rebuild as the "Arsenal Tower" until 1948 it continued in Pullman pool service. "Arsenal Tower" was one of 64 cars rebuilt and named to the "Tower" series. The court ordered 1948 divestiture caused Pullman to sell off much of its equipment and the "Arsenal Tower" was sold to the Atlantic Coast Line Railroad (ACL) in December of that year. It served on ACL's overnight trains until its 1964 retirement.

The Atlantic Coast Line dominated Florida vacation traffic from the 1920s land boom until well after passenger travel on other routes had diminished. The first all-
Pullman train was run by ACL into St. Augustine in 1887. The ACL operated from New York City to Florida and from Chicago to Florida. At the beginning of the December 1951 tourist season, ACL advertising highlighted its all-Pullman train service to Florida and other East Coast resorts. The Official Guide listed eight daily trains carrying one car each in the configuration of "Arsenal Tower." The "Miamian" and the "Vacationer" departed New York as Trains 7 and 73 and returned from Miami as Trains 8 and 74. The "Flamingo" went from Cincinnati to Atlanta as Train 17 and returned as Train 18. The "Southland" departed Chicago as Train 33 for Tampa-Sarasota and returned as Train 32.

After its 1964 retirement, the "Arsenal Tower" was purchased by the Empire State Railway Museum and operated on occasional excursions. It was soon put into storage. In 1970, it was loaned to the Valley Railroad for bunk house use. After a few years, the sleeper was placed in storage where it stayed about a decade. In 1987, The Railroad Museum of New England (RMNE) acquired it from the now-defunct Empire State Museum. The "Arsenal Tower" was part of an equipment exchange between the RMNE and the National Park Service in March 1993.

This car is important as a representative of the Pullman Company's hotels-on-wheels. Until 1948, the sleeper was owned and operated by the Pullman Company. After that year, it was owned and operated by the Atlantic Coast Line. This Pullman sleeper meets Criterion A as it represents passenger service during the railroad's steam era. The car also meets Criterion C as it a representative of Pullman sleepers during the World War II period.

Bibliography:


Steamtown NHS Library, Building Files, "Pullman, "Arsenal Tower."
37. Historic Name: Rutland Railroad, Caboose #28. C0028, 81570

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 is a 30-foot, steel underframe, wood caboose with the cupola offset toward the back. The standard arch bar type trucks are probably original. The tongue-and-groove oak body is in fair to good condition. Plexiglass replaces the original glazing. The roof walks and canvas roof covering have been removed, probably by Steamtown Foundation, and tar applied directly to the wood. The centerline of the roof is leaking and causing interior warping. Interior furnishings appear to be original -- desk, drop leg table, stove, storage compartments, sink, and ice box. The water tank has been removed. Although extremely worn, the cupola seats retain their leather upholstery and horsehair stuffing. The caboose was repainted in 1986 or 1987. It is, for the moment, in fair to good condition, but deterioration is becoming evident with roof leaks and paint failure.

Statement of Significance:
Caboose #28 was built in the Rutland Railroad Shops around 1920 to a New York Central design. The exact production date can not be determined. During the late 1940s, the caboose was assigned to runs between Rutland, VT, and Ogdensburg, NY. It was down graded to bunk car use at the railroad's Bellows Falls, VT yard where it was spotted by Nelson Blount. He asked the Rutland to donate the caboose to him, which they did, and delivered it, in 1961, to Blount's Riverside, VT collection. The caboose was moved back to Bellows Falls when Blount shifted his collection and then to Scranton, PA in 1984. Rutland #28 evokes images of "the little red caboose."

The caboose meets Criterion A as it represents management of freight trains during the steam railroading period. Criterion C is also met as this caboose is representative in style and structure of wooden cabooses operating in the first half of the twentieth century.

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


PASSENGER CARS, FREIGHT CARS, AND MAINTENANCE OF WAY EQUIPMENT

Non-Contributing Structures:

38. Historic Name: Barber Asphalt Company, Tank Car.

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:
The tank car carries barely visible BAX markings for the Barber Asphalt Company, Philadelphia, PA, and was probably built between 1912 and 1920. Both trucks are arch bar design; one set of wheels is marked for the Pullman Car and Manufacturing Company in 1920 and the other set is marked "Sayre, Pa." The hatch door on the single dome is a replacement. Four bands attach the 8,000-gallon riveted tank to the frame. The ladder is missing as are footboards, pipes, and grab irons. Overall condition of the tank car is poor as it is missing major appurtenances and accessories and shows degradation resulting from unprotected outside storage and use over several decades. The structural condition of the car is poor.

Statement of Significance:
Of the 148,523 tank cars in use in 1939, 139,573 were private line cars. The term "privately owned" is an accepted railroad definition meaning a car owned by a company other than a railway. Tank cars hauled such diverse liquids as gasoline, ammonia, oils, alcohol, paints, milk, vinegar, and pickles; this one hauled asphalt. Although railroads rarely owned tanks cars, they received deliveries of locomotive lubricants from private suppliers. A tank car from this period is rare as not many were produced and most were subjected to hard use. This tank car must have been removed from interchange service not later than mid-1941 as arch bar trucks were banned after this date. At an unknown date, the car arrived at the H. B. Sproul Construction Company's Scranton, PA, yard where it was used for asphalt storage. The Sproul Company donated
the car to the National Park Service in February 1990, and it was moved into the park in February 1991. This tank car was in typical private, industrial ownership, and was not owned by an anthracite railroad. Because the structural condition of the car is poor it has lost integrity and is non-contributing.

Bibliography:
Steamtown NHS Library, Building Files, "BAX Tank Car."


39. Historic Name: Boston and Maine Railroad, Caboose #4307.

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 wood caboose with wood frame trucks was built in the Boston and Maine Railroad (B&M) shops as B&M #4307 before 1893. Its narrow cupola was off-centered toward one end; however, the cupola has been removed. Boston and Lowell Railroad initials are embossed on the trucks. Safety chains connecting the trucks to the underframe are in place, a rarity. Parts of the eaves of both ends have been replaced with in-kind tongue-and-groove boards at an unknown but recent date. One vestibule platform is gone and the other is in poor condition. Scaling paint is allowing moisture to penetrate the exposed wood body of the caboose producing some buckling of the siding. Some of the siding is missing. Almost all the ends are splitting with accumulated moisture. Inside, the stove remains, but all other furnishings are gone. The caboose is in poor condition.

Statement of Significance:
In the early 1920s, the B&M began renumbering the cabooses and this one became 104307. At an unknown date, the caboose was acquired by the St. Johnsbury & Lake Champlain (SJ&LC) and given the number 53. The SJ&LC, a Vermont short line railroad, was controlled by the Boston and Lowell from 1885 to 1895; perhaps accounting for the initials on the trucks. From 1895 until 1925, the SJ&LC was under the Boston and Maine, then it was turned over to local management in an attempt to show a profit. Local management eventually went bankrupt in 1944. The railroad was reorganized as the
Saint Johnsbury and Lamoille County Railroad in 1948 and soon sold to a private owner. It was sold again in 1956 and then in 1967. The state of Vermont purchased the railroad in 1973. This caboose was the personal property of collector Nelson Blount by November 1966.

When the caboose left the B&M for the SJ&LC is not known as the B&M set aside a thousand numbers for their series of less than 500 actual cabooses, while the SJ&LC did not report cabooses to the Equipment Registers. It is also not known when the caboose left railroad service for the private ownership of collector Nelson Blount. Caboose 53, in recognizable markings for the SJ&LC, was in Blount’s ownership by November 1966. Even with a firm chain of ownership, this caboose would be non-contributing as it is in poor condition and has lost integrity.

Bibliography:


40. Historic Name: Boston and Maine Railroad, Caboose #4331.

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:
Caboose #4331 was built by Laconia Car Company in 1905 for the Boston and Maine Railroad (B&M). As built, the caboose had a narrow cupola; about 1930 it was rebuilt with a full-width cupola offset toward one end. It is a wood caboose with wood frame trucks. The trucks have steel over the wood frames. The caboose has a truss rod suspension. Caboose #4331 is in poor condition.

The roof is covered with incorrect rolled roofing paper. The cupola exhibits rot along the lower edges of the tongue-and-groove siding. The wood platforms, stairways, decking, and joists are rotten. The coupler pockets have deteriorated. The steel
safety railings and brake wheels are in fair condition. The car body is in poor condition. The side sills are rotten; the lower edges of the siding are split and rotten; large sections of siding are missing exposing insulation and sheathing. Both doors are boarded over and the glazing is missing. One screen door is missing.

The interior appears sound but altered. The paint is an inaccurate brown and ivory with a grey ceiling. The original coal burning stove is in place, along with a recent vintage electric stove. Electrical wiring and plumbing have been added. A medicine cabinet is mounted over the sink. The sink is a probably an add-on. These add-ons represent the caboose's use as a bunk house for volunteers of Steamtown Foundation in Vermont. The cupola windows are boarded over as most of the glazing is missing. The cupola seat cushions are gone.

Statement of Significance:
The history and significance of this caboose is similar to that of the Boston and Maine 4307. In the early 1920s, the B&M began renumbering its cabooses; this one became 104331. At an unknown date, the caboose was acquired by the St. Johnsbury & Lake Champlain (SJ&LC) and given the number 51. From 1895 until 1925, the SJ&LC was under the B&M when it was turned over to local management in an attempt to show a profit. Local management eventually went bankrupt in 1944. The railroad was reorganized as the Saint Johnsbury and Lamoille County Railroad in 1948 and soon sold to a private owner. It was sold again in 1956 and then in 1967. The state of Vermont purchased the railroad in 1973.

When the caboose left the B&M for the SJ&LC is not known as the B&M set aside a thousand numbers for their series of less than 500 actual cabooses, while the SJ&LC did not report cabooses to the Equipment Registers. It is also not known when the caboose left railroad service for the private ownership of collector Nelson Blount. Caboose 51, in recognizable markings for the SL&LC, was in Blount's ownership by November 1966.

Even with a firm chain of ownership, this caboose would be non-contributing as the exterior is degraded and the interior is altered, resulting in a loss of integrity.

Bibliography:

41. Historic Name: Boston and Maine Railroad, Combination Car #626.

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:
Combine 626 is a wooden coach built in June 1900 in the Boston and Maine Railroad (B&M) company shops in Salem, MA. It seated 46 passengers. Downgraded to work train service in 1947, the car has been little cared for and is now in poor condition. It has incorrect trucks.

This is a wood frame car with wood sides and ends and a truss rod suspension system. The side sills and cross members are rotten. About ten percent of the sub-flooring is missing and the remaining planks show evidence of wood rot. The wood car body is about eighty percent degraded. The open end-platforms are completely deteriorated. The interior is stripped, although the original mahogany side panels, cove molding, window frames and trim remain. Portions of the ceiling and clerestory have fallen in due to a leaking roof. The trucks are in fair to poor condition and the car has about a ten degree list.

Statement of Significance:
Combination, or combine, cars had floor space divided by a bulkhead. About two-thirds of the space was for passenger seating and the remaining one-third was for storing baggage and parcels. The railroad renumbered this car from 626 to #2068 in April 1901. In 1904, the B&M had 240 combination cars assigned to the 1800 to 2199 series. The 1943 Passenger Equipment Register lists #2068 as one of 104 combination baggage and smoker cars in the series 2008 to 2199. Downgraded to work train service in August 1947, the car became #W3165. The car was sold to Nelson Blount's Monadnock, Steamtown and Northern Railroad in 1963.

The extensive loss of original materials makes this car non-contributing.

Bibliography:
Delaware, Lackawanna and Western Railroad Yard/Dickson Manufacturing Company Site
(Added Information: Rolling Stock Inventory, Steamtown National Historic Site)
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Official Railway Equipment Register. Vol. XX, no. 1, (January 1904), 68.

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

42. Historic Name: Boston and Maine Railroad, Combination Baggage-Coach #2069.

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:
Built by the Boston and Maine Railroad's (B&M) shop in Concord, NH, in 1892, this
combination passenger-baggage coach was once a fine example of a late nineteenth
century wooden car. It retains graceful arched end doorways and baggage doors. The
clerestory window lights are colored glass.

However, the structure has lost its workmanship integrity through continued exposure.
Both vestibules and all four stairs are almost non-existent. The wood sides and ends
are beginning to rot and the paint is failing. The interior is gutted and covered with
pigeon droppings. Boards in the ceiling have swung loose, probably caused by water
from roof leaks. Parts of the wood floor have buckled. An attempt, probably by
Steamtown Foundation, to internally illuminate the car is indicated by exposed conduit
and metal box receptacles. The bulkhead that separated the baggage and passenger
sections is gone. The car had four-wheeled trucks, but presently sits, without its
trucks, on a flatcar. It is in poor condition.

Statement of Significance:
The combine was numbered 2069 on the B&M. The January 1904 Equipment Register reported
240 combine cars in the series 1800 to 2199. The car was renumbered to 103 when it was
turned over to a B&M subsidiary, the St. Johnsbury and Lake Champlain Railroad, about
1948. Steamtown Foundation, in Vermont, acquired the combine in December 1973. This
same year the state of Vermont purchased the financially ailing short line railroad
(reorganized as the St. Johnsbury and Lamoille County Railroad) from its private owner.
Originally built as a combination coach, the car, now gutted and in a deteriorated
condition, is non-contributing.
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Bibliography:


Official Railway Equipment Register. Vol. XX, no. 1, (January 1904), 68.

43. Historic Name: Boston and Maine Railroad, Day Coach #959.

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 in February 1893 by the Laconia Car Company, Laconia, NH, this passenger coach could carry 74 riders on the Boston and Maine Railroad (B&M). It is of wood frame construction with a clerestory roof and "bull-nosed" roof ends. It sits on four-wheel trucks. The railroad added a bulkhead to create a large compartment, removed the seats in the compartment area, and added side doors when it downgraded the car to work train service. The car's present appearance resembles a combine car and does not represent its use in common carrier service.

The car is in poor condition. Glazing in the side windows and clerestory windows has been replaced with plywood. The leaking roof has caused severe, visible wet rot on the interior side panels around the windows. Approximately seventy-five percent of the car's interior becomes saturated during rain or snow storms. The exterior wood sides are also rotten and deteriorating. Given the amount of visible damage and the roof leaks, the structural members of car can be assumed to have sustained water damage.

Statement of Significance:
The original number is unknown, but during the 1930s the car was #210 and by 1937 was renumbered to 959. Sometime later, the car was consigned as a tool car on a work train and renumbered to X3228. The B&M donated the car to Nelson Blount's tourist oriented Edaville Railroad in 1959. The car has been used, since about 1967, as a public
seating space for visitors to watch videotapes. This car has lost its historic, architectural integrity and is non-contributing.

Bibliography:

44. Historic Name: Boston and Maine Railroad, Day Coach #1216.

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 wooden day coach was out-shopped from the Pullman Car Company in April 1906 for the Boston and Maine Railroad (B&M) as part of the 1204-1227 series. It had a seating capacity of 74 passengers. The car has open platforms and a clerestory roof. The car is in poor condition.

The steel portions of the undercarriage - center and side sills, truss rods, and truck assemblies - are in good condition; however the wood car body is in poor condition. The exterior paint, in red, white, and blue applied by Steamtown Foundation for the 1976 Bicentennial, has failed. The integrity of the substrate is degraded. The baggage doors, tongue-and-groove side panels, belt line, window frames, letter boards, eaves, roof, and clerestory are rotten. Some of the tongue-and-groove panelling, particularly on the right side, is missing, exposing the sheathing. The wood-floored platforms and stairs are rotten with portions missing; even the plywood replacement treads have rotted. The steel safety gates and hand rails on the platform are in good condition with only some spalling of the paint.

The interior is also in poor condition. Interior alterations, including adding side doors, were undertaken at an unknown date, but probably coinciding with the day coach's downgrade to maintenance of way service about 1941. The seating has been realigned. The seats have a metal underframe with wood on the aisle side. The aisle side is not bolted to the floor, but the window side is bolted directly into the side wall. There are no arm rests on the window side. Seats are only on the right side of the car.
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There is no evidence on the left that seats were ever in place. Hence, the wood floor probably was replaced when the coach was altered. The interior window sills, window frames, and side walls are degraded. The ceiling is falling and sections of the wood floor are rotten. In March 1992, an arson fire burned through a portion of the floor of the A-end and scorched the ceiling.

Statement of Significance:
This coach operated as number 1216 until 1932 when the B&M renumbered it to 216. In November 1941, the coach was downgraded to maintenance of way service and assigned number W3265. The wide side doors, replacement flooring, and reconfiguration of the seat arrangement were probably added at this time. The coach most likely transported workers and tools to a job site.

The interior no longer reflects the use as a day coach. More importantly, the pervasive wood rot has degraded this structure making it non-contributing.

Bibliography:

Steamtown NHS Library, Building Files, "B&M, Coach 1216."

45. Historic Name: Boston and Maine Railroad, Dining Car #84.

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:
With six-wheel trucks, this heavyweight, all-steel dining car was built by the Pullman Car Company in December 1930 as part of the series #84-#87 for the Boston and Maine Railroad (B&M). The car measures 84’ 9 1/4” over the buffers. As built, it featured leaded windows and a Federal style decor in the dining section. The interior copied, in steel, the wooden door frame and windows of a house built in 1825 in Salem, MA. In June 1947, the interior of the car was remodelled to a diner-lounge seating 22 persons in the diner and 14 in the lounge. The linen and stewards’ lockers were replaced by
men's and women's lavatories. Except for the paint scheme and some minor changes, the exterior remained largely unaltered. The B&H changed the color from Pullman Green to maroon. Two small windows were added for the new lavatories. The roof vents were eliminated, the window frames were replaced, and recessed grab irons were installed by the steps.

The exterior of the car is experiencing paint failure. Rust is leaching through the side panels. Paint was removed from the doors. The bottoms of the end sheets and door ways are riddled with penetrating rust. Paint is scaling off the wood window frames allowing moisture and rot to invade the wood. The sheet metal floor pan is deteriorated in places and the interior flooring is sagging where the floor pan is rusted. The side sill has rusted away completely under the right side, mid-car door. This door is a Dutch door with the wood top portion rotted. The lower part is rotted wood on the inside covered with a deteriorating metal sheet on the outside. On the right side, outside the galley, the side panels has rusted through just above the rivet line. The galley crew door and door frame both have rust holes at the base. The left side crew door has the same problem. The roof coating is beginning to fail and expose the steel roof.

The interior reflects the 1947 modernization. The linoleum and carpet are in place, although the carpet is threadbare along the center aisle. Four original gate leg tables, some dining chairs, lounge chairs, and smoking stands still exist. The window shades are correct. The lounge side lights are in place, but most of the diner sections lights are missing. The mirrors and some filigree are broken in the wood divider. The interior is steel. Rust stains are evident and the paint has cracked. The heating system is in place. The small, built-in mahogany buffet for flatware, with three velvet lined drawers, is in good condition at the end of the dining area.

Chemical strippers have been used on the steel walls and closets at the end of the dining room and at the galley entrance and passage way. The areas are now scaled with rust in the pattern on the stripper's brush marks. The charcoal fueled stoves and warming ovens, the food preparations surfaces, sinks, plumbing, overheat water tanks, and "jelly jar" light fixtures and globes are in place.

Statement of Significance:
Originally named the "Maine," this dining car operated on passenger trains running from Boston to Bar Harbor, ME, Troy, NY, and White River Junction, VT. The "Maine" and the three other dining cars in its series were built to replace wooden diners on the B&H. After the 1947 interior remodelling, the car kept its number 84 but was renamed the "Mountaineer." It was the first heavyweight dining car placed in service on the B&H and was the last heavyweight diner retired from service, December 1959, when it was sold to a private owner, Nelson Blount. Blount added the diner to his collection on the Monadnock, Steamtown and Northern tourist railroad in Vermont. It then became part
of Steamtown Foundation and was brought to Scranton, PA, in 1985 with the relocation of Steamtown Foundation. It was turned over to the National Park Service in 1989. This diner represents catering to passengers' needs on a steam era railroad.

The interior of the diner was subjected to initial restoration attempts and to some damage. The interior condition resulting from the chemical stripping of paint from metal, the condition of the floor, the amount of body rust, and the fact of the 1947 alteration itself makes this car non-contributing.

Bibliography:

Steamtown NHS Library, Building Files, "B&M, Dining Car 84."

Steamtown NHS Library, Photograph Files, "Boston and Maine #84, Dining Car."

46. Historic Name: Boston and Maine Railroad, Tool Car #W3013.

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:
The Western Steel and Foundry probably built this boxcar in 1908 for the Boston and Maine Railroad's (B&M) #65680-#65687 series. This car's original number was 65278. It sits on its original Fox-patent pressed-steel trucks and has a steel frame with wood sides, ends, and roof. The ladders appear original with wood stringers and forged steel rungs bolted to the stringers. Its high, stem wind brake is in place. At an unknown date, boxcar #65278 was downgraded to tool car #W3013 for maintenance of way (MOW) service. The inside dimensions are 36' 11" (considered 37') in length, 8' 6" wide, and 8' high. The cubic foot capacity is 2542 or 80,000 pounds.

The car is in poor condition. As part of the alterations for MOW use, end doors and two windows on each side were added. The end doors are rotting. About ninety percent of the tongue-and-groove strips that form the sides and ends are degraded. The individual pieces are rotten, splintered, split, warped, or gone exposing the interior
lining. Portions of the interior lining are also missing or covered with plywood patches. A steel roof, quite likely the one applied on June 19, 1919, (this information is stencilled on an inside roof stringer), is in place and leaking. The plywood replacement door on the left side fell off in December 1992. The right side door is bowed outward with the weight of stored materials stacked against it.

Statement of Significance:

The Equipment Registers list boxcar 65687 as a steel underframe grain car in the series 64688 to 65687. In 1922, 992 boxcars were assigned to this series; 141 remained in 1945; none were listed in 1952. Apparently, the boxcar was downgraded between 1945 and 1952. Since MOW equipment does not produce revenue, this equipment is not reported.

The lack of structural integrity is the primary reason to make this boxcar/tool car non-contributing.

Bibliography:


47. Historic Name: Central Railroad Company of New Jersey, Combination Car #303.

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 combination coach-baggage car was built by the Pressed Steel Car Company in 1926 for the Central Railroad of New Jersey (CNJ) and was part of the series numbered 269 through 304. It is an all-steel car with standard four-wheel trucks. Empty weight is 123,660 pounds; the car measures 72' 5 1/2" in exterior length. The clerestory roof has Garland A-1 ventilators in place of windows. It seated 48 passengers on period
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Hale and Kilburn walk-over seats. The ceiling of the passenger section is mahogany inlaid with apple wood and dark walnut. Side panels are mahogany without inlays. The baggage compartment is steel-lined.

In 1992, Steamtown National Historic Site began a rehabilitation of the combine. The baggage compartment will be adapted to add mobility impaired seating and handicapped toilet facilities. A motorized wheelchair lift has been added. The vestibule steel diamond plate decking at both ends required replacing. The oak window sill boards along the right side were rotten and replaced with pine. Window sill boards on the left are original. Portions of the main support beams under the car were replaced or patched, as needed. The floor and side walls in the baggage compartment were rebuilt to correct the physical separation where the walls and floor had pulled apart. On the right side rusted panels measuring approximately 25' x 2' 7" and on the left side about 20' x 2' 7" were replaced. All original lettering and finish coats were stripped from the interior of the passenger compartment. The interior and exterior structural integrity has deteriorated to the extent that the coach was in poor condition prior to rehabilitation.

Statement of Significance:
The exact operational history of 303 is unknown except that a postal form found during restoration indicated that on July 12, 1964, it operated on Train 2421 between New York City and Allentown, PA. In 1968, the CNJ sold the car to the High Iron Company, a private enterprise sponsoring fan trips. The High Iron Company gave the car to Steamtown Foundation, about 1971, in lieu of rent for a locomotive. Combine 303 was moved to Scranton, PA, in 1984 when Steamtown moved from Bellows Falls, VT.

Rehabilitation efforts are required to ensure passenger safety as this combine will be used in excursion and yard shuttle service. However, the integrity of the original workmanship and structure has degraded to such an extent that this all-steel combine is non-contributing to the National Register.

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48. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1009.  

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 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 and measured 72’ 6” in overall length.  

CNJ 1009 is in poor condition brought on by unabated roof leaks. About one-third of the interior cove molding has buckled and pulled loose indicating water leakage. Water from the roof usually enters the side walls causing internal structural damage. From the visual evidence, it is surmised that the internal framing has sustained damage thus compromising the integrity of this suburban coach.  

The outside of the coach retains its last paint job applied CNJ. As this muted green paint fails, rust stains leach through the paint. Rust trapped under the belt line has caused distortion of the belt line and penetrated the side panels. End sheets are rusted through at the collision posts on both ends. All four vestibule doors are missing. Glazing is missing from a number of windows or replaced with plexiglass. The exterior window sashes are stainless steel replacements from the late 1940s. The trucks are in good condition. The interior is in fair condition with the exception that part of the ceiling is falling. Walk-over seat frames are in place but most of the cushions are missing. The light fixtures are missing. The luggage racks are in place. The interior is painted dark green along the windows and at the ends while the ceiling and cove molding are a lighter green. The paint hides the original mahogany panelling and inlay.  

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 coach number 1009 was among the 223 passenger coaches ordered by the CNJ from several manufacturers during the mid-1920s. Steamtown Foundation in Bellows Falls, VT, purchased #1009 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
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Foundation relocated its operations to that city. With other equipment, the coach was transferred to the National Park Service in March 1989.

This coach represents steam era passenger service on an anthracite carrier. It is also representative of a common passenger car type called a suburban coach. However, due to water damage and loss of integrity this coach is non-contributing.

Bibliography:


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

49. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1362.

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:
Coach number 1062 was ordered by the Central Railroad Company (CNJ) in 1923 from Standard Steel. By the end of 1929, the CNJ has 369 coaches assigned to the series 800-1168. Coaches in this series were electrically lighted and, although equipped with a toilet, there was no wash basin. The outside length of the coach is 72' 6" and the inside length is 62' 3". It could carry 78 passengers.

Inside the coach, the original seat frames are in place, but the cushions are gone. The aluminum window frames and aluminum side panels are late railroad replacements for the original wood. All glazing on the right side has been replaced with plywood. The roof leaks the length of the car as evidenced by the buckled ceiling and cove molding. Globes and light fixtures remain as do the steam heat pipes and covers. The ends, ceiling and safety posts on both vestibules are rusted. The posts and ends are completely rusted where they join the deck. The four rotted wood doors are
replacements of the original metal doors. On the car's exterior, rust is trapped and bowing out the bottoms of the side panels, at the belt line, and the splines of the letter boards. Portions of the metal floor pan, between the side sills and the center sill, have given way.

Statement of Significance:

This coach is representative of steam era passenger service on an anthracite carrier. However, the amount of structural degradation has resulted in a lack of integrity, therefore, this coach is non-contributing.

Bibliography:


50. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1152.

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 for the Central Railroad of New Jersey (CNJ) by the Standard Steel Car Company in 1925, coach #1152 was assigned to the 933-1168 series. The coach has an outside length of 72' 6", and an inside length of 62' 3". All stairs are original but are rusted; the three metal doors, perhaps original, are severely deteriorated; the one wood door is rotten and its plexiglass window is crushed. Water has entered the car body either through roof leaks or through the belt line below the windows, or both, causing damage to the steel side panels. On the right side, four of the six panels below the windows will need total or partial replacement; the left side requires total replacement. The amount of penetrating rust that has bored through the car's skin indicates that the side sills and possibly the main sill are rusted. The Z-bar under the side sills is buckled and pressed out of shape by pockets of rust. The belt line and the splines along the letter boards are buckled with rust. The paint scheme is incorrect. Steamtown Foundation installed an undercarriage box for LP gas tanks and
modified the battery box for a generator. They had planned to light the car for night time excursion trips, but never carried out the plan.

The coach carries 78 passengers and has its original Hale and Kilburn walk-over seats that have been reupholstered in naugahyde. The original light fixtures, globes, luggage racks, floor, and steam heating units are in place. The safety window glass is a replacement. The wood panelled walls and ceiling have been painted.

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 coach number 1152 was among the 223 passenger coaches ordered by the CNJ from several manufacturers during the mid-1920s. Steamtown Foundation in Bellows Falls, VT, purchased #1152 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 represents steam era passenger service on an anthracite carrier. It is also representative of a common passenger car type called a suburban coach. However, the amount of damage caused by penetrating rust and distortions caused by pockets of rust indicates that this coach is not structurally sound and is non-contributing.

Bibliography:


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

51. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1161.

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 coach was built by the Bethlehem Steel Company’s Harlan Works in 1926. The Central Railroad of New Jersey (CNJ) assigned it to the 933-1168 series. The coaches is 72’ 6” long and seats 78 passengers. It is in poor condition.

Suburban coach 1161’s paint is scabby and scaling, allowing rust to form on the side panels. The paint is peeling from the wood window frames. The window frames are bowed outward, rotten, and have missing parts. Plywood has replaced some glazing; the remaining glazing is cloudy plexiglass. The roof coating is failing. Both the A-end and B-end collision posts and end sheets are riddled with penetrating and striated rust. The vestibule diamond plate decking has holes. Stairways are pierced with rust. The one wood door is rotten. The three metal doors have peeling paint and rust. One of the metal doors has rusted through at the base. The interior is wood lined. The walk-over seat frames are in place, but the cushions and seat backs are tossed about the coach. Some of the cushions retain the original, very worn, velveteen upholstery and others are green vinyl. All globes and light fixtures are missing. Paint on the sheet metal toilet compartment is scaling. The drinking water compartment is in place.

Coach number 1161 is in poor condition based on the degradation of the vestibules and the overall interior condition. The rusting of the side panels causes the condition of the weight bearing side sills to be questioned.

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 coach number 1161 was among the 223 passenger coaches ordered by the CNJ from several manufacturers during the mid-1920s. In 1959, the railroad sold many coaches from the series. By 1978, coach #1161, along with other CNJ coaches, was on the Green Mountain Railroad in Vermont. At a later, but unknown, date, Steamtown Foundation in Bellows Falls, VT, acquired them. The Foundation renumbered the coaches with 1161 becoming 718. The group of coaches were 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. Suburban coach 1161 is non-contributing as it no longer retains its physical integrity.

Bibliography:
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National Park Service  

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Steamtown NHS Library, Building Files, "CNJ Suburban Coach 1152, Research Material."

52. Historic Name: Central Railroad Company of New Jersey, Suburban Coach #1166.

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 coach was built by the Bethlehem Steel Company’s Harlan Works in 1926. The Central Railroad of New Jersey (CNJ) assigned it to the 933-1168 series. The coach is 72’ 6" long and seats 78 passengers. The car is in poor condition.

Suburban coach 1166 is in failing, faded purple paint. Rust is forming on the letter boards and side panels. The steel roof is exposed. Paint is peeling from the wood window frames. Both vestibule ends are in poor condition. The end sheets and collision posts are riddled with rust and split open along the top, the base, and from the base going half-way up both sides. The one wood door has collapsed. The inset panels of the three metal doors are buckled with rust. The interior exhibits an incomplete refurbishing. The finish coat has been stripped from the sides, window frames, and clerestory. The cove molding and ceiling were not stripped, but cracked white paint covers the original inlaid mahogany. All globes and fixtures are missing. Window shades are missing. Peeling paint has exposed the sheet metal in both entry ways and toilet compartments.

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 number 1166 was among the 223 passenger coaches ordered by the CNJ from several manufacturers during the mid-1920s. In 1959, the railroad sold
many of these coaches. By 1978, several of the coaches were on the Green Mountain Railroad in Vermont. At a later, but unknown, date, Steamtown Foundation in Bellows Falls, VT, acquired them. The Foundation renumbered the coaches, with 1166 becoming 719. The coaches were moved to Scranton, PA, when the Foundation relocated its operations to that city. With other equipment, this coach was transferred to the National Park Service in March 1989.

Coach number 1166 is in poor condition and is non-contributing based on the degradation of the vestibules, missing interior devices, and the incomplete refurbishing.

Bibliography:


Steamtown NHS Library, Building Files, "CNJ Suburban Coach 1152, Research Material."

53. Historic Name: Claremont and Concord Railroad, Snowplow #60.

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 is a wedge-shaped wooden snowplow built by the Boston and Maine Railroad (B&M) shops before 1910. The B&M number is unknown. The front truck has inboard bearings for better operation in the snow and the rear truck is a Fox-patent pressed-steel truck. The spreader blades are steel. The vertical stem wind hand brake is in place.

The snowplow is in poor condition, as the structure has degraded from exposure. The scaling paint contributes to wood rot and about eighty percent of the wood is
deteriorated. Mosses are growing on the sides, behind the wedge. Iron grab irons, pole pockets, and steps are in good condition but are attached to failing wood. The ladders have deteriorating wood stringers with iron rungs.

Statement of Significance:
Until 1954, the Claremont and Concord was a branch line of the B&H. Sold to a private entrepreneur, the branch line became a short line railroad. The operating history of the snowplow is not known, but presumably it was part of the equipment sold with the real estate. By 1966, the snowplow was owned by Nelson Blount’s Steamtown Foundation. The degradation of the wood housing causes this structure to be non-contributing.

Bibliography:


54. Historic Name: Delaware and Hudson Railroad, Snow Flanger #36037.

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:
The cab and decking of this Delaware and Hudson (D&H) shop-built snow flanger is wood, 40' 7" in length by 9' 3" wide and 14' 2" to the top of the stovepipe. Housed in the cab, the crew raised and lowered the steel flanger blade to avoid grade crossings and other obstructions. The blade is notched to fit over the rails to facilitate snow removal from the tracks. The unit was propelled by a locomotive.

The flanger is in poor condition and has lost its integrity of workmanship. Approximately three-quarters of the wood of the deck and cab is rotten or missing. Doors, window frames and glazing are gone. The steel frame appears to be in good condition.
Statement of Significance:

Snow flanger 36037 was probably built before 1910. The 1906 Equipment Register lists 174 pieces of miscellaneous equipment in the 34000 - 36099 series. The 1932 Register lists 35 pieces in the 36000 - 36099 series for snowplows and flangers. In 1969 the Equipment Register listed 265 cars in the series 30000 to 36140 of miscellaneous and work equipment cars. No records exist documenting when this flanger left the D&H roster, but it was probably between 1985 and 1987, shortly after Steamtown Foundation moved to Scranton, PA. The flanger has a September 23, 1981 repacked date stencilled on a side sill indicating it was still in D&H ownership.

The loss of structural integrity and integrity of workmanship makes the flanger non-contributing.

Bibliography:


55. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #343.

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 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). 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. This is an all-steel car running on four-wheel trucks with an 82-passenger seating capacity.

The Steamtown Foundation began a rehabilitation of the car in 1987. They sandblasted the paint from the roof, ends, and window frames but did not repaint. During the ensuing years, rust has formed on the bare steel. The remaining paint is the orange and cream of the New Jersey Transit Authority. It is in the initial stages of failure. All the window glazing has been replaced with plywood. Rust pockets are causing the window frames and the splines over the side panels to bow. The front endsheets have patches put over the joints by the railroad. Active rust continues around these patches. Small holes are evident in the base of the posts and in the vestibule. The left side trap door is missing. Portions of the motorman’s station and drive mechanism are missing. The rear vestibule is also patched and exhibiting active corrosion. The appliances put on during the 1930 conversion to electrical operation have been removed. The headlights, number boards, horns, marker lights and clerestory platforms are gone. The motorman’s station is incomplete. The ladders leading to the roof are in place.

Inside length: 58’ 10 1/2”
Inside width: 9’
Inside height: 8’ 4”
Light weight after conversion: 106,900 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 #2243 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. This coach, #343, remained in commuter service almost sixty years. Steamtown Foundation purchased the coach 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.

The 1987 restoration attempts have produced a car that is missing major appliances, is actively rusting, and no longer retains historical authenticity from any period of its active railroad history. The car is non-contributing.
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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.

56, 57, 58, 59. Historic Name: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #330, #334, #335, and #346.

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

Classification: Four non-contributing structures.


Description:
These electric passenger coaches were built by the Pullman Car and Manufacturing Company for the Delaware, Lackawanna and Western Railroad (DL&W). Cars 330, 334, and 346 were built January 30, 1925 and car 335 was built January 26, 1925. They were part of a group of 50 all-steel, 70-foot, low roof suburban coaches. About 1929 to 1930, the DL&W contracted with the American Car and Foundry Company to convert the cars into electric trailer coaches for suburban commuter service. The conversion added electric heaters, train control boxes under the frame, a motorman's control station in each A-end, marker lights, a headlight, grab irons and clerestory steps, and intercar electric connectors. The Hale and Kilburn walk-over seats had a capacity of 82 passengers. An extra row of seats were added to increase carrying capacity at the sacrifice of leg room. The original rattan upholstery has been replaced with blue naugahyde. Baggage racks are in place. The window sashes are aluminum, probably a Conrail replacement of the wooden sashes.

Inside length: 58' 10 1/2"
Inside width: 9'
Inside height: 8' 4"
Light weight after conversion, #330: 105,800 pounds
Light weight after conversion, #334: 106,400 pounds
Light weight after conversion, #335: 105,700 pounds
Light weight after conversion, #346: 107,200 pounds

In 1985, in an attempt to recreate the original coach look, the Steamtown Foundation removed some of the 1929 conversion equipment -- pilot, clerestory steps, end doors, the operator's station, panelled over the end windows with metal, gutted the electric boxes but left the boxes in place. The interior retains its original materials but is incorrectly painted. The lighting is intact; fans installed by the DL&W in 1954 are in place. The Foundation cleaned and painted the exterior of the cars Lackawanna diesel era colors. Essentially, the cars are in a configuration that never existed while in revenue service. The paint is failing and leaks are developing causing rust to pock the sides and ends.

In addition to the description common to the four cars, the Foundation added two boxes under the frame of #335 for propane gas and a propane powered generator to provide electricity and lighting for night time use.

Statement of Significance:
The DL&W initially purchased these 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. In September 1930 #330 became 2230; February 28, 1930, #334 became 2234; March 11, 1930 #335 became 2235; April 1, 1930, #346 became 2246. In the 1950s they were renumbered to the 3200 series and to the 3000 series after the 1960 merger with the Erie. The last two digits 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 the now 58 year-old Lackawanna coaches. By early 1985, these four coaches along with six other former DL&W MUs were owned by Steamtown Foundation.

These coaches are non-contributing as they do not represent any historical configuration.

Bibliography:
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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


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.

60. Historic Name:  East Branch and Lincoln Railroad, Logging Derrick.

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 is a shop-built logging derrick used by the East Branch and Lincoln Railroad (EB&L) near Lincoln, NH. It was made from a four-wheeled shop crane and the derrick cables were operated by an on-board steam engine. The railroad's Shay locomotive provided the motive power. The wheels are cast iron and stamped "3/1913," perhaps cannibalized from an earlier piece of equipment. The coupler is an old-style link-and-pin. The iron and steel portions - the donkey engine, boiler, trucks and track frames - of the log loader, although rusted and weathered, are serviceable. However, the wood cab, deck and associated wooden parts have lost all structural integrity due to decay and wood boring insects. The log loader is in poor condition.

Statement of Significance:
The EB&L was established in the 1890s as a short line logging railroad and was later owned by the Franconia Paper Company. This derrick is representative of the New England logging and paper industry. Due to the lack of structural integrity of the wooden cab, the log loader is non-contributing.
United States Department of the Interior
National Park Service

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Bibliography:


Morgan, David P. "Thank Heaven for Quarries and Sawmills!" Trains, July 1957, 16-20.

61, 62, 63. Historic Name: Erie Railroad, Coach #2607, #2629, and #2633.

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

Classification: Three non-contributing structures.


Description:
These three passenger coaches were built using the Stillwell patent design. The Stillwell design was supposedly safer during an accident. They were built for the Erie Railroad series 2600-2649 by the American Car and Foundry in 1934. These are steel cars with a pressed steel frame and have a seating capacity of 76 passengers.

All three coaches are extremely degraded. All the vestibules are riddled with penetrating rust. The flooring is eaten through. The collision posts and vestibule ends have active rust; even the patches have rusted through. The window frames and sills are deteriorated. For years, rain and moisture have entered around the window frames resulting in internal corrosion of the steel and bowing of the exterior side panels. The side panels are so bowed that the insulation is leaking out. The car frames, center sills and side sills are striated with rust to the extent that the integrity of these main members is compromised. The movement of the frames through rust, corrosion and other problems has caused the floors to pull away. The undercarriage floor pans have rusted through and portions have fallen away.

Statement of Significance:
These three Erie Railroad passenger coaches are in such a state of degradation that the historic fabric no longer retains proper integrity. Although representing an anthracite railroad, these cars are non-contributing due to their lack of integrity.