United States Department of the Interior  
National Park Service  
NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET  

Section __7__  
Page __130__  

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

Bibliography:  

64. Historic Name: Lehigh Valley Railroad, Gondola.

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 original Lehigh Valley Railroad number is unknown and may never be known. However, this gondola was part of the series 32850-33699 and was built by Bethlehem Steel between 1950 and 1952. The car's overall length is 54' 7" and its width is 10' 3." Its capacity is 1745 cubic feet or 140,000 pounds. About 1958, the Lehigh Valley sold the car to Marshall Railway Equipment Company (MREX). MREX rebuilt the car in 1959. The gondola reflects this 1959 rebuild rather than its original Lehigh Valley appearance. The car was sandblasted and repainted to MREX markings including renumbering to "7005." A steel floor replaced the wood floor and the ends, which folded inward for loading, were welded in place. The original side brake wheel and retarder remain.

One side of the gondola was repainted in 1991. The car is in serviceable condition.

Statement of Significance:  
After only six or eight years on the Lehigh Valley, the gondola was purchased by the Marshall Railway Equipment Company, Scranton, PA, and rebuilt for lease service to the New Jersey Zinc Company. The Marshall Company donated the car to the Steamtown Foundation in August 1986.

A gondola consists of two long sides, two short sides, a floor, the trucks, and brake rigging. The floor, the two short sides, and the livery are altered, plus the road number is not known; therefore, the car is non-contributing.

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

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _7_  Page _131_

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

Cars of Steamtown." United States Department of the Interior, National Park Service,

Steamtown NHS Library, Building Files, "LV Gondola."

65, 66, 67, 68, 69. Historic Name: Lake Superior and Ishpeming Railroad, Boxcar #2509,
#2565, #2569, #2592, #2613.

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

Classification: Five non-contributing structures.

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

Description:
These five boxcars are all steel, wood-lined with wood floors. The five cars are
nearly identical and are similar to Pullman-Standard PS-1 models. They reflect
rebuilding in 1968 and 1969 and retain that configuration. There are no roof walks,
end ladders have been cut, the high brake wheels were replaced, door openings were
altered and the interior dimensions are changed. The center sills are marked for the
Lake Superior and Ishpeming Railroad (LS&I). Green Mountain numbers paralleling the
LS&I numbers are: 363, 381, 358, 362, 366. The cars are in good condition.

Statement of Significance:
The LS&I ran on the southern side of Lake Superior, hauling paper products and grain,
but principally iron ore. These five boxcars were purchased new from the Pullman-
Standard Car Manufacturing Company in July 1940, September 1950, or August 1952 and
assigned to the 2200 or 2400 series of boxcars. In 1965, LS&I contracted to have 145
boxcars rebuilt by the Pullman shop in Hammond, IN. In addition to the 145 cars for
rebuilding, the railroad supplied 69 boxcars as a parts source. Each rebuilt car cost
$6700. Cars renumbered 2509, 2592, and 2613 were returned in June 1968 and cars
renumbered 2665 and 2569 were returned in June 1969. In June 1978, these boxcars were
part of a lot of 100 sold to ITEL Corporation in San Francisco for $6500 each. ITEL
leased, then sold, them to the Green Mountain Railroad in Vermont, from there they were
acquired by the Steamtown Foundation.

Since all five boxcars reflect the 1968 and 1969 alterations upgrading the structures,
they are non-contributing.
Bibliography:


Steamtown NHS Library, Building Files, "LS&I, Boxcars."

Section 7
Page 132

70. Historic Name: Long Island Railroad, Commuter Coach #7016.

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

Classification: One non-contributing structure.


Description:

Built by the American Car and Foundry in 1926, coach number 7016 belonged to the Long Island Railroad class P54d, and was originally number 16 in the series 1 - 50. The commuter coach has an arch roof without a clerestory. The inside length is 54' 3" and the length over the buffers is 64' 6". It has a dry hopper toilet, but no washing facilities. Originally the coach seated 76 passengers but was altered, during a 1950s rebuild, to seat 88 commuters. The few remaining seats and lighting fixtures, heating system, and tile flooring reflect the 1950s improvements. The exterior was also repainted concurrent with the interior upgrading, so the coach is now in grey livery rather than the period Tuscan red with gold lettering. The fans are missing, but the luggage racks are in place. The interior walls and ceiling are metal that is rusted, either through roof leaks or ambient moisture. The vestibules exhibit rust, and the diamond plate pattern is worn smooth from commuter use. The porthole-style, round windows on the ends of the vestibules have been removed and filled in with metal panels. The plexiglass replacement windows have clouded over and the few remaining pieces of window glass are broken. The brake valves, generator, and A-end buffer are missing. The steps are bent. The lower body panels are exhibiting active rust resulting in staining and bowing of the side panels.

Statement of Significance:

This car served in commuter service on the Long Island Railroad, a subsidiary of the Pennsylvania Railroad. In November 1974, the Long Island sold #7016, in a group of 26 cars, to Steamtown Foundation in Vermont for $617. The coach no longer retains its pre-1950s interior and the structural integrity is questionable. Due to the alterations to the interior and the resulting loss of historic integrity this car is non-contributing.
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section __7__  Page __133__

Bibliography:


71. Historic Name: Long Island Railroad, Commuter Coach #7092.

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

Classification: One non-contributing structure.


Description:
Built by the American Car and Foundry in 1926, coach number 7092 belonged to the Long Island Railroad class P54d, and was originally number 92 in the series 91 - 138. The commuter coach has an arch roof without a clerestory. The inside length is 54' 3" and the length over the buffers is 64' 6". It has a dry hopper toilet, but no washing facilities. Originally the coach seated 76 passengers but was altered, during a mid-1950s rebuild, to seat 88 commuters. The remaining seats, lighting fixtures, heating system, and tile flooring reflect the 1950s. The exterior was also repainted concurrent with the interior upgrading, so the coach is now in grey livery rather than the period Tuscan red with gold lettering. The fans are missing, but the luggage racks are in place. The interior walls and ceiling are metal that is rusted, either through roof leaks or ambient moisture. The vestibules exhibit rust, and the diamond plate pattern is worn smooth from commuter use. Although the glazing has been replaced with circular metal panels, the framing for the porthole-style, round windows on the ends of the vestibules that gave rise to the nickname "owl" or "ping-pong" cars is intact. Even though the lower body panels are exhibiting rust, the roof line and letter boards appear sound.

Statement of Significance:
This car served in commuter service on the Long Island Railroad, a subsidiary of the Pennsylvania Railroad. In November 1974, the Long Island sold #7092, in a group of 26 cars, to Steamtown Foundation in Vermont for $617. Because this coach has lost its steam era integrity as a result of the 1950s alterations by the Long Island, the coach is non-contributing.
72. Historic Name: Long Island Railroad, Rotary Snowplow #193.

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 rotary snowplow was built at the Cooke Locomotive and Machine Works, Paterson NJ, in November 1898 with builder’s number 55.

The snowplow weighs 67 1/2 tons and the rotary blade assembly is 9’ 8” in diameter. The plow exhibits a number of conditions that effect its integrity. The paint scheme is incorrect. The headlight is missing. Almost all of the cab interior is missing -- brake valves, gauges, piping, window sashes, window glass, doors, injectors, steam valves, and builders’ plates. The boiler jacket is missing. The interior of the boiler was patched by the railroad. The rear cab wall is pulled loose at the weld with the deck. The exterior is in somewhat better shape. The triple valve air brake system is in place. The main air reservoir is of light weight construction with lap seam rivetted joints and folded ends. This form of construction connotes that the air reservoir is original. The air pump and pump hatch are missing. Portions of the rear breast beam and wood floor are missing; what remains is rotten. The car body has some penetrating rust, but is in overall good condition. The ash pan box has rusted through and the screening is missing. The plow’s trucks are original arch bar style with wood bolsters. The flanger and associated rigging is missing from the undercarriage. The rotary blade assembly is in remarkably good condition, exhibiting only minor wear and damage.

The plow’s present tender is a Pennsylvania Railroad tender that, after 1940, replaced the original wood-frame tender. The Long Island Railroad was a subsidiary of the
Pennsylvania, therefore the tender replacement reflects normal railroad operating procedures. This tender was built about 1924 and carried 10,000 gallons of water and 10 tons of coal. The tender body and top deck are in good condition. The deck water hatches and coal bunkers hatches are solid. The side sills and center sill appear in good condition; however, the front and back tender trucks supporting the center casting are breaking down into visible striations. The stem wind brake, chains and reach rod for the cylinders, apron between tender and plow deck, hood and cab curtains, and the doors on the water tank legs are missing.

The rotary presently exhibits active rust, vandalism and other forms of deterioration.

Statement of Significance:
Between 1885 and 1903, the Cooke Works built 64 rotaries under contract for the Rotary Steam Snow Shovel Manufacturing Company in Paterson, NJ. After the American Locomotive Company acquired Cooke, Brooks, Rogers, and Schenectady, 71 more rotaries were built. Number 193, built in 1898, was purchased by the Long Island Railroad and operated on that railroad until its retirement in 1965. In 1968 two railroad enthusiasts purchased the plow and tender. They sold it to the Steamtown Foundation in 1988. After the Foundation’s purchase, the snowplow continued to sit in New Jersey on the Black River and Western Railroad, where it had been since 1968, until July 1993 when Steamtown NHS contracted with Conrail to move the equipment to the park.

One hundred forty-four steam rotary snowplows were built under the aegis of Cooke and the American Locomotive Company. Only 12 rotary plows are known to survive in the United States. Number 193 is the sole surviving steam rotary snowplow known to have been used on a railroad east of the Mississippi. Degradation from vandalism, exposure, and lack of upkeep have compromised the original structure to such an extent that this equipment is non-contributing.

Bibliography:

Steamtown NHS Library, Building Files, "Long Island RR Snowplow 193."

73. Historic Name: Rutland Railroad, Baggage-Express #129.

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  

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET  

Section _7_  
Page _136_

Classification: One non-contributing structure.


Description:  
This all-steel baggage car was built in October 1914 by the American Car and Foundry shop in Berwick PA. Number 129 was built to the standards of the New York Central System, which controlled the Rutland RR. The car retains its New York Central trucks. It was one of a series of ten Rutland RR baggage cars numbered 128 through 137.

Number 129 has not been repainted since leaving Rutland service. Paint failure has allowed active rust to pock mark the exterior steel. Penetrating rust has opened up the bottoms of all side panels at the side sill joints. The interior wood lining exhibits moisture problems caused by the deterioration of the exterior metal panels.

Statement of Significance:  
The car was built for the Rutland RR and assigned road number 129. The Rutland operated it in passenger service between Boston, MA and Rutland, VT. In 1961, it was downgraded to a tool car used in wreck train service and renumbered X627. In 1965, this baggage car was retired from common carrier service and sold to the Green Mountain Railroad. It was moved to the Steamtown Foundation in 1966, and purchased by the Foundation in September 1969. The Steamtown Foundation and the Green Mountain Railroad were both corporate entities owned by Nelson Blount. It is the only steel baggage car in the Steamtown NHS collection with a clerestory roof.

This baggage car is in poor condition as a result of continued exposure to the weather and is, therefore, non-contributing.

Bibliography:


Steamtown NHS Library, Building Files, "Rutland Baggage Car 129."
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _7_  Page _137_

74. Historic Name: Rutland Railroad, Boxcar #8050.

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 boxcar was built between 1923 and 1929 by an unknown builder. The 1929 Equipment Register noted 298 boxcars in the Rutland's 8000-8299 series. The boxcar has a steel roof, steel underframe, and steel dreadnought ends with wood sides. It was double sheathed in wood.

Inside dimensions: Length 40' 6"
Width 8' 6"
Height 8' 8"

Cubic Feet 2984
Pounds 80,000 (40 Tons)
Outside length: 41' 1"

Its Bettendorf trucks are embossed "NYCL" for the New York Central Lines. (The New York Central controlled the Rutland). The vertical brake stem is in place.

The flaking paint has allowed moisture to penetrate the tongue-and-groove siding. Portions of the siding are precipitously buckled. The bottoms of the door frames and the tracks on both sides are rusted. The wood in both doors has rotted where water run off from the overhanging eaves is trapped. More than fifty percent of the wood appears deteriorated with several sheet metal patches covering the holes. The roof walk is gone.

Statement of Significance:
This is a typical 40-foot boxcar from the first half of the twentieth century. The boxcar operated on the Rutland Railroad. By 1966, it was in the ownership of Nelson Blount and one of his corporations in North Walpole, NH. The degraded condition makes this car non-contributing.

Bibliography:
Steamtown NHS Library, Building Files, "Rutland, Boxcar 8050, 9194."

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _7_    Page _138_

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

75. Historic Name: Rutland Railroad, Boxcar #9194.

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 between 1923 and 1929 by an unknown builder, automobile boxcar #9194 was part of the Rutland Railroad's 9000-9199 series.

Dimensions:
Outside length - 42' 3"
Side door opening - 8' 4" tall by 10' long
Inside length - 40' 6"
Inside height - 8' 8"
Cubic feet 2984

Outside width - 9' 7"
Inside width - 8' 6"

It has a steel roof to ward off cinders and protect against the weather, a steel underframe, steel ends, and wood sides. The steel is rusted and pock marked; about eighty percent of the tongue-and-groove oak used for the sides is missing or rotten beyond salvaging. The interior lining is exposed and, in places, is missing. The original ladders are simply rungs bolted directed to the sides and ends. The stem wind brake wheel is original. Its Bettendorf trucks are embossed "NYCL" for the New York Central Lines. (The New York Central controlled the Rutland). Portions of the wood lined interior exhibit water damage consist with the deteriorated exterior siding. It is in poor condition.

Statement of Significance:

This one-and-a-half door automobile boxcar was used to ship automobiles and other oversized freight on the New England based Rutland Railroad. In 1929 the Rutland had 200 "auto boxes" with the American Association of Railroads designation "XA." The 1945 Official Railway Equipment Register listed 170 in the series, but designated them as "XAB." The standard general service boxcar was designated "XM" and the "XAB" was similar in design but had less than ten feet inside height and a side door at least ten feet wide. The standard boxcar door was six feet wide. In April 1952, the Equipment Register listed 79 in the series and two years later showed 31 listed but redesignated as "XM" for general service boxcars. No cars in the 9000 to 9199 series were listed in the 1962 Equipment Register. By November 1966, the boxcar was in the ownership of Nelson Blount and one of his Steamtown corporations at North Walpole, NH.
The extent of the physical deterioration of the siding and interior makes the Rutland boxcar 9194 non-contributing.

Bibliography:


Steamtown NHS Library, Building Files, "Rutland, Boxcar 8050, 9194."


76. Historic Name: Rutland Railroad, Combination Baggage-Express, #253.

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 1902, or earlier, by O.S. Bradley, this wood combination passenger - baggage coach is in poor condition. Three truck pedestals have New York Central and Hudson River Railroad initials. It has an intact Baker heating system, but otherwise is gutted.

The car is in total paint failure and the wood substrate is rotten. It has a truss rod underframe. The steel frame appears to be in fair condition; however, the wood cross members are split and the wood floor pan is rotten. The interior is in very poor
condition. The center beam in the passenger section ceiling has given way and the roof is open. Moisture from the open roof has caused the tongue-and-groove floor to buckle and rot. The headliner, which is not historic, has buckled and is pooled with water. The same conditions exist in the baggage compartment. The baggage compartment floor has a large hole next to the right side door. The mahogany window frames and wood trim are covered with old, crackled paint. A recent electrical lighting system exists, but the conduit and fixtures are pulling loose as the mounting screws no longer grip the wet ceiling. Four of the fifteen original seats are left. The frames are rusted and the upholstery, a black velveteen, is worn and rotten.

Statement of Significance:

The origins of this combine are unclear. The Rutland's entry in the 1904 Equipment Register notes that the 15 combination cars in the 200 to 253 series were to be relabeled from the Chatham and Lebanon Valley Railroad (C & LV) to the Rutland Railroad. The Rutland had purchased the C & LV in 1901. Combine 253 must have been part of the 1901 purchase. The passenger operation was never really successful. The Rutland reported only 91 passenger cars in 1943, including combine #253 as one of three combines. To the relief of the Rutland owners, a 1953 strike forced the railroad out of the passenger business.

Since the car is listed as having C & LV lettering is may be presumed that the car was built for the C & LV, but it may have been built for the New York Central System. It did operate on the Rutland in New York and Vermont. Eventually, #253 was downgraded to maintenance of way service and renumbered to X625. It is not known when the car left Rutland service. By 1966, the car was in private ownership on Nelson Blount's Monadnock, Steamtown and Northern tourist railroad in New Hampshire.

If, indeed, Osgood Bradley built this coach, it is one of a very few cars surviving from an obscure builder. Regardless of its origins, this combination car is in very poor condition, lacking structural and historical integrity, thus the car is non-contributing.

Bibliography:


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

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

Section 7 Page 141


77. Historic Name: Rutland Railroad, Flatcar #2777.

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:
Rutland flatcar #2777 was built by American Car and Foundry in the company's Berwick, PA, plant in March 1910. It was part of the Rutland's 2700-2799 series. The cargo space is 40' long by 9' wide and can carry up to 100,000 pounds. Exterior dimensions are 41' 2" in length by 9' 4" wide. It has a steel frame and stake pockets, and a wood deck; it retains its original fold-down vertical brake wheel. The frame is complete and the mechanical system is in operable condition. The stringers and the oak, tongue-and-groove decking are rotted or missing. The poor condition of the deck is the result of a lack of maintenance and age.

Statement of Significance:
Flatcars carried durable goods that could be exposed to varied weather conditions. They also carried oversized loads, such as large machinery, timber, and pipe, that could not fit within boxcars. The Rutland Railroad employed its 55 flatcars in the 2700 series for transporting New England marble. The deterioration of the deck has compromised the integrity; therefore, this flatcar is non-contributing.

Bibliography:

Steamtown NHS Library, Building Files, "Rutland, Flatcar 2777."
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _7_  Page _142_

78, 79, 80. Historic Name: Rutland Railroad, Pile Driver #X170; Tender #X170T; Idler Flatcar #X170I.

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:
This three-section pile driver was out shopped from the Rutland Railroad’s shop on May 1, 1932. The driver was built on a steel frame flatcar #2799; the small tender, salvaged from a 4-4-0 locomotive, held coal for the pile driver’s steam boiler; and the idler flatcar enabled the pile driver, with its boom lowered over the car, to be coupled into a train. It could propel itself over short distances.

All three sections are in poor condition. The tender has gaping holes at the base and the floor is gone. Although the steel frame is in fair condition, the flatcar’s deck is gone. The housing and deck of the pile driver is rotten or missing. The metal boiler, pulleys, winch and cable appear in fair to good condition, with the boiler showing a few in-service patches.

Statement of Significance:
This set of shop-built equipment was used to drive timber piles vertically into the ground for trestles and bridges. By November 1966, the pile driver was in private ownership of one of Nelson Blount’s Vermont business ventures. Albeit an interesting and rare piece of equipment, the pile driver is non-contributing due to extreme degradation of all three sections.

Bibliography:

81. Historic Name: Vermont Railway, Caboose #7.

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

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _7_  Page _143_

Classification: One non-contributing structure.


Description:
This is an early twentieth century steel frame, wood caboose with an offset cupola built to Canadian National / Grand Trunk / Central Vermont standards. Its exterior is in poor condition.

Both end platforms, including the wood frames, are completely deteriorated, although the ladders are still in place. The car body is rotten. One side of the car body is in fair to poor condition with rot and splitting of the siding, especially at the ends of the tongue-and-groove. The other side is severely deteriorated with large sections of siding missing, insulation falling out, and the inner sheathing exposed. The tar coated canvas roof cover is beginning to deteriorate. The offset cupola is showing signs of degradation. The steel underframe appears in good condition.

The pine panelled interior is in fair condition. The built-in desk (missing drawers and small parts), cupboards, drawers, and lockers are of stained and varnished pine. The stove is missing. The bunk racks, cupola seat cushions and air gauge are missing. The floor is buckled on the stove-side and rotted in the area where the stove stood. Two window frames appear to be replacements. One lower door panel has been replaced with plywood. The woodwork is warped and mildewed in places due to moisture and lack of ventilation.

Statement of Significance:
This caboose might have been Central Vermont Railway #4021 before its acquisition by the Vermont Railway. (It could have also been #4014 or #4017). The caboose was perhaps built around 1925, but the actual built date is unknown. Equipment Registers published during the 1920s and 1930s do not yield specific information as the caboose series was 4000 to 4099 with only 40 to 50 cabooses within the series.

The Central Vermont Railway was formed in the nineteenth century. In 1899, it became a subsidiary of the Canadian National Railway through its U.S. holding company, the Grand Trunk Corporation. The Canadian National attempted to sell the railroad in 1983 but were unable to realize the profit margin the company desired. Thus, the Central Vermont continues operations as a Canadian subsidiary.

The Vermont Railway (VTR) was formed when the state of Vermont purchased part of the Rutland Railroad's abandoned lines. VTR was incorporated in 1963 and first ran in January 1964.
United States Department of the Interior  
National Park Service  

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET  

Section __7__  
Page __144__  

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

This cabooses did spend its last few years as VTR #7 as it is clearly stencilled with  
the company’s logo. Its trucks and bolsters are marked for "CV" for the Central  
Vermont, documenting that portion of the cabooses's history. Sometime after 1964, this  
caboose went into maintenance of way service on the VTR. When it was acquired by  
Steamtown Foundation is not known. The cabooses was moved to Scranton, PA, with the  
other equipment, when the Foundation relocated from Vermont during 1984 and 1985.  

However, the lack of a precisely known history has little bearing as the cabooses is  
non-contributing due to the amount of exterior degradation.  

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

Drury, George H. Drury. The Train-Watchers Guide to North American Railroads. Waukesha,  


82. Historic Name: Great Western Railway, Coach #6705.  

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:
Called a main line corridor brake composite coach, #6705 was built in England about 1938 for use on the Great Western Railway. The car, inside and out, is in good condition but is rapidly deteriorating as its paint fails and rust sets in.

Statement of Significance:
As an English coach built for use in England, this car is non-contributing.

Bibliography:
Steamtown NHS Library, Building Files, "Great Western, Coach 6075."


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 passenger coach was built by Jackson and Sharp in Wilmington, DE, in 1889 for the Quebec, Montmorency & Charlevoix Railway Company, operating in Canada. It has open platforms and a clerestory roof. Snow, rain and the elements enter the coach through open window fenestrations and holes in the roof. The ceiling has buckled and the interior sides are damaged from snow and rain. The wood floor is raising where water stands. The original seat frames and cushions are in place. The exterior wood siding is decaying and covered with layers of scaling paint. Both vestibules have rotted to a point of total degradation.

Statement of Significance:
This first class day coach is similar to Quebec Railway #124 in the Steamtown NHS collection. They were both in service from 1889 until 1959, through the three corporate owners of the Quebec commuter line. In 1959, service was discontinued over the section of line operating northeast from Quebec to St. Joachim. The coaches had served as individual trailers to an electric motor car. By 1966, they were owned by Nelson Blount and became the property of Steamtown Foundation after Blount's death in 1967.
Day coach #102 is non-contributing as its operational history was in Canada, and its role in the United States is as a collector's object. The integrity has also been compromised.

Bibliography:

Lavallée, Omer A. S. Chemin de fer de la Bonne Sainte Anne (n.p. [1971?]).

84. Historic Name: Quebec Railway, Light and Power Company, Day Coach #124.

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 an 1889 coach built by Jackson and Sharp in Wilmington, DE for the Quebec, Montmorency & Charlevoix Railway Company. It has an arch roof, but not a clerestory. The interior was destroyed by vandals, reportedly while in railway ownership. The car was adapted for use as a museum exhibit car by both Steamtown Foundation and by Steamtown NHS. The roof was extensively reworked and altered by the Foundation. The interior is gutted. The wood exterior needs rehabilitation; wood steps and siding are rotting, and paint failure is advancing, especially where sunlight and airflow are restricted. The roof is leaking. The leaking is probably causing the structural ribs to rot. The coach has no interior integrity and the structural integrity is in doubt due to wood rot. The truck assemblies are incorrect.

Statement of Significance:
This first class day coach is similar to Quebec Railway #102 in the Steamtown NHS collection. They were both in service from 1889 until 1959, through the three corporate owners of the Quebec commuter line. In 1959, service was discontinued over the section of line operating northeast from Quebec to St. Joachim. The coaches had served as individual trailers to an electric motor car. By 1966, they were owned by Nelson Blount and became the property of Steamtown Foundation after Blount's death in 1967.
Day coach #124 is non-contributing as its operational history was in Canada and its role in the United States is as a collector's object. The integrity has also been compromised.

Bibliography:


Lavallee, Omer A. S. Chemin de fer de la Bonne Sainte Anne (n.p. [1971 ?]).
Photographs to accompany the addendum to the National Register of Historic Places for Steamtown National Historic Site, Scranton, Pennsylvania, #90001739, November 21, 1990.

The following information is the same for all photographs:

City, municipality and state where property is located: Scranton, Lackawanna County, Pennsylvania.

Location of original negative: Steamtown National Historic Site, Scranton, Pennsylvania.

Photograph number as keyed to sketch map: No sketch map is included as these structures are on wheels and the location within Steamtown NHS is subject to change.

MOTIVE POWER

1. Name of property: Delaware, Lackawanna and Western Railroad, Locomotive #565.
2. Name of photographer: Ella Rayburn
3. Date of photograph: June 1994
4. Description of view indicating direction of camera: Fireman’s side of locomotive shown. Camera facing southwest.
5. Photograph number: 1

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Car #2505.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View shows air brake reservoir side of motor car. Camera facing south.
5. Photograph number: 2
6. Resource Inventory number in National Register nomination: 5.

1. Name of property: The Reading Company, Locomotive #2124.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Shows fireman’s side of locomotive. Camera facing southwest.
5. Photograph number: 3

2. Name of photographer: Ella Rayburn
3. Date of photograph: June 1994
5. Photograph number: 4

1. Name of property: Boston and Maine Railroad, Locomotive #3713.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 5

1. Name of property: Brooks-Scanlon Corporation, Locomotive #1.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Head on view of locomotive. Camera facing west.
5. Photograph number: 6
6. Resource inventory number in National Register nomination: 15.

1. Name of property: Bullard Company, Locomotive #2.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: View shows running left of locomotive. Camera facing northeast.
5. Photograph number: 7
6. Resource inventory number in National Register nomination: 3.

1. Name of property: Canadian National Railways, Locomotive #47.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 8

1. Name of property: Canadian Pacific Railway, Locomotive #2929.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View shows fireman's side of locomotive. Camera facing northeast.
5. Photograph number: 9
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs Page _150_


2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 10

1. Name of property: Grand Trunk Western Railroad, Locomotive #6039.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 11

2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 12

2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 13

1. Name of property: Lowville and Beaver River Railroad, Locomotive #1923.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View shows engineer’s side of locomotive. Camera facing northwest.
5. Photograph number: 14
United States Department of the Interior  
National Park Service 

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET 

Photographs  Page __151__  

<table>
<thead>
<tr>
<th>Photograph #</th>
<th>Description</th>
<th>Resource Inventory Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>View of fireman’s side of locomotive. Camera facing northeast.</td>
<td>10</td>
</tr>
<tr>
<td>16</td>
<td>View of engineer’s side of locomotive. Camera facing northwest.</td>
<td>17</td>
</tr>
<tr>
<td>17</td>
<td>View of fireman’s side of locomotive. Camera facing south.</td>
<td>18</td>
</tr>
<tr>
<td>18</td>
<td>View of engineer’s side of locomotive. Camera facing southeast.</td>
<td>19</td>
</tr>
<tr>
<td>19</td>
<td>View of engineer’s side of locomotive. Camera facing southwest.</td>
<td>11</td>
</tr>
</tbody>
</table>

1. Name of property: Maine Central Railroad, Locomotive #519.  
2. Name of photographer: Ken Ganz  
3. Date of photograph: December 1992  
5. Photograph number: 15  

1. Name of property: Meadow River Lumber Company, Locomotive #1.  
2. Name of photographer: Ken Ganz  
3. Date of photograph: December 1992  
5. Photograph number: 16  

1. Name of property: New Haven Trap Rock, Locomotive #43.  
2. Name of photographer: Ken Ganz  
3. Date of photograph: December 1992  
5. Photograph number: 17  

1. Name of property: New York, Chicago and St. Louis Railroad, (Nickel Plate Road), Locomotive #44.  
2. Name of photographer: Ken Ganz  
3. Date of photograph: December 1992  
5. Photograph number: 18  

1. Name of property: New York, Chicago and St. Louis Railroad, (Nickel Plate Road), Locomotive #759.  
2. Name of photographer: Ken Ganz  
3. Date of photograph: January 1993  
5. Photograph number: 19  

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs   Page _152_

2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 20

1. Name of property: Public Service Electric & Gas Company, Locomotive #6816.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 21

1. Name of property: Rahway Valley Railroad, Locomotive #15.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 22

1. Name of property: Union Pacific Railroad, Locomotive #737.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 23

1. Name of property: Union Pacific Railroad, Locomotive #4012.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 24

1. Name of property: Canadian National Railways, Locomotive #3254.
2. Name of photographer: Ella Rayburn
3. Date of photograph: June 1994
5. Photograph number: 25

1. Name of property: Canadian National Railways, Locomotive #3377.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 26

1. Name of property: Canadian National Railways, Locomotive #5288.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 27

1. Name of property: Canadian Pacific Railway, Locomotive #1293.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 28
6. Resource inventory number in National Register nomination: 34.

1. Name of property: Canadian Pacific Railway, Locomotive #2317.
2. Name of photographer: Ken Ganz
3. Date of photograph: May 1989
5. Photograph number: 29
6. Resource inventory number in National Register nomination: 35.

1. Name of property: Canadian Pacific Railway, Locomotive #2816.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 30
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs  Page _154_


1. Name of property: Chicago, Milwaukee, St. Paul and Pacific Railway, Locomotive #97A.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 31

1. Name of property: Chicago, Milwaukee, St. Paul and Pacific Railway, Locomotive #97C.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 32

1. Name of property: Kansas City Southern Railway, Locomotive #74D.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 33

1. Name of property: New York, Chicago & St. Louis Railroad, Locomotive #514.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 34

1. Name of property: Wabash Railroad, Locomotive #132.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 35
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs Page __155__

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

1. Name of property: Central Railroad Company of New Jersey, Combination Car #303.
   2. Name of photographer: Ken Ganz
   3. Date of photograph: January 1993
   4. Description of view indicating direction of camera: Baggage end of car shown on right.
      Camera facing east.
   5. Photograph number: 36
   6. Resource inventory number in National Register nomination: 47.

1. Name of property: Central Railroad Company of New Jersey, Crane #5 and Idler
   Gondola #9208.
   2. Name of photographer: Ken Ganz
   3. Date of photograph: January 1993
   4. Description of view indicating direction of camera: Crane on left, idler on right. Camera
      facing northeast.
   5. Photograph number: 37

1. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1006.
   2. Name of photographer: Ken Ganz
   3. Date of photograph: December 1992
   4. Description of view indicating direction of camera: View of brake cylinder side of coach.
      Camera facing north.
   5. Photograph number: 38
   6. Resource inventory number in National Register nomination: 5.

1. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1022.
   2. Name of photographer: Ken Ganz
   3. Date of photograph: December 1992
   4. Description of view indicating direction of camera: Air brake reservoir side of car shown.
      Camera facing north.
   5. Photograph number: 39

1. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1023.
   2. Name of photographer: Ken Ganz
   3. Date of photograph: December 1992
   5. Photograph number: 40
## Photographs

### 1. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1026.
- **Name of photographer:** Ken Ganz
- **Date of photograph:** December 1992
- **Description of view indicating direction of camera:** View of air brake cylinder side of coach. Camera facing south.
- **Photograph number:** 41
- **Resource inventory number in National Register nomination:** 9.

### 2. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1009.
- **Name of photographer:** Ken Ganz
- **Date of photograph:** December 1992
- **Description of view indicating direction of camera:** View shows air brake reservoir side of the coach. Camera facing south.
- **Photograph number:** 42
- **Resource inventory number in National Register nomination:** 48.

### 3. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1021.
- **Name of photographer:** Ken Ganz
- **Date of photograph:** December 1992
- **Description of view indicating direction of camera:** View shows air brake cylinder side of the coach. Camera facing south.
- **Photograph number:** 43
- **Resource inventory number in National Register nomination:** 6.

### 4. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1062.
- **Name of photographer:** Ken Ganz
- **Date of photograph:** January 1993
- **Description of view indicating direction of camera:** View of brake reservoir side of the coach. Camera facing south.
- **Photograph number:** 44
- **Resource inventory number in National Register nomination:** 49.

### 5. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1152.
- **Name of photographer:** Ken Ganz
- **Date of photograph:** December 1992
- **Description of view indicating direction of camera:** View of brake reservoir and battery boxes on side of car. Camera facing north.
- **Photograph number:** 45
- **Resource inventory number in National Register nomination:** 50.

### 6. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1157.
- **Name of photographer:** Ken Ganz
- **Date of photograph:** December 1992
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs  Page  __157__


5. Photograph number: 46

1. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1161.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992

5. Photograph number: 47

1. Name of property: Central Railroad Company of New Jersey, Suburban Coach #1166.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992

5. Photograph number: 48

1. Name of property: Delaware and Hudson Railroad, Snow Flanger #36037.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Brake wheel shown on end of right platform. Camera facing north.

5. Photograph number: 49
6. Resource inventory number in National Register nomination: 54.

1. Name of property: Delaware, Lackawanna and Western Railroad, Baggage-Express Car #2065.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: View of brake wheel end of car. Camera facing northeast.

5. Photograph number: 50

1. Name of property: Delaware, Lackawanna and Western Railroad, Baggage-Express Car #2067.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View of air brake reservoir side of the car. Camera facing southwest.

5. Photograph number: 51
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs Page __158__


1. Name of property: Delaware, Lackawanna and Western Railroad, Caboose #889.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Brake wheel shown on left. Camera facing south.
5. Photograph number: 52

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #320.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 53

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #343.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 54

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #315.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 55
6. Resource inventory number in National Register nomination: 15.

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #330
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 55
6. Resource inventory number in National Register nomination: 15.

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #330
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 56
6. Resource inventory number in National Register nomination: 56.

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #333.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 57

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #334.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 58

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #335.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Brake reservoir and battery boxes shown on side of coach. Camera facing north.
5. Photograph number: 59

1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #346.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
United States Department of the Interior  
National Park Service  

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET  

Photographs  Page __160__

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


5. Photograph number: 60


1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #681.

2. Name of photographer: Ken Ganz

3. Date of photograph: January 1993


5. Photograph number: 61


1. Name of property: Delaware, Lackawanna and Western Railroad, Electric Passenger Trailer #705.

2. Name of photographer: Ken Ganz

3. Date of photograph: December 1992


5. Photograph number: 62


1. Name of property: Delaware, Lackawanna and Western Railroad, Gondola #68528.

2. Name of photographer: Ella Rayburn

3. Date of photograph: March 1993

4. Description of view indicating direction of camera: Side view of gondola with Conrail logo on right. Camera facing south.

5. Photograph number: 63


1. Name of property: Delaware, Lackawanna and Western Railroad, Hopper Car #81178.

2. Name of photographer: Ken Ganz

3. Date of photograph: December 1992


5. Photograph number: 64


1. Name of property: Delaware, Lackawanna and Western Railroad, Hopper Car #82209.

2. Name of photographer: Ken Ganz

3. Date of photograph: December 1992
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs Page __161__

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

4. Description of view indicating direction of camera: Brake wheel shown on right. Camera facing north.
5. Photograph number: 65

1. Name of property: Delaware, Lackawanna and Western Railroad, Hopper Car #82597.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Brake wheel shown on right. Camera facing north.
5. Photograph number: 66

1. Name of property: Delaware, Lackawanna and Western Railroad, Postal Storage Car #2054.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Brake wheel end of car on right. Camera facing north.
5. Photograph number: 67

1. Name of property: Delaware, Lackawanna and Western Railroad, Suburban Coach #550.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Battery box side of the coach shown. Camera facing north.
5. Photograph number: 68

1. Name of property: Delaware, Lackawanna and Western Railroad, Suburban Coach #580.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Generator shown under side of coach. Camera facing north.
5. Photograph number: 69

1. Name of property: Delaware, Lackawanna and Western Railroad, Suburban Coach #589.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Brake reservoir side of coach shown. Camera facing north.
5. Photograph number: 70
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs

Page __162__


1. Name of property: Delaware, Lackawanna and Western Railroad, Suburban Coach #613.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View of battery box side of coach.
   Camera facing north.
5. Photograph number: 71

1. Name of property: Delaware, Lackawanna and Western Railroad, Troop Sleeper #3621.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View of brake cylinder side of car;
ladders on right. Camera facing north.
5. Photograph number: 72

1. Name of property: Erie Railroad, Business Car #3.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: View of observation end of car. Camera
   facing east.
5. Photograph number: 73

1. Name of property: Erie Railroad, Coach #2607.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View of air brake reservoir side of
   coach. Camera facing north.
5. Photograph number: 74

1. Name of property: Erie Railroad, Coach #2629.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View of battery box side of coach.
   Camera facing north.
5. Photograph number: 75
1. Name of property: Erie Railroad, Coach #2633.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 76

1. Name of property: Lehigh and New England Railroad, Caboose #580.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 77

1. Name of property: Lehigh Valley Railroad, Caboose #95003.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 78

1. Name of property: Lehigh Valley Railroad, Gondola.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 79
6. Resource inventory number in National Register nomination: 64.

1. Name of property: Pennsylvania Railroad, Boxcar #105808.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 80
6. Resource inventory number in National Register nomination: 34.

1. Name of property: Pennsylvania Railroad, Boxcar #109760.
2. Name of photographer: Ella Rayburn
3. Date of photograph: March 1993
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs  Page 164

4. Description of view indicating direction of camera: Full side view; brake wheel end on right. Camera facing north.
5. Photograph number: 81
6. Resource inventory number in National Register nomination: 35.

1. Name of property: Baltimore and Ohio Railroad, Business Car #903.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 82

1. Name of property: Barber Asphalt Company, Tank Car.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 83

1. Name of property: Boston and Maine Railroad, Caboose #4307.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Brake wheel of caboose on right. Camera facing south.
5. Photograph number: 84

1. Name of property: Boston and Maine Railroad, Caboose #4331.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Brake wheel of caboose on right. Camera facing south.
5. Photograph number: 85

1. Name of property: Central Railroad Company of New Jersey, Boxcar #18049.
2. Name of photographer: Howard Pincus
3. Date of photograph: February 1993
4. Description of view indicating direction of camera: Side view of boxcar, brake wheel on left. Taken at Railroad Museum of New England, Essex, CT.
5. Photograph number: 86

1. Name of property: Boston and Maine Railroad, Combination Car #626.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Baggage compartment on left, passenger compartment on right. Camera facing south.
5. Photograph number: 87

1. Name of property: Boston and Maine Railroad, Combination Baggage-Coach #2069.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: View shows baggage compartment on left; passenger section on right. Camera facing southwest.
5. Photograph number: 88
6. Resource inventory number in National Register nomination: 42.

1. Name of property: Boston and Maine Railroad, Day Coach #959.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Baggage section on left; passenger section on right. Camera facing east.
5. Photograph number: 89
6. Resource inventory number in National Register nomination: 43.

1. Name of property: Boston and Maine Railroad, Day Coach #1216.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Baggage compartment on left, passenger section on right. Camera facing northeast.
5. Photograph number: 90
6. Resource inventory number in National Register nomination: 44.

1. Name of property: Boston and Maine Railroad, Dining Car #84.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Brake wheel on right. Camera facing north.
5. Photograph number: 91
6. Resource inventory number in National Register nomination: 45.
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs  Page 166

1. Name of property: Boston and Maine Railroad, Tool Car #W3013.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Brake wheel shown on right end of car. Camera facing north.
5. Photograph number: 92

1. Name of property: Delaware, Lackawanna and Western Railroad, Boxcar #43651.
2. Name of photographer: Howard Pincus
3. Date of photograph: February 1993
4. Description of view indicating direction of camera: Brake wheel of boxcar on right. Taken at Railroad Museum of New England, Essex, CT.
5. Photograph number: 93

1. Name of property: Claremont and Concord Railroad, Snowplow #60.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: View of running right of the equipment. Camera facing southwest.
5. Photograph number: 94

1. Name of property: East Branch and Lincoln Railroad, Logging Derrick.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Logging derrick dismantled and stored on the flat car. Camera facing southwest.
5. Photograph number: 95
6. Resource inventory number in National Register nomination: 60.

1. Name of property: Lake Superior and Ishpeming Railroad, Boxcar #2509.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 96

1. Name of property: Lake Superior and Ishpeming Railroad, Boxcar #2565.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs Page 167

4. Description of view indicating direction of camera: Brake wheel on right side. Camera facing north.
5. Photograph number: 97

1. Name of property: Lake Superior and Ishpeming Railroad, Boxcar #2569.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Brake wheel on right. Camera facing north.
5. Photograph number: 98

1. Name of property: Lake Superior and Ishpeming Railroad, Boxcar #2592.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Three-quarters view. Brake wheel, on left, does not show. Camera facing east.
5. Photograph number: 99
6. Resource inventory number in National Register nomination: 68.

1. Name of property: Lake Superior and Ishpeming Railroad, Boxcar #2613.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Three quarters view. Camera facing west.
5. Photograph number: 100

1. Name of property: Long Island Railroad, Commuter Coach #7016.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 101
6. Resource inventory number in National Register nomination: 70.

1. Name of property: Long Island Railroad, Commuter Coach #7092.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Battery box shown under side of coach. Camera facing north.
5. Photograph number: 102
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Photographs Page __168__


1. Name of property: Long Island Railroad Rotary, Snowplow #193.
2. Name of photographer: Ella Rayburn
3. Date of photograph: June 1994
4. Description of view indicating direction of camera: Running right of rotary; camera facing north.
5. Photograph number: 103

1. Name of property: Louisville and Nashville Railroad, Post Office Car #1100.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: View shows air brake reservoir. Camera facing south.
5. Photograph number: 104

2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Camera facing south.
5. Photograph number: 105

1. Name of property: Pullman Company, Arsenal Tower.
2. Name of photographer: Howard Pincus
3. Date of photograph: May 1988
4. Description of view indicating direction of camera: Three-quarter view of sleeper showing battery box side. Taken at the Railroad Museum of New England, Essex, CT.
5. Photograph number: 106

1. Name of property: Rutland Railroad, Baggage-Express #129.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: View of air brake reservoir side of the car. Camera facing southwest.
5. Photograph number: 107
6. Resource inventory number in National Register nomination: 73.

1. Name of property: Rutland Railroad, Boxcar #8050.
2. Name of photographer: Ken Ganz
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

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

3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Brake wheel on left. Camera facing
   south.
5. Photograph number: 108

1. Name of property: Rutland Railroad, Boxcar #9194.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Ladder on right of view. Camera facing
   southeast.
5. Photograph number: 109
6. Resource inventory number in National Register nomination: 75.

1. Name of property: Rutland Railroad, Caboose #28.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Monitor on left of caboose. Camera
   facing south.
5. Photograph number: 110

1. Name of property: Rutland Railroad, Combination Car #253.
2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
4. Description of view indicating direction of camera: Baggage compartment on right,
   passenger compartment on left. Camera facing east.
5. Photograph number: 111
6. Resource inventory number in National Register nomination: 76.

1. Name of property: Rutland Railroad, Flat Car #2777.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View of brake wheel end of car. Camera
   facing north.
5. Photograph number: 112

1. Name of property: Rutland Railroad, Pile Driver #X170; Tender #X170T; Idler Flat Car
   #X170I.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: #X170 pile driver sits on idler flat
car #X170I; tender #X170T is on right. Camera facing north.
5. Photograph number: 113

1. Name of property: Vermont Railway, Caboose #7.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: View shows monitor and brake wheel on right. Camera facing north.
5. Photograph number: 114

1. Name of property: Auxiliary Tender, Canadian.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 115

1. Name of property: Auxiliary Tender, Unknown.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
5. Photograph number: 116

1. Name of property: Great Western Railway, Coach #6705.
2. Name of photographer: Ken Ganz
3. Date of photograph: December 1992
4. Description of view indicating direction of camera: Camera facing northeast.
5. Photograph number: 117
6. Resource inventory number in National Register nomination: 82.

2. Name of photographer: Ken Ganz
3. Date of photograph: January 1993
5. Photograph number: 118
6. Resource inventory number in National Register nomination: 84.