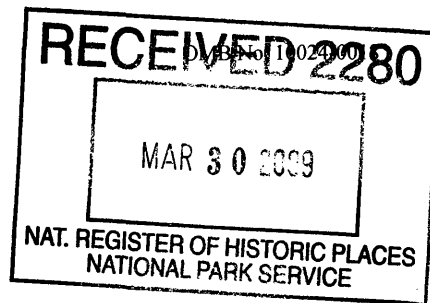


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**United States Department of Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Soo Line Steam Locomotive 2442

other names/site number N/A

2. Location

street & number	Circa 1800 South Central Avenue	N/A	not for publication
city or town	Marshfield	N/A	vicinity
state Wisconsin	code WI	county Wood	code 141
			zip code 54449

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally _ statewide locally. (See continuation sheet for additional comments.)

3/9/09

Signature of certifying official/Title

Date

State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

In my opinion, the property _ meets _ does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Soo Line Steam Locomotive 2442

Wood

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register.

See continuation sheet.

determined not eligible for the National Register.

See continuation sheet.

removed from the National Register.

other, (explain:)

Barbara Wyatt

5-13-09

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)

building(s)
 district
 structure
 site
 object

Number of Resources within Property
(Do not include previously listed resources in the count)

<input type="checkbox"/> contributing	<input type="checkbox"/> noncontributing
	buildings
	sites
2	structures
	objects
2	0 total

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property listing.)

N/A

Number of contributing resources is previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Steam Locomotive

Materials

(Enter categories from instructions)

Foundation N/A

walls N/A

N/A

roof Steel

other Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Soo Line Steam Locomotive 2442
Name of Property

Wood
County and State

Wisconsin

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1911

Significant Dates

1911

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

American Locomotive Company/ Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Soo Line Steam Locomotive 2442
Name of Property

Wood
County and State

Wisconsin

9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

X State Historic Preservation Office

- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreage of Property Less Than One Acre

UTM References (Place additional UTM references on a continuation sheet.)

1 15 723240 4947880
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Timothy F. Hegglund/ Consultant for the Marshfield Historic Preservation Committee	date	December 21, 2007
organization		telephone	608-795-2650
street & number	6391 Hillsandwood Rd.	zip code	53560
city or town	Mazomanie	state	WI

Soo Line Steam Locomotive 2442

Wood

Wisconsin

Name of Property

County and State

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title	Mayor	date	December 21, 2007
organization	City of Marshfield	telephone	715-384-2919
Street & number	630 S. Central Avenue	zip code	54449
city or town	Marshfield	state	WI

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

Description:

Locomotive (C)

Soo Line Steam Locomotive 2442 was built in May of 1911 by the Schenectady, New York plant of the American Locomotive Company (Alco), and it is an excellent and now very rare surviving example of this company's once numerous early twentieth century 2-8-0 Consolidation type steam locomotives.¹ In addition, No. 2442 has an attached tender (No. 2441) that replaced the locomotive's original tender in 1947.² No. 2442 was constructed for the Minneapolis, St. Paul & Sault Ste. Marie Railroad (Soo Line) and it was operated by the Wisconsin Central Railroad, which was leased to the Soo Line beginning in 1909. No. 2442 was one of 15 identical locomotives that the Soo Line purchased in 1911, but it is now the only survivor of this group and it is also one of only four surviving examples of the more than 145 2-8-0 type steam locomotives that were once owned and operated by the Soo Line. No. 2442 was continuously operated by the Soo Line from 1911 until November of 1956, when it was donated to the City of Marshfield. Since then the locomotive and its tender have been restored and they are now on static display in Wildwood Park in Marshfield.

Soo Line No. 2442 was delivered in June of 1911 (Builder's Number 49785) and it was placed by the railroad in Class F-22.³ As noted above, the engine has a 2-8-0 wheel arrangement with two 33-inch diameter steel wheels for the lead truck (1 per side), eight 63-inch diameter steel driving wheels (4 per side), and no trailing truck. No. 2442's engine is 44.6-feet-long, 15-feet-tall, and 10.4-feet-wide, and the overall length of the engine with its attached tender is approximately 67 feet. As built, the total weight of the engine was 225,000 pounds and the weight of the original tender was 50,400 pounds (empty) and 124,600 pounds when fully loaded with water and coal, for a total combined fully loaded weight of 349,600 pounds. In addition, the tender (original) carried 6500 gallons of water and 10 tons of coal when fully loaded.⁴

The coal-fired boiler of No. 2442 generates a pressure of 170 pounds per square inch and produces a tractive effort (hauling power) of 43,000 pounds. The boiler type is known as an "extended wagon top" and it was originally equipped with 237 2-inch and 34 5 and 3/8-inch boiler tubes, through which the hot steam passes, and it is equipped with a superheater, which boosts the temperature of the steam

¹ The numbers 2-8-0 reflect the Whyte notation system's description of 2442's wheel alignment, which read from front to back and consist of 2 leading wheels and 8 driving wheels; 2442 has no trailing wheels.

² No. 2442's original tender was subsequently converted into a Soo Line snowplow: No. W-63.

³ Class designations were the purview of the railroad, not the builder.

⁴ American Locomotive Co. Builder's Card for the Soo Line's F-22 class steam locomotives. Keith A. Meacham Collection.

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**National Register of Historic Places
Continuation Sheet**

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

Section 7 Page 2

and the power of the engine. The engine also has two 25-inch x 30-inch cylinders (diameter and stroke, in inches) that convert the steam pressure into driving force, and these cylinders are actuated by Walschaert valve gear, which allows the steam to enter and exit the cylinders.

The engine's cab still retains its firebox and almost all of its original instruments and controls, including valves, gauges, brakes, throttle, and whistle and bell cords. The cab also still retains its sliding and fixed glass windows, which are placed in the side walls of the cab for the use of the engineer and the fireman, and the rear of the cab is open.

Tender (C)

As is typical of most surviving steam locomotives, the current tender is not the original one. The original tender was withdrawn from service by the Soo Line in 1947 and it was subsequently converted into a snow plow and is no longer extant. No. 2442 was then given its current tender, which had originally been the tender of the Soo Line's identical locomotive No. 2441. Switches such as this were a common practice with almost all railroads during the steam period; a particular engine might have been coupled with as many as four different tenders during its service life. While the top portion of No. 2442's current tender is slightly different in design than the original one, their carrying capacities are identical: each carries 6500 gallons of water and 10 tons of coal. In addition, both are carried on four trucks and both have the same overall exterior and interior dimensions. The current tender remained in service until No. 2442 was withdrawn from service, and like the engine to which it is coupled, it too is still in a highly intact, well maintained state today and it is also considered to be a contributing resource.

Intended primarily for fast freight service, No. 2442 pulled trains until the end of the Soo Line's steam operations in 1956, at which time it was donated by the railroad to the City of Marshfield. The engine and tender were then moved to Wildwood Park and placed on a stretch of track located at the east edge of this large and very popular public park. The locomotive and tender have been on the same section of track since the time of their location to the park in 1956. The section of track on which the locomotive now sits was constructed as part of a spur to tracks that once ran close to the park. The remainder of the spur and the main tracks themselves have since been removed.

Both engine and tender were in perfect operating condition when donated by the Soo Line and they had also recently been repainted in the gloss black paint that they wore during their operating life. No. 2442 has been the subject of a thorough restoration completed in 1996 by a group of knowledgeable Marshfield area railroad enthusiasts calling themselves the Marshfield Historic Preservation Association. The locomotive and tender are now covered by a roofed enclosure that is surrounded by a tall chain link

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Continuation Sheet**

Section 7 Page 3

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

fence. This roof protects No. 2442 from the elements and the fence offers additional protection to this rare resource, while still giving the public an essentially unobstructed view of this highly intact and very impressive example of Wisconsin's twentieth century railroad heritage. This setting is comparable to other listed locomotives around the country.

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**National Register of Historic Places
Continuation Sheet**

Section 8 Page 1

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

Significance:

Soo Line Steam Locomotive 2442 was built in 1911 by the Schenectady Works of the American Locomotive Company and it was identified by the Marshfield Intensive Architectural Survey undertaken in 2004-2005 as a resource having potential for listing in the National Register of Historic Places (NRHP) because of its local significance under National Register (NR) Criterion C.⁵ Research was undertaken to assess this potential utilizing the NR significance area of Engineering, which is also related to the Transportation study unit of the State of Wisconsin's *Cultural Resource Management Plan* (CRMP). This research centered on evaluating No. 2442 utilizing both standard works devoted to railroad engineering and railroad history and also the Later Rail Lines subsection of the Transportation study unit of the CRMP.⁶ The results of this research are detailed below and show that Soo Line Steam Locomotive No. 2442 is of local significance under NR Criterion C because it is an excellent, highly intact, representative example of early twentieth century locomotive engineering. No. 2442 was one of fifteen identical 2-8-0 Consolidation type steam locomotives that were built in 1911 for the Wisconsin Central Railroad, which was then operating under a 99-year lease to the Soo Line. The 2-8-0 configuration was a popular one with the Soo Line, which owned at least 145 examples that it divided into a number of different classes, the fifteen members of No. 2442's class being designated as F-22. Today, No. 2442 is the only survivor of its class and it is also one of only four 2-8-0 Consolidation type steam locomotives of all classes belonging to this railroad that still survive.⁷ Because No. 2442 is still complete and uncompromised it is believed that its engineering significance remains intact today. In addition, No. 2442 is also associated with railroads (the Wisconsin Central and the Soo Line) that were of immense importance in the history of the city of Marshfield.

Marshfield and the Wisconsin Central Railroad and the Soo Line Railroad

Today, Marshfield has a population of 18,800 and its Marshfield Clinic has brought the city to the attention of the entire Midwest region. In 1872, though, when Louis and Frank Rivers arrived to open a hotel for the Wisconsin Central Railroad, they were the first Euro-Americans to settle on the future site of Marshfield, all of the land around them was densely wooded, and there were no other settlements in the immediate vicinity. At first glance the site was not an obvious choice of a place for a settlement. For one thing, it

⁵ Heggland, Timothy F. *City of Marshfield, Wood County, Wisconsin : Intensive Survey Report*. [Marshfield, Wis.?: Marshfield Historic Preservation Committee?], 2005. Copy on file at the Division of Historic Preservation, Wisconsin Historical Society, Madison, WI.

⁶ Wyatt, Barbara (Ed.) *Cultural Resource Management in Wisconsin*. Historic Preservation Division, State Historical Society of Wisconsin, Madison, Wisconsin, 1986, Vol. 2. (Transportation), pp. 6-1 to 6-4.

⁷ The other three are located in Harvey, New Town, and Enderlin, North Dakota. See the following website:
<http://sooline.railfan.net/resources/soosteam.html>.

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Continuation Sheet

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

Section 8 Page 2

possessed no natural advantages such as a location on a river or lake, nor did it possess land that was then suitable for farming. In fact, its sole reason for being at this time was that it was located halfway between the communities of Stevens Point to the east and Colby to the northwest, which were the two end points of the first leg of a route the Wisconsin Central Railroad was building with the aid of federal land grants between the city of Portage in south-central Wisconsin and the city of Ashland, on Lake Superior. This central location made Marshfield a logical place for a supply depot and control center for traffic.

The Wisconsin Central was one of the earliest railroads to serve the central and northern parts of Wisconsin.

The Wisconsin Central, chartered in 1871, was a consolidation of previously chartered companies which had failed to build to Lake Superior. The Wisconsin Central was given a land grant of 880,000 acres to complete the line from Menasha to Ashland and Superior.

Financial backing for the Wisconsin Central came from Boston, Massachusetts. This is evident by the many stations with Massachusetts names along its lines: Amherst, Waltham (the original name of Spencer), Dorchester, Westboro, and very probably Marshfield. The Wisconsin Central depot here was built and named before the town was platted.

Construction began in July of 1871, and by November, the line was complete to Stevens Point. The 1872 construction season began in March and by the end of September, rails had been laid to Section 53 (now Colby); grading was completed to several miles north of Prentice. Local legend has it that the first train to Marshfield arrived July 4, 1872.⁸

The River brothers built a "hotel" to serve the rail workers. It was a two-room log building and was typical of its times in being built out of material that lay right at hand. It was also Marshfield's only building but it did not hold this distinction for long.

The first leg of track built in the proposed 250 mile route stretched from Menasha to Stevens Point in 1871. The following year saw another length from Stevens Point to Colby. The importance of this development was two-fold. First, it provided traffic for the future Marshfield with the more populated and economically active portion of the state; from Stevens Point south and east. The rail links brought migrants and markets within reach of the logging frontier that was Marshfield. If there were to be any reason for consistent activity in the wilderness, then there had to be a supply of labor and demand for the goods produced.

⁸ Schnitzler, Donald H. (Ed.) *The Marshfield Story: 1872-1997*. Amherst, WI: 1997, Vol. 1, p. 106.

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Section 8 Page 3

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

Second, the connection to Lake Superior proceeded slowly after the initial settlement of Marshfield and its transformation into a permanent manufacturing site. This lag coincided with the increasing demand for lumber (at both the local and national level) and provided the transportation route to reach into the north woods and then bring it back to Marshfield for processing. By the time this had happened, Marshfield was not only a regular stop on the Wisconsin Central's Chicago schedule, but had begun to attract the attention of other roads who took advantage of the city's central location and built through the town as well.⁹

Because of its very early railroad connections, Marshfield's development as a community proceeded faster than older settlements in the area that did not have this advantage. In 1875, N. M. Edwards surveyed a grid plan plat for the Marshfield town site that had the railroad corridor of the Wisconsin Central Railroad as its principal east-west axis and a street named Central Avenue as its principal north-south axis. Reading from west to east, the plat's north-south running streets were named Spruce, Walnut, Chestnut, Central, Maple, Cedar, and Cherry; the east-west running streets north of the railroad tracks were named (reading from north to south) B, A, North Depot, and North Railroad; and, the east-west running streets located south of the tracks were named South Depot, South Railroad, Second, Third, Fourth, and Fifth.

After 1875, Marshfield grew by leaps and bounds. In 1883, Marshfield was incorporated as a city, by 1884 the population stood at 2000, and by 1885 the population had reached 2500. The physical size of the city was also expanding as a consequence and new plats had added: C, D and E streets north of the railroad corridor, Sixth and Seventh streets to the south of it, Pine and Oak streets to the west of Central Avenue, and Vine and Ash streets to the east. By this time too, certain areas of the city had developed specific usages. North, and especially South Central Avenue, had become the retail center of the city, with shops stretching from South Depot Street as far south as Fourth Street. Industry and related businesses were concentrated along the rail corridor on both North and South Railroad and Depot streets and the railroad depot was located here as well. All the land situated between Depot St., S. Chestnut Ave., and W. Third St. was given over to the various Upham Manufacturing Co. mills and lumberyards, and a similar situation existed on the land east of Maple St. and north of N. Railroad St., which was largely given over to the factory and lumberyard of the Marshfield Stave Co.¹⁰ The blocks surrounding these areas was given over to residential construction, which at this time consisted almost entirely of small frame construction vernacular form buildings.

⁹ Schnitzler, Donald H. (Ed.) Op. Cit., p. 3.

¹⁰ Sanborn-Perris Map Co. Fire Insurance Map of Marshfield. New York: Sanborn Map Co., 1884.

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Continuation Sheet

Section 8 Page 4

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

During this period the Wisconsin Central Railroad was growing as well.

Meanwhile, the Wisconsin Central had built a line from Stevens Point to Portage in 1876. An expansion to St. Paul was completed in 1884 and to Chicago in 1886. A proposed cutoff, Marshfield to Chippewa Falls, was built from Marshfield to Greenwood in 1891, but never completed to Chippewa [Falls]. The railroad operated as the Wisconsin Central until 1890, when it was leased to the Northern Pacific. The lease ended in 1893, and again the railroad became the Wisconsin Central.¹¹

The leasing of the Wisconsin Central to the Northern Pacific was not the only significant railroad-related event that would affect Marshfield in 1890. In November of that year still another railroad completed laying tracks into the city. This was the Chicago, St. Paul, Minneapolis, & Omaha Railroad, whose tracks entered Marshfield from the southwest and crossed the 600 block of S. Central Ave. before ending at its depot grounds, which were located on the east side of this block.¹² With the coming of a second railroad, freight traffic through Marshfield increased even more and, by 1893, over 1000 freight cars were passing through Marshfield daily and 28 passenger trains were also arriving and departing on a daily basis. The new railroad led to the creation of a second factory district located adjacent to the tracks in the first two blocks of W. Ninth Street. It also sped up the development of the area surrounding the district and played an important role in the platting and settling of the area south of Fourth Street.

By 1904, Marshfield's population had grown to 7000 and citizens of the city could take justifiable pride in its transformation into a regional manufacturing and transportation center that they nicknamed "Hub City." This was not just an idle boast either. As a correspondent for the *Oshkosh Northwestern* newspaper noted in 1902:

One of the reasons for Marshfield's success as a manufacturing city is because of its very exceptional shipping advantages. Located near the exact center of the state, there is no doubt that it would take a long search to find another city of the size of Marshfield that is so favored in this respect. One thing is sure, it would not be found on a map of the state of Wisconsin. Trains are constantly leaving Marshfield, freight and passenger, laden and going in every direction, and a glance at a railroad map makes Marshfield look like the center of a spider web.

The Wisconsin Central main line from Chicago to St. Paul, its branch line, thirty-six miles long to Nekoosa, and its branch to Greenwood; the Chicago & Northwestern from Chicago to Marshfield, its

¹¹ Schnitzler, Donald H. (Ed.) Op. Cit., p. 106.

¹² The Chicago, St. Paul, Minneapolis, & Omaha Railroad was a partially owned affiliate of the Chicago & NorthWestern Railroad. See: Schnitzler, Donald H. (Ed.) Op. Cit., p. 108.

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Continuation Sheet

Section 8 Page 5

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

Omaha branch to St. Paul, and its Princeton branch from Sheboygan to Marshfield by way of Fond du Lac and Princeton give Marshfield, were it many times its present size, ample facilities for the shipping in of raw material and the shipping out of manufactured goods, and also gives the city an unanswerable argument that can be well used in place of a subsidy to present to people who are wise enough to possess the idea of locating and doing business here.¹³

In 1909, the Wisconsin Central was once again leased, this time for a period of 99 years, to the Minneapolis, St. Paul, and Sault Ste. Marie Railroad, better known as the Soo Line.

The Soo Line began as the Minneapolis, Sault Ste. Marie & Atlantic Railway, which was incorporated in September of 1883. Construction on the road began in April 1884, at Cameron, Wisconsin. A total of forty-six miles, east to Bruce, and west to Turtle Lake, was completed that year. In 1887, the line reached Sault Ste. Marie, [in Northern Michigan], and the line used Chicago & Northwestern (C&NW) track between Minneapolis and Turtle Lake. Unlike other heavily subsidized railroad companies, the Minneapolis, Sault Ste. Marie & Atlantic was not a land grant railroad. The new route east from Minneapolis-St. Paul was sought after by millers of the upper Midwest who had been subject to the high rates of the Chicago rail lines. The Canadian Pacific Railway, the Duluth, South Shore and Atlantic Railroad, and the Minneapolis, Sault Ste. Marie & Atlantic completed the International Bridge at Sault Ste. Marie in December of 1887. At this point, the northwest had an all-rail route to the east without passing through Chicago.

After 1868, [railroad] mergers were frequent. The Minneapolis, Sault Ste. Marie & Atlantic Railway consolidated with the Minneapolis & Pacific Railway, the Minneapolis & St. Croix Railway, and the Aberdeen, Bismark & Northwestern Railway to form the Minneapolis, St. Paul, and Sault Ste. Marie Railway Company (Soo Line) in 1888. The company then held 737 miles of road. After consolidation, the company grew rapidly, adding over 700 miles by 1912. In 1909, the Soo Line leased the Wisconsin Central, which added another 1,000 miles between Chicago, Minneapolis-St. Paul, Duluth, and Ashland, as well as through the important industrial area of the Fox River Valley in Wisconsin. ... Following financial troubles and eventual bankruptcy at the end of the Great Depression, a new corporation dubbed The Minneapolis, St. Paul & Sault Ste. Marie Railroad Company emerged in 1944. The trade name "Soo Line Railroad" was officially adopted in 1950 for all but legal documents.¹⁴

¹³ *Marshfield News*, July 10, 1902, p. 2 (a reprint of the Oshkosh article).

¹⁴ Bernstein, Rebecca Sample. National Register of Historic Places Registration Form for the Soo Line Locomotive 2719. 1992. Section 8, pp. 2-3. This summary is largely based on information contained in Leslie V. Suprey's 1962 publication *Steam Trains of the Soo*, pp. 10-11. A more complete history of the Soo Line Railroad can be found in Patrick Dorin's *The Soo Line*, published in 1979 by the Superior Publishing Co. of Seattle, WA. Dorin's book also contains an excellent overview history of the Wisconsin Central Railroad.

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Continuation Sheet

Section 8 Page 6

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

By this time the impact that ever increasing numbers of automobiles and trucks were having on the number of passengers and the amount of freight that railroads across the country were carrying was already being felt in Marshfield. By 1950, the number of daily passenger trains entering and leaving Marshfield was down to eight trains daily, four Soo Line and four Chicago & NorthWestern. In 1953, the Soo Line suspended daily passenger service to Marshfield, which was followed a year later by the end of the Chicago & NorthWestern's daily service to the city.¹⁵

In January 1961, the Soo Line was consolidated with the Wisconsin Central Railroad and the Duluth, South Shore & Atlantic Railroad (which had been partially and wholly owned, respectively, by the Canadian Pacific Railway), the combined roads being known as the Soo Line Railroad, which, though controlled by the Canadian Pacific, continued to operate as a separate entity. In 1986, the Soo Line reorganized its Wisconsin Central lines, including the one that passed through Marshfield, as its Lakes States Division. A year later, the Soo Line sold this division to the Wisconsin Central Limited, which is now the Wisconsin Central Division of the Canadian National Railway. The Wisconsin Central Division is still in operation today and continues to use its historic rail corridor through Marshfield for freight operations. The Soo Line became a wholly owned subsidiary of the Canadian Pacific Railway in 1990 and it too continues in operation today.

The Wisconsin Central Railroad ran both freight and passenger trains through Marshfield for almost a century, either as an independent entity or as one under lease to the Soo Line, and the historic importance of these railroads to Marshfield cannot be overestimated. The Wisconsin Central effectively created Marshfield and it was also the principal agent that was responsible for Marshfield's subsequent transformation into a regionally important manufacturing center. Consequently, it was a fitting gesture when the management of the Soo Line decided to give Soo Line Steam Locomotive 2442 to the City of Marshfield in 1956 as a memorial marking the end of the steam-powered era of the Soo Line's association with the city. In a well-attended public ceremony held in Marshfield's Wildwood Park, Soo Line vice-president R. L. Simpson formally presented the locomotive to the city. After giving a brief history of the Wisconsin Central Railroad, he then proceeded to speak about the engine itself:

Engine No. 2442, he [Simpson] stated, was built in May 1911, by the American Locomotive Company at Schenectady, N.Y., and for many years pulled freight trains through Marshfield. It is the last of the Wisconsin Central locomotives set aside by the Soo Line for memorial purposes, he said, and is in perfect operating condition.¹⁶

¹⁵ Passenger service to Marshfield ended completely on January 15, 1965 when the Soo Line trains made their last runs.

¹⁶ "Memorial Locomotive is Dedicated at Park." *The Marshfield News-Herald*, Nov. 5, 1956, pp. 1, 12. (Illustrated).

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Continuation Sheet

Section 8 Page 7

Soo Line Steam Locomotive 2442
Marshfield, Wood County, Wisconsin

No. 2442 is now one of only two surviving historic resources of any kind located in Marshfield that has had a direct historic association with Marshfield's long railroad history.¹⁷

Engineering

The Soo Line Steam Locomotive 2442 is believed to be eligible for listing in the National Register of Historic Places (NRHP) under NR Criterion C (Engineering) as a locally significant, highly intact, and now very rare early twentieth century example of a 2-8-0 Consolidation type steam locomotive. No. 2442 was built in 1911 at the Schenectady, N.Y. works of the American Locomotive Company (ALCO), which was then the largest producer of steam locomotives in the United States. No. 2442 is now one of fewer than 180 surviving examples of the 75,000 steam locomotives built by this company between 1848 and 1948, when the company's steam locomotive production ceased. No. 2442 is therefore believed to be of engineering significance as a rare, intact, representative example of its particular type whose survival helps to illustrate the design evolution of these important components of the nation's and the world's historic steam-powered rail-based transportation systems.

The American Locomotive Company

An exhaustive history of the American Locomotive Company written by Richard T. Steinbrenner and entitled *The American Locomotive Company: A Centennial Remembrance* was published in 2003 and it is the single most complete and authoritative reference source on the subject.¹⁸ Consequently, the history of the Company that follows is only intended to provide an overview of the company that produced No. 2442 and to provide a context in which to evaluate its significance.

The American Locomotive Company (ALCO) was formed in 1901 when eight locomotive manufacturers agreed to join forces to better compete with the Baldwin Locomotive Works of Philadelphia, Pennsylvania, which was then the nation's largest manufacturer of locomotives. The largest of the eight was the Schenectady Locomotive Works of Schenectady, New York.¹⁹ The

¹⁷ The other resource is the third Soo Line Depot in Marshfield, which was built in 1910 and was moved from its original location to its current site at 112 E. First St. in 1999.

¹⁸ Steinbrenner, Richard T. *The American Locomotive Company: A Centennial Remembrance*. Warren, NJ: On Track Publishers, 2003.

¹⁹ Other firms that were merged into ALCO in 1901 included: Brooks Locomotive Works, Dunkirk, NY; Cooke Locomotive and Machine Works, Paterson, NJ; Dickson Manufacturing Co., Scranton, PA; Manchester Locomotive Works, Manchester, NH; Pittsburgh Locomotive and Car Works, NJ; Rhode Island Locomotive Works, Providence, RI; and the Richmond Locomotive Works, Richmond, VA.

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Schenectady Works had been founded in 1848. Although it did not become a major builder until the 1880s, it did have a number of claims to fame prior to that period, including the construction, in 1869, of the Central Pacific Railroad's Engine No. 60, "the Jupiter," which was one of the two steam locomotives that participated in the celebrated "Golden Spike Ceremony" at Promontory Point, Utah, in that same year to mark the completion of the nation's first transcontinental railroad. By 1901, the Schenectady Works had passed the nation's oldest builder, the Rogers Locomotive Works of Paterson, New Jersey, which had been founded in 1837, to become the nation's second largest builder, but at that time it was still considerably smaller than the Baldwin Works.

By the end of the 19th century the Baldwin Locomotive Works was in apposition as the largest locomotive builder in America by a significant margin. Schenectady Locomotive Works was passing a declining Rogers to be in second position. Behind these two were a considerable — but shrinking — number of smaller builders, most having been in business from the middle of the Century. As the competitive pressures on the smaller builders increased not only from the larger builders but also from the shops of individual railroads, the days of the small builder were numbered. The builders' customers, the railroads, in a period of consolidation, had emerged as large systems, wielding enormous economic influence over their suppliers.

It was in this environment that a syndicate was formed by the New York banking firms of Harvey Fisk & Sons and William C. Sheldon & Co. to create a new locomotive manufacturing company of size and power that would exceed Baldwin and, therefore dominate the industry. The same interests, which had also gained control over many of America's larger railroad systems, Morgan-Vanderbilt-Hill, were also behind this syndicate.

All of the existing locomotive manufacturers were invited to join what became known as the "Locomotive Trust," with the exception of Baldwin and H. K. Porter Co. During the early part of 1901 the syndicate managers negotiated with the various independent builders and by May 9 were able to announce that the American Locomotive Company would be formed, by acquisition of the plants (land, buildings and fixtures), trademarks, goodwill, etc. of "at least" seven concerns.²⁰

The newly created American Locomotive Company (ALCO) was immediately successful, thanks in large part to the enormous need that the nation's fast-growing railroads had for new locomotives, but thanks were also due to the consolidation itself, which made it possible to reduce costs because materials could now be purchased in larger quantities. In addition, locomotive designs could now be standardized

²⁰ Steinbrenner, Richard T. Op. Cit., p. 53. The Dickson Manufacturing Co. of Scranton, PA joined the combine on June 4, 1901.

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and their manufacture could be apportioned to whichever of the Company's factories was best suited for it. By 1917, ALCO had achieved its goal and was America's largest manufacturer of locomotives, followed by Baldwin.

The creation of ALCO also permanently changed the status of the Schenectady Works. Because it was already the largest of the eight consolidated firms, the Schenectady Works became the headquarters of the new firm and it would remain so for the remainder of the company's history. It also continued to be the company's largest manufacturing plant. Partly this was due to the fact that many of the factories that the consolidated companies brought with them into the new firm were outmoded and were unsuitable candidates for modernization. It was also partly due to the fact that the Company had more separate manufacturing facilities than they needed. Since Schenectady was already the Company's largest factory and had the newest, most modern facilities, it made economic sense to concentrate manufacturing and new investment there. One by one, the factories of the other companies were closed and by 1931 all of ALCO's manufacturing had been consolidated at Schenectady.

It is estimated that over the life of the firm (both before the merger and after) ALCO manufactured some 75,000 locomotives, and more than 63% of them were built in Schenectady. ALCO was also one of the pioneers in the development of the new diesel-electric powered engines, having begun as early as 1926, but it was never as successful with them as it had been with steam locomotives, which it ceased manufacturing in 1948.

In 1955 the firm changed its name officially to Alco Products Inc., and in 1965, most of its assets were purchased by the Worthington Corp., later Studebaker-Worthington. By 1969, the Schenectady plant was closed and subsequently leased to the General Electric Co., for turbine generator production. However, the Alco name still lives. Its former plant in Auburn [NY] still manufactures diesel power plants and parts to support Alco locomotives still in service, and while now a subsidiary of a British concern, it is still known as Alco Power.²¹

During its corporate existence, ALCO was the nation's foremost producer of steam locomotives and the Schenectady Works was its most important factory. Today, of the more than 75,000 locomotives produced by the Company before and after the 1901 merger, only 180 are believed to still survive and the fate of many of these is speculative at best.²²

²¹ <http://tardi.union.edu/community/project95/ALCO/history.html>.

²² [http://www.steamlocomotive.info/locobrowse.cfm?bn=Alco%20\(Schenectady\)](http://www.steamlocomotive.info/locobrowse.cfm?bn=Alco%20(Schenectady)) Of these 180, 18 are or were located on sugar plantations in Cuba and their current status is unknown. Another 31 are also listed as being located outside of the United States and the current status of many of these is questionable as well.

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2-8-0 Consolidation Type Steam Locomotives

The history of the steam locomotive from its beginnings in England in the early 1820s until the mid-1950s, when most railroads replaced their steam locomotives with ones powered by diesel engines, was characterized by the constant technological evolution of the steam locomotive as engineers sought ways to build more powerful engines capable of pulling ever larger loads at ever faster speeds. The earliest steam locomotives were powered by burning wood, but coal replaced wood after the Civil War. Subsequent advances in steam locomotive technology were centered on two principal aspects of locomotive design: boiler design and placement, and the number, arrangement, and size of the engine's driving wheels.

After early experiments with vertical boilers were not successful, railroads adopted a horizontal boiler. Initially, mechanical officers believed had to be [located] between the driving wheels, to maintain a low center of gravity. But larger locomotives needed more steam, made faster, so the boiler was raised to the top of frame and the firebox was extended to the full width between the drive wheels. "This made possible a substantial increase of grate area and heating surface and consequently in the steaming capacity of the boiler," according to the *Locomotive Cyclopedia* (Wright, pp. 96, 101). The wider firebox first was used for locomotives burning anthracite (hard) coal in 1877; for soft coal, the most common type of fuel, the wider firebox did not come into use until 1895.

Companies initially built quantities of the 4-4-0 type locomotive, the most popular wheel arrangement in the 19th century.²³

As the needs of the nation's railroads evolved, different locomotive manufacturers began to experiment with wheel arrangements that provided more tractive power and which could be used over a wider range of gradients.²⁴ One of the most popular of the subsequent wheel arrangements would be the 2-8-0.

The first 2-8-0 was delivered to the Lehigh Valley in 1866 for operation over the mountain grades of the railroad's Mount Carmel Branch in Pennsylvania. The locomotive was built by Baldwin; but had been designed by the master mechanic of one of the Lehigh Valley's predecessor railroads, the Lehigh & Mahanoy.

²³ Gruber, John. National Register of Historic Places Registration Form for Steam Locomotive #1385. 1999. Section 8, pp. 3-4.

²⁴ Tractive power (i.e. the amount of power the engine could deliver to the tracks through its driving wheels) was based on both the number and the size (diameter) of a locomotive's driving wheels.

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The new design incorporated a self-centering radial engine truck that was equalized with the driving wheels to form a three-point suspension system. As a result, the 2-8-0 was a stable riding engine – much more so than the early 0-8-0s used in road service – and this made it capable of greater speeds. With eight coupled drivers, the 2-8-0 also had excellent adhesion.

The engine quickly proved itself on the Lehigh Valley and the railroad ordered fourteen copies. The first LV locomotive was named Consolidation – the same year it was introduced the Lehigh Valley completed a strategic merger with the Lehigh & Mahanoy – and this name was later applied to all 2-8-0 locomotives.

The Consolidation turned out to be one of the all-time great locomotive designs. It could ably handle mountain grades, and a decade after its introduction it became the standard heavy freight engine.

Mountain railroads such as the Erie, Pennsylvania, and Baltimore & Ohio began replacing 4-4-0s with 2-8-0s in freight service. Compared to a 4-4-0, the 2-8-0 could pull trains that were twice as heavy at less cost. The widespread use of air brakes in the 1880s prompted railroads to run heavier trains, which the 2-8-0 proved more than capable of handling, further solidifying its position as America's preeminent freight locomotive.

Consolidations were built continuously into the 1920s and received the latest advances in steam locomotive technology, such as superheaters, stokers, feedwater heaters, piston valves, outside radial valve gear, and more. Driving wheel size increased steadily from 51 inches to 63 inches, which increased the engine's speed potential.

The size of the 2-8-0 grew from the small Lehigh Valley engines to those built by Baldwin for the Western Maryland and Reading, which had axle loadings in excess of 35 tons and weighed more than 280,000 lbs.

By the time the last 2-8-0s were delivered in the 1940s, more than 33,000 had been delivered – more than any other type of steam locomotive built in the U.S.

Competition for the 2-8-0 came principally from the 2-8-2. By 1920 it was no longer enough to just pull a big train – a locomotive also had to move it fast. While the 2-8-0 had adequate adhesion, it did not have the raw horsepower needed to lug heavy trains at anything other than drag freight speeds. The 2-8-0's shallow firebox was located above the drivers and, as such, it did not have

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sufficient furnace volume to support the high rates of combustion needed to generate high horsepower.

The solution came in the form of the 2-8-2, which had a deep firebox placed behind the driving wheels, supported by a two-wheel trailer truck. While the 2-8-2 had no more adhesion than a large 2-8-0, the 2-8-2's big firebox gave it the ability to evaporate water at a substantially higher rate. And this is what made the difference.

On most railroads – but not all – the 2-8-2 and other modern designs replaced Consolidations in main-line freight service. Older engines met the torch, while others gravitated to branch lines, local freight, or yard duty.

It was the diesel that ultimately vanquished the 2-8-0 from the rails. Many Consolidations remained active until the very end of steam.²⁵

The Soo Line's No. 2442 is an excellent representative example of a mature 2-8-0 Consolidation type steam locomotive and it was in continuous operation from its build date in 1911 to the very end of the Soo Line's steam service in 1956. The Soo Line and its leesee, the Wisconsin Central, between them owned 150 2-8-0s of all types.²⁶ Of these 150 2-8-0s, just four, including No. 2442, are known to be in existence today and three of these are located in North Dakota.²⁷ No. 2442 is also the only surviving example of its class (F-22) and it is also now one of just twelve extant 2-8-0s located in the United States out of the thousands that were built by the American Locomotive Company.²⁸

As of September 2006, there were 58 steam locomotives of all types located in the U.S. that were listed in the NRHP.²⁹ It is believed that Soo Line Steam Locomotive No. 2442 is also worthy of being listed in the NRHP because of its local significance as a very rare surviving example of a 2-8-0 Consolidation type steam locomotive. More 2-8-0 Consolidation type steam locomotives were built in the United States than any other type and they represent both an important advance in steam locomotive technology and also an important advance in the application of this technology to the growth of the nation's

²⁵ Carlson, Neil. "Steam Locomotive Profile: 2-8-0 Consolidation." *Classic Trains* magazine website: <http://trains.com/ctr/default.aspx?c=a&id=108>. Railroad History: Locomotive Profiles, July 1, 2006.

²⁶ All-Time Soo Line RR Locomotive Roster. Part One-Steam Locomotives. <http://sooline.railfan.net/resources/soo-roster1.html>. The Soo Line owned 100 and the Wisconsin Central, 50. These 150 were divided into 15 subclasses.

²⁷ Preserved Soo Line Steam Locomotives. <http://sooline.railfan.net/resources/soosteam.html>.

²⁸ [http://www.steamlocomotive.info/locobrowse.cfm?bn=Alco%20\(Schenectady\)](http://www.steamlocomotive.info/locobrowse.cfm?bn=Alco%20(Schenectady)).

²⁹ A Survey of Railway Equipment Listed on the National Register of Historic Places. <http://www.railwaypreservation.com/NationalRegister.html>.

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historically important railroad industry. Soo Line No. 2442 spent most of its working life in Wisconsin and was a constant visitor to Marshfield, where it now resides and is on permanent static display. As such, it is believed that it meets NRHP criteria for listing by virtue of its being both a fine, highly intact, and well-preserved representative example of the 2-8-0 Consolidation type of steam locomotive and also a very rare surviving example of the mature phase of this type's development.

Criteria Consideration B: Moved Properties

National Register Criteria Consideration B states that resources that have been moved from their original location can meet NRHP criteria for listing if they are: "A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a person or event."³⁰ In addition, National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* states that among those properties that *must* meet Criteria Consideration B are "A portable resource, such as a ship or railroad car, that is relocated to a place incompatible with its original function."³¹ It is believed that Soo Line Steam Locomotive No. 2442 meets the conditions imposed by Criteria Consideration B because its significance is due primarily to its Engineering importance. No. 2442 is a very rare, highly intact example of the early twentieth century 2-8-0 types of steam locomotives that were built by the American Locomotive Co. These types were important in the historic development of steam locomotives and they were also once closely associated with the Soo Line.

Today, No. 2442 is one of only four surviving examples of this type that was operated by the Soo Line and the only survivor of its particular class (F-22). It is believed that the engineering significance of No. 2442 is still intact and uncompromised. While no longer located in Marshfield's rail yards, the locomotive has a strong association with Marshfield's transportation history. The locomotive and tender were given to the city by the Soo Line as a gift marking the end of the steam-powered era of the railroad's association with the city. The locomotive has been located in Wildwood Park since its donation by the railroad to the city in 1956. When the locomotive was moved to its current location over 50 years ago, it was located very close to existing rail lines. The engine was moved to the park on tracks

³⁰ National Register Bulletin 16A, *How to Complete the National Register Registration Form*. Washington, D.C., U.S. Department of the Interior, National Register Branch, 1991, p. 37.

³¹ National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*. Washington, D.C., U.S. Department of the Interior, National Register Branch, 1991, p. 29.

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that once ran past a nearby canning factory. In 1956, a short spur was constructed from this main track to the present site and the locomotive was pushed to the place where it is located now. After the move, the spur was removed and eventually the main track itself was removed as well.

Acknowledgment

This project has been funded with the assistance of a grant-in-aid from the Park Service, U.S. Department of the Interior, under the provisions of the National Historic Preservation Act of 1966 as amended. Historic Preservation grants-in-aid are administered in Wisconsin in conjunction with the National Register of Historic Places program by the Division of Historic Preservation of the Wisconsin Historical Society. However, the contents and opinions contained in this nomination do not necessarily reflect the views or policies of the National Park Service or the Wisconsin Historical Society.

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Verbal Boundary Description:

The locomotive is permanently located in Wildwood Park, Marshfield, Wood County, Wisconsin on 80-feet of track that is placed within a rectangular chain link fence. This rectangular enclosure is located in the corner of the park that is created by the intersection of the north-south running S. Central Ave. and the east-west running 17th Street. The boundaries of the nominated property are determined by the chain-link fence that surrounds the resource, which encloses an area that is approximately 100-feet by 20-feet centered on the locomotive.

Boundary Justification:

The boundary is defined by the encircling chain-link fence and includes the engine and tender that comprise Steam Locomotive No. 2442, its track, and the land currently occupied by the resource.

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Items a-d are the same for photos 1 - 3.

Photo 1

- a) Soo Line Steam Locomotive 2442
- b) Marshfield, Wood County, WI
- c) Timothy F. Heggland, November 26, 2006
- d) Wisconsin Historical Society
- e) General View of Right Side, View looking E
- f) Photo 1 of 3

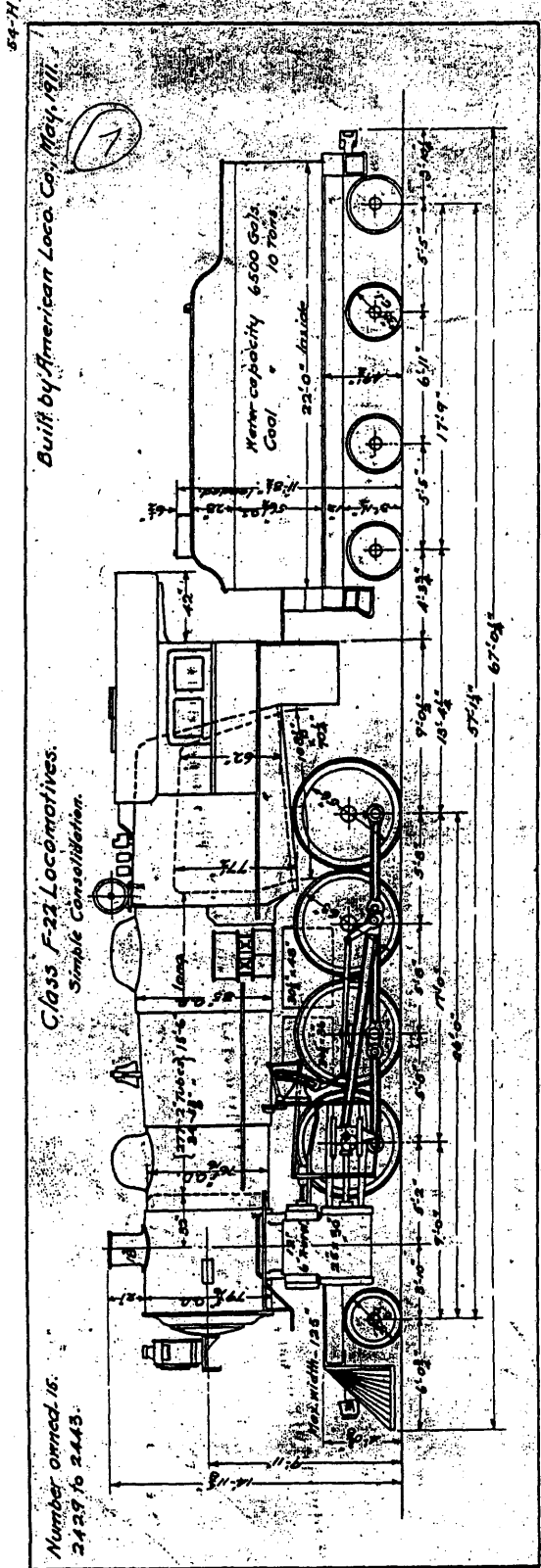
Photo 2

- e) General View of Left Side, View looking W
- f) Photo 2 of 3

Photo 3

- e) Detail of Left Side, View looking W
- f) Photo 3 of 3

**FIGURE #1:
SOO LINE STEAM LOCOMOTIVE 2442
MARSHFIELD, WOOD COUNTY, WI**



54-71

Built by American Loco. Co. May, 1911.

6-24-11

Class F-22 Locomotives.

Cylinders	25 x 30"	Boiler pressure	160*
Valves	13" Abston	Tractive power	45000
Valves	13"	Engine truck journals	6 x 12
Truck wheels	36" steel tired	Driving journals - F.B. x 1 - 9 x 12 - M - 10 x 12	
Driving wheels	60" diam	Tender truck journals	5 1/2 x 10
Weight of truck working order	27500 Lbs.	Ratio - Mt and drivers to tract power = 4.67	
Chairs	1975000 Lbs	Heating surface to cyl. volume = 186.0	
Total engine	225000 Lbs	Grate area = 601	
Tender Light - 50400 Lbs Loaded	124600	Brakes - Westinghouse - Two 8 1/2" C.C. Pumps	
Engine and Tender	349600 Lbs	1/2" 8 1/2" C.C. PUMP ON 2441 - 2443	

24-5