

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

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 02000108 Date Listed: 3/4/2002

Property Name: United States Army Steam Locomotive No. 4039 County: Morris  
State: NJ

Multiple Name

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

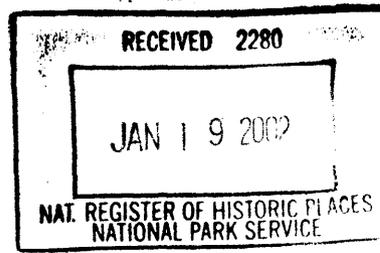
Patrick Andrus  
Signature of the Keeper

3/4/2002  
Date of Action

=====  
Amended Items in Nomination: This SLR makes the following changes: the Period of Significance is changed to 1942-1947 to reflect the locomotive's primary period of importance; "Commerce" is deleted as an Area of Significance; National Register Criteria Consideration G is deleted; and since the boundary of the nominated area is the land upon which the locomotive sits, the acreage figure is changed to less than one acre.

**DISTRIBUTION:**

- National Register property file**
- Nominating Authority (without nomination attachment)**



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United States Department of the 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 instruction. 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: United States Army Steam Locomotive No. 4039

other names/site number: Morris County Central Steam  
Locomotive No. 4039

2. Location

street and number: 1 Railroad Plaza, Route 10 West & Whippany Road

N/A not for publication

city or town: Hanover Township

N/A vicinity

state: New Jersey

county: Morris County

zip code: 07981

3. State/Federal/Tribal 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.)

Signature of certifying official/Title

Date

Commissioner, Department of Environmental Protection/SHPO  
State or Federal agency and bureau American Indian Tribe

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

American Indian Tribe

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

entered in the National Register.  
 See continuation sheet.

determined eligible for the National Register.  
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other. (explain:)

Patrick Andrews

3/4/2002

Name of Property

County and State

**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
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

**Name of related multiple property listing**

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

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

Transportation

**Historic Subfunctions**

(Enter subcategories from instructions)

Rail-Related

**Current Functions**

(Enter categories from instructions)

Transportation  
Work In Progress

**Current Subfunctions**

(Enter subcategories from instructions)

Rail-Related

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Other

**Materials**

(Enter categories from instructions)

Other            Iron  
                     Steel

**Narrative Description**

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

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for 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 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)

- Commerce
- Engineering
- Transportation

**Period of Significance**

1942-1980

**Significant Dates**

1942

**Significant Person**

(Complete if criterion B is marked above)

N/A

**Cultural Affiliation**

**Architect/Builder**

American Locomotive Company

Name of Property

County and State

**9. Major Bibliographical References**

**Bibliography**

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

**Previous documentation on file (NPS):**

**Primary location of additional data:**

- 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
- See continuation sheet for additional HABS/HAER documentation.

- State Historic Preservation Office
- 
- 
- 
- 
- Other (Repository Name: Whippany Railway Museum)

**10. Geographical Data**

**Acreage of Property:** 3.00

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	18	549638	4519060	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

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.)

**9. Major Bibliographical References**

**Bibliography**

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

**Previous documentation on file (NPS):**

- 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
- See continuation sheet for additional HABS/HAER documentation.

**Primary location of additional data:**

- State Historic Preservation Office
- 
- 
- 
- 
- Other (Repository Name: Whippany Railway Museum)

**10. Geographical Data**

**Acreage of Property:** 3.00

**UTM References**

(Place additional UTM references on a 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.)

Name of Property

County and State

**11. Form Prepared By**

name/title: Steven P. Hepler, President

organization: Whippany Railway Museum

date: 11/8/2000

street & number: P.O. Box 16, 1 Railroad Plaza

telephone: (973) 921-4053

city or town: Whippany

state: New Jersey

zip code: 07981-0016

**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 the SHPO or FPO.)

name: Whippany Railway Museum, Inc.

street & number: P.O. Box 16, 1 Railroad Plaza

telephone: (973) 887-8177

city or town: Whippany

state: New Jersey

zip code: 07981-0016

**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 ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 1 NARRATIVE DESCRIPTION:U.S. ARMY STEAM LOCOMOTIVE NO. 4039

Steam Locomotive No. 4039 was built in November 1942 for the U.S. War Department by the American Locomotive Company (ALCO) of Schenectady, N.Y. (ALCO Construction Number 70421; Corps of Engineer Spec. No. T-1560; Purchase Order No. DA1873). Eighty (Nos. 4000 - 4079) nearly identical "060-155" - class locomotives were constructed. Their intended purpose was for U.S. military service in the Far East, Africa and Europe during World War II. However, upon delivery to the Army all of the engines were instead used to switch various stateside military bases throughout the duration of the war.

Principal dimensions are as follows:

Overall Length:	60' 7" *
Boiler Pressure:	190 lbs psi
Engine & Tender Weight in Working Order:	270,500 lbs
Driving Wheel Diameter:	44"
Tender Capacity:	(8 Tons Coal)** 6,000 Gallons, Water 1,500 Gallons, Fuel Oil

\*(NOTE: In the Spring of 1972 No. 4039's Yard Switching Pilot was replaced, due to metal fatigue, with a Road Switching Pilot.)

\*\* (NOTE: Locomotive was converted from coal-burning to oil firing in 1966. The conversion was not unusual since several of these Army locomotives were originally fitted with oil-firing systems when built.)

## PHYSICAL DESCRIPTION:

No. 4039 is a steam locomotive that consists of five main features:

- (1) The Boiler
- (2) The Cylinders
- (3) The Driving Wheels
- (4) The Cab (which is located at the rear of the Boiler)
- (5) The Tender (carried on "Tender Trucks")

(continued next page...)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 2 NARRATIVE DESCRIPTION:U.S. ARMY STEAM LOCOMOTIVE NO. 4039 continued...

## PHYSICAL DESCRIPTION, continued:

- (1) A main characteristic of this locomotive, the BOILER (PHOTO 1) is used to evaporate water and store the resulting steam, under pressure. It is fabricated from Otis Steel sheets, consisting of two main riveted courses (with an inside diameter of 64 13/16") that make up the boiler barrel. At the front of the boiler is the SMOKEBOX (PHOTO 14), where exhausted steam, smoke and gases are collected and shot up through the SMOKESTACK (PHOTOS 14 & 15), which sits on top of the smokebox, thereby creating a proper draft for the fire burning in the firebox.

The American Locomotive Company 1942 BUILDER'S PLATE (PHOTO 13) and the U.S. Army SPECIFICATION PLATE (PHOTO 8) are bolted to the smokebox in the center, on each side. The "4039" number plate and the headlight are placed at the smokebox front (PHOTO 5).

On top of the boiler are three DOMES (PHOTO 16). The first and third domes are filled with sand. The locomotive engineer (by means of a valve in the cab) can release sand from the domes onto the rails in front or behind the driving wheels in order to overcome slippery conditions.

The middle dome contains the throttle valve, which is operated by means of a mechanical linkage from the cab. The steam whistle is piped to this dome as well.

At the rear of the boiler and inside the cab is the FIREBOX (PHOTO 17). Within this combustion chamber is where heat is generated by means of burning fuel. The resulting fire heats the water contained in the boiler, which boils into steam.

Bolted to the length of the boiler on either side are the RUNNING BOARDS (PHOTO 4). These walkways enable the engine crew or hostlers to service the various appliances found on the boiler.

(continued next page...)

United States Department of the Interior  
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Continuation SheetSection number 7 Page 3 NARRATIVE DESCRIPTION:U.S. ARMY STEAM LOCOMOTIVE NO. 4039 continued:

## PHYSICAL DESCRIPTION, continued:

Perhaps the most prominent feature of this class of locomotive is the front-end, smokebox-mounted, CROSS-COMPOUND AIR PUMP (PHOTO 12). This device is utilized to supply compressed air to operate the brake system for the locomotive and the train coupled behind it, as well as enabling a variety of other appliances to function, such as the bell and sanders. Mounting the air pump at the forward end helped to distribute weight more evenly throughout the locomotive on its frame.

- (2) Below the boiler and at the lower front end are two "engines", called CYLINDERS (PHOTOS 14 & 15). The cylinders are castings which contain compartments for the 21" diameter pistons and valves. These in turn are connected to the forged-steel "valve gear" and cast "driving wheels" with forged-steel "crank pins" and "main rods", which transmit the back-and-forth movement of the pistons to the cast "main driving wheels", and the forged-steel "side rods" which transmit the rotation of the two main driving wheels to the other four driving wheels.
- (3) No. 4039 has an 0-6-0 wheel arrangement, indicating that it has (from front to rear) no "pony" or leading wheels beneath the smokebox and pilot; six 44" friction-bearing DRIVING WHEELS (PHOTO 16) which propel the locomotive; and no trailing wheels supporting the firebox at the rear of the boiler. This particular wheel arrangement enables the locomotive to easily negotiate tight curves in rail yards and industrial trackage. No. 4039 can exert a maximum tractive effort of 40,000 pounds, or approximately 1,500 horsepower.
- (4) The box-like shelter at the rear of the boiler is the operating crew's CAB (PHOTO 17). It is constructed of riveted sheet metal, and is bolted to the firebox at several points. The interior of the cab roof is lined with tongue-in-groove wood. The cab has six windows. The two at the back (or rear) side of the cab are wood-framed and do not open. The large windows on either side of the cab are again, of wood-frame construction and slide open and closed.

(continued next page...)

U.S. Army No. 4039

Morris, N.J.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 4 NARRATIVE DESCRIPTION:U.S. ARMY STEAM LOCOMOTIVE NO. 4039 continued:

PHYSICAL DESCRIPTION, continued:

Above these particular windows is a protective awning with drip guard. At the front of the cab, again on either side, are two small steel-framed windows that are built into the enginemen's doorways leading to the running boards on either side of the boiler. By means of a push-rod, the upper portion of these windows can be opened or closed, much like a transom window. The doorways themselves are held open or shut by means of a locking lever. The numerals "4039" appear on both sides of the cab beneath the large side windows.

Within the cab are the enginemen's controls that allow them to operate the locomotive and control its fuel and water consumption. Important appliances include the throttle, reverse gear (which when operated moves the valves in the cylinders that control the forward and reverse motion of the locomotive), steam and air brake pressure gauges, the "independent", or engine brake, and the train brake which controls all the brakes on the trailing cars at the same time. The "water glass" indicates the level of water in the boiler. The "injectors" feed water from its storage compartment in the tender, trailing directly behind the cab, into the boiler. There are two injectors...one is located on either side of the firebox. A steam-operated "blower valve" is located on the fireman's side to control the amount of draft flowing through the 291 fire tubes ("flues" that are contained in the boiler) while the locomotive is at rest or drifting downgrade, not working its throttle. The blower is used to help vent smoke, gases and steam up through the smokestack. The oil-firing control valve is also located on the fireman's side of the cab. Other valves operate steam atomization jets, the air compressor, the head and rear lights, whistle, bell and sanders.

- (5) Trailing directly behind the locomotive is the TENDER (PHOTO 19)...a separate car for carrying fuel and water for the locomotive. It is semi-permanently coupled to the locomotive and is considered part of it. Constructed of steel and sheet metal with a cast steel frame, the tender rides on two separate

(continued next page...)

United States Department of the Interior  
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Continuation SheetSection number 7 Page 5 NARRATIVE DESCRIPTION:U.S. ARMY STEAM LOCOMOTIVE NO. 4039 continued:

## PHYSICAL DESCRIPTION, continued:

4-wheel, friction-bearing trucks. The tender carries 6,000 gallons of water and originally had a bituminous coal capacity of 8 tons. In 1966 this locomotive was converted to a fuel-oil firing system. A 1,500-gallon capacity oil bunker now sits in the space originally designed for coal storage.

PAINT SCHEME: The locomotive is painted standard black, with the smokebox treated with a heat-resistant aluminum coating. The running boards, driving wheel rims and lower cab are striped in white. Handrails are painted safety yellow and the lettering and numerals are finished in imitation gold leaf. (PHOTOS 3, 4 & 10)

ORIGINAL FEATURES: With the exception of a new Road Switching Pilot (PHOTOS 4 & 12) located at the lower front of the locomotive that was installed in 1972 to replace the original Yard Switching Pilot due to metal fatigue, and the above-mentioned oil bunker and conversion to oil firing, virtually everything on No. 4039 is of original 1942 ALCO construction.

No. 4039 is known as an 0-6-0 "Switching" - type locomotive by the railroad industry. Built for Standard Gauge (4' 8½") track, the 4000-series locomotives were designed as a move to standardize parts and interchangeability of equipment. These locomotives were apparently based on a United States Railroad Administration design dating from World War I. With America's entry into the Second World War, the design was updated to include front-mounted air pumps and a weight of about four tons less than the 1917 - '18 version due to lighter materials used. The 4000-series engines were powerful little machines and were capable of high rates of acceleration. Of the eighty engines assembled for the war effort, the first forty-three were built by ALCO in late 1942. Two years later, thirty-seven more were built by the Lima Locomotive Works of Lima, Ohio. No. 4039 is from the original batch constructed by ALCO.

(continued next page...)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 6 NARRATIVE DESCRIPTION:U.S. ARMY STEAM LOCOMOTIVE NO. 4039 continued:SETTING

No. 4039 is on outdoor public display with other period railroad rolling stock in a railroad setting at the WHIPPANY RAILWAY MUSEUM, located at 1 Railroad Plaza, Route 10 West & Whippany Road, Whippany, Hanover Township, Morris County, New Jersey.

The locomotive sits on "live" track and is capable of being moved on its own wheels from one display area in the yard to another, if necessary. The Whippany yard contains many connected display and storage tracks. The yard features the Museum's nearly century-old Freight House, an original wood and brick steam locomotive water tower and a unique fieldstone passenger depot with slate roof. The Museum is situated on the main line of the Morristown & Erie Railway (M&E), a common-carrier, freight hauling railroad. The M&E dates from 1895 and was originally built to serve the various paper mills in and around Whippany.

No. 4039 is currently awaiting a major mechanical restoration, and when completed, will be assigned to excursion service in New Jersey. Due to various ongoing restoration efforts and a continuing preventative maintenance program, certain appliances from the cab interior and external boiler have been removed for rehabilitation. Additionally, the locomotive boiler jacket has been removed, as has the thermal insulation lagging that had been under the jacket (this was removed by the previous owner). These items will not be replaced until the locomotive has been restored to full operating condition. To leave the lagging and jacketing on the currently non-operational engine would only enhance the deterioration of the boiler shell by trapping snow, ice and rain water underneath.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 1 NARRATIVE STATEMENT OF SIGNIFICANCE:U.S. ARMY STEAM LOCOMOTIVE NO. 4039STATEMENT OF SIGNIFICANCE (SUMMARY)

Steam Locomotive Number 4039 is among the last great advance of steam locomotive development in the 20th Century. Although a simple machine, this locomotive was admirably suited to the task for which it was designed, and as the years passed it demonstrated a remarkable capacity to keep pace with the traffic demands it was called upon to haul.

No. 4039 meets Criterion C in the areas of Transportation, Engineering and Commerce and is one of the few remaining survivors of a class of eighty such engines built specifically for U.S. Army World War II service in late 1942. Based on a World War I design, the 4000-series locomotives were improved upon by (then Major) Colonel Howard G. Hill. His new designs thus enabled the locomotive builder to quickly mass-produce these powerful machines that were capable of quick acceleration. The War Department's first order of 43 locomotives was awarded to the American Locomotive Company. Two years later a second order was placed with the Lima Locomotive Works for 37 more engines. No. 4039 is significant in that it is from the original work order and is virtually the only 4000-series War Department locomotive in America to survive intact, as originally constructed, with its original appliances.

HISTORICAL BACKGROUND AND SIGNIFICANCE:

The updated, World War II version of this class of locomotive was designed by (then Major) Colonel Howard G. Hill, USAR (Ret.). After serving with the Army in World War I, he gained his commission in the reserve in 1923. His work with railway supply firms took him all over the country during the years when steam locomotives were in their prime.

As World War II approached, Colonel Hill was called to active duty in Washington, serving the Army Corps of Engineers in the railroad branch. Here he was responsible for preparing specifications for Army locomotives. He later served in Sicily, earning the Legion of Merit and a citation from General Patton for his work as General Manager of a U.S. military railway. After the war he distinguished himself

-(continued next page...)

U.S. Army No. 4039Morris, N.J.**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet**Section number 8 Page 2NARRATIVE STATEMENT OF SIGNIFICANCE:U.S. ARMY STEAM LOCOMOTIVE NO. 4039 HISTORICAL BACKGROUND & SIGNIFICANCE continued:

as a consultant on railway missions to Mexico and Japan.

During World War II the movement of great masses of men and materials depended on the great land-hauling power of locomotives. Never before had it become so apparent that there is no land transport instrument so great and powerful as the railroad. A pressing need for locomotives made itself felt throughout the world. Clearly, great forces could not be moved, great invasions mounted, great armies built and supplied without the hauling power of locomotives.

In the midst of a vast war production (During WWII the American Locomotive Company produced 7,362 Army tanks, tank destroyers, shells, bombs, gun carriages, gun mounts and 4,488 locomotives. Employment increased three-fold to over 15,000 people by 1945.), the men and women of ALCO were called upon to help keep the railroads of America equipped to transport a greater tonnage of materials and supplies than those railroads had ever hauled before. They also supplied thousands of locomotives for the railroads of the world whose motive power and rolling stock had been destroyed by enemy forces.

No. 4039's Army service is unfortunately, sketchy at best, since most of the information on where these particular locomotives were assigned, etc., was destroyed during the 1960's by the War Assets Administration. Many of the engines were declared surplus in 1946, and several, like No. 4039, were sold to various industrial and shortline railroads. A few even wound up in Norway, but were never operated there... instead they were broken up for parts. Several more operated in Army training status at the Fort Eustis (VA) Military Railroad during the 1950's.

On February 17, 1947, the War Assets Administration sold No. 4039 as war surplus material to the Virginia Blue Ridge Railway (VBR) of Piney River, VA, where it was used in freight service until the early 1960's.

For the next 15 years 4039, by now numbered "5", hauled freight out of Piney River to the Southern Railway connection at Tye River, VA. Throughout the late 1950's and early 1960's, the former 4039 and its VBR stablemates became famous for being amongst

(continued next page...)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 3 NARRATIVE STATEMENT OF SIGNIFICANCE:

U.S. ARMY STEAM LOCOMOTIVE NO. 4039 HISTORICAL BACKGROUND & SIGNIFICANCE continued:

the last remaining standard gauge steam locomotives in regular revenue freight operation in the continental United States. The locomotive was officially retired on August 1, 1963 when the VBR made the change-over to diesel locomotives.

In late 1965 the VBR sold No. 5 (4039) to the Morris County Central Railroad (MCC), which was operating passenger rail excursions from Whippany, N.J. The engine was shipped to Whippany for a mechanical restoration that was completed in the Spring of 1966. It was at this time that the locomotive was renumbered to its original "4039", as well as being converted to an oil firing system. Soon afterwards the engine regularly powered excursions out of Whippany and later, Newfoundland, N.J. From 1966 through the end of 1980, No. 4039 wore the MCC name on her tender and this is the service she is most remembered for. The locomotive was a favorite of engine crews and had an excellent reputation for reliability and operability.

No. 4039, handled the MCC's last passenger run from Newfoundland to Stockholm, N.J. and return on December 14, 1980. It was the last regularly scheduled steam-powered passenger train to operate in Morris County, as well as in northern New Jersey. The engine was withdrawn from service and has not operated since.

Over the next decade, No. 4039 was stored in the former MCC enginehouse, while its ownership changed several times. In October 1991, the locomotive was acquired by a private collector, and this time it was shipped to Honesdale, PA where the new owner planned to restore the engine to operation. Through a series of events the Whippany Railway Museum acquired No. 4039 on May 7, 1994. On May 11, 1996 the Museum successfully brought the engine back to New Jersey where it was cosmetically restored and placed on public view at the museum site. On January 26, 1997 the Morris County Board of Chosen Freeholders adopted a Resolution designating Steam Locomotive No. 4039 as "The Official Steam Locomotive of Morris County".

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9 Page 1 MAJOR BIBLIOGRAPHICAL REFERENCES:

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U.S. ARMY STEAM LOCOMOTIVE NO. 4039

BIBLIOGRAPHY:

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

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 10 Page 1

**U.S. Army Steam  
Locomotive No. 4039  
Morris County, New Jersey**

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**Verbal Boundary Description:**

U.S. Army Steam Locomotive No. 4039 sits on live track within the Morris and Erie Railroad right of way on Block 7501 Lot 1 in the Township of Hanover. It is currently located due north of the First Presbyterian Church (B 7501 L 9).

**Boundary Justification:**

The boundary includes the land currently occupied by the locomotive.

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

**National Register of Historic Places  
Continuation Sheet**

Section number 11 Page 1 ADDITIONAL DOCUMENTATION, CURRENT B&W PHOTOGRAPHS:

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U.S. ARMY STEAM LOCOMOTIVE NO. 4039

CURRENT BLACK & WHITE PHOTOS

Steven Hepler  
September 1999  
Whippany Railway Museum  
1 of 20  
Right (Engineer's side) front, 3/4-view, No. 4039 at Whippany, NJ

Steven Hepler  
September 1999  
Whippany Railway Museum  
2 of 20  
Right (Engineer's side) rear, facing forward, 3/4-view, No. 4039 at Whippany, NJ

Steven Hepler  
September 1999  
Whippany Railway Museum  
3 of 20  
Right (Engineer's side) nearly broadside view, No. 4039 at Whippany, NJ

Steven Hepler  
October 1999  
Whippany Railway Museum  
4 of 20  
Left, (Fireman's side) front, 3/4-view, No. 4039 at Whippany, NJ

Steven Hepler  
October 1999  
Whippany Railway Museum  
5 of 20  
Front-end view, No. 4039 at Whippany, NJ

Steven Hepler  
October 1999  
Whippany Railway Museum  
6 of 20  
Left (Fireman's side) broadside view, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
7 of 20  
Right (Engineer's side) front, 3/4-view, No. 4039 at Whippany, NJ

(continued next page...)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 11 Page 2 ADDITIONAL DOCUMENTATION, CURRENT B&W PHOTOGRAPHS:

U.S. ARMY STEAM LOCOMOTIVE NO. 4039 CURRENT BLACK & WHITE PHOTOS continued...

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
8 of 20  
Right (Engineer's side) front-end view of U.S. Army Ownership Plate. No. 4039, Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
9 of 20  
Right (Engineer's side) rear end (facing forward) of No. 4039's tender, Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
10 of 20  
Right (Engineer's side) rear, facing forward, 3/4-view, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
11 of 20  
Right (Engineer's side) rear of cab, facing forward, 3/4-view, No. 4039, Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
12 of 20  
Front-end view, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
13 of 20  
Left (Fireman's side) front-end view of American Locomotive Co. Builder's Plate.  
No. 4039, at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
14 of 20  
Left (Fireman's side) front-end, smokebox view of No. 4039 at Whippany, NJ

(continued next page...)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 11 Page 3 ADDITIONAL DOCUMENTATION, CURRENT B&W PHOTOGRAPHS:

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U.S. ARMY STEAM LOCOMOTIVE NO. 4039 CURRENT BLACK & WHITE PHOTOS continued...

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
15 of 20  
Left (Fireman's side) 3/4-view of No. 4039 on display at the Whippany Railway Museum,  
Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
16 of 20  
Left (Fireman's side) broadside view, from smokebox to cab, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
17 of 20  
Left (Fireman's side) 3/4-view from rear of cab to front-end smokebox. No. 4039 at  
Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
18 of 20  
Left (Fireman's side) 3/4-view, rear end, facing forward, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
19 of 20  
Left (Fireman's side) broadside view of No. 4039's tender at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
20 of 20  
Left (Fireman's side) rear end (facing forward) of No. 4039's tender, Whippany, NJ

(Current COLOR SLIDES are continued on next page...)

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 11 Page 4 ADDITIONAL DOCUMENTATION, CURRENT COLOR SLIDES:

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U.S. ARMY STEAM LOCOMOTIVE NO. 4039 CURRENT COLOR SLIDES

**\*\*NOTE: THESE ARE ORIGINAL SLIDES... SIMILAR SLIDES ARE HOUSED AT THE WHIPPANY RAILWAY MUSEUM**

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
1 of 13  
Left (Engineer's side) front, 3/4-view, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
2 of 13  
Right (Engineer's side) front-end view of U.S. Army Ownership Plate. No. 4039, Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
3 of 13  
Right (Engineer's side) rear end (facing forward) of No. 4039's tender, Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
4 of 13  
Right (Engineer's side) rear, facing forward, 3/4-view, No. 4039, Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
5 of 13  
Front-end view, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
6 of 13  
Left (Fireman's side) 3/4-view of No. 4039 on display at the Whippany Railway Museum, Whippany, NJ

(continued next page...)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 11 Page 5 ADDITIONAL DOCUMENTATION, CURRENT COLOR SLIDES:

---

U.S. ARMY STEAM LOCOMOTIVE NO. 4039 CURRENT COLOR SLIDES continued...

\*\* NOTE: THESE ARE ORIGINAL SLIDES... SIMILAR SLIDES ARE HOUSED AT THE WHIPPANY RAILWAY MUSEUM

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
7 of 13  
Left (Fireman's side) front-end view of American Locomotive Co. Builder's Plate.  
No. 4039, at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
8 of 13  
Left (Fireman's side) front-end, smokebox view of No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
9 of 13  
Left (Fireman's side) broadside view of No. 4039's tender at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
10 of 13  
Left (Fireman's side) 3/4 view from rear of cab, facing forward to front-end smokebox.  
No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
11 of 13  
Left (Fireman's side) rear end (facing forward) of No. 4039's tender at Whippany, NJ

(continued next page...)

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 11 Page 6 ADDITIONAL DOCUMENTATION, CURRENT COLOR SLIDES:

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U.S. ARMY STEAM LOCOMOTIVE NO. 4039 CURRENT COLOR SLIDES continued:

**\*\*NOTE: THESE ARE ORIGINAL SLIDES... SIMILAR SLIDES ARE HOUSED AT THE WHIPPANY RAILWAY MUSEUM**

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
12 of 13

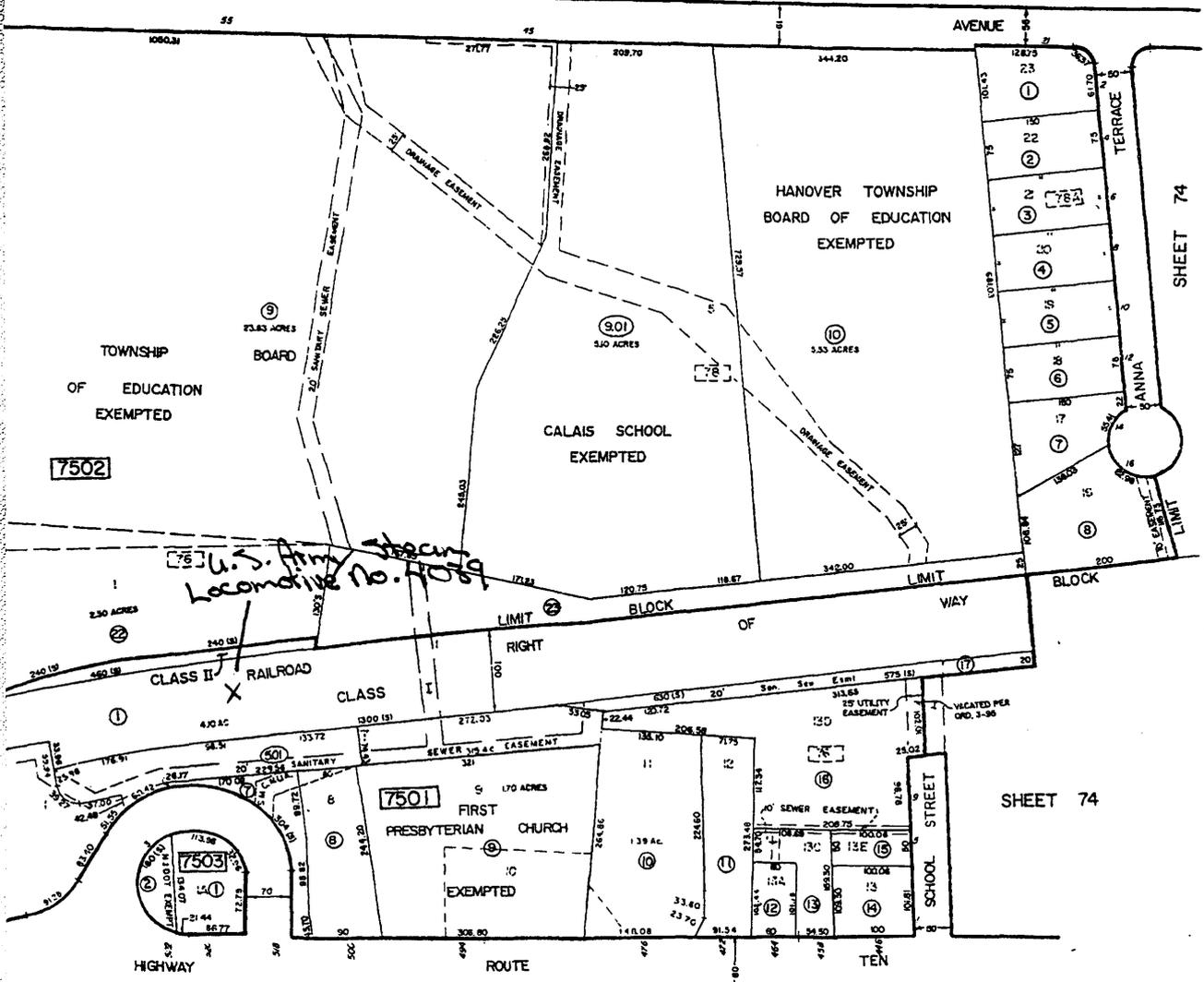
Left (Fireman's side) 3/4-view, rear-end, facing forward, No. 4039 at Whippany, NJ

Steven Hepler  
October 27, 2000  
Whippany Railway Museum  
13 of 13

Left (Fireman's side) broadside view, from smokebox to cab, No. 4039 at Whippany, NJ

ADDIE LANE

SHEET 76



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TAX MAP

TOWNSHIP OF HANOVER  
MORRIS COUNTY, NEW JERSEY

SCALE: 1"=100'

GEORGE E. STEFANICK  
TOWNSHIP ENGINEER

AUGUST 1961

*George E. Stefanick*  
P.E. & L.S. NO. 4079

THE TREASURY  
DEPARTMENT  
BUREAU OF  
INTERNAL REVENUE  
PLANS TO THE  
EFFECT OF 1912, ETC.  
OF TAXATION  
NO. 328

SHEET 59

SHEET 59

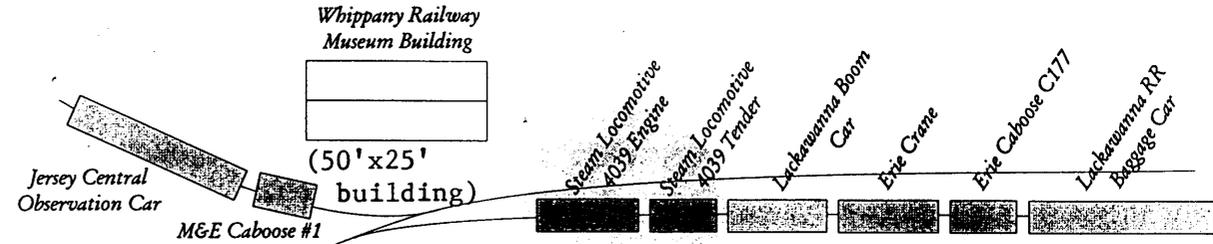
SHEET 74

SHEET 74

# Steam Locomotive 4039 Site Plan

## Whippany, NJ

(not to scale)



Susquehanna Railroad Signal

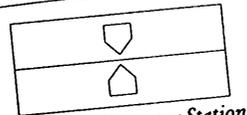


Water Tower

Morristown & Erie Railway  
Whippany Line

Rutland Railroad  
Combine Car

Morristown & Erie Passenger Car Storage Track



Whippany Passenger Station  
(Century 21 Realtors)

Lackawanna Railroad  
Semaphore Signal

Route 10

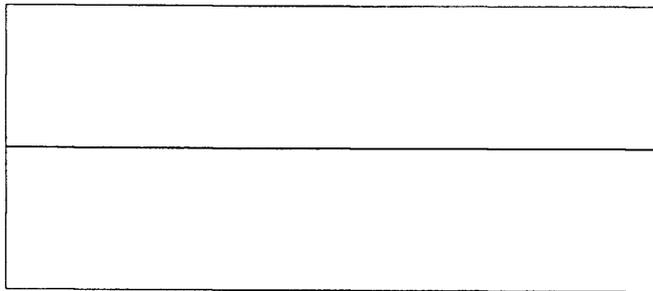
Whippany Road

# Steam Locomotive 4039 Site Plan Detail

## Whippany, NJ

(not to scale)

*Whippany Railway  
Museum Building*



(50' x 25' building)

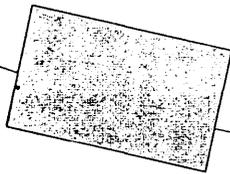


*Steam Locomotive  
4039 Engine*

*Steam Locomotive  
4039 Tender*

*Lacka-*

*M&E Caboose #1*



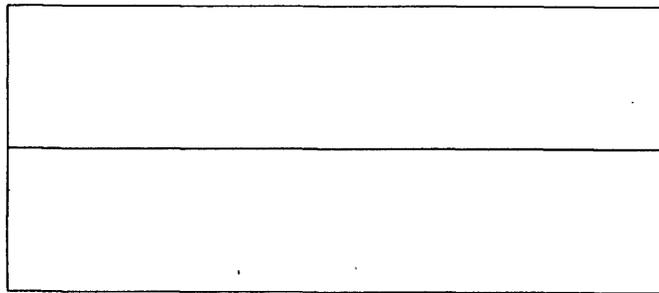
*Susquehanna Railroad Signal*



# Steam Locomotive 4039 Site Plan Detail Whippany, NJ

(not to scale)

*Whippany Railway  
Museum Building*



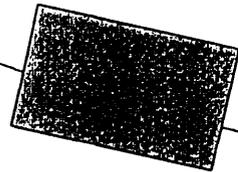
(50' x 25' building)



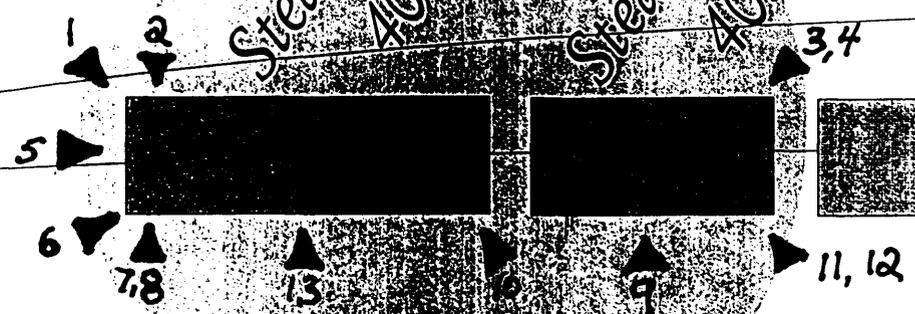
COLOR SLIDE  
VANTAGE POINTS

*Steam Locomotive  
4039 Engine*  
*Steam Locomotive  
4039 Tender*

*M&E Caboose #1*



*Lackawanna*



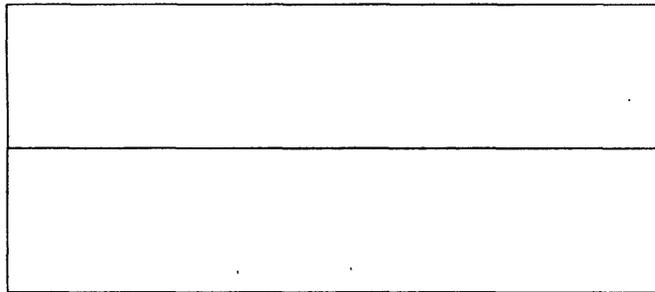
*Susquehanna Railroad Signal*



# Steam Locomotive 4039 Site Plan Detail Whippany, NJ

(not to scale)

*Whippany Railway  
Museum Building*



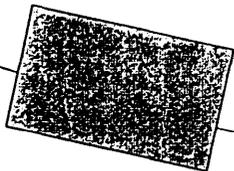
(50' x 25' building)



BLACK & WHITE PHOTO  
VANTAGE POINTS

*Steam Locomotive  
4039 Engine*  
*Steam Locomotive  
4039 Tender*

*M&E Caboose #1*



*Lack*

12  
5  
4, 14, 15

1, 7  
8  
2, 3, 10  
9



13  
16  
17  
19  
18  
20

*Susquehanna Railroad Signal*



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