

United States Department of the Interior  
National Park Service

National Register Listed  
4/16/2012

# 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name ATSF Steam Locomotive #3415

other names/site number KHRI # 041-374

## 2. Location

street & number 411 S Elm Street  not for publication

city or town Abilene  vicinity

state Kansas code KS county Dickinson code 041 zip code 67410

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x 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 x meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national   x   statewide   \_\_\_   local

SEE FILE

Signature of certifying official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I, hereby, certify that this property is:

\_\_\_ entered in the National Register \_\_\_ determined eligible for the National Register

\_\_\_ determined not eligible for the National Register \_\_\_ removed from the National Register

\_\_\_ other (explain:) \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only **one** box)

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

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
	1	buildings
		district
		site
1		structure
		object
1	1	<b>Total</b>

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

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

N/A

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

**Current Functions**  
(Enter categories from instructions)

Transportation: Rail-related (locomotive)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Transportation: Rail-related (locomotive)

Recreation/Culture: Museum, Outdoor Recreation

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

OTHER: Steam Locomotive (4-6-2 Pacific Type)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

foundation: N/A

walls: N/A

\_\_\_\_\_

roof: N/A

other: STEEL

\_\_\_\_\_

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**Narrative Description**


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**Summary**

The ATSF Steam Locomotive #3415 is a Class 3400 Pacific-type passenger engine built by Baldwin Locomotive Works in 1919. It was operated by the Atchison, Topeka & Santa Fe Railroad for 34 years and was donated to the City of Abilene in 1955. It sat in Eisenhower Park until 1996 when it was removed from the park for restoration. The locomotive is now situated on an abandoned segment of the Rock Island Railroad track that is used by the Abilene-Smoky Valley Railroad, a not-for-profit organization that operates a railroad museum and excursion train. When not in use, the locomotive is stored in the engine house at 411 South Elm Street in Abilene, Dickinson County, Kansas.

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**Elaboration**

The purpose of a steam locomotive is to haul freight cars or passenger coaches along a railroad track, and they are usually fueled by coal, wood, or oil that is burned to produce steam in a boiler, which drives the engine. The fuel source and water are carried within the locomotive or in a wagon pulled behind – known as the tender. The general specifications for the ATSF Steam Locomotive #3415 are as follows:

Class:	Pacific 4-6-2
Builder:	Baldwin Locomotive Works, Eddystone, PA Built in 1919 following the specifications of Santa Fe engines
Tractive Effort:	41,400 pounds
Weight:	Engine – 330,500 pounds Tender – 244,400 pounds
Tender Capacity:	Water – 12,000 gallons Oil – 4,000 gallons
Grate Area:	66.8"
Driver size:	79" <sup>1</sup>

Locomotive #3415 is a Pacific-type 4-6-2 passenger engine built in 1919. The 4-6-2 designation refers to the engine's wheel arrangement – the first number notes the number of leading wheels, the second number notes the number of driver wheels, and the third number notes the number of trailing wheels.

This engine originally burned coal, but was converted to oil burning in the 1930s. It has a firebox that measures 114" x 84 ¼". The total heating surface of the locomotive is 4,076 square feet. The boiler operates at a pressure of 190 PSI, but was originally set at 225 PSI. The cylinders of the locomotive measure 25" x 28".

The tender that accompanies the engine has a capacity of 12,000 gallons of water and 4,000 gallons of oil. The tender tank is constructed of steel and rests upon 12 wheels that measure 36" in diameter.

The locomotive frame is made of steel and is painted with black enamel. The length of the engine and tender together measures 82' 9". The locomotive has a height of 16' 6".

Today, the engine takes 160 gallons of water and ten gallons of fuel per mile.

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<sup>1</sup> This engine was originally built with 72" drivers, but ATSF installed larger 79" drivers on this class of locomotives in the late 1930s and early 1940s for efficiency reasons.

*Engine House (built 2005, non-contributing)*

A metal building with a rectangular footprint and gable roof is situated over the rail so the locomotive can roll into the house when it is not in use. It was built in 2005 and is non-contributing.

*Integrity*

Locomotive #3415 possesses strong integrity. Parts of the locomotive have been replaced since its construction in 1919, but the changes are well within the normal practices for maintaining functioning steam locomotives. The locomotive was restored between 2005 and 2009, and now functions as an excursion train for tourists. It operates on an abandoned segment of the Rock Island Railroad track, and although the locomotive is not historically associated with the Rock Island track, it is situated in an appropriate railroad setting.

**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.

**Areas of Significance**

(Enter categories from instructions)

Engineering

Transportation

**Period of Significance**

1919-1953

**Significant Dates**

1919; 1942; 1953

**Significant Person**

(Complete only if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Baldwin Locomotive Works (Eddystone, PA)

**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 old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance begins in 1919 with the construction of the locomotive and ends in 1953 when it was removed from service.

**Criteria Considerations (justification)**

N/A

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## Narrative Statement of Significance

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### Summary

The ATSF Steam Locomotive #3415 is nominated to the National Register of Historic Places with statewide significance under Criterion C for its engineering as one of only three 4-6-2 3400 class Pacific type steam locomotives remaining in Kansas, and the only member of the class that is operational. The locomotive worked for 34 years in passenger service in Kansas and surrounding states. As a result, it is eligible under Criterion A for its association with the role of railroad transportation in Kansas.

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### Elaboration

Experimental efforts to develop a steam engine stretch back to the late eighteenth and early nineteenth centuries in Great Britain. English models of track construction, however, did not work well in the U. S. and “Americans soon would devise their own cheaper systems of track construction.” Using English prototypes, “Americans also modified the locomotives with the addition of pilot trucks to help the locomotives around curves, “cowcatchers”--now known as “pilots”-- cabs of different designs, headlights, and other features, so that by the 1850s American locomotives generally appeared distinctly different from English and other European locomotives.”<sup>2</sup>

Several experimental engines were built in the U. S. in the early nineteenth century, but “the first railroad locomotive built in the United States that actually served on a railroad was built in 1830 by the West Point Foundry Association of New York City for the South Carolina Railroad at Charleston, South Carolina.”<sup>3</sup> During the next few decades, American locomotives would evolve through a series of wheel designs that were organized by the Whyte classification system, which assigned numbers to a locomotive based upon its wheel arrangement. The arrangement of wheels changed as the need for more powerful engines increased.

Although Kansas’ rail system began taking shape prior to the Civil War, development largely occurred after the war. One of the key companies to establish an early foothold in Kansas was chartered in 1859 by Cyrus K. Holliday – the Atchison & Pikes Peak (later the Atchison, Topeka & Santa Fe).<sup>4</sup> The railroad obtained a land grant in 1863 for 2,931,247.54 acres, which the company would receive only if the railroad could reach the Colorado border within ten years, which it did. It was during this same year that the company changed its name to the Atchison, Topeka & Santa Fe. The line generally followed the path of the Santa Fe Trail that crossed Kansas in a southwesterly direction. The company built more than 500 depots in Kansas and partnered with Fred Harvey, who managed the Harvey House restaurants. Topeka developed into a headquarters for ATSF with roundhouses, machine shops, and support facilities. Engine #3415 would spend time in the Topeka shops undergoing maintenance and rebuilding.

Steam locomotive #3415 was built in June 1919 by Baldwin Locomotive Works<sup>5</sup> of Eddystone, Pennsylvania, and was purchased by the Atchison, Topeka, and Santa Fe Railroad in July 1919 at a cost of \$69,800.04.<sup>6</sup> It

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<sup>2</sup> Gordon Chapell, “American Steam Locomotives,” in *Steam Over Scranton: The Locomotives of Steamtown* (Scranton, PA: Steamtown National Historic Site, 1991). Accessed online at: [http://www.nps.gov/history/history/online\\_books/steamtown/shs.htm](http://www.nps.gov/history/history/online_books/steamtown/shs.htm).

<sup>3</sup> Ibid.

<sup>4</sup> For a more complete discussion of the ATSF Railroad in Kansas, see Deon Wolfenbarger, “Historic Railroad Resources of Kansas” National Register multiple property documentation form (Topeka: Kansas State Historical Society, 2001), E2; E30-33.

<sup>5</sup> The company was founded in 1831 by Matthias W. Baldwin, who built his first full-sized locomotive for the Philadelphia, Germantown and Norristown Railroad Company in 1832. The company built the last of over 70,000 locomotives in 1956.

was one of fifty members of the 3400 class of 4-6-2s built between 1919 and 1924, which was the last of the Pacific-type locomotives ever bought by the Atchison, Topeka, and Santa Fe Railroad. Forty of these were built as coal burners, while ten used oil. The 3400s were designed by John Purcell, who became the ATSF head of motive power in 1912, as simple locomotives using standard parts and requiring simple maintenance. Under Purcell, ATSF ended the “wild experimentation” that defined the company during the early 20<sup>th</sup> century. During his tenure, the railroad purchased big locomotives often simple two-cylinder machines that operated on less boiler pressure and lacked modern, more efficient equipment in order to keep operating and maintenance costs down.<sup>7</sup>

The Pacific type “was the predominant steam passenger locomotive during the first five decades of the 20<sup>th</sup> century. Between 1902 and 1930, about 6,800 locomotives of the type were built for US and Canadian service...Pacificals made up about 9% of total steam locomotives built...The Pacific, as a type, is generally considered to be an enlargement of the Atlantic (4-4-2)<sup>8</sup>, and was designed for heavy, fast passenger service on moderate grades. It had sufficient power to start heavy trains and had the steaming capacity to maintain high speeds on level lines. They saw action in Santa Fe’s eastern division in Kansas, Colorado, and New Mexico.<sup>9</sup>

Locomotive 3415 was constructed as a coal-burning engine for service between Chicago and Kansas City. An initiative to convert the 3400 class to oil began in 1935 and was completed in 1938, and 45 of the 50 engines were rebuilt by Santa Fe between 1935 and 1944. Changes included raising the boiler pressure and increasing the diameter of the drivers and installing Elesco Feedwater heaters. Locomotive 3415 was rebuilt in February 1942 at the Topeka Santa Fe shops. The coal-fired version tender carried 16 tons of coal and 12,000 gallons of water. The tender style carried 4,000 gallons of oil and 12,000 gallons of water.

According to author Lloyd Stagner, after their conversion to oil, these engines worked Kansas City-La Junta, Newton-Galveston, and Newton-Clovis. Several also worked between Clovis and Temple, Texas. During World War II, they were frequently used on troop trains in these districts. The 3415 was assigned to the Eastern Division on January 1, 1950, and saw routine maintenance at the Argentine roundhouse. On December 31, 1951, the 3415 was assigned to Kansas City-Newton-Oklahoma City, and one year later it was used as a passenger extra at Argentine. It was removed from service on July 29, 1953 and it had logged 1,800,000 miles.<sup>10</sup> It was during these post-World War II years that diesel engines were gaining favor. According to L. L. Waters, “1,567 steam locomotives were in service” at the end of 1946, and “the company operated 103 Diesel road locomotives, consisting of 374 units; 144 Diesel switch engines were in service.” By January 1, 1950, “the company had only 1,199 steam locomotives,” and “diesels were up to 444 consisting of 864 units, of which 627 were in road service.”<sup>11</sup>

By 1955-56, all but five of the 3400 class were gone from the Santa Fe line – the other 45 had been scrapped. Those of the 3400 class that still exist are 3415 (Abilene, KS - operational); 3416 (Great Bend, KS – park display); 3417 (Celburne, TX – park display); 3423 (Temple, TX – museum display); 3424 (Kinsley, KS – park display).<sup>12</sup>

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Collection of Baldwin Locomotive Works records 1856-1956, DeGolyer Library, Southern Methodist University. Accessed online at: [www.lib.utexas.edu](http://www.lib.utexas.edu).

<sup>6</sup> Letter from P.J. Danneberg to J. E. Lester and M. M. Killen, “Donation of Locomotive 3415 to City of Abilene,” 21 November 1953. Copy in possession of author.

<sup>7</sup> Lloyd E. Stagner, *Santa Fe Steam Survivors* (David City, NE: South Platte Press; Columbia, MO: Brueggenjohann/Reese, 2006), 33; [www.steamlocomotive.com](http://www.steamlocomotive.com).

<sup>8</sup> <http://www.steamlocomotive.com/pacific/>

<sup>9</sup> Restoration Video, Abilene Smoky Valley Railroad Association, 2010.

<sup>10</sup> Stagner, *Santa Fe Steam Survivors*, 33-34; Danneberg to Lester and Killen, 21 November 1953.

<sup>11</sup> L. L. Waters, *Steel Trails to Santa Fe* (Lawrence: University of Kansas Press, 1950), 435.

<sup>12</sup> Quick Pic Book. Atchison, Topeka & Santa Fe by Mike Conder and Tim Mulina.

The Santa Fe Railroad donated locomotive 3415 to the City of Abilene, Kansas on December 9, 1955. At that time, it was placed in Eisenhower Park where it remained for 41 years. In 1996, the City donated the locomotive to the Abilene Smoky Valley Railroad, a not-for-profit association, which relocated the engine to their railroad yard on South Buckeye Street on April 25, 1996. After receiving two grants to rebuild the engine, restoration began in August 2005 and was completed in May 2009.

### Engine Restoration

The restoration of the engine was financed by a Transportation Enhancement grant from the Kansas Department of Transportation (\$216,276), an Attraction Development grant from the Kansas Department of Commerce (\$67,092), and \$5,000 in matching funds from the Abilene Smoky Valley Railroad. In addition to labor contracted to a company out of Cheyenne, Wyoming, volunteers donated between 10,000 and 12,000 hours of labor to complete the project. The restoration project began in August 2005 and was overseen by locals Joe Minick and Fred Schmidt, but years of planning and preparation came first.<sup>13</sup>

When a little-used Union Pacific line<sup>14</sup> between Herington and Abilene was up for abandonment, the Abilene Smoky Valley Association worked to secure the track for the relocation of engine #3415. In 1996, local movers, for minimal cost and lots of volunteer labor, completed the engine relocation. One bridge, with a 25-ton weight limit, spanning Mud Creek on Abilene's 3<sup>rd</sup> Street was maneuvered. It was determined that the bridge could carry the 146-ton locomotive if the weight was spread over more area. Corners were tough on the tires, which were lubricated with Joy dish soap. "For weeks after the intersections turned to soap suds with every rain." Interestingly, the locomotive crossed the tracks of the Santa Fe railroad along the 1.7-mile route.

The restoration began in August 2005 with the construction of a metal-frame engine house over the original Rock Island roadbed. The rail had been removed years ago, so track was laid connecting it to the newly acquired main line. Before disassembly of the locomotive, the various systems were documented. All parts were systematically marked and diagramed. The two types of flues were examined: 160 smaller flues were replaced and 40 larger flues were retained. All flue work was done under the supervision of the Federal Railway Administration.

Everything was stripped from the boiler including sheathing, lagging, fixtures, plumbing, appliances, and engine controls. Everything was examined, rebuilt, and reinstalled. Three spots in the boiler were found to be substandard in thickness, and these were built out using a technique called pad welding, which involves the rust being ground out and re-welded to appropriate thickness.

All of the more than 500 flexible staybolts were examined and color-coded as to condition. Hundreds of new sleeves for the bolts were machined by a local machine shop and were donated by Brierton Engineering. A professional steam crew from Cheyenne, Wyoming installed the staybolt sleeves and rivets.

A section of the firebox was rusted and cut out, and a new piece of steel was fabricated. One side of the pilot truck had a rusted wear plate that was rebuilt. The cab was in rough shape, and was sandblasted, primed and painted with black industrial enamel. The wood lining the interior was replaced. The steam control valves in the cab ceiling were painted red again.

The wood tender deck was in good shape requiring only a few replacement boards. The tank holding water had to be repaired using a false floor and a lot of welding. The oil bunker was removed and examined from

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<sup>13</sup> The complete story of the relocation and restoration of the engine is told in a 60-minute film produced by the Abilene Smoky Valley Railroad Association.

<sup>14</sup> This line was originally built as a Rock Island Railroad line in the 1880s.

outside and inside. Several corroded spots needed repair, and after servicing and painting, the oil bunker was put into the tender shell.

The cylinders were found to be in excellent condition with little wear since the last Santa Fe rebuild. On this particular type of engine, the boiler can be filled with water by two separate systems. On the engineer's side is a steam injector, and on the fireman's side is a water pump, which was in great shape. However, much of the piping was replaced.

In place of asbestos, industrial grade fiberglass insulation was used. Twenty-gage steel was then riveted at the top. It was wrapped over the supports and held into place at the joints with new support straps.

Lastly, the bell was quite pitted from over-ringing. Sanding removed the worst pitting, and it was buffed. The engine was tested and came to life on November 8, 2008. It was inspected in December 2008 with only minor deficiencies. The engine was dedicated May 23, 2009.

Since 2009, locomotive # 3415 has operated once a month as an excursion train. Today, there are only two other ATSF steam locomotives in operation (one in San Bernardino, CA, #3761 and the other in Fort Worth, TX.)

### Table 1: 28 Locomotives in Kansas<sup>15</sup>

\* 3400 Class

*Abilene	ATSF 4-6-2 #3415	Operational
Arkansas City	ATSF 2-8-0 #2542	Display (Park)
Atchison	ATSF 2-8-0 #811	Display (Museum)
Chanute	ATSF 2-8-0 #762	Display (Park)
Coffeyville	ATSF 2-6-2 #1079	Display (Park)
Dodge City	ATSF 2-6-2 #1139	Display (Museum)
Emporia	ATSF 2-6-2 #1015	Display (Park)
Fort Riley	UP 2-8-0 #6072	Display (Museum)
Fredonia	Unknown 0-4-0T	Display (Private)
Garden City	Garden City Western 2-6-0 #25	Display (Park)
*Great Bend	ATSF 4-6-2 #3416	Display (Park)
Independence	ATSF 2-6-2 #1050	Display (Park)
Kansas City	Unknown 0-4-0T #2133	Display (Private)
*Kinsley	ATSF 4-6-2 #3424	Display (Park)
Larned	Anthony & Northern 4-4-0 #567	Sunk (Arkansas River, south of Larned)
Lawrence	ATSF 2-6-2 #1073	Display (Park)
Lindsborg	ATSF 2-8-0 #735	Display (Museum)
Marysville	UP 2-8-0 #460	Display (Museum)
Newton	ATSF 2-6-2 #1880	Display (Park)
Pittsburg	KC Southern 0-8-0 #1023	Display (Park)
Salina	UP 2-8-0 #477	Display (Park)

<sup>15</sup> [www.steamlocomotive.com](http://www.steamlocomotive.com)

ATSF Steam Locomotive #3415

Name of Property

Dickinson County, Kansas

County and State

Topeka	ATSF 4-6-4 #3463	Display (Fairgrounds)
Topeka	ATSF2-8-0 #132	Display (Museum)
Topeka	ATSF 2-6-2 #1035	Sunk (Kansas River)
Topeka	ATSF 2-8-2 #3167	Sunk (Kansas River)
Topeka	ATSF 2-8-2 #4076	Sunk (Kansas River)
Wellington	ATSF 2-6-2 #1067	Display (Park)
Wichita	ATSF 4-8-4 #3768	Display (Museum)

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**9. Major Bibliographical References**

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Abilene Smoky Valley Railroad Association. Restoration Video. 2010.

Brown, John K. *The Baldwin Locomotive Works, 1831-1915: A Study in American Industrial Practice*. Baltimore, MD: Johns Hopkins University Press, 1995. (KSHS 625.26 B813)

Bruce, Alfred W. *The Steam Locomotive in America: Its Development in the Twentieth Century*. New York: W.W. Norton & Co., Inc., 1952.

Bryant, Keith L. *History of the Atchison, Topeka and Santa Fe Railway*. Lincoln: University of Nebraska Press, 1974.

Photographs of locomotive being relocated to Abilene's city park in December 1955. In possession of the author.

Stagner, Lloyd E. *Santa Fe Steam Survivors*. David City, NE: South Platte Press; Columbia, MO: Brueggjenhann/Reese, 2006.

State of Kansas. Specification Card for Locomotive No. 3415. July 28, 1919. In possession of the author.

[www.steamlocomotive.com](http://www.steamlocomotive.com)

Ward, James A. *Railroads and the Character of America, 1820-1887*. Knoxville: University of Tennessee Press, 1986.

Waters, L. L. *Steel Trails to Santa Fe*. Lawrence: University of Kansas Press, 1950.

White, John H. *American Locomotives: An Engineering History, 1830-1850*. Baltimore: Johns Hopkins Press, 1968.

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: **Abilene Smoky Valley Railroad**

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Historic Resources Survey Number (if assigned): N/A

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**10. Geographical Data**

**Acreage of Property** Less than one acre  
(Do not include previously listed resource acreage)

**UTM References**

(Place additional UTM references on a continuation sheet)

1	<u>14</u>	<u>654400</u>	<u>4308220</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (describe the boundaries of the property)

The locomotive was rehabilitated and is now stored in an engine house at 411 S. Elm Street in Abilene, Dickinson County, KS. It operates on an abandoned segment of the Rock Island Railroad track that is owned by the Abilene Smoky Valley Railroad Association. The nominated property is limited to the parcel on which the engine house sits and is described as follows: Section 21 Township 13S Range 2: BEG 480' E NW COR SW4 NW4, THE 80', SELY 275', E 525' S 75', W 100', N 10', W 725', N 215' TO POB LESS R/W.

**Boundary Justification** (explain why the boundaries were selected)

The parcel described above is where the engine is housed.

**11. Form Prepared By**

name/title Mary Jane Oard / Sarah Martin (KSHS)

organization Abilene Smoky Valley Railroad date           

street & number 200 SE 5<sup>th</sup> Street telephone 785-263-1077

city or town Abilene state KS zip code 67410

e-mail           

**Additional Documentation**

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Historic images, maps, etc.)

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**Photographs:**

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Name of Property: ATSF Steam Locomotive #3415  
City or Vicinity: Abilene  
County/State: Dickinson County, Kansas  
Photographer: Patrick Zollner  
Date of Photos: September 13, 2011

Description of Photograph(s) and number:

- 1 of 9 Overall view of engine and tender sitting on track
- 2 of 9 View of the front of the engine
- 3 of 9 View of a side of the engine
- 4 of 9 View of the tender
- 5 of 9 Inside engine cab, left side of cab where fireman sits
- 6 of 9 Inside engine cab, right side of cab where engineer sits
- 7 of 9 Locomotive builder's plate on side of engine
- 8 of 9 Close-up of bell on top of engine
- 9 of 9 Overall view of engine sitting inside engine house

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**Property Owner:**

(complete this item at the request of the SHPO or FPO)

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name Abilene Smoky Valley Railroad (C/O Mary Jane Oard)  
street & number 200 SE 5<sup>th</sup> Street telephone 785-263-1077  
city or town Abilene state KS zip code 67401

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Photo Credit: Abilene Smoky Valley Railroad.



Photo Credit: Abilene Smoky Valley Railroad.



Photo Credit: Abilene Smoky Valley Railroad.

These are the men that spent the most time volunteering to rebuild the #3415 and have taken the training and tests to operate the engine. They are: Back row; Chris Rush, Solomon, Jeff LeGrange, Manhattan, Bob Weyand, Chris Weyand, McPherson, Jim Grimwood, Manhattan. Front row; Joe Minick, Abilene, Rodney Bates, Wichita, Bill Becvar, Glassco, Dr. Steve Schwarting, Abilene, Bob Altwegg, Clay Center, Dave Knadler, Junction City, and Fred Schmidt, Abilene.