

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 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 New York Chicago & St. Louis Railroad Steam Locomotive No. 765  
other names/site number Nickle Plate Road steam locomotive No. 765

2. Location

street & number 15808 Edgerton Road N/A  not for publication  
city or town New Haven  vicinity  
state Indiana code IN county Allen code 003 zip code 46774

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 36CFR 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.)

*Patricia R. Roberts*

8-5-96

Signature of certifying official/Title

Date

Indiana Department of Natural Resources

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 certifying official/Title

Date

State or Federal agency and bureau

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
- removed from the National Register
- other, (explain:)

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

Name of Property

5. Classification

Ownership of Property  
(Check as many boxes as apply)

Category of Property  
(Check only one box)

- private
- public-local
- public-State
- public-Federal

- building
- district
- site
- structure
- object

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

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

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

TRANSPORTATION: Rail-Related

7. Description

Architectural Classification  
(Enter categories from instructions)

Materials  
(Enter categories from instructions)

OTHER: S-2 class locomotive

foundation N/A

walls

roof

other IRON, STEEL

Narrative Description

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

Name of Property

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 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)

TRANSPORTATION

ENGINEERING

Period of Significance

1944-1946

Significant Dates

1944

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Lima Locomotive Works

Narrative Statement of Significance

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

9. Major Bibliographic 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 #

Primary location of additional data:

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

Name of repository:

Fort Wayne Railroad Historical Society, Inc.

**10. Geographical Data**Acreage of Property Less than one acre.**UTM References**

(Place additional UTM references on a continuation sheet.)

1	16	673270	4550350	3	16		
	Zone	Easting	Northing		Zone	Easting	Northing
2	16			4	16		

 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 Glenn E. Brendel, Director

organization Fort Wayne Railroad Historical Society date 3-15-96

street & number P.O. Box 11017 telephone 219/493-0765, 622-7116

city or town Fort Wayne state IN zip code 46855

**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 Fort Wayne Railroad Historical Society, Inc.

street & number P.O. Box 11017 telephone 219/493-0765

city or town Fort Wayne state IN zip code 46855

**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.

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Nickel Plate Road No. 765 is a coal burning steam locomotive built in September 1944 by the Lima Locomotive Works of Lima, Ohio. No. 765 was designated an S-2 class locomotive by the railroad and was one of thirty identical locomotives constructed in this class. The locomotive was delivered to the New York Chicago & St. Louis Railroad (popularly known as the Nickel Plate Road) and powered passenger and freight trains until its retirement in June 1958. No. 765 was donated to the city of Fort Wayne in May 1963. During negotiations for donation between the city and the Nickel Plate the city requested that locomotive No. 767 be preserved. The 767 had been used to formally open the cross town track elevation project which had been completed in 1955. Since the 765 had been stored indoors and was in far better condition, the 765 was renumbered 767 and placed on display in Lawton Park on the city's near north side. In 1973 the locomotive was leased to the Fort Wayne Railroad Historical Society (FWRHS) at which time its original number (765) was restored. In September 1974 the locomotive was removed from the park to a leased track near New Haven, Indiana for mechanical restoration. The restoration was completed in September 1979 after which the locomotive powered mainline rail passenger excursions throughout Indiana and the midwest. Ownership was transferred to the FWRHS by the city in October of 1986.

Principal dimensions are as follows:

Overall length	100'-8 3/4"
Wheel base	87'-8 3/4"
Height	15' -8"
Engine and tender weight in working order (including coal and water)	802,500 pounds
Pilot wheel diameter	33"
Driving wheel diameter	69"
Trailing wheel diameters	
forward	36"
rear	43"
Tender capacity	
coal	22 tons of coal
water	22,000 gallons

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No. 765 has a 2-8-4 wheel arrangement and is known as a "Berkshire" type by the railroad industry. The Berkshire was designed and utilized as a dual purpose locomotive and as such powered both freight and passenger trains.

During its entire career on the Nickel Plate, No. 765's appearance, with one exception, was to change very little. It was painted in standard locomotive black and lettered in imitation gold with white tire rims and white striped running boards. The legend "Nickel Plate Road" was lettered on the tender sides in block style with stylized capitals. The numbers "765" appeared on the cab sides, back of tender, the angled illuminated number boards mounted high on the smoke box front and on the traditional headlight mounted plate. "N Y C & ST. L" was painted on the sand dome and tender collar in 4" Railroad Roman lettering.

One significant change in the locomotive's outward appearance occurred in 1951 when an oscillating headlight and bracket were added above the standard headlight. The oscillating headlight and bracket were removed during the 1975-79 restoration returning the locomotive to as built appearance. Other less apparent modifications during its Nickel Plate career included steam piping for passenger train heating, a speedometer and a train radio. The train radio was apparently removed before the locomotive was donated to the city.

No. 765 is currently undergoing a major mechanical restoration and when completed will again be assigned to excursion service throughout Indiana and the midwest. When not in excursion service the locomotive will be displayed at the FWRHS museum at 15808 Edgerton Road near New Haven, Indiana.

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Nickel Plate Road No. 765 is the quintessential example of the Lima Locomotive Works "Super Power" philosophy of steam locomotive design- the last great advance of locomotive development in the 20th century. This locomotive was built in 1944 and 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 traffic loads, mile-a-minute speed limits and the most demanding freight schedules in America. Nickel Plate Road No. 765 served a freight line from Chicago to Bellevue, Ohio most of its career, and was based in Fort Wayne. It is one of few prime examples of rail technology in Indiana, and is a well preserved example of a late steam era locomotive. It has statewide significance in the areas of transportation and engineering under National Register criteria A and C.

Railroads of the post World War I era were mired in a tradition of drag freights. Management considered long trains to be the most efficient method of operation and locomotive design reflected this opinion. Tractive effort was the sole consideration of many mechanical men of the day. More cars required more tractive effort, more tractive effort meant more driving wheels and bigger cylinders. Speed was of little consideration. Speed notwithstanding, the major problem with this philosophy was the lack of boiler capacity to support the demands of larger locomotives.

In 1922 the Lima Locomotive Works of Lima, Ohio designed the first of a series of steam locomotives which would revolutionize the railroad industry. Called a "Super Mikado", it produced considerably more horsepower and was more fuel efficient than its contemporaries. This design was superior to anything else but suffered a major limitation in that the two wheel trailing truck restricted the size of the firebox thereby limiting the steam generating capacity. Lima resolved this problem by designing a four wheel trailing truck which permitted a notable increase in grate area and firebox size, this gave far greater output at speed through high steam generating capacity. The larger boiler coupled with higher steam pressures was capable of producing a super abundance of steam. Lima introduced advanced practice into every detail and proportion and dubbed the resulting locomotives as "Super Power". These locomotives represented a quantum leap in locomotive design.

No. 765 was one of 55 virtually identical 2-8-4 "Berkshire" locomotives built by the Lima Locomotive Works for the Nickel Plate Road during World War II and was delivered in September 1944. Equipped with roller bearings, firebar grates, thermic syphons, feed water heater and a type "E" superheater, the locomotive epitomized the Super Power era.

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The Nickel Plate's reputation was for fast freight and had intense competition from the multi-tracked New York Central, Pennsylvania and Erie railroads for the lucrative Chicago to New York freight market. Although the road's greatest tonnage was coal, the largest source of revenue was forwarding manufactured goods and perishables. From the mid 1940's to the end of steam power, the 700's were the mainstay motive power for the railroad's million dollar manifests. These efficient, well maintained machines were a major contributor to the railroad's success. In 1948 the Nickel Plate posted average freight train speeds that were 20% higher than the national average. In 1957 when the steam locomotives had already become a rarity, the 2-8-4's were still forwarding the solid freezer trains from Calumet Yard to Buffalo, NY. They were making the 513 mile run in 12 to 13 hours, including icing and blocking time at Bellevue, Ohio. - a tribute to the 700's.

765 spent almost its entire career based in Fort Wayne and was assigned to powering the Nickel Plate Road's prime income producing fast freights between Calumet Yard and Bellevue, Ohio. The locomotive was a favorite of locomotive crews and had an excellent reputation for reliability and operability.

No. 765 handled the Nickel Plate's last steam powered passenger run, a 14 car special from East Wayne Yard to La Salle Street Station, Chicago, on June 11, 1958. The locomotive powered its last freight on July 1st. The locomotive was stored serviceable at East Wayne Yard and was fired up in December 1958 to supply steam heat to a passenger special which was remaining overnight in Fort Wayne, making the 765 the last of the Super Power Berkshires to operate on the Nickel Plate Road.

The 765 was stricken from the roster and placed on display in Fort Wayne's Lawton Park on May 4, 1963.

Unlike so many of their contemporaries, the 765 and its sister locomotives lived out their last days in the service for which they were intended. To the very end they were everything they were the day they left the builders. On their record, if for no other reason, the 765 and its sisters must be ranked among most successful locomotives ever built.

Post Script:

In 1974 No. 765 was retrieved from Lawton Park by the Fort Wayne Railroad Historical Society and returned to operating trim. From 1980 to 1993 the locomotive campaigned throughout the eastern United States pulling passenger excursion trains on many of the major railroads. These



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immensely popular trains introduced many to the excitement and rich history of American steam railroading. Over a quarter of a million passengers were carried during the fourteen years of operations. Its current base is the Fort Wayne Railroad Historical Society's Edgerton Road facility, near New Haven, Indiana.

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New York Chicago and St. Louis Railroad steam locomotive No 765

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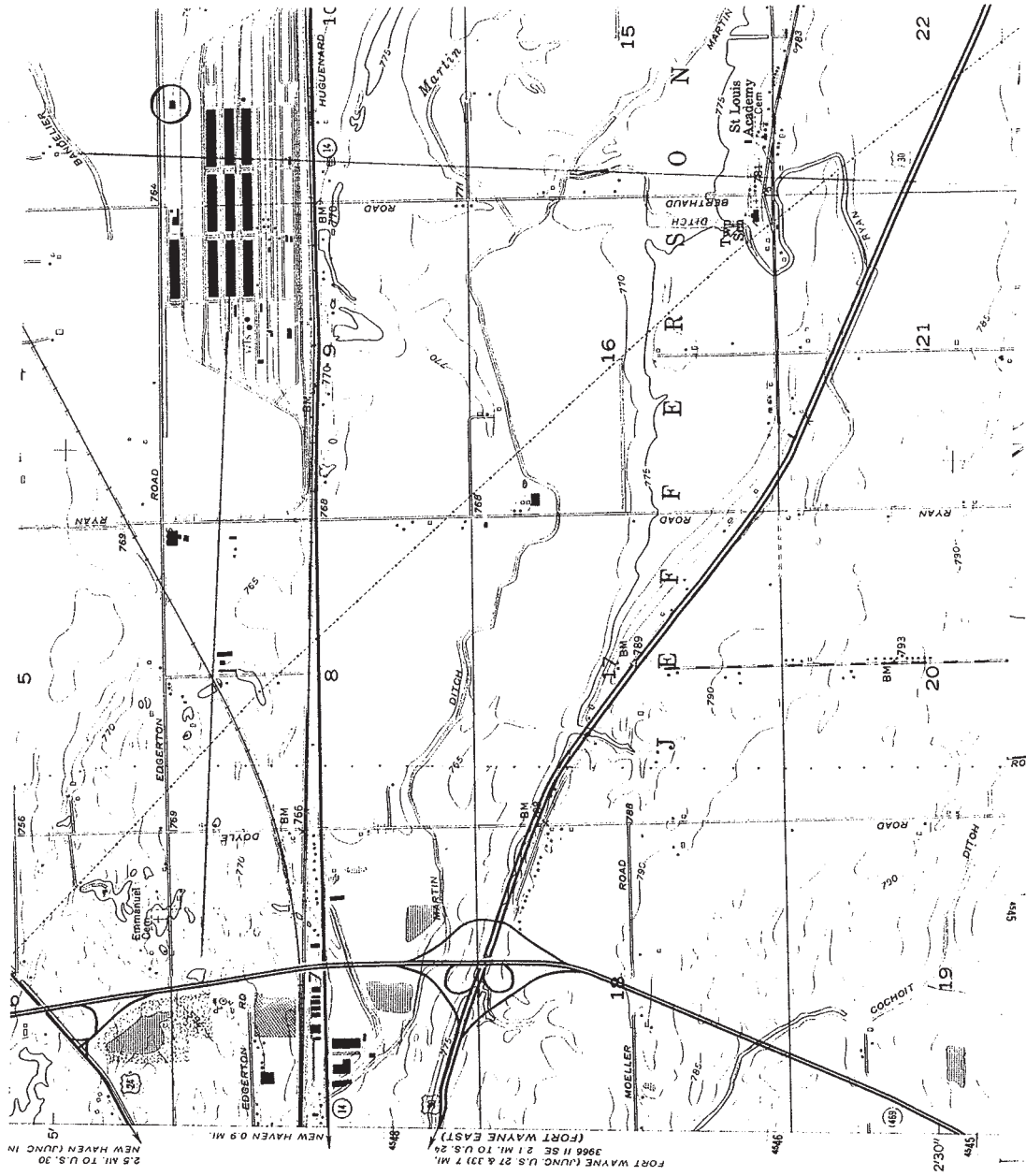
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Verbal Boundary Description:

Steam locomotive and tender. Built as New York Chicago & St. Louis No. 765. Lima Locomotive Works Construction Number 8673.

Boundary Justification:

This constitutes the entire historic structure.



NEW YORK, CHICAGO &  
 ST. LOUIS STEAM  
 LOCOMOTIVE NO. 765  
 ALLEN CO. IN  
 ZONE 16  
 E 573270  
 N 4550350