

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 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.

1. Name of Property

Historic name: Chesapeake & Ohio 2-8-4 Steam Engine No. 2789

Other names/site number: Chesapeake & Ohio K-4 Steam Locomotive No. 2789

Name of related multiple property listing:

N/A

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

2. Location

Street & number: Hoosier Valley Railroad Museum, 507 Mulberry St.

City or town: North Judson State: IN County: Starke

Not For Publication:

Vicinity:

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:

x national ___ statewide ___ local

Applicable National Register Criteria:

xA ___B xC ___D

<p>_____ Signature of certifying official/Title: <u>Indiana DNR-Division of Historic Preservation and Archaeology</u> State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

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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.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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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	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>1</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: rail-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

No Style

Materials: (enter categories from instructions.)

foundation: N/A
walls: N/A
roof: N/A
other: METAL: Steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Engine 2789 was built by the American Locomotive Company (S/N 75202) at Schenectady, New York, in June 1947. The Chesapeake & Ohio's Engine 2789 is a 2-8-4 type steam locomotive. Unlike most other railroads with locomotives of this wheel arrangement, the C&O named them Kanawhas, instead of Berkshires. The K4 2789 represents the zenith of steam locomotive development. The engine has roller bearings and a welded boiler and features a welded-plate and riveted tender. One of the notable uses of the engine was for post-World War II humanitarian relief as part of the network of "Friendship Trains" that carried donated items to ports to be shipped to Europe. The C&O used this engine until 1955 when it was retired. In 1961, it was donated to the Miami County Steam Locomotive Association for display in West Side Park at Peru, Indiana. The engine was removed from the park in 1986 and brought to North Judson's Hoosier Valley Railroad Museum in 1988.

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Narrative Description

The Chesapeake & Ohio 2-8-4 Steam Engine No. 2789 was brought to the Hoosier Valley Railroad Museum from a park in Peru, Indiana in 1988. The engine was retired in 1955 and donated to the Miami County Steam Locomotive Association for display in 1961. The engine and tender are positioned on sections of rails that lead into a large metal-cladded tool shop at the Hoosier Valley Railroad Museum, North Judson.

The 2789 engine (photos 01-07) was built by the American Locomotive Company (S/N 75202) at Schenectady, New York, in June 1947. The Chesapeake & Ohio's Engine 2789 is a 2-8-4 type steam locomotive with a steel chassis carried by three trucks with wheels driven by cast steel arms (drive rods) powered from the engine. The engine's round welded boiler (photo 05) is approximately eighteen feet long and six feet tall. The front of the boiler is the iconic round front of the steam locomotive and features the engine's number (2789) is on an oval steel plate centered on the smaller, projecting round hinged boiler door (photos 01-02). Below it is a round spot light with top shield. The back wall of the boiler, where fuel is fed, features gears and valves for operation by the engineer, and a pair of steel hatch doors that part and swing upward (photo 07).

The rectangular-shaped engineer's cab is at the back of the boiler (left side of photo 04). It is composed of steel plates with rounded corners and slightly-arched top. The cab features a window opening on each side with a pair of rolling steel sashes divided into two panes (photo 07). Entry is gained by steel steps that lead up to the rear of the cab from either side. The locomotive weighs 230 tons. Major technical dimensions are: cylinders 26" diameter and 34" stroke; drivers are 69" in diameter; boiler pressure is 245 psi. The tractive effort is 83,350 lbs. with booster engine.

The tender (photos 08-12) is connected to the back of the engine and is carried by two trucks with pairs of wheels. It is constructed of steel plates riveted together. The front of the tender, at the back of the locomotive cab, features a short pair of steel doors, hinged, at the top of a larger opening (photo 12). An auger at the bottom of the tender box feeds fuel to this opening. The back of the tender features a metal ladder from a full-width walkway/ledge at the bottom of the tender box (photo 10). The tender carries 30 tons of coal and 22,000 gallons of water. The overall length of the locomotive with tender is 105 feet and 2 inches; the width is 10 feet and 11 inches, and the overall height is 15 feet and 8 inches.

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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.)

- 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

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Areas of Significance

(Enter categories from instructions.)

ENGINEERING

TRANSPORTATION

SOCIAL HISTORY

Period of Significance

1947- 1955

Significant Dates

1947

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

American Locomotive Company

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Period of Significance (justification)

The period of significance for C&O Engine 2789 begins with its manufacture date of 1947 and ends in 1955 when the steam engine was retired by the railroad. During its short use, it was part of the small network of Friendship Trains that provided post-World War II humanitarian aid to Europe in 1947.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

C&O Engine 2789 is eligible for listing on the National Register of Historic Places using criterion C under engineering as the area of significance. There were a total of 90 of these locomotives built. The last 5 were built with welded boilers, which was a relatively new technology at the time. This is the only one of those five that survived, although there are 12 altogether of this type that survived scrap reclamation. The Chesapeake & Ohio called them Kanawhas. Engine 2789 was the last 2-8-4 built for the C&O. It is believed that this is the only locomotive with its original welded boiler in existence in the United States. Because it's use as part of the nation's transportation system, it is also eligible under criterion A under transportation as the area of significance. The engine hauled coal, freight, and passengers through Kentucky and West Virginia during its normal runs.

The engine has added significance due to its use during the post WWII Friendship Train program that was a small network of trains in the United States that picked up charitable collections of food, symbolic of the goodwill fostered in the Marshall Plan. The program initially hoped to fill 80 train car loads of food, but it turned into 270 car loads divided among three trains over two basic routes. The engine therefore also qualifies under social history, given its use as a Friendship Train.

Because the locomotive did not see active use in Indiana during its years of service, it cannot be evaluated at the local or state level for its significance; it has no historical relevance at those levels. No. 2789 is best presented in a national context, since its engineering innovations had national significance for steam rail transportation. The locomotive handled runs between states, and its direct connection to the Friendship Train phenomenon, a national event, is also best understood in a national context.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

TRANSPORTATION/ENGINEERING

C&O K-4 Class Engine 2789, built in June 1947, represents the close of the golden era of the railroad, yet retains impressive engineering in its construction. It is the last of its kind with regard to its fully-welded boiler (photos 03-05) and retains nearly all of its original features, including engine number plate, a recent acquisition and installation by the owners (photo 01).

The engine features a fusion-welded boiler built by the American Locomotive Company (ALCO) in Schenectady, New York. Of the ninety K-4s built by the ALCO for the Chesapeake & Ohio Railroad, only the last five (#2784-2789) were built with a fusion-welded boiler, this engine being the very last one constructed and is the only one that survives intact as it was originally built in 1947. The use of fusion-welded boilers offered several important reductions. One was the reduced weight of the engine. Depending on the size of the boiler hosted by the engine, the reduction in weight varied from three to six thousand pounds. The welded boiler also greatly reduced boiler maintenance cost and reduced a locomotive's resting/inoperation time because the properly welded seams were impermeous to seepage. Riveted fluted joints sometimes permitted seepage between boiler plates, even with best fabrication practices.¹ Riveted joints often developed corrosion and pitting at the joints, while the welded unit maintained a smooth interior surface.

The welded boiler was under development for nine years, beginning in 1937, by ALCO and was first placed on a Delaware & Hudson Railroad's locomotive (2-8-0, No. 1219). During the experimental stage of operation, the boiler was examined every three months for the first and second years. It remained free of leaks and the welded seams remained in perfect condition. Prior to railroad testing, a stationary boiler was operated for six weeks to test seams. With smooth surfaces of welded joints over riveted joints, application of the boiler lagging and jacket are more effective. The process by which a welded boiler is manufactured begins with rolled steel sheets brought together, then all of the edges are ground to form V-shaped grooves. The grooves are then heated and filled with welding compound, after which the joint is shaped and pressed.²

¹ "Welded Boilers" Railroad Magazine, March 1947. Pg. 67

² "Welded Boilers" Railroad Magazine, March 1947. Pg. 66, 68

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By April 1, 1947, seven fusion-welded boilers had been built by ALCO. They were fitted on locomotives for the Delaware & Hudson, Canadian Pacific, New York Central, and Chicago & North Western Railroads.³ The Chesapeake & Ohio Railroad received its fusion-welded boiler for their locomotives by June of that year. The use of boilers began to decline with the onslaught of less expensive diesel fuel, which propelled the railroad industry for the remaining 20th century.

The boiler was mounted on the 2-8-4 type locomotive used by the Chesapeake & Ohio Railroad. This locomotive design was manufactured for the railroad in the early 1940s. In 1944, the railroad purchased forty of these engines from ALCO. Ninety-four of these engines had been built previously by both ALCO and the Lima Locomotive Works for the New York, Chicago, & St. Louis Railroad and the Pere Marquette Railroad. The first 2-8-4 engines, fifteen in total, were built by ALCO for the Nickel Plate Railroad in 1934. The 2-8-4 was an evolution of design of the 2-10-4 Class T-1 locomotives built by the Lima Locomotive Works in 1930.⁴

The 2-8-4 locomotives have a cast-steel bed fabricated by General Steel Castings Corporation and includes back cylinder heads, air-pump brackets, injector brackets, front deck, cradle, guide and reverse-shaft support, cold-water pump support, and furnace bearers. The engine truck is also a fabrication of General Steel Castings Corporation with two-wheel outside bearing and cast-steel frame (photo 06). The trailing trucks are General Steel Castings' four-wheel type. The tenders for the 2-8-4 have a rectangular tank with two six-wheel trucks (photos 08-10). The tanks have a water capacity of 21, 000 gallons and coal space for 22 tons. The wheelbase of the tender is 37 feet 1 inch with a 10-foot wheelbase for each truck. The unloaded weight of the tender is 158,300 pounds. The tender frame is also a fabrication by General Steel Castings Corporation.⁵

Formation of the Chesapeake & Ohio Railroad (C&O)

In 1900, the Cincinnati, Richmond and Muncie Railroad was incorporated to build a new line from Cincinnati, Ohio, to Chicago, Illinois. It was designed to be the shortest route between the two cities, via Richard, Muncie, Marion, and Peru, Indiana. The CR&M was eventually merged with two other railroads to form the Chicago, Cincinnati & Louisville Railroad in 1904 when the line reached Griffith, Indiana. The railroad was merged into the Chesapeake & Ohio Railway in 1910, becoming C&O of Indiana. The C&O served numerous communities across the Hoosier State with freight and passenger service using Hammond, Indiana, as its gateway into the Chicago terminals. The C&O was eventually merged into CSX Transportation in 1980 with portions of the route being abandoned less than a decade later.

An effort began in 1959 to acquire a locomotive from the Chesapeake & Ohio for display in the city park in Peru, Indiana. Peru sought the donation from the C&O since it was a division point on the railroad with a major shop and yard located in the city. A community interest group was formed to facilitate the donation and named the Miami County Steam Locomotive Association. C&O made the decision to donate Kanawha-type locomotive No. 2789 to the city of Peru with

³ "Welded Locomotive Boilers" *Railway Age*, Vol. 122 No. 25D, June 26, 1947. Pgs. 86-87

⁴ "C & O 2-8-4 Locomotives" *Railway Mechanical Engineer*, August 1944. Pg. 349

⁵ "C & O 2-8-4 Locomotives" *Railway Mechanical Engineer*, August 1944. Pgs. 350-351

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the locomotive dedication occurring in December 1961 at West Side Park where the engine was displayed. The Miami County Steam Locomotive Association was eventually incorporated as the caretakers of the locomotive and was the progenitor organization of the modern Hoosier Valley Railroad Museum.

Because of light load limits on the bridges in central and southern Indiana, the heavy Kanawha-type locomotives never ventured north of Cincinnati in regular service. Engine No. 2789 was based in Russell, Kentucky, hauling fast freight, heavy coal drags, and passenger trains through Kentucky and West Virginia. Even when the locomotive was moved to Peru, it required a circuitous journey across the C&O's system, traveling through Kentucky, Ohio, and into Michigan before finally arriving at its new home in Indiana.

The locomotive remained in Peru until 1986 when it returned to the "high iron" when it was moved from Peru to Monterey, Indiana. After a short stay in Monterey, the locomotive was moved to North Judson, Indiana, and the eventual site of the Hoosier Valley Railroad Museum. Understanding the engine's rarity and engineering and social significance, the Hoosier Valley Railroad Museum acquired it in 1988 to include in their fleet of locomotives that pull visitor excursion trips between North Judson and English, Indiana. While not an active part of that fleet while restoration work is in process, the engine is housed in the museum's historic train shop, an active repair and maintenance facility with engines routinely brought in and out on rail spurs. This facility is open to the public to allow visitors to view engines and how they would have been maintained during use in an appropriate environment. This interpretive aspect of the museum includes a written history and significance of Engine 284. Today, the locomotive serves as a reminder to future generations of the glory days of steam.

SOCIAL HISTORY

One of C&O Engine 2789's first duties after it rolled off the assembly line allowed its use in one of the most historic events related to rail transportation in the United States. Though the golden age of rail was coming to a close when the engine was built, the ability to collect and transport large quantities of goods was still an important function of railroads. This proved especially true when a nationally-coordinated relief effort was conceived at the close of World War II. While Engine 2789 never saw active use in Indiana, its extraordinary use as an engine in the "Friendship Train" program in the Mid-Atlantic and Southern states makes it a remarkable and possible sole survivor of this national relief effort. Both the initial and one of the secondary lines of the Friendship Train program was routed through Northern Indiana, which provides an interpretive opportunity Engine 2789 has for their function and use in Indiana.

Because little scholarly work has been completed on the history of the Friendship Train program, the following narrative relies heavily on the following works: Dorothy R. Scheele's website "The Friendship Train of 1947."⁶ The 2019 book by Jane Sweetland entitled Boxcar Diplomacy: Two Trains that Crossed an Ocean, is the only known book published on the Friendship Train

⁶ <http://www.thefriendshiptrain1947.org/index.htm>

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program. Finally, two articles on the Friendship Train program were published in railroad-related magazines during the 1990s.

Because of intense bombing and extended war on the European continent, much of the area was left in shambles at the close of World War II. Europeans, particularly hard-hit French and Italians, were in dire need of food supplies and goods to rebuild their lives. A noted American columnist and broadcaster named Drew Pearson, while in Europe, conceived the idea of a train that could collect supplies in the United States, from town to town, and then be shipped to Europe for practical relief for its people. Pearson was concerned that relief efforts by communist countries may affect struggling countries' perception of the policies of communism over democracy, so he thought a more massive response by the people of the United States would demonstrate compassion by the largest democracy in the world. Pearson made the plea to Americans on October 11, 1947, through his various newspaper columns and broadcasts. Pearson asked Americans to donate food from their homes, kitchens, gardens, and fields.

A train touted as the "Friendship Train" picked up donations as it headed across the northern part of the country leaving Los Angeles on November 7, 1947 and ending at New York Harbor. The supplies were then loaded onto a cargo ship and sent across the Atlantic to Europe. The idea became so immediately successful, with many Americans wanting to participate, that rail lines across the country had to coordinate train cars to collect donations from American cities and towns with rendezvous points with the train. Cities, and then states, competed with each other to see who could fill the most boxcars with donations.

Indiana was one of eleven states that the original Friendship Train was routed through, with the primary route located between Chicago and Fort Wayne, passing through the cities of Hammond, Gary, South Bend, Elkhart, and Goshen. The remainder of the Hoosier state was not left out of the program, however, as collection train cars were assembled from Indianapolis, Bloomington, and Lafayette to rendezvous with the principal train in the north. Much of the coordination in Indiana occurred on Monon Railroad-owned lines. The main collector train arrived in Indianapolis on November 10, 1947, where residents supplied over four tons of donations, then was routed to Bloomington where it arrived on November 11. From Bloomington, the train headed north and passed through Lafayette before rendezvousing near Chicago on November 14, 1947. The original Friendship Train arrived in South Bend and Elkhart on November 15, where it was greeted with parades that marched on Union Station. Drew Pearson was part of the entourage that greeted the train as it arrived in Fort Wayne on November 15. From Fort Wayne, seven boxcars had been added to the train. This included a massive donation of wheat from Mennonites in the Bluffton area.⁷ The train headed out of Indiana toward Mansfield, Ohio. Universities, high schools, grade schools, churches, and civic organizations participated in the program to secure donations, as well as municipal and corporate sponsorships of cash.

A newspaper article described the scene of the train's arrival to New York as such "New York City prepared a tumultuous welcome replete with bands, whistles, speeches, and most importantly, food, to greet the Friendship Train today on the completion of its historic cross-country journey

⁷ Scheele

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of charity.”⁸ Two barges containing boxcars paraded past the Statue of Liberty as fireboats sprayed water in celebration. The article states that twelve boxcars left Los Angeles, California ten days prior and arrived in New York in three serpentine sections of over 200 boxcars. The Friendship Trains brought a total of 270 full boxcars to the harbor for shipment to Europe. The value of donations was estimated at forty million dollars with no cost associated with any of the transport of goods.⁹ From New York, the cargo ship that carried donations from the Friendship Train was directed to ports in France and Italy. All packages carried a label typed in both French and Italian that read: “All races and creeds make up the vast melting pot of America, and in a democratic and Christian spirit of good will toward men, we, the American people, have worked together to bring this food to your doorsteps, hoping that it will tide you over until your own fields are again rich and abundant with crops.” The labels, which carried an image of the American flag, also carried lines for the names and addresses of those who provided the donations.

A second Friendship Train dubbed the “Breadbasket Special” grew larger than the original train with 175 boxcars of donations by the time it arrived in Iowa on November 22 versus the 85 boxcars the original train had by the same location. The second train originated on the Atchison, Topeka & Santa Fe Railroad in Wichita, Kansas and carried wheats, grains, and cereals.¹⁰ It reached Chicago on November 22, 1947, and was handed over to the Chesapeake & Ohio to complete its journey east. The train was so large that it had to be broken up into three sections as it left Chicago. Two sections headed directly to New York while the third section was routed southeast through the Hoosier state to Cincinnati. It continued to make stops along the way to pick up donations as it passed through Cincinnati into West Virginia. This “triple-headed” train passed directly through North Judson on its way to Cincinnati and was pulled by three K-2 Mikado Locomotives #1173, 1175, & 1176. A historic photograph with the Chesapeake and Ohio Railroad Historical Society shows the triple-headed train leaving Peru, Indiana.

C&O Engine 2789 took over the Breadbasket Special about the time it reached Cincinnati and continued with the cargo as it made stops in Ohio, West Virginia, and Virginia as it proceeded to Philadelphia, where its cargo left port bound for Europe. In Virginia and West Virginia, C&O 2789 added train cars from other Mid-Atlantic States. These included donations that originated from North Carolina that were routed to Norfolk, Virginia. Virginia contributed twelve freight cars for the Friendship Train; six of those cars were from Richmond and the other six were from Bristol, with the cities of Lynchburg, Danville, and Roanoke also participating. The twelve cars departed the state on November 26, 1947 with Washington D. C. as its destination point. West Virginia, with just a population of 2 million people in 1947, donated 5-6 boxcars of food to the effort as the train made its way through the state between November 22-25, 1947. Governor Clarence Meadows boarded the 2789-pulled train in Huntington, aboard a car designated for dignitaries, and rode it to the border of the next state as was frequently the custom state to state aboard the Friendship Train.¹¹

⁸ “Gotham Prepares Great Ovation for Friendship Train” *Muncie Evening Press*, 18 Nov. 1947. Page 1, col. 5.

⁹ Scheele

¹⁰ “175 Cars in New Friendship Train” *Lafayette Journal and Courier*, 22 Nov. 1947. Page 1, col. 8

¹¹ Scheele

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In Europe, Drew Pearson relied on religious-affiliated American organizations with a presence on the continent to help with distribution, including Protestant, Catholic, and Jewish organizations. Ten trains, also dubbed Friendship Trains, dispersed throughout France with donations on-board. Four trains distributed food in Italy, where Pearson himself had traveled on a train headed to Rome. Italy's shipment came aboard the American steamship *Exiria* which arrived on December 28, 1947. The shipment was welcomed by U. S. Ambassador Dunn, who hailed the act representative of "the new direct relationship...between the two peoples who had renewed their traditional friendship and understanding."¹² The trains received their best reception in the small hard-hit villages of France and Italy. Smaller quantities of food were also distributed in Greece, Austria, Norway, and Germany.

France responded in gratitude by sending the "Merci Train" composed of 49 boxcars filled with gifts back to the United States in 1948-1949. Each of the then 48 states received a boxcar and one was divided between Washington D. C. and the Territory of Hawaii. Indiana's boxcar has been located at the National Veterans' Memorial Shrine in Fort Wayne since 1970. Two gifts aboard the boxcar donated from the soldiers of France in response to the Friendship Train was a torch lit from the eternal flame located under the Arc De Triumph, Paris, and the sole flag left flying at Havre after its destruction during World War II. The gifts were given a permanent home at the American Legion National Museum in Indianapolis.¹³

Developmental History/Additional historic context information

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

"175 Cars in New Friendship Train" *Lafayette Journal and Courier*, 22 Nov. 1947. Page 1, col. 8

Archives of the Hoosier Valley Railroad Museum, accessed March 15, 2022

¹² "Dunn Welcomes Friendship Train Shipment to Italy" *Richmond Palladium Item*. Page 2, col. 2.

¹³ "French Present Friendship Tokens" *Lafayette Journal and Courier*, 7 Feb. 1949. Page 1, col. 3

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“C & O 2-8-4 Locomotives” *Railway Mechanical Engineer*, August 1944

“Dunn Welcomes Friendship Train Shipment to Italy” *Richmond Palladium Item*. Page 2, col. 2.

“Freedom Train Stop at Memphis is Cancelled” *Muncie Evening Press*, 18 Nov. 1947. Page 1, cols. 6-7

“French Present Friendship Tokens” *Lafayette Journal and Courier*, 7 Feb. 1949. Page 1, col. 3

“Gotham Prepares Great Ovation for Friendship Train” *Muncie Evening Press*, 18 Nov. 1947. Page 1, col. 5.

Luce, Ted. “The Friendship Train” *C & O Historical Magazine*. November 1995. Pgs. 8-11

Rowe, Mary Jane & John Z. “1947 Friendship Train” *Trains & Railroads of the Past*. November/December 1998. Pgs. 9-25, 70.

Scheele, Dorothy R. “The Friendship Train” website accessed April 28, 2021:
<http://www.thefriendshiptrain1947.org/index.htm>

Sweetland, Jane. Boxcar Diplomacy: Two Trains that Crossed an Ocean. Bookbaby, 2019.

“Welded Boilers” *Railroad Magazine*, March 1947

“Welded Locomotive Boilers” *Railway Age*, Vol. 122 No. 25D, June 26, 1947

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

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- designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

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

10. Geographical Data

Acreeage of Property Less than one acre

Use the UTM system

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 518798 | Northing: 4563295 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is confined to C&O Engine 2789 and its tender, a footprint of approximately 105' x 11' or about 1,155 square feet. The locomotive is currently housed at the Hoosier Valley Railroad Museum, North Judson, Indiana.

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Boundary Justification (Explain why the boundaries were selected.)

The boundary is confined to the engine and its tender with no physical land restriction, except for the footprint on which the engine and tender are stored and/or traveling.

11. Form Prepared By

name/title: Kurt West Garner
organization: Hoosier Valley Railroad Museum
street & number: 12954 6th Road
city or town: Plymouth state: IN zip code: 46563
e-mail: kwgarner@kwgarner.com
telephone: 574-780-1423
date: April 4, 2022

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)
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Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Chesapeake & Ohio 2-8-4 Steam Engine No. 2789
Name of Property

Starke County, IN
County and State

Photo Log

Name of Property: Chesapeake & Ohio 2-8-4 Steam Engine No. 2789

City or Vicinity: North Judson

County: Starke State: Indiana

Photographer: Kurt West Garner

Date Photographed: June 3, 2020

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking at front of engine

1 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down right side of the engine, from the front

2 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking along the right side of the boiler, toward the front of the engine

3 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking along the left side of the engine cab and boiler, toward the front of the engine

4 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking up at the boiler from the left side of the engine

5 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking at the truck/wheel assembly on the right side of the engine

6 of 12.

Chesapeake & Ohio 2-8-4 Steam Engine No. 2789

Starke County, IN

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking at the boiler from inside the engine cab

7 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking along the right side of the tender from near the engine

8 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking along the left side of the tender from the back of the engine

9 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking at the back of the tender from the left side

10 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking at the front of the tender and connection to the back of the engine (left side)

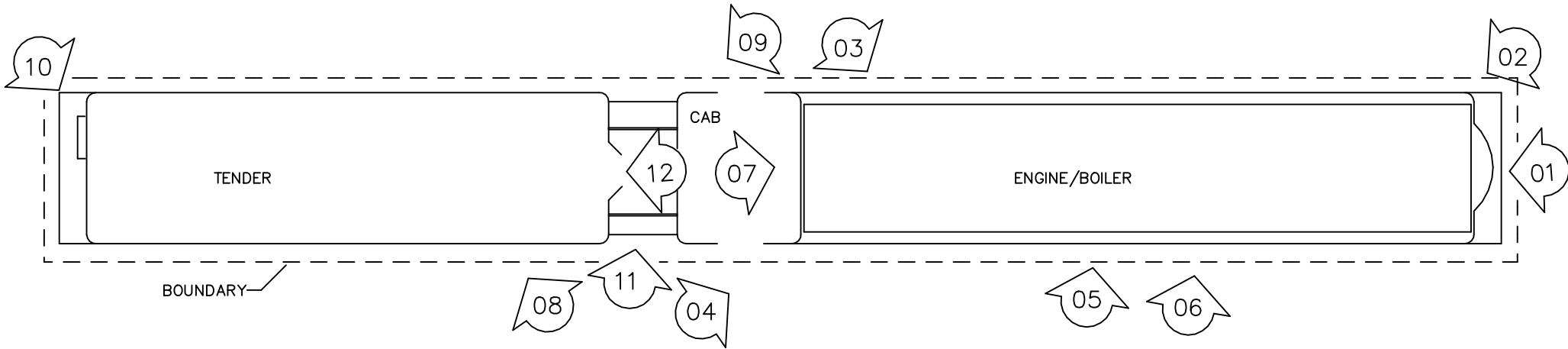
11 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking into the auger on the front of the tender from the right side

12 of 12.

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 100 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.



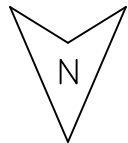
CHESAPEAKE & OHIO 284 STEAM ENGINE 2789

NATIONAL REGISTER OF HISTORIC PLACES

HOOSIER VALLEY RAILROAD MUSEUM—NORTH JUDSON, IN
 SKETCH PLAN

ENGINE & TENDER = APPROX. 105' x 11'

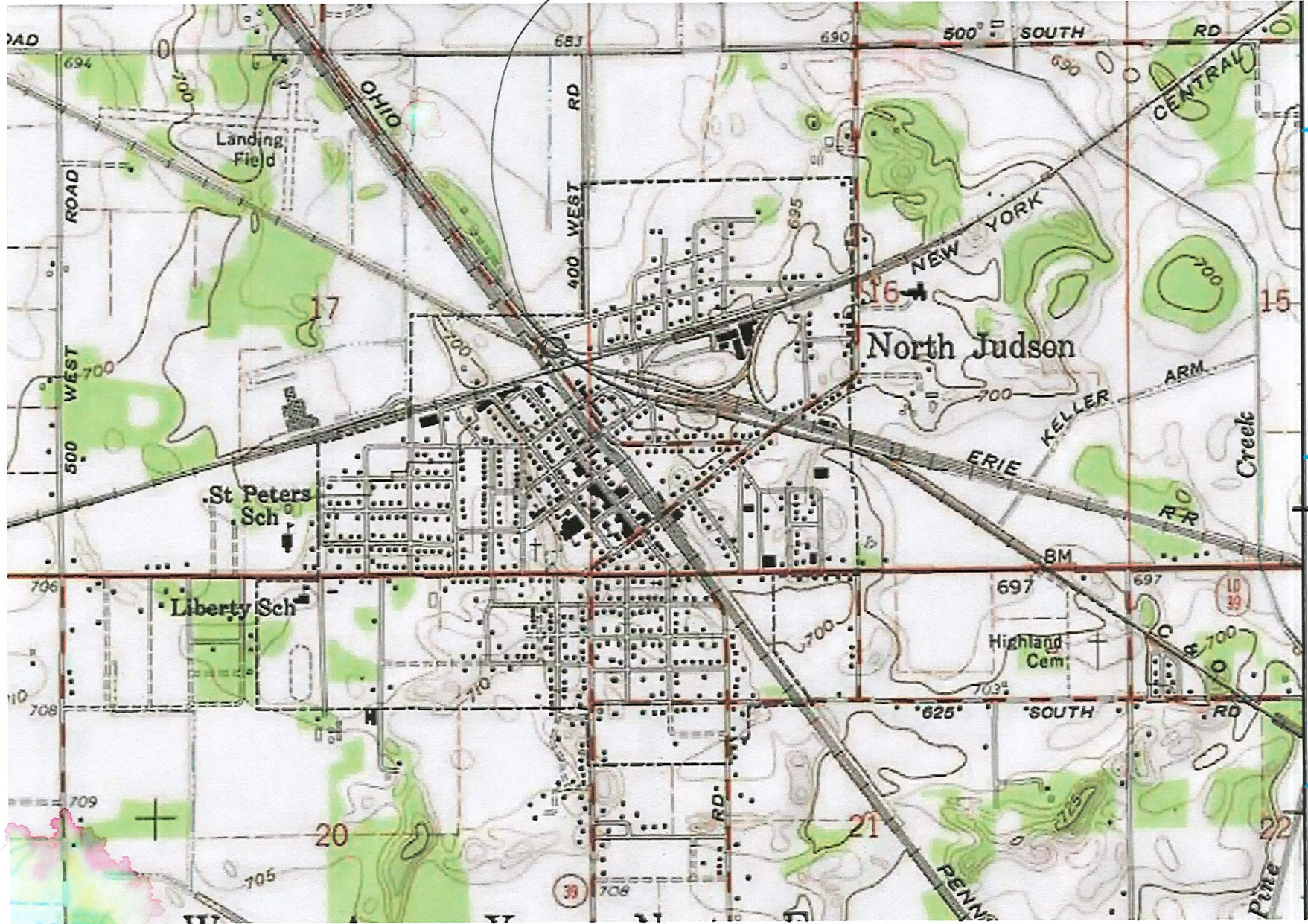
 PHOTOGRAPHS



NORTH ARROW IS BASED ON ITS TYPICAL LOCATION HOUSED IN A BUILDING AT THE MUSEUM

CHESAPEAKE & OHIO 284 STEAM ENGINE No. 2789 - Noosier Valley RR
NATIONAL REGISTER OF HISTORIC PLACES NAD 83 UTM:

16 518798
4563295



45 64

Denham, IN

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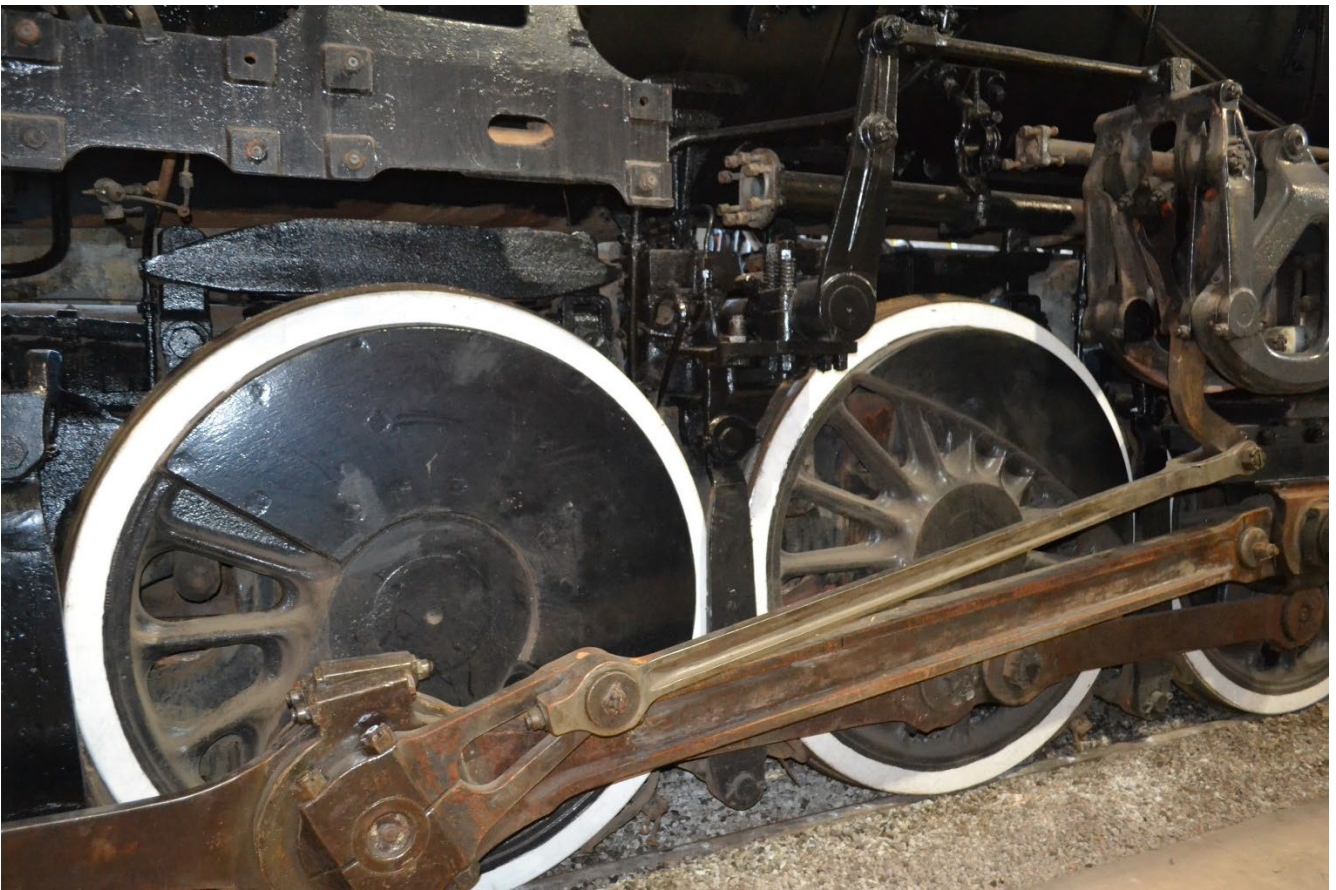
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IN_StarkeCounty_Chesapeake&Ohio284SteamEngineNo2789_0002



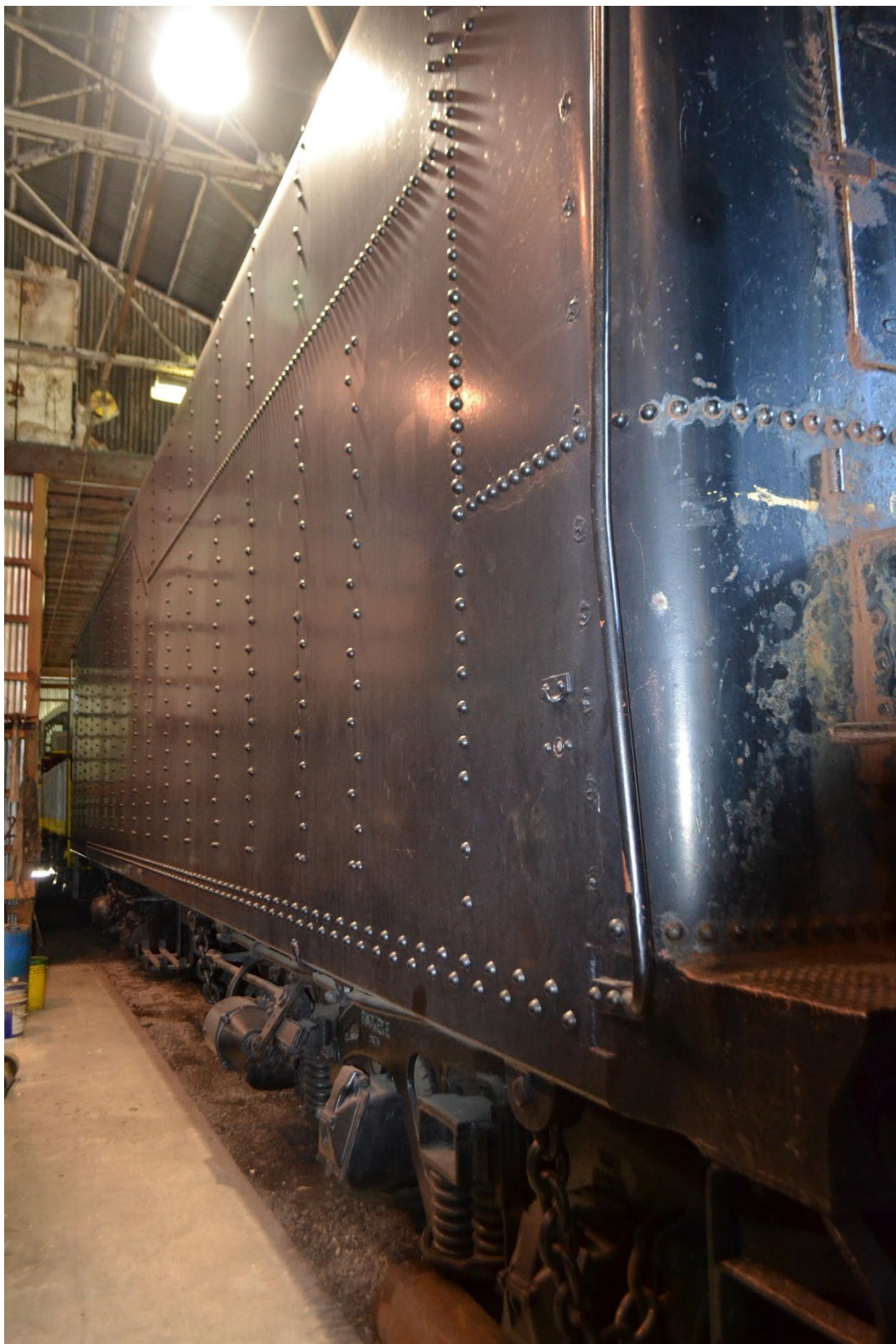
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IN_StarkeCounty_Cheseapeake&Ohio284SteamEngineNo2789_0008