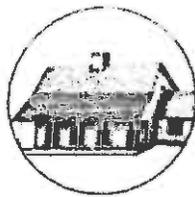


Original  
 Update



# HISTORICAL STRUCTURE FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 BR03044  
Field Date 1-24-2012  
Form Date 11-13-2012  
Recorder # 18

Shaded Fields represent the minimum acceptable level of documentation.  
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Locomotive 3 Multiple Listing (DHR only) \_\_\_\_\_  
Survey Project Name Historic Survey of NASA Railroad System Survey # (DHR only) \_\_\_\_\_  
National Register Category (please check one)  building  structure  district  site  object  
Ownership:  private-profit  private-nonprofit  private-individual  private-nonspecific  city  county  state  federal  Native American  foreign  unknown

### LOCATION & MAPPING

Address: \_\_\_\_\_ Street Number \_\_\_\_\_ Direction \_\_\_\_\_ Street Name \_\_\_\_\_ Street Type \_\_\_\_\_  
Contractor \_\_\_\_\_ Road \_\_\_\_\_ Suffix Direction \_\_\_\_\_  
Cross Streets (nearest / between) Schwartz Road and Saturn Causeway  
USGS 7.5 Map Name ORSINO USGS Date 1976 Plat or Other Map \_\_\_\_\_  
City / Town (within 3 miles) Titusville In City Limits?  yes  no  unknown County Brevard  
Township 22S Range 37E Section 19 1/4 section:  NW  SW  SE  NE Irregular-name: \_\_\_\_\_  
Tax Parcel # Not applicable Landgrant \_\_\_\_\_  
Subdivision Name \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_  
UTM Coordinates: Zone  16  17 Easting 533794 Northing 3160101  
Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Construction Year: 1970  approximately  year listed or earlier  year listed or later  
Original Use Other From (year): 1968 To (year): curr  
Current Use Other From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
Other Use Locomotive From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
Moves:  yes  no  unknown Date: \_\_\_\_\_ Original address \_\_\_\_\_  
Alterations:  yes  no  unknown Date: \_\_\_\_\_ Nature See continuation sheet  
Additions:  yes  no  unknown Date: \_\_\_\_\_ Nature \_\_\_\_\_  
Architect (last name first): \_\_\_\_\_ Builder (last name first): \_\_\_\_\_  
Ownership History (especially original owner, dates, profession, etc.) Toledo, Peoria, and Western Railway, 1968-unknown; NASA, 1984-present  
Is the Resource Affected by a Local Preservation Ordinance?  yes  no  unknown Describe \_\_\_\_\_

### DESCRIPTION

Style Not applicable Exterior Plan Not applicable Number of Stories NA  
Exterior Fabric(s) 1. Steel 2. \_\_\_\_\_ 3. \_\_\_\_\_  
Roof Type(s) 1. Vaulted 2. \_\_\_\_\_ 3. \_\_\_\_\_  
Roof Material(s) 1. Other 2. \_\_\_\_\_ 3. \_\_\_\_\_  
Roof secondary strucs. (dormers etc.) 1. \_\_\_\_\_ 2. \_\_\_\_\_  
Windows (types, materials, etc.) \_\_\_\_\_  
Distinguishing Architectural Features (exterior or interior ornaments) \_\_\_\_\_  
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) \_\_\_\_\_

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

**DESCRIPTION (continued)**

Chimney: No. \_\_\_\_\_ Chimney Material(s): 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Structural System(s): 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Foundation Type(s): 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 Foundation Material(s): 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 Main Entrance (stylistic details) \_\_\_\_\_

Porch Descriptions (types, locations, roof types, etc.) \_\_\_\_\_

Condition (overall resource condition):  excellent  good  fair  deteriorated  ruinous

Narrative Description of Resource See continuation sheet

Archaeological Remains \_\_\_\_\_  Check if Archaeological Form Completed

**RESEARCH METHODS (check all that apply)**

- |  |  |  |  |
|--|--|--|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits                    | <input type="checkbox"/> Sanborn maps              |
| <input type="checkbox"/> FL State Archives/photo collection            | <input type="checkbox"/> city directory              | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps                 |
| <input type="checkbox"/> property appraiser / tax records              | <input checked="" type="checkbox"/> newspaper files  | <input type="checkbox"/> neighbor interview                  | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input type="checkbox"/> cultural resource survey (CRAS)               | <input checked="" type="checkbox"/> historic photos  | <input checked="" type="checkbox"/> interior inspection      | <input type="checkbox"/> HABS/HAER record search   |
| <input type="checkbox"/> other methods (describe) _____                |  |  |  |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) See continuation sheet

**OPINION OF RESOURCE SIGNIFICANCE**

Appears to meet the criteria for National Register listing individually?  yes  no  insufficient information

Appears to meet the criteria for National Register listing as part of a district?  yes  no  insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) See continuation sheet

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- |                          |          |          |
|--------------------------|----------|----------|
| 1. <u>Other</u>          | 3. _____ | 5. _____ |
| 2. <u>Transportation</u> | 4. _____ | 6. _____ |

**DOCUMENTATION**

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- |   |  |
|---|--|
| 1) Document type <u>All materials at one location</u> | Maintaining organization <u>Archaeological Consultants Inc</u> |
| Document description _____                            | File or accession #'s <u>P9026Q</u>                            |
| 2) Document type _____                                | Maintaining organization _____                                 |
| Document description _____                            | File or accession #'s _____                                    |

**RECORDER INFORMATION**

Recorder Name Trish Slovinac Affiliation Archaeological Consultants Inc  
 Recorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, FL 34240/941-379-6206/ACIFlorida@comcast.net  
 (address / phone / fax / e-mail)

<b>Required Attachments</b>	<b>① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED</b>
	<b>② LARGE SCALE STREET, PLAT OR PARCEL MAP</b> (available from most property appraiser web sites)
	<b>③ PHOTO OF MAIN FACADE, ARCHIVAL B&amp;W PRINT OR DIGITAL IMAGE FILE</b> If submitting an image file, it must be included on disk or CD <u>AND</u> in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

## CONTINUATION SHEET

**Narrative Description**

Locomotive 3 (8BR3044) is one of three switching locomotives within the NASA Kennedy Space Center (KSC) Railroad System; the others are Locomotive 1 (8BR2923) and Locomotive 2 (8BR3043). Locomotive 3 is a model EMD SW1500, built by General Motors' Electro-Motive Division. It is 44'-8"-long and stands 11'-9"-tall at the engine hood and 15' at the top of the cab. It weighs 248,000 tons and sits on two, four-wheel trucks with a 40" wheel diameter. A walkway surrounds the engine and is accessible either from the cab or from the steps at the front. The cab also can be entered through a door at the back. The 1,500 horsepower, V-12 diesel engine is capable of reaching speeds up to 65 mph (Bachand n.d.).

Locomotive 3 was built in 1970 for the Toledo, Peoria, and Western Railway; it had the number TP&W 306. In all, 808 EMD SW1500 locomotives were built by General Motors (KSC-TO, Folder No. Locomotive 1). NASA bought the three locomotives on July 24, 1984, for \$108,000 each to replace three Alco S2 locomotive switcher cars that had previously belonged to the Army (KSC-TO, Folder No. Locomotive 1; NASA 2007). Locomotive 3 was once painted black, red, and gray with white stripes like Locomotives 1 and 2, but is now black, blue, and white with red stripes as a result of a 15-month corrosion repair project completed in 2008 (*Spaceport News* 2008).

Locomotive 3, along with Locomotives 1 and 2, moved railcars to and from the Jay Jay Yard and facilities throughout the KSC, as well as to the Center's exchange with the Cape Canaveral Air Force Station. Most notably, the locomotives transported solid rocket booster (SRB) motor case segments, which were used in concert with the space shuttle main engines to launch orbiters into space (*Spaceport News* 2011). They also conveyed Space Shuttle Program (SSP) ground support equipment, the rocket propellant nitrogen tetroxide, Air Force Titan rockets, Navy Trident missiles, and booster segments for the Ares I-X test flights (NASA 2007).

With the retirement of the SSP, Locomotive 3 will serve as the primary vehicle for the KSC's rail network, while Locomotive 1 will be maintained as its backup. Locomotive 2 will be used for parts for the other two (Crews 2012).

**Explanation of Evaluation**

Locomotive 3 is considered eligible for listing in the National Register of Historic Places as a contributing resource to the NASA KSC Railroad System Historic District (8BR2932), which is eligible in the context of the U.S. Space Shuttle Program (ca. 1969-2011). The locomotive was purchased by NASA in 1984, and was one of three locomotives that were crucial to the NASA Railroad's support of the SSP; everything that entered the KSC from 1984 to 2010 via the railroad was transported by one of these three locomotives. Most prominently, the locomotives were used in tandem with railcars to transport the SRB motor case segments between the Thiokol Corporation, their manufacturer in Utah, and the KSC. Furthermore, the locomotives moved ground support equipment and supplies important to the SSP and its associated activities at the KSC. While Locomotive 3 has been repainted in a new design scheme, it continues to retain its historical integrity.

## CONTINUATION SHEET

**Bibliographic References**

Bachand, Jean-Denis. EMD SW1500.

n.d. Accessed on February 2, 2012, at <http://thedieselshop.us/Data%20EMD%20SW1500.HTML>.

Crews, Jesse (KSC Railroad technician)

2012 Interview by Christopher Berger, January 25. Notes on file at Archaeological Consultants Inc.

NASA KSC, Transportation Office (KSC-TO)

Var. Folder No. Locomotive 1, 2/68, Formerly TP&W 303

National Aeronautics and Space Administration.

2007 *Facts: The NASA Railroad*.

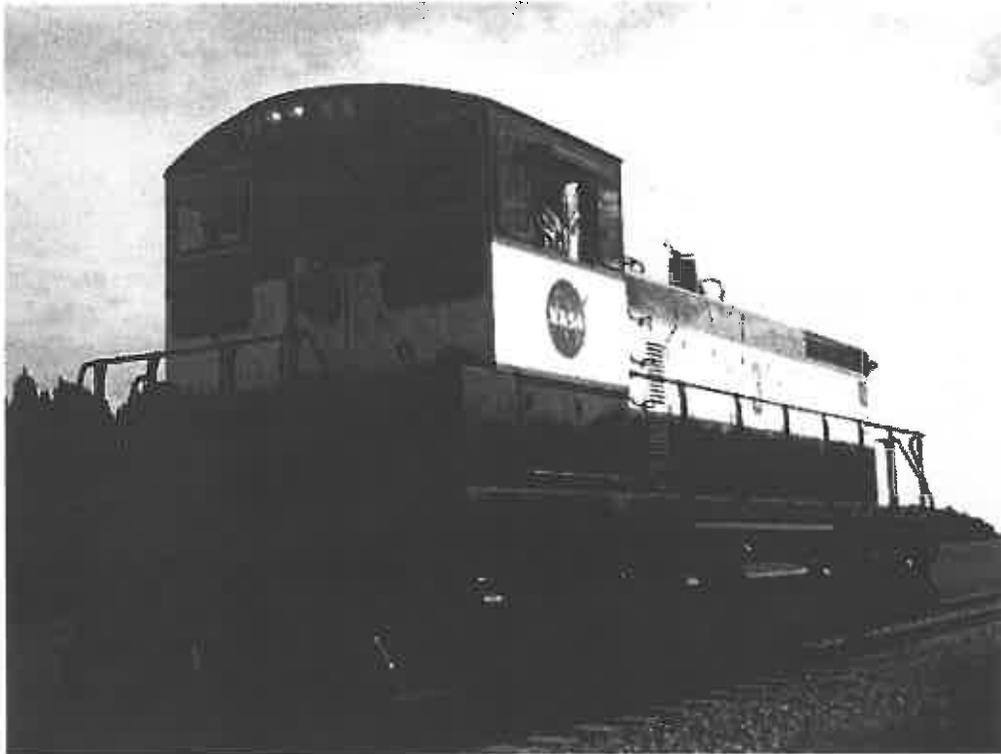
*Spaceport News*

2008 "Scene Around Kennedy Space Center." 28 November:5.

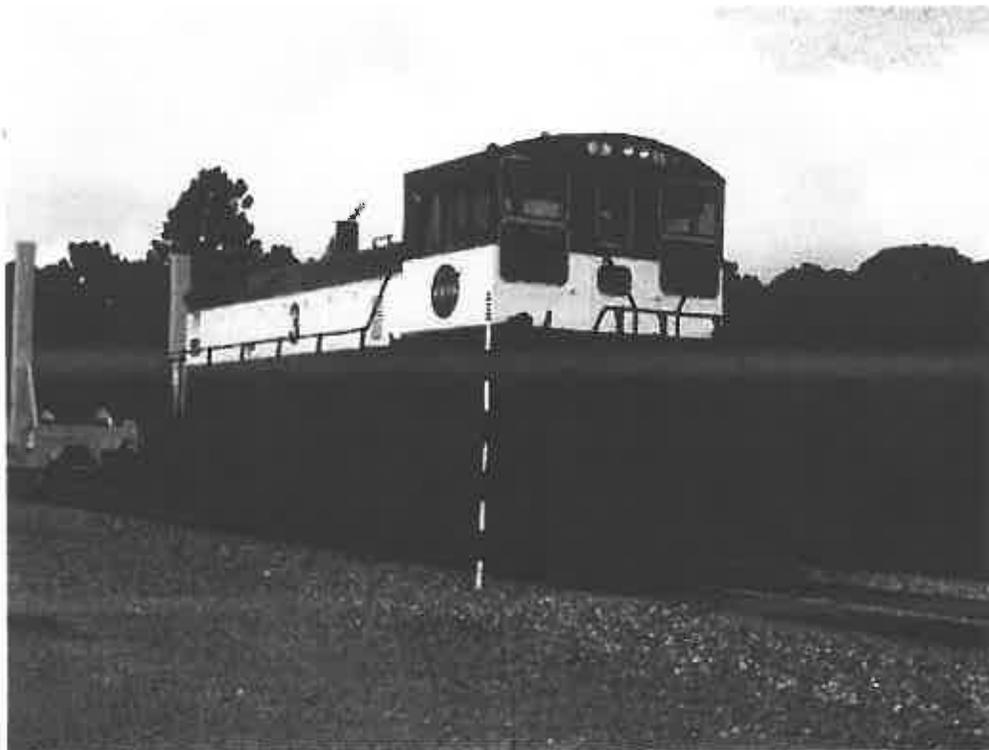
2011 "NASA Railroad Played Vital Role in Shuttle Booster Haul." 11 February:6.



PHOTOGRAPHS



Locomotive No. 3



ARCHAEOLOGICAL CONSULTANTS, INC.



**USGS**

Orsino

Township 22 South, Range 37 East, Section 19  
National Geographic Society (2011) *USA Topo Maps*.



**ARCHAEOLOGICAL CONSULTANTS, INC.**