

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

**DRAFT: National Register of Historic Places**  
**Continuation Sheet**

Missoula Downtown Historic District Addendum II, Northern Pacific Engine 1356
Name of Property
Missoula County, Montana
County and State
07000647
NR Reference Number

Missoula Downtown Historic District Addendum II, Northern Pacific Engine 1356  
Missoula, Montana

Missoula Downtown Historic District Addendum II corrects an oversight regarding the contributing status of Northern Pacific Engine 1356 in previous documentation. Neither the original Missoula Downtown Historic District and East Pine Street Historic District Amendment (referred to singularly as the Missoula Downtown Historic District on the National Register Digital Archive) [NR #07000647, listed 8/21/2009], nor the subsequent documentation, Missoula Downtown Historic District Boundary Increase-Decrease (NR #10001206, listed 2/7/2011) nor Missoula Downtown Historic District Boundary Increase (NR #11000183, listed 4/8/2011) acknowledge the presence of Northern Pacific Engine 1356 within the district boundary. Not only did Missoula serve as the 1902-built engine's base of operation running on the very tracks only 100 feet from where it now sits, but the engine has occupied its present location within the Missoula Downtown Historic District since 1955, all within the district's period of significance (1874-1959). Engine 1356 sits on a short section of reconstructed track in a small park between Railroad St. East and East Alder Street (center point: latitude 46.87481, longitude - 113.991340).

**State/Federal Agency Certification**

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

I hereby certify that this   X   additional documentation        move        removal  
       name change (additional documentation)        other

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.

\_\_\_\_\_  
MT State Historic Preservation Officer

Signature of Certifying Official/Title:

Date of Action

**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
- additional documentation accepted
- other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

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**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

Private: ☐

Public – Local ☒

Public – State ☐

Public – Federal ☐

**Category of Property**

(Check only **one** box.)

Building(s) ☐

District ☐

Site ☐

Structure ☒

Object ☐

Adding Northern Pacific Engine 1356 and the reconstructed track upon which it rests as contributing resources in the Missoula Downtown Historic District changes the number of contributing resources in the district from 524 to 526—the addition of Northern Pacific Engine 1356 counts as one contributing structure and the reconstructed segment of track that supports the engine counts as another contributing structure (Northern Pacific Engine 1356 and the track/bed are the only structures counted in the district).

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: rail-related

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

RECREATION AND CULTURE: museum

\_\_\_\_\_

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**7. Description (#7 on NHL form)**

**Architectural Classification**

(Enter categories from instructions.)

OTHER: Class S-4 10-Wheel Engine

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: METAL

Northern Pacific Engine 1356 (one contributing structure)[center point: latitude 46.87481, longitude - 113.991340]

Northern Pacific Engine 1356 was built as a Class S-4 Vauclain, 10-wheel, 4-6-0 configuration compound cylinder steam locomotive. It presents four pilot wheels, six driving wheels, and no trailing wheels. Engine 1356 measures approximately 50 feet long; a Northern Pacific tender that measures about 25 feet in length attaches to the rear of 1356. Engine 1356 cylinders consisted of 15 ½-inch x 30-inch high pressure and 26-inch by 30-inch low pressure.<sup>1</sup> However, certain inherent issues arose with Vaclaains, one being their generation of “uneven forces and excess wear at the crosshead” that raised maintenance costs.<sup>2</sup> To combat this matter, “The S-4s were consequently superheated and simplified with 21" x 30" cylinders at NP's South Tacoma Shops in 1917.”<sup>3</sup> The rebuild resulted in Engine 1356 displaying a weight of 184,850 lbs. with 146,000 lbs. positioned on its 63-inch driver wheels. It presented a wheelbase of 26 feet 5 inches with the driver wheelbase measuring 14 feet 10 inches. Other highlights included a 49.7 square foot grate and a 155 square foot firebox with 28.46 square feet of tubing.<sup>4</sup> The total heating surface calculated to 2,732 square feet with 485 square feet superheating. The boiler operated at a pressure of 200 psi, conveying 35,700 lbs. Tractive Effort.<sup>5</sup> This style of steam engine displaced the common 4-4-0 design.

Engine 1356 was built in 1902 by Baldwin Locomotive Works, near Philadelphia, Pennsylvania, one of 40 Class S-4 purchased by the Northern Pacific. Through its existence as a working engine, 1356 received numerous improvements that included tender replacement, the addition of non-compound cylinders, an additional air pump, power reverse, and electric headlight—all alterations that occurred within the period of significance.

<sup>1</sup> Rgusrail.com, “NP S-4 #1356,” found at <https://www.rgusrail.com/mtnp1356.html>, accessed October 15, 2025.

<sup>2</sup> A crosshead is a “sliding member of a reciprocating engine for keeping the motion of the joint between a piston rod and a connecting rod in a straight line.” Dictionary.com, “crosshead,” found at <https://www.dictionary.com/browse/crosshead>, accessed October 15, 2025.

<sup>3</sup> Rgusrail.com, “NP S-4 #1356,” found at <https://www.rgusrail.com/mtnp1356.html>, accessed October 15, 2025.

<sup>4</sup> The grate serves as the location where solid fuel burns inside the firebox.

<sup>5</sup> Rgusrail.com, “NP S-4 #1356,” found at <https://www.rgusrail.com/mtnp1356.html>, accessed October 15, 2025.

“Tractive Effort” is a measure of the force a locomotive can apply to the train it pulls and was generally the limiting factor in the size of train to be pulled—Tractive Effort proved more consequential than horsepower for steam engines and locomotives. SteamLocomotive.com, “Traffic Effort Calculator,” found at <https://www.steamlocomotive.com/misc/tractiveEffort.php>, accessed October 15, 2025.

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Track/bed (one contributing structure)

The 100-foot segment of railroad track upon which Engine 1356 rests dates to the same time when the engine arrived for its final siting at this location. The bed and tracks are historically accurate and lies at a commensurate elevation of the nearby working tracks to the north. No difference exists between the alignment of the present track and bed compared to the historic tracks that hosted the passage of locomotives from 1890 to 1945. The tracks impart an authentic visual aid as a static display to Northern Pacific Engine 1356 and nearby depot. Although a faithful reconstruction of the track segment that once lay in this location, the segment is not historic and is therefore considered a noncontributing structure to the Monarch Depot Historic District.

**Integrity**

Northern Pacific Engine 1356 displays excellent integrity. Integrity of design, workmanship, materials, setting, association, feeling, and location is strong. Engine 1356 rests less than 100 feet from the very tracks where it once operated. Setting remains good as a large number of historic buildings from the period of the engine's use endure, a fact that contributes strong integrity of feeling and association. The natural setting also remains strong as the nearby mountains to the east and north present much as they did decades ago, displaying virtually no construction allowing the area to easily evoke the feeling of when Engine 1356 ran the rails through this area. To site the engine, the community built a faithfully reconstructed section of rail bed and track southeast of the depot building. Northern Pacific Engine 1356 and the bed and track upon which it rests enhances the district's interpretive value. The bed and track add an authentic visual aid to the static display of the caboose. An open steel fence conscribes Engine 1356 to deter vandalism.

**8. Significance**

Northern Pacific Engine 1356 (and the reconstructed track upon which it lays) is a contributing structure to the Missoula Downtown Historic District (24MO1564). The engine now rests at the north end of Higgins Avenue, 100 feet south of the Northern Pacific Depot (individually listed in the National Register in 1985 and as a contributing resource of the National Register documentation, "Missoula Downtown Historic District and East Pine Street Historic District Amendment" in 2009) and the railroad tracks upon which it once ran.<sup>6</sup> Engine 1356 gains significance from its routine Northern Pacific associations but also for its important role in ferrying hundreds of people out of harm's way during the 1910 fires that swept across Idaho and Montana. Northern Pacific Engine 1356 was constructed in 1902 and began service in Missoula the same year. Upon its retirement, the engine found permanent placement at its present location in 1955 (upon the small section of track where it rests); both years within the district's period of significance of 1874-1959.

Northern Pacific Engine 1356 is also significant for its engineering. Built as a Class S-4 Vauclain, 10-wheel, 4-6-0 configuration compound cylinder steam locomotive, issues with the Vaucclains resulted in their rebuilding. In 1917, Engine 1356 underwent the overhaul, operating with the refreshed technology for the next 38 years.

<sup>6</sup> NR #85000644 (listed March 28, 1985) and NR #07000647 (listed 8/21/2009), respectively.

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Baldwin Locomotive Works of Philadelphia built Engine 1356 in 1902. It stands as one of 40 Class S-4 10 Wheelers purchased by the Northern Pacific Railroad for work west of the Rocky Mountains.<sup>7</sup> The versatility of these engines allowed their use for heavier loads and for smaller branch line work.

Upon its arrival in Missoula, Northern Pacific Engine 1356 commenced its long and storied career with the Rocky Mountain Division. Engine 1356's first assignment "was on one of the finest trains in America—the North Coast Limited. She did some high stepping with her 63-inch drivers in the days of plush, varnish and splendor at the turn of the century."<sup>8</sup> Much of its early work consisted of the run between its new home in Missoula and Spokane, Washington.<sup>9</sup> "She'd give her last ounce of steam for the man running her... lots of steam too as she was one of the first... equipped with double cylinders designed to utilize steam twice."<sup>10</sup> This journey entailed hauling passengers through the winding mountains and valleys of western Montana, the panhandle of Idaho, to eastern Washington.

In 1917, Engine 1356 underwent upgrades that included an overhaul of her engines. Sent to the Northern Pacific Livingston Shops, the engine's "compound cylinders were replaced with conventional simple cylinders and a superheater at a cost of \$1,863.88... surgery didn't harm her disposition in the least, and she continued to be the best of the Missoula steamers, regardless of what might be demanded."<sup>11</sup> The Livingston Shops added the catwalks alongside the boilers with steps to allow the crew the ability to walk up to the front of the locomotive.<sup>12</sup>

After years of passenger service, Engine 1356 assumed other duties that included work trains, freight trains, snowplows, mixed trains, and helpers.<sup>13</sup> During her service, Engine 1356 worked every branch line in the division.<sup>14</sup> Its long career tallied over one million miles. In addition to Spokane, the engine boasted trips to and from Polson, Darby, Philipsburg and Butte, Montana, and Wallace, Idaho.<sup>15</sup> "The Engine survived half a century of mountain railroading to find final rest near the railway (it) served so long... Often the engine worked on the Rotary plow, one of the toughest division assignments... the 10-

<sup>7</sup> Vince Devlin, "Locomotive No. 1356, Party will celebrate railroad history," *Missoulian*, October 7, 2005, pp. 13, 14.

<sup>8</sup> Vince Devlin, "Locomotive No. 1356, Party will celebrate railroad history," *Missoulian*, October 7, 2005, p. 14.

<sup>9</sup> Vince Devlin, "Locomotive No. 1356, Party will celebrate railroad history," *Missoulian*, October 7, 2005, p. 14.

<sup>10</sup> Ronald Nixon, "Dedication This Week Recalls Old 1356's Gallant History," *Daily Missoulian*, November 6, 1955, p. 17.

<sup>11</sup> Ronald Nixon, "Dedication This Week Recalls Old 1356's Gallant History," *Daily Missoulian*, November 6, 1955, p. 17.

<sup>12</sup> Michael Seitz, personal communication to Dan Hall, March 24, 2025.

<sup>13</sup> Ronald Nixon, "Dedication This Week Recalls Old 1356's Gallant History," *Daily Missoulian*, November 6, 1955, p. 17.

<sup>14</sup> Vince Devlin, "Locomotive No. 1356, Party will celebrate railroad history," *Missoulian*, October 7, 2005, p. 14.

<sup>15</sup> Vince Devlin, "Locomotive No. 1356, Party will celebrate railroad history," *Missoulian*, October 7, 2005, pp. 13, 14.

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wheeler took to the branch lines when bumped from the fast trains on the main line.”<sup>16</sup>

Over its years, Engine 1356 gained a faithful following with rail veterans commenting that “each steamer had a personality... one may be a cooperative partner, while another of exactly the same design might be cantankerous old witch!”<sup>17</sup> Roundhouse foreman Harry Larson reflected, “best doggone engine for her size that ever worked out Missoula... I’ve seen her haul in a train of logs from the Bitter Root so heavy that her exhausts came only once a minute—but old 1356 always came through!... and she wasn’t any slouch with a 10-car passenger train.”<sup>18</sup> Railroaders’ praise for the engine easily indicate into which camp 1356 fell.

Engine 1356’s greatest notoriety and acclaim, however, fell outside the purview of its normal railroad duties. In 1910, Engine 1356 played a major role during the devastating and uncontrollable fires of 1910. That summer, horrendously dry conditions prevailed across the Mountain west. No or little rain for the months of July and August combined with extremely low humidity set the stage for the worst forest fires in the Nation’s history. Strong winds from eastern Washington that rolled across the panhandle of Idaho pushing east into Montana drove the soon-to-be conflagration. The wind reached gale force speeds driving the hundreds of small fires into a single inferno “that traveled thirty to fifty miles in a few hours, sweeping over stranded crews and towns.”<sup>19</sup> Human intervention failed to yield any positive gain as the fledgling US Forest Service was outmatched and overwhelmed.

On August 20<sup>th</sup>, the Wallace, Idaho, telegraph operator at the Northern Pacific Station dispatched a frightening missive: “Every hill around town is a mass of flames and the whole place looks like a death trap. No connections can be had with outside towns. Men, women, and children are hysterical in streets and leave by every possible conveyance and route.”<sup>20</sup> The wildfire’s march east left little in its wake as it roared toward Wallace, Idaho before its relentless spread into Montana and the small communities of Taft, Saltese, DeBorgia, and Haugen, all completely raised or very nearly. Enter Engine 1356, the subject of this addendum. With the fires moving east and escape becoming almost impossible for those in its path, the Northern Pacific and Milwaukee Railroad dispatched several locomotives, including Engine 1356, on what “history remembers... as a rescue mission.”<sup>21</sup> Those seeking refuge “came from Kellogg, Wallace, Taft and Saltese to escape the 3-million-acre blaze... Engine No. 1356 pulled them to safety, driving through fires burning on both sides of the track... even the railroad trestle was ablaze

<sup>16</sup> “Veteran Engine Featured Again,” *Daily Missoulian*, August 2, 1956, p. 16.

<sup>17</sup> Ronald Nixon, “Dedication This Week Recalls Old 1356’s Gallant History,” *Daily Missoulian*, November 6, 1955, p. 17.

<sup>18</sup> Ronald Nixon, “Dedication This Week Recalls Old 1356’s Gallant History,” *Daily Missoulian*, November 6, 1955, p. 17.

<sup>19</sup> Lincoln Bramwell, “When the Mountains Roared, the 1910 Northern Rockies Fires,” *Montana, The Magazine of Western History*, Volume 60, Number 3, Autumn 2010, p. 55.

<sup>20</sup> Tomothy Egan, *The Big Burn: Teddy Roosevelt & The Fire That Saved America* (New York: Houghton, Mifflin & Harcourt, 2009), p. 13.

<sup>21</sup> Martin Kidston, “Engine 1356, a memorial to service, workers,” *Missoulian*, July 20, 2014, p. A6.



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outside of Avery, Idaho.”<sup>22</sup> Reports noted, “the fires are beyond all human control.”<sup>23</sup>

Northern Pacific section foreman Fred Wence stationed at the small community of DeBorgia related: “the dust and cinders and sand went through the air like snow and I couldn’t keep my eyes open in the street. The wind didn’t come from any one direction. It blew first this way and then that, whirling everything around and around.”<sup>24</sup> Wence further detailed, “When I left DeBorgia, the flames were on the edge of town... I stayed until the last as we probably would have saved the town if it had not been for the wind... I can't describe the wind.”<sup>25</sup> Wence lived in the community of DeBorgia, Montana, for over 20 years and knew the country well. Historian Timothy Egan credits Wence with operating one of the Northern Pacific locomotives that pulled people out of Wallace and other towns along the way, writing, “The firefighters and residents boarded Wence’s Northern Pacific train, and the locomotive shifted into reverse, back down towards Missoula.”<sup>26</sup> It remains uncertain if Wence engineered Engine 1356 or one of the other Northern Pacific engines. What is certain, however, is Wence provided a startlingly bleak account of the conditions that faced Engine 1356 and the few other locomotives dispatched on the rescue mission into the inferno.

NP engineer Mikey McCann is also credited with piloting Engine 1356 on its rescue mission into the mountains of western Montana and Idaho. Ronald Nixon wrote in 1955, “For it was McCann who, with the 1356, pulled one of the rescue trains from Wallace to Missoula in the midst of the great fire of 1910.”<sup>27</sup> Other newspaper articles also credit McCann for piloting Engine 1356 through the fires, stating “In 1910, with engineer Mikey McCann at the controls, she pulled one of the rescue trains from Wallace, Idaho to Missoula during the great fire.”<sup>28</sup> Another newspaper article stated Engine 1356 was part of the rescue efforts but provides no mention of who operated the controls, only noting, “It was No. 1356 that pulled trains moving refugees out of the Wallace fires of 1910.”<sup>29</sup> Regardless of who helmed the controls, Engine 1356’s Homeric contribution during the wildfires of 1910 is the stuff of legend, literally driving through an inferno that scorched over three million acres, destroyed an estimated six million board feet of timber, and killed 85 people in Idaho and Washington.<sup>30</sup>

<sup>22</sup> Martin Kidston, “Engine 1356, a memorial to service, workers,” *Missoulian*, July 20, 2014, p. A6.

<sup>23</sup> “Railway Bridges In The Path Of Fire,” *Daily Missoulian*, August 21, 1910, p. 1.

<sup>24</sup> Tomothy Egan, *The Big Burn: Teddy Roosevelt & The Fire That Saved America* (New York: Houghton, Mifflin & Harcourt, 2009), p. 194.

<sup>25</sup> “1910 Fire In Mineral County,” *History & Folklore, Mineral County Information & Commerce*, found at <https://thebigsky.net/MineralChamber/1910Fire.htm>, accessed October 23, 2025.

<sup>26</sup> Tomothy Egan, *The Big Burn: Teddy Roosevelt & The Fire That Saved America* (New York: Houghton, Mifflin & Harcourt, 2009), p. 194.

<sup>27</sup> Ronald V. Nixon, “Dedication This Week Recalls Old 1356’s Gallant History,” *Daily Missoulian*, November 6, 1955, p. 23.

<sup>28</sup> “Old and Honorable 1356 Gets All Steamed Up,” *Missoulian*, August 4, 1963, p. 17.

<sup>29</sup> “Veteran Engine Featured Again,” *Daily Missoulian*, August 2, 1956, p. 16.

<sup>30</sup> Lincoln Bramwell, “When the Mountains Roared, the 1910 Northern Rockies Fires,” *Montana, The Magazine of*

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Following the saga of the 1910 fires, Engine 1356 returned to its usual railroading tasks. However, even routine assignments held peril. Events in the spring of 1943 graphically illustrate the inherent dangers of railroading. On June 20<sup>th</sup>, 1943, tragedy struck as Engine 1356 derailed and spilled into the Bitterroot River, resulting in the death of three crew members. Spring floods damaged a span over the river near Stevensville. The locomotive was pulling a load of logs bound for the Bonner mill when the bridge collapsed, sending the Engine 1356 and its crew into the river: “Ed Geis, conductor, and T.L. Sparks, brakeman, on the caboose of the train, saw the engine plunge into the bank on the Missoula side of the high foaming river. Geis said he could see McFarland's body in the cab of the overturned engine. Sparks, who ran three miles to a telephone to notify Missoula headquarters, watched the engine's mishap. ‘The locomotives dived off the end of the bridge. The men in the engine did not have a chance, he said.’”<sup>31</sup> The bodies of Engineer Clarence McFarland, 51, fireman Christogen McGregor, 26, and brakeman Ferdinand D’Orazi, 26, were recovered from the river the following day.<sup>32</sup>

Northern Pacific Wrecker No. 45, a 250-ton crane, was soon dispatched to the accident. Misfortune once again struck, however, as during the process of raising a steel span of the bridge, the wrecker tipped, coming to rest on Engine 1356 in the river.<sup>33</sup> Crews worked for three weeks to rebuild the collapsed bridge and retrieve Wrecker No. 45 and Engine 1356 with the locomotive hauled to the Northern Pacific shops in Livingston where crews spent six months restoring it.<sup>34</sup>

Engine 1356's final run occurred June 16, 1954, where it worked as a helper over the Evaro grade with engineer Ormond Baldrige at the throttle.<sup>35</sup> Walter McLeod, Missoula business leader and member of the Northern Pacific Board of Directors, reportedly suggested the NP donate the locomotive to the city of Missoula for public display.<sup>36</sup> Unexpectedly, Northern Pacific President Robert Macfarlane agreed. “Then came a tough job—the selecting of a suitable engine to represent more than seven decades of drama and progress. Just any old engine wouldn't do. It had to be one that had lived its life Missoula—one that everybody recognized as a “citizen.”” Research to choose a specific locomotive revealed “most engines were ‘boomers’ and didn't stay any place long,” making the pick of Engine 1356 easy. The

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*Western History*, Volume 60, Number 3, Autumn 2010, p. 55.

<sup>31</sup> “Bodies of Three Victims Taken From Wreckage,” *Daily Missoulian*, June 22, 1943, p. 1.

<sup>32</sup> “Bodies of Three Victims Taken From Wreckage,” *Daily Missoulian*, June 22, 1943, p. 1.

<sup>33</sup> “Wrecker Topples Into River At Wreck Scene,” *Daily Missoulian*, June 26, 1943, p. 1; “Investigation of Wreck Today,” *Daily Missoulian*, June 29, 1943, p. 5.

<sup>34</sup> Timothy Tarbox and Jan Taylor, “Tales of a Famous 10-Wheeler, NP1356 in Missoula, Montana,” *The Mainstreeter*, Vol. 25, No. 2 (Summer)[the magazine of the Northern Pacific Railway Historical Association]; another source reported a three-month period for restoration. Ronald V. Nixon, “Dedication This Week Recalls Old 1356's Gallant History,” *Daily Missoulian*, November 6, 1955, p. 23.

<sup>35</sup> Ronald V. Nixon, “Dedication This Week Recalls Old 1356's Gallant History,” *Daily Missoulian*, November 6, 1955, p. 23.

<sup>36</sup> Ronald V. Nixon, “Dedication This Week Recalls Old 1356's Gallant History,” *Daily Missoulian*, November 6, 1955, p. 23.



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selection proved true the idiom, “just in the nick of time,” as only a week prior to Missoula’s choice, Engine 1356 was shipped to Tacoma, Washington for scrapping; “Superintendent Lorentzen hurriedly got in touch with the railroad officials on the west coast, and the old gal was saved—the hot torch literally breathing down her neck!”<sup>37</sup> Ronald Nixon was later be credited with spearheading the preservation effort.

The South Tacoma shop painted Engine 1356 in August of 1955 and returned the locomotive to its old haunts. In October, Northern Pacific crews constructed a shoe-fly, a temporary track, for moving the locomotive from the active tracks to the end of Higgins Avenue. A dedication ceremony occurred November 10, 1955, attended by President Macfarlane, various NP officials, 19 retired Northern Pacific engineers who worked on Engine 1356 over the decades, union representatives, firemen, chamber of commerce members, along with several thousand Missoulians. Northern Pacific President Macfarlane’s comments waxed nostalgic when he observed, “We see them go with a twinge of sadness. Just as a horseman feels a little sad when a proud racehorse is retired and put out to pasture. This old iron horse came to the Main Streets 53 years ago, it has travelled 1,252,000 miles. In light of that, I believe you will agree the veteran has earned its retirement.”<sup>38</sup> President Macfarlane elaborated about the importance of the locomotive to the town and beyond: “May the 1356 serve as a reminder, in this age of dieselization, of the era in which the steam locomotive played such an important role in the early development of Missoula and of the state of Montana and the nation.”

Over the past seven decades, Engine 1356 has undergone numerous refurbishments to preserve and protect the locomotive, primarily by local civic groups and volunteers. In 1963, the Missoula Jaycees steam cleaned and repainted the engine and in 1972, the Missoula Junior Achievers, a youth civic group, volunteered to repaint the engine.<sup>39</sup> In 2003 a restoration project transpired to remove asbestos and repaint the locomotive.<sup>40</sup> Although the question occasionally arises regarding the worthiness of the money necessary to maintain the engine, the answer from the local residents “was the same: Mount a rescue. Save the locomotive.” Today Engine 1356 presides over the Missoula Farmer’s Market at the end of Higgins Avenue in an area known as Circle Square Park, where she presents a testament to Missoula’s long and storied railroad history.<sup>41</sup>

### Summary

The above information documents the significance of Northern Pacific Engine 1356 for its inclusion as a contributing resource of the Missoula Downtown Historic District. This addendum (Missoula

<sup>37</sup> Ronald V. Nixon, “Dedication This Week Recalls Old 1356’s Gallant History,” *Daily Missoulian*, November 6, 1955, p. 23.

<sup>38</sup> “NP Head Sees Continued Development,” *Missoulian*, November 11, 1955, pp. 1, 11.

<sup>39</sup> “Old and Honorable 1356 Gets All Steamed Up,” *Missoulian*, August 4, 1963, p. 17; Deane Jones, “Keeping Up With Jones,” *Missoulian*, April 27, 1972, p. 7.

<sup>40</sup> Sherry Devlin, “Engine overhaul,” *Missoulian*, April 22, 2003, p. 1.

<sup>41</sup> Northern Pacific photographer Ron V. Nixon documented much of the early history of the Northern Pacific and Engine 1356, as he took more than 20,000 photographs of various NP trains and operations in his career.

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Downtown Historic District Addendum II) corrects previous documentation that lacked addressing the presence of the engine within the district. Listing Engine 1356 as a contributing structure (and the track upon which Engine 1356 rests) to the district acknowledges its importance to the district's history as it now sits very near the exact location where it operated for years. Its time of construction, years of use, and donation to the city and placement at its present location all occurred within the Missoula Downtown Historic District's period of significance (1874-1959).

**Bibliography**

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**11. Form Prepared By**

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telephone: 406-444-3647  
date: November 2025

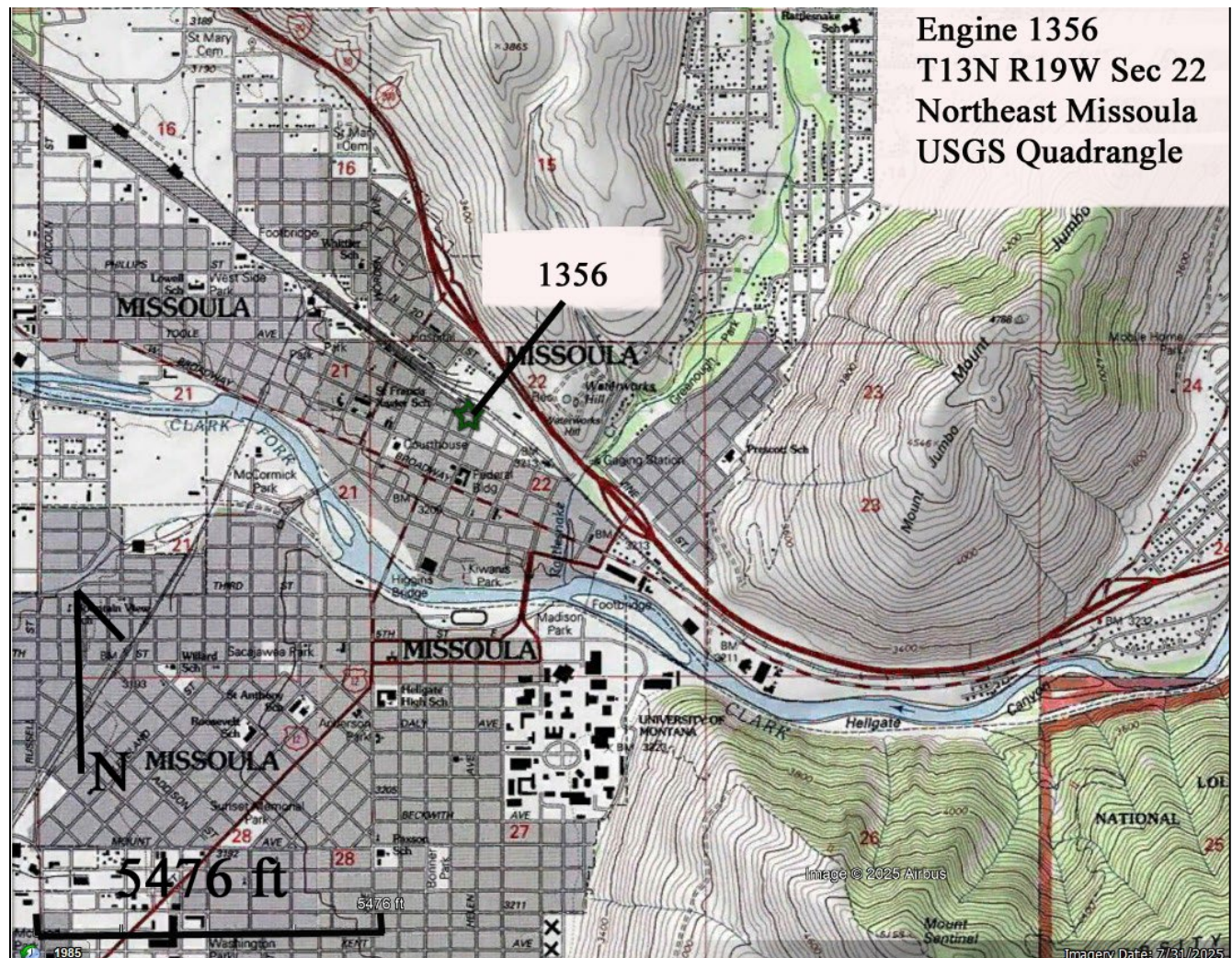


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Maps, aerial view, current photographs, and historic photographs.



Location of the Northern Pacific Engine 1356, Missoula, Montana. Southeast Missoula 7.5' quadrangle map. T13N R19W, Section 22, center point: latitude 46.87481, longitude -113.991340.



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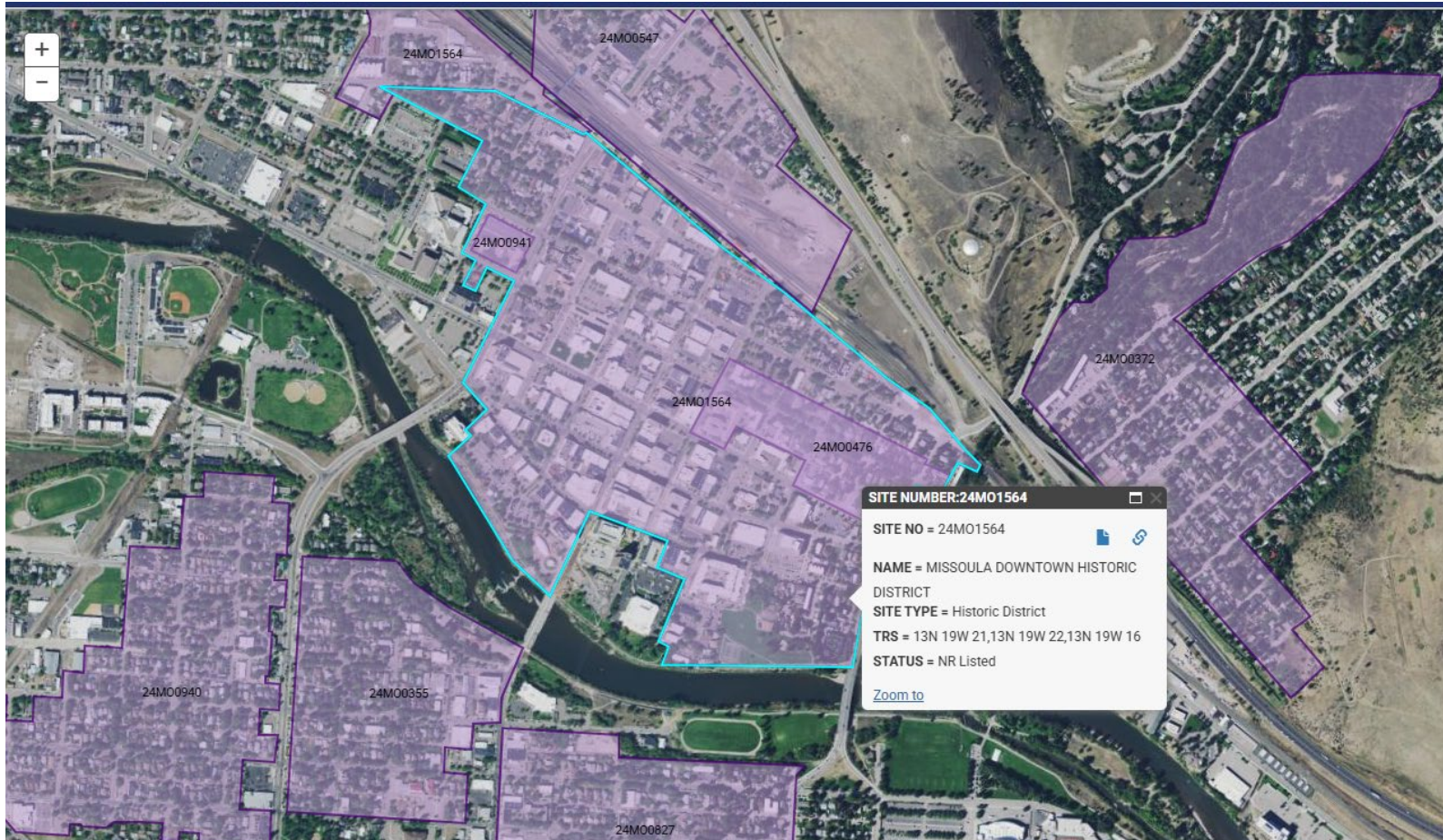
Aerial view Showing Location of Northern Pacific Engine 1356 in relation to National Register-listed Northern Pacific Depot, Northern Pacific Railroad Tracks. T13N R19W, Section 22, center point: latitude 46.87481, longitude -113.991340.



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Montana State Historic Preservation Office Map Showing National Register Listed Historic Districts of Missoula, Montana including Downtown Historic District where the subject of this addendum, Northern Pacific Engine 1356 rests (between Railroad St. East and East Alder Street). T13N R19W, Section 22, center point: latitude 46.87481, longitude -113.991340.



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**Historic Photographs**

The following historic photographs are part of the Ron V. Nixon Collection and were provided by the Museum of the Rockies, Bozeman, Montana. The captions were created by the photographer who took the image.



Name of Property: Northern Pacific Engine 1356

City or Vicinity: Spokane

County: Spokane

State: Washington

Photographer: Ron V. Nixon

Date Photographed: 1903

Description of Photograph(s) and number, include description of view indicating direction of camera:  
NP 1356, 10 Wheeler Vaclain locomotive, at Spokane, WA. Crew poses in front of coal dock.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: 1935

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

NP 1356, Class S-4 outside of roundhouse at Missoula, MT.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: DeSmet

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: April 1938

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

NP 1356, Class S-4 pulling Train No. 264 passing DeSmet.

Credit: Museum of the Rockies, Bozeman, MT.



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: 1943

Description of Photograph(s) and number, include description of view indicating direction of camera:  
NP 1356, a Class S-4 10-wheeler built by Baldwin in 1902 as a Vaucrain-compound locomotive, but simplified in the 1920s, with Philipsburg Local, leaving Missoula, MT.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: November 1, 1939

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

NP trail No 256 with 1356, Class S-4 arriving Missoula, Engineer Wilson.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: near Stevensville

County: Bitterroot

State: Montana

Photographer: Ron V. Nixon

Date Photographed: June 25, 1943

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

View of NP 1356, Class S-4, which was derailed pulling X1356 with 28 log cars near Bridge 23.2 caused by high water into the Bitterroot River, after logs were cleared off the top of locomotive.

Credit: Museum of the Rockies, Bozeman, MT.



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: near Stevensville

County: Bitterroot

State: Montana

Photographer: Ron V. Nixon

Date Photographed: June 26, 1943

Description of Photograph(s) and number, include description of view indicating direction of camera:  
View of NP 1356 and Wrecker NP 45 overturned in Bitterroot River by Bridge 23.2. NP 1356 derailed due to washout of bridge. Wrecker 45 overturned trying to lift span of washed out bridge.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: July 11, 1943

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

NP 1356, Class S-4 is back in Missoula after being derailed at Bridge 23.2 over Bitterroot River.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: June 5, 1954

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

NP 1356, Class S-4 Baldwin 4-6-0, helping train No. 1NCL at Missoula.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: DeSmet

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: April 14, 1955

Description of Photograph(s) and number, include description of view indicating direction of camera:  
NP 1356, Class S-4, w/o main rods, moving dead in tow enroute to South Tacoma for scrapping near DeSmet, MT.

Credit: Museum of the Rockies, Bozeman, MT.



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Tacoma

County: Pierce

State: Washington

Photographer: James M. Frederickson

Date Photographed: September, 1955

Description of Photograph(s) and number, include description of view indicating direction of camera:  
NP 1356, Class S-4 in South Tacoma Shop after getting new paint job, prior to moving to Missoula for permanent display.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Tacoma

County: Pierce

State: Washington

Photographer: James M. Frederickson

Date Photographed: September 1955

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

NP 1356, Class S-4, outside of South Tacoma Shop after getting new paint job, prior to moving to Missoula for permanent display.

Credit: Museum of the Rockies, Bozeman, MT.



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: October 17, 1955

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

Moveable shoe-fly track on Higgins Ave for placing NP 1356 on Missoula display.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: October 1955

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

NP 1356, 4-6-0 Class S-4 10 wheeler set up on display, Missoula, MT.

Credit: Museum of the Rockies, Bozeman, MT.

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula

State: Montana

Photographer: Ron V. Nixon

Date Photographed: November 10, 1955

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

Crowd gathering for dedication of NP 1356, 4-6-0 10 wheeler, Class S-4 display in Missoula, MT.

Credit: Museum of the Rockies, Bozeman, MT.

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**National Register Photographs**



Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Northern Pacific Engine 1356 engine and tender, facing SSE.

Photograph Number: MT\_MissoulaDowntownHistoricDistrictNPEngine1356Addendum\_0001



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Northern Pacific Engine 1356, facing E.

Photograph Number: MT\_MissoulaDowntownHistoricDistrictNPEngine1356Addendum\_0002

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Northern Pacific Engine 1356 engine and tender, facing ENE.

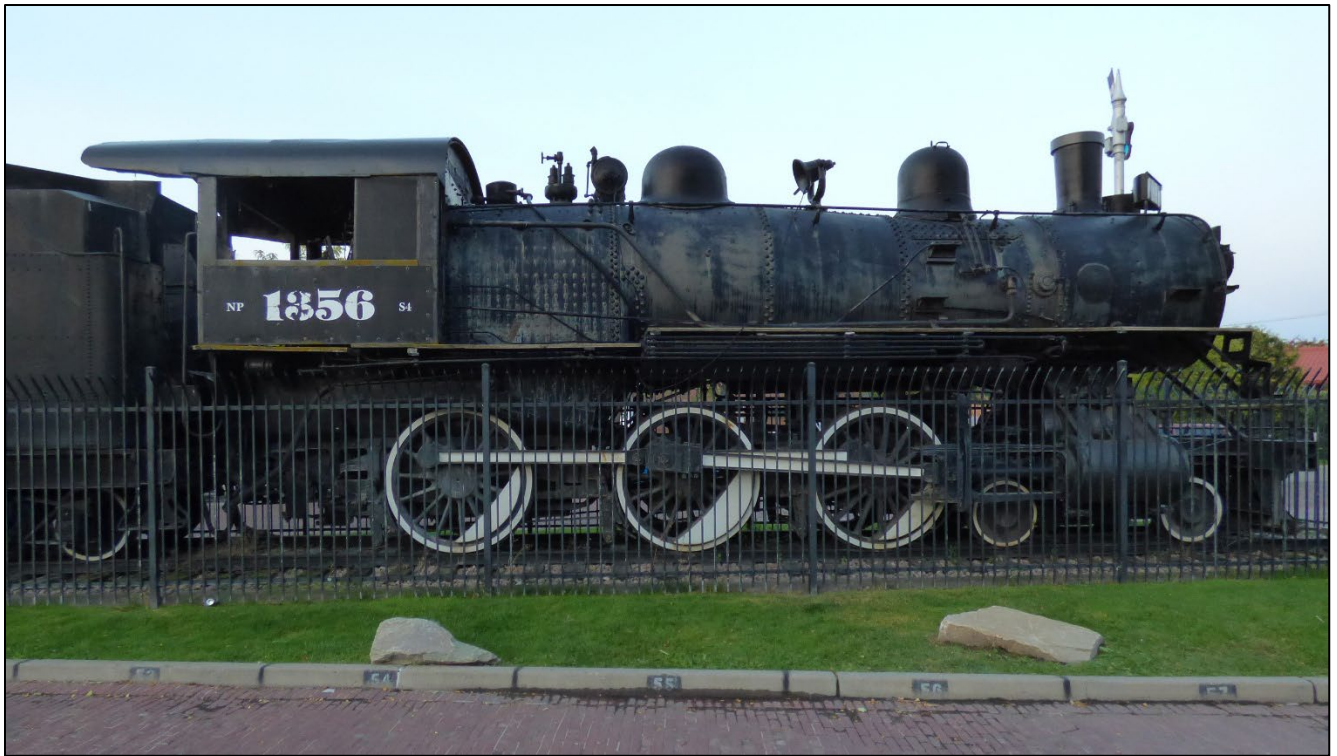
Photograph Number: MT\_MissoulaDowntownHistoricDistrictNP Engine1356Addendum\_0003



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Northern Pacific Engine 1356, facing S.

Photograph Number: MT\_MissoulaDowntownHistoricDistrictNPEngine1356Addendum\_0004

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Northern Pacific Engine 1356 tender, facing S.

Photograph Number: MT\_MissoulaDowntownHistoricDistrictNPEngine1356Addendum\_0005

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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Northern Pacific Depot, north of Engine 1356 and Circle Square Park (Engine 1356 immediately behind camera), facing N.

Photograph Number: MT\_MissoulaDowntownHistoricDistrictNP Engine1356Addendum\_0006



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Northern Pacific Depot and tracks, directly north of Engine 1356 (engine immediately to left), facing WNW.

Photograph Number: MT\_MissoulaDowntownHistoricDistrictNP Engine1356Addendum\_0007



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Name of Property: Northern Pacific Engine 1356

City or Vicinity: Missoula

County: Missoula State: Montana

Photographer: Daniel S. Hall

Date Photographed: 09/10/2025

Description of Photograph(s) and number, include description of view indicating direction of camera: Circle Square Park and Engine 1356, facing ESE.

Photograph Number: MT\_MissoulaDowntownHistoricDistrictNP Engine1356Addendum\_0008