

Soo Line/Wisconsin Central Locomotive 2442

Locomotives erupted onto the American Landscape in the early 19th Century, growing ever larger over time from very humble beginnings. The Wisconsin Central Railway of 1872 got it's beginnings in Menasha, Wis., and built to Colby, Wis., in that year. The W.C. built a large majority of the trackage spanning from Manitowoc, Wis., to Chicago, the Twin Ports and to St. Paul that eventually connected to surrounding states and Canada. In 1909, the Minneapolis, St. Paul and Sault Ste. Marie (M.St.P.&S.S.M., a.k.a., The "Soo Line", and the "old" Soo) leased the Wisconsin Central for 99 years, eventually merging the W.C. into the new Soo Line Railroad in 1961. In 1911, under Soo Line auspices, a builder's contract was let for several new, heavier freight and passenger locomotives to ensure timelier movement of freight and passengers on the Wisconsin Central Railway. Locomotive 2442 was one of 15 Class F-22 "heavy" freight Consolidation-type engines built by the American Locomotive Company at the Schenectady Works in Schenectady, New York in May of 1911 to fill that order. 2442 generated 43,000 pounds of tractive power. Fully loaded with coal and water, locomotive and tender weighed 351,263 pounds. While attached to the tender, the locomotive measures approximately 67 feet over the pulling faces of the couplers.



#2442 had a Tractive Power of 43,000 pounds with a length of 67 feet and weighed 351, 263 pounds when loaded with 6,500 gallons of water and 10 tons of coal. This picture of 2442 was taken in North Fond du Lac, WI, 1950 (from Keith Meacham collection)

SPECIAL NOTE: Engine 2442 and 2713 located in Stevens Point, Wis., are "sister" locomotives in that they were built across the erecting floor from each other at American's plant in Schenectady. Builder's assigned their own number to each locomotive, unique to that engine. 2442 is American Locomotive builder's number 49785; 2713 is builder's number 49796.



On the Road—2442 pulling a train ca. 1948. Taken at some point along the Nekoosa Line, possibly near Vesper. (from Keith Meacham collection)

In its early years, 2442 was used almost exclusively on the First Subdivision of the railroad, from North Fond du Lac, Wis., to Forest Park, Ill. As larger steam locomotive examples began to be purchased by Soo Line/W.C., 2442 eventually immigrated to other parts of the Soo/W.C. system, including working on local "peddler" freights out of Park Falls, Wis., south to Medford., and from Marshfield to Nekoosa. There is unsubstantiated rumor that 2442 even took a work train out to Greenwood, Wis., at least once, from Marshfield.

2442's first year miles run, up to June 30, 1912, were 35,324. A statement dated January 1, 1928, stated that 2442 had Firebox Side Sheet miles of 567,369 miles and still had its original sheets. Flue mileage on the same date was stated as: Last renewal: 110,882 miles. Second to last renewal was stated as: 83,132. Third to last renewal was stated as: 142,962. Fourth to last renewal: 89,631. Unfortunately, the statement gives no exact dates when these renewals were performed.

At an average of 35,000 miles per year, with a working life of 43 years, 2442 ran up a cumulative mileage of 1,518,932 in her 43-year career on the Soo Line. For a freight engine, that's hard mileage.

During its 43-year career, 2442 was wrecked at least twice: approximately 1918 at Oshkosh, Wis. (see article on next page), and at another, undocumented point years later that resulted in 2442 being fitted with a new smoke-box front, smoke-box door, non-standard Pyle National "Flat Side" Head-

light (Soo Line preferred the Pyle National "Wing Board" headlight where the side numberboards stuck out at a thirty-degree angle) and a non-standard headlight pedestal. The front numberboard is original and re-drilled to fit the new pedestal. Following World War I, 2442 and her sisters were given heavy overhauls at Manitowoc Shipbuilding Co., in Manitowoc, Wis., in the 1922-1926 time period. A back-log of work to repair other needed equipment forced the Soo Line to contract with Manitowoc Shipbuilding to help catch-up on maintenance left lacking after United States Railway Administration control of the nation's railroads during WWI.



2442 at Shoreham Yard, Minneapolis, MN., 1932. 2442 still has her ORIGINAL, unmodified tender in this photo, along with her Pyle National "Wingboard" headlight. Look closely and you'll see only one smoke box front, signaling that 2442 hasn't had the wreck that resulted in her having two smoke box fronts. Why there is a line connected to the steam dome and running back over the cab and tender the photographer doesn't say, nor why there is an air hose connected to the first air tank and draped over the pilot beam. There is some sort of extra blocking laying on the pilot deck.
(from Keith Meacham collection)



2442 at North Fond du Lac in 1954, the year 2442 was retired.
(from Larry Easton collection)

2442's final operation was in 1954, when it was retired and set aside by the Soo/W.C. for "possible" donation to an on-line community. It was placed in storage at North Fond du Lac, Wis., and stored until 1956, when it was selected by officials from the City of Marshfield and relocated to its present site at the Entrance to Wildwood Park here in the City of Marshfield. Soo Line track workers donated their time and effort, with the Soo Line providing track and ties, to lay the display track where the 2442 sits on display today.

TRAIN HITS BOX CARS



Photo from the Keith Meacham collection

But the Courage and Quick Wit of the Train Crew Prevents Injury to Passengers. (Special to The Northwestern.)

Neenah.— Early this morning a wreck occurred here on the Norwegian hill grade in the west yards when No. 4, a Soo line passenger train, bound for Chicago from Minneapolis and going at the rate of forty miles an hour, crashed into four box cars which had become uncoupled and had slid out on to the main line.

The engine and mail car were overturned and the front wheels of one of the sleepers left the track. Two of the box cars were destroyed.

Engineer William Coakley of Fond du Lac, who figured in the wreck at the Northern hospital a year ago, proved himself a hero. When he saw that the crash could not be avoided he applied the brakes and stuck to his post until the engine turned over. Fireman Charles Larschied, also of Fond du Lac, was in the coal car when the accident occurred, but although the car turned over, he was able to crawl out uninjured.

The train was in charge of Conductor George Besnah of Fond du Lac, regarded in railroad circles as one of the most reliable and successful train conductors in the service. Conductor Besnah viewed it as extremely fortunate that no one was killed or even seriously hurt. There was no way in which the train crew could have anticipated the peril and they all did everything possible to save the train and its passengers immediately the danger appeared. It was a case of quick thought and quick action, attended by remarkably successful results.

Thirty feet of track was torn up, telephone posts broken down, trees uprooted and the flaghouse at the Lake street crossing was entirely demolished, although some of the passengers were entirely unaware that there had even been a wreck. Traffic was held up during a portion of the day while the track was being cleared and repaired.

(Clipped from The Oshkosh Northwestern, Oshkosh, Wisconsin, 25 Jul 1918, Thu • Page 2)

The 2442 does not have her original tender. In the depths of the Depression in the 1930's, the Soo Line/W.C. embarked upon a "make work" project of turning the original tenders into what the Soo/W.C. called a "Clear Vision" type tender by removing the original sides (if you look closely, you can see the flame marks from the cutting torch along the upper edges of the sides and rear end) and building the sides for the coal bunker straight up, providing a more-or-less "clear" pathway for the engineer to see back over the tender, supposedly without having to lean out his window. 2442 was paired up with a tender from sister locomotive 2431; as this project went forward; rebuilt tenders were "swapped" between engines without regard for number. 2442's tender ended up behind Engine 2431. 2442 has a tender the same in overall size as it had with its own original tender, 6500 gallon water capacity, and 10 tons of coal. 2442's own original tender was converted into a snowplow/"Spreader" car W63 in 1949 after locomotive 2431 was dismantled by the Soo in 1948 and was used in this capacity into the 1980's.



The W63 was what the frame of the 2442's original tender became in 1948. It was what Stu Nelson (retired Soo Line Train Dispatcher) called, "A poor man's Jordan Spreader." It could be used to spread ballast or plow snow. It had no enclosure of any sort around the controls. You were, physically, out in all weather. It was a homemade contraption, that used the trucks and frame of 2442's tender. The Soo Line scrapped off the top portion that contained the coal bunker and the water tank. (SLHTS Soo Line Freight Car Book via July 1983, Thief River Falls, MN—Ken So-roos)



Soo 2442 at Nekoosa, 2-8-0, July 8, 1953

(from Keith Meacham collection)

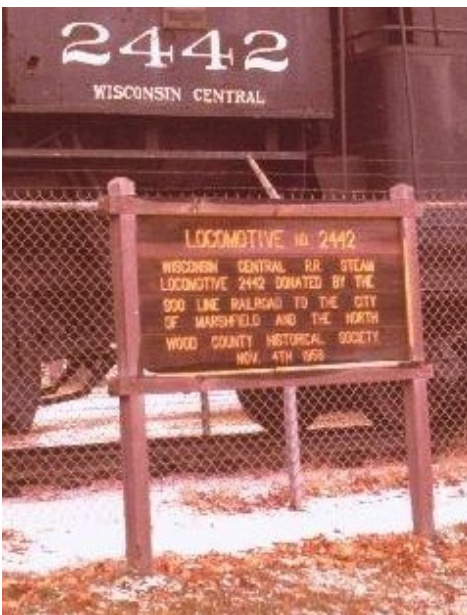
Cosmetic Restoration on the locomotive occurred in 1996 by the Marshfield Historic Preservation Association that included asbestos removal, sand blasting, repainting and buffing. 2442 now sits underneath a roofed enclosure surrounded by a tall chain-link fence at the Entrance to Wildwood Park for future generations to enjoy.

Soo Line/W.C. Steam Locomotive 2442 is the only remaining example of the Soo Line/Wisconsin Central



Steam Engine 2442 at Wildwood Park, restoration completed by the Marshfield Historic Preservation Association, 1996. (Marshfield History Book, Vol. 1)

heavy class of Consolidation-type steam locomotives saved by the Soo/W.C., an example of the four classes of heavy 2-8-0 types operated by the Soo/W.C. which included Old Soo Classes F-11 and F-12, and Wisconsin Central Classes F-22 and F-23.



Commemorative sign, Wildwood Park, Marshfield, WI—"Locomotive No. 2442, Wisconsin Central R.R. Steam Locomotive 2442 donated by the Soo Line Railroad to the city of Marshfield and the North Wood County Historical Society, Nov. 4th, 1958."
(from Keith Meacham collection)



SOO 2442 at Marshfield November 29, 1980—Steam locomotive #2442 is the only example of the Consolidation type 2-8-0— steam locomotive operated by the Soo Line/ Wisconsin Central Railroad. It was built in 1911 by the American Locomotive Company in Schenectady, New York. #2442 was operated from 1911 to 1954. In 1956 #2442 was donated by the Soo Line/Wisconsin Central Railroad to the city of Marshfield and relocated to its present site at Wildwood Park.
(from Keith Meacham collection)

STEAM ENGINE FUND REACHES \$645

Submitted last night at the post-poned September Meeting of the North Wood County Historical Society in Zion Church were statements in regard to two major projects of the group---the drive for funds to help finance installation of a Soo Line locomotive in Wildwood Park and selection of a marker for the home of the late W.H. Upham, governor of Wisconsin from 1895-1897.

Toward the goal of \$900, receipts of \$645 were reported by the treasurer, Mrs. Loren Axelson. Contributing in response to letters sent by the society, were 69 firms and individuals, while 78 others gave their donations to a former president of the society, C.J. Dregne, who made personal cans.

Largest gift thus far is one of \$50 from a local industrial firm, and two \$25 checks have been received. Contributions further include 13 of \$10 each and 55 of \$5.

Brought out at the meeting was the fact that no gift is too small to be acceptable, and that all names of donors will be placed in a permanent record. Among the suggestions made was that families of the former Wisconsin Central or Soo Line employees might wish to make memorial gifts to the drive, which the committee hopes to wind up within the next week.

One new member was welcomed at last night's meeting, which was devoted solely to business matters, with the president, Harman Albrecht of Arpin, presiding and Mrs. Axelson serving as secretary pro temp in the absence of the Rev. Stanley C. F. Hayes.

(Marshfield News-Herald, October 2, 1956, P. 1)

TRACK BASE READIED FOR GIFT 'IRON HORSE'

Twelve volunteer employees of the Soo Line were at Wildwood Park Thursday afternoon to help set up the arrival of Marshfield's gift steam engine, which is to become a monument to a bygone era.

The engine is just one of the many that the Soo Line has donated to various cities along its rights of way. Instrumental in Marshfield receiving one of the old iron horses was the North Wood County Historical Society.

The volunteer crew, obviously enjoying their work, quickly laid a number of railroad ties on a crushed rock base prepared by local street department men. Soon the rails were laid and the hammers began singing.

Ordinarily the Soo Line men go off duty at 4 p.m., but Thursday they worked without compensation until past 5 o'clock to lay the track at the main entrance to the park.



*GETTING READY—One of the necessary operations in the city's securing a gift steam locomotive from the Soo Line was completed Thursday afternoon by a dozen volunteer railroad employees who laid a short section of track on which the unit will stand. The engine, to be delivered a week from Saturday will be located near the main entrance to Wildwood Park. The men shown here worked well over an hour on their own time to get the section, donated by the Soo Line, laid.
(News-Herald Photo, October 18, 1956)*

The section laid will be the permanent resting place for the locomotive, which is to arrive from Stevens Point a week from Saturday. When the unit is brought here, part of the tracks which run along the east edge of the park will be shifted temporarily to join the new section.

Street Foreman Marcellus Jirschele said that early next week he hopes to set in concrete steel poles which will support fencing around the old engine. The fencing, which has been delivered to the city garage, was purchased with funds raised by the historical society.

One of the conditions of the city's receiving the gift engine is that the unit be protected by a chain-link fence. The wedge-shaped parcel of land on which the engine will be installed recently was donated to the city by the Marshfield Canning Co.

*Members of the Soo Line crew who volunteered their time and labor were William Rottschiet, J.J. Schnieder, Louis Reidel, Andrew Bouschak, Victor Adler, Edwin Powell, Matt Raap, William C. Thompson, Willard Duerr, Michael Hudak, and Donald Hammerle, all of Marshfield.
(Marshfield News Herald, October 18, 1956, P. 11)*

DEDICATION OF LOCOMOTIVE IS SUNDAY EVENT

Dedication of the Wisconsin Central steam locomotive No. 2442 donated to the city of Marshfield as a memorial to a bygone era in railway transportation, has been set for Sunday afternoon, Nov. 4, according to announcement made at last night's meeting of the North Wood County Historical Society.

Vice President R.L. Simpson of the Soo Line has accepted the society's invitation to be present for the formal presentation of the engine which for many years pulled freight trains through Marshfield and which is now at Stevens Point awaiting its transfer on Saturday to a site at the Central avenue entrance to Wildwood Park.

Program plans were outlined at last night's meeting of the society, which sponsored collection of a fund sufficient to pay for the fence being erected this week by city employees to serve as a permanent protection for the locomotive.



*OLD 2442—This is the old and toll-worn Soo Line steam engine that was presented to the city of Marshfield at dedication ceremonies Sunday afternoon at Wildwood Park. "Old 2442" was built at Schenectady, N. Y., in 1911, and as indicated by its present appearance—even though repainted and glistening—the old "putter" really led a hard life. Those days are over however, for now the venerable old engine belongs to posterity and is to serve as a monument to an almost bygone era. Steam engines such as this have all been replaced on the Soo Line by diesel units.
(News-Herald Photo, November 5, 1956)*

Letters from Mr. and Mrs. Clarence C. Meyers, former officers of the society now living in Berkeley, Ill, and from the family of the late William Maluge were read by the secretary, the Rev. Stanley C.F. Hayes, who also presided as chairman at the monthly business session. The treasurer, Mrs. Loren Axelson, reported that the quota of \$800 for the fence fund had been exceeded and that other donations were still promised. (Marshfield News-Herald, Tuesday, October 30, 1956, P.1)

LOCOMOTIVE TO BE DEDICATED HERE SUNDAY

Dedication of the steam locomotive presented to the city of Marshfield by the Soo Line [and installed this morning] near the north entrance to Wildwood Park will take place Sunday afternoon at 1:30 o'clock with R.L. Simpson, Minneapolis, Soo Line vice president presenting the donor.

C.J. Dregne, a former president of the North Wood County Historical Society and one of the chief promoters of the society's part in making possible the cities acceptance of the gift will precede as chairman and music for the occasion will be presented by the Civil Air Patrol Band under the direction of Lt. Anton J. Kraemer.

Mayor Glen Madison and John Figi, president of the Marshfield Chamber of Commerce, will be official representatives of the ceremonies, which include the invocation by the Rev. Fr. John J. Lemke, assistant pastor of Sacred Heart Church, and the benediction by the Rev. Stanley C.F. Hayes, pastor of Zion Evangelical United Brethren Church and secretary of the historical society.

The public is invited to attend the dedication and pay tribute to those pioneer railroad man who helped establish the prestige Marshfield once enjoyed as Wisconsin's No. 2 railway center. In case of rain or inclement weather the program will take place in the Armory on S. Oak Avenue.

(Marshfield News-Herald, Saturday, November 3, 1956, P.1)

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AT ENGINE DEDICATION—Marshfield formally received a veteran Wisconsin Central steam engine Sunday in ceremonies at Wildwood Park and, just as formally, the man who made the official presentation received a gift of some of Central Wisconsin's famed product—cheese. John Figi (left, standing) president of the Marshfield Chamber of Commerce is shown as he proffered the gift cheese to R. I. Simpson, Minneapolis, vice president of the Soo Line. Others on the speakers' stand (from left) were the Rev. Stanley C. F. Hayes, secretary of the North Wood County Historical Society, which was instrumental in the city's getting the engine; C. J. Dregne, dedication chairman, and the Rev. John J. Lemke, who delivered the invocation, Mayor Glen Madison, who made the acceptance address, is hidden behind Simpson. (News-Herald Photo, November 5, 1956)

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(Marshfield News-Herald, Saturday, November 3, 1956, P.1)*

MEMORIAL LOCOMOTIVE IS DEDICATED AT PARK

Appreciation of the Soo Line gift of a steam locomotive to Marshfield as a memorial was evident Sunday afternoon when more than 200 persons—many of them old-timers—gathered in Wildwood Park for formal presentation and dedication ceremonies and heard again the once familiar toot-toot of Engine No. 2442.

Although November is seldom satisfactory for outdoor meetings in this area, yesterday proved an exception with the temperature at 54 degrees and rain holding off until after the close of the meeting.

Representing the railroad company was the vice president, R. L. Simpson of Minneapolis, who gave a concise history of the Wisconsin Central founded at Menasha in 1871 and extended from Stevens Point to Colby in 1872; and in 1909 placed under control of the Minneapolis, St. Paul & Sault Saint Marie Railway, better known as the Soo Line.

Engine No. 2442, he stated, was built in May 1911 by the American Locomotive Company of Schenectady, N.Y., and for many years pulled freight trains through Marshfield. It is the last of the Wisconsin Central locomotives set aside by the Soo Line for memorial purposes, he said, and is in perfect operating condition. The sale value, he added, was \$6,500.

At the close of his presentation address, he delivered to Mayor Glen Madison a large framed photograph of the locomotive to be hung in City Hall.

In his acceptance address, Mayor Madison called attention to the important part railroads had in the founding and development of Marshfield, and read the following proclamation:

“Whereas, This Iron Horse given to the City of Marshfield by the Soo Line, and

“Whereas, This Horse has worked long and faithfully for the Soo Line and for the Public and is therefore entitled to retirement, and

“Whereas, The life of this 170 tons of steel and iron is indeterminate,

“I, therefore dedicate this locomotive 2442 to posterity and on this 4th day of November, 1956, hereunto set my hand and seal, Glen Madison, Mayor.”

Presiding at the program which opened with the “Pledge of Allegiance” by the assemblage and “Ceremonial March” played by Marshfield’s Civil Air Patrol Band under the direction of Lt. Anton J. Kraemer, was C. J. Dregne, a past president of the North Wood County Historical Society, which was instrumental in making possible the city’s acceptance of the memorial.

Following the invocation by the Rev. Fr. John J. Lemke, assistant pastor of Sacred Heart Catholic Church, the chairman called on John Figi, president of the Marshfield Chamber of Commerce, to introduce the Soo Line vice president, to whom he presented a gift of cheese, a symbol of Marshfield’s prominence in the dairy industry.

*After the benediction by the Rev. Stanley C. F. Hayes, pastor of Zion Evangelical United Brethren Church and secretary of the historical society, the CAP Band played "Pioneer Days" by John J. Morrissey, who also composed the band's first selection.
(from The Marshfield News Herald, November 5, 1956)*

CROWD, ENGINE 2442 ALL FIRED UP AT FESTIVAL

By Mary Friesen (of the News-Herald)

About 200 warmly clad people turned out in the wind and cold for the rededication of train Engine 2442 Saturday morning during the Fall Festival at Wildwood Park.

The firing of the engine, drowning out the voice of the speaker and the muffled blasts of its old horn and shining brass bell, drew cheers and glove-muffled applause from the audience.

The restoration of the locomotive was an ongoing project for two years by the Friends of 2442, a sub-committee of the Historic Preservation Association.

Dr. Stanley Custer, master of ceremonies, explained that the group had been looking for a project to undertake.

"We peeked around the corner and saw this thing rotting and rusting," said Custer. "I couldn't believe how bad it really was. I figured it should either be taken to Shapiros (salvage yard) or given to (artist) Clyde Wynia for one of his creations."

Custer said the 1911-model locomotive, worth \$6,000 when it was new, required about \$25,000 and a lot of dedication to restore it to its original, impressive condition.

The retired engine was in perfect running condition when it was donated to the city of Marshfield in 1956 by the original Wisconsin Central Railroad.

Over the years, however, the engine was neglected and allowed to deteriorate.



*Left: Shirley Mook introducing Tim Kelly, Superintendent, Wisconsin Central Ltd.
(from Keith Meacham collection)*



*Right: Tim Kelly during his speech. Kelly recalled several Soo employees during his presentation, men that worked for both Soo Line and WCL. Some of the men he mentioned included Neil Meacham, Gordy Stargardt, Larry Bosley, Bill Rottschiet, Gary Cummings, Jack Burke and Charlie Valcheck.
(from Keith Meacham collection)*

The history of the railroad in Marshfield is closely tied to the city's development. The railroad first came through the city in 1871 as the Wisconsin Central Railroad.

Freight from many of the premiere industries in Marshfield, as well as farm produce, were shipped on the railroad. Custer said Marshfield might not be here today if it weren't for the railroad.

The advent of engines like 2442 in 1911 was "truly a part of a technical advancement," said Tim Kelly, vice president for transportation for Wisconsin Central Railroad. The engine replaced wood-burning engines and marked the arrival of modern trains.

"We have seen quantum leaps in technology since the locomotive," said Kelly. "And we are now on the horizon of one person operating a train."

Kelly said with the world continuing to change, Engine 2442 will remain constant in Marshfield.

"We'll see the 2442 continue on to be a sentinel to the future and a tribute to the past," he said. "The headlight of this locomotive is shining into the future."

Kelly then praised the work of the restoration committee.

"You've done a very noble job," he said. "I commend your hard work and excellent achievement. There is a proud history here. There is a lot of labor—a labor of love."

In a symbolic presentation, Shirley Mook of the committee presented Kelly with a gift of cheese from Figi's.

She said John Figi did the same 40 years ago at the original dedication of Engine 2442.

"Marshfield is a prominent leader in the



*Rededication platform during Tim Kelly's speech.
(from Keith Meacham collection)*



*Dr. Stan Custer giving his presentation.
(from Keith Meacham collection)*



*Keith Meacham during 2442 dedication. His job was to "make noise, blow the whistle at appropriate spots and ring the bell."
(from Keith Meacham collection)*



*Keith Meacham waiting for his cue to "Make Noise".
(from Keith Meacham collection)*

Dairy industry," said Mook, "and will earn a mark in history as a world wide leader in the field of dairy."

Custer echoed Mook's assessment of the importance of the dairy industry to Marshfield and how dairy products were shipped by the railroad.

"Marshfield was the cheese center of the state," he said.

He also credited the railroad with making the Marshfield Clinic a reality.

K. W. Doege, one of the founders of Marshfield Clinic, rode the train from Milwaukee to visit his parents in Thorp in 1890, said Custer. While speaking to an employee of the railroad, Doege mentioned that he was looking for a town up north to begin his practice as a doctor.

The employee recommended Marshfield as a place in need of a physician.

Doege got off the train in Marshfield, walked north to St. John's Church and spoke with a priest who was leading a campaign to build a hospital, said Custer.

He immediately decided to stay in Marshfield. In 1916, he opened the Clinic with five partners.

Mayor Richard Daniels made a proclamation to rededicate Engine 2442 and thanked the committee for its efforts.

Following his proclamation, Daniels said he had an announcement that would make all of the people of Marshfield happy.

"Wisconsin Central Railroad has guaranteed that the crossings will be fixed this year," he said, looking over his shoulder at Kelly.

Entertainment during the ceremony came from Joe Finamore of the Original Minds, singing his original composition, "Song of the 2442." and Dave Parker and his dummy partner "Skippy," with his rendition of "Wooden Whistles."

The Rev. James Logan of Our Lady of Peace Parish gave the invocation and the Rev. Mark Krueger of Christ Lutheran Church gave the benediction.

*Cub Scout Pack 386 presented the colors and led the Pledge of Allegiance.
(from Marshfield News-Herald, September 16, 1996, pgs. 1 & 2A)*

Below are the words to the song “2442” written by Joe Finamore in 1995. Joe sang the song at the 2442 Re-dedication on September 14th, 1996 and again at her 101st birthday party, June 24th, 2012.

“2442”

*Born in a foundry in a blazing shower of steel
They christened her in fire at the boilermakers’ hands
The engineers they said she had a sturdy look and feel
The gandy dancers laid her rails down through the promised lands*

*2442’s been losing track but it’s coming back
2442’s been losing track but it’s coming back
Her boiler’s long been rusting but pride keeps her intact
2442’s been losing track but it’s coming back*

*She hauled her loads for many years on the railroad they call Soo
She pulled her cars of timber from the vast Wisconsin woods
She left them at the sawmills that built the towns en route
Then loaded up again with crates of proud Wisconsin goods*

*2442’s been losing track but it’s coming back
2442’s been losing track but it’s coming back
Her boiler’s long been rusting but pride keeps her intact
2442’s been losing track but it’s coming back*

*The end of the line came in the ‘fifties days
They parked her on a single piece of track near the zoo
They emptied out her coal car and put her on display
So all could see the spirit that was 2442*

*2442’s been losing track but it’s coming back
2442’s been losing track but it’s coming back
Her boiler’s long been rusting but pride keeps her intact
2442’s been losing track but it’s coming back*

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If you have any additional information (including pictures) regarding this business or location, we would really appreciate you contacting us and sharing. We will add information whenever possible.

For questions, or for sharing additional information, please contact us at schnitzl@charter.net. Please include what story the information relates to. Attach your text information in the form of a word document, please no PDF’s. Photos should preferably be in jpeg format.

*For additional stories on the historical sights and businesses of Marshfield, visit our website at:
<http://www.marshfieldgenealogy.com/QR-Codes-of-Historical-Marshfield.html>.*