

United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION

1. Name of Property

historic name: ELK RIVER COAL & LUMBER COMPANY #10 STEAM LOCOMOTIVE

other name/site number: _____

2. Location

street & number: Intersection of Veteran's Memorial Boulevard and 11th Street

not for publication: N/A

city/town: Huntington

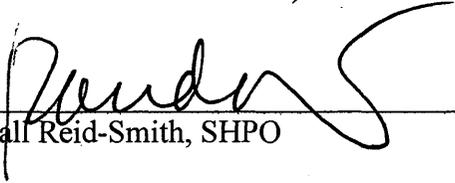
vicinity: N/A

state: West Virginia code: WV county: Cabell code: 011 zip code: 25701

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 ___ nationally ___ statewide X locally.

(___ See continuation sheet.)


Randall Reid-Smith, SHPO

7 August 2006
Date

West Virginia Division of Culture and History
State or Federal agency and bureau

In my opinion, the property meets the National Register criteria.

(___ See continuation sheet for additional comments.)

Signature of Certifying Official/Title

Date

State or Federal agency and bureau

Elk River Coal & Lumber Company
#10 Steam Locomotive
Name of Property

Cabell, West Virginia
County and State

4. National Park Service Certification

I, hereby certify that this property is:

Signature of Keeper: Ethan H. Beall
Date of Action: 9.28.06

- entered in the National Register
 ___ See continuation sheet.
- ___ determined eligible for the
 National Register
 ___ See continuation sheet.
- ___ determined not eligible for the
 National Register
- ___ removed from the National Register

___ other (explain): _____

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

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

Contributing	Noncontributing	
		buildings
		sites
<u>1</u>		structures
		objects
<u>1</u>		TOTAL

Name of related multiple property listing N/A

Number of contributing resources previously listed in the National Register 0

Elk River Coal & Lumber Company

#10 Steam Locomotive

Name of Property

Cabell, West Virginia

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6. Function or Use

Historic Functions

Transportation/Rail-related/Locomotive

Current Functions

Other/Static Locomotive Display

7. Description

Architectural Classification

OTHER: 2-8-2 Class locomotive

Materials

Foundation: N/A
Walls: N/A
Roof: N/A
Other: Steel

Narrative Description

(See continuation sheets)

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.

Elk River Coal & Lumber Company

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Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

TRANSPORTATION

ENGINEERING

Period of Significance

1924-1956

Significant Dates

1924

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

American Locomotive Company, Schenectady, NY

Narrative Statement of Significance

(See Continuation Sheet)

Elk River Coal & Lumber Company
#10 Steam Locomotive
Name of Property

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9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary location of additional data:

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

Name of Repository: Greater Huntington Park and Recreation District

10. Geographical Data

Acreege of Property: 1/10 of an acre

UTM References (Place additional UTM references on a continuation sheet.)

Quad Map Name: Huntington, West Virginia

<u>17</u>	<u>374216</u>	<u>4253586</u>
Zone	Easting	Northing

Verbal Boundary Description
(See continuation sheet)

Boundary Justification
(See continuation sheet)

Elk River Coal & Lumber Company

#10 Steam Locomotive

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=====
11. Form Prepared By
=====

Name/Title: Thomas F. Lambert

Organization: Collis P. Huntington Railroad Historical Society, Inc. Date: July 12, 2005

Street & Number: 26 Nedra Drive

Telephone: 304 736-7349

City or Town: Barboursville State: WV

ZIP: 25504

=====
Property Owner
=====

Name: Greater Huntington Park and Recreation District

Street & Number: 210 11th Street Telephone: 304 696-5954

City or Town: Huntington State: West Virginia Zip: 25701
=====

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Architectural Description:

The setting of the #10 is urban in character. The locomotive is displayed on a segment of track immediately adjacent to a National Register-listed Baltimore & Ohio railroad station and freight house, known since the 1970s as "Heritage Village". Originally, the locomotive worked in the industrial environment of the Elk River Coal & Lumber Company's holdings in Clay County. Prior to its duty in Clay County, the locomotive served on the Toledo, Angola, and Western Railroad in Ohio. Structurally, the locomotive is comprised of steel billets, castings, and sheets riveted into complex assemblies.

Principle dimensions/statistics of the 2-8-2 class are as follows:¹

Class	282-202
Road Number	100
Builder	American Locomotive Company Schenectady, NY
Date	April, 1924
Building Order	S-1465
Shop Number	65430
Tractive power, simple	37,800
Factor of adhesion	4.1
Wheel base	
Engine and Tender	58' 10 3/4"
Weight: Lbs.	
Drivers	155,000
Engine truck	17,000
Trailer	30,000
Engine Total	202,000
Est. Engine and tender	323,000
Firebox, Type	Wide
Length	95' 5/8"
Width	75" 4"

¹ Archives from Collis P. Huntington Railroad Historical Society, Huntington, WV

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Thickness

Crown	3/8"
Tube	1/2"
Sides	3/8"
Back	3/8"
Door	3/8"

Heating Surface

Tubes	3,295 sq. ft.
Firebox	160 sq. ft.
Arch tubes	23 sq. ft.
Total heating surface	3,478
Grate area	50 sq. ft.

Wheels Driving Diameter

Outside tire	50"
Center diameter	44"
Man Material	Cast steel
Engine truck	30"
Trailing	36"
Tender	33"

Brakes

Operating	Westinghouse
Driver	American
Tender	Westinghouse
Pump	9-91/2
Reservoir	2'18 1/2" x 120

Tender

Frame	Channel
Tank style	Water leg
Capacity	6,000 gallons
Bituminous coal	8 tons

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Statement of Significance:

The Elk River Coal & Lumber Company #10 is significant under Criterion A for Transportation, and under Criterion C for Engineering. The #10 typifies the type of small, light-duty locomotive designed to serve short-lines and specialty carriers in the early 20th century. The locomotive is additionally significant as survivor of the age of short-line steam in rural, mountainous central West Virginia. The #10 operated from 1950 to 1959 on the Buffalo Creek & Gauley Railroad (BC&G), an operation built to serve the coal and timber interests of the Elk River Coal & Lumber Company. The BC&G became a mecca for railfans in the early 1960s as it was a late steam-powered holdout, long after most carriers had converted to Diesel locomotives.

The American Locomotive Company's #100 steam locomotive, a Mikado type, Class 2-8-2, was built in Schenectady, NY and was shipped on April 1, 1924 to the Toledo, Angola and Western Railroad, Toledo, Ohio (TA&W). ALCO Products got its start in Schenectady, NY in 1848 when John Ellis and Platt Potter and others established a locomotive factory. The needed \$50,000 was raised by subscription, and the Schenectady Locomotive Engine Manufactory was built. During the Civil War, Schenectady supplied at least eighty-four locomotives for the U. S. Military Railroad. They also produced the famous 4-4-0 "Jupiter", which figured into the Promontory Point celebration of the first transcontinental railroad. In 1955, the firm changed its name to ALCO Products, Inc., and in 1965 most of its assets were purchased by the Worthington Corp., later Studebaker-Worthington. By 1960, the Schenectady plant was closed. The former ALCO plant in Auburn, NY continues to manufacture parts for ALCO locomotives still in service.² The ALCO Schenectady plant produced 126 steam locomotives during its lifetime.³

The TA&W was a 10.5 mile switching road and owned just this one locomotive. It was dieselized in December 1949 with a new ALCO S-1 switcher.⁴ It was the first railroad in the country to completely dieselize its motive power. The TA&W Railroad's #100 steam locomotive was sold to the Iron & Steel Products, Inc., Chicago, Illinois. They sold it on Purchase Order #GNP-376, dated February 21, 1950 to the Elk River Coal & Lumber Company, Widen, Clay County, West Virginia for \$17,000 of which \$10,000 was paid initially with the \$7,000 balance paid for with check number 11084.⁵ The locomotive became ERC&L #10 and was used to haul mine waste from the Rich Run Mine at Widen, WV to the "gob" pile. It never had a caboose because of the short distance from the mine to the "gob pile"

² American Locomotive.com

³ Thompson, John D. ALCO Historical Photos, Albany, NY: Fort Orange Press, 1979

⁴ Warden, William E. Buffalo Creek and Gauley, Highland Mills, NY: Ed Crist, INC, 1991

⁵ Letter from Iron & Steel Products, Inc, dated March 9, 1950 to Elk River Coal & Lumber Co.

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On May 29, 1960, the CPHRHS sponsored a railfan trip to the Buffalo Creek and Gauley Railroad, which was owned by the Elk River Coal & Lumber Company. The BC&G's main line was 18.6 miles long. ERC&L #10 had been taken out of service the fall of 1959 and was stored in working condition on the Widen "gob pile" with the cab boarded up. Some of the railfans found out about the engine being in storage which resulted in them breaking into the cab of #10 and taking anything and everything "railfan collectible".⁶

In June 1961, ERC&L filed for bankruptcy and was bought by Pittson Coal Company.⁷ In April 1963, Pittson Coal Company, who was the parent company of ERC&L, gave the locomotive to the Huntington Railway Museum Inc. which was a part of CPHRHS. There is information that exists which indicates Clinchfield Coal Company gave the locomotive to CPHRHS. Clinchfield was a subsidiary of Pittson Coal Company.⁸

On April 26, 1963 several CPHRHS members set out for Dundon to get some of the rods and cranks off of the locomotive in preparation to her move to Huntington, WV.⁹ ERC&L #10 began her trip to Huntington, WV on August 12, 1963 from Dundon, WV via the Baltimore & Ohio, New York Central and Chesapeake & Ohio Railroads. En route the NYC had troubles as a covered hopper derailed across Route 119 and Bigley Avenue in Charleston, WV. While en route on the C&O it developed a hot box and had to be set off at Elk Yard to cool off. It made it to Huntington on August 14, 1963 and was moved to the Chesapeake & Ohio's Huntington Locomotive Shops on August 15, 1963 where it was placed in storage.¹⁰ The #10 was moved to Heritage Village on May 17, 1977 under the alias "Baltimore & Ohio 4559" even though it never graced the B&O rails.¹¹ The #10 was numbered 4559 and painted in the B&O livery in honor of the last B&O steam locomotive to operate in Huntington. The #10 does have a resemblance to a B&O Q-4b, class 2-8-2, but the B&O locomotive would have been trailing a Vanderbilt tender instead of a straight sided tender, and would have made do with one sand dome instead of the two needed to jockey cars from mines to gob piles.¹²

The Thornburg Insurance Agency, in a letter dated October 10, 1977, indicated they would terminate CPHRHS' liability insurance 45 days from the receipt of the letter unless they could be

⁶ Email from Larry Fellure

⁷ www.steamlocomotive.info

⁸ Jason Bostic, WV Coal Association, Charleston, WV

⁹ Gondola Gazette, May 24, 1963, Vol. 63. No. 5

¹⁰ Gondola Gazette, August 23, 1963, Vol. 63 No. 8

¹¹ Huntington Advertiser, May 17, 1977, Vol. 177. No. 77

¹² Warden, William E. Buffalo Creek and Gauley, Highland Mills, NY: Ed Crist, Inc, 1991

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relieved of the liability of the ERC&L #10 steam locomotive. The insurer's concern was related to the area where the locomotive was located not being fenced. The Greater Huntington Park and Recreation District voted at their regular meeting on November 10, 1977 to accept ownership of the ERC&L #10 and the John W. Arrington Pullman car from the CPHRHS.¹³ If this transfer of ownership had not taken place when it did, there was a good possibility that the locomotive would have been scrapped.

Heritage Village was dedicated on September 2, 1977 and contained the ERC&L #10, a coal car, a Pullman car and the Bank of Huntington which history says was robbed by the Jesse James' gang.¹⁴ The former B&O passenger station, which was built in 1892 by the Ohio River Railroad when it extended its line to Kenova, WV, is on the National Register of Historic Places, and is a part of Heritage Village.¹⁵

In August of 2000, the engine was repainted and asbestos removed by Astar Abatement, Inc., of Sissonville, WV. During the course of its restoration, the engine reverted back to its historic lettering as the Elk River Coal and Lumber Company #10.¹⁶

Summary

The Elk River Coal & Lumber Company #10 Steam Locomotive was built by American Locomotive Company in 1924 for the Toledo, Angola and Western Railroad. It was sold to Iron and Steel Products, Inc. who sold it in 1950 to the Elk River Coal & Lumber Company, Widen, WV. ERC&L donated the #10t to the Collis P. Huntington Railroad Historical Society in 1963 who gave it to the Greater Huntington Park and Recreation District in 1977. It currently is a part of Heritage Village in Huntington, WV. The #10 is significant under Criterion A for Transportation and as a representative of the motive power once common on West Virginia's short line railroads. The #10 is additionally significant under Criterion C for Engineering as a representative example of a relatively diminutive 2-8-2 class locomotive, built by the ALCO locomotive works for light duty switching and short line work.

¹³ Minutes from the November 10, 1977 meeting of the Greater Huntington Park and Recreation District

¹⁴ Huntington Advertiser, September 2, 1977, Vol. 177, No 171

¹⁵ Greater Huntington Park and Recreation District, Huntington, WV

¹⁶ Greater Huntington Park and Recreation District, Huntington, WV

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Bibliography

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Archives of the Collis P. Huntington Railroad Historical Society Inc.

www.steamlocomotive.info

Archives of the Greater Huntington Park and Recreation District, Huntington, WV

American Locomotive.com

Thompson, Joseph D. ALCO Historical Photos. Albany, NY: Fort Orange Press, 1997

(NPS Form 10-900)

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Verbal Boundary Description

The nomination boundary for the Elk River Coal & Lumber Company's #10 Steam Locomotive encompasses only the locomotive and its tender and the track and ground upon which it stands.

Boundary Justification

The nomination boundary includes only the locomotive and its tender, excluding the unrelated, static displays of railroad equipment that surround it.

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Photographer: Alan Rowe, WV SHPO
Date: May 2006
Images: Digital

Photo 1 of 7 Facing southeast

Photo 2 of 7 Facing southeast

Photo 3 of 7 Facing east

Photo 4 of 7 Facing northwest

Photo 5 of 7 Facing northeast

Photo 6 of 7 Facing east

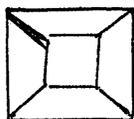
Photo 7 of 7 Facing northwest

offices

Boxcar

Heritage Village

Boxcar



Garage

Formerly Bank
of Huntington

Boston Beanery
Formerly Baltimore to Ohio
Train Station

Collis P. Huntington
Pullman Car

EIK River Coal to
Lumber Co's #10 Steam
Locomotive

Parking

Veterans Memorial Blvd.

EIK River Coal + Lumber Company #10 Steam Locomotive
Cabell county, WV

11th Street

