

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

| | |
|------------------|-------------|
| FOR NPS USE ONLY | |
| RECEIVED | JUL 28 1975 |
| DATE ENTERED | OCT 10 1975 |

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

~~Historic Train "Hercules" and Coach #2 (No. H-1)~~

AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER

Mammoth Cave National Park, 100 yds. east of park amphitheater

CITY, TOWN

FOR PUBLICATION

CONGRESSIONAL DISTRICT

Mammoth Cave

VICINITY OF

2nd

STATE

CODE

COUNTY

CODE

Kentucky

021

Edmonson

061

3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE |
|--|--|---|---|
| <input type="checkbox"/> DISTRICT | <input checked="" type="checkbox"/> PUBLIC | <input type="checkbox"/> OCCUPIED | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> BUILDING(S) | <input type="checkbox"/> PRIVATE | <input checked="" type="checkbox"/> UNOCCUPIED | <input type="checkbox"/> COMMERCIAL |
| <input type="checkbox"/> STRUCTURE | <input type="checkbox"/> BOTH | <input type="checkbox"/> WORK IN PROGRESS | <input checked="" type="checkbox"/> EDUCATIONAL |
| <input type="checkbox"/> SITE | PUBLIC ACQUISITION | ACCESSIBLE | <input type="checkbox"/> ENTERTAINMENT |
| <input checked="" type="checkbox"/> OBJECT | <input type="checkbox"/> IN PROCESS | <input type="checkbox"/> YES: RESTRICTED | <input type="checkbox"/> GOVERNMENT |
| | <input type="checkbox"/> BEING CONSIDERED | <input checked="" type="checkbox"/> YES: UNRESTRICTED | <input type="checkbox"/> INDUSTRIAL |
| | | <input type="checkbox"/> NO | <input type="checkbox"/> MILITARY |
| | | | <input type="checkbox"/> MUSEUM |
| | | | <input type="checkbox"/> PARK |
| | | | <input type="checkbox"/> PRIVATE RESIDENCE |
| | | | <input type="checkbox"/> RELIGIOUS |
| | | | <input type="checkbox"/> SCIENTIFIC |
| | | | <input type="checkbox"/> TRANSPORTATION |
| | | | <input type="checkbox"/> OTHER: |

4 OWNER OF PROPERTY

NAME

National Park Service, Southeast Region

STREET & NUMBER

3401 Whipple Avenue

CITY, TOWN

STATE

Atlanta

VICINITY OF

Georgia

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Edmonson County Courthouse

STREET & NUMBER

CITY, TOWN

STATE

Brownsville

Kentucky

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

National Park Service, Branch of Engineering

(Continued)

DATE

August, 1944

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Seateast Regional Office, National Park Service

CITY, TOWN

STATE

Atlanta

Georgia

7 DESCRIPTION

| CONDITION | | CHECK ONE | CHECK ONE |
|------------------------------------|--|---|---|
| <input type="checkbox"/> EXCELLENT | <input checked="" type="checkbox"/> DETERIORATED | <input type="checkbox"/> UNALTERED | <input type="checkbox"/> ORIGINAL SITE |
| <input type="checkbox"/> GOOD | <input type="checkbox"/> RUINS | <input checked="" type="checkbox"/> ALTERED | <input checked="" type="checkbox"/> MOVED |
| <input type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED | | DATE _____ |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The locomotive Hercules and Coach #2 are located 100 yards east of the park amphitheater. They are in poor condition due to constant abuse by visitors. A fence, with gate, has been erected around the iron engine and wooden coach. The basic structural material remains in fair condition, but glass windows have been replaced with plexiglass. All interior fixtures have been removed by vandals with the exception of the wooden-framed seats. The engine and coach are periodically painted, and minor repairs are made to maintain their general appearance. Both are partially protected from adverse weather by a roofed structure with open sides.

Locomotive "Hercules" was steam-powered and had a maximum boiler pressure of 125 p.s.i. This type of design was often referred to as a "dummy" locomotive; and it was felt that, with its appearance being similar to a streetcar, it would not frighten horses along its path. The ceiling of the cab measures 85" from the floor at the center and 72" at the wall. The interior of the cab is eight feet wide. The exterior of "Hercules" is nine feet wide, twenty-three feet long, and stands eleven feet high.

The classification of the steam locomotive with cab and boiler enclosed is an 0-4-2T. This refers to the wheel arrangement, the "0" indicating no pilot or preceding wheels, four powered-drive wheels (two on each side), and two trailing wheels for support and stability. The "T" stands for tank, indicating the locomotive carried its own water supply, not requiring a tender. The locomotive has a steel pilot or "cowcatcher" and is painted black with white lettering.

Wooden Coach #2 is an interesting combine car (combination coach and baggage). It is of the open platform type common before the days of enclosed diaphragms between cars. These cars were heated by coal stoves, usually with one at each end of the car. Coach #2 has a clerestory-type roof and a baggage door which slides on an exterior track. It measures 35'6" long, 8'8" wide, and 11'6" high. The interior height from floor to ceiling at center is 8'1" and the inside width measures 7'10". Doors at each end of the car are 28 5/8" wide and 6'3 3/8" high. In its operational lifetime, Coach #2 has apparently had its wheels replaced at various times, although those currently on the car were manufactured by the Louisville Car Wheel Company and are dated 6/25/1917 and 9/14/1915. The wheel carriages are a "Type No. 11" and manufactured by the Ohio Falls Car Company of Jeffersonville, Indiana, across the river from Louisville. This firm is more than likely the manufacturer of the entire car. This combine behind Locomotive "Hercules" is painted red.

The Mammoth Cave Railroad Company used the early link-and-pin couplers. These couplers were quite dangerous and, if not careful, railroad personnel were often crushed between cars. The Van Doren Coupler Company of Chicago was the manufacturer for these components which were produced in 1902. The male coupler is a No. 6, and the female is a No. 5. This link-and-pin coupler system was the forerunner of the modern knuckle couplers used today. The equipment is outfitted with steam joint brakes manufactured by the Vacuum Brake Company of Watertown, New York, in 1925. This brake system is the only known alteration, or improvement, to the property.

8 SIGNIFICANCE

| PERIOD | | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | | |
|---|---|--|---|--|--|--|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION | | |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE | | |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE | | |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN | | |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input checked="" type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER | | |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION | | |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) | | |
| | | <input type="checkbox"/> INVENTION | | | | |

SPECIFIC DATES 1888 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Mammoth Cave Railroad was constructed between Glasgow Junction (Park City) and the Mammoth Cave Hotel in 1886. Its purpose was to transport visitors from the main railroad line in Glasgow Junction to the Hotel and Cave. It replaced a stagecoach line .

During its period of operation between 1886 and 1929, the railroad utilized four locomotives of this "dummy" type. All were built by the shops of the Baldwin Locomotive Works of Philadelphia, Burnham, Perry, Williams, and Company. The railroad purchased Locomotive #4 from the East End Railway of Memphis, Tennessee. Constructed in August 1888, it was brought to its present location in 1931. The original Locomotive "Hercules" #3 was unable to make the last run, so Locomotive #4 was named "Hercules" in keeping with tradition.

The Mammoth Cave Railroad played an important role in bringing more people to the cave and improved transportation for the local populace. It also served local residents as an avenue of trade to ship farm products to the town of Glasgow Junction and bring back supplies from the merchants in town. This "dummy" type locomotive and its accompanying combine coach were among the last of their kind used in the United States. Their final run occurred in 1931, thereby dissolving the Mammoth Cave Railroad Company, one of Kentucky's most colorful short-line railroads. These two pieces of equipment are currently on display for the educational benefit of the public .

6. Representation in Existing Surveys (continued)
 Survey of Historic Sites in Kentucky (Supplement) - 1975 State
 Kentucky Heritage Commission, Frankfort, Kentucky

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Sulzer, Elmer G. "The Mammoth Cave Railroad." Railway and Locomotive Historical Society Bulletin, No. 990, 1958.
Ghost Railroads of Kentucky. Chapter 21, Abstract in Library Document Box File, Mammoth Cave.

10 GEOGRAPHICAL DATA

UTM OK with

ACREAGE OF NOMINATED PROPERTY one-half acre

UTM REFERENCES

| | | | | | | | |
|---|------|---------|----------|---|------|---------|----------|
| A | 116 | 5799810 | 4115440 | B | | | |
| | ZONE | EASTING | NORTHING | | ZONE | EASTING | NORTHING |
| C | | | | D | | | |
| | | | | | | | |

VERBAL BOUNDARY DESCRIPTION

Mammoth Cave National Park, 100 yards east of park amphitheater

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

11 FORM PREPARED BY

NAME / TITLE

Philip B. Hasting, Acting Chief Interpreter

1-27-75

ORGANIZATION

National Park Service

(FTW)

DATE

STREET & NUMBER

Mammoth Cave National Park

TELEPHONE

CITY OR TOWN

Mammoth Cave

STATE

Kentucky

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL SIGNATURE

Eldred W. Mellon

TITLE

State Historic Preservation Officer

DATE

7-24-75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

Al W. Winters

DATE

10/10/75

ATTEST

Ronald W. Greenberg

DATE

10/9/75

KEEPER OF THE NATIONAL REGISTER

actj



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AND/OR COMMON

2 LOCATION

Mammoth Cave National Park, 100 yards east of park amphitheater

CITY, TOWN

Mammoth Cave

___ VICINITY OF

COUNTY

Edmonson

STATE

Kentucky

3 PHOTO REFERENCE

PHOTO CREDIT

National Park Service

DATE OF PHOTO

1-13-72

NEGATIVE FILED AT

Park photo file

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 1

View of locomotive and coach-baggage car looking west from entrance road.

A black and white photograph of a train engine and passenger car. The engine is on the left, and the passenger car is on the right. The scene is set in winter, with snow on the ground and bare trees in the background. A metal fence runs across the foreground. The train is under a simple roof structure.

MAMMOTH CAVE R.R. CO.

HERCULES

4

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Kentucky

3 PHOTO REFERENCE

PHOTO CREDIT
National Park Service

DATE OF PHOTO
1975

NEGATIVE FILED AT
Mammoth Cave National Park, Photo File

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 2 43

View of locomotive and coach-baggage car and surrounding landscape.