



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume Seven Number 6

November 1978

PATERSONIAN SADDLE-TANK RETURNS TO NATIVE SOIL

For some 5 years the Great Falls Development Corp., the non-profit body charged with overseeing all preservation and other historical efforts within the historic district of Paterson, N.J., has been in fervent search for a Paterson-built locomotive. The city had been the home of no less than 6 locomotive builders at varying times between 1836 and 1923 and hundreds of engines were outshopped during that period. But locating a single example — by any builder, of any type, of any age — to represent in a nascent industrial museum that particular one of the city's major industries, had begun to appear hopeless.*

During the search some 60 surviving Paterson locomotives were, in fact, located, both in the U.S. and Latin America, but not one available at anything like a realistic price, if at all. The most celebrated of the far-flung and untouchable alumni are the *General* (1855) and the *Texas* (1856), chaser and chaser in the Great Locomotive Chase of 1862. They were built by Rogers Locomotive Works and Danforth, Cooke & Co. respectively. Both are preserved in museum settings in Georgia.

The search ended this summer with the location of an 0-4-0 tank locomotive produced late in 1910 by what then was the Cooke Works of American Locomotive Co., a result of the great 1902 consolidation of builders that produced ALCo. The little locomotive that was born to become No. 1 in the motive-power stable of American Brake Shoe & Foundry Co. is a true child of the no-nonsense school of locomotive design, half a century in time and a hundred generations in taste removed from her Civil-War forbears. But nothing wrong with all-business, and No. 1 will tell perfectly well the story of locomotive design and construction in Paterson.



American Brake Shoe No. 1 about to go seek its fortune, 1910. ALCO Historic Photos.

No. 1 turned up in the hands of a small tourist RR near Allentown, Pa., having passed through various industrial hands during her life, working until 1964. Her condition generally is original and good, although a complete restoration is, of course, planned. The funds for her purchase and transport home were raised through local popular subscription. Restoration funds are now being sought. GFDC has hopes of acquiring other Paterson locomotives as they come to light.

* The museum, which will feature the city's textile, machinery, and other industries as well as locomotive building, is to be housed in the former erecting shop of the Rogers works (absorbed by ALCo in 1905), a striking 4-story brick building of 1871 with transverse erection bays.

COLUMBUS, GA. SITE NATIONAL LANDMARK

On 16 June, Secy. of the Interior Cecil D. Andrus designated the Columbus Historic Riverfront Industrial District a Natl. Historic Land-



The Eagle & Phenix Mills, Columbus. HAER photograph by Jet Lowe.

mark. As you will recall, this is scheduled to be the site of the SIA's 8th Annual Conference, 26th-29th April, 1979.

The District, located along the east bank of the Chattahoochee River, consists of four noncontiguous areas reaching from 8th St. north to 38th St. The mills located within the District include the Columbus Iron Works, the Eagle & Phenix Mills, Muscogee Mills, City Mills, and the Columbus Plant of the Bibb Co. They are historically significant because Columbus (Muscogee Co.) was one of the earliest large-scale textile centers in the South. During the War Between the States, Columbus supplied more manufactured goods to the Confederacy than any city except Richmond.

Mills destroyed during the War were rebuilt during Reconstruction. By 1880 Muscogee County led the South in textile production. These mills are the best surviving concentration of the 19th and early 20thC hydro-mechanical and hydro-electrical engineering systems relating to both grist and textile mills in the South.

The Historic American Engineering Record completed an intensive summer survey at these mills in 1977, co-sponsored by Historic Columbus Foundation, Inc., who is serving as host for our next conference. D.M.S.

1979 FALL FIELD TRIP: ANTHRACITE

The Society's first-ever trip based expressly on a SINGLE MINERAL SUBSTANCE: in the region of Scranton, Pennsylvania. Mines, breakers, railroads, the lot. Hold the date, details to follow: **Friday & Saturday, 26th & 27th October 1979.** Note also: the 1980 Annual Conference, **DETROIT**, is to be held the first weekend in June.

Room 5020

Published by the Society for Industrial Archeology
National Museum of History & Technology

Editor: Robert M. Vogel

Smithsonian Institution

Washington, DC 20560