

GENERAL  **ELECTRIC**
COMPANY

LOCOMOTIVE AND
CAR EQUIPMENT
DEPARTMENT

2901 EAST LAKE ROAD, ERIE 1, PENNSYLVANIA . . . TELEPHONE Glendale 5-5466

April 21, 1964

Mr. John P. Roberts, President
National Museum of Transport
Barretts Station Road
St. Louis 22, Missouri

Dear Mr. Roberts:

We are pleased to know that GE locomotive No. 1 arrived in good order.

Enclosed are photographs from our files showing the locomotive in its original condition and also its appearance after rebuilding to its present form. Explanatory captions are affixed to the backs of the photos.

At the time the locomotive was returned to our Erie Plant, Mr. R.W. Barrell did considerable research work on its history, and I am passing on the following pertinent information.

"Our records indicate quite clearly that GE locomotive 1607, the one recently returned, was a 15-ton machine built in 1901 at Schenectady for the Manufacturer's Railroad at New Haven, Connecticut. This locomotive was made from the cab and trucks of GE locomotive 1437, returned at that time from this same railroad. All the equipment was furnished new in 1901, the motors being two GE-51-A, 500 volt motors.

"The earlier locomotive, Serial 1437, had been built in Schenectady as a 30-ton machine in 1896 for the Manufacturer's Railroad. It had a type designation or classification of AM-30 while locomotive 1607 was designated as LS-209-E.

"This is as far as our own records go, except that the engineering instructions issued in 1896 for the 30-ton locomotive read as though it were already built and that merely a few minor changes were to be made before sending it to the Manufacturer's Railroad. Nothing whatever is said as to where the locomotive might have come from, nor is it even stated that the locomotive was already built.

"We had discovered, however, an account in the August 1896 Street Railway Journal which appears to describe this same locomotive. This article begins by describing the World's Fair 30-ton General Electric locomotive as being the very first electric railroad locomotive, and that it was being rebuilt at the General Electric Company

Mr. John P. Roberts - April 21, 1964, page 2

for the Manufacturer's Street Railway of New Haven, Connecticut.

"From this bit of evidence and from photographs that are in our files and by reading between the lines in such records as we have, it is quite clear that locomotive 1607 recently returned to us, does contain some of the original parts of the first General Electric railway locomotive. The equipment was all new in 1901 and we do not know to what extent the original truck frames and cabs were altered at that time. After the locomotive was purchased by the Cushing Company in 1905, they made further alterations to the cab as may be seen now in the form of a wide slot in each end auxiliary cab and a change in the end windows to give the engineer improved visibility at the couplers."

A copy of the Street Railway Journal article referred to by Mr. Barrell is enclosed.

We are now making efforts to locate any construction drawings of this locomotive that may be in existence. It will probably take a little while to run this item down, but I will furnish you prints of any existing drawings as soon as possible.

If you have further questions or if I can be of help in any other way, please let me know.

Very truly yours,



J. D. Alrich, Publicist
Locomotive Advertising & Sales Promotion
LOCOMOTIVE & CAR EQUIPMENT DEPARTMENT

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