

PROPERTY REPORT

Property ID: **1347029195**

Property Name: Cooke Locomotive
Address: 1171-1225 Madison AVE
Apartment #:
Ownership: Private
ZIP: 07503

PROPERTY LOCATION(S):

County:	Municipality:	Local Place Name:	USGS Quad:	Block:	Lot:
PASSAIC	Paterson		Paterson	6701	1

Property Photo:



Old HSI Number: PAS1608-213

NRIS Number:

HABS/HAER Number:

Description:

The Cooke Locomotive Co. Madison Avenue works is a 3.13-acre site located on the southeast side of Madison Avenue, immediately south of the Madison Avenue/Conrail Bridge. Although tax parcels identify this property address as 1183 Madison Avenue, the physical address of the property ranges from 1171 to 1225 Madison Avenue. The site consists of an 1888 brick office building, perpendicular to which is an 1888 1-story brick machine shop and an attached wash house.

Setting:

The Cooke Locomotive Co. works occupies the north end of a rectangular city block. It fronts Madison Avenue between Getty Avenue and E. Railway Avenue. This survey property is part of the Cooke Locomotive & Machine Co./American Locomotive Co./Wright Aeronautical Co. Historic District. The setting is a mixed-use urban neighborhood with the Erie-Lackawanna Railroad corridor located immediately east of the mill site; located one block northeast of the mill site are the Interstate 80 off ramps at Madison Avenue. Most buildings within view of the complex are late-20th-century infill among early-20th-century industrial and residential structures.

Survey Name: Intensive-Level Survey of Paterson Industrial Mills

Principal Investigator: Patrick Harshbarger

Organization: Hunter Research, Inc.

Property ID:

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(Primary Contact)

Registration and Status Dates:

National Historic Landmark?:

National Register:

New Jersey Register:

Determination of Eligibility:

Certification of Eligibility:

SHPO Opinion: 8/19/1998

Local Designation:

Other Designation:

Other Designation Date:

Eligibility Worksheet included in present survey?

Is this Property an identifiable farm or former farm?

Location Map:

Site Map:



BIBLIOGRAPHY:

Author:	Title:	Year:	HPO Accession #:	(if applicable)
Department of Community Development	City of Paterson Survey	1987		
Archimede, Gianfranco	Paterson Historic Mills Group Municipal Historic Site Designations Staff Opinion of Eligibility	2012		
Hyde, E B	Atlas of Passaic County, New Jersey	1877		
Robinson, E	Atlas fo the City of Paterson, New Jersey	1884		
Robinson, E	Atlas of the City of Paterson and Haledon, New Jersey	1899		
Mueller, A H	Atlas of the City of Paterson, New Jersey	1915		
Sanborn Map Company	Insurance Maps of Paterson, New Jersey	1915		
Sanborn Map Company	Insurance Maps of Paterson, New Jersey	1931		
Guzzo, Dorothy	Cooke Locomotive & Machine Co./American Locomotive Co./Wright Aeronautical Co. Historic District SHPO Opinion	1998	HPO-H98-89	
Cultural Resource Unit	Reconnaissance-/Intensive-Level Historic Architectural Survey: Madison Avenue/Conrail Bridge Replacement Project, City of Paterson, Passaic County, New Jersey	1998		

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Additional Information:

HPO Inventory ID#: 3931 HD

More Research Needed? (checked=Yes)

INTENSIVE-LEVEL USE ONLY:

Attachments Included:

0	Building	0	Bridge
0	Structure	0	Landscape
0	Object	2	Industry

Historic District ?

District Name: Cooke Locomotive/American Locomotive/Wright Aeronautical Historic Di

Status: Contributing

Associated Archeological Site/Deposits?

(known or potential sites. If Yes, please describe briefly)

Potential for industrial archaeology (interior and shop yard).

Conversion Problem? ConversionNote: 1

Date form completed: 9/7/2012

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(Primary Contact)

INDUSTRIAL BUILDING ATTACHMENT

Common Name: 1183 Madison Avenue

Historic Name: Machine Shop and Wash House at Cooke Locomotive and Machine Co.

Present Use: Industrial, heavy goods handling and processing

Historic Industry: Transportation Equipment Manufacture

ConstructionDate: 1888 **Source:** Historic Maps

Construction Start Date: 1888 **Construction End Date:** 1925 Building ID:

Style: Vernacular?

Exterior Finish Materials: Brick, Common Bond

Physical Condition: Good

Foundation Materials:

Remaining Historic Fabric: Medium

Roof Finish Materials:

Length: 500 **Stories:** 1

Structural System:

Width: 150 **Bays:** 50

Roof System:

Equipment/Machinery:

Transportation Links: airstrip loading dock slip
(checked if applicable) dock rail siding other

Exterior Description:

The Cooke Locomotive Machine Shop is a 1-story, 50-bay brick building with its oldest portion and longest façade facing north towards Madison Avenue. Originally constructed ca. 1888, the machine shop has been expanded over time to occupy the nearly 90,000 square ft. footprint it does today. The northernmost section of the extant building dates to 1888. It has a raised monitor roof featuring 24-light metal windows. The middle 8 panes on each of these windows function as a pivot window. Below the roofline is corbelled brickwork. Ground-level windows are 3-pane metal replacements set in arched brick openings; some of the window openings have been infilled. Centrally located along the north façade is garage bay that serves as the shipping and receiving entrance to the current tenant. A concrete ramp transitions vehicles from street level to the lower machine shop floor. The original machine shop was attached to an erecting shop located 25 ft. to its south via a 1-story, 20 ft.-wide brick engine room. By 1931, the erecting shop had been demolished and the 25 ft. space between the two original buildings had been infilled with a narrower brick extension to the machine shop. Like the machine shop, this extension has a raised monitor roof.

Attached to the west elevation is the wash house, which is contemporary with the original machine shop. It is a 1-story, 3-bay brick building with a gabled roof. Like the machine shop, it features brick corbelling at the roofline. A wash house entrance facing Madison Avenue has been infilled with brick. Windows on the 3-bay west elevation of the wash house are metal replacements, with the lower third of the window operating as an awning window.

Interior Description:

The interior was not accessible at the time of this survey.

Alteration Dates:

Alteration(s):	Circa Date:	Date Range:	Source:
Physical alteration	1925	to	Historic Maps
Physical alteration	2000	to	Window materials; infilled openings

Architect/Designer:

Survey Name: Intensive-Level Survey of Paterson Industrial Mills

Property ID:

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Principal Investigator: Patrick Harshbarger

(Primary Contact)

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Organization: Hunter Research, Inc.

Date form completed:

9/24/2012

Survey Name: Intensive-Level Survey of Paterson Industrial Mills

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INDUSTRIAL BUILDING ATTACHMENT

Common Name: 1171 Madison Avenue

Historic Name: Office at Cooke Locomotive and Machine Co.

Present Use: Commercial, office activity - private business

Historic Industry: Transportation Equipment Manufacture

ConstructionDate: 1888 **Source:** Historic Maps

Construction Start Date: 1888 **Construction End Date:** 1950

Building ID:

Style: Vernacular?

Exterior Finish Materials: Brick, Running Bond

Physical Condition: Good

Foundation Materials: Stone, Ashlar

Remaining Historic Fabric: Medium

Roof Finish Materials:

Length: 130 **Stories:** 2

Structural System:

Width: 35 **Bays:** 3

Roof System:

Equipment/Machinery:

Transportation Links: airstrip loading dock slip
(checked if applicable) dock rail siding other

Exterior Description:

The Cooke Locomotive Office Building is a 2-story, 3-bay rectangular brick building constructed ca. 1888. The building has a flat roof with a metal cornice. Below the cornice is a horizontal band of denticulated brick. A distinct feature of this building is the curved bricks rounding the building corners. The building maintains the original 5-pane metal windows on the north façade. The upper panes are fixed, whereas the lower panes function as awning windows. The side elevation windows have been replaced, but maintain the original form. The rectangular window openings have stone lintels and sills. The basement level has wooden 5-pane windows. The main entrance, fronting Madison Avenue has an arched transom amplified by and arched brick surround. The replacement front door is glazed and has a metal frame and sidelights. On the north façade above the basement level is a stone water table, dividing the brick from the brownstone foundation. The side elevations stretch 7 bays. Circular vented openings punctuate the attic story on the east elevation. Attached to the east elevation via metal clamps is an exterior metal smokestack. At the rear of the building, an 1888 attached, 1-story frame structure has been replaced with a ca. 1925 two-story, 4-bay brick attachment. This brick extension has a side-gabled roof sheathed in asphalt shingles. Projecting brick buttresses divided the bays on the west elevation. The extension's windows are a mixture of wooden 8/8, 4/4 and 2/2 double hung sash windows, some of which are replacements. The window openings have arched brick lintels and projecting stone sills. The upper portions of first story windows have aluminum siding infill. Brick infill below the first story windows indicates the window openings have been shortened. Attached to the east façade of the extension and the rear of the original office building is a mid-20th-century, flat roof brick addition. This addition extends 1 bay beyond the original office building to the east and adds a fifth bay to west façade of the ca. 1925 addition. It has a parapet wall on the south façade. Along its east elevation are a garage bay and 20-light metal windows with the middle panes opening on a pivot hinge.

Interior Description:

The interior was not accessible at the time of this survey.

Alteration Dates:

Alteration(s):	Circa Date:	Date Range:	Source:
Physical alteration	1925	to	Historic maps
Physical alteration	1950	to	Historic aerials; infill materials

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Organization: Hunter Research, Inc.

Architect/Designer:

Date form completed: 9/24/2012

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ELIGIBILITY WORKSHEET - Properties

Property ID 1347029195

History:

The Cooke Locomotive and Machine Company was among the leading manufacturers of locomotives in Paterson and the United States, often touted as second in the great Paterson triumvirate of locomotive manufacturers: the Rogers, Cooke and Grant Locomotive works, listed respectively by size and prominence. The development patterns of these businesses is rather complex in that the industrialists were often partnered with each other at different points during their period of intensive development between the 1840s and 1880s, and shared development of sites and technologies until either a death or other event caused for a reorganization of corporate players, leadership and capital. Such is the case with John Cooke, who came to Paterson from his native Montreal, Canada and became involved with Charles Danforth and others in the Danforth Locomotive Co. formed in 1865. A few years before Danforth's death in 1875, Cooke succeeded to the presidency of that company in 1871. John Cooke's administration of the business rapidly increased its capacities. His tenure was brief, however, for John Cooke died in 1882, which again provided an opportunity for the business to be reorganized as the Cooke Locomotive and Machine Co. by his three sons John, Frederick and Charles.

The demand for locomotives at this period of American western expansion was tremendous and unprecedented, leading to the inability of Paterson's manufacturers to meet orders for a lack of space in the Spruce Street locomotive district, which was already fifty years old by the 1880s. The Rogers works, for example, burned several times in the early 1870s and was rebuilt vertically because horizontal space for expansion to meet demand was no longer available. Since there was no longer a critical need to be near sources of water for power by the 1880s due to an abundance of coal and steam power systems, a profound shift occurred in the primacy of transportation accessibility (railroads for coal receiving and shipping goods to far away markets) rather than water power accessibility. The development of new industrial districts and sites was occurring in this fashion across the country, as the scale of production, technological development, and accessibility to work force and urban labor centers were demands of a major period of economic boom.

These factors lead to Cooke Locomotive's purchase of several parcels of land adjacent to the New York, Lake Erie and Western Railroad line in 1888, marking the initial development on the southeastern side of Madison Avenue along the tracks. The intention was to relocate their plant from Paterson's central industrial district to this new site with additional space for expansion and more efficient operations with direct rail connections. As depicted on the Robinson Atlas from 1899, the office building and machine shop with attached wash house were the dominant buildings on the site, but the plant also consisted of a foundry, blacksmith shop, power house, erecting shop, paint shop, hammer shop, boiler shop, tank shop, carpenter shop, and smaller out buildings, all located behind the machine shop. The company was sold to the American Locomotive Company (ALCO) in 1901, and Fredrick Cooke remained manager until his resignation in 1914.

Under ALCO, certain modifications and additions to site occurred by 1923 that can be characterized as an effort to expand the site's capacity to build locomotives rather than reduce capacity or to change its use. Soon thereafter, however, ALCO was in receivership and the site remained idle until its next development phase, when it was briefly purchased by the fast-developing Wright Aeronautical Corp. in 1928. A portion of the site was sold to the developing Morrison Machine Company in 1929, while the remainder and bulk of the Cooke site was later reconfigured by Wright primarily to accommodate its WWII expansion in the 1940s. After the war, with a dramatic drop in demand, Wright sold its portion of the Cooke site to the Continental Can Corp. in 1948, while the north end of the site remained intact with continued operation by the Morrison Machine Co. Throughout the middle of the 20th century, the portions of the Cooke Machine Co. that had been sold to Wright Aeronautical Corp. and eventually Continental Can Corp. were subdivided, razed, and replaced with large-scale industrial steel frame warehouse-type buildings. Today the original Cooke Locomotive and Machine Co. office building and machine shop are utilized by Rebco, Incorporated, a provider of a full range of architectural aluminum products.

Statement of Significance:

Demonstrative of utilitarian industrial brick buildings of this period, each of the buildings considered during this survey incorporates a number of elements of architectural interest and embellishments, such as corbelling and round edge brick features. The machine shop and its additions are exemplary of locomotive manufacturing shops, with their linear layouts lending to efficient production practices. While many moderate inappropriate reversible and non reversible changes were made to some of the building's entrances and fenestration over the years to accommodate reuse, it retains a high degree of its historic integrity and has not been seriously disfigured or compromised by irreversible and inappropriate alterations. The complex is in use and in good repair. Furthermore, complex contributed to Paterson's rise to being a primary center for locomotive manufacturing in the country.

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Eligibility for New Jersey and National Registers: Yes No

National Register Criteria: A B C D

Level of Significance: Local State National

Justification of Eligibility/Ineligibility:

The Cooke Locomotive works is recommended eligible under Criterion A for its associations with the Paterson locomotive manufacturing industry. It is further recommended eligible under Criterion C as a good representation of classic locomotive manufacturing architecture with a focus on functionality.

Total Number of Attachments: 2

List of Element Names: Office at Cooke Locomotive & Machine Co.
Machine Shop and Wash House at Cooke Locomotive and Machine Co.

Narrative Boundary Description:

Date Form Completed: 9/24/2012

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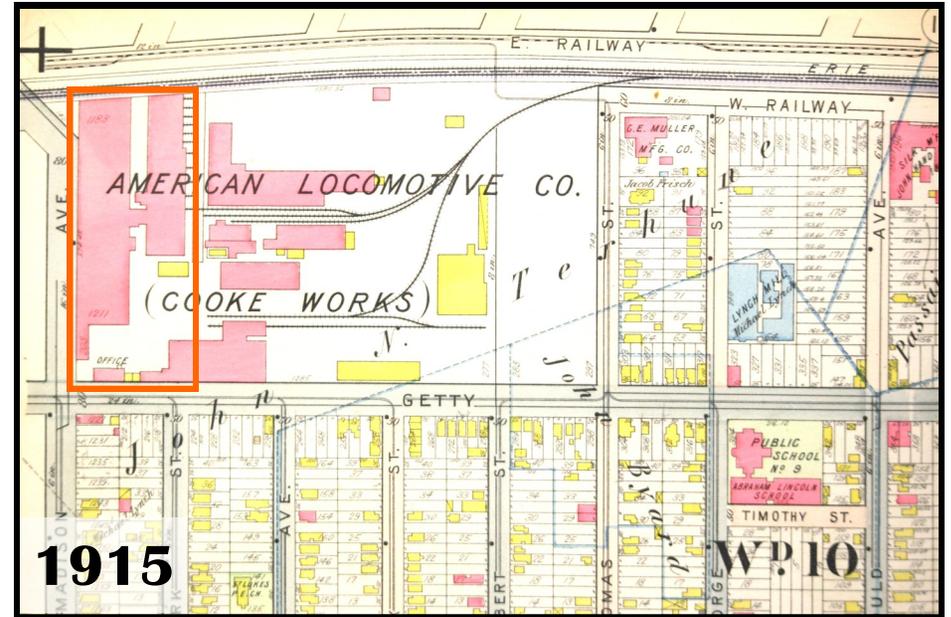
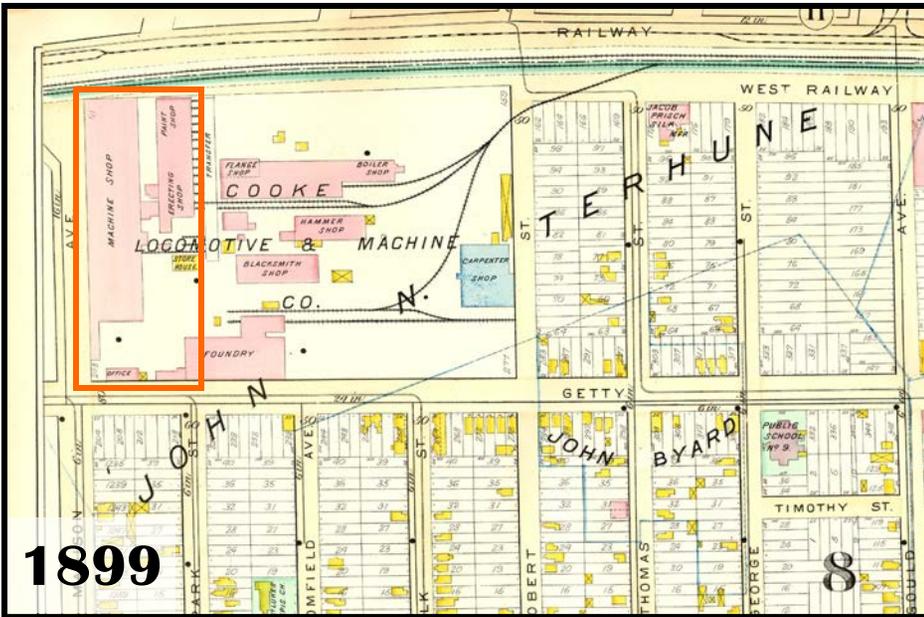
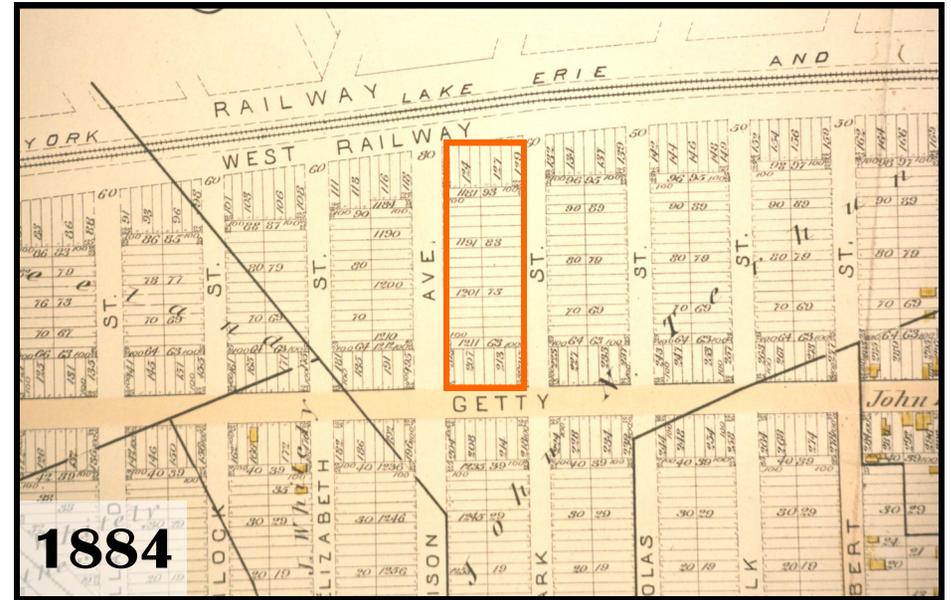
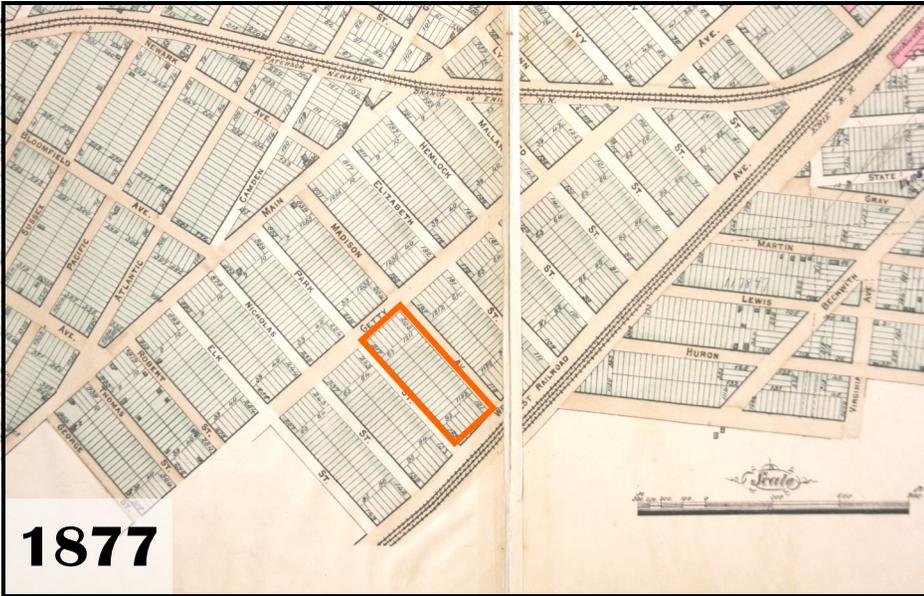
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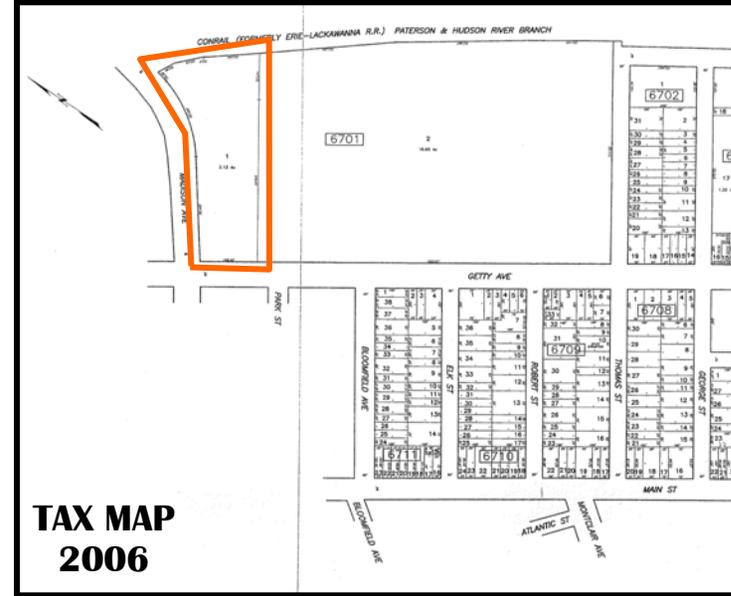
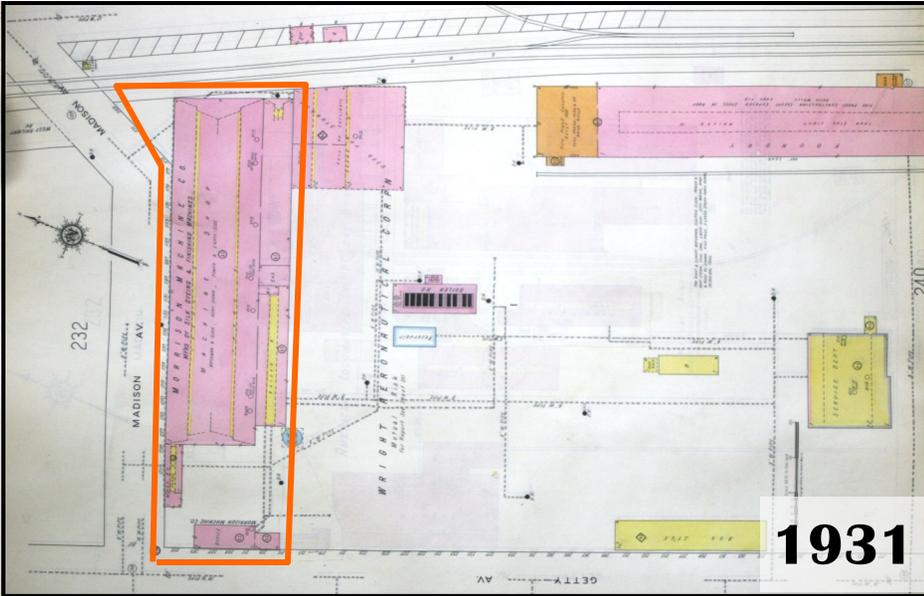
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COOKE LOCOMOTIVE WORKS / MORRISON MACHINE
 1183 Madison Ave, Paterson, NJ B6701 L01
 Site Development Maps 1877, 1884, 1899, 1915



COOKE LOCOMOTIVE WORKS / MORRISON MACHINE
 1183 Madison Ave, Paterson, NJ B6701 L01
 Site Development Maps, 1931, 2006, 2010



COOKE LOCOMOTIVE WORKS / MORRISON MACHINE
1183 Madison Ave, Paterson, NJ B6701 L01
Photographs, historic / contemporary



c.1925

COOKE 1: c.1925 looking SE across Getty / Madison intersection, administration building rt. center, wash house & foundry lft. center



COOKE 2: Administration Building, oblique view looking SW, showing façade and east side. Note 1920s addition at rear.



COOKE 3: Administration Building, looking S, showing N façade. Note intact cornice detail, dentils, sandstone lintels, cut stone sills, rounded brick circular entrance.



COOKE 4: Administration Building, looking W, showing E side. Note 1920s addition at rear.

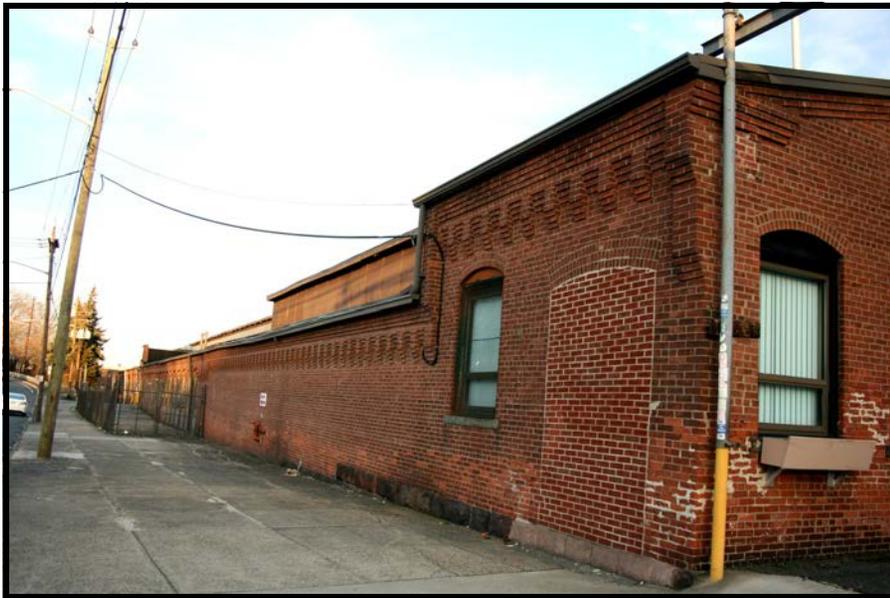
COOKE LOCOMOTIVE WORKS / MORRISON MACHINE
1183 Madison Ave, Paterson, NJ B6701 L01
Photographs, historic / contemporary



COOKE 5: looking E, showing building rt. center, wash house & foundry lft. center



COOKE 6: Wash House façade looking E, showing gable of Machine Shop at right rear. 1920-50s brick addition to front of Machine shop is also visible.



COOKE 7: Wash House & Machine Shop, looking SE, Madison Ave at left. Note intact corbelling detail running length of the 200 ft. machine shop.



COOKE 8: detail view of stepped corbelling detail along cornice of Machine Shop.