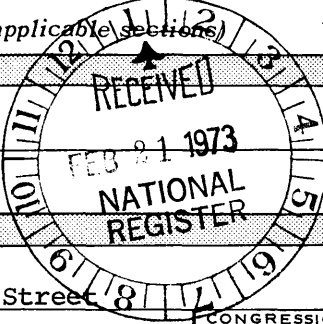


PH001 2815

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Georgia
 COUNTY: Cobb
 FOR NPS USE ONLY
 ENTRY DATE: JUN 19 1973



1. NAME

COMMON: The General
 AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Big Shanty Museum, Cherokee Street
 CITY OR TOWN: Kennesaw
 STATE: Georgia
 CODE: 13
 CONGRESSIONAL DISTRICT: 7th Congressional District
 John W. Davis
 COUNTY: Cobb
 CODE: 067

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress <input checked="" type="checkbox"/> On Exhibit
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <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 checked="" type="checkbox"/> Other (Specify) On exhibit <input type="checkbox"/> Comments

4. OWNER OF PROPERTY

OWNER'S NAME: State of Georgia (State Properties Control Commission)
 STREET AND NUMBER: Capitol Square
 CITY OR TOWN: Atlanta
 STATE: Georgia
 CODE: 13

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Secretary of State Office, State of Georgia
 STREET AND NUMBER: Capitol Square
 CITY OR TOWN: Atlanta
 STATE: Georgia
 CODE: 13

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: None
 DATE OF SURVEY: Federal State County Local
 DEPOSITORY FOR SURVEY RECORDS:
 STREET AND NUMBER:
 CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: Georgia
 COUNTY: Cobb
 ENTRY NUMBER: JUN 19 1973
 DATE: FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input checked="" type="checkbox"/> Moved	<input type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE (object)

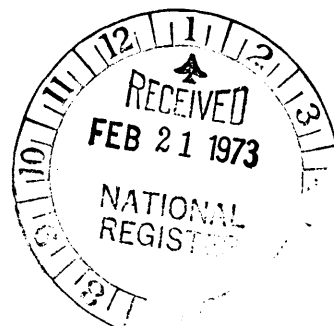
The General, an eight wheel American type (4-4-0) steam locomotive was built by the Rogers, Ketchum, and Grosvenor Locomotive Works (construction #631) and completed in December 1855. Its physical statistics are as follows: the locomotive and tender is 50' 10 and 1/4" long; the highest point, the cab roof, is 8' 1/2"; the four drivers are 62" in diameter and the cylinders are 15" in diameter with a stroke of 22". Tractive effort of this engine is rated at 8500 pounds.

The Georgia-owned Western and Atlantic Railroad bought the General for \$8,500 and under its ownership, the General served for some thirty years. The Union Raiders' theft of the General in April 1862 caused the engine to have minor repairs. Later in the Civil War, the General was heavily damaged by the explosion of an 81-car ammunition train when the Confederates were abandoning Atlanta after rail exits had been cut off. In 1865, the General was reported as "needing general repairs"; and in 1871, at the W & A Railroad Shops in Atlanta, the General was extensively changed. An extra steam dome, the ankle rails and the strap iron pilot disappeared and the engine was altered to its current configuration. It was also converted to burn coal, and provided with a diamond stack. Its last reported service was in March 1886.

By 1891 the General was condemned. It was restored and re-equipped with its distinctive balloon type stack in 1891-92 by the Nashville, Chattanooga and St. Louis Railway, which acquired the W & A Railroad by lease in 1890. To enable the historic locomotive to make public appearances under its own steam it was reflued in 1914 and again in 1961-62. The last extensive work was performed by the Louisville and Nashville Railroad, having acquired the General in 1957 by merger with the Nashville, Chattanooga and St. Louis Railway. The engine was converted to burn oil and airbrakes were added to meet Interstate Commerce Commission requirements.

The W & A Railroad began numbering their locomotives in 1866 and the General was assigned number 39 as it was the thirty-ninth locomotive to be acquired by the railroad. Prior to this time locomotives were not numbered but named. About 1880 it was given the number it still carries, 3.

The L & N Railroad turned the General over to the State of Georgia in near running condition on February 18, 1972.



S E E I N S T R U C T I O N S

3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1855, April 12, 1862

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other, (Specify) <u>History</u> |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | <u>_____</u> |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | <u>_____</u> |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | <u>FEB 21 1973</u> |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | <u>_____</u> |
| <input type="checkbox"/> Commerce | <input checked="" type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | <u>_____</u> |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | <u>_____</u> |
| <input type="checkbox"/> Conservation | | | <u>_____</u> |

STATEMENT OF SIGNIFICANCE

The General, a steam locomotive, was built for service on the Georgia-owned Western and Atlantic Railroad by the Rogers, Ketchum and Grosvenor Locomotive Works of Paterson, New Jersey and completed on December 14, 1855. It was one of the principle locomotives in the Andrews Raid also known as the "Great Locomotive Chase" during the Civil War. It continued in service until 1886. Since the late 19th century, the General has been on display in traveling exhibits in Chattanooga, Tennessee and presently in Kennesaw, Georgia.

The Anderson Raid happened in this way: On April 12, 1862, a civilian James J. Andrews and 19 Union soldiers seized the General and three box cars at Big Shanty (now Kennesaw), Georgia and headed north toward Union lines. Their mission was to destroy the railroad and cut off communications from Atlanta, a major supply point for the Confederacy. In conjunction with the Raid, General Ormsby M. Mitchel was to move from Shelbyville, Tennessee, to Huntsville, Alabama, and then via the Memphis and Charleston Railroad to capture Chattanooga. The raiders were pursued by Confederates on foot, by push car and by three locomotives - the Yonah, the William R. Smith and the Texas. After a run of 87 miles, the General was abandoned two miles north of Ringgold, Georgia, for lack of fuel. The raiders attempted to make their way to Union lines but all were captured within a week. Eight were executed and the remainder either escaped from jail or were exchanged. Nineteen of the Union soldiers involved in the "Great Locomotive Chase" were awarded the Medal of Honor. This was the first presentation of the Nation's highest award for valor.

The General was soon back in service and was later used to transport ammunition during the Battle of Kennesaw Mountain. The locomotive was heavily damaged by exploding ammunition in the evacuation of Atlanta, September 1, 1864. It was repaired and in active service until 1886. In 1891 the General was in storage at Vinings Station, Georgia and was listed as "condemned, value \$1500." In 1891-2 the General was restored to its wartime character and began a career of extensive public display.

Except for occasional visits out of the state, the General was on display at Union Station, Chattanooga, Tennessee, from 1894 to 1961. In 1961 the L & N Railroad, by then having acquired the General, gave the locomotive to the State of Georgia. The City of Chattanooga contested this act because of the General's long association with the city. After a series of court

(continued)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Annual Report, Western and Atlantic Railroad, Atlanta, September 30, 1856.
 Bogle, James G., Provided critique of National Register form, August 1972, on file at Georgia Historical Commission.
 Kurtz, Wilbur G., "The Andrews Railroad Raid." Civil War Times Illustrated, Vol. 5, No. 1 (April 1966).
 O'Neill, Charles, Wild Train. (New York: Random House, 1956)
 Pittenger, William, The Great Locomotive Chase. (Philadelphia: Penn Publishing Company, 1893)
 Thomas, Edison H., "The Central Steams Again," The Lincoln Herald. Summer 1962.
 (continued)

10. GEOGRAPHICAL DATA

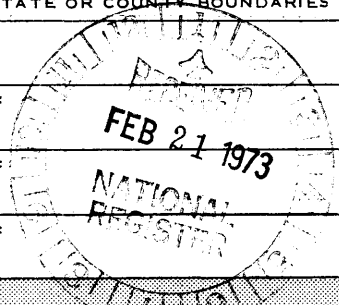
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "				
NE	° ' "	° ' "		34° 01' 24"	84° 36' 54"	
SE	° ' "	° ' "				
SW	° ' "	° ' "				

UTM
 16/720270
 3767140

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one acre (object)

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS CX

11. FORM PREPARED BY

NAME AND TITLE:
 William R. Mitchell, Jr., Director, Georgia Historic Sites Survey

ORGANIZATION: Georgia Historical Commission DATE: Feb. 13, 1973

STREET AND NUMBER:
 116 Mitchell Street, S.W.

CITY OR TOWN: Atlanta STATE: Georgia CODE: 13

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name Mary Gregory Jewett Title State Liaison Officer Date February 14, 1973

I hereby certify that this property is included in the National Register.

Robert M. Utley
 Director, Office of Archeology and Historic Preservation

Date 6/19/73

ATTEST:
[Signature]
 Keeper of The National Register

Date 6 6 73

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Georgia	
COUNTY	
Cobb	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 19 1973

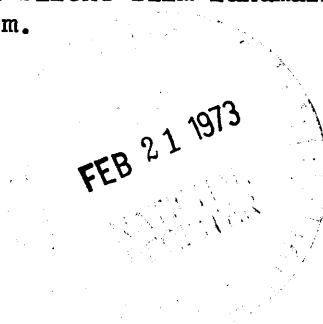
(Number all entries)

8. Significance

actions, the L & N Railroad's ownership was reaffirmed and the General was presented to the State of Georgia in February, 1972.

The General is now displayed in Kennesaw at the Big Shanty Museum. Interpretative exhibits and an audio-visual show, tell part of its exciting history. Never having lost its identity, this 53 ton locomotive is a vivid physical reminder of that daring Civil War event and of the era of the steam locomotive.

The story of the Andrews Raid has captured the imagination of Americans. Two films recounting this Civil War event have been produced: "The General", starring Buster Keaton (considered a silent film landmark); and "The Great Locomotive Chase," a Walt Disney film.



**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	
Georgia	
COUNTY	
Cobb	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 19 1973

(Number all entries)

9. Major Bibliographical References

- Thomas, Edison H., ed., "The Story of the General", The Louisville and Nashville Railroad Company, Louisville, Kentucky, 1962.
- Townsend, Billy L., Exhibits Consultant, Big Shanty Museum, and Staff Historian, Georgia Historical Commission, Presented first draft of National Register form, on file at Georgia Historical Commission.
- White, John H., Jr., American Locomotive, An Engineering History, 1830-1880. (Baltimore: The Johns Hopkins Press, 1968.)

