

# BULLETIN No. 10



Sta

FEB 11 1926

THE RAILWAY AND LOCOMOTIVE  
HISTORICAL SOCIETY

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SOCIETY



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the driver was 28 inches and pinion 14 inches. The cylinders were 10x20 inches. This locomotive is still preserved by the Baltimore & Ohio and the engine is capable of making steam. Of recent years it has been exhibited at different places in connection with different anniversaries and events and has always attracted a wide interest. This locomotive remained in active service until 1892, its latter days being spent in switching cars around the Mount Clare Yard at Baltimore.

A model of the first railroad car in America, drawn by horses, and used in 1829, is also preserved by the Baltimore & Ohio.

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## Locomotives of the Long Island Railroad.

By INGLIS STEWART.

Locomotives of the Long Island Railroad in the order of their entrance upon service. Data concerning them so far as ascertained to October, 1915. The numerals at left of name are merely for convenience in indicating the probable sequence. No attempt has been made to carry the description beyond the "Lakeland".

### 1. ARIEL.

This was constructed in November 1835 by Matthias W. Baldwin at Philadelphia, Pa. It was the 19th made by him and was ordered by the Brooklyn and Jamaica R. R. Co. The exact date of its receipt by that railroad is not known, but was probably about the date above stated. The road was formally opened April 18th, 1836, and although the Long Island Farmer described the event, the names of the locomotives drawing the excursion trains are not given. Shortly after this, May 1st, 1836, the Brooklyn and Jamaica R. R. was leased to the Long Island and thence forward the "Ariel" became a Long Island R. R. locomotive. It is scheduled by name in the mortgage given by the Long Island R. R. to the State of Michigan in 1840, as can be seen by reference to the record in Liber 68 of Mortgages, in the office of the Register of Kings County, N. Y. The "Ariel" remained in service till 1855.

The "Ariel" weighed 7 tons; cylinders 10x16 inches; 1 pair driving wheels behind fire-boxes; drivers' diameter 4 ft. 6 in.; diameter of boiler 38½ inches; length of fire box 2 ft. 4½ in., width 3 feet, depth 2 ft. 8½ in., length of flue 6 feet 3 inches; diameter of flue 17⅞ inches; number of flues 84. Abraham Ayres was its first engineer. He was on the road many years. The following is a notice of its trial trip:

*Newspaper Account of Trial Trip.*

The Democrat, Wednesday, February 3, 1836.

Brooklyn and Jamaica Railroad.—We are gratified to learn, as we do from the L. I. Star, that the above-named road is completed and will be open for use as soon as the snow leaves us.

On Friday last, a trial was had on the railroad, of a new and very fine locomotive engine from Philadelphia. About a mile of the road had been cleared of snow, and the engineers with a number of gentlemen got upon a car at Bedford, near the house of Judge Lefferts, and traversed the road in a very rapid manner.

The engine cost \$7,000 and is called Ariel, and another called Post Boy will be put on when the road opens.

A new boat intended for the South Ferry to run in connection with the Railroad, was launched on Friday last from the shipyard of Brown & Simonson, New York.

2. POST BOY.

This was built for the Brooklyn and Jamaica R. R. Co., in March, 1836. The Baldwin Locomotive Works advise that it was a duplicate of the "Ariel". I have not been able to find, as in the case of the "Ariel" a description of the parts. The history of this locomotive is the same as that of the "Ariel", so far as the mortgage to the State of Michigan is concerned. Elizur B. Hinsdale, who as Secretary of the Long Island Railroad published a pamphlet giving a history of the various corporations merged in the Long Island R. R., refers to the collision between the "Ariel" and the "Post Boy". It is stated

that it was taken to pieces and sold in 1852. I have a belief that it was renovated at the works of Seth Wilmarth, South Boston, and became the "Post Boy" which arrived at Savannah, Ga., in 1852, and was used by the Central R. R. and Banking Co. as a shifting engine, later working on the Southwestern of Georgia R. R. as a gravel engine through the Civil War. I have not been able to prove this positively.

In the autumn of 1852 the Central R. R. & Bkg Co., of Georgia, procured a small locomotive for shifting in the yard. It was called "Post Boy". No details were given. In 1853 the Central sold it with other light locomotives to the Southwestern R. R. of Georgia, which listed it as a Wilmarth and in passenger service. It continued on the Southwestern through the Civil War. John J. McDonough, who later became Mayor of Savannah, lived as a lad on the line of the road and remembered the "Post Boy" distinctly, having ridden on it many times. It was a single driver. In 1866 I learned that it was hired by the Macon & Brunswick R. R. and handled construction work. Mr. McDonough's father bought it and used it on a branch running out from his saw mill to the timber. He owned it a long while and then sold it to the Savannah, Skiddaway & Seaboard R. R., where it resumed passenger service. This was about 1876. It was sold to a sawmill at Gardi, near Waycross, and was still at work in 1881, when Mr. J. J. McDonough lost sight of it.

### 3. HICKSVILLE.

This was built by the proprietors of the Locks & Canals Co., at Lowell, Massachusetts, Geo. W. Whistler, Manager, and in 1836 began service on the L. I. R. R. Whether it came direct to the L. I. R. R., or had been in service elsewhere earlier than 1836 I have been unable to ascertain, but am inclined to think it came direct from the Lowell Shop. It was scheduled as embraced in the State of Michigan mortgage. The only details that have been discovered are the following: Weight 7 tons, cylinders 11x16; 1 pair drivers 5 ft. in diameter. It seems not to have run after 1848, but was owned as late as 1853. It was then deemed not worth repairing. Its disposition could not be ascertained. It is criticised by Knight in his notes in 1839, but not by name. The only reference to it by name that I have been able to find is the following contained in the Long Island Democrat. The date, it will be noted, is printed erroneously "1827".

Wednesday, April 26, 1827.

**Steam Whistle.**—One of our contemporaries is loud in his praise of the steam whistle attached to the locomotive upon the Boston and Providence railroad. The locomotive Hicksville running upon the Brooklyn and Jamaica railroad has carried one for some months; but we never thought it was worth bragging about; since our friend thinks so much of it, we will give our distant readers an idea of it. It has a large brass whistle blown by steam for the purpose of giving notice of the approach of the cars. It makes a shrill, wild unearthly sound something like drawing a saw flat way across a bar of iron.

An incident occurred a few days since at about the time of starting from the depot in this village, which afforded some amusement to the passengers present. An old gentleman had just taken his seat; it was his "first ride upon the railroad;" he gave his opinion freely about the danger of railroad riding; about the locomotive running off the track—running over cattle, hogs, etc., just at this moment the engineer gave the signal for "all to be ready" by starting the whistle. "There, there", said he, "another hog killed!" Off went the cars and another blast from the whistle. "There, there, another hog killed, what in nature do they mean?" The passengers endeavored to explain the matter, but he knew too well about it to hear any explanation. By this time the cars had arrived at the crossings. The whistle was heard several times in quick succession. The old gentleman was now terrified. "Another hog killed, stop, let me out, the cars will run off the track and upset us all. Another hog killed. Let me out." After awhile the passengers succeeded in explaining the cause of the noise, and the old gentleman consented to trust him.

At this point of the narrative a clipping of something on the other side of the page had been taken and the conclusion of the anecdote can be surmised only.

I think the contemporary referred to in the foregoing article may have been the Delaware Gazette. I find the latter quoted by the Boston Daily Advertiser of November 23rd, 1836, as commenting on the steam whistle carried by "the Susquehanna, a locomotive designed by Mr. G. W. Whistler of Lowell and tried Tuesday afternoon on the Wilmington and Susquehanna

railroad," the Gazette goes on to say that this steam whistle "gives awful notice a mile away."

I think the L. I. Democrat may have written "Boston and Providence R. R." inadvertently, meaning "Wilmington and Susquehanna railroad." The two locomotives came from the Locks and Canals Company at Lowell and evidently were built very nearly at the same time. The Boston and Providence had no Locks and Canal locomotives until several years after 1837.

#### 4. JOHN A. KING.

A very interesting locomotive credited to the Poughkeepsie Works. The Poughkeepsie Locomotive Company was the first concern chartered to construct locomotives and was too far in advance of the times. \$100,000 was sunk in these works by the shareholders, all of which was lost. This locomotive built in 1838 and the only one constructed by the Works was shipped by sloop to Brooklyn and its long life shows that it was very well constructed. It came under the name "Taglione" evidently in allusion to Taglione, the European dancer who was exhibiting in 1838 in the United States, and I have not been able to ascertain the exact date when the name was changed to John A. King but surmise it was in 1841. The following is what is said of the arrival of the "Taglione" by the Long Island Farmer:

Jamaica, July 3, 1839.

Railroad—4th July. The new locomotive, Taglione, will be placed upon the road tomorrow, and the Branch to Hempstead will also be opened, making it very convenient for people attending the celebration at that village. Besides the regular trips, a train will be despatched from Brooklyn at half past seven and at 11 a. m. for Hempstead and intermediate places. A return train will also leave Hempstead about 6 o'clock p. m. for Brooklyn, extra trains will also be despatched from Jamaica to Brooklyn at a quarter past six and 10 o'clock a. m.

The "John A. King" was not included in the mortgage held by the State of Michigan and it can be surmised that its ownership had not vested in the Long Island R. R. at that time but that when the lien was discharged and the road became absolute owner the name was changed. It rendered excellent ser-

vice till 1868, and was the best known of any of the early locomotives. Probably the popularity of ex-Governor John A. King, who lived in Jamaica and was president of the Brooklyn and Jamaica R. R. had something to do with this favor, but even so, the long service shows that this locomotive was exceptionally well constructed. In 1861 it was on the Day Book of the Round House at a valuation of \$1200. Mr. Charles J. McMaster of the Rutland R. R. recalled that this engine was in the Hunters Point Round House in 1867. In the spring of 1869 the "John A. King" was taken apart at Hunters Point and the material sold.

Boiler diameter 33 inches, length of fire box 2 ft. 1 $\frac{3}{8}$ , width of box 3 ft. 6 in., length of flue 7 feet 3 inches. No. of flues 96. weight of engine 7 tons, cylinders 11x6. 1 pair drivers 5 ft. in diameter, capacity of tank 600 gallons, woodburner long and tapering stack.

#### 5. CHICHESTER.

This locomotive is credited to Henry R. Campbell of Philadelphia and to have been on the L. I. R. R. since 1842. The references to it are few. In 1848 it was not running. In 1853 it had been dismembered and there was no intention of repairing it. It weighed 11 tons, cylinders 12x16, 2 pairs of drivers. 4 feet in diameter.

It is my belief that it was originally built by Baldwin, Vail & Hufty (shop No. 143) for the Annapolis & Elk Ridge R. R. in 1840 and then carried the name "Annapolis." This engine was seized on execution in 1842 and sold and appears to have been altered from a single driver by Mr. Campbell to his type of engine with four drivers and four front wheels. Possibly he was the purchaser at the execution sale and after alteration may have been the seller thus giving the L. I. R. R. the impression that he built the engine. Presumably the name "Chichester" was bestowed in honor of Abner Chichester, an advocate of the construction of the Long Island Railroad.

#### 6. CRABB.

I believe that Baldwin, Vail & Hufty built this for the Annapolis & Elk Ridge R. R. (shop No. 141) in 1840 as the "Carroll." The "Carroll" had the fate of the "Annapolis" and it



seems probable that it took the name "Crabb" and came on the L. I. R. R. in 1842. It weighed 11 tons, cylinders  $13\frac{1}{2} \times 16$ , 1 pair drivers 3 ft. 6 in. diameter. The subject of this engine is involved in obscurity. It is my belief that it became the

#### 7. BROOKLYN.

It is stated that the "Brooklyn" was rebuilt by the Long Island Company. Weight 12 tons, cylinders  $13\frac{1}{2} \times 16$ , 3 pair of drivers, 3 ft. 3 inches in diameter, 6 wheel connected. Other dimensions are: Boiler diameter 40 in. Length of fire box 4 ft.  $3\frac{1}{2}$  in., width 3 ft., depth of fire box 2 ft.  $9\frac{3}{4}$ , length of flue 10 feet, diameter of flue  $2\frac{1}{2}$ , No. of flues 56, weight (probably with tender) 18 tons, capacity of tank 1000 gallons. The "Brooklyn" was in service in 1859 but I have not traced it beyond that date.

#### 8. BROOKS.

Rogers, Ketchum & Grosvenor. Long Island Farmer April 30, 1844, says, "We also noticed a very large and powerful new locomotive the "Brooks." Rebuilt by L. I. R. R. in 1853, disappears between 1857 and 1859. Boiler  $37\frac{1}{2}$  inches diameter, length of fire box 3 ft. 4 in., width of fire box 2 ft. 11 inches (?) depth of fire box 3 ft. 6 in., length of flue 8 ft. 9 inches, diameter of flue  $1\frac{1}{2}$  inches, No. of flues 131, weight 15 tons, cylinders  $11\frac{1}{2} \times 20$ , 2 pair drivers, 5 ft. in diameter; capacity of tank 900 gallons.

#### 9. FISKE.

Rogers, Ketchum & Grosvenor. Named after Geo. B. Fisk (Alderman Fisk as he was usually called owing to his political activities in Brooklyn when he filled that office). He was President of the L. I. R. R. in the 40's and it was due to his efforts that the road was completed to Greenport and became a part of the route between Boston and New York. A paragraph in the Long Island Farmer on September 24th, 1844, states, "A new locomotive the 'Fiske' (built by Messrs. Rogers, Ketchum & Grosvenor of Paterson, N. J.) ran over the road on the 18th

inst. from Brooklyn to Greenport 96 miles in three hours and fifteen minutes less two five minute stops." The same journal in its issue of November 4, 1856, mentions a collision of the "Brooks" and "Fiske" the early morning of November 3, 1856, in a fog a little way east of Jamaica. Its last work was ballasting the branch from Manor to Sag Harbor. The engine lay outside the Round House at Hunters Point and was taken apart and material sold in 1869. Its dimensions were the same as the "Brooks" except 133 flues and cylinders 12x20, capacity of tank 1200 gallons.

#### 9. JAMES H. WEEKS.

Baldwin & Hufty make. Came on the road in 1844. The Baldwin Locomotive Works report that while they have no record of the "James H. Weeks" on their books they did make in 1844 for the Long Island Railroad the "Edwin Post." Doubtless on arrival the locomotive carried the name "Edwin Post" and subsequently the name of "James H. Weeks" was substituted. The "James H. Weeks" was in service till 1862 when it was given in exchange for a locomotive named "Len Crossman" and left the road.

The Baldwin Locomotive Works describe the "Edwin Post" as "Class 12 ton C two pair drivers—the forward pair combined with the leading wheels in a flexible beam truck. Drivers 60 inches in diameter. A fairly complete drawing of the class is said to be in the Archives of the Works and to bear the date 1843. Locomotives of this class are stated to have had Bury dome boilers and cylinders 12½x16.

The "James H. Weeks" weighed 14 tons, boiler 39 inches in diameter, fire box 3 ft. and ¾ in. long; 3 ft. 1¼ in. width; 3 ft. 9 inches deep; flues 8 ft. 4 in. long, diameter of flues 1¼ in. number of flues 109, cylinders 13½x16, 2 pair drivers; 5 ft. in diameter and tank 1500 capacity and was on the Day Book of the Round House as valued at \$3,000.

The "James H. Weeks" after leaving the Long Island R. R. went into service on the Raritan & Delaware Bay R. R. and worked several years. The date of retirement has not been ascertained.

#### 10. ELIHU TOWNSEND.

Norris Bros. Carried the name of a member of the firm of Nevins, Townsend & Co., Bankers, in New York City. He was director in nearly all the local railroads of the 40's. Built at Philadelphia in 1844. Not much is on record concerning the performances of this locomotive. The L. I. Farmer August 12th, 1856, states "the engine house at Hempstead was consumed and with it the Locomotive 'Elihu Townsend.'" "It is insured." It was probably not seriously injured for it ran a long time. It is stated by Mr. Samuel Booth that it was rebuilt by the company in 1865 and named "Richard Schell." Its ultimate fate has not been ascertained. Boiler  $39\frac{5}{8}$  inches in diameter; length of fire box 3 ft.  $3\frac{1}{4}$  inches, width 2 ft. 11 inches, depth 4 ft. 5 inches; flues 9 ft.; diameter of flues  $1\frac{7}{8}$  inch.; number 102; weight, 17 tons; cylinders  $12\frac{1}{2}$  in.; 2 pairs of drivers 5 ft. diameter, tank capacity 1500 gallons. On the Day Book of 1861 at valuation of \$4,000.

#### 11. DERBY.

Hinkley & Drury, Boston, 1844. Named after Elias Haskett Derby, a railroad manager of those days, coming from the Philadelphia and Reading R. R. and in 1848 President of the Old Colony R. R. No reference to this locomotive has been encountered in the L. I. Farmer. Boiler 40 inches in diameter; fire box 2 ft. 6 in. long; 3 ft. 4 in. wide; 3 ft. deep; flues 9 feet 6 inches long; diameter of flues  $1\frac{5}{8}$  inch.; number of flues 121; weight 16 tons, cylinders  $13\frac{1}{2} \times 20$ ; 2 pairs drivers 5 ft. 9 in.; capacity of tank 1200 gallons.

The disposition of this locomotive has not been ascertained. It was nearly worn out as early as 1853 but was retained on the road as late as April 1859.

#### 12. BOSTON.

Hinkley & Drury, 1845. No references to this locomotive have been encountered in the newspapers. It was on the Round House Day Book of 1861 at a valuation of \$1500.

Boiler 41 inches in diameter; fire box 2 ft.  $4\frac{3}{4}$  long; 3 ft. wide; 3 ft.  $11\frac{3}{4}$  deep, flues 10 ft. long; diameter of flues  $1\frac{5}{8}$  inch.; number of flues 121; weight 17 tons; cylinders  $14 \times 20$ ; 2 pair of drivers 6 ft. in diameter; capacity of tank 1200 gallons.

### 13. LITTLE.

Norris Bros., 1845. Named after Jacob Little, a prominent operator in railroad stocks and director in many corporations of the time. For some reason, no longer known, the name was changed to "Fanny." This occurred between 1849 and 1853. It was said by the late Avery T. Brown that the name referred to Fanny Elssler, a noted dancer of the time. A very well known locomotive in fast passenger service. Its ultimate history uncertain. Mr. Isaac D. Barton told me an engine (single driver Norris) was on the road when he first became superintendent in 1867 but he had forgotten the name. Whatever this locomotive was it is unlikely it could have been the "Fanny" and as he spoke of its ballasting the Sag Harbor Branch, it is likely that he confused it with "Fiske."

Boiler 39½ inches in diameter; fire box 3 ft. 3⅝ inches long; 2 ft. 10 in. wide; 4 ft. 4 in. deep; flues 9 ft. long; diameter of flues 1¾ inch; number of flues 108; weight 15 tons; cylinders 12½x20, 1 pair of drivers; 5 ft. 9 inches in diameter, capacity of tank 900 gallons.

Excerpt from Whig (Troy, N. Y.) Thursday, June 26, 1845  
(doubtless taken from an Exchange)

A New Engine.—One of the most strongly and beautifully constructed engines we ever saw passed our office on Saturday. We were informed that it was built expressly for high speed for the Long Island Railroad Company to make the trip between Brooklyn and Greenport, 97 miles, in 2½ hours with 300 passengers including all stopages. Weight of engine in running order, 29000 lbs.; cylinders 12½ inches diameter, 20 inches stroke. Two driving wheels 69 inches diameter; four guide wheels 33 inches diameter; two relief wheels 36 inches diameter. A handsome gallery extends around the engine giving a foot-path for the engineer to walk around with safety.

\*                     \*                     \*                     \*

(speaks of a second engine just like it now building for the same road).

### 14. RUGGLES.

Norris Bros. Named after Henry Ruggles, a prominent railroad director of the period living in New York City. It

was built at the same time as the "Little" (Fanny) and the description is the same except tank had a capacity of 1200 gallons.

The "Ruggles" seems to disappear in 1860 for I do not recall it on the Day Book of 1861 kept at the Round House, Hunters Point.

#### 15. NEW YORK.

Rogers, Ketchum & Grosvenor 1845. No reference to this has been encountered in the L. I. Farmer. It was on the Day Book of 1861 at \$4000 and carried the name in 1863 but has not been traced further. If I am not mistaken, the "New York" that I saw when a child, came over from the Flushing railroad for service temporarily. It was then a straight scarlet stacked coal burner in passenger service. Mr. C. J. McMaster who was on the L. I. R. R. in 1867 thinks that the one seen by me was the "New York" hired from the New Jersey R. R. & Transportation Co. and later sent to the Flushing R. R. The difficulty with this statement is that the N. J. R. R. & T. Co. did not have an engine named "New York" according to the engine list. The "Manhasset No. 3" a Danforth, Cooke engine and the first on the Flushing road had a 6-wheel tender and may have come from the N. J. R. R. It was the first engine to run through from Hunters Point to Flushing. It came to that road second hand and from my recollection of its appearance I think it must have been one of the earliest of the Danforths. Mr. McMaster stated that the New York was beautifully decorated and had a six wheel tender, Boiler (1845 Machine) 37½ inches in diameter; fire box 3 ft. 6 in. long; 2 ft. 10 in. wide; 4 feet deep; flues 8 ft. 9 in. long; diameter 1½ inch; number of flues 133; weight 17 tons; cylinders 12½x20; 2 pair drivers; 6 feet diameter; capacity of tank 1200 gallons.

#### 16. MOSES MAYNARD.

R. K. & G. 1851. Named after Moses Maynard, Jr., the secretary of the Long Island R. R. A well known locomotive. Given a notice in L. I. Farmer February 26, 1855.

Boiler 40 inch in diameter, fire box 3 ft. 10 in. long; 3 ft. 1 inch wide; 4 ft. 4 inch deep; flues 10 ft. 10 inch long; diameter

of flues  $1\frac{1}{2}$ ; number of flues 135; weight 20 tons; cylinders  $14\frac{1}{2}\times 20$ ; 2 pairs drivers 5 ft. 6 in; tank capacity 1500 gallons.

Samuel Booth, Esq., stated that the "Moses Maynard" was rebuilt by the Schenectady Locomotive Works and returned named "Jas. Gordon Bennett". Later the name was dropped and it went by the designation "No. 25".

Mr. Booth related to me that a number of the old locomotives were given in part payment for new Baldwins. "No. 25" was on the list but the men were so attached to it an effort was made to evade the draft. Later checking up revealed the absence of "No. 25" and a peremptory order issued for its appearance. The rebels had to yield. They decided to have it neatly painted and its "No. 25" replaced. This was done and a fine photograph taken of their favorite before final departure from the road which it had served so many years.

#### 17. LONG ISLAND.

R. K. & G. 1852. Mentioned several times in L. I. Farmer in connection with accidents. It was running under this name in February 1867. Its history not ascertained after 1867. It was a counterpart of the Maynard except cylinders  $14\times 22$ ; drivers 6 feet.

#### 18. PECONIC.

Seems not to have figured in the L. I. Farmer items. History is obscure. Went out of service 1869 and was broken up at Hunters Point. Built at Philadelphia 1853 by Norris & Son.

Boiler 39 inch in diameter; fire box 3 ft. 6 in. long; 3 ft. wide, 3 ft. 4 in. deep; flues 10 feet long; diameter of flues  $13\frac{3}{4}$  inch; number of flues 90; weight 16 tons; cylinders  $12\frac{1}{2}\times 24$ ; 2 drivers; 5 ft. diameter; tank capacity 1200 gallons.

#### 19. WYANDANK.

M. W. Baldwin constructed this October 1853. It was graded by him as "Class 21 ton 6 wheel D," that is to say, all the wheels were connected and no truck. The driving wheels were 40 inches in diameter and the cylinders were  $16\times 24$ . In this form it was found the weight was not well distributed and in 1856 it was converted into an eight wheel locomotive and as such was rated one of the best on the road. The name was taken

from one of the sachems of the Montauk Indian tribe. The L. I. Farmer of March 11, 1862, states; "The 'Wyandank', one of the best locomotives on the Long Island Railroad, was sold on Friday last by the Company to the Government of the United States. She is to be placed on the Ohio & Baltimore Railroad and is being put in complete order for that purpose." The military career of the "Wyandank" was brief. Early in May she was drafted from the B. & O. R. R. and placed on the Richmond & York River R. R. In the retreat of McClellan June 28, 1862, it would seem that it was one of the locomotives run off the trestle into the Chickahominy River to prevent capture by the Confederates.

#### 20. MONTAUK.

W. W. Swinburne, 1854. The "Montauk" had no visible counterweights on the drivers. Lead was placed in its spokes opposite the crank pin as counterbalance. It continued on the road under this name until 1874. It was then leased to Mr. Andrews, the contractor who was boring the Delaware, Lackawanna and Western R. R. tunnel at Hoboken, N. J. It did not return to the L. I. R. R. and its disposition has not been ascertained. In 1869 the road number 23 was assigned to the Montauk which previously had been without a number. Mr. C. J. McMaster alluded to this locomotive as "a direct action engine." Boiler 43 inches in diameter; firebox 3 ft. 11 inch long; 2 ft. 11 wide; 4 ft. 2 inches deep; flues 11 ft. long; diameter of flues  $1\frac{7}{8}$  inches; number of flues 105; weight 20 tons; cylinders 15x20; 2 pairs of drivers, 5 ft. in diameter; tank capacity 1400 gallons.

#### 21. ORIENT.

R. K. & G. 1854. Named after Orient Point at East End of the Island. Alluded to in Long Island Farmer July 22, 1856; "On Saturday last we counted 13 cars attached to the noble engine Orient, as she came steaming up to the station in the village." The history of this locomotive is obscure after 1863. Boiler 40 inches in diameter; firebox 4 ft.  $1\frac{1}{4}$  long; 3 ft. wide 4 in. deep, flues 10 ft.  $10\frac{3}{4}$  in. long; diameter of flues  $1\frac{3}{4}$  inch.; number of flues 135; weight 22 tons; cylinders 14x20; 2 pair of drivers; 5 ft. 6 inch in diameter; tank capacity 1500.

## 22. ATLANTIC.

R. K. & G. May 1855 a counterpart of the "Orient". In 1868 given general repairs and renamed "Horatio Seymour."

## 23. NEBRASKA.

The Long Island Farmer May 27, 1856 alludes to the experiments being made with an engine of this name stating that it is the first to burn coal. It was on the road in 1857 but is not mentioned thereafter.

## 24. PACIFIC.

The Long Island Farmer states that it was received first week of June 1857. From Rogers Locomotive Machine Works and a counterpart of the "Orient". This locomotive remained until August 1869. It was placed on the Harlem Extension R. R. and when that company ceased to operate, passed to the Bennington & Rutland R. R. where it took the name "Manchester", road number "6". It was sent to Schenectady Locomotive Works for rebuilding and the drivers were reduced to 5 feet. It returned and was placed in the charge of the late Harvey Bowtell. It had a long career on the Bennington Road.

## 25. PHOENIX.

It is believed that the "Phoenix" was the next engine after the "Pacific". It was received February 14, 1860, from Rogers according to the L. I. Farmer which states that it weighed 25 tons, had 15 inch cylinders and 5 feet drivers—intended to burn coal. I remember this locomotive as carrying a very large stack such as was used for bituminous coal. The name in raised letters was carried on the boiler in a frame. Mr. McMaster related that the flues of the "Phoenix" leaked badly on one occasion but as no other engine was available he had to start the train with the "Phoenix". He directed his fireman to shovel brewers grains out of a car on an adjoining siding and throw a couple of shovelful into the tank. The grains almost immediately plugged the leaks and he made the run from Hunterspoint to Greenport on time. The "Phoenix" was on the road till 1873. It was then sold to a railroad at Peoria, Illinois.

It lacked the finish characterizing the Rogers engines of



its period having little brass work and seemed to be roughly finished. It was, however, a very reliable engine.

26. NASSAU.

Norris & Son. The Long Island Farmer refers to this as "just added" under date Dec. 11, 1860 stating it had 14 inch cylinders, 5 ft. drivers, weighed 24 tons and burned hard coal.

27. LEN CROSSMAN.

M. W. Baldwin. There are few particulars as to this locomotive. It was received in exchange for the "James H. Weeks" in 1862 and weighed 10 tons. Its name was printed on the cab. It was a very old engine when it came. Had a single pair of drivers. Broken up in 1865.

28. JAMES SEDGELY.

Built by the Northern (N. H.) R. R. in 1862, but sold for \$6450 on its completion to the Long Island R. R. Mr. Sedgely was Master Mechanic of the Northern and subsequently of the Michigan Southern and Northern Indiana R. R. Co. and from that went into the Lake Shore and Michigan Southern Ry. with headquarters at Cleveland, Ohio. The "Sedgely" was at first a woodburner. I have not ascertained the time when it was changed to coalburning but I recall that it was carrying a diamond stack in 1868, and that then it was an engine of fine appearance. In August 1869, it left the Long Island R. R. and was placed on the Harlem Extension R. R. and given the designation "Lebanon", later passing to the Bennington and Rutland R. R. under that name and with "5" as road number. It ran for many years on the B. & R. R. R. but I do not remember when it was demolished. I have been unable to obtain the dimensions of the "Sedgely".

29. HEMPSTEAD.

Taunton Mfg. Co. This was a ten ton dummy and came to the road in October 1862 to operate the Hempstead Branch. It was a type of locomotive which could be found in the period 1860-1870 in use for light passenger traffic. There were two or three like the "Hempstead" operating the Second Avenue Horse R. R. from Forty second street to Harlem in 1867 and

I used to see one on the Frankford & Holmesburg R. R. near Philadelphia in 1869. They were experiments and were not adopted permanently.

30. QUINCY.

A companion to the "Hempstead"—from the Hinkley Works—came about the same time. It weighed 18 tons.

Between 1863 and 1870 the history of the locomotives on the Long Island is obscure. The "Montauk", "Pacific", "Phoenix", "Sedgely" and the "Fiske" seem to have come through the period of seven years. Others such as the "Orient", "Maynard", etc., must have come through but I have been unable to identify them by my own knowledge with any of those that I knew after 1868. I will give the names of these later locomotives, all of which, at one time or another, I have seen.

Locomotives on the Long Island R. R. as of 1869.

22. Road Number; Glen Cove.

Small locomotive with 2 pair high drivers; outside connected, coal burner, diamond stack, used in passenger service. Came as a second hand engine, probably a Norris. A neat and beautiful machine. Avery T. Brown in 1884 seemed to think the "Glen Cove" was the "Nassau" renamed. Mr. Samuel Booth agreed with this view.

23. James Sedgely—referred to previously.

23. Montauk—referred to previously.

24. Richard Schell.

Avery T. Brown said this was once the "Orient". Mr. Booth said it was the "Elihu Townsend".

25. Horatio Seymour.

Avery T. Brown in 1884, said this was once the "Atlantic". Mr. Booth agreed to this statement of Mr. Brown.

26. Pacific—Referred to previously.

27. George F. Carman.

Charles J. McMaster in 1911 said this had been the "Albany

No. 27'' of N. Y. & Harlem R. R. and had been brought by Isaac D. Barton to the L. I. R. R. A very fine engine, coal burner, carried a steam boat whistle of great power and fine tone. G. F. Carman lived at Riverhead, L. I. and was a director of the road. Mr. McMaster took this engine to the Harlem Extension R. R. in 1869 with the "Pacific" and the "Jas. Sedgely" and it did not return to the L. I. R. R. The "George F. Carman" retained the name throughout the remainder of its career on the Bennington & Rutland R. R. I understand it ran for many years. It seems curious that it should have been "27" in both Harlem & L. I. R. R. It was a Rogers.

28. Queens County.

History unknown, ran for many years on the Long Island. Two domes. Danforth, Cooke & Co.

29. Suffolk County.

Precisely like the Queens County, diamond stacked. Danforth, Cooke & Co.

30. Gen. Grant.

This is stated by L. I. Farmer to have come on the road in Autumn of 1865. As I recall, it looked like a Rogers engine; carried two domes. In service many years.

31. Gen. Sherman.

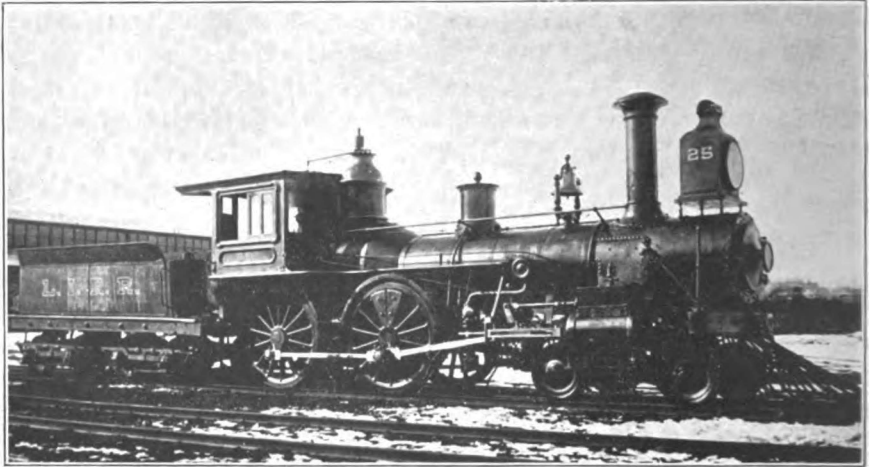
Same observations as in case of Gen Grant.

32. Fred.

This came as the dummy "Quincy" and I was told by Mark Brear the Master Mechanic in 1875 that it had been rebuilt in present form about 1864. Oliver Charlick, president of the road named it after his son. The stroke was 8x18 and drivers 40 inches in diameter—2 pairs of drivers, no leading trucks, tender short on four wheels, headlight box of copper, very small, with raised ornamental scrolling. The locomotive in 1871 was used as a construction engine and built the road from Rockaway Junction to Far Rockaway (now a part of the Montauk main line). Sold to the Canarsie R. R. about 1876 and further history not obtained.

33. James Gordon Bennett.

Mr. Samuel Booth stated that this was the "Moses Maynard" rebuilt at the Schenectady Locomotive Works. When names were dropped it became "No. 25". Sent to Baldwin Locomotive Works in part payment for new engines.



THE "JAMES GORDON BENNETT."

34. Aaron J. Vanderpool.

35. Horace Greeley.

36. James M. Waterbury.

These were McQueen engines from Schenectady and came in May, 1866. I think the shop numbers were consecutive—"Vanderpool" was No. 492.

37. Thurlow Weed.

38. Charles R. Lincoln.

These came June 18, 1867, from Schenectady Works. The "Charles R. Lincoln" carried its tanks along the boiler and had no tender—light passenger service—later name was changed to "Long Island City"—long in service.

39. Riverhead.

Duplicate of the "Charles R. Lincoln"—long in service.

#### 40. Huntington.

Danforth, Cooke & Co.—This came to the Long Island about 1866 from the Brooklyn Central & Jamaica R. R. where it was called “William B. Hunter”—road number “1”. The Long Island Farmer of July 28, 1861—announcing the acquisition of the “Jacob Frost” No. 2 by the Brooklyn Central & Jamaica R. R. stated it weighed 18 tons—was a coaler with drivers 5 ft. in diameter, and came to the L. I. R. R. on the breakup of the Brooklyn Central and Jamaica R. R. It was sold by the L. I. R. R. soon afterwards. The “William B. Hunter” was retained and was badged “Huntington” with road number “40”. In the 70’s this locomotive was given the extension spark box and straight stack and was used generally as a spare engine. It was very quick in getting under way and its lines were very beautiful. It was demolished in 1878.

#### No. 41.

This, while on the Long Island R. R., carried no name. It was in service only a short time in 1867 when it was sold to the South Side R. R. which had begun construction from Jamaica toward Patchogue. It left the rails and was ruined at Seaford soon after.

This locomotive is well known under the name of “Uncle Tom” and the photographs are met with frequently. It was built by Mr. Griggs of the Boston & Providence R. R. and competed under the name “Dedham” at Lowell, Mass. in 1851. I have been informed that it was sold to the Fitchburg & Worcester which in turn passed it to the Flushing R. R. of L. I. The latter road was about 1867 temporarily controlled by the L. I. R. R. and it was intended to place the locomotive on the roster of that road under road number “41”. It lay several days on a siding at Jamaica before being dragged to the tracks of the South Side R. R. It left a distinct memory on my mind.

#### 42. Woodbury.

Similar to the “Charles R. Lincoln”,—McQueen Engine.

#### 43. Northport.

Similar to the “Charles R. Lincoln”—McQueen Engine.

#### 44. Alden B. Stockwell.

Schenectady Locomotive Works, No. 641—about 1871.

45. Charles A. Dana.

Schenectady Locomotive Works, No. 642—about 1871.

46. Corona.

I think this came from the Flushing Railroad and that it was built by the Cooke Locomotive Works—1871.

47. Peter Cooper.

Manchester Locomotive Works 1871. Very handsome. This was a beautiful locomotive, no pains having been spared in the adornment. The painting on the tender alone cost \$1500 so Mr. Samuel Booth told me. He ran the "Cooper" for awhile. Its career was brief owing to poor construction and it was scrapped after ten years of light service.

48. Benjamin W. Hitchcock.

Schenectady Works 1871 carried the name of a noted real estate operator—later became "Port Jefferson." In service about twenty five years. Splendid record. Very handsome.

49. Robert C. Brown.

Make not recalled—carried the name of a cigar manufacturer—later became "Deer Park".

50. St. Johnland. Schenectady Locomotive Works.

51. Lakeland. Schenectady Locomotive Works No. 993.

The "Lakeland", I believe, was the last of the locomotives acquired by the old company. Not long after this the L. I.; the N. Y. Flushing and North Side; the Central of L. I. and the Southern (formerly South Side) consolidated under the title of Long Island Railroad Company and new road numbering went into effect. After the unification names soon were discarded.

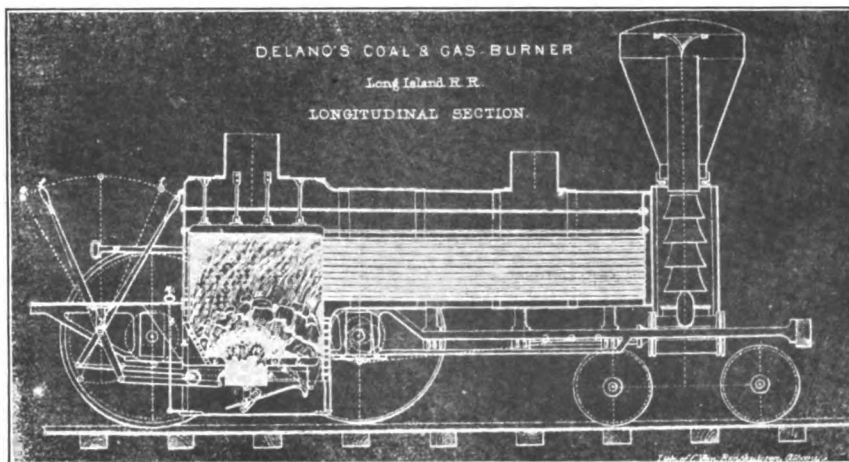
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The following account will be of interest in connection with the locomotive "Nebraska" mentioned by Mr. Stuart in his list of Long Island R. R. locomotives.

"At a meeting of the Railroad Convention held in the Astor House, New York, on Dec. 12, 1854, Mr. Horace Boardman, the patentee of the coal-burning locomotive was present being introduced by a letter from Mr. Joel W. White of the Norwich &

Worcester Railroad Company which was read into the convention.

'This may certify that your coal burner, called the "Nebraska", has been running on the road of this company to the extent of five thousand two hundred and eighty miles. The following is the relative expense of fuel, between coal and wood. The cost of wood per mile on the line of this road, at the average cost of \$4 per cord, is 14½ cents per mile, being on 5,280 miles, \$765.60.



THE "NEBRASKA."

'Expense for bituminous coal per ton, (2,000) at \$6.50, cost per mile 11 1/10 cents, on 5,280 miles, \$586.08—difference \$179.52, net saving on 5,280 miles—making a net saving of 3 4/10 cents per mile, which on the ordinary year's running of an engine of 30,000 miles, would make a saving of \$1020 per year. The above estimates are made upon the actual cost of fuel the past year.

'The construction of your engine in burning bituminous coal, I am confident is of the most improved form to generate steam, at the same time avoid all inconveniences from smoke, which has been so far perfected, as to be less inconvenient to the passengers than the burning of wood.

'To the before mentioned might be added a saving of expense in help at the stations at wooding up, avoiding the ex-

pense of wood sheds; also, avoiding the hazard of fire on the line or the road, equal in amount by the sum of \$300 to each engine per year.

‘Your engine has performed with perfect satisfaction both on passenger and freight trains, generating steam with facility and a readiness to be always prepared for action.’ ”

## The Norris Locomotive Works.

Permission to use this material has been granted by the “Railway Age.”

By C. H. CARUTHERS.

To those in any way connected with American railroads from 1831 to 1868, the name of Norris, and the Norris locomotives, were very familiar, in fact continued to be so for almost a decade longer. To-day, however, they are but a memory, and many of the younger men on the various lines have but a vague idea, if any at all, of what these names represented to the men who have either passed away or are in the “sere and yellow leaf” awaiting the end of their life’s run.

The Norris firm was not only one of the first to engage in locomotive building, but forged rapidly to the front, until by 1861 or 1862, according to its badge-plates, it had probably built more locomotives than any other firm in America, and it retained this numerical superiority in construction until about the latter part of 1862, as is shown by the following table:

Date.	Engine.	Construction No.	Builder.
..... 1850	John Stevens	420	Norris Bros.
January, 1850	Indiana	372	M. W. Baldwin
October, 1853	Loyalhanna	649	R. Norris & Son
“ 1853	Chester	551	M. W. Baldwin
“ 1858	210	912	R. Norris & Son
May, 1859	156	847	M. W. Baldwin & Co.
“ 1863	278	1,067	R. Norris & Son
“ 1863	258	1,094	M. W. Baldwin & Co.
“ 1864	348	1,178	R. Norris & Son
“ 1864	294	1,283	M. W. Baldwin & Co.

The John Stevens was built for the Camden & Amboy Railroad, and the others for the Pennsylvania.

It will be observed that according to this table the 649th, engine of the Norris works was built in 1853, and the 912th, in 1858; or a total of 273 engines in about five years; yet in 1855 the