



150

*** or so ***

MOSTLY 1850S

★ AMERICAN STANDARD 4-4-0 ★

LOCOMOTIVES

Drawings and Lithographs

SCALED FOR HO

PART 2: LOCOMOTIVE LITHOGRAPHS

SOURCED FROM:

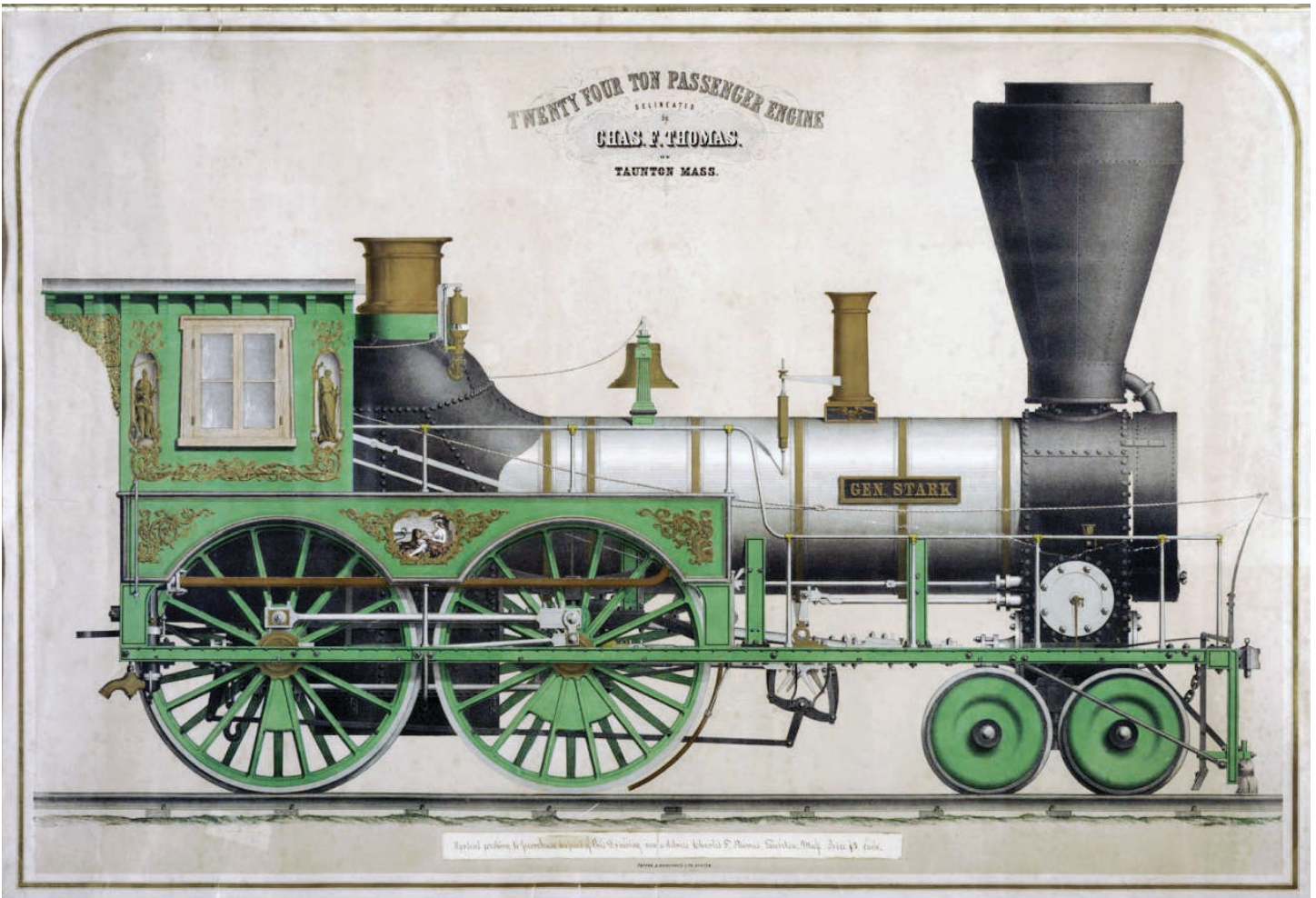
BOSTON ATHENAEUM DIGITAL COLLECTION

DeGOLYER LIBRARY DIGITAL COLLECTION

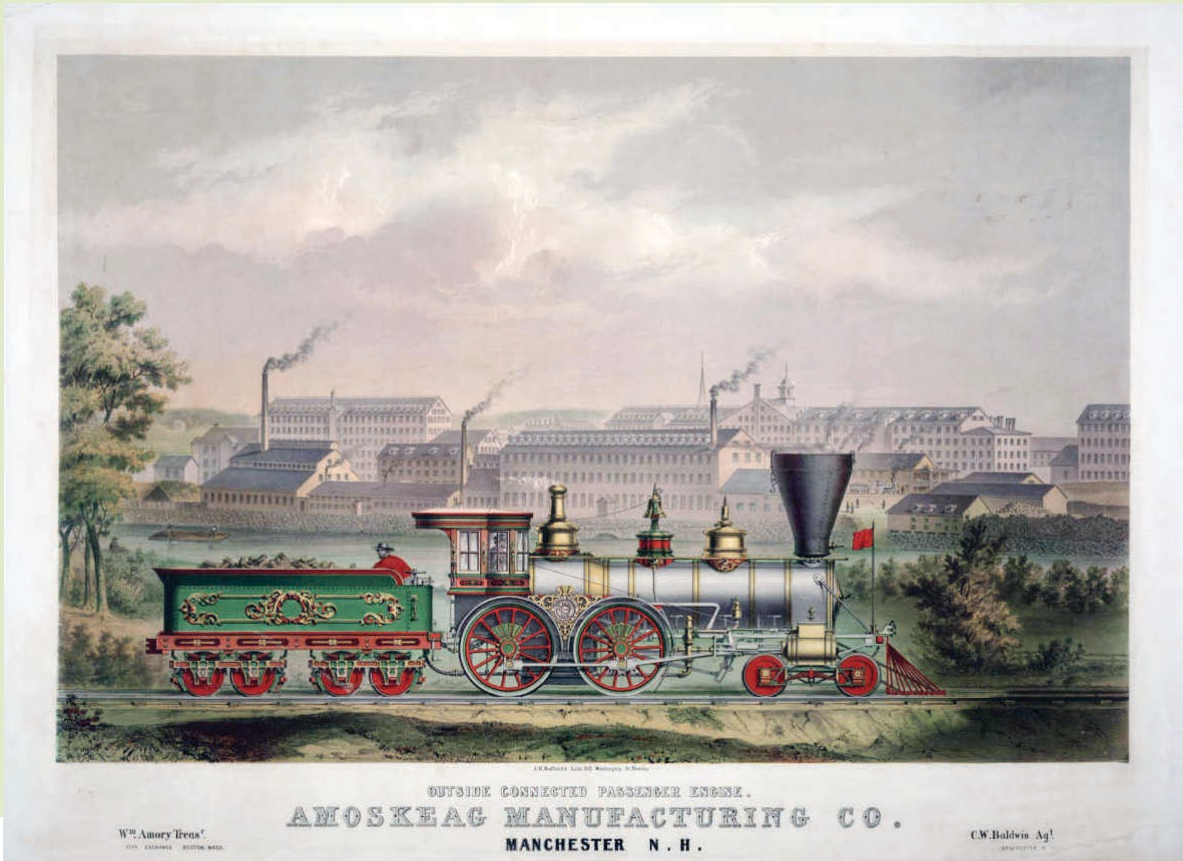
HUNTINGTON MUSEUM DIGITAL COLLECTION

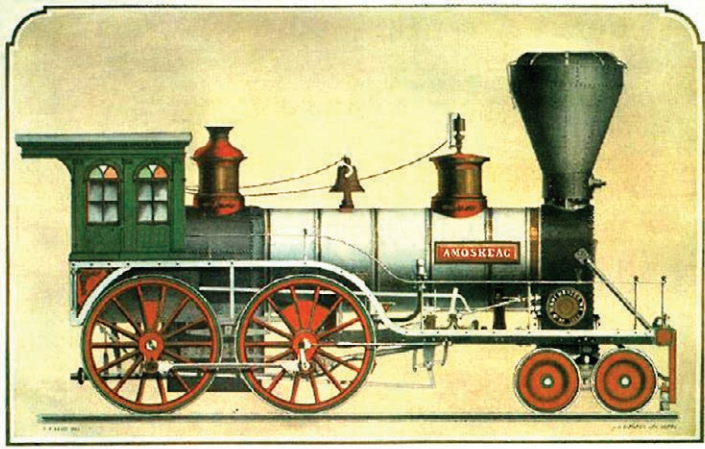
JERRY MOONEY COLLECTION

and other print and web sources

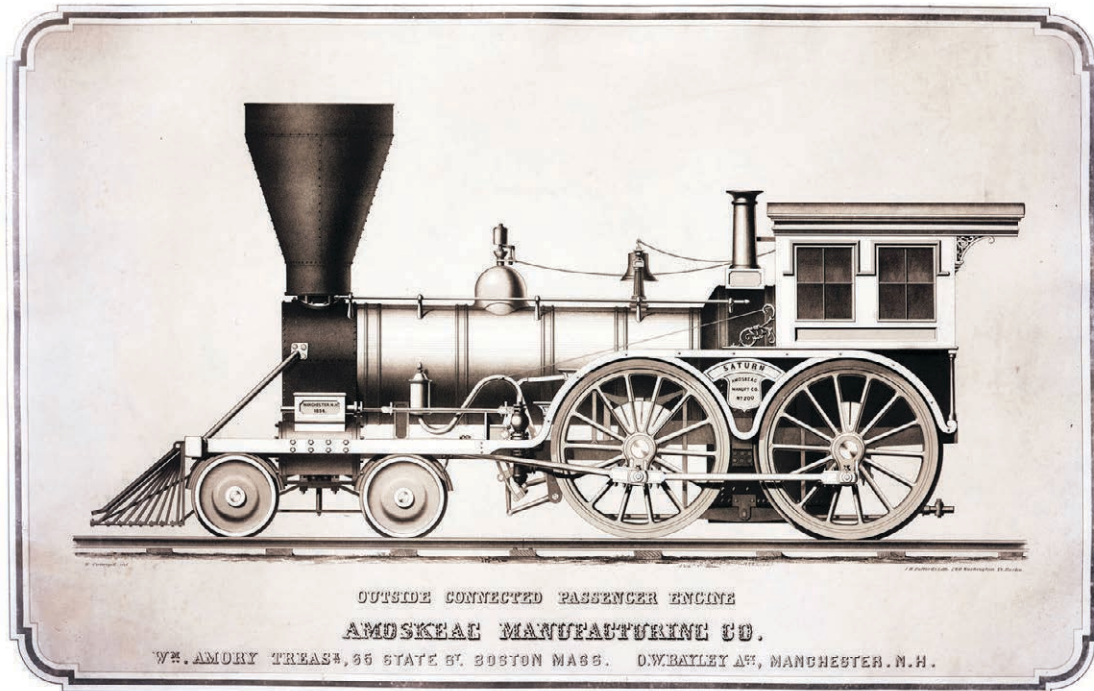


AMOSKEAG LOCOMOTIVE WORKS— of Manchester, NH, wasn't a big builder, but spent a lot of money on lithography and advertising.





AMOSKEAG engines from the 1850s can be identified by the cannon safety valves on top of their rear steam dome. The engines were apparently sold without headlights or sand domes. Many of them were inside-connected, but that was a common New England affectation. From the late 1840s on, they all seemed to come with cabs— handy in New England weather.

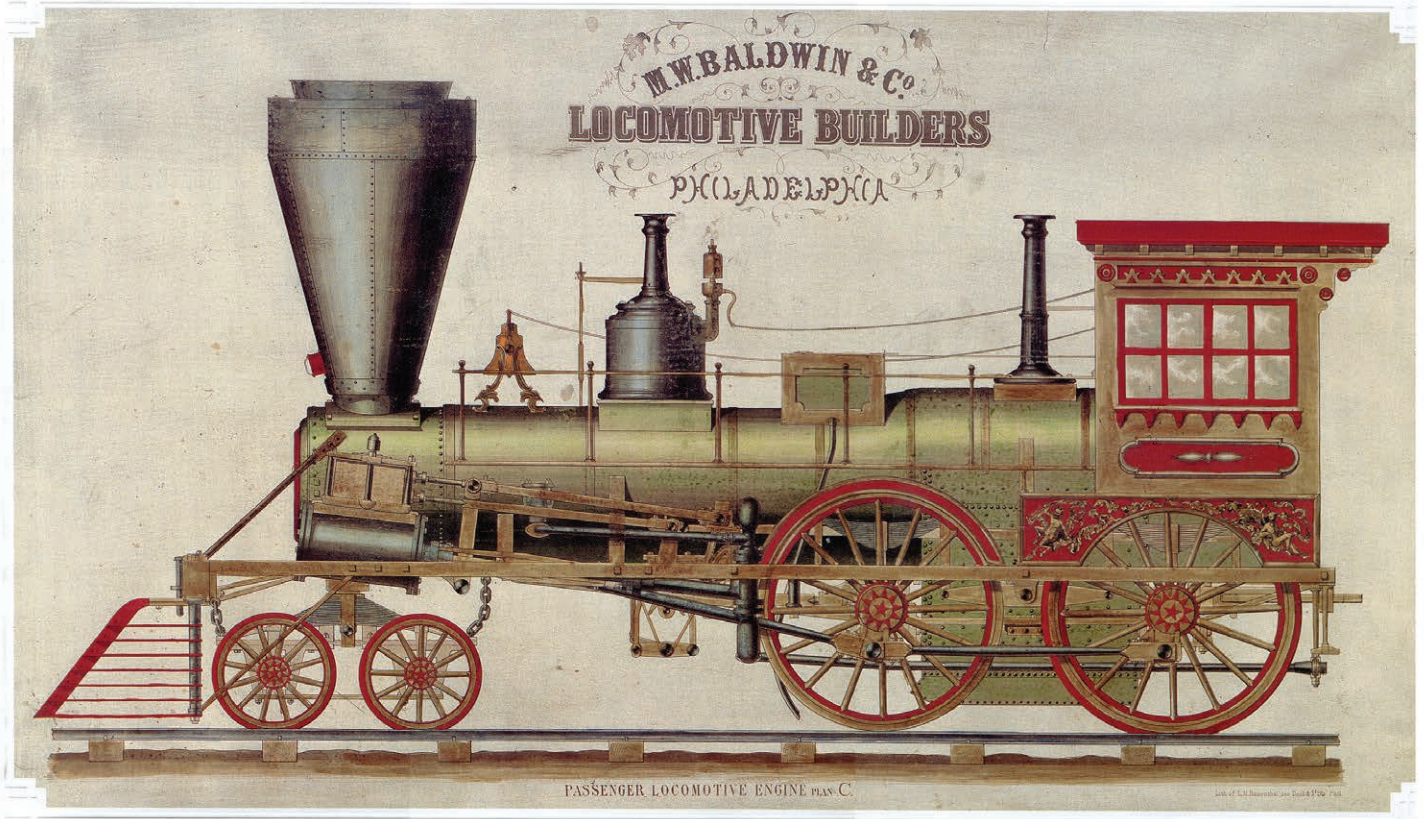




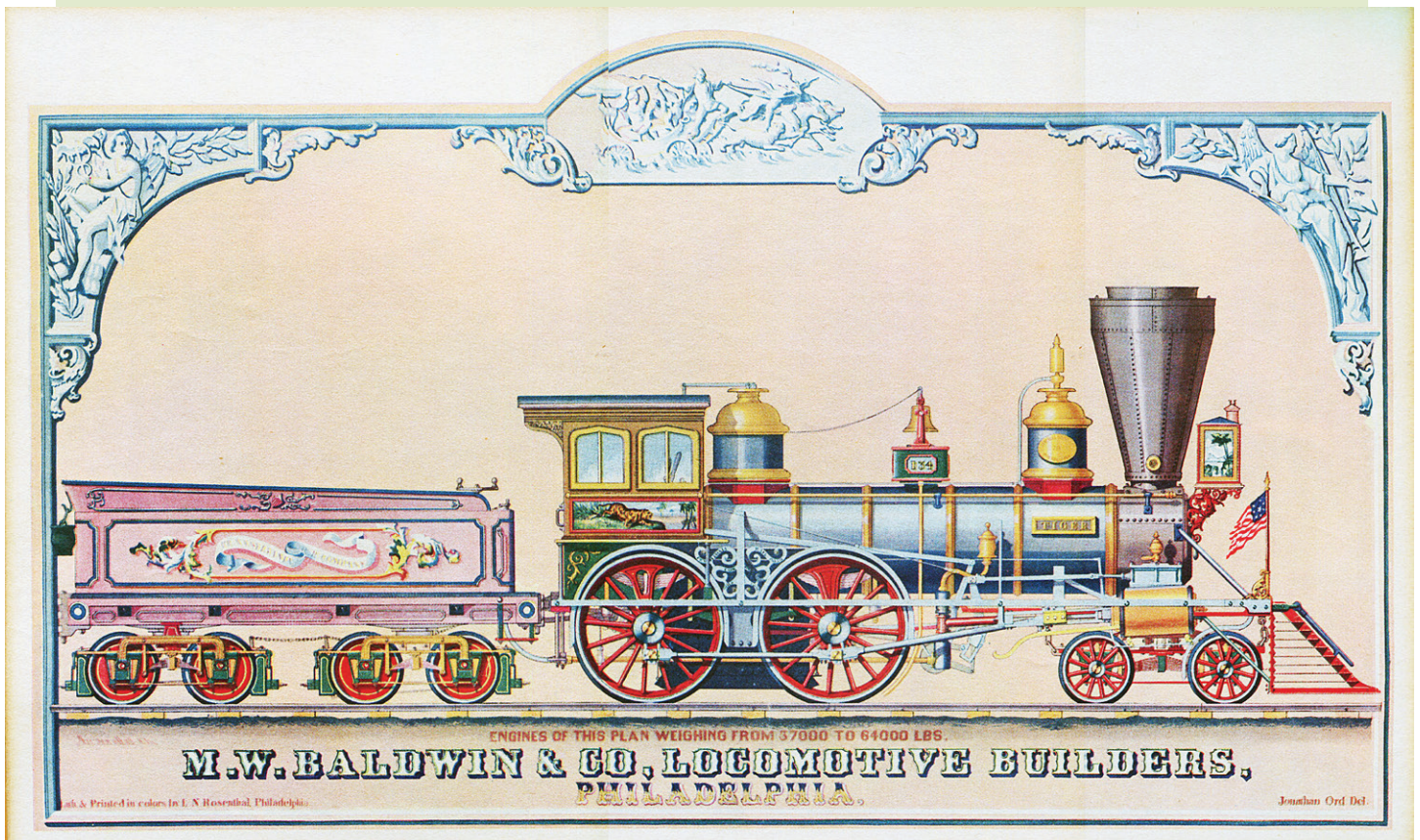
W^m. Amory Treas^r.
65 STATE ST. BOSTON, MASS.

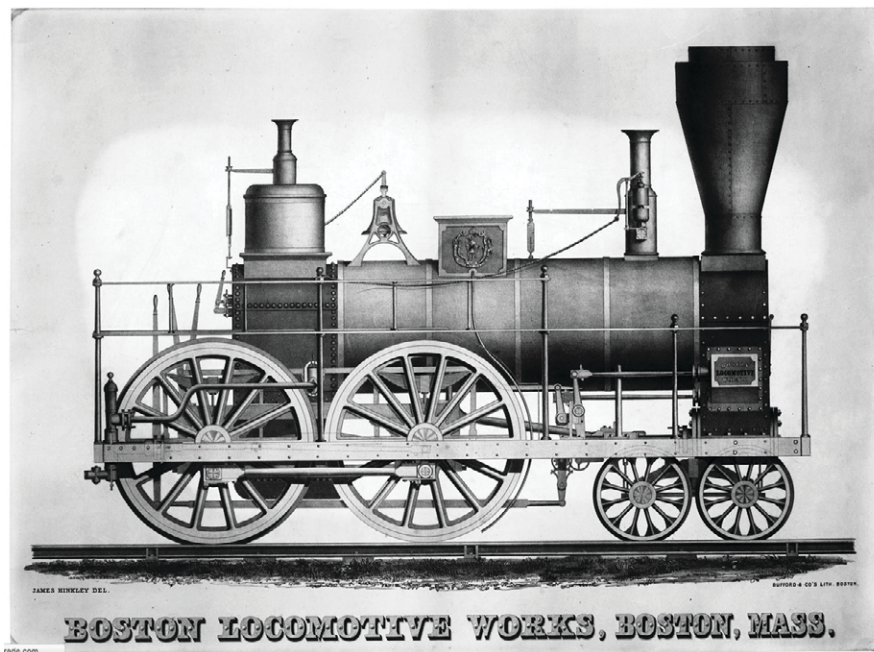
INSIDE CONNECTED PASSENGER ENGINE.
AMOSKEAG MANUFACTURING CO.
MANCHESTER N.H.

C.W. Baldwin Agent
MANCHESTER, N.H.

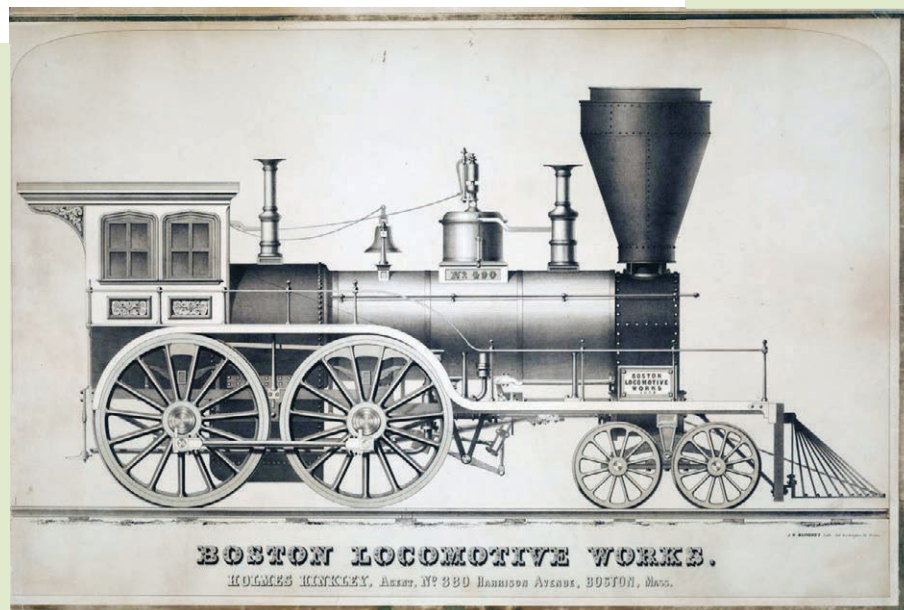


BALDWIN, Philadelphia's second-biggest locomotive builder, didn't produce many lithographs of 4-4-0s, but the one below, of the pink-tendered PRR *Tiger*, has been reprinted and reproduced in books often. Baldwin sold locomotives with two steam domes like the *Tiger* until the 1870s.

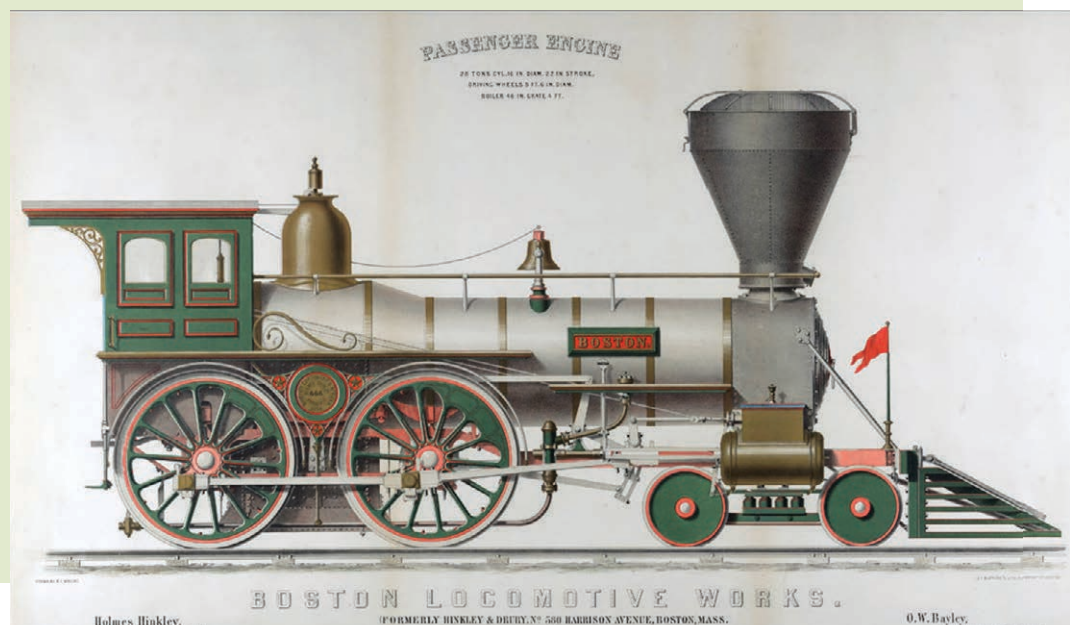




BOSTON Locomotive Works was New England's largest engine builder, and fourth largest in the nation before the Civil War. They produced several lithographs which document the company's progress in locomotive technology over the years.



Many Boston locomotives had cannon safety valves— sometimes two, one on either side of the steam dome. Cabs didn't become standard equipment until the early 1850s. Many engines were inside-connected.

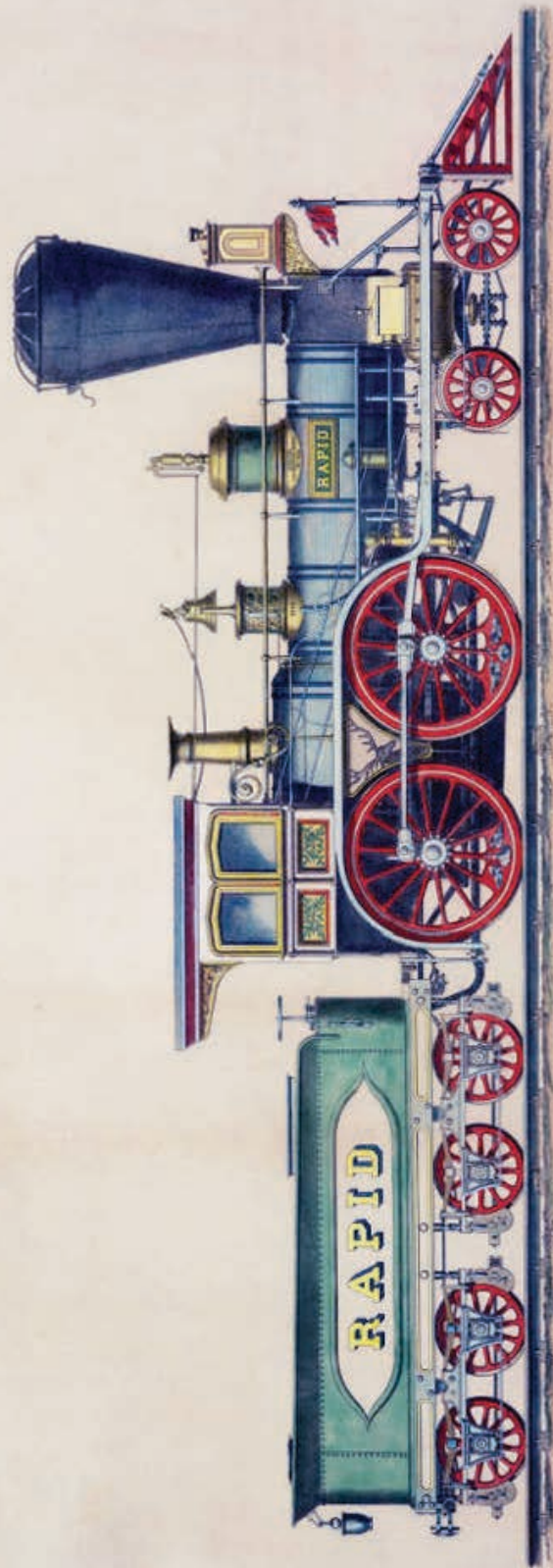


BOSTON LOCOMOTIVE WORKS

HOLMES HINKLEY, A. & C.

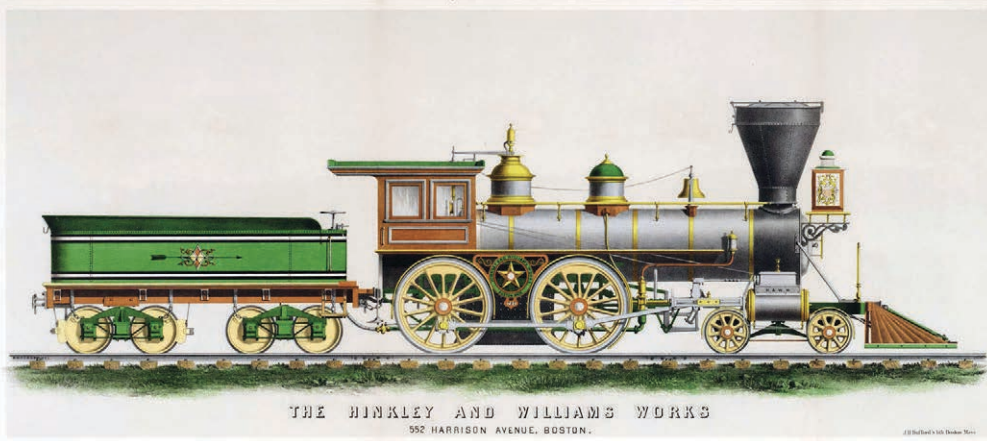
NO. 380 HARRISON AVENUE.

BOSTON MASS.

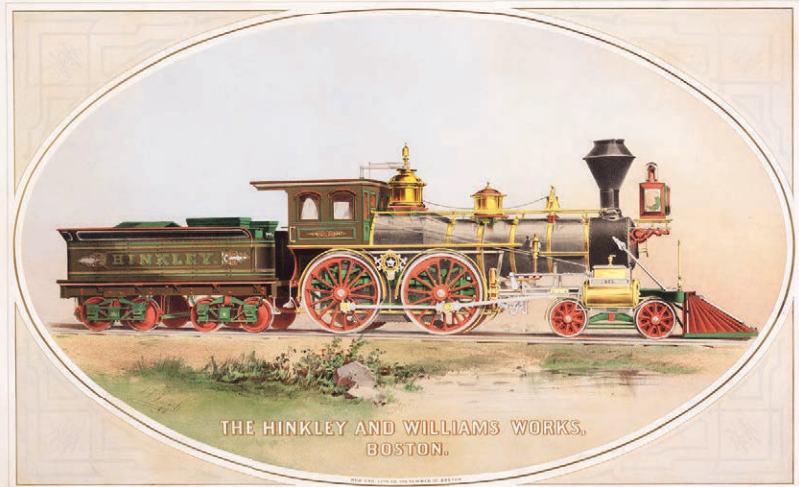


JAMES C. WRIGHT, DEL.

614 BOWDOIN ST. BOSTON



BOSTON turned into **HINKLEY & WILLIAMS** Locomotive Works around the time of the Civil War. From then until the 1870s the company commissioned a series of artistic lithographs, appropriate for the city that was still the cultural capital of America.

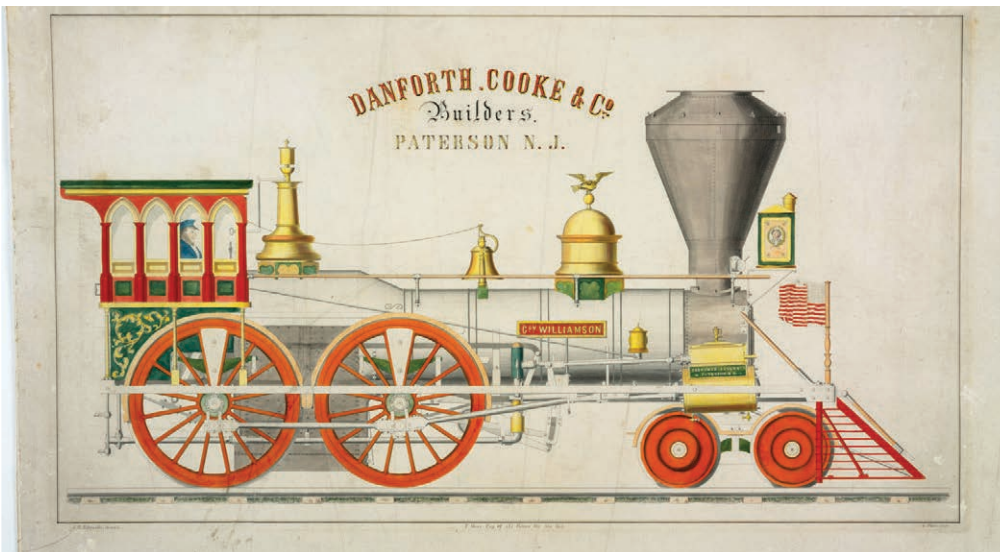


By the 1860s, Hinkley was building engines using MASON's standard pattern. By this time, 4-4-0s were sold with headlights, pilots, and sand domes as standard equipment.



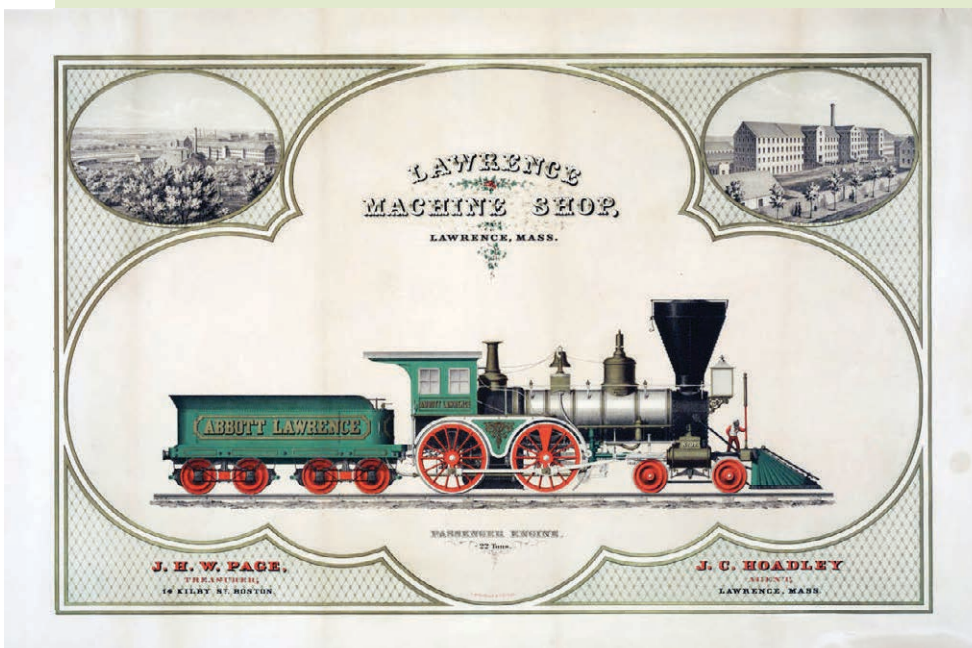
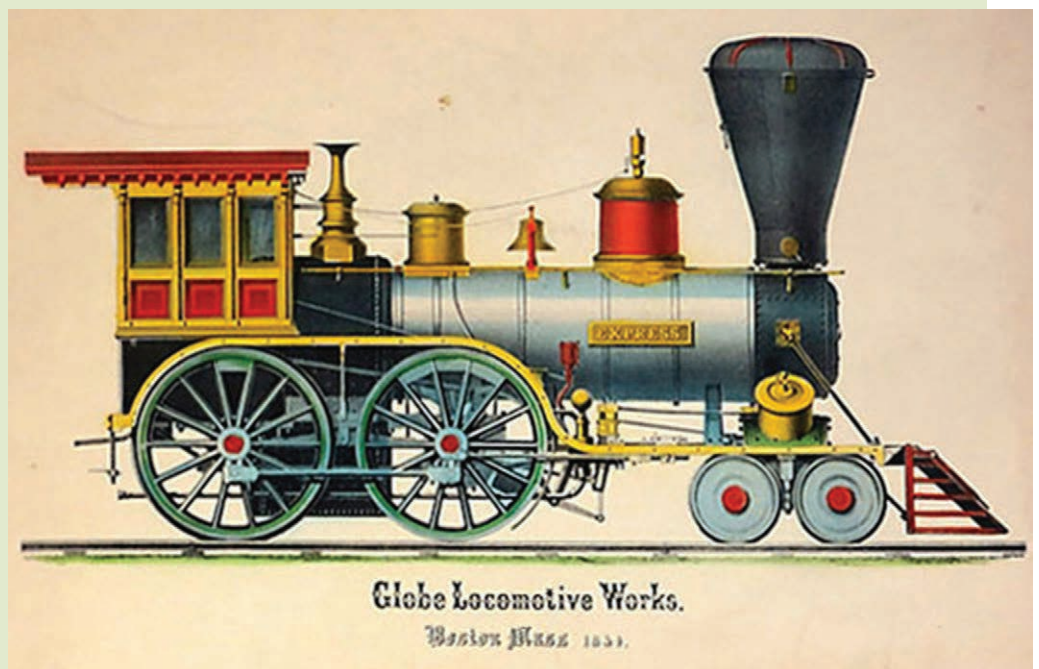


This Christmas tree ornament of a locomotive was advertised by an otherwise respectable medium-sized builder in Jersey City, N.J.



DANFORTH, COOKE competed with **SWIN-BURNE (NEW JERSEY) LOCOMOTIVE WORKS** for the rank of second-biggest locomotive builder in Paterson, NJ. Neither one could overtake **ROGERS** in either innovation or sales volume. Color lithographs of Danforths are rare.

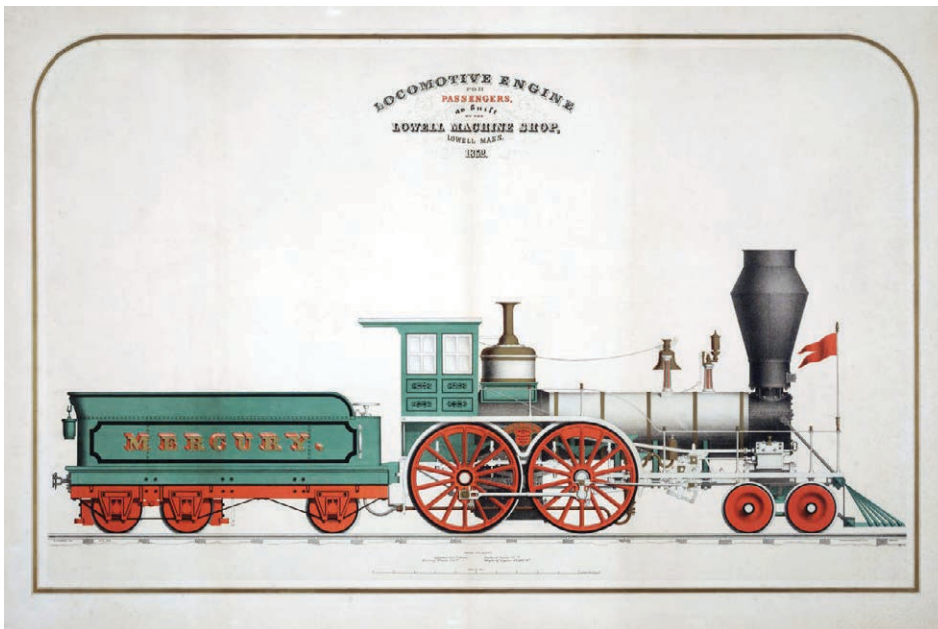
GLOBE LOCOMOTIVE WORKS engines were another New England creation and shared a lot of characteristics with **BOSTON, AMOSKEAG, LOWELL,** and **TAUNTON**. These included inside-connections, cannon safety valves, and steam domes far forward on the boiler instead of over the firebox. Globes always had the appearance of being short and stocky. The company commissioned at least two color lithographs.



LAWRENCE MACHINE SHOP in Lawrence, MA, was a small builder that followed the technological lead of its bigger neighbors. They produced only a few color lithographs.



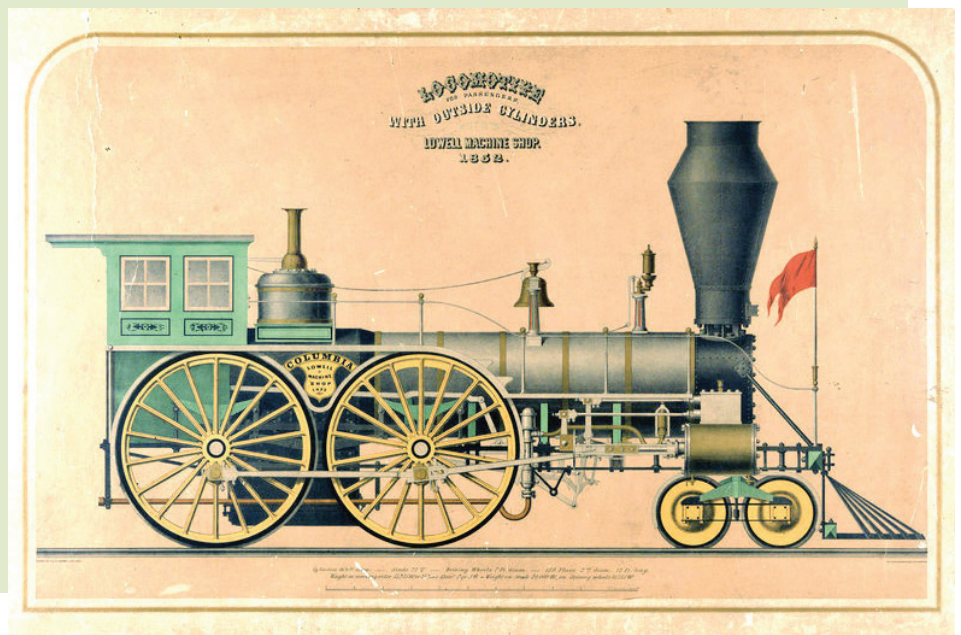
Renowned locomotive builder John Brandt returned to his Pennsylvania home town and started the **LANCASTER LOCOMOTIVE WORKS** in 1853. The *John C. Breckenridge*, named after the new vice-president of the U.S., was built four years later. It looked a lot like the NEW JERSEY LOCOMOTIVE WORKS engines Brandt had built earlier: Three domes, wagon-top boiler, spread-wheeled pilot trucks. All of these features were ultimately copied from Rogers.



The **LOWELL MACHINE SHOP**, formerly the Locks & Canal Co. of Lowell, MA, built some high-wheeled passenger engines for the predecessor roads of the New York Central in 1852. The engines were advanced for the time—built by Walter McQueen, later the head of the SCHENECTADY LOCOMOTIVE WORKS.



Interestingly, the lithograph of Lowell's *Columbia* was issued in two versions—red driving wheels and yellow driving wheels. This is a warning to those who take the locomotive's paint colors on lithographs too literally. They were simply advertising pieces, after all.



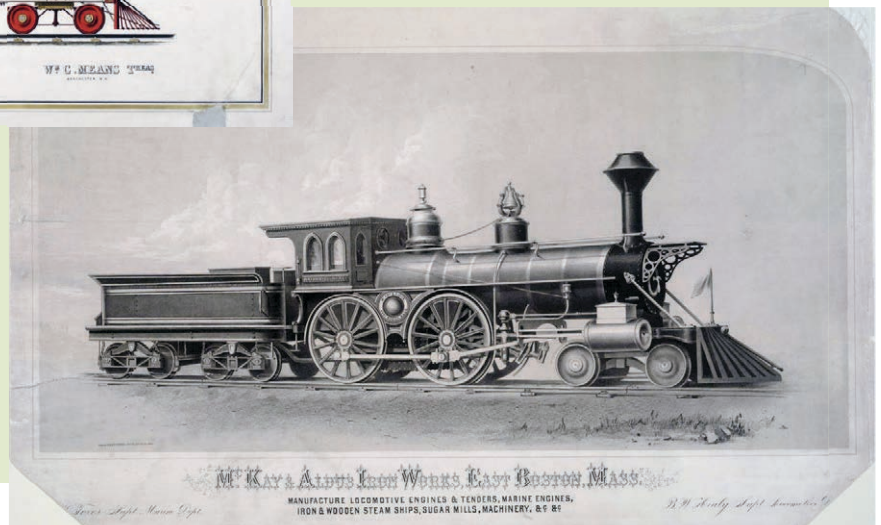


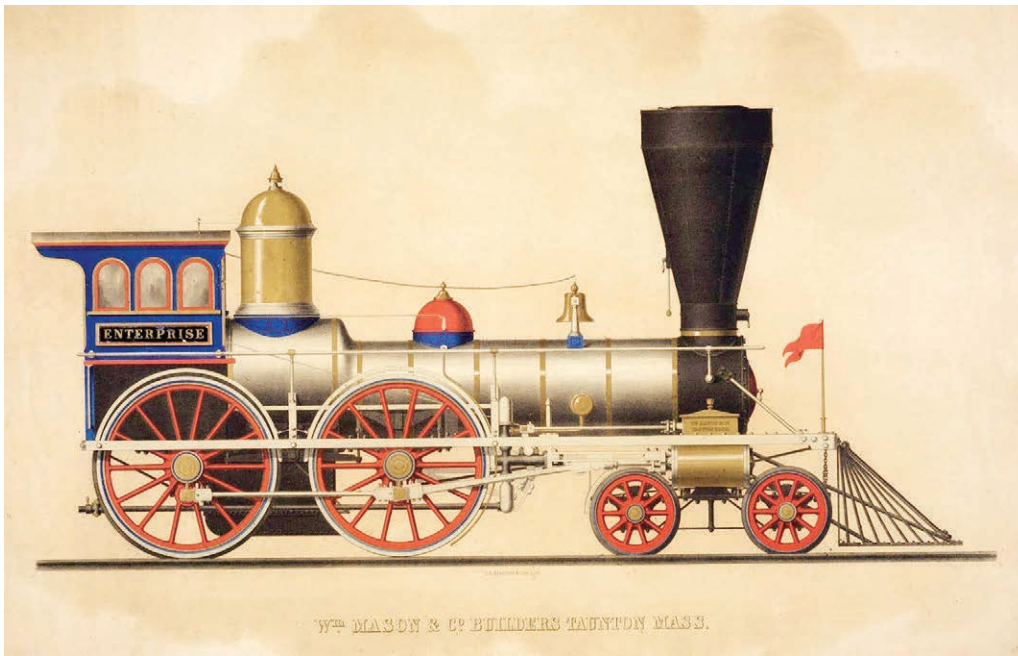
Sometimes, it was railroads that issued the lithographs. The *Milwaukee* was a rebuilt engine of the Milwaukee & Mississippi RR, a predecessor of the Chicago, Milwaukee & St. Paul RR.



The **MANCHESTER LOCOMOTIVE WORKS** in Manchester, N.H. was started by former officials of AMOSKEAG in 1854. The *Pioneer* was their first engine, eventually sold to the Chicago, Burlington & Quincy RR. It looked a lot like an Amoskeag engine.

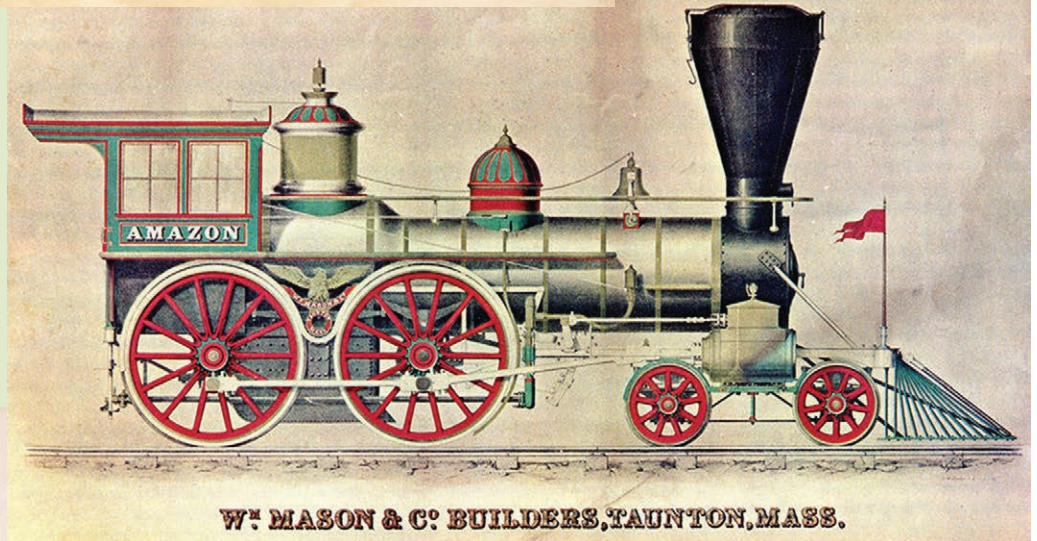
McKAY & ALDUS IRON WORKS in East Boston mainly built iron ships and ship engines, but for several years in mid-century they also built locomotives. The lithograph of the *Nathaniel McKay* is one of two lithos presently known.





WILLIAM MASON of Taunton, MA, was a manufacturer of textile machinery who built locomotives because he enjoyed it. His engines were technologically advanced and had a beauty and simplicity that was widely copied. By the 1870s, all the other builders were using Mason's basic plan.

The *Enterprise* (above) and *Amazon* (right) were early Masons from the mid-1850s. By the time the *Highland Light* (below) was built in the late 1860s, Masons were universally recognised as beautiful and well-constructed machines.

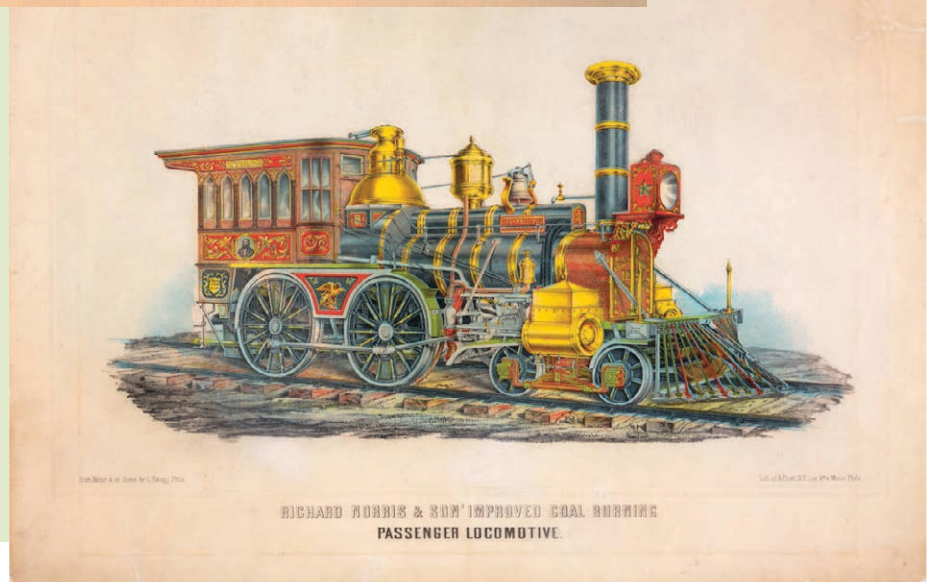


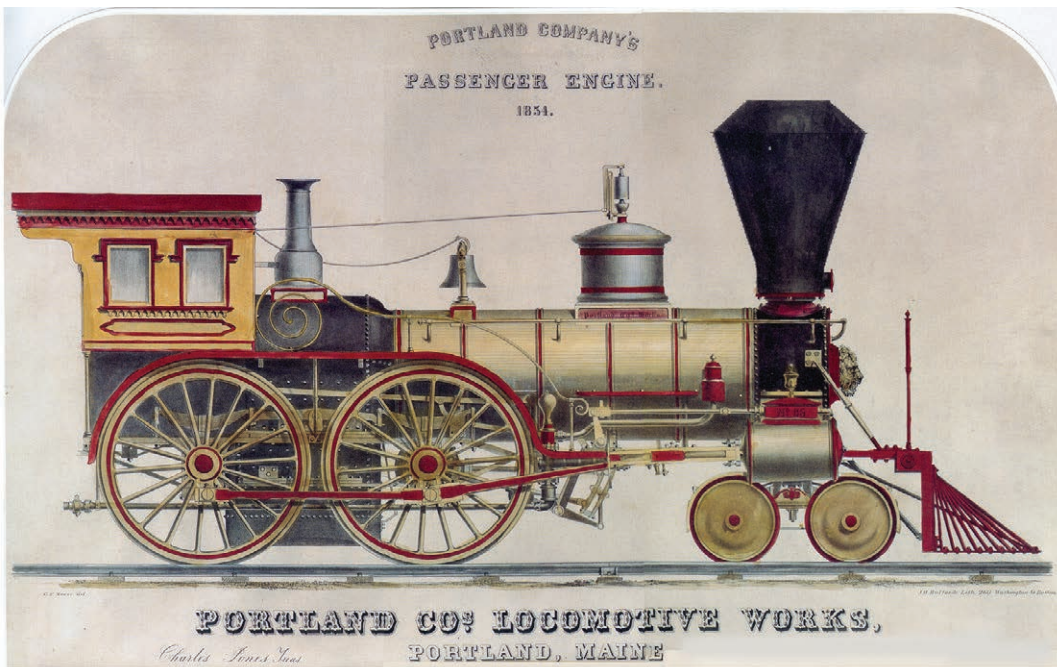


MOORE & RICHARDSON of Cincinnati, OH, was one of the few large pre-Civil War midwestern builders, none of whom lasted past the 1857 financial crash.



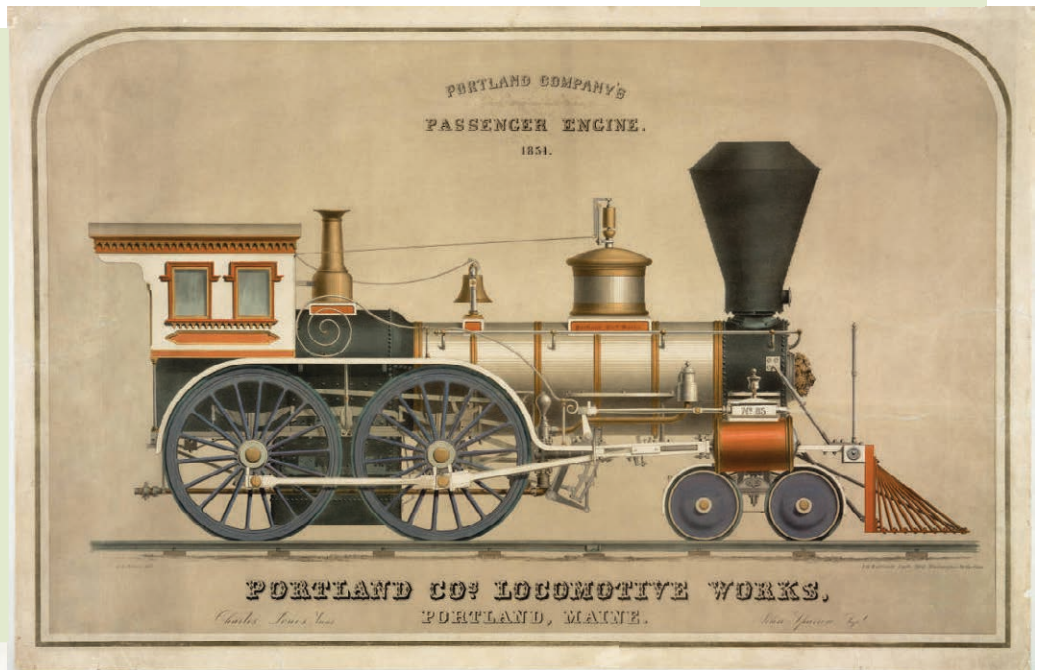
The **Norris Locomotive Works** was the largest in the world in the 1850s and ordered up some remarkable color lithographs. In spite of the boom in locomotive building caused by the Civil War, the company closed down for good within ten years. Norris adopted a gothic look to its locomotive architecture, with pointed arches in the cab windows and plenty of red and gold paint.





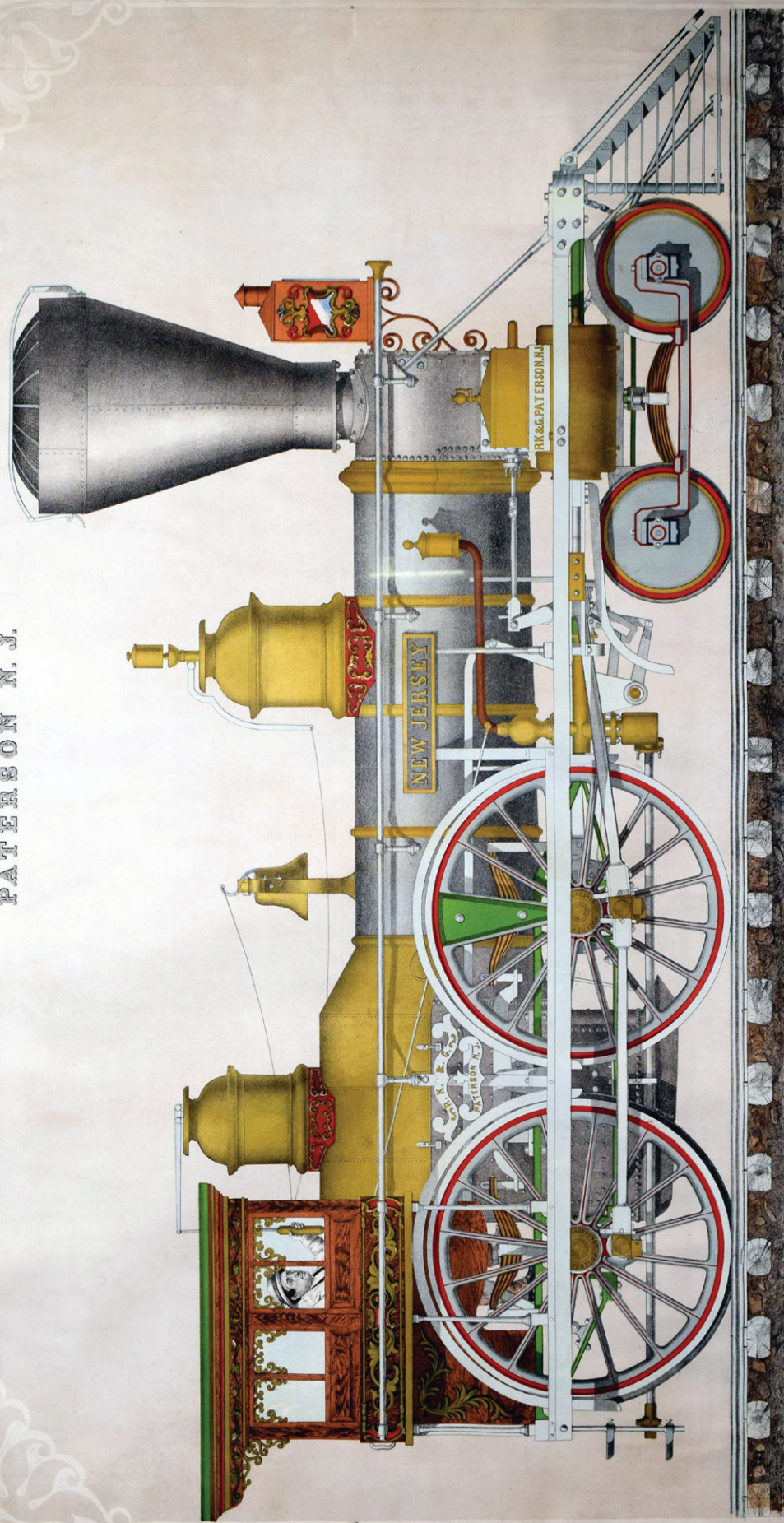
The **PORTLAND CO.** built locomotives in the common New England pattern, with about half of them going to Canada. Here are two different color lithographs made from one basic drawing.

Like Hinkleys, Globes, and Tauntons, many Portland engines had cannon safety valves and the steam dome far forward on the boiler.



ROGERS KETCHUM & GROSSVENDER

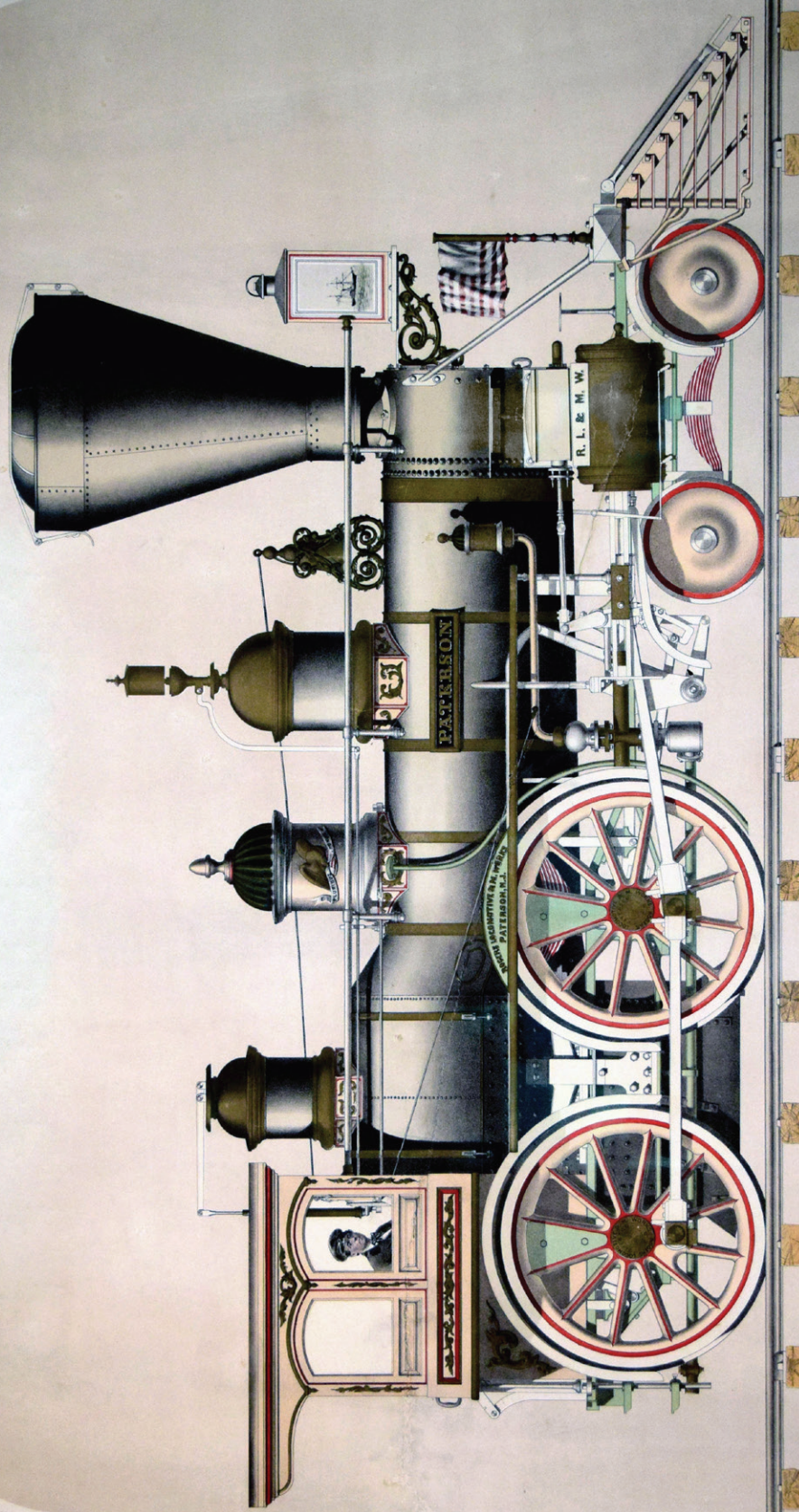
PATERSON N. J.



Painted by F. S. H. G. H. E. S.

LITHOGRAPHED AND PRINTED IN COLORS BY ENRIGHT & CO. N. Y.

ROGERS LOCOMOTIVE WORKS commissioned a number of significant lithographs. This one from 1852 shows off one of the earliest engines to have a wagon-top boiler, link-motion valve gear, level cylinders, and a spread-wheeled pilot truck. All of these would become standard in a few years.

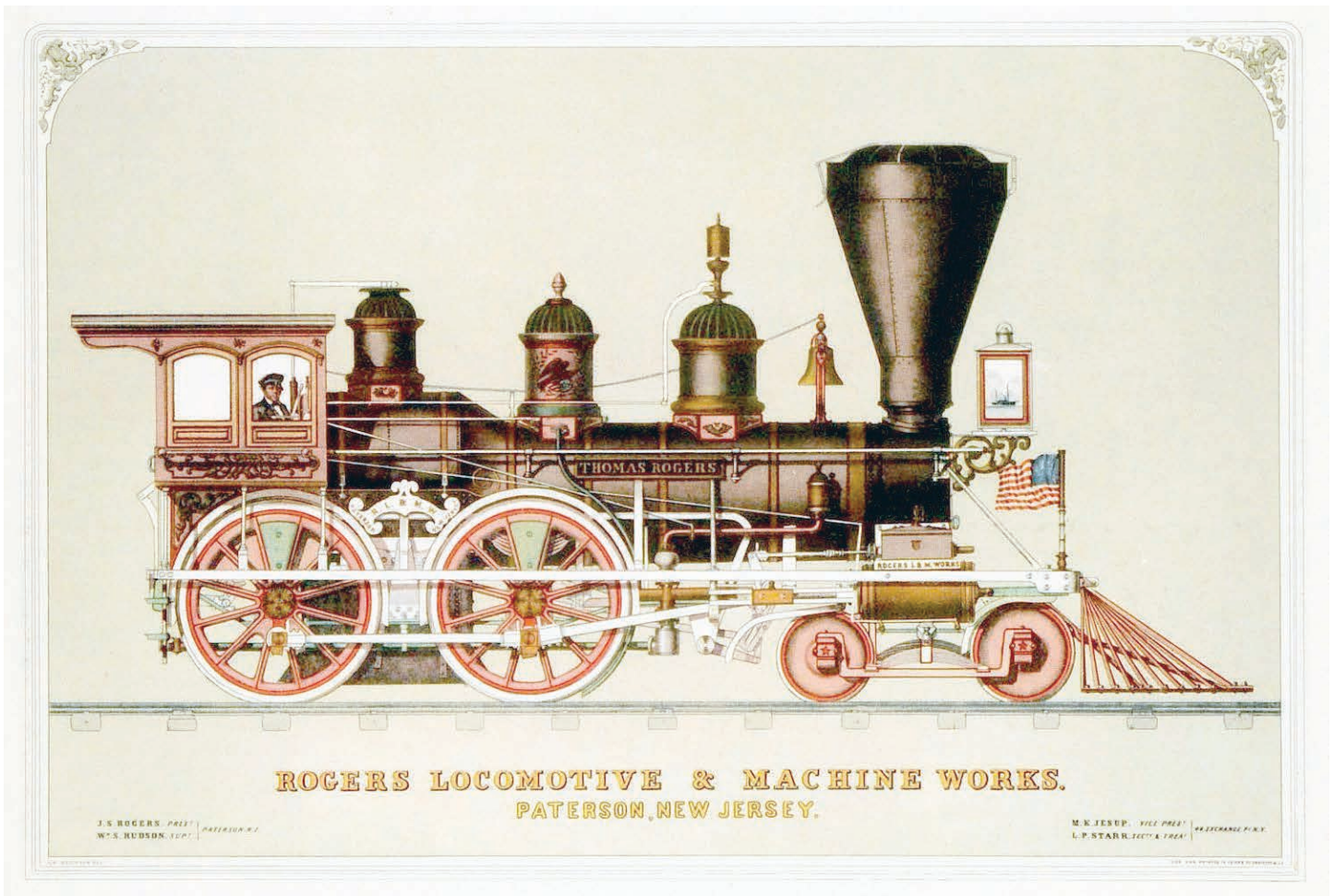


**ROGERS LOCOMOTIVE & MACHINE WORKS.
PATERSON, NEW JERSEY.**

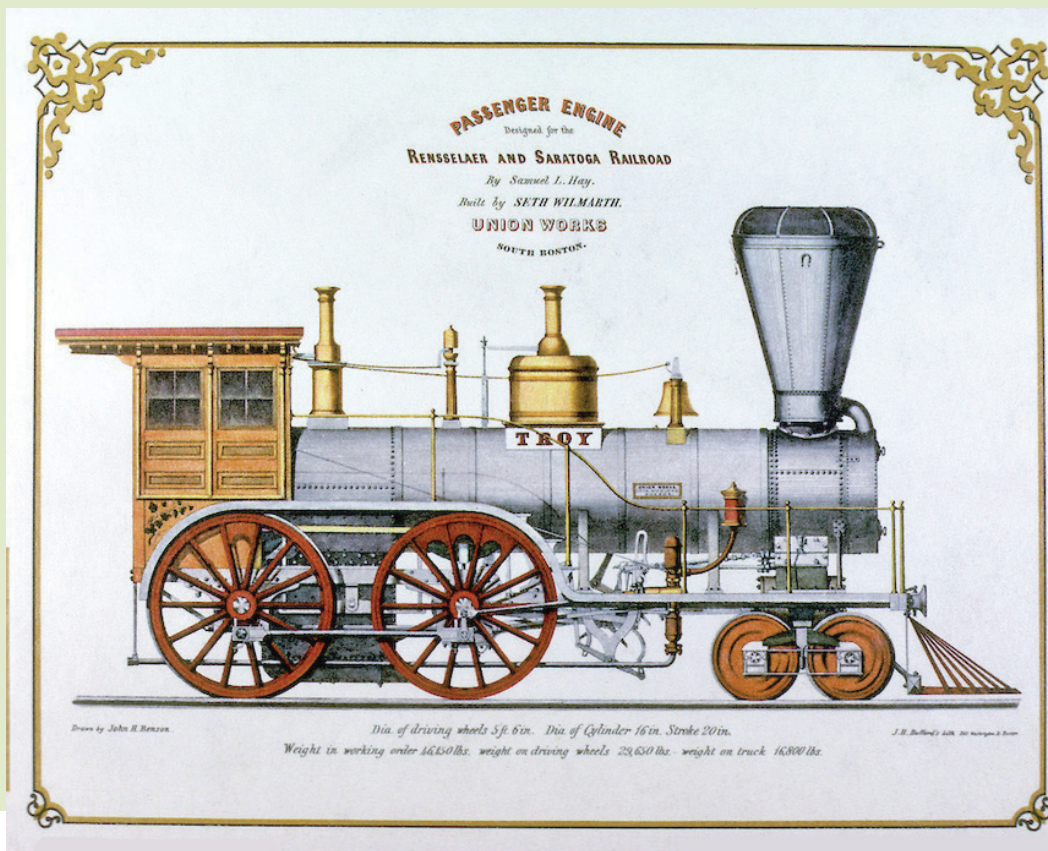
J. S. ROGERS, PRES. } PATERSON, N. J.
W. S. HUDSON, SECT. }

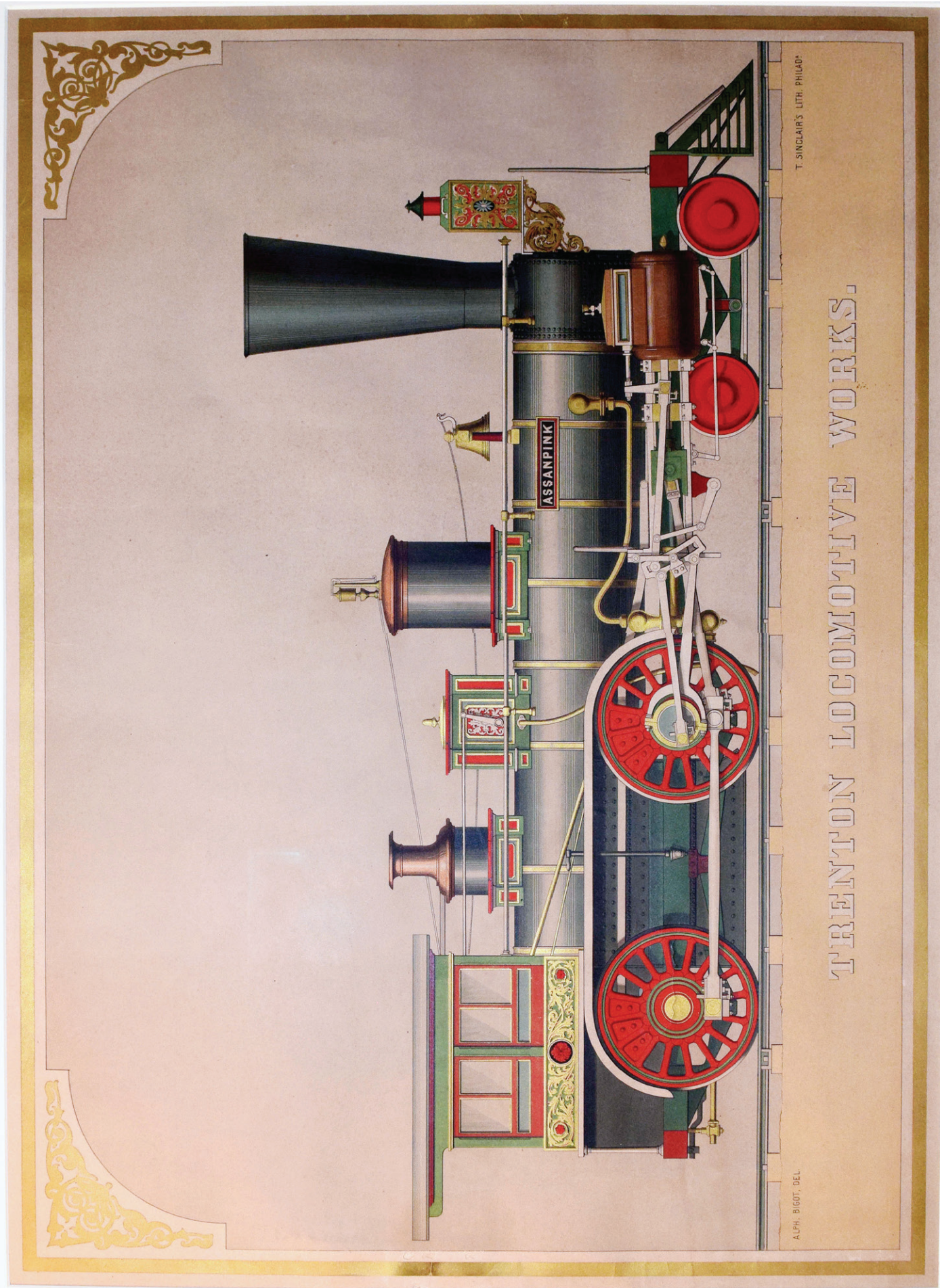
M. K. JESUP, VICE PRES. } NEW YORK
L. P. STARR, SECY. & TREAS. }

Copyright 1880 by Rogers & Hudson, Paterson, N. J.



The **UNION IRON WORKS** in South Boston built several inside-connected engines with reputations for being large (for the time) and powerful.





T. SINGLAIR'S LITH. PHILAD.

TRENTON LOCOMOTIVE WORKS.

ALPH. BIGOT, DEL.

The small **TRENTON LOCOMOTIVE WORKS** built this strangely-proportioned engine in 1855. It had an odd name too: *Assanpink*.



There is little to distinguish engines built by the **TAUNTON LOCOMOTIVE MFG. CO.** from those of the other New England builders like HINKLEY, PORTLAND, and GLOBE. As well-designed machines, they were far behind Taunton's other builder, WILLIAM MASON, yet the company lasted just as long as MASON did and consistently sold more engines.

