



# The Mud Ring

The Newsletter of the Cinder Sniffers Inc.

Summer 2010 Issue

## PRESIDENT'S MESSAGE

This year marks our change to having business meetings on Run Days. We held our first one in May with moderate success, though it proved hard to pull some members away from steaming up their engines to have a meeting. We shall see as we go through the season how this develops. One area which it has already had a negative impact on is our annual meeting and run at the Heavenly Hilltop Railroad. It is always nice to view what others are doing and building and Don and Becky have never disappointed. Also, another member volunteered to host a meeting at his home and track but once again we had to turn him down. The combination meeting and run isn't very flexible in accommodating members needs unless it is planned very far ahead. Stay tuned and we will see how the season plays out in attendance both by members and our guests.

The article on the Cincinnati Locomotive Works was sent to me by Brian following an internet discussion about the same.

### Cincinnati Locomotive Works

Anthony Harkness was the superintendent of a cotton mill at Patterson, New Jersey when the financial troubles of 1819 forced

him to seek employment in the "West". Working in Cincinnati under many partnerships, Harkness built stationary engines, marine engines, boiler and sugar mill machinery. The business was highly successful and brought substantial rewards for its owner.

In 1845, Harkness was persuaded by local interests to enter the locomotive business. An immediate customer was on hand as the overextended Little Miami Railroad was unable to buy locomotives from the East. Not having the necessary design skills, he entrusted the work to Alexander B. Latta who had been in charge of his shop. Two odd 4-4-0s were made for the Little Miami but they were failures on the road. Latta then left the company and was succeeded by William Van Loon who quickly introduced locomotive practice of more conventional nature. The Little Miami bought additional engines from Harkness as did the Mad River & Erie and the Madison & Indianapolis. By 1851 at least 40 locomotives of the firm were in use.

In 1851 Anthony Harkness retired from active participation in the firm, a wealthy man. His son, William, took the reins supported by the long time employee, Robert Moore. Early in 1852, Moore was formally made a partner as "Harkness, Moore & Company" was established. The new partnership arranged a long-term lease of

the factory. John G. Richardson, a foreman in the foundry, later joined the firm to form "Moore and Richardson," the company then doing business as the "Cincinnati Locomotive Works." It is believed that William withdrew at that time and before the year was out, the newspapers sadly reported his suicide. At the time of the transition, the firm employed 280-300 hands.

Most of the Cincinnati engines had outside cylinders and were distinctive in having the leading truck forward of the cylinders. The boilers were said to be of generous proportions for the day and free steaming. New England practices were followed, the forward steam dome, low wagon top boiler and cannon type safety valve being typical of companies such as Hinkly and Taunton. Since Zack Mann, the draftsman of the early engines, had been with the Locks and Canals Company, the similarity may not be a coincidence. The "Cincinnati Locomotive Works" continued to build railroad engines at modest levels in the 1850s until the crash of 1857 shut off all orders. It is presumed that repairs to steamboat engines and general machinery kept the factory doors open until work for the Civil War filled the books. Moore & Richardson did not provide new locomotives for the military railroads although some of its product were pressed into service by government requisition. The last locomotives to be built under the partnership are thought to be two 4-4-0s for the Louisville and Nashville (Road numbers 65 & 66), complete in 1864.

War work brought its own problems and to add to the difficulties, the repudiation of credit for locomotives shipped to southern states left such debts uncollectible.

The firm was reorganized as "Robert Moore & Sons" in 1865, with John Richardson withdrawing. Despite the demand for locomotives at the end of the war, the company was unable to obtain buyers. Advertising for locomotives continued until March 1868 when the company failed and the doors were closed.

The information for this article came from the book "North American Steam Locomotive Builders" by Harold Davies. For more information read "Cincinnati Locomotive Builders by John H. White."

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*Martha North has retired after over a quarter of a century in the Diner. It will be hard to think of the Diner without thinking of Martha. A large thank you to Martha for all her efforts from the Cinder Sniffers family.*

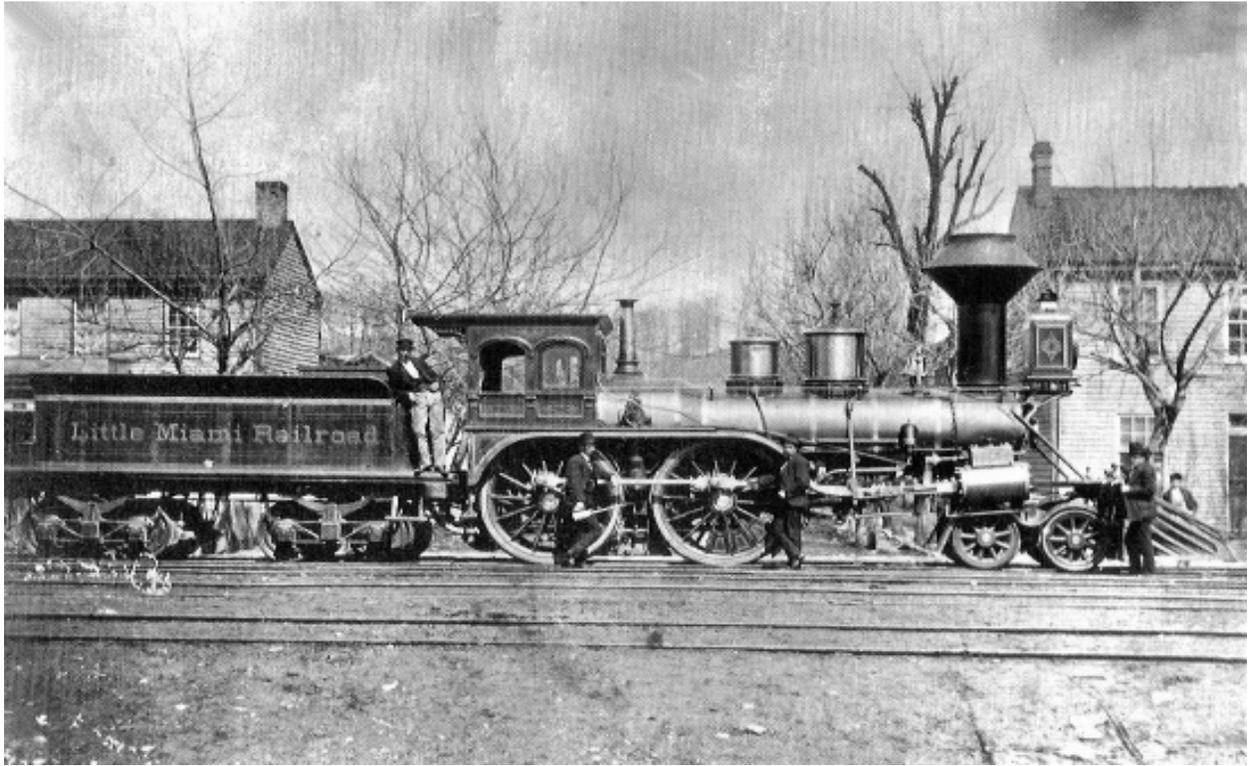
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Where will the Diner go from here? We have been discussing possibilities in our monthly meetings. If you have suggestions please forward them to any member of the executive board for consideration.

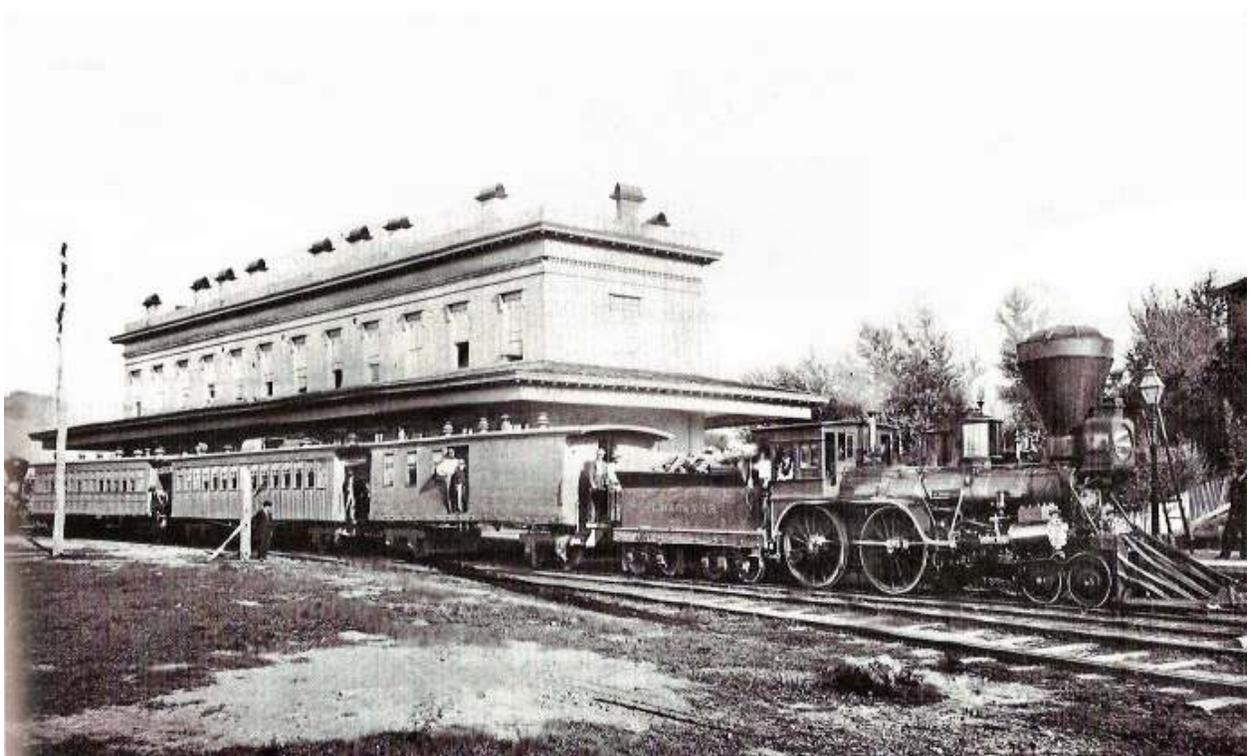
Finally, there is one group of people who do more than their fair share in keeping Cinder Sniffers running and looking good, the Wednesday Gang. Without their time and dedication, our facility would not be what it is today. Thank you one and all.

*Vincent*

## The Rueben R. Springer



## Doctor Goodale



## Picture Notes

Rueben R Springer was built in 1854 by the Cincinnati Locomotive Works and scrapped in 1865. She was an antiquated design when built and had a short lifespan. The second locomotive is the Dr Goodale built in 1853 and shown in 1865. there is a great deal of similarity between the two engines. These two views came from postcards shown on Cincinnati Views. A web sight well worth visiting with a wealth of detail about Cincinnati and the surrounding area.



The club engine in it's new home on Phillip's backyard layout. The picture was supplied by the owner. Yes the headlight is working. There is a video on YouTube. Thanks for sharing Phillip.