

Following the Lake Street Forneys

By Bruce G. Moffat
and Ron Goldfeder

In the Autumn 2004 issue of *First & Fastest*, we looked at the steam locomotives that were used to open the city's first two elevated railroads: the Chicago & South Side Rapid Transit (opened in 1892) and the Lake Street Elevated (opened in 1893). The Spring 2005 issue covered the history of Lake Street elevated #9, now in the Museum of Transportation near St. Louis. In this issue we discuss for whom many of these locomotives were named, and what happened to the steam locomotives following the railroad's 1896 electrification.

Of Chicago's four original elevated railways, the Lake Street Elevated was by far the most "colorful." Among its promoters was Michael Cassius McDonald, a major player in the Cook County

Democratic organization, powerbroker, and an entrepreneur of sorts who controlled many of the city's gambling dens and other assorted vice rackets. Unfortunately for McDonald, his investment in the Lake Street Elevated was anything but lucrative, and he eventually ended his affiliation with the company, but not before some of his business associates had taken to referring to the company as Mike's Upstairs Railroad. While associated with the railroad, McDonald served on the company's board and in the position of treasurer.

The entrepreneurial motivations of its promoters aside, the company was noteworthy in the annals of the fledgling elevated railroad industry in 1893, when the company received delivery of

its first 25 Forney-type (0-4-4T) steam locomotives from the Rhode Island Locomotive Works and named them in honor of various company officials, investors, politicians, and other "friends." The naming convention was a bit on the oblique side, usually consisting of a first name followed by middle or last initial. The vagueness imposed by this convention, along with transcription errors found in earlier compilations, has complicated efforts to determine who all of the honorees were. No original documentation is known to exist, and the number of photographs of the engines while in service is few. Even so, the number of deduced names is now up to 17.

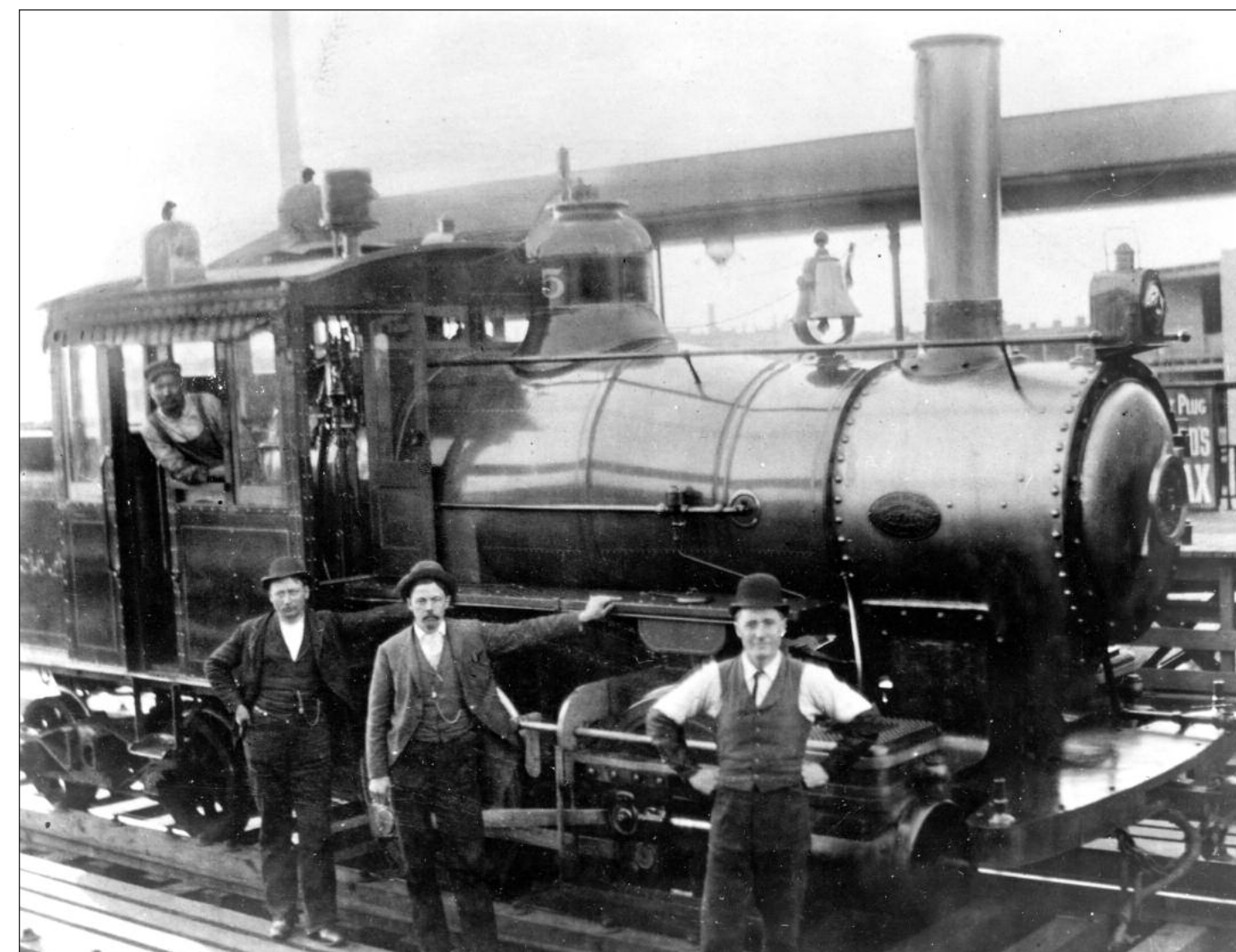
A typical transcription-related issue involves locomotive #12, which was identified by one source as the David W. and by another as the Daniel W. Although CERA Bulletin 113 (see below) went with Daniel W. as did the authors of this article, the underlying uncertainty has made it impossible to come to a definitive conclusion. Another case of a suspected transcription error involves #15, which earlier compilations had listed as the Paul B.,

but which could possibly be the Paul H. If this is the case, it would honor Paul H. Rice, president of the Lake Street Elevated from 1889 through 1892. Maybe documentation one way or the other will someday come to light.

The one name that did not fit the naming convention at all was that of Michael C. McDonald; locomotive #24 carried his full middle name and an abbreviated form his last: Cassius McD.

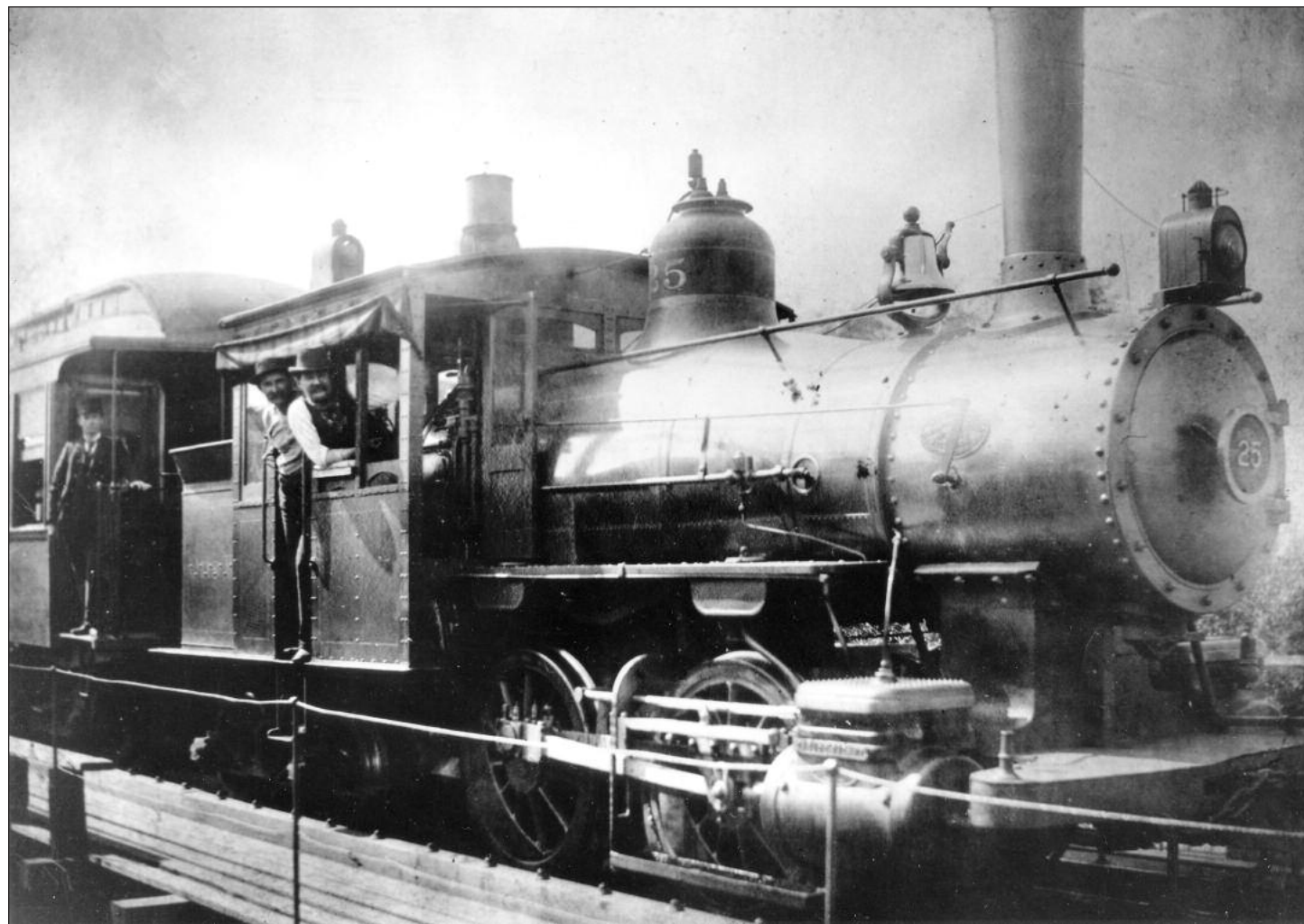
It should also be noted that the first five locomotives were different than the remainder of the fleet in that they had "simple" rather than "compound" cylinders. Named for women, they were not operating favorites and apparently less-suited to the demands of the operating environment. As a result they saw little use, except that #5, the Lizzie A., was used as a switch engine. The names of the five persons honored remain a mystery. In the case of #3, the mystery is compounded because sources variously list this locomotive as the Marietta T., Maretha T., and Mareta T.

The period of named locomotives on the Lake Street Elevated proved to be a brief one. In 1894, the company received 10 more



▲ Lake Street #5, the Lizzie A., was used mainly as a switch engine and is seen here circa 1893.—Bruce G. Moffat Collection

◀ Lake Street Elevated #23, the Thomas P., honored one of the company's founding directors, Thomas P. Hicks. This view, taken just prior to the start of electric operations in 1896, shows #23 handling an eastbound train passing through the interlocking at Market Street (today's Wacker Drive) having just crossed the Chicago River.—Bruce G. Moffat Collection



▲ Forney #25, the Otis W., honored company secretary and investor Otis W. Bruner. This photograph is believed to have been taken at the 52nd (Laramie) Avenue terminal in 1893 or 1894. —Bruce G. Moffat Collection

Forneys from Rhode Island, bringing the fleet size to 35. These engines were not named, and the company promptly removed the names from the other locomotives. The reasons for this are unclear, but it would not surprise the author if there had been complaints from persons who thought they should have had a locomotive named for them but didn't.

What is less of a mystery is what happened to the Lake Street "Ls" steam fleet after the 1896 electrification. At this point the oldest units were only three years old and were practically new by used locomotive standards. For this reason they attracted a lot of interest when they were put up for sale by Fitz-Hugh & Co., the Chicago-based broker hired by the Lake Street Company to handle the dispositions. Interestingly, while waiting for buyers, a process that took several years to complete, the "L" company continued to maintain the locomotives in serviceable condition. The company would even steam them up for potential buyers and presumably made some demonstration trips.

Although documentation of where the 35 locomotives went is far from complete, the fragmentary evidence available indicates that these diminutive units traveled far and wide, ending up not only at other railroads large and small, but also finding homes at a number of logging companies and contracting firms. Years after they left Chicago some were resold through dealers such as

Southern Iron & Equipment (SI&E) and Birmingham Rail & Locomotive (BR&L) as noted below.

Among the more notable sales was to the Long Island Rail Road, which purchased ten for their New York commuter operations (numbered 160-169 and later renumbered to 217-226). Although none was ever acquired by the elevated railway companies in Brooklyn or Manhattan, the LIRR did use them on trains that used a portion of the Brooklyn Elevated's structure to reach various Long Island points. This was accomplished via a ramp that connected the Fifth Avenue line of the Brooklyn Elevated RR to the Long Island's Atlantic Avenue line next to its Flatbush Avenue station. This connection was used from 1899 until 1905. Brooklyn Elevated locomotives were used on these trains as well.

What is also interesting, but actually not all that unusual, is the extent to which many of these units were rebuilt, both in appearance and mechanical details, to meet the needs of their new owners. These changes included replacement of the original vacuum brake system with air brakes, larger headlights, reconfigured cabs, or addition of pony trucks and even tenders. One unit that went to the Long Island was transformed into an 0-4-0T shop switcher that bore scant resemblance to its original appearance.

Through it all, only one locomotive has managed to survive to the present day: #9, the Charles H., is at the Museum of

Transportation (formerly the National Museum of Transport) in St. Louis County, Missouri. It is also the champ when it comes to the number of known owners, setting what is probably a resale record for any piece of "L" rolling stock anywhere. The Charles H. was one of only two Lake Street Forneys to see service in another country (Mexico).

Many sources were used to compile this listing, and all possible sources were checked to try and resolve conflicting accounts of what went where. Gaps in the data, not to mention the possibility for error remain, but the following represents the authors' best efforts to account for this very interesting group of locomotives.

The first roster appeared in CERA Bulletin B-113, *Chicago's Rapid Transit, Vol. 1: Rolling Stock/1892-1947*, published in 1973, and was used as the baseline for this roster, along with unpublished material prepared by the late William Reedy and the late James Buckley. CERA Bulletin 131, *The "L,"* published in 1995, included the first listing of persons whose names were given to the locomotives. In addition to detective work performed by the authors, the following locomotive historians provided information used in the preparation of this roster: Ray Buhrmaster, Tom Lawson, Tom T. Taber III, Louis Saillard, Robert Hanson, Avery F. Von Blon, J. David Conrad, A.E. Barker, Don Hensley, Al Weber, Tom Fetters, Ron Ziel, Vincent Seyfried, Harold K.

Vollrath, William D. Edson, Charlie Conn and Leon Schaddelee. The authors apologize in advance for any inadvertent omissions.

Odds and Ends:

In addition to the above, there are some miscellaneous accounts of Lake Street "L" Forneys being sold or resold, but for which critical information, such as original fleet number or serial number, is unavailable at this late date. Some may in fact be in the list above due to resale but not yet connected by reliable sources:

One locomotive, perhaps built in 1894, purchased by the Long Island RR in 1898 and numbered 164, and renumbered 221. Rebuilt into an 0-4-0T shop switcher #321 in 1907 and scrapped in Aug 1927

Four locomotives purchased by the Long Island RR in 1898. Two were renumbered 223 and 225. Sold to unknown parties after 1905

One locomotive to Bluff City Lumber Co (Pine Bluff, AR) before Jan. 1898

One locomotive to Little Bay Lumber Co (Little Bay, AR) before Jan. 1898

One locomotive to W.T. Jay #1 (Madisonville, LA) before Jan. 1898; to Houlton Lumber Co #1 (Houltonville, LA) Jan. 1906



▲ The former LSE #15 at the lumber operation of John S. Dalton in the Chase - Big Rapids area of west central Michigan about 1902-3. It is seen here with a distinctive headlight platform, oil-burning headlight, and new number plate. The rear sandboxes have been removed leaving one per side, with a very large box above the running board to increase its capacity. It is only equipped for link and pin couplings. The truck wheels have been changed from the original spoked type to solid wheels. The circular item on its roof is a remnant of the cab top marker lamps and discs used on the elevated. It is now a simple locomotive with a cover over the former receiver opening under the builder's plate. —Bentley Historical Library, University of Michigan



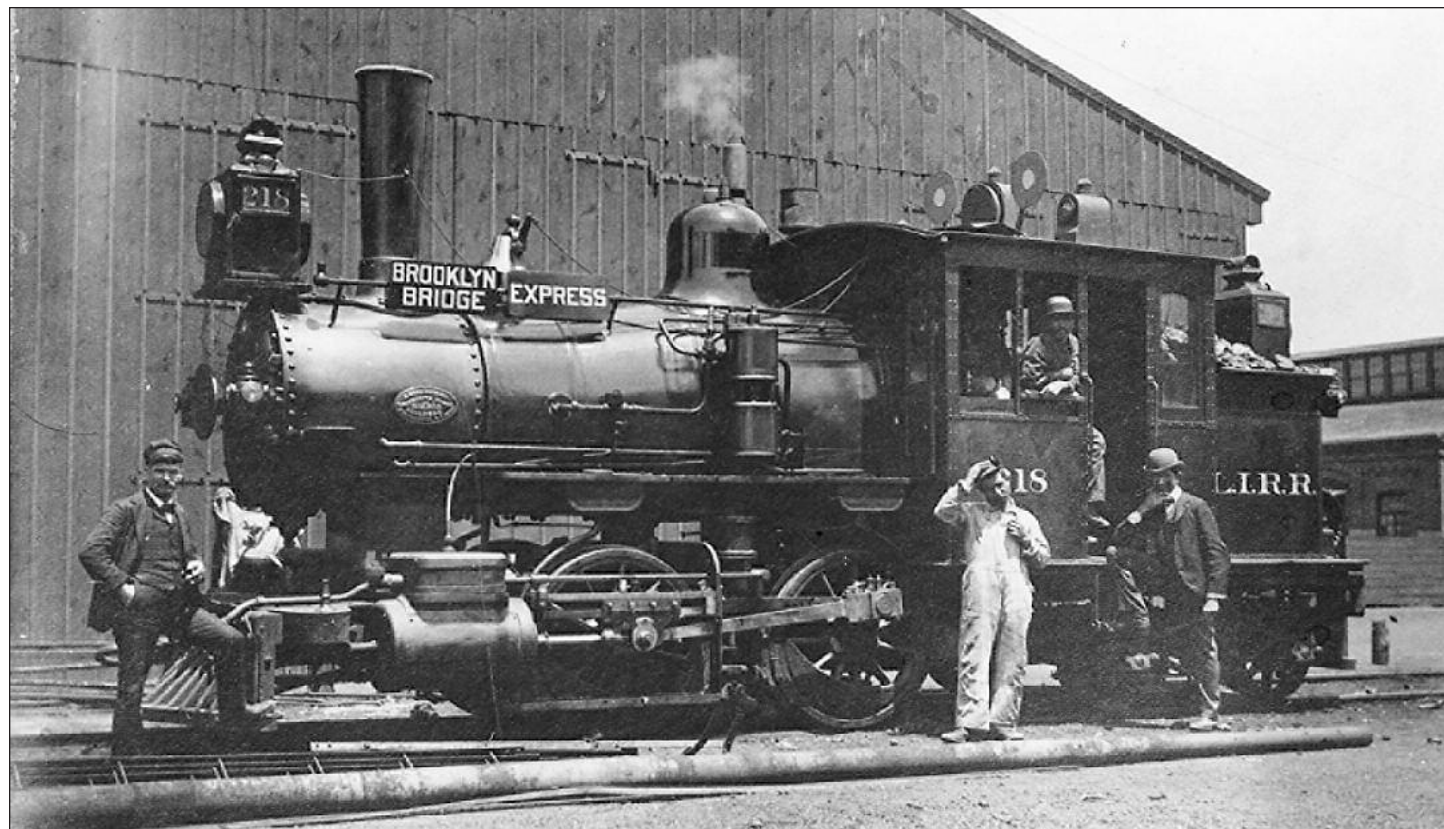
◀ Fitchburg Railroad 2-8-0 #77 with the first ten Lake Street Elevated locomotives enroute to Chicago. The photo was taken at Worcester, MA, during the last week of July 1893. —Photo from Donnelly Memorial Library, Lake Forest College

► This movement was the subject of the accompanying article which appeared in the Fitchburg Sentinel on August 1, 1893. Since the Lake Street locomotives only had vacuum brakes (which #77 lacked) and very light drawbars and couplers, it is possible that the trailing locomotive had steam up for the brakes in case the consist came apart during transport.

—A rather curious train went over the New York, New Haven and Hartford and Fitchburg roads a few days ago. It was made up of 11 locomotives, one large and the other 10 small behind it. The 10 small engines have lately been made by the Rhode Island Locomotive works for the Lake street elevated railway of Chicago. They are the first of 35 to be made for the road. Each one is worth probably \$7000, and five of them are compound cylinder machines. They were received over the viaduct at Worcester by the Fitchburg, at 9:50, and engine 77 of the latter road, with Engineer R. E. Adams and Fireman J. I. Lamb, took the train upon the outward track. The train was then photographed. Conductor A. B. Marvin was put in charge, and the train started for Chicago at 10 o' clock. The little engines are fitted with vacuum brakes. The rear one had steam up so as to act as a sort of balancing power to the Fitchburg "hog" 77, which drew the train out.

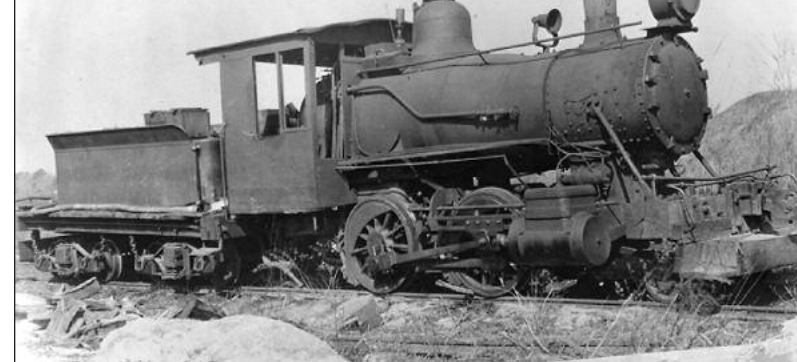
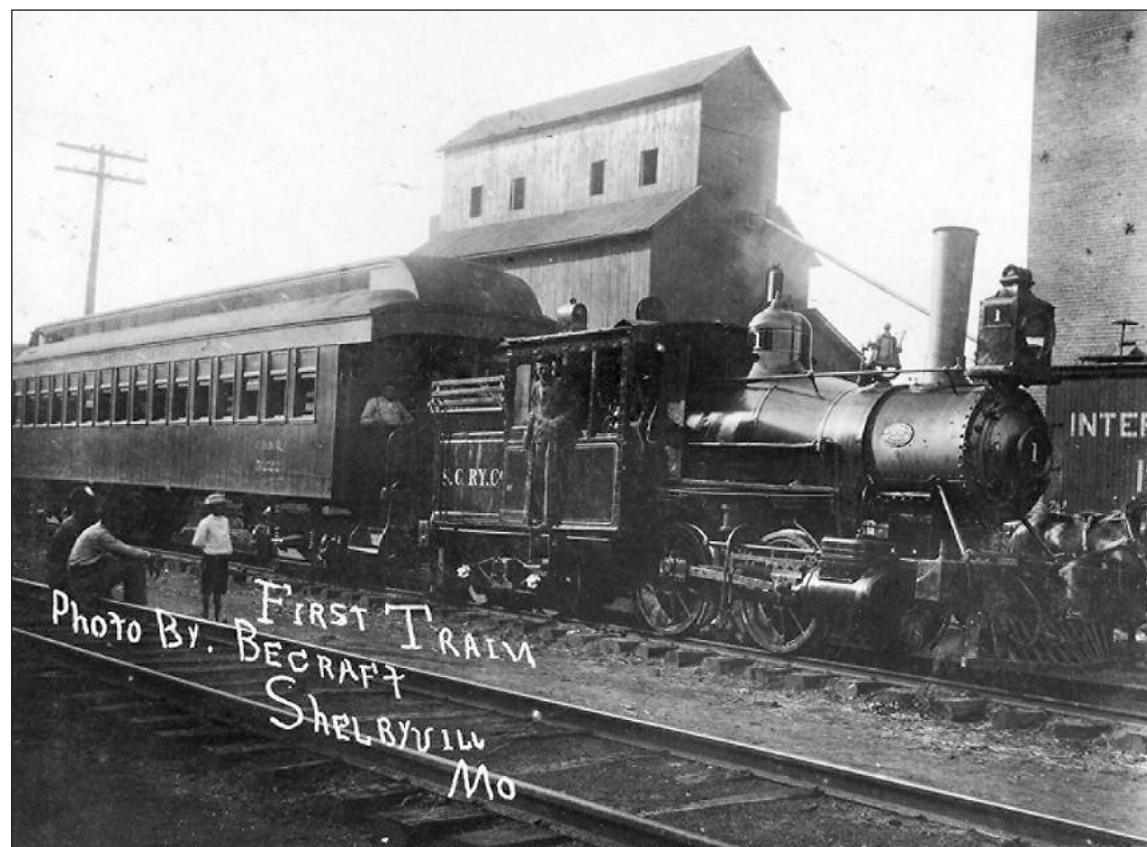
No.	Name	Honored	S/N	Delivered	Disposition/Notes
1	Elizabeth W.	Unknown	2934	7/1893	New Orleans & Western #1 (New Orleans, LA)
2	Harriet E.	Unknown	2935	7/1893	Disposition unknown
3	Marietta T.	Unknown	2936	7/1893	Disposition unknown
4	Louisa C.	Unknown	2937	7/1893	From Bond-Foley Lumber Co. (Bond, KY) to SI&E #1973, June 1924; to Woodstock Slag Corp. (Woodward, AL), Aug. 1924
5	Lizzie A.	Unknown	2938	7/1893	To Camden Lumber Co. (Elliott, AR), 1898
6	John A.	John A. Roche*	2939	7/1893	To Tuscaloosa Belt Ry (Tuscaloosa, AL) which was absorbed by the Birmingham & Gulf Ry & Navigation Co. in 1907; to SI&E #1021, 1915; to Kraetzer Cured Lumber #15 (Moorhead, MS), Mar 1916; to SI&E #1348, 1918; to Compania Azucarera Central Australia #4 (sugar mill in Cuba) via Quaker City Supply Co., Dec 1918 <i>*Mayor of Chicago at the time of the Lake Street Elevated's incorporation in 1888. Became company president in 1893</i>
7	Gilbert B.	Gilbert B. Shaw*	2940	7/1893	To Black River Cypress Co #7 (Gable, SC), converted to 2-4-0 with tender; to Sumter Hardwood Co #1 (Sumter, SC); scrapped ca. 1935. <i>*Company director and investor</i>
8	John H.	John H. Miller*	2941	7/1893	Disposition unknown <i>*Investor</i>
9	Charles H.	Charles H. Deere*	2942	7/1893	To D.N. McLeod Lumber Co and Sucker River Ry (SE of Grand Marais, MI) circa 1901 and referred to as "Big Alice"; to C.H. Worcester Lumber #2 (Cusino, MI) by June 1906; to the Worcester-owned Houghton Chassell & Southwestern RR #2 (Chassell, MI) in 1911; to Delta Chemical & Iron Co #5 (Wells, MI) in 1929; to Defense Plant Corp, June 1944, and moved to Rusk, TX; to E.F. McCrossin Engineering Co, Rusk, TX, 1947; to Valencia Iron & Chemical Co, Rusk, TX, Jan 1948 (plant and locomotive then sold to Sheffield Steel Corp, Nov 1951, and then Armco Steel Corp, June 1954; to La Consolidada, S.A., Piedras Negras, Mexico, mid-1955; to National Museum of Transport, St. Louis, MO, Jan 2, 1958, and cosmetically restored in 1996. <i>*Son of farm equipment magnate John Deere, Charles was an investor and member of the original board of directors.</i>
10	Clarence A.	Clarence A. Knight*	2943	7/1893	To Ozan Lumber Co #8 (Hampton, LA) <i>*Company director, legal counsel and later president</i>
11	Hiram P.	Hiram P. Thompson*	2954	7/1893	To SI&E #301, Jun 1904; to Vanderbilt Timber, Mining & SW #103 (Tallapoosa, GA), Mar 1905; to SI&E #518; to Daphne Logging Co (Crichton, AL), Dec 1906; to BR&L; to Charleston Mining & Mfg. Co (Charleston, SC), Jul 1911 <i>*Company director and one of the founding incorporators</i>
12	Daniel W.	Unknown	2955	9/1893	To Farnsworth Lumber Co (Scranton, MS), circa 1898; to BR&L #1001; to McLean Lumber Co (Miller, AL), Jun 1913
13	Henry L.	Henry L. Booth*	2956	9/1893	Disposition unknown <i>*Company director and one of the founding incorporators</i>
14	William Z.	William Ziegler*	2957	9/1893	Disposition unknown <i>*Investor</i>
15	Paul B.	Unknown	2958	9/1893	To East Jordan Lumber Co #1 (East Jordan, MI), Nov 1898; to East Jordan & Southern #1, 1901; to John S. Dalton (lumber operation in Chase-Big Rapids, MI area), circa 1902-3; to Dalton Lumber Co (New Dalton, MI), 1904; mill and loco to Cleveland Cliffs Iron Co, Mar 1920; (mill closed 1925); loco used at Tilden Mine as CCI #1 (near Ishpeming, MI), 1929; scrapped late 1930s

No.	Name	Honored	S/N	Delivered	Disposition/Notes
16	Willard R.	Willard R. Green*	2959	9/1893	To Long Island RR #161, renumbered 218, 1898; sold to unknown property, 1905 <i>*Contractor (along with Frank L. Underwood) responsible for building most of the railroad</i>
17	Frank L.	Frank L. Underwood*	2960	9/1893	Disposition unknown <i>*Contractor (along with Willard R. Green) responsible for building most of the railroad</i>
18	William P.	William P. Whelan*	2961	9/1893	Disposition unknown <i>*Chicago Alderman</i>
19	Carter H.	Carter H. Harrison*	2962	11/1893	Disposition unknown <i>*Mayor of Chicago (assassinated 1893)</i>
20	Frank H.	Frank Hedley*	2963	11/1893	Disposition unknown <i>*Company official (superintendent)</i>
21	James C.	Unknown	2964	11/1893	To Long Island RR #163, renumbered 220, 1898; sold to unknown property, 1905
22	Edwin W.	Edwin Walker*	2965	11/1893	To Long Island RR, unknown number, 1898; to Shelby County Ry #1 (Shelbina, MO), 1907 <i>*Company director</i>
23	Thomas P.	Thomas P. Hicks*	2966	11/1893	Disposition unknown <i>*Company director and one of the founding incorporators</i>
24	Cassius McD	Michael C. McDonald*	2967	11/1893	To unknown property; later to SI&E #302, 1904; to Kreamer & Stevenson #1 (Pee Dee, SC), Dec 1904; to BR&L; to Black & Laird (New Orleans, LA), Dec 1906 <i>*Company director (treasurer) and investor</i>
25	Otis W.	Otis W. Bruner*	2968	11/1893	To Hudson River Lumber Co #1 (Hudson, AR), June 8, 1898; to De Ridder & Eastern Ry #1 (De Ridder, LA), as 2-4-4T by 1904 <i>*Company director (secretary) and investor</i>
26	(no name)		2997	12/1894	Disposition unknown
27	(no name)		2998	12/1894	To Long Island RR, unknown number, 1898; to Kaupp Lumber Co (Shubuta & SW RR), 1905; mill and railroad sold to Hiwanee Lumber Co, later to Brownlee Lumber Co and renumbered as #42 (all in Shubuta, MS); to SI&E #1357, 1918; to Morris Fertilizer Co #53 (Bartow, FL), Jun 1919
28-30	(no names)		2999-3001	12/1894	Disposition unknown
31-32	(no names)		3002-3003	1/1895	Disposition unknown
33	(no name)		3004	1/1895	To Hand Lumber Co #1 (D'Olive, AL), prior to Jan 1898; to SI&E #771, Sep 1910; to Chester A. Dady, Contractor #771 (Atlanta, GA), May 1912
34	(no name)		3005	1/1895	To East Coast Lumber Co (Watertown, FL), prior to Jan 1898
35	(no name)		3006	1/1895	To Long Island RR #169, renumbered 226, 1898; sold via dealer to Morristown & Erie #2 (Morristown, NJ), Feb 1908, as a 2-4-4T; to Hanover (NJ) Brick Manufacturing Co, Jan 1, 1922; stored 1926; moved to Morristown, NJ 1930-31; scrapped 1936

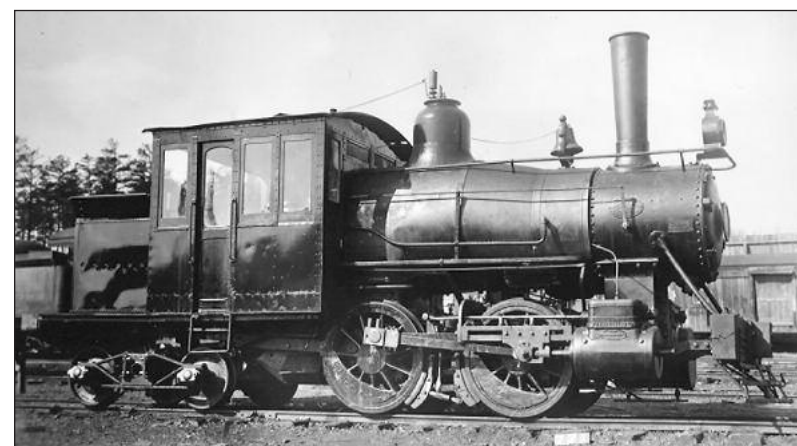


▲ Long Island #218, formerly #161, is the former Lake Street #16. It was photographed ca. 1898, possibly at Woodlawn Junction, NY. Ten of these locomotives (#s 16, 21, 22, 27, 35, and five others) were sold to the Long Island, but a fire destroyed their records and they have only been identified through photos with readable builder's numbers. LIRR modifications include conversion to a simple locomotive, large headlights and wooden pilots at both ends, a much larger whistle, removal of the flare around the top of the steam dome casting, a Westinghouse air brake compressor, and destination boards. The vacuum brake muffler is still on top of the cab, and both brake systems may have still been in use. —Harold Fagerberg via Ron Goldfeder Collection

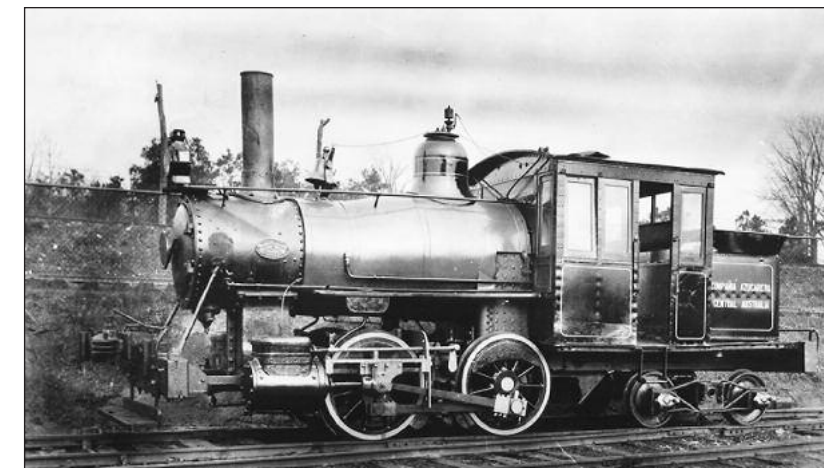
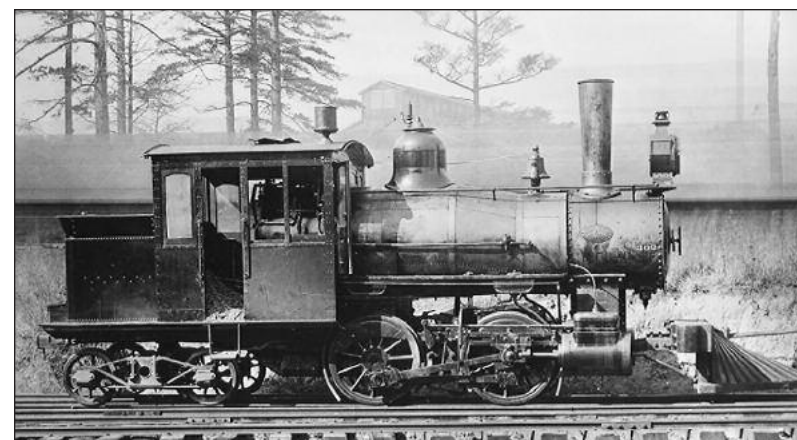
► Shelby County Ry. #1, formerly Lake Street #22 on December 28, 1907, on the Burlington, its connection at Shelbyville, MO, the location of the photo. It is facing east awaiting the first run to the county seat at Shelbyville, MO, 8.7 miles away. It had earlier been used on the Long Island RR, number unknown, and has the large headlights and whistle they installed. It also lost the flange on the top casting of the steam dome at the LIRR and has a replacement smokebox door. It still has rapid transit lamps and disc on the cab roof, used on the Lake Street and LIRR, as well as the Brooklyn Elevated. The Shelby County added the coal boards around the top of the water tank. —Photo postcard from Shelby County Historical Society via Ron Goldfeder Collection



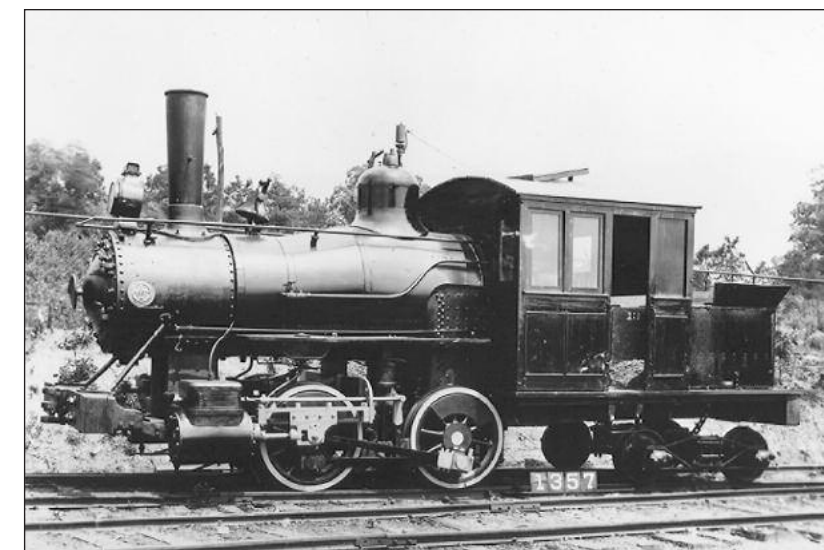
▲ Lake Street Elevated #7 as Sumter Hardwood Co. #1 at Stateburg, SC, near the Wateree Swamp, on Feb. 2, 1934. This loco had earlier been converted to a 2-4-0 with a tender. Note the hose wrapped around the tender frame for a water siphon. The assembly at the front of the pilot beam is a combined footboard and sandbox, and the original ones under the running board are gone. The loco is now a simple engine, and the circular plate under the builder's plate (behind the top attachment for the pilot brace) covers the opening for the receiver control when it was a cross compound. There is a toolbox against the handrail in front of the cab which may be attached or just sitting there. It was scrapped ca. 1935. —J.B. Allen copy negative from Ray Buhmaster via Ron Goldfeder Collection



▲ Lake Street Elevated #33 at Southern Iron & Equipment, May 1912. The photo was taken when they sold it to Chester A. Dady, Contractor, in Atlanta, which used it to build the Peachtree Creek (sewage) Disposal Plant, completed by 1916. It is still a cross compound, with the larger left cylinder clearly visible and the control rod to the receiver in the smokebox. Both its steam chest plaques are also intact. The truck wheels are now solid, and the cab windows are replacements with straight tops while the door still has its arched top. The back wall of the cab is missing. The smokebox door seems to be the original, but the center closure handle and internal crossbar have been replaced with clamps at the outer edge. —Gerald Best Collection 900/8991, California State Railroad Museum

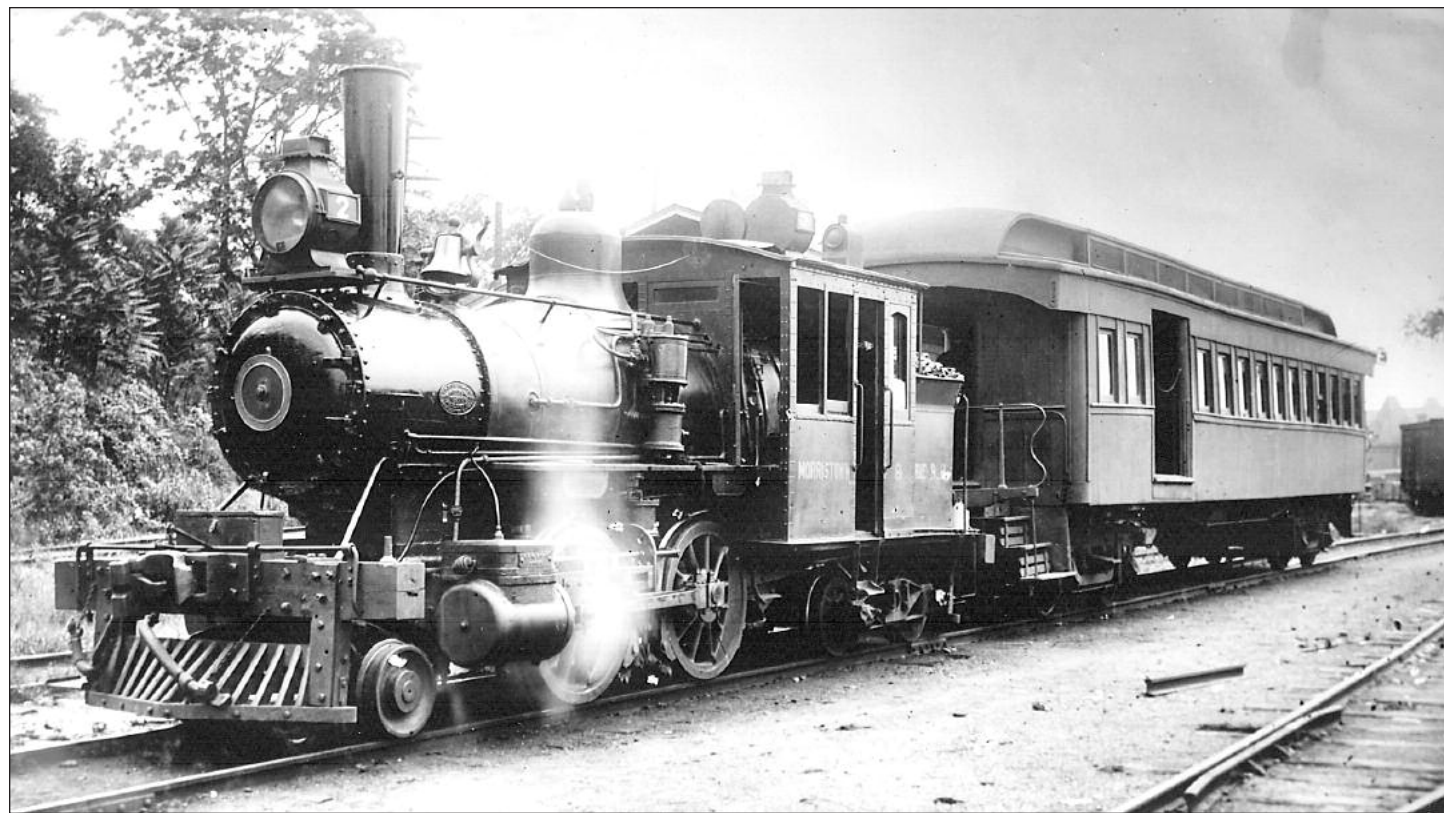


▲ Lake Street #6 was photographed on January 31, 1918, at Southern Iron & Equipment, a used equipment broker. The locomotive has already been lettered for its new owner, a Cuban sugar mill. —Gerald Best Collection 900/3056, California State Railroad Museum



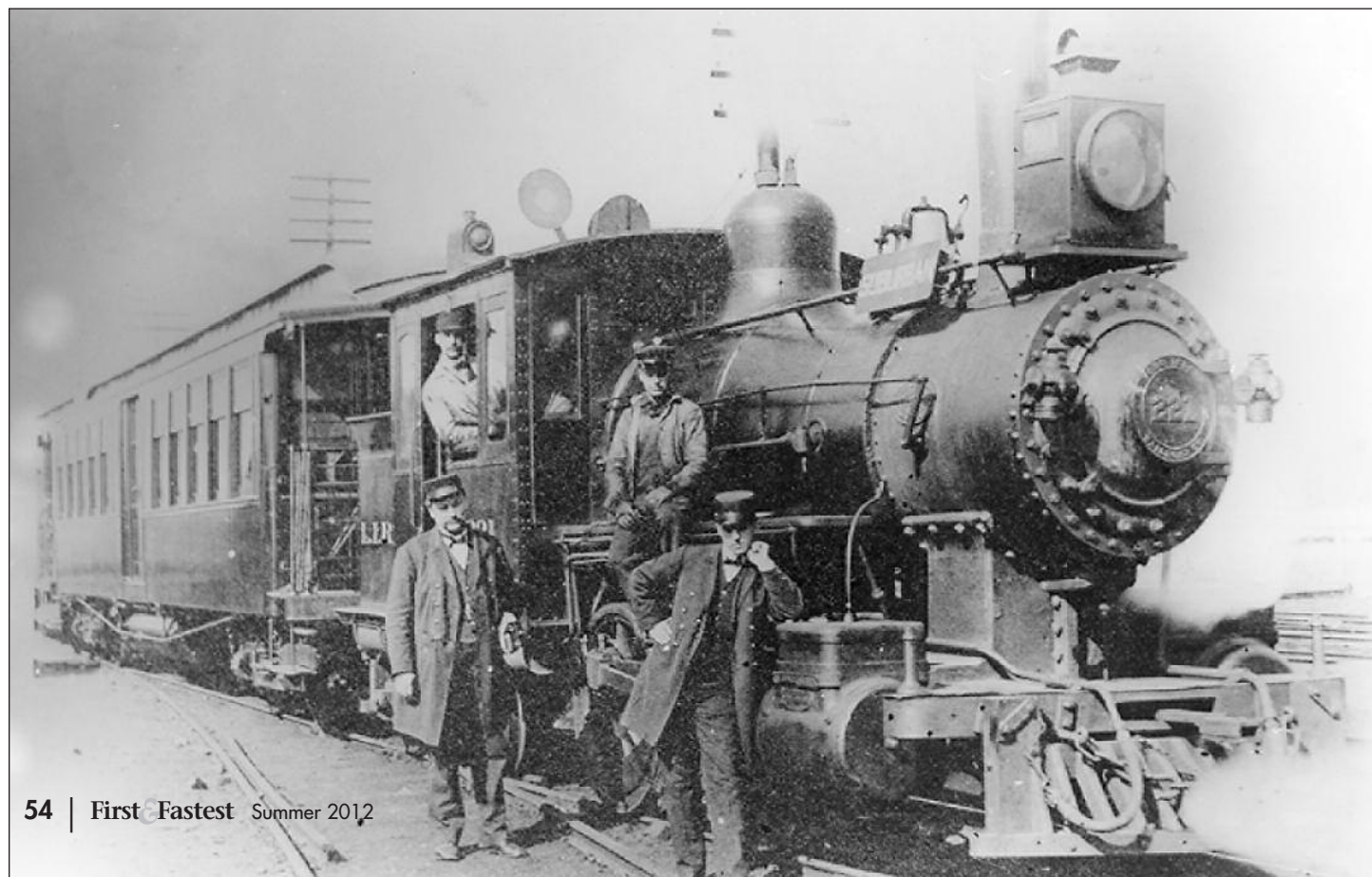
▲ Lake Street Elevated #27 at Southern Iron & Equipment in 1918. The Kaupp Lumber Co. and its Shubuta & Southwestern RR ran from a connection with the Mobile & Ohio Railroad at Shubuta, MS, westward to Eucutta, 12.5 miles away. Kaupp Lumber was sold to the Hiwannee Lumber Company in 1909, and in 1911 the Brownlee Lumber Company bought the plant along with the Shubuta & Southwestern. In the photo it has a replacement wooden cab and solid truck wheels. Its water tank has been shifted to the far rear of the frame by the removal of the tool box. The single row of rivets on the length of the tank shows it to also be a replacement that is shorter than the original. Removal of the flare on top of the steam dome casing and the different smoke box door are features of locos that served on the Long Island RR. —Bond Collection #89-3534, Smithsonian Institution

◀ Lake Street Elevated #24 at Southern Iron & Equipment in 1904. It still has its spoked truck wheels and vacuum brakes, with a very fancy and lengthy pilot at the front, and a larger headlight. It has been converted to a simple locomotive. —Gerald Best Collection 900/8992, California State Railroad Museum

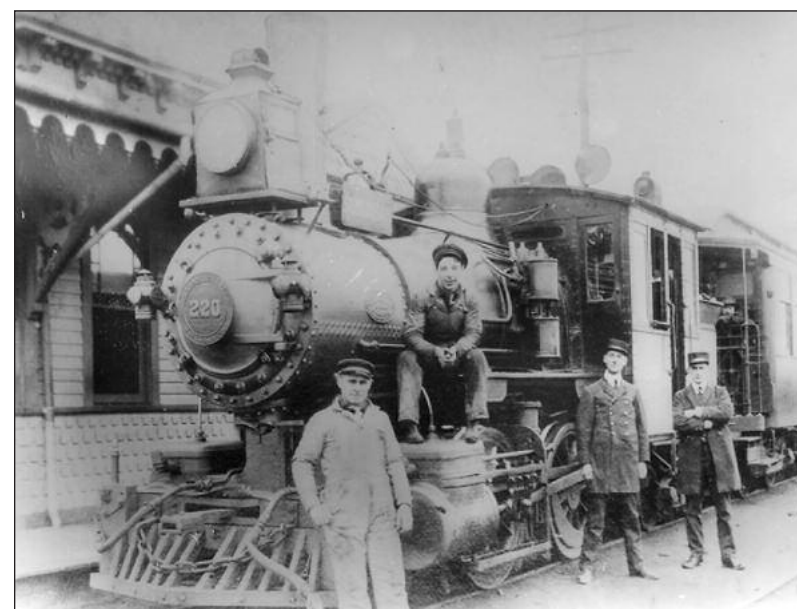


▲ Morristown & Erie RR #2, former Lake Street #35 at Morristown, NJ, as a 2-4-4T on Sept. 5, 1911. It still has spoked truck wheels. The plate on the steam chest reads "R.B. McEwan, Owner." McEwan was president of the line. —Hugh G. Boutell photos, Gerald Best Collection 900/9031, California State Railroad Museum

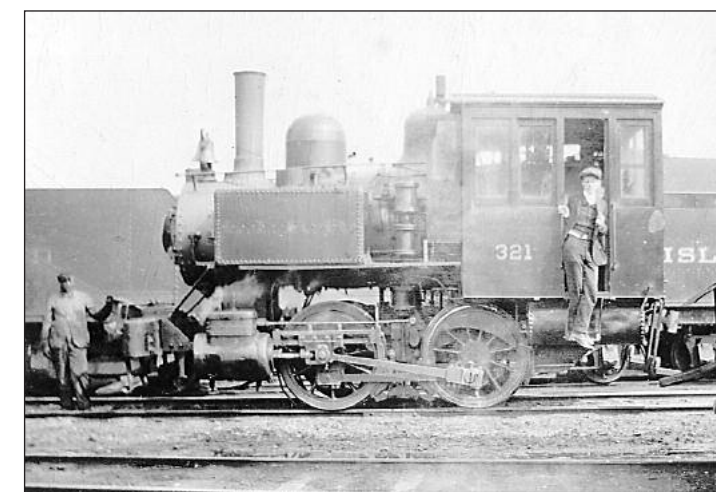
▼ Long Island RR #221, former #164, Lake Street number unknown, at Rockaway Junction, later Hillside, NY, in 1898. It is still a cross compound with the control rod to the receiver in the smokebox very visible. The smokebox door has been changed and the flare is gone from the top of the steam dome. The vacuum brakes have been removed. This loco was converted to 0-4-0T #321 in 1907 and was used as the switcher at their Morris Park shops. —Harold Fagerberg via Ron Goldfeder Collection



▲ Long Island #221, former #164, whose former Lake Street Elevated number is unknown, eastbound from the Sands Street Terminal of the Brooklyn Bridge, is seen just after leaving the Fifth Avenue line of the Brooklyn Elevated, to its rear, in 1903. The elevated structure it is on is next to Atlantic Avenue and a ramp out of the photo to the right will bring the train to the surface level. The connection existed between 1899 and the 1905 electrification of the LIRR Atlantic Avenue line. The building to the right of the locomotive is the Flatbush Ave. terminal of the LIRR. The locomotive still is a cross compound. —Collection of the New-York Historical Society, photo #50657

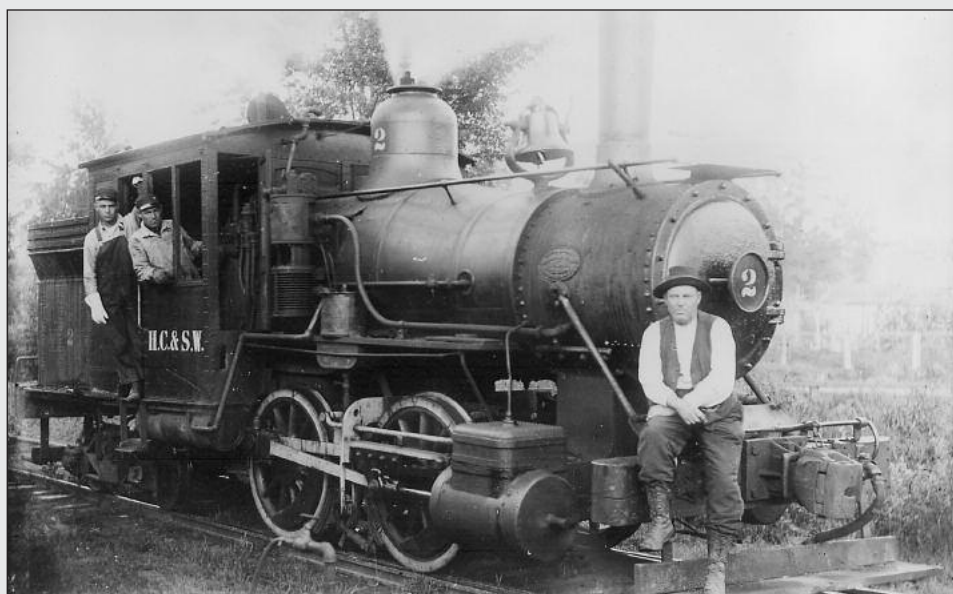


▲ Long Island #220, formerly #163, earlier Lake Street #21. The photo was made in 1904 at the Rockaway Junction station, later Hillside, NY. Left to right are J. Callahan, engineer; T. Garraway, fireman; E. Buhl, trainman; and H. Lott, conductor. —Harold Fagerberg via Ron Goldfeder Collection

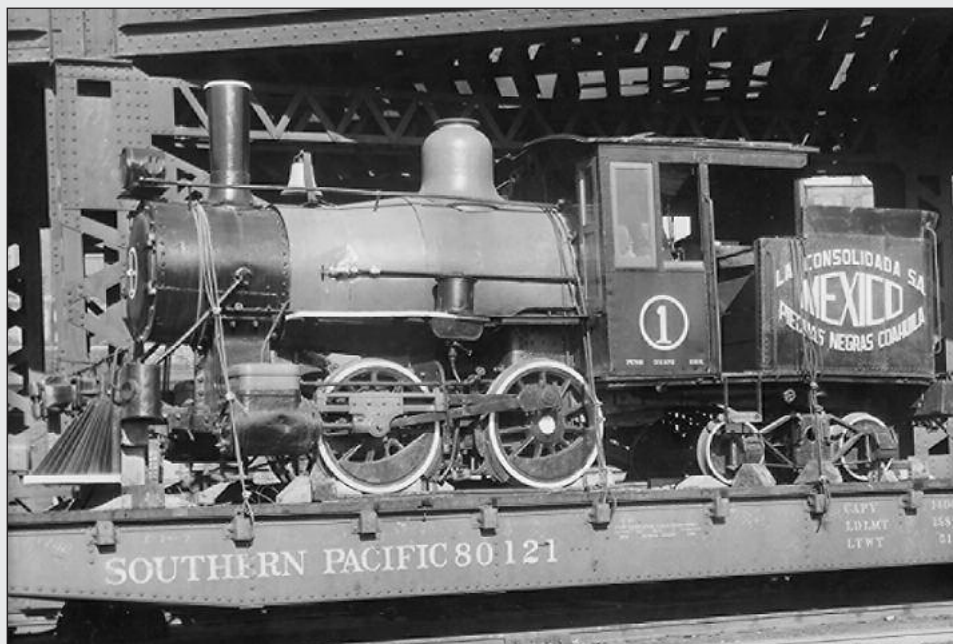


▲ Long Island #321, the Morris Park Shop switcher, May 1, 1915. The 0-4-0T was made out of former #221, earlier #164, by removing the rear of the frame, water tank, and truck and adding side tanks for water and a fuel bin in the cab. A large new sand dome has been placed where the bell used to be, with that moved to the former headlight platform location at the front. A compressor, air tank, and controls have been installed for the air brake system. It was also converted to a simple engine. It was finally scrapped in Aug. 1927. —Photo postcard from Harold Fagerberg (who may be in the door) via Ron Goldfeder Collection

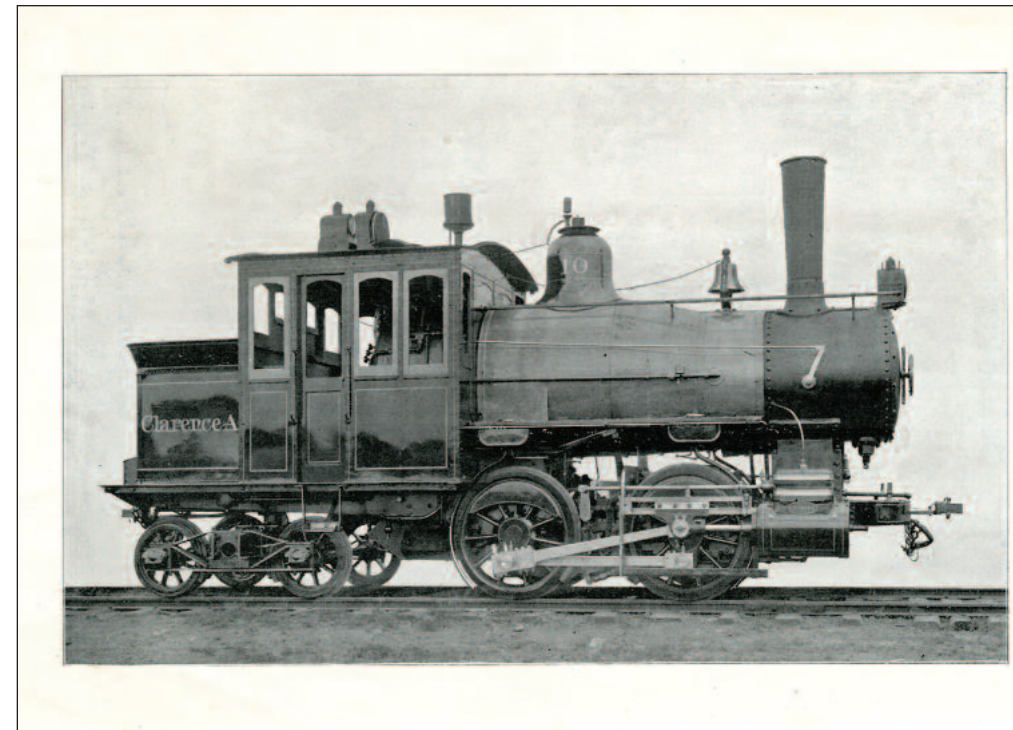
▶ Lake Street Elevated #9 was sold to Dan McLeod's isolated logging line, the Sucker River Ry., in the Upper Peninsula southeast of Grand Marais, MI. After getting as close as possible on rail, it was probably delivered to this line on a barge. In 1903 the line was extended northeast to a junction with the Manistique Ry. and was about twenty-four miles long. Shortly after this connection #9 was photographed in Oct. 1903 with this load of square cut logs, which according to local folklore, was being shipped to London for use at Buckingham Palace. Dan McLeod is standing alongside the first flatcar with Barney McKeever, his camp boss, to the right. Most buyers did not need or want the complications of the cross compound system on their locos, so #9 had its left cylinder replaced with one matching the smaller one on the right side. In addition to being converted to a simple loco, it has knuckle couplers, a wood stave pilot braced from the smokebox, and an air brake hose. A siphon hose for getting water from lakes or streams is installed under the cab on the left side. It still has four sandboxes under the running boards, its vacuum brake muffler on the cab roof, and spoked trailing truck wheels. — *McLeod family via Ron Goldfeder Collection*



▶ Lake Street Elevated #9 as Houghton Chassell & Southwestern #2. Its water tank now has coal boards on top to increase its fuel capacity and has been lengthened towards the rear with the original tool box that was behind it removed. It has solid instead of spoked truck wheels. When it was converted from a compound to a simple locomotive the front pilot beam brace was used to cover the opening for the control rod to the compound receiver that was just under the builder's plate. Note the slotted knuckle in the coupler to allow its use with cars having link and pin couplings, and footboards have replaced the front stave pilot used earlier. The man in the front is sitting on a shelf between the two pilot beam supports. There used to be two small sandboxes under the running boards on each side, and now there is only one in the center with a cylindrical extension on top to increase its capacity. The vacuum brake muffler has been removed from the cab roof and a compressor for air brakes has been installed. The rods, crosshead support and driver tires have been whitewashed. — *Photo from George Gregory via Ron Goldfeder Collection*



- DESCRIPTION -
- OF -
Lake Street Elevated Railway
COMPOUND AND SIMPLE
Locomotives.
FOR SALE BY
FITZ-HUGH & COMPANY,
1634 MONADNOCK BLDG., CHICAGO.
- DEALERS IN -
**Relaying Rails,
Locomotives,
Coaches, Cars,
Machine Tools.**



LAKE ST. ELEVATED R. R. ENGINE

FUEL: Hard or Soft Coal, Coke or Wood.
GAUGE: 4 Feet 8 1/2 Inches.

WEIGHT AND GENERAL DIMENSIONS

Weight in working order, about	35,000 lbs.
Weight on driving wheels, about	20,250 "
Driving wheel base,	5 feet
Total wheel base,	16 "

CYLINDERS, WHEELS, ETC.

Compound Engines, diameter of cylinders	13 inches
Diameter of high pressure cylinders	11 "
Diameter of low pressure cylinders	22 "
Stroke of Piston	18 "
Diameter of driving wheels	44 "
Thickness of tires originally	2 1/2 "
Diameter of truck wheels, wrought-iron steel	28 "

SIMPLE ENGINES, DIAMETER OF CYLINDERS

Diameter of Piston	13 inches
Stroke of Piston	18 "

All other dimensions same as of the compound.

BOILER

Thin steel	7-10 inch
Steam pressure, tested to	180 lbs.
Outside diameter at front end	44 inches
Length of fire box, inside	52 "
Width of fire box, inside	27 1/2 "
Number of tubes	188
Diameter of tubes	1 1/2 "
Length of tubes	78 "

GENERAL

Monitor Injectors.	Nathan Lubricator.
Eames Vacuum Brakes.	Richardson Balanced Valves.
	Jerome Metallic Packing Asbestos Lagging.

THE TANK HOLDS 750 GALLONS.

It takes 42000 to replace the tank on the present tank or hold 10000 to 12000 gallons and holds a separate fire-water tank with tank to hold 10000 to 11000 gallons, making about 2000 to 2400 gallons in all.
A two wheel foot tank may be attached if desired.

These Engines run with equal facility backwards.

Built in 1890 and 1891. As the roof was equipped with electric lights in 1896 these engines are about new and must not be compared with the general run of second-hand power. Before shipment it made each engine a "test water steam."

The Engines are adapted to the requirements of Logging Railroads, Suburban Service, Switching and Construction purposes. They are now in use in the different services named in all parts of the country. They are offered subject to any inspection the buyer may choose to have made.

A personal inspection is invited. It is nearly every instance where such a visit is needed is a purchase.

COMMENTS OF PURCHASERS

"We received the Engine * * * and she certainly is a dandy. We are well pleased with her."
"The Engine is doing very well and fulfilling our expectations. * * * It does all the work we require of her and appears to be in first-class condition."
"My Engine is all right."

◀ ▲ Railroad equipment broker Fitz-Hugh & Company published this attractive brochure in 1896. — *Bruce G. Moffat Collection*

▼ A prospective buyer for #5, the Lizzie A., commissioned an assessment of the locomotive before agreeing to buy it. From the letter it is apparent that the elevated company had maintained the now-idled engines in serviceable condition and even ran them over the line for prospective buyers. — *Bruce G. Moffat Collection*

COPY.

ROBERT V. HUNT,
U. S. A., 507, F. O. B. Bldg., East W. 4th St., St. Louis, Mo.
ROBERT F. HUNT & COMPANY,
Bureau of
Inspection, Tanks and Machinery,
General Office "The Hoopery,"
Broad Office
1002 Building, Pittsburgh, Pa.
30 Broadway, New York City.

Chicago, Feb. 10, 1896.

Dear Sir: -

I beg to submit the following report on inspection of locomotive #9, and to say, at the shops of the Lake Street Elevated R. R.

GENERAL OBSERVATIONS:

The general appearance and condition of the locomotive is good and shows only moderate wear. All bright portions were well ground and free from rust.

The valves have been worn only slightly.

Break shafts are not in good condition, having been worn over some time. New ones ordered put on.

All valves and pistons are in good condition.

There was (1) one broken injector No. 4, both in good working condition, also one broken lubricator and third (3) slight leaks.

The vacuum brake system works fairly well, but is worn.

All brake shoes are new.

Fire box was cleaned out.

No leak could be noticed when under steam pressure.

Both injectors were tried and worked well. One feed pipe was found to be split and a new one ordered put on.

All nuts were all in good condition.

The steam gauge was calibrated and corrected yesterday, and the Superintendent assured me that the safety valve was properly set.

We used for water one hot tank, gaskets, brake shoes, feed pipe, etc., all of which were furnished.

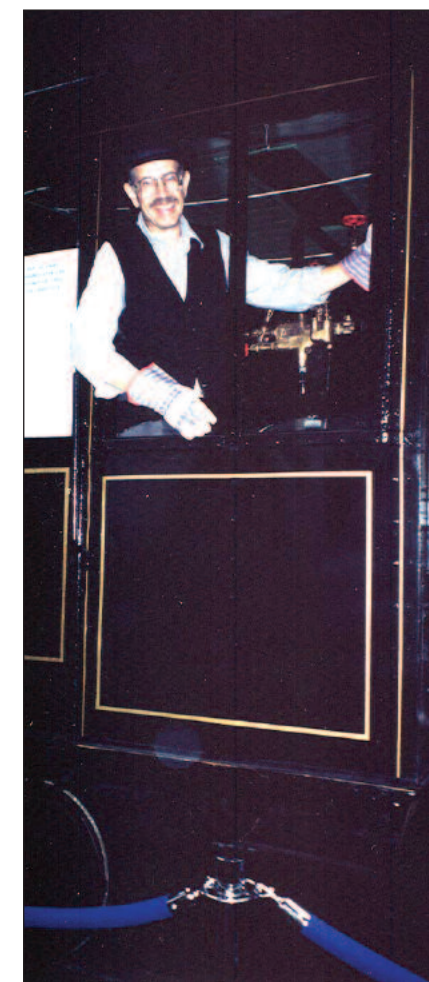
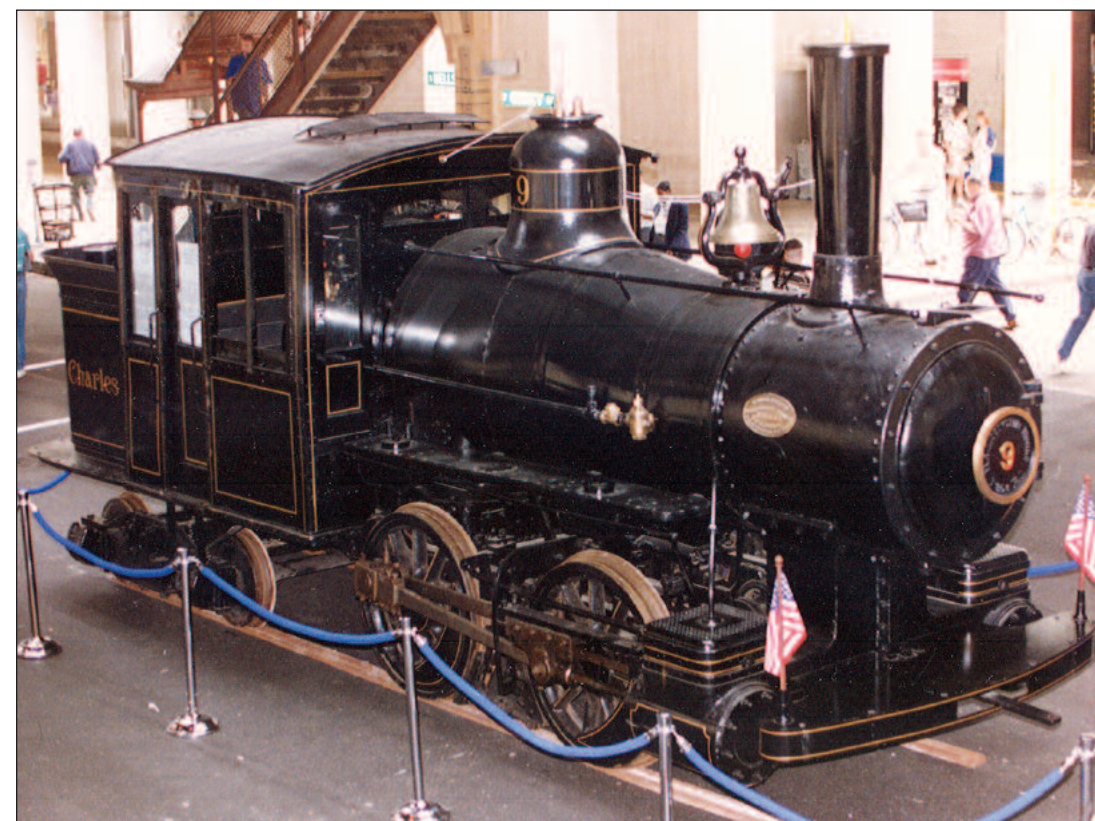
The locomotive handled easily and ran well. It would water carrying the air and steam hose and plugging the pipes. We will be of use to you and our best.

Respectfully submitted,
ROBERT F. HUNT & COMPANY.

◀ The final trip for Lake Street #9 was from Mexico to St. Louis for preservation at what is now the Museum of Transportation. Owner La Consolidada made cosmetic improvements for the occasion by removing the oil tank and the footboards at each end and building a steel pilot. The boiler jacket, steam dome cover, and valve chests were painted olive green. Doors and windows were red, and the rest of the cab and boiler was black, with white trim applied to the edge of the pilot, rim of the stack, wheel tires, and running board edges. And although the engine only wore a number on the cab while in service, it received this much more impressive lettering for the trip. The missing bell was replaced with one from another engine using a strap steel hanger. On December 26, 1957, it left for St. Louis via the Southern Pacific Railroad (Cotton Belt) to Corsicana, Texas, then via the Missouri Pacific and Terminal Railroad Association of St. Louis, arriving on December 30. It is seen here upon arrival and before a presentation ceremony at St. Louis Union Station held on Jan 2, 1958. On Jan. 4th, the locomotive was delivered to the Museum by the MoPac. — *Museum of Transportation Library, St. Louis*

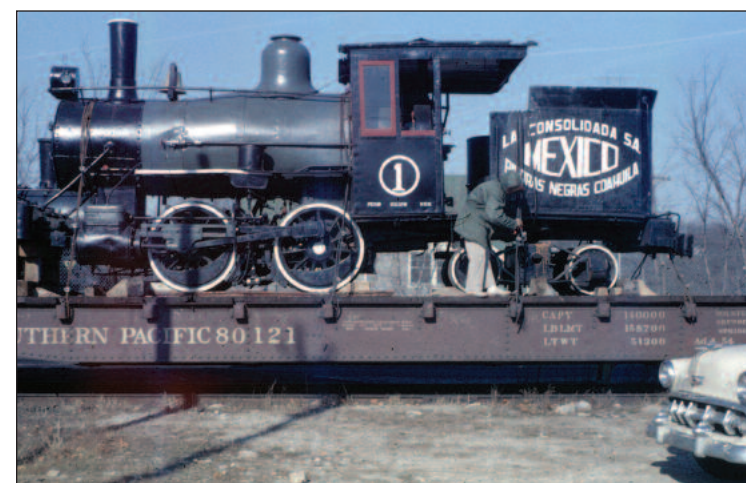


◀ As a part of the commemoration of the Loop Elevated turning 100 in October of 1997, the Museum of Transportation brought the sole surviving Lake Street Elevated locomotive, #9 Charles H., to Chicago. On October 3, 1997, the locomotive was paired with Chicago & South Side Rail Transit coach #1 for a series of photos at the Chicago Transit Authority's 63rd Lower Yard. —Bruce G. Moffat photo



▲ Lake Street Elevated RR #9 on exhibit during the 1997 Loop Centennial celebrations under the Quincy & Wells station, Chicago, Oct. 25, 1997. —Bill Buhmaster photo

▶ Co-author Ron Goldfeder in #9 at the Loop Centennial celebrations under the Quincy & Wells station in Chicago, Oct. 25, 1997. —George Krambles photo



▲ Former Lake Street #9 following its January 4, 1958 delivery to the Museum of Transportation. The braces holding it down are being undone in preparation for unloading using a ramp. —Museum of Transportation photo

▲ Shelby County #1 and train on the Salt River Bridge, the largest structure on the line, which never had a way to reverse its locomotives. The line was extended from Shelbyville to Novelty, MO, making it 30.1 miles long. —Undated postcard from Archie Hayden collection

◀ This never to be repeated occasion saw the locomotive and coach pushed up the ramp over 63rd Street and to within sight of the Jackson Park branch where CTA 2439 on a regular train provided an interesting "then and now" contrast. —Bruce G. Moffat photo