

The Hinkley Locomotive Construction Record

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The builder's list for Hinkley remains incomplete, even after years of concentrated effort by many of the first R&LHS members, including C.E. Fisher, G.F. Starbuck, J.W. Merrill, and others in the Boston area. Judging from the volume of notes and material in the Fisher collection of roster material, the Hinkley List became a pet project of several other members in more recent years, notably G.M. Best, S.R. Wood, H.L. Goldsmith, John Baskin Harper, and J.D. Lozier.

The list which follows should be credited to all these gentlemen, but particularly to Jerry Best whose patient research identified hundreds of Hinkley engines. The list is presented in three parts, as follows:

Part I	1841 to 1856	Construction Numbers 1-615
Part II	1856 to 1881	Construction Numbers 616-1395
Part III	1881 to 1889	Construction Numbers 1396-1811

This tripartite arrangement is not derived from the corporate history of the firm, but rather from the status of surviving records. After Hinkley ceased production in 1889, most of its records including locomotive drawings and specifications were presented to the Boston Public Library. Before 1895, most of this material was passed along to the library at the Massachusetts Institute of Technology; in time, MIT destroyed all it received. Fortunately, one portion of the record remained at the Boston Public Library, a handwritten record of the first 615 engines, prepared by Isaac Child, brother of Daniel F. Child, who was treasurer of the firm for many years. That record is still there today, and has been consulted and copied by dozens of our members over the years. These engines are listed in Part I below, with all road and locomotive names appearing just as they do in the original. Obvious misspellings are transcribed verbatim; moreover, Mr. Child used a particularly decorative style of script in this record, and his spelling of some names may still be questionable.

Part II, listing Hinkley engines built between 1856 and 1881, has been partially reconstructed by our members using a variety of sources. Most important are annual reports of individual railroads containing locomotive rosters, as well as other railroad records, photographs, newspaper clippings, and personal accounts. Construc-

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tion numbers appear only where they have been confirmed. Spaces have been left blank to accommodate engines not yet identified. We urge members to participate in the effort to fill in the blanks by submitting all clues and scraps of information they may have.

Part III lists the remaining Hinkley locomotives, from 1881 to the end, in a much more complete fashion, thanks to the efforts of Mr. G.F. Starbuck, who in 1895 copied that portion of the records at MIT before they were destroyed. He concentrated on the years 1881-1889 simply because that was when he lived near the Hinkley works and watched all the new engines being tested. Dimensions were not copied by Mr. Starbuck, but have been added where available.

Only the original owners, road numbering, and names appear in all three lists. Some of these engines have very long and complete histories, which appear in rosters of the individual railroads.

Part II — 1856 to 1881

The original records for locomotives after C/N 615 have been destroyed. In the list that follow there are certain to be errors and omissions. Some of the listings may not show original owners numbering. Additional locomotives were delivered to the Burlington, Cedar Rapids & Minnisco during the years 1870-1872.

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C/N	Date	Original Purchaser	Name	No.	Type	Dimensions
743	/65	Chicago & North Western	<i>Sassacus</i>	146	4-4-0	54-15x24
744	/65	Chicago & North Western	<i>Resolute</i>	147	4-4-0	54-15x24
745	/65	Chicago & North Western	<i>Itasca</i>	149	4-4-0	54-15x24
746	/65	Chicago & North Western	<i>Negaunee</i>	150	4-4-0	54-15x24
747	7/65	Milwaukee & St. Paul	<i>John W. Cary</i>	47	4-4-0	16x24
	5/65	Terre Haute & Richmond		26		
749	/65	Eastern	<i>Maverick</i>	1	0-4-0	50-13x22
750	/65	Boston & Worcester	<i>Buffalo</i>	28	0-4-0	48-13x22
751	/65	Chicago & North Western	<i>Peshtigo</i>	148	4-4-0	54-15x24
752	/65	Union Pacific (deliv. 6/66)	<i>Black Hawk</i>	6	4-4-0	60-14x22
753	/65	Chicago & Great Eastern		24	4-4-0	60-16x24
754	/65	Chicago & Great Eastern		25	4-4-0	60-16x24
755	9/65	Illinois Central		141	4-4-0	60-15x22
756	9/65	Illinois Central		142	4-4-0	60-15x22
757	9/65	Illinois Central		143	4-4-0	60-15x22
758	9/65	Illinois Central		144	4-4-0	60-15x22
759	9/65	Illinois Central		145	4-4-0	60-15x22
760	9/65	Illinois Central		146	4-4-0	60-15x22
761	9/65	Illinois Central		147	4-4-0	60-15x22
762	9/65	Illinois Central		148	4-4-0	60-15x22
763	9/65	Illinois Central		149	4-4-0	60-15x22
764	9/65	Illinois Central		150	4-4-0	60-15x22
765	/65	Chicago & Great Eastern		26	4-4-0	60-16x24
766	/65	Chicago & Great Eastern		27	4-4-0	60-16x24
	11/65	Cheshire	<i>John Elliott</i>	21	4-4-0	
768	/65	Chicago & Great Eastern		28	4-4-0	60-16x24
769	/65	Chicago & Great Eastern		29	4-4-0	60-16x24
770	/66	Chicago & Great Eastern		30	4-4-0	60-16x24
771	/66	Chicago & Great Eastern		31	4-4-0	60-16x24
772	/66	Chicago & Great Eastern		32	4-4-0	60-16x24
	/66	Chicago & Great Eastern		33	0-4-0	48-11½x20
	/66	Indianapolis & Cincinnati		32	4-4-0	62-16x24
775	/66	Indianapolis & Cincinnati		33	4-4-0	62-16x24
776	4/66	Norwich & Worcester	<i>Shetucket</i>	14	4-4-0	63-15x24
777	/66	Eastern	<i>D.A. Neal</i>	37	4-4-0	66-15x24
	2/66	Boston & Lowell	<i>Lion</i>	28	0-4-0	54-15x20
779	/66	Fitchburg	<i>Belmont</i>	28	4-4-0	60-16x22
780	/66	Chicago & North Western	<i>Dacotah</i>	162	4-4-0	54-15x24
781	/66	Chicago & North Western	<i>Idaho</i>	163	4-4-0	54-15x24
782	/66	Chicago & North Western	<i>Omaha</i>	164	4-4-0	54-15x24
783	6/65?	Norwich & Worcester	<i>Boston</i>	1	0-4-0	51-14x22
784	8/66	Union Pacific		19	4-4-0	14x22
785	/66	Winona & St. Peter	<i>Claremont</i>	9	4-4-0	57-16x24
786	/66	Watertown & Madison		28	4-4-0	
	/66	Union Pacific		20	4-4-0	14x22
	/66	Union Pacific		21	4-4-0	14x22
789	/66	Chicago & North Western	<i>Pembina</i>	183	4-4-0	54-15x24
790	/66	Winona & St. Peter	<i>St. Peter</i>	10	4-4-0	57-15x24