

THE
CATSKILL
MOUNTAIN
RAILWAY

HENRY FORD

C. H. RIFF

ST THOMAS EVENING TIMES
JOURNAL, ST THOMAS, ONTARIO
SEPTEMBER 1, 1928

“Michigan Central pulls old equipment,
an old Catskill Mountain Railway engine
going to the Henry Ford passed through
St Thomas hauled by Michigan Central
engine No. 7943.”

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905-961-6063

I have been involved in researching Canadian Railroads for the past thirty years. I have worked with many authors over the years, resulting in about twenty books. Just lately I have been following the history of the Wabash, Pere Marquette, and the Michigan Central Railways that went through St Thomas Ontario. I found that there was a Railroad Column carried daily by an unnamed journalist in the St Thomas Evening Times from 1922 to 1952. He was very exact and was very knowledgeable about locomotives and the railroads. He reported engine numbers that to this day are accurate. I read and indexed all the items of historical interest. This has resulted in "Diaries" of these railroads. The diaries about to about three thousand pages. When working on my notes just recently I found this note:

St Thomas Evening Journal

Dated September 1, 1928

“Michigan Central pulls old equipment, a Catskill Mountain Railway engine going to the Henry Ford passed through St Thomas hauled by Michigan Central No. 7943.”

I remember an article in Trains Magazine in the fall of 1973 that dealt with the very fussy history of “The Edison”. The story was that it was rebuilt from a 0-4-0, but somewhat still vague. The Catskill Mountain Railway was narrow gauge, could it be the work done in 1928 was to convert the engine to standard gauge using an 0-4-0 engine for standard gauge drivers.

I would suggest a search of the Catskill newspapers in July or August of 1928 for if a Catskill locomotive was going to the Henry Ford Museum I feel for certain that a local newspaper would have reported the story.

I also would suggest pulling off the steam dome cover for according to William Edson, of the ICC, this was where the serial number could often be found.

Are there bushings and washers around the drivers and frame that indicate a conversion from narrow gauge to standard gauge?

This can not be an accident. As I have said the un-named journalist was very, very accurate about railway matters, giving us very precise dates for things like the streamlined NYC Hudsons that came through Canada on the "Wolverine". All the engine numbers are very accurate. There is no doubt in my mind that he saw a Catskill Mountain locomotive, and he had as a newspaper man the close co-operation and assistance from the local railroad officials.

A handwritten signature in dark ink, appearing to be 'CR' or 'C.R.' with a stylized flourish.

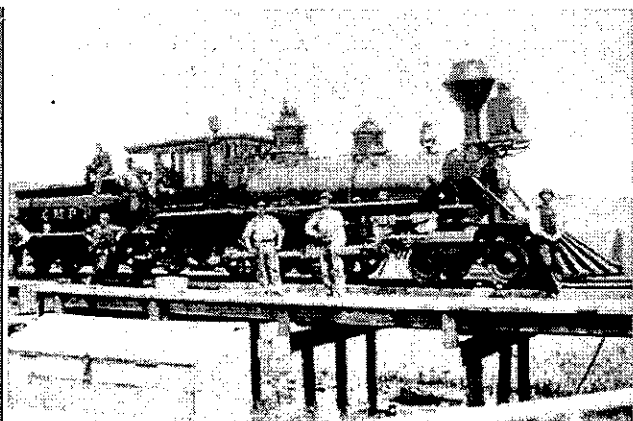
May 14 2015

Carl Riff

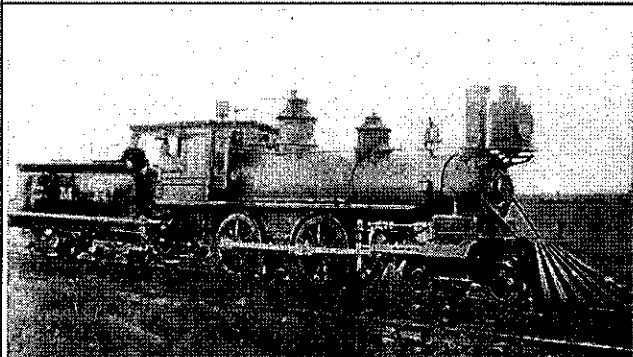
cc.

Matthew G. Anderson, Curator of Transportation, The Henry Ford, Dearborn, Michigan.

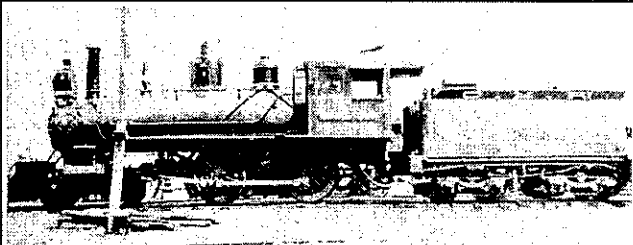
Archivist, Ulster and Delaware Railroad Historical Society.
101 Bridge street, Roxbury, New York, 12474.



#1 at Catskill Landing in 1883, in her as-delivered appearance. Note the "CMRR" on the tender, the railroad didn't become the Catskill Mountain Railway until June, 1885.

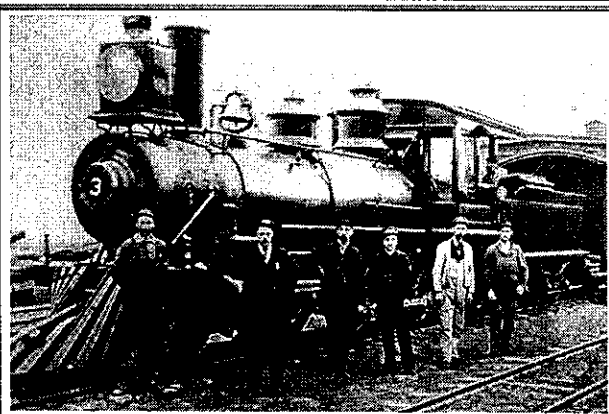


#1 after she received her straight stack and had been relettered for the "Catskill Mountain Railway."



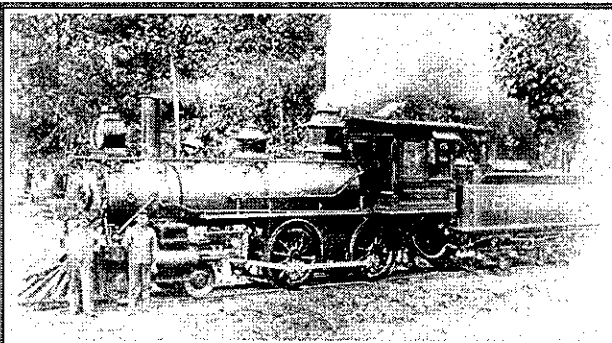
#1 as she appeared in later years. She received extensive changes in John Driscoll's shop of the years: a new boiler, rounded domes, straight stack, a new headlight, a steel cab, and relief numbers and letters on the cab and tender.

Cairo Railroad #3 "Charles T. Van Santvoord"

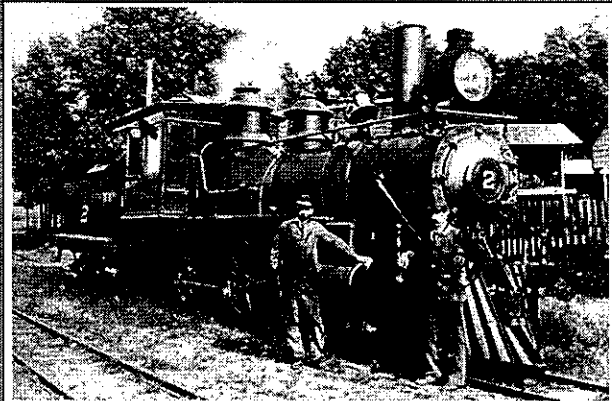


Cairo Railroad #3 with her original headlight

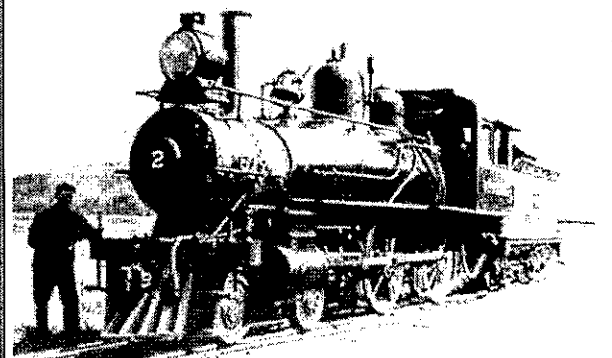
"John T. Mann"



#2

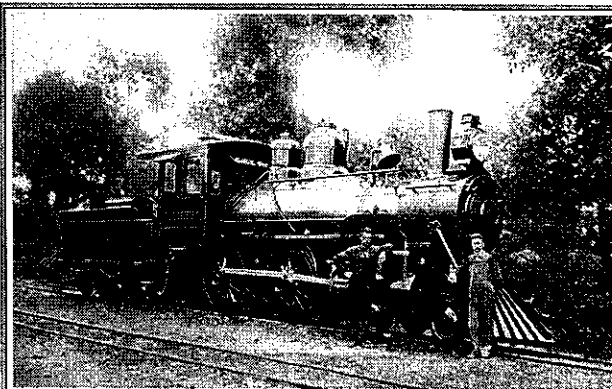


#2 at Cairo.

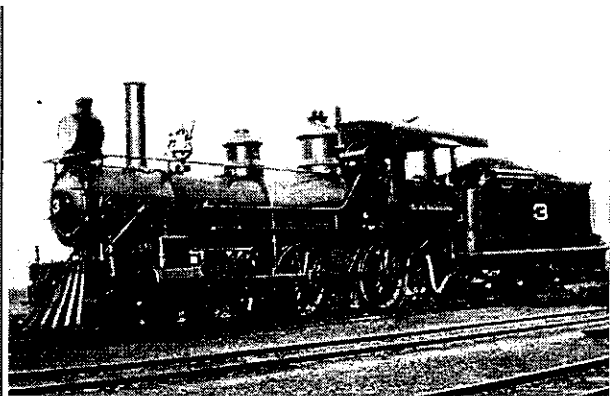


#2, after she received her new boiler.

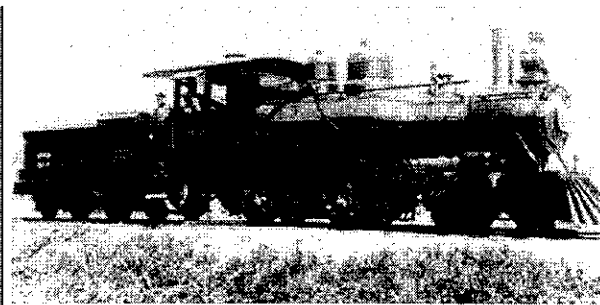
Catskill Mountain Railway #4 (1st) "Charles L. Beach"



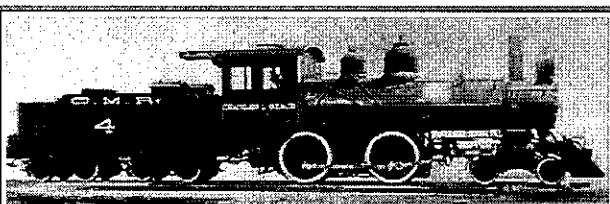
#4 (1st)



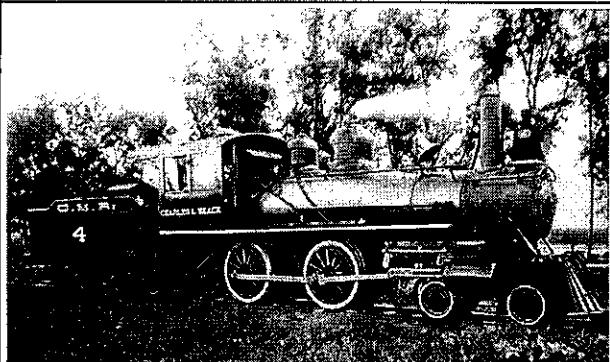
Cairo Railroad #3 at Catskill Landing



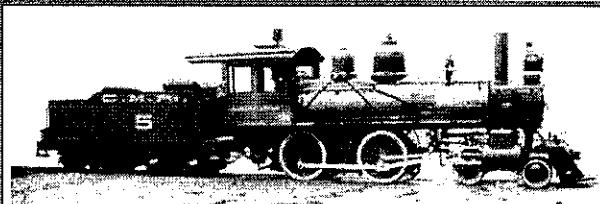
#4 (1st)

Catskill Mountain Railway #4 (2nd)
"Charles L. Beach"

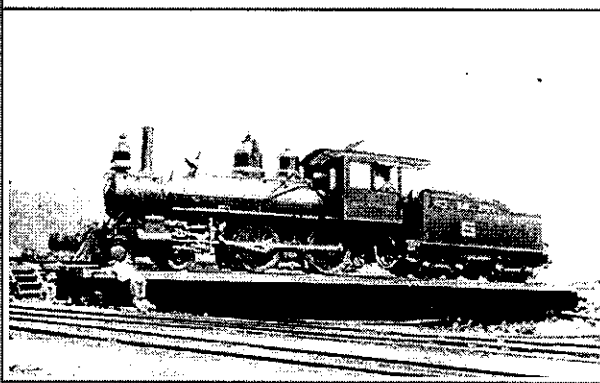
#4 (2nd). Builder's Photo. Collection of P.M. Goldstein.



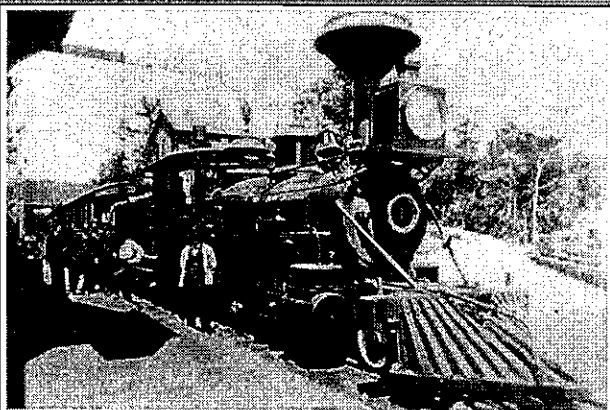
#4 (2nd)

Catskill Mountain Railway #5
"Alfred Van Santvoord"

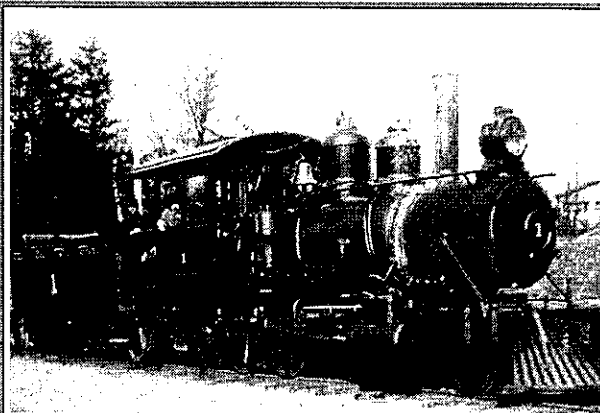
#5's Builder's Photo. Collection of P.M. Goldstein.

#5 is seen here on the turntable at Catskill Landing.
June, 1915.

Catskill & Tannersville Railway #1 (1st)

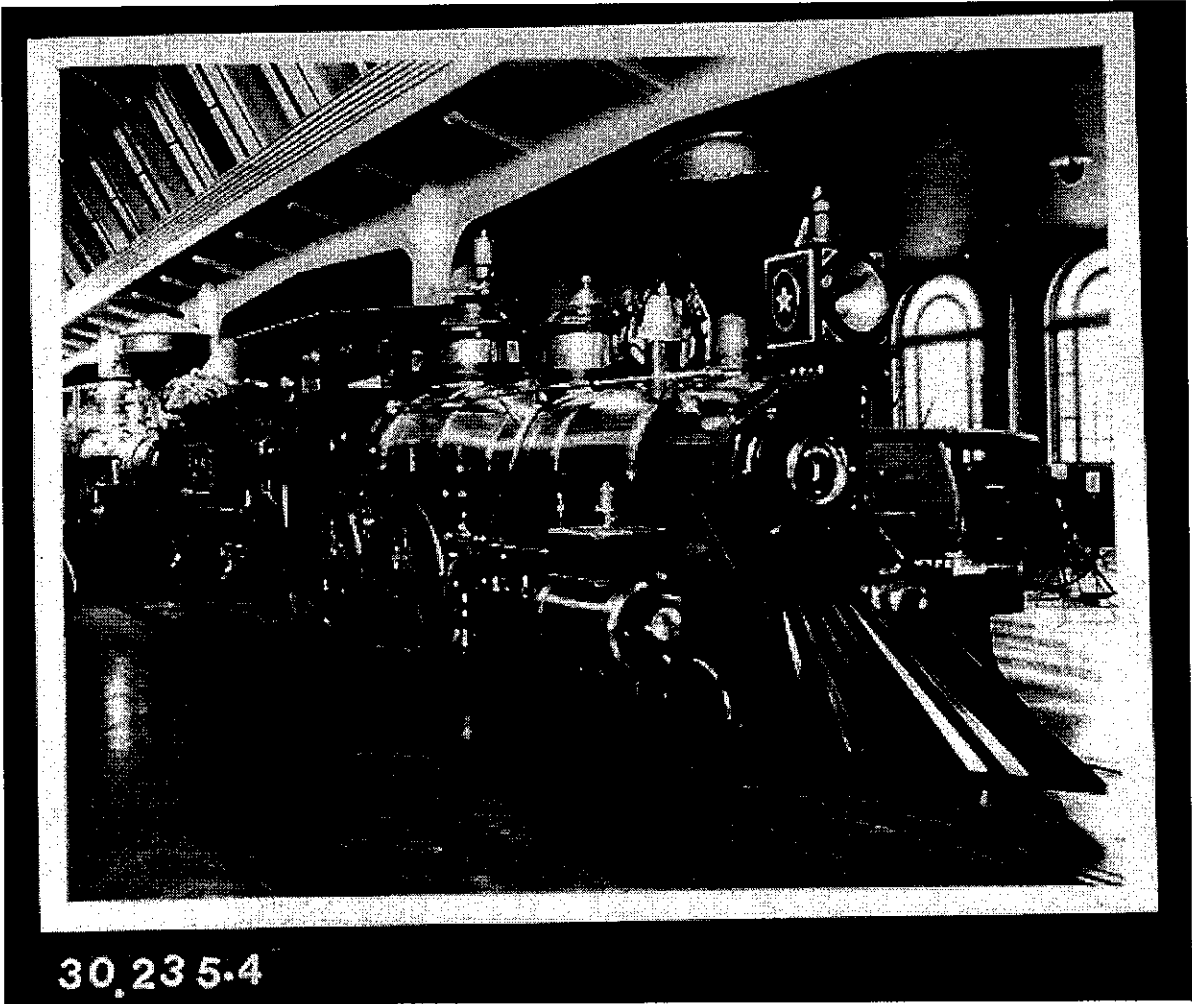


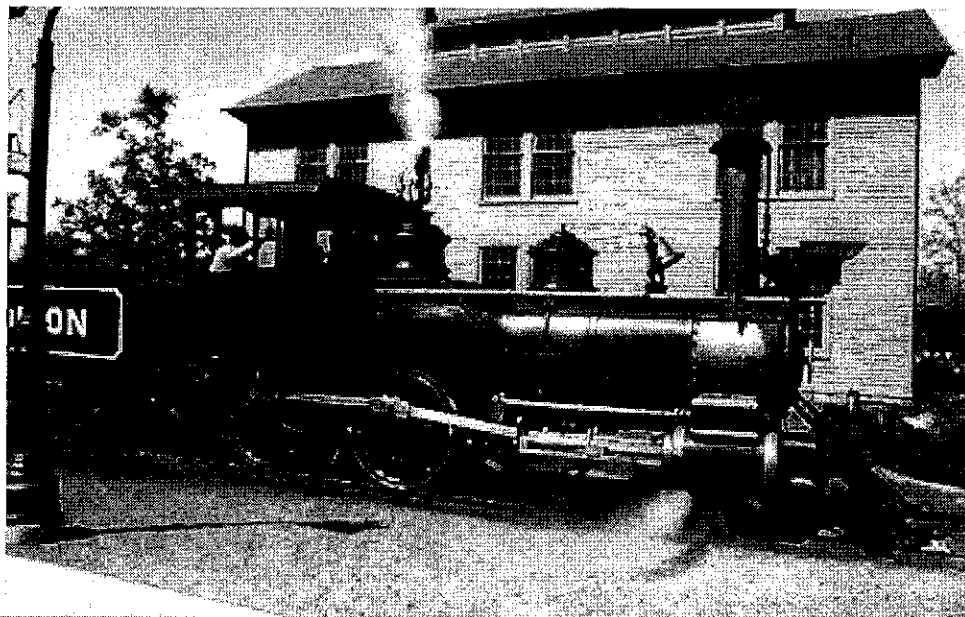
C&T #1 (1st) at Otis Summit.

Catskill & Tannersville Railway #1 (2nd)
"Isaac Pruyn"

C&T #1 (2nd)

HENRY FORD MUSEUM THE “Edison.”





team locomotive which circles Greenfield Village. Dearborn, MI.
photo by Jim Steinhart © 2011, all rights reserved. (Ref: MIDVR55)

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Here are the notes for Greenfield Village RR No. 1 "Edison", a 4-4-0 located in Dearborn, MI

If you have additional information about this locomotive, and would like to share it, click the Add Note button.

Posted: 2011-05-26 13:24:20.217 by

right now the edison is haveing its drive pipe replaced after a test whas down. When they pulled out the drive pipe they found that it rusted a hole in it hard to keep steam presser that way.

Posted: 2008-10-01 12:16:36.813 by MUSA

The Edison also had her whistle changed from one time a single chime, then to I believe a 6-chime, and now she sports a 5-chime.

Posted: 2007-12-27 07:17:16.723 by Matthew G

Here is the truth behind the Edison. It was not built with spare parts they had laying around. It was not built in 1961. It is not the Detroit & Lima Northern #7 later the DT&I #7 which was Henry's personal locomotive. It was not rebuilt using parts from the #3 Torch Lake. The Edison was an 0-4-0 built by the Manchester Locomotive Works in the 1870's. It was given to Henry Ford by Thomas Alva Edison who had the locomotive in his New Jersey quarry. It was rebuilt by Henry Ford in 1932 in the Rouge shops to represent an 1800's William Mason. The locomotive had been on display in the Henry Ford Museum from 1932 until the early 1960's. It was then placed into regular service in Greenfield Village. The loco was originally oil-fired but was converted to burn coal in the early 1980's. The baloon stack was replaced with a diamond stack in 1993. The wood pilot was also replaced by a steel pilot. In 1997 the old wood cab was replaced with a steel riveted cab. In 2004 the diamond stack was replaced with a straight stack. In 2005 a new cylinder was cast and machined to replace the old one which developed a crack. The eccentric lobes were also replaced and the locomotive re-timed in 2005. In 2007-08 the tires were replaced.

Posted: 2007-10-30 14:31:15.733 by Isaac

the photo in the roundhouse was taken in 2004 when this loco was in for work most of the year. the edison now runs reularly on the weiser railway at greenfield village with 0-6-2T torch lake.

Posted: 2006-03-04 22:44:37.29 by John Rahrig

1932 "Edison" Ford Motor Co. 4-4-0 No. 1 - This locomotive is a rebuilt locomotive form old steam locomotive parts. The Ford Motor Company built the locomotive at the Rouge Locomotive Shop, in Dearborn, Michigan in 1932. It was later named "*Edison*" after Henry Ford's friend and hero, Thomas Eva Edison. The *Edison* is an American type locomotive based on locomotives from the post-American Civil War period. This locomotive currently provides daily service for the Greenfield Village Railroad.

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Posted: 2005-02-24 13:07:18.15 by Daniel Maxwell

How is that possible? The villiage (nor Ford) owned torch lake #3 until decades later. I seem to remember that the torch lake was on display at the C&H mining offices.

Posted: 2004-05-01 12:15:55.49 by Chris Elpatric

This locomotive was actually built in 1932 By Henry Ford and this locomotive was his favorite. Henry named this engine after his friend Thomas Edison. The locomotive was built from spare and unneeded parts from other steam locomotives like Torchlake #3.

Posted: 2003-08-27 19:24:59.57 by Kashi Chris Gupta

The Ford Motor Company locomotive #1 (currently Edison) was built in 1961 and ran only at the Greenfield Village Railroad. It origanaly said Ford Motor Company until 1997 when it was overhauled and had it's name changed to Edison. This locomotive has been operational for many years and it was never on display.

Posted: 2003-08-27 19:13:06.653 by Kashi Chris Gupta

Posted: 2003-08-09 22:59:51.117 by Jon Baxter

The Edison at Greenfield Village in Deaborn, Mich. was built by the shop at the Village from from parts they had

Posted: 2003-06-26 23:37:54.46 by Michael Ledingham

The Ford Motor Co. 4-4-0 #1 is operational, and named Edison. The 4-4-0 #1 lettered for LS&MS is actually from the Detroit and Lima Northern, and is being restored (its actual number may be 7). It is the one built in 1873 that used to operate.

Posted: 2003-06-21 20:28:12.56 by Michael Ledingham

One of the 4-4-0 #1s at the Henry Ford Museum was built by and for the Ford Motor Co. The other one is lettered for the Lake Shore & Michigan Southern, which is apparently bogus. Also, one of them was built in 1873 and used to operate around the grounds of Greenfield Village, but I don't know which.

[Add Notes](#)

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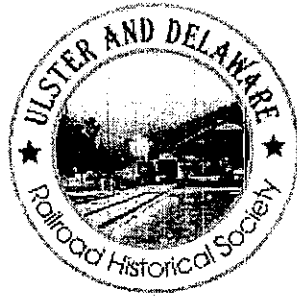
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Carl Riff
14 Ainsworth Street,
Hamilton, Ontario, Canada
L8J 1T1
905-961-6063

The Evening Journal
St Thomas, Ontario

September 1 1928 Michigan Central
old equipment a Catskill Mountain
Railway engine going to Henry Ford
passed through St Thomas hauled
by MCR engine 7943

I found this one item while
researching the Michigan Central through Canada.
This was a narrow gauge engine. This
may have led to the rebuilding









CATSKILL MOUNTAIN

The **Catskill Mountain Railway** was a three-foot narrow gauge railroad, originally built to connect with steamboats on the Hudson River waterfront at the village of Catskill and running inland towards the Catskill Mountain House at the foot of the *Wall of Manitou* near Palenville. It connected with stage coaches at Palenville to the Catskill Mountain House, cutting a half a day of travel off the vacation trips of resort goers. (The **Catskill Mountain** was constructed on a portion of the ancient **Canajoharie & Catskill** between Catskill Village and South Cairo).

Service started to Lawrenceville on July 29, 1882 and was extended to *Palenville* in Spring, 1883. A branch from Cairo Junction to Cairo (formally known as the **Cairo Railroad**) opened for business in June, 1885. On August 4, 1892, the **Otis Elevating Railway**, a funicular, began operation between *Otis Junction* and a station at the summit serving the Catskill Mountain House. This eliminated the need for connecting stages at *Mountain House Road*.

Mounting financial losses, brought about by improved roads, forced the termination of service on the **Catskill Mountain Railroad** and the **Cairo Railroad** following the end of the 1918 tourist season.

Miles from Catskill Landing	List of Stations
0.00	 Catskill Landing <i>Hudson River Day Line</i> 
0.80	Catskill Village
1.25	 West Shore Station <i>New York, West Shore & Buffalo</i>
4.10	Third Bridge Siding
5.72	Leeds (Toll Gate)
7.71	 South Cairo
9.43	 Cairo Junction <i>Cairo Railroad</i>
11.55	 Lawrenceville
13.58	Mountain House Road
	Otis Junction <i>Otis Elevating Railway</i>