

Early Cincinnati Steam Manufacturing

The Lane and Bodley Company, 1850 – 1920

Manufacturers of Steam Engines and Hardware

History with Photo & Image Gallery

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Additional pictures supplied by Leland Hite

ILLUSTRATED CATALOGUE,

STATIONARY & PORTABLE STEAM ENGINES
PORTABLE & REGULAR SAW MILLS LAKE & RIVER

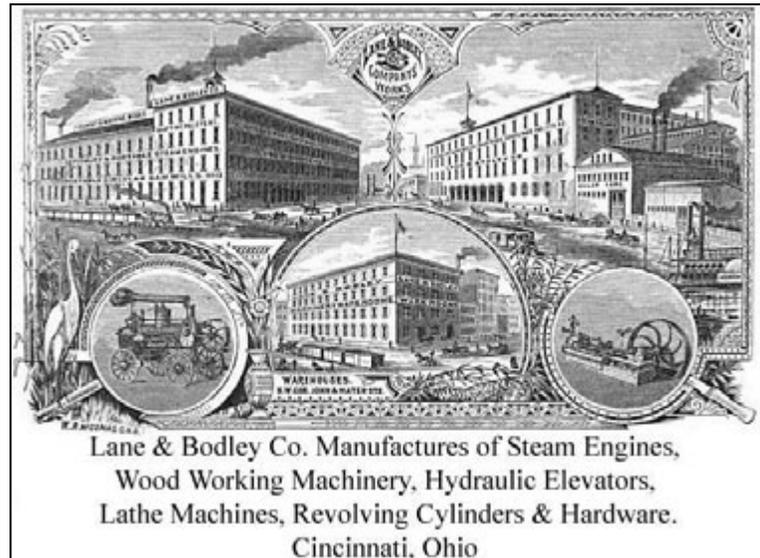
S.E. COR. OF JOHN & WATER STS.

LANE AND BODLEY

LANE & BODLEY FOUNDRY
BOILER YARD

SOUTH EAST CORNER OF JOHN & WATER STREETS.
CINCINNATI,
OHIO.

Cincinnati has a rich history of early steam manufacturing, but it is largely forgotten except by those who study that era when steam technologies were being developed and applied to transportation, agriculture, and manufacturing. Steam power helped change Midwestern cities from agricultural to industrial. Metropolitan areas from Pittsburgh to New Orleans along the length of the Ohio and Mississippi Rivers owe their growth to steam power. Beginning in the early nineteenth century, steamboats plied the length of the Ohio. Cincinnati eventually became one of the largest steam engine manufacturing centers in the country. An early Lane and Bodley advertising map

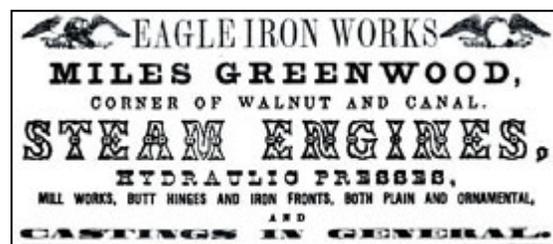


showing the central section of the country from the Great Lakes to the Gulf proudly states, "Cincinnati is the great manufacturing city of the Central States with an abundance of skilled labor and the best quality of material at the lowest market rates, with water communication to one-half of the States of the Union, and railroads reaching out in every direction."¹

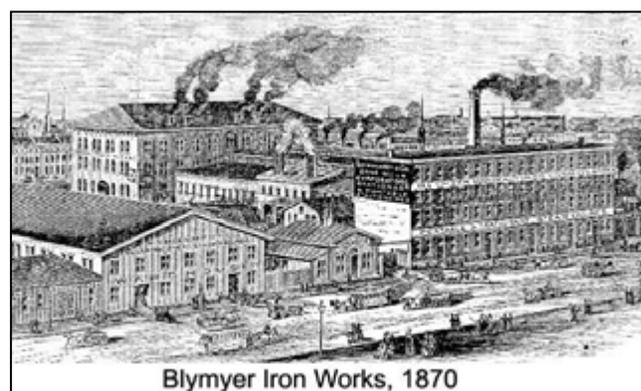
The heyday of agricultural steam power lasted a relatively short time, with steam engines replaced by bigger and more efficient gasoline-powered engines, but, while steam power was flourishing, hundreds of small, independent companies manufactured a wide variety of steam engines throughout the Ohio valley and the Midwest. Ohio was home to a surprising number of these early manufacturers. There were at least nine small manufacturers in Cincinnati, mainly operating during the Civil War years. None of these minor firms lasted more than a few years after the war's end.



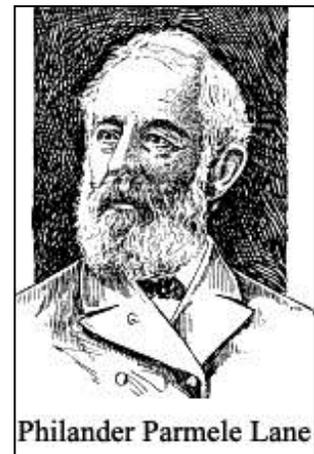
There were also three firms which could be considered major agricultural manufacturers for their day: [Miles Greenwood's Eagle Iron Works](#), [Blymyer Manufacturing Co.](#), and Lane and Bodley Co. Both Eagle Iron Works and Blymyer Manufacturing were sold and renamed several times, eventually either going out of



business or completely losing their identity. Lane and Bodley was the longest survivor of these early firms, always retaining its original name and a measure of family ownership and remaining in business until 1920. Lane and Bodley owed its longevity in part to its ability to foresee a change in the market from an agricultural base to an urban industrial base, and it phased out its earliest machines to concentrate on the steam engine and its applications.²



Philander P. Lane's father moved from Connecticut to a farm in Portage County in northeastern Ohio. Lane had decided as a young man to leave the hard life of the early nineteenth-century farmer. At age 22 he moved to Cuyahoga Falls, Ohio, to work for a machine shop. After a few years he moved to Cincinnati, Ohio, to make his fortune. When Lane opened his first small machine shop in downtown Cincinnati in 1850, he owned only three machine tools. By 1853, he was placing a small advertisement in the *Cincinnati Business Directory*, listing himself as "Lane and Company, No. 98 Pearl Street, Shop and Hoisting Engines, Mill Work, Great Variety of Lathes, . . . Jobbing done to order." Ten years later, he was one of the most noted and distinguished industrial representatives of the city. Lane took a partner, Joseph T. Bodley, in 1852. Bodley had recently finished an apprenticeship with [Miles Greenwood](#), an early industrialist and civic leader in Cincinnati. While Lane promoted the company, Bodley saw to the manufacturing. Together they developed the firm into one of the most successful and important manufacturing companies in Cincinnati's early history.³



Philander Parmele Lane

Lane became "one of the most distinguished representatives of Cincinnati and a conspicuous figure in the city's material development and progress."⁴ He married Sophia Bosworth, and their son, Henry Marcus, was born in 1854. Lane was not only a civic leader but also a founder of the Ohio Mechanics Institute (whose building was erected by Miles Greenwood), a member of the board of school examiners, and clerk of the new town of Cumminsville. Lane also served as colonel in the Eleventh Ohio Volunteer Infantry during the Civil War. Henry, only seven years old, accompanied his father to West Virginia during the winters of 1861 and 1862. The following winter, his wife and children attempted to join him again in West Virginia but were unable to do so because of "bushwackers and impassable roads."⁵ Bodley remained in Cincinnati and continued to run the company in Lane's absence, a decision made jointly by the two partners. During Lane's absence, Bodley did what he could to care for the families of his employees who were away fighting. Bodley's only wartime service was ten days in 1862 spent in the fortifications on the Covington hills during the siege of Cincinnati.⁶



Henry M. Lane



Joseph T. Bodley

After a modest beginning, company growth soon necessitated a move to larger quarters. In 1856, Lane and Bodley relocated the business from Pearl Street to the southeast corner of John and Water Streets, now the practice field for the Cincinnati Bengals professional football team. At their new location they shared space with the already well-established manufacturing firm Reynolds, Kite and Tatum. The two companies were similar and occupied a large complex that consisted of five buildings divided into six departments and a foundry, boiler shop, and finishing shop. Lane and Bodley bought out Reynolds, Kite and Tatum in 1858.⁷

J. Reynolds..... T. Kite..... N. C. Tatum

STEAM ENGINES.
REYNOLDS, KITE & TATUM,
 Corner of JOHN & WATER STREETS.
IRON AND BRASS CASTINGS,
 FLOUR, SAW AND OIL MILLS,
 Blast Furnaces and Hot Blasts; Steam-Boiler Presses for Staircase and Lard Oil;
 Steam Apparatus for Warming Buildings, Wrought Welded Tubes, &c.
 ALL MACHINERY MADE TO ORDER.

Engine (Steam) Builders.
 Greenwood Miles, (Eagle Iron Works), cor. Walnut and Canal.
 Harkness, Moore & Co., e. Front, b. Lawrence and Pike.
 Martin, Anshutz & Co., s. s. Front, b. Ludlow and Lawrence.
 Niles & Co., n. s. Front, b. Butler and M. Canal.
 Powell D. A., e. s. Butler, b. Front and Congress.
 Reynolds, Kite & Tatum, 271 Water.
 Todd James & Co., s. w. c. Smith and 7th
 Dodge & Johnson; Goodhue James; Griffler David; Letts A. B. & E.; Iron & Bell.

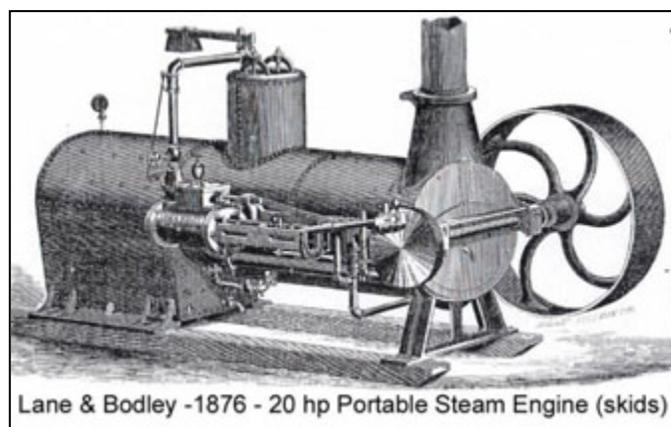
Business growth slowed during the Civil War (1861-1865) but rapidly picked up at the war's end. Bodley died July 10, 1868, just as the business had begun to expand. Known as J. T., Bodley had earned “. . . a high reputation among Cincinnati's many notable and distinguished manufacturers . . . his acts survive and his name belongs to the incorporated title, a fitting and honorable memorial.”⁸

Lane and Bodley employed over a hundred workers, and the firm was shipping products throughout the United States. Eight years after Joseph Bodley's death, Lane incorporated the company with a capital stock of \$375,000. The firm now employed as many as three hundred workers and began expanding and remodeling the existing buildings with all the latest improvements and labor-saving devices. For its time it was a modern, efficient factory. The firm also had begun shipping products all over the world: “The reputation of the manufacturers of the Lane and Bodley Company is so effectively established as to have created for them a large demand throughout the United States and a growing trade in the East Indies, Russia, Sweden, Germany, France, England, Australia, the West Indies, South America and Japan.”⁹

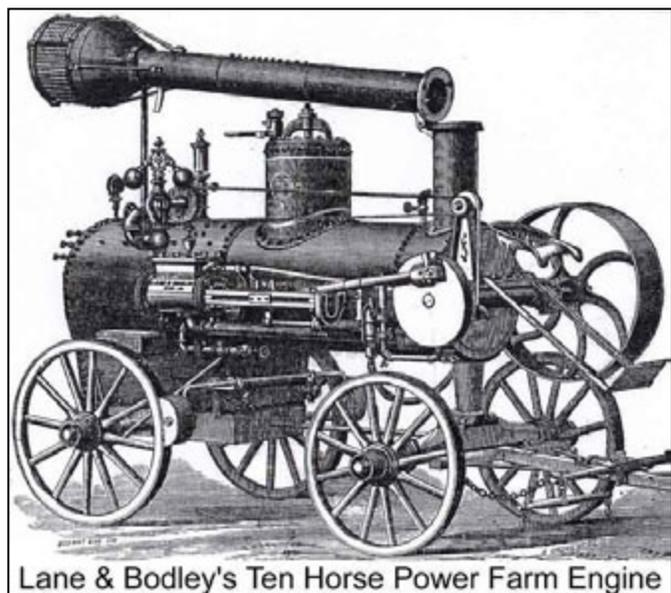
The Lane and Bodley Company was at the forefront of the steam engine industry with its Corliss-type automatic cut-off engines. The factory produced both stationary and portable steam engines with two- to- ten-horse-power capacity. As advertised, these engines were unrivaled in economy and durability. A standard single-cylinder stationary engine, for example, had an operating capacity of 100 lbs. of steam pressure and weighed about 70,000 lbs. These engines, beginning at \$700, were tough, durable, and reasonably priced. Many different types of engines were made for various purposes, and this diversity made them even more popular and useful.

The Cincinnati stationary steam engine was designed for printing offices, corn mills, cotton gins, sawmills, and small factories. This style of engine, producing from eight to twenty-five horsepower, had a heavy cylindrical bed-plate to which all parts were attached. These engines were built for high speed, and Lane and Bodley declared they would “develop as large a percentage of power as any engine in the market.”

Lane and Bodley also manufactured portable steam engines. These mobile power plants had a large firebox and a steam dome made of wrought iron and were quite mobile for their time: “Our smaller sizes for farm and plantation uses are permanently mounted and can be moved with as much facility as a loaded wagon.” These engines were advertised as costing between \$900 and \$1,850.



Lane & Bodley -1876 - 20 hp Portable Steam Engine (skids)



Lane & Bodley's Ten Horse Power Farm Engine

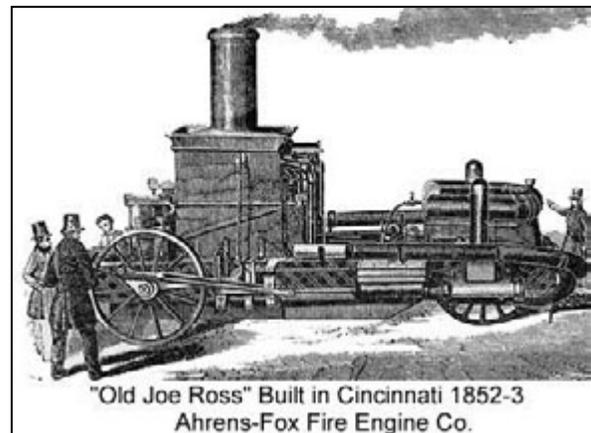
The company produced a number of other goods, as well. Early products were woodworking machines, circular sawmills, and hydraulic elevators. Lane and Bodley also sold flooring machines, sash molding machines, and surfacers. A thirty-inch railway cut-off saw was listed at \$175 in the company's *1871 Price List*. Every article was tested and examined before being shipped.

Direct-action hydraulic elevators were popular and lucrative and were used widely in Cincinnati in such places as the Cincinnati Gas Company, the Cincinnati Public Library, the Grand Hotel, and H. Closterman (furniture manufacturers), as well as the Exposition Hall in Chicago and locations in Louisville, Memphis, Baltimore, and St. Louis. Lane and Bodley offered wire cable, hydraulic and steam-powered elevators, as well as valves used in the elevators.¹⁰

Although early success was provided by woodworking machinery, primary emphasis was beginning to be placed on the firm's stationary and portable engines, boilers, sawmills, grist mills, machines for use in silver and gold mining, and parts and supplies for the company's products.¹¹

Lane and Bodley's early interest in steam engines led them to Alexander Latta, and the timing was right! Alexander Latta and his partner, Abel Shawk, had built in 1852 what has become known as the first successful steam fire engine, named the *Uncle Joe Ross*, in honor of the city councilman who had championed the use of steam.¹² Latta's reputation as the builder of the first successful steam fire engine (a fact later promoted in advertisements by Ahrens) has become so widely accepted that it is repeated automatically without question whenever steam fire equipment is mentioned; however, John H.

White has suggested that this is not necessarily accurate. Many individuals were producing workable machines much earlier than Latta. Latta and Shawk had the good fortune to be in the right place at the right time, when the need for reliable and fast fire equipment and full time firefighters was becoming increasingly apparent. Latta and Shawk were responsible for the *first* steam fire engine *built* in Cincinnati. Because a fire was most easily extinguished in its early stage before it grew too large,



it was important that a boiler be able to quickly produce steam at a working pressure. Once a fire had become well established, firemen could do no more than attempt to contain it. The Latta-Shawk boiler could produce steam at working pressure in about five minutes. The engine's efficiency and volume produced was of secondary importance. Latta and Shawk chose to use a Buchanan coil boiler, called a water tube where the water was inside the tube, because it was a fast steamer and heated a small amount of water at a time; however, this system was dependent on a reliable pump—in case of pump failure, the coil could be damaged or the boiler blow up. Most other boilers used a fire tube arrangement where the tubes were surrounded by water and the fire was inside the tubes.¹³

In 1863, financially successful and now wishing to retire, Alexander Latta sold the production rights of his fire engine to Lane and Bodley. Lane and Bodley modified the Buchanan boiler by squaring the coil and placing it in an iron, double-sided box, forming a water leg. This provided a dependable pump to force water through the system at a precise rate.

The *Uncle Joe Ross* cost Cincinnati \$10,000, \$5,000 more than the estimate, entangling the city and Latta and Shawk in a protracted fight over the cost overrun. To win the right to produce the first steam fire engine, Shawk gave a bid "off the top of his head." He really had no idea of the true cost,

and, as usually happens, numerous changes were required to make the engine work as promised, running up the cost at each change. The city's second piece of equipment, *Citizen's Gift*, built in 1853, cost \$13,400, a far more realistic price. In 1867, the city council was considering a replacement for the *Gift*, and, on April 12, 1867, the *Cincinnati Daily Gazette* printed an article entitled "Western versus Eastern Fire Engines," extolling the virtues of the Lane and Bodley engine. The *Gazette* also believed "in the principle of encouraging home enterprise, one in which Cincinnati has had too little regard for in the past years and we should begin to awake to the importance of this fact as affecting the growth of our city." Lane and Bodley set up a trial of the firm's equipment in which steam was raised in a little over three minutes and water was delivered from the pipe in six minutes. The cost was \$6,500. Suitably impressed, City Council purchased the Lane and Bodley machine. The old *Gift* was retired and its parts salvaged to be used on a back-up engine.¹⁴

Lane and Bodley made approximately 25 steam fire engines, selling five or six a year, beginning in 1863. Machines were shipped to a number of cities as far away as Galveston, Texas; Quincy, Illinois; Omaha, Nebraska; and Leavenworth, Kansas. St. Paul, Minnesota; Oshkosh, Wisconsin; and Grand Rapids, Michigan also purchased fire engines. In Ohio, Lane and Bodley was represented in Cincinnati, Dayton, Hamilton, Akron, Newark, and Cleveland. Machines were also sent to Kentucky and Tennessee. The company was not the only manufacturer of this type of equipment. Several small but highly competitive companies in the East were producing lighter



Lane and Bodley steam fire engine

pumpers. Gradually Lane and Bodley began to feel the business was not profitable enough to retain or to incur the expense of modernizing further the obsolete design and patterns bought from Latta. Accordingly, Lane and Bodley sold the rights to Ahrens and once again shifted focus.¹⁵

Many of the early entrepreneurs began their careers as machinists in someone's small machine shop. Christopher Ahrens was no exception. He began working on fire equipment as a machinist for Lane and Bodley and became supervisor of fire engine construction. By 1868, Lane and Bodley wished to move on to other types of production and ceased making fire engines. They sold the rights to Ahrens, who founded the C. Ahrens Manufacturing Co. the following year, 1869. As it took a few years for the company to earn sufficient money to support itself, Ahrens and many of his employees also worked as paid firemen for the city of Cincinnati until 1873 when new regulations prohibited city personnel from holding other jobs. Ahrens established a small shop on Webster Street (Fourteenth Street) across from the fire station where he assembled "Improved Latta Style" pumpers. Eventually he built a large complex at 214-216 Fourteenth Street where some members of the Ahrens family lived on the upper floors of the business and others lived in the immediate vicinity.¹⁶

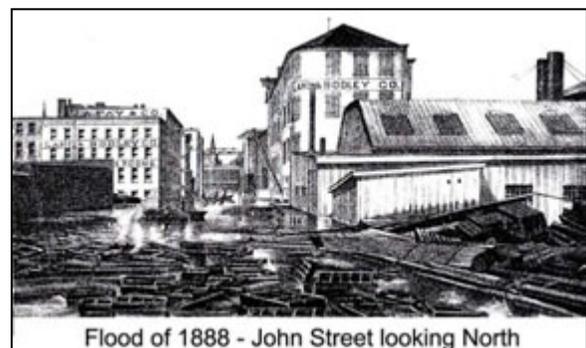
Ahrens initially used the Latta style engine with square boiler, horizontal piston pump and three wheels. In 1871 the firm developed and marketed a new style upright steam engine. This engine, mounted on four wheels, used a round boiler and a one or two cylinder vertical piston pump. It could produce steam in five minutes. Ahrens soon became known for innovation and performance. Until 1903 this upright engine held a number of world records, including fastest steam, highest pump pressure reached, highest and furthest distance for stream of water, and, most importantly, the longest operating time without a mechanical failure.

Ahrens went through several reorganizations over the years and began marketing equipment more aggressively. By 1880, many fire departments were equipped solely with Ahrens pumpers. In 1891, Ahrens combined with three other manufacturers (Clapp and Jones, Hudson, New York; Silsby, Seneca Falls, New York; and Button, Waterford, New York) to become the American Fire Engine Co. In 1902, the firm joined with LaFrance to become American LaFrance Co. In 1905, after disagreements with their partners, the Ahrens family withdrew totally from American LaFrance and began the Ahrens-Fox Fire Engine Company (Charles Fox was a son-in-law and had resigned as assistant chief of the Cincinnati Fire Department to join Ahrens family members in the new firm. He was responsible for several innovations: a vertical water tube boiler which could raise steam quickly, a pumper capable of carrying its own hoses, and the first gasoline-powered fire engine. The company premises were at 1107 Alfred Street.). The company became the major producer of motorized fire equipment. American LaFrance ceased production in Cincinnati, sold the firm's buildings, and moved the entire operations to the East Coast.¹⁷

Although Ahrens-Fox was best known for pumpers, the company did supply other related equipment, such as tractors to pull horse-drawn ladder trucks, articulated aerial ladder trucks with a tiller to steer the rear wheels, chemical engines, and hose trucks. This equipment was made for the firm by Peter Pirsch of Kenosha, Wisconsin. Ahrens-Fox eventually switched to motorized fire equipment and quickly became the premier fire engine company in the country, known for the quality of its products and often referred to as "the Rolls Royce of fire engines."¹⁸

Ahrens manufactured steam fire engines from 1869 to 1903 in Cincinnati, Ohio, and the [Coachbuilt web site](#) states Ahrens was the third largest seller of fire equipment in the United States, behind Silsby (Seneca Falls, New York), and Amoskeag (Manchester, New Hampshire). Ahrens-Fox fire engines were produced in Cincinnati from 1910 to 1977. The fire equipment business was extremely competitive, and Ahrens-Fox lost ground to other companies and was sold in 1939 to Harold LeBlond, another famous name in Cincinnati industrial history. The company switched to war production during World War II, resuming fire equipment production in 1948. By the 1980s, the company was being "bounced around" and went through a number of owners with pieces of the pie being sold to buyers in Cincinnati, Sidney, Ohio, and out-of-state. According to the [Coachbuilt Web site](#), the Ahrens-Fox Company name, along with any parts inventory, manufacturing, and service records, now officially belongs to Ken Menke of Websters Grove, Missouri; but scattered from Arizona to New York are several unofficial owners of parts and tooling. None of these owners or admirers of the Ahrens history have any official corporate connection with one another.¹⁹

Although Lane and Bodley was fortunate in maintaining steady growth, it did not escape several serious setbacks. Cincinnati, sitting on the banks of the Ohio River, has often been subjected to flooding. Heavy snowfall in the East during December, 1882, followed by warm weather and rainfall in January sent the Ohio River out of its banks beginning at Pittsburgh and continuing along its entire length to the Mississippi. Small towns along its hundreds of tributaries were flooded. In Cincinnati, the waterfront, downtown area, industrial areas in the West End, and the Mill Creek Valley were flooded. The entire upper Midwest was also in the throes of this weather pattern and suffered extensive flooding. The flood of February 1883 crested in Cincinnati at 66 feet 4 inches, the highest level to date, only to be topped the next year, in February 1884, when the river crested at 71 feet ½ inch. Both times, the city and surrounding areas were completely inundated. A picture in the



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Cincinnati Illustrated Business Directory of 1884 shows the high water level and debris floating on John Street. The February 13, 1884 *Enquirer* reported that the Blymyer Manufacturing Company buildings were “submerged.” Lane and Bodley and its neighbors would certainly have also suffered serious damage to equipment and buildings. Surprisingly, there were few fatalities in either flood, and charitable institutions were immediately formed to take care of the displaced.²⁰

On Thursday night, December 13, 1900, the worst nightmare of any business, fire, struck the foundry of Lane and Bodley, destroying the building. The headline of December 14th in the *Cincinnati Enquirer* screamed, “IN RUINS is Lane & Bodley Plant, . . . Disastrous Conflagration in the Lower Part of the City Last Evening.” The fire was believed to have started in the cupola and spread quickly. The only piece of luck that saved the rest of the plant was a huge firewall between the foundry and the remaining departments.

The company was still at the southwest corner of John and Water Streets. The entire Cincinnati fire department responded, but the fire was quickly out of hand, the water supply was limited, and at times not even one hose was playing water on the blaze. To complicate matters, freight trains were blocking Waters Street, and the fire department could not bring water to that side of the building.

In all the uproar and confusion, there were miraculously no serious injuries. There were, though, moments of suspense. While the fire blazed merrily out of control with water available intermittently, walls and timbers were collapsing, scattering firefighters and police alike. Someone thankfully thought to get the horses out of the barn and away from harm. A harbor boat belonging to the nearby Marmet Coal Company was moved “just in time to save it.” When the guy wires on a nearby derrick burned in two, the ends struck a police officer, pitching him into the Ohio River. He was rescued.

As if there were not enough excitement for one night, a fire broke out at the Chesapeake and Ohio elevator to the west of Lane and Bodley. A fire captain and four firemen fighting the Lane and Bodley fire dashed to the elevator and quickly put out the blaze. They returned to help their mates at John and Waters Streets.

Even more exciting that night was the possibility that five thousand barrels of bonded whiskey in the basement of the three-story brick Fleischmann’s Distillery might blow sky high. The fire of unknown origin began in the basement, and damage was limited to some charred casks and burned woodwork on the second floor. Dr. Zeckendorf, the plant superintendent, commended the firemen for their “marvelous work and too much credit cannot be given them.”

Upon returning to the city the day following the fire, Henry M. Lane, son of the founder and now president of the company, assured all his customers that the company was insured and all orders could and would be filled as the machine shop, drafting room, and office were intact. The firm would be reopened the following Monday! In the meantime, two hundred men were out of work, and fifty years’ worth of patterns stored on the fourth floor were destroyed.

Not everyone was as sanguine in the aftermath of the fire as Dr. Zeckendorf and Henry Lane. Thomas P. Egan, owner of a nearby plant, the J. A. Fay and Egan Co., loudly criticized the handling of the fire. He said that the firemen were untrained and unorganized and that many stood by not knowing what to do. The fire chiefs were incompetent, trying to do too much themselves, and were not putting enough effort into directing the operations. Mr. Egan believed that, had the fire been fought correctly, the pattern works would not have been lost.

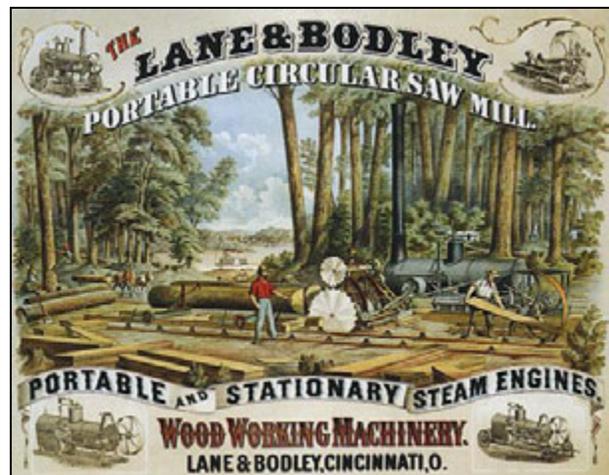
It is interesting to note that, the day after this major industrial fire in Cincinnati, further news of its aftermath was relegated to the second page. The main headline in the *Cincinnati Enquirer* of December 15, 1900, proclaimed that the “GREAT BATTLE IS RAGING” in South Africa. The Boer War and Lord Kitchener were now of more immediate interest.²¹

Philander P. Lane was one of the first prosperous Cincinnatians to move to the suburbs. He had retired some years earlier, financially secure, and had already turned the business over to his sons. In 1867, he built himself an impressive home on Montgomery Road just north of Norwood, Ohio. That structure still stands and today is the Vorhis Funeral Home.



He also purchased land in Norwood Heights, with plans to subdivide it and sell homes. He did not follow through with that initiative; however, he was instrumental in founding the Norwood Bank in 1882 and the Norwood Town Hall Association, becoming its president in 1888. Lane died in December 1899 and was buried in Spring Grove Cemetery. His wife, Sophia, remained in the house until 1918, at which time it was sold. His son, Henry M. Lane, became the president of the Lane and Bodley Company and expanded the business in new directions. Henry, a graduate of the Massachusetts Institute of Technology, had joined the family firm in 1875 as a draftsman and foreman in the pattern shop. Henry designed inclines for several of Cincinnati's hills which are still talked about today, as well as cable systems in Denver, St. Paul, and Providence.²²

The business community has used advertisements for hundreds of years, from simple hand-made wooden signs denoting the wares inside to the more sophisticated company catalogs and pamphlets. Lane and Bodley was no exception, but the company took advertising one step further. On January 1, 1878, the firm introduced a monthly industrial tabloid called *The Cincinnati Artisan*. The company used the front page to promote the firm's steam engines and products, and the remainder was filled with news and articles about science and technology. The first issue proudly announced that Lane and Bodley had won two gold premium awards, worth \$100 and \$200 respectively, for the company's stationary and portable engines at the last Cincinnati Exposition (in 1876 and at which Henry Lane was the manager for machinery exhibits). The paper described the extensive testing said to be the most exhaustive and thorough tests ever done and conducted by three paid experts. After giving a history of steam, the firm also stated its business philosophy: “cheapening the product at the expense of quality was monetarily unwise and criminal in endangering life and property.” Lane and Bodley lamented the frequency of explosions and suggested a Board of Inspectors be established in every state to inspect engines and investigate explosions. Holding back the implementation of this suggestion the company believed was “the general indifference of the public to the safety of human life.” Further issues continued to advertise and promote new features on the engines, their versatility and dependability, and the firm's customer service record.²³



The company continued to prosper under Henry's leadership until at least 1920. He had relocated the firm to new premises at Paddock and Tennessee in 1901 after the fire. Lane was still listed in the 1920 *Cincinnati Directory* as president of the Lane and Bodley Company on Paddock; however, in 1921 only his home address at Lenox Place remained in the listings. Henry, like his father, was active in his community. He was one of several partners who in 1885 planned an exclusive, park-like subdivision for wealthy Cincinnatians in Kennedy Heights, just north of Norwood on the former farmland of H. W. Stegemoeller. The partnership built a fifty-room summer resort hotel and country club called "Yononte Inn" after a legendary Indian maiden. This enterprise was a failure until it was opened to the public. It closed in 1907 and the hotel burned in 1909; however, a number of the summer homes built on streets around the country club still survive. Henry was also active in the American Society of Mechanical Engineers, the Cincinnati Engineers Club, and the Cincinnati Country Club.²⁴

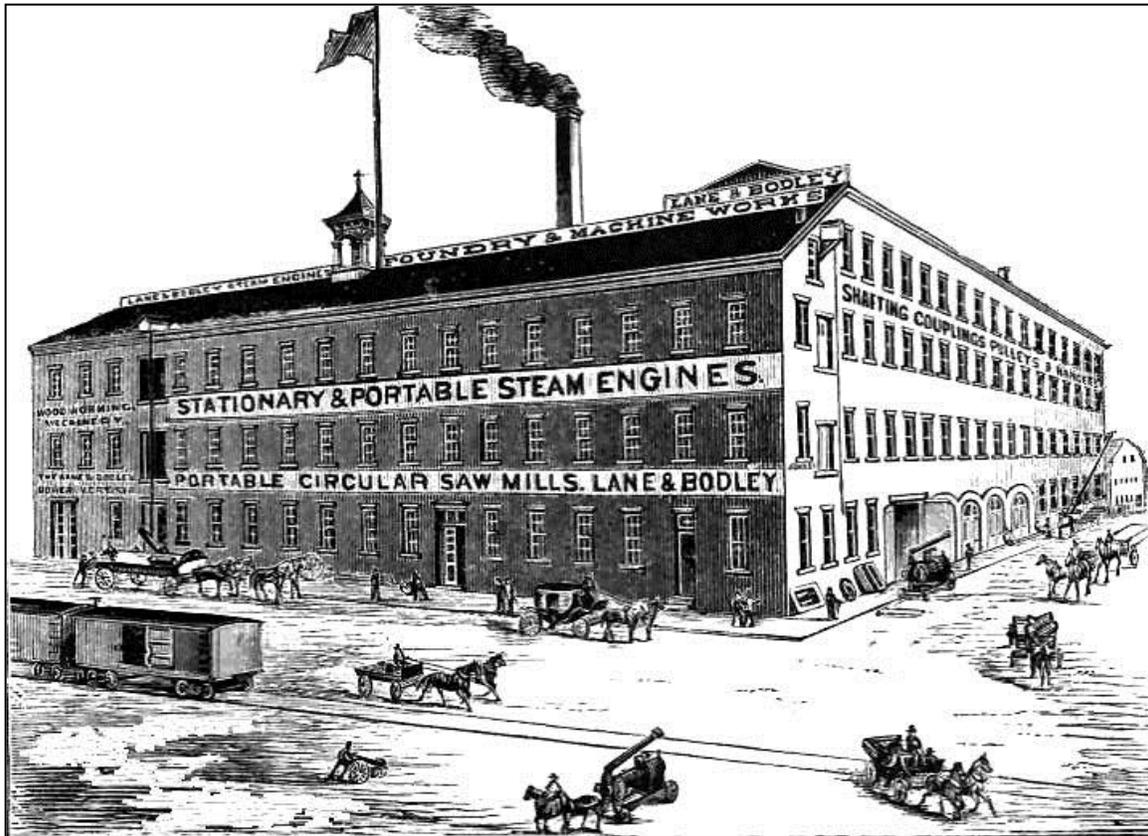
Henry's life ended tragically. In May of 1929, a deadly explosion and fire at the Cleveland Clinic occurred when an exposed light bulb ignited some nitro-cellulose x-ray film. Lane had gone to the Clinic to receive treatment. "Among those killed in the Cleveland Clinic disaster was Henry Marcus Lane, 75 years old, one of the foremost engineers in the country," stated *The Enquirer* on May 17, 1929. His wife, Blanche, was in another part of the hospital at the time of the explosion and was uninjured. Henry was buried in Spring Grove Cemetery.²⁵

Despite such significant company history and truly entrepreneurial founders of bustling firms, there is surprisingly little information extant, and it is difficult to trace activity beyond a certain point. Many of the early records were lost when companies were sold or merged with other manufacturers. Many historically important documents were destroyed because no one thought they were important enough to preserve once the original family was no longer directly involved. Lane and Bodley continued into the early twentieth century, but it is unknown what happened to the firm's records and patterns. The community of passionate and dedicated steam era devotees will continue to search for bits and pieces of these old companies, but time and the passing of people with direct experience of the steam era make it difficult to give these old manufacturers the full place they deserve in the history of the Ohio valley.

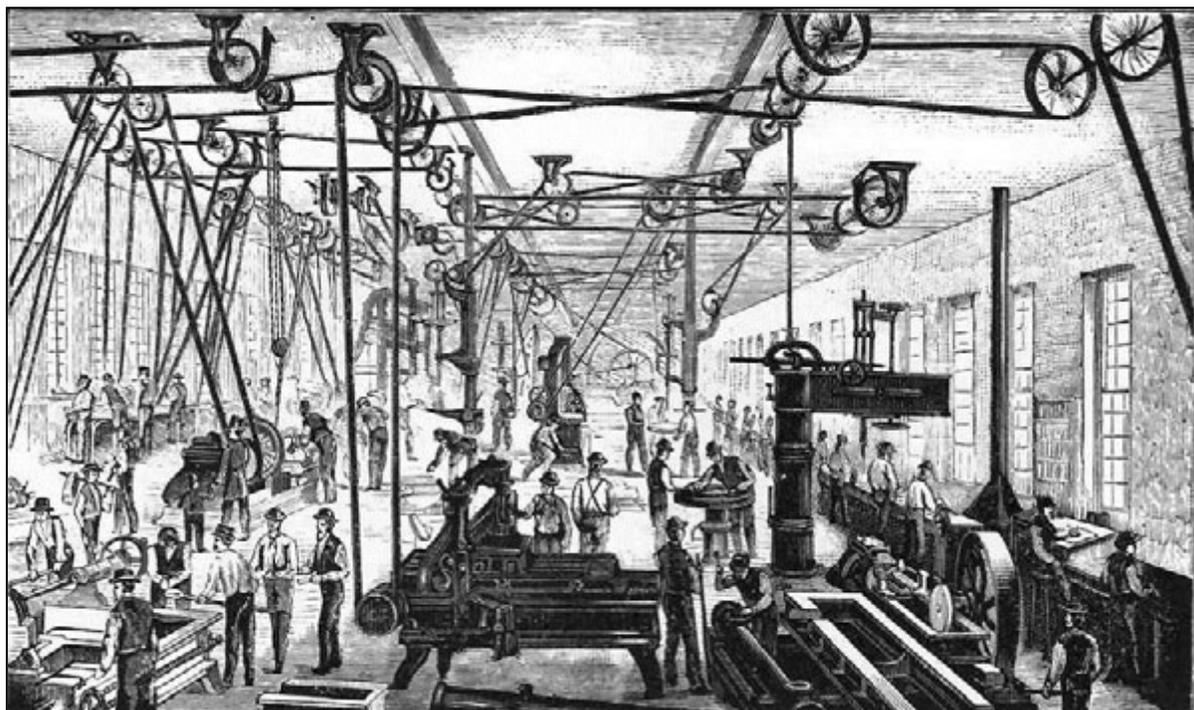
Acknowledgments

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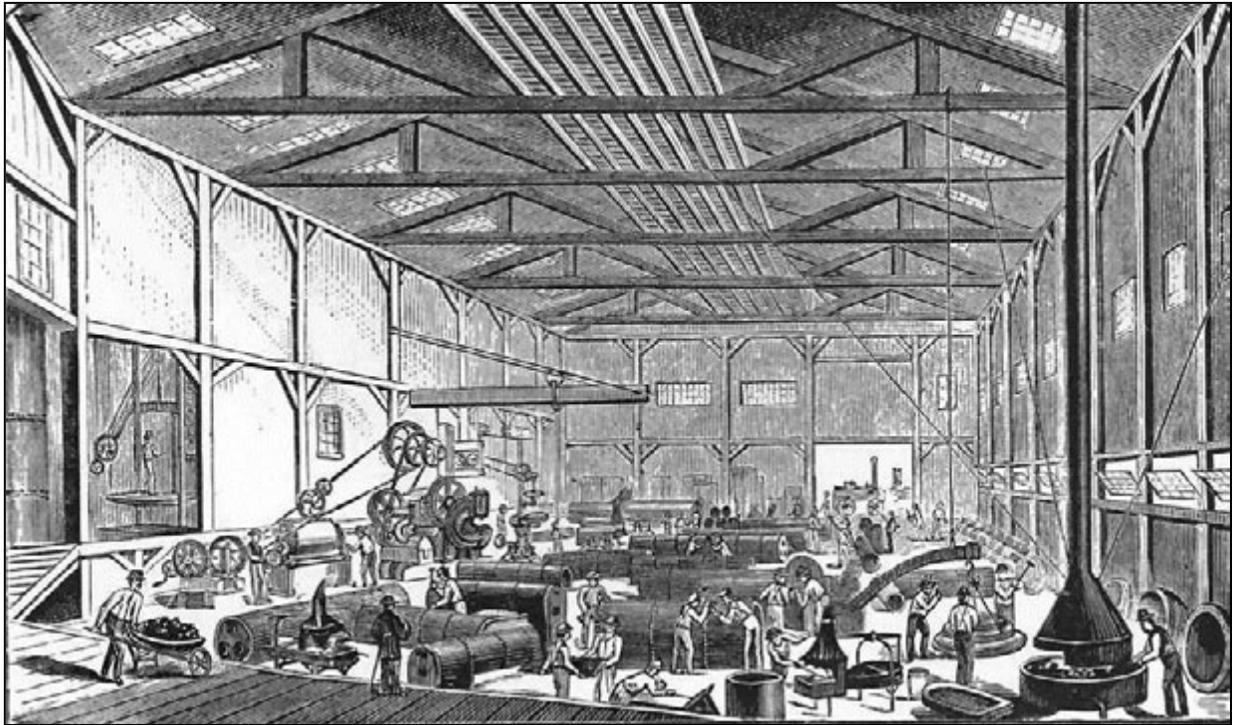
Photo & Image Gallery



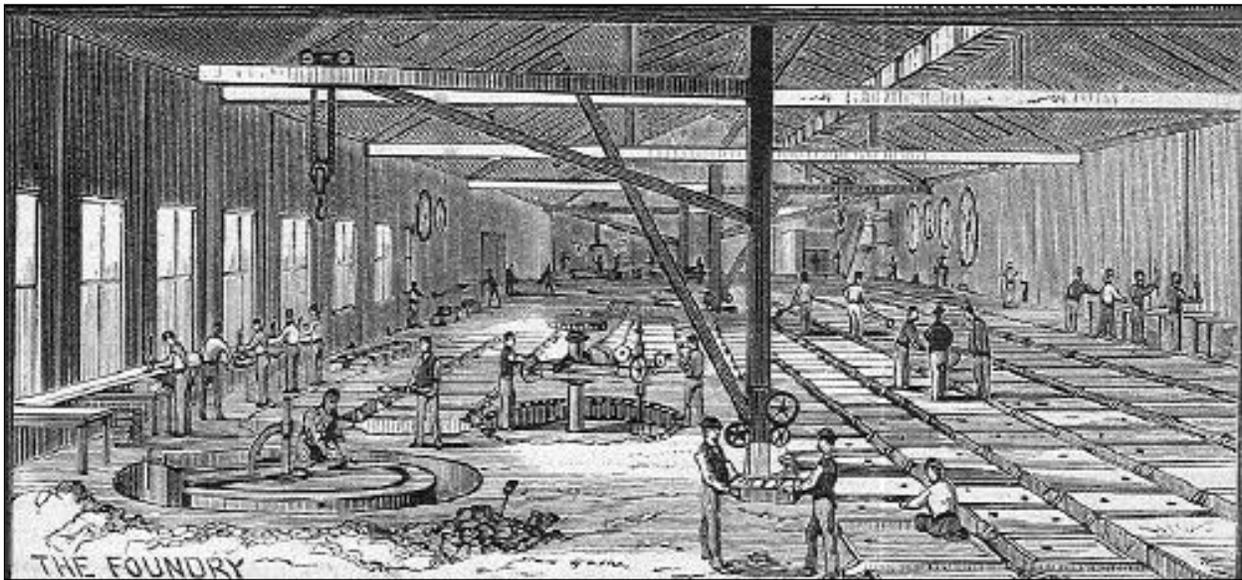
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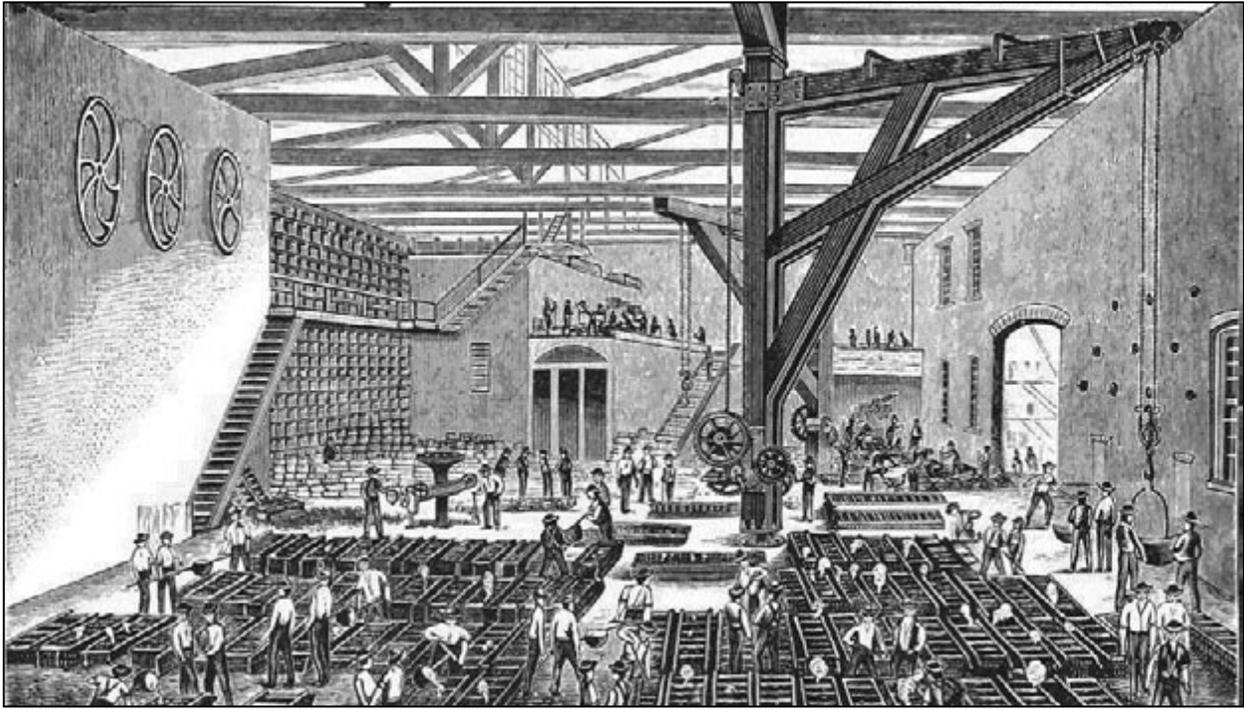
Lane & Bodley Finishing Shop, Source D



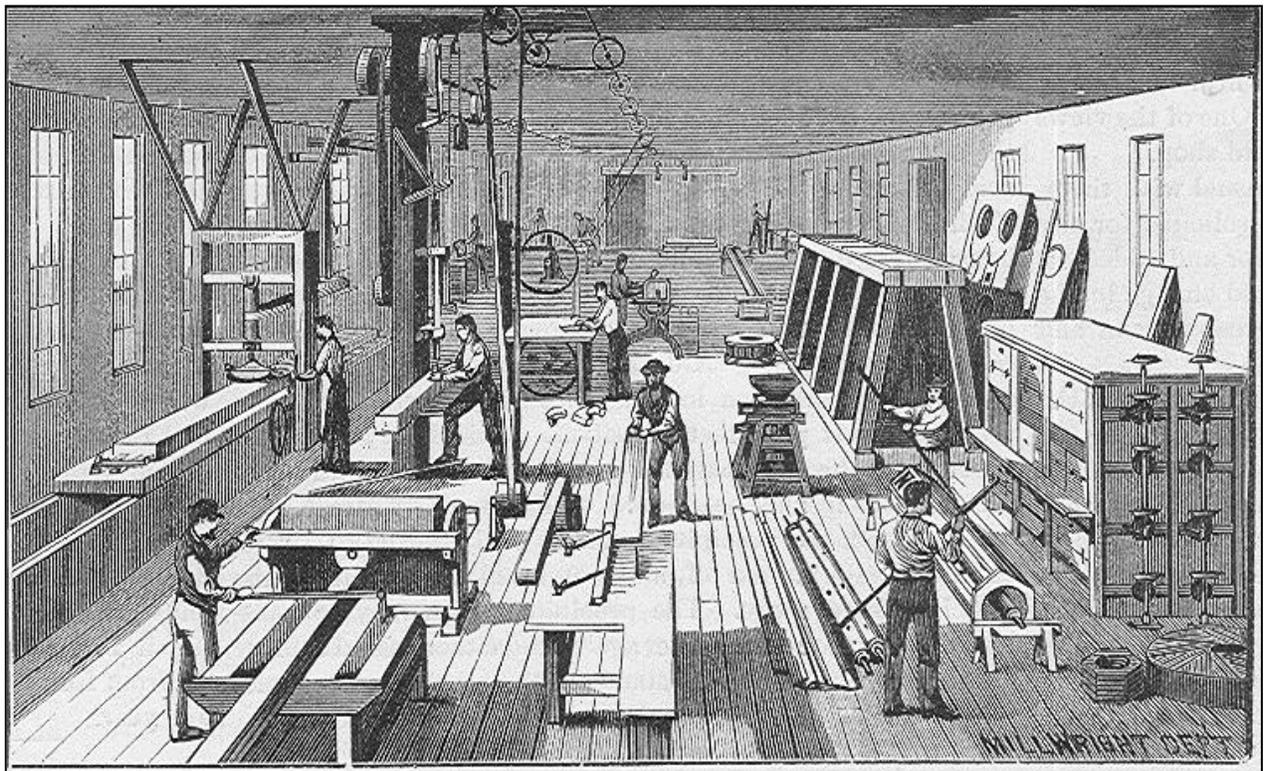
Lane & Bodley Boiler Shop, Source D



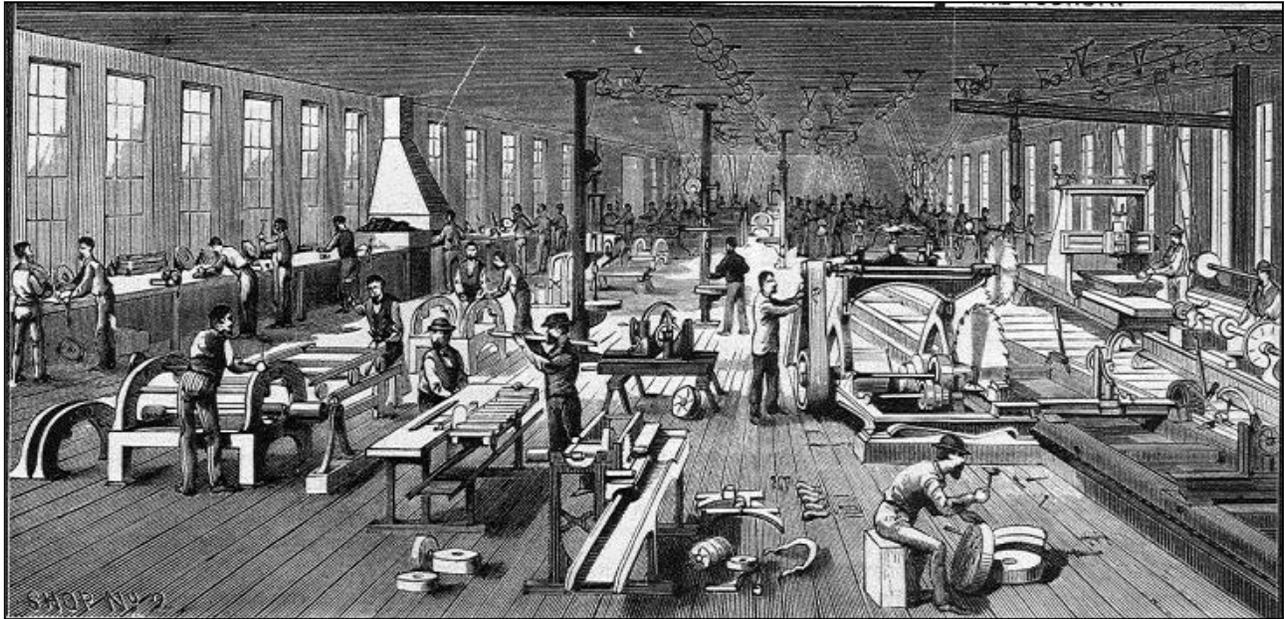
Lane & Bodley Foundry, Source D



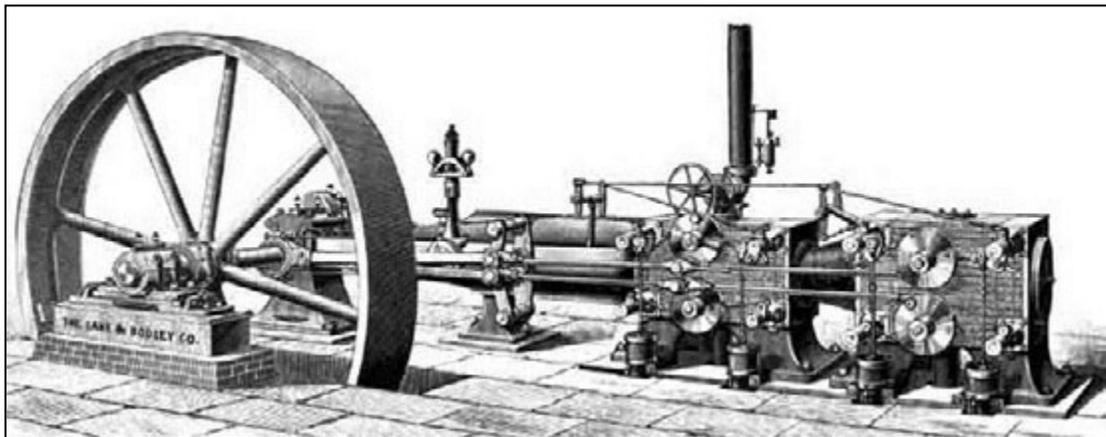
Lane & Bodley Foundry, Source D



Lane & Bodley Millwright Shop, Source C



Lane & Bodley Shop , Source C



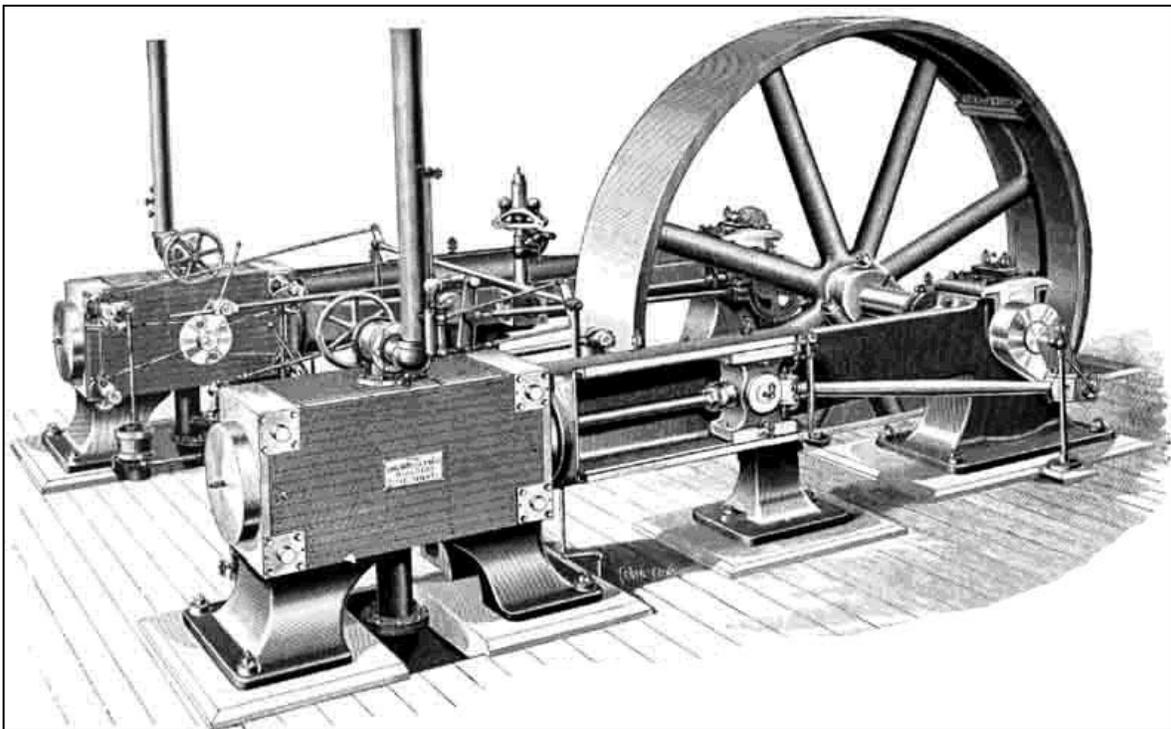
Lane & Bodley Tandem Compound Corliss Engine, Source C



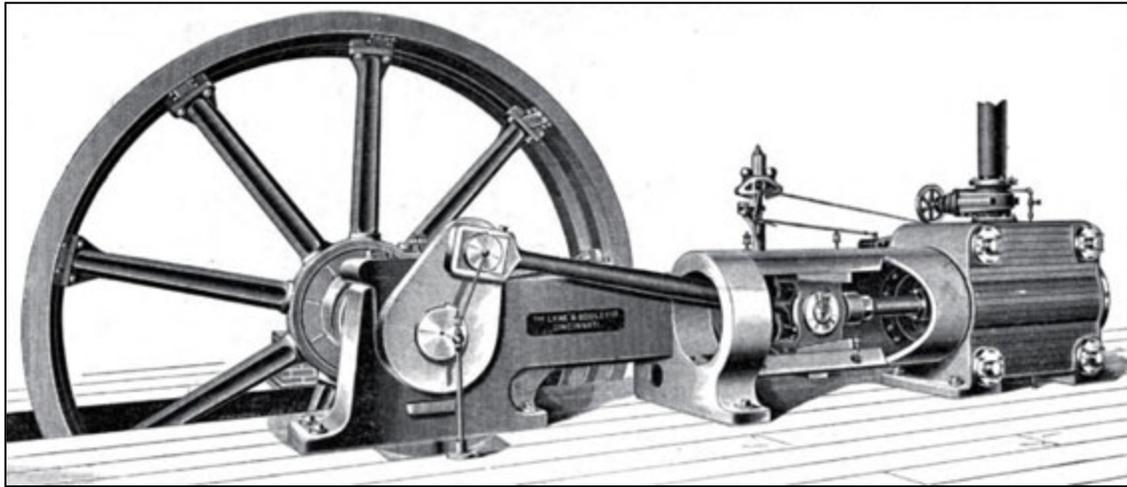
Lane & Bodley Corliss Engine, Source M



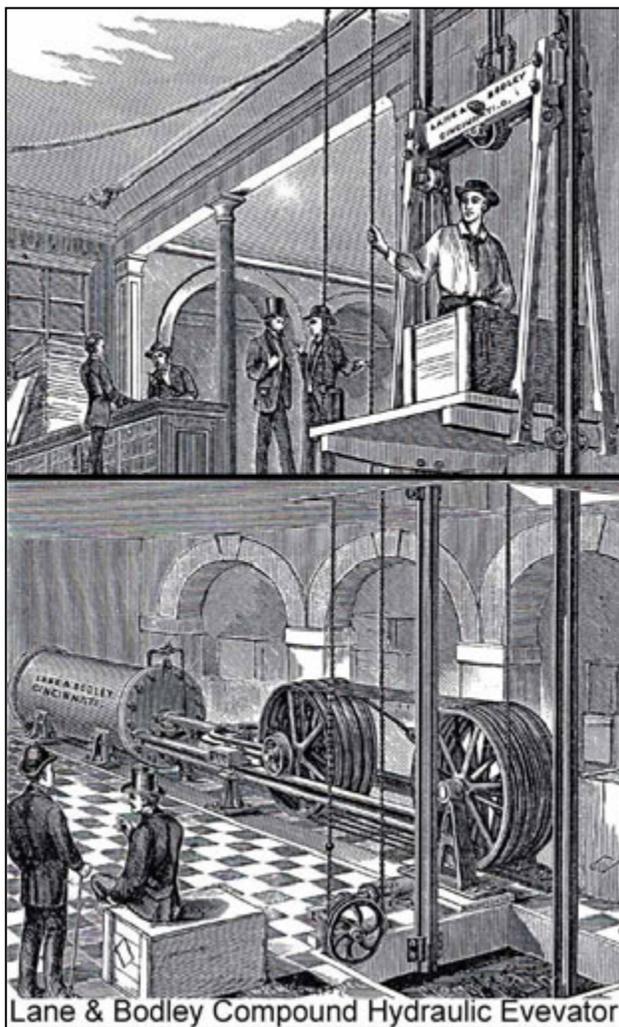
Operating Lane & Bodley Corliss Engine, Source V
YouTube® video <http://www.youtube.com/watch?v=vGzPLd4MU2g>



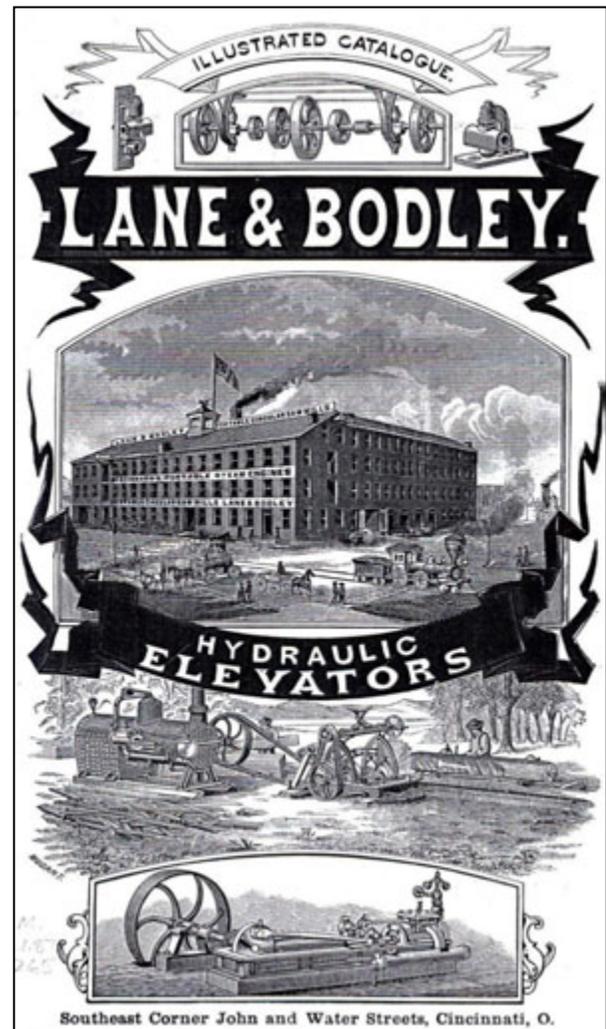
Lane & Bodley Dual Corliss Engines, Source C



Lane & Bodley Columbian Corliss Engine, Source P



Source Q



Source R

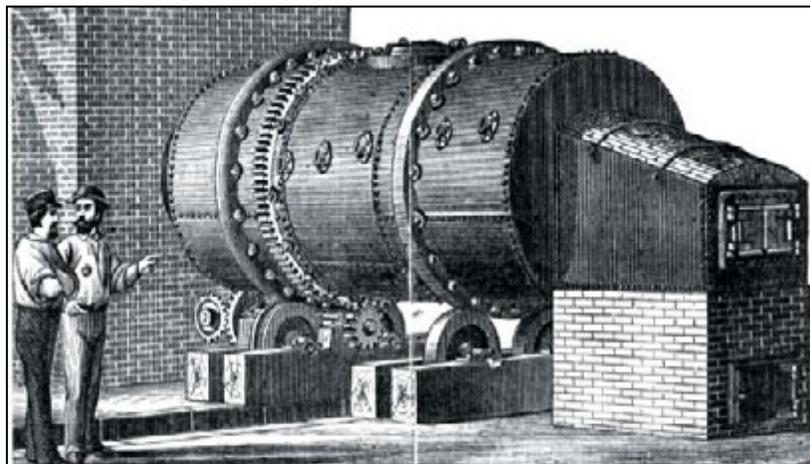
Names of Parties Using our Hydraulic Elevators.

We refer the reader to any of the following named prominent firms, who are using our Hydraulic Elevators. The length of this list and the short time we have been making these machines, afford ample testimony as to their popularity.

CINCINNATI.		
SHINKLE, HOWELL & KRIS.		Grocers.
GOULD, PEARCE & Co.		Cotton Factory.
CINCINNATI GAS COMPANY.	Three Machines.	Coal Elevator.
W. F. THORNE & Co.		Boots and Shoes.
PHIPPS, O'CONNELL & Co.		Boots and Shoes.
ADAMS EXPRESS COMPANY.		
HANKS, DUNHAM & Co.		Grocers.
CHAS. JACOB, JR., & Co.		Pork House.
H. BRACHMAN.		Liquors.
LEON, MARKS & Co.		Clothing.
MELLEN, BROWN & Co.		Cotton Factors.
BISCHOP & LOEB.		Clothing.
CRANE & McQUAID.		Boots and Shoes.
J. & J. SLAVIN & Co.		Dry Goods.
H. CLOSTERMAN.		Furniture.
BROOKS, WATERFIELD & Co.	Leaf Tobacco Warehouse.	
R. M. BISHOP & Co.	Two Machines,	Grocers.
CHAMBERS, STEVENS & Co.		Dry Goods.
KATZENBERGER, GOLDSMITH & LOEB.		Clothing.
SNIDER & HOOLE.	Bookbinders' Tools and Stock.	
D. LITTLE & Co.		Boots and Shoes.
MORGENTHAU & BROWN.		Salt Fish.
JOHN CARLISLE.		Capitalist.
BOUGHNER, HOLMES & Co.	Leaf Tobacco Warehouse.	
J. W. BANNING & Co.		Butter and Cheese.
R. BROWN & Co.		Notions.
A. D. BULLOCK & Co.		Wool and Bristles.
CINCINNATI PUBLIC LIBRARY.		Freight.
CINCINNATI PUBLIC LIBRARY.	Four Dumb Waiters.	
JEFFRAS, SEELEY & Co.		Millinery.
I. P. STRAUSS & BRO.		Clothing.
KRUSE & BAHLMANN		Hardware.
J. M. McCULLOUGH & SON.		Seeds and Grain.
GRAND HOTEL.		Passenger Elevator.
H. H. WESSEL.		Lumber and Commission.
J. S. BURDEAL & Co.		Drugs.
EVANS, LIPPINCOTT & CUNNINGHAM.		Pork House.
HOWE SEWING MACHINE COMPANY.		
LANE & BODLEY.	Machinery Warehouse.	
S. W. HAMPTON & Co.		Cotton Factors.

CINCINNATI GAZETTE COMPANY.		
JACOB ELGAR.		Capitalist.
WRIGHTSON & Co.		Printers.
JOS. A. BRIGEL & Co.		Notions.
JAS. C. HOPPLE & Co.		Grocers.
COHN BROS. & Co.		Clothing.
LOUISVILLE.		
H. W. WILKES.		Offices.
M. KRAN & Co. (Louisville Hotel)		Baggage Elevator.
WRAMPFELMEIER & Co.		Furniture.
DR. R. H. RUDD.		
W. B. BELENAP & Co.		Iron.
B. F. AVERY & SONS.		Flows.
HARRIS, NAHM & Co.		Clothing.
L. S. WASHBURN.		Photograph Gallery.
LOUISVILLE INDUSTRIAL EXPOSITION.		
J. T. TOMPKINS & Co.		Dry Goods.
DR. J. RUSSELL BUTLER.		Residence.
CARTER BROS. & Co.		Dry Goods.
SUTCLIFFE & OWEN.		Boots and Shoes.
GLAZEBROOK, GRINSTEAD & Co.		Grocers.
J. W. MORRILL & Co.		Saddlery.
STEEG & REILING.		Grocers.
CLEVELAND.		
SHERWIN, WILLIAMS & Co.		Oils and Paints.
JAS. M. HOTT & SON.		
E. I. BALDWIN & Co.		Dry Goods.
BERTON, MYERS & CANFIELD.		Drugs.
RAYMOND & LOWE.		Dry Goods.
NEW CITY HALL.		Passenger.
ISOM, FOOTE & HURLBURT.		Millinery.
S. H. BENEDICT & Co.,		Hats, Caps and Furs.
MEMPHIS.		
J. F. FRANK & Co.,	Two Machines.	Grocers.
MANSFIELD.		
WOOD & WITTER.		Dry Goods.
BALTIMORE.		
PATTERSON & BASH.		Boots and Shoes.
ST. LOUIS.		
LACLEDE GAS COMPANY.	Two Machines.	Coal Elevator.
JACKSON, PFOUIS & DOUGLAS.		Grocers.
EDW. MARTIN & Co.,		Clothing.
BRADFORD, BRO. & Co.,	Three Machines.	Hats, Caps and Furs.
EVANSVILLE.		
EVANSVILLE GAS COMPANY.		Coal Elevator.
ZANESVILLE.		
HAINES, STRANATHAN & STURGEON.		Grocers.
CHICAGO.		
EXPOSITION HALL.		

Lane & Bodley Elevator Customers, Source R



LANE & BODLEY, CINCINNATI, OHIO,
SOLE MANUFACTURERS

OF
BRÜCKNER'S PATENT
REVOLVING CYLINDERS

For Roasting, Desulphurizing and Chloridizing Ores. Also Steam Engines, Boilers, Saw Mills and Mining Machinery.

Illustrated catalogues and prices furnished on application.

LANE & BODLEY,
John and Water sts., Cincinnati.

The Engineering and Mining Journal, July, 1874

No. 642,237.

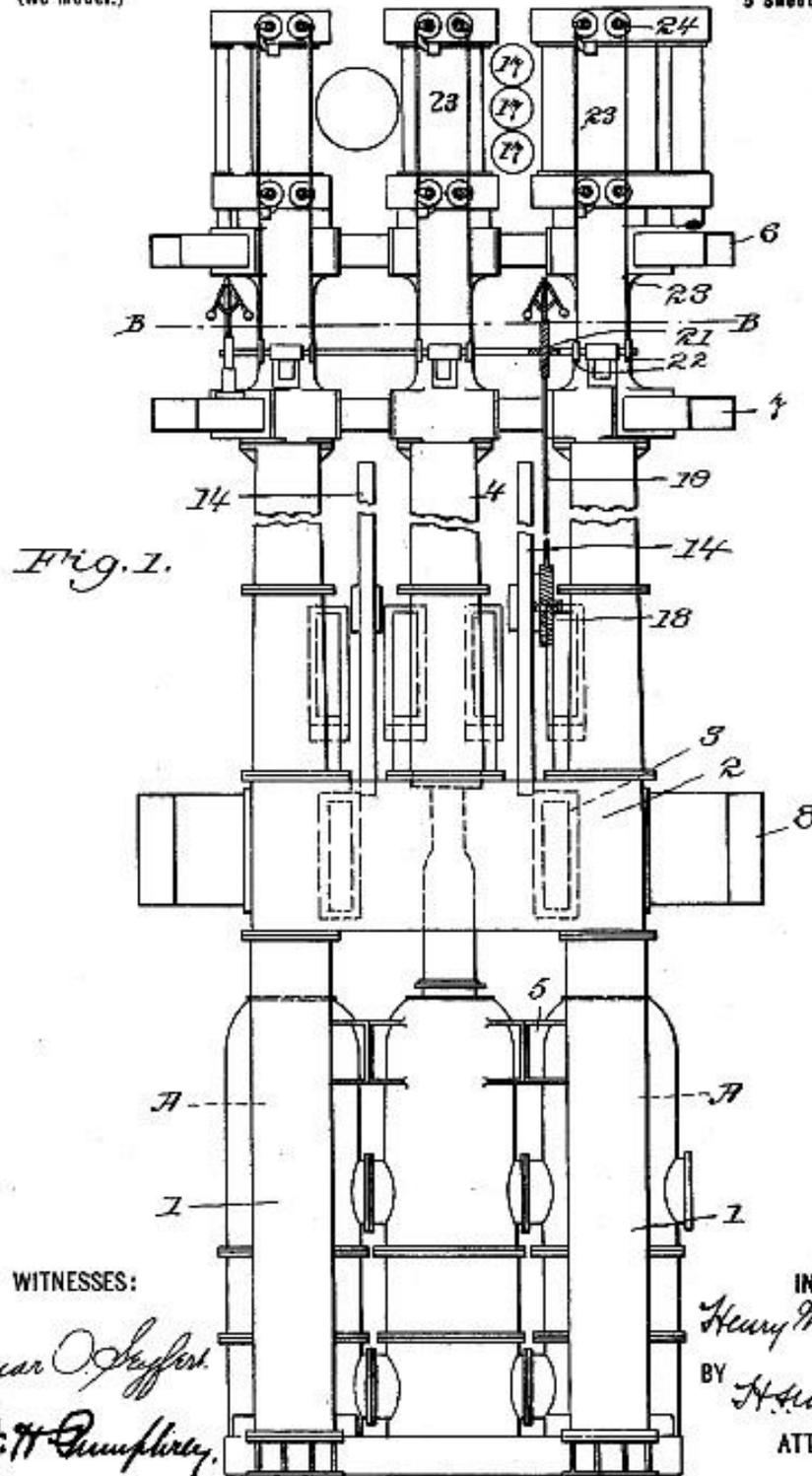
Patented Jan. 30, 1900.

H. M. LANE.
STEAM PUMPING ENGINE.

(Application filed Feb. 27, 1899.)

(No Model.)

5 Sheets—Sheet 1.



WITNESSES:
Oscar O. Snyder.
N. W. Humphrey.

INVENTOR
Henry M. Lane
 BY *H. M. Mackay*
 ATTORNEY

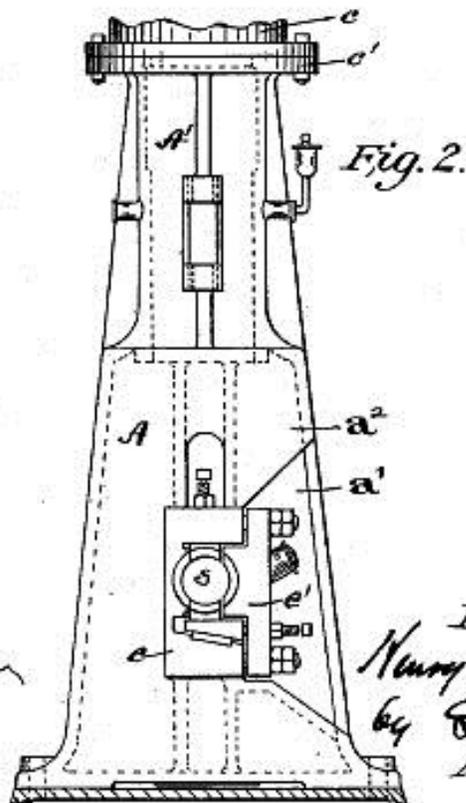
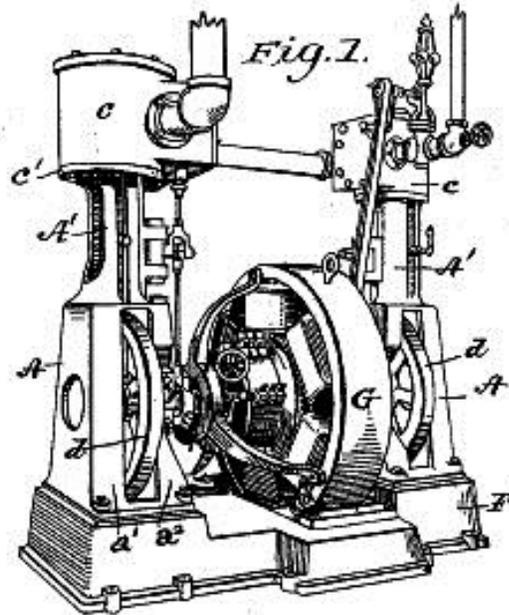
Lane & Bodley Patent, 1900, Improvements to the Triple Expansion Water Pumping Steam Engine Source K

(No Model.)

H. M. LANE.
STEAM ENGINE.

No. 605,885.

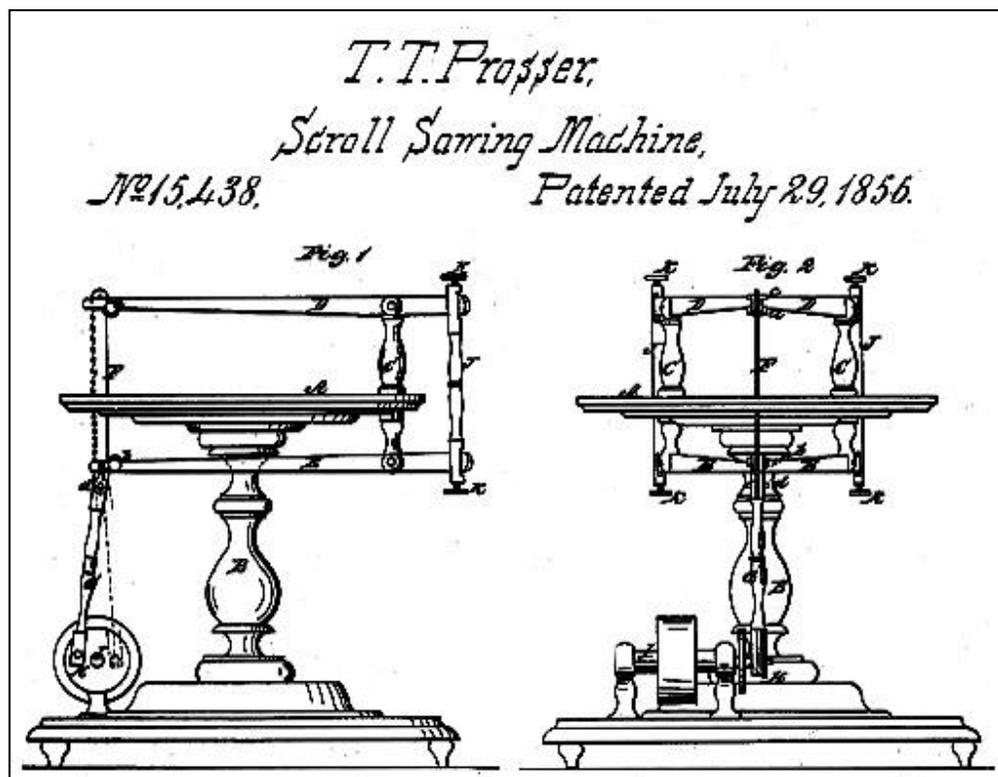
Patented June 21, 1898.



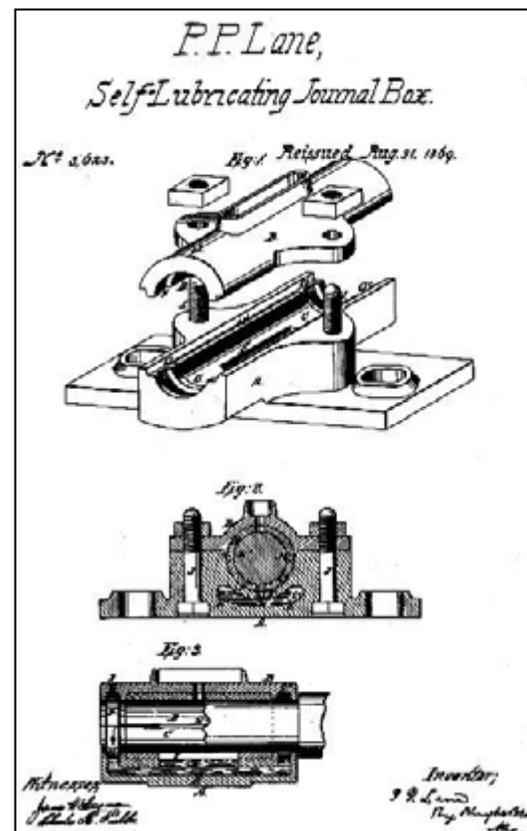
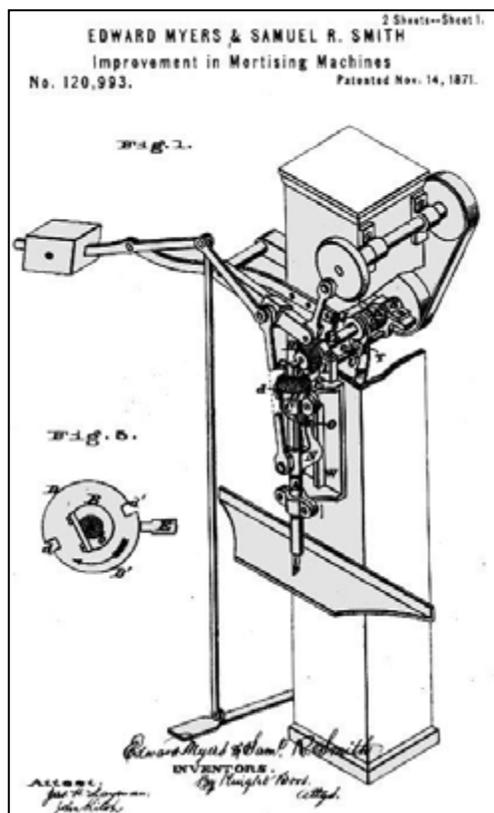
Witnesses
Ernest Gorman
D. H. Frasher

Inventor
Henry M. Lane
by *E. M. Housa*
Attorney

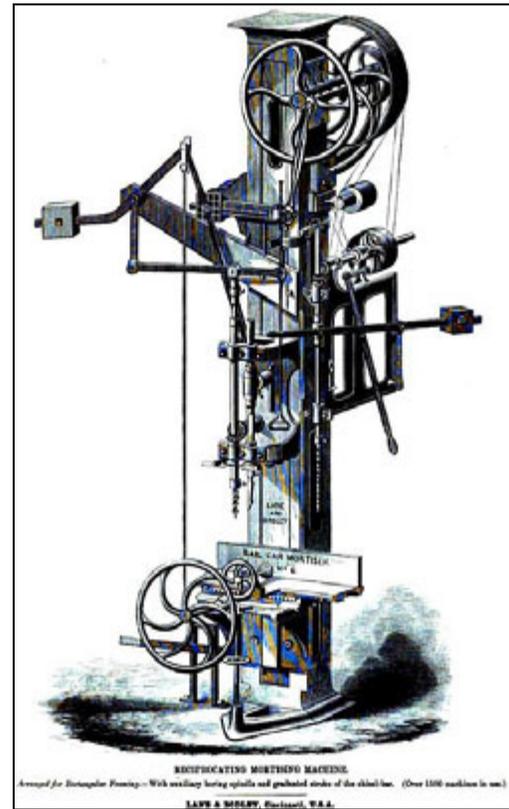
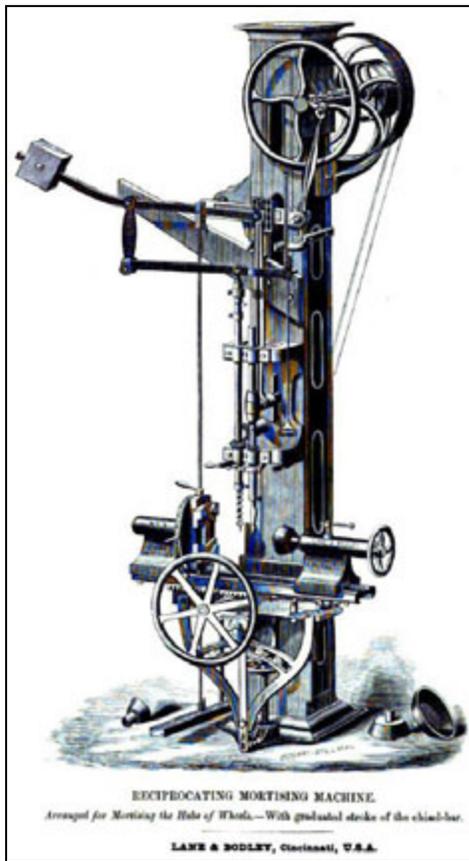
Lane & Bodley Patent, 1898, Throttling Compound Engine, Source K



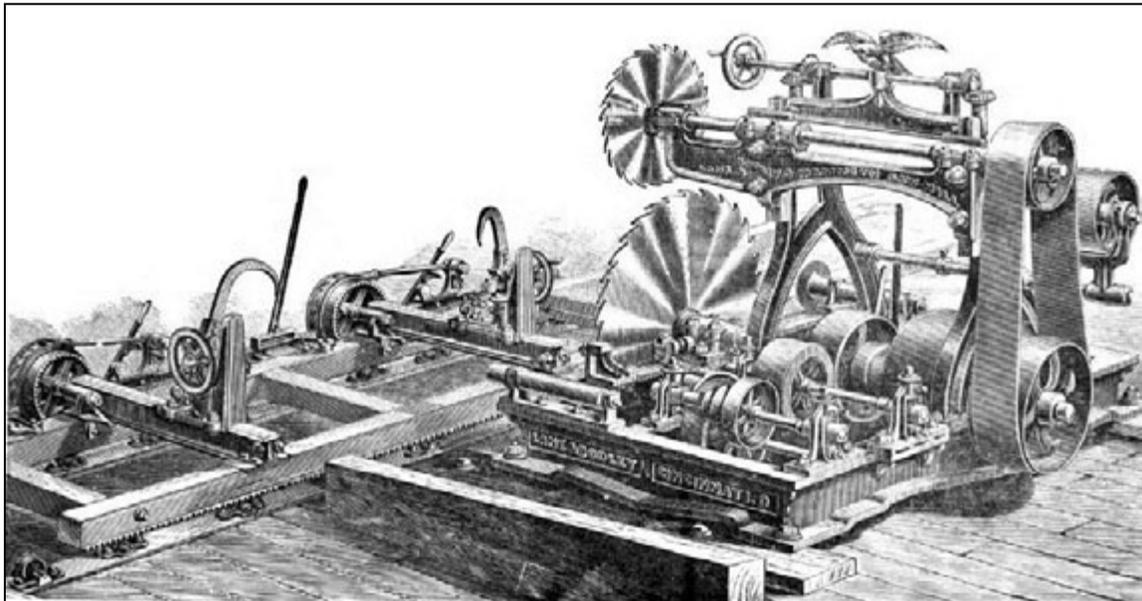
Lane & Bodley Scroll Saw Patent 1856, Source K



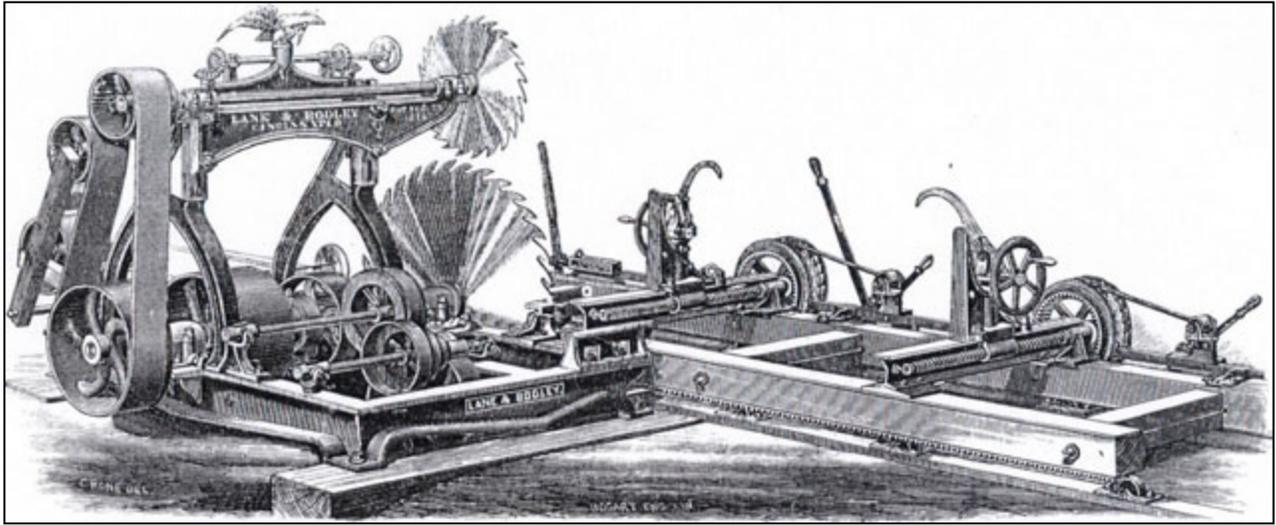
Lane & Bodley Mortising Patent 1871, and self-Lubricating Journal Box 1869, Source K



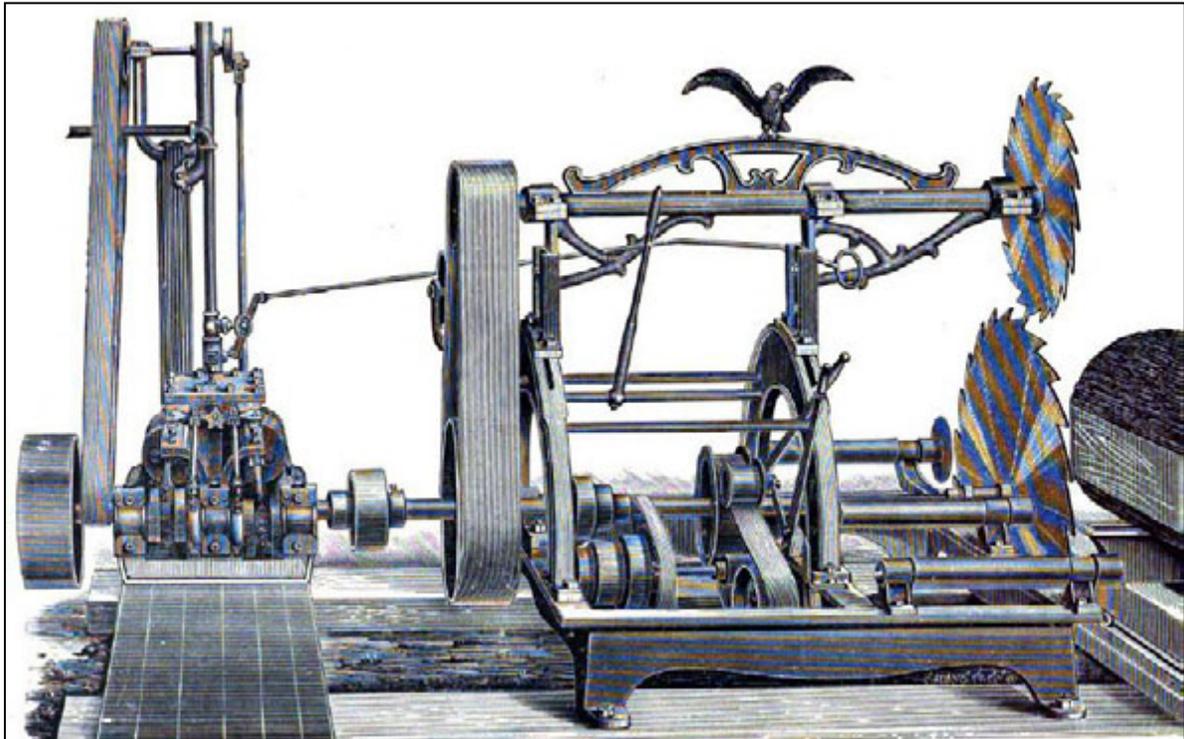
Lane & Bodley Mortising Machines, Source A



Lane & Bodley Double Circular Saw Mill (Over & Under) Source E



Lane & Bodley Double Circular Saw Mill (Over & Under) Source L



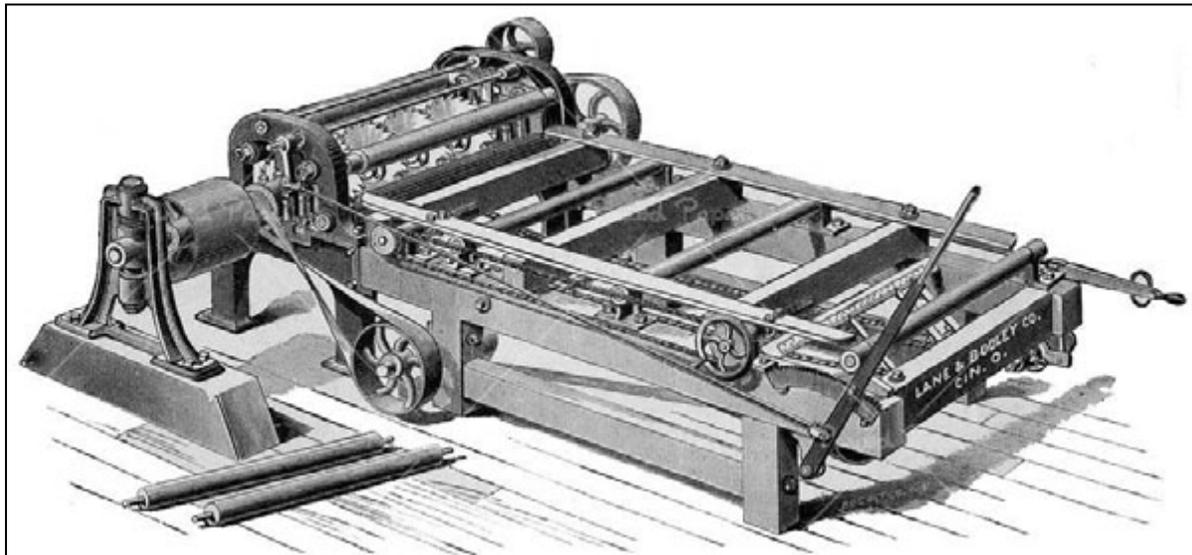
Lane & Bodley Double Circular Saw Mill (Over & Under) Source L



Lane & Bodley Saw Mill at the Shelby Iron Works Fall Festival, Shelby, AL
Source U



Lane & Bodley Saw Mill at the Shelby Iron Works Fall Festival, Shelby, AL
Source U



Lane & Bodley Gang-Edger Saw With Conveyer, Source E

LANE & BODLEY,
MANUFACTURERS OF
CIRCULAR SAW-MILLS,
STEAM ENGINES,
WOOD-WORKING MACHINERY,
AND DEALERS IN
All Kinds of Plantation Machinery

OFFICE & WAREHOUSES,
NO. 85 ST. CHARLES STREET,
NEW-ORLEANS.

LANE & BODLEY'S
WOOD-WORKING MACHINERY.

Woodworth's Planing Machines. Daniel's Planing Machines. Moulding and Bash-striking Machines. Tenoning Machines. Chair-seat Machines. Power Mortising Machines. Power Hub-Mortising Machines. Blanchard's Spoke Lathes. Felloe Bending Machines.	Scroll Saws. Railway Saws. Lath Machines. Shingle Machines. Saw Mandrels. Wolf's Patent Grindstone Saw Gummers. Turning Lathes. Hub-Boring Machines. Hub-Hewing Machines.
--	--

ESPECIAL ATTENTION GIVEN TO
ALL KINDS OF WHEELWRIGHTS' MACHINERY.
ALSO, FULL EQUIPMENTS OF
FURNITURE AND CHAIR-MAKERS' MACHINERY, SASH
AND DOOR-MAKERS' MACHINERY.

OUTS, DESCRIPTIONS, AND PRICE-LISTS, FURNISHED ON APPLICATION
1877.

Source C

ILLUSTRATED CATALOGUE.

LANE & BODLEY CO.

ENGINES & BOILERS

South-East Cor. John & Water Sts., Cincinnati, O.

Source L

The Lane & Bodley Co.
CINCINNATI, O.
 Steam Power Elevators for Factories, Hydraulic Elevators for Gas Works, Side Walk Lifts, &c.
 Compound Hydraulic Elevators for passengers and freight, for city service or direct pumping system.
 Prices low. Get estimates.

DIRECT HYDRAULIC ELEVATORS

Source G

THE LANE & BODLEY CO.
CINCINNATI.
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 (Turned.) (Strong, Self Oiling.) (Good Proportions.)
 SPECIAL STANDS FOR HEAVY SHAFTING.
CORLISS ENGINES
 Belt Elevators, Saw Mills, Etc. Complete Power Equipment.

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 BUILD A FULL LINE OF
CORLISS AUTOMATIC ENGINES,
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SAW MILL MACHINERY
 Of standard excellence. Send for circulars.

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CINCINNATI, O.
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 Simple and Compound. For all Purposes.
CORLISS ENGINES.
SLIDE VALVE ENGINES.
 Hydraulic and Belt Freight Elevators.
SHAFTING.
HANGERS.
PULLEYS.

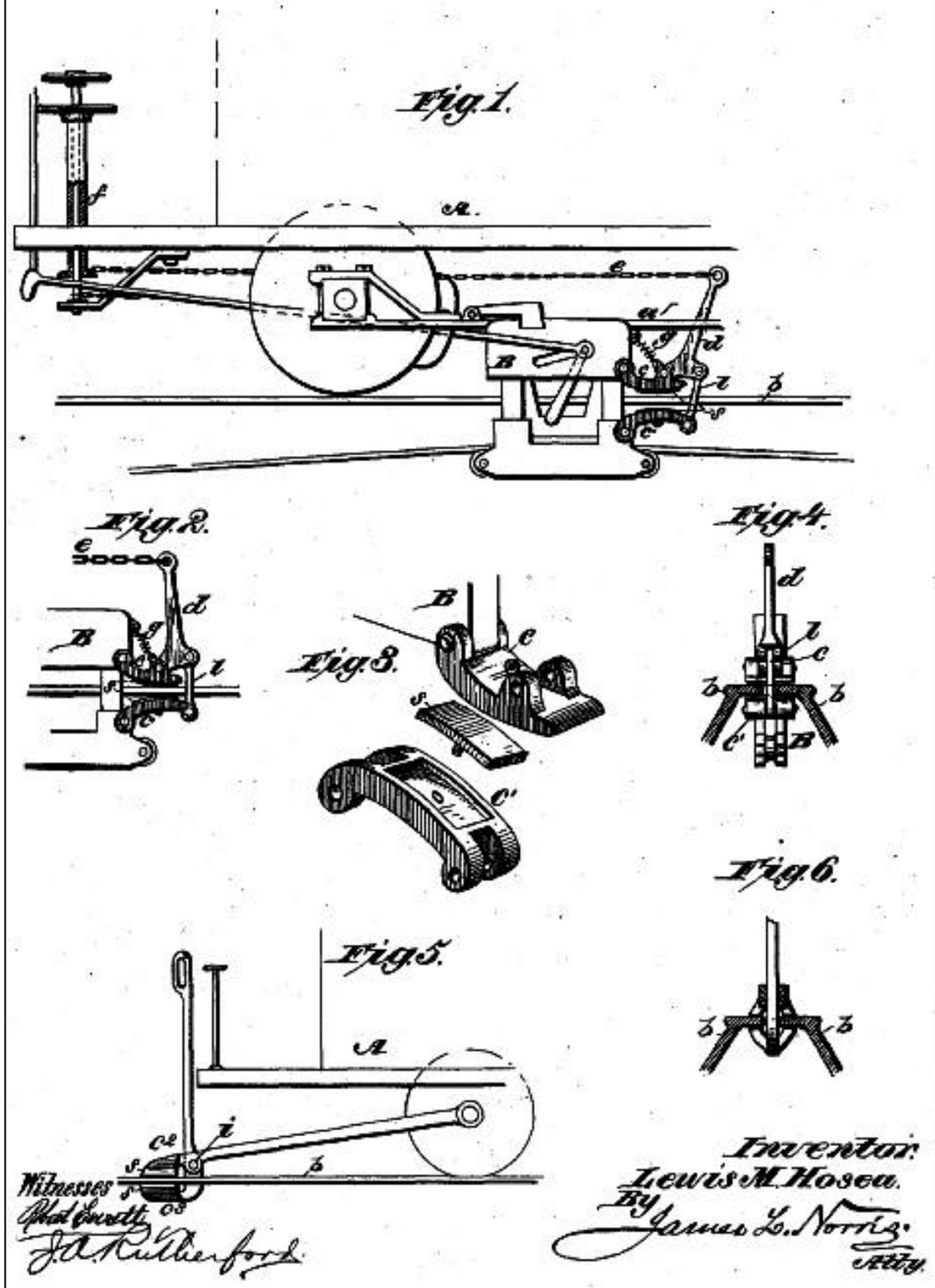
(No Model.)

L. M. HOSEA.

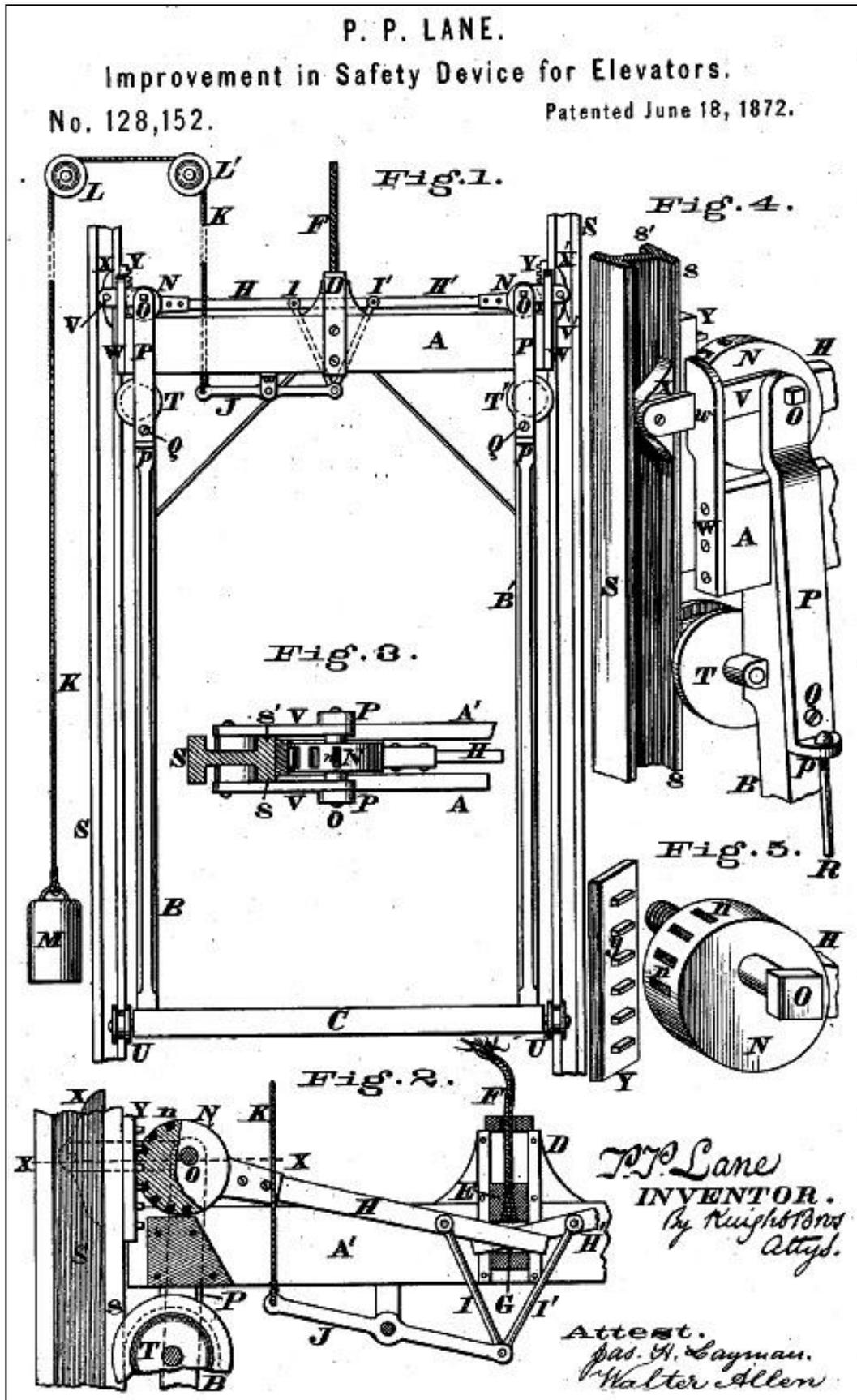
FRICITION BRAKE FOR CABLE RAILWAY CARS.

No. 379,015.

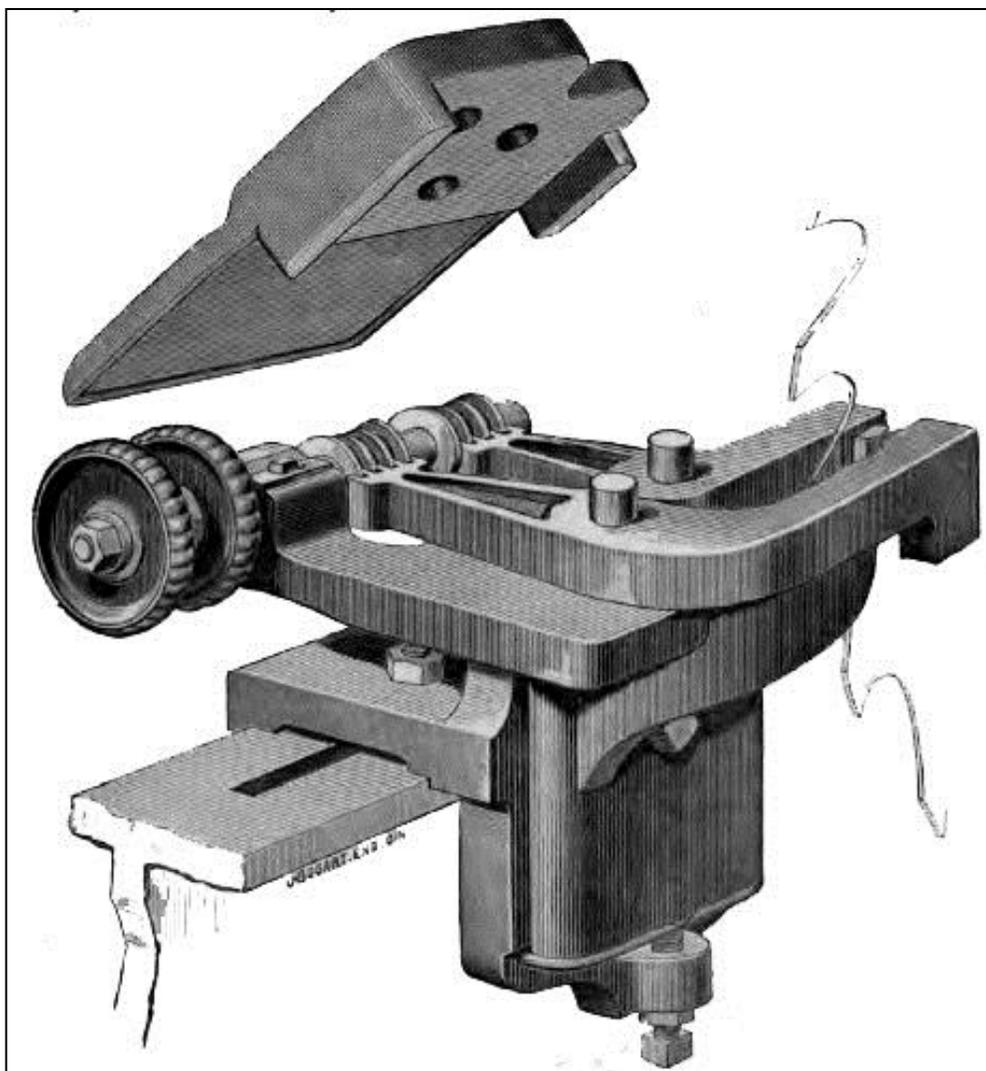
Patented Mar. 6, 1888.



Lane & Bodley patent, 1887, for a cable brake mechanism, Source K



Lane & Bodley patent, 1887, for a cable brake mechanism, Source K



Lane & Bodley large circular saw "Side Guide", Source S

Endnotes

-
- ¹ *Map of the States from the Lakes to the Gulf*. Map. New York: H. H. Lloyd & Co., 1876. Private collection of Dan Greger and Joyce Hoffmaster.
- ² Robert T. Rhode, "Blymyer Iron Works." *Steam Traction* 60.2 (2005), 22-24.
- ³ Robert T. Rhode, "When Steam Was King and Cincinnati Was Queen." *Queen City Heritage* 56.2 (1998). 38; Cincinnati Business Directory. (W. H. Fagan, 1853), 63; J. W. Leonard, *The Centennial Review of Cincinnati: One Hundred Years*. (Cincinnati: Elstner, 1888), 39.
- ⁴ Leonard, *The Centennial Review of Cincinnati: One Hundred Years*, 39.
- ⁵ "Long and Active Life Closed." *Cincinnati Enquirer*, Dec. 7, 1899; Robert T. Rhode, "When Steam Was King and Cincinnati Was Queen." *Queen City Heritage* 56.2 (1998), 38.
- ⁶ *Cincinnati Past and Present*. (Cincinnati: M. Joblin and Co., 1872), 405-407.
- ⁷ George Mortimer Roe, ed. *Cincinnati: The Queen City of the West*. (Cincinnati Times Star Company, 1895), 117-118.
- ⁸ Leonard, *The Centennial Review of Cincinnati: One Hundred Years*, 39.
- ⁹ Leonard, *The Centennial Review of Cincinnati: One Hundred Years*, 39; *Cincinnati Past and Present*. (M. Joblin and Co., 1872), 405-407. Bodley had married Sarah E. Butterworth, of La Porte, Indiana, in 1853. They had four children, but two barely out of infancy died within days of each other in 1866 of diphtheria. Bodley died in 1868, age 39, and is buried in Spring Grove Cemetery. His two remaining children died within three weeks of each other, on January 23 and February 12, 1872.
- ¹⁰ *Lane and Bodley Illustrated Catalogue*, 1872. This catalogue is available for viewing at the Cincinnati Historical Society Library; "Salvaging and Restoring the St. Johns Engine." Public Museum of Grand Rapids, Oct. 12, 2005. <http://www.grmuseum.org/exhibits/steam_engine/index.shtml>; *Lane and Bodley Price List*. No. 38, Sept. 1, 1871, private collection of Dr. Bruce Babcock.
- ¹¹ Robert T. Rhode, "When Steam Was King and Cincinnati Was Queen." *Queen City Heritage* 56.2 (1998), 41.
- ¹² *History of the Cincinnati Fire Department*. Firemen's Protective Association of the Cincinnati Fire Department. (Cincinnati: Clarke, 1895), 104.
- ¹³ John H. White, Jr., Personal correspondence with author of this paper; White, "*The Steam Fire Engine: A Reappraisal of a Cincinnati 'First'*." *Cincinnati Historical Society* 28:4, (1970). There is an interesting conflict of opinion regarding the naming of the *Uncle Joe Ross*. Joe Ross was a Cincinnati city councilman with a keen eye on budget reform who often produced the only negative vote in meetings by thundering "I object" and thus became commonly known as the "Great Obstructionist." John White in his article on the "first" steam engine points out that, while some remember Ross as supporting the need for more modern fire equipment, some do not—in particular George Escol Sellers. Sellers was a recognized engineer and practical mechanic who lived in Cincinnati during the birth of this steam fire engine. His recollections, corroborated by several elderly men still alive at the time Sellers published his reminiscences (1884-85) and directly involved in the negotiations for the fire engine, contradict the city council minutes, which generally favor the project. Regardless of who did or did not advocate for a more modern steam fire engine, White believes Cincinnati can claim to be the first major municipality to replace hand pumpers with steam engines.

¹⁴ “Western versus Eastern Fire Engines.” *Cincinnati Daily Gazette*, April 12, 1867.

¹⁵ John H. White, Jr., Personal correspondence with author of this paper; John H. White, Jr., “*The Steam Fire Engine: A Reappraisal of a Cincinnati ‘First.’*” *Cincinnati Historical Society* 28:4, (1970).

¹⁶ Geoffrey J. Giglierano and Deborah A. Overmyer. *Bicentennial Guide to Greater Cincinnati*. (Cincinnati: Cincinnati Historical Society, 1988), 93-94.

¹⁷ *Ahrens-Fox Fire Engine Co.* 2004 Coachbuilt.com, Nov. 20, 2005.

<http://www.coachbuilt.com/bui/a/ahrens_fox/ahrens_fox.htm>.

The Coachbuilt Web site proved to be full of historical facts, names and dates, particularly in relation to the various transformations, reorganizations, and purchases of companies under the Ahrens name. There were discrepancies in dates between website and other sources; nevertheless, it is very useful when attempting to follow the trail of Ahrens’ metamorphosis and eventual formal demise and could lead to interesting research into other small manufacturers no longer in business.

¹⁸ Giglierano, *Bicentennial Guide to Greater Cincinnati*. (Cincinnati: Cincinnati Historical Society, 1988), 93; *Ahrens-Fox Fire Engine Co.* 2004 Coachbuilt.com, Nov. 20, 2005.

<http://www.coachbuilt.com/bui/a/ahrens_fox/ahrens_fox.htm>.

¹⁹ *Ahrens-Fox Fire Engine Co.* 2004 Coachbuilt.com, Nov. 20, 2005.

<http://www.coachbuilt.com/bui/a/ahrens_fox/ahrens_fox.htm>.

²⁰ S. B. Nelson and J. M. Ruak. “History of Cincinnati and Hamilton County, Chapter XIX. Great Floods in the Ohio.” (S. B. Nelson Publishers, 1894), 301-313.

<http://www.heritagepursuit.com/Hamilton/HamiltonChapXIX.htm>; “Gloom Pervading the Upper Ohio Valley.” *Cincinnati Enquirer*, Feb. 10, 1884. During both the 1883 and 1884 floods the paper began reporting the ominous news from Pittsburg in late January and early February and continued to cover the flooding extensively until water receded and the city had regained its equilibrium in April. Many charitable committees and organizations were formed and functioned well through both floods. The *Cincinnati Enquirer* provided extensive coverage not only of Cincinnati and Northern Kentucky but also of the flooding on the tributaries and small towns up and down the Ohio River from Marietta, Ohio, to Lawrenceburg and Aurora, Indiana. Detailed information was printed daily on the flood’s effects on business districts, businesses, railroads and transportation, commodity markets and the stockyards. Excellent coverage was provided of the damage throughout the Midwest as well. *Cincinnati Enquirer*, Feb. 13, 1884.

²¹ “In Ruins.” *Cincinnati Enquirer*, Dec. 14, 1900; “Damage At Lane and Bodley Plant.” *Cincinnati Enquirer*, Dec. 15, 1900; “Great Battle Is Raging.” *Cincinnati Enquirer*, Dec. 15, 1900.

²² Geoffrey J. Giglierano and Deborah A. Overmyer, *Bicentennial Guide to Greater Cincinnati*. (Cincinnati: Cincinnati Historical Society, 1988), 410-411; George Mortimer Roe, ed., “*Cincinnati: The Queen City of the West*,” (Cincinnati Times Star Company, 1895), 117-118.

²³ *The Cincinnati Artisan*, Jan. 1, 1878. The *Artisan* was sent to millers, millwrights, sawmills, superintendents, owners of manufacturers of machinery, and machinists—anyone who might be a prospective buyer of the Lane and Bodley products; Robert T. Rhode, “When Steam Was King and Cincinnati Was Queen.” *Queen City Heritage* 56.2 (1998), 41.

²⁴ Geoffrey J. Giglierano and Deborah A. Overmyer, *Bicentennial Guide to Greater Cincinnati: A Portrait of Two Hundred Years*. (Cincinnati: Cincinnati Historical Society, 1988). 421.

²⁵ “Engineer Widely Known.” *Cincinnati Enquirer*, May 17, 1929.

Photos and Images courtesy of:

Source A: Norwood Historical Society, Henry M. Lane and Philander Parmele Lane
 Source B: Leading Mfg and Merchants of Cincinnati and Environs, 1886, Company Works Ad
 Source C: www.vintagemachinery.org Blymyer Iron Works
 Source D: [Don Prout, Cincinnati Views](#) Lane & Bodley advertisements and Fire Engines
 Source E: A treatise on the construction and operation wood working machines 1872
 Source F: Cincinnati Illustrated Directory, 1884, Cincinnati Historical Society at The Cincinnati Museum Center
 Source G: American Machinist Vol. 7 No. 50 Dec. 13, 1884, Direct Hydraulic Elevator Ad
 Source J: The Engineer Vol 27 & 28 Jan-Dec 1894
 Source K: US patent office
 Source L: Cincinnati Illustrated Directory, 1876, Cincinnati Historical Society at The Cincinnati Museum Center, Lane & Bodley 20 hp Portable Engine and 10 hp Farm Engine
 Source M: Sulligent Cotton Seed Oil Co, Sulligent, Al, www.webshots.com
 Source N: www.steamtraction.farmcollector.com/steam-engines/lane-and-bodley
 Source O: www.forestryforum.com Saw Mill Ad
 source P: The Engineer Vol 27 & 28 Jan-Dec 1894
 Source Q: www.Gutenberg.org
 Source R: Cincinnati Illustrated Directory, Cincinnati Historical Society at The Cincinnati Museum Center
 Source S: Robert Grimshaws' Saws, 1882
 Source T: www.forestryforum.com/
 Source U: Courtesy Dennis and Heidi Cotton, Cropwell AL, Shelby Iron Works Fall Festival
 Source V: Grand Rapids Public Museum, Grand Rapids, Mi, www.grmuseum.org/
 Source W: Home of Philander P. Lane, 5501 Montgomery Road, Norwood, Ohio.
 Now the Vorhis Funeral Home. (Photo by S. Seidman.)
 Source Y: Image of Joseph T. Bodley, Cincinnati: Past and Present, Elm Street Printing Co., 1872
 :