

RAILROADS: PAST & PRESENT
NEW YORK WORLD'S FAIR

DOMESTIC

1½c. if
2nd Class

3c. with a
Written
Message

FOREIGN 5c.

RAILROADS: PAST & PRESENT

By Charles A. Penn

"The New York World's Fair" and the "Participation of the Railroads" sponsored by 27 of the Eastern Railroads has brought to the fore, the history of Railroads through actual trains and models of locomotives of early vintage. Such a portrayal will never again be afforded the public. At the "Railroads on Parade" they are within walking distance.

Museums, Collectors or Hobbyists in all parts of the World are anxious to add authentic photographic reproductions of the trains and locomotives of yore, made possible through the courtesy of the Museum of the Baltimore & Ohio Railroad. It is my privilege to be able to give the public the opportunity of procuring this valuable material.

I have gone to great expense to make this collection possible. It is my ambition, if the public demands to add to the collection so that in time hobbyists may have the opportunity of acquiring valuable authentic collections at a nominal cost.

The reproductions are genuine Albertypes on the finest of paper and guaranteed to last forever. An Albertype is a photographic reproduction of the exact photograph reproduced from a film (not metal printing plates) and transferred to the paper without the aid of chemicals. Albertypes are acceptable to museums in all parts of the world as authentic reproductions. If you will examine the picture through a strong glass you will note that an Albertype is lacking in screen dots and if you will examine a photograph in a like manner you will see that an Albertype and a photograph are identical.

Each picture has a serial number and may be had in Fotonamel cards if that style is preferred. This brochure is made so that you can cut the pictures apart and paste them in an album.

CHARLES A. PENN.

Sold exclusively through:
Hobby Craft Stores, Inc.

The descriptive matter of each of the subjects in this brochure is printed in this manner for your convenience in the event that you would cut the pictures apart for mounting in a permanent album, then you do likewise with this strip pasting the descriptive matter opposite the mounted picture.

No. 113

THE FIRST HORIZONTAL BOILER LOCOMOTIVE

The Galloway (1837) formerly the La Fayette, the first B & O Locomotive to be built with a horizontal boiler, thereby setting the pattern for the locomotive Thatcher Perkins built in 1863, seen beside it.

No. 114

THE J. W. BOWKER

The J. W. Bowker was built for the Virginia & Truckee Railroad of Western Nevada. During the 70's hauled millions of dollars worth of Gold from The Comstock Lode at Virginia City to Reno, its northern terminus of the Union Pacific.

No. 145

THE ROYAL 6400

The Royal 6400 of the Canadian National Railway, one of the locomotives which drew their Majesties, King George and Queen Elizabeth across Canada in their recent visit, now part of the World's Fair Railroad Exhibit. Length 94 feet, weight 325 tons.

No. 146

THE WILLIAM CROOKS

Built in 1861 in the shops of N. J. Locomotive Machine Works, Paterson, N. J. It was shipped by rail to La Cross, Wis., then loaded on a barge up the Mississippi to St. Paul, Sept. 9, 1861. It made its initial run from St. Paul to St. Anthony (now Minneapolis) a distance of 10 miles, June 28, 1862.

No. 147

THE DANIEL NASON

It was built in 1858 for the Boston & Providence Railroad now the N. Y. N. H. & H. Railroad and was named after a famous Maine Sea Captain.

No. 148

ENGINE No. 169

Denver & Rio Grande Narrow gauge engine No. 169 pulled the first Rio Grande through passenger train from Denver to Ogden, Utah, May 21st, 1883.

No. 119

"HEDLEY'S MANUAL POWER" 1812

HEDLEY'S MANUAL POWER—1812. English engine. Constructed by William Hedley of Wylam Colliery. With this engine he proved adhesion between smooth periphery of wheels and rails could be employed on locomotive driving wheels in hauling coal trains. The results obtained by this invention proved of great value in the development of the locomotive, dispensing with rack drive.

No. 128

"SANS PAREIL" 1829

SANS PAREIL—1829. Built by Timothy Hackworth, of England. Stephenson's competitor in the Rainhill Trial. Unequal to the ROCKET, however, after the trial it was purchased by the Liverpool and Manchester Railway. Hackworth employed and proved the blast pipe or blower essential in generating steam in a locomotive.

No. 123

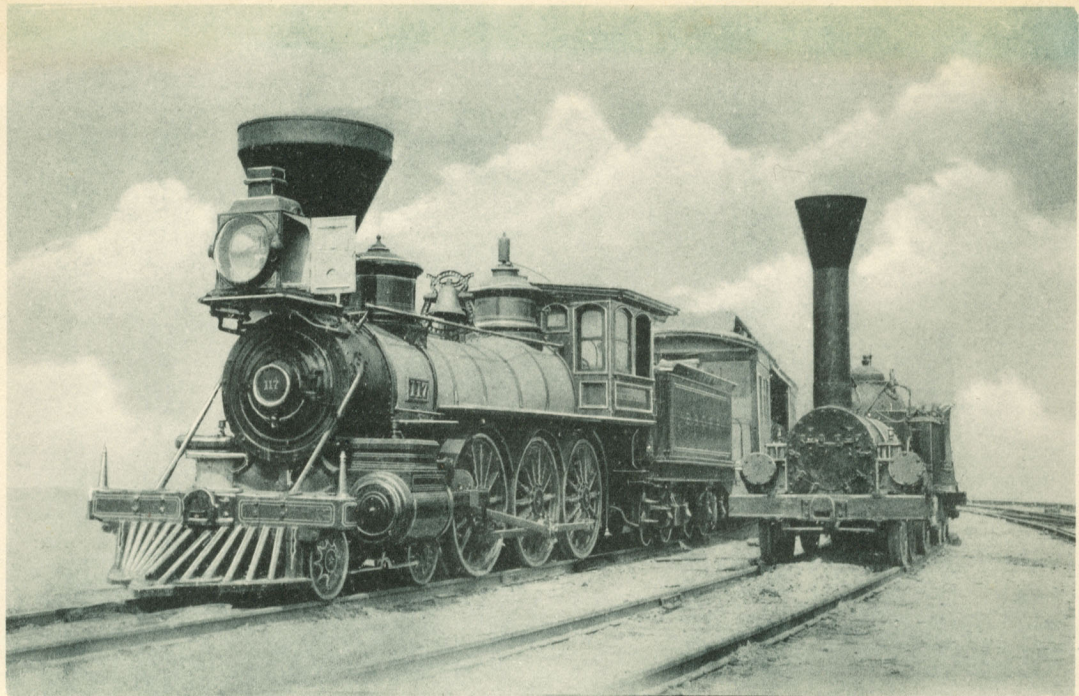
"BLENKINSOPP" 1812

BLENKINSOPP—1812. English rack rail locomotive, gearing into rack outside of the running rail, built by John Blenkinsopp. Two pair of driving wheels; horizontal boiler and two vertical cylinders. Weight about 5 tons. It was operated between Leeds and the Middleton Colliery, a distance of 3½ miles.

No. 126

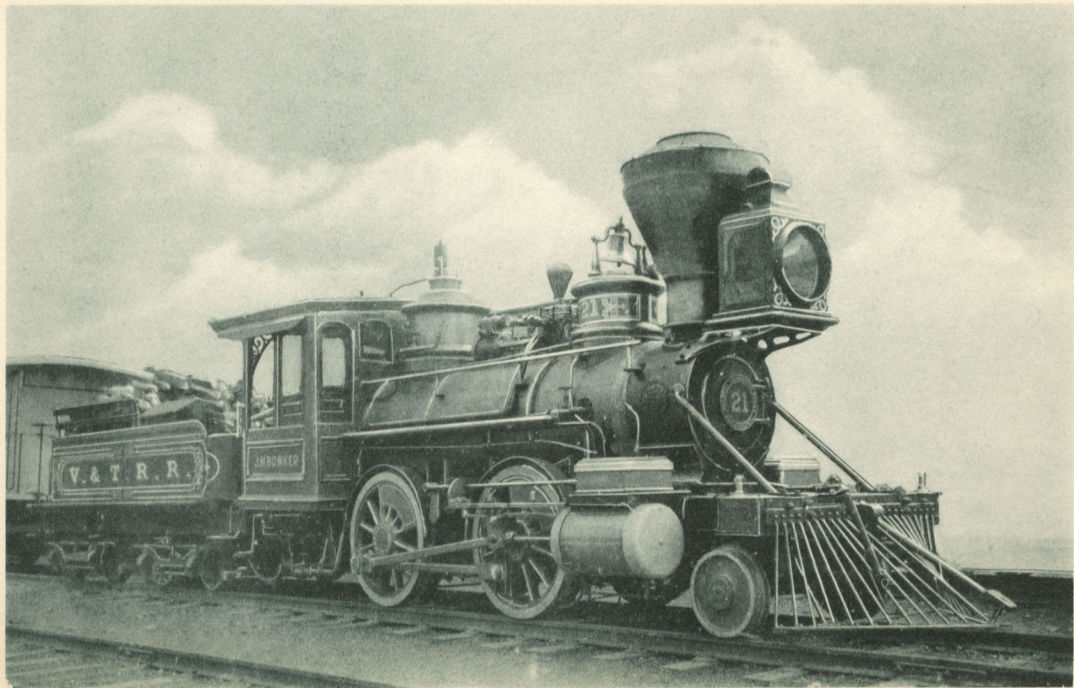
"HOWARD" 1829

HOWARD—1829. Designed and patented but not built, by William Howard, a civil engineer in the service of the Baltimore & Ohio Railroad. This locomotive had a horizontal boiler with vertical cylinders extending into the boiler at the forward and back ends, operating on walking beams, which in turn connected to cross heads, on outer end of which connecting rods extended to crank pins on the outside of the ratchet wheel located against outside of driving wheels and in which pawls engaged for transmitting the power to driving wheels.



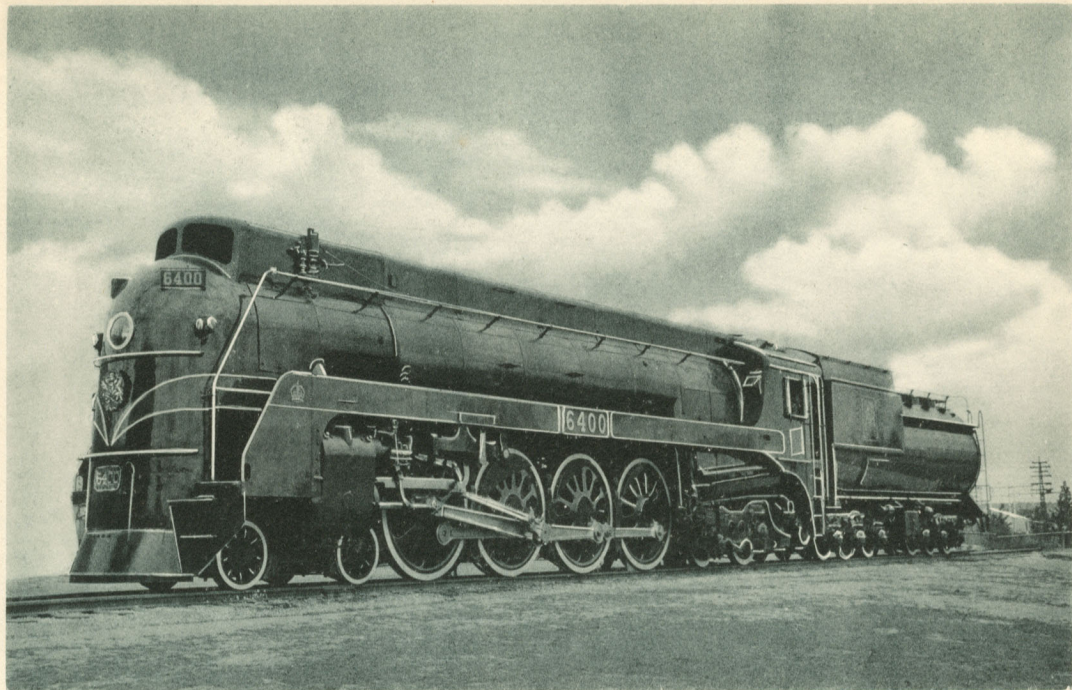
No. 113

The First Horizontal Boiler Locomotive



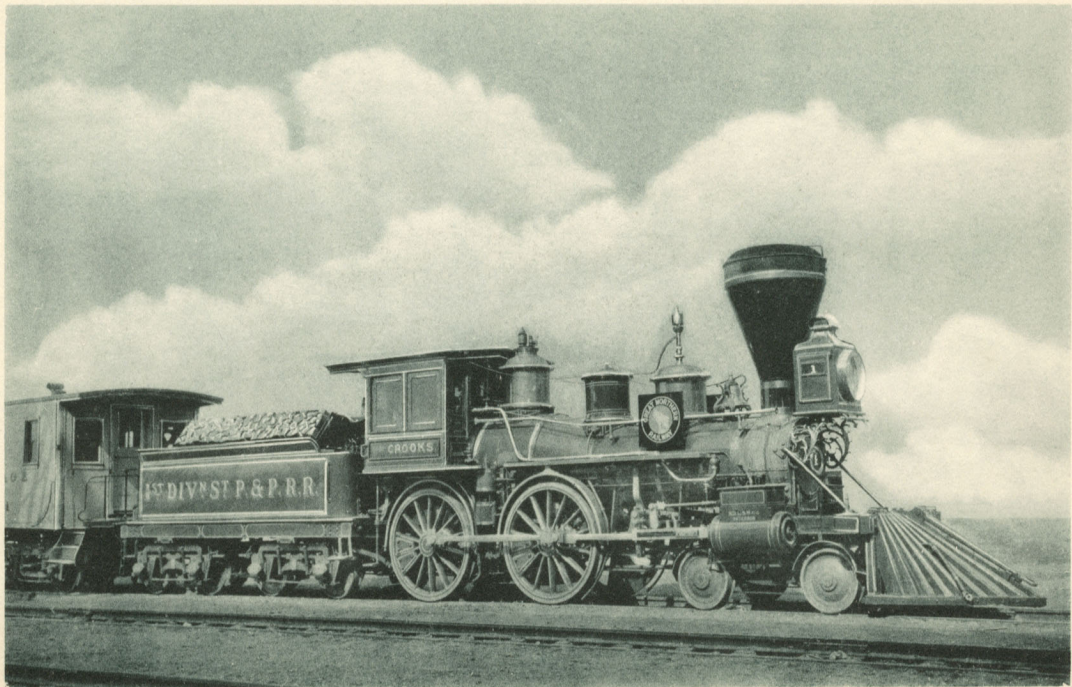
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The J. W. Bowker



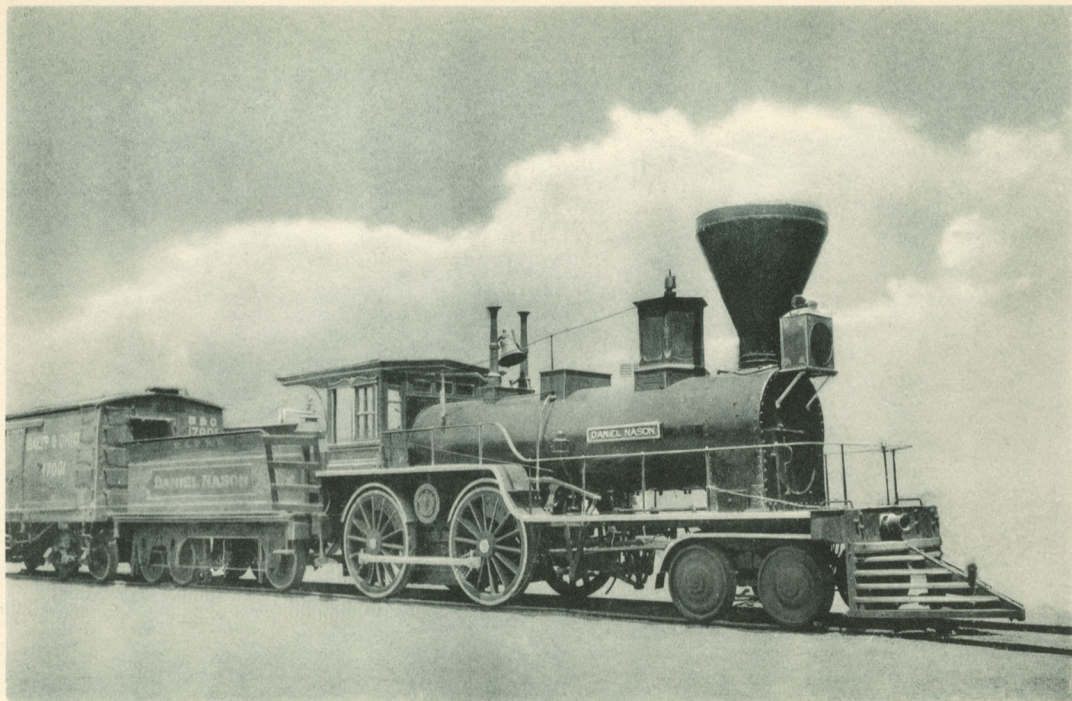
No. 145

"The Royal 6400"



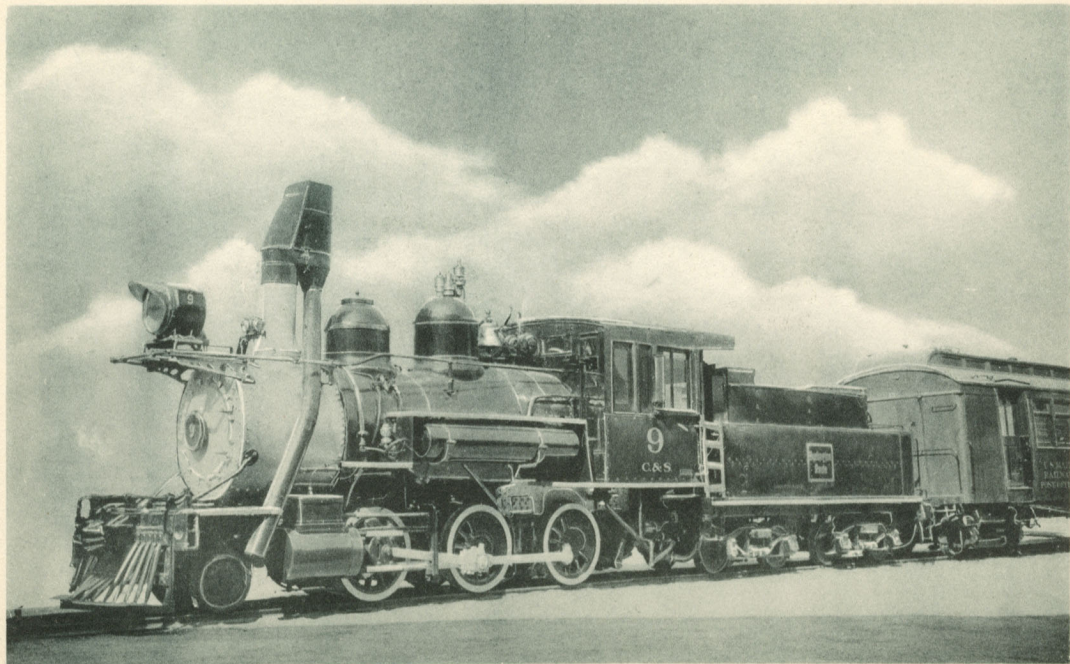
No. 146

The William Crooks



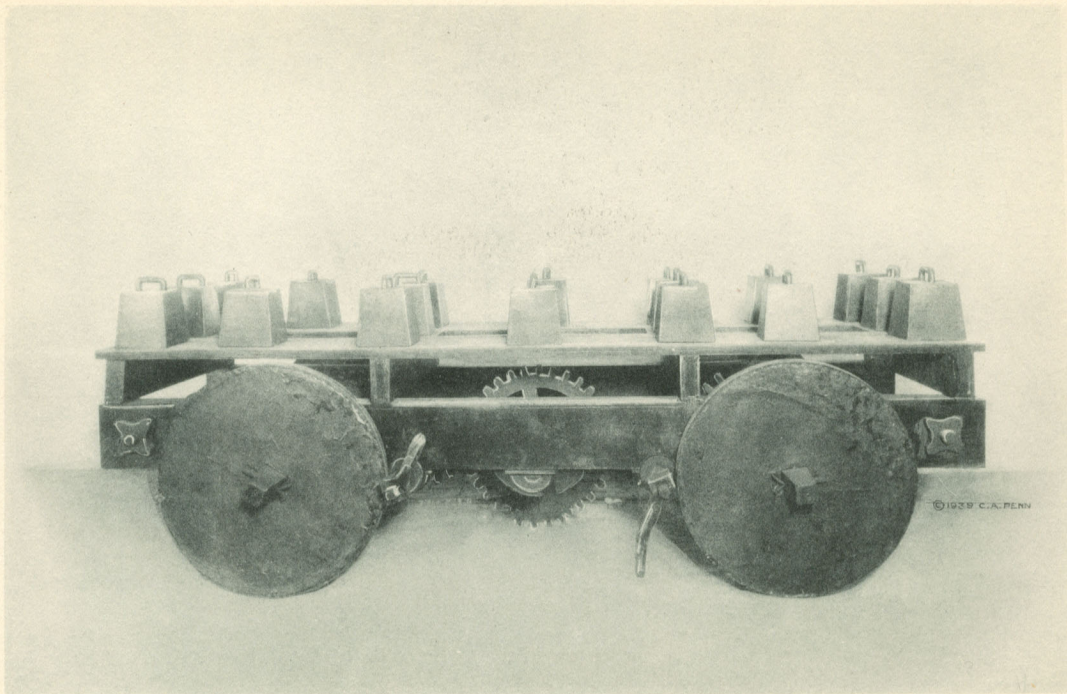
No. 147

The Daniel Mason



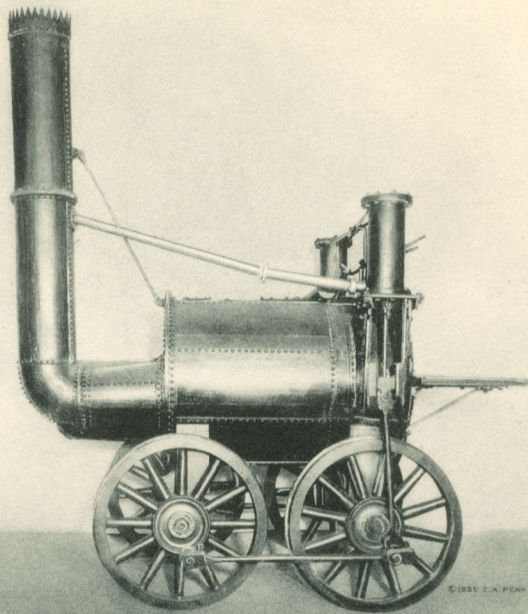
No. 148

Engine No. 169



No. 119

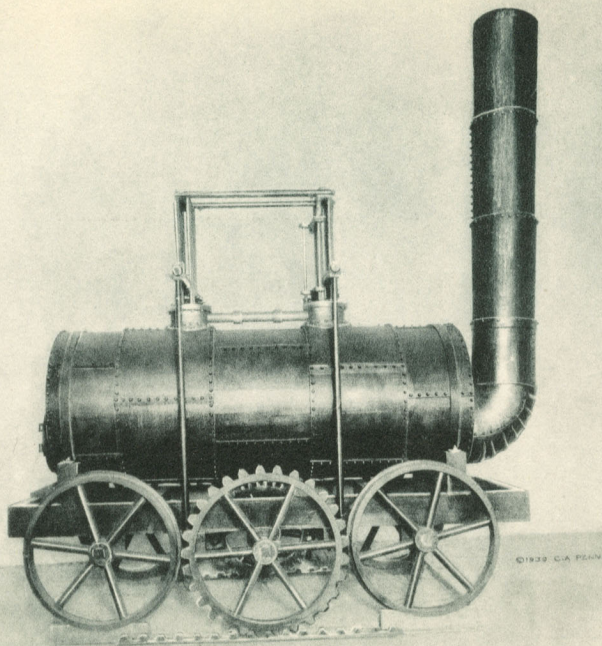
"Hedley's Manual Power" 1812



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No. 128

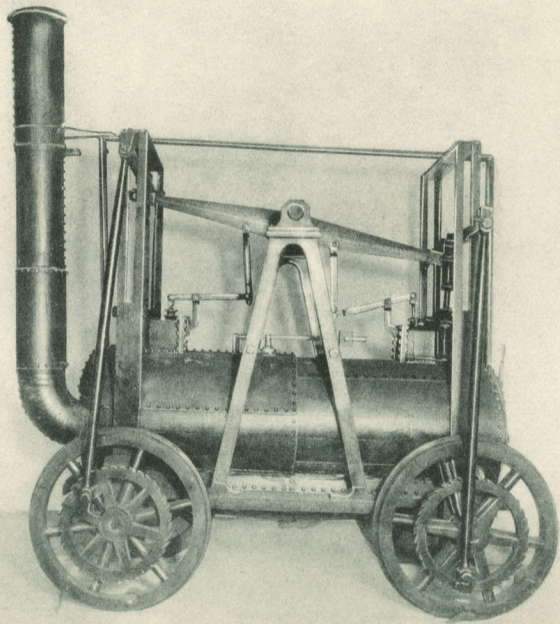
"Sans Pareil" 1829



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No. 123

"Blenkinsopp" 1812



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No. 126

"Howard" 1829

FROM _____
