

**BABES OF RAILROAD POWER**

Collection of Steam Locomotives from Wayback Days.

**SOME PROGRESS IN 75 YEARS**

Ancient Types in the National Museum Contrasted with the "Steel Monsters" of Today.

In this day of rushing locomotives and luxurious electric-lighted Pullman cars, the ordinary traveler hardly realizes that just seventy-five years ago the first steam locomotive in America made its maiden run.

Uncle Sam has carefully and thoroughly gathered together evidences and illustrations of railroad progress in the United States and dedicated to the memory of these once "steel monsters" a large corner in the old building of the National Museum. The collection is undoubtedly one of the most magnificent exhibits in the world.

At any time of the day one may find a score of visitors examining the two largest locomotive engineering relics in the transportation section, the locomotives "John Bull" and "Stourbridge Lion." Although these are the only two real locomotives in the collection, others that have marked railroad progress from the time of a coach drawn by horses to the present day racing monsters are represented by models.

These two are, however, of unusual interest. The John Bull stands upon a section of track made from the first steel rails manufactured in the United States. The John Bull is the oldest intact locomotive in this country. In length of service it is doubtfully second to any, until the close of the civil war. It was a splendid piece of workmanship, but naturally somewhat crude, according to present-day standards. Those familiar with the engine which now pulls a train of a dozen cars at a mile-a-minute clip won't be surprised to find that it was operated successfully. It was somewhat altered and added to during all these years, but substantially it is the same as when it left the shops of the famous Stephenson.

**Famous Pioneer.**

The famous pioneer of travel was completed by George Stephenson at his workshop in Newcastle-on-Tyne, England, late in 1825. It was built for the Camden & Amboy railroad, and was named engine No. 1, and later christened "John Bull." It was shipped to Philadelphia on the Allegheny July 24, 1831.

In the presence of the New Jersey legislature, the governor and more than a score of United States senators, the John Bull made its first trip over steel strap rails from Bordentown, Pa., where a railroad monument now stands. It was piloted by Isaac Dripps. From November, 1831, the new famous engine remained in active service nearly eight hours a day, until the close of the civil war. It was a splendid piece of workmanship, but naturally somewhat crude, according to present-day standards. Those familiar with the engine which now pulls a train of a dozen cars at a mile-a-minute clip won't be surprised to find that it was operated successfully. It was somewhat altered and added to during all these years, but substantially it is the same as when it left the shops of the famous Stephenson.

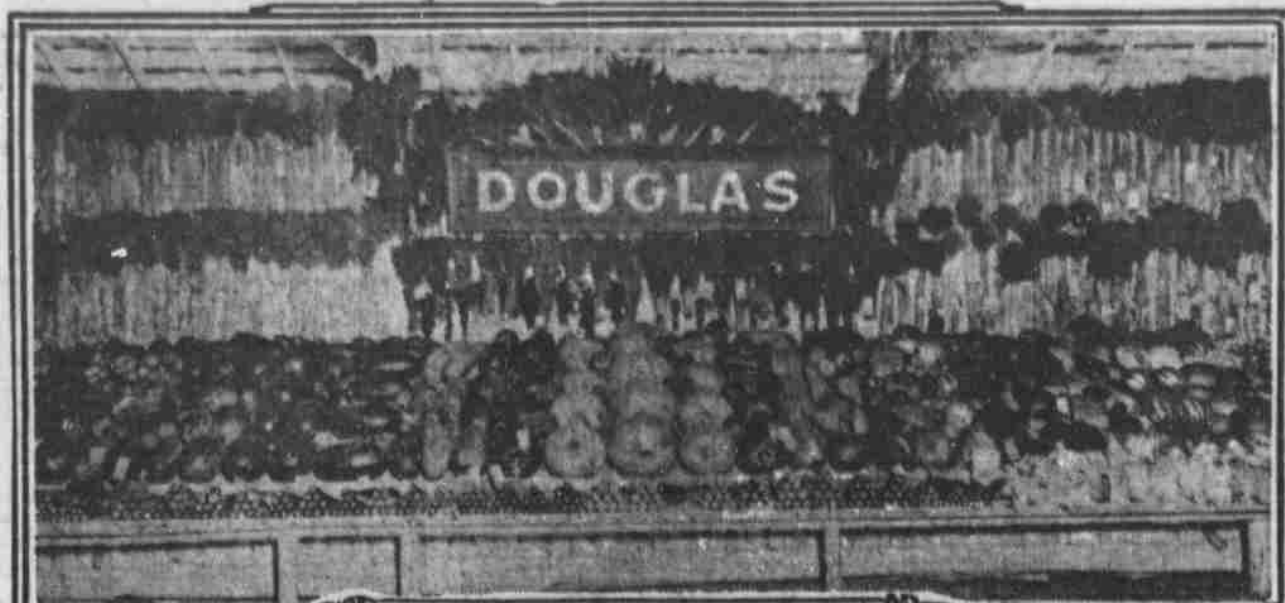
It had been in service but three weeks when a New Jersey cow, grazing peacefully on the tracks, was killed. The owner at once instituted suit and won his case. In addition, the engine was nearly wrecked. It was decided that a cow-catcher was necessary. A huge, flat, rambling pilot was built. It was supported by two wheels and pushed ahead of the engine. It worked successfully, for the court records of New Jersey show no suits against the railroad after the installation of the cow-catcher.

**From Wood to Iron.**

Finally the loudest wood drivers were replaced by balanced iron wheels. A steam whistle was placed upon the boiler. Oiling devices were attached and later the style of brakes was changed. Stephenson may have constructed his engine awkwardly, but he certainly built it to run forever. It hauled about the state of New Jersey for thirty years. It was then idle and stored in a damp shop for twenty-eight years more, when finally, in 1883, the same John Bull made the run from Philadelphia to Chicago with a train of two antiquated cars under its own steam. All during the Columbia exposition it hauled flat cars about the grounds to the delight of thousands of railroad men. After the exposition it returned to Philadelphia under its own steam.

Isaac Dripps, the first man to be stationed at its throttle, died shortly after the engine's first trip, and no descendant of his could be found to take his

**Some of the County Exhibits at the Nebraska State Fair**



place in the old open cab. This "ark" of railroading weighed more than 2,000 pounds. Its boiler was thirteen feet long and three and one-half feet wide, covered with wood. It had wheels four and a half feet in diameter, with locust wood spokes, and a steel tire shrunk on in the same way that an ordinary wagon wheel rim is shrunk on today.

Standing nearby is what appears to be a sprinkling cart of the vintage of the year 1800. It is, however, what is left of the famous Stourbridge Lion, made in Stourbridge, England, and shipped with two similar locomotives to this country for the use of the Delaware & Hudson company. They were to be used for hauling coal cars. They were completed in 1828 and were received in New York the next year.

The Stourbridge Lion, driven by Horatio Allen, made but one trip. It ran from Honesdale, Pa., about one and one-half miles, where because of a low covered bridge, it could go no further. It was reversed and brought back amid the shouting of thousands and the boom of cannon.

Tracts that had been laid for the Lion and its mates were too light and the steam "devils" were laid aside. The tracks were filled with dirt, and the mules patiently pulled the cars that had been built for the Lion. For nearly fifteen years no attempt was made to again try steam for pulling loaded coal cars. Mules had always done the work and done it well; the engine was too heavy and failed.

Consigned to the scrap heap, the Stourbridge Lion rusted away. Some of its many parts were stolen, many were taken and utilized for other purposes. The Lion had a walking beam and two cylinders. The walking beam and one of the cylinders had disappeared.

Striking Contrasts. There is something really pathetic in the wreck of this old engine, which in its

day stood for far more than does the mighty machine which now treats distance with contempt. One gazes with awe on its rusted boiler and its tiny wooden wheels. In all this engine weighed less than ten tons. The modern engine weighs upward of 300 tons. In those days, however, everything was made from wood. The tracks, which found the Lion too heavy for them, were simply wooden rails with strips of iron screwed along their top in six-foot lengths and rod

One turns suddenly around and sees a model of the early locomotive Best Friend. This is made accurately to scale and is faithfully true to life. This was the first locomotive built for actual service on a railroad in the United States. Experiments had been previously made in various sections of the east, but the Best Friend "arrived" first.

The Best Friend made its debut in 1831 when it ran from Augusta, Ga., to Charleston, S. C., a distance of but 125 miles. It was then the longest railway in the world. The Best Friend was not even a fair prophecy of what was to come later in engine construction. With its wooden frame, wooden wheels, upright boiler and perpendicularly mounted cylinders, it did not even remotely suggest the huge mogul or Baldwin of today. It was built in New York and shipped to Charleston in a sailing vessel.

Among the rarities of the railroad collection are many old photographs and drawings showing how the trains of seventy-five years ago appeared. One shows the Best Friend hauling a flat car and two coaches filled with curiously dressed people. On the flat car are a field piece and a man holding an American flag.

Not the least interesting exhibit in the transportation corner are various things which show the evolution of the manufacture of steel rails, spikes and methods of fastening them to the ground.

The First to Run. John Stevens was the first man in

America to build a locomotive which "ran." It was nothing more than an experiment. After reading accounts of Stephenson's success in England, he made an engine which he ran on a small circular track in New Jersey. His engine worked with a set of cog and never developed a speed of more than three miles an hour. It had upon it the first tubular boiler built in America. This boiler is shown in the old Smithsonian building.

Uncle Sam has gathered in every speech-making locomotive which he can law his hands on. Those that have been lost are represented by models.

Peter Cooper built an engine in Baltimore in 1829 which he named Tom Thumb. It drew a car with twenty passengers thirteen miles in seventy-two minutes and returned in fifty-seven minutes. This all happened on the Baltimore & Ohio road when it was in its infancy. Cooper gave locomotive construction a powerful impetus and it was a comparatively short time before countless designs and improved inventions were tried out.

Finally came the famous Grasshopper. This was the last word in locomotives. Learned engineers said that this type would exist forever. The model in the Smithsonian shows that it had two walking beams, similar to those always shown on pictures of a Mississippi river steamboat—a dozen cranks and many valves and levers.

Mathias Baldwin's famous engine, Old Ironsides, is shown in miniature. This was used for passenger service in Pennsylvania in 1832. It was used until about 1860, and then consigned to the scrap heap. Also, there is a model of the Flying Dutchman, a machine which derived its propelling power from a treadmill worked by a horse.—Washington Star.

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