PENNSYLVANIA RAILROAD

100 YEARS OF PROGRESS IN MODERN RAILROADING

1830

1833

The growth of American railroads is a little known fact, as the railroad is a relatively new invention. In 1830, the first passenger train was built, and in 1833, the first passenger train traveled over 100 miles. Since then, the railroad has played a significant role in the development of the country. Today, railroads continue to be an important mode of transportation. In this image, we see a steam locomotive pulling passenger cars, symbolizing the progress and growth of the Pennsylvania Railroad over the years.

The Pennsylvania Railroad's Exhibit

One of the purposes of the Pennsylvania Railroad's exhibit in the Century of Progress International Exposition was to demonstrate the progress made in railroading. The exhibit showcased various locomotives and rolling stock, illustrating the evolution of railroading technology. It also aimed to highlight the contributions of the railroad to the advancement of society and the economy.

In the foreground of this "steam" is a collection of steam-traction rolling stock which include models of passenger and freight trains of all classes operating continuously.
FOLLOWING the printing of the principles of the Pennsylvania railroad system as early as 1866 and 1874, steam power was not for many years used only for such purposes as to propel and operate the engines of the single-coupled rail which marked the beginning of the railroad era. Steam power was in its infancy, and the engines were small and not capable of carrying many passengers or weights.

In 1852, the Pennsylvania Railroad Company was incorporated and the first line of track was laid from Philadelphia to Harrisburg. The first line was laid in 1853, and the line was extended to York in 1854. The Pennsylvania Railroad Company was the first to introduce the idea of the railroad as a means of transportation for passengers and goods. The first Pennsylvania Railroad line was opened in 1854, and the company began to expand its network of lines. By 1858, the Pennsylvania Railroad had laid more than 1,000 miles of track in the United States. The company's expansion continued, and by 1870, the Pennsylvania Railroad had laid more than 10,000 miles of track. The company continued to grow, and by 1890, the Pennsylvania Railroad had laid more than 20,000 miles of track. The Pennsylvania Railroad was one of the largest and most successful railroads in the United States.

The Pennsylvania Railroad was known for its innovative and efficient management practices. The company was known for its commitment to safety and efficiency, and it was one of the first railroads to introduce safety features such as automatic signals and warning lights. The Pennsylvania Railroad was also known for its innovative management practices, such as the use of central offices to coordinate operations and the use of standardized equipment and procedures.

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IN THE centre is a full-sized steel locomotive cab, with complete boiler head, showing the valves, gauges, etc., and the “cab signals” which the Pennsylvania Railroad uses to reproduce in the engine cab the indications of the wayside signals. On either side of the exhibit space are full sized road signals of the “position light” type, in which the indications are given by rows of electric bulbs.

Five mural paintings illustrate the steamship, the truck, the car-ferry, the bus and the airplane. Their purpose is to symbolize the fact that railroads not only furnish an unmatchable and dependable transportation service by rail lines, but are looking forward to a full coordination of all means of transportation.

In a frieze around the exhibit space are set wood carvings depicting the Indian travois, the pack mule, the ox sled, the Conestoga wagon, the stage coach, the first car on rails, the “John Bull” train, and the modern train. At one side of the exhibit space a driving wheel from the original “John Bull” locomotive is displayed, rotating a fraction of an inch above the rail on an actual section of road-bed of 100 years ago. This shows the first T-rail spiked to the original stone blocks instead of wooden ties. On the opposite side is displayed a section of the most modern road-bed—the Pennsylvania Railroad’s standard—built up on a base of three feet of cinders, with stone ballast, wooden ties, and rail weighing 152 pounds to the yard, the Pennsylvania’s latest design for the densest main line traffic, and for sustaining axle loads above 80,000 pounds at speeds of 90 to 100 miles per hour. Above this rotates an 80-inch driving wheel of a modern locomotive.

The color schemes of the entire exhibit follows the Pennsylvania Railroad’s standard of red and gold, and the lighting is in harmony with the Exposition’s indirect illumination and play of lights.