



Gargrave



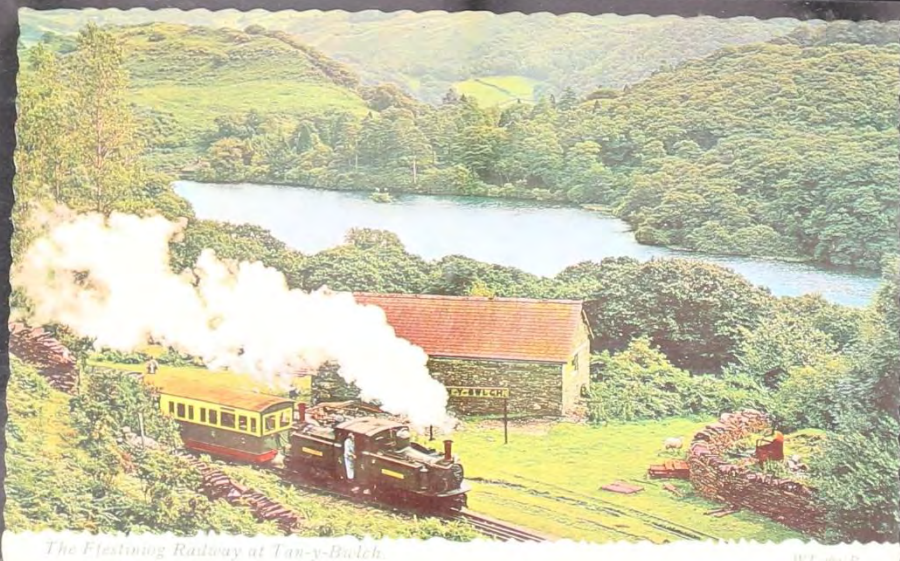
STEAMING INTO PORTISHEAD

by David Giffey

1087.—Union Station Midway, St. Louis, Mo.



8715

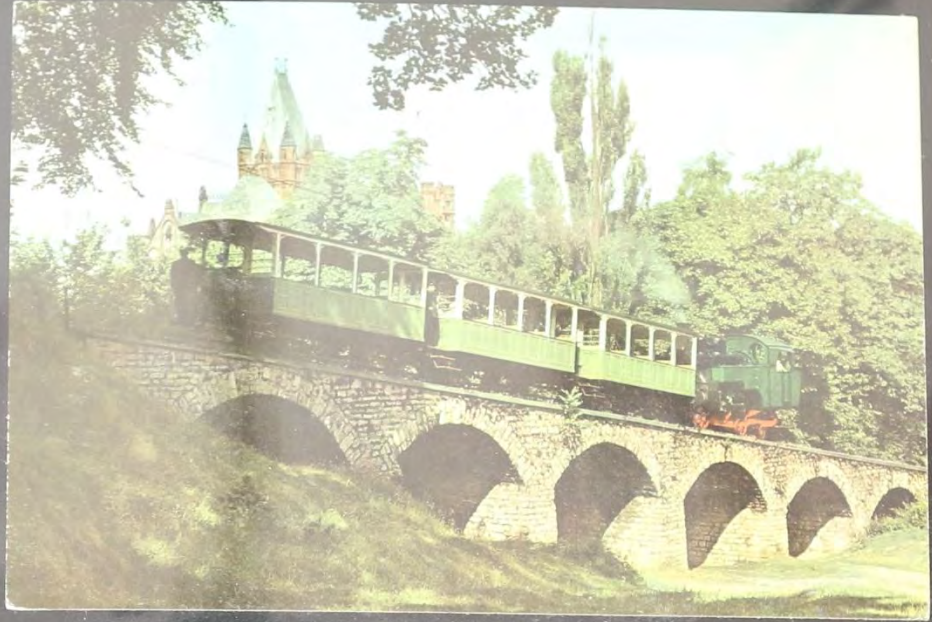


The Fleeting Railway at Tan-y-Bwlch.

WT. 109/B

Snow Shed near Horse Shoe Tunnel,
on line of Great Northern Ry.









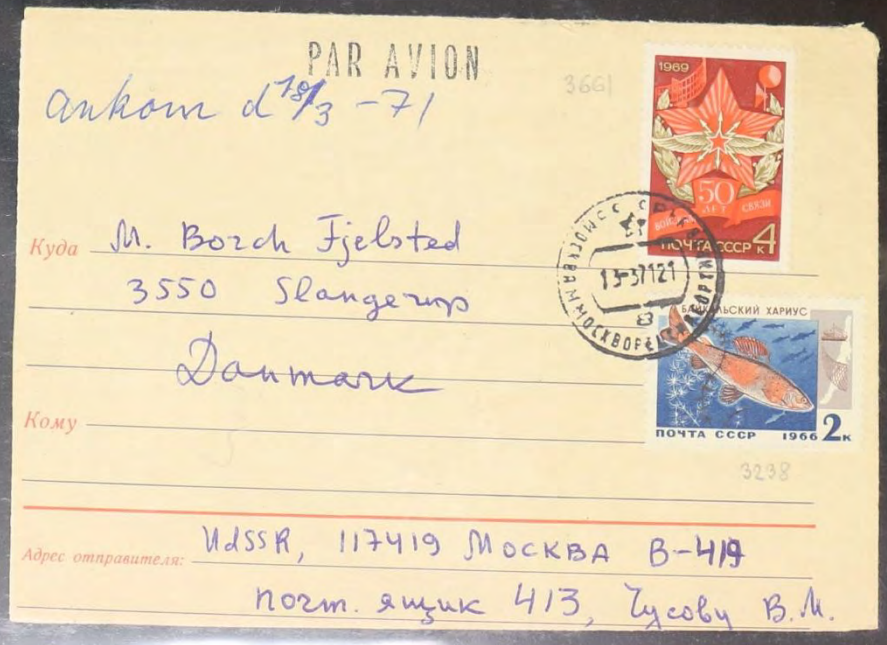


MIT LUFTPOST
PAR AVION
BY AIR MAIL



Herrn
Dr.med. Hans Hunfeld
5952 Attendorn /Westf.
Schemperstr. 21

aeromedia®
8000 München 55 Gräfelinger Straße 61



PAR AVION

анком д 13-71

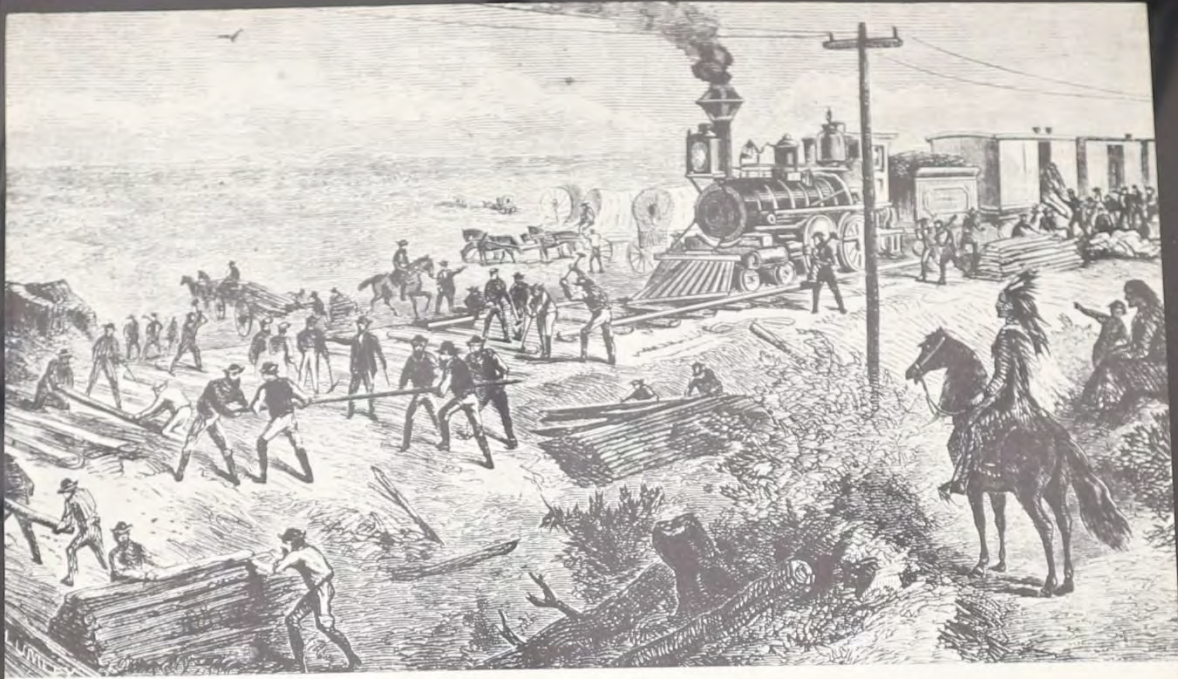
Куда М. Borch Fjelsted
3550 Slangerup
Danmark

Кому



3298

Адрес отправителя: УдССР, 117419 МОСКВА В-419
порт. ящик 413, Луцков В.М.

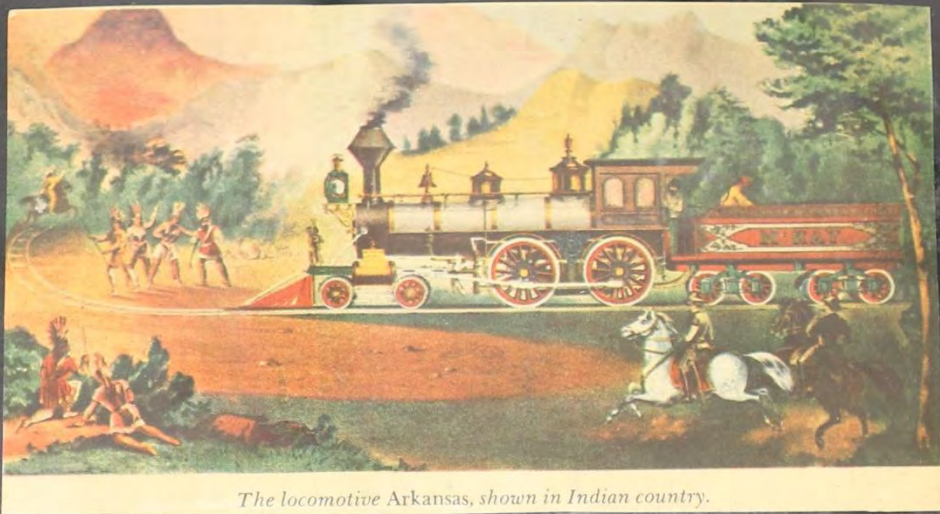


The Union Pacific workers were called Paddies or Irish Terriers. Their problems included attacks by bands of Indians.

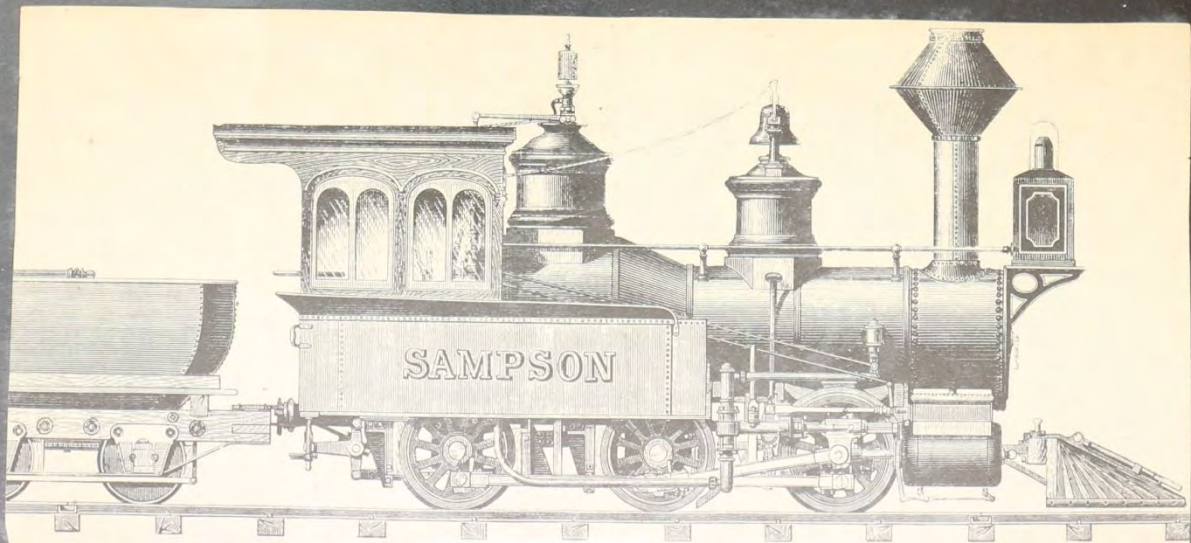


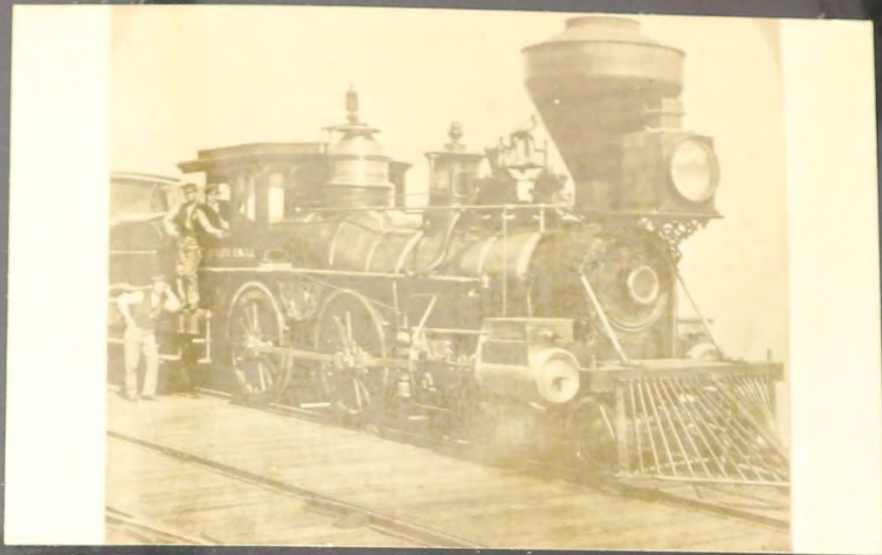


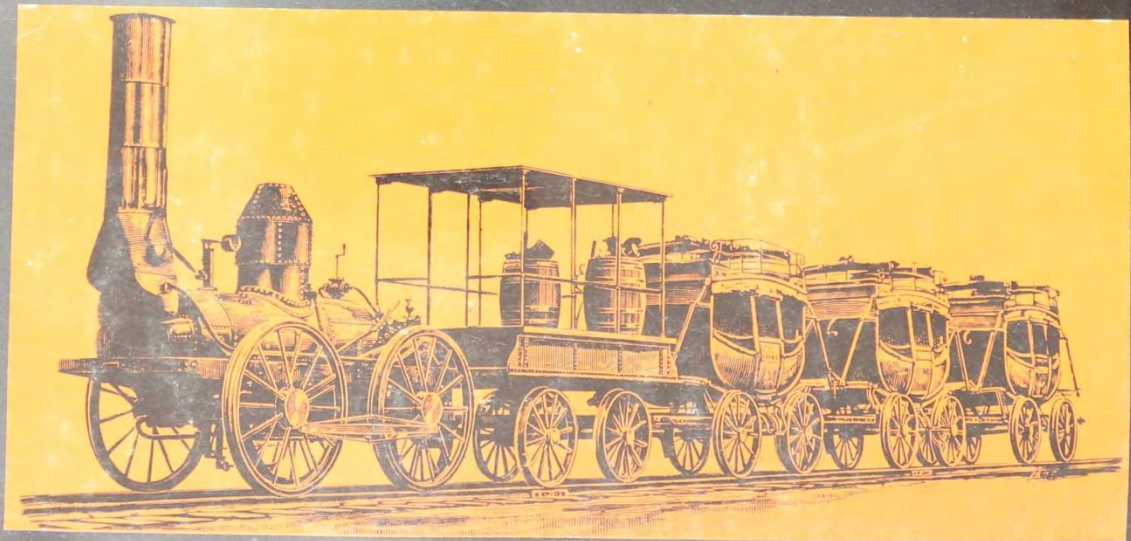
An early railroad train meeting a steamboat at the dock



The locomotive Arkansas, shown in Indian country.







THE PENNSYLVANIA RAILROAD

M. P. 197-C
75M Ex33-N 9-21-55

SHOP WHEN EMPTY

DEFECT _____

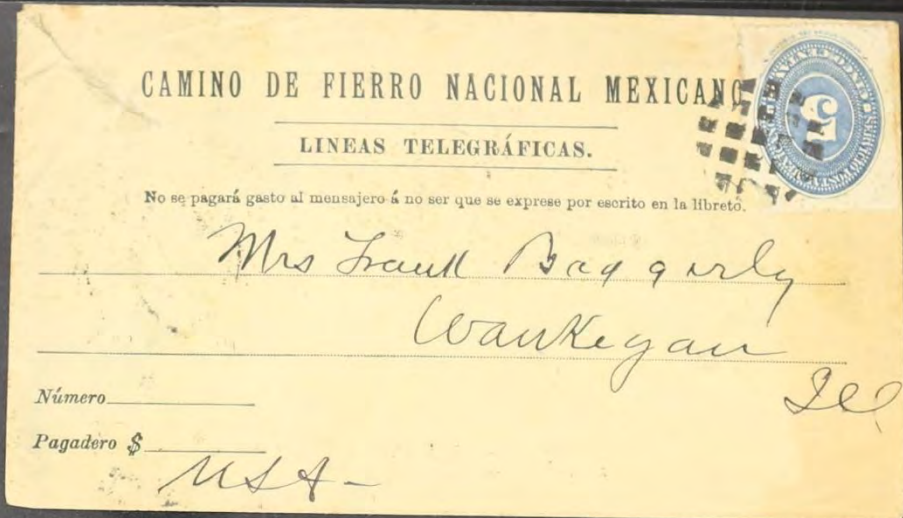
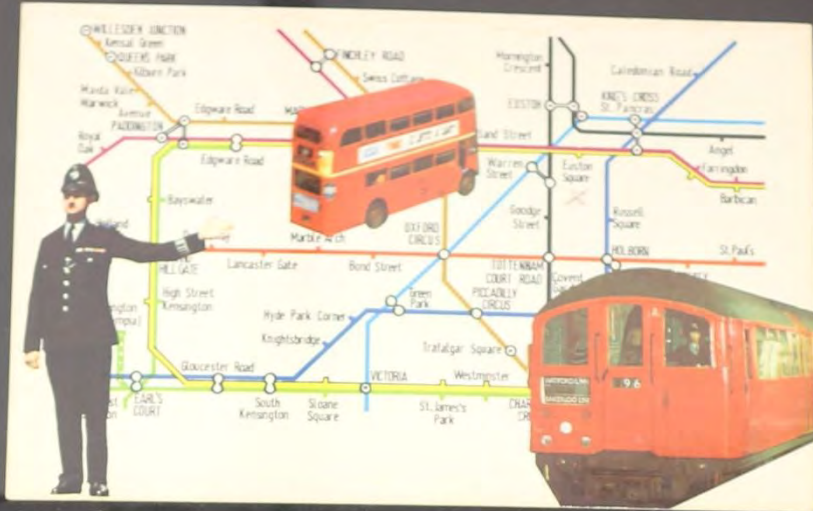
PLACE CARDED _____ DATE _____, 19____

CAR INITIALS _____ NO. _____ CAR INSPECTOR _____

SO STATE: When derailed, cornered, sideswiped, telescoped above sills, or damaged due to any other Rule 32 condition or another car derailed or destroyed.
(See A. A. R. Interchange Rules 32, 43, 44 and 45)



Railroad destruction by Sherman's soldiers in the Carolinas near end of war. Drawing by Walton Taber.



Greetings from
Lakeside & Haverthwaite Railway





Foto: Ab van Omselant



ALICE SPRINGS TELEGRAPH STATION
HISTORICAL RESERVE



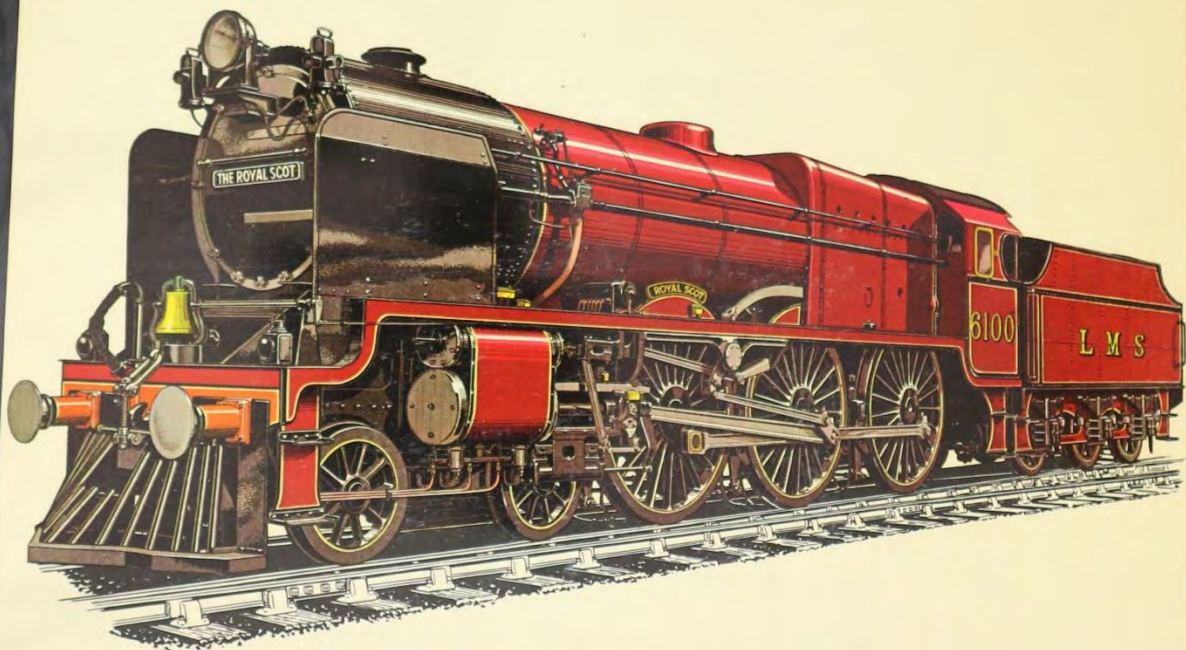
CONSERVATION COMMISSION OF THE NORTHERN TERRITORY

AIR MAIL
PAR AVION

Col Jack H. EVERS (Ret)
P.O. Box 612
LONG BEACH
NEW YORK, 11561
U.S.A.

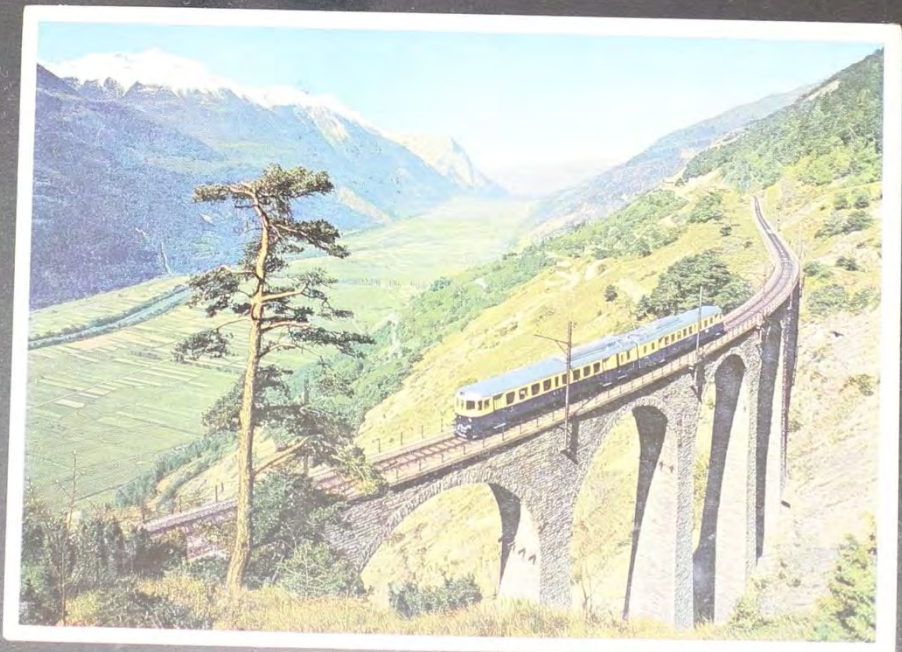
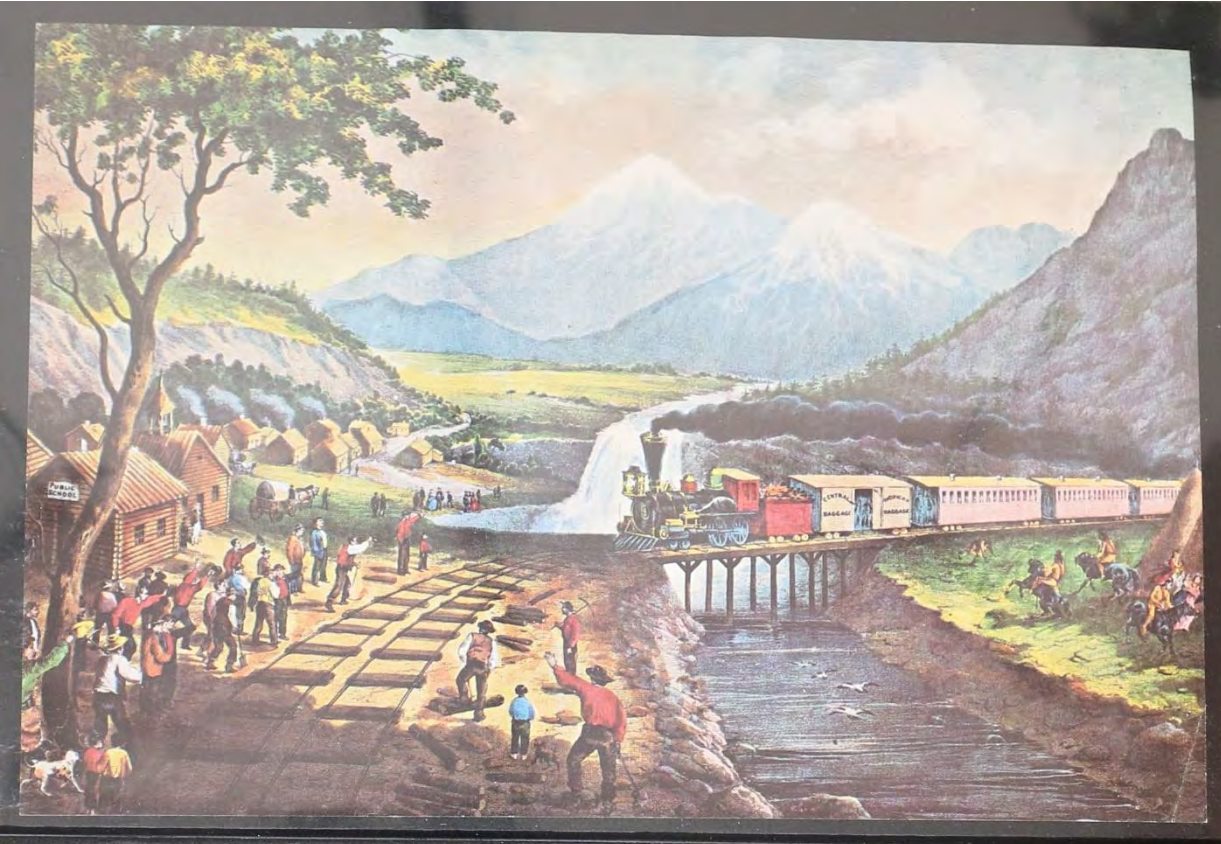


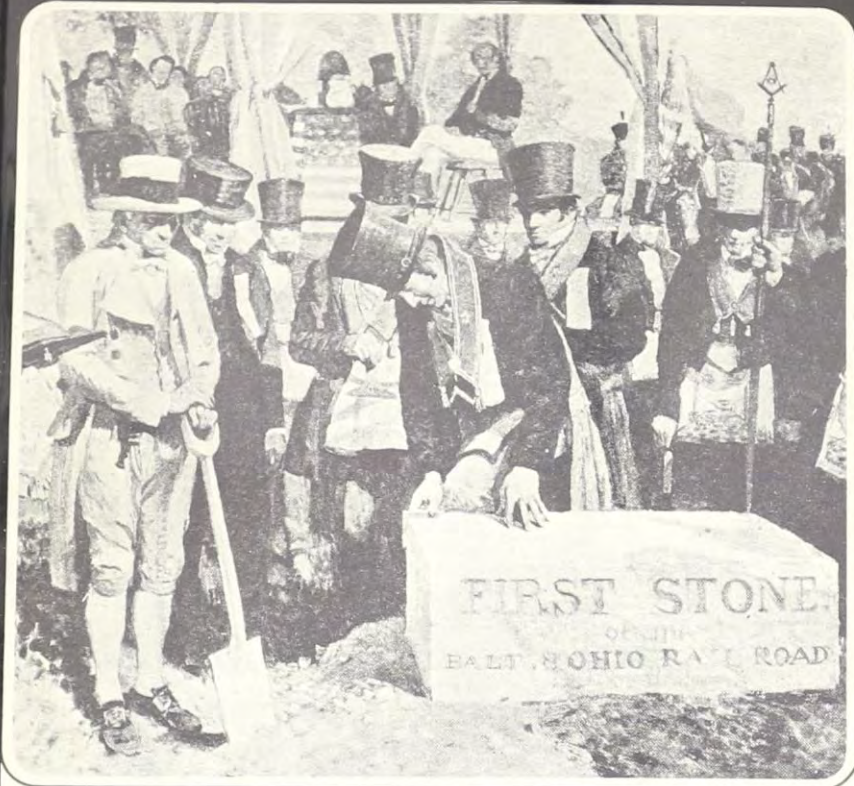
RE-ENACTMENT
29th NOVEMBER 1980



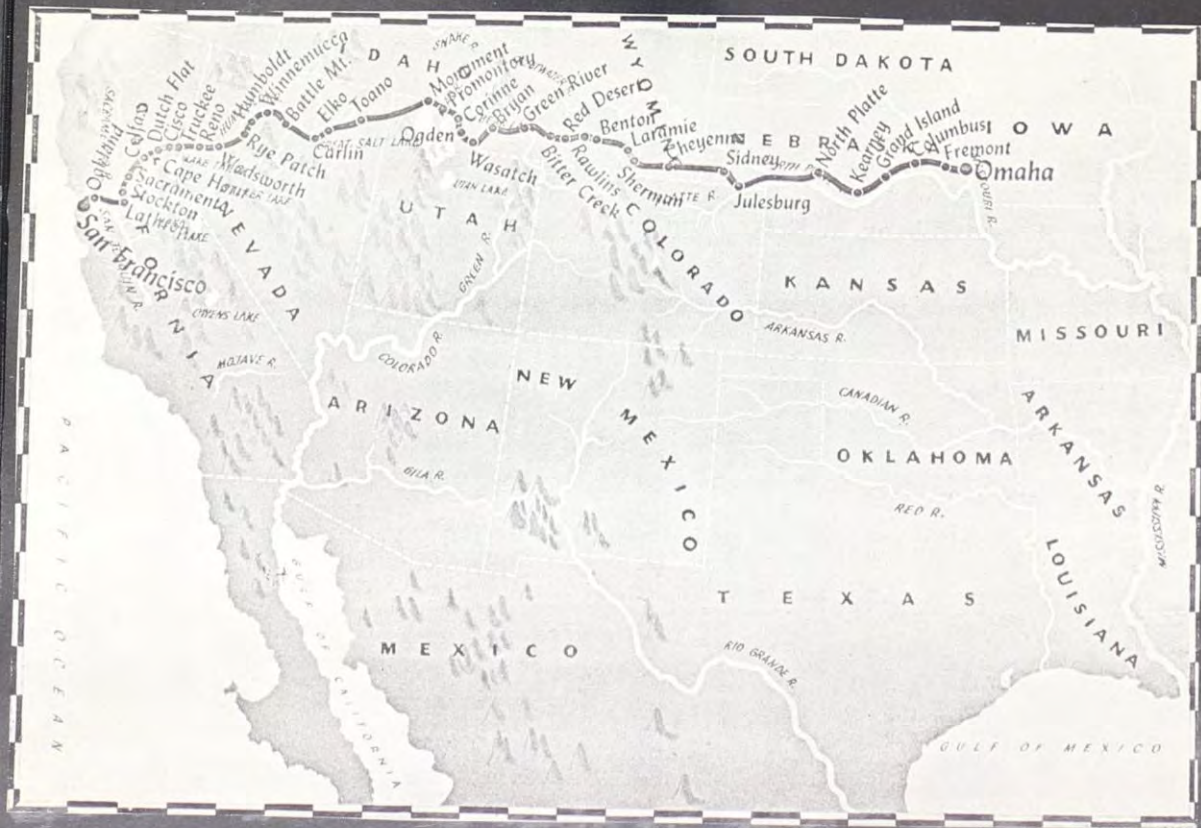
LONDON, MIDLAND AND SCOTTISH RAILWAY

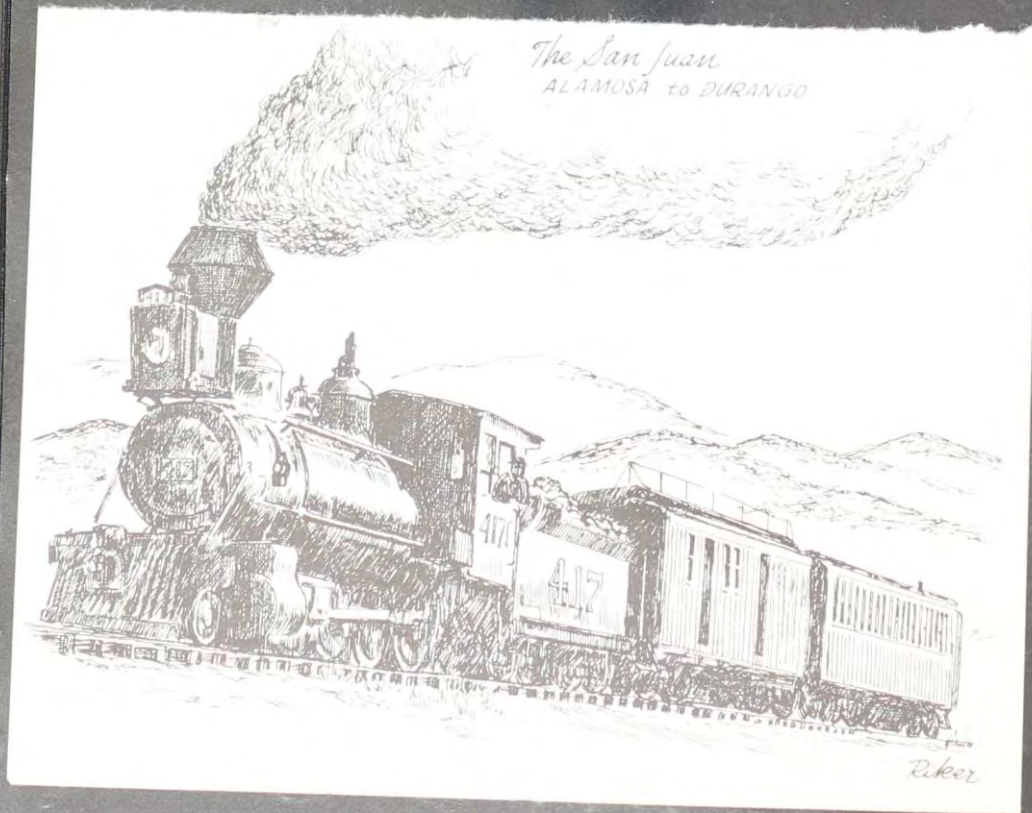
CLASS 6P No. 8100 (formerly 8152) "ROYAL SCOT", BUILT 1932 AT DERBY LOCOMOTIVE WORKS





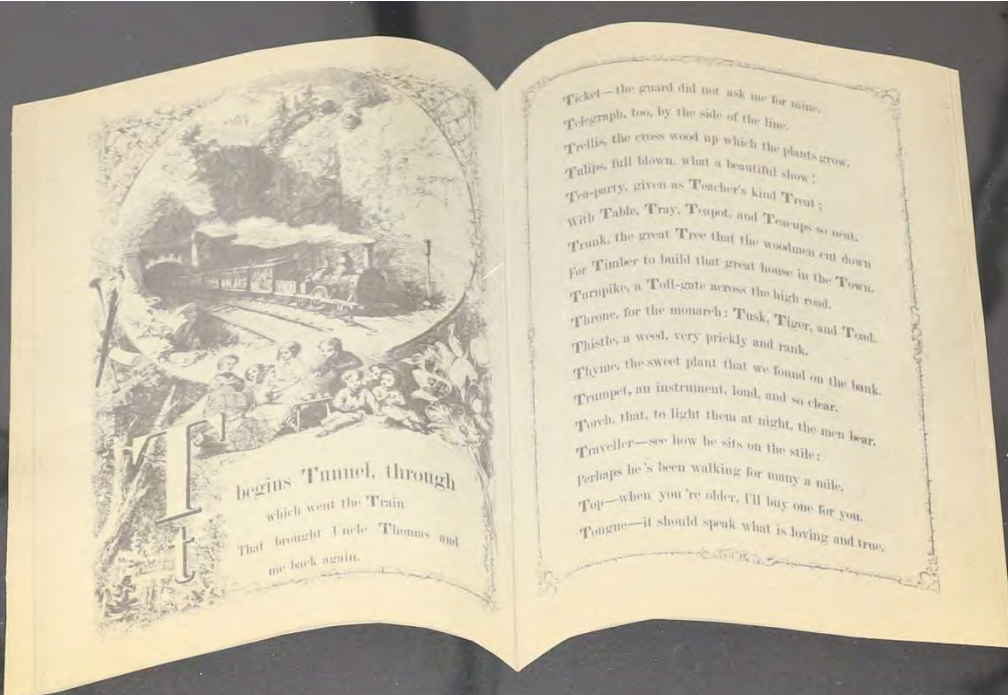
"I consider this among the most important acts of my life, second only to my signing of the Declaration of Independence, if second even to that."



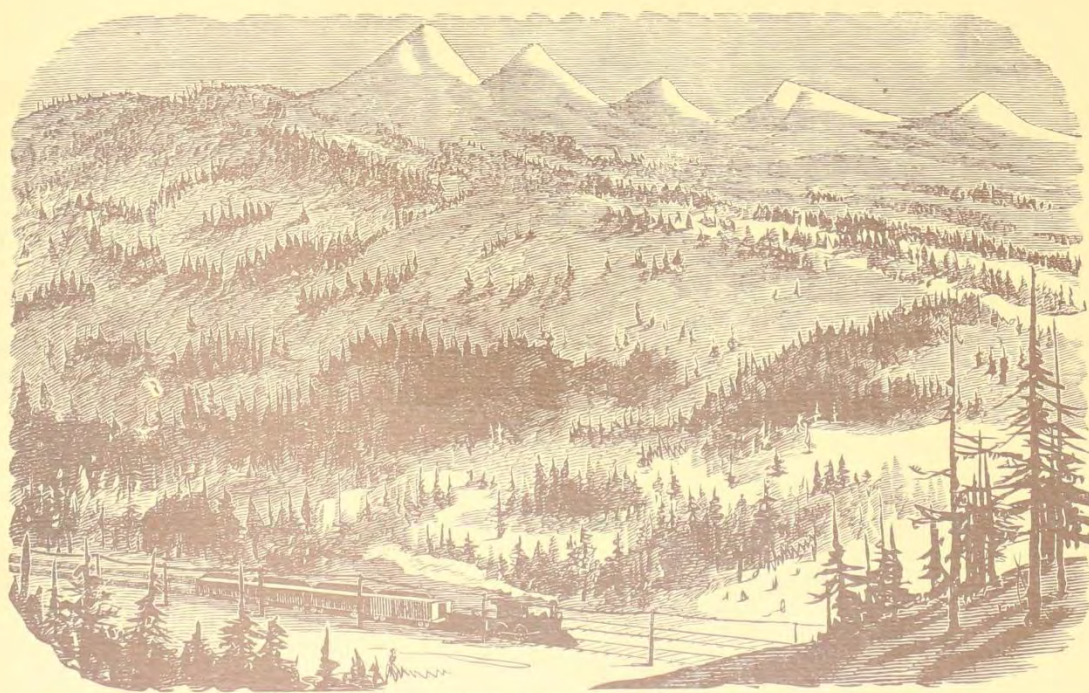




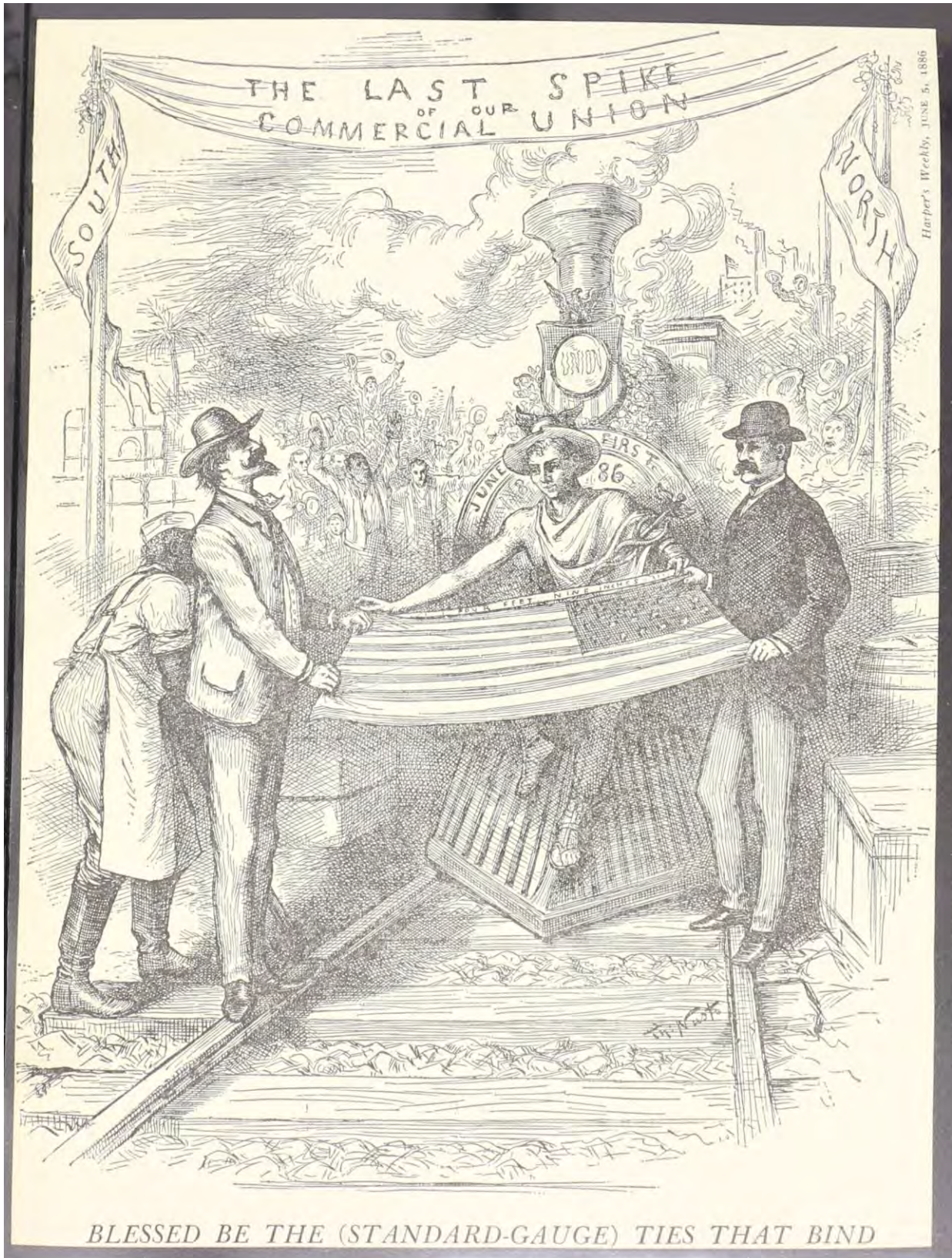




Ticket—the guard did not ask me for mine,
 Telegraph, too, by the side of the line.
 Trellis, the cross wood up which the plants grow,
 Tulips, full blown, what a beautiful show!
 Tea-party, given as Teacher's kind Treat;
 With Table, Tray, Teapot, and Teacups so neat.
 Trunk, the great Tree that the woodmen cut down,
 For Timber to build that great house in the Town.
 Turnpike, a Toll-gate across the high road,
 Throne, for the monarch; Tusk, Tiger, and Toad.
 Thistle, a weed, very prickly and rank,
 Thyme, the sweet plant that we found on the bank.
 Trumpet, an instrument, loud, and so clear,
 Torch, that, to light them at night, the men bear.
 Traveller—see how he sits on the stile;
 Perhaps he's been walking for many a mile.
 Top—when you're older, I'll buy one for you.
 Tongue—it should speak what is loving and true.

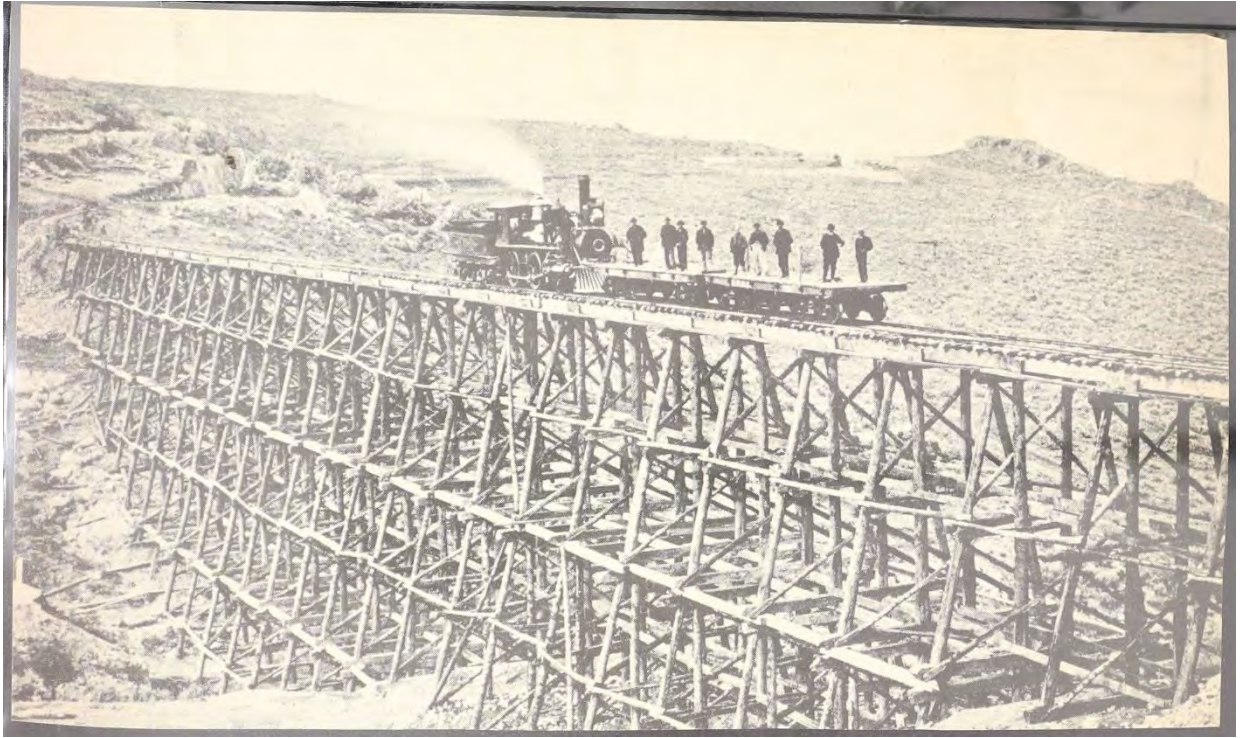


SUMMIT OF THE SIERRAS.
 (17,000 feet above the sea—clad in perpetual snow.)



Harper's Weekly, JUNE 5, 1886

BLESSED BE THE (STANDARD-GAUGE) TIES THAT BIND







Construction crews on the St. Paul, Minneapolis & Manitoba—the Great Northern's predecessor—took their own out-size dormitory cars with them as they pushed the road across North Dakota and Montana late in the 1880's. Farther west, the cars had to be sawed down to get through tunnels dug in the mountains. Soldiers went along to ward off hostile Indians.

SCHWEIZ



DIE GOTTHARDLINIE IM
ELEKTRISCHEN BETRIEB

By WILLIAM B. CATTON



How Rails Save

*John W. Garrett turned
the pioneer Baltimore & Ohio
into a great instrument
for tapping
the treasure of the West*



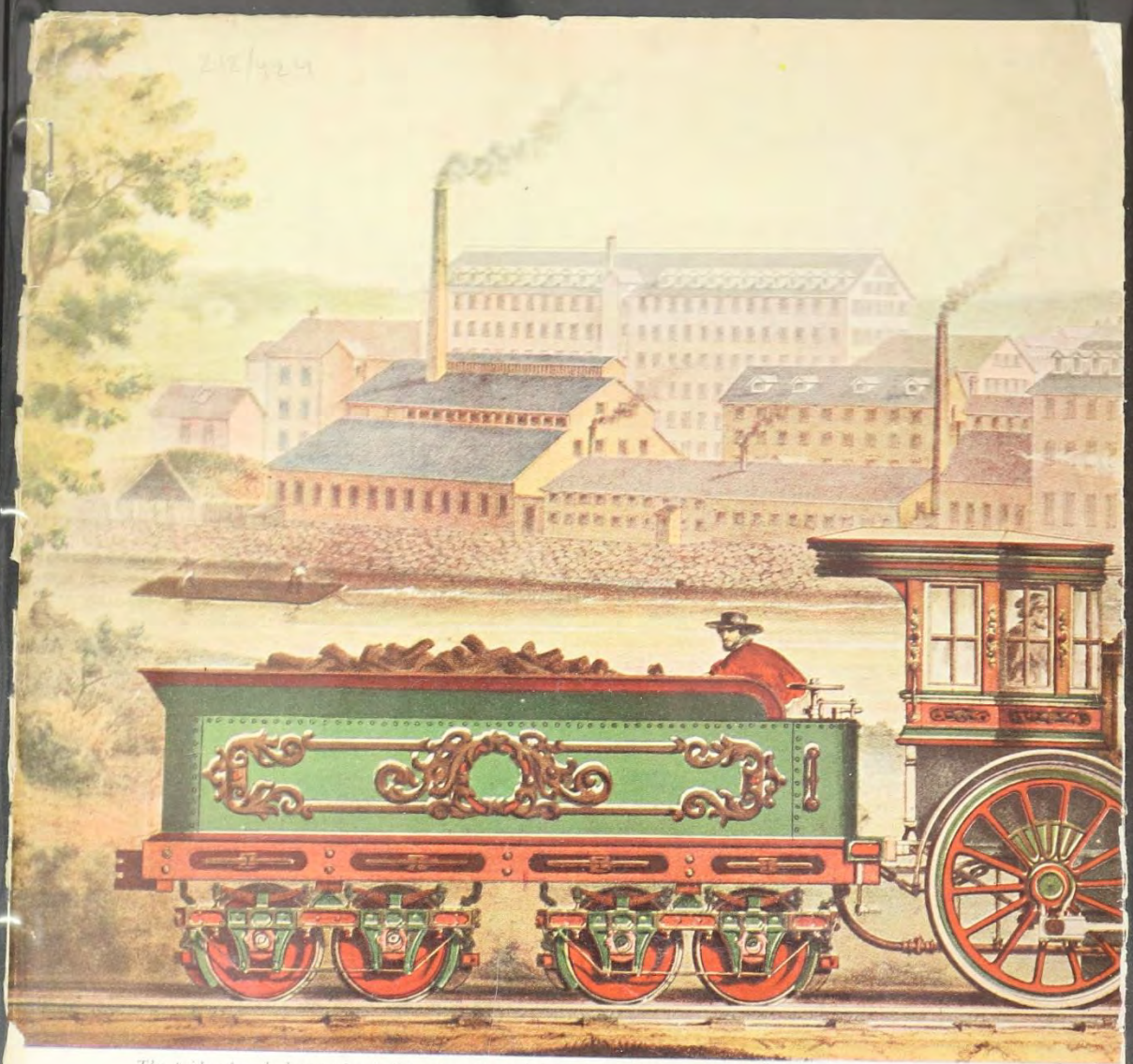
CLEVELAND SERVICE

John W. Garrett

On June 1, 1881, the morning train from New York arrived in Baltimore on schedule at 2 P.M. Its most distinguished passenger, a large, heavy-set man in his early sixties, stared eagerly from the window of his private palace car as the train was broken up and shunted aboard the ferry steamer *Canton* for the trip across Baltimore Harbor to the B&O piers at Locust Point. The temperature was in the low eighties, the weather partly cloudy, and to the big man just returned from twelve months in Europe the city and its bustling harbor presented a cheering sight on this warm June day. The man was John W. Garrett, president of the Baltimore & Ohio Railroad and one of Maryland's leading citizens, and his native Baltimore had prepared a welcome for him.

As the *Canton* nosed into her wharf at Locust Point the guns in Fort McHenry, guarding the entrance to the inner harbor, boomed a salute. Mr. Garrett and his wife and daughter were met by his two sons, who boarded the presidential car for the short trip to the B&O's main depot at Camden Station in the heart of town. Locomotives were flying the national flag in honor of the return of their chief, and a reception committee awaited his arrival at the depot. Official Baltimore was out in force, several hundred strong, to greet him, and everyone cheered, and the mayor made a speech about how glad they were to have him home. The president of the Baltimore & Ohio was unquestionably the man of the hour.

There was reason for this. Baltimoreans owed

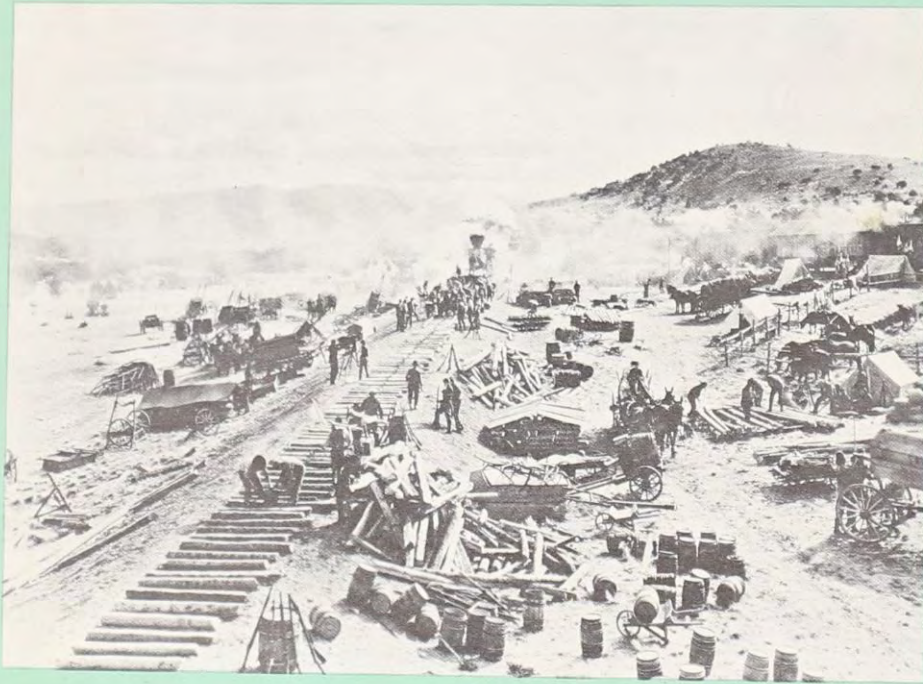


The pride of early locomotive builders is evidenced in their fine lithographs. This one shows a classic "American" type wood-

FAREWELL TO STEAM

The iron horses that built America are nearly all gathered on the other side of Jordan

By OLIVER JENSEN



1843.

RAIL-ROAD
BETW

Albany &

Fare Reduced—Arrangemen

Those who pay *through* between Albany and Buffalo, \$10, in the best ca
do. do. do. 8, in accommod
Those who pay *through* between Albany and Rochester,.....
do. do. do.

Three Daily Lines

GOING WEST.

		1st Train.	2d Train.	3d Train.
<i>Leave</i>	<i>Albany,</i>	6 A. M.	1½ P. M.	7½ P. M.
<i>Pass</i>	<i>Schenectady,</i>	7½ A. M.	3 P. M.	9 P. M.
<i>Pass</i>	<i>Utica,</i>	1½ P. M.	9 P. M.	4 A. M.
<i>Pass</i>	<i>Syracuse,</i>	5¼ P. M.	2 A. M.	8 A. M.
<i>Pass</i>	<i>Auburn,</i>	7 P. M.	4 A. M.	10 A. M.
<i>Pass</i>	<i>Rochester,</i>	2 A. M.	10 A. M.	4 P. M.
<i>Arrive at</i>	<i>Buffalo,</i>	7 A. M.	3 P. M.	9 P. M.

Passengers will procure Tickets at the offices at Albany
at the reduced rates. Fare will be received at each of

EMIGRANTS WILL BE CARRIED

For Emigrant passage, and other info
59 Courtlandt



WEST HARTLEPOOL HARBOUR & RAILWAY.



WEST HARTLEPOOL ANNUAL





In the wily, elusive leader of the Philippine Insurrection a bedeviled Uncle

FUNSTON *Captures* AGUINALDO

CULVER SERVICE



A UTICA SATURDAY GLOBE CARTOON OF 1899, FROM CULVER SERVICE



UNCLE SAM--COME INSIDE, YOU YOUNG RASCAL; I'M TIRED OF CHASING YOU AROUND IN THE WET.



C. CROCKER



E. H. MILLER JR.



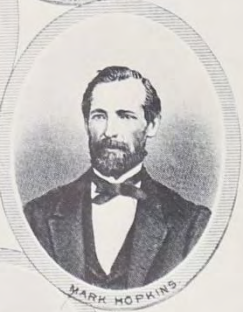
S. S. MONTAGUE



LELAND STANFORD



E. B. CROCKER



MARK HOPKINS



C. P. HUNTINGTON



S. B. REDDING

OFFICERS OF THE CENTRAL PACIFIC RAILROAD



DAUGHTERS OF UTAH PIONEERS

LESSON FOR FEBRUARY, 1969 *Compiled by* KATE B. CARTER

First Transcontinental Railroad

in Picture and Story



THE LAST tie has been laid; the last rail is placed in position, and the last spike driven, which binds the Atlantic and Pacific oceans with an iron band. The electric flash has borne the tidings to the world and it now devolves upon us, the favored eyewitnesses of the momentous feat, to enter our record of the facts. The meridian hour has come and on the expansive and lofty plateau, at the summit of the Promontory, a scene is disclosed in the conception of which every exultant element of humanity is revived. Never before has this continent disclosed anything bearing comparison with it. The massive oaken-hued trains of the Central lie upon their iron path, confronted by the elegant coaches of the Union Pacific. A thousand throbbing hearts impulsively beat to the motion of the trains as the front locomotives of each Company led on majestically up to the very verge of the narrow break between the lines, where, in a few moments, was to be consummated the nuptial rites uniting the gorgeous east and the imperial west with the indissoluble seal of Inter-oceanic commerce

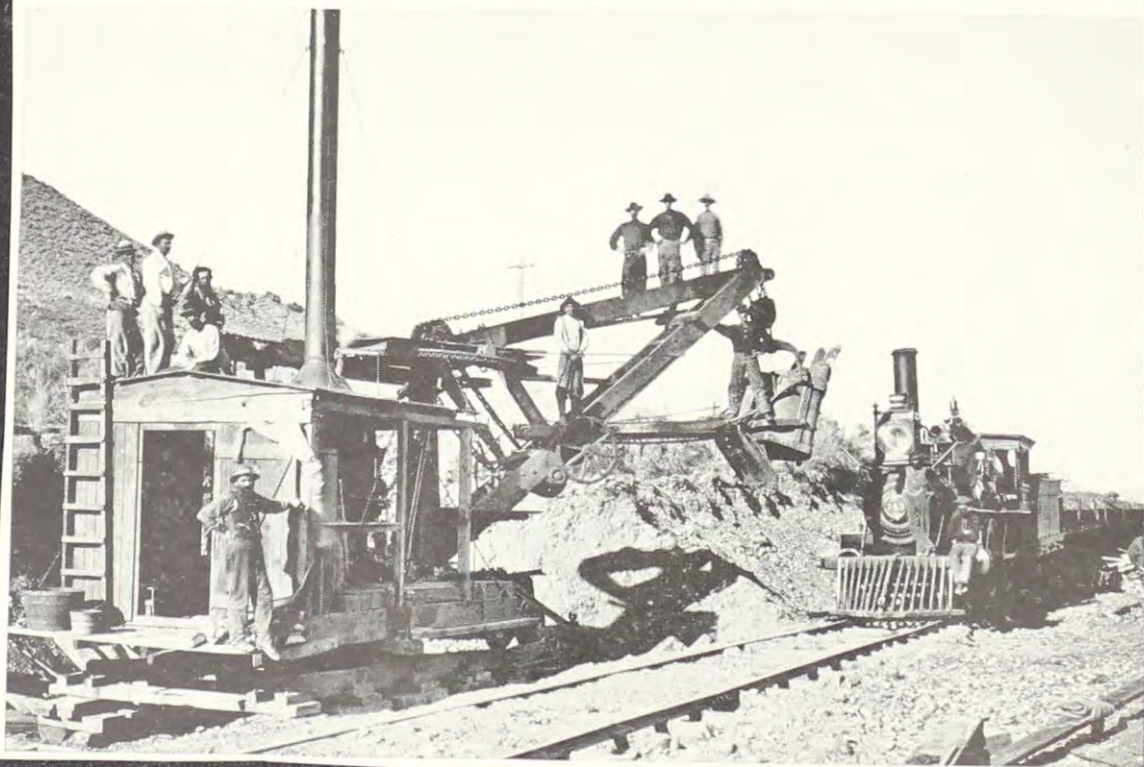
Thus the *Deseret News* of May 12, 1869, announced the finale of one of the greatest accomplishments as yet conceived and per-







Railroad surveying was seldom an easy matter and could often become rather hazardous, if the scene on the left is any indication. The Union Pacific work gangs above and below pause from their labors at, respectively, Weber and Echo canyons, both in north-central Utah. All the pictures on these and the following pages have been attributed to Andrew J. Russell, the railroad's official photographer; they are, except where otherwise noted, owned by the American Geographical Society.

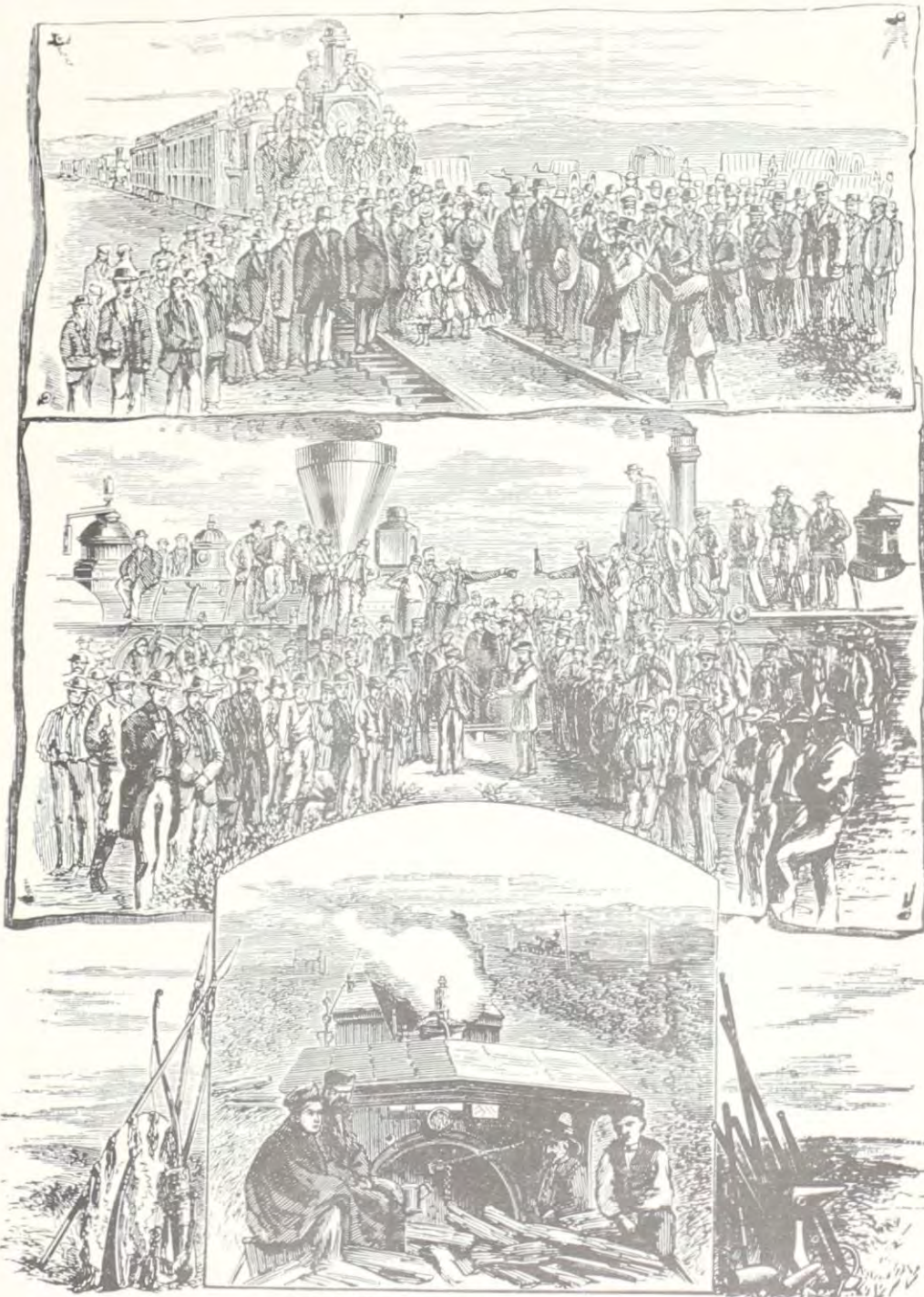




From the great At-lan-tic O-cean to the wide Pa-ci-fic shore, From
 CHORUS Lis-ten to the ju-gle, the rum-blo and the rour, As she
 sun-ny Cal-i-for-nia To ice-land Lo-ber-der, She
 glides a-long the wood-lands, through hills and by the shore, Hear the
 might-y tall and hand-some, she's been quite well by all, Here the
 might-y rash of the en-gine, hear those iron-wheels low-squall, While
 hours an-com-mo-da-tion on the Wa-shah Car-ron-ell,
 trav-ling through the ju-gle on the Wa-shah Car-ron-ell.

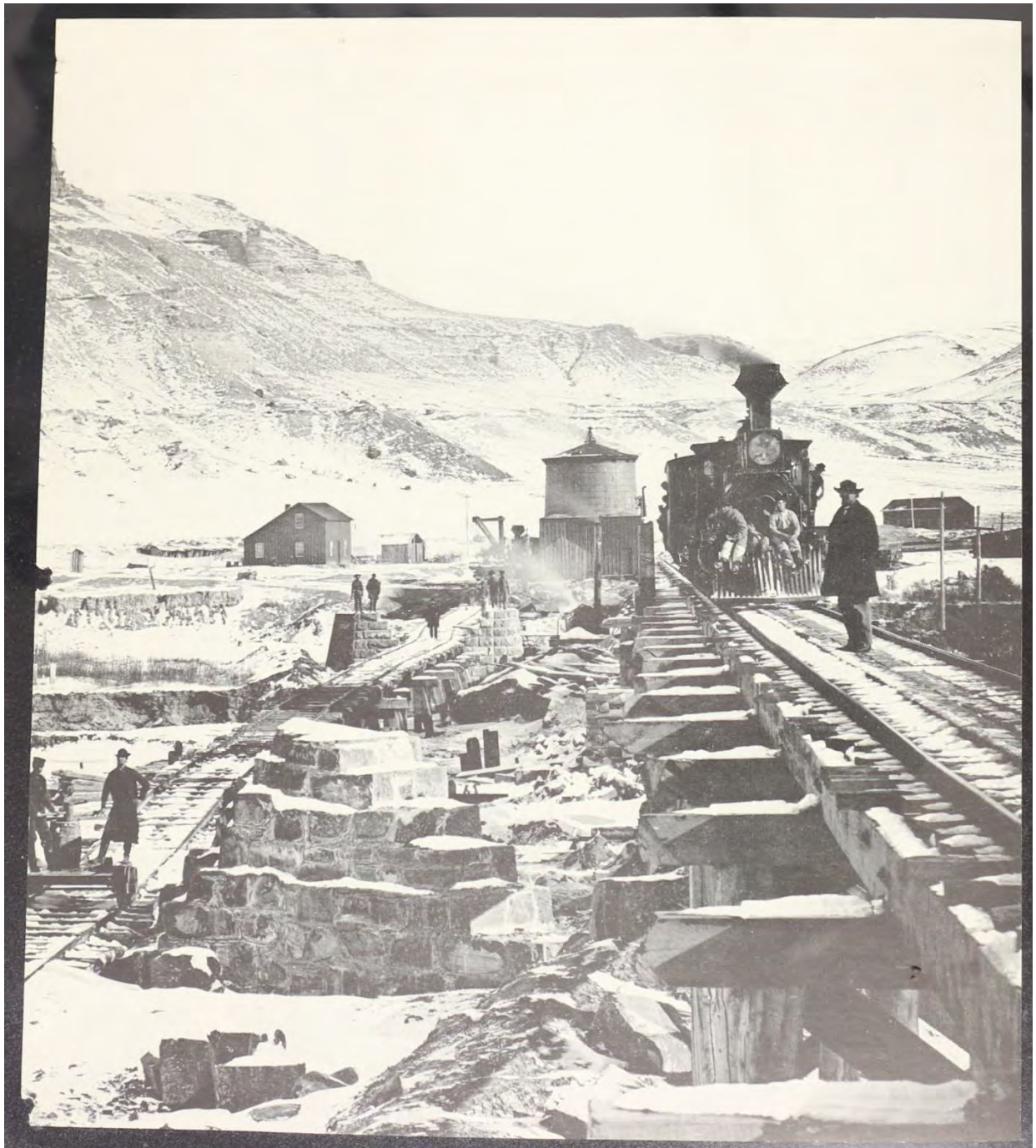
AVOID THE
 Delays and Dangers of Navigation
 BY TAKING THE
UNION
CENTRAL PACIFIC
 RAILROAD LINE
OMAHA.
 SHORTEST. QUICKEST
 AND CHEAPEST ROUTE
SALT LAKE CITY
SACRAMENTO
SAN FRANCISCO
 AND ALL TRANSPACIFIC POINTS.
BEST LINE FOR DENVER, COLORADO
 New Mexico and Arizona.
 PULLMAN PALACE CARS RUN THROUGH FROM OMAHA TO SAN FRANCISCO WITH BUT ONE CHANGE
 No Transfer to Ferry. White Safety Platform and Westinghouse Air Brake on All Trains.
BUY YOUR TICKETS VIA OMAHA THROUGH LINE
 AND AVOID CRAMMING CARS AT OMBRENE AND OTHER POINTS.

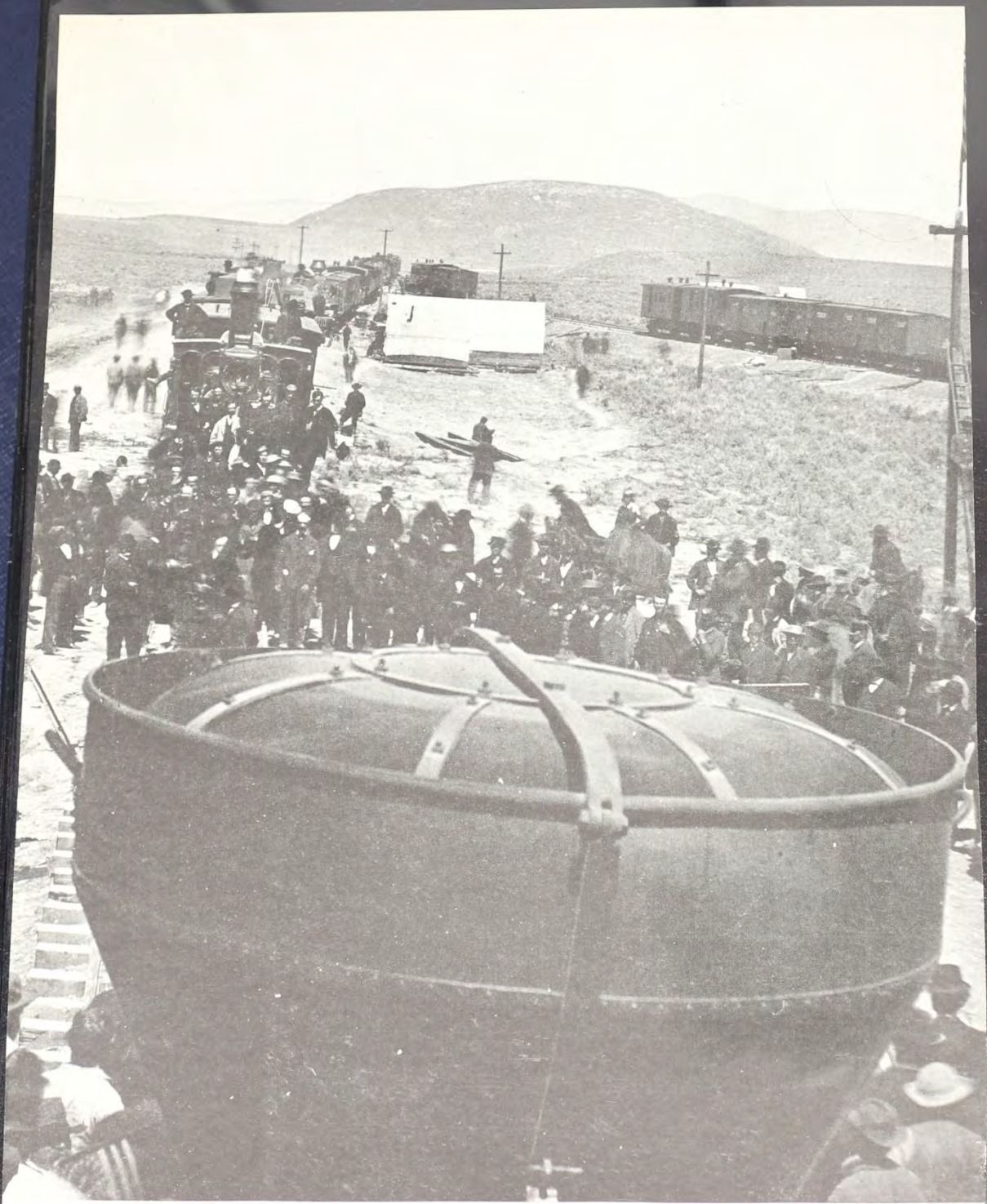
W. H. CLARK, General Manager of C. & N. P. R. Co. W. H. COOLEY, General Agent for C. & N. P. R. Co. THE J. AMBELL Co. Stationery and Printing, 111 S. 3rd St. ST. LOUIS, MO. THE J. AMBELL Co. Stationery and Printing, 111 S. 3rd St. ST. LOUIS, MO.



THE GREAT RAILROAD WEDDING.

1.—Driving the last Spike. 2.—Union of the East and West. 3.—First Whistle of the Iron Horse.



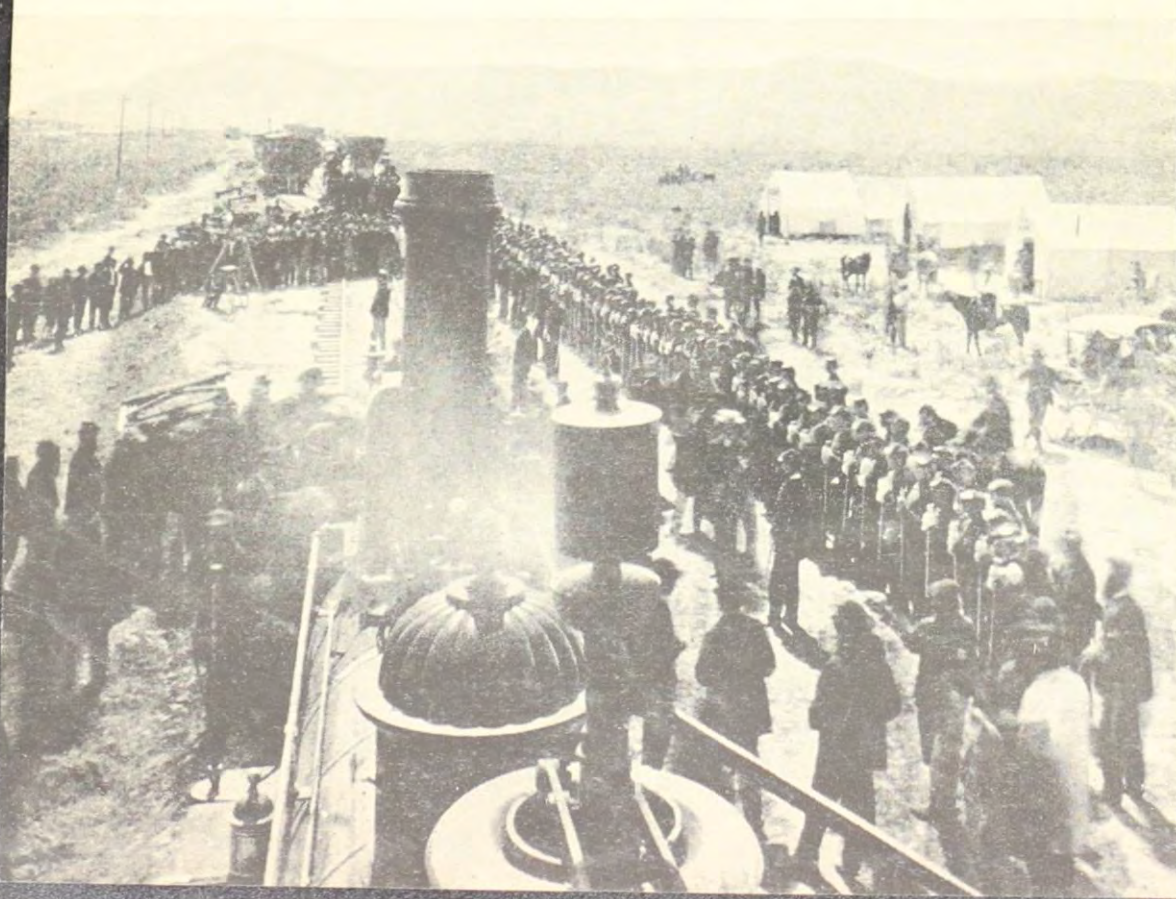


This view of the scene at Promontory on May 10, 1869, was taken from the Central Pacific's locomotive Jupiter as it edged toward the Union Pacific's No. 119. Dignitaries and onlookers had begun to converge on the spot where the two engines would meet, and where Leland Stanford would swing at—and miss—the golden spike.



CEREMONIES BEGIN as crowd watches U.P. train pull up (*above*). In center is gap where the last rail will be laid. In view from U.P. loco-

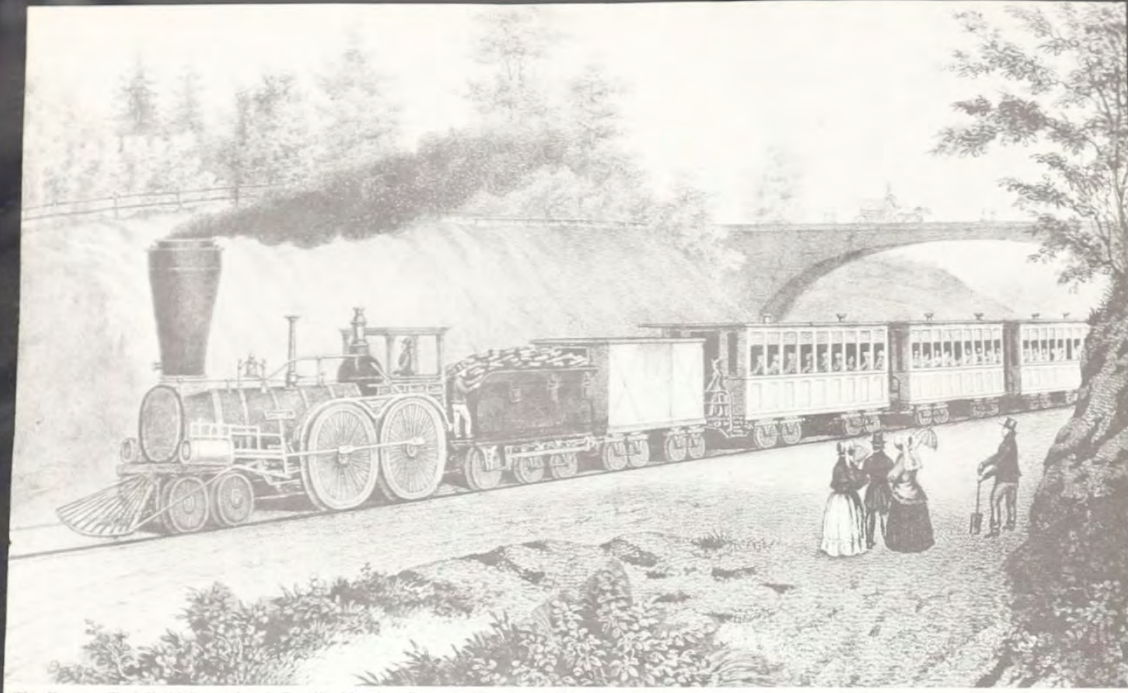
otive (*below*), soldiers line the track. Ceremony was delayed when photographer yelled "Shoot!" and a gunshy Chinese crew dropped the rail and fled.



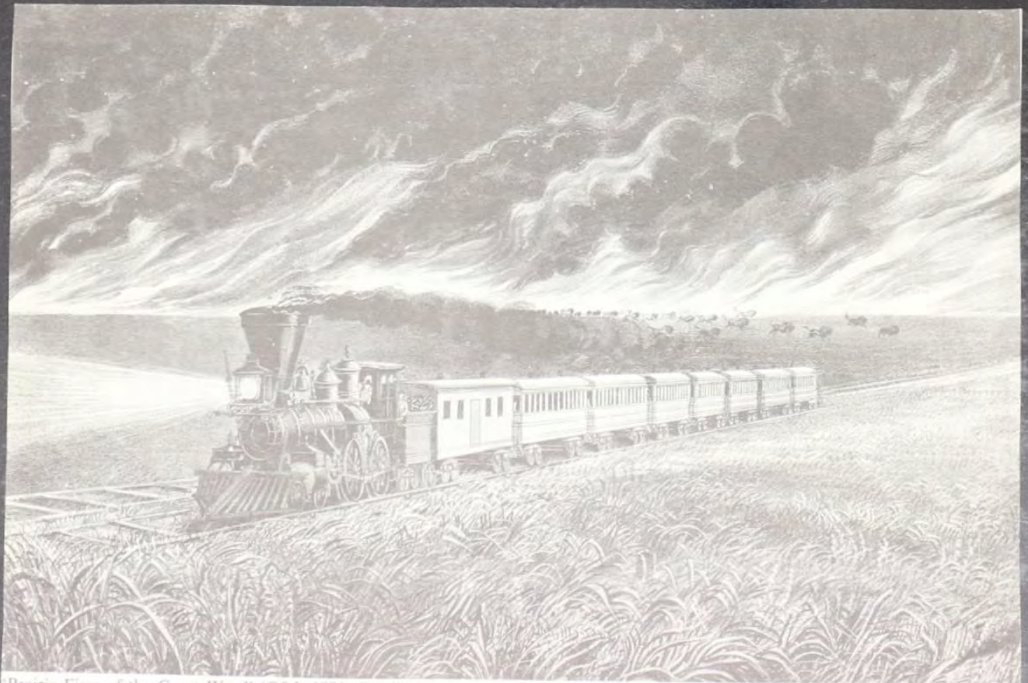


Promontory Point, Utah, May 10, 1869. Here the final link of America's first transcontinental railroad was laid. After Governor Leland Stanford drove the golden spike, east-west train crews joined hands—nation-wide telegraphy flashed the news that Union and Pacific states were joined, via UNION PACIFIC.





"The Express Train" (N.C., undated, Small). Number One of "The Best Fifty—Small Folio."



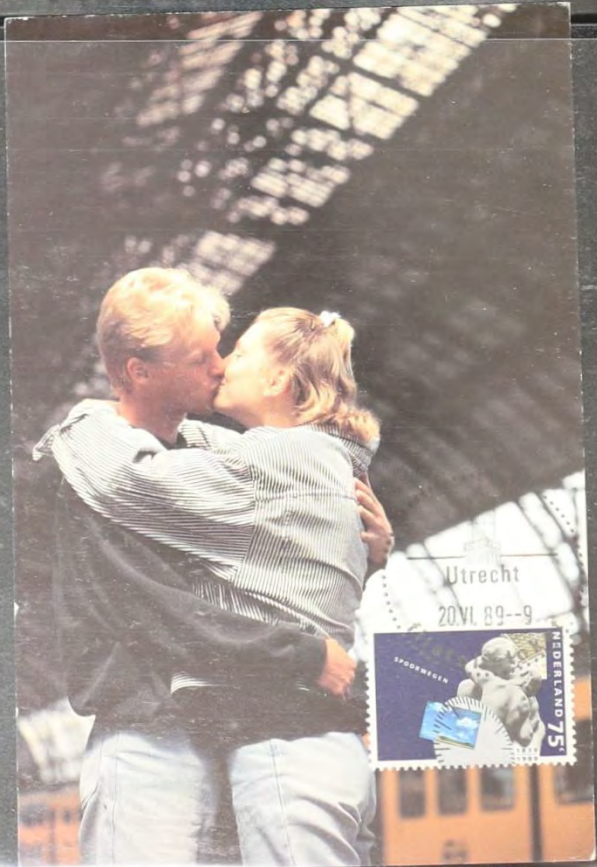
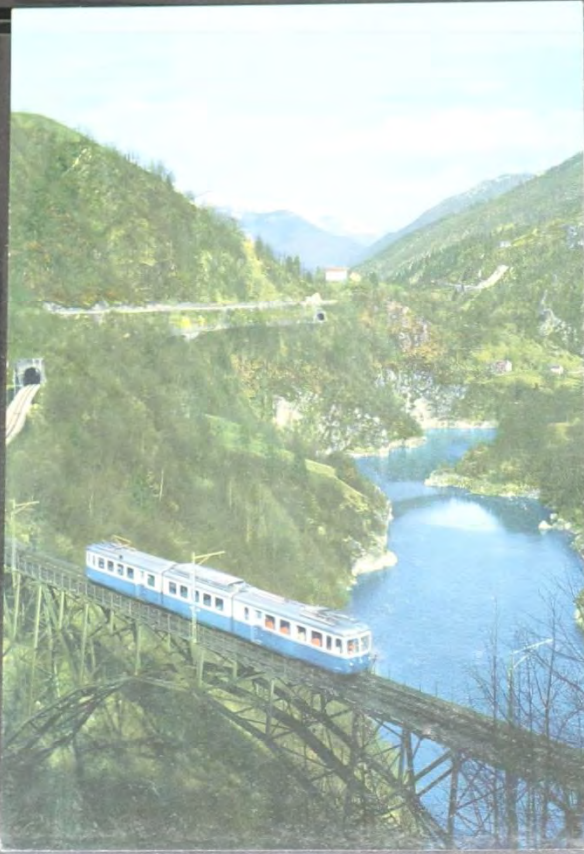
"Prairie Fires of the Great West" (C&I, 1871, Small)





Golden Spike Ceremony

(Re-enactment)







"On the way back from another run, the Tom Thumb. Peter Cooper at the controls, raced a horse, got the lead, but lost when a fan belt slipped."



This cut of the famed Tom Thumb race of August 28, 1830, is reprinted from "History of the First Locomotives in America," by William H. Brown, Library of Commerce copyright 1877.

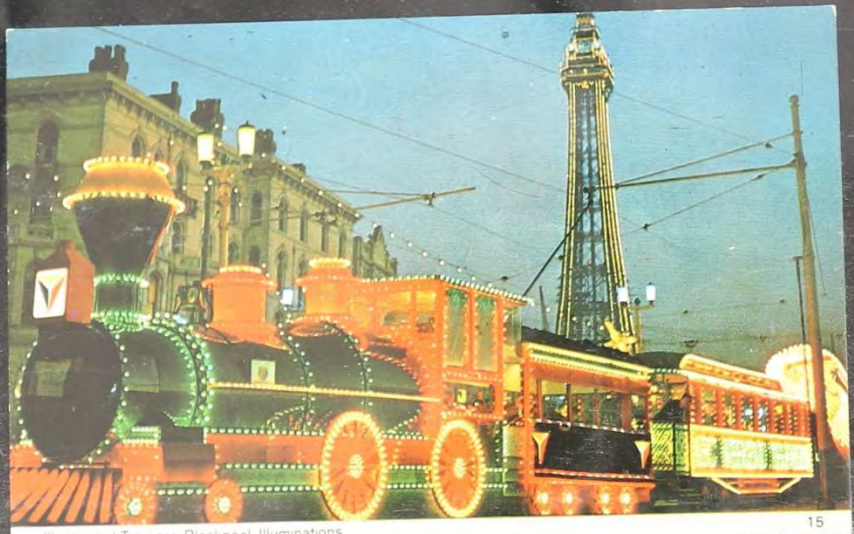


508—Union Pacific Streamliner "City of Los Angeles" Crossing the Desert



© GALT TRENK & CO., INC.

08-1980

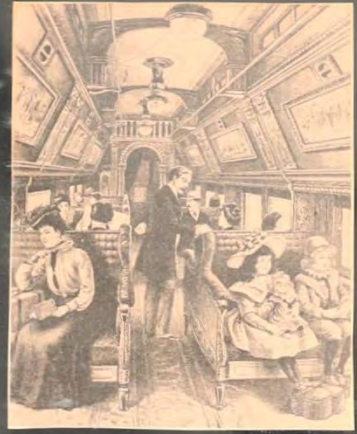


Illuminated Tramcar, Blackpool Illuminations.

15

Lütschine mit Jungfrau und die Berner Oberland-Bahn.





Grenville Dodge

Thomas Durant



George Pullman





OFFICIAL FIRST DAY OF ISSUE



Preserve the
ENVIRONMENT



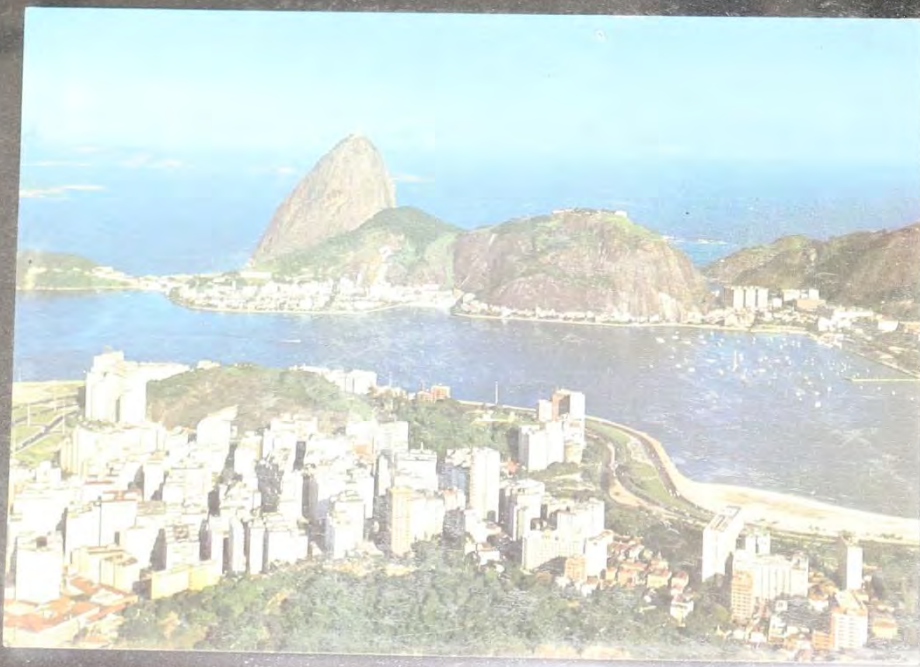
FIRST DAY OF ISSUE

Thomas Kissock
511 So. Genois
NEW ORLEANS, LA. 70119



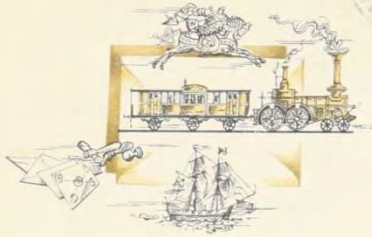


— SNOWDON MOUNTAIN RAILWAY —





МЕЖДУНАРОДНОЕ



HOLLAND

POSBUS 41

9040 AA

BERLIKUM (FR)

COMMONWEALTH

S. HERRENA

№ 309530 "USSR"

obl. BELGORODSKAIA

g. STARYI OSGOL

P-T KOMSOMOLSKYI

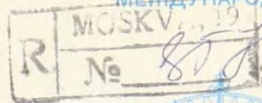
D. - 71.6" kb-49 et-5

ATANASOV DIMCHO



Пишите индекс предприятия связи места назначения

МЕЖДУНАРОДНОЕ



Куда TIME Education Manager

TIME-LIFE International B.V.

Otto Heldringstraat 5

1066 A Z Amsterdam

Кому The Netherlands



Индекс предприятия связи места назначения

Индекс предприятия связи и адрес отправителя 340015

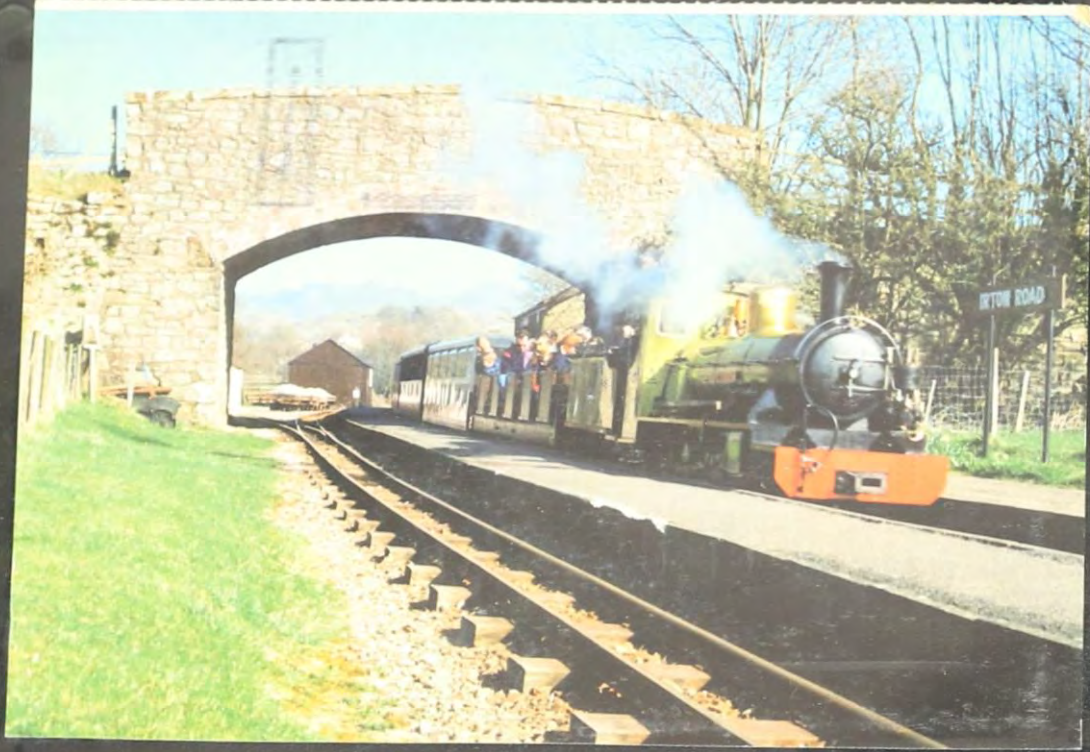
СССР г. Донецк - 15

бульвар Школьный, д. 12, кв. 40

Лебедев Александр

Николаевич







THE VIADUCT, LARKHALL.



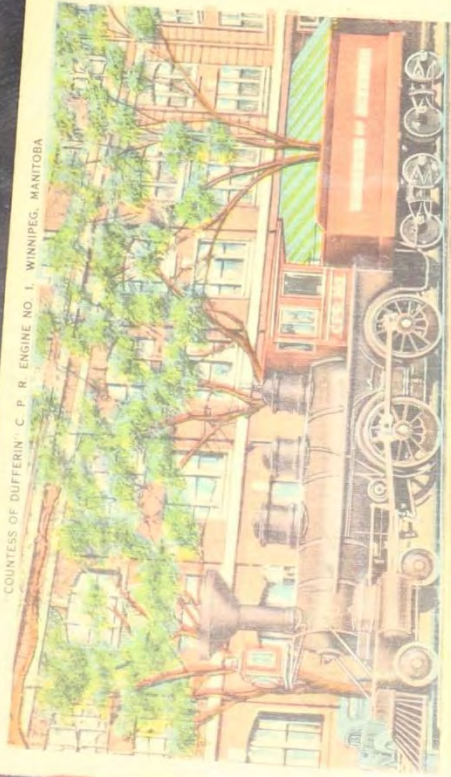
*Vše v pořádku! Pošlete si čel.
Seville, poručeno Václ. Jos. S. J. Jan.*

3955 Brünig, Bahnhof (1004 m)





COUNTRESS OF DUFFERIN - C. P. R. ENGINE NO. 1 - WINNIPEG, MANITOBA

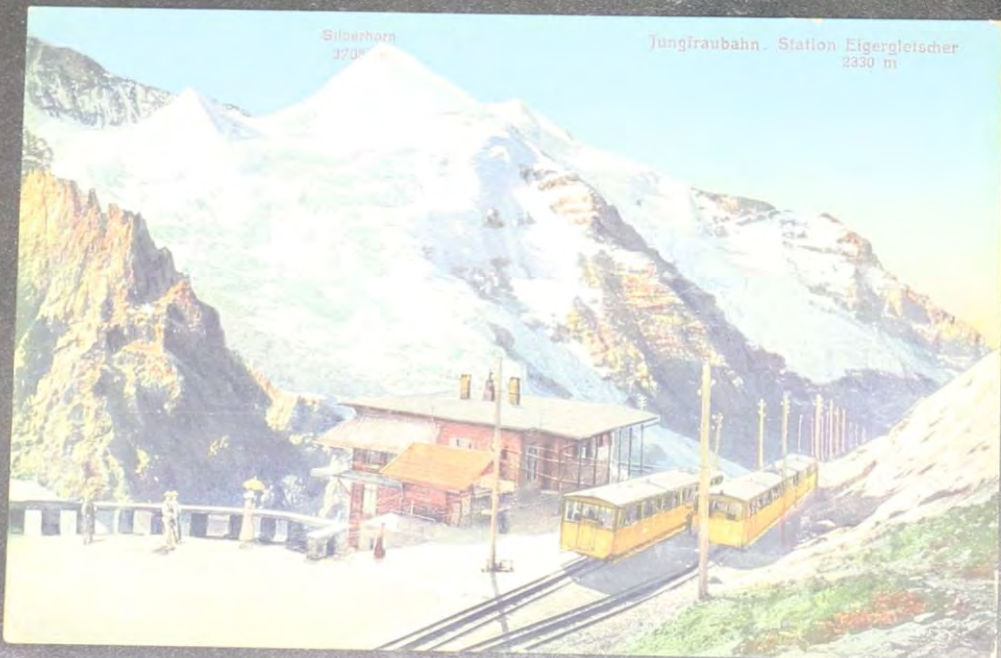


49445

Pier, Numbies





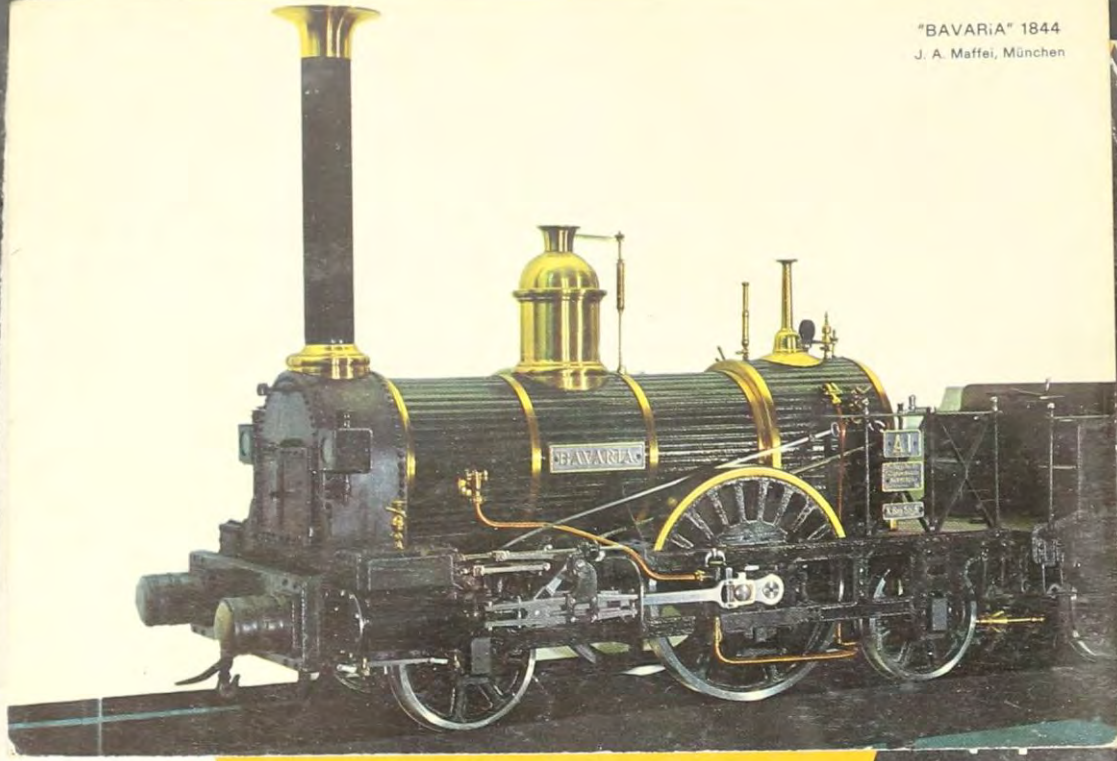




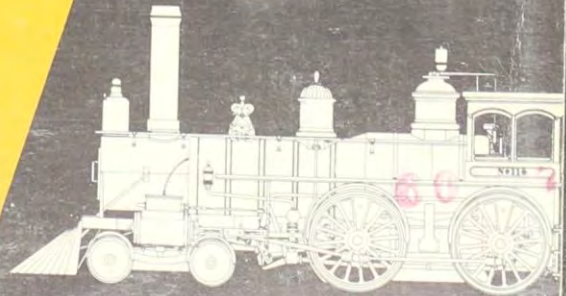
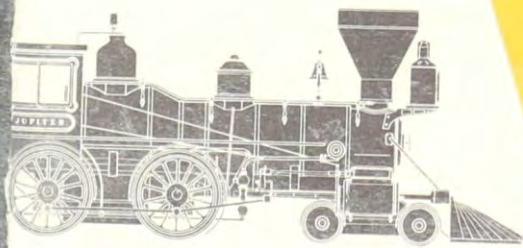
Groeten
uit
Culemborg

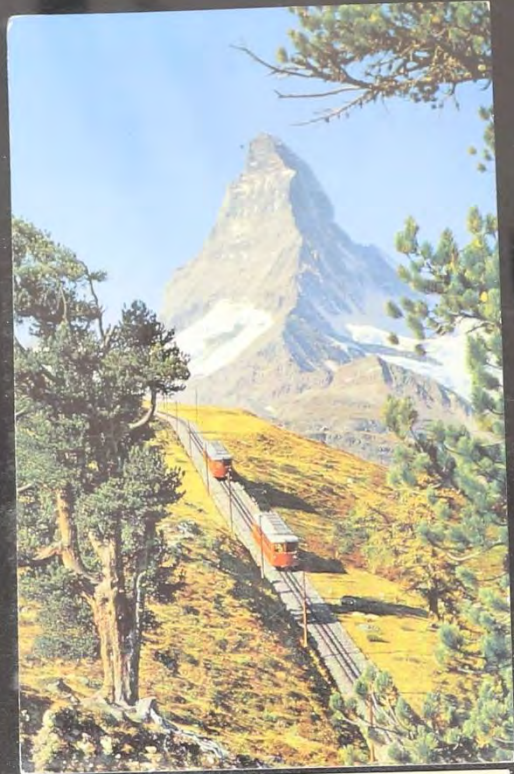
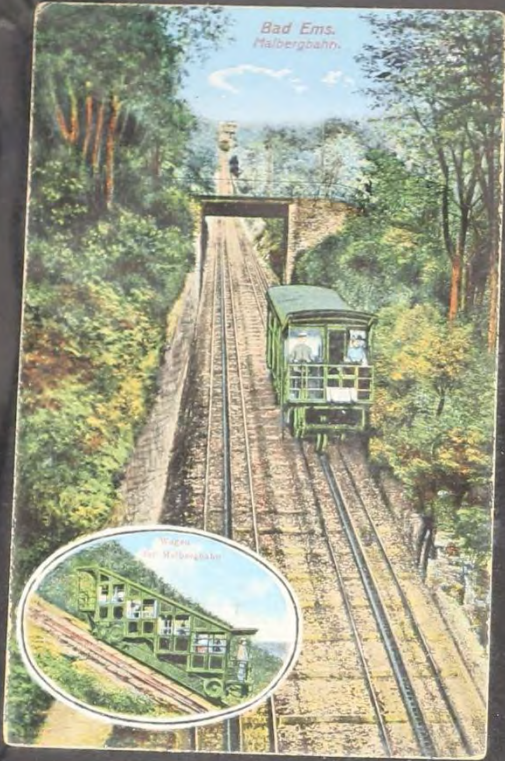


"BAVARIA" 1844
J. A. Maffei, München

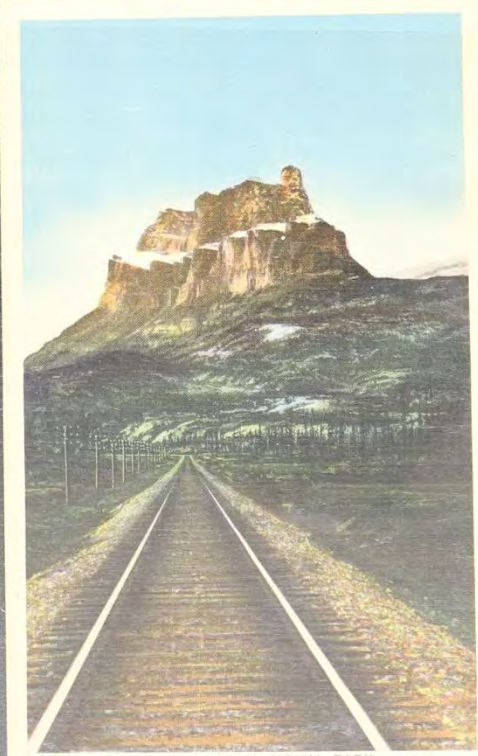


GOLDEN SPIK





568—Spring Snow Banks on the Pikes Peak Cog Railroad, Colorado



CASTLE MOUNTAIN, BANFF NATIONAL PARK





