

**april, may 2005 the prez sez - palivesteamers** - next fifty years reaching only another 25,000 locomotives until its ignominious demise. still, for those of us who continue to revere the age of steam, the fifty-thousandth locomotive in 1918 is truly a memorable landmark. author's note: this article is based on baldwin locomotive works' record of recent construction, no. 92 "1918 **engine and crew of the ij'hite deer and logaxtom railuvy ...** - came from the baldwin locomotive works at philadelphia. ... road; some fifty thousand ties were loaded at new berlin during one winter. the railroad fertilized the fields for the neighboring farmers. during the spring, an engine would push a carload of fertilizer over the line and the crew would unload the material ... **the last steam railroad in america: shaffers crossing ...** - the last steam railroad in america. 561 in the fall of 1958 i went on the road. my prophet was not so much jack kerouac as it was jack's pal dean moriarty, in whose life there was always a schedule. my schedule entailed tracking down various sorts of devices that lewis mumford had dubbed paleotechnic, especially steam railroad **philadelphia as an industrial power - lehigh preserve** - baldwin, cramp's, and disston has already been mentioned. baldwin, despite its size and growth throughout the late nineteenth and early twentieth centuries, held fast to its tradition of custom designing a locomotive to meet a patron's needs; it never had an assembly line nor a standard basic model to offer. even more **transport prophecies of the past - the library** - mr. baldwin, as i say, was in no wise lacking in insight or imagination and yet in 1838 it appeared to him that the united states would never need a locomotive larger than his 26,000 pound model. the history of the baldwin locomotive works shows to what extent mr. baldwin changed his mind. the history of **a century of urbanization in pennsylvania. 1840-1940** - a century of urbanization in pennsylvania. 1840-1940 by j. cutler andrews carnegie institute of technology for a century or more american civilization has moved farther land farther away from the ideal of an agricultural state. **the secret of - nebraska newspapers** - the baldwin locomotive works has just completed for the atchison topeka santa fe railway the most powerful passenger locomotive now in use apart from it tender this locomotive weighs 376450 pounds and is 90 feet long the tender carries 12000 gallons of water and 4000 gallons of oil which will be used as fuel the length of the locomotive and ...

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