

no bell cord or gong on the locomotive so all communication between engineer and brakeman was by word of mouth. All these original features are retained in the restored engine.

The body of the locomotive was painted an olive green, the remainder of the iron works was the natural color unbroken by the brass or nickel bearings of the present day.

The John Bull weighs 22,000 pounds exclusive of tender, which weighs 10,200 pounds. The original cost in sterling in England was 798 pounds, 7 shillings, without charges for transportation (statement rendered June 27, 1831 in England).

The ordinary standard passenger locomotive in use on the Pennsylvania Railroad at the present time weighs 176,000 pounds or more than five times as much as its original predecessor.

The old coaches are indeed but an advanced development of the stage coach. No space is wasted in their construction, they are low and narrow being but thirty feet long, eight feet wide and six feet five inches high inside. The interior finish is severely plain. Ventilation is secured by adjustable slats above the windows. The twenty double seats which are very narrow and the four single ones are made of boards upholstered with a grayish material similar to the stuff used in old stage coaches. The backs are devoid of upholstery, with a band across the top.

The aisles are very narrow as are the double doors and it seems a problem how the crinoline of our grandmothers could accommodate itself to the narrow confines accorded it. There were no toilet rooms nor any provision for drinking water.

The only illuminating agent was a tallow candle encased in a glass holder, one at the rear and another at the front of each car. The cars, like the locomotive, are painted a rich olive green and bear no lettering of any kind.