

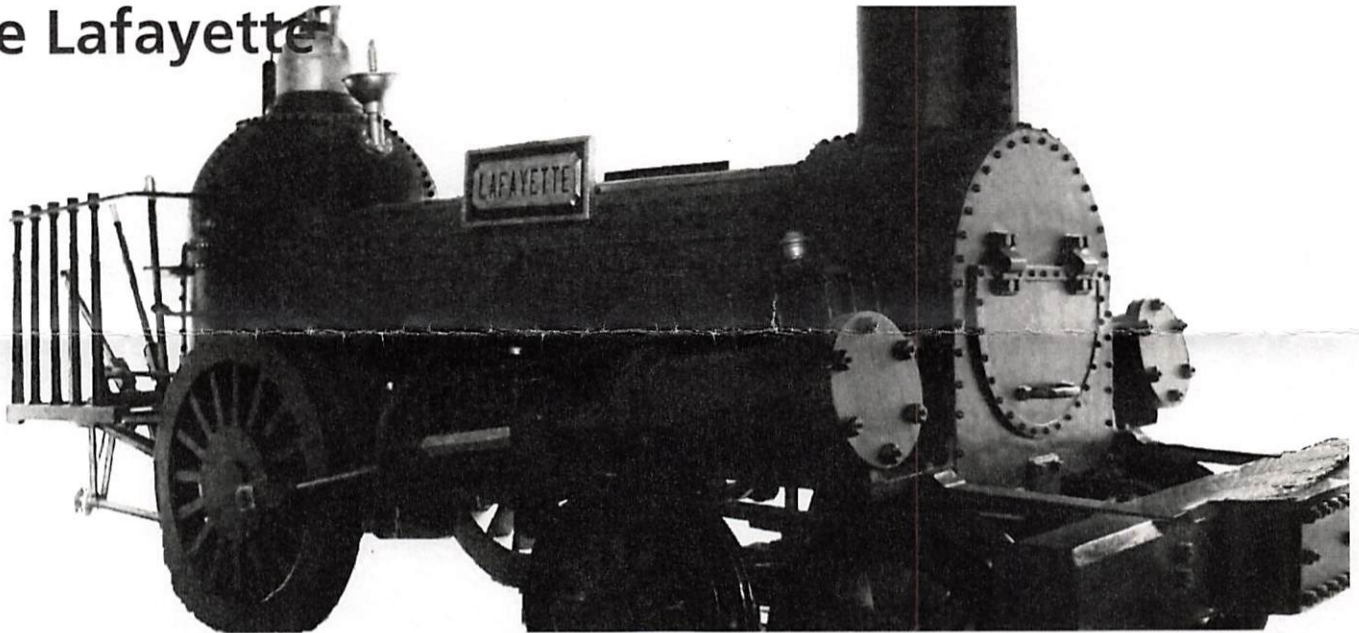
# Allegheny Portage Railroad

National Park Service  
U.S. Department of the Interior

Allegheny Portage Railroad  
National Historic Site



## The Lafayette



A collection of full-sized locomotive models depicting the famous engines of the world was devised by the late Major J.G. Pangborn, author, editor, B&O passenger agent, and public relations representative. Engineer Joseph York was given the task of building the locomotive models for the World's Columbian Exposition of 1893 to be held in Chicago. One of the many models constructed was the "famous glamour-girl-among locomotive," the Lafayette. First shown in the Baltimore and Ohio exhibit in Chicago, the Lafayette was shown again in the railroads exhibit at the Louisiana Purchase Exposition held in St. Louis in 1904.

### Dimensions

Diameter cylinder .....	12 1/2 inch	Diameter of stack.....	13 inches
Stroke.....	20 inches	Diameter of drivers.....	4 feet
Length of boiler.....	14 feet 6 inches	Weight, running order.....	29,630 lbs
Length of tubes.....	9 feet	Weight, on dirvers.....	20,100 lbs
Number of tubes.....	97		
Diameter of tubes.....	2 inches		
Grate area.....	1,365.3 sq inches		

Class A Extra, schedule from Norris Works,  
January 1, 1841

### Locomotive History

Early in the 1830s and 1840s when American railroads were shorter and handled much lighter loads, their needs were better served by a variety of locomotives, of which the 4-2-0 was clearly the most popular. The numbers 4-2-0 correspond to the placement of the drive wheels on the engine.

Adapted in 1832 by John B. Jervis from the locomotive designs of the British builder Edward Bury - and so occasionally known as the Jervis type- the design gained universal acceptance. By 1840 almost two-thirds of all engines operating on American lines were 4-2-0s. The most renowned and largest builder of the 1840s, the Norris Locomotive Works of Philadelphia, became especially

noted for this type. Through its aggressive salesmanship, the Norris firm not only sold hundreds of these locomotives to U.S. railroads like the Allegheny Portage, but exported them abroad to Europe.

At home and abroad, then, the Norris 4-2-0 of the 1830s and 40s was recognized as an outstanding example of Yankee engineering and the first truly standard American engine.

Burdened by their limitations, the 4-2-0s were short-lived as mainline power. The newly introduced (in 1837) 4-4-0 "American" type was fully as fast, but considerably more powerful and better suited to a wide variety of jobs.

### For More Information

*Yonder Comes the Train: The Story of the Iron Horse and Some of the Roads It Travelled*  
Lance Phillips

*Tracks Across America: The Story of the American Railroads 1825-1900*  
Leonard Everett Fisher

*American Heritage History of Railroads in America*  
Oliver Jensen

*A History of the American Locomotive: Its Development: 1830-1880*  
John H. White, Jr.