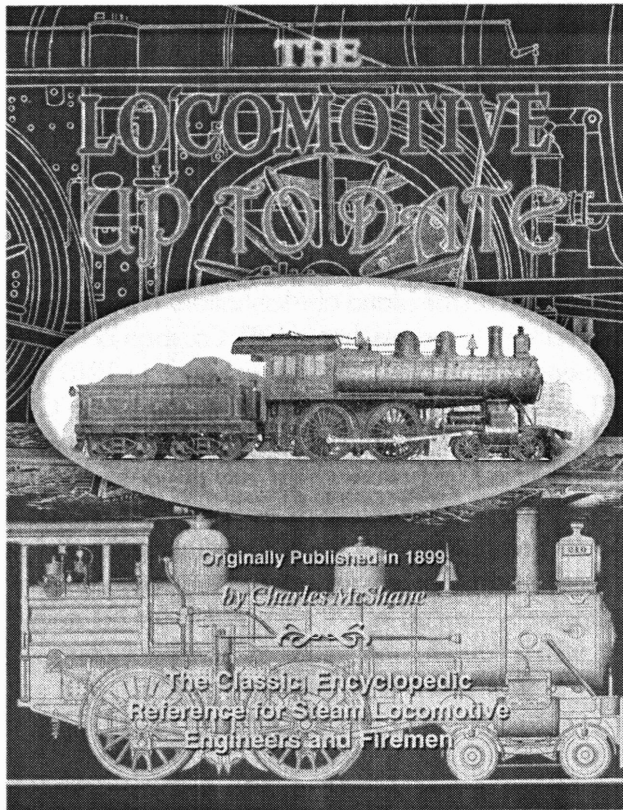


On October 27, 1904, the Interborough Rapid Transit Company opened the first subway in New York City. Running between City Hall and 145th Street at Broadway, the line was greeted with enthusiasm and, in some circles, trepidation. Created under the supervision of Chief Engineer S.L.F. Deyo, the arrival of the IRT foreshadowed the end of the "elevated" transit era on the island of Manhattan. The subway proved such a success that the IRT Co. soon achieved a monopoly on New York public transit. In 1940 the IRT and its rival the BMT were taken over by the City of New York. Today, the IRT subway lines still exist, primarily in Manhattan where they are operated as the "A Division" of the subway. Reprinted here is a special book created by the IRT, recounting the design and construction of the fledgling subway system. Originally created in 1904, it presents the IRT story with a flourish, and with numerous fascinating illustrations and rare photographs.

Originally written in the late 1900's and then periodically revised, A History of the Baldwin Locomotive Works chronicles the origins and growth of one of America's greatest industrial-era corporations. Founded in the early 1830's by Philadelphia jeweler Matthais Baldwin, the company built a huge number of steam locomotives before ceasing production in 1949. These included the 4-4-0 American type, 2-8-2 Mikado and 2-8-0 Consolidation. Hit hard by the loss of the steam engine market, Baldwin soldiered on for a brief while, producing electric and diesel engines. General Electric's dominance of the market proved too much, and Baldwin finally closed its doors in 1956. By that time over 70,500 Baldwin locomotives had been produced. This high quality reprint of the official company history dates from 1920. The book has been slightly reformatted, but care has been taken to preserve the integrity of the text.

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