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Theclassics.Us, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1877 edition. Excerpt: . State of New York, in 1823, and commenced his professional life in 1824, on the Chesapeake and Delaware Canal. In 1825 was engaged on the Delaware and Hudson Canal as resident engineer, under John B. Jervis. In 1827 resigned his position and visited England in search of professional information in railroad matters, that new era in intercommunication and transportation being then in process of development. During this visit, he was requested by John B. Jervis, Esq., to contract for the iron for the Delaware and. Hudson Railroad, and for the first locomotive ever ordered and brought to America. On his return he took charge of the Stourbridge Lion, the first locomotive ever put upon a railroad in America, and his hand opened the valve upon the engine that turned the first driving-wheel upon the American continent. Mr. Allen HORATIO ALLEN. was also engaged as Chief Engineer of the South Carolina Eailroad, extending from Charleston to Augusta, in Georgia, one hundred and thirtysix miles, and on this road was put the first one hundred miles of iron in one continuous line in the world. In 1834 Mr. Allen went abroad, and was in Egypt nearly three years. On returning, he was engaged as Principal Resident Engineer on the Croton Aqueduct, under John B. Jervis, and on its completion was one of the aqueduct commissioners and engineers for the introduction of the water. In 1842 he became one of the proprietors of the Novelty Iron...



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