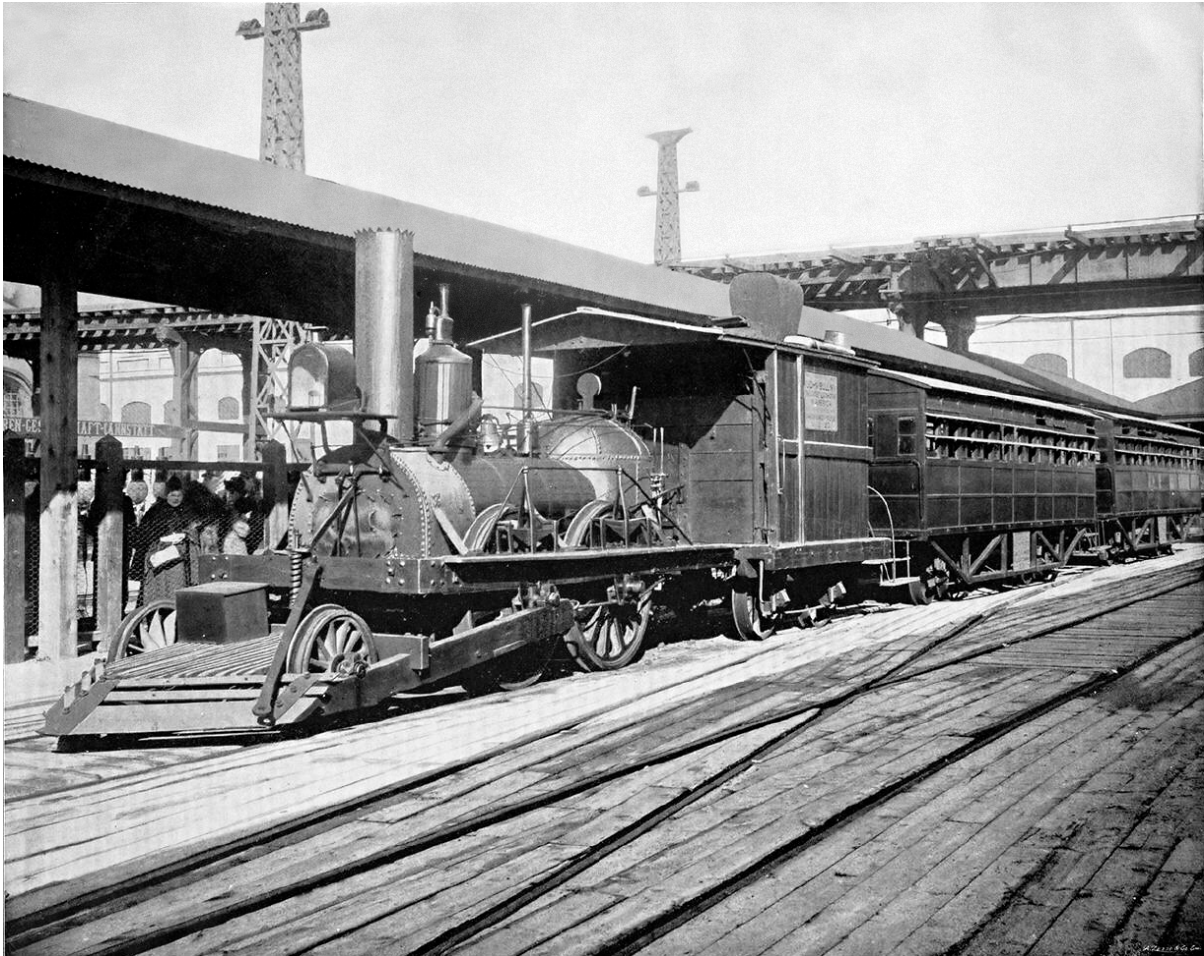


Steam Locomotive John Bull



The John Bull on display at the 1893 Chicago Worlds Fair.

In 1893 the World's Columbian Exposition was held in Chicago. The exposition is also referred to as the Chicago World's Fair. The Pennsylvania Railroad's display at the fair included the locomotive John Bull along with two vintage coaches. The train was exhibited and operated under steam at the fair.

The John Bull was built in 1831 by Robert Stephenson and Company for the Camden and Amboy Railroad in New Jersey. It is America's oldest locomotive. After its 35 year service on the C&A it was reconditioned by the PRR, put on display and occasionally operated under steam.

After the 1893 fair was over, the little train, under its own power, returned to the east over the Panhandle Route stopping at various cities to spend an evening on display. Columbus hosted the John Bull the evening of December 8, 1893. The locomotive and two passenger cars were on display at Columbus Union Depot near High Street.

The John Bull is now on permanent exhibit at the Smithsonian's National Museum of American History in Washington, D.C. There is also a replica John Bull on display at The Railroad Museum of Pennsylvania in Strasburg, PA

The two newspaper articles that follow from 1893 convey the excitement of having this very old piece of railroad history visit Columbus.

JOHN BULL

**WILL VISIT COLUMBUS ON HIS
RETURN FROM THE FAIR**

**The Antique Train Will Reach Here
Friday Evening and Remain All Night**

(The Columbus Dispatch, December 6, 1893)

Columbus citizens who were unfortunate enough not to have been able to attend the World's Fair, will be delighted to learn that they will be permitted to take a good look at the famous John Bull train, which was one of the most interesting features of the exhibit of the Pennsylvania Railroad system. The train, which consists of the antique engine and two of the cars it drew when in actual service, left Chicago this morning at 7 o'clock.

The trip to Pittsburgh will occupy five days, the train only traveling by daylight. It will arrive at Logansport this evening where it will remain until tomorrow morning, when it will start for Bradford. Leaving Bradford Friday morning it will arrive in Columbus the same evening and remain here overnight. From here it will go to Dennison and on Sunday proceed to Pittsburgh.

The train will be run just as any other regular train, except that it will not run over 15 miles an hour. John Bull is quite a stormier and requires a very large amount of attention. The tender holds two tons of coal which will keep it supplied between 75 and 90 miles. The tank holds enough water to run it on a light grade about 30 miles. It is necessary to stop the train and clean out the fire-box every few miles.

The train will be manned just as any other train and will change crews at the end of each division. The crew accompanying it is also the same as any other, consisting of engineer, fireman, conductor, flagman and [??] inspector. In addition to these, Engineer Bangs, who has had charge of the train at the fair, will be in charge of it on the trip.

As soon as it arrives in the city the train will be on exhibition for the public.

JOHN BULL TRAIN

It Arrived Here This Afternoon and Will Remain Till To-morrow

(The Columbus Dispatch, December 8, 1893)

The quaint little John Bull train came puffing into the Union Station at 2:15 o'clock to-day, making more fuss and noise than half a dozen ordinary trains. It reminded one of a bantam rooster in a poultry yard strutting about among the larger fowls, as important as if the entire place had been especially assigned to him.

The John Bull left Bradford early this morning and came over the Indianapolis Division of the Pan handle to this city. The news of his arrival soon spread everywhere, and it was only a few moments until the little train was surrounded by anxious sight-seers.

The train was run onto a spur near the depot and closer to the viaduct, where it will be exhibition until nine o'clock this evening, when it will be taken down into the yards to be prepared for the next division of its journey. It will leave for Dennison early in the morning.

The engine was in such a condition as to necessitate its removal to the repair shops before proceeding further.