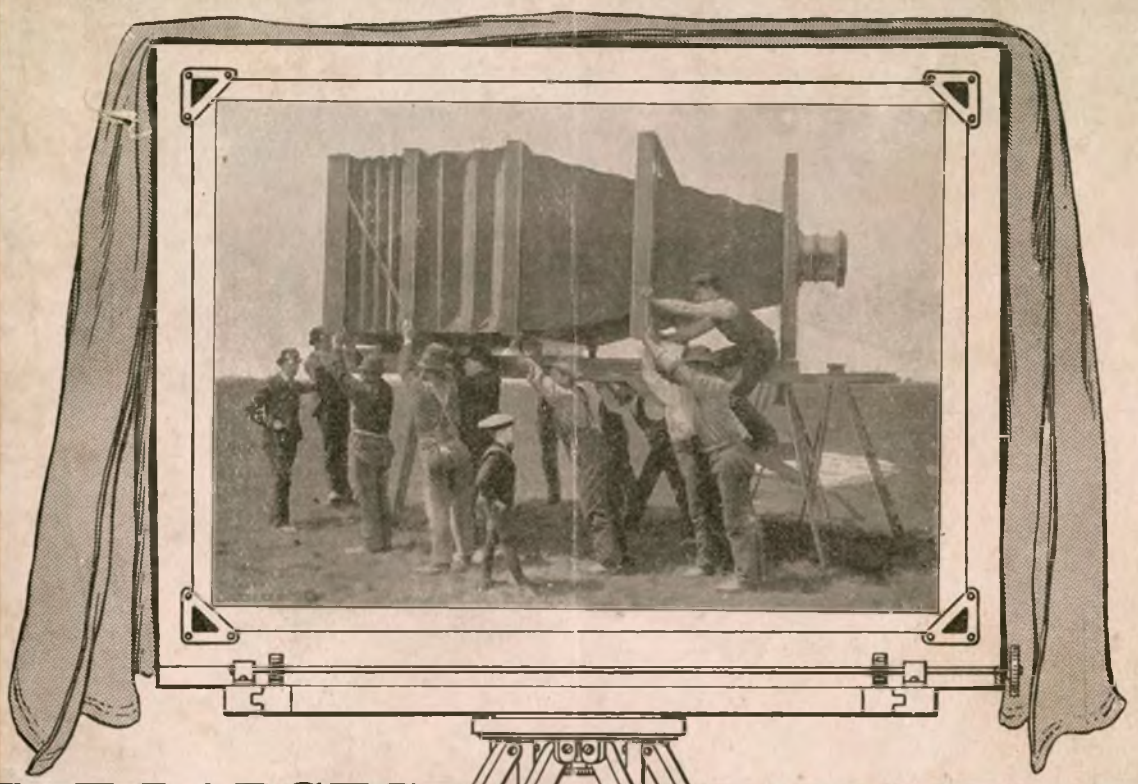
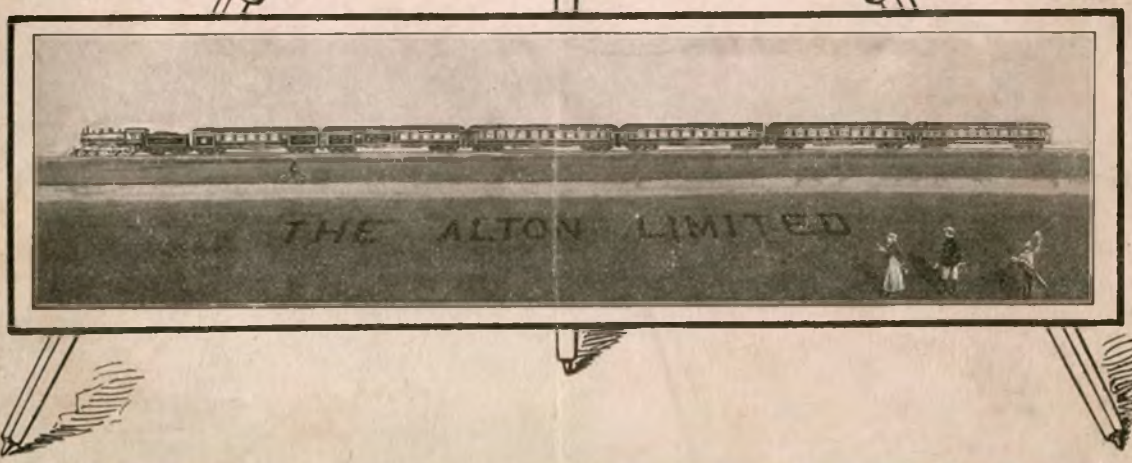


THE LARGEST PHOTOGRAPH IN THE WORLD

OF THE

HANDSOMEST TRAIN IN THE WORLD



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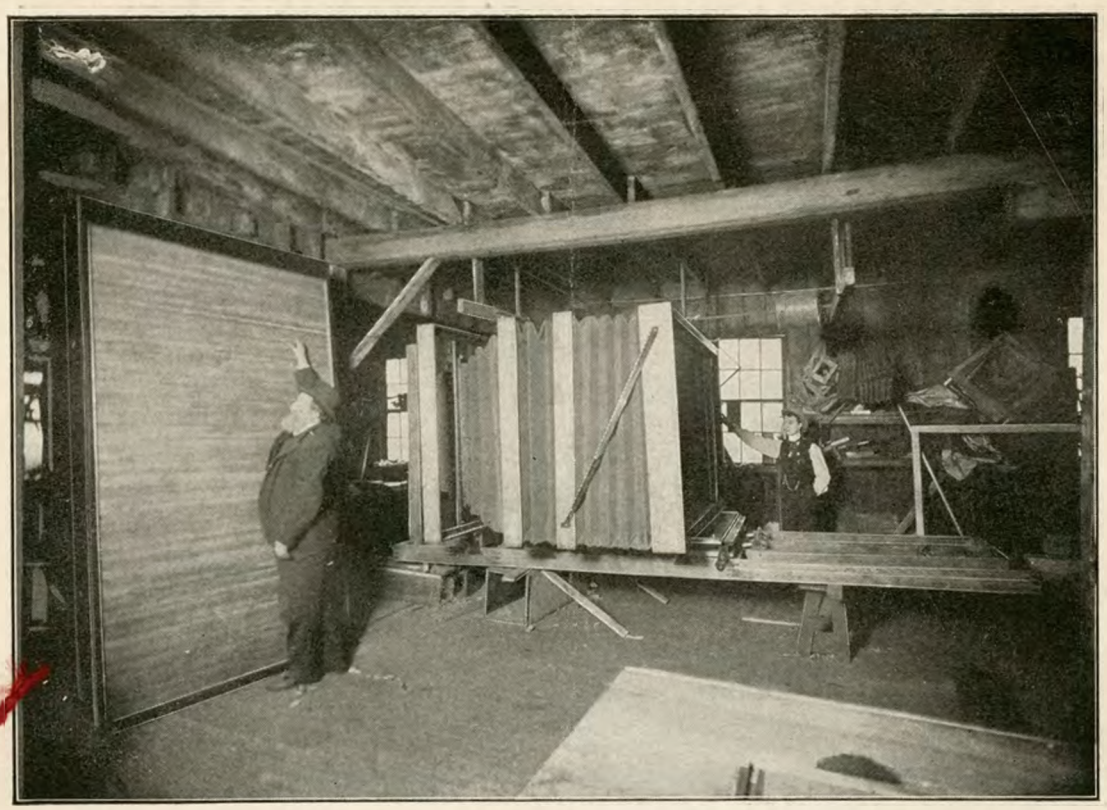

The builder of the Camera, showing comparative height of plateholder.

HOW THE BIG PICTURE CAME TO BE TAKEN.

During the summer of 1899, the workmen at the Pullman works, at Pullman, Ill., were busy building two trains, the plans for which differed materially from anything which they had hitherto worked upon. Like all work done in separate departments of a great manufactory, and then assembled and put together, it required the ensemble to demonstrate whether or not the trains would surpass anything which had heretofore been constructed. One afternoon in November the first completed car was wheeled out of the workshop and placed upon the storage tracks ; later in the day another made its appearance, and during the succeeding week there rapidly followed ten more cars which, with the first two, were made up into two complete trains of six cars each. Engines were attached, and the manager of the works, his master craftsman, and, practically,

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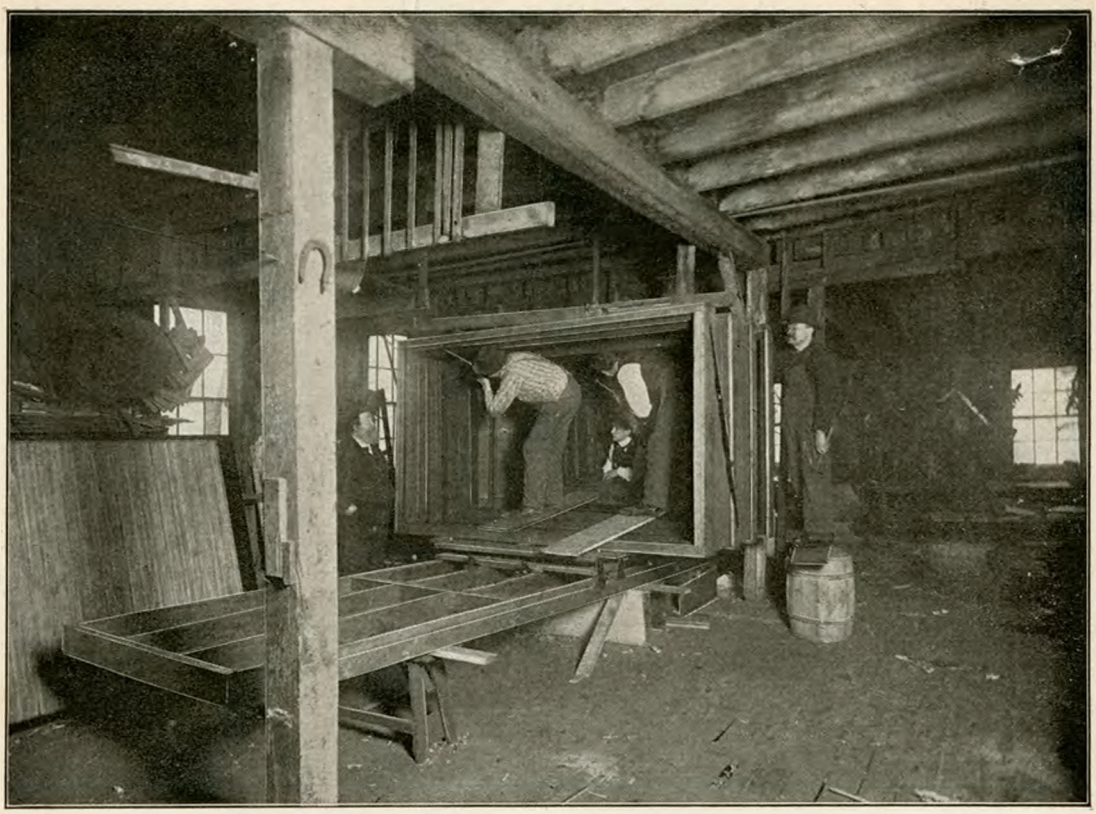

Mechanics at work assembling Camera.

every workman in the shops turned out to witness the departure from Pullman of "The Alton Limited," to go into fast daylight service between Chicago and St. Louis on the Chicago & Alton Railway.

Thousands of cars and trains have been built at Pullman—from the equipment of little narrow gauge lines to luxurious private cars. At Pullman rolling palaces have been built for the rulers of the greatest nations of the earth, and equipment for display at international expositions has been constructed. Yet no trains which ever left the works attracted so much attention and elicited so marked a degree of approbation from the workmen-critics as The Alton Limited. This was because no railway train in the world had ever presented so uniform and symmetrical design. No train of cars had ever before been built with windows of the same size, shape, and style from mail car to parlor car; the cars in no train heretofore had *all* been mounted on standard six-wheel trucks; no former effort had been made to have every car in the train precisely the same length and height; and no railway, except the Alton Road, had ever caused

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Loading Camera into padded van, to be taken to the Railway Station.

the tender of its locomotives to be constructed to rise to the exact height of the body of the cars following; the hood of its locomotives to the exact height of the roofs of the cars. This gave a fascinating beauty to the train—carrying out of the principal features with classic regularity—the absolute unity of detail from cow-catcher to observation platform. Indeed this was what created, and impelled, the idea to obtain a photograph of the "Limited" sufficiently large to readily impress the public with the train's uniform conformation.

Mr. Geo. R. Lawrence, the Chicago & Alton's photographer, who had previously taken some very large photographs of the "Alton's" new standard passenger locomotives, was called into conference At first Mr. Lawrence's opinion was that the train would have to be photographed in sections and these sections fitted together during the process of printing, an ordinary method which, however, does not preserve the absolute truthfulness of perspective, and, indeed, shows the joints no matter how carefully the different sections are blended together. The Chicago & Alton, however, had built a faultless train of which they

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Loading Camera on flat car.

demanded a faultless photograph, insisting that in length the picture must not measure less than eight feet.

Some time elapsed between the first conference with Mr. Lawrence and that gentleman's second visit, but in the interval the photographic possibilities of the nineteenth century had been reached and passed, for the photographer presented plans for a camera to photograph The Alton Limited on a single plate, 8 x 4½ feet—which is three times as large as the largest plate ever before exposed.

It should be distinctly understood that this, the largest camera in the world, was built expressly to photograph The Alton Limited, Mr. Lawrence being given a free hand by the Chicago & Alton Railway.

It took two and a half months to build the big camera, in regard to which the following data will prove interesting :

The mammoth camera was designed and built in Chicago. It is finished throughout in natural cherry, and at the top of the back part of the camera is a small track upon which two focusing screens are moved back and forth like

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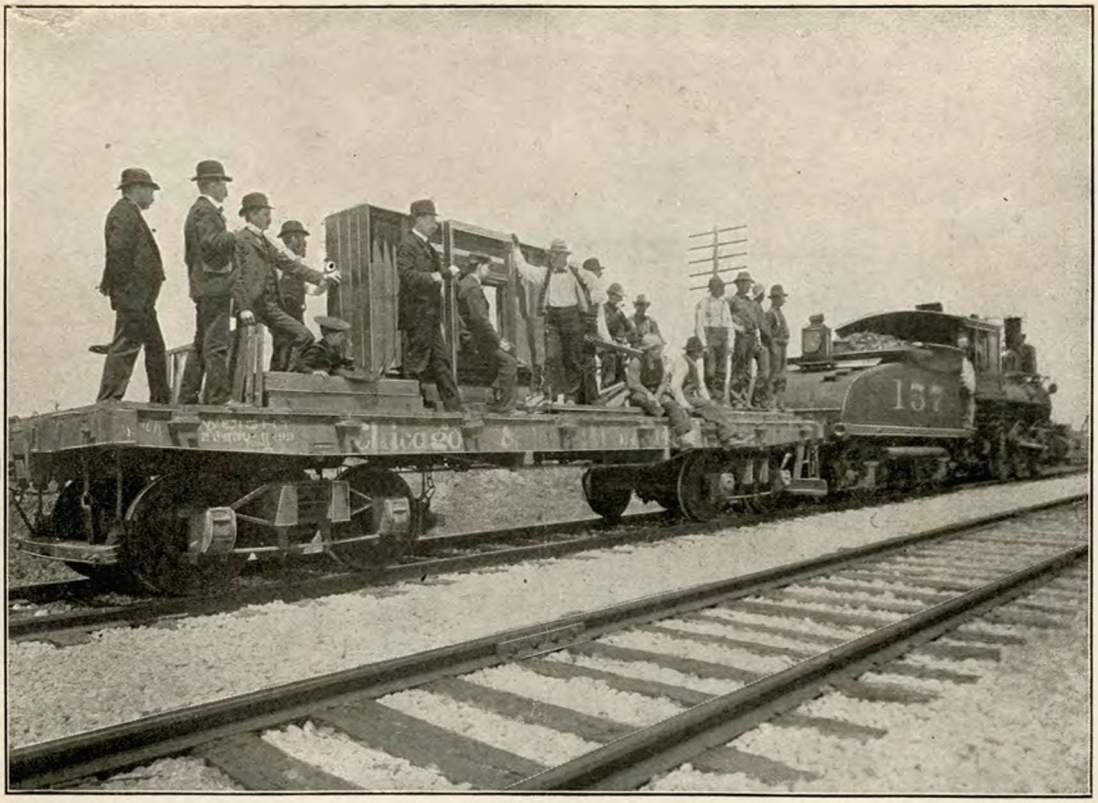

On the way to the field of operation.

a sliding door. These focusing screens are made of semi-transparent celluloid stretched across the frames The bed, which is composed of four 2 x 6 inch cherry beams, is about twenty feet long when fully extended. The camera has double swing front and back.

The bellows is made of an outside covering of heavy rubber, each fold being stiffened by a piece of veneered whitewood one-fourth of an inch thick, it is then lined inside by a heavy black canvas and an additional lining of thin black opaque material, thereby making it doubly light proof. In the construction of this mammoth bellows over forty gallons of cement, two bolts of wide rubber cloth, and five hundred feet of one-fourth inch whitewood were used. The bellows is divided into four sections and between each section is a supporting frame mounted on small wheels, which run on a steel track; the back, supporting the plateholder, being operated as easily as an ordinary camera.

The plateholder is of the roller-curtain type. This curtain contains about eighty square feet of ash three-eighths inch thick, and is lined with three thick-

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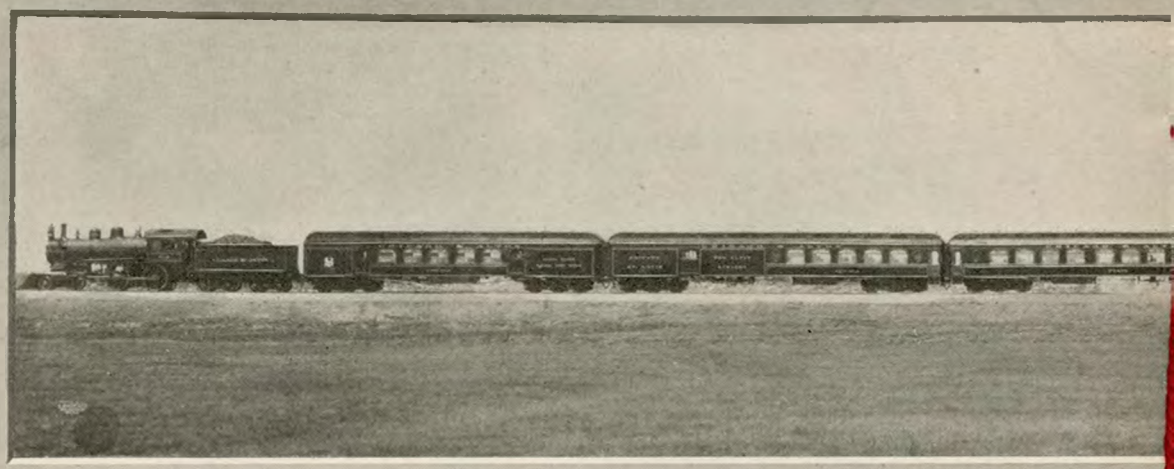
THE HANDSOMEST T



A TRAIN FOR

CHICAGO ST. LOUIS
THE ALTON ROAD
KANSAS CITY

"THE ON

BETWEEN CHICA

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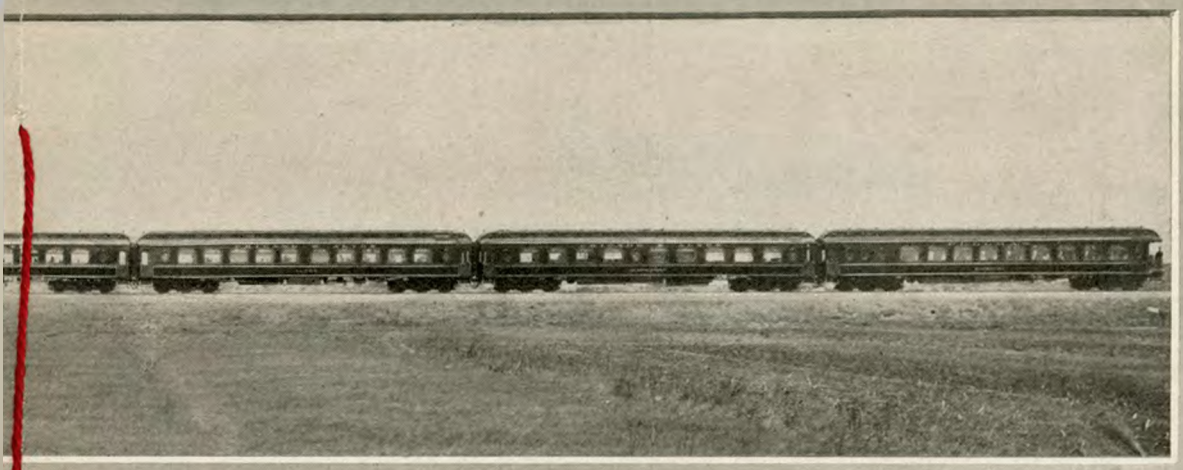
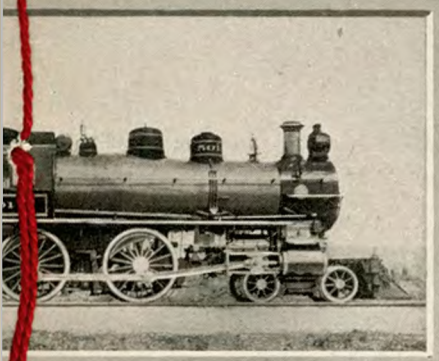
TRAIN IN THE WORLD



TWO CITIES



LY WAY"

AGO & ST. LOUIS.

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Carrying Camera into position one-quarter mile from Chicago & Alton tracks, which can,be seen in the distance.

nesses of light-proof material. Over ten gallons of cement were used in the construction of this curtain, and it is mounted on a ball bearing roller. Ball bearing rollers are also mounted every two inches in the grooves in which the edge of curtain slides, thereby reducing the friction to almost nothing.

The weight of the camera is 900 pounds and the plateholder when loaded weighs 500, making a total weight of 1,400 pounds.

In operation the camera is so constructed that after a long journey the plate may be dusted in a very unique manner. The holder is put in position, the large front board, or front door as it may be called, is swung open, the operator passes inside with a camel's hair duster, the door is then closed and a ruby glass cap placed over the lens, the curtain slide is drawn and the operator dusts the plate in a portable dark room, after which the slide is closed and he passes out in the same way as he entered.

The lenses, which are of the Carl Zeiss patent, were ground at great expense and trouble. They are the largest photographic lenses ever made,

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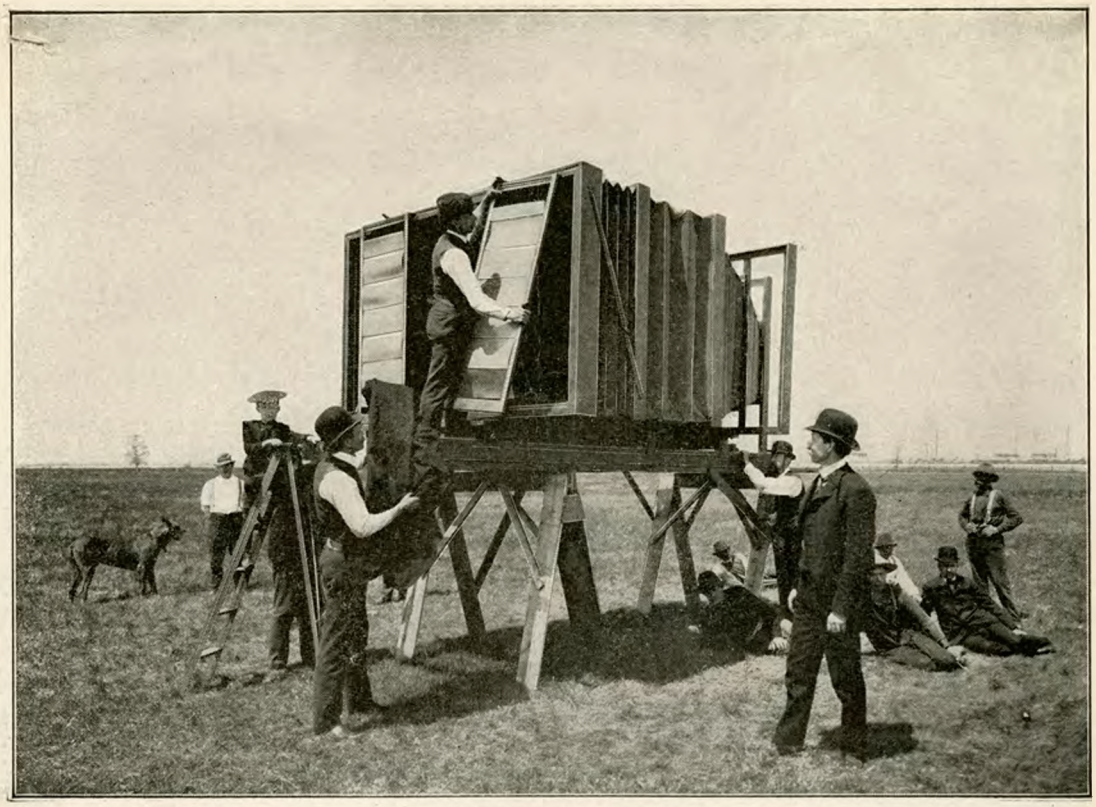

Setting up Camera.

one being a wide angle lens five and a half feet equivalent focus and the other being a telescopic rectilinear lens of ten feet equivalent focus, the latter being the one used when taking the large photograph of The Alton Limited.

Early one morning last spring, an immense padded van drove up to the Chicago & Alton's Station in Chicago, from it the giant camera was transferred to a Chicago & Alton flat car, and the start made for Brighton Park, at which point, distant about six miles from Chicago, the "first exposure" was made. The accompanying photographs illustrate the manner in which the camera was handled, set up, focused, and the picture taken, the operation requiring the services of no less than fifteen men.

The day was clear but a high wind was blowing, notwithstanding which, after an exposure of two and one-half minutes, on a full Cramer Isochromatic Plate (this special plate being used to preserve the color value of the train), a perfect negative was secured. The picture of The Alton Limited, on pages 6 and 7,

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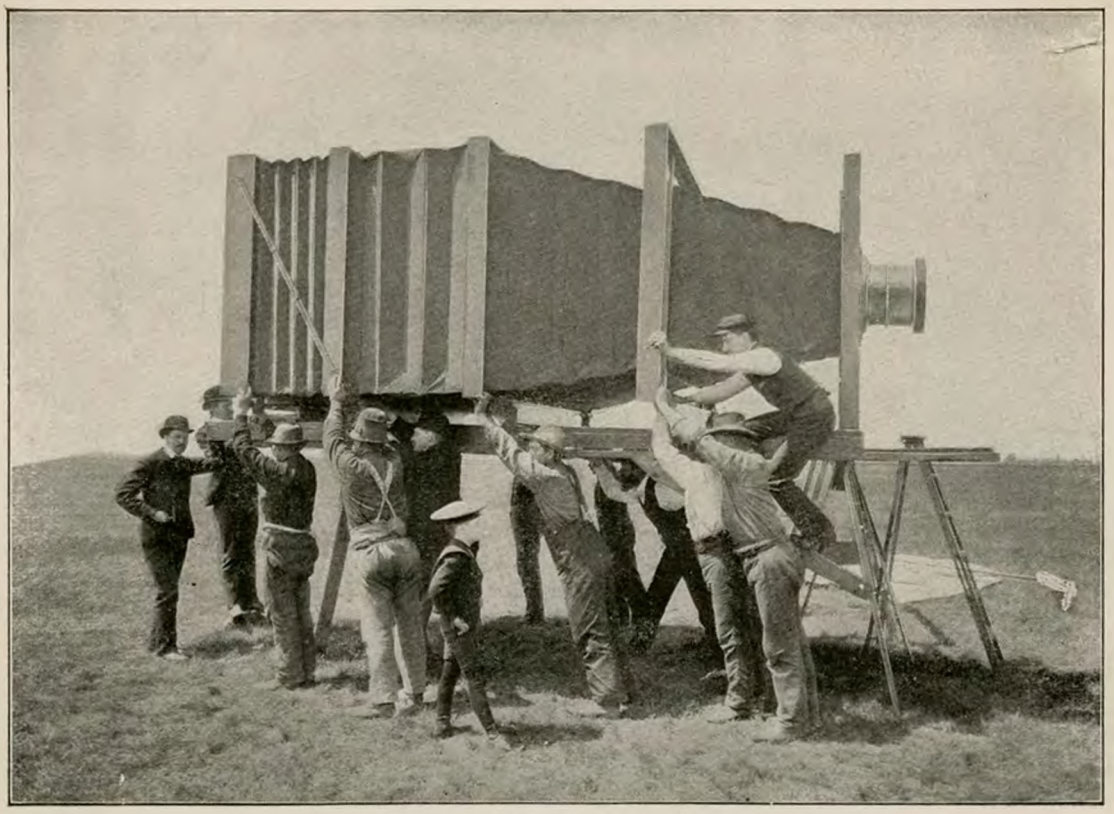

Adjusting bellows to obtain focus.

was reproduced, without the slightest "retouching" upon the part of the engraver, from a platinum print from the negative obtained.

The first three prints were sent to the Paris Exposition. One of them was placed in the railway section, another was hung in the photographic section, while the third was accorded a place of honor in the United States Government Building, a liberality of exhibition privileges accorded to no other single exhibit in the entire Exhibition. The stir which the immense picture created in Paris is illustrated from the fact that affidavits were required before the Exposition officials consented to label the exhibit: "The largest photograph ever made on one plate."

American Railway car builders sent no exhibition passenger trains to Paris, and, therefore, the immense picture of The Alton Limited was to visitors at the Paris Exposition what the exhibition English train was to Americans at the World's Fair in Chicago. And citizens of the land of the free, who viewed the big pictures in Paris, saw truthfully portrayed every improvement which time

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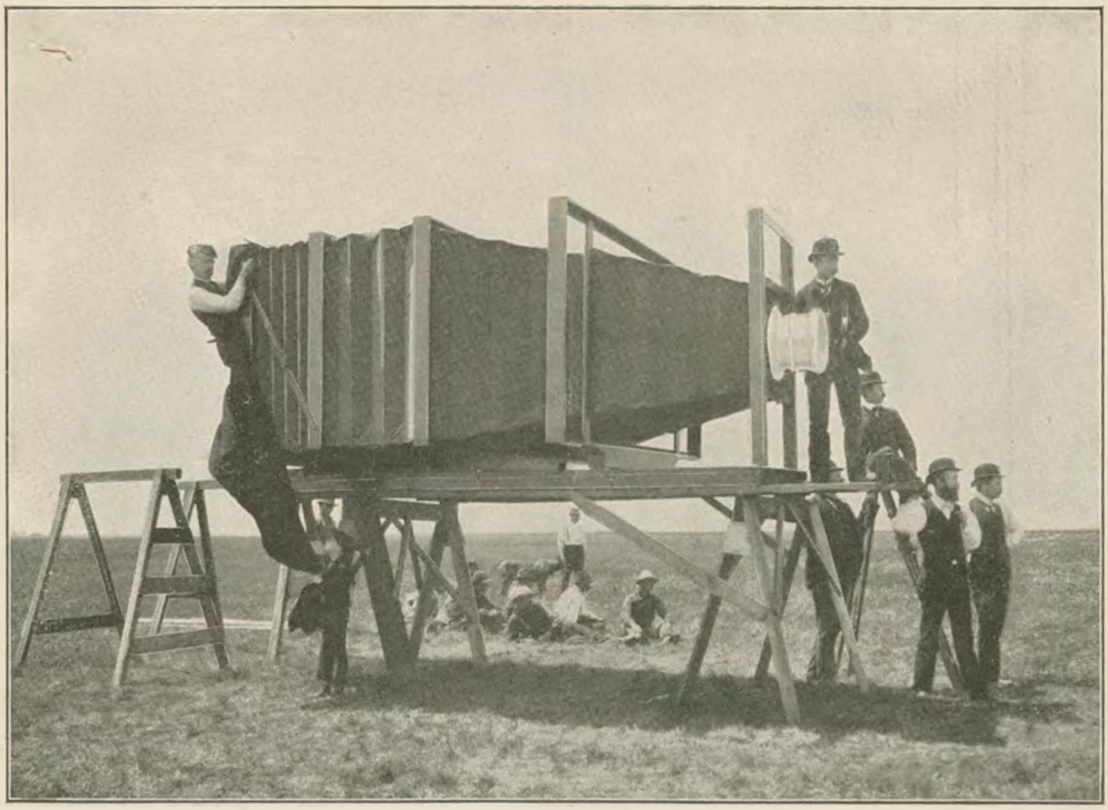

Taking the picture.

and invention have wrought in the rolling stock of their native land, and witnessed foreigners impressed with the beauty and practicability of car construction which is revolutionizing the equipment of railways throughout the world. Americans could be pardoned for the naturally proud feeling that America sent to the Exposition Universalle

THE LARGEST PHOTOGRAPH IN THE WORLD

OF

THE HANDSOMEST TRAIN IN THE WORLD.

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Taking down Camera.

TIME-TABLE OF THE ALTON LIMITED.

SOUTHBOUND.		NORTHBOUND.	
Lv. Chicago	11.15 a. m.	Lv. St. Louis	8.36 a. m.
Ar. St. Louis	6.59 p. m.	Ar. Chicago	4.30 p. m.

Equipment consists of standard Chicago & Alton high-speed passenger locomotive; United States mail car; combination baggage and smoking car; combination day and parlor chair car; parlor chair car, free of extra charge; cafe car, with dining, buffet, library, and smoking apartments; and Pullman parlor observation car.

Total length, 524 feet. Total weight, 472 tons.

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"THE ONLY WAY."

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PASSENGER
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