THE NEW YORK PUBLIC LIBRARY
RARE BOOKS AND MANUSCRIPTS DIVISION
ACCESSION SHEET

Accession # *88 M 28

Location 3-e/h-i/6 (L)
Charter case
bun rack

Title FRANK J. SPRAGUE. PAPERS.

Approximate inclusive dates 1874-1939

Date of receipt 1935-1939

Received from

Volume on arrival 110 boxes; 68 pkgs.; 161 vols; 3 slipcases

Number of boxes (after reboxing) 43 RC; 35 AB; 60 vols./sc.; 6 CF; 5 FB (oversize);
Charter case folders 100 Linear feet

Condition fair-poor. Papers are particulary dirty, blueprints esp. quite brittle and already quite damaged; many paper clips; extensive refoldering necessary

Restrictions

n.a.

Description

see attached sheets

Special Formats ☒ Photographs ☒ Maps ☐ Audio Tapes ☐ Films ☐ Graphics
☐ Artifacts ☐ Machine-readable records
☒ Other (list) blueprints, engineering drawings

Temporary catalog card added entries

see attached sheet

Accessioned by MY

Date July 1988

Biographical Sketch

Frank Julian Sprague (1857-1934) engineer, inventor, and "father of electric traction," was born in Milford, Connecticut and raised in North Adams, Massachusetts. He graduated from the U.S. Naval Academy in 1878 and served in the Navy until 1883 when he resigned his commission to work for Thomas Edison. Unhappy with fhe Edison Company's focus on the development of electric lighting, Sprague left the following year to found the Sprague Electric Railway and Motor Company, the first of several companies he organized to develop and exploit his inventions. He became nationally renowned in 1887 for the creation of the world's first city-wide electric streetcar system for the Richmond Passenger Railway of Richmond, Virginia. This was followed in 1892 by the invention of the first automatic electric elevator, and in 1897 by the creation of the "multiple-unit system" for electric railroads. First installed on the Chicago South Side Elevated Railway, the multiple unit system made high-speed urban and suburban mass transit possible. Trains which had formerly been made up of a locmotive pulling at most four passenger cars were replaced by trains composed of unlimited numbers of motorized cars controlled by a master switch, resulting in faster, more flexible service, with much greater passenger capacity. This patented system was exploited by the Sprague Electric Company until the firm was absorbed by the General Electric Company in 1902.

Sprague undertook considerable consulting work as well. He was a member of the Electric Traction Commission which directed the electrification of the New York Central Railroad's main line and Grand Central Terminal, 1902-1906, and the Naval Consulting Board, 1915-1922. During World War I he worked on the improvement of depth charges and fuses. After the war he turned his attention to a field that had begun to interest him before the war, the development of automatic safety devices for railroads. In 1922 the Interstate Commerce Commission began to require that major railroad companies install safety systems that would automatically control the train if the engineer did not comply with roadside signals. The Sprague Safety Control and Signal Corporation was one of the first companies to install and test these devices, most notably on the New York Central Railroad and the Great Northern Railway. However, Sprague was never as successful in this area as in his earlier endeavors. He received many awards for his achievements, including the Gold Medal of the Paris Exhibition of 1889, the Elliott Cresson Medal (1904) and the Franklin Medal (1910) of the Franklin Institute, the Grand Prize of the St. Louis Exhibition (1904), the Edison Medal of the American Instutite of Electrical Engineers (1910), and the John Fritz Medal of the Founder Engineering Societies (1934).

Description

The Frank Sprague Papers, 1874-1939, document his career as an inventor and engineer in the field of rail transporation from his days as a U.S. Naval Academy cadet until his death in 1934. The papers consist chiefly of his correspondence and the business records of his companies, the Sprague Electric Railway and Motor Company, Sprague Electric Company, Sprague Electric Elevator Company, Socie'te' Française Sprague, and Sprague Safety Control and Signal Corporation. The company records, 1884-1933, include correspondence, memoranda, technical reports, blueprints, diagrams, photographs, patent applications, patent interference case files, and laboratory and shop records. His work as a consulting engineer and his participation in several professional organizations are also documented, particularly his work for the Electric Traction Commission of the New York Central Railroad, 1902-1906, and for the U.S. Naval Consulting Board, 1915-1923. The papers also include copies of his speeches and writings, personal notebooks, numerous scrapbooks of clippings and printed material about his inventions and rail transporation in general, and a small series of personal papers including personal and household correspondence, portraits, genealogical material on the Sprague family, ephemera, tributes, and awards.

The GENERAL CORRESPONDENCE spans Sprague's career from 1874-1934. Some of the earlies letters were written by Sprague to his future (second) wife Harriet Chapman Jones. However, most of the correspondence concerns his businesses and inventions. The series is arranged chronologically and, particularly in the early years, contains non-correspondence as well. It should be noted that there are also significant accumulations of correspondence outside of this series. Researchers interested in particular aspects of Sprague's career should be sure to consult this series as well as series relating to particular companies or activities. Correspondents include Sprague's co-workers and railroad and electric company officials, including Thomas Edison.

The LETTERBOOKS, 1883-1902, consist of eleven volumes of letterbooks beginning with his work for the Edison Company and ending with the absorbtion of the Sprague Electric Company by General Electric in 1902. (The years 1886, 1887, and 1890 are not covered). Two of the letterbooks of the Sprague Electric Railway and Motor Company were kept by F.H. Parshall, who, like Sprague, worked for both the Edison Company and Sprague.

SPRAGUE ELECTRIC RAILWAY & MOTOR CO./SPRAGUE ELECTRIC CO., 1883-1911. This section contains correspondence, business papers, technical reports, drawings, blueprints, photographs, and patent papers created in the course of Sprague's work for these companies, and that undertaken both before the formal creation of these companies and after their dissolution. They relate primarily to the development and exploitation of Sprague's electric streetcar system and the multiple-unit system in the

United States and abroad. Included are miscellaneous business, financial, and legal papers (contracts, agreements, lists of stockholders, articles of incorporation, extracts from meeting minutes); copies of Sprague patents, 1884-1904, and others bearing upon his work; patent applications and patent litigation papers; and multiple unit system installation project files. Railroads represented in the project files inlcude the Boston Elevated Railroad, Brooklyn Elevated Railroad, Chicago South Side Elevated Railway, Great Northern and City Railway, Manhattan Railway Company, Metropolitan Railway (London), and the Southern Pacific Railway. The papers of the Socie'te' Française Sprague concern the exploitation of his multiple unit system patents in France.

SPRAGUE ELECTRIC ELEVATORS, 1890-1932. This section contains correspondence, memoranda, notes, bids, agreements, photographs, patent papers, circulars, and scrapbooks regarding the invention and marketing of the Sprague-Pratt push button electric elevator, 1890-1898, and the Sprague dual elevator system, 1926-1932. Included are papers documenting installations in the Central London Railway and the Adams Express Building, New York City. Additional material on Sprague's elevator work can be found in the two previous sections, since much of this work was done under the auspices of the Sprague Electric Company.

ELECTRIC TRACTION COMMISSION, 1902-1922. The Electric Traction Commission of the New York Central and Hudson River Railroad was responsible for overseeing the electrification of Grand Central Terminal and the railroad's main passenger lines into New York City. The papers include correspondence, 1902-1906, primarily between Sprague and William J. Wilgus, New York Central Vice President and Chief Engineer, minutes, reports, proposals, specifications and blueprints and photographs. This section also contains correspondence, patents, specifications and plans, blueprints and photographs, 1905-1922, concerning the Wilgus-Sprague collaboration on the third rail system created for the project.

NAVAL CONSULTING BOARD, 1915-1922 contains Sprague's records of his work for the civilian advisory board formed by Secretary of the Navy, Josephus Daniels, to provide engineering assistance to the Navy during World War I. The papers include correspondence, meeting minutes, committee reports, and scrapbooks, 1915-1923. Also in this section are letters, blueprints, notes, diagrams, sketches, and test reports documenting Sprague's work on fuses, depth charges, and projectiles, 1915-1922. Finally, there is Sprague's correspondence regarding the Navy Pay Bill, 1918-1920.

The records of the SPRAGUE SAFETY CONTROL & SIGNAL CORPORATION form the most extensive and complete section of Sprague's papers. The general correspondence, 1913-1933, contains letters to and from the American Railway Association (1921-1924),
W.C. Burton (1920), Harold C. Cockerline (1914-1917), General Electric Company (1913-1920), the Interstate Commerce Commission (1915-1927), John P. Kelley (1916-1926), New York State Transit Commission (1922-1933), Public

Service Commission (1915-1924), and the U.S. Railroad Administration (1918-1920), as well as letters concerning the Railway Bill (1919-1920).

The correspondence of the Chicago Office, 1922-1927, consists of letters to F. Desmond Sprague from Frank Sprague and others, and copies of his replies. Additional correspondence can be found in two scrapbooks.

Included also are laboratory and shop test records, notebooks and daily work diaries of company engineers, and project files. The project files consist of correspondence with railroad companies, bids, contracts, and inspection reports on the installation of the Sprague automatic train control system on the New York Central, Great Northern, and other railroads. There are extensive patent and patent interference case records, minutes and other papers on Interstate Commerce Commission hearings on automatic train control, and eight scrapbooks of clippings and printed material.

PROFESSIONAL ACTIVITIES includes correspondence as a member and/or officer in the American Institute of Electrical Engineers (1906-1917), American Institute of Consulting Engineers (1912-1922), American Academy of Engineers (1909-1911), New York School of Applied Design, and correspondence regarding the licensing of Civil engineers (1911-1914).

WRITINGS & SPEECHES, 1889-1934, contains his formal speeches and articles followed by scientific and technical notes, memoranda, and sketches on numerous inventions, most of which do not concern railroads. Nineteen NOTEBOOKS (see attached list) contain scientific notes, accounts, diary entries, and sketches, 1887-1902.

The PERSONAL PAPERS contain portraits of Sprague, genealogical and biographical material, personal memorabilia, and photostats of the many letters of tribute sent to him from around the world on his 75th birthday.

Finally, the collection includes Sprague's CARD FILE BIBLIOGRAPHY and thirty-one SCRAPBOOKS of clippings on the multiple unit system and other railroad topics; many PHOTOGRAPHS documenting Sprague's career from preliminary work on the Richmond streetcar system through the first tests of the mutiple unit system and the development of automatic train control, including photographs of his Watsessing, New Jersey plant, its staff, equipment, and products. OVERSIZE MATERIALS have been boxes separately at the end of the collection.

Over 200 volumes of Sprague Collection uncataloged printed material can be found in the Science & Technology Division, with classmark VDCS and VDCS+ (see attached list).

FRANK J. SPRAGUE PAPERS

Container List

Box/Volume	
	I. GENERAL CORRESPONDENCE
1	1874-1898
2	1899-1904
3	1905-1910
4	1911-1917
5	1918-1924 1925-1929 A-N
6	1925-1929 O-Z 1930-1934 Personal correspondence, 1905-1933 Unsorted correspondence
	II. LETTERBOOKS, 1883-1902
7	Edison Company, 1883 Sept. 5 - 1884 Apr. 25 Sprague Electric Railway & Motor Company 1884 May 3 - 1886 Feb. 3
8	1888 Nov. 7 - 1889 Aug. 21 (Parshall's "in letters")
9	1889 July 18 - Aug. 21 (Parshall's "letters out")
	Sprague "Personal" Letterbooks
10	1888 June 15 - 1889 June 10
11	1889 June 10 - Oct. 29
12	1891 Dec. 23 - 1894 Apr. 5
13	1894 Apr. 6 - 1896 Jan. 23
14	1896 Jan. 24 - 1899 Mar. 16

II. LETTERBOOKS, cont'd.

15 Sprague Electric Company
1899 Mar. 16 - 1900 June 11

16 London cables, 1901 June 20 - 1902 Sep. 16

17 London letterbook, 1901 May 28 - Aug. 2

III. SPRAGUE ELECTRIC RAILWAY & MOTOR CO./ SPRAGUE ELECTRIC COMPANY

18 Business, financial, legal papers

19 Sprague patents, 1884-1904
Other U.S. patents (by name of inventor) A-Si

20 Other U.S. patents, Sm-Z
Other U.K. patents

21-23 Multiple unit system patent papers and patent ligigation papers

24-25 Unsorted correspondence, blueprints, diagrams, memoranda, specifications, proposals, and engineering data, chiefly regarding the mutiple unit system. Includes photoprints of Sprague's Watsessing, New Jersey plant and the equipment, parts, and products produced

26 Scientific and technical reports

27 Multiple unit system installation project files
Boston Elevated Railroad - Southern Pacific Railway

28-29 Southern Pacific Railway

30 Socie´te´ Française Sprague, 1899-1911

IV. SPRAGUE ELECTRIC ELEVATORS, 1890-1932

31 Sprague Electric Elevator Company, 1890-1898

32 Dual elevator system, 1926-1932
Scrapbook re Sprague-Pratt electric elevator and dual elevator system, 1894-1931

V. ELECTRIC TRACTION COMMISSION

33 Correspondence, minutes, reports, proposals, blueprints, specifications, etc., 1902-1906

Wilgus-Sprague Standard Third Rail, 1905-1906

34 Wilgus-Sprague Standard Third Rail, 1907-1922

VI. NAVAL CONSULTING BOARD, 1915-1922

35-36 Correspondence and papers, 1915-1922

37 Scrapbook, 1915 July - November

38 Scrapbook, 1915 December - 1918 October

39 Sprague-Allison Delay Action Fuse & Projectile Correspondence and papers, 1915-1922

40 Oversize illustrations

41 Scrapbook, 1917

42 Scrapbook, 1917-1918 (depth charge)

43 Scrapbook, 1917-1922 (depth charge)

44 Navy Pay Bill correspondence, 1918-1920

VII. SPRAGUE SAFETY CONTROL & SIGNAL CORP.

45 General Correspondence, 1913-1933

46 Correspondence of the Chicago Office, 1922-1927

47 Scrapbook of correspondence regarding the adoption of automatic train control devices, 1919-20.

48 Scrapbook of drawings, sketches, memoranda, and correspondence between Frank J. Sprague and his son, F. Desmond Sprague regarding automatic train control, 1919-1924 (?)

VII. SPRAGUE SAFETY CONTROL & SIGNAL CORPORATION, cont'd.

Original sketches and notes

49 Book 1

50 Book 2 1913 November - 1914 April

51 Book 3 1914 April - 1915 November

52 Book 4 1915 October - 1919 June

53 Book 5 c.1913 - 1914 Annotated schematic diagrams with explanatory text

54 Book 6 1912 - 1914 Description of apparatus. Original drawings with explanatory text

55 Shop records, 1914-1920s

56 Laboratory records, 1921-1928. Records of tests. Recorder diagrams, 1912-1916.

57 Engineering notebooks of Desmond Sprague, Chief Engineer (1922-1923); W.L. Hauck (1922); F.M. Shannon (1923).

Daily work diaries of Junghaus, et al. (1925-26)

Correspondence with railroad companies/ automatic train control installation project files

58 Atchison, Topeka & Santa Fe - Northern Pacific

59 Northern Pacific - Union Pacific

60 Great Northern Railway

61-62 New York Central Railroad

Unsorted papers re automatic train control

63 Correspondence, memoranda, drawings

64-65 Printed material

VII. SPRAGUE SAFETY CONTROL & SIGNAL CORP., cont'd.

66 Blueprints, drawings, diagrams, etc.

Interstate Commerce Commission Hearings

67 Stenographer's minutes, 1922 March 20-1924 May 15

68 Stenographer's minutes, 1924 May 15-1928 April 25 (includes hearings on Sprague Safety Control & Signal Corp. v. New York Central Railroad and General Railway Signal Co.)

69-71 Unsorted material re hearings

Patents and Patent Interference Cases

72 Correspondence with patent attorneys Dorsey & Cole, 1914-1922

73 Dorsey & Cole, 1922-1930

74 Thomas Ewing, 1922-1932

75 Sprague's notes re patent cases

76 Sprague Automatic Train Control System, patent applicaton, ser. no. 879,939. Filed December 31, 1914. Drafts, corrected copies, amendments

77 Ser. no. 879,939 Divisional application, claims, references.
Applications for other of his train control devices

78 Sprague's British and continental patent applicatons

79 *General Railway Signal Co. v. Great Northern Railway*
Correspondence, typescripts of testimony, exhibits, etc

80 Printed briefs, 1927-1930

VII. SPRAGUE SAFETY CONTROL & SIGNAL CORP., cont'd.

81 Patent Interference Case Files

Brewster File Wrapper 498,729/Continuation of Interference #37,774; 46,773; 46,973

#43,429	Finnegan & Varley v. Sprague
#43,430	Finnegan v. Sprague
#44,132	Sprague v. Dodge & Preston v. Brewster
#44,136	Sprague v. Dodge & Preston

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#44,136	Sprague v. Dodge & Preston
#44,963	Sprague v. Howe
#45,681	Sprague v. Howe v. Clifford
#45,682	Sprague v. Howe

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#45,682	Sprague V. Howe
#46,773	Brewster v. Sprague
#46,774	Sprague V. Dodge & Preston v. Brewster

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#46,855	Brewster v. Sprague
#46,973	Sprague v. Richmond v. Brewster
#47,335	Sprague v. Work
#47,459	Work v. Nein
#48,488	Brewster v. Sprague v. Work
#48,490	Clifford V. Work
#48,491	Sprague v. Howe v. Work
#48,611	Sprague v. Howe
#49,634	Clifford v. Nicholson v. Howe v. Work
#49,635	Nicholson v. Sprague
#49,636	Nicholson v. Work
#49,637	Nicholson v. Clifford v. Sprague v. Work

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#49,681	Nicholson v. Howe
#49,682	Nicholson v. Clifford v. Sprague v. Work
#49,866	Nicholson v. Srpague v. Work
#49,867	Sprague v. Quarles
#49,929	Bushnell v. Work
#51,849	Howe v. Work
#51,887	Sprague v. Richmond
#52,239	Richmond v. Brewster
#52,276	Clifford v. Nicholson v. Sprague
#52,317	Sprague v. Day
#54,102	Work v. Sprague
#54,103	Nicholson v. Sprague
#56,680	Nein v. Sprague
#58,635	Howe v. Sprague

VII. SPRAGUE SAFETY CONTROL & SIGNAL CORP. cont'd.
Patent Interference Case Files,cont'd.

85 Bushnell File Wrapper 596,102
Day File Wrapper 669,501 and 771,650
Brewster File Wrapper 811,788
Clifford File Wrapper 284,731
Howe File Wrapper 761,463
Nicholson File Wrapper 1,452,214
Nein File Wrapper 70922
Simmen patent 1,150,308

86 Work patents 132,972; 807,853; 869,555

87 Exhibits for patent interference cases
#45,682 Sprague v. Howe
#48,491 Sprague v. Howe v. Work
#51,849 Howe v. Work
#51,887 Richmond v. Sprague

88 Printed briefs for patent interference cases
#44,132 - #45,682

89 #46,773 - #52,317

Scrapbooks

90 Flyers, reprints, and brochures regarding automatic safety control systems of various manufacturers, c. 1914-1928. Indexed.

91 Clippings
1912-1913

92 1913-1919

93 1919-1922

94 1922-1924

95 1925-1926

96 1926-1927

97 1928-1929

98-99 Duplicate material to be sorted

100 VIII. PROFESSIONAL ACTIVITIES

American Institute of Electrical Engineers, 1906-1917
American Institute of Consulting Engineers, 1912-1922
American Academy of Engineers, 1909-1911
Papers re licensing of civil engineers, 1911-1914
New York School of Applied Design, 1892-1939

101-103 IX. WRITINGS & SPEECHES, 1889-1934

104 Scientific and technical notes & memoranda on: piano players (1903); utilization of high speed turbines with slow speed propeller (1909); two potential third rail systems under railway signal control (1909-1910); making of master records for phonographic reproduction (1910); cooling apparatus (1911); automatic air pressure differentiation (1911); inertia shock absorption for automobiles (1911-1913); simultaneous gun fire of ship's battery (1916); plain and heliocopter types of airplanes (1931); miscellaneous sketches and drawings, (1906-1907); canal haulage, etc.

105 X. NOTEBOOKS, 1887-1902 -see attached list

106-107 XI. PERSONAL PAPERS

XII. CARD FILE BIBLIOGRAPHY

108 Mutiple Unit System, A-G

109 Multiple Unit System, H-R

110 Multiple Unit System, S-Z

111 Railroad Electrification, etc., A-G

112 Railroad Electrification, etc., H-O

113 Railroad Electrification, etc., P-Z

XIII. SCRAPBOOKS

114	Personal clippings, 1900-1914
115	Personal clippings, 1915-1924. (A few letters pasted in, incl. two from Josephus Daniels).
116	Personal clippings and memorabilia, 1923-1933. (some letters pasted in).
117	Articles and addresses by Sprague on electric motors, electric railways, urban rapid transit, London underground, and misc. clippings on electric railways, 1885-1905
118	Articles by Sprague on the multiple unit system and electric elevated railways, 1894-1905. (A few typescripts are included).
119	Clippings re Sprague Electric Railway and Motor Company, 1884-1887.
120	Electric railways, 1886-1897
121	Municipal electric railway systems, 1889-1890. (many references to Sprague Electric Railway & Motor Co.).
122-123	Electrification of municipal transport systems; improvements in military and naval ordnance, 1890-1892. (many clippings regarding the failure of Cyrus W. Field's firm of Field, Lindley, Weichers & Co.).
124	Clippings, pamphlets, flyers, diagrams, test reports, manufacturer's specifications regarding municipal power and lighting systems, railway electrification, ca. 1891-1894.
125	Electrification of railroad systems, esp. urban rapid transit lines, 1893-1927.
126	Clippings, circulars, reprints re electric railways, municipal elevated railways, 1898.

SCRAPBOOKS, cont'd.

127	Clippings re performance of electric elevated trains, esp. in New York and Chicago; the use of multiple unit system; train wrecks, 1899-1911.
128	Clippings re history and development of the electric street railway systems in the U.S., ca. 1899-1911 (includes many references to Sprague).
129	Electrification of the New York, New Haven & Hartford Railroad and the New York Central & Hudson River Railroad, 1900-1912 (includes question of a.c. vs. d.c.).
130	Sprague multiple unit system and electrification of urban transit systems in the U.S. and abroad, 1901 January - May.
131-132	Clippings, 1901 (mainly electric tramways).
133	Clippings, 1902 (mainly electric tramways).
134	Electrification of railways abroad, 1902-1908.
135	Development of electric locomotive, electric railway motors, and railway systems, 1902-1912.
136	Clippings, 1903; 1905-1906.
137	Clippings, 1906-1909, re wreck of the Brewster Electric Express on the Harlem Division of the New York Central Railroad in 1907; electric railways.
138	Rapid transit problems in New York City, esp. controversy over the development of the Tri-Borough system.
139	Generation and transmission of electric power and its application to railway systems, 1910-1911.

Box

SCRAPBOOKS, cont'd.

140 Electrification of railroad systems in the U.S. and abroad, 1914-1920.

141 Military and naval preparedness, 1916-1917.

142 Military and naval preparedness, naval war in the Atlantic, 1916-1921.

143 Electrification of steam railroads in the U.S. and abroad, 1921-1926.

144 New York City transit matters, 1926-1927.

145 Unsorted loose clippings; maps

146 Unsorted loose clipping

XIV. PHOTOGRAPHS

147 Set of photographs illustrating the multiple unit system

148 First multiple unit tests, Schenectady, N.Y.
Album of multiple unit equipment on various railroads
Sprague Electric Co. plant and equipment, 1894-1899
Unidentified

149 Electric traction and Dumont sugar refinery, 1885-1886
Boston Elevated Railway, 1901
Watsessing Plant, Sprague Electric Co., 1889
Electric water-tight door, 1899
Central London Railway elevators, 1897
Chicago, Milwaukee & St. Paul electrification
Great Northern Railway wreck, etc. 1910

150 New York Central Railroad; Chicago South Side Elevated Railway; Misc.

151 Miscellaneous, mostly equipment

XIV. PHOTOGRAPHS, cont'd.

152 New York Central Railroad automatic train control tests

153 Photo albums re automatic train control; Sprague Safety Control & Signal Corp.; unident. negs. of wavelenth recordings

154 Sprague Safety Control & Signal Corp. automatic train control

OVERSIZE PHOTOGRAPHS

155 Streetcars; Richmond Union Passenger Railway; Misc.

156 Western Railway of France, 1901
Electric water-tight door, 1899
Original John Bull locomotive and train

157 Sprague multiple unit equipment

158 Sprague-Pratt electric elevator

XV. OVERSIZE MATERIALS

159 Miscellaneous blueprints

Charter case Drawings for Sprague Electric Locomotive

Mercator's map of Buzzard's Bay drawn by Frank J. Sprague, Class of '78, U.S. Naval Academy

Broadside commemorating the birthday of the trolley started by Sprague at Richmond, Va., 1888.

Blow-up facsimile copy of front page of the Subway Sun, Sept. 1919 showing picture of Sprague and excerpt from his testimony before the Federal Electric Railways Commission

XV. OVERSIZE MATERIALS, cont'd.

Charter case	Photographic copy of memento presented to Thomas A. Edison on his 65th birthday, 1912, showing him and his associates. Signed by Edison.

BOX 105

BOX 105

SUPPLEMENT #1

Note-books and pocket memoranda books in the Frank J. Sprague Papers:

Frank J. Sprague, notes on seamanship, with drawings of sail boat parts, and electrical equipment, 1877-1880.

Frank J. Sprague journal, while in the U.S. Navy, on a cruise from Boston to the Far East, 1878-1880.

micro 12/92

Frank J. Sprague, "Record of Inventions", with accompanying drawings, 1882-1883.

Frank J. Sprague, notes and drawings, March - May, 1884.

Frank J. Sprague, note-book, with accompanying sketches, 1885; 1901.

Frank J. Sprague, scientific and financial note-book, 1886-1888; 1901.

Frank J. Sprague, note-book, scientific notes and memoranda for street railways, 1887-1889.

~~Supplementary acquisition includes the following:~~

Frank J. Sprague, scientific note-book, with a few drawings, September - October, 1884.

Frank J. Sprague, scientific note-book, with drawings, October - November, 1884.

Frank J. Sprague, note-book containing memoranda on electric motors, some drawings, and business memoranda, 1885-86.

Frank J. Sprague, miscellaneous drawings, and some personal accounts, 1887.

Hurdle, J.A. Patent Office drawings for Sprague Electric Railway and Motor Co., September-October, 1888.

Frank J. Sprague, note-book, containing traveling expenses, and drawings, October-December, 1888.

Frank J. Sprague, scientific note-book, with pencil drawings, August, 1889.

Frank J. Sprague, memoranda book, 1902?

Frank J. Sprague, note-book, containing addresses, European travel expenses, and some scientific memoranda.

IN GENERAL RESEARCH DIVISION

VDCS in classmark
VDCS+

Descriptive list of the "n. c." volumes in the Frank J. Sprague Collection, being pamphlets, brochures, broken runs of periodicals, off-prints thereof, trade catalogues, and similar ephemera.

Vols.	
1-8	Electrification of railways and equipment (incl. N.Y.C. & H.R.R, Gt. Northern)
9	Sprague Collection scrap-book (on N. Y. C. electrification, 1902).
10-24	On railway equipment, incl. air-brakes (17 is a G.E. catalogue for 1893 stock, 20 is on Baldwin loco's.)
25-29	Electrification of railways, cost studies & reports.
30-32	Electric Railway Journal, and similar periodicals.
33-38	Sprague Collection scrap-books on "els" and N. Y. City rapid trans.
36	Societa Italiana, souvenir picture album
37-39	Electrification of steam railways
40	Specifications for putting "m.u." on Manhattan Rwy.
41	Manual of electrics built by Amer. Loco. Co,-pictures and data.
42-49	Prelim. & general specifications N. Y. Central electrification (one vol. on Detroit River tunnel)
50-56	" " " " " " " "
57	G. E. proposals on St. Clair tunnel (Montreal)
58	" " specifications for New Haven R. R. loco's.
59-63	Specifications for N.Y.C. & H.R.R. (60 being Westinghouse re. Westinghouse-Baldwin loco's)
64-72	On street railways and motors for them (misc. briefs, articles from journals, annual issues of Street Rwy. Journal to 1905)
73-82	Railway signals, incl. The Signal Engineer and successors, 1913-30.
83-91	New York City rapid transit, systems and problems, contracts, etc.
92	Detroit and Chicago rapid transit.
93-109	Sprague Elec. and Thomson-Houston suits over street rwys.
110-111	Sprague Collection scrap-books, 1923-34: misc., subways, t.v., etc.
112-116	A.I.E.E. reprts and transacts., Electrical World, The Link, etc.

Frank J. Sprague Collection, "descriptive list of "n.c." vols.--- 2/

117-119 Agents circulars, catalogues re. street railway systems and transmission of electric current.

120 Franklin Institue official catalogue of 1884.

121-123 Thomson-Houston and Sprague Elec. booklets on transmission systems for power and light, transformers, interior conduit, etc.

124-126 Sprague Collection scrap-books on electric motors and misc., 1890-1929.

127 Daft system of elecric power plants.

128, 129, 131, 132. G. E. publications, catalogues mainly.

130 Sprague Motors, early handbooks and manuals.

133-135 Telephonics, natural power resources, electro-thermic steel, etc.

136-137 Tran's and proc's, AsmechE., A.I.C.E. and like bodies.

138-139 Stone & Webster brochure, James Hunter Co. price list.

140 British patents on elec. & magnetism, Edison Co. reports 1880s.

141-142 Electric lifts and elevators.

143-145 Naval matters.

146 Science & invention, its philosophy; early pioneers in it.

147 N. Y. canal traffic; Rowland on solar spectrum.

148 - 158 F.J. Sprague's early textbooks and reference works in his fields

159-168 Misc. broefs re. monopoly suits, interferences, company cat's. etc. Bowditch on navigation (F.J.S. copy).

169-180 Electrification of rwys., includ. "m.u." on "South Side "el", and other trunk line operations, some automatic brake cat's.

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184-186 Transactions and journals of electrical organizations.

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193 Naval matters.

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