

THE
AIR-CONDITIONED TRAIN

OF THE

Baltimore and Ohio Railroad

ON THE

EXHIBITION TRACK

OUTSIDE OF THE

Travel and Transport Building

AT

A Century Of Progress

CHICAGO, 1933

THE AIR-CONDITIONED TRAIN

The Pullman Car Names

THE visitor to the Baltimore and Ohio's air-conditioned train at "A Century Of Progress" enters through the rear door of the beautiful Pullman observation car "Illinois". This car has been named in honor of the state in which it was built by the Pullman Company. Also Chicago, the metropolis of this state, is the western terminus of the Capitol Limited and the site of the World's Fairs of 1893 and 1933. The second Pullman car has been named "Maryland" in honor of the native state of the Baltimore and Ohio. It was due to the foresight of enterprising citizens of this state that the first "public carrier" railroad in America was born.

The First Pullman

In connection with these two modern Pullman cars on the B. & O. it is interesting to recall that the first Pullman sleeping car, old "Number Nine," made its first run in 1858 over the Alton Railroad from Bloomington, Illinois, to Chicago. The Alton is now a part of the Baltimore and Ohio system. The original old "Number Nine" is also on exhibition at A Century Of Progress near the Baltimore and Ohio's exhibit space inside the Travel and Transport Building. While only three quarters of the full century has elapsed between the building of this primitive first Pullman car and the beautiful, modern

Pullman sleeping cars on the B. & O.'s present trains, there can be no question about the progress in comfort for the night traveler.

The Modern Pullmans

The rear of the lounge of the observation car is partitioned off in a glass-enclosed sun room, from which the traveler may enjoy to the fullest extent the beautiful scenery along the route of the Capitol Limited. The spacious lounge in which Pullman passengers may sit to read or chat and smoke, is equipped with a Pullman buffet for the serving of light refreshments.

The two Pullman cars on exhibition contain sleeping quarters of many kinds, drawing-rooms, compartments and ordinary open sections. The latter may be occupied as "full sections" with upper berth raised, or in separate parts as upper and lower berth.

The Air Conditioning

The visitor who enters the train on a warm day is immediately impressed with the deliciously cool, fresh air of the interior. This is the result of the B. & O.'s modern system of air-conditioning with mechanical refrigeration. Each car of an air-conditioned train is a separate unit with its own cooling and circulating system independent of the rest of the train, all operating electrically from current supplied by generators and heavy duty storage batteries under the car.

The Baltimore and Ohio was the first railroad in the world to apply air-conditioning in

a practical and successful way to railway cars, as was demonstrated on April 23, 1930. It was the first railroad to operate a fully air-conditioned train, The Columbian, May 24, 1931. It was the first, and is still the only railroad operating an air-conditioned train between New York and Chicago. The system of air-conditioning perfected by the B. & O. is fully described in another leaflet.

The Lounge Car

In order to supply abundant lounging space for Pullman passengers on the specially featured B. & O. trains, a full lounge car is provided in the center of each of these trains. In front of the two Pullman sleeping-cars of the exhibition train is a lounge car especially designed for use on B. & O. trains, and built and furnished in the company's own shops in Baltimore. It is one of five cars of this type built by the B. & O., and has been in regular service on its trains for the past four years.

The Mt. Clare Shops, in which these cars were built, stand near the beautiful old estate of Mt. Clare, the home of Charles Carroll, Barrister, built in 1754. (This Charles Carroll is not of the family of Charles Carroll of Carrollton who helped to lay the First Stone of the B. & O.) This home, which is shown on the table lamp shades, is still standing in Carroll Park. It is the oldest house in Baltimore.

Other Lamp Shade Decorations

The silhouettes on the shades of the side-wall bracket lamps show the old Atlantic

locomotive of the Baltimore and Ohio Railroad with its two picturesque "Imlay" coaches. The original Atlantic is a part of the B. & O. exhibit in the Travel and Transport Building, and the "Imlay" coaches are being shown in the Transportation Pageant of the Fair, "Wings of a Century". On the shades of the little desk lamps are silhouettes showing four stages of early B. & O. motive power. These are the horse drawn car, the first type of transportation furnished between Baltimore and Ellicott's Mills; then two experimental forms, the sail car and the treadmill car, both of which were discarded as impractical. The fourth silhouette shows the first application of steam, Peter Cooper's little Tom Thumb, the forerunner of our powerful steam locomotives of today. Reproduction of both the horse drawn car and the Tom Thumb locomotive take part in the Transportation Pageant mentioned above.

The Dining Car

Ahead of the lounge car is one of the Baltimore and Ohio's twenty colonial cars. An American colonial design has been adopted by this railroad for its dining cars, because of its historical associations. For more than a century the B. & O. has played a part in important events of our national history. It was the first, and for many years the only railroad into Washington. It traverses the section of the United States in which are located most of our famous old colonial estates. Moreover, Maryland, the native

state of the B. & O., has spent a longer period of its history as a colony of Great Britain than as a State of the Union.

The Colonial Features

In these colonial dining cars the windows, with their side panels and overhead ovals of leaded glass, are reproductions of a doorway in an old colonial home in Philadelphia. The delicate mouldings near the ceiling are in the festoons characteristic of the work of Robert Adam, British architect and interior decorator of the eighteenth century. The side-wall brackets are suggestive of colonial pewter. The crystal ceiling globes and sidewall shades were especially designed to emphasize the crystal prisms so characteristic of lighting fixtures of the Colonial period.

The Furniture

The chairs are of a Heppelwhite design and the sideboard of the Sheraton type, although both have been built on sturdier lines to meet the requirements of railroad use. The neat tiling of the vestibules and passageways is reminiscent of the brick pavements leading to many colonial kitchens.

The Blue China

The blue china used on the tables was designed especially for use in these colonial dining cars of the Baltimore and Ohio Railroad. More than a century ago, when the first charter ever drawn up for a public carrier of passengers and freight by rail was granted to the Baltimore and Ohio, this momentous

event was commemorated by English potters. Enoch Wood, of Burslem, England, one of the leading manufacturers of Staffordshire china, brought out two beautiful blue plates stamped on the reverse—"The Baltimore and Ohio Rail Road." Now, a century later, the blue china used in this dining car was made in an American pottery in the traditional British style, by the Scammell China Company of Trenton, N. J. The engravings for the decorations were all made by hand, and occupied the full time for a year of three artist engravers, especially trained for this work.

A full description of this blue china and of its manufacture is contained in the special booklet, "CONCERNING THE BLUE CHINA", which may be obtained without charge at the office of the B. & O. Exhibit in the Travel and Transport Building.

Named for Famous Women

The Baltimore and Ohio now has twenty air-conditioned dining cars of this colonial type, each of which is named in honor of some woman prominent in American history of the Colonial, Revolutionary or early nineteenth century periods. This car on display at A Century Of Progress, Chicago, is named in honor of Mary Pickersgill, the Baltimore woman who made the original "Star Spangled Banner." It was this flag which, waving above Fort McHenry during its bombardment on the night of September 14, 1814, inspired Francis Scott Key to write our national anthem. Mary Pickersgill's home in Balti-

more, in which the historic flag was planned, is still standing at Pratt and Albemarle Streets, preserved as a national shrine by local patriotic societies and is open to the public.

The Reclining Seat Coach

Not only does the Baltimore and Ohio Railroad endeavor to provide maximum comfort for Pullman passengers on its trains, but it has also developed unusual service for its coach passengers. The two coaches on the exhibition train in front of the dining car show the latest developments in coach travel for both night and day. The reclining seat coach is designed for the comfort of those passengers who must travel by night and prefer not to use the sleeping accommodations of a Pullman. The seats have adjustable backs which can be inclined at any angle between eighteen and thirty-eight degrees. There are wide foot rests for each seat. The dividing arm-rests may be lowered when desired. Linen head-rests on the seat backs are cool and inviting. One sinks with ease into the soft padding of the cushions and backs to spend a surprisingly comfortable and restful night. During the night the ceiling lights are dimmed, and the individual sidewall lights may be used by those passengers who desire to read.

The wash rooms for both men and women are spacious and comfortable, with an abundance of large wall mirrors. Free liquid soap, free paper towels and free paper drinking cups are provided. There are seats in

both the men's and women's rooms, so that they may also be used by smokers.

The Lunch Counter

At one end of the car is a new development in the form of a lunch counter at which sandwiches, coffee, fruit, and so forth, may be secured at any time during the night for prices not exceeding ten cents. Certain of the cars are also provided with electric grills in which eggs may be poached, bacon or ham grilled, and bread toasted for a thirty-five cent combination breakfast. This meal may be served at the passenger's seat on one of the serving trays shown in the first section of the car. It is evident that this reclining seat coach provides exceedingly comfortable quarters for those who wish to travel economically.

The Day Coach

In front of the reclining seat coach is one of the Baltimore and Ohio's standard day coaches. The comfortable chair seats in this car are typical of B. & O. coach service, and were developed first for this railroad and first put in service on its trains. The seats may be turned to face the windows, or so that they face each other in pairs. These seats are wide and low, with softly padded upholstery, as comfortable as an easy chair in one's home.

The coaches are fully air-conditioned and have thermostatic heat control for both hot and cold weather. The lavatory facilities and toilets are in separate compartments, the two at one end of the car for women and those at

the opposite end for men. Passengers are provided with free liquid soap and paper towels. There are also free paper drinking cups at the iced water coolers.

All Baltimore and Ohio coaches are built with the same type of six-wheel trucks used on Pullman cars. Rubber pads are inserted at many points to eliminate noise and minimize jars. The B. & O. has put rubber heels on its cars. Those cars which do not have automatic air-conditioning have individual sash ventilators at each window. These can be opened or closed by the passenger to suit his own taste without inconveniencing other occupants of the car. They operate without the necessity of raising even an inside window. Day coaches which are not air-conditioned also have ceiling electric fans.

Typical of B. & O. Service

The cars in this exhibition train of the Baltimore and Ohio are typical of the various features of its service, and all of them have been in actual use on its trains for several years. Before leaving this train the visitor to A Century Of Progress might walk through the powerful modern locomotive ahead, one of the passenger engines which haul the Capitol Limited. Truly a Century of Progress is exemplified in the development of this powerful locomotive from the little experimental Tom Thumb and the pioneer Atlantic which is shown in the Baltimore and Ohio's historical exhibit in the Travel and Transport Building.