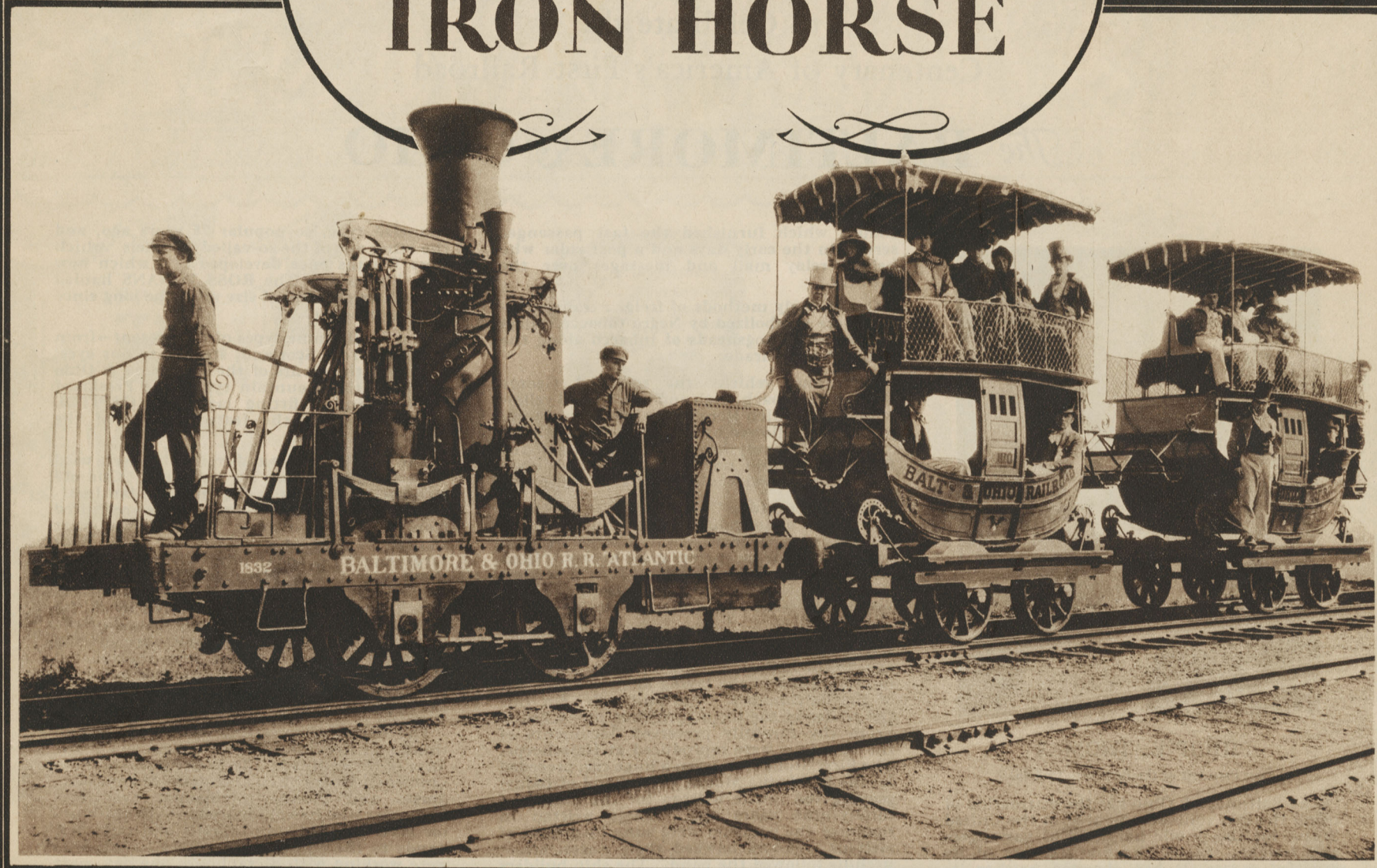


THE FAIR  
*of the*  
IRON HORSE



*The*  
CENTENARY  
PAGEANT  
*of the*

BALTIMORE & OHIO  
RAILROAD



*Additional copy  
of this Brochure*

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*Centenary Director  
The Baltimore & Ohio Railroad  
Baltimore, Maryland*

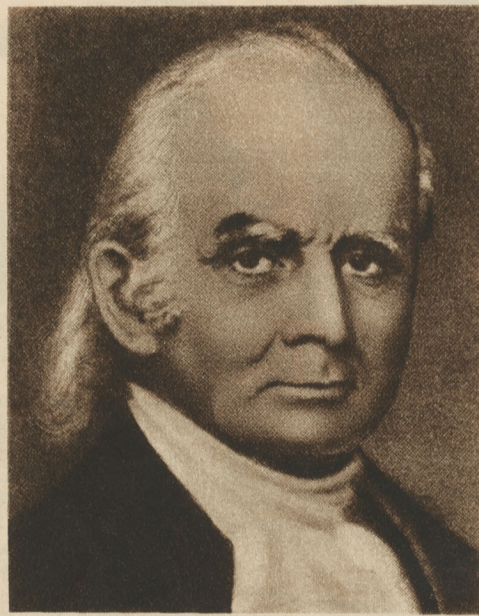
# THE TRAIL of the IRON HORSE

A Pageant of the Progress Achieved in  
100 Years of Inland Transport  
1827 to 1927

Held in Baltimore, September 24th to October 15th, 1927

to Celebrate the  
Centenary of America's First Railroad

## The BALTIMORE & OHIO



PHILIP E. THOMAS

First President of the Baltimore & Ohio

The Baltimore & Ohio has the distinction of being the first railroad operated in the United States for the public handling of passengers and freight. In all the first century of its eventful career, it has changed neither its corporate name, its charter nor its fundamental organization.

In commemoration of its first one hundred years of service to the public it planned and carried out a pageant and exhibition which depicted the growth and development of inland transport in America.

This celebration, which came quickly to be known as the Fair of the Iron Horse was held at Halethorpe, near Baltimore, Maryland, from September 24 to October 15, 1927, and was attended by more than a million and a quarter men, women and children, from far and near.

The Fair of the Iron Horse was divided into two comprehensive parts. One a vast assembly of stationary historic displays, housed in great buildings on the grounds; the other a moving pageant designed to portray, in colorful and elaborate succession, the chief scenes in the unfolding of the drama of inland transport in America, so that the fascinating romance inherent in the story of the railway trail was made dramatically real to every visitor.

Over a railroad track more than a mile long, and on a parallel highway, moved the Pageant of the Iron Horse dramatizing the remarkable progress made in the development of speed and efficiency of inland transport during the past one hundred years in this country. Accompanied by appropriate music, described by a Narrator, in stirring and vivid verse and showing in a colorful and elaborate succession of floats and vehicles the many ingenious devices invented to carry passengers and goods quickly and safely from place to place, the Trail of the Iron Horse slowly was enacted.

As the Pageant passed one saw—

First a group of American Indians, with heavily-laden pack horses and the primitive "travois"—singing their traditional songs of the open road.

Next a float representing Father Marquette, famous missionary and explorer, accompanied by Joliet and two aides, sighting and blessing the Mississippi.

Then the earliest American road wagons drawn by oxen or by mule teams with groups of early pioneers and their families; the post-

chaise, which furnished the fast passenger service in the early days and a post rider who helped relay mail and messages over the country.

Crude, early methods of freight transportation were symbolized by Negro tobacco rollers moving large hogsheads of tobacco along the route of the parade.

A curious vehicle, the so-called George Washington coach, high and narrow and yellow in color, in which Henry Clay was seen riding, was closely followed by the stage coach, which, almost at the very hour of the coming of the Baltimore & Ohio, reached its apotheosis upon the National Road leading west from Baltimore.

Next a Conestoga Wagon, the fast freight of the time, a spacious, stoutly-built vehicle covered with a picturesque canvas canopy, drawn by four prancing grey horses. Deep streams were no barrier to this type of carrier; the wagon was built to float and the horses swam the creeks and rivers.

The Pageant turned next to the principal street of Baltimore City, one hundred years ago; to the historic parade of July 4, 1828, held in celebration of the laying of the First Stone of the Baltimore & Ohio Railroad. For this the trades of the town furnished many floats. From the carefully preserved documents of the day, four were reproduced at Halethorpe. The First Stone rode upon a huge car, preceded by the Band (the Mount Clare Band of today) playing the music written for the parade of ninety-nine years ago. Songs written in honor of the occasion were sung by groups of citizens, vendors hawked their wares, street urchins followed the band. The ship builders were represented by a vessel, The Union. Charles Carroll of Carrollton, the only surviving signer of the Declaration of Independence, rode in a barouche, preceded by a group of distinguished citizens and followed by members of the Masonic Order. The carpenters were represented by a Doric Temple. The blacksmiths by the Sons of Vulcan float.

The new railroad had no certainty as to its motive power. It experimented with various crude devices. Therefore, floats in the Pageant showed the treadmill car, the sail car, and the horse car.

The coming of steam was enacted with an exact reproduction of TOM THUMB, the first American-made locomotive, leading the most amazing part of the Trail of the Iron Horse, the long row of steam locomotives, old and new, by which the railroad in America has measured its growth. In many cases the locomotives drew trains of the period, and in these were gay characters, dressed in costumes of the day, carrying the motley carpet bags, bird cages, and assorted luggage of the times—re-creating the travel life of long ago.

Peter Cooper, himself, with flowing beard, operated the TOM THUMB, to the amazement of the group of Gentlemen of 1830, who trusted their lives to him in the tiny "directors' car" behind.

The YORK, built in 1831, with engineer and fireman, much bewhiskered and in bright red shirts, was followed by the ATLANTIC, built the following year, hauling a very early Baltimore & Ohio passenger train composed of two Imlay double-deck coaches, which came into service on the line in 1831, loaded top and bottom with ladies in hoops and gentlemen in stove-pipe hats.

The THOMAS JEFFERSON, built in 1835, was followed by the WILLIAM GALLOWAY, finished two years later and recently renamed after the grandfather of the operating vice-president of the Baltimore & Ohio. The next step was of eleven years to the MEMNON, a one-time speedy passenger locomotive.

The Civil War Era of the road was represented by three engines—two of them passenger locomotives of the picturesque wide-

funneled type, so popular 75 years ago, and the other one of the so-called "Camels" which Ross Winans once developed and which now bear his name. The ROSS WINANS hauled 5 small freight cars of size and type long since become obsolete.

And finally came types of the present—from England, from Scotland, strange to our eyes, and then the giants of the Baltimore & Ohio of today, the mountain types, the President engines, and a fitting last, The CAPITOL Limited, one of the feature trains of the Baltimore & Ohio.

The vehicles, floats and trains that were used were assembled from far and near. One old locomotive came from the Smithsonian Institute, Charles Carroll's barouche was recruited from the actual historic stables of the great signer. A yoke of oxen traveled from West Virginia, while a dog that was "travois broken" came from Glacier National Park. Old locomotives that were quietly resting and rusting were tenderly renewed and restored by skilful mechanics at the Mount Clare Shops of the Baltimore & Ohio and cars that were gasping their last on forlorn siding were rejuvenated by the same loving hands and painted pumpkin yellow or vivid red and gold, according to the custom of their day.

The actors themselves, numbering something over five hundred, were members of the force of the railroad. Clerks became Abraham Lincolns, Henry Clays, riders of prancing horses and pioneer plainmen overnight. Engineers who had graduated into the instructor class climbed into overalls and put their hands to the throttle once more. Girls who were working with dictaphones one day, next day donned hoops and bustles and rode in a stage coach and train, swiftly acquiring old-fashioned manners with their old-fashioned clothes. The unclaimed baggage rooms of the railroads were ransacked for cowhide trunks and iron-bound boxes. Parasols as small as a pocket handkerchief, whiskers of once fashionable cut, and cotton stockings took the place of typewriters, chiffon hose and overalls.

To present this huge moving drama of the Trail of the Iron Horse, there were involved over seven hundred people, sixty-three horses, oxen and mules, fifteen floats and thirty-one locomotives.

Read on and let these pages picture for you the epic drama of American railroading.



DANIEL WILLARD

Present President of the Baltimore & Ohio

# 100 YEARS OF THE RAIL ROAD



In 1827 the Baltimore and Ohio Rail Road was chartered and on the 4<sup>th</sup> of July 1828



the First Stone of the Rail Road was laid with befitting ceremonies and a Grand



Procession in the streets of Baltimore City.... 5000 people - Floats - Horse - Foot

## THE CENTENARY PAGEANT OF THE BALTIMORE & OHIO RAIL ROAD

THE GREAT RAILROAD PARADE OF 1828 IN THE STREETS OF BALTIMORE  
A poster in eight colors designed by Mr. Edward A. Wilson which  
was displayed far and wide to herald the Fair of the Iron Horse.



THE BALTIMORE AND OHIO CENTENARY BAND  
Seventy pieces strong led the pageant each day.

☆☆ CENTENARY MARCH ☆☆☆

# HAIL THE BALTIMORE & OHIO

CHORUS

Hail! the Bal-ti-more and O-hi-o 'Tis the  
road of ser-vice fine Hail the men whose  
toll has made it — A might-y trans-por-ta-tion  
line For a hun-dred years — it has served us  
— It's spir-it ne'er can fail Hail! the

The Pageant opens with the entrance of the Baltimore & Ohio Centenary Band.

1. America. Float with the Baltimore & Ohio Glee Club.

## The Trail of the Iron Horse

A music-story of the development of inland transport in America, with words by Margaret Talbott Stevens and music arranged by Sigmund Spaeth. Charles Coburn, Narrator.

Centenary Band plays "Hail to the Baltimore & Ohio"  
"Centenary March of 1927"  
"Stars and Stripes Forever"  
"Star Spangled Banner"  
Glee Club sings "Hail to the Baltimore & Ohio"  
"I've been working on the Railroad"

Oh, I've been working on the railroad,  
All the live-long day.  
I've been workin', on the railroad,  
Just to pass the time away.  
Don't you hear the whistle blowing.  
Rise up so early in the morn.  
Don't you hear the captain shouting;  
Railroads, blow your horn.  
(Yes, blow your horn).

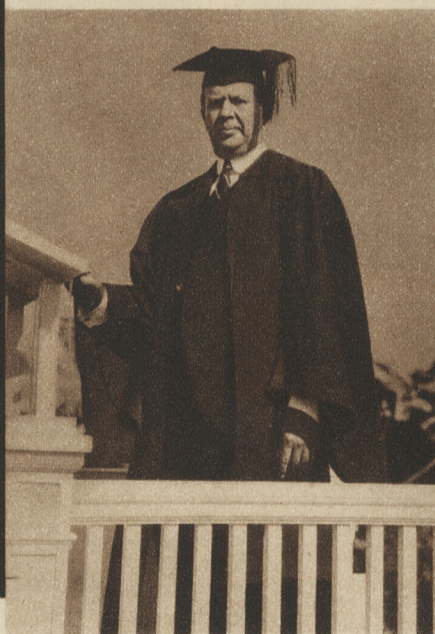
ENGINE BELLS RING



THEY MADE THE CENTENARY WELKIN RING. The Baltimore and Ohio Glee Club which led in the musical numbers of the Pageant.

★ ★

THE NARRATOR  
*Mr. Charles Coburn*, the distinguished American actor read the book of the Pageant.



★ *PROLOGUE* ★

WHERE NOW WE SEE THESE FARMS  
THAT NESTLE LOW,  
THESE VILLAGES AND  
STATELY CITY SPIRES,  
ONCE, CENTURIES AGO,  
A WILDERNESS  
UNKNOWN, IN SILENCE LAY.  
AND PATHS, HALF-TROD  
BY CREATURES OF THE WOOD,  
TO NOWHERE LED,  
ALL WAITING FOR A  
STRANGE AND DISTANT DAY  
WHEN MAN SHOULD COME  
AND, SEEKING LIVELIHOOD,  
ENRICH WITH FLOCKS  
AND GRAIN THE BARREN WASTE.



★ ★

THE CONDUCTOR  
*Mr. Nelson C. Kratz*, well-known in musical circles in Baltimore and elsewhere.

★ ★



WHEN THE INDIANS CAME MARCHING BY  
The Reviewing Stands went wild with enthusiasm.



THE GREAT SACHEM  
Chief Two Guns-White Calf  
of the Blackfeet Tribe whose  
profile appears on the "Buf-  
falo Nickel".

## In the Days Before the Railroad

American Indians with pack horses and travois pass in review. They are symbolic of early travel, crude and slow. These Indians are members of the Blood and Piegan Tribes of the Blackfeet Nation, and come from Glacier Park, by courtesy of the Great Northern Railway.

The Indian came, but how or whence or when,  
No record but the sages old can tell;  
Nor did he understand that Heaven's gifts  
Demand the toil and sacrifice of man.

Centenary Band plays *"Seminola"*  
The Indians sing *Traditional "Wolf Song" of Blackfoot Tribe*

To meet his daily needs the savage learned  
The Craftiness of Creatures of the wood;  
Removed their skins and used them to protect  
His own; from them his tents and tom-toms  
made,  
His moccasins, and took their meat for food;  
Waged war upon his brothers, the women  
worked  
And when the maize no longer for them grew,  
They hid them to another dwelling place;  
Their chattels, lashed to travois, dragged along  
By horses; else by water made their way  
In swift canoes for yet there were no wheels  
To rumble o'er the footpaths and the trails.

Centenary Band plays *"Indian Lullaby"*  
(Klemm)



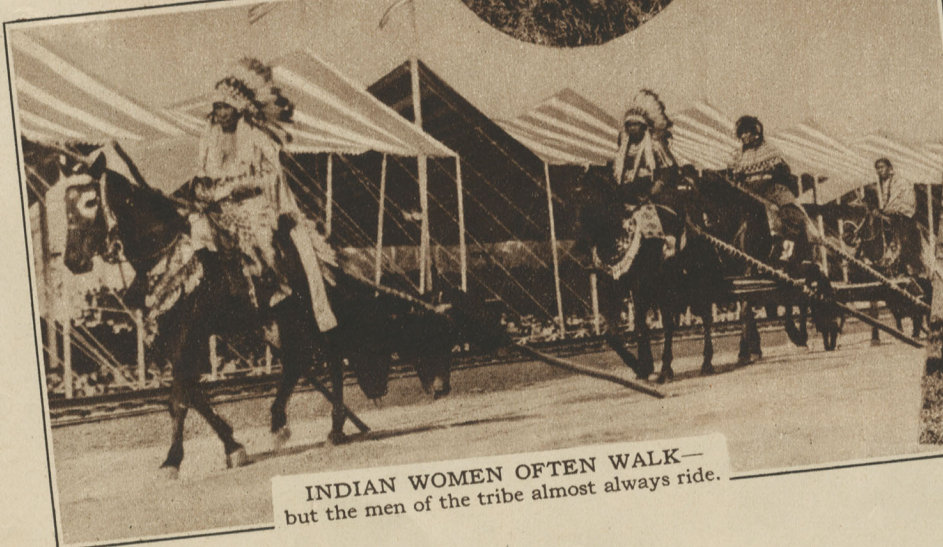
GRANDES DAMES OF THE  
BLOODS. Two elderly Indian  
women whose appearance with  
their dog Travois always excited  
the greatest interest.



A REAL INDIAN PRINCESS  
*Princess Dawn Mist.*



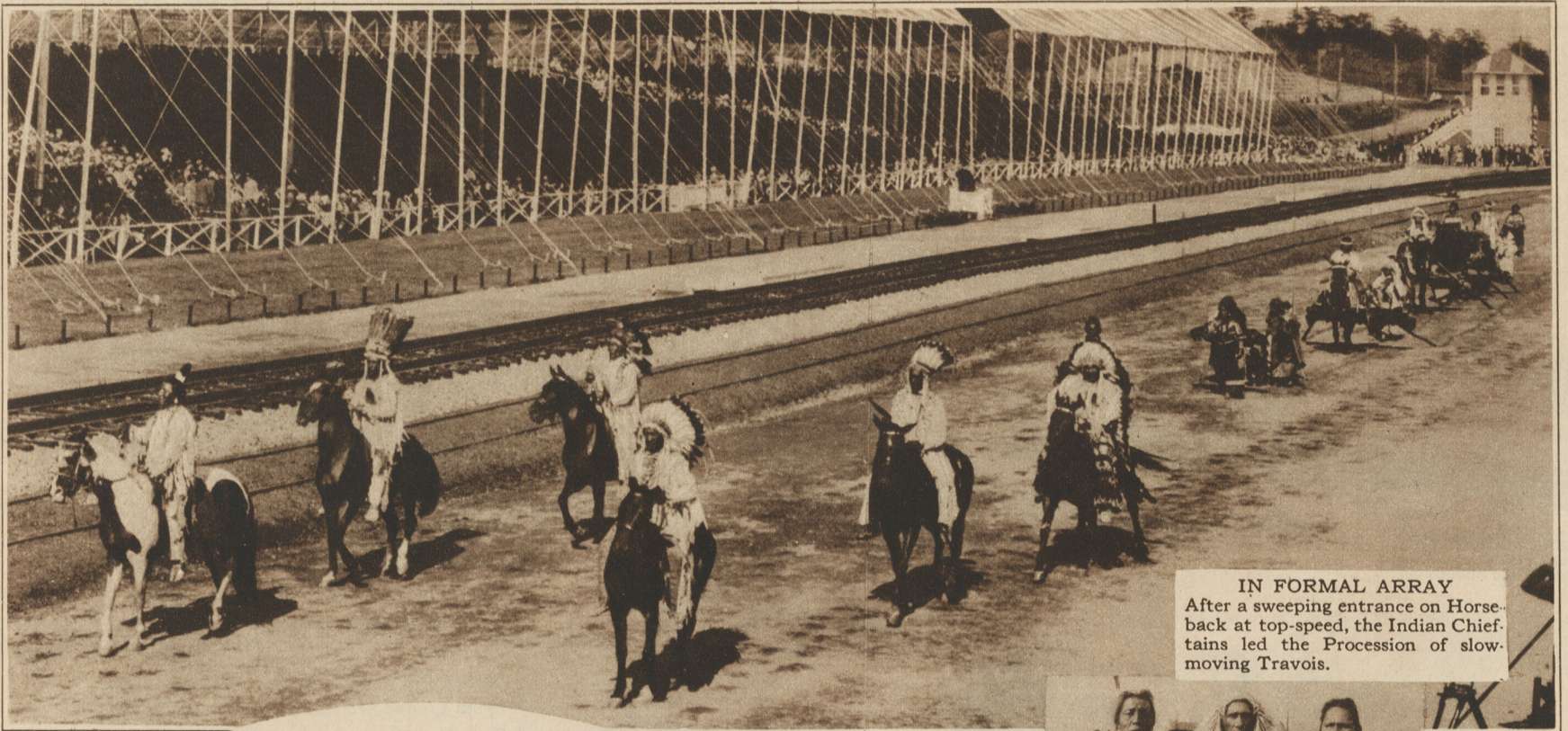
THE ELDER STATES-  
MEN. Two Guns-White  
Calf and Little Dog pose for  
the Camera man.



INDIAN WOMEN OFTEN WALK—  
but the men of the tribe almost always ride.



THE FLOWERS OF THE FLOCK  
The members of the Blood and the Piegan Tribes of the Blackfeet who  
came to the Fair of the Iron Horse.



**IN FORMAL ARRAY**  
After a sweeping entrance on Horseback at top-speed, the Indian Chiefs led the Procession of slow-moving Travois.



**THE WADES-IN-THE-WATER FAMILY.** Mr. and Mrs. and the oncoming generation.



**THREE MEN NOT IN A BOAT**  
Two Guns-White Calf, Weasel Tail and Owen Heavy Breast



**WAR DANCES FOR THE CHILDREN**  
Little Bull Calf learns the ancient steps.



**ONE TIME WHEN THEY WALKED**  
Big Chiefs beat the Tom-Toms in the Pageant.



**THE RED RIVER CART**  
An early form of Indian transport in the Northwest.



**TOWN CRIER TO THE TRIBE.** Chief Bird Rattler.



**OFF FOR A FORAY**  
Indian and horses — forever inseparable.



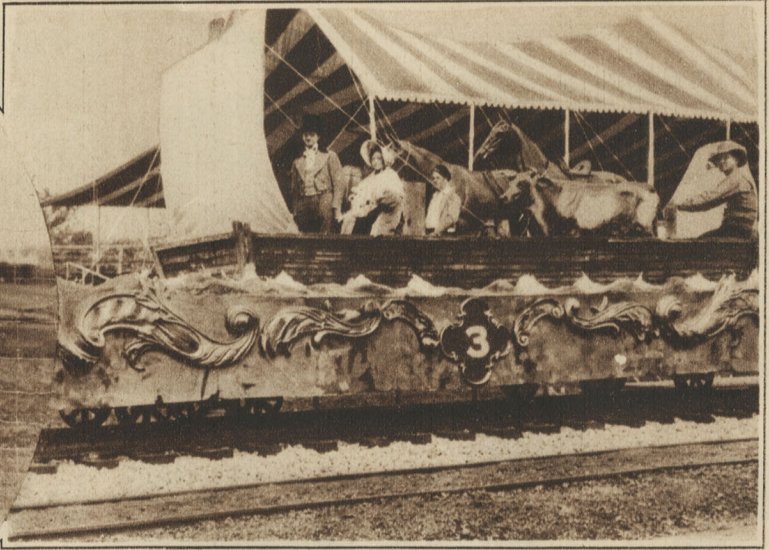
**THE BLACKFEET FOLK**  
And the little locomotive *William Crooks* which hauled them all the way from Montana to Maryland.



**THE PERE MARQUETTE FLOAT.**  
The intrepid Priest and Explorer first sights the Mississippi.



**ATRAPPER, Mr. Arthur Meekins.**



**PRECURSOR OF INLAND NAVIGATION.** The River Bateau carried the first settlers into the interior.



**EZRA MEEKER AGAIN TAKES THE REINS.**  
This 98-year-old man, who drove to Oregon in '53, was an honored visitor at the Fair of the Iron Horse.



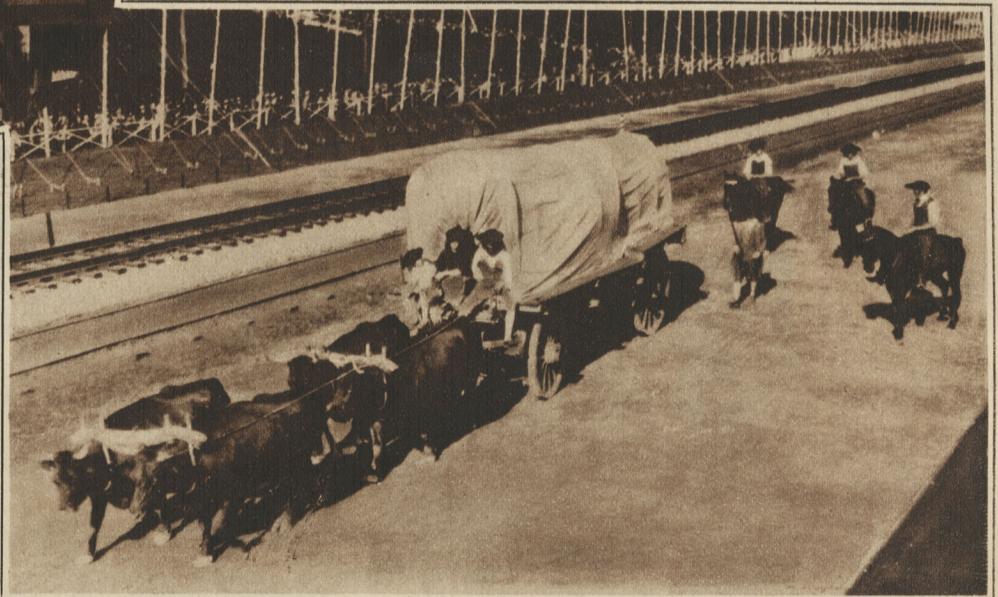
**ALWAYS AN AGENT OF TRANSPORT**  
Throughout the centuries the horse of flesh and blood remains man's faithful carrier.  
*Miss Frances Lollman.*



**OVER THE PLAINS**  
*Miss Estelle Decker.*



**THE OBSERVATION CAR OF YESTER-YEAR.** Romance road the highway just as easily as today it rides the rail. *Miss Helen Meeks and Mr. W. F. Fitzpatrick.*



**SLOW PROGRESS THIS, BUT SURE.** The Great Road Wagon drawn by oxen penetrated far beyond the Water courses.

2. PERE MARQUETTE. The famous missionary and explorer, accompanied by Joliet and two aides, sights and blesses the Mississippi.

3. EARLY RIVER TRANSPORT. Showing the crude bateau by which the first settlers traveled the great interior rivers, carrying their household goods preparatory to setting up their homes and clearing the wilderness.

The scene turns to the highway. Roads have been cut through the forests, over them come the steadily increasing army of pioneers, first on horseback, then with mule and ox team, carrying their families and possessions, far beyond the reach of water transportation, in the first rude forms of road wagon.

Then lone the missionary pastor-priest,  
On horseback went before, and taught and prayed;  
Father Marquette, not the least of these,  
From Canada to southward made his way  
To Mississippi's lands, where dwelt the tribes  
That needed much the ministry he gave—  
The softening touch of human brotherhood;  
Explored the lands, made many useful maps,  
And, dying, left his savage friends to mourn.  
Soon, in his trails, by horse and by canoe,  
Came those of other creeds and blazed the way  
Still further west. And each new footprint made  
The path more clear for him who came behind.

Centenary Band plays *"Marche Lorraine"*

No longer lived the white man to himself,  
For though his homespun clothes from wool were made,  
All woven, cut and fashioned by his wife,  
There sprang up factories, whose wheels were moved  
By water power. And work that once had been  
The burden of a few, to many hands  
Now found its way. New markets needed they,  
And means of transportation for their wares.  
The river-boat then came with clumsy sail,  
Their paddles moved it and it saved the day.  
The covered wagon now appeared—  
A lumbering four-wheeled cart, by oxen drawn,  
And oft as into savage haunts it dared  
It met the hostile Indian; at his hands  
Destruction found; and stayed for want of power  
To draw it farther on. Beside it lay  
The bleaching bones of horse and man alike.  
But perished not the immortal flame of hope.





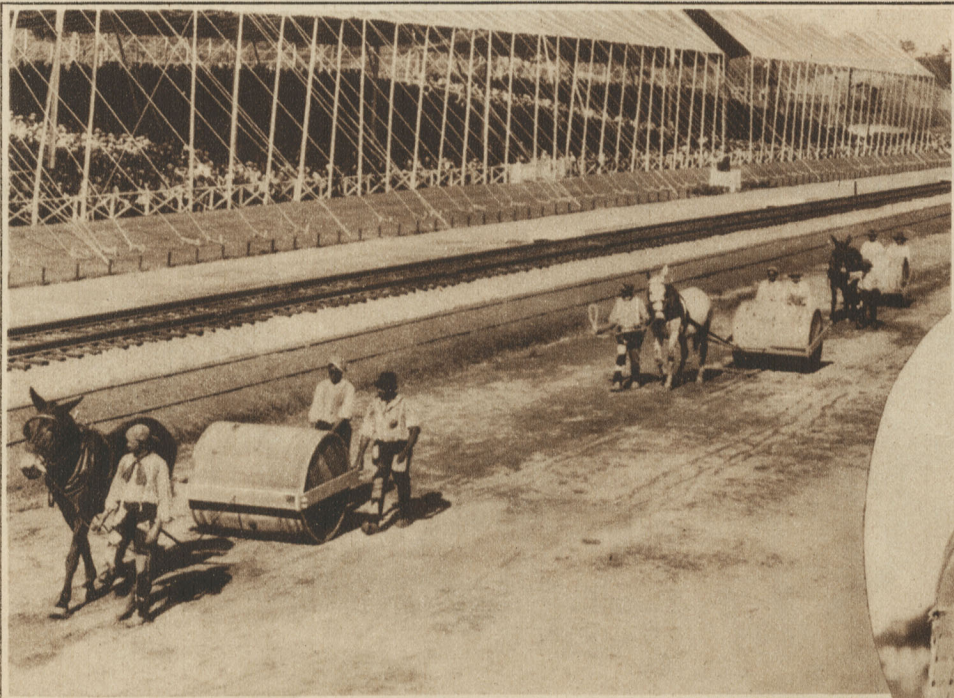
**THE FIRST CAPITOL LIMITED**  
The lumbering Stagecoach which made its jolting way upon the High road.



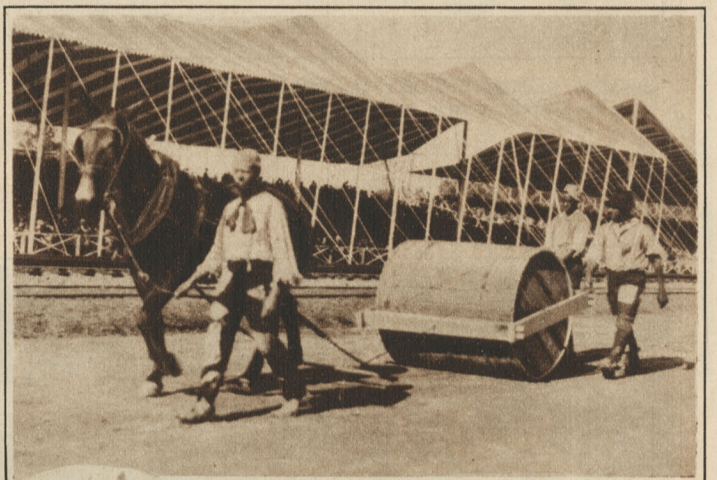
**IMPROVED WATER TRANSPORT**—came a Century ago when canals first thrust themselves across the land.



**FAREWELL AT THE TAVERN.** The coach finally makes ready to leave the comfortable cheer of the Gen'l Washington.



**A UNIQUE FORM OF HAULING**—was "tobacco rolling" such as Maryland and other Southern States knew a full hundred years ago.




**TOBACCO ROLLERS.** Sweeping past the Reviewing Stands.




**ONE OF THE ROLLERS.**  
Mr. Oscar Gee.


The Indian subdued, the white man placed  
The post-chaise foremost in the scheme of things  
That marked the progress of this fruitful land.

Centenary Band plays  "Erie Canal"

Now waterways were dug and great canals  
That stretched their muddy veins from town to town  
With boats they carried foodstuffs through the land.  
And where canals their traffic then discharged,  
And where the stage-coach went, the tavern grew.  
A steam-boat, built by Fulton, found its place,  
And, even in its undeveloped state,  
It prophesied a future of its own.

Quartette of Negroes on boat sing  "Ob, Suzanna"

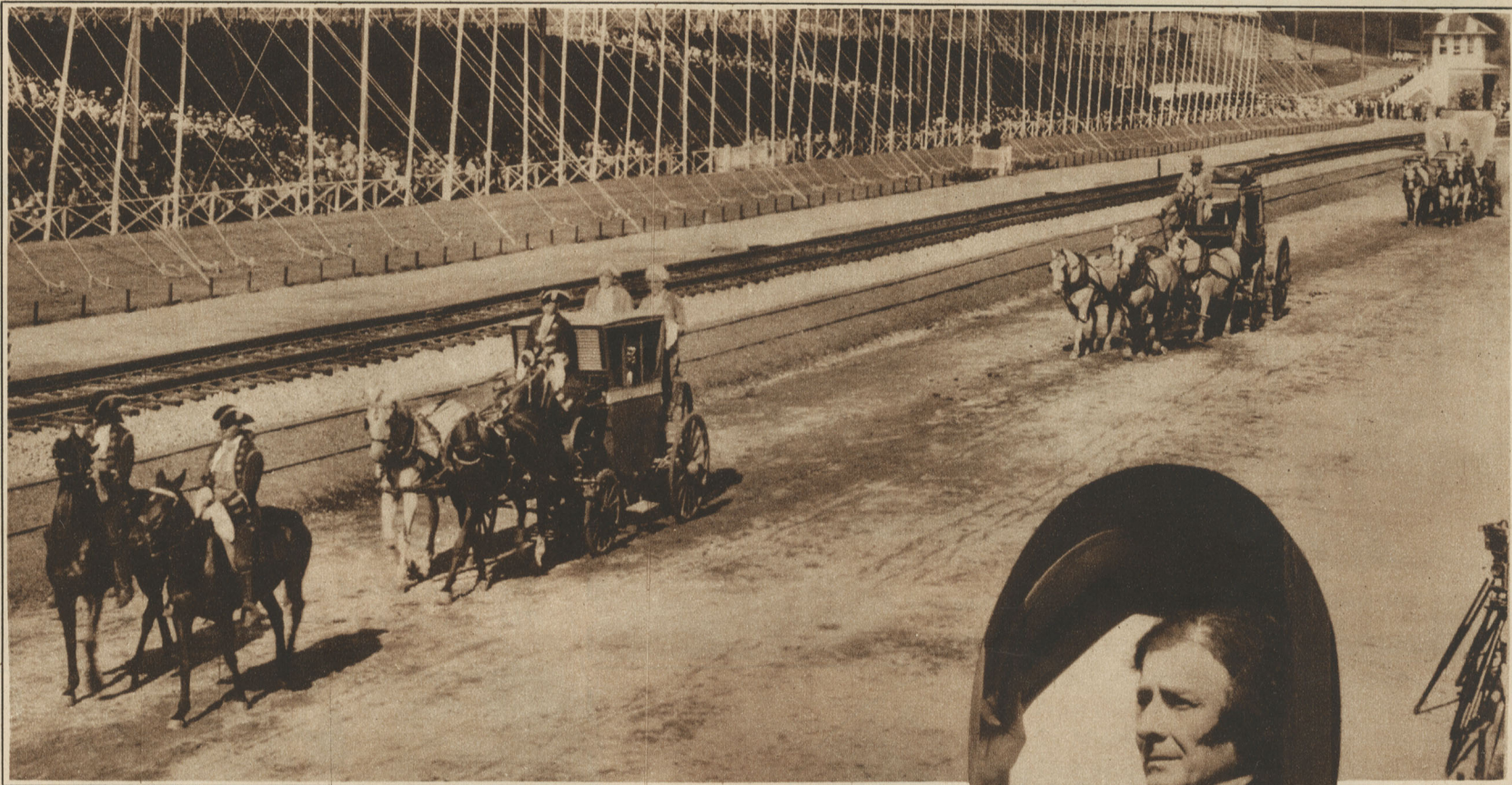
On large plantations in the warmer lands  
Tobacco grew, and farmers little knew—  
When hogsheads had been packed—how they would get  
These to the wharves where sailing vessels lay  
And Negro slaves with heavy wooden poles  
The hogsheads pushed a-down the muddy lanes.

Centenary Band plays  "Robert E. Lee"

The Post-chaise and post rider shows itself. The Post-chaise used is the historic Kearsage loaned by Mr. Henry Ford.

**4. CANAL DAYS.** Better by far than the rough and frequently impassable highway was the man-built water highway that developed in Eastern America. The float shows one of the early craft that plied these artificial waterways, and carried still more settlers in to the West.

More and more the highway is used for transport. There come the tobacco rollers, a unique form of hauling freight one hundred years ago.



THE PANOPLY OF THE OLD HIGHROAD  
Coaches and Wagons wended their dignified way down the  
Broad Highway at Halethorpe Field.




HENRY CLAY  
Early idol of America, as  
depicted by Mr. Joseph  
Swiekert.



HENRY CLAY RIDES TO WASHINGTON  
In stately coach he makes his way over the historical  
National road.

A curious vehicle at  
this time is the so-  
called George Wash-  
ington coach, in  
which one sees  
Henry Clay riding  
over the National  
Road. It is followed  
by a beautifully  
decorated Concord  
Coach, loaned by  
Mr. Fred Stone.  
There ensues the  
Conestoga Wagon,  
once a distinctive  
feature of the turn-  
pike road.

For all the transportation of the crops  
By water must be done.  
Tho passengers were given choice of travel by  
the stage  
Or by canal and river. Henry Clay  
Elected by the stage to make his way  
To Washington, and thought it fine indeed  
To travel far at such a wondrous speed.

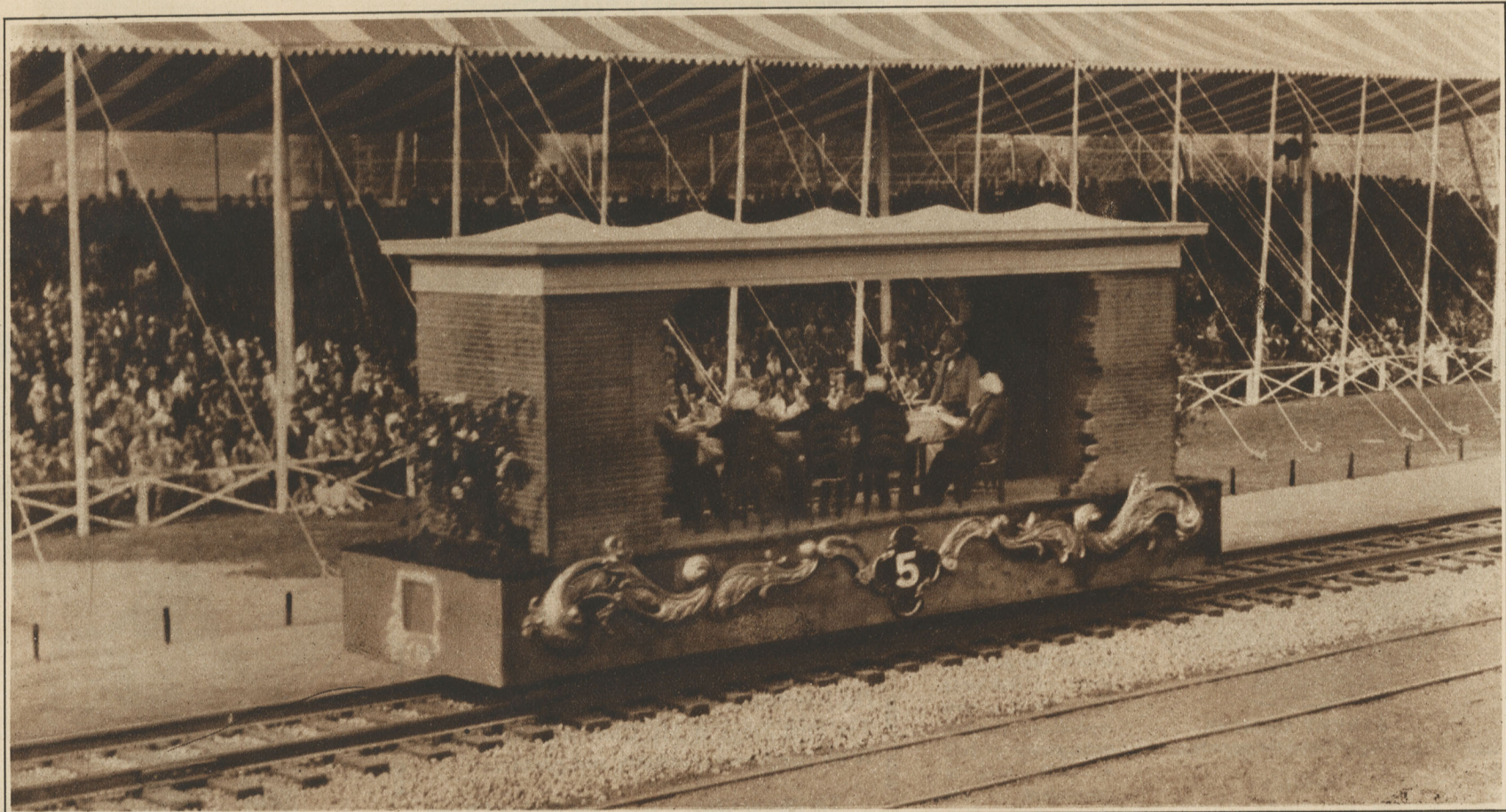
Centenary  
Band plays  "Camptown Races"



A VETERAN OF THIS  
HIGHWAY. The famous  
Concord Coach.



THE FREIGHTER OF A CENTURY AGO  
The Conestoga Wagon, once a feature characteristic of the Turnpike Roads of  
Maryland and Pennsylvania.



**IN SOLEMN CONCLAVE**  
Assembled the Captains of Industry of Baltimore to plan  
their Railroad to the West.

# The Birth of the Railroad

These modes of transport offered no full solution to the problem of the development of the Nation. Faster, more dependable transportation; transportation upon a far larger scale was necessary. The railroad brought it. The problem in Baltimore had been made acute by the fact that the then new Erie Canal was taking trade away from the city. Because of this a meeting of the prominent citizens was called at the home of George Brown.

5. THE BIRTH OF THE BALTIMORE & OHIO. There is shown one of these meetings—held in February, 1827, at which the bold project of a railroad was discussed and brought into actual being. In addition to Mr. Brown, Philip E. Thomas, who was to become the first president of the new railroad, and other prominent Baltimoreans of that day are shown gathered at the table.

At Baltimore the citizens arose  
To meet a problem that perplexed them sore.  
For long the stage had plied its way between  
This city and the towns that westward lay.  
And now, canals had threatened to remove  
The traffic from this port; and Washington,  
Her nearest neighbor, threatened to become  
Commercial outlet for all western trade.  
So Baltimore considered many ways  
This traffic to restore unto her gates;  
Considered better roads the greater lines  
Of stage coach travel; pondered much in vain.  
At George Brown's home a meeting soon was  
called—  
McKim and Thomas, Patterson and Jones,  
And other merchants, manufacturers,  
And bankers met, and there discussed the case,  
But came to one conclusion: Something new  
Must happen, or their Baltimore would stand  
Like one whose bread was snatched from out  
his hand.  
Quoth one: "In England roads of rail are laid."  
"And wagons run upon them, swiftly, too."  
"On double tracks they go," another said,  
"Well, then," cried out another, "We can do  
What England does! We'll build a railroad  
here!  
We'll get a charter, start the work at once,  
We'll lay the rails from here to Ellicotts.  
Subscriptions can be raised to meet the cost.  
We'll sell the shares among our friends, and  
then,  
By jove, we'll get our traffic back again!"  
"We'll call our road the Baltimore and Ohio,  
For we shall take it to Ohio's bank!"



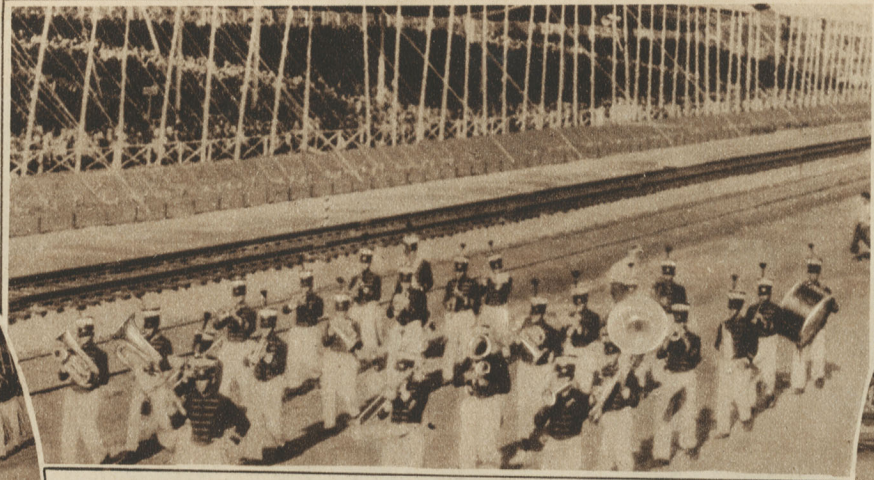
**SOLID CITIZENS OF OLD BALTIMORE**  
William Patterson (Mr. T. E. Hilliary), John V. L. MacMahon  
(Mr. Donald Lally), George Brown (Mr. J. H. Plunkett).



**NO WEAKLINGS THESE**  
The courage and the vision of these men gave birth to  
the Baltimore & Ohio of today.



**STREET GAMINS**  
Who followed the parade.



THE MOUNT CLARE BAND OF TODAY did Yeoman Service as Baltimore's Best Band in the Great Street Parade of 1828.

## Parade of 1828—

The broad roadway is now the principal street of Baltimore City. On it is now reproduced the historic parade of July 4, 1828, held in celebration of the laying of the First Stone of the Baltimore and Ohio Railroad.

For this the trades of the town furnished many floats. From the carefully preserved documents of the day four are reproduced.

The charter soon was granted, but a year  
And more had passed before they'd gathered in  
The money that would help them to begin.  
On July fourth in eighteen twenty-eight,  
The First Stone at Mt. Clare was duly laid  
With pomp and ceremony and parade.

The Mount Clare Band plays "The Railroad March of 1828"  
The Glee Club sings "Hail to the Chief" (Written in 1828)

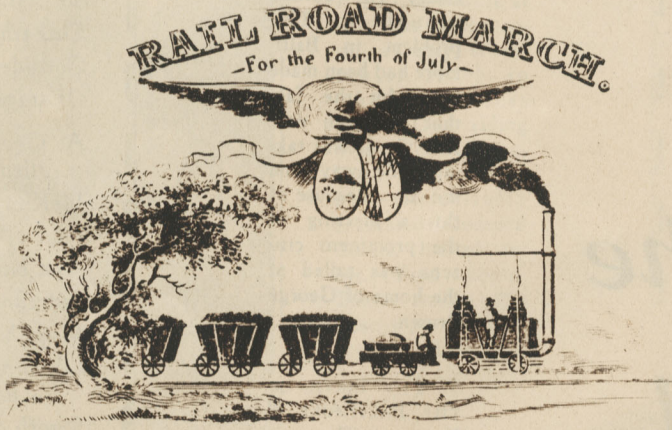
Hail to the road which triumphant commences,  
Still closer to unite East and West,  
Hail to the hope in our vision that glances,  
With prosperous commerce again to be blest.



**THE BALLOON GIRL**  
Miss Ruth Piersol.



"RASPBERRY PIES"  
Mr. C. N. Cox as the Pieman.



*Dedicated to the Directors of the Baltimore & Ohio Rail Road*

*Composed & Arranged for the Piano Forte*  
T. Meincke.  
Baltimore Pub. & Sold by Geo. Wilig

MARSTON  
Con. Mute  
Ped. MAREAU



**THE PRETZEL GIRL**  
Miss Theresa Blazek.



**MORE BALLOONS.** Mr. Kapfer also has something to sell.



**IN HONOR OF A REAL OCCASION**  
These substantial citizens walk in the parade of the First Stone.



**SHE SELLS "TICKLERS"**  
Miss Nellie Biggs.



THE CAR THAT HAULED THE FIRST STONE TO ITS RESTING PLACE. Through the streets of old Baltimore the original of this float once preceded to Mount Clare.



THEY HAD BALLOONS IN 1828. Miss M. Neilson sold them in the street parade.

The First Stone rides upon a huge car, preceded by the Band (the Mount Clare Band of today), playing the music written for the parade of ninety-nine years ago.

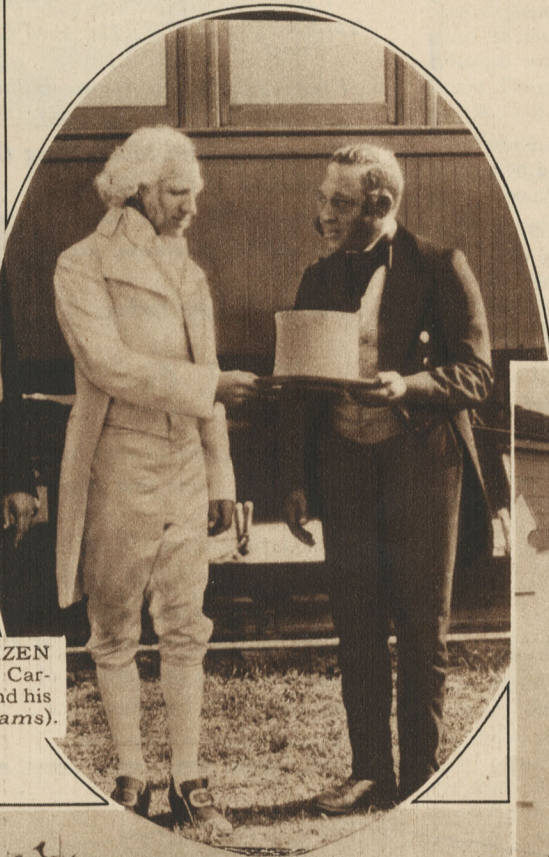
Songs written in honor of the occasion are sung by groups of citizens, vendors hawk their wares, street urchins follow the band.

*Chorus*  
*Cheer, loudly cheer, the patriot sage,*  
*Who first of all tugs in spite of his age;*  
*Then cheerily together, our efforts uniting,*  
*Let's help this great work advancing*  
*O, dear and glorious be the day,*  
*Which causes all this grand display;*  
*O, long remembered may it be,*  
*Through Baltimore's prosperity.*

*Wore every man the costume of his trade,*  
*And horses, gay with trappings, drew the floats.*  
*And old Charles Carroll of Carrollton did ride*  
*By barouche to Mt. Clare. The president,*  
*Philip Thomas, in his Quaker garb,*  
*Lent atmosphere unto the festal day.*  
*A brass band and militia walked beside.*



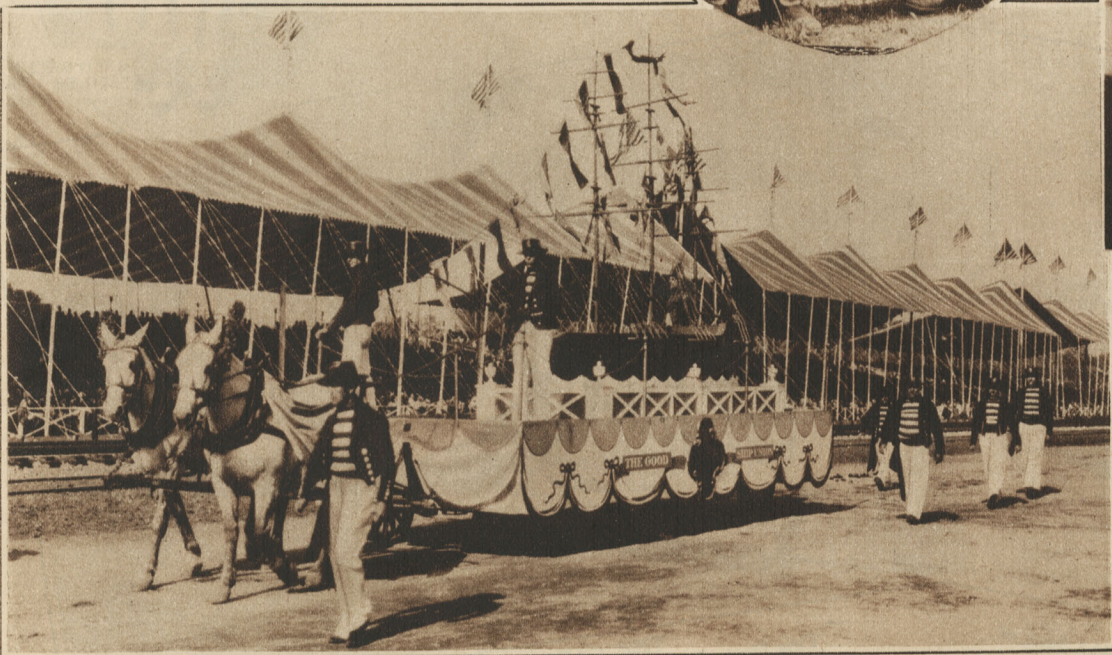
THE MASONS ALSO MARCHED. Mr. Henry Dusch and Mr. W. R. Chance as members of the lodge.



BALTIMORE'S FIRST CITIZEN OF 1827. Mr. Charles Carroll of Carrollton (Mr. Charles White), and his body servant (Mr. Fearless Williams).



AN AUTHOR WITH A NEW JOB—Miss Margaret T. Stevens and jumping-jacks in the street parade.



THE GOOD SHIP UNION  
 Reproduction of one of the most interesting floats of the Original Parade.



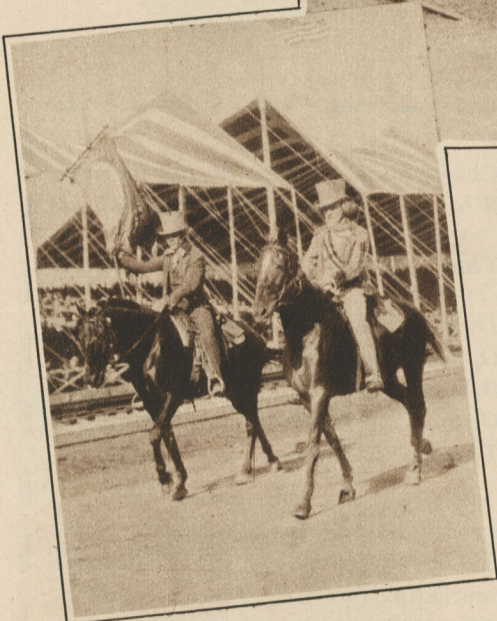
A GENTLEMAN OF EARLY BALTIMORE Enacted by Mr. Roger Lewis.



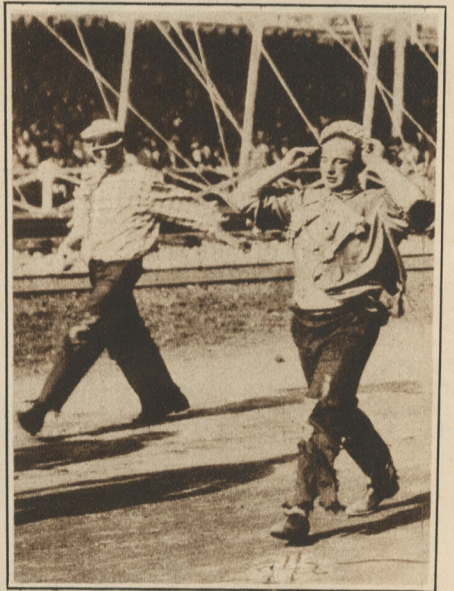
THE PARADE PASSES THE GEN'L WASHINGTON. The Tavern reproduced at the Fair of the Iron Horse witnesses the ancient procession pass its door.



JOLLY TARS ASHORE  
The crew of the Good Ship Union enjoys a moment of leisure.



GRAND MARSHAL AND FLAG BEARER  
Mr. Fred G. Miller and Mr. Wm. Robinson.



A BIG DAY FOR BOYS  
Mr. Thomas Banks and Mr. A. L. Sherry.

Centenary Band plays "The Carrollton March of 1828"  
The Glee Club sings "The Anvil Chorus"

Clang, clang, the engine bells  
are telling of the railroad,  
Ring, ring, and loudly sing the  
praises of the railroad,  
Stop—Look—and listen to our lay,  
Let all be gladness, no touch of sadness  
But all be gay today.

Centenary Band plays "The Railroad March of 1828"

And when they came to that historic spot  
Where rests the stone that marks the turning point  
In transportation, there Charles Carroll stood  
And took the spade within his trembling hands  
To turn the earth; said, "I consider this  
Among the most important acts of all my life,  
And second only to the signing of  
The Declaration of Independence . . . if  
It can be second even unto that."

The ship builders are represented by a vessel, The Union.

Charles Carroll, of Carrollton, the only surviving signer of the Declaration of Independence, rides with Philip E. Thomas in a barouche, preceded by a group of distinguished citizens and followed by members of the Masonic Order.

The carpenters are represented by a Doric Temple.

The blacksmiths are represented by the Sons of Vulcan.



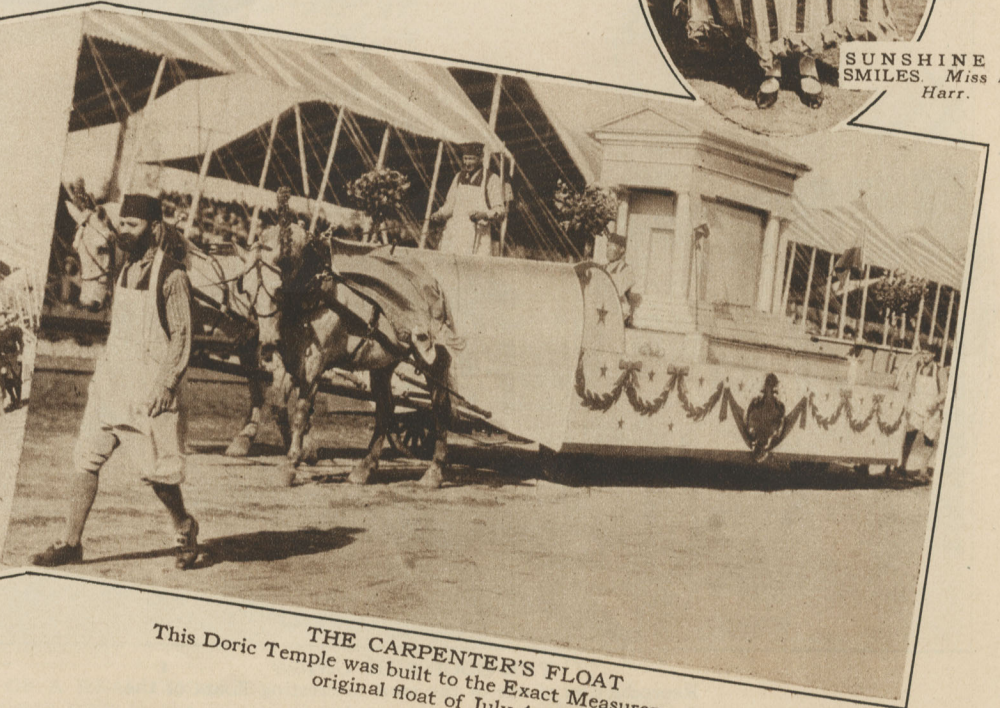
JACK'S THE BOY FOR PLAY. Mr. John Wilkes.



SUNSHINE AND SMILES. Miss Esther Harr.



THE BLACKSMITH'S FLOAT  
What more appropriate than this Forge for the United Sons of Vulcan?



THE CARPENTER'S FLOAT  
This Doric Temple was built to the Exact Measurements of the original float of July 4, 1828.

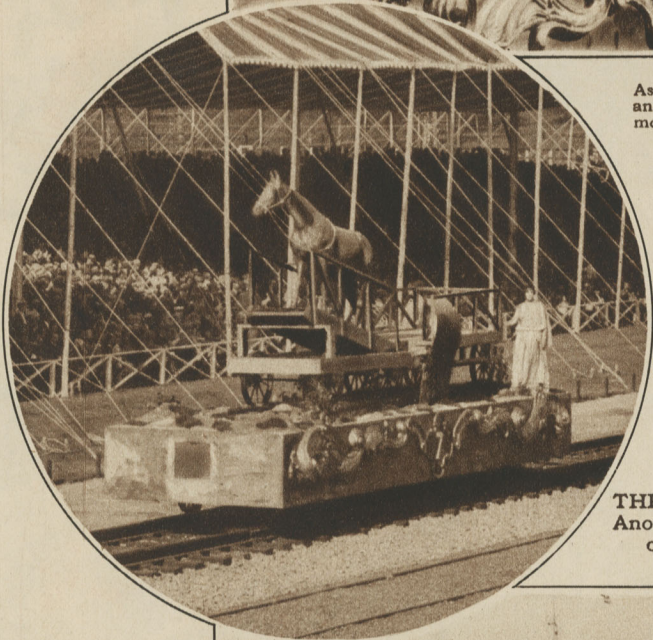
A RAILROAD ACKNOWLEDGES ITS DEBT TO THE ARMY. A distinctive float of the parade was that which showed Lieutenants McNeill and Whistler and Captain Thayer of the U. S. Army making the first surveys for the Baltimore & Ohio Railroad. Messrs. G. T. Robinson, F. Grimm, H. A. Whelple.



ARMY OFFICER  
Mr. G. T. Robinson.



THE SAIL CAR  
As planned by Evan Thomas and actually tried upon Baltimore and Ohio.



THE TREADMILL CAR  
Another actual experiment on Baltimore & Ohio.



THE FIRST TRAIN  
Old Dobbin drew it between Baltimore and Ellicotts each day.



THEY SAW THE IRON HORSE. Miss Stella Roberts and Master Allen Hartman, Jr.

6. SURVEYING FOR THE RAILROAD. Gradually the new railroad project takes definite form. Army engineers are shown surveying its route. In the early thirties, the Military Academy at West Point was the only school of engineering in the land. Its graduates therefore often were called upon to serve industrial enterprise. Tribute to these army builders of the Baltimore & Ohio is paid in this float, depicting Captains McNeil and Whistler and Lieutenant Thayer making its first reconnaissance.

7. THE TREADMILL CAR. Many ingenious devices were introduced to make horse power applicable to railroad cars. One of these on the Baltimore & Ohio was the Treadmill Car, by which an ancient mechanical device was applied to rail transport. The Treadmill Car ran into a cow, and was ditched, and thereafter abandoned.

8. THE SAIL CAR. More ingenious was the Sail Car, which Evan Thomas, a brother of Philip E. Thomas, devised and placed upon the road. A replica of this was sent to the Czar, who considered its introduction upon the Russian railroads.

THE HORSE CAR. The new railroad was first built with no certainty as to its motive power. The men of Baltimore decided that the horse—reliable and dependable, not the uncertain steam locomotive, of which they had heard vague reports from England—should be the motive power for their railroad. The Horse Car shown is a replica of the one which in May, 1830, began its daily trips between Mount Clare, Baltimore, and Ellicotts Mills, fourteen miles apart.




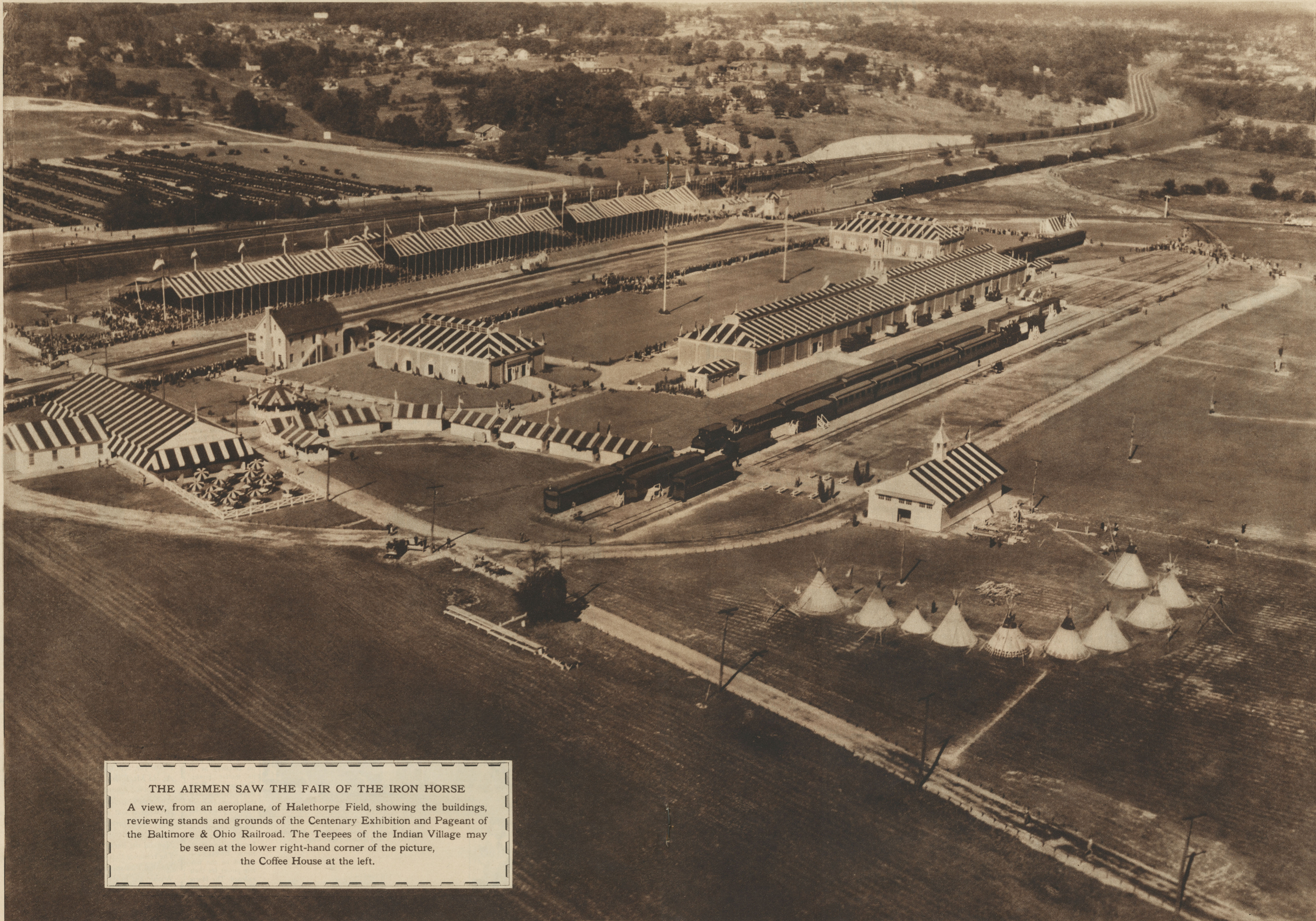
THE YOUNGEST PASSENGER. Miss Stella Roberts.



ALL ABOARD FOR ELLICOTT'S. The afternoon train—horse-drawn—ready for its daily voyage.

The railroad was begun, and engineers  
In army uniforms laid out the tracks.  
New ideas sprang; and motive power became  
A question much discussed; A treadmill car  
Was tried, and Dobbin worked as passenger:  
A sail car, too, went up and down the tracks,  
At old Mt. Clare, when favored by the wind:  
And soon a quaint horse car was under way  
And many scoffed, poked fun at the horse,  
Declared it was a joke—yet found themselves  
With ready fare and waiting for the train  
To take them to the town of Ellicotts.  
Nor did the horse cars ever seem to lack  
The romance that the stage coach had possessed;  
Nor has that spirit ever ceased to throb,  
Within the heart of every railroad man.

Centenary  
Band plays  "Horses"

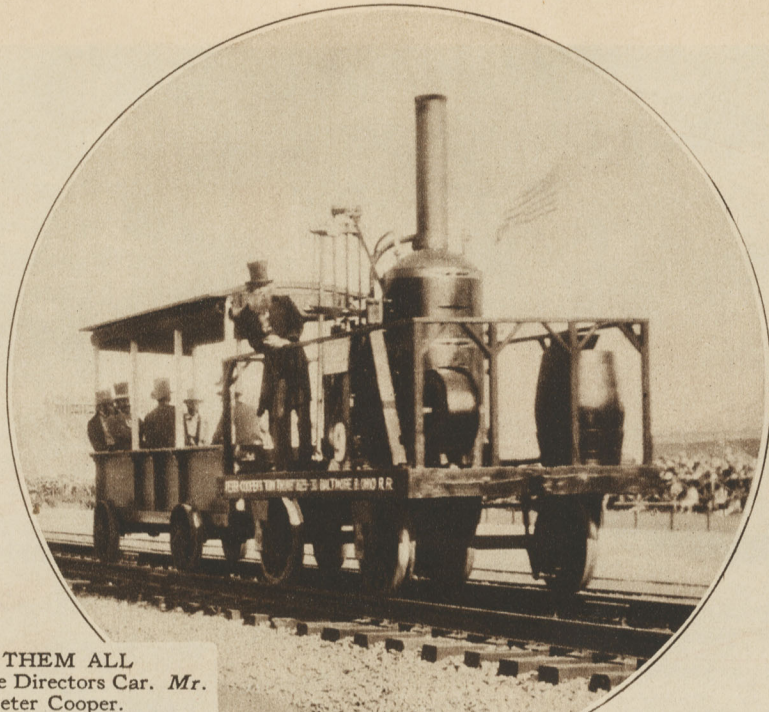


**THE AIRMEN SAW THE FAIR OF THE IRON HORSE**

A view, from an aeroplane, of Halethorpe Field, showing the buildings, reviewing stands and grounds of the Centenary Exhibition and Pageant of the Baltimore & Ohio Railroad. The Teepees of the Indian Village may be seen at the lower right-hand corner of the picture, the Coffee House at the left.



# The Coming of the Steam Locomotive



THE FIRST OF THEM ALL  
The *Tom Thumb* and the Directors Car. Mr. John Strine as Peter Cooper.

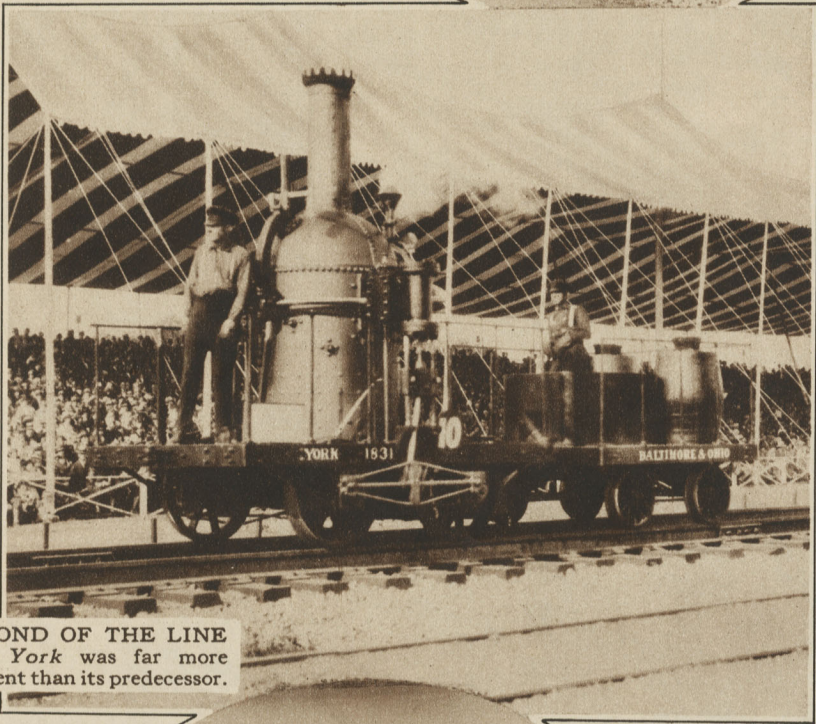
The horse car was not the solution of the motive power problem. Peter Cooper, of New York, financially interested in the Baltimore & Ohio, designed the *Tom Thumb*, the first American-built locomotive to show what the Iron Horse might do for them.

9. **TOM THUMB**—1829-1830. A replica of the Peter Cooper engine. It weighed only two tons, but it served to demonstrate to the men of Baltimore that the steam locomotive was practical. Peter Cooper is seen driving his engine.

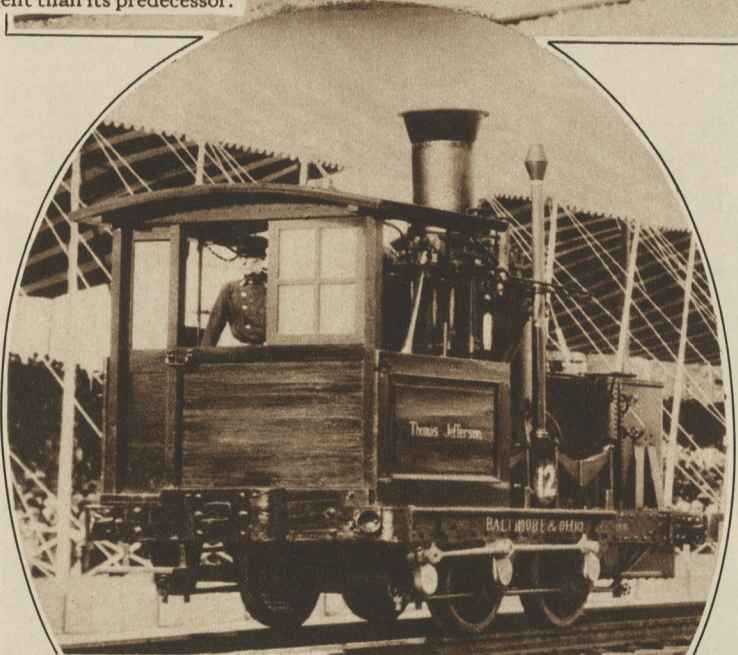
10. **YORK**—1831. So convincing was the lesson the *Tom Thumb* taught, that the directors of the Baltimore & Ohio offered a prize of \$4,000 for the most effective steam locomotive. The *York* came as the answer. It was built by Phineas Davis, at York, Pa., weighed three and one-half tons and was capable of carrying a load of fifteen tons at a rate of fifteen miles an hour.

11. **ATLANTIC**—1832. No replica this, but the actual locomotive which continued in service until 1893. It, in turn, is much heavier than the *York*, weighing six and one-half tons. It hauls two Imlay coaches, exact reproductions of passenger cars built for the Baltimore & Ohio in 1831 by a famous Baltimore coach builder.

12. **THOMAS JEFFERSON**—1835. This stout little engine (the original) was the first locomotive to operate in the State of Virginia, being employed on the Winchester and Potomac Railroad in 1836.



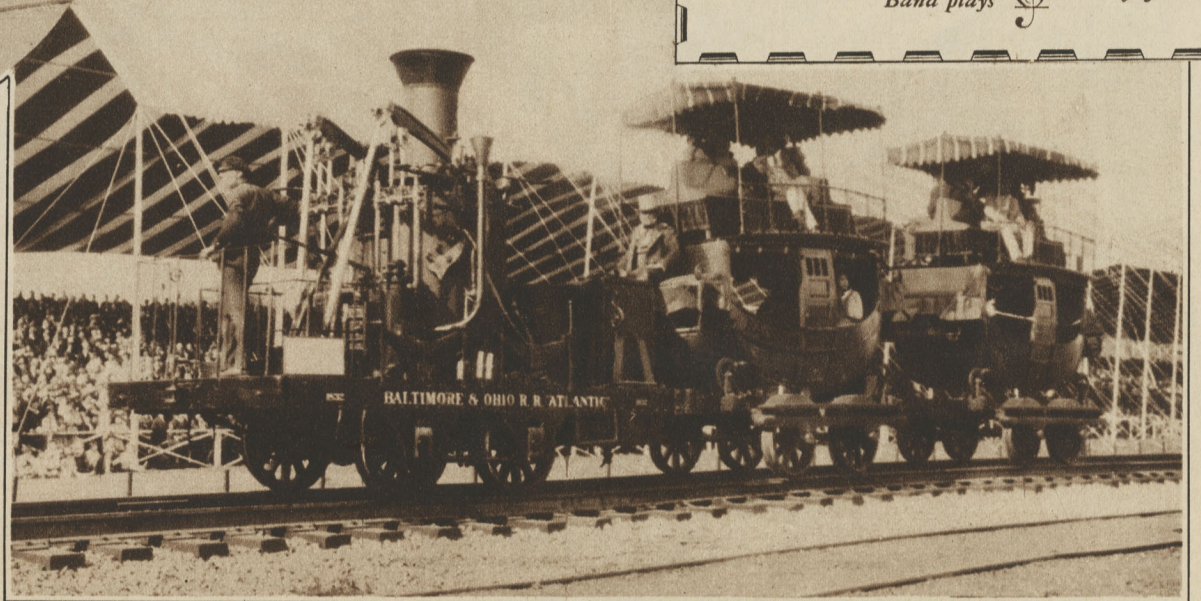
SECOND OF THE LINE  
The *York* was far more efficient than its predecessor.



THE THOMAS JEFFERSON  
The first locomotive to operate in the State of Virginia.




OFF FOR FREDERICK  
Good-bye at the coach door.




THE ATLANTIC AND ITS TRAIN  
The double-decked coaches were designed and built by Richard Imlay, of Philadelphia.

Then Peter Cooper built an Iron Horse.  
It ran by steam and drew a coach behind.  
Folks laughed again, to Cooper were unkind  
Because they thought him such a simpleton  
To dream that such a thing would ever run.  
But **TOM THUMB** ran and sometimes speed attained  
Of eighteen miles an hour on level track.  
Its power was said to be three times as great  
As that of England's **ROCKET** of that day.  
At length a race was run, and Dobbin won,  
But not for long, for steam had found its place  
In railroad work; and into motive power  
Came new developments that ever set  
Such goals ahead that only steam could reach.  
A prize was offered by the company  
To him who'd build a locomotive strong  
And practical for service every day.  
The **YORK**, by Phineas Davis, won the prize,  
Became the iron monarch of the rail.  
And when at night it reached its journey's end  
At Ellicotts, they housed it well within  
The station for the night; and took it out  
When morning came, as they had done the horse.  
And when the **YORK** was started on its way,  
It carried fifteen tons at fifteen miles  
An hour. The **YORK** had scarce its record made  
When came another engine, larger still—  
Twas named **ATLANTIC**, first one of the type  
That even today we know as "grasshopper."  
And sixty years of faithful service gave.

Centenary Band plays  "There is a Tavern in the Town"

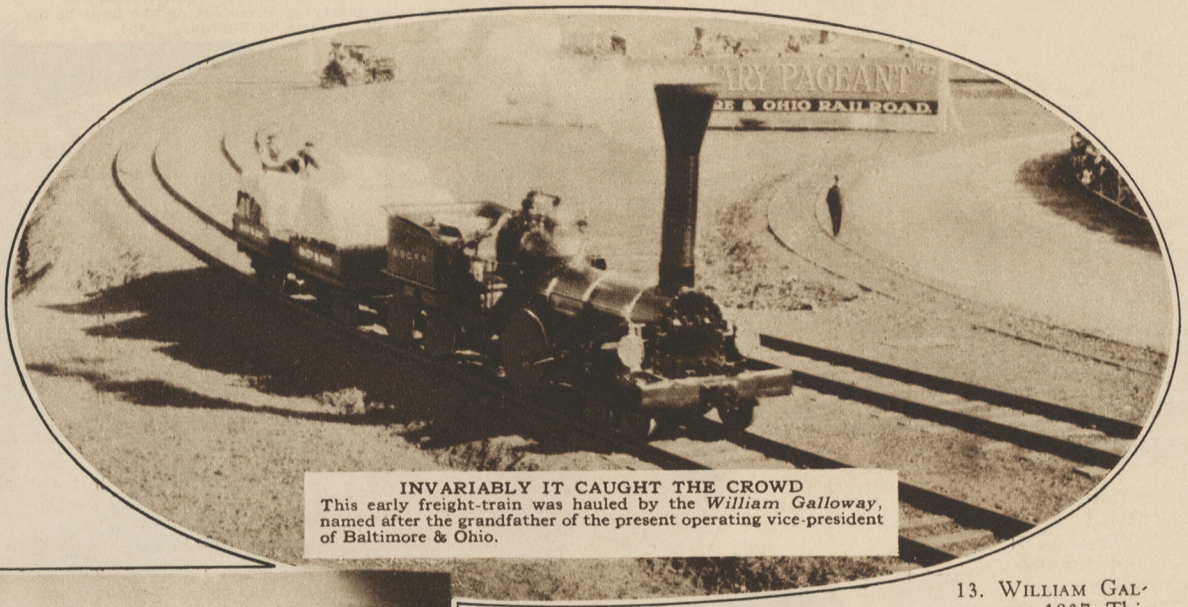
In quick succession followed many more—  
**THE TRAVELLER** in 1833;  
Then came **ARABIAN**, then the **MERCURY**,  
And those that for the Presidents were named—  
The **THOMAS JEFFERSON** a famous one.  
The "coal crabs," named for men in history;  
The **Norris** engines, known as "one-armed Billy's"  
Because they used but one connecting rod,  
Because by "Billy" Norris they'd been made.  
Foremost among these was the **LAFAYETTE**  
Then **MEMNON** came, another famous type;  
Each bringing in its wake improvements new,  
Each finer than the type that went before,  
And so the modes of transportation grew.

Centenary Band plays  "Casey Jones"

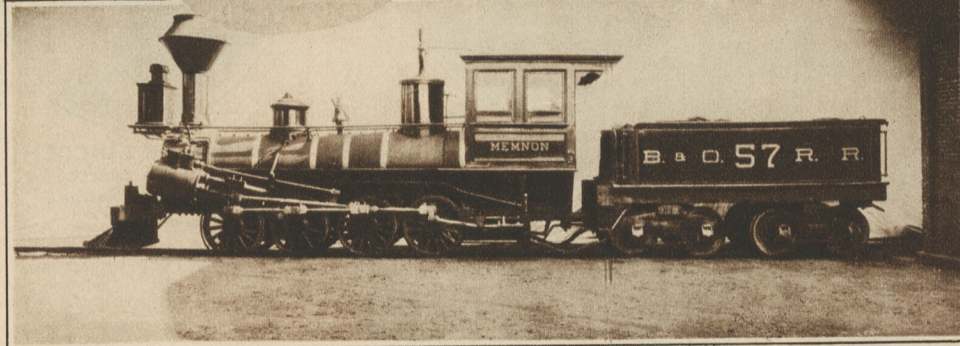
"WHAT HATH GOD WROUGHT!"



S. F. B. Morse (Mr. Caldwell Lean) receives at Mount Clare the first telegraph message.



INVARIABLY IT CAUGHT THE CROWD  
This early freight train was hauled by the William Galloway, named after the grandfather of the present operating vice-president of Baltimore & Ohio.



FLEET AND FAST THE MEMNON. It made passenger records late in the "forties".



FORERUNNER OF THE TELEGRAPH. The Pony Rider made a dramatic chapter in American transport history.

The transportation spirit deeply stirred  
The lives of thinking men. They'd learned the way

To carry foods and manufactured things,  
And lumber, produce, people; yet remained  
A need of quicker means of sending news.  
The loaded trains left town, but no one knew—  
Until these had returned—how they had fared.  
The time they made was swift enough for trains,  
But slow, indeed, for urgent messages.

In eighteen forty-four, one Samuel Morse  
An instrument invented, which, he said,  
Would flash a message miles across the land  
As quickly as it was transcribed by hand.  
'Twas called the telegraph, and when he sought  
A sending point, he chose our own Mount Clare,  
The oldest passenger station in the world,  
And there the message sent to Washington—

"WHAT HATH GOD WROUGHT!"

Centenary Band plays "Concerto" (Grieg)

In those days, too, Wells Fargo  
Began a work of national importance  
With hardy riders and a sturdy coach  
To carry man's belongings far and wide  
In the East, American Express  
The same important service did provide.

Centenary Band plays "Battle Hymn of the Republic"

13. WILLIAM GALLOWAY—1837. This locomotive is a replica of the Lafayette, built by Richard Norris, of Philadelphia, and was the first engine with a horizontal boiler to be used on the Baltimore & Ohio. It hauls two flour cars, typical of its day.

14. MEMNON No. 57—1848. Another original locomotive built by the Newcastle Manufacturing Company, at Newcastle, Del., and being for her day, very fast, was used in passenger service.

15-16. THE BIRTH OF THE TELEGRAPH. These two floats depict the first commercial use of the telegraph on May 24, 1844, when the world-famous message, "What Hath God Wrought!" was flashed along the lines of the Baltimore & Ohio from the national capital at Washington to the railroad station at Baltimore. Professor S. F. B. Morse, the inventor, is shown, seated at the desk.

Again the scene shifts to the highway and one sees another form of communication in the United States. This is the Pony Express and the early western stage coach (contributed to the pageant by the American Railway Express Company), which once gave glamor to the famous name of Wells Fargo and Company.

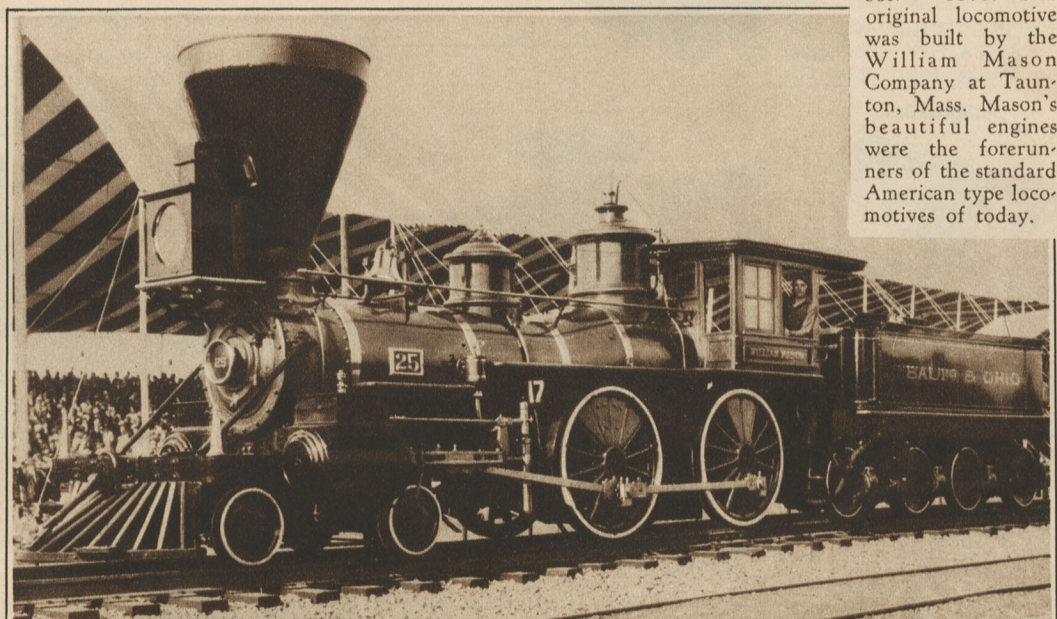
17. WILLIAM MASON — 1856. This original locomotive was built by the William Mason Company at Taunton, Mass. Mason's beautiful engines were the forerunners of the standard American type locomotives of today.



WHEN WELLS FARGO MADE HISTORY. The Overland coach took its way across the plains and over the mountains.



THE PONY RIDER  
Mr. M. J. Scott.



WHEN THIS LADY KICKED UP HER PRETTY HEELS—men reached for their watches. William Mason built her for speed, away back in 1857, and she made records along the Baltimore & Ohio.

**MR. LINCOLN ARRIVES IN WASHINGTON**  
This float depicts the martyred President on the hour of his arrival at Washington in February, 1861.



**ABRAHAM LINCOLN**  
As strikingly enacted by  
Mr. G. W. Bangs.



**FLIRTATION ON THE PLAT-  
FORM.** While father looks dis-  
creetly off.

18. **MR. LINCOLN GOES TO WASHINGTON.** A critical journey was that of Abraham Lincoln over the Baltimore & Ohio in February, 1861, to his first inauguration. He arrived at Washington in the early morning and is shown here with his guards, Allan Pinkerton and Colonel Ward H. Lamon.

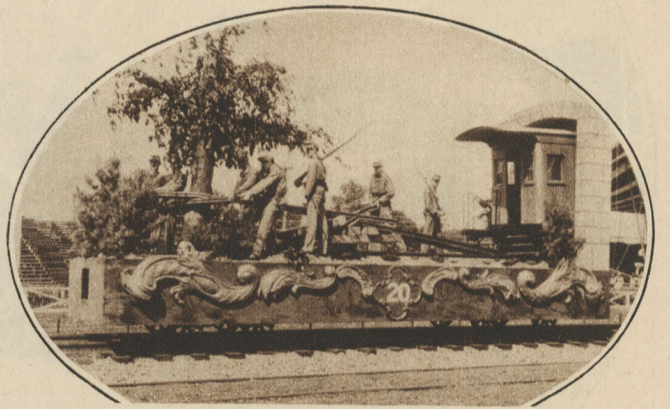
19. **THATCHER PERKINS NO. 117 — 1863.** Designed along the lines of the Mason locomotives, but far greater in strength were the ten-wheel engines built by Thatcher Perkins at Mount Clare in Civil War days. The Perkins is painted in its original colors and hauls a passenger train typical of its day.

The first American Presidents had known  
Few luxuries of travel. Stage and boat  
Had offered scanty pleasures for a trip;  
But Lincoln, on his way to Washington,  
Enjoyed a ride within a railroad train  
On Baltimore and Ohio; passed this way,  
Beyond these grounds where now we celebrate.  
And there were those who many times recalled  
His rugged, kindly eyes, his tenderness;  
Remembered well the wisdom of his words.  
The darkening period of the Civil War  
New havocs wrought upon the Railroad Lines.  
At Martinsburg one night the engines there  
Were taken from the tracks, by horses moved  
Along the pike, and down to Winchester.



**"RIDING ON THE RAIL"**  
As they did it in the long-agoes.

20. **DESTRUCTION OF THE BALTIMORE & OHIO TRACKS.** In modern warfare severe measures oft-times are necessary. Baltimore & Ohio lines traversed the scene of much Civil War fighting. Frequently its tracks were torn up and destroyed, first by one army and then by the other. The money loss was very great.



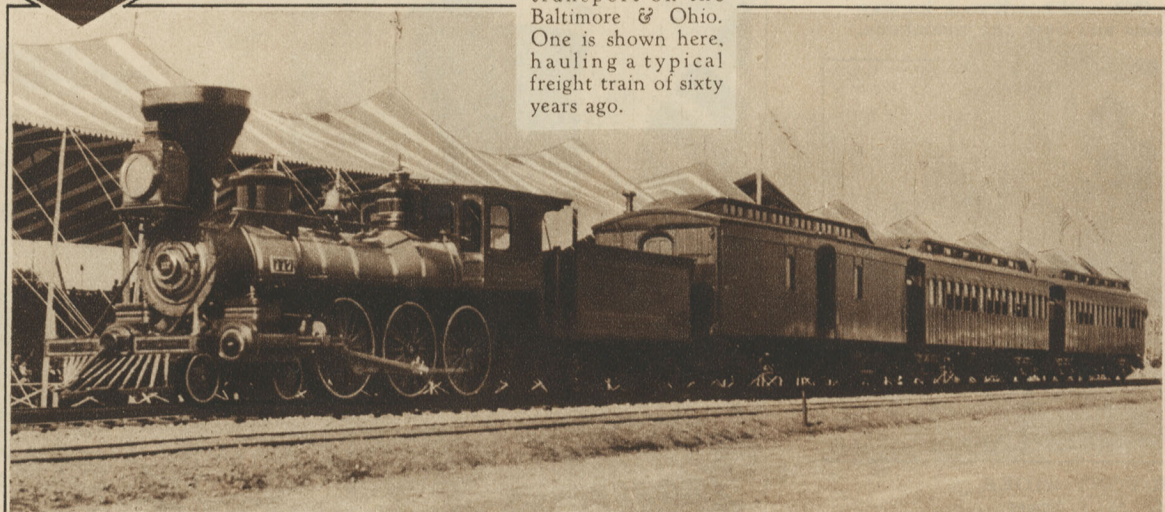
**WAR BRINGS DESTRUCTION TO  
THE RAILROAD.** Soldiers tearing up  
and destroying the tracks of the Balti-  
more & Ohio.

21. **ROSS WINANS No. 217 — 1869.** The camel-back locomotive invented by Ross Winans was for many years the most distinctive feature of freight transport on the Baltimore & Ohio. One is shown here, hauling a typical freight train of sixty years ago.

**"HOW LONG WILL WE BE  
HERE, CAPTAIN?"** The little  
old train breaks down upon the  
way.



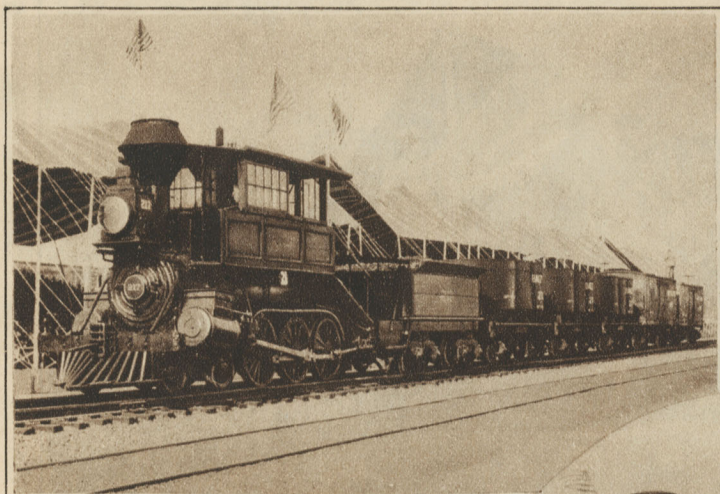
**IT WAS GREAT FUN  
RUNNING AN  
ENGINE IN 1863.** The little  
old train breaks down upon the  
way.  
Engineer T. C. Loux and  
Fireman L. T. Brewer  
of the Thatcher Perkins.



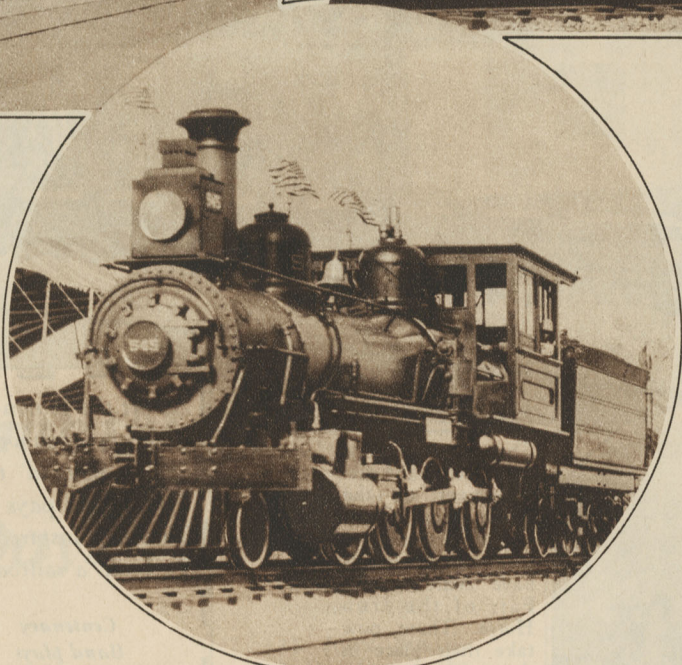
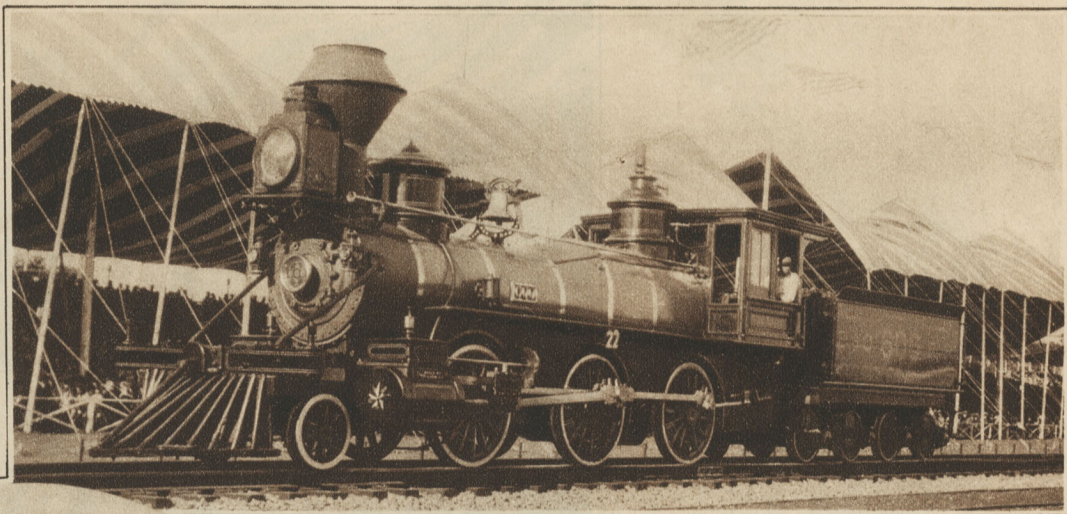
**DAILY CAPARISONED FOR THE DAILY RUN**  
In red and gold and yellow and black the *Thatcher Perkins* and its train  
of Civil War days made its daily round of the Pageant stage.



**SOLDIERS OF THE  
CIVIL WAR**



**THE ROSS WIN-ANS' CAMEL.** For many years an established type of freight locomotive on the Baltimore & Ohio.



**THE A. J. CROMWELL.** This Consolidation engine stirred the railroad boys along about 1888.

22. J. S. DAVIS No. 600—1875. This locomotive when exhibited at the Philadelphia Centennial Exposition of 1876, was said to be the heaviest passenger engine in existence. It weighs forty-five tons. Engines today may weigh three hundred tons and upward.

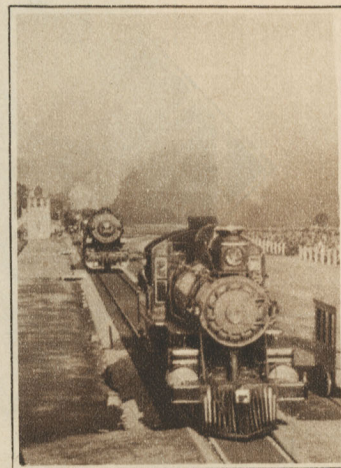
**THE PRIDE OF THE CENTENNIAL OF '76.** Nothing less was this passenger locomotive then averred the largest in the world.

23. A. J. CROMWELL No. 545—1888. A very successful consolidation locomotive designed by A. J. Cromwell, a former Master of Machinery of the Baltimore & Ohio.

24. THE COMING OF THE ELECTRIC LOCOMOTIVE—1895. This float shows the first electric locomotive to operate on a steam railroad. It was run in the Baltimore & Ohio Belt Line tunnel, under Baltimore, and was originally operated by overhead trolley. The third-rail system is now used in the tunnel, which thereby is kept free from smoke.


25. No. 1310—1896. The inauguration of the famous Royal Blue Line between Washington and New York called for locomotives capable of tremendously high speed. No. 1310 was built for this service. Its 78-inch drivers rendered it extremely suitable for the difficult work it was called upon to do.

26. MUHLFELD No. 2400—1904. This, the first Mallet ever built in the United States, was designed for the Baltimore & Ohio by John E. Muhlfeld, then the road's General Superintendent of Motive Power, and more recently the designer of the JOHN B. JERVIS, of the Delaware and Hudson Railroad, which is also shown in this pageant.




**MARCHING DOWN THE STAGE**—came all these locomotives, proudly conscious of the fine roles they were playing.

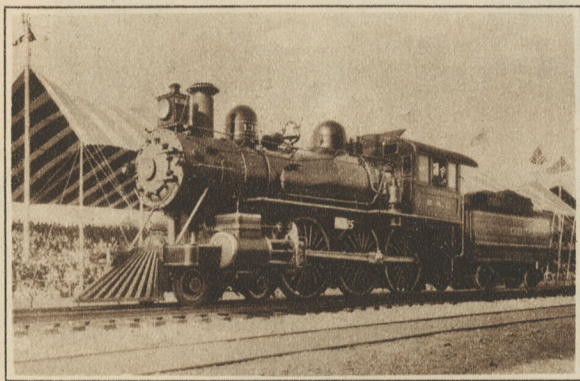
And portions of the tracks were broken up.  
Built and rebuilt and then torn up again  
Destruction reigned, that armies of the North  
Might be deprived of implements of war.

Centenary Band plays  "Wait for the Wagon"

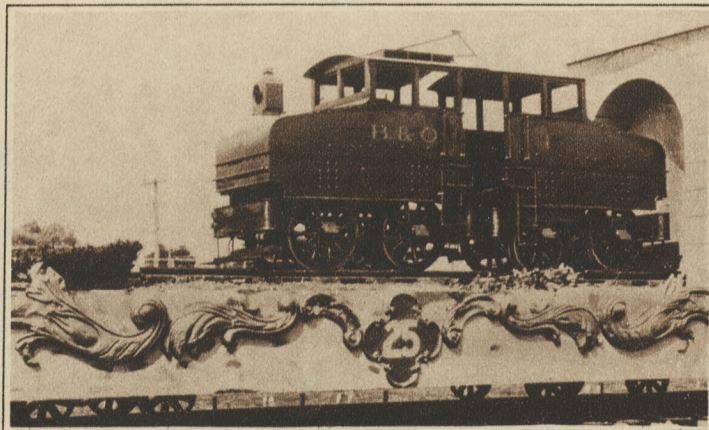
But even wars must have an end, and though  
The battle-scars remain, their presence stands  
A grim reminder of the work ahead.  
And so, the railroad, spurred with life anew,  
Advanced by leaps and bounds; began again  
To fulfil dreams. The engines grew in size  
And in their power; the coaches, too, were  
changed,

More like unto the coaches of today.  
The Pullman car, in eighteen sixty-seven,  
Gave to the rails an atmosphere of home.  
The railroad spirit of the horse-car days  
The soul of transportation had become.  
For, with the human touch, the railroad train  
Resolves itself into a throbbing thing—  
No longer lifeless in its coat of steel—  
A living object, eager yet to feel!  
The joy of bringing hope—a banner furled—  
Inspiring faith and making safe the way;  
Exulting, pulsing in a great desire  
To feed, to clothe, to please a variant world!

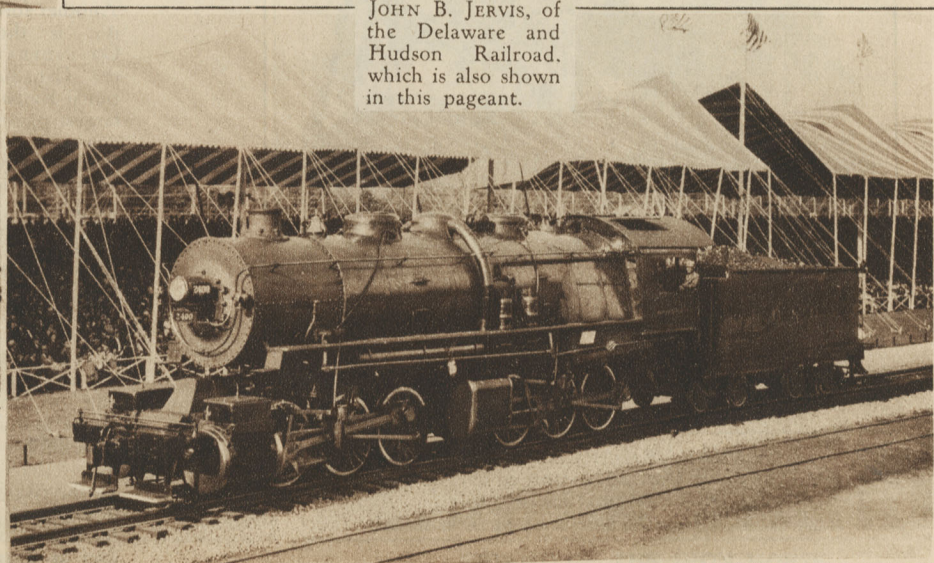
Centenary Band plays  "A. D. 1620"  
"Eastern Train"  
"Down South"



**THE GREYHOUND OF THE 'NINETIES.** Built for the Royal Blue Line in 1896, the 1310 smashed all speed records.

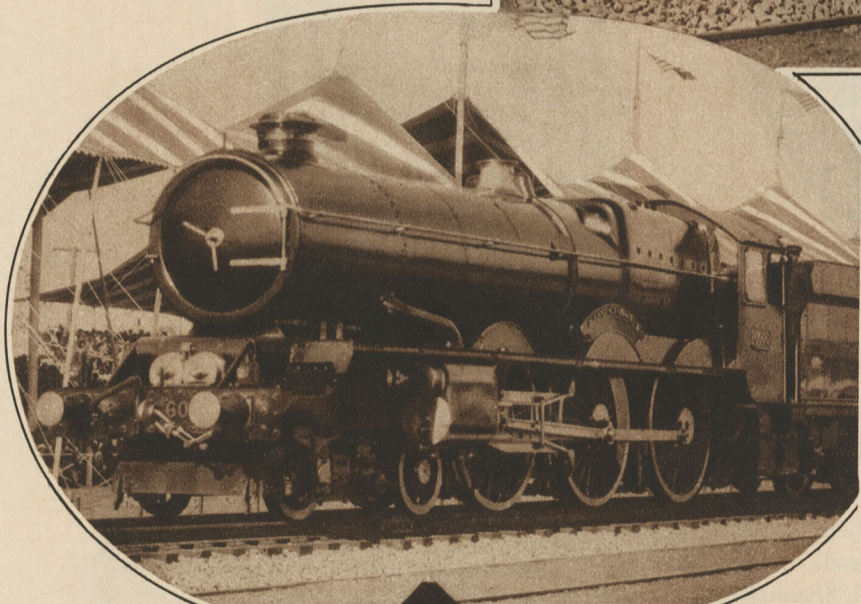
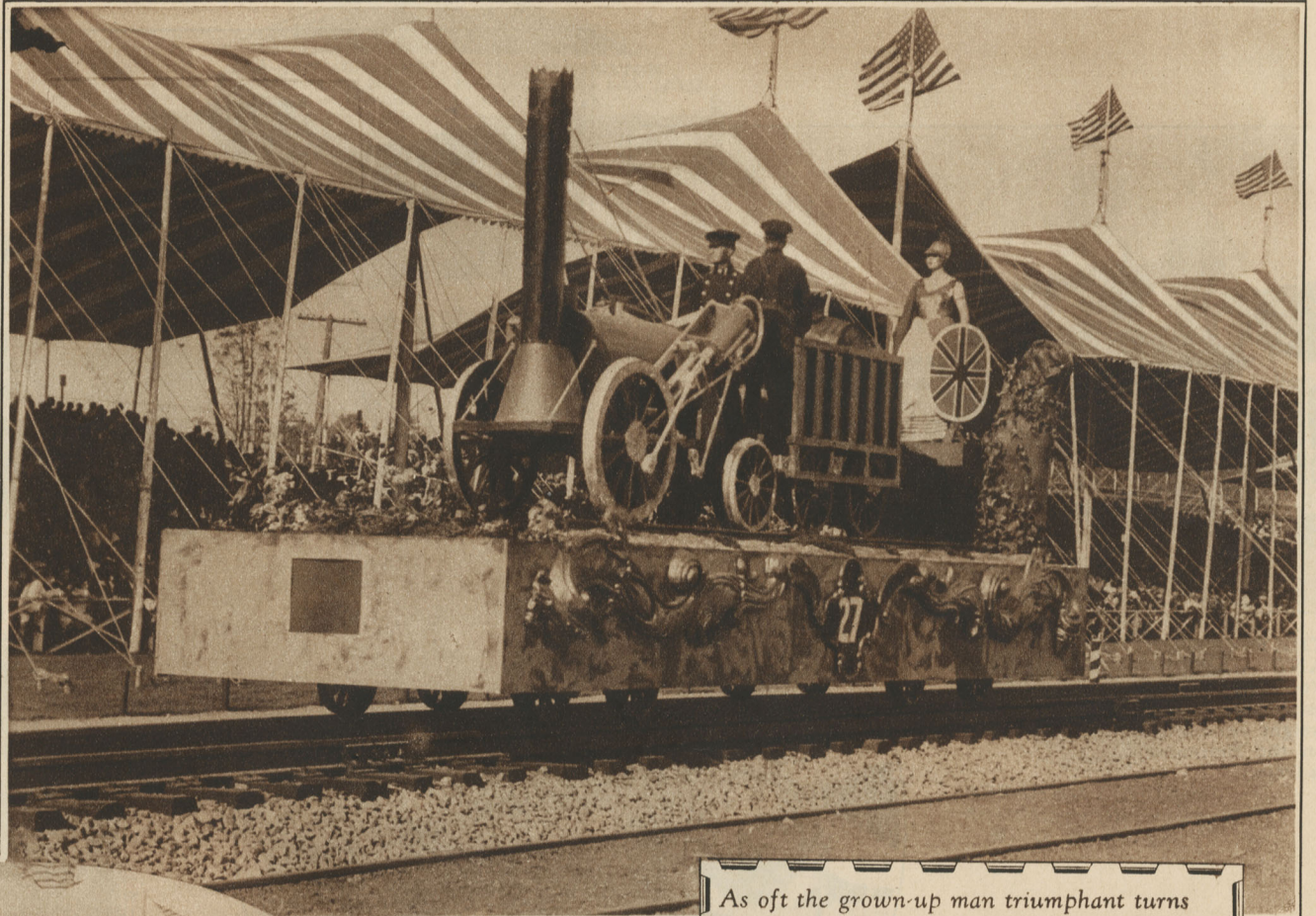


**PIONEER IN A NEW ERA**—was this electric locomotive of 1895, the first to be used on any standard railroad in the United States



**THE FIRST MALLET.** The J. E. Muhlfeld, built in 1904, marked a large step in locomotive progress.

ENGLAND, MOTHER OF RAILWAYS. Stephenson's *Rocket*, with Britannia as its guardian rides majestically upon a float across the stage.



ENGLAND'S BEST  
The *King George V* built by the Great Western Railway and sent across the sea to the Fair of the Iron Horse.



DRIVER GEORGE YOUNG  
Crack English Locomotive Engineer and the admiration of every small boy from Paddington to Plymouth.



CANADA'S LARGEST ENGINE  
The giant *Confederation* of the Canadian National Railways.

The pageant now turns from the development of the Baltimore & Ohio. Various locomotives from other railroads have come to the Fair of the Iron Horse. These now take their place in the procession.

27. England, the MOTHER OF RAILWAYS. The modern railroad was born in England. Upon this float one sees the *Rocket*, the famous Stephenson locomotive which made a sensational success at the Rainhill Trials, outside of Liverpool, in 1829. George Stephenson is shown standing by his locomotive.

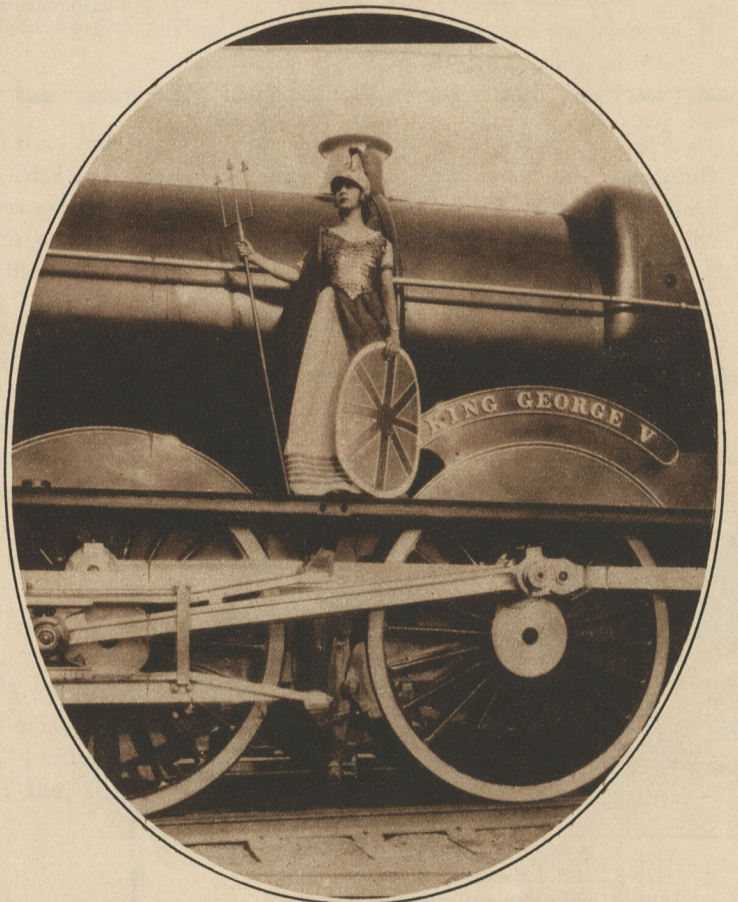
28. KING GEORGE V No. 6000—1927. From England there has come the most powerful locomotive ever built in Great Britain. Built by the Great Western Railway at its Swindon shops, it is easily capable of sustaining a speed of eighty miles an hour, and, upon occasion, of one hundred miles an hour. The trim lines and simplicity of the engine, as well as her color scheme, is typical of British railway practice today. It carries neither headlight nor bell.

29. CONFEDERATION No. 6100—1927. Another foreign visitor is the giant CONFEDERATION of the Canadian National Railways, the largest passenger locomotive in the British Empire. It weighs three hundred and twenty-four tons and is designed for long runs, even through winter blizzards.

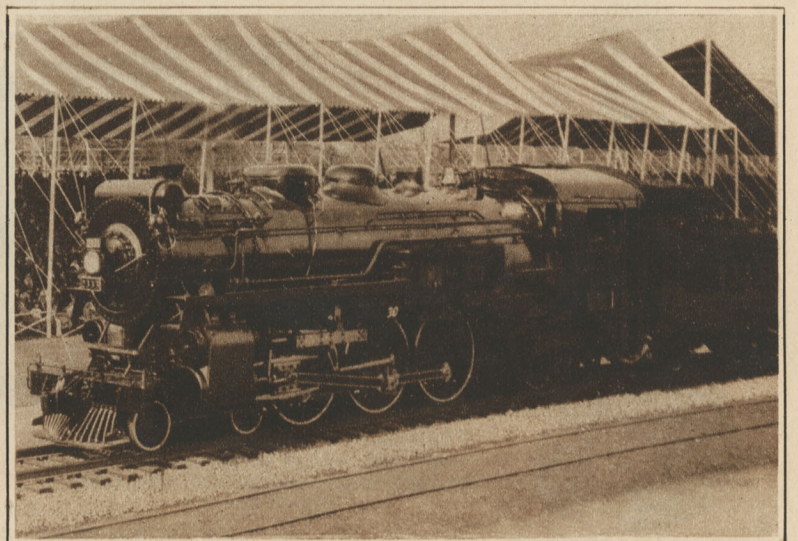
30. No. 2333—1926. Another Canadian guest at the Fair of the Iron Horse is this Pacific passenger locomotive of the Canadian Pacific Railway. It is designed to haul from ten to twelve cars at a speed of from eighty to eighty-five miles an hour.

As oft the grown-up man triumphant turns  
Unto the boyhood home where Mother dwells,  
So, "homeward" turns the Baltimore and Ohio;  
To England pays her tribute for the thought  
That first inspired the dreaming pioneers  
To build a railroad in the wilderness.

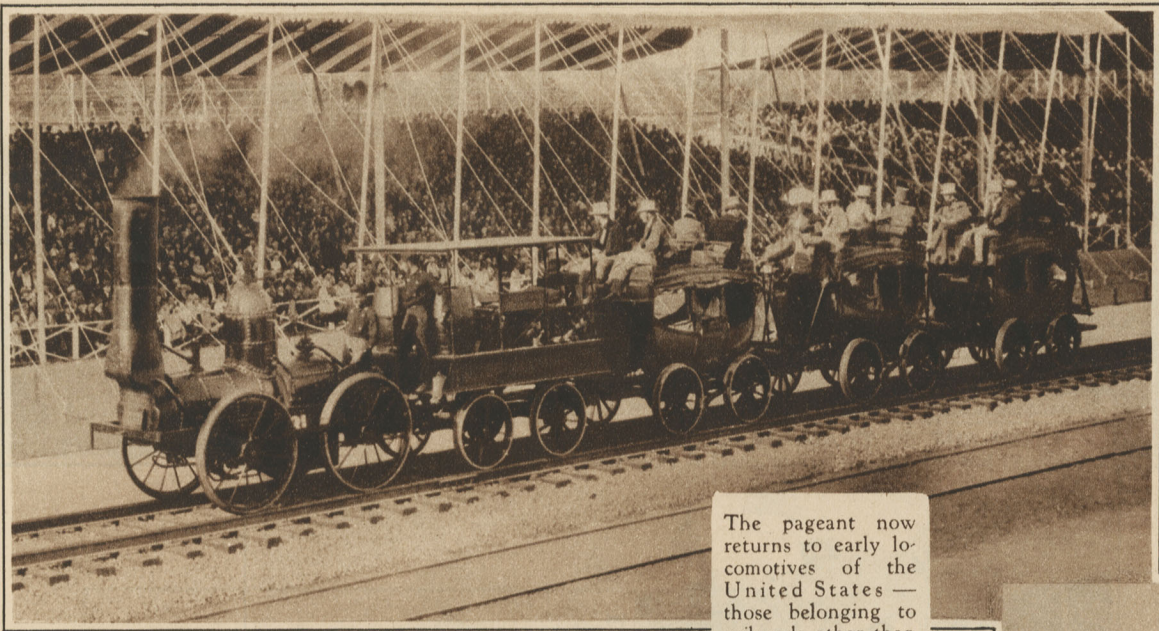
Centenary Band plays "Rule Britannia"  
"Pomp and Circumstance" (Elgar)



MISS BRITANNIA  
Miss Lillian Scheuler filled the fine, tall role to perfection.



FROM THE CANADIAN PACIFIC RY.  
This fine locomotive, of great intensive power and speed.



**NEW YORK'S FIRST ENGINE AND TRAIN**  
The *DeWitt Clinton*, once owned by The Mohawk & Hudson, now the property of the New York Central R. R.



**OFF FOR THE SEMINARY**  
Miss Anita Berratt rode in the *John Bull's* little train.

## Visiting Locomotives of Early Days

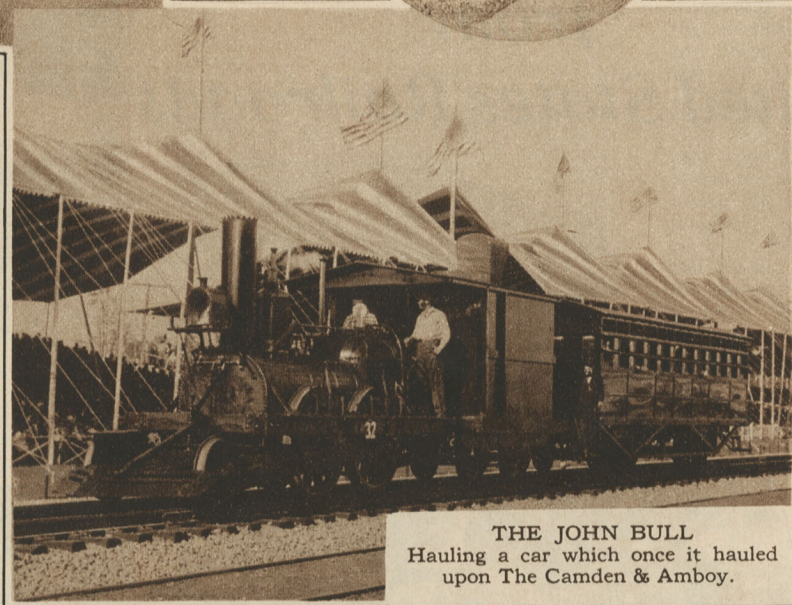
The pageant now returns to early locomotives of the United States — those belonging to railroads other than the Baltimore & Ohio.

**31. DE WITT CLINTON — 1831.** The locomotive, with its old-fashioned train, was built at the West Point Foundry in New York City, and made her first run between Albany and Schenectady over the Mohawk and Hudson Railroad, now a part of the New York Central system, on August 9, 1831.

**32. JOHN BULL — 1831.** Among the earliest locomotives imported from England was the JOHN BULL from the famous Stephenson Establishment at Newcastle-on-Tyne. It was placed in service on the Camden and Amboy Railroad, now a part of the Pennsylvania System, on November 12, 1831. The engine and the original coach are ordinarily kept in the Smithsonian Institution at Washington.

**33. SATILLA — 1860.** Built by the Rogers Locomotive Works for the Atlantic and Gulf Railroad, and recently restored by Mr. Henry Ford, who has loaned it to the Fair of the Iron Horse.

**34. WILLIAM CROOKS — 1861.** The first locomotive to operate in Minnesota, having gone into service from St. Paul to St. Anthony, now Minneapolis, June 28, 1862, with the baggage car and coach shown in the procession. Now pride of the Great Northern Railway.



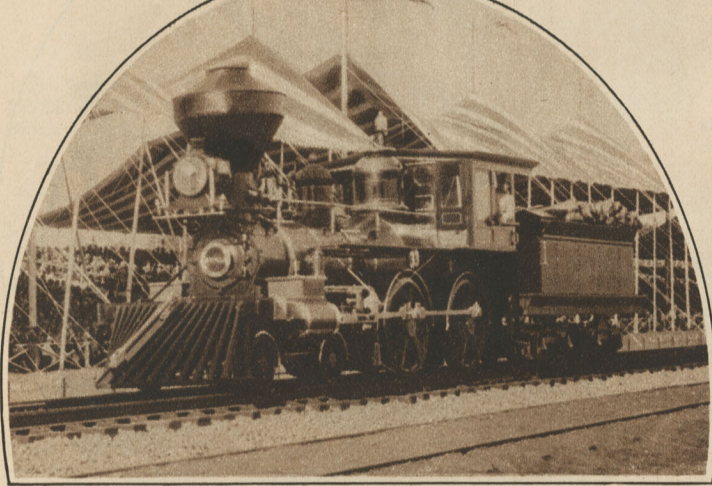
**THE JOHN BULL**  
Hauling a car which once it hauled upon The Camden & Amboy.



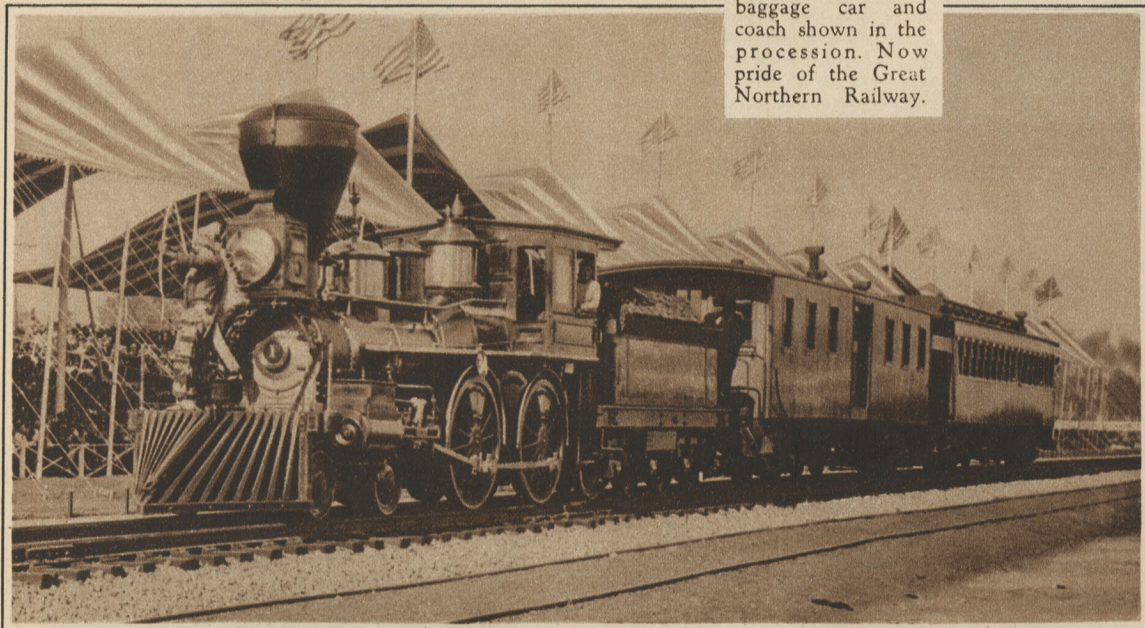
Centenary Band plays *"When the Midnight Choo-choo Leaves for Alabam'"*



**OLD-TIME PASSENGERS —** as they rode the cars in other days. Miss Edith Kerby, Messrs. Amos Worthington and C. C. Swartz.



**UP FROM THE SUNNY SOUTH** journeyed the *Satilla*, of the one time Atlantic & Gulf Railroad.



**FROM OUT OF THE NORTHWEST**, came the *William Crooks* and his train, loaned to the Baltimore & Ohio by The Great Northern Railway.

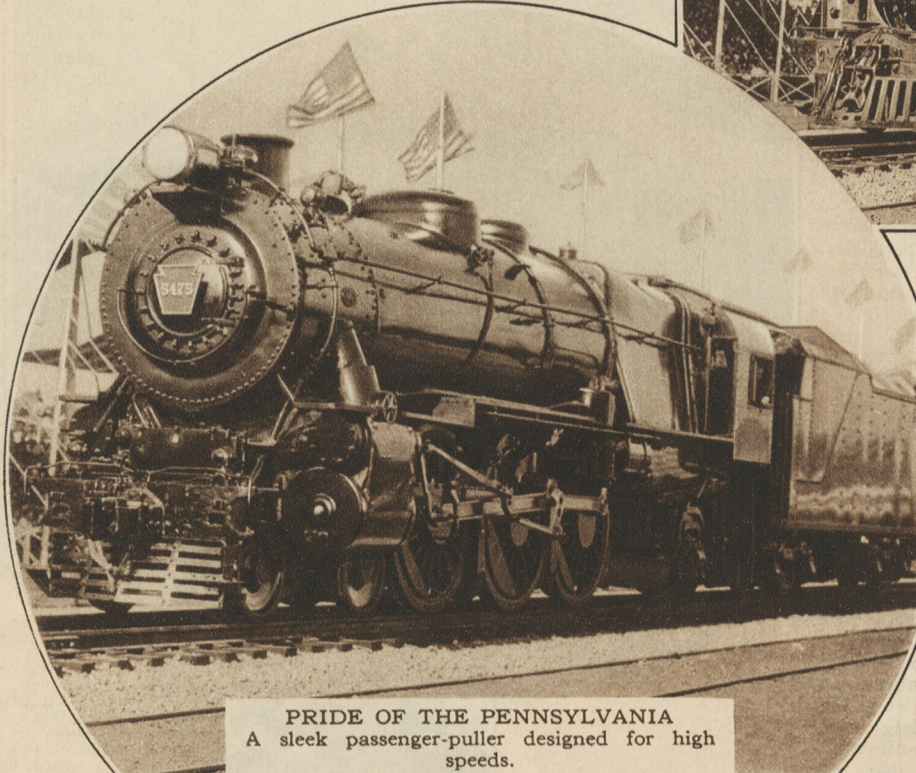


**FRIEND OF THE IRON HORSE**  
Chief *Little Dog* typified the traditional friendliness of his ancestors to the coming of the railroad.

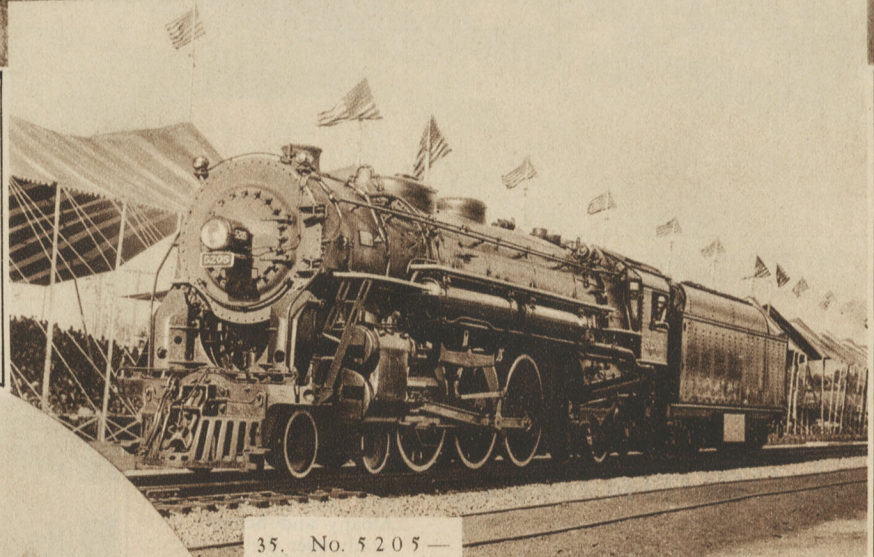


AS ACTORS IN THE WINGS AWAITING THEIR CUES. Locomotives old and new stood steam up, ready to go upon the stage, 6000 feet in length.

*Visiting Locomotives from United States Railroads*

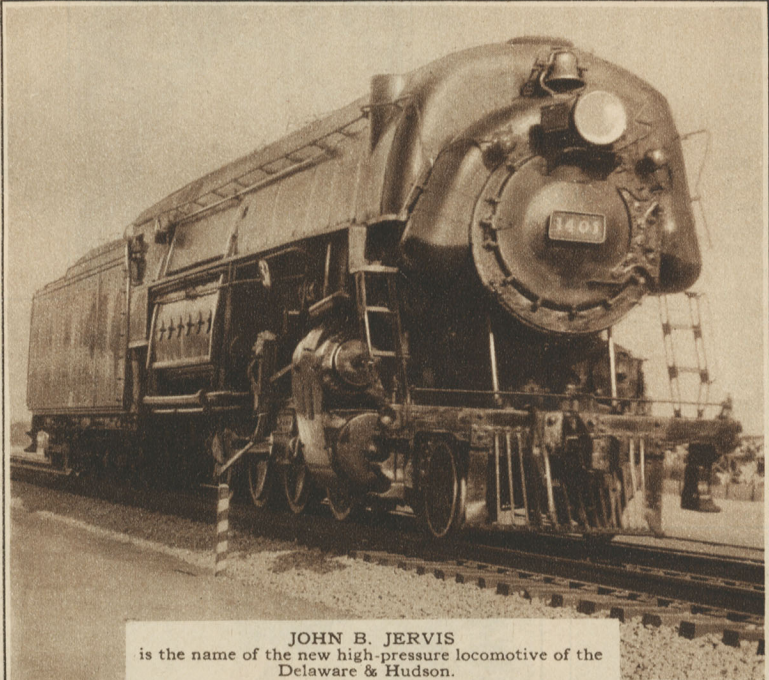


**PRIDE OF THE PENNSYLVANIA**  
A sleek passenger-puller designed for high speeds.



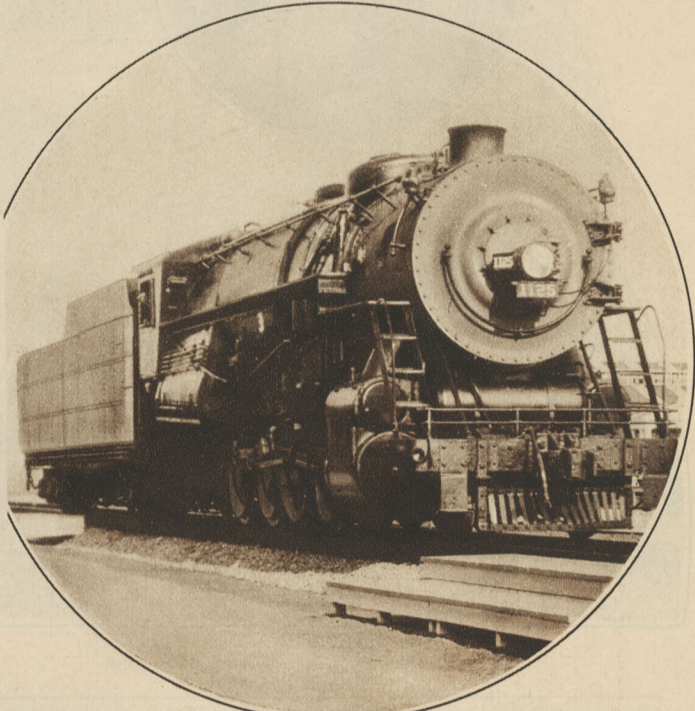
35. No. 5205—1927. This is the Hudson type locomotive brought out by the New York Central Railroad in the late summer of 1927, for the haulage of heavy passenger trains at very high speed. The engine is 95 feet long and has gigantic pulling force.

**THE HUDSON TYPE** is the name the New York Central gives this huge new passenger locomotive.



**JOHN B. JERVIS** is the name of the new high-pressure locomotive of the Delaware & Hudson.

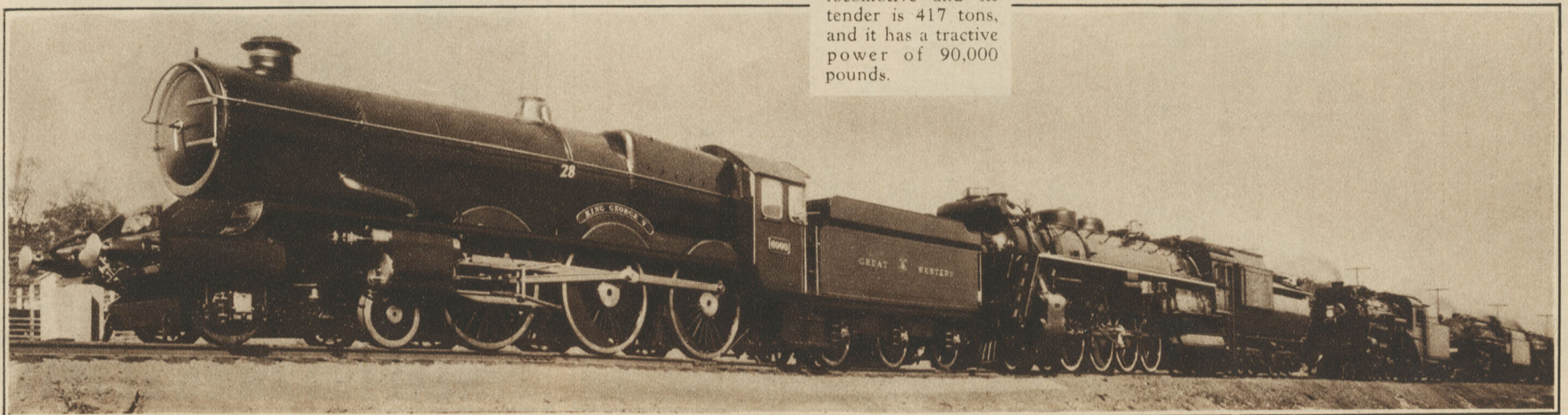
36. No. 5475—1926. To the Baltimore & Ohio Centenary the Pennsylvania Railroad has sent one of its finest high-speed passenger locomotives. The fine design and symmetry of the locomotive is characteristic of Pennsylvania Railroad practice. It was built at the Altoona shops of the company.



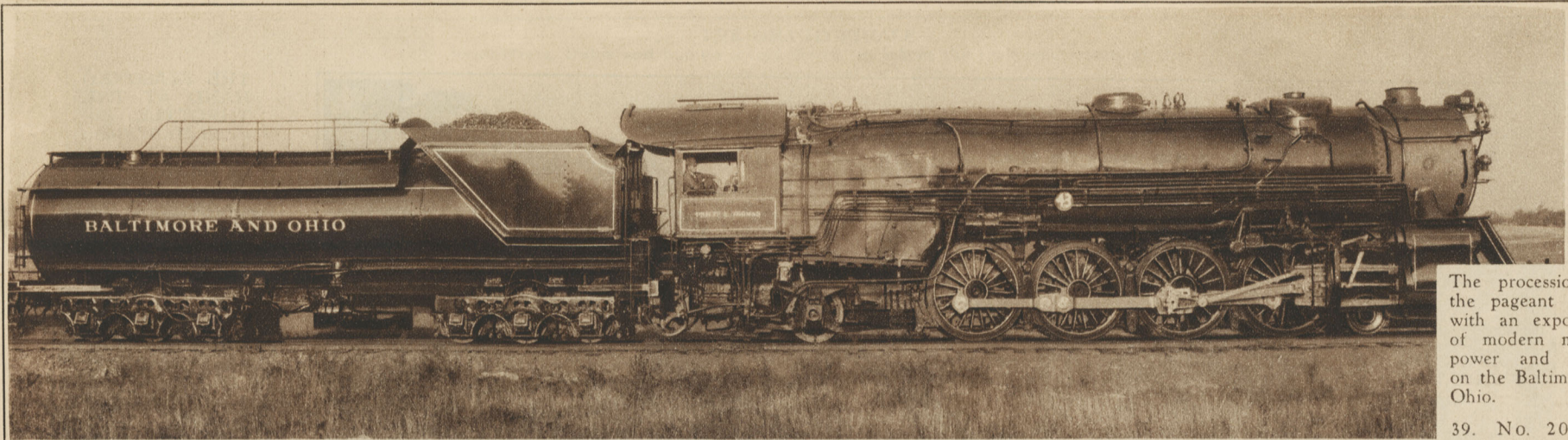
**LORD OF THE HIGH HILLS** is this huge freight locomotive of the Western Maryland Railway.

37. **JOHN B. JERVIS**—1927. One of the most radical departures in American locomotive design is the **JOHN B. JERVIS**, built by the Delaware and Hudson Company. The outstanding feature of this locomotive is the water-tube boiler, capable of carrying a sustained pressure of 400 pounds to the inch.

38. No. 1125—1927. This Decapod freight locomotive of the Western Maryland Railroad is employed in overcoming the steep mountain grades of the Alleghanies. The total weight of the locomotive and its tender is 417 tons, and it has a tractive power of 90,000 pounds.



**PRIMA DONNAS OF THE PAGEANT.** Not less, these giant locomotives, playing their respective parts in the drama of inland transport in America.



**A MODERN GIANT OF THE RAILS**  
The *Philip E. Thomas* of the Baltimore & Ohio, one of the longest and heaviest passenger locomotives in the world.

The procession of the pageant closes with an exposition of modern motive power and trains on the Baltimore & Ohio.

39. No. 2024—1927. This locomotive, designed for local service, has recently been modernized in Baltimore & Ohio shops. It wears the new passenger livery of the road—olive green and black, striped with red and gold.

40. No. 5005—1924. From the Mikado type has been developed this passenger locomotive, weighing with its tender 150 tons, and having a tractive power of 44,600 pounds. It is a highly efficient, high-speed locomotive.

41. No. 4465—1920. The Mikado itself, as designed by George H. Emerson, Chief of Motive Power of the Baltimore & Ohio, and built by the Baldwin Locomotive Works. A freight locomotive weighing 160 tons with a tractive power of 63,200 pounds.

42. No. 6137—1926. In recent years the Santa Fe type has begun to replace the Mikado in popularity upon many American railroads. The No. 6137 here shown, also designed by Mr. Emerson, weighs 367 tons and has a tractive power of 84,300 pounds.

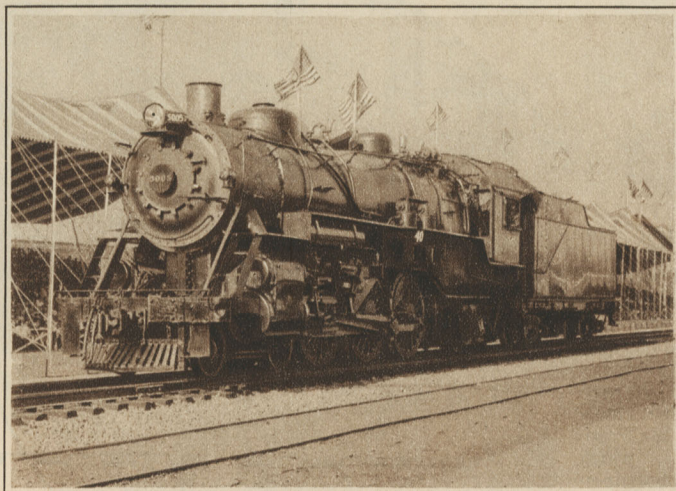
43. PHILIP E. THOMAS No. 5501—1926. Designed and built by the Baltimore & Ohio in its historic Mount Clare shops, the PHILIP E. THOMAS is one of the longest and heaviest passenger locomotives in the world. It weighs 330 tons and measures 100 feet in length. Tractive power 68,200 pounds.

44. MARYLAND. The final float of the procession depicts Maryland seated with her great seal in hand. At her feet is her fine city of Baltimore, with its trains and ships, emblematic of the great commerce that constantly passes through it.

45. No. 7151 AND FREIGHT TRAIN—1919. One of the most powerful engines in Baltimore & Ohio freight service is this simple, articulated Mallet with its great tractive power of 118,800 pounds. The short train hauled by this locomotive is made up of but twelve cars, each of them, however, typical of the service for which it is designed.



WEARING ITS NEW LIVERY, of green and black and gold is the 2024 used in local passenger service.

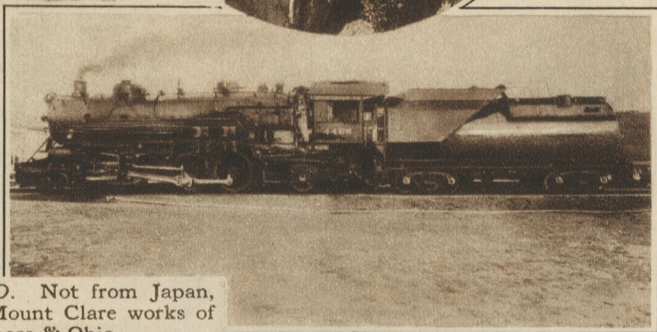


**THE 5005**  
A high-type of Baltimore & Ohio express passenger locomotive.

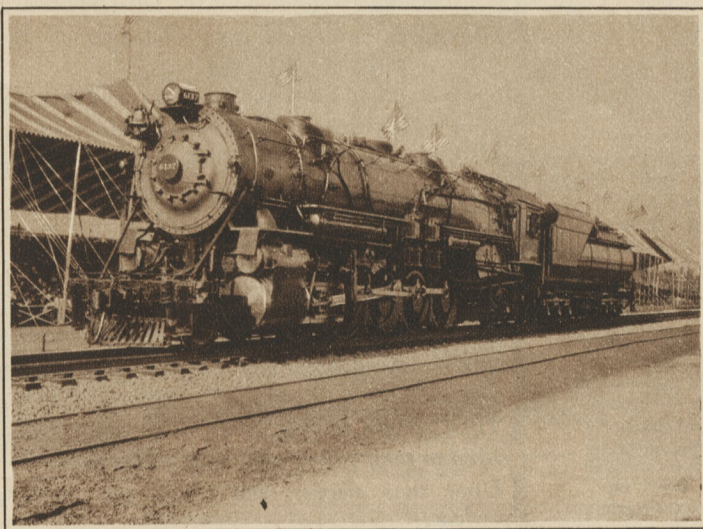
## Baltimore & Ohio Locomotives of Today



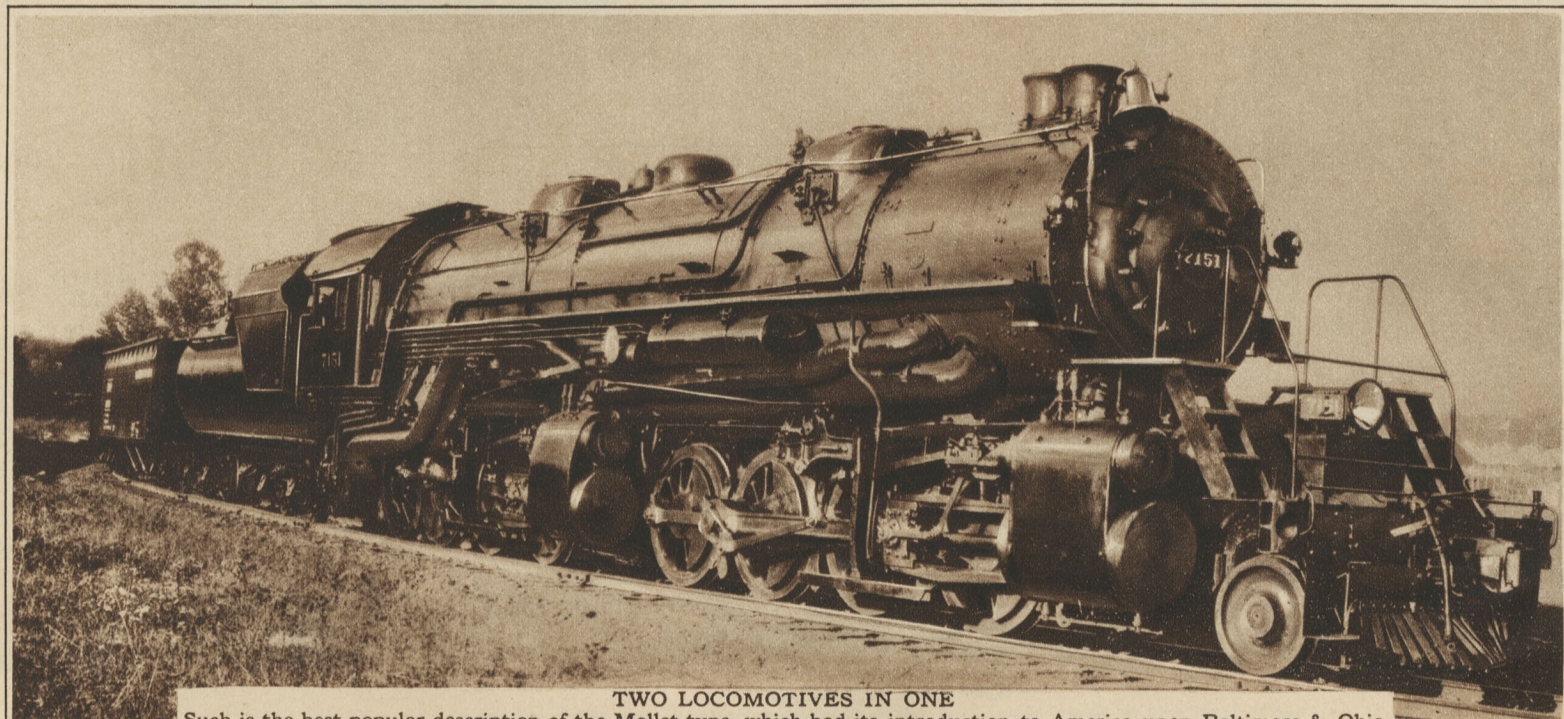
MISS MARYLAND. As depicted by Miss Gladys Millar of Baltimore & Ohio office forces.



THE MIKADO. Not from Japan, but from the Mount Clare works of Baltimore & Ohio.



THE SANTA FE is the generic name given to freight locomotives of this type the whole land over.

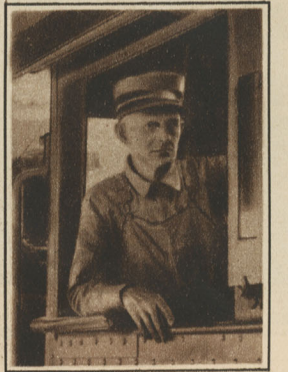


**TWO LOCOMOTIVES IN ONE**  
Such is the best popular description of the Mallet type, which had its introduction to America upon Baltimore & Ohio and which has never lost its popularity upon the road.



**THE END OF THE RUN**  
The Capitol Limited comes to a stop—while the Motor Busses come up alongside to receive its passengers.

THE SEASONED HAND AT THE THROTTLE. Engineer Mr. William Hand of The Capitol Limited.



The  
PRESIDENT  
WASHINGTON  
and  
The  
CAPITOL  
Limited

46. PRESIDENT WASHINGTON No. 5300 AND THE CAPITOL LIMITED—1927. The final triumph of the procession is the beautiful locomotive PRESIDENT WASHINGTON, first locomotive of the President class, which made its debut upon the Baltimore & Ohio in this summer of 1927. Resplendent in their olive green coloring, the President locomotives attract universal attention. While they are designed primarily for the New York-Washington service, the PRESIDENT WASHINGTON here hauls the famous train—The CAPITOL Limited, which already has won in its daily trips between Chicago, Washington and Baltimore a nation-wide reputation for service, comfort and dependability. The six cars shown in the CAPITOL Limited of the procession represent but half the ordinary length of the train, yet typify each feature of its unusual equipment— from barber shop to observation platform.

There is now enacted the trainside motor-bus operation used with great success by the Baltimore & Ohio at its Jersey City passenger terminals. The motor buses which penetrate the very heart of the city of New York come alongside the train, and, in a trice, passengers and their hand-baggage are transferred—without the least bit of trouble or delay.

Centenary Band plays *"Back, back, back to Baltimore"*

The Baltimore and Ohio Railroad now  
One hundred years of service celebrates.  
Though older than its neighboring railway lines,  
The difference is slight. As in a home,  
Producing many children, feeding all,  
The railroads of America were born;  
All nourished 'round about the self-same board,  
A hundred years have come—have gone! But  
progress, calling still,  
She waves her hand unto the morning skies,  
And, "Onward go, O, Road of Baltimore!  
New centuries shall want your faith!" she cried.  
You kept the torch alight, the signals clear  
Dare you go on? Dare you.

"Aye, that we do!"  
And thousands upon thousands make reply. . .  
Old Veterans, with faltering step and slow,  
With misting eyes, and hands that trembling hold  
Their service records, bright with many stars;  
Men in their prime who wear the golden bars  
Upon their sleeves; and youths who nothing fear.

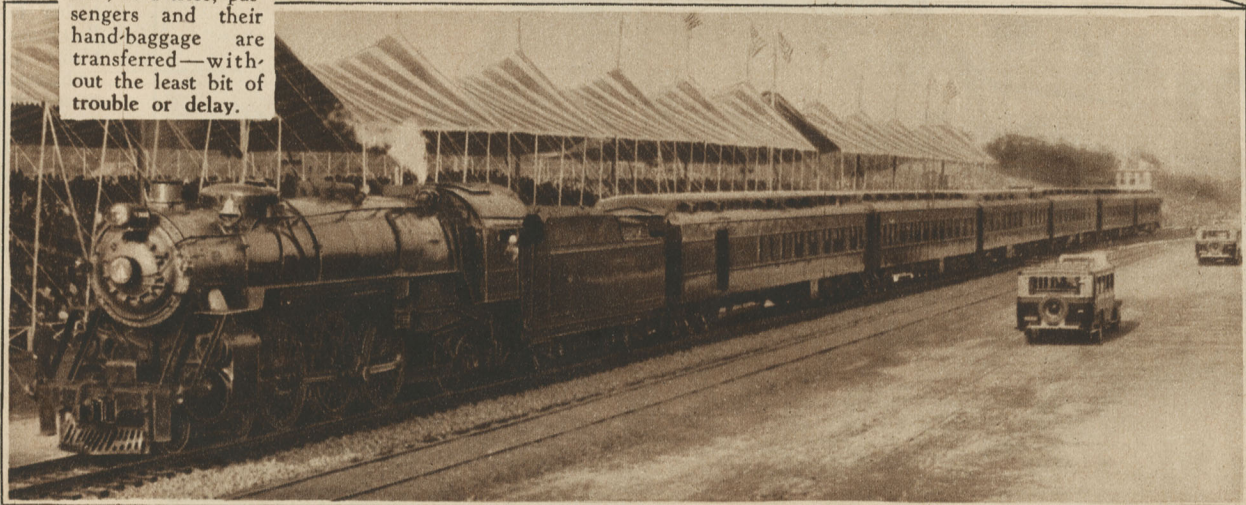
Centenary Band plays *"Baltimore, Our Baltimore"*



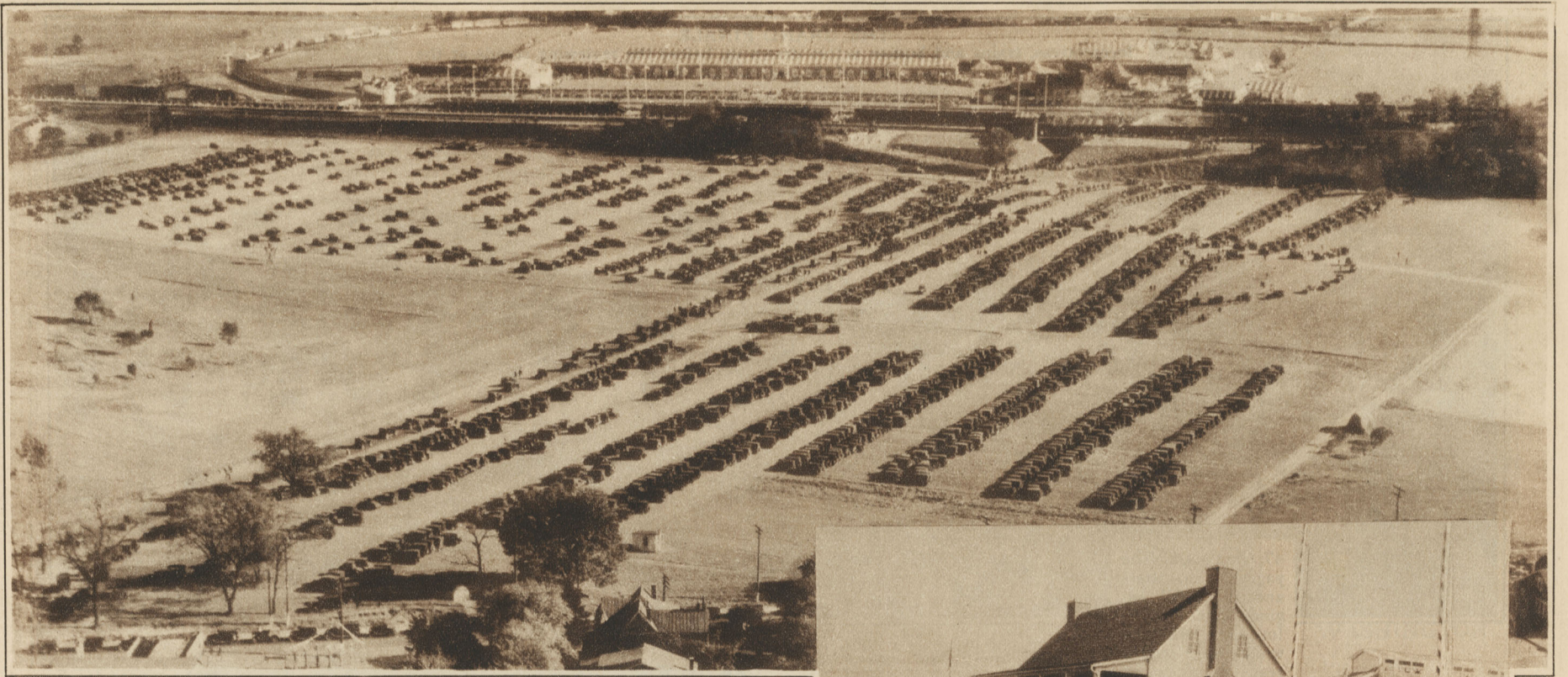
ALL ABOARD FOR MANHATTAN." Passengers take the Motor Bus Connection.



THE MOTOR BUS AS HAND SERVICE TO THE PASSENGER TRAIN. Baltimore & Ohio Terminal service at New York was shown in fine detail at the Fair of the Iron Horse.







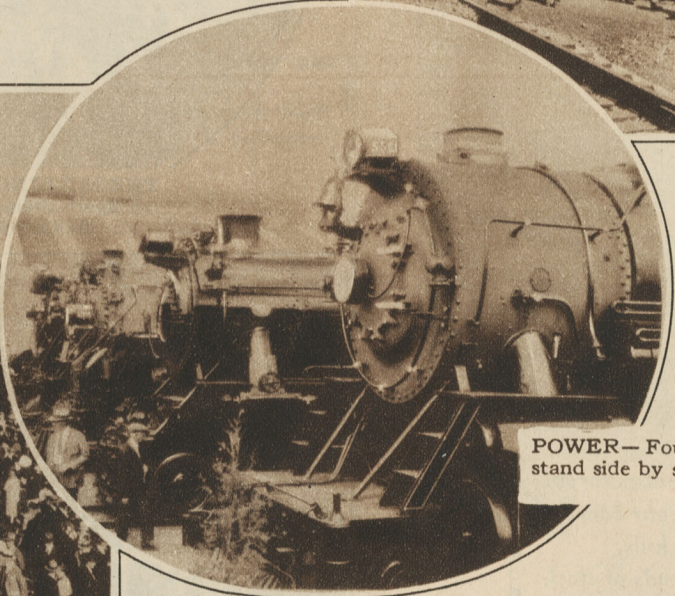
**MOTOR CARS BY THE THOUSAND**  
The Iron Horse gave cordial reception to the Gas Buggy at his Fair. More than 9,000 were parked there at a single time.



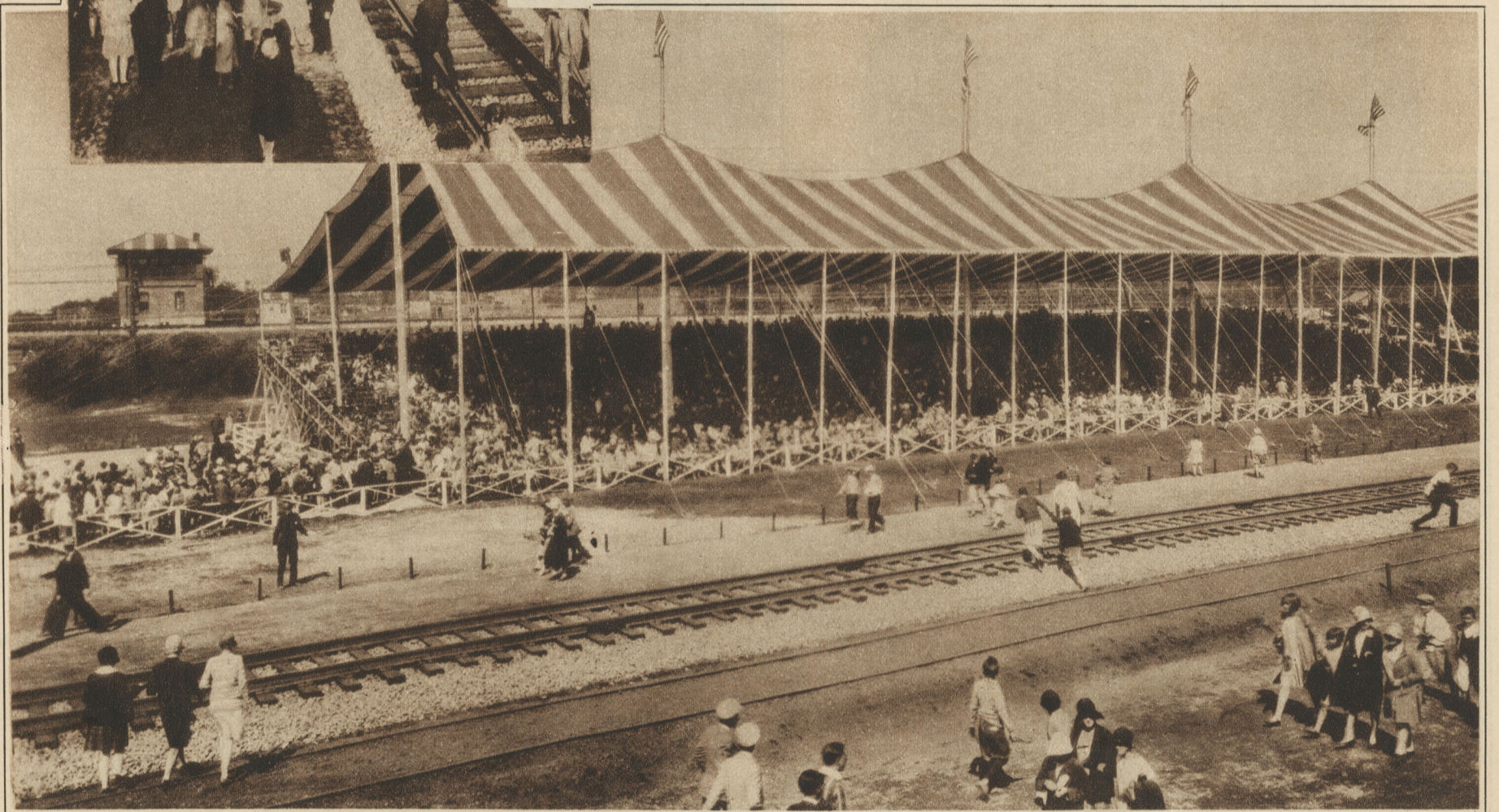
**THE GEN'L WASHINGTON LOOKED DOWN UPON THE CROWDS.** Used as Administration and Press Headquarters, this reproduced tavern became a popular rendezvous.



**"STANDING ROOM ONLY."** Instead of an expected 15,000 or 20,000, from 50,000 to 100,000 came each day to the Fair of the Iron Horse.



**POWER—** Four great locomotives of today stand side by side before the pageant.



**THE WEST STAND.** One of three reviewing stands, seating 12,000 persons built for spectators at the Pageant. Afterwards it was necessary to add another stand, of 3,000 more chairs.



**THE PRESIDENT'S BOX**  
Whose quiet hospitality was offered many a distinguished visitor to the Fair.



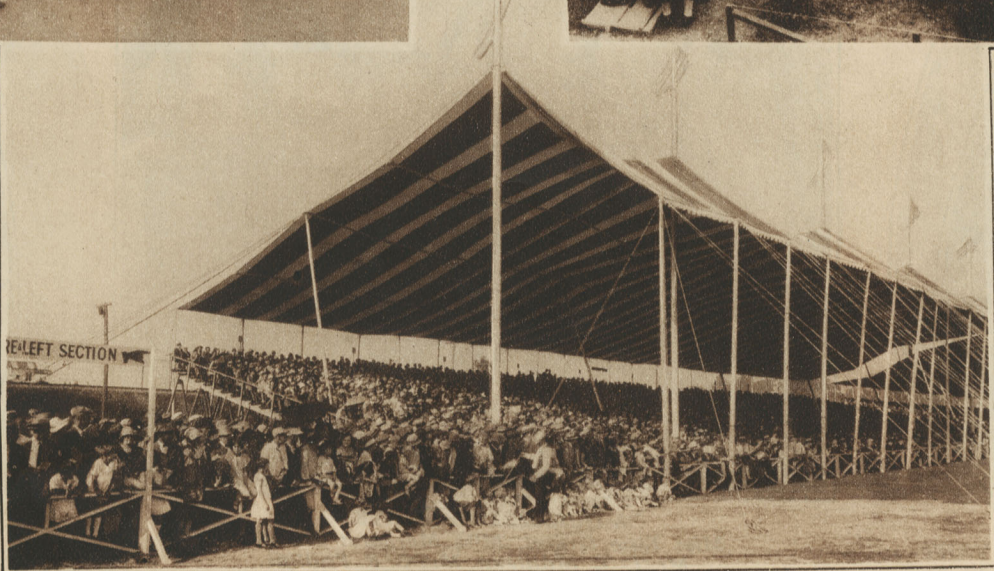
**IN THE TEA GARDEN—**  
A popular lunching place at the Fair of the Iron Horse.



**THE PARADE GOES BY**  
And boys and girls of all ages stand rapt in their attention to it.



**THE OVERFLOW REVIEWING STAND—**built for 3,000 spectators during the final week of the Pageant.



**AN INTEREST THAT NEVER FLAGGED**  
The daily massing of the crowds in the reviewing stands, and far beyond them.



**LADIES AND GENTLEMEN OF THE CAST**  
 Just a few of the Baltimore and Ohio folk who found the four weeks of the Fair of the Iron Horse the pleasantest vacation experience of their lives.



**WHISKER INSPECTION**  
 The Pageant Director takes a final look at engineers.



**THE MAD HATTER—**  
 talks to Alice and Jack Tar.



**MAKE UP TIME**  
 Mrs. Monna Craig puts final touches upon Mr. James Coler.



**AWAITING THEIR CALLS**  
 Players on the bench outside a dressing-room car.



**THE BREAD LINE**  
 Sandwiches and coffee served by the wardrobe cars made a pleasant variety in life upon the "show lot"



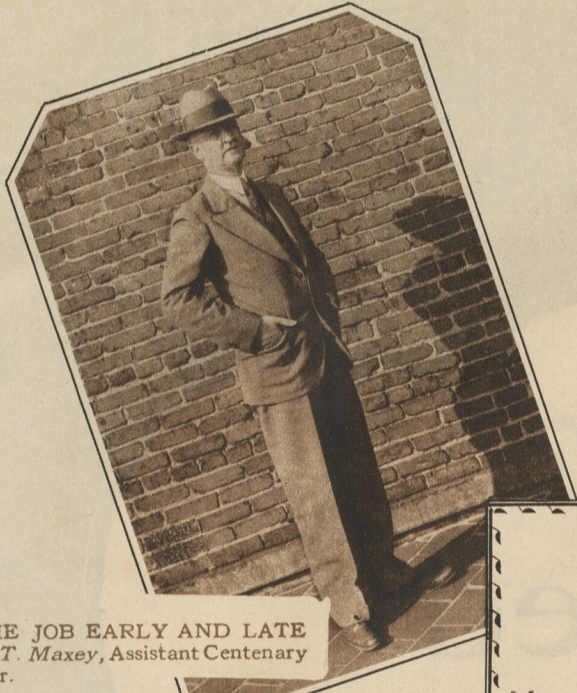
*Miss Lillian Scheuler and Miss Helen Wills*



**A QUARTET OF PLAYERS**  
 Miss Elsie Gravel, Miss Margaret Shenton, Mr. C. L. Mulligan, Mr. C. E. Phillips.



**ANOTHER PLAYER**  
 Miss Leah Radcliff



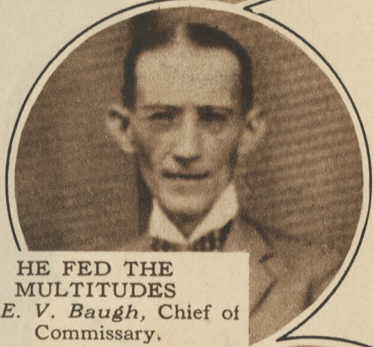
ON THE JOB EARLY AND LATE  
Mr. T. T. Maxey, Assistant Centenary Director.



TALKING IT OVER. The President of the railroad talks with two aides out upon "the lot".



A CONFERENCE ON THE FIELD. Mr. Daniel Willard, Jr., Chairman of the Committee of Arrangements, talks with Mr. Edward Hungerford, Centenary Director.



HE FED THE MULTITUDES  
Mr. E. V. Baugh, Chief of Commissary.



ONE WHO NEVER TIRED  
Mr. George Schaeffer, Field Engineer.



THEY DESIGNED COSTUMES, WHISKERS AND LUGGAGE. Miss Helene Hedian and Messrs. Edgar Bohlmann and Robert Byrne.

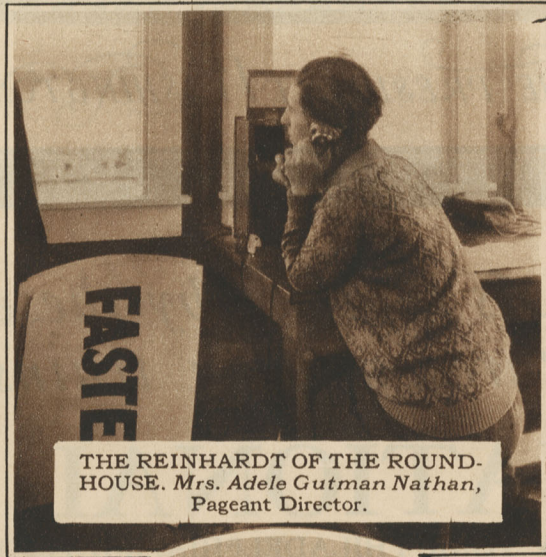
- EDWARD HUNGERFORD... Centenary Director  
T. T. MAXEY... Assistant Centenary Director  
ADELE GUTMAN NATHAN, Pageant Director
- MARGARET TALBOTT STEVENS... Assistant Pageant Director  
W. C. BAKER... Field Manager  
R. E. POWELL... Field Manager  
ROBERT BYRNE... Pageant Assistant  
EDGAR BOHLMANN... Pageant Assistant  
HAROLD WINSTON... Pageant Assistant  
SIGMUND SPAETH... Musical Director  
NELSON C. KRATZ... Conductor  
JOSEPH MULLEN... Costumes  
HELENE HEDIAN... Costumes  
CHARLES CHRISDIE & Co... Costumes  
J. P. O'MALLEY... Personnel Assistant  
HARRY PIET... Properties  
MESSMORE AND DAMON... Floats and Vehicles  
RICHARD MATHER... Engineer in Charge  
GEORGE SCHAEFFER... Field Engineer  
GEORGE B. LUCKEY... Photographer
- General Committee on Arrangements  
DANIEL WILLARD, JR., Chairman
- |                                  |                              |
|----------------------------------|------------------------------|
| F. X. MILHOLLAND, Personnel      | T. C. ROBERTS, Properties    |
| OLIVE DENNIS, Costumes           | R. M. VANSANT, Music         |
| PAUL L. FAUSTMAN, Asst. Costumes | E. W. SCHEER, Transportation |
| J. J. NUGENT, Vehicles           |                              |



HE KEPT THE PEACE  
Mr. H. L. Denton, General Superintendent of police.



HOSTLER OF THE IRON HORSE—Mr. L. W. Galloway was the efficient master mechanic at the rear of the pageant stage.



THE REINHARDT OF THE ROUNDHOUSE. Mrs. Adele Gutman Nathan, Pageant Director.



HE SCORED THE PAGEANT  
Dr. Sigmund Spaeth, the well-known musical critic.



THEY KEPT THE SHOW MOVING  
Mr. W. C. Baker and Mr. Ralph Powell, railroaders, became stage managers de luxe.



TELL IT NOT IN GATH  
Miss Margaret Stevens and Mr. and Mrs. Charles Coburn.



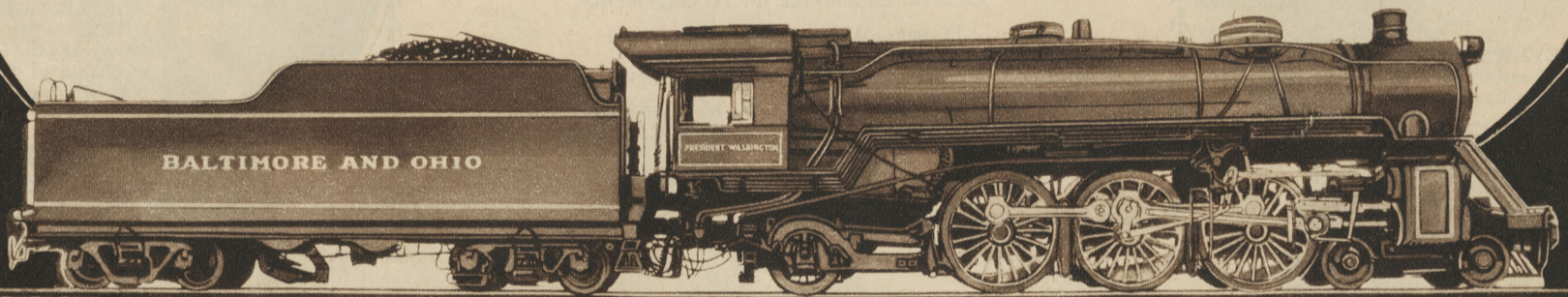
THEY HANDLED COSTUMES  
Miss Olive Dennis and her assistant Mr. Paul Faustman.



1827

1927

# One Hundred Years of RAILROAD PROGRESS



*THE PRESIDENT WASHINGTON*



*George J. Mian. D.D.*

*As typified by these  
three modern trains*

*The* **NATIONAL** *Limited*  
NEW YORK, PHILADELPHIA, BALTIMORE,  
WASHINGTON, CINCINNATI, ST. LOUIS

*The* **CAPITOL** *Limited*  
NEW YORK, PHILADELPHIA, BALTIMORE,  
WASHINGTON, CHICAGO

*The* **FORT PITT** *Limited*  
PITTSBURGH—CHICAGO

# BALTIMORE & OHIO

