Preliminary Pamphlet

-:- *Preface* -:-

THE main features of the Baltimore and Ohio exhibit in the Travel and Transport Building at "*A Century of Progress*" include the following:

WASHINGTON—THE NATION'S CAPITAL

THE BEGINNING OF PROGRESS

"ATLANTIC" LOCOMOTIVE OF 1832

THE RACE OF THE "TOM THUMB" AND A HORSE

"LET US BUILD A RAILROAD"

BALTIMORE, OUR BIRTHPLACE

HARPER'S FERRY

RELAXATION PASSENGER "CARS"

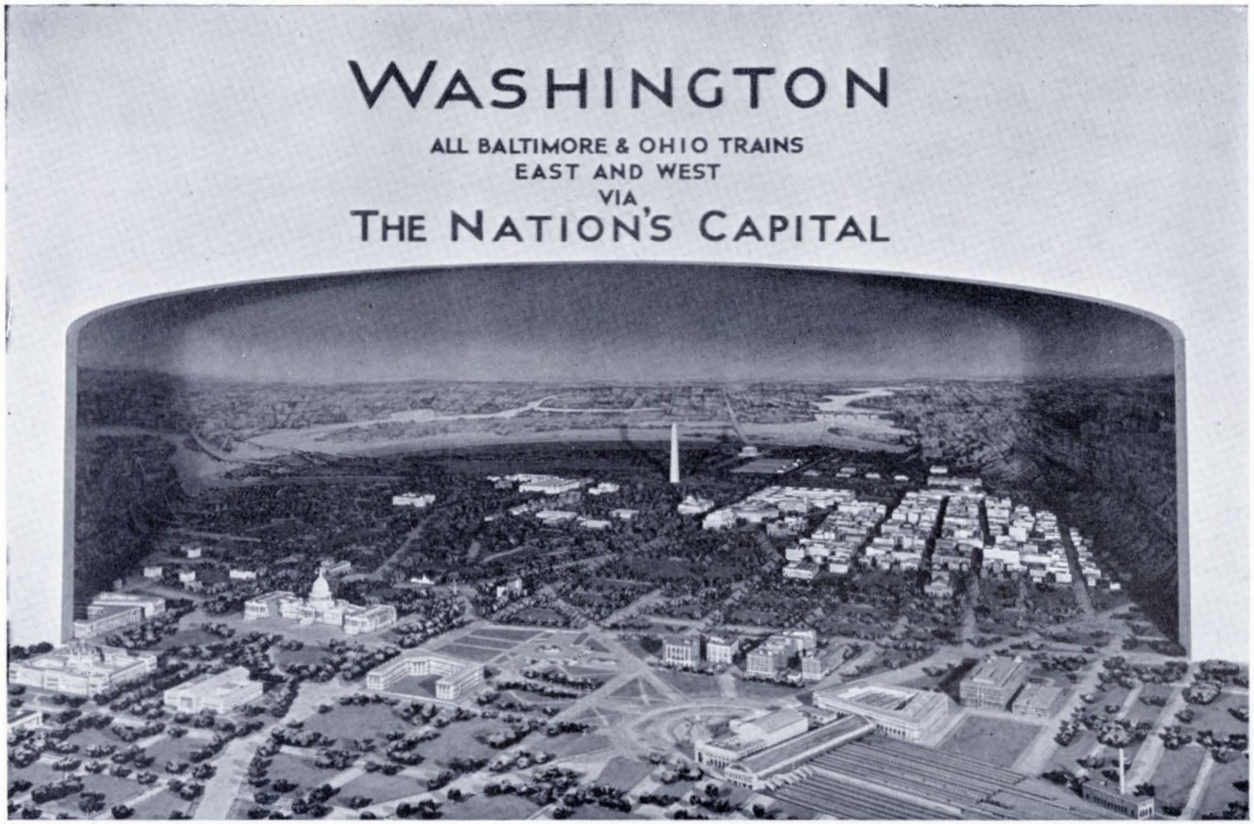
An AIR-CONDITIONED TRAIN of six cars and the "LORD BALTIMORE," modern locomotive No. 5510, are on a track outside.

You are cordially invited to inspect these exhibits, this train and the locomotive.

In the middle of this pamphlet are drawings showing the location of the Travel and Transport Building, and both the inside and outside exhibits of the Baltimore and Ohio Railroad.

Descriptions and pictures of these exhibits are given in the following pages.

"Meet Me At The B. & O."


WASHINGTON
ALL BALTIMORE & OHIO TRAINS
EAST AND WEST
VIA
THE NATION'S CAPITAL

Washington—Incomparable and Majestic Capital of The New World

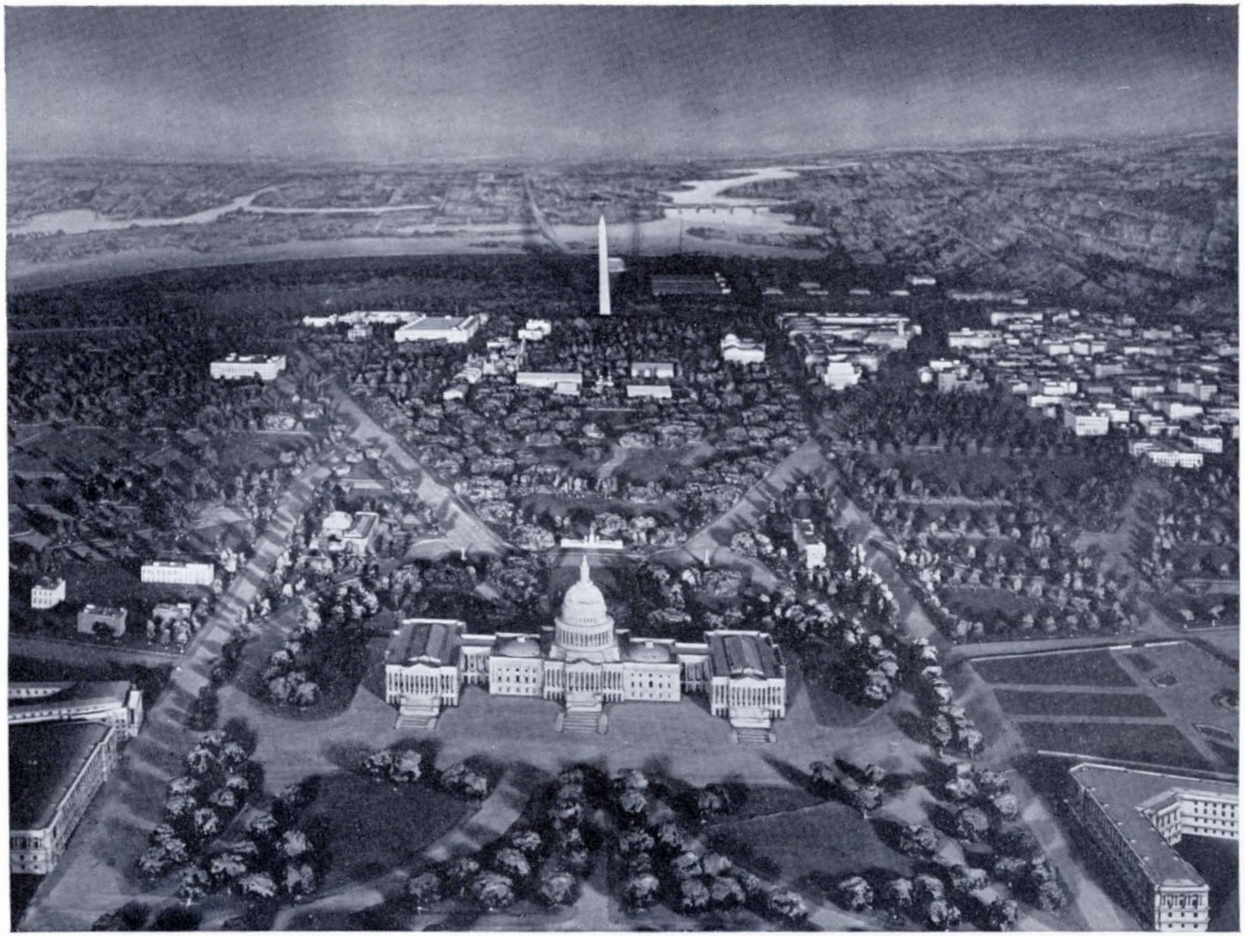
IN this model of the City of Washington, which appeals not only because of its historic associations, the seat of the Government of the United States, its architecture, the tree-lined symmetry of its streets, the centre of patriotism, the works of art collected there and the many other fascinating things of interest, there has been constructed a panorama in perspective of the Nation's Capital, perhaps, never before attempted on so large a scale.

There is something of the dignity of the Declaration of Independence in the very stateliness of the principal buildings that beggars description, which can be grasped only in a panorama of this kind, and it is this quality of the City itself that lends attraction to old and young alike. To those who have never seen Washington, it is hoped that this will be an inspiration to visit it. To those who have had the privilege of seeing Washington, many of the famous buildings will be familiar.

Unlike the great capitals of the world, such as Rome, London, Paris, etc., the City of Washington did not just happen, but came about through design. Soon after the War for Independence had ended, Congress began to see the necessity of a permanent seat of government. Through the efforts of Thomas Jefferson the states agreed to the location of the Capital on the banks of the Potomac River.

The Commission appointed in 1791 to choose a site for the Federal district fixed upon a tract ten miles square on each side of the Potomac, the upper shore part having been ceded by Maryland, the lower shore part by Virginia. (Subsequently the Virginia portion was turned back to that state.) This tract was first named the Territory of Columbia, but it has since become the District of Columbia. The city laid out was named Washington, although our first President always referred to it as the Federal City. Making Capitol Hill the nucleus of his design, Pierre Charles L'Enfant, who had been chosen for the task, laid out wide avenues to radiate in every direction from it, and in addition, parks, circles and squares to be formed where these avenues cut at an angle across the lettered and numbered thoroughfares, crossing the city at right angles one to another.

Much has been done in recent years to further beautify the city and the ambitious program that



Photograph of a 20-foot model of the City of Washington, exhibited by the Baltimore and Ohio Railroad in the Travel and Transport Building at A Century Of Progress, Chicago

has been and is under way, enhances it more and more.

Symmetrical in design, the Capitol and the White House are two centers from which radiate broad avenues, many of which are completely arched by trees for almost their entire length. Three streets running from the Capitol, known as North Capitol, East Capitol and South Capitol Streets, and a broad stretch of public gardens on the west, known as the Mall, divide Washington into four sections—Northeast, Southeast, Southwest and Northwest. Commencing at the Capitol, the streets extending north and south are numbered; the streets running east and west being lettered according to the alphabet. The broad avenues, named after the States, run diagonally, bisecting the streets. The city proper now covers an area of fourteen miles in circumference, and the District of Columbia embraces a tract of sixty-nine square miles.

Union Station, in the foreground of this model is of granite structure and makes a most fitting and dignified entrance to the Capital of the country. It is the railroad gateway for all passenger trains, North, East, South and West. The station faces on a broad plaza from which radiate nine avenues and streets. Immediately in front is the Columbus Memorial Fountain, and nearby is the City Post Office, not far from which is the Government Printing Office.

The Capitol can be recognized immediately, and to its northeast and southeast are Senate and House Office Buildings; just east of the Capitol is the Library of Congress, where 3,000,000 volumes occupy over fifty miles of shelves and furnish a learning treasure house for the nation.

The White House, always of interest, may be glimpsed in this panorama, not far from the new Department of Commerce Building, and there is no mistaking the Washington Monument. Flanking the White House is the Treasury and to its west stands the State, War and Navy Building. Another inspiring sight is the Lincoln Memorial, in a lovely setting, with the Lincoln Highway Bridge leading out across the river from it.

A descriptive booklet about the City of Washington may be obtained by writing the Passenger Traffic Manager at Baltimore, Md.

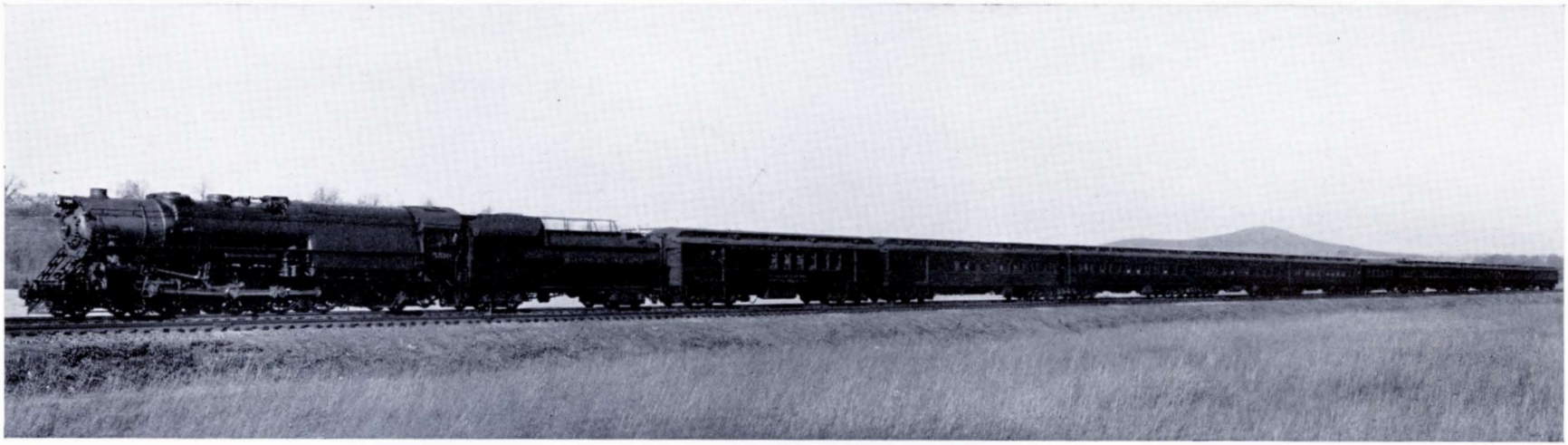
The Air-Conditioned Train

Outside the Travel and Transport Building

THIS Air-Conditioned Train outside the Travel and Transport Building, is made up of six cars typical of standard equipment in Baltimore and Ohio service, headed by the modern, water-tube fire-box locomotive, No. 5510, named the "Lord Baltimore."

A cordial invitation is extended to visitors to inspect this train and locomotive.

The first car is the sun-room observation car, built in the latest style and named the "Maryland." The next is an up-to-date sleeping car, named the



The Capitol Limited, drawn by Locomotive No. 5510

"Illinois," not only after the State in which it was built but to do honor to the State in which A Century Of Progress celebration is taking place. The third is the typical lounge car in daily service on the Baltimore and Ohio. The fourth car of this exhibition train is a colonial dining car, of which type the Baltimore and Ohio has twenty; but this one is named the "Mary Pickersgill," in honor of the woman who made the Flag which floated above Fort McHenry, in Baltimore, in 1814, and inspired Francis Scott Key to write "The Star-Spangled Banner,"—the National Anthem. The fifth car is the Reclining Seat Coach, in regular service on the railroad, especially at night. (It is the first coach of this kind yet known that has been air-conditioned.) The sixth and last car is the standard individual seat coach.

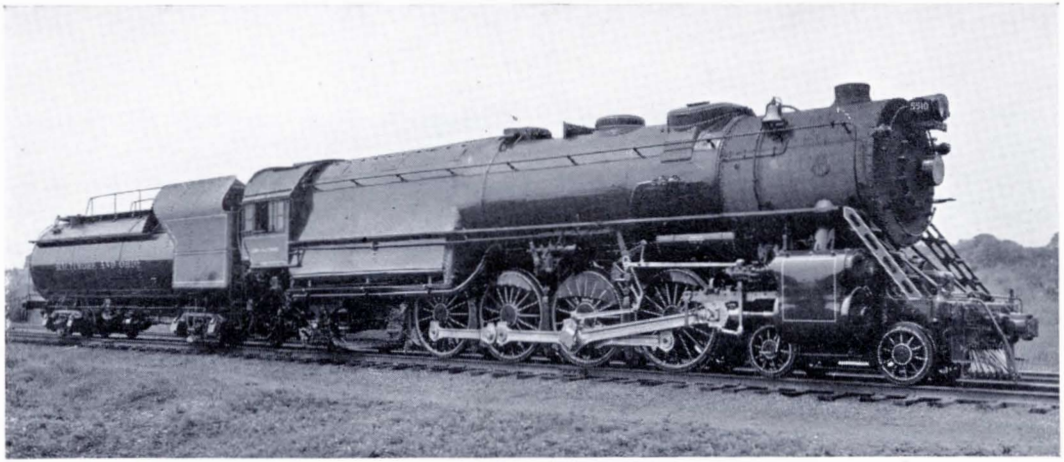
From this coach, one proceeds to the platform, whence the inspection leads to the cab of the modern "Lord Baltimore," No. 5510, one of the most powerful American locomotives in existence.

Standing at rest, one would not imagine that the "Lord Baltimore," or the 5510, had ever seen service, but already it has proven its worth. Many a time it has taken the "Capitol Limited" over the mountains from Washington to New Castle, Pa., or *vice versa.* With its tender, from coupler to coupler, it measures 102 feet, making it one of the longest locomotives in the world. In railroad parlance, it is what is called Class T-1, with water tube firebox, and was first put in service in January, 1931, hauling the Capitol Limited over the Allegheny Mountains. It has already made over 200,000 miles. Its weight with tender is 657,000 pounds. Compare this with the "Atlantic" standing in front of a painting of the 5510 at one end of the Baltimore and Ohio exhibit in the Travel and Transport Building!

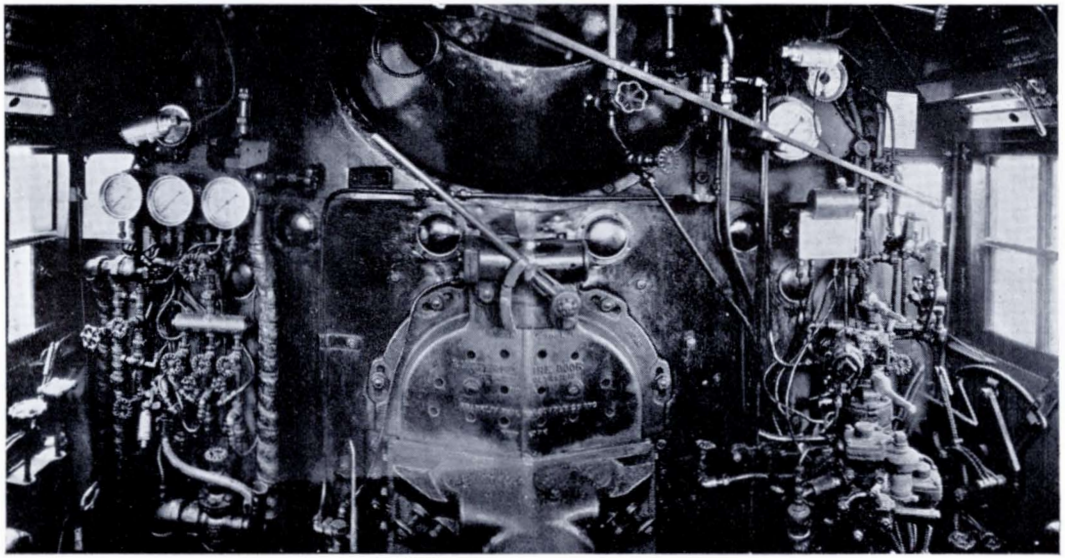
The "Lord Baltimore" has a tractive power of 65,000 pounds, and its tender has a water capacity of 18,000 gallons and carries 20 tons of coal.

The six cars of the train are all air-conditioned, for the Baltimore and Ohio was *first* to introduce on a railroad this comfort to mankind—with a dining car in 1930, next with a completely air-conditioned train in 1931, and is now in its second year with two through long-distance trains, the "Capitol Limited" and the "National Limited," air-conditioned throughout.

The Railroad invites you to enjoy the train's cool, clean atmosphere, at A Century of Progress as well as when you travel.



Water-tube fire-box locomotive No. 5510, one of the most powerful in existence



Cab of locomotive No. 5510, open to public inspection

Locomotive No. 5510 of the Baltimore and Ohio

Outside the Travel and Transport Building

LOCOMOTIVE No. 5510, named the "Lord Baltimore," is on exhibition at A Century of Progress for the duration of the exposition. It is one of the most powerful in existence.

This mountain type locomotive is Class T-1, with water-tube firebox and was placed in service in January, 1931, having been in continuous passenger service hauling the Capitol Limited between Washington, D. C., and New Castle, Pa., a distance of 362 miles.

This locomotive has made over 200,000 miles since delivered, without general repairs, and will make considerable more mileage before shopping.

The following shows general characteristics of this locomotive:

Tractive power	65,000 pounds
Cylinders	27½ x 30 inches
Drivers	74 inches
Boiler pressure	250 pounds
Weight—Drivers	260,000 pounds
Weight—Engine	384,000 pounds
Weight—Engine and tender	657,000 pounds
Firebox heating surface	866 sq. ft.
Total heating surface	5,403 sq. ft.
Grate area	92 sq. ft.
Tender	20 tons coal 18,000 gallons water

This locomotive was designed primarily for handling heavy passenger trains over the mountain grades without a helper. It can also be used for fast freight service.

The most important feature of this locomotive is the Emerson water-tube firebox, developed on the Baltimore and Ohio, and the following shows some of the advantages over the conventional staybolt firebox:

Increased firebox heating surface and boiler capacity are provided. The firebox on locomotive 5510 has approximately 75 per cent. more heating surface than the conventional firebox on a similar mountain type locomotive built at the same time.

Improved circulation.

This water-tube firebox, with 866 square feet of heating surface was applied without increasing the weight on the two-wheel trailer.

If the conventional firebox were made sufficiently large to equal the heating surface of the water-tube firebox, it would necessitate a 4-wheel trailer truck.

BALTIMORE, MARYLAND

Fort McHenry in foreground—directly back of which are the marine terminal yards, huge grain elevator and export and import piers of the B. & O.

(Photograph of a model of the City of Baltimore, Md., exhibited by the Baltimore and Ohio Railroad in the Travel and Transport Building at A Century Of Progress, Chicago.)

Baltimore, Maryland

BALTIMORE, as it looks in 1933, has been built in a ten-foot model, and the perspective in which this animated panorama is shown starts with historic Fort McHenry, whose flag floating high above it in 1812 inspired Francis Scott Key, a prisoner on a British battleship in the harbor, to pen the immortal "Star-Spangled Banner," the National Anthem.

Fort McHenry, which has been preserved in its original state, and its immediate surroundings are now a National Park. The Fort was constructed in the form of a star. Mary Pickersgill, a Baltimore woman, had fashioned the flag which flew above the Fort. Her home in Baltimore is kept as a shrine, called the "Flag House." A colonial dining car was named in her honor by the Baltimore and Ohio, which has twenty of the same design named after heroines of the Revolutionary War or of other historic names of American women. The car, "Mary Pickersgill," is at A Century of Progress, being included in the six-car air-conditioned train of the Baltimore and Ohio on the track outside.

Next in this panoramic perspective view may be easily identified the principal marine terminals of the railroad, at Locust Point, with large railroad yards leading to the piers and the Grain Elevator. This Elevator has a capacity of 3,800,000 bushels and has galleries leading to the export piers, by means of which with the system of belt conveyors installed, the hand of man does not touch the grain, but it pours into the holds of vessels in golden streams. Ample berthing for vessels is provided. At the larger piers four vessels may load or unload simultaneously, and a vessel berthed at a pier provided with grain gallery connection, may take on grain as well as merchandise at the same pier, and at the same time.

In proper perspective, the city is in the background. The Shot Tower, built in 1828, the same year the "First Stone" of the B. & O. was laid; the Washington Monument, which was the first built in this country to the memory of the First President of the United States, and the B. & O. Building are quite discernible.

The Baltimore and Ohio Railroad had its inception in Baltimore in 1827, and its headquarters have always remained in this metropolis on Chesapeake Bay.

"The Twenty-Feet-Wide Passenger Cars" For Relaxation

IN this space, eighty feet long by twenty feet wide, built outwardly to resemble railroad cars, the Baltimore and Ohio shows the development of the railroad passenger car.

The first section of this unique exhibit reproduces the interior of a railroad passenger car of the 1850-60. Note particularly the wood stove and the water cooler in the corners.

The interior and exterior effects have been carried out so far as possible on this large scale. The ceiling, painting, windows, sills, baggage racks, panels, colors, seats, etc., show the improved provisions for travel comfort, as one type of passenger car succeeded another. This arrangement packs into a small space a visual and palpable history of the development of the railroad passenger car, so that one may understand quickly the comforts of present-day travel on the railroad.

The next section shows the interior of a passenger coach of the "Royal Blue" period, beginning with 1890, the type of car that was known by that name, whose vogue lasted on the Baltimore and Ohio for nearly twenty years. They were the first vestibuled cars and during that period were of the finest in passenger service in the country.

Especial attention is called to the lighting arrangement. The old oil lamp is in the oldest type section, the gas lamp which succeeded it is in the "Royal Blue Coach" section and the electric light of today is in the two sections representing modern railroad travel comfort and ease.

In half a century the improvement in travel is noticeable, but not as striking as meeting the comparison between the Royal Blue period and the present-day Reclining Seat Coach and the Lounge Car of today. This latter half represents the marked improvement in travel comfort which the railroad has achieved within the past decade. To confirm this comparison, one need only visit the six exemplary modern cars which are on display, each air-conditioned, on the track outside, adjacent to the Travel and Transport Building.

The seats in these "Cars" are for use as well as display.

One may see at a glance the development of the locomotive from the little "Tom Thumb" of 1829 to the present-day giants of the rail, and railroad bridge construction up to the mechanical bascule bridge that "lifts itself." Or, glancing around, among the other objects of interest, is a model of the First and Oldest Railroad Station in the World—Mount Clare, now 103 years old, which in 1830 was the home terminal of the Baltimore and Ohio. This building is still hardy and, as a freight station, doing "business as usual." It is one of the most historic railroad spots in America. Another relic, brought forth from long silence but still capable of being rung with the same old ring, is the Station Bell of 1829, which then and for several years afterwards used to "tell" passengers at Ellicott's Mills, Md., that the Horse Car was ready to leave for Baltimore.

Another interesting exhibit in these "Relaxation Cars" is the large magnifying glass, three feet in diameter, under which is a mechanical reproduction of the Baltimore and Ohio's motor coach service at New York City, showing the trainside service at Jersey City.

These unusual "Railroad Cars" are here to tell their own particular story of their part in A Century of Progress.

The locomotives are:

Tom Thumb	Mikado Type
Thomas Jefferson	Mallet Type
Winan's Camelback	President Washington
William Mason	Philip E. Thomas

The bridges are:

Wooden Truss	Warren Truss
Fink Truss	Scherzer Rolling Lift

While the underframing of cars cannot be reproduced here, it might not be inappropriate to mention that all Baltimore and Ohio standard passenger cars are equipped with six-wheeled trucks and also with "rubber heels," meaning rubber shock absorbers being placed between metal contacts in the underframing. These insure smoother riding. The cars of the air-conditioned train of the Baltimore and Ohio on the track outside are all thus equipped, as indicated by the red lines on the trucks.

LOCATION OF BALTIMORE AND OHIO EXHI

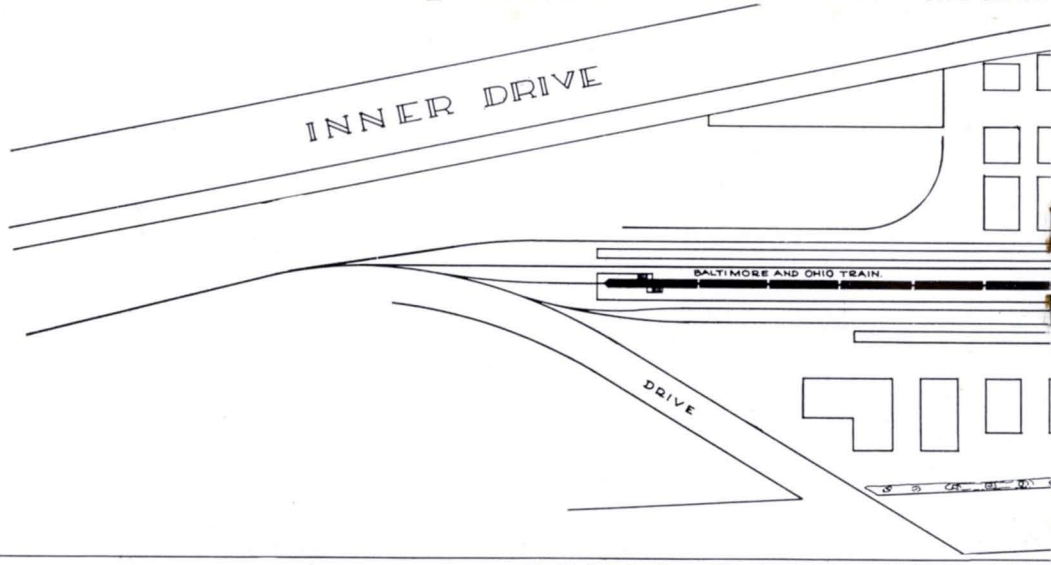
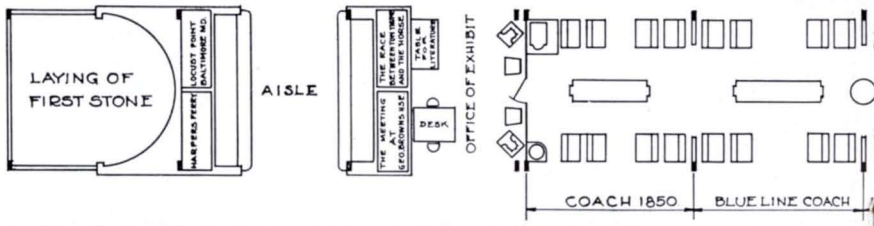


EXHIBIT IN TRAVELAND



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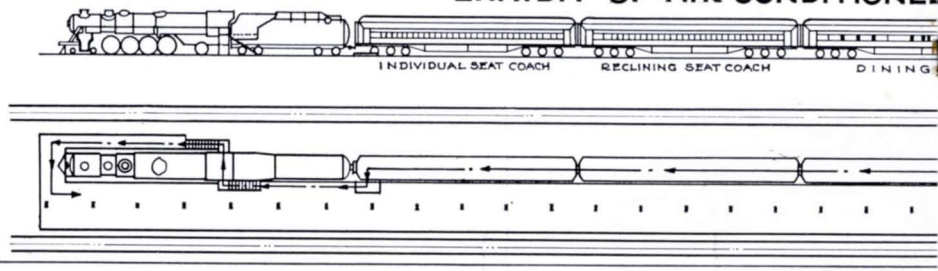
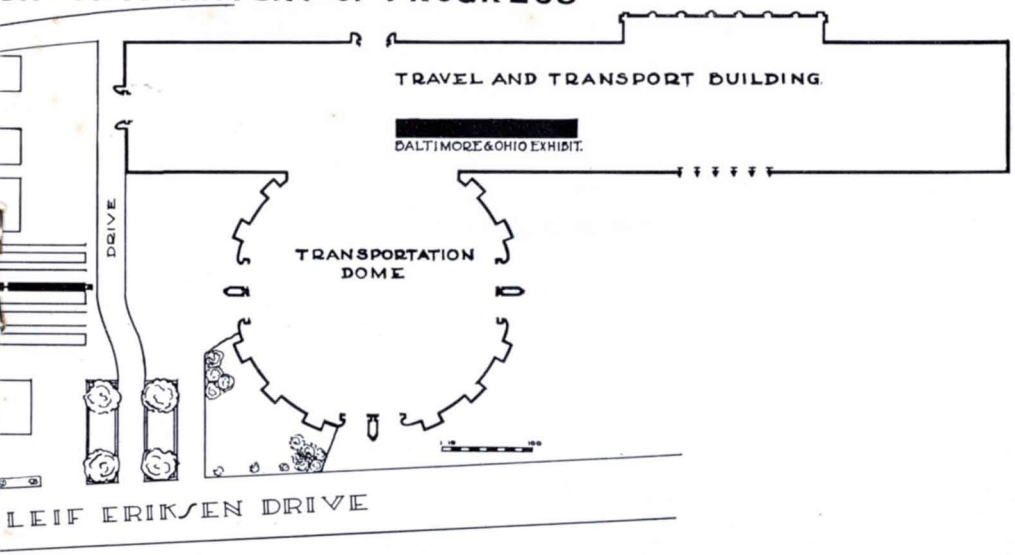
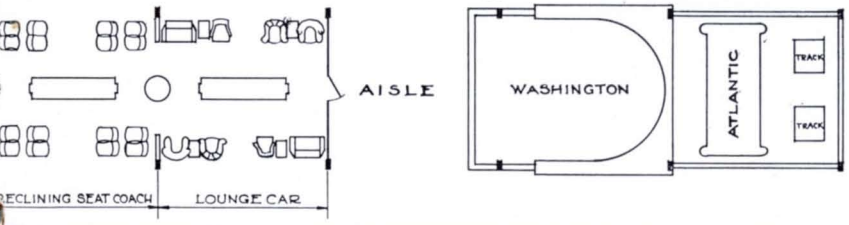


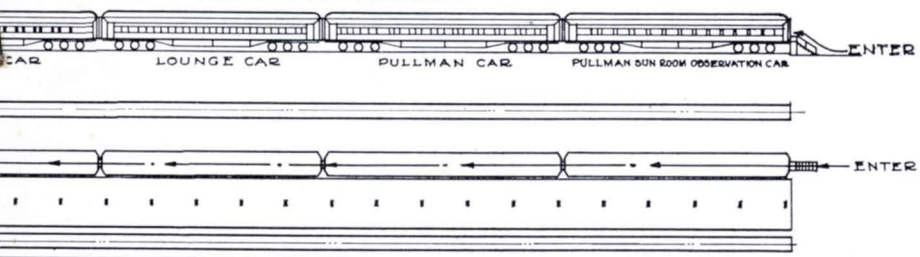
BITS AT A CENTURY OF PROGRESS

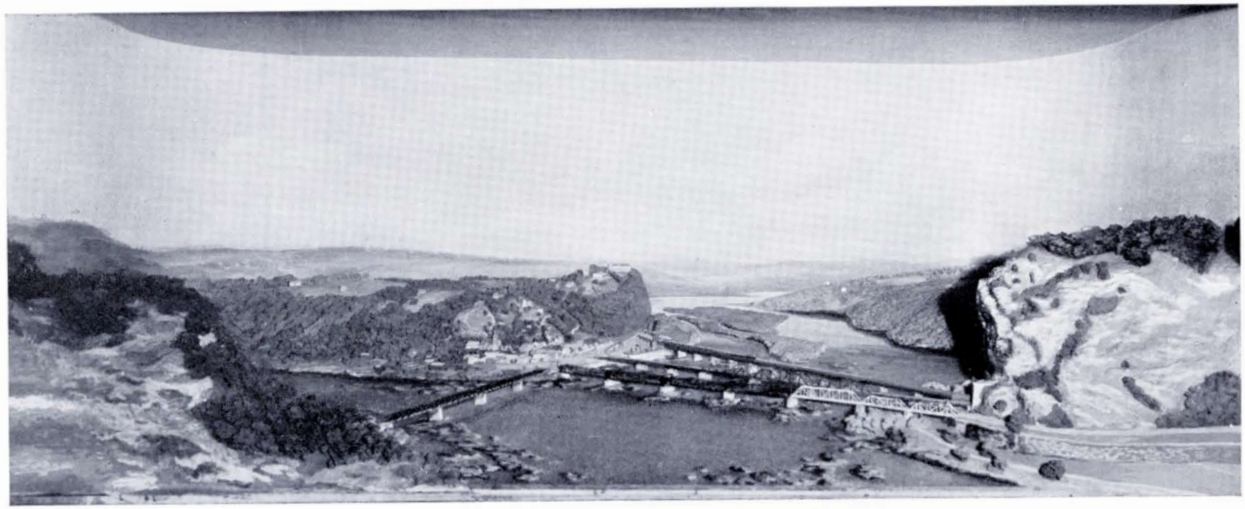


TRANSPORT BUILDING



TRAIN ON OUTSIDE TRACK





WHERE THREE STATES MEET—HARPER'S FERRY, W. VA.

Maryland, Virginia and West Virginia meet at this point as well as the Shenandoah and Potomac Rivers. Site of John Brown's Raid, 1859 and an important point in the Civil War

(Photograph of a model of Harper's Ferry, W. Va., exhibited by the Baltimore and Ohio Railroad in the Travel and Transport Building at A Century Of Progress, Chicago.)

Harper's Ferry

THE scene of Harper's Ferry, shown on the opposite page, was made as natural as possible even to the passenger train rounding the mountain and coming over the latest railroad bridge, and carries out in detail this picturesque and historic spot, one of the most unusual places in eastern United States.

Maryland, Virginia and West Virginia touch here and it is also the confluence of the Shenandoah and Potomac Rivers. Of this place, Thomas Jefferson declared: "The scene is worth a voyage across the Atlantic."

Maryland Heights stands in abrupt grandeur on the right; Loudoun Heights towers on the left, on the Virginia side; while Bolivar Heights lifts its lofty summit in the center, on the West Virginia side, nestling against which are the quaint structures that make up the town of Harper's Ferry itself. A toll bridge for vehicles leads over the Shenandoah River connecting Virginia and West Virginia. Another highway bridge, which was originally a railroad bridge of the famous Bollman truss type, was built in 1870 and used by the railroad until 1894, when the middle bridge across the Potomac River was built for railroad purposes. The latest bridge which the railroad now uses (and over which the train comes in the model) was opened for use on June 1, 1931. It shortens the line across the river and in its construction were used 4,400,000 pounds of structural steel and 4,000 cubic yards of concrete. The railroad bridge of 1894 is still used by trains for the Shenandoah Valley line.

This might be called a bridge foursome.

Harper's Ferry is also famous for John Brown's Raid on the United States arsenal in 1859, often referred to as "the bolt that shook a nation." The original fort used by John Brown was an engine house, which was moved to the Chicago World's Fair in 1893 for exhibition purposes from which it was returned, and is now set up in its original form on the grounds of Storer College on Bolivar Heights.

Harper's Ferry was in a state of almost constant siege during the Civil War. The Government arsenal and armories, located there after the Revolutionary War, were destroyed by Federal troops during the Civil War to prevent their capture by the Confederates. The foundations of the old arsenal still remain. In the Civil War, Harper's Ferry was looked upon as the key to Washington.

It is a place once seen that is never forgotten.

The Birth of The Baltimore and Ohio Railroad

Meeting in George Brown's House, Baltimore, Md.

THIS diorama which is one of the features of the Baltimore and Ohio exhibit, portrays one of the chief events in connection with the birth of the first railroad for the general transportation of passengers and freight.

The meeting so realistically shown here took place on February 12, 1827, in the house of George Brown, Baltimore, who was one of the chief founders of the railroad and its first treasurer.

This meeting was the culmination of previous

"LET US BUILD A RAILROAD"

(Photograph of a Model in the Travel and Transport Building, exhibited by the Baltimore and Ohio Railroad at A Century Of Progress, Chicago.)

gatherings of George Brown, Philip E. Thomas and other prominent business men of Baltimore during the winter months of 1826 and into January and February, 1827, held for the purpose of discussing the possibilities of a Railroad. The mails were slow in those days from across seas and the experiments made with a steam engine on tracks did not reach out with their full import until about the time mentioned.

From a brother residing in England, George Brown received word of what was transpiring and, filled with enthusiasm over the possibilities of what might be done in that direction, broached it to his friends and colleagues. Not only did this news pique their interest, but Baltimore's trade had been threatened by canals built north of Baltimore, so that all were ready for some project that might protect and retain the commerce their city was so jealously guarding.

The first general meeting of the citizens of Baltimore to confer upon the proper manner to undertake the building of a railroad took place on February 2, 1827, followed by this one of February 12, and another on February 19. On February 28, the Charter enacted by the State of Maryland establishing THE BALTIMORE AND OHIO RAIL ROAD, gave it the authority to construct a railroad from Baltimore on Chesapeake Bay to some point on the Ohio River. Incidentally, the Baltimore and Ohio operates today under its original Charter.

The capital stock of the Company, first authorized by the Charter, was $3,000,000 and subscription books were opened for its sale March 20, 1827, closing on March 31, when 48,781 shares had been taken, including the 5,000 shares allotted the City of Baltimore. The issue was over-subscribed, the total being $4,178,000 divided among 22,000 subscribers. The Railroad Company was formally organized with a Board of Directors of fourteen members (two representing the City of Baltimore); Philip E. Thomas, president, and George Brown, treasurer, on April 24, 1827.

Surveys were commenced soon afterwards and preliminary investigations made to determine the best route westward.

This historical event, July 4, 1828, when the B. & O. began its construction, is re-enacted with the chief characters moving and speaking, in the Travel and Transport Building at A Century Of Progress, Chicago.

The Beginning of Progress—The Laying of the First Stone

THE Laying of the First Stone of the Baltimore and Ohio Railroad on July 4, 1828, at Baltimore, Md., marked the beginning of its construction across the Allegheny Mountains to the Ohio River.

The occasion was made a gala and a memorable one, preceded by a great parade of floats produced by manufacturers, merchants and trade unions, bands and fraternal organizations, and was so significant that the Baltimore and Ohio is re-enacting it here, using for this purpose the latest advances in mechanical and electrical engineering.

The principal feature of the tableau is the stone which is the original, brought from Baltimore for this purpose.

The curtains rise upon an unusual scene, the principal figures of which are Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, then in his ninety-second year; and the Grand Master of the Masonic Order of Maryland. The music of the brief overture and finale that is heard during the rising and lowering of the curtains is from the railroad's Centenary Song, "Hail the Baltimore and Ohio" by the band and the Glee Club.

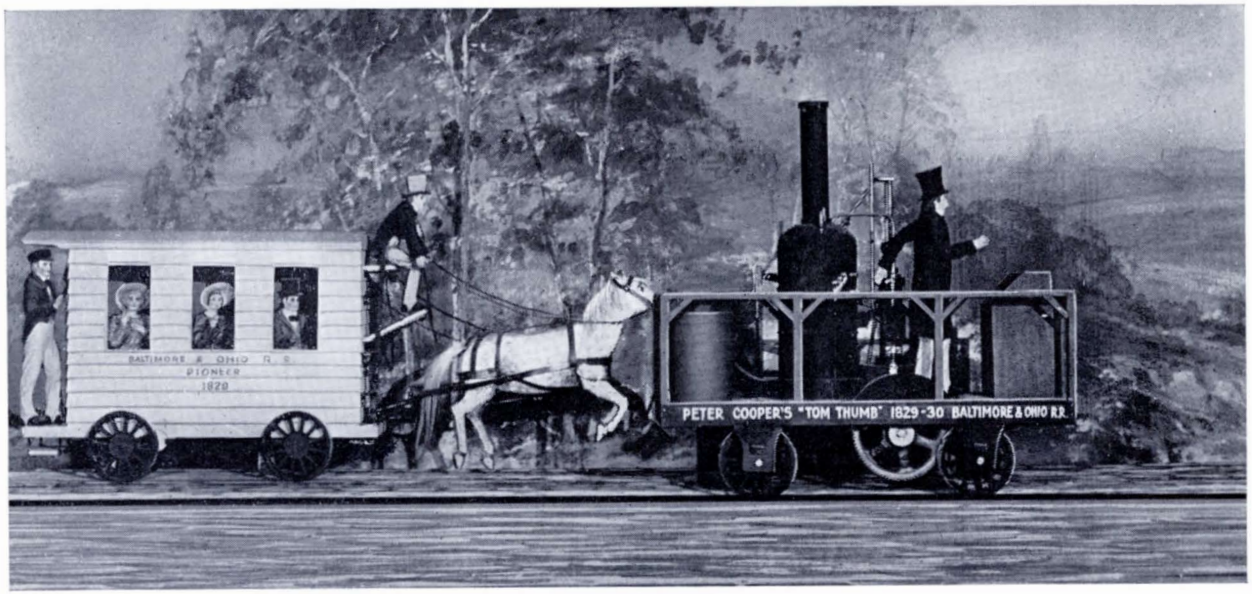
In the action of the animated tableau, the Grand Master pronounces the Stone "well formed, true and trusty" and then Charles Carroll declares that this is one of the most important acts of his life.

The voice of the Grand Master used in this scene is that of C. W. Galloway, Operating Vice-President in charge of Operation and Maintenance of the Baltimore and Ohio and grandson of William Galloway, the driver of its first horse car in 1829. And the voice interpreting Charles Carroll's prophetic words is that of Geo. M. Shriver, Senior Vice-President.

Some of the other principal animated figures in this scene represent others high in the Masonic Order as well as some of the public-spirited men of the day who are participating in the ceremonies, and prominent visitors who made addresses. The Carrollton March, written especially for the occasion, was played during the 1828 ceremonies.

Embedded in the First Stone is a sealed glass cylinder containing the Charter of the Company, newspapers of the day and a scroll telling the story of the road's beginning. The Stone was cut and inscribed by Nicholas Hitzelberger, of Baltimore, a veteran of the War of 1812 and a carver of the Washington Monument in Baltimore.

The original implements used in connection with the Laying of the First Stone are also in the Baltimore and Ohio's exhibit, enclosed in glass in a wall case in the Office Room. They include the original spade used by Charles Carroll of Carrollton, the axe, the trowel, etc.



THE RACE BETWEEN THE LOCOMOTIVE AND THE HORSE
August 25, 1830

(Photograph of mechanical model, exhibited by the Baltimore and Ohio Railroad in the Travel and Transport Building at A Century Of Progress, Chicago)

The Race between the "Tom Thumb" and a Horse

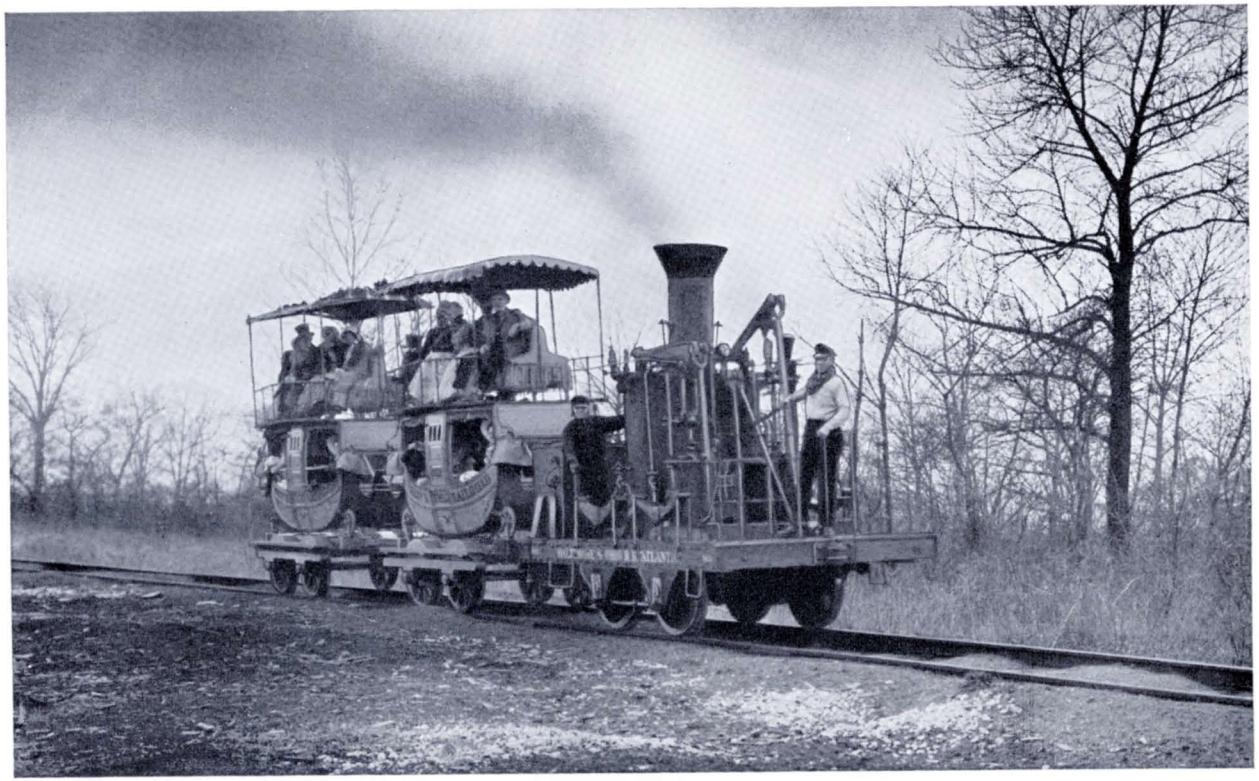
THE historic occasion depicted in this model of a contest between an engine and a horse took place on August 25, 1830, and proved the superiority of steam over horse power. The "Tom Thumb" was the first American-built locomotive, and had been constructed by Peter Cooper, Alderman of New York, in September, 1829, on the site of what is now the beginning of the big Mount Clare shops of the Baltimore and Ohio in Baltimore.

But the tests then made being unsuccessful, the engine was taken back to the shop and there its inventor worked on it for several months before being satisfied that it could be run. On the occasion mentioned above the "Tom Thumb" was returning from a trip to Ellicott's Mills, Md. (now Ellicott City), thirteen miles from Baltimore, when, leaving Relay, which received its name from the fact that horses were changed at this point, the driver of the Horse Car on the adjoining parallel track, challenged Peter Cooper to a race.

In an instant they were off! The "Tom Thumb" for a while lagged behind, but when Peter Cooper put on full steam, it drew up on even terms, then forged ahead. The engine was winning! Just then the belt on the drum of the little engine slipped and the "Tom Thumb" had to stop to have this adjusted. The horse tore by it on the next track and obtained such a lead, due to this accident, that it actually finished first. The finishing line was the Baltimore terminal of the railroad, Mount Clare Station, built in 1830 and still in use. This station is now partly a freight station and partly the office of the manager of the railroad printing plant. (A model of the station is in the "relaxation cars" of this exhibit.)

However, historians point out that the "Tom Thumb" really was the victor because it proved the feasibility of steam locomotion. As proof of this, one only has to see the painting at the near end of this exhibit, of the modern Locomotive No. 5510, where the old original "Atlantic" is going through its paces, to believe them. Or, better still, an inspection of the real 5510, or the "Lord Baltimore," on the track outside, attached to the air-conditioned train, would give a graphic idea of the development of the locomotive in a century of progress.

There is also a full-sized working model of the "Tom Thumb" in the Transportation Pageant of "A Century of Progress."



THE "ATLANTIC" AND COACHES

Even as late as March 22, 1933, this locomotive was under steam and running with these two coaches for part in a motion picture, in the Dome of the "Travel and Transport Building"

(The original locomotive of 1832, is exhibited by the B. & O. in the Travel and Transport Building at A Century Of Progress, Chicago.)

The Original "Atlantic" Locomotive

THERE have been many fine locomotives built since the "Atlantic" was first constructed by Phineas Davis, a watchmaker, of York, Pa., in 1832, but none in the United States has a more interesting history. The original is at one end of the B. & O. exhibit, with its queer rods in motion that years ago was likened to a grasshopper, so that the "Atlantic" became known as the first of the grasshopper type of locomotive.

In the space occupied by the original "Atlantic" here, the old pioneer is silhouetted against a background painting of a modern locomotive coming on full speed. This is the modern 5510, the "Lord Baltimore," the original of which is on the track outside the Travel and Transport Building at the head of the Baltimore and Ohio's six-car, air-conditioned train.

Built just five years after the Baltimore and Ohio Railroad was born (1827) by the same maker whose "York" won first prize in the locomotive contest of 1831, the "Atlantic" has the distinction of being the first locomotive into Washington in 1835 and, heading the crowd to greet it on that occasion, was President Andrew Jackson. It is a matter of record also that President Theodore Roosevelt declared his experience "bully" on one occasion when he ran the engine near Martinsburg, W. Va. Tradition also says that President Abraham Lincoln, on one of his visits to Baltimore, looked up the old engine at Mount Clare shops.

Be that as it may, when President Lincoln called for troops to defend the Union, although the "Atlantic" then was a veteran with twenty-five years' service, it hauled the advance guard train of soldiers to Washington.

This historic locomotive, is a "living link" between this and previous centuries, as it was in service several months before Charles Carroll of Carrollton, who attended the Laying of the "First Stone in 1828, died. It was in active, continuous railroad service for sixty-one years, being taken out then to the Chicago World's Fair of 1893, for inclusion in the Baltimore and Ohio's exhibit there.

This unique Centenarian Engine has outlived and outlasted many a finer looking and apparently better constructed locomotive. After 1893, it seemed doomed to oblivion, but again and again has been brought forth, steamed up and run in a score or more of civic celebrations. It ran daily in the Centenary Pageant of the Baltimore and Ohio in 1927 and the picture of it in this pamphlet shows it drawing the two "Imlay" double-decked coaches as recently as March 22, 1933.

In addition to its own exhibits, the Baltimore and Ohio lent some of its historic equipment to "A Century Of Progress" for participation in

THE TRANSPORTATION PAGEANT

shown several times daily in the theatre enclosure opposite the Travel and Transport Building

They are the following:

"Tom Thumb" Locomotive
"Thomas Jefferson" Locomotive
"Thatcher Perkins" Locomotive
Two Passenger Coaches and a Baggage Car of 1850-1860
Conestoga Wagon
Victoria Coach
Two "Imlay" Coaches of 1832
"Horse Car"
"Directors' Car"

Baltimore & Ohio Railroad Printing Dept., Baltimore, Md.

The B. & O.—The "FAIRWAY"

to

A CENTURY OF PROGRESS

At CHICAGO

May 27 to November 1, 1933

The Line of the Pioneer - - -	1827	The Line of the Royal Blue - -	1890
The Line of the Telegraph - - -	1844	The Line of the Good Neighbor -	1916
The Line of Civil War Strategy	1861-65	The Line of Air-Conditioned Trains	1930

"Meet Me at the B. & O."