



The Pioneer—B & O Passenger Car of 1829

FOREWORD

BALTIMORE AND OHIO'S history spans more than a Century of Progress. The decision of the founders to start their bold adventure to the West was made in Baltimore, February 12, 1827, and the State of Maryland granted the charter on February 28. The first stone was laid on Independence Day of 1828. On January 7, 1829, this first American railroad dedicated to the public service started regular transport of freight and passengers. Its service has been uninterrupted since.

Fortunately, the Baltimore and Ohio has also been mindful of its history. Years ago it recognized the wisdom of preserving historic track, engines and cars. The collection achieved world-wide renown at the Company's Centenary Celebration, "The Fair of the Iron Horse," held near Baltimore in 1927, and attended by more than 1,250,000 persons from all parts of the world.

By its very name A Century of Progress conjures up interest in past achievement. Remembering this, the Baltimore and Ohio brought its choicest historical exhibits to Chicago for the 1933 Fair, and the appreciation of the millions who then viewed and enjoyed them is our mandate to depict again this year the romantic history of the American railroad. It is a privilege given us by our sturdy old age.

The historic background is of value chiefly as a basis for marking progress. The collection, however, is as modern as it is ancient. Alongside the historic engines and cars on our exhibition tracks is the Capitol Limited, the first completely air-conditioned train to give service to and from Chicago. As in many other fields, the Baltimore and Ohio was the pioneer in railroad air-conditioning, perhaps the most important improvement in modern train operation. The Company is now building two magnificent, streamline trains, one operated by steam, the other by Diesel-electric.

Rooted in a pioneering tradition of 107 years, the Baltimore and Ohio develops soundly to meet the needs of today, and looks forward with confidence to the future.



The Birth of the B & O, February 12, 1827

HISTORICAL EVENTS AND SCENES

THREE events and two scenes that are important in the history of the Baltimore and Ohio are portrayed in these activated models or dioramas, as shown in the railroad's exhibit in the Travel and Transport Building at A Century of Progress.

THE BIRTH OF THE BALTIMORE AND OHIO

For many years preceding the building of the Baltimore and Ohio, Baltimore was a thriving commercial city. A market place for the rich producing section surrounding it, and a seaport attracting increasing foreign tonnage, it was also building a thriving trade via the National Road with the country developing west of the Alleghenies.

Then came the Erie Canal—opened in 1826. It was New York's threat to Baltimore's prosperity, and Baltimore business men counselled together what they should do. Encouraging reports of the steam railroad constructed in England in 1825 reached them. Indeed, Evan Thomas, a brother of Philip E. Thomas, the first president of the Baltimore and Ohio, had just returned from an inspection of the Stockton and Darlington Railroad, and reported on the coal trains drawn by engines from the mines to the docks. If a railroad could be run successfully there, why not here?

The question was debated for months, and into the discussions entered the outstanding men of Baltimore—Patterson, McKim, Oliver, McMahon and others.

Decision to organize was made in the home of George Brown, February 12, 1827. Brown was a member of the famous banking firm of that name, which still has its headquarters in Baltimore. He became the first treasurer of the Baltimore and Ohio.

The charter of the Company was granted on February 28, 1827. Its sponsors were accused of asking for "more than the Lord's prayer," but the charter, nevertheless, has never been broken, and has been used as a model by other railroads. Copies of some of the pages of the original charter may be seen in the Exhibit Office.



Laying of the First Stone, July 4, 1828

THE BEGINNING OF PROGRESS

JULY 4, 1828, was a gala day in Baltimore. Stories of the new railroad that was to link Chesapeake Bay and the Ohio River had been on every tongue for more than a year, and Independence Day had been chosen for the laying of the first stone marking the beginning of its construction.

The entire countryside had turned out. The parade of floats, bands and uniformed groups represented all the principal business and labor interests of the city. It was an occasion of great dignity and impressiveness, with many distinguished guests present.

The Maryland Grand Lodge of Masons had charge of the ceremony. The Declaration of Independence was read, and the Carrollton March, composed for the occasion, played. The Grand Master Mason placed his square on the stone and said:

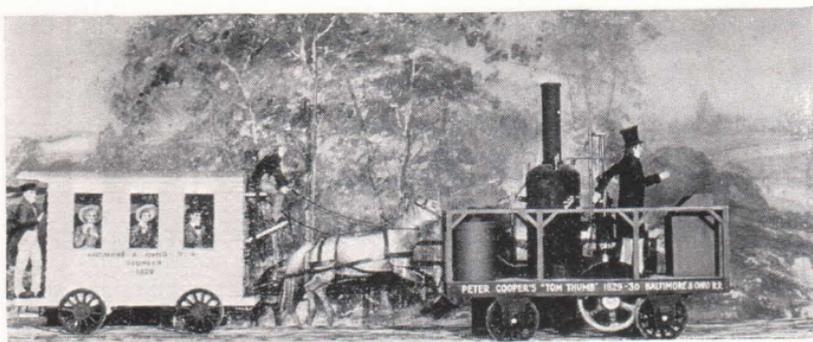
"I pronounce this stone well formed, true and trusty. Sealed within it have been placed the Company's charter, newspapers of the day and a story of the road's beginning."

Charles Carroll of Carrollton, last surviving Signer of the Declaration of Independence, then lifted the first spadeful of earth, and said:

"I consider this among the most important acts of my life, second only to my signing the Declaration of Independence, if even it be second to that."



Fort McHenry, Birthplace of the Star-Spangled Banner



The Race of the Century

The re-enactment of this historic scene is shown in the diorama, "The Beginning of Progress," so called because the American railroads, of which the B. & O. was the first, have been so important a factor in the growth of our country.

The stone is the original. The spade, trowel and hammer that were used on the occasion, and other mementos of the event, are hung in a glass case in the exhibit office.

THE RACE OF THE CENTURY

When the Baltimore and Ohio began hauling passengers and freight in 1829, horses were the motive power. But that very year Peter Cooper, who, although a New York merchant, also had large business interests in Baltimore, got permission from the railroad to build a locomotive in its Mount Clare shops. It was constructed out of odds and ends, old gun barrels being used for the flues, and when it was finished, the inventor called it Tom Thumb, because he considered it so insignificant.

One day Cooper had it out on the tracks for a trial. Along came the owner of the horses that had been rented to the Baltimore and Ohio for hauling its cars. Challenged to a race, Cooper accepted. He was beaten, but only by an accident, and that race established the supremacy of steam as the motive power of American railroads.

A full size, operating model of the Tom Thumb has the place of honor at the head of the procession of historic motive



Historic Harper's Ferry, W. Va.



Reclining Seat Car Developed by the B & O

power in *Wings of a Century*, the stirring transportation pageant enacted daily at "A Century of Progress."

HARPER'S FERRY

Harper's Ferry, scene of surpassing beauty on the Baltimore and Ohio, is the third panorama. Here the three States of Maryland, Virginia and West Virginia—and the Shenandoah and Potomac Rivers—meet. Here also the abolitionist, John Brown, made his famous raid in 1859.

BALTIMORE, MD.

Fort McHenry, in Baltimore, is the fourth scene. You recall that during the shelling of this fort by British warships in 1814, Francis Scott Key was detained on an enemy vessel in Chesapeake Bay. All night he watched the battle, and when the dawn broke, and the American Flag was still flying, he penned the immortal lines of the Star-Spangled Banner.

Just north of Fort McHenry are the Locust Point Marine Terminals of the Baltimore and Ohio, with their great 3,800,000-bushel grain elevators and nine modern piers.



B & O Originated the Modern Lounge Car

COACH INTERIORS

To mark the striking development in coach building during the last forty years—as well as to place comfortable chairs at the disposal of its visitors—the Baltimore and Ohio includes in its exhibit enlarged interior sections of three of its distinctive cars.

COACH OF 1890

First is the Coach of 1890—from one of the famous Royal Blue Line trains operating principally between Washington and New York during the "Gay Nineties." The vogue of that period for elaborate decoration is reflected in the ornate design of the gas lamps and the baggage racks.



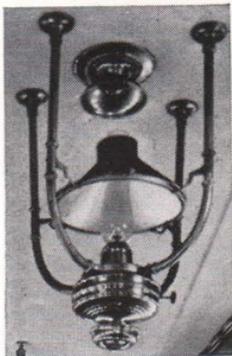
Reclining Seat Car Lunch Counter

RECLINING SEAT CAR

Built by the Baltimore and Ohio to afford the utmost in comfort for passengers who travel at night, but do not wish to use Pullman sleepers, this car meets every reasonable travel need. The seats have foot rests and backs adjustable to the exact angle desired by patrons. Other conveniences are the spacious lavatories and smoking rooms, one of each for women and for men; individual bracket reading lamps; the lunch counter, with dining car standards and cafeteria prices.

THE LOUNGE CAR

The inviting chairs and attractive table lamps in this section suggest the cozy charm of the living room. Cars of this type, available for Pullman passengers on Baltimore and Ohio trains, add that extra touch of hospitality which travelers so frequently remark in Baltimore and Ohio service. They afford a comfortable lounging place for a refreshing drink, for reading, writing, checkers and cards.



Kerosene Lamp,
Car of 1850

Complete Lounge and Reclining-Seat Cars are included in the Baltimore and Ohio Air-Conditioned train on the exhibition track south of the Travel & Transport Building.

The beautiful Baltimore and Ohio Colonial Dining Car on this train is named Mary Pickersgill. This is in honor of the woman who made the flag which flew over Ft. McHenry when the British warships were shelling it, and which inspired Francis Scott Key to write the Star-Spangled Banner.

PROGRESS IN CAR LIGHTING

FROM that first day on which the Divine command, "Let there be light," flooded the world with sunshine, man's search for a substitute to illumine his darkness makes one of the most fascinating pages in history.

Baltimore and Ohio records do not state what was used to light its first passenger cars. In early railroad days trains ran only in the day time. There is true record, however, that pine faggots were burned as the headlights of pioneer trains, and presumably candles and animal oil lights were used in the first passenger cars operated at night.

The illustration above shows the kerosene lamp hung in a Baltimore and Ohio coach of 1850. The lamp itself can be seen in the authentic coach of that period in our outside exhibit of locomotives and cars.

Then came the Pintsch gas light, also pictured. This was a great advance over the oil light of the preceding generations and is, in fact, still in service on a few branch line trains in outlying sections of the country.

Electricity, greatest of man's servants, brought the incandescent bulb. The railroads were among the first to use it, and the Baltimore and Ohio has made special effort to adapt it to scientifically correct lighting and effortless reading.

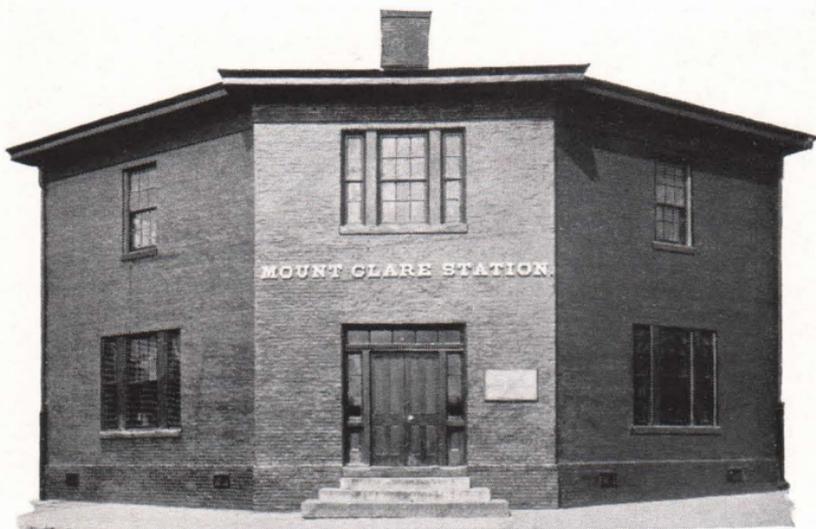
The third illustration is an example—the individual bracket lamp affixed to the side wall of the car. It throws a strong, steady light over the shoulder of the passenger, who may turn it on or off without annoyance to his neighbor. This light is a feature of the Reclining Seat Cars which are enjoyed by so many Baltimore and Ohio patrons for night riding at coach rates.



Pintsch Gas Light,
Car of 1890



Individual Reading
Light, Modern
Reclining Seat Car



Mt. Clare Station—a Model is Shown in B & O Exhibit

HISTORIC MOUNT CLARE

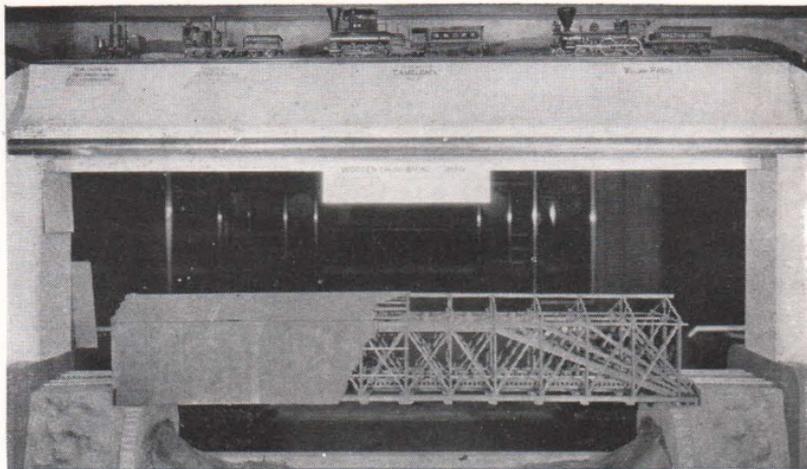
MOUNT CLARE was a large farm on the outskirts of Baltimore, Maryland, owned by James Carroll, a farmer and miller who deeded ten acres of his property to the Baltimore and Ohio.

Here the first stone of the railroad was laid, 1828; the first shop erected, 1829; the first permanent track begun, the first American-built locomotive completed, the first station constructed—all in 1830. The station has been in continuous use by the Baltimore and Ohio since then, and is the oldest railroad station in the world.

But the little shop in which Peter Cooper built his Tom Thumb is gone, and in its place are great locomotive shops covering many acres. Here the significant advances in locomotive construction developed by the Baltimore and Ohio have been made. Here modern locomotives can now be overhauled at the rate of four a day.



A Tablet Tells the Story of the World's Oldest Railroad Station



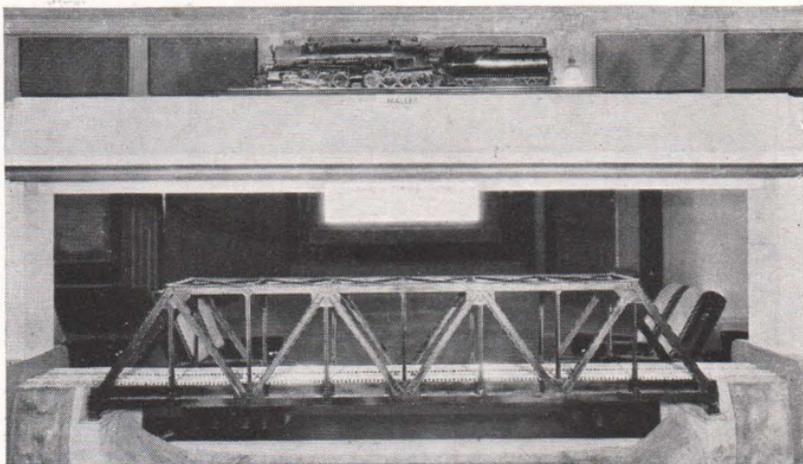
Covered Wooden Truss, Elysville, Md., 1839

PROGRESS IN BRIDGE BUILDING

STONE-ARCH bridges have tremendous inherent strength. The Carrollton Viaduct of the Baltimore and Ohio was so constructed. Built near Baltimore in 1829, it is the oldest railroad bridge in service anywhere. Its first loads were locomotives weighing but $3\frac{1}{2}$ tons. Now, without change in construction, it carries locomotives weighing upwards of 350 tons. The beautiful seven-arch Thomas Viaduct, 1835, is another bridge of this type. With its gracefully sweeping curve it has been the subject of much comment and writing by bridge engineers. Mural paintings of both of these viaducts are in the Baltimore and Ohio exhibit.

When stone-arch bridges could not be built, great mechanical genius was required in fabrication and construction to meet the demands of increasingly heavy engines and cars, and to the railroads goes the honor of pioneering in bridge development during the last century.

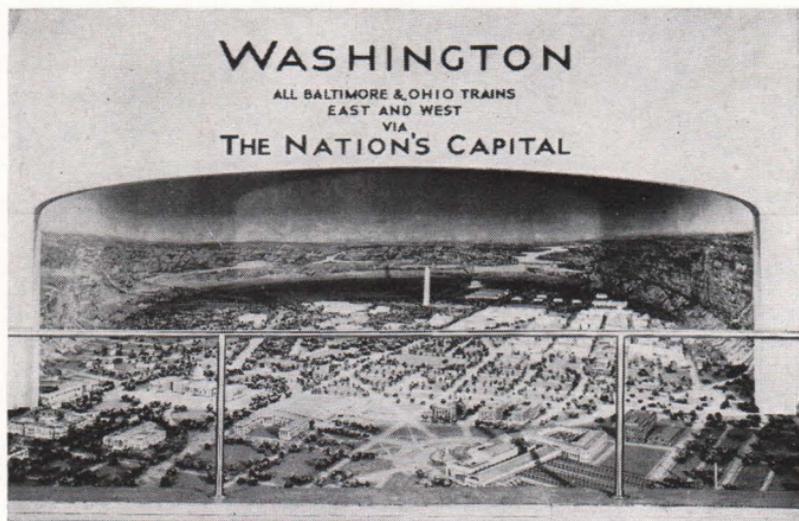
Our models show the progress made from the covered wooden truss bridge of 1839 to modern steel types.



Warren Steel Truss, Allegheny River, Pittsburgh, 1920

WASHINGTON

BALTIMORE AND OHIO history marches hand in hand with our national history, and especially that part associated with the national capital. The original line of the Baltimore and Ohio follows substantially the route of the old National Pike, surveyed by George Washington and blazed by the pioneers who crossed the Alleghanies and pushed the boundaries of the new country westward. Baltimore and Ohio was the first railroad to enter Washington and to connect it with the seaboard on the east and the Ohio River to the west. The famous first telegraph message, "What hath God wrought?" was sent from a basement room in the Capitol building to the Baltimore and Ohio Pratt Street Depot in Baltimore, May 24, 1844, over wires strung along the Baltimore and Ohio right of way. Abraham Lincoln rode this railroad into Washington for his first inauguration in 1861; it was the great avenue of transport for Federal soldiers and supplies during the Civil War, and was often in the thick of the conflict.



The Capital City as It Will Look a Few Years Hence

Washington, set along the shores of the broad Potomac, with the Virginia hills in the background, is laid out on a grand scale.

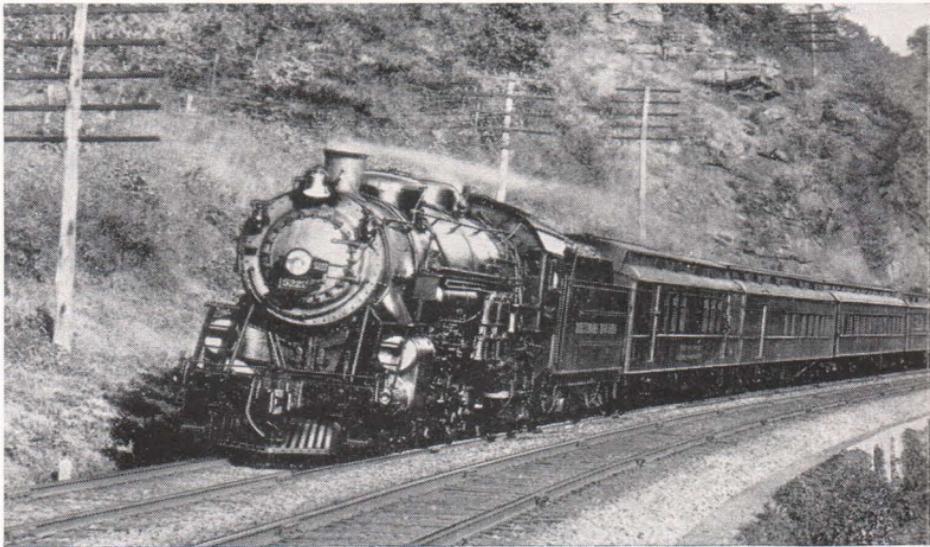
The Capitol itself, the White House, Washington's Monument, the Lincoln Memorial, Mt. Vernon, Arlington—echoes of the past become living moments here, where great figures have guided our national destiny and the momentous events of our history have been unfolded.

Thousands of Americans visit this greatest of our national shrines via the Baltimore and Ohio, all of whose trains, east and west, run through Washington, with liberal stop-over privileges. All-expense, personally conducted tours of surprisingly low cost are especially appreciated by those who wish to enjoy their Washington experience to the utmost in limited time.

AIR-CONDITIONED TRAIN AND

ON two adjacent tracks south of the Travel and Transport Building, the Baltimore and Ohio portrays the development of locomotives and cars from the beginning of the American railroad era to the present day. Here, indeed, visitors may see *A Century of Progress* as it has transpired in the industry which, more than any other, has been responsible for the unparalleled expansion of our country.

When the Baltimore and Ohio started building to the west in 1828, Chicago, it will be remembered, was yet to have its first birthday. That came full five years later. The country west of the Alleghanies was but sparsely populated. Communication and transport to the eastern seaboard were slow, uncertain and dangerous. Economic friction and political misunderstanding existed between the two sections until the



The Capitol Limited, FIRST AIR-CONDITIONED TRAIN bet

coming of the railroads, carrying with them the spirit of nationalism and unity wherever they went.

THE YORK

HOW feeble and halting their first steps were, is suggested by the locomotive York, a replica of which heads our procession of historical motive power, as pictured on page 13. Yet it was a famous locomotive of its day. Encouraged by the success of Peter Cooper's Baltimore and Ohio Tom Thumb, the directors of the railroad offered a prize of \$4,000 for a locomotive best meeting their specifications. Five were entered in the competition, but the York, built by Phineas Davis, watchmaker of York, Pa., won.

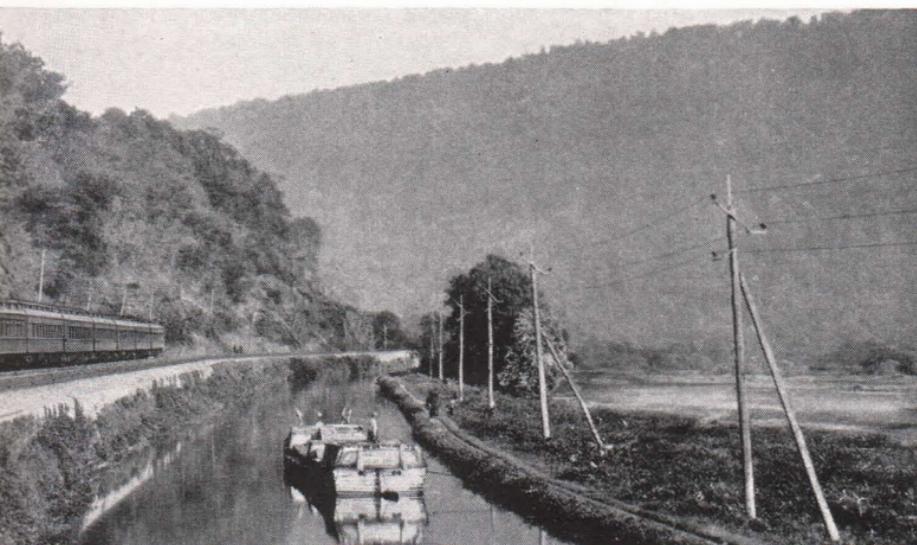
Weighing but $3\frac{1}{2}$ tons, it could haul a gross load of 20 tons and run as fast as 20 miles an hour. The "Baltimore American" of July 13, 1831, announced that its satisfactory

HISTORICAL MOTIVE POWER

performance had persuaded the directors of the road to secure more locomotives so as gradually to supplant the horses which then and for some years later hauled many of the trains.

THE ATLANTIC—AND IMLAY COACHES

MORE interesting to our visitors even than the York is the Atlantic—the original locomotive—which, with the famous Imlay coaches, is pictured on page 13. The Atlantic appears in action at the north end of the Baltimore and Ohio exhibit in the Travel and Transport Building. The Imlay coaches may be seen in the Transportation Pageant, *Wings of a Century*, hauled by another famous old Baltimore and Ohio engine, the Thomas Jefferson.



between Chicago and New York, in the Valley of the Potomac

The Atlantic was also built by Phineas Davis—in 1832—and became known as a grasshopper type because of its long, vertical connecting rods. It was a locomotive of great efficiency, being capable of running 80 miles on one ton of coal, and it operated regularly until 1893—during the latter years in shop service.

The Atlantic hauled the first train that entered the national capital, and was officially welcomed by President Andrew Jackson. A generation later it headed the first troop train into Washington, hurrying Federal forces to the defense of the city. Tradition says that President Lincoln visited it at the Baltimore and Ohio Mt. Clare Shops in Baltimore. President Theodore Roosevelt once pulled its throttle and pronounced the experience "bully." It was taken out of service in 1893 to be sent to the Chicago World's Fair of that year, was exhibited at the St. Louis Exposition of 1904, and was seen by millions at A Century of Progress in 1933.

AMERICAN
AND COMMERCIAL DAILY ADVERTISER.

BALTIMORE :

FRIDAY MORNING, MAY 21, 1830.

PUBLISHED EVERY MORNING BY
DOBBIN, MURPHY & BOSE,
NO. 2. SOUTH GAY STREET.

We stated in yesterday's *American* that the Rail-road would be opened for travelling between this city and Ellicotts' Mills on Monday next, the 24th instant, and we have now the pleasure of publishing an official annunciation of the fact. This information, we are assured, will be received with sentiments of unmingled satisfaction by our fellow citizens, and also by the friends of internal improvement in every part of the Union. When a *practical* experiment on so extended a scale is so soon to be hourly exhibited, it is scarcely worth our while to speak of its results in anticipation; but we will nevertheless venture to assert that it will prove perfectly satisfactory to every one who visits the Road, and establish conclusively the fact of the superiority of this mode of intercourse and trade over every other.

Office of the Baltimore and Ohio Rail-road,
20th May, 1830. 5

NOTICE IS HEREBY GIVEN, That the Rail-road between Baltimore and Ellicotts' Mills will be opened for the transportation of passengers, on MONDAY, the 24th instant.

A brigade, or train of coaches, will leave the Company's Depot on Pratt-street, and return, making three trips each day—starting at the following hours precisely, viz:—

Leave Baltimore at 7 A. M. and Ellicotts' at 9 A. M.
“ 11 A. M. “ 1 P. M.
“ 4 P. M. “ 6 P. M.

The price for the trip of twenty-six miles, will be seventy-five cents for each person. Tickets to had at the Depot. Should the demand be found to exceed the present means of accommodation, passengers will be under the necessity of going and returning in the same coach, until a sufficient additional number of carriages can be furnished. As soon as this can be effected, of which due notice will be given, provision will be made for travelling a shorter distance than the whole trip.

P. E. THOMAS, President

Baltimore and Ohio Rail-road Company.

May 20, 1830.

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The editors of the National Intelligencer and Telegraph, Washington, will publish the above three times.

"Official Annunciation" of the Beginning of B & O
Service from Baltimore to Ellicott's Mills



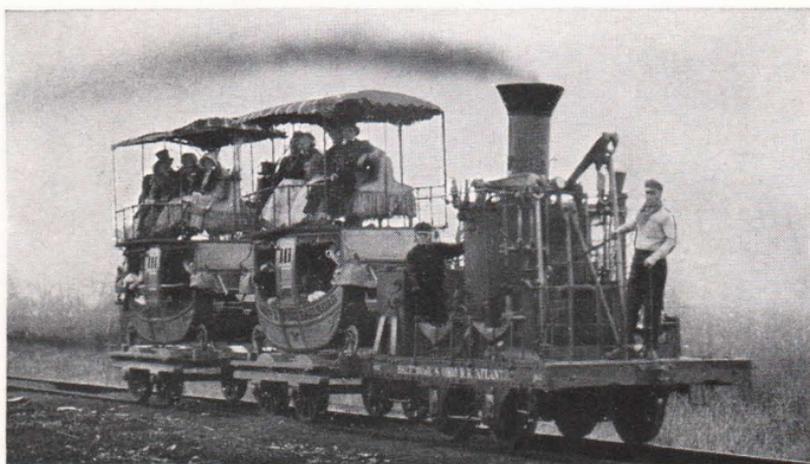
The Prize-Winning York, 1831

EARLY TIME TABLE

ALTHOUGH the Baltimore and Ohio began to produce revenue from short passenger hauls on January 7, 1830,—and thus earned the distinction of providing the first public railroad service in America—it was not until May 21, 1830, that the First Division from Baltimore to Ellicott's Mills was opened. The official announcement in the "Baltimore American," as reproduced on page 12, is worth reading as well for its quaint and forceful expression as for its optimistic prophecy of the new railroad era.

That day began with an excursion for distinguished visitors, including the venerable Charles Carroll of Carrollton on what was almost his last public appearance. The passenger car Pioneer (a replica appears in *Wings of a Century*) pulled by a horse, led the procession. The outbound trip was made leisurely, but the journey back to Mt. Clare of 12½ miles took but one hour and five minutes.

A later newspaper story describes a trip over the same route, made by a correspondent of the "New York Commercial



The Atlantic, 1832, and Imlay Coaches



Ross Winans' Famous Camelback type, first built in 1848

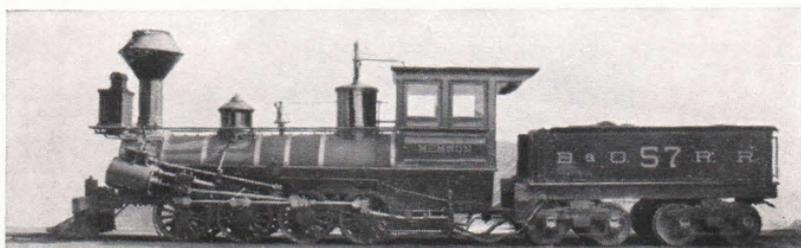
Advertiser." He rode in a "railway stage coach" (presumably one of the famous Imlay coaches shown on page 13) and marveled that a single horse could haul a load of 30 passengers. This—and the increasing business that was already earning \$1,000 a week for the railroad—was remarkable proof of the efficiency of railroad transport, with iron wheels running on strap iron rails, and with the new gear of axle and wheel turning together. This latter was the idea of Ross Winans, most famous of the mechanical geniuses connected with the Baltimore and Ohio during its first few decades. That his invention was one of the greatest in all railroad history is established by the fact that it has continued as the basic practice to this day.

THE CAMELBACK

ROSS WINANS was a remarkable man in many ways. A horse trader come from New Jersey to Baltimore, he started a livery business and rented his horses to the Baltimore and Ohio. His "friction wheel," as it was then called, brought him fame, and he was engaged by the Russian government to superintend mechanical construction on their railroads. During the 1830's he developed the eight-wheel passenger coach, but it is for his Camelback locomotive that he is best remembered because of its unique construction and the important place it was to have for many years on the Baltimore and Ohio.



The William Mason, built by the "Father of the Modern Locomotive"



The Memnon, First Baldwin Locomotive Built for the B & O, 1848

Greater power was needed to haul the heavier trains, and that meant greater boiler capacity, but instead of lengthening the boiler, Winans widened it and put the engineer's cab up on top, the hump-like appearance giving it the name of Camel-back.

THE MEMNON

THIS engine is of special interest because it was the first built for the Baltimore and Ohio by the Baldwin family, of Philadelphia, which later gave its name to the famous Baldwin Locomotive Works. It was also notable for improvements made in its construction. For the good service it gave the railroad during the Civil War, it earned the name of "Old War Horse."

THE WILLIAM MASON

IN 1856 the Baltimore and Ohio bought its first two Mason locomotives from the famous builder of that name, Taunton, Mass. They were Nos. 25 and 26, and the type, pictured on page 14 and named in honor of the builder, has been called the prototype of the modern locomotive. Mason knew beauty as well as utility, and contributed largely to both, and the fine lines and symmetry of his products earned for him just prestige.



The William Galloway Locomotive Was Second in Line at the B & O 1933 Fair Exhibit. It Is Again on Exhibition This Year



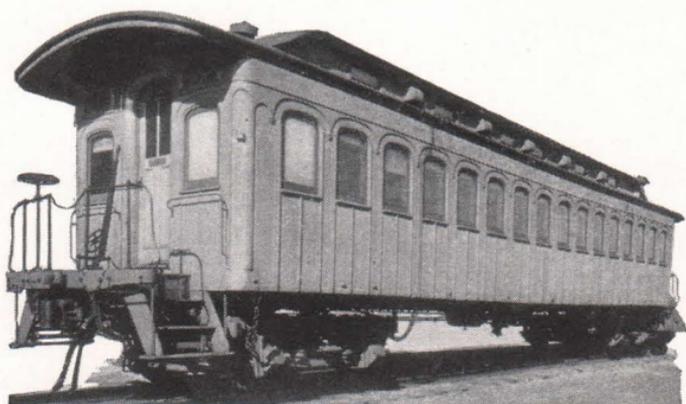
The Flour Barrel Car Carried Flour from Ellicott's Mills to Baltimore

OTHER HISTORICAL EXHIBITS

THE William Galloway locomotive appears, with its high stack, second in line in the view of the Baltimore and Ohio Fair exhibit of 1933 shown on page 15. This is one of the most beautiful of all the early locomotives, with graceful lines, gay green color and brass trimmings. It was originally called the Lafayette, but in 1927 was renamed in honor of William Galloway, grandfather of a present vice-president of the Baltimore and Ohio, and one of the drivers of the railroad's first horse cars.

In front of this engine is the Nova Scotia Bridal Coach, always an object of special interest to the ladies. Built in England for the directors of the Albion Coal and Iron Company of Nova Scotia, it arrived at Halifax in 1838 on the same vessel bearing the new governor-general of Canada. He was married the same day, and he and his bride made the 25-mile journey to their new home in the coach. Tradition assures us that the maiden who is able to sit for ten minutes in absolute silence in this coach, will be wed within a year.

Other Baltimore and Ohio historical exhibits are the old Flour Barrel and Iron Pot Hopper Cars, and the Coach of 1850. The Baltimore and Ohio Thomas Jefferson and Thatcher Perkins locomotives, and horse-drawn vehicles from the Baltimore and Ohio collection, appear in *Wings of a Century*.



B & O Coach of 1850—President Lincoln Rode on One of These En Route to Washington for His First Inauguration in 1861



Iron Pot Hopper Car—The Exhibit Car Is an Original, as Used Before and During the Civil War

MODERN EQUIPMENT

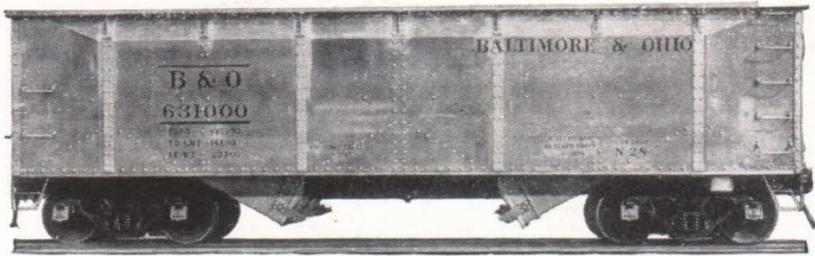
A MODERN Air-Conditioned passenger train and five new freight cars provide a fitting closing chapter to the Baltimore and Ohio's 107 years of progress as shown at the Fair.

Proud of its place in transportation history as the first American railroad dedicated to the public service, it is doubtful if the Baltimore and Ohio has ever made a greater contribution to railroad progress than in the Air-Conditioning of its passenger cars. First to put an Air-Conditioned car into service (1930), a completely Air-Conditioned train (1931), completely Air-Conditioned trains between St. Louis and New York, Chicago and New York, Chicago and St. Louis (1932), and now operating 15 Air-Conditioned trains on its system, the Baltimore and Ohio regards the widespread adoption of this great improvement by other railroads as a tribute to its pioneering effort to give the public the finest type of inland transportation.

Visit the Air-Conditioned Capitol Limited on the Baltimore and Ohio exhibition track. Note the comfort of the sleeping cars, the coziness of the Lounge Car, the beauty of the Colonial Diner, the luxurious seats and other unique features of the Reclining and Individual Seat Coaches. But above all, enjoy the roominess, the quiet, cleanliness and refreshing atmosphere of the entire train.



President Cleveland, Water-Tube Boiler Type Locomotive, Heading the B & O Air-Conditioned Train at A Century of Progress



Hopper Car Made of Aluminum Alloy, the Use of Which Increases Corrosion-Resistance and Ratio of Load Capacity to Light Weight

NEW FREIGHT CARS

FIVE new freight cars, the first of their types, complete the Baltimore and Ohio exhibit. Of special note are two coal cars, one built of aluminum and one of Cor-Ten (chromium copper silicon steel). Both metals have the strength of carbon steel, but are much lighter and of greater carrying capacity in relation to their weight, and both have greatly improved corrosion-resisting properties.

SAFETY—COMFORT—DEPENDABILITY

THE engineer of every passenger locomotive on the Baltimore and Ohio has in constant view, as he looks ahead through his cab window, a notice, signed by the chief operating officer of the railroad. On it are printed the three words—Safety, Comfort, Dependability—with explanations indicating emphatically that in the handling of his train:

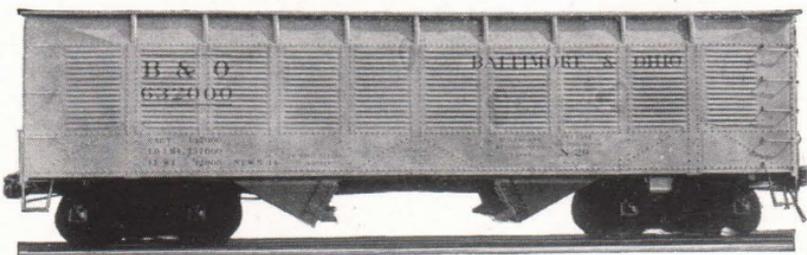
Safety must be the first consideration, under all circumstances.

Comfort, the second, so that passengers may have a smooth, pleasant ride.

Dependability, the third, so that with the first two considerations assured, the train will make schedule time.

Constant adherence to these principles has brought increasing appreciation among the traveling public of the high operating standard of Baltimore and Ohio passenger service.

In addition, the spirit of co-operation which has for many years characterized the relations of Management and



Hopper Car Made of Cor-Ten, New, Light Steel Alloy of High Tensile Strength and Corrosion-Resisting Properties

Employees on the Baltimore and Ohio, is also reflected in their attitude towards the patrons of the road. Passengers feel at home on B & O trains. They recognize that the employees endeavor to perform their duties, "Not because they feel obliged to do so, but just because they want to do so."

B. & O. CENTENARY CHINA

THIS set of china was manufactured in honor of the 100th birthday of the B & O in 1927, and is used in its beautiful Colonial Dining Cars. It is American made and of great durability.

The beginning of construction of the B & O in 1827 created great interest in Europe, and Enoch Wood, celebrated maker of Staffordshire china in England, brought out two plates of railroad design in celebration of the event. Our Centenary China is of the same lovely blue color, but of B & O pattern.



Dinner Plate, with Harper's Ferry Design

Pieces may be ordered from the complete set on display in the Baltimore and Ohio exhibit office, or later, if preferred, from the Manager, Dining Car Department, Baltimore and Ohio Railroad, Camden Station, Baltimore, Md.

PRICES OF CENTENARY CHINA (AT COST)

	(Each)		(Each)
Bakers—Large	\$.070	Pitcher—2 Qt.	\$2.65
Small	.60	12 Oz.	1.35
Medium	.65	Plates—Dinner	1.00
Butter Chips	.20	Tea	.75
Cake Covers	1.10	Soup	1.00
Celery Troughs	2.35	Bread and Butter	.60
Chocolate Pots	2.00	Platters—Extra large	3.45
Compartment Plate	3.00	Large	3.15
Comport	3.15	Medium	1.70
Cups—After Dinner	.70	Small	1.10
Bouillon	.80	Saucers—After dinner	.30
Coffee	.80	Coffee	.50
Gravy Boats	1.40	Sauce Dishes	.45
Ice Cream Shells	.65	Tea Pots	2.25
Oatmeal Bowls—Large	.65		
Small	.70		

Principal Baltimore and Ohio Trains between Chicago and New York

Miles	STATIONS	10	6	20	8	16
	(CENTRAL STANDARD TIME)					
0.0	Lv Chicago, Ill.	AM *9.50	PM *2.00	PM	PM *8.45	PM *11.00
	Lv Detroit, Mich. (E. T.)			*6.32		
	Lv Toledo, Ohio			7.12		
484.4	Lv Pittsburgh, Pa.	10.45			9.23	12.00
634.6	Ar Cumberland, Md.	2.37	5.13	5.35	1.16	4.00
786.4	Ar Washington, D. C.	6.00	8.37	8.55	4.40	7.30
823.2	Ar Baltimore, Md. (Camden)	6.58	9.43	9.43	5.43	8.32
824.7	Lv Baltimore, Md. (Mt. Royal)	7.07	9.51	9.51	5.51	8.41
919.1	Ar Philadelphia, Pa.	9.01	11.45	11.45	7.50	10.45
1010.0	Ar New York, N. Y. (42nd St.)	11.40	2.30	2.30	10.18	
		AM	PM	PM	PM	PM

Miles	STATIONS	15	5	19	9	7
	(EASTERN STANDARD TIME)					
0.0	Lv New York, N. Y. (42nd St.)	AM *7.45	AM *10.20	PM	PM *2.00	PM *6.00
90.9	Lv Philadelphia, Pa.	10.19	1.12		4.53	8.38
185.3	Lv Baltimore, Md. (Mt. Royal)	*12.14	3.03		6.53	10.30
186.8	Lv Baltimore (Camden)	12.21	3.10		7.01	10.39
223.6	Lv Washington, D. C.	1.30	4.15	*4.20	8.00	11.40
375.4	Lv Cumberland, Md.	5.02	7.26	7.48	11.36	2.14
525.6	Lv Pittsburgh, Pa.	9.30		11.48		7.25
	Ar Toledo, Ohio			6.50		
	Ar Detroit, Mich.			8.30		
1010.0	Ar Chicago, Ill. (C. T.)	7.45	8.40	AM	2.00	5.40
		AM	AM	AM	PM	PM

All B. & O. trains depart from and arrive at Grand Central Station, Harrison and Wells Streets, Chicago.) Trains 5 and 6—All Pullman, between Chicago and Washington. Trains 5, 6, 7, 8, 19 and 20 are fully air-conditioned.

Principal Alton (B. & O.) Railroad Trains between Chicago, Springfield, St. Louis and Kansas City

(Read Down) (Read Up)

7	3 23	1	Miles	STATIONS	2	6	8	22
				(CENTRAL STANDARD TIME)				
*11.59	*6.45	*11.30	0	Lv Chicago	3.40	6.45	7.35	9.00
		f11.40	3	Lv Halsted Street	13.29		f7.25	8.45
		12.20	37	Lv Joliet	2.43			8.04
	d8.17	1.03	74	Lv Dwight	1.58			7.15
	a8.40		92	Lv Pontiac	1.37			6.57
	9.30	2.15	127	Lv Bloomington	12.50	3.40		6.10
			146	Lv Atlanta				5.42
	a10.06	2.50	156	Lv Lincoln	12.09			5.27
	10.55	3.35	185	Lv Springfield	11.25	2.08		4.35
		a4.23	224	Lv Carlinville				
c6.38	c12.24	c5.07	257	Lv Alton, College Ave.	c9.59	c12.36		
7.43	1.20	6.00	284	Ar St. Louis	*9.10	*11.45	*11.59	
	12.20		232	Ar Roodhouse				3.30
	12.25		232	Lv Roodhouse				3.25
	1.36		270	Lv Louisiana				2.30
	3.02		321	Lv Mexico				1.15
	4.55		389	Lv Slater				11.35
	5.12		399	Lv Marshall				11.20
	5.52		429	Lv Higginsville				10.38
	f7.04		473	Lv Independence				f 9.38
	7.30		483	Ar Kansas City				* 9.15
	AM	AM	PM		AM	PM	PM	PM

a Stop to discharge passengers from Chicago. c Mondays, Wednesdays, Saturdays. No baggage checked to or from College Ave. d Train out of Chicago Sunday only will stop to discharge passengers from Chicago. f Stops on signal to receive or discharge passengers. g Stops to discharge passengers from Chicago and to receive passengers for Kansas City. **Trains 1 and 2 are fully air-conditioned.**

All Alton trains use Union Station at Chicago and St. Louis.

Baltimore and Ohio and B. & O.-Monon Trains between Chicago, Deshler, Indianapolis and Cincinnati

(Read Down) (Read Up)

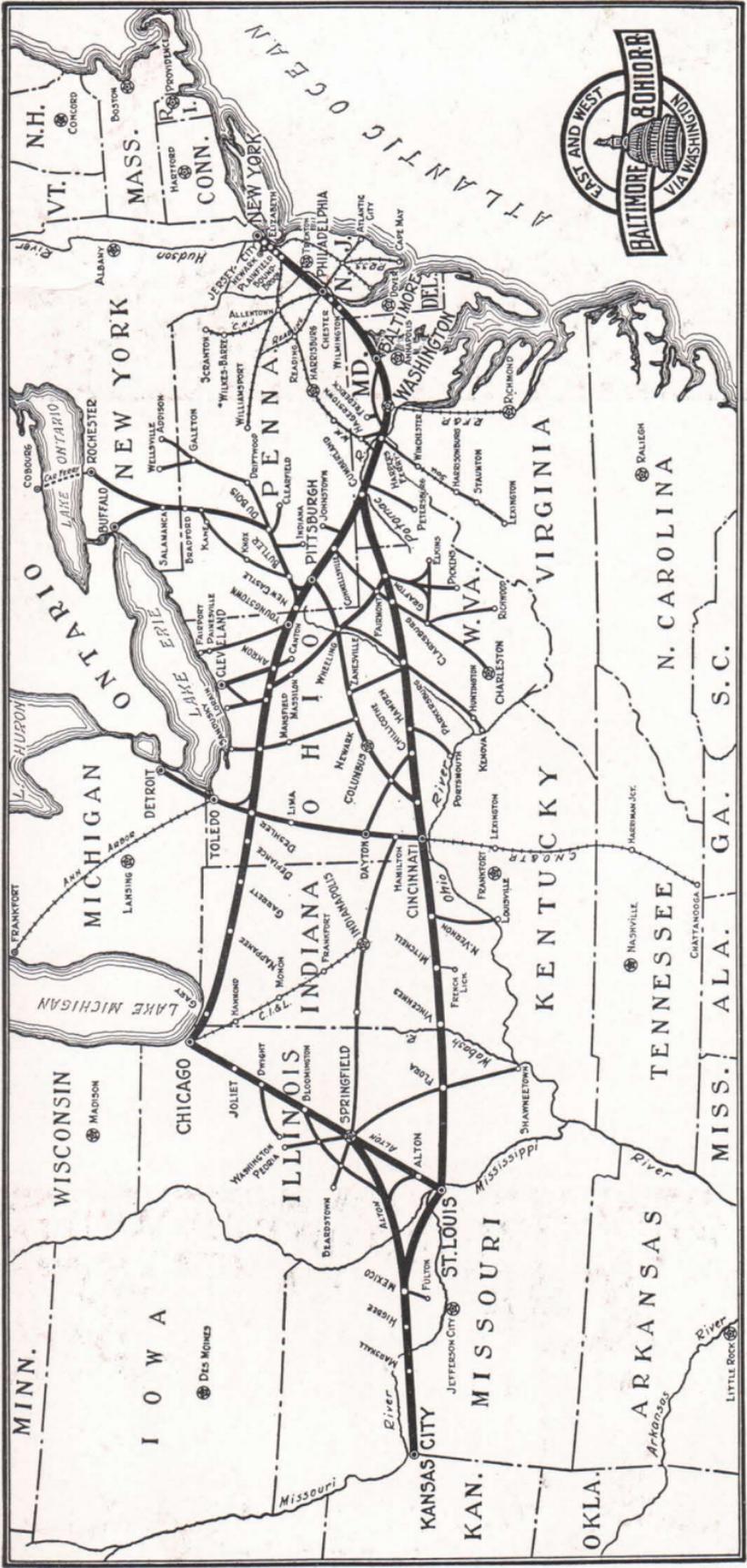
45	46	49	Miles	STATIONS	48	46	45
★	●	★		(CENTRAL STANDARD TIME)	★	★	●
*11.45	* 8.00	*12.00	0.0	Lv Chicago	3.25	6.15	8.05
	2.00			Ar Deshler (E. T.)			4.05
	2.00			Lv Deshler (E. T.)			3.55
4.25		4.25	183.5	Ar Indianapolis (C. T.)	11.10	1.20	
4.35		4.35	183.5	Lv Indianapolis (C. T.)	11.00	1.10	
8.55	7.10	8.45	308.1	Ar Cincinnati (E. T.)	*9.00	*10.50	*11.15
	AM	PM			AM	PM	

Light-face figures A. M. time. * Daily. † Daily except Sunday. **Dark-face figures P. M. time.**

★ B. & O.-Monon Train. Uses Dearborn Station Chicago; Union Terminal Indianapolis and Cincinnati.

● B. & O. Train. Uses Grand Central Sta., Chicago; Union Terminal Cincinnati.

There is no excess rail fare on any B & O or Alton train



BALTIMORE AND OHIO — ALTON SYSTEM



PUBLIC POLICY OF
THE BALTIMORE & OHIO RAILROAD CO.

A STATEMENT MADE ON JUNE 24, 1916

By DANIEL WILLARD, President

It will be the policy of the Baltimore and Ohio Railroad Company, first of all, to endeavor to do efficiently all the things that a public servant should do. It will earnestly try to satisfy the reasonable requirements of the public for transportation.

It is our desire that people living along our lines should feel that The Baltimore and Ohio Railroad is a good neighbor. For instance, if they are visited by fire, flood or epidemic, etc., they should instinctively call upon us first for assistance, because of our potential strength and our willingness to help them.

We will treat our shippers and passengers with absolute fairness and with sympathetic consideration. When we make a contract we will do our utmost to live up to it. We want to deal with our patrons as two honorable men deal with each other.

