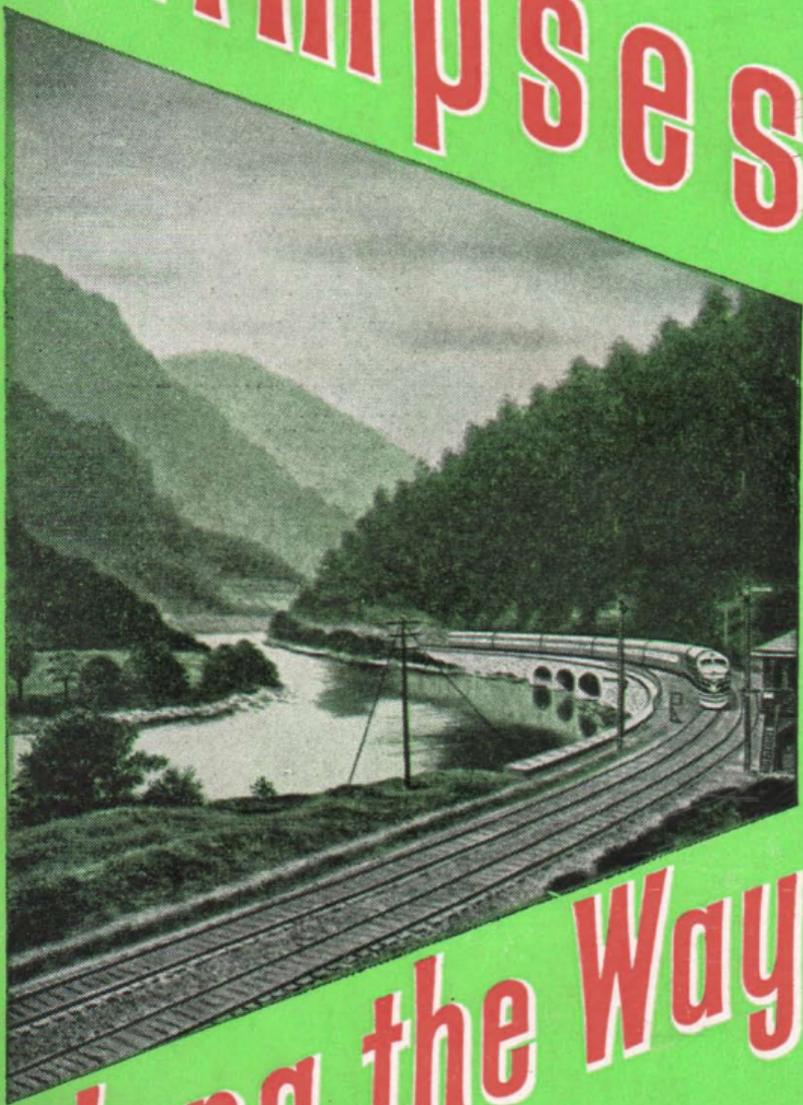


# Glimpses



along the Way

*New York - Chicago*

**BALTIMORE & OHIO RAILROAD**

*The B&O is the Way to Go*

*A thousand miles  
on the picturesque*  
**Baltimore & Ohio**



NEW YORK

*to*

PHILADELPHIA  
BALTIMORE  
WASHINGTON  
PITTSBURGH  
YOUNGSTOWN  
AKRON

CHICAGO

*“The Line of the Diesel-Electric  
Streamliner*

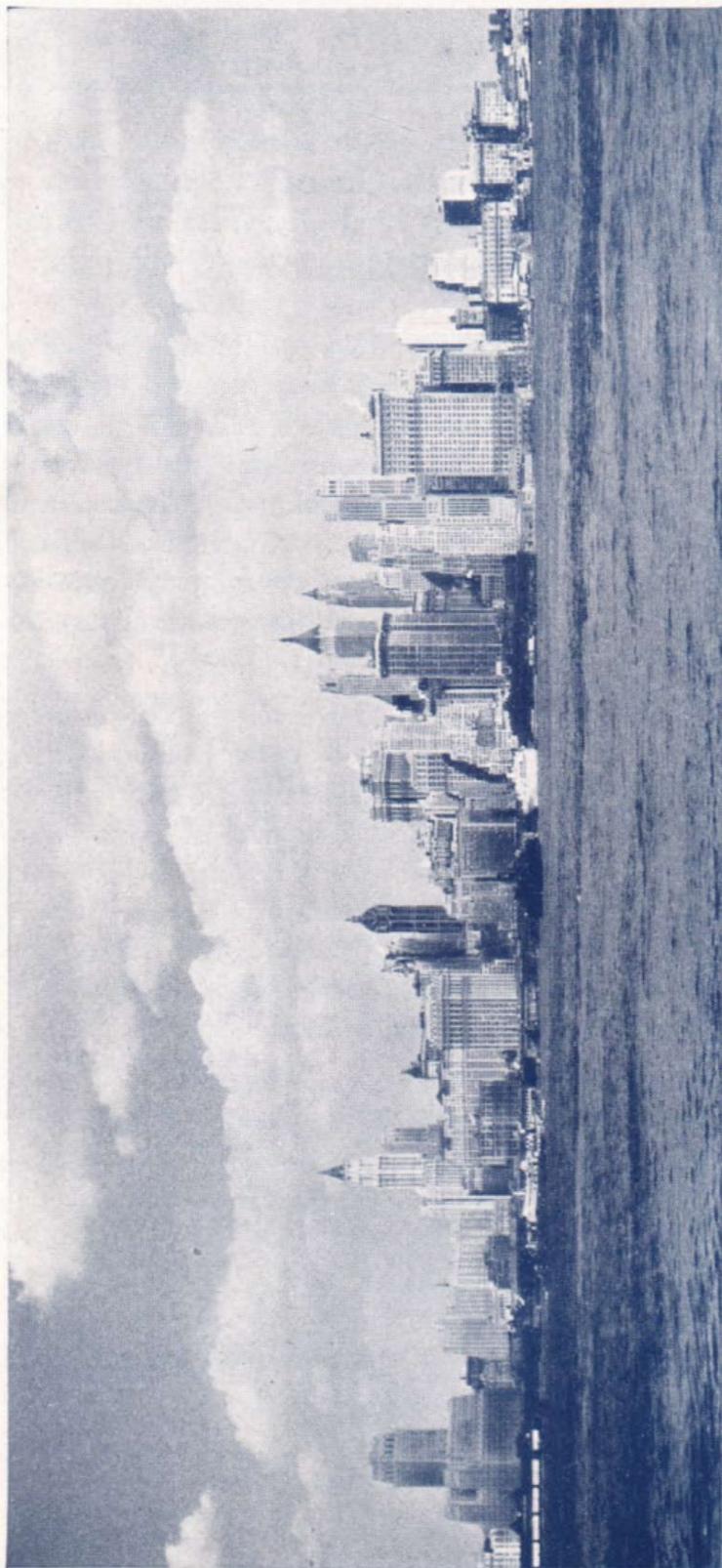
*The CAPITOL LIMITED”*

## *Introductory Page*

**T**HE OBSERVANT TRAVELER who desires information concerning the country through which he is passing, will find the following pages interesting. In them the beautiful scenes and historic places along the route of the Baltimore and Ohio Railroad between New York and Chicago are pointed out.

The Baltimore & Ohio was the first railroad built in America for the public transportation of passengers and freight, dating its existence from the granting of its charter in 1827 and the laying of its first stone on July 4, 1828. It was one of the first to use steam locomotives and had the first telegraph line. East of the Ohio River the territory through which its lines extend is eminently historical, associated with the French and Indian War, the Revolutionary War, the War of 1812, and the Civil War. The railroad itself figured prominently in the Civil War, when its entire line from Cumberland to Washington was in a practical state of siege for nearly four years.

The scenery en route through the Blue Ridge and Allegheny Mountains, along the Potomac, the Youghiogeny and Casselman Rivers is beautiful, and the route has long been known as the "Picturesque Baltimore & Ohio."



**The New York skyline and busy harbor scene an ever-interesting sight to the Baltimore & Ohio passenger**



## SAYING GOODBYE TO NEW YORK'S SEVEN MILLIONS

**N**O MATTER what one's interests are, he will be enriched by contact with New York. Here, in the largest city of the United States, will be found every walk of life, with all forms of art, literature, science and commerce represented. Manhattan is indeed made up of a multitude of vivid contrasts, enormous building structures, magnificent residences, countless theatres and recreational centers, with something new to attract and entertain at every turn.

Leaving New York, or arriving via the Baltimore & Ohio Railroad, is something of an experience in itself. Baltimore & Ohio trains operate to and from the Jersey City Station of the Central Railroad of New Jersey, supplemented by a fleet of motor coaches which meet all trains, conveniently transporting passengers directly to and from the track platform alongside of the train at the Jersey City Station and the heart of New York and Brooklyn *without additional cost.*

Four Baltimore and Ohio Coach Stations, with ticket office, waiting-room and parcel checking facilities, are maintained in Greater New York—one in the Chanin Building, 42nd Street and Lexington Avenue (immediately opposite Grand Central Terminal); at Rockefeller Center, 15 Rockefeller Plaza at 49th Street, and 15 Columbus Circle at Central Park West. The Brooklyn Motor Coach Station is at the Eagle Building, Washington and Johnson Streets, near Borough Hall. In addition, passengers may purchase tickets or make travel arrangements via the Baltimore & Ohio Railroad at any of the Consolidated Ticket Offices or at the Liberty Street Ferry Terminal in New York.

Many passengers begin their journey by boarding a Baltimore & Ohio Train Connection Motor Coach at one of the Coach Stations, thence follows a comfortable ride through America's greatest city, with many notable landmarks and interesting places to be seen along the way. A number of regular stops are made en route through New York to take on and discharge passengers. The commodious streamlined coaches provide individual seats for passengers, with space for hand-baggage. Upon arrival at the Liberty Street Ferry Terminal, the coach drives on to the waiting ferry boat.

A short and refreshing trip across the Hudson River affords the traveler the opportunity of viewing the wonderful architectural panorama of the New York skyline. Miles of gigantic buildings and towers rear upward hundreds of feet from the river's edge, and the sight serves to give one a really true appreciation of the immensity and grandeur of New York City. The scene upon the Hudson River is one of considerable interest, too. It is fascinating to watch the unending procession of steamships, tugs and ferry boats as they ply their courses to and from the countless piers and slips that line both shores of the river.

*On reaching the New Jersey shore the coaches drive from the ferry boats immediately into the Jersey City Station over a specially constructed runway right up to the track platform alongside of the train.*



**Passengers are conveniently conveyed from the heart of New York by motor coaches direct to trainside at Jersey City**

The passenger steps from the coach into the train and then the railroad portion of his journey begins. The train quickly threads its way through the Communipaw section of south Jersey City, passing through the industrial center of Bayonne, N. J., and crosses a long bridge over Newark Bay.

## SERVING NEW JERSEY CITIES

The first stop is at Elizabeth, an attractive city with pretty suburban sections populated largely by those who are employed in New York.

Thirty minutes out from New York we are passing through a pleasing wooded and rolling farm country which skirts the base of the Watchung Mountains.

The next stop is at Plainfield, another important city of New Jersey, which, in addition to being engaged in extensive manufacturing, is also a trade center for a large agricultural district. Bound Brook is soon passed, a junction point of the Central Railroad of New Jersey, and Reading Company, settled in 1662, and Lord Cornwallis' headquarters in 1777.

In about an hour the train crosses the Delaware River on a modern concrete bridge at considerable elevation and enters the State of Pennsylvania. Our eyes travel up and down the river from so favorable a point of vantage. It was here, at Yardley, Pa., that Washington, after many disastrous battles, crossed the Delaware River with the ragged and shattered remnants of the Continental Army in open boats, battling their way through ice floes, en route to Trenton, where hope was rekindled in the hearts of the Colonists. To the east of the tracks may be seen a roadway bridge, said to be the exact point from which he started.

To the south lies the City of Trenton, the gilded-domed capitol shining in the sun, and the Gothic spires of her many old churches pointing to the sky. Beyond the bend in the river can be seen the smoking chimneys of her great potteries, linoleum and wire rope factories. Stretching

away to the north, as far as the eye can see, is the beautiful Delaware River valley with the famous Delaware Water Gap beyond.

Neshaminy Falls, Pa., is seen in passing, a park and glen that is annually the rendezvous of excursionists and camping parties.

Houses and settlements are again becoming more frequent, for we are now on the outskirts of one of our largest cities. We soon reach the suburbs to the north of Philadelphia.

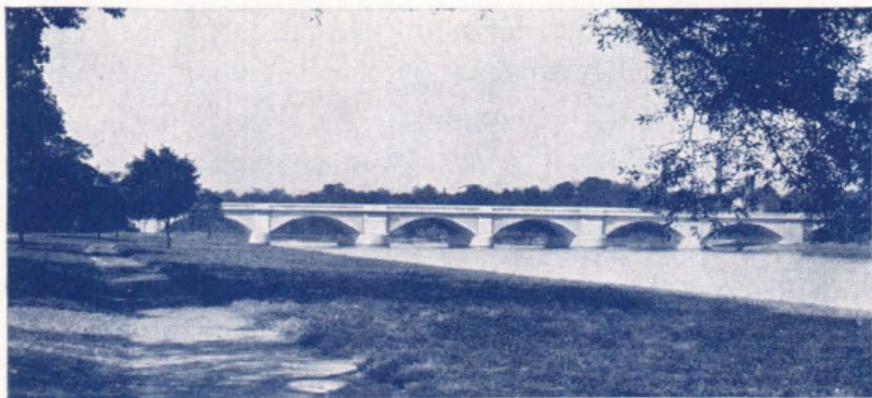
## PHILADELPHIA—THE CRADLE OF AMERICAN INDEPENDENCE

92 miles from New York—905 miles to Chicago

And now we enter Philadelphia proper. The train takes us through the northern section of the city, where we see rows and rows of two- and three-story houses, most of them very much the same as their neighbors. It is evident that Philadelphia's claim to be the "city of homes" is well founded. Logan is the name of the prettily laid out station that attracts our attention with its well-kept lawns and flower beds.



Philadelphia—The Cradle of American Independence



Fairmount Park and the Schuylkill River

Wayne Junction is next, a busy suburban station of Philadelphia, where the trains on the Germantown and Chestnut Hill branches meet and converge with the line to Reading Terminal, Philadelphia. Direct connection is also made at Wayne Junction with the trains to and from central and northern Pennsylvania. As we approach Wayne Junction, on the left can be seen "Stenton," a large brick house built in 1727, which was the headquarters of the British officer, General Howe, during the Battle of Germantown.

But we are soon parted as our train swings away on another stem of steel and carries us through picturesque Fairmount Park. We cross the Schuylkill River twice, and sometimes a glimpse may be had of one or more of the crews from the University of Pennsylvania and the boat clubs at practice on the river.

We reach the Baltimore & Ohio Chestnut Street Station in Philadelphia, where the main line of the Baltimore & Ohio begins.

The third city of the United States, with a population of 1,950,961 and a great manufacturing center, Philadelphia could interest the visitor in many ways. It covers more acres of ground than any other city in the country, and has many beautiful suburban developments. However, we cannot spare the time on this trip to explore the city's historic places, museums and public buildings, but must be on our way southward.

As we near Chester, the Pennsylvania Military Academy can be seen at the right. Chester has a population of 59,164 and is 12 miles from Philadelphia. Chester was the first landing place of William Penn. We soon cross the Delaware State Line.

## WILMINGTON—THE CHEMICAL CENTER

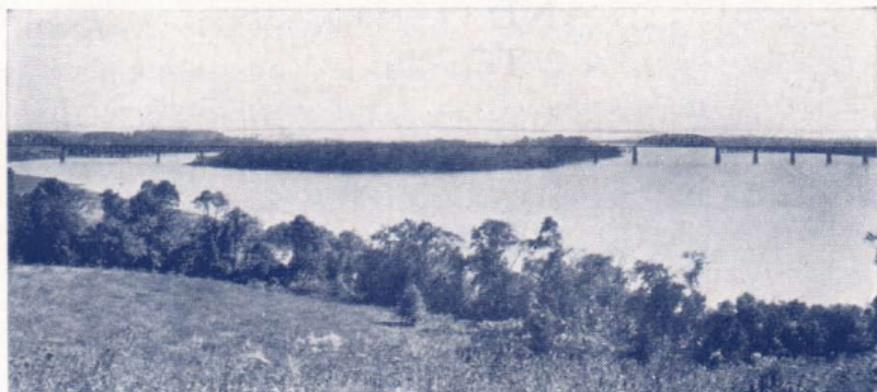
117 miles from New York—880 miles to Chicago

Wilmington, Delaware (population 106,597), looms into view, and a satisfying glimpse of the city is had on the east as we cross Brandywine Creek and Brandywine Park, where the Battle of Brandywine was fought in 1777, and where the earliest powder factories in this country were built.

The large buildings we see are the DuPont Hotel and DuPont Office Building, for Wilmington is the headquarters of the famous DuPont Organization as well as a number of other large manufactories. Wilmington has become the chemical center of the world, for from here are directed the many ramifications of the world's largest diversified chemical industry. The B. & O. station in Wilmington is a short distance west of the city's center, in the heart of a fine residential section. Within a few minutes the train passes directly beside the Delaware Park Race Track, where the annual meet attracts some of the finest thoroughbred horses of the country.



Brandywine Creek at Wilmington



Garrett Island, on the Susquehanna River

After passing Newark, Delaware, where Delaware College can be seen at the left, we cross into Maryland. In passing Aiken, Md., we are reminded that close by is the site of a former Naval Training Center established at Bainbridge, Md., during World War II.

## INTO MARYLAND—THE “OLD LINE” STATE

Ere long, high above the trees, our way lies across the wide expanse of the Susquehanna River, on a double tracked steel bridge, 6,100 feet in length. A beautiful landscape and marine view, indeed.

Miles of shore line are visible in either direction, with gentle rising fields that slope toward the water's edge. Perhaps, a gentle breeze has stirred the water a bit, and whitecaps playfully tumble over each other.

Garrett Island lies directly beneath the train, an island of quiet and solitude, with forests of trees almost to the water's edge.

Havre de Grace, Md.—157 miles from New York, 846 miles to Chicago—the little town on the western shore dates back to Revolutionary times. It is one of the principal shad fisheries in America. In the horse-racing season trainloads of followers of the turf make their way to Havre de Grace.

## ABERDEEN AND OTHER CHARMING TOWNS

The train passes Aberdeen, Md., a farming and canning center. Nearby are the United States Proving Grounds, where Uncle Sam tests the big guns made for our military forces. In this vicinity is also located the Edgewood Arsenal, a permanent army post devoted to the chemical warfare service. Closely following are the villages of Stepney, Belcamp, Sewell, Van Bibber and Bradshaw, all well known to sportsmen because of their proximity to the fishing and duck-hunting grounds on the Bush and Gunpowder Rivers.

## BALTIMORE—THE BIRTHPLACE OF THE STAR-SPANGLED BANNER

188 miles from New York—809 miles to Chicago

And now we are approaching Baltimore, the largest city in Maryland, with a population of 947,000.

Our first stop is the Mt. Royal Station, in the northwestern residential section. From Mt. Royal to Camden Station, our next stop in Baltimore, is a distance of nearly two miles, the railroad passing under the very heart of the city through a double-track tunnel. All heavy trains are drawn through this tunnel by electric locomotives to prevent the accumulation of smoke and gases. This stretch of track was the first steam railway electrification in America.



Mt. Royal Station—Baltimore



**Historic Camden Station  
Baltimore**



**Mt. Vernon Place  
Baltimore**

Camden Station, while one of the oldest railway stations in the United States, has been carefully preserved and kept in excellent condition. It received frequent mention in the news dispatches during the Civil War.

Fort McHenry, from whose ramparts floated the American flag that inspired Francis Scott Key to pen the immortal words of "The Star-Spangled Banner," is reached in a few minutes by street car from Camden Station.

Baltimore is a city of considerable physical charm, and much of its outlying territory is suburban in character, with many miles of wide tree-lined avenues and handsome homes. Druid Hill Park, a woodland reservation of 690 acres, is one of the most beautiful natural parks in the country.

Baltimore is the local and reshipping market for the fish, oyster and crab supplies of the fertile waters of the Chesapeake Bay and its tributaries. The Baltimore & Ohio has domestic and export elevators, hay sheds, terminals and storage warehouses, coal piers, and maintains general offices in Baltimore. The Baltimore & Ohio freight yards are extensive and reach all parts of the city.

Baltimore is also the seat of the famous Johns Hopkins University and Hospital, the Goucher College for Women and a number of other institutions of nation wide reputation.



The famous old bridge at Relay, Md.

## HISTORIC RELAY

195 miles from New York—802 miles to Chicago

Relay, Md., en route to Washington, is the next station of importance, so called because it was the first station where horses were changed—the original motive power on the Baltimore & Ohio—on the way to Ellicott Mills, the terminus of the Baltimore & Ohio in its infancy, in 1829, when it was the first railroad in America. We cross an immense stone arch bridge over the Patapsco River, known as the Thomas Viaduct, one of the oldest bridges of its kind in the world, built in 1835, and as useful as ever.

Shortly we pass Fort Geo. G. Meade Junction, Md., three miles to the south of which lies the site of Fort Geo. G. Meade, one of the country's largest military posts established during World War I for general training purposes and equally important in World War II.

## ANNAPOLIS

About eighteen miles to the southeast is Annapolis, the home of the United States Naval Academy and the Capital of the State of Maryland. It is here the tea ship, "Peggy Stewart," was burned by the Colonists just before the Revolutionary War. This quaintly picturesque city, situated on the Severn River, where it empties into the



**The Naval Academy  
Chapel at Annapolis**

Chesapeake Bay, is well worth a visit by anyone stopping over in Baltimore or Washington, from either of which cities it is easily accessible.

The Chapel of the Annapolis Naval Academy contains the crypt of John Paul Jones.

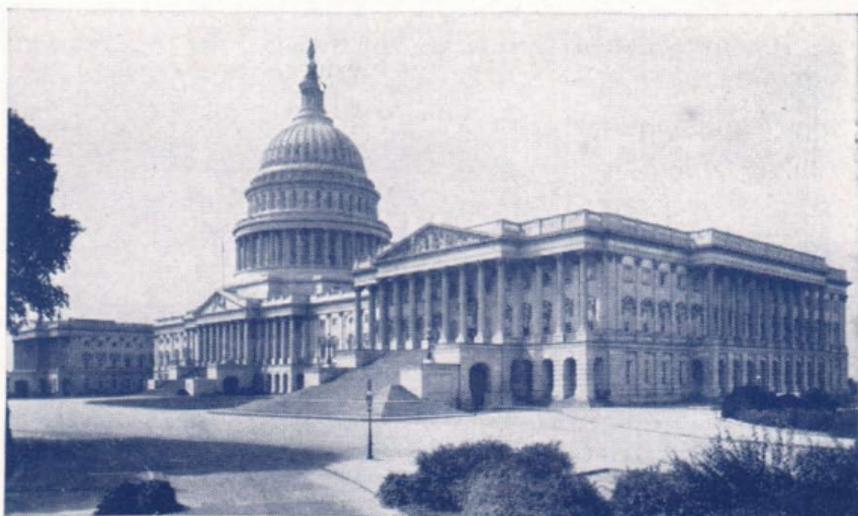
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Approaching Laurel, Md., we first pass the beautiful Laurel Race Track, the scene each October of high-grade horse racing. The town of Laurel is the most important one between Baltimore and Washington. At College Park, Md., can be seen the spacious grounds and buildings of the University of Maryland.

At Hyattsville, Md. (Bladensburg), we cross the ford the British charged across in 1814, when they captured the City of Washington. Riverdale, Md., and Langdon, D. C.—attractive suburban communities—are passed prior to arrival at Washington.



**The Laurel Race Track, a mecca for turf fans**



**The United States Capitol, Washington, D. C.**

## **WASHINGTON—THE BRIGHT FLOWER OF AMERICAN DEMOCRACY**

**225 miles from New York—772 miles to Chicago**

**Population 861,000**

One glimpse of Washington, and you are impelled to visit every famous place of interest and beauty that the city possesses. Whether your journey takes you west or brings you east, a convenient means of seeing the Capital City is provided passengers by the Baltimore & Ohio Railroad through stop-over privilege. Washington is a city of beautiful buildings and memorials, with broad avenues lined with majestic trees, extending in every direction, dotted here and there with small green parks, whose carefully kept lawns, flower beds, splashing fountains and monuments attract the eye and interest the visitor.

Here at the seat of our National Government we may observe its various functions. Among its many notable public buildings so indissolubly associated with the men and deeds prominent in our national history are the Capitol, Congressional Library, White House, Treasury, State, War and Navy Buildings, the art galleries, museums

and memorials too numerous for mention in this limited space. Washington is a fountain of inspiration for every true American. Here are the historic shrines and sanctuaries of the heroic dead, in whose presence one feels a deep reverence. There are boundless attractions in this great city of calm and beauty, and once visited one feels inclined to remain indefinitely.

The Baltimore & Ohio being the only route between the East and West whose line passes directly through Washington, D. C., accords to its passengers without additional cost the privilege of stopping over at the National Capital for any period of time within the ticket limit—a convenient arrangement of which many take advantage.

## THROUGH A LAND WHERE NATURE LAVISHED BEAUTY AND MAN MADE HISTORY

For ourselves, however, we must move to the next point of interest, which is Silver Spring, Md., a regular stop for all B. & O. through trains. The proximity of Silver Spring to Northwest Washington, Bethesda and Chevy Chase makes B. & O. train service conveniently accessible to residents of those suburban communities.



The beautiful Lincoln Memorial at Washington

At Forest Glen, Md., a U. S. Army convalescent hospital now occupies the buildings of a former well-known girls' college. Rockville, Md., is a famous battle-scarred town and one of the oldest towns in America. It was frequently mentioned in the annals of the French and Indian War, Revolutionary War, War of 1812, and the Civil War. Dickerson, Md., and Tuscarora, Md., are next in passing. At Dickerson we cross the Monocacy River, which empties into the Potomac to the southward. The landscape is unusually beautiful at these points. The Battle of Ball's Bluff occurred on the opposite side of the Potomac River, October 21, 1861.

## FREDERICK AND OTHER FAMOUS MARYLAND TOWNS

Point of Rocks, Md., is the junction of the Old Main Line and Metropolitan Branch. It was in this vicinity that Washington first met Benjamin Franklin and where Washington and Braddock settled the dispute of the French and Indian War. Fourteen miles north, on the Frederick Branch, is Frederick, the town made famous by Whittier's poem of "Barbara Frietchie," who is said to have defied the soldiers of General "Stonewall" Jackson. Near Frederick the Battle of Monocacy was



Baltimore & Ohio Union Station, Washington



**Sugar Loaf, the first mountain glimpsed on the way  
westward from Washington**

lost by the talented General Lew Wallace, the author of "Ben Hur," to the famous Confederate leader, Jubal Early, July 9, 1864.

Francis Scott Key, author of "The Star Spangled Banner," and Barbara Frietchie are buried in Mount Olivet Cemetery in Frederick. This city is also the seat of Hood College, a women's institution of high educational standing.

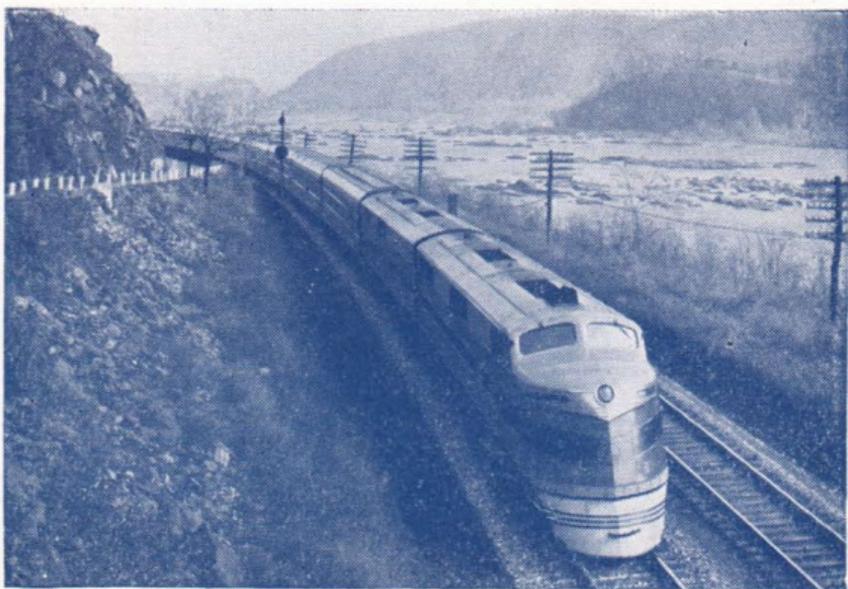
We are now at Point of Rocks, Md., where the winding Potomac River begins its companionship with the railway, continuing the courtship almost unbroken for over



**At Point of Rocks the scenery grows in grandeur**

one hundred miles. The elevation to the Blue Ridge Mountain region commences at this point. We are not only approaching one of the most picturesque sections of Maryland, but also the blood-drenched soil over which the fortunes of the North and South ebbed and flowed during the Civil War. The Chesapeake and Ohio Canal parallels the railway on the south, with the Potomac skirting the canal. This old waterway, now abandoned for commercial purposes, has a famous history as the "Underground Railway" during the slave days preceding the Civil War. Along its route were stations maintained by abolitionists and their friends, whose bribing of boatmen enabled many a slave to be smuggled into the free states.

The mountains rise higher and higher as our train glides along. At Brunswick, Md., General Meade's army recrossed the Potomac after the decisive Battle of Gettysburg, in July, 1863. At Weverton, Md., is the junction of the Hagerstown Branch with the Main Line; General Burnside with his command crossed the railway here en route to Washington after the Battle of Antietam, September 19, 1862. A short distance west of Weverton we cross the Maryland State Line into West Virginia.



The Diesel-powered National Limited in the Potomac Valley



Harper's Ferry from

## HARPER'S FERRY, WHERE THREE

280 miles from New Yo

We approach Harper's Ferry, one of the most renowned places of historical interest in the United States as well as one of the most picturesque and beautiful. Our train passes through a tunnel cut through the base of Maryland Heights, then crosses the Potomac on a steel bridge in a graceful curve that delights the eye, as we approach the station; and not far away is the John Brown Monument. Here it was that John Brown, of Ossawatimie, Kansas, with his "handful of brave but fanatical abolitionist followers," shed the first blood. The monument, a simple shaft, stands upon the spot where his improvised fort stood more than sixty years ago, and is visible from the train.

Many claim the Civil War had its birth at Harper's Ferry. And during these four years the railway and equipment of the Baltimore & Ohio was a much contested prize. Trains were halted on the Maryland side by the Union Army, and on the Virginia side by the Confederate, and the passengers were closely scrutinized. The batteries of both armies were lined up on the tops of the different mountains, pouring shot and shell into and across the little village of Harper's Ferry.



Maryland Heights

## E STATES AND TWO RIVERS MEET

rk—717 miles to Chicago

To the left is the Shenandoah River, emptying into the Potomac. Across the Shenandoah is the big mountain known as Loudoun Heights, on the Virginia side.

Back of the town to westward is Bolivar Heights. Beyond the little Catholic church on the hill is Jefferson's Rock, from which a grand scene of mountain, river and valley can be obtained. It was named after Thomas Jefferson, who said the view "was worth a trip across the Atlantic."

The Battle of Antietam was fought at Sharpsburg, Md., ten miles northward from Harper's Ferry.

The Shenandoah Branch of the Baltimore & Ohio runs southward from Harper's Ferry to Charles Town, W. Va., followed by Winchester and Strasburg, in Virginia, through the beautiful Shenandoah Valley, known during the Civil War as the "Valley of Dispute."

We say "good-bye" to this charming spot as our train crosses the head of this storied valley, where the clattering hoof-beats of General Philip Sheridan's horse once reverberated in these mountains, during that famous ride which has inspired artist and poet.



**Harper's Ferry from Loudoun Heights**

We pass Shenandoah Junction, W. Va., the junction of the Norfolk and Western Railway, a point where many skirmishes took place during the Civil War. Kearneysville, W. Va., was famous during the Revolutionary War. The homes of General Gates and Charles Lee, of the Revolution, are still standing. General Robert E. Lee and his command passed through here on their way to Antietam, Md., in September, 1862. Leetown is but a few miles away. Shortly before reaching Martinsburg, by looking southward will be seen the extensive buildings of the Newton D. Baker Army Hospital, established by the U. S. Government to care for casualties of World War II, but now taken over by private interests.

## **MARTINSBURG, W. VA., WHERE STONEWALL JACKSON CONFIS- CATED BALTIMORE & OHIO LOCOMOTIVES**

**298 miles from New York—699 miles to Chicago**

This historic city played an important role in the Civil War. It was at Martinsburg that occurred the wholesale destruction of railroad property by General "Stonewall" Jackson. His army continually raided Baltimore & Ohio property and succeeded in carrying away fourteen locomotives, hauling them by men and horses thirty miles over dirt roads, to be placed in service on Southern



**The railroad follows the Potomac River into the Alleghenies**

lines controlled by the Confederates. Col. Thomas R. Sharp, the officer who accomplished the foraging, did things no other man had thought possible. After the war he was made Master of Transportation of the very same railroad, the Baltimore & Ohio, from which he had confiscated the engines. Battles around here took place June 14, 1863, August 19, 1864, and September 18, 1864.

The next town is North Mountain, W. Va., where the battle of this name took place, between General Averill and a portion of General Lee's forces on July 3, 1864.

At Cherry Run, W. Va., the Potomac flashes back into view again. The ruins of the old Fort Frederick, built in 1756, lie in view on the north side of the Potomac. This fort was used in the French and Indian War, Revolutionary War and Civil War.

Hancock, W. Va., is the junction of the Berkeley Springs Branch. The station is in West Virginia, but the town is across the river in Maryland. Berkeley Springs, a well-known summer and mineral spring resort since Washington's time, is a few miles to the south.

On and on we go, swinging 'round and 'round the mountains, enjoying rare vistas of mountain, river and valley. Now we pass Sir John's Run, W. Va., a town founded long before the Revolution, and so named because it was once the headquarters of Sir John St. Clair, who was General Braddock's quartermaster. Here Rumsey first experimented with his steamboat in 1786.



A hunting and fishing club on the river bluff, near Woodmont, W. Va.

## A PARADISE FOR THE SPORTSMAN

Excellent hunting and fishing is to be had in these beautiful surroundings at Great Cacapon, W. Va., and at Woodmont, W. Va., in particular.

We reach the Magnolia Cut-Off, where some years ago extensive changes were made between Orleans Road and Little Cacapon, a distance of nearly seventeen miles. These improvements have shortened distances, eliminated curves and grades, and allowed the building of additional tracks.

At Green Ridge, Md., are extensive fruit orchards on the Maryland side of the Potomac River.

At the junction of the South Branch with the Main Line is Green Spring, W. Va., where the Confederate Generals McCausland and Johnson crossed the Potomac from Pennsylvania and Maryland into West Virginia, after burning Chambersburg, Pa. They captured a company of Ohio soldiers who were in a blockhouse near Green Spring. Romney, sixteen miles back in the mountains, is the headquarters for one of the most popular fishing resort territories in this part of the country. It was here the second engagement important enough to be termed a battle of the Civil War occurred on June 11, 1861.

Near Patterson Creek, W. Va., Civil War battles occurred on June 26, 1861, and February 3, 1864.

## AT THE GREAT DIVIDE— CUMBERLAND, MD.

376 miles from New York—621 miles to Chicago

We are 639 feet above sea level as our train reaches the great dividing point on the Baltimore & Ohio, Cumberland, Md., with a population of 39,483, and the second largest city in Maryland, whose principal industries are textile and automobile tire manufacturing.

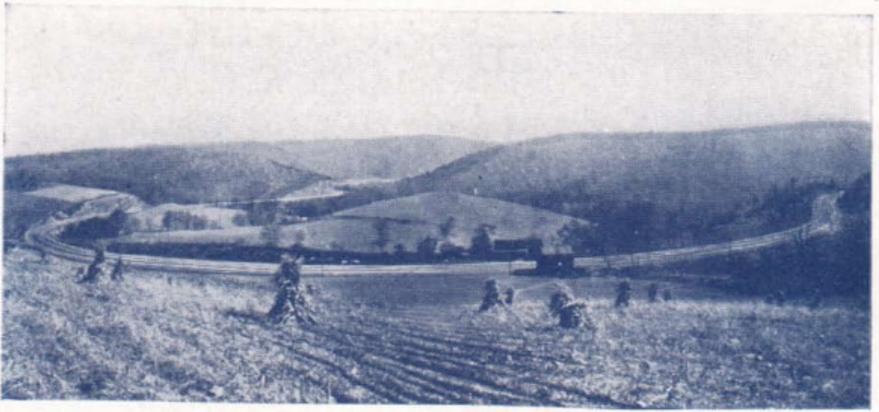
The site of Fort Cumberland, where General Braddock and George Washington made their headquarters during the French and Indian War, is on a bluff at the junction of Wills Creek with the Potomac River.

For the moment we wish we had elected to take the southwestern route to Cincinnati and St. Louis. We have heard about the romantic spots the Baltimore & Ohio passes through in West Virginia; the homes of mountaineer and valley dwellers. Both B. & O. trunk lines cross the heart of the Alleghenies and afford fine views of some of the grandest mountain scenery in Eastern America.

Leaving Cumberland, we follow Wills Creek, which flows through a natural pass in Wills Mountains, called "The Narrows." On both sides the mountains are steep



In "The Narrows" at Cumberland, Md.



**Horseshoe Curve at Mance, Pa.**

and precipitous. The scene is one of natural grandeur and beauty. Thackeray, in his great book, "The Virginians," describing the return of George Washington, says:

"So we passed over the two ranges of the Laurel Hills and the Alleghenies. The last day's march of my trusty guide and myself took us down that wild, magnificent pass of Wills Creek, a valley lying between cliffs nearly a thousand feet high, bold, white and broken into towers like huge fortifications, with eagles wheeling around the summits of the rocks and watching their nests among the crags."

The bed of the railroad had to be cut through solid rock in many places. Going west, Baehr's Heights is on the right and Mount Nebo on the left. Wills Creek, flowing between this range of mountains, known as Wills Mountains, takes its name from an old Shawnee chief, "Will."

The almost perpendicular side of Baehr's Heights is known as Lover's Leap, and a legend exists that an Indian maiden cast herself from its summit to the rocks below in her grief at her lover's death. Two miles farther west, to the right, is seen "Devil's Backbone," a narrow ledge of rock imbedded in the mountain, whose peculiar shape gives it its name.

The railway west of Cumberland is along the route originally selected by George Washington as the best avenue for commerce to Pittsburgh.

# ROCK-RIBBED PENNSYLVANIA

## A Panorama of Mountain, River and Valley

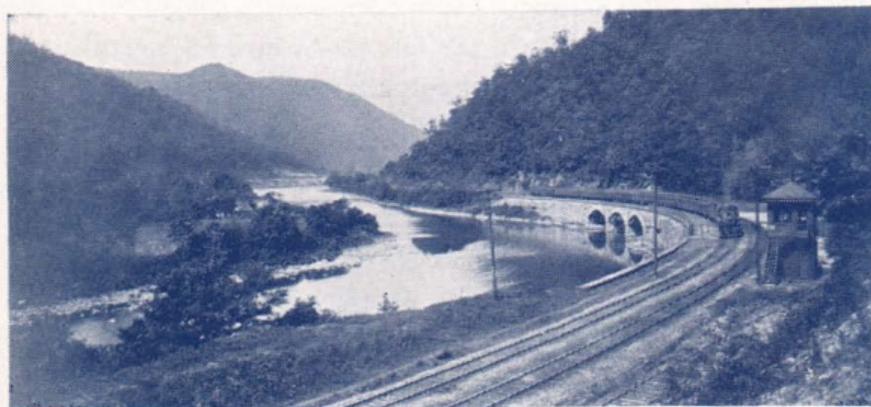
We again enter rock-ribbed Pennsylvania.

Hyndman, with an elevation of 933 feet, is the first town we pass in Pennsylvania.

At Mance, Pa.—406 miles from New York, 591 miles to Chicago—the railway forms a complete horseshoe, the heel-prints being not more than two hundred yards apart. The scenery along the route through these places is unusually beautiful.

At Sand Patch, Pa.—409 miles from New York, 588 miles to Chicago—we cross the range of mountains dividing the Atlantic-Mississippi watershed, our train here attaining the greatest altitude on this division. The summit is 2,258 feet above tidewater and is crossed through a wonderful double-track tunnel, perfectly straight and free from gases. Flagherty Creek is followed to Meyersdale, Pa.

Meyersdale, Pa., was founded at the close of the Revolutionary War by Jacob Meyers, who owned large tracts of land at this place. The elevation is 2,100 feet. Meyersdale is the largest town between Cumberland and Connellsville. It is the center of the Meyersdale coal region, which extends from this vicinity for a dozen miles up the Casselman River.



Along the Youghiogheny River near Indian Creek—  
in the scenic mountainous section of Pennsylvania

From Salisbury Junction, Pa.—414 miles from New York, 583 miles to Chicago—the junction of the Pittsburgh Division and Salisbury Branch, we follow the Casselman River to Confluence, Pa., so named after Heinrich Casselman, a German trader, who had a stockade on the banks of the river immediately below here. The bluff or elevation on the opposite side of the river was in early times an Indian burying ground, the whole expanse being covered with graves of Indians. Salisbury Junction is said to be the oldest settlement in Western Pennsylvania. The elevation is 2,000 feet.

The next station is Garrett, Pa., named after John W. Garrett, a former president of the Baltimore & Ohio. It is the junction point with the Berlin Branch. About one and a half miles below the railroad skirts Negro Mountain.

At Rockwood, Pa., elevation 1,812 feet, is the junction with the Somerset and Johnstown Branch, which passes through the famous Scalp Level Timber country and gives the Baltimore & Ohio entrance into Johnstown, Pa.

Casselman, Pa., is named for the Casselman River, which at this point is of surpassing beauty.

At Pinkerton, Pa., the elevation is 1,650 feet. A few miles below Pinkerton and in full view of passing trains is Fort Hill, a high hill covered with earthworks erected during the French and Indian War.

Confluence, Pa.—441 miles from New York, 556 miles to Chicago—elevation 1,347 feet, is so named because of the confluence of three streams, the Casselman, Laurel Hill Creek and Youghiogeny. The Youghiogeny River is followed to McKeesport.

Particularly beautiful is the rugged mountain scenery at Ohio Pyle, Pa.—455 miles from New York, 542 miles to Chicago. Fort Necessity is in this vicinity, where Washington surrendered to the French, July 4, 1754. Cucumber Falls is a point of interest. The first battle of the French and Indian Seven Years' War took place at Ohio Pyle.



**Steel furnace at night—a spectacular sight in the Pittsburgh region**

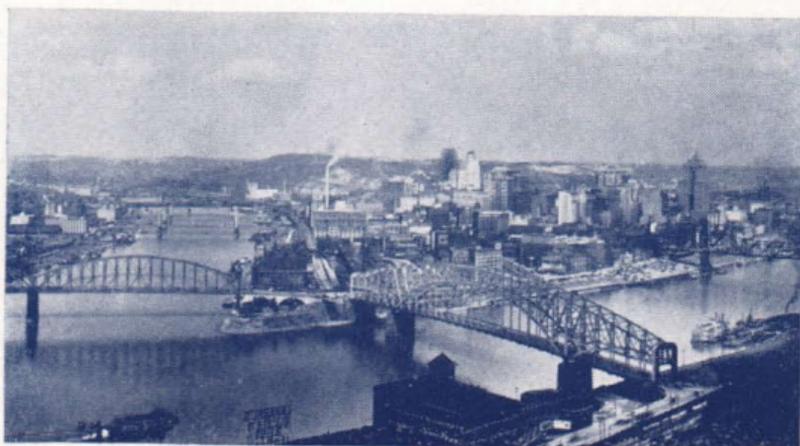
Indian Creek, Pa.—461 miles from New York, 536 miles to Chicago—is famous for its magnificent mountain scenery, one of the most celebrated views of the Alleghenies.

Connellsville, Pa.—468 miles from New York, 529 miles to Chicago—is the greatest coke region in the world. Coke ovens may be seen on both sides of the railway.

At the confluence of the Youghiogheny and Monongahela Rivers is McKeesport, Pa.—511 miles from New York, 486 miles to Chicago—an important manufacturing center. Here are the largest tube works in the world, Bessemer Steel Works, Armour Piercing Projectile Works, etc.

The Monongahela River is now followed to Pittsburgh, Pa.

A short distance west of McKeesport the majority of Baltimore & Ohio through trains east and west cross the Monongahela River on the tracks of the Pittsburgh & Lake Erie Railroad, passing en route Bessemer, Braddock, Rankin and Homestead to Pittsburgh. These trains make the Pittsburgh stop at the P. & L. E. station, across the Smithfield Street Bridge from the Baltimore & Ohio station.



**"The Golden Triangle," where the Monongahela and Allegheny Rivers meet at Pittsburgh, Pa.**

## **PITTSBURGH—A ROMANCE WRIT IN IRON AND STEEL**

**526 miles from New York—471 miles to Chicago  
Population 730,000**

Nestling in a valley of Western Pennsylvania hills and mountains, where the Allegheny and Monongahela join to form the mighty Ohio, is the metropolis of Western Pennsylvania—Pittsburgh, often called the "Workshop of America." The steel mills which line both rivers for many miles and nightly perform a fireworks spectacle worthy many miles of travel to see provide an inspiring background for the great cultural, artistic and educational points of interest in this foremost industrial city.

In and adjacent to Pittsburgh's great civic center one may find many points of outstanding interest, including the Buhl Planetarium, Mellon Institute, Phipps Conservatory, Cathedral of Learning and Carnegie Museum and Institute.

Pittsburgh is a modern, thriving city built upon the bedrock of prosperity of iron and steel. It was founded by George Washington in 1753, captured by the French and called Fort Duquesne; recaptured by the British and called Fort Pitt, after the distinguished statesman, and still later called Pittsburgh. It is the central junction point of the great east and west lines of the B. & O.

For more than forty miles west of Pittsburgh, the greater number of Baltimore & Ohio through trains continue to use the P. & L. E. tracks. Among the points passed on this line are McKees Rocks, Corapolis, Aliquippa, Beaver, College, Wampum (Ellwood City) and Newport—the most of which are busy manufacturing towns identified with the steel and iron industries.

The return to Baltimore & Ohio rails is made at a point just a few miles east of New Castle.

New Castle, Pa.—572 miles from New York, 425 miles to Chicago—this leading industrial city is the terminus of the Pittsburgh and Akron Divisions of the Baltimore & Ohio Railroad. Here we connect with the Pittsburgh & Lake Erie, Pennsylvania and Erie Railroads.

## INTO OHIO—THE STATE OF PRESIDENTS

Crossing from one state to another always appeals to our imagination. The child in us that refuses to grow up always asserts itself at such a time; we eagerly seek to see the difference between one state and another, with the same result; there is no difference, nine times out of ten, at the point of crossing.

Haselton, Ohio—588 miles from New York, 409 miles to Chicago—a suburb of Youngstown, Ohio, is the first station we pass in Ohio and where we also cross the Pennsylvania and the New York Central Railroads.



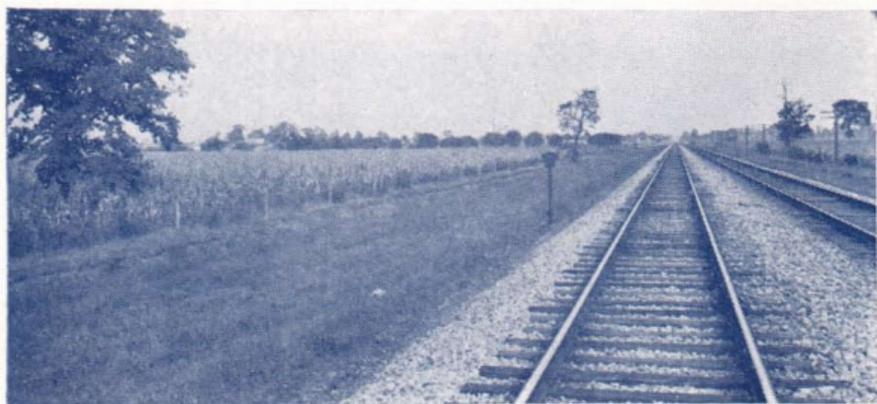
The business center of Youngstown, Ohio

We come to Youngstown, Ohio—591 miles from New York, 406 miles to Chicago—a city with a population of 167,426, on the Mahoning River, the seat of Mahoning County. Indians called the site “The Mahoning,” or “The Land of Flowing Springs.” Modern industry, by combining coal and iron, has made it the third largest steel manufacturing city in the United States, and here the railroads converge into the heaviest traffic center in the country. It is the junction of the Baltimore & Ohio branch to Painesville and Fairport, Ohio.

Next is Ravenna, Ohio, with a population of 8,019, county seat of Portage County. A growing manufacturing city, containing various industries.

## AKRON—THE RUBBER CENTER

Akron, Ohio—644 miles from New York, 353 miles to Chicago—with a population of 243,130, is the county seat of Summit County. It is situated in the center of an excellent fruit and truck growing section and is the largest rubber manufacturing city in the world. The rubber industry was first begun by Dr. B. F. Goodrich, in 1869, but it was not until the invention of bicycles, requiring rubber tires, that it was given its great impetus. Among numerous other industries in this city are the manufacture of clay products, iron castings, furnaces, stoves, machinery, matches, breakfast cereal foods and fishing tackle. It is the junction of the Baltimore &



Through the cornfields of Ohio



**A threshing scene in Indiana**

Ohio lines to Cleveland, Ohio, north, and to Canton Valley Junction, Ohio, south. The crossing of the Erie Railroad is just west of Akron station.

Next comes Barberton, Ohio, noted as the home of O. C. Barber, the originator of the safety match, where the manufacture of matches is the leading industry.

At Warwick, Ohio, a branch line extends southward through Massillon and Bridgeport, Ohio, to Wheeling, W. Va.

Lodi, Ohio—680 miles from New York, 317 miles to Chicago—population 1,273, is in Medina County, on the Black River. It is famous for its extensive onion farms, and is the junction of the Baltimore & Ohio line to Wooster.

At Willard, Ohio, 719 miles from New York, 278 miles to Chicago—is the junction of Newark Division, Baltimore & Ohio lines to Sandusky and the famous resort of Cedar Point, Lake Erie, on the north; Mansfield, Mt. Vernon, Newark, Ohio, and Columbus, Ohio, the State Capital, on the south.

## **AGRICULTURAL AMERICA**

We are now approaching rich, alluvial, farming lands, the beginning of that vast domain of agricultural country that stretches all the way to the Rockies. These great flat plains are a source of food supply not only to America, but the granary of a great many peoples throughout the world.

We pass Tiffin, Ohio—743 miles from New York, 254 miles to Chicago—with a population of 18,000, the county seat of Seneca County, on the Sandusky River, and one of the oldest cities of Northwestern Ohio. Its history dates back to 1812, when a military garrison called Fort Ball was located here. The city was named in honor of Edward Tiffin, the first governor of the State of Ohio. It is a farming center, with numerous industries, including the manufacture of pottery, abrasives, glassware and machinery. We cross the Pennsylvania and the Cleveland, Cincinnati, Chicago & St. Louis (Big Four) Railroads.

Fostoria, Ohio—755 miles from New York, 242 miles to Chicago—with a population of 13,439, is in Seneca County. It is a combination of farming and manufacturing industries. Here we cross the New York, Chicago & St. Louis Railroad and Lake Erie & Western Railroad, as well as the Chesapeake & Ohio and New York Central.

Deshler, Ohio, is an important junction point of the Baltimore & Ohio Railroad, Toledo Division to Toledo and Detroit, north, and Findlay, Lima, Sidney, Piqua, Dayton, Hamilton and Cincinnati, south.

At Hamler, Ohio—788 miles from New York, 209 miles to Chicago—we cross the Detroit, Toledo and Ironton Railroad.

Defiance, Ohio—806 miles from New York, 191 miles to Chicago—population 8,818, is the county seat of Defiance County, at the confluence of the Auglaize and Maumee Rivers. It is not only a center for machinery and farm implements manufacturing, but also the seat of Defiance College, and a point rich in historic interest, being the site of Fort Defiance established by Anthony Wayne, in 1794, and Fort Winchester in 1812.

We cross the Wabash Railway one-half mile west of the station.

Hicksville, Ohio—826 miles from New York, 171 miles to Chicago—population 2,550, is located in the midst of a remarkably fertile, rich and populous agricultural district. It is the last station in Ohio.



Lake Wawasee, Indiana

## INDIANA—THE HOOSIER STATE

Our observation about crossing from one state to another is just as pertinent in going from Ohio into Indiana.

St. Joe is the first station across the Indiana line—834 miles from New York, 163 miles to Chicago. It is on the St. Joe River and one of the largest apple orchards in the state is situated near here.

At Auburn, Ind.—843 miles from New York, 154 miles to Chicago—we cross the Pennsylvania and the New York Central Railroads.

Garrett, Ind.—847 miles from New York, 150 miles to Chicago, is situated on the western border of the Indiana Corn Belt and in a well-known stock breeding district. Here's where Eastern and Central time meet. If you are traveling west, set your watch back one hour; if traveling east, set watch ahead one hour.

## THE LAKE COUNTRY OF INDIANA

We enter the famous lake country at Albion, Ind.—862 miles from New York, 135 miles to Chicago—the county seat of Noble County. There are 145 lakes in the county, where the fishing is excellent.

Wawasee, Ind. (Lake Wawasee)—877 miles from New York, 120 miles to Chicago—is a famous summer resort, and the largest inland lake in the State of Indiana. It

is connected by channel with Syracuse Lake and with Lake Papakeechee. There are many good hotels and boarding houses as well as several hundred beautiful cottages and summer homes.

To accommodate the increasing patronage of this popular resort, a fine hotel, "The Spink-Wawasee," has been erected. It is one of the largest and most popular lake resort hotels in the state.

A fine eighteen-hole golf course has been laid out along the shore of the lake in an unusually picturesque manner. Golf enthusiasts come from many miles distant to play upon the links and enjoy the other recreations which the lake affords.

During the summer months the population is about 10,000. Indiana maintains its largest fish hatchery on Lake Wawasee, from which millions of small fish are taken and distributed throughout the lakes and streams of the state. There is good fishing, with abundance of pickerel, bass and other game fish.

Syracuse, Ind.—879 miles from New York, 118 miles to Chicago—population 1,330, is situated on Syracuse Lake, connected by channel with Lake Wawasee and with Lake Papakeechee. Syracuse Lake is also abundantly stocked with pickerel, bass and other game fish. It has a beautiful shore line and good bathing beaches. On the north shore is a sporty golf course.

Nappanee, Ind.—893 miles from New York, 104 miles to Chicago—with a population of 2,957, is central to a wonderful farming district, where mint is raised in abundance. It also manufactures furniture, kitchen cabinets and silos. There is a settlement of about 2,000 Amish in the vicinity. Their simplicity of dress and manner make them distinctive as a group of citizens.

Bremen, Ind.—900 miles from New York, 97 miles to Chicago—population of 2,105, is situated on the north branch of the Yellow River, which empties into the Kankakee River, near Momence, Ill. Settled in 1854 as an Indian Trading Post. Important industries here are the manufacture of metal window frames, a radiator company and a creamery. The "Lake of the Woods,"

which received its name from the Indians, is a beautiful sheet of water situated four miles south and connected with Bremen by an excellent road. The fishing is fine and the shores of the lake afford splendid camping grounds.

La Paz, Ind.—910 miles from New York, 88 miles from Chicago. From this station a state highway extends fourteen miles northward to South Bend, Ind., a flourishing automobile center and seat of the Notre Dame University.

Walkerton, Ind.—918 miles from New York, 79 miles to Chicago—population 1,137, is a junction point with the Lake Erie & Western and the New York Central Railroads. Koontz Lake, a well-known and popular summer resort, is nearby.

## MEMORIES OF PIONEER DAYS AND THE SAND DUNES

A short distance from north of Wellsboro, Ind.—932 miles from New York, 65 miles to Chicago—the junction point of the Grand Trunk and Pere Marquette Railways. A monument marks the site of Fort Prairie, where Generals Orr and Coleman defeated the Blackhawk Indians in 1832. Wellsboro enjoys further distinction as the birthplace of the first white girl born in Northern Indiana.



The sand dunes of Northern Indiana

Miller, Ind.—960 miles from New York, 37 miles to Chicago—is situated in the very midst of a famous and never-ending source of wonder, the sand dunes of Northern Indiana, a reservation now converted into “Dunes State Park.”

The dune country of Indiana, the land of solitude and beauty, extends for a distance of twenty-five miles along the shore of Lake Michigan, and is a most remarkable natural formation. It is the wonder and delight of the nature lover and a recreation spot of great possibilities for present and future generations.

## THE CITY MADE TO ORDER

Gary, Ind.—964 miles from New York, 33 miles to Chicago—population 113,000, and founded in 1906, is the wonder city of the Middle West, with seven miles of Lake Michigan frontage, six trunk line railways, one belt line and five interurban electric lines.

It is one of the greatest and most progressive cities in the world for its age. It is the home of the Wirt School System, which has attracted much attention throughout the United States, and is known as the “Gary Plan.” Here are some of the greatest steel mills and cement plants, “where industries have supplanted the tepees of the Pottawatomies.”



Overlooking a portion of Gary, Ind., and its steel mills



Michigan Boulevard  
Dear to the heart of Chicago is this splendid avenue  
that fronts the lake

## CHICAGO— THE GREAT METROPOLIS OF THE CENTRAL WEST

And now we know by the crossing after crossing and endless converging of shining steel bands, that we are approaching the greatest railway center in the world.

We catch glimpses of the blue expanse of Lake Michigan as our locomotive, like a living creature nearing the end of a race, seems to be straining every effort to reach its terminal quickly.

South Chicago, reads the station sign—978 miles from New York, 19 miles to Chicago.

Next is 63rd Street—now we are almost there. Chicago is surely a city built upon a prairie—as flat as a billiard table, its growth unhampered only by a barrier to the east, Lake Michigan.

Chicago has a distinguished history. Known first to Louis Joliet in 1673—scene of Father Marquette's Indian Mission in 1674—and owned successively by France and Great Britain, it was acquired by the United States in 1794. In 1803 it became the location of Fort Dearborn, whose garrison was massacred nine years later. From a frontier village in 1803, Chicago has grown into the fourth largest city of the universe.

Today it has a population of 3,376,438, and has been aptly called the "Crossroads of America." It is a leading city in the meat packing industry, a great mail order center, as well as a foremost city in many other businesses. Chicago has shown commendable public spirit in developing beautiful parks, in improving and beautifying the lake front, and fostering the establishment of institutions devoted to the arts.

The grinding of brakes and the activity of the porter in getting the hand baggage up front tells us that we are rolling into Grand Central Station, the Baltimore & Ohio terminal in Chicago, at Harrison and South Wells Streets, almost into the Loop, as Chicago's business district, lying within the rectangle formed by the elevated railroads looping around the downtown section, is called.

Our one-thousand-mile journey is over, but the memory of the beautiful scenery and the settings of the many sacred and historical places we have seen and visited will live with us forever. Our only regret is that the trip is ended. But, who knows the future? Perhaps we shall have the opportunity to go over the picturesque Baltimore & Ohio again. One thing is certain, each trip would reveal things of interest we have missed on the previous journey.

Baltimore & Ohio  
Grand Central  
Station  
Chicago, Illinois



