

Centenary Exhibition *and* Pageant
of the Baltimore *and* Ohio Railroad

to be held at

Halethorpe - Baltimore
September 24 to October 8



Are *You* Coming
to the
Fair of the Iron Horse?



great freight and passenger engines of the Baltimore & Ohio, culminating in the *Lord Baltimore* and the *President Washington*—all these, and many more. Added to them, the electric and the oil-electric locomotive.

With the locomotives, their trains—old and new. Passenger coaches of the 'thirties, fashioned after the manner of the stagecoaches of the turnpike roads; the stuffy little coaches of Civil War days; the most splendid passenger trains of today. And in each of these trains the appropriately costumed folk of their generation. Freight equipment of every sort—ancient and modern.



MORE sedate, perhaps, but coincident with the movement of the pageant upon the loop-track, will be the carefully planned showings in the exhibit halls; depicting, by replicas and models, full-sized and miniature, by chart and by picture, the development of the railroad in all of its detail—locomotives, cars, tracks, bridges, all the thousand and one minor devices that go to make possible the operation of the modern rail system. Also will be shown the working of its allied and correlated services—the telegraph, the express, the telephone, the railway mail. A complete post office will be set up in operation upon the grounds. There will be models, in all their infinite details, of fine ships. . . . In reality, motor-busses, motor-trucks, airplanes. Nothing that goes to make modern transport or communication possible will be omitted.



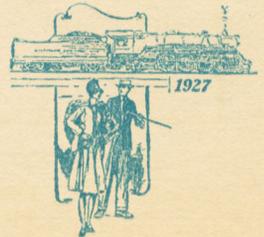
THE Baltimore & Ohio Railroad has caused this wide-spread Pageant and Exhibition to be set up in commemoration of its one hundredth birthday. It is sparing no pains to make this the most detailed, the most complete, the most dramatic exposition of progress, not merely in rail transportation, but in inland transport of every sort that ever has been prepared.

To it—this Fair of the Iron Horse—the whole world is bidden as guests. There are no admission charges; no charges for grandstand seats. There will be reduced rates upon the railroads. Many special trains—between Baltimore and Washington and the fair grounds, frequent shuttle trains, at extremely low fares. Busses will run out at short intervals from all parts of Baltimore. There are abundant road facilities for reaching the Fair and at it—parking space for more than 3,000 automobiles.

Also plenty of space for family picnics—even though there are generous restaurant and lunchstand facilities. The ample spaces of the Fair assure easy accommodations for more than 50,000 visitors at any one time—upon the grandstand alone there are chairs for more than 12,000 persons.



WATCH the newspapers for announcements concerning the Fair of the Iron Horse and its many special days and special events. Ask the nearest Baltimore & Ohio agent about the best way to get to Baltimore and the special trains and low special fares—remembering always that to the Fair there is no admission charge whatsoever. Meantime, mail your application for reserved seats for the date on which you will be at the Fair.



THE CENTENARY DIRECTOR

BALTIMORE & OHIO RAILROAD

BALTIMORE

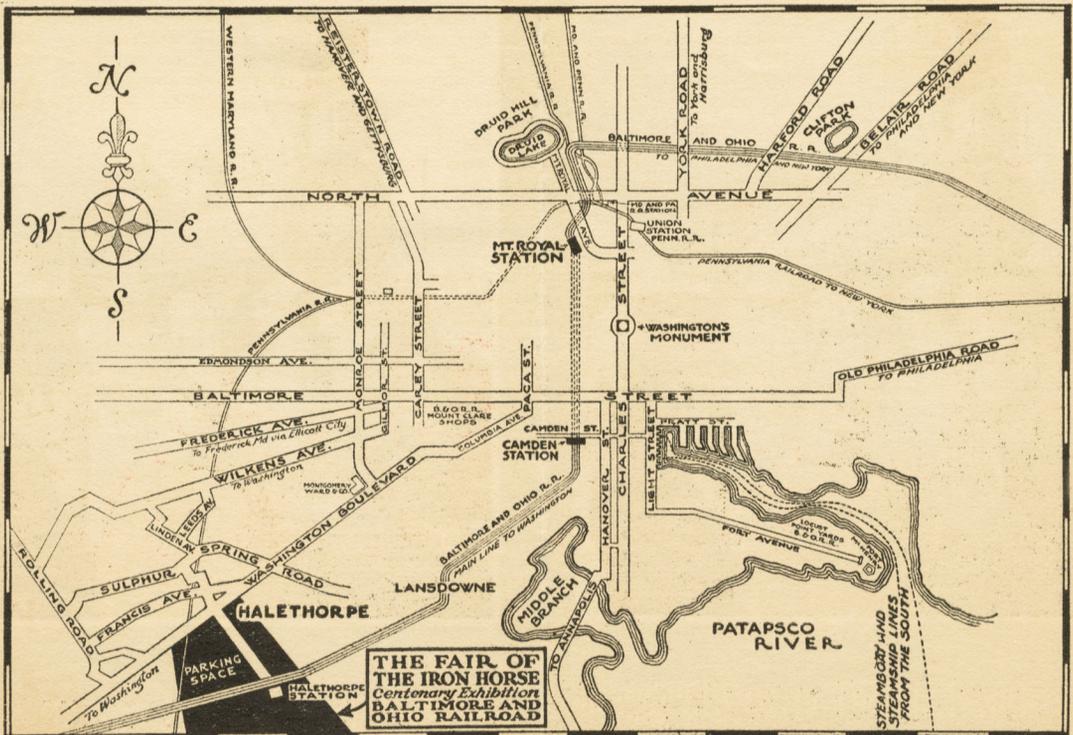
MARYLAND

1810



Map of the City of Baltimore

Showing how to reach The Fair of the Iron Horse by motor car and by railroad



THE FAIR OF THE IRON HORSE

IF you were ever a boy and got a thrill when the 9:15 came round the curve down by the freight house you will want to come to Baltimore this fall. If you have a boy and he too gets real pleasure each time he stands close beside a real railroad locomotive you owe it to him to take him to Baltimore some time during the last week of September or the first week in October.

For these are the weeks set for the Fair of the Iron Horse—the Centenary Exhibition and Pageant of the Baltimore & Ohio Railroad—for which active preparations have been under way for long months past. In a great level field just west of Baltimore a loop track—6,000 feet in length—has been laid down; handsome exhibition buildings erected.

Upon the loop track there will move, each afternoon of the Centenary (except Sundays and Mondays) the pageant which depicts the growth of inland transport in America; the first full century of her rail transportation. The *travois* of the Indian will be shown, the crude carts and the river boats of the first settler; the post-chaise, the carriage and the stagecoach of them who followed in his wake and then—the Iron Horse.

This is his fair—the first in all history.

To it he is coming, from every corner of America. The *Tom Thumb*, the earliest engine to be built in the United States; the *York*, the *Atlantic*, the *Thomas Jefferson*, the *Lafayette*, of the Baltimore & Ohio; the *Dewitt Clinton*, of the Mohawk and Hudson; the *John Bull*, of the Camden and Amboy; the *North Star*, of the Great Western Railway of England—all these of the very first decade of railroad progress will journey to the Fair and will operate around its loop-track, each under his own steam. Of a slightly later generation will come handsome Mason and Perkins passenger engines, each with the huge balloon stack, typical of their day and age; the famous Ross Winans camel; the *General*, up from Chattanooga, hero of one of the most brilliant Civil War adventures; down from the Northwest, the *William Crooks* will come bringing its little yellow train behind it.

To the Fair comes also every form of modern locomotive. Among the most distinguished of all these, the *King George V*, from the Great Western, the pride of British workmanship and the most powerful passenger locomotive that Europe has ever produced; swift passenger pullers from the two great railway systems of Canada, the

