

THE FAIR of the IRON HORSE

38 No. 1125—1927. This Decapod freight locomotive of the Western Maryland Railroad is employed in overcoming the steep mountain grades of the Alleghenies. The total weight of the locomotive and its tender is 417 tons, and it has a tractive power of 99,000 pounds.

Modern Locomotives on the
Baltimore and Ohio

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

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

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

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

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

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

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

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

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

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

47 Epilogue. The pageant characters and the small engines draw up before the grandstand while the narrator reads the Epilogue.

48 Singing of "America." The audience is requested to join in the singing of "America," after which the characters will march by, while the bands play the railroad march of 1828 and the Centenary march of today.

ADELE GUTMAN NATHAN	Pageant Director
MARGARET TALBOTT STEVENS	Assistant Pageant Director
EDGAR BOHLMANN	Pageant Assistant
ROBERT BYRNE	Pageant Assistant
HARRY WINSTON	Pageant Assistant
SIGMUND SPAETH	Musical Director
E. NELSON KRATZ	Conductor
W. C. BAKER	Stage Manager
R. E. POWELL	Stage Manager
JOSEPH MULLEN	Costumes
HELENE HEDIAN	Costumes
CHARLES CHRISDIE & Co.	Costumes
HARRY PIET	Properties
MESSMORE AND DAMON	Floats and Vehicles
RICHARD MATHER	Engineer in Charge

GENERAL COMMITTEE ON ARRANGEMENTS
FOR THE PAGEANT

DANIEL WILLARD, Jr., <i>Chairman</i>	
F. X. MILHOLLAND, <i>Personnel</i>	T. C. ROBERTS, <i>Properties</i>
OLIVE DENNIS, <i>Costumes</i>	R. M. VAN SANT, <i>Music</i>
PAUL L. FAUSTMAN, <i>Asst. Costumes</i>	E. W. SCHEER, <i>Transportation</i>
J. J. NUGENT, <i>Vehicles</i>	

TODAY

Among the visiting delegations today are groups of Baltimore and Ohio Railroad employes—700 from Cumberland, Md., 350 from West Virginia and 500 from Pennsylvania points.

THE FAIR of the IRON HORSE

Service

PUBLIC TELEPHONES
TRAFFIC AND ALLIED SERVICES BUILDINGS

WESTERN UNION TELEGRAMS
ALLIED SERVICES BUILDING

RAILROAD TICKET OFFICE
EAST END OF GRANDSTAND

PARCEL CHECKING
EACH END OF GRANDSTAND

YELLOW TAXI CABS
WESTBOUND RAILROAD STATION

U. S. POST OFFICE
ALLIED SERVICES BUILDING

MAIL BOXES
AT MANY CONVENIENT LOCATIONS

POLICE HEADQUARTERS
Located in "kitchen" adjoining General Washington Tavern. Lost articles found on the grounds should be turned in to Police Headquarters. Lost children found by officials will be kept here until their parents come for them.

For Visitors in Baltimore

Washington Monument will be open for visitors from 9 A.M. until dark. Radio concerts will be given from the Monument as follows: Monday, Tuesday, Wednesday, Thursday, Friday evenings from 8 to 10 P.M.; Sunday evening from 6 to 8 P.M.

The Baltimore Stadium will be open daily from 9 A.M. to 9 P.M.

THE FAIR of the IRON HORSE

Souvenir Booth

IN CHARGE OF THE WOMEN'S MUSIC CLUB OF
THE BALTIMORE AND OHIO

Catalogue of the Centenary Exhibition and
Pageant 25 cents
Baltimore and Ohio Locomotive Development
—Set of fifteen post cards 15 cents
Centenary Commemorative Bronze Medal \$1.50
Miniature locomotive paper weights in silver \$2.00
Charles Carroll of Carrollton and other
character dolls 10 cents to \$5.00
Centenary China 60 cents up
Authentic railroad relics \$1.00 up
Pageant photographs 10 cents, 25 cents, 50 cents
Kodaks and supplies.
Other souvenirs in great variety at moderate prices.

Coffee House

RESTAURANT CAFETERIA
OPEN AIR TEA GARDEN

Validation Office

TRAFFIC BUILDING

For validation of such round trip railroad
tickets as may require it.

THE FAIR
of the
IRON HORSE

BALTIMORE and OHIO
CENTENARY EXHIBITION
and PAGEANT
1827-1927

Friday, October 14, 1927

DAILY PROGRAM OF THE
PAGEANT

THE Pageant, which takes the general form of a parade, will move twice daily, at 11.00 A.M. and 2.30 P.M. The order of the parade is shown below. The serial numbers refer to the numbers on the floats and locomotives. While it is the intention to adhere to this order, the management reserves the right to alter the program as exigencies may demand.

THE TRAIL OF THE IRON HORSE

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

Entrance of the Baltimore and Ohio Centenary Band, playing *Hail to the Baltimore and Ohio*, the Centenary March of 1927.

1 America. Float, with the Baltimore and Ohio Glee Club, singing the *Star Spangled Banner*, *Hail to the Baltimore and Ohio* and *I've Been Working on the Railroad*.



Pride of Mark
THOMSEN-ELLIS CO
BALTIMORE & NEW YORK

THE FAIR of the IRON HORSE

In the Days Before the Railroad

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

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

3 Early River Transport. Showing the crude *bateau* by which the first settlers traveled the great interior rivers, carrying their household goods preparatory to setting up their homes and clearing the wilderness.

The scene turns to the highway. Roads have been cut through the forests; over them come the steadily increasing army of pioneers; first on horseback and then transporting their goods, far beyond the reach of water transportation, by the first rough forms of road wagon. The post chaise shows itself, and so does the post rider.

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

More and more the highway is used for transport. There come the tobacco rollers, a unique form of hauling freight one hundred years ago. There ensues the Conestoga Wagon, once a distinctive feature of the turnpike roads. A curious vehicle at this time is the so-called George Washington coach in which one sees Henry Clay riding over the National Road. It is followed by the historic coach *Kearsarge*; in turn by another of the same sort. The *Kearsarge* has been loaned by Mr. Henry Ford; the other coach by Mr. Fred Stone.

The Birth of the Railroad

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

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

The broad roadway is now the principal street of Baltimore City. On it is now reproduced the historic parade of July 4, 1828, held in

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celebration of the laying of the First Stone of the Baltimore and Ohio Railroad. For this the trades of the town furnished many floats. From the carefully preserved documents of the day four are reproduced. The First Stone rides upon a huge car, preceded by the Band (the Mount Clare Band of today), playing the *Carrollton March*, written for the parade of ninety-nine years ago. The blacksmiths are represented by the Sons of Vulcan; the carpenters by a Doric Temple and the shipbuilders by a vessel, the *Union*. Charles Carroll of Carrollton, the only surviving signer of the Declaration of Independence, rides in a barouche.

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

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

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

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

The Coming of the Steam Locomotive

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

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

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

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

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

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

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

15-16 The Birth of the Telegraph. These two floats depict the first commercial use of the telegraph on May 24, 1844, when the world-famous message, "What Hath God Wrought?" was flashed along the lines of the Baltimore and Ohio from the national capitol at Washington to the railroad station at Baltimore. Professor S. F. B. Morse, the inventor, is shown, seated at the desk.

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

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

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

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

20 Destruction of the Baltimore and Ohio Tracks. In modern warfare severe measures oftentimes are necessary. Baltimore and Ohio lines traversed the scene of much Civil War fighting. Frequently its tracks were torn up and destroyed, first by one army and then by the other. The money loss was very great.

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

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

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

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

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

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

Locomotive Visitors From Afar

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

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

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

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

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

Visiting Locomotives From United States Railroads

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

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

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

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

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

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

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

37 John B. Jervis—1927. One of the most radical departures in American locomotive design is the *John B. Jervis* built by the Delaware and Hudson Company. The outstanding feature of this locomotive is the water-tube boiler, capable of carrying a sustained pressure of 450 pounds to the inch.

