

all the way from there to the Ohio River. That's why they named it Baltimore and Ohio. We call it the B & O, for short.

It took twenty-five years for the railroad to get to the Ohio River.

The track first ran from Baltimore to Ellicott's Mills, thirteen miles. Then it was built as far as Frederick, Md. After a while it got to Harper's Ferry. It was a hard job to build a railroad in those days. Almost everything had to be done by hand, for there was very little machinery with which to work. It was a big job to cross the Potomac River at Harper's Ferry, but they did it. And the worst part of the journey was still ahead. Mountains and mountains, miles of them. Deep streams, wide streams and rushing rivers. But the B & O must get to the Ohio River!

"Onward!" cried the engineers. And the work pushed onward.

Meantime, Roseby Carr had grown up and married. His wife was Martha Mary, an English girl. Five children came. One of these was Roseby Carr, Jr. He too, became an engineer.

Not long after their marriage, the Carrs came across the ocean to America. Here Mr. Carr became construc-

tion engineer for the B & O Railroad. And what do you think? They gave him the mighty job of taking the railroad westward to the Ohio River.

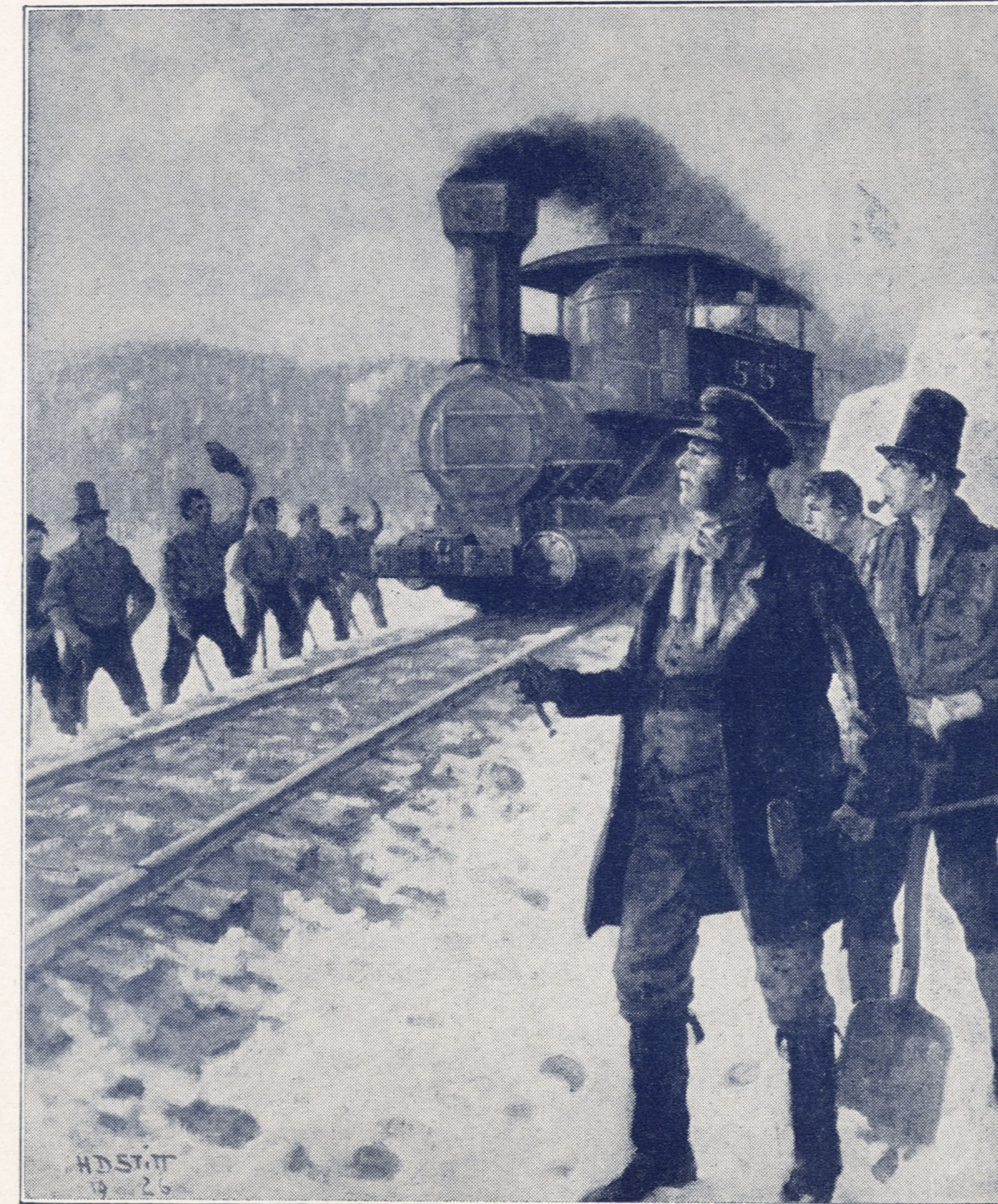
Roseby had to tunnel the mountains and to bridge the rivers. Oh, it took strong, brave engineers to build the B & O! Roseby Carr was both strong and brave. No railroad had ever crossed the Allegheny Mountains. But everybody knew that Roseby Carr could take the B & O across.

By this time Roseby, Jr., had grown up. He, too, got a job on the B & O. They sent him to Wheeling to begin building the railroad eastward to meet his father's line.

It was Christmas Eve, 1852, when the two lines met on a bank of the Ohio where stood a great rock. The workmen called it "Roseby's Rock," in honor of Roseby Carr.

They drove a golden spike at the place where the tracks joined. The B & O gave Roseby a handsome gold watch. He was very proud of it. His great grandchildren have the watch to this day.

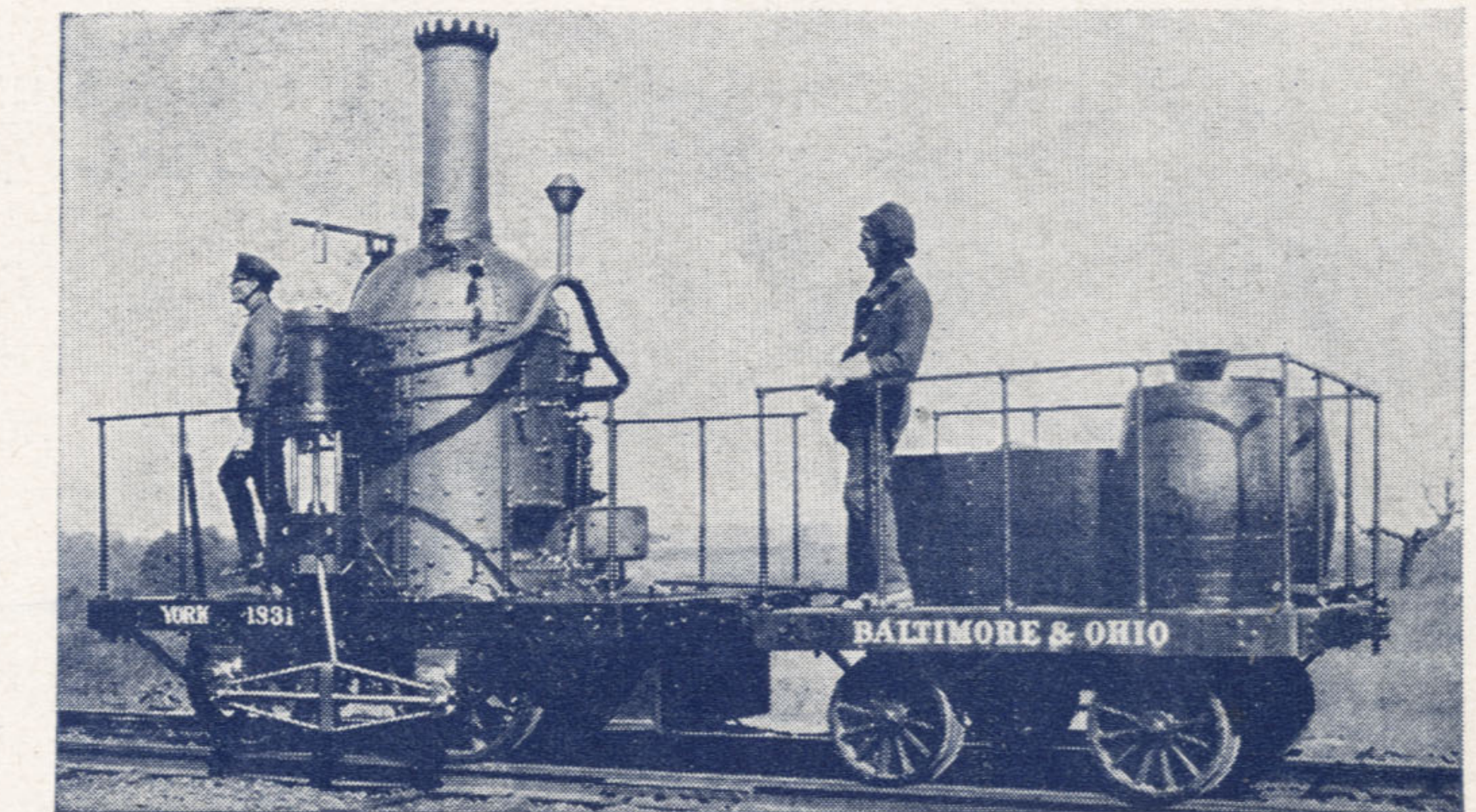
The B & O now goes many hundred of miles beyond the Ohio River, through many cities and states, crossing rivers and climbing mountains. But the B & O will never forget Roseby Carr. And the Rock is still there.



ROSEBY CARR BRINGS THE B & O TO THE OHIO RIVER



THE ENGINE THAT RODE IN AN OX-CART



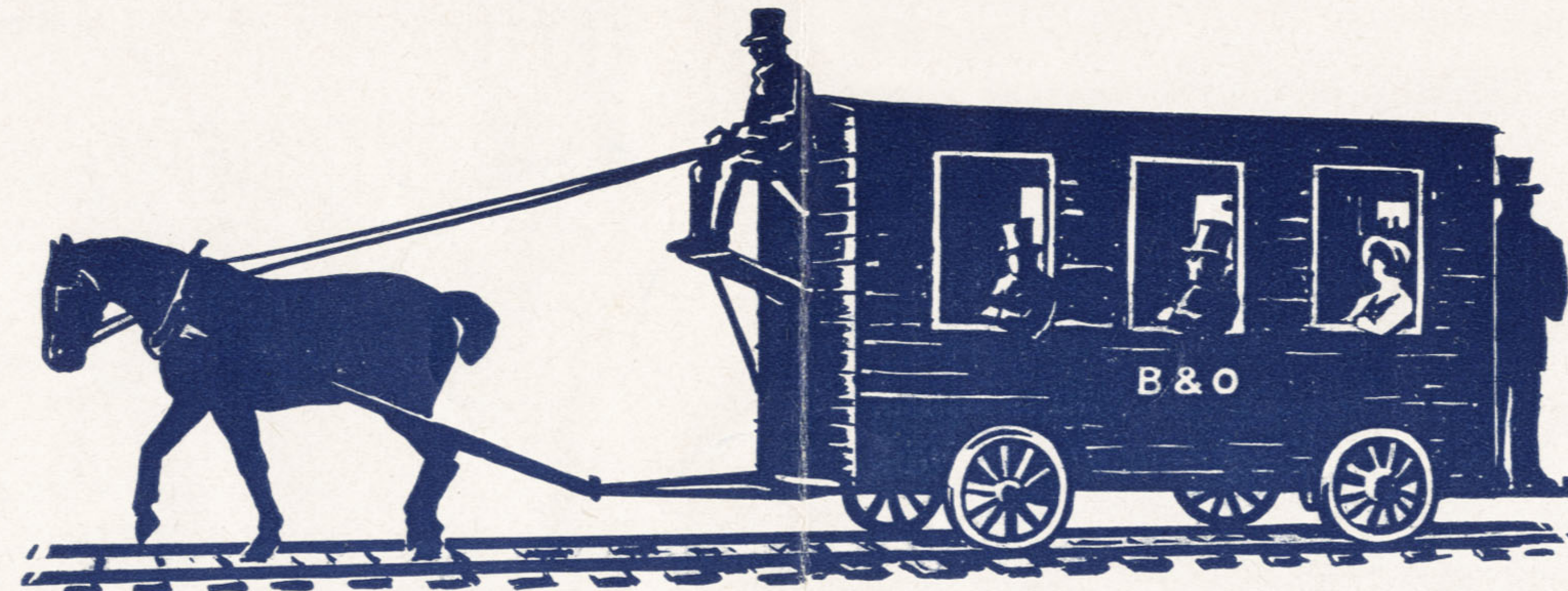
PHINEAS DAVIS' PRIZE-WINNING LOCOMOTIVE, THE YORK, 1831

ONCE upon a time there was a famous B & O engine named the "YORK." It rode forty miles in an ox-cart to Baltimore. There it won a \$4,000 prize.

The officers of the B & O Rail Road had found out that steam engines were better than horses for pulling trains. They could pull longer and heavier loads. They could go so much faster. The B & O offered a prize of \$4000 to the man who would build the finest steam engine. It must be able to go fast, and to burn coal.

In York, Pennsylvania, there was a man named Phineas Davis. He had come there a poor boy and got work in a watchmaker's shop. In his spare time he studied chemistry, and read all the books he could find about steam engines. When he grew up he left the watch-making business and went to work in Mr. Gartner's machine shop.

One day in 1831, Phineas heard some strange news. Somebody told him that the B & O had offered the \$4,000 prize for the best steam engine. Now Phineas had a dream that some day he would go to England to see the steam engines there. If he could only build an engine that would win the B & O prize, he would have enough money to go to England.



HORSES PULLED THE FIRST B & O PASSENGER CARS

"I must win that prize," he said to himself. "I must build the best steam engine in America, for only the best will be good enough."

And so he set to work to build it.

Day after day he toiled with it in the shop. Often he was disappointed, but he

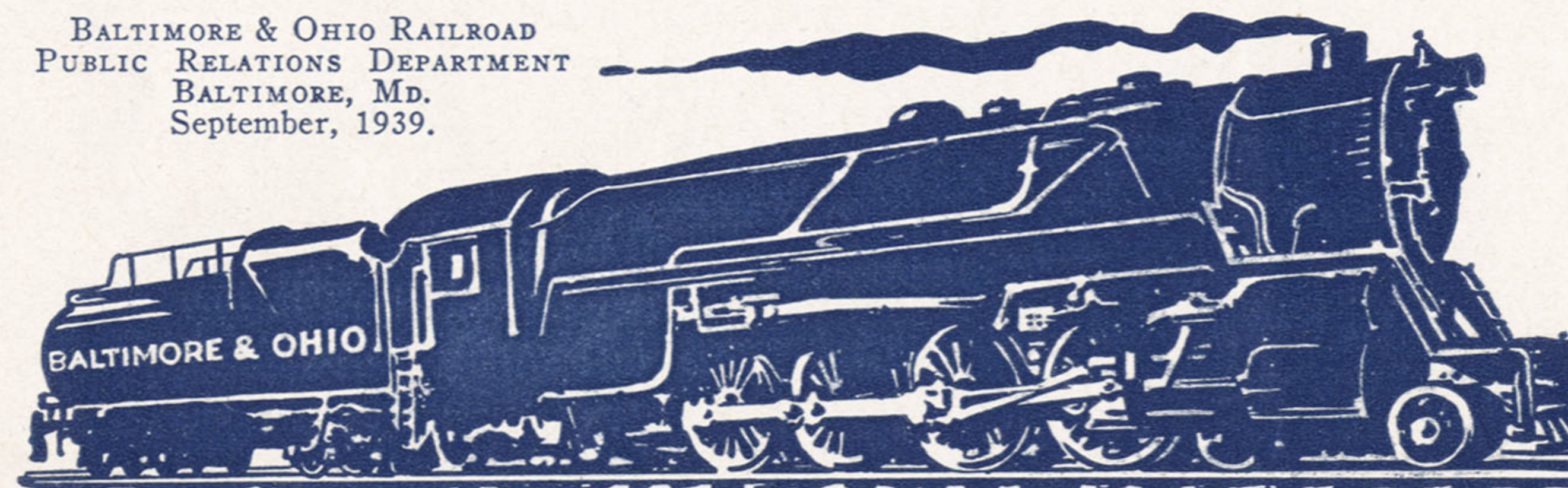
never gave up. He would always begin again.

At last he got the engine made. He named it the York. He knew that the York could run on tracks and pull trains. But there was no railroad in his town. He must get the engine to Baltimore.

He took the engine to pieces, and carefully placed the parts in an ox-cart. Then he got into the cart and started on the long journey to Baltimore. Forty miles is not a long journey today, but then there were no fast trains like the B & O's Royal Blue. He set out very early one morning. But oxen travel so slowly, and it was nearly midnight when he reached Baltimore. We don't know where he spent the night, but he probably slept in the ox-cart with his engine.

A few days later Phineas got the engine set up on the B & O tracks. Then he was happy to find that the York could go twenty miles an hour, and even **thirty** miles an hour, on level track. The B & O people were happy, too.

Four other engines entered the contest. They were the Johnson, the James I, the Childs and the Costell. The B & O gave to the builder of the Johnson one thousand dollars, because his was also a good engine. But none was quite as good as the York. And Phineas was happy to win the \$4,000. But he was happier because he had built a good engine. And, instead of going to England, he stayed in Baltimore to build engines for the B & O.



A BIG B & O CHOO-CHOO ENGINE

Christmas Eve at Roseby's Rock

ONCE upon a time, many years before the first railroad was built, a little boy named Roseby Carr was born in England.

Roseby always longed to do great things. When he grew older he decided to study to be an engineer. Not a locomotive engineer, but a construction engineer. A construction engineer is a man who builds streets and roads and great buildings. He knows how to measure land with instruments, he can figure out all sorts of distances if he knows the angles and curves. After his plans are made he can take charge of the workmen and see that the job is done.

Roseby Carr studied to do just these things. But he never dreamed then that he would ever build a railroad line. At that time there weren't any railroads. Later on, however, people began to talk about them. Roseby became interested. Then railroads began in England. And early in 1827 he heard about the Baltimore and Ohio, the first railroad in America.

This railroad had been started in Baltimore. The men who planned it hoped that some day its tracks would go