

B. & O. Celebrates Completion of First 100 Years of Service

“Fair of the Iron Horse” includes interesting exhibits of track, bridges, signals and locomotives

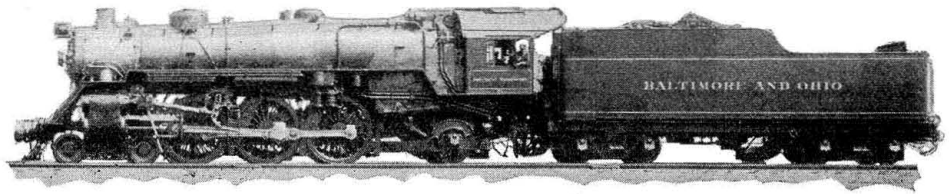
THE Centenary Exhibition of the Baltimore & Ohio was held near Baltimore, Md., starting September 17, and closing October 15, during which time over 1,250,000 people visited the exhibits. In an address at the opening of the centenary just before the pageant was first shown, Daniel Willard, president of the B. & O. said in part:

“One hundred years ago this year a small group of Baltimore business men decided to build a railroad from Baltimore to the Ohio river for general transportation purposes. A charter was secured from the Maryland legislature. A company was organized, money was raised and construction was begun. The Baltimore & Ohio, as we know it today, is the result of that beginning, plus the continuous growth of one hundred years.

“In the pageant which will move past the reviewing stand, you will see some of the different forms of transportation which preceded the railroad, followed by a reproduction of a part of the civic parade and pageant that marked the laying of the ‘The First Stone,’ July 4, 1828. You also will see moving, with its own power, an accurate reproduction of the first steam locomotive built in America, and following it you will see examples, most of them originals of each distinctive type of locomotive used on the Baltimore & Ohio during the last century.

“A number of other railroad companies in the United States, Canada and England have kindly sent to this ‘Fair of the Iron Horse’ examples of their early as well as of their modern practice. We are under special obligations to the Great Western Railway Company of England for sending us one of their most modern passenger locomotives, the King George V.

“While we shall show by actual example how the railroad track, bridges, cars and locomotives have

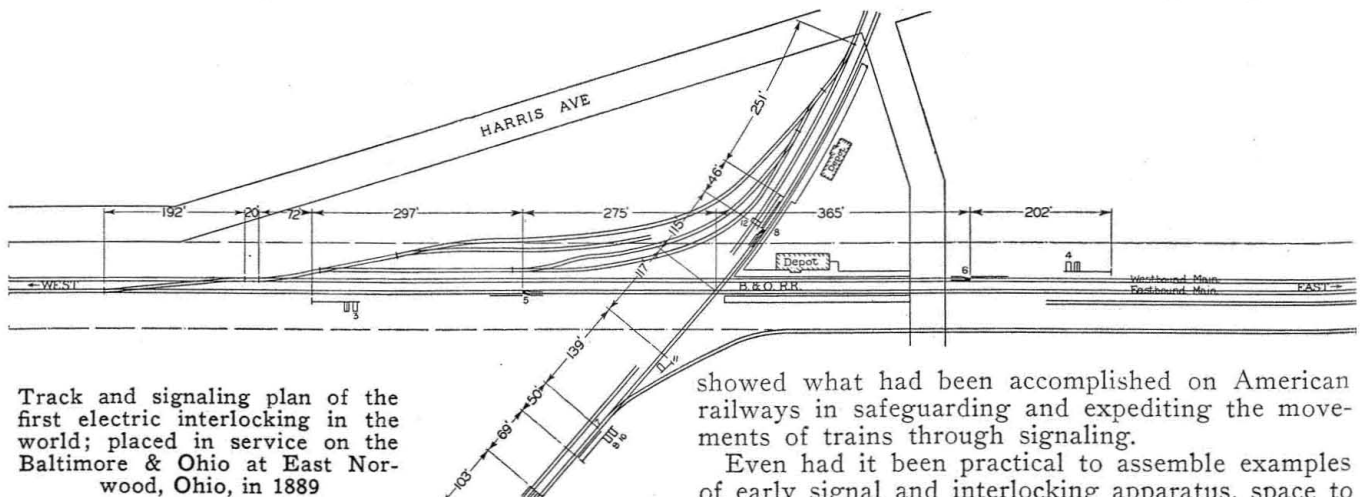


developed during the passage of a century, I venture to hope that we have not wholly neglected those higher values which rest upon a basis of sympathetic human relations and understanding. A railroad is more than a lot of materials made up into tracks, cars and locomotives. A railroad also connotes a group of human beings, all more or less skilled, some highly so, and all inspired with a feeling of loyalty toward each other and to the property with which they are connected. Such measure of success as has been achieved by the Baltimore & Ohio during its long career has been due in no small degree to the ability of its management and to the loyalty and co-operation of its employees in all grades of service.”

Features of the Signaling Exhibit

The Hall of Transportation, a permanent brick building 500 ft. by 60 ft., housed the main exhibits of track, bridge and signal equipment together with the models of early locomotives, cars, etc. Two smaller buildings housed the exhibits of communication facilities, baggage service, post office equipment and accounting. Tracks in the rear of the main hall were provided for the car and locomotive exhibits. The pageant, a daily feature of the centenary, including numerous floats, cars, locomotives, etc.; was operated over standard gage track requiring over two hours to pass in review before the grandstand.

This “Fair of the Iron Horse” was so extensive that the catalogue giving a brief explanation of the many exhibits contained 172 pages. It is, therefore, evident that space is not available here to dwell upon any except the exhibits devoted to signaling, which



Track and signaling plan of the first electric interlocking in the world; placed in service on the Baltimore & Ohio at East Norwood, Ohio, in 1889

showed what had been accomplished on American railways in safeguarding and expediting the movements of trains through signaling.

Even had it been practical to assemble examples of early signal and interlocking apparatus, space to

