Compliments of

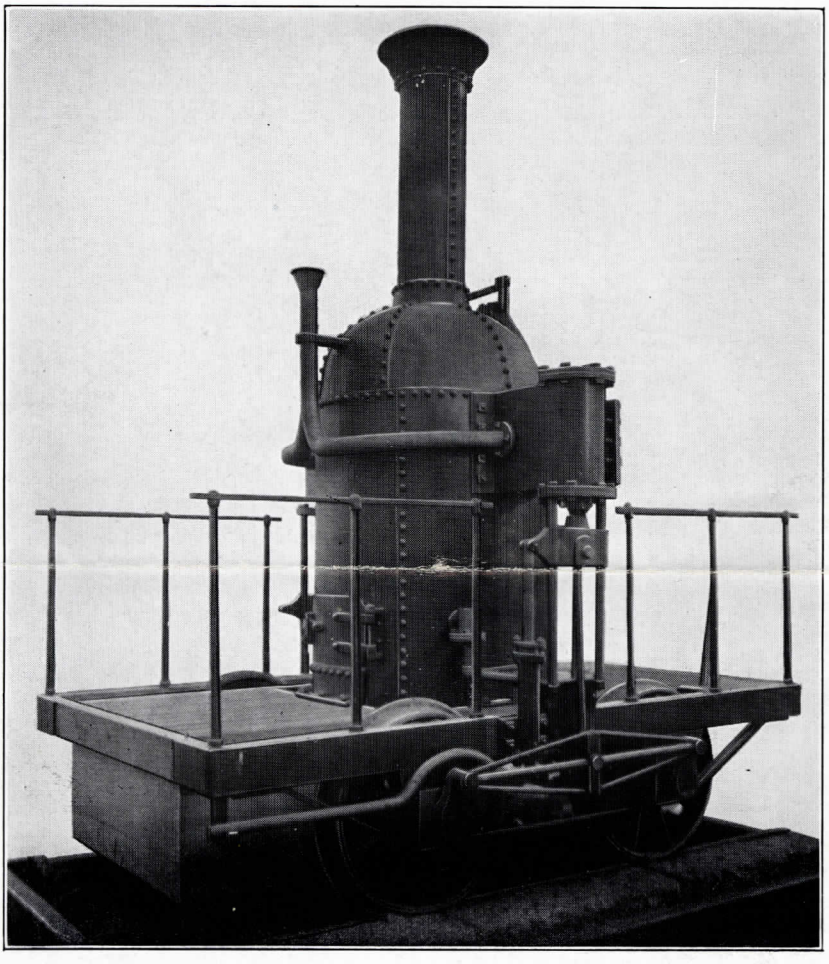
THE BALTIMORE AND OHIO RAILROAD COMPANY

America's First Freight and Passenger Railroad

YORK

(Model)

ORIGINAL DESIGNED AND BUILT BY PHINEAS DAVIS OF YORK, PA., 1831



The efficacy of steam locomotion on the Baltimore and Ohio had been demonstrated in 1830 by Peter Cooper's "Tom Thumb" engine which made many trial trips between Baltimore and Ellicott Mills. Following this experience the Management, on January 4, 1831, made a public offer of a prize of $4,000 for the best engine meeting their requirements, *i. e.*—it must not exceed three and one-half tons in weight, and must be capable of drawing fifteen tons on a level, fifteen miles per hour. The engine was to be delivered to the railroad for trial not later than June 1, 1831. The "York," built by Phineas Davis, won the prize, and it went into regular service between Baltimore and Ellicott Mills, a distance of 14 miles, hauling the "York Express," as the train was called, and completing the trip one way in an hour.

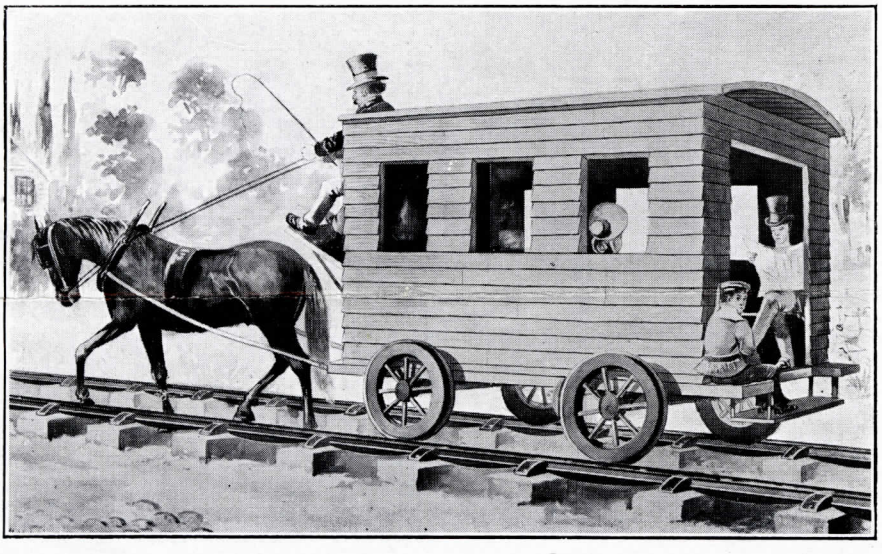
The original of the "York" is not in existence.

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America's First Freight and Passenger Railroad

BALTIMORE AND OHIO "HORSE CAR"

(Model)

1829



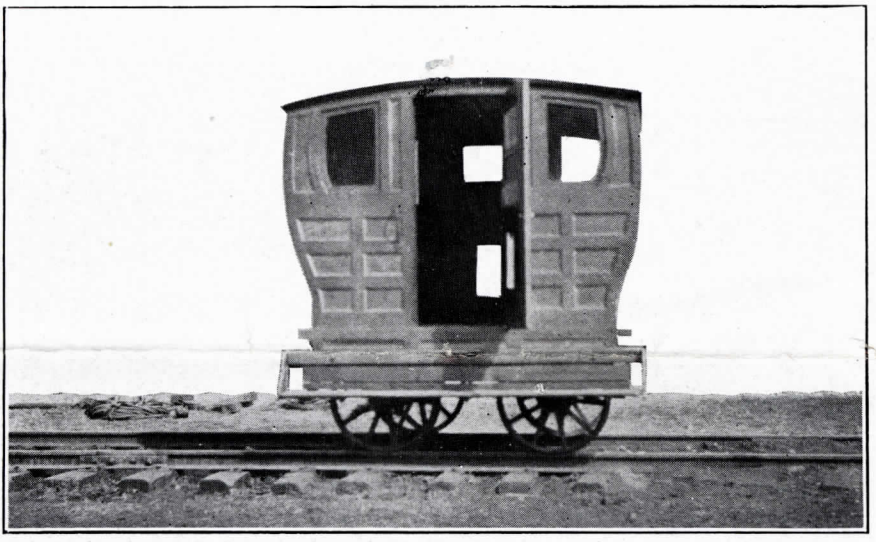
This car, model of which the Baltimore and Ohio Railroad has among its relics, was the first railroad car used in America. As soon as the first mile of track on the Baltimore and Ohio was completed, this rude four-wheel car was built and made ready for its initial trip, which occurred in 1829. Among the passengers on this first trip was Hon. Charles Carroll, of Carrollton, the last surviving signer of the Declaration of Independence, who also on July 4, 1828, assisted in laying the corner stone.

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"NOVA SCOTIA COACH"

(Original)

1838



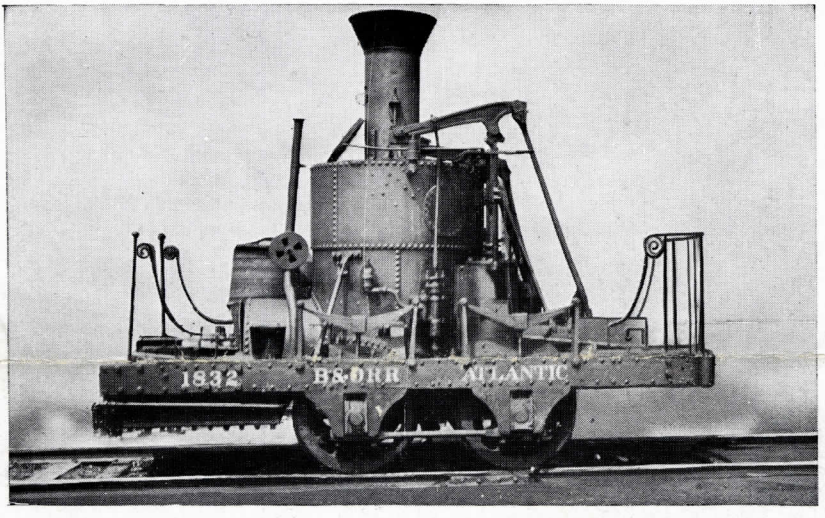
This was the first railroad coach used in Canada. It was built by Timothy Hackworth, London, England, and shipped to America on the same ship on which the new Governor-General of Nova Scotia was a passenger. The following day, after the Governor-General arrived, he was married, and as a compliment to the bride and groom, the Nova Scotia Coal & Iron Company, to whom the coach belonged, tendered the use of it to carry the couple to their new home, twenty-six miles distant. The offer was graciously accepted, and the coach has since been known as the "Bride's Coach"—tradition saying that if any unmarried lady will sit in the coach without speaking for ten minutes, she will be married within a year.

Compliments of
THE BALTIMORE AND OHIO RAILROAD COMPANY
America's First Freight and Passenger Railroad

ATLANTIC

(Original)

DESIGNED AND BUILT BY PHINEAS DAVIS, OF YORK, PA., 1832



The satisfactory experience with the "York" emphasized the necessity for a larger engine to handle the increasing business, so that further negotiations were opened with Mr. Davis, resulting in the construction and delivery of the "Atlantic." This original locomotive can be run under its own steam.

This engine went into service September, 1832, and remained actively at work until 1892—sixty years of service—its latter days being spent in switching cars around the Mount Clare Yard of the Baltimore and Ohio Railroad at Baltimore. Since 1892 it has been placed on exhibition many times. This engine is prized very highly by the Baltimore and Ohio as one of the practical pioneers in the field of transportation.

Weight.....17,000 pounds.
Tractive Power..... 2,322 pounds.

Capable of hauling a train of 211 tons on level straight track.

These four pieces of old equipment to be exhibited at the Centennial Celebration of the City of New Castle, Pa. June 29th to July 4th inclusive. In addition a full sized model of Peter Cooper's Tom Thumb, the first American Locomotive will also be displayed. Also a Present day Pacific Locomotive and up to date steel coach