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Glimpses from the Observation End

NEW YORK AND
CHICAGO LIMITED.





BETWEEN

BALTIMORE AND PITTSBURG

ON TRAINS NOS. 5 AND 6,

“NEW YORK AND CHICAGO LIMITED”

**THE MOST HISTORICAL AND PICTURESQUE
RAILWAY IN AMERICA.**

JULY, 1901.

PASSENGER DEPARTMENT,
BALTIMORE.





BALTO. & OHIO R.R.

HARPER'S FERRY W. VA.

HARPER'S FERRY, WEST VIRGINIA.

POINTS OF INTEREST

ALONG THE

BALTIMORE & OHIO R. R.

VIEWED FROM THE

OBSERVATION CARS.



IT is the purpose of this pamphlet to point out to the traveller the interesting features of the Baltimore & Ohio Railroad seen from the Observation Car, running between Baltimore and Pittsburg, en route to and from New York and Chicago, on Trains Nos. 5 and 6.

Part of the road between Baltimore and Washington was the first railroad built in America. The line from Washington to Pittsburg is along the old National Road, laid out by George Washington, Civil Engineer, in 1753. The line between Cumberland and Pittsburg was the arena of the fourth and last French and Indian War. The entire line between Washington and Pittsburg figured prominently in the Civil War, and is dotted with historical points. Not only is the Baltimore & Ohio the most historical road in America, but is the most picturesque route through the Alleghenies, and the scenery is unparalleled.

The interest commences at the start.

CAMDEN STATION, Is one of the oldest Baltimore, Md. railway stations in America. It figured prominently in the Civil War, and twice in its history it was in a state of siege and partially burned. The first time in 1861 during the riot on April 19, and the second time in 1878 in the great strike.

RELAY, MD. End of the first American railroad. Railroad crosses immense stone arch bridge over the Patapsco river. The oldest bridge of its kind in the world.

ANNAPOLIS JCT., MD. Branch line to Annapolis, Capital of Maryland.
18 miles from Baltimore.
324 miles from Pittsburg.

COLLEGE, MD. Maryland State Agricultural College.
32 miles from Baltimore.
310 miles from Pittsburg.

HYATTSVILLE, MD. Ford across which British charged in 1814. The railway passing over ground where fighting was most severe. Nearby is the notorious dueling ground of Revolutionary times.

WASHINGTON, D. C. Capital of the United States. The domes of the Capitol and Library Building are seen to the left, and the Washington Monument to the right of the train.
43 miles from Baltimore.
302 miles from Pittsburg.

ROCKVILLE, MD. County-seat of Montgomery County, Maryland. One of the oldest towns in the State.
56 miles from Baltimore.
286 miles from Pittsburg.

DICKERSON, MD. Crossing famous Monocacy river, which empties into the Potomac to the southward. Beautiful landscape scenery.
76 miles from Baltimore.
269 miles from Pittsburg.

TUSCARORA, MD. Tuscarora creek emptying into the Potomac to the southward.
79 miles from Baltimore.
263 miles from Pittsburg.

WASHINGTON JCT., MD. Junction of old Main Line and Frederick Branch. Through trains formerly left Washington Junction direct to Baltimore via old line, but now all through trains run via Washington. Fourteen miles north, on Frederick Branch, is Frederick, of "Barbara Fritchie" fame, near which place the battle of Monocacy was fought between Generals Lew Wallace and Jubal Early.
83 miles from Baltimore.
259 miles from Pittsburg.

POINT OF ROCKS, MD. The beautiful Potomac river begins its companionship with the railway, which continues for one hundred and fifty miles. One of the most picturesque sections of Maryland. The Chesapeake & Ohio Canal parallels the railway to the left, with the Potomac river skirting the canal. The elevation to the mountain region commences at this point, and first views of the mountains are obtained. During the Civil War this section of the country was continuously occupied by both armies, which crossed and recrossed the Potomac at this point, occasioning many skirmishes.
84 miles from Baltimore.
258 miles from Pittsburg.

BRUNSWICK, MD. Terminals and railroad
89 miles from Baltimore.
253 miles from Pittsburg. yards of Baltimore &
Ohio Railroad. It was here that General
Meade's army recrossed the Potomac on their
return from the battle of Gettysburg to Wash-
ington.

WEVERTON, MD. Junction of Hagerstown
92 miles from Baltimore.
250 miles from Pittsburg. Branch, Baltimore &
Ohio Railroad. It is here that General Burn-
side, with his command, crossed the railroad
en route to Washington from the battle of An-
tietam. Famous bass fishing grounds of the
Potomac.

HARPER'S FERRY, W. VA. The most pic-
95 miles from Baltimore.
247 miles from Pittsburg. turesque, beau-
tiful, and historical spot in America. Ap-
proaching the town from the east the train
passes through a tunnel cut through the
base of Maryland Heights, crosses the steel
bridge over the Potomac, and stops at the
station and John Brown's Monument. To the
left is the Shenandoah river, emptying into the
Potomac. Across the Shenandoah is the big
mountain known as Loudon Heights, on the
Virginia side. Back of the town to the west-
ward is Bolivar Heights. Back of the little
Catholic church on the hill is Jefferson's Rock,
from which the grandest scene of mountain,
river and valley can be obtained. It was
named after Thomas Jefferson, who said the
view was "worthy a trip across the Atlantic."
At Harper's Ferry the Civil War had its birth.
John Brown, of Ossawatimie, with his hand-
ful of brave but fanatical followers, shed the

first blood; and the monument to him, a simple shaft, stands on the spot where his improvised "fort" stood forty years ago. The story of the invasion of Harper's Ferry is told by the Government tablets alongside of the monument. The batteries of both armies were lined up on the tops of the different mountains, pouring shot and shell into and across the little village. The old U. S. Arsenal, of which nothing can be seen but the old foundation, was located below the present railway track to the right, along the Potomac. The battle of Antietam was fought ten miles from Harper's Ferry, at Sharpsburg.

From Harper's Ferry the Valley Branch of the B. & O. leaves Main Line to Staunton and Lexington, Va.

SHENANDOAH JCT., W. VA. Junction of
103 miles from Baltimore.
239 miles from Pittsburg. Norfolk &
Western Ry. Many skirmishes of the Civil
War took place at this point.

DUFFIELDS, W. VA. General Darke, of Rev-
105 miles from Baltimore.
237 miles from Pittsburg. olutionary fame, is
buried a short distance west of station.

KEARNEYSVILLE, W. VA. Famous during
107 miles from Baltimore.
235 miles from Pittsburg. the Revolution-
ary War. The homes of Generals Gates and
Charles Lee of the Revolution are still stand-
ing. General Robt. E. Lee and command
passed through on way to Antietam. Stage to
Leetown.

MARTINSBURG, W. VA. This historic city
114 miles from Baltimore.
228 miles from Pittsburg. played an important part in the Civil War. It was here the wholesale destruction of railroad property of the Baltimore & Ohio Railroad by Stonewall Jackson took place. His army carried away eight B. & O. engines, hauling them by men and horses thirty miles, to be placed on Southern roads and used by his army.

NORTH MOUNTAIN, W. VA. The site of
121 miles from Baltimore.
221 miles from Pittsburg. the Battle of North Mountain, between General Averill and a portion of General Lee's forces, one mile south of track at town of Hedgesville. The mountain in full view to the left. Delightful hotel accommodations.

CHERRY RUN, W. VA. Junction of Western
135 miles from Baltimore.
207 miles from Pittsburg. Maryland Railroad. Ruins of Fort Frederick on north side of Potomac.

HANCOCK, W. VA. Junction of Berkeley
136 miles from Baltimore.
206 miles from Pittsburg. Springs Branch. The station is in West Virginia, but the town is across the river in Maryland. A long sweep of the Old National Road can be seen. Berkeley Springs, a famous summer resort, is a few miles to the south.

SIR JOHN'S RUN, W. VA. This town was
141 miles from Baltimore.
201 miles from Pittsburg. founded long before the Revolution. So named because it was once the headquarters of Sir John Sinclair, who was General Braddock's Quartermaster. Here also was built the first steam-

boat by Ramsay that was run on the Potomac. It was formerly the old stage station to Berkeley Springs.

GREAT CACAPON, W. VA. Excellent hunting and fishing.

145 miles from Baltimore.
197 miles from Pittsburg.

Club house in view to the north across the Potomac. One of Ex-President Cleveland's favorite fishing resorts.

MAGNOLIA, W. VA. Good hunting and fishing. The Chesapeake

162 miles from Baltimore.
180 miles from Pittsburg.

& Ohio Canal passes through tunnel in mountain short distance to north. Said to be the best mason work in the country.

PAW PAW, W. VA. Troops located here during the Civil War. Block

167 miles from Baltimore.
175 miles from Pittsburg.

house was captured by Captain Height, Confederate, of Imboden's command. General Sanders, of Union Army, died here.

GREEN SPRING, W. VA. Junction of Romney Branch of B.

177 miles from Baltimore.
165 miles from Pittsburg.

& O. Generals McCausland and Johnson recrossed the Potomac from Pennsylvania and Maryland into West Virginia, after burning Chambersburg, Pa., and captured a company of Ohio soldiers, who were in block house, the old foundations of which are standing. This is one of the most famous fishing resorts in the mountains.

PATTERSON'S CREEK, W. VA. Nearby Colonel

184 miles from Baltimore.
158 miles from Pittsburg.

Richard Ashby was killed in the Civil War in hand-to-hand fight with Corporal David Hays, of Indiana.

CUMBERLAND, MD. Elevation 1,000 feet
192 miles from Baltimore.
150 miles from Pittsburg.

above sea level. Cumberland, with a population of 18,000, is the second city of the State and the largest city in the mountains. It is devoted principally to manufacturing and coal mining. It is the western terminus of the Chesapeake & Ohio Canal. The site of Fort Cumberland, where General Braddock and George Washington made their headquarters during the French and Indian War, on a bluff at the junction of Wills creek with the Potomac river (the Indian Cohongoronta river), is now occupied by the Episcopal church, an exceptionally picturesque stone structure on the south side of Washington street, and directly fronting Baltimore street.

Leaving Cumberland the railway follows Wills creek, which flows through a natural pass in Wills mountain, called "The Narrows." On either side of the narrow pass the mountain sides are steep and precipitous.

Thackeray in the "Virginians," at the close of the 52d chapter, describing the return of George Washington, says:

"So we passed over the two ranges of the Laurel Hills and the Alleghenies. The last day's march of my trusty guide and myself took us down that wild, magnificent pass of Wills creek, a valley lying between cliffs near a thousand feet high, bold, white, and broken into towers like huge fortifications, with eagles wheeling around the summits of the rocks and watching their nests among the crags."

The great stone bridge, which is seen to the

left, at the eastern entrance of the gorge, is the old National Bridge of the Cumberland or National Road, built by the Government during the "Twenties" through the influence of Henry Clay and other Western statesmen of the "Public Improvement" school of politics.

The bed of the railroad had to be cut through solid rock in many places. Going west, Behr's Heights is on the right and Mount Nebo on the left. Wills creek, flowing between this range of mountains, known as Wills Mountain, takes its name from an old Shawnee Chief, Will, and extends from twelve miles west of Cumberland to the Juniata river, north of Bedford, Pa., with but this one complete break.

The almost perpendicular side of Behr's Heights is known as "Lover's Leap," and a legend exists that an Indian maiden cast herself from its summit to the rocks below in her grief at her lover's death. Two miles further west to the right is seen "Devil's Backbone," a narrow ledge of rock imbedded in the mountain, whose peculiar shape gives it its name.

The railway west of Cumberland is along the route originally selected by George Washington as the best avenue for commerce to Pittsburg, which is said to have been founded by him in 1753.

In the next thirty miles the railway passes consecutively through the towns of Cook's Mills, Hyndman, Fairhope, Foley, Glencoe and Philson; all in Pennsylvania. The towns are devoted to brick and flour industries. The scenery is inexpressibly grand on both sides

of the track. The railway follows the Potomac river for sixty-five miles.

BOWMAN, PA. This town was established by 222 miles from Baltimore.
120 miles from Pittsburg. a family of the same name in the latter part of the last century. At this point is the famous horse-shoe curve of the Baltimore & Ohio Railroad. The heel prints of the horse shoe are not more than two hundred yards apart.

SAND PATCH, PA. Elevation 2,286 feet. 225 miles from Baltimore.
117 miles from Pittsburg. Sand Patch was so named because early in the century two brothers, named Gibber, quarreled, and one was fatally shot by the other. The tragedy occurred near a large deposit of sand, and was referred to by witnesses during the trial as the "sand patch." When the railroad was built the name was given to the tunnel, and later to the station. At this point is the Atlantic-Mississippi watershed. Here the railroad attains the greatest altitude on this division. The summit of the mountain over the tunnel is 2,467 feet above tidewater.

KEYSTONE, PA. Keystone was formerly the 227 miles from Baltimore.
115 miles from Pittsburg. junction of a narrow-gauge railroad, which conveyed the product of the Keystone Coal Company to this point for transfer to the B. & O. Fine fire-brick works, the property of the Savage Fire-Brick Company, are located here.

MEYERSDALE, PA. Founded at the close of 229 miles from Baltimore.
113 miles from Pittsburg. the Revolutionary War by Jacob Meyers, who owned large tracts of

land at this place. The old mill built by him being in a good state of preservation, and is still used for its original purpose.

Meyersdale is also the metropolis of Somerset county, and the largest town between Conellsville and Cumberland. It is the centre of the Meyersdale coal region, which extends from here for a dozen miles up the Casselman river. Large quantities of coal and coke, both of excellent quality, are shipped from here, the most going to Baltimore. This is the fuel used by the B. & O. Royal Blue trains between Washington and New York, insuring absolute freedom from smoke and cinders. Mining and manufacturing are the principal industries.

SALISBURY JCT., PA. Junction of Main
230 miles from Baltimore.
112 miles from Pittsburg. Line of B. & O. and
Salisbury Branch. From this point to Confluence the B. & O. follows the Casselman river, so named after Heinrick Casselman, a German trader, who had a stockade on the banks of the river immediately below this place. The bluff or elevation on the opposite side of the river was in early times an Indian burying ground, the whole expanse being covered with graves of Indians. Said to be the oldest settlement in Western Pennsylvania.

GARRETT, PA. Garrett was named after
238 miles from Baltimore.
108 miles from Pittsburg. John W. Garrett, former
President of the B. & O., and is the junction point with the Berlin Branch. About one and a half miles below Garrett the railroad skirts Negro mountain.

ROCKWOOD, PA. Junction of Main Line and
227 miles from Baltimore. Somerset & Cambria R.
101 miles from Pittsburg. R., which passes through the famous Scalp
Level Timber country and gives B. & O. en-
trance into Johnstown.

CASSELLMAN, PA. This place is named for
245 miles from Baltimore. the Cassellman river,
97 miles from Pittsburg. which, at this point, is of surpassing beauty,
rivaling that of the famous Shenandoah.

MARKLETON, PA. The famous Markleton
248 miles from Baltimore. Sanitarium, an institu-
94 miles from Pittsburg. tion which has acquired great prominence as a
health resort, is located here.

FORT HILL, PA. A few miles below Pinker-
251 miles from Baltimore. ton, and in full view of
91 miles from Pittsburg. passing trains, is Fort Hill, a high hill covered
with earthworks, erected during the French
and Indian War. The Fort, which measures
ten acres in enclosure, is perfect in every way,
the entry being visible from the cars. The en-
closure is as level as a floor, and all banks,
floor, etc., are covered with luxuriant sod.
When discovered, though all the surroundings
were primeval forest, not a tree was within or
on any part of the enclosure of this fort. The
work is ascribed to Mound Builders, but as yet
no investigations have been made.

CONFLUENCE, PA. So named being the
257 miles from Baltimore. confluence of three
85 miles from Pittsburg. streams: the Cassellman, Laurel Hill Creek,
and Youghiogeny. The township was named
Turkey Foot by General George Washington
during Braddock's march to Fort Duquesne,

the old Braddock road being less than five miles from this point. Called Turkey Foot because the confluence is formed in the shape of a turkey foot. A trading post was established here at the beginning of the eighteenth century, and nearby was one of the earliest settlements in Western Pennsylvania.

OHIO PYLE, PA. Youghiogheny river. Beautiful scenery, wild and mountainous. Favorite mountain resort of Pittsburg. Fort Necessity, three miles away, where Washington surrendered to the French, July 4th, 1754. Cucumber Falls. First battle of the French and Indian Seven Years' War.

INDIAN CREEK, PA. Magnificent mountain scenery. One of the most celebrated views of the Alleghenies. Fine bass fishing.

CONNELLSVILLE, PA. Greatest coke region in the world. Coke ovens appearing on both sides of the railway.

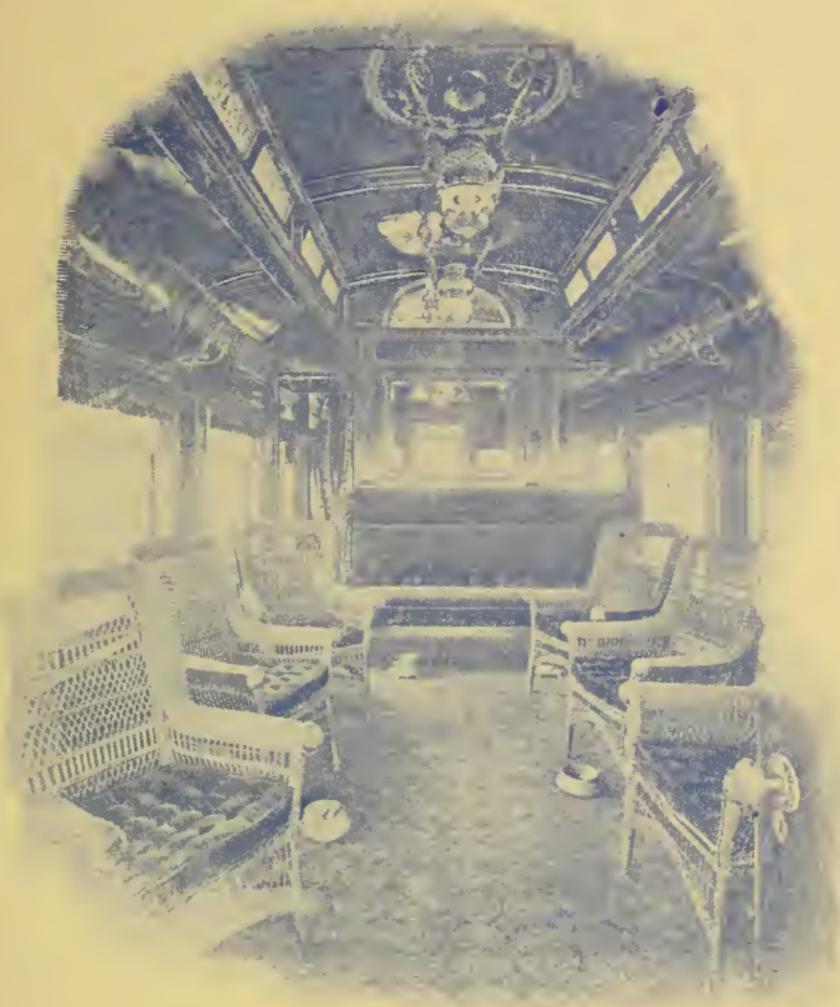
BROADFORD, PA. Coke ovens and the old and far-famed Overholt distilleries.

McKEESPORT, PA. Confluence of Youghiogheny and Monongahela rivers. Important manufacturing centre. Here are the largest tube works in the world. Bessemer Steel Works, Armor Piercing Projectile Works, etc.

BRADDOCK, PA. Named after General Braddock, who was killed here in the French and Indian War at the end of the fatal sixty days' march of Washington and Braddock from Cumberland in July, 1755. Braddock's grave near the old National Road. Near here are the great Edgar Thompson Rail Mills of the Carnegie Steel Company.

PITTSBURG, PA. Founded by George Washington in 1753. Captured by the French and called Fort Duquesne, recaptured by the British and called Fort Pitt, after the distinguished statesman; afterwards called Pittsburg. Centre of the great iron industries of the United States.





INTERIOR OF OBSERVATION END.

