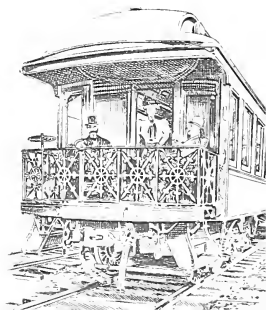


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Glimpses
from the
Observation
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NEW YORK AND
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BETWEEN

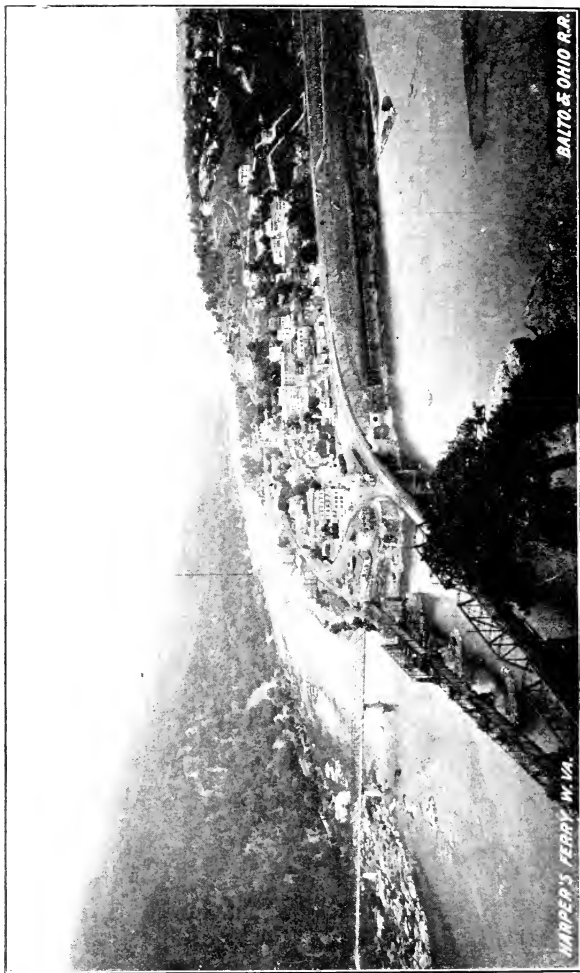
ON TRAINS NOS. 5 AND 6,

“NEW YORK AND CHICAGO LIMITED”

JULY, 1901.

PASSENGER DEPARTMENT,
BALTIMORE.





HARPER'S FERRY, WEST VIRGINIA.

ALONG THE

VIEWS FROM THE



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.

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.

End of the first American rail-
9 miles from Baltimore.
333 miles from Pittsburg. road. Railroad crosses im-
mense stone arch bridge over the Patapsco
river. The oldest bridge of its kind in the
world.

18 miles from Baltimore.
324 miles from Pittsburg.

Branch line to An-
napolis, Capital of
Maryland.

32 miles from Baltimore.
310 miles from Pittsburg.

Maryland State Agricultural
College.

(Bladensburg)
33 miles from Baltimore.
309 miles from Pittsburg.

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.

43 miles from Baltimore.
302 miles from Pittsburg.

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.

56 miles from Baltimore.
286 miles from Pittsburg.

County-seat of Montgom-
ery County, Maryland.
One of the oldest towns in the State.

76 miles from Baltimore.
269 miles from Pittsburg.

Crossing famous Monocacy river, which empties into the Potomac to the southward. Beautiful landscape scenery.

79 miles from Baltimore.
263 miles from Pittsburg.

Tuscarora creek emptying into the Potomac to the southward.

83 miles from Baltimore.
259 miles from Pittsburg.

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.

84 miles from Baltimore.
258 miles from Pittsburg.

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.

89 miles from Baltimore.
253 miles from Pittsburg.

Terminals and railroad 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 Washington.

92 miles from Baltimore.
250 miles from Pittsburg.

Junction of Hagerstown Branch, Baltimore & Ohio Railroad. It is here that General Burnside, with his command, crossed the railroad en route to Washington from the battle of Antietam. Famous bass fishing grounds of the Potomac.

95 miles from Baltimore.
247 miles from Pittsburg.

The most picturesque, beautiful, and historical spot in America. Approaching 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 westward 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 handful 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.

103 miles from Baltimore.
239 miles from Pittsburg.

Junction of
Norfolk &

Western Ry. Many skirmishes of the Civil War took place at this point.

105 miles from Baltimore.
237 miles from Pittsburg.

General Darke, of Revolutionary fame, is buried a short distance west of station.

107 miles from Baltimore.
235 miles from Pittsburg.

Famous during the Revolutionary War. The homes of Generals Gates and Charles Lee of the Revolution are still standing. General Robt. E. Lee and command passed through on way to Antietam. Stage to Leetown.

114 miles from Baltimore.
228 miles from Pittsburg.

This historic city 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.

121 miles from Baltimore.
221 miles from Pittsburg.

The site of 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.

135 miles from Baltimore.
207 miles from Pittsburg.

Junction of Western Maryland Railroad. Ruins of Fort Frederick on north side of Potomac.

136 miles from Baltimore.
206 miles from Pittsburg.

Junction of Berkeley 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.

141 miles from Baltimore.
201 miles from Pittsburg.

This town was 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.

145 miles from Baltimore.
197 miles from Pittsburg.

Excellent hunting and fishing.

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

162 miles from Baltimore.
180 miles from Pittsburg.

Good hunting and fishing. The Chesapeake

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

167 miles from Baltimore.
175 miles from Pittsburg.

Troops located here during the Civil War. Block

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

177 miles from Baltimore.
165 miles from Pittsburg.

Junction of Romney Branch of B.

& 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.

184 miles from Baltimore.
158 miles from Pittsburg.

Nearby
Colonel

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

192 miles from Baltimore.
150 miles from Pittsburg.

Elevation 1,000 feet
above sea level. Cum-

berland, 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.

222 miles from Baltimore.
120 miles from Pittsburg. This town was established by 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.

225 miles from Baltimore.
117 miles from Pittsburg. Elevation 2,286 feet. 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.

227 miles from Baltimore.
115 miles from Pittsburg. Keystone was formerly the 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.

229 miles from Baltimore.
113 miles from Pittsburg. Founded at the close of 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.

230 miles from Baltimore.
112 miles from Pittsburg.

Junction of Main 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.

238 miles from Baltimore.
108 miles from Pittsburg.

Garrett was named after 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.

227 miles from Baltimore.
101 miles from Pittsburg.

Junction of Main Line and Somerset & Cambria R. R., which passes through the famous Scalp Level Timber country and gives B. & O. entrance into Johnstown.

245 miles from Baltimore.
97 miles from Pittsburg.

This place is named for the Casselman river, which, at this point, is of surpassing beauty, rivaling that of the famous Shenandoah.

248 miles from Baltimore.
94 miles from Pittsburg.

The famous Markleton Sanitarium, an institution which has acquired great prominence as a health resort, is located here.

251 miles from Baltimore.
91 miles from Pittsburg.

A few miles below Pinkerton, and in full view of 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 enclosure 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.

257 miles from Baltimore.
85 miles from Pittsburg.

So named being the confluence of three streams: the Casselman, 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.

268 miles from Baltimore,
75 miles from Pittsburg.

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.

277 miles from Baltimore.
65 miles from Pittsburg.

Magnificent mountain scenery. One of the most celebrated views of the Alleghenies. Fine bass fishing.

285 miles from Baltimore.
58 miles from Pittsburg.

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

287 miles from Baltimore.
55 miles from Pittsburg.

Coke ovens and the old and far-famed Overholt distilleries.

328 miles from Baltimore.
15 miles from Pittsburg.

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.

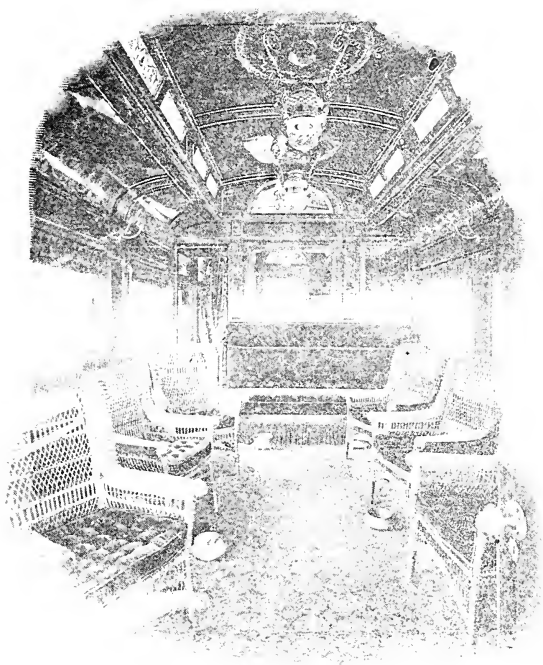
333 miles from Baltimore.
10 miles from Pittsburg.

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.

342 miles from Baltimore.

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.

