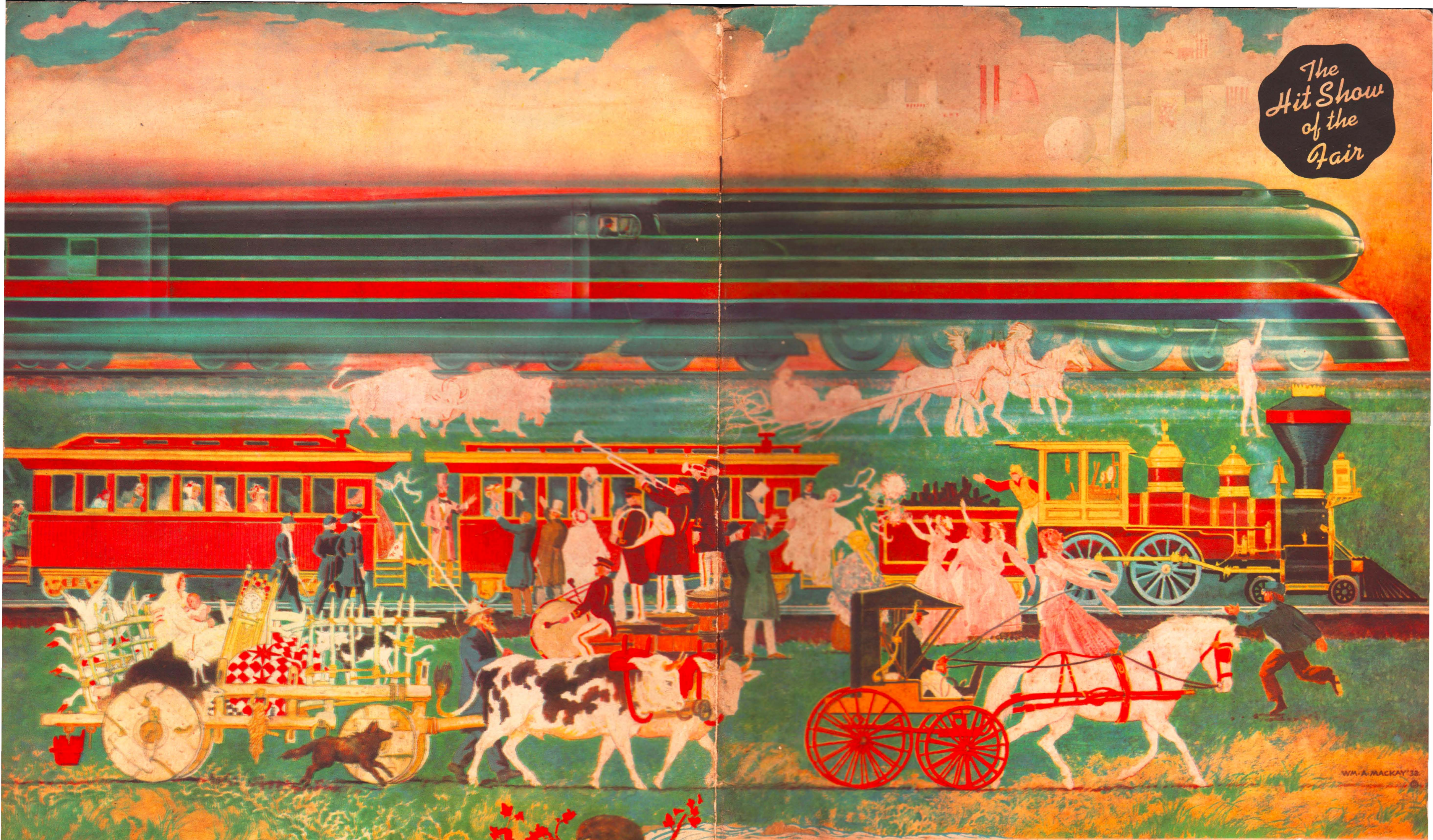


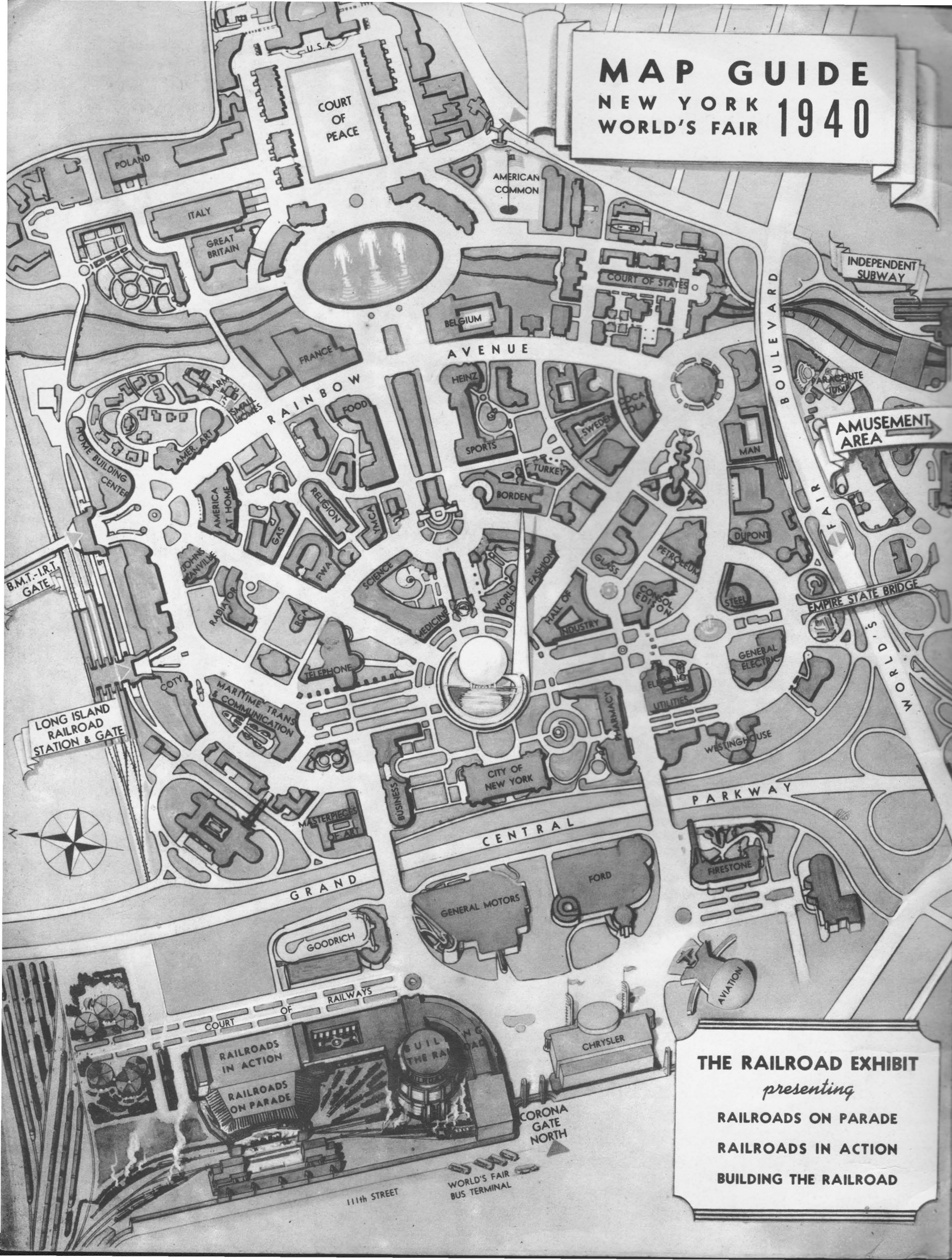
The
Hit Show
of the
Fair



WM. A. MACKAY '38

NEW YORK
WORLD'S FAIR
1940

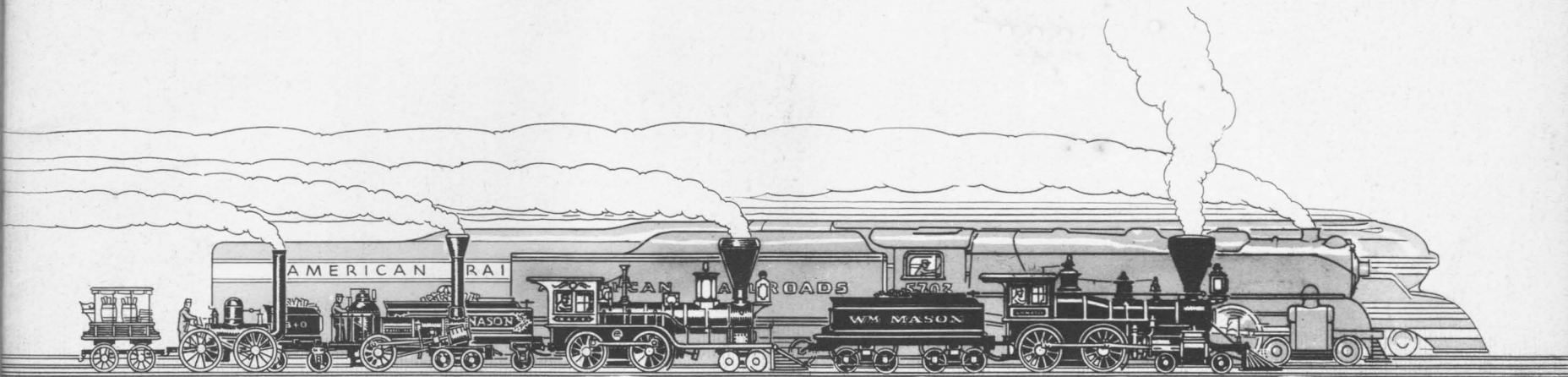
RAILROADS-ON-PARADE



**MAP GUIDE
NEW YORK
WORLD'S FAIR 1940**

THE RAILROAD EXHIBIT
presenting
RAILROADS ON PARADE
RAILROADS IN ACTION
BUILDING THE RAILROAD

BOOK of the PAGEANT



RAILROADS ON PARADE

AN EDWARD HUNGERFORD PRODUCTION

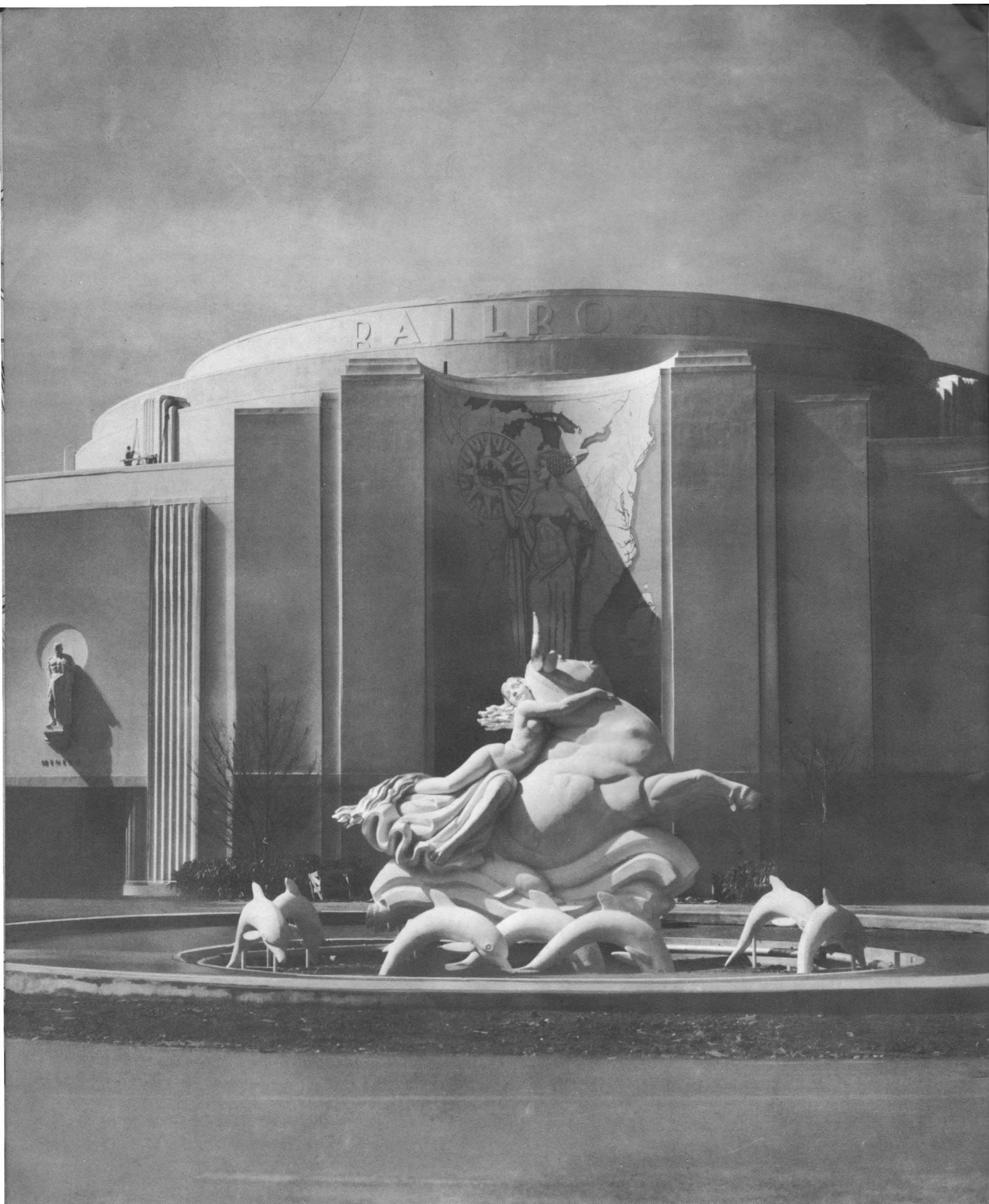


PRESENTED AT THE

NEW YORK WORLD'S FAIR 1940

to do full tribute to

THE AMERICAN RAILROAD



RAILROADS ON PARADE



RAILROADS ON PARADE records the magnificent progress of rail transport in America for the past 110 years. It begins with the first efforts of men who, inspired with bold vision and foresight, worked to achieve and it leads to a glowing picture of railroad operation in the United States of 1940. To fashion this picture so that it may tell its story briefly has been the aim and ambition of its creator. The effort has been to condense, to epitomize, by a series of stage pictures, with adequate narration and incidental music, to create a sharp impression of this outstanding example of man's achievement in America. . . . Into every corner of our social and economic existence, the railroad is tightly interwoven. It is the backbone of the country, no, even more, it is its veritable lifeblood. In its 250,000 miles of steel veins it flows to every far corner of a far-flung land, it binds in its living, throbbing embrace city and town and village, the open country, the forest, the mine, the forge, the factory, and the sea. It is indeed the nation's lifeblood, the great arm not only of its industry but of its military defense. If it were to die, then the nation would die.

This is the saga of the American railroad.

RAILROADS ON PARADE begins at the beginning. . . . At the outset of the last century men on both sides of the Atlantic were cudgeling their minds as to the best way to conquer land by transport. The sea had been comparatively easy. And so were the great estuaries and rivers that led into it. Man came to navigation, to ships both large and small, whole centuries ago. But land was quite another matter. Man's activities were centered, almost entirely, upon the land, and there was much of it, and some of it was rough and steep and hard to conquer. Man's roads, where they led, were of necessity also rough and steep, and horses and carts and wagons and coaches made slow progress over the most of them.

Then came the railroad.

As a matter of recorded fact, the railroad came, not one, but three centuries ago when man fashioned parallel lines of rail; of wood or of iron. This began in England where crude railroads, whose motive power was horses, began hauling, for short distances, the products of the mines and other heavy industry. . . . The earliest rail transport efforts in the United States were of the same sort. In Pennsylvania and in Massachusetts there were experiments of this sort, chiefly industrial and most of them short-lived.

Photograph by David V. Hyde

THE RAILROAD BUILDING WITH THE FOUNTAIN, "EUROPA," IN THE FOREGROUND

A floating log, man's bark became.
 From it there grew, a brave canoe
 Canoe to ship,
 Full-rigged ship
 Heading her sail against the wind,
 Defying storm and braving gale
 Slow-motioned majesty.
 Monarch of waters, yet estopped of land
 —land, the constant barrier of man.

* * *

Then man fashioned this curious device—

The wheel.
 And long ere Tumult drove his wheeled car
 Straight up the hard white road
 This thing, engendered of man's dreams
 To ease his burden, slack his load
 Conquered space, kept even pace with
 his ambitions and overcame the stiff
 barriers of land.

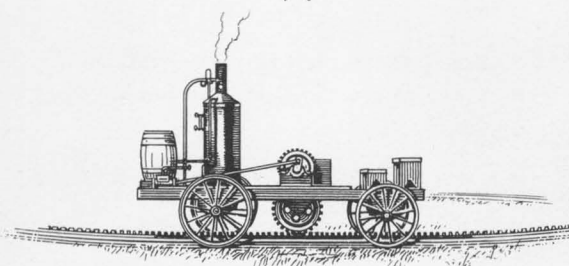


Do you think that progress will be swayed
 By the tea-kettle that this man has made?

The Iron Horse?

Precisely so.
 Do you think that he will go?

Go and go—still further go.
 His spinning wheels, like nimble heels,
 Take to the road like one possessed
 Of Fury in his soul.
 Fire flames his energies
 His measured heartbeats quicken as he goes
 He knows but naught of sweet repose.
 His power, the power of fire.
 His strength, the strength that does not tire.
 This is his goal.



Here is a brave beginning:
 A tiny engine, builded in Hoboken Town
 by one John Stevens,
 To sweep his way around a tiny track
 Emboldened pioneer is he.

It was the locomotive that brought the railroad into its own.

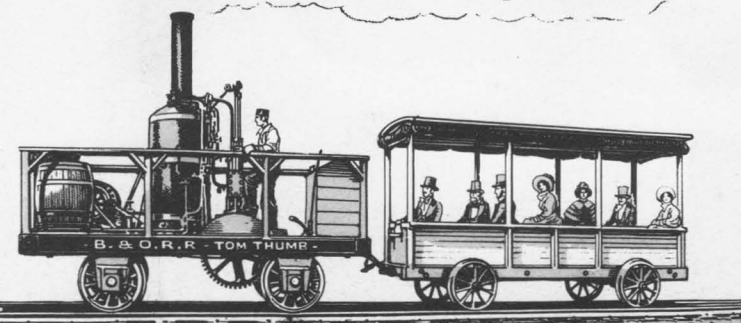
To Richard Trevithick, an Englishman, seems to be due the credit for having taken James Watts' steam engine and having first successfully applied it to rail transport—in 1804. But the Trevithick engine was crude and awkward, and it established no real place for itself in rail progress.

It was twenty-one years after Trevithick before a better steam locomotive for the rails was devised. This was George Stephenson's *Locomotion*, and it went to work on the Stockton and Darlington Railway and gave a fairly good account of itself. . . .

It was this same George Stephenson who, four years later (1829), brought forth for the new Liverpool and Manchester Railway the famous *Rocket*, today generally recognized as the first really successful steam locomotive in the world.

Railroad matters began to move rapidly in the United States at the same time. The resourceful John Stevens of Hoboken laid down a tiny circular track in his garden and ran a small locomotive around it.

The men who had harbored the idea of operating railroads by horse power in as far-flung a continent as North America were soon convinced of the folly of such an idea. A few hardy souls found their way across the Atlantic to see what was being done in England. An ingenious and resourceful merchant of New York—one Peter Cooper—who had large property investments in Baltimore, was distressed at the efforts of the merchants of that town to operate their new railroad to the distant Ohio by horses. He went down there, and in the fall of 1829 he fabricated a tiny locomotive with an upright boiler and rifle barrels for its flues, named it the *Tom Thumb* and operated it so successfully that the directors of the newly born Baltimore and Ohio abandoned forever the idea of horses as motive power.



TOM THUMB

1829

But even before the diminutive *Tom Thumb* first excited the derision and then provoked the enthusiasm of early Baltimoreans, a more pretentious locomotive was taking to the rails up in the hills of Northeastern Pennsylvania. This engine was the *Stourbridge Lion*, which Horatio Allen, who had gone over to England for the Delaware and Hudson Canal Company, brought back to the United States. Foster, Rastrick and Company had builded the *Lion*, and, once it had arrived by sailing ship in the port of New York, it was brought up the Hudson to Kingston and then over the still-new canal to Honesdale, under the shadow of Moosic Mountain, the canal's inner terminal and the point to which a "gravity railroad" brought the precious anthracite from the other side of the mountain.

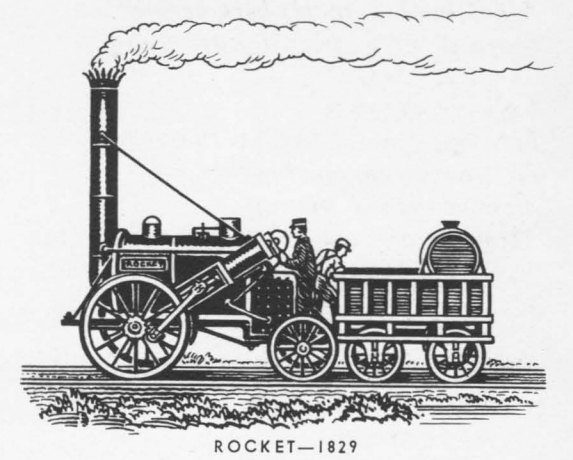
You will see this scene in *RAILROADS ON PARADE* . . . the *Stourbridge Lion* being hauled in to the canal terminal—rather ignominiously by oxen—and then, surrounded by a crowd, Horatio Allen triumphantly driving it off—under its own steam. That was the eighth day of August, 1829, and, in serious fact, it marked the real beginning of the railroad in the United States.

From such a beginning the new idea spread rapidly. A railroad fervor seized the land, and, while little was really known of this new thing, the Iron Horse, American inventive ingenuity quickly stirred itself toward his perfection.

They were building railroads inland now—not only from Boston and Philadelphia and Baltimore but from Albany and from Charleston. For this last—the South Carolina Railroad—was fabricated the first American-built locomotive, the *Best Friend of Charleston*. Built in the old West Point Foundry in the City of New York, the *Best Friend* was shipped south by schooner late in the fall of 1829, to go into service almost precisely at the beginning of the new year—1830.



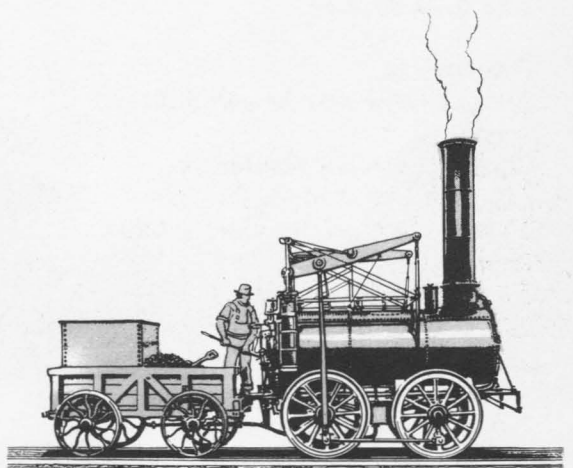
BEST FRIEND OF CHARLESTON—1830



ROCKET—1829

Here is another—English born,
 Rocket is his name,
 Lasting is his fame,
 George Stephenson hath builded him.

First of their kind,
 Leaders of a long line,
 Their wheels make progress down the years.
 Now is the railroad truly born.

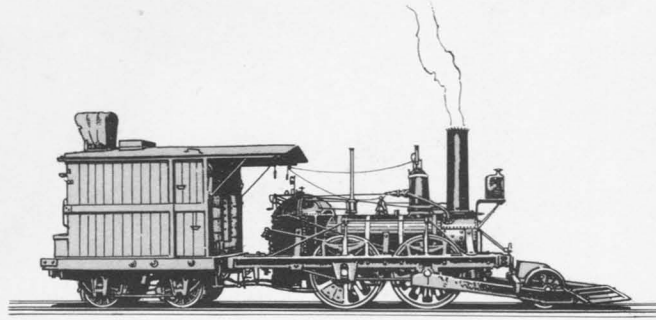


STOURBRIDGE LION—1829

"Today I have seen history made and a new era in the life of this young land begun."

PHILIP HONE, Mayor of New York at Honesdale, 1829.





JOHN BULL—1831

The John Bull shown in the pageant is a replica of the original. In The Rotunda of the Railroad Building one may find the original John Bull, imported from England in 1831 and successfully used by the Camden and Amboy Railroad. Its resting place now ordinarily is the Smithsonian Institution at Washington, D. C.

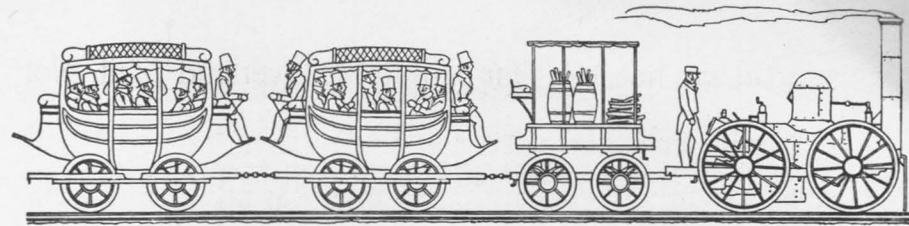


BALTIMORE SCENE—1830

"Mind you, gentlemen, I am not saying that this is a practical locomotive. It's too small. I made it myself; from odds and ends in my shops. Rifle barrels are the flues for its boiler. What I wish to show you is that a steam locomotive is entirely practicable and that soon horses will be entirely gone from our railroads. . . ."

—Alderman Peter Cooper, speaking of his Tom Thumb to the citizens of Baltimore.

ATLANTIC—1832



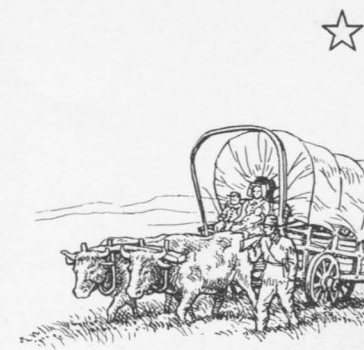
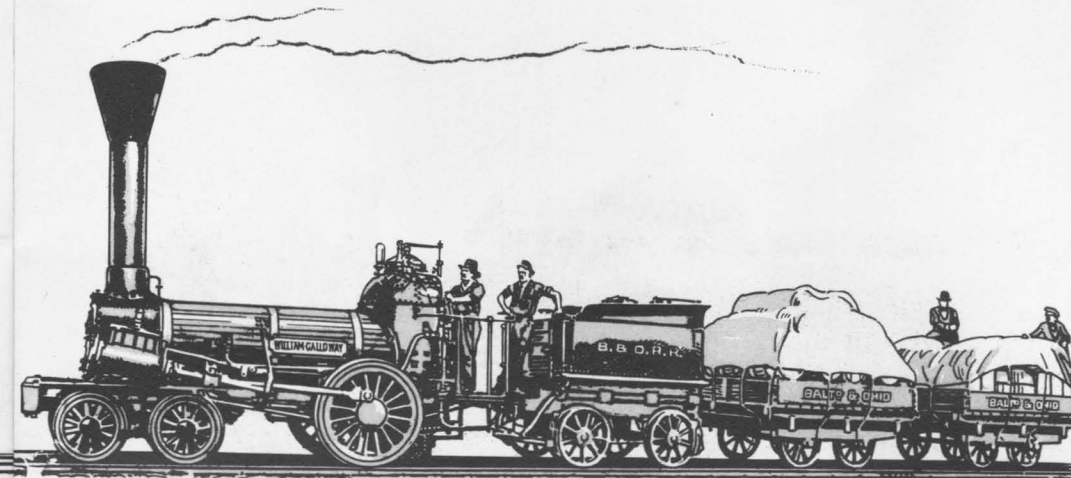
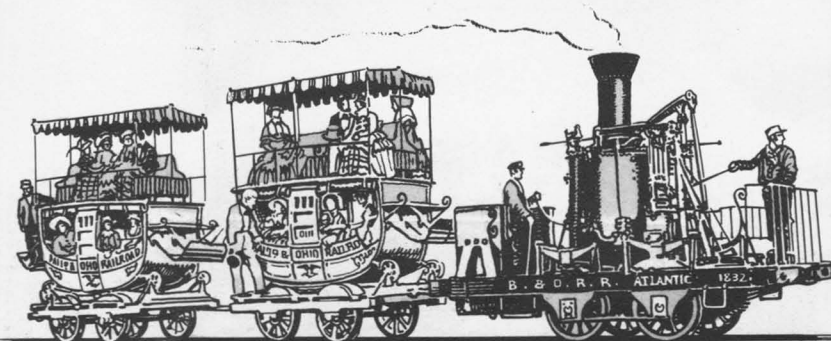
DE WITT CLINTON—1831

Here comes then the march of the early locomotives across the great stage of RAILROADS ON PARADE. The *John Bull*, of the one-time Camden and Amboy Railroad, connecting New York with Philadelphia, leads the procession. The *Best Friend of Charleston* is followed by the *DeWitt Clinton*, another West Point creation just put into service in 1831 on the erstwhile Mohawk and Hudson Railroad, connecting Albany and Schenectady. . . . And then two interesting early Baltimore locomotives—the *Atlantic* (the original engine, builded in 1832 and also propelling a small train of stagecoach cars) and the *William Galloway*, a faithful replica of the *Lafayette*, the first long-boilered engine to be builded (1837) for the Baltimore and Ohio Railroad. It hauls a train of freight wagons of the period.

Here is another march.

The time is somewhere in the 'Forties or the 'Fifties—the place, almost anywhere west of the Missouri River. It is the Overland Trail, that poorly worked road, or series of roads, that once led from the western ends of the railroad at St. Joseph or Council Bluffs through to California and to Oregon.

Swiftly the scene shifts into California — to Sacramento, the golden capital of a golden state. The place is the K Street Wharf in that town, and the night boat is departing for San Francisco. In the foreground is to be seen a train of the Sacramento Valley Railroad, the first railroad in all California.



'Tis the Overland Trail
Toward the Western sun
That stretches its weary way.
The road rides slow,
The road rides hard,
For many a dreary day.

The goal is the far Pacific shore,
California and Oregon.
Three thousand miles or more
They struggle on—and on—and on.
'Tis Westward Ho again,
Mountain and desert, unending plain.



. . . From the lately acquired Spanish province of California there has come the whispering of a single word—gold—that has set an entire land aflame. No longer shall the Missouri be regarded as the western limit of our growth. There is a new land far away, close to the rim of the western sea. And this new land is the land of gold. . . .

The railroad does not, as yet, reach California.

Not now—nor for a long time to come. The Iron Horse still pauses at the rim of the Missouri.

The railroad will yet touch the Pacific.

The railroad will reach there yet. Already there is much agitation for a line all the way across the continent.



WILLIAM GALLOWAY—1837

The railroad was not to lag far behind the Overland Trail. Not forever was it to remain at the east bank of the Missouri. Back in Washington powerful influences were at work to build a railroad that would form a connecting link across the United States from the Atlantic to the Pacific. Known by various names, the Pacific railroad had been dreamed by long-visioned men ever since 1838. . . . The vast distances, the tremendous physical obstacles to be overcome, the huge cost of the enterprise caused it to be delayed—almost interminably. But the interest in the plan was unflagging. In the late 'Fifties, the Federal government completed a series of surveys for possible routes across the central and the northern and the southern states and territories of the West.

It was the Civil War that stirred this dream into a definite concept. . . . California and Oregon seemed to be so very far away from the Atlantic seaboard and the central portion of the United States. What if it should come to pass that they might drift away, as the southern states were drifting? Suppose that the United States were not to be so united after all? That prospect was both disheartening and alarming.

It was one of the earliest problems that faced Abraham Lincoln when he first was inaugurated as President in 1861. Two years earlier he had met Grenville M. Dodge at Council Bluffs, and together they had discussed the Pacific railroad. . . . that great concept was no mere dream to Dodge. He had spent months in going over the most easterly reaches of the terrain. . . . On the slightest encouragement he now was ready to go ahead with the project. But just then war came upon the land, and all else was forgotten.



See, Lincoln walks alone.

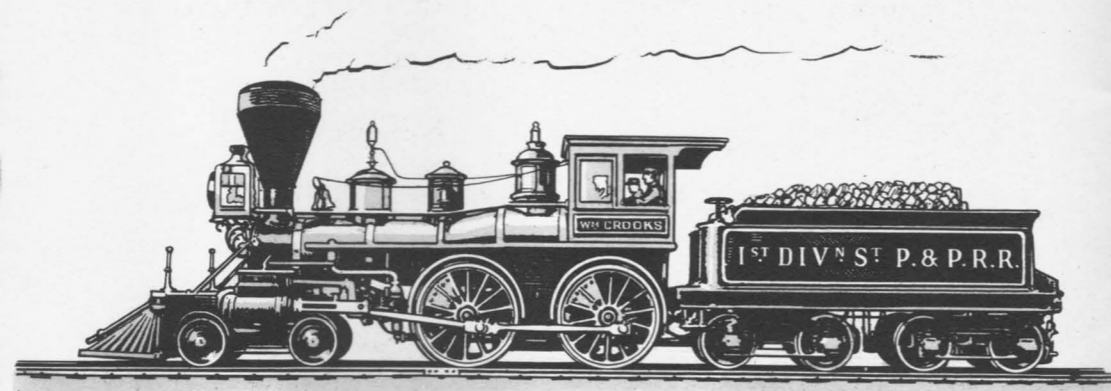
No, not alone. Faith leads—and Courage is his companion.



The locomotive which hauls the train on which Lincoln journeys to Washington is the historic William Crooks, built in Paterson, New Jersey, and sent out to St. Paul for the St. Paul and Pacific, predecessor company of the Great Northern, its present owner.

The Lincoln funeral train is hauled by the Thatcher Perkins (1863) of the Baltimore and Ohio and contains the first railway mail car ever used in the United States, built for the Hannibal and St. Joseph Railroad, predecessor company of the Chicago, Burlington and Quincy Railway, its present owner.

In RAILROADS ON PARADE one sees Lincoln passing through New York State in February, 1861, on his way to his first inauguration at Washington. He has arrived on the Hudson River Railroad at an upstate town on his way south. After a night in the nation's metropolis, he will continue his journey again—crossing the historic Cortlandt Street Ferry to Jersey City where he will board the cars of the United Railroad of New Jersey (now the Pennsylvania Railroad) en route to the national capital.

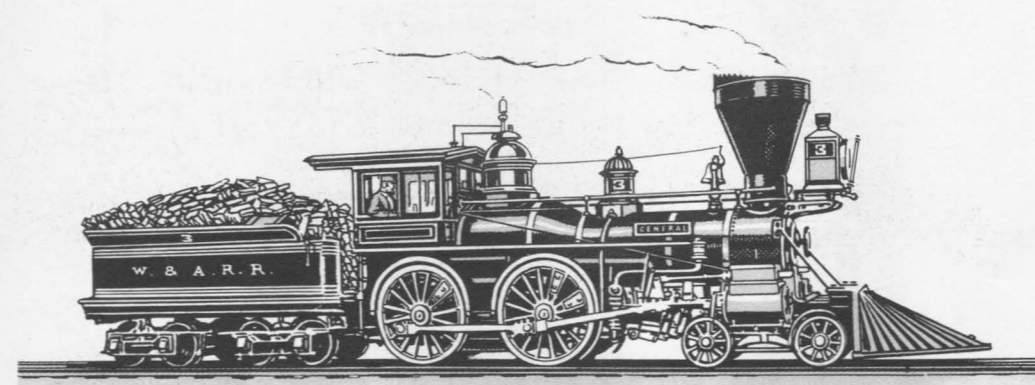


WILLIAM CROOKS—1861

The author has taken a slight dramatic license and has had Lincoln meet General Grenville M. Dodge at the train. They discuss the project so close to both their hearts—that magnificent rail conception which Lincoln is to make possible by a stroke of the pen in the midsummer of 1863.

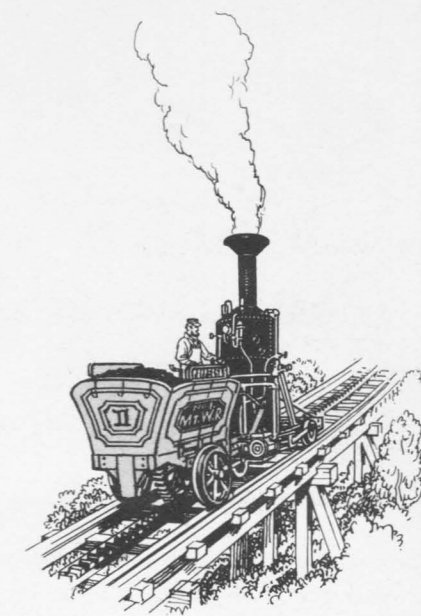
In a brief interlude Lincoln again rides the railroad. There is no gayety now, no fanfare as the funeral train makes its slow way across the stage. But hearts beat the faster as Lincoln makes the most triumphant journey of all.

For four years men had taken upon themselves the completion of the Pacific railroad and toiled unceasingly toward the completion of the project—General Dodge and the Casements building the Union Pacific from Council Bluffs toward the West; and the famous "Big Four" of California—Leland Stanford, Charles Crocker, Mark Hopkins, and Collis P. Huntington—building their beloved Central Pacific (now Southern Pacific) up over the tremendous heights of the Sierras and across the desert to the meeting point of the two lines in Utah. . . . The joining of the two lines was made an occasion of national rejoicing. It was to be a dozen years more before there was another transcontinental railroad.



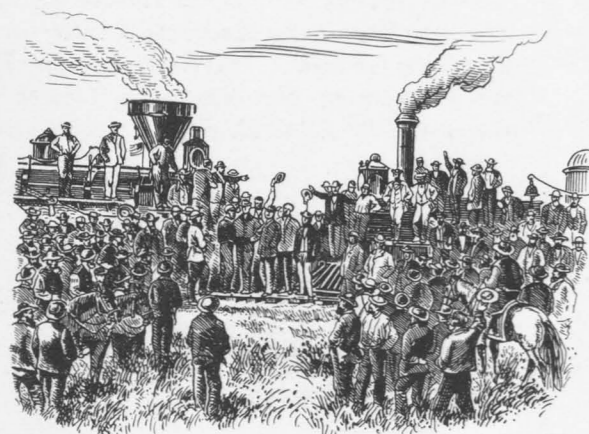
GENERAL—1855

So moves RAILROADS ON PARADE. The action changes a bit—there is shown now the sharp contrast between the railroad of yesterday and the railroad of today. . . . One sees passengers of the 'Sixties riding in a stuffy and uncomfortable day coach of the period which contrasts oddly with the superb steel coaches of the American railroads of this day. For the transcontinental



PEPPERSAUCE—1869

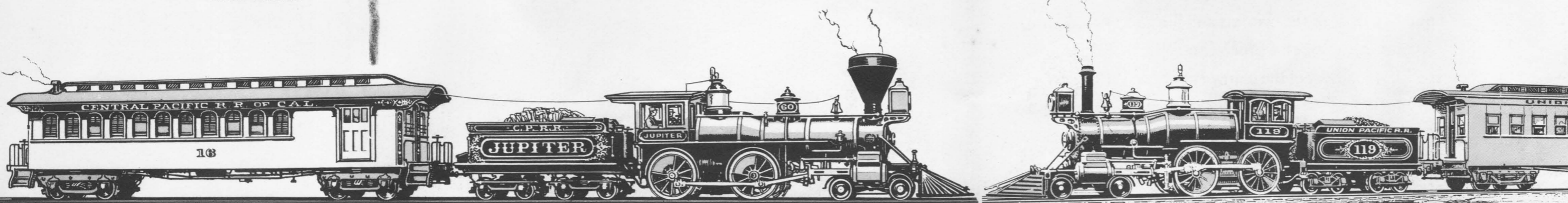
A sister engine to the William Crooks is the even more historic General of the one-time Western and Atlantic Railroad, which also stands in the nearby Yard. It came to fame in 1862 in the famous Civil War episode of the Andrews Raiders in Northern Georgia. It is loaned through the courtesy of the Nashville, Chattanooga and St. Louis Railway.

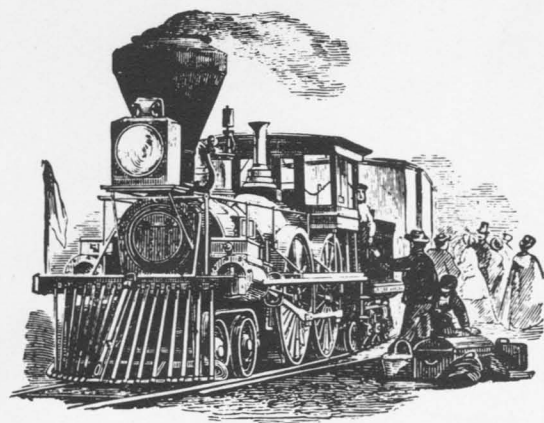


What was it that the engines said,
Pilots touching, head to head.
Facing on the single track,
Half a world behind each back?

—BRET HARTE

The Central Pacific locomotive, Jupiter, is enacted in the pageant by the locomotive Genoa (1871) of the Virginia & Truckee Railway—the No. 119 of the Union Pacific, by the picturesque Pride of the Prairies, formerly of the Burlington & Missouri River Railroad, now the property of the Chicago, Burlington and Quincy, and carefully preserved by that railroad as a relic of the time that it was in the making.



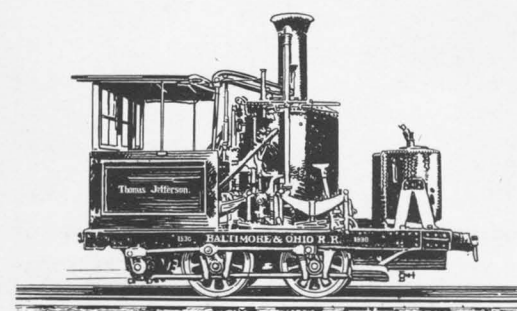


*Singing through the forests,
Rattling over ridges;
Shooting under arches,
Rumbling over bridges;
Whizzing through the mountains,
Buzzing o'er the vale,—
Bless me, this is pleasant,
Riding on the rail.*

—JOHN GODFREY SAXE.



In the early scene of the American railroad station, in a small town of the 'Seventies, there first appears, with train, the locomotive William Mason of the Baltimore and Ohio Railroad. When the same station is seen twenty years later the "Vestibule" is hauled by the 999 of the New York Central and Hudson River Railroad. This interesting fast express train of the 'Nineties carries as part of its equipment one of the famous Royal Blue Line coaches of the Baltimore and Ohio Railroad of that era.

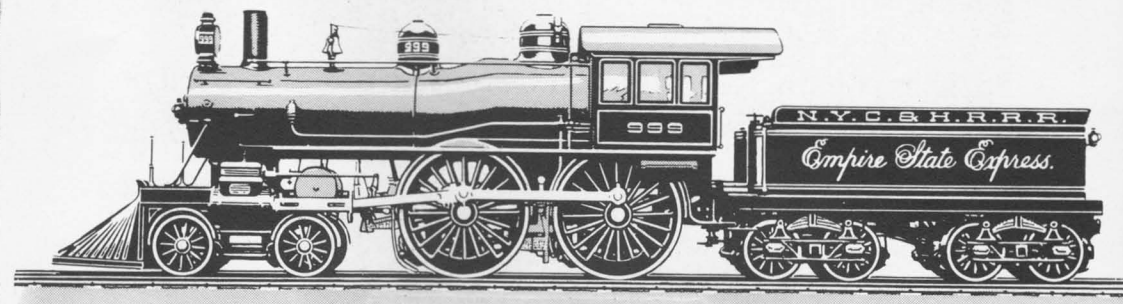


THOMAS JEFFERSON—1834

rider of the present day there is shown an ingenious Pullman, quite unlike any car ever before constructed, built especially for this pageant by the Pullman Company at its Chicago shops.

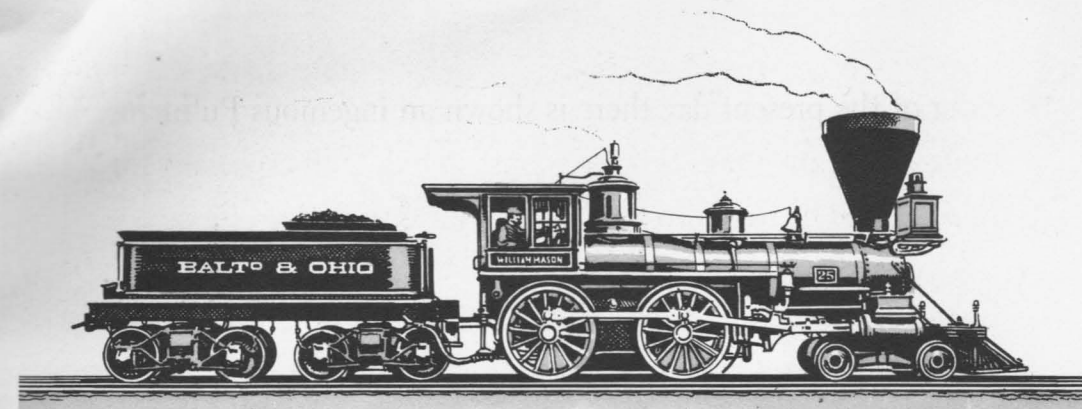
So one also sees the railroad passenger stations of yesterday and today. There is a scene laid some time in the early 'Seventies, which shows how important a thing to the American town of that period was the arrival of the morning train from the "big city." What bustle! What excitement! What comings and goings!

And then one sees that selfsame station twenty years later. The gay 'Nineties! The coming of that highly modern triumph of that day—the narrow-vestibule passenger train, hauled by the world-famous locomotive 999, of the New York Central and Hudson River, longtime holder of the world's record for speed.



'999'—1893

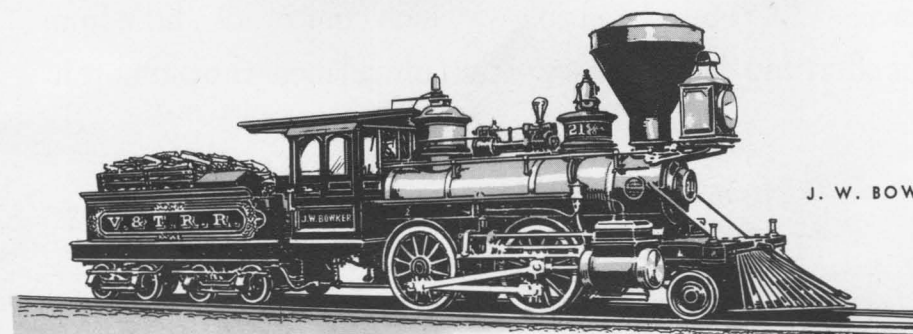
Now comes the railroad station of today—in New York or any other large American city. For the nonce the great open-air stage of RAILROADS ON PARADE becomes an interior—the concourse of a huge passenger terminal. . . . More comings and goings. . . . Commuters and long-distance travelers. . . . A through train backs into the station. One peers into its Pullmans and gets a quick glimpse of the comfort and the ease of modern travel. . . . A comfort and an ease which comes, not a little from the effort and the diplomacy of the railroad men who promote it.



WILLIAM MASON—1856

These are the men who in the finale of the piece speak for themselves of their places in the great national picture. The railroad is always, in the last analysis, a human thing rather than a purely mechanical one. It lives, dependently always, on the faith and the loyalty of the men who serve it. A living, breathing thing itself, it is formed of a million living, breathing men and women. They typify ever its strength, its adaptability, its resourcefulness. The railroad can be no better than they who serve it.

So, in brief form, RAILROADS ON PARADE aims to tell of what our national rail transport has achieved—is still achieving. It presents a picture of a glamorous past and points toward a future not less significant. Never more than today it stands upon a threshold of new achievement. A century-old institution of our America adapts itself to progress, to new ideas for its development, as rapidly as they offer themselves. The American railroad, if not in its infancy, still is in the full flush of health and strength; it looks forward, not backward. Its opportunities of service to the American people still are well-nigh unlimited.

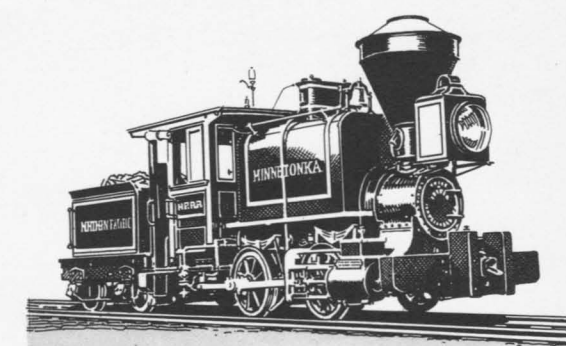


J. W. BOWKER—1875



*The Pullman man's a diplomat,
Well-trained in his profession,
Schooled in the art of courtesy
And—may I make digression—
Six thousand sleeping cars a night
In steady operation
Across this mighty nation
Is thorough organization.*

*Diplomats, before you start
Upon your mission far,
Be sure you get some training
Upon a Pullman car.*



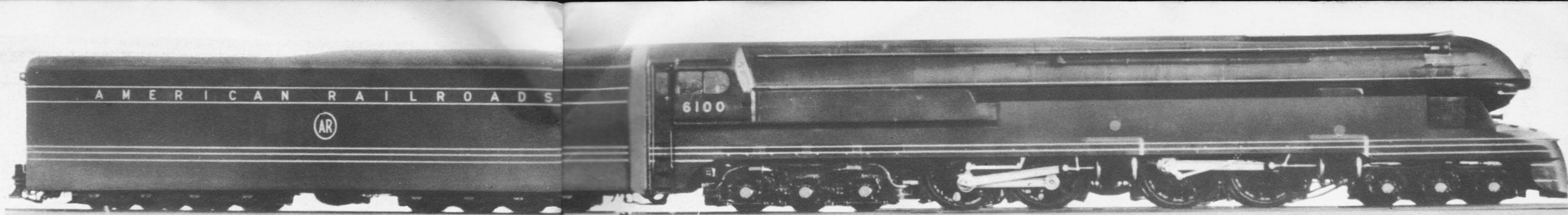
MINNETONKA—1869

*Times and fashions change,
So do our railroads.
The jaunty little Mason engine goes
To sweet, well-earned repose.
The locomotive greater grows
Greater and still greater
Stronger and more efficient,
While man labors, hard and long
To better his environment,
To smooth the iron path for folk
On pleasure or on business bent,
Safer, speedier all the while,
Track protected, mile by mile,
Safety signal, block, air-brake
Their place in transport surely take.*

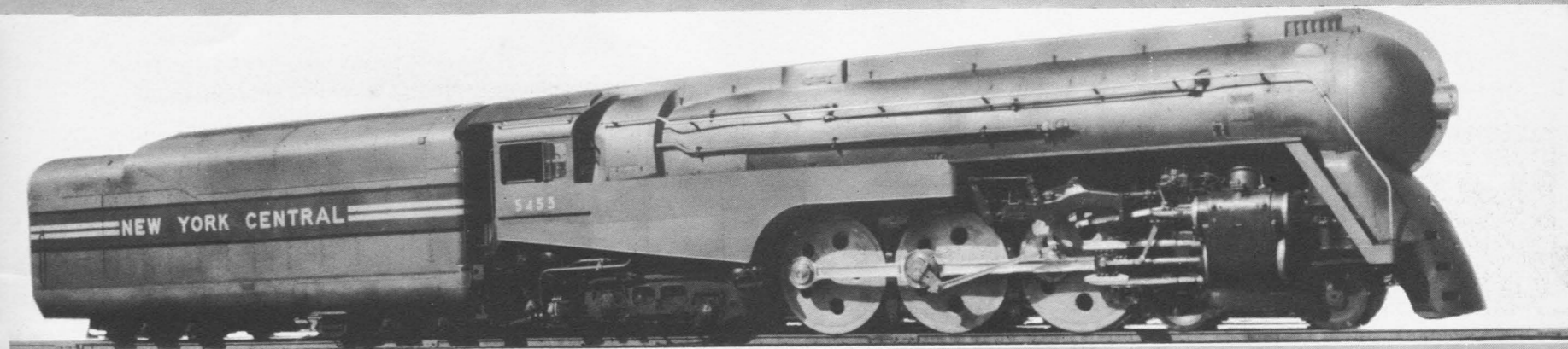


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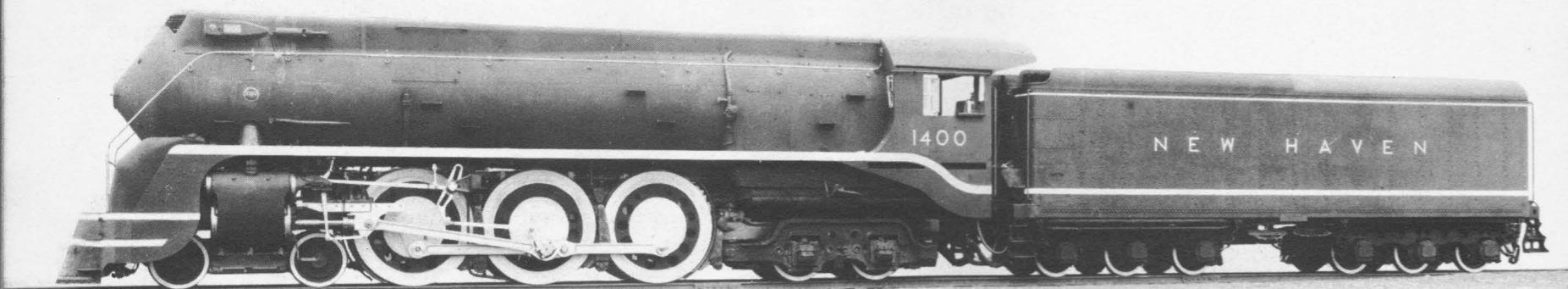
MODERN LOCOMOTIVES



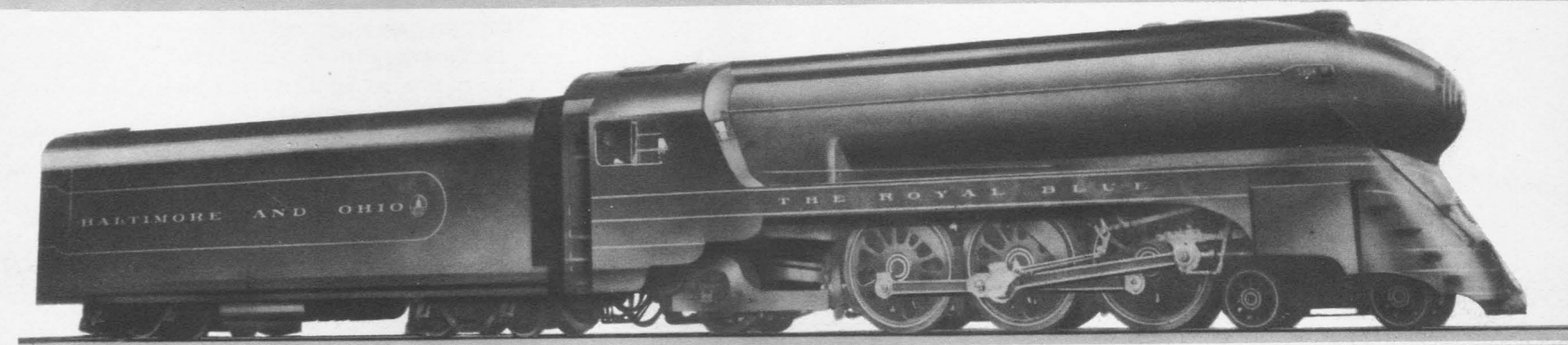
A PENNSYLVANIA K-4-S LOCOMOTIVE, STYLED BY RAYMOND LOEWY



THE HUDSON TYPE OF THE NEW YORK CENTRAL, STYLED BY HENRY DREYFUSS

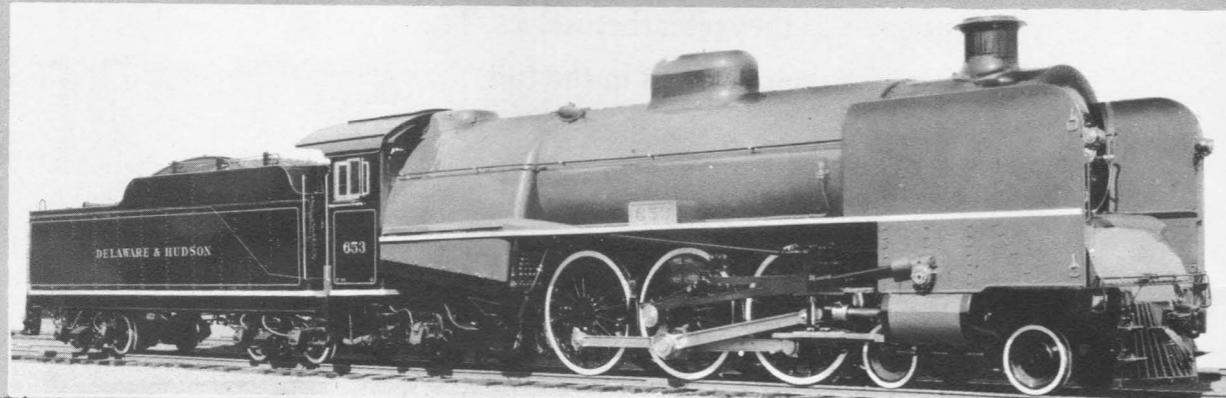


A NEW HAVEN 4-6-4 LOCOMOTIVE, DESIGNED FOR HIGH-SPEED FREIGHT AND PASSENGER SERVICE

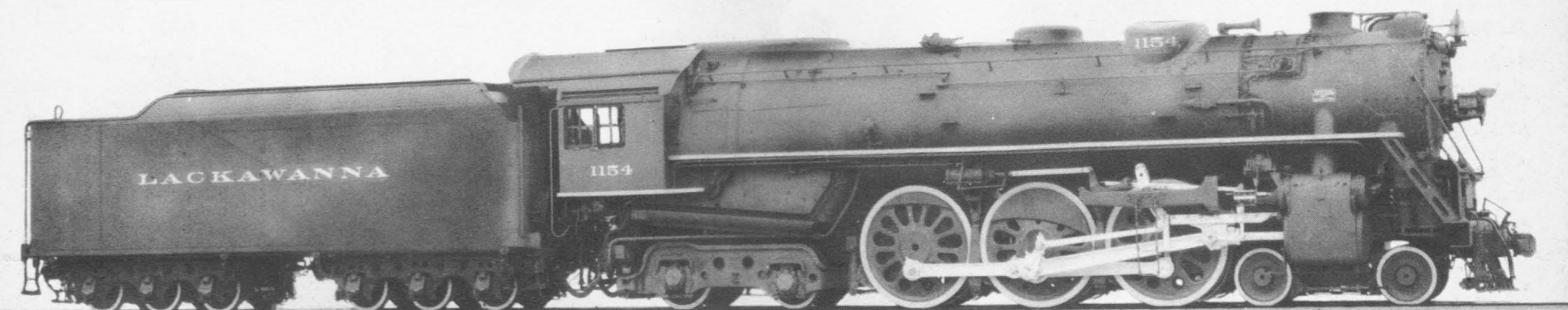


THE ROYAL BLUE TYPE OF THE BALTIMORE AND OHIO STYLED BY OTTO KUHLER

Modern locomotives as well as old have their real place in RAILROADS ON PARADE. The conclusion of the play sees ranged upon the forestage, week by week and month by month through the summer and fall of 1940, the very cream of the motive power of the American railroad. The outstanding roads of the East which have made this pageant possible contribute to it the star leaders of their great fleets to complete its picture.

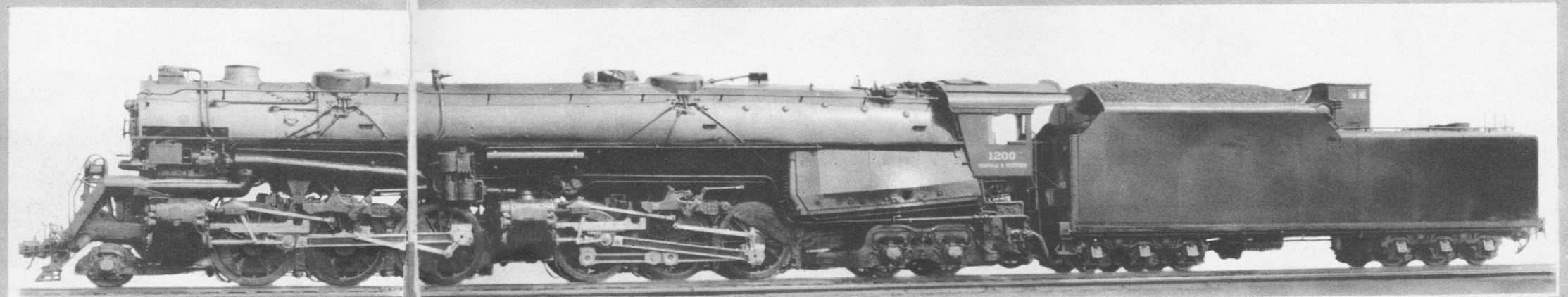


A HIGH-SPEED ENGINE OF THE DELAWARE AND HUDSON



A HIGHLY MODERN FREIGHT AND PASSENGER PULLER OF THE LACKAWANNA

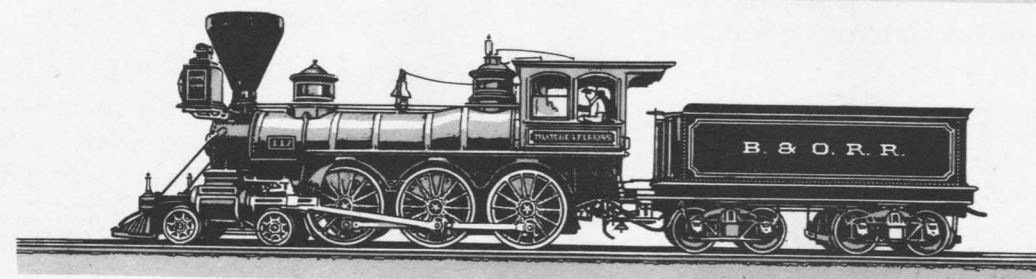
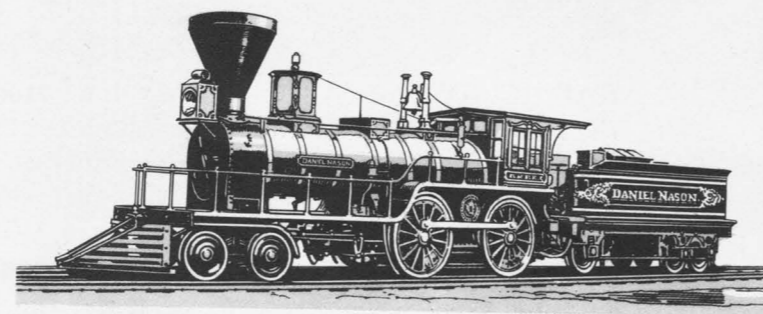
The locomotive at the top of these pages is exhibited in the grounds of RAILROADS AT THE NEW YORK WORLD'S FAIR, just north of the main building. It is the largest steam passenger locomotive of its type in the world, 140 feet in length and weighing 526 tons. It was designed by Pennsylvania Railroad engineers and styled by Raymond Loewy.



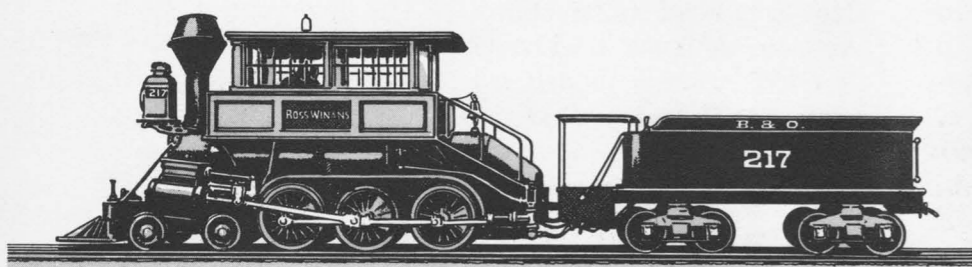
ONE OF THE GIANT MALLETS OF THE NORFOLK AND WESTERN

HISTORIC LOCOMOTIVES IN "THE YARD"

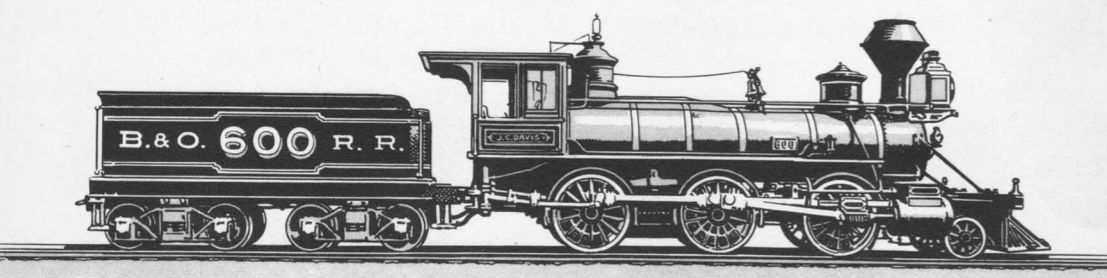
Outstanding in this group of ancient and noble locomotives which stand in The Yard immediately adjoining the grounds at the Pageant is this curiously interesting old engine, which was built in 1856 for The Boston & Providence Railroad—The DANIEL NASON, named for a famous Maine sea captain.



Thatcher Perkins was Master Mechanic of the Baltimore and Ohio Railroad when he built in 1863 this coal-burning locomotive for the road's heavy mountain grades.

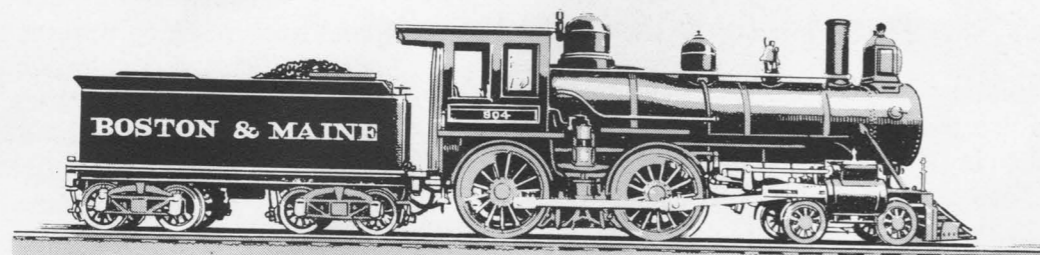


Ross Winans was an even earlier locomotive builder for the Baltimore and Ohio. This "camelback" (1873) was typical of his designing although built long after his day.

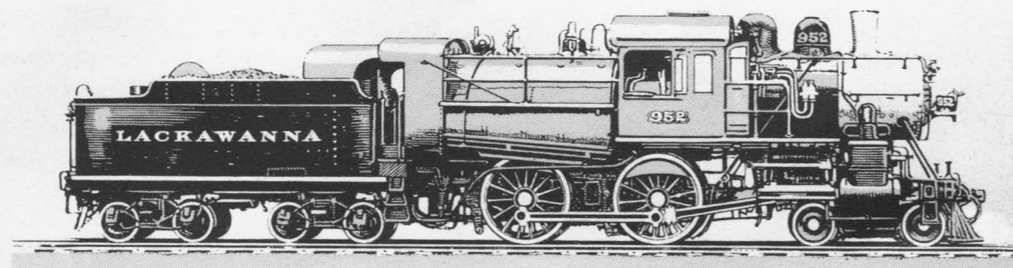


When this new engine proudly steamed up from Baltimore to the Philadelphia Centennial Exposition of 1876 it was at once acclaimed as the largest locomotive in the world. It weighs 153,000 pounds.

Typical American type locomotive is this engine built by the Manchester, N. H., works in 1884.



One of the last of the once famous Wootten type engines is this "952" which ran for years in the suburban service of the Lackawanna Railroad and which recently was presented by that railroad to The Railway and Locomotive Historical Society.



RAILROADS at the NEW YORK WORLD'S FAIR 1940



RAILROADS ON PARADE is only one feature of the Exhibit prepared by the Eastern Railroad Presidents Conference (representing the principal railroads east of Chicago and St. Louis) as their contribution to the New York World's Fair 1940. Within the huge Railroad Building and its adjoining grounds, covering some seventeen acres of space, the Fair visitor will find these additional interesting features:

THE YARD

The Railroad of Yesterday

In an inner courtyard of the Railroad Building there has been assembled an aggregation of noble and historic early engines such as has not been brought together in many a year. Here stand such famous locomotives as the graceful Daniel Nason, which once ran between Boston and Providence, . . . the J. C. Davis, whose whistle was wont to awake the Maryland hills, . . . the Ross Winans, typical of the Baltimore locomotive builder for whom it is now named, . . . the famous General, which won its spurs in a most dramatic episode of the Civil War, . . . narrow-gauge engines from Colorado, . . . still others. A motley and fascinating company these. This remarkable outdoor exhibit of the Railroad of Yesterday is supplemented by an indoor collection of prints and models and appliances arrayed and sponsored by the Railway and Locomotive Historical Society. . . . To this are added the very early Thomas Jefferson of the Winchester and Potomac Railway and the Peppersass, the first locomotive built for the cog-railroad up Mount Washington in the White Mountains, as well as early sleighs, coaches, and carriages.

THE GROUNDS

The Railroad of Today

In dramatic contrast to the exhibits of yesterday's railroading are the giant locomotives and luxurious cars of today shown on 4,500 feet of tracks covering more than a third of the entire Railroad Exhibit space at the World's Fair. The most modern equipment from all parts of the world is displayed. . . . England has sent her famous Coronation Scot. Italy proffers a 120-mile-an-hour all-electric train. American locomotives and cars in fascinating variety are exhibited. . . . Outstanding is the largest steam passenger locomotive of its type in the world, built especially for this exhibit by the Pennsylvania Railroad. . . . This modern man-made giant, 140 feet in length

and weighing 526 tons, represents an amazing advance in railroading, and as a special thriller operates under its own steam on a roller bed at high speed.

BUILDING THE RAILROAD

The Story of Railroad Construction

Under the towering dome of the Railroad Building the railway equipment and supply industries have built a huge diorama in the form of a mountainous landscape, 80 feet at the base and 28 feet in height, which demonstrates the actual building of a railroad from clearing the right-of-way to the finished system. . . . On a spiral ramp visitors follow in detail the actual steps in railroad construction. . . . The huge central diorama, designed by Leonard Outhwaite, is surrounded by other models, all together graphically portraying the place of railroads in American industry today.

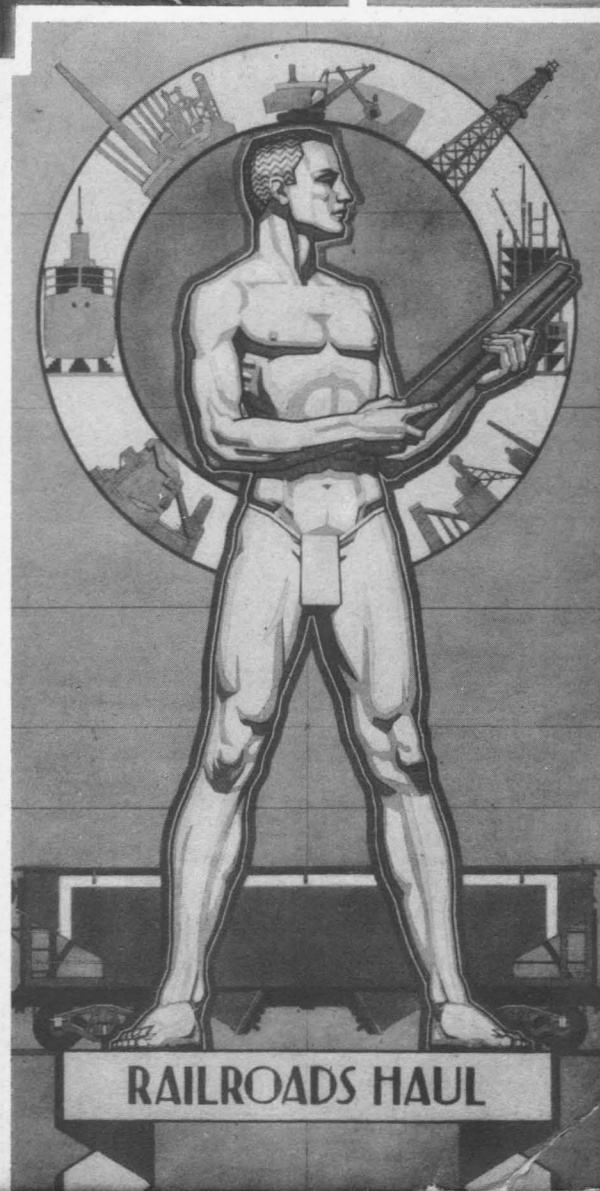
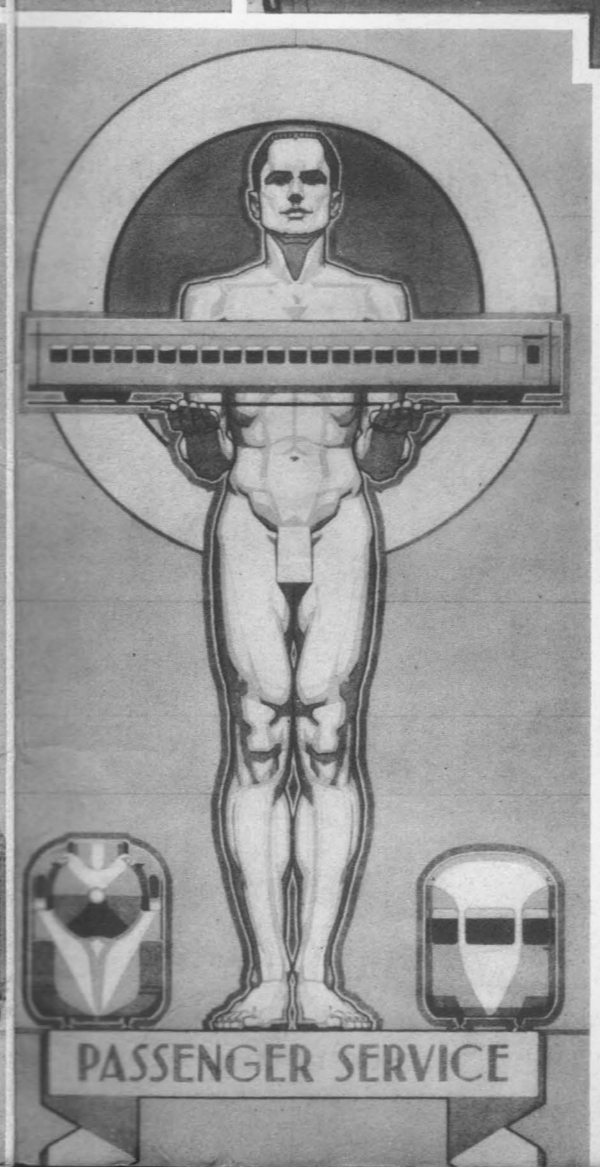
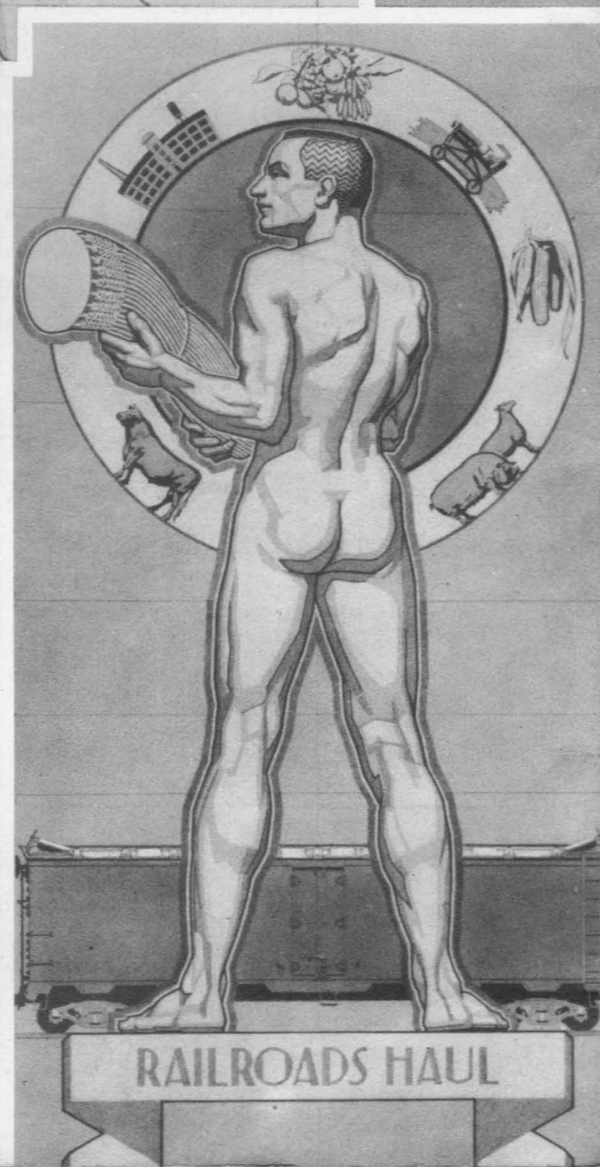
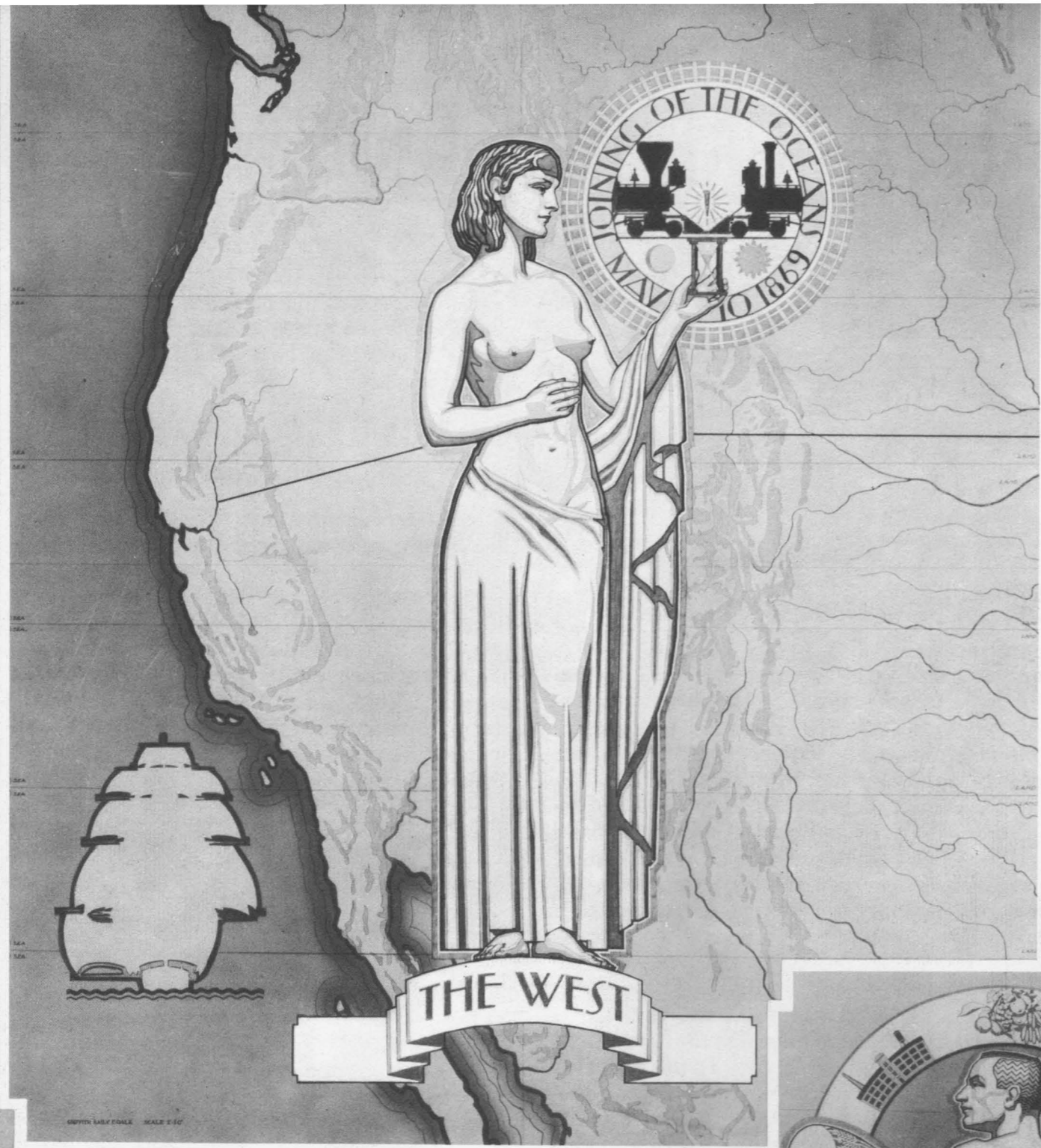
RAILROADS IN ACTION

The Largest Model Railroad in the World

"Railroads in Action" presents the thrilling spectacle of actual railroad activities in miniature. The largest model railroad in the world (160 feet by 40 feet) brings the model railroader's dream to life . . . a 40-minute representation in miniature of a typical railroad system which in full size would extend fifty square miles, with nearly fifty miles of standard track. Every detail of this remarkable display faithfully reproduces the original.

Model locomotives and trains flash by on the identical assignments performed by their big brothers in real life. Speeding through field and forest, over bridges and through tunnels, busy freight trains carry coal from mine to waiting steamer . . . handsome streamliners whisk passengers across the countryside and through teeming cities . . . switching engines perform the many "behind-the-scenes" activities of sorting and train make-up which are seldom glimpsed by those whom the railroad serves. . . . Over 500 pieces of rolling stock and 60 locomotives are used—with a thousand separate train operations every day.

This unprecedented exhibit, designed and directed by Paul Penhune, is enjoyed by spectators from comfortable seats affording a commanding vista of the entire dramatic spectacle. Performances are continuous from 10 a.m. to 8 p.m. daily, in an auditorium seating 1,000 persons.



HEREWITH REPRODUCED ARE THE GIANT MURALS ON THE OUTER WALLS OF THE RAILROAD BUILDING—THE HANDWORK OF GRIFFITH-BAILY COALE

This book was designed and illustrated by Frank B. Masters. Printed in the United States of America by Select Printing Company, 1940.