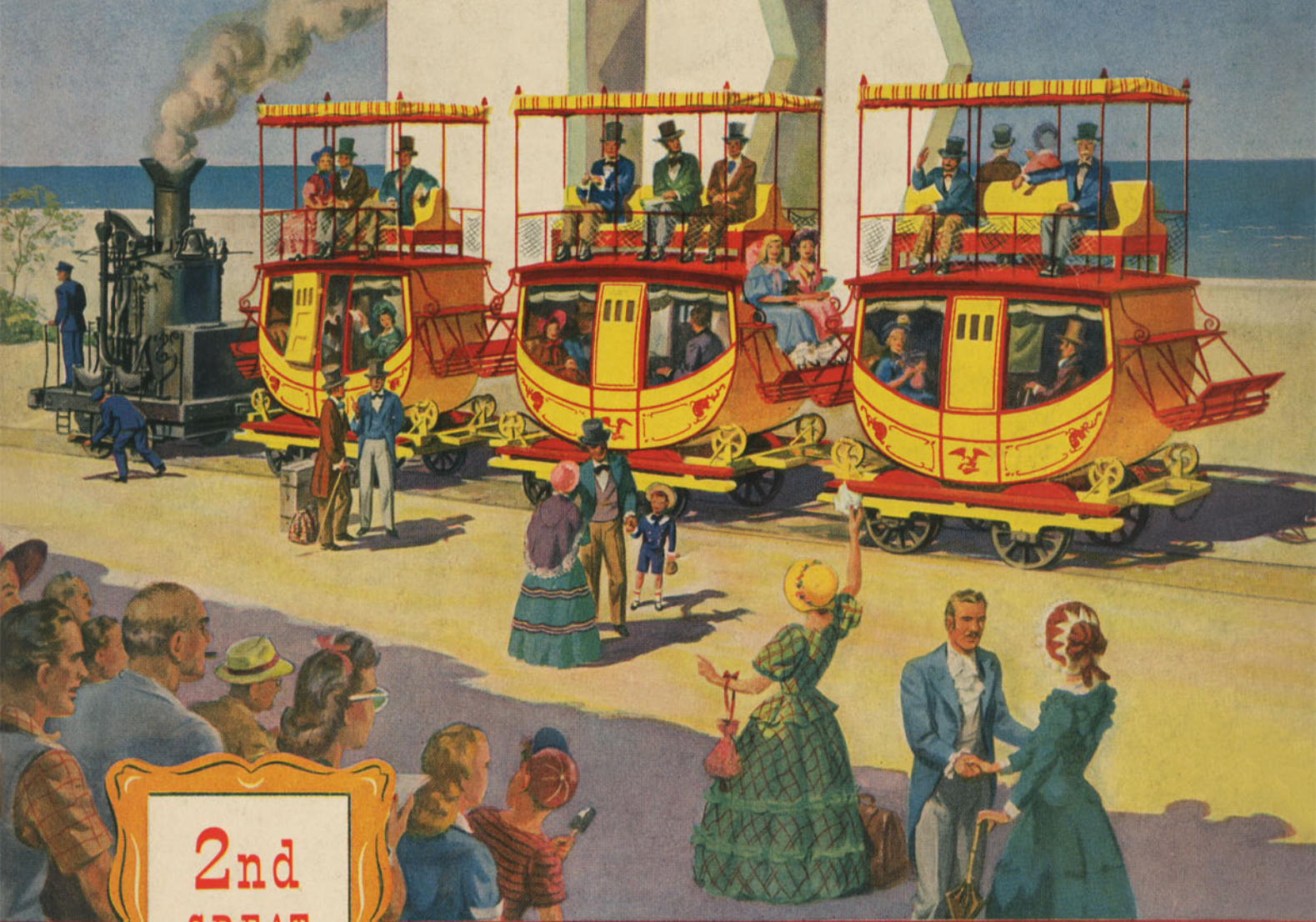


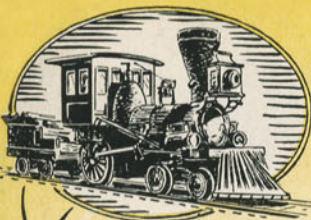
# Chicago Railroad Fair



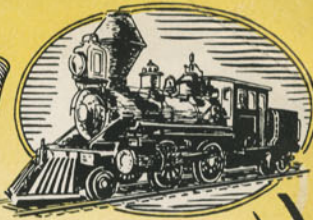
2nd  
GREAT  
YEAR

OFFICIAL GUIDE BOOK  
and Program for the Pageant  
'WHEELS a-ROLLING'

Price 35¢



# The Chicago Railroad Fair



## IS PRESENTED BY

The Atchison, Topeka & Santa Fe Railway System  
The Baltimore and Ohio Railroad Company  
The Boston and Maine Railroad  
Burlington Lines  
The Chesapeake and Ohio Railway Company  
Chicago & Eastern Illinois Railroad  
Chicago Great Western Railway  
Chicago & Illinois Midland Railway Company  
Chicago, Indianapolis & Louisville Railway Company—Monon  
Chicago, Milwaukee, St. Paul and Pacific Railroad Company  
Chicago And North Western Railway System  
The Colorado & Wyoming Railway Company  
Denver and Rio Grande Western Railroad  
Duluth, Missabe and Iron Range Railway Company  
Elgin, Joliet and Eastern Railway Company  
Erie Railroad  
Grand Trunk Railway System  
Great Northern Railway Company  
Green Bay & Western Lines  
Gulf, Mobile and Ohio Railroad—The Alton Route

Illinois Central Railroad  
Lake Superior & Ishpeming Railroad Company  
Maine Central Railroad Company  
Minneapolis & St. Louis Railway  
The Monongahela Railway Company  
New York Central System  
Nickel Plate Road—The New York, Chicago and St. Louis Railroad Company  
Norfolk Southern Railway Company  
Northern Pacific Railway Company  
Pennsylvania Railroad  
The Pittsburgh & West Virginia Railway Company  
The Pullman Company  
Rock Island Lines—Chicago, Rock Island and Pacific Railroad  
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A year ago, in The Chicago Railroad Fair of 1948, America celebrated completion of the first century of rail transportation west of Chicago. For the millions who thronged the Fair's 50 acres of stirring spectacles it was an opportunity to relive again in vivid realism those dramatic moments of the past when an infant people was fighting its way to its present position in the world.

Colorful exhibits, presented by the outstanding units of the railroad industry, retold the story of the most miraculous hundred years in man's history. In them were dramatized all the God-given foresight, unselfish devotion and dauntless courage that, in a period of only three generations, were to achieve the joining by steel rails of the previously loosely knit states of the infant East and the largely unknown empire of the Golden West into a compact, powerful, prosperous nation.

With The Chicago Railroad Fair of 1949, we leave that glorious past to take stock of our capacity to meet the even greater problems to be anticipated in the future. As, in the Fair's second year, we herald the start of a second century of rails into the sunset, we, at the same time, are forcibly reminded of the assets we have to meet our destiny.

Every exhibit this year has been devised to depict the wealth that is America's. In one there is portrayed the great strength and resources of the industrial East. Another reflects the bountiful plenty of the fertile Midwest. Others reproduce the beauty and play spots of the nation. While close beside are displayed the latest marvels in new trains and equipment. Interweaving them all is

unending evidence of the basic part the railroads are ready to play in America's economic and social progress in the future as they have done so effectively in the years now closed.

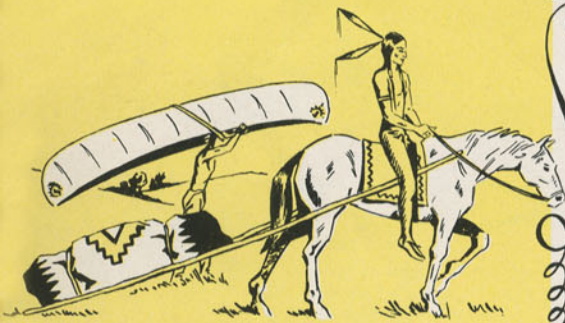
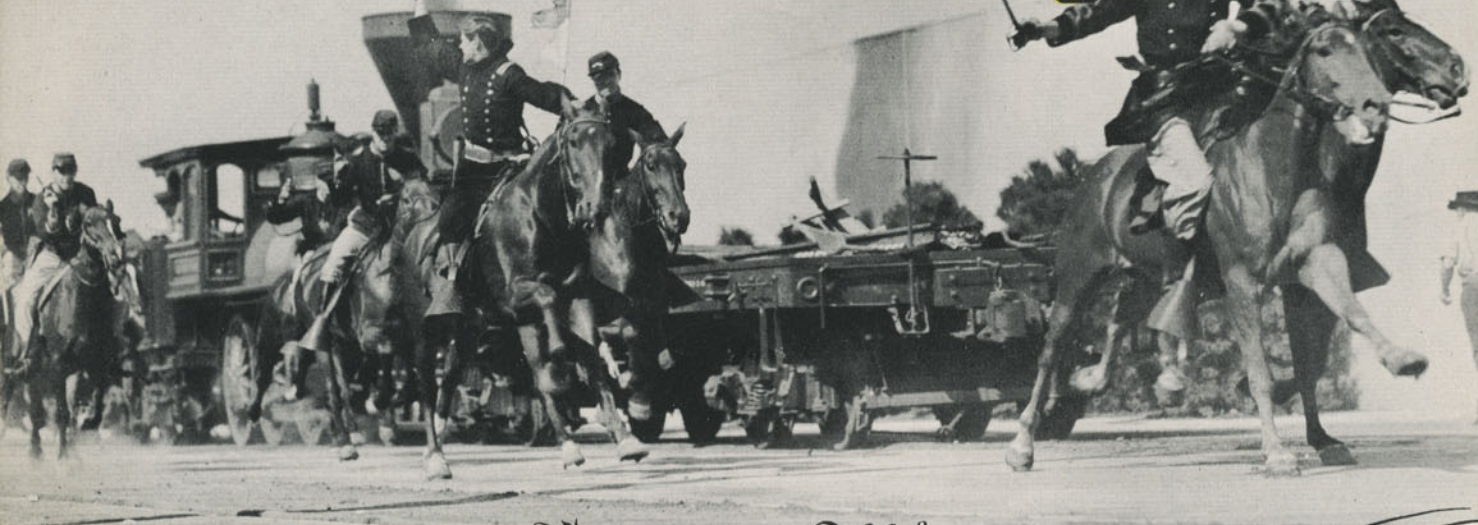
Forceful as may be the Fair's significance in its historical and educational character and as convincing evidence of our economic affluence, its most unique appeal is the unlimited opportunity it affords for personal entertainment and enjoyment. In almost every aspect it is planned to enable the visitor to thrill to the novelty of actual, personal participation rather than to attend merely as a mildly interested spectator.

Rides on famous narrow gauge trains and the equally fabled cable car, face to face chats with wrinkled Indian medicine men in a real Indian village, a venturesome walk down the street of a rip-roaring, old Western mining town, a chance to relax in typical Southern comfort in a delightful New Orleans courtyard or luscious dinners on the world's most famous railroad dining cars—you are urged to make the most of them all. Everywhere in the Fair's mile-long series of sparkling attractions the doormat reads "Welcome."

For all its importance as a national centennial, The Chicago Railroad Fair is actually offered by its railroad sponsors primarily for only one purpose—for the pleasure of the American public in whose unceasing interest and support American railroading and its allied industries have ever found a stimulation to continuously greater accomplishment.



# Chicago Railroad Fair Presents 'Wheels a-Rolling'



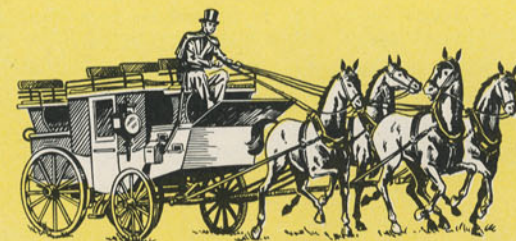
INDIAN TRAVOIS



VOYAGEURS



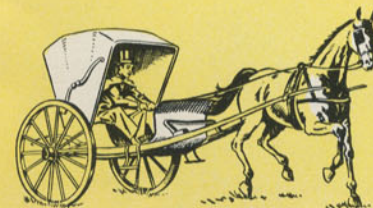
INDIAN DANCE



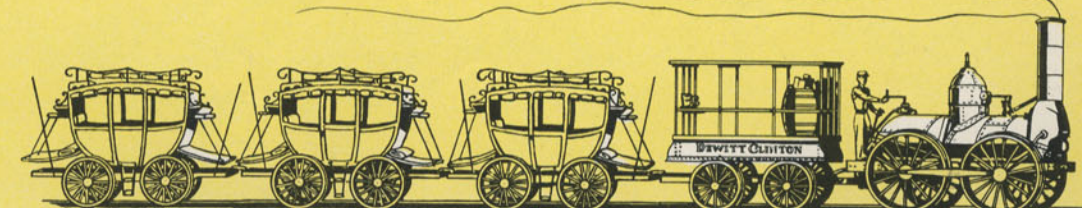
1800 ROAD COACH



STANHOPE FLANDAU



THE LAFAYETTE



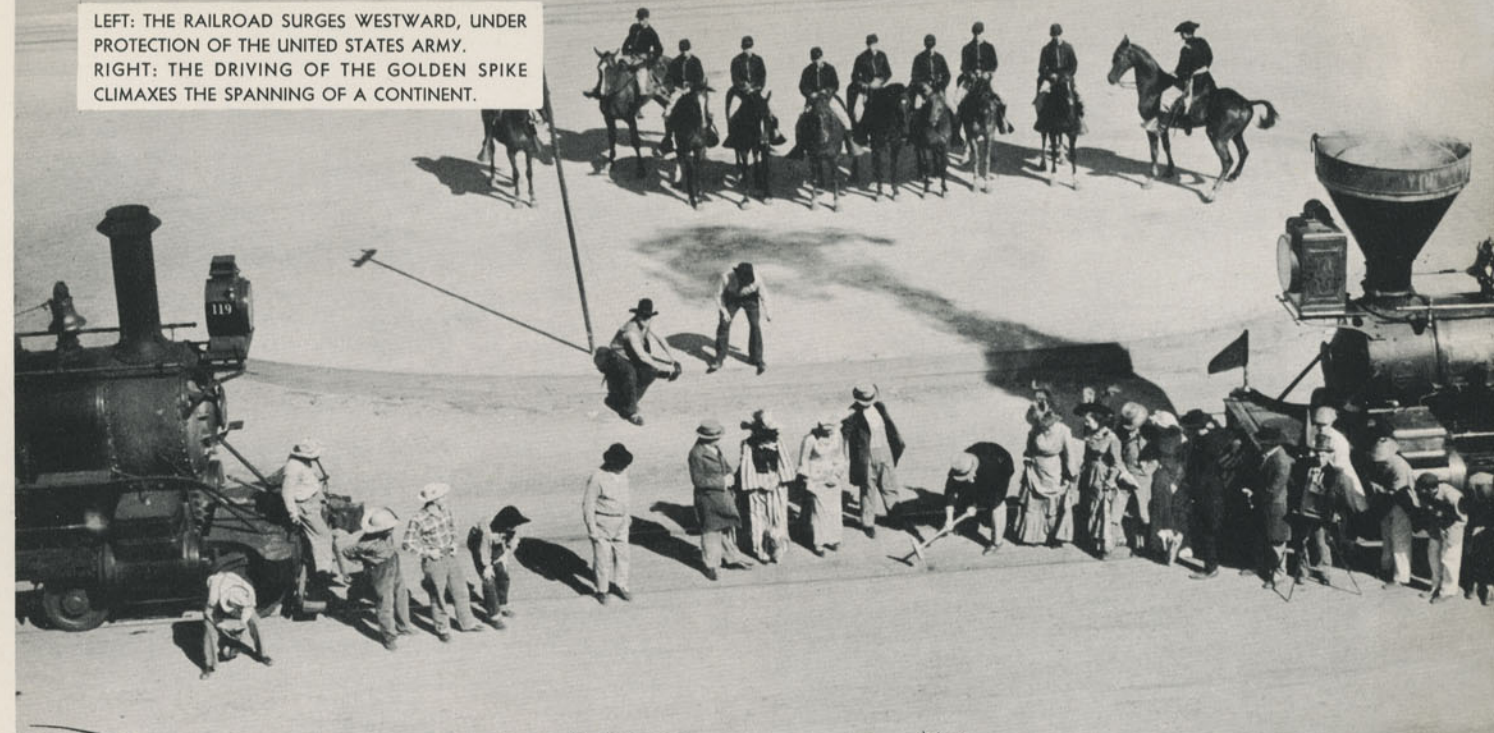
DE WITT CLINTON AND COACHES

Produced by **LENOX R. LOHR**  
 Assisted by **D. M. MacMaster**  
 Staged and directed by **HELEN TIEKEN GERAGHTY**  
 Assistant Director—**Earl J. Brisgal**      Musical Director—**Isaac Van Grove**  
 Choreographer—**Joan Woodruff**      Costume Director—**Lurene Stone**  
 Adapted from a pageant play by **Edward Hungerford**

## Prologue

**INDIAN TRAILS AND WATERWAYS—1673—**Today, America is a nation on wheels—wheels that have rolled through wilderness and waste land, leaving in their tracks, a thousand cities, ten thousand towns. Yesterday, America was a boundless wilderness. The Indian knew the intricacies of its trails and waterways. By canoe, piroque, the horse and crude travois he penetrated the great unknown. Father Marquette, Joliet and voyageurs reached the shores of Lake Michigan in 1673. They were the advance guard of transport, pushing the frontier westward.

LEFT: THE RAILROAD SURGES WESTWARD, UNDER PROTECTION OF THE UNITED STATES ARMY.  
 RIGHT: THE DRIVING OF THE GOLDEN SPIKE CLIMAXES THE SPANNING OF A CONTINENT.

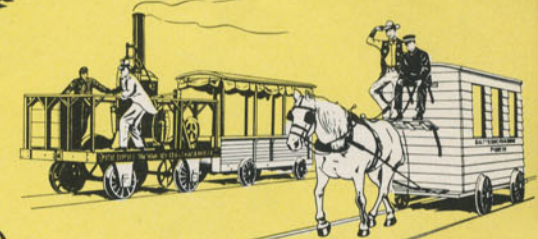


## Scene 1

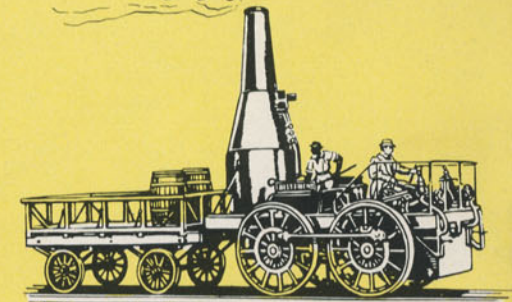
**THE NATIONAL ROAD—1815—**On the heels of the voyageurs came the explorers, adventurers, and brave pioneers pressing ever further into the wilderness. Indian trails became roadways. Most important of these early turnpikes was the National Road. An army of wagons and travelers of all description moved westward. This first great inland route becomes an artery for a growing nation, pumping the throbbing spirit of a growing people westward toward the Mississippi.

## Scene 2

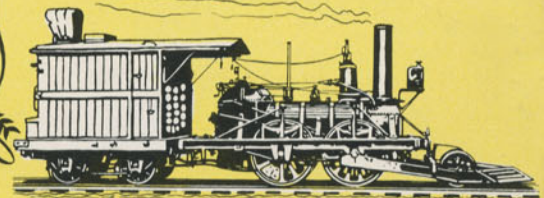
**THE IRON HORSE—1829-36—**A new era of transportation appears. Steam becomes the new motive power. Able to cover greater distances, man lays down rails and the parade of the Iron Horse begins. First come the De Witt Clinton, the John Bull and the Best Friend of Charleston. The Tom Thumb races the Pioneer horse car, and the gray mare wins; but the mounting pace of steam locomotion cannot be long delayed. For, as the John Hancock, the Atlantic and the LaFayette add new records in the conquest of space, America's first railways begin to reach out across the nation.



TOM THUMB IN EPIC RACE



BEST FRIEND OF CHARLESTON



JOHN BULL



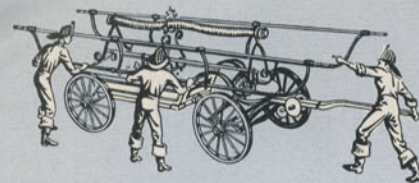
CONESTOGA WAGON



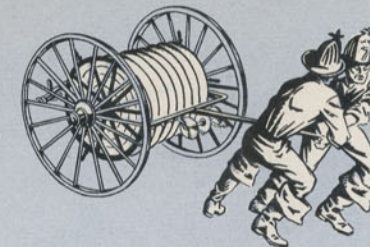
WELLS-FARGO STAGE COACH



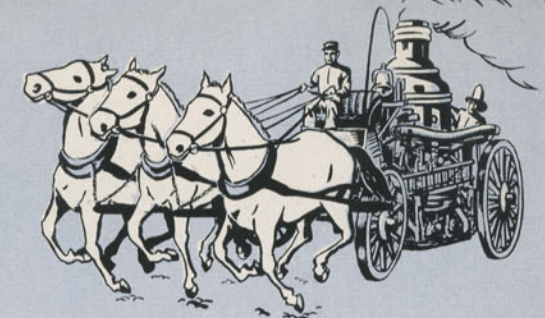
PONY EXPRESS



HAND PUMPER



HOSE CART



THREE HORSE FIRE ENGINE



CUMBERLAND VALLEY PIONEER

### Scene 3

**RAILS ACROSS THE PRAIRIE—1848-68**—Closely pressing the voyageurs, adventurers, and the gypsy-like first settlers, come large groups of more substantial citizens. Villages and towns are founded. Modest homes, churches and schools arise from the prairie. Transportation over mud roads and treacherous streams gives way to short haul railroads everywhere. As they spread they form a network of rails permitting the transport of freight and passengers to previously isolated communities all over the Mississippi Valley.

### Scene 7

**PROMONTORY POINT—1869**—This is the day, this the hour, for which the nation has waited these long years—May 10, 1869, at Promontory Point on the rim of the Great Salt Lake! From Omaha, across the plains of Nebraska and Wyoming comes the Union Pacific. From California, over mountain and gorge, races the Central Pacific to this common meeting point. Before cheering crowds, the golden spike is driven that completes the rail link across the continent. A union of east and west that will never be split assunder is born out of lone cherished hope, foresight, courage, human sacrifice.



CHIEF'S BUGGY

### Scene 4

**WESTWARD HO! 1849**—Gold! The whispering of a single word sets an entire land aflame. The westward trek begins. Countless caravans of covered wagons, crude carts and weary travelers press toward the setting sun. The Wells Fargo coach transports passengers and gold over thousands of miles of open plain and rugged mountains. The Pony Express, riding through wind and rain, blazing sun and bitter cold, carries the mail across the lawless Overland Trail.

### Scene 8

**SANTA FE—1878**—The Santa Fe stretches its ribbons of steel from eastern Kansas, south and west, across deep-hued deserts and sun-baked plains—beyond the Mesa Verde and the Sangre de Cristo range. As guitars play sweetly, Spanish señoritas, charros, padres, Navajos, prospectors, roustabouts and hurdy-gurdy girls await the arrival of the first train. Arriving travelers, popeyed as they behold the wonders of a new world, are served by pretty girls, who add a note of romance and refinement to the rough and tumble towns of the old Southwest. Once known only as a trader's route, beset by dangers at every turn, the railroad brings a new breed of thrifty homesteaders to the old Southwest.



WESTWARD HO!

### Scene 5

**LINCOLN 1860-65**—Untrained, untried, uncouth and uncultured, the man whom Fate held in store to save the Union, pauses to speak his Farewell Address to his neighbors as he leaves Springfield, Illinois, for Washington. The mighty axle of the nation cracks! Five years later, Mister Lincoln returns—a martyred President on a Funeral Train—to live forever in the hearts of a free, united America.

### Scene 9

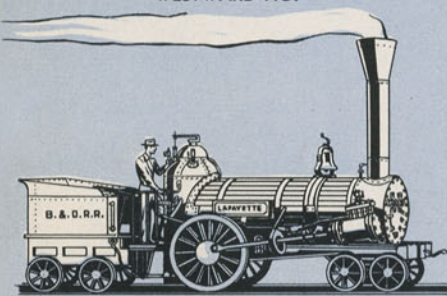
**OPENING OF THE NORTHWEST—1878-88**—From the fjords and farms and villages of northern Europe immigrants come to till the fertile lands granted the railroads in the great American Northwest. They join in taming the wilderness, in laying the foundation of a great nation. Farmer, lumberjack, and pioneer of American industry take their places in the common destiny.



THE HOLDUP

### Scene 6

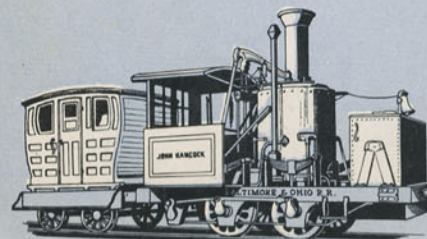
**SPANNING A CONTINENT—1866**—The first bridge across the Mississippi has been built. Congress legislates our first trans-continental railroad into reality. Through the virgin lands of the Sioux, the Apaches and the Comanches, the railroad plods its way westward. Countless thousands work together to span a continent and combine the greatness of the East and West.



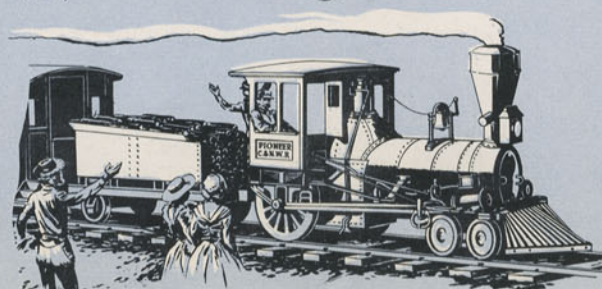
LAFAYETTE



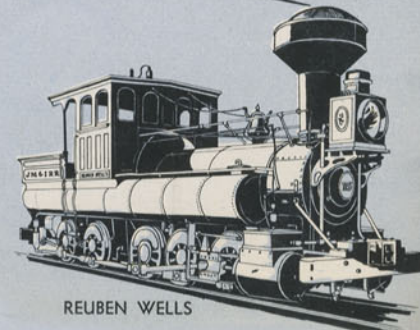
PIONEER ZEPHYR-1934



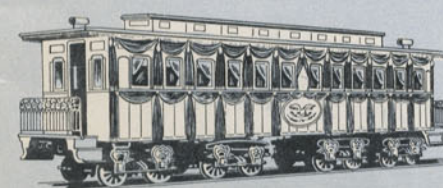
JOHN HANCOCK AND BRIDAL COACH



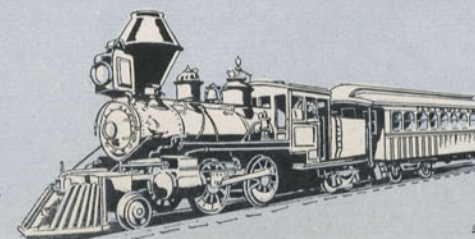
C. & N. W. PIONEER



REUBEN WELLS



LINCOLN FUNERAL COACH



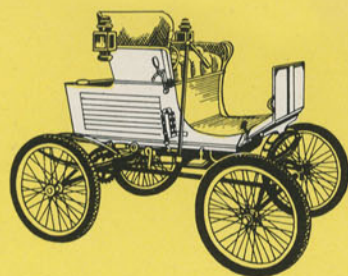
ILLINOIS CENTRAL SUBURBAN TRAIN



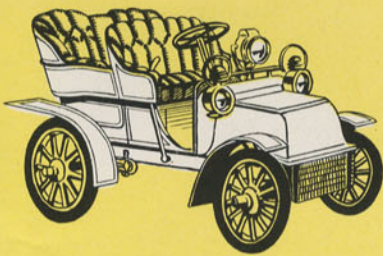
NUMBER 999



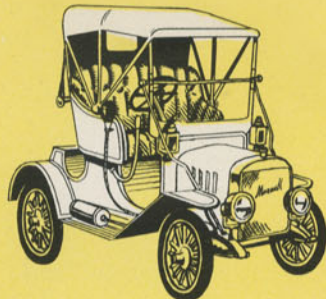
EARLY BICYCLES



LOCOMOBILE STEAMER - 1900



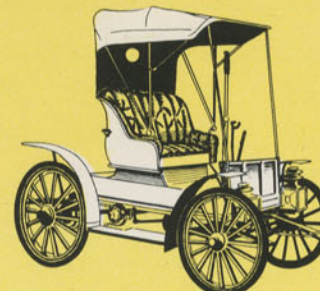
CADILLAC - 1904



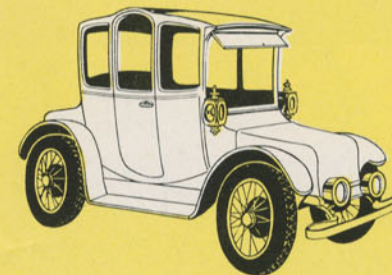
MAXWELL - 1906



REO - 1908



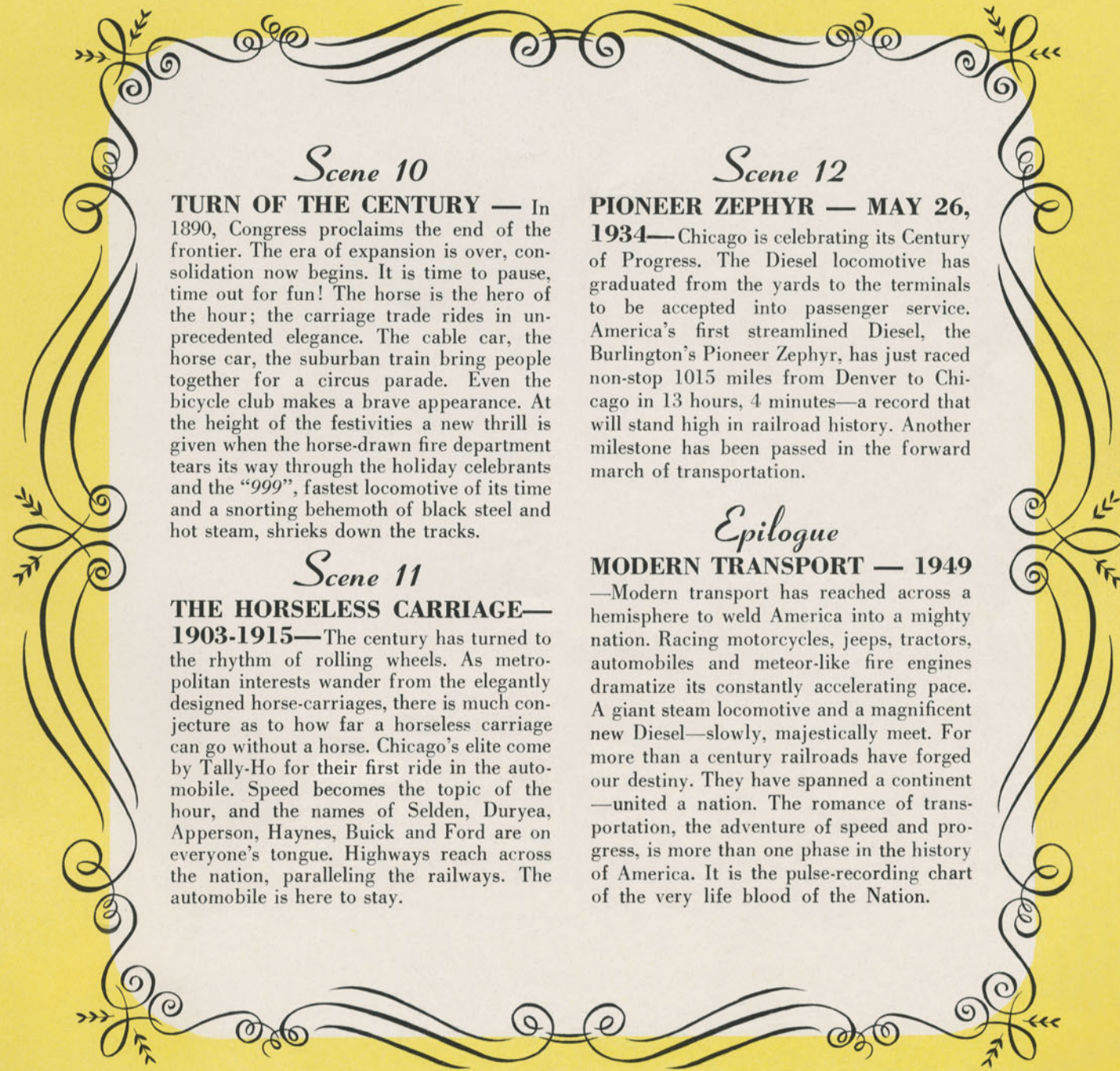
SEARS - 1910



CHICAGO ELECTRIC - 1913



STANLEY STEAMER - 1912



### Scene 10

**TURN OF THE CENTURY** — In 1890, Congress proclaims the end of the frontier. The era of expansion is over, consolidation now begins. It is time to pause, time out for fun! The horse is the hero of the hour; the carriage trade rides in unprecedented elegance. The cable car, the horse car, the suburban train bring people together for a circus parade. Even the bicycle club makes a brave appearance. At the height of the festivities a new thrill is given when the horse-drawn fire department tears its way through the holiday celebrants and the "999", fastest locomotive of its time and a snorting behemoth of black steel and hot steam, shrieks down the tracks.

### Scene 11

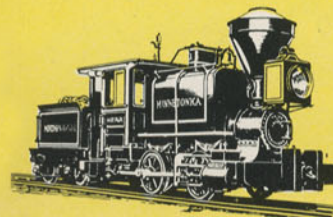
**THE HORSELESS CARRIAGE—1903-1915**—The century has turned to the rhythm of rolling wheels. As metropolitan interests wander from the elegantly designed horse-carriages, there is much conjecture as to how far a horseless carriage can go without a horse. Chicago's elite come by Tally-Ho for their first ride in the automobile. Speed becomes the topic of the hour, and the names of Selden, Duryea, Apperson, Haynes, Buick and Ford are on everyone's tongue. Highways reach across the nation, paralleling the railways. The automobile is here to stay.

### Scene 12

**PIONEER ZEPHYR — MAY 26, 1934**—Chicago is celebrating its Century of Progress. The Diesel locomotive has graduated from the yards to the terminals to be accepted into passenger service. America's first streamlined Diesel, the Burlington's Pioneer Zephyr, has just raced non-stop 1015 miles from Denver to Chicago in 13 hours, 4 minutes—a record that will stand high in railroad history. Another milestone has been passed in the forward march of transportation.

### Epilogue

**MODERN TRANSPORT — 1949**—Modern transport has reached across a hemisphere to weld America into a mighty nation. Racing motorcycles, jeeps, tractors, automobiles and meteor-like fire engines dramatize its constantly accelerating pace. A giant steam locomotive and a magnificent new Diesel—slowly, majestically meet. For more than a century railroads have forged our destiny. They have spanned a continent—united a nation. The romance of transportation, the adventure of speed and progress, is more than one phase in the history of America. It is the pulse-recording chart of the very life blood of the Nation.



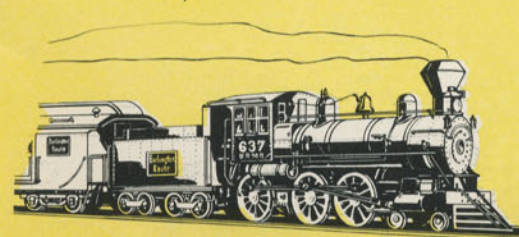
MINNETONKA



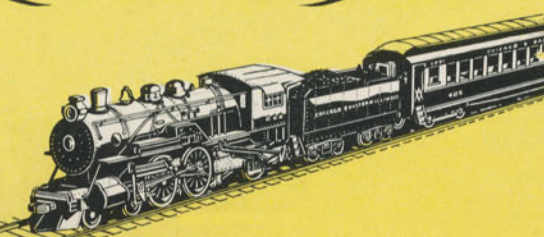
WILLIAM CROOKS



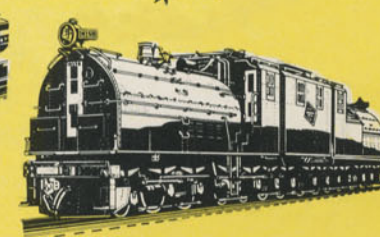
LITTLE BUTTERCUP



IMMIGRANT TRAIN



C. & E. I. No. 222



MILWAUKEE ELECTRIC

# CHICAGO RAILROAD FAIR

1. Main entrance
2. Administration building
3. Cypress Gardens Water Thrill Show
4. Special events arena
5. Ice Frolics
6. "Florida in Chicago" and replica of Bok Singing Tower—Chicago & Eastern Illinois Railroad
7. San Francisco cable car—Golden Gate theatre—Western Pacific Railroad
8. Old French quarter and New Orleans exhibit—Illinois Central Railroad
9. Rodeo show, dude ranch, "Old Faithful" geyser—Burlington, Great Northern and Northern Pacific Railroads
10. Moffat Tunnel and theatre—Denver and Rio Grande Railroad
11. Rocket Village, square dancing, Southwest exhibit—Rock Island Lines
12. Santa Fe Indian village, New Mexico and Arizona Indian tribes, tribal dances, medicine men, Indian crafts workers, trading post—Atchison, Topeka and Santa Fe System
13. Vitarama Hall, joint exposition by nine eastern railroads, "Genial Joe", mammoth scaled model railroad system
14. "Wheels a-Rolling" theatre, 6,000 seats
15. Paul Bunyan exhibit and prize award, chalk-talk quiz show—Chicago and Northwestern System
16. Pullman Company's display of latest in passenger travel comforts and luxuries

17. Spanish American Village, "Big Boy"—largest steam locomotive ever built, free rides for the kiddies on miniature streamliner—Union Pacific Railroad
18. Shelter Building
19. Gold Gulch, old gold rush mining town
20. Budd Company's exhibit of nation's newest streamline cars
21. Main parking lot
22. Famous train display, including General Motors' "Train of Tomorrow," the Spanish government's new "Talgo" mystery train, and U. S. Army exhibit
23. "Deadwood," north terminal of Deadwood Central narrow gauge railroad
24. Gold Gulch narrow gauge station
25. Santa Fe movie theatre
26. Travel Building
27. Main plaza
28. Gold Gulch, U. S. Post Office
29. Harbor View Terrace Restaurant
30. North Restaurant
31. Cable Car Inn
32. Railhead Inn
33. Leo's Grubstake Restaurant
34. Eastern Railroads Restaurant
35. Rock Island's "Fiesta" and 1880 "Palace" dining cars
36. Illinois Central's "Cafe St. Louis," all-electric dining car
37. Chesapeake and Ohio "Chessie Club" dining and tavern cars



Lake Michigan



**50 ACRES  
OF THRILLS  
DRAMA · ACTION**



**Tribal Dances in a Real Indian Village—Sand Paintings by Famed Medicine Men—Redskin Craftsmen and Artists**

For a real taste of colorful life in the Southwest Indian country there are few more convincing spots than the picturesque Indian village with its pueblos, hogans and wickiups transplanted by the Santa Fe Railway to the Fair, from the wilds of Arizona and New Mexico. See the dancers of more than a dozen famous tribes in their colorful religious dances several times daily in an open air theatre with seats for 600. Watch the Indian medicine man as he drives evil spirits away with his sacred sand painting. Right in front of you entire Indian families will ply their arts and crafts, producing their legendary wonders in silverware, weaving, basketry and blankets. Visit the Trading Post. The Santa Fe also operates a free movie theatre north of the 23rd St. gate.

**The Atchison, Topeka and Santa Fe Railway System**

**First American Public Presentation of the 3-Dimension Vitarama—"Genial Joe"—Model Railroad System**

Vitarama, new 3-dimension picture discovery which has thrilled and mystified private audiences, is brought to the public for the first time as feature attraction at the joint exhibit of nine Eastern Railroads. Only machine of its kind in the United States today, the Vitarama uses simultaneously five different screens to depict the part played by the Railroads in the growth of America and as a means of travel, particularly in the East. Vitarama Hall holds 650 spectators. Immediately adjacent is "Genial Joe," giant robot railroad fireman and favorite of the kiddies. In another building there is the big model railroad system with accurately scaled model trains of the nine sponsor railroads tearing around a huge network of tracks. Adjoining Vitarama Hall is a new, large outdoor restaurant.

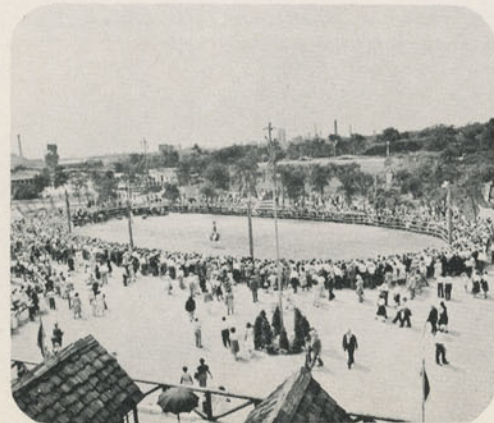
**Baltimore & Ohio—Boston & Maine—Erie  
Maine Central—Monon—New York Central  
Nickel Plate—Pennsylvania—Wabash**



**Bronco-Busting Rodeo Stars—Old Faithful Geyser in Action—Dude Ranch—Indian Tepees—Totem Poles**

Breath-taking thrills! You'll get them aplenty at the all-new rodeo show, presented by the Burlington, Great Northern and Northern Pacific Railroads. Champions of the internationally known Cheyenne Frontier Days and the Calgary Stampede annual rodeo competitions do their stuff several times daily. For the most daring in bronco-busting, bull-dogging, calf-roping, Roman horse racing, trick and fancy roping, join the throngs at the big corral next to the Dude Ranch lodge-chalet. While there, don't miss the replica of Old Faithful geyser shooting its waters skyward.

**Burlington Lines . . . Great Northern Railway Company  
Northern Pacific Railway Company**



**Colorful Florida in All its Glory—Music from the Bok Singing Tower—Tropical Gardens**

Lovers of beauty will thrill in the Florida estate of early Colonial Days presented by the Chicago & Eastern Illinois Railroad. Completely new this year are its 25-foot scale replica of the famous Bok singing tower, the reflection pool of the picturesque bird sanctuary at Lake Wales, Florida, with the walk-ways lined as an avenue of palms. More than 2,000 varieties of semi-tropical flowers and fruits supply an exotic background for the lake front lounge where visitors are invited to relax in true Florida style under brilliantly-hued beach umbrellas. Sip cooling orange juice served by beautiful Southern hostesses. Enjoy pleasures popular with vacationists to Dixieland.

**Chicago & Eastern Illinois Railroad**



**Paul Bunyan, Legendary Hero of the North Woods—A New Quiz Show—Prizes for Picture Guessers**

Meet Paul Bunyan! A 35-foot robot of the mythical superman of the North Woods, complete to his size 69 boots and 80 neck-size shirt is presented by the Chicago And Northwestern whose lines now ply the area where he once held reign. Paul talks, moves, shakes hands and gets a real kick, recounting his famous feats. "Babe, the Blue Ox" that measured 42 ax handles and a plug of tobacco between the horns, is here, too, with her fabled master. Approximately ten times daily, the Northwestern also presents a free, 30 minute chalk talk by well known artists. Spectators, guessing what the final drawings will be, receive cash awards. Wrong guesses mean a bigger pot for the next show. In addition the finished drawings go by lot to members of the audience.

**The Chicago And North Western Railway System**



**Moffat Tunnel Brought East—Engineering Masterpiece that Beat the Rockies Depicts Transportation's Progress**

An exact replica of the portal of the marvelous Moffat Tunnel which pierces the Continental Divide 50 miles west of Denver has been erected at the Fair by the Denver & Rio Grande Railroad. For this novel exhibit there were hauled to Chicago tons of the same red rock that was blasted from the mountains for the original tunnel, which took five years to build, cost more than 18 million dollars and now saves the railroad traveller 173 miles between Denver and Salt Lake City. The entrance of the Fair tunnel, same size as the original, leads to a movie theater and exhibit gallery.

**Denver & Rio Grande Railroad**

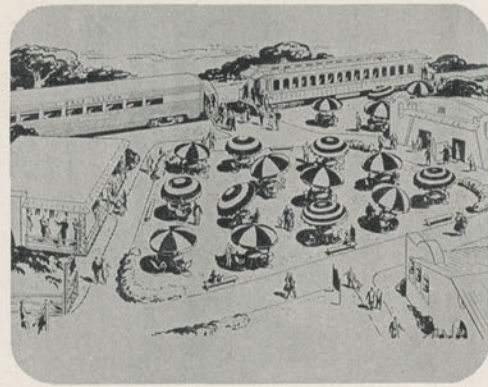


**New Orleans' French Quarter Reproduced in Chicago—Meals on World's First all-Electric Diner**

For the romance of the 18th Century South the Illinois Central Railroad's old New Orleans exhibit, with its typical French Quarter street and flagstone courtyard, takes the visitor back to the gracious living of the early 1800's. Strolling musicians sing the melodies of the Old South in keeping with the hospitality offered by youthful hostesses in dainty Dixie costumes. Through covered archways and cool "breezeways" the paths lead to a comfortable pavilion, with plenty of comfortable seating for the leg-weary, where reservations may be made for meals served on the Cafe St. Louis, world's first all-electric dining car, last word in railroad passenger luxury and rushed off the production lines just in time for the Fair.

**Illinois Central Railroad**





**Old Mexico in All Its Romance—Square Dancing in the Village Dance Hall—Dining a la 1880 or 1949**

Fiesta! . . . Gay, throbbing, romantic . . . keynote the Rock Island Lines' presentation at the Rocket Village. Hear the plaintive melodies of old Mexico or join in the stirring tempo of the western square dance in surroundings reproducing the lures of the Spanish Mission and western ranch countries. Music and dancing by stage headliners. For the lover of happy living, meals in the colorful Fiesta dining car or more old fashioned repasts in a replica of the railroad's 1880 "Palace" dining car with its hanging lamps, mahogany panelling and mid-Victorian niceties. In other buildings . . . dioramas, movies. Free entertainment afternoons and evenings.

**Rock Island Lines**

**Carefree Days in the Outdoors West—The Famed Golden Spike—Free-Rides for Youngsters—Miniature Streamliner**

The Western Wonderlands Exhibit of the Union Pacific has been entirely revamped for the 1949 Fair. Spanish-American type buildings, topped by a 55-foot tower, include among their many exhibits rapidly changing picturizations of the fun, sunshine, relaxation and carefree life of the Outdoors West. For railroad and camera fans there is "Big Boy", largest steam locomotive ever built. And for the little folks there are free rides on a miniature streamliner on more trackage than last year. Occupying the position of honor is the actual Golden Spike, driven into the rails at Promontory Point 80 years ago, marking the meeting of the Union Pacific and Central Pacific and completion of the nation's first transcontinental railroad.

**Union Pacific Railroad**



**A San Francisco Cable Car Climbing the Shore of Lake Michigan—California's Golden Beginning Reenacted**

Get the same kick you would enjoy on one of the fabled, cable cars of San Francisco. Fair visitors are invited by the Western Pacific Railroad to free rides on a car that was first put into service in the Golden Gate City in 1880. Manned by a gripman and conductor, brought from the Coast because of their colorful speech and gong-ringing ability, it runs up the hilly shore of the Fair's Lake Front and terminates at a turn-table, just as it does back home on its San Francisco trips ending at Market Street. At the Golden Gate Theatre terminal building see the movie, "California's Golden Beginning."

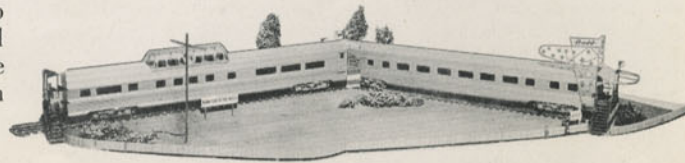
**Western Pacific Railroad**



**Changed Every Week—The Latest Railroad Car off America's Production Lines**

Railroad Fair visitors are being shown the last word in railroad passenger car progress. Every seven days, at the Budd Company's exhibit, "The Car of the Week," a brand new arrival from the production line, goes on display. To demonstrate all involved in the scientific development of these miracles on wheels, the Budd Company is also showing an incomplete car, so that actual design and construction may be examined in detail. Pioneering achievements in the railway equipment field are also portrayed in a series of three-dimensionally treated models, photos and dioramas. Topping the entrance to the general exhibit is a miniature train running on an aerial track.

**The Budd Company**



**Relax in the Latest of Pullman Luxury—Find Out How It's Done from the "World's Greatest Housekeeper"**

See the latest wonders in railroad travel luxury in the enlarged exhibit of The Pullman Company. Take a few moments out in your Fair visit to enjoy true Pullman comfort in the streamlined surroundings, so skillfully produced by post-war science to make veritable mansions of the railroad sleeping, lounge, club and observation cars. Pullman conductors and porters long known to the world's most famous travelers will demonstrate all the latest improvements. For the housewife there is a particular treat in learning the "tricks" in housekeeping perfected by the one company that handles more transient guests daily than any other host organization in history.

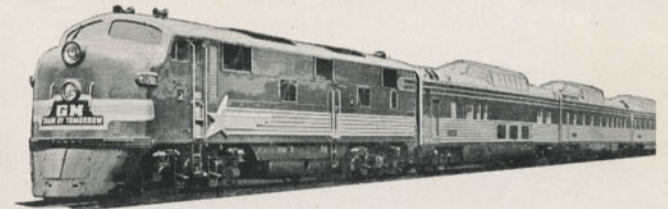
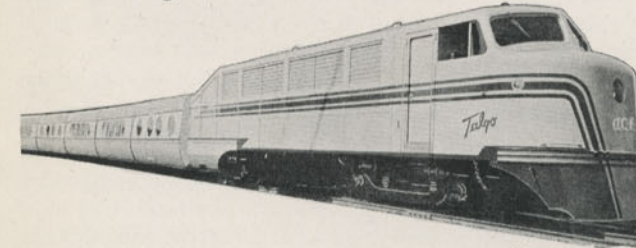
**The Pullman Company**



**Most Spectacular Display of Famous Trains Ever Assembled—America's Newest Streamliners The "Train of Tomorrow"—Spanish "Mystery Train"**

On a great network of tracks at the south end of the Fair you will behold the pride of the modern railroad world. Open for full inspection are the latest passenger and freight creations of the leading Eastern and Western lines. Go through such marvels as the General Motors "Train of Tomorrow," and the revolutionary "Talgo," low gravity, high speed, "mystery" train just built in this country for the Spanish railroad system and that weighs a little more than one-fourth as much

as ordinary equipment. Learn all about the dynamometer car constructed by the University of Illinois and the Illinois Central to test the pulling power of locomotives; and the stripped-down, diesel training car of the Electro Motive Division of General Motors to train locomotive engineers for new streamliners. See the new Polar Region transportation equipment developed by the U. S. Army for the recent joint "Operation Churchill" maneuvers with the Canadian forces in the Arctic.



**General Information**

**First Aid . . .** The Chicago Chapter, American Red Cross, operates a fully staffed, emergency medical center on the Fair grounds. Location—in the U. S. Army Hospital Car, south of the "Wheels a-Rolling" grandstand.

**Public Telephones . . .** Locations—In the plaza outside the Main Entrance (23rd St.); both ends of "Wheels a-Rolling" grandstand; and at entrance to main auto parking lot (29th St.).

**Public Comfort Stations . . .** Locations—Lower floor, Fair Administration Building, immediately behind the 23rd St. entrance; under "Wheels a-Rolling" grandstand; and in Gold Gulch Post Office building. Other facilities in Illinois Central, Burlington-Great Northern-Northern Pacific, Eastern Railroads and Pullman exhibit buildings.

**Lost and Found . . .** Inquire at Administration Building, Main Gate (23rd St.).

**Lost Children . . .** Consult Chicago Park District Police headquarters, at Administration Building, Main Gate (23rd St.).

**Free Fireworks Display . . .** Unless weather or special circumstances prevent, free fireworks displays are staged nightly at 10:30 p.m., following last daily performance of "Wheels a-Rolling." Location—north end of Fair Grounds.

**Special Events . . .** Unless announced otherwise, all special one-day events or celebrations will occur at Special Events Arena, on Lake Front, north end of Fair Grounds. All such features, free of charge.

**"Wheels a-Rolling" Rain Checks . . .** In case of cancellation of any performance of "Wheels a-Rolling" before thirty minutes have elapsed, rain checks will be issued.

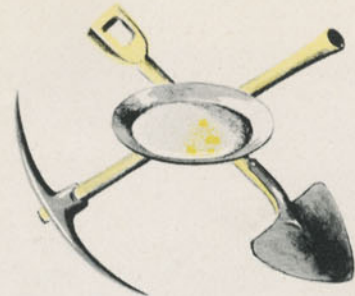
**Dining Facilities . . .** The Railroad Fair's dining facilities include the following:

- |  |   |
|--|---|
| <b>"FIESTA" DINING CAR</b><br><i>Luncheons and dinners</i><br><i>At Rock Island exhibit</i>                                  | <b>HARBOR VIEW RESTAURANT AND TERRACE</b><br><i>Just north of 23rd St. gate</i><br><i>(Seats 700)</i> |
| <b>"PALACE" 1880 DINING CAR</b><br><i>Sandwiches and soft drinks only; At Rock Island exhibit</i>                            | <b>LEO'S GRUBSTAKE RESTAURANT</b><br><i>In Gold Gulch Exhibit Area</i><br><i>(Seats 300)</i>          |
| <b>EASTERN RAILROADS DINING COURT</b><br><i>Next to Vitarama Hall</i><br><i>(Seats 300)</i>                                  | <b>RAILHEAD INN</b><br><i>Between Gold Gulch and Pullman exhibits</i><br><i>(Seats 400)</i>           |
| <b>"CAFE ST. LOUIS" (all electric dining car)</b><br><i>Luncheons and dinners only</i><br><i>At Illinois Central exhibit</i> | <b>CABLE CAR INN</b><br><i>Just south of 23rd St. gate</i><br><i>(Seats 450)</i>                      |

**CHESAPEAKE AND OHIO "CHESSIE CLUB" DINING CAR**  
*Luncheons and dinners only*  
*In Train Display Area*

In addition there are lunch stands located conveniently on all main roads through the Fair grounds.





**"Gold Gulch"  
—Frontier Town of Gold Rush Days  
—Life in West When Men Were Men**

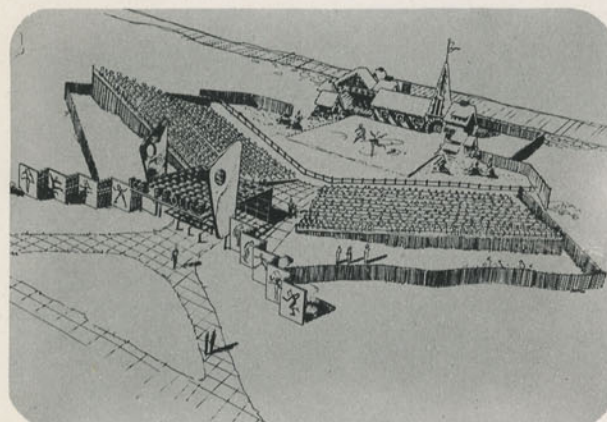
"Gold Gulch", another of the Fair's new 1949 features, transplants the spectator to a reincarnated 19th Century gold mining boom town. In every detail it reenacts all the excitement of life in the untamed, wild and wooly West when a man's shooting iron was his best friend and when early railroads were pushing toward the Pacific. From its action-filled Main Street and wooden sidewalks to the bearded gun-toting "old timers" working its gold mine, it gives visitors the feeling of stalking around in surroundings like those once familiar to Billy the Kid, Jesse James and other early western bad men. There's a new appreciation of the courage and grim perseverance it took to build America to be had from its many crude exhibits. For true perspective you will like its "Grubstake" dining spot, "Close Shave" barbershop,

"Dirty Shame" saloon, "Gazette" newspaper, Western bank reproduced by the Continental-Illinois National, assay office, Arcade, "Ope-ry" house, Adobe Handicraft Shop, "Old Daguerreotype" picture gallery, "Wild West Hall of Fame" Museum, Fun House, Nickelodeon, Court house and jail, shooting gallery, and "Boot Hill" cemetery. And for youngsters there are rides on prancing Western ponies.



**Another 1949 Headliner—The Cream of the Skating World in an All-new Outdoor "Ice Show"**

Enjoy the refreshing novelty of stirring ice-skating showmanship produced under the summer sun. Sponsored by the companies that furnish the equipment, materials, and supplies to the railroad industry, as their collective contribution to the 1949 edition of the railroads' mammoth good-will offering to the American public, the "Ice Show" is presented in a newly built rink just north of the Fair's Main Gate. Professional ice-skaters and a highly trained dazzling all-girl skating ensemble combine in a rapidly changing series of musically supported innovations to keep you on the edge of your seats for performances lasting 30 minutes each. Shows, six times daily. Admission free. Seats for 1,200.

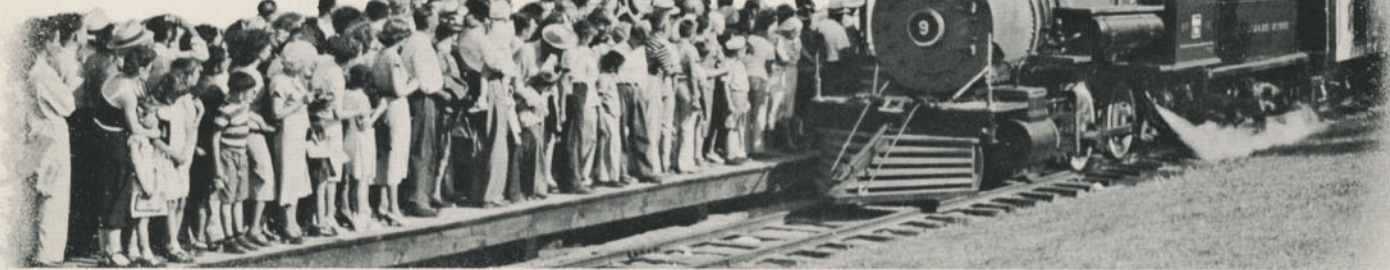


**Water Ski Stunting by the World's Foremost Performers—Parade of Beach Fashions—The Aqua Belles**

Glamour and thrills—both of the Hollywood variety—are offered four times daily in the breathtaking Cypress Gardens Water Thrill Show at the north end of the fairgrounds. In this new 1949 Railroad Fair feature, the world's foremost water ski, aquaplane and water toboggan champions skim over the blue waters of Lake Michigan at 40 miles an hour while performing unbelievable feats of skill and daring. There are spectacular routines by the lovely Aqua Belles from Florida's famed Cypress Gardens—the same lithe beauties you have seen many times in motion pictures and the newsreels. Their "Parade of Beach Fashions" features the newest and smartest in feminine bathing garb. And the amazing Aqua Clowns rollick through one of the funniest comedy routines ever staged. Seating capacity, 4,700.



**"Deadwood Central"**



**Ride the "Deadwood Central"—On Narrow Gauge Trains That Once Climbed the Rockies**

Nothing portrays the progress of rail transportation better than the Fair's "Deadwood Central" railroad with its quaint open-sided sight-seeing cars, just like those that carried the travelers of post Civil War days into the newly discovered marvels of the Rockies.

Relics of the early Colorado mining era of the '70s, the tiny wood-burning locomotive and several cars on the first narrow gauge train enjoyed by a million Fair visitors last year are the same equipment that generations ago opened rail communications between Deadwood, S.D. and Central City, Colo. Taken over later in a merger with the Burlington Lines, this train includes the same private car once used by President Ulysses S. Grant, Diamond Jim Brady and other celebrities of yesteryear.

Supplementing this train, another narrow gauge veteran has been added to the "Deadwood Central" for 1949, ex-

panding the Fair's system into a two-train operation. Owned by the Denver & Rio Grande, the ancient locomotive and cars of this second narrow gauge train, like those of its Burlington contemporary, recall the memories of their historic youth. It is called the Cripple Creek and Tin Cup R. R.

Originally introduced to permit railroading through narrow defiles and over mountain obstacles that could not be traversed by equipment of standard dimensions, both trains of the "Deadwood Central" carried millions in golden ore and multitudes of prospectors, soldiers, Indian traders, adventurers and early settlers in their long periods of service.

At the Chicago Railroad Fair, they operate between the main entrance at 23rd Street and "Gold Gulch", the Fair's Western town.

**RECOGNITION**

**"WHEELS A-ROLLING"**

Particular appreciation is extended to the Museum of Science and Industry of Chicago for the loan of locomotives, horse-drawn vehicles, bicycles, automobiles and other equipment and for the use of the Museum's quarters and facilities for organization and rehearsal. Similar appreciation is extended the following:

- American-LaFrance Foamite Corp.
- A. Watson Armour
- The Atchison, Topeka and Santa Fe Railway System
- Henry B. Babson
- The Baltimore & Ohio Railroad Co.
- Mrs. Charles W. Bidwill
- Bowman Dairy Company
- Burlington Lines
- Butler Motor Co., Willys Overland Dist.
- Chicago and Eastern Illinois Railroad
- Chicago Fire Department
- Chicago Historical Society
- Chicago, Milwaukee, St. Paul and Pacific Railroad Co.
- Chicago and North Western Railway System
- Chicago Transit Authority
- Chrysler Motors Corp.
- Dennison, Iowa, Fire Department
- Edison Institute
- Firestone Tire and Rubber Co.
- Ford Motor Company
- General Motors Corp.—Buick, Cadillac and Oldsmobile Divisions
- Great Northern Railway Co.
- Harley-Davidson Motors
- W. J. Hoss
- Illinois Central Railroad
- International Harvester Co.
- Robert Kaselau
- Ed and Mel Kein
- New York Central System
- Northern Pacific Railway Co.
- D. Cameron Peck
- Pennsylvania Railroad
- The Pullman Company
- Railway Express Agency
- Railway and Locomotive Historical Soc.
- Rock Island Lines
- Southern Railway System
- Studebaker Corp.
- U. S. Tobacco Co.

**"GOLD GULCH"**

In the creation of the new Fair feature, "Gold Gulch," the following have extended valuable cooperation—

- George O. Argall, Jr., Colorado Mining Association
- Burlington Lines
- Chicago Natural History Museum
- Continental Illinois National Bank and Trust Company of Chicago
- Empire Coin Machine Company
- B. H. Goldsmith
- Ralph W. Hirschberg
- Knott's Berry Farm & Ghost Town, Buena Park, California
- Lyons Pony Express Museum, Arcadia, California
- Master Barbers Association of Chicago
- Clarence R. Petrie—Gold Fields in Gold Gulch
- Sheriff E. M. Walsh, Cook County, Ill.
- Le Roy Woodland



