

Façade and entrance, Railroad Building at the New York World's Fair 1939

Railroads

at the **NEW YORK
WORLD'S FAIR
1939**

RAILROADS



New York World's Fair 1939

"The World of Tomorrow"

Fifty million people are expected to attend the New York World's Fair, by far the largest international exposition in history. An average of more than 250,000 visitors will enter the grounds each day between opening day, April 30, and closing day, October 30.

In terms of physical area and total investment the New York Fair is almost three times as great as the Chicago Century of Progress Exposition of 1933.

Fair visitors will see a brilliant city of tomorrow covering 1,216 acres—and representing an investment of almost \$150,000,000. More than 10,000 trees and several million flowers and plants line the seventeen miles of paths and forty-five miles of roadways. Dazzling effects in lighting make the Fair an after-dark extravaganza.

Sixty foreign nations, many states, and hundreds of business organizations are participating.

Substantial reductions in round-trip fares have been made by the railroads from your home town to New York. Your ticket agent will tell you about them and will be glad to plan your schedule and make reservations.

Visit Two Fairs and Return — for \$90

America's Greatest Travel Value

A complete swing around the country—from your home station and back again, visiting both the New York World's Fair and the San Francisco Golden Gate International Exposition, with the privilege of viewing a wide variety of scenic attractions—is now possible for only \$90 round trip in coaches or reclining seat chairs; or for \$135 round trip in sleeping and parlor cars (berth or seat space extra). Children of 5 and under 12 years of age require only half-fare tickets.

Sleeping-car accommodations, where available, may be obtained by holders of the \$135 tickets at a cost of \$45 for a lower berth or \$34.50 for an upper berth for the entire circle trip. Other types of sleeping-car accommodations will be available at correspondingly low rates.

Travel the safe, comfortable, and convenient way—BY TRAIN.

Your ticket agent will arrange your schedule to take full advantage of all the facilities for "seeing America" which these sensational circle fares offer. Call on him—he will gladly assist you.

I.R.T.-B.M.T.
SUBWAY
ENTRANCE

LONG ISLAND
RAILROAD
STATION

INDEPENDENT
SUBWAY
ENTRANCE

THE
RAILROAD
EXHIBIT

INTRAMURAL BUS ROUTE

BUS TERMINAL

*The New York
World's Fair 1939*





Here is the largest steam passenger locomotive of its type in the world — operating under its own power on a roller bed at the Railroad Exhibit

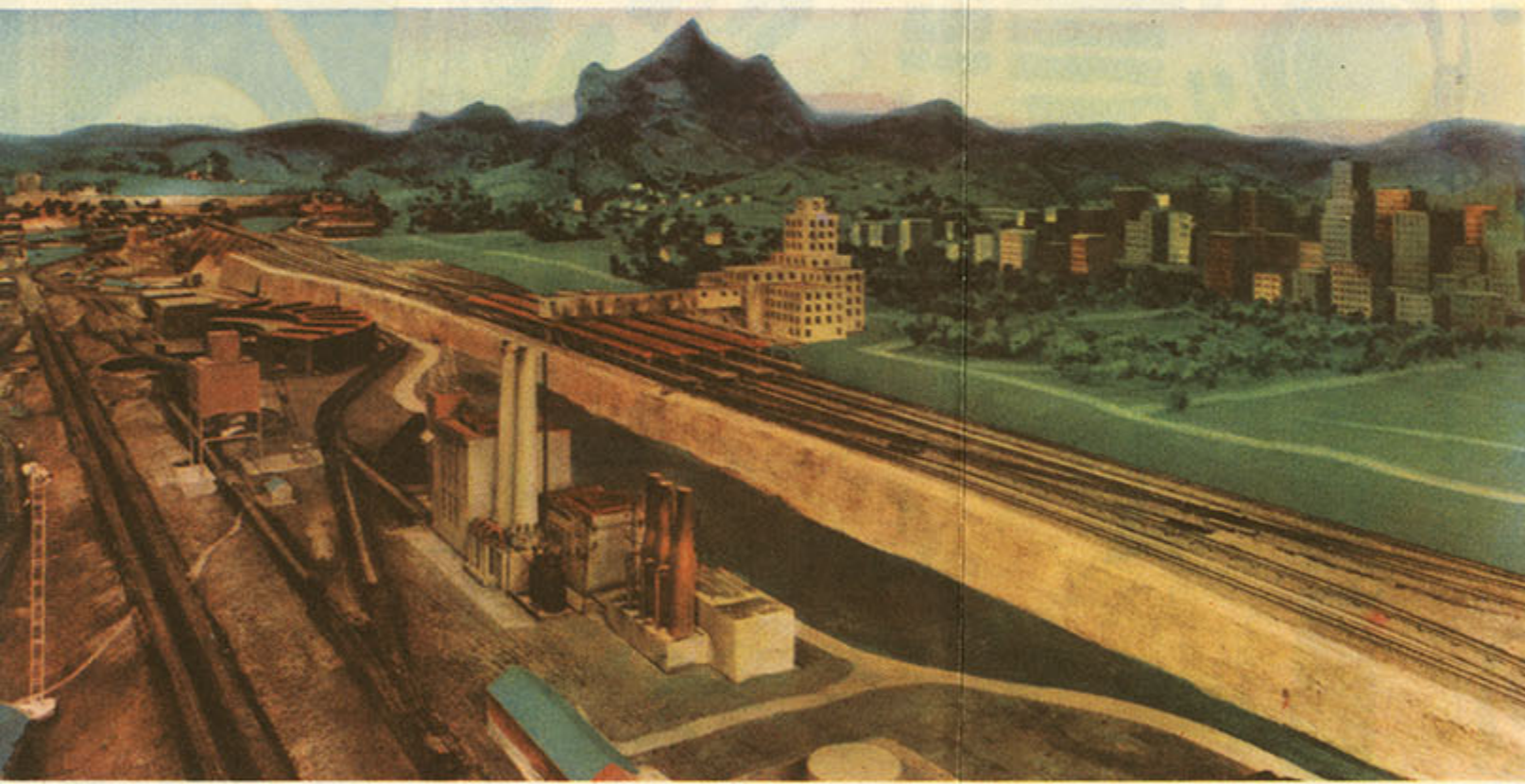
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SSPONSORED by 27 Eastern Railroads, the Railroad Exhibit with Building—the largest on the Fair site—occupies 17 acres, literally a world's fair in itself. Among the unusual features on the greatest transportation program ever presented are:

RAILROADS ON PARADE—A mighty stage spectacle presented on the world's largest stage in an outdoor theater seating 4,000. **BUILDING THE RAILROAD**—An animated dioramic display by the railway supply industry, a mountain in design, on which are shown the construction of railroads and the building of equipment. **RAILROADS AT WORK**—A miniature railroad demonstrating for

the first time anywhere the entire operation of a modern railroad system. **TRACK EXHIBITS**—The most modern trains and other equipment from all parts of the world are on view. A 526-TON LOCOMOTIVE—140 feet in length, the largest of its type ever built, operating under its own power at high speed.

More than 4,500 feet of track are required to show the newest types of American and European trains, cars, and locomotives, including England's latest train—the London, Midland and Scottish Railway's "Coronation Scot"—and Italy's all-electric train, 525 feet in length and capable of running 120 miles an hour.



Section of gigantic model railroad in "Railroads at Work"

Railroads at Work

The Story of Railroad Operation

A colossal model railroad—167 feet in length and 40 feet in depth with 3,800 feet of track, 50 locomotives, and 400 cars—shows the railroad performing its everyday task. In a scenic setting of mountain, valley, forest, and river, more than 1,000 buildings have been constructed to represent cities, factories, railway stations, and car shops. More than 6,000 trees cover the landscape. The signal and control system requires 3,000,000 feet of wire. Train operations are demonstrated at a large union station with complete passenger and freight facilities.

Continuous performances are given daily from 10 A.M. to 8 P.M. They show practically 24 hours of railroad operation under actual conditions of daylight and darkness—an animated presentation on a scale never before attempted.

Building the Railroad

The Story of Railroad Construction

Under the huge dome of the Railroad Building a comprehensive array of diorama and motion models, presented by the railway supply industry and forming a graphic picture of the weaving of the railroad web of America, takes the form of a vast mountainous landscape. Here is shown, step by step, the way in which a railroad is developed from the original clearing of the forest to the time when a fully equipped modern railway system is put in operation.

As the spectator progresses around the model, he is introduced to the various materials, supplies, tools, and equipment used in building the modern railroad.

When the visitor finally reaches the interior of the model he finds a series of supplementary exhibits, including operating models of equipment as well as motion pictures showing details of railroad supply and equipment activities.



Huge diorama in "Building the Railroad"

Railroads on Parade

In thirteen scenes **RAILROADS ON PARADE** portrays transportation from the days of the stagecoach to the modern locomotive and streamlined train of today. These scenes include the celebration of the opening of the Erie Canal; the first trip of a steam locomotive on American soil, at Honesdale, Pa., in 1829; the inaugural trip of President-elect Lincoln in 1861; the driving of the Golden Spike on completion of the first transcontinental railroad in 1869.

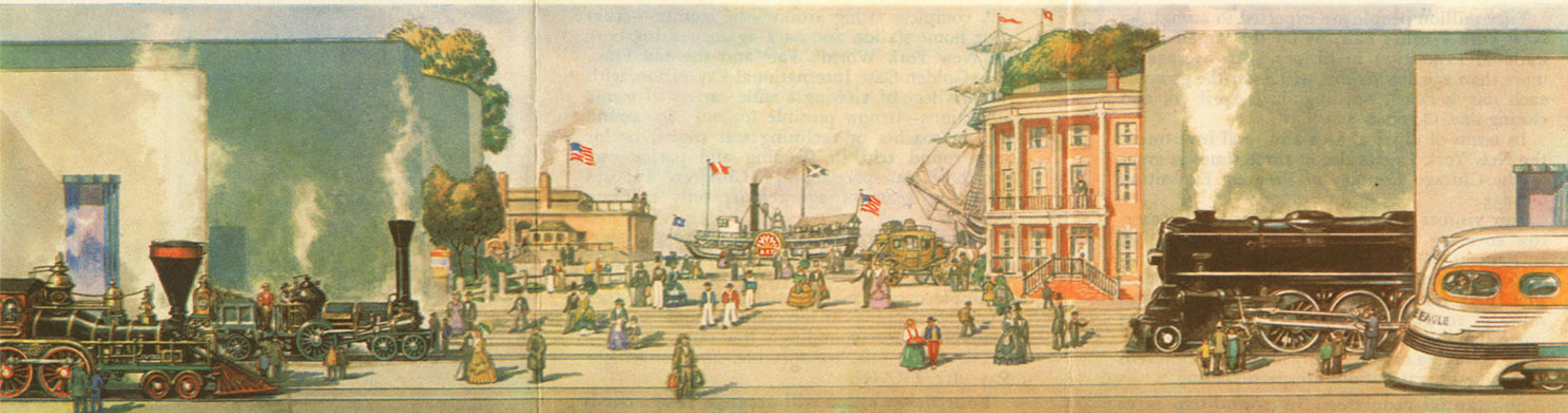
The stage, the largest ever built in America, posed many problems in presenting open-air drama on such a gigantic scale. These difficulties were solved by some of the most ingenious light and sound effects ever offered in any auditorium.

RAILROADS ON PARADE, hailed by critics as the most noteworthy show on the Fair grounds, is presented four times daily during the afternoon and evening.

The Yard, a paradise for amateur photographers and railroad fans, is a full-size reproduction of an old-time passenger station, in which stand many historic engines, including the "Best Friend of Charleston," first locomotive built in America, in 1830; the "Daniel Nason," which ran between Boston and Providence in 1844; the "General" of Civil War fame; the picturesque "J. W. Bowker" from California; and the "999," which once held the world's speed record.

The English-built "John Bull," which came to America in 1831, stands in the rotunda of the Railroad Exhibit.

One of the picturesque scenes in the historic pageant, "Railroads on Parade"



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