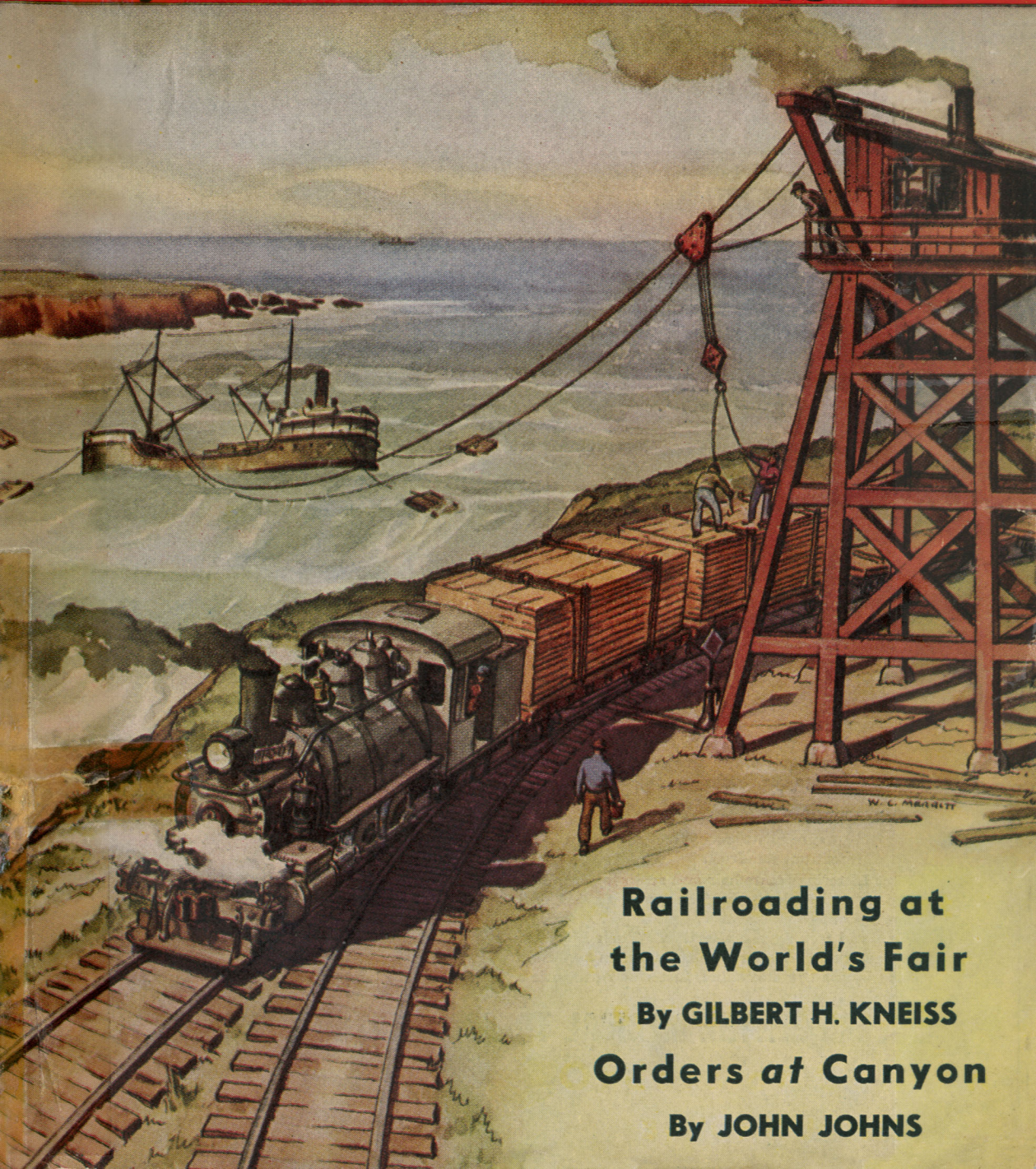


RAILROAD

MAGAZINE

July

15¢



**Railroading at
the World's Fair**
By GILBERT H. KNEISS
Orders at Canyon
By JOHN JOHNS

Railroading at



By **GILBERT H. KNEISS**

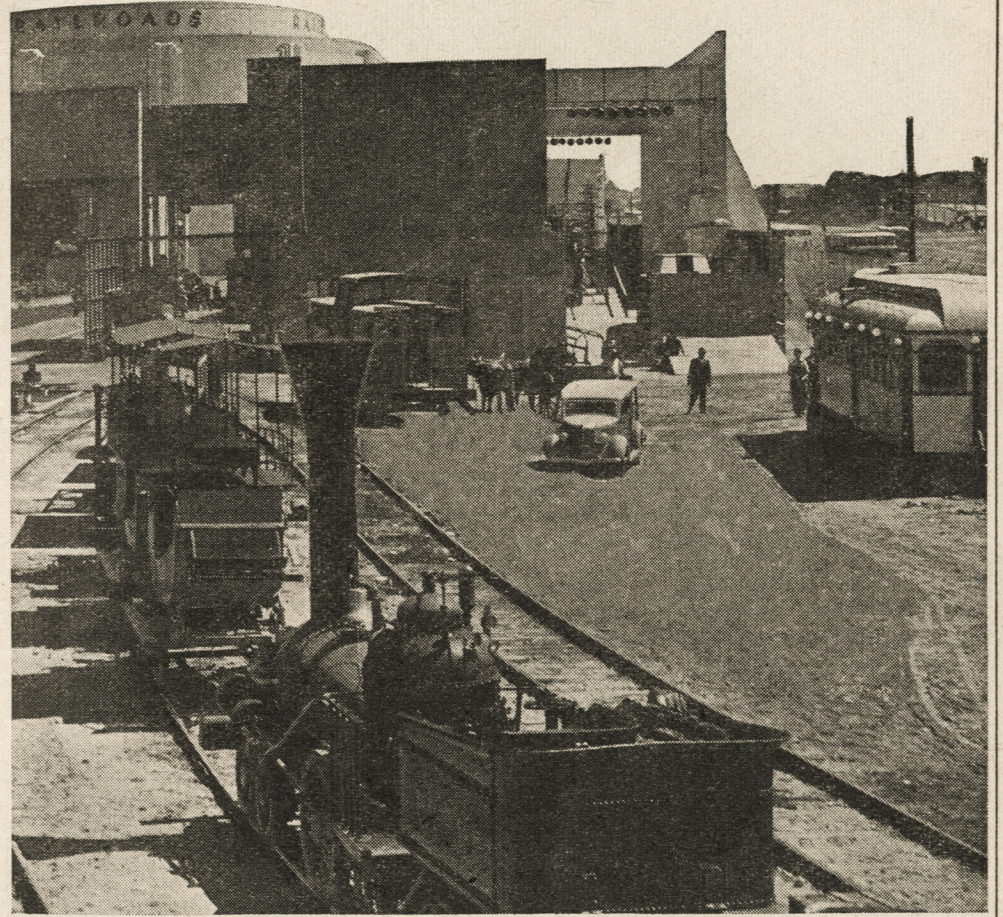
Technical Director of "Railroads on Parade" and Chairman of The Railway & Locomotive Historical Society, Pacific Coast Chapter

RAILROADS ON PARADE," the gigantic iron-horse opera which Edward Hungerford produced for the Eastern Railroads at the New York World's Fair, is ringing up the curtain for the 1940 season. Probably another two million spectators will see the big show this year, and many will gasp in astonishment at the

audacious cunning with which Mr. Hungerford has combined the best in Broadway showmanship with the hard realities of railroading. But, very likely, most of the two million will be too enthralled by the smooth blending of music, action, and swirling steam to realize that the complete operation of a railroad is involved.

For "Railroads on Parade" is a rail-

the World's Fair

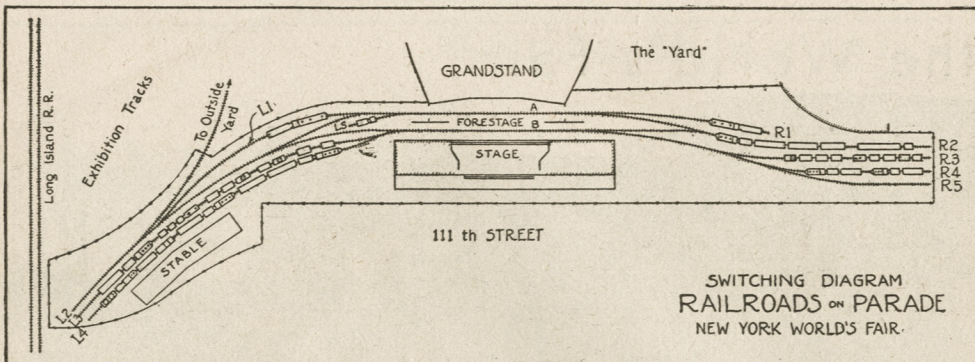


One Look at the Backstage Yards of "Railroads on Parade" Would Drive a Boomer Snake Into the Diner on the Right for a Mug of Tar-Black Java. And If He Changed the Order to Tomato Juice, It Would Probably Be Because He Hadn't Expected to Find Abe Lincoln at the Counter, Discussing the European War with Colonel Dodge. In Spite of its Varied Personnel and Congested Right of Way, the Railroad with the World's Strangest Locomotive Roster Keeps to Its Timetable Faithfully. Shown in the Background of This Picture Are the Grandstand and the Circular "Railroad Building." Names of the Locomotives Are Listed on Page 13

road as well as a dramatic production. Consider our motive power register, for example. Fourteen steam locomotives and one electric engine are all operated in every performance. You can probably name, offhand, any number of small railroads with a shorter roster. And our engines were of all descriptions and ranged in actual age from

the 107-year-old *Atlantic* to the most modern streamliners.

Or take a look at our timetable. We made 168 scheduled movements per day, most of which had to be on time—to the second! And with exceptions that could be counted on your fingers, they were. How many short roads can equal that?

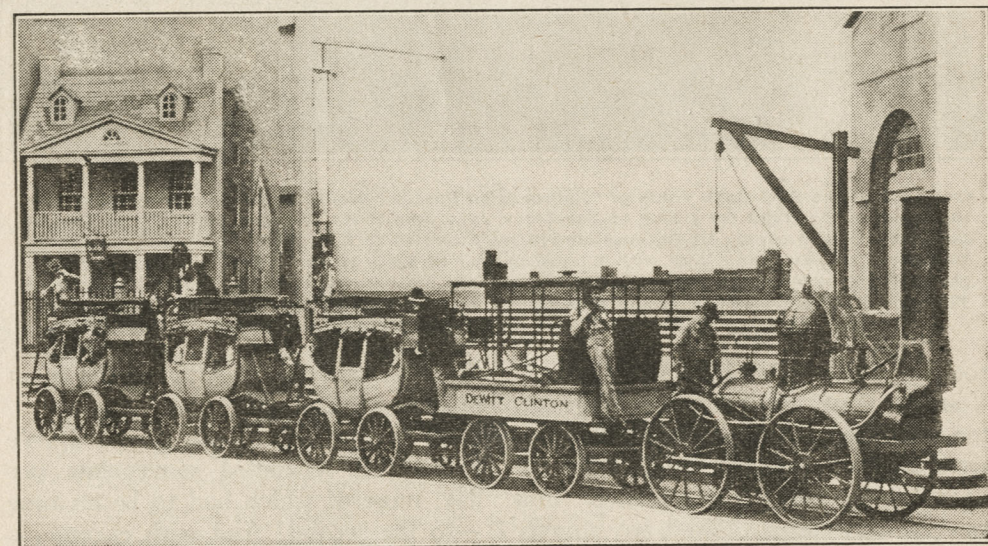


Of course, when you come to length of movements and total trackage our comparison with other systems forces "Railroads on Parade" to take a back seat—a back seat way up in the gallery. For our runs averaged less than a thousand feet and we had, for the pageant operation, just a little less than one mile of track.

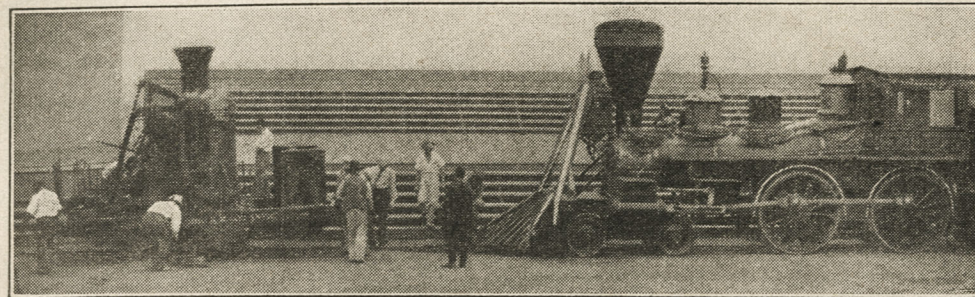
But, on the other hand, it is not the simplest thing in the world to compress so much activity into a single mile of track. A little study of the accompanying diagram will show how

this was accomplished. As will be noted, the tracks are numbered from L1 to L4 on stage left and from R1 to R5 on stage right. Track LS, just offstage on the left, is a short 4 foot 3 inch gage spur for the off-gage *Stourbridge Lion* which is continued as a third rail across the stage in the track nearest the grandstand. This track on the stage is known as A, while the one behind it is designated as B.

Reading outward from the stage, the starting line-up of equipment on each track follows:



More Than 1,281,000 Persons Saw the Little "De Witt Clinton," with Her Squat Coaches, Steam Onto the Open-Air Stage Last Season. She Was Piloted by Herb Nicholson, a Baltimore & Ohio Engineer, Whose Other Charges Were His Home Road's Venerable "Atlantic" and "Ross Winans"



Not on the Program. The "Wm. Crooks," in Bunting, Comes to the Rescue of the Derailed "Atlantic" (See Page 14)

Stage Left

- L1 New York Central 5453
- LS *Stourbridge Lion*. L2 Vacant
- L3 Boston & Providence coach (horses)
B&O Pioneer (horses)
Tom Thumb and car
Atlantic and two Inlay coaches
Wm. Galloway and two small gondolas
Union Pacific 119 and coach
- L4 *Wm. Crooks* and two coaches
Thatcher Perkins and open-side coach
Open-side caboose, refrigerator car,
Ross Winans, and iron dump car

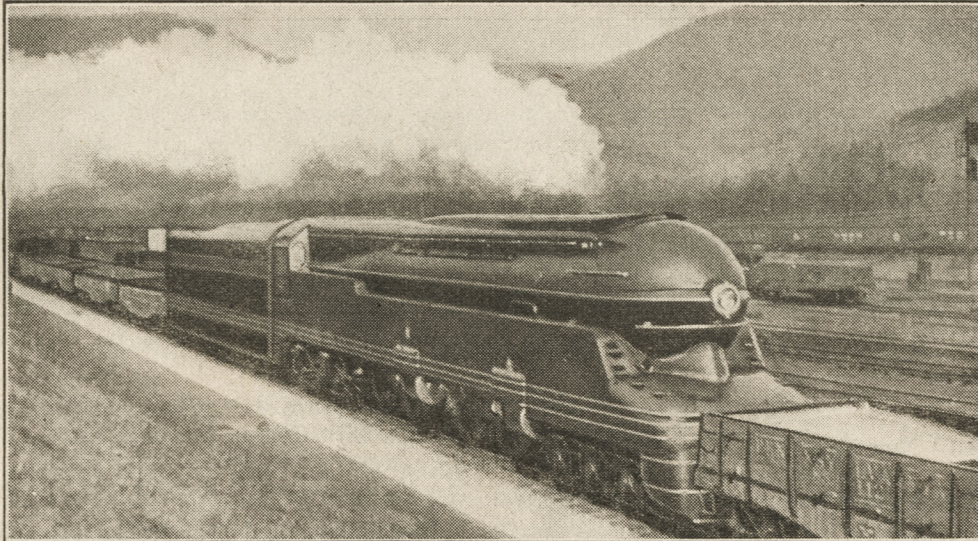
Stage Right

- R1 Pennsylvania RR. 3768
- R2 *Wm. Mason* and three coaches
Open-side Pullman *Luxuryland* and electric "mule"

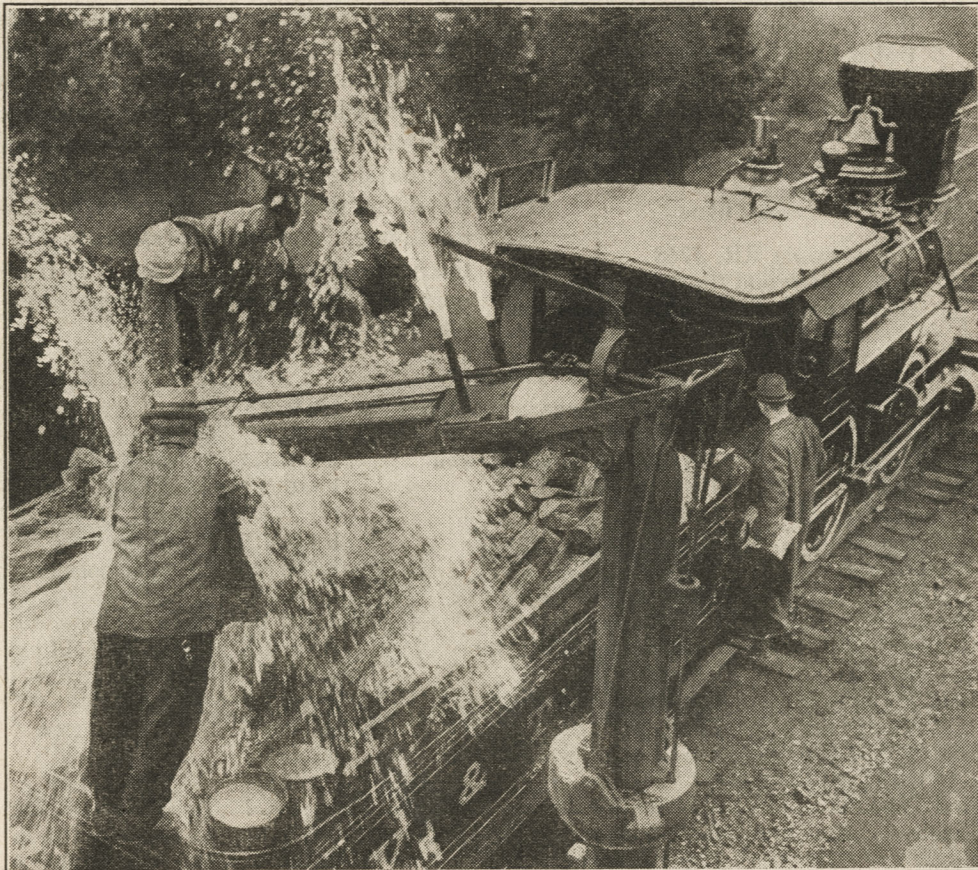
- R3 *Best Friend of Charleston* and two cars
De Witt Clinton and three cars
- R4 *Jupiter* and Central Pacific coach
J. W. Bowker and coach. R5 Vacant

It will be noted that tracks L2 and R5 are empty at the start of the show. These provide space on each side for the first trains to come across the stage, the main switching problem being that of always having trackage available for each train after it has played its scene on the stage. The switching order of the show, then, is as follows—the notation under "action" representing first, the originating track; second, the track onstage; and third, the terminating track of the movement:

Scene	Train	Action	Engineer
Boston	Boston & Providence coach	L3-B-R5	Horse-drawn
Honesdale	<i>Stourbridge Lion</i>	LS-A-LS	Lambert
Iron Horses	<i>Best Friend of Charleston</i>	R3-B-L2	Cranfield
Iron Horses	<i>De Witt Clinton</i>	R3-B-L2	Nicholson
Baltimore	<i>Pioneer</i>	L3-B-R5	Horse-drawn
Baltimore	<i>Tom Thumb</i>	L3-B-R5	Cranfield
Baltimore	<i>Atlantic</i>	L3-B-R5	Nicholson
Baltimore	<i>William Galloway</i>	L3-B-R3	Lambert
Lincoln	<i>William Crooks</i>	L4-B-R3	Evans
Golden Spike	Central Pacific <i>Jupiter</i>	R4-B-R3	Cranfield
Golden Spike	Union Pacific 119	L3-B-L3	Symington
1870 Station	<i>William Mason</i>	R2-B-L2	Evans
1870 Open car	<i>Thatcher Perkins</i>	L4-B-R5	Symington
Riding Pullman	<i>Luxuryland</i> , electric mule	R2-B-R2	Cranfield
Red Caboose	<i>Ross Winans</i>	L4-B-L4	Nicholson
Red Caboose	<i>William Mason</i>	L2-B-L2	Evans
Finale	<i>Ross Winans</i>	L4-B	Nicholson
Finale	<i>J. W. Bowker</i>	R4-B	Lambert
Finale	New York Central 5453	L1-A	Evans
Finale	Pennsylvania RR. 3768	R1-A	Symington



James H. Kauffman of Mifflin, Pa., Got This Photo of the Giant S-1, as She Passed Through His Home Town en Route to the Fair. The Smoke Is from an Engine in the Background



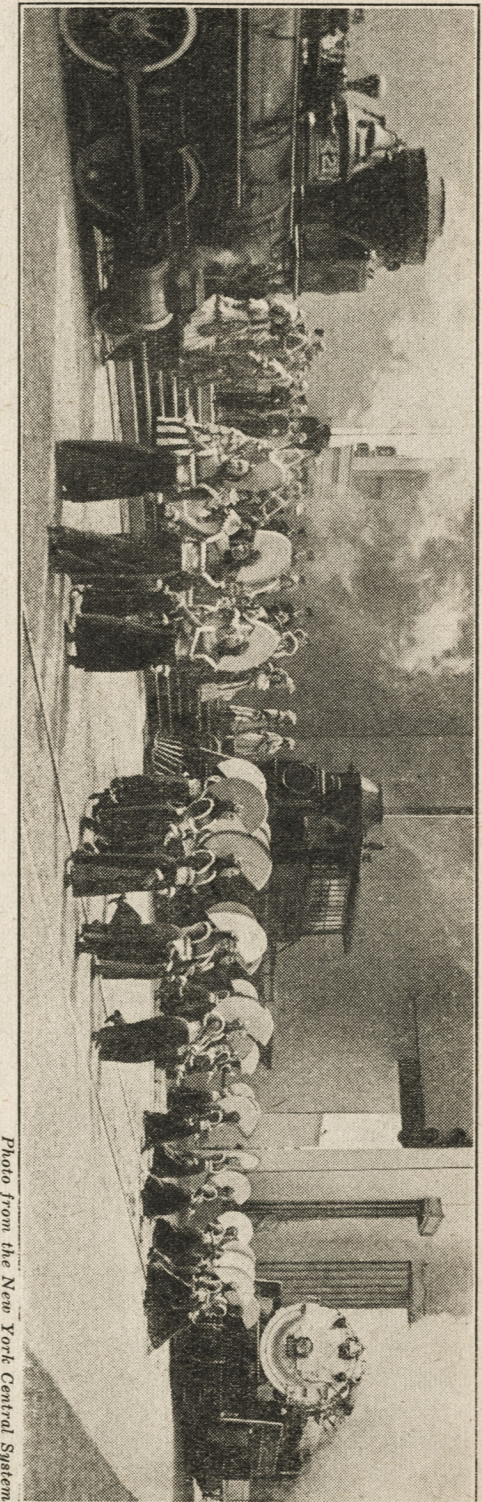
Watered Stock! The Virginia & Truckee's "J. W. Bowker" Stopped at Ardsley (Putnam Line of the NYC) on an Exhibition Run. There She Appears to Have Had a Bath as Well as a Drink

A word of explanation is necessary as to the "Red Caboose" scene. The open-side caboose and refrigerator car were pushed onstage by the *Ross Winans* which was then uncoupled and run back on track L4 to be ready to come in for the finale. As soon as she was in the clear, the *William Mason* train, standing on track L2 since its scene onstage, was backed to couple into the reefer and caboose and pull them off stage at the completion of the scene. There was just forty-five seconds available for this whole procedure.

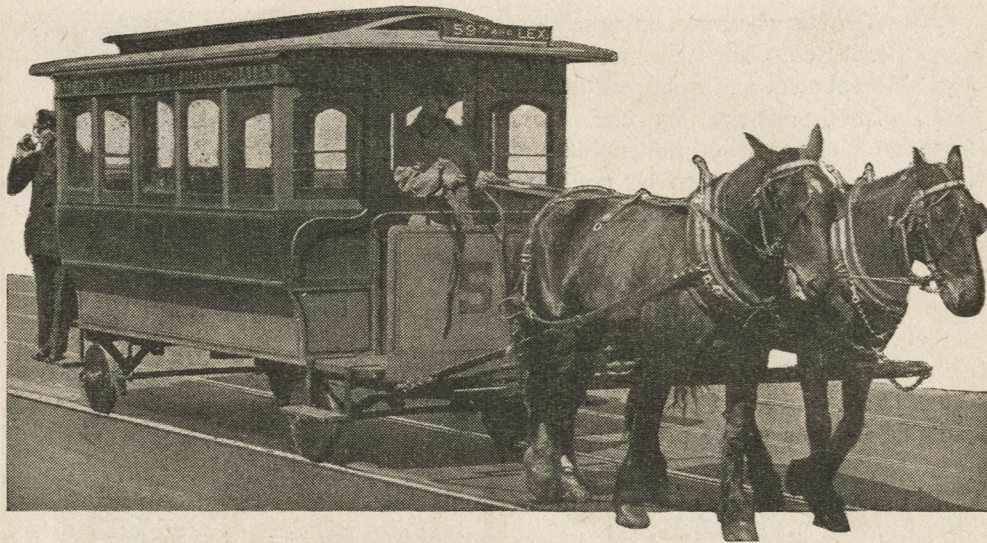
AT THE conclusion of the performance the whole series of movements was reversed in order to be ready for the next show, the two streamliners remaining onstage on track A as a curtain until the switching was completed. The *Atlantic* hauled back the *Tom Thumb* train and the two horse cars—otherwise, each movement was made individually.

It will be noted from the switching schedule that five engineers handled all the trains, crossing back and forth across the stage. Three of these, Walter Evans, Bob Cranfield, and Herbert Nicholson, were Baltimore & Ohio men; Dan Symington was from the Erie; while Harry Lambert was off the Reading. All furloughed men when the show began, the boom in railroading opened places for them to step right into when the season closed. In addition to the five engineers, the railroad operating crew consisted of two firemen, two switchmen, one night engine watchman, and two engine wipers.

Putting the railroad into operation for the premiere on April 29th, 1939, presented many problems. Mr. Hungerford had gathered antique equipment from far and wide—both for the Pageant and for the static historic "yard" ad-



The "J. W. Bowker," the "Ross Winans" and the Lackawanna's 4-6-4 Supply the Railroad Flavor for this Fanciful Finale



This Little Horsecar Is an Important Feature in the "Lincoln Rides the Railroad" Scene. From It Aflight New Yorkers Who Have Come to See the Railsplitter off to Washington

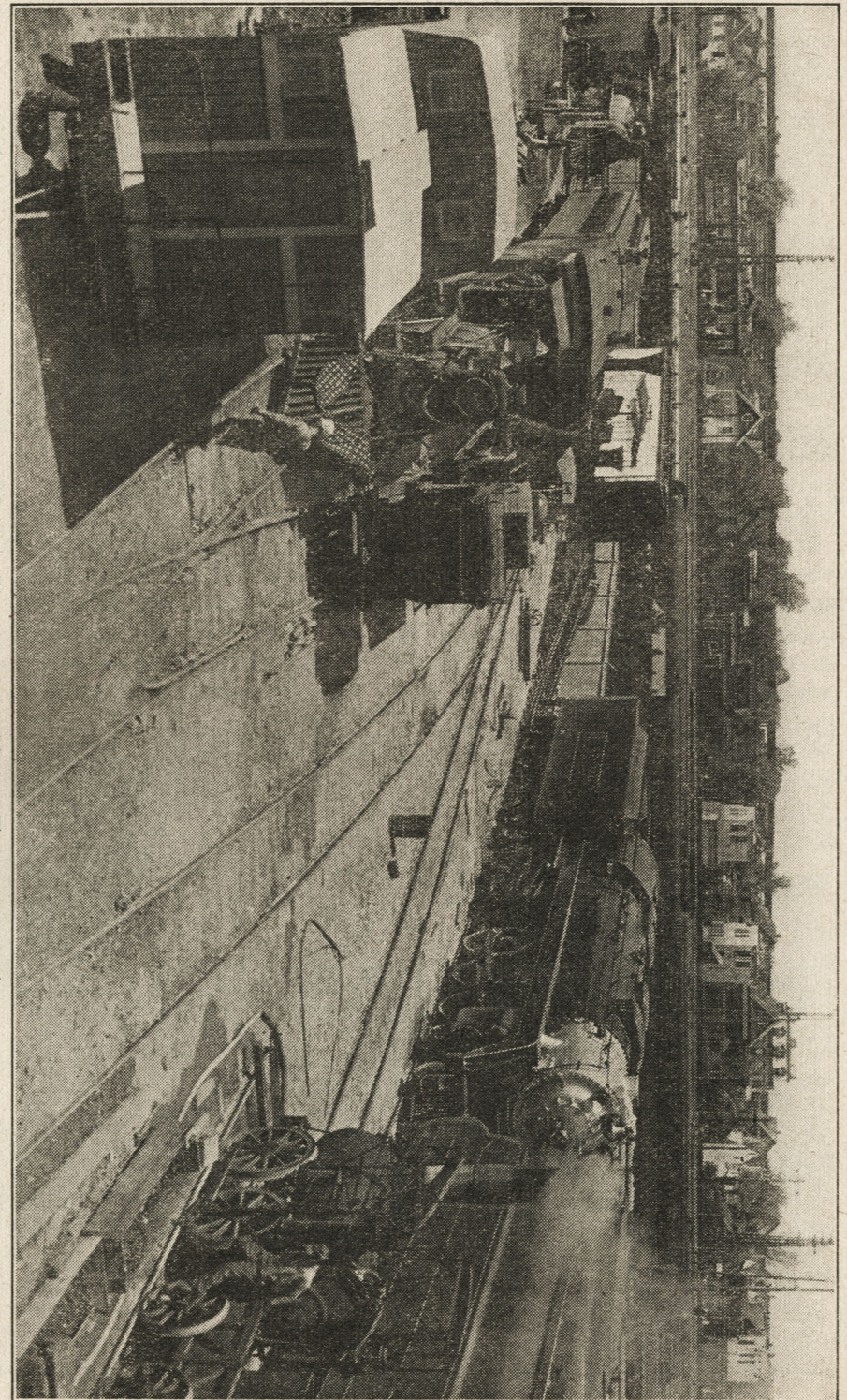
jacent. We built an unloading ramp in the middle of track L1 but some of the engines arrived in gondolas with fixed ends and we had to call on the Long Island Railroad's crane to handle these.

Of course, we had to unload things as they arrived in order to release the cars they came in, and our tracks were becoming jammed with a conglomeration of equipment for the show and in addition, just to make things interesting, a few cars of paving materials for the stage. And, as a further complication, it was necessary to cut over the tracks to the "yard" in order to place this equipment, and the sharp curves resulting had the "yard" engines on the ground almost as often as on the track. I think the *Daniel Nason* gave us the most grief. Her pony truck had no discernable provision for swivelling, and how they ever operated her on the road is still a mystery to all of us.

Disagreeable weather had made it impossible to complete the paving on the stage and this, in turn, had pre-

vented all rehearsals. Charlie Alan, the director, tore his hair and almost wept as the opening date grew closer and the stage remained a discouraging mass of loose gravel, while the tracks were clogged with old-timers being slowly urged into the "yard." We had our hands full also, trying to become familiar with the vagaries of a dozen antiques under steam. Operation of those with manual valve motion had to be learned by trial and error. All were temperamental and a few seemed definitely antagonistic.

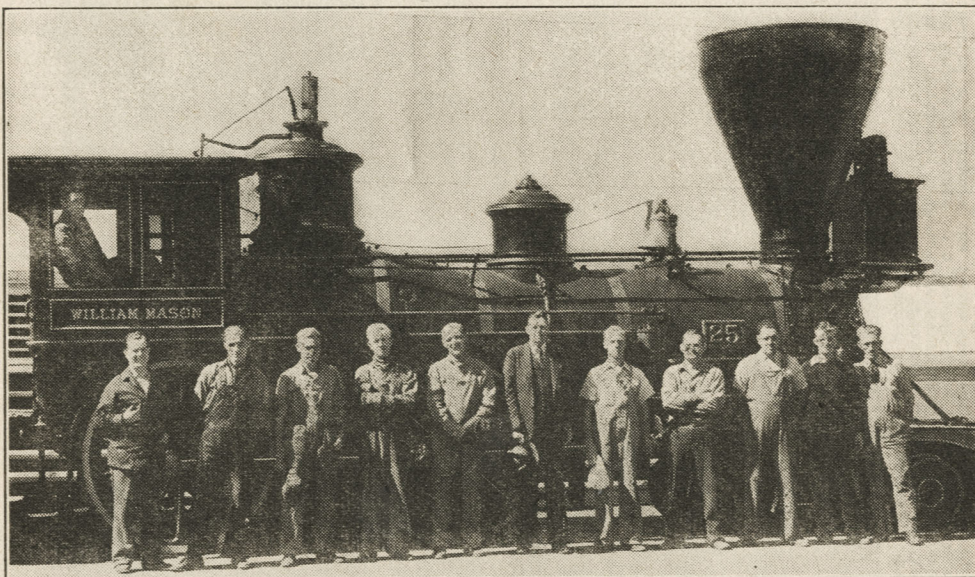
Finally, after many all night sessions, everything that was to go into the "yard" was placed, the tracks restored for pageant operation, and the equipment lined up for the first time ready for the show. It happened to be 3.00 a.m., the night before the premiere, and we had worked straight through the night before. We put on a rehearsal then and there of the whole show, but without cast, orchestra, or anything at all but trains. Outside of the fact that the *Tom Thumb* had to be pushed



Another View of the Congested Yard. The "Prop" Caboose Was Used for a Limited Time and then Discarded for a Pennsylvania Wooden Hack. Beyond is the Little "Thatcher Perkins." Next in Order are the Boston & Providence Coach, the B&O's "Pioneer" Coach, the "Atlantic" and its Imlay Coaches and the Tall Stack of the "Wm. Galloway." Silhouetted Against a Merchants Dispatch Refrigerator Car. The "Stourbridge Lion" (Right Foreground) Required a Special Spur, Laid to 4-Foot 3-inch Gage, and Enters the Stage on a Double-Gage Track. Here Occupied by the Lackawanna's Number "1939", a Hudson Type, and the Pennsylvania's Streamlined K-4. Beyond the Fence Are the Railroad Exhibition Tracks and the Electrified Long Island Route That Brought Nearly 16,000,000 Persons to the Fair Last Year.

across the stage, it went off all right and gave the engineers their first inkling of what the whole thing was all about.

THE next day, that of the premiere, was almost all given over to paving. Finally the surface was finished, there was time for just one rehearsal, and then four thousand invited guests including all of the important railroad officials of the East and the staff of RAILROAD MAGAZINE would start pouring into the grandstand. Well, we had the rehearsal and it was terrible! It seemed that nothing worked. Everybody was looking for holes in which to hide. We prayed for rain. But the mist which had held all day rolled away and the stars came out, the orchestra swung into the overture; the show was on. It clicked—without a hitch, to wave after wave of applause! Just another of the miracles which seem to happen whenever a show is born.



These Are the Men Who Keep the Switches in Alignment and Shine the Brass and "Bat" the Trains Across a Thousand Feet of Track. Reading from Left to Right They Are Engineer Dan Symington (in the Cab of the "Wm. Mason"; Wipers John Knight and Henry Magiarski, Fireman "Doc" Conklin, Engineers Walt Evans and Herbert Nicholson, Your Author: Gilbert Kneiss, Engineers Bob Cranfield and Harry Lambert, Switchman George Spellman, Wiper David Evans, and Fireman Bill Clark

After the premiere was history and the trains had all been run back to their starting line-up, a celebration filled the rest of the evening.

During the course of the season there were several acts not to be found on the program. Everyone who has seen the show remembers the red-shirted fireman on the *Atlantic* who jumped off the engine and stopped the train with a block of wood thrust under the driving wheel. Eddie Hall, a famous comedian, played the fireman and he made the bit into one of the big laughs of the show. But Eddie got a little too ambitious once and put the *Atlantic* off the track before a crowded house. We had to uncouple the Imlay coaches and push them off the stage, then bring in the *William Crooks*, which a glance at the diagram will show was right in position for the task, and pull the little *Atlantic* back on the rails. The crowd loved it—our staff felt differently.

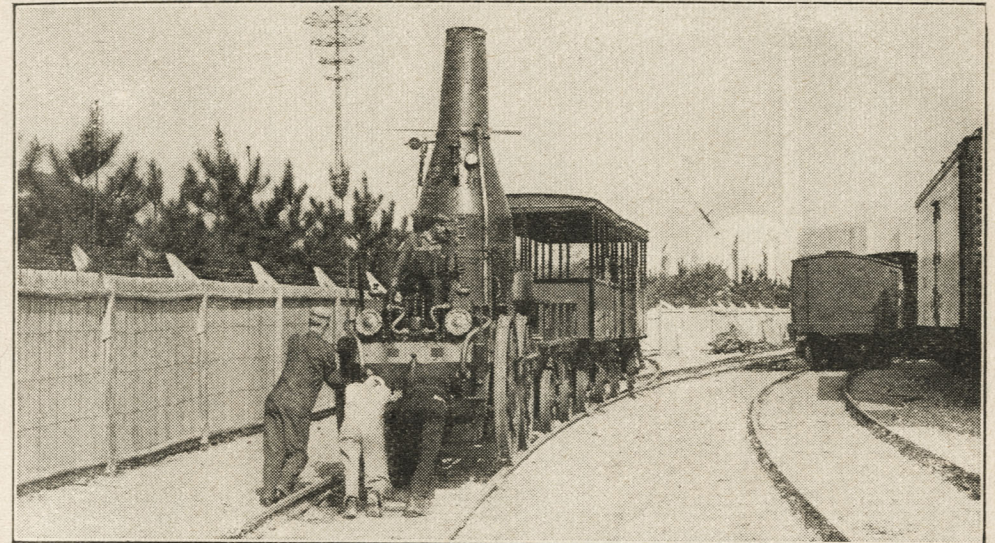


Photo by C. R. Hoser, R.D. 4, Norristown, Pa.
Low Steam. The Crew Prefers This Means of Getting Over the Rails to That Employed by a Negro Fireman Who Sat on the Safety Valve of the Original "Best Friend of Charlestown," Thereby Causing America's First Locomotive Boiler Explosion

On another occasion the *William Mason* train steamed importantly onstage for the 1870 station scene. The Uncle Tom troupe scrambled to the ground, the bride and groom climbed on board amid the farewells of parents and wedding party, the conductor gave the highball and the *William Mason* steamed off—but the train remained! The coupling pin on the tender had snapped. Luckily a piece of iron rod was handy to replace the pin and the engine was backed up and coupled in a hurry while improvised lines were "ad libbed" from the sound room.

Very few such mishaps were ever visible or known to the audience. Except in the two incidents just related, trouble was kept offstage and though the staff might be sweating blood to get a derailed engine back on the iron in time to make its cue, the show went on, no one the wiser. When the New York Central's gray streamliner came in to replace the Lackawanna 1939 which opened the show, she had to buck heavy traffic on Long Island

Railroad. When the first show of the day commenced she was not even in sight, and it would be necessary to switch her clear through the exhibition tracks to get into our pageant yard. Furthermore, we had to have her in position before the 1870 station scene, as the *William Mason* train would then fill track L2 on which she would have to enter.

Along about the Baltimore scene, the 5453 finally puffed across the 111th Street bridge and we knew we just had a chance. The *Best Friend* had been backed onto L1 behind the unloading ramp and the *De Witt Clinton* was being held in the clear of the cross-over near LS against the imminent arrival of the *William Mason*.

Well, it was a movie finish. The 5453 threaded her way through the exhibition tracks, backed into the pageant yard and onto track L2, then over the cross-over to her spot for the finale just as the *William Mason* steamed onstage and we rushed the *De Witt Clinton* out of her way. The audience,



Photo by Russell M. Buckhout, 11 Midland Ave., Glen Ridge, N. J.



Behind and Under the Scenes at "Railroads on Parade." Above—Marianne Bertrand, Daughter of a Michigan Station Agent, and Bill Jones, of Texas, Pose in Civil War Regalia for a Camera-Toting Fellow-Trooper. Below—A Chorus of Twenty Sings Beneath the Grandstand. The Musical Director, Whose Left Arm Is Here Visible, Coordinates the Music With the Action of the Pageant

had no reason to doubt that the big gray New York Central engine had been waiting for her cue all the time.

I said before that we had a real railroad, and so we have. A few statistics

will bear me out. During the season of 675 performances our engines operated a total of 5000 locomotive miles.

We burned 800 tons of anthracite coal and 300 cords of wood. In spite of

the age and variety of our motive power, our percentage of engine failures was 0.4 per cent. And, most important, the year's operation was completed without any injury or serious accident. Obviously, this record would have been impossible without a very competent and careful personnel, and I would like to pay here a well deserved tribute to the loyalty and efficiency of the railroad crew of "Railroads on Parade." Most of them are with us again this year.

The new "Railroads on Parade" is an even more elaborate production than the old. There are four new scenes of intense interest to the railfan. One shows Sacramento during the gold rush, the old river steamer *New World* loading gold dust for San Francisco, and a train on the Sacramento Valley Railroad, pioneer road of the Pacific Coast. The *J. W. Bowker* portrays this role.

Another addition, and one of absorbing dramatic interest, is the Lincoln funeral train and the re-enactment of its sorrowful journey through a mourn-

ing nation. A lighter touch, and probably one of the highlights of the new show, will be the Gay Nineties station scene. Here you observe the bustle and confusion in a small town as the population comes down to the depot to see the *Empire State Express* go through. Bicycles built for two and horseless carriages are part of the scene through which the blue ribbon 999, just restored by the New York Central, pulls her narrow-vestibuled train.

And the Pennsy has completed an operating replica of the *John Bull* to take its rightful place in history.

In short, Edward Hungerford's great cavalcade is still a "must" for the visiting railfan at the New York World's Fair. Those who did not see it in 1939 would not miss it under any circumstances, and those who did will find much that is altogether new to interest and excite them. It is still "Railroads on Parade with 250 people, 50 horses, and 20 locomotives all operating under their own steam."

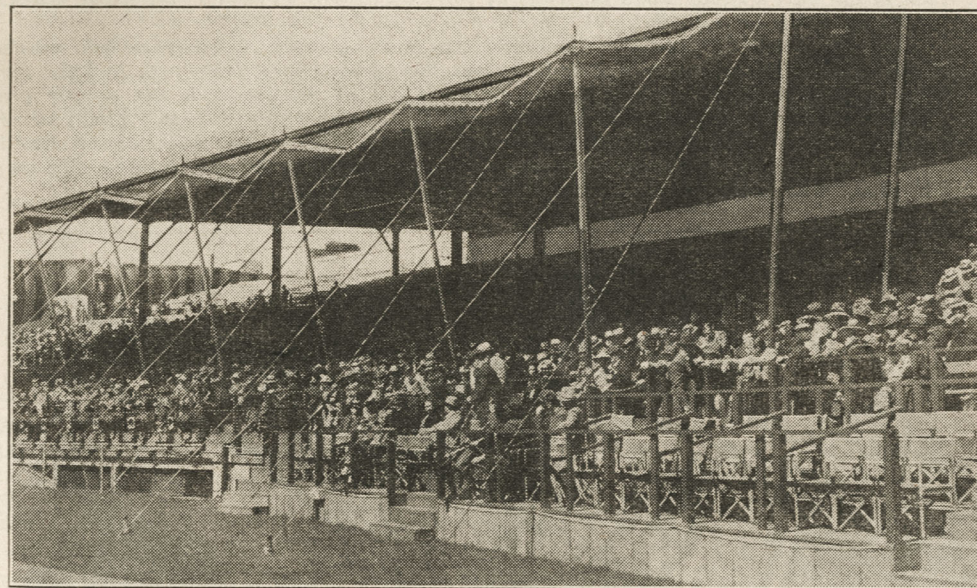


Photo from New York Central System

More than 1,281,000 Persons Crowded This Grandstand in 1939, to Witness Edward Hungerford's Great Railroad Pageant