

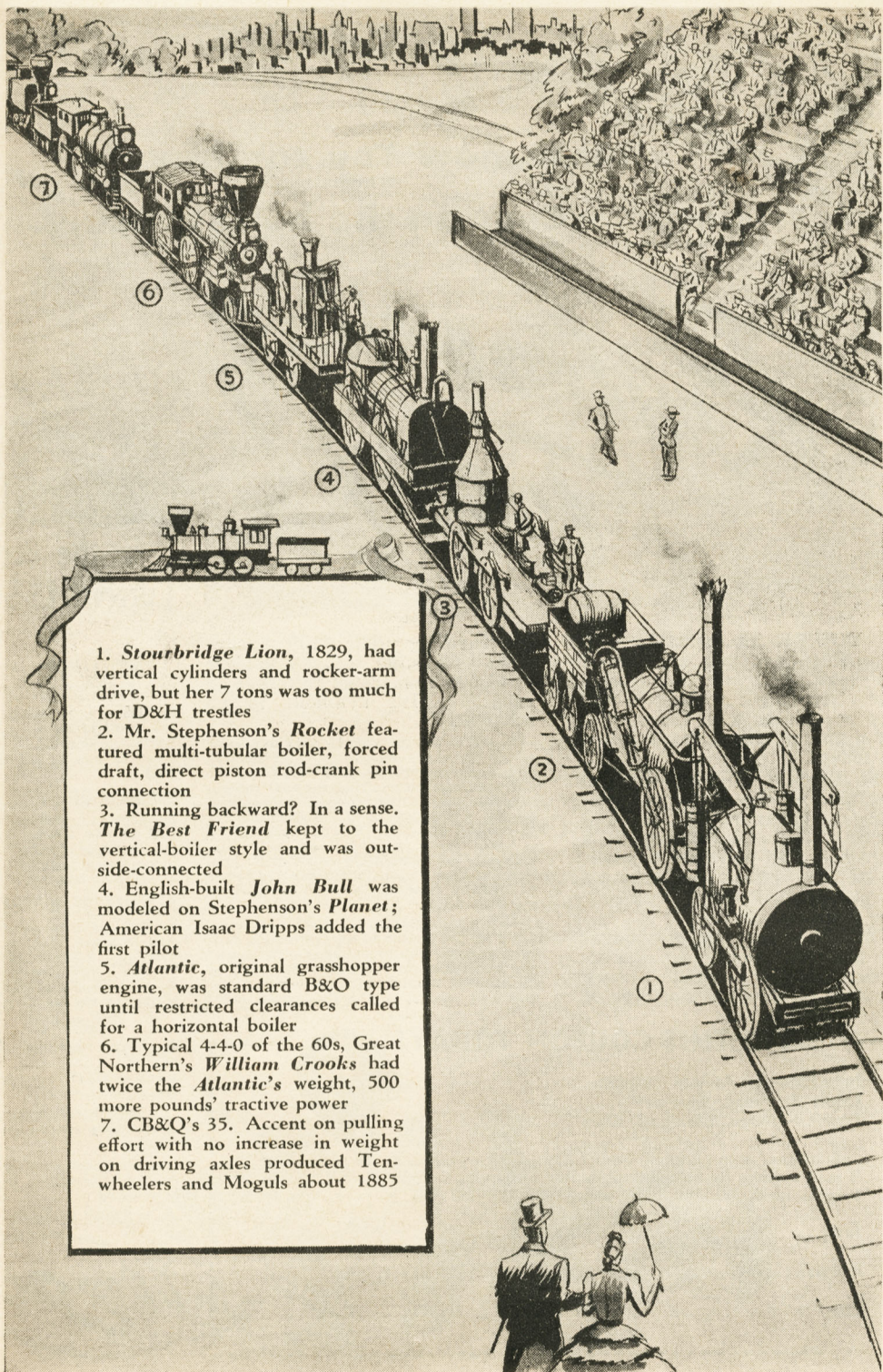
RAILROAD

35 CENTS

MAGAZINE

SEPTEMBER





1. *Stourbridge Lion*, 1829, had vertical cylinders and rocker-arm drive, but her 7 tons was too much for D&H trestles

2. Mr. Stephenson's *Rocket* featured multi-tubular boiler, forced draft, direct piston rod-crank pin connection

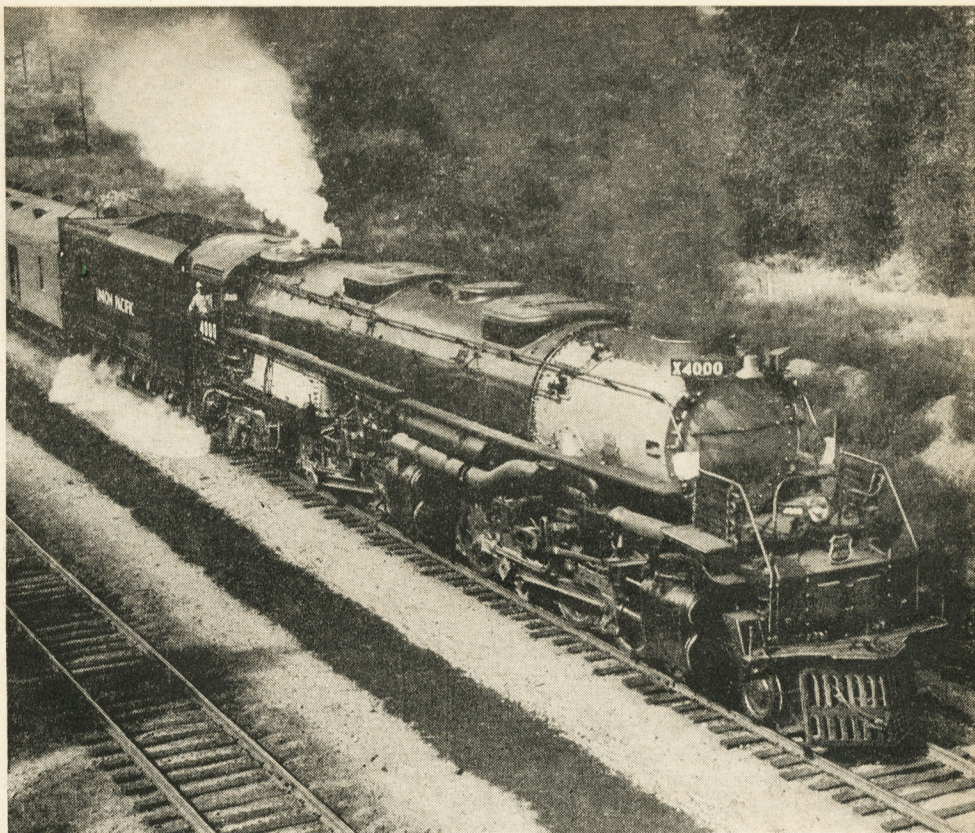
3. Running backward? In a sense. *The Best Friend* kept to the vertical-boiler style and was outside-connected

4. English-built *John Bull* was modeled on Stephenson's *Planet*; American Isaac Dripps added the first pilot

5. *Atlantic*, original grasshopper engine, was standard B&O type until restricted clearances called for a horizontal boiler

6. Typical 4-4-0 of the 60s, Great Northern's *William Crooks* had twice the *Atlantic's* weight, 500 more pounds' tractive power

7. CB&Q's 35. Accent on pulling effort with no increase in weight on driving axles produced Ten-wheelers and Moguls about 1885



They started small. Then they grew up to *Big-Boys* with power and speed implicit in every line

Memo to America

"Your Railroads Are the Key to Economic Unity" Is Theme of Chicago Railroad Fair

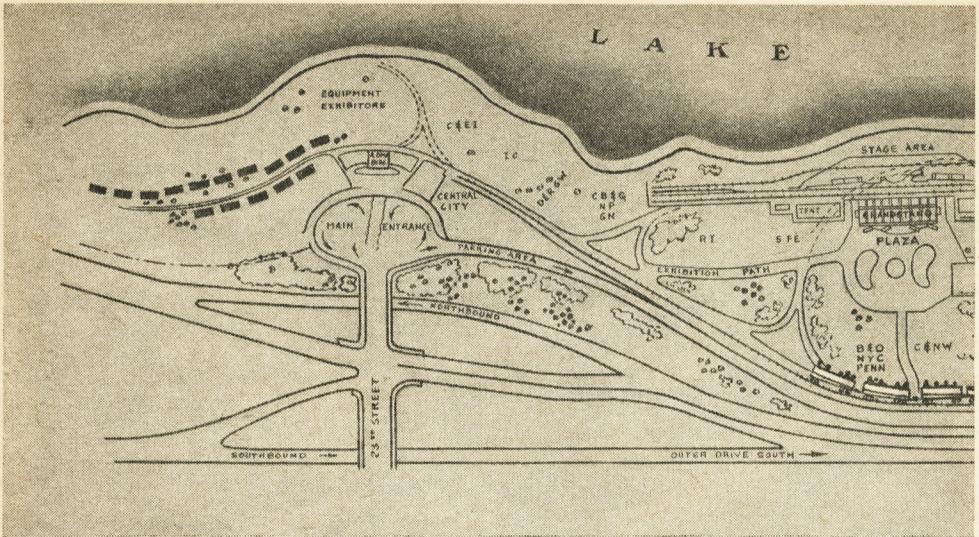
LISTEN to the bark of the 112-year-old *Pioneer* as the fireman wearing the handlebar mustache and tight pants rams another slab of wood into her firebox, then dips a bucket of water from the barrel. Shiny as on the day of her maiden run over the ten-mile Galena & Chicago Union Railroad back in 1848, the old engine steams again before admiring brass hats and carknockers at the Chicago Railroad Fair. It's a demonstration of what

an old Baldwin—once the first engine on the Burlington—could do with a single pair of 54-inch drivers, 10x18-inch cylinders, a 12-inch stroke and a top speed of 25 miles.

By

ROY WHITE

But in spite of the *Pioneer's* claim to first importance, the competition among the old-timers is terrific. At least thirty ancient queens of the rail have been assembling in Chicago since July 20th to display the high spots of railroad achievement



Blueprint showing location of various features of the Fair. Historical pageant, involving over 30 locomotives, takes place on 450-foot stage on lake front. Position of individual railroad exhibits is indicated by lettering. In foreground, the Deadwood Central steaming over its 6 miles of narrow-gage trackage

or developed during the past century.

The English-built *Stourbridge Lion*, D&H's first engine, which became the first practical steam locomotive to operate on a permanent track in America, is very much present. The *Rocket*, winner of a daredevil challenge to the engineer's warning that speeds above ten miles per hour would spin the wheels futilely beneath a motionless train, does it all over again. Peter Cooper's *Tom Thumb*, not satisfied with the decision she lost to a horse, performs in a grudge race at the fair—against a different horse, naturally.

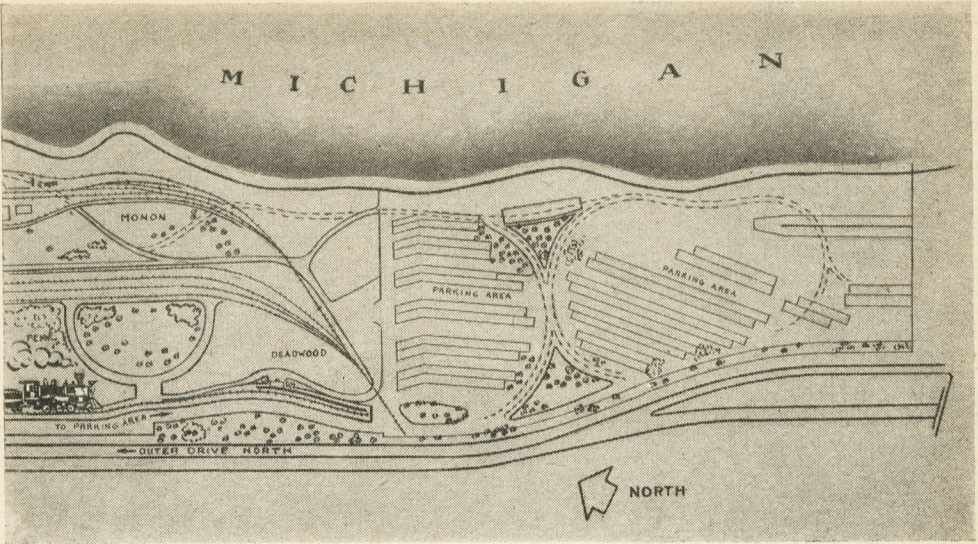
They're other famous ones, too: the *DeWitt Clinton* carrying her extra barrel of water and added space for wood, the *John Bull*, the *William Mason*, the *Minnetonka* and many more, all preened for our inspection and our cameras.

The fair pageant, "Wheels A-Rolling," is presented in a huge stage area 450 feet wide and 100 feet deep, on Chicago's Lake Front which formerly entertained the Century of Progress Exhibition. Edward Hungerford, famous for similar work with the Chicago, Cleveland and

New York fairs is in charge of the outdoor stage production. Almost every form of transportation known on the North American continent, from the Indian *travois* and colonial stage coach down to the most recent juggernauts of the rail, comes to life again before a grandstand built to hold 5000 persons. While the action is being pantomimed, narrators retell the old, vivid stories in dramatic words, or by song and dance.

Traders, explorers, missionaries, itinerant preachers, Yankee peddlers, Indian scouts and U. S. cavalymen appear in turn, each with the equipment proper to his period. Dancers, side saddlers, bike riders and gentlemen expert in the growth and care of a handlebar mustache enliven the proceedings. Young men and boys; Mexicans, Irish and Chinese; Indians, express riders, cowboys, Civil War cavalry and early autoists; they all share the limelight with pioneers, emigrants, farmers, old-time firemen and colored help—representatives of America's citizens.

Between the acts, the vast assortment of equipment is open for closer inspection. Background history and local color are not



neglected either. This is an all-round Fair. For instance, the Santa Fe is presenting more than 100 Indians from six famous tribes in typical Pueblo dwellings carrying on their daily work of making baskets, dolls, pottery, belts and silver articles.

Their unique dances, strange tongues and brilliant costumes fascinate even the toughest old railroaders. For the youngsters of any age, there are free rides, miniature trains, model trains and a rodeo—the latter just to remind you that the term “horsepower” still has its old-fashioned meaning.

Major Lenox R. Lohr, famous for managing the Century of Progress, for heading the National Broadcasting Company and for presiding over the Museum of Science and Industry, heads the Chicago exposition. Lohr thinks the best advertising is to show the public a whale of a good time. “Wanta see it work?” his displays query, and we do. “Like to run it



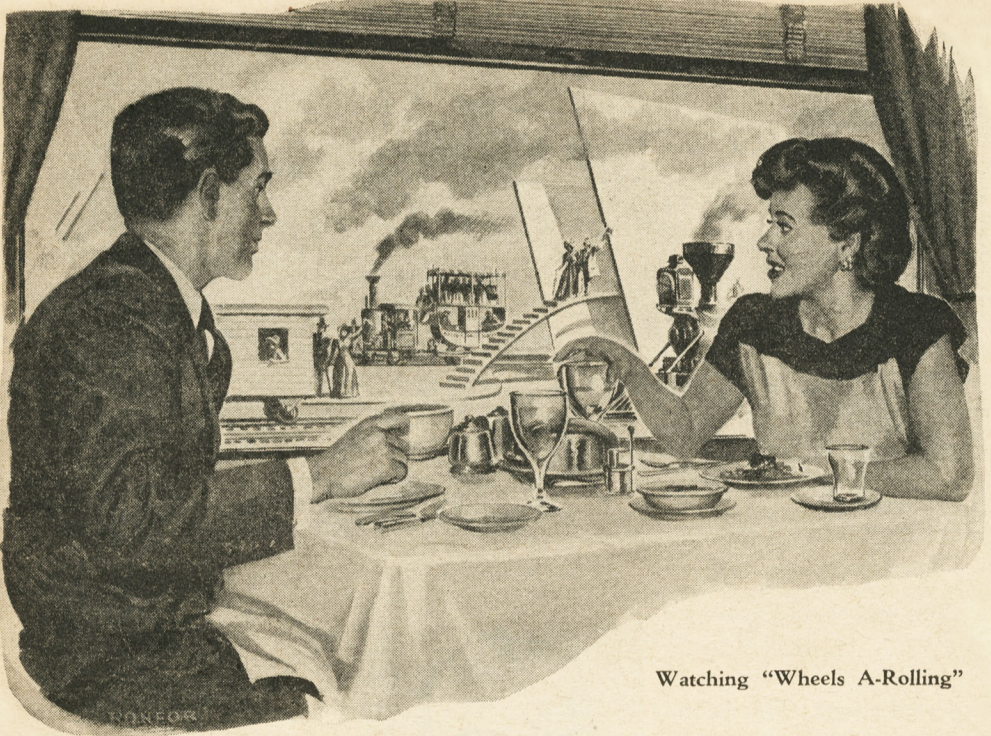
Major Lenox R. Lohr

yourself?” he invites, and we would. Not only that, the Deadwood Central is there to give us our chance.

If you’ve ever wondered how it felt to ride one of those old narrow-gagers of fifty years ago here is your chance to find out. Board her from a railway station belonging to that earlier day, complete with ancient highball and chattering tele-

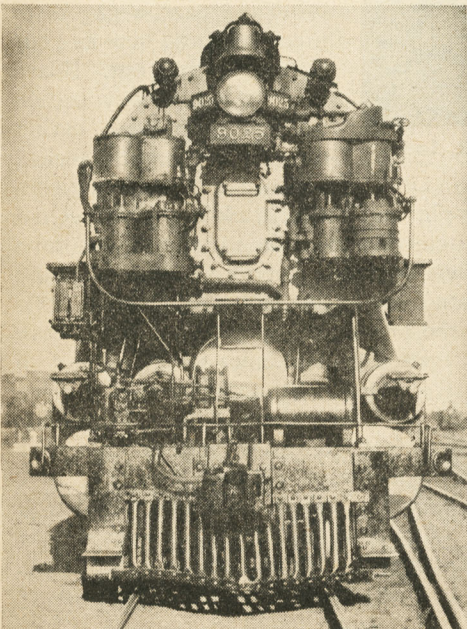
graph, and let a black-and-white signal system dispatch you just as it was done when this train actually operated on the main line. Okay; grin at the ornate style of the president’s special, but you’ll have to agree that ten miles an hour was no snail’s pace on such equipment. Or if it’s those sleek new diners you’re wondering about, just go inside and let the prize dining crew trot out their service.

Me? I’ll just sit on a bench and wolf a hot dog while I feast my eyes on the *Minnetonka*. From now to Labor Day, when this fair ends, I got too much to see to bother about food.

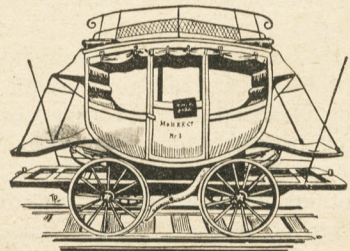


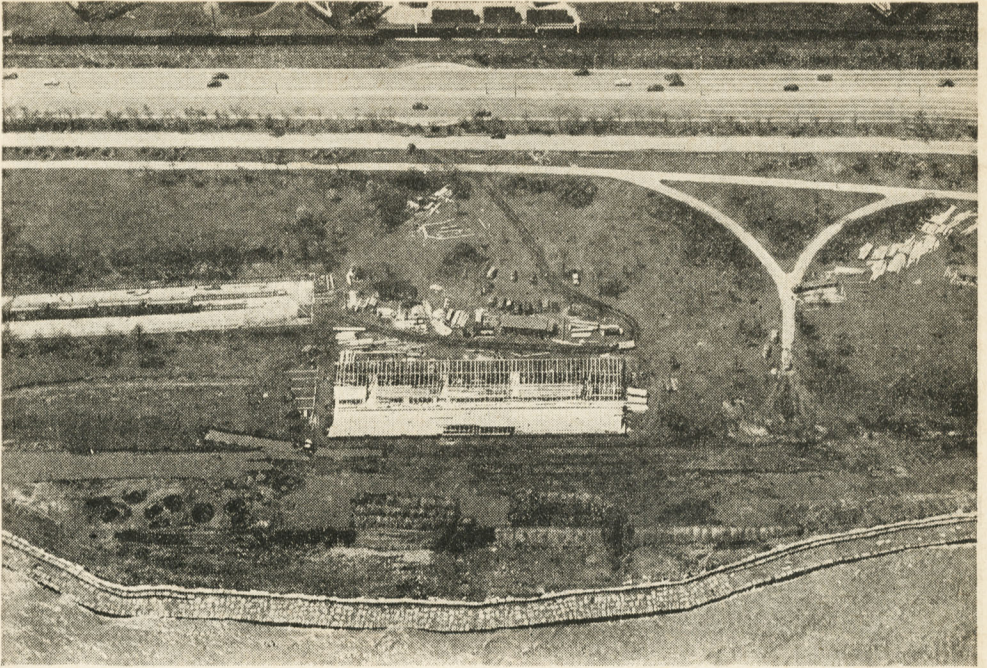
Watching "Wheels A-Rolling"

Diners, lounge cars and Harvey House restaurants—take your choice according to the food, the view and your favorite railroad. We don't guarantee the scene above, but replicas of Imlay coaches and the *Best Friend's* box-bodied passenger cars are actually on exhibit



DeWitt Clinton cars (see cut below) are the original coaches. And by the way, when you glimpse the *John Bull* coaches, try to pick out the one with the authentic car body. It served as a chicken coop for years before being rescued and restored. Getting back to modernity, that's UP's 9000 class at left. She's part of a special motive power showing that runs all the way from Promotory Point to a 4-unit 6000 hp Fairbanks-Morse Diesel

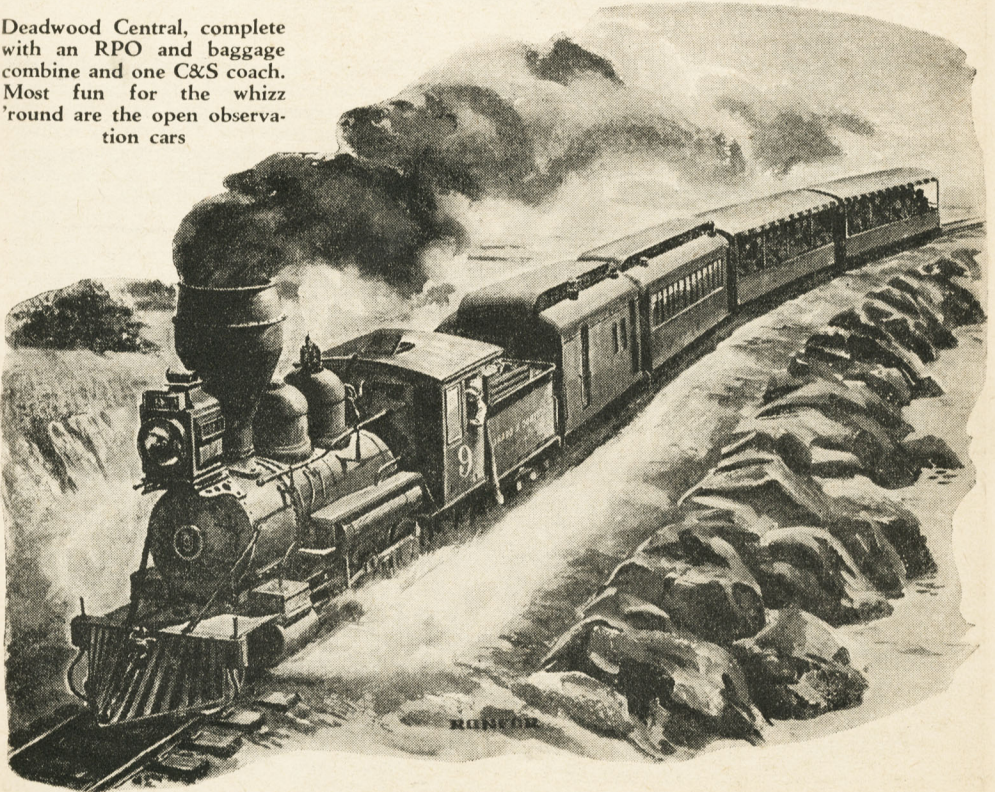




Courtesy Alexander Air Photos

Aerial view of fairgrounds in early stage of construction. Railroad tracks are on left

Deadwood Central, complete with an RPO and baggage combine and one C&S coach. Most fun for the whizz 'round are the open observation cars



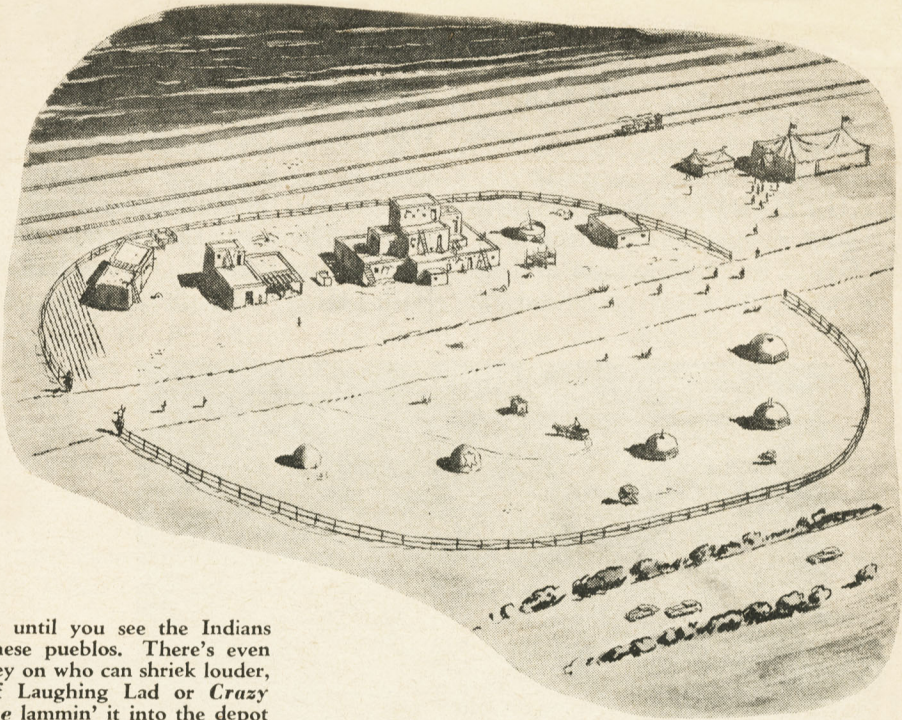
ROBEUR



So you thought there was no work to it, did you? A Fair takes a lot of getting ready. Here they're welding on an April midnight, riding Lake Michigan's shore with the steel rails that made her city the biggest railroad junction on earth

Replica of Chicago's first railway station, built in the fall of 1848 and in service until 1853. First Galena & Chicago Union president spotted trains from the cupola with a marine telescope. They do say it made a handy weapon, too, on days when trappers, gold miners and ornery settlers took it into their heads to dispute the railroad's dignity





Wait until you see the Indians in these pueblos. There's even money on who can shriek louder, Chief Laughing Lad or *Crazy Horse* lammin' it into the depot

The dignified *Pioneer* on her birthday, accompanied by a modern descendent. Baldwin built the veteran in 1836 and she served the Utica & Schenectady and the Michigan Central before they shipped her to Chicago to become the Matriarch of North Western engines

