

BILL OF THE PLAY

◆ RAILROADS ◆ ON ◆ PARADE ◆

A P A G E A N T - D R A M A O F T R A N S P O R T

Words by EDWARD HUNGERFORD

Music by KURT WEILL

Staged by CHARLES ALAN

THE ENTIRE PRODUCTION CREATED AND DESIGNED BY EDWARD HUNGERFORD

SCENERY AND COSTUMES DESIGNED BY HARRY HORNER

Architects—EGGERS & HIGGINS

Builders—GEORGE A. FULLER COMPANY

Engineers—GIBBS & HILL

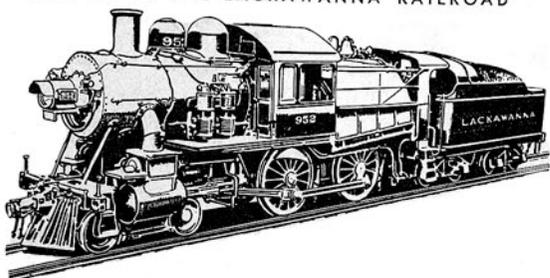
Consulting Designers—HOWARD KETCHAM AND A. SHELDON PENNOYER

Scenery Built by MESSMORE & DAMON and STUDIO ALLIANCE; Turntables by JOSEPH VASCONCELLOS; Costumes by EAVES COSTUME COMPANY and HELENE PONS; Bags and Gloves by JAMES McCUTCHEON & COMPANY; Luggage by BOYLE LUGGAGE COMPANY; Piano by MATHUSHEK PIANO MFG. Co.; Lighting by CENTURY LIGHTING COMPANY; Sound System by CARL LANGEVIN; Horses Furnished by BYRON H. WALTER.

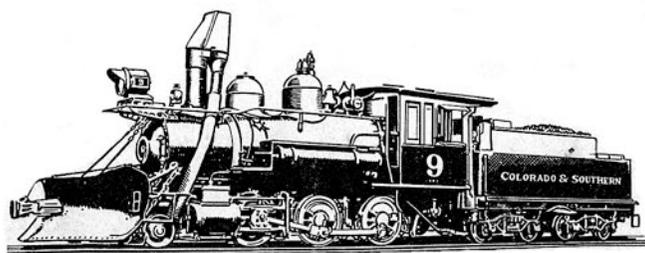
Dances Staged by BILL MATONS

ISAAC VAN GROVE, *Conductor*

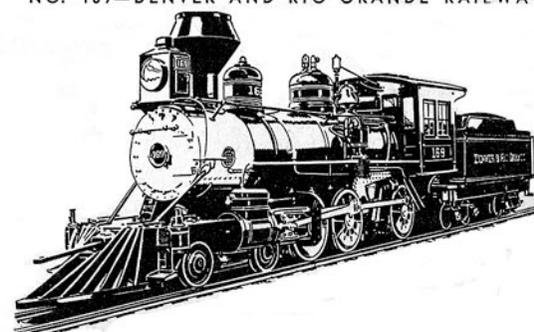
THE 952 OF THE LACKAWANNA RAILROAD



NARROW GAUGE NO. 9—COLORADO & SOUTHERN RAILROAD



NO. 169—DENVER AND RIO GRANDE RAILWAY



• • THE PLAYERS IN THE PIECE • •

THE NARRATORS

ELLEN LOVE

WALTER FOLMER

IN THE SOUND ROOM

JOSEPH EGGENTON
BETTY KASHMAN

DON LOCHNER
ROBERT LYNN

LOUIS TANNO

THE SINGERS

ADELAIDE ABBOT
LOUISE BERNHARDT
MARVEL BIDDLE
JEAN BRYAN

RAY DEDELS
WILLIAM MAREL
RICHARD NORMAN
EDWARD RANSOM
MARION ROSS

ROBERT ROUNSEVILLE
THOMAS SCOTT
MARION SELEE
CECILE SHERMAN
RUFUS SMITH

BERNICE TAYLOR
JOHN TYERS
WILLIAM WAHLERT
EARL WEATHERFORD

THE BALLET

VALERIE BETTIS
REBECCA BRODY
JENNIFER CHATFIELD
MARGUERITE DE ANGUERA
ELIZABETH GARRETT
AILES GILMOUR
PEGGY ANN HOLMES
MIRIAM JOSEPH

RHEBA KOREN
VICKI MOUSSAIEFF
LAVINIA NIEHAUS
DORIS OSTROFF
ETHEL SELWYN
KATHLEEN SLAGLE
ATTY VAN DEN BERG
JOAN WOODRUFF

RENALDO ALARCON
ZACHARY BARATZ
NELSON BARCLIFT
ALEKS BERG
ROBERT BREEN
ALFRED BUSH
MILTON FEHER
JOHN GLENN

EDWARD HARRINGTON
WARD HARRIS
MICHAEL KIDD
DALE LEFLER
MELVIN LEVINE
BILL MATONS
FRANK MAXWELL
PETER KITE SMITH

THE ENSEMBLE

AMELIA BAINES
MARIANNE BERTRAND
PAT CARBERRY
HENRIETTA CARTER
JOAN CHAPMAN
IRENE CONNOLLY
ALICE COURTNEY
LEOLA CROSBY
EVELYN DAVIS
DELIGHT DELLERT
HARRIETT DONNELLY
EKIE EARLE
ROSE FLYNN
GLORY FORTUNE
SYLVIA FRAMSON
VIRGINIA GIRVIN
BETTY GOODRICH
EDNA GUY
FRIEDA HARCUM
LILLIAN HERLEIN
ANITA HOUSTON
VIRGINIA MANN HYMAN
CLARA JOEL
SONDRA JOHNSON
THERESA KLEE
DOLLY KLINE
MARION LEACH
HELENE LEBERTHON
ESTHER LEEMING
LINA MEEHAN

DOLLY McINTYRE
LUCIA MONTEZ
GILDA OAKLEAF
LUCILLE ROGERS
DOROTHY RYAN
CELIA RYLAND
ALBERTA SATTERWHITE
MAXINE SEMON
BETTY SULLY
YMSKE TYSSEN
EDNA VANCE
KENT ADAMS
DOMINICK ALIA
WILLIAM ALLEN
NIGEL ALTMAN
LEIF ARGO
LESLIE AUSTIN
AARON BISHOP
LOU BLUMENKRANTZ
E. J. BLUNKALL
EARL BRISGAL
DOBE CAREY
ROBERT CARLYLE
THOMAS CLARK
C. M. DAVIS
DON DEFORE
GEORGE DILL
ROBERT DONLEY
H. R. DRAKE

WALT DRAPER
TED ERWIN
HORTON FOOTE
JACK GILCHRIST
RICHARD GRAHAM
EDDIE HALL
WILLIAM HARE
ROBERT HARRISON
FERDINAND HAST
ANTHONY HEATH
CLIFFORD HECKINGER
BART HENDERSON
CHARLES HENRY
ARTHUR HOLLAND
WESLEY HUDMAN
WILLIAM JONES
EDWARD JORDAN
CHARLES KEANE
BARNES KELTY
LESLIE KING
FRED KISTER
AMOS LAING
WILLIAM LEICESTER
ROBT. LESTER
JOHN LUND
PETE MACK
SCOTT MACKINTOSH
BENEDICT MACQUARRIE
JOHN MCCORMACK
JAMES MALAIDY

MARVIN MARZOV
JOHN MORLEY
PAUL MORTON
RALPH MORROW
EDWARD F. NANNERY
STANLEY NORRIS
LAWRENCE O'BRIEN
DENIS O'CONNELL
F. M. O'CONNOR
MICHAEL OWEN
ROBERT OWENS
JOHN PATTERSON
ROBERT PEDERSEN
FREDRIC PLETTE
ALEXIS POLIANOV
ANGI O. POULOS
FREDERIC W. RIDEOUT
ALLAN ROGERS
ARTHUR WILLIAM ROW
JACK SMITH
A. RANDOLPH STEADMAN
RANDALL STEPLIGHT
GEORGE STERLING
HOUSLEY STEVENS
FRED SUTTON
LUTHER TRAYLOR
GOETZ VON EYCK
FRANK WILLIAMS
HARRY WILSON

If any items listed in the Bill of the Play are missing at the performance you attend, please appreciate that this is due to the highly complicated mechanism of "Railroads on Parade," owing to which it is necessary from time to time to make last-minute changes in production.

BILL of the PLAY

Prologue

BEFORE THE COMING OF THE RAILROADS

ACT I

New York—Gateway of a New Empire

At the Battery in the City of New York upon the occasion of the formal opening of the new Erie Canal—in the autumn of 1825. It is a time of great rejoicing.

The handsome carriage, once the property of President Martin Van Buren, is loaned by Samuel J. Shaw of Brookline, Massachusetts. The post coach furnished through the courtesy of Lewis N. Wiggins, Northampton, Massachusetts.

DEWITT CLINTON - - - - - Leslie Austin

ACT II

Scene 1. The Stourbridge Lion

Honesdale, Pennsylvania, at the inner terminus of the Delaware and Hudson Canal in August, 1829. The steam locomotive makes its first appearance upon American soil. This also is an occasion of rejoicing.

The replica of the Stourbridge Lion furnished through the courtesy of the Delaware and Hudson Railroad Corporation.

PHILLIP HONE - - - - - Robert Harrison
 HORATIO ALLEN - - - - - Michael Owen
 CANAL BOAT CAPTAIN - - - - - Leslie Austin
 CAPTAIN'S FRIEND - - - - - E. J. Blunkall

Scene 2. The Iron Horses

Across the fore-stage comes the slow parade of the pioneer engines of the American railroad. The *Best Friend of Charleston* (1830), of the South Carolina Railroad, is followed closely by the *DeWitt Clinton* (1831), of the Mohawk and Hudson Railroad.

The replica of the Best Friend is furnished through the courtesy of the Southern Railway; the DeWitt Clinton is the property of the New York Central System and is loaned through the courtesy of the Edison Institute, Dearborn, Michigan.

Scene 3. The Tom Thumb

At the inner harbor of Baltimore City in the spring of 1830. Alderman Peter Cooper, of New York, has devised a curious gadget for the new railroad through to the Ohio. An interested spectator is Charles Carroll, of Carrollton.

The replicas of the horse-drawn car, of the Tom Thumb (1829-30), of the Galloway (originally the Lafayette [1836] and renamed after the road's first engineer), and the Atlantic (not a replica, the original engine as builded and placed in service in 1832), through the courtesy of the Baltimore and Ohio Railroad Company.

CHARLES CARROLL - - - - - Frank Williams
 PRES. THOMAS - - - - - Arthur William Row
 PETER COOPER - - - - - John Morley



The costumes illustrated on this and the following pages were designed by Harry Horner for RAILROADS ON PARADE and are authentic reproductions of the wearing apparel in vogue during early railroad days.

ACT III

Scene 1. Overland Trail

The scene is on the road to the West—in 1849. Gold has been discovered in California and there is a steady trek of wagons and coaches and men and women afoot and on horseback.

The fine Concord stagecoach in this scene, prototype of over three thousand others, builded for hard service by Messrs. Abbott, Downing and Company, of Concord, New Hampshire, is furnished through the courtesy of the Boston and Maine Railroad. Conestoga wagon loaned through courtesy of the Baltimore and Ohio Railroad.

Scene 2. Lincoln Rides the Railroad

The scene is at a station on the Hudson River Railroad in February, 1861. President-elect Abraham Lincoln is on his way to his inauguration at Washington.

The locomotive Wm. Crooks (1861) and train, which enact the rôle of the Lincoln train, were originally the property of the St. Paul and Pacific Railroad and are loaned through the courtesy of the Great Northern Railway. Carriages furnished by Richard Streeter of Springfield, Massachusetts, and the Baltimore and Ohio Railroad.

ABRAHAM LINCOLN Charles Keane
 REPORTER Don DeFore
 GRENVILLE M. DODGE Robert Harrison

Scene 3. The Golden Spike

The scene is at Promontory Point, Utah, May 10, 1869, upon the completion of the first transcontinental railroad. A distinguished company is present.

Stanzas of Bret Harte's poem, written for the occasion, are inserted in this scene.

The famous locomotive, Jupiter, of the Central Pacific, is enacted in this scene by the Genoa (1871) of the Virginia and Truckee Railway, a contemporary engine. The 119 of the Union Pacific is enacted by the equally famous Pride of the Prairies, No. 35, furnished through the courtesy of the Chicago, Burlington and Quincy Railroad.

GOV. TRITLE Arthur William Row
 MASTER OF CEREMONIES John Morley
 GOV. LELAND STANFORD Jack Gilchrist

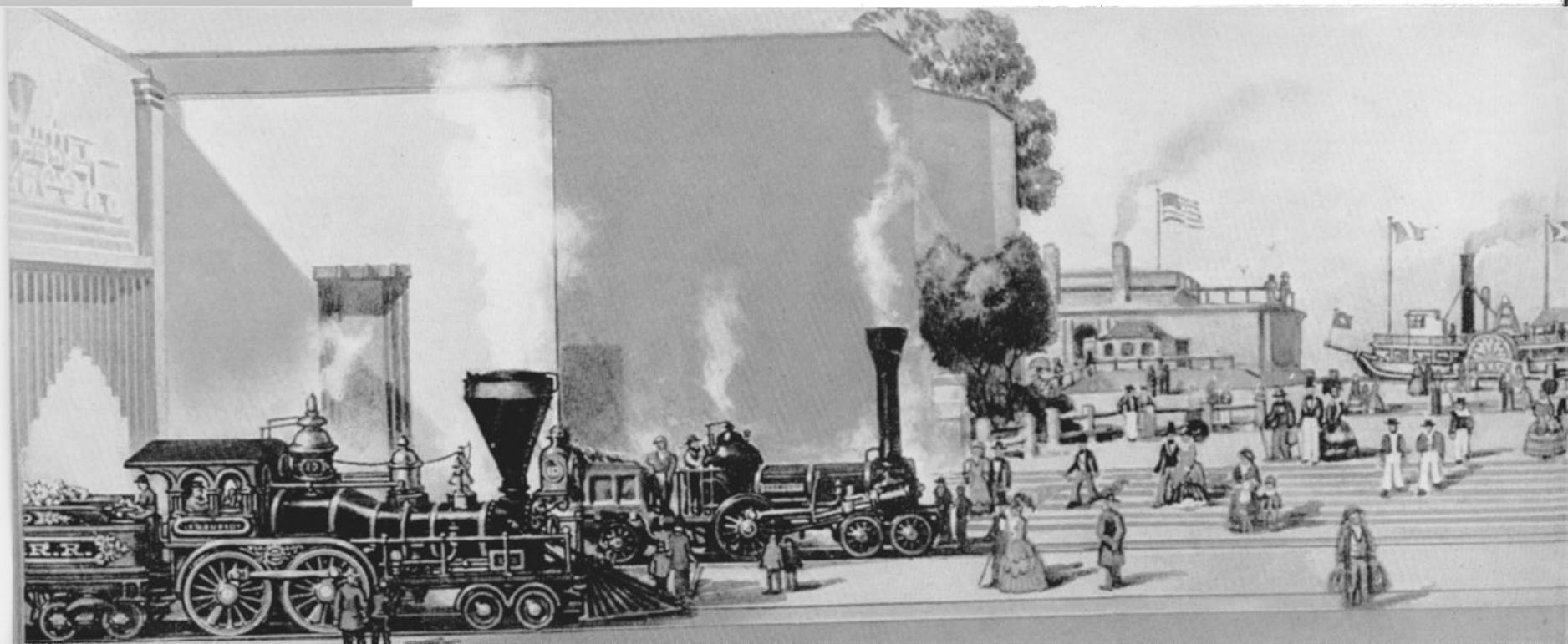
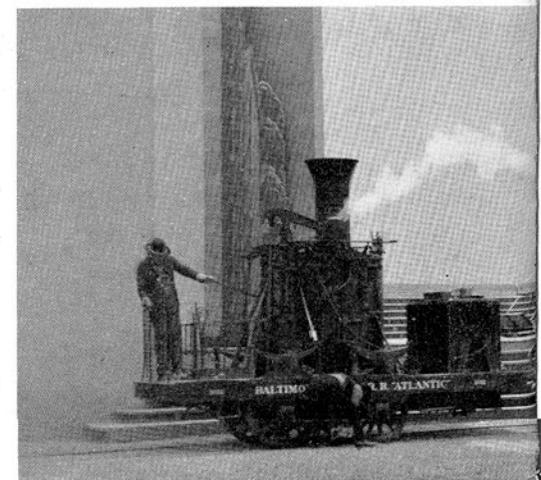


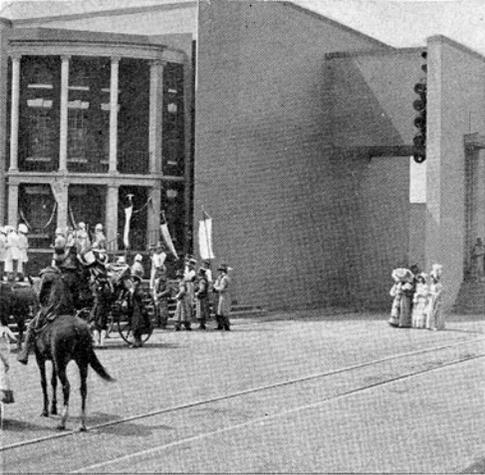
READY FOR A CANAL CELEBRATION

FAREWELL TO A NEW PRESIDENT
 York,



THEY ACTUALLY RODE THE





ON—At the Battery, New York, 1825

ENT—Abraham Lincoln leaves New 1861



SE CARS—At Baltimore in 1829



ACT IV

Scene 1. Yesterdays

The scene is the depot in almost any small American town in the 'seventies. The arrival of the morning train is an occasion of importance.

The morning train in this instance is enacted by the William Mason (1857) and train, furnished through the courtesy of the Baltimore and Ohio Railroad.

Express wagon furnished through the courtesy of the Hadley Museum, Hadley, Massachusetts. The open carriage is loaned by Lawrence E. Philbrook of Philbrook Farm, Shelborne, New Hampshire. Station wagon loaned through the courtesy of Louis J. Wiggins of Wiggins' Old Tavern, Northampton, Massachusetts.

STATION MASTER	- - - - -	E. J. Blunkall
TRAVELING SALESMAN	- - - - -	- Don DeFore
BRIDE	- - - - -	Ailes Gilmour
GROOM	- - - - -	- Bill Matons
BRIDE'S MOTHER	- - - - -	Marguerite Chaffee Kent
BRIDE'S FATHER	- - - - -	Leslie Austin



Scene 2. The Day Coach of Yesteryear

Also sometime in the 'seventies. The old day coach and its passengers are typical of the time. The words for this scene are those of John Godfrey Saxe's stirring and oft-repeated poem, *Riding on the Cars*.

The locomotive which now appears upon the stage is the Thatcher Perkins (1863), builded for mountain service for the Baltimore and Ohio Railroad and now loaned through its courtesy.

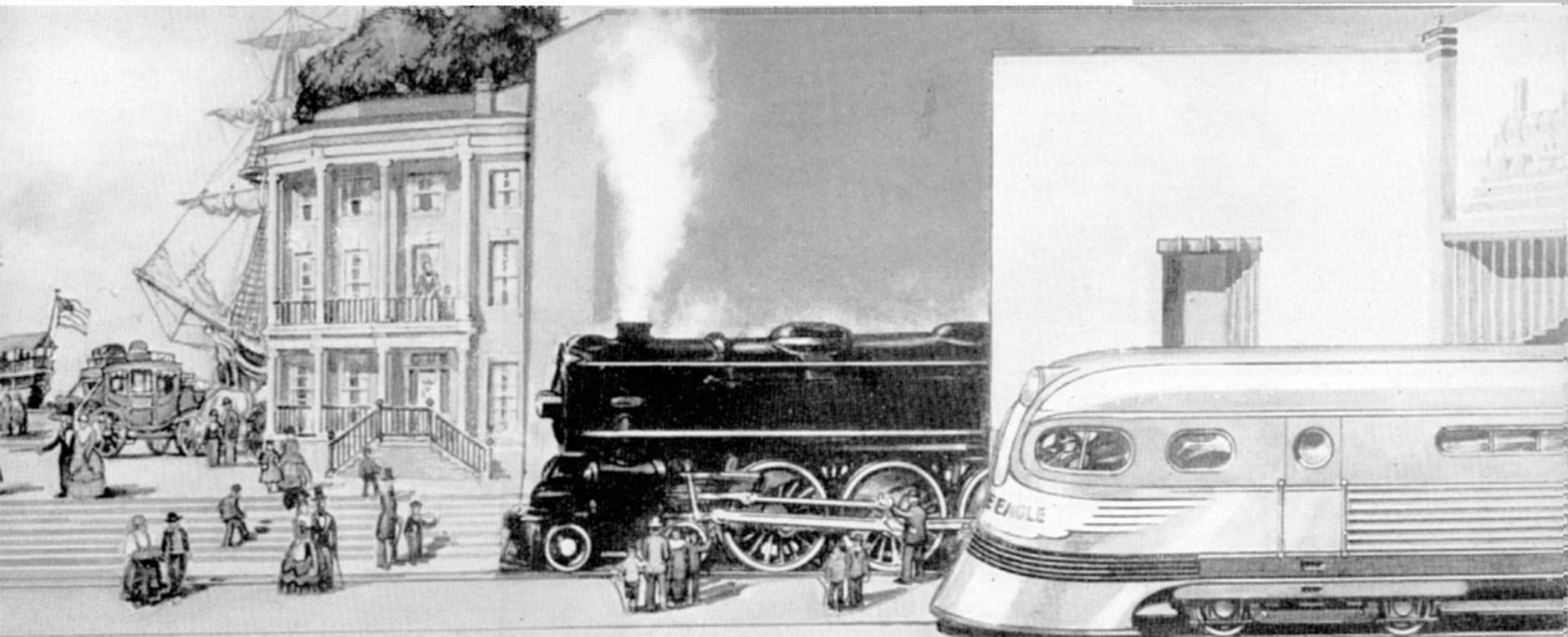
Scene 3. They Ride Upon the Cars

The concourse of a large railroad station in the metropolitan city of New York at the present day.

Scene 4. Riding Pullman

The scene is the interior of the highly modern Pullman lounge car, *Luxuryland*. The *Luxuryland* is standing in the trainshed of the railroad station in the preceding scene.

The lounge car, Luxuryland, especially devised for RAILROADS ON PARADE, is furnished through the courtesy of the Pullman Company.



The Great Triple-Stage of RAILROADS ON PARADE



— ACT V —

Scene 1. In the Little Red Caboose

At the rear of a manifest freight.

Caboose loaned through the courtesy of the Pennsylvania Railroad. Refrigerator car loaned through the courtesy of the New York Central System.

BRAKEMAN Leslie Austin
 CONDUCTOR E. J. Blunkall

Scene 2. The Railroad Under Test

A composite scene which typifies modern railroad operation and shows a signal tower and the headquarters office that controls it. Both are brought upon the upper stage, although supposedly many miles apart.

SUPERINTENDENT Jack Gilchrist
 DISPATCHER Charles Keane
 TOWERMAN John Morley

— Epilogue —

THE RAILROAD TRIUMPHANT

In the Epilogue the rôles of the early engines are filled by the passenger engine *J. W. Bowker* (1875) of the Virginia and Truckee Railroad and loaned by the Pacific Coast Chapter of The Railway and Locomotive Historical Society, and the freight engine *Ross Winans* (1869), furnished by the Baltimore and Ohio Railroad. The *Bowker* hauls an early passenger car (1838) of the Cumberland Valley Railroad, loaned through the courtesy of the Pennsylvania Railroad. The modern locomotives through the courtesy of the Pennsylvania Railroad and the New York Central System.



THE WEDDING OF THE RAILS—The Pacific Railroad Is Finished as the Last Spike Is Driven at Promontory Point, Utah, 1869



Personalities

EDWARD HUNGERFORD, author, producer, and director of RAILROADS ON PARADE, is known as the foremost rail fan of the country. His "fan" interests range from model collecting to full-size trains, old and new. Each year he travels more than 75,000 rail miles just for the fun of it. Twelve years ago he staged the *Fair of the Iron Horse* at Baltimore, in 1933 he produced *Wings of a Century* at the Chicago World's Fair, and later *Parade of the Years* at Cleveland's Great Lakes Exposition. He is the author of a number of popular books on railroad subjects, including *Daniel Willard Rides the Line*, *Men and Iron*, and *Pathway of Empire*.

KURT WEILL, composer of score for RAILROADS ON PARADE, is the well-known composer of the *Three Penny Opera*, *Johnny Johnson*, *The Eternal Road*, *Knickerbocker Holiday*, and a great number of musical scores for the theater and concert hall. He started working on his score for RAILROADS ON PARADE in the spring of 1938, and his intention was to write what he calls a "circus opera," a score full of light movement and popular melody and yet worked out as a complete musical form using all elements of theater music from opera to circus. The entire musical arrangement and orchestration is by Kurt Weill.

CHARLES ALAN, Pageant Director of RAILROADS ON PARADE, a native New Yorker, started his career in the theater at the age of thirteen. Studied at Yale School of Drama. His experience on Broadway has been extensive. He has been stage manager for Arthur Hopkins, Jed Harris and Arch Selwyn and was production supervisor for Max Reinhardt's *The Eternal Road*. He has also been associated with Warner Bros. and M. G. M. Studios here in New York. He worked on the direction of Hungerford spectacles at Rochester, Syracuse and Cleveland.

HARRY HORNER, a native of Vienna, and graduate of the University there, worked as actor and designer with Max Reinhardt in The Salzburg Festivals and theaters in Vienna. Since coming to America in 1935, he has designed *The Eternal Road*, *All the Living*, *Escape This Night*, *Herod and Mariamne*, *Family Portrait*, and *Orfeo and Euridice*. For RAILROADS ON PARADE he designed both the scenery and some 800 costumes.

GILBERT H. KNEISS, Technical Director of RAILROADS ON PARADE, was lately Assistant Director of *Cavalcade of the Golden West*, Golden Gate International Exposition. Author and producer of several successful one-act plays, including *Between Trains*, the first use of specially recorded sound effects with stage productions. Producer of radio transcription serials. Pacific Coast Representative and Chairman, Pacific Coast Chapter, of The Railway and Locomotive Historical Society. Author of many historical railroad sketches. Restoration of railroad equipment for Hollywood motion picture studios.

PERRIN G. SOMERS, Stage Director of RAILROADS ON PARADE. Formerly director of Rochester Civic Opera Company. Stage director of Edward Hungerford's pageants *Pathways of Progress* at Rochester, *Parade of the Years* at the Cleveland Exposition, and the *Syracuse Jubilee*. Recently returned from Los Angeles and Hollywood where he won recognition for his work with pageants and festivals in the West.

ISAAC VAN GROVE ranks high among American musicians. He has conducted grand opera in Chicago, in Cincinnati and elsewhere, and has been associated with Max Reinhardt productions. He is known to New Yorkers for his excellent work in the recent Franz Werfel - Kurt Weill production, *The Eternal Road*.

ARTHUR MAYBERRY, Stage Manager for RAILROADS ON PARADE, has specialized in outdoor pageantry. Other productions with which he has been connected in the same capacity are *Parade of the Years* at Cleveland, *Spanish Cavalcade*, *Wings of a Century* at the Chicago World's Fair, and other large Chicago shows.

ELLEN LOVE, Narrator of RAILROADS ON PARADE, was graduated from Vassar College and received much of her early training with the *Itinerary* Players repertory company. She also studied at the Anderson-Milton School in New York. She has worked in both winter and summer stock companies and has done some radio work. Miss Love has appeared on Broadway in Kurt Weill's *Three Penny Opera*; Sean O'Casey's *Within the Gates*; *Tell Me Pretty Maiden*; *Farewell Summer*, and *The Fireman's Flame* at the American Music Hall.

WALTER FOLMER, Narrator and Director of Dialogue, son of the inventor of the Graflex Camera, graduated from Princeton, where he played leading rôles in the Triangle Club and, in his senior year, wrote the show. He has traveled widely and has produced light opera and drama in Paris, in New York, and in his home city of Rochester, N. Y., where he is associated with the Eastman Theater in his special productions.

BILL MATONS has directed dances in several other pageants and theater productions. He has danced special rôles in *Americana*, *As Thousands Cheer*, *Candide*, and in *Everywhere I Roam* and created the leading rôle and danced in *Adelente*. He is a choreographer of distinction.

HARRINGTON ADAMS, Business Manager of RAILROADS ON PARADE, has produced and directed musical comedies and pageants in thirty-six states, Canada, and Mexico. One of the founders of John B. Rogers Producing Co., and their New England Manager for five years, he was for two years President of Associated Producers of America. He managed the outdoor show department for Joe Bren productions in Chicago, and was Business Manager of *Wings of a Century*, Edward Hungerford's transportation show at A Century of Progress.

THE TRIUMPH OF THE RAILROAD—The Grand Finale of RAILROADS ON PARADE, 1939



• R A I L R O A D S •
AT THE NEW YORK WORLD'S FAIR 1939

• G E N E R A L O R G A N I Z A T I O N •

World's Fair Committee, Eastern Presidents' Conference

J. M. DAVIS, *Chairman*

C. W. GALLOWAY

HOWARD S. PALMER

G. LEBOUTILLIER

F. E. WILLIAMSON

L. G. COLEMAN, *Director*

• R A I L R O A D S • O N • P A R A D E •

• P A G E A N T O R G A N I Z A T I O N •

EDWARD HUNGERFORD - - - *General Director*

HARRINGTON ADAMS - - - *Business Manager*

ELSIE M. BUTLER *Assistant to Business Manager*

C. GERTRUDE ROTH - - - *Executive Secretary*

PERRIN G. SOMERS - - - *General Stage Director*

GILBERT H. KNEISS - - - - *Technical Director*

RALPH H. CLINE - *Assistant Technical Director*
(in charge of Locomotives)

HOMER D. HOBSON - *Assistant Technical Director*
(in charge of Horses and Canvas)

WILLIAM GRUBLER - - - - *Chief Electrician*

ARTHUR MAYBERRY - - - - *Stage Manager*

WALTER FOLMER - - - - *Dialogue Director*

J. P. KILFEATHER - - - *Technical Stage Manager*

STUART ALLEN - - - - *Assistant Stage Manager*

JOE BASSETT - - - - *Assistant Stage Manager*

CHARLES CHRISTENSEN - *Assistant Stage Manager*

DAVID BERK - - - - *Chief Stage Technician*

ANDREW BACHMAN - - - - *Chief Property Man*

ADA NELLIGAN - - - - *Wardrobe Mistress*

PAUL G. SMITH, JR. - - - - - *Call Boy*

• R A I L R O A D S S P O N S O R I N G T H I S P A G E A N T •

Eastern Presidents' Conference

BALTIMORE & OHIO RAILROAD

BANGOR & AROOSTOOK RAILROAD

BESSEMER & LAKE ERIE RAILWAY

BOSTON & MAINE RAILROAD

CENTRAL RAILROAD COMPANY OF NEW JERSEY

CENTRAL VERMONT RAILWAY

CHESAPEAKE & OHIO RAILWAY

DELAWARE & HUDSON RAILROAD

DELAWARE, LACKAWANNA & WESTERN RAILROAD

DETROIT, TOLEDO & IRONTON RAILROAD

ERIE RAILROAD

LEHIGH & HUDSON RIVER RAILWAY

LEHIGH & NEW ENGLAND RAILROAD

LEHIGH VALLEY RAILROAD

LONG ISLAND RAILROAD

MAINE CENTRAL RAILROAD

NEW YORK CENTRAL SYSTEM

NEW YORK, CHICAGO & ST. LOUIS RAILROAD

NEW YORK, NEW HAVEN & HARTFORD RAILROAD

NORFOLK & WESTERN RAILWAY

PENNSYLVANIA RAILROAD

PENNSYLVANIA-READING SEASHORE LINES

PERE MARQUETTE RAILWAY

READING COMPANY

RUTLAND RAILROAD

VIRGINIAN RAILWAY

WESTERN MARYLAND RAILWAY