BILL OF THE PLAY

RAILROADS ON PARADE

A PAGEANT-DRAMA OF TRANSPORT

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 PLAYERS IN THE PIECE

THE NARRATORS

ELLEN LOVE
WALTER FOLMER

IN THE SOUND ROOM

JOSEPH EGENTON
BETTY KAHMAN

DON LOCHNER
ROBERT LYNN

LOUIS TANNO

THE SINGERS

ADELAIDE ABLOT
LOUISE BERNHARDT
MARVEL BIDDLE
JEAN BRYAN

RAY DEBELS
WILLIAM MABEL
RICHARD NORMAN
EDWARD RANSOM
MARION ROSS

ROBERT ROUNSEVILLE
THOMAS SCOTT
MARION SELKE
CECILE SHERMAN
RUFUS SMITH

BERNICE TAYLOR
JOHN TYRES
WILLIAM WAHLEBT
EARL WETHERFORD

THE BALLET

VALERIE BETTS
REBECCA BRODY
JENNIFER CHATFIELD
MARGUERITE DE ANGUEIRA
ELIZABETH GARRETT
AIKIN GILMOUR
PEGGY ANN HOLMES
MIRIAM JOSEPH

RHEA KOREN
VICKI MOUSSEIFF
LAVINIA NIEHAUS
DORIS OSTROFF
ETHEL SELWYN
KATHLEEN SAGE
ATTY VAN DEN BERG
JOAN WOODRUFF

RENAUD ALARCON
ZACHARY BARATZ
NELSON BACGLIFT
ALEX BERG
ROBERT BREN
ALFRED BUSH
MILTON FEHNER
JOHN GLENN

EDWARD HARRINGTON
WARD HARRIS
MICHAEL KIRD
DALE LEFFER
MELVIN LEVINE
BILL MANTOS
FRANK MAXWELL
PETE KITE SMITH

THE ENSEMBLE

AMELIA BAINES
MARIANNE BERTAND
PAT CARBERRY
HENRIETTA CARTER
JOAN CHAPMAN
IRENE CONNOLLY
ALICE COURTNAY
LILIANA CROSBY
EVAN KAY

DELIGHT DELLERT
HARVEY DONNELLY
EUGENE DURLE
ROSE FLYNN
GLORY FORTUNE
SYLVIA FRANKEN
VIRGINIA GIBBON
BETTY GODFREY
EDNA GUY
FRED HARCOURT
LILLIAN HARRIS

ANNI HAYTON
VIRGINIA HAYMAN
CLARA JACO
SONIA JOHAN
THERESA KEST
DOLLY KING
MARION LEACH
HELEN LEBERTON
ESTHER LEEING
LISA MEEHAN

DOLLY MCMINTRE
LUCIA MONTEZ
GDILLA OAKLEAF
LUCILLE RIVERS
DOROTHY RYAN
CELA RYLAND
ALBERTA SATTERWHITE
MARINE SEMON
BETTY SULLY
YSHIKA TAYHE

EDNA VANCE
WALT DRAPER
TED ERWIN
HORTON FOOSE
JACK GILBERT
RICHARD GRAHAM
EDDIE HALL
WILLIAM HARR
ROBERT HARRISON
FEDERICO HASE
ANTHONY HEALE

CLIFFORD HICKSING
BART HEDRICK
CHARLES HENRY
ARTHUR HOLLAND
WESLEY HUDSON
WILLIAM JONES
EDWARD JORDAN
CHARLES KARNE
BARNES KEELY
LESLEY KING

FRED KITAN
AMOS LING
WILIAM LEICESTER
ROSS LESTER
JOHN LUND
PETE MACK
SCOTT MACKINTOSH
BENEDICT MACQUARRIE
JACK MCCORMACK
JAMES MALANDY

MARVIN MARZOV
JOHN MURREY
PAUL MORTON
RALPH MORROW
EDWARD F. NANNERY
STANLEY NORMS
LAWRENCE O’BRIEN
DENIS O’CONNELL
F. M. O’CONNOR
MICHAEL O’NEALE

ROBERT OWENS
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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 Louis 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 (1830-32), 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 built and placed in service in 1837), through the courtesy of the Baltimore and Ohio Railroad Company.

CHARLES CARROLL - - - - - - - Frank Williams
PRES. THOMAS - - - - - - - - Arthur William Raw
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, built 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 Street 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 I19 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. TITLINE - Arthur William Row
MASTER OF CEREMONIES - John Morley
GOV. LELAND STANFORD - Jack Gilchrist
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. Blankall
TRAVELING SALESMAN - - - - - - - - - - - - - - - - - - Don DeFore
BRIDE - - - - - - - - - - - - - - - - - - - - - - - - Ailsa Gilmour
GROOM - - - - - - - - - - - - - - - - - - - - - - - - Bill Matson
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), built 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.
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 Keene_
_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 (1848) 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.
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 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 1925, 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 Camels of the Golden West, Golden Gate International Exposition. Author and producer of several successful one-set 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 pageant Pathway 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, 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 Escapades, 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 Jitney 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 Evergreen’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 roles in the Triangle Club and, in his senior year, wrote the show. He has traveled widely and has produced light operas and dramas 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 MATON has directed dances in several other pageants and theater productions. He has danced special roles in America, As Thousands Cheer, Cimarron, and in Everywhere I Roam and created the leading role and danced in Academe. 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 Pen production in Chicago, and was Business Manager of Wings of a Century, Edward Hungerford’s transportation show at A Century of Progress.
RAILROADS
AT THE NEW YORK WORLD'S FAIR 1939

GENERAL ORGANIZATION

World's Fair Committee, Eastern Presidents' Conference

J. M. Davis, Chairman
C. W. Galloway
G. LeBoutillier
L. G. Coleman, Director

RAILROADS ON PARADE

PAGEANT ORGANIZATION

Edward Hungerford - - - General Director
Harrington Adams - - - Business Manager
Else 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

RAILROADS SPONSORING THIS PAGEANT

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