A CENTURY OF PROGRESS PRESENTS

WINGS OF A CENTURY

The Romance of Transportation

By

EDWARD HUNGERFORD

Staged and Directed by HELEN TIEKEN

Musical Setting by HAMILTON FORREST

HARRINGTON ADAMS, Business Manager

Theatre Designed by HOWARD RAFTERY

SYNOPSIS OF SCENES

Prologue ........................................ INDIAN RETREAT

................................................ Episode I Wilderness Pathfinders 1700...1750
................................................ Episode II Wilderness Road Blazers 1769...1800

Scene I ........................................ LITTLE OLD NEW YORK................................................ 1807

Interlude I ...................................... ON THE ERIE CANAL................................................ 1825

Scene II ....................................... BALTIMORE CLIPPER................................................ 1825...1850

Interlude II .................................... PARADE OF THE IRON HORSE................................ 1830...1867

Scene III ...................................... GOLD RUSH................................................ 1849...1860

................................................ Episode I Overland Trail................................................ 1849
................................................ Episode II Pony Express................................................ 1849
................................................ Episode III Sacramento Night Boat................................ 1858

Interlude III .................................. PROMONTORY POINT...SPANNING OF A CONTINENT ................................................ 1869

Scene IV ....................................... THE CHICAGO WORLD'S FAIR OF 1893

Interlude IV .................................... HORSELESS CARRIAGE........................................ 1905...1925

Scene V ........................................ KITTY HAWK—CONQUEST OF THE AIR........................................ 1903

Epilogue ........................................ MODERN TRANSPORTATION

Copyright, 1933
PROLOGUE—INDIAN RETREAT

FIRST EPISODE
1700-1750

"Wilderness Pathfinder"
Across the fore-stage begins a march of the earliest Americans, afoot and on horseback. There are Indians with their horses, their canoe and their travois, and a priest and a few hunters and trappers.

"Travelers these, and with a vengeance. Stout hearts and brave. Pioneers . . . breaking the first trails for progress."

SECOND EPISODE
1769-1800

"Wilderness Road Blazers"
Daniel Boone’s caravan comes on the stage. Trail blazers have begun to move through the forests, frightening the Indians and rousing their resentment. Boone’s caravan battles for its very existence.

"The White Man is Master. The Indians have become a subject race."
SCENE ONE

Little Old New York

1807

This scene is at the edge of New York harbor, at the time of the first triumph of Robert Fulton's remarkably successful steamboat, the Clermont. A few other experimental steamboats already have been built, but the Clermont is the first to navigate waters, under its new power. The citizens of New York gather at their Battery to welcome the small steamboat, which already has succeeded in making a successful trip up the Hudson to Albany and back. And so the first step has been taken toward making travel in America a fairly swift and comfortable thing.

"As man makes the steam engine drive these vessels in these more sheltered waterways close at home, so will he put it to work to take great ships across the Atlantic."
INTERLUDE ONE
On the Erie Canal
1825

DeWitt Clinton has just completed his masterpiece—the Grand Canal, soon to become known popularly as the Erie Canal, which is navigable from the waters of the Hudson at Albany to the foot of Lake Erie at Buffalo. It is an instant success—this new transport link between the Great Lakes and the Atlantic and it is thronged with swift packet boats and slower freighting craft. A freighter, portraying the amusing family life on board, and a passenger boat, are drawn by mules across the stage.

"This is traveling de luxe in 1825... Four miles an hour—sometimes five. The great speed of these boats upon the new Erie Canal has to be carefully regulated. . . . The canal is the water railway of this era."
Scene Two

"The Baltimore Clipper"
1825-1850

Two great phases of transport are shown within this episode—the triumph of the clipper ship and the coming of the railroad. The scene is Baltimore Harbor and the year, 1835. The Baltimore Clipper already has become known, throughout all the seas of the world as second to no other craft in creation and the railroad—at first operated by horse power and then by steam—is just coming into being.

"The golden day of American shipping is at hand. The clipper ship, swiftest thing of its sort ever devised, is coming into its own."

An Early One Horse Chaise

In This Sort of Gentleman’s Coach
George Washington Once Rode
The Race Between the *Tom Thumb* and the Gray Mare
Baltimore—1830

**INTERLUDE TWO**

**Parade of the Iron Horse**

1830-1867

The *Tom Thumb* was the first locomotive of the Baltimore and Ohio Railroad. Its directors at first were loathe to accept the steam locomotive, but finally it was forced upon them—by this same *Tom Thumb*, devised and run by Peter Cooper, of New York. This early locomotive is followed by the early *DeWitt Clinton* and its train from the Mohawk & Hudson (now New York Central), and the *Thomas Jefferson* of the Winchester & Potomac (first railroad in Virginia) also with a very old stage-coach train.

"The *Tom Thumb* did the trick. It was a perky little engine and not infrequently it broke down. Once, when it was being raced against a fine gray mare, the fan-belt broke and the gray mare won. But not for long."

The *DeWitt Clinton*
and Its Train
Mohawk & Hudson R. R.
1831

Thomas Jefferson and Train—
Winchester & Potomac R. R. 1836
INTERLUDE TWO
(CONTINUED)

Parade of the Iron Horse

Another very early Southern railroad was the Cumberland Valley (now a part of the Pennsylvania) and one of its earliest locomotives was the Pioneer, built by Seth Wilmath in 1851, which now comes across the stage. Earliest of the northern transcontinentals was the Northern Pacific and its first engine, the Minnetonka is next shown. The scene is closed by the fine Thatcher Perkins (with train) which Thatcher Perkins built for the Baltimore & Ohio in the days of the Civil War.

"The Iron Horse has found his way far into the interior of America. Only one more step remains for him and that is to link the Atlantic and the Pacific."

Pioneer
Cumberland Valley R. R.
1851

Minnetonka
Northern Pacific R. R.
1869

C. P. Huntington
Central Pacific R. R.
1863

Thatcher Perkins and Train
Baltimore and Ohio Railroad
1863
SCENE THREE
Gold Rush
1849-1860

Scene and action now move from East to West. The year is 1849. Gold has been discovered in California and there is a mad rush across the continent. There are covered wagons and stage coaches, and at Sacramento wharf Wells Fargo transfers gold from the coaches to the night boat on to San Francisco.

The scene is enlivened by the advent of the pony express rider. The Pony Express was the most romantic form of transport America has ever known.

"Night and day, day and night, ceaseless, tireless are these couriers. . . . Through wind and rain and blazing sun and bitter cold. Ten miles to a horse, sixty miles to a rider. Ten days, St. Joe to Sacramento."

A Sacramento River Steamboat
INTERLUDE THREE

Promontory Point—Spanning of A Continent

1869

It is the eve of the completion of the Pacific Railroad—at the joining of the tracks, near Promontory Point, Utah. From Omaha, the Union Pacific has steadily been building toward the West; from the Sacramento, the Central Pacific toward the East. The completion of the through route—the first all-rail link between the Atlantic and the Pacific—is being celebrated.

"This railroad is well named, the Union Pacific. Wrought from human blood, through human effort, against terrific odds, it means a great and permanent union—of East and West, which will never be split asunder.... This is the birth of America—the end of Isolation and Sectionalism."

Building the Pacific Railroad
1866-69
SCENE FOUR

Chicago World's Fair

1893

Wings of a Century now swings to the very center of the land—to Chicago in the year of its unforgettable first World's Fair. Folk from all quarters of the world have gathered there. Among many interesting new things, the first automobiles are upon display. And close beside these, the fastest locomotive in the world, the famous 999 of the New York Central, which in May 1893 made a record of running at the rate of 112 1/2 miles an hour.

"How joyous all of this! Such gayety America has rarely ever seen. History is now being made, here by the shores of Lake Michigan."

Illinois Central Engines Such as This Little 1401 Hauled the Suburban Trains to Jackson Park and the Great Chicago Fair of 1893

The 999 of the New York Central & Hudson River Made a World's Record—at the Rate of 112 1/2 Miles an Hour—in May, 1893
INTERLUDE FOUR
Horseless Carriage
1905-1925

There is an increasing stream of early motor cars upon both the fore-stage and the main-stage. As they come upon the stage, the Narrator mentions each by name.

"From these small beginnings is being born, not only a new and major agent of our transport, but a new and giant industry for our commercial progress. . . . For in the trail of this horseless carriage comes the rebirth of the American highway. . . . Smooth pavements. . . . Great new bridges, spanning hitherto impassable waterways. . . . Swift and easy roads—here and there and everywhere."

Joys of Early Motoring
Pride Went With the Early Automobile
SCENE FIVE

Kitty Hawk—Conquest of the Air

1903

The stage is an empty and a deserted place. One sees sand dunes by the rim of the Atlantic, along the North Carolina shore line. Wilbur and Orville Wright are making the very first successful tests of their airplane.

“One pathway remains for man to discover and to traverse. This is the unknown pathway, through the dominion of the heavens. The airway has become the newest field of his endeavors. In simple fashion, such as this, the airplane is born.”
EPILOGUE

Modern Transportation

1933

The final scene is a tableau of modern transportation vehicles including: the airplane, railroad locomotive, automobile, motorcycle, and bicycle.

“One hundred years have passed and America... has swept into a place of populous states, a thousand cities, and ten thousand towns... Within this nation no form of transport has been neglected, none overlooked.

“Wings of a Century! It is no idle phrase. Man used these wings when first the paddles of his steamboats beat upon the waters, his earliest locomotives were, in his fancy and in his imagination, winged steeds. And so the motor car. And so, these great and birdlike creatures overhead.

“All move at his command—upon his pleasure. Together, they are the lifeblood of the nation... Transport is more than the right hand of the land. It is its very heart and soul.

“Wings of a Century! It is no idle phrase.”
MOUNTAIN TYPE FREIGHT AND PASSENGER LOCOMOTIVE—PENNSYLVANIA RAILROAD

The Pennsylvania Railroad’s Class M-1a locomotive is one of the most useful engines in American railway service, hauling the fastest all-steel limiteds of the passenger service and the swiftest of the long through freight trains. The M-1a locomotive—a Mountain type engine—is the product of Pennsylvania Railroad engineering and mechanical development, having been designed by this railroad’s own engineers and motive power experts.

This locomotive has four 33-inch engine truck wheels, eight 72-inch driving wheels and two 50-inch trailer truck wheels. Its boiler is 82 ¼ inches in diameter, with a total heating surface of 6,332 square feet. The grate area covers 69.86 square feet. The cylinder dimensions are 27 by 30 inches and the steam pressure developed is 250 pounds to the square inch.

The tender of the M-1a locomotive has a capacity for 22,090 gallons of water and 63,000 pounds of coal. It is 52 feet, 11 ¼ inches long and weighs 378,360 pounds.

The wheelbase of the combined engine and tender is 96 feet, 6 ⅜ inches. The total length of the locomotive is 108 feet, 2 ⅜ inches, and the total weight, 768,360 pounds.
CAST

Man Narrator . . Lester Luther
Woman Narrator . Olga Rosenova

Jessie Allen
Robert Andrews
Ruth Anton
Caesar Arrigoni
V. R. C. Avery
William H. Bender
Walter Bohnsack
Orin A. Brandon
Roger Bromley
Helen Brongel
Tom Brown
Frances Burke
Patrick J. Butler
Santo Cacciato
Omar Campbell
Stuart Chamberlain
George G. Clark
John L. Connor
Leonard Craven
Randolph Crews
Benton Dales, Jr.
Edward J. Denney
Tony Donofrio
George Dopp
Arthur Edmonds
Bruce Edwards
Manford Ettinger
Melvin Feigenbaum
Stanley Field
Dixie Fisher
John J. Fleming
Elvira Formella
Thomas K. Fuson
Louise Gehr
Mary Gehr
Chester Genter
Tom Gleason
Frances Glickman
Barbara Gordon
Willis Hall
William Healy
Steve Heierling
Homer Hobson
Stella Hobson
Roy Hudson
Blanche Jackson
Earl Jamison
Corine Jessop
Gomer L. Jones
James S. Jones
Lawrence J. Kelly
Bruce Kent
Jane Kermit
Eugene Kneps
Dorothy Koerner
Jap LaCOUR
Violet LeCaire
Robert Leicester
Mabel Leigh
Dan Leiner
Bernice Lohff
Earl Marvin
Janice Meredith
Faye Michelson
Madalyn Mick
Joe Mirabella
Isabelle Mohr
Loretta McNair
Paul Nelson
Dolly Nichols
Frances Oliver
Beatrice Orland
Lee Orland
Maryann Pearl
Rosemary Perkins
William Quentmeyer
Clifford Raynor
Frank Ryan
Otto Scheer
Mary Seiler
Elizabeth Shawhan
Paul Shawhan
Bill Smith
Rita Smith
Bert Stork
Chester Sullivan
Earl Svendsen
Harriet Taylor
Esther Teeters
George Teeters
Frank Teurfs
Anne Tourtelot
Florence Zander Wagner
Horace E. Walker
Omer Watkins
Everett Westness
Ross C. Whitemire
Virginia Whittier
Gene Yell
Ben Yost

LOCOMOTIVE ENGINEERS AND HELPERS

Napoleon Briggs
John Clifford
Jesse Cole
Thorvid Engquist
W. B. Good
Melvin Haagan
John Kinney
George Kingsley
C. H. Martin
Elmer Munson
H. Oberender
R. Rintoul
Ambrose Tatar
C. J. Rosenbaum
J. P. Schoebber
C. W. Stark
Henry John Suchor

VEHICLE DRIVERS AND HORSEMEN

Paul Barton
C. H. Baudendistil
William Bryan
Glenn David
Jack Donovan
Joe Farnum
Robert Glennon
Walter Goodenough
William Hall
Robert Harris
Fred Haynes
John J. Higgins
Edward Kiefer
John Konkol
Joe Kuta
Ardell Leaman
Walter Mapes
Roy A. Monson
John O'Brien
Theodore Pines
William Rooney
Rhoda Royal
Lorne Russell
William Shannon
Jack Victor
George Williamson
William Woffington

PRODUCTION STAFF

Harrington Adams . Business Manager
Raymond O'Brien . Director-in-Charge
Abe Goldberg . Musical Conductor
William Russell . Stage Manager
Gordon Ray . Assistant Stage Manager
Robert Van Deventer . Assistant Stage Manager
Avedd Crandall . Technical Director
David Oakes . Master Electrician
Allan King . Lot Superintendent
Frank Martin . Master Mechanic
Arthur Weinberg . Master of Properties
Florence Youngblood . Costume Director
Pauline Mills . Secretary-Personnel Director
Russell K. Tucker . Chief of Service

Costumes and Wigs by Marshall Field & Co.
RECOGNITION

The management of A Century of Progress gratefully acknowledges
the loan of these various articles for Wings of a Century

LOCOMOTIVES AND TRAINS
Baltimore and Ohio Railroad Company
Chesapeake and Ohio Railway Company
Chicago and North Western Railway Company
Illinois Central Railroad Company
New York Central Lines
Northern Pacific Railway Company
Pennsylvania System
Rock Island Lines
Southern Pacific Lines
Union Pacific Railway Company

HORSE DRAWN VEHICLES
Museum of Science and Industry
Messmore and Damon
Baltimore and Ohio Railroad Company
International Harvester Company
Railway Express Agency, Inc.
William Irwin  C. Zepp, Inc.

AUTOMOBILES (Old and New)
Museum of Science and Industry
General Motors Corporation
Chrysler Corporation
Roy Monsen
Auburn Automobile Company
International Harvester Company
Waukesha Motor Company
R. C. Harris
Reed Brothers Garage

BICYCLES AND MOTORCYCLES
Museum of Science and Industry
Mead Cycle Company
Harley-Davidson Motor Cycle Company
Ben D. Russell

AIRPLANES
United Air Lines
Stinson Aircraft Corporation—affiliate of Cord Corporation

MISCELLANEOUS
Museum of Science and Industry
Baldwin Piano Company
Marshall Field and Company