

Lincoln Car

1860 -

8

The End of a Famous Car.

There is on the Marysville & Blue Valley Branch of the Union Pacific road an old dilapidated car. Its exterior is in sad need of the painter's brush. Its interior is rough and dirty. It is fitted up with rough bunks, and is used to transport section hands from point to point. A close inspection, however, of its present condition will reveal features which would puzzle one who had seen it years ago. Here and there will be discovered a trace of gilding. The woodwork, if you scratch off the soot and dirt, will be found to be of solid mahogany and black walnut.

In short, it is a relic of faded gentility. Although it now takes in lodgers, like the traditional landlady, it has seen better days. This poor old shabby-genteel common-carrier was once considered the finest car ever built in the United States. Mechanics from all parts of the country who were master workmen were secured to work in its construction. It once shone resplendent in red velvet and gilding. It is, in short, the famous car "Abraham Lincoln."

This car was built in Alexandria, Va., in 1864. It was intended for an officers' car, to run on the military railroads that is, the roads which ran into the section of the country where the heavy fighting was going on.

It was at the time considered *par excellence*. It wore all the trappings belonging to wealth and rank. It shone resplendent in scarlet and gold. Soft turkey carpets covered the floor, velvet couches and chairs adorned its central reception-room. At one end were state-rooms for sleeping purposes. At the other were a dining-room and kitchen, over which presided a *chef* of supreme attainments in his profession.

Statesmen, famous over the civilized world, reclined on its upholstered couches and dined at its tables. The original cost of this car was something over \$30,000. When Lincoln was assassinated, to this car, his namesake, was entailed the duty of conveying his remains to Springfield.

From the performance of this duty the car attained a national reputation, and speculators began at once to make bids

for it, with a view to putting it on exhibition in dime museums. To prevent this the car was bought up by Mr. Lincoln's old law partner, Mr. Ward H. Lamon, now a resident of Denver. He purchased it at a government sale at Alexandria in 1865. Shortly after Mr. Lamon had bought it Secretary Stanton wrote him a letter begging that the car be kept out of the hands of exhibitors. This Mr. Lamon assured him was his intention.

In 1866 the car was sold by Mr. Lamon to Mr. Henry S. McComb, of Delaware, one of the directors of the Union Pacific, for that road. It then was used to bring out from New York Mr. T. C. Durant and a party who made a trip to what was then the western terminus of the road. At that time the different tribes of Indians along the line were throwing obstructions in the way of the further progress of the road, and in this car the officials met representatives of the various tribes to discuss the matter. On the return of the car to Omaha it was held there, and was used as an officers' car up to '69. It was then, on orders from Sydney Dillon, changed to an emigrant car, and remained in that service up to 1874. It was then sold to the Colorado Central for \$3,000, and marked "Colorado Central, No. 4." It was used by the road as a chief engineer's car.

The old car has been knocked around from place to place, at every move descending lower and lower from its exalted height, until now, in its battered old age, it transfers the section hands from point to point over the road.—*Denver (Col.) Tribune-Republican*.

R.R.G. 8-27-1886
P603

Lincoln Car

14

"Cin Daily Gay" May 1 1865

Report Columbus, O April 28 1865

"At 730 A.M. to the minute the train
slewsly entered the depot and the transfer
of the remains was made amid the most profound
silence. Indeed, what heart was not stilled
what mind unimpressed by the gloomy
gargantuan of that funeral car?

It was such as one might imagine
built for a monarch, and yet perfectly
chaste and beautiful. It is forty-two

feet long with twelve windows on each side. the panels are dark in contrast with the usual yellow of the other cars; and the windows are draped with black. silver fringe hangs from the edges all around the top of the car, below which is drapery of black, relieved by large silver tassels pendant between the windows. The inside of the car is very sombre with draping of black. At one end is a pedestal for the coffin, which when in its place, is covered by a magnificent flag draped in black. a state room adjoins with conveniences for the guard of honor accompanying the remains, finely decorated with the coat of arms of each state. It contains sofas and settees and other convenient appurtenances. This is the same car that left Washington, and it will continue to be used until the cortege reaches Springfield.

Lincoln Car

SPW. Lincoln Assassination: TWENTY DAYS. By Dorothy Meserve Kunhardt & P. B. Kunhardt, Jr. Impressive, beautiful narrative in text and **MORE THAN 300 PICTURES** of the assassination of Abraham Lincoln and the 20 days and nights that followed, the State Funeral, the nation in mourning, the long trip home to Springfield; based on eyewitness reports and the great Meserve photo collection. 9" x 12 1/4".
Pub. at \$11.95. *Special* **5.95**

1965

E 457.5
K96

M.H.T

one P.R.R. view loco & car near all other
views known - mostly scene of funeral &
carriages etc.
should check text for leads.

~~H. eiden~~

~~Fine engines - horse~~

1735

~~Book signing~~

~~TH 9557~~

A 645

~~(rare Books) M.H.V.~~

Lincoln Funeral Train

Frank W. Cornell, 4955 Creek Road, Lewiston, NY 14092 wants photo copies of the following locomotives used on the Abraham Lincoln funeral and pilot trains April 21-May 3, 1865: B&O nos. 38 & 39; PRR no. 186; Phila. & Trenton nos. 24 & 72; N. J. Trans Co. H.R. Ramsey & no. 40; Hudson River RR Union & Constitution; NYC Chauncey Vibbard, Edward H. Jones, nos. 202 & 248; Cleveland & Erie RR William Case & Idaho; Michigan Central RR Ranger & Frank Volkenberg; Lafayette & Indianapolis RR Persian & Rocket; Chicago & Alton, St. Louis RR no. 58. Also wants information on engines used on Northern Central and State Line RR/Indianapolis RR. Also photos of steam lighter (ferry), Kasson & Co., Jersey City. All costs will be refunded.

N.Y. Central
Headlight
2nd Quarter 1984

Lincoln Funeral Loco.

V. Searcher Farewell To Lincoln

B&O	No 238	Wash. - Balti.	P 87
North Cent.	?	Balti. - Harrisburg	P. 100
PRR	? [331]	Harrisburg - Phila.	P 111
	?	Phila. - NY	P 121
N.Y.C.	<u>Union</u>	NY - Albany	P 154
NYC	? [Isaac Richmond]	Albany - Buffalo	P 184
	? [William Case]	Buffalo - Cleveland	P. 203
	? [Nashville]	Cleveland - Columbus	P 219

Photos

C.C.C. & I. Nashville

PRR No 331 at ~~Nashville~~ Harrisburg & W. Phila.
Washington City

(over)

Lincoln Lore

6-3 1946 copied

Dean Richmond (N.Y.C) Albany - Buffalo

William Case (Lakeshore) Buffalo - Cleveland

"Washville" (C.C.C.) Cleveland - Columbus

"Persian" (L.N.A. & C) * Lafayette - Mich City
Detroit

"Ranger" (Mich Cent) Mich City - Chicago *
Detroit 1858

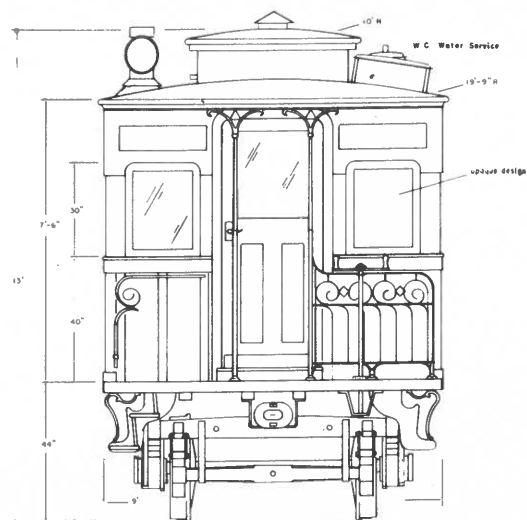
No 58** (C & A) Chicago - Springfield

** may be named William Jones

* Hilton says Monon used Mich Central
engines North of Lafayette.

* Photo O. Jensen RR Books P. 80 credit
Chicago Hist Soc.

Same view Abolition Civil War
P 192 credit Ill Central RR



PRESIDENTIAL CAR UNITED STATES

BUILT BY U.S. MILITARY RAILROAD CAR SHOP
ALEXANDRIA, VIRGINIA 1863-64

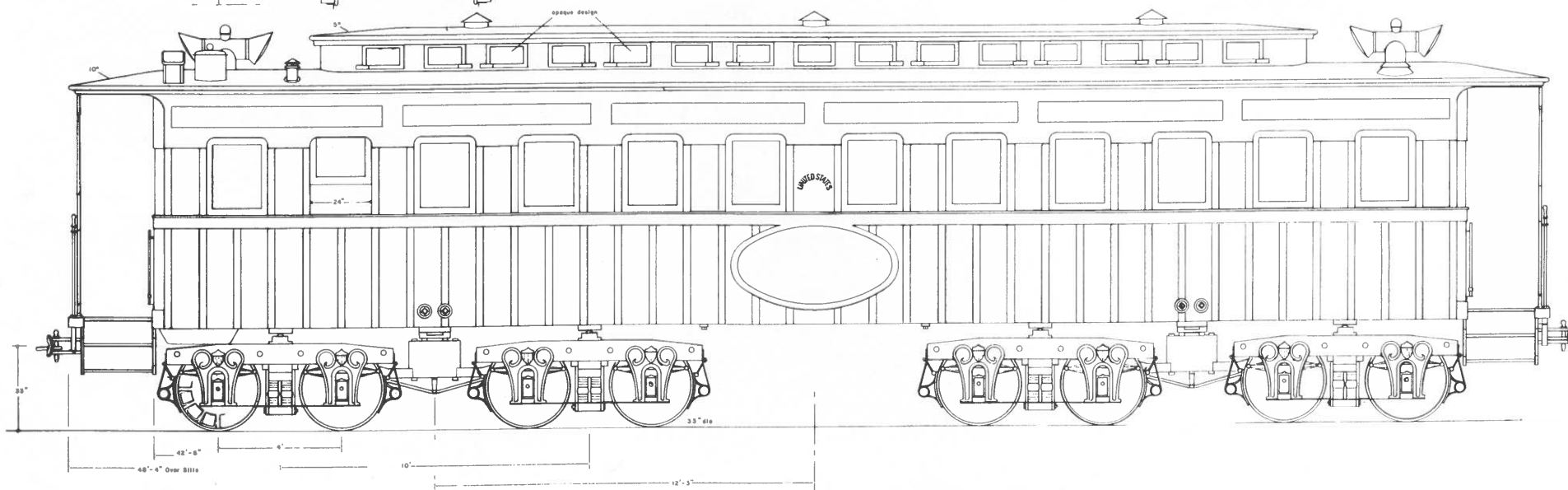
DESIGNER: B. P. LAMASON, SUPERINTENDENT

DRAWN MAY 1886 J. M. HAINES
SCALED BY CALIPER FROM PRINTED PHOTOGRAPHS

SOURCES:
MEREDITH, ROY
WM. LINCOLN'S MILITARY RAILROAD

SANDBURG, CARL
LINCOLN COLLECTOR

WHITE JR., JOHN H.
THE AMERICAN RAILROAD PASSENGER CAR



Mr. Lincoln's Railroad Car



by
H. Robert Slusser

Alexandria Archaeology Publication Number 76

**MR. LINCOLN'S RAILROAD CAR
AN ALEXANDRIA ARTIFACT**

H. Robert Slusser



**Alexandria Archaeology Publications
Number 76**

Alexandria Archaeology
Office of Historic Alexandria
City of Alexandria, Virginia
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Front Cover

The Lincoln Car in Alexandria, 1865. See Figure 4.

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Foreword

The subject of this publication is a rather large Alexandria artifact--The Lincoln Car. Over the years, the Lincoln Car has engaged the interest of several writers due to its prominence in Abraham Lincoln's funeral train. Bob Slusser brings a distinct Alexandria perspective to the Lincoln Car. Fabricated in the car shops of the United States Military Railroad (USMRR) Station near Duke and South Henry streets, the Lincoln Car has strong credentials as an Alexandria artifact.

Bob engaged in a massive letter writing process and conducted primary research in order to write the history of the Lincoln Car's birth to its dishonorable demise. One would think that a railroad car of this fame would be fully studied, yet Bob found many threads which required additional research. He searched out leads from many private researchers, state historical societies and the Union Pacific Railroad. The project has been successful through Bob's organizational abilities and great diligence to detail, as well as the exhuberance and gracious assistance of Dr. Wayne Wesolowski with the Lincoln Train Project.

The Lincoln Train integrates two themes which are paramount to understanding Alexandria's heritage--transportation and military occupation. Alexandria was founded as a conduit for the transshipment of tobacco and became a regional hub for trade. This economic centrality continued from the mid-18th to the late 19th century as Alexandrians shifted their transportation methods from roads, to canals, and finally to rails. The railroad era was a mere decade old when Alexandria was occupied by federal forces in 1861. The town's transportation infrastructure of rails, roads and wharves provided a ready-made supply center. The Orange and Alexandria Railroad tracks and roundhouse in Alexandria were taken for military use and transformed into the USMRR Station with the addition of new rails, shops and quarters, as well as a commissary, hospital and stockade.

It was here that the Lincoln Car was conceived and manufactured for use by President Lincoln.

The USMRR Station has been a topic of archaeological interest since a survey conducted by James Madison University for the Duke Street Widening Project discovered a portion of the roundhouse turntable and the USMRR commissary. The two volume technical report was authored by T. Ted Cromwell and Timothy J. Hill in 1989 for the Virginia Department of Transportation. The report, "The Phase III Mitigation of the Bontz Site (44AX103) and the United States Military Railroad Station (44AX105) located on the South Side of Duke Street (RT236) in the City of Alexandria, Virginia," is available for review in the Alexandria Archaeology Museum.

Archaeological review of the proposed Carlyle development in 1989 also brought a greater understanding of the historic significance of Alexandria's oldest surviving railroad bridge, a small stone structure which spans Hooff's Run just west of the USMRR Station. Originally constructed by the Orange and Alexandria, the bridge is one of the few remaining railroad structures in Alexandria. Fortunately, the bridge has been nominated to the National Register of Historic Places through the efforts of Jean Taylor Federico, James Massey and Jere Gibber.

Although no USMRR Station structures remain above ground, there may still be evidence of the Civil War activities buried underground. Much of the USMRR Station will be archaeologically investigated in the summer of 1996. Thunderbird Corporation will conduct test excavations and historical research for the developers of the site, Eakin/Youngentob. Overlay maps produced by Gordon Calhoun greatly assisted in our first efforts to identify potential archaeological resources in the USMRR Station blocks and particularly the hospital.

I especially want to note that the Lincoln Car and the USMRR Station first came to my attention through the interest of a member of the Alexandria Archaeological Commission, Pete Peterson. Pete's initial correspondence with the Union Pacific Railroad Museum resulted in our obtaining the manuscript which Bob frequently cites in this publication. Pete's curiosity piqued my interest at the same time that the archaeological potential of the USMRR Station area was under study. Thanks to Pete, the Virginia Department of Transportation Duke Street Widening Project, the Hooff's Run Bridge nomination process, and now Bob's Lincoln Car publication, we all know more about Alexandria's railroad and military heritage.

Pamela J. Cressey, Ph.D.
City Archaeologist
1996

Preface

This car might have become a famous product of Alexandria if President Lincoln had lived to make regular use of it and perhaps pass it on to succeeding Presidents. Instead, the awesomeness of its famous use was surely enough to smother any thought by his beleaguered successor of appropriating the car to his official use, while the ending of the Civil War eliminated that special reason for presidential travel and simultaneously resulted in the U.S. Military Railroad being tasked with disposing of surplus material including the car.

Passed into private hands, the car was apparently quickly forgotten in and around Alexandria. Its new owner, the Union Pacific Railroad (U.P.), took the car to the midwest where it was assigned to more mundane uses. There the famous car, whenever the public could have a chance to see it, continued to attract a general reverence and respect that are exemplified today by the holdings of numerous museums and historical societies, including the museum of the Union Pacific Railroad in Omaha. In the middle of this century, the U.P. made an extensive effort to document the private history of the car and its furnishings. The result, which was kindly made available by Donald D. Snoddy, Manager Museum Services, provided much of the material for this paper. Other pertinent documents, information and photographs were received from Anne Woodhouse, Senior Curator, Missouri Historical Society; Robert C. Pettit, Assistant Collections Manager, Nebraska State Historical Society; Kim Bauer, Lincoln Curator, Illinois State Historical Library; and Michael Maione, Ford's Theatre National Historic Site, as well as from the Chicago Historical Society, Hennepin County Historical Society, Minnesota Historical Society, Pennsylvania Historical and Museum Commission and others.

Books about the life of Lincoln, among them Victor Searcher's *The Farewell to Lincoln*, provided elaborations on the early history of the car. A cogent and thoroughly researched recounting of the car's history, including technical details about its

construction, are in *The American Railroad Passenger Car*, by John H. White, Jr., who also personally contributed insights to the content of this paper. A number of periodicals and railway in-house magazines occasionally published articles about the car, which have afforded additional illumination of the story. These publications tend to present as facts statements taken from one or another of the eyewitness accounts which were set down from memory three, four or even seven decades after the fact of building the car and which do not agree in all of their details. Contemporary military documents paint a somewhat different picture.

All of these sources and countless more have been exploited at Illinois Benedictine College in Lisle, Illinois, where probably the most thoroughly studied collection anywhere of information, photographs and objects relating to the Lincoln Car has been assembled by Wayne E. Wesolowski, Ph.D., Professor and Director, IBC Lincoln Train Project. In addition to his direct contributions, his friendly collaboration has been of immense help in coordinating the material collected for this paper.

The patient help of Michael Meier and William Lind at the National Archives made it possible to locate the documents of the U.S. Military Railroad that were so fundamental to the completion of this account. Imaginative help in deciphering the handwriting of General Meigs in those documents came from Tim Dennee, Anna Lynch, Barbara Magid, Steve Shephard and Mary Slusser among others.

The most recent article about the car to appear, by David K. Nelson, sets forth in detail the events in Minneapolis that preceded its loss in 1911. A number of other people who are collecting information about the car at the present time are assumed to be writing for publication.

Introduction

The only railroad coach ever built by the United States Government ostensibly for the use of a president in his executive duties was an artifact of Alexandria, Virginia. It was built in the Orange & Alexandria Railroad car shops while they were being operated by the U.S. Military Railroad (USMRR) of Virginia in the mid-1860s. The shops were originally built by the Orange & Alexandria southwest of the corner of Duke and Alfred Streets in the early 1850s. They were taken over by the USMRR on the 24th of May 1861, when the Union Army moved across the Potomac to protect the capital at the beginning of the Civil War, and were expanded during the course of the Union occupation (Figure 1). While the Orange & Alexandria lines were returned after the War on June 27, 1865, to the Virginia Board of Public Works,¹ the USMRR continued to occupy the shops at least until the spring of the next year.² Under military officers, the USMRR turned to operating railroads in the North to recruit work staff for the shops. In the shops, they repaired locomotives, designed and built bridges and trestles and modular housing,³ invented tools for ripping up and bending enemy rails and devices for straightening their own bent rails, repaired railroad cars and built cars for ordinary and for special uses (Figure 2).⁴

Probably the most unique car made at the shops was the one built from November 1863 to February 1865⁵ supposedly for the use of President Lincoln. Much care and effort went into the design and construction of the car, but the only time it ever carried the President was as a funeral car after he was assassinated just as the war was ending. It was the focal point of a special train that took him back to his home town of Springfield, Illinois. After that interlude, and with end of the war, the car began a 46-year existence as private property west of the Mississippi. A few ups and many downs characterized these years, climaxing in its ignominious accidental end in a field fire, with any remaining pieces carried off as souvenirs to disappear almost completely.

For such an illustrious object, official records of the car's creation are peculiarly sparse or undiscoverable. According to all accounts, it was built in the shops of the USMRR for the occupant of the White House, but the archives of neither institution have yielded any request, order, supply voucher, or other record that initiated or financed its construction and furnishing. Numerous careful and thorough researchers over the years have eventually concluded that "Who authorized construction is not definitely known,"⁶ "...is not entirely clear,"⁷ or "...has been lost."⁸ What is assumed to be known was mostly recorded from memory decades after the fact.

In 1893, for example, W.H.H. Price wrote:

I have just learned that Mr. B. P. Lamason, the designer of the car, died about a year ago, so the writer is the only living person who had anything to do with the building of the car...

Some time during the year 1863 Superintendent Lamason either conceived the idea, or had received instruction, to build a private car for the use of the President. The work was begun in November of that year and was completed in February, 1865.⁹

However, in 1903 Sidney D. King was still alive and available to relate to an interviewer:

I was assistant master car builder at that time, was in the shops constantly while the car was being-built...¹⁰

Further, in 1930 *The San Diego Union* quoted James T. Barkley, a 90-year-old veteran:

"In December, 1863, I was detailed on recommendation of General McCallum, by General Thomas Holt, to build a new car for the president." Barkley stated that the rear of the car was to be Lincoln's quarters and the front room a washroom.¹¹

This elusiveness of firm information about the birth of the car continues to cloud information about almost every aspect of its ensuing history.

THE PRESIDENTIAL CAR, 1863 - 1866

Description And Building Of The Lincoln Car

"It was really magnificent for those days, and every available convenience was used, but present day travelers would consider it very common."¹² This was the opinion in 1903 of Sidney King, recalling the building of the Lincoln car from his days as assistant master car builder in the shops where it was built. King is one of many writers whose names are mentioned in the introduction and cited in the notes who have contributed descriptions of the car and its construction in the shops. Characteristically, their several descriptions are inconsistent on numerous points. From their descriptions we may gather a picture with overlapping details. Contemporary photographs supplement the descriptions of the exterior but not the interior of the car.

When the building of the car began, Colonel D. C. McCallum, a Brevet Brigadier General, was the officer in charge of the U.S. Army military railroad system. Benjamin P. Lamason was superintendent of the car department shops. W.H.H. Price was foreman of the long government shed that had been added to the car shops and was in charge of building the car from start to finish. Sidney D. King was assistant master car builder. James T. Barkley and James Allen were the carpenters, and Sergeant Robert Pierce was the artist and painter. Robert Cunningham worked on the trucks. Other men assigned to the construction of the car were Lawrence O'Day, Nate Irwin, Myron H. Lamson, and Dennis O'Day. In 1865, General J. H. Devereux was superintendent of transportation.¹³

Foreman Price, who was a master car builder, first recorded his account of the building of the car in 1893 in a letter to the editor of *Locomotive Engineering*, published September 1893, and in a similar letter, dated November 11, that appeared in the *Railroad Car Journal*, December 1893. His reply of February 19, 1897, to the *Omaha Bee* appears to be another edition of the account, which is quoted at length by Paul Rigdon, an official

of the Union Pacific Railroad (U.P.). This was part of a detailed history of the railway compiled by Rigdon in 1952 that combined the available documentary record with oral history of employees, relatives and others even remotely connected with the company and the Lincoln Car and revealed his own interest in the car and its furnishings over the preceding thirty years.¹⁴ Assistant car builder King in 1903 made a signed statement adding his recollections to those of Mr. Price. This statement was reproduced in 1923 by *Mutual Magazine* of the Pennsylvania Railroad, then quoted in 1927 by John W. Starr, Jr. in his *Lincoln and the Railroads*. The accounts of Price and King provide the bulk of the following description, again not without inconsistencies.

Writers agree generally that B. P. Lamason and the others took great pride in the project and tried to make it fully worthy of the Chief Executive. Lamason began the design in late 1863. Assumptions that the President himself had any part in it cannot be substantiated. Yet in 1892, a master mechanic of the Union Pacific Railroad, then owner of the car, said without attribution in a detailed history of it, "The car was built as nearly as possible to suit Mr. Lincoln's idea and was so peculiar in construction as to give it individual characteristics."¹⁵

The car was designed for the general use of the Chief Executive. On the pattern of cars of the Pennsylvania Railroad at the time, it was 48 feet in length, the center of the roof was raised, with sixteen clerestory windows in the raised part between the two levels of the roof. There were 12 main windows on each side of the car, and below the windows, on a metal oval panel 5 feet by 2 feet, was painted the coat of arms of the United States. The words "United States" were painted in a semi-circle on the window panel above the oval. The car was painted a rich chocolate brown, rubbed out to a fine finish with oil, rotten stone and the bare hand. Fine gold striping on the body and clerestory was the only decoration, other than the polished brass-capped nuts for the bolster tie rods on the car's sides above the trucks and very ornate axle box pedestals at

the ends of each axle. These were Lamason's own design, to which he is said to have devoted weeks of effort.¹⁶

Some time before 1893 the myth arose that the car had been armor plated, so that Price found it necessary to say in his description, "neither was the car cased inside with iron, as stated by some writers."¹⁷ Apparently the myth continued to grow, for in 1903 King wrote, "Newspapers lately say 'that it was ironclad—armored plate being set beneath its upholstered sides.' *This is a mistake...* Anyone who knew the habits of Mr. Lincoln would scout the idea of his designing an armored car of such luxurious appointments for his own use in going to the front. Just when the fact of its being built came to his knowledge I do not know...he utterly refused to accept the car or ride in it during his lifetime."¹⁸ In 1937 Carl R. Gray, a former president of U.P., published his recollection of an address he had given a year before to a meeting of the Newcomen Society in New York. Ignoring or ignorant of the statements of Price and King, he recalled saying, "The understructure of the car employed girders instead of the conventional truss-type then in use. To the girders iron plates were riveted that reached from sill to window, thus in effect making the lower half of the car bulletproof."¹⁹ Remarkably, in the Newcomen Society's volume of *Transactions* that includes the April 22nd, 1936, meeting, Carl Gray's Address is essentially a condensation that follows closely, and acknowledges, Price's letter to the *Omaha Bee* and includes his statement "nor was it cased inside with iron..."²⁰ Which printed version is closer to the spoken version is a less important question. The really challenging mystery is where the myth of the armor plate first arose and why Gray chose to resurrect it—the more so if he indeed had used Price's contradictory phrase in his address to the meeting.

Victor Seacher repeated Gray's description, acknowledged that the idea was controversial, but missed the statements of Price and King.²¹ Despite the futility of armor plate in a car with two dozen windows, some writers have tried to rationalize the probability of its use. Borchers, for example, repeated a suggestion that the reason for

U.P.'s interest in the car was to use it as a pay car in the wild west and went on to speculate when and by whom the armor plate was later removed. Most writers preferred the memories of the eyewitness car builders.

As a mid-construction modification, two four-wheel trucks were joined in place of the usual single truck at each end, producing an almost continuous row of Lamason's ornate axle box pedestals. The wheels were of wider-than-usual tread design intended to fit minor variations of width between rails extant at that time—between-rail distance having not yet been standardized at 56 1/2 inches.²² Multiple versions of the technical details of the trucks are available.²³ "The large observation platform and the system of heating was new to the cars of that period and it marked a distinct advance in railway construction."²⁴ No name or number was given to the car (Figure 3).

Forty-two feet long inside, the space may have been divided into "a parlor and drawing room at either end, with a side aisle and stateroom in the center, [t]he stateroom...planned as the President's compartment, [and] a small washroom...located in the drawing room."²⁵ Alternatively, it may have been "divided into dining room, stateroom, and parlor, [with] an aisleway along the inside wall of the car connecting dining room and parlor, keeping the bedroom completely private...and in the center... the most comfortable place for railroad travel."²⁶ Or "divided into three compartments, viz., drawing room, parlor, and state-room, the latter being in the center of the car...[with] drawing room and parlor...connected by an aisle extending along the wall inside of the car, and in the drawing room end a saloon was placed."²⁷ Or again, "A door in the vestibule of the coach [may have] opened into a narrow passageway which extended the entire length of the car along one side, [from which] doors opened into each of the three private rooms, [the] room in the rear end of the car, the stateroom, considerably larger than the others..."²⁸ Borchers also had the passageway extending the full length of one side.²⁹

More difficult to understand is the description of an upholsterer, Joseph Kragaskow, who came to U. P. to work on the car after it had been in use by U.P. for 2 1/2 years. He remembered "first, observation room 12 feet lengthwise of car; second, one bedroom 9

feet; third, one bedroom 9 feet; fourth, dining room 10 feet;" thus using up 40 feet of the 42-foot inside length recalled by the builders of the car. Yet Kragaskow continued "...remainder of the forward end of the car being taken up by the kitchen and servants' quarters."³⁰ If Kragaskow remembered one too many bedrooms, there might have been space for the service facilities, but White referred specifically to "the absence of a kitchen and crew's quarters."³¹ Kragaskow's recollections were recorded more than half a century after the car had passed out of U.P.'s first ownership.

The car is understood to have been outfitted more as an elegant drawing room-parlor than a self-sufficient private car, although the four sofas, two of them 7 1/2 feet long for the President's tall stature, had hinged backs that would allow them to be made up as beds. For linens or for serving meals, a separate car would have been necessary, however, as the car had no provision for supplies, cooking or crew.³²

Woodwork in the interior was black walnut and oak. The walls were upholstered from the seat rail to the headlining with rich corded crimson silk which had a tufted pattern. The headlining, also of crimson silk, was gathered in each panel to a rosette in the center. The clerestory above was painted zinc white and decorated with the coats of arms of the states. The curtains were of light green silk. Searcher described oil paintings between the window spaces, chandeliers of cut glass and wall-to-wall carpeting, but thought the sides and ends of the car were upholstered in dark green plush.³³ The furniture was thought by some³⁴ to have been covered in dark green plush and by others³⁵ in red plush. If the USMRR made an inventory of the car's furnishings when it was completed, the list has not yet come to light. Later on, there are lists that were reconstructed by the U.P. in the years after its purchase of the car.

Whatever its original furnishings, the car is generally accepted to have been finished early in 1865, shortly before the death of the President (Figure 4). Only Barkley's reminiscences in 1930, 65 years later, have the car being completed the third week in May, 1864.³⁶ There was time, in any case, for the car to be taken on a trial run over the Orange and Alexandria RR to Warrenton and for the builders to develop a general feeling that the

President was avoiding riding in it. His reluctance is generally attributed to derogatory comments about the undemocratic opulence of such a conveyance published by unnamed anti-administration New York newspapers. Tracking down alleged comments in a potential eleven months of several daily newspapers would use up time that no researcher has found to date, but writers³⁷ routinely cite Lincoln's political sensitivity as the reason for his failure to use the special car.

On the 14th of April 1865, work in the car shops was pervaded with excitement as everyone again awaited the President's reply to the invitation of Superintendent Lamason and General J. H. Devereux for him to take a trial ride the next day.³⁸ Instead, that evening Lincoln was assassinated, and the immediate future of the car was radically changed.

This account so far is the traditional history of the car that has been generally accepted and published by all the authors, with the conflicting variations that have been described, up to the present day.³⁹ As noted, the story is built on the recollections of civilian employees of the USMRR as they were published decades after the men had worked together to build the car. In contrast to this traditional, mysteriously undocumented origin of the car, we get a quite different version of how it came to be built from General Meigs, the Quartermaster General of the Army under whose authority the USMRR operated and the car was built. Moreover, General Meigs's version was written little more than a year after the car was completed, in comparison to the decades that passed before the civilian recollections appeared in print. On April 13, 1866, General Meigs wrote to the Secretary of War:

This car was not built solely for the use of the President. It was built by the force employed in the repair shops at times when accidents on the railroad _____ of travel left leisure time. It was necessary to keep _____ force to be ready for emergencies and employ[ee] labor from time to time was put upon this car. It was used repeatedly before and since the death of the President.⁴⁰ (Appendix A.)

Discounting the possibility of some ulterior reason for "editing" this account, the statement (with gaps for some of General Meigs's undecipherable handwriting) would eliminate any need for the special documentation authorizing construction, whose absence has been so universally puzzling. The implication is that building the car was a make-work project for idle hands, presumably using materials in stock. Because the project had not been considered important enough to inform the Secretary or to need authorization, no authorization documents were created. On the other hand, the purchase of the special cloths for the ornate upholstery and the manufacture of the special wheels, as work progressed, may have produced specific purchase documents, and they may eventually come to light.

Make-work project or President's Car, it was the obvious choice for the need at hand, and within days of the assassination, Myron H. Lamson, a member of the Washington City Home Guards and an enlisted mechanic in the service of the Baltimore & Ohio Railway Company, was in the USMRR yards converting the car into a hearse. He built a catafalque to hold the President's coffin in the center of the stateroom, now to be heavily draped in black with heavy cords and tassels. "The catafalque was shaped like a pyramid with a railing surrounding it, and it was possible for people to view the remains in the car. [With the removal of the end railing and the installation of a roller at the edge of the platform] ...it was deemed possible to remove the remains with little difficulty, when special memorial services were held in several cities along the route."⁴¹ (This seems to confirm the end location of the stateroom among the several floor plans that have been described.) Borchers, but no others, wrote that the car was repainted before being appropriately draped.⁴²

The Funeral Preparations, April 1865

Now the windows were hung with somber curtains and the furniture was encased in black. Above the windows on the outside a series of alpaca festoons was held by silver stars from which depended silver tassels. Strips of black velvet ending in silver fringe graced each window panel. Below the windows another series of alpaca festoons was caught up with silver stars. With its sixteen-

wheeled running gear, the conveyance was the cynosure of all eyes and added authentic dignity to the cortege ensemble.⁴³ (Figure 5.)

Preparation of the car was only a side event to an officious tug-of-war that the bereaved Mary Todd Lincoln had to umpire about where the President would be interred and how many obsequies would be held and where. New York papers promoted a memorial in that city, where his remains would then be enshrined. Commissioners and Congress passed resolutions in favor of the national capitol or Congressional Cemetery. Others favored the center of his home town, Springfield, Illinois. The most feeling retelling of these distressful decisions is given by Victor Searcher in *The Farewell to Lincoln*.⁴⁴

As soon as Mrs. Lincoln agreed to interment in Springfield, everyone assumed that the return trip would approximate the inaugural trip of February, 1861. That trip had zig-zagged from Springfield for 1,904 miles through dozens of cities in 7 states over 12 days before reaching Washington.⁴⁵ During the trip, Lincoln made 30 addresses and speeches and countless personal appearances. In anticipation of the funeral trip, meetings of citizens were held in the principal cities of all the loyal states to make formal note of their condolences and to arrange obsequies in their communities. From these groups came unrelenting pressure to have the cortege routed through their cities. A delegation came from Springfield to escort the remains home. The Secretary of War appointed a commission of distinguished railroad men to arrange with the respective railroad companies time tables, rules and all things for safe and appropriate transportation and to make public the agreed-upon itinerary. A commission of illustrious Illinois citizens recommended to the commission of railroad officials a routing for the train that concurred with, and may have originated with, the Springfield escort delegation. Every town and city on the route begged to have a stop for its citizens to show their grief and reverence. By legislative authority still in effect, the War Department declared the trip a military necessity, setting all the rules and authorizing by military orders the only persons to be allowed to travel on the train.

In 1865 most of the numerous railroad companies had tracks covering relatively small geographic areas, having not yet been combined into regional systems (Appendix B). Each railroad company that was included in the funeral itinerary was expected to furnish the "consist" [of cars] as well as the locomotive and crew, which would be adapted to the conditions and practices of its system.

The funeral trains were to be preceded by 10 minutes by pilot locomotives to ensure safe routes and were limited to 20 miles an hour, and 5 miles an hour through stations, as set by the military orders governing the excursion. The cars and locomotive provided by the B & O to begin the trip were all new and darkly draped. The specially arranged and draped funeral car was brought from Alexandria to be the next to last car of each train on the route. Because of the four-truck design, the car ran awkwardly, and great care had to be exercised in passing over switch points.⁴⁶ Behind it followed the officers' car loaned by the Philadelphia Wilmington & Baltimore Railroad. This car provided for the President's family, plus the Honor Guard, certain other high officials and the train crew. It was appropriately draped before being sent down from Philadelphia (Figure 6).⁴⁷ Of the family who might have traveled in this car, Mrs. Lincoln in her bereavement was in no condition to make the trip with son Tad, while son Robert, forty years later, wrote in reply to General Manager A. L. Mohler of the U.P., "I was not myself on my father's funeral train."⁴⁸ For the final stretch of the funeral trip, between Chicago and Springfield, this car may have been replaced by the "Pioneer," the first car completely built and financed by George Pullman.⁴⁹ Alternatively, the "Pioneer" and another car may have been added to the train for this stretch despite the military order limiting the train to nine cars.⁵⁰

The Funeral Trip, April-May 1865

Ceremonies at the White House were held at noon on Wednesday, April 19, 1865. After that, the coffin was taken in solemn procession to the Capitol where it lay in state until Friday morning, when a shorter procession carried it to the B & O station at New Jersey and C Streets and placed it in the waiting funeral car. At the foot of Lincoln's casket was placed a smaller coffin, that of 12-year-old Willie Lincoln who died in the

White House in 1862.⁵¹ At the time, it had been agreed that he would be temporarily interred in a vault at Oak Hill Cemetery in Georgetown and would accompany the family when it left the White House, and now the occasion had arrived. According to a different description, "Inside in the front section of the car the silver-mounted casket was enfolded in the national flag and rested on a plain black-covered stand banked with a profusion of blossoms. At the other end of the car, a small coffin rested on a low stand [with] the remains of William Wallace Lincoln."⁵² Conductor W. H. H. Gould's recollection fifty years later of his section of the trip from Baltimore to Harrisburg was that "In the baggage car we carried the remains of William Wallace Lincoln..."⁵³ (Appendix C.)

For 12 days through 7 states the car traveled in its successive trains, carrying its precious burden to be taken off and exhibited and revered in Independence Hall,⁵⁴ in 4 state capitols and in specially prepared locations in half a dozen other principal cities. Finally in the House of Representatives in the State House in Springfield, Illinois, there was one more day of lying in state before a temporary rest at Oak Ridge Cemetery while a final resting place was prepared.

Washington, Baltimore, Harrisburg, Philadelphia, Jersey City—slowly the rail-borne funeral procession wound its way through the sorrowing heart of the Union, each city striving to out-do the last in a public frenzy of grief. *New York City, Albany, Buffalo, Cleveland*—crowds thronged the trackside, waited in line long hours to view the martyr's body; staged mournful tableaux on the hillsides by day and lighted the train's night journeys with torches and bonfires. *Columbus, Indianapolis, Chicago, Springfield*—ever changing blankets of flowers draped the casket; delegations of young women (thirty-six in number, for the thirty-six states of the Union) brought bouquets of flowers where the train halted and knelt weeping beside the track at innumerable points along the route. Arches of blossoms were raised over the tracks and cities were draped in mourning. At last it was over, a fantastic carnival of grief one writer called "half circus, half heartbreak."⁵⁵ (Figure 7.)

It was a trip to be remembered. Among the immediate accounts is a portion of a letter written on April 29, 1865, in Poughkeepsie, N.Y. by a Union soldier to his brother back home.

President Lincoln remains passed through here last tuesday. It stopped here half an hour. the train consisted of nine cars. they were all trimed beautifully in mourning and

other appropriate emblems for the occasion. I saw the coffin but it was not allowed to be opened. I can not describe the coffin to you. It was trimmed beautifully and splendid wreaths of flowers ornamented it. It was a solemn sight to see the train and to hear the bells toll and the fare well salute fired in memory of the departed dead. It was estimated that there was as many as 25,000 persons at the depot when the train came in.

The corpse was carried in the same car that he went to Washington in four years ago last March. It was the nicest car That I ever saw. (Appendix D.)

As the next-to-last sentence indicates, memories were less than reliable, since the car hadn't been built in March 1861. Some observers remembered that the coffin was carried in a Baltimore & Ohio day coach; others recalled equally clearly that it was the "Pioneer" of Pullman; others thought there was no special "funeral car" but that the bodies were carried in baggage cars of the various railroads participating in the trip.⁵⁶

Another immediate account was a diary kept by one of the noncommissioned officers chosen for the working guard of honor that accompanied the remains from Washington, D.C. to Springfield, Illinois. For one stop he wrote:

At York [Pa.] a large crowd met us at the depot and presented us with a large wreath of flowers. All the buildings were draped in mourning, and many appropriate mottos were spread for our gaze, such as "Give honor to who honor is due," "The Nation mourns," and many more.

For Springfield he wrote in part:

[In the] afternoon we visited the President's former residence and also the place purchased for him [at Oak Ridge Cemetery, where the honor guard surrendered the remains to burial vault attendants on May 4, ending the 12-day, 1,654-mile trip from Washington City]. (Appendix E.)

The Car After the Funeral Trip, 1865-1866

Eventually the car was brought back to Alexandria; its funeral draperies were removed, carefully boxed and sent to the Treasury Department.⁵⁷ An unidentified newspaper clipping datelined May 7—just four days after the arrival in Springfield—stated

that the military and naval honor guards as well as the hearse car and the state car had arrived back from Springfield.⁵⁸ Other reports have the car switched to the Chicago & Alton yards in Springfield for a time and standing on a siding in Indianapolis for some weeks or sent to Chicago and the extra trucks removed.⁵⁹ After its return to the car shops, it may have made another trip as a funeral car. Many accounts have it journeying to Auburn or Albany, New York, to carry home the body of Mrs. William H. Seward, wife of Lincoln's Secretary of State, but Borchers has pointed out that "neither the Washington nor New York papers include such information," despite a lengthy description of the lady's funeral in the New York Times.⁶⁰ Otherwise, the car was assumed to have stood on a siding while the military sought ways of disposing of it along with other now surplus war gear. The War Department recorded "The following Telegram received at Washington, 12:45 PM. 21 February 1866 From Alexandria 20th 1866 H. McCallum President's Car can be seen at any time. J J Moore C E & G S [Chief Engineer and General Superintendent of the USMRR]."⁶¹

The Union Pacific Railroad was chartered by Congress in 1862 to build part of the first transcontinental railway. Its officers were accustomed to subsidies and favors, to which they felt it appropriate to expect the Army to add the Lincoln Car. Numerous telegrams and letters among the company's Vice Presidents, Directors and officers show their intense interest in obtaining the car for their use as the new railroad was built.⁶²

Even while the funeral train was on its somber journey, an advertisement appeared in a Washington newspaper offering to sell the car to "some enterprising man,"⁶³ which a rival newspaper characterized as "humiliating." The railroad materials and some of the rolling stock in Alexandria, including the Lincoln Car, were put into the hands of an auction firm from Cincinnati, Ohio, for disposal.⁶⁴ Among the variety of outcomes of the auction that writers have put forward were that the car may have been bought by "Lincoln's old law partner to keep it out of the hands of exhibitors,"⁶⁵ or "bought in to prevent its purchase by speculators by Ward H. Lamon,"⁶⁶ a trusted friend who had served as Lincoln's bodyguard and been appointed by him Marshall of the District of Columbia, or bought,

"after spirited bidding, by T.C. Durant, first vice-president of the U.P.," for \$8,000⁶⁷ according to Borchers or \$6,840 according to Frank W. Cornell, a collector of Lincoln Car memorabilia.⁶⁸ Nobody, incidentally, made note of who the speculators might have been, but the private use of the car began with a contest between reverence and showmanship which returned from time to time, particularly at the end of the car's existence.

A clearer path among these possible outcomes may be found in the Quartermaster records that are held at the National Archives. Correspondence in the "Saloon Car" documents establishes the following interesting sequence of events in April 1866 in connection with the sale of the car.

- | | |
|------|--|
| 11th | At an auction organized at Alexandria by Bvt. Brig. Gen. Robinson, the car was sold to Ward H. Lamon for \$6850. |
| 12th | Secretary of War objected to sale of the venerated car, and ordered the Quartermaster General, M.C. Meigs, to set aside the sale and preserve the car.

QMGen passed on Secretary's order to Gen. Robinson by telegram and by letter and wrote to Lamon asking who was the purchaser and to what use the car was to be applied.

Lamon wrote two-page reply stating that he bought the car for the U.P. and was "determined to bid any amount to keep it away from speculators." |
| 13th | H.S. McComb, a director of U.P., wrote two-page letter to QMGen. He confirmed Lamon's statement and justified U.P. directors as successors to the car the government could no longer use.

QMGen wrote an endorsement to the Secretary on Lamon's letter describing the idle-time project and other considerations and recommending the sale be confirmed. QMGen also wrote letter to Lamon summarizing the considerations affecting the sale. |
| 16th | Secretary Stanton approved the sale. ⁶⁹ |

This point in the history of the car was the end of its connection with Alexandria. General Meigs's letter of explanation to Lamon deserves a complete reading now since it largely reiterated the endorsement that changed the decision of Secretary Stanton, summarized the past of the car and unwittingly foreshadowed its future.

April 13, 1866

Dear Sir: Your note of yesterday is received. You are misinformed in regard to the only use of the Saloon Car of the United States Military Railroads having been on the occasion of the Obsequies of the venerated and lamented President Lincoln.

The Car had been used for the transportation of high officers of the Government before, and was used after the assassination.

To sell it at private sale would have prevented competition among Railroad Companies, and would have seemed unfair; a public Government auction, therefore, seemed the fitting mode of disposing of it.

It is so attacked by relic hunters that it required a watchman or keeper to be constantly employed in charge of it.

The sale to the National Union Pacific Railroad Company, as a directors car, appears to me a fortunate and appropriate disposition of it, and I think the Secretary will confirm the sale. I have so recommended.

Had the United States any Railroad on which to use it, or any building in which it could properly be kept for occasional use of the President, it would be well to keep it; but the United States does not own a hundred yards of permanent Railway or a shed suitable for its storage, and the Pacific Railroad Company owning both, and valuing the car for its associations as much as for its beauty, will be able to preserve it.

It was not built for a funeral car, but had been in use some time before the assassination of the President.

M.C. Meigs
Q.M Genl Bvt.Maj.Genl.⁷⁰

Whatever the transactions among U.P. officers and directors, on April 17 U.P. Vice President Durant wrote, "I have purchased the President's car. It will be ready to go from here Thursday." Rigdon observed, "While Durant may have paid for the car initially, he was doubtless reimbursed later by the railroad company or the Credit Mobilier." The car was then moved by rail, reaching St. Joseph, Missouri, on the Hannibal and St. Joseph Railroad, and from there by Missouri River steamboat to Omaha, the date of its arrival now lost.⁷¹



Figure 2. View of the USMMR yards looking southeast from the roof of the engine roundhouse. The car shops are at the left margin. Courtesy, National Archives.



Figure 3. The Lincoln Car and locomotive "W. H. Whiton" in USMRR yards upon completion of the car, 1865. The buildings in the background were on the north side of the 1000 block of Duke Street. The ticket office near the locomotive was inside the USMRR compound. Courtesy, National Archives.

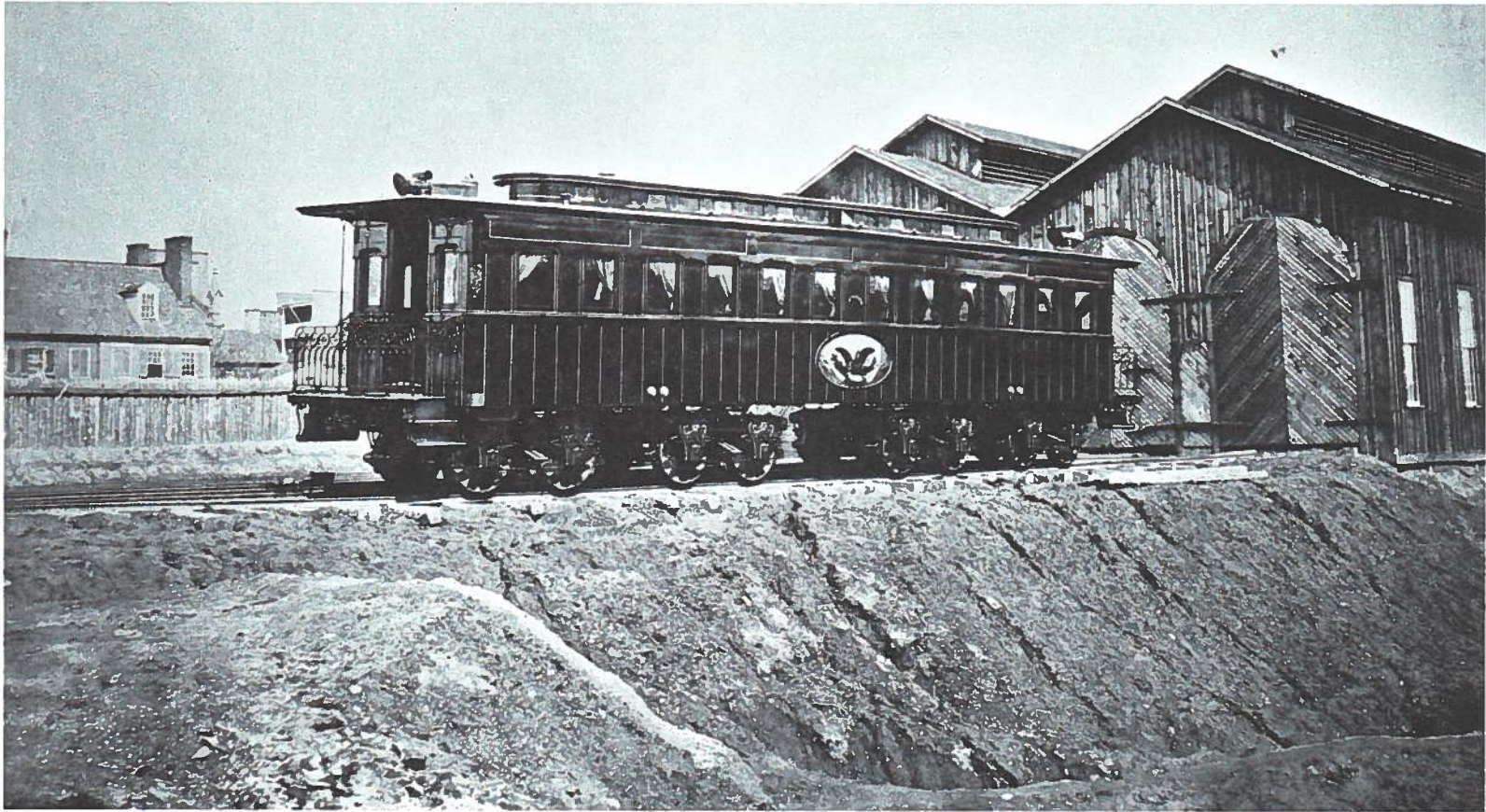


Figure 4. The completed Lincoln Car in the USMRR yards, 1865. Courtesy, the Library of Congress.

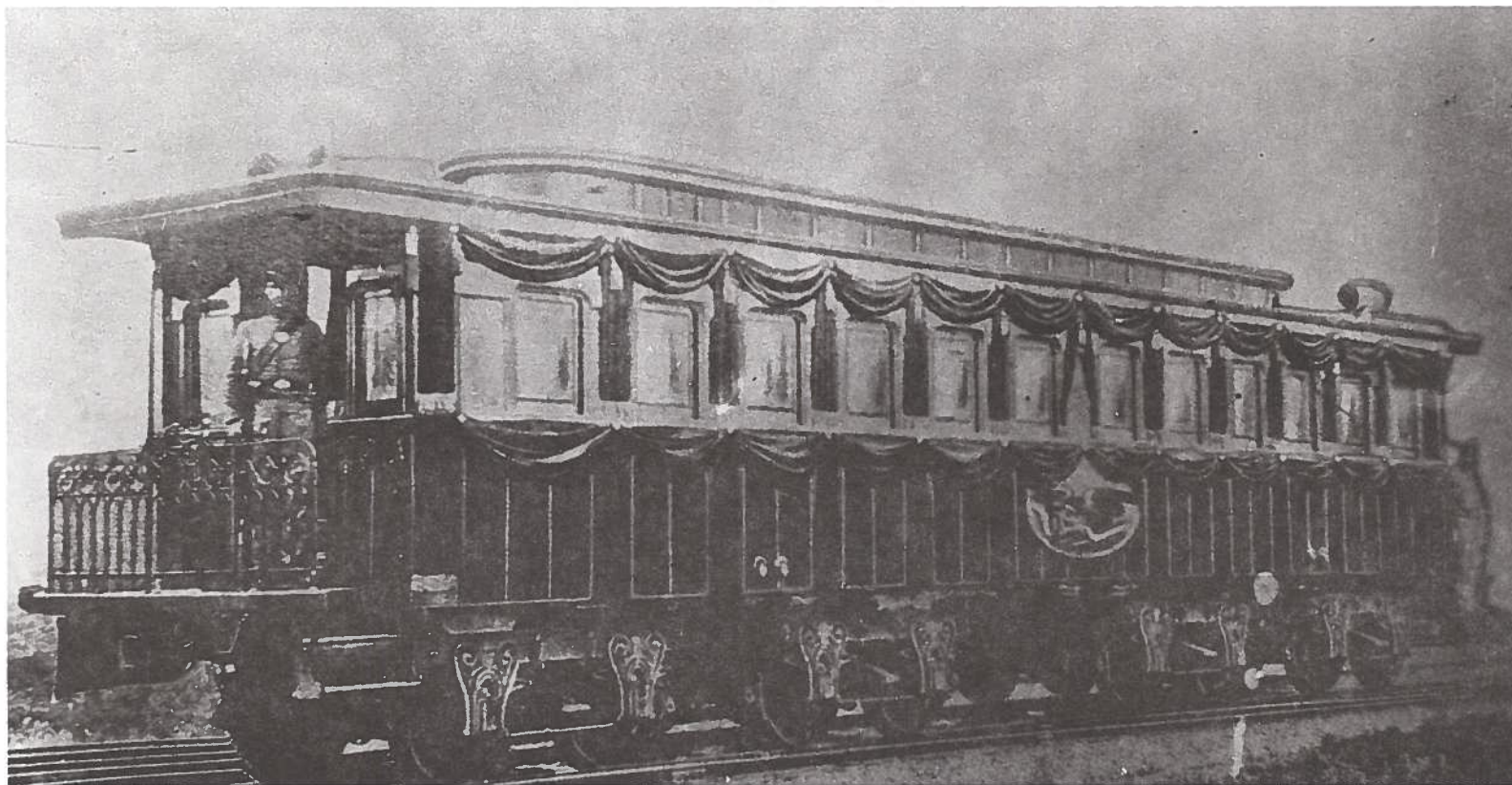


Figure 5. The Lincoln Car draped for the funeral trip. Courtesy, the Smithsonian Institution, NMAH/Commerce, Technology and Work, Chaney Collection, Negative 22659.

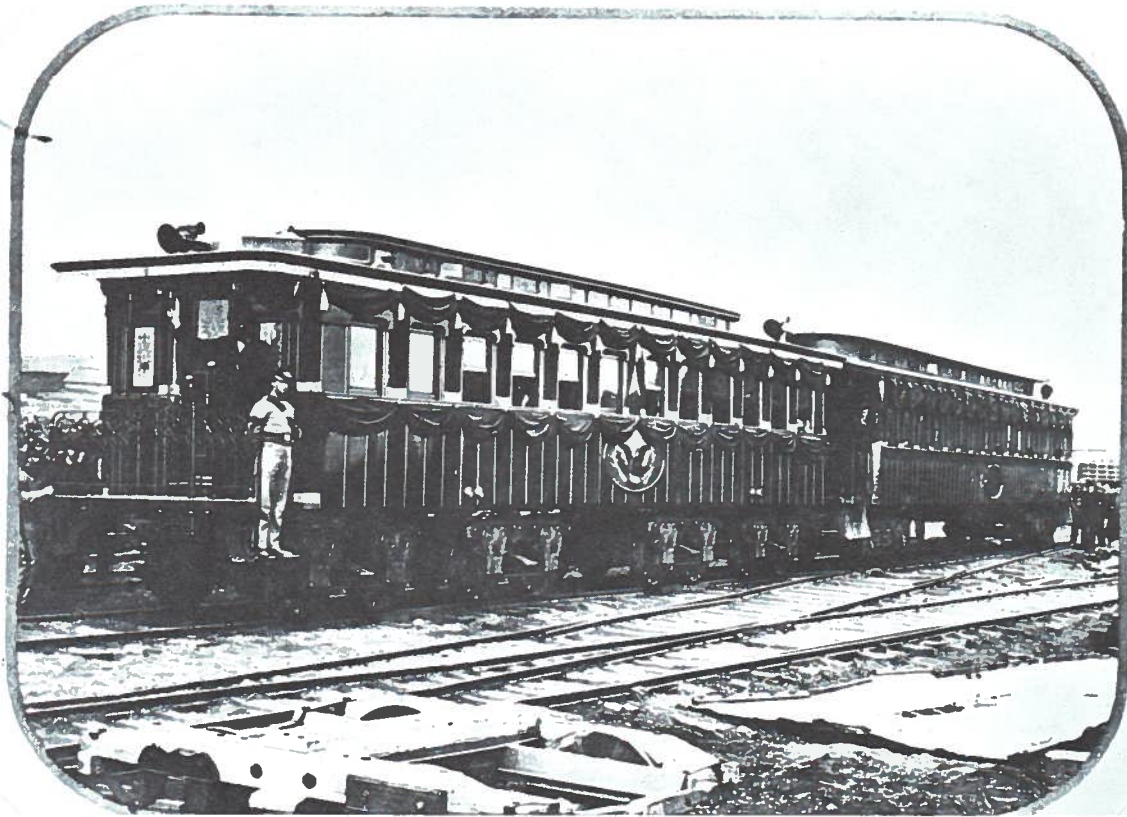


Figure 6. The Lincoln Car and the loaned officers' car, probably at Buffalo, New York, during the funeral trip. Courtesy, Buffalo and Erie County Historical Society.

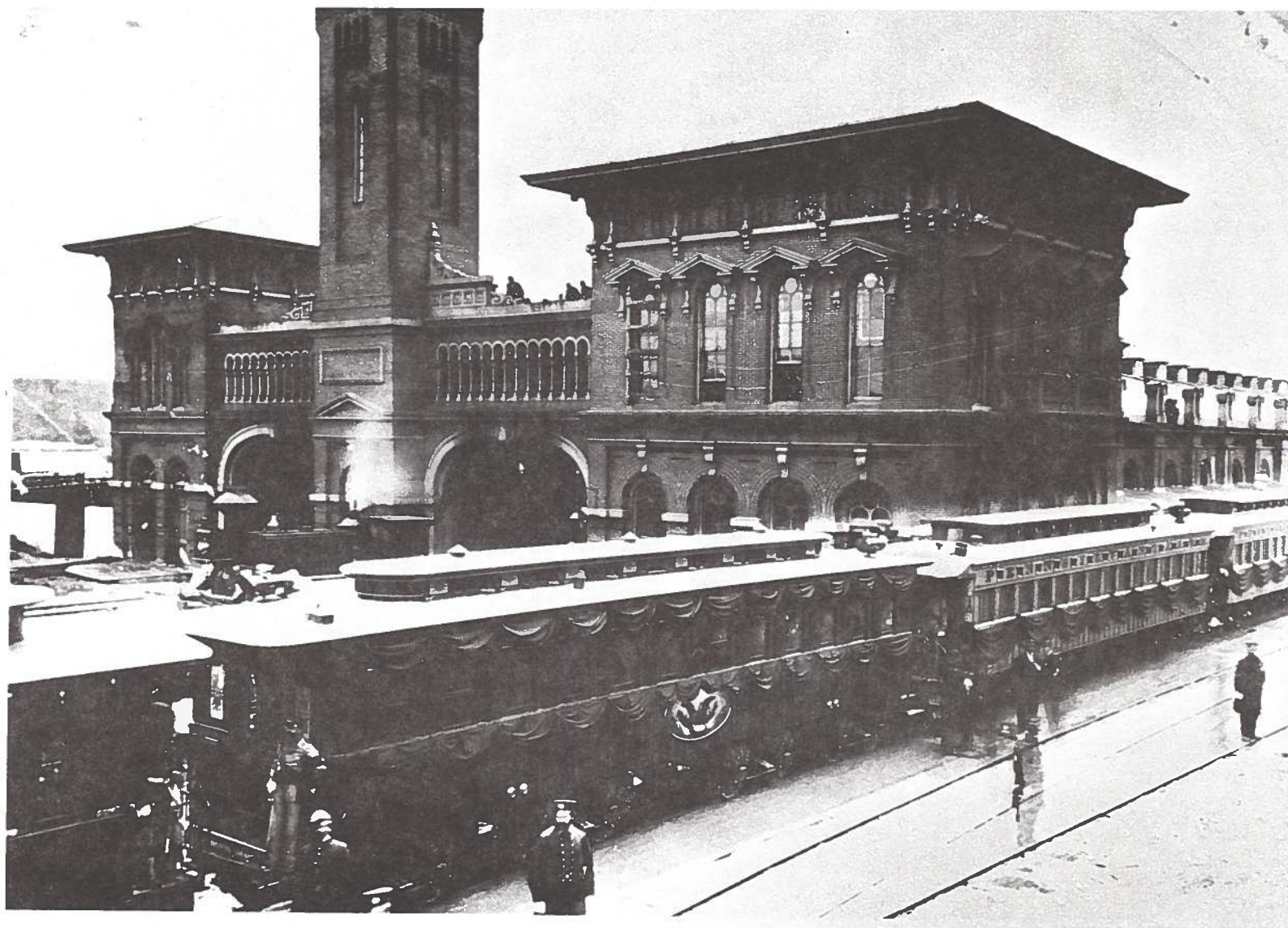


Figure 7. The Lincoln Car and the platform of the officers' car in the funeral train at Harrisburg. Courtesy, Pennsylvania State Archives, Division of Archives and Manuscripts, Pennsylvania Historical and Museum Commission (PHMC), M6-218 A. Lincoln's Funeral Train - 1865.



Figure 8. Chair from the Lincoln Car. Courtesy, Union Pacific Museum Collection.

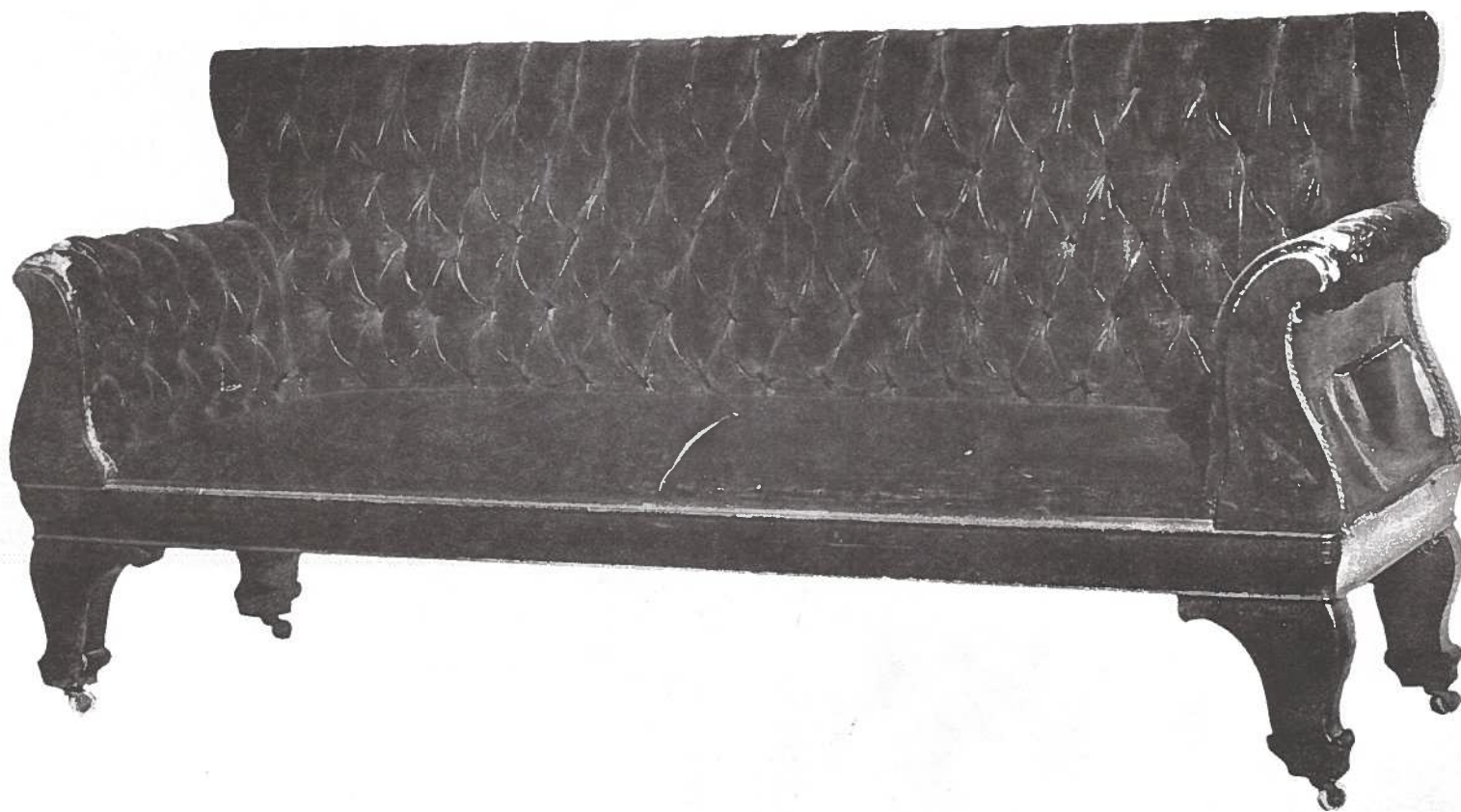


Figure 9. Sofa from the Lincoln Car. Courtesy, Union Pacific Museum Collection.



Figure 10. Sofa from the Lincoln Car. Courtesy, Union Pacific Museum Collection.



Figure 11. Desk from the Lincoln Car. Courtesy, Union Pacific Museum Collection.



Figure 12. The Lincoln Car at the 100th Meridian ceremonies, 1866. Note the contrast in design between the Lincoln Car and the commercially built car to which it is coupled. Courtesy, Union Pacific Museum Collection.

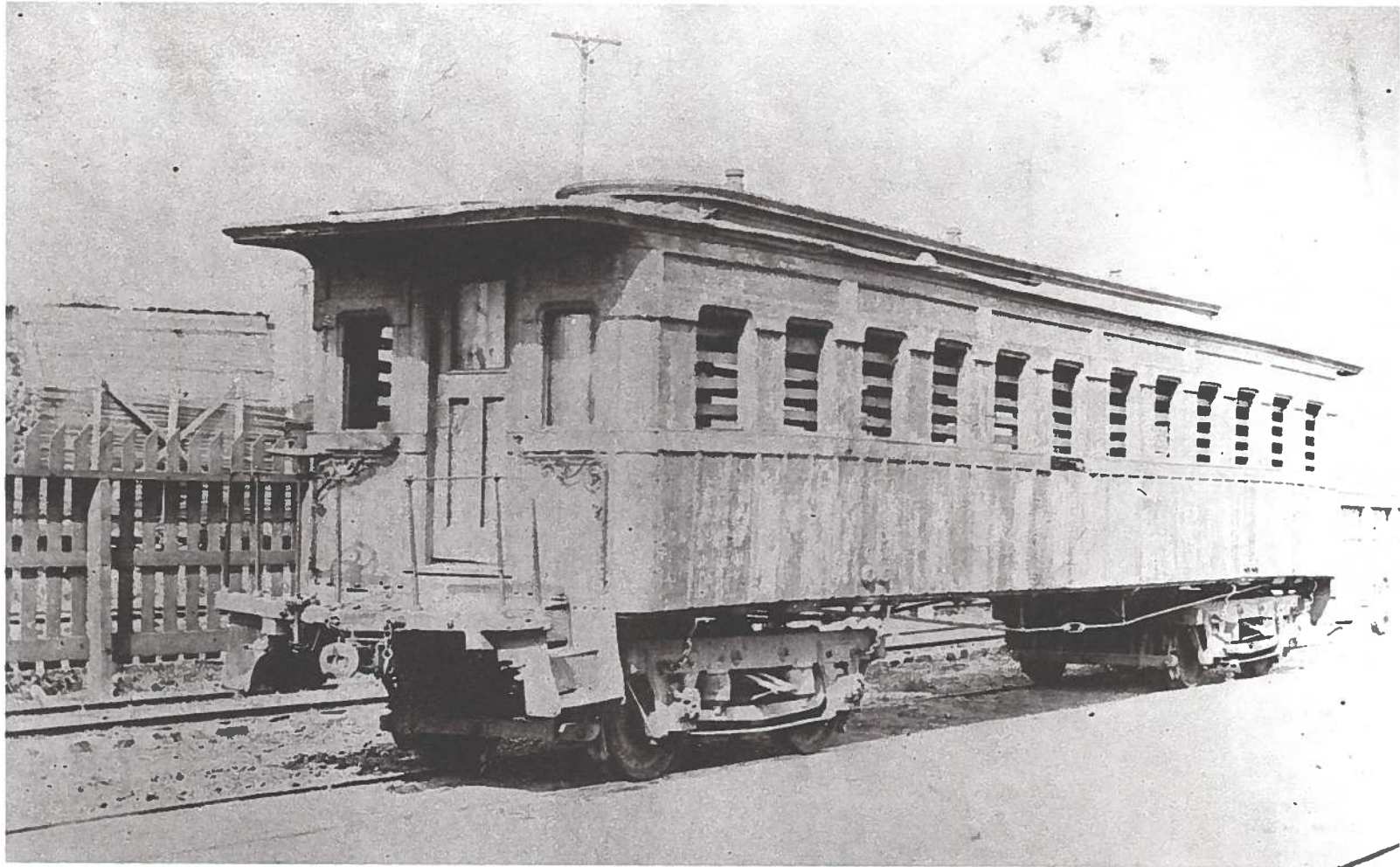


Figure 13. The Lincoln Car in Omaha, 1894. Courtesy, Union Pacific Museum Collection.

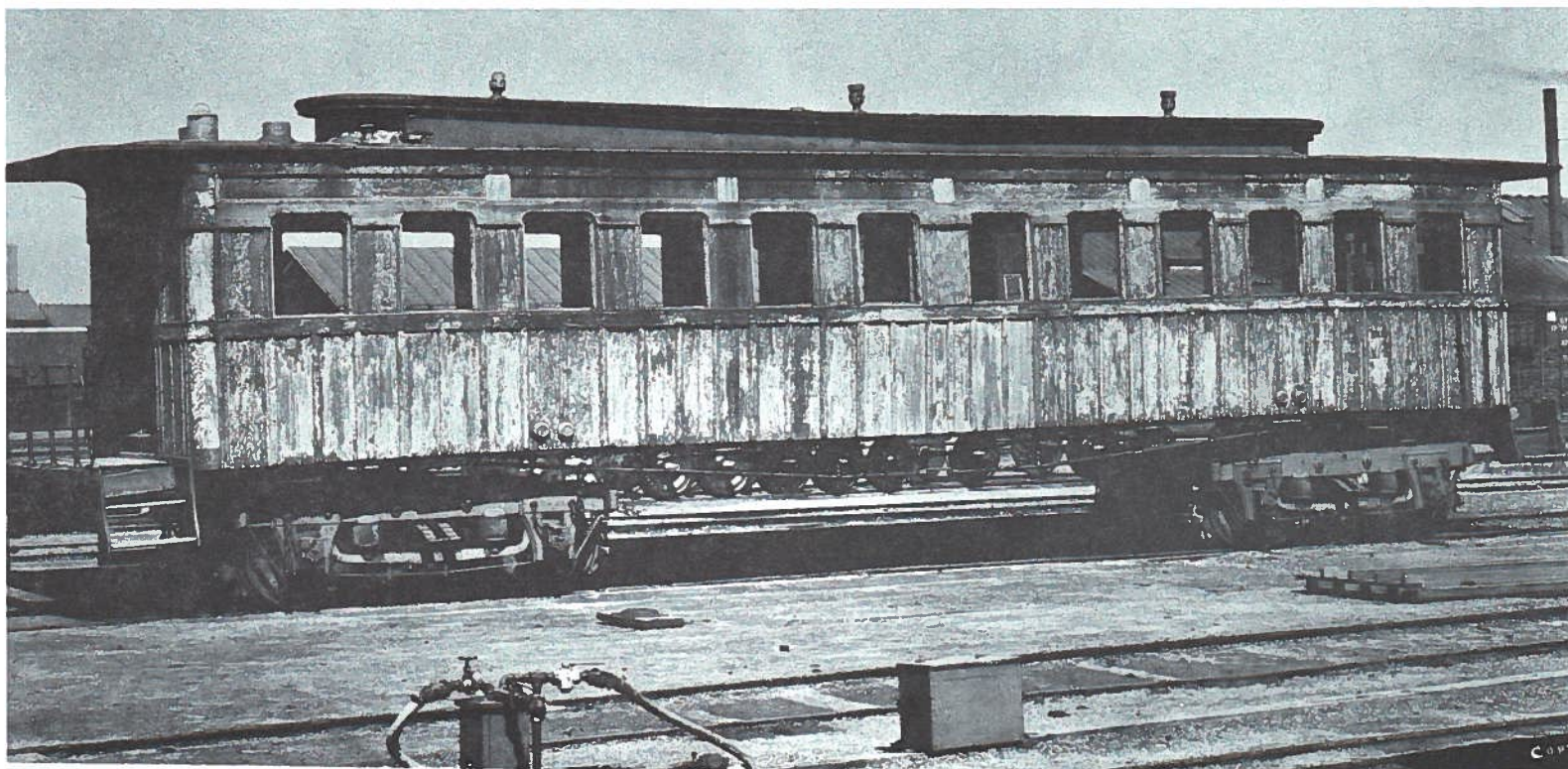


Figure 14. The Lincoln Car at the Omaha Shop, 1898. Courtesy, Union Pacific Museum Collection.

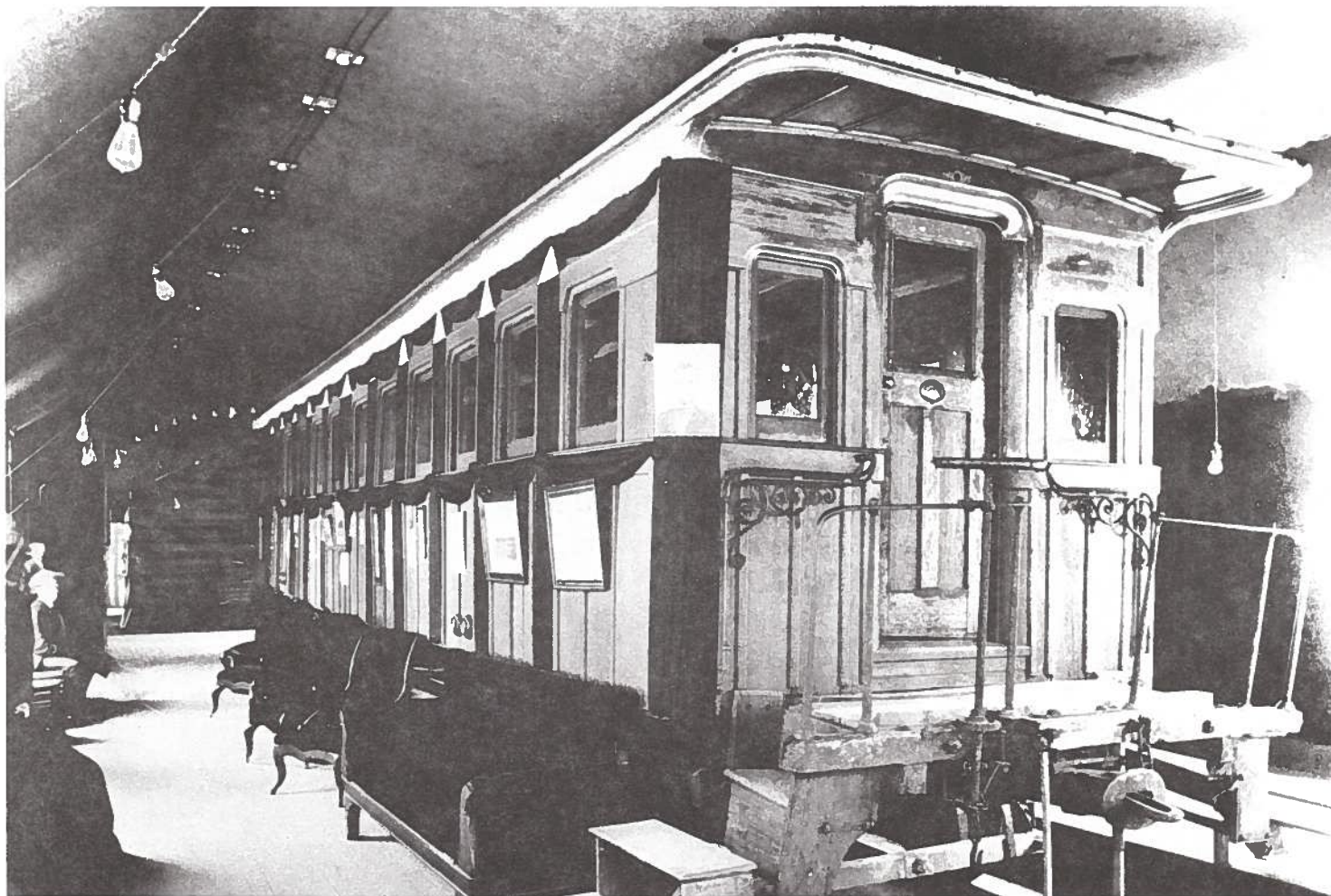


Figure 15. The Lincoln Car on exhibit at the 1904 Louisiana Purchase Exposition, often referred to as the St. Louis World's Fair. Note the sofa beside the car, as seen in Figure 9. Courtesy, Missouri Historical Society, St. Louis.

SUNDAY JOURNAL.

MINNEAPOLIS, MINNESOTA, SUNDAY MORNING, MARCH 19, 1911.

96 PAGES

Car That Carried Remains of Lincoln Is Burned in Spectacular Prairie Fire

Relic of Martyred President Reduced to Blackened Framework of Wood and Iron.

Rescue Efforts Vain

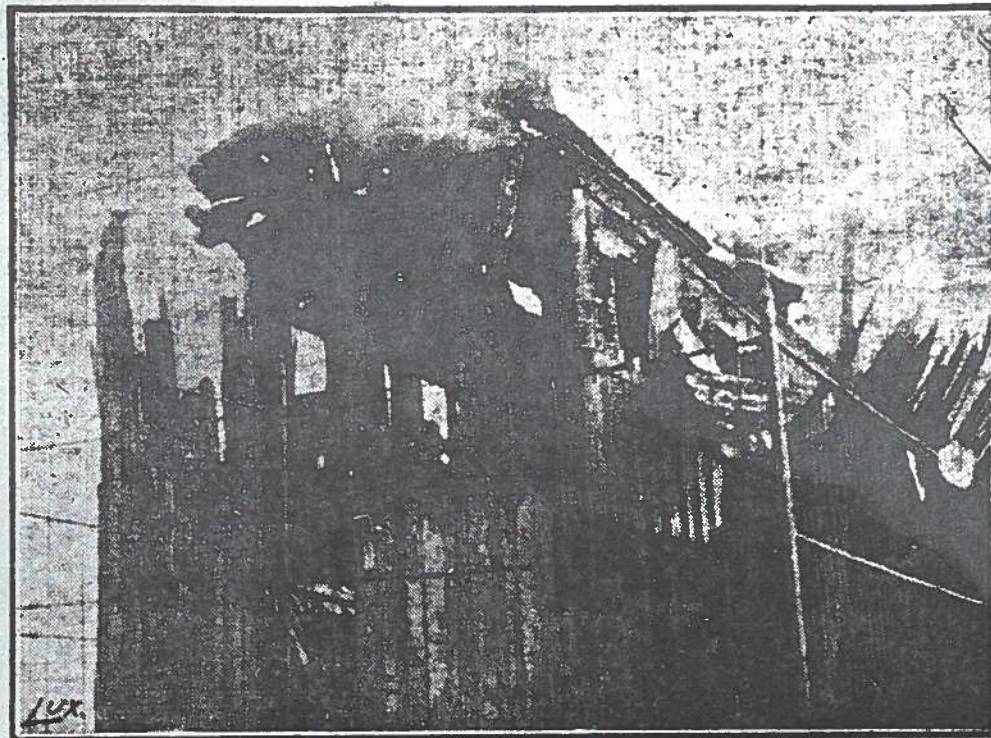
Hundreds of Men, Women and Children Attempt to Stop the Threatening Flames.

Wide Area Fire Swept

Blistered Hands and Faces, and Ruined Clothes Attest Valor of Volunteers—Firemen Help.

The Lincoln funeral car, the car which in April, 1865, carried the body of Abraham Lincoln from Washington to its final resting place in Springfield, Ill., is a mass of charred wood and iron.

The car, which has been visited during the last forty-six years by hundreds of thousands of Americans who wished to honor the memory of the martyr president, was destroyed yesterday by a prairie fire which swept through ten blocks in Columbia Heights, an Anoka county village which adjoins the northeast city limits. Squads of women and boys, who rallied to fight the flames which threatened the historic relic, were



All that is left of the famous railway car in which the body of President Lincoln was carried from Washington to his resting place in Springfield, Ill.

Figure 16. Remains of the Lincoln Car after the fire, 1911, Minneapolis Journal. Courtesy, Minnesota Historical Society.

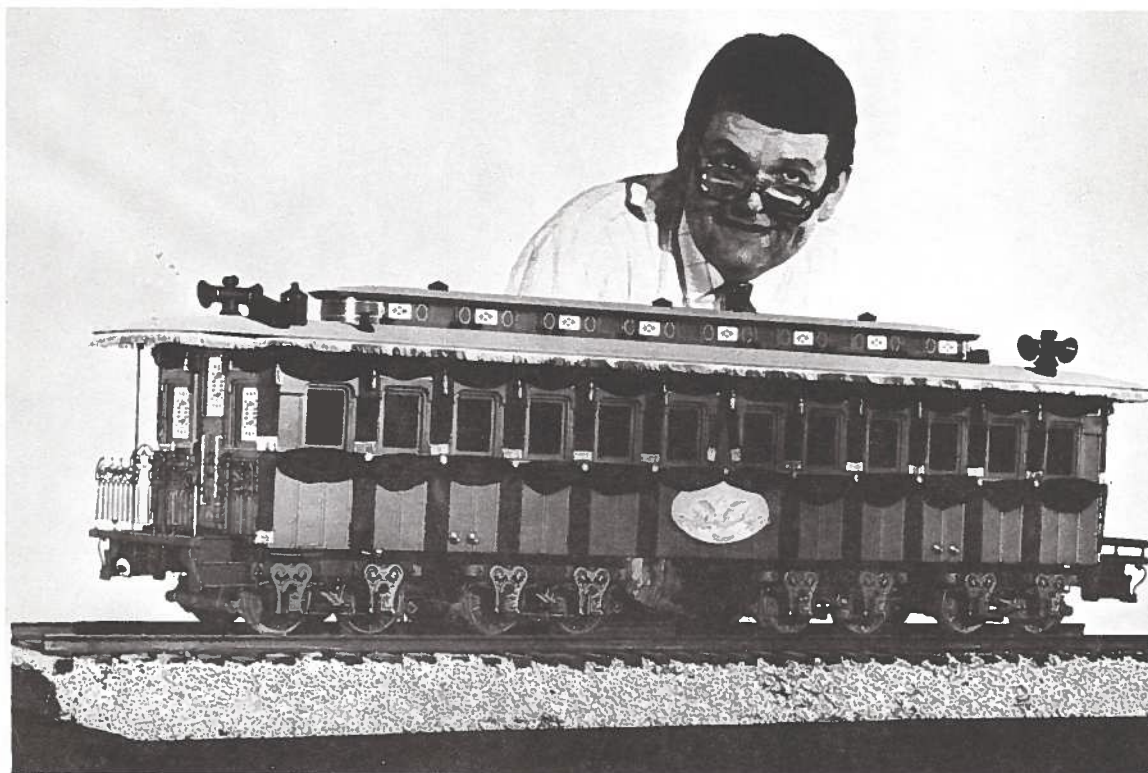


Figure 17. Dr. Wayne Wesolowski and his model of the Lincoln Car. Photograph by Ed Banting.
Courtesy, Dr. Wesolowski, IBC Lincoln Train Project.

FURNISHINGS IN THE CAR

Not surprisingly, contemporary references to the interior furnishings of the car during its first year of existence are as elusive as other documents and details of the story. It might be expected that the U.P. would have made an inventory when it took possession of its historic acquisition, but none has come to light. Officers of the railroad company did have enough pride and interest in the furnishings to issue instructions asking for special handling of some of them. These file records are among the sources tapped by Paul Rigdon in his 1952 article on the car's history, which is the basis for this description. Otherwise, all references to the furnishings were made from memory years or decades after the actual observation. Neither the shop foreman, W.H.H. Price, nor Sidney King, assistant master car builder, is quoted as having referred to the furniture, and no official list has come to light.

The following list was set down from memory in 1925 by Joseph Kragaskow, the upholsterer who joined U.P. in 1868. By the time he first saw the car, the original military car had been modified for its role in the funeral train trip, had spent a subsequent year with the USMRR in Alexandria, then after being sold, had been used for two years as the U.P. officers' special car and been superseded in their favor by a newer official car. One of Kragaskow's first assignments with U.P. was to make a list of the several items of furniture the car contained, but he and Rigdon seem to have had to rely on his memory in 1925. It may be noted that Kragaskow's 50-some-year memory had the walls of the car upholstered from the seat rail to the floor, while car builder Price, after 30 years, recalled the upholstery as being from seat rail to ceiling. Similarly, Kragaskow found the window curtains of blue "rep," while carbuilder King in 1903 recalled curtains of light green silk. Upholsterer Kragaskow's list of furniture was:

- 6 arm chairs
- 2 large arm chairs upholstered in red plush (possibly seen in Figure 8)
- 2 washstands
- 6 dining room chairs with wood seats and high backs
- 1 table, all walnut
- 2 large sofas 7 feet long and 24 inches wide (possibly seen in Figure 9)
- 2 small sofas 6 feet long and 24 inches wide (possibly seen in Figure 10)⁷²

In 1922 the U.P. found in the office of Thomas M. Orr, its deceased assistant to the President, a silver service from the President's car. Rigdon includes these items in the silver service:

1. Large urn with side handles, small faucet with ivory handles, top cover.
2. Hot water urn, suspended on hinges, or double-pivoted spindles; hinged cover, space below for alcohol lamp.
3. Water pitcher, with hinged cover.
4. Open top pitcher, of ornate floral design.
5. Two silver cups or goblets.

In 1925 Rigdon recounts that Bartholomew Julien, long general foreman at U.P.'s Omaha Shops, stated that his recollection of the original set was:

- 1 large water pitcher
- 6 goblets
- 1 butter dish
- 1 spoon holder
- 1 small cream pitcher
- 2 large fish forks
- 1 large table spoon of peculiar design
and a supply of tea spoons, knives, and forks, but no larger items

He said further that all the items had been sent to T. M. Orr, assistant to the President. Inquiries at the time produced no information about what might have been done with the items.

Other items held by U.P. in 1952 as being from the President's car, and listed by Rigdon, were:

- oak and walnut bookcase,
- oak desk (Figure 11),
- small paper weight,
- wooden letter opener made from window sash of the car,
- four paintings over wooden mats labeled in 1912 as being taken from the President's car.
- "Pikes Peak or Bust," whose companion picture was destroyed by car builders in remodeling the car around 1880,
- odd shaped mirror.⁷³

Rigdon traces the movement of part of the furniture: some items were re-upholstered for the company's senior offices, others were sent to the New York offices and some were given to supervisors. A couch and three armchairs are held at the Missouri Historical

Society in St. Louis and are catalogued as furnishings from the car, which was exhibited in St. Louis in 1904. The Historical Society curator has noted that they differ from the ones in the U.P. museum in Omaha.⁷⁴ One writer does state, albeit without any attribution, that the sofas and chairs in the small rooms were somewhat inferior to those in the larger room.⁷⁵ A letter in the U.P. museum file asserts that the Nebraska State Historical Society had obtained a "plush railroad couch chair" and names the two preceding owners dating back to 1893,⁷⁶ but currently the Society has nothing in its records to indicate that it ever had a chair from the Lincoln Car.⁷⁷ The Illinois State Historical Library has one of the smaller couches and a chair, both with original upholstery, presented by U.P. President Mohler in June 1905,⁷⁸ as well as another chair that is identified as being from the Lincoln Car by an affidavit from a former employee of the U.P. car shops. His affidavit further says that some chairs from the car were burned when the U.P. shops burned in the summer of 1869.⁷⁹

Collector Frank Cornell raised the intriguing question of how the 7- and 8-foot-long couches could have been maneuvered onto the car through a 20-inch-wide corridor and doors into rooms no more than 6½ feet wide.⁸⁰ The question has also been raised of the practicality of casters on some of the items now in Omaha and St. Louis, given the centrifugal forces of railway travel. It has been noted further that there is no similarity of style among the items in Omaha.⁸¹ Broadly, it would be a long and difficult exercise to try to establish dates when any of the items became part of the furnishings of the Lincoln Car or, for that matter, to document firmly that each item had actually been used in the car, notwithstanding Rigdon's efforts..

How many of these furnishings were original from 1865 and how many were later additions, perhaps by successive U.P. presidents, is a matter of conjecture, like so many other aspects of the car and its history. Records have not been found to tie any of the furnishings definitely to the car's initial years with the USMRR. For example, while Reed and Barton, the manufacturers of the water urn and pitcher, as identified by stamps in the metal of the bottoms of the items, had fairly complete historical data covering the concern and its notable commissions, they had nothing on the subject of Lincoln silver. They identified the stamped design as one sold through retail jewelers and concluded that the

items in the collection had been so acquired.⁸² Collector Cornell states that the "Holland" (actually Howland) paintings on wood panels "were put in there...when the car was worked over by the Pullman Car Co. for the Union Pacific shortly after they purchased it."⁸³ One early account states that George M. Pullman secured some of the landscape paintings on wooden panels. He is said to have kept some of the best of the panels and presented others to his friends.⁸⁴ The Lincoln National Life Insurance Company has some of the Howland paintings that were part of the car.⁸⁵

PRIVATE RAILROAD USE OF THE CAR, 1866 - 1903

For a while, the railroad used the car with its resplendent interiors for the illustrious purposes for which Vice President Durant had envisioned it. It was one of the cars in his excursion train October 25, 1866, to mark the completion of track construction to the 247th milepost at the 100th meridian (Figure 12).⁸⁶ A special building was constructed at Omaha to house it while not in service.⁸⁷ This shed was located near Tenth and Chicago Streets inside the U.P. shop grounds and was known to old shopmen as late as 1925 as the Lincoln Shed. The track under it was known as the Lincoln Track. While not in use, the car was kept there until some time in the year 1872.⁸⁸ "The chairs that had been used by the pallbearers were taken out of the car and distributed through the offices of the Railroad Company."⁸⁹ Many thousands of people came to visit the car when it was in the shop grounds in Omaha.

Very soon, however, began the car's decline as private property. The elaborate interior could not make up for the notoriously rough ride, which was blamed on the 16-wheel undercarriage or the broad-tread wheels. At about the same time the railroad acquired a new "director's car" of elaborate construction and appointments. On trips over the road, the directors used this car. The Lincoln Car was otherwise assigned as a special car, for the accommodation of government commissioners, military officers, and other special parties, during the track construction period from 1866 to 1869. In this guise it reached the end of the track when construction was nearing Julesburg, Colorado, on September 16, 1867.⁹⁰ No photographs or other documents have been found to show the car participating in the ceremonies of the Golden Spike near Promontory, Utah, in May

1869.⁹¹ Finally, it was sidetracked and used on occasion by the Union Pacific division superintendents⁹² or section foremen⁹³ to live in at work sites. Regarding this period, a president of the U.P. told a historical society years later:

There does not seem to have been any particular sentiment about this car, and an opportunity to sell it to the Colorado Central Railroad Company was very gladly availed of in 1870...it was a cumbersome piece of equipment and was not regarded with any favor by the U.P. people on that account.⁹⁴

While 1870 is the generally accepted date for the sale to the Colorado Central, Professor Wesolowski has found sales documents for 1874, much later than commonly understood.⁹⁵ Yet another account gives 1872 as the date when the car was stripped in Omaha, the equipment removed from it and the car turned over to the Operating Department and converted into a coach.⁹⁶

An interesting quote from 1877 describes the car during its service on the Colorado Central:

The car we started in was the one that carried Abraham Lincoln['s]...body to its place of burial. I was never able to learn how that car became a common carrier of the windy desert. The outside was painted a bright yellow. Inside a long seat ran the whole length on either side of the car with upholstered cushions, and the upholstery was continued up the sides of the car between the windows. It was a great contrast, however, to the luxurious cars of the present day.⁹⁷

It may be noted here that none of the later descriptions of the car refer to bright yellow paint.

After some years as a passenger day coach in Colorado, the car was apparently demoted further. When in 1878 the U.P. absorbed the Colorado Central, the car came back to the U.P. as a construction car,⁹⁸ and such were the uses found for it thereafter. In 1886 it was a bunk car in a work train in Denver⁹⁹ on the Marysville branch of the U.P.—"a relic of faded gentility."¹⁰⁰ It was said to have been used as a dining car for the construction crew and as a carpenter's work car in the mountain division, which included Idaho and Montana.¹⁰¹

Despite the ravages of rough usage, the car still commanded some appreciation. In April, 1886, U.P. President Charles Francis Adams inquired after the paintings that had been in the car, and indeed, that's where they were found, in the historic car now used as a bunk car of a work train in the Denver area. The paintings were taken out, carefully boxed and sent to Omaha,¹⁰² as noted earlier. In 1892 a company of men from New York sent an agent to Omaha with a proposal to purchase the car so as to exhibit it at the World's Fair. Satisfactory terms could not be agreed upon, and the project was abandoned.¹⁰³ There was talk of U.P. restoring it for the Columbian Exposition of 1893, but the necessary \$5,000 could not be found.¹⁰⁴ McMurtry and Borchers report that the car was refurbished and placed on exhibition by the Union Pacific at the 1893 Chicago World's Fair, but that the reconditioning was not extensive.¹⁰⁵ However, the Chicago Historical Society, which has extensive files on both the "World's Fair" Columbian Exposition and on Lincoln, finds no mention of the Lincoln car at that event.¹⁰⁶ Professor Wesolowski has seen two letters from U.P. officials strongly reasoning against exhibiting at the Chicago 1893 Columbian Exposition.¹⁰⁷

By 1893, worn with age and abuse, it was in the Omaha yards, a weather-beaten hulk with the windows boarded over (Figure 13).¹⁰⁸ The words "Colorado Central RR" above the windows and "Work Train" below the windows were said to be still readable at that time.¹⁰⁹

After another five years of neglect, the car was refurbished for exhibit in Omaha at the Transmississippi Exposition, where it was reported to have been seen by 1,250,000 people and damaged considerably by souvenir-hunting vandals (Figure 14).¹¹⁰ On this occasion, *The Omaha Daily Bee* wrote in part:

Of all the interesting exhibits in the Transportation building at the Transmississippi Exposition there is none that attracts more general attention, or is viewed with as great affection and reverence as the old "Lincoln Car." None of the visitors to the Transportation building go away without gazing at the historic relic for some time with an evident affectionate interest and very few look at it save with uncovered heads.

Although the car now is in a dilapidated condition and plainly shows that it has been abandoned to the cold storms of winter and the sun's hot rays in summer for too many

years, it is still the car that was used to bear the remains of President Lincoln from Washington to Springfield, Ill. for interment. Time has made sad changes within and without. From a beautifully decorated exterior its sides are changed to a lot of cracked and weatherbeaten boards... Inside the several compartments and fine furnishings have been removed.... but it is the old Lincoln Car what is left of it...and the visitor who sees it recognizes in it a national treasure of incomparable value and rich association.¹¹¹

Beyond the special exhibition use, at least one other group attempted to have the car purchased for restoration. McMurtry writes that African Americans in Omaha proposed that the City Council use public funds to acquire the Lincoln Car, restore it to original condition and house it permanently in a special building. The group was headed by Dr. M.O. Rickets, a physician. The Mayor, a Civil War veteran, apparently was in favor of the proposal, but the plans did not materialize¹¹². Sidney King, in his 1903 statement, referred to reports that linked Booker T. Washington with such a plan.¹¹³

THE CAR AS AN EXHIBITION, 1903 - 1911

In 1903 came the Lincoln Car's final humiliation. What remained of the vandalized car attracted the attention of a showman named Franklyn B. Snow, variously of St. Louis, Rock Island, and Peoria. For a price of \$2,000¹¹⁴ he purchased the car and some amount of the furniture and furnishings the U.P. still held, and arranged for an elaborate exhibit in the Lincoln Museum at the 1904 St. Louis World's Fair (Figure 15). The \$15,000 museum building was erected just north of the Illinois State Building and near the great ferris wheel. For this exposition, the *St. Louis Republic* of May 1, 1904, blatantly plagiarized the *Omaha Bee's* encomium of six years earlier, added some phrases and noted that it was "the only coach ever built by the United States Government for the use of a president and cabinet."¹¹⁵

After St. Louis, Snow exhibited the car in a number of cities across the country, publicizing its arrival each place with cannon shots, one for each letter of the president's name and one on each hour throughout the entire day.¹¹⁶ This cross-country carnival so horrified the growing band of Lincoln admirers that a group was organized to take the relic away from Snow. Advertising materials published by Snow were viewed some decades ago in the collections of the Chicago Historical Society, but current staff has not

been able to locate them.¹¹⁷ On October 5, 1905, an unidentified newspaper reported that the car was standing on a sidetrack in the Chicago & Alton Railway yards at Joliet, Illinois, and had been offered to the Lincoln Park Commission of Chicago.¹¹⁸

Following Snow's death in 1905, the car was auctioned at a creditors' sale to Thomas Lowry of Minneapolis for \$800.¹¹⁹ Lowry was then president of the Minneapolis St. Paul & Sault Ste. Marie Railroad. He was also president of a combine which bought up the several street car lines of Minneapolis and St. Paul to form the Twin City Rapid Transit Company. Another activity of Lowry's was the sale of lots in Columbia Heights northeast of Minneapolis which he had recently platted as a new suburb, setting aside a sizeable tract as a park. Lowry brought the car as a gift to Minneapolis, and when the Minneapolis Park Board found that it could not furnish the imposing museum Lowry had envisioned,¹²⁰ he moved the car to his park at 37th Avenue Northeast and Quincy Street where viewers might be attracted to the end of his street car line, view the car, and buy a lot for a new home—"a drawing card to assist in the booming of the Heights" in the words of the *St. Paul Pioneer Press*. Lowry died in 1909. In the extended obituaries in the Minneapolis and St. Paul newspapers, there is strangely not a word about the car.¹²¹

END OF THE HISTORY IN MINNEAPOLIS, MARCH 18, 1911

The Columbia Heights development apparently did not progress rapidly; six years later it was still sparsely settled territory. Then, on Saturday, March 18, 1911, a boy was burning brush and grass in the rear of a house at Thirty-fifth and Architect's Avenue when the blaze, fanned by a high wind, got beyond his control and swept north through ten blocks of that territory (Appendix F). Other boys and some of the women of the neighborhood joined the fight on the flames. Their efforts were largely limited to preventing the fire from igniting houses and barns in the district bordering the fire-swept section. Most of the men who resided in Columbia Heights were in Minneapolis at work, but the chief of the Columbia Heights volunteer fire department organized the boys and women into fire fighting brigades. In the excitement, the Lincoln Car had been forgotten. It was not until the flames were within a few feet of the enclosure which contained the car that the fire fighters realized that the car might be destroyed.

The boys who had gathered to help save the car used blankets and coats in the fight, and for a time it was thought the car would be saved. One boy was burned about the hands and face; another's clothes took fire, and he was slightly burned. Engine Company 15 was called, but when the firemen arrived they found the shed which protected the car destroyed and the car in flames. The firemen succeeded in checking the fire, but the car that had carried the body of Abraham Lincoln was a charred wreck (Figure 16). The manager of the Columbia Heights Land Company announced his intention to permit the public to take fragments of the car as souvenirs. Ironically, the car had recently been given by the heirs of Mr. Lowry to the Minnesota Federation of Women's clubs for the purpose of its removal to Mendota to be preserved...as part of a state historical museum. The removal was to have taken place the next summer (Appendix F).¹²²

The veneration that attended the car throughout its existence continues, perhaps not as a general attitude among the population, but among a group of specialists. Several museums keep articles of furniture and furnishings as objects from the car, but the Minnesota Historical Society in St. Paul where the car expired has no objects or pictures, nor traces of the pieces that the public was allowed to carry away as souvenirs. A dozen or more other museums and historical societies maintain files of clippings, photographs and other documents. Individuals have made a lifetime hobby of tracing the car's history. One of these was Frank W. Cornell of Lewiston, New York, who styled himself the "Lincoln Car Researcher" and "The Lincoln Car Chaser" in letters he wrote to museums. Besides accumulating documents about the history of the car, he collected memorial post cards that had been printed from a picture of the car taken just after the completion of its preparation for the funeral trip and distributed in the hundreds of thousands in August 1908. Less than a dozen of the cards seemed to have come to his attention.¹²³ Craftsmen in the Omaha shops made a wooden model of the car before 1952, adhering to the design of the car and its exterior appearance from such records as were available, including pictures.¹²⁴ The model is on display in the executive offices of U.P. Omaha headquarters.¹²⁵ Another avid individual is Professor Wayne E. Wesolowski, Ph.D., of Illinois Benedictine College, in Lisle, Illinois, whose thorough and resourceful investigation has brought him and the college library scores of carefully researched objects and documents and painstakingly identified photographs of the car. The collection

includes two of the memorial post cards sought by Cornell. Not content with collecting, Dr. Wesolowski has built an equally painstaking scale model not only of the car, but also of the locomotive that pulled its train from Cleveland to Columbus during its memorable trip (Figure 17).

It can be a source of satisfaction to Alexandria to know of the serious attention still devoted to an important artifact that had its origin in the city. However, like the railroad shops where the car was built, which were for a century the dominant feature of the southwest corner of what is now Old Town Alexandria, the Lincoln Car is now only a memory, a record for historic, nostalgic retrieval from the days of the ubiquitous passenger trains.

Endnotes

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3. National Archives, Military records. Quartermaster Gen'l. R. G. No. 92, I.B. 11, b.(2).
4. George B. Abdill, *Civil War Railroads*, 1961, pp. 41, 56, 57, illus.
5. W.H.H. Price, shop foreman, letter. to *Locomotive Engineering*, September 1893, p. 415 c. 1; to *The Railroad Car Journal*, December 1893, p. 395 c. 1.
6. Victor Searcher, *The Farewell to Lincoln*, New York, Abingdon Press, 1965, p. 87.
7. John H. White, Jr., *The American Railroad Passenger Car*, Johns Hopkins University Press, 1978, p. 367 c. 1.
8. Raymond Borchers, "President Lincoln's Car," *Lincoln Herald*, Winter 1984, p. 212 c. 1.
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10. Sidney D. King, assistant master car builder in the USMRR shops, statement, 1903, reproduced in Pa. R.R.'s *Mutual Magazine* 1923, quoted in *TIES*, Southern Railway Magazine, "President Lincoln's Private Car," 1951, p. 7 c. 1.
11. *The San Diego Union*, February 12, 1930.
12. King, *TIES*, p. 8 c. 1.
13. R. Gerald McMurtry, "The Lincoln Funeral Car," *Lincoln Lore*, May 1957, p. 2 c. 1.
14. Paul Rigdon, *The "Lincoln Car"*, Union Pacific R.R., 1952, p. 14
15. McMurtry, p. 4 c. 1.
16. McMurtry, pp. 1-2,4; White, p. 367 c. 2; Rigdon, p. 15.
17. Price, all letters. cited.
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19. Carl R. Gray, *The Lincoln Car on Union Pacific 1865*, extemporaneous address to Newcomen Society, American Branch, 1936, set down from memory and printed 1937, p. 9.

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21. Searcher, p. 88, footnote and appendix.
22. Borchers, p. 213 c. 1.
23. e.g. White, p. 367 c. 2; Price, all letters.; Rigdon, p. 15.
24. McMurtry, p. 1 c. 2.
25. White, p. 367 c. 2.
26. Searcher, p. 88.
27. Price, *Locomotive Engineering*, p. 415 c. 1.
28. McMurtry, p. 1 c. 1.
29. Borchers, p. 212 c. 2.
30. Rigdon, p. 20.
31. White, p. 367 c. 2.
32. White, p. 367 c. 2.
33. Searcher, p. 88.
34. White, p. 367 c. 2.
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38. Price, *R.R.C.J.*, p. 395 c. 1.
39. David K. Nelson, "A Rolling Memento," *Civil War Times Illustrated*, March/April 1995:54-59.
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43. Searcher, p. 89.
44. Searcher, pp. 54-64.
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56. *TIES*, p. 6 c. 1-2.
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63. *National Republican*, 4/25/1865, in White, p. 369 c. 1.
64. McMurtry, p. 2 c. 2.
65. *R.R.G.*, 8/27/1886, p. 603, in White p. 369, note 208.

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67. White, p. 369 c. 1; Rigdon, p. 5; McMurtry, p. 2 c. 2; Borchers, p. 214 c. 2.
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76. Rigdon, p. 21.
77. Nebraska State Historical Society letter to Alexandria Arch. 1/27/1995.
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80. Cornell, letter 2/17/1982, p. 2.
81. White, telecon. 2/2/95.
82. Rigdon, p. 10.
83. Cornell, letter, p. 2.
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93. Rigdon, p. 2.
94. Gray, p. 11.
95. Colorado Historical Society, courtesy of Wesolowski, letter 10/25/1994.
96. Kragaskow, as reported in Rigdon, p. 20.
97. Carrie Strahorn, *Fifteen Thousand Miles by Stage*, Vol. 1, 1877. Quotation supplied by Wesolowski letter 1/14/1995 ref. p. 9 ¶ 3.
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101. Borchers, p. 215 c. 1.
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103. Rigdon, p. 2; McMurtry, p. 4 c. 1.
104. White, p. 369 c. 2.
105. Borchers, p. 215 c. 2; McMurtry, p. 4 c. 2.
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112. McMurtry, p. 4 c. 2.
113. *TIES*, p. 7.
114. Rigdon, p. 22; Borchers, p. 215 c. 2.
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118. McMurtry, p. 4 c. 2.
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121. Borchers, pp. 215-216.
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123. Cornell, letter 2/17/1982; Cornell, *The Abraham Lincoln Railroad Funeral Car Postcard....1908*, undated, 4 typed pages.
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APPENDIX A

Transcription of the endorsement hand-written by M.C. Meigs, Quartermaster General, for the Secretary of War on back of letter, from Ward Lamon to Meigs, April 12, 1866

National Archives RG No. 92
Office of the Quartermaster General
Military Railroads 1860 - 1866
Unclassified Correspondence
Box No. 10

13 Apr. 1866

This car was not built solely for the use of the President. It was built by the force employed in the repair shops at times when accidents on the railroad & [as?] _____ of travel left leisure time. It was necessary to keep _____ force to be ready for emergencies & employ[ee] labor from time to time was put upon this car. It was used repeatedly before & since the death of the President. It is not needed now by the U.S. which has no military RR lines in operation.

It is so _____ exposed liable to depredations by relic hunters that it requires a watchman or keeper to be with it whenever it is not [locked?] up. The depredations upon its trimmings when it was sent to N.Y.[?] with the remains of the President cost \$200 to repair.

It was bought by Mr. Lamon for the Union Pacific RRd which desired to use it as a directors car. That it is used _____ by the _____ & the directors desired to purchase the car to have sold it at private sale could have caused complaint. The proper and [just?] mode of sale was at a Govt public sale. The price brought is a [just?] one. Another car like it could be built I believe for 7 to \$10000. This brought \$6850 I recommend therefore that the sale be confirmed. If we keep it we must build a house for it & keep a watchman & it will still be like the curtains of the Executive Mansion plundered and defaced

Res

MCMeigs

Note: Underline indicates that handwriting could not be read.

APPENDIX B

Railway Itinerary and Account of the Funeral Train's Trip

The Railway Locomotive Historical Society
Bull. No.93, October, 1995:69-72

The routing of the funeral train... was as follows: ---

<u>Date in 1865</u>	<u>Station</u>	<u>Time</u>	<u>Railroads</u>
April 21	Lv. Washington	8:00A.M.	Baltimore & Ohio R.R. Nine cars
	Ar. Baltimore	10:00A.M.	Camden Station
	Lv. Baltimore	3:00P.M.	Northern Central Ry. (PRR)
	Ar. Harrisburg	8:00P.M.	
April 22	Lv. Harrisburg	11:00A.M.	Pennsylvania R.R.
	Ar. Philadelphia	4:30P.M.	
April 23 [24]	Lv. Philadelphia	4:00A.M.	Philadelphia & Trenton R.R. to Trenton, N.J. (PRR)
			Camden & Amboy R.R. to New Brunswick, N.J. (PRR)
	Ar. Jersey City	10:00A.M.	N.J.R.R. & T. Co. (PRR) Funeral car ferried to New York City
April 25	Lv. N.Y. City	4:00P.M.	Hudson River R.R. (NYC&HR)
	Ar. East Albany	11:00P.M.	Funeral car routed to Albany via Troy, N.Y.
April 26	Lv. Albany	4:00P.M.	New York Central R.R.
April 27	Ar. Buffalo	7:00A.M.	
	Lv. Buffalo	10:00P.M.	Buffalo & State Line R.R. to N.Y. - Pa. Line (NYC-LS)
April 28			Erie & North East R.R. to Erie, Pa. (NYC-LS & MS)
	Ar. Cleveland	7:00A.M.	Cleveland, Painesville & Ashtabula R.R. (NYC-LS & MS)
	Lv. Cleveland	12:00Mdnt	Cleveland, Columbus & Cincinnati R.R. (NYC-Big Four)
April 29	Ar. Columbus	7:00A.M.	
	Lv. Columbus	8:00P.M.	Columbus & Indianapolis Central R.R. (PRR)
April 30	Ar. Indianapolis	7:00A.M.	
	Lv. Indianapolis	12:00Mdnt	Lafayette & Indianapolis R.R. to Lafayette, Ind. (NYC)
May 1			Louisville, New Albany & Chicago R.R. to Michigan City, Ind. (Monon)
	Ar. Chicago	11:00A.M.	Michigan Central R.R. (NYC)

May 2	Lv. Chicago	9:30P.M.	Chicago, Alton & St. Louis R.R. (GM & O)
May 3	Ar. Springfield	9:00A.M.	(Due 6:30 a.m. 2 ½ hours late)

The body of Mr. Lincoln, who died on April 15th, 1865, was that day placed in the East Room of the White House, and funeral services were conducted there on Wednesday morning, April 19th. Mourners attending the services were admitted by card.

At two o'clock in the afternoon, the casket was conveyed to the rotunda of the Capitol, followed by a large procession, where it remained until six A. M. on the 21st. On that date, the funeral train, consisting of nine cars, including a baggage car and a hearse car, left the B. & O. Station in Washington, at 8:00 a.m. for Baltimore.

At Baltimore the casket was taken to the rotunda of the Merchants Exchange, upon arrival of the train at the Camden Station, at 10:00 a.m., and remained there on display for several hours before being taken to the Howard Street Station of the Northern Central (P. R. R.) Railroad, for train departure at 3:00 p.m., to Harrisburg, Pa., where it arrived at 8:00 p.m.

At Harrisburg the remains of Mr. Lincoln were escorted to the hall of the House of Representatives in the State Capitol, where they remained until ten o'clock the following morning, Saturday, April 22nd.

The funeral train left Harrisburg at 11:00 a.m., on that date, for Philadelphia, over the Pennsylvania Railroad, arriving at the Philadelphia, Wilmington & Baltimore Railroad Station on Broad Street, at 4:00 p.m. A large procession escorted the casket to Independence Hall.

On Monday, April 24th, the train left the Kensington Station at four o'clock in the morning via the New York & Philadelphia Line, for Jersey City.¹ Upon arrival there the casket was taken to the ferry for transfer to the Debrosses Street ferry station in New York, for ten o'clock arrival. Here, again, a large procession escorted the remains to the rotunda of the City Hall.

The funeral train left the 30th Street Station of the Hudson River Railroad (N. Y. C. & H. R.) at 4:15 p.m., Tuesday, April 25th, to resume the westward journey. The hearse car and the escort car of several generals, who accompanied the party through their respective jurisdictions, were floated over from Jersey City to the Hudson River Railroad, and made into a new train consist for the westward journey. It arrived at East Albany, at 10:55 p.m., where the cortege moved by ferry boat to Albany and the State Capitol. The train continued to Troy, crossed the Hudson Bridge and proceeded to the New York Central Railroad depot in Albany. (See note).

The westward journey was resumed on Wednesday, April 26th, at 4:00 p.m., the train arriving at Buffalo, N. Y., at 7:00 a.m. on Thursday, April 27th, where the casket was removed from the train and taken to St. James Hall, remaining there until it was returned

¹ The New York and Philadelphia Line was made up of the Philadelphia & Trenton R. R., the Camden & Amboy R. R., and the New Jersey R. R. & Transportation Co.

to the railroad station for resumption of the journey at ten o'clock that night, over the Buffalo & State Line and Erie & North East Railroads to Erie, Pa. thence via the C. P. & A. to Ashtabula.

Upon arrival at the Euclid Street Station in Cleveland, at seven o'clock Friday, April 28th, the casket was conducted to a temporary structure in the public park on Superior Street, after which it was returned to Euclid Street Station for train departure at midnight. Travelling over the tracks of the Cleveland, Columbus & Cincinnati (N. Y. C.), the train arrived at Columbus, at 7:30 o'clock, Saturday morning, the 29th. Here the casket was displayed in the rotunda of the State Capitol, and was returned to the funeral train, which departed for Indianapolis, at 8:00 p.m., via the Columbus & Indianapolis Central R. R. (P. R. R.). The routing to Indianapolis was via Piqua to Bradford, thence south to Richmond, Indiana and west to Indianapolis where the train arrived at seven o'clock, Sunday morning, the 30th.

At Indianapolis the funeral cortege proceeded to the State House and mourners passed through the Capitol to view the martyred President. The funeral train left at midnight over the Indianapolis & Lafayette Railroad (N. Y. C.) for Lafayette, Ind., where it was turned over to the Louisville, New Albany & Chicago Railroad (Monon) at 3:35 a.m., Monday, May 1st, for the run to Michigan City, Ind. Arriving there at 8:00 a.m., the train proceeded over the Michigan Central Railroad (N. Y. C.) to Chicago where it arrived at Park Place, on the lake front, at eleven o'clock in the forenoon. (Park Place was one mile south of the regular station and one block north of what is now Roosevelt Road.)

Temporary platforms had been prepared here to handle the funeral party, which accompanied the casket to the Court House on Clark Street, where the public was admitted to view the remains until 8:00 p.m., Tuesday, May 2nd. Moving then to the depot of the Chicago, Alton & St. Louis Railroad (G. M. & O.) on Canal Street, departure was made at 9:30 p.m., over that line to Springfield, time of arrival being nine o'clock, Wednesday morning, May 3rd.

At Springfield, the body of Mr. Lincoln was removed to the hall of the House of Representatives in the State House, and the next day was taken to the public vault in Oak Ridge Cemetery, at Springfield, for temporary interment, later to be placed in its final resting place in the magnificent tomb and monument built with State public funds.

Note: The New York Central Railroad referred to in the foregoing is the New York Central Railroad Company formed in 1853 through the consolidation, effective May 1st, 1853, of various companies having railroads between Albany and Troy and Buffalo, and was organized under a special law of the State of New York, passed April 2nd, 1853, in accordance with agreement of consolidation dated May 17th, 1853, and filed in the office of the Secretary of State of the State of New York, on July 7th 1853. The companies entering into this consolidation were:

Albany & Schenectady R. R.
(The former Mohawk & Hudson)
Schenectady & Troy R. R.
Utica & Schenectady R. R.
Syracuse & Utica R. R.
Rochester & Syracuse R. R.

Mohawk Valley R.R. *
Syracuse & Utica Direct R.R. *
Buffalo & Rochester R.R.
Rochester, Lockport & Niagara
Falls R.R.
Buffalo & Lockport R.R.

*The M. V. and S. & U. D. Railroads were non-operating companies.

APPENDIX C

Reminiscences by Wm. H. H. Gould,
Conductor on the Funeral Train

The National Tribune: Washington, D.C., Thursday, May 27, 1915

THE LINCOLN TRAIN

A Story From the Conductor of
the Train that Carried President Lincoln's
Body From Baltimore to Harrisburg.

Washington has been, and is, the home of many men and women who have had a part in the historical events of moment in capacities associated with President Lincoln, but I cannot recall that I ever saw or heard a detailed account from any one connected with the funeral train that carried President Lincoln's body to its final resting place in Illinois.

Living here in Washington is the man who was conductor on the train that carried President Lincoln's body from Baltimore, Md., to Harrisburg, Pa. He was christened "William Henry Harrison Gould," and he says his conduct has been such that he has never found occasion to change his name. Several years ago he retired from active service on the railroad, but he is still active, optimistic, and will not admit that he is over 32 years old, which is really not half his age.

He is one of those ante-belleum [sic] fellows, who saw service on the railroad when engines were given stately names instead of lowly numbers, burned wood instead of coal, and when fuel was needed would stop at the first wood pile sighted, and replenish.

His forefathers came from Toppesfeld, England, with John Cabot in 1638, and landed at Salem, Mass., finally settling 10 miles west of Salem in Essex County, at a place named by the Indians, "She-we-ne-mede," meaning new meadows. The Goulds did not fancy the Indian name and renamed it "Topsfield," and the town continues to this day.

William Henry Harrison Gould was born on the Gould homestead at Topsfield, and spent the early years of his life there. When nearing his majority the roving bug hit him and he started out to see the world and make his fortune.

Railroads seemed the most fascinating and exciting to him, and early in 1862 he obtained a position as a brakeman with the Northern Central Railroad, which is now part of the great Pennsylvania Railroad System. Promotion was rapid in those days, and in four months time young Gould was promoted to brakeman on a passenger train. One year later he was promoted to baggage master on the road, and another year later was promoted to conductor of a passenger train running from Baltimore, Md., to Harrisburg, Pa., with headquarters at Baltimore.

"On the evening of April 14, 1865, the date President Lincoln was shot," said Conductor Gould, "I had finished my round trip and was tired and went to bed early. The morning of the 15th of April I walked over to Calvert Street Railway Station, Baltimore, arriving there about 7:00 a.m. When I reached the rear entrance to the station I noticed that all traffic on the railroad was at a standstill. I asked the gateman, Simon Goldstein, why no trains were running. He said:

" 'Mine Gott, don' you hear de news? ' "

" 'No,' I said. 'What is the news?'

" 'Lincoln was kilt last night,' said Goldstein, 'and Stanton is kilt, and everybody is kilt, and you done it, git out of here.'

"I did get out and began to observe what was going on. The station was crowded with soldiers; they had taken charge of it. People were allowed into the station but no one was allowed to leave. About noon an order was received from Washington to release the people, who numbered several hundred. In the afternoon trains began to run again.

"After Goldstein had accused me of being guilty of the death of Lincoln and others I began to study about the matter and thought I had better go home. To learn of the murder of President Lincoln very much depressed me, and to be accused of it made me feel much worse. I went home and lay down on the bed. I told my wife if any one called for me to tell them I was out. After I had rested for about half an hour I began to feel better and went out on the street. Noticing many buildings and flags draped in black, I went home and hung out my flag, draped in black. By this time I felt normal and had a mind to go and see Goldstein and tell him what I thought, but reconsidered.

"Conductors in those days took their regular turn, and it just so happened that on the morning of April 21, 1865, I was next out. About 12:30 p.m. I was notified by the station master that I was to act as conductor on the special train that was to carry President Lincoln's body from Baltimore to Harrisburg. At the time I gave no special importance to this run, but since then I have been exceedingly gratified that I had it. The car in which President Lincoln's body was carried was built by a Mr. Lamson at Alexandria, Va. It was built on the lines of our present-day parlor cars, but much less elaborate. The outside of the car was painted dark brown, and the inside was varnished, showing the grain of the wood. There were no fixed seats in the car, but there were several easy chairs.

"The train was made up of an engine that burned coal, one baggage car, seven first-class passenger cars, and in the rear was the funeral car. The train was equipped with hand brakes. In the baggage car we carried the remains of William Wallace Lincoln, the 12-year-old son of the President, who died in February, 1862, and had been buried in a cemetery at Georgetown.

"In the train crew was the engineer, two firemen, one baggage man, two brakemen, one conductor and myself. Capt. George W. Hambright had general supervision of the pilot train and funeral train. The engine and cars of the train were decked in habiliments of mourning.

"The coffin in which President Lincoln's body lay rested on three trestles securely fastened to the floor of the car. Over these was crepe. Straps were fastened to the trestles and buckled around the coffin to hold it secure. The coffin was very large and appeared to be about seven feet long and fully three feet wide. It was covered with black

cloth, and, besides the four silver handles on either side, there was considerable silver decoration in the form of wreaths. On the lid of the coffin was an engraved silver plate, which read:

ABRAHAM LINCOLN,

16th President of the United States.

Born Feb. 12, 1809.

Died April 15, 1865.

"I was in the funeral car at various times in my line of duty. A part of the time the face lid was removed from the coffin, and I had several opportunities of seeing the face of the martyred President. His face was calmed and peaceful. He looked as if he was asleep in pleasant dreams. The body was dressed in black, with white shirt and black tie. I was informed that the suit he had on was the suit he wore at his first inauguration.

"None of the train crew was in uniform--in fact, in those days no uniform was worn by passenger train crews. I wore a black suit of clothes and black hat. On the front of my hat I wore a plate marked "Conductor."

"There were about 75 people on the train beside the train crew. There were no women on the train. During the trip the men moved back and forth through the train. They were a distinguished looking group of men, but sad and solemn. Practically all their talk was of the greatness and goodness of Lincoln, and his untimely death. There were many men on the train who were soldiers, but none was in uniform.

"Each member of the train crew, and all those who were entitled to ride on the train, wore a special badge. This badge was their ticket of transportation. Of course, I was very careful to see that every person riding on the train was entitled to do so.

"Ten minutes before the special train pulled out of Baltimore, a pilot engine and one passenger car, in charge of Capt. George B. Kaufman and brakeman, with a crew started ahead of the special train for Harrisburg. Just at 3 o'clock on the afternoon of April 21, 1865, I gave the engineer the signal to start for Harrisburg. The engine gave a shrill whistle and the train slowly passed the depot. There was an immense crowd around the station at Baltimore to see the train leave, but they were very quiet.

"As we left Baltimore the weather was cloudy and warm. Our first stop out of Baltimore was Parkton, Md., for water. The next stop was at York, Pa., again for water. These two stops were the only stops made between Baltimore and Harrisburg.

"When the train stopped at York, a delegation of six ladies were allowed to enter the funeral car and lay a large wreath on the coffin. At every cross road there were crowds of people, and as the funeral train passed them the men took off their hats, and I noticed many, both men and women, who shed tears as the train passed. It was the most solemn trip I ever took on a train. Everybody on the train was solemn and everybody the train passed was solemn.

"Just at 8 o'clock the train pulled into Harrisburg. The sky was cloudy, and there was a fine drizzle of rain. It seemed to me that nature was weeping because of Lincoln's death.

"After pulling into the station I remained in charge of the train until the President's body was taken from the funeral car to be taken to the State Capitol in Harrisburg; then I was relieved by the yard crew."

Mr. Gould has always been an optimist. His mind is stored with pleasant memories of the past. He holds ill will toward none. His is a life well spent, and at the end there will be no remorse. "May he live long and prosper."

APPENDIX D

Eyewitness Comments on the Funeral Train's stop at Poughkeepsie, N.Y.

LINCOLNIAN
Newsletter of the Lincoln Group of D.C.
1983*: 7
(Courtesy of Ford's Theatre)

ALONG THE FUNERAL PROCESSION

On Tuesday, April 25, 1865, the engine "Union" carried the body of Abraham Lincoln from New York City to Albany, stopping in many small towns along the way, one of them being Poughkeepsie, N. Y.

Printed here, exactly as written, is a portion of a letter written on April 29, 1865 in Poughkeepsie by a young Union soldier to his brother back home, recording the solemn event.

President Lincoln remains passed through here last tuesday. It stopped here half an hour. the train consisted of nine cars. they were all trimed beautifully in mourning and other appropriate emblems for the occasion. I saw the coffin but it was not allowed to be opened. I can not describe the coffin to you. It was trimmed beautifully and splendid wreaths of flowers ornamented it. It was a solemn sight to see the train and to hear the bells toll and the fare well salute fired in memory of the departed dead. It was estimated that there was as many as 25,000 persons at the depot when the train came in.

The corpse was carried in the same car that he went to Washington in four years ago last March. It was the nicest car That I ever saw."

--from the Collection of Edward Steers, Jr.

* The file copy at Ford's Theatre did not have a publication date, but the Newsletter contents indicate 1983.

APPENDIX E

Diary of Luther E. Bulck, Noncommissioned
Officer of Company E. 9th Regiment, a Member
of the Working Guard of
Honor on the Funeral Train

Lincoln Herald
Vol. 84, #4, 1982: 239-241

With Lincoln On His Last Journey

Edited by Edward G. Longacre

Sergeant Luther E. Bulck, of Company E, 9th Regiment, U. S. Veteran Reserve Corps, was one of the twenty-five noncommissioned officers chosen as members of the working guard of honor who accompanied Lincoln's remains from Washington, D.C., to Springfield, Illinois, April 21-May 3, 1865. In these excerpts from his diary, published here for the first time, Bulck presents a unique perspective on the long journey that permitted large portions of the Northern public to view the funeral train and the body of the assassinated President.

A handwritten copy of the sergeant's diary, transcribed by his niece, forms a part of the Lloyd D. Forehand Papers, in the archives of the Nebraska State Historical Society, Lincoln.

* * * * *

Apr 21

Left Washington at 8:00 a.m. and for the first time took my place as sentinel. A very cold and stormy and wet day. Arrived at Baltimore at 8:30 a.m. A large crowd awaited our return and greeted us with a splendid procession. Left at 3:00 p.m. At York [Pennsylvania, reached about six o'clock that evening] a large crowd met us at the depot and presented us with a large wreath of flowers. All the buildings were draped in mourning, and many appropriate mottos were spread for our gaze, such as "Give honor to who honor is due," "The Nation mourns," and many more. Arrived at Harrisburg at 8:30 p.m., where two regiments of infantry and one of cavalry and two bands met us at the depot to escort the remains to the Senate House [the hall of the Pennsylvania House of Representatives]. It rained very hard all the time, and we were wet to the skin and for a time were quartered in the Senate Chamber. Then went to a hotel called the Buchler House--took supper--the distance being 96 miles from Baltimore to Harrisburg. Left Harrisburg at 11:15. Nothing of importance occurred [sic], only at Lancaster a very large

crowd had assembled, but hardly a man appeared. Arrived at Philadelphia at 9:20 and put up at the Continental Hotel, the distance [from Harrisburg] being 108 miles.

Apr 23

Sunday--all uproar. Philadelphia is turning out a large number of people. Made a call on B. Gibson and family, who received me very kindly. Took a stroll about town. Had a very pleasant time.

Apr 24

Arose at 12 and after a long march started for New Jersey. Arrived at Jersey City at 10 [A. M.]. A choir awaited us at the depot with a beautiful piece of music [the ode "Integer Vitea" (A man of Upright Life), sung by a German-American chorale society]. I was left with four others to guard the cars, while the rest went on over the [Hudson] river. The weather was very fine, and the shops being closed left a very sad appearance, and the crepe display showed how deeply the citizens of that town felt the loss of their chieftain. The distance being 106 miles [actually, about 86 miles from Philadelphia to the New York City suburbs]. Crossed the river at 6 P. M. [aboard the ferryboat Jersey City to meet the funeral procession at New York's City Hall park] and at ten o'clock went after some summer [sic] which we found at a Dutch Hotel which needed perfumery to allow a man to breathe.

Apr 25

A pleasant morning but I am very tired as have been on guard all night. I am eager to get away from this place. At 10 minutes past 4 [P.M.] we started enroute for Albany. At Yonker[s, at 4:45 P. M.] about 40 young ladies all dressed in white awaited us, who being surrounded with the red white and blue was the most beautiful thing I ever saw. At West Point the troops turned out in force to welcome us with drums and cannon and bands. Arrived at Albany at 11:00. A hearse was waiting and a large crowd. We proceeded to the Capital [sic] and at 1 o'clock [at night] left to take lodgings at the Donovan House. Found them very good.

Apr 26

Weather warm. Took a stroll around town. At 1 o'clock [P. M.] we marched to the State House where we formed in procession over the principle [sic] streets of the city. The hearse was drawn by four gray horses. The streets were crowded and many sympathetic feelings were displayed. At 8:30 we took the train for Buffalo. All along the route great sadness prevailed and many tears were shed. At St. Johnsville 36 young ladies dressed in white made a grand appearance [actually, 22 volunteer waitresses on the train were permitted, while stopping over at St. Johnsville, to file through the car carrying the President's body, in acknowledgement of their services]. At Herkimer and all the other stations due order was kept. Minute guns were fired and bells were tolled. Arrived at Buffalo at 7:10.

Apr 27

Quite a large crowd awaited us and we took breakfast at the depot [at Bloomer's Dining Saloon]. Then marched to the State House. We left the body at the State House and went and put up at a hotel called the Mansion House. Went to bed and at 6 were called to supper and at 10:19 started for Cleveland. Great attention was paid by all people on our

road, and many a tear was shed as the hearse passed by. A young lady dressed in a robe of red white and blue waving a flag [beneath a mourning arch, representative of "Liberty in Mourning"] caused many a remark by those who saw it.

Apr 28

At 7:30 we arrived at Cleveland, where a splendid procession awaited us. Marching to a place prepared for the reception of the remains [a pavilion, with a dais of flowers, in the public square] we left the same, and went to the Mendell House where we received a splendid breakfast and then retired to a room which was very neatly furnished. Left Cleveland at 12 M[idnight], for Columbus, Ohio.

Apr 29

Arrived at Columbus at 1:30. Streets very muddy. After a short march left the remains of (sic; at) the State Capitol and went to a Hotel called the Weel House, took dinner, and then a stroll down town. Many changes have taken place since I was here before. New buildings have been erected on every street. The hearse was drawn by six gray horses. Left Columbus at 10:10. [Bypassing Pittsburgh and Cincinnati, to save mileage] arrived at Indianapolis at 7:19 [A. M.]

Apr 30

Weather very wet and disagreeable. Quite a large crowd has assembled nevertheless, standing in the storm. The hearse was drawn by six [eight] gray horses. Left Indianapolis at 12 M[idnight]. At Michigan City [at 8 A. M.] stopped for breakfast and the table was spread with all that one could wish for.

May 1

Arrived at Chicago at 12 M[eridian, i.e., noon]. Found a very large crowd awaiting our arrival. A very beautiful hearse was in waiting covered by an arch of canvas and flags--the most beautiful thing of the kind I ever saw. A young lady came forward dressed in white and covered the coffin with flowers. The hearse was drawn by ten black horses. We left the coffin at the State House [under a triple archway erected over Park Place, from which it was conveyed to the Cook County Courthouse] and returned to the Tremont Hotel; had a splendid dinner, the distance being 208 miles. A very large crowd but everything is still.

May 2

A very pleasant day. The streets are still crowded to overflowing by people eager to get a glimpse of him who so short a time ago was the pride of our nation. Took a stroll around town. Was quite amused to see how blocks of buildings were raised [sic]. Left Chicago for Springfield at which place we arrived at 9 [8:40 A. M.].

May 3

On the way near Bloomington [on May 2] a young lady was found dead--supposed to have been killed by the pilot engine. Springfield is a very pretty country town situated near the railroads and in time will be a large place. A crowd awaited our arrival. A splendid hearse drawn by six black horses [sent by the mayor of St. Louis] stood at the depot. We marched around several squares and to the Court House [State House] and then put up at a Hotel called the Cheney House. [In the] afternoon we visited the President's former residence and also the place purchased for him [at Oak Ridge

Cemetery, where the honor guard surrendered the remains to burial vault attendants on May 4, ending the 12-day, 1654-mile trip from Washington City].

APPENDIX F

Newspaper Account of the Burning of the Lincoln Car

The Sunday Journal
Minneapolis, Minnesota, Sunday Morning, March 19, 1911

CAR THAT CARRIED REMAINS OF LINCOLN IS BURNED IN SPECTACULAR PRAIRIE FIRE

Relic of Martyred President Reduced to
Blackened Framework of Wood and Iron.

RESCUE EFFORTS VAIN

Hundreds of Men, Women, and
Children Attempt to Stop
the Threatening Flames.

WIDE AREA FIRE SWEEPED

Blistered Hands and Faces, and
Ruined Clothes Attest Valor of
Volunteers—Firemen Help.

The Lincoln funeral car, the car which in April, 1865, carried the body of Abraham Lincoln from Washington to its final resting place in Springfield, Ill., is a mass of charred wood and iron.

The car, which has been visited during the last forty-six years by hundreds of thousands of Americans who wished to honor the memory of the martyr president, was destroyed yesterday by a prairie fire which swept through ten blocks in Columbia Heights, an Anoka county village which adjoins the northeast city limits. Squads of women and boys, who rallied to fight the flames which threatened the historic relic, were unsuccessful in checking the spread of the fire, and two boys were slightly burned in their eagerness to save the car.

The Lincoln funeral car, which was purchased by Thomas Lowry in 1905, brought to Minneapolis and placed in Columbia Heights, had more than the memory of Abraham Lincoln to make it famous. It was used as the private car of Lincoln and his cabinet during the last three years of the civil war, and after it was taken back to Washington from

Springfield, in 1864, [sic] it carried the body of Mrs. William H. Seward from Washington to the Seward home at Auburn, N. Y.

Homes Threatened.

Residences and barns at the northeast city limits were threatened by the flames which, originating in a grass fire at Thirty-fifth avenue, NE and Architect's avenue, spread through ten blocks of sparsely settled territory. No houses were destroyed. Edmund G. Walton, manager of the Columbia Heights Land company, announces his intention to permit the public to take fragments of the car as souvenirs.

The fire started at 2:30 p.m. A boy had been burning brush and grass in the rear of a house at Thirty-fifth and Architect's avenue. The blaze, fanned by a high wind, got beyond his control and swept north. Other boys and some of the women of the neighborhood joined the fight on the flames. Their efforts were largely limited to preventing the fire from igniting houses and barns in the district bordering the fire-swept section, and flames swept steadily north.

The Lincoln car was at Thirty-seventh avenue NE and Quincy street.

Fire Brigade Organized.

Most of the men who reside in Columbia Heights were in Minneapolis at work, but Charles W. Amidon, chief of the Columbia Heights volunteer department, assumed charge of the work, and W. D. Smith, a former city fireman, organized the boys and women into fire fighting brigades. Brooms and coats, dipped into water, were used by the fire fighters, but the flames swept steadily north.

In the excitement, the Lincoln funeral car had been forgotten, and it was not until the flames were within a few feet of the enclosure which contained the car that fire fighters realized that the car might be destroyed. Then the efforts of the workers were centered in an attempt to save the car from destruction.

Fight To Save Car.

Auge Swanson, son of the village postmaster, assumed charge of the boys of the village who gathered to help save the car. Blankets and coats were used in the fight, and for a time it was thought the car would be saved.

Ian McKnight, 12 years old, 2427 Washington avenue NE, and Burdett Whitman, 14 years old, 673 Twenty-fifth avenue NE, were among the boys who tried to keep the flames back. McKnight was burned about the hands and face. Whitman's clothes took fire and he was slightly burned.

Mrs. Henry Schoenheiter, 801 Columbia boulevard, had seen the danger to the Lincoln car and had telephoned to Engine company No. 15, Twenty-fourth and Central avenues NE. The company made a quick run, but when the firemen arrived they found the shed which

protected the car destroyed and the car in flames. The firemen succeeded in checking the fire, but the car which had carried the body of Abraham Lincoln was a charred wreck.

Story of The Relic.

The Lincoln funeral car was built in the military car shops in Alexandria, Va., in 1863 and 1864 for the special use of Lincoln and his cabinet. It was used by Lincoln in many trips during the last two years of the war, and at the time of Lincoln's death it was in Washington.

April 18, 1865, orders were issued by the war department to prepare the "president's car" to receive his body for the journey to Springfield. On the morning of April 21 the car was moved across the Potomac to Washington and attached to the funeral train in waiting. On the same day, after the funeral service at the national capitol, the body of Lincoln was placed in the car the government had built for the president two years before. At the foot of Lincoln's coffin was placed another coffin, containing the body of Willie Lincoln, his son, who died in 1862.

At 8 o'clock on the night of April 21, the funeral cortege, consisting of the funeral car and eight coaches for the accommodation of government officials and members of Lincoln's family, started on the journey to Springfield.

From the time the Lincoln train left Washington to the time it arrived in Springfield it passed through two continuous lines of mourners. In the largest cities the body was placed in state in capitols and city halls. The route of the journey was practically the same Lincoln had followed four years before when he had left Springfield for Washington. It led through Baltimore, Harrisburg, Philadelphia, New York, Albany, Cleveland and Columbus, Indianapolis and Chicago.

On the morning of May 3 the funeral train reached Springfield. The coffin was immediately transferred from the president's car to the capitol.

After the funeral train returned to Washington the president's car was returned to the military shops at Alexandria. It had always attracted attention as it was said at the time it was built to be the finest car in the world, but the fact that it had carried the body of the president made it an object of intense interest for the next few months. In June 1865, it was used to carry the body of Mrs. Seward to Auburn, N. Y. Mr. Seward accompanied the body, his neck and face still in bandages as a result of the attempt on his life on the night Lincoln was shot.

Sold A Year Later.

In 1866, the government ordered all of its railway material sold, including the president's car. It was purchased by T. C. Durant, then building the Union Pacific railway. The car was the official car of the road for a number of years and was finally transferred to the regular passenger service in the Mountain division in Colorado. Later, when its days of usefulness were over the car was transferred to the shop yards. In 1898 the Union Pacific

railway company placed it on exhibition in the transportation building at the Omaha exposition where it was visited by more than 1,250,000 persons.

At the St. Louis World's Fair in 1904 free space was granted and a beautiful building. The Lincoln Museum, costing \$15,000, was erected for the exhibition of the car. The building was just north of the Illinois state building and near the Ferris wheel.

Bought By Thomas Lowry.

After the St. Louis World's Fair Thomas Lowry purchased the car and brought it to Minneapolis. It was placed in Colombia Heights and has been there ever since, a center of interest for thousands of people.

The funeral car had recently been given by the heirs of Mr. Lowry to the Minnesota Federation of Women's clubs for the purpose of its removal to Mendota to be preserved with the Old Sibley House as part of a state historical museum. The removal was to have taken place next summer.

About the Author

H. Robert Slusser was raised in Canton, Ohio. During a third of a century of work with economic development organizations on three continents and in Washington, D.C., he found opportunities to visit with his archaeologist wife the archaeological sites reflecting many of the phases of human history in those parts of the world. Retired and living in Washington, he devotes his volunteer time to historical research for Alexandria Archaeology and for a museum of American history.



City of Alexandria
Office of Historic Alexandria

Alexandria Archaeology
105 North Union Street
Alexandria, Virginia 22314
(703) 838-4399
FAX (703) 838-6491
Copyright 1996

February 19, 1986

Mr. Bruce L. Bailey
609 - 25th Street, S.W.
Austin, Minnesota 55912

Dear Mr. Bailey:

We corresponded late in 1984 about the small glass window reported from the U.S. Military Railroad private car of 1865.

At the time I asked about your plans for the window and if you might consider disposing of it as a gift or sale item. I am still interested in the future of this piece and would appreciate your thoughts on this matter. Can you also tell me the exact size of the window--it appears to measure about 9 by 15 inches.

Thank you for considering my request.

Sincerely,

John H. White, Jr.
Senior Historian
Division of Transportation

JHWhite:meb

Bailey, Bruce L.

November 8, 1984

Mr. Bruce L. Bailey
609 - 25th Street, S.W.
Austin, Minnesota 55912

Dear Mr. Bailey:

I am sorry to be ~~showing~~ replying to your letter of September 24 but I have just returned to the museum after a two-month-long absence.

A history of the Lincoln car is given in some detail in my book on the passenger car. A leaflet is enclosed should you care to search out this volume.

I have uncovered a photograph of the car at Harrisburg, Pa. that clearly shows the roof and clerestory. Although the image of the windows is small I can see a pattern in the glass that agrees with the sash in your possession. There does seem to be some reason therefore to believe the window is from the Lincoln car. A xerox copy of the Harrisburg picture is enclosed but I don't think the image is good enough to show the etched glass.

Do you have any plans for the window--we are interested in acquiring it for our collection.

Sincerely,

John H. White, Jr.
Curator
Division of Transportation

Enclosures

cc: Ms. Swartz, GRRM Library

JHWhite:meh

507- *unlisted*
12-15-85

Sept. 24, 1984
609 25th St. S.W.
Austin, Minn. 55912

Dear Mr. White,

The enclosed picture shows a window which was reported to have come from the railroad car which carried President Lincoln's body from Washington to Springfield.

Our research indicates this to be very unlikely, but has aroused our curiosity as to its origin. The librarian of the Railroad Museum in Sacramento was of considerable help and provided your name.

An uncle, who was a railroad employee for many years, had the window and my mother got it when he died. We only know that it apparently came from the U. P. yards at North Platte, Neb.

... We would appreciate any information as to the history if possible.

I might add that the one side is painted a dark brown and the opposite side is white. The wood is oak. Under the brown paint it appears to have yellow paint.

A VII appears along one long edge. The white side may have had some green trim at one time.

Thank you for any information you may provide.

Sincerely,

Bruce L Bailey

Hinge
area



Please return to:

Bruce Bailey
609 25th St. S.W.
Austin, Minn. 55912

about
9" x 13"

Private - Lincoln 1860's 1
Lincoln & The Railroads J.W. Starr 1927

P253 Car used & ittyalung trip
B&O's directors car. $\frac{1}{3}$ of which
partitioned room with seats
around side. Trip Nov 18, 1863
3 other cars.

P257 ^{at Baltimore} Baggage car (Northern Central) added to
train; fitted for luncheon, Lincoln
sat head of table.

P.258. Lincoln retires compartment rear
of directors car. (over)

P261 Train delayed Hanover Jct.
about 1:30 afternoon.

P263 Left Gettysburg 6:00 PM Lincoln
~~sp~~ retired to stateroom Directors car.

P.264 Returned Washington about midnight
No description of car.

Mention only trips Harpers Ferry & Fredrick
oct - oct 4 1862: engraving in Harpers
shows elegant car at Fredrick
copied in file.

Private Car - Lincoln 1860's

2

"Lincoln Day by Day" Vol III ~~E. P. Powell~~
see over 1960

P.17 Feb 18 1861 Bullalog Albany
Special car fitted up dinner, president
(elect?) and his party. Traveled in same car
used by Prime of Wales in recent trip.

P.114 May 23 1862 Trip Fredricksburg, Va part
way in baggage car.

June 23 1862
P.122-123 Washington to West Point special
train. No mention of cars used etc. Returns
June 25

P.220 Nov-18 1863 Trip Gettysburg special 4 car train

furnished by B&O. Trip via Baltimore - N.C.

Feb 2 1865 P311 Trip Hampton Roads, by train
to Annapolis. Ship to H.R.

March 23 - 1865 trip to City Point, Va by river
steamer. Short train trip no mention cars.

April 3 1865 P324 special train to Petersburg, Va.

April 8 1865 P 326 " " " " "

Ed. in chief

Earl S Miers
publ, 1960

Lucius Sessup, General Commr.
3 Vol 1960

Private Car - Presidential

Lincoln & The Railroads

P. 253 Nov 1863 Journey dedicated Estyeburg used
used B&O Directors car, 1/3 rear compartment
with seats all around.

257 At Baltimore Baggage car added to
train - set up for a luncheon which
was served enroute.

258 Lincoln retired after lunch to stateroom
in Directors car to write speech.

Lincoln Private Car

1865

4

"R.R. Mag" Nov 1945 P. 9

1. Built by U.S. M.R.R. at Alexandria, Va.
work started Nov 1863
2. Purchased by U.P. in 1866
3. Used between Denver & Golden Colo.
4. Restored 18
5. Retired to a park in Minneapolis.
Burned in 1911.
6. Funeral train left Wash. April 21, 1865

Rly Age

Sept

1898

P656 - Lincoln Car

" Penn. R.R. 1896 " Waltham

Vol. III

Notes descript. in Railroad Car Jour

1. 3 compartments; drawing room, parlor and stateroom.
2. Des. car interior & trucks

Private car built in 1840 for officials of
Western R.R. Mass. 4 wheel (?)

Lincoln Car

Loco Eng. Sept 1863 P.

letter by

W. H. H. Price

1863 La Massey conceived idea car
work began Nov 1863 finished Feb 1865

Not iron clad

3 rooms day room, parlor & stateroom
Stateroom in center

upper deck white with ~~can~~ ^{seals} stateroom
original plan of wheels during constr. 16
trucks 4' 10" centers

Broad tread wheels

Elaborate cast pedestals - wheels design
chocolate brown, gold strips. Hand rubbed

Lincoln Car

P.R.C.J. Dec 1893 p 315

Lansan died 1892 c

Price foreman U.S.M R.R car shop

Repeats "Loco Eng" article see



V.P. used as ^{carpenter's} outfit ^{or bunk} car, plans to
restore not done. Not exhibited

N.C.B. May 1893

Stored; same furnishings in office S.M.P.
cost est \$5000 to restore; plan dropped

Lincoln car

7

RRCJ ap. 1897 P89

copied

stored yards Ann Arbor, cleaning bulk.

Built 1884 B.P. Larsson MCB

used visit Army Potomac & troops Phila & N.Y.

42'

3 compartments ; side aisle ; one end large room
for Pres. Walls padded corded red silk

painted panels

Iron clack (?)

Sold Cir. to Sidney Dillon?

1892 attempt to buy for ex. failed

b91

I.H. Carlgren recalls history

Durant etc ; furniture sent Dillon in N.Y.

8-A

Lincoln Can

Rly Rev Sept 4 1886 p 474 historical
article more detail on career
should copy. Possible repeat R.R.G.
story

Lincoln Car

9

Lincoln Lore

May 1957

1431

Idea War Dept.

Indeterminate Decore described

Car builder J.T. Barkley claims finished
May 1864 tested an O & A.

Lincoln refused to inspect or ride
Newspaper critic in N.Y.

Sold Cir. 1866

1870 Colo Central converted coach

Pullman acquired relics

Lincoln car

10

Farewell to Lincoln

Victor Sevens

p87 -

Mrs. Lincoln traveled in S.W. Feltous car

Thinks Sec. War Stanton authorized
car. He was very considerate of Lincoln.

Describes interior: *more of a parlor
room car; not intended for
over night journeys, no kitchen
or berths. Sofa for nap only.

Lincoln Car
Newcomen Society 1937 by Carl R Gray
Repeats Bullet Proof
48' long overall body 42' inside
4 lounges folded into beds

Relics:

2 lounges

1 arm chair

1 desk

1 silver service lun tray (plated)

Several painted panels interior

Lincoln Car

Lincoln & the R.R.'s

J.W. Starr

P276

12

Deposition Sidney D. King 1903 was
workman. Criticism N.Y. papers
and Lincoln own plain ways refused
use [did use Feltura & Garrette cars!]

woodwork black walnut, upholstery
dark green plush, light green curtains
red ~~the~~ silk handcloth gathered
in rosettes at center

Large tin medallion with Federal Eagle
Pres. Seal?

Lincoln car

1865

13.

Civil War Photo Album #6873

upper level - aisle

Lincoln car & loco at Alex. dated
Jan 1865 - printed captions

at Alexandria.

also five views car alone
many Bridge views
wagons

138184
10209

gift to L.C. Miss Alma Haupt
1955

→
(over)

ordered 6-4-73

L.C. Photos

USZ62-4588 Funeral train used
Lincoln exhibit item 206

Lat 4324 Car at Springfield
no neg

"National Republican"
wash, D.C.

April 21, 1865 15

"The car assigned for the transportation of the late President of the United States is said to be the first railroad structure of the kind in this country. It was built by Mr. Larrison of Alexandria, for the United States military railroad, and was designed for the special use of the late President and other dignitaries, when traveling over the military railroads.

April 25, 1865

"Nat. Rep" notices an adv. appearing in the "Chronicle" on same morning (over

april 25, 1865 as "Humiliating" adv.
read: "Wanted - some enterprising
man to buy the Funeral car on the
occasion of the Burial of President
Lincoln. a good chance for an
enterprising man. address Box
836 Post office."

This was before Lincoln was
even buried!

Lincoln car

1866 -

E.L. Sabin 16
1919

"Building The Pacific Railway"

P 282

Lincoln car purchased by Dr. Thomas ^{C.} Durant
purchased car from govt. for use as a private car.
He was vice President.

used on excursion train run to end of
line (100th meridian) to celebrate completion of
line to that point. Left Omaha on Oct 23, 1866.
a special newspaper printed by the R.R. for the
occasion "Railway Pioneer" noted "the celebrated
Government, or Lincoln car, the private property
of Mr. Durant, ..." was on the train.

The govt. commissioners and directors
made numerous ^{inspection} trips over road. They only

"occasionally used the Lincoln car.

P. 294

Durant soon tired of Lincoln car and acquired a Pullman for his own use. Late in 1866 the car was abandoned by him and placed at the disposal of Government guests.

Durant worked in east as general agent for U.P. R.R. was his duty to please govt. and raise money.

E.M. Bat letter May 1 1969

up river on steamer Metamora unloaded at Omaha
Aug 24 1866 data from Omaha Daily Republican

Lincoln Car

17

"R.R. Car Jour." 1897

P. 116

claim Pullmans "Pioneer" carried Lincoln body from Chicago to Springfield.

"Nat. Car & Loco Builder" May 1893

P. 80

car built by B.P. Lampron (sic Lamason)

Report J.H. McConnell Supt. Motive Power

U.P. reports:

Car unseizable (1893) stored at North Platte yard. McConnell had sofa and panel with coat of arms in his office.

Certain person wished to restore car but cost of

\$ 5000 discouraged project.

can not shown at Columbia

N.Y. Herald

18

April 22, 1865

load on car at B&O W.J. Ave
station at about 7:30 train left
promptly at 8:00 A.M.

in Cayette

April 6 1860

May 12, 1858

"Cists"

March 7, 1848

Cayette

Lincoln

19

Coffin load in car at Wash. Depot Fri. April 21, 1865

"Jessie" May 13, 1865
reproduced in Beebe's Hear The Train Blow P. 96

P. 116 View Car on ferris boat and
interior

"Harper" checked no data

June 23, 1865 used to carry Mrs
Sewards body to Auburn, N.Y.
Morning Chronicle (Wash.)

"Loco Eng."

Sept 1893 P. 415

long article by W. H. H. Price on
building Lincoln car.

"Nat Car & Loco. Builder" 1893 P. 80

Lincoln car

20

Photos train at Michigan City
"funeral car" under arch next Alexandra
car; longer possibly Pullmans Princess
or Private car M.C. R.R.

Alexandra car appears to be
several cars away for left.

~~Polhemus - 10-20-1890~~

✓

~~1-1-1890 10-20-1893 P773-776~~

~~3.60~~
~~3240~~
~~360~~
~~6840~~

Lincoln Car

1905

21

Purchased Thomas Lowry
Pres. M. ST. P. & S. S. M. R.R.

from Geo. F. Drake & Franklin B. Sauer

Car to be presented Minn. Park
Board for exhibit

Rhy Dege

9-22-1905

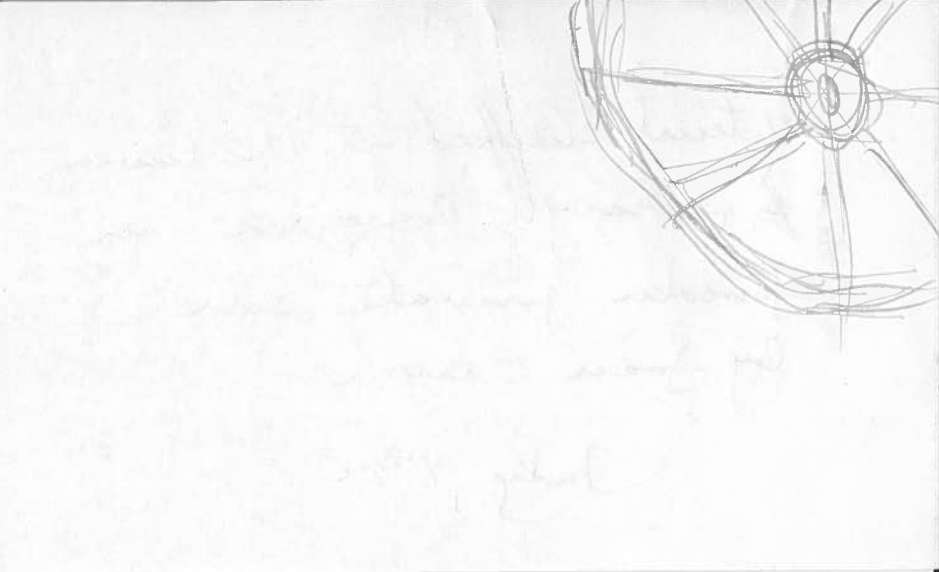
P 347

Fire March 18, 1911
wind spread

grass started boys

Material checked at Archives
& Library of Congress on
Lincoln private car
by Joan Brayer

July, 1960



Used Boxes

871 Consol. Corr. File

872

576

1225

18

694

Report of Mil. Railroad 1863

Benjamin P. Lamason
of Milton, Northumberland
County, Pa.
- name from patent

State Library
Springfield Ill.
prob. contains McCall
un records
acc. to
Dr. Powell of Lib. Congress

Names checked through
Quartermaster Consol.
Coun 1

Lamason -
Sidney D. King
Ambrose Ward
W. H. H. Price
J. H. Devereaux
J. J. Moore
E. L. Wentz

checked through
R.T. Lincoln Coll.

~~1~~ Jan 26 - Feb 6

Feb 7 - Feb 12

Feb 13 - 19

Feb 20 - March 2nd

looking for Devereaux
letters

checked through
Legislative Branch of
Archives : They gave a
negative reply.

Fiscal division of Archives
checked three years '63 - '65,
No record

Consolidated Comm. File

8.

1794-1915

Box 871

To McCallum

From B. J. La Marke

(describes building of experiment
at can)

Civil War Records - Archives

Used Boxes

Office of Quarter Master Gen.

1. 869 Consolidated Correspondence

2. 577 File

3. 527

4. 58 War Dept. Collection of Confed.
Records (inclu. departmental
records).

3. Box 527 copy

La Moths Iron Case
Armored Train

used Boxes
Box 871 Consolidated Conn. File
left off.

870

872

Box 137.

Box 12 - Alexander Va

Report of Gen. McCallum
June 1864

Lincoln car

Hobbies Sept 1934 P115

The Journey of Abraham Lincoln by W.T. Coggeshall
Columbus 1865 E457.52 C65 nothing on car!

R&LHS No 93 P67- Trips Lincoln
nothing on car.

Rly M M Nov 1898 W.H. H. Price foreman car
Shop Atlanta died Oct 8, 1898 age 58.

Lincoln Car

"Lincoln & Railroads"

J.W. Starr

P275-278

* Photos car 216 ; 250

letter of Sidney D. King assist. Master
car builder ; Alex. Va shops

see Chaney Neg 11465 & 11466

* See "RR Car Journal" April 1897 P90
for excellent article, also see article in

Dec. 1893 issue by W. H. H. Price

A. A. R.

Pullman's first real sleeper the "Pioneer" built in 1864 - finished in a hurry in spring of 1865 for use on Leicesters train. Claim made by Pullman Co. that 4 - 4 wheel trucks much same as on Lincoln car were used. Not satisfactory and soon replaced.

Lincoln Car

1865 - "Alexandria Gazette" ✓ Nov 1863; April 1865
"Daily Times"
"Washington Chronicle"
"

1864 "Washington Chronicle" ✓ April-June 1865
"Daily Globe"
"Alexandria Gazette" - misc.

Post Card issued Aug 31, 1908
by Lanson Brothers Co
Toledo Ohio state

"Myron H. Lanson... an
enlisted mechanic, served as
assistant foreman during the
construction of this car and
the remodeling to receive
the President's remains."

in Landoner Call. N.Y. Her son.

Ambrose WARDS. - as per "R.R. Car Tour"
car balster

Patent No. 24,512 June 21, 1859

according to Pat. office list

A. WARD

altoona, Pa.

used on trucks Lincoln Car

Lincoln car

"Southern Rly Mag" Feb 1951 P 5-9

~~"Rly Age" May 2 1925 P. 1109~~ ~~See Lincoln note~~
~~to G. L. Young~~

~~July 26, 1930 P 170~~

✓ "B & O" Mag. June 1928 P 12

~~"Rly Age" Apr. 12 1930 P 878~~

✓ "B & O Mag" Apr / Feb 1928 P. 7

✓ "Pullman News" July 1936 P. 5 "Pioneer" not funeral car

✓ see A. A. R item 26, 91 - Photos

✓ "Pullman News" Feb 1930 P 343

John D. Howlands painted panels
between windows of car. U.R. R.R.
has 4 of these; Joslyn Museum, Omaha
also has 4.

"Special Order Regulating the Transportation
of the Remains of the late President, Abraham
Lincoln, From Washington City to Springfield,
Ill." War Dept. April 18, 1865 L.D. Townsend
Asst. Adj. Gen."

"The funeral train will not exceed nine cars, including
baggage car, and the hearse car, which will proceed over
the whole route from Washington to Springfield, Ill."

"B & O" Mag. June 1928 p. 12

Data from Carl R. Gray Pres. U.P. R.R.

1. Car sold 1903 to F.B. Snow exhibited
St Louis Fair 1903.
2. Hon. Tom Lowry purchased car in 1905
gave it to City of Minneapolis. Placed in
park at 37th NE & Jackson St.

"B & O Mag" Feb 1929 p. 7

Short art. by W.H. Lamson; ~~grandfather~~
father Myron H. Lamson pix of grand an
near of car.

January 22, 1986

Mr. Donald Snoddy
Union Pacific Museum
1416 Dodge Street
Omaha, Nebraska 68179

Dear Don:

I have examined the little panel and it looks convincing to me but I have no way to offer a scientific opinion one way or the other. It might well be from the clerestory of the Lincoln car. Yet without drawings, specifications or interior photographs, we have very little data for an ironclad identification. Analyzing the paint doesn't help much unless you already know the exact contents of the original paint.

My magic wand is on the fritz and the damn crystal ball is very non-committal, saying only: "It looks like a pretty little wooden panel." That's no help. A visitor said the painting looked like it came from the Anheuser-Busch Company.

Actually there is not much I can say about the art work. But the wooden piece looks like it could be a clerestory post. Note that the mortises have been cut off. The latch plate inset in one end could be for a hinged window. The opposite side appears to be the butt end for a thin panel. The size agrees with what I can scale off of the exterior photos.

Plausible; yes. Absolute proof; no.

Thanks for letting me examine the panel. I have written rather than call so you might have a permanent record of my thoughts on the matter.

Sincerely,

John H. White, Jr.
Curator
Division of Transportation

JHWhite:meh

WOODEN PANEL SECTION

This item is downstairs

Were you expecting
it?

SUSAN

WROTE TEMP.

CUSTODY RECEIPT

Will Pick up

Monday 1/13



**UNION PACIFIC
SYSTEM**

Union Pacific Railroad
Missouri Pacific Railroad

John J. Glaze
Assistant to
General Director
Public Relations
and Advertising

January 6, 1986

File: S-13-2

Mr. John White
Division of Transportation
Smithsonian Institution
5010 NMAH
Washington, DC 20560

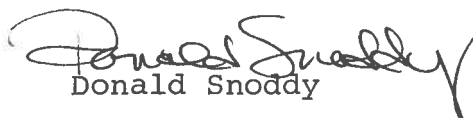
Dear Jack:

Enclosed is the section of the Lincoln Car I spoke with you about today. The face of the panel will have solovar varnish on it, as it has just come back from the conservator. The back side is available for paint scraping or whatever other tests you may wish to perform. Any best guess about its position on the car will be appreciated.

I will probably add it to the display with an appropriate note upon its return.

Thanks for all your help.

Sincerely,


Donald Snoddy



**UNION PACIFIC
SYSTEM**

Union Pacific Railroad
Missouri Pacific Railroad

John J. Glaze
Assistant to
General Director
Public Relations
and Advertising

January 6, 1986

File: S-13-2

Mr. John White
Division of Transportation
Smithsonian Institution
5010 NMAH
Washington, DC 20560

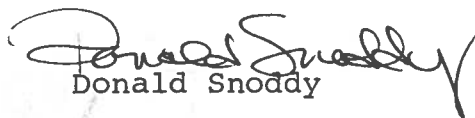
Dear Jack:

Enclosed is the section of the Lincoln Car I spoke with you about today. The face of the panel will have solovar varnish on it, as it has just come back from the conservator. The back side is available for paint scraping or whatever other tests you may wish to perform. Any best guess about its position on the car will be appreciated.

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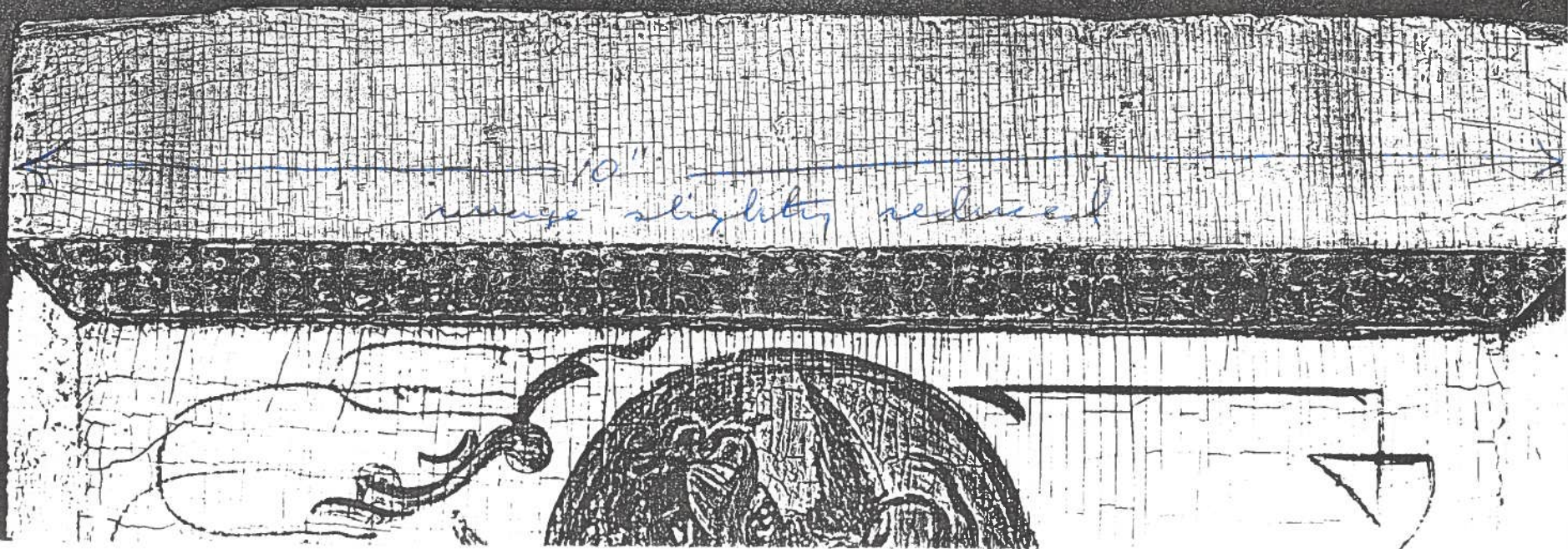
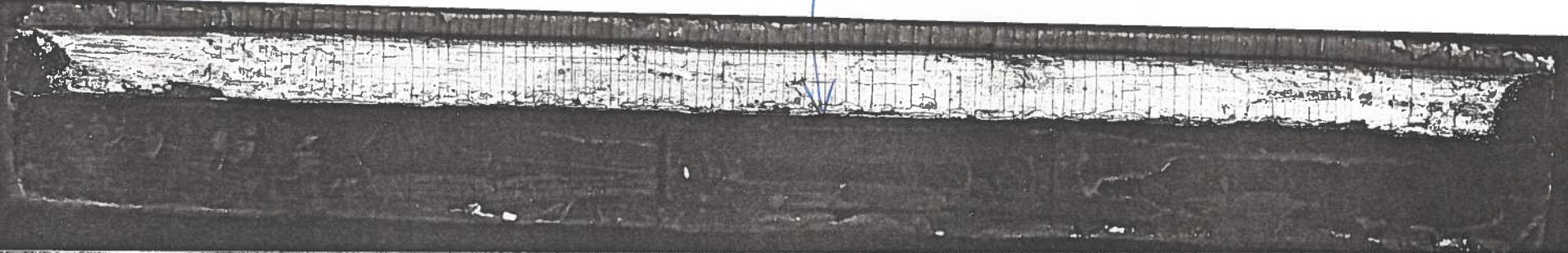
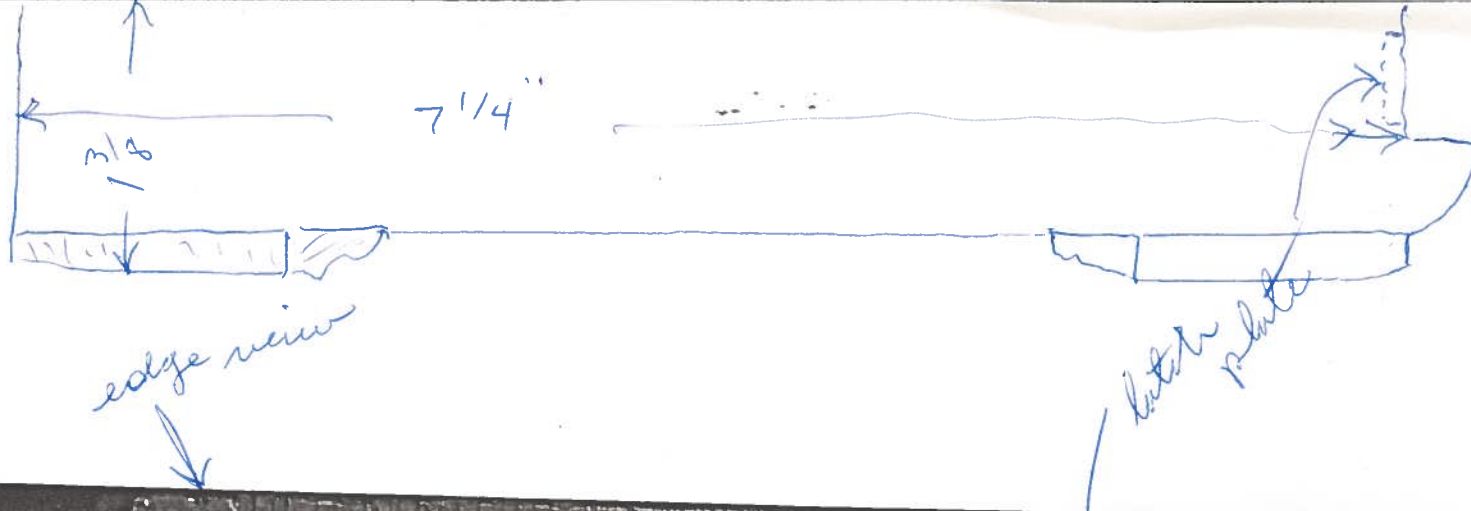
Thanks for all your help.

Sincerely,


Donald Snoddy

Unread? Can panel: U.P. Museum Jan 17 1986 Possibly from clevebury





January 3, 1986

Mr. Lloyd Ostendorf
Lincoln Picture Studio
225 Lookout Drive
Dayton, Ohio 45419

Dear Mr. Ostendorf:

You are most kind to respond so quickly after my call. The Henry Cross data is new to me and does not agree with the name of the artist said to have painted the interior panels.

The interior view by S. M. Fassett is rather out of ~~sate~~ for it is too big and does not agree with existing exterior views which shows a conventional size car. The only details shown are the casket and drapery. It looks more like the interior of a funeral home than a railroad car.

I fear my writing on the subject of the Lincoln car is rather limited but I am pleased to enclose a copy of the small space I devoted to this in my The American Railroad Passenger Car.

Thanks again for your help.

Sincerely,

John H. White, Jr.
Curator
Division of Transportation

Enclosure



Lincoln PICTURE ★ STUDIO

Lloyd OSTENDORF, Artist

225 LOOKOUT DRIVE • DAYTON, OHIO 45419
Phone: 513-293-9234

19 Dec. 1985

Mr. John H. White
Division of Transportation
Smithsonian Institution
Washington, D.C. 20560

Dear Mr. White:

In regard to your telephone call yesterday, I enclose some xerox copies which may help to answer some of your questions or raise a few others.

The S. M. Fasset photo or highly retouched sepia print is supposed to be the decorated interior of Lincoln's funeral car. It is an old period print and may reveal what the photographer could not get a good photo of.

The man who was commissioned to paint the "signboards" for the exterior of the railroad car was artist Henry H. Cross. See material about his work, The Lincoln portrait that was not used on the side of the car is supposed to be from life, and it is a true representation of the left side of Lincoln's own face, not a reverse of the right side,...In other words, the mole on Lincoln's right cheek is not to be seen. It could be from life and could be an authentic portrait from three sittings from life as claimed. We do know that towards the end of Lincoln's administration his beard was very cut down in size...He could have had to shave it as mentioned, and let it grow back in an abbreviated form.

At any rate, I hope I have been of some help. Will be glad to hear from you and see some of your LINCOLN / RAILROAD research.

Sincerely,

Lloyd Ostendorf
Lloyd Ostendorf

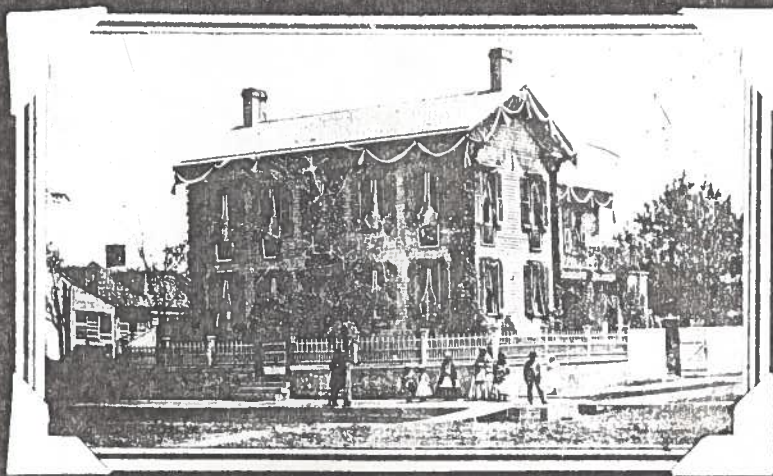
Lloyd Osterdorf
225 Lookout Blvd.

Dayton, O 45419

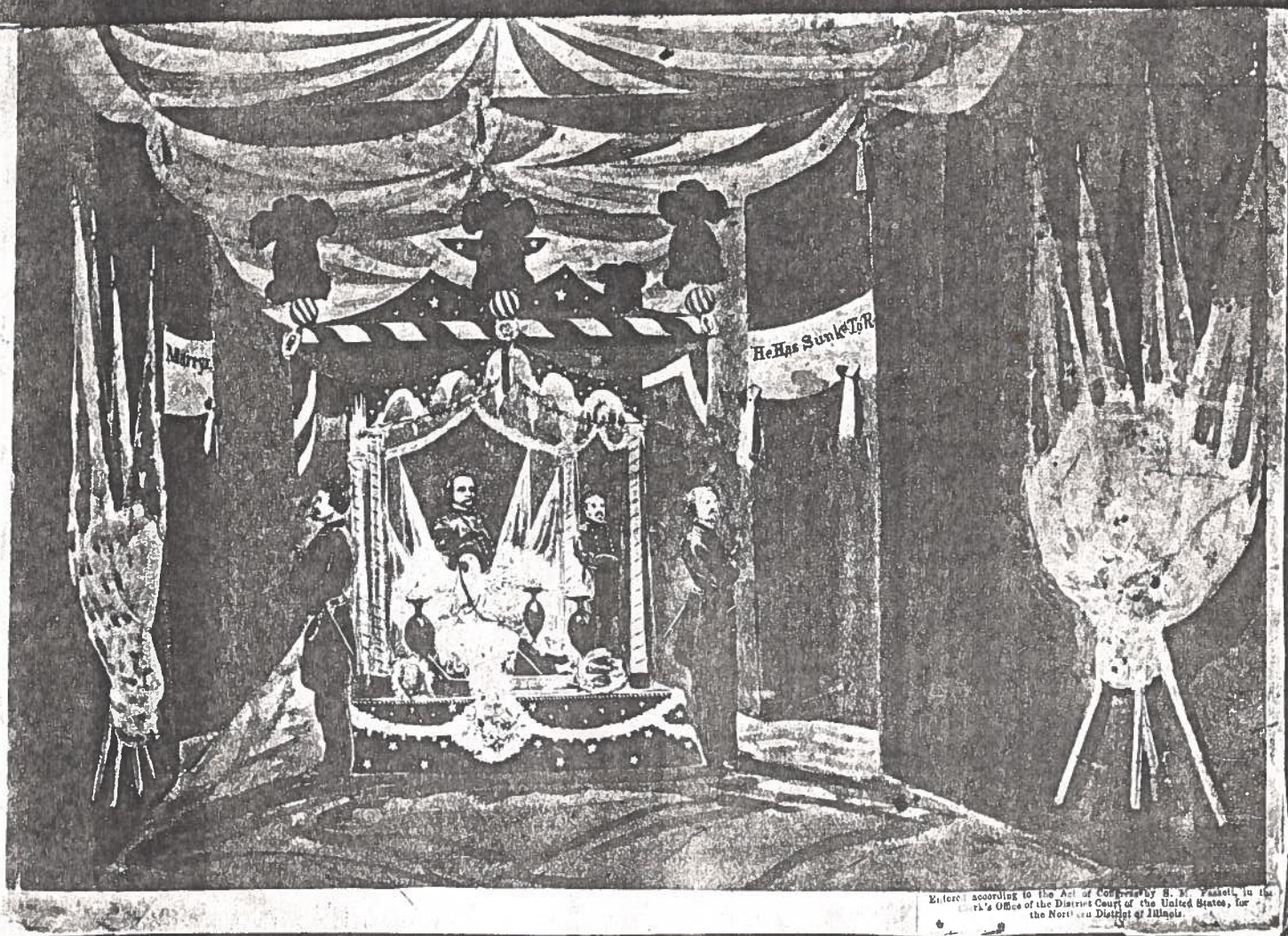
513 - 293 - 9234

Chicago photographer: ^{and artist} also a painter
did coat of arms for car extension

Henry H. Cross - portraits, landscapes,
western ~~landscapes~~ scenes.



J. A. Q. Tresize of Springfield, Ill.
Original ... May, 1865



Lloyd Cistendorf
collection

to murder car

IN MEMORIAM--H H CROSS

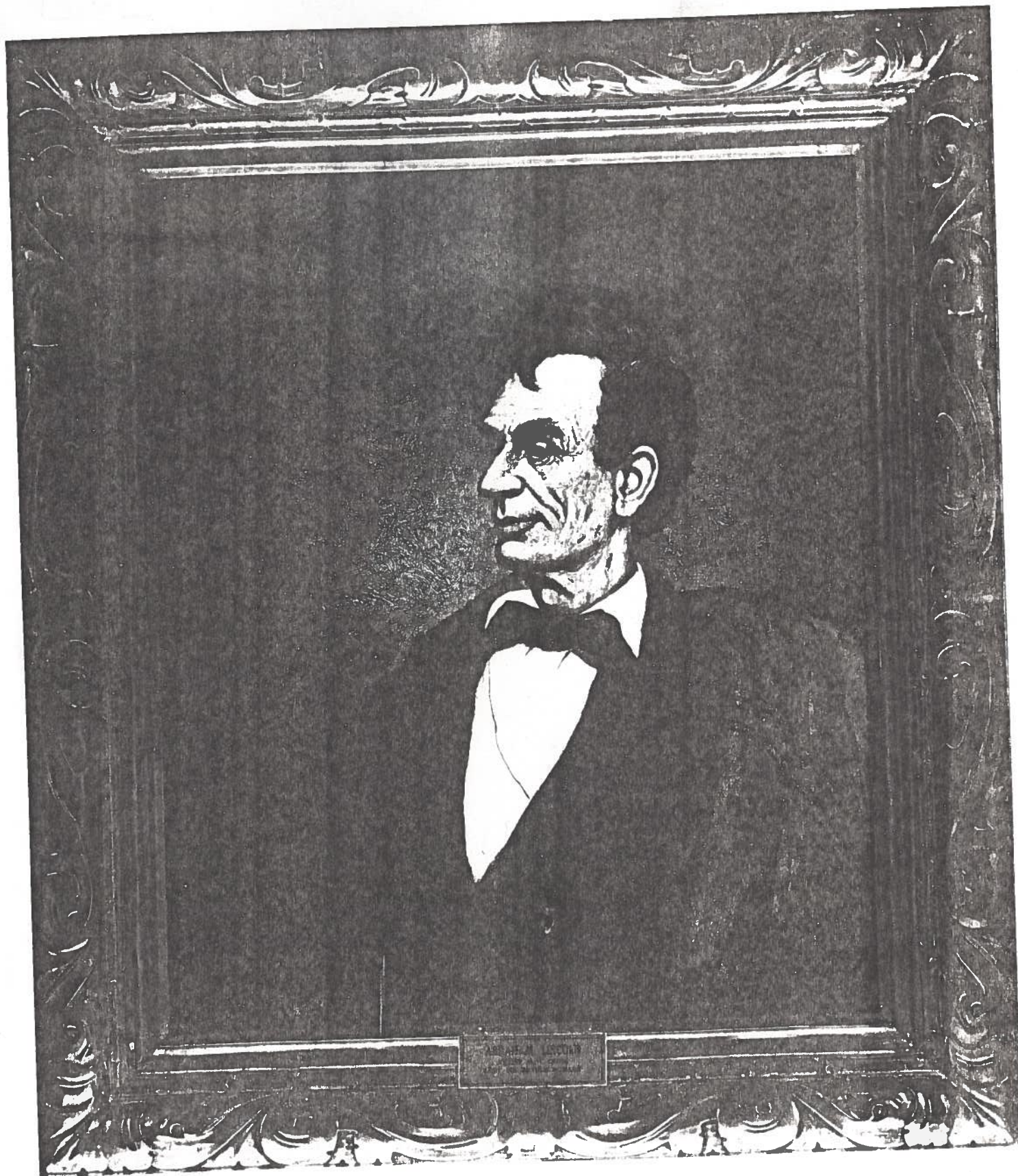
FOR RESEARCH PURPOSES ONLY
This copy for
chaser only
lease in the
SOCIETY.
Persons or
Library of the CHICAGO HISTORICAL



THE LATE HENRY H. CROSS

CHICAGO
HISTORICAL
SOCIETY

from
LLOYD OSTENDORF
225 LOOKOUT DR
DAYTON, OH 45419
DEC 19 1985



H.H. CROSS 1864 (?) LINCOLN PORTRAIT

AS ANNOUNCED in last week's REVIEW, Henry H. Cross died in Chicago on Tuesday, April 2. To even give a synopsis of the life of this remarkable character would require a large volume, so this is only the briefest of reference to his career. Mr. Cross was a frequent visitor in the REVIEW office during the past five years, and which he made his residence in Chicago. Despite his age, he was as sturdy as an old oak; a thick set, powerfully built man, whose splendid physique and abnormal vitality enabled him to survive the ravages of time, despite a life of adventure and hardship.

Always when he was with us, we managed somehow to get him to talk of his various experiences, although he was a man that was very reticent and diffident among strangers. To his familiars he took pleasure in relating incidents that occurred in his life, and he did so in a way that thrilled and entranced one. I recall an evening that Murray Howe, Charles Tanner and myself spent with him, and when we parted "Doc" remarked that he had never before been so highly entertained. Sometimes we would lead him into the subject of the great horses that he knew over a half-century ago, and his observations anent them were so wonderfully vivid that one could almost see them in the flesh. When a man of his age could tell of every marking on a horse, give details as to his height, conformation, record, racing or stud career, and inject a hundred sidelights pertaining to the whole, you will realize the accuracy of his vision, and how retentive was his memory. Frequently, after one of these conversations, we would delve into the old horse literature, to see whether his data was correct, and it invariably was. If he said a certain thing happened on April 13, 1860, you could wager that he had quoted correctly.

Indeed, Mr. Cross' mind was encyclopedic, flashing all the while with facts and reminiscences which were told in the most brilliant conversational style. He would deliver epigram after epigram, and never did he repeat or relate the most trifling incident in other than an interesting way. My knowledge of his life was gleaned largely from conversations with him, and so I must confine myself to only the most limited outlines.

He began painting animals in 1854, and later went to Europe to study, spending some time with Rosa Bonheur, the greatest of all women horse artists. No living or dead equine artist ever made as much money out of his work as did Mr. Cross. His patrons were wealthy men, who could afford to pay well, and he told me that he usually got \$1,000 for an oil painting of a horse. One order was from "Lucky" Baldwin, and amounted to \$35,000; Marcus Daly paid him \$26,000 for a series of paintings, and John H. Shults and others paid sums almost approximating these figures. He was also a portrait painter, among his subjects being Abraham Lincoln, General Grant, King Edward of England, President Diaz of Mexico, Brigham Young, Buffalo Bill, etc.—all from life. One day, when I was visiting his studio and he was showing me his pictures, he paused, saying: "By the way, here is one of Abraham Lincoln that I painted shortly before his assassination in 1865." Then he told me these interesting facts:

"Nation-wide admirers, by popular subscription, had raised funds in order to have made for President Lincoln a private car—one of the first built in this country, by the way. I was engaged to paint his portrait, rather, two of him, to be framed on each side of the car. He gave me three sittings, and this is the result of my efforts. You will note that the picture shows him without a beard, he having had to shave it off on account of a rash which attacked his face. Upon the occasion of my last sitting, the president asked me what I intended to do with the portrait, and when I informed him, he made a gesture of protest, saying: 'I would not permit such a use of it. You will please me if you will paint on the car the shield of the United States.' This I did, and have always retained this painting.

FROM
LIFE!

1864
or
1865?
THREE
SITTINGS

FOR PURPOSES ONLY
HISTORICAL

"It was another demonstration of modesty and self-effacement on the part of our martyred president, and I respected him for it." Concluding, Mr. Cross sadly said: "The president never used the car, but in it his remains were transported to his last resting place at Springfield. Subsequently the car was exhibited throughout the country, and was burned in a fire at Minneapolis."

Mr. Cross' portrait of General Grant was especially ordered by the general to be presented to Abdul Hamid 2nd, sultan of Turkey, whom he had met in his travels around the world.

But Mr. Cross' fame as a portrait painter will always endure through his remarkable Indian pictures. The American Indian provided him with a subject which he handled with rare skill and feeling, and I believe that he is accounted a worthy rival of George Catlin, who lived with the Indians from 1832 to 1838, and whose 500 canvases are now hung in the National Museum at Washington, D. C.

Mr. Cross' Indian experience covered a period when they were for years at war, fighting foot by foot against the aggression of the white man. He moved to Minnesota with his father and family from his home in South Carolina when a boy, and his experiences with the wild life of the plains began when our present-day men were for the most part attending grammar school. Among the many interesting Indian pictures of Mr. Cross' that I saw from time to time was a group of 38 oil paintings depicting as many prominent warriors that were hung at Mankato, Minn., during the Civil War. They had participated in the New Ulm massacre, in which hundreds of settlers lost their lives. Originally 265 of them were convicted, but Abraham Lincoln pardoned all but 38. Mr. Cross visited them in their confinement several weeks before their execution, making miniature colored sketches of each from which the finished pictures that I saw were copied.

His practice of sketching all the Indian chiefs and scouts with whom he came in contact enabled him to preserve for use in after years not only their personal characteristics, but their manner of dress, etc. He had hundreds of these first-hand sketches, the colorization being particularly valuable to him when he came to paint the Indians as they were wont to decorate themselves.

In viewing Mr. Cross' canvases, one was struck by the fact that no two Indians were similarly decorated, and upon referring to this feature, he informed me that each and every chief was original in this respect, none copying after the style of another.

I have before me a catalogue containing 30 pictures, which were Mr. Cross' first contributions to the Walker Gallery of Minneapolis, the noted art collection of early American life founded by Thomas B. Walker. Mr. Walker engaged Mr. Cross to paint for him as long as he lived, and before his last illness he was still busily at work, despite his extreme age. I believe that he had finished over 300 canvases for Mr. Walker alone, to say nothing of those that he made for the Illinois Historical Society, of Chicago, and other institutions.

The thirty portraits referred to include those of Sitting Bull, Yellow Hand, Rain in the Face, John Grass, Geronimo, Roman Nose, Chief Joseph, and other famous chiefs; also Buffalo Bill, Wild Bill, Jim Bridger and other equally noted scouts.

The biographies were written by Mr. Cross, and the information which he gives, while condensed, is most interesting and instructive. He knew all of the subjects personally; spoke no less than seven Indian languages, and the United States government has included the biographies in its historical records of our Indians. In the catalogue, which he presented to me, and signed, and which I prize highly, I find the following letter from Buffalo Bill addressed to Mr. Cross:

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Henry H. Cross, Painter of the Portraits

The T. B. WALKER Collection of

INDIAN PORTRAITS

*125 Reproductions of Paintings by
HENRY H. CROSS
of Which 22 are in Color*

*With Historical Commentary by
A. W. SCHORGER*

Madison 1948
THE STATE HISTORICAL SOCIETY OF WISCONSIN

Notes Regarding the

Lincoln Car

The attached drawings are made to scale based on the several known exterior photographs of the car. The scale was determined by the presumed wheel diameter of 33 inches and the underside floor height of 44 inches. The verticals worked out well but I can't stretch the overall body length beyond 40 feet, while the 1897 letter of Price claims an interior body length of about 42 feet.

Note the center window panel is slightly wider than the other panels. It is lettered in gilt "United States" laid out in a semi circle, just above the large oval U.S. seal.

The end windows were frosted glass with an ornamental pattern cut in. They match the much smaller clerestory windows.

Note the clerestory windows don't line up with the main windows--this odd fenestration does however agree with the 1866 U. P. coach drawing. Also note only eight clerestory windows per side--shallow panels with considerable striping occupy the remaining space.

The exterior is well documented by photos--no drawings or specifications have been found in the U.S. Military RR. papers at the National Archives. My search was preliminary--a more detailed search might yield something but this voluminous record group remains a research challenge.

The interior is more of a puzzle. No photos have yet been uncovered--the one engraving--Leslie's, May 13, 1863--shows only shadowy outlines and concentrates on the casket and funeral drapery. We have verbal descriptions by old car builders made many years after the fact and so are of questionable validity. None of the reports agree in all details.

W. H. H. Price published letters dated 1893 and 1897

3 compartments with side aisle

Walls padded with corded red silk

Railroad Car Journal, April 1897 and Locomotive Engineering, Sept. 1893

Sidney D. King 1903 statement printed in Starr's Lincoln & the Railroads (1927)

Woodwork--black walnut

Upholstery--dark green plush

Curtains--light green

Headcloth--red silk gathered in rosettes at center

Denver Tribune-Republican reported interior as mahogany and black walnut done up in red velvet and gilding. Reprinted in Railroad Gazette, August 27, 1886.

Joseph Kragoskow, U. P. RR. Upholsterer c.1926

Lower side walls upholstered diamond pattern, tufted, red rep. Upper walls walnut and painted panels. Curtains blue "rep". Letter in U. P. Museum.

Some of the above discrepancies may be accountable to faulty memories or of recollections of the car at different periods in its long service life. Price and King, for example, remember it as built, while Kragoskow remembers it after entering U. P. service.

J. H. McConnell, SMP (U. P. RR.) had sofa and coat of arms panel in his office. May 1893 National Car Builder

Furniture sent to Sidney Dillon, New York City--date uncertain--reported in Railroad Car Journal, April 1897; but must be pre 1893.

The furniture now in the U. P. Museum apparently wasn't recovered until after 1921. Its pedigree is questionable considering the above and for other reasons, namely that none of it matches! The two sofas are Empire in style and would have been old-fashioned when the car was built, they are of different patterns and woods. The little desk is Eastlake--a furniture style not popular in the U.S. until the 1870s--that is after the car was built. The chairs appear to be hospital or home care invalid pieces.* The fact that all the pieces are on wheels seems inappropriate for railway car service. Why would so much care be lavished on the design and construction of this extraordinary car only to furnish it with a collection of mismatched, odd lot furnishings? Our curator of furnishings, Rodris Roth, who is a specialist on the Victorian period agrees with the above comments and adds that all of the pieces appear to be average quality, home style furnishings. I suppose as a matter of faith we should accept these relics as true pieces of the cross but at the same time we should also ponder the likelihood that some of them may have no association with Mr. Lincoln or his now lost railroad car.

J. H. W.

John H. White
Division of Transportation
Smithsonian Institution
Washington, D. C. 20560

* See attached 1895/1896 Paine Furniture Co. Catalog
p. 36.

December 18, 1985

Mr. Don Snoddy, Director
Union Pacific Museum
1416 Dodge Street
Omaha, Nebraska 68102

Dear Don:

Enclosed are some illustrations and notes on the Lincoln car that I hope will be helpful in making the exhibit more attractive and correct. It is important to make the interior of the car agree with the exterior. I wonder that no one has questioned the furniture considering the several obvious discrepancies.

I would like to have your reaction to all of this after you have had a chance to consider it. Thanks again for a pleasant visit.

Sincerely,

John H. White, Jr.
Curator
Division of Transportation

Enclosures

Mark - please see me J. White

dent. The work was begun in November of that year, and was completed in February, 1865. The car was designed for the general use of the President, and not exclusively for the purpose of conveying him to and from the front, as is generally supposed; neither was the car cased inside with iron as has been stated by some writers."

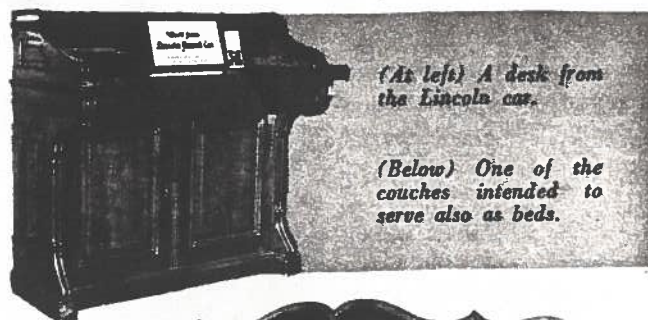
Sidney D. King, former assistant master car builder for the United States Military Railroad, added his recollections to those of Mr. Price in 1903 in a signed statement that was reproduced in 1923 as a part of a story about the Lincoln car in the Pennsylvania Railroad's *Mutual Magazine*. It said, in part:

"An item has been going the rounds of the newspapers lately to the effect that what was called 'President Lincoln's coach' is lying in a state of dilapidation in the yards of the Union Pacific Railroad at Omaha, Neb., and that Booker T. Washington has started a plan for its restoration as a relic of the Civil War. It is described as a car 'designed by himself, in which President Lincoln used to go to the front the latter part of the war' and that it was 'ironclad—armored plate being set beneath its upholstered sides.' *This is a mistake.* The car was built by the authorities of the United States Military Railroad—a name which covered parts of the Manassas Gap, the Loudon and Hampshire, and the Orange and Alexandria railroads, which were confiscated by the government. The headquarters, roundhouse, car shops and machine shops were inside the stockade at Alexandria, Va., and under the charge of Col. D. C. McCallum.*

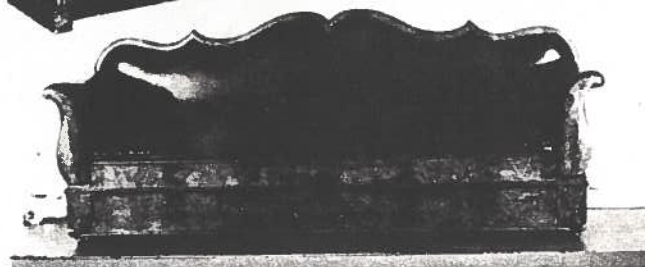
"I was Assistant Master Car Builder at that time, was in the shops constantly while the car was being built, and

* *This is no contradiction of Mr. Price's statement that B. P. Lamason was superintendent of the shop. Colonel McCallum, an acting brigadier general, was the officer in charge of the Union Army's military railroad system.*

Lincoln's funeral train as it looked on arrival at West Philadelphia station on April 22, 1865. The funeral car is the second car from the end. (Photo courtesy of the Pennsylvania Railroad.)



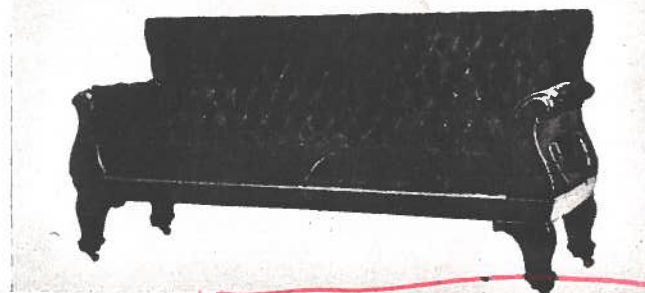
(At left) A desk from the Lincoln car.



(Below) One of the couches intended to serve also as beds.



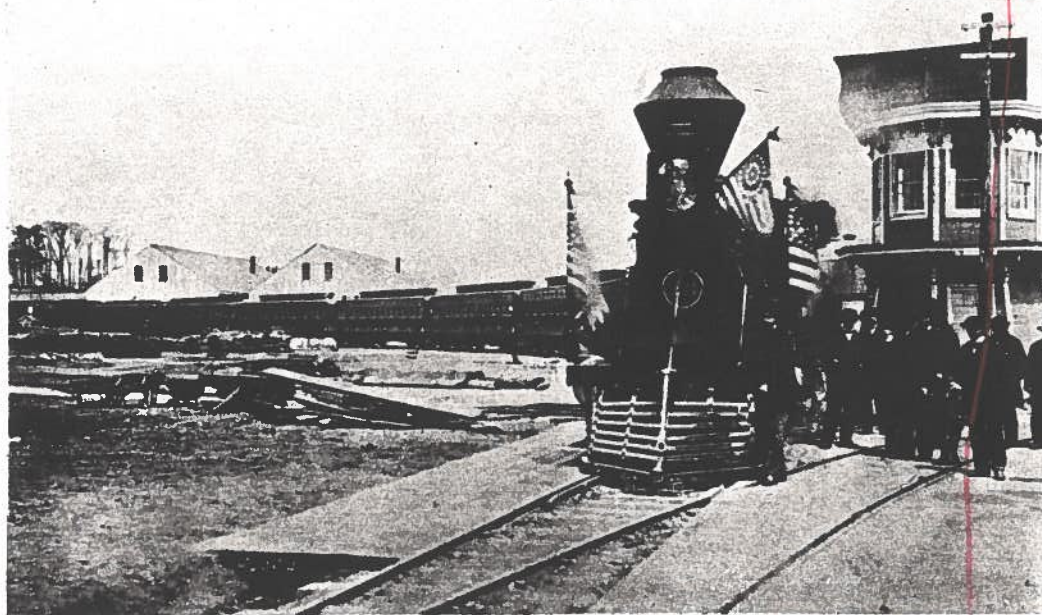
(Above) The silver service from the private car built for Abraham Lincoln. It has been restored and replated.

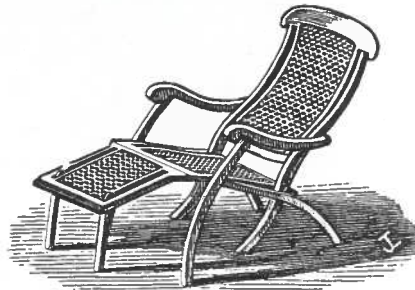


(Above) Another couch and (below) a chair, from the Lincoln car.



Furnishings from the Lincoln car shown here are on display at the Union Pacific Historical Museum at Omaha, Neb. Pictures of them were sent to Ties by the Union Pacific Railroad Company.



Sea Chair.

No. 8108A.

Price in Maple

\$1.50

Invalid Reclining Chair.

*Similar to
Lincoln Chair
at U.P. Museum*



Nos. 7800B, 7801B, 7802B.

Price, Hair Cloth or Tapestry, three sizes, \$20.00, \$22.00 and \$24.00.

Adju



The above
can be recline
This Couch
perfect in its
justable inval
adjustable fro
repose and
necessary, it
time.

By the tele
arm chair wit
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The Couch
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ILLUSTRATED CATALOGUE
OF
WHEEL CHAIRS
AND
INVALID FURNITURE
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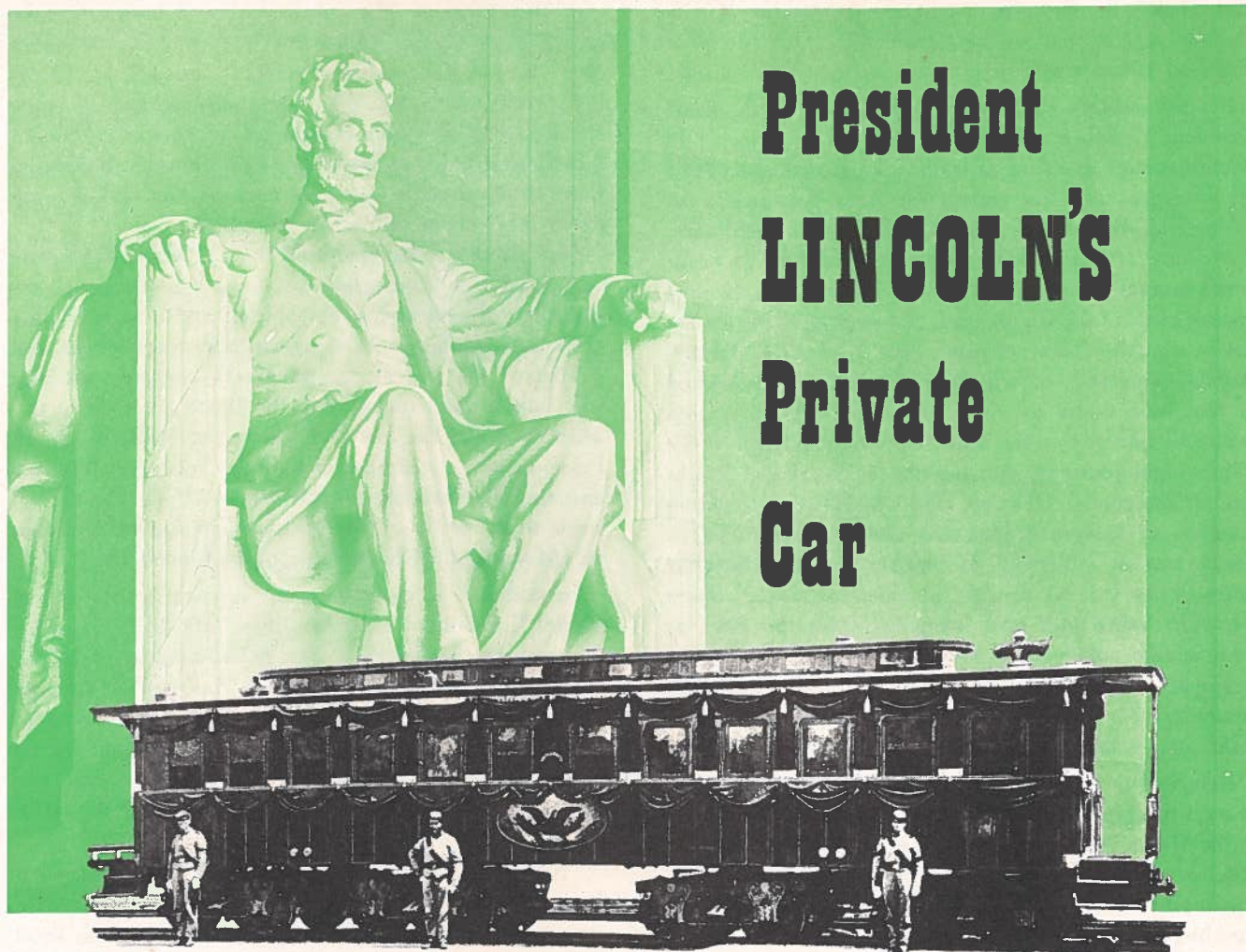
Furniture Company

48 Canal Street
Boston
Mass



1885/86

President LINCOLN'S Private Car



If ever a railroad car deserved the description "ill-fated," it was the private car built for President Lincoln. Never used by him during his lifetime, the car made its one official journey in his funeral train carrying Lincoln's body to Springfield, Illinois.

WORK WENT ON as usual on the morning of April 14, 1865, in the car shops of the United States Military Railroad of Virginia inside the military stockade at Alexandria. But the atmosphere was one of ill-concealed excitement. Across the Potomac River, the capital still faintly echoed the celebration that rocked the city like a shellburst at the news of General Robert E. Lee's surrender at Appomattox Court House. Far south in the Carolinas, General Sherman's war-hardened veterans faced the one remaining Confederate army. And rumor had it that President Abraham Lincoln himself would pay the car shop a visit the next day.

B. P. Lamason, superintendent of the car shop, and General J. H. Devereux, superintendent of transportation, awaited with an understandable anxiety the President's reply to their invitation to take a trial ride on April 15th in the private railroad car built for him at the military car shops. (Actually, the shops belonged to the Orange and Alexandria and Manassas Gap railroads, early predecessors of the Southern, which had been temporarily confiscated by the government.) In the two months since the

completion of the car, President Lincoln had never officially accepted the handsome railway car with its hand-rubbed brown finish, freshly-painted coat of arms and luxurious interior. More than that, he had not so much as set foot in it.

His reluctance may have been a silent answer to the jeers with which anti-administration newspapers in New York greeted the idea of a palatial private car for the President's use. The reason for it may have been simply that in the critical weeks of the Confederacy's collapse—weeks that would shape the nation's future for decades to come—the problems of victory occupied the President's attention to the exclusion of all else.

Had the year and a half spent in constructing the car been worth while or wasted effort? Tomorrow, reasoned the two military railroad men, the President's response would give them their answer. But tomorrow never came. Like the rest of the nation, Lamason and Devereux woke to tragedy on the morning of April 15th. Gaunt, war-weary Abraham Lincoln never woke at all. On the evening of the 14th, as the President relaxed at Ford's Theater,

Handwritten: Feb 1951

John Wilkes Booth—pistol in hand—stepped out of the shadows at the rear of the presidential box and shot President Lincoln who died of his wounds at 7:20 a.m.

Draped in black cloth fringed and starred with silver, President Lincoln's private car made its first and only official journey in a funeral train. It carried the bodies of the President and his young son from Washington to Springfield, Illinois, for burial. *Washington, Baltimore, Harrisburg, Philadelphia, Jersey City*—slowly the rail-borne funeral procession wound its way through the sorrowing heart of the Union, each city striving to out-do the last in a public frenzy of grief. *New York City, Albany, Buffalo, Cleveland*—crowds thronged the trackside, waited in line long hours to view the martyr's body, staged mournful tableaux on the hillsides by day and lighted the train's night journeys with torches and bonfires. *Columbus, Indianapolis, Chicago, Springfield*—ever-changing blankets of flowers draped the casket; delegations of young women (thirty-six in number, for the thirty-six states of the Union) brought bouquets of flowers where the train halted and knelt weeping beside the track at innumerable points along the route. Arches of blossoms were raised over the tracks and cities were draped in mourning. At last it was over, a fantastic carnival of grief one writer called "half circus, half heartbreak."

Returned to the military car shops and stripped of its funeral trappings, the ornate car gathered dust until sold to the Union Pacific Railroad at a public auction in late 1865 or early 1866. Then it disappeared into the West. The myths and legends that rose like altar smoke around the bier of Abraham Lincoln, obscuring the warmly human qualities of the man, soon blurred everything that touched on his last days—even the story of his funeral car.

Some observers remembered it as a Baltimore and Ohio day coach, others recalled equally clearly that it

was "The Pioneer," the first Pullman car built under the direction of George Pullman. (True enough, "The Pioneer" was in the funeral train from Chicago to Springfield, but it was occupied by the family and friends of the President.) There were those later who held the opinion that there was no special "funeral car" but that the bodies were transported in baggage cars of the various railroads involved in the train's movement.

One popular belief pictured it as a luxurious private car, cased with iron inside to render it bullet proof, designed by President Lincoln himself and used for flying visits to the battle front during the latter stages of the war.

Toward the end of the nineteenth century, two men who had a hand in building the Lincoln car came forward to dispel the mists of legend. In 1893, W. H. H. Price, master car builder of the East Tennessee, Virginia and Georgia Railway (a predecessor of the Southern), wrote to the editor of the *Railroad Car Journal* to set the record straight on the building of the Lincoln car.*

In addition to describing the appearance of the car, Master Car Builder Price said this: "Mr. B. P. Lamason, designer of the car . . . was superintendent of all car work of the United States Military Railroad of Virginia. The shop of the Orange and Alexandria and Manassas Gap Railroad, located at Alexandria, was used by the government for building and repairing cars. A long government shed was added to the shop, of which the writer was foreman.

"Some time during the year 1863 Superintendent Lamason either conceived the idea, or had received instruction, to build a private car for the use of the Presi-

* Mr. Price's grandson, Captain W. H. Price of the Atlanta, Ga., Fire Department, first interested Ties in the car by sending photographs and the clipping from the *Railroad Car Journal*.

A view of the United States Military Railroad yard in Alexandria in 1863, the year in which work was begun on the private car intended for the President. In the foreground are several different types of cars used by the Military Railroad including a hospital car, a passenger coach, and what appear to be box cars and a stock car.



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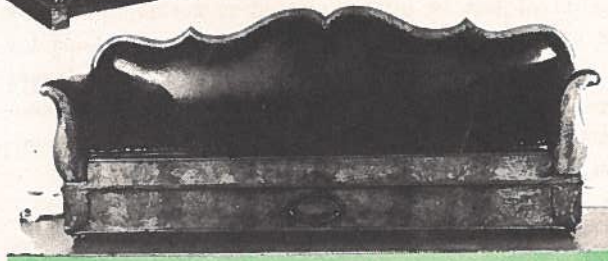
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Lincoln's funeral train as it looked on arrival at West Philadelphia station on April 22, 1865. The funeral car is the second car from the end. (Photo courtesy of the Pennsylvania Railroad.)



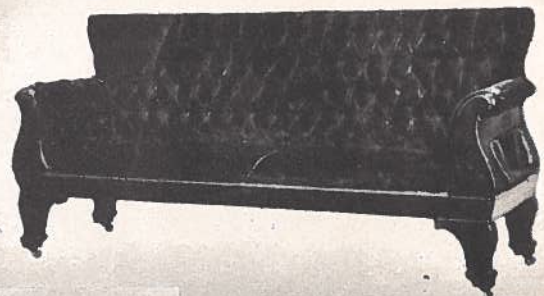
(At left) A desk from the Lincoln car.



(Below) One of the couches intended to serve also as beds.



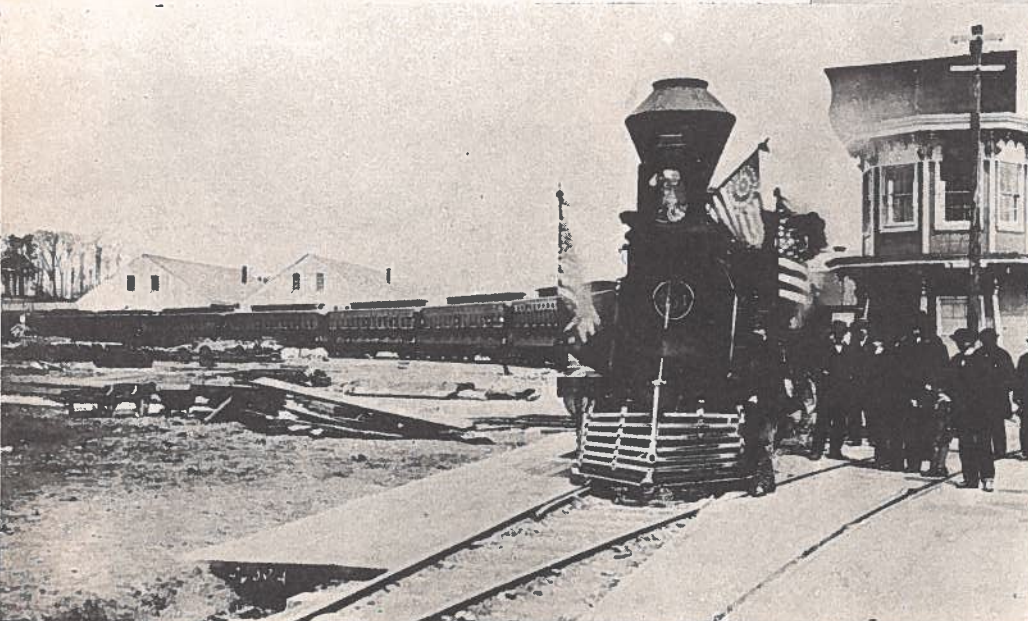
(Above) The silver service from the private car built for Abraham Lincoln. It has been restored and replated.



(Above) Another couch and (below) a chair, from the Lincoln car.



Furnishings from the Lincoln car shown here are on display at the Union Pacific Historical Museum at Omaha, Neb. Pictures of them were sent to Ties by the Union Pacific Railroad Company.



am certain that no armor was used in its construction. Anyone who knew the habits of Mr. Lincoln would scout the idea of his designing an armored car of such luxurious appointments for his own use in going to the front. Just when the fact of its being built came to his knowledge I do not know, but as I recollect it, some of the New York newspapers opposed to his administration took up the matter and presented it in a very unfavorable light. How much this influenced him is, of course, conjectural, but in point of fact he utterly refused to accept the car or ride in it during his lifetime. It stood in the shops for some months at least, after making one trial trip. It was really magnificent for those days, and every available convenience was used, but present day travelers would consider it very common."

According to the descriptions given by the two builders, and information from other sources, the car was somewhat similar to those in use on the Pennsylvania Railroad at that time. It had an over-all length of 48 feet, was 42 feet long inside and had a raised roof with circular ends. The inside of the car was upholstered on the sides and ends, from the seat rail to the head lining, and was divided into three compartments—a drawing room, a parlor and, in the center, a stateroom. An aisle extending along the wall inside the car connected the dining room and parlor. The upper deck was painted a zinc white, with coats of arms of the states on the panels.

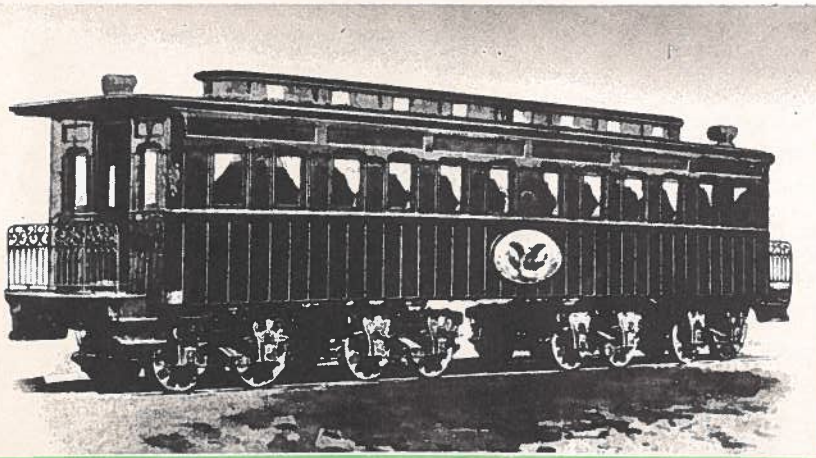
Black walnut woodwork blended with dark green plush upholstery and curtains of light green silk; the ceiling

was paneled with crimson silk, gathered into a rosette at the center of each panel. There were no beds or berths as we know them, but the four lounges—two of unusual length on account of the President's height, and two of conventional size—could be opened out to form beds.

Although the original plan visualized the car with two four-wheel trucks, Mr. Lamason reconsidered after the car had been raised, braced and bolted. Possibly it was anxiety about the strength of the long girders used in the construction of the car that prompted him to mount it on four trucks instead. This made necessary a number of changes and, as Mr. Price's letter remarked, "Lamason had personal charge of the car in the funeral train, and, as the running gear was so different from cars then in use, it was attended by one man, having with him a supply of duplicate parts, tools, etc., to facilitate repairs in case of accident."

The outside of the car was stained a rich chocolate brown and polished with oil and rottenstone with the bare hand. The American eagle, with the national colors, was painted in the oval panel on each side of the car. In the center of the panel above the oval, small gold letters placed in a semi-circle spelled out the words "United States." The car was ornamented in gold but had no other name nor any number.

For a time after the sale at public auction, the Lincoln car led the life for which its resplendent interiors were designed. Bought for his railroad by T. C. Durant, vice-president of the Union Pacific, and taken to Omaha in

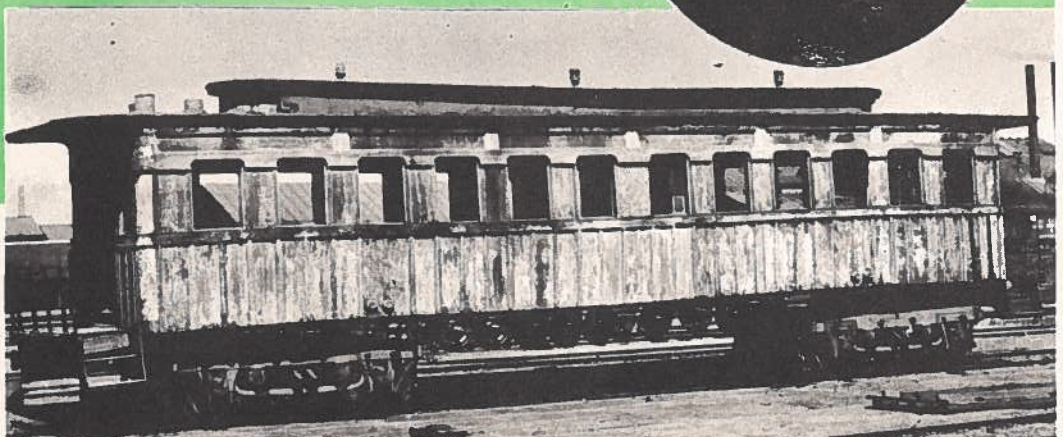


(In circle) W. H. H. Price, master car builder, who helped set the record straight on the Lincoln funeral car.



President Lincoln's private car as it looked when completed — before it was draped in black for the funeral journey to Springfield. (Union Pacific photo.)

The Lincoln car was little more than a wooden shell after dismantling by the Union Pacific. The original four sets of trucks had been replaced with two newer ones. (Union Pacific photo.)



A photograph of the Orange and Alexandria Railroad roundhouse and depot taken in the same year—1863—that work was begun on President Lincoln's private car.



1866, the car became a private car for the railroad's directors. That same year Mr. Durant and his personal party rode in it to the Pacific Railway Excursion which celebrated the attainment of the 100th meridian and the 247th milepost in the Union Pacific's race to build a railroad across the continent. Later the Lincoln car was occasionally placed at the disposal of the government railroad commissioners.

"There does not seem to have been any particular sentiment about this car," a president of the Union Pacific recalled years later in an address before a historical society, "and an opportunity to sell it to the Colorado Central Railroad Company was very gladly availed of in 1870 . . . It was a cumbersome piece of equipment and was not regarded with any favor by the Union Pacific people on that account."

Converted into a passenger coach, the car ran on trains between Denver and Golden, Colorado, for a number of years. Later used as a construction car on the Colorado Central, President Lincoln's car again passed into the hands of the Union Pacific when the Colorado Central was absorbed by the larger road. After its useful life as a construction car and a carpenter outfit car had been exhausted, the Union Pacific stored the car at Omaha Shops (except for a period of time when the car was displayed at the Trans-Mississippi Exposition in Omaha in 1898) until 1903 when the car and some of its furnishings were again sold. This time the sale was not to another railway but to a private citizen.

E. B. Snow, the new owner, exhibited the car at the Louisiana Purchase Exposition in St. Louis in 1904 and,

during the year that followed, placed the historic relic on display at a number of other cities. In September, 1905, Thomas Lowry purchased the Lincoln car to present as a gift to his home city of Minneapolis. On arrival there in October, the car was placed on exhibition in a park area where it remained for the next five and a half years. The wooden parts of the car were completely destroyed on March 11, 1918, by a fire started in the grass on the plot surrounding it.

A full scale replica of the funeral car had a featured place in the "Wheels A'Rolling" pageant of the recent Chicago Railroad Fair. A smaller model, fashioned by shop men of the Union Pacific, is on display at that railway's historical museum at Omaha along with some pieces of furniture, a number of oil paintings from the car and part of the silver service. All these were removed when the car was dismantled.

The silver-plated pieces that made up the silver service, excellent examples of the art of the Civil War period, showed the tarnishing touch of the years and the marks of much handling when they were recovered after years of storage at Omaha Shops. One of the ivory handles on the spigot of the coffee urn had somehow been broken off. A plater foreman at the shop restored and replated the pieces to the equivalent of their original luster. The broken handle was replaced with a piece expertly carved from an ivory billiard ball.

A desk, a chair, two couches, some oil paintings and seven pieces of silver-plated pewter—these were all that remained when a relic of America's past went up in smoke.

* * *

When It Costs More to Render Service

RAILROADS MUST CHARGE MORE FOR WORK THEY DO

Present freight rates and charges are not producing a net railway operating income adequate to maintain the railroads in such financial condition as will enable them to provide the transportation service required in the public interest.

WHEN a corner grocer receives a case of canned fruit and gets a bill showing an increase of five cents per can, he has no choice but to mark up his price to the individual purchasers. His price markup on all goods—if he wishes to stay in business—will also reflect his other increased costs of doing business; rents, taxes, wages, electric bills, delivery truck maintenance, and so on. Buyers may grumble but, in general, they understand the grocer's position and acknowledge his right to remain in business and *make a profit*.

Things aren't so simple for railroads.

Everything railroads buy and use is costing them more today and wage increases are certain for employees even though current negotiations with train-service employees are not completed and the total wage bill increase is indefinite. Wage increase demands have also been received from substantially all other groups of employees. Additional price rises are anticipated for things we must buy to keep the railroads running. Even without considering added costs to come, more money is needed right now to meet present expenses of running our railroads and to allow a fair return for the owners.

But the railroads cannot raise prices automatically to meet their increased costs of doing business. They must go to the Interstate Commerce Commission for approval of proposed changes in rates; after that they must deal with the separate state commissions to have the approved interstate rates made applicable to traffic moving entirely within any given state.

Here is how the railroads describe present conditions in a petition addressed to the Interstate Commerce Commission asking for an interim increase of 6 per cent in freight rates. The increase is needed immediately but the railroads have assured the Commission that they will honor all claims for refunds by shippers if the Commission authorizes increases that are less than the interim figures requested.

In their freight rate petition, the railroads said that the annual cost of fuel, materials and supplies had increased by approximately \$283,300,000 between July,

1949, the time of the last general rate increase, and January 1, 1951. In addition to this, the petition said, railroad wages would increase by at least \$138,535,000 annually based on the settlements reached or pending with yardmasters and switchmen and with other operating employees.

"Besides this," the petition said, "the railroads are confronted with other demands for increases in wages by substantially all other classes of their employees. An increase of one cent per hour in the wages of those other employees would amount to about \$22,562,000 annually. The proposals made in this petition do not take into account any increased costs which might result from these later wage demands."

"Present freight rates and charges are not producing a net railway operating income adequate to maintain the railroads in such financial condition as will enable them to provide the transportation service required in the public interest," the petition said.

On the basis of present rates, fares and charges, the petition estimated that operating revenues would be \$9,369,000,000 in 1950 and would increase to \$9,702,000,000 in 1951. However, the petition predicted that operating expenses would amount to \$7,067,000,000 in 1950 and would increase to \$7,535,000,000 in 1951.

The Class I railroads earned in 1950 only 3.93 per cent on their net investment and their estimated return for 1951 is only 3.32 per cent, based on present rates and charges. No industry with such low earnings can long absorb cost increases of the magnitude of those with which the railroads are now confronted without serious hurt to that industry and to the service it is expected to provide.

The increases proposed would yield a net railway operating income representing a return of only 4.17 per cent on net investment, the petition explained.

"The railroads are making, and have committed themselves to make, expenditures of huge sums of money on improvements in their property and particularly in the rehabilitation of their equipment and in the acquisition of new equipment," the petition declared. "This program is vitally necessary in the interest of commerce of the country and particularly in the interest of the defense measures which are being undertaken by the nation."

More than a billion dollars was spent on capital improvements by the railroads in 1950, the petition pointed out, and more than \$300,000,000 will be spent in the first quarter of 1951.

7
November 18, 1926.

Mr. A. J. Dutcher,
Import & Export Freight Agent,
Union Pacific System,
Chicago, Illinois.

Dear Mr. Dutcher:

Referring to your letter of November 16th, File 18-E, enclosing letter from Miss Georgia L. Osborne, Librarian, Illinois State Historical Library, in which she requests information relative to the Lincoln Car:

The "Lincoln Car" was built at the Military Car Shops at Alexandria, Virginia and was completed just prior to the assassination of the President and, while an invitation had been extended to President Lincoln to inspect the car, its first trip was as a funeral car conveying the bodies of the President and his son, ^{Willie} ~~Sam~~, from Washington to Springfield. After the war the Government sold the car at auction and it was purchased by the Union Pacific and brought west in 1866 for use as an officers car.

We recently retired an Upholsterer Foreman, Joseph Kragakow, who did a great deal of work on the car while it was in service on the Union Pacific, and who is very familiar with the details of the car. His description of the interior of the car is as follows:

The interior arrangement of the car was (from observation end forward) an observation room 12 feet long, two bed rooms

each 9 feet long, and a dining room 10 feet long. The forward end of the car was taken up by the kitchen and servants quarters. A corridor about 22 inches wide extended from the observation room to the dining room along the left side of the car (looking forward from the rear of the car).

The observation room and each of the other three rooms had a couch or sofa, two of the couches being 7 feet long, the other two 6 feet long. Eight upholstered arm chairs were distributed around in these rooms and the dining room contained a walnut dining table and 6 dining room chairs with wood seats and high backs. There were also two wash stands in the car.

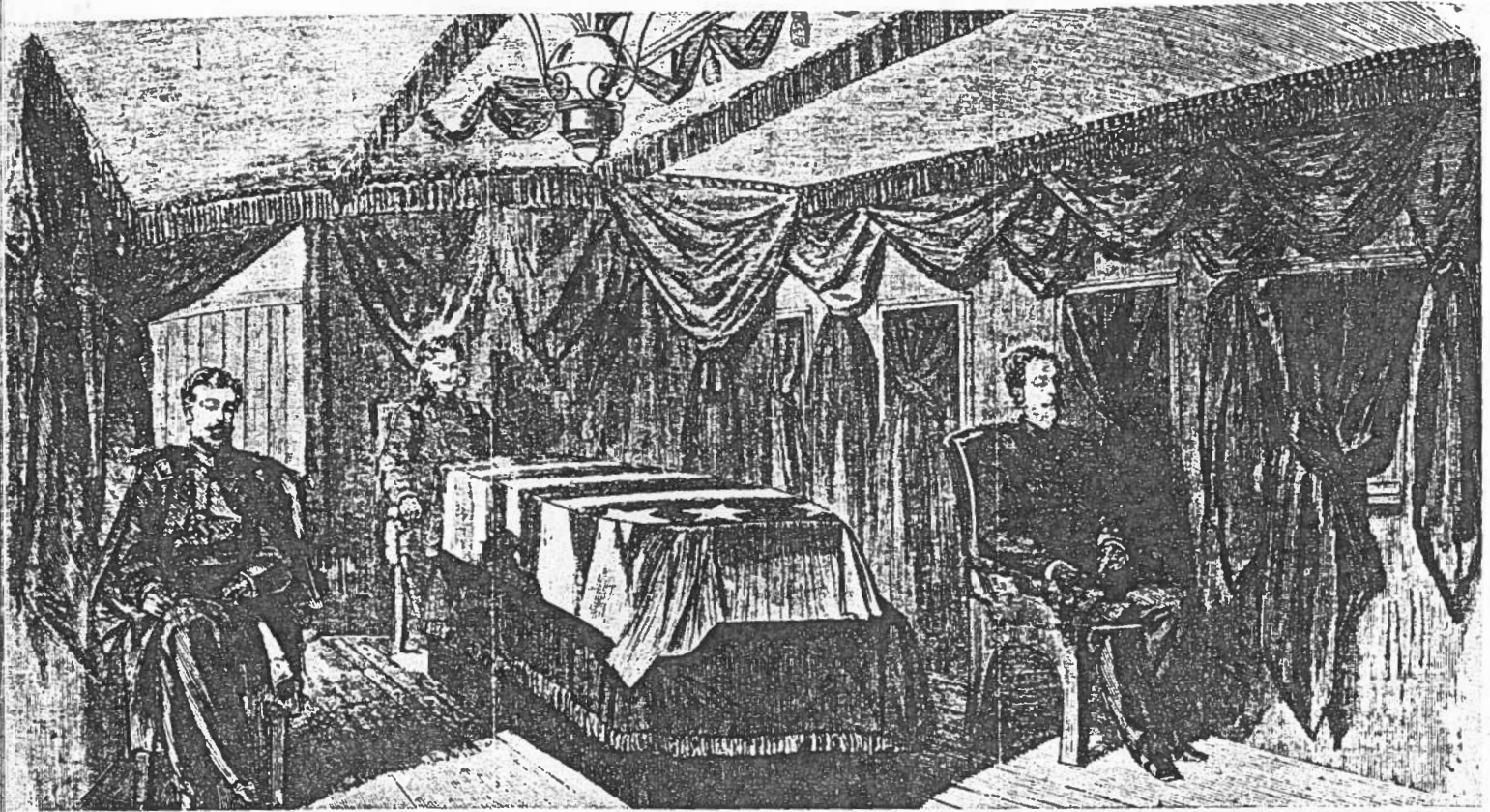
The windows of the car were about 20" x 24" and were shaded with blue "rep" slung on rings hung from a rod at the top of the window and looped over at the bottom during the day. The side walls of the car, between the floor and a moulding $2\frac{1}{2}$ or 3 feet above the floor, were also upholstered with diamond tufted red rep. The finish of the car above this was walnut with painted panels between the windows.

Trusting this will give you the desired information and with kind regards, I am,

Yours very truly,

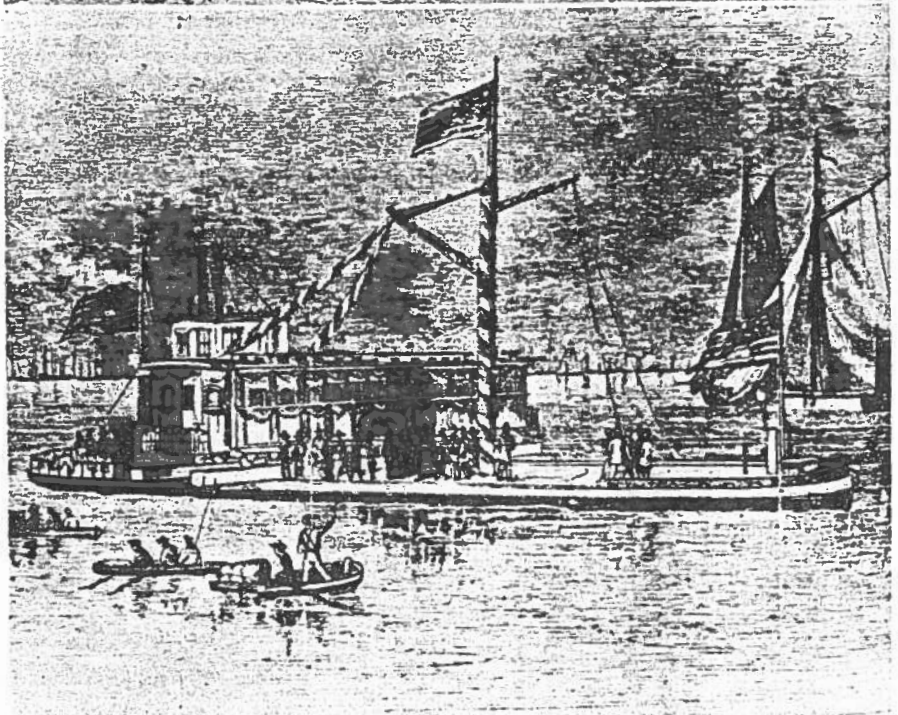
C. H. CHAY, by PR

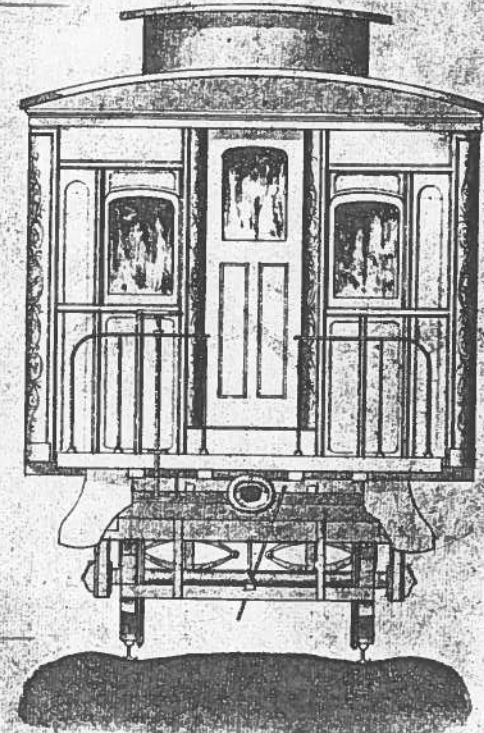
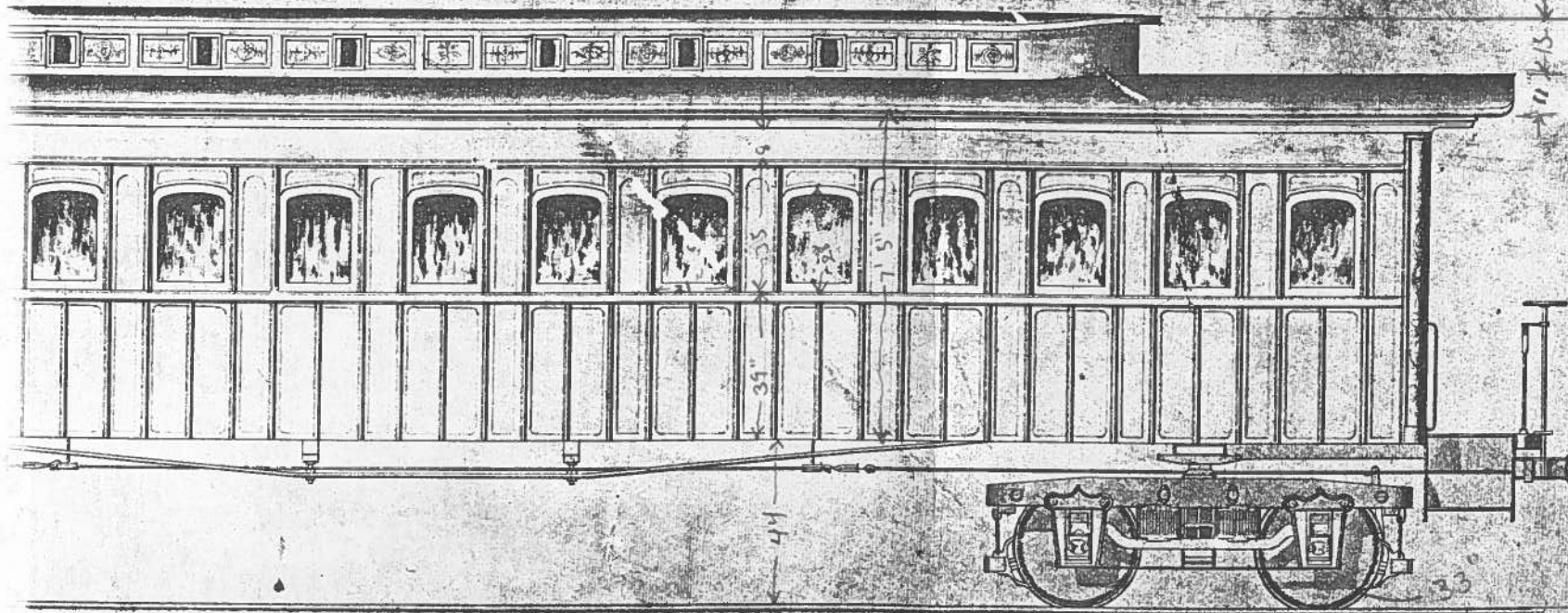
Lincoln's Funeral Train Was Seen by Millions



N. Y. PUBLIC LIBRARY

After the assassination Lincoln's body was carried to his native Springfield, Illinois, over a variety of railroads by way of Baltimore, Philadelphia, New York, Albany, Buffalo and Cleveland, passing beneath shrouded arches in mourning cities while bands played dirges and cannon thundered on country hilltops. Over the final stage on the Chicago & Alton Railroad Mrs. Lincoln's party rode behind the funeral coach in George Pullman's sleeping car *Pioneer*, thus giving the invention incalculable publicity. With the coffin (*above*) rode a guard of honor representing the three branches of the military service. The exterior of the car (*below*) through which thousands passed to pay their last respects was fringed in black draperies. In New York harbor (*bottom*) it was ferried to the Manhattan shore aboard a steam lighter while the usually noisy whistles of the harbor traffic were muted.

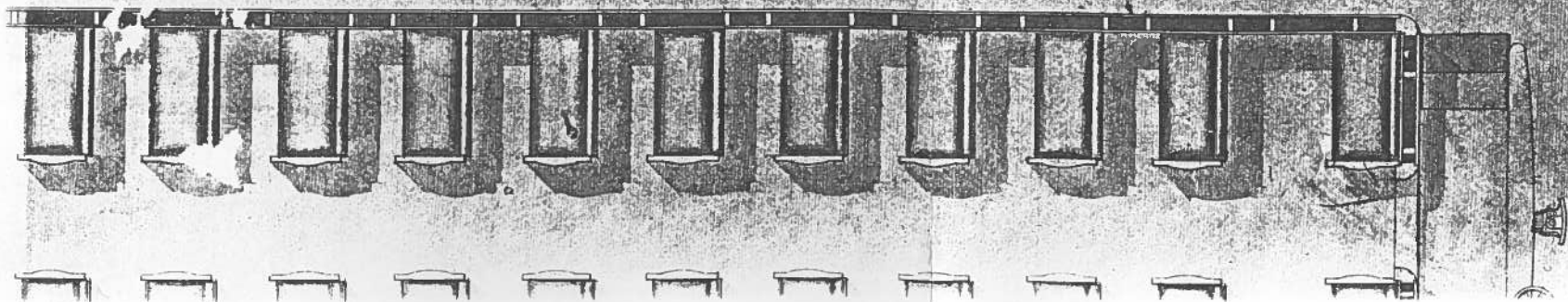


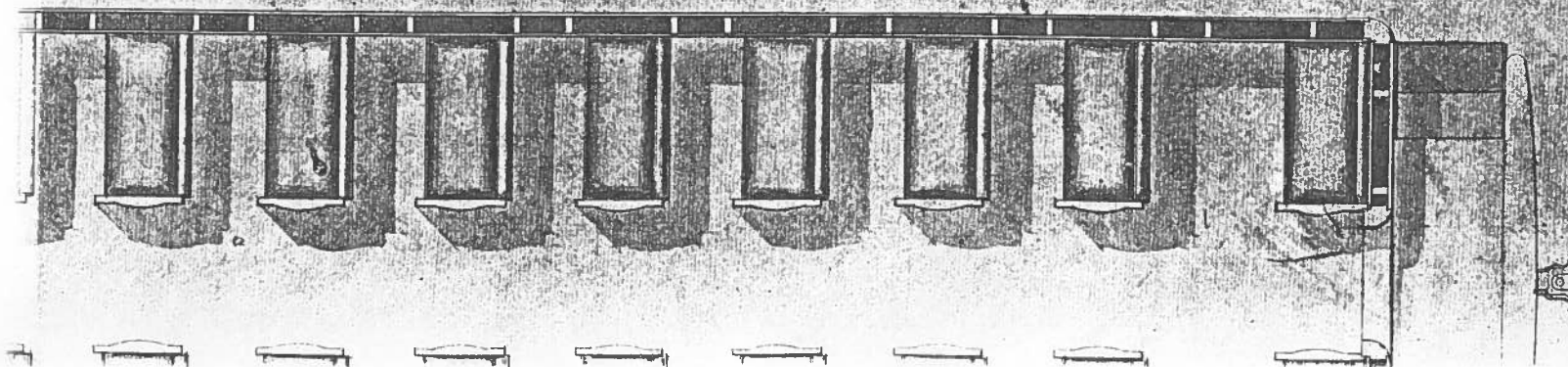
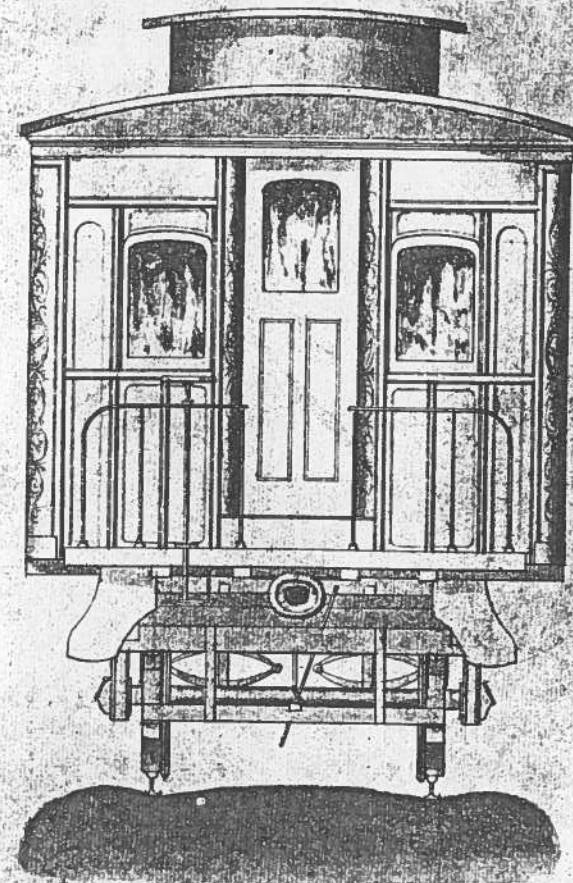
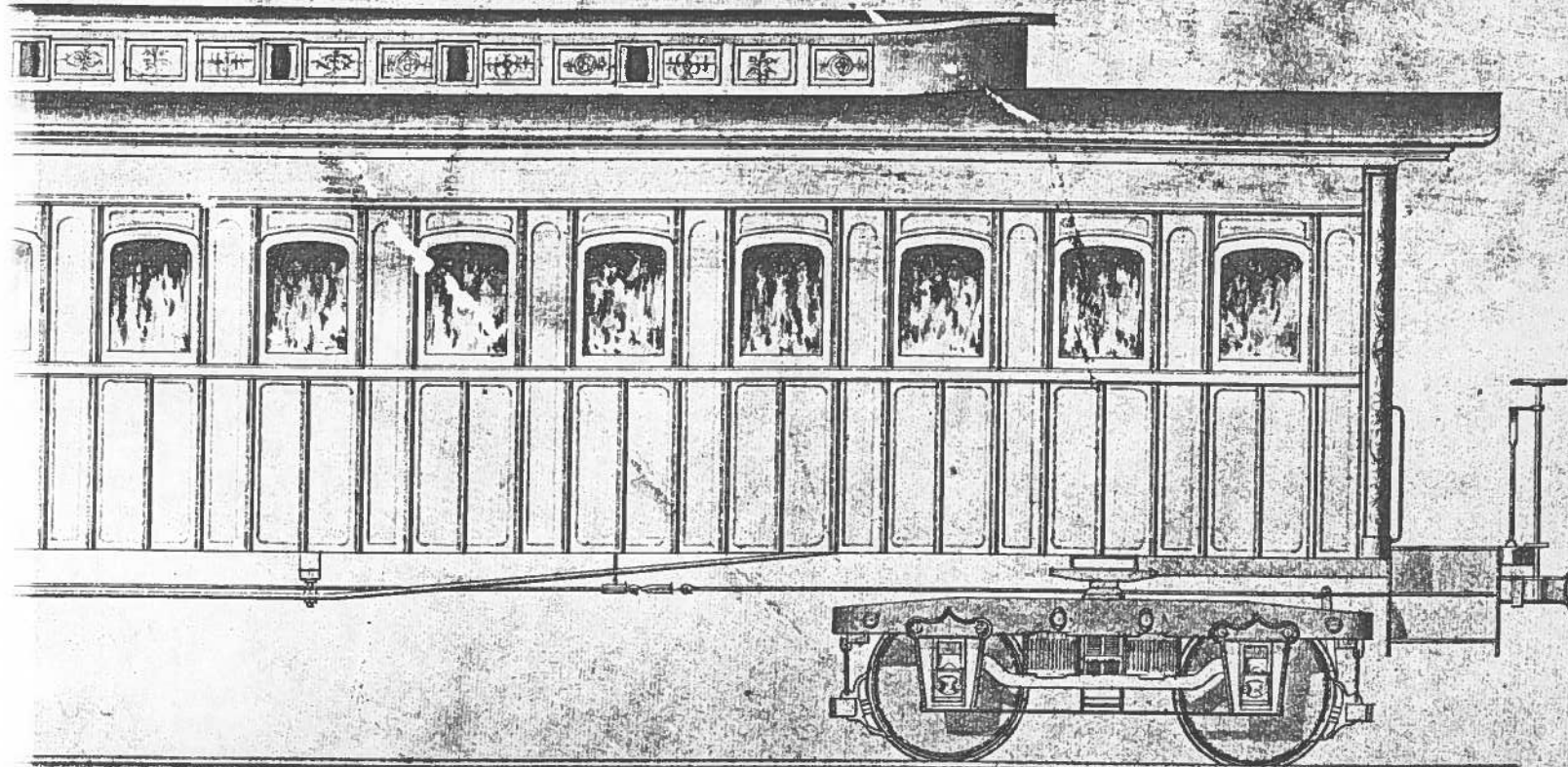


Body 4' 4"

1/4" = 12"

original scale.
Full size copy

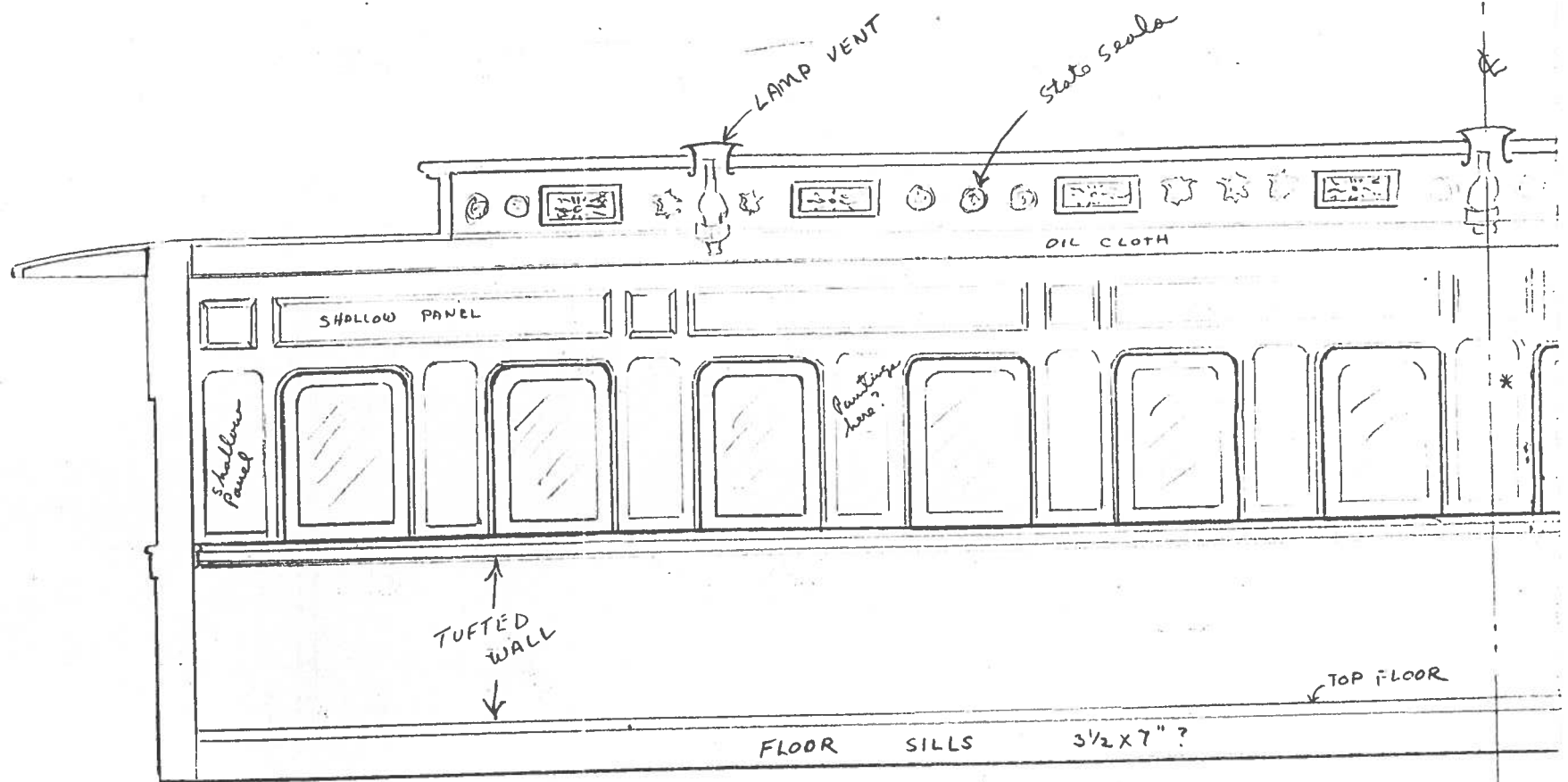




5/16" = 1/12"

013

Lincoln car
interior



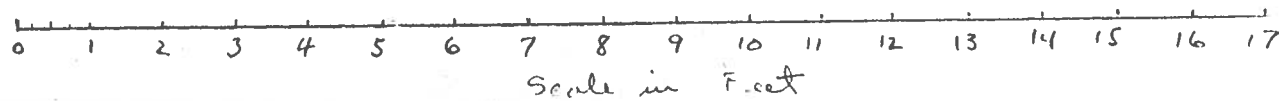
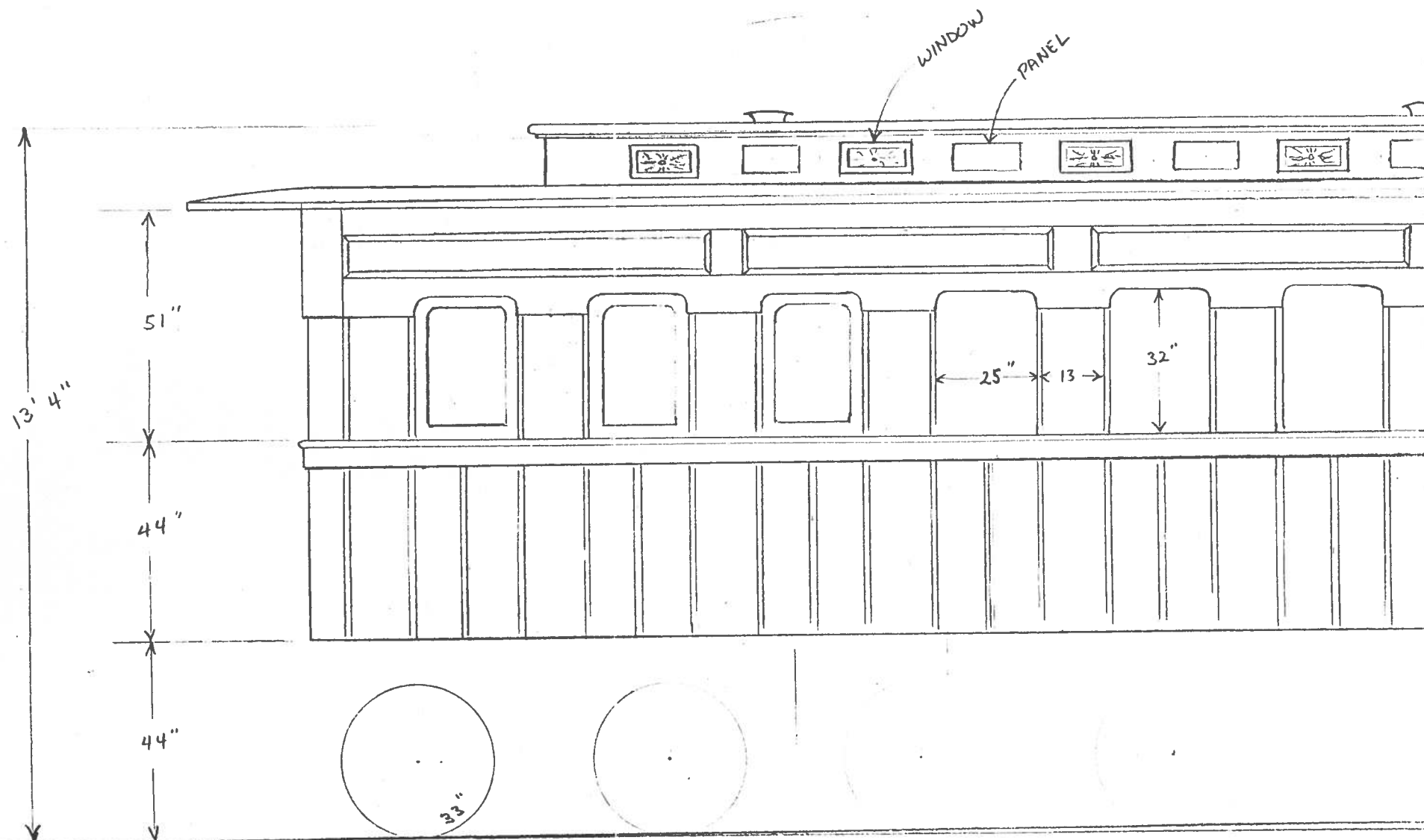
rail TOP

* Center Panel slightly wider

3/8" = 12"

LINCOLN CAR 1865

see Figs 1.90 ; 1.91 ; 1.98 ; 4.110 & 4.111
 of Am. R.R. Pass. Car. Text Pp 366-368.



dent. The work was begun in November of that year, and was completed in February, 1865. The car was designed for the general use of the President, and not exclusively for the purpose of conveying him to and from the front, as is generally supposed; neither was the car cased inside with iron as has been stated by some writers."

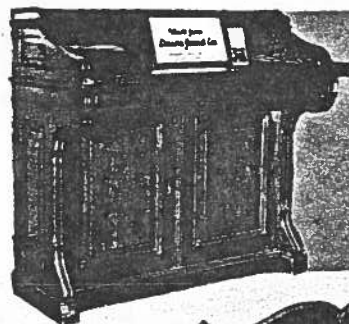
Sidney D. King, former assistant master car builder for the United States Military Railroad, added his recollections to those of Mr. Price in 1903 in a signed statement that was reproduced in 1923 as a part of a story about the Lincoln car in the Pennsylvania Railroad's *Mutual Magazine*. It said, in part:

"An item has been going the rounds of the newspapers lately to the effect that what was called 'President Lincoln's coach' is lying in a state of dilapidation in the yards of the Union Pacific Railroad at Omaha, Neb., and that Booker T. Washington has started a plan for its restoration as a relic of the Civil War. It is described as a car 'designed by himself, in which President Lincoln used to go to the front the latter part of the war' and that it was 'ironclad—armored plate being set beneath its upholstered sides.' *This is a mistake.* The car was built by the authorities of the United States Military Railroad—a name which covered parts of the Manassas Gap, the Loudon and Hampshire, and the Orange and Alexandria railroads, which were confiscated by the government. The headquarters, roundhouse, car shops and machine shops were inside the stockade at Alexandria, Va., and under the charge of Col. D. C. McCallum.*

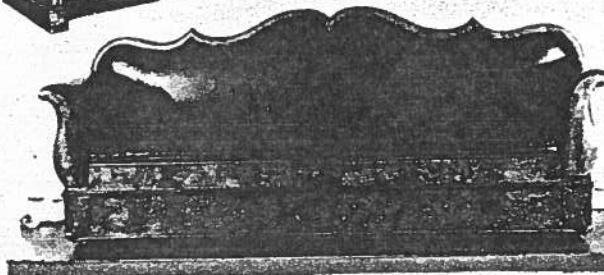
"I was Assistant Master Car Builder at that time, was in the shops constantly while the car was being built, and

* This is no contradiction of Mr. Price's statement that B. P. Lamason was superintendent of the shop. Colonel McCallum, an acting brigadier general, was the officer in charge of the Union Army's military railroad system.

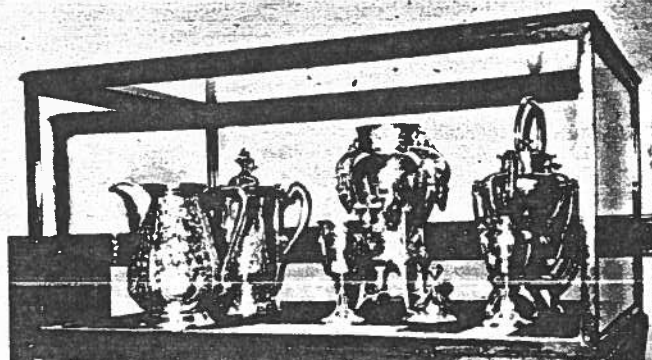
Lincoln's funeral train as it looked on arrival at West Philadelphia station on April 22, 1865. The funeral car is the second car from the end. (Photo courtesy of the Pennsylvania Railroad.)



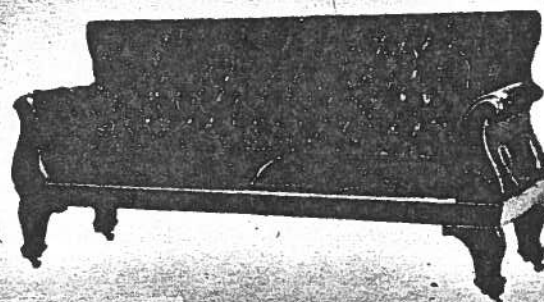
(At left) A desk from the Lincoln car.



(Below) One of the couches intended to serve also as beds.



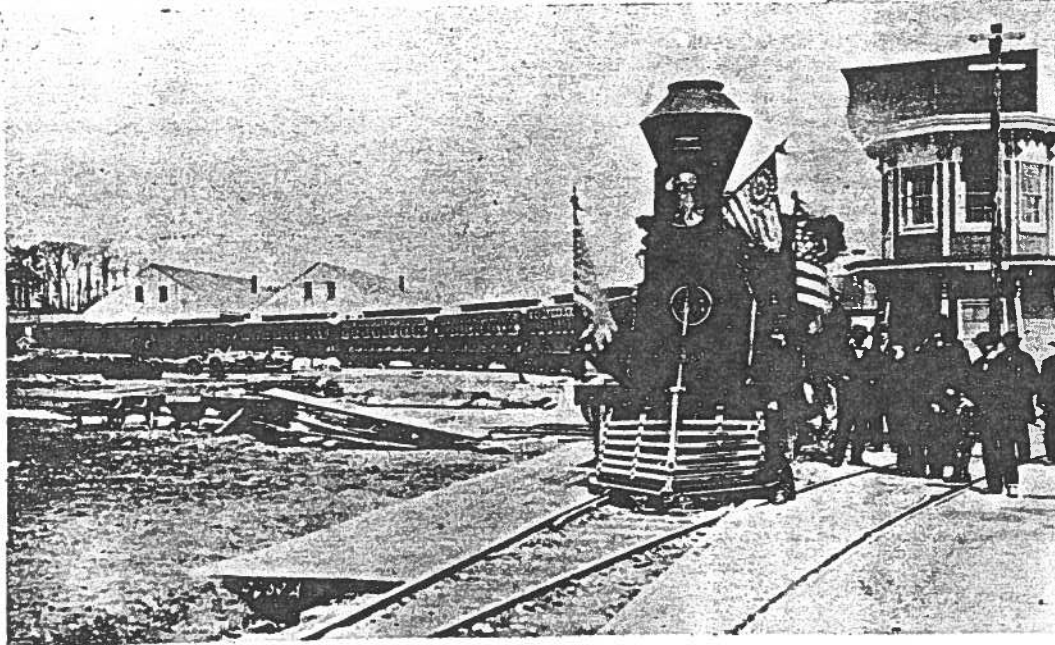
(Above) The silver service from the private car built for Abraham Lincoln. It has been restored and replated.



(Above) Another couch and (below) a chair, from the Lincoln car.



Furnishings from the Lincoln car shown here are on display at the Union Pacific Historical Museum at Omaha, Neb. Pictures of them were sent to Ties by the Union Pacific Railroad Company.



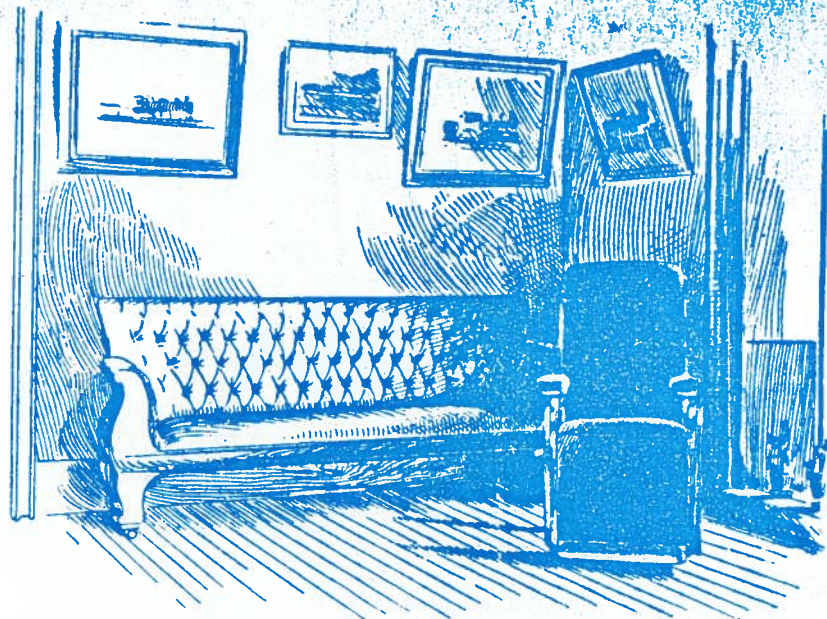


Chicago 1865



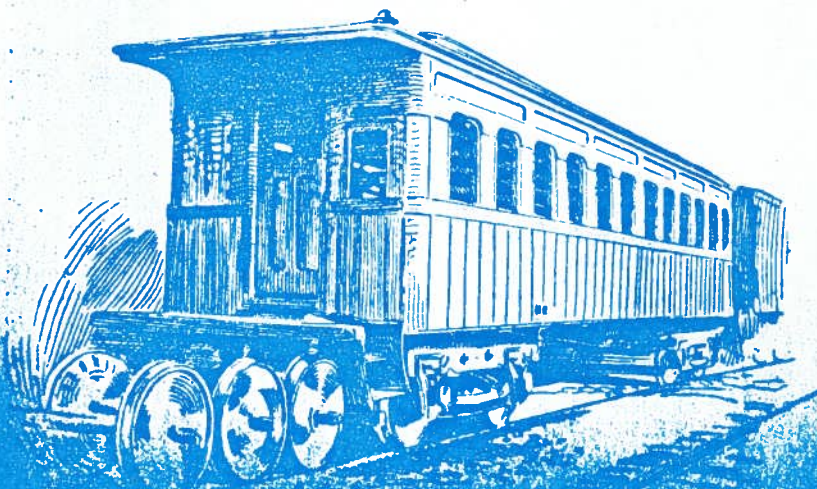
PRIVATE CAR FOR PRESIDENT LINCOLN AS IT APPEARED WHEN BUILT IN 1861.

into each of the three private rooms. The room in one end of the car was considerably longer than the others, and was furnished with a large sofa and reclining chairs. The small rooms were also provided with sofa and reclining chairs, though somewhat inferior to those in the large room. This larger compartment constituted President Lincoln's office and study, and was where he entertained his guests and transacted business with officials of the Government and generals of the army. The sofa is a combination affair, and was made of unusual length to accommodate the elongated form of the President. It was used as a sofa or lounge during the day and at night could be adjusted into a double bed.



STATEROOM IN THE LINCOLN CAR.

The car was considered in that day a triumph of the car builder's art. The walls of each of the compartments were padded with rich corded crimson silk upholstery, extending half way to the ceiling, and the frieze of the President's room was decorated with painted panels of the coats of arms of the different States of the Union. The car was iron-clad, armor being set in between the inner and outer walls, rendering it bullet proof. This added considerable to its



weight; so much so, in fact, that its builders thought it necessary to mount it on four four-wheeled trucks.

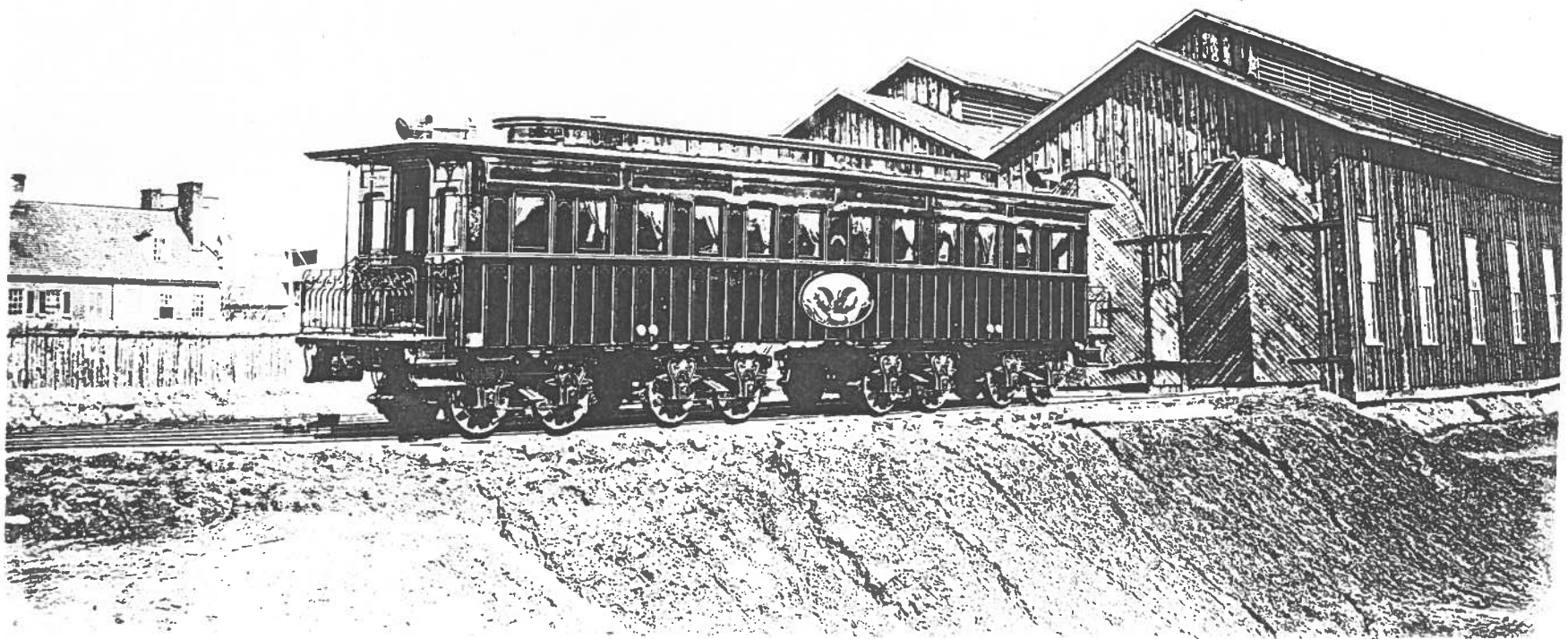
Just after the close of the war the Government put a great amount of its railway material that had been used in the prosecution of the war into the hands of an auction firm in Cincinnati, and among it was the Lincoln car. Sidney Dillon, who was then at the head of Union Pacific affairs, was directly responsible for its purchase. For a long time after its arrival in Omaha the car was a great curiosity, both on account of its connection with the martyr President, and also for the reason that it was the only one of the class which had been preserved.

The car was then taken for the purpose of being put in the hands of the Union Pacific Company of Omaha, New York, and an agent to Omaha with

R R Car Jour April 1897

L.C. Photo

Fig 4.110





murahu 1897

8 clerestory windows
12 side windows

0 1 2 3 4 5 6 7 8 9 10 11 12 13



Dec, 1893

395

Vol. III, No. 15.]

The Railroad Car Journal

Communications.

President Lincoln's Private Car.

Editor RAILROAD CAR JOURNAL:

Dear Sir: In reply to yours and a number of others asking for drawings, etc., of the private car built for President Lincoln during the war, I will state that all I have is the accompanying photograph. The sketches of connecting running-gear I have made from memory. I give you below my history of the car.

At the time I wrote to "Locomotive Engineering" I expected the car would be exhibited

of the car were covered by brass-capped nuts, as shown in cut. Four sub-bolsters were also added to receive the eight side bearings and slotted centres described by sketch.

Each two trucks were connected by means of a truss with main centre plate in centre. There were four guide centre plates, with curved slots, one on each sub-bolster and one on each truck, and two side bearings made of spring steel and rubber.

The spread of trucks was 4' 10"; wheels, 33" cast-iron, with broad tread. The wheels were made by the Union Car Wheel Works, of Jersey City, N. J., of the W. W. Snow patent. Mr. Snow is at present the General Manager of

in the funeral train, and, as the running-gear was so different from cars then in use, it was attended by one man, having with him a supply of duplicate parts, tools, etc., to facilitate repairs in case of accident.

When the car was returned to Alexandria it was still draped in black crepe, which was removed, carefully boxed, and sent to the Treasury Department. The writer had the honor of attending personally to this work, and, in spite of orders to the contrary, a small portion of the drapery was secured, which he still has in his possession, as well as a block of wood from the catafalque on which rested the body of the dead President.

I believe that the car is now the property of the Union Pacific Railroad Company, having heard some time ago that the car was on that line, and was to be reconstructed and taken to the World's Fair for exhibit. Yours truly,

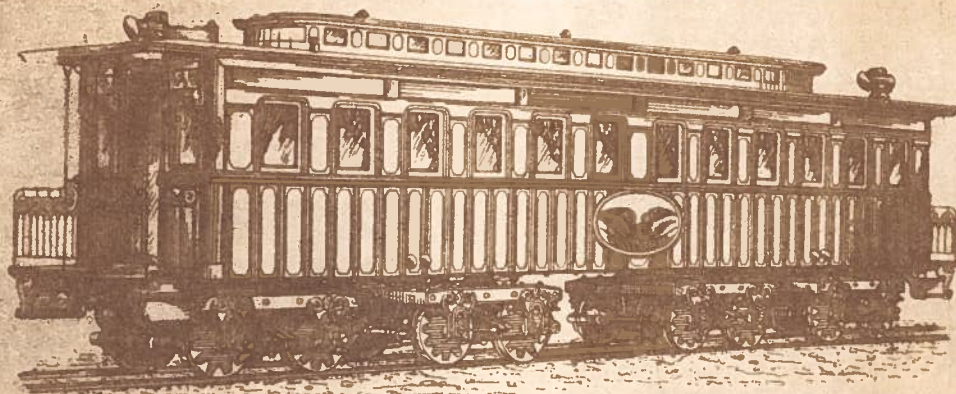
W. H. H. PRICE, M. C. R.

E. T. V. & G. Ry.

November 11.

Atlanta, Ga.

(We are informed by Mr. J. H. McConnel, Superintendent of Motive Power of the Union Pacific system, that this car has been used on that road as an outfit car, and at present is in a very dilapidated condition from wear and lack of paint. In May last it was reported that negotiations were pending with a view to the restoration of the car for the purpose of exhibition at the World's Fair, but the proposition evidently did not materialize. In connection with the project now on foot to acquire and preserve the numerous collections of railroad re-

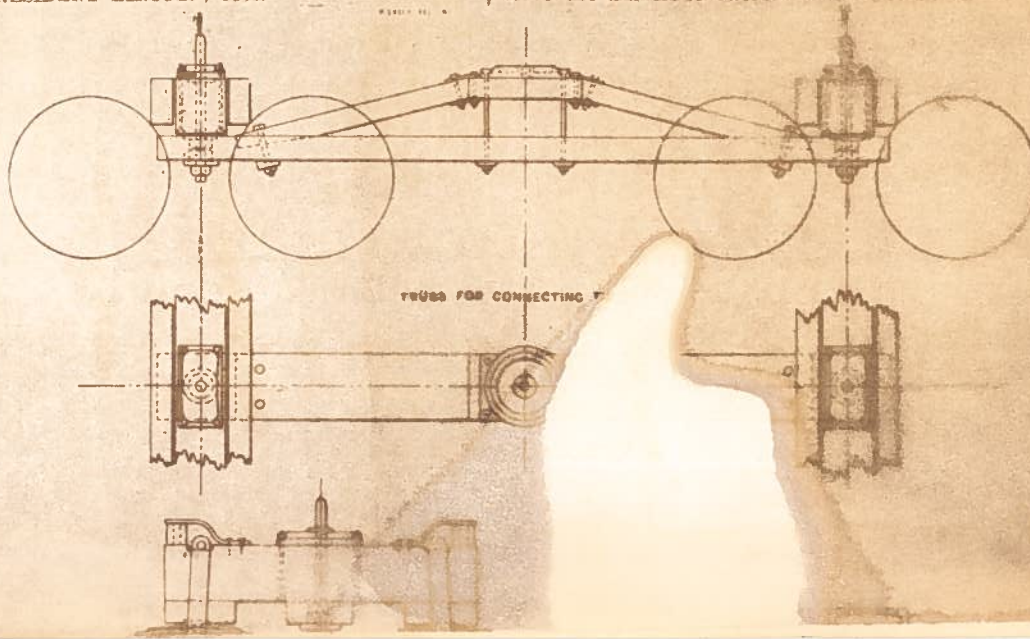


PRIVATE CAR BUILT FOR PRESIDENT LINCOLN, 1863.

at the Columbian Exposition. I have just learned that Mr. B. F. Lamason, the designer of the car, died about a year ago, so the writer is the only living person who had anything to do with the building of the car. Mr. Lamason was superintendent of all car work of the United States Military Railroad of Virginia. The shop of the Orange and Alexandria and Manassas Gap Railroad, located at Alexandria, was used by the Government for building and repairing cars. A long Government shed was added to the shop for car work, of which the writer was foreman.

Some time during the year 1863 Superintendent Lamason either conceived the idea, or had received instruction, to build a private car for the use of the President. The work was begun in November of that year, and was completed in February, 1865. The car was designed for the general use of the President, and not exclusively for the purpose of conveying him to and from the front, as is generally supposed; neither was the car cased inside with iron as has been stated by some writers.

The car was completed but a short time before the assassination of the President. On the day the President was assassinated Gen. J. H. Doyereaux, Superintendent of Transportation,



PRIVATE CAR BUILT FOR

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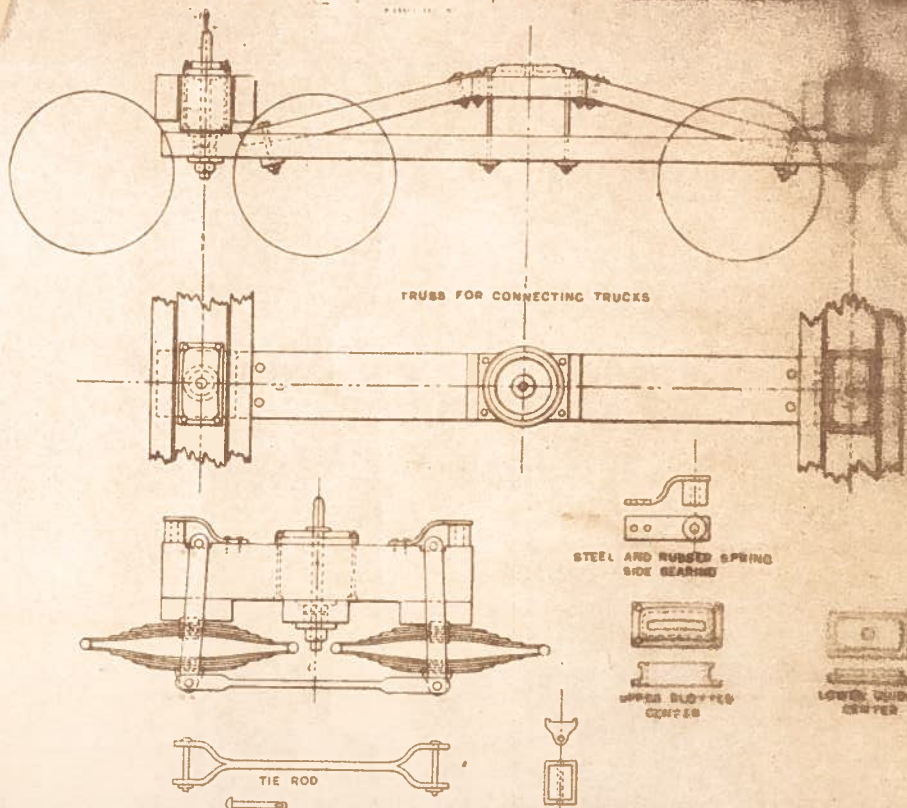
The car was completed but a short time before the assassination of the President. On the day the President was assassinated Gen. J. H. Devereaux, Superintendent of Transportation, and Mr. Lamason were awaiting a reply to an invitation sent the President to take a ride in the car the next day, April 15, 1865. The first trip it ever made was to bear President Lincoln's lifeless remains, with those of his son, which had been disinterred, from Washington to Springfield, Ill.

After the car had been finished it was photographed by the Government photographer, from a copy of which, now in the possession of the writer, the accompanying cut is reproduced.

In design of framing, the car was similar to those in use on the Pennsylvania Railroad, was 42 feet long inside, and had raised roof, with circular ends. The inside of car was upholstered on sides and ends from the seat rail to head lining, and was divided into three compartments, viz., drawing-room, parlor and state-room, the latter being in centre of car. The dining-room and parlor were connected by an aisle extending along the wall inside of the car, and in the drawing-room end a saloon was placed. The upper deck was painted a zinc white, with coat of arms of the different States in the panels.

The car was originally planned to run on two trucks, but after being raised, braced and bolted, Mr. Lamason changed his mind and decided to mount it on four trucks, which necessitated changing the bolsters and considerable other work. The two main body bolsters were Ambrose Word's patent, and the ends of the bolster truss rods projecting through the sides

PRESIDENT LINCOLN, 1863.



DETAILS OF TRUCKS, PRESIDENT LINCOLN'S PRIVATE CAR.

the Ramapo Wheel and Foundry Company, of Ramapo, N. Y. The springs in truck bolsters were hung on old-style long hangers; no sand board, but bottom of hangers tied with U-shaped under rods.

No equalizing bar was used, the elliptic springs being placed on top of oil boxes. The pedestals were cast iron, of a pattern so elaborate as to be difficult to describe, Mr. Lamason having spent weeks in designing them.

The outside of car was painted a rich chocolate brown, and polished with oil and rotten stone with the bare hand. In the oval panel on side of car was painted the United States coat of arms, and in centre of panel above coat of arms in small gold letters, placed in a circle, were the words "United States." Car was ornamented in gold, but had neither number nor name except as just described. A very good idea of the hand-railings, etc., on ends of car can be obtained from the accompanying cut.

Mr. Lamason had personal charge of the car

restoration of the car for the purpose of exhibition at the World's Fair, but evidently did not interfere with the project now as it will serve the numerous collections.

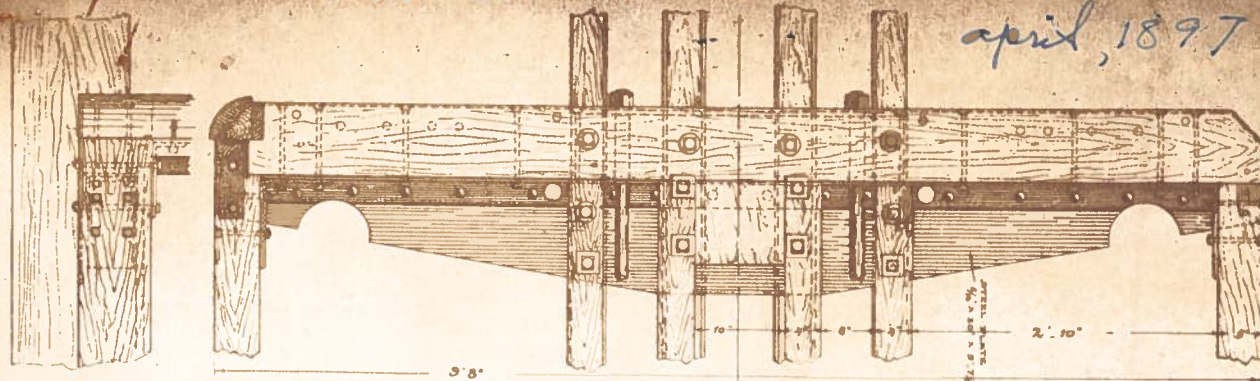
hibits, of technical and historical interest, it would be appropriate to include this valuable relic possessing, does, so tragic and momentous a history. (Editor.)

LOOK OUT FOR POOR WELDS when forging up eye-bolts, corner-irons, braces, or similar objects. If a weld don't stick all the way across, put a bit of soft "Russia" sheet iron on a bit of nail rod,—forged thin—into the lap; heat again, and it will come out perfect. If a brace is "scant" at some corner-bend, make it up to size by cutting a little with a cold chisel. Drive a wedge of iron into the cut and weld up. The iron thus supplied will make up the bulk required to turn out a perfect job.

FINES FOR SKIDDING WHEELS.—According to a Buffalo paper, any brakemen on the Western New York & Pennsylvania who spin a wheel by keeping brakes set too long on down grades will be fined three dollars.

April, 1897

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PLATFORM AND ANTI-TELESCOPING DEVICE, CAR "ALEXANDER."

"Ivory and gold," with a bath room attached, and furnished with a porcelain-lined bath tub. The trimmings of this room are silver plated, while those of the observation room and first stateroom are gold plated. The kitchen, in one end of the car is a model of its kind. It has a complete culinary equipment, including a handsome range. In the rear of this kitchen there is a room finished in oak for the servants. The state-

rooms are supplied with the necessary closets and with washstands of Mexican onyx. Lockers for storage purposes are scattered throughout the car. Water is carried in tanks under the car, and the water system is operated by air pressure, and water, both hot and cold, is thus sent to all parts of the car. The car is supplied with oil lamps as well as with electric lights which are operated by batteries carried underneath, where

one also sees equipment boxes, which contain several journal brasses, etc., as well as a variety of tools which might be needed in emergencies. The pictures which we give convey a far more satisfactory idea of the rich upholstering, draperies and furnishings of the car than words could do.

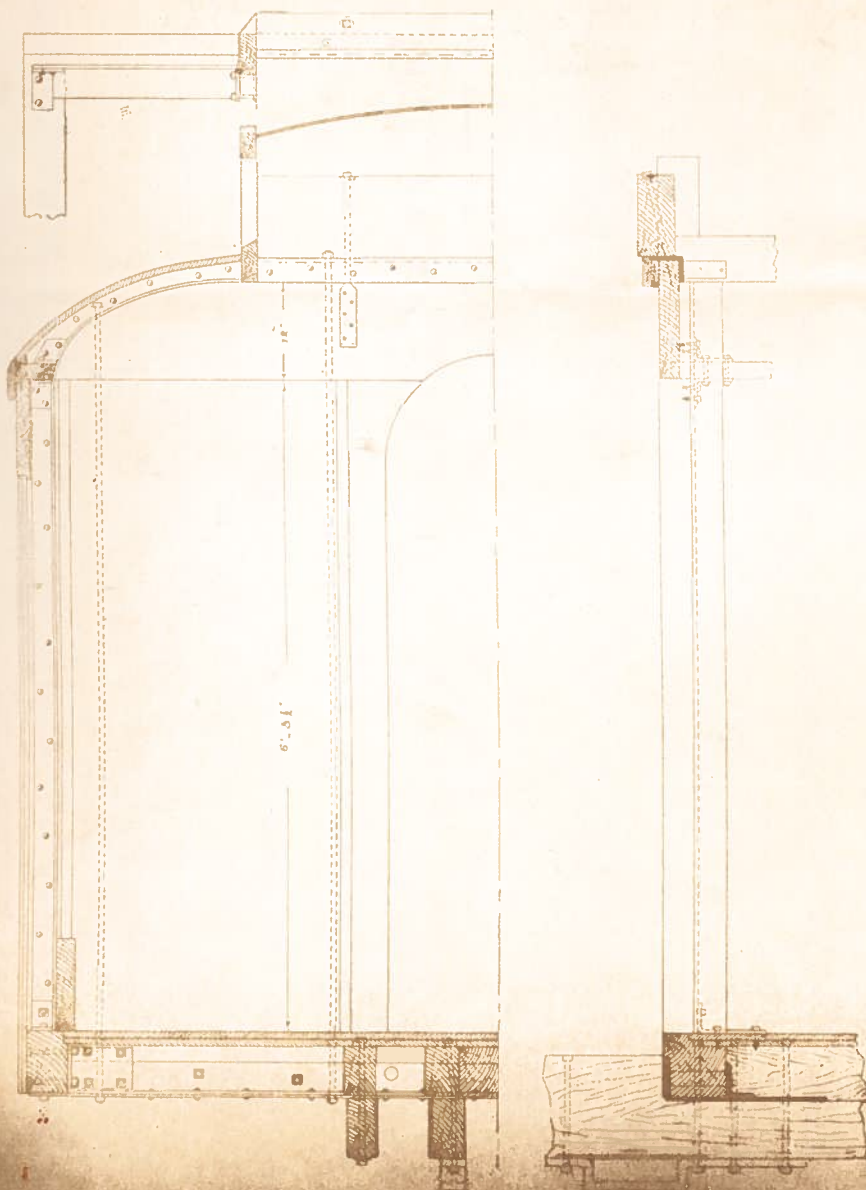
The car is heated by the Safety Car Heating and Lighting Company's system. The heater is of the double coil pattern, which heats both sides of the car from one heater; it can also be heated directly from the engine. A number of panels on the sides of the rooms are fitted with costly plushes, their colors, of course, in harmony with the rooms and furniture. This marvel of beauty, strength and utility in car construction has naturally attracted much attention, for it is unsurpassed by any private car hitherto built, with possibly, the exception of the "Virginia," a description of which is in preparation for this journal.

Lincoln's Private Car

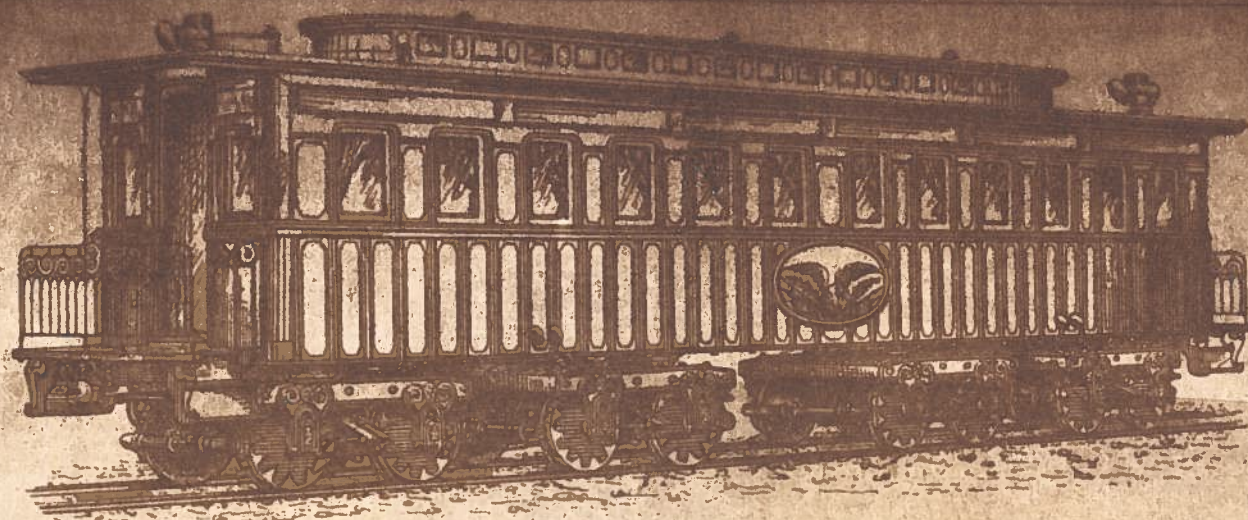
In an obscure corner of the yards of the Union Pacific car shops in Omaha, in a dilapidated and abandoned condition, stands a truly historic relic known as the "Lincoln car." Its sides are cracked and weather-beaten, and the glass of its windows and the brass railings on its platforms are long ago gone. All the compartments and sumptuous interior furnishings and decorations have been removed, and it stands like a barren, decaying hulk of its once proud self. From its former prominent association with President Lincoln, both during the later years of his life and then after his death, it would seem the car deserves a better fate than to rot in neglect and obscurity. This car was built specially for Mr. Lincoln in the United States military car shops at Alexandria, Va., in 1864, by B. P. Lamason, master car-builder, and was certainly one of the handsomest private railway coaches in its day. It was used by the President repeatedly in his visits to the Army of the Potomac down in Virginia, and also to New York and Philadelphia.

The Lincoln car is 42 feet long by 8½ feet wide, and, during the time Mr. Lincoln used it, was divided into three compartments. It was entered by a door which opened into a narrow passageway extending the entire length of the car along one side.

From this passageway doors OPENED



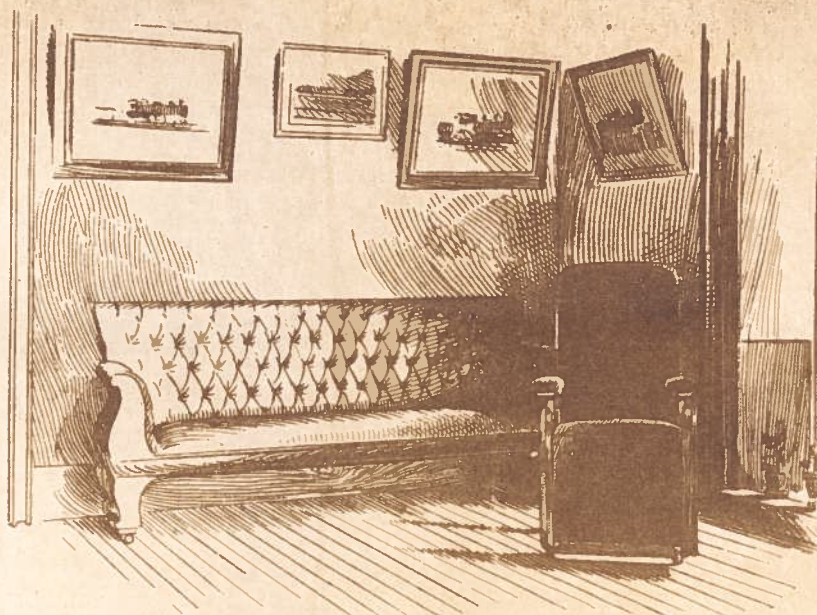
INNER DETAILS OF FRAMING, CAR "ALEXANDER."



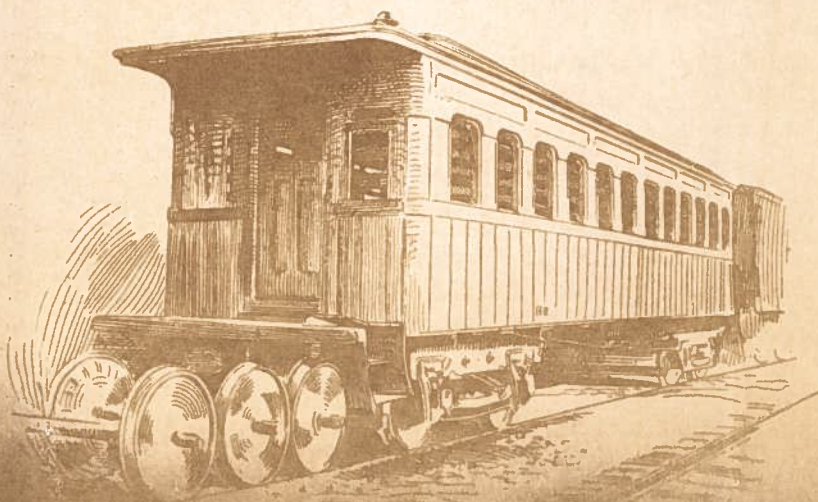
PRIVATE CAR FOR PRESIDENT LINCOLN AS IT APPEARED WHEN BUILT IN 1865.

into each of the three private rooms. The room in one end of the car was considerably longer than the others, and was furnished with a large sofa and reclining chairs. The small rooms were also provided with sofa and reclining chairs, though somewhat inferior to those in the large room. This larger compartment constituted President Lincoln's office and study, and was where he entertained his guests and transacted business with officials of the Government and generals of the army. The sofa is a combination affair, and was made of unusual length to accommodate the elongated form of the President. It was used as a sofa or lounge during the day and at night could be adjusted into a double bed.

The car was considered in that day a triumph of the car builder's art. The walls of each of the compartments were padded with rich corded crimson silk upholstery, extending half way to the ceiling, and the frieze of the President's room was decorated with painted panels of the coats of arms of the different States of the Union. The car was iron-clad, armor being set in between the inner and outer walls, rendering it bullet proof. This added considerable to its



STATEROOM IN THE LINCOLN CAR.



weight; so much so, in fact, that its builders thought it necessary to mount it on four four-wheeled trucks.

Just after the close of the war the Government put a great amount of its railway material that had been used in the prosecution of the war into the hands of an auction firm in Cincinnati, and among it was the Lincoln car. Sidney Dillon, who was then at the head of Union Pacific affairs, was directly responsible for its purchase. For a long time after its arrival in Omaha the car was a great curiosity, both on account of its connection with the martyr President, and also for the reason that it was then considered the finest railway coach that had ever been constructed, and

the shops for the purpose of selling it.
late in 1892 a company of men from New York sent an agent to Omaha with



PRIVATE CAR, "NO. 38," P. C. C. & ST. L. RY., IN WHICH PRESIDENT MCKINLEY RODE FROM CANTON, O., TO WASHINGTON FOR HIS INAUGURATION.

a view of negotiating a purchase of the car, intending to exhibit it at the World's Fair. Satisfactory terms with the Union Pacific people could not be made, however, and the project was abandoned. The agent desired proof of the authenticity of the car from the railway officials, and Mr. I. H. Congdon, for many years master mechanic of the Union Pacific, in a lengthy letter on the subject to Mr. E. L. Lomax, general passenger agent of the road, said:

"The famous car was brought to Omaha in 1866, and was purchased for the Union Pacific by T. C. Durant. Sidney Dillon took a great interest in the car in the early days of the road. I was in charge of the locomotive department of the Great Western Railroad of Illinois, at Springfield, during the war, and was there at the time President Lincoln's remains lay in state in the Capitol Building, and we had an opportunity of examining it closely. I remember identifying it as the same car when it came here in 1866. When first brought to Omaha the car was used as a private car by the directors, but owing to the manner in which it was mounted and to its extreme weight, it rode so poorly that they soon abandoned it. I have been over the road with Mr. Dillon in the Lincoln car, and heard him speak of it as the one that the President used during the war, and in which his remains were brought to Springfield. Mr. S. H. Clark, now president of the Union Pacific, stated to me a good many years ago that Mr. Dillon desired some of the furniture of the car taken out and sent to New York, and I saw that his request was carried out.

The car was built as nearly as possible to suit Mr. Lincoln's ideas, and

was so peculiar in construction as to give it individual characteristics."

This famous car will form a central figure of the Transportation Exhibit of the Transmississippi and International Exposition of 1898 at Omaha.

The above item is sent us for publication by the Department of Publicity of the Trans-Mississippi and International Exposition to be opened at Omaha, Neb., in June next. A few inaccuracies, which

have inadvertently crept into the history of this famous car, may be corrected by reference to an article published in this journal in December, 1893, by Mr. W. H. H. Price, then M. C. B. of the E. T., V. & G. R. R.—now a part of the Southern Railway system—the only living person who had anything to do with the building of the car. From that it is evidently incorrect to state that "it was used by the President repeatedly in his visits to the Army of the Potomac down



PRIVATE CAR, "NO. 38," P. C. C. & ST. L. RY.—OBSERVATION ROOM

Modern Private Cars

By DUANE DOTY

In the year 1864 Mr. George M. Pullman planned and built the sleeping car "Pioneer." This was the first car of the type now in use, but the one upon which a thousand improvements have been made. It cost \$18,000, or four times as much as any sleeper or passenger car had cost up to that date. This car was designated by the letter "A," the English alphabet manifestly being regarded at that time as possessing abundant resources for designating all the sleeping cars which would ever be needed. The Pullman cars alone now number 2,600, or 100 for every letter of the alphabet. Hindoo, Grecian and Roman mythology, Indian legends and the geographical nomenclature of the earth have already been drawn upon almost to exhaustion for suitable names for such coaches, and the naming of cars has become so serious a matter as to cause regret that they are not known by numbers instead of names. In the spring of 1865, soon after the "Pioneer" was completed, the body of President Lincoln arrived at Chicago; this new car had been obtained to form a part of the funeral train, and bear the remains of the President to his former home. To enable the "Pioneer" to pass over the railroad the ends of the station platforms all along the Chicago & Alton Railroad were cut down to a narrower width. It was in the "Pioneer" that the body of the President was borne to Springfield, and not in the "Lincoln Private Car," as has often been stated. Some months later General Grant was taken in the same car from Detroit to

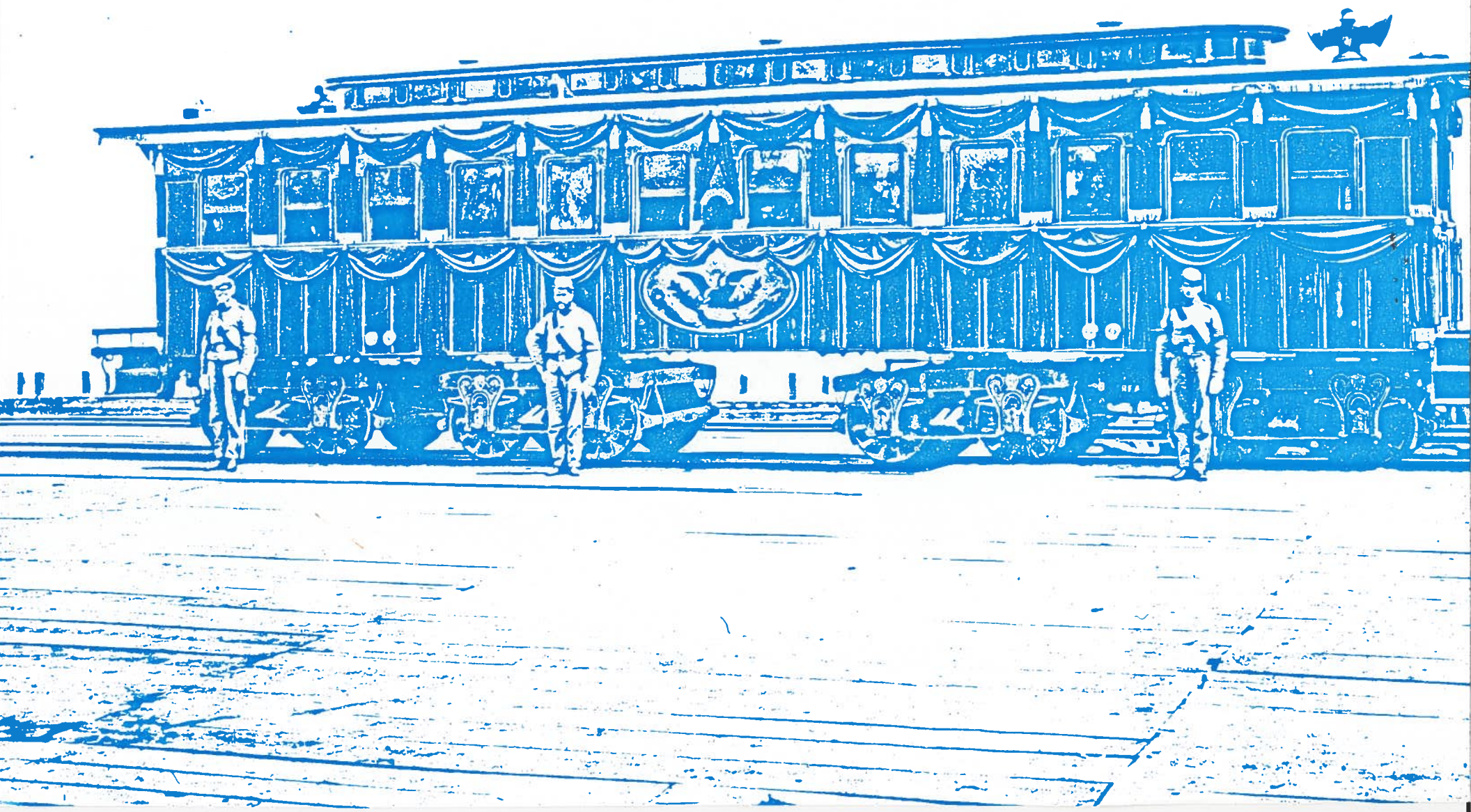
his home in Galena. At this time, too, many station platforms had to be changed to enable the car to pass. The "Pioneer" then became a subject for discussion among all the railroad men of the country, and not a few of them regarded it as a piece of monumental folly and extravagance. But the time had come for such cars. The vast extent of our territory and the rapid development of its resources called for such an extension of railroads as the world had not before known. Long journeys became necessary, and many of the rapidly increasing number of travelers were glad to ride nights when they could do so without discomfort and in restful sleep. At first a luxury, sleeping cars have become a necessity, and railroad journeys are no longer contemplated with dread, but rather with pleasure. The private car of to-day embodies all the many conveniences of the best sleeping cars, the "Pioneer," of which we give a picture, really being the basal structure from which such cars as the "Alexander" and the "Virginia" were evolved.

THE CAR "VIRGINIA."

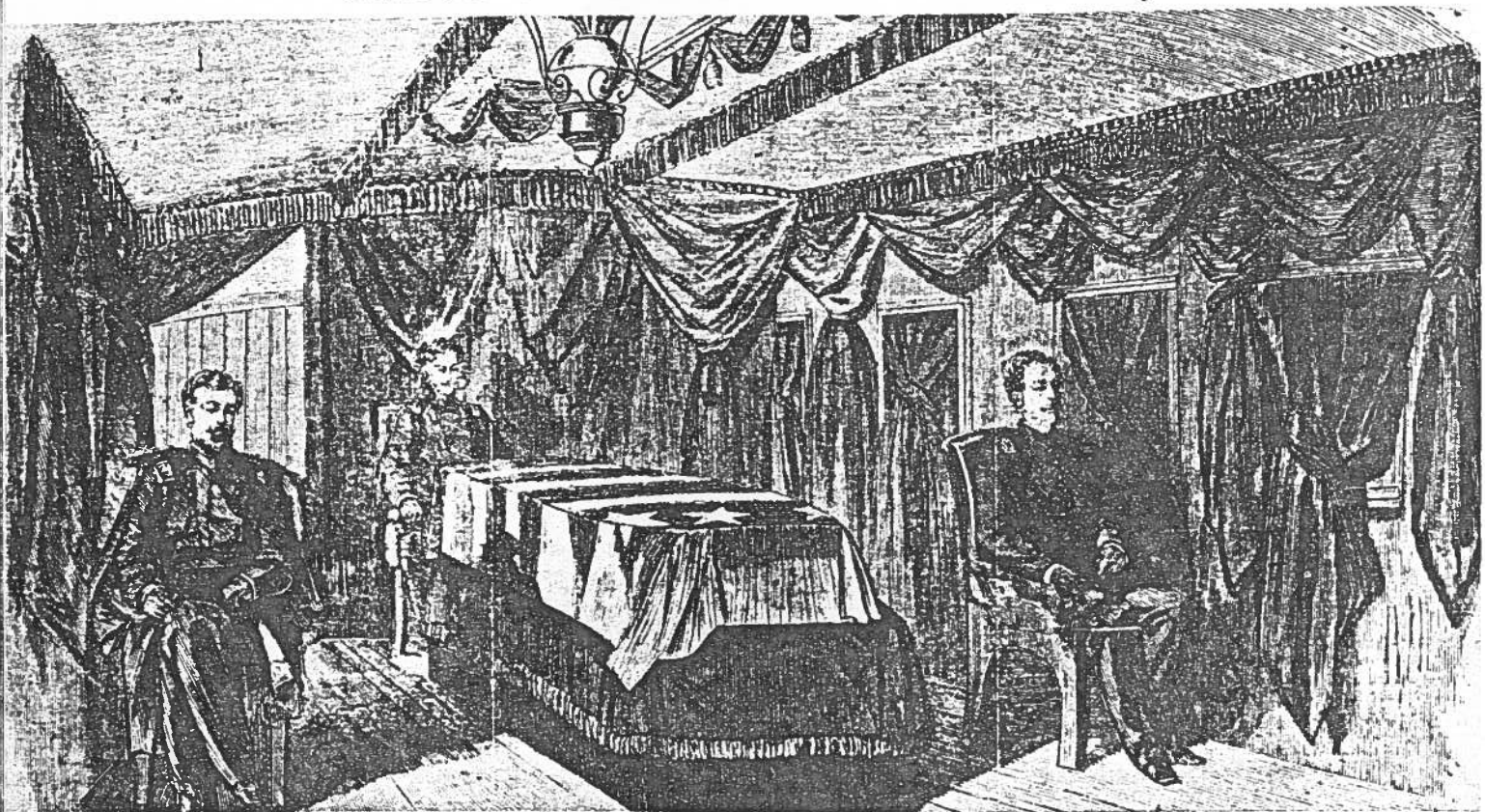
The private car "Virginia," built in 1893 for Mr. E. R. Bacon, of the Baltimore & Ohio Southwestern Railway, is not surpassed, if equaled, by any other car of this type. In addition to the art features embodied in it, it contains every convenience that human ingenuity could devise. Its entire inside finish and its furniture and upholstery are as rich and luxurious even as the most cultivated and exacting taste could ask for. The total length of the car over end sills is 67 feet, and it is 75 feet over all.

Steps are applied at both ends, though only on one side, at the kitchen end. Several scores of drawings and sketches, inclusive of detail drawings, relating to the mechanical and art features of this structure had to be made. The bottom of the car is slightly arched, and to construct it 4 x 8 inch sills were laid solidly side by side for the entire width, and over this massive floor very heavy canvas was stretched, serving admirably for deafening, and upon this canvas the upper board floor was laid. Underneath the sill timbers another floor was applied, making the bottom of the car 6 inches thick of solid timber. This car foundation is like that of the car "Alexander," described and illustrated in the April number of this journal. Such a car foundation could not be broken in any collision, no matter at what speed it might be moving.

The frame work of the body of the car is put together in the most substantial manner, the posts being 1½ inch thick by 4 inches in width, the side of the car below the belt rail being 4 inches thick; above the belt rail the framing is closely filled in with heavy blocking. The roof is held together by numerous iron girders and by wooden carlines, over which canvas roof covering is applied. In addition to the four heavy iron transoms to support the ends of the car there are four strong steel "T" beams in the center extending from side to side. The car is supplied with the standard Pullman No. 5 "A" six-wheeled trucks, with triple brakes, which have all the latest Westinghouse improvements. The wheels of the trucks are of the Allen paper type, and 38 inches in diameter. The outside of the car is sheathed with strips of the

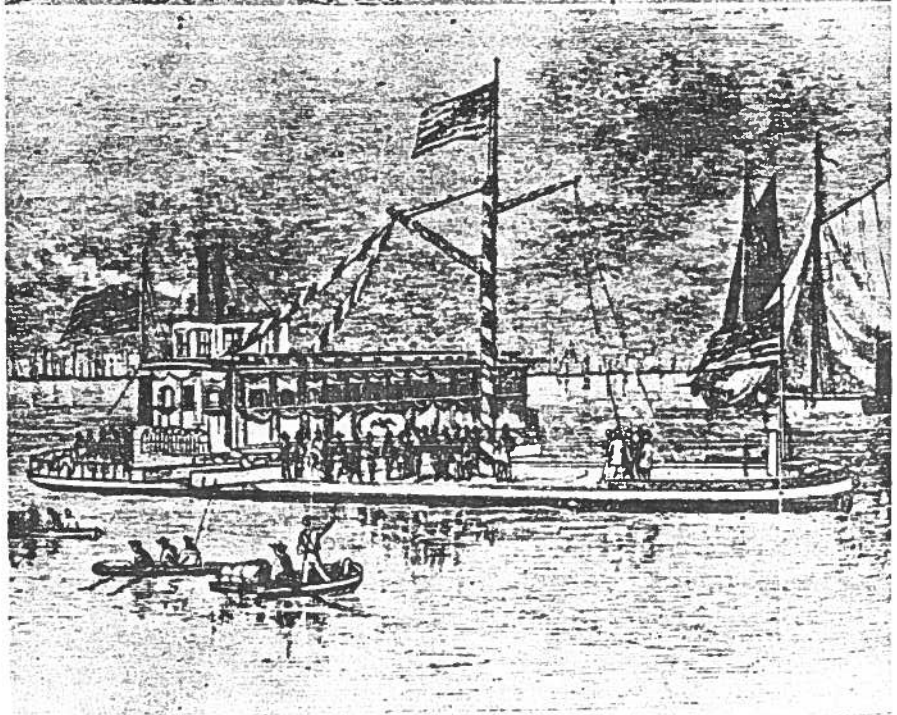
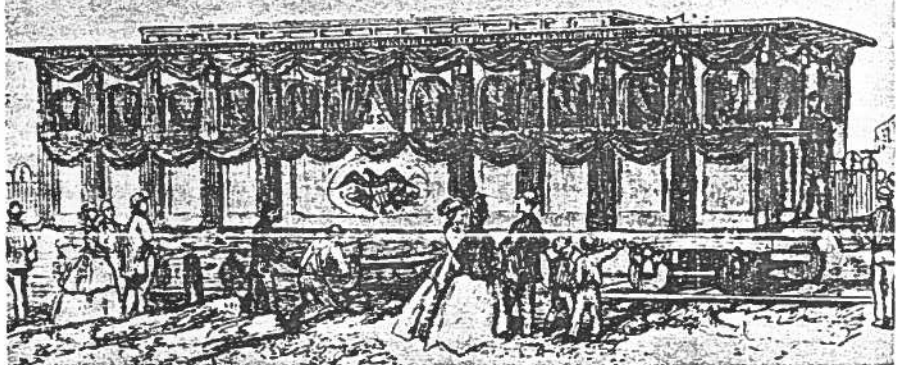


Lincoln's Funeral Train Was Seen by Millions



N. Y. PUBLIC LIBRARY

After the assassination Lincoln's body was carried to his native Springfield, Illinois, over a variety of railroads by way of Baltimore, Philadelphia, New York, Albany, Buffalo and Cleveland, passing beneath shrouded arches in mourning cities while bands played dirges and cannon thundered on country hilltops. Over the final stage on the Chicago & Alton Railroad Mrs. Lincoln's party rode behind the funeral coach in George Pullman's sleeping car *Pioneer*, thus giving the invention incalculable publicity. With the coffin (*above*) rode a guard of honor representing the three branches of the military service. The exterior of the car (*below*) through which thousands passed to pay their last respects was fringed in black draperies. In New York harbor (*bottom*) it was ferried to the Manhattan shore aboard a steam lighter while the usually noisy whistles of the harbor traffic were muted.

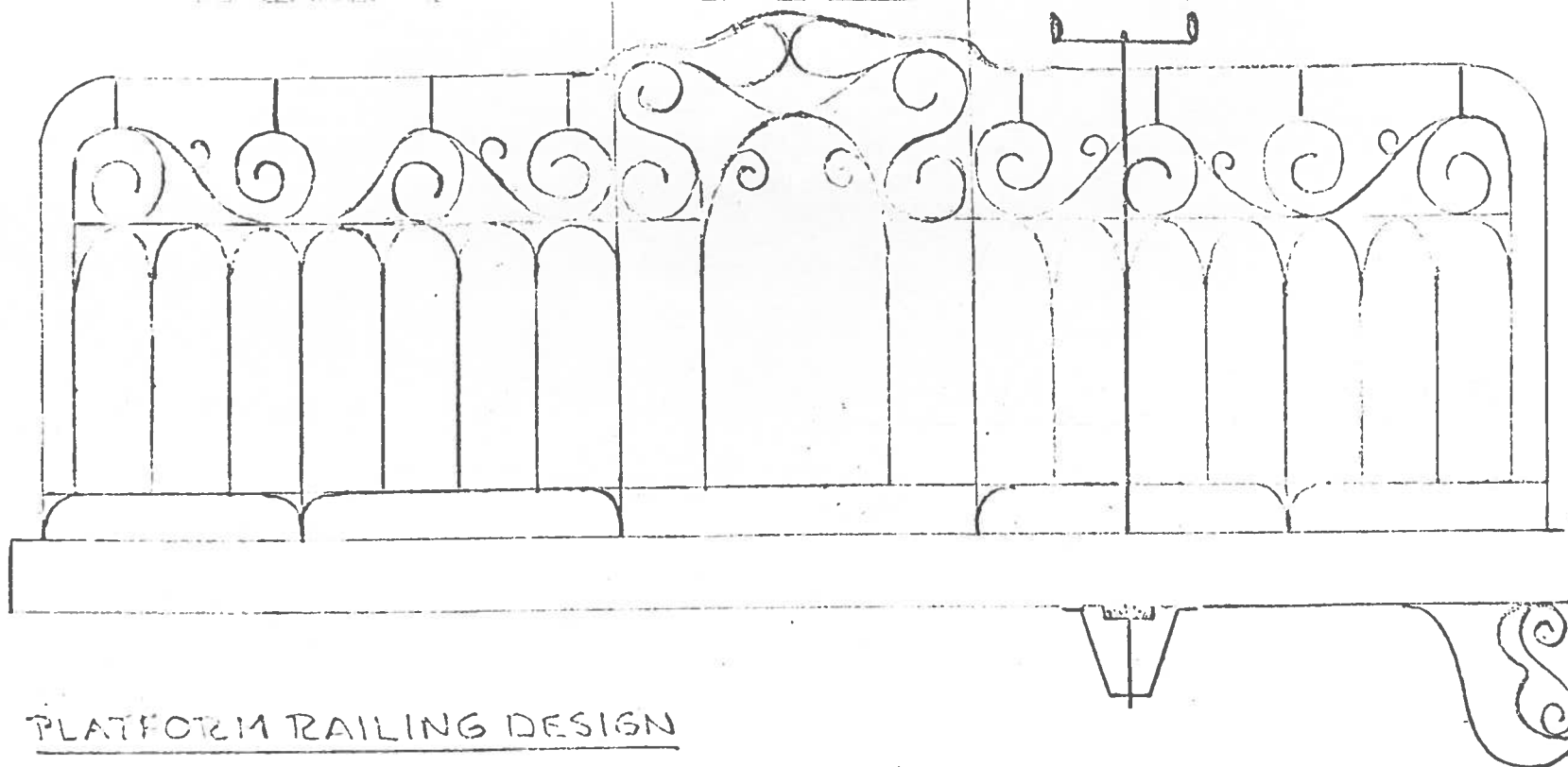
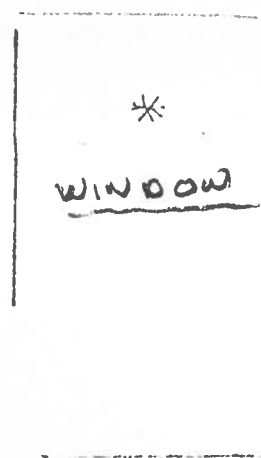
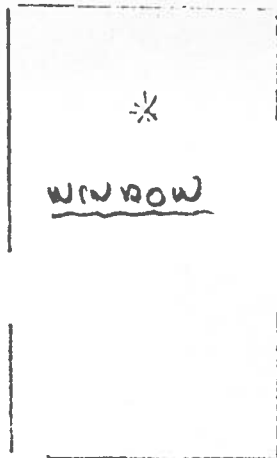
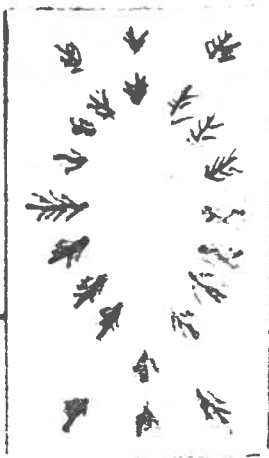


Leslie or Harpers?

Beebe's Hear the Train Blow

6/10
muller

* WHITE
OPAQUE
GLASS
GRAIN
WHEAT
PATTERN



PLATFORM RAILING DESIGN

ABRAHAM LINCOLN RAILROAD COACH

ALL BRASS ??

Based in photo.

Frank W. Cornell
4955 Creech Road
Lewiston, N.Y. 14092

1974

Private - Presidential

How to handle movement U.S. Pres. dilemma
early self conscious days of the republic etc

Lincoln's Car

Built shops U.S. M. R.R. Alex. Va

Many stories like anything associated Lincoln

Myth: armor plated

cost \$30,000

used many officials

(8)

(8) (7)

✓ Best data Recollect. men who worked on
Price, S.D. King & J.T. Barkley

✓ Idea War Dept. or ^{B.P.} Lamason (5) (10)
const. begins Nov 1863 (5)

✓ Never used - newspaper critic (9)

✓ Descript. interior (12) (5) ()

Completed May 1864 ?

(9)

" Jan 1865 photo

(13)

" Feb 1865

(5)

Assassination April 15, 1865

Funeral trip April 21 - May 3 ^{1700 miles}

(14)

Mrs Seward Funeral trip June 23 1865 ¹⁷⁰⁰

(19)

Sale April 25 1865 Adv before trip over

(15)

(over)

written July 1973

Sale

W.H. Lamon partner Lincoln bought 1865

(8)

Sold Director U.P. H.S. McCamb 1866

(8)

Sold Cincinnati 1866

Oct 1866

100 Weidman & Best trip T.C. Durant

(16)

Poor ride 16 wheel & broad tread

Service

1866 - 1869 Private car

(16)

1869

Emigrant car

(8)

1870 - 1874

Sold Colorado Central No 4

(9)

(8)

1879^c

C.C. acquired by U.P. car again U.P. property

1886

Marysville Branch U.P.
faded gentility

Broke car Section Hands

(8)

1892 - 1893

Talk of restoration

(6)

(17)

()

1897

Stored Amaha

(7)

1898

Expo

()

1903^c

Sold to Franklin B. Snow a showman

()

1904

St Louis Expo

()

1905

Sold to Thomas Lowry

(21)

1911, March 18

Fire

(21)

Relics

Sidney Dillon date?

(7)

1893

Union Pacific S.M.P.

(6)

(17)

Pullman acquired relics

(9)

Piece at U.P. Museum

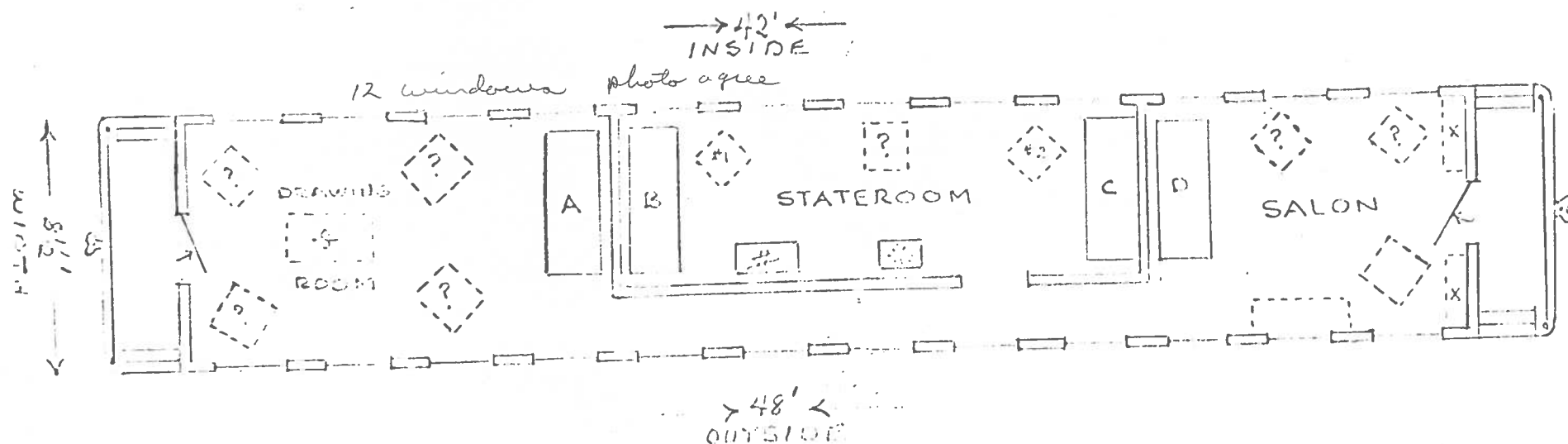
(11)

ABRAHAM
LINCOLN'S
RAILROAD
CAR ~
(theoretically)

FRANK W. CORNELL

Frank W. Cornell
4955 Creek Road
Lewiston, N.Y. 14092

1974



- A { COUCH... ILLINOIS STATE HISTORICAL MUSEUM
- B { COUCH... UNION PACIFIC RAILROAD MUSEUM
- C • COUCH... UNION PACIFIC RAILROAD MUSEUM
- D • COUCH... UNIVERSITY OF UTAH ???
- # • CHAIR... UNION PACIFIC RAILROAD MUSEUM
- ? • CHAIR... ILLINOIS STATE HISTORICAL MUSEUM
- ? • CHAIR... UNION PACIFIC RAILROAD MUSEUM
- X • ESCAPE... UNION PACIFIC RAILROAD MUSEUM

- X POSSIBLE CUPBOARDS & TABLE (BAR)
- ? POSSIBLE CHAIRS OR FOLDING CHAIRS
- # POSSIBLE CHAIR

Scale 1/4" = 1'

(FEBRUARY - 1865)

UW
Museum

KNOW FURNITURE

from
ABRAHAM LINCOLNE
RAILROAD CAR

Frank W. Cornell
4955 Creek Road
Lewiston, N.Y. 14092

1974

- | | |
|-------------------|----------------------------------|
| • TABLE | ILLINOIS STATE HISTORICAL MUSEUM |
| • COUCH (BED) | " " " " |
| • CHAIR (BARBER) | " " " " |
| • CHAIR (FOLDING) | " " " " |
| (PALLEERER) | " " " " |

- | | |
|-----------------------------------|-------------------------------|
| • COUCH (BED) | UNION PACIFIC RAILROAD MUSEUM |
| • COUCH Mahogany Veneer
Empire | " " " " |
| • DESK oak - Eastlake | " " " " |
| • SILVERWARE | " " " " |
| • BOOKCASE | " " " " |

- PICTURES (4) UNION PACIFIC RAILROAD MUSEUM

- PICTURES (2) LINCOLN NATIONAL LIFE

- PICTURES (2) JESSIE ART MUSEUM

- PICTURES (1) CHICAGO HISTORICAL MUSEUM

- MIRRORS UNION PACIFIC RAILROAD MUSEUM

* POSSIBLE ANOTHER PIECE IN MISSOURI HISTORICAL
MUSEUM

V.P.
Museum

M.H. Lamson (1823-1907)

MYRON H. LAMSON DEAD

(TOLEDO BLADE June 7, 1907)

Page No. 3

FATHER of MEMBERS of PROMINENT
DRY GOODS FIRM

LONG and ACTIVE LIFE
ASSISTED GOVERNMENT DURING
CIVIL WAR

After a long and active life, Myron H. Lamson father of the three members of the firm of Lamason Brothers of Toledo, died yesterday afternoon at 3:45 o'clock at his late home, 122 West Woodruff Avenue, aged eighty-four years. His was a life full of activity and usefulness that brought its reward in health and strength and only advanced age brought on the last illness.

He was born in Onondaga, N.Y. February 25, 1823 and spent his early life on a farm. He engaged in the trade of wagonmaker at Elbridge, N.Y., and during the second year of the Civil War was engaged by the government to go to Alexandria, Virginia to become foreman of the building department of the car works there. At the close of the war he returned to Elbridge and engaged in the manufacturing business and later went back to the farm. While foreman in the works at Alexandria Mr. Lamason superintended the building of the presidential car for President Lincoln, but the first use to which the car was put was to carry the remains of the martyred President from Washington to Springfield, Illinois.

NOT SO

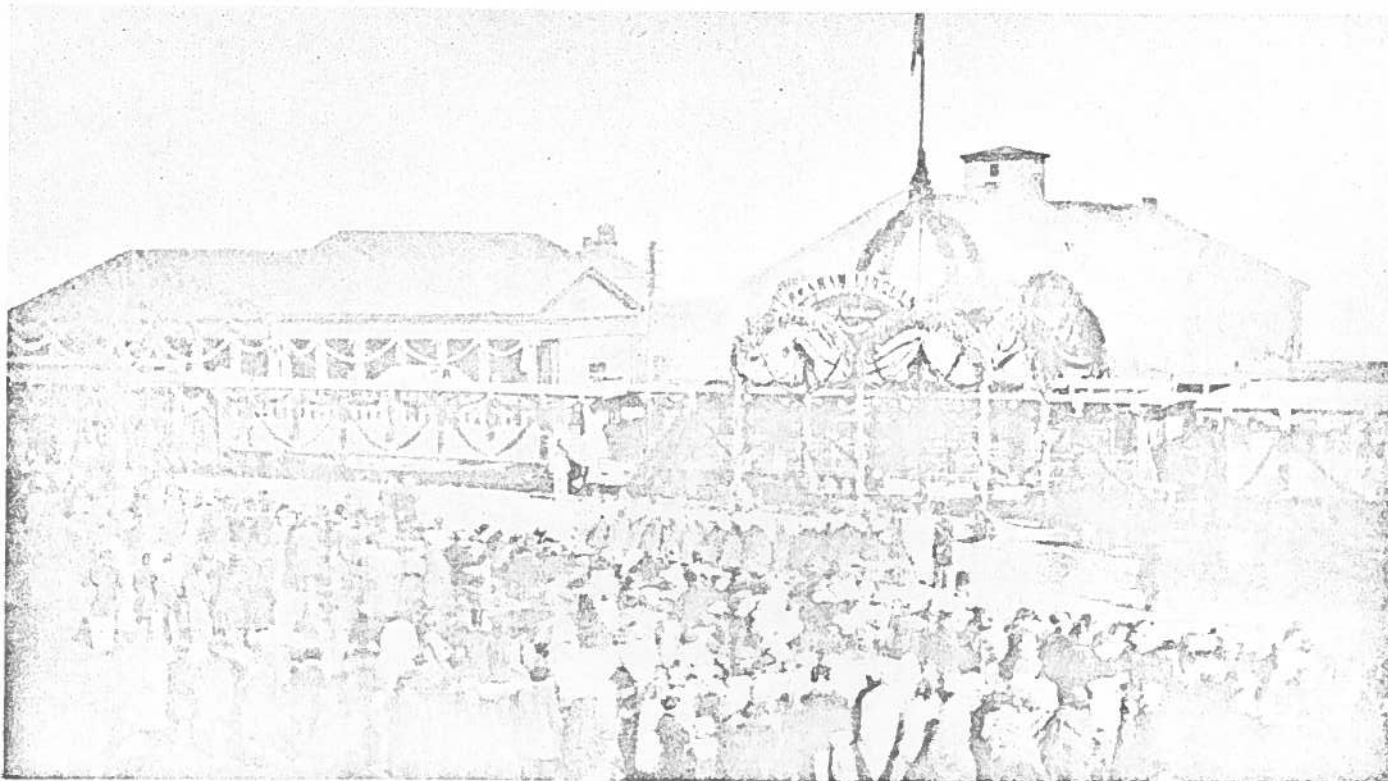
In 1848 Mr. Lamason was married to Miss Laura Rhoades. Nineteen years ago with their daughter, Miss Mary Lamason, they moved to Toledo, Ohio, where the three sons were engaged in the business that has made them so prominent in this city... The Lamason Brothers Company. Mrs. Lamason died May 1, 1892 and the daughter Mary and three sons Julius G., C.E.B. and J.D.R. Lamason survive him.

In his early life Mr. Lamason was a Whig in politics and later a Republican, and was president of the board in the Village of Elbridge.

Frank W. Cornell
4955 Creek Road
Lewis, N.Y. 14092

4955 Creek Road
Lewis, N.Y. 14092

Pullman News 1955



MICHIGAN CITY'S HASKELL & BARKER PLANT cont.

business made him valuable to storekeepers both there and in Dayton, his next stop.

Within a year of leaving Massachusetts, John Barker arrived in Michigan City. There was no railroad. There was no harbor; only Trail Creek, sluggishly pushing its muddied waters into Lake Michigan. The Carter & Barker general merchandise store probably became the most glamorous spot in the four year old settlement. New calico from the east intrigued the women, new

LINCOLN'S funeral train at the Michigan Central depot in Michigan City on May 1, 1865. (Lubke photo)

ing seasons.

So, when Dr. Mason C. Sherman, in 1855, elected to retire from his carbuilding partnership with Frederick Haskell, Michigan City's most interested citizen was ready to step in. He purchased a third interest and the firm became Haskell, Barker and Aldridge.

Another panic in 1857, the second in 20 years, again proved the courage and tenacity of the new carbuilding partner. Setting his objectives far beyond temporary goals, Barker solicited passenger car business from his railroad friends. He called



THE HASKELL & BARKER plant in 1884. The new ladder wagon and First National bank.

over his father's interest. The then was producing two freight cars required muscle and brawn no electricity to hoist and drive goats to pull and push. Horses from the stall where assembly a score of years no manufacturer power to ease the work.

Young John H. Barker and incorporated in 1871 with Haniel Peabody Rogers, the firm's years was named Secretary of said that Barker and Rogers spirits behind the shops for the as Haskell turned over more to the younger men. Finally, president retired and his title w Rogers became both Secretary he held until his death in 1884.

LINCOLN CAR

"Minneapolis Journal"

Sunday March 19, 1911

(Photo p. 13 shows car pretty well intact. Iron fence and what appears to be burned remains of wooden shelter.)

1. Car on display in Columbia Heights (near northeast city limits) at 37 Ave. NE and Quincy Street.
2. Fire started at 2:30 p.m. March 18, 1911, grass fire.
3. Shed burned and spread to car; too far gone to be repaired; visitors may take pieces of wreck for relics.
- *4. Car last used by government to carry body of Mrs. Seward to Auburn, N. Y. in June, 1865.
5. Plans were made to move the car to Mendota, Minn. to be shown with the old Sibley house as part of a state museum. Car was to be moved summer of 1911.
6. Fire started by small boys building a bonfire. Wind spread fire.

Minneapolis Sunday Tribune

March 19, 1911

Claim car was stored in a huge storage crate which was set on fire by sparks from grass fire.

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A Brief History OF THE "Lincoln Car"

This famous old car is justly considered the most sacred relic in the United States.

It was built by the U. S. Government in the Military Car Shops in historic old Alexandria, Va., in 1863-64, for the special use of Pres. Lincoln and his Cabinet. This was during one of the most critical periods in American history—the Civil War—when history was being made.

It was used by Mr. Lincoln and members of his Cabinet, and after the great crime in Ford's Theatre on the evening of April 14th, 1865—was used by the Government in conveying the remains of Mr. Lincoln from Washington to Springfield, Ill., for burial.

On April 18th, 1865, orders were issued by the War Department to the officers in charge of the Military Car Shops in Alexandria, Va., (just across the Potomac River from Washington) to prepare the "President's Car" to receive his remains for the sad journey across the Western Prairies. It

and eight coaches for the accommodation of the Government and State dignitaries, Army and Navy officers as well as the family, moved slowly from the depot on its long and circuitous journey to his old home. Several thousand soldiers were in line by the side of the railroad and presented arms as the train departed amid the tolling of bells and the uncovered heads of the immense assemblage.

Space alone prevents entering into a detailed description of this, the GREATEST FUNERAL THE WORLD HAS EVER KNOWN. From the time the train left Washington until it reached Springfield, 1,662 miles away it passed between almost two continuous lines of people whose grief and anguish can only be told by those who were there. Millions of yards of mourning were used in draping homes and business houses, business was entirely suspended and the people flocked to the railway stations and along the track to pay their last respects to the great dead—with uncovered heads they watched the funeral train slowly wind its way to the west. At the larger cities the body was placed in state in the capitols and city halls and from the time the castrat was opened, day time or all night, you could hear only the steady tramp, tramp of feet as the people filed by the coffin to take their farewell look.

delivered the famous "farewell address" to his friends as he left them to go to Washington.

The coffin was immediately transferred from the "President's Car" to the Capitol. Thousands of people from outside cities were there to receive the remains.

The place Lincoln held in Springfield and the surrounding country was now shown as never before. The men and women who came to look on his face were many of them the plain farmers of Sangamon and adjacent counties, and they wept as over the coffin of a father. Their grief at finding him so changed was inconsolable. In the days after leaving Washington the face changed greatly, and by the time Springfield was reached it was black and shrunken almost beyond recognition. To many the last look at their friend was so painful that the remembrance has never left them.

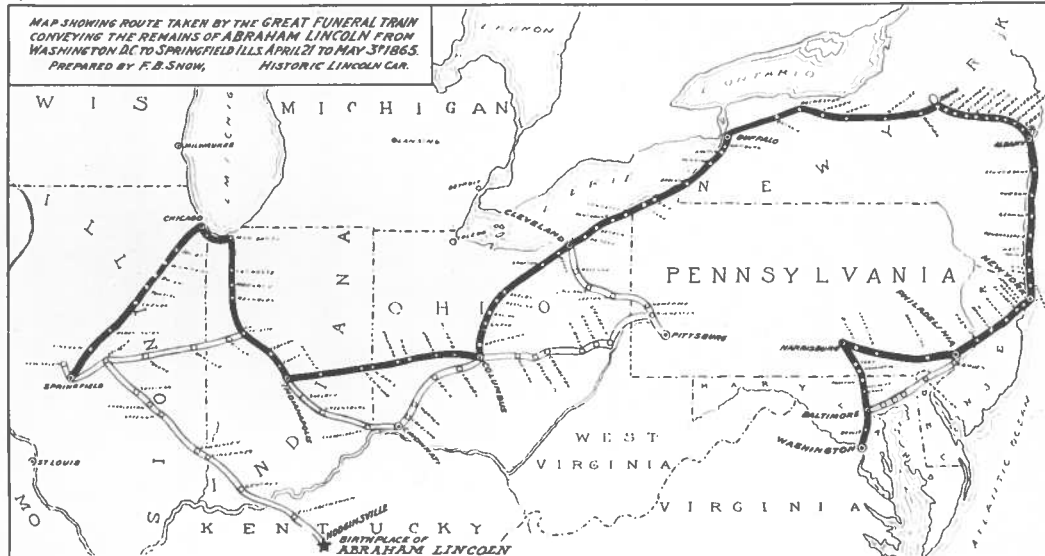
It was May 4, fifteen days after the funeral in Washington, that Abraham Lincoln's remains finally rested in Oak Ridge Cemetery, a shaded and beautiful spot two miles from Springfield.

Here at the foot of a wooded knoll, a vault had been prepared; and thither, attended by a great concourse of military and civic dignitaries, by governors of states, members of congress, officers of the Army and Navy, friends of his youth and maturer

Government ordered sold in Cincinnati, at Auction, all of its railroad material including the "President's Car." Several railroads were desirous of obtaining it and after considerable spirited bidding was purchased by T. C. Durant, then building the Union Pacific R. R. It was used as the official car of that road for a number of years, until its standard of luxury had become antiquated with the improvements of modern travel rapidly succeeding each other. It was then transferred to the regular passenger service on the Mountain division in Colorado, and later when its days of usefulness were over was brought back to Omaha, sidetracked in the shop yards to practically rot away. In 1898 the Union Pacific Railway Co. placed it on exhibition in the Transportation Building at the Omaha Exposition, here it was visited by over 1,250,000 people and the famous old car was damaged a great deal by vandals.

This same year a correspondence was opened with the Railway Company by Franklyn B. Snow, with a view of purchasing it, but the company declined to sell at that time. Other attempts were made from year to year and finally in the fall of 1903, it became the property of Mr. Snow the purchase price being a snug little fortune in itself.

A proposition was made by Mr. Snow to the Louisiana Purchase Ex-



The star shows where Mr. Lincoln was born, Feb. 12th, 1809. The light parallel lines running to Springfield shows the route taken in drilling to that city. Those running East and merging into the heavy black line in places shows his famous insurrection trip to Washington in Feb. 1, 1861. The heavy black line shows route of the Funeral Train, a distance of 1,662 miles.

was then draped with broadcloth and silver fringe, and a catafalque placed in the reception room for the coffin to rest upon. On the early morning of April 21st it was moved across the Potomac River to the railway station in Washington and attached to the rear of the funeral train already in waiting.

At six o'clock on that same morning there gathered in the rotunda of the National Capitol the members of the Cabinet, Lieutenant Gen. Grant and his staff, many Senators, Army and Navy officers, and other dignitaries. After the services and a prayer by Dr. Gurley, the party followed the coffin to the railway station, where the funeral train which was to convey the remains of Abraham Lincoln from Washington to Springfield now stood.

A great company of people had gathered for the last scene of the tragedy and they waited in absolute silence and with uncovered heads while the coffin was placed in the car which the Government had built for him less than two years before. AT ITS FOOT WAS PLACED A SMALLER COFFIN, that of Willie Lincoln, the President's beloved son, who had died in February, 1862. At Mrs. Lincoln's request father and son were to make together this last earthly journey.

At eight o'clock the Funeral Cortege of Abraham Lincoln, consisting of the "President's" or Funeral Car

Dignified Governors of state, grave Senators and scar worn army officers who had passed through scenes of blood and carnage, unmoved, lost their self-control and wept like children. Along the railways, babes in arms were held high above others heads that they might see the car that contained his sacred remains and live to tell of it to their children.

The line of the journey begun on this Friday morning was practically the same that Mr. Lincoln had followed four years before when he came to Washington for his first inauguration. It led through Baltimore, Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis and Chicago to Springfield. The entire program of the journey including the hours when the train would pass certain towns where it could not stop, had been published long enough before hand to enable the people along the way to arrange if they wished to pay a tribute to the dead President. The result was a demonstration which in sincerity and unanimity had NEVER BEEN EQUALED IN THE WORLD'S HISTORY.

The journey was begun at 8 o'clock on the morning of April 21st, 1865, and it was 9 o'clock on the morning of May 3rd, when the Funeral Train reached the Chicago and Alton Depot in Springfield where just four years and two months before he had

years, was Lincoln carried and laid by his side his little son. Then, as the beautiful day drew toward evening, the intermingled throngs of great multitudes slowly returned to their duties.

It was estimated by papers published at the time that over 1,500,000 people had viewed the remains from the time of leaving Washington until the interment. AN EVENT WHICH HAS NO PARALLEL IN THE HISTORY OF THE WORLD.

The Funeral Train then returned to Washington and the "President's Car" was returned to the Military Car Shops in Alexandria. It always had been the center of a great deal of interest owing to government ownership and the fact that it was at that time the finest car in the world, but now that it had carried Mr. Lincoln's remains made it doubly so and the people flocked to see it whenever they could. In June of the same year, it was used to convey the remains of Mrs. W. H. Seward (the wife of Pres. Lincoln's Secretary of State) to their home in Auburn, N. Y., she having died June 21st, in Washington, Mr. Seward accompanied the remains to their home, and his face and neck were still in bandages and the iron mask made necessary by an attempted assassination on the same night that Mr. Lincoln was shot in Ford's Theatre.

In 1866 when the war was over the Government closed this route for the Funeral Train, and as now, it is THE ONLY WAY.

position Co., to exhibit the car at the World's Fair 1904, and as a result free space was granted and a beautiful building (The Lincoln Museum) costing \$18,000, was erected for its exhibition, just north of the Illinois State building and near the Great Ferris Wheel. It became at once the HISTORIC FEATURE OF THE WORLD'S GREATEST EXPOSITION, and thousands and thousands of people flocked to see it. Great Statesmen and Journalists, Railroad Magnates, young and old alike but always with uncovered heads. Many wept tears of grief, many knelt in prayer as the memory of THE GRANDEST, THE MOST NOBLE MAN the world has ever known, came back to them. The very surroundings, his old bed sofa, seven feet long, the chairs and every piece of material in the construction of the old car—as you pass through it seems to repeat: "WITH MALICE TOWARD NONE, WITH CHARITY FOR ALL."

It is a duty you owe yourself and your children to visit the car, hear the descriptive lecture and walk through it, for it may be your last opportunity.

Note—For a complete history in detail of the Great Lincoln funeral, I especially recommend, "The Life of Lincoln" by Ida M. Tarbell, 4 volumes, or John Carroll Powers' "Life of Lincoln", 1 volume.

FRANKLYN B. SNOW.

The Old Engine which pulled the great Funeral Cortege of Abraham Lincoln from Chicago to Springfield is still owned by the

CHICAGO AND ALTON R. R.

THE ONLY WAY.

5226 Lucas Ave
A Louis (Mo)



Lincoln Lore

Bulletin of The Lincoln National Life Foundation . . . Dr. R. Gerald McMurtry, Editor
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FORT WAYNE, INDIANA

May, 1957

THE LINCOLN FUNERAL CAR

The railway car, which carried President Lincoln's remains from Washington, D. C., to Springfield, Illinois, in the spring of 1865, was considered a triumph of the car builder's art. On the one thousand six hundred and sixty-two mile funeral route, over a million people saw and admired this beautiful railway coach. However, it had not been designed originally as a funeral car, but as a private presidential car for the Chief Executive.

The idea of building a private car for the use of President Lincoln and his cabinet was first conceived by the War Department, and it was built under the supervision of Colonel D. C. McCallum, Superintendent of Military Railroads, at the United States Military Car Shops at Alexandria, Virginia. Because President Lincoln did considerable traveling, it was thought that a special railway car for his own personal use would be fitting for his position, as well as efficient for the conduct of the affairs of his office.

The car as originally constructed was forty-two feet long and eight and one-half feet wide. It had a raised roof like modern coaches with circular ends. It was divided into three compartments. A door in the vestibule of the coach opened into a narrow passageway which extended the entire length of the car along one side. From this passageway, doors opened into each of the three private rooms.

A room in the rear end of the car, the stateroom, was considerably larger than the others, and it was furnished with a large sofa and reclining chairs. The small rooms were also provided with sofas and chairs, although somewhat inferior to those in the larger room.

The large compartment was to be used as the President's office and study, where he could entertain guests and transact business with officials of the government and officers of the armed services.

The seven and one-half foot sofa was a combination affair and was made of unusual length to accommodate the elongated form of the President. Used as a sofa or lounge during the day, it could be adjusted at night into a double bed of two berths, upper and lower, like berths in a sleeping car. This especially constructed sofa, ac-

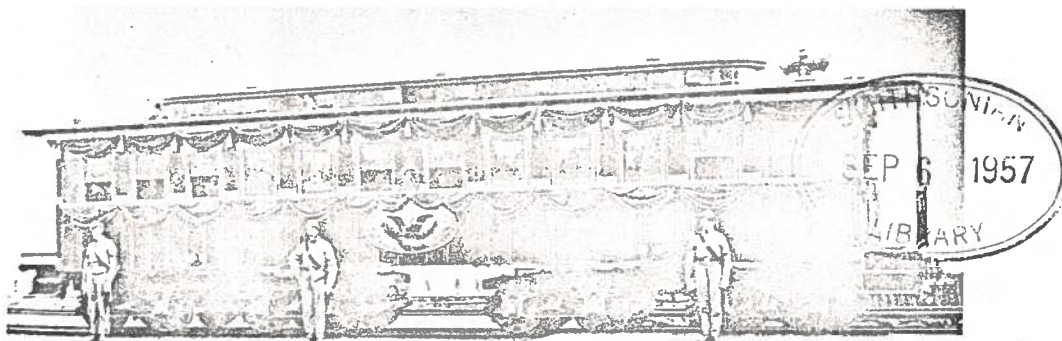
cording to George M. Pullman, was the forerunner of the berths used in Pullman sleeping cars today.

The walls of each of the compartments were padded with rich, corded crimson silk upholstery, reaching halfway to the ceiling. The upper deck, between the transoms, contained panels on which were painted coats of arms of the several states then forming the Union. The woodwork above the doors and windows on the interior was painted zinc white with decorations in gold and the national colors. Below the windows, the woodwork was of natural wood, oak and walnut. The curtains were of light-green silk.

On the outside, occupying a space five feet by two feet, were two oval shaped panels or medallions, of metal, on which was painted the coat of arms of the United States. Above the oval panels, between the windows, in small gold letters were the words "United States." The car's exterior was likely first painted a rich maroon color highlighted with decorations of gold leaf. However, when it was reconditioned as Lincoln's funeral coach, it was probably painted a dark olive color. The axles of the under trucks were covered with large protectors resembling, rather grotesquely, the shape of the American eagle.

The car was said to be ironclad, the armor plate being set in between the inner and outer walls, rendering it bullet-proof. This precaution, however, appears to have been of little consequence unless the window glass was also bullet-proof. Some of the men assisting in the construction of the coach in their reminiscences stated that "no armor was used in its construction." Nevertheless, the car was of such great weight that its builders thought it necessary to mount it on four, four-wheeled trucks. Because of its extreme weight and the manner in which it was mounted, "it rode . . . poorly."

The trucks were equipped with broad tread wheels to enable the car to run over nearly all gauge railroads in the United States. The large observation platform and the system of heating was new to the cars of that period and it marked a distinct advance in railway construction.



THE FUNERAL CAR

Photo taken at Chicago on the Lake Front, near Park Row, May 1, 1865, while on the way to Springfield with Mr. Lincoln's remains.

44 21

James T. Barkley of San Diego, California, in his reminiscences published in the *New York Times*, December 13, 1930, wrote: "In December, 1863, I was detailed on recommendation of General McCallum, by General Thomas Holt, to build a new car for the president." Barkley stated that the rear of the car was to be Lincoln's quarters and the front room a washroom.

Some of the men assigned to the construction of the car were W. H. Price, the foreman of the car shops, Lawrence O'Day, Nate Irwin, Myron H. Lamson, and Dennis O'Day. James T. Barkley and James Allen were the carpenters and Sergeant Robert Pierce was the artist and painter. Robert Cunningham worked on the trucks. According to Barkley, the car was completed the third week in May, 1864.

After making one trial trip over the Orange and Alexandria Railroad to Warrenton Junction, the car stood unused in the shops where it was constructed, although it was pronounced a perfect success.

It was erroneously reported years later that President Lincoln, Secretary of State Seward, Gen. McCallum, Myron H. Lamson, Lawrence O'Day and James T. Barkley made the trial run to Warrenton Junction.

Evidently Lincoln preferred not to travel in an armored car of luxurious appointments. Certain newspapers of New York took up the matter of the "presidential car" and were ready to chide Lincoln for such pretentiousness. How much this newspaper publicity influenced him, it is impossible to say, but he steadfastly refused to accept the car or to ride in it during his lifetime, even though he was notified that the car was in readiness for his use and preparations were underway to have it transferred to the nation's capital.

With the assassination and death of Lincoln, and the family's decision that the remains were to be taken to Springfield, Illinois, orders were issued by the War Department on April 18, 1865 to the officers in charge of the Military Car Shops in Alexandria, Virginia, to provide a suitable funeral car.

Myron H. Lamson, a member of the Washington City Home Guards and an enlisted mechanic in the service of the Baltimore and Ohio Railway Company, had a solution to the problem of the selection of a suitable funeral car. Having served as assistant foreman during the construction of the "presidential coach" and being familiar with the details of the car's interior, Lamson secured permission to make a few minor alterations which would make the car suitable for this imperative need. As Lamson was employed in the Baltimore and Ohio car yards in Washington, he was in a position to assume authority.

Using the center of the stateroom which was now heavily draped in black with heavy cords and tassels

for the location of a hastily constructed catafalque, it was deemed possible to remove the remains with little difficulty, when special memorial services were held in the different cities along the route. At the same time, it would be easy to securely mount the coffin on the stationary catafalque while the train was in motion. The catafalque was shaped like a pyramid with a railing surrounding it, and it was possible for people to view the remains in the car. At the foot of Lincoln's casket was placed a smaller coffin, that of Willie Lincoln, the son who died in the White House in 1862. At Mrs. Lincoln's request, the dead father and son were to be interred in a vault in Springfield. Mrs. Lincoln was too ill to make the funeral journey.

With the necessary interior construction completed, and with the exterior suitably draped with broadcloth and silver fringe, the car was moved across the Potomac River in the early morning of April 21, to the railway station in Washington and attached to the rear of the funeral train already in waiting. Later, the funeral car was placed as the second coach from the rear, the family and officials using the rear coach.

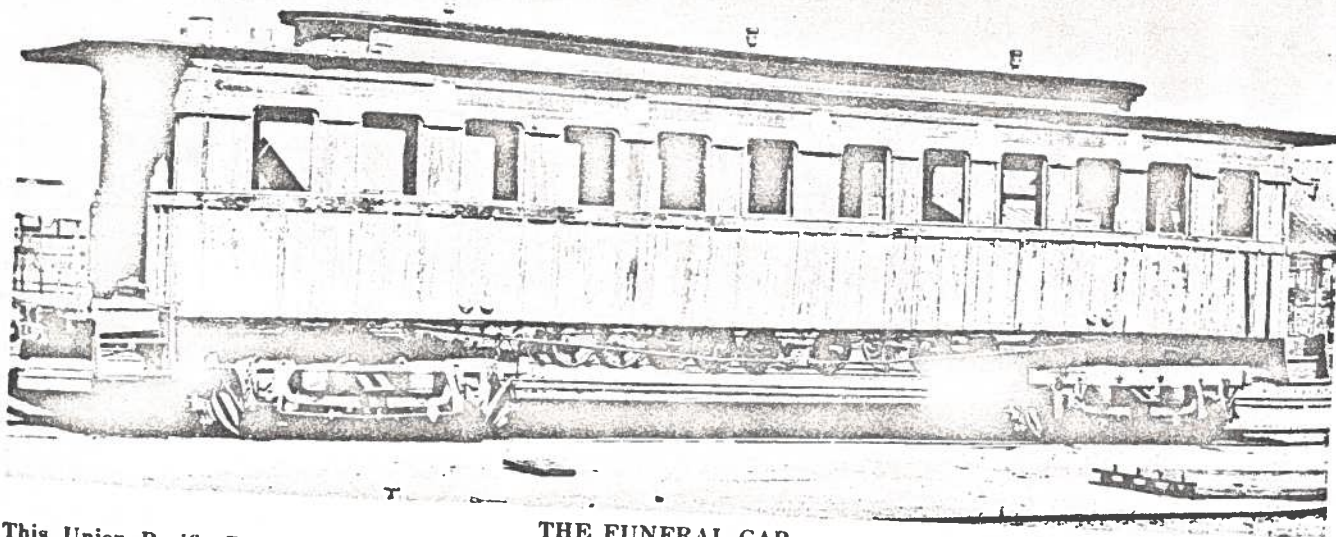
The same day, the train consisting of the funeral coach, baggage car and about four or five other passenger cars, headed by an engine and tender, all heavily draped in black, pulled out of Washington. The train traveled by way of Baltimore, Harrisburg, Philadelphia, Jersey City, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis and Chicago, arriving on May 3, at Springfield. At Springfield the car was switched to the Chicago and Alton yards where it remained for some time. Later on, the car was returned to the Military Car Shops in Alexandria.

In June of the same year the car was used to convey to Albany, New York, the remains of Mrs. William H. Seward, the wife of the Secretary of State, who died on the 21st of the month, in the capital city.

With the close of the Civil War the government put a great amount of its railroad material in the hands of an auction firm in Cincinnati, Ohio, and a part of the rolling stock was the Lincoln funeral car. Sidney Dillon, who was then president of the Union Pacific, was directly responsible for its purchase, although the actual purchase was made after spirited bidding by T. C. Durant, first vice-president of the U. P. Possibly Dillon appreciated the historical significance of the car, but one of the reasons they wanted this armored coach was to convert it into a pay car to avert the danger of outlaw attacks. Oddly enough, many bullet holes were found in the woodwork of the coach, years later.

Once in Omaha, Nebraska, the funeral car was a great curiosity, not only because it was Lincoln's funeral

(Continued on page 4)



This Union Pacific Railroad photograph of the dilapidated funeral car was made after its conversion into a passenger coach with two, four-wheeled trucks, instead of four.

THE FUNERAL CAR

THE FUNERAL CAR (Continued from page 2)

coach, but because it was considered the finest railway car ever constructed. Many thousands of people visited the car shops to see it. After the car ceased to be a curiosity, it apparently received, during the next three decades, very rough treatment.

In 1892 a company of men from New York sent an agent to Omaha with a proposal to purchase the car so as to exhibit it at the World's Fair. Satisfactory terms could not be agreed upon and the project was abandoned. The agent, in the beginning of the negotiations, desired to have proof of the authenticity of the car and while no sale was effected, Mr. I. H. Congdon, for many years master mechanic of the Union Pacific Railroad, in a lengthy letter to E. L. Lomax, general passenger agent of the road, recorded a detailed history of the car:

"The famous car was brought to Omaha in 1866, and was purchased for the Union Pacific by T. C. Durant. Sidney Dillon manifested great interest in the car in the early days of the road. I was in charge of the locomotive department of the Great Western Railroad of Illinois, at Springfield, during the war, and was there at the time president Lincoln's remains were brought there. The car had been used as the funeral car, and stood in the railroad yards during the time that Lincoln's body lay in state in the capitol building, and we had an opportunity of examining it closely. I remember identifying it as the same car when it came here in 1866. When first brought to Omaha it was used as a private car by the directors, but on account of its extreme weight and the manner in which it was mounted, it rode so poorly that they soon abandoned it. I have been over the road with Mr. Dillon in the Lincoln car, and heard him speak of it as being the one that the president used during the war, and in which his remains were brought to Springfield. Mr. S. H. Clark, now president of the Union Pacific, stated to me a good many years ago that Mr. Dillon desired some of the furniture of the car taken out and sent to New York and I saw that this request was carried out.

"The car was built as nearly as possible to suit Mr. Lincoln's idea and was so peculiar in construction as to give it individual characteristics."

A great many of the original furnishings of the car are today preserved in the Union Pacific Historical Museum, including the silver service, walnut bookcase, desk, and couch. One early account of the funeral car states that George M. Pullman secured some of the landscape paintings on wooden panels which were between the car windows. Pullman is said to have kept some of the best of the panels and presented others to his friends.

When the Union Pacific officials used the funeral car as their private coach, a special building was constructed at Omaha to house it while not in service. Finally, it was sidetracked and used by the Union Pacific division superintendents to live in, and in 1870, it was sold to the Colorado Central Railroad Company at the time of the construction of that road to Golden, Colorado. The funeral coach was then converted into an ordinary day coach for passenger service between Denver and Golden. Its reconditioning for passenger service likely consisted of stripping out its fine interior and mounting it on two, instead of four, four-wheeled trucks. In 1878, the Colorado Central Railroad was absorbed by the Union Pacific and the car came back under the management of that road.

Eventually, this "palace on wheels" was sent out on the mountain division of the Union Pacific, and was used as a dining-car for a construction gang.

An observer in 1893 saw the funeral car on a sidetrack under the Eleventh Street viaduct in Omaha. It had just arrived from North Platte where it had been for years. Painted along the top of the car were the words, "Colorado Central Railroad," while beneath the window there was painted, "work train." It was so worn with age and abuse in 1893 as to be almost beyond recognition as once the world's finest "parlor car."

The purpose in bringing the car to Omaha was to give it a thorough overhauling and to put it in the same condition as it was in 1865. Then it was to be taken

to Chicago for exhibition at the World's Fair. Needless to state, the reconditioning of the car was not extensive.

The car was exhibited at Chicago in 1893, at the Trans-Mississippi Exhibition at Omaha in 1898, and at the St. Louis World's Fair in 1904. In 1898 the Railway Company placed the car on exhibition in the Transportation Building at the Omaha Exhibition. It was said to have been seen by 1,250,000 people and the famous relic was damaged considerably at this time by vandals. However, for many months it stood on the tracks near the railroad shops as cast-off rolling stock.

In 1900, the negroes of Omaha proposed to have the city council appropriate money to secure the car and have it restored as nearly as possible to its original condition. Further plans were to have it housed permanently in a special building. This movement was headed by Dr. M. O. Rickets, a negro physician. Mayor Moores, a Civil War veteran, looked upon the idea with favor, but these plans did not materialize.

In 1903, the funeral car was purchased from the Union Pacific Railroad Company by Franklin B. Snow. Snow exhibited the car in the Lincoln Museum at the St. Louis World's Fair in 1904. The \$15,000 museum building was erected just north of the Illinois State Building and near the great ferris wheel.

The *St. Louis Republic*, of May 1, 1904, made the following comments about the historic car: "Of all the interesting exhibits at the World's Fair, there is none that has created more general attention or is viewed with a greater affection and reverence than the old 'Lincoln Car' since its arrival and installation in the Lincoln museum, World's Fair grounds. None of the visitors at the museum who have had the privilege of seeing this sacred relic go away without gazing at the old coach for some time with evident affectionate interest, and very few look at it save with uncovered heads.

"Although the car now is in a dilapidated condition, plainly showing that it has been abandoned to the cold storms of winter and the sun's hot rays of summer for too many years, it is still the car that was used to bear the remains of President Lincoln from Washington, D. C. to Springfield, Ill. for interment. Time has made sad changes within and without. From a beautifully decorated exterior, its sides are cracked and weather-beaten. Inside the several compartments, fine furnishings have been removed and the elegant crimson colored silk with which the entire insides were tufted and upholstered has been removed by the hands of vandals. Yet for all of this it is the old private car of President Lincoln—the only coach ever built by the United States Government for the use of a president and cabinet. The visitors who see it recognize in it a national treasure of incomparable value and rich association."

On October 5, 1905, an unidentified newspaper carried a story to the effect that Lincoln's private car was standing on a sidetrack in the Chicago and Alton Railway Yards at Joliet, Illinois. The statement was also made that the custodian of the car had offered to give it to the Lincoln Park Commission of Chicago. However, Snow exhibited the car in various cities after the World's Fair was closed. In an advertising folder he suggested that "upon the moment of the arrival of this sacred relic in the city fourteen salutes from cannon will boom forth a welcome—one for each letter forming the name ABRAHAM LINCOLN, and one following each hour throughout the entire day."

In the fall of 1905, Snow sold the car to the Hon. Thomas Lowry, who presented it to the city of Minneapolis, Minnesota. The car arrived in Minneapolis in late October, 1905 and was placed on exhibition in a railroad yard. On March 18, 1911, the grass in this area caught fire and the car was reduced to a twisted mass of iron and charred wood.

A model of the Lincoln car is now on display at the Union Pacific Historical Museum. It was constructed by the employees at the Omaha shops. Aside from pictures and photographs of the historic car, the model at the Museum is the only tangible record left of a fabulous project in railway history.

UP
Museum

PULLMAN BUILDING.
CHICAGO.

G. M. O. FILE
No. 5479

UNION PACIFIC R. R. CO.
OFFICE OF
GENERAL MANAGER
FEB 27 1905
OMAHA, NEB.

February twenty-third, 1905.

My dear Mr. Mahler:

Replying to your letter of February twentieth:

I have never been able to make up my mind about "The Lincoln Car" to which you refer. Of course, in later years, I have heard of the car, accompanied by statements of its record, as you mention them in your letter, but I have no personal knowledge or papers from which I can give you any information about it.

I may say that I doubt whether the United States Government ever built such a car for my father's use. In the first place, the Government was very hard up for money, and he had but little use for such a car. I think I am correct in saying that during his Presidency, he made exactly three railway journeys from Washington;- one early in the War to West Point, long before any such car could have been thought of; later, a visit to Philadelphia, where a Sanitary Fair was being held; and, about the same time, to Baltimore on a similar occasion. His journeys from Washington to the Army were always made by a steamer, leaving the Navy Yard at Washington and taking him down the Potomac to some landing, whence he could reach the headquarters of the Army. Such trips as this he made on several occasions.

I was not myself on my father's funeral train. I saw the train as it left Washington, but have no memory of its makeup. I attended

This statement is obviously incorrect - he omits mention of Lincoln's trip. By Balt. & Ohio train, to Gettysburg in Nov-63.

-2-

the funeral at Springfield two weeks later, having travelled there directly from Washington, so that I know nothing as to what car was used specially on that train.

It occurs to me that if such a car was built by the Government, it would have been built under the Quartermaster's Department, and the records of the War Department are so perfectly indexed that upon request to the Secretary of War, it could be quickly ascertained whether there is any record as to such a car. Perhaps, also, Mr. Samuel Spencer, through his long and intimate relations with the Baltimore & Ohio Railroad, would know whether it is possible to learn anything of such a car. I should fancy if there is any foundation for the traditions as to this car, it was a car built by the Baltimore & Ohio Railroad Company, for, as you know, that was the only railroad reaching Washington during the War, and its Car Shops at Baltimore would naturally be the place for the building of such a car.

I am sorry that I cannot give you some information about it, but it is impossible. I have myself often wondered what was the early history of this car, doubting the history as it is commonly given.

Very sincerely yours,

Robert M. Spencer

A. L. Mohler, Esq.,
General Manager, Union Pacific Railroad Company,
French Lick Springs, Indiana.

A BRIEF HISTORY OF THE "LINCOLN CAR"

This famous old car is justly considered the most sacred relic in the United States. It was built by the U. S. Government in the Military Car Shops in historic old Alexandria, Va., in 1863-64, for the special use of Pres. Lincoln and his Cabinet. This was during one of the most critical periods in American history—the Civil War—when history was being made. It was used by Mr. Lincoln and members of his Cabinet, and after the great crime in Ford's Theatre on the evening of April 14th, 1865—was used by the Government in conveying the remains of Mr. Lincoln from Washington to Springfield, Ill., for burial.

On April 18th, 1865, orders were issued by the War Department to prepare the "President's Car" to receive his remains for the sad journey across the Western Prairies. On the early morning of April 21st it was moved across the Potomac River to Washington and attached to the funeral train already in waiting. At six o'clock on that same morning there gathered in the rotunda of the National Capitol the members of the Cabinet, Lieutenant Gen. Grant and his staff, many Senators, Army and Navy officers, and other dignitaries. After the services, the party followed the coffin to the railway station.

A great company of people had gathered for the last scene of the tragedy and they waited with uncovered heads while the coffin was placed in the car which the Government had built for him less than two years before. At its foot was placed a smaller coffin, that of Willie Lincoln, the President's beloved son, who had died in February, 1862. At Mrs. Lincoln's request father and son were to make together this last earthly journey.

At eight o'clock the funeral cortege of Abraham Lincoln, consisting of the "President's" or Funeral Car and eight coaches for the accommodation of the Government and State dignitaries, Army and Navy officers as well as the family, moved slowly from the depot on its long and circuitous journey to his old home. Several thousand soldiers were in line by the side of the railroad and presented arms as the train departed amid the tolling of bells and the uncovered heads of the immense assemblage.

Space alone prevents entering into a detailed description of this, the greatest funeral the world has ever known. From the time the train left Washington until it reached Springfield, 1,662 miles away, it passed between almost two continuous lines of people whose grief and anguish can only be told by those who were there. Millions of yards of mourning were used in draping homes and business houses, business was entirely suspended and the people flocked to the railway stations and along the track to pay their last respects to the great dead—with uncovered heads

they watched the funeral train slowly wind its way to the west. At the larger cities the body was placed in state in the capitols and city halls and from the time the casket was opened, day time or all night, you could hear only the steady tramp, tramp of feet as the people filed by the coffin to take their farewell look.

The line of the journey begun on this Friday morning was practically the same that Mr. Lincoln had followed four years before when he came to Washington for his first inauguration. It led through Baltimore, Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis and Chicago to Springfield. The entire program of the journey had been published long enough before hand to enable the people along the way to arrange to pay a tribute to the dead President. The result was a demonstration which in sincerity and unanimity had never been equaled in the world's history.

It was 9 o'clock on the morning of May 3rd, when the Funeral Train reached Springfield, where just four years and two months before he had delivered the famous "farewell address" to his friends as he left them to go to Washington. The coffin was immediately transferred from the "President's Car" to the Capitol. Thousands of people from outside cities were there to receive the remains.

The place Lincoln held in Springfield and the surrounding country was now shown as never before. The men and women who came to look on his face were many of them the plain farmers of Sangamon and adjacent counties, and they wept as over the coffin of a father.

It was May 4, fifteen days after the funeral in Washington, that Abraham Lincoln's remains finally rested in Oak Ridge Cemetery, a shaded and beautiful spot two miles from Springfield.

The Funeral Train then returned to Washington and the "President's Car" was returned to the Military Car Shops in Alexandria. It always had been the center of a great deal of interest, owing to the fact that it was at that time the finest car in the world, but now that it had carried Mr. Lincoln's remains, it was doubly so and the people flocked to see it whenever they could. In June of the same year, it was used to convey the remains of Mrs. W. H. Seward to their home in Auburn, N. Y. Mr. Seward accompanied the remains, his face and neck still in bandages and the iron mask made necessary by an attempted assassination on the same night that Mr. Lincoln was shot in Ford's Theatre.

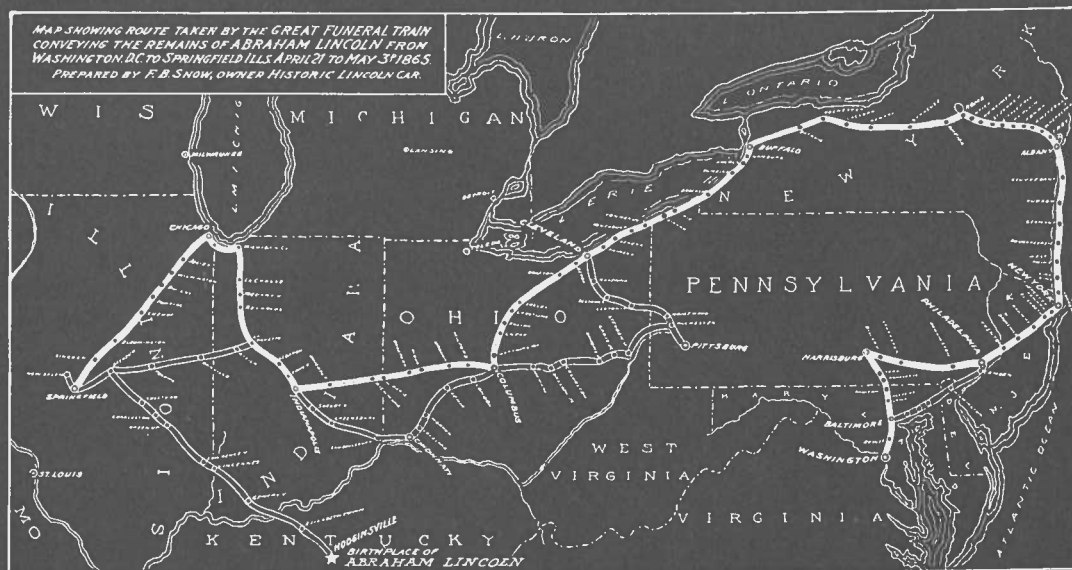
In 1866 when the war was over, the Government ordered all of its railroad material sold, including the "President's Car." After considerable spirited bidding, it was purchased by T. C. Durant, then building

the Union Pacific R. R. It was used as the official car of that road for a number of years, until its standard of luxury had become antiquated with the improvements of modern travel rapidly succeeding each other. It was then transferred to the regular passenger service on the Mountain division in Colorado, and later when its days of usefulness were over was sidetracked in the shop yards to practically rot away. In 1898 the Union Pacific Railway Co., placed it on exhibition in the Transportation Building at the Omaha Exposition, when it was visited by over 1,250,000 people and the famous old car was damaged a great deal by vandals.

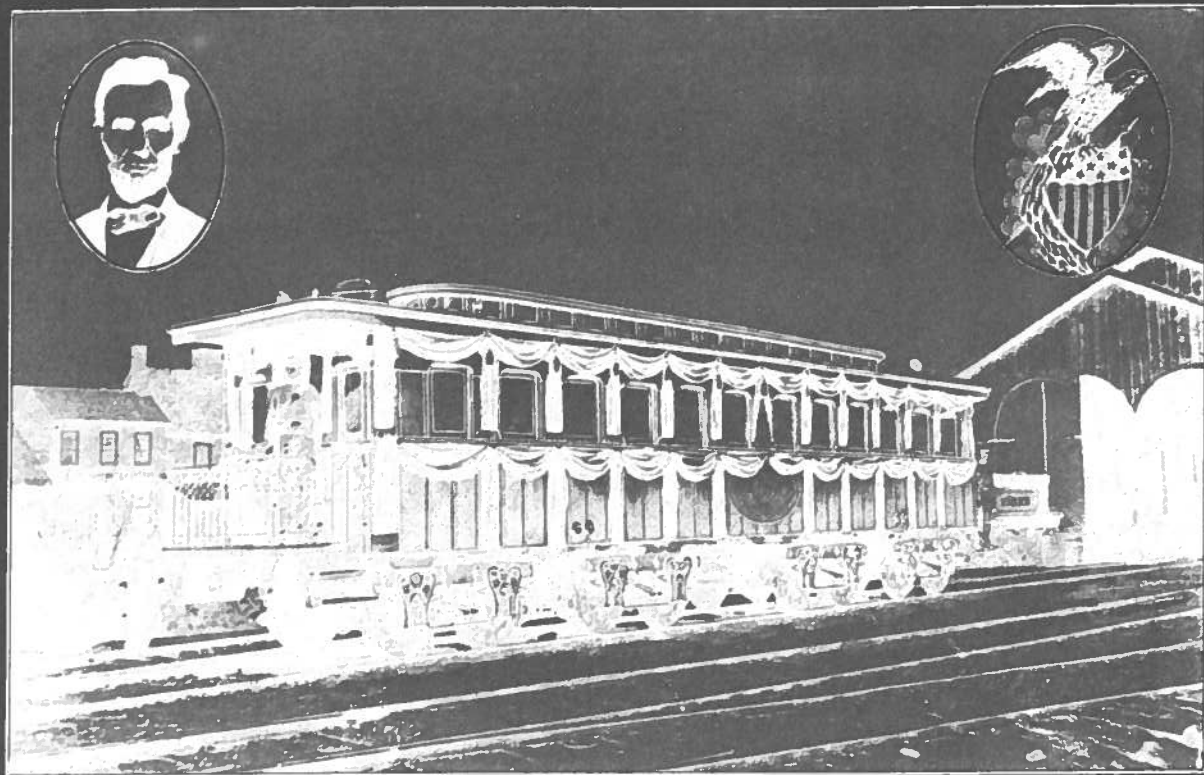
At the World's Fair, 1904, free space was granted and a beautiful building (The Lincoln Museum) costing \$15,000, was erected for its exhibition, just north of the Illinois State building and near the Great

Ferris Wheel. It became at once the historic feature of the world's greatest exposition, and thousands and thousands of people flocked to see it, always with uncovered heads. Many wept tears of grief, as the memory of the grandest, the most noble man the world has ever known, came back to them. The very surroundings, his old bed sofa, seven feet long, the chairs and every piece of material in the construction of the old car seem to repeat: "With malice toward none, with charity for all." It is a duty you owe yourself and your children to visit the car, for it may be your last opportunity.

Note.—For a complete history in detail of the Great Lincoln funeral, we especially recommend, "The Life of Lincoln" by Ida M. Tarbell, or John Carroll Powers' "Life of Lincoln."



The star shows where Mr. Lincoln was born, Feb. 12, 1809. The light parallel lines running to Springfield shows the route taken in drifting to that city. Those running East and merging into the heavy black line in places shows his famous inauguration trip to Washington in Feb. 1861. The heavy black line shows route of the Funeral Train, a distance of 1,662 miles.



Built for the use of President Lincoln by the United States Government in the U. S. Military Car Shops at Alexandria, Va., in 1863-1864. Conveyed Mr. Lincoln's remains from Washington, D. C., to Springfield, Ill., for burial in 1865.

HISTORIC "LINCOLN CAR"

Owned by Thomas Lowry

Purchased from the Government by the Union Pacific Railroad Co. in 1865.

Purchased from the Union Pacific Railroad Co. by Franklin B. Snow in 1903. On exhibition in the Lincoln Museum, World's Fair, 1904.

From Government photograph taken at the United States Military Car Shops, Alexandria, Va., April 20th, 1865. After being draped to receive the body of Mr. Lincoln and while waiting orders to move to Washington, D. C., six miles away to receive the remains. The military guards can be seen on duty.

LINCOLN FUNERAL CAR

Judge James N. Wilkerson

In November, 1863, the Government Military Car Shops at Alexandria, Virginia, began construction of a specially designed private car for the use of the President of the United States. The exigencies of wartime retarded progress so greatly, however, that it was not until the spring of 1865 that it was finished.

On April 14, 1865, according to Mr. W. H. H. Price, Shop Superintendent, General J. H. Devereux and Mr. Jameson were anxiously waiting President Lincoln's reply to their invitation to come to Alexandria to inspect the car and give it his approval before it left the shops. Their pride in their work was rudely shattered, however, by the news of Lincoln's assassination. Sadly the workmen sent the car on to Washington to be used in the funeral train.

To insure greater safety the car had been equipped with four trucks instead of the regulation two, and proved so difficult to operate that only by exercising the greatest care would it pass switch points. On the trip to Springfield, Illinois, a mechanic with duplicate parts and special tools had to accompany the car to keep it running on schedule. After the Springfield funeral, it was returned to Chicago where the surplus trucks were removed. This done, it was forwarded to Washington where it was locked and placed in storage with all furnishings and equipment intact. In 1866 it was auctioned off with some surplus war material and was purchased by the Union Pacific Railroad through the efforts of Mr. Sidney Dillon, a director. The furnishings of the car are now on exhibit at the General Offices of the Union Pacific in Omaha.

About 1870 the Colorado Central Railroad bought the funeral car and used it in their passenger service for several years. Later it was retired and used as an office car for construction crews. While standing unguarded on a sidetrack in western Kansas one day, vandals stripped it of everything removable. In 1879 the Colorado Central was absorbed by the Union Pacific System. The car was shown at the Trans-Mississippi Exposition in Omaha and attracted wide attention.

About 1900 a showman, one Franklin B. Snow, managed in some way to buy it. The car made him a fortune when he exhibited it at the St. Louis World's Fair. In 1905 Hon. Thomas Lowery bought it and presented it to the City of Minneapolis with impressive ceremonies. Here for six years it was displayed to the public on a lot provided by the municipality. A careless smoker dropped a burning cigarette into the dry grass of the lot on March 18, 1911, and the fire spread uncontrolled to the shed. The car was quickly destroyed. By coincidence it was almost forty-six years to the day from the afternoon on which it had stood so bravely shining awaiting inspection by President Lincoln.

Lincoln Car



Union Pacific.

R. R. Gazette 8/27/1886

There is on the Marysville & Blue Valley branch of the Union Pacific an old, dilapidated car. Its exterior is in sad need of the painters' brush. Its interior is rough and dirty. It is fitted up with rough bunks and is used to transport section hands from point to point. A close inspection of its present condition will reveal features which would puzzle one who had seen it years ago. Here and there are faint traces of gilding. The woodwork if you scratch off the soot and dirt, will be found to be of solid mahogany and black walnut. In short, it is a relic of faded gentility. This poor old shabby--genteel common carrier---was once considered the finest car ever built in the United States. It once shone resplendent in red velvet and gilding. It was, in short, the famous car of Abraham Lincoln.

The car was built in Alexandria, Va. in 1864. It was intended for an officers' car to run on the military railroads; that is, the roads which ran into the section of the country where the heavy fighting was going on. It was at the time, considered "par excellence" and wore all the trappings, etc. It cost \$30,000. Turkish carpets on the floor, velvet couches in the central reception room and at one end were staterooms for sleeping purposes. At the other end of the car were a dining room and kitchen.

When Lincoln was assassinated, the car conveyed his remains to Springfield. Speculators sought to buy it and exhibit it. W. H. Lamon of Denver bought it at a government sale in 1865 and Secretary Stanton begged him not to exhibit the car---Lamon said he would not. He sold it to Henry S. McComb of Delaware, a director of the Union Pacific, and it was used to bring Thos. C. Durant out to make a trip to the end of track. It was used thereafter as an officers' car until 1869. Then on orders from Sidney Dillon it was rebuilt to an emigrant car, was used as such to 1874. It was sold to the Colorado Central No. 4 for \$3000 and used as a Chief Engineers' car. Gradually it has been reduced to its present state.

Denver Tribune-Republican.

Communications.

A Suggestion.

Editor National Car and Locomotive Builder :

The irregularity in the steaming qualities of locomotives of the same general dimensions, using the same fuel and doing the same work on the same division, is something that I regard as wonderful; and I also think that it is surprising that some effort is not made to correct this irregularity, which is certainly very wasteful of fuel. It frequently occurs that a good steaming engine goes to the shop for repairs, and comes out a very poor steamer, although, in the meantime, new fires may have been given the engine, and the boiler cleaned of sediment, and other work done that should enhance its steaming qualities. I wish to suggest something in regard to this subject that I think would bring some things to light, and perhaps do some good. That is, to take accurate measurements of everything connected with front end and stack, and make notations of sizes of mesh in netting, etc., and plating these on a large scale so as to make slight variations perceptible. By a comparison of these plats made of every engine on the road, I think by grouping these of the good steamers and of the poor steamers, that points could be discovered that would run common to the good steamers, and it might be discovered that these points did not run common to the poor steamers. It seems to me that some general principles might be obtained in this way that would result in great good.

M. E. Wells.

President Lincoln's Special Car.

There is nothing like a World's Fair, especially in America, to resurrect relics from obscurity, and the Columbian Exposition will have relics galore of early railroad rolling stock. One such relic that would be very interesting will not appear at Chicago this year. This is an old car now languishing in obscurity at one of the division points on the Union Pacific Railway that once played an important part in the most dramatic event in this nation's history. It is a special car built expressly for President Lincoln at the United States Military Car Shops, Alexandria, Va., in 1864, by Mr. B. P. Lampton, Master Car Builder. President Lincoln used this car on the Orange & Alexandria Railway to go to and from the front during the war.

We are indebted to Mr. J. H. McConnell, Superintendent Motive Power and Machinery, Union Pacific Railway, for the following particulars of this interesting car:

The car was clad with iron on the inside of the frame and padded on the iron with hair, covered with rich corded crimson silk. The car is 42 feet long, 8 feet 6 inches wide, divided into three compartments, opening into a passageway extending the length of the car. From this passageway doors open into each of the private rooms. The rooms were furnished with sofas and chairs, the backs of all the sofas were arranged so as to lift up and form beds. The coat of arms of each state of the Union was painted in the panels between the windows of the car. The car was considered very heavy at that time, as it was mounted on four 4-wheel trucks. The car came into the possession of the Union Pacific after the death of President Lincoln as his remains were taken from Washington to Springfield in it. The car was probably purchased by Mr. T. O. Durant in 1868, who was at that time Vice-President of the Union Pacific. It was used as a directors' car for some time.

At the present time the car is unserviceable, and laid up in the North Platte yard. Mr. McConnell has in his office one of the sofas used by President Lincoln, and also the panels on which the coats of arms are painted, all preserved in good condition.

The subject of putting the car in its original condition was taken up some time ago, but as the estimate for doing this was about \$5,000 the parties who had the matter under consideration concluded it was beyond their reach, and the matter was dropped.

The Southern Pacific Company is pushing work on its coast division, more than 2,000 men being employed in boring the long tunnels below the San Luis Obispo. Colonel Crocker, who has devoted special attention to this work, thinks that by the close of next year the road will be completed to Santa Barbara. Then the main passenger travel will be over this coast line, instead of the present line through the heart of the San Joaquin Valley. In this way travelers coming to California by the Sunset Route in winter may stop at Santa Barbara, Paso Robles and Monterey, on the direct route to San Francisco, which will be a great saving of time and expense.

A collision, attended with fatal results, occurred at Spring Mill, on the Pennsylvania Schuylkill Valley Railroad, April 21. Two men were killed. The wreck was the result of a coal train east-bound colliding with four cars attached to a switch engine.

The New York Central Railroad's Exhibit.

The transportation exhibit at the Columbian Exposition of the New York Central & Hudson River Railroad will comprise an exact reproduction of the "De Witt Clinton," one of the first locomotives constructed in this country, and the coaches it drew on its first trip. They are for exhibition at the World's Fair. The original "De Witt Clinton," the first locomotive run in New York State, was built at the West Point Foundry, at the foot of Beach street, New York, in 1831.

The photo-engraving on this page shows this historical engine and its train of old-fashioned coaches. We are indebted to Mr. William Buchanan, Superintendent of Motive Power and Rolling Stock of the New York Central, for the photograph of which our engraving is a reproduction. The engine, which weighed only six tons, was run on trial trips on the Mohawk & Hudson Railroad at various times from July 2, 1831, until Aug. 9, when the first regular excursion trip from Albany to Schenectady was made.

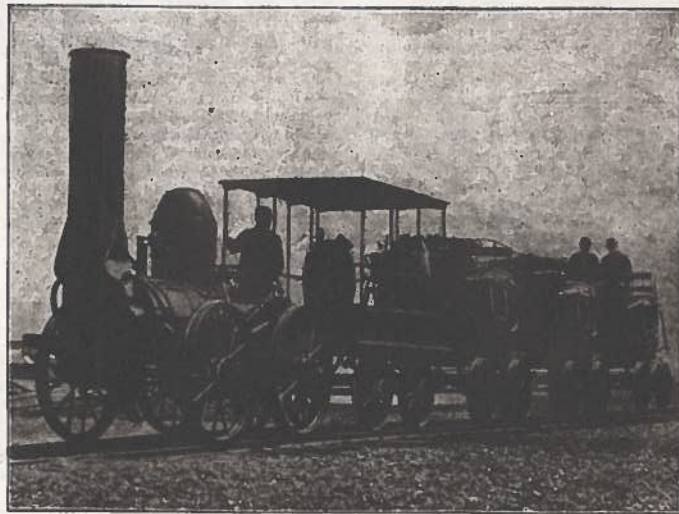
The coaches, which are also reproductions of the original ones, are diminutive affairs compared with modern passenger cars, and resemble in size and shape the old-fashioned stage coach. They are hung on immense leather straps instead of springs, and when in motion rock like ships at sea. Each coach has seats for six passengers, and is provided with a rack for baggage and

having a diameter of 58 inches at the smallest ring, and has 268 fires. The firebox is set on top of frames, and has a water arch of the Buchanan type. The grate surface is 30 7-10 square feet. The smokestack is straight and measures 15 1/4 inches in diameter. The boiler is designed to carry 190 pounds working pressure to the square inch. The tender has a coal capacity of 9 1/2 tons, carries 3,587 gallons of water and is fitted with a water scoop. The weight of the tender when loaded is 80,000 pounds. The engine and engine truck and tender are fitted with the Westinghouse air brake, and the engine and train are fitted with the Westinghouse air signal. It was three months in building, and cost in the neighborhood of \$12,000. The total weight of the engine and tender is 204,000 pounds, or 102 tons.

As it is our intention to fully illustrate and describe this engine in a succeeding issue, we will say nothing more of it at present, except, simply, that it is the most magnificent thing on wheels the writer ever saw.

What It Cost to Discover America.

"The cost," writes a German professor, "of the armament of the first fleet of Columbus, consisting of three small vessels, is given in all the documents as 1,140,000 maravedis. What this sum represents in our own money, however, is not so easy to determine, as the opinions upon the value of a maravedi vary greatly. The maravedi was a small coin used at the end of the fifteenth



THE "DE WITT CLINTON" AND ITS TRAIN.

a boot at each end. On top are two seats for the driver, or brakeman. The cost of the coaches, according to the specifications of the manufacturer, was \$310 apiece.

The side walls of these coaches have large openings in them extending from the ends to the doorposts, and from a few inches above the seats to the roof framing. The doors, which like those of the ordinary hacks of the present day are in the middle of the side, also have openings in their upper part. These openings have no windows, but are provided with black leather curtains that can be lowered and fastened down at pleasure. The upholstery of the interior and top seats consists of black leather cushions. The coaches are painted a dark brown color, and are numbered 1, 2 and 3, and lettered "M. H. R. R." on the doors in aluminum leaf. The coaches rock very easily and the passengers their prototypes, carried must have experienced not only the delights of railway travel, but some of the pleasures of a sea voyage as well. No means of illumination are provided, and these old cars must have been intended for travel by daylight only or for carrying passengers who could be trusted to behave themselves in the dark.

Alongside of this train at the Fair will be exhibited a modern passenger locomotive just built to draw the Empire State express. With this will be five new Wagner palace cars, consisting of a drawing-room, dining, sleeping, baggage, and observation car, each of which contains all the conveniences and luxuries that money and taste combined are capable of producing. The engine, which is No. 999, was built at the New York Central shops at West Albany, from the specifications and designs of Mr. William Buchanan, and but recently finished.

Engine No. 999 is an eight-wheel passenger locomotive. The drivers, of which there are four, are 7 feet 2 inches in diameter, and the tires 3 1/4 inches thick and 5 1/2 inches wide, secured to cast iron wheel centers by Mansell retaining rings. The cylinders are 19 inches in diameter and have 24 inches stroke. The engine truck wheels are 40 inches in diameter, with cast iron centers and steel tires fastened by Mansell retaining rings. The weight on the four driving wheels loaded is 84,000 pounds, and on the engine truck 40,000 pounds—making a total weight of 124,000 pounds. The boiler is of the wagon-top type,

century and the beginning of the sixteenth century. All prices were expressed in maravedis, even if they ran into the millions."

The professor comes to the conclusion, after the examination of various decrees of Ferdinand, that the value of a maravedi was about 2.56 pfennig, or less than three quarters of a cent in modern money. Therefore the contribution of 1,140,000 maravedis made by Queen Isabella was, he says, 29,194 marks, or about \$7,296, without taking into consideration the higher purchasing power of money in Columbus' days. "The city of Pales also," adds the article, "had to furnish out of its own means two small ships manned for twelve months. The cost to the state, therefore, of the journey of discovery was not more than 30,000 marks (\$7,500). Of this sum the admiral received an annual salary of 1,280 marks (\$320); the captains, Martin, Juan and Anton Pures, each 768 marks (\$192); the pilots, 542 to 614 marks each (\$128 to \$153); and a physician only 153 marks and 60 pfennigs (\$38.50). The sailors received for the necessities of life, etc., each month 1 ducat, valued at 375 maravedis, about 9 marks and 60 pfennigs (\$2.45)."

The management of the Providence & Stonington Steamship Company announces the resumption of passenger service, on May 1, 1893, of the popular Providence line, between New York and Providence direct, Worcester and all Northern points. The magnificent steamers Connecticut and Massachusetts will leave New York from Pier 29, North River, foot of Warren street, at 5.30 p. m. daily, except Sunday, connecting at steamer's wharf with express train to Worcester, arriving 8 a. m. The steamers Connecticut and Massachusetts are conceded to be the equals, in beauty of appointments and excellence of service, of any steamers in the world. They are lighted by electricity, steer by steam, and have all the most modern appliances for the comfort and safety of passengers. Both steamers have been thoroughly overhauled and refitted during the winter.

The property of the Erie Car Works, Limited, was recently sold to Mr. E. D. Wetmore at assignee's sale, subject to the judgments of record against the company.

276 LINCOLN AND THE RAILROADS

President's study, contained a sofa fifteen feet long, on which he rested and slept on his journeys to and fro.

"To Booker T. Washington belongs the honor of starting a project for the restoration and preservation to the nation of this most interesting relic of the last chapter of the life of the great martyred President. Mr. Washington heard of the car when in Omaha, and, with Dr. O. M. Ricketts, set the ball rolling.

"Just what terms can be made for its purchase from the railroad company has not yet been ascertained, but it is thought that it will donate the car to the city, provided an agreement is made to have it preserved and a building furnished for that purpose."

Miss Antoinette L. King, Librarian of the Public Library at Pittston, Pennsylvania, has furnished the writer with the following subjoined statement signed by her father, Sidney D. King, in 1903, three years before his death, which is self-explanatory:

"An item has been going the rounds of the newspapers lately to the effect that what was called 'President Lincoln's coach' is lying in a state of dilapidation in the yards of the Union Pacific Railroad at Omaha, Nebraska, and that Booker T. Washington has started a plan for its restoration and preservation as a relic of the Civil War. It is described as a car 'designed by himself, in which President Lincoln used to go to the front the latter part of the war,' and that it was 'iron-clad—armored plate being set beneath its upholstered sides.'

"*This is a mistake.* The car was built by the authorities of the United States Military Railroad—a name which covered parts of the 'Manassas Gap,' the 'Loudon

THE LAST JOURNEY

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and Hampshire,' and the 'Orange and Alexandria' Railroads, which were confiscated by the Government. The headquarters, roundhouse, car shops and machine shops were inside the stockade at Alexandria, Virginia, and under charge of Colonel D. C. McCallum.

"I was Assistant Master Car Builder at that time, was in the shops constantly while the car was being built, and am certain that no armor was used in its construction. Any one who knew the habits of Mr. Lincoln would scout the idea of his designing an armored car of such luxurious appointments for his own use in going to the front. Just when the fact of its being built came to his knowledge I do not know, but as I recollect it, some of the New York newspapers opposed to his administration took up the matter and presented it in a very unfavorable light. How much this influenced him is, of course, conjectural, but in point of fact he utterly refused to accept the car or ride in it during his lifetime. It stood in the shops for some months at least, after making one trial trip. It was really magnificent for those days, and every available convenience was used, but present-day travelers would consider it very common. The woodwork was of black walnut, the upholstery dark green plush, with curtains of light green silk; the ceiling was paneled with crimson silk, gathered into a rosette in the center of each panel. The American eagle with the national colors appeared in a large medallion on each side of the exterior. As first built it was mounted on four trucks, but later two were taken out.

"When the car made its first real journey, that from Washington to Springfield, Illinois, bearing the dead

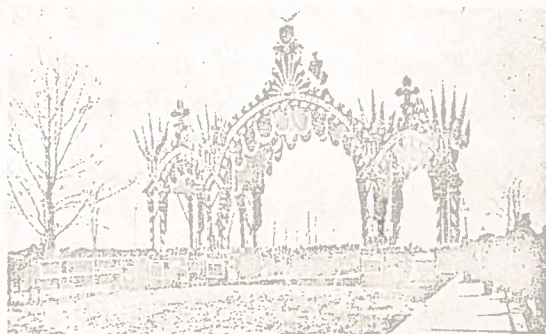
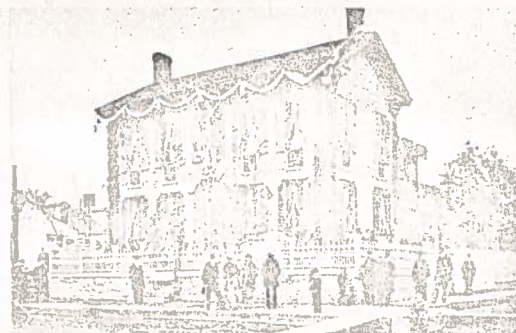
body of the President to its final resting place, it was elaborately draped in black cloth, with silver bullion fringe, silver spangled stars and large silver tassels about nine inches long and three inches in diameter. There were also many black tassels used about the biers on which rested the two coffins—that of the President and his son.

“These ‘funeral trappings’ were removed on the return of the car to Alexandria and divided up as relics. I got one of the large tassels, and some of each of the other decorations and put them in a case made of the same materials as the trimming of the car.

“What disposal was made of the car when the confiscated roads were given back and the U. S. Military Railroad was only a name, I do not know, for, of course, we Northern men were ‘out of a job’ and came home.

“It is to be hoped the plan for preserving the car may be carried out, for it is a genuine relic of war times, even if it did not go to the front, and it seems to me the resolute self-denial of the President, in not using it during his lifetime, and his one journey in it, when his wearied body was past the need of earthly luxury, are striking incidents in even such a notable career as that of Lincoln.”

Let us conclude this review of Lincoln the traveler with a glimpse of the final scene at Springfield. He is at home again among his own folks, the neighbors who were wont to hail him familiarly with “Howdy, Abe!” Now as the casket lies in state in the Capitol, the ones who pass by are the most sincere mourners of all. They look for a last time at the homely features, and more



Courtesy, Illinois Central Railroad

BACK IN ILLINOIS

1. Lincoln's first home—a typical log cabin—in Illinois. 2. His home in Springfield; scene shows it draped for his funeral. 3. Arch at Springfield erected at the time of his funeral. 4. Arrival of the "Funeral Car" at Springfield.

2106-A

September, 1893.

it connected directly to the train-pipe instead of the main drum. The chances are that the governor connection with the old valve was made with a boss on the train-pipe and this was not changed when the new valve was put on.

With Mr. Lee, in his desire to have air-brakes taken care of, I heartily sympathize. There are altogether too many brakes in the country in a useless condition. By all means let us try to find some good systematic way of taking care of them. It seems to me the trainman is the proper one to make the report, and if he were furnished with printed slips or blanks, he would be much more apt to get the facts down in intelligent shape.

PAUL SYNNESTVEDT.

Chicago, Ill.

The Private Car Built for President Lincoln, 1863-1865.

Editors:

From time to time, since 1866, the writer has noticed in the press and railway journals different articles in regard to the car which was built during the war for the private use of President Lincoln, and, as this important relic (now the property of the Union Pacific Railway Co.) is likely to attract considerable interest among the exhibits at Chicago, he undertakes to state for the benefit of the reading public what he knows of its history. It may be added, without impropriety, that there is probably no one now living more conversant with this matter than the writer, as will be shown before he is through.

Soon after the beginning of the war the old railroad shops at Alexandria, Va., were enlarged by the Government for the purpose of building and repairing cars. The work was under the immediate supervision of Mr. B. P. Lamason, superintendent in charge of all car work in Virginia, and the writer was one of his foremen.

Some time during the year 1863 Superintendent Lamason either conceived the idea or had received instructions to build a private car for the use of the President. The work was begun in November of that year, and was completed in February, 1865. The car was designed for the general use of the President, and not exclusively for the purpose of conveying him to and from the front, as is generally supposed; neither was the car cased inside with iron, as stated by some writers.

As the car was completed but a short time before the assassination of the President, the first trip it ever made was to bear his lifeless remains, with those of his son, which had been disinterred, from Washington to Springfield, Ill.

After the car had been finished it was photographed by the Government photographer, from a copy of which, now in the possession of the writer, the accompanying cut is produced.

In design the car was similar to those in use on the Pennsylvania Railroad; was 42 feet long inside and had raised roof with

plates with curved slots, one on each truck. There were eight side bearings made of spring steel and rubber.

The spread of trucks was 4 feet 10 inches; wheels, 33 inches, cast iron with broad tread. The springs in truck bolsters were hung on old-style long hangers, no sand-board, but bottom of hangers tied with "U"-shaped under-rods.

No equalizing bar was used, the elliptic springs being placed on top of oil boxes. The pedestals were cast iron of a pattern so elaborate as to be difficult to describe, Mr. Lamason having spent weeks in designing them.

The outside of car was painted a rich chocolate brown, and polished with oil and rotten stone with the bare hand. In the oval center, on side of car, was painted the United States coat-of-arms, and in center of panel above the coat-of-arms, in small gold letters placed in a circle, were the words, "United States." Car was orna-

A Defective Engineer's Valve.

Editors:

We have the '92 engineer's brake-valve, with feed-valve attachment, on all engines here.

On one engine we have a valve which has caused considerable talk. The brake-valve handle can be moved to position for service application until the air is heard escaping from preliminary exhaust port from the equalizing exhaust port, as it should; but, nevertheless, the tank and driver-brakes will be slowly applied, when engine is uncoupled from train.

Upon examination the rotary-valve was found to be in good condition, also the seat, packing good in equalizing discharge-valve piston, gaskets in good condition, and there are no flaws in castings, train-line not leaking. For a pointer, will say that rotary-valve is perforated, *i. e.*, it is drilled

was coupled between the air-cock on rear of the train to the whistle-valve. It worked a little but valves been partly. The air-cock on the having a larger of pressure enough right.

Wm. Nantrock

Editors:

The whistle gave to the engine was planned. There diaphragm close chambers A and port A. Now, my whistle would be cock at the end of to blow when the opened, is the valve, a condenser discharged from v in chamber B, diaphragm, would in diaphragm to A, being so small, air enough to set A sufficient to hold prevent air escape enough to blow it through the and very little larger but a moderate or enough so that B would rather could force itself chamber A and several cases of instance it was diaphragm crack.

Spring 1891

Engineer's

Editors:

I had a "gutter" and after found out that the gasket was not, is. The per 17, from being at Chicago, Ill.

Editors:

Small air-valve so diaphragm can 12. When it is screwed further on Grand Rapids.

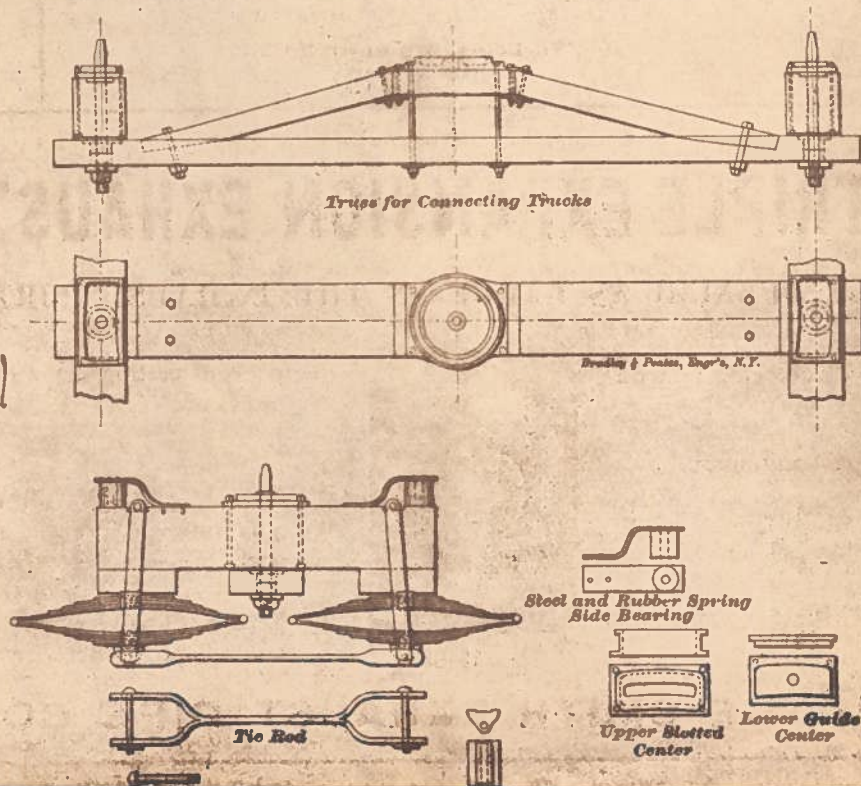
That Era

Editors:

In answer to C. Bertha Triple-Vs think the truth



PRIVATE CAR BUILT FOR PRESIDENT LINCOLN IN 1865.



different articles in regard to the car which was built during the war for the private use of President Lincoln, and, as his important relic (now the property of the Union Pacific Railway-Co.) is likely to attract considerable interest among the exhibits at Chicago, he undertakes to state for the benefit of the reading public what he knows of its history. It may be added, without impropriety, that there is probably no one now living more conversant with this matter than the writer, as will be shown before he is through.

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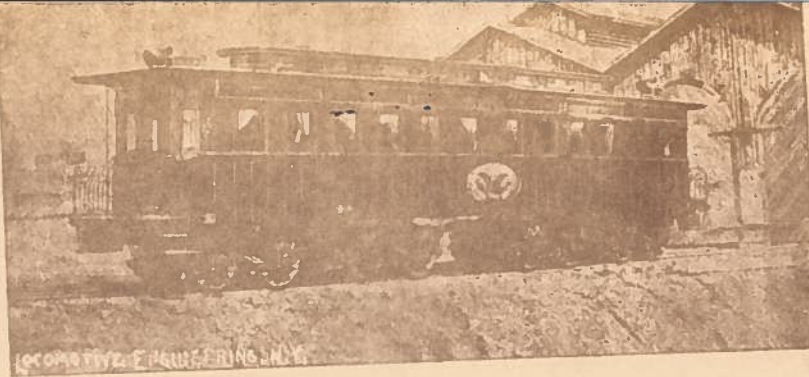
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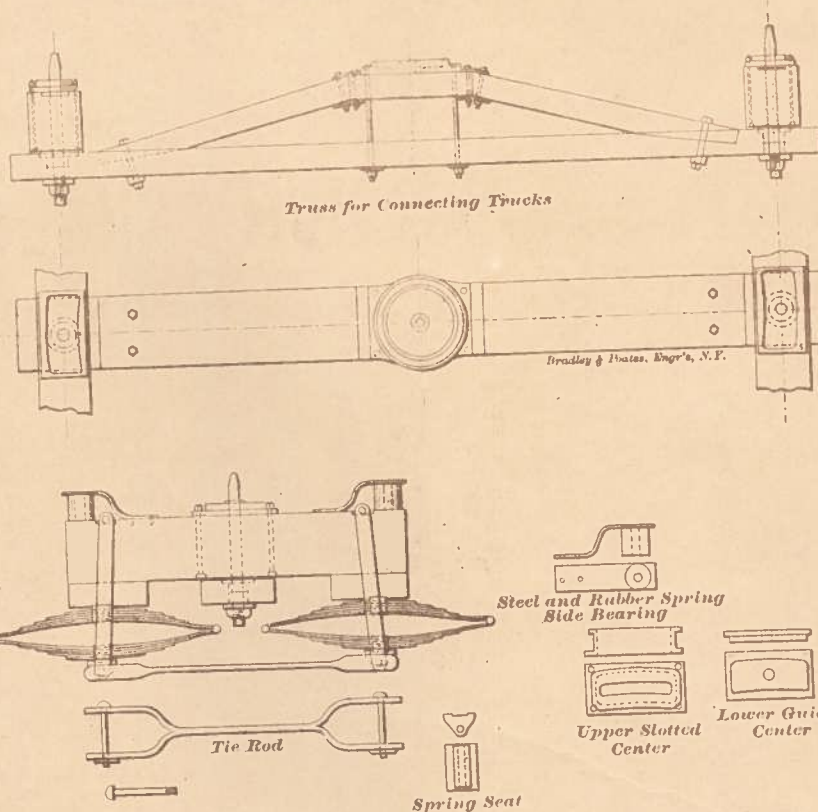
In design the car was similar to those in use on the Pennsylvania Railroad; was 42 feet long inside and had raised roof with circular ends. The inside of car was upholstered on sides and ends from the seat rail to head lining, and was divided into three compartments, viz., drawing-room, parlor and state-room, the latter being in center of car. The drawing-room and parlor were connected by an aisle extending along the wall inside of car, and in the drawing-room end a saloon was placed. The upper deck was painted a zinc white, with coat-of-arms of the different States in the panels.

The car was originally planned to run on two trucks, but after being raised, braced and bolted, Mr. Lamason changed his mind and decided to mount it on four trucks, which necessitated changing the bolsters and considerable other work. The body bolsters were Ambrose Ward's patent, and the ends of the bolster truss-rod projecting through the sides of the car were covered by brass-capped nuts, as shown in cut.

Each two pair of trucks were connected by means of a truss, with main center-plate in center, and four guide center-



PRIVATE CAR BUILT FOR PRESIDENT LINCOLN IN 1865.



mented in gold, but had neither number nor name except as described. A very good idea of the hand railings, etc., on ends of car can be obtained from the accompanying cut.

Mr. Lamason had personal charge of the car in the funeral train, and, as the running gear was so different from cars then in use, was attended by one man, with a supply of duplicate parts, tools, etc., to facilitate repairs in case of accident.

When the car was returned to Alexandria it was still draped in black crape, which was removed, carefully boxed and sent to the Treasury Department. The writer had the honor of attending personally to this work, and in spite of orders to the contrary a small portion of the drapery was secured, a small piece of which he still has in his possession, as well as a block of wood from the catafalque on which rested the body of the dead President.

W. H. H. PRICE,
Master Car Builder,
Atlanta, Ga. E. T. V. & G. R'y.

full of holes about $\frac{1}{4}$ -inch in diameter, and about $\frac{1}{8}$ from center to center in circles around the center of valve.

F. H. GAILE.

Texarkana, Ark.

What Ailed the Engineer's Valve.

Editors:

An engineer's valve refused to set the brakes in service application notwithstanding air would flow freely through preliminary exhaust port. The valve was taken off, thoroughly cleaned and piston 17 made to move perfectly free and put on again; but it acted as before. Now, the fault was in the valve, but where?

W. F. RELYEA.

Syracuse, N. Y.

Relyea's Whistle-Signal Difficulty.

Editors:

In answer to Mr. W. F. Relyea's whistle-signal question on page 365, would say, as the whistle blew all right before the hose

in chamber A, instead of phragm, would rush through diaphragm to chamber d, being so small, would not air enough to retain a pressure A sufficient to hold diaphragm prevent air escaping through enough to blow the whistle through the small air-valve very little larger than piston but a moderate amount or enough so that the pressure A would raise the diaphragm could force itself through chamber A and equalize several cases of this kind instance it was caused diaphragm cracking and

Syracuse, N. Y.

Conger's Pump.

Editors:

I had a governor the gers, and after a great found out that there was gasket put into the cavity 16. This prevented 17, from lifting at all. Chicago, Ill.

THE ANSWER

Editors:

Small air-valve, 17, was so diaphragm could not 12. When it was screwed further up into Grand Rapids, Mich.

That Erratic T

Editors:

In answer to Clark Erratic Triple-Valve, think the trouble was cock which was leaking quick-action triples are respects. Hoping something on my question I remain as ever,

Texarkana, Arkansas

Case-Har

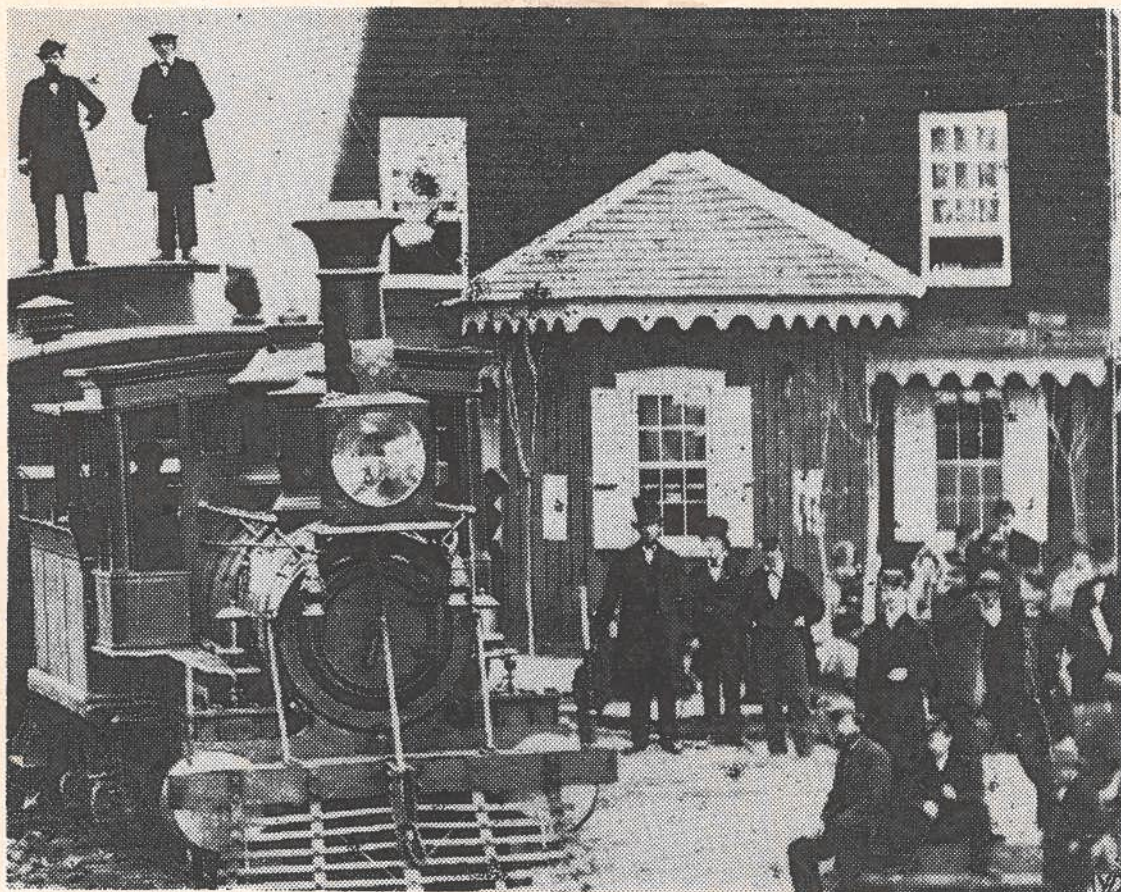
Editors:

It seems that certain hardening are somewhat large percentage of case-hardening and such as you see on ground

Now, this is somewhat explained on paper the same result be with little practice, but I have an idea of how to ing some cuts.

Fig. 1 shows you how material by first putting dry charcoal in the inch of fine charcoal careful that the oil is

IS ABRAHAM LINCOLN IN THIS PICTURE?



The above is an enlargement of a portion of a picture which may yet turn out to be the only one of the Civil War president taken on his trip to Gettysburg to make his now immortal address. The man wearing the long coat and the stove-pipe hat in the center is believed by Russell Bowman, Seven Valleys student of Lincolniana, to be Lincoln. Bowman recognized the building as the former station at Hanover Junction, near his home, even though the National Archives at Washington identified the photo, by the famed Mathew Brady organization, as having been taken at "Hanover Junction, Virginia." The small trees at either side of the window helped him establish the correct identity.

LINCOLN DISCOVERY MADE BY COUNTIAN

HANOVER JUNCTION PHOTOS
COULD BE ONLY RELICS
OF FAMOUS TRIP

MAY SHOW PRESIDENT

A picture of a group of saplings and a stripling's interest in tales of the Civil War has resulted in a discovery which may be highly important to Lincoln scholars.

A York county man has uncovered what he believes to be the only photograph of Abraham Lincoln taken in York county on his journey to Gettysburg in 1863 to make his now immortal dedicatory address at the national cemetery. If he proves this conclusively, he will have made an important con-



RUSSELL BOWMAN

The plaque is at the spot in Hanover where Lincoln spoke on his way to Gettysburg.

tribution to Lincolniana, and he is well on the way toward so doing.

The picture is one taken by Mathew B. Brady, famed Civil War photographer.

The boy who liked to hear the war stories is Russell Bowman, life-long resident of Seven Valleys and now a teacher in the Adult Education Division of the Washington, D. C., public schools. He heard them from his grandfather, William Gladfelter, of Seven Valleys, a veteran of the Civil War on the Union side, of course.

Strangely enough, Bowman's field is not history, but mathematics. He became interested in history, he says, studying under Miss Caroline Logan at York High School back in the early 20's.

As a boy, he had listened to many a story told by the old folks in the Seven Valleys community about the Civil War days and the raids of the Confederates before the Battle of Gettysburg.

Like all boys, he loved the tales because they were exciting and it was not until later that he realized he had been hearing history first hand.

The stories came from his great aunt, Mrs. Katie Bowman Behler, from Harry I. Gladfelter and Jacob Hamme, all gone now; from Mr. and Mrs. Edward Gladfelter, still living in Seven Valleys, and from Howard Gladfelter, Hanover Junction. All contributed details of the time the Rebels came.

The picture showing the group of small trees is part of the Brady collection. It was on display in the National Archives, Washington, D. C., from November 1951 to August 1952.

It showed railroad tracks, a train of the type used during Civil War days. In front of one of two buildings shown a tall gentleman wearing a stove-pipe hat like Abraham Lincoln. The figure was so small that the features could not be distinguished, but the general impression was that there stood Lincoln.

Bowman always had a keen interest in all things pertaining to Lincoln but it was only about a year ago that he began his serious studies of this picture.

He had visited the Lincoln Museum in Washington, the Library of Congress and the Lincoln Room at Gettysburg. Along the way, he came upon the picture and recognized it as one of which he owned a copy. But it was catalogued as having been taken at "Hanover Junction, Virginia."

There was another picture in the Brady group, one of a number of people in Civil War costume taken on the steps of Hanover Junction Station. Bowman recognized this one also, though this one also was catalogued as "Hanover Junction, Virginia." Both had been published as scenes in Virginia.

Station Recognized

Bowman recognized the station as a building still standing at Hanover Junction, Pa., not far from his home. A comparison of the

present-day station with the building in the picture was convincing enough to museum and Library of Congress officials. They realized that the pictures had been taken in Pennsylvania.

The similarity of the small figure shown on one of the pictures to Lincoln was an exciting discovery to the Seven Valleys man. Could he prove that this was really Lincoln? If he could, then this was the only picture of Lincoln connected with the Gettysburg journey.

Bowman talked with two relatives of Mathew Brady and learned that cameras were set up for the Gettysburg speech by Brady men, but that it took a lot of time in those days to take a picture and before they got Lincoln's picture, he had finished his speech and was off the platform.

It is known that Abraham Lincoln traveled from Baltimore through Hanover Junction to Gettysburg the day before he made his address. It is also known that Brady sent two men, Bachrach and Gardner, to Gettysburg to cover Lincoln's visit. But no picture taken of Lincoln on Nov. 19, 1863, has ever turned up.

If this was a picture of Lincoln, and Bowman was positive, then it was the only picture Brady's men got of the Great Emancipator while he was on his way to Gettysburg.

Trees Tell Story

But researchers are not easily convinced of a new find.

On the Brady picture showing the tall man in the tall hat, Bowman saw some young trees. He had in his possession a picture of the same spot dated 1894. This later picture shows three maple trees, full grown. He argued that these saplings would have had just enough time to grow up.

It has been suggested that the two Hanover Junction pictures might have been taken during a celebration commemorating the Lincoln visit to Hanover Junction, when the citizens dressed up and posed on the station platform, and that the small figure which looks like Lincoln could be somebody dressed to take the part.

Bowman has two answers to this. The first is that in all his conversations with the old folks around Seven Valleys, never did anyone speak of a Lincoln celebration or pageant in that part of the country. He is sure that it would have been a great occasion in such a small community and

would have been talked about years later.

His second reason is also a sound one. What would Mathew Brady or any of the 35 members of his staff have been doing in the little hamlet of Hanover Junction during a purely local celebration?

Bowman is convinced that this is a picture of Lincoln taken Nov. 18, 1863. He is also sure that the picture of the men and women on the Hanover Junction Station steps is a photograph of the people who journeyed to Gettysburg to hear the president speak. The uniformed veterans with their canes, the women dressed in what was then the height of fashion, indicate that it was a great occasion.

Trip Plans Altered

Lincoln rode to Baltimore from Washington via the Baltimore and Ohio Railroad, then came by the Northern Central to Hanover Junction and then over the tracks of the Hanover Junction, Hanover and Gettysburg railroad to the town of Gettysburg.

The last road later became part of the Western Maryland system and its historians have recounted the trip in their book, "The Western Maryland Railway Story," 1952, commemorating the first century of the road's existence.

At first it was proposed that Lincoln leave Washington on the day of the dedication speech, leaving Baltimore at 8 a. m. and arriving at Gettysburg at noon. He was to leave Gettysburg at 6 p. m. and arrive in Washington at midnight, doing the round trip in one day. The proposal was made to Lincoln in a note from Secretary of War Edwin M. Stanton.

The president did not approve and wrote this note to Stanton: "I do not like this arrangement. I do not wish to so go that by the slightest accident we fail entirely; and at the best, the whole to be a mere breathless running of the gauntlet. But any way. A. Lincoln."

The schedule was changed and a four-car train was scheduled to leave the day before, Nov. 18. It left Baltimore at 2 p. m. and the president detrained at Gettysburg about sundown.

Bowman points to the disputed picture for further proof that this is Abraham Lincoln on that November day. The leaves are off the trees, the people wear their overcoats, bundled up against the cold. Lincoln could have stepped off the train and the Brady photographers, who later were at Gettysburg, could have taken the picture.

Cochrane Account

A marine lieutenant, Henry Clay Cochrane, wrote down his account of the journey and provided posterity with intimate glimpses of the trip.

After the train left Baltimore, Cochrane wrote, the president talked for about an hour with some of his friends. Approaching Hanover Junction the president arose and said: "Gentlemen, this is all very pleasant, but the people will expect me to say something to them tomorrow and I must give the matter some thought."

While Lincoln scholars have doubted that Lincoln wrote his speech on the train, it is likely that he was thinking about the changes to be made on an earlier draft or was putting his thoughts together about what he would say on the morrow.

Hanover Junction is mentioned again in this account. A train from Harrisburg, bearing Governor Curtin and other governors who were to attend, was to meet the presidential train at Hanover Junction and then proceed together to Gettysburg.

A slight accident delayed the governor's train. Bowman assumes that the picture showing Lincoln was taken while his party was waiting for the governor's train. It's a conjecture, but a reasonable one.

Texts Now Changed

Conjectures lead to possibilities and possibilities lead to probabilities. Bowman is working on the probabilities. He has achieved one thing. The description in the National Archives of the two Brady pictures now read:

"Hanover Junction, Pennsylvania, about 10 miles south of York and 30 miles from Gettysburg. The depot and hotel are at the junction of the Hanover branch and the Northern Central Railroad. During the time the junction was operated by the U. S. Military Railroads, more than 15,000 wounded were transported from the Gettysburg battlefield to Hanover Junction and thence to distant hospitals. It is possible that Brady made this photograph on the very day that President Lincoln passed through Hanover Junction on his way to Gettysburg to dedicate the battlefield, Nov. 19, 1863. The two buildings shown in the photograph are still standing, although the tracks were taken up long since and Hanover Junction is now known as Seven Valleys, Pennsylvania."

(Editor's note. Hanover Junction is not in the village of Seven Valleys. It is at Seven Valleys R. D. 2, some distance away.)

The description of the second picture reads: "The depot steps at Hanover Junction, Pennsylvania. The attire of the persons grouped on the steps suggests that they are waiting in anticipation for a train to arrive, possibly for a train to take them to Gettysburg to attend the ceremonies of dedication of the battle field. Union soldiers with canes and the presence of the ladies make it appear that the photograph was made on a special occasion."

With this encouraging acknowledgment, Bowman's effort goes on. In his further research, he expects to come upon a further bit of evidence that will settle the matter to the satisfaction of Lincoln scholars.

Taught School Here

Bowman taught mathematics for 11 years in the Edgar Fahs Smith Junior High School after attending Millersville Normal School for three years. He studied English and history at Johns Hopkins University after he served 43 months in the army, and received his degree of Bachelor of Science at Baltimore.

He taught in the Baltimore public schools and on Aug. 8, this year, completed his work for the degree of Master of Arts in Education at George Washington University. His degree will be conferred at the Nov. 11 convocation.

He is planning to attend the celebration of Lincoln's Gettysburg address at Gettysburg next Saturday. The event was moved forward this year to Oct. 18 to make it a part of Pennsylvania Week.

A two-hour pageant will be presented on that day, sponsored by the Western Maryland Railway. Ray Middleton, Broadway actor and singing star, will play the role of Lincoln. An engine and cars which were in use during the Civil War will carry "Lincoln" to Gettysburg and the train will stop at the same railroad station where Lincoln arrived 89 years ago.

You may be sure that Bowman will look carefully at the engine to see if it has the look of the locomotive on the Hanover Junction picture.

The Brady Wagon

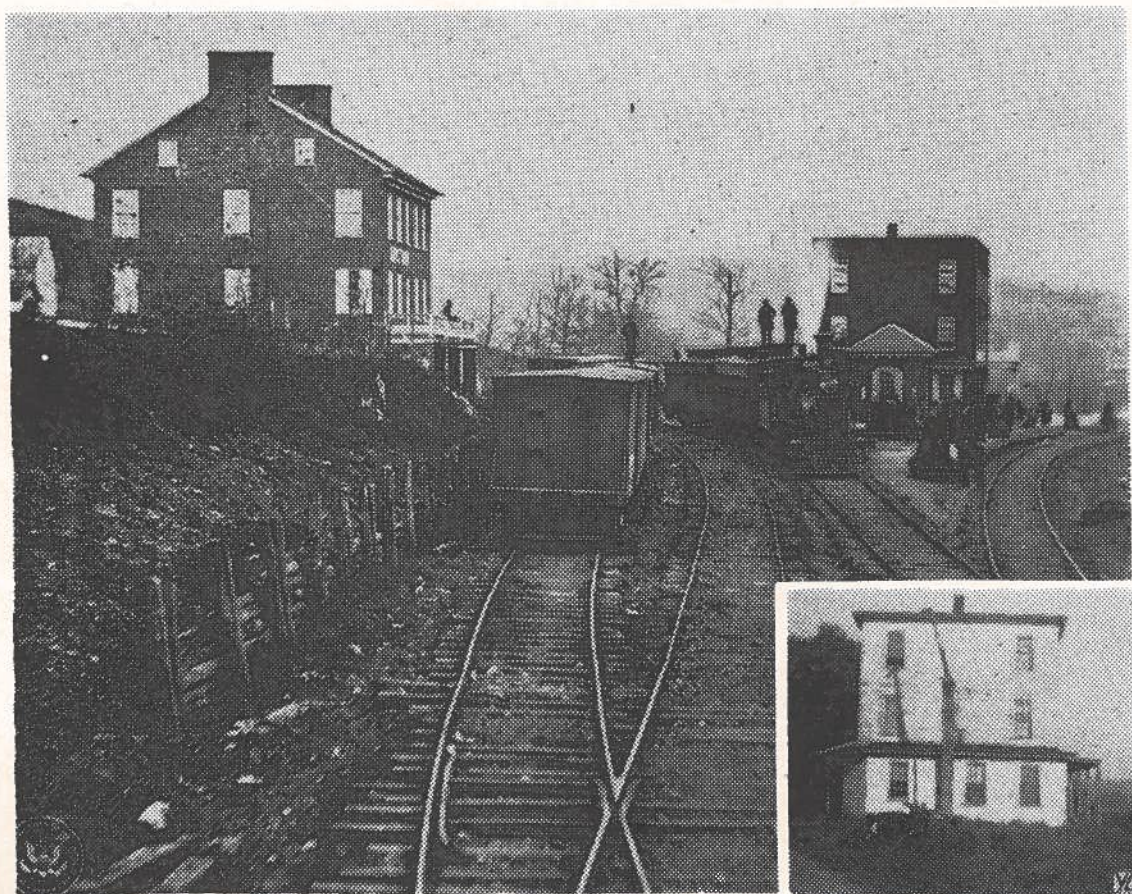
Another vehicle in the "Mr. Lincoln Goes to Gettysburg" pageant will warrant close inspection from the York county student of Lincoln lore. That will be a strange-looking wagon, which will be in the procession of some two dozen horse-drawn vehicles.

The wagon is a copy of a photographer's wagon of the type used by Matthew Brady and his men when they journeyed from their studios. It is large enough for a man to stand inside, has black-curtained sides and will be drawn by two horses. It carried the equipment and supplies needed to process photographic plates, a job that had to be done immediately in those days.

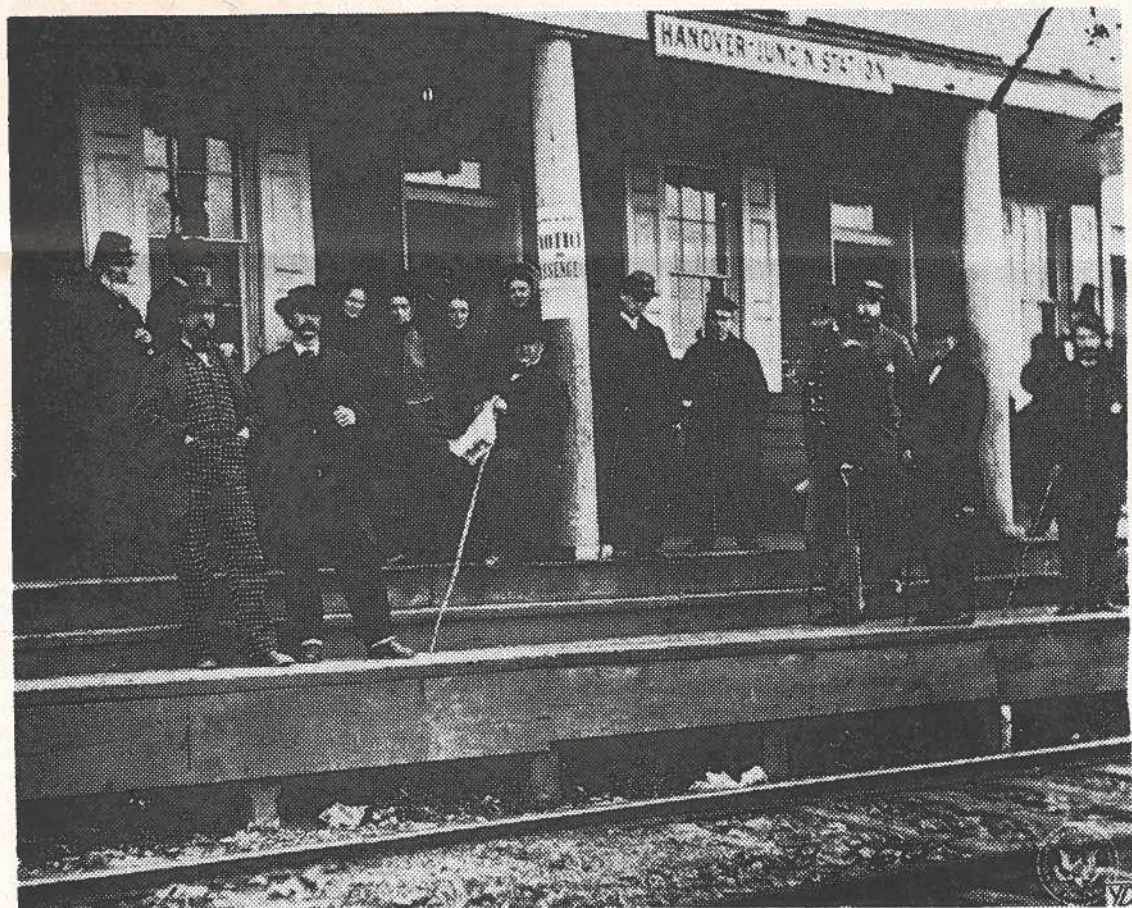
One of the questions in Bowman's mind is this: Did Brady's men have a wagon like this at Hanover Junction, ready to develop any plates they might have exposed when the governor's train met the special presidential train?

He recently visited two elderly women at the Handy Studios, Washington. Mrs. Alice H. Cox and Mrs. Mary H. Evans, daughters of Levin C. Handy, told him

PHOTOS TAKEN HERE MAY BECOME FAMOUS



This picture, found—after 89 years—to have been taken in York county, may be the only one in existence showing Abraham Lincoln on the eve of his Gettysburg address. It is a scene at Hanover Junction, near Seven Valleys, taken by men in the employ of Mathew Brady, famed Civil War photographer. One of three men barely visible—in front of the station at the upper right may be the Great Emancipator, waiting for another train that was to meet him there. The building in the inset is the former station as it looks today.



The above photograph, another of the Brady group, clearly shows the Hanover Junction Station sign but this one, like the first, was identified in Washington as having been taken in Hanover Junction, Virginia. With a modern photograph of the station porch, still standing, Russell Bowman, Seven Valleys, succeeded in correcting the error. It is now believed this picture shows a group of York countians, some in uniform, waiting for a train to take them to Gettysburg to hear Lincoln deliver his immortal address.

the story of the failure of Brady's men to get Lincoln's picture at Gettysburg. Julia Handy, their aunt, a sister of Levin C. Handy, was Matthew B. Brady's wife. In future visits he hopes that these two women may remember just how and when Brady got the Hanover Junction pictures.

'History' Was Wrong

He has already disproved part of the written history of these photographs.

In Miller's "Photographic History of the Civil War" Vol. 9, published in 1911, under the section "War-time Groups Near Richmond," Bowman found the station platform pictures reproduced with this title and description:

"At Hanover Junction, a Battle Ground Fought Over Many Times."

These views of the station at Hanover Junction, in Virginia, bring back in pictorial form the emotions of war-time much as do the accompanying poems of Kate Putnam Osgood and William Winter. The shabby building with the crowd about it, the queer little engine drawing old-fashioned coaches, on the last of which a man leans out from the steps, and behind, in the chilly gray atmosphere of autumn, the wooded Virginia hills—these details make more real the men and women who suffered in the days of 1861—"

Having set the record straight about the state in which Hanover Junction is located, in spite of the written record of the "wooded Virginia Hills," Bowman hopes to clinch the Lincoln identification for all time.

It took 88 years for the picture to come to light as a possible picture of Lincoln and in a few short months he may be able to document it fully.

He hopes to go to Yale next year to complete his work for his degree of Doctor of Philosophy. In the meantime he continues his studies at George Washington University. "Two professors there," Bowman said, "inspired me to develop an inquiring mind. One is Dr. Ralph Windsor Ruffner, professor of adult education, and the other is Dean James Harold Fox, dean of the school of education, who gives an outstanding course on research methods."

The inquiring mind may have already uncovered a gem of Americana which, but for its activity, might have lain buried forever.

Russell W Bowman or Seven Valleys, Penna
701 19th St N.W.

RSV* Bible

Printed with King James Version
by Rev. Dr. Charles W. Lowry
Episcopal Church
Chase, Md.

COVENANT

which appears before the contents
which reads as follows: THE NEW
TESTAMENT OF JESUS CHRIST. The phrase,
of real indicative value as we turn,
prophets of Israel, to the New
elect therefrom for our readers
stylistically interesting passages
ns. The indicative reference of
it refers back to the Covenant
rael set forth in the Law; and (2)
indication conviction of Christians
has in Christ instituted a new
ealed by the blood shed on the

King James Version (1611)

St. Matthew 3

11 I indeed baptize you with
water unto repentance; but he
that cometh after me is might-
ier than I, whose shoes I am
not worthy to bear: he shall
baptize you with the Holy
Ghost, and with fire:

12 Whose fan is in his hand,
and he will thoroughly purge
his floor, and gather his wheat
into the garner; but he will
burn up the chaff with un-
quenchable fire.

13 Then cometh Jesus from
Galilee to Jordan unto John,
to be baptized of him.

14 But John forbade him,
saying, I have need to be bap-
tized of thee, and comest thou
to me?

15 And Jesus answering said
unto him, Suffer it to be so
now; for thus it becometh us
to fulfill all righteousness. Then
he suffered him.

16 And Jesus, when he was
baptized, went up straightway
out of the water; and, lo, the
heavens were opened unto him,
and he saw the Spirit of God
descending like a dove, and
lighting upon him:

17 And lo a voice from heav-
en saying, This is my beloved
Son, in whom I am well pleased.

The Revised Standard Version of
the Division of Christian Edu-
cation. Because publication of this
Bible has aroused so much interest,
Dr. Lowry to assemble significant
from the new and old versions.
in this space Sunday.)

TRAVEL

glas Airliners
AMERICAN
Lowest fares
→ ECONOMY
4 within a minute
→ SPEED
4 English
→ DEPENDABILITY
97
BATTLE 99
PLUS TAX
Metropolitan 6363
F Street N.W. Cor. 14th
National Press Bldg. Suite 1190
REPRESENTATIVE INDEPENDENT IRREGULAR AIRLINES



The Washington Post—Joe Arcaro

An injured passenger on stretcher is taken
from a bus, operated by the Oriole Motor
Coach Lines, by firemen after the vehicle

skidded and nosed into a ditch at Georgia
ave. and Evans dr., yesterday. The injured
were taken to Washington Sanitarium.

FCC Secretary Is Killed by Bus

DISTRICT TRAFFIC TOLL

1952 deaths to date..... 54
1951 deaths to date..... 57
Total 1951 death toll..... 68

Miss Fausta M. Puffenberger,
about 55, a secretary for the
Federal Communications Com-
mission, was killed last night at
12th and Pennsylvania ave. nw.
when she was struck by an
A. B. & W. bus.

Police said the driver, Leon-
ard Reed, 30, 3414 24th st.
se., was driving east on Penn-
sylvania ave., turning right onto
12th st. He was booked for
negligent homicide and re-
leased in \$1000 bond.

Miss Puffenberger was pro-
nounced dead upon arrival at
Emergency Hospital. Police said
Reed told them he did not see
her as she walked in the rain.
She lived at 1825 New Hamp-
shire ave. nw.

In another pedestrian acci-
dent, a 72-year-old woman
whose name was given by police
as Mrs. Margaret L. Love, 1417
Rhode Island ave. nw., was in-
jured when struck by a car on
16th st.

Police gave the driver's name
as Lawrence Arthur Dickstader,
55, 1310 N. Wakefield st., Arling-
ton, a clerk for the National
Production Administration.

Mrs. Love, a clerk at the Post
Office Bldg., according to po-
lice, was admitted to Emer-
gency Hospital with lacerations
of the head and possible frac-
tures of the right leg.

Four persons suffered in-
juries in a crash of two cars
at 16th and Irving st. nw. at

taken to Emergency Hospital.

A third pedestrian, Jacob
Spiegel, 62, 6024 8th st. nw., suf-
fered a fractured skull and a
fractured left leg when he was
struck by a streetcar at Georgia
ave. and Quackenbos st. nw. at
about 6:30 a. m. He was admitted
to Emergency Hospital.

Police gave the streetcar op-
erator's name as Oscar F. Henning,
40, 1317 S. Dinwiddie st., Arling-
ton.

Struck by a car apparently
while crossing the street, Mont-
gomery County police said, Robert
W. Gray, 56, of Darnestown,
Md., was taken to Casualty Hos-
pital.

Police said driver of the car
which struck Gray at the inter-
section of N. Washington dr. and
East Middle la., Rockville, was
Richard M. Easton, 43, of
Gaithersburg, Md. He was not
held.

Gray, who was taken to the
hospital by the Rockville Coun-
ty Rescue Squad, suffered face
lacerations, possible head in-
juries and a possible broken
leg. His condition was said to
be fair.

Six persons suffered injuries
and shock when a bus of the
Oriole Motor Coach Lines, Inc.,
7835 Eastern ave., Silver Spring,
went out of control and plunged
down a 10-foot bank and into a
stream at Georgia ave. and
Evans dr., Silver Spring.

Charles Bonebrake, 25, 12314
Georgia ave., was the driver,

Mrs. Miller; Active

according to Montgomery Coun-
ty police.

Paul M. Kelly, 29, 11132 Old
Bladensburg rd., suffered severe
shock and an arm injury and
was taken to Suburban Hos-
pital.

The other injured persons
were taken to Washington San-
itarium, where they were
treated. In addition to the
driver, they were Miss Ethel
Hughes, 53, 12007 Georgia ave.;
Randolph C. Edwards, 32, 11602
Idlewood st., Viers Mill Village;
Mrs. Margaret M. Payne, 60,
11705 Georgia ave., and Miss
Anne Cree, 14, 12116 Georgia
ave.

National Weather Summary

Washington Area: Today—Cloudy and
becoming cooler, high about 55; preceded
by occasional light rain in morning.
Saturday—Generally fair and cooler.

Maryland: Today—Cloudy and becom-
ing cooler, preceded by light rain in
morning. Saturday—Generally fair and
cooler.

Virginia: Today—Rather cloudy and
becoming cooler, preceded by light rain
on the coast. Saturday—Mostly fair and
cooler.

Winds—Northeasterly about 15 mph.
Visibility—Fair.
Departure from normal yesterday—Ac-
cumulated excess of temperature since

Temperature	H.	L.	Prec.	Temperature	H.	L.	Prec.
Albany	50	33	...	Detroit	42	41	...
Albuquerque	50	44	...	Duluth	36	28	...
Anchorage	53	26	...	El Paso	61	29	...
Asheville	46	22	...	Fort Worth	58	37	...
Atlanta	54	45	...	Galveston	59	49	...
Atlantic City	49	45	...	Gr. Rapids	40	37	...
Baltimore	58	53	42	Harrisburg	61	47	1.89
Bellings	60	57	2.31	Houston	61	45	...
Birmingham	48	36	...	Huron	54	22	...
Bismarck	51	39	...	Indianapolis	53	37	...
Boise	50	22	...	Jackson	51	37	...
Boston	48	26	...	Jacksonville	67	60	.58
Brownsville	71	48	...	Kansas City	49	27	...
Buffalo	44	42	33	Key West	79	66	.27
Burlington	51	45	.02	Knoxville	47	44	.03
Charleston	70	59	23	Little Rock	48	35	...
Charlotte	65	60	41	Los Angeles	74	59	...
Chattanooga	49	45	...	Louisville	45	40	...
Cheyenne	52	28	...	Marquette	40	29	...
Chicago	41	37	...	Memphis	47	37	...
				Meridian	53	40	...

K. R. Davis, Economist For NPA, Dies

Kenneth R. Davis, 47, a Na-
tional Production Authority and
Commerce Department econo-
mist for the past 11 years, died
from a heart condition yester-
day.

A native of Providence, R. I.,
Mr. Davis lived at 1615 Q st. nw.
He worked in the Office of Inter-
national Trade and other agen-
cies of the Commerce Depart-
ment, and has been with NPA
for the past two years.

Educated at Sewanee Military
Academy and the University of
Buffalo, Mr. Davis was an ad-
vertising man with Scripps-How-
ard newspapers, and advertising
manager of the Fort Lauderdale
(Fla.) Daily News before joining
the Government.

He is survived by his parents,
Mr. and Mrs. Herbert R. Davis,
of Fort Lauderdale; a daughter,
Judith Noel Davis, a student at
Purdue University; a brother,
Bruce G. Davis of Bethesda, and
a sister, Mrs. Bets Kimball of
Fort Lauderdale.

Funeral services will be held
at 4 p. m. at St. John's Episcopal
Church in Bethesda. Burial will
be private.

The Rev. W. A. Lambeth; Former D. C. Minister

The Rev. William A. Lam-
beth, pastor of Mount Vernon
Place Methodist Church from
1924 to 1930, died yesterday
in Morehead City, N. C. He
was 73.

He took a deep interest in
the church school during his
stay here. Later, he was presi-
dent of the Lake Janaluska
Assembly in North Carolina.

The Associated Press said
Dr. Lambeth is survived by his
wife, two daughters, Mrs. Hal
Reynolds of Bryn Mawr, Pa.,
and Miss Elizabeth Lambeth of
the home, and a son, Lieut.
William A. Lambeth, jr., of
Norfolk, Va. The funeral will be
in Thomasville, N. C.

January 1, 1952, 918 degrees; excess
since November 1, 1952, 62 degrees. Ac-
cumulated excess of precipitation since
January 1, 1952, 2.32 inches; excess
since November 1, 1952, 1.93 inches.

Temperature one year ago this date—
High, 38; low, 27.
Sun, Moon, Tides, River (EST)—Sun
rises, 6:58 a. m.; sets, 4:50 p. m. Moon
rises, 11:07 a. m.; sets, 8:48 p. m. Tides
—High, 10:24 a. m. and 10:52 p. m.;
low, 5:08 a. m. and 5:07 p. m. (Coast
and Geodetic Survey). Potomac River—
Clear at Great Falls (United States
Engineers).

Temperature	H.	L.	Prec.	Temperature	H.	L.	Prec.
Nashville	48	41	...	San Antonio	65	40	...
New Orleans	57	42	...	S. Francisco	62	39	...
New York	60	51	.31	Savannah	66	55	.08
Norfolk	65	59	.71	Seattle	48	39	...
Oklahoma City	56	25	...	Shreveport	51	36	...
Omaha	53	23	...				
Philadelphia	64	50	.77				
Phoenix	74	39	...				
Pittsburgh	45	42	.33				
Pland, Ore.	46	34	...				
Pland, Ore.	49	36	...				
Raleigh	64	63	2.49				
Reno	18	...	...				
Richmond	63	59	1.83				
St. Louis	45	30	...				
S. Lake City	47	...	...				



Which one is Lincoln? This picture was taken on November 18, 1863, at Hanover Junction, Pa., the day before Lincoln gave his Gettysburg Address. This print was made from a negative in the

Library of Congress collection by the famed Civil War Photographer Mathew Brady. It depicts the same general scene that a previously published one showed, and in which a figure identified by

some as Lincoln has been discerned. In this photograph there are three figures (arrows) who resemble him. One authority argues that Lincoln might not have been in the picture at all.

Three 'Lincolns' Fan Old Photograph Controversy

By Paul Sampson
Post Reporter

Three "Lincolns" in one photograph should help prove that one "Lincoln" in another photo is not genuine, a Library of Congress photo expert believes.

He is Hirst Millhollen, curator of photographs at the Library. Millhollen yesterday released a photograph taken at Hanover Junction, Pa., that shows three men who look like Lincoln.

Millhollen cites this picture to back his belief that the man in a picture taken at the same place and released last month is not Lincoln.

"I've been here 28 years," Millhollen said a little ruefully, "and no one picture has stirred up so much talk as that Hanover Junction picture that got all the publicity last month."

Millhollen says the blown-up detail of his picture, which was taken at a distance, shows three figures in stovepipe hats that look like Lincoln. He contends that any tall man in a stovepipe hat will look somewhat like Lincoln when the picture is taken at a distance, as both the "new"

picture and the one publicized last month were.

Meanwhile, one of the first persons, if not the first person, who thought she saw Lincoln in the Hanover Junction photograph is working to settle the question of identification once and for all. She is Miss Josephine Cobb, chief of the Still Pictures Division of the National Archives.

"We have a group of really good experts working on the picture," she said. "We are nearing a definite identification—but how near depends upon how much evidence the Archives will be satisfied with."

Miss Cobb declined to say whether the investigation tends to prove or disprove that the figure is Lincoln. She added, "I won't even tell my boss which way we are leaning."

Besides the photograph with three "Lincolns," Millhollen rummaged around in the Library's large file of Civil War photographs and came up with some other negatives that back up his view.

One shows the same "Lincoln"

in the original Hanover Junction picture. That is, the tall man carrying the umbrella and the satchel. In this picture, the tall man is partially obscured by a man standing near him.

"Why," Millhollen asks, "would a photographer like Mathew Brady, who got his reputation as a portrait photographer, take a picture of the President from such a distance and why would he have him standing partly behind someone else?"

Millhollen and Milton Kaplan of the prints and photographs division of the Library, also point out that the tall man in the photographs doesn't stand a head above the rest of the group as Lincoln always does in group pictures. They also point out that in other Brady photographs of Lincoln, the President occupies a prominent place.

But in digging around in his negative files, Millhollen also has found some pictures that provide a little ammunition for that group that says this is Lincoln in the Hanover Junction pictures.

One of these negatives, which was printed for the first time last week, is a fairly long shot of the same station and shows another camera set up near the station.

This may mean, the pro-Lincoln group argues, that close-up shots of the group at the station, including Lincoln, were taken. So far, negatives taken by this camera have not turned up. But there is no reason that they won't, the group rather hopefully contends.

But back comes Millhollen to say that it was too dark for any pictures to have been made of Lincoln while he was at Hanover Junction. The curator maintains that the pictures that were taken were made early in the afternoon of a group that was waiting for the President to appear for ceremonies scheduled for the junction.

These ceremonies never came off because Lincoln arrived too late and the dignitaries who were to arrive from Pennsylvania to participate in them suffered some sort of a mishap on the way and didn't appear, Mill-

hollen says. He adds that no famous people have been identified in any of the pictures—as they would have been if Lincoln had stopped there and been photographed.

To counter this argument, Thomas Norrell, 9710 Bristol ave., Silver Spring, Md., who is one of those who thinks the pictures do, indeed, show Lincoln, last Sunday journeyed to Hanover Junction and took pictures at 3:30, the hour he says Lincoln was at the junction.

"The shadows in my picture are at exactly the same angle as those in the one taken in 1863," he said.

Millhollen, though, sticks to his idea that Lincoln didn't arrive at the junction until 5:30 p. m.—when it was too dark to take pictures in those days.

One thing nobody is arguing much about now is that the pictures actually were taken in Pennsylvania and not Virginia, and that they were taken the day before the Gettysburg Address. The big question still is unanswered:

"Is it Lincoln?"

Farewell to Lincoln --V.

Vinton Sencer

Abingdon Press
1965

FAREWELL TO A LEADER

87

and Ohio Railroad station three blocks away. No bands, no bugles, no drums sounded a single note.

At the depot the silver-trimmed coffer was carried through saluting ranks of the military, they having surrounded the building and posted extra guards at all approaches. Only authorized persons were allowed inside.

The nine-car special train stood ready, steam up, its motive power a brand-new locomotive built by the railroad, Number 238. The engineer was Thomas Beckett and C. A. Miller was the fireman. The road supervisor of engines was also in the cab. Ahead of it a sister engine stood ready to move out ten minutes sooner as pilot. Both engines were trimmed in black, brass work shrouded, Stars and Stripes bound in sable.

Six passenger cars and baggage car, all new, were also darkly festooned. Two cars at the end of the train were specials. The last one, a handsome vehicle of the Philadelphia, Wilmington and Baltimore Railroad built for its officers' travel, was reserved for family and relatives and the Guard of Honor. The President and Mrs. Lincoln had traveled in it on various occasions through the courtesy of the road's president, Samuel M. Felton. Before leaving Philadelphia it was suitably draped.

Even more magnificent was the second car from the end. Since it would carry the martyred man throughout the memorial journey it would become known as the Lincoln Funeral Car. Originally designed for his travel over military railroads, it was built in the car shops of the U.S. Military Railroad at Alexandria, Virginia, and had been completed several months before. Lincoln had not seen the car, nor is there any indication he knew about it.

Who authorized its construction is not definitely known. No official records can be located, the Smithsonian Institution having conducted diligent research into its origin. The best guess is that the Secretary of War initiated the project. Stanton was extremely

No other mention Lincoln car
or Pullman's Princess. ✓

1972

solicitous of the President's well-being, continually urging him to secure better personal protection and finally insisting on detailing an infantry company and a cavalry troop to guard the White House, as well as providing personal bodyguards in civilian clothes to accompany the President. To all of this, Lincoln succumbed but heartily disliked.

Records do show the presidential conveyance was started in November of 1863. According to certain accounts the under-structure of the car employed girders instead of the conventional truss-type then in use. To the girders iron plates were riveted that reached from sill to window, thus in effect making the lower half of the car bulletproof. This gave rise to the legend of an "iron-clad" railroad coach for President Lincoln.*

Based on today's standards the vehicle would not appear unusual but for that day it was extraordinary. Divided into dining room, stateroom, and parlor, an aisleway ran along the inside wall of the car connecting dining room and parlor, keeping the bedroom completely private. Thus located in the center, the bedroom was the most comfortable place for railroad travel.

The roof of the car was the modern raised or monitor type, allowing better ventilation, and was paneled inside with crimson silk gathered into rosettes. The upper deck, also paneled, was painted zinc white. Coats-of-arms of the states ornamented each panel. From seat rail to head lining sides and ends of the car were upholstered in dark green plush, set off by light green silk curtains framing the windows. Between windows the spaces were adorned with oil paintings. The woodwork was black walnut. Other appointments were equally elegant and included a beautiful silver service, wall-to-wall carpeting, cushioned chairs, carved tables, chandeliers of cut glass.

There were no beds or berths in the bedroom which doubled as

* This remains controversial. See appendix.

a sitting room comfortable extra long to

The exterior with oil and an American Above it gold mentations number or n

Now the furniture was side a series depended si fringe grace series of alps sixteen-wheel all eyes and

Inside in was enfolded stand banked coffin rested had been re had been k would accom with him.

At the ste prayer to Reverend C this great n and voiced mortal relic platform, u

a sitting room, but four tufted lounges could be opened out to form comfortable sleeping accommodations. Two of the lounges were extra long to take care of the President's six-feet-four.

The exterior finish was a rich chocolate brown, hand rubbed with oil and rottenstone. In an oval panel in the center of each side an American eagle was painted on a background of national colors. Above it gold letters spelled out "United States" and gold ornamentations decorated mouldings and cornices. The car had no number or name.

Now the windows were hung with somber curtains and the furniture was encased in black. Above the windows on the outside a series of alpaca festoons was held by silver stars from which depended silver tassels. Strips of black velvet ending in silver fringe graced each window panel. Below the windows another series of alpaca festoons was caught up with silver stars. With its sixteen-wheeled running gear, the conveyance was the cynosure of all eyes and added authentic dignity to the cortege ensemble.

Inside in the front section of the car the silver-mounted casket was enfolded in the national flag and rested on a plain black-covered stand banked with a profusion of blossoms. At the other end a small coffin rested on a low stand. The remains of William Wallace Lincoln had been removed from the Oak Hill Cemetery vault where they had been kept since his passing in 1862. The twelve-year-old son would accompany his father to Springfield and there be interred with him.

At the steps of the hearse car the family pastor addressed a short prayer to the God of the living and the dead. "O Lord," the Reverend Gurley beseeched, "strengthen us under the pressure of this great national sorrow as only Thou can strengthen the weak," and voiced the final words before there would be taken away the mortal relict of him who four years ago had arrived on this same platform, unnoticed, untried, and unwanted. "Comfort us," he

A Brief History OF THE "Lincoln Car"

This famous old car is justly considered the most sacred relic in the United States.

It was built by the U. S. Government in the Military Car Shops in historic old Alexandria, Va., in 1863-64, for the special use of Pres. Lincoln and his Cabinet. This was during one of the most critical periods in American history—the Civil War—when history was being made.

It was used by Mr. Lincoln and members of his Cabinet, and after the great crime in Ford's Theatre on the evening of April 14th, 1865—was used by the Government in conveying the remains of Mr. Lincoln from Washington to Springfield, Ill., for burial.

On April 18th, 1865, orders were issued by the War Department to the officers in charge of the Military Car Shops in Alexandria, Va., (just across the Potomac River from Washington) to prepare the "President's Car" to receive his remains for the sad journey across the Western Prairies. It

and eight coaches for the accommodation of the Government and State dignitaries, Army and Navy officers as well as the family, moved slowly from the depot on its long and circuitous journey to his old home. Several thousand soldiers were in line by the side of the railroad and presented arms as the train departed amid the tolling of bells and the uncovered heads of the immense assemblage.

Space alone prevents entering into a detailed description of this, the **GREATEST FUNERAL THE WORLD HAS EVER KNOWN.** From the time the train left Washington until it reached Springfield, 1,662 miles away it passed between almost two continuous lines of people whose grief and anguish can only be told by those who were there. Millions of yards of mourning were used in draping homes and business houses, business was entirely suspended and the people flocked to the railway stations and along the track to pay their last respects to the great dead—with uncovered heads they watched the funeral train slowly wind its way to the west. At the larger cities the body was placed in state in the capitols and city halls and from the time the casket was opened, day time or all night, you could hear only the steady tramp, tramp of feet as the people filed by the coffin to take their farewell look.

delivered the famous "farewell address" to his friends as he left them to go to Washington.

The coffin was immediately transferred from the "President's Car" to the Capitol. Thousands of people from outside cities were there to receive the remains.

The place Lincoln held in Springfield and the surrounding country was now shown as never before. The men and women who came to look on his face were many of them the plain farmers of Sangamon and adjacent counties, and they wept as over the coffin of a father. Their grief at finding him so changed was inconsolable. In the days after leaving Washington the face changed greatly, and by the time Springfield was reached it was black and shrunken almost beyond recognition. To many the last look at their friend was so painful that the remembrance has never left them.

It was May 4, fifteen days after the funeral in Washington, that Abraham Lincoln's remains finally rested in Oak Ridge Cemetery, a shaded and beautiful spot two miles from Springfield.

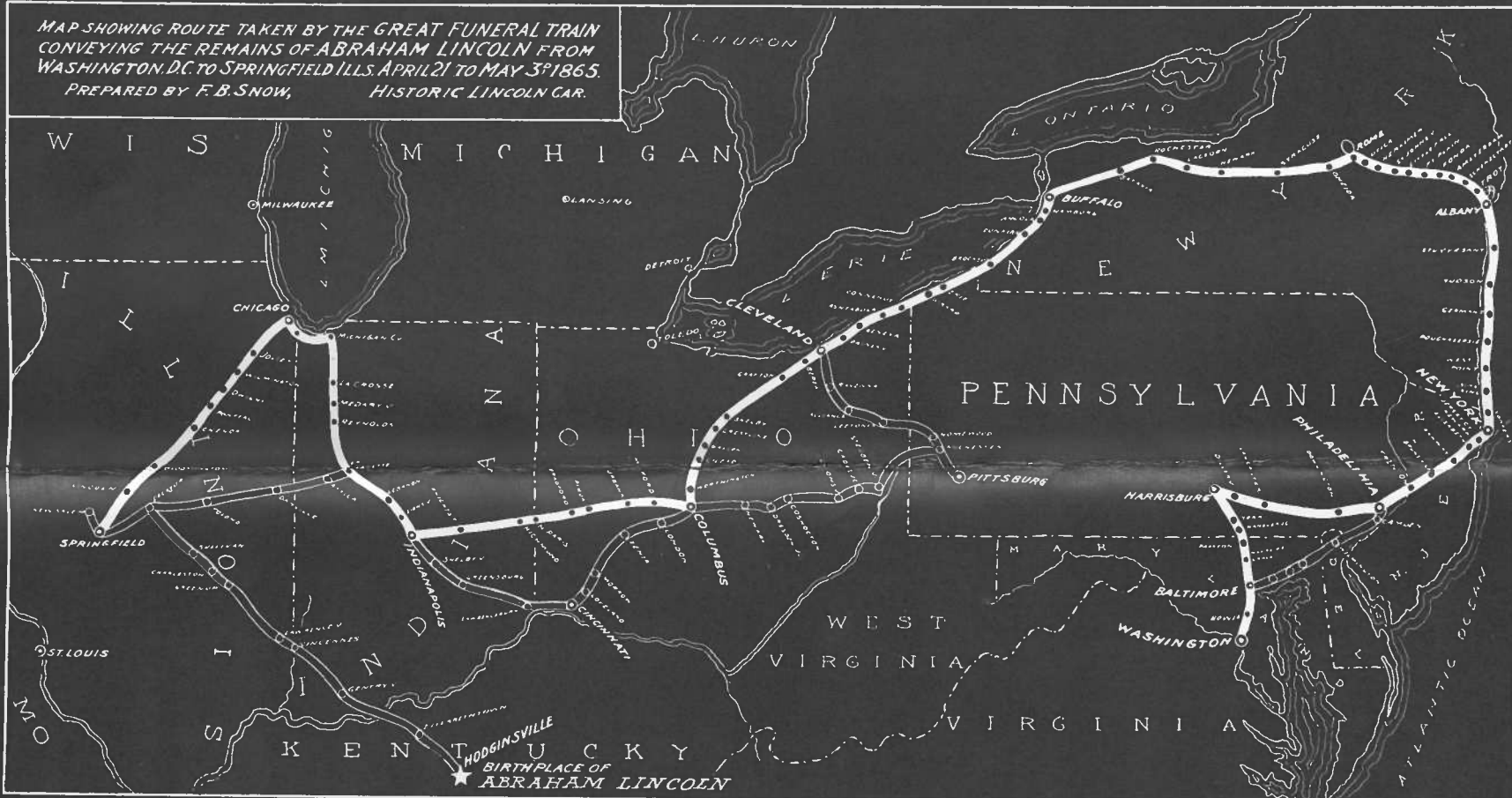
Here at the foot of a wooded knoll, a vault had been prepared; and thither, attended by a great concourse of military and civic dignitaries, by governors of states, members of congress, officers of the Army and Navy, friends of his youth and maturer

Government ordered sold in Cincinnati, at Auction, all of its railroad material including the "President's Car." Several railroads were desirous of obtaining it and after considerable spirited bidding was purchased by T. C. Durant, then building the Union Pacific R. R. It was used as the official car of that road for a number of years, until its standard of luxury had become antiquated with the improvements of modern travel rapidly succeeding each other. It was then transferred to the regular passenger service on the Mountain division in Colorado, and later when its days of usefulness were over was brought back to Omaha, sidetracked in the shop yards to practically rot away. In 1898 the Union Pacific Railway Co., placed it on exhibition in the Transportation Building at the Omaha Exposition, here it was visited by over 1,250,000 people and the famous old car was damaged a great deal by vandals.

This same year a correspondence was opened with the Railway Company by Franklyn B. Snow, with a view of purchasing it, but the company declined to sell at that time. Other attempts were made from year to year and finally in the fall of 1903, it became the property of Mr. Snow the purchase price being a snug little fortune in itself.

A proposition was made by Mr. Snow to the Louisiana Purchase Ex-

MAP SHOWING ROUTE TAKEN BY THE GREAT FUNERAL TRAIN CONVEYING THE REMAINS OF ABRAHAM LINCOLN FROM WASHINGTON, D.C. TO SPRINGFIELD, ILLS. APRIL 21 TO MAY 3, 1865. PREPARED BY F. B. SNOW, HISTORIC LINCOLN CAR.



The star shows where Mr. Lincoln was born, Feb. 12th, 1809. The light parallel lines running to Springfield shows the route taken in drifting to that city. Those running East and merging into the heavy black line in places shows his famous inauguration trip to Washington in Feb., 1861. The heavy black line shows route of the Funeral Train, a distance of 1,662 miles.

was then draped with broadcloth and silver fringe, and a catafalque placed in the reception room for the coffin to rest upon. On the early morning of April 21st it was moved across the Potomac River to the railway station in Washington and attached to the rear of the funeral train already in waiting.

At six o'clock on that same morning there gathered in the rotunda of the National Capitol the members of the Cabinet, Lieutenant Gen. Grant and his staff, many Senators, Army and Navy officers, and other dignitaries. After the services and a prayer by Dr. Gurley, the party followed the coffin to the railway station, where the funeral train which was to convey the remains of Abraham Lincoln from Washington to Springfield now stood.

A great company of people had gathered for the last scene of the tragedy and they waited in absolute silence and with uncovered heads while the coffin was placed in the car which the Government had built for him less than two years before. **AT ITS FOOT WAS PLACED A SMALLER COFFIN,** that of Willie Lincoln, the President's beloved son, who had died in February, 1862. At Mrs. Lincoln's request father and son were to make together this last earthly journey.

At eight o'clock the Funeral Cortege of Abraham Lincoln, consisting of the "President's" or Funeral Car

Dignified Governors of state, grave Senators and scar worn army officers who had passed through scenes of blood and carnage, unmoved, lost their self-control and wept like children. Along the railways, babes in arms were held high above others heads that they might see the car that contained his sacred remains and live to tell of it to their children.

The line of the journey begun on this Friday morning was practically the same that Mr. Lincoln had followed four years before when he came to Washington for his first inauguration. It led through Baltimore, Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis and Chicago to Springfield. The entire program of the journey including the hours when the train would pass certain towns where it could not stop, had been published long enough before hand to enable the people along the way to arrange if they wished to pay a tribute to the dead President. The result was a demonstration which in sincerity and unanimity had **NEVER BEEN EQUALED IN THE WORLD'S HISTORY.**

The journey was begun at 8 o'clock on the morning of April 21st, 1865, and it was 9 o'clock on the morning of May 3rd, when the Funeral Train reached the Chicago and Alton Depot in Springfield where just four years and two months before he had

years, was Lincoln carried and laid by his side his little son. Then, as the beautiful day drew toward evening, the vault was closed, and the great multitudes slowly returned to their duties.

It was estimated by papers published at the time that over 1,500,000 people had viewed the remains from the time of leaving Washington until the enternent. **AN EVENT WHICH HAS NO PARALLEL IN THE HISTORY OF THE WORLD.**

The Funeral Train then returned to Washington and the "President's Car" was returned to the Military Car Shops in Alexandria.

It always had been the center of a great deal of interest owing to government ownership and the fact that it was at that time the finest car in the world, but now that it had carried Mr. Lincoln's remains made it doubly so and the people flocked to see it whenever they could. In June of the same year, it was used to convey the remains of Mrs. W. H. Seward (the wife of Pres. Lincoln's Secretary of State) to their home in Auburn, N. Y., she having died June 21st, in Washington. Mr. Seward accompanied the remains to their home, and his face and neck were still in bandages and the iron mask made necessary by an attempted assassination on the same night that Mr. Lincoln was shot in Ford's Theatre.

In 1866 when the war was over the

position Co., to exhibit the car at the World's Fair 1904, and as a result free space was granted and a beautiful building (The Lincoln Museum) costing \$15,000, was erected for its exhibition, just north of the Illinois State building and near the Great Ferris Wheel. It became at once the **HISTORIC FEATURE OF THE WORLD'S GREATEST EXPOSITION,** and thousands and thousands of people flocked to see it. Great Statesmen and Journalists, Railroad Magnates, young and old alike but always with uncovered heads. Many wept tears of grief, many knelt in prayer as the memory of **THE GRANDEST, THE MOST NOBLE MAN** the world has ever known, came back to them. The very surroundings, his old bed sofa, seven feet long, the chairs and every piece of material in the construction of the old car—as you pass through it seems to repeat: **"WITH MALICE TOWARD NONE, WITH CHARITY FOR ALL."**

It is a duty you owe yourself and your children to visit the car, hear the descriptive lecture and walk through it, for it may be your last opportunity.

Note.—For a complete history in detail of the Great Lincoln funeral, I especially recommend, "The Life of Lincoln" by Ida M. Tarbell, 4 volumes, or John Carroll Powers' "Life of Lincoln", 1 volume.

FRANKLYN B. SNOW.

The Old Engine which pulled the great Funeral Cortege of Abraham Lincoln from Chicago to Springfield is still owned by the

CHICAGO AND ALTON R. R.

The Government chose this route for the Funeral Train, and as now, it is

THE ONLY WAY.

3226 Lucas Ave
St Louis, Mo.

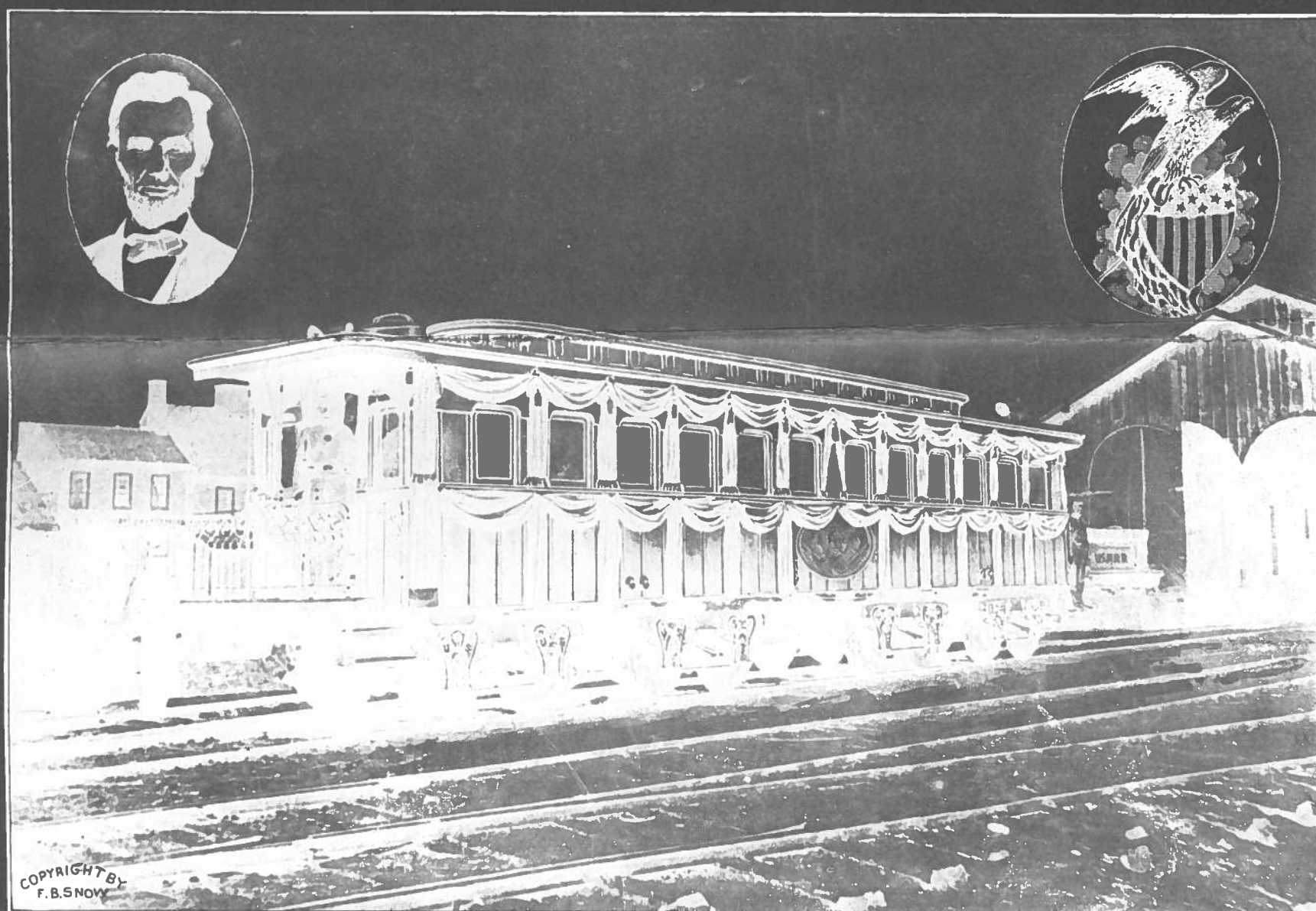
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AMERICA'S MOST SACRED RELIC

THE

HISTORIC "LINCOLN CAR"

WILL COME TO THIS CITY SOON



From Government photograph taken at the United States Military Car Shops, Alexandria, Va., April 20th, 1865. After being draped to receive the remains of Pres. Lincoln. The United States Coat of Arms can be seen on the side and just above where draping is parted, are the words, United States.

Built for the especial use of President Lincoln by the United States Government in the U. S. Military Car Shops, at Alexandria, Va., in 1863-1864. Conveyed Mr. Lincoln's remains from Washington, D. C., to Springfield, Ill., for burial in 1865.

THE HISTORIC "LINCOLN CAR"

Purchased from the government by the Union Pacific Railroad Co. in 1866. Purchased from the Union Pacific Railroad Co. by Franklyn B. Snow in 1903. On exhibition in the Lincoln Museum, World's Fair, 1904.

NOW VISITING A FEW SELECTED CITIES THROUGHOUT THE UNITED STATES

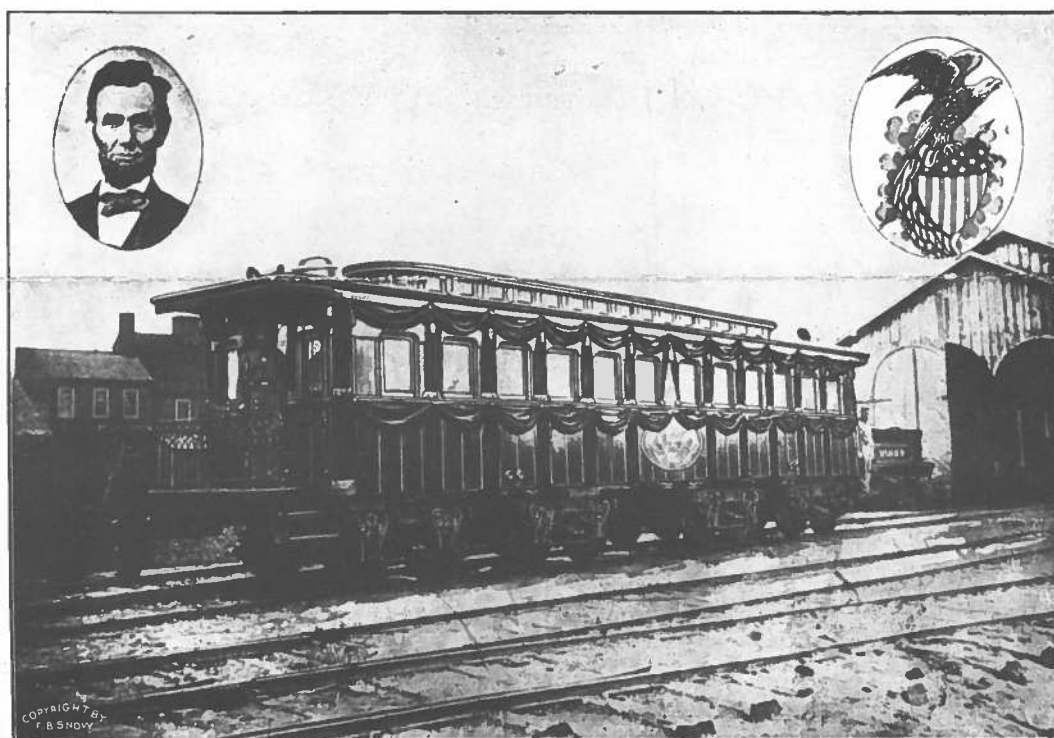
UNDER THE AUSPICES OF
THE "LINCOLN CAR" ASSOCIATION

Direct Management FRANKLYN B. SNOW

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1747 N. CL. AT NORTH AVE.
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AMERICA'S MOST SACRED RELIC THE HISTORIC "LINCOLN CAR"

WILL COME TO THIS CITY SOON



From Government photograph taken at the United States Military Car Shops, Alexandria, Va., April 20th, 1865. After being draped to receive the remains of Pres. Lincoln. The United States Coat of Arms can be seen on the side and just above where draping is parted, are the words, United States.

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Purchased from the government by the Union Pacific Railroad Co. in 1890. Purchased from the Union Pacific Railroad Co. by Franklin B. Snow in 1903. On exhibition in the Lincoln Museum, World's Fair, 1904.

THE HISTORIC "LINCOLN CAR"

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The Historic Lincoln Car

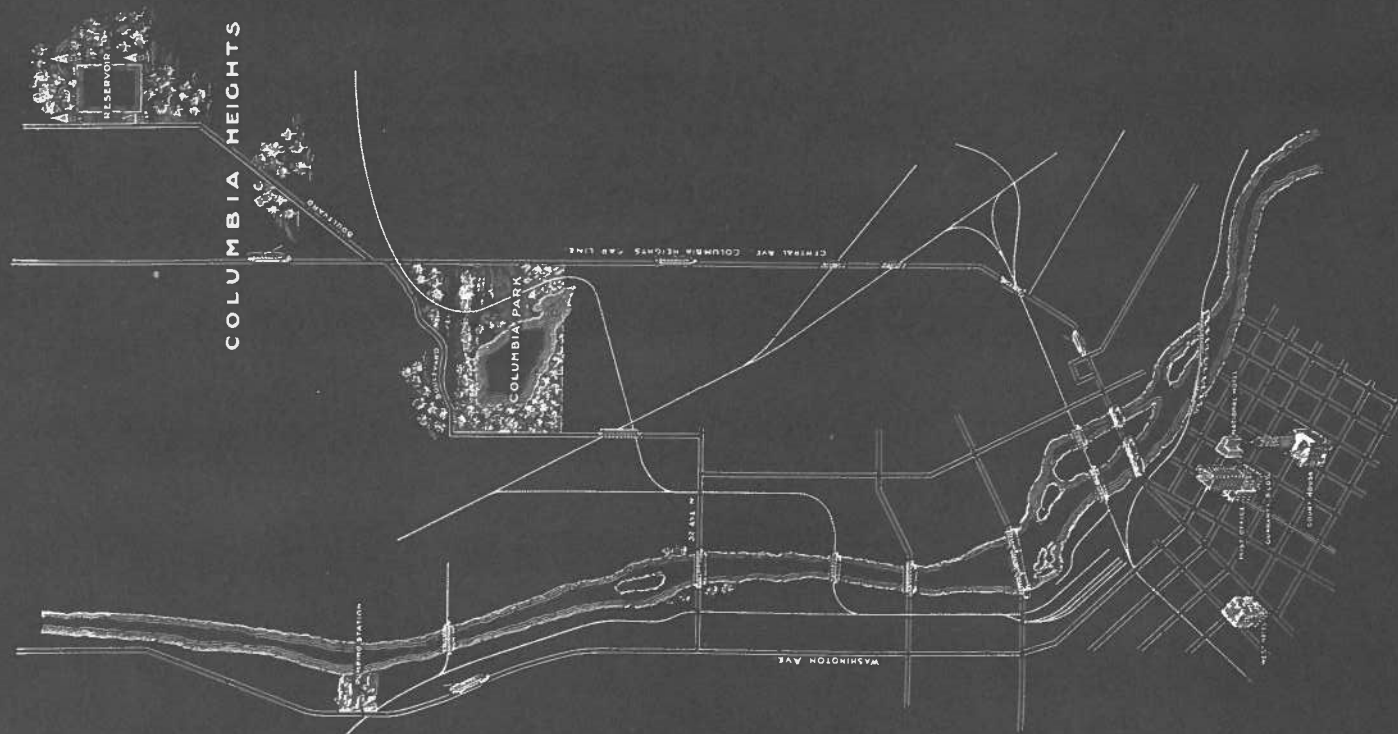


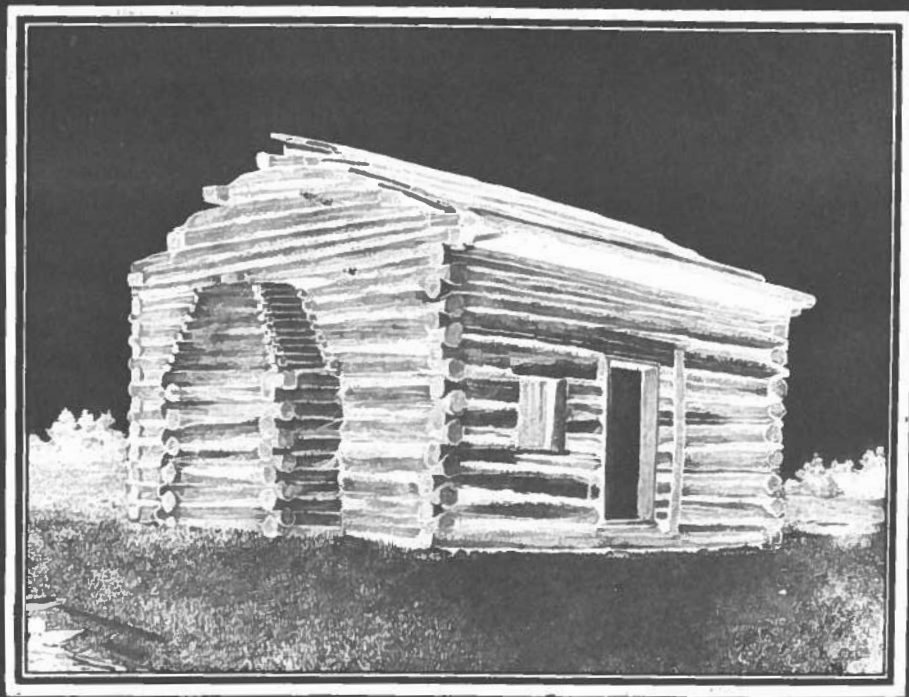
Located at Columbia Heights
Minneapolis

CHICAGO
HISTORICAL
SOCIETY

Lo

Diagram showing Street Car Route from Hotels to Columbia Heights





Birthplace of President Lincoln

Design of the "Lincoln Car"

In design the body of the car is 42 feet long, 8½ feet wide, has a raised roof like modern cars with circular ends, had three partitioned rooms, consisting of reception, state and sitting room. The state-room was Mr. Lincoln's private room and study, and in this room was the long specially constructed sofa which can be made into a bed at will. This sofa is practically the forerunner of the berths in the Pullman sleepers of to-day—(according to statements made by Geo. M. Pullman to the officials of the Union Pacific R. R. Co., some years ago while inspecting the "Lincoln Car" at Omaha).

The upper deck between transoms contains panels on which are painted Coat of Arms of the several states then forming the Union. The wood work above doors and windows on the inside is painted zinc white with decorations in gold and the national colors, all below is in the natural wood, oak and walnut. The sides and ceiling in their entirety were upholstered in rich red corded silk and tufted. This has all been torn away by vandals and all that remains of it is the tacks and shreds of cloth still clinging to them, as if in mute protest against farther destruction. On the outside occupying a space of 5 feet long and 2 feet wide are two oval shaped panels of metal on which are painted the Coat of Arms of the United States. Above it, between the windows in small gold letters are the words United States.

Most of the original furniture including the famous 7½ foot bed sofa has been restored to its old place and will be on exhibition with the car. Since Mr. Lincoln's death and funeral a part of this furniture became scattered, and it has required no little effort and expenditure of money to get it back together again.

The car in Mr. Lincoln's time was painted a rich Maroon, hand polished and decorated with gold leaf.

Gen. D. C. McCallum was Superintendent of Military Rail roads during the war, B. P. Lamason, Superintendent of Car Shops.

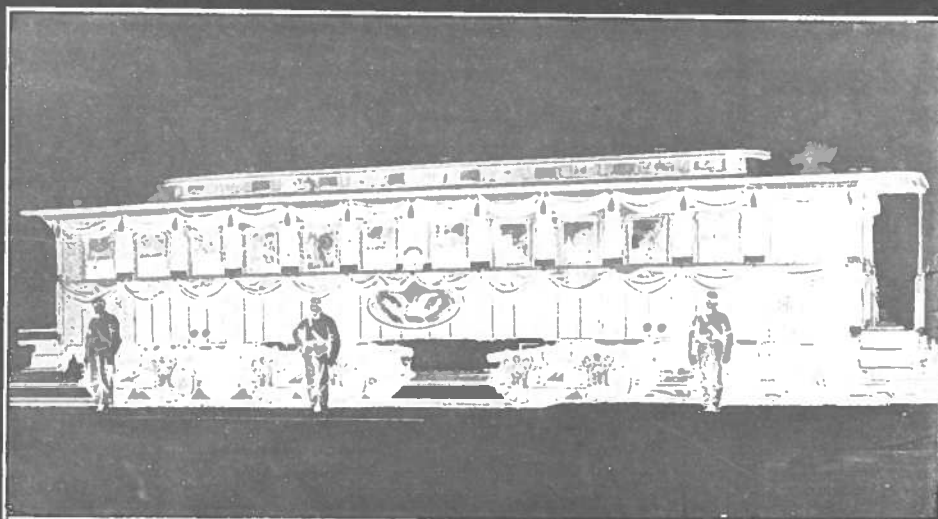


Photo taken at Chicago on the Lake Front, near Park Row, May 1, 1865, while on the way to Springfield with Mr. Lincoln's remains.

The latter spent weeks in designing the "President's Car." W. H. H. Price was foreman of Car Shops and superintended building the car. Other workmen under Mr. Price were Mr. Lawrence O'Day, Nate Irwin, Dennis O'Day, Jas. T. Barkley and Jas. Allen. Carpenters, Sargt. Robt. Pierce, artist and painter, Robt. Cunningham worked on the trucks. These gentlemen have now all passed away with the exception of Mr. Lawrence O'Day, now living in Binghamton, N. Y., and Mr. James Allen of St. Paul, Minn.

PROGRAM FOR "LINCOLN CAR" DAY

Arrival of the "Martyr Train" will be announced by the "Lincoln Car"

Buglers, salutes from cannon and the tolling of bells.

Reception to the press, Mayor and City Council - 9:30 to 10:30 a. m.

Doors open to the public at - 10:30 a. m.

First descriptive lecture at - 11:00 a. m.

And every half hour throughout the entire day.

Doors close at - 10:30 p. m.

Notice to the Public.

Tickets for visitors to the "Lincoln Car" are limited and when the number is exhausted **no more will be issued.** This action has been made necessary by the briefness of the visit and the limited accommodation.

Warning: Owing to the great number of people wishing to visit the car, a great many will be disappointed by being unable to secure tickets, for the entire issue will be exhausted before the day of arrival. Consequently I advise no delay in securing same.

FRANKLYN B. SNOW,
Pres't. "Lincoln Car" Assn.



Home of the Historic "Lincoln Car" at the World's Fair, 1904

Extract from Clipping in
THE ST. LOUIS
REPUBLIC: SUNDAY,
MAY 1, 1904.

Of all the interesting exhibits at the World's Fair, there is none that has created more general attention, or is viewed with a greater affection and reverence than the old "Lincoln Car" since its arrival and installation in the Lincoln Museum, World's Fair grounds. None of the visitors at the museum who have had the privilege of seeing this sacred relic go away without gazing at the old coach for some time with evident affectionate interest, and very few look at it save with uncovered heads.

Although the car now is in a dilapidated condition, plainly showing that it has been abandoned to the cold storms of winter and the sun's hot rays of summer for too many years, it is still the car that was used to bear the remains of President Lincoln from Washington, D. C., to Springfield, Ill. for interment. Time has made sad changes within and without. From a beautifully decorated exterior, its sides are cracked and weather-beaten. Inside the several compartments the furnishings have been removed and the elegant crimson colored silk, with which the entire interiors were tufted and upholstered has been removed by the hands of vandals. Yet for all this it is the old private car of President Lincoln—the only coach ever built by the United States Government for the use of a President and Cabinet. The visitors who see it recognize in it a national treasure of incomparable value and rich association.

The idea of building a private car for the use of President Lincoln and his Cabinet was first conceived in the Department of the Government in the 1860s, and orders were given by the State Military

THE OLD ENGINE which pulled the great Funeral Cortege of Abraham Lincoln from Chicago to Springfield is still owned by the CHICAGO AND ALTON R. R. The Government chose this route for the Funeral Train, because then as well as now, it is THE ONLY WAY.

ORIGINAL IN
CHICAGO HISTORICAL SOCIETY
CLARK ST. AT NORTH AVE.
CHICAGO 14
PLEASE CREDIT

**UPON THE MOMENT OF THE ARRIVAL
OF THIS SACRED RELIC IN THE CITY**

**FOURTEEN
SALUTES FROM CANNON**

WILL BOOM FORTH A WELCOME

One for each letter forming the name

ABRAHAM LINCOLN

and one following each hour throughout the entire day.

**Bands will Play National and
Sacred Airs, and Bells will Toll**

The Public are requested to join in this demonstration
in honor of the event and in memory of the

WORLD'S GREATEST CHARACTER

**Hang Out Flags and Drape
Your Homes in Mourning.**

BE AN AMERICAN

and instill into your children and your children's children
the principles of this great and good man.

"With Malice Toward None. With Charity For All"

THE OLD ESCAPE which pulled the great Funeral Cortège of Abraham Lincoln from Chicago to Springfield is still owned by the **CHICAGO AND ALTON R. R.** The Government chose this route for the Funeral Train, because then as well as now, it is **THE ONLY WAY.**

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Photo of Lincoln Car

P279

"Photography and
the American Scene"
R. Taft, 1938

taken by John Carlutt (Chicago)

Oct 1866 at 100th Meridian 250 mi

west Omaha

(see "Weekly Repub"
Omaha Oct 26, 1866)

Stereogram View

L.C. lost their prints! 3/23/61

1855 - ~~A.L. Green,~~

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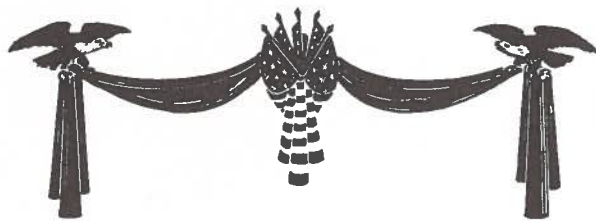
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THE FAREWELL TO LINCOLN

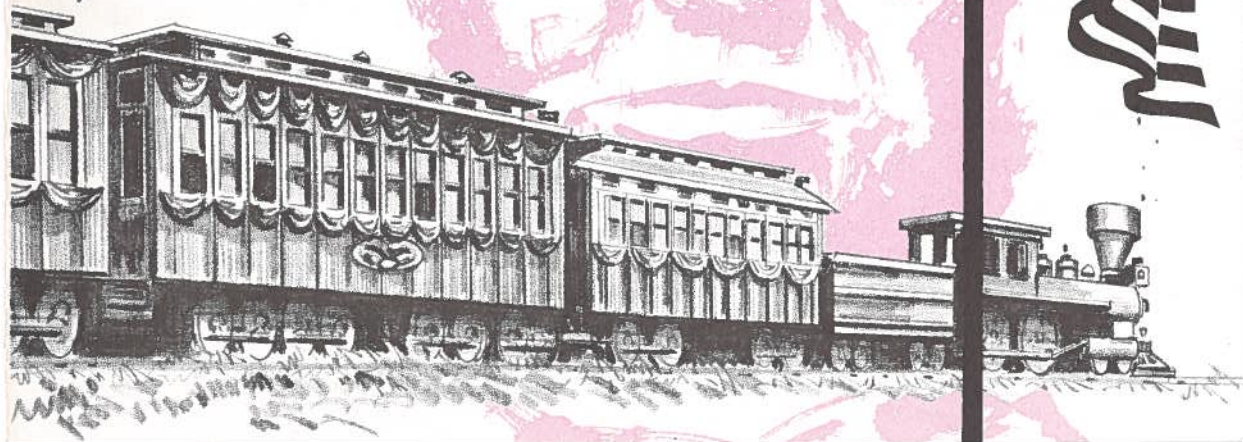


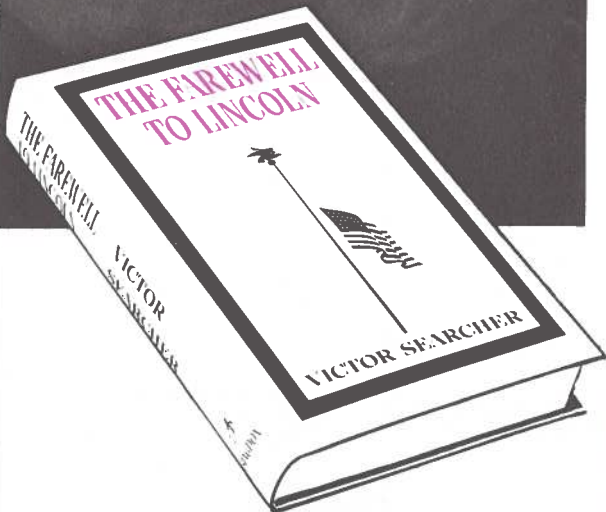
VICTOR SEARCHER

THE sixteenth President of the United States began his final journey on April 21, 1865—six days after his tragic death.

Victor Searcher's **THE FAREWELL TO LINCOLN** relates, in interesting and readable style, the twelve-day funeral journey of Abraham Lincoln from Washington to his burial in Springfield—the scene of his first great victory. This man, who dreamed of his own death before an assassin's bullet plunged a victorious nation into mourning, sought to free all men—and even in death, perhaps, accomplished his purpose.

Mr. Searcher's powerfully-written and thoroughly-documented book makes you an eyewitness to history—reliving those tragic days that were to be echoed a hundred years later in another assassination.





...From the midst of conflict to the beginnings of freedom...

"All tragedies are finished by a death."

—Lord Byron

As Lord Byron spoke those words, perhaps little did he realize the implications they would invoke upon yet-to-happen events of this world.

For Abraham Lincoln—frontiersman, lawyer, emancipator, and President of the United States—tragedy seemed an ever-present companion. This life of one man foretold the future of a country—the country which he had guided through a Civil War. With surrender at Appomattox, the Great Emancipator could begin the difficult task of restoring a strifetorn country. But this was not to be his task, for on Friday, April 14, 1865, Abraham Lincoln was shot by a half-crazed assassin.

The 1,700 miles to Springfield . . .

April 21 Washington
April 21 Baltimore
April 21 Harrisburg
April 22 Philadelphia

April 24 New York
April 25 Albany
April 27 Buffalo
April 28 Cleveland

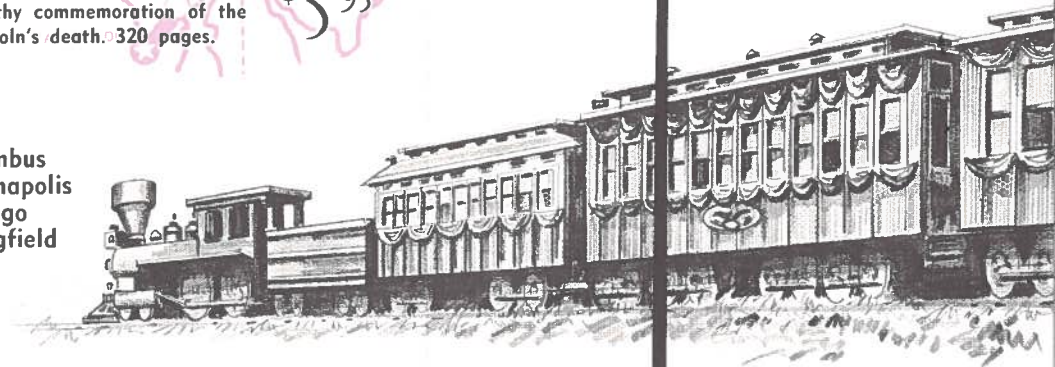
THE FAREWELL TO LINCOLN eloquently recalls these last moments and the twelve-day funeral journey to Springfield, reversing the route taken four years earlier when a victorious Lincoln traveled to Washington for his inaugural.

This man, whose mission was as large as his country, vast as humanity, and enduring as time, died on April 15, 1865, leaving his imprint on statesmanship and Americanism. Victor Searcher has skillfully retraced the events of those historic days—those days of Lincoln's final hour.

Published February 12, 1965, by Abingdon Press. A worthy commemoration of the centennial of Lincoln's death. 320 pages.

\$5.95

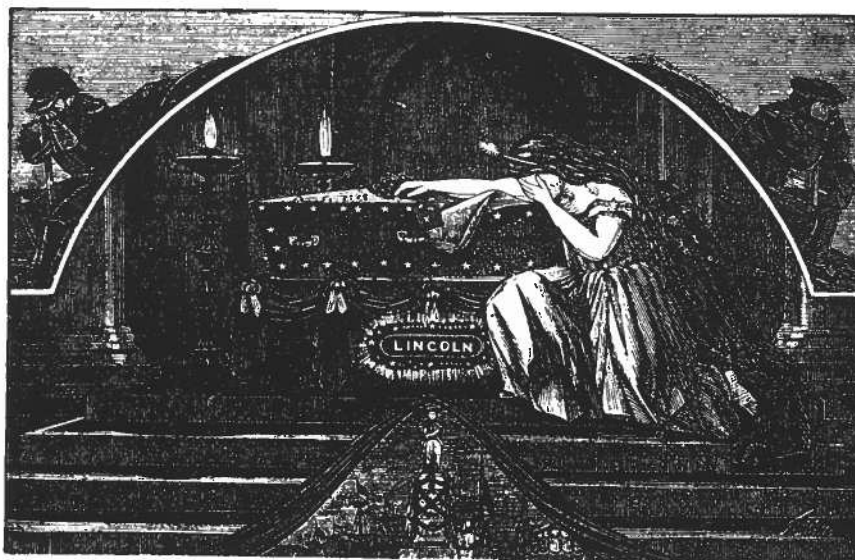
April 29 Columbus
April 29 Indianapolis
May 1 Chicago
May 3 Springfield



CLEVELAND & ERIE RAIL ROAD.

TIME CARD

For Special Train, Friday, April 28th, 1865,



CONVEYING REMAINS OF ABRAHAM LINCOLN,

LATE PRESIDENT OF THE UNITED STATES,
AND ESCORT.

STATIONS.	Miles.	Miles.	Pilot Engine.	Cortege Train.	
Erie			LEAVE 2.15 A.M.	LEAVE 2.25 A.M.	
Swanville	8½	8½	2.42	2.52	Pilot Engine & Cortege Train meets Stock Express No. 1. Pilot Engine & Cortege Train meets Stock Express No. 2.
Fairview	11	2½	2.49	2.59	
Girard	15½	4½	3.05	3.15	
Springfield	20½	4½	3.17	3.27	
Conneaut	27½	7½	3.39	3.48	Pilot Engine & Cortege Train passes Fast Freight No. 3.
Kingsville	35½	7½	3.59	4.09	
Ashtabula	41	5½	4.17	4.27	
Saybrook	45½	4½	4.30	4.40	
Geneva	50½	4½	4.42	4.52	
Unionville	53½	3½	4.51	5.01	
Madison	55½	2½	4.59	5.09	
Perry	61	5½	5.13	5.23	
Painesville	66½	5½	5.31	5.41	
Mentor	72½	6½	5.47	5.57	
Willoughby	77	4½	5.58	6.08	
Wickliffe	81½	4½	6.10	6.20	
Euclid	86	4½	6.22	6.32	
Cleveland	95½	9½	6.50 A.M. ARRIVE.	7.00 A.M. ARRIVE.	

This Train and the Pilot Engine will have the **POSITIVE RIGHT OF ROAD**, and all Trains must be kept entirely out of their way.

Train and Pilot Engine must be run strictly to card time as possible.

Strict carefulness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that every thing is right when Pilot Engine and this Train is due.

Supt's Office C. & E. R. R., Cleveland, April 26, 1865.

H. NOTTINGHAM, Supt.

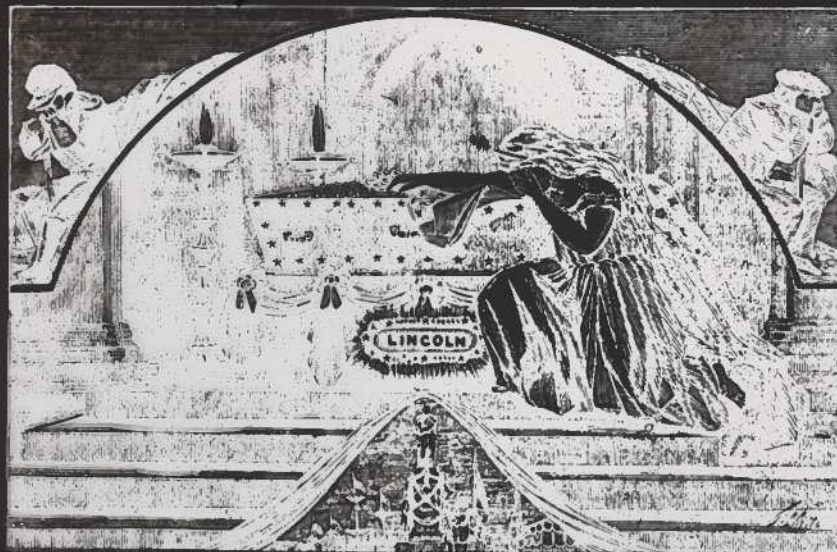
SANFORD & HAYWARD, PRINTERS, CLEVELAND.

Time card (one-half reduction) of the funeral train that bore the remains of President Lincoln from Erie to Cleveland.

CLEVELAND & ERIE RAIL ROAD.

TIME CARD

For Special Train, Friday, April 28th, 1865,



CONVEYING REMAINS OF ABRAHAM LINCOLN,

LATE PRESIDENT OF THE UNITED STATES,
AND ESCORT.

STATIONS.	Miles	Miles	Pilot Engine	Cortage Train	
			LEAVE	LEAVE	
Eric			2.15 A.M.	2.25 A.M.	
Swanville	8½	8½	2.42	2.52	Pilot Engine & Cortage Train meets Stock Express No. 1. Pilot Engine & Cortage Train meets Stock Express No. 2.
Fairview	11	2½	2.49	2.59	
Girard	15½	4½	3.05	3.15	
Springfield	20½	4½	3.17	3.27	
Conneaut	27½	7½	3.39	3.48	Pilot Engine & Cortage Train passes Fast Freight No. 3.
Kingsville	35½	7½	3.59	4.09	
Ashtabula	41	5½	4.17	4.27	
Saybrook	45½	4½	4.30	4.40	
Geneva	50½	4½	4.42	4.52	
Unionville	53½	3½	4.51	5.01	
Madison	55½	2½	4.59	5.09	
Perry	61	5½	5.13	5.23	
Painesville	66½	5½	5.31	5.41	
Mentor	72½	6½	5.47	5.57	
Willoughby	77	4½	5.58	6.08	
Wickliffe	81½	4½	6.10	6.20	
Euclid	86	4½	6.22	6.32	
Cleveland	95½	9½	6.50 A.M.	7.00 A.M.	
			ARRIVE	ARRIVE	

This Train and the Pilot Engine will have the **POSITIVE RIGHT OF ROAD**, and all Trains must be kept entirely out of their way.

Train and Pilot Engine must be run strictly to card time as possible.

Strict carefulness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that every thing is right when Pilot Engine and this Train is due.

Supt's Office C. & E. R. R., Cleveland, April 26, 1865.

H. NOTTINGHAM, Supt.

PRINTED & PUBLISHED BY H. NOTTINGHAM, CLEVELAND.

Time card (one-half reduction) of the funeral train that bore the remains of President Lincoln from Erie to Cleveland.

ARTHUR DETMERS DUBIN
55 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60601

November 9, 1978

Mr. John H. White, Jr.
Curator of Transportation
Smithsonian Institution
Museum of History and Technology
Washington, D.C. 20560

Dear Jack,

Here are about ten electro-copies showing pictures relating to the Abraham Lincoln funeral train sent as promised. Please advise if I can be of any additional service.

It was nice to hear from you - as always.

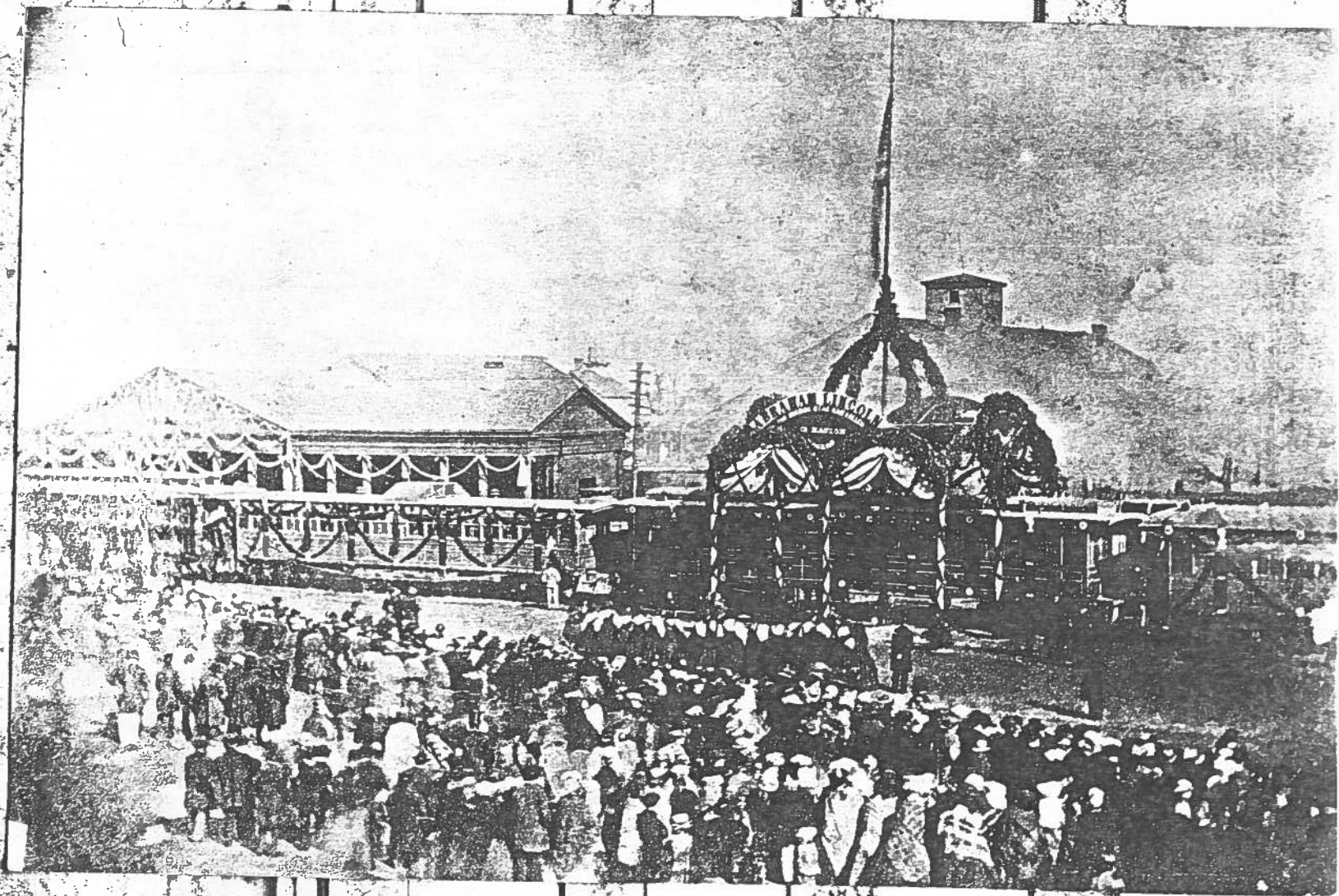
Cordially,

Arthur

Arthur Dubin

AD/db
encls.

called.

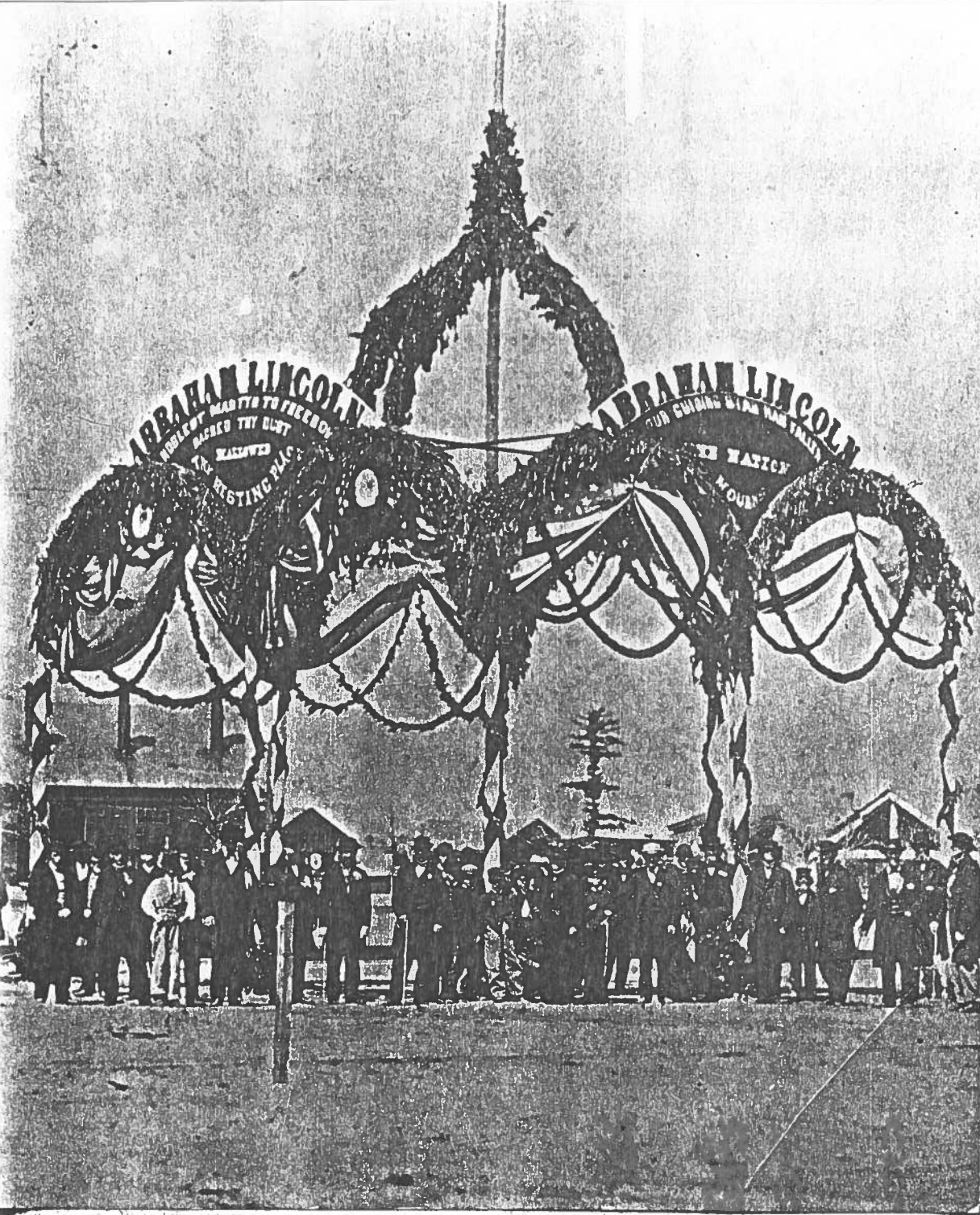


Lincoln
Funeral
and
train
arch

at Springfield, Ill.
Michigan City, Indiana A.D.D.
May 1/65

9493E

* Timetable of Canal & R.R.
for "Special Train"
conveying the funeral
cortege with the remains
of the late President;
dated May 2, 1965



Lincoln
Funeral
at Springfield,
Ill. 5/1/65

Michigan, Cal., Indiana ← A.D.D.
note

5/1/65

Chicago and Alton Railroad Company.

TIME TABLE

FOR THE SPECIAL TRAIN, CONVEYING THE FUNERAL CORTEGE WITH THE REMAINS OF
THE LATE

PRESIDENT

FROM

CHICAGO TO SPRINGFIELD,

Tuesday, May 2, 1865.

Total Distance.	Dist. betw'n Stations.		Leave	
1.7	1.7	CHICAGO	9:30	P. M.
3.5	1.8	FORT WAYNE JUNCTION	9:45	"
12.0	8.5	BRIDGEPORT	9:55	"
17.6	5.0	SUMMIT	10:21	"
25.5	8.0	JOY'S	10:34	"
32.5	7.0	LEMONT	10:58	"
37.7	5.2	LOCKPORT	11:18	"
46.4	8.7	JOLIET	11:33	"
48.6	2.3	ELWOOD	11:58	"
53.0	4.5	HAMPTON	12:04	A. M.
58.0	4.8	WILMINGTON	12:16	"
61.4	3.5	STEWART'S GROVE	12:30	"
65.0	3.8	BRACEVILLE	12:40	"
74.0	9.0	GARDNER	12:51	"
82.0	8.0	DWIGHT	1:16	"
87.4	5.2	ODELL	1:38	"
92.3	5.0	CAYUGA	1:53	"
97.8	5.6	PONTIAC	2:07	"
102.6	4.7	OCOYA	2:22	"
110.6	8.0	CHENOA	2:35	"
118.5	7.9	LEXINGTON	2:58	"
124.0	5.7	TOWANDA	3:20	"
126.0	2.0	ILL. CENTRAL R. R. JUNCTION	3:36	"
133.0	6.8	BLOOMINGTON	3:42	"
136.5	3.6	SHIRLEY	4:05	"
141.4	4.8	FUNK'S GROVE	4:15	"
146.0	4.8	McLEAN	4:28	"
150.0	4.0	ATLANTA	4:42	"
156.8	6.7	LAWN DALE	4:53	"
164.0	7.1	LINCOLN	5:12	"
167.6	3.7	BROADWELL	5:32	"
173.5	5.9	ELKHART	5:43	"
178.3	4.8	WILLIAMSVILLE	5:58	"
180.0	2.1	SHERMAN	6:12	"
185.0	5.0	SANGAMON	6:18	"
		SPRINGFIELD	6:30	"

The following instructions are to be observed for the above train:

1. All other Trains on this Road must be kept thirty minutes out of the way of the time of this Train.
2. All Telegraph Stations must be kept open during the passage of this Train.
3. A Guard with one red and one white light will be stationed at all road crossings by night; and with a white flag draped by day, or after day-light, on Wednesday morning.
4. A Pilot Engine will run upon this time, which is to be followed by the Funeral Train, ten minutes behind.
5. Pilot Engine must not pass any Telegraph Station, unless a white flag by day, or one red and one white light by night, shall be exhibited, which will signify that the Funeral Train has passed the nearest Telegraph Station. In the absence of said signals, the Pilot Engine will stop until definite information is received in regard to the Funeral Train.
6. The Funeral Train will pass all Stations slowly, at which time the bell of the Locomotive must be tolled.

By order of BREVET BRIGADIER GENERAL D. C. McCULLUM, 2d Div., in charge of Military Railroads.

ROBERT HALE,

OBSEQUIES OF PRESIDENT LINCOLN

ORDER OF FUNERAL PROCESSION.

The Committee on Order of Procession, have adopted the following order of Funeral Procession:

ORDER OF FUNERAL PROCESSION OF

ABRAHAM LINCOLN,

Late President of the United States.

Under the immediate direction of Major General Joseph Hooker, Marshal in Chief.

Brig. Gen. John Cook and Staff.

Brevet Brig. Gen. James Oakes and Staff.

MILITARY.

FUNERAL ESCORT.

FIRST DIVISION.

Col. C. M. Prevoost, 16th Regiment V. R. C., Marshal.

Aide—Lieut. Thomas B. Beach, A. A. A. General, Major

Hornea Holt, 1st Massachusetts Heavy Art., Capt. J.

O. Reardon, 16th N. Y. Cavalry, Capt. E. G. Ray-

mond, 134th Ill. Inftry., Capt. Eddy, 86th Ill.

Inftry., Lieut. H. M. Schick, 1st New

York Dragoons.

To consist of Cavalry, Artillery and Infantry.

SECOND DIVISION.

Major F. Bridgeman, Pay Department U. S. A., Marshal.

Aide—Major R. W. McLaughry, Major W. W. White.

Officers and Enlisted Men of the Army and Navy, not otherwise assigned in the order stated.

Officers in Uniform and Side Arms.

Major General John A. McOlerand, Grand Marshal.

Aide—Lieut. Col. A. Schwartz, Capt. Henry Jayne, Capt.

R. Rudolph, Capt. Benj. Ferguson, Thos. Owen,

Hon. Charles Keys, J. L. Milhon, Wm. M.

Springer, E. E. Myers, A. M. J.

Crook, Ed. L. Merritt and

N. Higgins.

THIRD DIVISION.

Col. Indley Wickersham, 1st Army Corps, Marshal.

Aide—Joshua Rogers, Isaac A. Hawley, W. F. Kimber, J.

B. Perkins and Charles Canfield.

Marshals of Sections—Col. William B. Barrum, Capt. A

J. Allen, Col. F. N. Hitt, O. L. Conkling

Robert P. Officer, Capt. T. G.

Baues, D. W. Smith,

Officiating Clergymen.

Burgons and Physicians of the Deceased.

Guard of Honor.

PALL

PALL

BEARERS.

BEARERS.

Horse of the late President, led by two grooms.

Mourners.

Family of the Deceased.

FOURTH DIVISION.

Col. Speed Butler, Marshal.

Aide—Major Robert Allen, Capt. L. E. Rickett and Capt.

Albert Williams.

Marshals of Sections—William E. Bennett, Harry W. Ives,

Philip O. Latham, William V. Roll, E. E.

Richardson, J. E. Williams and

J. D. Orvab.

Civil authorities of the United States according to their relative dignities.

Foreign Ministers.

Civil authorities of the States and Territories, and of the District of Columbia, in the order stated, and according to their dignity in said order.

FIFTH DIVISION.

Hon. George L. Huntington, Marshal.

Aide—Dr. S. Babcock, George Shephard, Charles Eldgely,

George Latham, Moses B. Conwell.

Municipal authorities of the city of Springfield and other cities.

SIXTH DIVISION.

Hon. William H. Herndon, Marshal.

Aide—P. F. Knox, O. S. Lane, T. W. Dwyer, M. D.; John

T. Jones, William G. Cochran, James Rayburne,

Charles Vincent, Edward Beach, John

Peters, O. W. Reardon, R. O. Huskey.

Marshals of Sections—Thomas Lyon, B. T. Ell, George

Elgely, Henry Yeckel, Jacob Halton, — Sweet,

Dwight C. Hartwell, Hamilton Hovey,

Frederick B. Smith.

Members of the Christian, Sanitary, and other kindred Com-

missions.

Delegations from Bodies Politic, Universities and Colleges.

Clergy.

Members of the Legal Profession.

Members of the Medical Profession.

Representatives of the Press.

SEVENTH DIVISION.

Hon. Harman G. Reynolds, Marshal.

Aide—George E. Teasdale, John A. Hughes, James

Smith, F. Fitzpatrick, Henry Shuck, Thomas O'Connor.

Marshals of Sections—Capt. Charles Fisher, Frank W.

Tracy, M. Connor, Frederick Smith, M. Armstrong, Richard

Young.

Free Masons.

Odd Fellows and other Fraternities.

Firemen.

EIGHTH DIVISION.

Hon. John W. Smith, Marshal.

Aide—Capt. Isaac Key, S. H. Jones, Hon. John W.

Priest, O. E. Abel, Henry N. Alden, Wm. P. Oraton, G.

A. Kimber, John W. Poorman, Henry Eldgely, J. B. Crow,

John W. Davis, Presco Wright, N. V. Hunt, George Halbey,

Alfred A. North, John S. Bradford, Samuel P. Townsend.

Citizens at large.

Colored Persons.

FORMATION AND MOVEMENT.

MILITARY.

First Division will form on the north side of Washington street, and fronting the Capitol Square.

Second Division on Washington street, right resting on the First Division.

Third Division on Washington street, right resting on the Second Division.

Fourth Division on North Fourth street, right resting on Washington street.

Fifth Division on North Fifth street, right resting on Washington street.

Sixth Division on North Sixth street, right resting on Washington street.

Seventh Division on North Seventh street, right resting on Washington street.

Eighth Division on North Eighth street, right resting on Washington street.

Divisions from Fourth to Eighth, inclusive, will form in the order stated, faced to the south.

Bands accompanying orders, societies, fraternities, delegations, &c., &c., will be permitted to accompany their respective bodies, &c., to the point designated as their position in the funeral column. After the formation they will be assigned such places as the Committee on Music may direct.

The procession will move from Washington to Eighth street; thence south to Monroe street; thence west to Fourth street; thence directly to Oak Ridge Cemetery.

Orders, societies, fraternities, delegations, &c., are requested to appear in the order prescribed above, and to walk eight abreast, and sections in close order. Marshals will strictly enforce this direction.

No carriages or vehicles will be allowed in the procession except the funeral car and carriages containing the family of the deceased.

The Marshal in Chief, Grand Marshals, Marshals of Divisions, and their Aids, Marshals of Sections, and the Guard of Honor, will be mounted—all others will move on foot.

On the first and third days of May thirteen guns will be fired at dawn, and afterwards at intervals of thirty minutes, between the rising and setting sun, a single gun, and at the close of the day a national salute of thirty-six guns.

On the fourth day of May, twenty-one guns at dawn, and afterwards single guns at intervals of ten minutes, until the procession moves; firing then will cease until the close of the day, when national salute of thirty-six guns will be fired.

Marshals will be designated by the following sashes and scarfs:

Grand Marshal—Red, White and Blue Sash.

Aids to the Grand Marshal—Red, White and Blue Scarf.

Marshals—Red Scarf.

Aids—Blue Scarf.

Marshals of Sections—White Scarf, the same to be draped with a black rosette on the right shoulder, and tied with orange on the left side.

The procession will move on Thursday, the 4th inst., at 10 o'clock a. m., precisely.

The streets through which the procession will pass must be kept clear from sidewalk to sidewalk.

JOHN COOK,

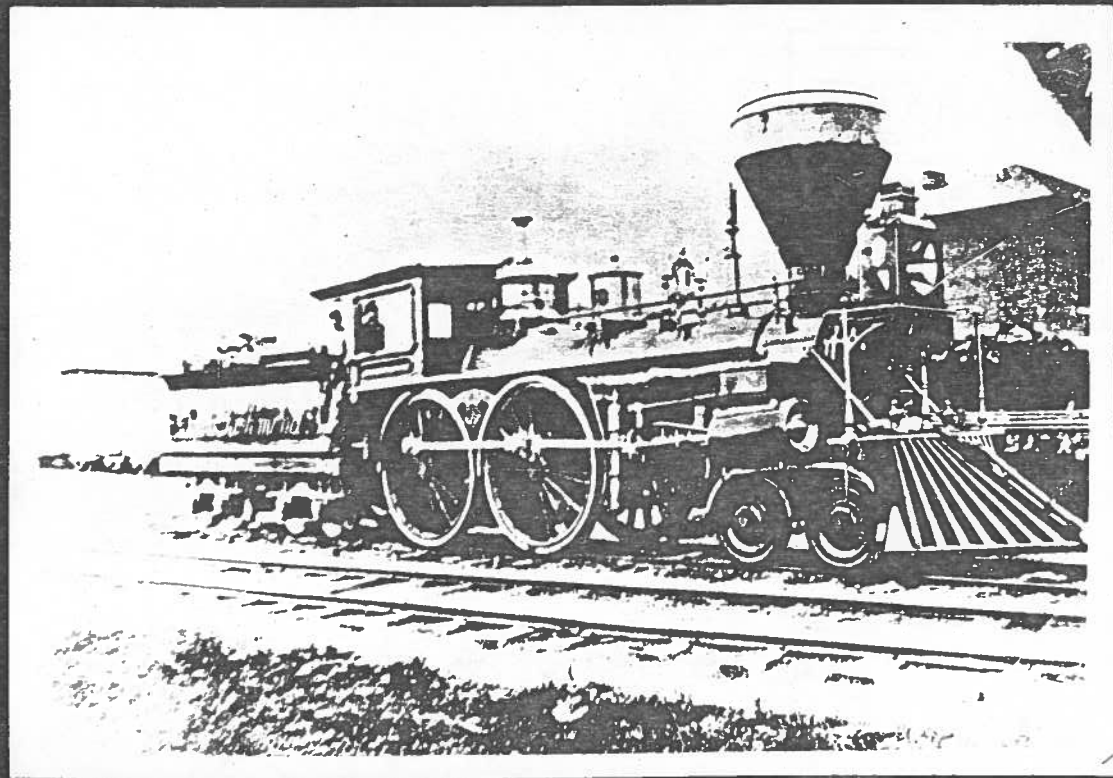
Brig. Gen. Comdg. Dist. of Ill.

JAMES OAKES,

Brevet Brig. Gen. U. S. A.

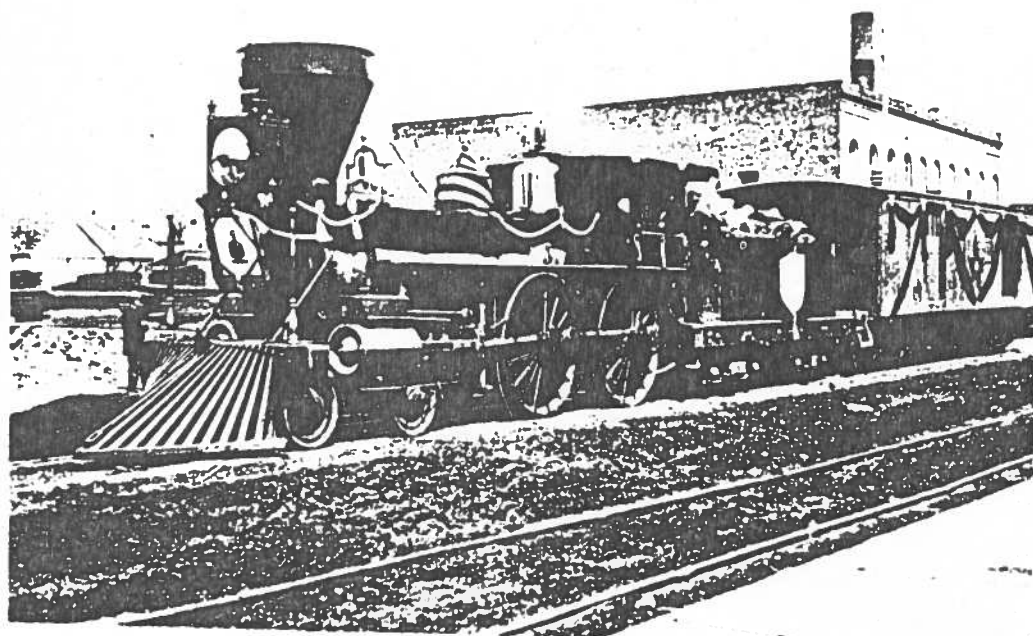
JOHN A. MCCLERNAND,

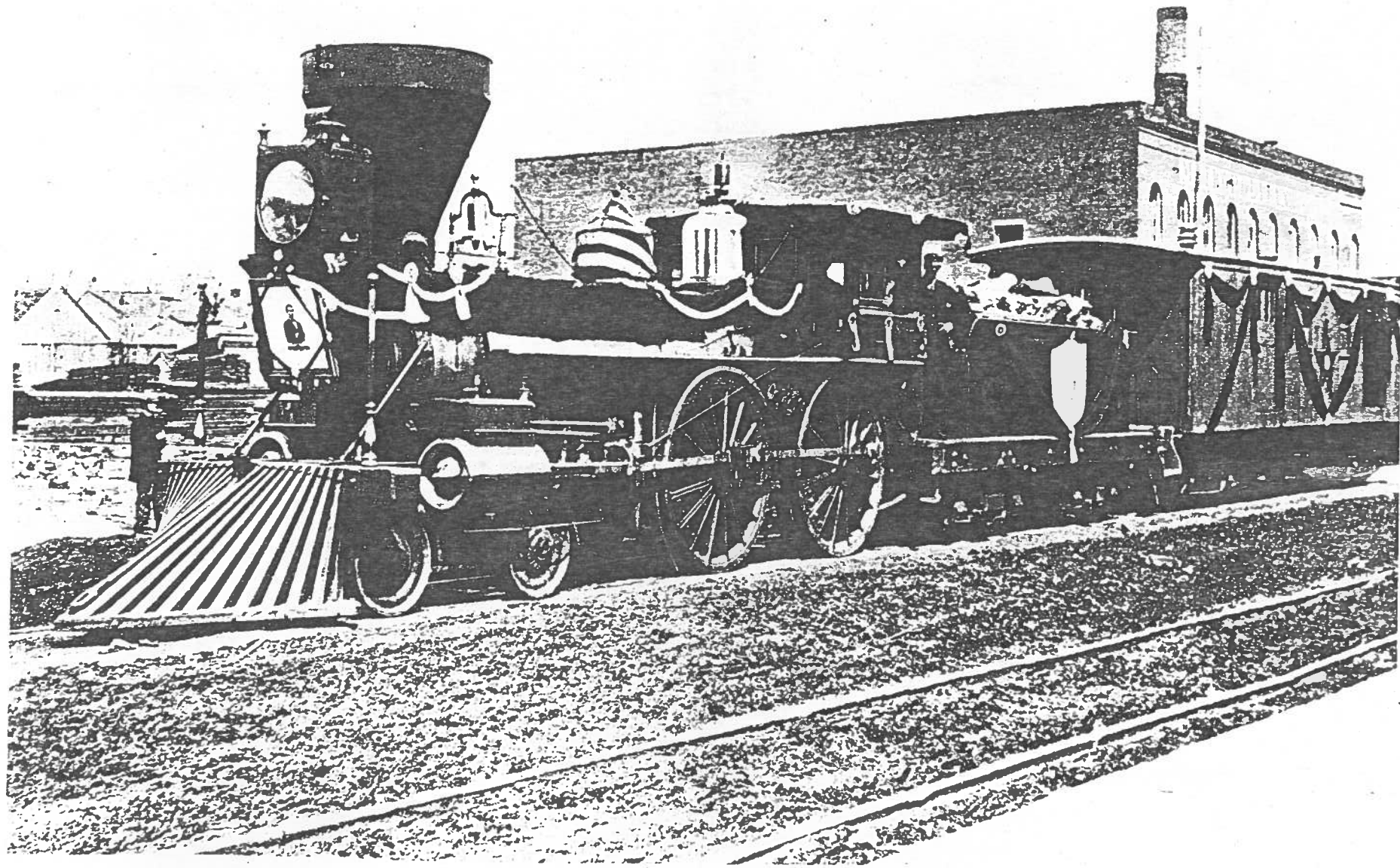
Grand Marshal.



"Gran Richmond" Locomotive
hauled Lincoln Funeral Train out
of Harrisburg, Pa at 12 M April
22, 1865

CARTE DE VISITE
by J. CARBUTY,
PHOTOGRAPHIC ARTIST.
121 LAKE ST.
CHICAGO.





The Lincoln Funeral Car

By WILLIAM H. LAMSON

THE Lincoln funeral car was built in the first place for the use of President Lincoln, and was kept in the yards of the Baltimore and Ohio Railroad Company in Washington, D. C. My father, Myron H. Lamson, was an enlisted mechanic in the service of the road at that time, and served as assistant foreman during the construction of the car. After the assassination of Mr. Lincoln, he supervised the alterations which were made in the car that it might properly receive the casket and remains.

After the body had lain in state at the Capitol, it was taken to the Baltimore and Ohio station and placed on a catafalque in the center of the car. On April 21, 1865, the train, consisting of this and six other cars, headed by the engine and tender all heavily draped in black, pulled out of Washington. A great throng of reverent patriots witnessed the departure, the silence being broken only by the noise of the train and the sobs of the multitude. The train went north via Baltimore, and during the long trip passed through many of the great cities of the Union, where the people had assembled, and with reverent silence paid their tribute to the martyred President. The end of the journey was reached on May 3,

1865, at Springfield, Illinois. After lying in state under the dome of the Capitol of Illinois for several days, the burial took place in Springfield.

What became of the car afterwards, I do not know. My father is seen in the picture, standing on the platform in his uniform, while he was acting as one of the guard of honor. The day before, he had engaged a photographer to take a picture of the car as it lay in the yard, and after he had ordered a dozen pictures, he purchased the negative, which has been in my family ever since.

When the Grand Army of the Republic held its annual reunion in 1908, one of these original pictures was loaned to them, and a post card negative was made from which a great number of cards were printed with a small portrait of President Lincoln and a short description of the car printed up in one corner of the card on the face side, the picture of the car covering the entire back of the card.

This same picture was loaned to E. L. Bangs, of the Baltimore and Ohio Railroad, who made a 5 x 7 plate negative from it and returned the picture to me. The photographs obtained from this negative are good and compare very favorably with the pictures made from the original negative.

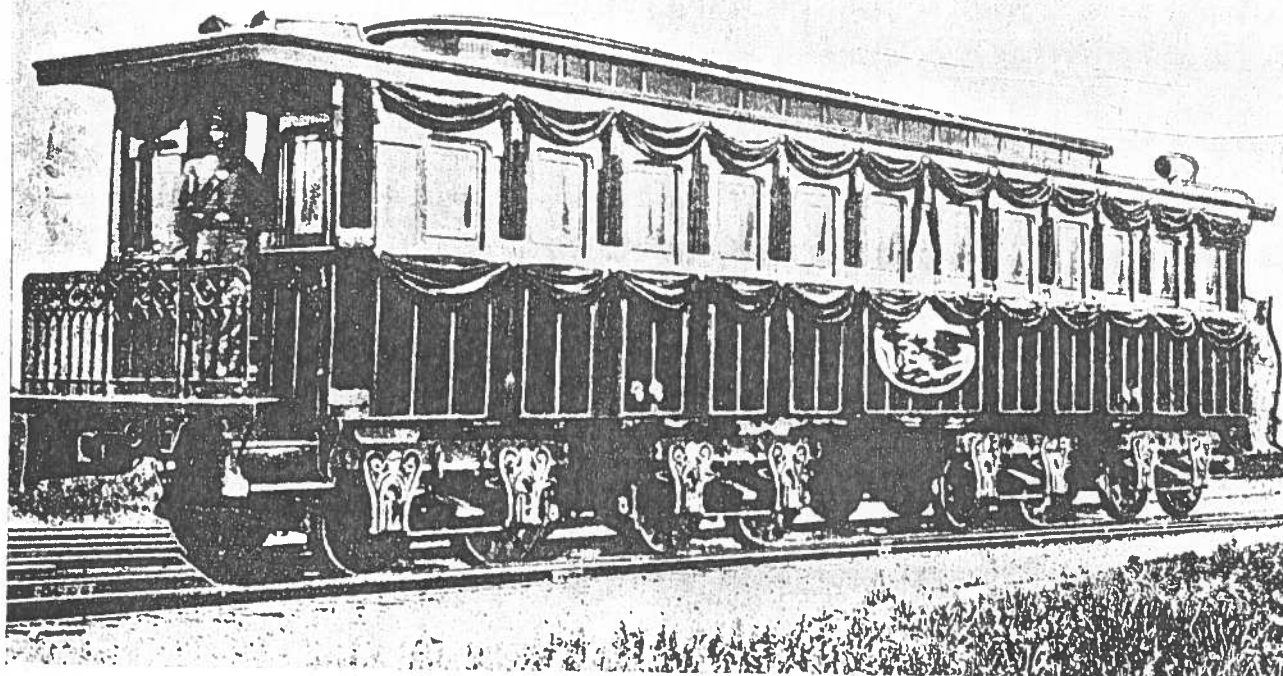
Abraham Lincoln and Prohibition

"LINCOLN AND PROHIBITION," by Charles T. White, political editor of the New York Tribune, discusses at length and most interestingly the relation of Abraham Lincoln to the rising temperance movement of his day.

A view is given of Lincoln's early home life, which has been greatly misunderstood. As a matter of fact, Lincoln's father was a man of splendid character and great ability, and the conditions under which Abraham Lincoln was born and lived were general through that portion of Kentucky, Indiana, Illinois and a great part of the Upper South and Middle West.

Lincoln got his start in life under the influence of Bible reading and Christian living. He delivered his first temperance lecture while still a boy; wrote an essay on temperance at seventeen; and early joined the Washingtonians. He vigorously promoted the pledge signing movement of his day, entered into the Illinois prohibition campaign, writing a prohibition law; and after he became President he constantly maintained his temperance attitude.

The book tells of Lincoln's address to the Washingtonian Society, his letter to George E. Pickett, his connections with the "grocery" of Berry, and his promotion of temperance work in the army under Merwin.



THE LINCOLN FUNERAL CAR

Photo by courtesy of Elijah Bangs

Built for the use of President Lincoln, this car, when in Washington, was kept in the yards of the Baltimore and Ohio. Its conversion into a funeral car was supervised by Myron H. Lamson, an enlisted (war-time) mechanic in our service. Mr. Lamson, who is standing on the platform in this photo, was the father of the author of the story.

Pennsylvania Lines West of Pittsburgh.

*Office of the
General Superintendent of Transportation,*

Edward B. Taylor.

Pittsburgh, Pa. March 27th, 1896.

Mr. J. E. Watkins,

1626 S Street, Washington, D.C.

Dear Sir:-

Replying to your letter of 24th inst. requesting information concerning the Lincoln Funeral-train; I telegraphed to Mr. R. F. Smith, who was formerly General Superintendent of the Cleveland & Pittsburgh Railroad, as soon as I read your letter, and have just received the following reply from him:

"Have only just now been able to get at movement of Lincoln Funeral-train, as follows: Arrived at Cleveland, over L.S.&M.S.Ry., 7 A.M., Friday, April 28th, 1865; taken by C.&P. engine to Euclid Avenue station where casket was removed from train and taken via Euclid Avenue to Monumental Park and there lay in state until midnight same day. It was then taken by C.C.&C.Ry., Big Four, to Columbus towards final destination."

The above is all the information that we seem to be able to gather on this subject.

yours truly,

S. T. Church

P.S. The route of funeral-train was as follows: Baltimore to Washington; to Harrisburg; to Philadelphia; to New York; to Albany; to Cleveland; to Chicago; thence to Springfield.



Library Co. of Philad^a.
N.W. Cor. Locust & Juniper Sts.
Philadelphia 3/26 1896

J. E. Guth Watkins

Dear Sir.

Replying to yours of
24th inst. now at hand, ac-
cording to the Phila. "Press", the
Lincoln Funeral train arrived
in Phila. Saturday apr. 22nd
6³⁰ P.m. Its arrival was an-
nounced by the fire of a piece
of artillery. It was received
by the officials of the city,
and after considerable delay
in starting, was conveyed
to Independence Hall, where
the body lay in state, and

was visited by the people until midnight, and again on Sunday when the doors were opened shortly after 5 o'clock. The train left the Continental Hotel Phila. at 2 a.m. Monday, Apr. 24th and halted before the State House until the coffin was conveyed to the funeral car. The procession reached the Kensington Depot at 4 o'clock and started a few minutes after 4, proceeding to New York where it arrived at 10 a.m. From New York it went to Albany and thence to Buffalo. It arrived in Chicago on May 1st at noon. This is a very brief condensation of the matter, devoted to the obsequies and processions. I shall be glad to give you any further details if this is not sufficient for your wants.

Respectfully,

Samuel Samuel

Car Department.

CONDUCTED BY O. H. REYNOLDS.

Abraham Lincoln's Car.

We are indebted to Mrs. Lola Carleton for the photograph from which the accompanying engraving was made. It was taken by her at the Union Pacific shops, in Omaha, in 1894, and shows the car as it was then.

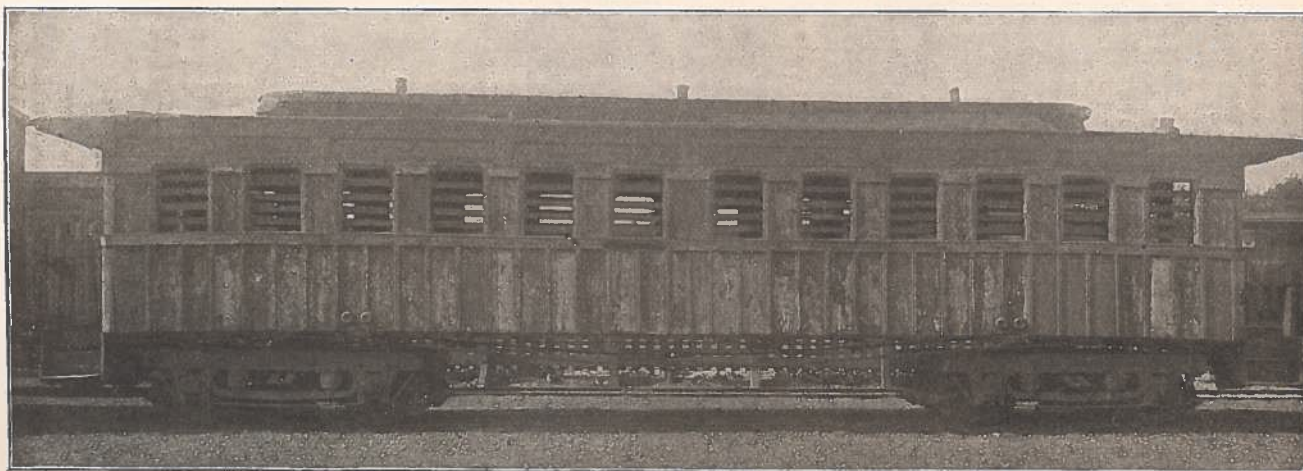
It is now at the Trans-Mississippi Exposition, in Omaha, Neb. This is one of the historical cars of the country, and recalls another war period, far more bitter and heart-rending than the present. This feeling between sections, however, which was caused by the former war has been obliterated by the present one.

is supported by a spring having a tension to properly hold the roller against the axle and thus insure lubrication. There is no doubt about the practical value of this device, because it is old—has been tried and cast aside years ago, and will be patented again in years to come.

Another journal box, having the object of lubrication in view, but in a way that looks as though it would do something in that line, is a box with a reservoir for oil cast on the top (not a new idea), and has a duct or passage leading from the reservoir to an oil hole in the center of the bearing. In connection with this scheme

adoption in such cases would seem to be the rational way to have common sense steps, at a reasonable cost, on coaches already equipped with the high variety.

The parcel rack for coaches also comes in as a subject for improvement, and receives attention in the direction of making it adjustable to different positions and forms of packages, and so devised as to retain its contents through the medium of a weight, which distends or closes the front in accordance with the size of the parcel. The fact that there are few parcel racks in coaches, worthy of the name, ought to open a field for such as this. A



CAR USED BY ABRAHAM LINCOLN.

Recent Car Details.

The interest evinced in the perfecting of car details by the inventor is one that is rather deeper than would be suspected, if a knowledge of it were based alone on the devices that force their way to adoption by merit, in which contingency we would probably see very little effort made to revolutionize well-known details, but we are enabled to keep tab pretty accurately on improvements (alleged) by means of the reports issued from the Patent Office, and from that of the week ending August 2, it is gathered that there is a decided tendency to make the American car a better vehicle than it ever was. These records also show the faith that is in them, for the "substantially as described" represents dollars, and is of course an earnest of what the inventor has sacrificed for the common good, and he thus poses as a philanthropist.

Among these candidates seeking the favorable opinion of those interested in car details is a car axle lubricator, having a roller revolving in oil in the journal box, and in contact with the underside of the journal, the roller being held in position relative to the journal by a casing which

of oiling the journal is an arm or arms secured to the end of the axle and revolving with same, whose function is to elevate the oil to the chamber above, after having performed its office of lubricating the journal, thus using the oil continuously. Since the claims do not embrace anything about hard grease that requires a box to be hot before lubrication begins, there is an air of plausibility about the device that arrests attention. It looks like a good thing, or rather it appears to possess the possibilities of something worth having, for oil will flow by gravity to a journal easier than by capillary attraction through dirty and dead soggy waste that don't touch the journal. There is good reason to believe that the reservoir plan would improve the hot box situation.

An ingeniously devised folding step for passenger cars is found in this exhibit, consisting of a riser and tread which are secured to the lower tread of car step and so arranged as to fold, or fall into position as a part of the step, at will. A device of this character would, we think, be of great utility on coaches whose steps are too short to be comfortably reached from the ground by a 29-inch leg, and its

rack that will hold parcels is what is needed.

In addition to the above, there is an automatic flexible coupling for train-pipes for air, gas or steam use, that has the merit at least of originality, and looks as though designed for a purpose; also a brake rod which has been illustrated and described in this paper, and is worthy of the protection of the Patent Office. Besides these there are two improved details of a well-known car-heating system, and also a draft rigging for freight cars. The car department is well looked after, but there is one feature of car economy made prominent by its absence—the coupler. This omission is full of portent, and would seem to signify that the fiend is simply girding up his loins for a fresh break.



We are receiving frequent requests for standard sizes of pamphlets, etc. We have published particulars several times, but we now give them again to our readers: Postal-card circulars, $3\frac{1}{2} \times 5\frac{1}{2}$ inches; pamphlets and trade catalogs, $3\frac{1}{2} \times 6$ inches, 6×9 inches, 9×12 inches; specifications and letter paper, $8\frac{1}{4} \times 10\frac{3}{4}$ inches.

An Association of Car Foremen.

The tendency of railway men to advance in the technique of their business by organizing into bodies composed exclusively of some one branch of the service, has now pervaded almost every department, and the branching off from the main body of an organization into local clubs is simply in conformity with that natural law which applies to birds of a feather. The banding together of the employes of a car department is in line with the never-ending yearning for more light by a class of men who have never made any great hulabaloo in the railroad world, and have been known by their works rather than wind.

The car foremen of roads entering Chi-

in the handling of their respective duties.

Such an association is needed, and we have no doubt that it will show cause for its existence in a record of good work. The same need is apparent in all cities in which several roads center, and if car foremen, car inspectors, car builders and repairers, and all others taking an interest in car work exclusively, were to form local associations similar to that of Chicago, and talk up car repairs, inspection and design in all their various phases, they and their vocation would be the better for it, because it would open their eyes to the fact that there were some things yet to learn in their business, and that those things are best brought out by dis-

Electric Guard Alarm.

In "Transport" we find a description of an electric alarm for the use of passengers in compartment carriages in cases of dire necessity, in which they may communicate with the guard and engine man simultaneously, from any part of the train, by simply pulling a small handle, of which there are three in each compartment, when a bell rings in the guard's van and also on the engine. The electric wires are carried under the coach, and near the ends are made to enter the brake pipe, at which points contact is made with the wire from the adjacent car.

In addition to the audible alarm, there is in connection with it a target, or indicator, that is supposed to fly out from



PULLMAN DINING CAR.



DRAWING ROOM CAR.

cago have now an association having for its object the improvement of its members in all matters pertaining to car repairs and interchange, and the membership therefore is composed of the very sinews of the car departments of those roads. It is a wise move, and will bear fruit for the railroads they represent, just as the sister associations have done, and in a field that has been unworked up to the present time for the want of organization and all that it implies in the way of reciprocity of car thought of the practical kind. The coming together of men of the same calling, and the discussion of subjects of a common interest, can have but one result—a broadening of ideas—and a consequent improvement

cussion. The car man owes it to himself to take independent action that will bring his department up to the standard aimed at by others, and we are gratified to see the move made at Chicago with that object in view.



A Limited Express.

Discontented Passenger—I thought this was the limited express?

Conductor (Oklahoma Railroad)—That's what it's called, sir.

Passenger—Ah! What is there limited about it?

Conductor (after reflection)—The time for meals.

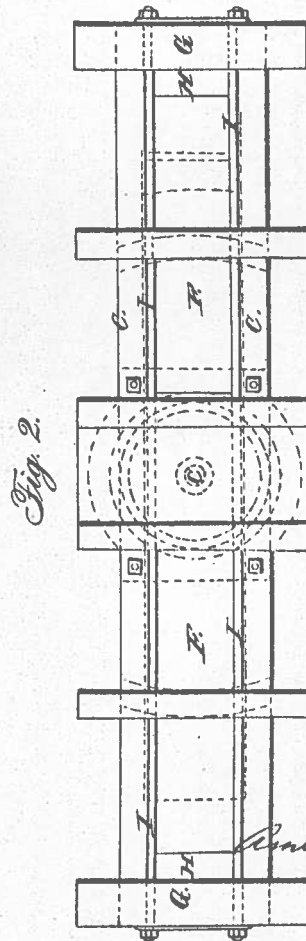
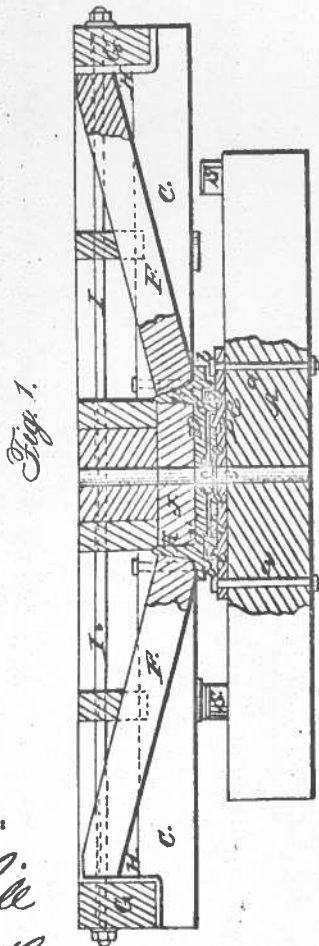
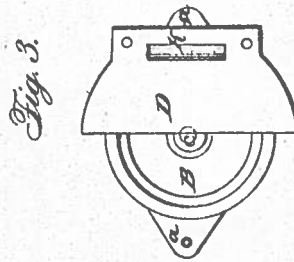
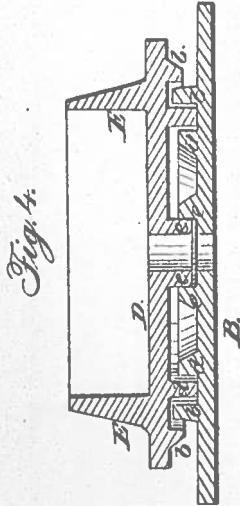
the side of the car and locate the scene of trouble for the information of the guard. There has never been any doubt of the need of an efficient means of communication with the guard in cars of this kind, but any attempt, at the present time, to perpetuate a type of vehicle that makes necessary an elaborate alarm system in order to insure the safety of the passengers, looks like genius misapplied. The American passenger car furnishes an absolutely perfect measure of security, without the necessity of an appeal to the guard or any other person.

The arrangement of seats are far more comfortable and convenient for viewing the scenery, and objectionable persons are more easily avoided.

A. WARD.
Car Truck.

No. 24,512.

Patented June 21, 1859.



Witnesses:

Wm. G. Lee
A. D. Cherry

Inventor:

Amrose Ward

UNITED STATES PATENT OFFICE.

AMBROSE WARD, OF ALTOONA, PENNSYLVANIA.

BODY-BOLSTER FOR RAILWAY-CARS.

Specification forming part of Letters Patent No. 24,512, dated June 21, 1859; Reissued September 2, 1873, No. 5,560.

To all whom it may concern:

Be it known that I, AMBROSE WARD, of Altoona, in the county of Blair and State of Pennsylvania, have invented a new and useful Improvement in Truss Body-Bolsters of Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making part of this specification.

Figure 1. is a transverse section through the center of the truss body bolster, center plates, and truck bolster of a car. Fig. 2 is a top or birds-eye view of ditto. Fig. 3 is a top view of a portion of the upper and lower center plates, and one of the struts or lugs against which the end of the truss timbers of the body bolster rests. Fig. 4 is an enlarged sectional elevation of the center plates and adjacent parts.

Similar letters in the figures refer to corresponding parts.

In the ordinary construction of railroad-cars the sills or bottom side-timbers are united with the ends of the body-bolsters by mortise and tenon. The entire weight to be transported rests upon the body-bolster, and these in turn are supported upon the center plates. The weight of the car and its contents falls chiefly upon the tenons at the extremities of the body-bolsters, and this pressure is resisted or upheld by the central support given to the bolsters by the center plates. The tendency of the load therefore is to depress and break down the extremities of the bolsters, and to throw up the middle thereof so that the bolsters will assume a convex form. When the load is so great as to produce such deflection, it is obvious, first that the free movement of the truck is prevented in turning around curves, and, second, that the safety of the car, under the jumping and swaying motion of ordinary travel, is endangered. It might also be expected that the body-bolsters and center plates would soon become broken by the tendency to deflection before-named. It might further be expected that the ends of the sills, where they are mortised to the bolsters, would soon become broken under the enormous pressure to which they are subjected. And such, indeed, are the facts which experience demonstrates. The first and earliest repairs which freight-cars require usu-

ally pertain to the sills, bolsters, and center-plates, which become broken from the causes just named.

By the use of my improvement the causes and dangers of breakage before-named are removed.

Instead of mortising the sills and bolsters together, and throwing the weight upon the extremities of the bolsters, I combine with the ends of the sills G, two inclined truss timbers F, which extend from the inner sides of the sills G, downward to and against lugs K, which rise vertically from the center plate D, with which they are cast and of which they form a part. These lugs may be of tapering, straight, or other form. Between the lugs K, a horizontal bar J is secured, so that the lugs K cannot be crushed inward. The sills G, trusses F, and center plate D are all firmly combined or held together by means of transverse tension rods I, of wrought iron, with nuts and screws at their ends; and when all the parts are properly made it will be seen that the weight of the car and contents is for the most part transferred, through the medium of the trusses F, to the center plate D, and that the bolster C, is greatly relieved from such weight. The ends of the trusses F are combined with the sills G, by means of metallic plates or straps H which extend in Z form, the under to the upper part of the sills G, and form a ledge under which the upper surface of the extremity of the trusses F, fit. The sills G rest upon the extremities of the bolster C, but no mortising or other weakening joint is required. The tension rods I may be tightened to any desired draft to prevent deflection in the bolsters and keep the cars in shape.

Another striking and highly important advantage of my combination is that, should the load or the shrinkage of the wood ever cause a deflection of the bolster C, and thus cause a heavy friction upon the side bearings S, so as to prevent the free turning of the truck, the difficulty may be quickly obviated by screwing up the tension rods I, and thus relieving the bolster C. No means of relieving the bolster are provided in cars of the ordinary construction. The great friction caused by the pressure and strain which comes on the side bearings S, is, in the ordinary mode of constructing the bol-

sters and center plates, a frequent cause of the jumping of the cars from the track in passing around curves.

The lateral bearing points of the center plates are usually placed so far from the center or axis of motion that, in turning a curve, a large lateral friction surface is presented between the parts of the plates which the lateral thrust brings into contact. Again, the usual construction of the center plates is such as to render it impossible for proper lubrication to be employed or conveniently maintained between the rubbing surfaces of the plates.

To prevent the cars from jumping from the tracks in passing curves, and thus to diminish the danger to life and property, I have materially changed the form of the center plates. The vertical bearing of the plates is at (d'), which is a ring or flange cast upon the under surface of plate D. The flange (d') rests upon the face of plate B, and the two surfaces thus brought together form, as stated, vertical bearings or supports for the car. The said vertical bearings, the friction whereof is never increased by the act of turning curves, is thus placed at a distance, comparatively from the kingbolt, the width of vertical bearing surface thereby increased, and the steadiness of the car, when under headway, is thus promoted.

The lower plate B, upon each side of the point where the flange (d') rests, is provided with an elevation or ring (d, b') and these two rings form a cup for holding oil or other lubricating material. Outside of the ring (b'), and projecting from the upper plate D, there is another ring or flange (b) which extends below the top of the ring (b') and forms a cover which effectually protects the before-named cup containing oil, from the ingress of dirt or water; and it also prevents the escape of the lubri-

cating material by the jolting or swaying of the car.

The lateral bearing surfaces of the plates B, D, are in their center, where the upper plate D, is provided with a central flange or ring (e) which fits into a corresponding cup in the plate B, formed by having a ring or flange (e') cast upon the plate B as shown. It will be observed that the flange (e) does not rest vertically on plate B; but a space is left between them. The lateral bearing surfaces of the plates, upon which all the weight falls when the car turns around a curve is between the sides of the rings (e, e').

The center plates B, D, are secured to their respective bolsters A, C, by screw-bolts in any desired manner.

The king-bolt (c) is of the usual construction and passes through the center plates between the rings (e, e') as shown. The lateral bearing surfaces (e, e') being placed next to and immediately around the king-bolt, greater steadiness and strength of all these parts are secured.

Having described my invention, I claim as new and desire to secure by Letters Patent,

1. The arrangement and combination of the trusses F, center plate D, sills G, and tension rods I, substantially as and for the purpose herein shown and described.

2. Providing the center plate D, with lugs K, protecting flange or cap (b) lateral bearing flange (e) at the center, fitting into cup in plate B, the vertical bearing flange (d') fitting into the cup or groove in plate B; the whole combined and arranged as and for the purposes herein shown and described.

A. WARD.

Witnesses:

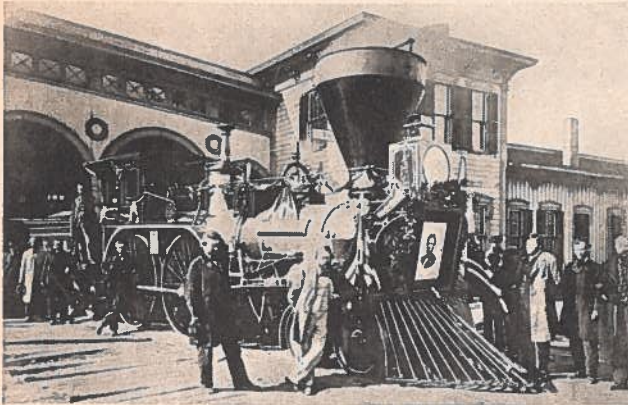
RICHARD GILL,
A. D. CHERRY.

This style of car bolster was used
on *Lincoln Private Car*
1864

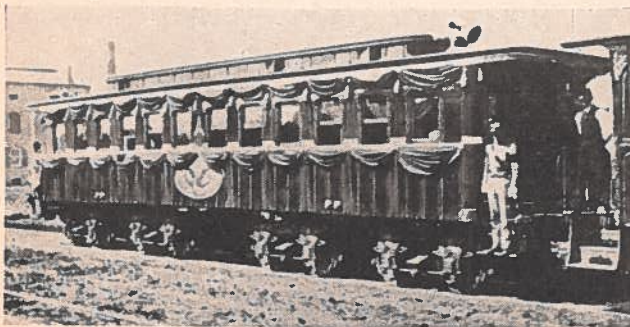
Witness:
J. H. (Name)
J. H. (Name)

A. WARD

Lincoln's funeral progress was the most extravagant demonstration of national grief in American history. As the funeral train puffed slowly by, crowds lined the tracks day and night. Each black-draped city strained to outdo the rest in mourning. It was estimated that 7,000,000 people saw the coffin or hearse, that 1,500,000 filed by the coffin to see the face still discolored by the effects of the fatal bullet.



"The Nashville" was one of the 13 little wood-burning locomotives which hauled the Lincoln funeral party. Note the portrait on front.



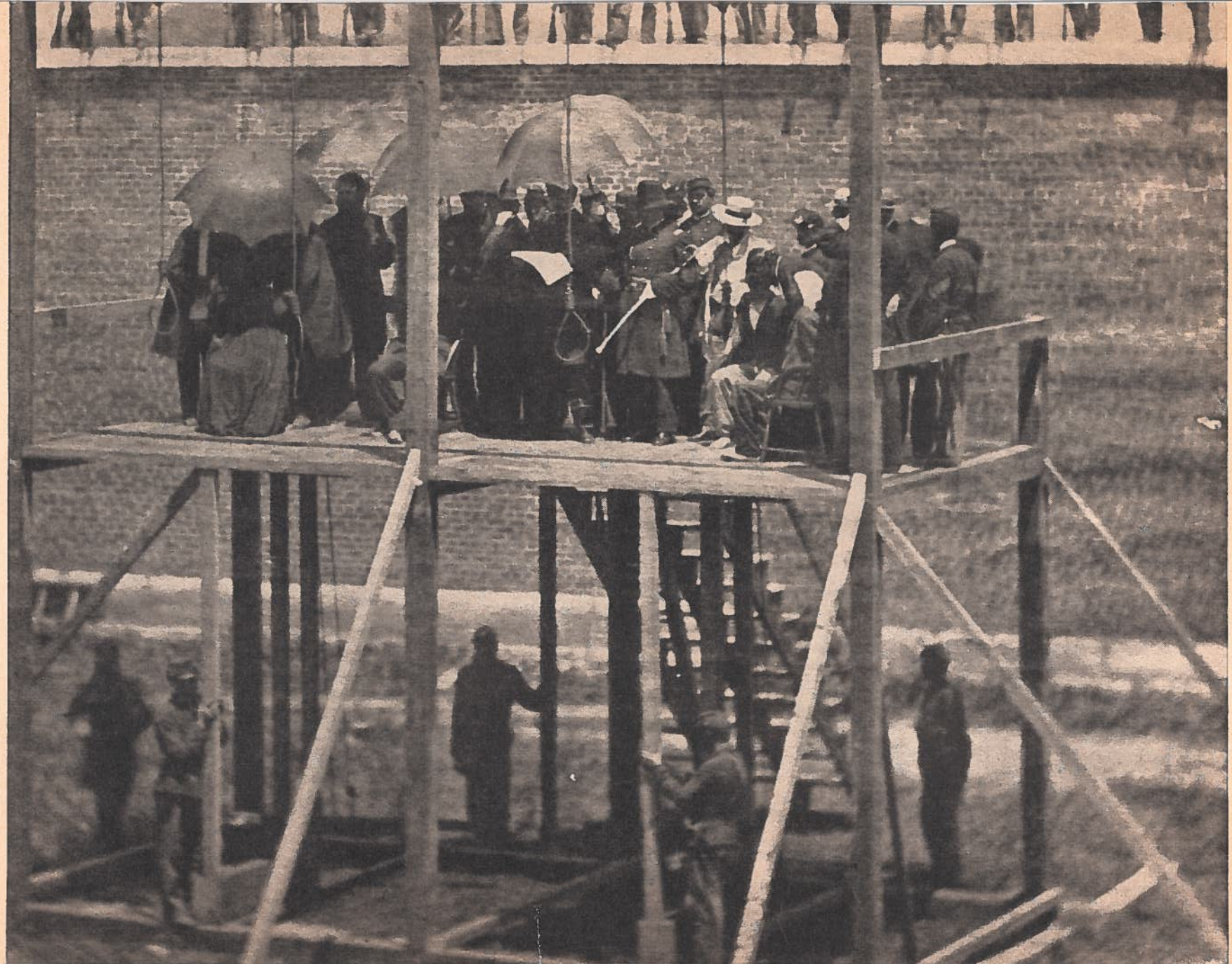
The funeral car was entered at almost every stop by 36 young ladies, representing the 36 States, who wept, sang, and spoke pieces.



In Springfield, where Lincoln was finally buried 19 days after his death, this picture of the black-draped

Lincoln house was taken a few days before the services. In the street stands Lincoln's horse, Old Bob.

CONTINUED ON NEXT PAGE



President's study, contained a sofa fifteen feet long, on which he rested and slept on his journeys to and fro.

"To Booker T. Washington belongs the honor of starting a project for the restoration and preservation to the nation of this most interesting relic of the last chapter of the life of the great martyred President. Mr. Washington heard of the car when in Omaha, and, with Dr. O. M. Ricketts, set the ball rolling.

"Just what terms can be made for its purchase from the railroad company has not yet been ascertained, but it is thought that it will donate the car to the city, provided an agreement is made to have it preserved and a building furnished for that purpose."

Miss Antoinette L. King, Librarian of the Public Library at Pittston, Pennsylvania, has furnished the writer with the following subjoined statement signed by her father, Sidney D. King, in 1903, three years before his death, which is self-explanatory:

"An item has been going the rounds of the newspapers lately to the effect that what was called 'President Lincoln's coach' is lying in a state of dilapidation in the yards of the Union Pacific Railroad at Omaha, Nebraska, and that Booker T. Washington has started a plan for its restoration and preservation as a relic of the Civil War. It is described as a car 'designed by himself, in which President Lincoln used to go to the front the latter part of the war,' and that it was 'iron-clad—armored plate being set beneath its upholstered sides.'

"*This is a mistake.* The car was built by the authorities of the United States Military Railroad—a name which covered parts of the 'Manassas Gap,' the 'Loudon

and Hampshire,' and the 'Orange and Alexandria' Railroads, which were confiscated by the Government. The headquarters, roundhouse, car shops and machine shops were inside the stockade at Alexandria, Virginia, and under charge of Colonel D. C. McCallum.

"I was Assistant Master Car Builder at that time, was in the shops constantly while the car was being built, and am certain that no armor was used in its construction. Any one who knew the habits of Mr. Lincoln would scout the idea of his designing an armored car of such luxurious appointments for his own use in going to the front. Just when the fact of its being built came to his knowledge I do not know, but as I recollect it, some of the New York newspapers opposed to his administration took up the matter and presented it in a very unfavorable light. How much this influenced him is, of course, conjectural, but in point of fact he utterly refused to accept the car or ride in it during his lifetime. It stood in the shops for some months at least, after making one trial trip. It was really magnificent for those days, and every available convenience was used, but present-day travelers would consider it very common. The woodwork was of black walnut, the upholstery dark green plush, with curtains of light green silk; the ceiling was paneled with crimson silk, gathered into a rosette in the center of each panel. The American eagle with the national colors appeared in a large medallion on each side of the exterior. As first built it was mounted on four trucks, but later two were taken out.

"When the car made its first real journey, that from Washington to Springfield, Illinois, bearing the dead

body of the President to its final resting place, it was elaborately draped in black cloth, with silver bullion fringe, silver spangled stars and large silver tassels about nine inches long and three inches in diameter. There were also many black tassels used about the biers on which rested the two coffins—that of the President and his son.

“These ‘funeral trappings’ were removed on the return of the car to Alexandria and divided up as relics. I got one of the large tassels, and some of each of the other decorations and put them in a case made of the same materials as the trimming of the car.

“What disposal was made of the car when the confiscated roads were given back and the U. S. Military Railroad was only a name, I do not know, for, of course, we Northern men were ‘out of a job’ and came home.

“It is to be hoped the plan for preserving the car may be carried out, for it is a genuine relic of war times, even if it did not go to the front, and it seems to me the resolute self-denial of the President, in not using it during his lifetime, and his one journey in it, when his wearied body was past the need of earthly luxury, are striking incidents in even such a notable career as that of Lincoln.”

Let us conclude this review of Lincoln the traveler with a glimpse of the final scene at Springfield. He is at home again among his own folks, the neighbors who were wont to hail him familiarly with “Howdy, Abe!” Now as the casket lies in state in the Capitol, the ones who pass by are the most sincere mourners of all. They look for a last time at the homely features, and more

Lincoln Funeral Train Ran over Alton, Chicago to Springfield

THE photograph on this page of the Lincoln Funeral Train, taken as it passed through Chicago on May 2, 1865, was sent to us by G. P. Palmer, engineer, M. & C., B. & O. C. T. The photograph was lent to Mr. Palmer by R. W. Blackburn, of the Buda Company, who said, in part:

"The photograph is an enlargement of one belonging to my father-in-law, J. C. Howell . . . It was given to him by his cousin, Tom Freeman, who was fireman on the engine that pulled the funeral train from Chicago to Springfield, and can be seen standing in the gangway of the locomotive. . . Mr. Howell tells me that Tom Freeman afterwards became a locomotive engineer and ran an engine on the C. & A. He lived in Peoria for many years."

The following information was taken from the book, "Abraham Lincoln," by J. C. Power, 1872:

"Lincoln's remains were on view in Chicago from 4.00 p. m., May 1, to 8.00 p. m., May 2, 1865. Left C. & A. Depot at 9.30 p. m., May 2. Towns along the route were draped in mourning and the people had kindled bonfires and carried torches as they fired minute guns when the train passed by.

"Lockport 11.33 p. m.

"Joliet, midnight—raining. 12,000 assembled at depot, with bands playing funeral dirge and choir singing, 'There is rest for thee in heaven.'

"Wilmington, 1.00 a. m., 2,000 people.

"Gardner.

"Dwight, 2.00 a. m. Bonfires, tolling bells, torches and funeral dirges made up demonstration at Odell, Cayuga, Pontiac, Chenoa and Lexington.

"Towanda, 4.30 a. m. Highest point between Chicago and St. Louis being 128 feet above the water of Lake Michigan.

"Bloomington, 5.00 a. m. A large arch over the track read, 'Go to thy Rest.' 5,000 people assembled. Many from Bloomington also went to Chicago and Springfield. Crowds also met the train at Shirley and McLean.

"Atlanta, 6.00 a. m. Train arrived just as sun came up. One motto read, 'He saved our country and freed a race.'

"Lincoln, 7.00 a. m. Named for Abraham Lincoln by some personal friends before he was known to fame. Depot was draped in mourning and a handsomely constructed arch over the track bore a portrait of Lincoln and the motto, 'With malice to none, with charity for all.'

"Elkhart. A beautiful arch spanned the track, with the motto, 'Ours the cross, thine the crown.'

"Williamsville. The arch over the tracks bore the motto, 'He has fulfilled his mission.'

"Springfield, 9.00 a. m., Wednesday, May 3, 1865. Train arrived only one hour later than scheduled time, so little did it deviate from the time-table arranged before leaving Washington, twelve days previously. People by the thousands had been pouring into Springfield, anxious to be present at the reception of the remains of their President.

"Long before the appointed time of arrival of the funeral train, great crowds collected at the C. & A. depot and extended along the tracks for several blocks north. Every building in the vicinity was covered with spectators. Minute guns were fired by a section of Battery K, 2nd Missouri Light Artillery.

"A few minutes before nine o'clock, the pilot engine made its appearance. As soon as the funeral car came alongside of the depot, the coffin was transferred to the beautiful hearse, which was tendered by Lynch & Arnst, through the mayor of St. Louis, and accepted by Mayor Dennis, of Springfield. The hearse was ornamented with a silver plate, engraved with the initials, 'A. L.,' around which was a silver wreath, with two inverted torches and thirty-six silver stars, representing the states of the Union. It was drawn by six superb black horses, draped in mourning.

"The procession moved to the State House, where the coffin was placed on a dias, within a magnificent catafalque prepared for the occasion."

The following description of the Lincoln funeral car was taken from a report made by James N. Wilkerson, Kansas City, Mo., on file in the library of Chicago Historical Society:

"In 1863 arrangements were made for the building of a private car for the use of the President of the United States. Due to war conditions, the car was not finished until April, 1865.

"Lincoln was to have inspected it on

April 15, to give it his approval before placing it in service, but his death intervened that day. It was then decided to use it as the funeral coach on the trip from Washington to Springfield.

"Car was first constructed with four trucks instead of two, and this resulted in a great deal of difficulty during the trip to Springfield. Car ran awkwardly and great care had to be exercised in passing over switch points.

"After the funeral the car was sent to Chicago and the extra trucks were removed. Car then went to Washington and was placed in storage until 1866, when it was sold at public auction and purchased by the Union Pacific R. R. All of the furniture and furnishings that were in the car during its funeral service were removed by the Union Pacific and are now on exhibit in their museum in Omaha.

"Car changed hands several times, being on exhibition at the Trans-Mississippi Exposition in Omaha and at the St. Louis World's Fair. Car was finally presented to the city of Minneapolis in 1905, and was on exhibition there until March 18, 1911, when it was entirely destroyed by fire."

When Trains Go By

By GEORGE ELLISON

(In the Philadelphia Evening Bulletin)

Do you, too, thrill to trains?

See one go by

And you not going with

It cause a sigh?

Pause, then, to think of where

The puffing steed

Will swiftly wend its way

As cars recede?

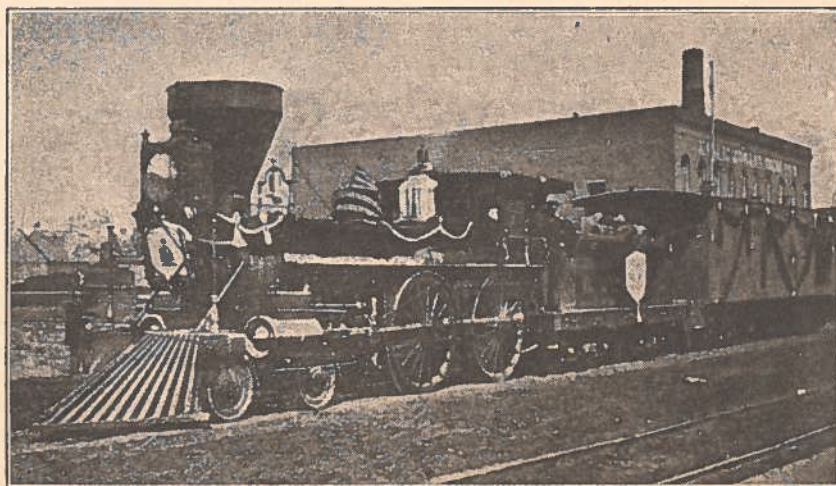
Old magic marks a train,

A power that flaunts

Strange strength, which nothing for

The moment daunts.

The average locomotive contains approximately one mile of boiler tubing.



Abraham Lincoln's Funeral Train as it passed through Chicago, May 2, 1865



VIEW OF A SECTION OF THE ELEVENTH ANNUAL MUCK CROPS SHOW
The Baltimore and Ohio—B&O Champion Muck Farmer's exhibit in center background

Garrett Again Stages Indiana Muck Crops Show

Winner Produced Astounding Total of 1325 Bushels of Onions per Acre on Soil That Was Formerly Held Waste

By R. L. WINKLEPLECK, Agricultural Agent, Springfield, Ill.

TEN years ago the second Indiana Muck Crops Show was held at Garrett. The value of muck soils was just being recognized then, and yields, which are commonplace today, were records to strive for but seldom achieved. Many people still thought of muck as "bogus soil," and F. C. Gaylord, of Purdue University, was yet to preach the gospel of "Changing Black Muck into Yellow Gold."

The first muck soil project, a Potato Club conducted jointly by Purdue University and the B&O Railroad, had been organized only seven years before, and a similar project, the B&O Onion Club, was that year tried for the first time. However, this first Garrett show was a good one and augured well for the muck shows to come.

In the ten years from that first Garrett show, additional thousands of acres of Indiana's muck soil have been reclaimed and put into intensive production. Dozens of farmers each year have produced 400 bushels of potatoes or 1,000 bushels of onions on an acre of muck soil, and the B&O Muck Crops Achievement Project has

been developed to encourage high and diversified production of muck crops.

Each year the outstanding enrollee in this project has been selected on the basis of his records and his yields of U. S. No. 1 potatoes, onions, and one alternate crop, such as mint, field or sweet corn, celery, cabbage or carrots. This man is designated as "Indiana's Most Distinguished Muck Crops Farmer," and the B&O builds a display around his outstanding record at the Muck Crops Show. This year, on the tenth anniversary of the first Muck Crops Show at Garrett, a truly outstanding muck crops farmer won the title of "Indiana's Most Distinguished Muck Crops Farmer for 1940."

Elmer L. Mitchell, long-time president of the Indiana Muck Growers' Association, an ardent booster of the muck region and farmer of an extensive upland farm in addition to the ninety acres of muck on which he produces onions, spinach, corn, beets and potatoes, topped the record of the nine other contestants to make a total score of ninety out of a possible 100 per

cent. Mr. Mitchell produced a per acre yield of 355.73 bushels of potatoes, 1,325 bushels of onions and 135.5 bushels of corn. In addition to his title of "Indiana's Most Distinguished Muck Crops Farmer," Elmer Mitchell received a "Certificate of Appreciation," signed by President Daniel Willard and H. J. Reed, director of the Purdue Experiment Station, and a \$50.00 check from the B&O as state winner. Other awards won by Mr. Mitchell included a trophy as muck corn champion and another as state onion champion. Mr. Mitchell "hit the jackpot."

Other winners in the B&O Muck Crops Achievement Project who, while not this year enjoying the acclaim accorded to Elmer Mitchell, are champions in their respective counties and are outstanding muck farmers, include: L. V. Grim, Steuben County; Henry Hilger, Allen County; Victor Samuelson, Marshall County; Max Heffley, DeKalb County; Loyal Stuckman, Elkhart County; Alfred Johnson, Porter County; Fred Fraser, Jasper County; Tallock Stangland, Noble County, and Frank Cihak, Starke County. Each of these winners who participated in local muck shows will receive awards of \$15.00 from the B&O.

Grading and Variety Identification Contest

Three years ago the B&O organized the Muck Crops Grading and Variety Identifi-

Baltimore and Ohio Magazine, February, 1941

LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - - Dr. Louis A. Warren, Editor
Published each week by The Lincoln National Life Insurance Company, Fort Wayne, Indiana

Number 895

FORT WAYNE, INDIANA

June 3, 1946

PILOTING THE LINCOLN FUNERAL TRAIN

Many boys of twenty-five years ago or more, who lived in small towns, remember the Memorial Day parades which gave them the opportunity to march in the procession with the tottering members of the G.A.R. As an aftermath of Decoration Day, as it then was called, it would seem timely this year, to compile some facts relating to the first American memorial procession—the funeral train of Abraham Lincoln which passed from the Potomac River to the Prairies.

Possibly the most controversial subject relating to the famous train is the identity of the engineers who piloted it and the names of the engines used to draw the funeral coaches from one metropolis to another. There are some traditions extant holding that but one engine was used for the entire trip. Charles E. Fisher in 1930, then the President of the Railway and Locomotive Historical Society, made this suggestion, "A list of the roads, the locomotives, and the train crews that handled this historic train, together with such photographs as are obtainable, would make a valuable record for railroad history."

This monograph is an attempt to compile such data as may help to some day achieve this end. Although limited space will make it necessary to confine the information to the names of the railroads operating the trains, the names of the engineers and the numbers or names of the locomotives including the pilot engine, under their charge.

WASHINGTON TO BALTIMORE

No 25.7
The Baltimore and Ohio Railroad over whose lines the funeral train first moved has claimed that its famous engine "Number 23" later called the "William Mason," headed the funeral train from Washington to Baltimore. This engine is the same one which brought Lincoln into Washington from Baltimore in 1861 and also was used for part of the Gettysburg trip in 1863. A contemporary news item states, however, that engine "Number 238" drew the train and that it was a new locomotive made at the Mount Clare works. Thomas Beckett was the engineer. "Number 239," the pilot locomotive, was draped in mourning and William Galloway was the engineer.

BALTIMORE TO HARRISBURG

The conductor on the funeral train traveling over the Northern Central Railroad from Baltimore to Harrisburg was William Henry Harrison Gould, but in his reminiscences preserved in 1915 he could not recall the name of the engineer of his train or the engineer of the pilot engine.

HARRISBURG TO PHILADELPHIA

The Pennsylvania Railroad took charge of the train at Harrisburg using engine "Number 331" with engineer John E. Miller as pilot.

PHILADELPHIA TO JERSEY CITY AND NEW YORK

The Camden and Amboy Railroad was utilized to move the funeral train from Philadelphia to Jersey City. Upon arriving there, the funeral car was taken on the ferry boat "New York" to New York City.

NEW YORK TO ALBANY

One of the most picturesque parts of the itinerary was the trip over the Hudson River Railroad as far as Albany. The pilot engine used was the "Constitution" and the engine pulling the train was the "Union," with George W. Wrightson as engineer of the latter.

ALBANY TO BUFFALO

The New York Central Railroad was used to convey the remains from Albany to Buffalo. One of the largest engines on the road, the "Dean Richmond," pulled the funeral train.

BUFFALO TO ERIE

The funeral train left Buffalo over the Lake Shore Railroad, but the Erie and North East Railroad was operating at this time the different roads between Buffalo and Erie.

ERIE TO CLEVELAND

The train from Erie to Cleveland over the Cleveland, Painesville and Ashtabula R.R. used the same personnel as far as possible that had previously manned the train carrying Mr. Lincoln East in 1861. The same engine, the "William Case" was also used, and John Benjamine was the engineer. The "Idaho" served as the pilot engine with J. W. McGuire in charge.

CLEVELAND

Martin Fetter who helped to decorate engine "Number 40" also known as the "Dispatch" claimed it took the train out of Cleveland but it was probably used as a switch engine to move the train as the account states: "The locomotive of the Cleveland and Pittsburgh Railroad, tastefully decorated, took the train in its reverse position and drew it to the Euclid Street Station. The engineer was Bill Simmons.

CLEVELAND TO COLUMBUS

While it is claimed by some authorities that "The Nashville" took the train from Washington to Springfield it did have its share in the task of hauling the coaches. The engine was built at the Cuyahoga Works in Cleveland in 1852 and was operated by the Cleveland, Columbus and Cincinnati R.R. over whose tracks the funeral train moved. The engineer in charge of "The Nashville" was George West and it was preceded by the pilot engine "Louisville" with E. Van Camp at the throttle.

COLUMBUS TO INDIANAPOLIS

In the comment by Mr. Fisher who doubted if "The Nashville" ran all the way to Indianapolis this supposition has been verified in the discovery of a contemporary news notation which states that the funeral train left over the Columbus and Indianapolis Central Railroad with Mr. James Gourley as engineer but the name of the engine and pilot engine and its operator are not given.

INDIANAPOLIS TO LAFAYETTE

While we are under obligation to a reporter of the Indianapolis Journal for much information about the funeral train from the time it left Indianapolis until it reached Springfield he fails to make known certain facts we would like to know about the Indianapolis-Lafayette segment of the trip which was evidently made over the Lafayette and Indianapolis Railroad.

LAFAYETTE TO MICHIGAN CITY

Our reporter for the Journal states in his dispatch dated May 1, Lafayette, Ind., 3:35 A.M.: "The steam engine 'Persian' handsomely decorated now bears us on under the charge of a cautious and experienced engineer Mr. A. Rupert. Mr. Rhodes is engineer in charge of the pilot engine 'Rocket.' The road traveled was the Louisville, New Albany and Chicago Railroad."

MICHIGAN CITY TO CHICAGO

The same reporter in a notation dated May 1, Michigan City, 8:30 A.M. states "The engine 'Ranger' . . . and the pilot engine 'Frank Valkenberg' are ready for our accommodation." These engines conveyed the party over the Michigan Central lines into Chicago.

CHICAGO TO SPRINGFIELD

The depot of the Chicago, Alton and St. Louis Railroad was profusely decorated and over its line the last journey of the lamented President was to be taken. Henry Russell, engineer of the pilot engine "Number 40" was the first to leave the station followed in ten minutes by engine "Number 58" with engineer James Colting at the controls.

March 15, 1915.

Letter from Sam. Woods, Akron, Ohio, dated March 2, 1915, transmitting photographs of Libby Prison and the railroad locomotive "Nashville" respectfully returned to the Head Curator.

Mr. Belote would like to have the photograph of Libby Prison.

The statement contained in Mr. Woods' letter, and in the legend on the photograph, - that this is "the engine that drew the body of President Lincoln from Washington to Cleveland", is wholly inaccurate and without foundation. It is surprising that such a misleading story should have been published when the facts were so easily obtainable.

The only service performed by the "Nashville" on that occasion was in drawing the funeral train from Cleveland, Ohio, to Columbus, Ohio, and it was piloted by the locomotive "Louisville". George West was the engineer and Peter Hugo the fireman of the "Nashville". Mr. T. J. Higgins, Superintendent of Telegraphs, and General McCallum, Superintendent of Military Railroads, were on the train.

The funeral train was brought into Cleveland, over the Lake Shore Railroad, from Erie, Pennsylvania, by the locomotive "William Case", preceded by the pilot engine "Idaho."

Each railroad over which the Lincoln train passed on its journey from Washington, D. C., to Springfield, Illinois, furnished and manned its own locomotives.

The lack of track connections and transfer facilities at some points rendered it impossible to use one engine for the entire trip.

These facts are shown by official records of the event. If Mr. Woods has any evidence that will disprove or correct the record the Museum should have it.

If the photograph of the "Nashville" is to be accepted and placed on file the exact truth should be stated. If the correction can be made, the photograph will be useful for the historical files of this division.

Geo. C. Maynard

Curator.



4634A

RR Mag

Feb 1932

they found the kidnaped men taken from the private car of Courtney Payne.

The next day in the hospital at West River, where the Cinder Kid had been taken, a little group were gathered.

The dramatic silence was broken by Mr. Payne.

"There is little I can do or say, but I want you to accept this small sum from me. If at any time I can be of further service—"

"Pshaw, boss," replied the Cinder Kid, twitching slightly. "I said I'd get that Hawk, and I meant it. Any one else would have done as much as I did."

"That's all right," spoke up Holden. "We just want you to know that we are all very grateful to you—"

"And I want to shake that hand now," said the special agent. "I'll always remember that when the old familiar Call of the Sounder came—you answered."

HE DRAPED LINCOLN'S FUNERAL ENGINE



Martin Fetter

THE draping of a locomotive which hauled President Lincoln's funeral train, says Martin Fetter, stands out in bold relief in his memories of 51 years of railroading. Fetter, now 82, told of the incident at his home, 1718 East Ninth Street, Cleveland, Ohio.

"All in all, it was a pretty job. Between the folds of bunting you could see the blue enameled sides, and there was a gold stripe showing above. After that I hurried up to the square where Abe Lincoln had been lying in state. I wanted to get a last look at him. But I was too late. They'd taken him away."

By a strange coincidence, Fetter also helped to drape the engine of President Garfield's funeral train in Wellsville, Ohio, sixteen years later. In 1915 he retired from the Pennsylvania Railroad after 51 years of continuous service. Starting work in a roundhouse in the fall of 1864, he became a fireman in July, 1865, and an engine-man in March, 1871. All of his runs were over the Cleveland & Pittsburgh division.

Probably the only "rail" now living who knew and conversed with Abraham Lincoln is C. N. Coursey, of Mt. Carmel, Ill., a retired Big Four engineer.

Ben E. Chapin, editor of *The Railroad Employee*, who interviewed Brother Coursey a short time ago, reports that he is still "rugged and well preserved, despite the toll exacted by the passing years."

Coursey began his railroad career as a passenger brakeman on the B. & O., July 10, 1862, before he became fifteen years old. He recalls the fact that it was President Lincoln's custom to shake hands with the engine and train crew. On one occasion the conductor asked Mr. Lincoln:

"Why do you bother shaking hands with the engineer and fireman, whose hands are always covered with soot and grease?"

The President's reply was:

"That will all wash off, but I always want to see and know the men I am riding behind."

That's the kind of fellow Lincoln was.

"I was a kid then, not more than fifteen," he says. "When I reported for work on April 11, 1862, I was assigned to find Engine No. 40, the locomotive standing on a siding with a large crowd around her. I was gaping at the crowd when the door came open and said: 'That engine's going to pull President Lincoln's funeral train out of Cleveland and I'll like you to help trim her.' 'Coursey came next. I started by shining the engine's wheels. For a time I worked with the engineer, Bill Simmons, and the fireman, Jim Fetter, came over with the train. They had white bunting and a large portrait of Lincoln on the engine. I helped Bill in putting up the bunting on the sides of the engine, then the sides of the train. Before they started the train and muffled the bell."

Lincoln Car

August 17, 1983

Mr. Kevin V. Bunker
Park Interpretive Specialist
California State Railroad Museum
111 I Street
Sacramento, California 95814

Dear Kevin:

Thank you for the correspondence pertaining to the Lincoln car. The Buffalo picture is new to me and so we owe Mr. Cornell a word of thanks for uncovering it but I have enough pen pals and unsolicited correspondence as it is, so I think I will resist your suggestion about sending him a letter.

The round end monitor or raised deck clerestory is hardly indigenous to the PRR. See the passenger car book, pp. 26 and 27, for other examples. An original drawing for a U.P. coach (no less) with a monitor roof is reproduced on p. 84. The ex-P.Ft.W. & C. iron car that Mr. Cornell is so quick to dismiss may have found its way west, for this road had several iron passenger cars built around 1860, including a business car No. 100. See pp. 121-122 for details. He gives the date for the fire that destroyed the Lincoln car as 1918 when it should read 1911--perhaps this was a type setting error and not the fault of the author. Claims for Pullman's Pioneer may not be so very wrong, for it apparently joined the train at Chicago and was used by some of the passengers, though not for carriage of the casket.

Is this of any help?

Regards,

John H. White, Jr.
Curator
Division of Transportation

JHWhite:meb

DEPARTMENT OF PARKS AND RECREATION

Sacramento Area State Parks
111 I Street
Sacramento, California 95814
(916) 323-8073



July 30, 1983

Mr. John H. White, Jr.
Curator, Transportation Division
Museum of American History
Smithsonian Institution
Washington, D.C. 20560

Dear Jack:

I am taking the liberty of forwarding to you copies of some recent information and a letter from a Mr. Frank W. Cornell, (Lincoln Car Chaser), of Lewiston, New York.

This man has a somewhat misguided view of Lincoln's P.V., and might benefit more hearing from you than from us. While Stephen Drew has made an attempt to straighten him out on his misunderstanding of the Promontory bound C.P.R.R. train view (which is so retouched that no wonder Mr. Cornell made an error), this may not prove satisfactory to him as the proof he dared us to produce.

In any case, chuckle over all this, answer or not, as you will. I guess what I have done by writing to you is called "passing the proverbial buck."

Cordially,

A handwritten signature in dark ink, appearing to read "Kevin V. Bunker".

Kevin V. Bunker
Park Interpretive Specialist
California State Railroad Museum

P.S. Looks like we'll have a first, rough draft of a Pullman photo list for your review and comment by Fall or thereabouts. We sure do need a Union List!

cc: SED
enclosures

CALIFORNIA STATE RAILROAD MUSEUM
Department of Parks and Recreation
Sacramento Area State Parks
111 I Street
SACRAMENTO, CALIFORNIA 95814

Saturday
16 July 1983

Dear Mr. Drew:-

This letter is in answer to your recent letter relative to the Abraham Lincoln Railroad Car being at the "Joining of the Rail at Promotory Utah in 1869" that I sent to you in the Summer of 1982.

This letter could be coming from a car in the high

great blue yonder all cancelled with crosses and angels.

That explaining tardiness in getting back to you. In the 9th

of February 1983 after over a year of illness I had a stroke.

It has been a rough period of recovery. The pills drive me

looney. BUT, I'm still kicking. No complaints.*****

As for as the Union Pacific Lincoln Railroad Museum in Omaha is concerned I've been there several times. Recently, a researcher for the Colorado Historical Society wrote to me he said everything in their collection pertaining to the Lincoln Car is from me. I've given and wrote many letters to them. They shared with me and I shared info that I found.

Enclosed is a photo of the Lincoln Car in Buffalo, N.Y. that I think you will like. Also a photo of the picture I do insist is of the Lincoln Car behind the Engine Jupiter. The title under the picture Union Pacific Dignitaries of the U.P. Enroute to Promotory.....engine Jupiter....1869.

Now, I've seen many, many pictures of the cars on the Union Pacific roster during its construction but this is the only typical Pennsylvania Car I've ever seen. A man here in Lewiston has a whole mess of glass slides on the U.P. construction and none like this....no Pennsy cars for sure. That just has to be the Lincoln Car. I've several bits of newspaper items of that day saying the Lincoln Car was enroute to Promotory with Thomas Dillon and Sidney Durant and others. What do you think?

A news clipping in the Rocky Mountain News Oct. 9, 1875 tells about another built in the Pittsburgh & Fort Wayne RR shops in 1860....coach No. 100. This was not the Lincoln Funeral Car you can rest assured.

In your letter you mention the..Centrob Pacific Com-
missioners Car.....built 1869. As soon as the Railroad was
completed it was the Union Pacific wasn't it? I'd like a
picture of this car. Where is it? no

The info about these two iron cars sort of explains
why the Union Pacific was so willing to sell the original
Lincoln Car to the Colorado Central in 1870. It was unneeded,
rude terrible and was getting old. They stripped it of its
furniture. Its interior was stripped out in 1870 when it was
converted to a passenger car.....by the Colorado Central.

The info also explains the ~~thru~~^{thru} of the Lincoln Car
being error stated.....which it was not. It was just a big
rumor that caused confusion.

Speaking of misleading confusion. As late as a few years
ago on 11/11 in the Buffalo Evening News showed a picture of
the Lincoln Car.....The PIONEER by Pullman. I wrote Pullman
and the newspaper and showed them where the Pioneer had nothing
to do with Lincoln Funeral.

As late as 1922.....Edgar Hungerford in his book stated
the ~~Lincoln~~ was the car. Later he corrected his statement.

Pioneer
Enclosed is a news item telling all about the confusion.
In my Lincoln Car search I have found numerous claims that were
made by historians that were way out. Like the Lincoln Car was
was sold at Auction in Cincinnati.

An SAE enclosed.....let me know what you think about my
Lincoln Car behind the Jupiter, I am

Lincoln Car Chaser,

Frank W. Cornell
FRANK W. CORNELL
4955 Creek Road
Lewiston, New York
14092

Sacramento Area State Parks
111 I Street
Sacramento, California 95823
(916) 445-7373

July 29, 1983

Mr. Frank W. Cornell
4955 Creek Road
Lewiston, New York 14092

Dear Mr. Cornell:

I appreciate your letter of the 16th and numerous enclosures regarding the Abraham Lincoln Funeral Car.

The photograph of the "Jupiter" and car which you forwarded is a cropped print showing Central Pacific 4-4-0 Locomotive No. 60 "Jupiter" and passenger train heading east. The "Jupiter" was built in 1868 by Schenectady for the Central Pacific. The two-car passenger train behind the "Jupiter" do not have Pennsylvania-type clearstories. The Central Pacific later became the Southern Pacific and not the Union Pacific as you have presumed. Enclosed is a folder describing the history of the Union Pacific and a better photocopy of the "Jupiter" view in question.

The Central Pacific Commissioner's Car is presently located on the Sierra Railroad at Jamastown, California. A rough drawing and photocopy showing this car are also enclosed.

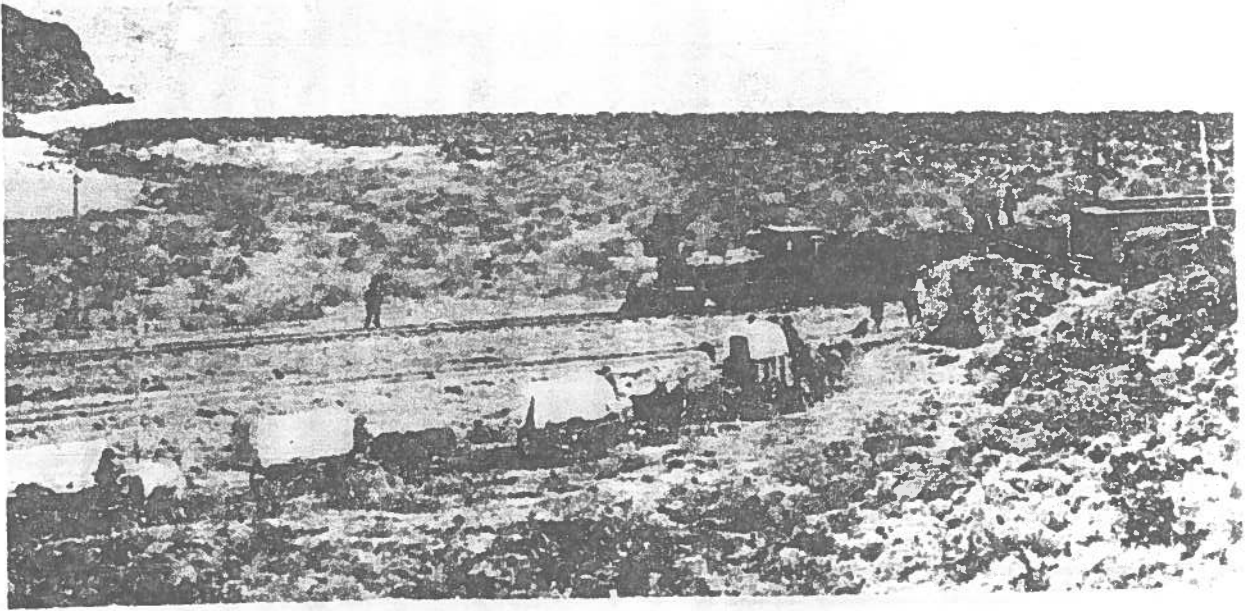
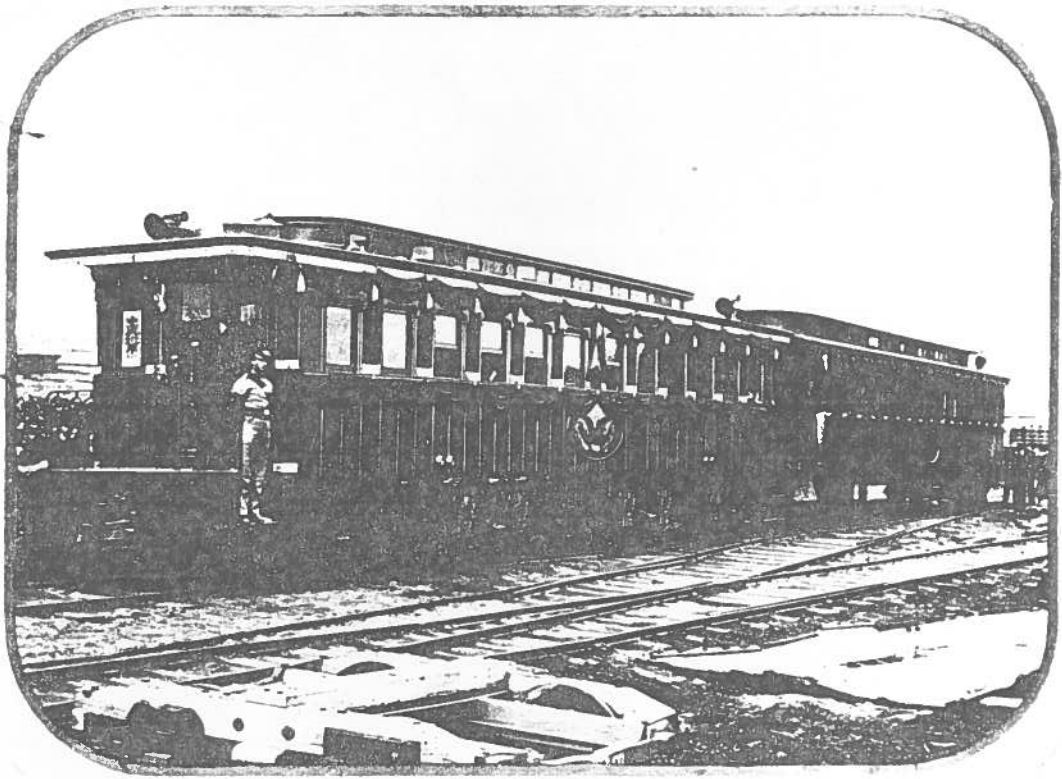
With best wishes for continued success with your research on the Lincoln car.

Sincerely,

ORIGINAL SIGNED BY
STEPHEN E. DREW

Stephen E. Drew, Curator
California State Railroad Museum

Enclosures



The Abraham Lincoln Railroad Funeral Hearse Car as it was photographed in Buffalo, New York on April 27, 1865 with the remains of the martyred 16th President of the United States. The body of his exhumed son Willie was also aboard.

The Lincoln Car was built inside the stockade in the car shops of the United States Military Command on the Orange Alexandria & Manassas Gap Railroad in Alexandria, Va. between early November of 1863 and mid-February 1865. It was 42½ ft. long x 8½ ft x 8½ ft. It was made of hand rubbed hard woods. It was patterned after a typical passenger car of that era. It cost approximately \$10,000.

The other car is the Veep-Car of the Philadelphia, Wilmington & Baltimore Railroad. On loan for the occasion it had sanitary, sleeping and feeding facilities. It was called the "BRASS CAR" because it carried all the GENERALS. These are the only cars to make the entire long sad journey from Washington to Springfield.

The Civil War Sergeant on the rear platform is Myron Hawley Lamson who as an enlisted mechanic in the services of the B & O in Washington was sent to Alexandria to alter the Lincoln Car to a hearse car. He also served as a member of Les Guard de Invalid that guarded the funeral car. The other man is Pinkerton the Secret Service Guard.

This is the best photo of the Lincoln Funeral Car. Courtesy of the Buffalo-Erie County Library of Buffalo, New York

*Frank W. Cornell
4955 Creek Road
Lewiston, N.Y. 14092*

If that isn't the Abraham Lincoln Car behind the engine
Juipster I will eat my hat. That is a typical Pennsylvania
Roof. What is a Pennsy car doing on the Union Pacific at
Cheyenne on the way to Promotory in 1869 if it isn't the
Lincoln Car? The Lincoln Car was the veep car of Sidney
Dillon and Thomas Durant at the time. Prove me otherwise.

*Frank W. Cornell
4955 Creek Road
Lewiston, N.Y. 14092*

*Frank W. Cornell
4955 Creek Road
Lewiston, N.Y. 14092*

Grand St. Bridge
4955 Grand St.
Denver, Ill. 1102

Boxes Are Mementos Of Lincoln Rail Car

Two handsome inlaid walnut boxes—made from the wood of Abraham Lincoln's funeral car during its last days in Colorado—are the prized possessions of two Denver area sisters.

Existence of the boxes came to light following a Rocky Mountain News article published April 23 which told how the old Lincoln car once served as a construction car on the Colorado Central Railroad.

The boxes are now owned by Mrs. Louise Bretschneider, 4303 Montview Blvd., and Mrs. J. L. McChesney of Golden.

They are daughters of the late Stephen Miller of Golden, who was construction foreman for the Colorado Central in the early 1870s and later served the Rio Grande Railroad.

"Dad's hobby was fine cabinet-work," Mrs. Bretschneider recalled yesterday, "and he apparently made the boxes about 1880 or 1881 from wood taken out of the Lincoln car when it was converted from a passenger coach to a construction car."

The highly polished hinged boxes have covers with an intricate inlay pattern of other woods. Whether all the various woods came from the Lincoln car is not



Mrs. Louise Bretschneider displays the box her father made from wood of Abraham Lincoln's funeral car.

—Rocky Mountain News Photo.

known. The inside of the boxes are lined with red velvet.

Magazine Recalls Colorful History

Abe Lincoln's Private Rail Car Once Served Humbly in Colorado

By ROBERT L. PERKIN

Rocky Mountain News Writer
Delusions of young women
—36 in number for the 36 states
of the Union—light bouquets
of flowers where the train halted
and lay sleeping beside the
track.

"Arches of blossoms were
rained on the tracks, and cries
were heard in mourning. At
last it was a fantastic car-
nival of joy," the writer noted
half a century ago.

The central vehicle in that rail
cortege—the luxurious, bare-headed,
polished private car in which
Abraham Lincoln rode to his burial
—spent some of its last useful days
as a hauled and loaded construc-
tion car on the old Colorado Cen-
tral Railroad.

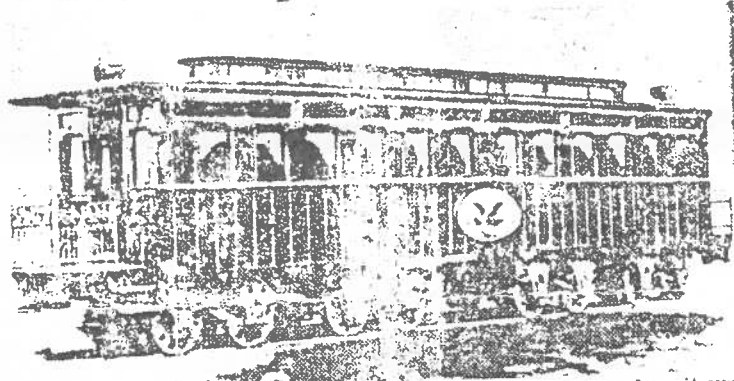
THE NEAR-FORGOTTEN story
of the Lincoln funeral car in
Colorado came to light again re-
cently in a brief paragraph pub-
lished in the February issue of
Ties House organ of the Southern
Railway System.

A detailed report on the funeral
car and its last days mentioned
briefly that it had been used as
both a passenger coach and, later,
a construction car on the Colo-
rado Central. The Colorado Cen-
tral, the state's third railway ran
from Golden to Denver and Golden
to Wyoming.

The "ties article" met the eye of
Bud Gould of Denver, who queried
The Rocky Mountain News:
"I have lived in Colorado for a
good many years and this is the
first time that I have heard that
this car operated at one time be-
tween Denver and Golden."

MRS. AGNES WRIGHT SPRING
of the State Historical Society and
Mrs. L. Aulls of the Denver Pub-
lic Library's Western History Col-
lection took up the search for the
car's story and came up with these
findings:

The Rocky Mountain News on
Aug. 18, 1874, reported: "The Col-
orado Central now has the car—
at Golden—in which President
Lincoln used to ride during the
perilous days of the rebellion,
when assassins were thick. The



This is how President Lincoln's private car looked when it was
completed—before it was draped in black for the funeral journey to
Springfield. Later, the car was to ply the Colorado Central as pas-
senger coach and construction crew diner. —Union Pacific Photo.

car is lined with iron so as to be
bullet proof, and in this the la-
mented chief magistrate used to
be transported from place to
place.

"After the assassination, his
body was conveyed in the same
car from Washington to his old
home, Springfield, Ill. Hence, the
car has aroused in many associa-
tions of deep interest, which will
appeal to the hearts of the people.
It is a plain structure, but very
heavy, weighing over 40 tons—
probably the heaviest passenger
car in the country." (Today's pas-
senger cars weigh about 80 tons.)

THE NEWS on Oct. 9, 1875, re-
ported the visit to Cheyenne and
Laramie of the Union Pacific
magistrates, Jay Gould and Sidney
Dillon, traveling in "an iron car
built in Fort Wayne, Ind., 15 years
ago to convey 'Honest Abe' Lin-
coln to Washington. At that time
it had inside shutters of iron and
was supposed to be bullet proof.
For many years it was used on
the Pittsburgh & Fort Wayne
Railroad as coach No. 100. Re-
cently it was purchased by the
Union Pacific and is now fitted
up for the directors' car."

The Denver Republican on Dec.
10, 1883, recorded: "There is now
a car in use by the construction
gang on the Colorado Central Rail-
way which possesses peculiar his-

torical interest. It was formerly
the handsome coach in which the
remains of President Lincoln were
borne from Washington to Spring-
field."

The Union Pacific Magazine for
February, 1933, carried a detailed
account of the car. The car was
sold at auction at the end of the
Civil War by the government.
Sidney Dillon, head of the UP, ar-
ranged for T. C. Durant, first vice
president of UP, to buy it—at
\$8000, according to The News of
Jan. 23, 1882.

IT WAS TAKEN to Omaha in
1866 and used as a directors' car.
In 1870 it was sold to Colorado
Central at the time the CC was
being built between Denver and
Golden, and "was converted into
and used for a number of years
between Denver and Golden as a
passenger coach."

Later it was converted into a
construction car and in 1878,
when the Colorado Central was
absorbed by UP, it continued in
that use. It was exhibited in the
Trans-Mississippi Exposition in
Omaha in 1898 and was sold in
1903 to E. B. Snow, who sold it
two years later to Thomas Lowry.
Mr. Lowry presented it as a gift
to his home city of Minneapolis,
where the car was exhibited in a
park area.

On March 11, 1918, a fire de-
stroyed the car.

Lincoln's Funeral Car

By John William Starr, Jr., Clerk, Millersburg, Pa.

Author of "What Was Abraham Lincoln's Religion?" "Lincoln's Last Day," etc.

 NY student of the life of Abraham Lincoln, who has made a careful study of his subject, must have been impressed by the many and varied claims which have been put forth as to almost all matters of primary interest, as well as many minor ones, pertaining to him.

Probably no other individual of history has so much matter of a controversial nature been published. This is not only true of his characteristics and his personal life, but his public actions as well. When J. G. Holland, the noted journalist, went to Illinois in 1865, just after the assassination, for material to prepare a biography, he found himself face to face with this proposition. He said in speaking more particularly of Lincoln's personality, that "no two men among his intimate friends will agree concerning him. The writer has conversed with multitudes of men who claimed to know Mr. Lincoln intimately, yet there are not two of the whole number who agree in their estimate of him." As a result, we have our contradictory opinions.

What Was Lincoln?

His religion has been the subject of much discussion. Was he an infidel, an agnostic, a deist, or an orthodox Christian? Did he believe in no God at all, or did he implicitly accept all the tenets of the Christian faith?

Was he prohibitionist, or opposed to prohibition?

Was he even a temperance man, or not?

Was he in his relations to his fellows secretive, or did he wear his heart on his sleeve, as it were?

Was he in favor of woman suffrage?

Was he an Abolitionist at heart, or was his Proclamation of Emancipation merely a matter of policy?

Was he uncouth and untidy, boorish, or was he a well-proportioned man physically, a well-groomed individual, living up to the standard requirements of society?

Was he a great lawyer, or was he, as he once said, only "mashed"?

Who was his choice for a running mate in 1864, or did he have none, and pursue a strictly "hands-off" policy?

When and where was his Gettysburg speech composed, and how was its delivery received by his auditors?

Was his wife a veritable virago, or was she a dutiful helpmeet, watching over his personal welfare conscientiously?

These and other questions have run the gamut of the investigator.

To them we must add another. We find the same condition of uncertainty did not cease when the living Lincoln was no more, and his body was borne to its last resting place in Springfield.

Another Mooted Question

Recently in compiling data for a study of a certain nature relating to Abraham Lincoln, the writer came across much matter with reference to the funeral train of a contradictory nature. For instance, the number of cars comprising the train has been variously stated at, from six to nine cars.

But more especially is there a difference of opinion as to the funeral car which was used to transport the remains of President Lincoln and his son Willie, who died in Washington in 1862, and whose body was disinterred and placed in the car along with that of his father.

I have never seen this apparent contradiction discussed in print. In fact, it seems to have been the belief of each writer mentioning this funeral car that the statements made by them were not open to discussion, having no knowledge that any other claims had been made.

The Funeral Car

In a volume entitled "The Lincoln Memorial: a Record of the Life, Assassination, and Obsequies of the Martyred President," by John Gilmary Shea, published in 1865, we find the following:

"The car assigned for the transportation of the remains is said to be the first railroad structure of the kind in this country. It was built by Mr. Jameson, of Alexandria, for the United States Military Railroad, and was designed for the special use of the late President and other dignitaries when traveling over the military roads. It contains a parlor, sitting room and sleeping apartments, fitted up with excellent taste, and has all the modern improvements. Small panels are arranged around the top of the car, on which are painted the coats of arms of each State. The car is completely robed in black, the mourning outside being festooned in two rows above and below the windows, while each window has a strip of mourning connecting the upper with the lower row. The coffin containing the remains of President Lincoln was placed upon a bier covered with black cloth, in the rear of the car."

Thirty-five years later, under the caption "President Lincoln's Coach," "Success" magazine, issue of June, 1900, had the following article:

"In the city of Omaha, in the yards of the Union Pacific Railroad Company, is lying a relic which should be dear to the heart of every American, even as 'Old Ironsides' itself.

The Design of the Car

"This is nothing less than the remains of the car designed by himself, in which President Lincoln used to go to the front during the latter part of the Civil War, and which was afterwards used as a funeral coach for his murdered remains. Though now but a mass of decayed wood and rusted iron, when constructed by the military shops at Alexandria, Va., in 1864, it was the marvel of the railroad, and the most elaborate piece of workmanship on wheels.

"To make the mahogany framework proof against the bullets of the Confederates or assassins, the car was iron-clad, armored plate being set beneath its upholstered sides. One of its largest compartments, the President's study, contained a sofa fifteen feet long, on which he rested and slept on his journeys to and fro.

"To Boeker T. Washington belongs the honor of starting a project for the restoration and preservation to the nation of this most interesting relic of the last chapter of

the life of the great martyred President. Mr. Washington heard of the car when in Omaha, and, with Dr. O. M. Ricketts, set the ball rolling.

"Just what terms can be made for its purchase from the railroad company has not yet been ascertained, but it is thought that it will donate the car to the city, provided an agreement is made to have it preserved and a building furnished for that purpose."

"In a series of articles on Lincoln published in the 'Illinois Central Magazine,' in 1913, the issue for June, under the heading 'Lincoln's Funeral Car,' had this to say:

"This is a private palace car originally built for President Lincoln and his Cabinet, by the United States Military Car Shops at Alexandria, Va., in 1863. It was used to take President Lincoln wherever his duty called him, and enabled him to see much of the army and meet more of the officers and private soldiers than would have been possible otherwise. That is how so many hundred of the 'Boys in Blue' got to know him personally, and love him all the more.

The Assassination

"After the foul crime that fatal Friday evening, April 14, 1865, in Ford's Theatre, Washington, this car was appropriately draped as the funeral car of the martyred President. After the greatest funeral Washington ever witnessed, Lincoln's coffin, and the coffin of his dearly beloved little son, Willie, who died in 1862, were placed in this stately hearse. It was at the request of the heart-broken wife and mother that the bodies of father and son might together make their last earthly journey."

The above accounts coincide in the main.

The First Pullman Car

But Edward Hungerford, in his "The Modern Railroad," published in 1911, says:

"The body of Abraham Lincoln was carried to its final resting place in the first real Pullman car that was ever built.

"Pullman built his first real sleeping car in 1864. It was called the 'Pioneer' and he further designated it by the letter 'A,' not dreaming that there would ever be enough Pullman cars to exhaust the letters of the alphabet. The 'Pioneer' was built in a Chicago and Alton car shop, and it cost the almost fabulous, in those times, sum of \$18,000. That was extravagant car building in a year when the best of railroad coaches could be built at a cost not exceeding \$4,500 each. But the 'Pioneer' was blazing a new path in luxury. From without it was radiant in paints and varnished in gay stripings and letterings; it was a giant compared with its fellows for it was a foot wider and two and a half feet higher than any car ever built before. It had the hinged berths that are to-day the distinctive feature of the American sleeping car, and the porter and passengers no longer had to drag the bedding from closets at the far end of the car.

"The 'Pioneer' was not only wider and higher than other passenger cars, it was also wider and higher than the clearances of station platforms and overhead bridges. But when the country was reduced to the deepest distress because of the death of President Lincoln, the fame of Pullman's 'Pioneer' was already widespread, and it was suggested that the new car should be the funeral coach of the martyred President. This involved cutting

wider clearances all the way from Washington by the way of Philadelphia, New York and Albany to Springfield, Ill., and gangs of men worked night and day making the needed changes."

Noting the fact that this account was at variance with the preceding ones, I got into communication with Mr. Hungerford, with the result that under date of July 5, 1922, he wrote me:

"While I cannot give you at this late day the exact source of my information in regard to President Lincoln's body having been carried west on the first Pullman car, 'Pioneer,' I am now convinced that this was an inaccurate statement, and that the body actually was carried in the car which was built in the shops of the United States Military Railroad at Alexandria, Va. If ever I get a chance to get out a new edition of the 'Modern Railroad,' I shall make haste to correct this apparent mistake.

"Soon after the appearance of my book a lady from Pittston, Pa., wrote me telling me that her father, as Superintendent of that military car shop, had fitted the car out for carrying the President's body back to Springfield."

How the Car Was Moved

Meanwhile, in the course of some correspondence with Mr. C. F. Smith, General Superintendent Passenger Transportation of the New York Central Railroad, in response to a query from me as to how the transportation situation was handled from Jersey City to New York City in 1865, on July 10, 1922, he wrote:

"We understand that the body of President Lincoln and the escort were ferried across. There were no ferries to bring trains over. The funeral car 'Pioneer' was used from Thirtieth Street Station to Springfield, Ill."

This suggested to me the possibility that the car built in the shops at Alexandria might have been used from Washington to Jersey City, and Pullman's "Pioneer" from New York City to Springfield.

Getting in touch with the Pittston lady mentioned by Mr. Hungerford in asking her for her recollections of the matter, I mentioned this as a possible explanation.

On July 18th, in the course of a rather lengthy communication, referring to the subject under discussion, she said:

"I remember my correspondence with Mr. Hungerford: he is correct save in the small detail of my father's position—which was that of 'Assistant Master Car Builder' of the U. S. Military Railroad.

"I am inclosing a copy of a statement signed by my father in 1903, three years before his death, which I think answers many of your questions, also a quotation from the *Washington Chronicle*, in which orders from the War Department were that the car was to go over the entire route. However, I can readily see that the difficulty you mention at New York might have caused new orders to be issued of which the people at Alexandria would not know. I am sure my father understood that the car went through, but would consider the other very possible."

Another's Version

The statement of her father, Sidney D. King, accompanying the letter, effectively disposes of the stories that the car was used by President Lincoln during his lifetime.

(Continued on page 40.)

gruelling battle with Brawn, of the same Division. Brawn chased him the whole distance and it was anyone's race up to the home stretch and there is where Mac proved his metal by staging a sensational spurt, winning by inches.

J. D. Shapleigh, the former captain of the University of Pennsylvania swimming team and captain and coach of the Philadelphia Terminal team, was referee of the meet and with the assistance of the swimming committee ran the meet off without a hitch.

100-Yard Novice Swim.—Won by Walz, Atlantic Division, 1:18 1-5; second, Weber, Atlantic Division, 1:23 1-5; third, Muscatello, Trenton Shops, 1:28 1-5; fourth, Lever, Atlantic Division, 1:28 1-5.

200-Yard Open.—Won by McLaughlin, Atlantic Division, 3:06 1-5; second, Brown, Atlantic Division, 3:12; third, McGaughey, Atlantic Division, 3:23 2-5.

300-Yard Open.—Won by Miller, Atlantic Division, 3:30 1-5; second, Brown, Atlantic Division, 3:31 3-5; third, McLaughlin, Atlantic Division, 3:32 5; fourth, Carey, Trenton Shops, 3:42 5.

500-Yard Novice.—Won by Walz, Atlantic Division, 3:32; second, Heistermeier, New York Division, 3:33 5; third, Lore, Atlantic Division, 3:34 3; fourth, Laxton, Atlantic Division, 3:44 5.

1-Mile, Novice.—Won by Lore, Atlantic Division, 4:2; second, Adams, Atlantic Division, 4:06; third, O'Brien, Atlantic Division, 3:38; fourth, Carroll, New York Division, 3:56.

1-Mile, Open.—Won by Sullivan, Atlantic Division, 4:06; second, Jordan, Atlantic Division, 3:36; fourth, Campbell, Trenton Division, 3:36.

Final Points.—Atlantic Division, 89; New York Division, 18 1/2; Trenton Shops, 9 1/2; Trenton Division, 3.

Lincoln's Funeral Car.

(Continued from page 26.)

The statement follows:

"An item has been going the rounds of the newspapers lately to the effect that what was called 'President Lincoln's coach' is lying in a state of dilapidation in the yards of the Union Pacific Railroad at Omaha, Neb., and that Booker T. Washington has started a plan for its restoration and preservation as a relic of the Civil War. It is described as a car 'designed by himself, in which President Lincoln used to go to the front the latter part of the war,' and that it was 'ironclad—armored plate being set beneath its upholstered sides.' This is a mistake. The car was built by the authorities of the United States Military R. R.—a name which covered parts of the 'Manassas Gap,' the 'London and Hampshire,' and the 'Orange and Alexandria' Railroads, which were confiscated by the Government. The Headquarters, Roundhouse, Car Shops and Machine Shops were inside the stockade at Alexandria, Va., and under charge of Colonel D. C. McCallum.

Newspapers Spread the Story

"I was Assistant Master Car Builder at that time, was in the shops constantly while the car was being built, and am certain that no armor was used in its construction. Any one who knew the habits of Mr. Lincoln would scout the idea of his designing an armored car of such luxurious appointments for his own use in going to the front. Just when the fact of its being built came to his knowledge I do not know, but as I recollect it, some of the New York newspapers opposed to his administration took up the matter and presented it in a very unfavorable light. How much this influenced him is, of course, conjectural, but in

it during his lifetime. It stood in the shops for some months at least, after making one trial trip. It was really magnificent for those days, and every available convenience was used, but present day travelers would consider it very common. The woodwork was of black walnut, the upholstery dark green plush, with curtains of light green silk; the ceiling was paneled with crimson silk, gathered into a rosette in the center of each panel. The American eagle, with the national colors appeared in a large medallion on each side of the exterior. As first built it was mounted on four trucks, but later two were taken out.

"When the car made its first real journey, that from Washington to Springfield, Ill., bearing the dead body of the President to its final resting place, it was elaborately draped in black cloth, with silver bullion fringe, silver spangled stars and large silver tassels about nine inches long and three inches in diameter. There were also many black tassels used about the biers on which rested the two coffins—that of the President and his son.

The Car Is Dismantled

"These 'funeral trappings' were removed on the return of the car to Alexandria and divided up as relics. I got one of the large tassels, and some of each of the other decorations and put them in a case made of the same materials as the trimming of the car.

"What disposal was made of the car when the confiscated roads were given back and the U. S. Military Railroad was only a name, I do not know, for, of course, we Northern men were 'out of a job' and came home.

"It is to be hoped the plan for preserving the car may be carried out, for it is a genuine relic of war times, even if it did not go to the front, and it seems to me the resolute self-denial of the President, in not using it during his lifetime and his one journey in it, when his wearied body was past the need of earthly luxury, are striking incidents in even such a notable career as that of Lincoln.

"(Signed) SIDNEY D. KING.

"February 16, 1903.

The quotation from the *Washington Chronicle* mentioned by Miss King is from the issue of April 19, 1865, and is a copy of the "Special Order Regulating the Transportation of the Remains of the late President, Abraham Lincoln, from Washington City to Springfield, Ill.," issued by the War Department April 18, 1865, E. D. Townsend, Assistant Adjutant-General."

Governmental Orders

With but one paragraph of this war order are we interested, the third:

"That no person shall be allowed to be transported upon the cars constituting the funeral train, save those who are specially authorized by the order of the War Department. The funeral train will not exceed nine cars, including baggage car, and the hearse car, which will proceed over the whole route from Washington to Springfield, Ill."

Inquiring further from Mr. Smith, of the New York Central, as to the Pullman car "Pioneer" being used from New York City to Springfield, under date of July 31st I received this:

"I was misinformed with reference to the name of the car. The car used was not the 'Pioneer,' but one fitted up by the Hudson River Railroad at the Thirtieth Street Shops for the train."

Thinking that possibly the Pullman Company of Chicago might itself be able to throw some light on the subject, I stated the facts to them, mentioning the "Pioneer" as one of the possibilities.

July 20th Mr. J. Keeley, of the Department of Publicity and Promotion, with reference to the latter car wrote:

"It is impossible that President Lincoln while living rode in this car, as, according to all available information, it was rushed to completion in order to form a part of the funeral train that conveyed his body from Washington to Chicago, and later to Springfield, Ill. It is not likely that the President's body was carried in the 'Pioneer,' which had just been completed in a style more expensive and splendid than anything before attempted in railway equipment, but probably held the Lincoln family. A baggage car is supposed to have held the bier, together with the guard of honor. In the first part of the journey this would have been a Baltimore and Ohio baggage car. It is definitely known, from Altoona records, that one of their baggage cars was used for this purpose from Chicago to Springfield."

And finally, in a volume entitled "Obsequies of Abraham Lincoln in the City of New York," prepared by David T.

Valentine, Clerk of the Common Council, published in 1866, there is a picture, or rather drawing, entitled "Funeral Car Crossing Hudson River." This shows a railroad car draped in mourning on a large shallow boat or float. No mention, however, is made in the volume to it.

From the foregoing we have the following propositions: First, that the car used from Washington to Springfield was one constructed in the United States Military Car Shops at Alexandria.

Second, that the car used from Washington to Springfield was Pullman's "Pioneer."

Third, that the "Pioneer" or some other car was used from New York to Springfield only.

Fourth, it naturally follows that another was used from Washington to Jersey City.

Fifth, that the original funeral car was floated from Jersey City to New York City.

Sixth, that there were no cars floated across the Hudson at that point at that period.

Lastly, that neither the car built at Alexandria nor Pullman's "Pioneer" could have been the car used, but different baggage cars, furnished by the different roads over which the funeral train traveled.

Can some veteran railroader solve the problem?

"Benny Two"

By H. J. Dickinson.



THE other day an odd character passed away out in Iowa, and thereby hangs a tale, the tail of his famous pig, "Benny Two."

Jake Schmelzer was one of the oddest looking specimens of humanity that probably the sun ever shone upon; at least the Iowans had never before seen anyone like him. He stood about six foot two inches, lanky and awkward, and stoop-shouldered from many long years of farm work. He had a heavy thatch of stiff, dusty, reddish-brown hair that stuck straight up from his head like the quills on a war-like porcupine. He had lost an eye on a hunting trip many years ago, and wore a green patch over the empty socket. His nose had been broken in a ball game back in Pennsylvania when he was a boy, and because of improper setting and care, when it healed it had settled back and tipped up so that the nostrils looked like two miniature cups ready to catch the water when it rained.

He had a mass of huge freckles that covered his face, neck and hands, so thick that he looked as if he had been shot at by a gun loaded with brown mud. He had a huge "Adam's apple" that would travel up and down his throat like a ball on a wire when he got excited, and his neighbors used to say that "if Jake should ever swallow that apple of his, so that it never came up again, it certainly would kill him," it was so big and cavorting like.

Temperamentally, he was one of the best fellows that ever lived. Even tempered, honorable in all his dealings, well-liked and trusted by his neighbors, he was always ready to do his stunt for the public good, or help anyone who needed it, and many a hard-earned dollar found its way from Jake's pocket into some other pocket, never to return. Quite naturally, perhaps, he was the butt of many a good humored

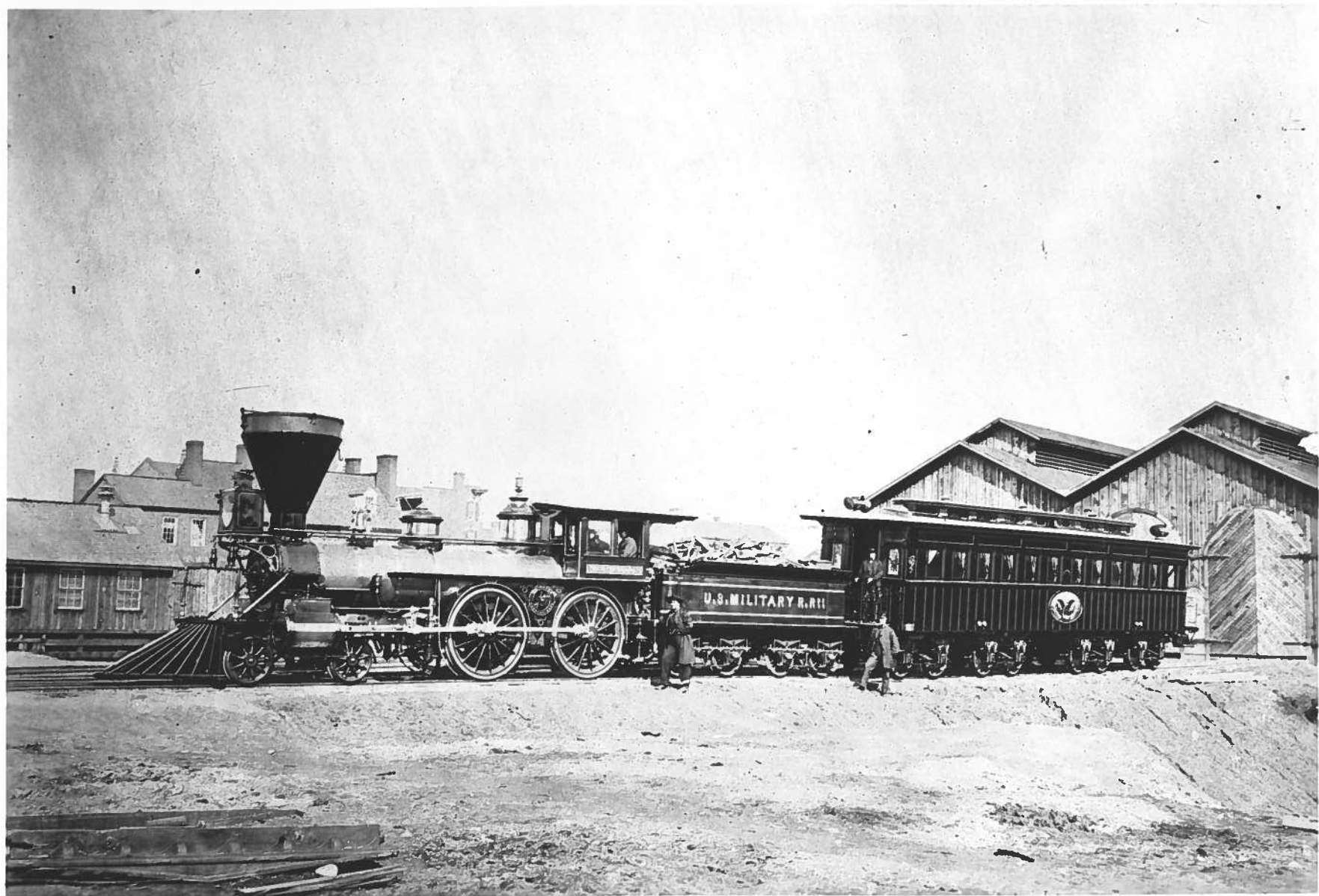
practical joke that he never resented unless it happened to result in some hardship to others, in which event the jokers would hear from him in no uncertain terms, for old Jake could swear like a Malay pirate when he really set his mind to it, which wasn't often, however, and the incident was soon over and forgotten.

Now Jake had a Chester white pig that was his special joy and pride, and thereby hangs a tale, the tail of a pig. He called the pig "Benny Two" after a prize pig he had owned back in Pennsylvania in his early days, and he was sure some pig.

"Benny Two" had been unfortunate enough to take the first prize at the County Fair that year, and in a way it sealed his fate, for after that Jake was forever scrubbing him and his pen, so that every time that he'd see Jake coming with a pail and a scrubbing brush, he'd run. Well, Jake's neighbors, of course, knew all about his pig, and many was the offer they made for him. In fact, when they had nothing else to do, they'd go over to Jake's place and make bids for him, which were invariably rejected.

"Benny Two's" tail was twisted so tight that Jake's friends used to say it sometimes lifted his hind legs clear off the ground. However that was, it was certainly a very tight little tail, and evidently "Benny Two" thought so too for he would try to take the twist out of it when it got too tight and overheated by sitting down in a pool of water, or getting it caught somewhere where he could exert a pull on it, but as it always flew right back into place again he gave it up—until the next time.

Jake had a neighbor by the name of Sim Bratt, and the only joke that Jake ever indulged in was when he would

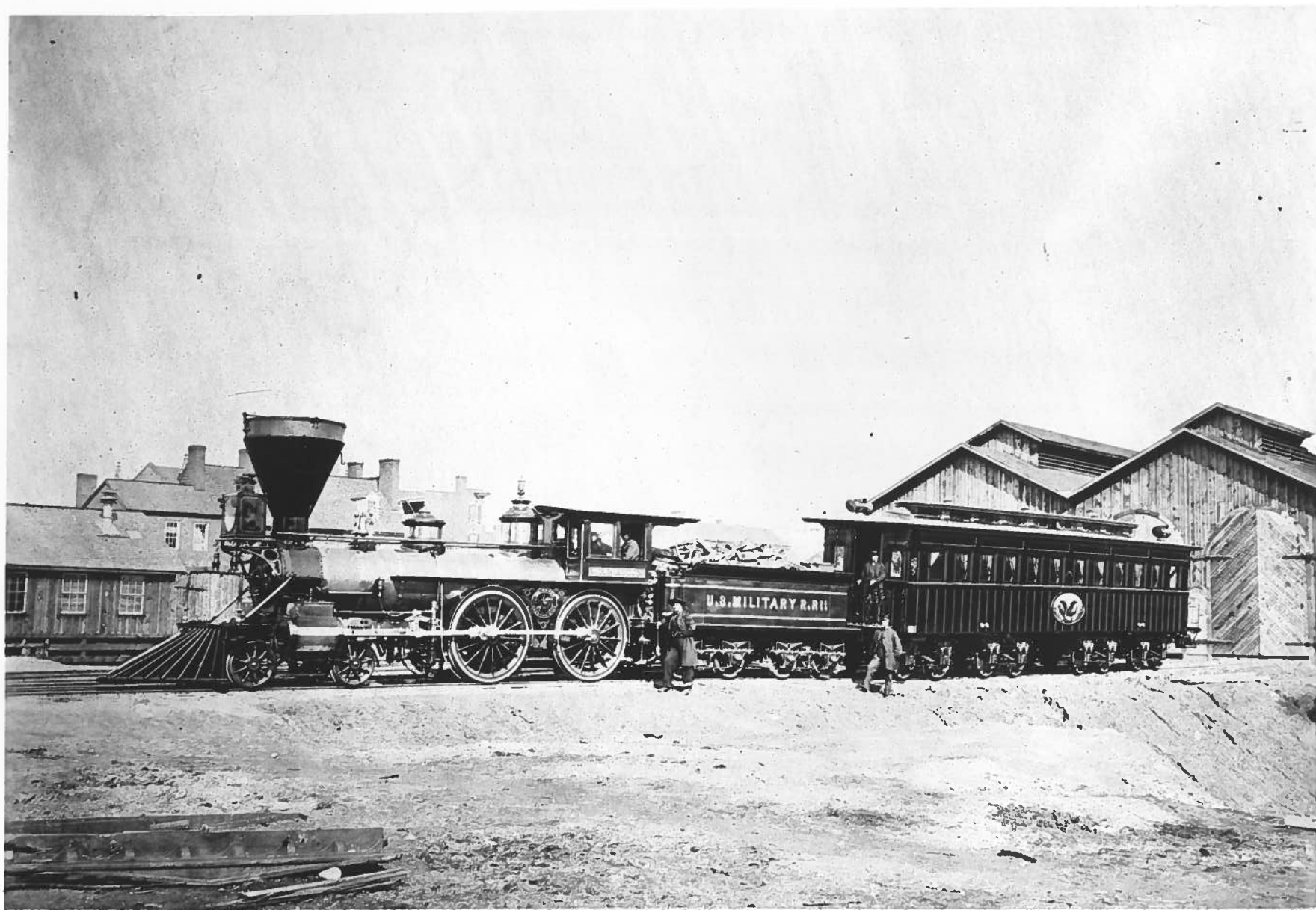


Lincoln Funeral Par

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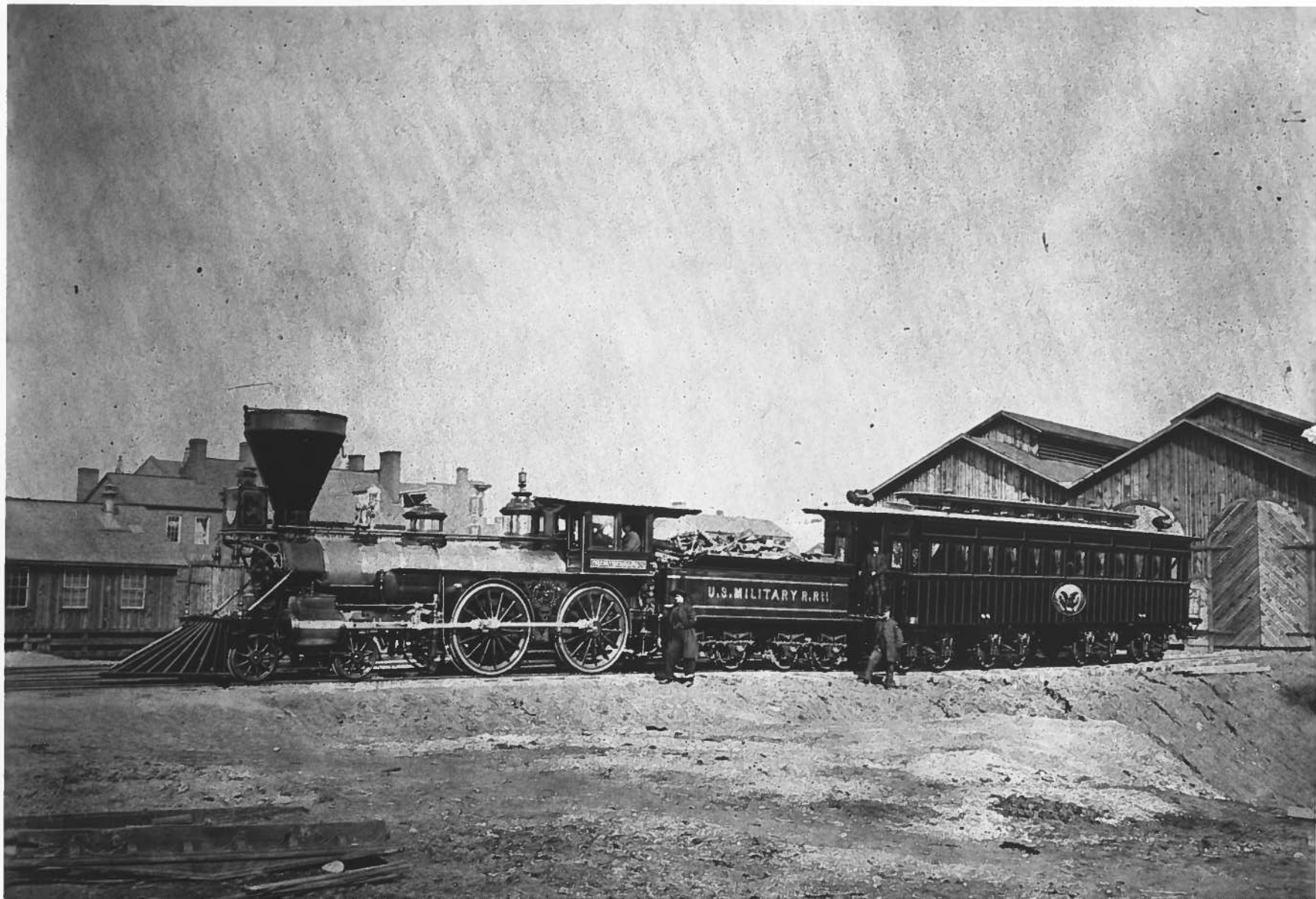


President Lincoln's Car

8833

4458

Reproduced from the Collections
of the Library of Congress



President Lincoln's Car

W. H. Wilton

USMR # 49

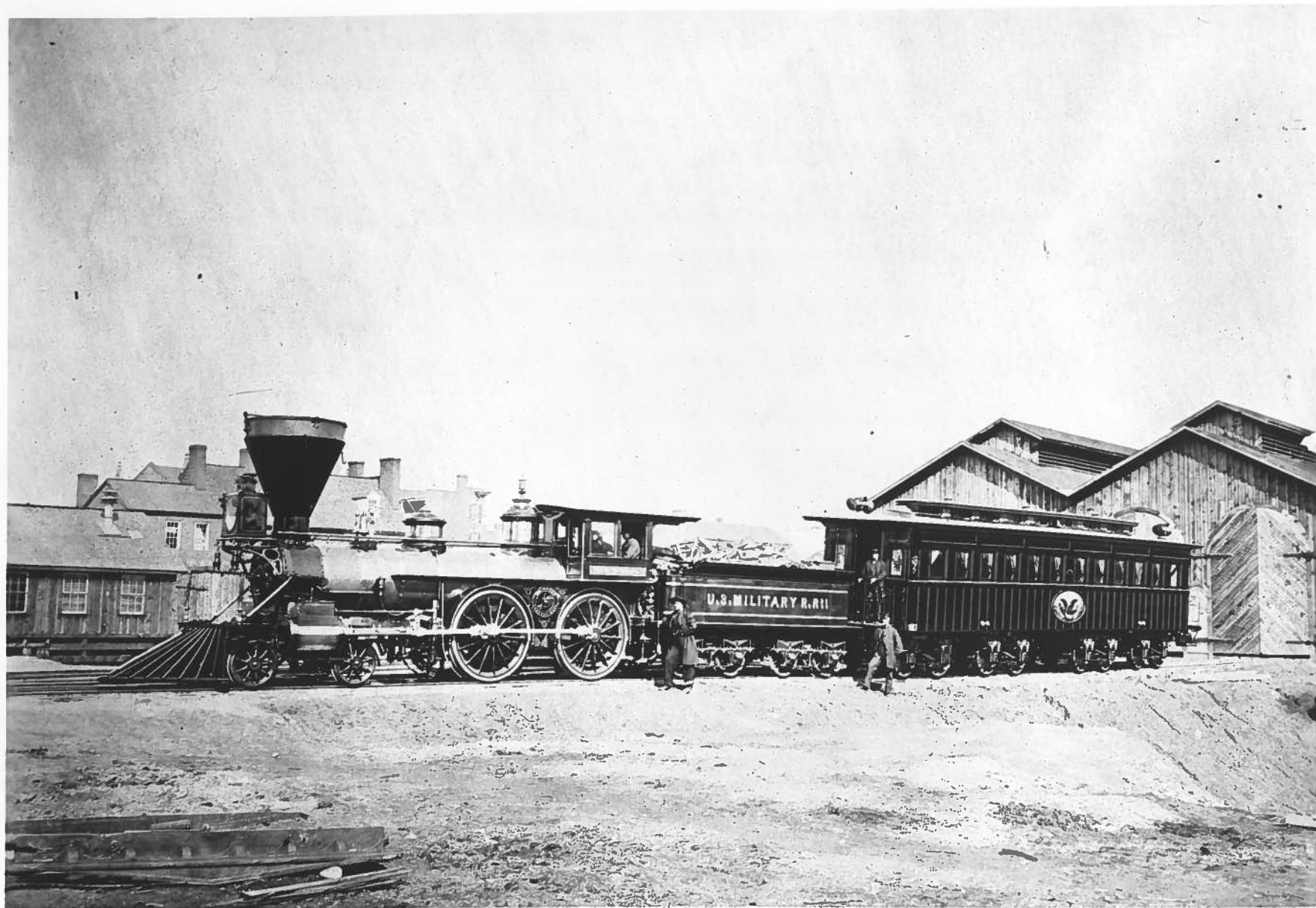
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Mason - 113

1862

16" x 22"
60" wheel
55000# wt

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President Lincoln's Car

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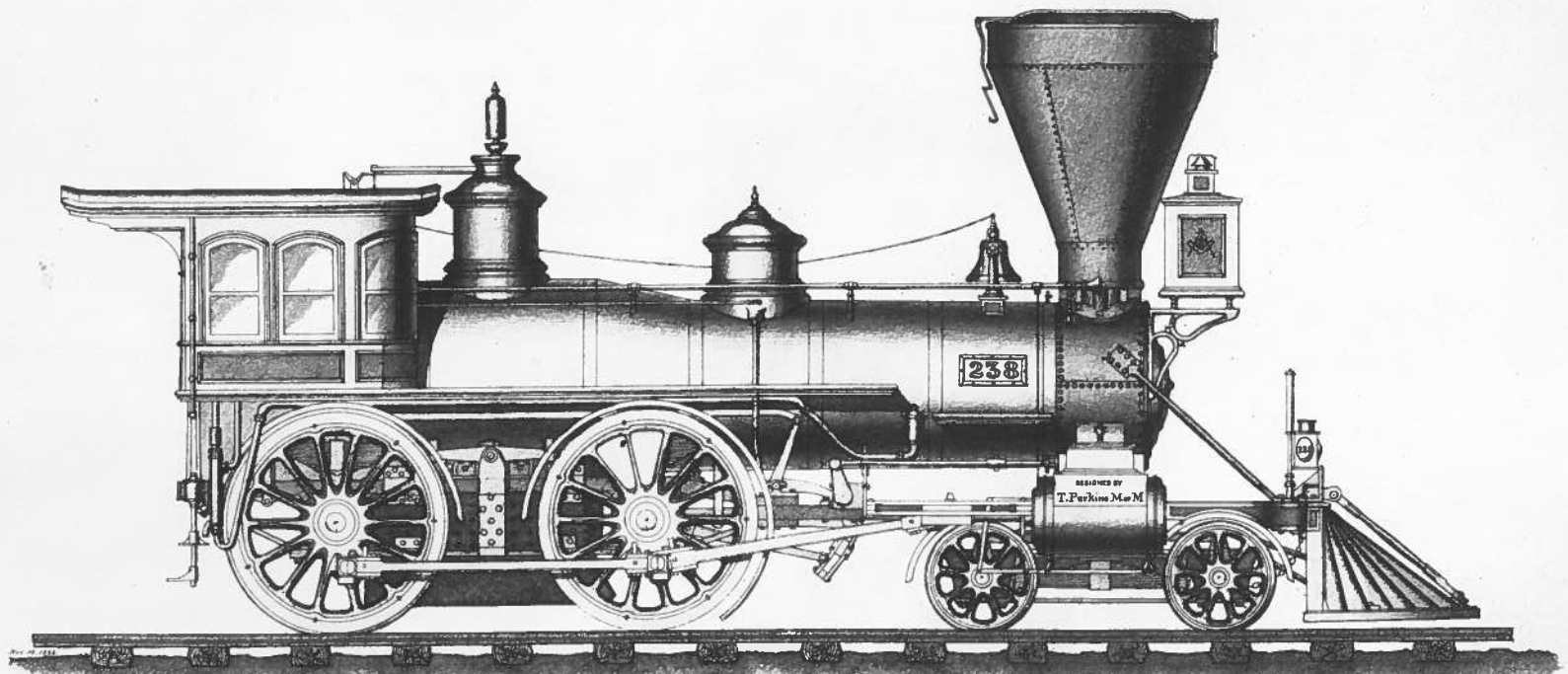
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Reproduced from the Collections
of the Library of Congress

Chascher Perkins'

COAL BURNING PASSENGER ENGINE.

1864.



10 9 8 7 6 5 4 3 2 1



Scale = $\frac{1}{48}$.

Snowden Bell. del

~~#91~~
Baltimore & Ohio No 238

Built at Mount Clare Shops B&O 1864

✓
Designed by Thatcher Perkins

Identified by T C Tenniswood 1948

became class G-3 1884

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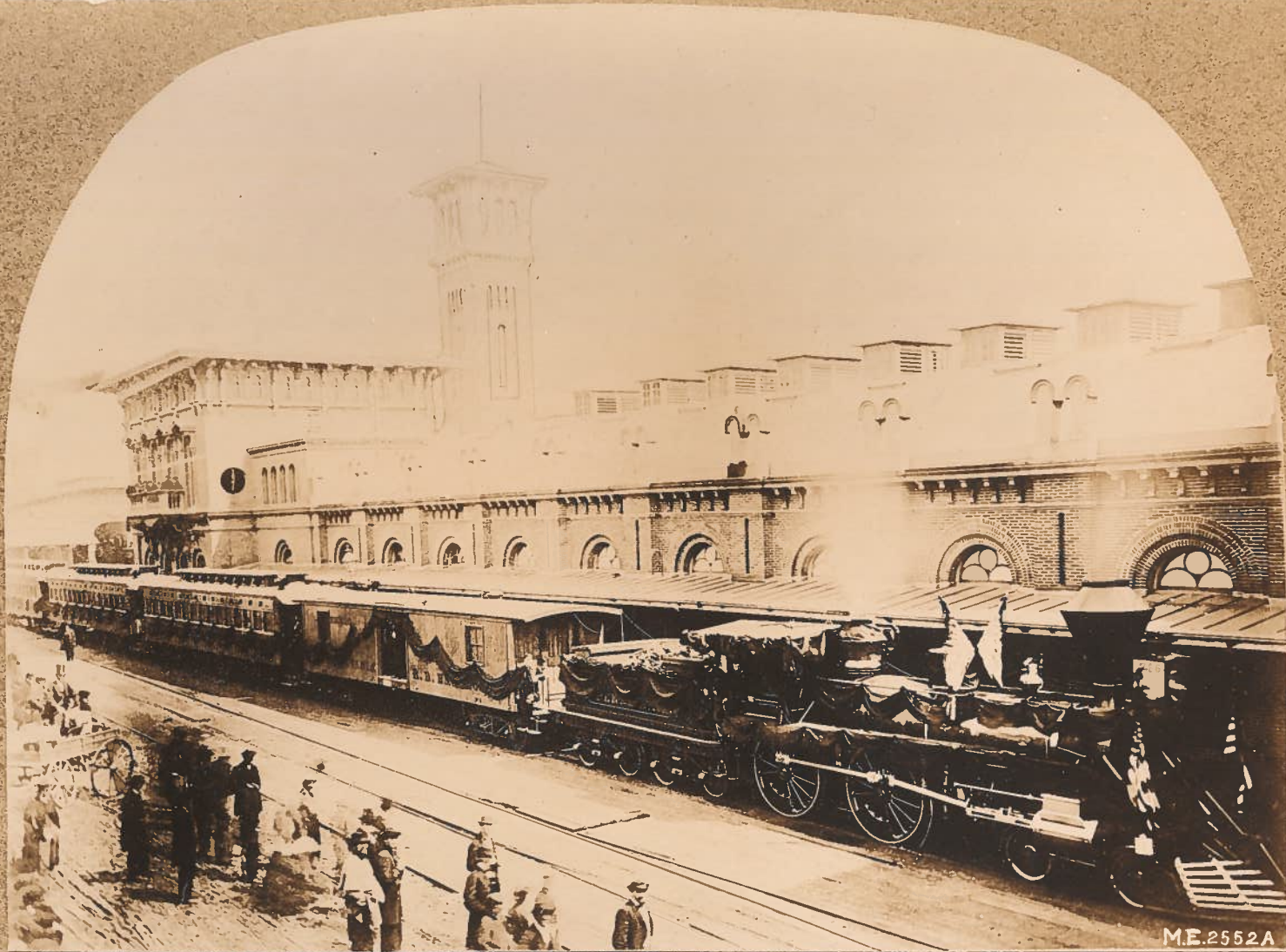
17424 "

66" wheels

Pulled Lincoln funeral train Wash. - Baltimore

Cherry Weg 8606

CLW



PRESIDENT ABRAHAM LINCOLN'S FUNERAL TRAIN.

From Washington arrived at Harrisburg 8.00 P. M. April 21, 1865; left Harrisburg 12.00 Noon April 22; arrived Philadelphia 6.30 P. M., schedule time. Engine, 331; Engineer, J. E. Miller; Conductor, Geo. Phillips.

Engine 286 and one coach preceded funeral 10 minutes with Gen'l Sup't Enoch Lewis, Superintendent Philadelphia Division G. C. Franciscus, Local Train Master W. F. Lockard and Road Foreman Samuel Blair.

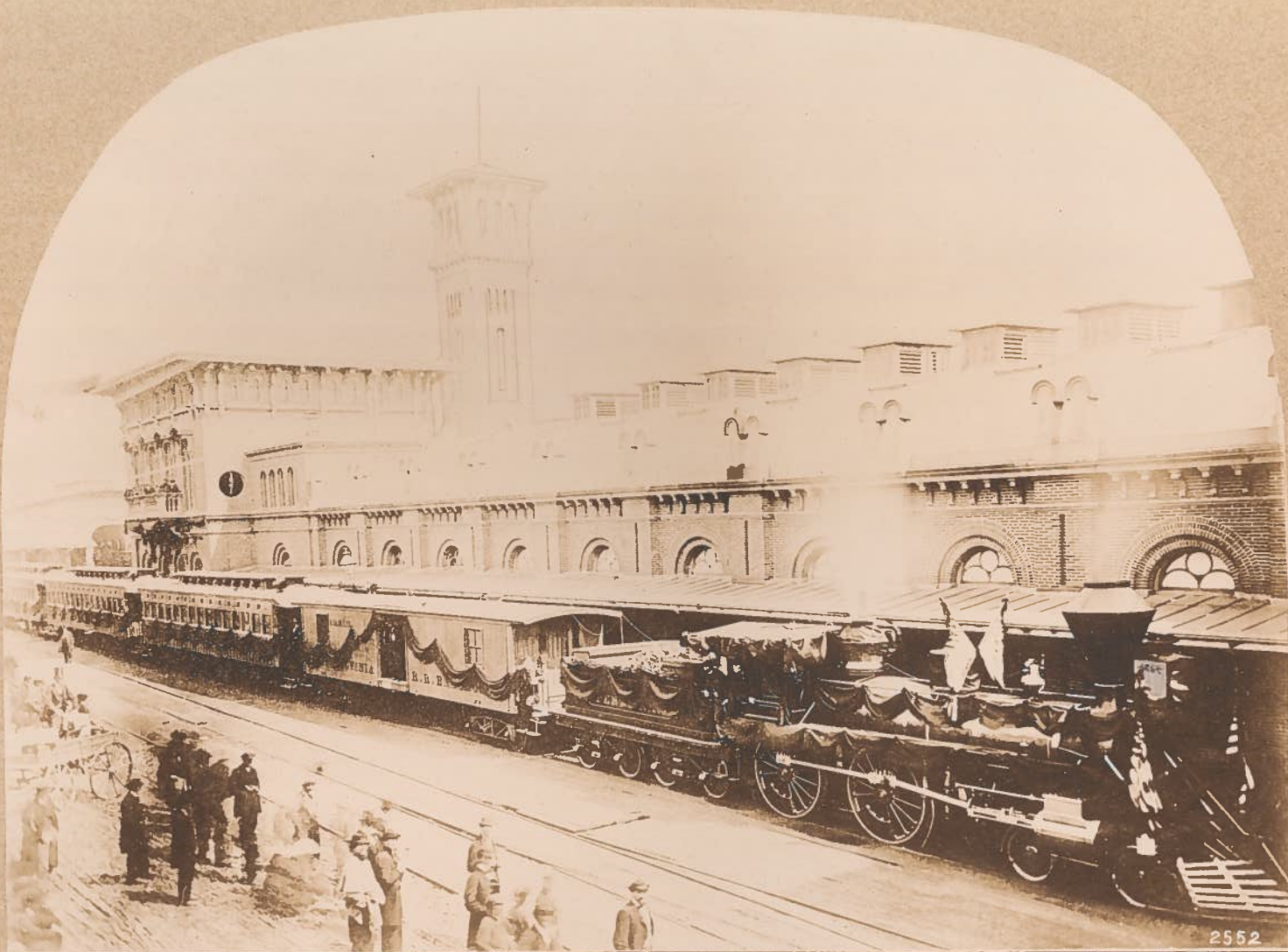


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Rand
3-1-33
for
J. O. Hall.



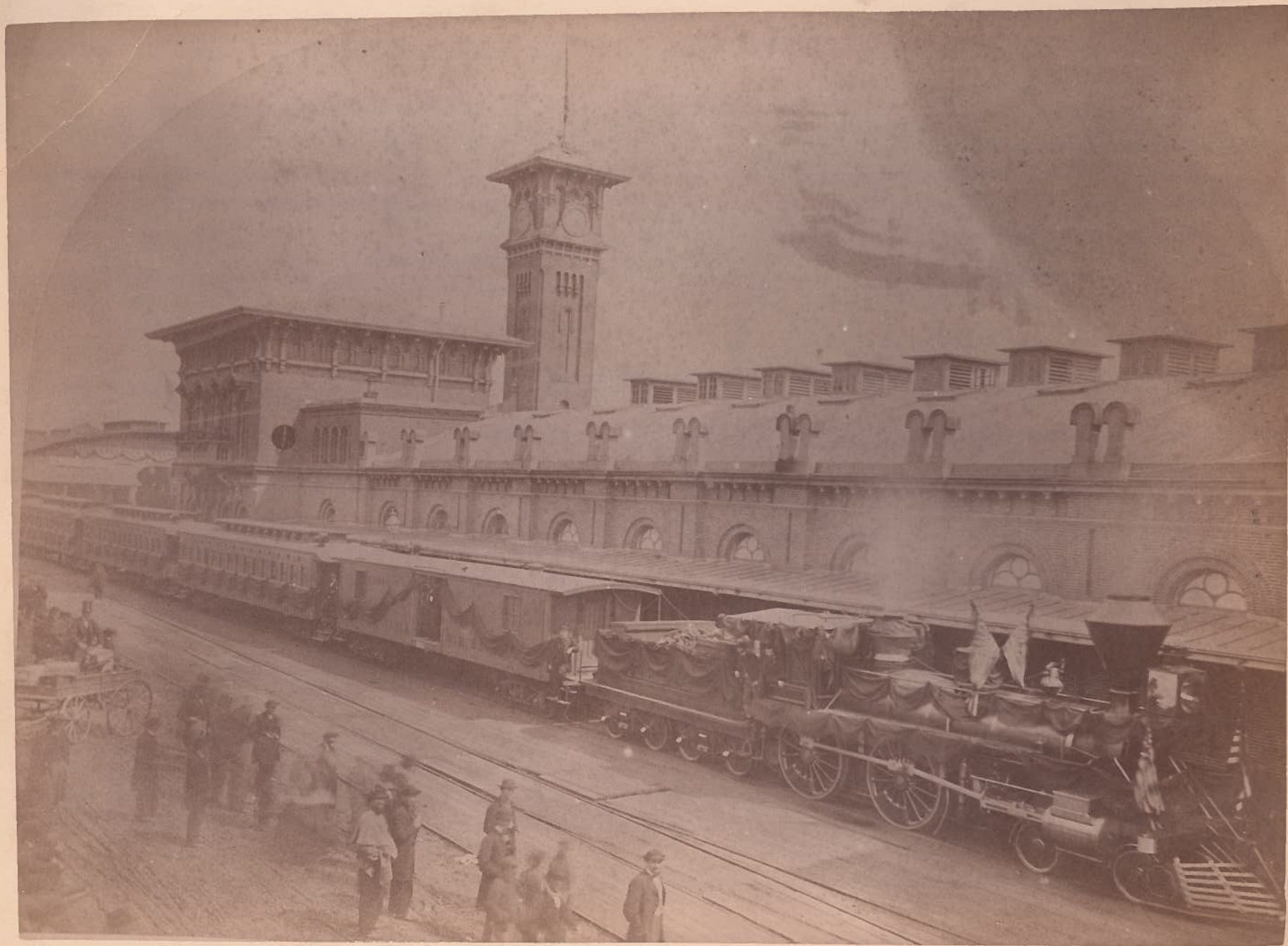
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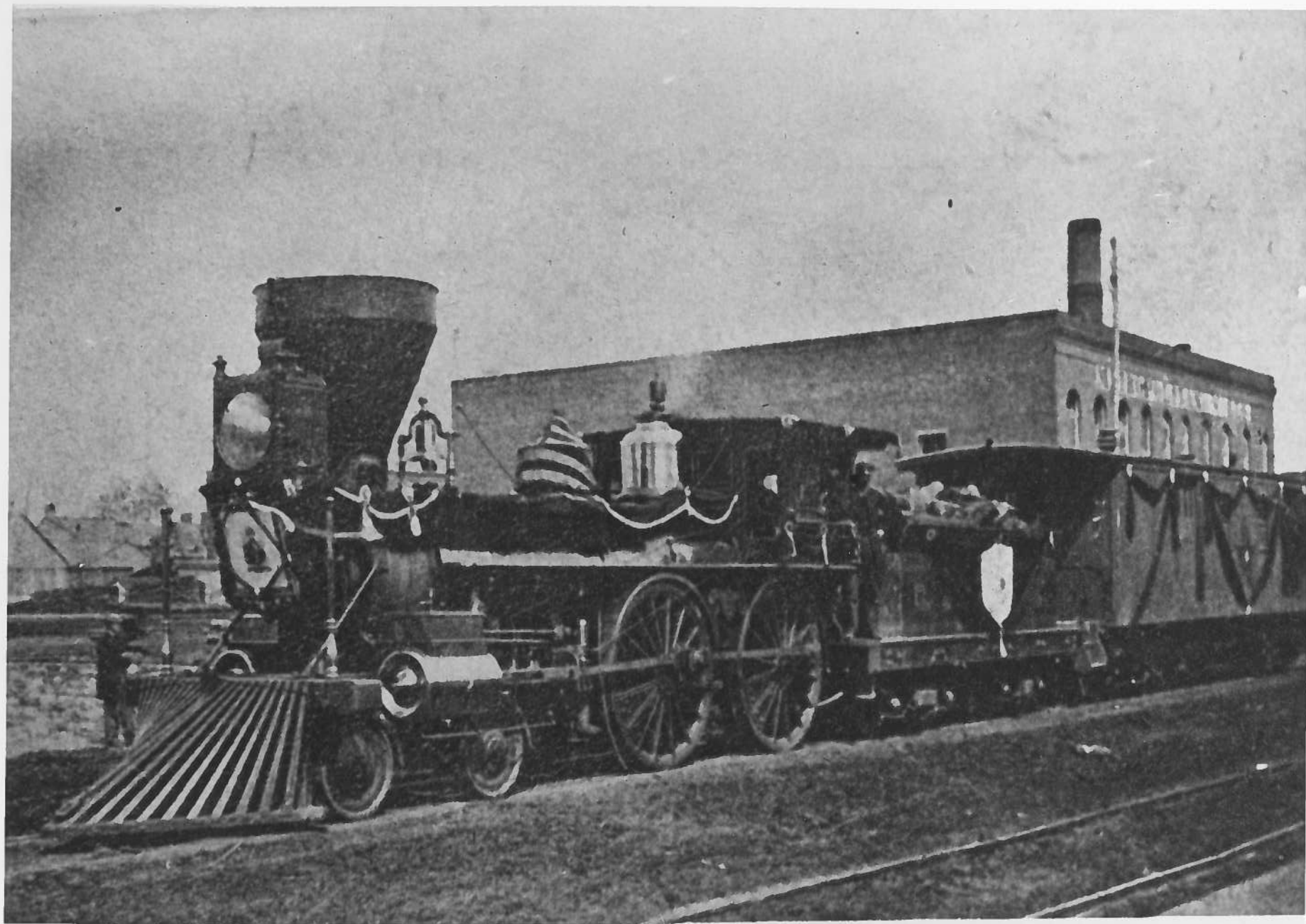
Engine 286 and one coach preceded funeral 10 minutes with Gen'l Sup't Enoch Lewis, Superintendent Philadelphia Division G. C. Franciscus, Local Train Master W. F. Lockard and Road Foreman Samuel Blair.

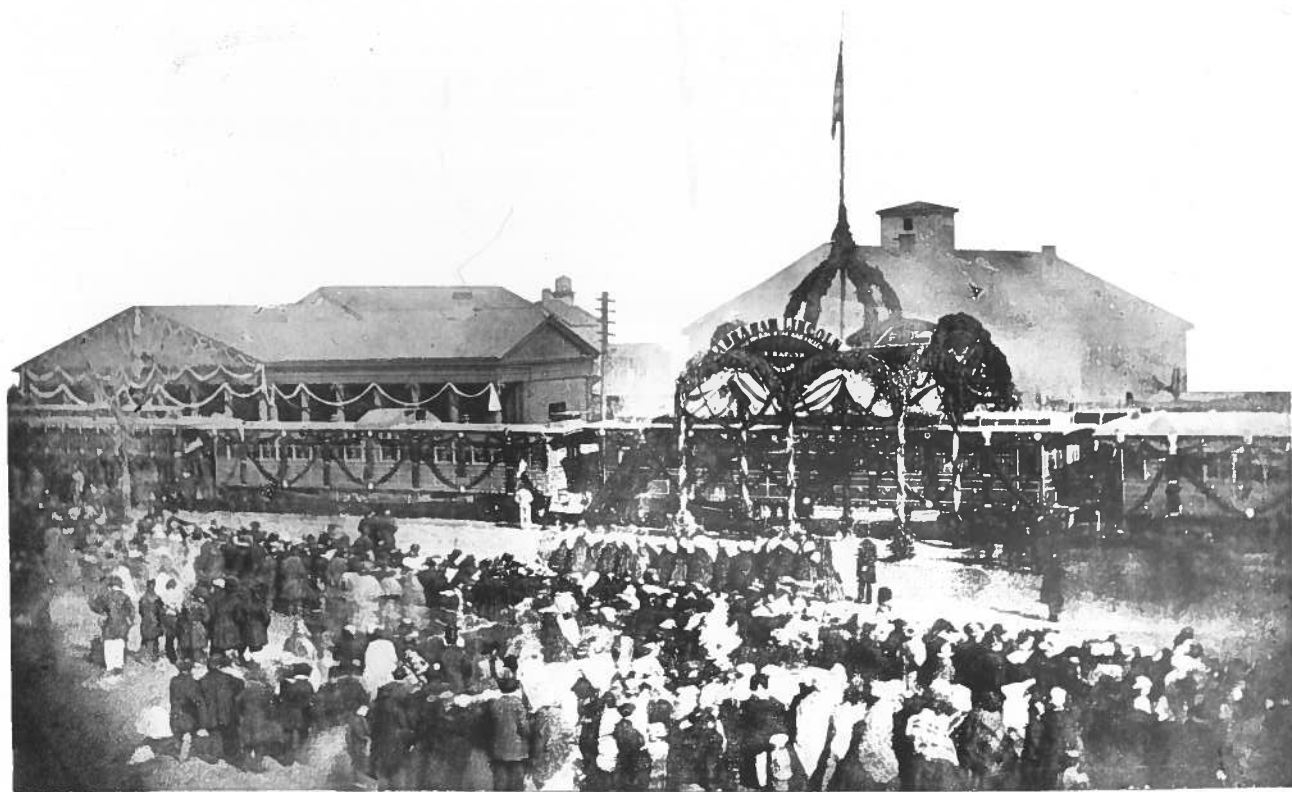
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Half tone -



Harrisburg Lincoln Tunnel Train





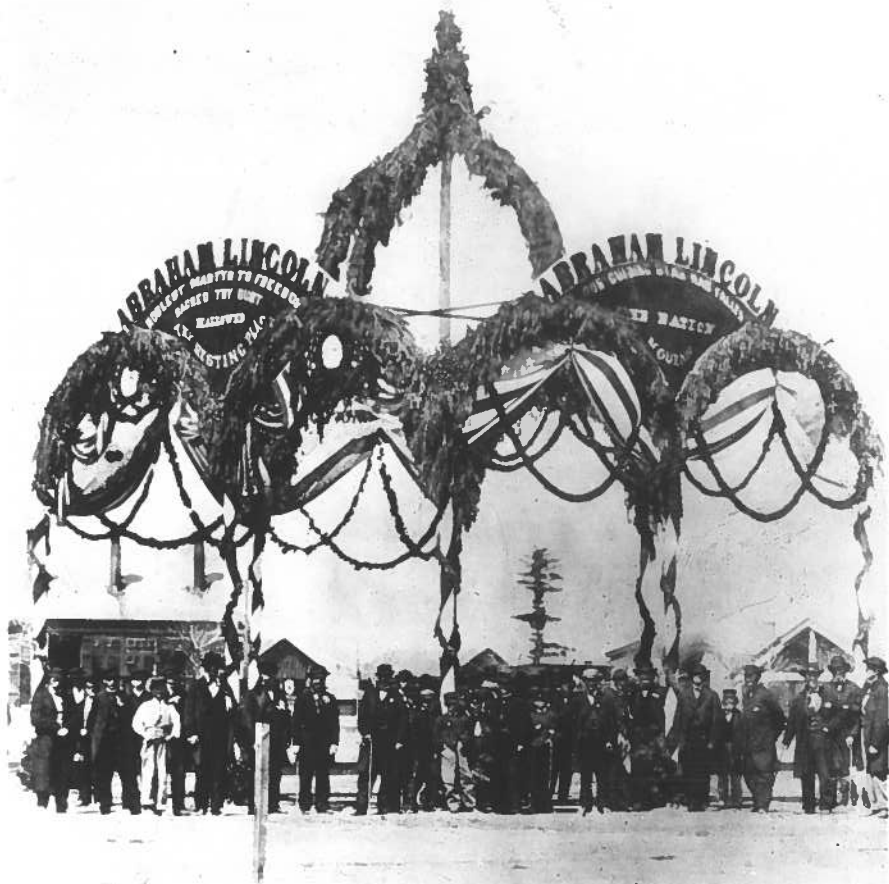
LINCOLN'S FUNERAL TRAIN PASSING THRU MEMORIAL ARCH
AT M.C.R.R. DEPOT, MICH. CITY, IND. MAY 1, 1865.

CHARLES LUBKE

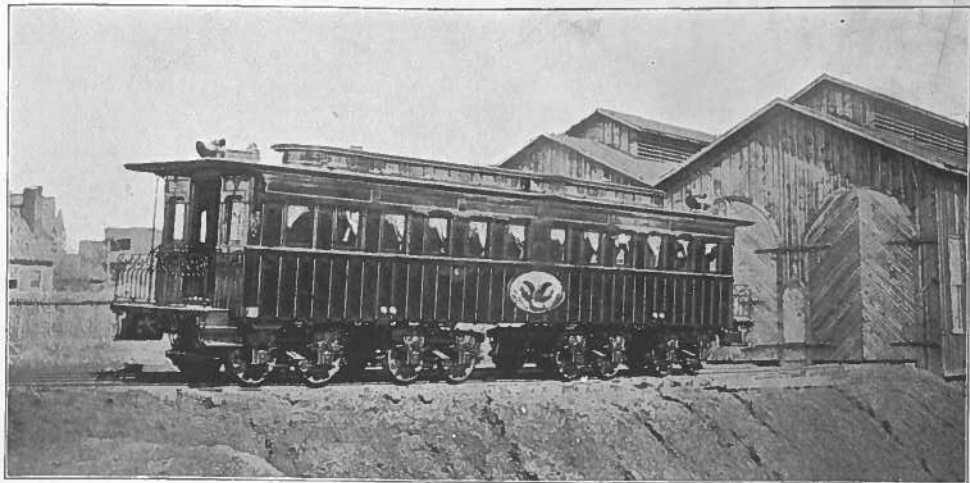
Photographer

201 THURMAN AVE.

WHEELING, W. VA.

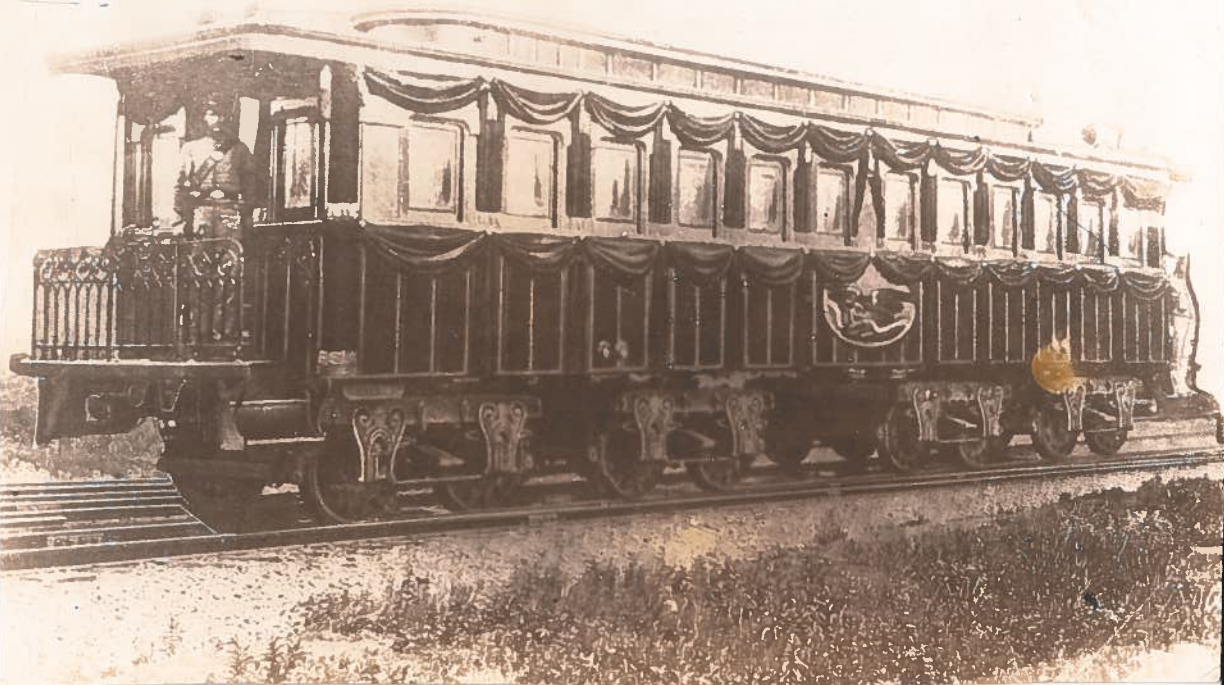


LINCOLN MEMORIAL ARCH AT M.C.R.R. DEPOT MAY 1, 1865
FOR LINCOLN'S FUNERAL TRAIN.



President Lincoln's Private Car. Built at Alexandria, Va., 1863-'65. The first trip it made was to bear the President's lifeless remains, with those of his son, from Washington to Springfield, Ill.

COMPLIMENTS
F. E. STEBBINS, PATENT ATTORNEY,
WASHINGTON, D. C.



Bangs

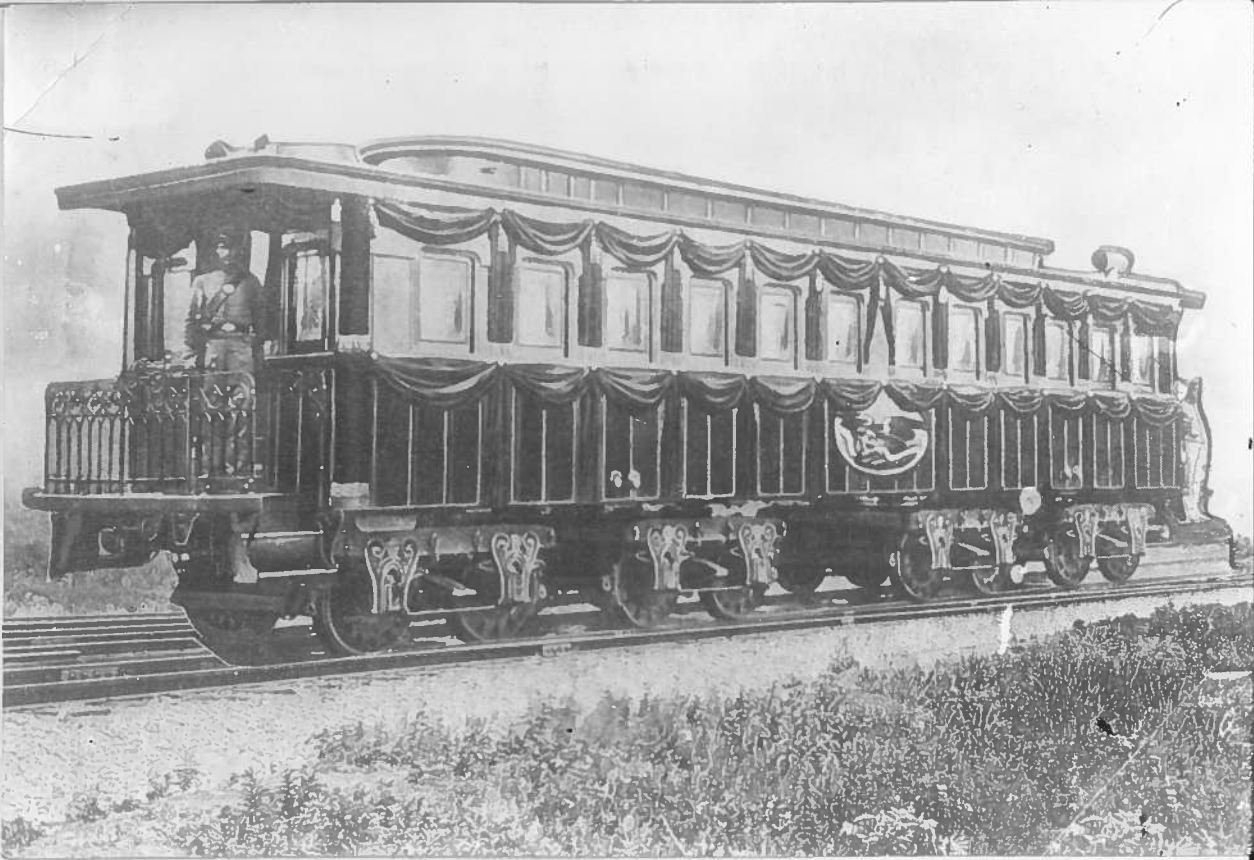
On platform - Wm Lamson, Sr.

Captain, Washington Home Guards

E. L. Bangs.

Lincoln Funeral Car

April



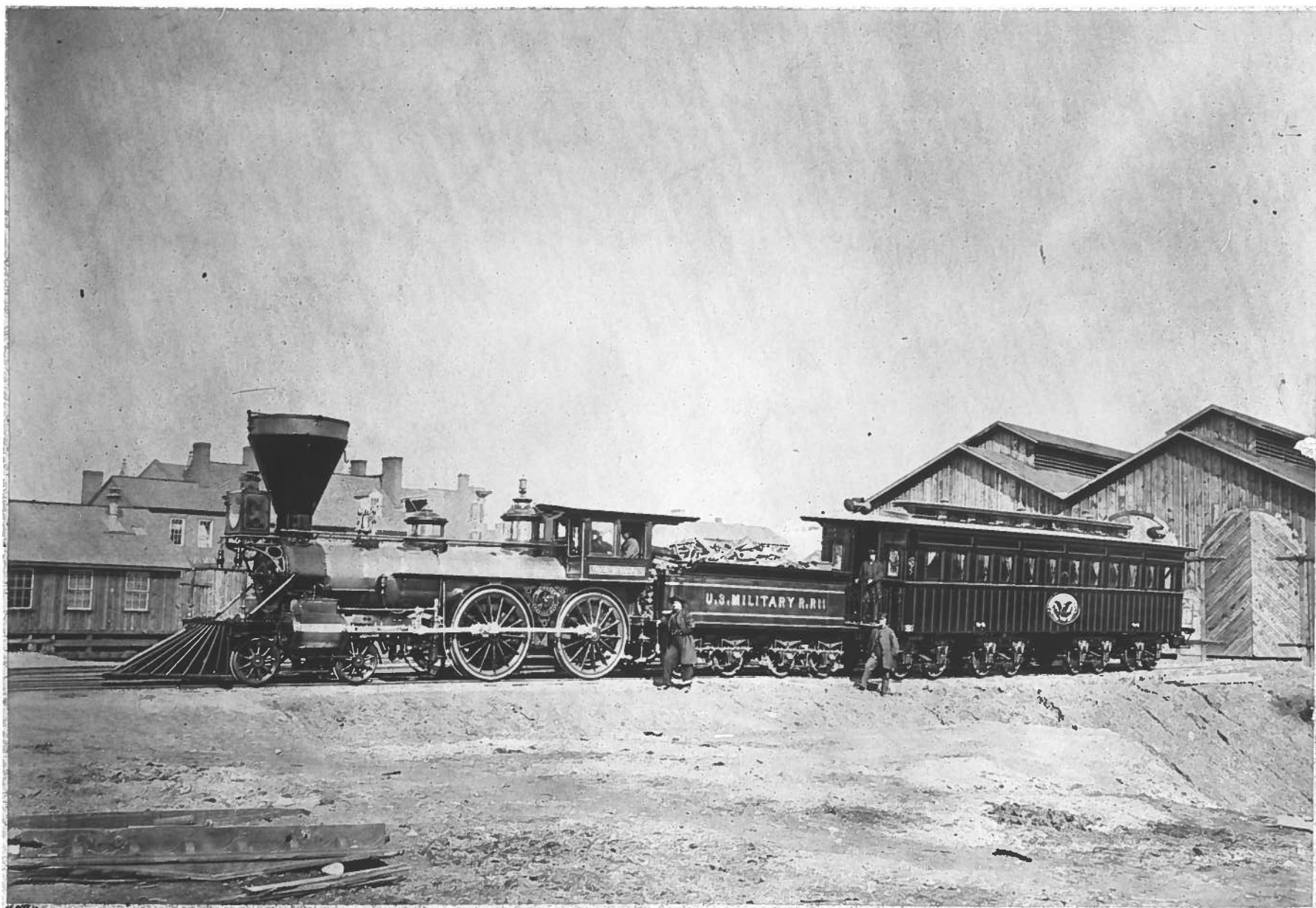
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Amos



President Lincoln's Car

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Dupa. ✓

THE
LINCOLN CAR
ON
UNION PACIFIC
1865



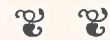
CARL R. GRAY



A Newcomen Address

THE LINCOLN CAR
ON UNION PACIFIC

1865



—“The Lincoln Car was purchased by the Union Pacific Railroad in the late '60's at a sale of Government Property, and was intended for use of the Government Directors when they made trips over the road as required by law.”

—CARL R. GRAY



"The funeral service of the 19th of April, 1865, was the most impressive religious service ever held in this country. By one impulse, the people of the land thronged the churches, which at the hour of the funeral of the President, were everywhere open. At that hour, more people in this land united in the public worship of God, than ever united in such service on any day before."

—EDWARD EVERETT HALE
"The President's Words": Boston, 1865



(It was The Lincoln Car, described by Mr. Gray in the present address, that brought President Lincoln's body to the burial place.)



ABRAHAM LINCOLN: Born 1809, on a Kentucky farm. Died 1865. Sixteenth President of the United States. In stone, over his statue in the Lincoln Memorial at Washington, are cut these words: "In this Temple, as in the Hearts of the People for whom he saved the Union, the Memory of Abraham Lincoln is enshrined forever."

THE NEWCOMEN SOCIETY
AMERICAN BRANCH

THE LINCOLN CAR ON UNION PACIFIC 1865

By
CARL R. GRAY
Member of Newcomen Society
*President
Union Pacific Railroad System*



A Newcomen Address
1937

Copyright, 1937
CARL R. GRAY



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provided proper credit is allowed*



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expressed in the following pages.*



First Printing: September 1937

*This Address was delivered extemporaneously by the
Author, at the Twelfth Annual American Dinner of
The Newcomen Society of England. From memory,
Mr. Gray has recreated this manuscript. Union
Pacific Museum at Omaha has furnished the
photographs from which the illustrations are made.*



SET UP, PRINTED AND BOUND
IN THE UNITED STATES OF AMERICA
AT
THE PRINCETON UNIVERSITY PRESS

THE NEWCOMEN SOCIETY OF ENGLAND

THE NEWCOMEN SOCIETY OF ENGLAND was founded at London shortly after the World War, to encourage and promote research and study of the History of Engineering and Industrial Technology. With headquarters at The Science Museum, South Kensington, the British membership includes many industrialists, engineers, physicists, educators, historians and technologists distinguished for their services in various parts of the British Empire.

The Society takes its name from Thomas Newcomen (1663-1729), the British Engineer, whose valuable contributions in improvements to the newly invented steam engine brought him lasting fame in the field of the mechanic arts. Newcomen, in partnership with the famous Thomas Savery (1650-1715), developed the Newcomen Engines, whose period of use was from 1705 to 1775. It was in 1764, while working on a model of Newcomen's engine, that James Watt first conceived the idea of a condensing engine: the Watt Engine.

The "Transactions" of The Newcomen Society, issued annually at London, constitute an unique and most valuable contribution to the history of Engineering and Industry. These annual volumes find their way to technical and university libraries throughout the world.

In 1923, through the initiative and efforts of the American Founder, Mr. L. F. Loree of New York, aided by a small group of well-known American industrialists, railroad presidents, engineers and educators, there was founded the American Branch of The Newcomen Society. The American Newcomen has its headquarters in those of The American Society of Mechanical Engineers at New York, whose Secretary is the Joint Honorary Corresponding Secretary for North America, in Newcomen Society.

The two principal events in the yearly program of the American Newcomen are: the Annual American Dinner at New York, held simultaneously with the British Dinner at London and with exchange of cable greetings; and the "Annual American Pilgrimage" to some point of historic interest concerned with the beginnings of industry, or transportation, or the mechanic arts in America. Papers presented at the Annual Dinners are read simultaneously at London and New York.

A collateral objective of the American Newcomen is to provide another informal link in the friendly and intimate relations between the United States and Great Britain.

The American Newcomen comprises in its membership many American leaders in the fields of finance, industry, transportation, communication, the utilities, history, science, engineering, university education and technology. The Newcomen Society of England enjoys international reputation in the value of its papers and meetings, which are based upon exhaustive scientific research in these special fields of History.

THE NEWCOMEN SOCIETY
AMERICAN BRANCH



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of America*

SIR GERALD CAMPBELL, K.C.M.G.
His Britannic Majesty's Consul General at New York

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*Biographical Sketch
of the Author*



Among railroad presidents in the United States none more respected, none more experienced, none more kindly, CARL R. GRAY is President of Union Pacific System. During over half a century of continuous railway service, since 1883, his has been an amazingly broad horizon of operating and executive responsibilities—in many railroads and in many sections of the United States. Has included the presidencies of six railway properties. During the World War, served as Director of the Division of Operation, under the Director-General of Railways. Has received repeated honors at the hand of his industry by whom his leadership long has been recognized. Has broad interests within and without the transportation field and known for good citizenship, public service, and private character. Is Cyrus Fogg Brackett Lecturer at Princeton University. Member of many corporate boards. Founded Union Pacific Historical Museum at Omaha. Member of The Newcomen Society of England.



THE
LINCOLN CAR
ON
UNION PACIFIC
1865



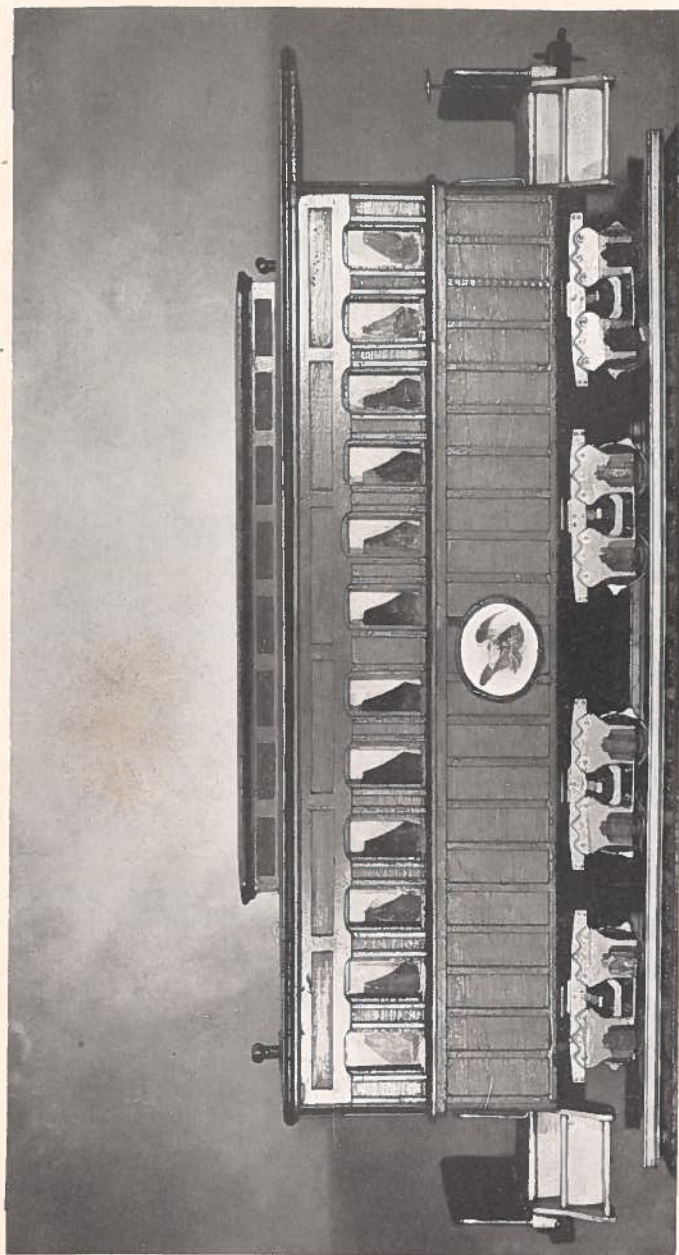
MR. PENROSE feels that the Members of the Society would be interested in *The Lincoln Car*, both because of its historic significance and on account of the novel construction which it represented.

BUILT IN MILITARY CAR SHOPS

The car was built in the Military Car Shops at Alexandria, Virginia, and was intended for the personal use of The President. Girder construction was used instead of the conventional truss type, and so utilizing riveted steel plates extending from the sill to the windows, for the entire length. The fact that this was *bullet-proof* was one of the reasons for its use. ?

BEGUN IN 1863; COMPLETED IN 1865

Construction was undertaken in 1863 and the car was finished in February, 1865. It had an over-all length of 48 feet, 42 feet clear inside. *There were no beds or berths as we know them*, but there were four lounges, two of unusual length on account of the President's height, and two of



MODEL OF THE LINCOLN CAR. FROM COLLECTION
PRESERVED IN UNION PACIFIC MUSEUM AT OMAHA.

conventional size. These lounges opened out and became beds.

FOUR 4-WHEEL TRUCKS

Probably as an afterthought, and because of anxiety with respect to the girder strength, four 4-wheel trucks were placed under this car—the only case of this kind of which I have any knowledge. The two inside trucks were given considerable lateral play.

USED AS FUNERAL CAR

So far as we know, *the Car was never used by President Lincoln*, but it was used to convey his remains and those of his little boy Willie, who died in Washington, from Washington to Springfield, Illinois, via the long, circuitous route by way of Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis, and Chicago. We have a photograph of this car taken in Chicago which shows that it was very heavily draped with crepe, and was under strong military guard.

PURCHASED BY UNION PACIFIC

The Car was purchased by the Union Pacific Railroad in the late '60's at a sale of Government property, and was intended for the use of the Government Directors when they made trips over the road as required by law.

A CUMBERSOME PIECE

It was a cumbersome piece of equipment and was not regarded with any favor by the Union Pacific people on that account.

SOLD TO COLORADO CENTRAL: 1870

There does not seem to have been any particular sentiment about this car, and an opportunity to sell it to the Colorado Central Railroad Company was very gladly

availed of, in 1870. It was converted into a passenger coach and used by that line for several years between Denver and Golden in regular service, and in 1878 when the Colorado Central was acquired by the Union Pacific *it came back again.*

EXHIBITED AT OMAHA EXPOSITION: 1898

Later it was converted into a car for a carpenter outfit. It is not clear when the two inside trucks were removed and trusses applied. Later it was placed in storage in the Omaha Shops and exhibited at the Trans-Mississippi Exposition at Omaha in 1898.

RELICS IN UNION PACIFIC MUSEUM

We have in our Union Pacific Museum two of the lounges, one of the long, and one of the conventional size, a large arm chair, a desk designed for the President's use, a number of oil paintings which were installed throughout the car on the panels between the windows.

THE SILVER SERVICE

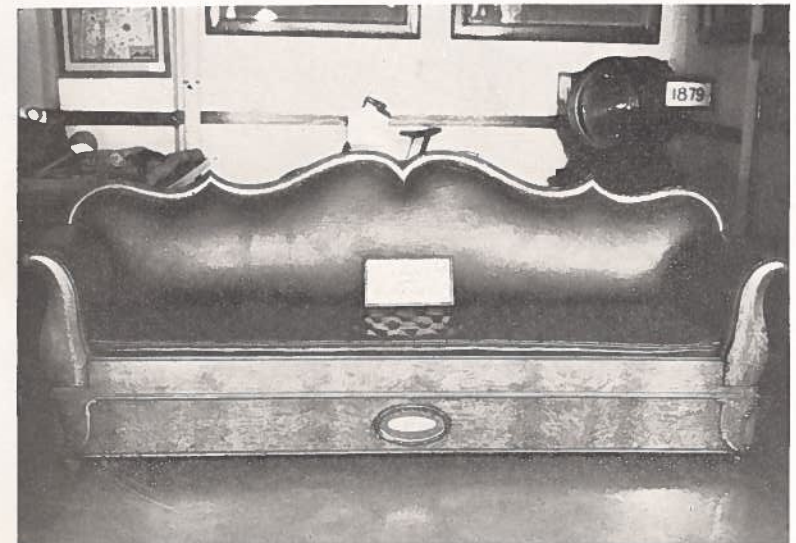
We have in addition the silver service, which was stored for many years, but which was skillfully restored and replated to the equivalent of the original condition in our Omaha Shops. On the large coffee urn there was *an ivory handle* consisting of two equal parts. One of these was missing, and an employee secured a billiard ball and turned it down to an exact reproduction, so that it is impossible to distinguish between the two. While made of pewter, and silver plated, the whole service is of beautiful design and workmanship.

SOLD IN 1903—AND EXHIBITED

The Lincoln Car was sold in 1903 to a Mr. F. B. Snow, who exhibited it at the Louisiana Purchase Exposition in



SILVER SERVICE FROM THE LINCOLN CAR.



COUCH FROM THE LINCOLN CAR.



CHAIR FROM THE LINCOLN CAR.



DESK FROM THE LINCOLN CAR.

St. Louis in 1904. After the fair closed, he exhibited the car at a number of places, and in 1905 sold it to Thomas Lowry, of Minneapolis, who presented it to that City.

DESTROYED BY FIRE: 1911

It was placed in one of the Minneapolis city parks, and on *March 18, 1911* the grass in this area caught fire, which was communicated to the car, and it was totally destroyed.

THE UNION PACIFIC MUSEUM

The Union Pacific maintains in its general office building at Omaha a Museum containing relics of every description connected with the construction period of the railroad, together with a considerable amount of *Lincolniana*.

MR. LINCOLN AND THE UNION PACIFIC

I have always felt that Mr. Lincoln personally was responsible for the name *Union Pacific*. He felt that the construction of this railroad would insure the allegiance of California to the Union; and the knowledge of his intense interest in the construction of this railroad via the "central route" undoubtedly contributed strongly to the decision of California to cast its fortunes with the Union instead of, as they were strongly persuaded in 1861, going with the South.

UNION AND PACIFIC

It has been my belief, too, that he originally intended that the name should be Union *and* Pacific, and this is supported in the fact that we have in our Museum a Commission issued by Mr. Lincoln in October, 1863, officially appointing Mr. Springer Harbaugh, of Pennsylvania, to serve as a Government Director of the "Union *and* Pacific Railroad Company."

THE END

LINCOLN AND THE UNION PACIFIC

THE Lincoln Car was completed in 1865, just four years before *the first transcontinental railroad* in the United States was completed when the historic "last spike" was driven on *May 10, 1869* at Promontory Point, Utah, joining the tracks of the Union Pacific and the Central Pacific railroads.

The original company was incorporated¹ in 1862 under an Act of Congress, approved by President Lincoln, providing for the construction of railroads from the Missouri River to the Pacific Ocean as a war measure and for the preservation of the Union.

On *May 10, 1935*, exactly to a day *sixty-six years* after the driving of the last spike in 1869, Mr. Gray presented to The Franklin Institute of Pennsylvania *an authentic section of the last rail* laid at Promontory Point, completing the first transcontinental railway in North America. This piece of historic rail is now preserved in the great Benjamin Franklin Memorial Museum at Philadelphia.

During the ceremony of presentation at Philadelphia, the following interesting account was read of the events at Promontory Point in 1869, taken from General Grenville M. Dodge's historical record² of: "*How We Built the Union Pacific Railway:*"

"When the two roads (Union Pacific and Central Pacific) approached in May, 1869, we agreed to connect at the summit of Promontory Point, and the day was fixed so that trains could reach us from New York and California. We laid the rails to the junction point a day or two before the final closing. Coming from the East, representing the Union Pacific, were Thomas C. Durant, vice-president; Sidney Dillon, who had taken a prominent part in the construction of the road from the beginning, and John R. Duff, directors,

¹ From article "*Union Pacific Railroad System*," by Carl R. Gray, in "*Encyclopedia Britannica*," 14th Ed., Vol. 22, page 709.

² Printed as *Senate Document No. 447*—61st Congress, 2d Session.

together with the consulting engineer and a carload of friends. From the West the representatives of the Central Pacific were its president, Leland Stanford; Mr. Collis P. Huntington, Mr. Crocker, Mr. Hopkins, Mr. Colton, and other members of that company, and Mr. Montague, chief engineer, and a detachment of troops from Camp Douglass, Salt Lake City. The two trains pulled up facing each other, each crowded with workmen who sought advantageous positions to witness the ceremonies, and literally covered the cars. The officers and invited guests formed on each side of the track, leaving it open to the south. The telegraph lines had been brought to that point, so that in the final spiking as each blow was struck the telegraph recorded it at each connected office from the Atlantic to the Pacific. Prayer was offered, a number of spikes were driven in the two adjoining rails, each one of the prominent persons present taking a hand, but very few hitting the spikes, to the great amusement of the crowd. When the last spike was placed, light taps were given upon it by several officials, and it was finally driven home by the chief engineer of the Union Pacific Railway. The engineers ran up their locomotives until they touched, the engineer upon each engine breaking a bottle of champagne upon the other one, and thus the two roads were wedded into one great trunk line from the Atlantic to the Pacific. Spikes of silver and gold were brought especially for the occasion, and later were manufactured into miniature spikes as mementos of the occasion. It was a bright and cold day. After a few speeches we all took refuge in the Central Pacific cars, where wine flowed freely, and many speeches were made.

"Telegrams were sent to President Grant, Vice-President Colfax, and other officials throughout the country. I did not fail to send a message to my old commander, who had been such a helpful factor in the building of the road, and I received this message in response:

"Washington, May 11, 1869

"Gen G M Dodge: In common with millions, I sat yesterday and heard the mystic taps of the telegraph battery announce the nailing of the last spike in the great Pacific road. Indeed, am I its friend? Yea. Yet, am I to be a part

of it, for as early as 1854 I was vice-president of the effort begun in San Francisco under the contract of Robinson, Seymour & Co. As soon as General Thomas makes certain preliminary inspections in his new command on the Pacific, I will go out, and I need not say, will have different facilities from that of 1846, when the only way to California was by sail around Cape Horn, taking our ships 196 days. All honor to you, to Durant, to Jack and Dan Casement, to Reed, and the thousands of brave fellows who have wrought out this glorious problem, spite of changes, storms, and even doubts of the incredulous, and all the obstacles you have now happily surmounted.

"W T Sherman, General."

"That night the visitors started east and west, leaving the engineers and working parties to arrange the details for conducting the business of each road at this terminal. It was only a day or two before trains bound for the Atlantic and Pacific were passing regularly."

Abraham Lincoln never lived to see the fulfillment of his dream of a transcontinental railway spanning America. The Lincoln Funeral Car appropriately enough later to be acquired by the very railway—the Union Pacific—which formed one of the two links in that transcontinental system, bore mute testimony of Lincoln's passing before the fulfillment of his vision of nationwide communication.

THE END

The Twelfth Annual American Dinner of The Newcomen Society of England, before which this Address was delivered, was under the direction of the American Newcomen's permanent New York Committee, whose roster is given on the following pages.



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AMERICAN BRANCH



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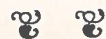
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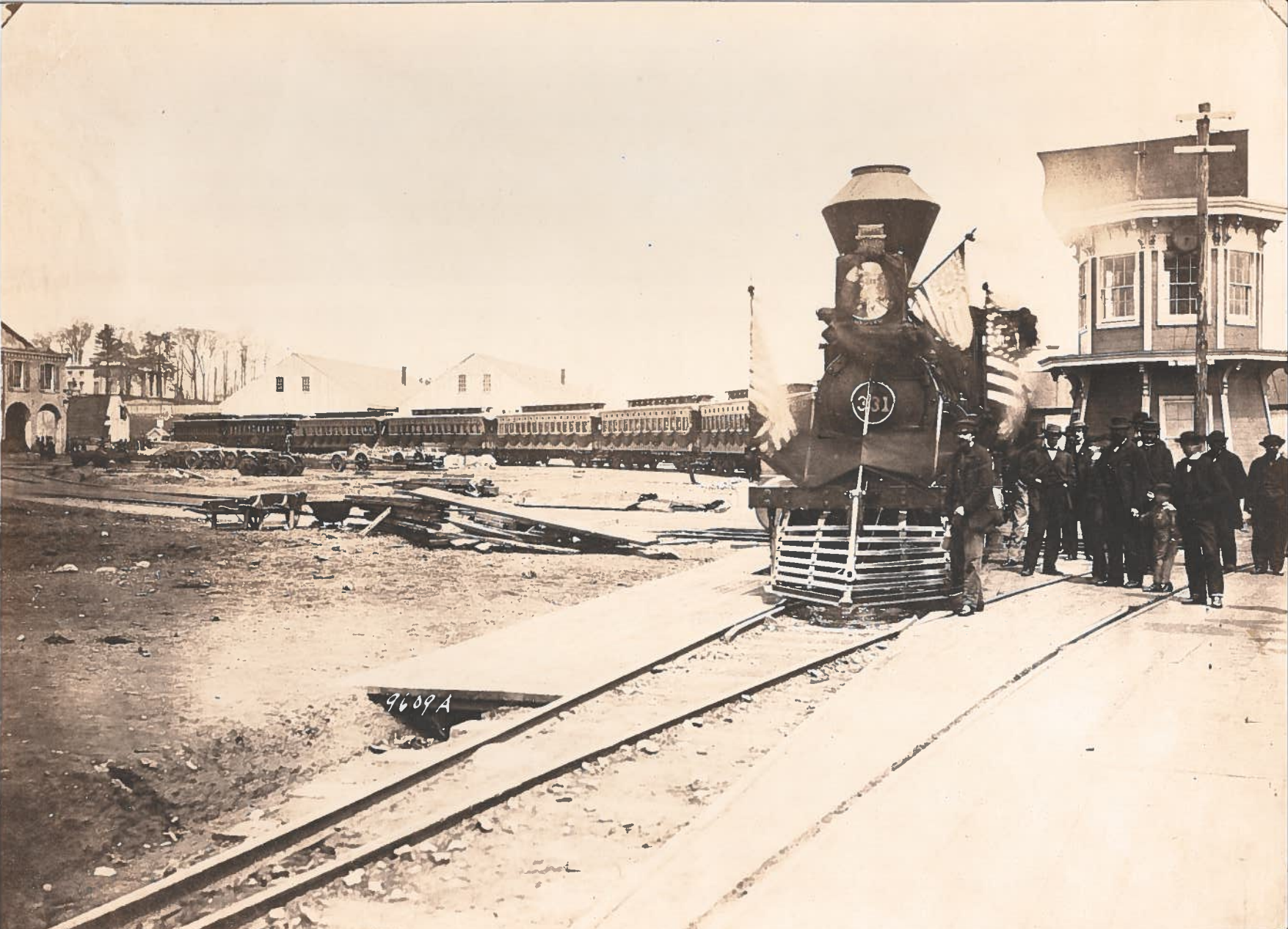
DR. JOSEPH W. ROE, *ex-officio*
Chairman, Historical Advisory Committee,
American Branch, The Newcomen Society



*"The roads you travel
so briskly lead out
of dim antiquity, but
you study the past
chiefly because of its
bearing on the living
present and its
promise for the future."*

—GENERAL JAMES G. HARBORD
*American Member of Council
at London, The Newcomen Society*





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Office U. S. Military Telegraph,
WAR DEPARTMENT.

National Archives
Don S. Smedley
U. S. Museum
June 1986

REPRODUCED AT THE NATIONAL ARCHIVES

The following Telegram received at Washington, 4.200 M. April 20 1865

From Alexandria Dept April 20 1865

W H Whiton

Extreme length
forty eight (48) feet two (2) inches,
Extreme height thirteen (13) feet eight (8)
inches, Extreme width nine (9) feet three
(3) inches, This was a misunderstanding,
thought this was attended to long ago, Will
explain when I see you

Lamerson

48' 2" long
13' 8" high
9' 3" wide

21
M 672

H. S. McComb

Washington, D.C.

E 292 Apr 13, 1866

U 10

Submits statement in relation to purchase of the "President's Car" by W. H. Lamson for the Union Pacific R. Road.

BK 67

Respectfully referred to the Secretary of War.

To keep this car will require a building to be erected ^{for it} ~~first~~ and a keeper or watchman retained.

Relic hunters depredate upon it whenever they get the opportunity, as upon the curtains of the East room.

The car was used not alone as a funeral car. It had been used before the death of the President, and has been used since. It sold for a fair price to a National Railroad Co. which proposes to use

it as a directors car. The confirmation of the sale is recommended.

Reg. Money,

Quartermaster Genl.
Bot. Maj. Genl. U.S.A.

D. M. Office.
April 13th 1866.

Approved
Edmund M. Stanton
Sec. of War

W. D. B. 7. W. 1796.
Decision BK. 5. page 48.

- To put it on exhibition as a speculation
and several persons who were present
will bear me out in this, that I gave
them notice before the sale, that I would
pay for it. Ten Thousand Dollars out of my
own pocket, before I would permit it
to go into the hands of any one who would
prostitute it to such purposes. It having
been built, as I understand, for the use
of the ever to be lamented President
Lincoln, and the only use ever made
of it, as I have been informed, was
to convey the remains of the murdered
President to their last resting place
in his former home in Illinois.

I must say that I was some-
- what surprised when I learned
that this car, sanctified by its associa-
- tions, to me, at least, should be exposed
to public sale. Knowing as I do the sin-
- cere respect for the memory of Mr Lincoln
entertained by the Secretary of War.

I have the honor to be
Your Obedt
servt.
Mard Lamon

P.B. 88, page 62

W.D. Ab. 8-2190

Endorsement on letter of Capt. Emil O. Howard, Commissioner, Endowment Bureau, dated April 12, 1886.
Howard approved, application of Capt. J. H. Brown, requesting that a portion of the matter on the corner of 11th and I streets be set apart for the house in his charge.

Emil Rucker

Respectfully referred to Emil Rucker for report.

Cydy M. L. Bunge

April 12, 1886

Yr. lve. Capt. Ab. Long Capt.

Thomas Lemon Esq
Washington D.C.

P.B. 88, page 63

April 18, 1886

Dear Sir: The Secretary of War has disapproved the sale of the Salomche, but has directed me to make a report thereon.

Will you inform me who is the purchaser, and to what use it is to be applied?

I presume that the fact that this car is associated with the memory of President Lincoln has caused the suspension of the sale.

Cydy M. L. Bunge

Yr. lve. Capt. Ab. Long Capt.

William H. Webb
New York City

P.B. 88, page 64

April 18, 1886

The following is a copy of a telegram sent to your address yesterday:

"Major General Humphreys is absent from the

"By order of Brig. Genl. J. T. Rutherford

Cydy "H. H. Rogers, Capt. and J. T. R."

Cydy H. H. Rogers, Capt. and J. T. R."

P.B. 88, page 65

W.D. Ab. 8-2190

Endorsement on letter of Adjutant General, dated March - 1886

Refus communication of Brig. Genl. Howard H. Rogers, stating that he has received Capt. Emil Windlow, D. G. L. and ordered him to report to the Genl.

Adj. Genl
1886

Respectfully returned to the Adjutant General, and attention invited to the

Bot.
L. S.
Capt. B.
W.D.

Bot. Gen.
L. Van
Chief of
A. B.

Wash. D.C. Sunday, April 15, 1866
 Washington D.C.

April 13th 1866

Your note of yesterday is received. I am much pleased to learn that the only use of the limousine of the United States Military Railroad, having been on the occasion of the obsequies of the deceased and lamented President Lincoln.

It has been used for the transportation of high officers of the Government before and since after the assassination.

To sell it at private sale would have presented competition among Railroad Companies, and would have secured unfair, a public Government auction, therefore, seemed the fitting mode of disposing of it.

It is so attacked by John Hay that it requires a watchman or keeper to be constantly employed in charge of it.

The sale to the National Union Pacific Railroad Company, and a director of the same, seems to me a fortunate and appropriate disposition of it, and I think the Company will confirm the sale. I have recommended.

Had the United States any Railroad on which to use it, or any building in which it could properly be kept for occasional use of the President, it would be well to keep it, but the United States does not own a hundred yards of Government Railroad or a shed suitable for its storage, and the Pacific Railroad Company, owning both, and valuing the car for its associations as much as for its beauty, will be able to preserve it.

It was not built for a funeral car, but had been ⁱⁿ use some time before the assassination of the President.

Respectfully,
 A. C. L. S.

Charles M. L. Smith

John C. Smith, B. B. Smith, Genl.

A. C. L. S. page 192

April 13th 1866

My dear General, Your letter of 11th from Island, Louisiana, has just reached me. I will have the car of the machine examined at once, and will answer as soon as I learn the result.

I shall be very sorry if you suffer from this.

Office U. S. Military Telegraph,
WAR DEPARTMENT.

REPRODUCED AT THE NATIONAL ARCHIVES

The following Telegram received at Washington, 3.20 P. M. April 20 1865

From Camden Station April 21 1865

Genl D. C. M. Callaway
Supt M. & N.

APR 20
1865

I will have cars to go through from Baltimore to Philadelphia via Harrisburg on schedule is arranged, leaving Baltimore at three (3) P. M. reaching Harrisburg 8.20 P. M. I have arranged for nine (9) cars as follows;

U. S. M. & N. Car containing the body. P. M. and M. Directors cars and five (5) passenger cars with baggage car. Mr. Smith will have the cars going beyond Baltimore hauled through Howard St. Have you any further orders. Please advise me.

D. H.

J. St. DuBarry

7.

Estimated Value of Property
On Military Rail Roads State of Virginia June 30th 1865

Description	Main Rail Roads		Winch & Potomac Rail Rd.		City Point Rail Roads		Norfolk Rail Roads		Total									
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts								
Machinery Shops and additions	6	130	00	600	00	2	500	00	8	000	00							
Engine Houses	3	450	00	1	200	00	3	100	00	17	350	00						
Car Shops and additions	2	895	00	45	00	2	650	00	29	000	00	67	800	00				
Depot Buildings etc.	2	500	00	1	139	00	8	11	28	4	000	00	35	645	00			
Bridge Shops etc.	1	800	00	2	33	00	1	250	00	1	560	00	6	010	28			
Store House Buildings	3	500	00	1	80	00	8	66	00	6	50	00	3	923	00			
Offices	2	350	00	2	50	00	9	00	00	15	00	00	4	696	00			
Quarters & Dwelling houses	6	500	00	6	11	00	14	689	00				3	500	00			
Commissary Buildings	3	500	00	6	30	00	4	50	00	2	070	00	23	870	05			
Wharves & Piers	8	000	00				14	820	00				4	580	00			
Baggage & Switch Houses	4	00	00	1	06	00	2	20	00				22	820	00			
Water Stations	1	650	00	2	75	00	5	60	00				7	26	00			
Locomotive Engines	6	023	00	6	8	000	00	135	000	00	4	30	00	2	915	00		
Box Cars	2	803	50	5	1	450	00	44	100	00	8	4	000	00	87	9	300	00
Flat Cars	1	598	00				27	200	00	17	850	00	3	93	750	00		
Stock Cars	1	1	700	00	1	2	600	00	2	3	800	00	2	10	800	00		
Passenger Cars	1	6	450	00	1	6	450	00	1	800	00		2	6	100	00		
President's & Mack Car	1	4	000	00				11	750	00	2	350	00	4	7	000	00	
Board Cars	6	25	00	2	50	00	2	50	00				14	000	00			
Pile Drivers	5	000	00				2	500	00	6	25	00	1	750	00			
Stationary Engines	5	900	00	2	500	00	3	000	00				7	500	00			
Pumping Engines	1	0	000	00	2	500	00	7	500	00	2	600	00	14	000	00		
Painting Dept.	1	542	00							2	100	00	2	0	100	00		
Commissary Dept.	1	719	67	9	76	00	1	807	68				1	542	00			
Iron R. R.	1	078	40	1	280	00	3	53	720	00	4	76	00	4	979	35		
Iron and Steel	5	9	300	00	5	325	00			12	480	00	4	75	520	00		
Chairs				2	4	48				9	375	00	7	4	000	00		
Spikes R. R.				2	1	90				15	36		5	858	24			
Machinery in Machine Dept.	2	4	045	00	2	450	00	8	712	00	2	7	00	8	760	90		
Machinery in Car Dept.	8	181	00	4	65	00	9	795	00	13	725	00	5	0	013	00		
Material in Mach & Car Dept.	8	895	60	2	415	00	5	215	00	2	175	00	6	894	00			

WHEEL CLICKS

Pacific Railroad Society Inc.

OCTOBER, 1985

PRESIDENT LINCOLN'S CAR

by RAYMOND BORCHERS

Reprinted with permission from the Lincoln Herald, Vol. 86, No. 4, Winter, 1984. Published by the Lincoln Memorial Univ. Press, Harrogate, Tennessee 37752, Dr. J.E. Suppiger, editor.

This is a story about one railroad car. Built in 1864 for President Abraham Lincoln, the car served the President only in his funeral cortege of 1865 from Washington, D.C., to Springfield, Illinois. After this, President Lincoln's car served in various capacities until its destruction by fire in 1911. It was first purchased by the Union Pacific as government surplus property in 1866. The car became a passenger coach in 1870 on the Colorado Central. Returned to the Union Pacific in 1878, it was assigned to work services on the Utah & Northern in Idaho and Montana. Around 1890, the car was "recognized" by Sidney Dillon, president of the Union Pacific, in the Pocatello, Idaho yards and ordered returned to Omaha for restoration. After this, President Lincoln's car was on exhibition first by the Union Pacific, then under the private ownership of Franklin B. Snow of St. Louis, and finally by Thomas Lowry of Minneapolis where it was destroyed.

CONSTRUCTION

President Lincoln's car was built in the United States Military Car Shops at Alexandria, Virginia. The Army Department of Military Railroads was charged with the operation of those railroads in northern Virginia which had been seized by the North in the course of the Civil War. Who ordered or authorized the construction has been lost. Suggestions appear that Presi-

dent Lincoln's wishes were consulted though no clear proof of such is available. The building extended from late 1863 to early 1865. One trial run was made over the Orange & Alexandria Railroad, now part of the Southern Railway, to Warrenton Junction.

The car was 42 feet long and 8-1/2 feet wide. It had a raised or cupola roof extending most of the length of the car and an observation platform at each end. A narrow passage way extended the length of one side providing access to three compartments. These were a larger stateroom intended for business and entertainment purposes and two smaller rooms to be used as private or sleeping quarters.

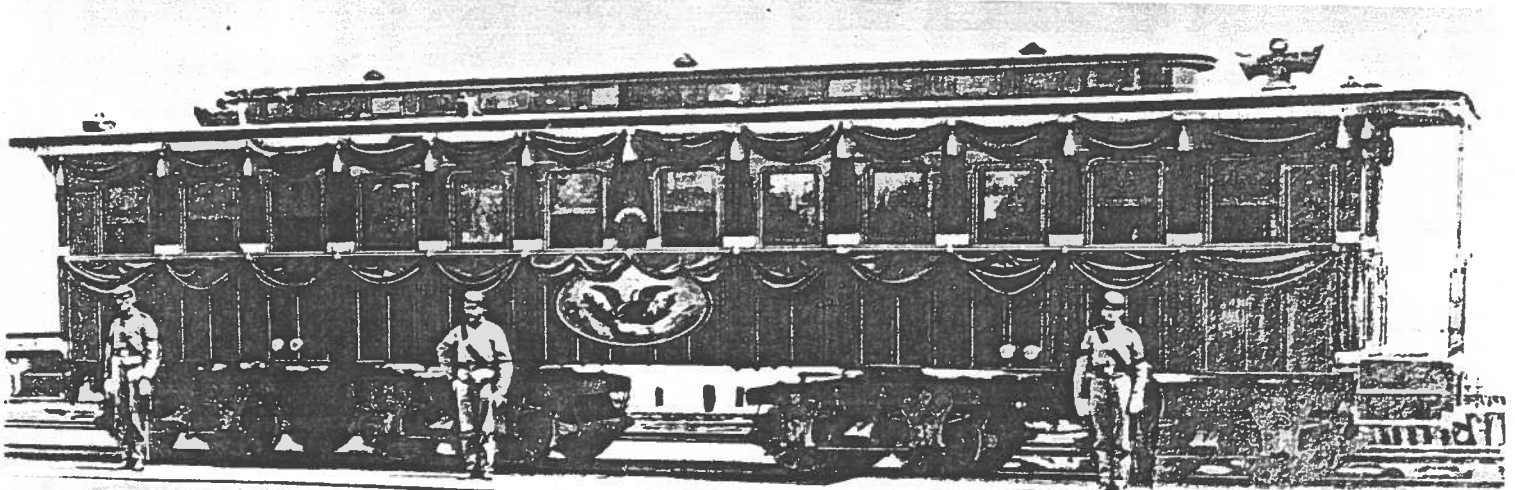
The car was furnished with sofas, chairs, desk, bookcase, and a cupboard arrangement for the silver service. Two of the sofas were 7-1/2 feet long in order comfortably to accommodate the tall President.

The sofas were constructed with a hinged back which folded down to make a bed by night. The furnishings were removed from the car prior to its sale to the Colorado Central and stored by the Union Pacific in Omaha. These were "discovered" later in a storage warehouse. Two of the sofas, a chair, the desk, the bookcase, and the silver service are on display in the Union Pacific Museum in Omaha. One reference indicates that the sofas could be arranged in upper and lower berth fashion. Inspection of the two on display suggests that there was no manner by which this could have been accomplished.

please turn to page 4

President Lincoln's car is shown on Illinois Central track near the Chicago Loop. Note the unusual truck arrangement.

Photo courtesy Union Pacific Railroad Museum



PRESIDENT'S CAR

from page 1

Armor plate was set between the inner and outer wood walls of the car. The plate extended only from the floor to the bottom of the windows. Because of the heavier weight, the under-carriage was of girder type construction rather than the lighter and usual truss support. Also because of its weight, four sets of trucks with the usual four wheels per truck were deemed necessary to ride the rails. One report states that there was no such armor plate. However, the use of girders and extra wheels strongly suggest that there was something extra heavy, namely, the armor plate. The wheels were of wider than usual tread design intended to fit minor variations of width between the rails extant at that time—between rail distance had not yet been standardized at 56-1/2 inches. No definite figures are available concerning cost of the car, estimates given range above \$10,000.

President Lincoln did not use the car during his lifetime. One explanation given was that he feared criticism for using such an ornate car. More likely, there were no occasions which occurred as the war neared its end that required his travel. After Lincoln's death, the President's Cabinet decided on an extended funeral cortege to Springfield. The commanding officer of the Department of Military Railroads was placed in charge of planning and effecting the itinerary. President Lincoln's car was repainted and appropriately draped. The car was moved to the Baltimore & Ohio's New Jersey Street Station on the 20th of April in readiness for the cortege to begin the next day.

FUNERAL TRAIN ASSEMBLED

The train was made up of a baggage car and four to six passenger cars plus sleeping cars during overnight sections of the trip. The railroad over which the train operated was expected to provide the "consist" as well as the locomotive and crew. The officer's car of the Philadelphia Wilmington & Baltimore Railroad was the last car, President Lincoln's car next to the last. Obviously, the President's car made the entire trip. There is no indication whether or not the Philadelphia Wilmington & Baltimore official car made the entire trip, but it probably did. The latter car was reserved for the President's immediate family, which appears to have been only his son, Robert. In addition, the Honor Guard, certain other high officials, and the train crew rode this car. Mrs. Lincoln did not make the trip. The remains of the Lincolns' son, Willie, who died in 1862, were also carried in President Lincoln's car. The return of their son's body to Springfield, after the presidency had been served, was a family agreement which seemed to be appropriately carried out in this manner.

The funeral route covered 1,662 miles in seven states and involved fifteen different operating railroads of that time as well as two ferries. The President's body was estimated to have been viewed by over a million people in 13 days. The funeral train was limited to twenty miles per hour, slowing to five while passing a station. A pilot engine preceded the funeral train by ten minutes, keeping generally one station ahead of the funeral train. Watchmen were posted at switches, bridges, curves, railroad crossings, and road crossings to signal that all was well—by day as well as by night. Newspaper accounts indicate that the train did not deviate more than plus or minus one hour from the schedule which was published in advance.

ITINERARY OF THE LINCOLN FUNERAL CORTEGE

April 21 to May 3, 1865

Washington, D.C. to Springfield, Illinois

Friday, April 21—Washington to Baltimore via Baltimore & Ohio; Baltimore to Harrisburg via Northern Central (later became part of Pennsylvania, now Conrail).
 Saturday, April 22—Harrisburg to Philadelphia via Pennsylvania (now Amtrak).
 Monday, April 24—Philadelphia to Trenton via Philadelphia & Trenton; to New Brunswick via Camden & Amboy; to Jersey City via New Jersey RR (all later became part of Pennsylvania, now Amtrak); ferry across Hudson River to New York City.
 Tuesday, April 25—New York City to East Albany via New York Central (now Conrail); ferry across Hudson River to Albany; cars cross railroad bridge at Troy.
 Wednesday, April 26—Leave Albany via New York Central.
 Thursday, April 27—Arrive Buffalo in morning; leave in evening via New York Central.
 Friday, April 28—Arrive Erie; Erie to Cleveland via Cleveland & Erie (later part of New York Central, now Conrail).
 Saturday, April 29—Cleveland to Columbus via Cleveland Columbus & Cincinnati (later part of New York Central, now Conrail); Leave Columbus via Columbus & Indianapolis Central (later part of Pennsylvania, now Conrail).
 Sunday, April 30—Arrive Indianapolis in morning.
 Monday, May 1—Indianapolis to Lafayette via Indianapolis & Lafayette (later part of New York Central, now Conrail); Lafayette to Michigan City via Louisville New Albany & Chicago (later Monon, then Louisville & Nashville, now Seaboard System); Michigan City to Chicago via Michigan Central (now Conrail).
 Tuesday, May 2—Leave Chicago via Chicago Alton & St. Louis (now part of Illinois Central Gulf).
 Wednesday, May 3—Arrive Springfield.

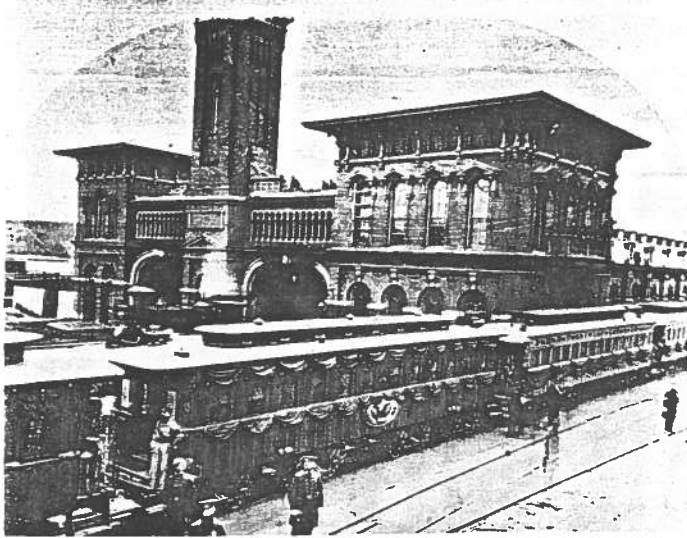
President Lincoln's car was probably returned to Alexandria during the next several weeks. There are reports that it stood in the Alton Yards in Springfield for some time and that it was on a siding in Indiana for several weeks. One report states that the car was used to carry the body of Mrs. William H. Seward, wife of the Secretary of State, to Albany, New York, after her death on June 21, 1865. However, neither the Washington nor New York papers include such information.

DISPOSITION

In 1866, the government began disposal of excess war property, President Lincoln's car included. Sidney Dillon, president of the Union Pacific, was said to have directed T.C. Durant, first vice-president, to attend the auction. However, Dillon did not become president of the Union Pacific until 1874—so go the contradictions. The Union Pacific's bid of \$8,000 bought the car. One reason suggested for the Union Pacific's interest was that the armor protection would provide an excellent pay car in the wild west, but there is no mention of such a use. The car seems to have been used by Union Pacific officials and by government inspectors. Definite information exists that the officials did use the car to attend the marking of the rail crossing of the 100th meridian at Cozad, Nebraska, on October 25, 1866—actual construction completed October 5.

One would think that the car might have been used to transport important persons to the Gold Spike ceremony at Promontory in May of 1869, but there is no mention of such. The car does not

appear in any of the photos of the occasion. There are reports that the car rode the rails so badly that it was quite uncomfortable even for that time. Further, there are reports that the car was used on occasion by division superintendents as living quarters when traveling away from home base. If the latter is correct, the silver service and at least some of the furniture were probably removed to storage at this time to be "discovered" after restoration of the car after 1890.



President Lincoln's car is well guarded as the funeral train pauses at Harrisburg, Pennsylvania on April 22, 1865.
Photo courtesy Illinois State Historical Library

In 1870, the car was sold to the Colorado Central Railroad for a presently unknown sum. The latter probably replaced the four sets of standard gauge trucks with the usual two sets. Most likely, the armor plate was also removed at this time and modification was undertaken in building the lighter, usual truss construction. The car seems to have been in regular passenger service between Denver and Golden from 1870 to 1878.

The Colorado Central was taken over by the Union Pacific in 1878. The latter also had the controlling interest in the Utah & Northern, then a narrow gauge line. At that time, the Utah & Northern was in the process of extending its line north from southern Idaho to Butte, Montana. Since the Colorado Central was not doing well in 1878, several locomotives as well as rolling stock were moved from Colorado to the Utah & Northern, possibly among these President Lincoln's car. There is a report that it was sent to the mountain division, which included Idaho and Montana. The car was said to have been used as a dining car for the construction crew and as a carpenter's work car.

Professor Beal in his book briefly states that President Lincoln's car was recognized by Sidney Dillon, president of the Union Pacific, in the railroad yards in Pocatello, Idaho. There the car was said to be in use as a bunk house. Since the Utah & Northern converted to standard gauge in 1887, this service as a possible fate for an old narrow gauge car seems possible.

Inasmuch as Dillon served a second time as president from 1890 to 1892, the date of the early 1890's seems likely for the "discovery" of the car. Dillon ordered the car returned to Omaha for restoration. Dillon died in 1892, and the car may have been momentarily forgotten again.

The car was reported on a side track in the

Omaha yards of the Union Pacific in 1893. The wording "Colorado Central RR" above the windows and "Work Train" below the windows were said to be still readable at that time. Whatever happened between Golden, Colorado, and the return of President Lincoln's car to Omaha still remains quite obscure. However, the car was refurbished and placed on exhibition by the Union Pacific at the 1893 Chicago World's Fair and at the Trans Mississippi Exhibition in Omaha of 1898.

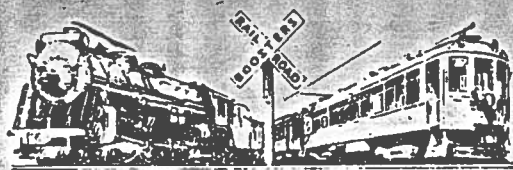
In 1900, a group of black citizens of the Omaha area proposed enshrining the car in Omaha as a permanent memorial to the Emancipation Proclamation. Peculiarly, this report has been found only in the *Rushville Recorder*, a weekly of northwest Nebraska, for April 27, 1900. Most likely this was "filler" commonly supplied by those selling paper stock to weekly newspapers. This report does not appear in the Omaha papers. However, such a report must stand with others about the car.

An offer to purchase the car was made in 1903 by Franklin B. Snow. Snow's home address is variously given as St. Louis, Rock Island, and Peoria. His offer to the Union Pacific was for \$1,000. While the Union Pacific was pondering the offer, Snow upped his bid to \$2,000. The property superintendent promptly accepted, having been instructed to dispose of the car for whatever he could get for it. Snow placed the car on exhibit at the 1904 St. Louis World's Fair, several times at the Illinois State Fair, and at other places.

After Snow's death in 1905, the car was auctioned at a creditor's sale to Thomas Lowry of Minneapolis for \$800. In late October of 1905, President Lincoln's car was brought to Minneapolis and placed on exhibition. Lowry was then president of the Minneapolis St. Paul & Sault Ste. Marie Railroad. Lowry is credited with rescuing the Soo Line from bankruptcy and building it up in the late 1890's. At any rate, this may have been the source of his interest in things railroad buffs are wont to do. Lowry was also president of a combine which bought up the several street car lines of Minneapolis and St. Paul to form the Twin City Rapid Transit Company. Another activity of Lowry's was the sale of lots in Columbia Heights in northeast Minneapolis. Lowry had just recently platted this new suburb, setting aside a sizeable tract as a park. The car was placed on exhibition at the south end of this park at 37th Avenue Northeast and Quincy Street. Presumably, this added attraction was to bring prospective land buyers to the end of Lowry's street car line, view President Lincoln's car, and buy a lot for a new home. Lowry died in 1909. In the extended obituaries in the Minneapolis and St. Paul newspapers, there is strangely not a word about the car.

President Lincoln's car while thus exhibited was protected by a surrounding steel bar fence as well as an added roof to ward off Minnesota's weather. On March 18, 1911, a grass fire was accidentally set off in the then undeveloped park area. Because the fire threatened surrounding houses for a time, apparently no one thought about the car. When noted, the fire had nearly consumed President Lincoln's car, and saving it was impossible.

Thus ends the story of what was described as the most advanced design car of its time in 1865. Perhaps it was best that a funeral car whose historical value was so little appreciated should end in a funeral pyre. Ironically, the car was to have been moved later that summer to a more fitting historical setting on the grounds of Fort Snelling in southeast Minneapolis.



Railroads—The Backbone of America

WHEEL CLICKS

JOURNAL OF THE PACIFIC RAILROAD SOCIETY, INC.

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PRS NEWS

ARRIVALS AND DEPARTURES

- Oct. 2 - 7:40 a.m., *Pennsylvania Dutch Folklore* excursion returns to Union Station in Los Angeles on the *Southwest Chief*.
Wed.
Oct. 2 - 7:30 p.m., Board meeting at the San Rafael Branch Library, Ave. 64 and Nithsdale Rd., Pasadena.
Wed.
Oct. 5 - 9:00 a.m., tour of Santa Fe locomotive shops in San Bernardino. Reservations required.
Sat.
Oct. 9 - 8:10 p.m., *Narrow Gauge Land* excursion departs Union Station in Los Angeles aboard the *Southwest Chief* for visits to Durango & Silverton Narrow Gauge and Cumbres & Toltec Scenic Railroads.
Wed.
Oct. 11 - 8:00 p.m., Membership meeting, Joselyn Center, 210 N. Chapel Ave., Alhambra.
Fri.
Oct. 14 - 7:40 a.m., *Narrow Gauge Land* excursion returns to Union Station in Los Angeles on the *Southwest Chief*.
Mon.
Nov. 6 - 7:30 p.m., Board meeting at the San Rafael Branch Library, Ave. 64 and Nithsdale Rd., Pasadena.
Wed.
Nov. 8 - 8:00 p.m., Membership meeting, Joselyn Center, 210 N. Chapel Ave., Alhambra.
Fri.

TV INTERVIEW

PRS columnist Rich Brown appeared on television station KERO-TV, Channel 23, in Bakersfield on August 20. He was interviewed at the dedication of Amtrak's new railroad station there. Rich told of his interest in watching trains at that station when he was a high school student and of his pleasure knowing that the present generation can still enjoy trains.

MEETING PROGRAMS

The annual members' slide contest will be held at the October membership meeting. Consequently, the usual photo-of-the-month contest will not be held. Rules for the slide contest were printed in last month's *Wheel Clicks*.

At the November meeting, rail author and photographer Donald Sims will present a short talk on hints for photographing trains and rail scenes.

TELEPHONE VOLUNTEERS

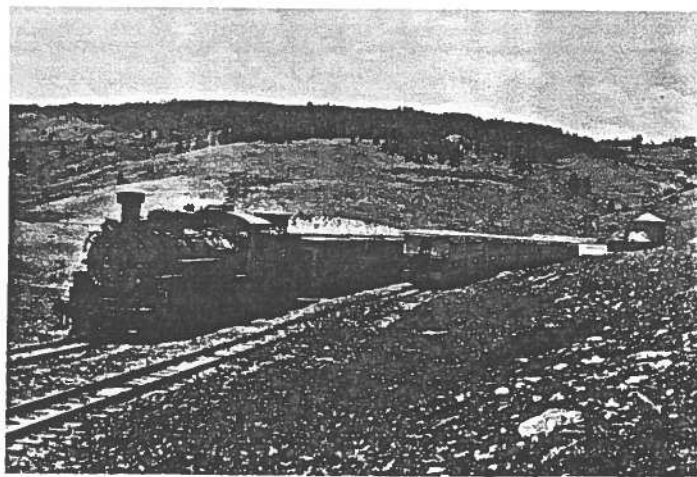
PRS uses a recording machine to answer the phone whenever a volunteer is not available to answer it. Naturally, most people would rather talk to a real person, and we lose many interested (and interesting) calls because of the necessity of using a recording. If you are at home regularly during the hours of 8:30 a.m. to 5:00 p.m., PRS would like to have your help answering the public's inquiries. You can choose to do this as infrequently as once a week, or as often as every day, and it can be done in your own home. The information will be supplied to you. You do not need to give out your private phone number to the public. You do not need to stay home all day long, since there are usually only three or four calls, at the maximum, each day. It's an interesting way to talk to new people and to expand your knowledge of railroading. If you are interested, please call (213) 283-0087.

PRS ROSTER GROWS

The PRS Board of Directors accepted two new applicants into membership at its August meeting. After seniority numbers 851 and 852 were assigned to late renewals, Fred A. Grey received number 853 and Roy T. Maffei was assigned number 854.

Three more membership applications were approved by the Board at its September meeting. Seniority numbers 855 through 860 were assigned to late renewals, after which numbers 861 through 863 were allocated to Harry H. Komer, Walter J. Wedlock, and Franklin G. Burris, respectively.

A hearty welcome aboard to one and all! We wish each member a pleasant journey with PRS.



2-8-2 No. 489 of the Cumbres & Toltec Scenic Railroad has arrived at Osier, Colorado, on July 6, 1985, with PRS members and guests enjoying the *Narrow Gauge Land* excursion. After a picnic lunch at this scenic station stop, the group will board the cars at right, No. 489 will couple on, and the excursion will continue eastward to Antonito, Colorado. Photo by Bill Farmer

609 S.W. 25th St.
Austin, Tex. 55912
Febr. 24, 1886

Mr. John H. White Jr.
Division of Transportation
Smithsonian Institution
Washington D.C. 20560

Dear Mr. White:

I must apologize for not responding to your earlier letter. It has not been due to forgetting, but indecision. That indecision remains as we are reluctant to give up the window.

We are, however, very interested in learning more about it, and if it is indeed from the Lincoln Car. The intrigue and search have been interesting.

The Union Pacific Museum in Omaha was helpful in providing blow-ups of pictures from their files, but the result was too indistinct to be satisfactory for a positive identification.

We have hopes of making further inquiries at museums in the East, but no doubt

you have made extensive inquiries
in your research. We have read your
account of the case.

You asked about the size. The outside
dimensions are $9\frac{3}{4}$ " by 15". The
glass measures $6\frac{3}{4}$ " by $12\frac{1}{2}$ ".

At this time we really have not
been able to make the decision to
part with the window. We do hope
to be able to find additional evidence
of its authenticity, and would welcome
any assistance to that end.

We hope to be in Washington next fall
and will plan to visit the Smithsonian
and hope to meet with you if
we may.

Sincerely yours,

Bruce H. Bailey

NATIONAL MUSEUM OF AMERICAN HISTORY

March 12, 1986

Mr. Bruce L. Bailey
607 SW 25th St.
Austin, Minn. 55912

Dear Mr. Bailey:

Thanks for responding to my most recent letter. I can understand your difficulty in trying to decide what to do with the little window but I trust you will make some provision for its preservation by a museum or historical society.

A positive identification would be difficult if not impossible. No drawings are known to exist. The same is true for interior photographs and specifications. Several exterior photos have survived but they only suggest that the clerestory windows are similar to the one in your possession. Unless new sources develop--and I have searched for years to uncover them--I think you must be content with an uncertain identification. We have a great many items in our collections which are said to be or reported to be or claimed to be whatever. Actually there are few specimens for which we have abundant or absolute documentation.

I would be pleased to see you during your visit. It is always advisable to write in advance because I am not always available. I almost forgot to thank you for sending the exact dimensions.

Sincerely,

John H. White
Curator
Division of Transportation

cc: Don Snoddy



July 3, 1986

Mr. Clell R. Ostrander
407 North Myrtle
Glenwood, Iowa 51534

Dear Mr. Ostrander:

By a curious coincidence, Donald Snoddy, Curator of the Union Pacific Museum in Omaha visited me the same day your letter arrived. I showed your letter to Mr. Snoddy and he said that the chair in their possession has been determined as not being a part of the Lincoln passenger car, at least not part of its original furniture. When it was acquired by the museum in 1926, along with a sofa, the owner stated at the time that it was not part of the original car's equipment.

The documentation on the car is very weak. There are several exterior photographs of the car but no interior views, no drawings and no original listings of material or furnishings. Hence there is no way to compare original information with claims of items that turn up many years later that are said to be authentic pieces once used on the Lincoln car. I cannot send you anything definitive on this matter.

I might add that in comparing the photograph of your chair with the one in the Omaha museum they are similar but not exactly alike which would cast further doubt on its authenticity.

Sincerely,

John H. White, Jr.
Senior Historian
Division of Transportation

JHWhite:meb

6-12-1986
C.R. Ostrander
407 No. Myrtle St
Glenwood, Ia. 51534

To John White Jr.
Senior Historian

Dear Sir

I have a chair I bought at
an estate auction of a desert R.R. man.

The air of the estate said it came
from Abe Lincoln R.R. Car. They had
some papers to verify that fact.

However, the papers were lost at the
auction.

I will send some pictures and
manufactures information, hoping you
can help identify the chair.

Holmes Patent
Manufactured By
Charles Goehmann
No. 1024 Samson Street
Beb, Chesnut,
Philadelphia

43

The 43 was mark on with pencil.

At the auction the son of the
late father said the chair was bought
in the early 1900's

Hoping to hear from
you. I and Thanks
Yours

C.R. Ostrander





This is a picture of the
Chair in Omaha Neb. Up
depo

IMPROVED PATENT
RECLINING CHAIR.

CHARLES H. BODDREATH,

210 WEST WASHINGTON STREET, NEW YORK.

MADE IN U.S.A.



This Manufacture Info.
Is back of Foot Rest — —

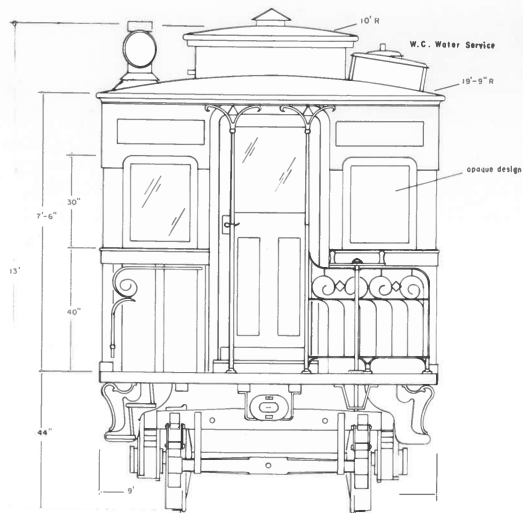
Holmes Patent
manufactured By
Charles Goehmann
No. 1024 Sanson Street,
Bel, Chesnut,
Philadelphia

This paper manufactured
by Kodak

MAY 86

43





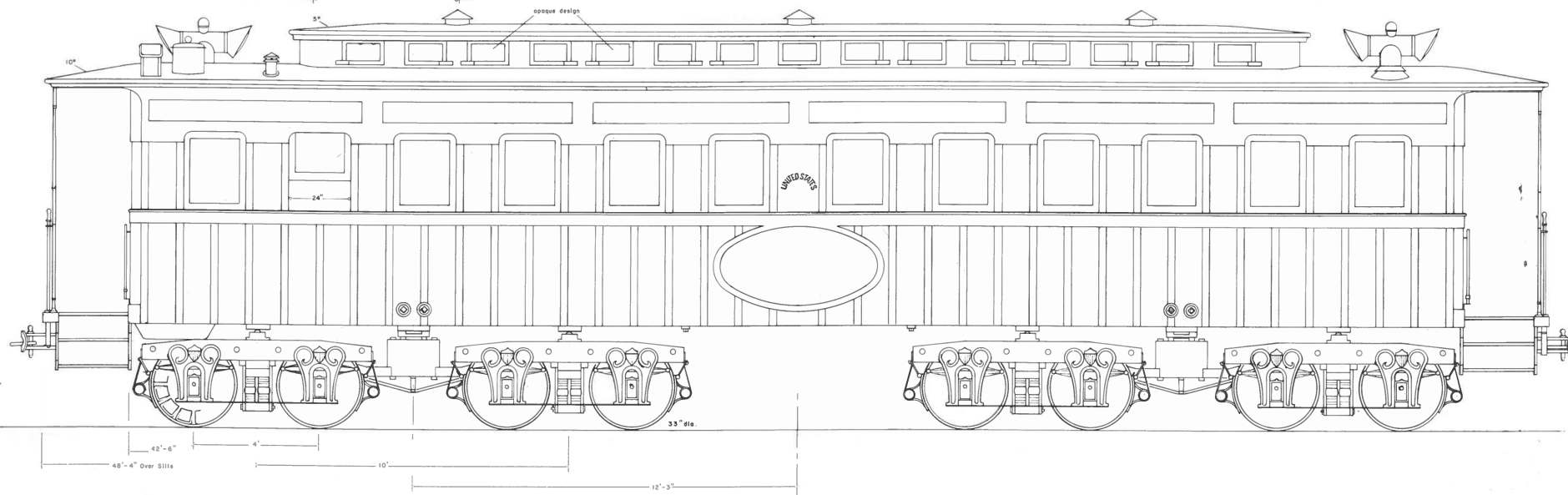
PRESIDENTIAL CAR UNITED STATES

BUILT BY U. S. MILITARY RAILROAD CAR SHOP
ALEXANDRIA, VIRGINIA 1863-64

DESIGNER: B. P. LAMASON, SUPERINTENDENT

DRAWN MAY 1986 J. M. HAINES
SCALED BY CALIPER FROM PRINTED PHOTOGRAPHS.

SOURCES -
MEREDITH, ROY
RR. LINCOLN'S MILITARY RAILROAD
SANDBURG, CARL
LINCOLN COLLECTOR
WHITE Jr., JOHN H.
THE AMERICAN RAILROAD PASSENGER CAR





Union Pacific R.R.

100TH Meridian

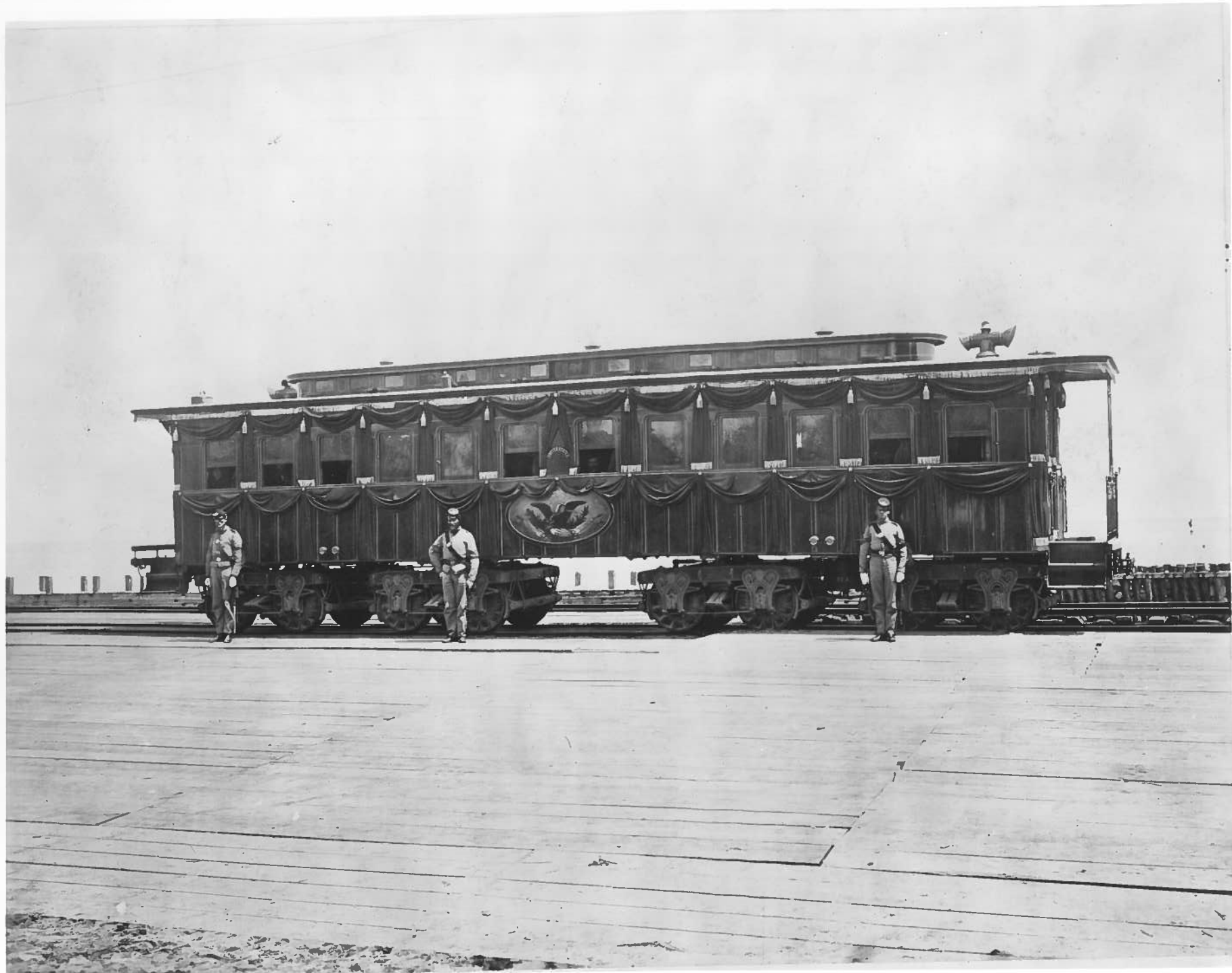
act., 1866

~~50-2-144~~

18-9

CREDIT

UNION PACIFIC RAILROAD PHOTO



Lincoln Funeral Car
Chicago - Lake Michigan in background

1865

Reproduced from the Collections
of the Library of Congress

Car built Alexandria Shops U.S. Military RR



C.E. 7175

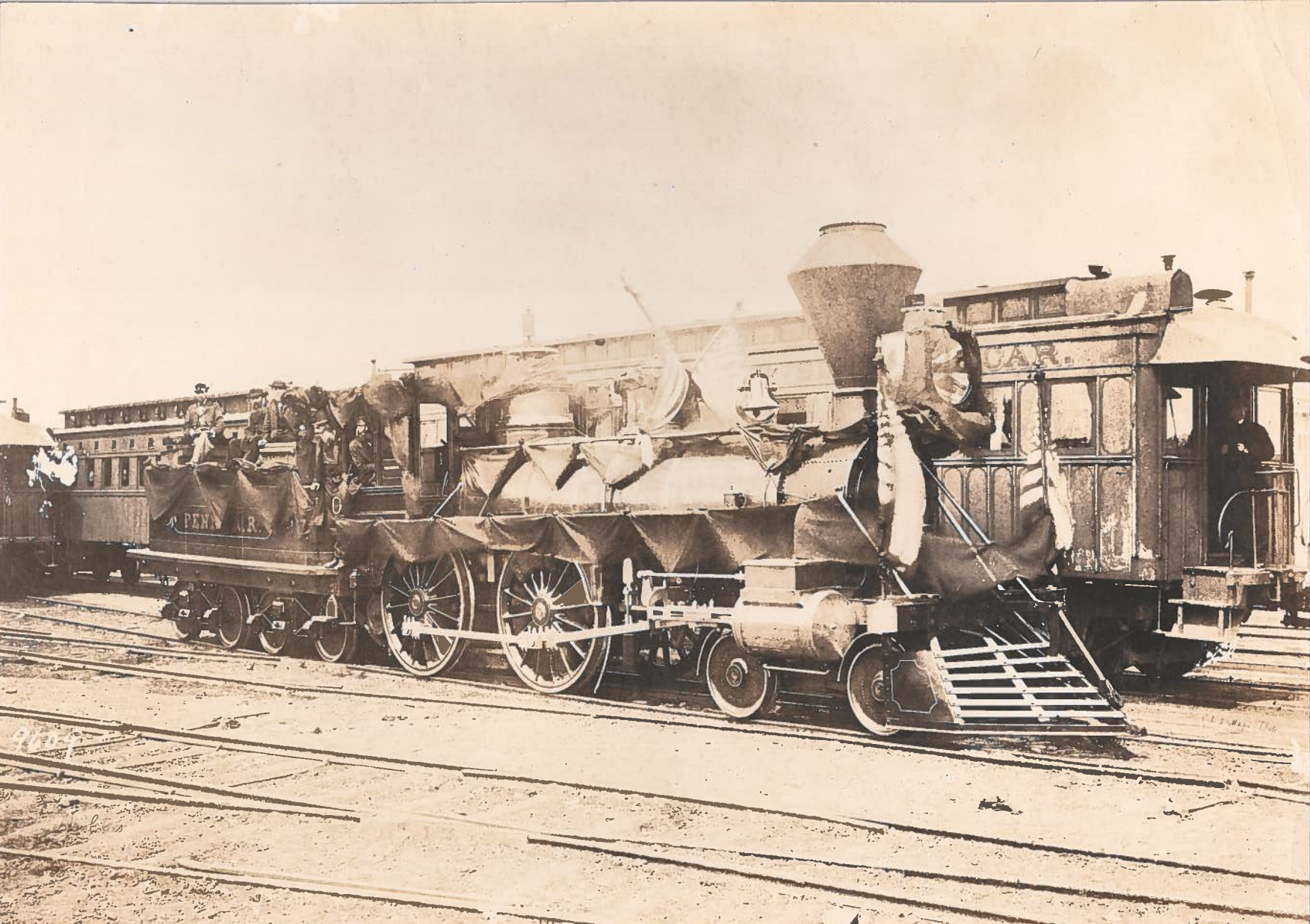
✓
Lincoln Funeral Train at Harrisburg, Pa.
Engine in background is Pennsylvania Railroad 328
Built by M W Baldwin & Co June 1864
Construction No 1251
Identified by T C Tenniswood 1948

Car with 4 trucks, in foreground, carried the casket

Engine 328

*Note that end rail on Funeral car has been
removed for ease of loading casket.*

*Cherry N24
11466*



Penna RR No 331

Engine wheel
banded Director General from
W. Phillips

copy

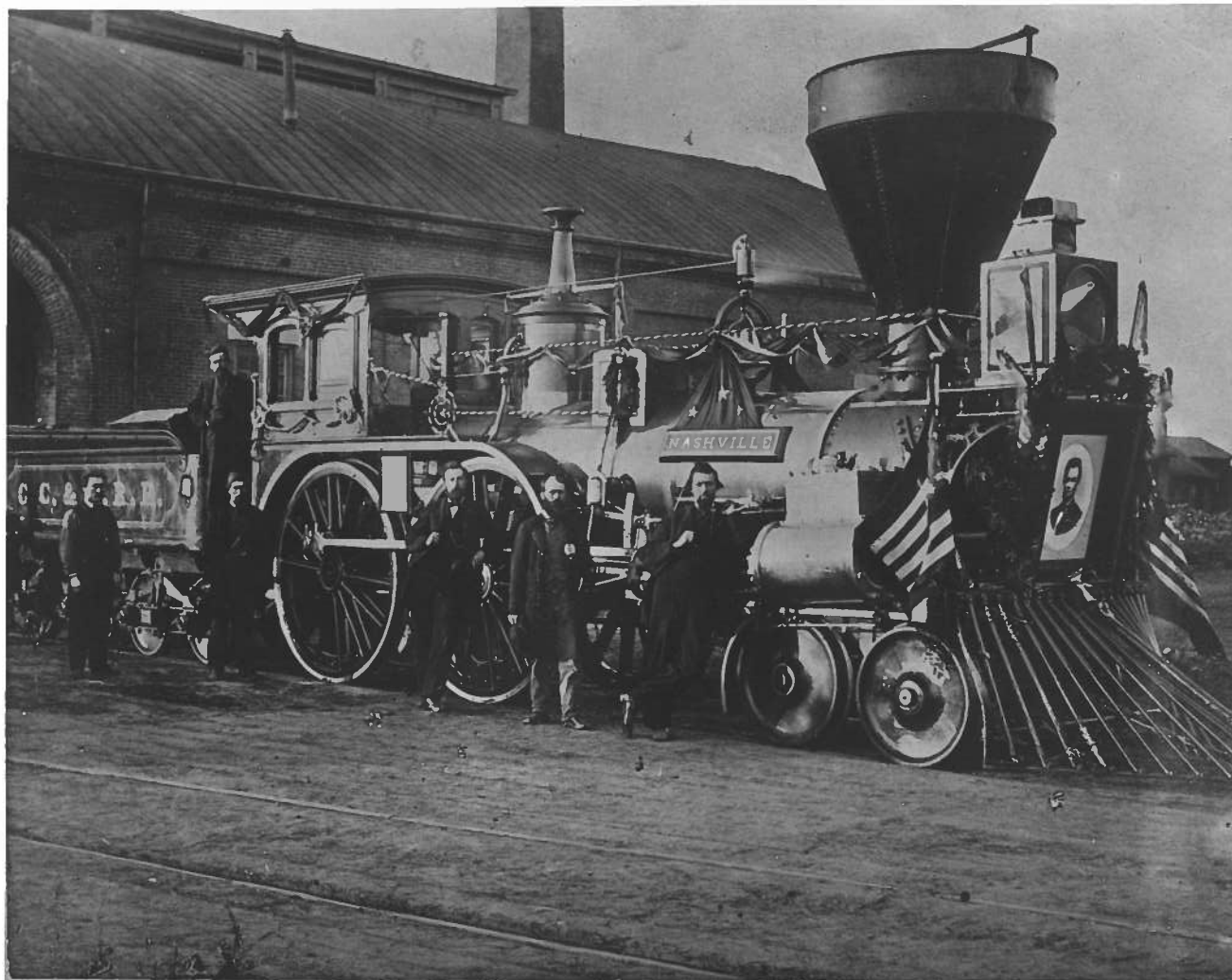


PHOTO. BY H. H. REEVES.

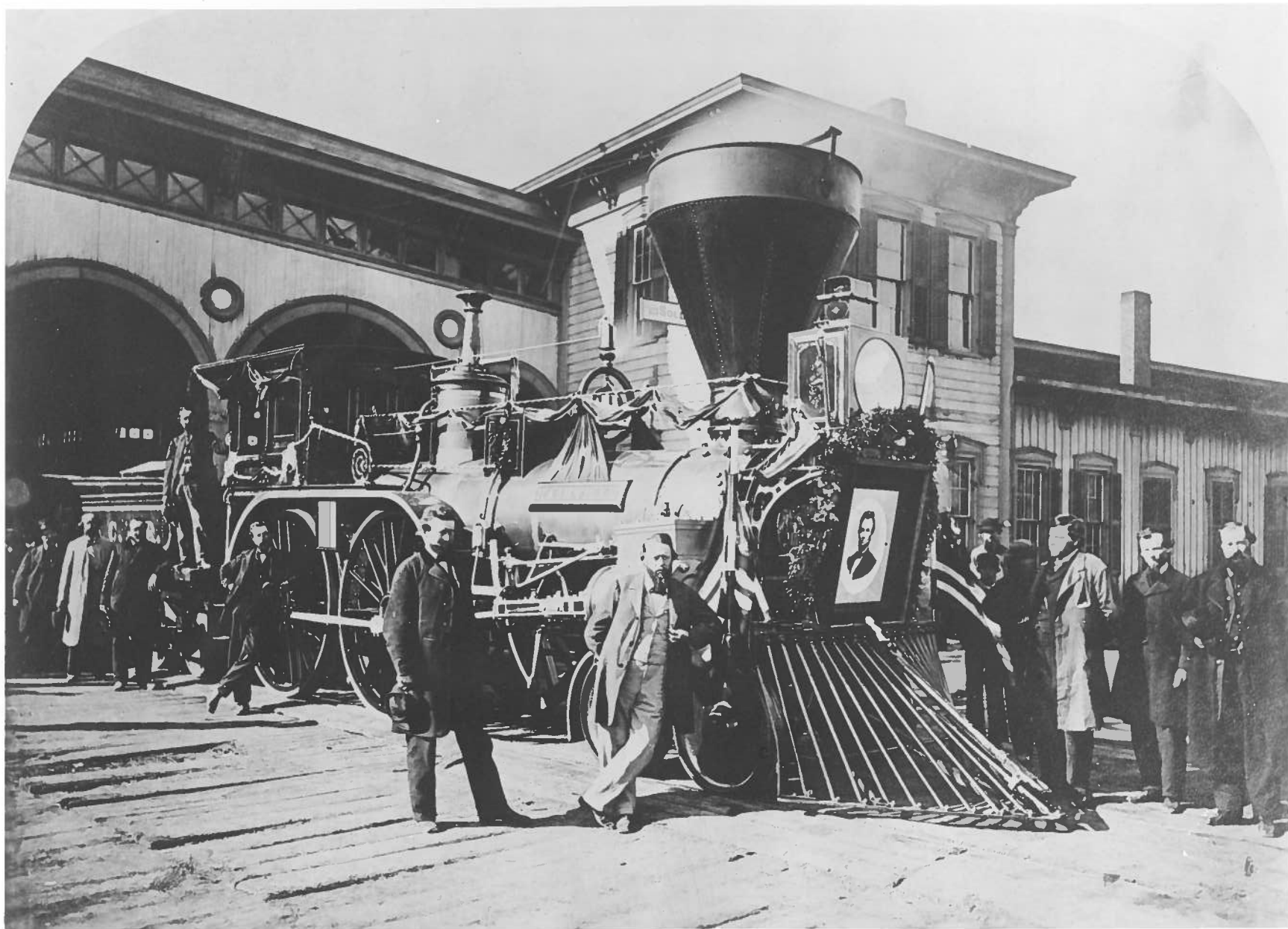
NEWBURGH, OHIO.

THE ENGINE WHICH DREW THE BODY OF PRESIDENT LINCOLN

→*FROM WASHINGTON TO CLEVELAND.*←

4

74933



Engine "Nashville" of the Lincoln Funeral Train
Cleveland Columbus & Cincinnati RR
Loco built 1852 by Cuyahoga Steam Furnace Co.

32842

11964

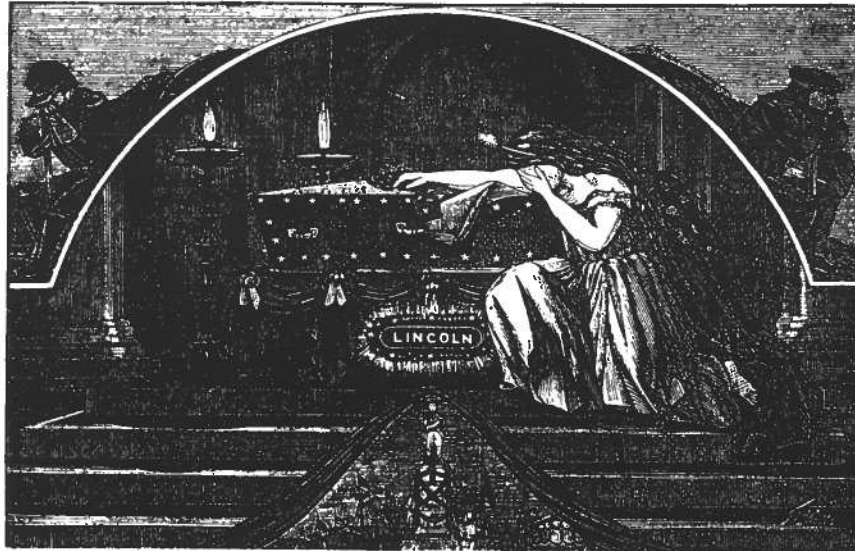
Reproduced from the Collections

Scene either Cleveland or Columbus O Station fccdc

CLEVELAND & ERIE RAIL ROAD.

TIME CARD

For Special Train, Friday, April 28th, 1865,



CONVEYING REMAINS OF ABRAHAM LINCOLN,

LATE PRESIDENT OF THE UNITED STATES,
AND ESCORT.

STATIONS.	Miles.	Miles.	Pilot Engine.	Cortege Train.	
			LEAVE	LEAVE	
Erie			2.15 A.M.	2.25 A.M.	
Swanville	8½	8½	2.42	2.52	Pilot Engine & Cortege Train meets Stock Express No. 1.
Fairview	11	2½	2.49	2.59	Pilot Engine & Cortege Train meets Stock Express No. 2.
Girard	15½	4½	3.05	3.15	
Springfield	20½	4½	3.17	3.27	
Conneaut	27½	7½	3.39	3.48	Pilot Engine & Cortege Train passes Fast Freight No. 3.
Kingsville	35½	7½	3.59	4.09	
Ashtabula	41	5½	4.17	4.27	
Saybrook	45½	4½	4.30	4.40	
Geneva	50½	4½	4.42	4.52	
Unionville	53½	3½	4.51	5.01	
Madison	55½	2½	4.59	5.09	
Perry	61	5½	5.13	5.23	
Painesville	66½	5½	5.31	5.41	
Mentor	72½	6½	5.47	5.57	
Willoughby	77	4½	5.58	6.08	
Wickliffe	81½	4½	6.10	6.20	
Euclid	86	4½	6.22	6.32	
Cleveland	95½	9½	6.50 A.M.	7.00 A.M.	
			ARRIVE.	ARRIVE.	

This Train and the Pilot Engine will have the **POSITIVE RIGHT OF ROAD**, and all Trains must be kept entirely out of their way.

Train and Pilot Engine must be run strictly to card time as possible.

Strict carefulness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that every thing is right when Pilot Engine and this Train is due.

Supt's Office C. & E. R. R., Cleveland, April 26, 1865.

H. NOTTINGHAM, Supt.

SANFORD & HAYWARD, PRINTERS, CLEVELAND.

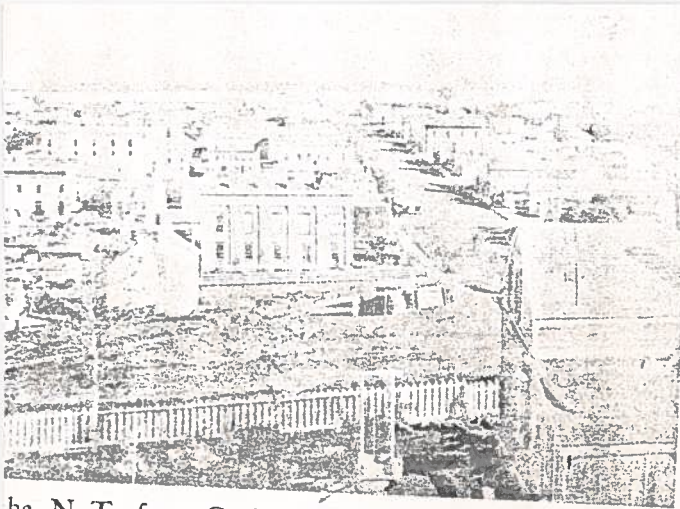
Time card (one-half reduction) of the funeral train that bore the remains of President Lincoln from Erie to Cleveland.



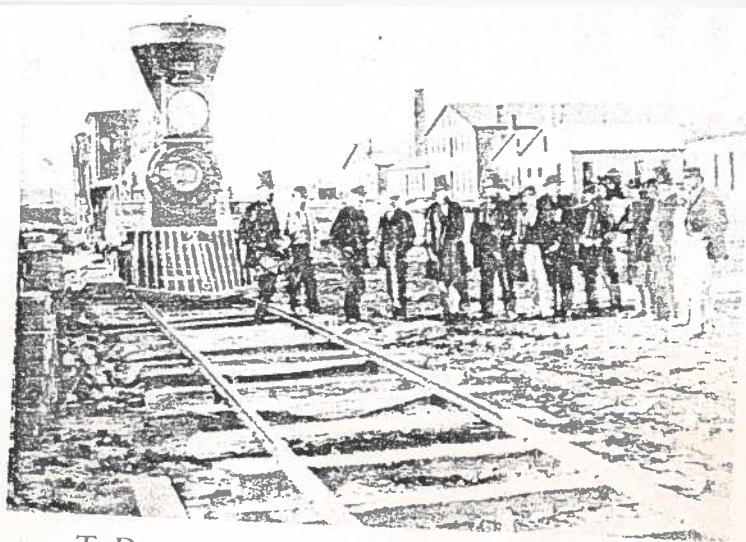
Photographed by J. Carbutt, Chicago,
Under the Auspices of the Union Pacific Rail Road Company.

Oct 1866

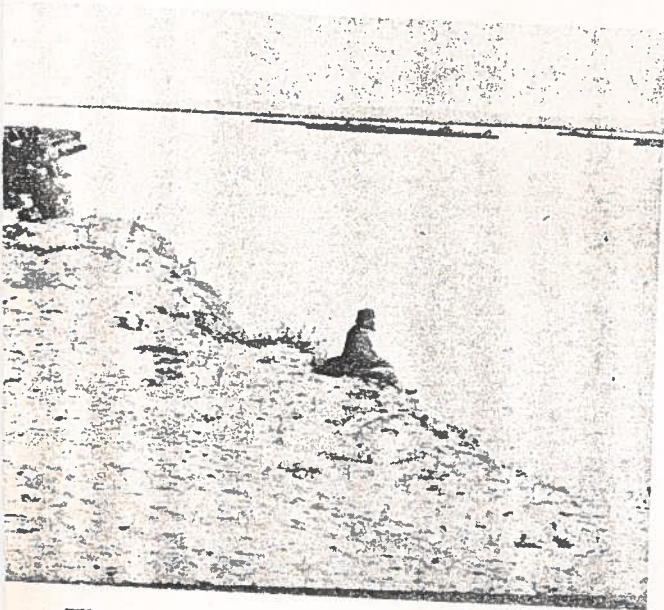
f-9



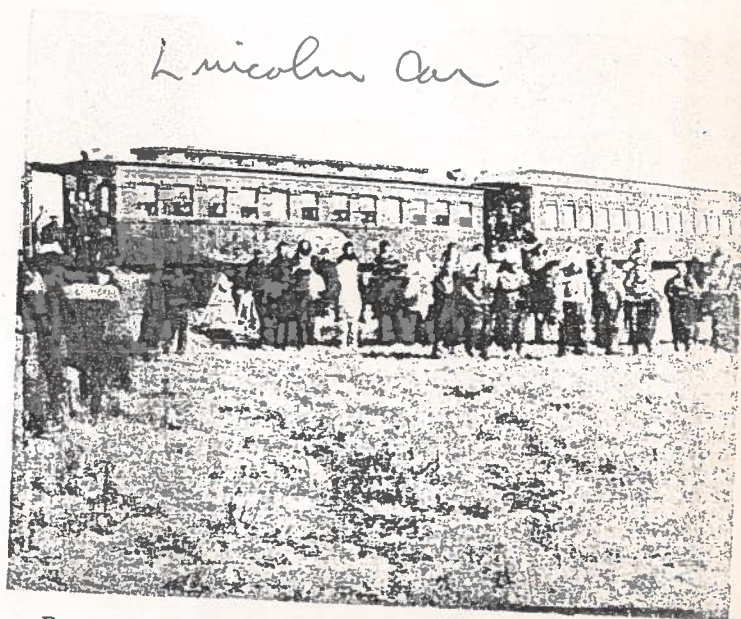
Omaha, N. T., from Capitol Hill. This and the other photos on this page were taken by John Carbutt in 1866.



T. Durant and Union Pacific department heads.

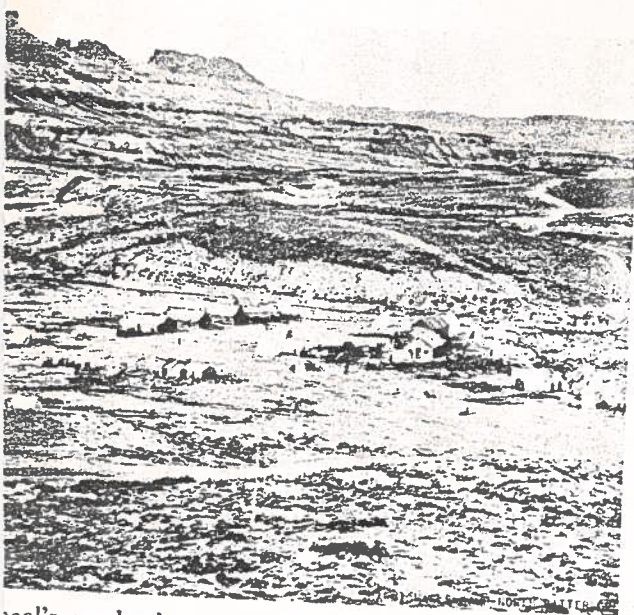


The Platte River opposite Platte City.

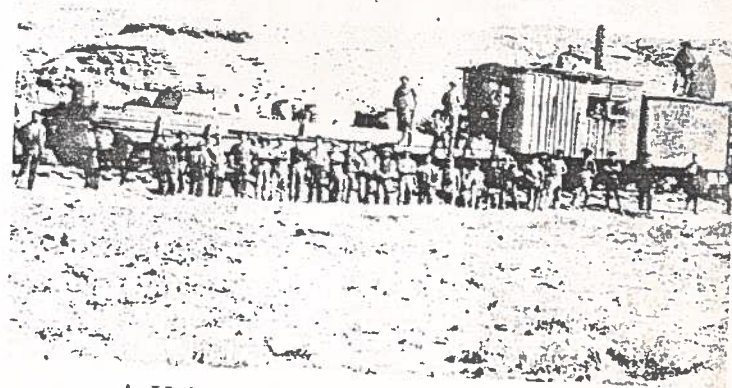


Pawnee warriors in front of Union Pacific palace cars.

Union Pacific RR Photo ↗



Graders' camp at North Bitter Creek Valley.



A Union Pacific construction train, 1868.