Kingston Trio

Frank Werber f
916 Kearny St
S F Calif
Exbrook 2-3637

Oct 7 - Charleston SC.

no go

ASSOCIATION OF AMERICAN RAILROADS
TRANSPORTATION BUILDING
WASHINGTON 6, D. C.

ALBERT R. BEATTY
ASSISTANT VICE PRESIDENT

September 18, 1964

Dear Mrs. Abell:

We have been able to turn up four additional items from newspapers about "whistle-stop" campaigning and Presidential trains, and they are enclosed. I am also sending you some material I have just received from the Louisville & Nashville Railroad, which is one of the lines over which Mrs. Johnson's train will travel.

The other roads on your schedule have promised to send me material, and I will pass this along to you as soon as it is received.

Sincerely yours,

Albert R. Beatty

Mrs. Bess Abell
The White House
Washington, D. C.

put in Notebook under whistlestop

ASSOCIATION OF AMERICAN RAILROADS
TRANSPORTATION BUILDING
WASHINGTON 6, D. C.

ALBERT R. BEATTY
ASSISTANT VICE PRESIDENT

September 22, 1964

Dear Mrs. Abell:

The Norfolk and Western Railway people sent me some information today that they thought might be helpful to you in connection with Mrs. Johnson's "whistle-stop" train trip to the South, and it is enclosed.

When the arrangements for the trip have been completed, I would appreciate your letting me have whatever information you can so that I can pass it along to the public relations officers of the railroads over which the train will travel.

Sincerely yours,

Albert R. Beatty

Mrs. Bess Abell
The White House
Washington, D. C.

THE WHITE HOUSE
WASHINGTON
Sept 24 1964

MEMO FOR MRS. ABELL

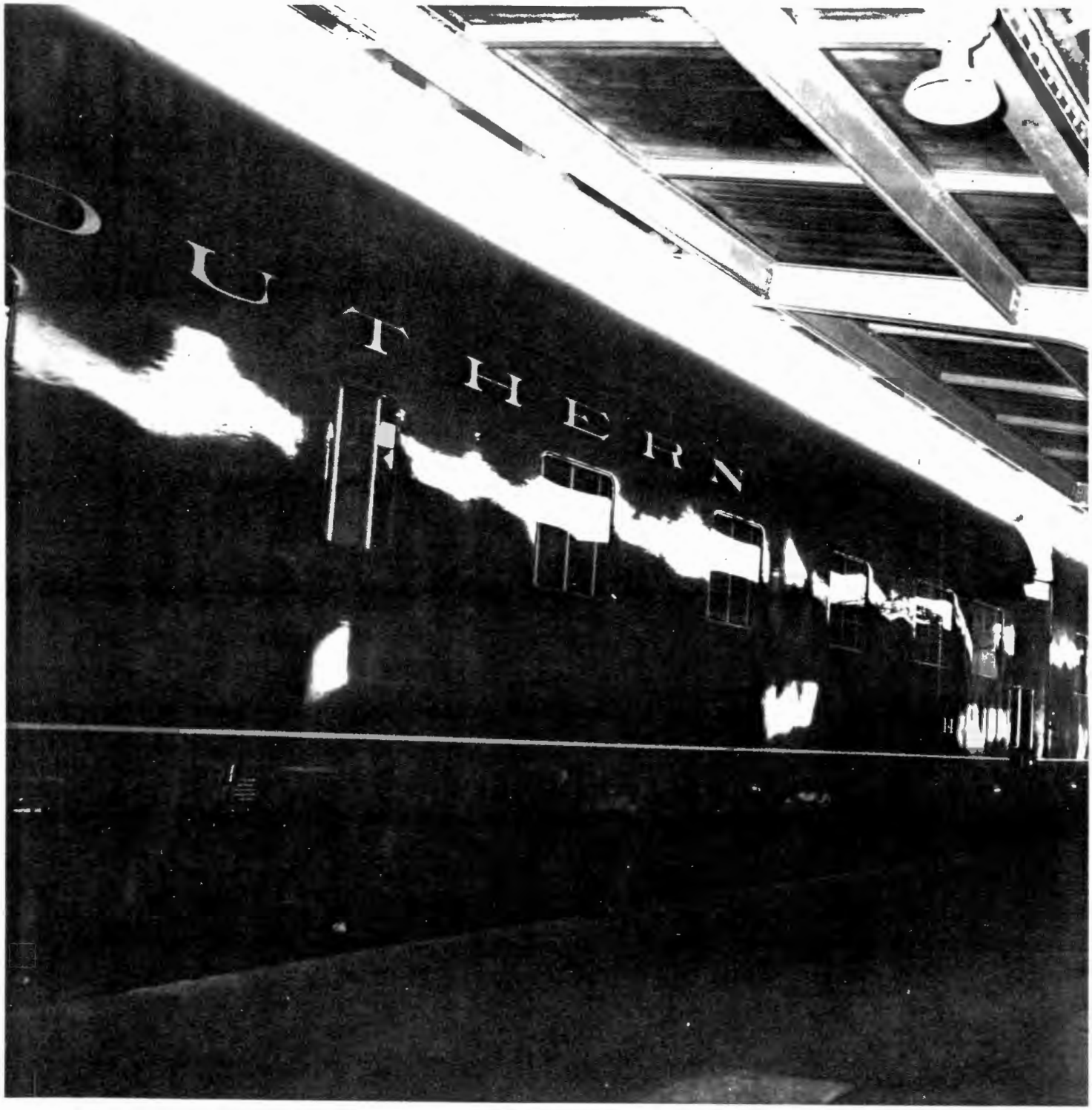
Suggested contact re painting
of Hospitality car"

Mr. J. B. Dorrance,
General Manager Passenger Sales,
Pennsylvania Railroad
Transportation Center, 6 Penn Center Plaza,
Philadelphia, Pennsylvania. 19104

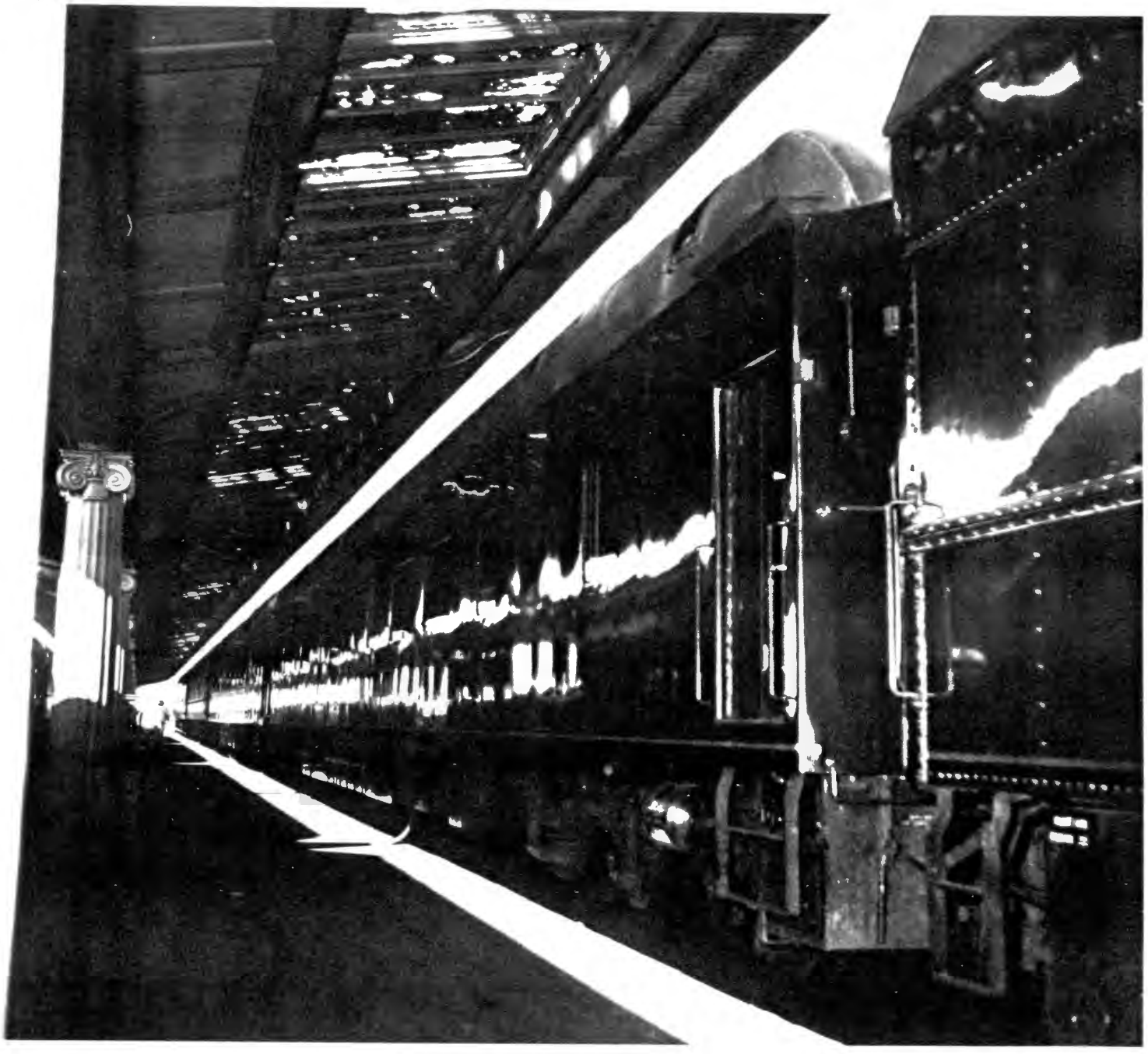
Area Code 215 EVergreen 2-1000

D.Long

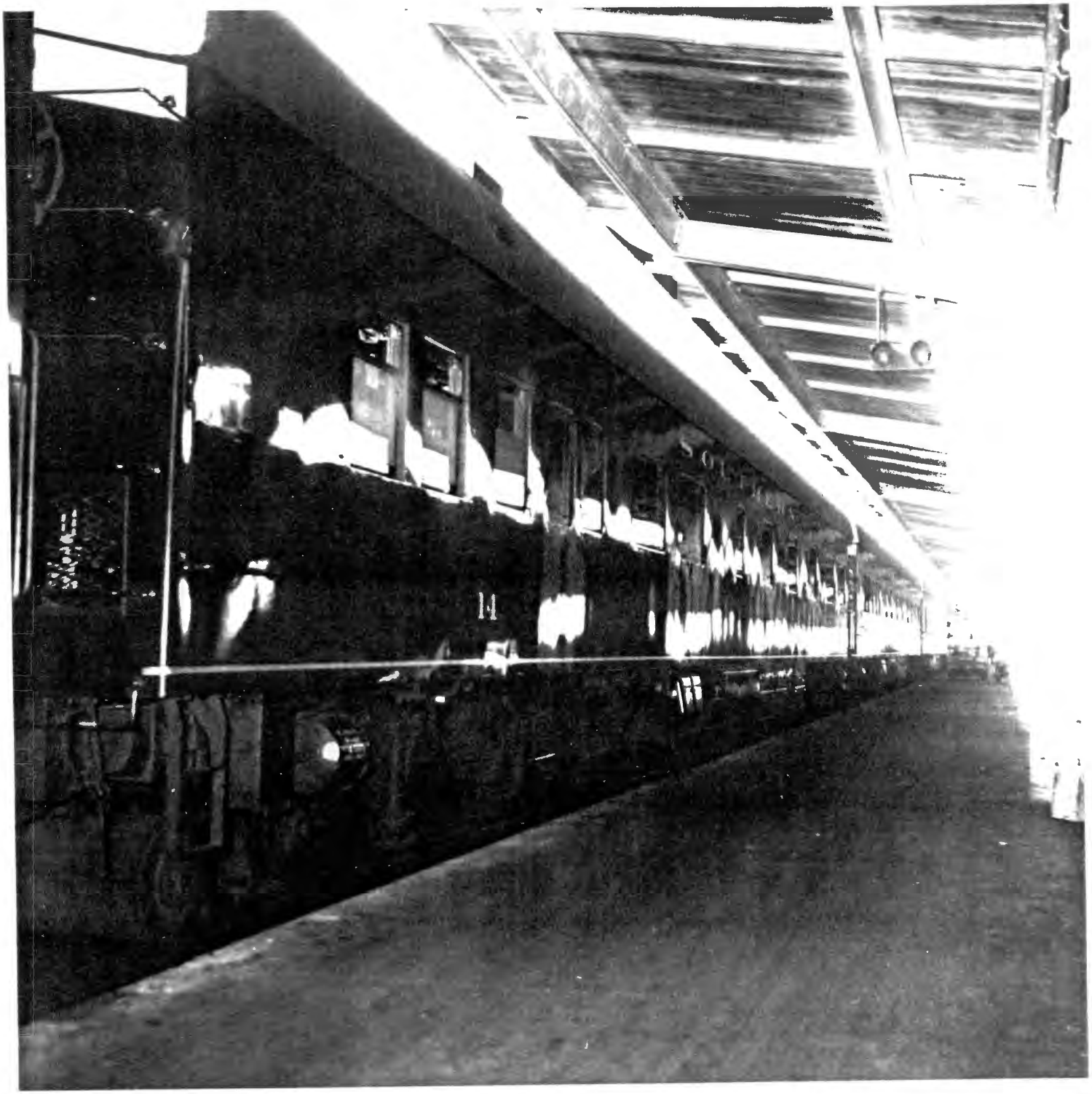
Jack Graham
Asst Mgr



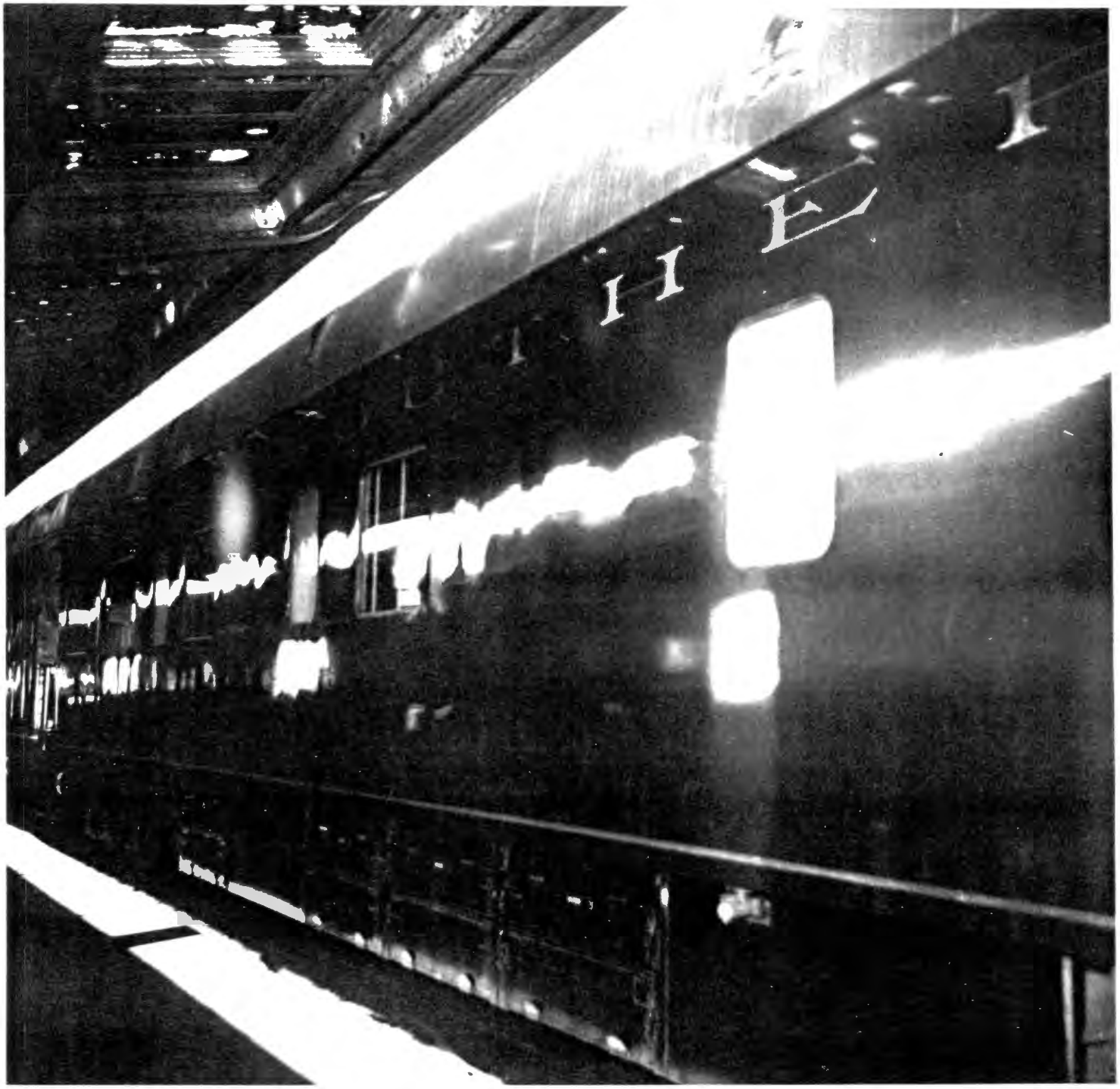

TRANSFERRED TO STILL PHOTO CO



TRANSFERRED TO STILL PHOTO COL

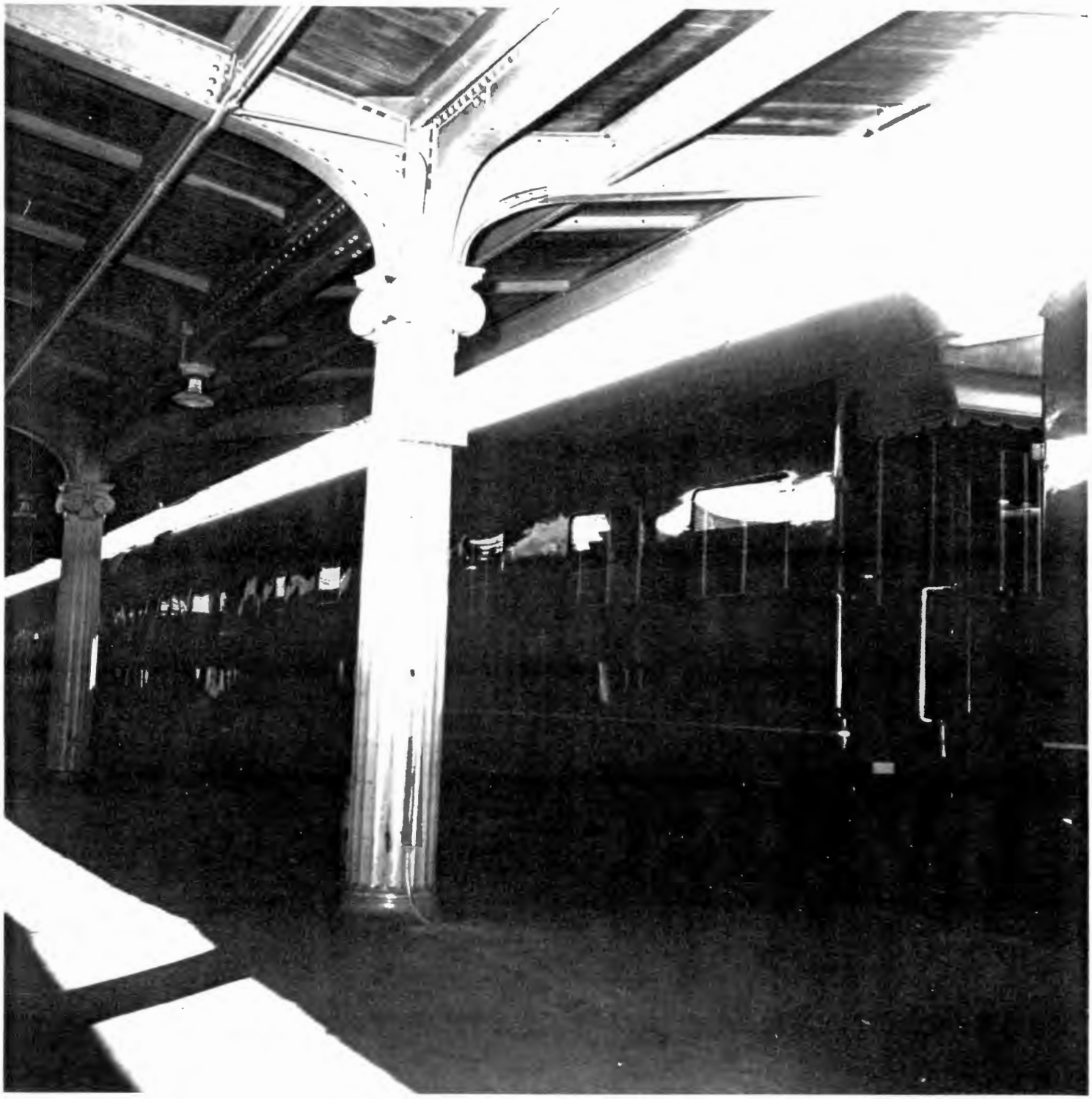



TRANSFERRED TO STILL PHOTO COLLECTION

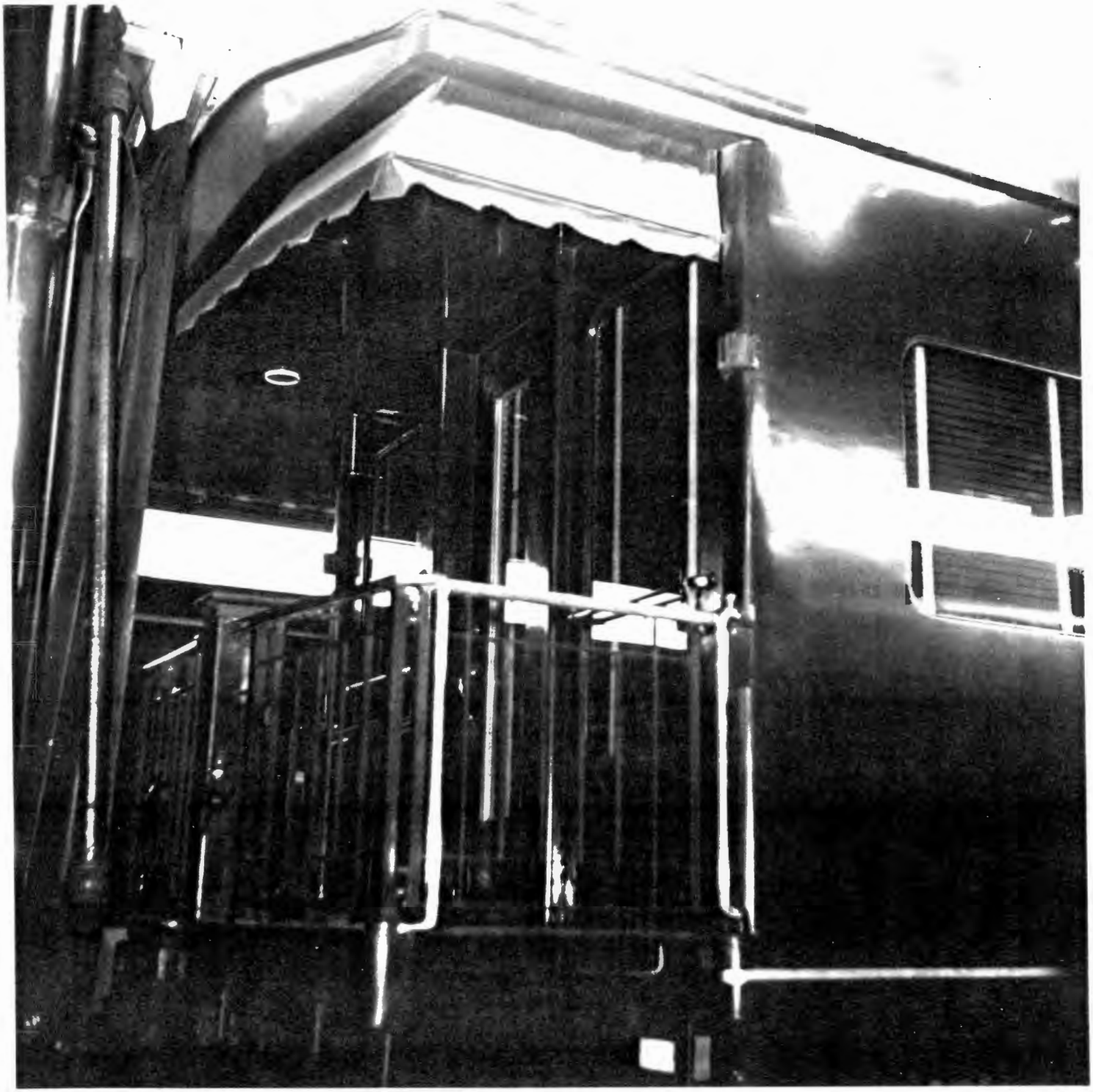


TRANSFERRED TO STILL PHOTO COLLECTION

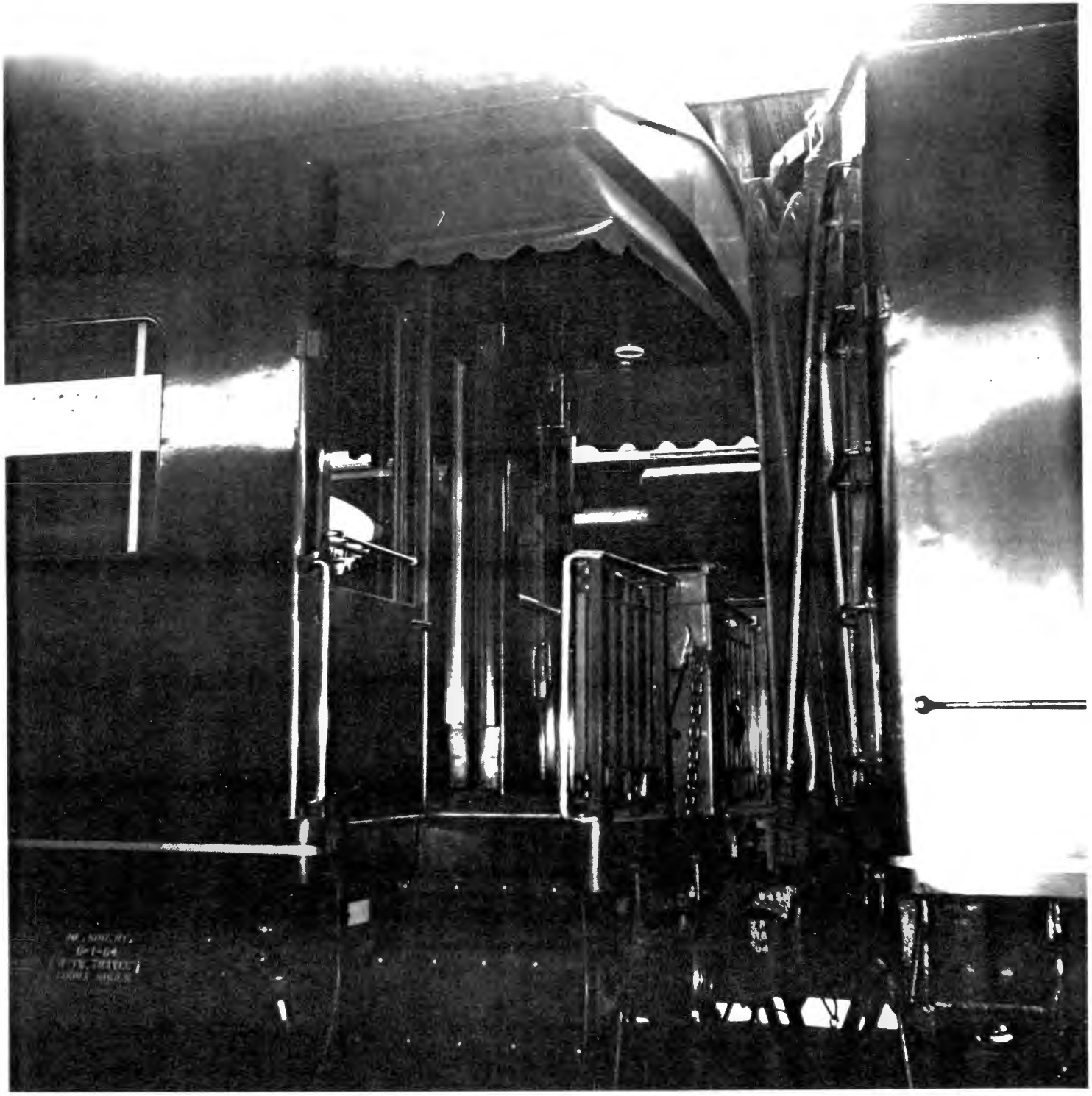
TRANSFERRED TO STILL PHOTO COLLECTION



TRANSFERRED TO STILL PHOTO COLLECTION

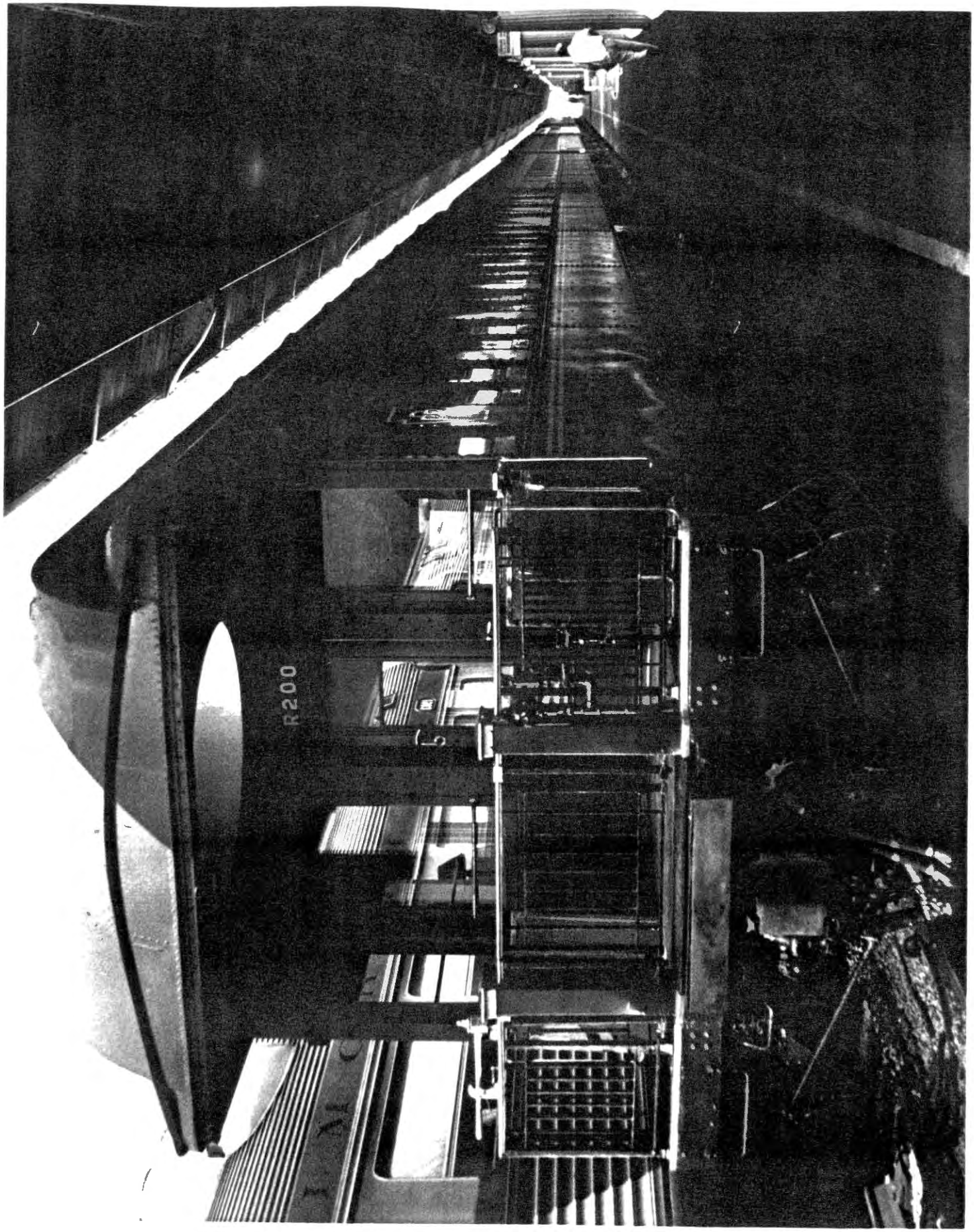


TRANSFERRED TO STILL PHOTO COLLECTION

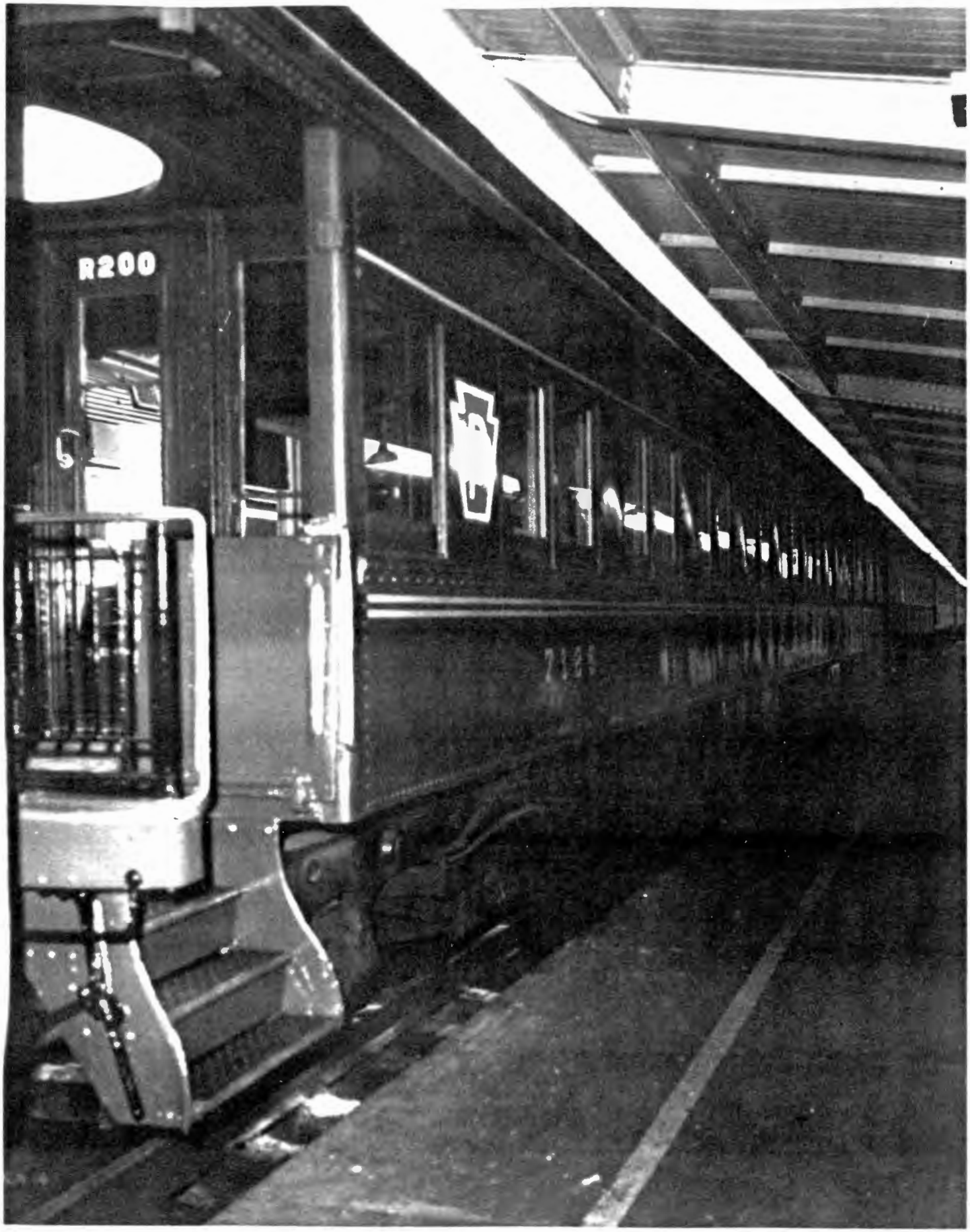


TRANSFERRED TO STILL PHOTO COLLECTION

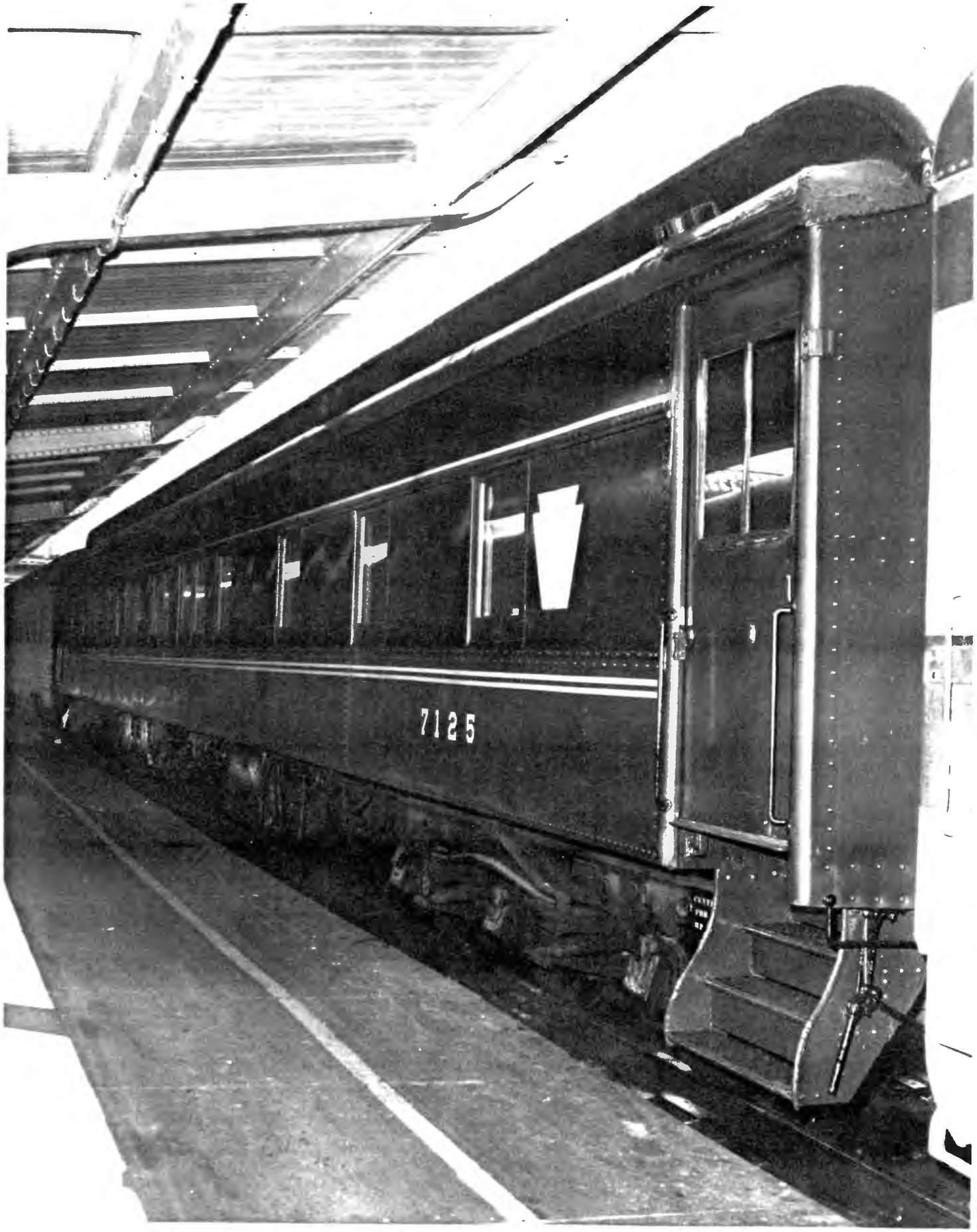
TRANSFERRED TO STILL PHOTO COLLECTION




TRANSFERRED TO STILL PHOTO COLLECTION



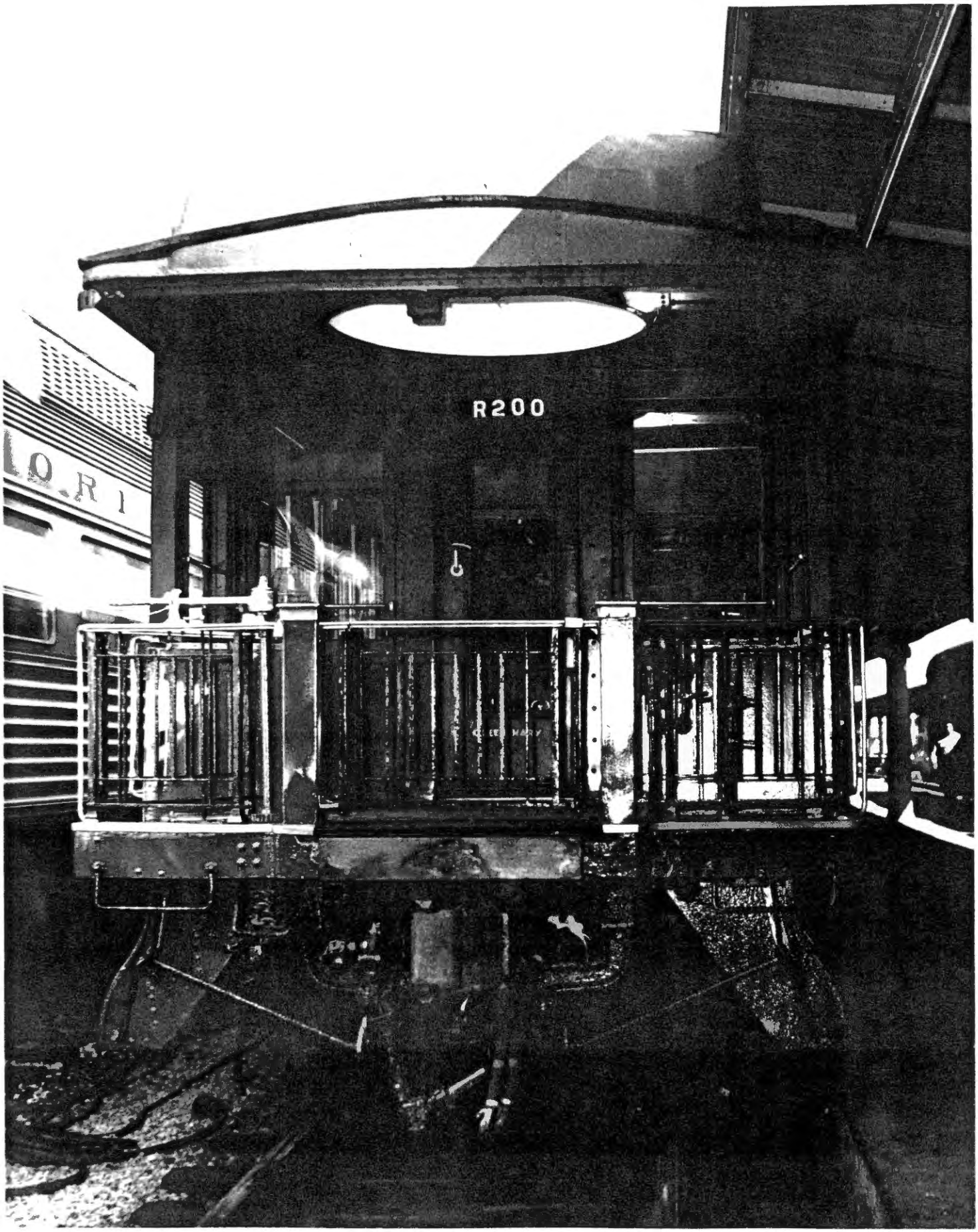

TRANSFERRED TO STILL PHOTO COLLECTION



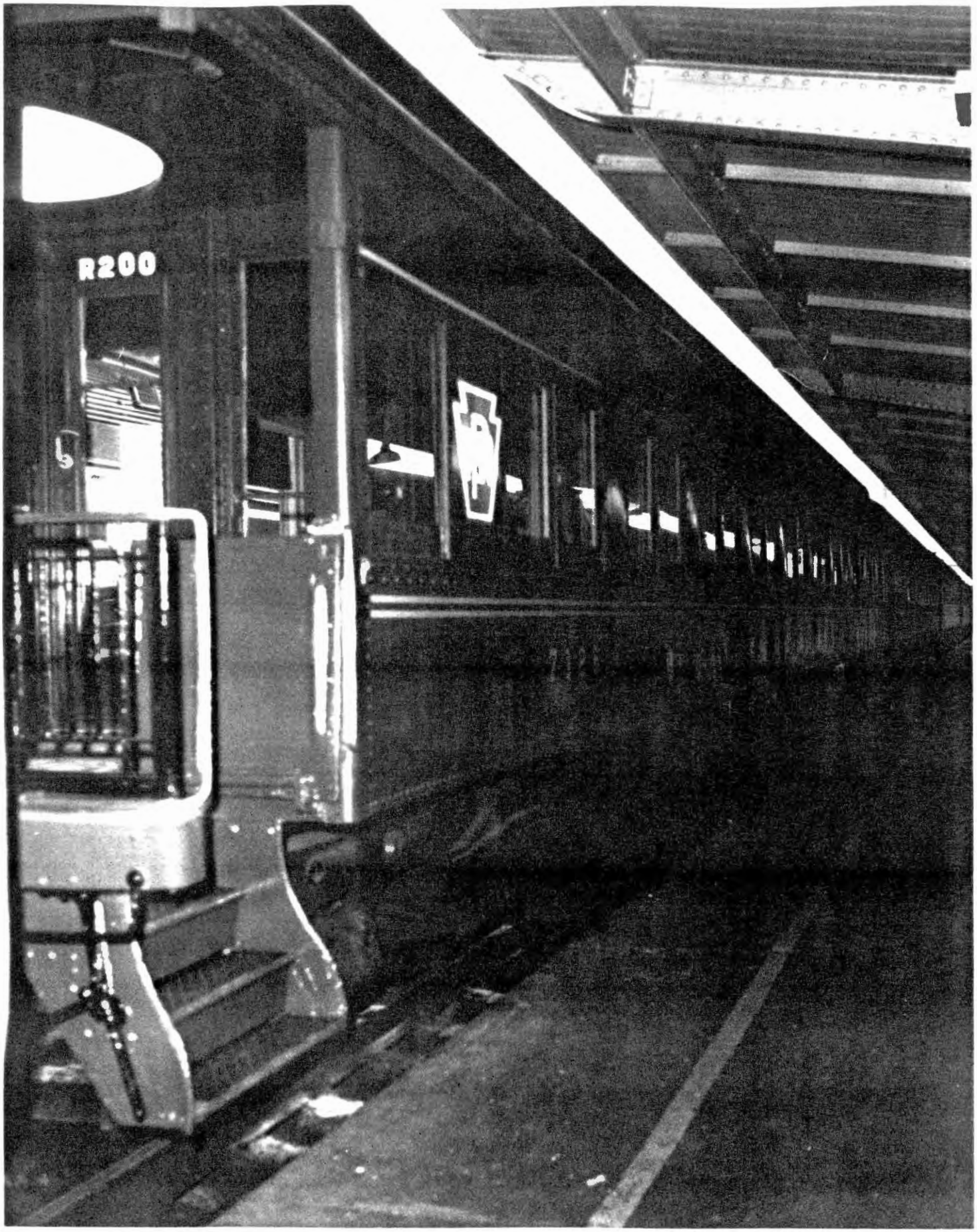

TRANSFERRED TO STILL PHOTO COLLECTION

TRANSFERRED TO STILL PHOTO COLLECTION

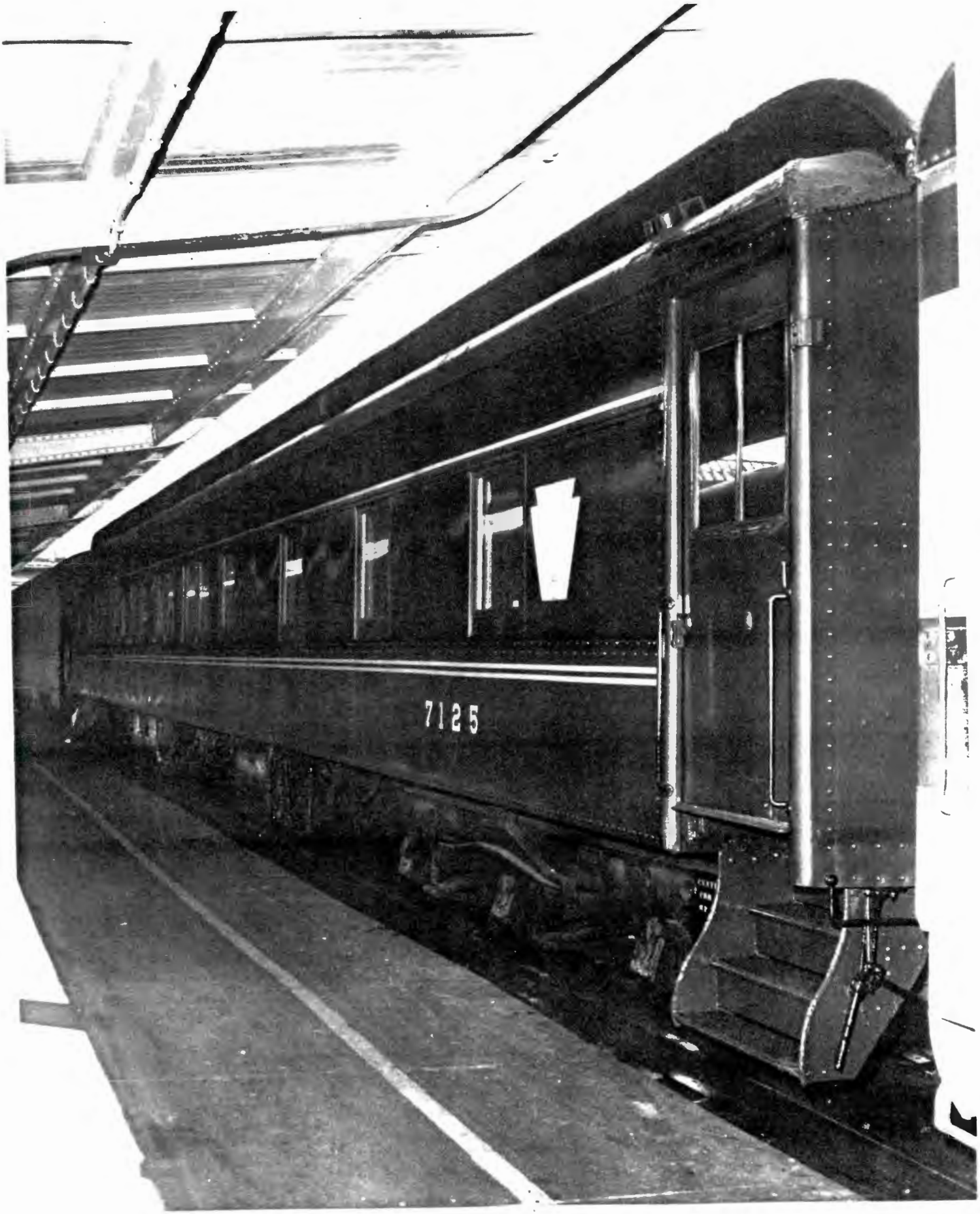
TRANSFERRED TO STILL PHOTO COLLECTION



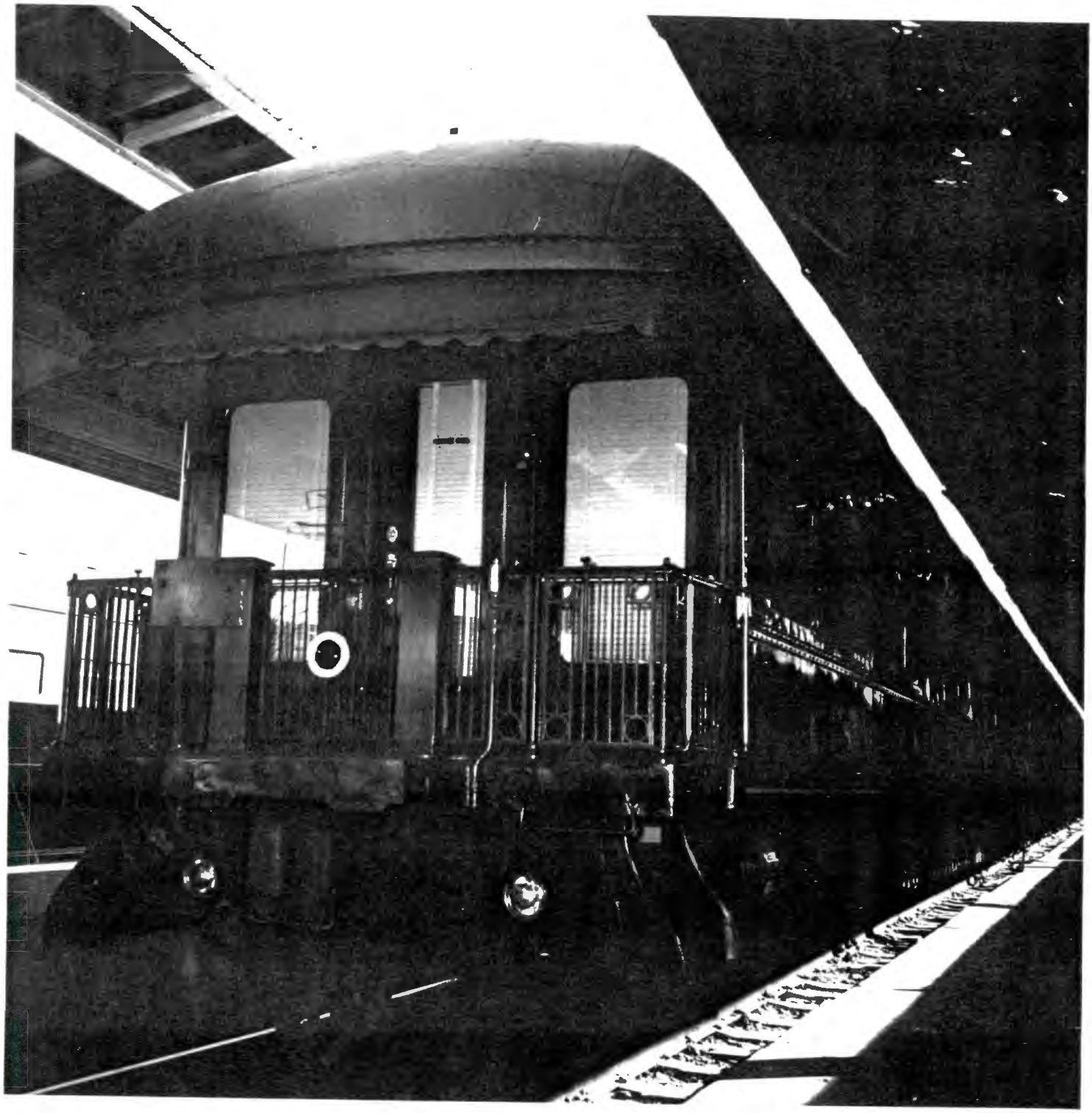

TRANSFERRED TO STILL PHOTO COLLECTION




TRANSFERRED TO STILL PHOTO COLLECTION




TRANSFERRED TO STILL PHOTO COLLECTION



TRANSFERRED TO STILL PHOTO COLLECTION

**Association of American Railroads**
**Transportation Building**
**Washington 6, D. C.**

**Albert R. Beatty**
Assistant Vice President

Barbara —
(1) - write Beatty
(2) Sift through & see what we want to keep copies of (besides Southern anecdotes)
(3) Send to Jerry S — if she does speeches
w/note —
I think quite a bit of this material can prove helpful
Bess

September 22, 1964

Dear Mrs. Abell:

I have now received some material from three of the railroads over which "The Lady Bird Special" will operate, and it is enclosed.

I think you will find the material from the Southern Railway particularly interesting and useful, and the anecdotes have been classified according to the city where they could be used most effectively.

Since writing you last Friday, I have heard again from the public relations representatives of two of the railroads, and they have already taken steps to "beat the drum" for the train.

Sincerely yours,

Albert R. Beatty

Mrs. Bess Abell
The White House
Washington, D. C.

ASSOCIATION OF AMERICAN RAILROADS
TRANSPORTATION BUILDING
WASHINGTON 6, D. C.

ALBERT R. BEATTY
ASSISTANT VICE PRESIDENT

September 30, 1964

Dear Mrs. Abell:

Here is an item about Waycross, Georgia, which I have just received from the Atlantic Coast Line Railroad. Hope it will be of some help.

Sincerely yours,

Albert R. Beatty

Mrs. Bess Abell
The White House
Washington, D.C.

# WAYCROSS, GEORGIA

Waycross, Ga., referred to as the "Heart of the Pineland" and the "H eart of the Naval Stores Industry" is also known as the "Capital City of the Bible Belt". In the year 1900, when the population of the city was 5,919, Waycross supported 16 churches; 7 for it's white residents and 9 for it's colored residents. Today, with a population of 20,944, the community supports 70 churches serving all denominations.

The rails over which this train travels from Waycross to Thomasville, in part, are laid on what was onee known as the "Old Texas Trail".

Waycross - the home of "Fat" Brinson, the world's largest Elk. "Fat" (affectionately referred to as such) while courting his bride-to-be, who lived some miles distant from Waycross, traveled by train. His weight, 535 lbs., prevented his traveling by conventional coach and necessitated inclusion of a box car in the passenger train consist.

RALEIGH, NORTH CAROLINA

More than a hundred years ago the beginnings of your North Carolina Railroad had a political flavor. A bill to charter the North Carolina Railroad Company passed the state house of representatives by a narrow margin and on January 25, 1849, came to a vote in the state Senate. When the roll was called there were 22 votes for and 22 votes against. All eyes centered on young Calvin Graves, the temporary speaker, a Democrat from Caswell County.

Both his party and his constituents opposed the east-west railroad across North Carolina. His political future hung in the balance. Calvin Graves did not hesitate.

"The chair decides in the affirmative."

The galleries literally exploded with applause. The word spread through the state like a brush fire — "Speaker Graves has saved the state — the railroad bill is passed."

Graves' action cost him his political career. He was never again elected to public office. His courage is worth remembering. Here was a Democrat who put principle above party, and the good of his state above his personal ambitions.

Source: "History of the North Carolina Railroad"
Rufus Barringer, read before the North Carolina Historical Society at Chapel Hill, May 10, 1894.
Also other histories of the road and contemporary accounts.

DURHAM, NORTH CAROLINA

In a way, the railroad gave Durham its name — and it might have been Prattsburg!

While planning for stations along the line when the railroad was being built in the 1850's, the North Carolina Railroad Company (now operated by Southern) chose Prattsburg as a station where it was halfway between Morrisville and Hillsboro.

But William Pratt, although a large landowner, would not give right of way or land, because he thought the railroad would injure his business by frightening the horses of those who patronized his store. So he asked an exhorbitant price which the company would not pay — hence the detour around his property.

A more far-sighted man who lived a little farther away, grasped the opportunity. His name was Dr. Bartlett Durham and he offered the railway company four acres of land. His offer was accepted and Durhamville became a railroad station, with the name later shortened to Durham's. The railroad was completed to this point in 1854.

Source: "The Story of Durham"
William Kenneth Boyd
Duke University Press 1925

## SALISBURY, NORTH CAROLINA

Someone was telling me on the way down a story about the day when the railroad came to Salisbury for the first time -- January 4, 1855. Huge crowds thronged the streets near the station and a brass band welcomed the first train, which was followed shortly by two others.

What interested me, however, were the names of the three locomotives of a century ago and the translations given in a contemporary account. One was the "Cyclops," or "ancient giant," another was "Traho," meaning "I draw," and the third was "Pactolus" which I am told meant "golden river."

Source: (for the locomotive names and translations)

The Raleigh, N. C., Register, January 10, 1855

CHARLOTTE, NORTH CAROLINA

I see that you have a handsome new railway station and at least one President who visited Charlotte in the past would heartily approve.

The story I have heard recalls that President Woodrow Wilson during a stop in Charlotte, strolled into the old Southern Railway station that used to stand on West Trade Street and got into a conversation with the stationmaster. He asked if the building was fireproof.

"Yes, it is," replied the stationmaster with some pride.

President Wilson glanced around the gloomy brick interior.

"A pity."

Source: Newspaper column by Bob Saunders, in the Charlotte News November 5, 1962

## CHARLOTTE, NORTH CAROLINA

This may be the first campaign train to pay a call at Charlotte's new Southern Railway passenger station, but the old station saw many presidential visits.

"Older residents remember the grand occasions at the station when President Teddy Roosevelt, William Howard Taft, Woodrow Wilson, Herbert Hoover and Franklin D. Roosevelt used the station to come and go here.

"Teddy Roosevelt gave the building its first moment of glory in 1905 when the paint was hardly dry. Mounted policemen had a time keeping the crowd of 20,000 persons off the tracks as the regular trains started by the Presidential Special.

"The President rode through Charlotte in a motorcade organized by the late Osmond L. Barringer. The 1905 model cars in the parade would have delighted the antique car buffs of today.

"President Taft came in 1909 to be greeted at the station with a 21-gun salute and a ceremony during which the retired President seemed more interested in a live possum chained atop a fire engine than in the dignitaries on hand.

"In 1916, Woodrow Wilson drew 100,000 persons who were anxious to hear what he had to say about the impending war with Germany. The side track facilities at the station must have been taxed to take care of the 12 special trains used to bring people from throughout the Carolinas.

"Hoover stopped briefly at the station on his way from a speaking engagement at Kings Mountain and Gen. John J. 'Blackjack' Pershing came in 1922.

"Al Smith doffed his famous brown derby from the observation platform of his campaign train in his bid for the Presidency. In the 1930's May — or F. Marion Redd organized a huge welcome for comedian Will Rogers.

"Will slipped off the train several cars away from where the crowd had gathered. He joined the throng and had a ball waving and shouting a welcome to himself.

"Such national figures as Huey 'Kingfish' Long, Henry Wallace and John Nance 'Cactus Jack' Garner used the station as a gateway to Charlotte.

"In 1936 President Franklin D. Roosevelt climaxed a North Carolina tour with an address at the 'Green Pastures' rally in Memorial stadium and bid farewell to crowds gathered about his Presidential Special at the Southern Station.

"The gloomy old building seemed doubly gloomy on April 13, 1945, as silent mourners stood under the grimy train sheds to watch the FDR funeral train glide slowly along the tracks carrying the President's body northward from Warm Springs, Ga."

Source: Charlotte, N. C., Observer Sunday October 28, 1962

## ROCK HILL, SOUTH CAROLINA

It is particularly appropriate to come into Rock Hill by train, because the city owes its existence to the route of the Charlotte and South Carolina Railroad (which is now a part of Southern Railway).

First came the railroad . . . then a depot . . . then Rock Hill.

Virgin forests and cultivated fields covered the present site of Rock Hill as late as 1852. Things might have remained that way for some years longer except for the reaction set off in the thriving nearby village of Ebenezer when word came that a railroad was planned for this section of South Carolina and would go through the village.

The villagers would have none of it. Imagine! Trains frightening the slaves and children, and wood smoke spreading soot over the village. No, indeed! So the railroad bypassed Ebenezer and came here instead.

Ebenezer is still a village, not much bigger now than it was then. Rock Hill, on the other hand, is now a thriving city of 30,000. There's a moral there somewhere.

Source: Rock Hill, S. C., Evening Herald
Centennial Edition 1952

## CHESTER, SOUTH CAROLINA

When the railroad first reached Chester, near the end of September in 1850, the village blacksmith shouldered his way through the excited crowd around the track for a closer look at this new iron horse.

After looking the locomotive over carefully, he pronounced it the last word in mortal achievement and said that now he had seen everything and was ready to die.

Does that remind you of anyone?

Source: Letter from Norman W. Palmer to the Winnsboro, S. C., News and Herald, published July 12, 1929

COLUMBIA, SOUTH CAROLINA

On the old South Carolina Railroad (now part of Southern Railway), one of the instructions in a set of 1855 operating rules read:

"In case of dense fog, the down trains will run with their whistles blowing. The up trains will shut steam off the engine at every mile board and listen for the whistle of down trains."

Some political candidates nowadays are still following this rule as they hurry through the fog with whistles blowing. The denser the fog they are in, the louder they blow the whistle.

Source: South Carolina Railroad train rules of 1855, as quoted in a release by the Association of American Railroads.

## CHARLESTON, SOUTH CAROLINA

It is interesting to arrive by rail in the city where railroading really began in this country. I have heard of your "Best Friend of Charleston" and its Christmas morning journey a hundred thirty-five years ago. I am told that this was the first regular steam railroad service in America.

It seems, too, that your "Best Friend" soon came to grief when one of the engine crew tied down the steam escape valve on the little locomotive. The hissing of escaping steam annoyed him and he did not understand the reason for it. So he tied the valve shut. The hissing stopped all right, but the increasing pressure soon burst the boiler.

Source: Contemporary accounts and histories of the South Carolina Canal and Rail Road Company.

CHARLESTON & SAVANNAH

The first Republican Party candidate for the Presidency*, General John C. Fremont, was employed in 1839 as a surveyor and engineer on the construction of the first six miles of the South Carolina Railroad, now the Charleston division of the Southern Railway System. After this, the Savannah-born Fremont assisted in the survey of the line from Charleston to Cincinnati, being the first to explore the mountain passes in North Carolina and Tennessee, now occupied by lines of the Southern.

SOURCE: Southern News Bulletin, Nov., 1920, page 6

*(Fremont lost the Presidency in 1856 to James Buchanan)

BIRMINGHAM

On October 26, 1921, President Warren G. Harding and his wife, accompanied by Secretary of War Weeks, Secretary of the Interior Fall and Senator & Mrs. Underwood, traveled to Birmingham where the President was present at the "semi-centennial" of the founding of the city. The President also inspected an infantry training school at Camp Benning in Columbus, Georgia, and a public reception in his honor at Atlanta.

His return trip to Washington set a record, for that time, for the quickest run ever made by a passenger train between Atlanta and Washington -- averaging slightly more than 41 mph.

SOURCE: Southern News Bulletin, Dec., 1921, page 3

CHARLOTTE

On February 16, 1917, officers of operating and passenger traffic departments of the Southern Railway System met in Charlotte to complete plans for handling twenty special trains to Washington, D.C., between March 1 and 4 to take care of the crowds which traveled from the South to attend President Woodrow Wilson's 2nd Inauguration. Among the special trains handled was one for the Governor of Louisiana. Another was for the "Loyal Legion" of Atlanta, which was organized "to attend the inauguration as an expression of patriotism and support of the President in the present crisis."

SOURCE: Southern News Bulletin, March, 1917, page 5

LYNCHBURG

On October 28, 1913, while en route to Washington from Atlanta, President Woodrow Wilson inspected the cab of Engine No. 1313 during a stop near Lynchburg. When the President attempted to leave the engine face forward, Engineer N. S. Hunter suggested that it would be safer and easier for him to make the steep descent facing the engine.

"I don't like to back out of anything," was the President's reply.

SOURCE: Southern News Bulletin, August, 1914, page 3

NO SPECIFIC LOCALE

During the First World War, operation of the Nation's railroads was taken over by the government, which operated through a special agency known as the United States Railroad Administration.

On August 31, Director General McAdoo issued General Order No. 42, which prohibited any officers or employees of the railroads from engaging in any form of politics.

Forbidden were: (1) Membership in any organization of a political nature; (2) Accepting a position as delegate or chairman of a convention; (3) Soliciting, collecting or contributing campaign funds; (4) Conducting any candidate's political campaign; (5) Attempting to coerce or intimidate another railroadman in the use of his vote; (6) Being a candidate for any political office (exempted were school and park boards).

SOURCE: Southern News Bulletin, Oct., 1918, page 5

GREENSBORO

For a distance of 44 miles along Southern's Atlanta-Washington line, between Greensboro, N.C., and Danville, Va., trains travel over right-of-way upon which Confederate soldiers once laid track during the War Between the States. Such special names were given portions of the track as "Tennessee Curve," so-called because the grading was believed done by men of a Tennessee regiment.

SOURCE: Southern News Bulletin, Feb., 1917, page 5

Petersburg to Norfolk, Va.

Petersburg, a city of 40,000 on the fall line which divides the coastal plain from the Piedmont region, dates from a fort established in 1645. It was incorporated as a town in 1748 and was an early distribution point for supplies for the western frontier and a jumping off place for early exploration parties. In 1838, it was connected with its seaport at City Point (now Hopewell) on the James River with a 9-mile railroad which was the original predecessor of the Norfolk and Western - in a few days to expand to a system 8,000 miles long. The City Point once was threatened with extinction because an irate mortgage holder threatened to foreclose its only working locomotive.

Petersburg also was the northern terminus of Virginia's first railroad, built in 1832 to the fall line of the Roanoke river in North Carolina, some 59 miles. The city was a center of hostilities in the Revolution and the Civil War - was the locale of much-publicised Battle of the Crater in the latter. It is a rail crossroads: The East-West N&W bisects the North-South Seaboard and Atlantic Coast Line.

For 59 miles East to Suffolk the train will move through almost flat corn-peanut-smithfield ham country -- through Prince George, Sussex, Surrey, Southampton, Isle of Wight and Nansemond counties to Suffolk. For 52 miles of this the railway is absolutely straight -- one of the longest tangents in the East. It was built by young William Mahone (later to be made a general on the field after the Battle of the Crater) in the

-- more --

and he gave his equally young wife the job of naming the towns to be. She came up with -- from East to West -- Windsor, Zuni, Ivor, Wakefield and Waverly -- all names from Sir Walter Scott novels, tremendously popular at the time. But it was said that she and Mahone argued over designating the most westerly town -- therefore the name Disputanta. Surry, a county east North of the railroad was first decided upon as a village site by the first settlers but hostile Indians changed their minds and they moved across the river to found Jamestown.

This section of railroad was battled over by Yankees and Confederates during almost the entire war. The three "S" counties -- Surry, Sussex and Southampton -- are proud of their peanut-fed hams, but producers are annoyed that nearby Smithfield gets all the publicity. The people of Windsor in the same county as Smithfield -- Isle of Wight -- also claim their hams are better, and bemoan the lack of publicity.

Suffolk, population 13,000, is the peanut capital of the world, also has other prosperous industries. It is loaded with railroad tracks -- formerly had five separate railroad stations until N&W absorbed two of its lines. In early days, Suffolk, on the Nansemond River was an important port. It is the entrance to the Great Dismal Swamp and Lake Drummond within it -- rallying point of hunters, bird watchers and lumbermen.

For the next 12 miles or so N&W rolls through the swamp. A hundred years ago it covered 2,200 square miles with soggy goo; it now is drained to a mere 750 square miles. It was this swamp which threatened to

-- more --

strangle Norfolk as a port-with-a-hinterland until Mahone devised a way to build a railroad over it. He dredged two ditches through it, throwing the mud between them and holding it in place for a right-of-way with layer after layer of cyprus trees forming a solid matrix which 110 years later remains a staunch base for the railroad. He constructed stone culverts which are still in use and he left room for two tracks -- at a time when a double-tracked railroad was unheard of.

It was in this swamp on April 20, 1861 that Mahone and his chief engineer devised a trick which routed the Yankees from the Norfolk Navy Yard. All night long they ran an engine back and forth through the wilderness with much whistle blowing and bell clanging. He had sent men to spread rumors in Norfolk that General Beauregard's army -- actually deep in Carolina -- was coming, and when the Federals heard the commotion they didn't investigate -- they took off, leaving much material behind.

At Gilmerton where the rails cross the southern branch of the Elizabeth River, a deepwater arm of Hampton Roads, a huge generating plant of the Virginia Electric Power Company uses mountains of coal brought on N&W rails from West Virginia and Western Virginia.

The track passes through South Norfolk, now a part of Chesapeake, Virginia's newest city. The entire Hampton Roads area -- far up Chesapeake Bay and the James River, East to the ocean and South to Carolina -- now is solid with six contiguous cities; Norfolk, Newport News, Hampton, Portsmouth, Chesapeake and Virginia Beach.

-- more --

Norfolk, largest city in Virginia, is loaded with firsts. It has the world's largest naval base and the greatest concentration of military forces anywhere. Its piers ship more coal than from any other port in the world and more grain than any other city in the East. N&W has vast yards here holding more than 22,000 cars, the largest and fastest coal pier in the world and extensive merchandise facilities.

##

SAID SEN. John F. Kennedy, who turned out the winner of the race for the Democratic nomination:

"Aside from its historical value, the tradition of the campaign train is bound to regain its role in presidential campaigns because it brings the candidate face to face with the voters to a greater degree than any other method.

"Air travel may be a faster method of covering sparsely settled land when time is of the essence, but it cannot match the railroad for convenience in reaching rural America. There still is something more thrilling about swarming around the depot to wait for the train than in catching a wave glimpse of a candidate way off down the runway.

"Television may reach more voters at one time, but from the rear platform of a campaign train there is no chance to use gimmicks to dress up a candidate. The campaign train exposes him as he is. I believe 1960 will see the return of the campaign train."

--Hammond, Indiana, Times
July 21, 1960

SAID SEN. John F. Kennedy, who turned out the winner of the race for the Democratic nomination:

"Aside from its historical value, the tradition of the campaign train is bound to regain its role in presidential campaigns because it brings the candidate face to face with the voters to a greater degree than any other method.

"Air travel may be a faster method of covering sparsely settled land when time is of the essence, but it cannot match the railroad for convenience in reaching rural America. There still is something more thrilling about swarming around the depot to wait for the train than in catching a wee glimpse of a candidate way off down the runway.

"Television may reach more voters at one time, but from the rear platform of a campaign train there is no chance to use gimmicks to dress up a candidate. The campaign train exposes him as he is. I believe 1960 will see the return of the campaign train."

--Hammond, Indiana, Times
July 21, 1960

WASHINGTON, APRIL 27.--(UP)--Warren G. Harding was the first President to put an electric loud-speaker on a Presidential Special. In one instance, the worm turned on him.

It happened on a western tour over 30 years ago. It was about time for an important talk and Harding was trotting up and down the aisle in his private car. Finally he rang the bell for his valet.

"Where in thunder are my pants," he thundered.

For a moment there was no answer, then the valet appeared with a pair of wrinkled pants over his arm.

"They have not been pressed," the President roared.

"I know it," the valet said, holding a cold, electric iron. "You used up all the juice on your new-fangled electric loud-speaking talking machine."

That is just one of the things the railroads have had to worry about when a President or a candidate takes to the rails. The Association of American Railroads has a file of some pretty interesting items....

--Harmon W. Nichols
April 27, 1956

There now are two kinds of "specials." One is used by Presidents; the other by candidates.

In the parlance of the railroads, the flash "potus" goes out when a President is traveling. Translated, this means "President of the United States." All sidings are pulled out and a track crew of trainmen is called out for overtime.

The President has the last car for obvious reasons. If he wants to whistle-stop all he has to do is to go out the back door. The crowd is there waiting for him--alerted in advance.

Candidates have it almost as good, except there are no bullet proof windows and no small army of secret service men.

FDR had many hobbies. One was figuring out his own train schedule. He fancied himself as an amateur railroad man but once he goofed.

It was a trip from Washington to San Diego. Trouble was he made a 24-hour mistake. In order not to embarrass the head man the train wandered out of its way, pulled into sidings at night to waste time. Finally, the choggers pulled into San Diego just as FDR's time table said it would.

--Harman W. Nichols
April 27, 1956

## TRAIN HAS ADVANTAGES

There's something dramatic about a special train. A hundred newsmen, with 100 typewriters, more than have accompanied the Vice-President on any previous jaunt, are piled into the Pullman roomettes, and there are three lounge cars, a diner to top, an office car, and a coach for press sessions.

Last week Mr. Nixon and the press used three airplanes to get about. But a train, while slower, has its advantages. As Democratic vice-presidential candidate Senator Lyndon B. Johnson proved when he criscrossed Dixie by train recently, you can pile a tremendous lot of local party officials aboard between stops, more than you can on an airplane. There's more time to assess the local situation, whip up enthusiasm, exchange hopes.

It's all rather thrilling.

Dropping off dispatches to waiting Western Union men as the train pulls into the station.

--Christian Science Monitor
October 24, 1960

Facts of Interest Along the Line Between Chattahoochee and New Orleans

1. The line between New Orleans and Mobile is known as the road of one hundred and one bridges because that many bridges and trestles are found along the 141-mile route in the crossing of rivers, creeks, bayous and marshes.

2. This trackage is supported by creosoted piling, the creosote being forced into the piling under heavy pressure to protect it from the attacks of the teredo navalis, a form of marine life which feeds upon untreated wood. When the line was originally built, this treatment was imperfectly done and, as a result, much of the line had to be rebuilt within nine months' time.

3. The line from Chattahoochee to Pensacola, originally incorporated as the Pensacola and Atlantic Railroad, had received a generous land grant of 4,000,000 acres from the State of Florida. Only a part of this was ever delivered, and the L. & N., as successor to the Pensacola and Atlantic, subsequently relinquished all rights to the undelivered portion.

4. When the line from Chattahoochee to Pensacola was being built in 1882-1883, the country was wild and unsettled -- a condition that prevailed for some years even after the building of the railroad -- and panthers, deer and wild turkeys abounded. Train and engine crews frequently combined business with pleasure for a good many years by obtaining fresh meat for their larder whenever the opportunity presented itself.

5. A major figure in the building of the line from Chattahoochee to Pensacola was Colonel William D. Chipley, after whom Chipley, Florida, is named and a leading politician of the day. It has been said that had not

the Pensacola and Atlantic Railroad been built, thus effectively connecting Northwest Florida with the remainder of the state, that today Northwest Florida would be a part of Alabama rather than Florida.

6. Colonel Chipley had his enemies, too, and the opposition referred to him as "Major Octopus." The following from the Pensacola Commercial is typical:

> "Look here, Major Octopus, you can't talk politics, run the State of Florida, do a general land office business, and run a railroad at the same time. Your tentacles will get tangled and suckers exhausted by too much labor."

7. The Barrett Lightning Matinee Train on February 3, 1874, made the run from New Orleans to Mobile in the then-record time of three hours and 11 minutes.

8. Pensacola was at one time, prior to the turn of the century, known as the "Naples of America."

9. Northwest Florida was at one time noted for the production of grapes for wine and grew what was said to be a very superior scuppernong.

10. Crestview, Florida, received its name from its location atop the highest elevation in Northwest Florida. It is on the crest of the hill between the Yellow and Shoal rivers.

11. Chattahoochee, Florida, owes its name to the Creek Indians. In their language "chato" means "rocks" and "huchi" means "marked" -- hence Chattahoochee, place of the marked, or pictured rocks, which are found in the Chattahoochee River and from which the town derives its name.

12. The first white settlement at Pascagoula dates back to 1700, the original Indian inhabitants being known as the Pachca Ogoulas, or "bread people." Eventually, the name was softened by the early French explorers to the present name and pronunciation.

13. Beauvoir, Mississippi, is the site of the last home of Jefferson Davis, first and only president of the Confederates States of America. Mr. Davis named his home "Beauvoir" -- French, of course, for "beautiful view" and the city was named after the residence.

14. Argyle, Florida, was largely settled by Scots and honors the city of the same name in Scotland.

15. Tarzan, Florida, was named after the popular star of stage, screen and radio when the latter was at the height of his fame.

# ! CITIZENS !

## *A Notice of Great Import*

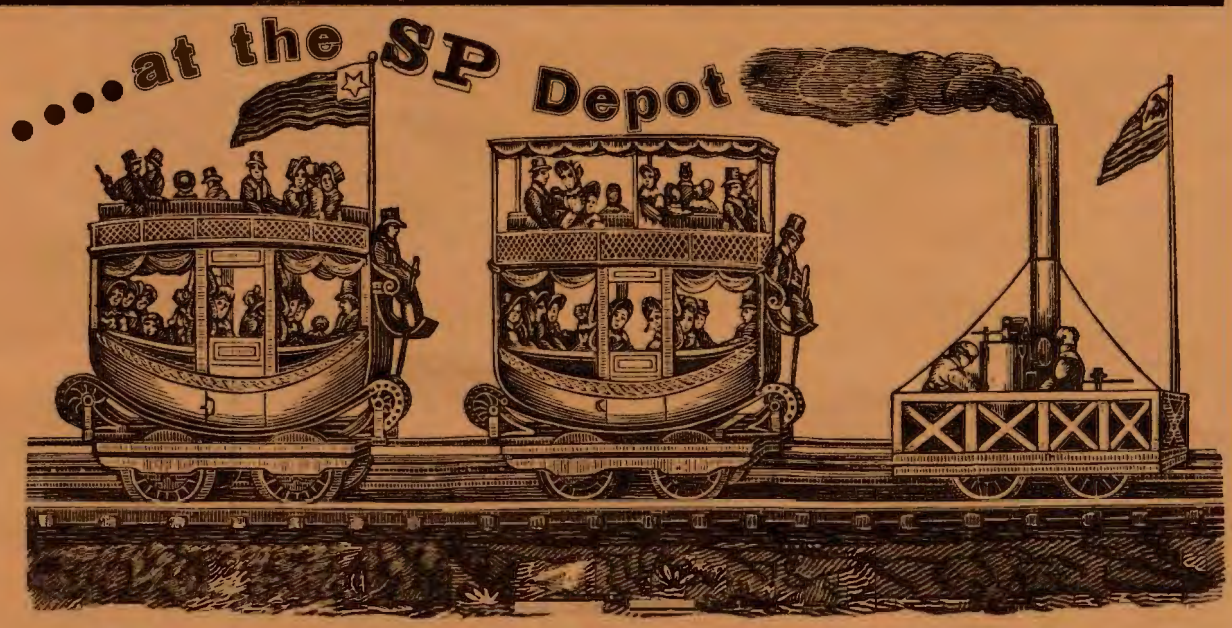
**Saturday • May 30**

# PIERRE SALINGER

**candidate for**
**U. S. SENATOR**
**will greet his future constituents to discuss the vital issues of the**
**CALIFORNIA campaign**
**during his GRAND Whistlestop Tour of Superior California**

FREE! some autographed copies of "A Tribute to John F. Kennedy" by Pierre Salinger & Sander Vanocur will be given away at each station!

| | |
|---|---|
| Redding--Leave | 10:00 A.M. |
| Red Bluff | 10:35-10:50 |
| Chico | 11:30-11:50 |
| Gridley | 12:15-12:30 |
| Marysville | 12:50- 1:05 |
| Roseville | 1:40 |




**PERSEVERANCE LIBERTY VIRTUE**

# CITIZENS

## A NOTICE OF GRAVE IMPORT

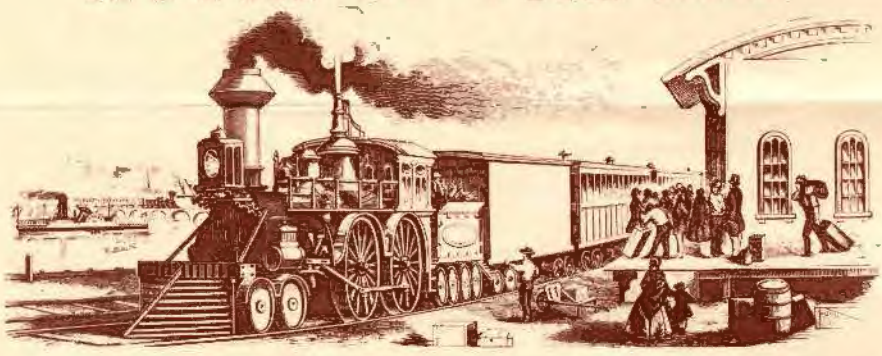
# MEET THE CANDIDATE

## SAT. AUGUST 29

**U.S. SENATOR**
DEMOCRAT

**PIERRE SALINGER**

## WILL GREET HIS CONSTITUENTS TO DISCUSS VITAL ISSUES OF THE DAY



## A GREAT WHISTLESTOP TOUR OF SO. CALIF.

**Arranged in the Most Civilized and Accepted Manner to Permit Discoursing on the Great Issues of the Day**

**The Committee to Elect U.S. Senator Pierre Salinger Requests your Select Presence at a Grand Special Whistlestop Campaign Tour**

*Schedule of Stops*

| | |
|---|---|
| Los Angeles | 8:50 |
| Pasadena<br>222 S. Raymond St. | 9:20 |
| Azusa<br>800 N. Azusa | 10:00 |
| Claremont<br>1st & Indian Hill | 10:30 |
| Upland-Ontario<br>200 E. "A," Upland | 10:50 |
| Fontana<br>16807 Orange Way | 11:20 |
| San Bernardino<br>1170 W. 3rd St. | 11:50 |
| Riverside<br>3750 Santa Fe Ave. | 12:40 |
| Corona<br>Main & Railroad St. | 1:20 |
| Orange<br>186 N. Atchison St. | 2:05 |
| Santa Ana<br>1034 E. 4th St. | 2:35 |
| San Juan Capistrano | 3:10 |
| San Clemente | 3:35 |
| Oceanside<br>117 N. Cleveland St. | 4:20 |
| San Diego | 5:50 |

*Santa Fe Station*

# AND, IN PERSON DICK VAN DYKE

# THE PLACER

VOLUME 12. AUBURN, PLACER COUNTY,


## THE PLACER HERALD.

**Is published every Saturday Morning,**

On Nevada Street, Auburn, Placer County, Cal., by

**T. & C. H. MITCHELL.**

**Terms of Subscription—Invariably in Advance**

| | |
|---|---|
| For one year | $6 00 |
| For six months | 3 00 |
| For three month | 1 50 |
| Single copies | 12 |

**RATES OF ADVERTISING.**

One square of TEN LINES, (this sized type,)

| | |
|---|---|
| First insertion | $2 00 |
| Each subsequent insertion | 1 00 |
| For half a square (five lines,) or less | 1 00 |

Personal advertisements charged full rates, Obituary, Birth and Marriage Notices, published without charge.

☞Liberal deductions made to monthly or yearly advertisers.

**Law of Newspapers.**

1. Subscribers who do not give express notice to the contrary, are considered as wishing to continue the subscription.
2. If subscribers wish their papers discontinued, publishers may continue to send them until all charges are paid.
3. If subscribers neglect or refuse to take their papers from the office or place to which they are sent, they are held responsible until they settle their bills and give due notice to discontinue them.
4. If subscribers move to other places without informing the publisher, and the paper is sent to the former direction, they are held responsible. Notice should always be given of removal.
5. The Courts have decided, that refusing to take a paper from the office, or removing and leaving it uncalled for, is *prima facie* evidence of intentional fraud.



**THOMAS BOYCE,**
**ADVERTISING AGENCY,**

NORTH-EAST CORNER OF

**Montgomery and Washington Streets,**

**SAN FRANCISCO.**

Daily California Republican, Sacramento.
Daily Express, Marys'lle.
Daily Beacon, Stockton.
Emeralda Star, Aurora
Placer Herald, Auburn.
Colusa Sun.
Aurora Times.
Chronicle, Ione City.
Democrat, Nevada.
Telegraph, Folsom.
Dispatch, Jackson.
Enquirer, Dutch Flat.
Journal, Treka.
Trinity Nationalist, Weaverville.
News, Knight's Landing.
Sentinel, Santa Cruz.
Pajaro Times, Watsonville.
Tribune, San Jose.
Gazette, San Mateo.
Pacific Echo, Napa.
Tuolumne Courier, Columbia
San Democrat, Santa Rosa.
Cumberland Presbyter, Pacheco.
Alameda Gazette, San Leandro.
Solano Herald, Suisun.
Marin Journal, San Rafael.
Oakland Press.
Oregon Democrat, Albany.
Oregon Union, Corvallis
Cosmopolitan, Mazatlan.
Oregon Sentinel, Jacksonville.
Herald of Reform, Eugene City.
Democratic State Journal, Dalles.
Review, Eugene City.
Washington Standard, Olympia.
British Columbian, Westminster.

863.—

S. HUBBARD. R. M. HALL. BEN. C. ALLEN,

**HALL & ALLEN,**

**Bankers,**

**AND AGENTS FOR**

**WELLS, FARGO & CO.,**

**AT AUBURN, TODD'S VALLEY**

**and**

**DUTCH FLAT,**

**PLACER COUNTY, CAL.**

Checks on Sacramento and San Francisco


# Pierre is our choice for Senator

Seldom have the citizens of this state, or any other body politic, been so singularly visited by good fortune as to have a candidate for Senator so well qualified as Pierre Salinger.

Mr. Salinger possesses a rare combination of those endowments which are appropriate to a Senator from this great state.

Leading among these qualification is his vast experience. This is a possession of the candidate which is beyond valuation because it cannot be bought for any price.

As an intimate member of the official family of the late, revered President John F. Kennedy, Pierre Salinger witnessed and participated in the great, decisive moments of history during recent years.

As a politician of this state, Mr. Salinger has had equally outstanding preparation for the office of Senator. He grew up in California, was a prize-winning newspaper reporter and an active Democratic political worker in this region.

Some of the man's viewpoints on our problems may be summarized to show how sound and well-studied he is on these problems.

Mr. Salinger has stated that California's water supply will be one of his major concerns in Washington.

He recently denounced the federal government's decision to reduce California's supply of Colorado River water. He states vehemently that he will fight to protect our share of that stream.

Pierre knows enough people in the sprawling executive and legislative departments of the District of Columbia to get action on California water projects where action is needed.

To assure plentiful labor for our fields, Mr. Salinger has proposed that the state and national governments join forces to construct model facilities for use by farm workers throughout the state.

The cogency of Salinger's stance on these issues of direct concern to this region indicates, in a summary way, why we here affirm ourselves in enthusiastic support for this candidate.

Mr. Salinger holds equally intelligent and practical opinions on the other great matters that a Senator must have wisdom on if he is to serve his state well.

He favors federal assistance to education. He urges the speedy elimination of racial injustice. He proposes that our older citizens be given a measure of the medical care which science has now made available.

With typical foresight he suggests we examine now how our vast industries may be turned to work in the benefit of mankind when they are no longer needed to manufacture weapons of war.

To conclude, we will say that by making himself available for U. S. Senator, Pierre has offered us an opportunity to show the nation and the world that California may be looked upon as a source of talented leadership.

The candidate, by engaging the Southern Pacific Railroad to operate a train to transport him through these parts, displays his great interest in meeting the people and learning their views on the high matters of state and their own special desires in regards to government and legislation.

We must elect Mr. Salinger as the Democratic candidate in the June 2 primary and in the general election next November.

---

REBEL IRON CLADS FROM EUROPE.—The Baltimore correspondent of the New York *World* says:

In regard to the iron-clad vessels that have been built for the Confederates in the

**The Strasburg Clock.**

The priests and military have retired, and I am now sitting in a chair facing the gigantic clock, from the bottom to the top not less than 100 feet, and about 30 feet wide and 15 feet deep. Around me are many strangers waiting to see the working of this clock as it strikes the hour of noon. Every eye is upon the clock. It now wants five minutes to twelve. The clock has struck and the people are gone, except a few whom the sexton or head man, with a wand and a sword, is conducting round the building.

The clock has struck in this way: The dial is some 20 feet from the floor, on each side of which is a cherub or little boy, with a mallet, and over the dial is a small bell; the cherub on the left strikes the first quarter, that on the right the second quarter. Some 50 feet above the dial, in a large niche, is a huge figure of Time, a bell is in his left, a scythe in his right hand. In front stands a figure of a young man with a mallet, who strikes the third quarter on the bell in the hand of Time, and then turns, and then glides, with a slow step, round behind Time; then comes out an old man with a mallet and places himself in front.

As the hour of twelve comes the old man raises his mallet and deliberately strikes twelve times on the bell, that echoes through the building, and is heard all round the region of the church. The old man glides slowly behind Father Time, and the young man comes on ready to perform his part as the time comes round again. Soon as the old man has struck twelve and disappeared, another set of machinery is put in motion, some 20 feet higher still.

It is thus: There is a high cross with the image of Christ on it. The instant twelve is struck one of the apostles walks out from behind, comes in front, turns, facing the cross, bows and walks on around to his place. As he does so another comes out in front, turns, bows and passes in. So twelve apostles, figures as large as life, walk round, bow and pass on. As the last appears, an enormous cock, perched on the pinnacle of the clock, slowly flaps his wings, stretches forth its neck and crows three times, so loud as to be heard outside the church to some distance, and so naturally as to be mistaken for a real cock. Then all is as silent as death.

No wonder this clock is the admiration of Europe. It was made in 1571, and has performed these mechanical wonders ever since, except about 50 years, when it stood out of repair.

---

DEMOCRATIC VICTORIES.—On the day following the attack made upon the Democratic printing office by soldiers, an election for city officers took place in Rock Island, Illinois. The whole Democratic ticket was elected by 190 increased majority—proof conclusive, we think, that the people will not sanction assaults upon the liberty of the press, even if instigated by Lincoln's tools.

The Trenton, (N. J.) City Election took place on Tuesday, 12th ult. The Hon. F. S. Mills, Democrat, was elected Mayor by 250 majority. The whole Democratic city ticket is also elected. The Common Council is entirely Democratic, and elected by an average majority of over 300.

St. Charles, Missouri, has heretofore been one of the strongholds of the ultras, but on the 10th, the Democrats and Conservatives rallied and elected a full ticket by a handsome majority.

The Charter election in Albany, N. Y., on the 12th ult., resulted in the election of the Democratic City Ticket by majorities rang-

# ER HERALD.

R COUNTY, CALIFORNIA, MAY 28, 1864. NUMBER 39.


lock.

ave retired, and
facing the gi-
tom to the top
d about 30 feet
Around me are
see the working
hour of noon.
. It now wants
clock has struck
ept a few whom
th a wand and a
he building.
is way: The dial
r, on each side
ittle boy, with a
small bell; the
the first quarter,
quarter. Some
large niche, is a
is in his left, a
front stands a
a mallet, who
n the bell in the
urns, and then
d behind Time;
an with a mallet

mes the old man
berately strikes
echoes through
all round the re-
old man glides
and the young
orm his part as
in. Soon as the
d disappeared,
put in motion,

crose with the
instant twelve is
walks out from
rns, facing the
und to his place.
out in front,
So twelve apo-
walk round, bow
pears, an enor-
pinnacle of the
stretches forth
es, so loud as to
o some distance,
taken for a real
a death.
e admiration of
1, and has per-
ders ever since,
it stood out of

On the day fol-
the Democratic
au election for
ock Island, Illi-
tic ticket was
majority—proof
he people will
e liberty of the
Lincoln's tools.
Election took
The Hon. F. S.
Mayor by 250
ratic city ticket
n Council is en-
d by an aver

eretofore been
ultras, but on
Conservatives
cket by a band-

bany, N. Y., on
election of the

## Working of the Projected Mining Tax.

The Stockton *Independent* of May 5th, remarks: A tax of five per cent. on the gross proceeds of the mines would suspend mining operations in this State and Washoe. It costs now about $14 an ounce to reclaim gold in the best placer diggings; so that a company carrying on hydraulic, tunnel or river mining, at an outlay of say $100,000 per year, can only count upon about $130,000 in gold dust as their gross receipts at the end of the year. To tax this 5 per cent. would be equivalent to a tax of 22 per cent. on the company's net earnings; and this is so palpably unjust as to require no argument to combat it. We have supposed that the company's net profits on an expenditure of $100,000 would be $30,000, or 30 per cent. That is about the profit a merchant realizes. What would it look like if Government should propose to levy a tax of 22 per cent. on the annual profits of all merchants! And yet we have presented the case in a much better light for the miner than the facts warrant. Where there is one mining company that realizes an annual profit of 30 per cent. there are twenty who don't realize 12. Let us adapt the argument to the latter condition, and see how we shall come out. A company spends $100,000 to get out $115,000 in gold dust. It has $15,000 clear; but from this it is compelled to pay the Government $5,750—leaving the net earnings at $9,250, or nine and a quarter per cent. profit on $100,000; while the Government tax amounts to nearly 40 per cent of the company's earnings. And so the tax becomes more and more burdensome and unequal as the profits of the mine run down to the lower per cents. At a net return of 10 per cent. profit which is fully as much as is realized by half the mining enterprises of this State, the Government tax would just eat up all the profit, and drive his $100,000 of investment out of the mines into some other business; anything below 10 per cent. profit would bring him in debt to the tax gatherer.

---

Another Opium Case.—A few days ago we alluded to the fact that the custom house authorities had discovered pots of opium skillfully concealed in a number of jars of Chinese fish, imported by the bark Pallas.—A still more ingenious case of opium smuggling has just been brought to light. When the bark *Ceres* arrived from Hongkong about a week since, with an assorted cargo of Chinese goods consigned to Chinese houses in this city, the authorities, suspecting that all was not right, ordered the cargo to the appraiser's store for examination. One item proved to be an invoice of 1,200 or 1,500 tubs of eggs, the eggs being packed in charcoal, about 100 in a tub. In 5 out of 24 of these tubs, so far as the examination has proceeded, the eggs prove to be made of tin and filled with a concentrated extract of opium, in the form of a thick liquid. The value of the genuine 'ben-fruit' is only about $1 per hundred, but the same number of tin clad, opium filled eggs is worth not less than $250. If the same proportion of secreted opium is found in the tubs remaining to be examined, the value of this one invoice would not be far from $75,000. If there were a breed of Chinese hens that lay such eggs regularly, they would be worth nearly as much as the goose of the nursery tale that daily laid a golden egg. The suspicious vigilance of the custom house authorities seems to be fully justified by this and previous discoveries.—*S. F. Bulletin.*

## The Extravagances of the Day.

The Washington correspondent of the Philadelphia Daily News, an administration paper of the most servile type, draws the following picture of the condition of affairs which the Lincoln rule has brought about:

It really seems seasonable and necessary to sound the alarm. The earnest word of warning ought to be spoken. The extravagances of the day and the expenditures for luxuries are unexampled, even in the history of our wasteful people. There is an impression abroad among the people that, as greenbacks are so plenty, and every one feeling so prosperous, it is perfectly right and proper for every one to spend as freely as he likes. Indeed, there seems to exist no sort of conscientious feeling in regard to the duty of economy. The people are extravagant to the last degree. All dealers in expensive goods, everywhere throughout the country, by common consent, concur in the statement that there never was such a demand for the most costly wares. The precious stones, diamonds and pearls, have never been in such demand or commanded such high prices. Gold watches, ornaments and bronzes, elegant carpets, silks, brocades and satins—expensive furniture, paintings, costly dinner wares and choice wines—all, all are continually sold and are ornamenting the dwellings, the persons, or tickling the vanity or palates of our people. This madness of folly and unprecedented spirit of spending and dashing out, is not alone confined to the wealthy, but all classes of society have gone finery-mad. About the first thing thought of, after money comes in possession, is not the idea of a solid or substantial investment, but spending in finery, dress, baubles and foolery. The wives and daughters of shopkeepers, mechanics, teachers, of country parsons, lawyers, doctors, still buy silks and satins, pianos, and carpets, as if they (or the country) were just as well off as they ever were. Judging by the extravagance of the people, one is forced to conclude that the nation does not seem to recognize that it is in war, or that its habits of economy have anything to do with its ability to pay the public debt; on the contrary, the inference would seem to be that somebody else was spending for the war, while we spend for foreign luxuries. What a terrible delusion; though terrible as is the delusion, unless we get wisdom, and improve it by thorough and speedy retrenchment, we shall only realize it in its full force when it is too late to profit by wisdom. The press and the pulpit owe it to themselves to express the fallacy of arguing ourselves rich because (paper) money is plenty, while the country is involved in the most gigantic war of modern times, and a national debt of some millions per day is growing upon our hands.

---

## The Importance of County Newspapers.

Among the many imperative duties devolving upon Democrats, we regard a united and cordial support of County newspapers as the most important. A consistent and ably conducted Democratic newspaper always exercises a great influence in its county and State. All other influences combined are not to be compared with it. How much more this influence is increased when each Democrat feels personally interested in its success—when each Democrat makes its cause his own. Democrats, your duty is not discharged when you simply take a copy; you should labor to increase its subscribers and thus increase its usefulness. In this way you can assist and strengthen the Democratic party more than five times the amount

## Meeting of the Democratic State Central Committee.

At a meeting of the newly elected State Central Committee, held on the 12th of May, at the City of San Francisco, there were present: Messrs Braley, Burch, Coffroth, Curtis, Gough, Goods, Gelwicks, Hicklin, Kendrick, Lyon, Provines, Sawyer, Weller, Whalon, White and Yokum.

On motion, Hon. J. W. Coffroth, Chairman of the late State Central Committee, took the Chair, and R. R. Provines was chosen Secretary.

Proceedings for the permanent organization of the Committee being then in order, D. W. Gelwicks placed in nomination for chairman, the name of Hon. J. W. Coffroth, of Sacramento.—Mr. Coffroth declining to be a candidate, Charles L. Weller, of San Francisco, was placed in nomination and unanimously elected.

Nominations for Secretary being in order, Mr. Provines nominated W. D. Sawyer, who was unanimously elected.

On motion, R. R. Provines was unanimously chosen Corresponding Secretary.

On motion, M. A. Braley was elected Treasurer.

For Vice Presidents, W. H. Lyon, of San Joaquin, and J. C. Goods, of Sacramento, were placed in nomination and unanimously elected.

The following resolution, offered by J. C. Burch of Trinity, was adopted:

*Resolved*, That seven of the committee shall constitute a quorum to transact all business.—Provided, that to nominate candidates the vote of two-thirds of the committee, in person or by proxy, shall be necessary.

On motion, a vote of thanks was tendered J. W. Coffroth, the late chairman of the committee, for the able and efficient manner in which he had discharged the duties of his position.

After some discussion on the part of Messrs. Burch, White, Whalon, Provines, Sawyer, Gough, Yokum and Gelwicks, the following resolutions, offered by Mr. Burch, were unanimously adopted:

*Resolved*, That a State convention of the Democracy of California be, and the same is hereby called to meet in the city of San Francisco, on Tuesday, the 16th day of August, A. D. 1864, for the purpose of nominating an electoral ticket; and it is hereby recommended that the delegates to said State convention be, by their respective counties, authorized to meet in separate district conventions and nominate candidates for Congress for their respective districts, at the same time and place.

*Resolved*, That the qualifications of the participants in the selection of delegates to said convention shall be—That they shall support the platform and nominees of the National Democratic convention, to be held at Chicago on the Fourth of July next.

*Resolved*, That the apportionment of delegates to said State convention shall be the same as that adopted by the last Democratic State central committee; provided, that the new counties created at the last session of the Legislature shall be allowed three delegates each to said convention.

On motion, it was ordered that the Chairman and Secretary of the State central committee address letters to the chairmen of the several county central committees of the State, urging them to use every effort to induce the Democracy of their counties to subscribe to Democratic papers.

On motion, it was further ordered that the Chairman and Secretary of the State central committee be authorized to collect assessments for the purposes of the campaign.

No further business being in order, the meeting then adjourned.

CHAS. L. WELLER, Chairman.
W. D. Sawyer, Secretary.

---

Territory of Montana.—The House bill to establish the Territory of Montana (that in which gold is found) provides in reference to boundaries as follows: Commencing at a point formed by the intersection of the 27th degree of longitude west from Washington with the 45th degree of north latitude; thence due west on said 45th degree of latitude to a point formed by its intersection with the 34th degree of longitude west from Washington; thence due south along said 34th degree of longitude to its intersection with the 44th degree and 30 minutes of north latitude; thence due west along said 44th degree and 30 minutes of north latitude to a point formed by its intersection with the crest of the Rocky Mountains; thence

the former direction, they are held responsible. Notice should always be given of removal.

5. The Courts have decided, that refusing to take a paper from the office, or removing and leaving it uncalled for, is *prima facie* evidence of intentional fraud.

---


**THOMAS BOYCE,**

**ADVERTISING AGENCY,**

NORTH-EAST CORNER OF

**Montgomery and Washington Streets,**

**SAN FRANCISCO.**

| | |
|---|---|
| Daily California Republican, Sacramento. | Democrat, Santa Rosa. |
| Daily Express, Marys'lle. | Cumberland Presbyter, Pacheco. |
| Daily Beacon, Stockton. | Alameda Gazette, San Leandro. |
| Esmeralda Star, Aurora. | Solano Herald, Suisun. |
| Placer Herald, Auburn. | Marin Journal, San Rafael. |
| Colusa Sun. | Oakland Press. |
| Aurora Times. | Oregon Democrat, Albany. |
| Chronicle, Ione City. | Oregon Union, Corvallis |
| Democrat, Nevada. | Cosmopolitan, Mazatlan. |
| Telegraph, Folsom. | Oregon Sentinel, Jacksonville. |
| Dispatch, Jackson. | Herald of Reform, Eugene City. |
| Enquirer, Dutch Flat. | Democratic State Journal, Dalles. |
| Journal, Yreka. | Review, Eugene City. |
| Trinity Nationalist, Weaverville. | Washington Standard, Olympia. |
| News, Knight's Landing. | British Columbian, Westminster. |
| Sentinel, Santa Cruz. | |
| Pajaro Times, Watsonville. | |
| Tribune, San Jose. | |
| Gazette, San Mateo. | |
| Pacific Echo, Napa. | |
| Tuolumne Courier, Columbia | |
| San | 863.— |

---

S. HUBBARD. B M. HALL. BEN. C. ALLEN,

**HALL & ALLEN,**

**Banker's,**

AND AGENTS FOR

**WELLS, FARGO & CO.,**

AT AUBURN, TODD'S VALLEY

and

DUTCH FLAT,

**PLACER COUNTY, CAL.**

Checks on Sacramento and San Francisco

*They Pay the Highest Price for Gold Dust.*

☞ MAKE advances on Gold Dust consigned for Assay or Coinage. Attend to collections and remittances, and transact a *General Banking Business*.

☞ OFFICE in Auburn, in Hyneman's brick building. my

---

**S. K. WELCH,**

**ATTORNEY AT LAW,**

AUBURN, CAL.

OFFICE on Court street, next door to the "Temple," in Judge Myres' office.

Dcember 13th, 1862.—my

---

**R. C. POLAND,**

ATTORNEY AND COUNSELOR AT LAW

AND

**NOTARY PUBLIC,**

Auburn, Cal.

OFFICE, NEXT DOOR TO GEO. WILLMENT'S STORE, ON COMMERCIAL STREET.

Nov. 21st, 1863.—my

---

**DR. E. J. WHITCOMB,**

PRACTICING PHYSICIAN.

HAVING again located in Auburn, would offer his services to the public. Office in corner the brick, opposite the Temple, recently occupied by M. E. Mills, Esq.

Auburn, Nov. 8th, 1862.—tf

---

**DR. MYERS.**

**Surgeon and Mechanical Dentist,**

Office in Hazell's Building adjoining Drug Store,

AUBURN.

Dec. 27, 1862—my.

---

**QUARTZ MINING AGENCY.**

Stocks Bought and Sold.

Incorporations effected on the most reasonable terms.

H. W. ROBERTS,

Clifton, Lander county, Nevada Territory.

August 1st, 1863.—my.

---

**C. W. FINLEY,**

**COUNTY SURVEYOR,**

Placer County, California,

OFFICE IN AUBURN.

February 25th, 1863.—my


... of that stream.

Pierre knows enough people in the sprawling executive and legislative departments of the District of Columbia to get action on California water projects where action is needed.

To assure plentiful labor for our fields, Mr. Salinger has proposed that the state and national governments join forces to construct model facilities for use by farm workers throughout the state.

The cogency of Salinger's stance on these issues of direct concern to this region indicates, in a summary way, why we here affirm ourselves in enthusiastic support for this candidate.

Mr. Salinger holds equally intelligent and practical opinions on the other great matters that a Senator must have wisdom on if he is to serve his state well.

He favors federal assistance to education. He urges the speedy elimination of racial injustice. He proposes that our older citizens be given a measure of the medical care which science has now made available.

With typical foresight he suggests we examine now how our vast industries may be turned to work in the benefit of mankind when they are no longer needed to manufacture weapons of war.

To conclude, we will say that by making himself available for U. S. Senator, Pierre has offered us an opportunity to show the nation and the world that California may be looked upon as a source of talented leadership.

The candidate, by engaging the Southern Pacific Railroad to operate a train to transport him through these parts, displays his great interest in meeting the people and learning their views on the high matters of state and their own special desires in regards to government and legislation.

We must elect Mr. Salinger as the Democratic candidate in the June 2 primary and in the general election next November.

---

REBEL IRON CLADS FROM EUROPE.—The Baltimore correspondent of the New York *World* says:

In regard to the iron-clad vessels that have been built for the Confederates in the ports of Great Britain and France during the last eighteen months, my information is positive that they will find their way across the Atlantic before the end of June. Arrangements have been made for the transfer of those vessels that were built for the "Emperor of China" to parties who cannot be identified with the South; and after the transfer has been made, the governments of England and France can no longer interfere with them. The parties alluded to will take them to a seaport in some other country, where, by a process known in maratime practice, the vessels will ultimately come into the possession of the agents of the confederacy.—These vessels, of which there are about twenty in all, are built expressly for ocean navigation, and some of them are of the same class as the *Warrior* and *La Gloire*. They are all constructed in the very best manner by the most experienced European ship-builders, plated with iron or malleable steel to a thickness that defies penetration, and mounted with armaments far superior to anything now afloat in American waters. These will prove an element of strength on the rebel side, the importance of which has been entirely overlooked by the administration, intent on its utopian negro schemes. When these vessels reach our shores they will not be used for defense. To break the blockade of Charleston, Wilmington and Savannah will be their first attempt. And after that it is expected that they will attack some of the seaports in the Northern States.

---

WOOL SHIPMENTS FROM SOLANO COUNTY.—The shipment of wool over the Suisun wharves this year is largely in excess of that of any previous season, and promises to relieve the failure in some other products.—From March 1st to May 18th—a period of eleven weeks—there were 115,744 pounds, or nearly 58 tons, shipped by the steamer; about 5 tons were shipped prior to that date, and 3 tons in another way. Some of this wool comes from the Clear Lake region—whence we may expect to receive large grain shipments this season, if prices keep to the height promised. Some 20 tons of wool have just been shipped from Cache Slough. It is said of these shipments that the fleece averages of a better quality than heretofore.

*Suisun Herald.*

... old man has struck twelve and disappeared, another set of machinery is put in motion, some 20 feet higher still.

It is thus: There is a high cross with the image of Christ on it. The instant twelve is struck one of the apostles walks out from behind, comes in front, turns, facing the cross, bows and walks on around to his place. As he does so another comes out in front, turns, bows and passes in. So twelve apostles, figures as large as life, walk round, bow and pass on. As the last appears, an enormous cock, perched on the pinnacle of the clock, slowly flaps his wings, stretches forth its neck and crows three times, so loud as to be heard outside the church to some distance, and so naturally as to be mistaken for a real cock. Then all is as silent as death.

No wonder this clock is the admiration of Europe. It was made in 1531, and has performed these mechanical wonders ever since, except about 50 years, when it stood out of repair.

---

DEMOCRATIC VICTORIES.—On the day following the attack made upon the Democratic printing office by soldiers, an election for city officers took place in Rock Island, Illinois. The whole Democratic ticket was elected by 190 increased majority—proof conclusive, we think, that the people will not sanction assaults upon the liberty of the press, even if instigated by Lincoln's tools.

The Trenton, (N. J.) City Election took place on Tuesday, 12th ult. The Hon. F. S. Mills, Democrat, was elected Mayor by 250 majority. The whole Democratic city ticket is also elected. The Common Council is entirely Democratic, and elected by an average majority of over 300.

St. Charles, Missouri, has heretofore been one of the strongholds of the ultras, but on the 10th, the Democrats and Conservatives rallied and elected a full ticket by a handsome majority.

The Charter election in Albany, N. Y., on the 12th ult., resulted in the election of the Democratic City Ticket by majorities ranging from 1,500 to 1,800. The Democrats elect eight of the eleven Aldermen, and seven of the ten Supervisors.

---

INELIGIBILITY.—Some months since, the members of the church in L—, were collected together to elect a member of the Board of Trustees.

A gentleman in business as a wholesale grocer was named as a very suitable man for the place, but his nomination was vehemently opposed by another brother, who was very zealous in the temperance cause, on the ground that in the way of his business he sold liquor. And appealing to brother Adams, one of the oldest members present, who from his solid and clerical look, was called "the bishop," he said "What do you say, Brother Adams?"

"Ah!" said Brother Adams, looking very grave, drawing up his cane with a view to emphasize and give point to what he had to say, "that is not the worst of it—(solemn shake of the head)—that is not the worst of it!"

"Why, Brother Adams," said the other, crowding round and looking for some other development, "what else is there?"

"What else!" said Brother Adams, bringing down his cane with a rap, "He don't keep a good article. I've tried it."

The brother was not elected.

---

The New York World has seen a private letter from Mrs. Douglas, widow of the late Stephen A. Douglas, to a friend in that city, in which she denies in the most explicit and emphatic manner the reports which have been going the rounds of the newspapers, that she is employed as a clerk in one of the departments at Washington.

---

☞ A reporter of the Poughkeepsie Sanitary Fair tells this story:—"Passing through one of the halls, a placard caught my eye; 'Representation of a bona fide Historical Event; persons taken in for ten cents.' I sailed in. A young lady pulled a bone across a huge piece of ham rind, which she was pleased to inform me represented Bonaparte crossing the Rhine."

---

Andy Johnston's friends in Tennessee are confident that he will be put on the Presidential ticket with Mr. Lincoln.

...y's earnings
...ote and more
the profits of t
fewer per cents
cent. profit whi
ised by half th
State, the Gove
all the profit, a
vestment out of
business; anyth
would bring hi

ANOTHER OP...
we alluded to t
authorities had
skillfully conce
Chinese fish, im
A still more in
gling has just b
the bark *Cere*
about a week si
of Chinese good
ers in this city,
that all was not
the appraiser's
item proved to
500 tubs of egg
charcoal, about
24 of these tub
has proceeded,
tin and filled w
opium, in the f
value of the ge
$1 per hundred,
clad, opium fill
$250. If the s
opium is found i
amined, the val
not be far from
breed of Chines
regularly, they
much as the goo
daily laid a gol
lance of the cus
to be fully justif
coveries.—*S. F*

GEN. McCLEL...
ville Journal sp
McClellan, on
follows:

General McC
opinions from
And not a few
to confess their
Newburyport
of Massachusett
McClellan's rep
Herald, "is ad
one of the best
come from the
ment it will be
the biography
and in interest
Cabin.' It may
be judged impa
so mixed up wi
our commande
this generation
that McClellan
Possibly Grant
operations; but
West has been
can make no
Grant has nev
inferior to nei
second to no m
And what the N
thus boldly, m
confess less bol
even the Rep
admire Genera
human nature
did not.

THE GROWT...
York Post ma
it concludes th
not be a vacan
from the batte
no buildings c
ing some other

A PRODIGY.—
memory is pre
bany. He is c
teen hundred
remembers eve
lectures, serm

A wise man
but only a foo
by tight shoe

amounts to nearly 50 per cent of the company's earnings. And so the tax becomes more and more burdensome and unequal as the profits of the mine run down to the lower per cents. At a net return of 10 per cent. profit which is fully as much as is realized by half the mining enterprises of this State, the Government tax would just eat up all the profit, and drive his $100,000 of investment out of the mines into some other business; anything below 10 per cent. profit would bring him in debt to the tax gatherer.

---

Another Opium Case.—A few days ago we alluded to the fact that the custom house authorities had discovered pots of opium skillfully concealed in a number of jars of Chinese fish, imported by the bark Pallas.—A still more ingenious case of opium smuggling has just been brought to light. When the bark *Ceres* arrived from Hongkong about a week since, with an assorted cargo of Chinese goods consigned to Chinese houses in this city, the authorities, suspecting that all was not right, ordered the cargo to the appraiser's store for examination. One item proved to be an invoice of 1,200 or 1,500 tubs of eggs, the eggs being packed in charcoal, about 100 in a tub. In 5 out of 24 of these tubs, so far as the examination has proceeded, the eggs prove to be made of tin and filled with a concentrated extract of opium, in the form of a thick liquid. The value of the genuine 'hen-fruit' is only about $1 per hundred, but the same number of tin clad, opium filled eggs is worth not less than $250. If the same proportion of secreted opium is found in the tubs remaining to be examined, the value of this one invoice would not be far from $75,000. If there were a breed of Chinese hens that lay such eggs regularly, they would be worth nearly as much as the goose of the nursery tale that daily laid a golden egg. The supicious vigilance of the custom house authorities seems to be fully justified by this and previous discoveries.—*S. F. Bulletin.*

---

Gen. McClellan's Report.—The Louisville Journal speaks of the report of General McClellan, on the conduct of the war, as follows:

General McClellan's report wins golden opinions from every true man who reads it. And not a few Republicans are frank enough to confess their opinions. The editor of the Newburyport Herald, a Republican paper of Massachusetts, is one of these. "Gen. McClellan's report," says the Newburyport Herald, "is admitted on all hands to be one of the best written papers that has ever come from the press. As a political document it will be as much in demand as was the biography of the 'Pathfinder' in 1856; and in interest it will be like 'Uncle Tom's Cabin.' It may be many years before it will be judged impartially. Politics have become so mixed up with our military affairs that our commanders cannot expect justice by this generation. We have never doubted that McClellan was first of our military men. Possibly Grant may be his equal for practical operations; but the fighting in the East and West has been so widely different that we can make no comparrison between them. Grant has never had to fight Lee, who is inferior to neither of them, and probably second to no military man in the world."—And what the Newburyport Herald confesses thus boldly, many other Republican papers confess less boldly. It is plain that at heart even the Republicans deeply respect and admire General McClellan. For the sake of human nature we should be sorry if they did not.

---

The Growth of New York.—The New York Post makes a calculation, from which it concludes that in about 16 years there will not be a vacant lot on the island, and that from the batterry to West Chester county no buildings can be erected without removing some other structure.

---

A Prodigy.—A remarkable boy, whose memory is prodigious, has appeared in Albany. He is only eight, can recite over fifteen hundred pieces, is a natural orator, and remembers everything he hears and reads—lectures, sermons, newspapers, and books.

---

A wise man may be pinched by poverty, but only a fool will let himself be pinched by tight shoes.

finery-mad. About the first thing thought of, after money comes in possession, is not the idea of a solid or substantial investment, but spending in finery, dress, baubles and foolery. The wives and daughters of shopkeepers, mechanics, teachers, of country parsons, lawyers, doctors, still buy silks and satins, pianos, and carpets, as if they (or the country) were just as well off as they ever were. Judging by the extravagance of the people, one is forced to conclude that the nation does not seem to recognize that it is in war, or that its habits of economy have anything to do with its ability to pay the public debt; on the contrary, the inference would seem to be that somebody else was spending for the war, while we spend for foreign luxuries. What a terrible delusion; though terrible as is the delusion, unless we get wisdom, and improve it by thorough and speedy retrenchment, we shall only realize it in its full force when it is too late to profit by wisdom. The press and the pulpit owe it to themselves to express the fallacy of arguing ourselves rich because (paper) money is plenty, while the country is involved in the most gigantic war of modern times, and a national debt of some millions per day is growing upon our hands.

---

**The Importance of County Newspapers.**

Among the many imperative duties devolving upon Democrats, we regard a united and cordial support of County newspapers as the most important. A consistent and ably conducted Democratic newspaper always exercises a great influence in its county and State. All other influences combined are not to be compared with it. How much more this influence is increased when each Democrat feels personally interested in its success—when each Democrat makes its cause his own. Democrats, your duty is not discharged when you simply take a copy; you should labor to increase its subscribers and thus increase its usefulness. In this way you can assist and strengthen the Democratic party more, than five times the amount of labor and money spent in any other manner. We have entered upon an important and exciting campaign, in which are involved questions of greater magnitude than ever before agitated the public mind. The opposition are circulating documents extensively, filled with the basest misrepresentations and foulest libels against Democratic measures and men. To counteract their wicked influence, to correct their misrepresentations, to warn the people against the mischievous tendency of their doctrines, Democratic newspapers must be circulated, the antidote must accompany the bane, to preserve a healthy atmosphere. We therefore earnestly appeal to the Democracy everywhere to subscribe and circulate Democratic newspapers. *Mountain Democrat.*

---

Boise River.—The Boise River correspondent of the Walla Walla, W. T., Statesman, of April 29th, says:

From the careful estimate of the number of mining claims already located and workable from the water-shed dividing the Fayette River from the tributaries of the Boise, forming the so-called Boise Basin, there cannot be profitable employment any considerable portion of the present season for over 25,000 persons. This computation excludes the new counties of Almiras (South Boise region,) and Owyhee, where not exceeding 5,000 more can be profitably employed, and includes the Boise River valley. It is true, new diggings may and are quite likely to be struck, still there is no certainty of such discoveries being made. The rich and extensive quartz leads existing all through this section of country require time, and capital, and skill to be developed, and will not afford employment to one-tenth part of the penniless men coming in, who will and must of necessity depend upon immediate employment to live here.

---

Who Takes the Trick.—In Alpine county lives a lady who some time since got married, as all women love to do. Four weeks after, her husband was killed in a claim, and within three weeks she married again. Her second husband lived only two weeks, after his death she married his brother; and six months after she married the last time, she gave birth to a child by her first husband.—*Alpine Chronicle.*

Tuesday, the 16th day of August, A. D. 1864, for the purpose of nominating an electoral ticket; and it is hereby recommended that the delegates to said State convention be, by their respective counties, authorized to meet in separate district conventions and nominate candidates for Congress for their respective districts, at the same time and place.

*Resolved*, That the qualifications of the participants in the selection of delegates to said convention shall be—That they shall support the platform and nominees of the National Democratic convention, to be held at Chicago on the Fourth of July next.

*Resolved*, That the apportionment of delegates to said State convention shall be the same as that adopted by the last Democratic State central committee; provided, that the new counties created at the last session of the Legislature shall be allowed three delegates each to said convention.

On motion, it was ordered that the Chairman and Secretary of the State central committee address letters to the chairmen of the several county central committees of the State, urging them to use every effort to induce the Democracy of their counties to subscribe to Democratic papers.

On motion, it was further ordered that the Chairman and Secretary of the State central committee be authorized to collect assessments for the purposes of the campaign.

No further business being in order, the meeting then adjourned.

CHAS. L. WELLER, Chairman.
W. D. Sawyer, Secretary.

---

Territory of Montana.—The House bill to establish the Territory of Montana (that in which gold is found) provides in reference to boundaries as follows: Commencing at a point formed by the intersection of the 27th degree of longitude west from Washington with the 45th degree of north latitude; thence due west on said 45th degree of latitude to a point formed by its intersection with the 34th degree of longitude west from Washington; thence due south along said 34th degree of longitude to its intersection with the 44th degree and 30 minutes of north latitude; thence due west along said 44th degree and 30 minutes of north latitude to a point formed by its intersection with the crest of the Rocky Mountains; thence following the crest of the Rocky Mountains till its intersection with the Bitter Root Mountains; thence northward along the crest of the said Bitter Root Mountains to the intersection of the 39th degree of longitude west from Washington; thence along said 39th degree of longitude northward to the boundary line of the British possessions; thence eastward along said boundary line to the 27th degree of longitude west from Washington; thence southward along said 27th degree of longitude to the place of beginning.

---

German Recruits.—We learn from the Portland papers that fifty German recruits arrived by the America on Saturday for the purpose of filling the quota of Ward [illegible], Boston—several of them veteran soldiers.—They came from Hamburg. A committee of two gentlemen from Boston, and an interpreter, were on hand to receive the men, but the recruiting agents in Portland got the start of them, and by representing that heavier bounties would be given them than what they would receive in Boston, enlisted about twenty of the number. An appeal was made to Mayor McLellan, who repudiated the course of the recruiting agents, but only 16 of the men could be induced to go to Boston. It is stated that 1,500 Germans have been engaged to enlist, and that every steamer from Liverpool to Portland would bring a portion of them.

---

The Enlistment of Minors.—An order from the War department to the Provost Marshal of Ohio discharges from the service four privates, belonging to the different regiments, for the reason that they are of insufficient age (under eighteen), and directs that the expenses of their enlistment be deducted from the pay of the officers concerned in their examination and muster—one half from the Surgeon who examined them, and one half from the officer who mustered them into service.

---

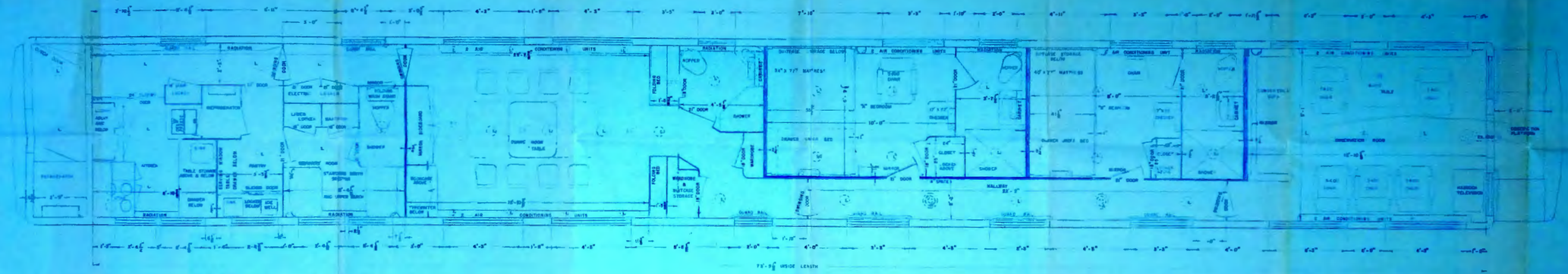
☞ The Pacific Mail Steamship Company will soon run a line of steamers between Aspinwall and New York, connecting with their Pacific steamers, and having no connection with the Vanderbilt line. They have purchased for this service, the Atlantic and Baltic, two of Collins' splendid European steamers.

DIGITIZATION NOTE

Due to the size of the blueprints contained in this folder and for legibility purposes, the image was tinted blue during the process of digitization. Directly following the first blueprint, we have provided a scan of its first page that represents the color as it appears in the file.

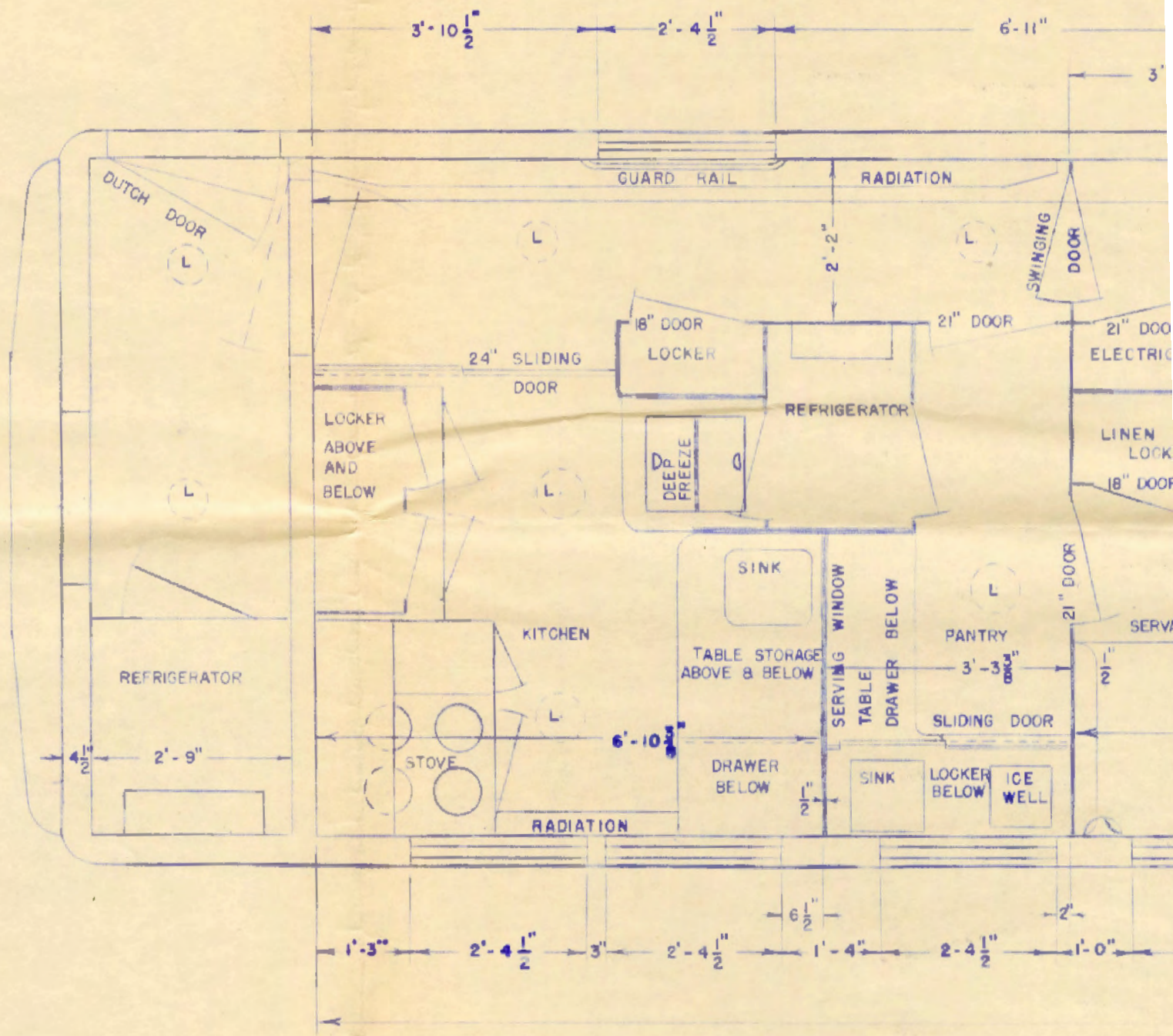
Alexis Percle

December 6, 2021




SOUTHERN RAILWAY SYSTEM

FLOOR PLAN
OFFICE CARS A,B,&C


3'-10 1/2"
2'-4 1/2"
6'-11"
3'
GUARD RAIL
RADIATION
DUTCH DOOR
L
2'-2"
SWINGING DOOR
18" DOOR
LOCKER
21" DOOR
21" DOOR
ELECTRIC
24" SLIDING DOOR
REFRIGERATOR
LOCKER ABOVE AND BELOW
DEEP FREEZE
LINEN
LOCK
18" DOOR
SINK
SERVING WINDOW
TABLE DRAWER BELOW
PANTRY
21" DOOR
SERVA
KITCHEN
TABLE STORAGE ABOVE & BELOW
3'-3"
1/2"
REFRIGERATOR
SLIDING DOOR
6'-10"
4 1/2"
2'-9"
STOVE
DRAWER BELOW
SINK
LOCKER BELOW
ICE WELL
1/2"
RADIATION
6 1/2"
2'
1'-3"
2'-4 1/2"
3"
2'-4 1/2"
1'-4"
2-4 1/2"
1'-0"

# RIDE THE WHISTLESTOP TO VICTORY

**The Committee to Elect U.S. Senator Pierre Salinger**
**Requests your Select Presence at a**
**Grand Special Whistlestop Campaign Tour**
of Southern California

**Arranged in the Most Civilized and Accepted Manner to**
**Permit Discoursing on the Great Issues of the Day**
and This Campaign

**Major Campaign Addresses will be given at Pasadena and San Diego.**

*Antique railroad Cars will evoke hustings of another day.*
*Chicken and Suitable Beverages will be on hand at all times.*

Limited accommodations regretfully force us to request a written acceptance including the names of those making the trip and the Publications or Stations they represent (Civilized Cigar Smokers are always preferred). Forward by the most direct means to our passenger agent, Mr. Fred Harvey, at Salinger Headquarters, 501 S. Western Ave., Los Angeles, California, DU 5-2871.
*YOUR PROMPT ATTENTION TO THIS MATTER WILL BE GREATLY APPRECIATED.*

**Aug. 29, 1964**

| | Arrive | Leave |
|---|---|---|
| Los Angeles | | 9:00 |
| Pasadena | 9:30 | 9:45 |
| Azusa | 10:10 | 10:25 |
| Claremont | 10:40 | 10:55 |
| Upland-Ontario | 11:00 | 11:15 |
| Fontana | 11:30 | 11:45 |
| San Bernardino | 12:00 | 12:15 |
| Riverside | 12:50 | 1:05 |
| Corona | 1:30 | 1:45 |
| Orange | 2:15 | 2:30 |
| Santa Ana | 2:45 | 3:00 |
| San Juan Capistrano | 3:20 | 3:35 |
| San Clemente | 3:45 | 4:00 |
| Oceanside | 4:30 | 4:50 |
| San Diego | 6:00 | |

TRIP PASS

Valuable to the Yeh Estate

CAMPAIGN SPECIAL R.R. LINE

Popular Line to the East Murrah

PERSEVERANCE • LIBERTY • VIRTUE

# SHORTLINE TO VICTORY!

(Ride the SP with PS)

## SALINGER FOR U.S. SENATOR
## ➡COMMITTEE⬅

respectfully announces that it has arranged with the Southern Pacific Co.

**! A GRAND Whistlestop Campaign Tour!**

of SUPERIOR California

As the campaign draws to a close the desire to campaign in Superior California has caused us to schedule this most civilized mode of campaigning, and we would welcome your company as we travel through town and country DISCOURSING ON THE GREAT ISSUES of the campaign and seeking support (and of course, votes).

Memories of other campaign excursions will be evoked by the antique railway cars which, nevertheless, will have the most modern communication impedimenta. The GOOD LADIES OF CHICO will provide our party with mountains of golden fried chicken, picnic style, and SUITABLE BEVERAGES will be on hand at all times to wash it down.

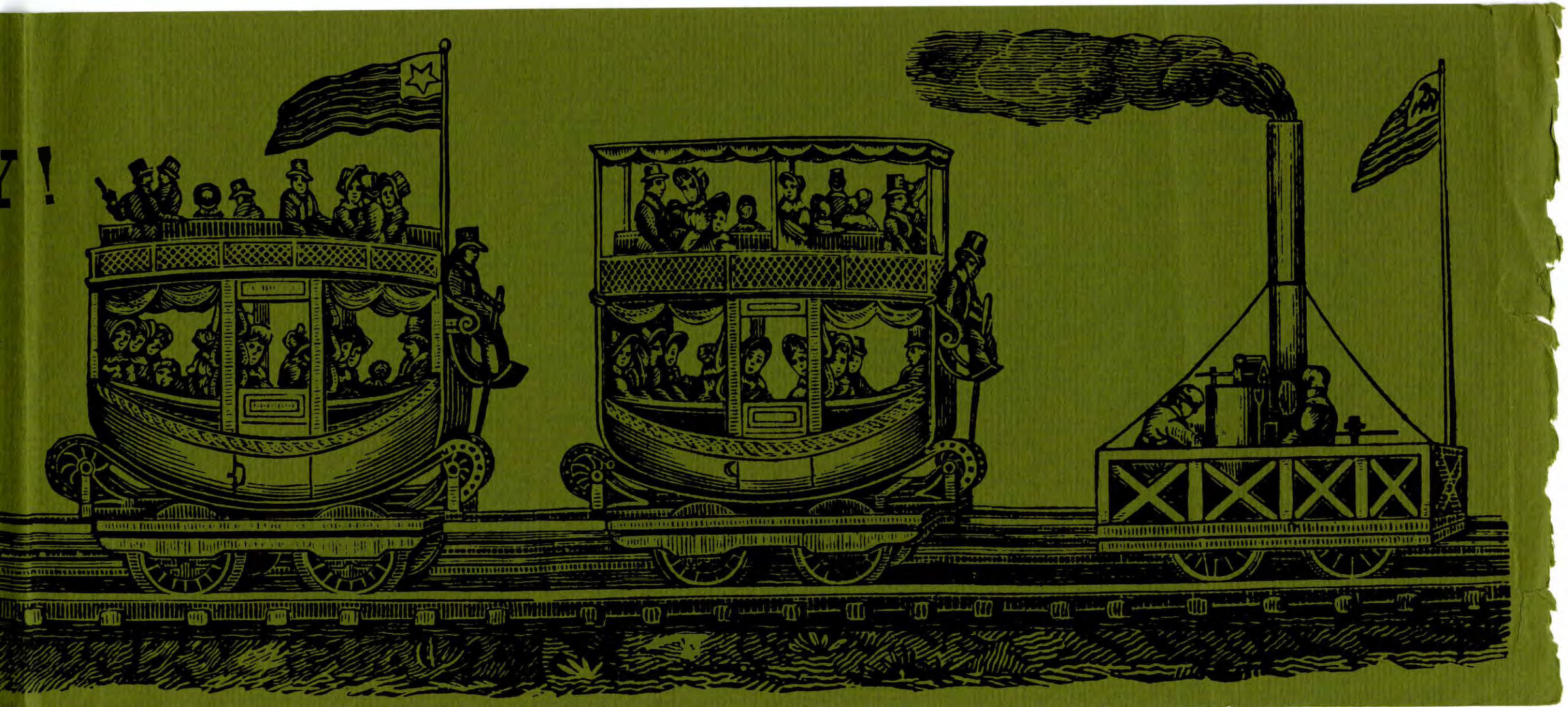
Limited accommodations regretfully force us to request a written acceptance. Please include the name or names of those making the trip and the PUBLICATION or TELEVISION STATION they represent (cigar smokers preferred) and forward to our passenger agent, Mr. Maurice Read at SALINGER FOR SENATOR HEADQUARTERS 591 Market Street, San Francisco, California—EX 7-3952.

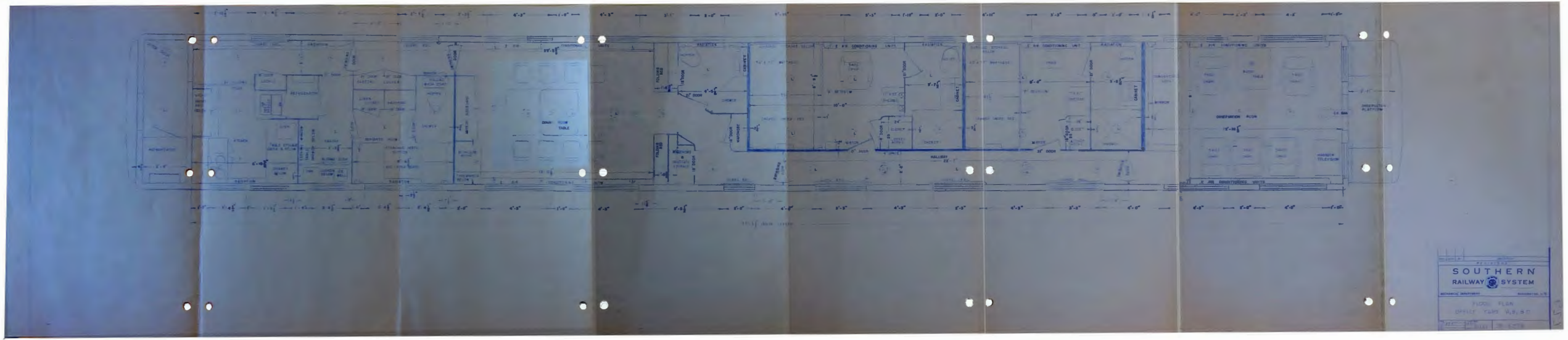
**Your prompt attention to this matter will be greatly appreciated.**

**MAY 30, 1964**

| | |
|---|---|
| Redding--Leave | 10:00 A.M. |
| Red Bluff | 10:35-10:50 |
| Chico | 11:30-11:50 |
| Gridley | 12:15-12:30 |
| Marysville | 12:50- 1:05 |
| Roseville | 1:40 |

UNION LABEL -48


Y !
XXXX


SOUTHERN
RAILWAY SYSTEM
FLOOR PLAN

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE LOCATION | PRESENT SPACE CAR | SPACE DESIRED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM A — Secret Service

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM B — Secret Service

Sofa Seat Lengthwise Folding Bed and Upper

DOUBLE BEDROOM C — Joe Moran Telephones & Train Control

Sofa Seat Lengthwise Folding Bed and Upper

DOUBLE BEDROOM D — [redacted]

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM E — Conductor [redacted]

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM F — Chief [redacted]

Sofa Seat Lengthwise Folding Bed and Upper

BUFFET (BAR)

23 Seats

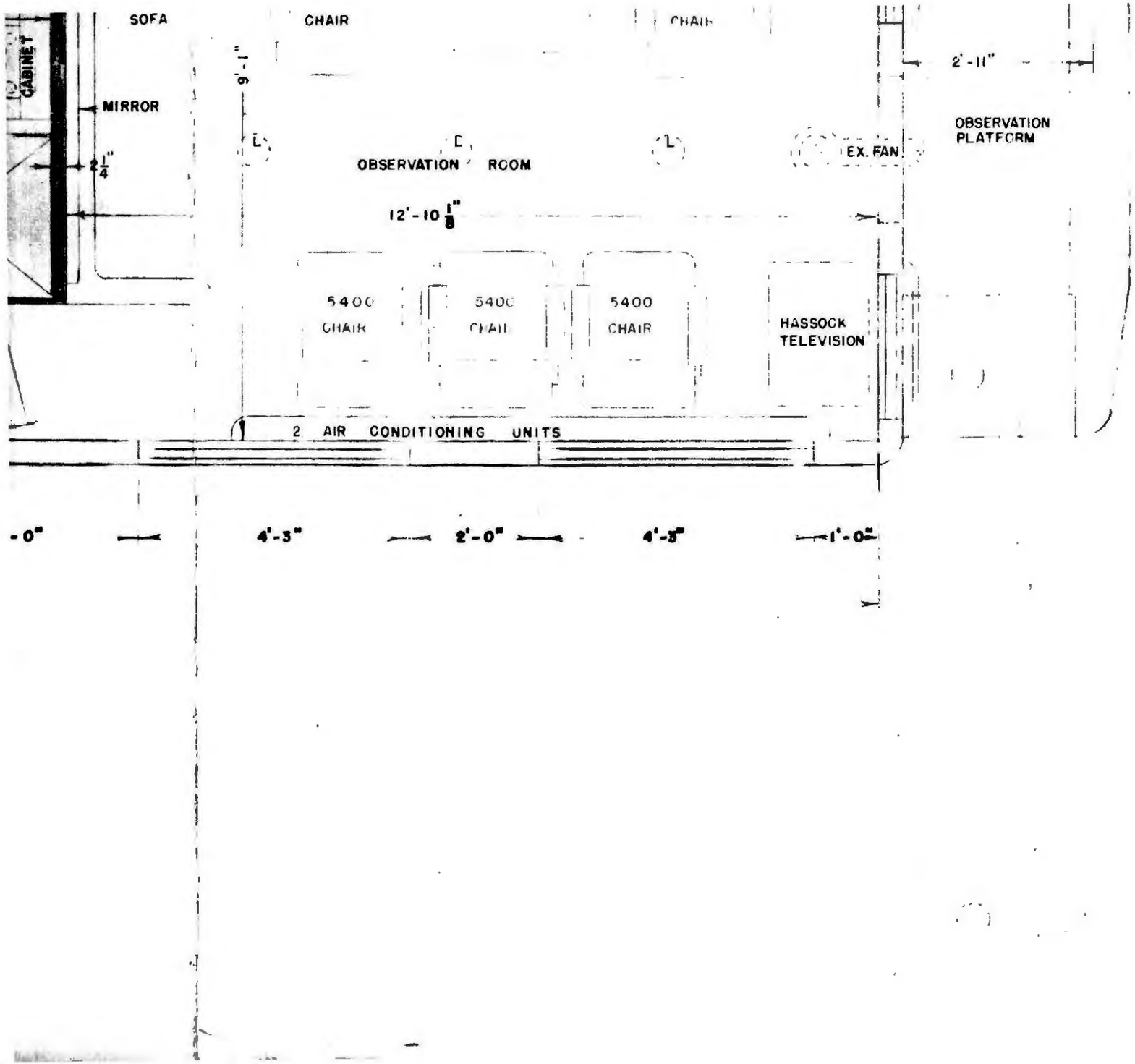
LOUNGE

CAR #2

FORM 212-D

RF&P, Atlantic, Norfolk & Western, Atlantic Coastline, Southern, Atlantic, Seabord,

Louisville & Nashville




| MARK | DATE | BY | DESCRIPTION |
|---|---|---|---|

REVISIONS

SOUTHERN RAILWAY SYSTEM

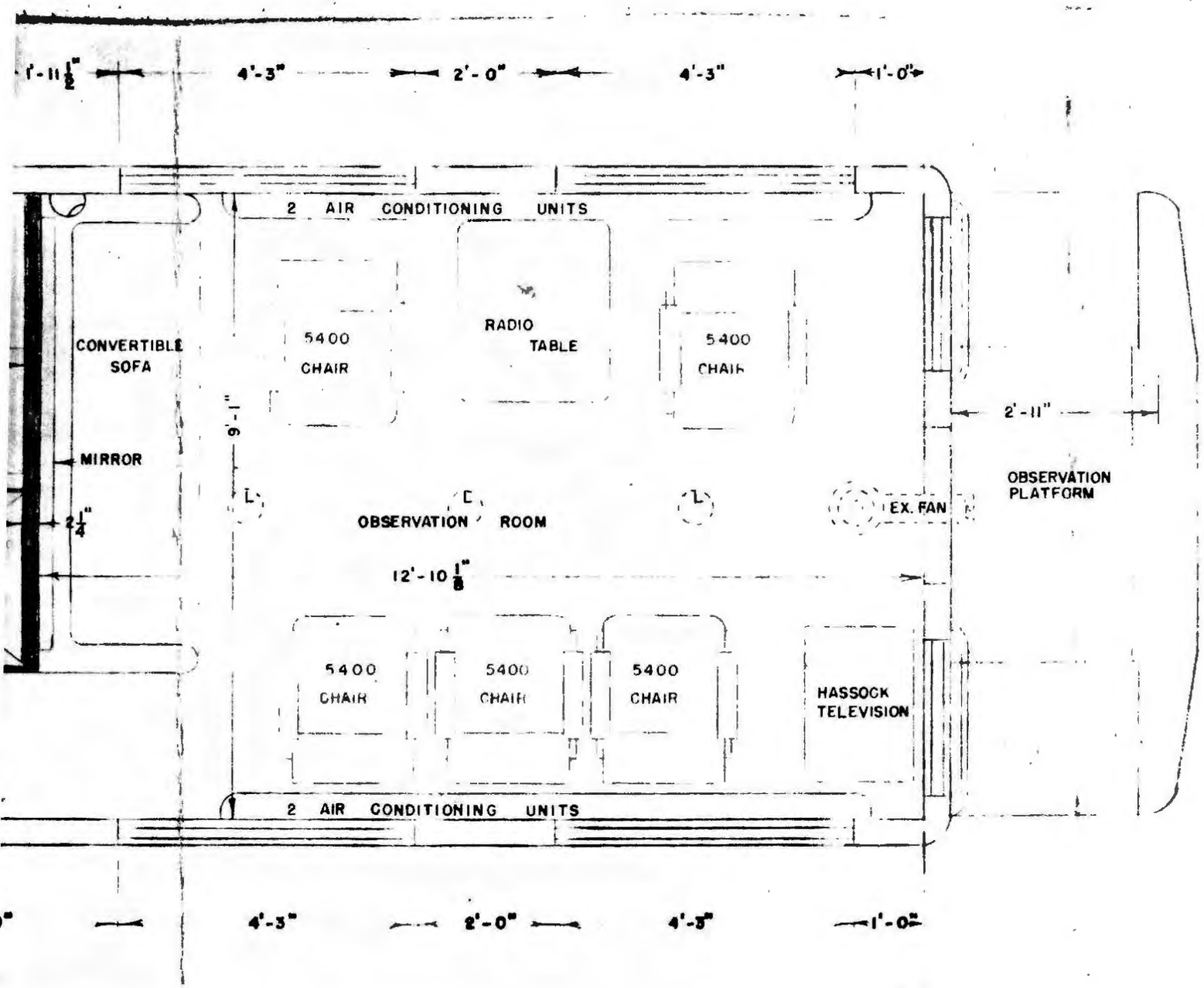
MECHANICAL DEPARTMENT — WASHINGTON, D.C.

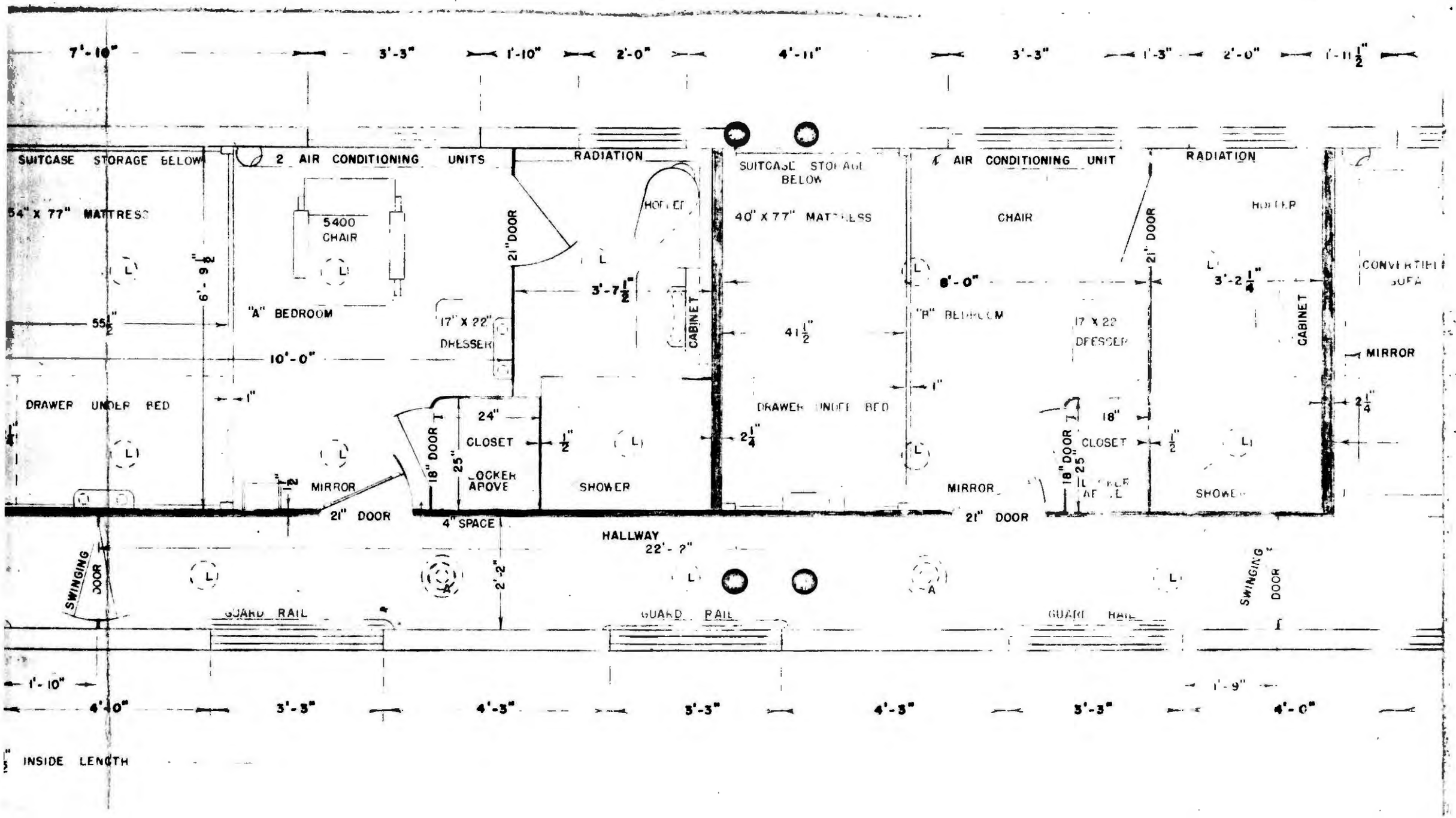
FLOOR PLAN
OFFICE CARS A, B, & C

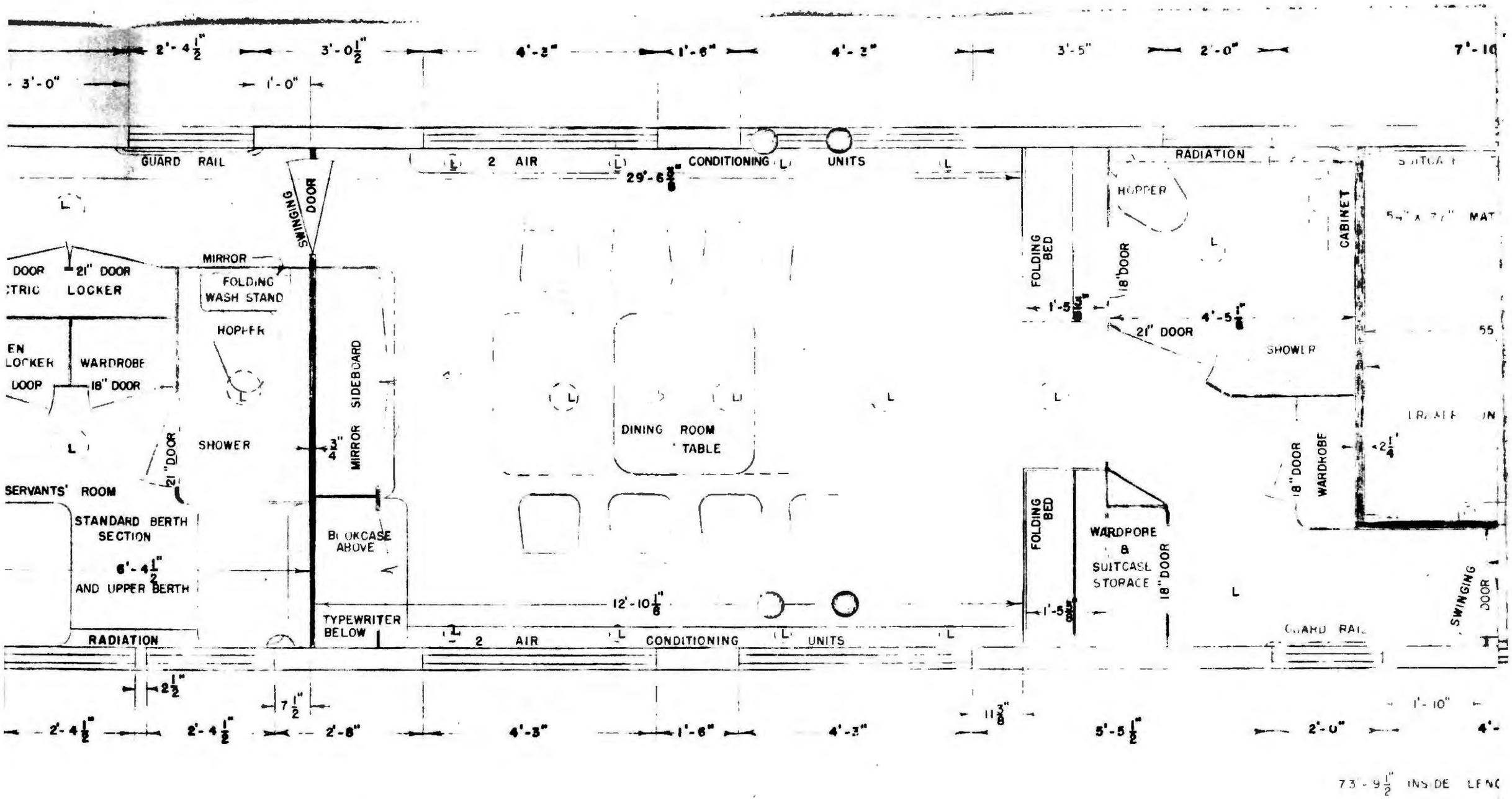
DES. J.R. TFT
TR.
CH.
2ND REC
CR FILE
DATE 10/3/63

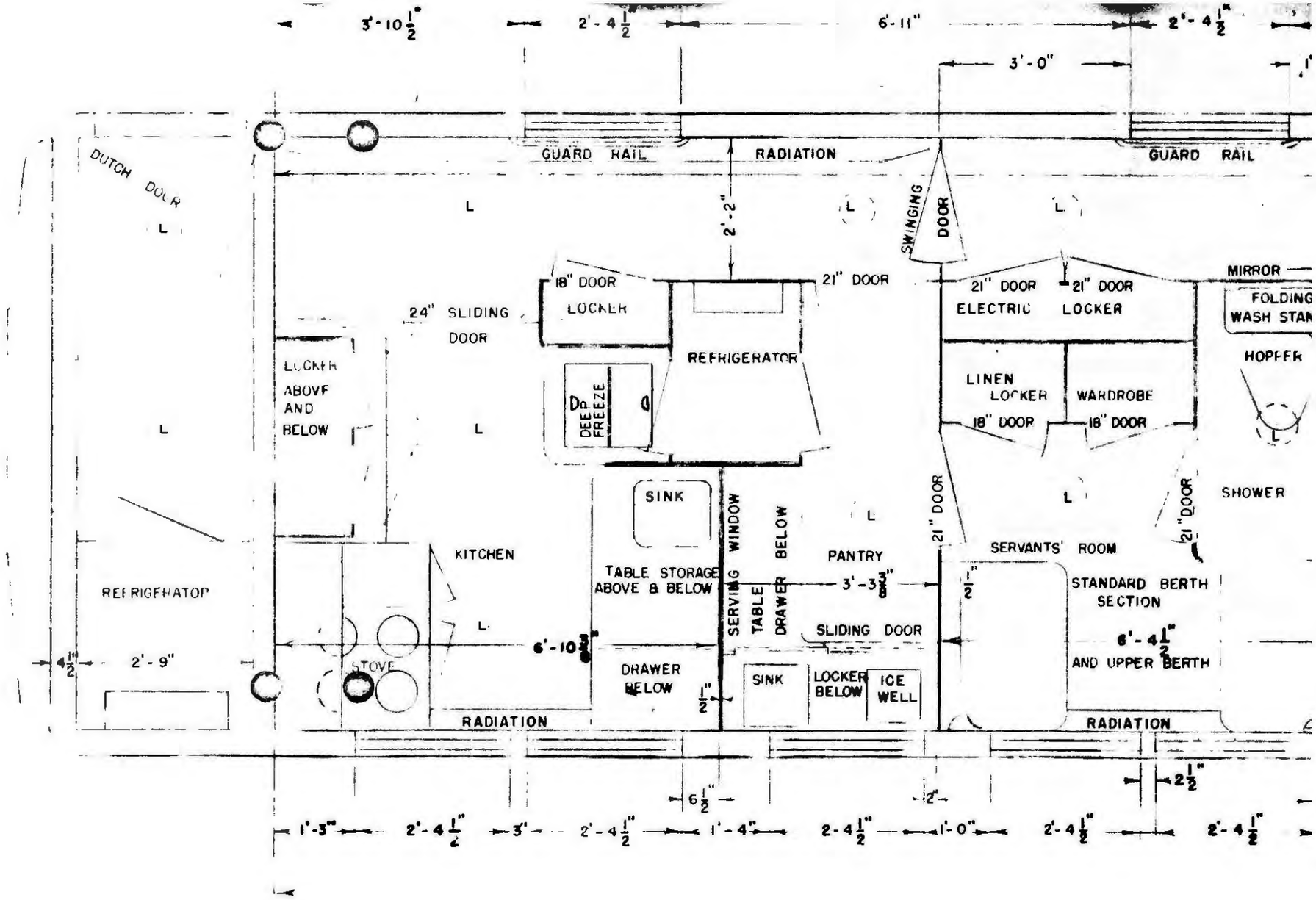
SP-6279

DO NOT SCALE THIS DRAWING

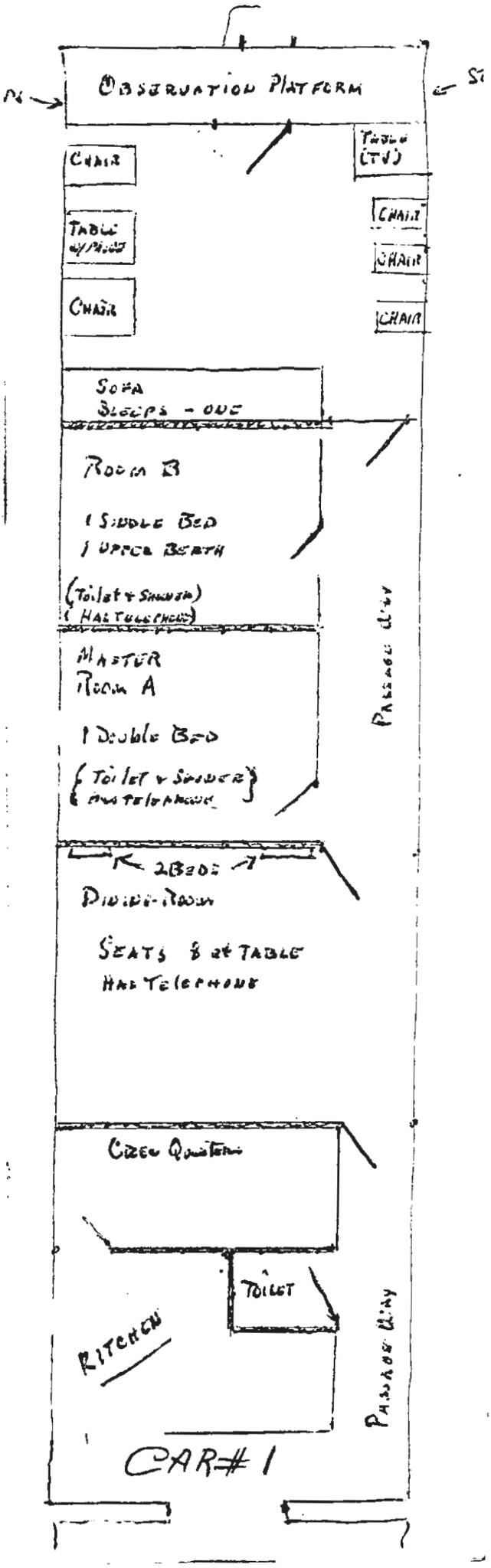

1'-11½"
4'-3"
2'-0"
4'-3"
1'-0"
2 AIR CONDITIONING UNITS
CONVERTIBLE SOFA
5400 CHAIR
RADIO TABLE
5400 CHAIR
9'-1"
2'-11"
MIRROR
OBSERVATION PLATFORM
2¼"
OBSERVATION ROOM
EX. FAN
12'-10⅛"
5400 CHAIR
5400 CHAIR
5400 CHAIR
HASSOCK TELEVISION
2 AIR CONDITIONING UNITS
4'-3"
2'-0"
4'-3"
1'-0"


7'-10"
3'-3"
1'-10"
2'-0"
4'-11"
3'-3"
1'-3"
2'-0"
1'-11½"
SUITCASE STORAGE BELOW
2 AIR CONDITIONING UNITS
RADIATION
SUITCASE STORAGE BELOW
AIR CONDITIONING UNIT
RADIATION
54" X 77" MATTRESS
5400 CHAIR
21" DOOR
HOOKER
40" X 77" MATTRESS
CHAIR
21" DOOR
HOOKER
6'-9½"
3'-7½"
8'-0"
3'-2¼"
CONVERTIBLE SOFA
55½"
"A" BEDROOM
17" X 22" DRESSER
CABINET
41½"
"B" BEDROOM
17 X 22 DRESSER
CABINET
MIRROR
10'-0"
1"
DRAWER UNDER BED
DRAWER UNDER BED
2¼"
24"
18"
2¼"
CLOSET
½"
CLOSET
½"
18" DOOR
25"
LOCKER ABOVE
18" DOOR
25"
LOCKER ABOVE
SHOWER
SHOWER
MIRROR
MIRROR
21" DOOR
4" SPACE
21" DOOR
HALLWAY
22'-2"
SWINGING DOOR
2'-2"
SWINGING DOOR
GUARD RAIL
GUARD RAIL
GUARD RAIL
1'-10"
1'-9"
4'-10"
3'-3"
4'-3"
3'-3"
4'-3"
3'-3"
4'-0"
INSIDE LENGTH


GUARD RAIL
2 AIR CONDITIONING UNITS
RADIATION
SWINGING DOOR
MIRROR
FOLDING WASH STAND
HOPPER
21" DOOR
LOCKER
WARDROBE
18" DOOR
SHOWER
21" DOOR
SERVANTS' ROOM
STANDARD BERTH SECTION
6'-4½"
AND UPPER BERTH
MIRROR SIDEBOARD
BOOKCASE ABOVE
TYPEWRITER BELOW
DINING ROOM TABLE
FOLDING BED
18" DOOR
21" DOOR
SHOWER
HOPPER
CABINET
18" DOOR
WARDROBE
WARDROBE & SUITCASE STORAGE
18" DOOR
SWINGING DOOR
GUARD RAIL
29'-6⅝"
12'-10⅛"
2'-4½"
3'-0½"
4'-3"
1'-6"
4'-3"
3'-5"
2'-0"
7'-10
3'-0"
1'-0"
2'-4½"
2'-4½"
2'-8"
4'-3"
1'-6"
4'-3"
5'-5½"
2'-0"
4'-
1'-10"
2½"
7½"
11⅜"
73-9½" INSIDE LENG


3'-10½"
2'-4½"
6'-11"
2'-4½"
3'-0"
GUARD RAIL
RADIATION
GUARD RAIL
DUTCH DOOR
L
2'-2"
SWINGING DOOR
18" DOOR
LOCKER
21" DOOR
21" DOOR
ELECTRIC
21" DOOR
LOCKER
MIRROR
FOLDING WASH STAN
24" SLIDING DOOR
REFRIGERATOR
HOPPER
LOCKER ABOVE AND BELOW
DEEP FREEZE
LINEN LOCKER
18" DOOR
WARDROBE
18" DOOR
SHOWER
SINK
SERVING WINDOW
TABLE DRAWER BELOW
21" DOOR
21" DOOR
KITCHEN
TABLE STORAGE ABOVE & BELOW
PANTRY
3'-3⅜"
SERVANTS' ROOM
STANDARD BERTH SECTION
REFRIGERATOR
SLIDING DOOR
6'-10⅜"
6'-4½"
AND UPPER BERTH
4½"
2'-9"
STOVE
DRAWER BELOW
½"
SINK
LOCKER BELOW
ICE WELL
RADIATION
RADIATION
6½"
2"
2½"
1'-3"
2'-4½"
3'
2'-4½"
1'-4"
2-4½"
1'-0"
2'-4½"
2'-4½"

Southern Ry Car 14



THE PULLMAN COMPANY DIAGRAM Form 212-D

6 DOUBLE BEDROOMS BUFFET LOUNGE

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS.
E NO ADVANCE PREPARATION. CONNECTING ROOMS: (A & B), (C & D) AND (E & F).

★ DOUBLE BEDROOM **A**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B**

Sofa Seat Lengthwise Folding Bed and Upper

★ DOUBLE BEDROOM **C**

Sofa Seat Lengthwise Folding Bed and Upper

★ DOUBLE BEDROOM **D**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **E**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **F**

Sofa Seat Lengthwise Folding Bed and Upper

BUFFET

LOUNGE

CAR LINE

TRAIN No. LEAVE

FROM TO

DAY DATE

CAR _____ LINE _____

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE LOCATION | PRESENT SPACE CAR | SPACE DESIRED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | 25 |

DOUBLE BEDROOM
A
Crosswise Sofa Bed and Upper

DOUBLE BEDROOM
B
Lengthwise Sofa Seat Folding Bed and Upper

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| OVER | NIGHT |
| C | D |
| GUESTS | AND |
| F OR | STAFF E |
| G | H |
| J | I |
| K | L |
| N | M |

* DOUBLE BEDROOM
O
55
Crosswise Sofa Bed and Upper

* DOUBLE BEDROOM
P
55
Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U. S. A.

CAR # 4

THE PULLMAN COMPANY DIAGRAM FORM

**12 DUPLEX SINGLE-ROOMS** **4 DOUBLE BEDROOMS**

★ Mark for Advance Preparation. A One Berth. B Two Berths. E No Advance Preparation. Connecting Rooms. (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) and (O & P).

★ DOUBLE BEDROOM **A**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B**

Lengthwise Sofa Seat Folding Bed and Upper

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM **O**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **P**

Lengthwise Sofa Seat Folding Bed and Upper

LINE

**CAR** _____

**TRAIN** _____ **LV.** _____ **M**

**FROM** _____

**TO** _____

DAY DATE

THE PULLMAN COMPANY DIAGRAM FORM

**12 DUPLEX SINGLE-ROOMS 4 DOUBLE BEDROOMS**

★ Mark for Advance Preparation. A One Berth. B Two Berths. E No Advance Preparation. Connecting Rooms. (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) and (O & P).

★ DOUBLE BEDROOM **A** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B** — Lengthwise Sofa Seat Folding Bed and Upper

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM **O** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **P** — Lengthwise Sofa Seat Folding Bed and Upper

LINE

CAR _____

TRAIN _____ LV. _____ M

FROM _____

TO _____

DAY DATE

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM

A

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM

B

Lengthwise Sofa Seat Folding Bed and Upper

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM

O

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM

P

Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U.S.A.

CAR #5

CAR LINE

HOW [illegible] TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED [illegible] INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE

| ORDER OF APPLICATION | PRESENT SPACE LOCATION | PRESENT SPACE CAR | SPACE DESIRED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | 80 - Pres | | |
| 4 | 6-8-55 | | |
| 5 | | | |

DOUBLE BEDROOM A

111-11

DOUBLE BEDROOM B

6

DOUBLE BEDROOM C

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

DOUBLE BEDROOM P

DOUBLE BEDROOM Q

Form 268-D THE PULLMAN PRESS, CHICAGO, U. S. A.

THE PULLMAN COMPANY DIAGRAM Form 268

12 DUPLEX SINGLE-ROOMS 5 DOUBLE BEDROOMS

★ Mark for Advance Preparation. A One Berth. B Two Berths. ★ No Advance Preparation. Connecting Rooms: (B & C), (E & F), (G & H), (I & J), (K & L), (M & N) and (P & Q).

★ DOUBLE BEDROOM **A**

★ DOUBLE BEDROOM **B**

★ DOUBLE BEDROOM **C**

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

★ DOUBLE BEDROOM **P**

★ DOUBLE BEDROOM **Q**

CAR _____ LINE _____

TRAIN No. _____ LEAVE _____

FROM _____ TO _____

DAY DATE

Car # 10

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED, INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE

| ORDER OF APPLICATION | PRESENT SPACE LOCATION | PRESENT SPACE CAR | SPACE DESIRED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM A

DOUBLE BEDROOM B

DOUBLE BEDROOM C

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

DOUBLE BEDROOM P

DOUBLE BEDROOM Q

Form 268-D THE PULLMAN PRESS, CHICAGO, U. S. A.

THE PULLMAN COMPANY DIAGRAM Form 268-

12 DUPLEX SINGLE-ROOMS 6 DOUBLE BEDROOMS

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS. NO ADVANCE PREPARATION. CONNECTING ROOMS: (B & C), (E & F), (G & H), (I & J), (K & L), (M & N) AND (P & Q).

★ DOUBLE BEDROOM **A**

★ DOUBLE BEDROOM **B**

★ DOUBLE BEDROOM **C**

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

★ DOUBLE BEDROOM **P**

★ DOUBLE BEDROOM **Q**

CAR LINE

TRAIN No. LEAVE

FROM TO

DAY DATE

CAR #9

THE PULLMAN COMPANY DIAGRAM FORM

**12 DUPLEX SINGLE-ROOMS 4 DOUBLE BEDROOMS**

★ Mark for Advance Preparation. A One Berth. B Two Berths. E No Advance Preparation. Connecting Rooms. (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) and (O & P).

★ DOUBLE BEDROOM **A** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B** — Lengthwise Sofa Seat Folding Bed and Upper

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM **O** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **P** — Lengthwise Sofa Seat Folding Bed and Upper

LINE

**CAR** _____

**TRAIN** _____ **LV.** _____ **M**

**FROM** _____

**TO** _____

DAY DATE

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM
A
Crosswise Sofa Bed and Upper

DOUBLE BEDROOM
B
Lengthwise Sofa Seat Folding Bed and Upper

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

* DOUBLE BEDROOM
O
Crosswise Sofa Bed and Upper

* DOUBLE BEDROOM
P
Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U. S. A.

CAR # 8

THE PULLMAN COMPANY DIAGRAM FORM

**12 DUPLEX SINGLE-ROOMS 4 DOUBLE BEDROOMS**

★ Mark for Advance Preparation. A One Berth. B Two Berths. E No Advance Preparation. Connecting Rooms. (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) and (O & P).

★ DOUBLE BEDROOM **A** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B** — Lengthwise Sofa Seat Folding Bed and Upper

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM **O** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **P** — Lengthwise Sofa Seat Folding Bed and Upper

LINE

**CAR** _____

**TRAIN** _____ **LV.** _____ **M**

**FROM** _____

**TO** _____

DAY DATE

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM
A
Crosswise Sofa Bed and Upper

DOUBLE BEDROOM
B
Lengthwise Sofa Seat Folding Bed and Upper

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

* DOUBLE BEDROOM
O
Crosswise Sofa Bed and Upper

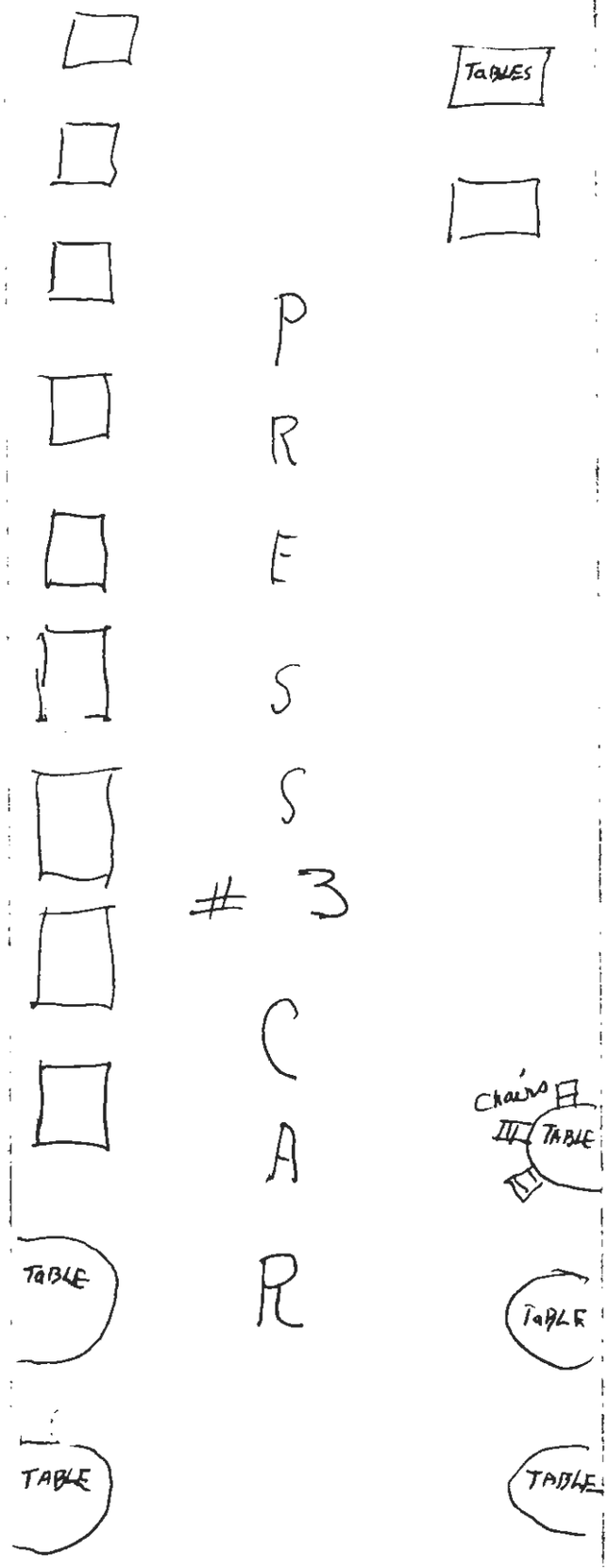
* DOUBLE BEDROOM
P
Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U.S.A.

CAR # 7

ℓp

Car # 6
TWIN DINER

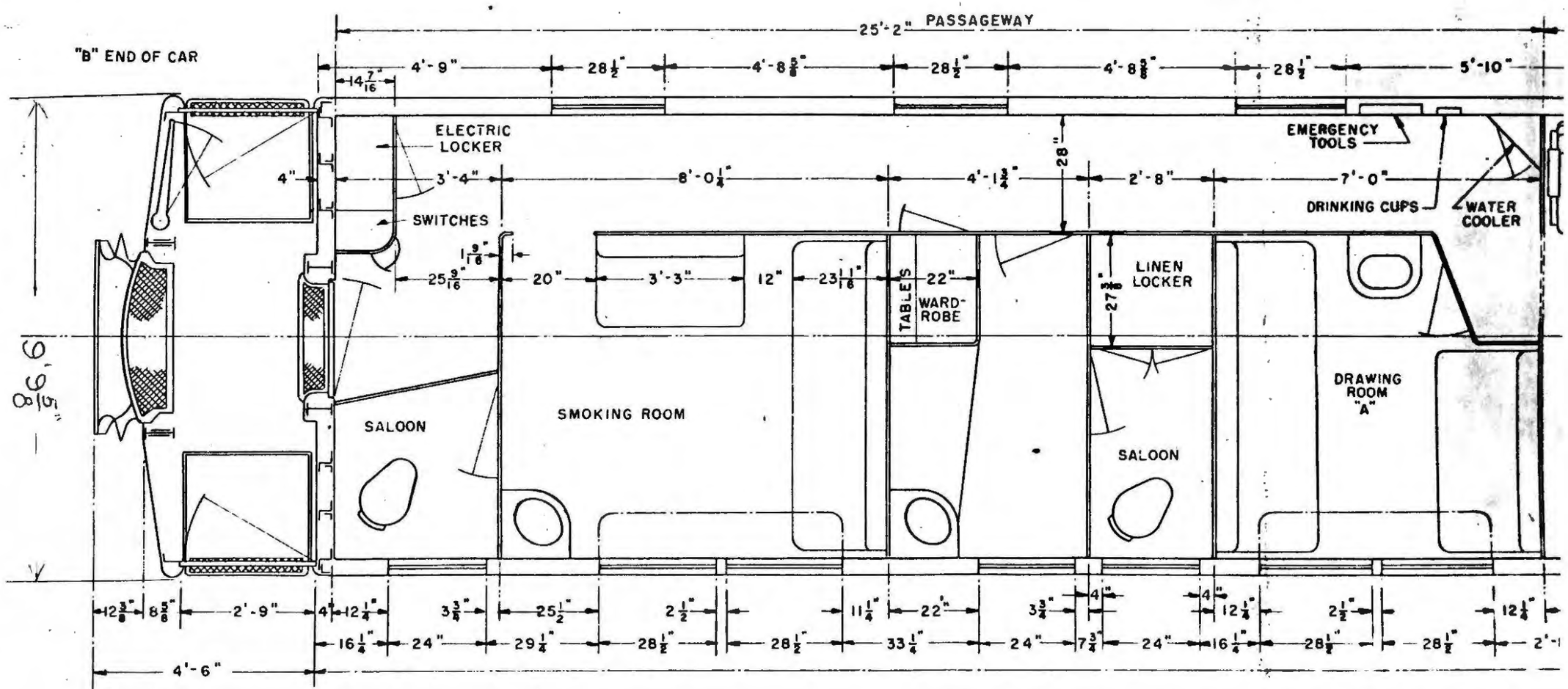


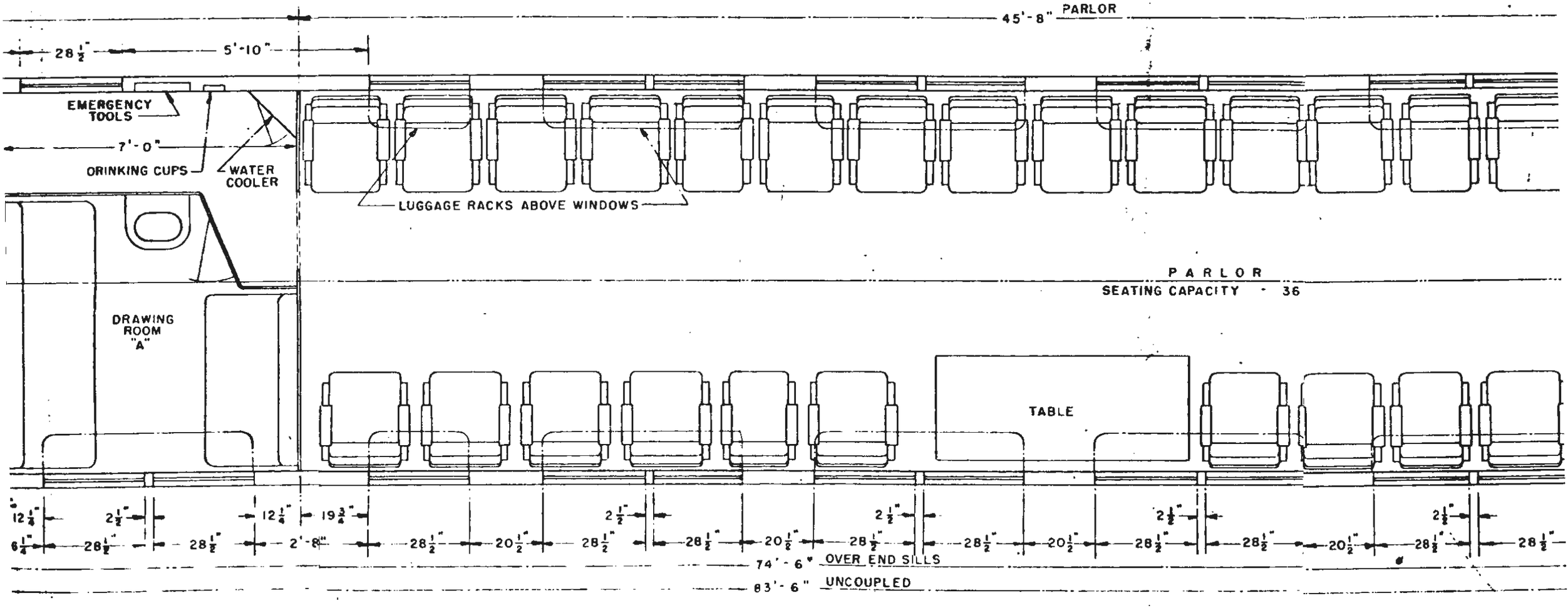

CAR # 3

FBI
Put
OPS
4 + 5 - press
6 + 7 sleepers
20 ?
8 + 9 dinners
(fed 64 at 1 sitting)
10
11
12
13
14
15
16 - dormitory
engine

J. W. GRAHAM

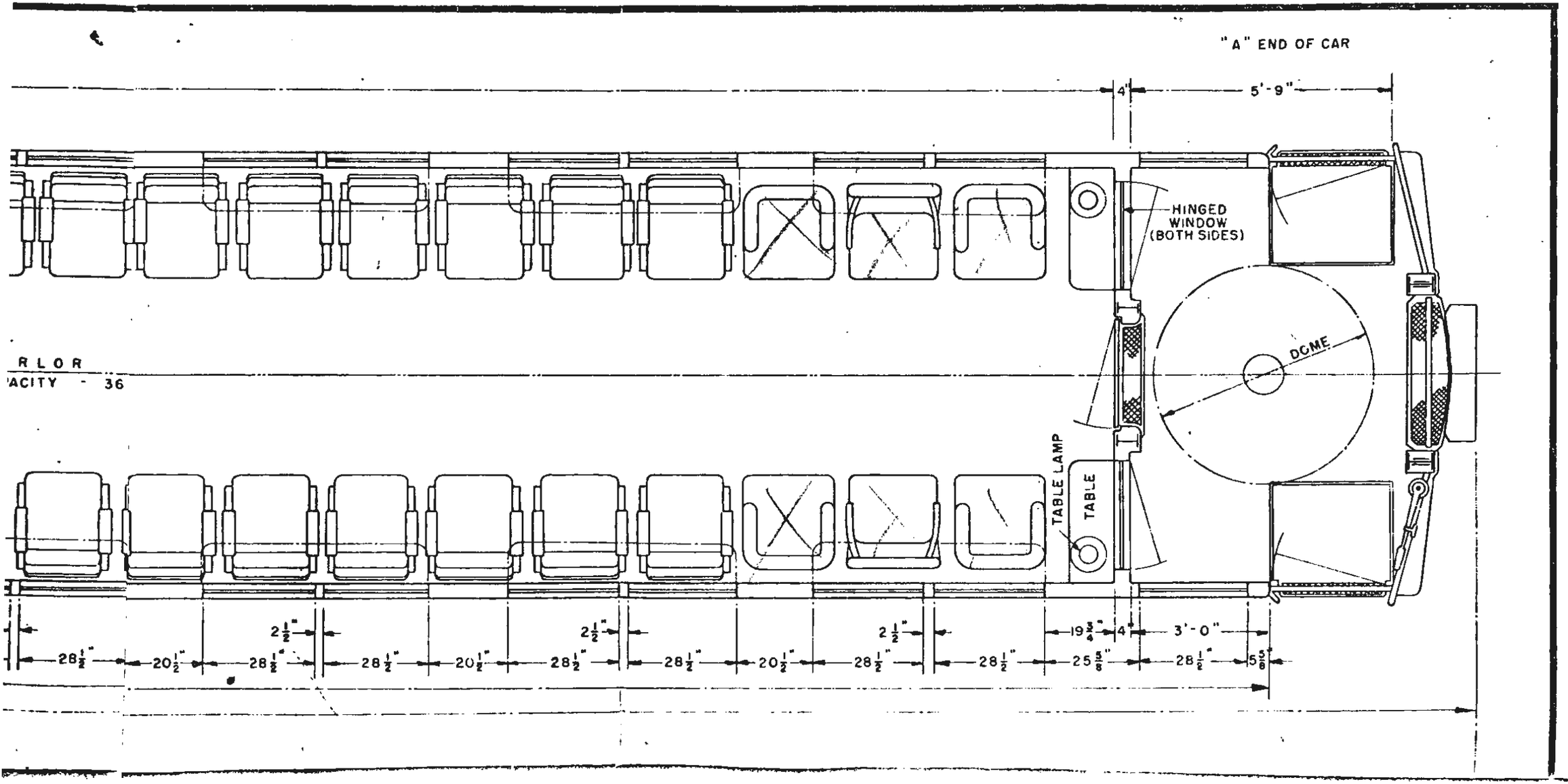
OFFICE MANAGER, GENERAL MANAGER
PASSENGER SALES
THE PENNSYLVANIA RAILROAD CO. PHILADELPHIA 4, PA.

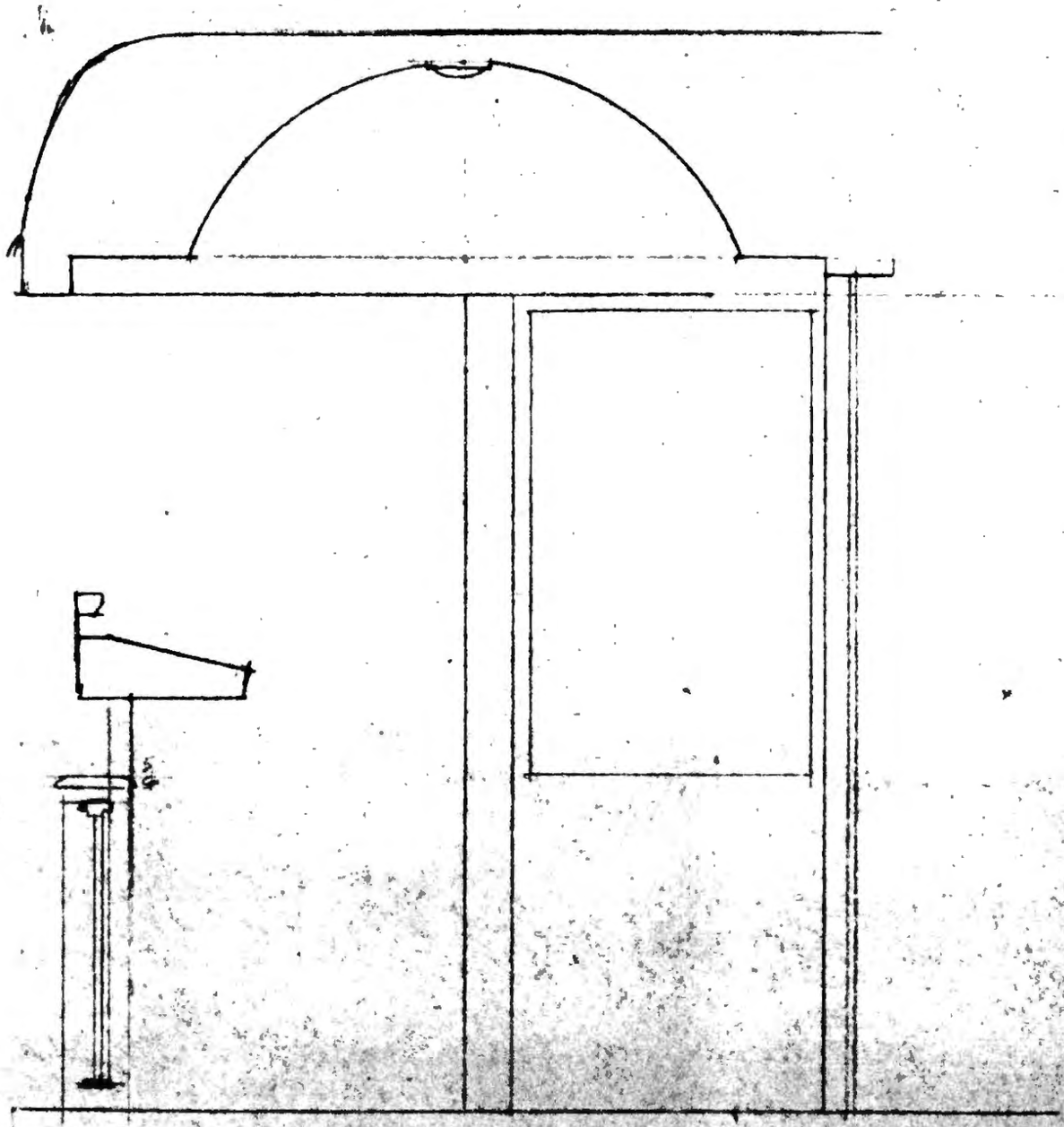




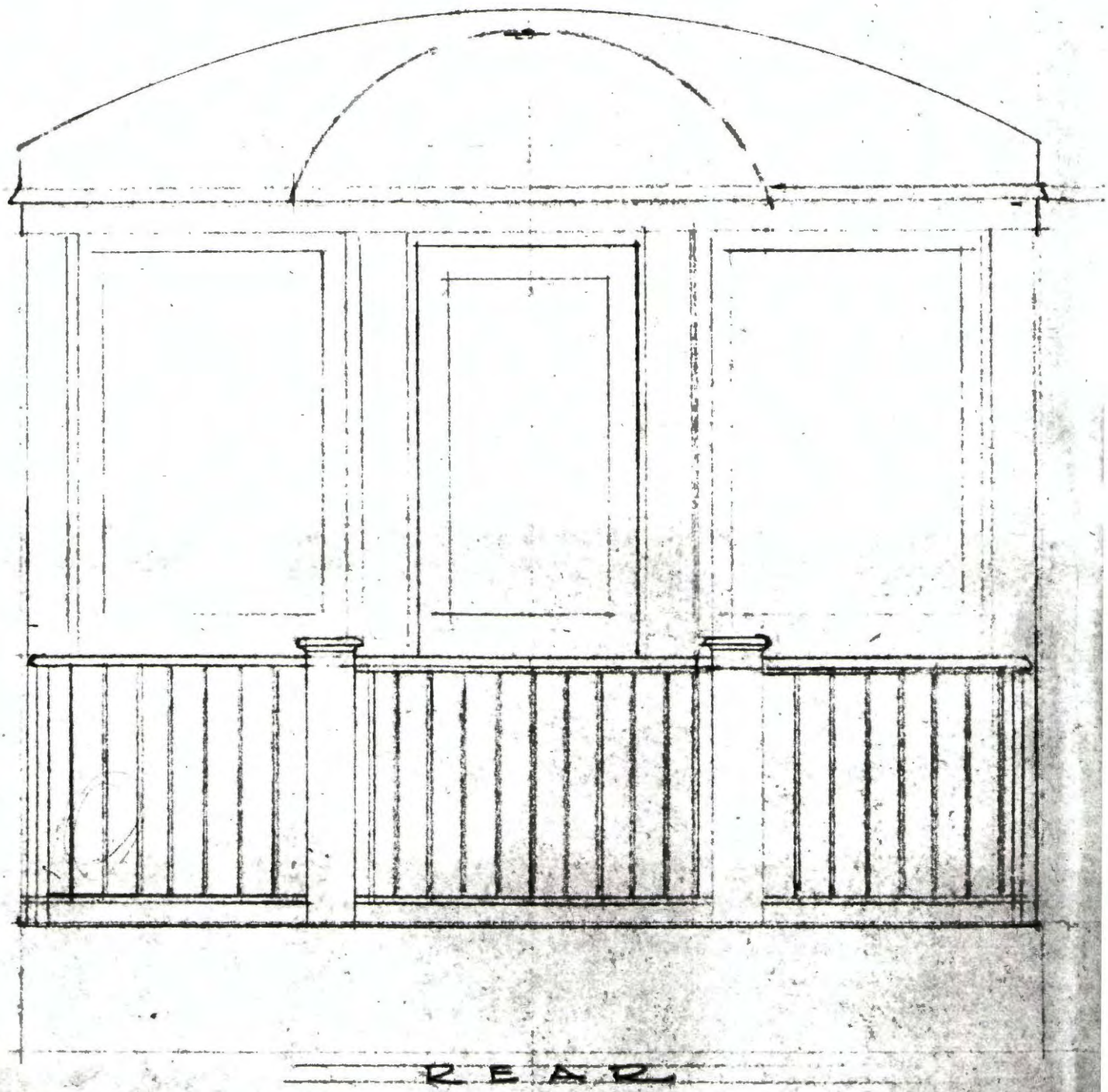

PULLMAN FLOOR PLAN 3957-I-A

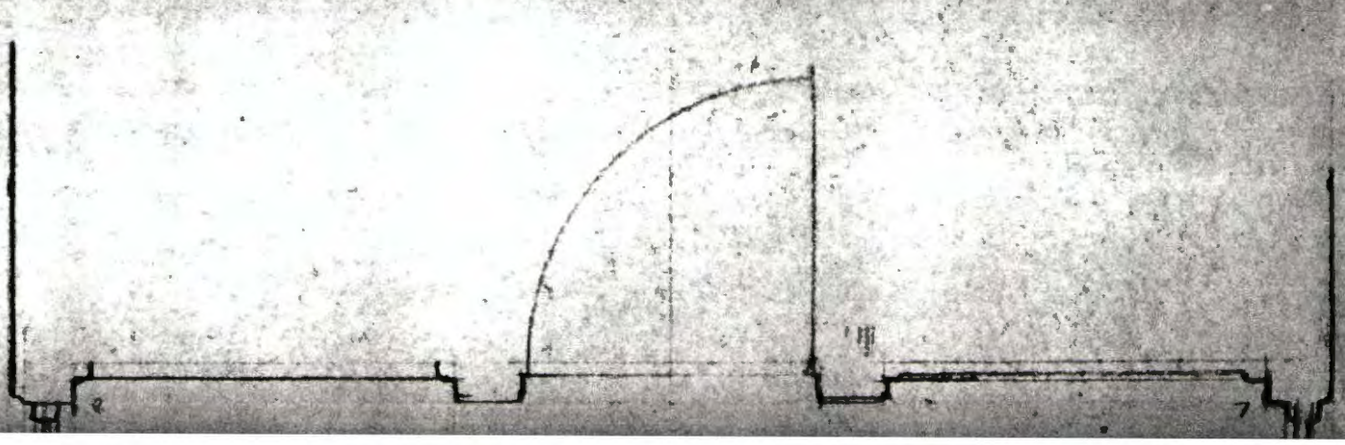
TOTAL PLAIN CAPACITY - 39

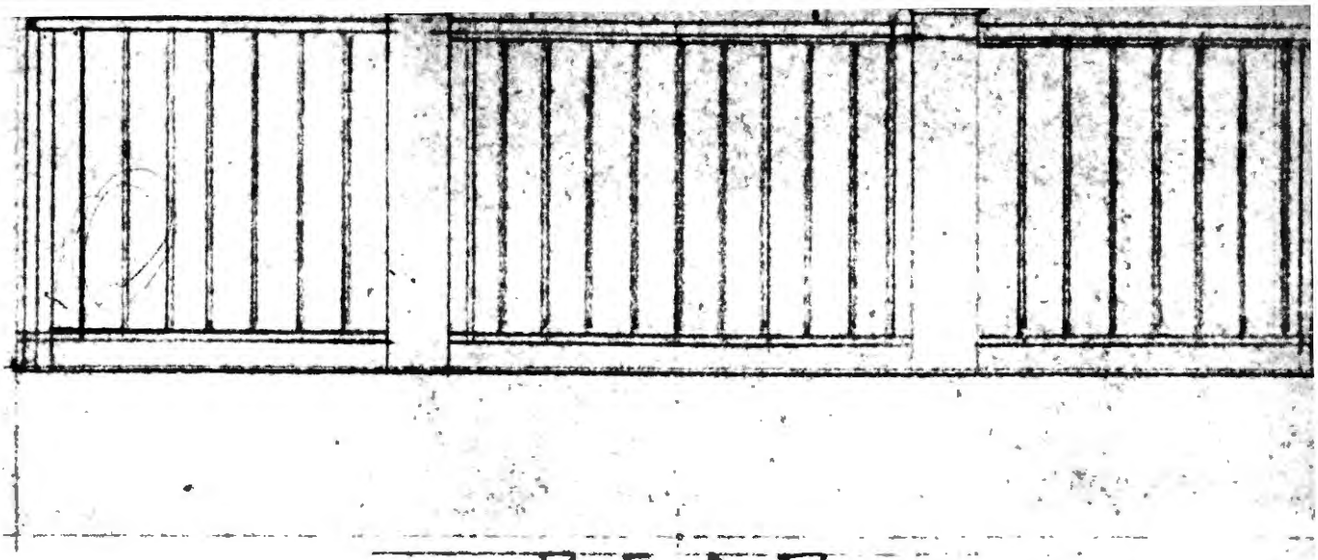

"A" END OF CAR
4"
5'-9"
HINGED WINDOW (BOTH SIDES)
DOME
TABLE LAMP
TABLE
R L O R
ACITY - 36
2½"
2½"
2½"
19¾"
4"
3'-0"
28½"
20½"
28½"
28½"
20½"
28½"
28½"
20½"
28½"
28½"
25⅝"
28½"
5⅝"

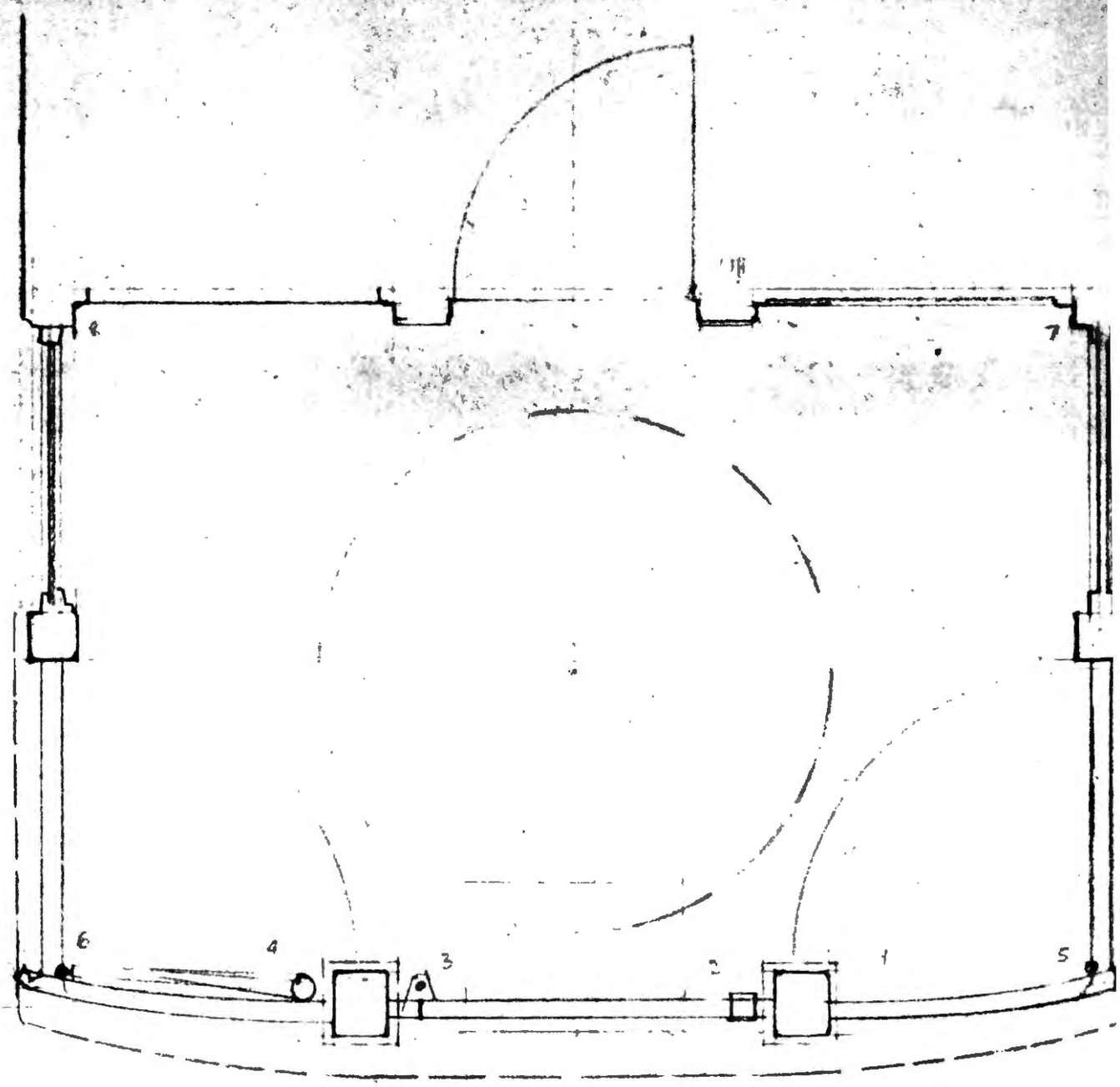


SECTION

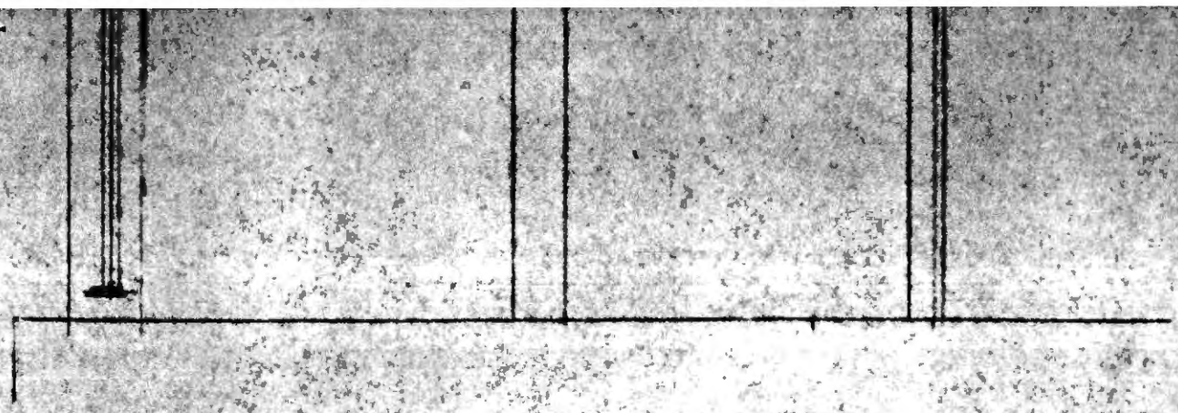

REAR





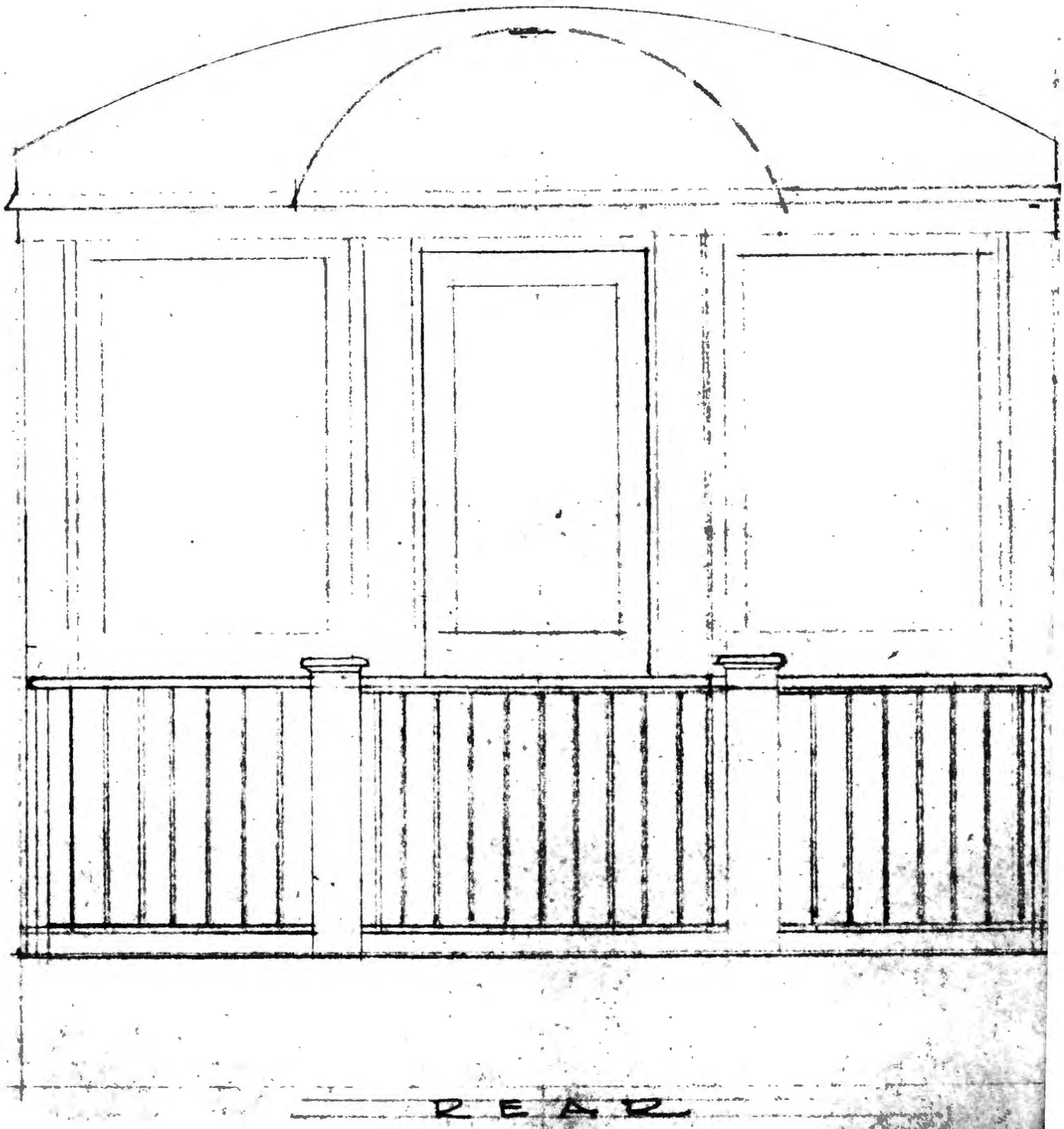

PLAN

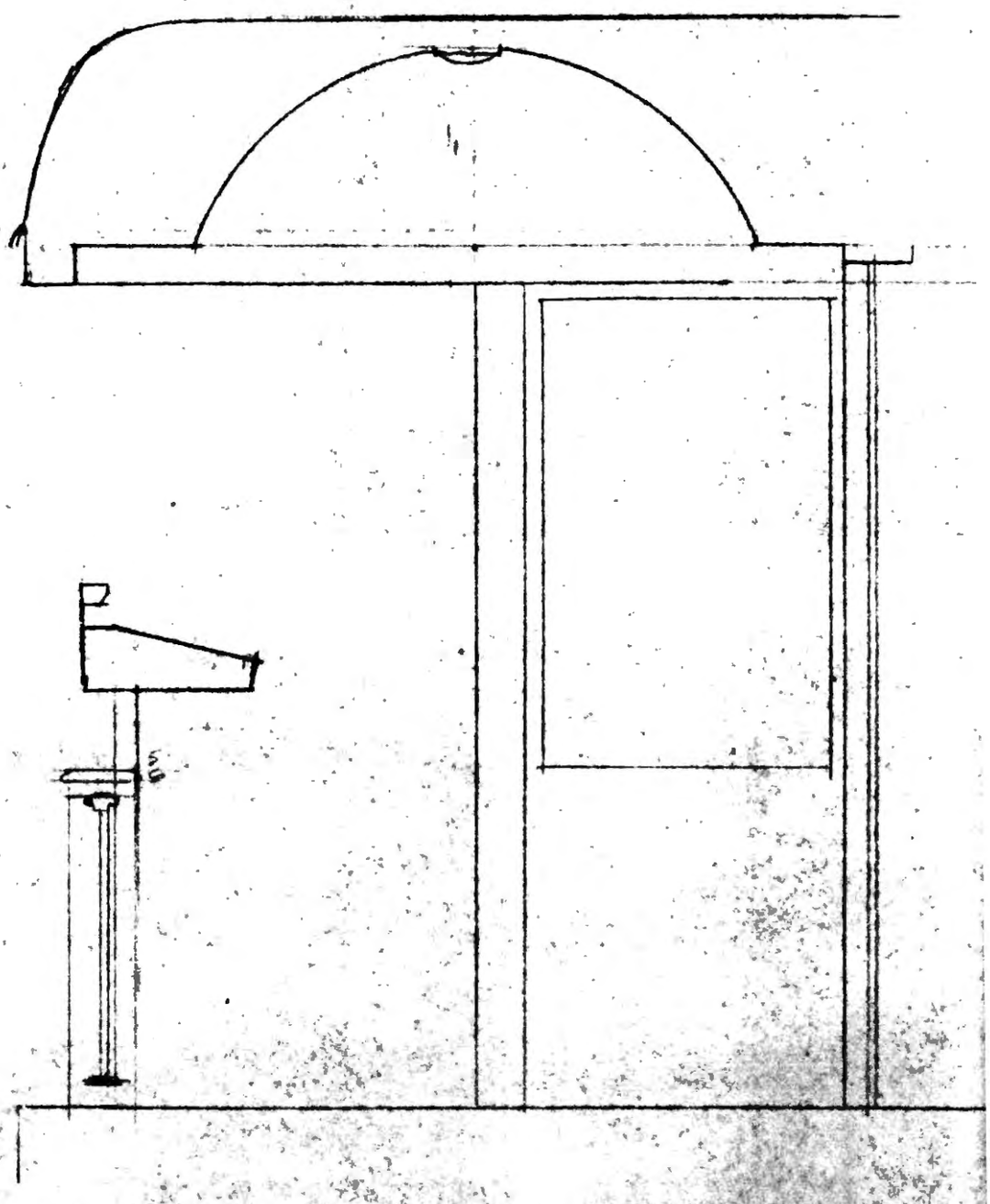


SECTION

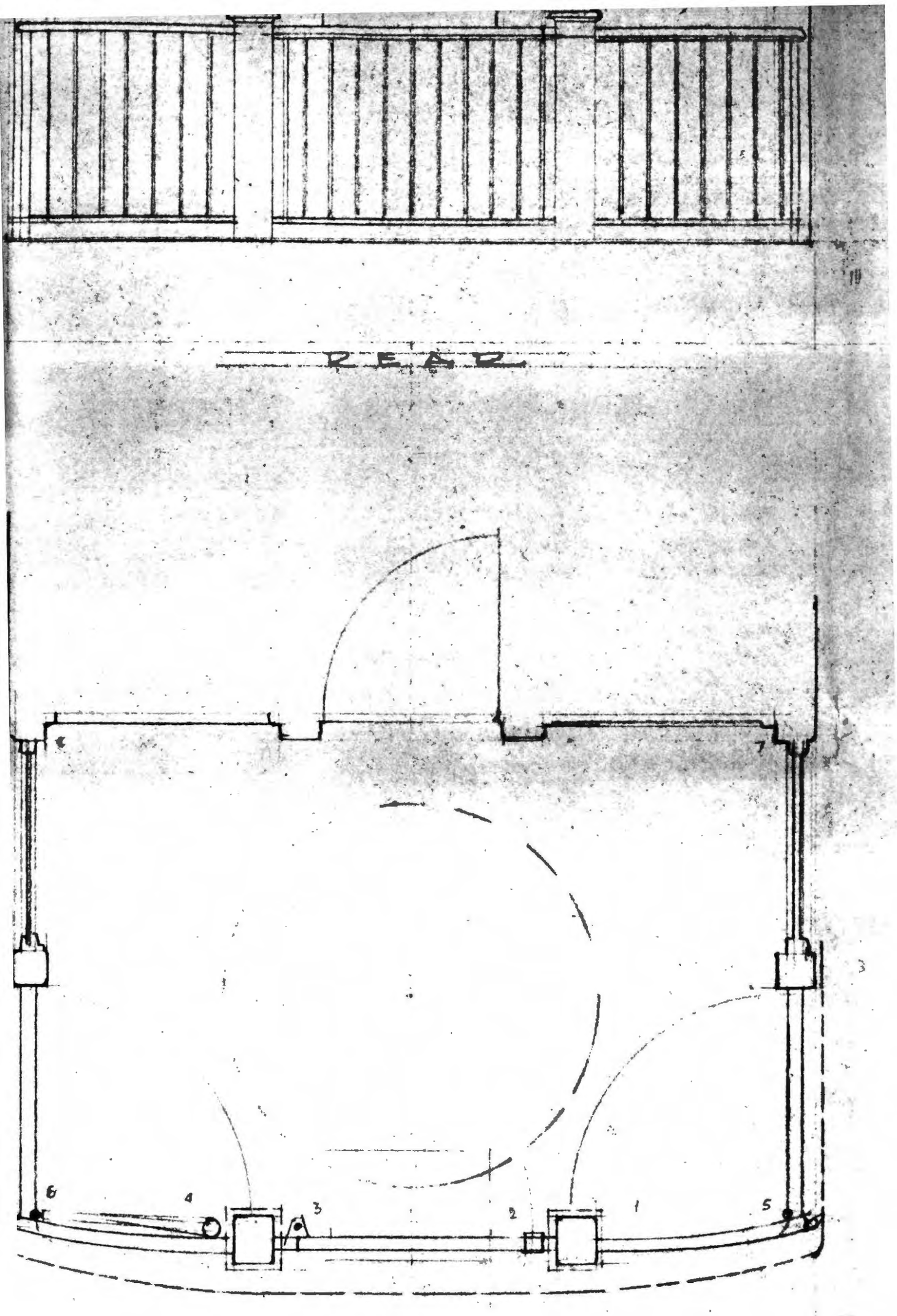
SCALE 3/4" = 1'-0"
THE QUEEN MARY
PENNSYLVANIA R.R.
CAR NO 7125

DONALD HUDSON DRAYER A.I.A.
ARCHITECT
1764 CHURCH STREET N.W. WASHINGTON 6, D. C.

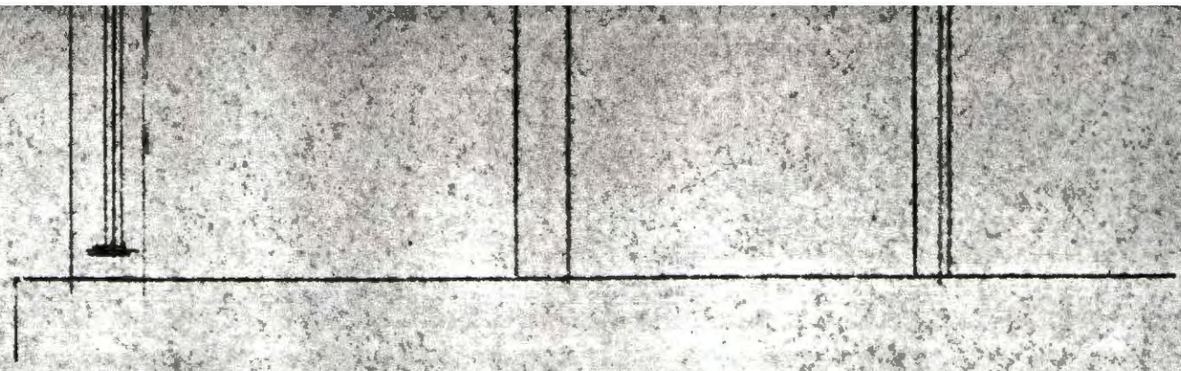

REAR



SECTION



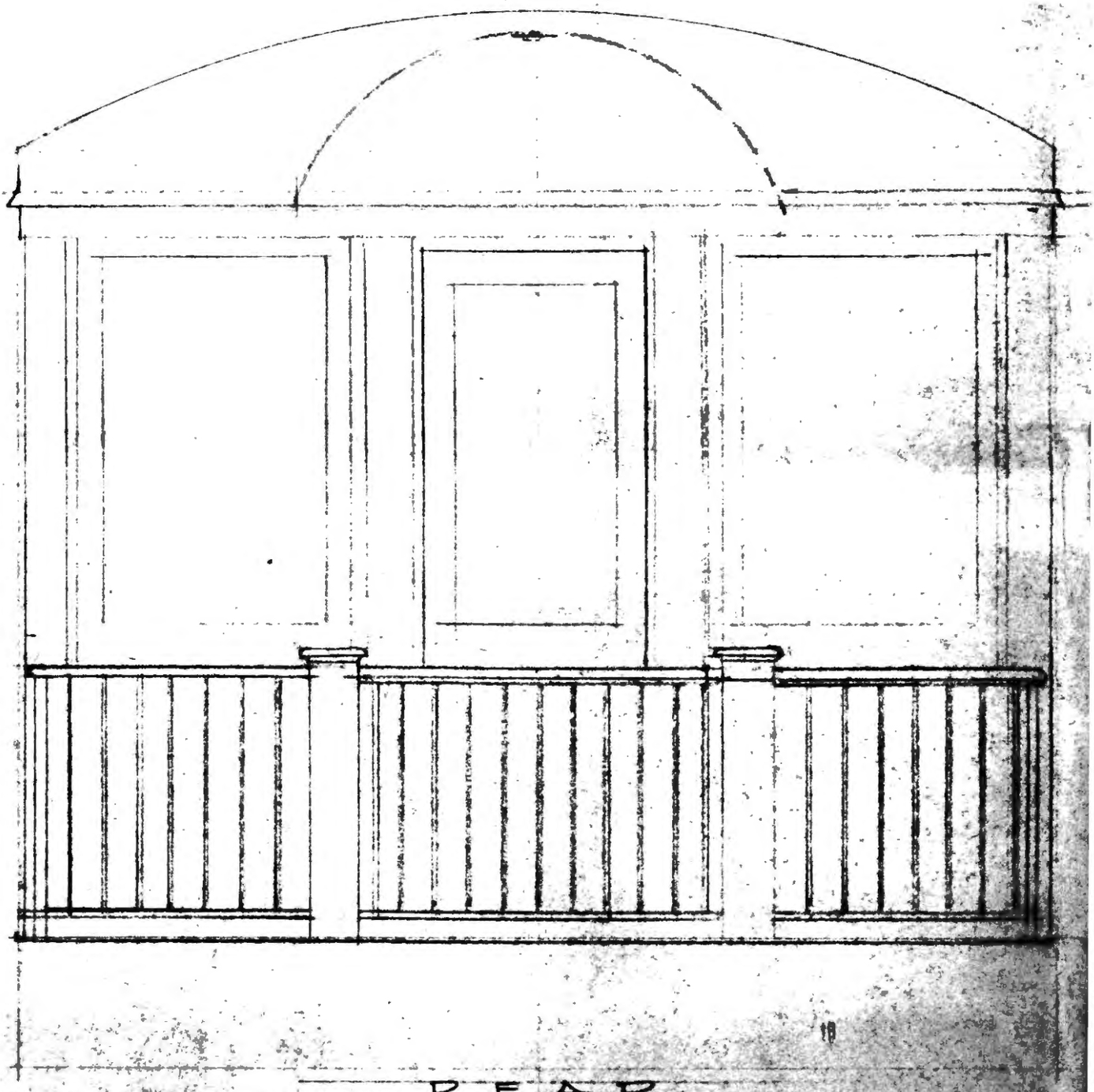

PLAN

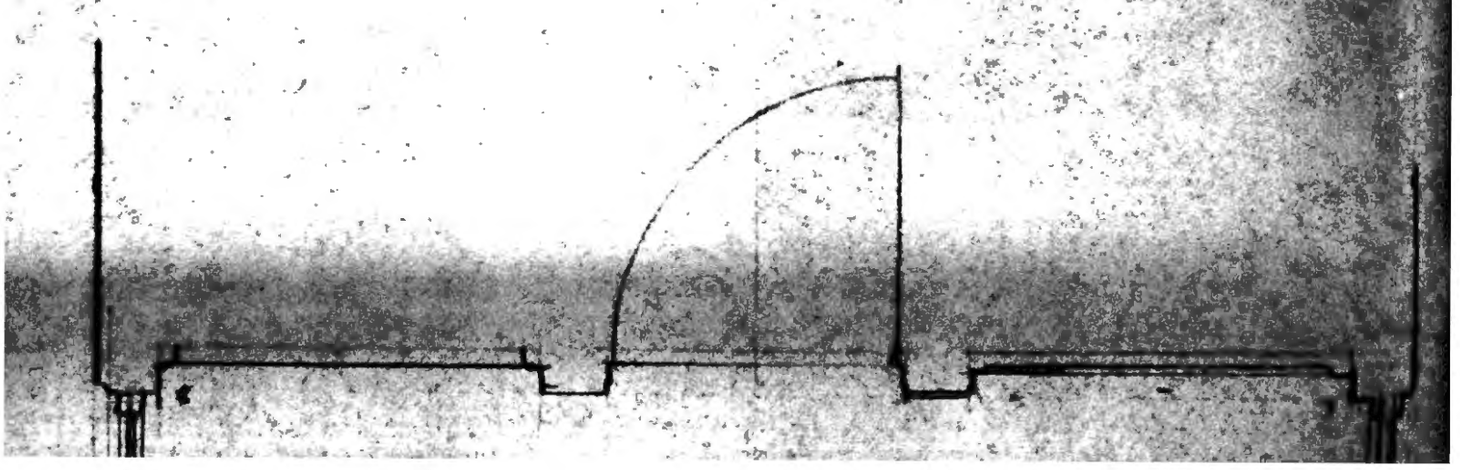


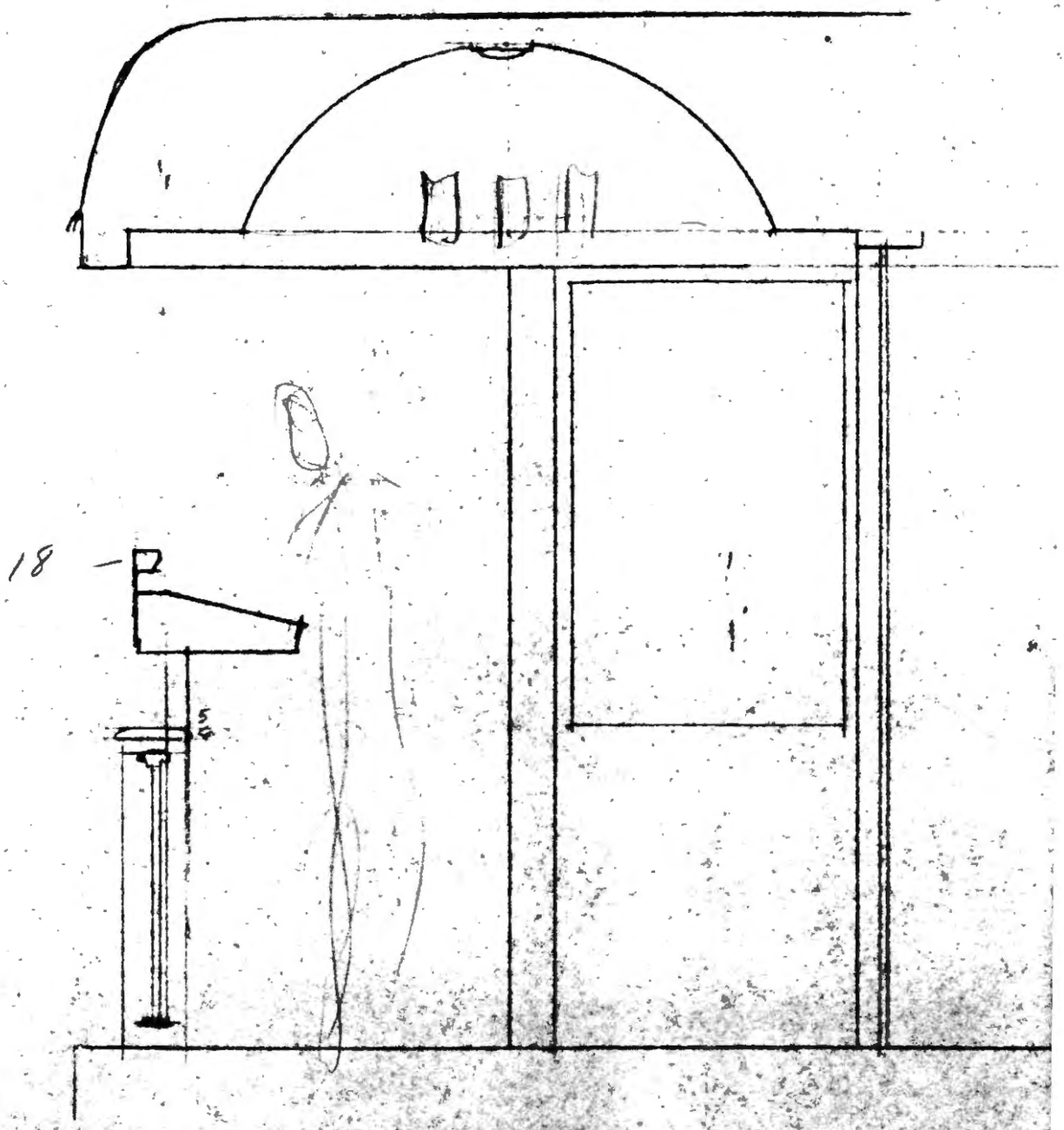
SECTION

SCALE 3/4" = 1'-0"
THE QUEEN MARY
PENNSYLVANIA R.R.
CAR NO 7125

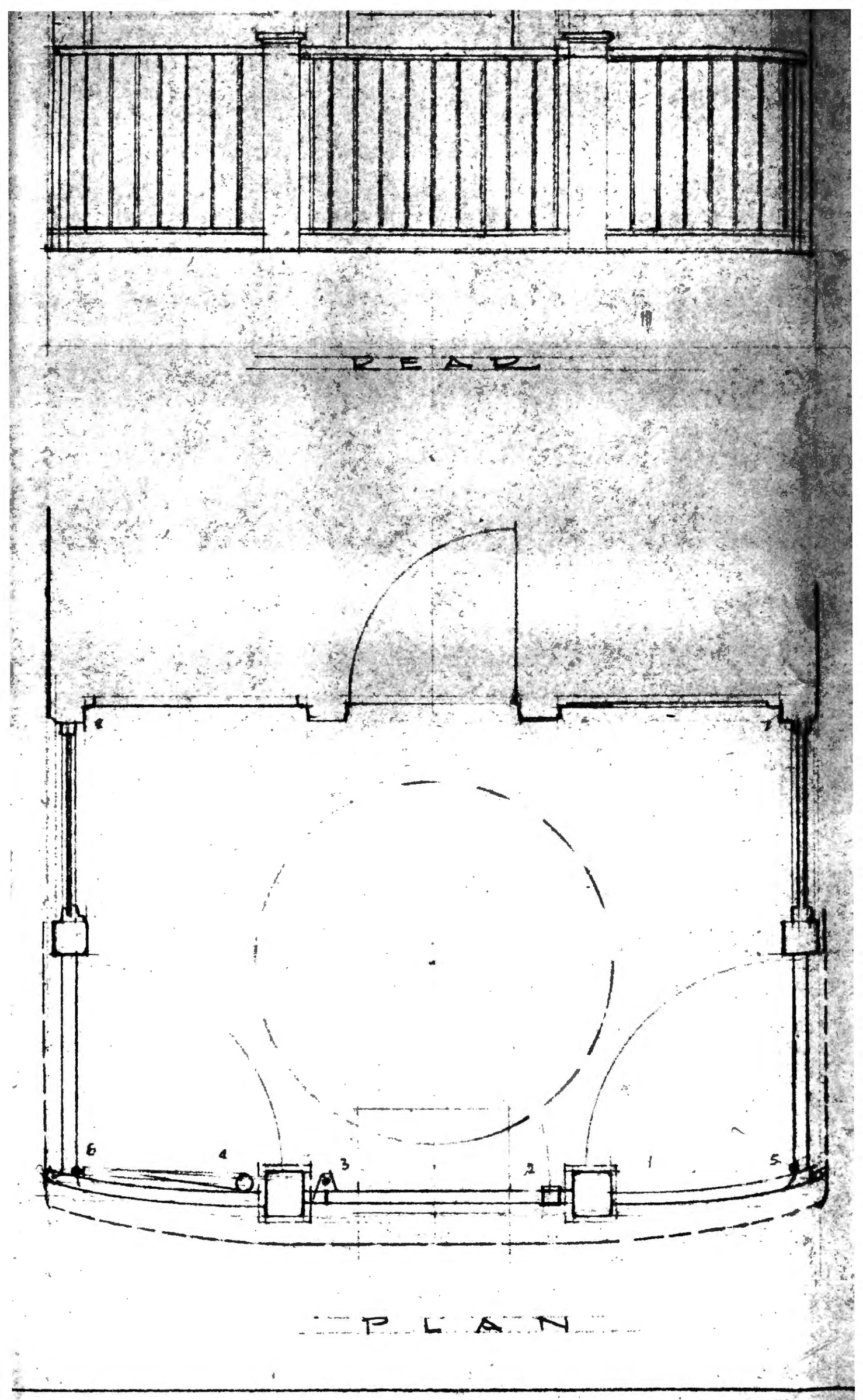
DONALD HUDSON DRAYER A.I.A.
ARCHITECT
1764 CHURCH STREET, N. W. WASHINGTON 6, D. C.

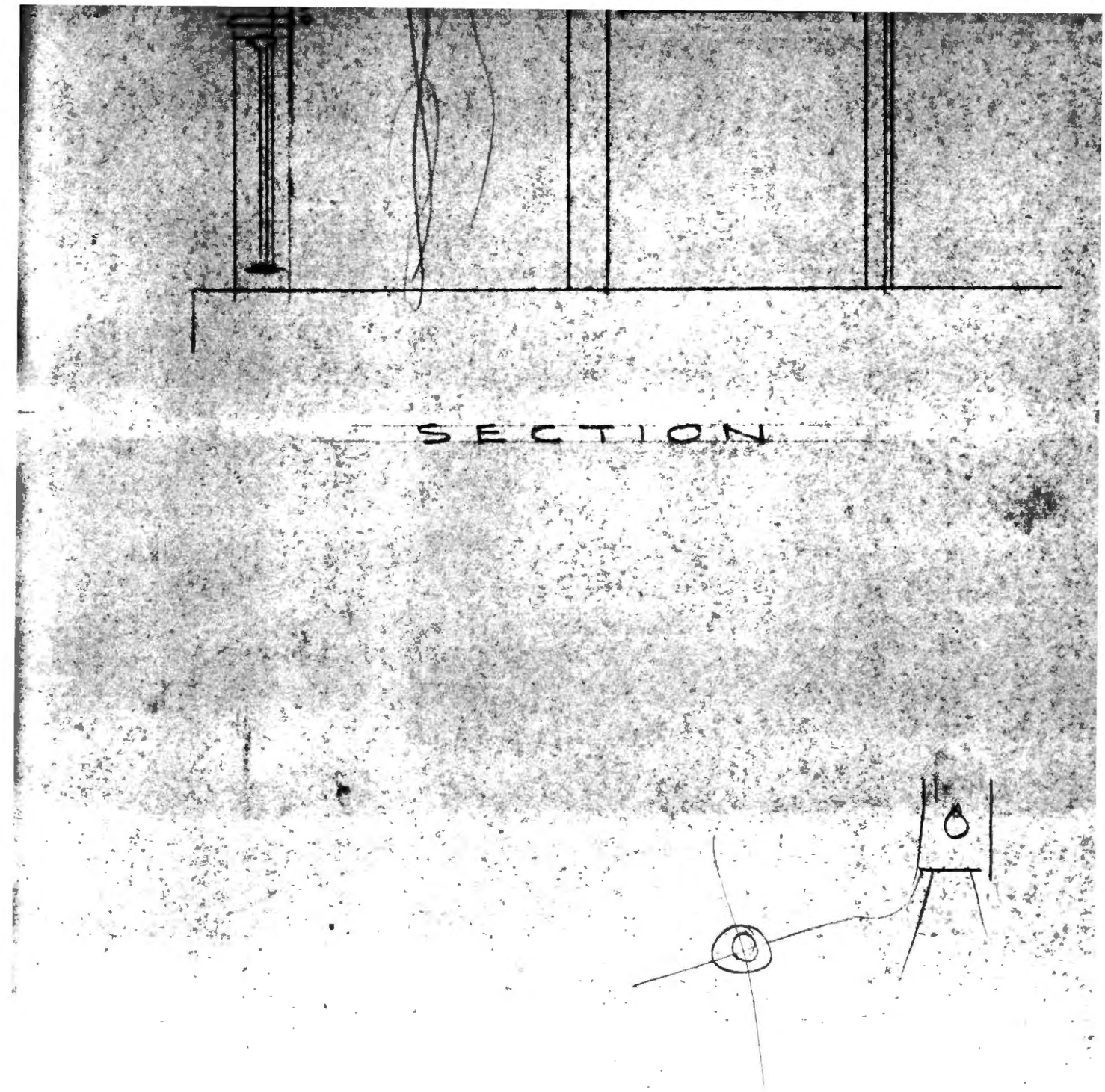

REAR






SECTION

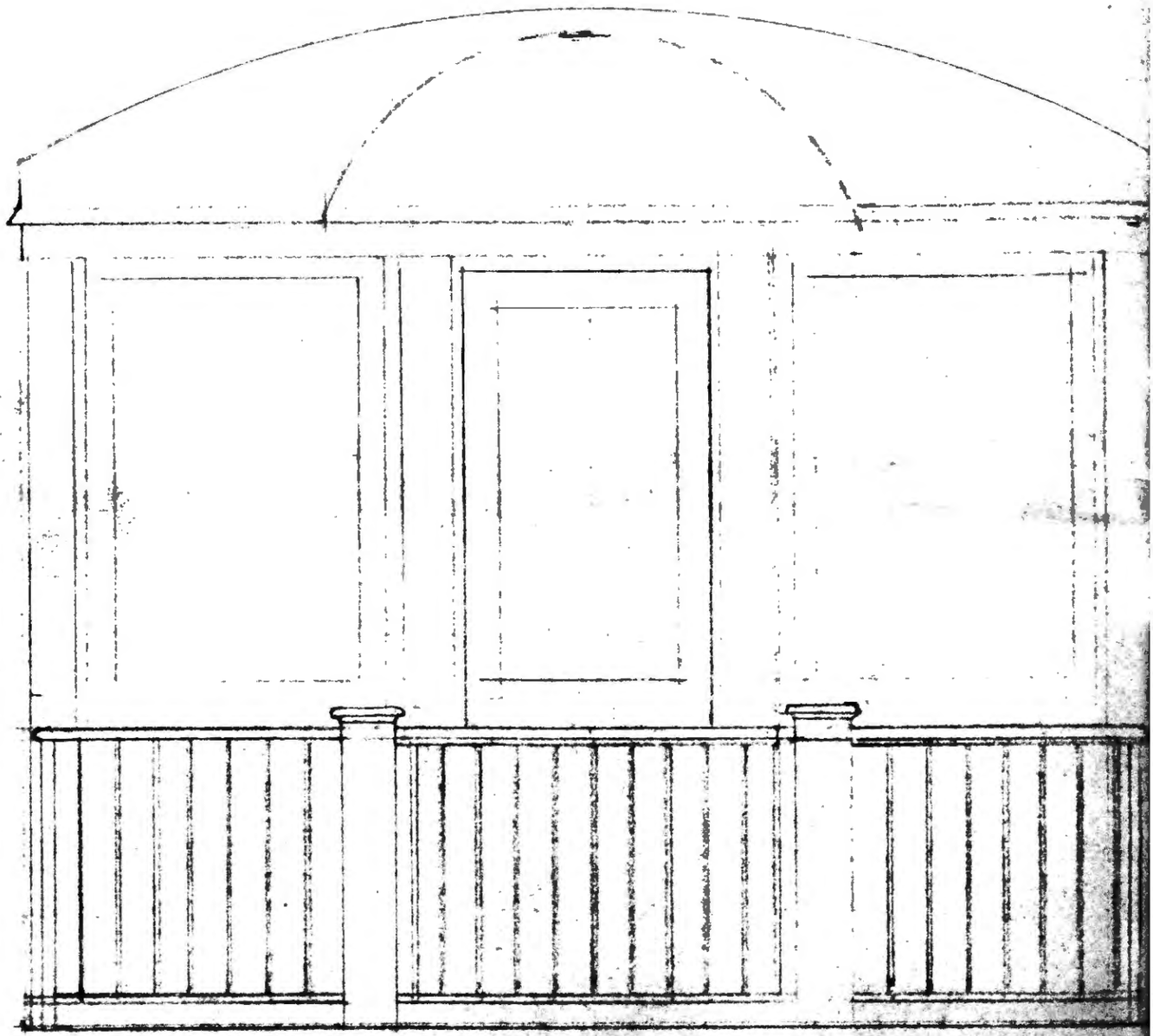

REAR
6
4
3
2
1
5
PLAN



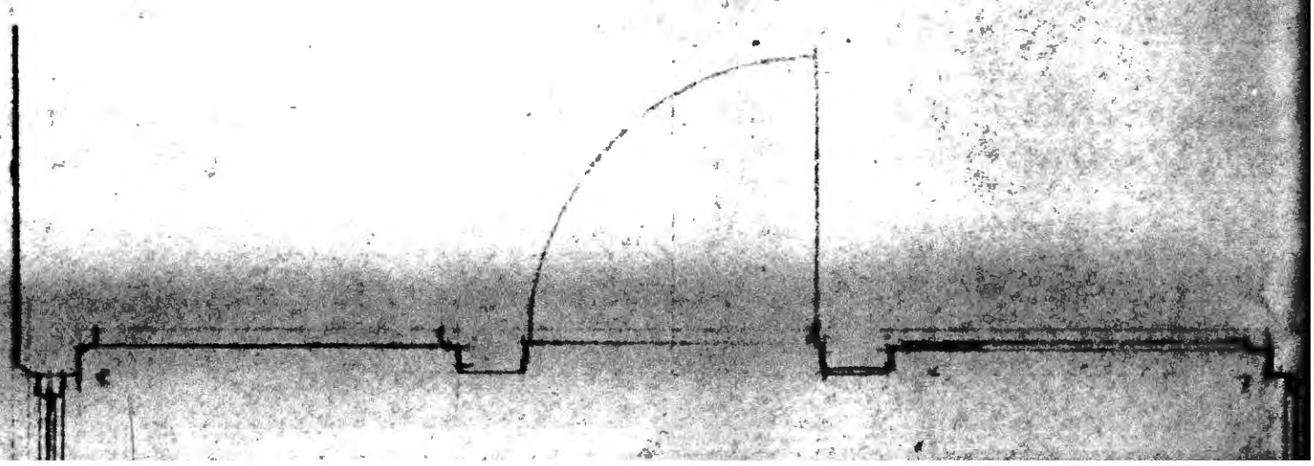
SECTION

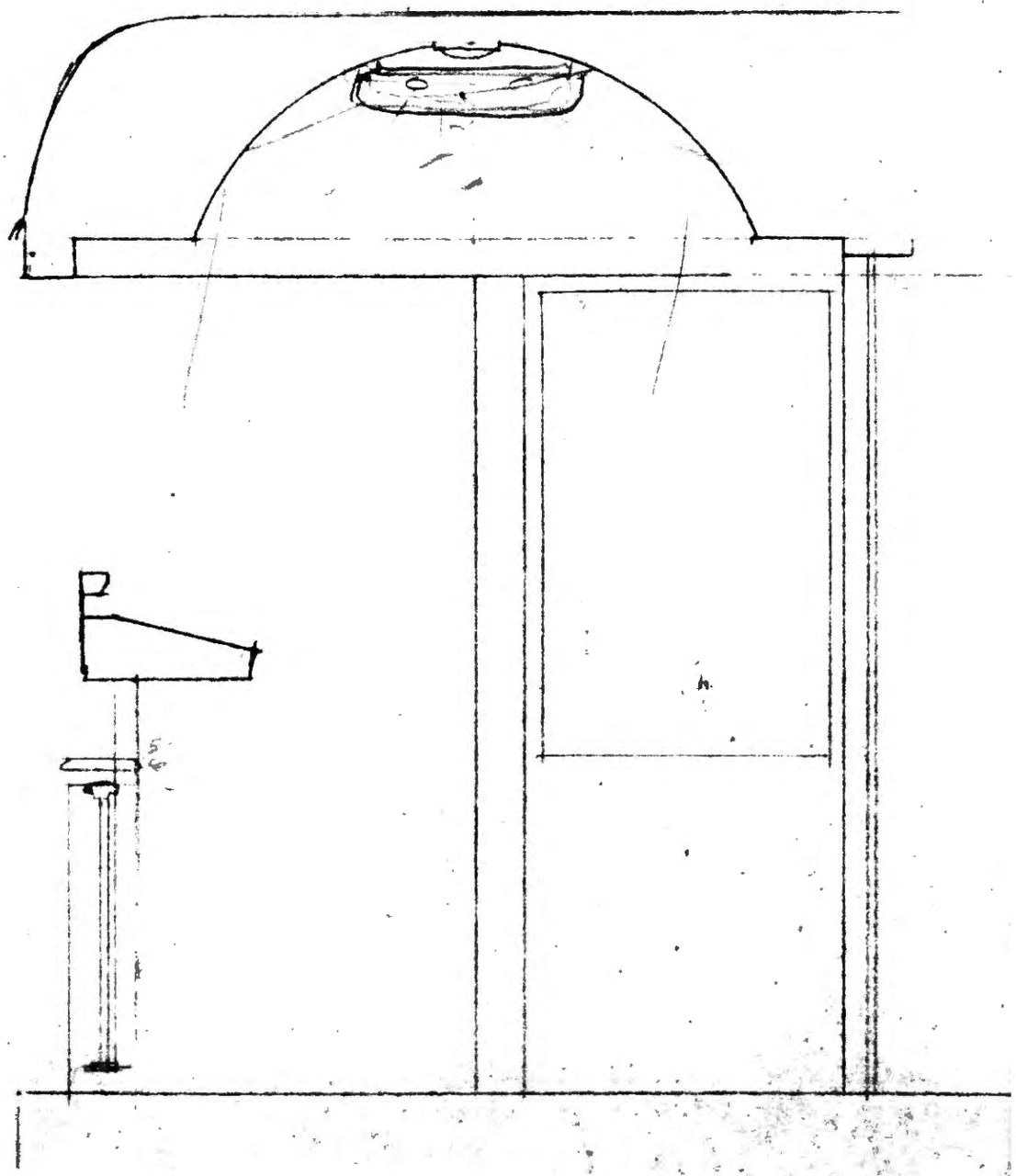
SCALE 3/4" = 1'-0"
THE QUEEN MARY
PENNSYLVANIA R.R.
CAR NO 7125

DONALD HUDSON DRAYER A.I.A.
ARCHITECT
7764 CHURCH STREET, N. W. WASHINGTON 6, D. C.

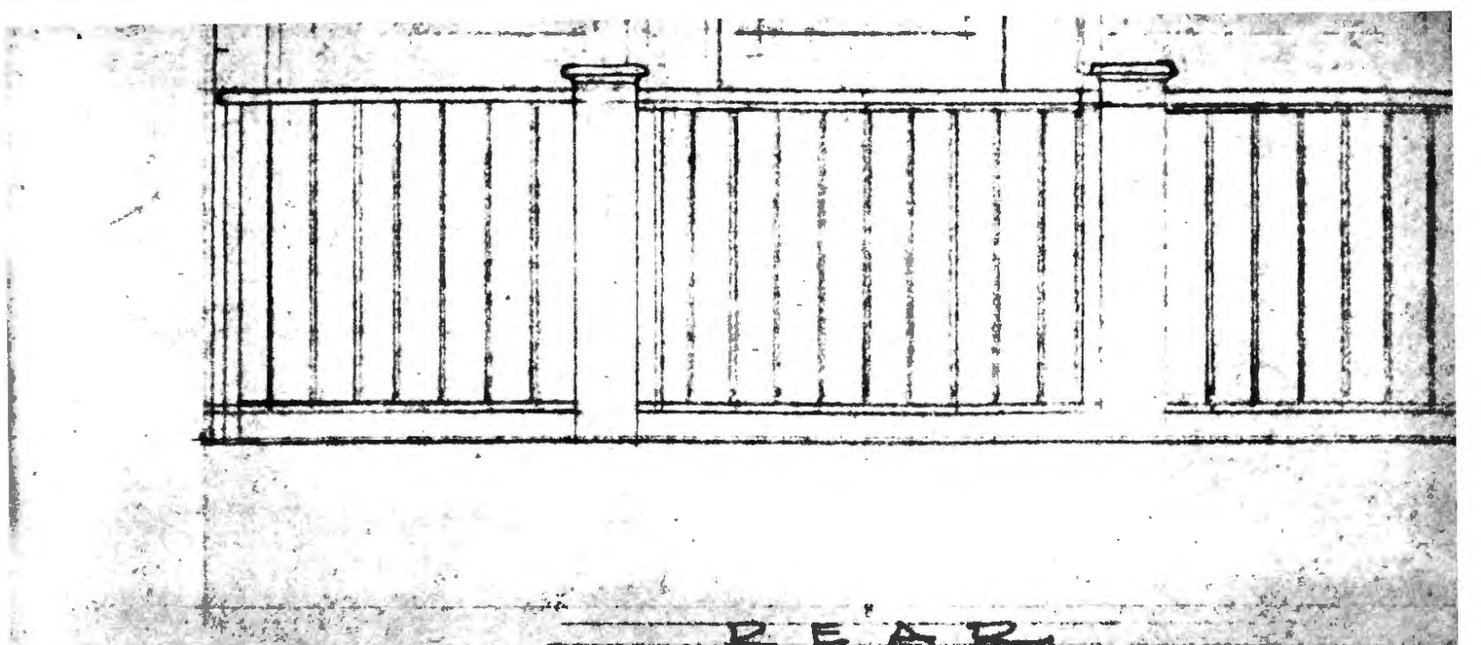


REAR

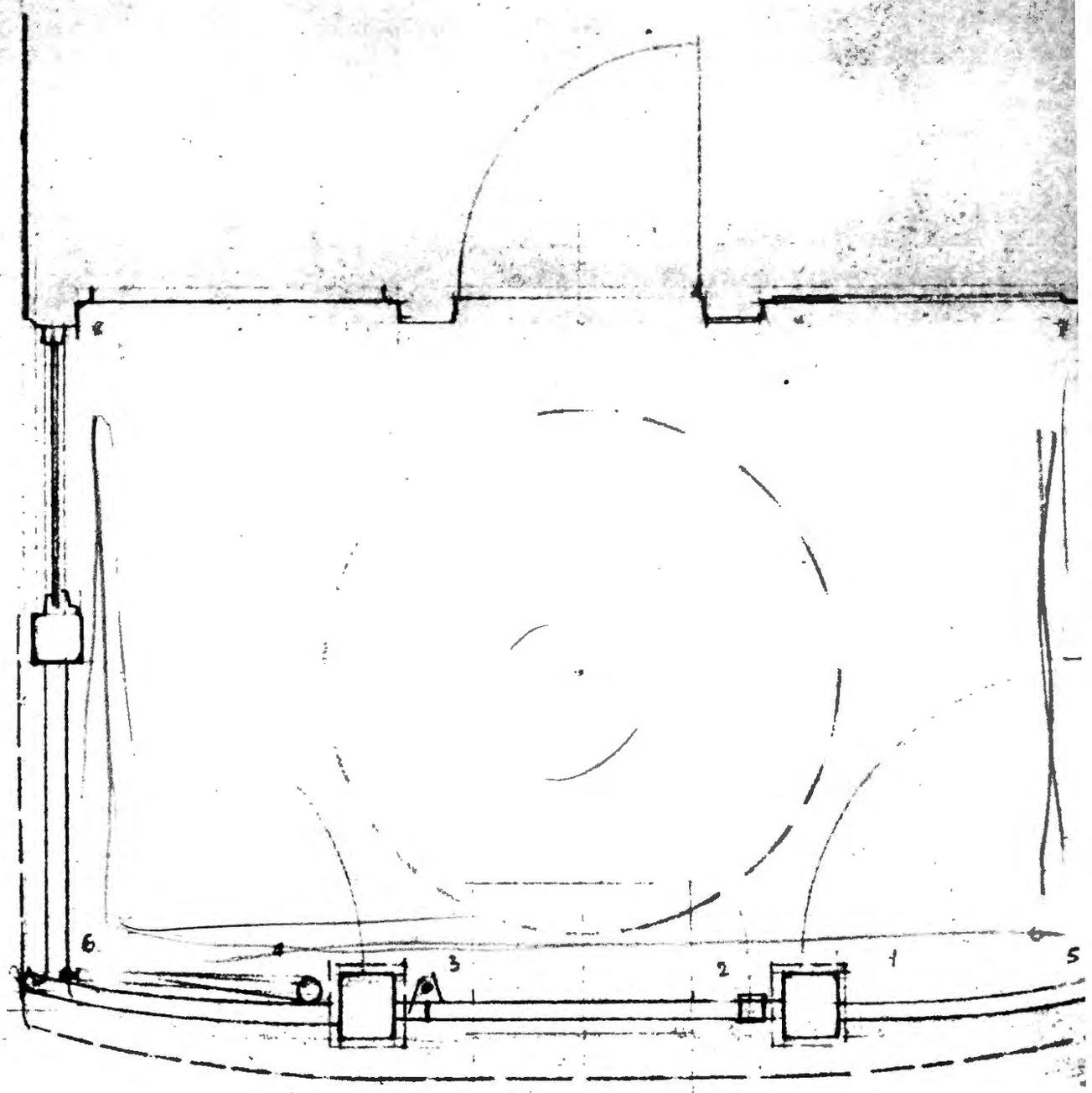




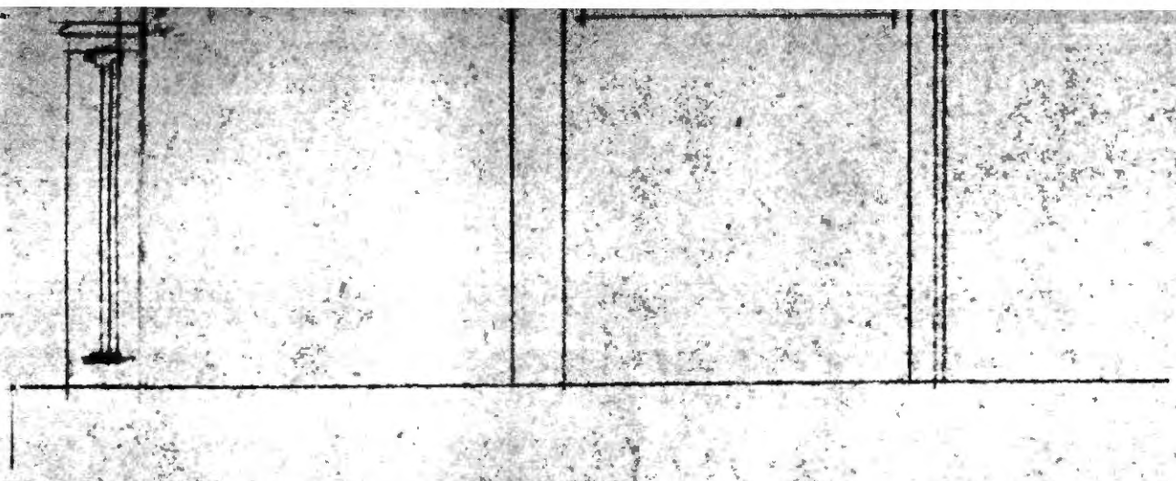
SECTION



REAR



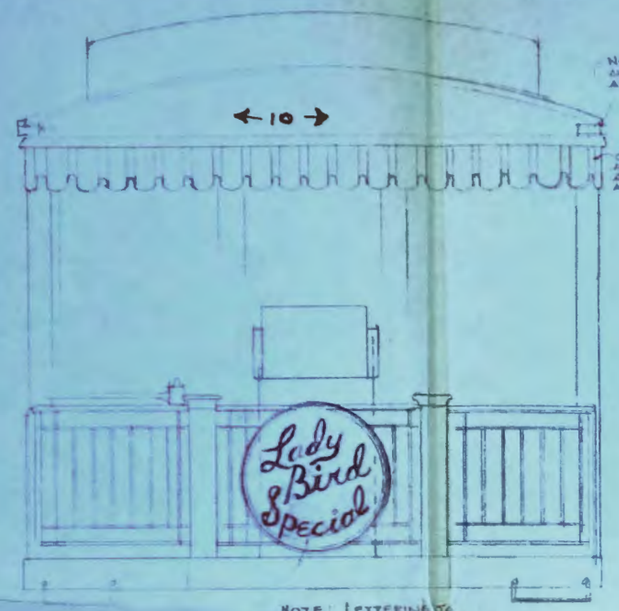

PLAN



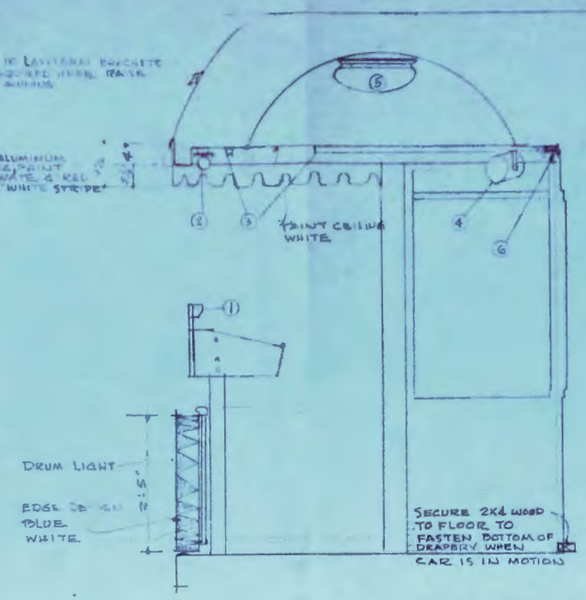
SECTION

SCALE 3/4" = 1'-0"
THE QUEEN MARY
PENNSYLVANIA R.R.
CAR NO 7125

DONALD HUDSON DRAYER A.I.A.
ARCHITECT
1764 CHURCH STREET, N. W. WASHINGTON 9, D. C.




REAR
3/4" = 1'-0"

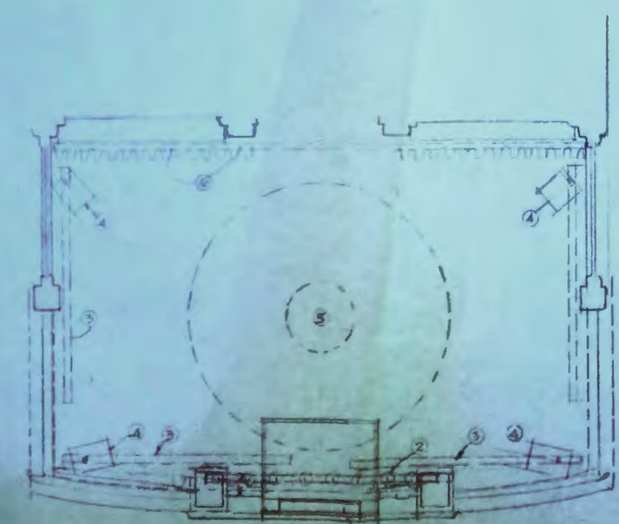



SECTION
3/4" = 1'-0"

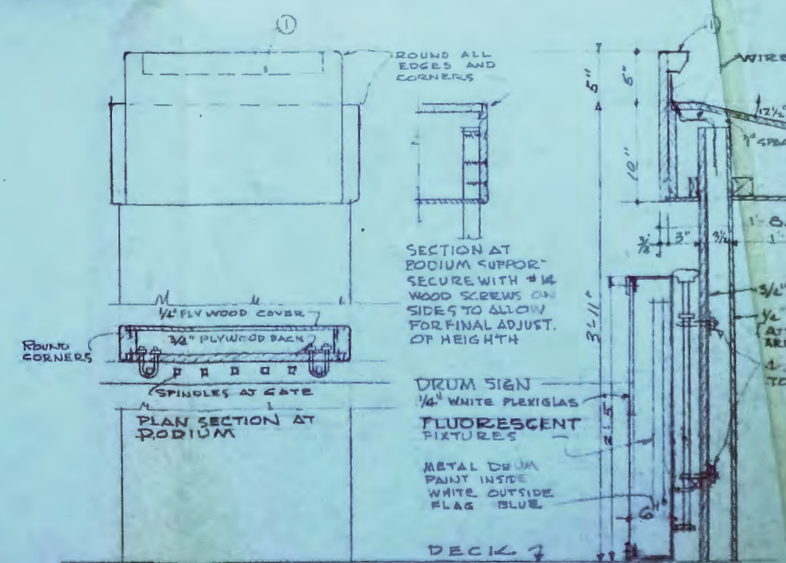
| FIXTURE SCHEDULE | | | | |
|---|---|---|---|---|
| ITEM | FIXTURE | NUMBER | RECOMMED SPARES | CATALOGUE NO. |
| 1 | PODIUM LIGHT | 1 | 0 | LIGHTOLIER 8341 OR 8340 |
| | BULBS | 2 | 4 | T10 40 WATT |
| 2 | FRONT OVERHEAD | 1 | 0 | LIGHTOLIER 4502 |
| | BULBS | 8 | 8 | 25-G-16½ C/W |
| 3 | LIGHTSPAN TRACK | 4 | 1 | LIGHTOLIER 7580 & 7583 |
| 4 | 1 LITE SPOT | 4 | 2 | LIGHTOLIER 7520 & 7591 |
| | BULBS | 4 | 6 | 150 PAR. 3 FL |
| | BULBS | | 4 | 150 PAR. 5 SP |
| 5 | DOME LIGHT | 1 | 1 | LIGHTOLIER 4866 |
| | BULBS | 3 | 3 | REGULAR - 60 OR 75W |

## NOTES

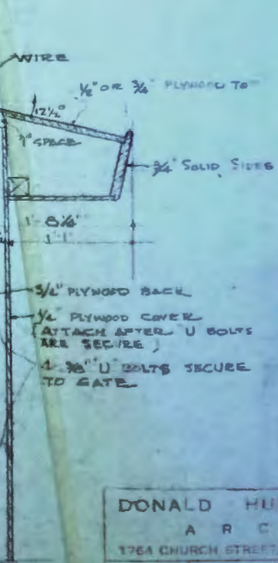
ITEM 6 - STANDARD CEILING MOUNTED DRAPERY TRACK. PROVIDE MEANS OF SECURING BOTTOM OF DRAPES WHEN IN MOTION.
- DRUM LIGHTED SIGN WILL BE MADE BY ART DISPLAY CO - WASH DC LA 9 6884
PODIUM TO BE MADE OF WHITE PINE ETC FOR PAINTED FINISH



PLAN
SCALE 3/4" = 1'-0"




REAR VIEW




SECTION

DETAILS SCALE 1½" = 1'-0"

DONALD HUDSON DRAYER A.I.A.
ARCHITECT
1764 CHURCH STREET, N.W. WASHINGTON, D.C.

DATE 25 SEP. 64
REVISIONS

LADY BIRD SPECIAL

DETAILS LIGHTING AND PODIUM

1

Albert R. Beatty

September 28, 1964

Dear Mrs. Abell:

Thanks for your note of September 24. It is good to get such a very nice letter in the first mail on a Monday morning.

Most of the staff of the Public Relations Department of the Southern Railway System helped to develop the material I sent you from that railroad, and you should probably write your note to the public relations officer of the Southern -- Mr. B. E. Young, Assistant to the President, Southern Railway System, 15th and K Streets, N. W., Washington, D. C. 20013.

This morning I received the enclosed information from the Atlantic Coast Line Railroad, and I hope it will be useful to you.

Sincerely yours,

Albert R. Beatty

Mrs. Bess Abell
The White House
Washington, D.C.

RICHMOND, VIRGINIA

Richmond, the Capital of Virginia, is a city of approximately 225,000 population, with a metropolitan population of 450,000. It holds an important place in American history and cultural growth. Located nearby are such familiar historical points as Williamsburg, Jamestown, Yorktown and Fredericksburg, all of which recall vividly the feats of our American forefathers.

Richmond is served by a 25-foot deep water channel of the James River, is the headquarters of the Fifth Federal reserve district, has such educational centers as the Medical College of Virginia and the University of Richmond, and has 382 churches of various religious faiths.

Here, the Atlantic Coast Line Railroad stretches southwardly to serve six Southern states, with its 5,500 mile s of trackage. Here, also, we find historical Saint Johns church where Patrick Henry spoke his ringing cry for liberty; and Saint Paul's church attended by General Robert E. Lee. Richmond's Broad Street Station was designed by John Russell Pope, who was also architect for the Lincoln Memorial.

WILSON, NORTH CAROLINA

Wilson is known as the world's greatest tobacco market where last season farmers sold at auction 77,808,173 lbs. of leaf tobacco. Wilson has a population of over 30,000 people and is located on Coast Line's main line some 250 miles south of Washington, D.C.

The Imperial Tobacco Company of Great Britain and Ireland operates a large processing facility here. Several other processing plants are situated at Wilson making the City North Carolina's Tobacco Processing Capital.

Wilson is also a center for the manufacturing of livestock food and provides farmers a large grain market. Although agriculture is predominant, Wilson has diversity of industry, meat packing, manufacturing of refrigerator boxes, automotive fabrics, various wearing apparel to mention a few.

Wilson is the County Seat of Wilson County, home of Atlantic Christian College (a 4-year school offering degrees in the liberal arts).

Wilson is also the home of Nash Street which is acclaimed one of the most beautiful streets in the state because of its large, beautiful trees.

Wilson is presently known as the City of New Buildings with its slogan - WIDE AWAKE WILSON.

Toisnot Depot was the forerunner of what is now the City of Wilson and was served by the Wilmington-Weldon Railroad. The City of Wilson chartered rail service in Eastern North Carolina long before the county was chartered by the State Legislature and was known as the hub of Coastal Carolina.

SELMA, NORTH CAROLINA

The late Henry Lee Boney, who was a section foreman for Coast Line for 41 years, used to tell many stories about the building of the ACL between Rocky Mount and Florence.

In 1885-86, Mr. Boney was Gang Foreman helping lay a shortcut between Rocky Mount and Florence. He was in charge of some 250 employees and all the mules available.

When Mr. Boney's gang reached the Southern Railway at Selma, North Carolina, they were denied permission to lay the crossing at Selma. The Southern put on a watchman to guard their right-of-way night and day to keep Coast Line from laying this crossing. Mr. Boney went on laying rail south of the Southern Railway and had almost left Smithfield before catching the Southern Railway watchman out of place; therefore, he (Mr. Boney) laid this crossing during the night.

At that time, and it is probably still on the books, there was a law stating that once a piece of railroad has been laid it cannot be taken up without State approval and according to Mr. Boney this is the situation of how Coast Line got the crossing at Selma.

Several of the older people at Selma stated that the crossing was laid at night against the will of the Southern; however, as there is no one alive today this will probably remain a mystery.

CHARLESTON, SOUTH CAROLINA

Frequently called "America's Most Historic City", Charleston was founded as "Charles Town" by English settlers in 1670 on the west bank of the Ashley River. The city was relocated in 1680 between the Ashley and Cooper Rivers. It was officially renamed Charleston when incorporated in 1783 -- more than a century later.

Charleston claims many "firsts" in American history, among them:

First city in America to provide a tuition-free education from the first grade through college.

First municipal college in the United States, The College of Charleston was founded in 1770.

First Masonic Lodge in A merica (1735)

A merica's first play house (Dock Street Theatre began in 1736)

First formal gardens (Middleton) (1741)

First city chamber of commerce (1773)

First municipal museum established in America (1773)

First fireproof building in America (1882), now occupied by S.C. Historical Society.

First train to operate in U.S. was "Best Friend of Charleston" in 1830

Also include several other "firsts", including first shot in the War Between the States (from the battery to Fort Sumter)

SAVANNAH, GEORGIA

Georgia's oldest and second largest city -- Savannah -- was founded in 1733 by General James E. Oglethorpe, and was a strategic point in the Revolutionary War.

The first orphanage in America was founded in Savannah in 1740.

The first practical cotton gin was invented by Eli Whitney near Savannah in 1793.

The first steamship to cross the Atlantic Ocean, the SS Savannah, departed Savannah's harbor in 1819, and Savannah has been honored by having its name given to the nation's first atomic powered merchant ship.

The first commercially successful iron steamship, the SS John Randolph, was launched in Savannah in 1834.

The Girl Scout organization was founded by Juliette Gordon Low in 1912, and many thousands of Girl Scouts make an annual pilgimage to her home.

Savannah is regarded as the first planned city in America, and the characteristics of its streets, as laid out by General Oglethorpe, are still preserved today.

ROCKY MOUNT, NORTH CAROLINA

1712 - Area inhabited by Tuscarora and Cotechney Indians.

1807 - Rocky Mount Mills founded as a grist mill.

1816 - Rocky Mount, Nash County, North Carolina established as a post office. Origin of name "Rocky Mount" -- credited to mound of rocks at the waterfall by Rocky Mount Mills.

1818 - Rocky Mount Mills begins operating as a cotton mill.

1840 - Wilmington & Weldon Railroad begins operating world's longest railroad -- 161 miles. Village of Rocky Mount began relocating from the Falls to the railroad.

1867 - Rocky Mount incorporated as a town. First mayor: Mayor Benjamin H. Bunn.

1870 - Population: 357.

1871 - Wilmington & Weldon adopts name "Atlantic Coast Line Railroad."

1886 - Tobacco market established at Rocky Mount.

1890 - Population: 816.

1893 - Coast Line builds shops at South Rocky Mount.

1894 - Rocky Mount's first telephone placed in operation between Coast Line Freight Station and Rocky Mount Mills; built and operated by S. K. Fountain, Coast Line Agent.

1900 - Population: 2,937.

1901 - First electric lights installed at Rocky Mount.

1904 - Rocky Mount Chamber of Commerce established -- one of State's first. Rocky Mount's first automobile -- owned by S. K. Fountain, Coast Line Agent.

1907 - Rocky Mount chartered as a city.

1910 - Population: 8,051.

1911 - Coast Line YMCA established in Rocky Mount.

1922 - Coast Line Relief Department Hospital rebuilt after fire.

1927 - City Manager-Council form of government adopted.

Rocky Mount, N.C. (cont'd)

1930 - Population: 21,412.

1940 - Rocky Mount and Coast Line celebrate one hundred years as "Partners in Progress."

1959 - Population: Estimated 34,000.

# VALDOSTA, GEORGIA

Valdosta, Georgia - the only one of its kind.

Nowhere in the world will you find another Valdosta. Mail from all over the world addressed as follows:

John Doe

Valdosta

will find its way to Valdosta, Georgia, U.S.A.

Valdosta is the gum turpentine capital of the world. It is also known as the Camellia City. The garden center at Valdosta is the home of a former sawmill baron and some of the rooms have walls and ceilings of rarest curley pine and pecky cypress.

It is one of the smaller cities of Georgia in which is located a 4 year college - Valdosta State College - a branch of the University of Georgia System. At the turn of the century, Valdosta, was the Sea Island cotton capital of the world and during this period was known as the richest town per capita in the south. Traces of these fortunes still remain in Valdosta.

SUFFOLK, VIRGINIA

The Suffolk line is the Southeast section of Tidewater, Va., with Coastal Plain area at the headwater of the Nansemond River, 18 miles southwest of Portsmouth-Norfold metropolitan area.

Historically Suffolk is identified with the very beginning of colonization. In 1608 Captain John Smith sailed up the Nansemond River and mapped the area. A settlement was made the following year when starvation drove hundreds of colonists from Jamestown with homes abandoned because of constant Indian attacks.

Suffolk was a center of some importance though brief and disasterous in both the Revoluntary and Civil War. In 1779 it was captured by the British and burned to the ground.

In 1789 Suffolk became one of only 75 towns in the 13 states to boast a Post Office.

In 1863 Union troops took Suffolk and completely rampaged the city and surrounding countryside.

Suffolk is County Seat for Nansemond County and has a Mayor-Councilman-City Manager form of government.

Suffolk has a labor force of about 5,500 and the county has a labor force of nearly 12,000. Manufacturing claims the largest percentage of labor force in the county followed by wholesaling, retailing and agriculture.

Peanut processing and other associated food processing plants are very important to Suffolk which is called the Peanut Capital of the World. Other active industries are involved in lumber, meat packing, seafoods, farming, dairy goods, farm implement manufacturing, tea processing.

There are 34 manufacturers in Suffolk in Nansemond County. There are also 17 wholesale establishments in Suffolk in the county and 6,361 feed mill establishments grossing over 10 million dollars in sales annually.

RUN OF THE 111

The Coast Line had its famous engines too-- one in particular was a record-breaker. The old Plant System locomotive No. 111, (later remembered ACL 210 when the Coast Line acquired the Plant System in 1902), set an all-time unofficial speed record of 120 miles per hour on a five mile course. She put everything she had into that race for a government mail contract. And in the best railroad tradition, her "bones" were thrown at her country's enemies in 1942 when she was broken up for scrap.

It was in March 1901 that the government decided on a faster mail service from Washington to the West Indies. Two rival railroads bid for the contract but government officials decided that the one able to offer the quickest transportation should get the contract. So eight cars of mail were hauled from Washington to Richmond and from there to Savannah over what was then the Atlantic Coast Line. At Savannah the train was split, four cars being given to the Seaboard and four to the Plant System with orders to highball for Jacksonville, the first there to get the valuable contract.

The story has been told and retold by many writers including Robert Ripley (Believe It or Not), but the simple story of D. S. McClellan, ACL dispatcher who just happened to "hitch a ride" on the engine that day, is the best of all.

"My recollection of the famous run in March 1901 was that the Seaboard Air Line changed their schedule between Savannah and Jacksonville for the purpose of getting their train into Jacksonville ahead of our train No. 23 in order to secure the handling of the Havana mail. For us to compete it was necessary to operate the mail cars special from Savannah to Jacksonville.

"The crew handling this train with engine 111 was Conductor Lindsey Kirkland, Engineer Albert Lodge, Flagman Knight, Fireman Charlie Johnson; also a colored coal passer and a colored train porter whose names I do not recall. Traveling Engineer 'Uncle Jimmie' Ambrose and myself were riding the engine. 'Uncle Jimmie' having started with the train out of Savannah, and I caught it at Jesup and rode it to Jacksonville.

"All trains on the road had '31' train orders requiring them to clear this special 30 minutes at an open telegraph office, with instructions that conductors and engineers must personally examine switches to see that they were set and securely locked to the main track.

"This train consisted of three mail cars and either a baggage or combination car. It left Savannah with engine 107 (Engineer Ned Leake) on it ahead of train No. 23, engine 111 (Engineer Lodge). Engine 107 developed a hot driving box at Burroughs, sustaining a delay of one hour at that point and between Burroughs and Fleming. Upon reaching Fleming, engine 107 was still running hot and instructions were issued to exchange engines with train No. 23, placing engine 111 (Engineer Lodge) on the special. When this was done, the special was over an hour late on the special schedule.

"The train arrived at Jesup about daylight; remained there three minutes taking water and oiling. We passed Screven between 5:10 and 5:15 A.M. When within a few miles of Screven, 'Uncle Jimmie' said to me, 'This train is going awful fast.' He and I took out our watches to time him from Screven, as I realized that we were running at a remarkable rate of speed and I knew that there was a down hill stretch after passing Screven.

"The time consumed from Screven to 74 milepost siding (which is now known as Satilla) was two minutes and thirty seconds -- a distance of five miles (120 m.p.h.) The run was made from Josup to Waycross in 27 or 28 minutes ( a distance of almost 40 miles) and from Waycross to Folkston in 24 or 25 minutes (34 miles). The total time from Waycross to Jacksonville was 59 minutes.

"I shall never forget the things that passed through my mind, as this train reached the top of a little hill just south of Screven and started down the fill for Satilla River. There is a little curve just after passing over the river and I wondered if the engine was going to take that curve at its speed or if it was going to take to the woods.

"Another moment fresh in my mind is when we went around the curve at 120 milepost between Race Pond and Uptonville. When we were about a hundred or so yards from this curve, the Negro coal passer yelled to the fireman, 'Charlie, don't you spose he is gwying to shut off?' Charlie's answer was, 'No, he's jest gwying good now.' About the time Charlie answered, Engineer Lodge closed up the throttle about three notches and immediately changed his mind and pulled it out again five notches. Then we hit the curve. 'Uncle Jimmie' grabbed me and I grabbed the hot iron pipes on the front of the boiler head, which felt rather cool, and when the engine settled down after getting around the curve there was quite a relief.

"When the train stopped at Jacksonville, 'Uncle Jimmie' and I got down off the engine. He pulled his little cap off, reached for his handkerchief to wipe off some of the coal dust and said to me, 'I've been running an engine a long time, but have never ridden that fast before and never expect to again.'

"The Seaboard Air Line competing train had passed our special at Burroughs where their line crosses ours. After our train had been in Jacksonville for some time, the Seaboard train pulled in. I was in the telegraph office when their conductor came in to register. He asked the operator when they expected the Plant System special, that he had passed at Burroughs with an old broken down engine pulling it, to get in. I told him that we had more than one engine, and we had been in Jacksonville an hour and the mail that we handled was over halfway to Cuba."

JOE:

A FEW NOTES THINK ABOUT

# 1. TRAIN CONTROL:

All near-accidents in "whistle stopping" have been traced to lack of responsible ~~xxxxx~~ organization before starting on a trip. Usually on the part of someone becoming excited and issuing unwise orders.

Some ~~one individual must be the COMMANDER. I~~ nominate YOU. By your ~~side will~~ be the Superintendent of the Railroad division you are on, and ~~other~~ key personnel. It is a full time job during ~~whistle stops and to be~~ successful ~~must~~ be carefully staged, without confusion ~~and awkward and sometimes~~ embarrassing episodes, ~~most of which will be photographed~~ and appear on TV film.

Joe?

# 2, GRATUITIES. On the Private/ or Business car will be a crew of three railroad employees who will remain on the car during the entire trip. They have their own quarters in the galley area; The twin-diners will remain as a part of the train throughout the entire trip. The waiters on the diners usually "pool" all tips and split it up at the end of the run. There will also be a Steward, on the "Hospitality and Control" car (Car # 2) This mans name is Eugene LaPura a Pullman company employee with long training and vast experience. Also there are the Car porters ~~x~~ on the cars where Staff members and guests will be assigned sleeping rooms. It is the long-established custom to make a contribution in cash to above mentioned groups.

Cash Dewey how much

# 3. THE PRESS CAR. Another "first" in whistle stopping is the location of the Press Car. Heretofore it has been placed well-forward in the train, sometimes as far away from the rear of the train (where all activity takes place) of seven or eight car-lengths which causes a marathon race to cover a brief stop...That or a traffic jam in the narrow isles of the room cars leading toward the rear of the train. This car will be equipped with writing tables and storage space ~~xf~~ for camera gear and working equipment. There will be paging speakers in cars Number two, three(the Press car) and the dining cars. Also in the Press car will be Speakers carrying speeches introductions etc from the Observation Platform of the rear car. Also at ~~x~~ the rear of the train will be installed "multiple" equipment for sound pickups, such as local radio stations camera crews, or a supplemental Public Address system for a quick hook-up to the train Public Address system.....

PRESS COMMUNICATIONS:

The technique of covering news on a whistle stop automatically requires the more extensive use of land-lines and written texts which means WESTERN UNION, who have been doing this for many years with increasing efficiency of electronics. There will be a "FILING DESK" located in the PRESS CAR where press copy will be received, properly SLUGGED and dispatched by a system developed by Western Union whereby a complete "story" or a running story such as Part one SMITH NEWYORK TIMES end part one etc and can run all day if needed or LEAD ALL Smith etc.

TELEPHONES: The White House nor the Democratic National Committee can underwrite an extensive telephone installation. However the telephone people have been most-cooperative in furnishing telephone service on a "revenue only" ~~basis~~ (no installation charges) TO ~~by~~ collect card holders .

IT SHOULD BE POINTED OUT however that in whistle-stopping the train will not stop at the Railroad Station in all scheduled stops, therefore platform pay phones in or near a railroad station cannot be wholly depended on. The stop could be several hundred feet away from the actual station and only reached by forcing one"s way through a crowd to an instrument, attempting to place a call and return to the train at the "alert" signal to get aboard the train -- all this at a TEN MINUTE WHISTLE STOP.

THERE WILL BE THREE OVERNIGHT stops made during the trip. All passengers will remain aboard the train during these overnight stops

It is planned to have adequate telephone facilities at these overnight stops at the spot selected for the lay-over.

ALL ~~MEAL~~ MEALS SERVED IN THE DINING CARS to be paid for at time of service. Beverages will be served in the diners and the Press lounge consistent with the local regulations.

Members of the Press authorized to join and or leave the train for portions of the trip should be prepared to pay their point to point fares in cash upon boarding the Press car. A railroad representative will be on duty at all times to accommodate them.

~~BE ALERT LISTEN~~
~~FOR THE WHISTLE~~
~~WHICH MEANS GET ABOARD~~

FILM SHIPMENTS:

A representative from the Railway Express Agency (air express) division will travel on the Special train. He will receive Air Express shipments in the Press Car, make out the way bills and have pickup points where film will be picked up and driven to the nearest shipping point and flown to NewYork, Washington, Atlanta or other processing points.

For instance ; Film made at the start in Washington could be made by a Washington crew----Film made at Fredericksburg and Richmond could be put off at Petersburg, driven back to Richmond and shipped --- such shipment would reach LaGuardia field at 5:43 pm.

Film made at Petersburg and Norfolk could be packed and put off at Suffolk, driven to Norfolk and reach Newark airport at 5:38 pm.

XX

Leapfrogging ground crews is the only practical way to make Sound film of any stop less than one hour's duration. Silent shots, of course may be made at all points.

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE LOCATION | PRESENT SPACE CAR | SPACE DESIRED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM A — Secret Service

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM B — Secret Service

Sofa Seat Lengthwise Folding Bed and Upper

DOUBLE BEDROOM C — Joe Moran Telephones & Train Control

Sofa Seat Lengthwise Folding Bed and Upper

DOUBLE BEDROOM D — ~~Seats 3 people~~

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM E — Carpenter ~~Seats 3 people~~

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM F — Chief ~~Seats 3 people~~

Sofa Seat Lengthwise Folding Bed and Upper

BUFFET (BAR)

23 Seats

LOUNGE

CAR #2

FORM 212-D PRINTED IN U. S. A.

THE PULLMAN COMPANY

DIAGRAM Form 212-D

**6 DOUBLE BEDROOMS BUFFET LOUNGE**

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS.
E NO ADVANCE PREPARATION. CONNECTING ROOMS: (A & B), (C & D) AND (E & F).

★ DOUBLE BEDROOM **A**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B**

Sofa Seat Lengthwise Folding Bed and Upper

★ DOUBLE BEDROOM **C**

Sofa Seat Lengthwise Folding Bed and Upper

★ DOUBLE BEDROOM **D**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **E**

Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **F**

Sofa Seat Lengthwise Folding Bed and Upper

**BUFFET**

**LOUNGE**

CAR LINE

TRAIN No. LEAVE

FROM TO

DAY DATE

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | 20 |

DOUBLE BEDROOM A — Crosswise Sofa Bed and Upper

DOUBLE BEDROOM B — Lengthwise Sofa Seat Folding Bed and Upper

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| OVER | NIGHT |
| C | D |
| GUESTS | AND |
| F OR | STAFF E |
| G | H |
| J | I |
| K | L |
| N | M |

* DOUBLE BEDROOM O — SS — Crosswise Sofa Bed and Upper

* DOUBLE BEDROOM P — SS — Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U. S. A.

CAR # 4

**12 DUPLEX SINGLE-ROOMS 4 DOUBLE BEDROOMS**

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS. E NO ADVANCE PREPARATION. CONNECTING ROOMS. (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) AND (O & P).

★ DOUBLE BEDROOM **A** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B** — Lengthwise Sofa Seat Folding Bed and Upper

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM **O** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **P** — Lengthwise Sofa Seat Folding Bed and Upper

LINE

CAR _____

TRAIN LV. M

FROM _____

TO _____

DAY DATE

LP

Car # 6
TWIN DINER

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 2 | | | |
| 3 | 80 - Pres | | |
| 4 | 6-8-55 | | |
| 5 | | | |

DOUBLE BEDROOM A

DOUBLE BEDROOM B

6

DOUBLE BEDROOM C

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

DOUBLE BEDROOM P

DOUBLE BEDROOM Q

Form 268-D THE PULLMAN PRESS, CHICAGO, U. S. A.

THE PULLMAN COMPANY DIAGRAM Form 268-D

**12 DUPLEX SINGLE-ROOMS 5 DOUBLE BEDROOMS**

★ MARK FOR ADVANCE PREPARATION. **A** ONE BERTH. **B** TWO BERTHS. NO ADVANCE PREPARATION. CONNECTING ROOMS: (B & C), (E & F), (G & H), (I & J), (K & L), (M & N) AND (P & O).

★ DOUBLE BEDROOM **A**

★ DOUBLE BEDROOM **B**

★ DOUBLE BEDROOM **C**

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

★ DOUBLE BEDROOM **P**

★ DOUBLE BEDROOM **Q**

CAR LINE

TRAIN No. LEAVE

FROM TO

DAY DATE

Car # 10

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED TO CAR INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM A

DOUBLE BEDROOM B

DOUBLE BEDROOM C

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

DOUBLE BEDROOM P

DOUBLE BEDROOM Q

Form 268-D THE PULLMAN PRESS, CHICAGO, U. S. A.

THE PULLMAN COMPANY DIAGRAM Form 268-D

12 DUPLEX SINGLE-ROOMS 5 DOUBLE BEDROOMS

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS. NO ADVANCE PREPARATION. CONNECTING ROOMS: (B & C), (E & F), (G & H), (I & J), (K & L), (M & N) AND (P & Q).

★ DOUBLE BEDROOM **A**

★ DOUBLE BEDROOM **B**

★ DOUBLE BEDROOM **C**

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| D | E |
| G | F |
| H | I |
| K | J |
| L | M |
| O | N |

★ DOUBLE BEDROOM **P**

★ DOUBLE BEDROOM **Q**

CAR LINE

TRAIN No. LEAVE

FROM TO

DAY DATE

CAR #9

THE PULLMAN COMPANY DIAGRAM FORM

**12 DUPLEX SINGLE-ROOMS** **4 DOUBLE BEDROOMS**

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS.
E NO ADVANCE PREPARATION. CONNECTING ROOMS: (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) AND (O & P).

★ DOUBLE BEDROOM **A** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **B** — Lengthwise Sofa Seat Folding Bed and Upper

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM **O** — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM **P** — Lengthwise Sofa Seat Folding Bed and Upper

LINE

CAR _____

TRAIN LV. M

FROM _____

TO _____

DAY DATE

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM
A
Crosswise Sofa Bed and Upper

DOUBLE BEDROOM
B
Lengthwise Sofa Seat Folding Bed and Upper

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

* DOUBLE BEDROOM
O
Crosswise Sofa Bed and Upper

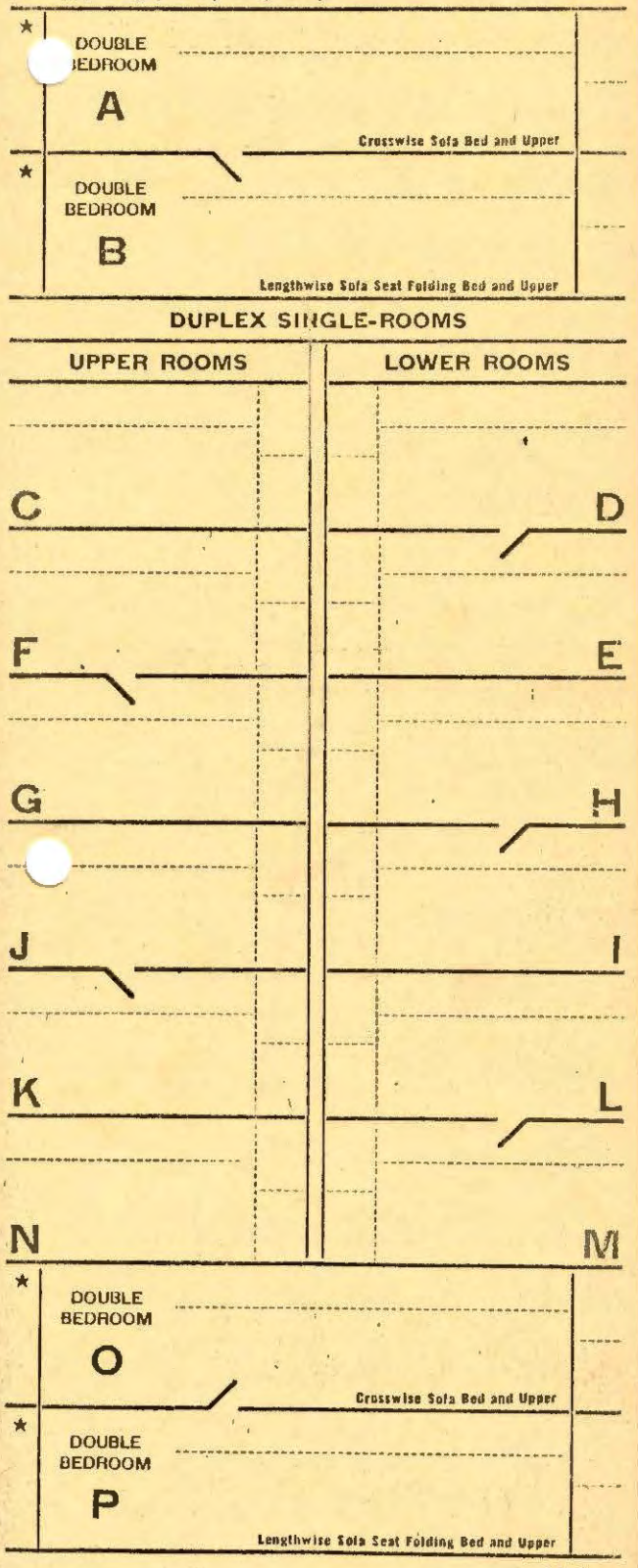
* DOUBLE BEDROOM
P
Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U. S. A.

CAR # 8

**12 DUPLEX SINGLE-ROOMS 4 DOUBLE BEDROOMS**

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS.
E NO ADVANCE PREPARATION. CONNECTING ROOMS. (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) AND (O & P).




LINE

CAR _____

TRAIN LV. M

FROM

TO

DAY DATE

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM

A

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM

B

Lengthwise Sofa Seat Folding Bed and Upper

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

* DOUBLE BEDROOM

O

Crosswise Sofa Bed and Upper

* DOUBLE BEDROOM

P

Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U. S. A.

CAR # 7

THE PULLMAN COMPANY DIAGRAM FORM

**12 DUPLEX SINGLE-ROOMS 4 DOUBLE BEDROOMS**

★ MARK FOR ADVANCE PREPARATION. A ONE BERTH. B TWO BERTHS.
E NO ADVANCE PREPARATION. CONNECTING ROOMS. (A & B), (D & E), (F & G), (H & I), (J & K), (L & M) AND (O & P).

★ DOUBLE BEDROOM A — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM B — Lengthwise Sofa Seat Folding Bed and Upper

**DUPLEX SINGLE-ROOMS**

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

★ DOUBLE BEDROOM O — Crosswise Sofa Bed and Upper

★ DOUBLE BEDROOM P — Lengthwise Sofa Seat Folding Bed and Upper

LINE

CAR _____

TRAIN LV. M

FROM _____

TO _____

DAY DATE

CAR LINE

HOLDERS OF TICKETS FOR SPACE SHOWN SHOULD BE TRANSFERRED AS INDICATED, IN ORDER OF APPLICATION, IF THE DESIRED ACCOMMODATIONS BECOME AVAILABLE.

| ORDER OF APPLICATION | PRESENT SPACE | | SPACE DESIRED |
|---|---|---|---|
| | LOCATION | CAR | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

DOUBLE BEDROOM

A

Crosswise Sofa Bed and Upper

DOUBLE BEDROOM

B

Lengthwise Sofa Seat Folding Bed and Upper

20

DUPLEX SINGLE-ROOMS

| UPPER ROOMS | LOWER ROOMS |
|---|---|
| C | D |
| F | E |
| G | H |
| J | I |
| K | L |
| N | M |

* DOUBLE BEDROOM

O

Crosswise Sofa Bed and Upper

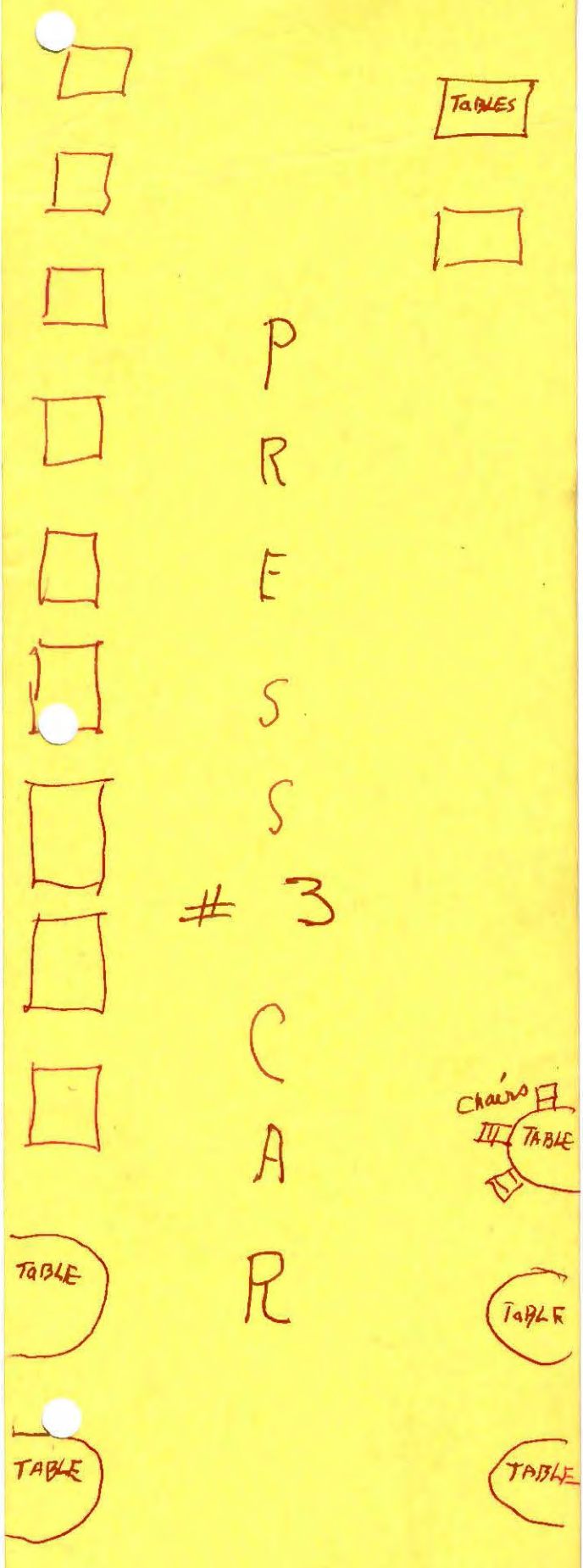
* DOUBLE BEDROOM

P

Lengthwise Sofa Seat Folding Bed and Upper

Form 240-E THE PULLMAN PRESS, CHICAGO, U. S. A.

CAR # 5




CAR # 3

PBJ
Put
OK
4 + 5 - press
6 + 7 sleepers
20 ea
8 + 9 dinners
(fed 64 at 1 sitting)
10
11
12
13
14
15
16 - dormitory
engine

ASSOCIATION OF AMERICAN RAILROADS
TRANSPORTATION BUILDING
WASHINGTON 6, D. C.

ALBERT R. BEATTY
ASSISTANT VICE PRESIDENT

September 17, 1964

Dear Mrs. Abell:

As you requested, I am enclosing some material we developed concerning "whistle-stop" campaigning. One is a background memorandum on the subject which we have just sent to newspaper editors throughout the country, and the other contains some interesting anecdotes which we turned up this morning.

We are now looking for some amusing stories about railroads and trains in the South, and I will get them to you as quickly as possible.

As I told you, I will contact the railroad public relations officers of the railroads over which Mrs. Johnson's train will operate and obtain their cooperation in publicizing the trip she will make in the South beginning October 6.

Sincerely yours,

Albert R. Beatty

Mrs. Bess Abell
The White House
Washington, D. C.

BACKGROUND ON TRANSPORTATION

prepared for editors by NEWS SERVICE
ASSOCIATION OF AMERICAN RAILROADS
TRANSPORTATION BUILDING, WASHINGTON 6 D. C.

September, 1964

# THE WHISTLE-STOP: AN AMERICAN POLITICAL TRADITION

(EDITORS: Despite all the airplane mileage of modern campaigning, party strategists mindful of the grass-roots contacts of whistle-stopping are giving the campaign train a part in the 1964 national election. Here is some background information on this colorful campaign sidelight:)

Whistle-stop campaigning, already scheduled in the 1964 presidential campaign, is a tradition in American presidential elections that spans more than 120 years.

The campaign train can be dated back to William Henry Harrison in 1840. The first candidate to hire a special train for purely political purposes, however, was Stephen Douglas, Lincoln's opponent in the Great Debates. In his 1858 senatorial campaign, Douglas used a train that carried a cannon which fired blanks at stops to announce his arrival.

William Jennings Bryan, three-time candidate and famed orator, gave whistle-stopping a big boost in 1896, when he rode for three months in hot wooden coaches and even cabooses to make 569 speeches. His 24 talks in one day still is a record.

William Howard Taft was quite a train campaigner, too. He made 418 whistle-stop talks in 1908, won the election, then rode 114,500 miles during his four-year term as President.

## The Candidates' Innovations

Warren Harding was the first rail campaigner to have a train's rear platform rigged with a loudspeaker -- a novelty that helped draw bigger crowds. When his frugal successor, Calvin Coolidge, learned that special trains cost extra, he had his car attached to a regularly-scheduled train for one trip out of Washington, and ate in the regular diner.

The most devoted train traveler of all the Presidents was Franklin D. Roosevelt who rode more than 350,000 miles in 399 rail trips -- an all-the-more-impressive total since he usually wanted the speed of his trains held down to 35 miles an hour. An FDR innovation was having the train pull away just as he ended a speech. Although this dramatic final touch went over big with audiences, visiting politicians often were caught on board and reporters left behind at the telegraph office.

Harry S. Truman conducted perhaps the most memorable and successful whistle-stop campaign. In 1948 he covered more than 21,000 miles, delivering more than 300 "give-em-H" speeches in seven separate rail trips which generally are conceded to have figured importantly in his upset victory over New York Governor Thomas E. Dewey.

MORE

SCAN MADE FROM BEST AVAILABLE COPY

Minute Plans.....And Mishaps

Campaigning by train usually runs so smoothly that few are aware of the minute planning behind it. Railroad officials and transportation experts on the campaign staffs of the national political parties must work together far in advance of actual schedules to plan routes, stops, and the cars which will make up the campaign train.

The master plan must have some "stretch" in it to absorb the delays that are inevitable in any whistle-stop tour. A President's campaign special has the right-of-way over all other trains, and no other train is allowed to pass it even though it is not always maintaining optimum speed. Yet regular rail traffic must be kept moving on schedule.

Despite all efforts, however, mishaps sometimes crop up. During President Eisenhower's 1952 campaign, for example, a crowd of some 20,000 trampled public address wires as they awaited the candidate's train. By the time the damage had been repaired the train had arrived and it was time for it to leave. And leave it did, just as Ike started to speak.

"Whoops," he cried out to the astonished crowd. "They're taking me away!"

FDR, with his love for train travel, even planned some of his own campaign trips -- with unfortunate results on one occasion. He made a 24-hour mistake in drawing up an involved Washington, D.C.-to-California schedule, and his train had to dawdle along -- taking circuitous routes and parking where possible at night -- to absorb his over-allowance of travel time.

The Campaign Train Grows

The campaign train has been growing longer over the years. As many as 18 cars is not unusual now, depending on the size of the candidate's staff and the number of accompanying reporters. A typical train of minimum size will contain, from the rear forward:

** The candidate's car with rear platform, private dining and lounge rooms and showers.

** A car for top campaign aides and key rail operating personnel.

** A combination work-and-sleeping car for others on the campaign staff.

** A staff dining car and a lounge car, which the candidate also can use for meetings too large for his private space.

** A press car, with rows of typewriters and a loudspeaker carrying the candidate's remarks from the rear platform.

** Sleeping cars for reporters and photographers.

** Dormitory cars for the train crew.

** Baggage cars which can carry live turkeys and ceremonial Indian headdresses as well as luggage and other campaign material.

-oOo-

SCAN MADE FROM BEST AVAILABLE COPY

## INTERESTING ANECDOTES ON PRESIDENTIAL CAMPAIGN TRAIN TRIPS

Abe Lincoln toured the nation by railroad in 1860 "to see and be seen." They say Honest Abe, before starting a trip, would walk the length of the train to the cab and shake hands with the engine crew. He wanted to meet, he explained the men who were running the train before he took a ride.

* * *

In 1868 Ulysses S. Grant campaigned by train and it was General Grant's well-known obstinancy which caused a certain railroad quite a bit of trouble when his train trip took him to his home town of Galena, Ill. He requested that the railroad widen its narrow-gage line between Galena and Chicago so that he could ride his standard-gage special train into and out of his home town.

* * *

It is well known that William McKinley did his speaking in his home town of Canton, Ohio. In this case, the voters took to the trains to come to hear the candidate -- in fact 15 to 30 special trains each day loaded with "gold-standard pilgrims" streamed into Canton to see him.

* * *

In the campaign of 1928 Al Smith toured the country by train and was the first candidate of the 20th Century to introduce duplicating machines as part of the train equipment. An entire car was turned over to duplicators which ran off advance copies of Al Smith's speeches.

* * *

Franklin D. Roosevelt's extensive campaigns by train made history but one little-known anectdote is worth mentioning. On one barnstorming tour, Mr. Roosevelt ordered abalone, a Pacific Ocean delicacy. But the chef on the train couldn't do the dish justice, so at Mr. Roosevelt's request, a chef on a passing train from the West was borrowed for the job.

* * *

SCAN MADE FROM BEST AVAILABLE COPY

Wendell Wilkie, who did not regard himself as a seasoned campaigner, had trouble with train schedules. He often became so absorbed in his speech that he forgot he was talking from a train platform and as a result the train consistently ran late often holding up waiting dignitaries along the route.

* * *

Tom Dewey's running mate in 1948, Earl Warren, now Chief Justice of the Supreme Court, was a railroader's son and realized the importance of schedule times. He arranged to have one of his campaign train aides blow a whistle two minutes before departure time. This signal served to warn the Vice Presidential candidate to cut his talk short and warned in turn staff members and newspapermen to be ready to leave. Consequently, no reporters ever got left behind.

-oOo-

SCAN MADE FROM BEST AVAILABLE COPY

Whistle Stop
by Ejler Jacobson

By 1868, when Ulysses S. Grant ran on the Republican ticket, train accommodations had improved somewhat. The General's car was candle-lit but he enjoyed black walnut interior woodwork, plush French upholstery, and train mirrors. Grant's obstinacy, which had helped to win the Civil War, caused a certain railroad quite a bit of trouble. One campaign tour took him to his home town of Galena, Illinois. He requested that the railroad widen its narrow-gage line between Galena and Chicago so he could ride his standard-gage special train into and out of Galena, instead of leaving it at Chicago. This the company did begrudgingly.

Eight years later, Rutherford B. Hayes and Samuel Tilden rode around the rail circuit with oil lamps and air brakes. Grover Cleveland, a former railroad policeman, stayed close to home during the 1884 campaign. But in '88 he took to the rails, campaigning against Benjamin Harrison, if not in absolute comfort, at least in luxury. The high-windowed sleeper, complete with carpets, upholstery, mahogany and vestibule, had come into its Victorian ...

--The Railroad Journal
October, 1956
(Reprinted from the August issue
of Railroad Magazine)

SCAN MADE FROM BEST AVAILABLE COPY

## White House on Wheels

President Truman once told newspapermen that when he takes a cross-country railroad trip, "it's just like moving a circus." He was indulging in only mild exaggeration. A Presidential Special often has as many as 10 or 12 cars, carrying the chief executive's secretaries, military and naval aides, reporters, photographers, Secret Service men, and railroad personnel...

Mr. Truman is an energetic individual and keeps reporters on their toes. As one long-time White House correspondent puts it, "He keeps us working all day and half the night." The press men must find out who are the visitors to the President's car at each train stop, and try to interview them whenever possible. When the President makes an impromptu platform speech, it must be hastily covered, a story written, and deposited at the telegraph office at the next stop. On a recent trip Mr. Truman pleased the feature writers and photographers by donning overalls and cap, and piloting the locomotive for a considerable stretch.

The amount of work involved in taking the nation's chief executive, his complete entourage, and frequently members of his family away from the stationary White House on Pennsylvania Avenue in Washington, D. C., and transporting them around the country in a veritable "White House on Wheels" is staggering. It may not be quite as much work as "moving a circus," but it's a close second!

--Trucks
January, 1948
Pages 55-57

SCAN MADE FROM BEST AVAILABLE COPY

## Don't Derail the Whistle-stops

by Robert J. Donovan

...When Calvin Coolidge was whistle-stopping in 1924, he preferred to eat in the diner rather than in his private car. One morning when he was breakfasting while the train was stopped at a station a crowd milled around the diner to watch him. A woman lifted her son up to peer at him through the window. With some annoyance President Coolidge picked up a tangerine and waved it in the lad's face.

The candidates' tastes as to speed have often been paradoxical. Thus Herbert Hoover liked his train to go fast. Franklin D. Roosevelt insisted that his go slow. Harry S. Truman did not care how his train went just so it kept going. His "give-'em-hell" campaign in 1948 was the greatest whistle-stop expedition of them all.

One night in 1948 President Truman addressed a California audience from the back of his train wearing pajamas and a blue bathrobe....

As all whistle-stop historians know by now, one of the most celebrated of all track-side remarks was made by Lyndon Johnson as vice presidential candidate in 1960 when the "LBJ Special," Dixie-bound, made its first stop at a small town in Virginia.

"What did Dick Nixon ever do for Culpeper?" Mr. Johnson roared.

If he is going to top that one this year, he will have to go some.

--Washington Post
July 23, 1964

SCAN MADE FROM BEST AVAILABLE COPY

## Whistle Stop

A millionaire ... bought a large estate near a tiny whistle-stop station on a neglected branch line [of the Chesapeake & Ohio Railroad]. From Sears Roebuck he ordered a prefabricated chicken coop and, when he received word that it had arrived, set out in a truck with his butler to bring it home. No one was about when he spied the coop along the right of way, and he soon had it loaded on the truck. Half a mile up the road they passed a little man in blue who had "Station Master" written on his cap. He took one look and shouted, "Stop that car. What do you think you got on that truck?" "My new chicken coop," explained the millionaire. "Chicken coop, my eye," cried the station master, "that's Quigsby Junction."

--A Treasury of Railroad Folklore
Page 419

SCAN MADE FROM BEST AVAILABLE COPY

## Engineer Cobb and His "Choo-Choo" Train

Seen as flurries of calico and blue jeans across fields knee-deep in grass, or as animated silhouettes along a South Carolina ridge, the children wait for a train. Not just any train, but the Southern's local freight Number 63, running between Greenwood and Greenville, South Carolina. To the dispatcher this train may be just another local freight, but to children all along the track it is the bubble-gum express. Its moaning whistle calls them like the Pied Piper's pipe, and as it passes--or where it stops--children dance and wave their arms in the sunlight or in the dust. Then, his "All" [illegible], the engineer, breaks into one of his eye-wrinkling grins and [illegible] a supply of bubble gum--a confection so dear to children's palate that it was "black marketed" when it was in short supply during and immediately after the war.

"How else could you stand a [illegible]," he chuckles, "and enjoy it so much?" Then the grin [illegible] by another wave of smiling and waving small-fry--[illegible] serious business of handling Engine 618.

The transformation of Number 63 [illegible] bubble gum express started about four years ago. Alfred [illegible] the run then--noticed that many [illegible] Each morning a little girl came out to meet his train every day. [illegible] for something he could do to make [illegible] something smile at one.

"At first I'd throw out a piece of candy," he remembers, adding that bubble gum couldn't be had at [illegible]. Yet I was a [illegible] believer in bubble gum for kids although doubtfully kept it chewing the stuff himself.

"Later on it was [illegible]. Then, about [illegible] years ago, we started throwing gum and candy to the children [illegible] by the trains at Dóchano. Usually we [illegible] at noon [illegible] all the children come over to watch the engine go by."



SCAN MADE FROM BEST AVAILABLE COPY

COPY ISU LIBRARY

## Engineer Cobb and His "Chew-Chew" Train

Seen as flurries of calico and blue jeans across fields knee-deep in grass, or as animated silhouettes along a South Carolina ridge, the children wait for a train. Not just any train, but the Southern's local freight Number 63, running between Greenwood and Greenville, South Carolina. To the dispatcher this train may be just another local freight, but to children all along the right of way it is the bubble-gum express. Its moaning whistle calls them like the fabled Piper's air, and as it passes--or where it stops--children dance and wave their arms in the sunlight or in the dusk. Then, big "Alf" Cobb, the engineer, breaks into one of his eye-wrinkling grins and tosses them a shower of bubble gum--a confection so dear to childhood's palate that it was "black marketed" when it was in short supply during and immediately after the war.

"How else could you spend a penny," he chuckles, "and enjoy it so much?" Then the grin disappears--until erased back by another group of smiling and waving small-fry--as he turns to the serious business of handling Engine 818.

The transformation of Number 63 to the bubble-gum express started about four years ago. Alfred Courtney Cobb--now on the run then--noticed that near Dochano, South Carolina, a tiny girl came out to meet his train every day, rain or shine. He began to look around for something he could do to reward this faithful little cheering section of one."

"At first I'd throw her a piece of candy," he remembers, adding that bubble gum couldn't be had so easily in 1944. He's a warm believer in bubble gum for kids although hopelessly inept at managing the stuff himself.

"Later on it was bubble gum. Then, about a year ago, we started throwing gum and candy to the children at this school by the tracks at Dochano. Usually we pass at recess time and all the children come over to watch the engine go by." ....

--Time
December, 1948
Page 22

SCAN MADE FROM BEST AVAILABLE COPY

# Joe Baldwin's Ghost Light

The presidential train bearing Grover Cleveland, President of the United States, paused near Maco station, 14 miles west of Wilmington, N. C., on the Wilmington, Manchester & Augusta (now the Atlantic Coast Line) railroad, to let the engine, a wood-burner, take on fuel and water. It was 1888.

The day was balmy, so President Cleveland alighted from his coach to take a stroll along the tracks. While walking along, he saw the train brakeman with two signal lanterns in his hands--one green, one white.

"Tell me," said the President, "what is the purpose of carrying two signal lanterns?"

Before the presidential train began rolling toward Wilmington again, President Cleveland had the full story of "Joe Baldwin's Ghost Light." He also learned that the two lanterns were used on the Maco district so that engineers would not be deceived by the ghostly waving of the Joe Baldwin light....

The legend of the Joe Baldwin ghost light was born in 1867. During that primitive era of railroading, cars were joined by pins and couplers and trainmen had to stand between the cars to make a connection. Joe Baldwin, legend has it, was conductor on a train that came uncoupled near the old station of Marsh's Turnout (now Maco, N. C.). He was killed with a lantern in his hand as he tried to recouple the cars.

Shortly after the fatal accident, the mysterious light appeared for the first time. Scores of witnesses say it still appears. The popular explanation is that Conductor Baldwin, decapitated in the accident is taking the nocturnal walks in search of his head. Some people say they have been close enough to the light to observe the guards around the lantern.

In 1873, railroad men say, a second light appeared and the two lights, shining with the brightness of a 25-watt electric light bulb, would meet one another going in opposite directions....

A machine-gun detachment from Fort Bragg, N. C., encamped briefly in Maco to try to solve the mystery, or at least perforate it. They did neither.

An ACL operations official, veteran of 40 years of railroading, has actually seen the light from the cab of a locomotive. He knows of instances when the trains stopped on account of it. On at least one occasion he saw the engineer with whom he was riding waited to stop for the light when it disappeared....

---

Atlantic Coast Line Railroad
Wilmington, N. C.

"God's Locomotive," Southern Railway System Engine No. 1456, and 10 other of its roundhouse companions have been consigned to the "railroad graveyard"--the scrap pile.

Old 1456 became known as "God's Locomotive," because "Uncle Dave" Fant, who piloted her for a quarter of a century, attached a plate depicting an open Bible, turned to John 17:17, proclaiming, "Thy word is truth," to the cab.

On his retirement after 52 years on the Atlanta-Greenville run, "Uncle Dave" said he never opened old 1456's throttle until he had uttered a prayer committing her to God.

The steps of the cab more than once served "Uncle Dave" as a pulpit, as he has preached at every stop from Atlanta to Greenville.

--The Railroad Journal
May-June, 1949
Page 33

SCAN MADE FROM BEST AVAILABLE COPY

The story of William B. Reed, known as "Uncle Billy," is one of the finest examples of the unusual devotion to their jobs that is characteristic of many railroad men.

Uncle Billy worked for the Nashville, Chattanooga & St. Louis Railroad (now merged with the Louisville & Nashville). Shortly before his last illness, Uncle Billy expressed a desire to have a much-used railroad wheel placed at the head of his grave when he passed on. He did not want a new wheel. He wanted one worn and rusty from much service, much the same as Uncle Billy himself showed physical evidences of his long span of service. Uncle Billy wrote his own epitaph and, at his death, his wishes were granted. A worn wheel was placed as a marker to his grave with these words inscribed upon it:

"Born Dec. 26, 1849. Joined Church July 27, 1866. Employed N.C.&St.L. Ry. March 3, 1883. Honor Roll June 1, 1931. Died Aug. 26, 1934. His Creed of Life--I Love My Lord. I Love My Home. I Love My Job."

--TRACKS
October, 1950
Page 17

SCAN MADE FROM BEST AVAILABLE COPY

## Blue Mountain Sunday School Class
## Meets in G. M & O. Depot

Quietly the men filed into the small waiting room and took their seats, waiting for the teacher to come. Some read the railroad posters on the wall, while others chatted with their neighbors. It was Sunday morning, and the Men's Bible Class was holding its regular meeting in the GM&O (Gulf, Mobile and Ohio) Depot at Blue Mountain, Mississippi.

For more than 20 years the men of Union and Tippah Counties have come to worship in the little gray railroad station and to hear the words of wisdom which pour from the lips of their renowned teacher, a man who has been blind from childhood....

--G M & O News
September 19, 1949
Page 1

SCAN MADE FROM BEST AVAILABLE COPY

# Southern Railway System

## Law Department

Washington, D. C. 20013

SIM S. WILBANKS
SPECIAL COUNSEL

September 15, 1964.

Mrs. Bess Abell,
Social Secretary to Mrs. Johnson,
The White House,
Washington 25, D. C.

Dear Mrs. Abell:

As requested, attached are two copies of prints of Office Car No. 14 showing the floor plan. When these have served your purposes, it will be appreciated if they are returned.

Also attached are two sets of photographs showing exterior views of the office car. All of these are of Car 14 except the full view of the observation end which is of Car No. 8. The view of the end of Car 14 was blocked by another car at the time the photograph was taken. The observation platform arrangement of all of our office cars is very nearly identical. You may retain the photographs if you wish.

I want you to know it was very nice meeting you and Miss Keen. If I can be of further service, please don't hesitate to give me a call.

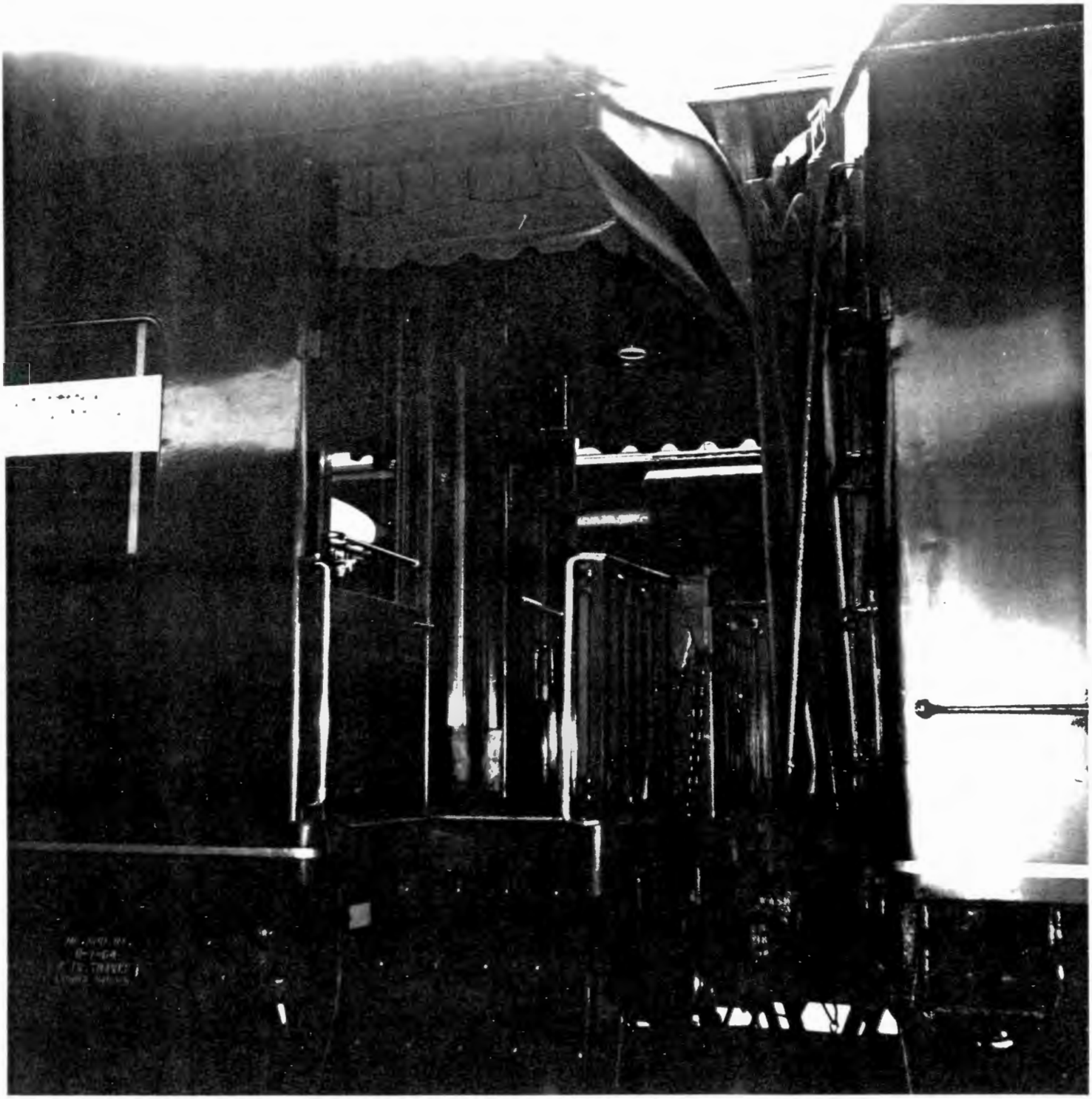
With warmest regards,

Yours very truly,

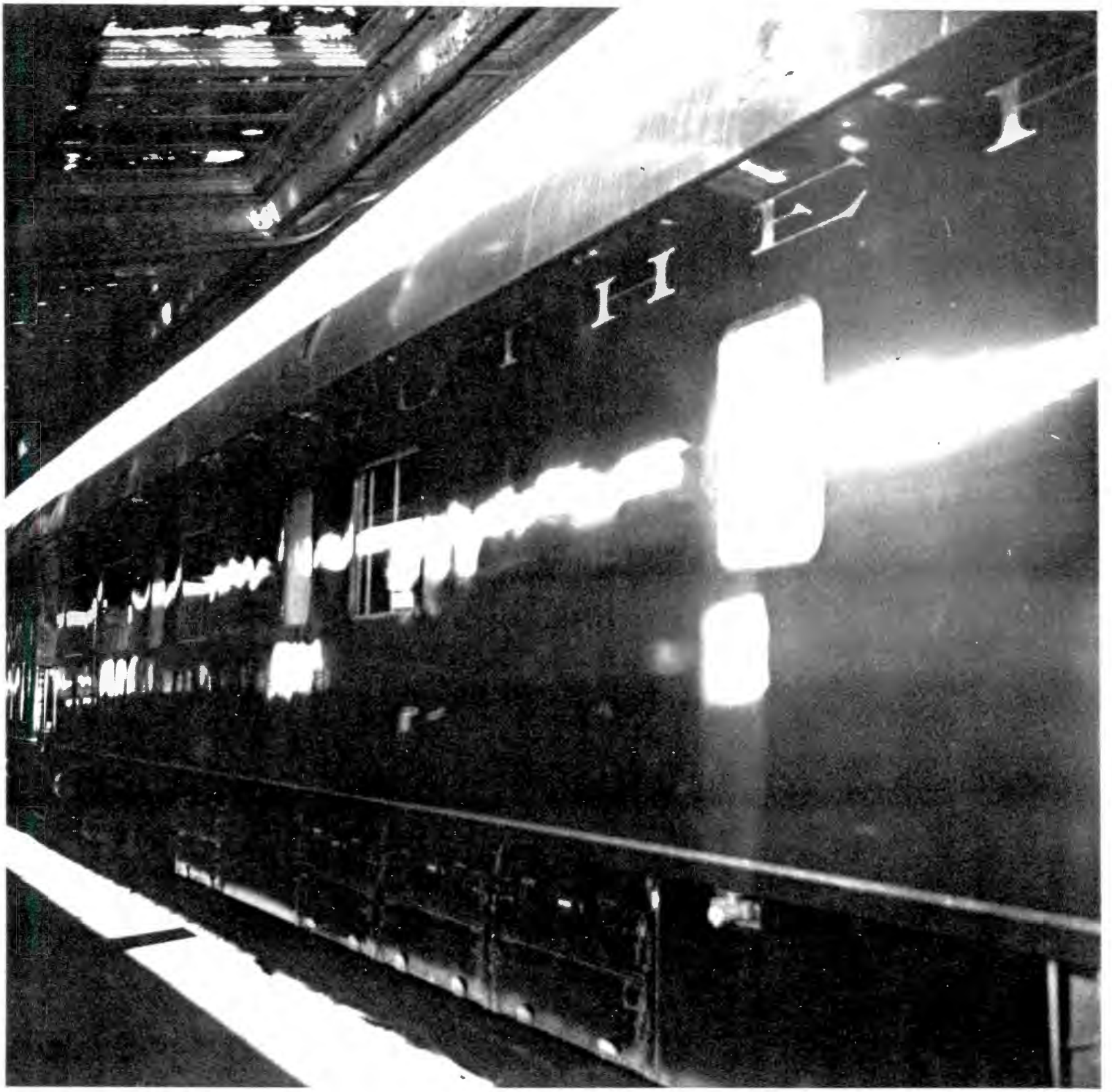
Sim S. Wilbanks.

copies etc

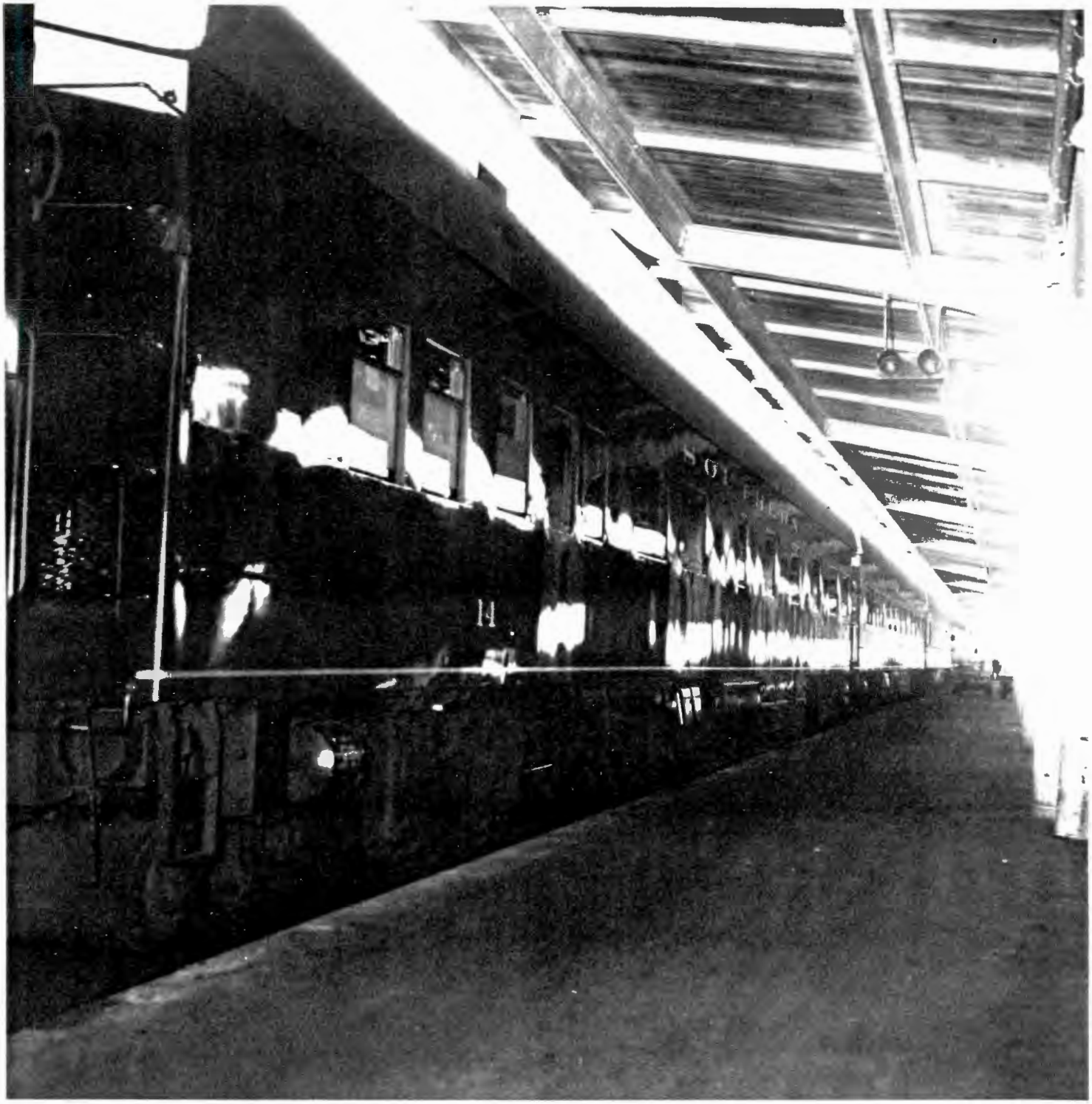
pressing?
food - menus - need serve VIP lunches from Kitchen
(Mrs J. & Pres)
specialties



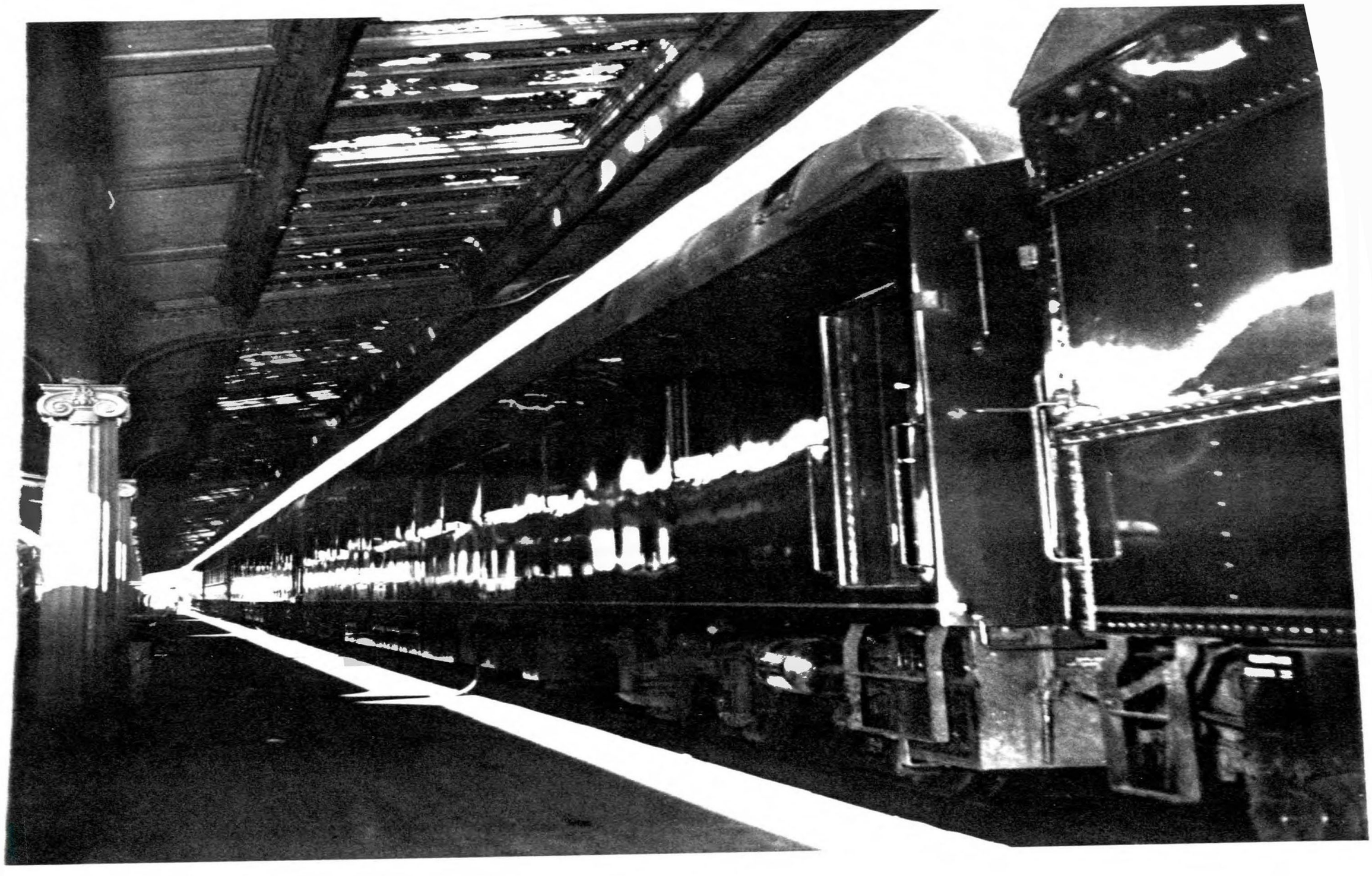
TRANSFERRED TO STILL PHOTO COLLECTION



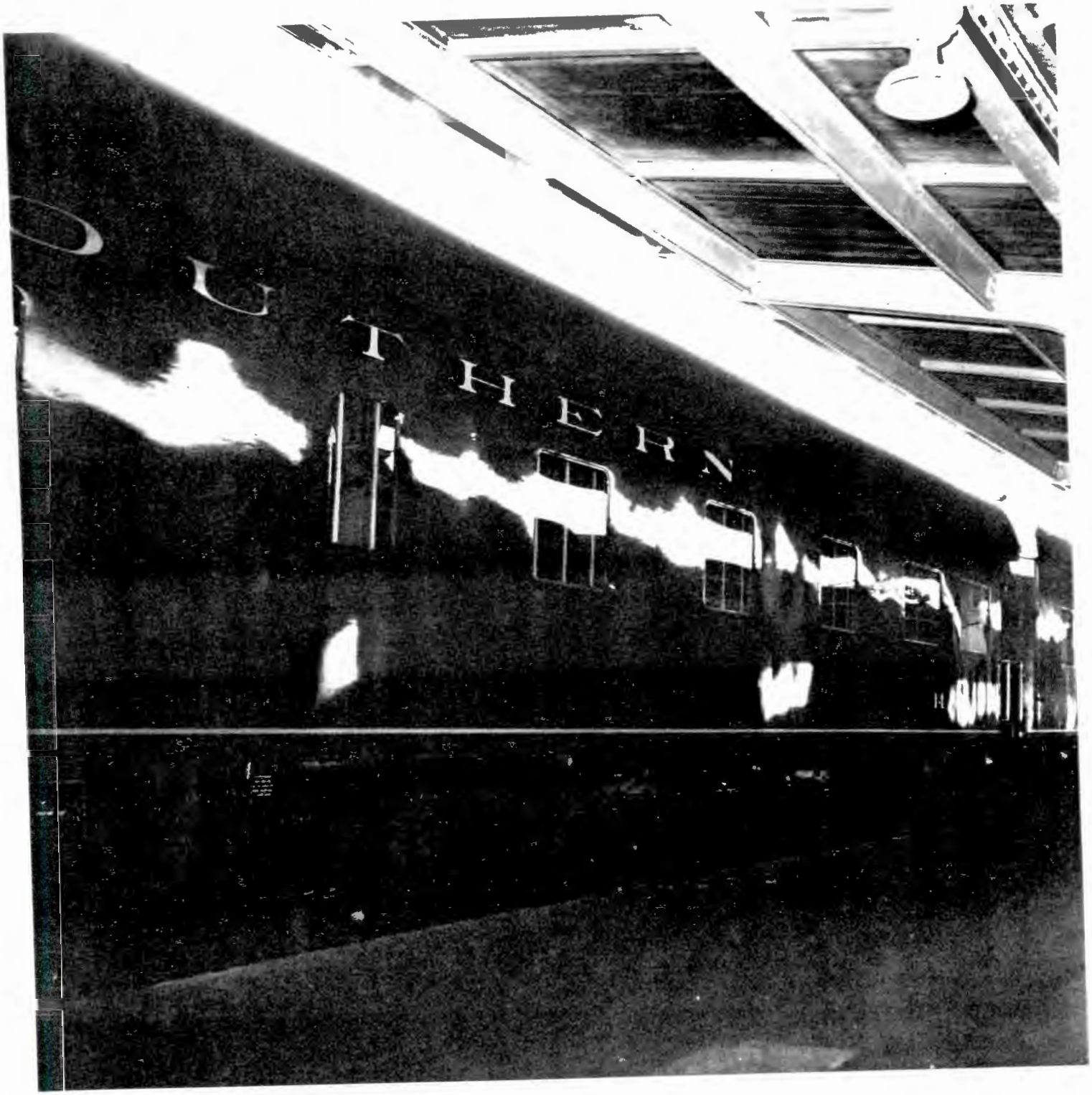
TRANSFERRED TO STILL PHOTO COLLECTION



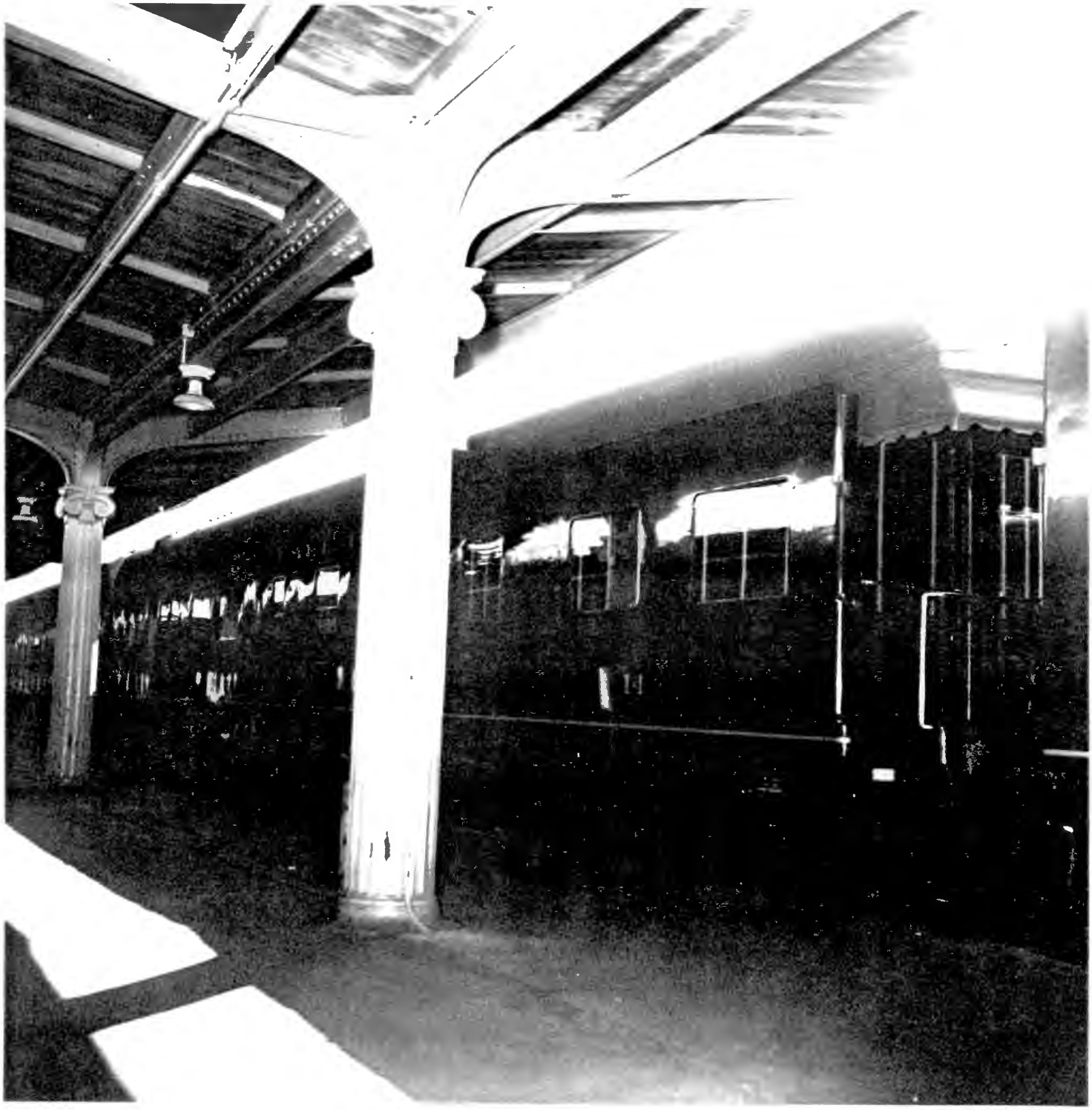
TRANSFERRED TO STILL PHOTO COLLECTION



TRANSFERRED TO STILL PHOTO COLLECTION




TRANSFERRED TO STA. PHOTO



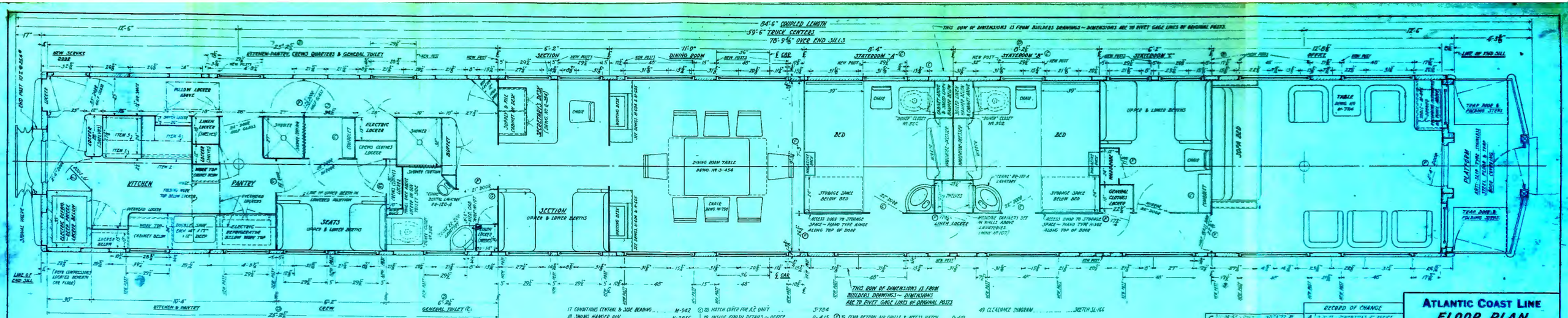
TRANSFER

Kingston Fri

Frank Werber f
916 Kearny St
S F Calif
Exbrook 2-3637

Oct 7 - Charleston SC

(w 50)




KITCHEN EQUIPMENT (for Angles following)
ITEM 1 ~ NR 12-8-G-2-E "CHEVALIER" ELECTRIC RANGE.
ITEM 2 ~ WORK TOP, CABINET & UTILITY DRAWERS
ITEM 3 ~ ELECTRIC BARGLER, "CATHALO" MODEL NR 388 B.
ITEM 4 ~ PLATE WARMER.

## REFERENCE DRAWINGS

| | | |
|---|---|---|
| (C) 1 | UNDERHEATH EQUIPMENT | |
| 2 | ADVANCEDRIVE UNIT INSTALLATION | P-452 |
| 3 | MOTOR COMPRESSOR UNIT SUPPORT ADPGT | S-770 |
| 4 | BATTERY BOX SUPPORTS | S-771 |
| 5 | FUEL OIL TANK SUPPORT | S-772 |
| 6 | WATER TANK | S-773 |
| 7 | END SILL ADPGT (OFFICE END) | S-774 |
| 8 | CROSS SECTIONS (OFFICE END) | S-775 |
| 9 | HORIZONTAL CENTRAL BEARING WEAR PLATE | L-1057 |
| 10 | VERTICAL CENTRAL BEARING WEAR SLEEVE | L-1058 |
| 11 | SOFA SEAT | SL-164 |
| 12 | SOFA BACK | SL-165 |
| 13 | END FRAMING ~ OFFICE END | S-777 |
| 14 | END FRAMING DETAILS ~ OFFICE END | S-778 |
| 15 | PLATFORM ROOF ADPGT | S-779 |
| 16 | WINDOW SILL CAPS | L-1059 |
| 17 | CONDITIONS CENTRAL & SIDE BEARING | N-942 |
| 18 | SWING HANGER PIN | L-2856 |
| 19 | BATTERY CHARGING RECTIFIER SUPPORT | S-780 |
| (R) 20 | SUPPORT HOUSING FOR KITCHEN REFRIG. COMPRESSORS | S-781 |
| 21 | DIESEL OIL TANK & PIPING ADPGT | S-253 |
| 22 | BODY END POST (OFFICE END) | C-413 |
| 23 | DIESEL ALTERNATOR INSTALLATION | S-466 |
| 24 | BODY BOWL ADPGT | S-257 |
| 25 | MET-L-WOOD PARTITION ADPGT | C-414 |
| (C) 26 | SECTIONS ~ OFFICE SIDE & END | S-782 |
| (R) 27 | A/C UNIT SUPPORT & HATCH OPENING LOCATION | S-783 |
| (R) 28 | HATCH COVER FOR A/C UNIT | S-784 |
| 29 | INSIDE FINISH DETAILS ~ OFFICE | C-415 |
| 30 | WINDOW DETAILS | N-978 |
| 31 | CEILING SUPPORT ARRANGEMENT ~ OFFICE | S-785 |
| 32 | PLATFORM BODY END SHEATHING DETAILS | C-416 |
| 33 | MET-L-WOOD DETAILS | S-787 |
| 34 | CEILING CONSTRUCTION IN SECTION | S-788 |
| 35 | INSIDE FINISH ~ DINING ROOM & HALLWAY | S-789 |
| (R) 36 | MET-L-WOOD DOORS FOR STATEROOMS | C-417 |
| (R) 37 | HALLWAY RETURN AIR GRILLE | C-418 |
| (R) 38 | MET-L-WOOD DOORS ~ KITCHEN END | N-979 |
| (R) 39 | CLUB RETURN AIR GRILLE & ACCESS HATCH | C-419 |
| (R) 40 | CEILING ADPGT, STATEROOMS "A" & "B" | S-786 |
| (R) 41 | CEILING SUPPORT ARRGT ~ DINING ROOM | S-790 |
| (R) 42 | PASSAGEWAY RETURN AIR GRILLE | C-420 |
| (R) 43 | DUCT LAYOUT ~ AIR CONDITIONING SYSTEM | P-453 |
| 44 | INTERIOR CONDUIT LAYOUT | E3 791 |
| (R) 45 | KITCHEN CEILING ARRANGEMENT | S-792 |
| (R) 46 | CEILING SUPPORT ARRGT ~ STATEROOM "C" | S-793 |
| (R) 47 | INTERIOR APPURTENANCES ~ STATEROOMS "A" & "B" | S-794 |
| (R) 48 | CEILING ADPGT ~ CREWS QUARTERS | S-795 |
| 49 | CLEARANCE DIAGRAM | SKETCH SL-166 |

| RECORD OF CHANGE | | |
|---|---|---|
| A | 1-21-57 ~ DIMENSIONS OF OFFICE END CORRECTED | |
| B | 4-2-57 ~ DIMENSION CHANGED FROM "5 1/2" TO "6" (R) | |
| C | 7-15-57 ~ DIMENSIONS CORRECTED SHOWN BY SYMBOL (R) | |
| D | 12-11-57 ~ DIMENSIONS CORRECTED SHOWN BY SYMBOL (R) | |
| E | 12-11-57 ~ DIMENSIONS REFERENCE TRY INCORPORATED AS (R) | |
| F | 10-22-58 ~ DOWNS OF FIRE EXIT & DOORWAYS INDICATED BY (R) | |
| G | | |

**ATLANTIC COAST LINE**

**FLOOR PLAN**

**OFFICE CAR-308**

MOTIVE POWER DEPARTMENT

WILMINGTON, N. C.

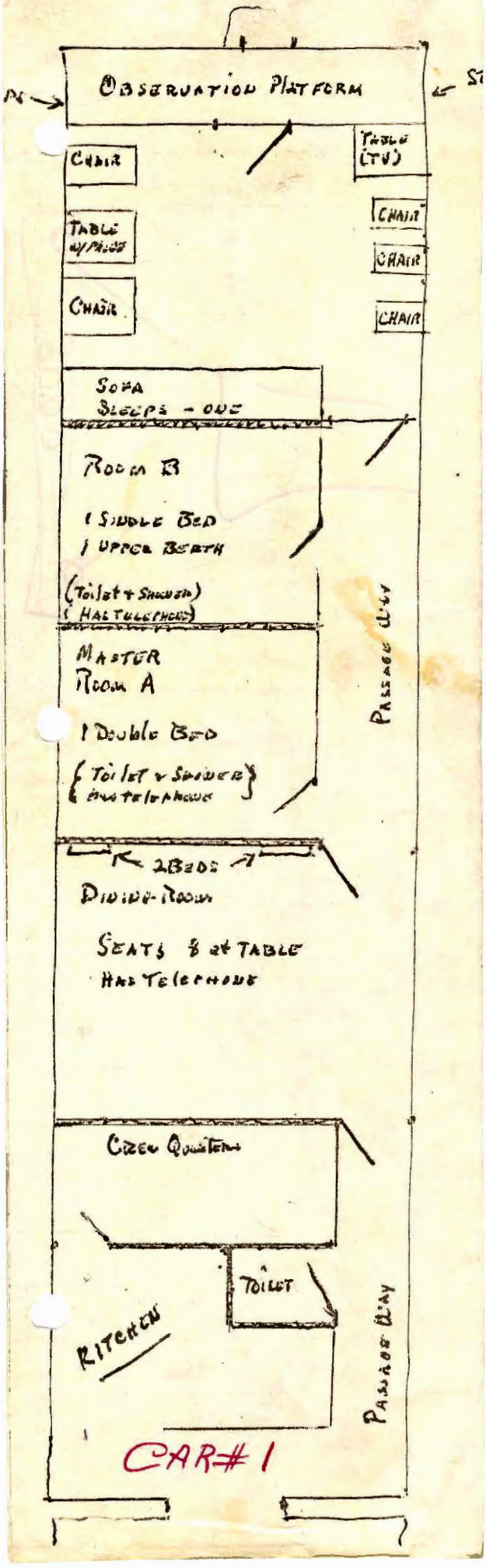
MAY 26, 1956

CONTRACT

APPROVED

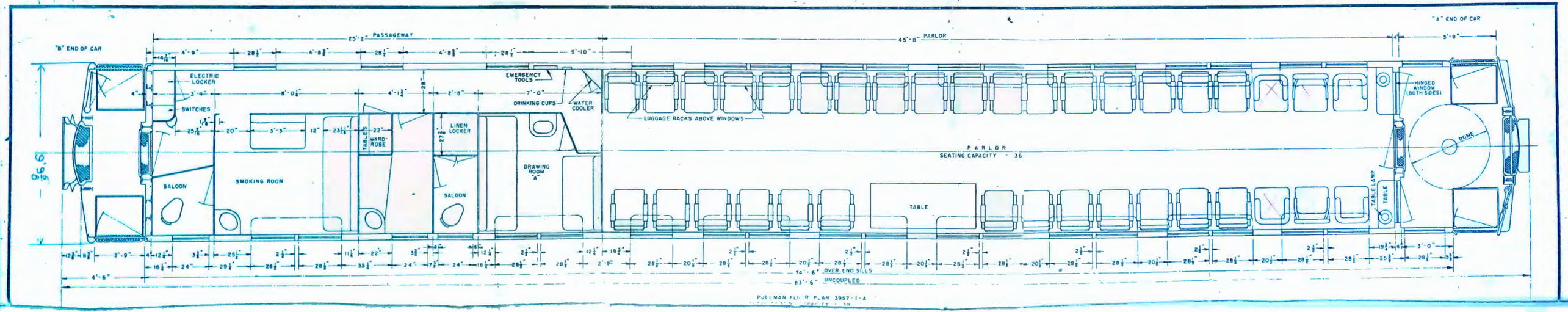
P-440

SOUTHERN RWY CAR 14



J. W. GRAHAM

OFFICE MANAGER, GENERAL MANAGER
PASSENGER SALES
THE PENNSYLVANIA RAILROAD CO. PHILADELPHIA 4, PA.




PULLMAN FLOOR PLAN 3957-1-A