

Lincoln's Coach Car
[Binder 2, p. 11-17]

Drauder 6

Gettysburg Address

7/2009 185.02/47



Lincoln's Gettysburg Address

Excerpts from newspapers and
other sources illuminating
aspects of this most well-known
Presidential speech

References to

Lincoln's Coach Car

From the files of the
Lincoln Financial Foundation Collection
(Formerly described as: Binder 2, p. 11-17)

THE LINCOLN - GETTYSBURG COACH
1863.

When, on the morning of November 13th, 1863, Abraham Lincoln, President of the United States of America entered the coach attached to the train which was to convey him and his party from Washington to Gettysburg, He had little or no idea of just what he would say during the address he was to deliver at the dedication of the National Cemetery at Gettysburg, on the following day.

After entering the coach, and making himself comfortable near one of the side windows of the car, he took a piece of wrapping paper from one of his coat pockets, and during the trip from Washington to Baltimore, via way of the Baltimore and Ohio Railroad, made the first draft of the speech which he was to deliver.

Compared to the coaches of the present day, the coach in which Mr. Lincoln rode, was a very ordinary piece of equipment, of ordinary wooden car construction, the end platforms open, only the hand brakes, and the cars of the train coupled together with the old time link and pin, heated by a stove in which either wood or coal could be used for fuel, but for the time in which it was used regarded as a marvel of comfort and luxury.

When the car had arrived in Camden Station, it was detached from the rest of the train, and the team of horses hitched to it, which was to convey it across Baltimore City to the Old Northern Central Station, from which point it proceeded on its journey toward Gettysburg. The Pennsylvania Railroad, which even then had control of the Northern Central Railroad.

Gettysburg Junction was reached in good time, and the waiting locomotive of the Western Maryland Railroad coupled on to the car, and without delay, the start was made for Gettysburg.


Mr. Lincoln was escorted to the carriage which was waiting for him, and in a few minutes he entered the house which had been selected for his entertainment during his stay there.

After he had met and conversed with the town officials, and had met a number of distinguished guests. Mr. Lincoln retired to his room and redrafted his speech.

Mr. Edward Everett, a distinguished ~~XXXX~~ orator and scholar, preceded Mr. Lincoln, and consumed about two hours with his speech. Mr. Lincoln was introduced and began his speech with those words which all over the world have become so familiar, "Four score and 7 years ago" and proceed with what is recognized as one of the greatest speeches ever delivered by an orator in the world's History.

The Coach in which Mr. Lincoln made the trip was No. 3 of the Western Maryland Railroad. Other coaches of similar construction were in regular service on the Western Maryland, and when repairs were needed took their turns in the Company's Shops. No. 2 and No. 3 (The Lincoln Coach) were both in the shop in 1872 receiving first class repairs, and when ready for service were numbered Nos. 1918 & 1919

In 1875, both of these coaches were damaged in an accident, and sent to the shops. One of them proved to be in such condition that it was condemned and destroyed. Some of those who ought to know, declare that it was No. 1919 (Old No. 3) was destroyed, while others equally as well informed, claim that No. 1918, (No. 2) was destroyed. An old gentleman, a Mr. Smith, called at Bailey's Roundhouse in June 1926, and declared that some private marks he had made on the side sill of the old car at Port Covington, convinced him that was the Lincoln Coach, but others still assert that it is old No. 2, and until it is definitely known that it IS the Lincoln coach. The one cent each to be given by the public School Children of Pennsylvania will not be collected, and the plans of the Gettysburg Board of Trade to remove the old Port Covington Car to Gettysburg, where it will be a Lincoln Museum will be postponed



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Old Car's Claim to Fame

Coach in Which Some Say Lincoln Wrote
Gettysburg Speech Is Watchman's Home

TUCKED away in the background of the Western Maryland Railway Company's yard at Baltimore stands an ancient coach which may have been the improvised study in which one of history's most famous speeches was drafted.

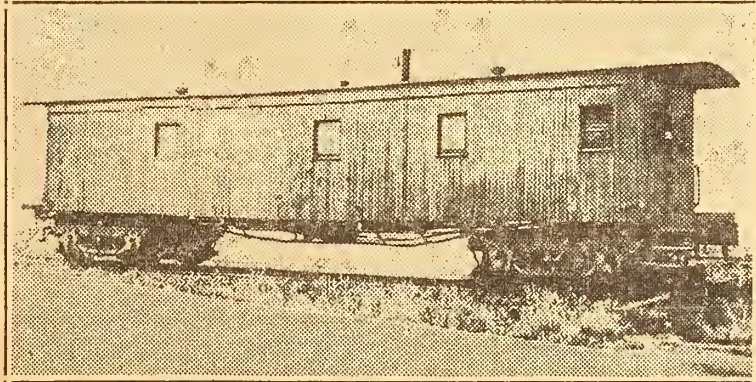
It is the combination passenger and baggage car in which tradition says President Lincoln rode from Hanover Junction to deliver his Gettysburg Address of November 19, 1863, and in which he wrote the speech en route.

Historians differ on both claims. But at least one railroad employe, now retired, insists that the coach actually carried Lincoln on that significant trip. He is Jacob Grant Eckert, who declared in a recent sworn statement that his father was conductor of that train and had

often described to him Lincoln's trip to Gettysburg.

In rebuttal, George R. Prowell, of Hanover, curator and librarian of the Historical Society of York County, Pennsylvania, asserted it was a sister coach to the one now in the Baltimore Railroad yard that carried the President to Gettysburg. The coach in which Lincoln rode, he says, was dismantled years ago in the Hanover car shops.

Officials of the Western Maryland Railway Company admit that they do not know. But from the car itself an insistent voice is raised in support of the claim. It is that of William T. Knight, watchman at the railroad yard, who makes the car his home. Suggest to him any doubt that the coach carried Lincoln and immediately you will be regarded as a suspicious character.



Venerated as Car in Which Abe Lincoln Rode to Gettysburg

Philadelphia Ledger

11-5-33

Staley 13

Pres. Lincoln's
Gettysburg Coach

Speaking to his comrades of Phil Kearney Post No. 40, J. S. Nichols made the following good suggestions:

There is perhaps no chapter in the Bible more frequently quoted as a basis of memorial sermons and addresses to old soldiers than the 4th chapter of Joshua, wherein is recorded the miraculous parting of the waters of the river Jordan for the passage of the priests bearing the ark of the covenant and the 12 tribes of Israel in their journey to the Promised Land. It will be remembered that the Lord instructed Joshua, to select one man out of each of the 12 tribes to take from the bed of the river 12 stones and deposit them on the banks of the Jordan as a memorial, as recorded in the 6th verse: "That this may be a sign among you that when your children ask them, in time to come, saying, What mean ye by these stones, they shall answer that the waters of Jordan were cut off before the ark of the covenant of the Lord and these stones shall be a memorial unto the children of Israel forever."

Now, I merely desire to refer to this passage of Scripture to illustrate the fact that the desire to commemorate great even and to honor the memory of those who have performed great deeds of valor, or other distinguished service for the benefit of their fellow men is as old as the human race and a God-implanted quality of our nature. The tendency, however, in too many cases, to defer action until it is too late. For instance, there is perhaps no old soldier now living who did not have opportunity during his period of service, to preserve some relic of the war, or make record of incidents, now entirely forgotten, or but dimly remembered, that in the aggregate would comprise interesting memories of the great conflict.

There is perhaps no character of the Civil war period, about whom more has been written, or more of his personal belongings preserved as a memorial of his remarkable life, than that of Abraham Lincoln. But my attention has been recently called through an article in the Pathfinder, that the passenger coach in which he rode from the national capital to the battlefield of Gettysburg and in which his famous Gettysburg address is said to have been hastily written during the journey, instead of having been preserved and cherished as a valued memorial of that occasion, has been suffered to deteriorate in the usual manner of railroad equipment and while fortunately still "on wheels" is now used as a switchman's shelter at a railroad crossing on the Western Maryland railway. The article I refer to is as follows:

"Efforts are being made to have the old railroad coach in which Abraham

Lincoln made his famous trip to Gettysburg in 1863 placed on the battlefield there. At the time of the trip from Washington, D. C., it was considered a perilous one and took a day and a night. The route was by way of Baltimore, Md., York and Hanover, Pa. H. C. Mitinger and Postmaster R. C. Miller, of Gettysburg, are leading the fight to have the car brought there.

"It is claimed that it will require a considerable sum of money to put the old coach in its original condition. For a number of years after the Civil war it continued in use as a passenger vehicle, but later became a pay car, then a work car and later a tool car. It is now being used as a watchman's home on the Western Maryland Railroad at Port Covington, Md. Its 60 years of varied experiences have wrought many changes in it. As its career changed from time to time its 'insides' were gradually all removed.

"But the little news and candy boy on the memorable Lincoln train is still living. He is Andrew B. Staley, of Baltimore, Md., who is now well along in years but who has offered to help in relocating the seats in the old car. He declares he remembers distinctly where President Lincoln sat. Additional historical interest is given this famous old coach in the claim that the immortal Gettysburg address was written in it."

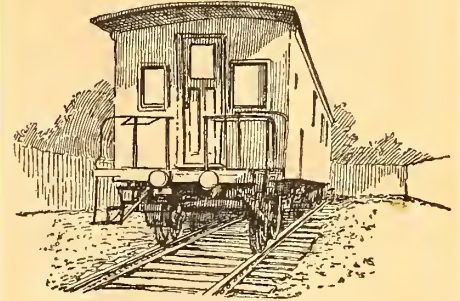
Let us hope that this effort will be crowned with success and thus form one more valued memorial to our martyred president.

Staley 13 1925

Lincoln's Gettysburg Coach

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Now a Watchman's Home

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But the little news and candy boy on the memorable Lincoln train is still living. He is Andrew B. Staley, of Baltimore, Md., who is now well along in years but who has offered to help in relocating the seats in the old car. He declares he remembers distinctly where President Lincoln sat. Additional historical interest is given this famous old coach in the claim that the immortal Gettysburg address was written in it.

Gettysburg

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THE RAILROAD CAR in which President Lincoln wrote his Gettysburg address has been found in the Western Maryland railroad yards. *(Underwood & Underwood)*

GETTYSBURG CAR

17
15
15

**FIND CAR IN WHICH LINCOLN
WROTE FAMOUS ADDRESS**

BALTIMORE, April 15.—The railroad coach in which Lincoln rode to Gettysburg to deliver his famous address on the battlefield in 1864 has been found on a siding in the yards of the Western Maryland railway. The historic but dilapidated car was discovered by a Pennsylvania committee of the Lincoln Highway association that visited Baltimore.

The committee will seek to have the coach taken to Gettysburg and kept as a historic memorial. An effort also will be made to have the coach exhibited at the Sesqui-Centennial in Philadelphia from June 1 to December 1, 1926.

LINCOLN'S GETTYSBURG CAR.

The old car that Lincoln rode from Washington to Gettysburg in, 1863, is still in existence. It is at Covington, Ky., where it is being used as a tool car. Efforts are being made to replace the car as it was in 1863 on the battle field. It was in this car that the famous Gettysburg speech was made.—Sent by F. Brooks.

Philatelic
West
March 1926



16

Western Maryland Officials Are Not Sure That Car Now In Port Covington Yards Carried Presi- dent Lincoln To Gettysburg.

Coach No. 1909 of the Western Maryland Railway's rolling stock is likely to lose the halo of glory it has worn for many years because of the popular belief that in it President Lincoln journeyed from Washington to Gettysburg to deliver the famous Gettysburg address, investigation disclosed yesterday.

Officials of the railway said they were by no means certain that the coach described the historic value placed upon it by enthusiasts. Capt. John W. King, prominent leader in activities of the Grand Army of the Republic, who saw the Presidential train pass through Baltimore en route to Gettysburg, said his organization was not willing to vouch for the authenticity of the claims made for the old coach, which for many years has been standing on a siding at the Port Covington terminal of the Western Maryland.

Car Is Watchman's Home.

But William T. Knight, watchman at the Port Covington yards, for years has maintained that the coach deserves all its fame, even if there is no record to substantiate the claims. Mr. Knight has another deep attachment for the car. For nearly a score of years it has been his home.

Railway officials pointed out that it is truly an ill wind that blows nobody good. If it is established definitely that the coach is of no historic value, then no society or organization will want to preserve it, and Mr. Knight will keep his home.

In a statement yesterday morning in

THE SUN George R. Prowell, of Hanover, curator and librarian of the Historical Society of York County, Pennsylvania, said it was a "sister" coach to the one now in the Port Covington yards which had carried the Presidential party to the Gettysburg battlefield.

Refers To Symbols.

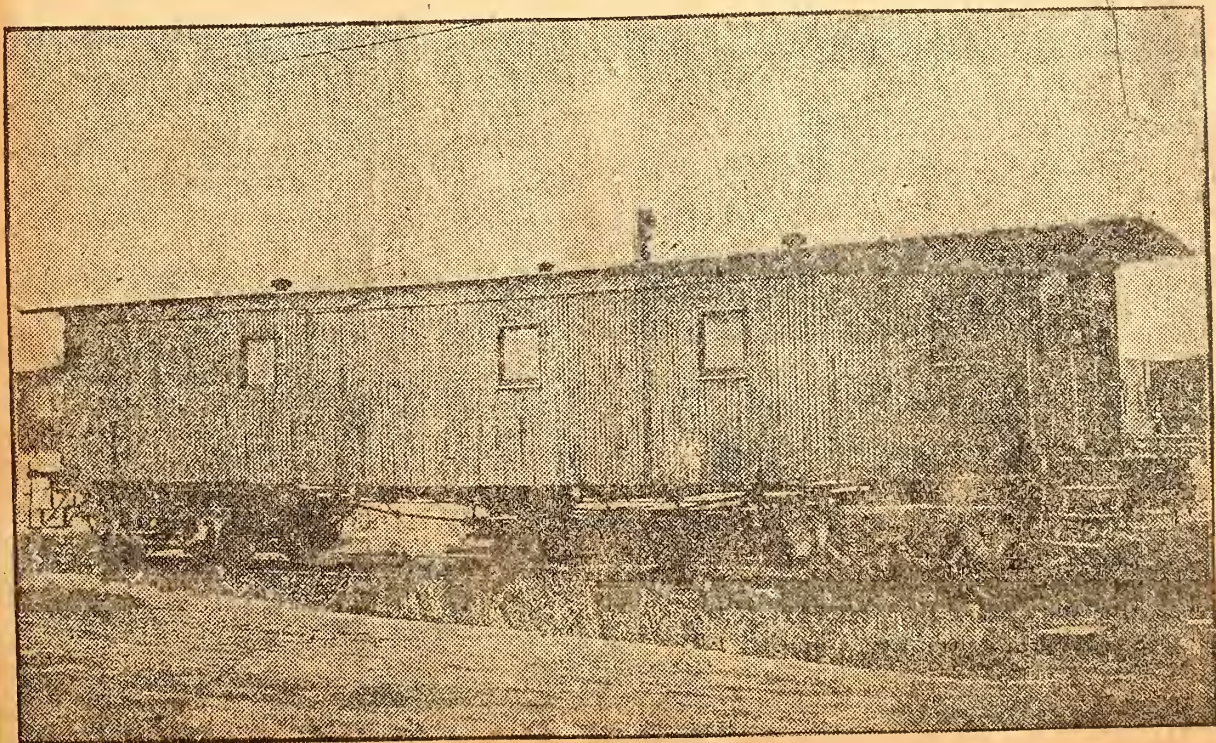
The coach in which Lincoln actually rode has long since been dismantled in the Hanover Car Shops, Mr. Prowell said. According to him, it was marked by two distinguishing symbols over the entrance. These symbols, he said, do not appear on the car at Port Covington.

Officials of the Western Maryland declared frankly that they did not know which car had been destroyed and which one kept. Mr. Knight, they said, derived considerable satisfaction from his belief that he lives in a home which once sheltered Lincoln. As for themselves, they were rather glad that no historical society was taking the home away from him.

The vehicle which Mr. Knight calls home is said to correspond exactly to the one in which Lincoln rode, and it is asserted it was one of the best cars on the line at the time. Now, in point of convenience and comfort, it compares rather unfavorably with the average caboose on a freight train.

It is a combination passenger and baggage car built of wood, fitted to have a small stove set up in its center, and is smaller than the present-day box car.

Coach's Historic Value As "Lincoln Car" Disputed



SAYS HISTORIC CAR WAS DISMANTLED

G. R. Prowell, Hanover, Pa.,
Denies Lincoln Coach Is
In Baltimore.

INVESTIGATION STARTED

Gettysburg Committee Appointed
To Inquire Into
Matter.

Gettysburg, Pa., Jan. 21 (Special).—
The coach in which Abraham Lincoln
rode from Washington to Gettysburg in
November, 1863, to deliver his memor-
able address, was dismantled in the
Hanover car shops, and is not in the
Port Covington freight yard of the
Western Maryland Railway, near Bal-
timore, according to George R. Prowell,
Hanover, curator and librarian of the
Historical Society of York County.

According to Mr. Prowell, the coach
in which President Lincoln was brought
from Washington to Gettysburg was
marked for future identification pur-
poses by two distinguishing symbols
over the entrances.

In 1872, Mr. Prowell says, he rode
in the famous coach. It was several
years afterward, he asserted, that the
car became worthless.

Last week, W. Raymond Shank,
county superintendent of schools, spon-
sored a project to collect 1 cent from
every school child in Pennsylvania to
pay the expense of reconditioning the
old coach in the Port Covington yards,
which had been identified as the Lincoln
coach.

A committee from the Gettysburg
Chamber of Commerce, headed by Dr.
H. W. A. Hanson, president of Gettys-
burg College, is investigating the au-
thenticity of the report from Baltimore
that the historic car is in the Western
Maryland Railway yard there.

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Further Testimony Welcome

The officials of the Western Maryland Railway will welcome further testimony that will clear up the old controversy as to whether or not President Lincoln actually did ride in the old coach now at Port Covington terminal.

It may not be generally known that the Western Maryland Railway is an octogenarian—the Legislative Act creating its predecessor, the Baltimore, Carroll and Frederick Railroad, having been passed in 1852, authorizing it to build a railroad to the headwaters of the Monocacy River with the option of beginning at Baltimore or at Green Spring Junction, the terminus of the Green Spring branch of the Baltimore and Susquehanna Railroad, which later became the Northern Central Railroad which is now a part of the Pennsylvania Railroad. In the following year, or 1853,

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BALTIMORE, MD.



1902 Baltimore City sold its interest in the railroad to the Gonds, who contemplated a trans-continental railroad extending from the Pacific Coast to the Atlantic, using the Western Maryland as its Eastern Terminus. In the same year the Western Maryland bought the controlling interest in the West Virginia Central and Pittsburgh Railroad, which extended from Cumberland South and Southwest to Elkins and Durbin, West Virginia. By this time so many extensions had been built or acquired by the Western Maryland that someone wrote and published in the Pittsburgh *Dispatch* the following "Traveler's Guide:"

"A line was then built from the Potomac River to connect with the West Virginia Central & Pittsburgh at Cumberland and the tide-water terminals at Baltimore were constructed. In 1912 another extension was built from Cumberland to Connelsville where connection was made with the Pittsburgh and Lake Erie. Since then various extensions have been made in the coal fields of Pennsylvania and West Virginia, and in and around Baltimore harbor, so from humble beginning back in 1853 of one mile of railroad, the Western Maryland has grown until it now consists of 891 miles of main line track."

MYSTERY OF OLD COACH NO. 1909 OF THE WESTERN MARYLAND RAILWAY

Did or Did it not Carry President Lincoln to Deliver His Historic Address at Gettysburg in 1863? The Company would Like to Know + + +



Baltimore

THE picture on the right illustrates a famous car of the Western Maryland Railway, built before the Civil War, and which is supposed to have carried President Lincoln while enroute to Gettysburg for his famous address on November 19, 1863. The car is now standing in Western Maryland Port Covington Yards, Baltimore, and is used by a watchman.

Whether this is the car the President rode in has been in dispute for some time. However, Jacob Grant Eckert (retired W. M. conductor) in a sworn statement of September 7, 1929, stated his father was conductor of the train which took President Lincoln from Hanover Junction to Gettysburg on the above date, and that his father had often told him of the occasion. He stated the Presidential party transferred from the Northern Central at Hanover Junction to a special Hanover Branch train which consisted only of the locomotive and a combination passenger and baggage car, and it was at Hanover Junction on the return trip that the President presented his father with a silver watch. He further stated positively that the car now at Port Covington was the one in which the President rode, in that it was the only combine car of that type which the Hanover Branch ever owned, and it ran regularly in the trains which his father was conductor of for many years afterward, and after he (Eckert, Jr.) became a conductor for the Hanover Junction, Hanover & Gettysburg R. R., he also ran this car for a number of years between Hanover and Highfield. When the Western Maryland bought out the above road, he said they sent up another combine car of different design altogether and took the old one out of passenger service, but he had seen the car many times since, i. e., when it was being used as a camp car, and after that, at one

time or another, at Hagerstown, Highfield and Port Covington. He said he could not be mistaken about this car, as he never saw another one of that type on the Hanover Branch, or Hanover Junction, Hanover & Gettysburg, or the Western Maryland to his knowledge. He also stated he was thoroughly familiar with all the details of the car, as it had run in his train for years—he gave details as to the construction of the car, and said he had looked at it again on September 6, 1929, and some of the original construction was still in place.

Where He Wrote Address

There is some question as to whether Lincoln wrote his address while on this car. Several stories were current five or six years ago, when this matter received much public attention, that the President did write his address on a sheet of brown paper while on this car. However, this has never been verified, in that the President rode in a car on the Northern Central to Hanover Junction, and then in another car on the Hanover Branch Railroad (Hanover Junction to Hanover) and Gettysburg Railroad (Hanover to Gettysburg) and no one could be sure on which car it was written, if it was written enroute.

The following item on this same subject appeared in the Baltimore Sun, January 23, 1926:

"Coach No. 1909 of the Western Maryland Railway's rolling stock is likely to lose the halo of glory it has worn for many years because of the popular belief that in it President Lincoln journeyed from Washington to Gettysburg to deliver the famous Gettysburg address, investigation disclosed yesterday.

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coach deserved the historic value placed upon it by enthusiasts. Capt. John W. King, prominent leader in activities of the Grand Army of the Republic, who saw the Presidential train pass through Baltimore enroute to Gettysburg, said his organization was not willing to vouch for the authenticity of the claims made for the old coach, which for many years has been standing on a siding at the Port Covington Terminal of the Western Maryland.

(In re statement of J. W. King, it has no significance, as he saw train in Baltimore, and this car is not said to have been used this side of Hanover Junction.)

"But William T. Knight, watchman at the Port Covington yards, for years has maintained that the coach deserves all its fame, even if there is no record to substantiate the claims. Mr. Knight has another deep attachment for the car. For nearly a score of years it has been his home.

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the corporate name of the Baltimore, Carroll and Frederick Railroad was changed to Western Maryland Railroad. It was decided to begin building a line from Green Spring Junction and to use the Pennsylvania rails into Baltimore. The road was open to Owings Mills a distance of one mile in 1859, and was extended from time to time until it reached Hagers-town, a distance of 73 miles, in 1872. The year following it was extended to Williamsport where it touched the Potomac River. The same year the line was extended East from Green Spring Junction to Baltimore, giving the Western Maryland Railway a through line of its own from Baltimore City to the Potomac River. During the next twenty years extensions were built and small roads consolidated with the Western Maryland Railway, forming the line from Edgemont up the Cumberland Valley to Shippensburg, and the line from Highfield through Gettysburg and Hanover to Emory Grove, where it connected with the main line.

City of Baltimore Aided

Baltimore City and Washington County, Md., furnished the greater part of the capital used in building the Western Maryland Railway. In 1902 Baltimore City sold its interest in the railroad to the Goulds, who contemplated a trans-continental railroad extending from the Pacific Coast to the Atlantic, using the Western Maryland as its Eastern Terminus. In the same year the Western Maryland bought the controlling interest in the West Virginia Central and Pittsburgh Railroad, which extended from Cumberland South and Southwest to Elkins and Durbin, West Virginia. By this time so many extensions had been built or acquired by the Western Maryland that someone wrote and published in the *Pittsburgh Dispatch* the following "Traveler's Guide:":

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BALTIMORE, MD.





Lincoln's Coach Car
[Binder 2, P 11-17]

Drauder 6

Gettysburg Address

