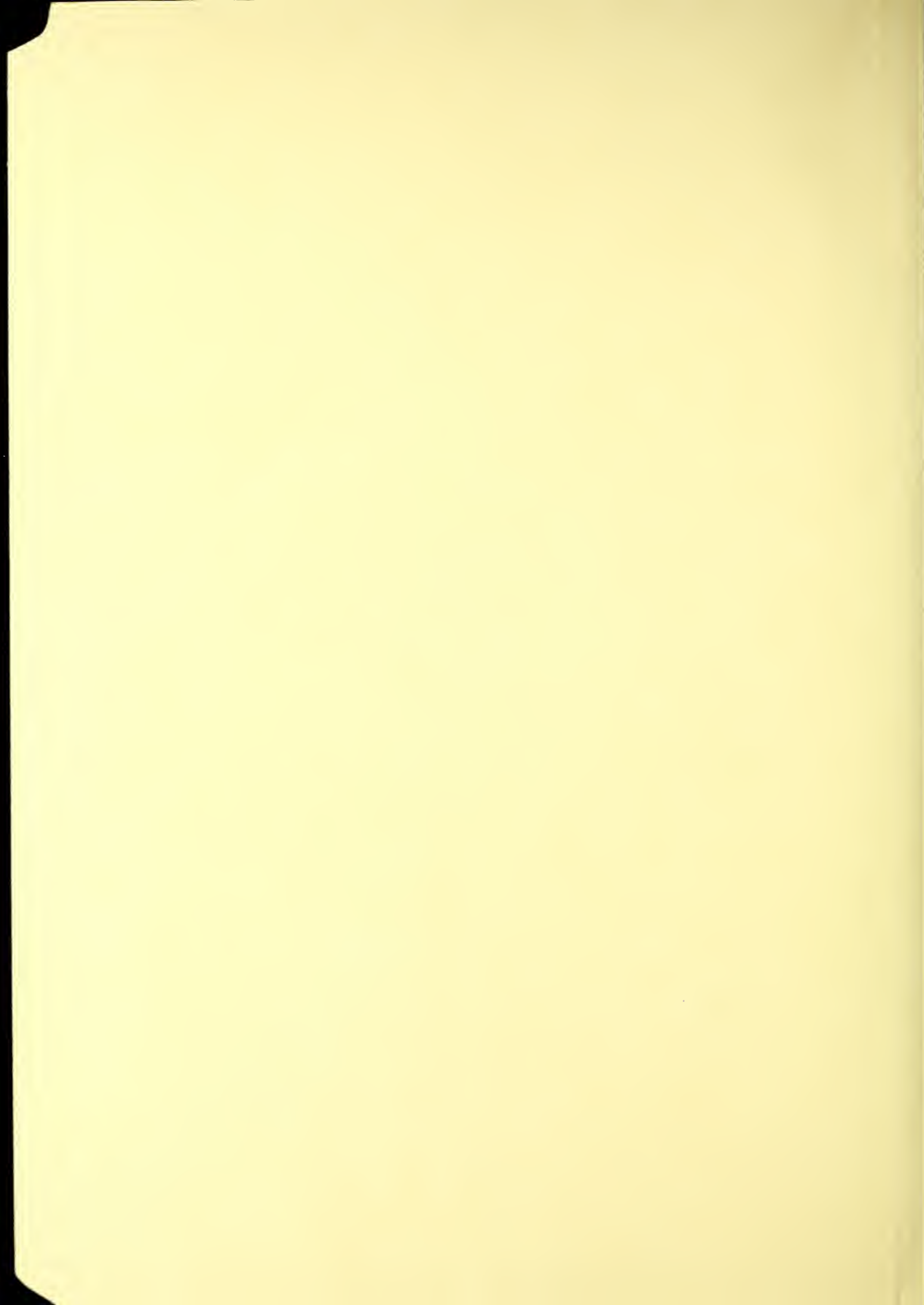


FUNERAL TEXAS MODEL  
WARTHER & WILSON

1000 1000 1000



# The Assassination of Abraham Lincoln

## Models of the Funeral Train

Excerpts from newspapers and other  
sources

From the files of the  
Lincoln Financial Foundation Collection

FUNERAL TRAIN MODEL  
WARTIME & POSTWAR

Ernest "Mooney" Warther was 80 when he carved the Lincoln Funeral Train.  
—Photos courtesy Warther's.

Here and There

## *The Lincoln Funeral Train* *A Wood-carver's Masterpiece* by Betty Scott

America was mourning its fallen leader. The somber funeral train wended its way through the spring countryside from Washington to Springfield, Illinois, taking Abraham Lincoln home. At every crossing citizens watched tearfully as the Baltimore and Ohio chugged west on its sad journey, and at every town mourners passed through the coach where the body of the assassinated President lay. Two million people paid their respects during the 19-day journey.

A century later a man who greatly admired Lincoln created a replica of this famous train to share with others. Ernest Warther of Dover, Ohio, regarded by many as "the world's master carver," undertook the work at the age of 80,

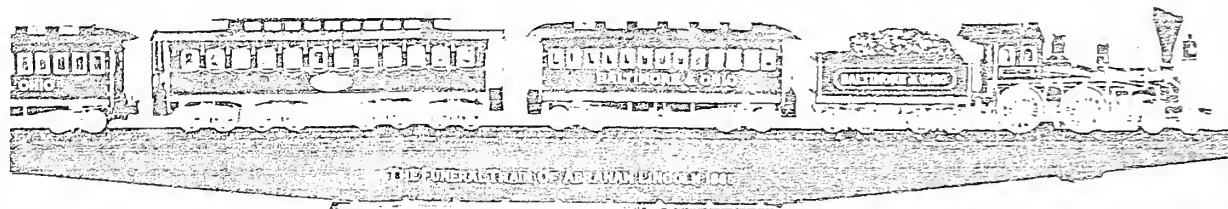
completing it in one year on April 14, 1965, the 100th anniversary of President Lincoln's Assassination.

Warther carved it of black ebony, with trim in ivory and mother of pearl. The miniature window of the funeral coach reveals the body of Lincoln lying in his coffin. An eagle insignia and carved ebony draperies are part of the fine detail, and there is a tiny workable door on the side of the coach, like that through which visitors departed, rather than going through the family quarters. These quarters and other cars of the train are duplicated in the eight-foot model. There is even anthracite coal to fire the steam engine, and crewmen are aboard.

The Lincoln train is only one of many Warther carvings trac-

ing the evolution of the steam engine, on display at Warther's Museum in Dover. Here are 64 working models done to scale, one-half inch to the foot. One of them has more than 10,000 parts and took more than 2,000 hours to carve. All moving parts and bearings are made from Arguto, an oil-bearing wood.

A tour of the museum reveals some great moments in history: Casey Jones is at the throttle of Engine No. 382 on the Illinois Central Railroad train that made him a folk hero; the Driving of the Golden Spike at Promontory Point, Utah, is depicted as engines from the East and West meet; the Great Locomotive Chase of the Civil War is enacted by the General and Texas engines; and the John Bull, first passenger train, actually travels





around in a 16-foot-long case.

An 80-pound elephant tusk was used to carve the Empire State Express, an eight-foot-long train displayed on a simulated stone arch bridge carved of ebony.

The museum works trace the evolution of steam power back to Egypt in 150 B. C., when it was used to open the door of an idol.

Ernest Warther, who died at the age of 87, used only knives, files, and native ingenuity to create his remarkable collection. His need for a knife that would hold its edge when carving hard wood led him to make his own knives, and he sold these to supplement his income.

The son of Swiss immigrants, Warther was born near Dover in 1885. At the age of five, while tending the family cow, he found a weather-beaten pocket knife and started whittling. His formal education ended with the second grade. He was 27 when he began carving steam engines.

Over a period of 40 years Warther traveled to every state displaying his carvings, appearing at the 1933 World's Fair and other large expositions. He was a talented showman and a few months of appearances each year provided funds for the time devoted to carving.

His family had been much involved in this world of wood,

and his son David now operates the museum, assisted by his wife and six children. One approaches Warther's by climbing steps up through a terraced garden—created in the Swiss tradition by Ernest Warther's wife, Frieda. She still tends the beautiful flower beds with the help of a daughter. Visitors also admire her collection of 50,000 buttons, no two alike, displayed in eye-catching designs on the walls and ceiling of the original museum built in 1936. Warther's also exhibits one of the finest collections of Indian arrow points in the United States. The gift shop features handcrafted cutlery made by the "family recipe."

The parking area has an authentic reproduction of a railroad trestle spanning an old mill race. An antique steam engine, caboose, and operating handcar are displayed. The little depot has been occupied spring through fall by a glassblower, Larry Harmon, who demonstrated his unusual talent.

Warther's Museum is open daily throughout the year, except Christmas and New Year's.

The steam engine displays, as well as the other attractions, testify to the carving art of Ernest Warther, but the most remarkable of all is the faithful reproduction of the famous Lincoln Funeral Train. □□





# WARTHER CARVINGS

*Dover, Ohio*



The original work shop built in 1912 (left above) adjoins the main exhibit building. It also features Mrs. Warther's flower garden. Her collection of 73,000 buttons (photo inside), no two alike, are arranged in beautiful designs on the walls and ceiling of the original museum built in 1936. Warther's also exhibits one of the finest collection of Indian arrow points in the United States.

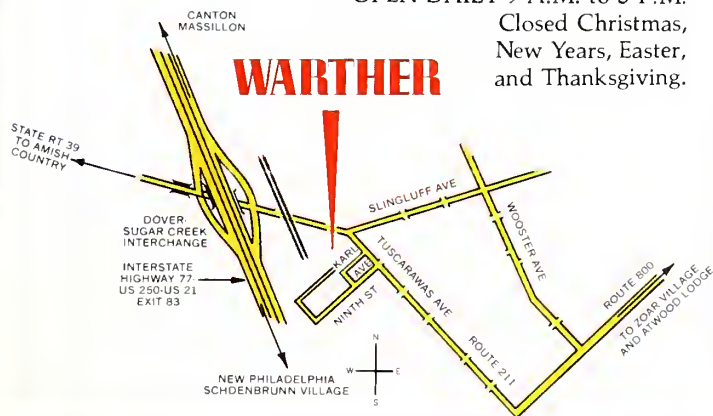
From the new two acre parking area you approach the main building across an authentic reproduction of a railroad trestle. This spans an old mill race.

In the parking area is an antique steam engine, a railroad caboose and an operating hand car. Picnic facilities are available.

Warther's is a pleasant place to visit for every member of the family any season of the year. Tour reservation for large groups can be made in advance by calling (216) 343-7513 or writing Warther's, 331 Karl Ave., Dover, Ohio 44622.

OPEN DAILY 9 A.M. to 5 P.M.

Closed Christmas,  
New Years, Easter,  
and Thanksgiving.



# WARTHER CARVINGS

*Dover, Ohio*



"*World's Master Carver*", ERNEST WARTHER, presents an amazing display of hand-carved wonders. Using only a knife, files and native ingenuity, he carved the history of steam locomotives and trains from 250 B.C. to the present day.

He also carved a model of an 18th century steel mill, with irate foreman and sleeping worker, as well as many other intricate carvings.

Smithsonian Institute appraised it as a "Priceless Work of Art". Ernest was never interested in the fortunes he was offered because in his words "our roof don't leak, we ain't hungry and we don't owe anybody."

To quote Henry Morgan, "He is truly an American genius. Mr. Warther's accomplishments are gratifying examples of what Americans can do."

*Carvings of American Railroad Heritage.*





*The Lincoln Funeral Train*

Mr. Warther was a great admirer of Abraham Lincoln. He made many carvings concerning Lincoln's life and at the age of 80 spent one year carving an 8 foot ebony and ivory replica of the Lincoln Funeral train. Looking through the lighted window of the funeral coach one can see Lincoln lying in his coffin. The eagle insignia and gentle folds of carved ebony draperies are part of the fine detail.

This train was completed on the 100th Anniversary of Lincoln's death.

The ivory carvings are the favorite of many visitors. These portray Great Events in American History:

- The Driving of the Golden Spike, where the engines from the East and West met with Stanford driving the golden spike.
- Casey Jones Engine of Ballad fame.
- The General and Texas engines portrayed in The Great Locomotive Chase of the Civil War.
- The John Bull, first passenger train, actually travels in a 16 foot case.
- The Empire State Express is 8 feet long and took 12 months to carve. The engine and coaches were made from an 81 lb. elephant tusk. It is on a simulated stone arch bridge carved of ebony.

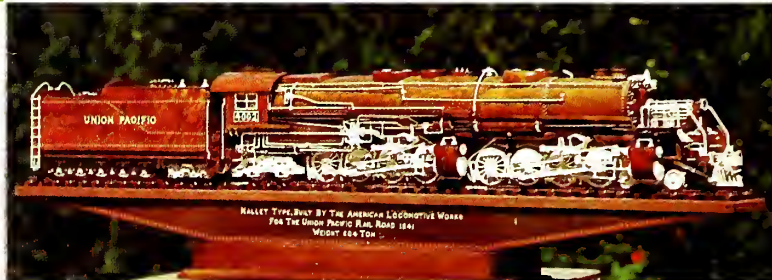
*The John Bull First Passenger*



Ernest Warther, the son of Swiss immigrants, was born near Dover, Ohio on Oct. 30, 1885. His formal education ended with the second grade. At the age of five, while tending the family cow, he found a weather-beaten pocket knife and started whittling. He enjoyed creating things from wood and his whittling career was started.

Young Warther, at the age of 14 began 23 years of working in a local steel mill. He married and raised a family of three girls and two boys.

Ernest was 27 when he began carving the



*The "Big Boy" of the Union Pacific*

evolution of the steam engine. This is depicted through a series of 64 working models carved to scale, 1/2" to the foot. One of these has over 10,000 parts and took more than 2,000 hours to carve.

Early in his carving career Ernest discovered the importance of knives that will hold their edge carving ebony and ivory. Unable to find any of such quality, he decided to make his own. Thus, out of necessity was born another hobby—making knives. Experts say they are the world's finest. This led to the making of kitchen cutlery which was sold to supplement his income.

All moving parts and bearings of the carved locomotives are made from Arguto, an oil-bearing wood. Some of these models have run over 60 years without repair.

Ernest died at the age of 87 leaving his 64th carving unfinished.

*Mrs. Warther's Button Collection*



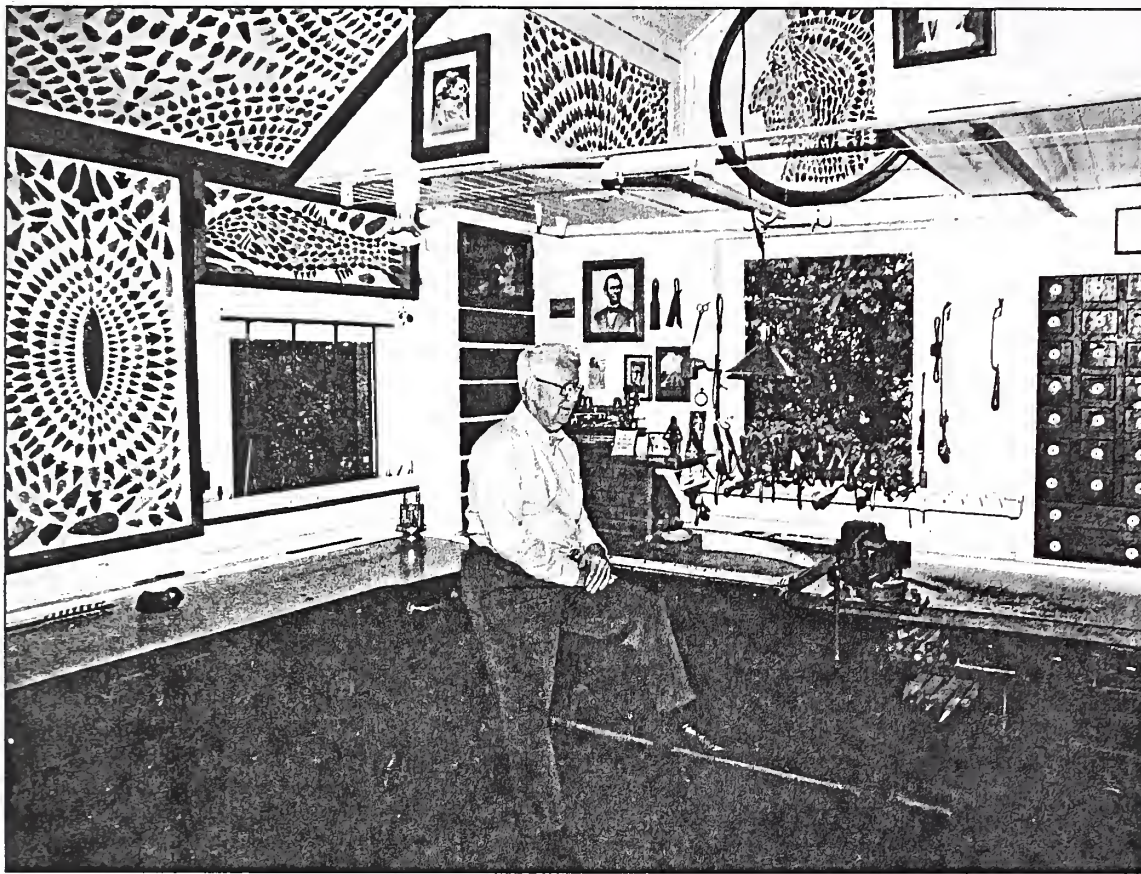


# WARTHER CARVINGS *In D...*



Ernest "Mooney" Warther  
"World's Master Carver"





## Mooney Starts Carving *The History of Steam*

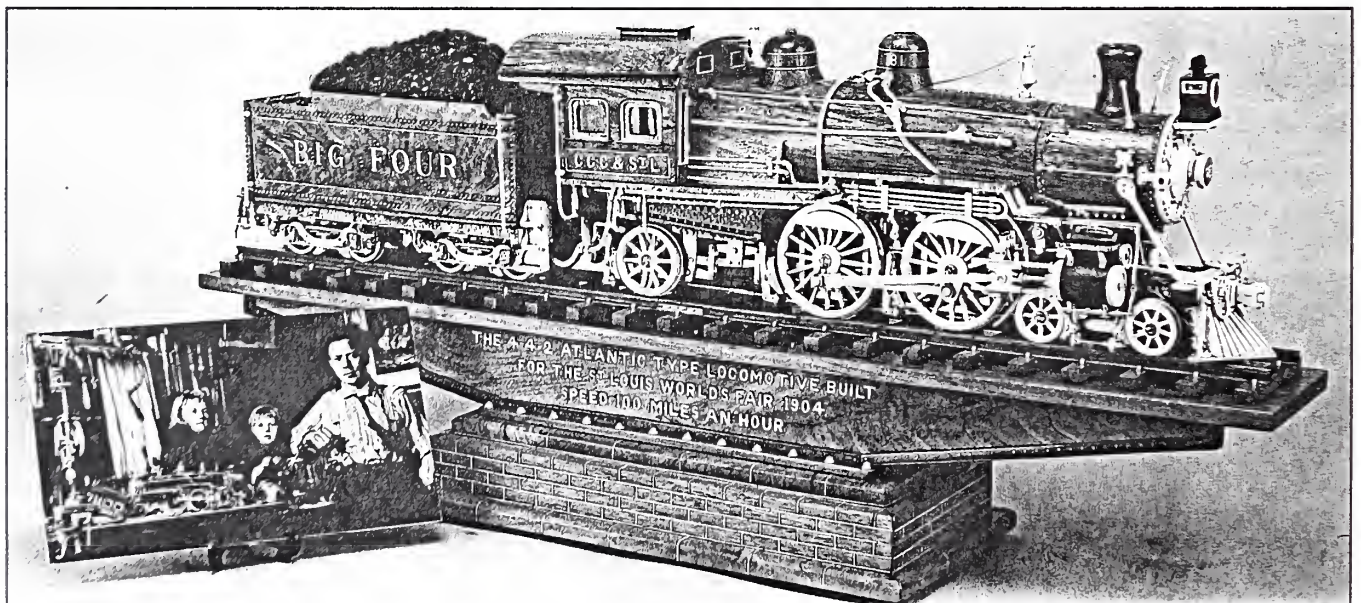
It was with the building of the shop, at age 28, that Mooney, in his own words, “stopped whittling and started carving.” Thus began the great work of his life, carving

*Inside original workshop.*

the evolution of the steam engine in **sixty-four carvings**. It starts in 250 BC with Hero’s Engine, and ends with the Union Pacific Big Boy Locomotive of 1941.

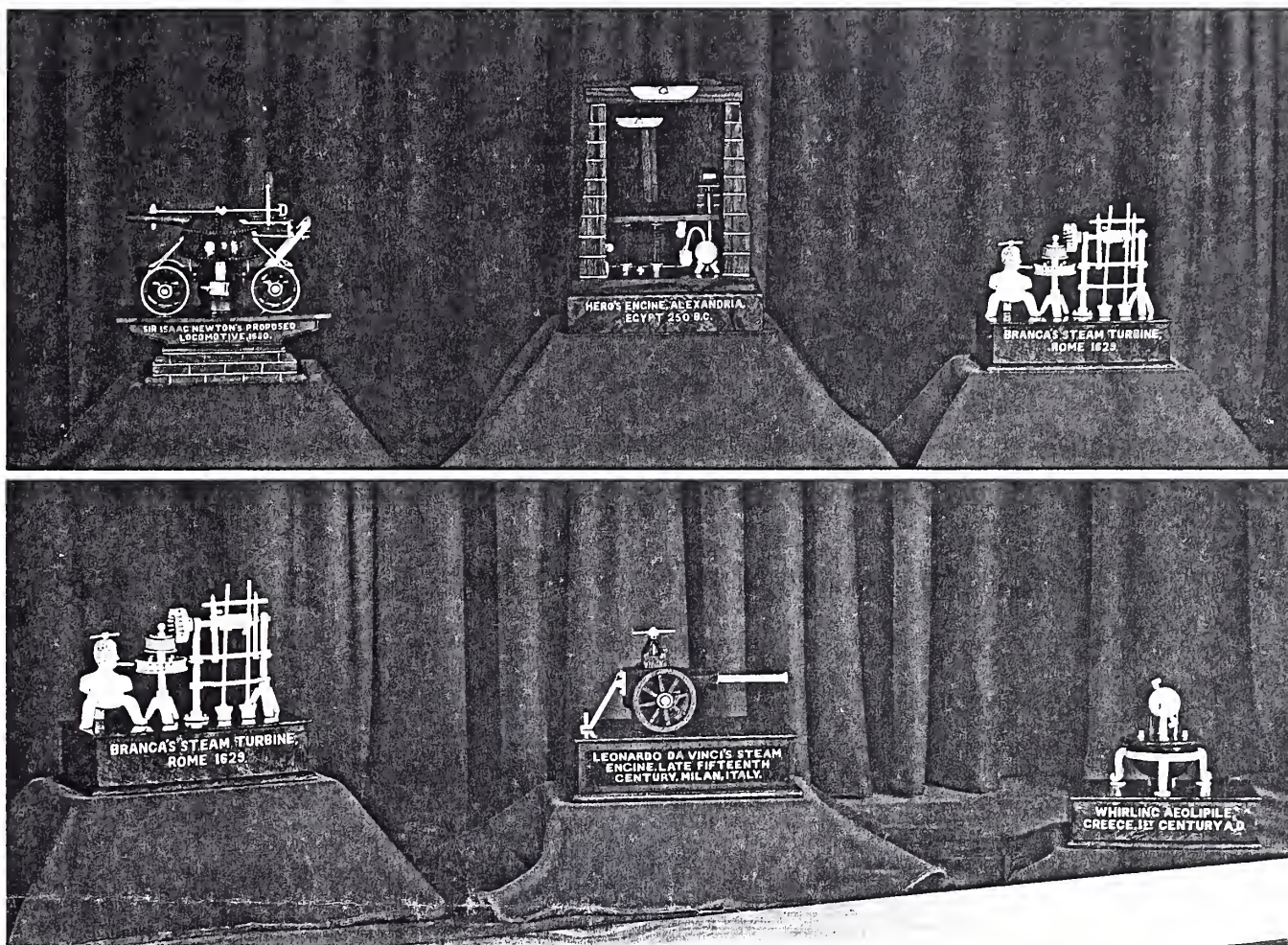
Mooney’s first fifteen carvings were of bone and walnut. In 1923, he was able to purchase

the History of Steam. Mooney made a definite distinction here as he felt the plier trees, canes and such were whittling. His steam engines were carving. Mooney felt that the steam engine was one of the most wonderful inventions of all times. It had done more to advance civilization than any form of transportation to his time, and had been used for peaceful purposes. The works of art depict the

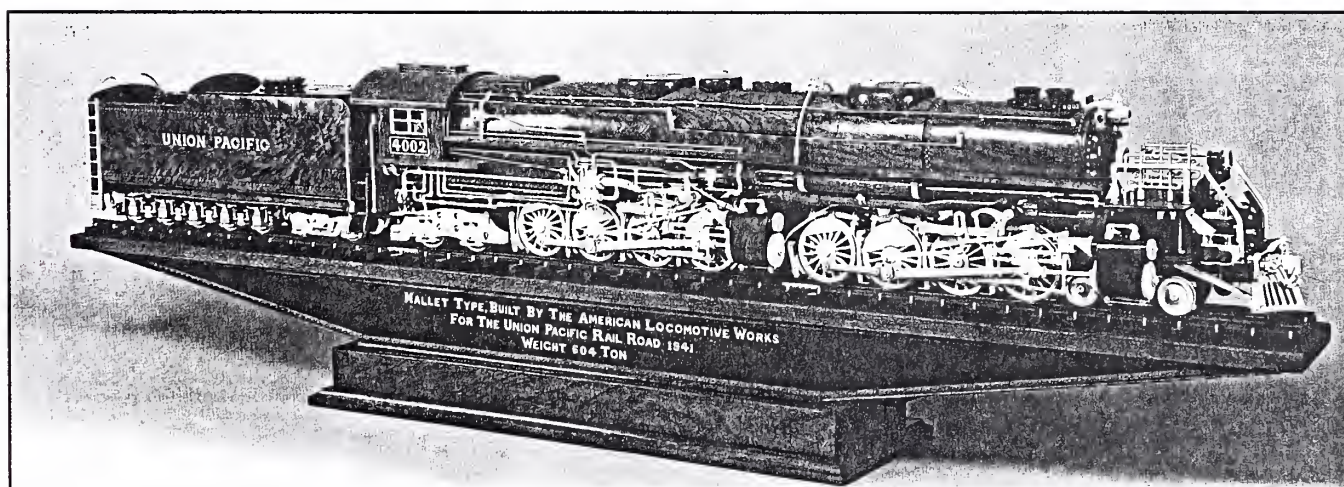


*His daughters, Florence and Alice, pictured on the workbench while Mooney carved the Big Four in walnut and ivory, 1920.*



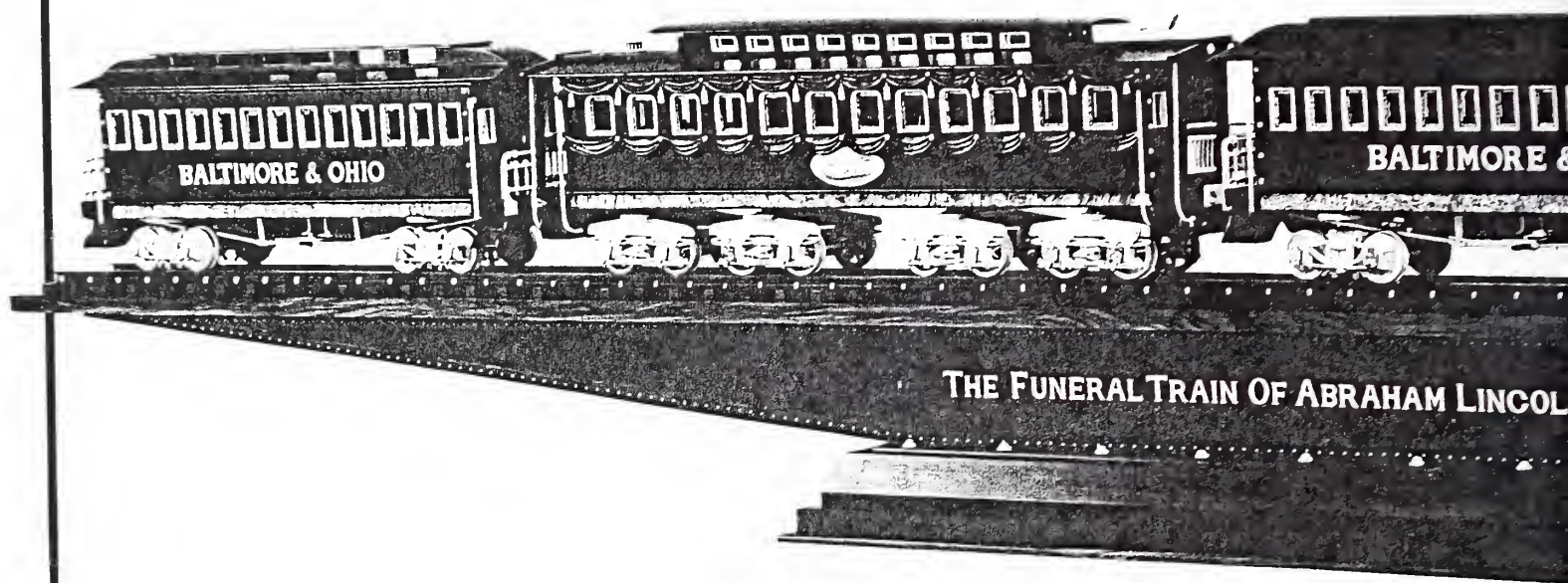


ivory. On fourteen of these, he recarved the bone pieces out of ivory. From then on, he carved walnut, ivory and ebony. The last ten years of his life he carved only in ivory. One of his first sources of ivory was cracked billiard balls. Later he was able to purchase elephant tusks. On the Lincoln Funeral Train he used the eyetooth of the hippopotamus, which is the finest grade of ivory.

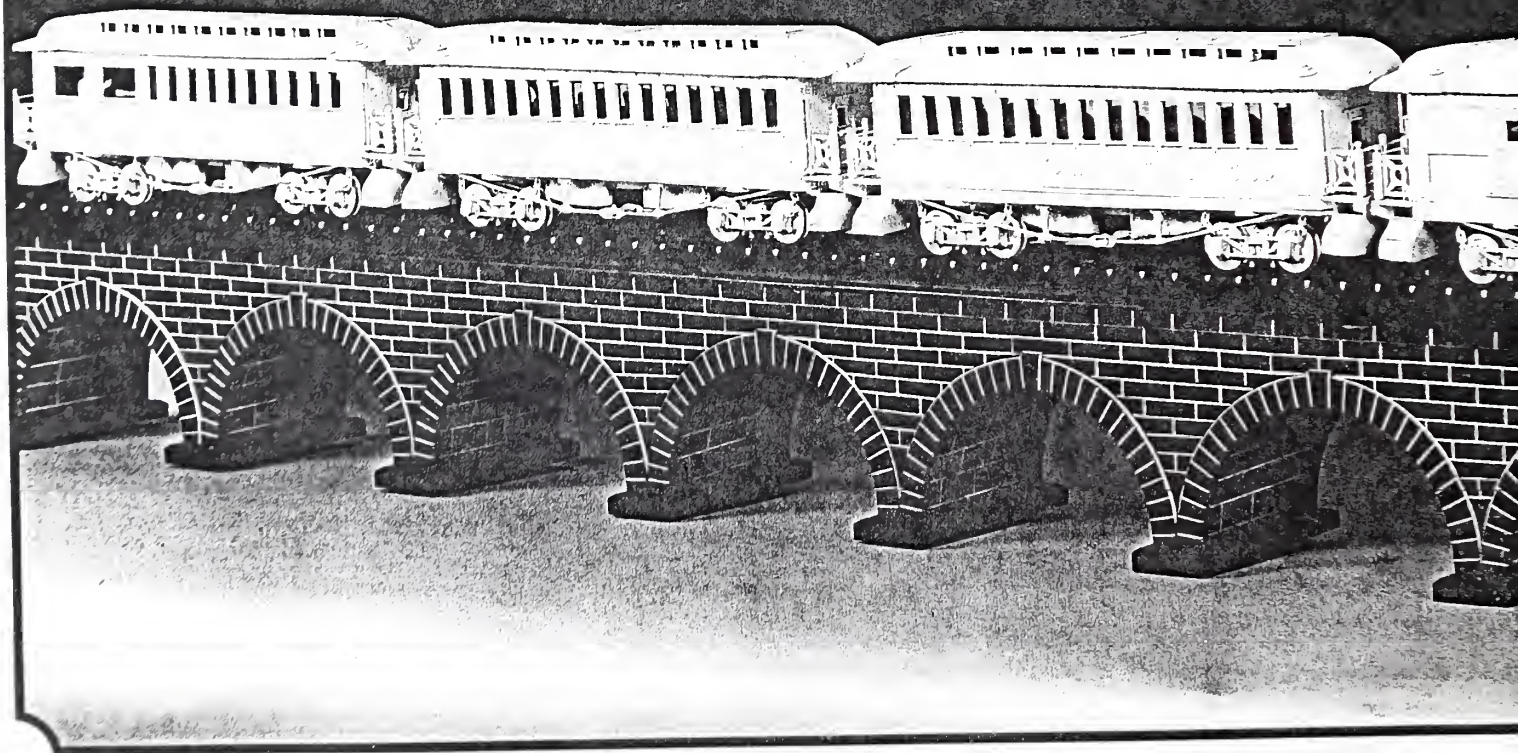


*The Union Pacific "Big Boy", the largest of the steamers.  
Burled walnut and ivory, carved from January 19 to October 30, 1953.*

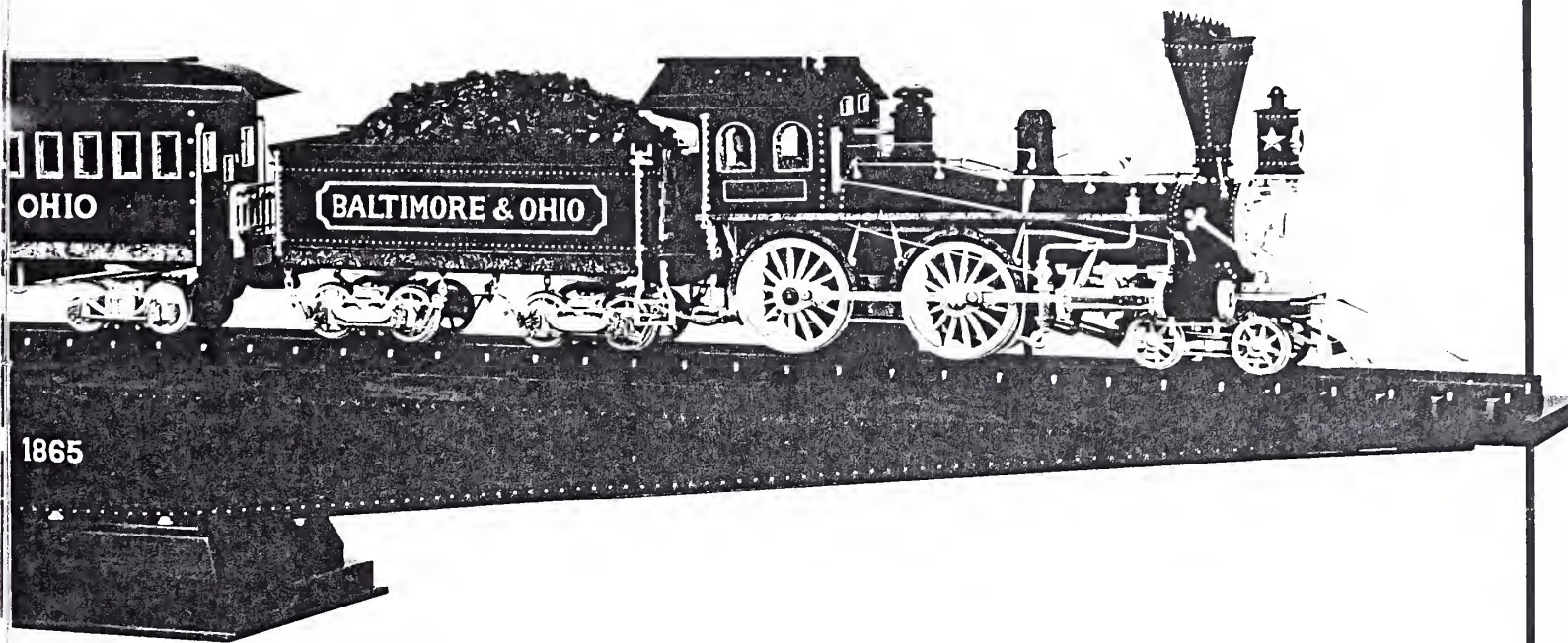




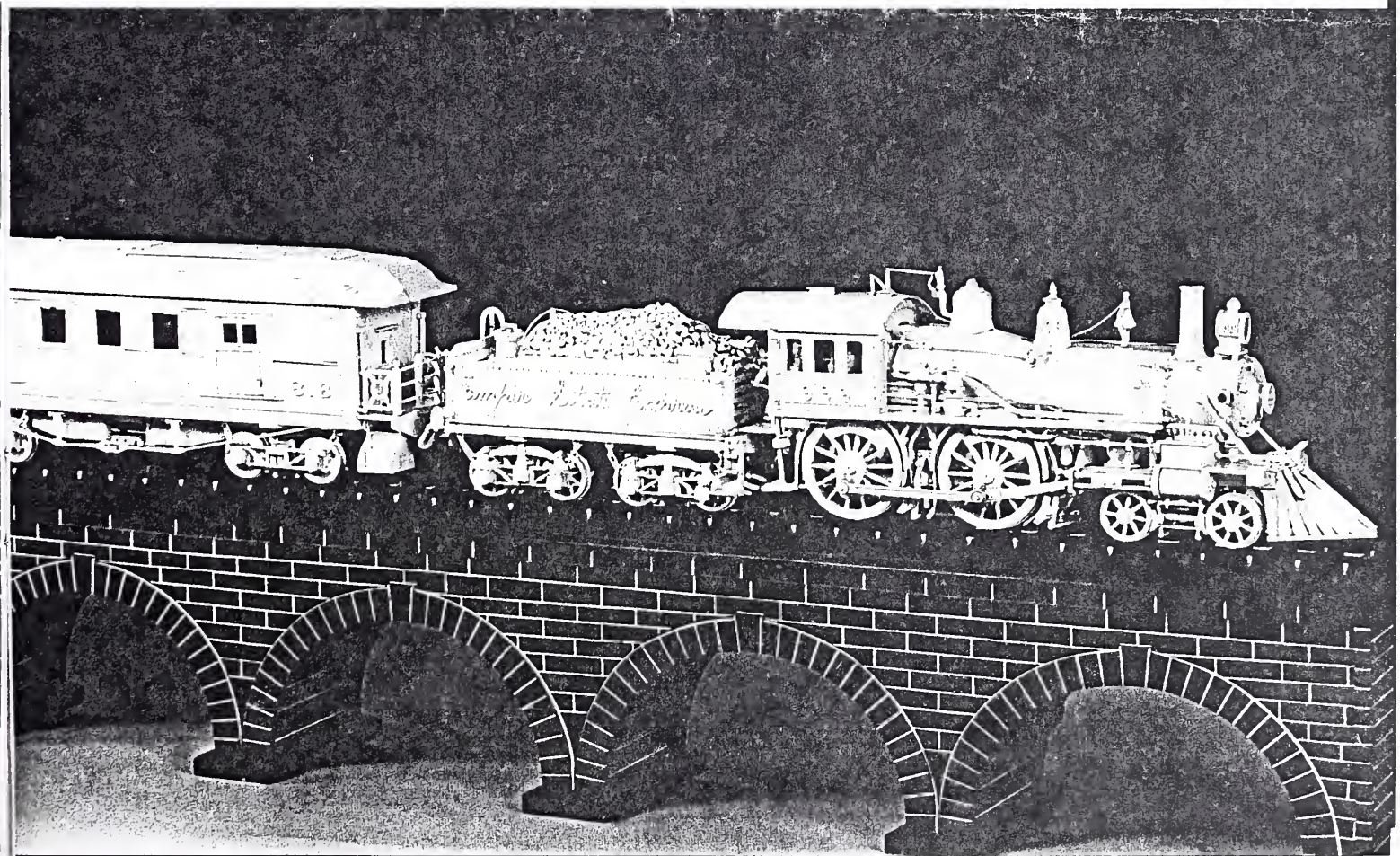
*The Lincoln Funeral Train, Completed April 14, 1965, 100th anniversary of Lincoln's Assassination*







*Empire State Express, an 8 foot ivory train on a stone arch bridge.  
Each stone carved of ebony . The mortar is inlaid ivory.*





Springfield, Illinois, May 3, 1995

*To commemorate the 130th anniversary of the passing of Abraham Lincoln, we invite you to the Old State Capitol State Historic Site on Wednesday, May 3, 1995 to pay tribute to our martyred 16th president. Ceremonies will begin at 7:00 p.m. in the House of Representatives Chamber with Dr. Wayne E. Wesolowski, Professor and Director, Illinois Benedictine College Lincoln Train Project, who will present a slide illustrated program titled "This Train is Bound for Glory: The Story of the Abraham Lincoln Funeral Train."*

*A reception sponsored by the Illinois Funeral Directors Association will follow the presentation and will last until 9:00 p.m. Guests are invited to view scale models of the Lincoln funeral train, hearse, Lincoln casket, and the Lincoln tomb as well as a special exhibit of funeral and Lincoln artifacts. The Old State Capitol doors will open at 6:30 p.m. and you are invited to park in the Old State Capitol underground parking facility free of charge.*

*It is our earnest hope that you and your guests will join with us and other friends of Abraham Lincoln.*

*Very Respectfully,*

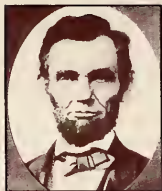
ILLINOIS HISTORIC PRESERVATION AGENCY  
OLD STATE CAPITOL STATE HISTORIC SITE  
LINCOLN HOME NATIONAL HISTORIC SITE  
ILLINOIS BENEDICTINE COLLEGE  
ILLINOIS FUNERAL DIRECTORS ASSOCIATION

*Wayne E. Wesolowski*

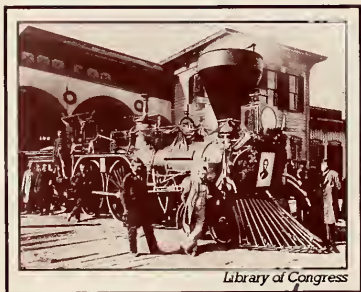




[May 3, 1995, Old State Capitol, Springfield, Illinois.]



## The Lincoln Train



is coming...

*John E. J. [Signature]*



Illinois  
Benedictine  
College

The year 1995 will mark the 130th anniversary of one of the most dramatic events in American history. At the climax of a devastating civil war, Abraham Lincoln was assassinated. News spread across the nation. With interment being in Springfield, Illinois, the funeral cortege moved by rail from Washington to the final resting place during a three week journey. At trackside in many small towns and large cities the people gathered to pay their last respects to the president who had led them through the terrible war.

There is still an immense public appetite for information on this tragic era in our history as evidenced by the recent resounding success of the PBS series, "The Civil War" and ABC's Kunhardt, "Lincoln" Program.



*The private car "United States" and an officers' car decked in hunting for Lincoln's funeral - April, 1865. (Photo courtesy of Buffalo & Erie County Historical Society)*

## The Lincoln Train Model

To commemorate Lincoln's train as well as provide a public education service, Illinois Benedictine College is creating a Lincoln Train Model and Traveling Exhibit and initiating a national tour of the display for approximately one year.

The exhibit will trace the same route as Lincoln's funeral train in 1865, visiting Washington, Baltimore, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis, Chicago and Springfield. The length of stay at each city will vary, depending on the type of site - museum, mall, public building. After an extended Springfield stay, the exhibit will begin short term local tours.

## Model Construction

The exhibit will consist of three 1/12 proportion models of the locomotive, "Nashville" and tender, one officers' car, and the presidential car, "United States," surrounded by soldiers, train personnel and the public. In a covered connected acrylic case the 14-foot long exhibit will allow for a large number of simultaneous viewers. A display panel with historical photos, maps and text will accompany the exhibit.

Informational brochures - one a historical description of the Lincoln Train and its journey home and a second on the construction of the model and the hobby of model making will be distributed at each site.

## Project Director

Dr. Wayne Wesolowski, nationally recognized for his realistic and detailed railroad models, will be the principal modeler and project director.

Wayne Wesolowski has been building transportation-related models for more than 30 years. A chemistry professor at Illinois Benedictine College, he spends each summer crafting miniature re-creations of industrial railroad scenes. Each exhibit is a special adventure in bringing to life part of American industrial history. Wesolowski's modeling work can be seen at the National Railroad Museum, RailAmerica, the West Chicago Historical Museum and the Chicago Museum of Science and Industry among others.

As writers, Wayne and Mary Cay Wesolowski have more than 135 articles and three books published on model making. Kalmbach Publishing commissioned two commercial video tapes which appear on PBS stations across the country. *Good Morning America* aired a segment as an example of specialized video education.

A 33-year member of the National Model Railroad Association, Dr. Wesolowski frequently lectures on model building to varied groups. Educating through his models, he truly believes that historically accurate models can capture a small piece of reality.



*Wayne Wesolowski works with a model of the wheels for President Lincoln's car. More than 725 handmade parts were used. (Photo by Steve Wesolowski)*

## About Illinois Benedictine College...

Illinois Benedictine College (IBC), founded in 1887 as St. Procopius College, and located in Lisle, Illinois, is a Catholic, coeducational college open to students of all faiths. IBC offers more than 30 undergraduate majors and seven master's degree programs.

Since the late 1960s, Illinois Benedictine College has had a special interest in Abraham Lincoln. Beginning with a large donated Lincoln collection, Thomas Dyba, executive vice president, expanded the collection through the 1970s and 1980s.

In 1987, he established the Lincoln Group of Illinois, basing its operation at Illinois Benedictine College. Housed in the special collections area of the Theodore Lownik Library, the IBC Lincoln Collection focuses on Abraham Lincoln the homeowner and features an exquisite 1/12 model of Abraham Lincoln's Springfield home.

Today, the IBC Lincoln Collection exceeds 80,000 pieces and is available to the public during normal weekday hours. *(Appointments are recommended)*

## The Team

### **Model Construction and Project Director**

Model construction will be performed by a group led by principal model builder, Dr. Wayne Wesolowski, who will also act as project director.

### **Project Coordinator**

Mary Cay Wesolowski will serve as a national coordinator, providing a liaison for the working groups, arranging transportation and assuming responsibility for contractual arrangements with exhibit sites, advertising and local disbursements.

### **Administrative Liaison**

Sylvia Leeseberg, administrative assistant to Dr. Robert Preston, IBC provost, will assure that the project is conducted in accordance with college policy, will update Dr. Richard Becker, college president and charter member of the Lincoln Group of Illinois, and Dr. Preston on the progress of the Lincoln Train exhibit.

### **Historical Integrity**

Dr. Philip Bean, professor of history at IBC and executive secretary/treasurer of the Lincoln Group of Illinois, will act as historical consultant with the responsibility for research and technical accuracy regarding military dress, funeral custom, as well as preparing materials for distribution during the tour.

### **Advisory Committee**

To provide direction and insight for all aspects of the project, an advisory committee has been created. Dr. Ray Wilson, author, publisher, member of numerous commissions and committees, including the Illinois State Board of Education, will act as chairman. Additional members from the academic world, government, local business and community groups, students as well as Lincoln historians, are drawn from the IBC community, Springfield, Chicago, and a fourth group from the east coast tour areas.

Illinois Governor James Edgar and his wife, Brenda, are the Honorary Chaircouple of the Committee.

### **Site Administration**

Each site will have a local site coordinator responsible for the exhibit during its stay, working with local people and advertising. The National Model Railroad Association will assist with volunteers in each city.

### **Funding**

Lead by a \$25,000 initial grant from the Robert R. McCormick (Tribune) Foundation, funding is sought from both public and private sources.

### **Financial Administration**

Illinois Benedictine College will provide program financial administration through the Office of Grants, Colleen Sehy, director.

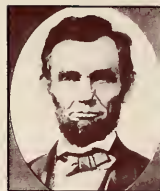
### **Timetable**

A construction time of three years is anticipated allowing for the beginning of the tour to coincide with the 130th anniversary of Lincoln's death in 1995.

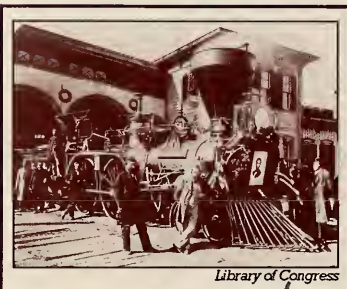


**THIS MODEL...** is an example of the quality and detail involved in a Wayne Wesolowski train exhibit. This is a steam locomotive being repaired in the 1940's showing all interior details. It was meticulously researched from an actual engine for the National RR Museum, Green Bay, Wisconsin.

**For more information, contact:**  
Wayne Wesolowski or Sylvia Leeseberg  
Illinois Benedictine College  
5700 College Road  
Liste, Illinois 60532  
(708) 960-1500



## **The Lincoln Train**



is coming...



**Illinois  
Benedictine  
College**

[May 3, 1995, Old State Capitol, Springfield, Illinois.]





# Illinois Benedictine College

5700 COLLEGE ROAD • LISLE, ILLINOIS 60532-0900 • 708/960-1500

**Honorary  
National  
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*Governor, State of Illinois*

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Advisory  
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*Author, Publisher*

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*U.S. Representative*

Shelby Foote  
*Author, Historian*

James Gardner  
*Philadelphia Channel 6 TV*

Raymond L. Gover  
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Katherine Graham  
*Washington Post*

Norman Hellmers  
*Superintendent, Lincoln Home  
National Historic Site*

Honorable Ossie Langfelder  
*Mayor of Springfield (IL)*

Honorable Abraham  
Lincoln Marovitz  
*Lincoln Collector*

Honorable Paul Simon  
*U.S. Senator*

Studs Terkel  
*Interviewer, Author*

Thomas Vail  
*Cleveland (OH)  
Plain Dealer*

Timothy O. White  
*Albany (NY) Times Union*

June 24, 1995

Ms. Carolyn Texley  
The Lincoln Museum  
1300 S. Clinton St.  
Box 7838  
Fort Wayne, IN 46801

Dear Ms. Texley:

Enclosed is a press kit and photos of the Lincoln Train. I've also enclosed copies of several articles about the train that have appeared so you can see what you are getting.

Also enclosed is a copy of the booklet we are selling with the exhibit. It is priced at a modest \$5 retail. The bookstores at the other sites have used the following schedule. A 40% discount if you purchase outright ( your price \$3) and a 20% discount for a complete consignment (your price \$4 we provide all the copies, no shipping and simply invoice you for the number sold at the end of our visit and take the unsold back). The College is not providing additional funds for the train at this time so Mary Cay and I underwrote the booklet and make it available through Branch Line Models, Elburn, IL.

Thank you for your interest in the Illinois Benedictine College Lincoln Train Project.

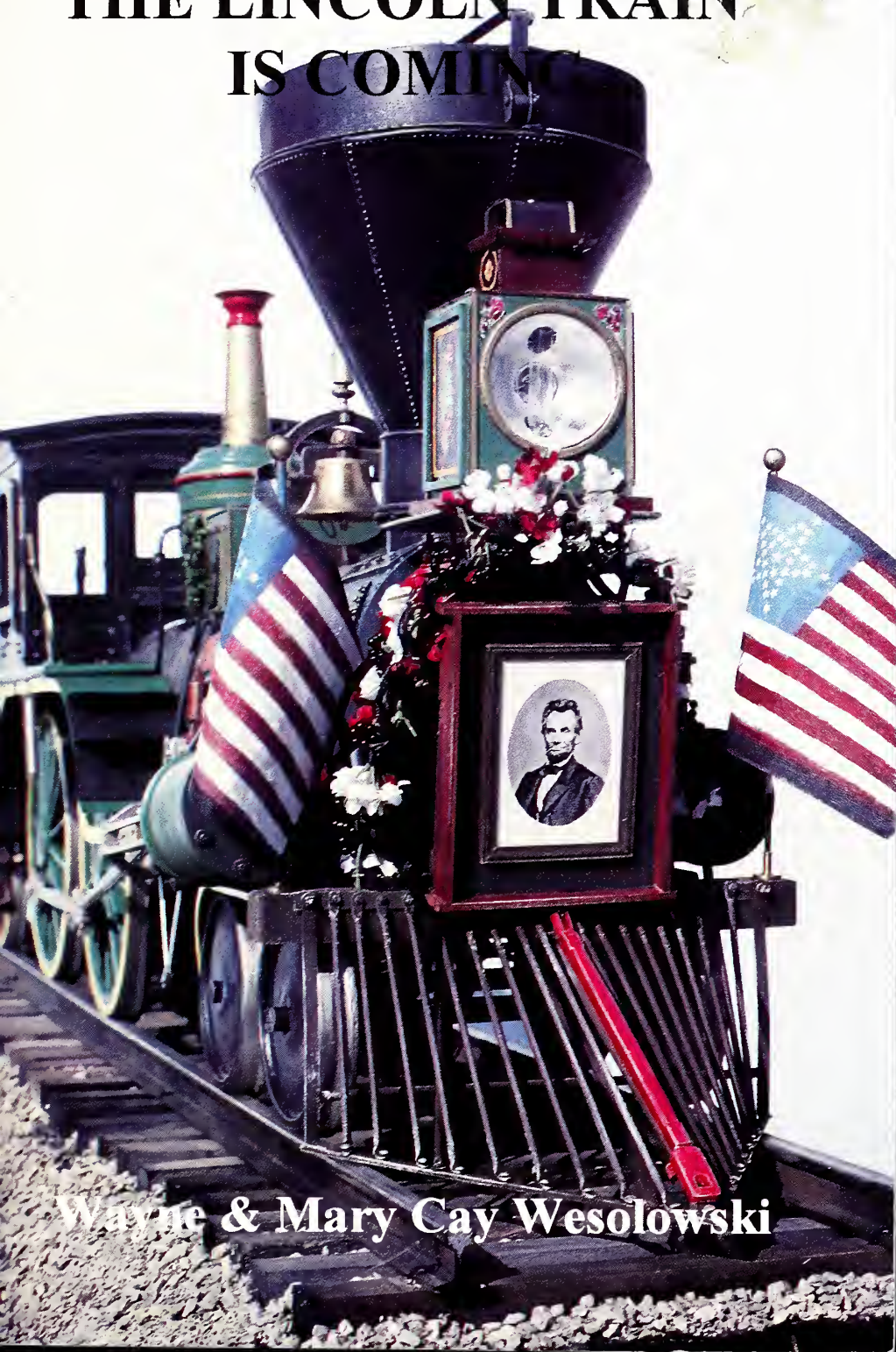
Sincerely yours,

Wayne E. Wesolowski, PhD  
Professor and Director  
IBC Lincoln Train Project



## The Lincoln train is coming...

# THE LINCOLN TRAIN IS COMING



Wayne & Mary Cay Wesolowski



## **PREFACE**

"The Lincoln Train is coming!" is the phrase people repeated in 1865 all along the 1666-mile rail route of Abraham Lincoln's final journey from Washington, DC to Springfield, IL. A lead engine preceded the funeral train by ten minutes to clear the tracks and announce the impending arrival of the train. Without motion pictures or television the only way citizens could get even a glimpse of the train bearing the President's body was to actually come trackside and that they did. Family stories of the experiences of great grandparents waiting for the passing of the funeral train, often in the rain and often at night are common. They knew they were witnessing a momentous historical event. We have endeavored to recapture part of that moment in history in our scale model exhibit.

# **THE LINCOLN TRAIN IS COMING...**

by

**Wayne and Mary Cay Wesolowski**

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## ACKNOWLEDGEMENTS

Dr. Richard Becker, President, Illinois Benedictine College

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Union Pacific Foundation

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Santa Fe Southern Foundation, Schaumburg, IL  
State Farm Mutual Insurance Companies, Bloomington, IL  
D. Ray Wilson, Carpentersville, IL

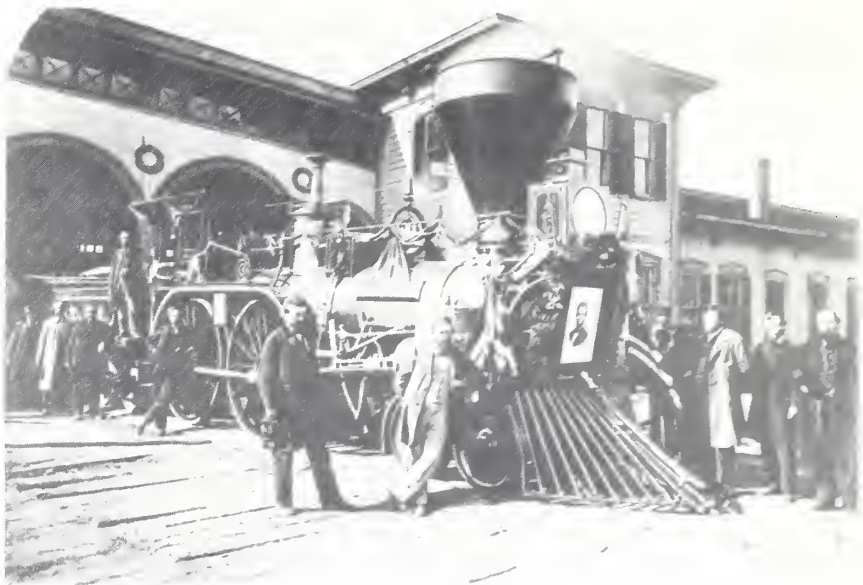
IBC Lincoln Train Committee:

Dr. Philip Bean, Sylvia Leeseberg,  
Mary Joyce Pickett, Colleen Sehy, Robert Tenczar,  
Dr. Thomas Schwartz (consultant)

John Kunzie  
George Lamason, Jr.  
H. Robert Slusser  
Don Snoddy  
John Haines  
James O'Toole  
Rock River Division, NMRA  
Orville Mohr  
Dan Weinberg  
Bruce & Pauline Bailey  
Ed Bunting  
Margaret Lant

Our deepest thanks to all these and the many individuals  
and companies who made the Lincoln Train possible.

**In memory of  
Thomas Dyba  
the Lincoln Home miniaturist  
who first planted the seeds for  
the Lincoln Train project**



The original locomotive "Nashville" of the Cleveland Columbus and Cincinnati R.R. stands ready bedecked in bunting, special black-fringed presidential flags and a portrait of the fallen president for its trip from Cleveland to Columbus, OH. (Library of Congress)



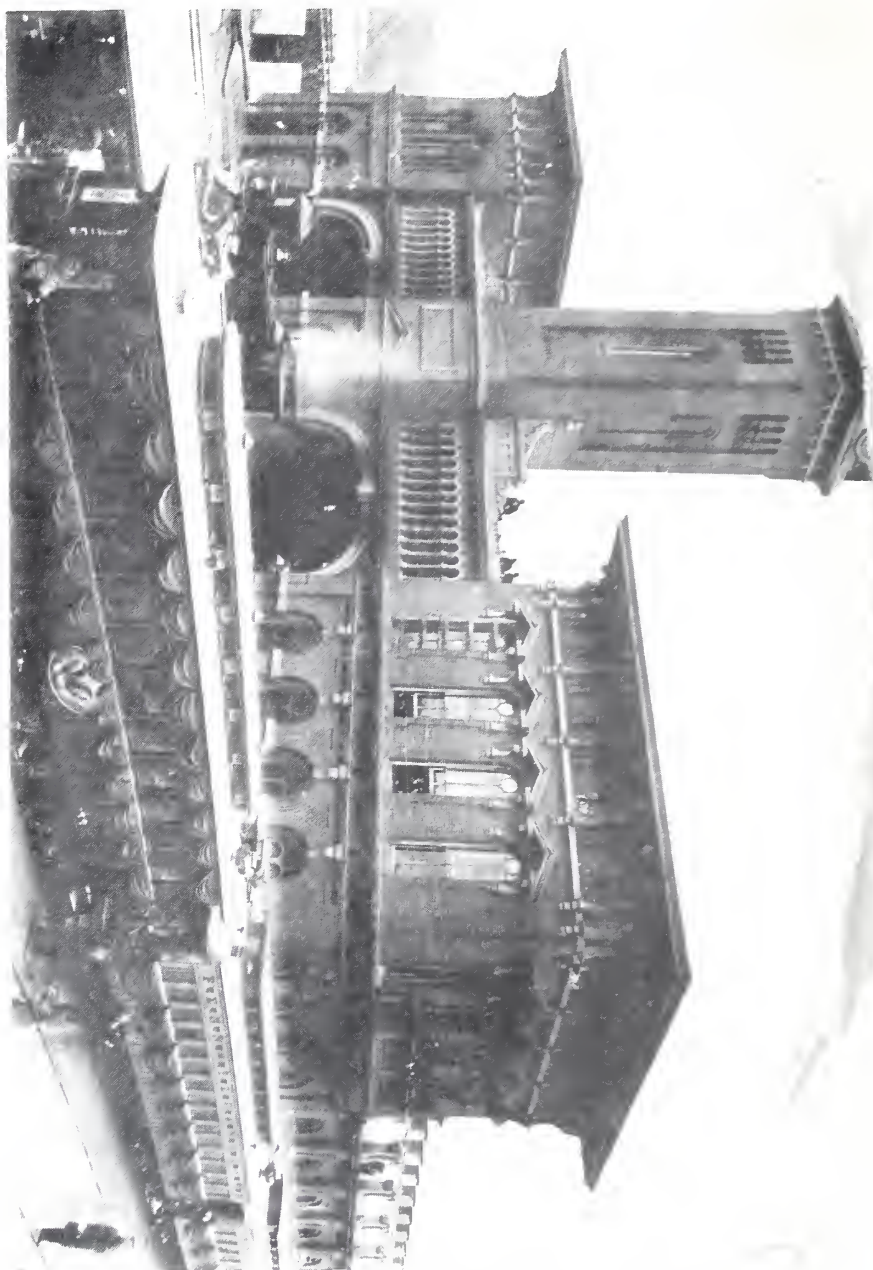
The model locomotive "Nashville" carries the same bunting and flags as the original. It was made from a three inch diameter plastic water pipe with many special urethane plastic castings. (W. Wesolowski)



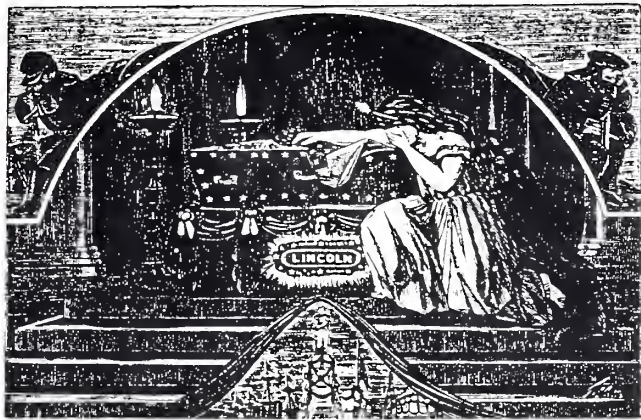
## **The Lincoln Train is Coming...The 1865 Funeral Trip**

The assassin's bullet that ended the life of the 16th President of the United States also began one of the epic railroad journeys in history--the Abraham Lincoln Funeral Train. The North had barely begun the jubilant celebration of Lee's surrender and the end of the vicious Civil War when its soul was wrenched again with the killing of President Lincoln. The mourning of the entire nation was centered on a 1666-mile journey of a slow-moving funeral train. Leaving Washington on April 21, 1865 it would not reach Springfield, Illinois for fourteen days, moving through most of the major northern cities. At Washington, Baltimore, Harrisburg, Philadelphia, New York City, Albany, Buffalo, Cleveland, Columbus, Indianapolis, Chicago and Springfield the train stopped, the coffin was removed and huge formal processions would bring Lincoln's body to state capitols and city halls. There, for hours, thousands of sullen, often weeping, citizens would file by for one last glimpse of the open coffin and the fallen hero they most likely had never seen in life. The crowds, often twelve abreast, would move all night long with great dignity past the bier.

Since there was no mass media to deliver instant coverage the only way for the average citizen to participate was to come trackside and they did, by the millions. Charles King, a cadet at West Point Military Academy wrote of his experience as the train came up the Hudson River valley, " A few days later we formed lines parallel with the railway over at Garrisons and with our drums and colors draped in black, stood at the present, as the day was dying and a long funeral train rolled slowly by. On the platforms, and at the car windows, were generals famous in song and story, but we had eyes for only that solemn pile on which was laid all that was mortal of him who had become immortal, whose works and whose wisdom gain in worth and power with every added year, the inspiration of a reunited people so long as the flag shall float and the nation live."



Early in the morning of April 22, 1865 the train prepares to leave the Northern Central RR depot at Harrisburg, PA. Note the removed railing in the lower left corner. (Pennsylvania State Archives)



## Cleveland, Columbus & Cincinnati R. R.

### SPECIAL TIME SCHEDULE

FOR THE TRAIN CONVEYING THE

REMAINS OF ABRAHAM LINCOLN, LATE PRESIDENT OF THE U.S., AND ESCORT,

FROM WASHINGTON, D. C., TO SPRINGFIELD, ILL.

Cleveland to Columbus, Saturday, April 29th, 1865.

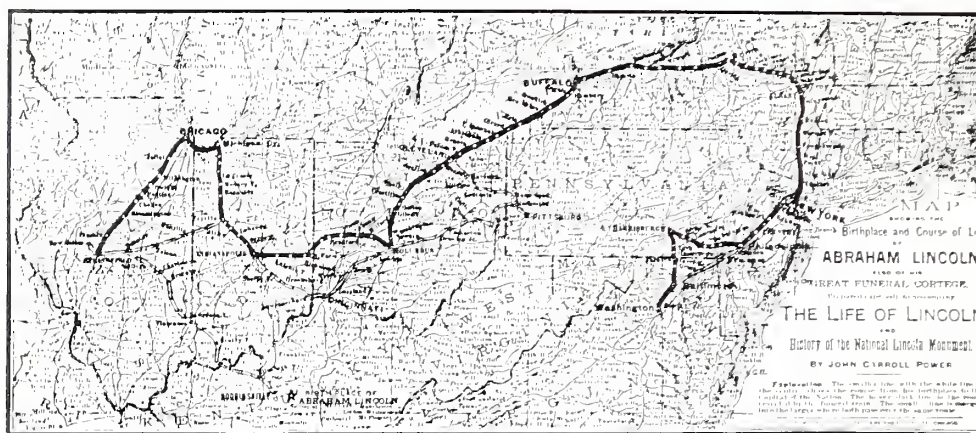
Leave Cleveland	12.00 Midnight.
Berea	12.43 A. M.
Olmsted	12.51 "
Columbia	1.02 "
Grafton	1.23 "
La Grange	1.37 "
Wellington	2.00 "
Rochester	2.17 "
New London	2.36 "
Greenwich	2.59 "
Shiloh	3.19 "
Shelby	3.39 "
Crestline	4.07 "
Galion	4.23 "
Iberia	4.41 "
Gilead	5.05 "
Cardington	5.20 "
Ashley	5.43 "
Eden	5.55 "
Berlin	6.19 "
Lewis Centre	6.32 "
Orange	6.37 "
Worthington	6.56 "
Arrive Columbus	7.30 A. M.

This Train will have exclusive right to the Road against all other Trains.  
A Pilot Locomotive will be run ten minutes in advance of the above  
Schedule time.

E. S. FLINT, Superintendent.

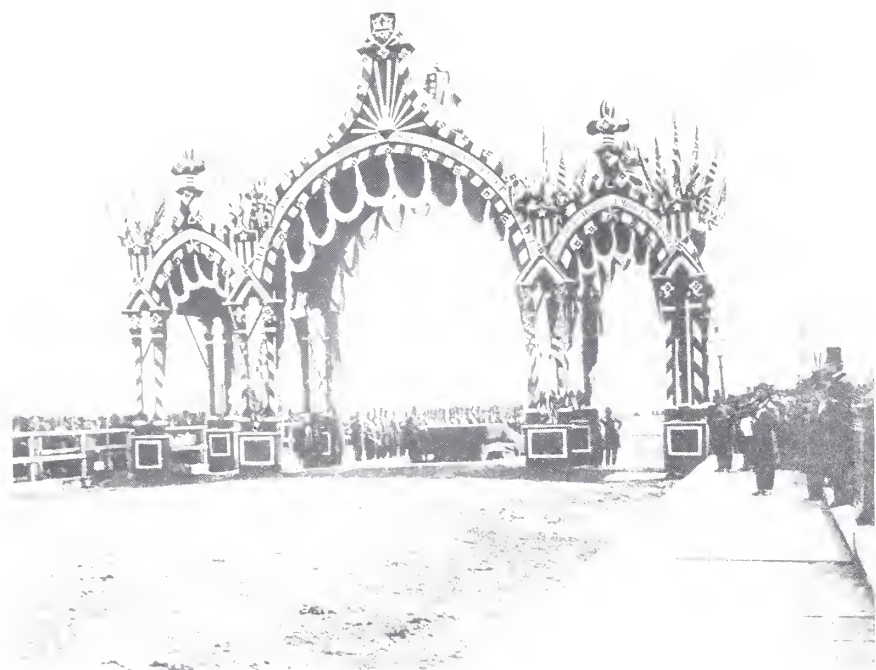
Without radio or television to alert the people special timetables were printed for each section of the route. (IBC Collection)





(IBC Collection)

Secretary of War, Edwin Stanton with a "group of citizens" planned the route which basically retraced Lincoln's inaugural trip, skipping Pittsburgh. Cincinnati was also excluded because of the southern sympathizers and democrats there. A smaller freight route was used from Columbus to Indianapolis. The journey with both political and social implications was executed with precision by the military who could still demand control of the railroads. Special timetables were issued to inform the citizens of the route. Farmers and ordinary citizens left their fields and jobs to travel long distances just for a brief glimpse of the train.



(IBC collection)

Huge floral arches praising Lincoln in life and in death were constructed over the tracks in many towns. The arch at Michigan City, IN read "With Tears We Resign Thee to God and History, The Purposes of the Almighty are Perfect, and Must Prevail." A forty-foot high arch in Chicago, constructed in just a few days, cost over \$15,000. Funeral cities absorbed the cost of the services and tried to outdo each other in the size and quality of their funeral tribute. Young women dressed in white were frequently present and allowed, in a few rare cases, to enter the car and place flowers on the coffin. Bands played funeral dirges and thousands of bonfires lit the night with a yellow orange glow as even bareheaded strong men openly wept asking, "would the violence ever end?" Riley Scott writing to his mother in May 1865 said, "I was at the depot when the funeral train came in. It was a solemn sight to see the train which bore the precious remains of one of the best men that ever lived on earth. I cannot describe the procession to you, it would take too long."

Orders to each railroad required guards at all high locations and strategic points with turnouts spiked in place. The train would have rights over all other traffic that would halt one hour before the special's arrival. A lead engine going ten minutes ahead of the train would alert the people of the approach of the Lincoln Train which was limited to 25 miles per hour and only 5 miles per hour in depots and places where people had gathered. Despite the length of the journey through seven states using 15 different railroads and two car ferries the train arrived in Springfield only one hour late.

Mrs. Lincoln was too distraught to even attend the funeral and asked that no photographs be taken of Lincoln in the coffin, although one print does exist. Robert Todd Lincoln, in a letter to the Union Pacific in 1905, said he did not ride his father's train, but traveled directly to Springfield by another route. Abraham did not, however, make the trip alone. His younger son, Willie, had died in Washington three years earlier of a fever. His small coffin was exhumed and made the trip together with his father in the same railroad car.

Funeral historians agree that the embalming practice of the time was adequate for the many open-coffin funerals despite bizarre claims to the contrary. It does appear that Stanton refused to allow morticians to apply makeup to the President's face to clearly show the damage of the head wound.

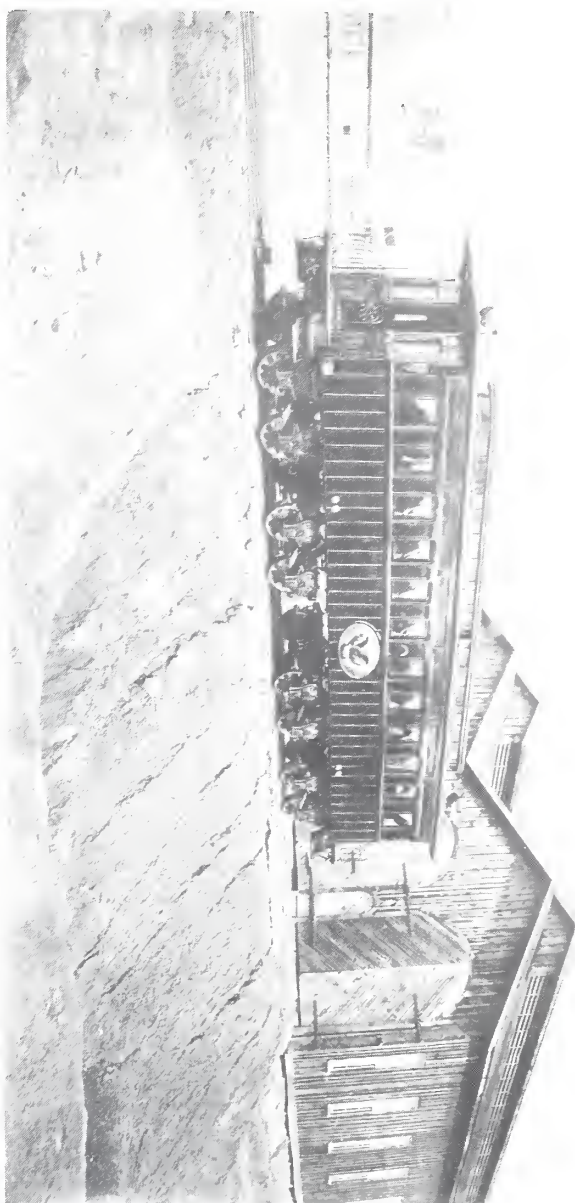
The great journey over, Abraham would be laid to rest on May 4, 1865 in a "quiet place" as he had requested. His life had ended, but his legacy and legend had only begun.



Sent from St. Louis this grand hearse was used for the Springfield portion of the Lincoln funeral. (Illinois State Historical Library)



PRESIDENT'S CAR, ALEXANDRIA



Constructed by the United States Military Railroad System at Alexandria, Virginia the President's private car "United States" was perhaps one of the most opulent rail cars of its time. (Library of Congress)

From the beginning the train would be something never before equaled. No ordinary car would be used, but a special presidential car just completed, but never used by the President. Mr. Lincoln actually made fewer than six official trips by rail during his presidency, choosing instead to travel by boat to most military meetings. A noted exception was a spectacular trip to West Point, NY to consult with ailing General Winfield Scott. The New York Herald reported, "Thus, in only eleven hours the Chief Magistrate had traveled from Washington to West Point--a distance of nearly three hundred miles" at the fearsome speed of 27 mph.

Sometime in 1864 the construction of a special presidential car was authorized, probably by Brevet Brig. General Daniel McCallum, Director of the Military RR System. It was constructed at Alexandria, Virginia in the Car Shops of the Military RR System. Benjamin Patten Lamason was the Superintendent of Car Repair and designer of the car. William Henry Harrison Price was the shop foreman with direct responsibility for its construction. Perhaps following the custom of design for European royalty, it was one of the most opulent cars of its time. With sixteen wheels for a smoother ride, rounded monitor ends, fine woodwork, upholstered walls, etched glass windows, the "United States" represented the finest in car construction. Mr. Price clearly writes in *Locomotive Engineering*, September 1893 that no armor plating was used in the walls as later rumored. The car contained three rooms for work and sitting, but without cooking and long term sleeping facilities it was not designed for long range travel. The large scoop-like devices on the roof are for air movement over simple stoves at the ends of the car. Designed as a "compromise" car it had extra wide wheel tread for use on standard gauge up to, and including, five foot gauge that was common in both the north and south. A large United States crest was painted for the sides of the car since no official presidential seal existed at the time. Mr. Lincoln may have chosen not to use the car because it was too ornate for his style. General Herman Haupt of the USMRR stated, "The President himself never affected style or required anything more than ordinary accommodations."

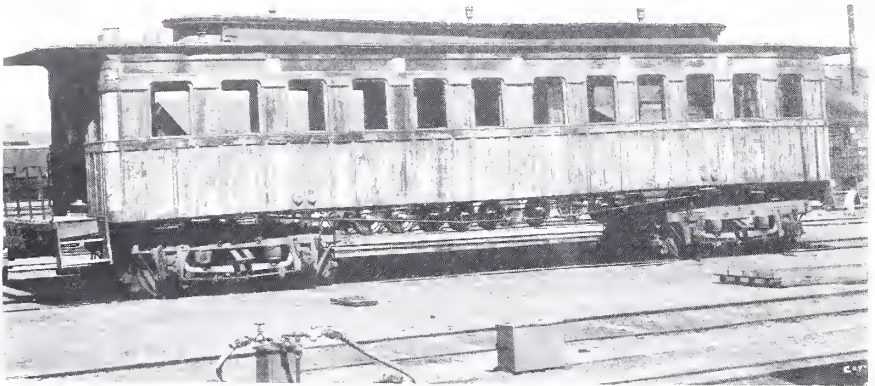
One day before the trip Myron Lamson, among others, prepared the car with stars, tassels and bunting. To facilitate removal of the coffin at the various stops, one end railing was removed and replaced with a simple roller system. By McCallum's direct order B. P. Lamason accompanied the car on its first and only official trip.

Within one year the huge military railroad system was disbanded and returned to civilian control. The "United States" was sold despite some objection by Stanton for \$6850 as an executive car to the Union Pacific Railroad. After less than eight years of service it was unceremoniously sold to the Colorado Central RR for \$3000. Stripped of interior compartments it worked as a simple day coach with long wooden benches running along the still upholstered walls. Downgraded to a lowly work car and nearly derelict, the car was returned to the Union Pacific in the early 1890's. With some refurbishing it was displayed at the 1898 Trans-Mississippi Centennial transportation exhibit in Omaha. Kept in a protected barn at the UP shops, there is some record of an effort by the black citizens of Omaha to purchase and repair the car as a celebration of Lincoln's Emancipation Proclamation, but the project never came to fruition. Finally the UP sold the car to entrepreneur Franklyn Snow of Peoria, IL for \$2000. Snow, who said his "business is a writer of advertisements and promoter of advertising ideas," successfully exhibited the car in the Lincoln Museum at the 1904 St. Louis World's Fair. His efforts to use the car as a commercial exhibit in the midwest were not successful and the car was sold for mechanics liens to former SOO Line president and interurban magnate Thomas Lowry.

Moved to a newly developed area outside Minneapolis, MN called Columbia Heights, Lowry promoted his exhibit as the "most sacred relic in the United States." The car underwent significant restoration and was housed in a fenced area. Unfortunately two boys were burning weeds as instructed on March 18, 1911 when a huge windstorm came up and the resulting prairie fire destroyed more than ten residential blocks and the Lincoln car as

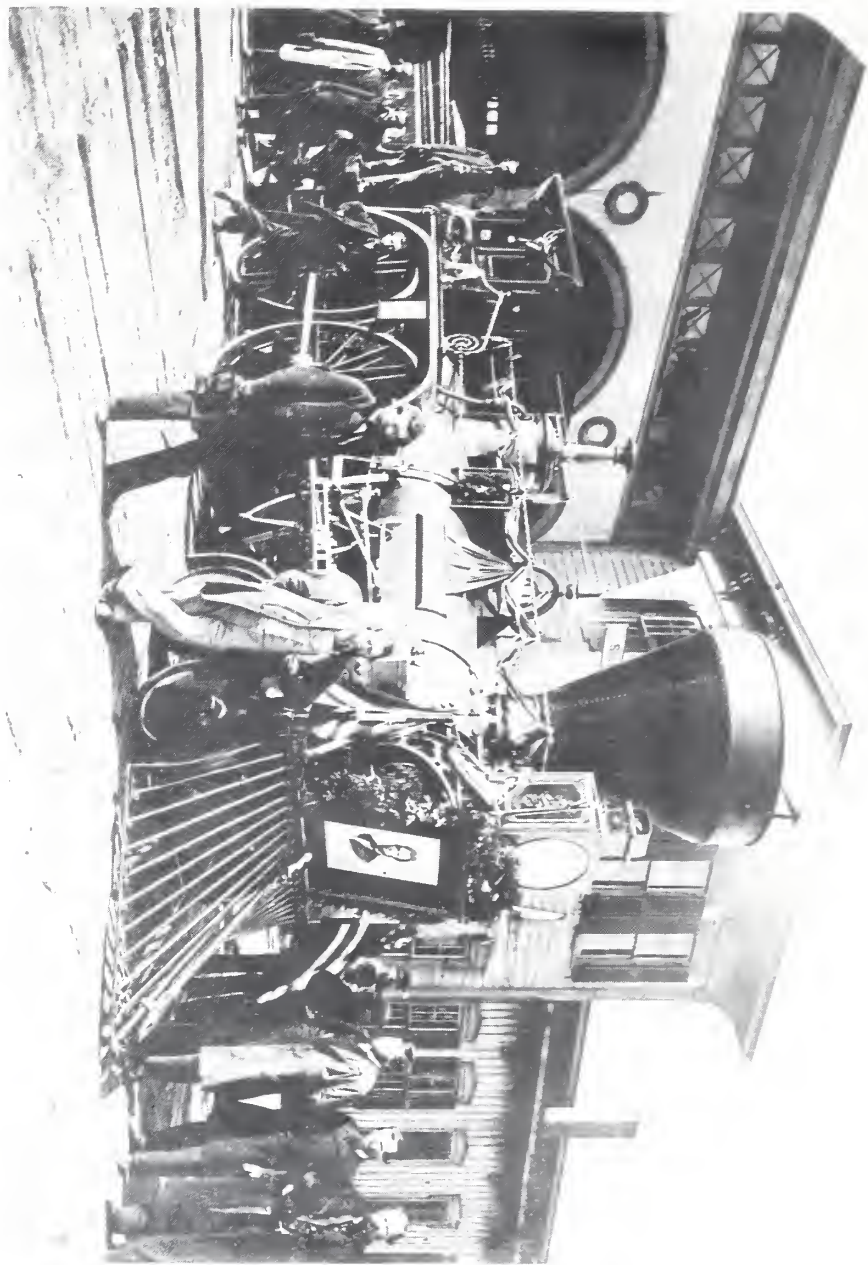
well. Local citizens were invited to take souvenirs but few pieces of the car remain.

Designed for elegance yet never used by its owner in life; railroad executives' private car, then used by track workers; made of the finest materials, yet burned in a grass fire, President Lincoln's private car "United States" holds an enigmatic and fascinating place in railroad history.



In nearly dilapidated condition the coach rested after its return from Colorado in the Union Pacific's Omaha yards until 1903.  
(Union Pacific Museum Collection)





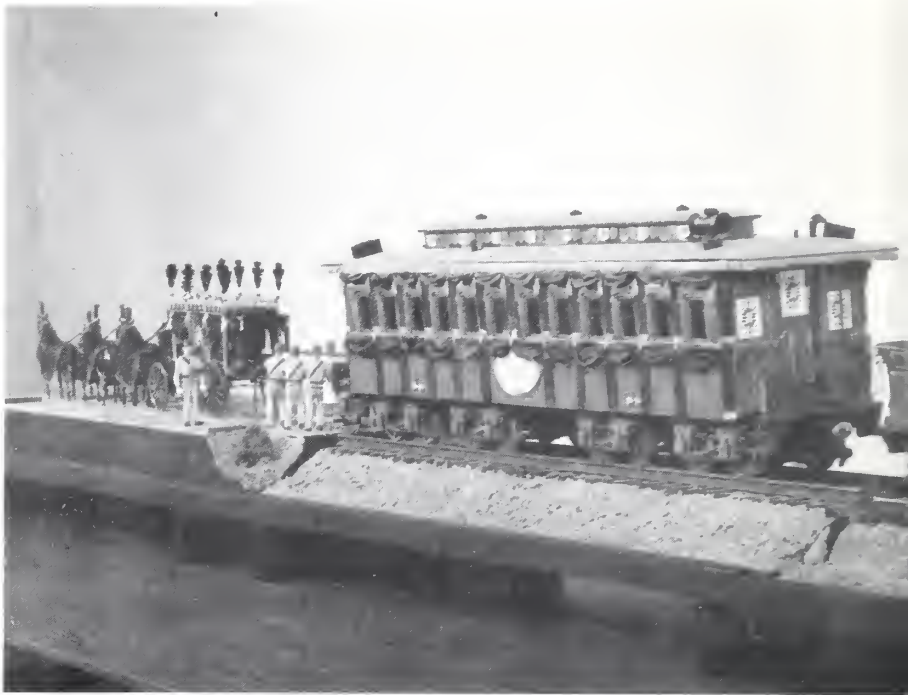
Probably more than twenty different locomotives were used on the trip. Built by the Cuyahoga Steam Furnace Works (Cleveland) the "Nashville" was the most decorated engine on the trip. (Library of Congress)

A variety of locomotives pulled the funeral special. Since locomotive design was still in its infancy there were few motive power standards and most engines stayed close to their home shops. Probably more than twenty engines were used on the trip. One of the more spectacular locomotives was the Cleveland, Columbus and Cincinnati RR's Nashville. Built by Cuyahoga Steam Furnace Works in 1852 the engine featured Rogers variable cutoff valve gear driven by six eccentric cranks on the front driver axle. Well-liked by engineers, the Nashville had canted cylinders and a whistle mounted atop the hollow bell bracket. Draped in bunting, tassels and wreaths, it featured three portraits of Lincoln and two specially designed flags with a large central star for the President and smaller stars for the states in the Union.

By military order, the train consisted of nine cars with the presidential car the second from the last. At many stops state governors, dignitaries, and military officers would join the honored few as others left. One exception to the timetable was the stop in Michigan City, IN where the train waited for Illinois dignitaries to journey by buggy from Chicago to join the train for its honored trip back into Chicago. The ladies of Michigan City had prepared a sumptuous whitefish breakfast and while the politicians ate, the long-delayed train promptly left. The startled officials had to commandeer another engine to catch up with the train.

For their service, each of the twenty-seven official train guards from the Veterans (Invalid) Reserve Corps was awarded the Congressional Medal of Honor only to have it rescinded and made illegal to wear when Congress, in 1917, limited the medal for only extreme valor in combat.

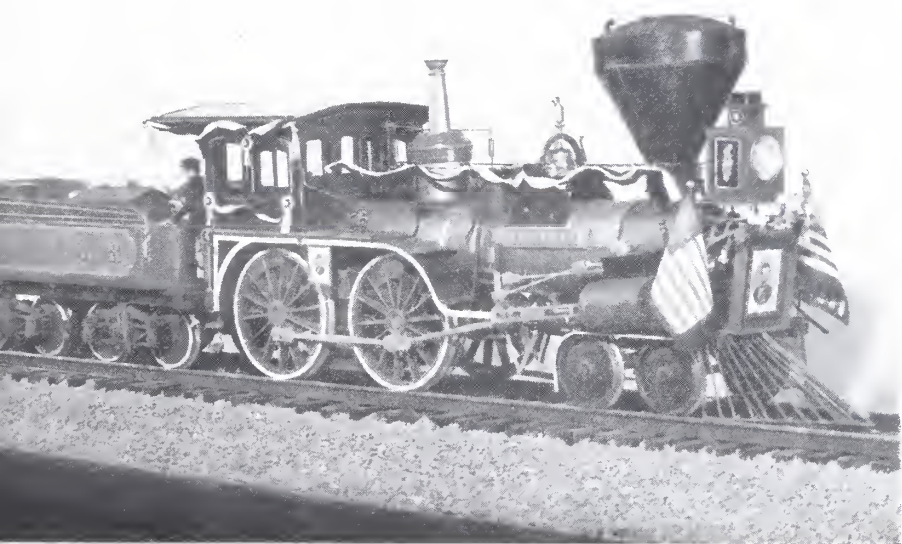
For twenty days from Lincoln's assassination to his burial the entire nation was transfixed by possibly the largest traditional funeral in American History.



(ABOVE) Extending almost fifteen feet the finished model exhibit represents the funeral as it might have appeared in Springfield, IL. It was nearly four and one half years in construction and represents thousands of hours of modeling time. (Ed Bunting)

(RIGHT) The honor guards were handcrafted by Ron Lofman of Madison, WI. From the names of the actual guards they appeared to be of Irish and German descent so Ron created figures with appropriate ethnic facial features. Each is dressed in the Uniform of the Veteran Reserve Corps who were special volunteers for light duty, band and honor guards. The bandsman in the rear has the facial features of the late Gordon Odegard, president of the 1st Brigade Band of Broadhead, WI, a Civil War recreation group.  
(W. Wesolowski)







The large size model of the President's car "United States" is almost four feet long  
(Ed Bunting)



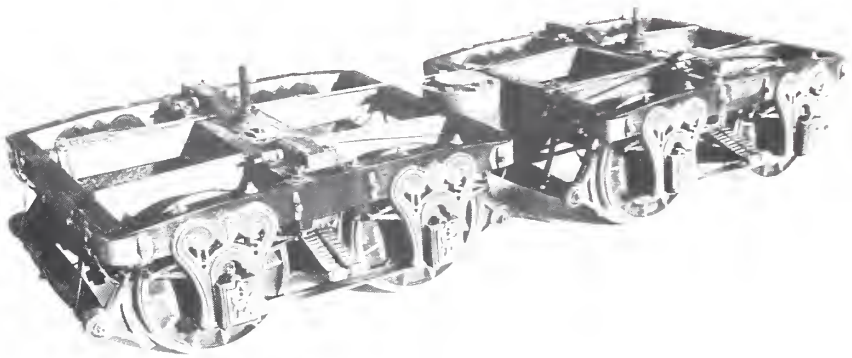
## **The Lincoln Train is coming...The 1995 Model**

The "founding father" of the Lincoln Train project was the late Thomas Dyba who studied and wrote about the Lincoln Home in Springfield, IL. Tom built a one-twelfth scale model of the only home Lincoln ever owned which is part of the Lincoln collection housed at Illinois Benedictine College in Lisle, IL. The scale house is most impressive but also too heavy and large to move comfortably. It was his thought that a large scale model of Abraham Lincoln's private coach and a traveling exhibit of the funeral train would complement the already extensive (80,000 pieces) IBC Lincoln collection. Knowing that IBC chemistry professor, Wayne Wesolowski, is a railroad enthusiast and model builder he shared his vision with him. Wesolowski eventually committed to the idea and a campus committee was assembled and the project planned. Part of the goal for the project is to evoke a sense of patriotism while commemorating the 130th anniversary of the death of one of our nation's most-admired presidents.

After two years of research, including contacting virtually every museum and historical society along the original route, John Haines of Haines Miniature Machine, Benicia, CA was commissioned by Kalmbach Publishing, Waukesha, WI to prepare the scale engineering drawings for the presidential car, the locomotive and the tender. John's close attention to detail and knowledge of machinery allowed the finished models to be the most perfect recreations possible based on photos and historical documents available. Once the project was announced on Lincoln's birthday, 1993, Lincoln scholars, Lincoln aficionados, Civil War enthusiasts, collectors, historians, curators, citizens across the country, volunteered information, artifacts, family photos, family histories and memories, old books, possible leads and suggestions. As a result of very generous people, not all listed in the limited space of the acknowledgement page, all the parts began to fit together. Even seemingly seriously conflicting historic newspaper reports were resolved with some detective work and "a little help from our friends."

## The Presidential Car "United States"

The presidential car, "United States," was the first model to be constructed and when it came to painting the documented color was "rich chocolate brown" and "claret red." Without color photographs from 1865 how could these two reports be resolved? At the suggestion of an IBC nutritionist, C. Matis, the history of chocolate was researched and the discovery made that "chocolate" in 1865 was strictly a drink. Cocoa beans used to produce it were treated with lye, a process termed "Dutching" giving a reddish maroon color to the drink. So chocolate and claret were compatible terms after all. The California and Nevada State Railroad Museums were both helpful in identifying the closest "railroad" color to maroon for our car. The scale tassels are copies of one of the original spun-metal tassels from the presidential car, the stars holding the bunting in place are patterned after a real silver medallion in a private collection. The frosted windows are miniature photo reproductions of an actual window from the original car.



The miniature trucks or undercarriage contain 725 parts including all the brake rigging and springs. India rubber pads were used in many places for a more comfortable ride. The wheels have extra wide tread to traverse the various rail spacings that were not standardized across America.



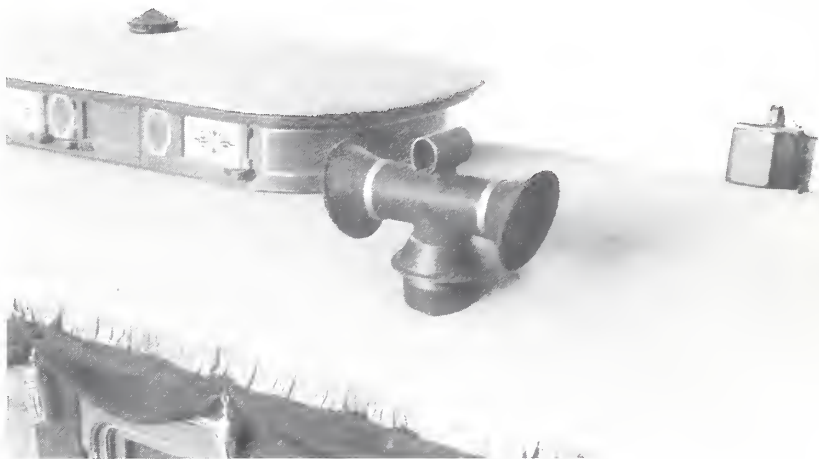
In model construction it is always a pleasant surprise when an "easy" substitution for a model component is discovered. In the case of the roof vents on the presidential car the inner plastic liners (pull tabs) of some canola oil bottles cleaned and sprayed black were just such a find. The little doormat (undoubtedly added to prevent an excess of dirt and mud from the rainy April weather) was simulated with a kitchen pot scrubber.

In many cases, the model is constructed in the same fashion as the prototype. Unfortunately there was no easy kitchen substitute for the yards of black bunting. Black fabric was cut, soaked in a mixture of glue and water, draped to size, pinned in place, allowed to dry and attached to the car with the tiny silver star medallions, photoetched from an original. The roof, too, followed prototype construction using a canvas-like fabric, soaked in paint and sprinkled with sifted sand to provide fireproofing against errant embers from the smokestack of the woodburning locomotive and to give some traction for walking.

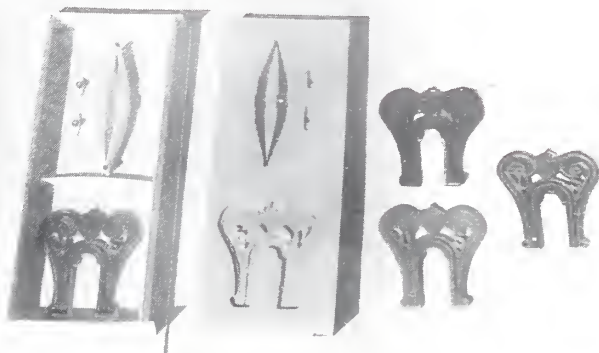
Because the fringe along the roofline needed to be consistent in length original attempts to sew individual pieces of thread were abandoned and a much simpler precise method of "row raveling" of a silky loosely woven fabric employed and then finished with silver spray. Raveling was again used to create the fringe at the bottom of each black ribbon panel and then painted silver with a fine brush.

In recreating the ornate railings repeated patterns were a great help. Rolled round solder was the basic material used to make a "master" pattern. A rubber mold was created and then polyurethane copies produced, assembled to form the proper arrangement of the "metalwork," painted and attached. Polyurethane is the liquid plastic material used consistently in all the models because of its durability and ease in machining, filing and sanding.

Because the model is dollhouse scale (1"=1'1") a ready-made door knob and keyhole were used for the car doors.

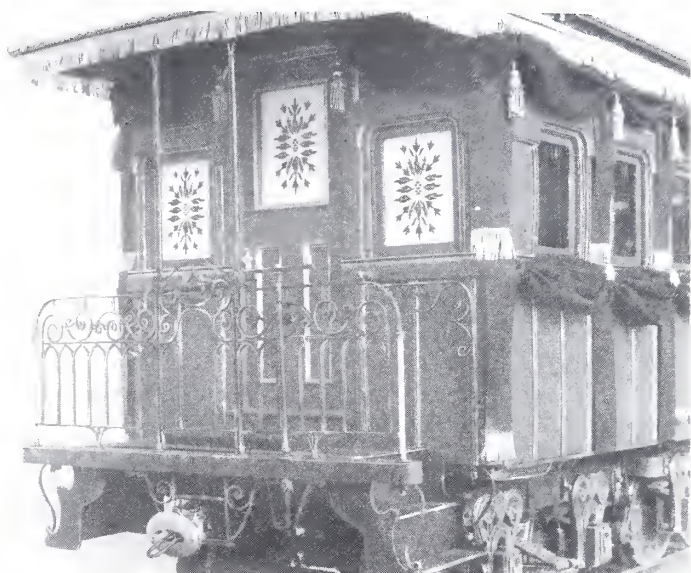


The model roof vents are the inner liners from a canola oil bottle. The small frosted glass windows are photographic reductions of an actual piece of glass from the real car. The scoop-shaped devices are made from little plastic funnels and were used to move air about the car. The roof is cloth soaked in paint and sprinkled with sand for fireproofing and traction for walking. (W. Wesolowski)



The casting process: (left) Master pattern in mold box. (center) Mold made from liquid rubber poured into mold box. (right) Multiple copies made from liquid plastic poured into mold. (W. Wesolowski)





Toward the rear of the "United States" one can see the end windows drawn from photos of the car and the tiny railings cast in plastic from rolled solder masters. The tiny stars holding the bunting in place are photoetched copies from real pieces.  
(W. Wesolowski)



On the side of the car, the presidential seal can be viewed, painted by IBC Art Professor William Scarlato. (W. Wesolowski)



Model maker Professor Wayne Wesolowski stands proudly with his finished model of the "Nashville." (S. Wesolowski)



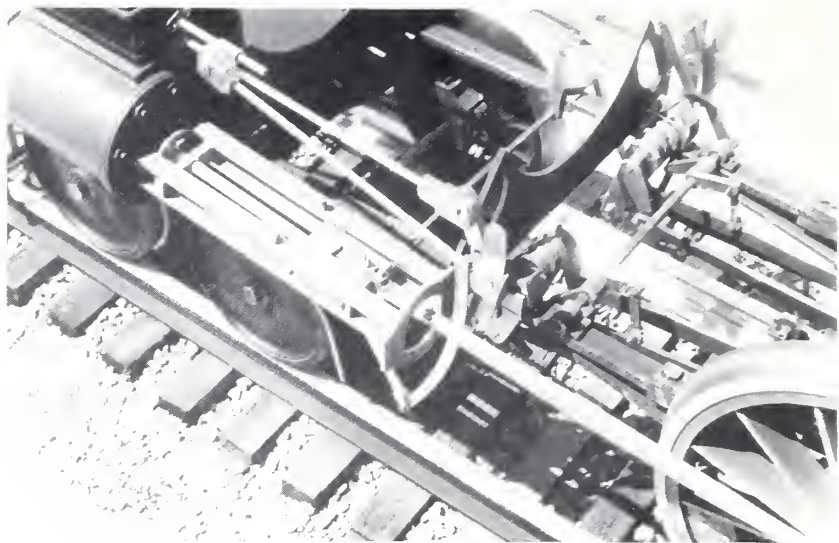
## **The Locomotive "Nashville"**

The locomotive, "Nashville," was chosen from among the perhaps twenty diminutive engines that were used between Washington, DC and Springfield, IL because it was rather unusual and there were THREE historic photographs available of it. That is three times as many as most of the others. Modern steam locomotives are traditionally deep black but Civil War engine designers used a full palette of colors. Red wheels, blue bodies and bold brass and iron straps were not uncommon with even a dash of pink or purple. After much consideration a conservative green and cream basic color combination was chosen. Again, without color photographs, this was a difficult decision.

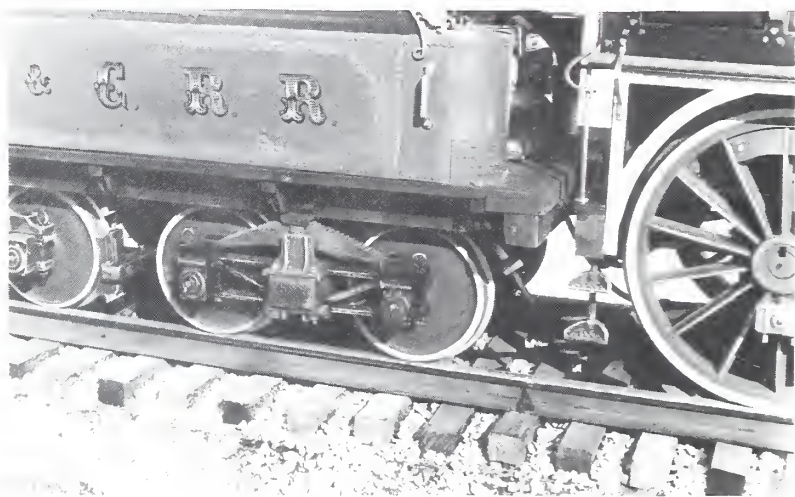
The locomotive, surprisingly, has no brakes, only a set of hand-cranked wooden pads on the rear trucks of the tender. The boiler base was constructed using a piece of plastic water pipe wrapped in thin metal foil and held in place with brass strips. The headlight reflector is a small flashlight. The decorative artwork on the headlight box is a combination of carnations and buckeye leaves. Drawn oversize from photographs, colored according to the Ohio state flower and tree (as the Cleveland engine manufacturer did in 1852), color photocopied, the artwork was reduced to size.

The "cowcatcher" or, more correctly, the pilot is a collection of small copper tubes, cut and soldered into place. This little engine was an engineering marvel of its time with an elaborate set of levers, arms and valves to accurately meter steam into the engine's cylinders. All the complex engineering features are included in the model. The frame was made piece by piece from hardwood. The valve gear all function as the prototype but the model simply rolls and is not actually powered. The tender contains a supply of hedge clipping "firewood." Over three thousand rivets add detail to its styrene wrapper. Plastic castings are used for the driving wheels and tender trucks.

The screen covering on the smokestack was yet another challenge because of the pattern of the screening.



Although hidden inside the body the complete valve gear was created for the model. All of these arms and levers move so that the steam could be accurately metered into the cylinders. For the model these parts were made from styrene plastic or brass.

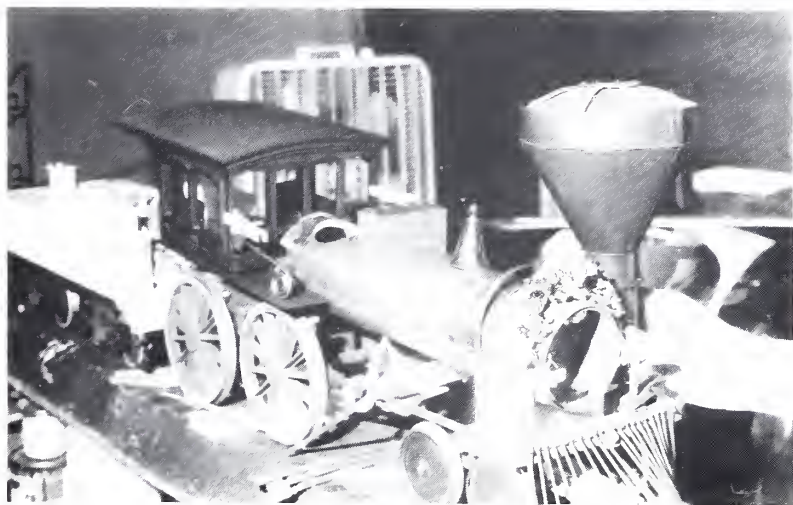


Very unusual trucks for the tender have the body actually riding directly on the outside springs. The tender tank of water is a block of wood wrapped with a thin plastic sheet which was punched with thousands of tiny rivets. (W. Wesolowski)

Rather than having the common rectangular openings it had a diamond pattern. Quite by accident a raid on the kitchen (a seemingly consistent source of odd modeling items) produced a cook's spatter screen with the right size and pattern. It was flat and the smokestack screen is domed. How to form the dome without creasing the screen? Son Steve, a basketball player, with one slamdunk accomplished the mission--a nicely rounded indentation without any kinks.

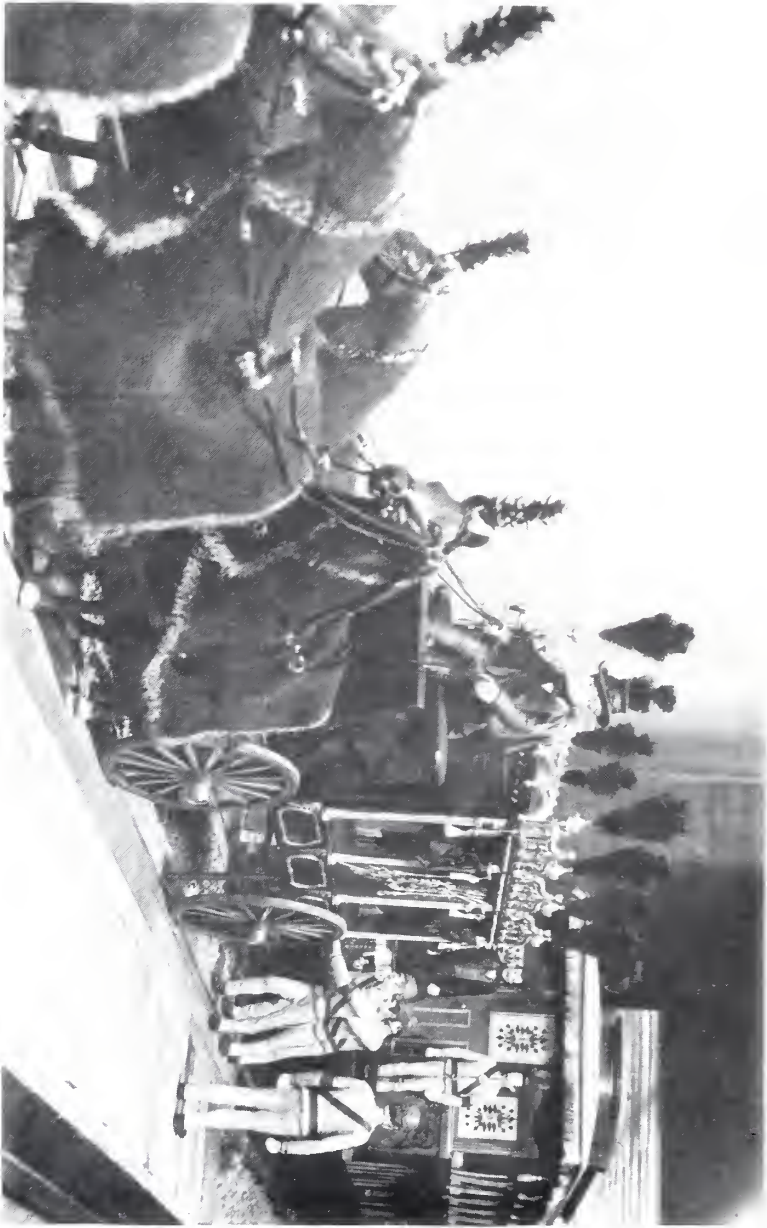
The special flags were silkscreened onto linen handkerchiefs by a local T-shirt shop and mounted on wooden food skewers. The draping and mourning badges were simulated using finely pleated black and white fabric and stitched into place. The wreath of flowers around the portrait of Lincoln was fashioned from scale greenery and miniature flowers, again patterned on a magnifying glass view of one of the few photographs available.

The portraits of Lincoln (reduced by copy machine process) used on the locomotive were identified as the proper image by Lloyd Ostendorf, noted Lincoln image scholar.



Using a three-inch plastic water pipe for the boiler the Nashville begins to come together. ( W. Wesolowski)





The miniature hearse driver holds his plastic steeds' steady as the honor guard brings Mr. Lincoln's coffin to the coach. (W. Wesolowski)

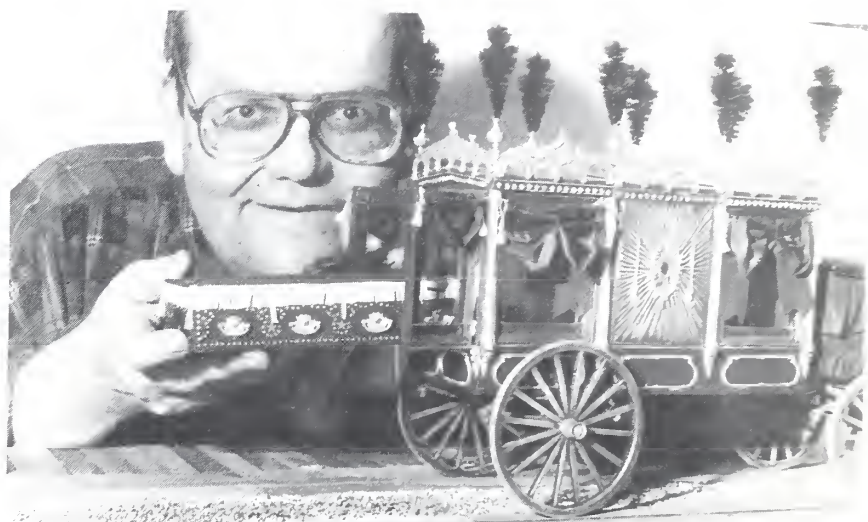
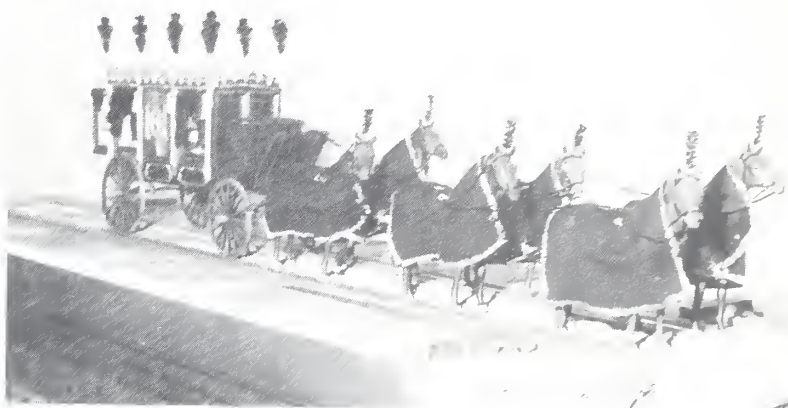
## **The Hearse and Horses**

The hearse model is a scale reproduction of the ornate vehicle loaned by the mayor of St. Louis, MO to the city of Springfield, IL and based on a single photograph. This time there were no questions of color. Everything is funeral black and silver. Because of its size and almost exclusively plastic construction it is by far the lightest and easiest to move component of the exhibit. The repeat patterns are easily identified--the window sections, the arched filigree, pillars and even the upside down torches on the side of the coach. The plumes are simulated with miniature Christmas trees turned upside down, cut to shape, sprayed black and mounted in an ornate holder composed of mostly jewelry beads and findings. The bunting is a different style than that used on the presidential car so a combination of stiffened fabric and ribbon was used. The tassels are handmade from silver embroidery thread. Simulating the leather on the driver's seat is the reverse side of black patching fabric from a sewing supply shop.

The gathered cloth panel on the side of the coach posed a vexing problem. Real cloth proved too heavy a material to properly gather. Instead, a large clay sheet was formed and then with a linoleum gouge the radiating ribs were cut into the clay. A mold of this pattern was then made and plastic castings created for the finished model. Even though only two were cast this was the only way they could be made.

The horses, purchased from a toy shop, underwent model surgery. Their necks, knees and ankles were softened and moved into more realistic positions. Their bodies were then painted black and eyes glossed. Blankets were cut and fitted from a black wool scarf and again controlled fraying or raveling was used to create the fringe which was silvered by hand.

A local stable explained just how the reins were arranged in pairs and threaded back to the hands of the hearse driver who needed to have full control, especially for a stately funeral. Thin soft metal reins droop authentically like leather.





## **The Coffin and the Figures**

Lincoln's coffin was custom-made from fine wood then covered in black broadcloth and decorated with silver tacks, stars and large handles. Patterned after a photo of a replica owned by the Illinois Funeral Directors' Association the model casket features more than 800 silver tacks and has the texture of cloth even though the model is not actually covered with it. One of the inconsistencies readily noticeable in dollhouse displays is the fabric used for curtains and upholstery. The pattern must be to scale but, just as importantly, it must also have a scale texture. Using actual broadcloth to cover a base for replicating the coffin would seem logical but the texture produced would be too coarse. The fine texture on the coffin was created by gently scratching the surface with an 80-grit sandpaper in a crisscross pattern like cloth.

Ron Lofman of Madison, WI is the creator of the scale figures used in the exhibit. Researching uniforms at the Grand Army of the Republic Museum in Wisconsin, he was able to accurately detail the shoe laces, hat embroidery, uniform color, and armbands. Studying the surnames of the twenty-seven members of the Veterans (Invalid) Reserve Corps, Ron determined that most of the names indicated Irish and German heritage. Features of these two ethnic groups were added to the model soldiers. The civilian on the back of the presidential car is Ward Hill Lamon, the only person to accompany President Lincoln on both his complete inaugural and funeral trips. Two other figures are also personalized. The bandsman is patterned after the late Gordon Odegard who served as president and drum major of the 1st Brigade Band of Broadhead, WI. This group uses authentic Civil War instruments and arrangements. The other "personality" is model maker and author, Wayne Wesolowski, as the engineer.

## About the Model Makers



**Wayne Wesolowski** has been building transportation-related models as a hobby for more than 30 years. Beginning with Lionel trains, he worked with his father on many model layouts. A professor of chemistry at Illinois Benedictine College (IBC), Lisle, Illinois, his spare time is spent crafting miniature recreations of railroad and old industrial scenes. Teaching many pre-medical courses, he finds working with his hands a pleasant diversion.

Each project is a special adventure in bringing back to life part of American industrial history that depicts scenes of people and activities. Wayne's modeling work is on display at the National Railroad Museum, RailAmerica, the West Chicago Historical Museum, the Batavia (IL) Depot Museum, and the Chicago Museum of Science and Industry among others. His unique skills as a chemist and modeler are combined in many of the special techniques used in his projects. For example, for the Lincoln Train project tiny parts were photoengraved during a summer school chemistry class using the sun for exposures. The technique of acid etching was also safely completed in the chemistry lab. Many of the 725 detail parts for the wheels and undercarriage are cast using liquid plastics in flexible rubber molds then painted and aged to look like old iron. As Wayne points out, the Lincoln Train Project could not have been completed without using the principles of chemistry--"Better things in miniature, through chemistry."

A 36-year member of the National Model Railroad Association, Wayne frequently lectures on model building and the Lincoln Train to clubs and groups of all types. He likes to educate through his models and truly believes that building historically accurate models is recreating a little bit of reality.

**Steve Wesolowski** received his first payment for model building from *Model Railroader* when he was in second grade for a scratch-built fence article. Now approaching college graduation and graduate school in theoretical chemistry he has more than thirteen years experience in building scale models. Because Wayne does most of his modelbuilding during the summer it was convenient to have Steve help during vacation time. For the Lincoln Train project Steve became almost a full-time partner because of his vast experience and "secret" casting techniques.

The little spare time that Steve has is used out on the golf course or in the gym playing basketball. He also enjoys playing the piano and has recently taken up the guitar.



## **About Illinois Benedictine College**

### **The Mission**

Illinois Benedictine College dedicates itself to the education of undergraduate and graduate students from diverse ethnic, racial, and religious backgrounds. As an academic community committed to liberal arts and professional education, distinguished and guided by its Roman Catholic tradition and Benedictine heritage, the college prepares its students for a lifetime as active, informed, and responsible citizens and leaders in the world community.

### **The Character**

Illinois Benedictine College fulfills its commitment to the liberal arts, teacher education and professional programs through excellence in teaching and interaction between students and faculty members.

### **Benedictine Heritage**

The college is grounded in the spirit of the founders who based their lives and work on St. Benedict's Rule for Monks, written in the early sixth century.

For additional information contact

Illinois Benedictine College  
5700 College Rd.  
Lisle, IL 60532  
(708) 960-1500

## About the Authors

As writers, **Wayne** and **Mary Cay**, have more than 130 articles and three books published on model making. Waukesha-based Kalmbach Publishing, Inc. commissioned two commercial video tapes featuring Wayne at his craft. Entitled, "Building Wood Structures" and "Basics of Model Railroading," these two presentations appear on PBS stations across the country. "Good Morning America" aired a segment as an example of unique video education. Mary Cay was the behind-the-camera scriptwriter, photographer and coordinator.

Wayne has served as director and Mary Cay as coordinator for the Lincoln Train Project at Illinois Benedictine College, Lisle, IL.

**"The Lincoln Train is coming!" is the phrase people repeated in 1865 all along the 1666-mile rail route of Abraham Lincoln's final journey from Washington, DC to Springfield, IL. A lead engine preceded the funeral train by ten minutes to clear the tracks and announce the impending arrival of the train. Without motion pictures or television the only way citizens could get even a glimpse of the train bearing the President's body was to actually come trackside and that they did. Family stories of the experiences of great grandparents waiting for the passing of the funeral train, often in the rain and often at night are common. They knew they were witnessing a momentous historical event. We have endeavored to recapture part of that moment in history in our scale model exhibit.**







Illinois  
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The Lincoln train is coming...



The locomotive "Nashville" of the Cleveland, Columbus and Cincinnati Railroad was bedecked with bunting, special black fringed presidential flags and a portrait of the fallen president for part of the trip from Washington, DC to Springfield, Illinois. (Photo credit: Courtesy of Library of Congress)

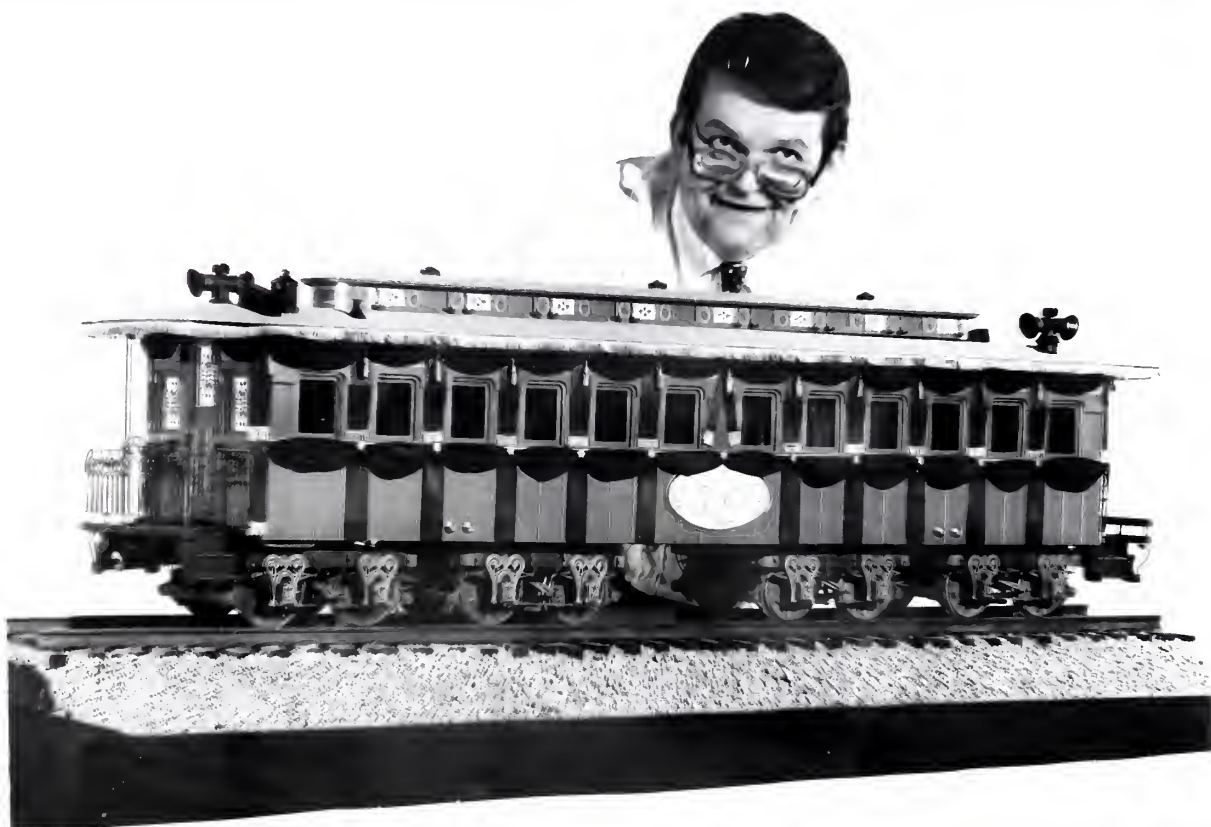


Built by the U.S. Military RR system exclusively for the president, the opulent private car, "United States" was used only in death to bring the bodies of Abraham Lincoln and his disinterred young son Willie to their home in Springfield, Illinois. (Photo credit: Courtesy of Library of Congress)





Illinois Benedictine College Professor Wayne Wesolowski examines the miniature wheel sets he built for the presidential car model. More than 725 hand-made parts were used in the two sets of wheels. *(Photo credit: Steven Wesolowski)*





# The Lincoln Train is Coming...

"The Lincoln Train is Coming!" is the phrase repeated by millions of Americans in 1865 all along the route of Abraham Lincoln's Funeral Train. Written by exhibit makers Wayne and Mary Cay Wesolowski of Illinois Benedictine College, this thirty-six page booklet describes both the historic trip of the president's funeral and the model making done to create the fifteen-foot long traveling exhibit of Illinois Benedictine College.

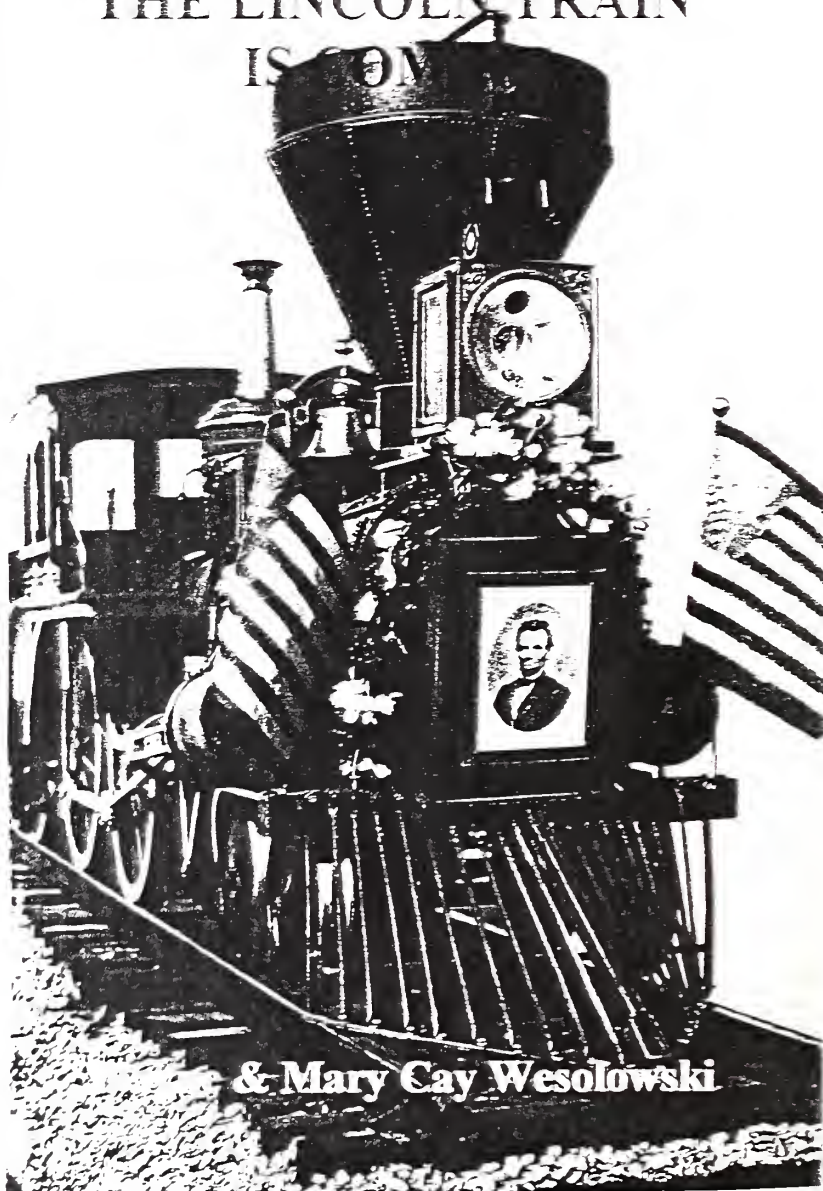
The construction of both the model presidential car "United States," and the locomotive "Nashville" are discussed along with the honor guard and president Lincoln's special hearse and coffin. There are twenty-seven historic and model photographs along with front and back color covers.

The Lincoln Train exhibit is currently touring many sites across the country.

Available at \$5.50 postpaid from the authors:

Branch Line Models  
Box 771  
Elburn, IL 60119

## THE LINCOLN TRAIN IS COMING



## ***ABOUT THE MODEL MAKER...***

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Wayne Wesolowski has been building transportation-related models as a hobby for more than 30 years. Beginning with Lionel trains, he worked with his father on many model layouts. A professor of Chemistry at Illinois Benedictine College (IBC), Lisle, Illinois, his spare time is spent crafting miniature re-creations of railroad and old industrial scenes. Teaching many pre-medical courses, he finds working with his hands a pleasant diversion. Each project is a special adventure in bringing back to life part of American industrial history that depict scenes of people and activities. Wayne's modeling work is on display at the National Railroad Museum, RailAmerica, the West Chicago Historical Museum and the Chicago Museum of Science and Industry among others.

His unique skills as a chemist and modeler are combined in many of the special techniques used in his projects. For example, for the Lincoln Train Project, tiny parts were photo-engraved during a summer school chemistry class using the sun for exposure. The technique of acid etching was also safely completed in the chemistry lab. Chemically etched miniature glass windows will be made from the original patterns. Many of the 725 detail parts for the wheels and undercarriage are cast using liquid plastics in flexible rubber molds then painted and aged to look like old iron. As Wayne points out, the Lincoln Train project could not have been completed without the use and principles of chemistry. "Better things in miniature, through chemistry," said Wayne. Last summer, the IBC chemistry labs become a miniature factory as well as a teaching workshop.

As writers, Wayne and his wife, Mary Cay, have more than 130 articles and three books published on model making. Milwaukee-based Kalmbach Publishing, Inc. commissioned two commercial video tapes featuring Wayne at his craft. Entitled, "Building Wood Structures" and "Basics of Model Railroading," these two presentations appear on PBS stations across the country. "Good Morning America" aired a segment as an example of unique video education.

A 34-year member of the National Model Railroad Association, Wayne frequently lectures on model building to clubs and groups of all types. He likes to educate through his models and truly believes that building historically accurate models is recreating a little bit of reality.



# As hobbyists go, he's a runaway train

**I**'m not embarrassed to say it. I like to play with trains," said Wayne Wesolowski of Elburn.

Wesolowski's involvement with model trains is far from child's play, however. Together with his wife, Mary Cay, Wesolowski has authored numerous articles and several books on model-railroad building.

His videos on the subject—"Basics of Model Railroading" and "Model Railroad Structures"—have been highlighted on television's "Good Morning America" and PBS stations. He also lectures extensively.

A chemistry professor at Illinois Benedictine College in Lisle for the last 20 years, Wesolowski devotes endless hours away from the classroom to his passionate hobby. You could say it's in his blood.

"My parents came here from Poland, between the wars. They had nothing. But for their first wedding anniversary, my mother gave Dad an electric train," Wesolowski said.

That gift started a family tradition.

"When I was little, living in Cicero, we had trains everywhere. And not just in one room. They went through walls, over the washing machine. Dad even cut a hole in the stairway for the trains," he said.

Fun, yes. But his father's involvement was also frustrating for young Wesolowski.

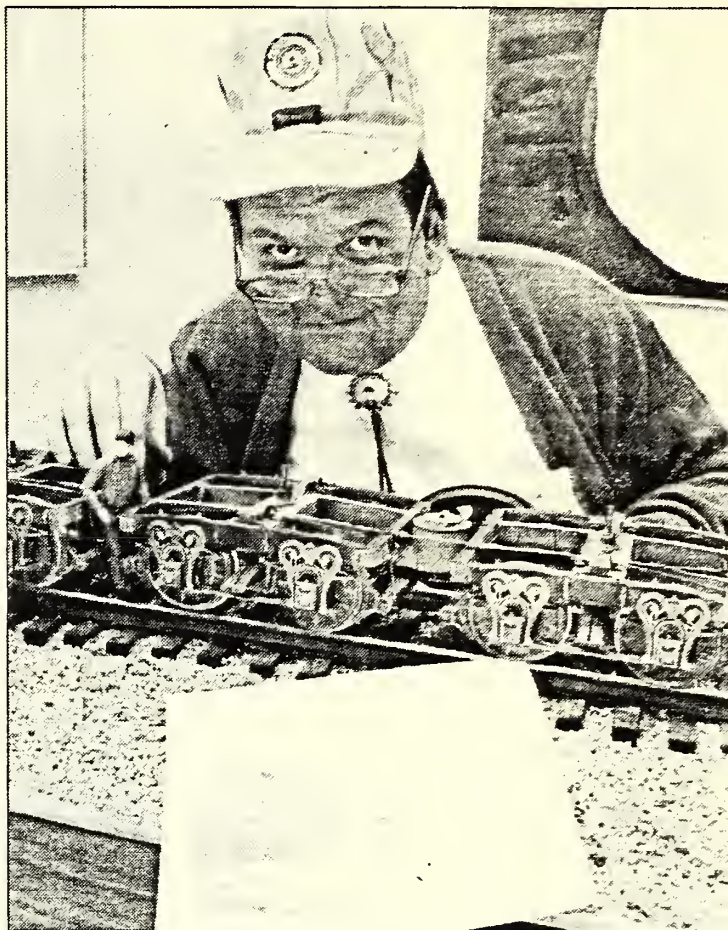
"Dad was the great layout builder. I couldn't compete. So I kind of went my own route. I started building cars and buildings," he said.

Through the years, Wesolowski has earned a highly respected reputation for building historically correct model buildings and cars. Possibly the most elaborate and challenging project to date is Wesolowski's current endeavor: a dollhouse-size (14 feet long) replica of President Abraham Lincoln's funeral train.

Completion of the model train is scheduled for 1995, to coincide with the 130th anniversary of Lincoln's assassination. The model train will retrace the original train's route, allowing for public viewing along the way.

Illinois Benedictine College, which possesses an impressive 80,000-piece Lincoln collection, is partially funding the project. It was the dream of the college's former vice president, Thomas Dyba.

"Tom was a model builder, too, and built the dollhouse-size Lincoln home which is on display at the college. The house is too large to go on tour. So, before his death, he suggested I build the funeral train and make



Tribune photo by Don Casper

Wayne Wesolowski with the beginning of a model of the Lincoln funeral train.

it a traveling exhibit," said Wesolowski.

Keeping the train dollhouse size was an important requirement.

"With two cars and one locomotive, the total exhibit will be 14 feet long. If we made it smaller, say HO scale, it would be too small for people to see at malls and places that have high visibility," Wesolowski said.

Many people are involved in the Lincoln train project. Volunteers are already being recruited from model-railroading organizations around the country. But actual construction of the train rests on Wesolowski's shoulders. It is a challenge he welcomes, knowing only too well how many work hours will be required.

"Everything is scratch built. No commercial parts will be used at all. One car will take about a year, part time, to build," he said.

Wesolowski made his own master patterns and molds in the college's machine shop. His chemistry talents will help create a realistic weathered appearance. And some surprising items may also be used.

"I've used tiny eyeglass screws, PVC water pipe caps, sink

drains, dress eyelets, pieces of sewer pipe and even small lemon juicers in my models," he said.

Several years ago, Wesolowski's talents were needed to help give the model railroad at the Chicago Museum of Science and Industry a facelift. The job allowed Wesolowski to honor his father.

"A number of independent model builders worked on the layout. In one corner, there's a sign that says, 'Wayne's California Oranges.' In that orange grove, I placed a replica of my father's 1942 summer house. That's my corner," he said.

When asked if his name will appear on the Lincoln train as well, Wesolowski smiled sheepishly and nodded.

"On one of the train's doors, there's a brass plate," Wesolowski said. "I don't know what it says on the original plate. But on the model, I think it's going to say, 'Wayne.'"

For more information on the funeral train, contact Wayne Wesolowski at Illinois Benedictine College, 5700 College Rd., Lisle, at 708-960-1500.

Laura E. Hill



## Lincoln 1865 Funeral Train Stops and RRs Used

*Below are the actual stops made by the Lincoln Funeral Train in 1865. Illinois Benedictine College's Lincoln Train Project will make the same stops when the tour begins in the summer of 1994. The tour will finish on May 3, 1995 in Lincoln's home town of Springfield, Illinois, as did the original in 1865 - 130 years to the day.*

1. - **WASHINGTON, DC** - Baltimore & Ohio RR
2. - **BALTIMORE, MD**
3. - **HARRISBURG, PA** - Northern Central RR (*Pennsylvania RR*)
4. - **PHILADELPHIA, PA** - Philadelphia & Trenton RR
5. - **NEW YORK, NY** - Hudson River RR (*New York Central RR = Conrail*)
6. - **ALBANY, NY** - New York Central RR
7. - **BUFFALO, NY**
8. - **CLEVELAND, OH** - Cleveland, Columbus & Cincinnati RR  
(*New York Central RR = Conrail*)
9. - **COLUMBUS, OH** - Columbus & Indianapolis RR
10. - **INDIANAPOLIS, IN** - Indianapolis & Lafayette RR  
(*Monon = Louisville & Nashville RR*)
11. - **CHICAGO, IL** - Chicago, Alton & St. Louis RR (*Illinois Central Gulf*)
12. - **SPRINGFIELD, IL**

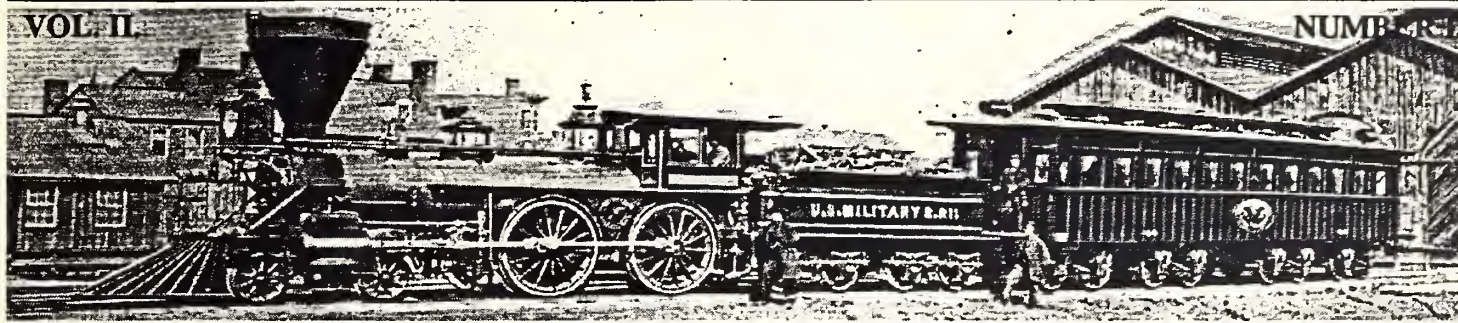




Illinois Benedictine College

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# The Lincoln Train Times



The Lincoln Train is coming...

## PROJECT UP-DATE

December 1994

*Issued periodically by the Illinois Benedictine College Lincoln Train Project, Lisle, IL 60532*

## Locomotive Nashville Completed

The second major component of the IBC Lincoln Train Project rolled out of the IBC machine shop this Fall. The locomotive Nashville was modeled after the original engine built in 1852 by the Cuyahoga Steam Furnace Co. of Cleveland, Ohio. It was selected by the Cleveland Columbus and Cincinnati RR to pull the presidential funeral train from Cleveland to Columbus in April of 1865. Well-liked by engineers on the railroad because of its new Rogers Valve gear (the mechanism that adjusts the even flow of steam to the main cylinders), it later won a famous race with another locomotive manufacturer, outdistancing its competition by over 40 miles on a single load of fuel.

Our model tries to recreate the engine as it was on April 28, 1865 in Cleveland. Dressed in bunting with mourning badges hung on the engineers' cab it carries a large flower draped portrait of Abraham Lincoln just under its headlight. Black and white bunting, black cloth with stars and black wrapping of all the railings finish the funeral drape. Two special flags with one large star for the president and smaller stars for the states in the Union were custom made by color copying the original from a flag book and having it reproduced by a T-shirt company on handkerchiefs. Miniature paintings of carnations and buckeye leaves (Ohio's state flower and tree) and hollyhocks were added to the loco headlight by Mary Cay

Wesolowski. The early locomotive manufacturers frequently covered engines with colorful paintings, polished brass and bright enameled colors. Lloyd Ostendorf (noted Lincoln image scholar) of Dayton, Ohio was kind enough to provide us with the exact identification of the Lincoln image for the portrait under the headlight. The Baltimore and Ohio Museum (John Hanke), Nevada State RR Museum (Kyle Wyatt) and California State RR Museum (Steven Drew) all helped in defining the color scheme. Since no color photographs or lithographs exists of our engine we chose a conservative green, cream and brown color scheme although many engines of the time were bright red, yellow, blue and even pink!

All engines of the time burned wood and ours has a good supply of clippings from a local hedge. The tender which would hold water has over 3000 individual rivets pressed by hand into the thin plastic wrapper.

Steve Wesolowski fabricated most of the detail parts including the pilot (cowcatcher), headlight, cab details and the sandbox. The locomotive actually rolls with all the rods and levers working to show off the complex valve gear. Excellent engineering drawings from John



Haines (Haines Miniature Machine, Benicia, CA) and hours of consulting from Dennis Storzak (ACCU-RAIL, Elburn, IL) made an accurate model possible. The early railroads each designed and often built their own engines to startlingly different designs. For the president's train locomotives may have been changed twenty or more times since engines could not venture far from their own repair and service shops.

The locomotive was fabricated from polyurethane castings made in the IBC Chemistry Laboratory and finished in the IBC Physics Department Machine Shop. Our special thanks to Drs. Ferroni, Meeker, Buss and Spokas. The basic boiler is a plastic water pipe wrapped in thin metal; driving wheels, springs, frame and most of the detail parts are plastic castings.

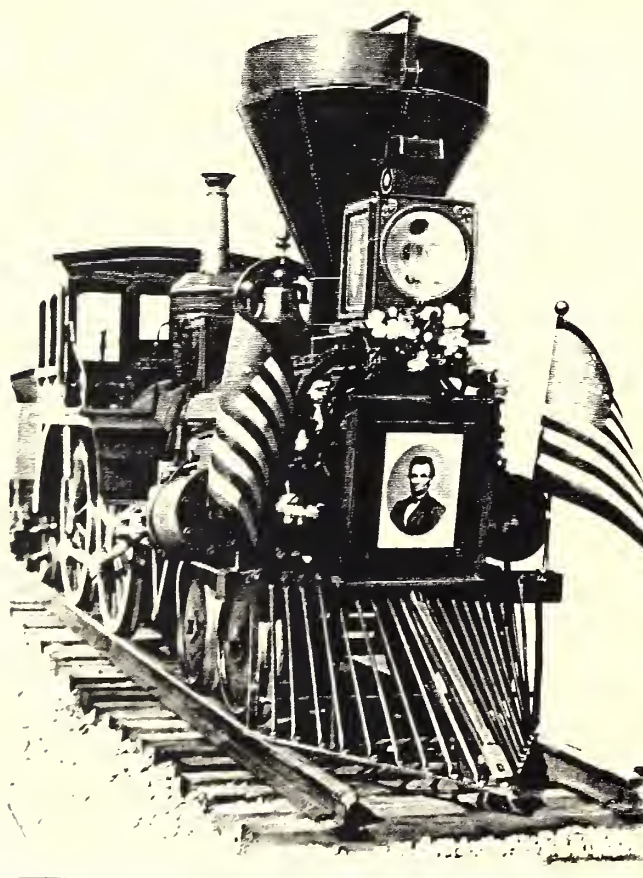
Work in the shop has now turned to the very ornate hearse used for the president in the final funeral at Springfield, IL.

## Funding Up-Date

We have received additional new funding for the project as follows: Robert R. McCormick Foundation \$25,000 (total \$75,000); Santa Fe Pacific Foundation, \$1000; State Farm Insurance Companies \$2000 (over two years), Lincoln National Corp., Ft. Wayne, In. \$2500 Our deepest thanks to these and the over 50 contributors to the project.

## Student Modeler Keeps Project Rolling

Steve Wesolowski is a Junior Chemistry major at IBC and had been an integral part of the Lincoln Train Project from its beginning. He plans to go on to graduate school in theoretical chemistry, but finds working with his hands a good diversion from the rigors of studies. Actually there is a lot of chemistry in all the glues, paints, and casting materials used in model making.



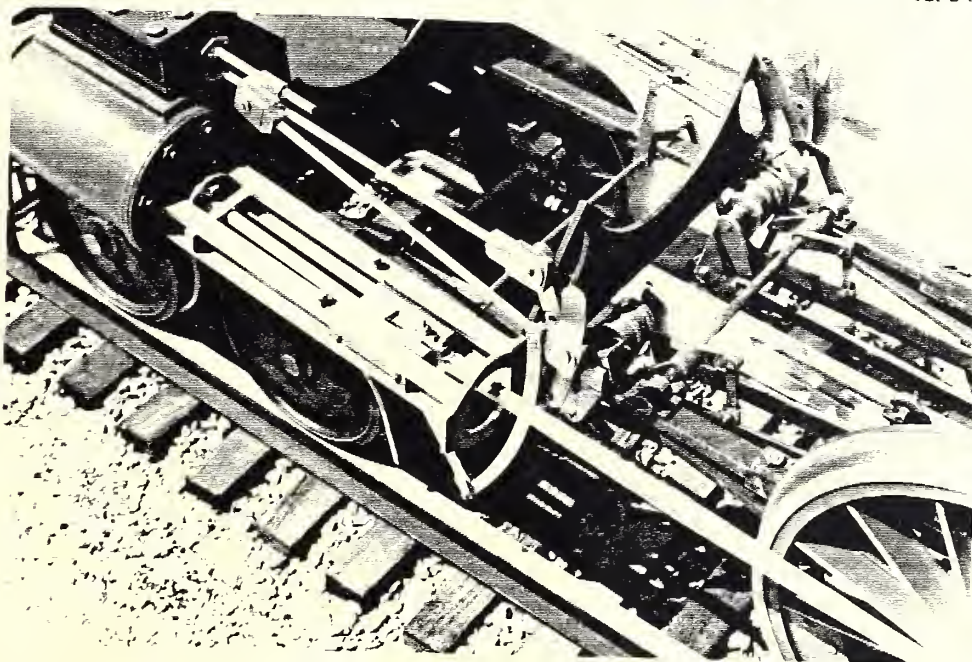
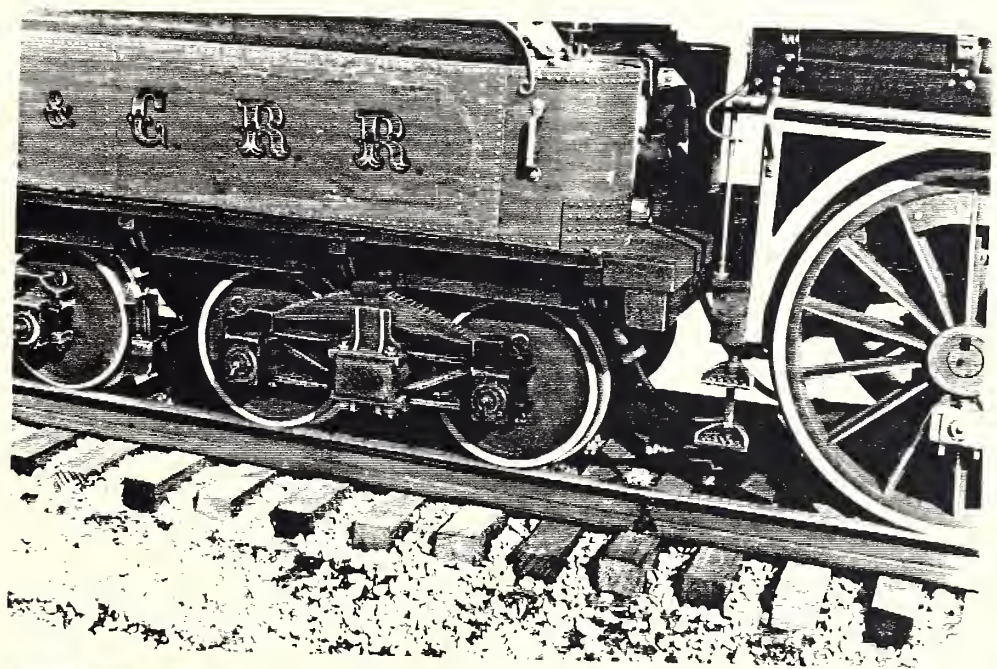
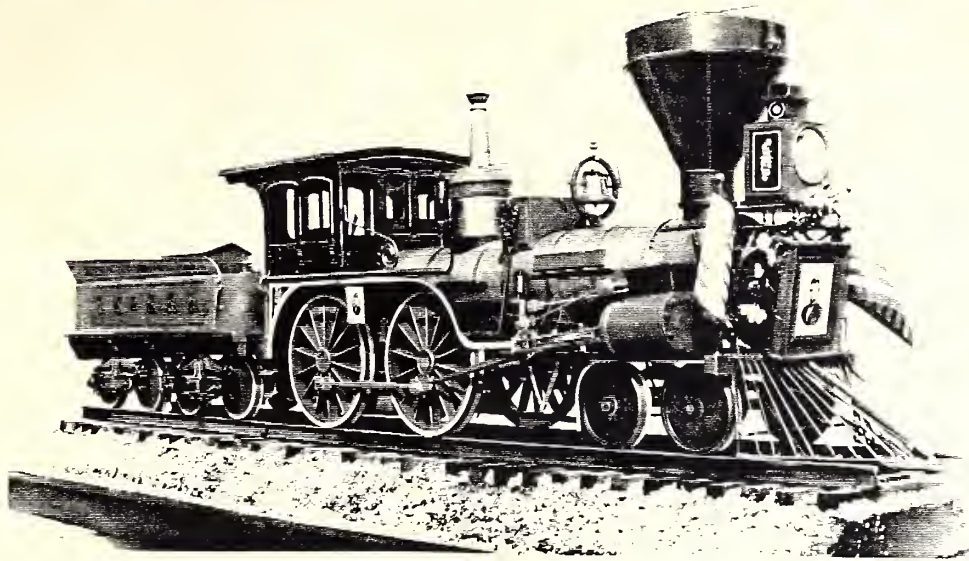
(left) The model locomotive Nashville carries a miniature portrait of Lincoln just under its headlight ready to start the funeral trip.

(right top) Built in 1852 the Nashville was a surprising 13 years old when it was chosen for the funeral trip. Here our model shows its fine form and awaits final bunting.

(right middle) The tender has over 3000 rivets in its styrene wrapper. The trucks (wheel sets) are unusual in that the springs are on the outside of the tender and actually ride on the wooden side sill rubbing a brass bearing plate. All the parts were hand cast in polyurethane and finished in the IBC machine shop.

(right lower) With the boiler (plastic sewer pipe) removed the complicated Rodgers valve gear with "gab hands" can be seen. This mechanic adjusted the steam flow to the cylinders for a smoother and more efficient ride.







# Conductor's notes...

From the Desk of Dr. Wayne Wesolowski

## Dr. Schwartz Joins Project

Dr. Thomas Schwartz, Illinois State Historian and nationally known Lincoln scholar, has joined the project as Senior Consulting Historian. He recently came to campus to review the historical materials we have gathered so far and make suggestions how we might best file (did we need help!) and prepare them for future publication. He has also shared a number of items from the Illinois State Historical Library. Our deep thanks to Tom.

## On The Road Again

Even the partially completed exhibit has been a traveling hit this year. For the 125th anniversary of the "Golden Spike" ceremony celebrating the completion of the transcontinental railroad the Union Pacific RR dressed up a special "History Train" featuring baggage cars with historic artifacts. Included in the special collection was the original golden spike AND the IBC model of the Lincoln car which the UP purchased for use as an executive car in 1866. After a re-creation of the spike driving ceremony in Promontory, Utah the special proceeded to Los Angeles. Tens of thousands passed through the train on its tour. Don Snoddy of the UP Corporate Museum also displayed the car at corporate headquarters in Omaha. We suspect an encore visit is in the offing.

In October the car traveled to the Opryland Hotel in Nashville to be part of the American Funeral Service Museum's exhibit at the national meeting of the American Funeral Directors. Several thousand funeral professionals viewed the exhibit with very positive comments.

The Lincoln Home Site, Springfield, IL was visited by our model on an icy February 12. Thanks to Dr. and Mrs. Phil Bean for their help and dedication under terribly adverse circumstances.

The finished locomotive Nashville slipped out of the shop for quick visits to local meetings including the Fox Valley Division of the National Model Railroad Association, the DuPage Division of the NMRA and a meeting of the Midwest Narrow Gaugers at the Lisle Depot Museum with the Lisle Historical Society. Wayne Wesolowski made formal presentations at each meeting. If you have a local group who would like to hear our story please give Wayne a call at 708 960 1500 x 1507.

Wayne and Mary Cay visited the Old Light House Museum in Michigan City, IN and the Lincoln Museum in Fort Wayne, IN to gather more material for the project. Our thanks to both these fine museums for their hospitality.

## Thomas Dyba Lecture

Each year the IBC Lincoln Group of Illinois sponsors a special lecture on Lincoln--the Thomas Dyba Lecture. The late Mr. Dyba, who originally proposed the Lincoln Train Project, was executive VP of IBC and a devoted Lincoln researcher/ modeler who built our wonderful 1/12 model of Lincoln's home. This year Dr. Wayne Wesolowski was selected with his topic: "This Train is Bound for Glory, the Story of Abraham Lincoln's Private Car--The United States." The presentation includes nearly 200 slides with about one half on the historical car and half on the construction of the models and exhibits. An enthusiastic audience enjoyed the lecture and the

many artifacts exhibited from the IBC collection. Membership in the Lincoln Group of Illinois is open to anyone interested in Lincoln. Please contact Dr. Philip Bean at IBC for additional information.

## Colorado Connection

The president's car had only one official trip--the presidential funeral. Yet it spent eight years on the UP and then was sold to the Colorado Central as a day coach and finally downgraded to just a trackworkers' car. When Wayne Wesolowski was invited to speak at a train enthusiasts' meeting in Denver he jumped at the chance (really tough work) to do a little research on the car in Colorado. The trip brought back copies of the original sales documents and a number of leads on new material. We also found out that the Colorado Connection has yet another Illinois connection--Marengo, IL to be precise. Marengo was the home of the Wesolowski family for almost seventeen years. When we received a reference to the diary of Carrie Strayhorn we thought it was a coincidence that the Marengo public library is named after Carrie Strayhorn. It is not. She traveled in Colorado with her husband and wrote about riding in the presidential car in its extended use, noting its rough wood benches were inconsistent with its tufted, upholstered walls..

## DISNEY IMAGINEERING

Wayne spoke with Steve Kirk of Disney IMAGINEERING about the possibility of displaying the entire exhibit at the new Disney history theme park. The northern Virginia location has been cancelled but the park concept is still valid. More to follow.



## **Exhibit Touring Dates!!!!(Almost)**

February 20, 1994 (Presidents' Day) will mark the official opening of the touring schedule for our project. An opening ceremony at 2:00 PM in the Fireside Lounge of the IBC Krasa Student Center will officially kick off our project. Everyone is invited. The exhibit will then be displayed in the IBC Lownik Library until the middle of March when we will move to the Yorktown Shopping Center in Lombard, IL. April 4th to April 18 we will be at the Eastland Mall in Bloomington, IL then move to Springfield for a summer long stay at either the Old State Capital or the historic railroad depot near the Lincoln Home Site. The Lincoln Museum, Ft. Wayne, IN will be our next stop from Sept 21 to Oct 23. We may go on to Ohio after that or return to the Chicago area for more local exhibits. Some dates still need final confirmation so check before making travel plans. Our next newsletter will give a more complete timetable.

### **Dr. Becker to Retire**

Dr. Richard Becker has announced he will retire as President of Illinois Benedictine College in June 1995. A founding member of the Lincoln Group of Illinois he has been the driving force behind the Lincoln Train Project. We wish him and his wife Lynn a most enjoyable retirement.

### **Visitors See Lincoln Car**

Visitors from across the country have stopped at IBC to share information and see our exhibit. If you are in the Chicago area feel free to call and stop by.

Mr. Robert Boetticher, Sr and Andrea Suddeth of Service Corporation International and the American Funeral Service Museum, Houston TX while in the Chicago area visited our Lincoln Collection and saw the Model. They have shared much helpful information about funeral practice with us and serve as a valuable resource.

Mrs. Jessie Harkness Jensen, a spry octogenarian from Divide, Montana, stopped while on a genealogy expedition to share with us the story of her grandfather, Kelton Wilson Harkness, who was a volunteer pall bearer in Springfield. We were able to photograph his original funeral badge. What a treasure.

Mr. & Mrs. Bruce Bailey of Austin, MN who own the only known piece of window glass preserved from the car stopped on campus. They continue to help us by looking

into the many Minnesota connections for the car since it was there that it was destroyed in a fire in 1911.

### **Other Special People**

Mrs. Margaret Lant is the great granddaughter of William Henry Harrison Price who was the foreman in charge of actually building the presidential car at Alexandria, VA. His writings are probably the best record we have of the car construction. Mrs. Lant has both recorded an oral and written history of Mr. Price's life for us and included photographs of the car funeral bunting, of a silver bowl presented to Mr. Price by the workers at Alexandria, and one of Mr. Price himself, the only photo of a car builder we have.

Rev. Larry McClellan of Homewood, IL loaned us an original copy of the a book produced by the Common Council of the City of New York describing in minute detail the funeral in New York. Many important facts have been gleaned from its pages.

Donna Payne of the Genesee Valley Civil War Round Table sent a huge package of new material, especially about the train in the NY area.

Orville Mohr of Bloomington sent copies of two UP Corporate letters which shed new light on when the UP was willing to sell the car.

Robert Slusser of Alexandria Archeology provided a wealth of new material including a beautiful map of the Alexandria & Orange yards where the president's car was built.

### **Drawings to Appear in Print**

Our full collection of engineering drawings will appear in the February 1995 issue of Model Railroader Magazine. Drawn by John Haines of Benicia, CA they are the best engineering record of the Locomotive Nashville and the Presidential Car available. An article about the funeral trip by Wayne Wesolowski accompanies the drawings. Our thanks to Kalmbach Publishing Co. for sponsoring this part of the project and to Steven Wight and Barbara Stewart of Wight and Co. for technical support.

### **We're On TV !!**

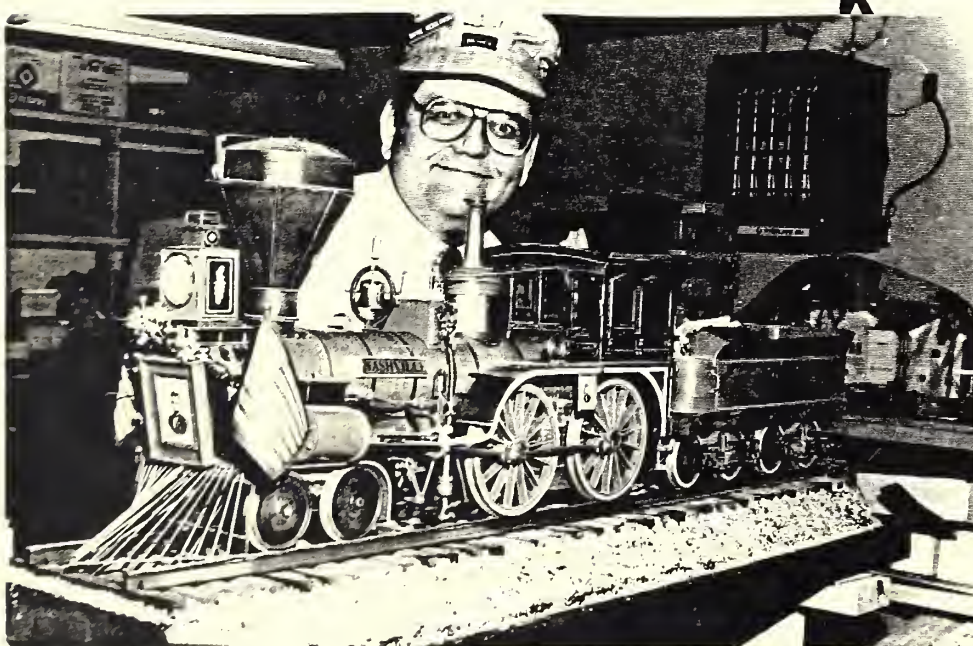
Chuck Zehner and a TV crew from channel 10 in Milwaukee were on campus to film a segment of RAILS AHEAD a nationally syndicated PBS program. Watch for us in your area.

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*The Lincoln Train Project Update*  
Stephen Scherrer, Editor



## PRESIDENT'S CAR COMPLETED! AND LOCOMOTIVE



Professor Wayne Wesolowski poses with the finished Nashville ready to start the exhibit tour. Everyone is invited to the February 20, 1995 exhibit opening in the IBC Krasa Student Center at 2:00 PM.

# The Lincoln Train is Coming...



Illinois Benedictine College

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# EXTRA !!! The Train Times EXTRA !!!

March 1995

*Issued periodically by the Illinois Benedictine College Lincoln train project, Lisle, IL 60532*

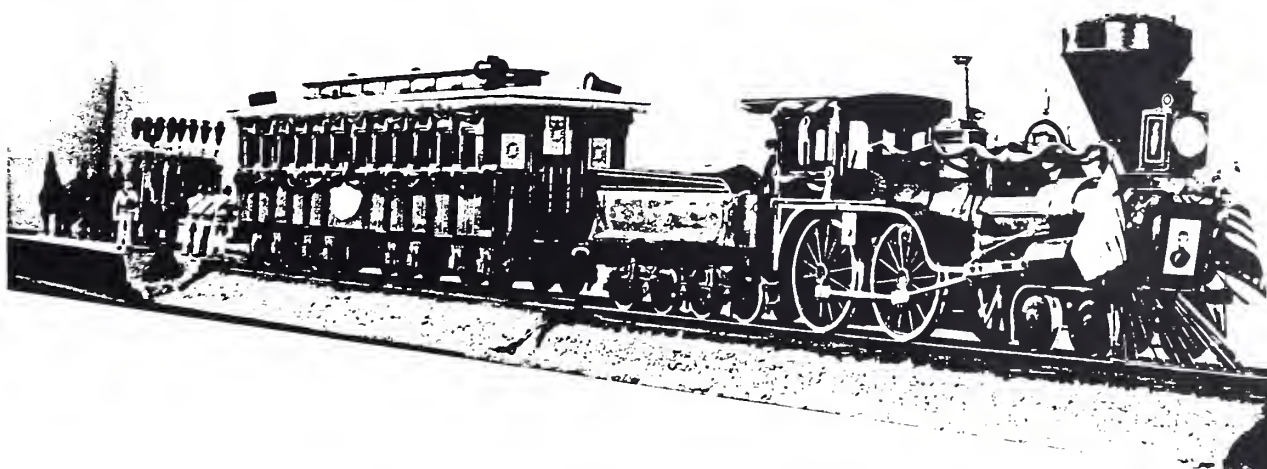
## THE LINCOLN TRAIN IS HERE! OPENING DRAMATIC SUCCESS

Almost one hundred friends of the Lincoln Train Project gathered in the Fireside Lounge of the Krasa Student Center at Illinois Benedictine College to celebrate the formal unveiling of IBC's Lincoln Train. The unusually good weather helped swell the Presidents' Day crowd.

College President Dr. Richard Becker opened the proceedings with references to Lincoln's work in seeking the best in all people based on their abilities. He was flanked by a Civil War Honor Guard in dress uniform from the 10th Brigade Illinois Infantry Volunteers. Project

Director Dr. Wayne Wesolowski followed with an account of the history of the project, beginning in 1988 with a suggestion from Mr. Thomas Dyba, then IBC Executive VP, for a traveling exhibit. A committee was formed in 1991 and work began in earnest in 1992. Eventually every historical society along the route and dozens of museums, historical societies and other sources were consulted.

In 1993 the President's car was completed following funding commitments from the Robert R. McCormick Foundation. The car model traveled to Philadelphia for a major





convention where 30,000 visited the weekend train show.

1994 brought the completion of the locomotive "Nashville" and two trips for the president's car. One was to Nashville, TN for the national meeting of the American Association of Funeral Directors. The second was a trip to Promontory, Utah and Los Angeles in the possession of the Union Pacific RR for a re-creation of the driving of the golden spike to commemorate the 125th anniversary of the completion of the transcontinental railroad.

The fall of 1994 brought the building of an ornate model hearse used in Springfield for the last of the twelve Lincoln funerals. A collection of display panels completed the exhibit.

Wayne thanked the over 150 people and companies who helped in so many ways to make the Lincoln Train a reality, especially his wife, Mary Cay (Project Coordinator) and his son, Steve (Model Maker) who was a partner in the construction of the models.

His closing words spoke of the passion he felt in building the model and the many people in ordinary life who have a passion for teaching, and bringing out the best in all of us. He wished for everyone present, especially his students, that they find a "passion in their lives and feed it into a roaring fire."

Before unveiling the model Wayne presented Dr. Richard Becker with a framed copy of the original War Department orders to B.P. Lamason to ride the funeral train and assure safe arrival of the car in Springfield. Dr. Becker was honored as the "champion" of the project.

To assist in pulling back the large black cloth

which covered the models Wayne asked George Lamason, Jr., the great, great grandson of car designer Benjamin Lamason, his sister Martha and Margaret Price Lant, great granddaughter of shop foreman W.H.H. Price, who directed the daily construction of the car to come forward. Dr. Becker and Wayne Wesolowski cut the ribbon and the cloth was pulled back by the Lamasons and Lant. The enthusiastic crowd then commenced viewing the long-awaited exhibit.

Among the many visitors were Col. John Votaw (First Division Museum, Cantigny, Wheaton, IL), Richard Lamb (Lamb-Blake Funeral Homes), Richard Locher (nationally known cartoonist), LuAnn Bombard (West Chicago City Museum) John Kunzie (Castolite Co.), Herb Oughton (Binks Manufacturing), Gene Lass (Kalmbach Publishing)

## **LET'S BEGIN TOURING!!**

February 21- March 31, 1995\* Lownik Library, IBC

\* March 11-12, 1995 Harlem North H.S.  
Rockford, IL

April 2-April 20 McLean County Historical Society, Bloomington, IL

April 22- July 10, 1995 Old State Capitol, Springfield, IL

July 11-September 15, 1995 Visitors' Center, Lincoln Home Site, Springfield, IL

September 21-October 23, 1995

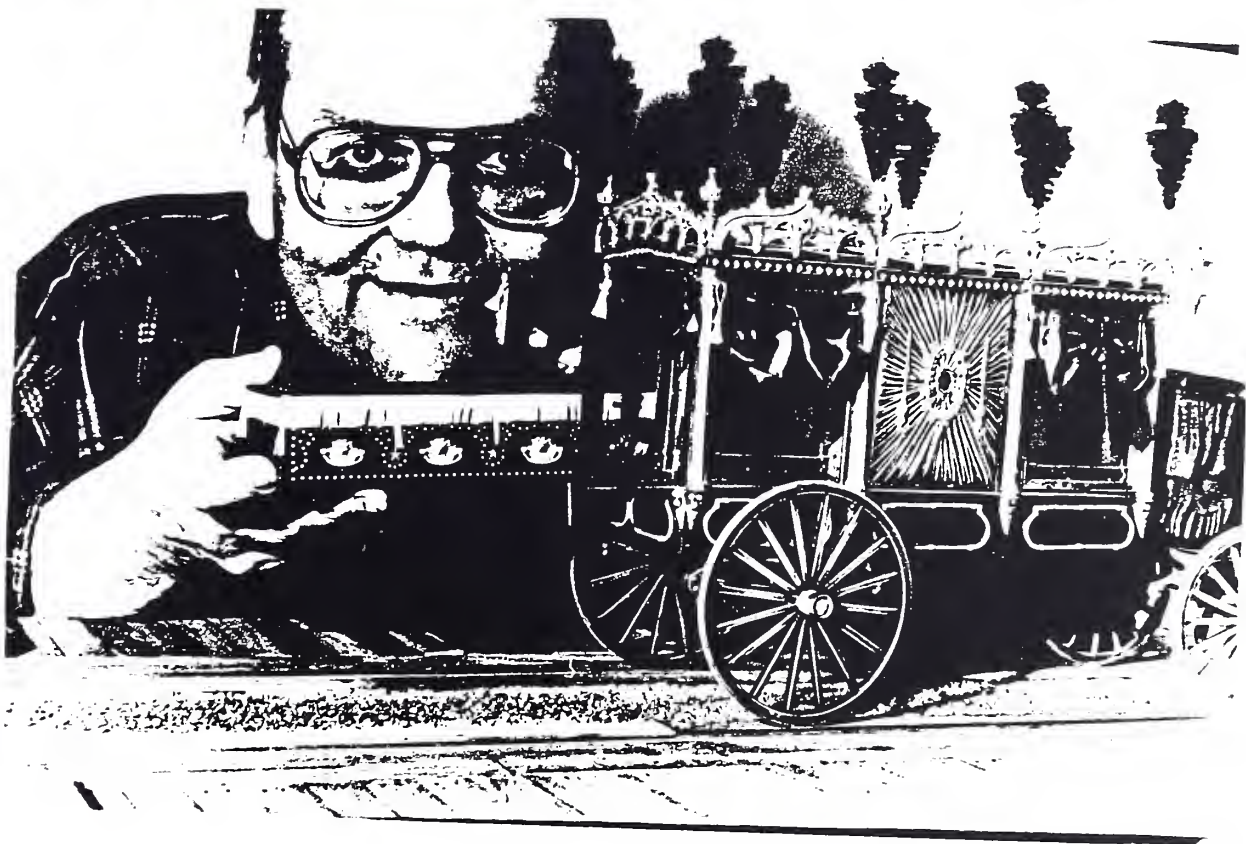
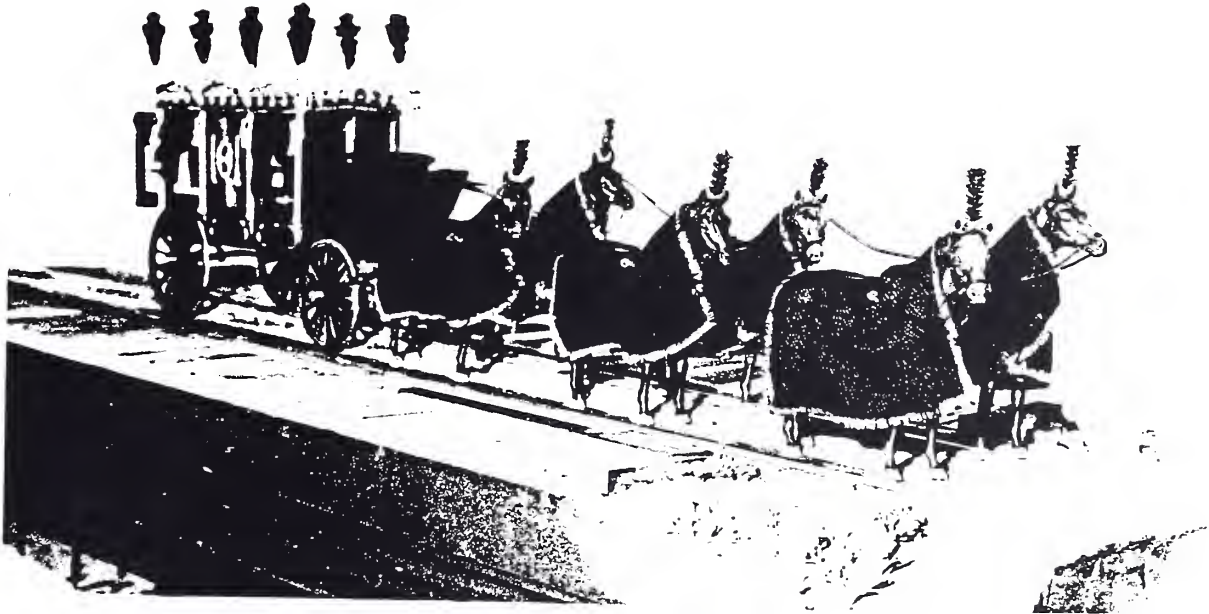
The Lincoln Museum, Ft. Wayne, IN  
November 1- December 31, 1995

1st Division Museum, Cantigny, Wheaton, IL

Please call these sites to check times before making travel plans. Several additional sites are in the planning. We'll report in future newsletters.

We've rushed a little to get this newsletter out as soon as possible, please forgive any errors.

The ornate hearse used for Mr. Lincoln's funeral was sent by the mayor of St. Louis and cost \$6000 in 1865. The model plumes are miniature Christmas trees turned upside down, trimmed and painted black. The miniature casket has over 800 silver tacks.





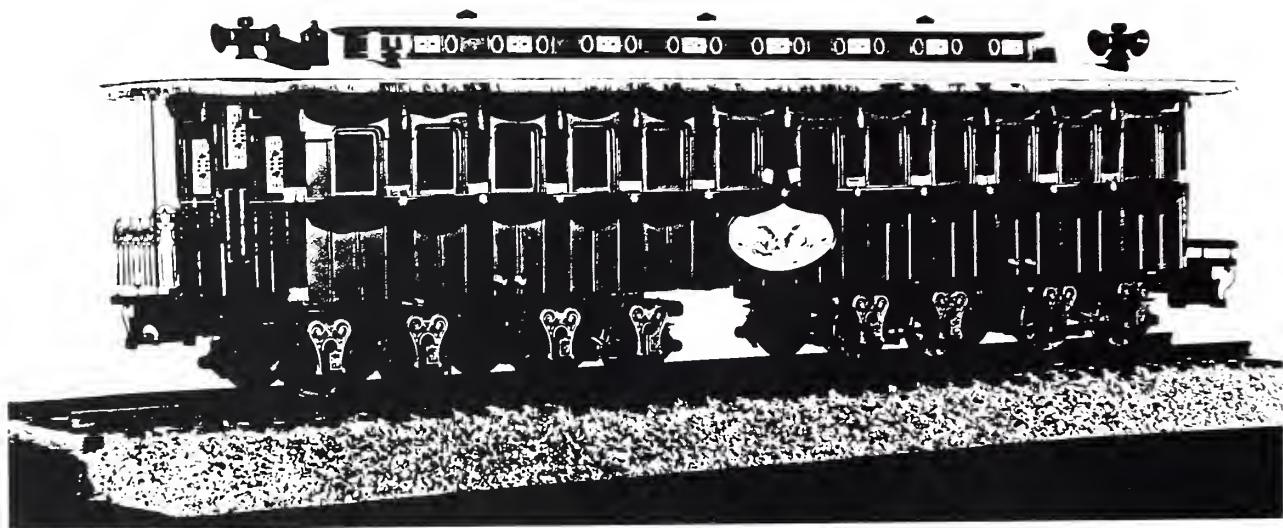
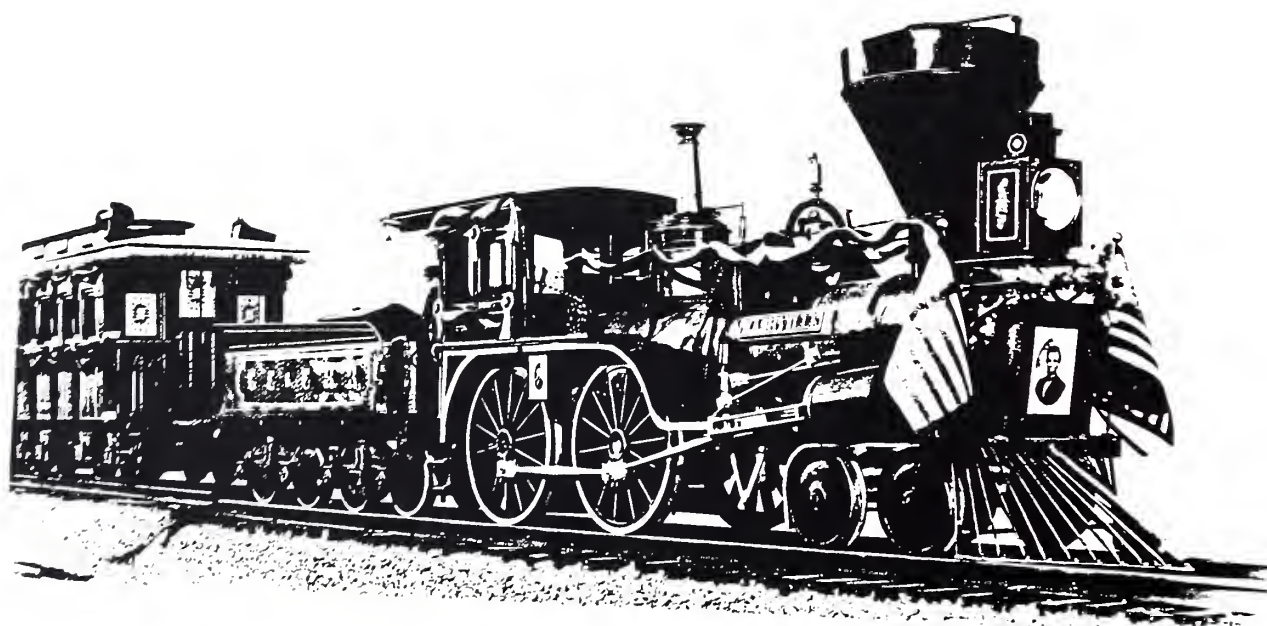
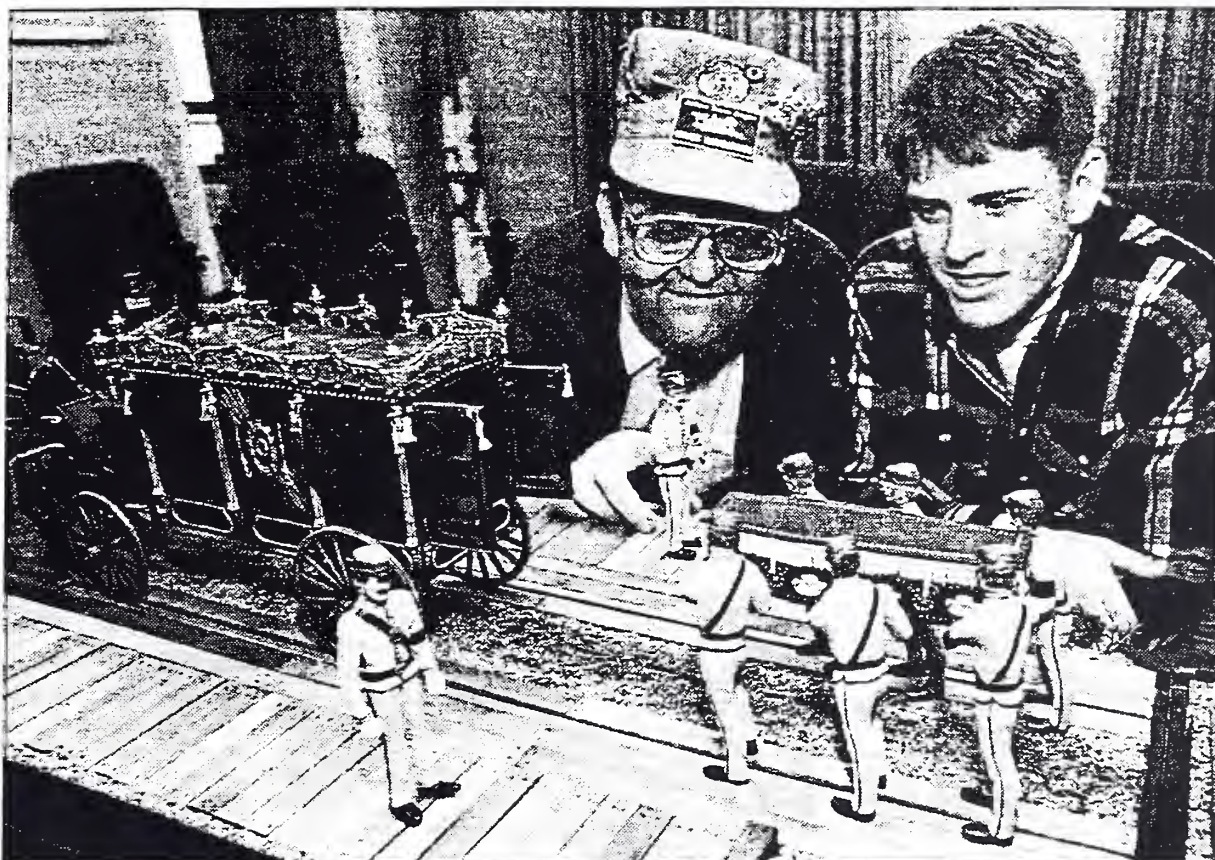


Photo by Ed Bunting





CHICAGO TRIBUNE 2/14/95



Wayne Wesolowski, a chemistry professor, studies the train Monday he built with his son, Steve.

## Lincoln train replica building up steam for state, U.S. exhibition

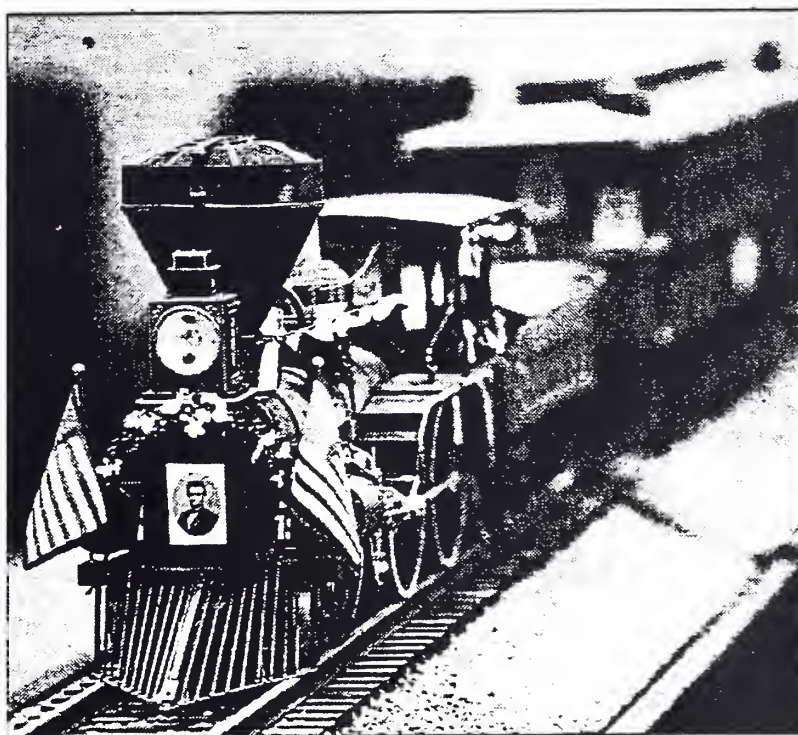
■ **Lisle:** After five years of painstaking research, Illinois Benedictine College's Lincoln Train Project is finally finished.

To celebrate the event, an opening ceremony is planned for 2 p.m. Feb. 20, President's Day, in the Fireside Lounge of the college's Krasa Student Center, 5700 College Rd.

The train, built to one-twelfth the scale of President Lincoln's original funeral train, commemorates the 130th anniversary of Lincoln's assassination, on April 14, 1865, according to Wayne Wesolowski, a Benedictine chemistry professor and nationally recognized museum model builder.

This summer, the exhibit will go on a state and national tour, tracing the original train's three-week journey.

Laura E. Hill



Tribune photos by George Thompson

The Lincoln Train Project commemorates the 130th anniversary of the president's assassination, on April 14, 1865, and will become part of an exhibit at Illinois Benedictine College in Lisle.

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*The Lincoln Train Project Update*

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# THE LINCOLN TRAIN IS HERE!

## OPENING DRAMATIC SUCCESS





# THE LONG TRIP HOME



PHOTOGRAPHS BY ED RUNITING

THE SCENE is somber. A funeral train, its engine and cars draped in black bunting, has just arrived at the Springfield, Illinois depot. An ornate black hearse, drawn by six plumed horses, stands at the ready. As thousands of mourners watch in silence, the coffin bearing the body of assassinated President Abraham Lincoln is ceremoniously lifted from the presidential car, the *United States*, and carried to the hearse by a military guard of honor.

Such was the setting on a sweltering May 3, 1865, at the final stop of the twelve-day funeral odyssey that had carried the body of the slain president 1,666 miles from Washington, D.C., to his Illinois hometown. One hundred and thirty years later, the same scene has been meticulously re-created in miniature, at a scale of one inch to the foot, by modelers at Illinois Benedictine College (IBC) in Lisle. Virtually every detail of the president's car, the ornate Civil War locomotive and tender that pulled the train on part of its sad journey, and the elaborate hearse that received the coffin have been duplicated in a fifteen-foot-long diorama that is touring midwestern cities this year.

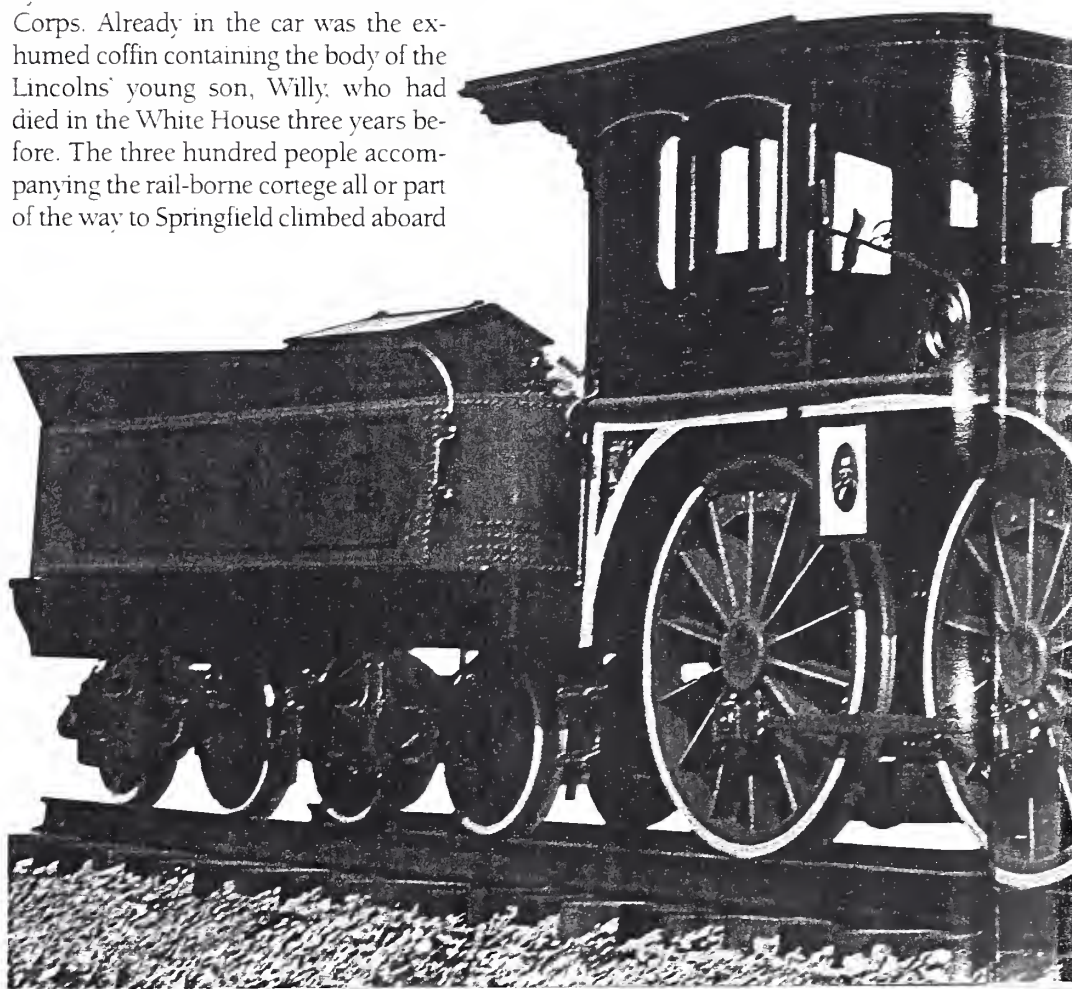
The series of memorial commemorations that began soon after the president's April 15 death and ended with his May 4 interment added up to almost certainly the largest traditional funeral in America's history. For two full weeks, the mourning of the entire nation focused first on ceremonies in the nation's capital, then on the slow-moving funeral train as it stopped at major northern U.S.

cities during its cross-country journey, and finally on services at Springfield, where the president was laid to rest.

Thousands of mourners paid their last respects as Lincoln's body lay in state in the White House and then the U.S. Capitol during the six days following his death. Then, early on the morning of April 21, the presidential remains were taken to the Washington, D.C. train station and placed aboard the *United States* by members of the Veteran Reserve Corps. Already in the car was the exhumed coffin containing the body of the Lincolns' young son, Willy, who had died in the White House three years before. The three hundred people accompanying the rail-borne cortege all or part of the way to Springfield climbed aboard

eight waiting cars, while their luggage was stored in a ninth.

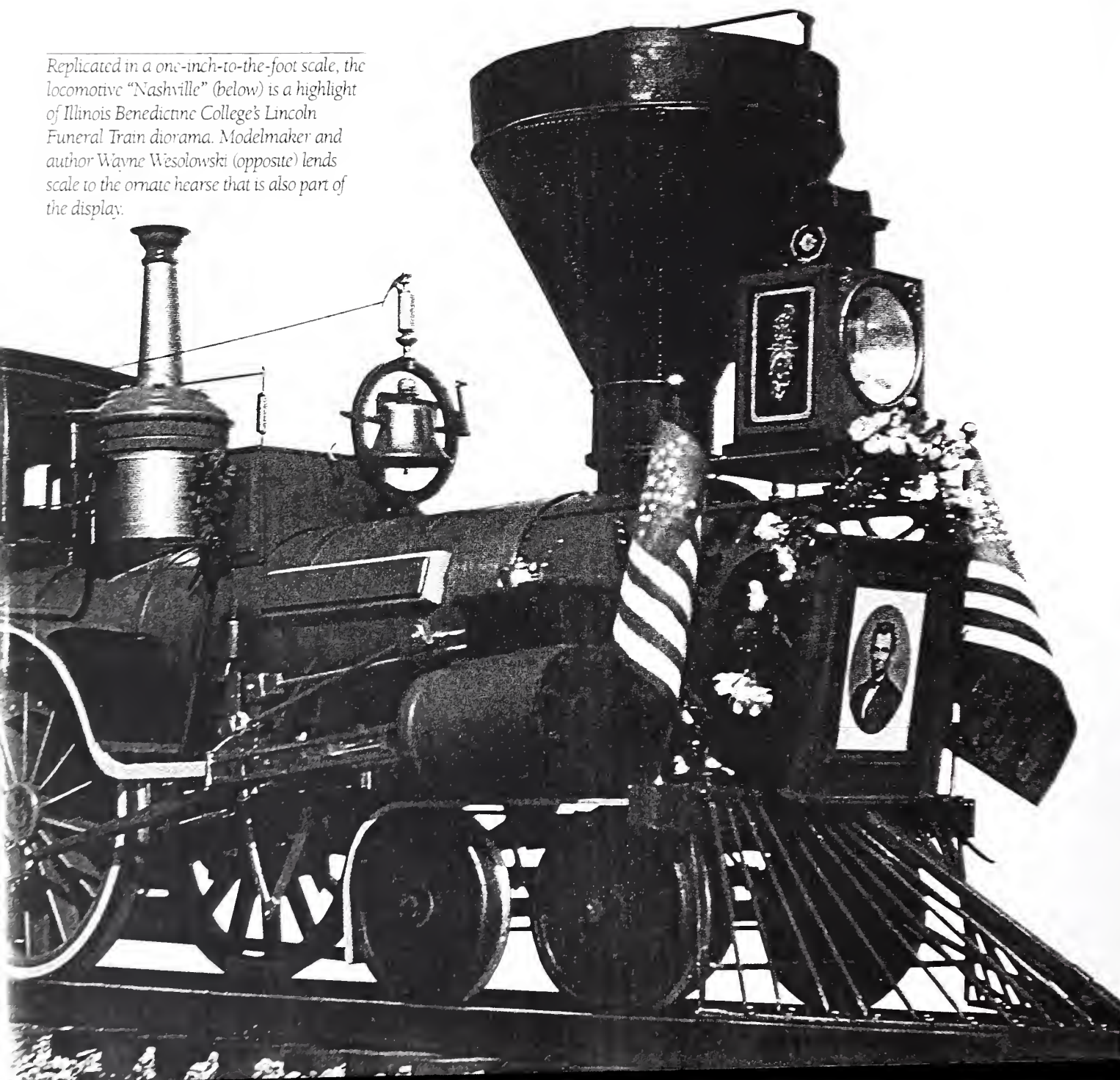
At 8 A.M., a Baltimore & Ohio Railroad engine, draped in black, slowly pulled the nine-car train out of the station, en route to Baltimore. Along the way, the train, by military order, held to only five miles per hour wherever peo-



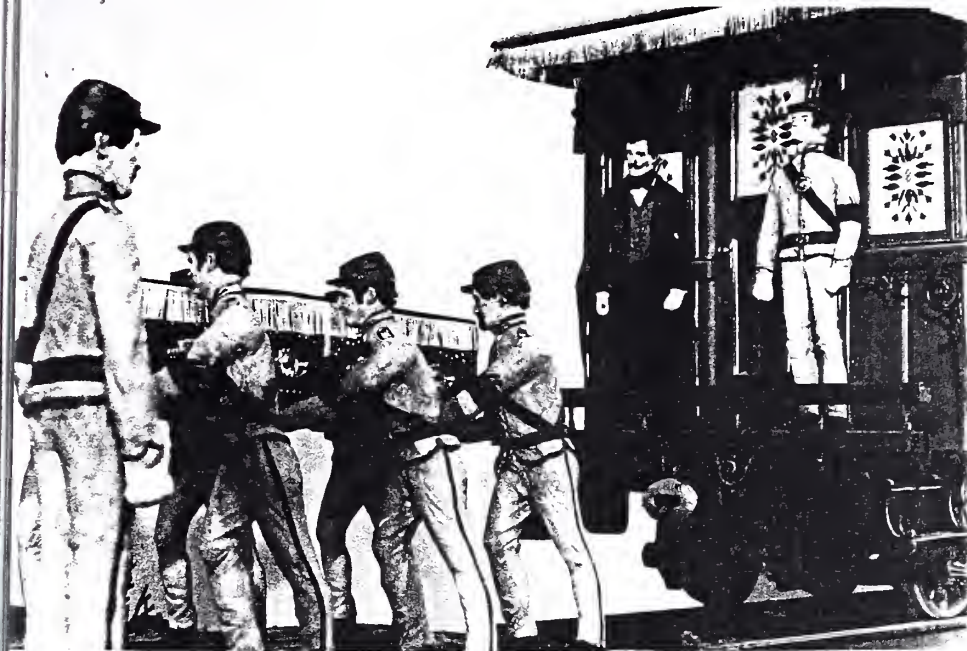


BY WAYNE E. WESOLOWSKI A METICULOUSLY CRAFTED DIORAMA RE-CREATES THE HISTORIC TRAIN THAT CARRIED THE BODY OF PRESIDENT ABRAHAM LINCOLN FROM WASHINGTON, D.C., TO SPRINGFIELD, ILLINOIS.

*Replicated in a one-inch-to-the-foot scale, the locomotive "Nashville" (below) is a highlight of Illinois Benedictine College's Lincoln Funeral Train diorama. Modelmaker and author Wayne Wesolowski (opposite) lends scale to the ornate hearse that is also part of the display.*







With measured steps, six-inch-tall members of the Veteran Reserve Corps honor guard remove Lincoln's coffin from the presidential car "United States" (left). From locomotive to hearse, the diorama measures some fifteen feet in length (below).

MODEL PHOTOGRAPHS BY ED BUNTING

ple gathered to pay their respects.

In Baltimore and at later stops in Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis, and Chicago, the president's coffin was removed and carried in long processions to a central location for viewing and memorial services. Several million citizens turned out for one last solemn look at a president they had probably never seen in life.

Each city sought to outdo the others in the size and quality of its tribute. In Philadelphia, violence broke out as thousands pushed in the lines. Nearly

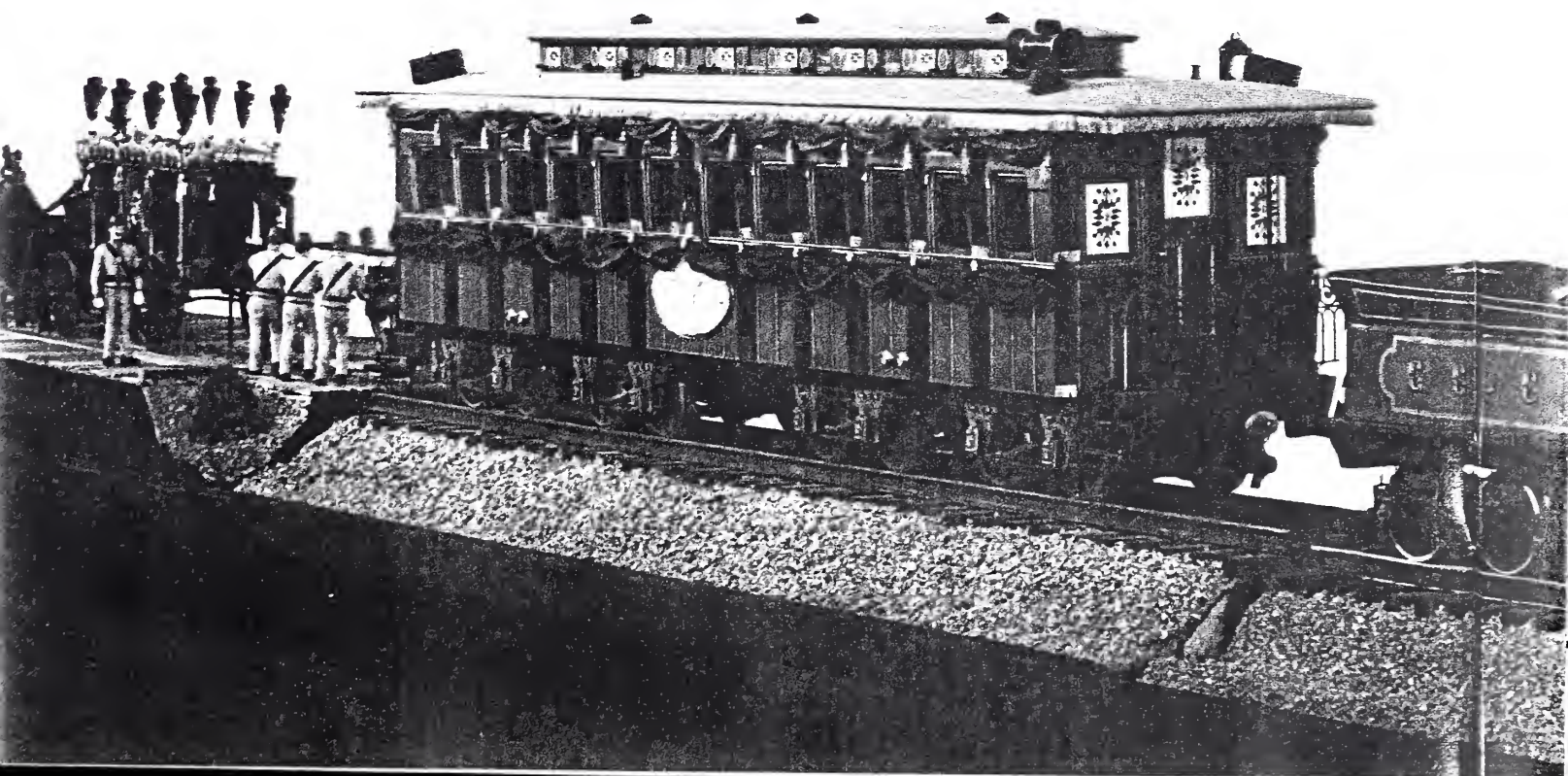
half a million attended the New York funeral. Albany postponed the appearance of a traveling menagerie in deference to the president, while Cleveland held an outdoor service to accommodate the expected throng. Ladies at some stops were asked not to wear bustles and hoop skirts for fear of injury from the crush of the crowds.

Some communities erected huge memorial arches across the tracks over which the train would pass. One in Michigan City, Indiana read: "With Tears We Resign Thee to God and History: The Purposes of the Almighty are Perfect and

Must Prevail." A forty-foot-high arch in Chicago, constructed in just a few days, cost more than \$15,000 to build.

The private car carrying the president's coffin had been specifically intended for Lincoln, but it had never been used by him in life. Built in Alexandria, Virginia by the U.S. Military Railroad System, it was one of the most opulent passenger cars of its time. With sixteen wheels for a smooth ride, rounded monitor ends, fine woodwork, upholstered walls, and etched-glass windows, the *United States* represented the finest in railcar construction.

Although Lincoln had signed legislation to make all railroads a "standard gauge" of 56.5 inches between rails, in 1865 the spacing still varied across the country. The *United States* was built to allow for this; the car's extra-wide wheel treads enabled it to traverse rails spaced from 56.5 to 60 inches apart. It was one of only two cars in the original train to make the entire trip.



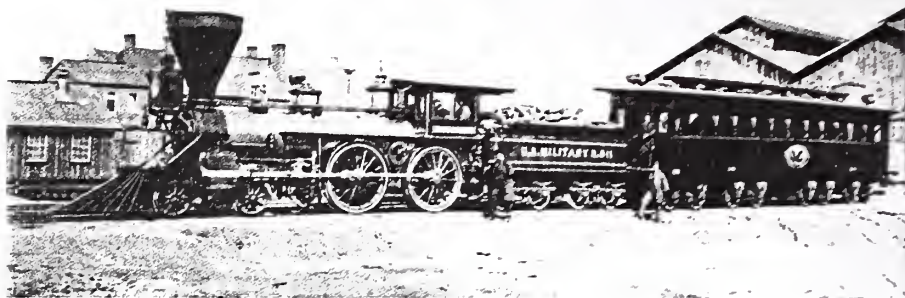


The \$6,000 hearse that awaited the funeral train in Springfield—impressive with its bold trim and high plumes—had been sent for the occasion by the mayor of St. Louis. Lincoln's custom-made coffin, covered in black broadcloth and decorated with silver tacks and stars, was taken to the Illinois State House, where the president's body again lay in state. Thousands now came to the hall in which, as a senatorial candidate in 1858, Lincoln had given his "house divided" speech; this time they came to view the remains before the last of twelve funerals concluded the national display of mourning on May 4.

In 1991 Illinois Benedictine College, whose holdings include a large Lincoln collection, decided that a traveling exhibition featuring a re-creation in miniature of the Civil War president's funeral train would be a way of sharing its teaching mission with Americans.\* Chemistry Professor Wayne Wesolowski [the author of this article and a modeler with considerable experience] as-

\*The Lincoln Train diorama will be on display at the Lincoln Home National Historic Site in Springfield, Illinois from July 11 to September 15; at the Lincoln Museum in Fort Wayne, Indiana from September 21 to October 23; and at the Cantigny 1st Division Museum in Wheaton, Illinois from November 1 to December 31. Additional stops are planned.

LIBRARY OF CONGRESS



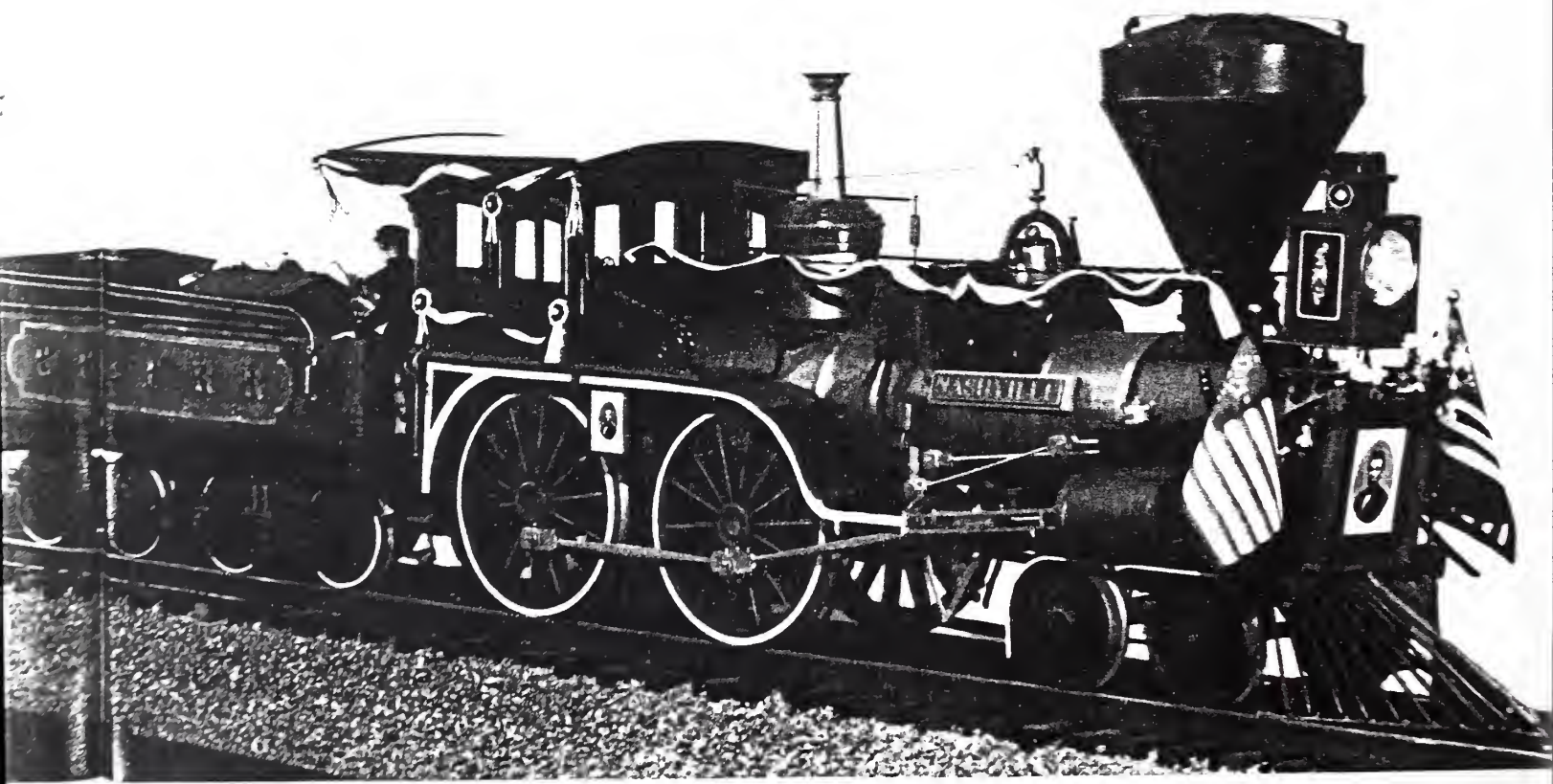
An 1864 photograph portrayed the newly completed presidential car "United States" outside the builder's shops in Alexandria, Virginia (above).

sumed the task of creating the scene from scratch. The exhibit became a family experience when Wesolowski's wife, Mary Cay, came on board as project coordinator—in addition to being the expert in charge of miniature bunting and fringe—and his son Steve, a chemistry major at IBC, agreed to share his model-making skills by creating many of the small parts and castings. A committee that included history professor Philip Bean was formed to help guide and support the project.

The Robert R. McCormick (Chicago Tribune) Foundation and the Union Pacific Foundation provided major funding for the project, which required more than four years for research and construction. Modelers conducted research in history repositories in all seven states along the funeral train's route, in the

Union Pacific corporate archives, and in the National Archives, Library of Congress, and Smithsonian Institution in Washington, D.C. The documentary evidence and historic photographs gathered were used by John Haines of Benicia, California, to prepare a detailed set of engineering drawings.

A variety of materials and processes were used to fabricate the funeral car's 1,500 component parts. Wheels, railings, windows, springs, and even the nuts and bolts were made by casting the parts in liquid polyurethane in flexible  
*continued on page 70*

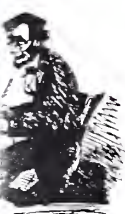




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continued from page 33

rubber molds. The miniature frosted-glass windows are photographically duplicated copies of the actual car's one surviving window, and the presidential crest, painted by IBC art professor William Scarlato, was reduced on a color-copy machine for the model. The ornate wheel supports, as well as the tiny stars used to hold the bunting in place, were photoetched in brass from photographs of the original pieces. The roof is made of cloth soaked in paint and then sprinkled with fine sand—a process used on the original car as a fire-proofing measure to protect against burning wood embers from the locomotive smokestack.

Ingenious use of everyday objects also played an important role in creating some of the model's features. Liners from the mouth of canola-oil bottles, for example, serve as the car's tiny roof vents, while the small rug on the car platform is really the top half of a potscrubbing pad.

The model locomotive is a scale reproduction of the Cleveland, Columbus & Cincinnati Railroad's *Nashville*, one of a number of diminutive engines used by the fifteen railroads involved in the funeral train's trip west. Built in 1852 by the Cuyahoga Steam Furnace Works of Cleveland, Ohio, the little engine was an engineering marvel of its time, boasting an elaborate system of levers, arms, and valves to accurately meter steam into the engine's cylinders. A favorite of railroad engineers, the *Nashville* once won an efficiency race against another locomotive manufacturer's engine.

All the complex features of the original engine are included in the model. The frame was fabricated from hardwood. The boiler is a section of plastic water pipe wrapped in metal foil and held in place with brass strips. The bell is part of a brass candlestick turned upside down, while the headlight reflector was adapted from a small flashlight and decorated with miniature artwork of carnations and buckeye leaves—the same depictions of Ohio's state flower and tree that adorned the original. The cowcatcher, or pilot as it more correctly called, is fabricated from copper tubes, while plastic castings were used to make

continued on page 73

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July/Aug '95



*continued from page 70*  
 the driving wheels and tender trucks. Trimmings from a yard hedge comprise the model firewood in the tender, which is itself a large block of wood covered with plastic sheeting. As a final touch, the engineer at the throttle bears an uncanny resemblance to Wayne Wesolowski, the modelmaker.

Unlike twentieth-century steam locomotives, which were usually black, Civil-War-era engines sported a full palette of colors. Red wheels or blue bodies with bold brass and iron straps were common. Sometimes there was even a dash of pink and purple. The modelers painted the funeral train's *Nashville* a conservative green, trimmed in rust and cream. As on the original, funeral bunting has been draped along the boiler, and the cab is decorated with three pictures of Lincoln and a collection of round mourning badges.

The six-inch-tall figures that inhabit the diorama were crafted by Ron Lofman of Madison, Wisconsin. Since many of the Veteran Reserve Corps guards bore German and Irish surnames, he gave the figures facial features to match those ethnic groups. The uniforms, researched at the Grand Army of the Republic Museum, incorporate such details such as shoe laces and hat embroidery. The soldiers' coats and soft hats are made from coffee filters. The civilian standing on the rear platform [photo, page 32] represents Ward Hill Lamon, Lincoln's friend and bodyguard, and the only person to make both the entire 1861 inaugural and 1865 funeral trips with Lincoln. The black horses pulling the hearse were found at a toy shop; to achieve a realistic appearance, their plastic bodies were softened by heating so that the animals' heads and legs could be bent into more natural and varied positions.

Abraham Lincoln's original funeral train has long-since rolled into history, but by creating and exhibiting this diorama, Illinois Benedictine College hopes to continue to tell its dramatic story, capturing for today's generation both the events and emotions of one of America's saddest hours. ★

*Dr. Wayne E. Wesolowski, a professor of chemistry at Illinois Benedictine College in Lisle, is director of the Lincoln Train Project as well as its chief modelmaker.*

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