

NATIONAL HISTORIC LANDMARK NOMINATION

Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	
DATE ENTERED	

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

U.S. Car #1
AND/OR COMMON

Ferdinand Magellan

2 LOCATION

STREET & NUMBER
3398 S.W. 9th Ave.

__NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN
Fort Lauderdale

__ VICINITY OF

STATE
Florida

CODE
12

COUNTY
Broward

CODE
011

2 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input checked="" type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
National Park Service, History Division

STREET & NUMBER
1100 L Street, NW

CITY, TOWN
Washington

__ VICINITY OF

STATE
DC 20240

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Gold Coast Railroad, Inc.

STREET & NUMBER

3398 S.W. 9th Ave.

CITY, TOWN

Fort Lauderdale

STATE
Florida 33315

6 REPRESENTATION IN EXISTING SURVEYS

Records can also be located at:
Div. of Archives, History, and
Records Mgt., Dept. of State,
Tallahassee, Florida 32301

TITLE

National Register of Historic Places

DATE

August 17, 1977

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR

SURVEY RECORDS National Register, National Park Service

CITY, TOWN

Washington

STATE
DC 20240

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE <u>N/A</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

U.S. Car No. 1, the Ferdinand Magellan, was constructed in 1928 for use in the Pullman Company's fleet of cars available for charter by private individuals or groups who wished to travel by train in luxury and privacy. The car served in this capacity until 1942.*

The car was rebuilt and armor-plated in 1942 for the President of the United States. The roof, floor, sides, and ends were sheathed in 5/8-inch steel and window glass was 3 inches thick. This reinforcement raised the weight of the car to 285,000 lbs. or twice the normal weight. This necessitated the alteration or replacement of the running gears to include six-wheel trucks of heavy duty construction, new roller bearings, and safety features. Doorways were reconstructed as modified battleship bulkheads which were water- and airtight. On the roof, submarine escape hatches were installed. In addition, all furniture and fixtures were bolted in place. At a later date, loudspeakers were added above the rear platform. All of these features remain today. Another adaptation for presidential use was the installation of elevators on the rear platform for President Franklin D. Roosevelt; these were removed during the Truman administration. Supplementary communications equipment was removed while the car was surplus government property.

On the exterior, there is little which is indicative of the presidential status of the car, although all features date from 1942. The Ferdinand Magellan is painted the standard dark Pullman green with standard lettering. The rear platform and steps are also green with brass rails, handles, and lamps. A shallow green canvas awning is attached to the overhang. The protective steel and bulletproof glass are not noticeable, although the loudspeakers and heavy-duty trucks are readily visible.

On the interior, numerous changes from standard private Pullman configuration were made to accommodate the President. All of these new features are intact. The elimination of one of the usual five staterooms allowed for a more spacious dining room, observation room, and Presidential suite. At the front of the car was the galley, followed by the crew's quarters with bath. These were shortened

* The description section is a composite of the descriptive elements in the source cited in note 1 under "Endnotes--Item 8--Significance" on continuation sheet item 8, page 1.

Themes: V.D. 4: Political and Military
 Affairs after 1914
 V.E. 32 & 33: The American
 Presidency

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1928-1959

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

U.S. Car No. 1 is historically important for its association with two Presidents of the United States--Franklin Delano Roosevelt and Harry S Truman. It was used by both men on a number of momentous state occasions as well as for routine travel, and in both Truman's and Roosevelt's Presidential reelection campaigns. This unique armored personal railroad coach provided them comfort and protection for many short-run and some long trips.

In January 1943, FDR traveled on it to Miami, Florida, from where he flew to join British Prime Minister Winston S. Churchill at Casablanca to devise joint strategy for the conclusion of World War II. In January 1945 he boarded it en route to Norfolk on the first leg of the trip to the Yalta Conference with Churchill and Soviet Premier Joseph Stalin. In April, aboard U.S. Car No. 1, family, friends, and advisers joined to accompany FDR's body for that long mournful trip from Warm Springs, Georgia, where he died, back to the Capital and on to the funeral at the family home at Hyde Park, New York.

During the last 28 months of his life, FDR rode aboard U.S. Car No. 1 no fewer than 40 times to his Hyde Park home on the Hudson. Hyde Park was, in effect, a second White House, so much so that nearly a quarter of the President's time in that last 28 months was spent at Hyde Park and in transit there.

President Truman also used the coach for official travel. In 1945 he, rode aboard U.S. Car No. 1 to Norfolk, Virginia, on the first leg of his trip to the Potsdam Conference to confer with British Prime Minister Clement Atlee and Premier Stalin on the war and its aftermath. In 1946, Truman accompanied ex-Prime Minister Churchill to Fulton, Missouri, aboard U.S. Car No. 1. It was there, in the gymnasium of Westminster College, that Churchill delivered his famous "Iron Curtain" speech.

It was also aboard this coach and from its rear platform that Truman campaigned in 1948 to save his presidency from challenger Thomas E. Dewey. His famous whistle stop tour led to one of the greatest political upsets of the 20th century.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY occupies less than one acre

UTM REFERENCES

A	1 7	5 8 4 8 5 0	2 8 8 4 7 8 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

N/A

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Benjamin Levy, Senior Historian

ORGANIZATION

History Division, National Park Service

DATE

June 18, 1984

STREET & NUMBER

1100 L St. NW (location only. Do not use in mailing.)

TELEPHONE

(202) 343-8164

CITY OR TOWN

Washington

STATE

DC 20240

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ___ NO ___ NONE ___

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ___ National ___ State ___ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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from the standard plan but had the requisite equipment. After the crew's quarters was the dining or conference room which had limned oak paneling and cupboards and three bays of segmental arched-head windows and surrounds. The wall and ceiling lighting fixtures were gold-plated and the paneled ceiling had decorative beads of gold. The furniture consisted of a mahogany extension table with side and arm chairs.

Four staterooms were constructed in a row directly behind the dining room. They were lettered, forward to rear, D, C, B, and A. Staterooms A and D were duplicate but mirror images. In both, bench seats converted to the lower berth at night while the upper berth over the window pulled down. In addition, each guestroom had a built-in sink, washstand, hopper, wardrobe, Pullman chair, and dresser.

Stateroom C, aft of D, was intended for the President. A fullsize bed, transverse to the car, was a special feature. The remaining features of upper berth, built-in wardrobe, dresser, and chair were standard. Immediately to the rear and serving as a connection to the First Lady's Stateroom B was a shower-bathroom. Although similar to C, Stateroom B was slightly smaller with smaller transverse bed, built-in sink, dresser, wardrobe, and chair.

Beyond the staterooms at the end of the car was the observation room with walls of imitation leather which were padded and tufted. The furnishings consisted of four upholstered brown armchairs, two upholstered blue barrel chairs, and a blue couch. There were eight curtained windows, two of which flanked the rear door. The woodwork was painted cream and the carpet was green.

Since the transfer of title in 1959, the interior appointments have been preserved. The exceptions are paint and carpet which, although renewed, have remained the original color. As a result, the car is a very fine and, perhaps the only, example of the Presidential style of rail travel for the years 1942-52.

The University of Miami acquired the property in 1959. The Miami Railroad Historical Society, Inc., a non-profit corporation now known as the Gold Coast Railroad, Inc., maintained and exhibited the property for the University until 1966, when ownership passed to the Gold Coast Railroad. In 1966, the Railroad moved its operations to Fort Lauderdale. The car today is the same as when last modified in the early 1950s, except for the rear sign plates. The car name has been restored to the sides, after having been removed during World War

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II for security reasons. Except for the above, no alterations have been made since the car left Presidential service. The car is operable and has been run recently to Tampa, Florida, and return. The car is open to visitors every Sunday afternoon at 3398 S. W. 9th Avenue, Fort Lauderdale. The exterior of the car may be seen, without charge, from the museum entrance gate, a distance of approximately 15 feet.

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President Dwight D. Eisenhower briefly used U.S. Car No. 1. By his administration, however, air travel had more appeal and Air Force #1 replaced U.S. Car No. 1 as the preferred means of transport. Nevertheless, the status occupied by U.S. Car No. 1 made it the railroad coach with the closest association with the U.S. Presidency and the only private coach specifically designed and constructed for the use of the President of the United States.

History

U.S. Car No. 1 began its existence as the Ferdinand Magellan, one among its brethren coaches of six conventional private cars named for famed explorers--the David Livingstone, the Henry Stanley, the Marco Polo, the Robert Peary, the Roald Amundsen, and the Ferdinand Magellan. Constructed by the Pullman Company in 1928, it was one of the last of the conventional private cars built. Along with its explorer-class companions, it was placed in service for hire while owned and operated by the Pullman Company.¹

Until late in 1942, the President of the United States rode in a standard, private Pullman when he traveled by train. Often, the Roald Amundsen was assigned to him. In 1942, President Franklin Delano Roosevelt acquiesced in the urgings of his aides Michael Reilly and Steve Early that he have a custom-built coach designed for his safety and his exclusive use and for that of future Presidents as well. So in that year the Ferdinand Magellan was withdrawn from general service, returned to Pullman's Calumet shops near Chicago, and extensively rebuilt.²

"Let's make it a little more comfortable," Mike Reilly reported FDR instructed him. Accordingly, one of five staterooms was removed permitting enlargement of the dining room and observation lounge. Undoubtedly the President's handicap from infantile paralysis figured in the modified design.³

The rebuilt Ferdinand Magellan, now dubbed U.S. Car No. 1, was presented to FDR on December 18, 1942. For security reasons the name Ferdinand Magellan was removed from the sides of the car and only "Pullman" remained, making the coach resemble, from a distance, an ordinary private car. For the remainder of World War II, this rolling fortress moved under the code word "POTUS" for President of the United States. POTUS had the right-of-way over all other rail traffic.⁴

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The President took the maiden trip of his new coach to his home at Hyde Park, New York. The train left from Washington, DC, Friday night, December 18, and arrived Saturday morning, December 19, at the Highland Park terminal near Hyde Park. The President was driven by car from Highland Park to Hyde Park. He and his party returned to the Capital on Wednesday, December 23.⁵

This was the pattern of FDR's use of U.S. Car No. 1: a short auto ride to the "Bureau," meaning the Bureau of Printing and Engraving; board the car at the Bureau at 10 to 10:30 pm; some small talk, a glass of orange juice or cup of coffee; to bed; arrive at Highland Park, New York, at 8 to 8:30 am; dress; and drive to Hyde Park. The reverse procedure was the pattern for the return trip: leaving Hyde Park at night and arriving in Washington, DC, early the next morning. The trips to New York were usually weekenders, generally begun on Thursday night and concluded the following Tuesday morning. Such trips were frequent—at least forty of them in the 2 years and 4 months remaining in the President's life. The frequency was not known by the public; the trips were under news blackout. The trips were for the President's much needed rest, but Hyde Park was not exactly a rest haven. The President conferred with advisers and confidants; discussed political strategy; and signed bills, correspondence, and memoranda. In truth, Hyde Park was a lower-pressure office away from the Capital.⁶

There were trips that diverged from the pattern. Less than a month after U.S. Car No. 1 was presented to President Roosevelt it served for the first and last legs of a perilous journey. On January 9, 1943, the White House ordered that a 5-car train, including U.S. Car No. 1, be quietly assembled. The President's Navy mess attendants from the yacht Potomac were summoned to duty aboard U.S. Car No. 1. Railroad officials were directed not to issue orders that might raise questions. With the President aboard, the train left at 10:00 pm traveling north to Hyde Park. At Fort Meade, Maryland, the train reversed direction and headed south to Miami, Florida, on the first leg of FDR's trip to Casablanca, Morocco, to confer with British Prime Minister Winston Churchill and French leaders Charles de Gaulle and Henri Giraud on the strategy to conclude World War II.⁷

Before dawn on January 11, via the Florida East Coast Railroad, the train arrived in Miami at S.W. 27th Avenue and Dixie Highway. The President was driven by car to Dinner Key where he boarded a seaplane for Casablanca. On the return, at 6:00 pm, January 30, the President left for Washington, DC, aboard U.S. Car No. 1.⁸

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On July 30, 1943, FDR left on a fishing trip to Lake Huron. He lay over at Highland Park and continued on to Canada via Albany and Niagara Falls. Accompanying the President were Adm. William D. Leahy, Rear Admiral Wilson Brown, "Pa" Watson, Vice Adm. Ross McIntire, Justice Jimmy Byrnes, Grace Tully, and Dorothy Brady. Harry Hopkins joined the party later. It is safe to presume that the group did more than fish.⁸ This trip was preparatory to the 1st Quebec Conference, August 14-21, 1943.

On May 7, 1944, FDR returned from an outing at "Hobcaw," Bernard Baruch's place in South Carolina.⁹

On July 13, 1944, Roosevelt began a 35-day journey of public and political exposure. U.S. Car No. 1 carried him to Hyde Park and then to Chicago for a brief appearance; then on to the Marine Base at San Diego. From San Diego he delivered his acceptance speech for the Democratic Party nomination on radio. At San Diego he boarded a cruiser for Pearl Harbor returning to Puget Sound August 12. He reboarded U.S. Car No. 1 reaching the "Bureau" in DC on August 17.¹⁰

On September 17, 1944, FDR was in Hyde Park having returned from the second Quebec Conference which had begun a week earlier.¹¹

Friday, October 20, 1944, was the first day since Pearl Harbor, that FDR's venture out of Washington, DC, was "on the record." The presidential race was on and he wanted the world to know it. His destination was his home state of New York and specifically New York City. U.S. Car No. 1 carried him to the Brooklyn Army Supply Base. From there, on October 21, he toured all five boroughs of the city, enduring a downpour for four hours in an open car, and concluded with a speech at Ebbett's Field. This tour was a demonstration that tempered skepticism among those who doubted the President's health, and therefore, his ability to complete another term of office. He spoke that evening at the Waldorf-Astoria and returned to Hyde Park the following day.¹²

By October 26, FDR was back on the campaign trail. With U.S. Car No. 1 attached to a 13-car train, he set out for Philadelphia and Camden, making a rear-platform speech the following day at Wilmington, Delaware, and a nighttime address at Shibe Park in Philadelphia. He then headed west, addressing a crowd at Fort Wayne, Indiana, on October 28, and that evening a huge rally at Soldiers Field in Chicago. The following day he gave a platform address in Clarksburg, West Virginia, and returned to DC that evening, having covered seven states in three days.¹³

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The crowning effort of the campaign was a New England swing begun on November 3. The 14-car train was the largest contingent since the election of 1940. At Bridgeport, Connecticut, the President spoke extemporaneously, taking a shot at Clare Boothe Luce, the local Republican candidate for re-election to the House of Representatives, and complimenting her opponent. The following day he spoke at Hartford, Connecticut, and Springfield, Massachusetts, wrapping up the campaign with an evening address at Fenway Park in Boston. The following day he returned to Hyde Park. He remained there for five days, during which time he received the news of his re-election.¹⁴

As FDR inaugurated his personal railway car with the important trip to Casablanca, in the closing days of his tenure he undertook yet another famous journey, that to Yalta and another conference of the Big Three. On January 22, 1945, the President left Washington, DC, for the Norfolk Navy Yard. There he boarded the cruiser Quincy for Yalta. Returning to Norfolk on February 28, he boarded U.S. Car No. 1 and returned to the White House.¹⁵

The trip to Yalta must have dealt a punishing blow to FDR. His press secretary, William D. Hassett, had recorded his fears for the President's health on the day after Christmas of the previous year. He described him as "tired and weary" and worried about him despite his doctor's "OK." When FDR returned from Yalta he took the train to Hyde Park where he rested and planned to be at the United Nations Conference on April 25 after spending two weeks recuperating at Warm Springs, Georgia.¹⁶

By March 30 FDR was at Warm Springs, having ridden the Ferdinand Magellan for the last time. That very day Bill Hassett recorded "He is slipping away from us and no earthly power can keep him here." On April 12, a Thursday, he recorded in his diary, "1:15 seizure, 3:35 all over".¹⁷

April 13 began the final journey home for FDR. Eighteen cars were linked to form the rail cortege. The President's body was carried in the companion car, Conneaut, which usually rolled in front of U.S. Car No. 1. On this day it became the last car. Mrs. Roosevelt and her party rode in the President's car as always. The following day, Saturday, the train reached Union Station in the nation's capital. A procession accompanied the President's body borne on horse-drawn carriage to a White House funeral. At 10:00 pm (it was always the usual time for departure to Hyde Park) the rail cortege moved north to the Roosevelt home on the Hudson. The new President, Harry S Truman and his wife Bess were aboard. April 15, Sunday morning, FDR was laid to rest in the Rose Garden at Hyde Park. Mrs. Roosevelt, her party, and the Trumans returned to Washington on the train.¹⁸

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In later years, Harry Truman recalled that funeral train to Hyde Park ". . . every place we stopped there'd be a crowd just as if. . . well you'd think the world had come to an end, and I thought so, too."¹⁹

The world had not come to an end, and President Truman was fast and hard at the job of being President. On July 6, 1945, he was writing to Bess aboard U.S. Car No. 1 en route to Norfolk, Virginia, on the first leg of his trip to Potsdam to confer with British Prime Minister Clement Atlee and Soviet Premier Joseph Stalin. Presumably he returned to the White House the same way.²⁰

The events aboard U.S. Car No. 1 were not always mundane. There was the case of the President's history lesson as related by the Secretary of State Dean Acheson. Reflecting on Truman's love for history and his extensive reading in the field, Acheson related:

We had been in New York for the dedication of the United Nations Building and on the train going back to Washington, Mr. Truman... began talking about Central Asia and the Middle East. We had just finished dinner, and I remembered that as he talked, he drew outline maps with a spoon to demonstrate what he was saying.²¹

In 1946, Winston Churchill planned to visit the United States. The President of Westminster College, a small liberal arts college (250 students) in Fulton, Missouri, hoped to have him speak on campus but doubted that he would. Through an intermediary he sought President Truman's assistance. Truman welcomed the idea and conveyed a message to Churchill: "This is a wonderful college in my home State. Hope you can do it. I will introduce you."²²

The President accompanied Churchill to Fulton, Missouri, aboard U.S. Car No. 1. He introduced him and Churchill introduced the world to a new term--"Iron Curtain"--to describe the division of Europe. Truman called the speech "one of the greatest speeches I ever listened to . . . and part of the policy of the free world ever since." The speech contained the seeds of the Truman Doctrine and the North Atlantic Treaty Organization (NATO).²³

Truman grew increasingly impatient with rail travel. He employed the President's plane, Independence, for long trips--those to the winter White House in Key West and others, such as the reunions in Missouri of the 35th Division, his unit in World War I. Unlike FDR, who preferred rail speed under 30 mph, Truman pressed for speeds up to 80 mph. He wrote that the heavy car "gave nightmares to every railroad engineer in the country who had to pull it on the back of his train."²⁴

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On July 14, 1952, President Truman traveled aboard his personal car to lay the keel for the first nuclear submarine, U.S.S. Nautilus. He expressed his growing preference for air travel in his diary the following day: "I went by train to Groton (rhymes with rotten) to speak on atomic energy for peace time." "Should have flown both ways but my staff decided that it would be bad weather going up. It wasn't".²⁵

To reach the American people in his re-election campaign, however, Truman continued to rely on the railroad. U.S. Car No. 1 carried the President on his longest venture, the historic 1948 "whistle-stop" tour, and to one of the greatest political upsets of the 20th century--his victory over Thomas E. Dewey for the Presidency of the United States.

In a letter to Mary Jane Truman, October 5, 1948, the President discussed the initial campaign swing calling it "a most strenuous one." He complained of a sore throat, the dust in Dexter, Iowa, where he had delivered an influential address on farm policy, and his need to gargle. He counted 140 stops and 147 speeches. He estimated shaking 30,000 hands. He described the itinerary of the campaign and concluded:

It will be the greatest campaign any President ever made. Win, lose, or draw, people will know where I stand and a record will be made for future action by the Democratic Party.²⁶

Truman waged political warfare from the rear platform of U.S. Car No. 1. Covering 21,000 miles and speaking 300 times from that car, he was confident of victory as he felt the pulse of the people.²⁷ Nothing better captured the conflict between Truman's confidence and the pollsters and pundits of the press who had almost universally predicted his inevitable defeat than the photo of him in St. Louis the day after the election standing on the rear platform of U.S. Car No. 1, gleefully holding up a copy of the Chicago Daily Tribune which proclaimed DEWEY DEFEATS TRUMAN.

The end of Truman's tenure found the President aboard his coach for some poignant moments. On November 28, 1952 (the President-elect was General Eisenhower), he recorded in his diary that he and his daughter Margaret would board the train the next day for Philadelphia for the Army-Navy football game, "our last appearance officially at this function."²⁸

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After the inauguration of President Eisenhower, January 20, 1953, the Trumans visited the outgoing Cabinet at the home of Dean Acheson. Late in the afternoon they boarded the President's railway coach for the return home to Independence, Missouri. Mr. Truman recorded his thanks to "Ike" for his offer of the Ferdinand Magellan and expressed his sorrow that he and Bess would ride the President's coach no longer.²⁹

President Eisenhower traveled aboard U.S. Car No. 1 but his use of it was scant and unnotable compared to his two predecessors. He used it on several trips to Philadelphia, once to upstate New York, and on a state visit to Ottawa to address the Canadian Parliament. The last time the car was used officially was in 1954 when Mrs. Eisenhower went to Groton, Connecticut, to christen U.S.S. Nautilus.³⁰

For the next four years, the Ferdinand Magellan lay idle. In April 1958 it was transferred to the U.S. Army at Fort Holabird in Maryland. It is reported that all Army records of the car were destroyed six months later. Late in 1958 the U.S. Government transferred the car to the Florida Development Commission which in turn transferred it to the University of Miami. It arrived at the University's South Campus, 9 miles south of Miami, where the Gold Coast Railroad, Inc., was already operating a train consisting of steam locomotive, coach, and caboose as a public attraction. On November 13, 1966, the Gold Coast Railroad, Inc., relocated to its present site at Fort Lauderdale, Florida, and shortly thereafter assumed ownership of the Ferdinand Magellan.³¹

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Endnotes -- Item 8 -- Significance

- 1 "U.S. Car No. 1," National Register of Historic Places Inventory-Nomination Form, prepared by Elizabeth B. Monroe, January 10, 1977, files of the National Register, National Park Service, Washington, DC; "Ferdinand Magellan," Florida Master Site File, No author, December 9, 1975, files of the State of Florida, Department of State, Division of Archives, History and Records Management; "The Gold Coast Railroad Museum," U.S. Presidential Car No. 1, Ferdinand Magellan," no date, no author [published by Gold Coast Railroad, Inc.].
- 2 Ibid.
- 3 "The Gold Coast Railroad Museum."
- 4 Ibid.
- 5 William D. Hassett, Off the Record with F. D. R. -- 1942-1945 (New Brunswick, New Jersey: Rutgers University Press, 1958), pp. 146-49.
- 6 Ibid., passim. The pattern of FDR's rail trips to Hyde Park is a conclusion based on a count of the references to those trips in Hassett's diary.
- 7 "The Gold Coast Railroad Museum"; In Hassett, p. 150, the date given for departure is January 10 and return, January 31.
- 8 Hassett, pp. 194-95. Adm. William D. Leahy was FDR's Chief-of-Staff; Rear Admiral Brown was his Naval aide; "Pa" Watson was Maj. Gen. Edwin Watson, military aide and close friend of FDR; Vice Adm. Ross McIntire was the President's physician; James F. Byrnes was former justice of the Supreme Court who had stepped down from the bench to become FDR's economic stabilizer; Grace Tully and Dorothy Brady were personal secretaries to the President.
- 9 Ibid., pp. 241 and 244.
- 10 Ibid., p. 263.
- 11 Ibid., pp. 270-71.
- 12 Ibid., pp. 278-82.
- 13 Ibid., pp. 283-86.

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- 14 Ibid., pp. 289-95.
- 15 Ibid., pp. 313-17.
- 16 Ibid., pp. 307 and 320.
- 17 Ibid., pp. 327-33.
- 18 Ibid., pp. 339-46.
- 19 Robert H. Ferrell, ed., Off the Record: The Private Papers of Harry S. Truman (New York: Harper and Row, 1980), pp. 18-19; Merle Miller, Plain Speaking: An Oral Biography of Harry S Truman (New York: Berkley Publishing Corp., 1974), p. 209.
- 20 Robert H. Ferrell, ed., Dear Bess: The Letters from Harry to Bess Truman, 1910-1959 (New York: W.W. Norton and Co., 1983), p. 517.
- 21 Miller, Plain Speaking, p. 242.
- 22 John D. McDermott and Erwin N. Thompson, "Westminster College Gymnasium," 1968, "The National Survey of Historic Sites and Buildings [National Historic Landmarks Program], National Park Service, Washington, DC.
- 23 Ferrell, Off the Record, illustration following p. 208 is a photo showing Truman and Churchill aboard U.S. Car No. 1 on the way to Fulton, MO.
- 24 Ferrell, Off the Record, pp. 209 and 253; "The Gold Coast Railroad Museum"; Jim Bishop, FDR's Last Year: April 1944--April 1945 (New York: William Morrow and Co., 1974), p.40
- 25 Ferrell, Off the Record, p. 256.
- 26 Ibid., pp. 149-50.
- 27 "The Gold Coast Railroad Museum."
- 28 Ferrell, Off the Record, p. 278.

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29 Ibid., p. 288.

30 "The Gold Coast Railroad Museum".

31 Ibid.

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