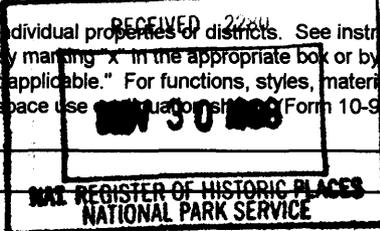


1560

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheet (Form 10-900a). Type all entries.



1. Name of Property

historic name The Superb
other names/site number Los Angeles; Pope Pius XI; Business Car 101; Business Car 301.

2. Location

street & number 3595 South Old Peachtree Road (Southeastern Railway Museum)
city, town Duluth (n/a) **vicinity of**
county Gwinnett **code** GA 135
state Georgia **code** GA **zip code** 30096

(n/a) not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property:

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:

Contributing

Noncontributing

buildings	0	0
sites	0	0
structures	1	0
objects	0	0
total	1	0

Contributing resources previously listed in the National Register: n/a

Name of previous listing: n/a

Name of related multiple property listing: n/a

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. () See continuation sheet.

Mark R. Edwards
Signature of certifying official

11-20-98
Date

Mark R. Edwards
State Historic Preservation Officer

In my opinion, the property () meets () does not meet the National Register criteria. () See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

Malcolm W. ... 3/9/99

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

for _____
Keeper of the National Register

Date

6. Function or Use

Historic Functions:

TRANSPORTATION/rail-related

Current Functions:

RECREATION AND CULTURE/museum

7. Description

Architectural Classification:

n/a

Materials:

foundation	n/a
walls	steel sheathing
roof	steel
other	concrete

Description of present and historic physical appearance:

The Superb is located within Building One of the Southeastern Railway Museum in Duluth, Georgia. The Superb, constructed in 1911, is a Pullman-built "Private Car" in the classification generally known as a "heavyweight" rail car. Pullman assigned cars a plan number based on the original construction blueprints, and a lot number indicating that a particular car was part of a group of cars built to a specific plan. The Superb's plan number, 2503, indicates that it functioned as a private car, and its lot number, 3847, indicates that it was one of two private cars built in 1911. The Superb is 73' 6" in length, 9' 9" in width, 11' 2.5" in height, and weighs 165,500 pounds.

The Superb has two six-wheel trucks, each of which includes three axles and six wheels. Modern rail cars generally utilize trucks with two-axles with four wheels. The floor is constructed of a 3/4" concrete mixture poured over galvanized wire mesh. This type of floor dampened noise, added stability, and eliminated the fire and health hazards associated with wood floors. The car is constructed with a riveted carbon steel body frame supported by a steel under frame. The top of the car features a raised clerestory with windows. Clerestory roofs were a weak construction method but the railroad company preferred style over strength. The roof is painted black and the sides are painted "Pullman Green." The word "Private" is located on the outside of each end door and on the outside of the door between the vestibule post at the kitchen end.

The interior floor plan and materials have remained mostly intact since its construction (see National Register Map/Floor Plan). The car consists of a lounge/dining area, bedroom compartments, a kitchen/pantry, and a porter's compartment. The observation room at the rear of the car is entered through an observation platform with railings and gates. The room contains lounge chairs, a sofa bed, and several writing tables. A dining table was originally located in this room but has been

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Section 7--Description

removed. A hallway extends down the right-hand side of the car (from rear to forward) to the door at the forward end of the car. Doors on the left-hand side of the hallway enter into adjoining private rooms. There is a total of five private rooms varying in size. All the rooms contain beds, hoppers (toilets), washstands, and medicine cabinets. The porter's compartment is located toward the front of the car. The forward section of the car originally contained the pantry, kitchen with coal stove, refrigerator, and coal box. The coal stove and coal box have been removed. A total of 10 passengers could travel in one car.

Like all railroad cars, The Superb was more or less constantly in motion. It had no permanent home as it traveled around the country. In recent years, it was parked on an outdoor siding at the interim location of the Southeastern Railway Museum in Gwinnett County, Georgia. Recently, the museum moved a short distance to larger and more permanent quarters. The Superb is now housed on tracks in a large protective building. The car itself is unchanged as a result of the move.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

TRANSPORTATION
ENGINEERING
POLITICS/GOVERNMENT

Period of Significance:

1911 to 1923

Significant Dates:

1911 Superb constructed.
1923 Superb carried President Warren G. Harding's casket from San Francisco, CA. to Washington, D.C., and subsequently to Marion, OH. for burial.

Significant Person(s):

President Warren G. Harding

Cultural Affiliation:

n/a

Architect(s)/Builder(s):

Pullman Company/builder

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Continuation Sheet

Section 8--Statement of Significance

Narrative statement of significance (areas of significance)

The Superb is a "heavyweight" railroad car built by the Pullman-Standard Car Manufacturing Company and used as a private railroad car from 1911 until 1969. The car is significant in the areas of transportation, engineering, and politics/government for its association to the Pullman-Standard Car Manufacturing Company, for its innovative all-steel construction and design, and for its use to transport President Warren G. Harding (b.1865-d.1923).

At the beginning of the production of railroad passenger cars, they were constructed of wood and modeled after stage coaches and carriage designs. Steel was introduced to the wood frames during the mid-1890s; however, the use of steel was slow to develop within the railroad passenger car industry. During the early 20th century, companies slowly made the transition from using wood and steel to exclusively using steel. In 1912, one year after the Superb was built, about 90% of the railroad passenger cars were still wood. By 1915, that figure was 77% and by 1920 the figure dropped to 60%. By the mid-1930s, the figure was around 6%. Companies turned to steel for reasons of economy, availability of materials, advances in technology, safety, strength, and to the meet a growing public demand for iron or steel cars. The Superb is a rare early example of the all-steel railroad passenger car.

The Pullman-Standard Car Manufacturing Company was founded in 1859 and was considered one of the first manufactures of railroad passenger cars. Other companies that entered the railroad passenger car market included St. Louis Car Company in 1887, American Car and Foundry in 1899, and Bethlehem Street in 1904. The Pullman-Standard Car Manufacturing Company dominated the railroad car industry. A Pullman facts booklet published about 1930 noted that in 1929 Pullman, Inc. and its subsidiaries built 73% of all railroad passenger cars used in the United States. Twenty-five years later, a company publication, *The Carbuilder*, stated that Pullman was the world's largest manufacturer of railroad passenger and freight cars.

The Pullman-Standard Car Manufacturing Company built the Pullman "heavyweights" from 1907 to 1931 and the cars were characterized by their riveted carbon steel body, six-wheel trucks, clerestory roof, steel fishbelly-shaped under frame, and concrete floor. The "heavyweights" marked the transition from wooden or wooden-and-steel railroad passenger cars to all-steel railroad passenger cars. The "heavyweight" design was a significant improvement over the previous design with less noise, added stability, and increased safety. The "heavyweight" railroad cars, such as the Superb, provided luxurious quarters for railroad officials, heads of corporations, government officials, and the rich and famous for publicity, touring, campaigning, business and other purposes. The Superb is an early, excellent, and rare example of a private-type "heavyweight" rail car.

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Section 8--Statement of Significance

The Superb is also significant as the second oldest "heavyweight" built by the Pullman-Standard Car Manufacturing Company still in existence retaining its original configuration. In 1910, one year before the construction of the Superb, the Pullman-Standard Car Manufacturing Company built two "heavyweights": The National and Federal. The Pullman-Standard Car Manufacturing Company scrapped the National in 1953 and sold the Federal to the Delaware & Lackawanna Railroad in 1933. Currently, the Federal is privately owned and undergoing restoration. The Superb's "sister" car, the Ideal, was built the same year as the Superb. The Ideal was sold to the Monroe Auto Equipment Company in 1945 and the condition or location of the railroad car is not known.

The Superb has national significance for its association to President Warren G. Harding. During the presidency of Warren G. Harding, the 29th President of the United States (1921-1923), the President and his wife traveled from Washington, D.C. to Tacoma, Washington in 1923 on a two-month transcontinental speaking tour Harding called "Voyage of Understanding." The Presidential party of 65 people occupied a ten-car Presidential Special of Pullman cars, the last of which was the Superb. The Superb was occupied by Harding and his wife. Towards the end of the trip, Harding became ill and died suddenly in San Francisco, California. The Superb's function changed from railroad passenger car to funeral car as the body of the President was carried from San Francisco back to Washington, D.C. Following a funeral service in Washington, D.C., the President's casket was placed back onto the Superb for its travel to its final destination, Marion, Ohio. The Superb is one of the last remaining Pullman cars that was used to transport the casket of a "sitting" president. (The Pullman-built Conneaut was used to transport the casket of Franklin D. Roosevelt in 1945; however, the car has most likely been scrapped since it can not be located.)

National Register Criteria

The Superb is eligible under National Register Criteria A and C for its association to significant transportation and engineering advancements and under National Register Criterion B for its association to Warren G. Harding, the 29th President of the United States.

Criteria Considerations (if applicable)

n/a

Period of significance (justification)

The period of significance begins in 1911, the date of construction of the Superb. The period of significance ends in 1923, the year President Harding traveled on the car during his "Voyage of Understanding." During that same year, the Superb functioned as the funeral car that transported

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Section 8--Statement of Significance

President's Hardings coffin from San Francisco, California to Washington D.C. then to Marion, Ohio for burial.

Contributing/Noncontributing Resources (explanation, if necessary)

The one contributing resource is the Superb.

Developmental history/historic context (if appropriate)

****Note: The following history was prepared by Malcolm Campbell, "Superb," Historic Preservation Information Form, December 1, 1994. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.**

Railway passenger cars built in the United States between 1830 and 1910 evolved from stage coach and carriage designs. Though the high point of wood car development occurred in the 1890s, the evolution to metal cars was slow. By the mid-1890s, car manufacturers had increased the iron reinforcement in wood cars; this practice was known as composite construction.

Though there was experimentation as early as 1845, metal freight and railroad passenger cars were generally introduced between 1902 and 1910. Railroad passenger cars--including coaches, sleepers, and private cars such as the Superb--produced until the 1930s borrowed heavily from the most successful of wooden designs and were called "Standard" or "Heavyweight" cars. These cars were so durable that many were still in mainline service during the 1950s and 1960s.

Slowly, the industry turned to steel for reasons of economy, availability of materials, advances in technology, safety, strength, and to meet a growing public demand for iron or steel cars. In 1912, about 90% of the railroad passenger cars were wooden. By 1915, that figure was 77% and by 1920, 60%. But, after the automobile age and the Depression took their toll, only 6% of railroad passenger cars in 1935 were wood, though some survived in mainline service into the 1950s.

The term "heavyweight" applies to the general construction of railroad passenger cars by multiple car manufacturers primarily between 1907 and 1931. Such cars included day coaches, sleepers, parlor cars, dining cars, and private cars. Coaches comprise the largest group of cars, followed by sleepers. In 1930, there were only 884 private cars at a time when there were 63,900 railroad passenger cars in service. Of this total, 10,400 cars were of composite construction, 29,000 were heavyweights, and 15,100 were the older wooden cars that were still in service. Following on traditions that began in the days of the wooden car, heavyweight private cars were intended for use only by the captains of industry, government officials and dignitaries; many private cars were designated as office cars and served primarily for the transportation of railroad officials.

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Section 8--Statement of Significance

By the 1930s, the car manufacturers' solution was the production of coaches generally known as the "Lightweights." These coaches, some of which were streamlined in appearance, utilized improved methods of fabrication, and materials such as stainless steel, aluminum, and a new steel alloy known as Cor-Ten. "Lightweights" featured arched roofs, side-panel trusses, and four-wheel trucks. Redesign of the trucks alone reduced car weights by six tons. The average weight of the new coaches was 50 tons as opposed to the 80-ton average for "heavyweights."

Due to rising manufacturing costs, a decreasing number of passenger trains, and the railroads' investment in their durable old "heavyweights," "lightweights" did not truly come into their own until the dawn of Amtrak.

Warren G. Harding, the 29th President of the United States (1921-23), traveled from Washington, D.C. to Tacoma, Washington aboard the Superb, a "heavyweight" on a planned 15,057-mile, two-month "Voyage of Understanding" beginning June 20, 1923. "Feeling weighed down by the pressures of office, he had decided it was time to reestablish contact with the people of the nation" (Trani, pg. 172). While the planned trip (if it had been completed) would have been 20 miles shorter than a trip taken by President Taft in 1911, it was billed as the longest continuous trip ever taken by a U. S. President. President Harding became ill during the trip and died in San Francisco on August 2, 1923. The Superb carried the President's coffin to Washington, D. C. for the state funeral and then to Marion, Ohio, for burial.

The Presidential party of 65 people occupied a 10-car Presidential Special of Pullman cars, the last of which was the Superb. The Superb was occupied by the President and Mrs. Harding; in addition to kitchen facilities, a bathroom with a shower, and separate bedrooms, the observation lounge gave them a "comfortable room" at the end of the car to serve as a parlor room and dining area. Prior to the trip, the Pullman Company modified the Superb at its Wilmington, Delaware, shops, outfitting the car with a transmitter for broadcasting. This was the first nation-wide broadcast of Presidential speeches and the first time a car of this type was fitted with wireless equipment. President Harding's voice would also be amplified by "voice magnifiers" so that he could be heard by the large crowds expected at each whistle stop.

Stops en route to Tacoma, Washington, included Martinsburg, West Virginia, St. Louis, Denver, Salt Lake City, Helena and Butte, Montana, Pocatello, Idaho, and Spokane, Washington. Harding's prepared speeches and impromptu remarks focused on the proposed World Court, the need for enforcement of prohibition, transportation, farm policy, land reclamation, and "normalcy as Harding viewed it" (Trani, p.174). Confined between stops to the "plush and burlled-walnut elegance of the Superb, he grew restless, never remaining long in his seat but moving from side to side and peering through the windows at the now-browning landscape. Above all he wanted to play bridge, and when

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Section 8--Statement of Significance

not at the bridge table he wanted to talk" (Russell, p.574). President Harding traveled to Alaska via ship where he dedicated the recently completed Alaska Central Railroad.

After returning to Seattle, the President gave several prepared speeches but appeared tired and unwell. Complaining of cramps and indigestion, he returned to the Superb and went to bed. The initial diagnosis was food poisoning. A planned stop at Portland was canceled and the train continued south without stopping, reaching San Francisco on July 29. Over the protests of his doctors Harding rejected a wheel chair and "walked from the Superb to the limousine at the curb outside the station. . . There were no cheers. Reporters noted that the President looked old and worn. A chance news photograph--that would turn out to be his last--snapped in the early morning light shows an aging, flabby-faced man with slack chin and puffy eyes, forcing himself into a half-smile as he squints into the sunshine" (Russell, p.590). President Harding suffered a relapse that evening and died on Thursday, August 2. Cause of death is variously listed as cerebral hemorrhage and/or cardiac difficulties complicated by pneumonia.

"A nation grieved as the [Presidential] Special, now a funeral train, returned to Washington over SP, UP, C&NW, and B&O rails, bearing the flag-draped casket of Warren Gamaliel Harding in the car Superb" (Morgan, p.33). Francis Russell, in *The Shadow of Blooming Grove*, describes the departure from San Francisco as follows:

At seven-fifteen, in the cool but still-bright evening, the funeral train moved out of the Southern Pacific Station, its eight-wheeled mogul locomotive twined with strips of black and white bunting. The awning and rail of the Superb's platform had been hung with crepe. Through the open rear door the blue field and the stars of the flag covering the coffin were visible, and--less distinctly--two soldiers, a sailor and a Marine standing at parade rest at each corner of the bier with their rifles. At the clanging of the brass engine bell, those clustered in the station sang Harding's favorite hymn, "Lead, Kindly Light."

The funeral train was viewed (and delayed) by millions of citizens on its trip east and arrived at Union Station in Washington, D.C. on August 7th, nine hours late. Harding lay in state in the East Room of the White House. After a brief service in the East Room the next morning, Harding's coffin was placed on a horse-drawn caisson in the funeral cortege which moved down Pennsylvania Avenue to the Capitol for the state funeral. That evening, the coffin was placed back on board the Superb for the final journey to Marion, Ohio, where Harding would be buried.

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Section 8--Statement of Significance

The car continued to serve as a passenger car until 1969. The Superb was briefly renamed Pope Pius XI during its participation in the Cardinals Train in 1926. The car transported cardinals, bishops, and priests from New York to Chicago for the 28th International Eucharistic Congress. The car was leased by Pullman to the Charleston & Western Carolina Railroad in 1928. The car finished its service as a business car transporting managers and company officials. Ownership of the car changed hands several times from 1944 until it was donated to the Southeastern Railway Museum in 1969.

9. Major Bibliographic References

Architectural Plans:

Original Floor Plan, ACL Office Car 301, Atlantic Coast Line, Wilmington, North Carolina, May 23, 1957, updated on November 17, 1959, and June 6, 1967.

Superb Floor Plan, Newberry Library Pullman Archives, Chicago, Illinois.

Interviews:

The following interviews were conducted in an attempt to determine the disposition of the Pullman Conneaut, the car which carried Franklin D. Roosevelt's coffin in 1945.

Alford, Bill, James Strates Shows, Inc., Orlando, Florida. Telephone interview by Malcolm R. Campbell, September 6, 1994. Alford states that while one Pullman reference indicates Strates Shows once purchased the Conneaut, no such information exists in company records. If the company ever had the car, the name and other identifying markings were probably removed prior to purchase.

Boldrick, Sam, Gold Coast Museum (volunteer), Miami, Florida. Telephone interview by Malcolm R. Campbell, September 6, 1994. States that he has never found any information verifying the final disposition of the Conneaut.

Clark, Stanley M. Owner, Champagne Railroad, Bath, New York. Telephone interview by Malcolm R. Campbell, September 7, 1994. Clark states that cars recently purchased from James Strates Shows have been "guttled" for circus use and, if one of them were the Conneaut, it would be completely altered and wholly unrecognizable.

Lewis, Bob, Station Agent and Head of Security, Gold Coast Museum, Miami, Florida. Telephone interview by Malcolm R. Campbell, September 6, 1994. States that the museum's best information is that the Conneaut was scrapped many years ago.

MacLean, John, Volunteer, Gold Coast Museum, Miami, Florida, Telephone interview by Malcolm R. Campbell, September 7, 1994. Concurs with Bob Lewis about the Conneaut's disposition.

Wulich, Roy J, II, Santa Clara, California, Telephone interview by Malcolm R. Campbell, November 8, 1995. Mr. Wulich is the current owner of the Anthracite (previously the Federal).

Newspapers and Periodicals:

"Last Snapshot of President Harding," The New York Times, August 4, 1923, p. 1.

"Pullman Car," The New York Times, June 2, 1923, p. 13.

Morgan, David P., "President Harding Goes Back Home," Trains, September, 1982, p. 20.

"Train Etiquette," The New York Times, June 17, 1923, Section VIII, p. 9.

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Section 9--Major Bibliographic References

Morgan, David P., "White Flags for a Late President," Trains, July, 1962, p. 32.

Specifications:

"Engineer's Descriptive Report for Two (2) Steel Private Cars," Lot 3847, March 7, 1911, Pullman Company Manufacturing.

"Electrical & Air Conditioning Equipment," (Form), Car 301, June 1, 1966, Emerson Shops, Atlantic Coast Line Railroad Company.

Books:

Barger, Ralph L., "A Century of Pullman Cars," Volume One - Alphabetical List, Greenberg Publishing Company, Inc., Sykesville, Maryland, 1988.

Cottrill, Dale E., "The Conciliator," Dorrance & Company, Philadelphia, 1969.

Kratville, William, "Passenger Car Catalog: Pullman Operated Equipment 1912 - 1949," Kratville Publishing, Omaha, Nebraska, 1968.

Murray, Robert K., "The Harding Era - Warren G. Harding and His Administration," University of Minnesota Press, Minneapolis, 1969.

Russell, Francis, "The Shadow of Blooming Grove - Warren G. Harding and His Times," McGraw-Hill Book Company, New York, 1968.

Sinclair, Andrew, "The Available Man - The Life Behind the Masks of Warren Gamaliel Harding," MacMillan, New York, 1965.

Trani, Eugene P. and Wilson, David, L., "The Presidency of Warren G. Harding," The Regents Press of Kansas, Lawrence, 1977.

Wayner, Robert J., ed., "Car Names and Consists," Robert J. Wayner, New York, 1963.

Wayner, Robert J., "The Complete Roster of Heavyweight Pullman Cars," Wayner Publications, New York, 1985.

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Section 9--Major Bibliographic References

Wayner, Robert J., "Passenger Train Consists, 1923 - 1973," Wayner Publications, New York, No date.

White, John H., Jr., "The American Railroad Passenger Car," The Johns Hopkins University Press, Baltimore, 1978.

Letters:

Hawthorne, J.W., Assistant Vice President - Equipment, Seaboard Coast Line Railroad Company, to Atlanta Chapter, NRHS, January 31, 1969, stating that the railroad has agreed to donate Office Car 301 to the chapter. (See Exhibit 6 - Seaboard Coast Line letters.)

Keith, A. R., Master Mechanic, Seaboard Coast Line Railroad Company, to Atlanta Chapter, NRHS, March 18, 1969, stating that Office Car 301 has been moved to Atlanta.

Wulich, Roy J, II, Faxed information, including draft of an article "History of the PV Anthracite," sent November 8, 1994. Details the history of the oldest heavyweight private car, previously named the Federal, including details of the car's modifications.

Previous documentation on file (NPS): (x) N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- preliminary determination of individual listing (36 CFR 67) has been issued
date issued:
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

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**National Register of Historic Places
Continuation Sheet**

Section 9--Major Bibliographic References

Primary location of additional data:

- State historic preservation office**
- Other State Agency**
- Federal agency**
- Local government**
- University**
- Other, Specify Repository:**

Georgia Historic Resources Survey Number (if assigned): n/a

10. Geographical Data

Acreeage of Property Less than one acre.

UTM References

A) Zone 16 Easting 762750 Northing 3764350

Verbal Boundary Description

The National Register location for the Superb is indicated on the attached U.S.G.S. Topographic map.

Boundary Justification

The National Register boundary includes the Superb railroad car itself within the Southeast Railway Museum.

11. Form Prepared By

State Historic Preservation Office

name/title Amy Pallante/National Register Specialist
organization Historic Preservation Division, Georgia Department of Natural Resources
street & number 500 The Healey Building, 57 Forsyth Street
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** November 1998

Consulting Services/Technical Assistance (if applicable) () not applicable

name/title Malcolm R. Campbell/ Manager-Restoration and Preservation Department
organization Atlanta Chapter, National Railway Historical Society
street and number 3595 South Old Peachtree Road, P.O. Box 1276
city or town Duluth **state** GA. **zip code** 30096
telephone (770) 476-2013

() **consultant**
() **regional development center preservation planner**
(x) **other: historical society**

(HPD form version 02-24-97)

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National Park Service

National Register of Historic Places
Continuation Sheet

Photographs

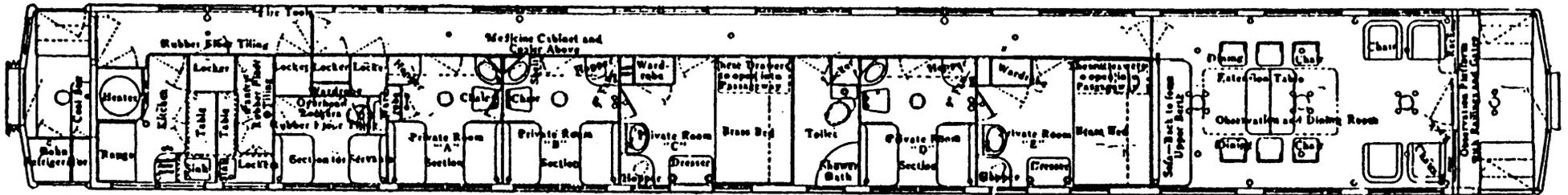
Name of Property:	Superb
City or Vicinity:	Duluth
County:	Gwinnett
State:	Georgia
Photographer:	James R. Lockhart
Negative Filed:	Georgia Department of Natural Resources
Date Photographed:	March 1997

Description of Photograph(s):

****Note:** Since the photographs were taken, the Southeastern Railway Museum moved its museum site and the Superb is now located on a track inside one of the museum buildings. The car is unchanged since the time when it was photographed.

- 1 of 9 View of the Superb; photographer facing west.
- 2 of 9 View of the Superb; photographer facing west.
- 3 of 9 View of the Superb; photographer facing east.
- 4 of 9 View of observation platform; photographer facing east.
- 5 of 9 View of the observation and dining room; photographer facing west.
- 6 of 9 View of interior hallway; photographer facing west.
- 7 of 9 View private room with brass bed.
- 8 of 9 View of private room containing a three sections.
- 9 of 9 Detail view of bed and wardrobe.

**SUPERB
(NAC)**



Capacity—Two private rooms with brass beds, three private rooms, each containing lower and upper berth, and one sofa bed with upper above, providing separate accommodations for ten persons. Observation dining-room, 15 feet 10 inches.

NATIONAL REGISTER MAP/SITE PLAN
Superb
 Duluth, Gwinnett County, Georgia
 Scale: Not to scale

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Continuation Sheet

Supplemental Information
The Superb, Gwinnett County, Georgia

The site of the Southern Railway Museum in Duluth, Gwinnett County is a railyard. The railyard encompasses three metal gable-front buildings featuring oversized entrances, a metal gable-front shed, and a railyard with spurs leading into and connecting the buildings and shed (see National Register Map/Supplemental photos 2, 3, and 5). The railyard is connected to the main line, the Norfolk Southern Railroad, by a spur located at the southern end of the railyard (see photo 1).

The railyard complex, originally known as the Atlanta Railcar Services, was constructed during the early 1960s by the Finnegan family, a local Duluth family, to function as a railroad repair shop. The three large metal buildings were constructed with large doors to allow for railroad cars on the railroad tracks to be rolled in and out of the buildings. The Finnigans have been associated with the railroad car repair industry in the Atlanta area since the late 19th century. During the late 1800s, the Atlanta Railcar Services complex was located near the Five Points area of downtown Atlanta. The company began by specializing in the repair of railroad boilers and then expanded to include the repair of railroad cars.

The interior plan of the buildings consists of two lines of railroad tracks running through the buildings (see photos 4 and 8). Railroad cars, including The Superb, are situated on the railroad tracks and can be moved in and out of the buildings (see photos 6 and 7). According to the Southeastern Railway Museum, all the railroad cars at the complex are able to move in and out of the buildings along the railroad tracks for either repair or display within the railyard or other locations. For example, The Superb is rolled out of Building Two, its current location, and pulled on the main railroad line from Duluth to Marion, Ohio for display at President Harding's Home.

The overall setting of the complex is of a railyard with a system of railroad tracks, spurs, and rail-related utilitarian buildings adjacent to the main line. The complex contains approximately 90 railroad cars that are located on tracks within the metal buildings and on tracks running through the railyard.

for Richard Coover

W. Ray Luce, Deputy State Historic Preservation Officer

2-23-99

Date

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

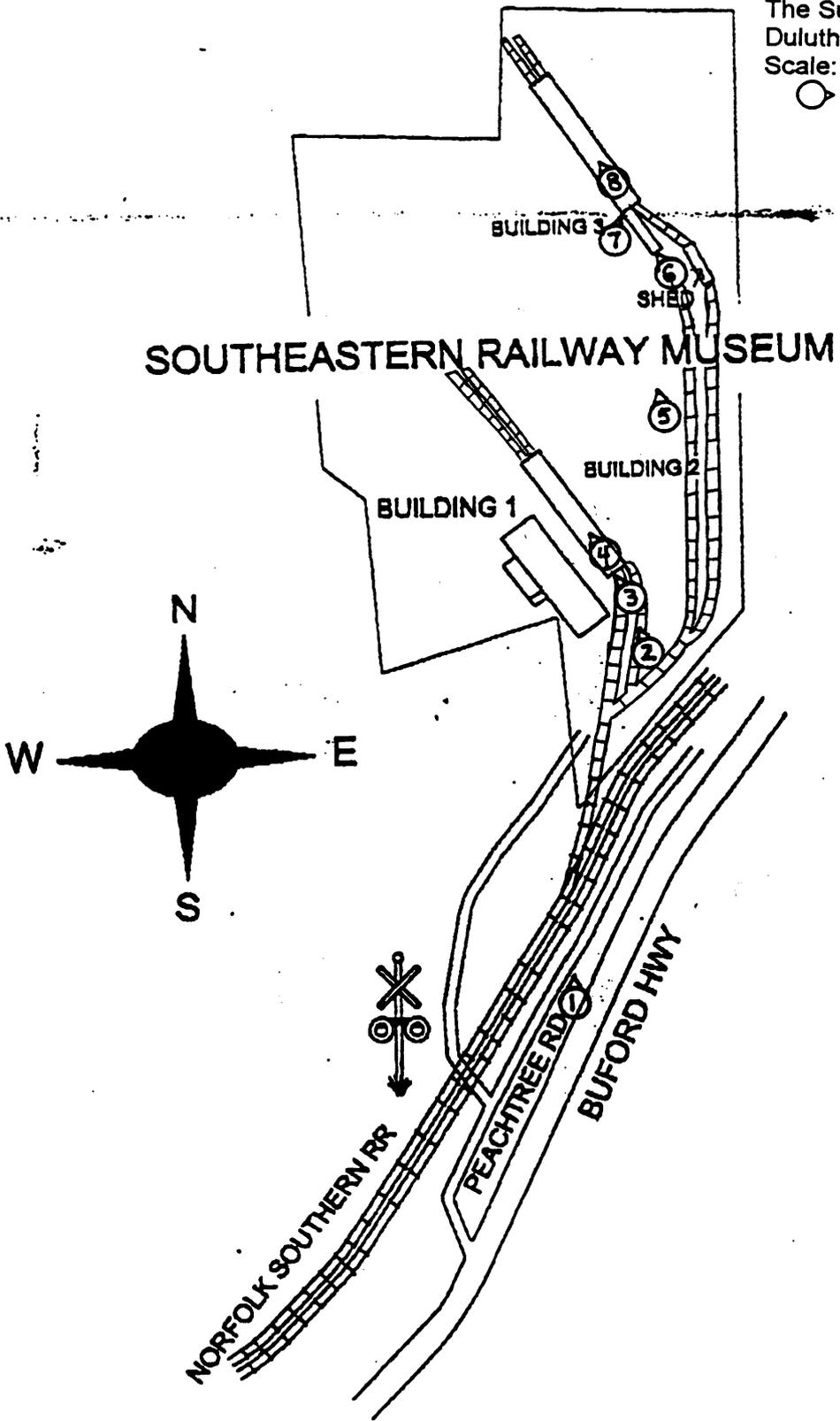
Supplemental Photographs
The Superb, Gwinnett County, Georgia

Name of Property: The Superb
City or Vicinity: Duluth
County: Gwinnett
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: February 3, 1999

Description of Photograph(s):

- 1 of 8 View of the main railroad line, Norfolk Southern Railroad, and spur leading into the railyard; photographer looking north.
- 2 of 8 View of railyard with cars located on tracks and Buildings 1 and 2; photographer looking northwest.
- 3 of 8 View of railyard with cars located on tracks positioned in front of Building 2; photographer looking northwest.
- 4 of 8 View of the interior of Building 2 with two lines of tracks with cars running the length of the building. The rear doors at the end of the building are open; photographer looking northwest.
- 5 of 8 View of the rear of the railyard with Building 3, a repair shed, and cars situated on tracks; photographer looking north.
- 6 of 8 Detail view of a steam engine on a track under a shed which is connected to Building 3; photographer looking northwest.
- 7 of 8 Detail view of an engine located on a track at the entrance of Building 3; photographer looking north.
- 8 of 8 View of two rows of cars on tracks inside Building 3; photographer looking northwest.

NATIONAL REGISTER MAP/SUPPLEMENTAL
The Superb (Southeastern Railway Museum)
Duluth, Gwinnett County, Georgia
Scale: Not to scale
○ = Photo number and direction



The Superb (Southeastern Railway Museum)
Duluth, Gwinnett County, Georgia