

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name The Denver and Rio Grande Western Railroad Business Car No. 101
other names/site number The Abraham Lincoln

2. Location

street & number Bruce and Lee Roads not for publication
city, town Othello vicinity
state Washington code WA county Adams code 001 zip code 99344

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input checked="" type="checkbox"/> object	<u>1</u>	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

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 request for determination of eligibility 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 does not meet the National Register criteria. See continuation sheet.

Carol E. Shon May 4, 1988
Signature of certifying official Date
Washington State Office of Archaeology & Historic Preservation
State or Federal agency and bureau

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 and bureau

5. National Park Service Certification

I hereby certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Alana Byers 6/16/88
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Rail-related

Current Functions (enter categories from instructions)

Transportation: Rail-related

7. Description

Architectural Classification

(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation N/Awalls steel

roof steelother N/A

Describe present and historic physical appearance.

The Denver and Rio Grande Western Railroad Business Car No. 101 is a former Pullman coach, built in 1910 and rebuilt by the railroad in 1929 to serve as a luxury executive railroad car. The car features a heavyweight, all steel superstructure and underframe, and measures 78' 5" in overall length (with an interior length of 67' 11"), 9' 8" in overall width (with an interior width of 8' 7 3/8"), and 13' 11" in height. The car weights about 179,400 light weight pounds. The car has three axle, six-wheel trucks (added in 1929) with a standard gauge of 4' 8 1/2" and Westinghouse air brakes. Couplers are at either end.

The coach had an original seating capacity of 84 and featured 40 windows arranged in 20 pairs (ten on each side of the car). At either end of the car were round headed windows and enclosed vestibules with entry doors. The clerestory had a slightly rounded profile and clerestory windows corresponding with each of the windows below. The original interior was detailed in the Mission Style and included two bathrooms and electric lights. In 1924, the car was painted with a black roof and Pullman green body and the interior public water glass was replaced by a Dixie paper cup dispenser.

In 1929, the car was rebuilt into a rolling suite for executives of the railroad. Trucks were changed from two to three axle, six-wheel units. Four of the windows were combined into two larger windows, and four were removed completely. The vestibule was converted into an open platform at the "B" end. Water tanks, diesel tanks, waste tanks, batteries, and generators were mounted below, and coal stove and boiler exhaust vents were added to the roofline.

More dramatic were the changes to the interior, which was completely redesigned to accommodate the needs of the president. The new interior contains two bedroom suites with built-in beds and drawers; bathrooms with tile and metal fixtures; a dining room with a table that seats eight and a built-in china cabinet; a parlor by the observation deck; a secretary's office; servants' quarters with sleeping berths; and a kitchen with nickel-coated copper finishes. A passageway runs the length of the left side of the car. Satin walnut panelling is used throughout, the ceiling is beamed, and much of the furnishings are made of walnut.

In 1937, further changes were made to update the appearance of the car. The clerestory profile was rounded and the clerestory windows were covered with steel (in an attempt to create a Moderne, streamlined image). At the same time, the car was air conditioned, two ice buckets were added to the underside of the car, and a raised hatch was added to the roof. On the interior, the dining room ceiling was lowered, the kitchen was sheathed in stainless steel (although the nickel-plated counter tops remain), individual toilets were removed, and stateroom "A" was rotated. These changes were undertaken to enhance the suitability of the car for railroad executives.

See continuation sheet

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National Park Service**

National Register of Historic Places Continuation Sheet

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Between 1950 and 1980 minor alterations were made; original lighting was replaced, room sinks were removed, and some furnishings were replaced. Since 1984, rehabilitation has restored a part of the clerestory windows, two of the enlarged windows were reduced to original size, and modern lights were removed. In addition to the walnut paneling and beams, surviving historic interior furnishings include the glass topped desk and sofa bed in the observation parlor; the fold-down berth and sink in the secretary's room; built-in beds and drawers in the two staterooms; intricate tile work in the bathroom; and a built-in china cabinet and original table and chairs in the elegant dining room.

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) A B C D E F G

Areas of Significance (enter categories from instructions)

Engineering

Period of Significance

1910-1937

Significant Dates

1910, 1929

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Pullman Company
Denver & Rio Grande Western Railroad

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Built as a passenger coach in 1910 by the Pullman Company and rebuilt in 1929 to serve as the private car of the railroad president, the Denver and Rio Grande Western Railroad Business Car No. 101 is a rare surviving example of the private railroad cars of the early 20th century and one of the oldest operable Pullman cars in the country. The car is distinguished by an exterior that reflects state-of-the-art technology from the period and an elegant interior with walnut paneling, beam ceilings, built-in furniture, two state-rooms, an office, an observation deck and parlor, a dining room with walnut cabinetwork and furnishings, a complete kitchen, and servants' quarters.

Pullman, the world's leading manufacturer of railroad cars, underwent significant technological changes in 1910, the year the nominated car was built. Almost overnight, the company switched from production of 60 foot, varnished wood cars to production of 80 foot cars built of riveted steel. Electricity replaced gas lighting and fabricated wood and steel trucks were replaced by massive structural steel units. On the interior, heavy, dark Victorian appointments (complete with wood carvings and tapestry fabrics) were replaced by designs of simpler elegance with clear woods, straight moldings, and light accents of polished bronze hardware (except in bathrooms and kitchens, where the firm introduced nickel-plated brass fixtures).

In the spring of that year, anticipating the opening of its new Western Pacific Railway (the latest transcontinental route to the Pacific), the Denver and Rio Grande Railroad ordered 51 of Pullman's new steel passenger cars. Car No. 845 (which was renumbered by the railroad as Car No. 926) was completed in the fall of 1910 at a cost of over \$13,000. The car reflected many of the changes at Pullman. The coach was nearly 80 feet long, with room for 84 passengers, and was both luxurious and conservative with Mission Style paneled walls and beamed ceilings.

Car No. 926 was part of a fleet that remained the premiere passenger equipment on the Denver and Rio Grande line through the boom period of the late 1920s. In 1929, No. 926 was one of two coaches (then 19 years old) selected for conversion into railroad office cars at the railroad shops near Denver. Car No. 926 emerged that year as Business Car No. 101, a rebuilt luxurious executive suite for the president of the company. The car was given a streamlined appearance, placed on modern six-wheel trucks, and equipped with two state-rooms, an office, bathrooms, a dining room, servants' quarters, a kitchen, and an observation parlor and deck. The interior was finished with walnut paneling and ceiling beams as

See continuation sheet

9. Major Bibliographical References

Ellis, Hamilton. Pictorial Encyclopedia of Railways, Crown, New York, 1968.
Lucius, Walter, ed. 100 Years of Railroad Cars, Simmons-Boardman, New York, 1958.
Car Builders Cyclopedia of American Practice, Simmons-Boardman, New York, 1957.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- 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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property less than one
Quadrangle Name: Bruce Quadrangle Scale: 1:24,000

UTM References

A 1 1 3 4 3 6 8 0 5 1 8 9 0 3 0
 Zone Easting Northing

C _____

B _____
 Zone Easting Northing

D _____

See continuation sheet

Verbal Boundary Description

The Denver and Rio Grande Western Railroad Business Car No. 101 is located in Othello, Washington and is legally described thusly. To reach point of beginning, proceed west from southwest corner of the intersection of Bruce Road and Lee Road approximately 800 feet, proceed south along drive approximately 400 feet, proceed west to railroad trackage approximately 150 feet to point of beginning. From point of beginning, proceed southerly along east side of tracks 80 feet and proceed northerly along west side of tracks to point of beginning, all in the NE¹/₄ of the NE¹/₄ of Sec. 33, Township 16N, Range 30, Adams County, Washington.

See continuation sheet

Boundary Justification

The nominated property includes only the railroad car.

See continuation sheet

11. Form Prepared By

name/title Curt Andrews, edited by Leonard Garfield
 organization _____ date August 1987
 street & number P.O. Box P telephone 509/488-3060
 city or town Othello state Washington zip code 99344

United States Department of the Interior
National Park Service

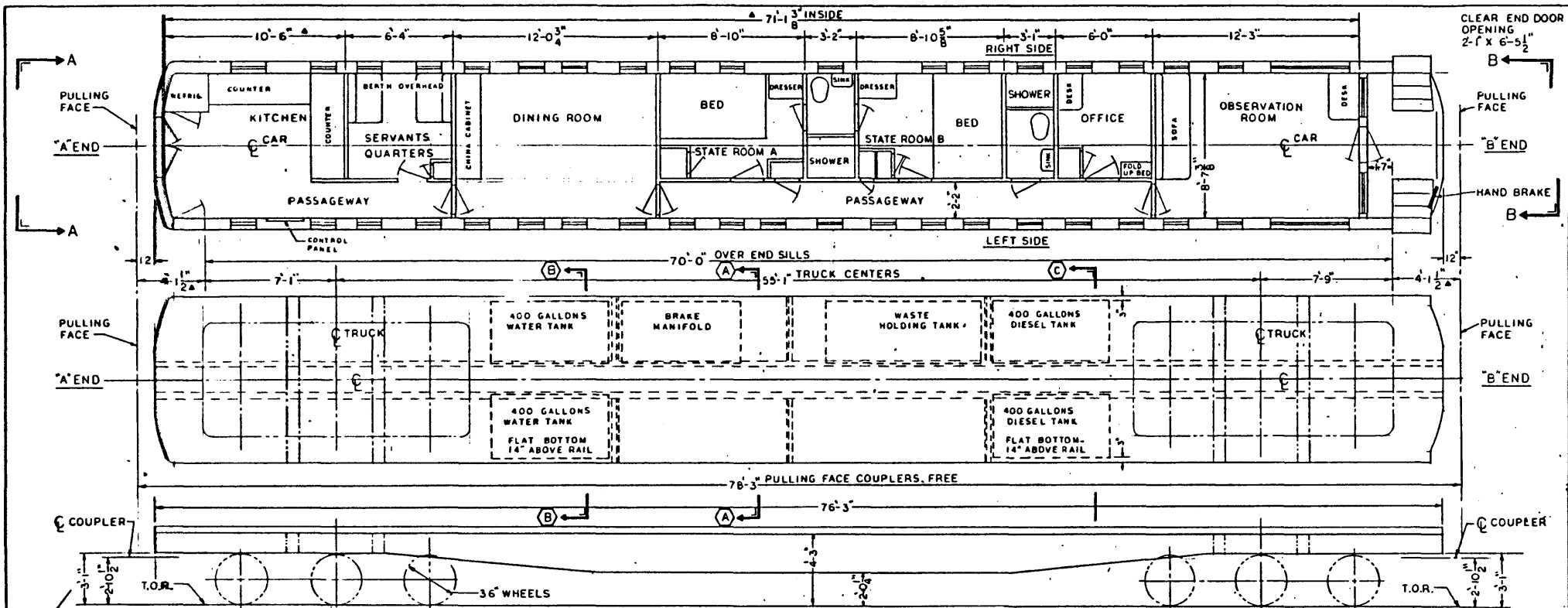
**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

well as walnut furniture including the stateroom beds, dining room china cabinet, and dining room table and chairs (all of which remain). The car represented the ultimate status symbol of the age. In 1937, in a continuing attempt to modernize the car, No. 101 was given a vaguely Moderne appearance by rounding out the clerestory profile and covering the windows.

Business Car No. 101 is the only Denver and Rio Grande business car from the period to survive intact. Companion Business Car No. 100 was destroyed by fire; the other business car, No. 102, was completely rebuilt after World War II. Most business cars from the early 20th century met similar fates. In fact, of the few thousand private or business cars ever built in America, about half of those that survived underwent major rebuilding and modernization after World War II; about a quarter of the extant cars caught fire when coal cinders ignited the horsehair insulation; and many remaining retired cars have been sold for scrap. Today, only about five fully operational, mostly original pre-World War II private cars are known to exist in the United States. Of these, Business Car No. 101, now renamed the "Abraham Lincoln," is the oldest approved for operation on Amtrak rails.

Criteria Consideration--Moved Property: By its very nature, the railroad car is a mobile object and was constantly moved during the period of significance. The current temporary location has no relationship to the route of the Denver and Rio Grande, but the car is not physically anchored at the site and is approved for travel on Amtrak rails.

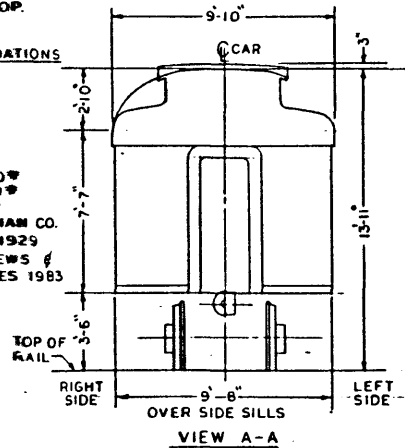


BOTH ENDS
COUPLER HEIGHT OF 34 1/2
TO BE CORRECTED AT
CUSTOMER'S SHOP.

SLEEPING ACCOMMODATIONS

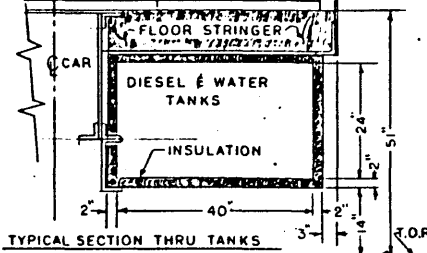
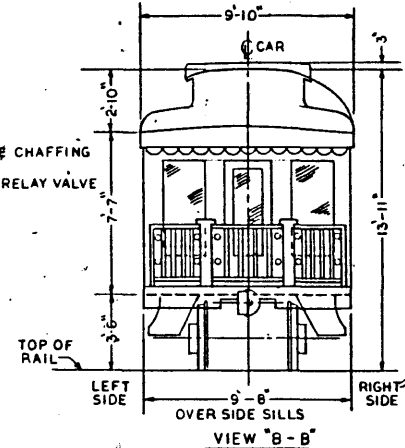
- SINGLE BED 1
- DOUBLE BEDS 2
- UPPER BERTHS 2
- SOFAS 2

WEIGH A END 85600*
WEIGH B END 78080*
YEAR BUILT 1910
BUILDER PULLMAN CO.
REBUILT D.F.R.G.W. 1929
RESTORED C.C. ANDREWS & ASSOCIATES 1983



DESCRIPTION

WHEELS 36" M.W.
GAUGE 4'-8 1/2" (STD.)
JOURNALS 5" x 9" ROLLER BEARINGS SKF & TIMKEN OIL.
TRUCK BOLSTER G.S.I. NO 52847
TRUCKS G.S.I. INTEGRAL CAST ISH. WITH WIDE SIDE BEARINGS & CHAFFING PLATES. TRUCK MOUNTED BRAKE CYLINDERS.
AIR BRAKE D22, AR CONTROL VALVE E3 APPLICATION J1.6 RELAY VALVE
HAND BRAKE LINDSTROM LEVER
DRAFT GEAR
COUPLER
SILL PLATE 14" HIGH 5/16 THICK PLATE
DIAPHRAM
SHELL, STEEL
UNDERFRAME STEEL
INTERIOR FINISH FRENCH WALNUT
FLOOR COVERING CARPET
LIGHTING - ELECTRIC 32 VOLTS D.C.
CURVE NEGOTIATION 19°-30' MAXIMUM.
BRAKE SHOES V186 COMPOSITION



ABRAHAM LINCOLN
PRIVATE CAR 101

DRAWN H.D. FRANKLIN 3-25-84 CHECKED C.P. FRANKLIN 2-23-84 ENGINEER APPROVED ABRAHAM LINCOLN CUSTOMER C.C. ANDREWS	RAIL PASSENGER SERVICES INC. P. O. BOX 26381 TUCSON, ARIZONA 85726 TITLE FLOOR PLAN DRAWING NO 3040-D-001 ISSUE A
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