Lincoln or an old link and pin connector found buried in a switching yard, the Union Pacific Museum is unique and significant in that it gives visitors a flavorful taste of the old West and the human history of the growth of a railroad which is acknowledged by historians as one of the most important events which led to the western way of life we enjoy today.

Proof of its popularity is the fact that well over 700,000 persons have inspected the displays. On hand always to greet visitors and answer their questions are Museum Director Mrs. Irene A. Koff and her assistant, Miss Erna M. Smolten.

The free museum is open for visits from 9 a.m. to 5 p.m. Monday through Friday, and 9 a.m. to 1 p.m. Saturday.

...But Not Forgotten!

LOCATED only a few steps off the lobby on the first floor of Union Pacific Railroad's 12-story headquarters building in downtown Omaha, Neb., the Union Pacific Museum is within easy reach of all visitors to the city.

U. P.'s unique museum got its start quite modestly in 1921 when it was discovered that part of the Lincoln car silver service had been gathering dust in a vault.

It was then decided to start a museum in a small office where for the next few years the collection grew rapidly until the office was overcrowded, and the museum was moved to its present location on the main floor.

Thousands of railroaders added historic items to the collection and with this huge array of collectors the displays grew exponentially.

One of the remarkable facts about the museum is that every item it contains was donated. But whether it's an original historic document signed by President
TRACE THE HISTORY...
An extensive display of documents, maps and pictures—tightly encased in glass swinging panels—provide visitors with easy access to the documentary history of the building of Union Pacific lines through the untamed West.

Mounted for easy viewing, the files include early maps of the territory (some hand drawn and beautifully illustrated), photographs that span the history in the West's development, an album of old locomotive photos, panels of early and foreign paper money and coins, the original telegram reporting the completion of rail construction through to Promontory, Utah, old newspapers marking special events in the history of the country, and a separate file on famous outlaws that made the early railroad life a hazardous one.

RAILROAD SECTION...
For devoted railroad fans the museum boasts several miniature locomotives and an unusual collection of locomotive pictures taken when steam engines were the undisputed champions of railroad power.

And there is a railroad library which was started in one huge bookcase and has now grown to fill an entire vault.

PIONEERS REPRESENTED...
Western history could not be fairly represented without devoting space to the rugged pioneer families who gave impetus to the need for a Western railroad.

Many of the tools and implements necessary to stay alive in that danger area have been retired to the U.P. collection where visitors can examine them and go away with a much better idea of frontier life.

A huge sower-rioter, a grain flail, a barley fork and a cradle scythe—all handmade and predominantly of wood—clearly show the exhausting labor of pioneer living.

The first rails help trace construction history

Tribute to Lincoln...
Pride of the museum's priceless collection is the display honoring President Abraham Lincoln who, in 1862, signed into law a bill creating the Union Pacific Railroad and authorizing that company to build what was to be the nation's first transcontinental railroad and telegraph line.

Within the museum, the Lincolniana display is considered one of the most complete in the country. One room is entirely taken up by portraits and personal papers of the Civil War president. Among the photographs is one of a letter known to be his autograph.

The most prized original document is an executive order which appointed Spring Harbaugh director of the railroad on the part of the government in October, 1863. This particular document is one of the few which he signed "Abraham Lincoln" rather than "A. Lincoln" which became his familiar signature.

In 1864 a private railroad car was built for the president but Lincoln was unable to use it while he lived. This car was then to become his funeral car and a replica of it is another of the Lincoln items on display.

Many of the original furnishing from this car are numbered in the Lincoln collection—a walnut desk, bookcase, an reclining chair, a portion of the silver service, a mirror, four oil paintings and two davenport, one extra long for the president and capable of being converted into a bed.

These items occupied seats in Pres. Lincoln's car

Indians...
AN INTEGRAL PART
Like brothers under the same coat, the story of the American Indian goes along with the construction of the nation's Western railroad.

Among the museum's more bizarre items preserved to keep the Indian legend alive is a Shoshone Indian headdress made of wild turkey feathers which trailed to the waist and ankles. This headdress does not appear unusual until close inspection reveals that each feather is decorated with a tuft of human hair.

Tomahawks, bows and arrows and many items of Indian clothing make up a sizeable display. Each of the articles has a story behind it.

The outlaw period...
Synonymous with the difficulties early construction gangs had with the Indians were the string of lesser banditry waged against the infamous Western outlaw. The museum has an excellent representation of grim moments from that period.

A gun owned by Tom Horn, the "Wyoming Man Killer," and a piece of the rope with which he was hanged tell of the violence surrounding his life.

Another case holds the legs ironed used to shackles "Big Nose George" Parrott, another Wyoming desperado, and the top half of his statue. Parrott was executed in frontier fashion for the attempted robbery of a Union Pacific train and the slaying of two stage members who pursued him.

Lesser known criminals are represented by one case that is filled with deadly weapons, all removed from criminals by Union Pacific special agents.