

# LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - - Dr. Louis A. Warren, Editor  
Published each week by The Lincoln National Life Insurance Company, Fort Wayne, Indiana

Number 895

FORT WAYNE, INDIANA

June 3, 1946

## PILOTING THE LINCOLN FUNERAL TRAIN

Many boys of twenty-five years ago or more, who lived in small towns, remember the Memorial Day parades which gave them the opportunity to march in the procession with the tottering members of the G.A.R. As an aftermath of Decoration Day, as it then was called, it would seem timely this year, to compile some facts relating to the first American memorial procession—the funeral train of Abraham Lincoln which passed from the Potomac River to the Prairies.

Possibly the most controversial subject relating to the famous train is the identity of the engineers who piloted it and the names of the engines used to draw the funeral coaches from one metropolis to another. There are some traditions extant holding that but one engine was used for the entire trip. Charles E. Fisher in 1930, then the President of the Railway and Locomotive Historical Society, made this suggestion, "A list of the roads, the locomotives, and the train crews that handled this historic train, together with such photographs as are obtainable, would make a valuable record for railroad history."

This monograph is an attempt to compile such data as may help to some day achieve this end. Although limited space will make it necessary to confine the information to the names of the railroads operating the trains, the names of the engineers and the numbers or names of the locomotives including the pilot engine, under their charge.

### WASHINGTON TO BALTIMORE

The Baltimore and Ohio Railroad over whose lines the funeral train first moved has claimed that its famous engine "Number 23" later called the "William Mason," headed the funeral train from Washington to Baltimore. This engine is the same one which brought Lincoln into Washington from Baltimore in 1861 and also was used for part of the Gettysburg trip in 1863. A contemporary news item states, however, that engine "Number 238" drew the train and that it was a new locomotive made at the Mount Clare works. Thomas Beckett was the engineer. "Number 239," the pilot locomotive, was draped in mourning and William Galloway was the engineer.

### BALTIMORE TO HARRISBURG

The conductor on the funeral train traveling over the Northern Central Railroad from Baltimore to Harrisburg was William Henry Harrison Gould, but in his reminiscences preserved in 1915 he could not recall the name of the engineer of his train or the engineer of the pilot engine.

### HARRISBURG TO PHILADELPHIA

The Pennsylvania Railroad took charge of the train at Harrisburg using engine "Number 331" with engineer John E. Miller as pilot.

### PHILADELPHIA TO JERSEY CITY AND NEW YORK

The Camden and Amboy Railroad was utilized to move the funeral train from Philadelphia to Jersey City. Upon arriving there, the funeral car was taken on the ferry boat "New York" to New York City.

### NEW YORK TO ALBANY

One of the most picturesque parts of the itinerary was the trip over the Hudson River Railroad as far as Albany. The pilot engine used was the "Constitution" and the engine pulling the train was the "Union," with George W. Wrightson as engineer of the latter.

### ALBANY TO BUFFALO

The New York Central Railroad was used to convey the remains from Albany to Buffalo. One of the largest engines on the road, the "Dean Richmond," pulled the funeral train.

### BUFFALO TO ERIE

The funeral train left Buffalo over the Lake Shore Railroad, but the Erie and North East Railroad was operating at this time the different roads between Buffalo and Erie.

### ERIE TO CLEVELAND

The train from Erie to Cleveland over the Cleveland, Painesville and Ashtabula R.R. used the same personnel as far as possible that had previously manned the train carrying Mr. Lincoln East in 1861. The same engine, the "William Case" was also used, and John Benjamine was the engineer. The "Idaho" served as the pilot engine with J. W. McGuire in charge.

### CLEVELAND

Martin Fetter who helped to decorate engine "Number 40" also known as the "Dispatch" claimed it took the train out of Cleveland but it was probably used as a switch engine to move the train as the account states: "The locomotive of the Cleveland and Pittsburgh Railroad, tastefully decorated, took the train in its reverse position and drew it to the Euclid Street Station. The engineer was Bill Simmons.

### CLEVELAND TO COLUMBUS

While it is claimed by some authorities that "The Nashville" took the train from Washington to Springfield it did have its share in the task of hauling the coaches. The engine was built at the Cuyahoga Works in Cleveland in 1852 and was operated by the Cleveland, Columbus and Cincinnati R.R. over whose tracks the funeral train moved. The engineer in charge of "The Nashville" was George West and it was preceded by the pilot engine "Louisville" with E. Van Camp at the throttle.

### COLUMBUS TO INDIANAPOLIS

In the comment by Mr. Fisher who doubted if "The Nashville" ran all the way to Indianapolis this supposition has been verified in the discovery of a contemporary news notation which states that the funeral train left over the Columbus and Indianapolis Central Railroad with Mr. James Gourley as engineer but the name of the engine and pilot engine and its operator are not given.

### INDIANAPOLIS TO LAFAYETTE

While we are under obligation to a reporter of the Indianapolis Journal for much information about the funeral train from the time it left Indianapolis until it reached Springfield he fails to make known certain facts we would like to know about the Indianapolis-Lafayette segment of the trip which was evidently made over the Lafayette and Indianapolis Railroad.

### LAFAYETTE TO MICHIGAN CITY

Our reporter for the Journal states in his dispatch dated May 1, Lafayette, Ind., 3:35 A.M.: "The steam engine 'Persian' handsomely decorated now bears us on under the charge of a cautious and experienced engineer Mr. A. Rupert. Mr. Rhodes is engineer in charge of the pilot engine 'Rocket.' The road traveled was the Louisville, New Albany and Chicago Railroad."

### MICHIGAN CITY TO CHICAGO

The same reporter in a notation dated May 1, Michigan City, 8:30 A.M. states "The engine 'Ranger' . . . and the pilot engine 'Frank Valkenberg' are ready for our accommodation." These engines conveyed the party over the Michigan Central lines into Chicago.

### CHICAGO TO SPRINGFIELD

The depot of the Chicago, Alton and St. Louis Railroad was profusely decorated and over its line the last journey of the lamented President was to be taken. Henry Russell, engineer of the pilot engine "Number 40" was the first to leave the station followed in ten minutes by engine "Number 58" with engineer James Colting at the controls.