

# THE LINCOLN FUNERAL TRAIN

## ITS OPERATION BETWEEN NEW YORK CITY AND ERIE, PENNSYLVANIA

RICHARD F. PALMER

No event in the history of the United States stirred people to such depths of grief and despair as the assassination of President Abraham Lincoln at Ford's Theatre in Washington, D.C. on Good Friday, April 14, 1865. After the initial shock had subsided, preparations to transport the remains of the late president and his son, Willie, who had died in 1862, back home to Springfield, Illinois were made within a week.

On April 21, 1865 a special funeral train carrying the remains of the two started the long 1,654-mile journey from Washington, D.C. to Springfield, where they would be buried on May 5. The highly publicized train traveled through cities and towns in seven states over numerous railroads. In cities where the train stopped, the late president's coffin was removed and placed in an elaborately decorated horse-drawn hearse and taken to some appropriate location such as a state capital building for viewing. This allowed thousands of mourners to pay tribute to their slain leader.

Along the railroads, thousands of people lined the tracks, sometimes waiting for many hours, to view the passing train, dubbed "The Lincoln Special." Essentially, the train traveled the same route as the

inaugural run of four years previous.

Since the 2015 convention of the New York Central System Historical Society is being held in Utica at a time that is close to the 150th Anniversary of the funeral train, it seemed appropriate to chronicle the story of the passage of the train over the Hudson River and New York Central railroads.

This article is based on contemporary newspaper accounts and official government documents. A few reminiscences are included after being checked for accuracy. No railroad company records that might cover this are known to exist. Passage of the train left indelible impressions on the minds of eyewitnesses that remarkably did not fade much with the passage of time.

Much planning and coordination between military and railroad officials went into the movement of the pilot and funeral trains to Springfield, including the preparation of special division timetables primarily prepared for the public. Communities along the way hastily prepared for appropriate ceremonies, with parades and other observations. Buildings were draped in black bunting. Local military (National Guard) units were also involved.



The private car *United States* is depicted behind the USMRR locomotive *W. H. Whiton* in Alexandria, Virginia in January 1865. The *United States* was built to serve as the president's private car, but sadly its intended purpose never went beyond serving as a rolling funeral parlor. Andrew J. Russell photograph, Library of Congress. This and all illustrations in this article, unless otherwise noted, are from the Collection of Richard F. Palmer.

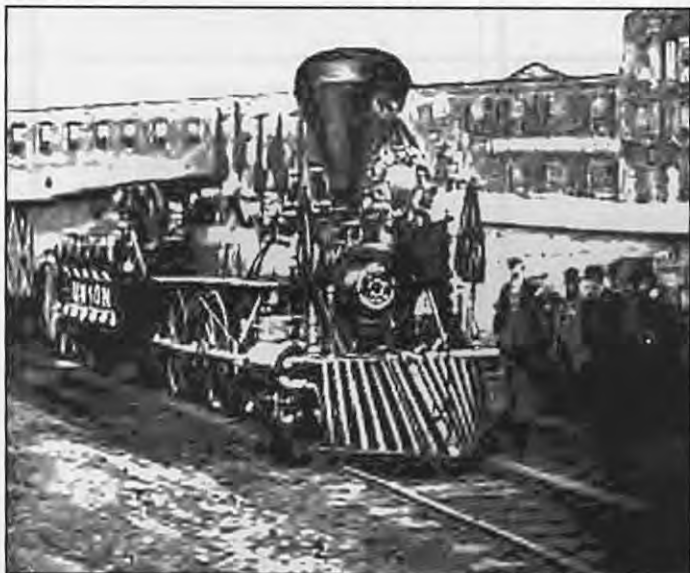
Secretary of War Edwin M. Stanton designated Brevet General Edward D. Townsend as his logistical point man. Townsend rode the train to Springfield. Stanton also appointed Ohio Governor John Brough and attorney John W. Garrett as the "Committee of Arrangements" for the trip home. On April 19, 1865, Stanton wrote and sent this terse telegram to municipal officials and newspapers:

It has been finally concluded to conform to the arrangements made yesterday for the conveyance of the remains of the late president, Abraham Lincoln, from Washington to Springfield, by way of Baltimore, Philadelphia, Harrisburg, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis and Chicago to Springfield.

The trains operated under the detailed orders and directions of Brigadier General Daniel C. McCallum, capable general manager of the U.S. Military Railroads. The entire journey involved some 47 locomotives and 80 passenger cars, all furnished by the respective railroads. Only at the major cities did the train stop for an extended period of time. Other scheduled stops were no more than fifteen to twenty minutes duration, which also allowed time to change crews or refuel engines. Generally the train traveled at no more than 25 miles per hour, which was the average speed limit of regular passenger trains at that time.

Most locomotives of the day used wood as fuel, which required frequent stops. But at least three

*(Continued on following page)*



Hudson River Railroad #56, *Union*, was accorded the honor of leading the Lincoln funeral train north from the railroad's original Manhattan terminus at 30<sup>th</sup> Street to Albany. Interestingly, the engineer for the trip was William Buchanan, who would later become Superintendent of Motive Power for the New York Central & Hudson River Railroad and who would design the NYC&HR's speedy and famous #999.

## The Lincoln Funeral Car *United States*

The much-storied Lincoln Funeral Car *United States* was built between November, 1863 and February, 1865 at the U.S. Military Railroad shops in Alexandria, Virginia to serve as President Abraham Lincoln's private car. Much care and effort was put into its design and construction. Unfortunately, its intended purpose never went beyond serving as a rolling funeral parlor. After that, it dropped into obscurity.

Over the years serious historians have attempted to trace its 46-year history, cutting through a web of fact and folklore. The car was 42 feet long inside, the space said to have been divided into a parlor and drawing room at either end, with a side aisle and stateroom in the center. One of the peculiar features of the *United States* was the two four-wheel trucks that were used in place of the usual single truck at each end. The wheels were of wider-than-usual tread, so as to fit minor track gauge variations then extant in the Midwest.

In 1866 the car was sold to the Union Pacific, thence to the Colorado Central in 1870. When the Union Pacific purchased the Colorado Central in 1878, the car returned to U.P. ownership and was placed in work service. In 1886 it was being used as a bunk car. Efforts to preserve it were futile.

Showman Franklyn B. Snow purchased the car in 1903, and by then it was in very dilapidated condition. But it was restored enough to be exhibited at the Lincoln Museum created for the St. Louis World's Fair in 1904. Later, the relic was exhibited throughout the country, being haphazardly furnished. Following Snow's death in 1905, the car was auctioned at a creditors' sale to Thomas Lowry of Minneapolis for \$800. The car was moved to a park he had created in conjunction with a housing subdivision at Columbia Heights, a suburb of Minneapolis. Lowry died in 1909.

The end came on March 18, 1911. A boy was burning brush and grass when a high wind developed, rapidly spreading the fire for ten blocks. Busy fighting the blaze, volunteers forgot about the old Lincoln Funeral Car. By the time the importance of the relic dawned on them, it had gone up in flames.

But the car's heritage lives on. Countless models of the car have been produced in many scales over the years. In connection with the 150<sup>th</sup> anniversary of the Lincoln Funeral Train's run, David Kloke of Elgin, Illinois has created full-scale replicas of the car and period locomotive. Plans are being made to possibly operate it over portions of the same route the funeral train took from Washington, D.C. to Springfield, Illinois.

A description of the inside of the Lincoln Funeral Car was published in the April 27, 1865 issue of the *Syracuse Courier & Union*:

The funeral car by which the remains were carried in the procession is a most superb piece of mechanism. The main platform is 14 feet long, 8 wide and 15 high. On this platform which is five feet from the ground, is a dais six inches in height, on which the coffin rests.

About the dais is an elegant canopy, supported by four columns curving upward at the centre and surmounted by a miniature temple of Liberty.

The platform is covered by black cloth, which falls at the sides nearly to the ground, and is edged with silver bullion fringe. Festoons of black cloth also hang from the sides, festooned with silver stars and also edged with silver bullion. The canopy is trimmed in like manner with black cloth festoons and spangled with silver bullion.

The corners were surmounted with a rich plume of black and white feathers. At the base of each column are three American flags, slightly inclined, festooned and covered with crepe. The Temple of Liberty is represented as deserted, having no emblems of any kind in or around it, except a small flag on the top at half mast. The inside of the car is lined in white satin flutia. From the center of the roof is suspended a large eagle with outspread wings, having in its talons a laurel wreath. The platform around the coffin was strewn with flowers.

– the Hudson River's *Union* and *Constitution*, and the New York Central's *Edward H. Jones*, were coal burners. The latter, used between Albany and Utica, was named for the master mechanic at West Albany shops. She was the Central's first coal burner.

In New York State, the train originated at the 30th Street Station of the Hudson River Railroad, then proceeded north to "East Albany," now Rensselaer. From there the president's remains were transported by ferry across the Hudson River, and taken to the State Capital Building, where thousands paid their respects. At the time there was no railroad bridge at this point. So while President Lincoln lay in state, the train itself was taken north to Troy on the Troy & Greenbush Railroad; then across the bridge to Cohoes and back to Albany on the Rensselaer & Saratoga Railroad.

The Troy & Greenbush was an extension of the Hudson River Railroad, while the R&S eventually became a part of the Delaware & Hudson. Interestingly, Commodore Cornelius Vanderbilt was president of the Hudson River Railroad at the time, but not of the New York Central, then headed by Dean Richmond. J.M. Toucey was superintendent.

The train headed west to Buffalo on the New York Central main line. The NYC then consisted of four divisions, each managed by an assistant superintendent who reported directly to Superintendent Harlow W. Chittenden, headquartered in Albany.

These were: Albany and Schenectady Division – Ezra A. Foster Jr.; Eastern Division, Schenectady to Syracuse – Zenas C. Priest; Middle Division, Syracuse to Rochester – William G. Lapham; and Western Division, Rochester to Buffalo and Niagara Falls – John Tillinghast. In most cases the same locomotives and train crews were used that were assigned to Lincoln's eastbound inaugural train that operated over this line on Feb. 18, 1861.

In 1865, the Hudson River Railroad was double tracked for 128 miles and was laid with 70-pound rail. The entire New York Central main line was double tracked except 13.9 miles between Port Byron and Clyde, and 14.5 miles between Rochester and Churchville. It was largely laid with 80-pound rail. Speed limits were: Hudson River, passenger trains in motion, 29 m.p.h. and express trains, 30 m.p.h.; New York Central, passenger trains in motion, 28 m.p.h. and express trains, 30 m.p.h.

### Operation of Trains

Considering the primitive condition of railroads in those days, the highly organized and closely monitored twelve-day, 1,654-mile journey to Springfield went remarkably well. On-time performance was maintained to the minute, with a few inevitable exceptions. Coaches were of wood construction, heated by stoves, and lit with oil lamps. Engines were mostly wood burners and cars were connected by link and pin couplers. The train crews were instructed not to exceed 25 miles per hour, although the pilot engine, with a coach, preceded the funeral



This Schenectady Locomotive Works broadside image is said to be that of HRRR 56, *Union*, but there is nothing in the image that would identify it as such. The illustration is dated August 14, 1860, about five months earlier than the date *Union* is generally thought to have been built. Edward L. May Memorial Collection.

train by ten minutes. Speed past stations was limited to five miles per hour, while the muffled engine bell was tolled.

The following regulations were issued by Stanton:

1. That the time of the departure and arrival be observed as closely as possible.
2. That material detentions at way points be guarded against as much as practicable, so as not to increase the speed of trains.
3. That a pilot engine be kept ten minutes in advance of the train.
4. That the special train, in all cases, have the right of road, and that all other trains be kept out of its way.
5. That the several railroad companies provide a sufficient number of coaches for the comfortable accommodation of the escort, and a special car for the remains; and that all these, together with the engines, be appropriately draped in mourning.
6. That where the running time of any train extends beyond or commences at midnight, not less than two sleeping-cars be added, and a greater number if the road can command them, sufficient for the accommodation of the escort.

7. That two officers of the United States Military Railway Service be detailed, and dispatched at once over the route to confer with the several railway officers, and make all necessary preparations for carrying out these arrangements promptly and satisfactorily.
8. That all station masters, track men, drawbridge tenders, switchmen, and flagmen, will be governed by the general rules and regulations of the railroad company.

Non-commissioned officers of the Veteran Reserve Corps were detailed to act as the bodyguard. Selected major generals of the army were directed to ride the train and keep watch, so that at all times during the journey the coffin should be under their special care. Special timetables were printed and widely distributed. They were also published in the newspapers, so the public was kept well informed.

### New York City to Albany

At about 1 p.m. on April 25, people who did not wish to be amid the crushing crowd of 500,000 mourners along Broadway and Fifth Avenue in downtown New York City, started to gather around the Hudson River Railroad's 30th Street Station. In-

*(Continued on following page)*

#### INSTRUCTIONS.

This train has the right of track over all other trains bound in either direction, and trains must reach Stations at which they are to meet, or let Special pass, at least ten minutes before Special is due.

A "Pilot Engine" will leave New-York 10 minutes in advance of Special Train, running 10 minutes ahead of published time to East Albany Pilot Engine has same rights as Special, and at Stations where trains meet or pass it, they must wait for Special.

The train will run at a Slow rate of speed through all Towns and Villages

Train No. 10 will, on this day, leave 30th Street at 4.15 P. M.

All Station Masters, Trackmen, Drawbridge Tenders, Switchmen and Flagmen, will be governed by the General Rules and Regulations of the Company.

J. M. TOUCEY,  
Asst. Sup't.

Leave New-York, (29th Street)	4.00 P. M.
" Manhattan	4.20 "
" Yonkers	4.45 "
" Dobbs' Ferry	5.00 "
" Irvington	5.07 "
" Tarrytown	5.15 "
" Sing Sing	5.30 "
Arrive PEEKSKILL	5.57 "
Leave PEEKSKILL	6.00 "
" Garrison's	6.28 "
" Cold Spring	6.33 "
" Fishkill	6.50 "
" New Hamburg	7.06 "
Arrive PO'KEEPSIE	7.25 "
Leave PO'KEEPSIE	7.40 "
" Hyde Park	7.56 "
" Staatsburgh	8.08 "
" Rhinebeck	8.24 "
" Barrytown	8.40 "
" Tivoli	8.52 "
" Germantown	9.10 "
" Catskill	9.27 "
Arrive HUDSON	9.44 "
Leave HUDSON	9.41 "
" Stockport	9.52 "
" Coxsackie	10.00 "
" Stuyvesant	10.07 "
" Schodack	10.26 "
" Castleton	10.35 "
Arrive EAST ALBANY	10.55 "

Hudson River Railroad.

#### SPECIAL TIME TABLE

FOR

# Funeral Train

OF OUR LATE PRESIDENT,

ABRAHAM LINCOLN,

On Tuesday, April 25th, 1865.

A three-panel copy of the special timetable of the Lincoln funeral train over the Hudson River Railroad from New York City to East Albany (Greenbush). The trip, with stops, took almost seven hours. NYCSHS Collection.

side the depot no one was to be seen, except for a few officials lounging around awaiting the procession.

Everything there was very quiet. In the waiting room, small groups of passengers had congregated, waiting for the evening train, No. 10, to leave at 4:30 p.m. This train was allowed to proceed to Albany on time. Passengers included a group of furloughed wounded soldiers returning home. There they waited, verbally re-fighting their battles over again. But everyone spoke in low but earnest tones of the revered late president.

Outside, the pilot and funeral trains, pulled by the highly-decorated and polished locomotives *Constitution* and *Union*, panted with steam up, in all their splendor. The funeral car and other rolling stock that were to continue on had been ferried across the Hudson River and were in waiting. Both locomotives were heavily decorated and draped. The *Constitution* was the pilot engine, and would precede the funeral train by ten minutes. Charles Burr was the engineer. The two locomotives were chosen from the railroad's fleet of 75 locomotives.

White and black satin ribbons were also among the decor of the *Union*, while two silken American flags, shrouded in black, were affixed on either side of the smokestack. A portrait of Lincoln was fastened to either side of the cab. William Buchanan, who later became the New York Central's noted superintendent of motive power, was the engineer.

After the delivery of the remains to the charge of the railroad authorities, it was hours before the rear of the procession bringing the remains to the train ceased marching. The funeral train would proceed up along the Hudson River to Albany. The Hudson River Railroad issued the following instructions to govern the route to Albany:

**This train has the right of track over all other trains bound in either direction, and trains must reach stations at which they are to meet, or pass at least ten minutes before special is due.**

The official timetable for the Lincoln funeral train shows only three stops in the Hudson Valley: Peekskill (3 minutes), Poughkeepsie (15 minutes), and Hudson (3 minutes) – although other stops may have been made to take on water. The bell of the locomotive *Union* was muffled.

Shortly after the arrival of the cortege, the order was given to clear the platform of all persons who did not hold the necessary passes. In a short time the crowd was reduced from several hundred to twenty. Police swarmed in and about the depot, and



This is the elaborate Memorial Arch built over the tracks of the Hudson River Railroad at Sing Sing, New York. The residents of Sing Sing later changed the town's name to Ossining to avoid confusion with the famous penitentiary located there. This cut appeared in *Harper's Weekly* for May 20, 1865.

their presence kept all intruders away. The honor guard was detailed to keep intruders away. The *New York Times* of April 26, 1865 noted:

**Posted on either platform, drawn saber in hand, these faithful monitors of the dead kept strict watch and ward, and gazed upon the eager and interested spectators with social indifference.**

Very few gained entrance to the interior of the car with the exception of reporters, police, and a few railroad officials. None except those assigned to the train or escort were allowed anything more than a mere glimpse of the interior of the car.

Marching down 29th Street and coming from "reverse arms" to the shoulder, the command filed off by companies and formed into a line on the sidewalk fronting the depot. The police formed in ranks on each side to the door through which the casket would pass.

Everything being in readiness, the catafalque approached, and as it neared the door of the depot, there was a clash of arms and flash of steel. The honor guard then placed the casket in the funeral car. The train consisted of eight cars, six of which were furnished by the railroad. The other two were

the funeral car and the officers' car.

At 4:15 p.m. the depot bell rang, and Assistant Superintendent J.M. Toucey shouted, "All Aboard!" There was a shrill blast of the whistle from the engine, and the funeral train moved slowly off. As it passed down the platform, those standing upon it removed their hats in honor of the martyred president.

The train then headed toward Albany, the running time being about 25 miles per hour. As it slowly passed through communities, bells rang, and cannon and guns sounded salutes. From the windows of the train, the funeral party could see a seemingly endless tapestry of bonfires and flickering torches of mourners. Exactly four years, two months and six days after the inaugural train stopped there, the funeral train bearing the body of the murdered president paused for three minutes at Peekskill.

Towns and villages through the Hudson Valley paid tribute. "Yonkers mourns with the Nation" read a banner decorated with crepe. Women nearby waved their handkerchiefs while tears streamed down their cheeks. This scene was repeated all across New York State. Seven thousand people gathered at the station in Irvington with its draped inscriptions, "The Honored Dead" and "We Mourn the Nation's Loss." At Tarrytown American flags were arched over the railroad tracks. Under a flowered dome of black velvet stood two dozen young women in white gowns. The train passed under an impressive memorial arch of draped flags spanning the tracks. Thirty-six stars placed across the arch represented the states of the Union. Amid dark-clothed ranks of mourners stood a woman impersonating the white-robed Goddess of Liberty, with a garland of evergreens around her neck.

The *Sing Sing Republican* of April 27, 1865 re-

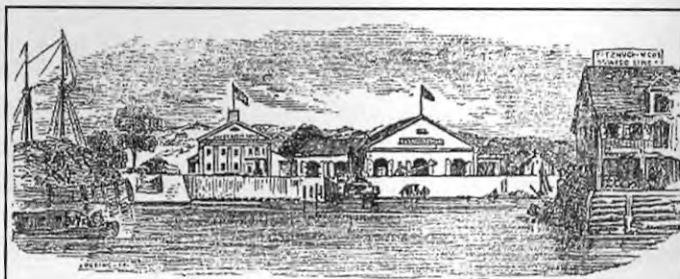


The entire student body and professors of the United States Military Academy at West Point crossed the Hudson to stand at attention as the funeral train passed through Garrison's Landing, later Garrison. This is a turn-of-the-century photograph of the station at Garrison, probably not much changed from its 1860s appearance.

ported, "Detective James Jackson, connected with the Sing Sing Prison, was allowed to get on the funeral train and see the body of Lincoln when the train stopped for water."

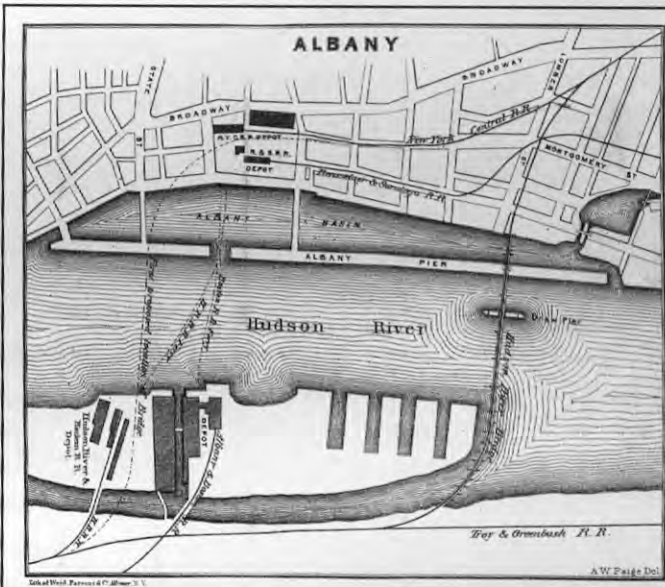
The entire student body and professors of the United States Military Academy at West Point crossed the river and assembled at Garrison's Landing on the opposite shore to greet the train. A thousand gray-caped cadets stood at present arms with guns reversed, their muzzles pointing down. At Cold Spring a young woman stood, her face black-

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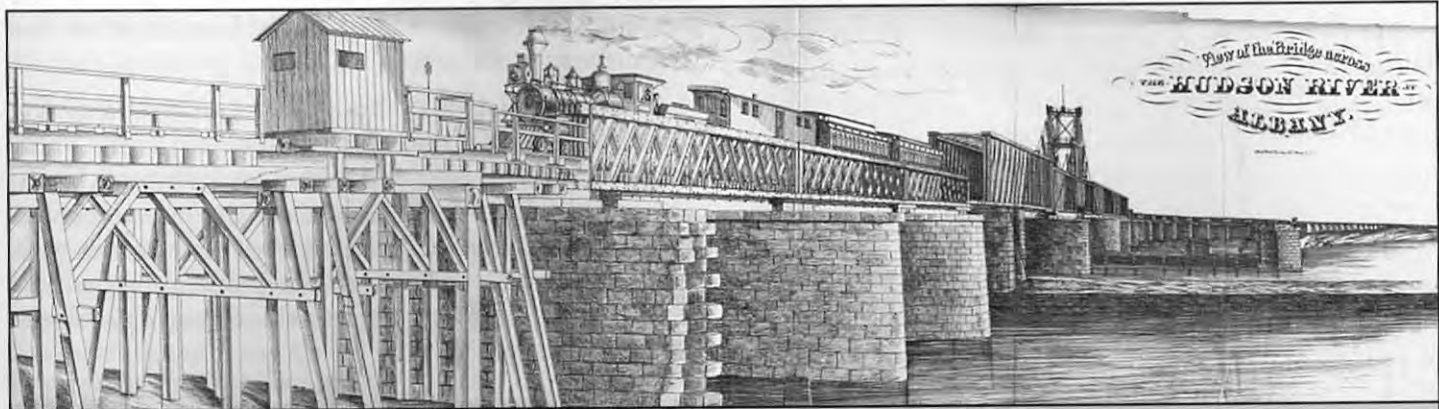


Greenbush Station, from Albany.

A Dutch Settlement dating to 1628, Greenbush (t'Greyn Bos in Dutch) was the northern terminal of the Hudson River Railroad and the western terminal of the Western Railroad, later the Boston & Albany. In 1897 a new municipality, the City of Rensselaer, was created, embracing the old village of Greenbush.



For many years there was no physical connection between the Hudson River and New York Central railroads. This map shows railroad facilities in Greenbush and Albany as they existed at the time when the Lincoln funeral train passed through. The proposed bridge over the Hudson River connecting Albany with Greenbush, at right, was first planned in 1854 but was not completed until February 22, 1866. It was 4,009 feet long. Prior to this, a ferry was in use. Map from the Annual Report of the New York State Engineer and Surveyor, September 30, 1866.



The 1866 single-track railroad bridge over the Hudson included a swing span that was levered around by four strong men to permit the passage of river traffic.

veiled; at her right, a kneeling boy soldier; at her left, a kneeling sailor boy. Fishkill decorated the motto "In God We Trust" with evergreen boughs. Also crowding both sides of the track were delegations from Newburgh, New Paltz, and other parts of the apple country across the river. At Poughkeepsie thousands thronged at the depot and along the tracks – men with uncovered heads, women and children with miniature mourning flags. A cornet band from the National Business College played. A committee of women received permission to enter the funeral car to lay a wreath of roses on the coffin.

Along the right of way were crowds of tearful mourners with hats removed, bowed (some even prayerfully kneeled) in mourning. The train passed through a countryside that was illuminated by torch formations and lamps. Across the Hudson River there were huge bonfires and naval vessels with flags at half-mast. Cannons boomed at regular intervals. At nearby hotels, windows were illuminated and draped in black bunting. The Hudson River Railroad reportedly had 600 workers on the job that night to ensure flawless operation of the funeral train.

The train arrived at East Albany at 11 p.m. The depot was elaborately decorated and draped. President Lincoln's coffin was removed from the car and placed aboard the ferryboat *New York*, commanded by Captain Seth Green, and taken across the river. There was no rail-

road bridge at this point until 1866.

The short voyage across the river was guided by torch lights. The only sounds emanating were from the steamer's paddle wheels, the pealing of church bells, and the firing of cannons. Once ashore, the procession, flanked by thousands of people, marched from the ferry landing to the capitol building.

The funeral car *United States* containing the body and the coffin of Willie Lincoln, and the officers' car, continued on another six miles to Troy, then across the river, and back to Albany. No record has

NEW YORK CENTRAL RAILROAD.

**SPECIAL TIME TABLE**

FOR

**FUNERAL TRAIN, CONVEYING THE REMAINS**

OF OUR LATE PRESIDENT,

**ABRAHAM LINCOLN,**

FROM

**ALBANY TO BUFFALO.**

WEDNESDAY, APRIL 26, 1865.

NEW YORK CENTRAL RAILROAD.

**Time Table of Special Train & Pilot**

WITH THE

REMAINS OF ABRAHAM LINCOLN, LATE PRESIDENT OF THE UNITED STATES,

Wednesday, April 26th, 1865.

	Pilot Engine.	Funeral Train.
Leave Albany .....	3.50 P. M.	4.00 P. M.
" Schenectady .....	4.35 "	4.45 "
" Hoffman's .....	4.58 "	5.08 "
" Cranesville .....	5.08 "	5.18 "
" Amsterdam .....	5.15 "	5.25 "
" Tribes Hill .....	5.30 "	5.40 "
" Fonda .....	5.45 "	5.55 "
" Yosts .....	5.58 "	6.08 "
" Palatine Bridge .....	6.15 "	6.25 "
" Fort Plain .....	6.22 "	6.32 "
Arrive St. Johnsville .....	6.37 "	6.47 "
Leave St. Johnsville .....	6.50 "	7.00 "
" East Creek .....	6.57 "	7.07 "
" Little Falls .....	7.25 "	7.35 "
" Herkimer .....	7.40 "	7.50 "
" Ilion .....	7.46 "	7.56 "
" Frankfort .....	7.52 "	8.02 "
Arrive Utica .....	8.15 "	8.25 "
Leave Utica .....	8.35 "	8.45 "
" Whitesboro .....	8.45 "	8.55 "
" Oriskany .....	8.53 "	9.03 "
" Rome .....	9.05 "	9.15 "
" Greens Corners .....	9.17 "	9.27 "
" Verona .....	9.28 "	9.38 "
" Oneida .....	9.40 "	9.50 "
" Wampsville .....	9.48 "	9.58 "
" Canastota .....	9.55 "	10.05 "
" Canaseraga .....	10.04 "	10.14 "
" Chittenango .....	10.15 "	10.25 "
" Kirkville .....	10.26 "	10.36 "
" Manlius .....	10.33 "	10.43 "
Arrive Syracuse .....	11.05 P. M.	11.15 P. M.

This Train and Pilot will have the right to the track over all other trains, and no train will run within thirty minutes of their time.

E. FOSTER, Jr., Ass't Supts.  
Z. C. PRIEST, }  
H. W. CHITTENDEN, General Superintendent.

The Lincoln funeral train timetable for the train's operation between Albany and Syracuse. Collection of Wayne Wesolowski.

been found of what locomotive was used. Possibly the locomotive *Union* continued on to Albany. The rail lines here had reciprocal trackage rights agreements between Troy and Albany, over the bridge.<sup>1</sup>

The morning of April 26, 1865 dawned, and Engineer Benjamin Evans halted his short train at the ferry landing where the New York Central took over. His engine was switched out and the New York Central's coal-burner, *Edward H. Jones*, Peter Arthur, engineer, was coupled on after the cars were added in the correct positions. The consist of the train, in order, was a baggage car, three coaches, three sleeping cars provided by the New York Central, and the funeral and officers' cars. The New York Central equipment had been prepared for the occasion at the West Albany shops, under the direction of Webster Wagner, then general superintendent. The conductor was Homer P. Williams.

Meanwhile, trainloads of mourners had poured into the city from all directions, some from as distant as 200 miles away. The mile-long crowds were very large, estimated at one point to be at more than 50,000 people. The coffin was opened for public viewing from 4 a.m.<sup>2</sup> to 12:30 p.m., followed by a viewing restricted to public officials. It rested on a platform covered in black velvet. It was trimmed in silver bullion, and a silk American flag was draped around it. Picture taking was forbidden. A procession was then formed, and it marched to the railroad station.

### Albany to Erie

The pilot engine *Chauncey Vibbard*, Henry Harvey, engineer, and one coach left at 3:50 p.m.

(Continued on page 27)



The old Mohawk & Hudson station in Albany is believed to have still been in use at the time the Lincoln funeral train passed by. Since the bridge was not opened until the following year, the remains of President Lincoln were transferred by ferry from Greenbush to Albany.

## Locomotives Used on Lincoln Funeral Train New York to Cleveland

### Hudson River Railroad - New York to East Albany -141 miles

Pilot engine: *Constitution* #57, 4-4-0, Schen. S/N 237, 1/1861, 16 x 22, 66", coal burner. Charles Burr, engineer.

Funeral train: *Union* #56, 4-4-0, Schen. S/N 236, 1/1861, 16 x 22, 66, coal burner. William Buchanan, engineer (later Superintendent of Motive Power, New York Central & Hudson River).

### Troy & Greenbush Railroad - East Albany (Rensselaer) to Troy - 6 miles

Rensselaer & Saratoga Railroad - Cohoes to Albany - 6 miles  
Engine not clearly identified. Benjamin Evans Sr., engineer.

### New York Central Railroad - Albany to Utica - 94 miles

Pilot engine: *Chauncey Vibbard*, #27, 4-4-0, Schen. S/N 9, 3/1852, 16 x 20, 72, 26 tons. Harvey Henry, engineer.

Funeral train: *Edward H. Jones*, 4-4-0, Albany Shops, 1859, 15 x 22, 72, first coal burner on NYC. Peter Arthur, engineer.

### New York Central Railroad - Utica to Syracuse - 48 miles

Pilot engine: *N.S. Benton*, #4, 4-4-0, Schen. S/N 128, 1/1853, 14 x 22, 66, 22 tons. T. Harrett, engineer; Thomas Decker, fireman.

Funeral train: *Major Z.C. Priest*, #39, 4-4-0, Schen. S/N 61, 1/1854, 16 x 22, 72, 27 tons. Isaac Vrooman, engineer; George Wrightson, fireman.

### New York Central Railroad - Syracuse to Rochester - 80 miles

Pilot engine: #202, 4-4-0, Schen. S/N 153, 9/1856, 16 x 22, 66. Charles Simmons, engineer.

Funeral train: #248, 4-4-0, Schen. S/N 370, 3/1865, 16 x 24-60. John H. Brown, engineer.

### New York Central Railroad - Rochester to Buffalo - 68 miles

Pilot engine: #79, 4-4-0, Schen. S/N 216, 1/1860, 15 x 22, 60. James Day, engineer.

Funeral train: *Dean Richmond*, #147, 4-4-0, Schen. S/N 64, 12/1853, 16 x 22, 78, 25 tons. Leonard Hamm, engineer.

### Buffalo & Erie Railroad (ex-~~Buffalo & State Line~~) - Buffalo to Erie - 88 miles

Pilot engine: *Comet*, 4-4-0, Rogers, Ketchum & Grosvenor S/N 560, 1/1855, 16 x 22, 72, 25 tons. Gus Catlin, engineer.

Funeral train: *Atlas*, 4-4-0, Rogers, Ketchum & Grosvenor S/N 419, 9/1853, 15-1/2 x 22, 72, 26 tons. John Hart, engineer.

### Erie and Cleveland Railroad - Erie to Cleveland - 95 miles

Pilot: *Idaho*, 4-4-0, Schen. S/N 318, 12/1863, 16 x 22, 6. J. McGuire, engineer; Frank Keehan, fireman.

Funeral train: *William Case*, Schen. S/N 208, 11/1857, 16 x 22, 60. John Benjamin, engineer; George Martin, fireman.

\* Locomotive dimensions: wheel arrangement, builder and serial number, construction date, cylinder bore x stroke (inches), driver diameter (inches), weight if known.

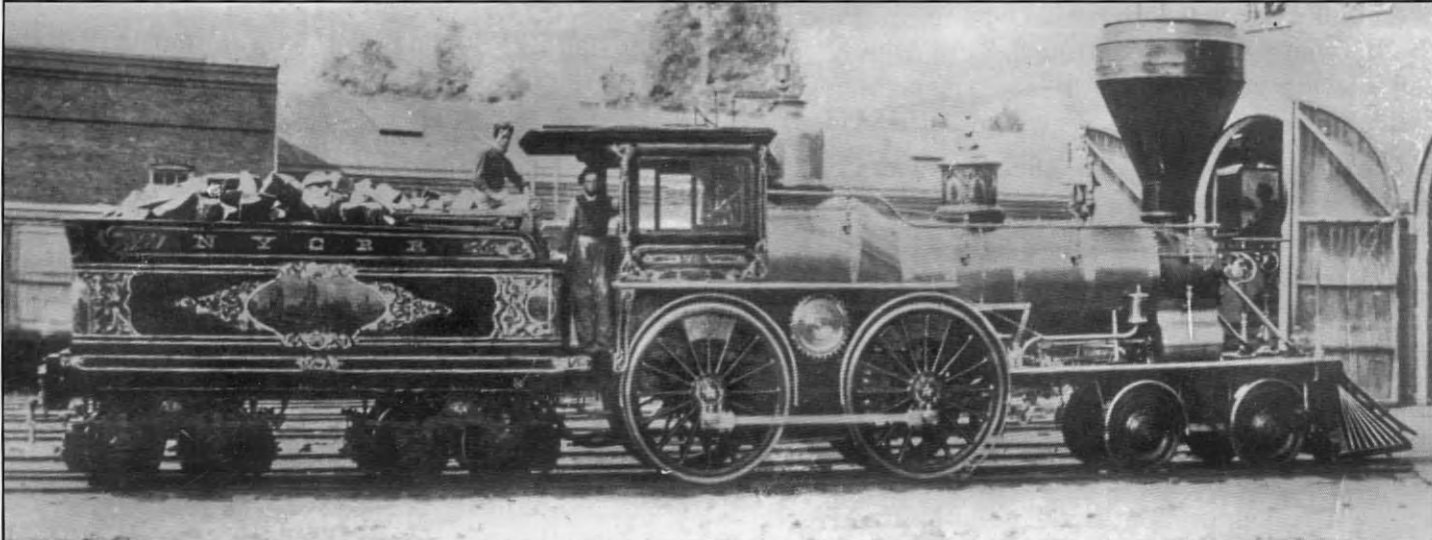
## Consists of the Lincoln Funeral Train

**Hudson River Railroad:** baggage car, six coaches, funeral car, and officers' car.

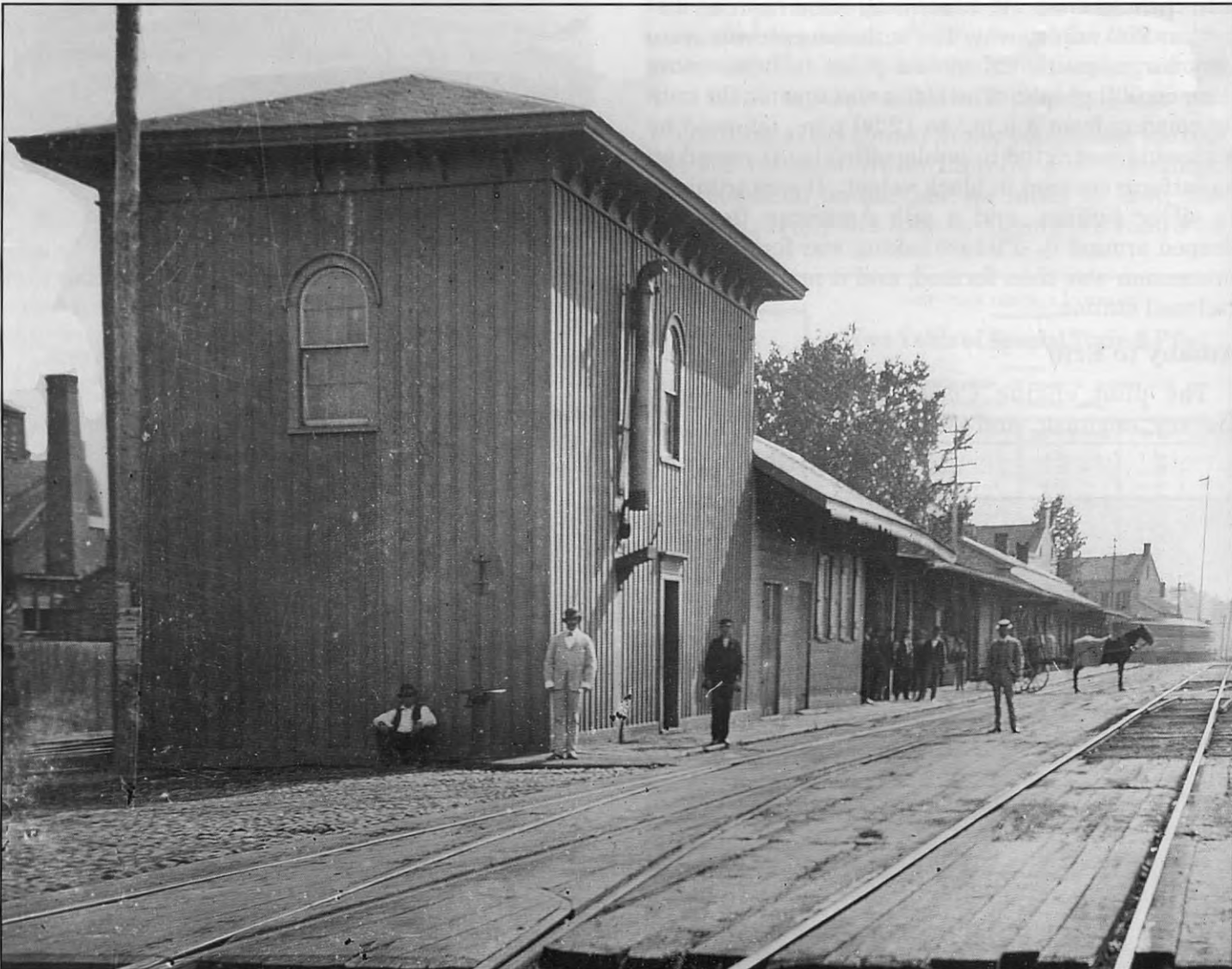
**New York Central Railroad, Albany to Buffalo:** baggage car, two coaches, five sleepers, funeral car, officers' car.

**Buffalo & Erie Railroad and Erie & Cleveland Railroad, Buffalo to Cleveland:** ten cars. Funeral and officers' car always trailed. The officers' car was furnished by the Philadelphia, Wilmington & Baltimore Railroad.





*Chauncey Vibbard*, built at Schenectady for the Utica & Schenectady Railroad in March of 1852, hauled the Lincoln funeral train from Albany to Utica. She appears to have been the oldest of the locomotives used in the succession of engines used in the train's operation between New York City and Cleveland. Edward L. May Memorial Collection.



This is the station that stood at Schenectady when Abraham Lincoln's campaign train stopped there in 1860, when his inaugural train passed in 1861, and when his funeral train came again in 1865. The view looks south. The structure in the immediate foreground housed the water tank. John Papp Collection, Effner History Research Center.

followed by the funeral train ten minutes later. Among those aboard the pilot train's coach were Major Zenas C. Priest, assistant superintendent of New York Central's Eastern Division; and Albany telegraph operator Abram L. Whipple, who brought his portable telegraph apparatus. In case some incident occurred, he could connect it with the telegraph wires at any point. A telegrapher with similar equipment was also aboard the funeral train. James Coyle, a mechanic, with appropriate tools, was also sent along in case any repairs had to be made.

Chauncey M. Depew, then Secretary of State and later president of the New York Central, recalled that he represented Governor Reuben E. Fenton, who was unable to ride the train. He wrote:

I had charge in my official capacity as Secretary of State of the train after it left Albany. It was late in the evening when we started, and the train was running all night through central and western New York. Its schedule was well known along the route. Wherever the highway crossed the railway track the whole population of the neighborhood was assembled on the highway and in the fields.

Huge bonfires lighted up the scene. Pastors of the local churches of all denominations had united in leading their congregations for greeting and farewell for their beloved president. As we would reach a crossing there sometimes would be hundreds and at others thousands of men, women, and children on their knees, praying and singing hymns.

This continuous service of prayer and song and supplication lasted over the three hundred miles between Albany and Buffalo, from midnight until dawn.

At 4:45 p.m. the train passed through Schenectady. Large numbers of people perched on every elevated position imaginable, including trees and on the rooftops to catch a glimpse of the train. Signalmen at the crossings held white square flags, bordered with black. A similar scene occurred at Amsterdam at 5:25 p.m.

The train passed Fonda at 5:55 p.m., Palatine Bridge at 6:25 p.m., Fort Plain at 6:32 p.m., and halted for thirteen minutes at the St. Johnsville station. Here, 22 young women, dressed in black skirts, white waists, and black scarfs, served lunch to the passengers. All of the contemporary accounts note that the funeral car was painted "a rich, chocolate color." Anson Brown said, "I remember when the New York Central locomotives burned wood and part of the ground on which the present village of St. Johnsville is situated was covered with wood eight feet deep to refuel the wood burners."



Hours before the arrival of the Lincoln funeral train at Syracuse, residents gathered for memorial services in Hanover Square. Photograph courtesy of the Onondaga Historical Society.

The train stopped briefly at Little Falls at 7:35 p.m., where a bouquet of arranged flowers and a wreath were placed on President Lincoln's coffin. A brief stop was then made at Herkimer at 7:50 p.m. Standing by the depot were 36 young women dressed in white with heavy black sashes. On their heads were crowns of flowers. They held small national flags in their hands, draped with crepe.

The pilot train arrived at the 1836-vintage station on the east side of Bagg's Square in Utica five minutes ahead of schedule, at 8:10 p.m. Its appearance was the signal for the firing of the salute guns as well as a cannon called "Old Saratoga," at Miller's Bridge, just east of the station, by Major Frank Keiser. As the funeral train approached the depot, signal rockets were set off, and bells commenced tolling. Slowly and almost noiselessly the funeral train halted. The bell of the engine *Edward H. Jones* tolled mournfully as it arrived. When it stopped it was flanked by members of the local national guard regiment. The train was guarded by soldiers, front to rear. The Utica Brass Band then commenced playing dirges, sung by the German Club, and kept up until the train left.

The train paused in Utica for twenty minutes while locomotives were changed. At that time Utica was a division point. The *Utica Observer* of April 27, 1865 noted that the train paused long enough to give all a good view of it. All the cars, save the hearse car (and officers' car) were furnished by the New York Central Railroad, and were perhaps the most complete and beautiful ever put upon the road. The managers of the Central road had spared no pains or expense in preparing and decorating

(Continued on following page)



This old photograph depicts the original New York Central mainline underpass beneath the Erie Canal in Syracuse. It would have been there at the time of the Lincoln funeral train. After the canal was abandoned in 1917 to become Erie Boulevard East, it was replaced by a single-portal underpass.

them. The hearse car was next to the last on the train, and attracted particular attention.

At 8:35 p.m. the fresh pilot engine, No. 4, Thomas Harritt, engineer, and Thomas Decker, fireman, took the place of the *Chauncey Vibbard*. Ten minutes later the funeral train followed, drawn by the engine *Major Priest*, Isaac Vrooman, engineer, and George Wrightson, fireman. The *Utica Observer* reporter wrote: "So silently, as it seemed, did the train move away, that thousands were not aware of its departure until it had been gone several minutes."

Several hundred people gathered at the stations between Utica and Syracuse. At some places there were bonfires created with kerosene and wood shavings which brilliantly lit up the landscape. At Rome the train stopped for water, and residents had an opportunity to view it. All stations and adjoining buildings were heavily draped in mourning. Similar scenes were passed by the train at Green's Corners and Verona.

The train stopped briefly at Oneida at about 9:50 p.m. where throngs had gathered. Minute guns were fired, and a brief memorial service was

**NEW YORK CENTRAL RAIL-ROAD.**

**SPECIAL TIME TABLE**

BETWEEN  
**SYRACUSE AND ROCHESTER,**  
VIA DIRECT ROAD,  
FOR PILOT TRAIN AND SPECIAL TRAIN  
WITH THE  
**REMAINS OF THE LATE PRESIDENT ABRAHAM LINCOLN.**  
TO BE USED ON WEDNESDAY, THE 26th. OF APRIL, 1865.

STATIONS.		Pilot Train.	Special Train with Remains.
Leave	Syracuse,	11:20 P. M.	11:30 P. M.
"	Warners,	11:44 "	11:54 "
"	Memphis,	11:50 "	12:00 A. M.
"	Jordan,	12:04 A. M.	12:14 "
"	Weedsport,	12:16 "	12:26 "
"	Port Byron,	12:30 "	12:40 "
"	Savannah,	12:50 "	1:00 "
"	Clyde,	1:05 "	1:15 "
"	Lyons,	1:25 "	1:35 "
"	Newark,	1:40 "	1:50 "
"	Palmyra,	2:05 "	2:15 "
"	Macedon,	2:17 "	2:27 "
"	Fairport,	2:41 "	2:51 "
Arrive	Rochester,	3:10 "	3:20 "

**SPECIAL RULES AND INSTRUCTIONS.**

These Special Trains will have the right to the Track over all other Trains or Engines of any kind, and no Train from either Direction will be allowed to run within twenty minutes of their time.

Engineers of following trains will use the utmost vigilance in looking out for signals.

W. G. LAPHAM, Ass't Supt.

ASST Supt's OFFICE, SYRACUSE, Wednesday, April 26th, 1865.

Daily Annual Steam Press, Syracuse, N. Y.

New York Central Rail Road Company,  
Middle Division,  
ASSISTANT SUPERINTENDENT'S OFFICE,  
*Syracuse, April 25, 1865.*

*Special Orders to be observed during the passage of  
the Pilot Train and Special Train with Remains:*

- 1st. All Telegraph stations shall be kept open during the passage of said trains
- 2d. A man must be stationed at each Highway crossing, with one white and one red lantern, to remain there and keep the crossing clear until the funeral train has passed.
- 3d. The Pilot engine and train shall not pass any Telegraph station unless one white and one red light are exhibited, which will signify that the funeral train has passed the nearest Telegraph station. In the absence of said signals, the Pilot engine and train will stop until definite information is received in regard to funeral train.
- 4th. Where double track is in use, all trains running in opposite directions to funeral trains shall be stopped as soon as Pilot engine shall have passed, and shall so remain until after the funeral train has passed.
- 5th. The funeral train shall pass all stations slowly, at which time the bell of the locomotive shall be tolled.

These orders are issued by order of Brevet Brigadier General D. C. McCALEM, Director and General Manager Military Rail Roads of the United States, and must be strictly observed.

**W. G. LAPHAM, Ass't Supt.**

The Special Timetable and Special Orders for the operation of the Lincoln funeral train and pilot train between Syracuse and Rochester, as issued by Assistant Superintendent William G. Lapham. Note the reference to the use of fixed signals at telegraph stations and the requirement that trains running in the opposite direction stop at the passage of the pilot train and remain standing until the funeral train had passed.

conducted. J.C. Mitchell recalled:

Durhamville was the proud possessor of an old 12-pounder at the time of President Lincoln's assassination, and on the day of the passing of the train, four horses were hitched to the gun and it was drawn to Oneida through the mud which was awful at that time of year.

Myself and a lot of other boys of my own age tramped behind through the mud, most of us bare footed. Our point of vantage at Oneida was on top of a pile of railroad ties directly opposite the station, where we sat and shivered until the train drew in. The funeral car stopped directly in front of us and we had an unobstructed view of the interior of the car. Long years have passed but that scene will never leave my memory. The casket draped with flags, the soldiers at each corner standing guard made a lasting impression. But I always wondered how the boys ever managed to fire that old gun as many times as they did in the short time the train was there.

Then the trains proceeded on through Canastota, Wampsville, Canaseraga, Chittenango, and Manlius Center. George W. Wrightson of Ravena, fireman aboard the engine pulling the funeral train, recalled that the crews were chosen for their ability. He said all the switches had been spiked to prevent tampering until the train had passed. The cortege was given right-of-way over all other traffic. He said:

I tolled the bell of the entire distance between Utica and Syracuse. Afterwards the newspapers praised my handling of the bell. When we reached the depot at Syracuse [at 11:15 p.m.], the train was greeted by the most impressive demonstration I have ever seen. The train shed was covered with the national colors and black festoons. An immense, silent throng had waited hours to glimpse the cortege. The front of the engine bore a portrait of the martyred president. At the sight of the picture and the draped locomotive, throngs along the track drew back. Some waved small flags. Others wept openly. Heads were bowed. When the train had passed they stepped to the track and watched it fade into the distance.

Wrightson, who had begun his railroad career at the age of seventeen, had been fireman on the inaugural train in 1861 between Syracuse and Utica.

The train paused in the old rickety 1839-vintage, shed-like station in Vanderbilt Square on East Washington Street in Syracuse for fifteen minutes. Locomotives were again changed. Notwithstanding it being a drizzly and damp night, a crowd of some 30,000 people was on hand to greet the train. They came from far and wide. A group of public officials arrived from Oswego aboard a five-car special of the Oswego & Syracuse Railroad.

The depot had been elegantly decorated that

afternoon and presented a grand and imposing appearance. From the rafters, blackened by decades of wood smoke, draped flags hung in mourning. Evergreen trees were placed at ten-foot intervals along both sides of the depot. In addition to ordinary gas lights, four large locomotive headlights illuminated the interior of the station. Bells tolled, and guns were fired as soon as the train reached the city limits. Bands played dirges. It wasn't until some time later that it was learned that a local young man, First Sergeant Addison Cornwell of Co. I, 7th Veteran Reserve Corps, was a member of the honor guard that accompanied the funeral train to Springfield. He had been wounded at the Battle of Gettysburg.

While many waited outside to enter the funeral car at the station, a white dove came sailing in graceful circles from the rafters. It alighted gently upon the car roof, directly over Lincoln's casket. It dropped its head as if its eyes were piercing the roof, searching for something. Louise Fitch of Syracuse, then a young girl, said:

**As this occurred half-breath expressions of astonishment were heard and they wondered at the omen. I never was so affected in my life. To cap all that one white dove in all the flock when it rose sought lodgment on two crossed American flags marking the station's eastern entrance, thereon to perch until the funeral train it watched had vanished on its western way.**

The train left Syracuse at 11:30 p.m., John H. Brown of Syracuse, engineer. It was said that Brown's wife and his mother made the flags that draped the engine. It was always a source of pride for him that he had been chosen to pilot both the funeral train as well as the inaugural train in 1861.

A few miles west of Syracuse is the hamlet of Warners. When Francis R. Nichols, a local farmer, heard that the funeral train was coming he urged his friends and neighbors to grab an old broom and come to his barn. He had raised a crop of flax. They wound the brooms with the flax and when the time came, stood on both sides of the track for nearly two miles. When they were alerted the train was approaching, they dipped the brooms in kerosene and ignited them. The train slowed through Warners and the illumination was bright enough for people to see the coffin inside the funeral car. It was a memorable night for those onlookers, never to be forgotten.

A few moments later the funeral train reached the village of Jordan. At the time, members of the 3rd New York Artillery were home on furlough. One of the soldiers thought it would be appropriate to fire a cannon to salute the passing train. A six-pound

*(Continued on following page)*



This six-pound cannon ball still serves as a lasting remembrance of the passage of the Lincoln funeral train at Jordan, New York. It was fired in salute and lodged in a nearby elm tree. There it remained until the aged tree was taken down seventy years later, but a piece of the tree, with the embedded projectile, was preserved by the Jordan Historical Society.

ball was fired, the projectile striking a nearby elm tree about twenty feet from the ground, penetrating it some 18 inches. The cannon ball remained lodged in the tree for 70 years. By then the tree had grown to over 100 feet in height. Located on the site of the high school, it was finally taken down in October, 1935. The cannonball was retrieved and is now on display at the Jordan History Museum.

"I well remember ... when the Lincoln funeral train passed through Syracuse," recalled Frank M. Tuck of Clyde. "We had orders to come to a stop when we met the pilot engine, which ran 10 minutes ahead of the funeral train, and remained



The passenger station at Rochester as it appeared when the Lincoln funeral train paused on April 26, 1865. Power on both the pilot and funeral trains was exchanged here, with the *Dean Richmond* taking the lead on the funeral train.

standing until the funeral train passed. All depots were draped in mourning. Our train met the funeral train [at midnight] at Memphis."

At all the stations between Syracuse and Rochester, the scenes were the same. It was a dark, damp, and drizzly night. The depots were draped in mourning, and bonfires and torchlights illuminated the right of way. Brief stops were made at Port Byron, Lyons, and Palmyra, presumably for fuel and water. The train arrived at Palmyra at 2:15 a.m. to wood up, preceded by the pilot engine. Nothing could be seen other than the exterior of the train. J.A. Holmes was the station agent there at the time.

Palmyra was one place where the wood-burning engines on this division could replenish their wood and water. The railroad had two main tracks. The station then stood on the north side of the tracks. Where the later depot was built, there was a large woodshed, about 150 feet long, at either end of which was a water spout. There was an old-fashioned, tread-powered sawmill there to cut up the slab wood used to fuel the locomotives. To expedite refueling, an entire train crew would help load the tender with large slab wood. "It was a great trip when the first coal burner was taken over the division," said old-time New York Central engineer George F. Green of Syracuse. Many engineers and firemen started their railroad careers piling cord wood on the tenders of quaint and elaborately decorated wood burners with their large balloon stacks. Metal or wood tokens were used by engineers to pay for their load, so a record could be kept on fuel consumption. In spite of precautions, wood burning locomotives spewed out sparks which occasionally set the passing landscape on fire while terrorizing horses and cattle. Most of the forests by the Civil War had been denuded, having been cut up for firewood or lumber. When coal was introduced, skeptical railroaders at first carried along a few cords of wood just to be safe.

The funeral train was due to arrive in Palmyra about 2 a.m. At 1 o'clock the bells in the Presbyterian, Episcopal, and Baptist churches were rung as a signal. When the train arrived there were some 500 people gathered to meet it. While the engine was being refueled, the guards permitted a few people to walk through the car, even though the casket remained closed. At each end of the funeral car, soldiers stood guard.

With Samuel M. Hildreth as conductor, the funeral train arrived at the station between Mill and Front streets in Rochester at approximately 3:10 a.m. on April 27. It was preceded by the pilot engine and two nearly empty coaches. Thousands gathered there. The mayor, city council, and military

and civic organizations were out in full force. The depot was draped in mourning, and inscriptions and mottoes were displayed to express the sorrow of the people. Minute guns were fired. A large force of police was on hand to preserve order.

Only fifteen minutes were allowed for the stop. At the exact minute printed in the special timetable, Conductor Hildreth gave the signal to proceed, and the train moved off, drawn by the locomotive *Dean Richmond*, Leonard Hamm, engineer, which had pulled the inaugural train from Buffalo to Rochester. As usual, the pilot train, pulled by locomotive No. 79, preceded the funeral train by ten minutes. The Rochester delegation chartered a special car to attend events in Buffalo. It was coupled to the morning westbound express train. It left Rochester at 5:45 a.m. and made the run to Buffalo in two hours and five minutes. It arrived there before the coffin was removed from the funeral car.

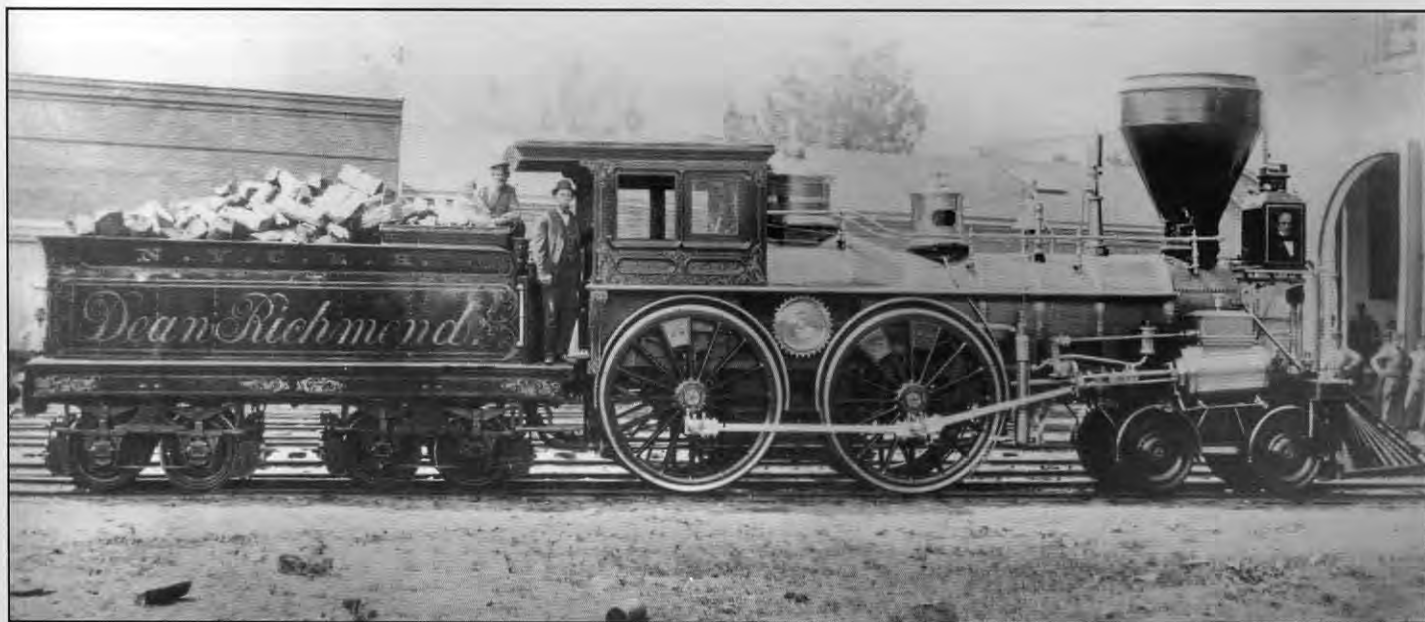
The funeral and pilot trains ran non-stop to Batavia. Although quite early, large throngs of people had assembled to meet the trains, which reached Batavia at 5:08 and 5:18 a.m., respectively. They were punctual to the minute. The station was appropriately decorated for the occasion. Religious and memorial services and a parade were held. A platform had been erected in front of the depot where a large choir sang funeral dirges. Among those who boarded the funeral train for the ride to Buffalo was ex-President Millard Fillmore. After appropriate ceremonies, the funeral train left Batavia.

The funeral train reached the station on Exchange Street in Buffalo at 7 a.m., where a fifteen-hour stop was made. The reception of President Lincoln's remains there was impressive and solemn. The casket was conveyed in a hearse drawn by six white horses, each led by an African-American soldier, and attended by a guard of honor. It was then placed in St. James Hall, where the coffin was opened and the remains prepared for viewing. The public was then admitted. The remains were then placed on a train of the Buffalo & Erie Railroad that left Buffalo at 10 p.m.

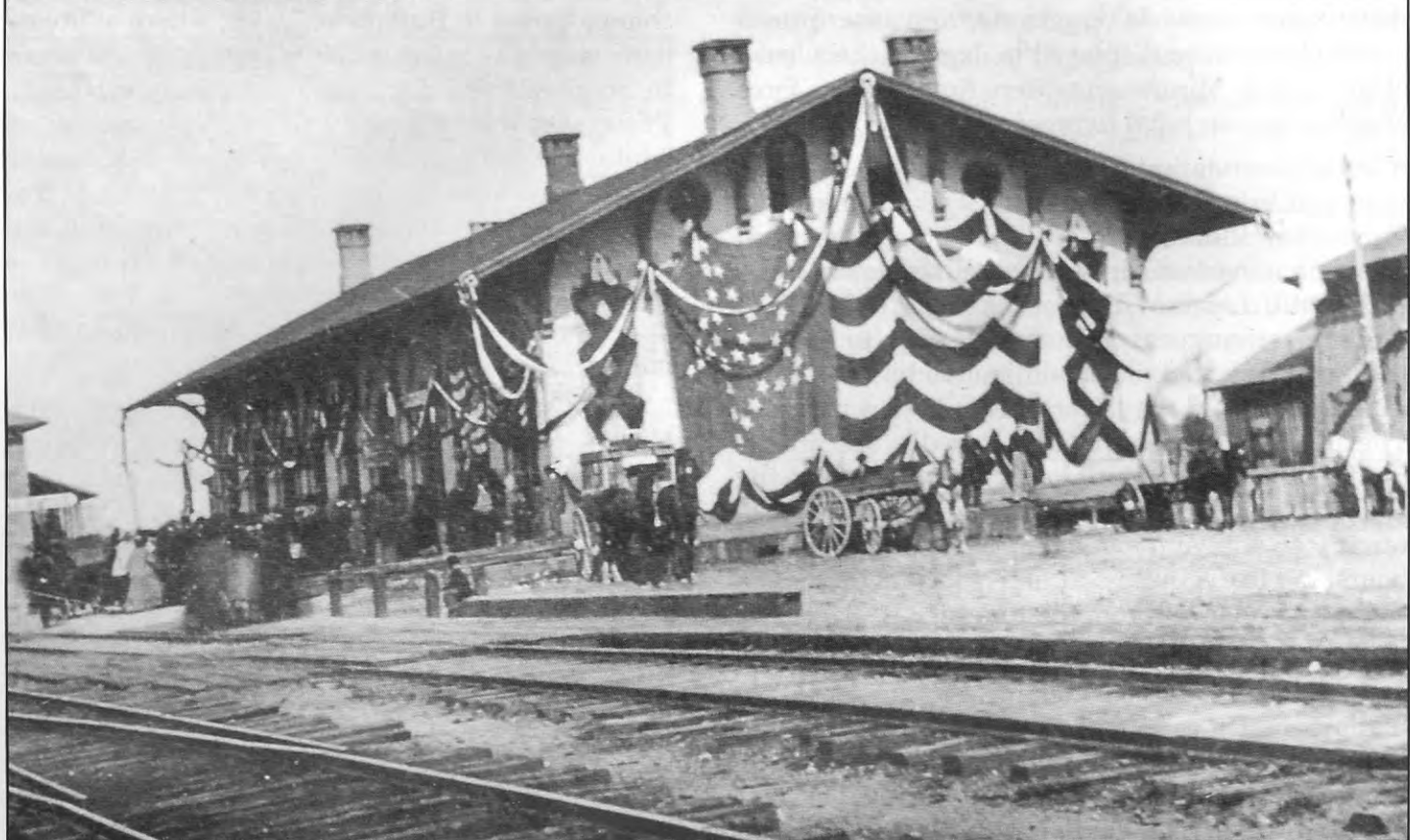
The funeral train passed Hamburg, Angola, Farnham, Irving, and Silver Creek, where residents assembled, holding lanterns and mourning flags. The pilot engine from Buffalo to Erie was the *Comet*, Gus Catlin, engineer. The funeral train engine was the *Atlas*, John Hart, engineer. Both were handsomely decorated with flags, flowers, and bunting. The train was in charge of conductor Isaac Morehead, and was accompanied as far as Cleveland by Superintendent J. Lewis Grant.

The trains stopped at Silver Creek and Westfield for wood and water. Ripley, the last station in New York State, was passed by the funeral train at 1:24 a.m. The funeral train continued on to North East, Pennsylvania, where it stopped at 1:47 a.m., long enough to allow the New York delegation and Major General John A. Dix and his staff to detrain. Dix's contingent had been responsible for security of the

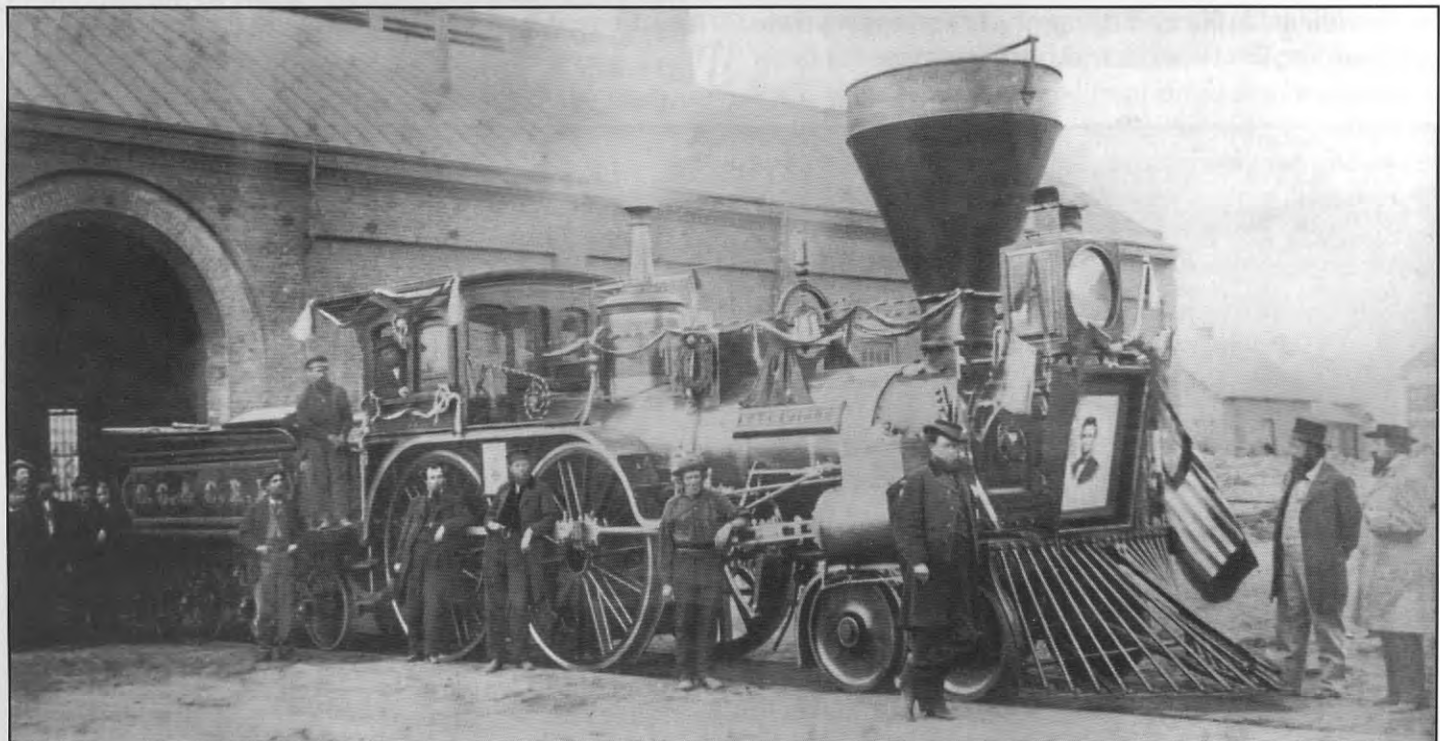
(Continued on page 33)



The locomotive *Dean Richmond* hauled the Lincoln funeral train from Rochester to Buffalo on April 27, 1865. The train left Rochester at 3:35 a.m. and arrived in Buffalo at 7 a.m., making only one brief stop in Batavia. The *Dean Richmond*, named for the president of the New York Central Railroad, also hauled President Lincoln's inaugural train over the same route in 1861. For the funeral train, it was trimmed with crepe and festooned with American flags. On the sides were mounted black and white rosettes and other emblems of mourning. Edward L. May Memorial Collection.



The citizens of Batavia went all out to decorate their depot for the brief stop of the Lincoln funeral train, and fortunately its appearance was recorded on a glass plate.



Among the railroads handling the Lincoln funeral train beyond Cleveland was Big Four and NYCS predecessor, the Cleveland, Columbus & Cincinnati Railroad. CC&C's #113, *Nashville*, was given the honor of hauling the train at some point on the line. Because this image shows the locomotive as decorated for that purpose, it has been included here. *Nashville* was built in June of 1852 by the Cuyahoga Steam Furnace Company of Cleveland, Ohio. NYCSHS Collection.

coffin. Taking his place was General Joseph Hooker and his staff. The Pennsylvania delegation also boarded at North East.

The funeral train then moved on to Erie, Pennsylvania, where it arrived at 2:50 a.m., twenty minutes late. The people of Erie knew the train was going to pass through. But in the midst of preparations they were informed by Henry Nottingham, superintendent of the Cleveland & Erie Railroad, that the funeral escort had requested that no public demonstration be made here so those aboard the train could get some rest. Therefore the city was not afforded a formal demonstration.

Our story ends at Erie. Of course, the train continued on its way to Springfield, Illinois, being handled by the following railroads:

1. Cleveland & Erie Railroad – Erie, Pennsylvania to Cleveland, Ohio (later NYC)
2. Cleveland, Columbus & Cincinnati – Cleveland to Columbus (later CCC&St.L, NYCS)
3. Columbus & Indianapolis – Columbus to Indianapolis (later PRR)
4. Indianapolis & LaFayette – Indianapolis to Lafayette (later CCC&St.L, NYCS)
5. Louisville, New Albany & Chicago – Lafayette to Michigan City (later Monon)
6. Michigan Central – Michigan City to Chicago (via trackage rights over Illinois Central to Chicago. Later NYCS)
7. Chicago & Alton – Chicago to Springfield (later GM&O) (NYC)

## Notes

1. The Troy and Greenbush Railroad was incorporated May 14, 1845 and opened in June, 1846 between East Albany (Rensselaer) and Troy, six miles. It was leased by the Hudson River Railroad on June 1, 1851. The Hudson River Railroad was consolidated with the New York Central to form the New York Central & Hudson River Railroad in 1869. The first railroad bridge there was built by the Rensselaer & Saratoga Railroad in 1834, but was set afire by sparks from a passing locomotive on May 10, 1862. Along with the bridge, this fire also destroyed most of Troy's downtown area. It was quickly rebuilt. Today, all that is left is the so-called "Troy Industrial Spur" that runs from the Livingston Avenue Bridge in Rensselaer to South Troy, a distance of about three miles, to serve several industries. The old R&S line from Cohoes to Albany remains in service by CP Rail which may be destined to become Norfolk Southern.
2. At the same time, 4 a.m. April 26, John Wilkes Booth, who assassinated President Lincoln, was trapped in a barn in rural northern Virginia and was shot by Sergeant Boston Corbett. Booth died three hours later.

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Special thanks are extended to Wayne Wesolowski of Tucson, Arizona, consultant, author and leading authority on the Lincoln Funeral Train, especially the Funeral Car.