

MEMBER OF TRAIN CREW WHICH MOVED BODY OF LINCOLN

**John E. Price Still Lives at Arlington,
Others Being Long Since Dead.**

WAS SOLDIER IN CIVIL WAR

**He tells of the Deep respect Shown
by People Along Line of Railroad.**

Columbus Sunday Dispatch (November 3, 1912) – The last surviving member of the Pennsylvania train crew in charge of the train that bore President Lincoln’s body from Columbus to Indianapolis on its way to burial in Springfield, Ill., is now living in a pleasant home on the heights of Arlington. He is John E. Price, former superintendent of the stone quarries now operated by the Casparis interests.

IN THREE-MONTH SERVICE.

Although confined to his home rather closely by locomotor ataxia, Mr. Price is otherwise a well-preserved man of 69 years and recalls the incidents of this trip as one of the remarkable happenings of his life since with many other young Ohio soldiers he answered Lincoln’s call for the hundred-day service.

In the army, at the age of 20, Mr. Price was first sergeant in Company E of the 133d regiment, O.V.I., which was enrolled in May, 1864: saw 100 days’ service in Virginia and Maryland and was mustered out at Camp Chase. The regiment was in the field near Petersburg at the time of the blowing up of the mines.

WAS REAR BRAKEMAN.

After leaving his service, before which he had been a student at Ohio Wesleyan University, he went into railroading and at the time of President Lincoln’s assassination was a brakeman on that portion of the Pennsylvania lines which was then known as the Columbus, Cincinnati, Chicago and Indiana Central railway, or “the three C’s & I.”

“The conductor on the train was Harry Dodge of Columbus” said Mr. Price, “the engineer was another Columbus man, Jimmy Gormley, who later became a master mechanic, and Al Stevens who later became a conductor on the road, was the middle brakeman. There was another brakeman on the front of the train whose name I do not recall. These with a porter constituted the train crew.

MORNING DRAPERY FIRED.

“Of course, there was a distinguished gathering of high government officials on the train and also many of the leading officials of the road. My uncle, Benjamin Smith, at the time was president of the road. I remember that one of the officials came to us in the evening and said, ‘Now, boys, we have a number of very important men on board and it behooves us to give them every consideration. So, I want each one of you to keep faithfully to his post.’ And so we did, each one keeping at his own set of brakes all night long.

“At that time the engines burned cord wood in their fire boxes and the flying sparks and fragments of burning wood were numerous. The train was heavily draped with quickly inflammable material and this drapery caught fire several times and caused us no end of concern in putting it out and watching for any further happenings of the same sort.

SCHOOL CHILDREN SANG.

“The trip to Indianapolis was memorable. There were arches over the railway for a long distance before we reached Indianapolis and everywhere we stopped the crowds were large and the grief profound. One of the interesting incidents of the trip was at Dublin, Indiana, where as a mark of respect the school children came out and sang some hymns to signify their sorrow. There were bonfires all along the way and everywhere the people seemed to express the utmost interest and respect.”

Mr. Price, whose father, Timothy Price, a native-born Welshman, is well remembered by older Columbus inhabitants, has for many years been dividing his time between Ohio and Florida, spending about six months of the time at Arlington and the other six in his winter home in Daytona, Fla., where his wife and son accompany him. They will leave for Florida early in November.

