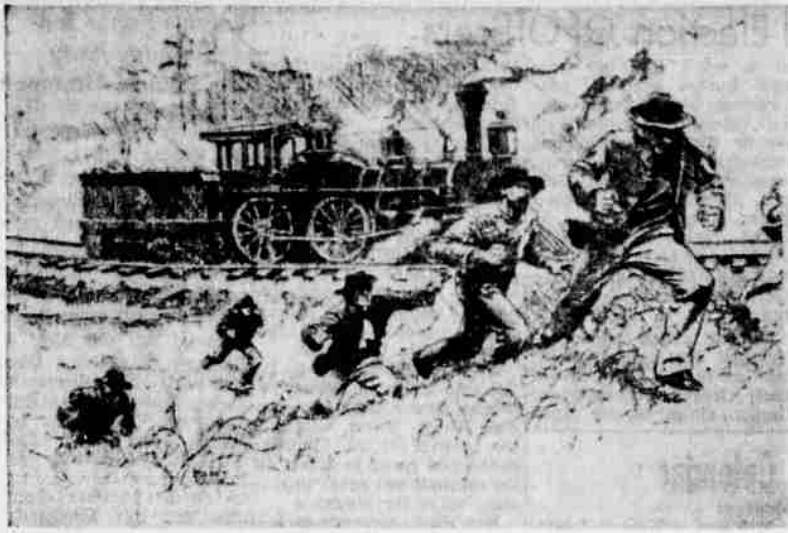




**SPIES STEAL TRAIN**—On April 12, 1862, 20 Federal spies stole the Chattanooga mail train from the station at Big Shanty, Ga. The Confederates gave chase in another train and finally caught them. The 20 tried

## The Great Locomotive Chase

north of Calhoun, Ga.—the pursuing locomotive came upon the raiders, who were tearing up track and oiling "The General."

### Locomotive Bearing Down

Here the Rev. William Pittenger, 2nd Ohio Volunteers and one of the raiders, takes up the story:

"Not far behind we heard the scream of a locomotive bearing down on us at lightning speed! The men on board were in plain sight and well armed! Two minutes—perhaps one—would have removed the rail at which we were toiling. . . . But the most desperate efforts were in vain. The rail was simply bent, and we hurried to our engine and started away. . . ."

"Now the contestants were in clear view, and a most exciting race followed. . . . we dropped one car, and shortly after, another; but they were 'picked up' and pushed ahead to the Resaca station. . . . We broke out the end of our last boxcar and dropped cross-ties on the tracks as we ran, thus checking their progress and getting far enough ahead to take on wood and water at two separate stations. . . ."

On through Dalton, Ga., the race went. At Kingston, Ga., about 25 miles from Big Shanty, they were 20 minutes behind the raiders. Another 20 miles—just

was now staked upon an effort of a different kind. . . . The side and end boards of the last car were torn in shreds, all available fuel was piled upon it, and blazing brands brought back from the engine. By the time we approached the long covered bridge the fire in the car was fairly started. We uncoupled it in the middle of the bridge and with painful suspense awaited the issue. . . . Before the bridge was extensively fired the enemy was upon us. They pushed right into the smoke and drove the burning car before them to the next sidetrack. . . ."

### Out of Fuel

The raiders were out of fuel for their locomotive, too. "Our situation was indeed desperate," Pittenger wrote. They stopped their engine reversed it and took to the woods, every man for himself.

The steam pressure in "The General" was so low that the pursuing engine easily reversed in time to absorb the bump.

There north of Ringgold, Ga., 18 miles short of Chattanooga, "The Great Locomotive Chase" came to an end.

Militarily the raid was a failure. But the daring of the raiders caught the fancy of the North. Likewise the persistence of Fuller and Murphy

in running down the raiders against odds stirred the South to applause.

The 20 soon were captured. A militia muster was being held in Ringgold that Saturday and the militiamen deployed over the countryside in the manhunt.

Judge Advocate General Joseph Holt reported the end of the raid to Secretary of War Edwin M. Stanton:

"The captives were thrust into the Negro-jail at Chattanooga. They occupied a single room, half underground, and but 13 feet square; so that there was not enough space for them all to lie down together. . . . They were covered with swarming vermin. . . . Add to this, they were all handcuffed, and, with trace chains secured by padlocks

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around their necks, were fastened to each other in companies of twos and threes. Their food, which was doled out to them twice a day, consisted of a little flour wet with water and baked in the form of bread, and spoiled pickled beef. . . ."

### Leader Convicted

A court martial convicted Andrews, the leader, and seven others as spies and sentenced them to death.

The hangings occurred at Atlanta, June 18, 1862.

The eight who were hanged were: Andrews; William Campbell, a civilian who had volunteered for the raid; George D. Wilson, Co. B; 2d Ohio; Marion A. Ross, Co. A,

or were exchanged. Pittenger was among those exchanged. The first Medals of Honor, the United States' highest award for valor, were given to the Andrews Raiders.

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### Winema Forest Roads Are Closed

Klamath Falls—Many of the roads in the new Winema National Forest in the Klamath Falls area are still closed by snow, according to Earl Karlinger, Klamath district ranger.

Only road open in the Lake of the Woods area is the Dead Indian highway, he said. Remainder of the roads are still closed by snow at an average depth of 3 1/2 feet, he added. The west side Klamath lake rd. has been plowed but, because of deep ruts caused by thaw, it is recommended that cars not drive past Malone Springs from the south and to Threemile creek from the north.

Travel should be limited to surfaced roads until the spring thaw is over, the ranger suggested. Travel during wet conditions causes heavy damage to the forest road system, he warned.

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