

# **The Knapsack**

**Raleigh Civil War Round Table**

***The same rain falls on both friend and foe.***

**May 9<sup>th</sup>, 2022**  
**Our 255<sup>th</sup> Issue**



**Volume 22**  
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<http://www.raleighcwrt.org>

## **May 9<sup>th</sup>, 2022 Meeting Features Amy and Jay Bauer speaking on the topic *Discovery of a Forgotten USCT: A Mystery Solved***

Our upcoming meeting will be in person on Monday, May 9<sup>th</sup>, 2022 at the NC Museum of History in Raleigh. Please note that the wearing of a mask is optional. For those unable to attend in person, a Zoom session will also be recorded simultaneously.

Please join us at 6:30 p.m. for refreshments. The program starts at 7:00 p.m. EST. This event will also be live-streamed on Zoom. A video recording will be made available on <http://www.raleighcwrt.org>, our Raleigh Civil War Round Table website, following the event.

Raleigh CWRT President, Josie Walker, should have already emailed an invitation to you, including instructions and a link for joining online if you are unable to attend in person. Please contact Josie at [Raleigh-CWRT@Yahoo.com](mailto:Raleigh-CWRT@Yahoo.com) if you did not receive an invitation.



**Jay and Amy Bauer**

May's meeting will feature a presentation in Daniels Auditorium by Amy and Jay Bauer speaking on the topic ***Discovery of a Forgotten USCT: A Mystery Solved.***

This is an updated, expanded version of Amy's Sept. 2019 presentation to this Round Table concerning the discovery of the forgotten 135<sup>th</sup> U.S. Colored Troops (USCT) Regiment. It will include Amy & Jay's journey, primary sourcing, and ongoing discovery of 100+ descendants of this once-forgotten regiment.

In addition, Amy has invited several guests who are descendants of members of the 135<sup>th</sup> USCT to attend the meeting. This includes Cindy Pratt and her mother, Theodora Harrington, of Albany, NY. Cindy will have some artifacts belonging to her ancestor on display in the Museum's lobby. Cindy will also speak briefly on

the planned NC Trail Marker to be located on Center St. in Goldsboro in honor of the 135<sup>th</sup> USCT Regiment. The wording to be placed on the Trail Marker is currently in final review. The hope is to have this Trail Marker dedicated on October 23<sup>rd</sup>, 2022, the 157<sup>th</sup> anniversary of the mustering out of the 135<sup>th</sup> USCT Regiment in Louisville, Kentucky after the completion of the Civil War.

Also invited is the family of Jack Sherrod of Goldsboro, North Carolina. They will have the Sherrod family bible on display in the lobby.

One of our Raleigh CWRT board members, Lloyd Townsend, is also a descendant of one of the members of the 135<sup>th</sup> USCT Regiment.

Two key participants of the Zoom session will be Jerilyn James Lee (Stories of the United States Colored Troops, a blog) and Peg Omen, a genealogist in Nebraska, also interested in the 135<sup>th</sup> USCT Regiment.

Amy Bauer was raised on an island outside of Savannah, Georgia where she learned to appreciate and value history. The rich historic roots of Savannah exposed her to the work of genealogy and has kept her intrigued enough to have worked in the field for over thirty years. Her husband, Jay, shares her interest in genealogy. They are a military family. Jay served as an army Captain pilot, flying "bird dog" missions in Vietnam. Jay's brother is buried in Arlington National Cemetery and their nephew graduated from West Point. Jay and Amy lived in Southern California for 33 years where Jay was a construction manager for 40 years while Amy has been an independent insurance broker for over 30 years.

In 2013, Jay retired and they relocated from California to Goldsboro, NC to become involved with Preservation NC, where they spent several years preserving the house that has become their retirement home. Since then, they have preserved two additional houses.

They continued their avocations in Goldsboro as local historians, preservationists, and genealogists. In 2014, Amy

and Jay attended a history talk at the Wayne County Public in Goldsboro. The lecture hinted that a troop of African-Americans called the 135<sup>th</sup> Infantry Regiment United States Colored Troops (USCT) had been raised in Goldsboro in the final month of the Civil War.

This rumor piqued Amy and Jay's interest. Their research soon led them to the National Archives in Washington, DC, where they discovered the lost history of the 135<sup>th</sup> USCT written in pension records. Over a seven-year period, they continued to research these records. They also visited the Library of Congress a half-dozen times as well as a number of graveyards, collecting information to aid them in tracking down living descendants.

Over this period, Amy and Jay have analyzed close to 300 pension records, have done genealogies on 1,100 of these men and have tracked down over 100 of their descendant families. They continue to find more descendants every day as they continue to lecture on the 135<sup>th</sup> USCT. Recently, they had an interested audience of over 300.



Members of the 135<sup>th</sup> USCT Regiment

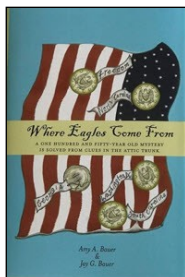
During their research, Amy and Jay learned the genesis of the 135<sup>th</sup> USCT. Sherman's March-to-the-Sea and March through the Carolinas re-

quired manpower to move 60,00 troops, supply wagons, artillery, and ambulances. To this end, Sherman employed liberated slaves to cut trees for corduroy roads, and to erect bridges and causeways. These liberated slaves were known as the *Pioneer Corps*. Once Sherman reached Goldsboro, they were given blue uniforms and organized into the 135<sup>th</sup> USCT. A total of 1,154 men made up this "lost troop".

In a move to demonstrate their commitment to this project, Jay and Amy formed the 135<sup>th</sup> USCT, a 501 (c)(3) non-profit organization comprised of dedicated volunteers. Jay serves as President while Amy serves as Vice President of the organization.

The organization's members include many of the living descendants of the 135<sup>th</sup> USCT, along with prominent Civil War historians, such as Earl Ijames from the North Carolina Museum of History, UNC's Dr. Reginald Hildebrand, Dr. Ben Speller from NCCU, and Dr. Malcolm Beech from Washington D.C. The commission has gained strong support from the local and state community and has produced a Civil War living history weekend each of the past few years in Goldsboro, NC.

Amy attended college at Georgia Southern University. She and Jay are also the authors of the book [Where Eagles Come From: A One Hundred and Fifty-Year Old Mystery is Solved From Clues in the Attic Trunk](#). Amy and Jay have two daughters and seven grandchildren.



Where Eagles Come From

## Teddy Roosevelt Witnesses Lincoln's Funeral Procession on April 25<sup>th</sup>, 1865

This is a sidebar accompaniment to the main newsletter article which begins on page 3. The text is quoted from the American Photo Colorizing.com photo blog, which also produced the colorized photo. The author is unknown. The colorized photo shown below can be viewed enlarged at <https://photocolorizing.wordpress.com/tag/young-theodore-roosevelt/>.

"The year is 1865. This is Abraham Lincoln's funeral procession, as it winds down Broadway in New York City on April 25<sup>th</sup>. The red house on the corner belonged to Cornelius van Schaack Roosevelt, grandfather of future U.S. President Theodore Roosevelt.



"Now, if you'll turn your attention to the second-story window at the side of the red house – you'll see two little boys watching the proceedings below. They happen to be 6 1/2 year-old Teddy Roosevelt (right) and his 5 year-old brother, Elliot.

"In the 1950s, Stefan Lorant came upon the photo while conducting research for a book on Abraham Lincoln. He asked Edith Roosevelt about it.

"She replied, 'Yes, I think that is my husband, and next to him his brother,' she exclaimed. 'That horrible man! I was a little girl then and my governess took me to Grandfather Roosevelt's house on Broadway so I could watch the funeral procession. But as I looked down from the window and saw all the black drapings I became frightened and started to cry. Theodore and Elliott were both there. They didn't like my crying. They took me and locked me in a back room. I never did see Lincoln's funeral'. (Source: National Archives)

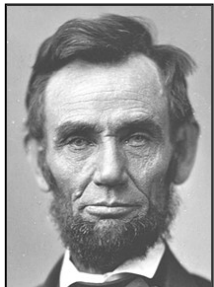
"Now, the original photograph wasn't crisp enough to create a realistic colorized image, so it has shades of a painting about it. But, it's such an historic photo, I couldn't resist giving it the best color treatment possible. I also took the liberty of removing the black funeral bunting from under the front windows on the second-story, as they weren't clearly-defined, and distracted from the appearance of the house. Still, for what it is, I'm happy."

# Twelve Notable Instances of Rail Transportation During the Civil War

A Twelve-Part Series by Bob Graesser, Editor

## Introduction

In the first installment of this chronological 12-part series on notable instances of how rail transportation played a critical role during the Civil War, I documented Lincoln's whistle-stop inaugural journey from Springfield, Illinois to Washington City, Feb. 11<sup>th</sup>–23<sup>rd</sup>, 1861. Lincoln's route covered 1,900 miles, and it is estimated that some thirty-one million people viewed Lincoln, or at least the passage of his train, in person. It is only fitting that I bookend part 12 of this series with Lincoln's funereal train journey from Washington City back to Springfield, Illinois following his tragic death on April 15<sup>th</sup>, 1865 at the hand of an assassin. On the return trip, the funeral train traveled somewhere between 1,654 and 1,662 miles over the course of its journey to Springfield. Approximately 1.5 million Americans viewed Lincoln's body and more than seven million—without the aid of radio, television, or internet—actually witnessed some part of the historic occasion. It was the biggest single event to happen in the lives of American citizens at the time. It was also the grandest funeral spectacle in the history of the world to that point in time.



President Abraham Lincoln

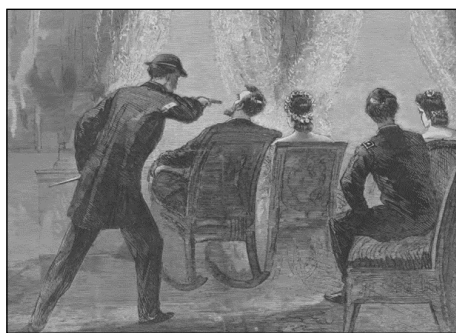
## Part 12 Sources

- [8 Things You May Not Know About Trains](#) by Barbara Maranzani ([History.com](#), Dec. 11<sup>th</sup>, 2012)
- [Abraham Lincoln's Funeral Train: How America Mourned for Three Weeks](#) by Christopher Klein ([History.com](#), Feb. 7<sup>th</sup>, 2022)
- [IHB: Lincoln Funeral Train Part One: Washington DC to Indianapolis](#) (Indiana Historic Bureau)
- [IHB: Lincoln Funeral Train Part Two: Indianapolis to Michigan City](#) (Indiana Historic Bureau)
- [IHB: Lincoln Funeral Train Part Three: Michigan City to Springfield](#) (Indiana Historic Bureau)

- [Laying Down Lincoln #1](#) by Kurt Kennedy (Author), Daniel Bauer (Illustrator); Caliber Comics (Sept. 15<sup>th</sup>, 2019); ASIN: B07XYGBT27
- [Lincoln's Funeral Train: The Epic Journey from Washington to Springfield](#) by Robert M. Reed; Schiffer Publishing, Ltd.; 1st edition (June 28<sup>th</sup>, 2014); ISBN-10: 076434594X, ISBN-13: 978-0764345944
- [President Lincoln and Dr. Brown – Association of Army Dentistry](#) (Feb. 15<sup>th</sup>, 2016)
- [The Humble Undertaker – Nov. '96 America's Civil War Feature](#) ([HistoryNet.com](#), Sept. 23<sup>rd</sup>, 1996)
- [The Lincoln Funeral: An Illustrated History](#) by Michael Leavy; Yardley, PA: Westholme Publishing, LLC (June 30<sup>th</sup>, 2015); ASIN: B01K93TOPO
- [The Lincoln Funeral Train – Illinois History & Lincoln Collections](#) (A [publish.illinois.edu](#) blog, Aug. 30<sup>th</sup>, 2019)
- [The Lincoln Funeral Train: The Final Journey and National Funeral for Abraham Lincoln](#) by Scott D. Trostel; Fletcher, OH: Cam-Tech Publishing, First Edition (Sept. 1<sup>st</sup>, 2002); ISBN-10: 0925436216, ISBN-13: 978-0925436214
- [Traveling in Style and Comfort: The Pullman Sleeping Car](#) by Jimmy Stamp ([Smithsonian.com](#), Dec. 11, 2013)

## Events in Washington City

It is the evening of Good Friday, April 14<sup>th</sup>, 1865, only five days after Lee's surrender to Grant, virtually ending the Civil War. An assassin, John Wilkes Booth, shoots President Abraham Lincoln at close range behind the left ear



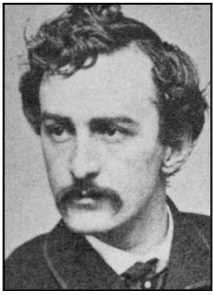
Booth assassinating President Lincoln – [Harper's Weekly](#), April 20<sup>th</sup>, 1865

during a play, [Our American Cousin](#), at Ford's Theater in Washington City.

Having never regained consciousness, Lincoln dies the next morning, April 15<sup>th</sup>, at 7:22 a.m. in a boarding house across

- Part 1: Lincoln's Whistle-Stop Inaugural Journey from Springfield, IL to Washington City, Feb. 11<sup>th</sup>–23<sup>rd</sup>, 1861
- Part 2: Jefferson Davis's Inaugural Journey from His MS Plantation, Briarfield, to Montgomery, AL, Feb. 11<sup>th</sup>–17<sup>th</sup>, 1861
- Part 3: Reinforcement Via Rail Enables the Confederates to Win the Battle of Bull Run, July 18<sup>th</sup>–21<sup>st</sup>, 1861
- Part 4: The Great Locomotive Chase, a.k.a. Andrews' Raid, April 12<sup>th</sup>, 1862
- Part 5: Greatest Troop Movement by Rail: Rebel Troops from Tupelo, MS to Chattanooga, TN, July 1862
- Part 6: Supplying the Union Troops by Rail During the Gettysburg Campaign, June 11<sup>th</sup>–July 7<sup>th</sup>, 1863
- Part 7: Longstreet's Reinforcement of Bragg by Rail to Win the Battle of Chickamauga, Sept. 9<sup>th</sup>–20<sup>th</sup>, 1863
- Part 8: Union XI & XII Army Corps Reinforce and Rescue Rosecrans by Rail in Chattanooga, Sept. 25<sup>th</sup>–Oct. 6<sup>th</sup>, 1863
- Part 9: Supplying Sherman's Atlanta Campaign via Rail, May 1<sup>st</sup>–Sept. 5<sup>th</sup>, 1864
- Part 10: Supplying the Union Troops During the Siege of Petersburg, June 15<sup>th</sup>, 1864–April 2<sup>nd</sup>, 1865
- Part 11: Supplying the Confederate Troops During the Appomattox Campaign, April 2<sup>nd</sup>–11<sup>th</sup>, 1865

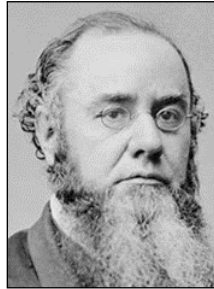
**Part 12: Lincoln's Whistle-Stop Funereal Journey from Washington City to Springfield, IL, April 21<sup>st</sup>–May 4<sup>th</sup>, 1865**



*Assassin  
John Wilkes Booth*

the street from the theater. Among those in attendance are Secretary of War Edwin M. Stanton. After famously stating “Now he belongs to the ages”, Stanton quickly steps in as the figure of authority.

Under Stanton’s leadership, a conspiracy is quickly uncovered.



*Secretary of War  
Edwin M. Stanton*

While Union soldiers hunt the conspirators, the nation goes into mourning. Lincoln’s body is entrusted to the firm of Brown and Alexander, Surgeons and Embalmers, in Washington City.

There is a two-fold connection leading to this choice. First, Dr. Charles DeCosta Brown has been Stanton’s dentist and has been named by Stanton as an official government embalmer, having already been renowned as a pioneer in modern embalming techniques, which give a body marble-like solidity without discoloration. In the use of these patented techniques, Dr. Brown has trained Henry P. Cattell, the stepson of Brown’s brother.



*Willie Lincoln*

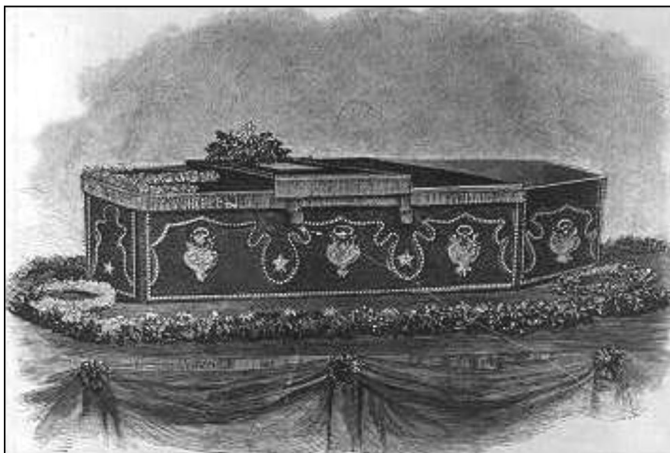
Second, either Brown, himself, or Cattell, under Dr. Brown’s supervision, has embalmed Willie Lincoln, the president’s son, in Feb. 1862.

Because of this, Mrs. Lincoln gives her blessing that they also be the ones to embalm the president’s body.



*Mary Todd  
Lincoln*

Again, there is no unanimous consensus in the literature as to whether it is Brown or Cattell, his assistant, who does the actual embalming.



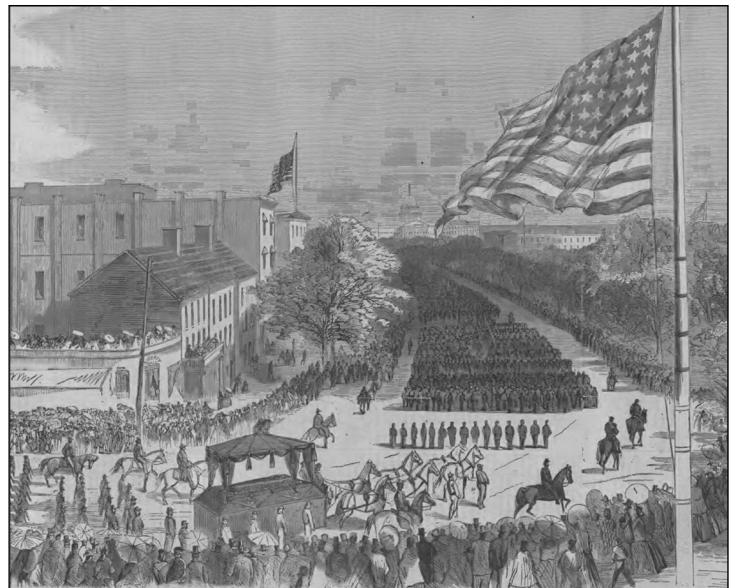
*Coffin containing the remains of President Lincoln – Frank Leslie’s Illustrated Newspaper, May 13<sup>th</sup>, 1865*

After the embalming procedure, Lincoln’s body lies in

state in the White House, where his funeral takes place on April 19<sup>th</sup>.



*Lincoln’s funeral procession on Pennsylvania Avenue, Washington City, April 19<sup>th</sup>, 1865*



*President Lincoln’s funeral procession in Washington City – Harper’s Weekly, May 6<sup>th</sup>, 1865*

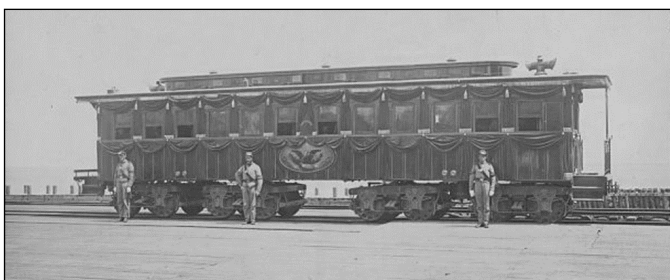
There follows a two-hour funeral procession that includes soldiers, politicians, diplomats, and freed slaves, after which Lincoln’s coffin is carried into the U.S. Capitol, where his body lies in state for public viewing. The *New York Times* reports that “thousands wend their way up the capitol steps, into the grand rotunda, by the bier and coffin of the President... their homage is silent and tearful.”

The distraught First Lady, who can not bring herself to leave the White House for five weeks, is sufficiently cogent to decide that the president should be buried in Springfield, Illinois, their former home. Although she wants her husband’s body to take the most direct route to Springfield for burial, Stanton, wishing to give Americans a chance to see their fallen president face-to-face one final time, convinces her to approve a more circuitous railroad journey that retraces the whistle stops of the inaugural journey Lincoln

had made from the Illinois capital to the national capital four years earlier. Stanton also gains Mary Lincoln's consent to allow the lifting of the upper half of the casket lid for public viewings in 10 cities along the route.

The great advances in the art of embalming during the Civil War has allowed the unrefrigerated bodies of tens of thousands of soldiers to be returned to their families for burial, and the same process is used to preserve the body of the commander-in-chief. Embalmer Dr. Charles Brown proclaims there will be no perceptible change in Lincoln's appearance by the end of the two-week tour. In addition, "The body of the president will never know decay," he assures the *Chicago Tribune*.

Potential delicate constitution of the reader aside, time will prove him wrong on both counts. Still, at every opportunity, fresh flowers, replacing existing ones, will be introduced to the funeral car to mask as much as possible any unpleasant odors throughout the journey. In addition, whenever privacy can be prevailed upon, Brown (or Cattell?) will attend to the body, re-embalming it as necessary to mitigate the rate of decay.



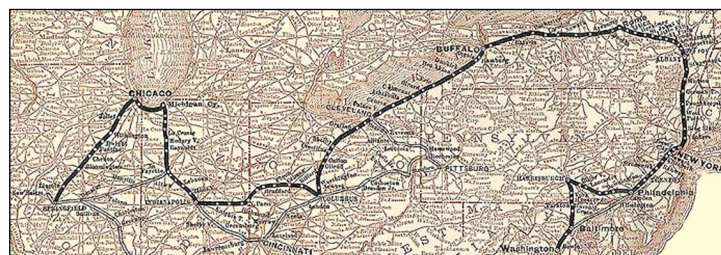
*President Abraham Lincoln's railroad funeral car*

At the break of dawn on April 21<sup>st</sup>, a team of horses draws the hearse carrying Lincoln's black mahogany coffin from the U.S. Capitol, where it has spent the prior two nights lying in state, to the nearby Baltimore & Ohio Railroad station. Gripping the coffin's silver handles, a military guard carries Lincoln's body onto the presidential railroad car, which featured luxurious crimson silk upholstery and walnut and oak finishing. Although the car has been built to serve his use as president, Lincoln, totally occupied by war, has never had a chance to see the newly constructed railcar, much less ride in it.

This railcar, dubbed *The Lincoln Special*, is the ninth car, including the engine, of a funeral train which is draped in black. Upon Mary's request, the casket of their son William, who had died of typhoid fever at age 11 in 1862, is also aboard for the trip back to the Midwest. In addition, the train carries friends, family, high ranking officials, a funeral director, Frank T. Sands, the embalmer, Dr. Brown, and his assistant, Harry Cattell. Finally, the military guard which has carried the casket onto the train, is also charged with the sacred honor of accompanying the body throughout the trip.

With the train's departure, the *New York Times* reports "The remains of Abraham Lincoln have departed from Washington. All of the mortal part that is left on earth is now on its way to its final resting place beneath the sod

of his chosen State." William H.H. Gould, the conductor on the funeral train's first leg, recalls that the president appears at rest leaving the national capital: "He looked as if he were asleep in pleasant dreams." In fact, in several cases, mourners have to be physically restrained from touching or kissing Lincoln's face, so natural is his countenance.



*Map of the funeral train route, Lincoln Highway National Museum and Archives, <http://www.lincoln-highway-museum.org/WHMC/WHMC-LFTR-01.html>*

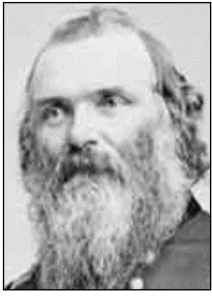


*Simplified map of Lincoln's funeral train route showing the major stops along the way*

As much as possible, the 14-day return trip retraces the route taken by the president-elect four years earlier, with the deletion of Pittsburgh and Cincinnati and the addition of Chicago. Parades are held with caissons, riderless horses, and an array of elected officials. Lincoln is finally laid to rest on May 4<sup>th</sup>.

In all, *The Lincoln Special* travels through seven northern states, including more than 440 cities, towns, villages, and byways, before bringing Lincoln's remains to his final resting place in Springfield, Illinois. It makes eighty-six stops, a few of which are unscheduled but honored when unexpectedly dense crowds along the train's route warrant it. Those stops which are scheduled are published in newspapers so mourners can gather.

In ten cities, Lincoln's coffin is placed on a horse-drawn hearse and is carried to a public building where members of the public then file through to see Lincoln's body lying in eternal slumber. Newspapers at the time report that people will wait in line for over five hours just to pass by the coffin in some cities. As the funeral car travels through the countryside, even more mourners gather along the train's route to pay their respects as the train passes by. Everywhere there are arches draped in black stretched over the tracks.



**Maj. Gen. Daniel C. McCallum**

The War Department, under the direction of Secretary of War, Edwin M. Stanton, and with the assistance of his direct report, Maj. Gen. Daniel C. McCallum, Military Director and Superintendent of the United States Military Railroad, is in total charge of the funeral train procession, declaring the tracks along the route to be "military roads." As such, all other potential train traffic is halted in the path of *The Lincoln Special*.

*[Ed. Note: It is possible that this much short-term U.S. governmental power over transportation was not seen again until all commercial and private aviation flights over U.S. airspace were ordered to land ASAP at the closest available airport after the terrorist attacks on Sept. 11, 2001, temporarily grounding all aircraft.]*

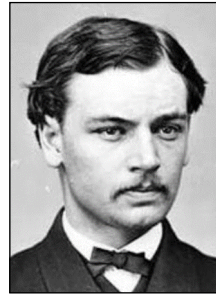
Stops are scheduled at cities along the way to allow mourners to pay homage. These include elaborate funeral processions where the remains are taken from the train for public display in the state capitol or important municipal building. Smaller towns located between stops erect arches over the tracks, toll bells, drape buildings in black, and fire salutes. At night, citizens hang lanterns and light torches. According to historian Robert M. Reed, people aboard the train report that even in normally deserted rural areas, "the night sky is almost continuously lit by the lingering torches and bonfires of countless thousands."

Entire populations of rural America wait alongside the tracks as the nine-car funeral train slowly passes by. Depending on conditions, the train usually travels between 5 and 20 mph. There are two reasons for this slow speed: first, it allows the spectators sufficient time to take in the spectacle, and second, the top speed of 20 mph is a rule laid down by Military Director McCallum in order to minimize the chances of a derailment or other mishap. Finally, the Civil War, rapidly coming to a close, sees the return of Lincoln's body to his hometown of Springfield, Illinois as the final act of the U.S. Military Railroad before it disbands.

The following account of Abraham Lincoln's final journey home mentions the major stops in some detail. Almost every community through which the procession passed is identified at least by name, if not given a brief description.

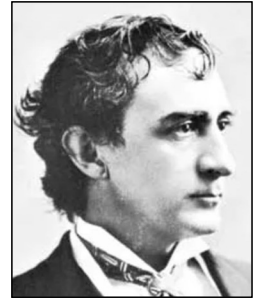
### Friday, April 21<sup>st</sup>

**8:00 am:** Lincoln's funeral train, *The Lincoln Special*, dark with garland and carrying approximately 300 mourners, departs Washington City for Baltimore, MD, 38 miles away. The engine has President Lincoln's photograph over the cowcatcher. A pilot engine precedes the funeral train by a short 10-minute distance.



**Robert Lincoln**

Robert Lincoln, Abraham and Mary's eldest child, rides on the train to Baltimore but then returns to Washington City. In a strange coincidence shortly before President Lincoln's assassination, Robert had been saved from a serious potential train platform injury by Edwin Booth, the brother of John Wilkes Booth.



**Edwin Booth**

Intervening stops are made at Annapolis Junction and Relay Station.

**10:00 a.m.:** Nerves run high as the funeral train, under cloudy conditions, makes its first stop in rainy Baltimore, Maryland, John Wilkes Booth's hometown. Not only is Booth still at large and the South not yet completely surrendered, but Baltimore is also a city once so hostile to Lincoln that as president-elect he had, on the advice of the head of his security detail, Allan Pinkerton, elected to travel through it incognito due to fears for his life. The train pulls into Camden Station on the Baltimore and Ohio Railroad. The coffin is removed by a guard of Sergeants of the Invalid Corps and escorted through the depot buildings to a rosewood hearse waiting on Camden Steet.

**10:30 a.m.:** The hearse, drawn by four black horses wearing black hoods, is followed by a procession on foot and moves out along the muddy streets of the previously designated route. Unlike four years earlier, no animosity is present during the two-and-a-half hour journey. The mourners include approximately 30,000 Black marchers and spectators. *New York Tribune* reporter Charles Page is struck by the sight of "white and black side by side in the rain and the mud" and the lack of "consciousness of any difference of color."



**Rev. Henry Ward Beecher**

Similar scenes will repeat themselves as grief-stricken Americans commune in city after city. "The martyr is moving in triumphal march, mightier than when alive," declares preacher Henry Ward Beecher. "The nation rises up at every stage of his coming. Cities and states are his pallbearers."

**1:00 p.m.:** The head of the procession arrives at the southern front of the Merchant's Exchange Building on Calvert Street. The coffin is then removed from the hearse and carried slowly and reverently into the building and placed on a catafalque. The upper half of the coffin lid is removed and the officers present pass by on either side, followed by the civic leaders, and then the public. Approximately 10,000 people view the body over the next ninety minutes.

**2:30 p.m.:** The coffin is closed to the regret of thousands of citizens still waiting in line. The guard of honor removes the coffin to the hearse. The march proceeds to the Howard Street Station of the Northern Central Railroad, where

the coffin is placed in a car tastefully draped.

**3:00 p.m.:** The train, traveling on the Northern Central Railroad, begins a 58-mile journey to Harrisburg, the state capital of Pennsylvania. Large, dense crowds line the banks and margins of the road for several miles, many removing their hats in respect.

**3:30 p.m.:** In downtown Baltimore, a bell is tolled as the train passes by.

**3:40 p.m.:** The scholars of the Female Seminary form in a line next to the tracks and display the American flag draped with mourning.

**4:00 p.m.:** The train passes Cockneysville as the entire neighborhood watches the train go by.

**4:12 p.m.:** The train passes Phoenix, a factory village 20 miles north of Baltimore, as its bells toll.

**4:30 p.m.:** At Monkstown, a sign is displayed, reading "Honor to whom honor is due".

**5:30 p.m.:** The train reaches the Pennsylvania State line, where Pennsylvania governor Curtin and his staff board the train for the ride into Harrisburg.

**6:00 p.m.:** The town of Shrewsbury is reached. Common laborers stand beside the well-dressed citizens. Blacks stand next to whites. The gloom levels all distinctions.

**6:30 p.m.:** At a stop in York, a wreath of flowers is laid upon the coffin by six ladies of the city.

**6:50 p.m.:** The train continues its journey to Harrisburg.



*The Lincoln Special in Harrisburg, Pennsylvania, April 21<sup>st</sup>, 1865*

**8:15 p.m.:** The train arrives in Harrisburg in a heavy rain. Despite this, the streets are densely thronged. The coffin is carried by hearse and escorted to the State House of Representatives, where it is placed on a catafalque.

**9:30 p.m.:** The coffin lid is removed to allow public viewing of the President's body late into the night.

## Saturday, April 22<sup>nd</sup>

**10:00 a.m.:** 40,000 people line Harrisburg's streets to watch the hearse carry the coffin back to the depot.

**11:15 a.m.:** The train departs Harrisburg for the 106-mile journey over the Pennsylvania Railroad to Philadelphia.



*The Lincoln Special arriving in West Philadelphia*

**4:30 p.m.:** The train arrives at Philadelphia's Broad Street Station. A hearse, escorted by tens of thousands of mourners, takes Lincoln's coffin through Philadelphia's jam-packed streets to Independence Hall, where in 1861 Lincoln declared that he "would rather be assassinated on this spot than to surrender" the principles of the Declaration of Independence. There the coffin is placed in the East Wing where the Declaration of Independence had been signed. Viewing that evening is by invitation only. Thousands view the President's body well past midnight.

## Sunday, April 23<sup>rd</sup>

**5:00 a.m.:** Before daylight, long lines of the general public begin to form. Two lines of mourners walking in double file form east and west of Independence Hall on Chestnut St. They enter the Hall through two front windows via temporarily-constructed stairways and, after viewing the body as it lays in repose near the foot of the Liberty Bell, exit through the rear into the square. At its greatest, the wait is up to five hours. So many people want to view Lincoln's body that police have difficulty maintaining order in the lines. The crowds are mostly perfectly orderly but there are several incidents caused by the crush of the crowd: some people have their clothing ripped, one young lady has her arm broken, and a young child is said to have been killed. Many females faint from exhaustion and have to be carried off by their friends

**10:00 a.m.:** The line of mourners extends at least three miles from the Delaware River to the Schuylkill River. It takes three-to-four hours for the mourners to make their way forward to view the body.

**12:00 noon:** The New York Times, referring to this as being "dinner time", links this to a fall-off in the influx of mourners such that a wait to pay one's respects is reduced to that of one-to-two hours.

**Afternoon:** The number of mourners again increases with lines extending about a mile in each direction along Chestnut St. The line again diminishes toward evening.

**10:00 p.m.:** Members of the public continue to pay their respects at Independence Hall in two lines a half-mile in either direction.

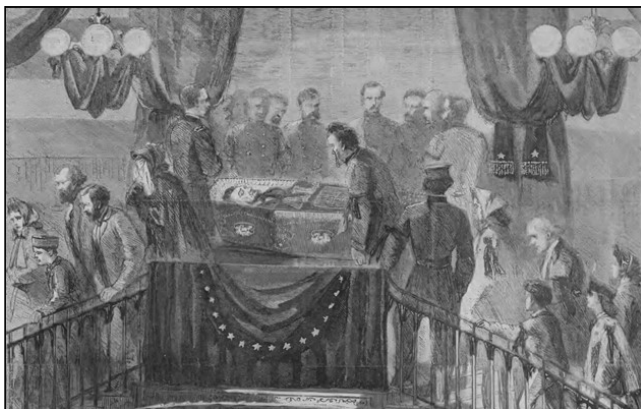
It isn't until long after midnight that the lid to the coffin is replaced. Philadelphia officials estimate that 300,000 people have passed by Lincoln's open coffin.

### Monday, April 24<sup>th</sup>

**4:00 a.m.:** *The Lincoln Special* departs Philadelphia from Kensington Station and heads for New York, which is an 86-mile trip. While in New Jersey, the train passes through Trenton, Dean's Pond, Princeton, New Brunswick, Metuchen, Rahway, Elizabeth, and Newark.

**10:00 a.m.:** The train arrives in an immense train station at Jersey City. As a display of grief, the huge clock inside the station has been frozen at 7:20 a.m., the approximate time of Lincoln's death.

Lincoln's coffin is removed from the railroad car and taken across the Hudson River by ferry to Manhattan. It is then borne to New York City Hall where it is carried up the circular staircase under the rotunda. The coffin is then placed on a black velvet dais.



*Lincoln lies in state at the New York City Hall, April 24<sup>th</sup>, 1865  
Harper's Weekly, May 6<sup>th</sup>, 1865*



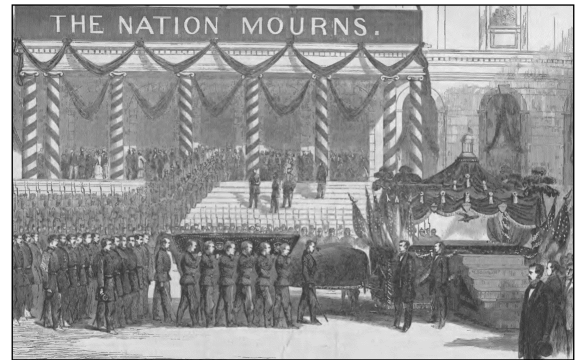
*The same date & place but as an unauthorized photograph*

**1:00 p.m.:** The public is admitted. At one point, more than 500,000 people wait in line to view Lincoln's body, although it is estimated that only 125,000 people get to actually do so. On this day, an artist from *Harper's Weekly* does a sketch of Lincoln in his casket. During this same day, someone takes a photograph of the same subject. When Stanton learns of this, he orders all such photos destroyed. However, he keeps a copy for himself which eventually resurfaces when discovered by a prodigy Lincoln scholar, Ron Rietveld, age 14, on July 20, 1952, while perusing the collected papers of Lincoln's White House personal secretaries, John Nicolay and John Hay!

### Tuesday, April 25<sup>th</sup>

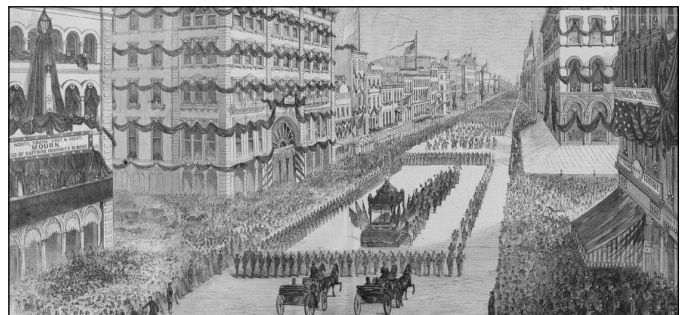
**10:00 am:** Funeral honors are paid at Union Square by "citizens, public bodies, private social organizations, and all persons who desire to unite in rendering testimonials of respect and reverence for the character and services of the deceased President."

**1:00 pm:** A huge procession gathers near City Hall. It is divided into eight divisions by various military units, government entities, citizen occupations, Society and Association memberships, etc.



*Removal of the body from the City Hall to the funeral car,  
New York City – Harper's Weekly, May 13<sup>th</sup>, 1865*

**2:00 p.m.:** Lincoln's coffin is placed on a magnificent 14-foot-long funeral car. It is drawn by 16 horses wearing long blankets. The huge funeral procession follows, marching twenty abreast from City Hall to the Hudson River Railroad Depot to see the President's coffin off. The route first goes up Broadway to Fourteenth Street, over to Fifth Avenue, up Fifth to Thirty-fourth Street, and across Thirty-fourth to Ninth Avenue to the Hudson River Railroad Depot. 75,000 ordinary citizens march in the huge procession through New York's jam-packed streets. Windows along the route rent for up to \$100 a person.



*Lincoln's funeral procession moving up Broadway in New York  
City – Frank Leslie's Illustrated Newspaper, May 13, 1865*



## Lincoln's Body Begins to Show Signs of Decay

The limits of embalming in an age before refrigeration is becoming clear by the time Lincoln's body departs New York City. Newspapers report that Lincoln's eyes are sunken, his visage sallow and withered. "It is not the genial, kindly face of Abraham Lincoln," reports the [New York Evening Post](#). "It is but a ghastly shadow."

"No perceptible change has taken place in the body of the late president since it left Washington," Brown assures the press. However, the public viewings are clearly taking a toll as the embalmer tries to hide Lincoln's darkening countenance with chalk-white makeup, and the perfume of lilacs and camellias struggle to conceal the odor from the decomposing body.

The darkening visage is not an artifact of the embalming procedure. Rather, the discoloration is due to the nature of the gunshot wound where a shockwave started at the back of Lincoln's head and almost instantly spread forward to his face, causing a massive rupture of capillaries.

As stated by Christopher Klein ([History.com](#)):

"Still, the public viewings continue. In fact, civic pride spurs the construction of more extravagant hearses, catafalques and memorial arches at each successive stop as if cities were trying to outdo each other in their expressions of grief.

"More moving than the grand spectacles of collective mourning, though, are the private moments of sorrow exhibited by those who travel from miles around to camp along the railroad tracks, seeking a momentary glimpse of the presidential coffin through [The Lincoln Special's](#) windows. For mile upon mile, men take off their hats and bow their heads as the train passes. Women whisper prayers. Choirs sing hymns. Through the dead of night, bonfires alongside the tracks illuminate the way westward. For a country that has bottled up four years of grief during the Civil War, the funeral train serves as an emotional catharsis."

**4:00 p.m.:** The funeral train, with Lincoln's body once again on board, is on its way from New York City, headed for Albany (141 miles away). During this leg of the journey, the train is pulled by a locomotive named [The Union](#), and the pilot engine is named [The Constitution](#). Large crowds of spectators gather as the train passes through Manhattanville, Yonkers, Dobbs Ferry, Irvington, Tarrytown, Sing-Sing, Peekskill, Garrison's Landing (opposite West Point), Cold Spring, Fishkill, New Hamburg, Poughkeepsie, Hyde Park, Staatsburg, Rhinebeck, Barrytown, Tivoli, Germantown, Hudson, Stockport, Cossackie, Stuyvesant, Schodack, and Castleton.

**10:55 p.m.:** The train arrives in Rensselaer. From there, the casket is ferried across the Hudson River to Albany. Throngs of people watch as the coffin is moved to the State House for public viewing. Throughout the night, the local citizenry pass by to pay their last respects to the slain president.

## Wednesday, April 26<sup>th</sup>

**12:00 p.m.:** A special grand procession gets underway in Albany with Lincoln's coffin resting on a specially-built catafalque. On this day Lincoln's coffin is drawn by six white horses.

**4:00 p.m.:** In the afternoon, the funeral train departs Albany, heading for Buffalo, 298 miles away, via the New York Central Railroad. Great crowds gather as [The Lincoln Special](#) passes through Schenectady, Canajoharie, St. Johnsville, Little Falls, Herkimer, Utica, Rome, Oneida, Syracuse, Rochester, and others.

## Thursday, April 27<sup>th</sup>



*Lincoln funeral procession with an empty casket in Buffalo, New York on April 19<sup>th</sup>, 1865, the same day as Lincoln's funeral in the White House. The Buffalo observance has been conceived with no inkling that such a thing as a "funeral train" will return the President's remains to Illinois. By day's end, however, the newspapers confirm that Lincoln's body will "pass through this city April 27." Since Lincoln had paid a famous visit to Buffalo on his way to Washington in 1861, this is immediately seized as a precedent for a stop by the train going back to Illinois.*

**7:00 a.m.:** The train arrives in Buffalo and the coffin is transported to St. James Hall in a magnificent catafalque drawn by 6 white horses dressed in black. In an orderly manner, 100,000 people pass by the coffin during the day. The mourners include ex-President Millard Fillmore and future President Grover Cleveland. There is no formal funeral procession in Buffalo this day as the city has already staged a complete funeral sans Lincoln's body on April 19<sup>th</sup>, not knowing at that time it will to be a major stop on the train's itinerary.

**10:00 p.m.:** The train leaves Buffalo for Cleveland, Ohio, a journey of 183 miles.

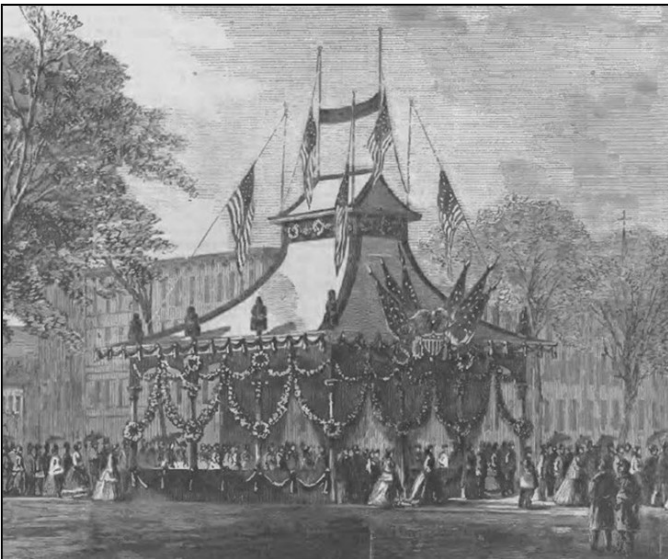
Friday, April 28<sup>th</sup>



*Cleveland, Columbus & Cincinnati Railroad engine, with a portrait of Abraham Lincoln mounted on the front, 1865. The engine is one of several used to carry Lincoln's body from Washington, D.C., to Springfield, Illinois.*

**1:00 a.m.:** The train makes a brief stop at Westfield, New York, where five young women bring a cross of flowers to Lincoln's coffin.

**7:00 a.m.:** The train arrives at Euclid Street Station in Cleveland, Ohio. The coffin is transported by hearse to Cleveland's Pub-

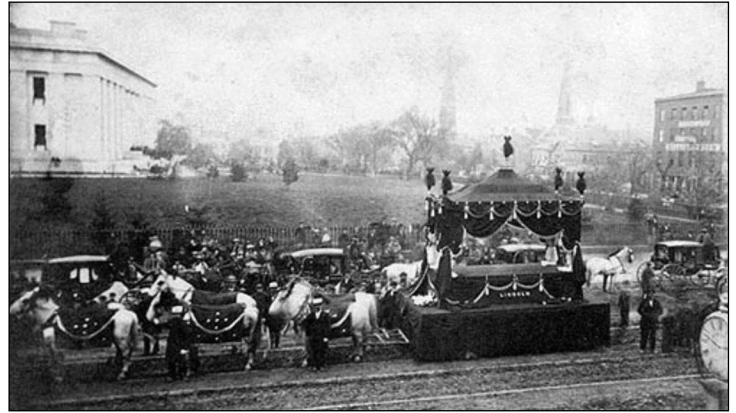


*Building erected for the reception of Lincoln's remains at Cleveland, OH – Harper's Weekly, May 20, 1865*

lic Park and placed in a pagoda in Monument Square; only in Cleveland is the public viewing done outdoors. Thus, the others cities' problems of cramped quarters and thousands left in line is avoided in Cleveland. In 15 hours, 150,000 are able to pass by the coffin.

**12:00 a.m.:** *The Lincoln Special* departs Euclid Street Station in Cleveland destined for Columbus via the Cleveland, Columbus, & Cincinnati Railway (a 135-mile trip).

Saturday, April 29<sup>th</sup>



*Lincoln's funeral cortege just after the casket was removed at the State Capitol Building in Columbus, Ohio*

**7:30 a.m.:** The train arrives in Columbus, Ohio. The coffin is carried in a 17-foot-long hearse to the State Capitol building. Upon arrival, eight members of the Veteran Guard carry the coffin into the rotunda on their shoulders. The catafalque in Columbus is different from all the rest on the trip in that it is without columns and canopies; it is just a low moss- and flower-covered dais. Again, thousands upon thousands of people view the president's body.

**8:00 p.m.:** The train departs Columbus, heading for Indianapolis, Indiana (187 miles away). The train passes through Urbana, Piqua (where 10,000 people gather there at midnight) and others.

Sunday, April 30<sup>th</sup>

The crowds along the rails swell as the funeral train steams into the Midwest. "As the president's remains went farther westward, where the people more especially claimed him as their own, the intensity of feeling seems if possible to grow deeper," according to Brigadier General Edward Townsend.

In the very early morning hours of April 30<sup>th</sup>, the Lincoln funeral train passes into Indiana where Lincoln had spent much of his youth from 1816-1830. The War Department has issued the following directive: "The route from Columbus to Indianapolis is via the Columbus & Indianapolis Railroad, and from Indianapolis to Chicago via the Lafayette & Michigan Railroad. In order to guard against accidents, trains will not run faster than twenty miles per hour."

**3:00 a.m.:** The train arrives in Richmond, Indiana first, passing under a 25-foot-high arch erected by its citizens. As the train comes to a stop, it is greeted by the sound of tolling bells and a crowd of somewhere between 12,000 and 15,000 people. One woman is dressed as the Genius of Liberty and weeps over a mock coffin, while a committee of ladies boards the train to present a pair of floral wreaths. Governor Oliver P. Morton and almost 100 elected officials also proceed through the funeral car to view the body and pay their respects. The governor and several other high-ranking officials then stay aboard for the trip to the state capital.

**3:41 a.m.:** The train arrives in Centreville, hometown of

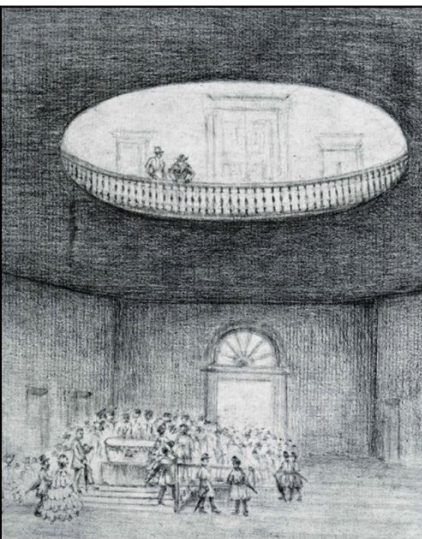
congressmen George W. Julian, a steadfast abolitionist and supporter of women's rights. Next it passes through Germantown and Cambridge City, home of congressman Solomon Meredith.

**4:27 a.m.:** As the train passes through Dublin, almost the entire town is standing on the platform in the rain. Next the train stops in Lewisville and afterward it slows as it passes through the small village of Charlottesville, where reportedly a large number of African Americans have gathered in mourning.

**5:55 a.m.:** The train passes through Greenfield and then pauses in Cumberland.

**7:00 a.m.:** The train reaches Indianapolis, Indiana. Although rain has been almost an everyday occurrence on the journey, it is so heavy here that a planned giant procession is canceled and the entire day is set aside for viewing the body. The city is decorated with arches, evergreens, and flags. The Indianapolis City band plays the Lincoln Funeral March while soldiers move the casket to the hearse.

The hearse, which is an ornately decorated carriage topped by a silver-gilt eagle and drawn by six plumed white horses, delivers the casket from the train to the State House through streets lined with people. The **Indianapolis Daily Gazette** notes "the archways and mourning festoons across the streets, the public and private buildings draped in the habiliments of grief, the funeral procession, the solemn dirges, and, above all, the patient multitude that stands for hours in the drenching rain waiting an opportunity to look upon the earthly tenement so lately vacated by the spirit..."



*Lincoln lies in state at the Indiana State House in Indianapolis*

The coffin is placed in the interior hall of the State House which is lined in black cloth. The Indianapolis Guard of Honor protects the flower-surrounded coffin. The **Indianapolis Daily Gazette** estimates that 15,000 troops and 60,000 private citizens pass through the rotunda that day. Rain also prevents the elaborate ceremonial procession from the State House back to the train depot which had been planned for that evening. Instead, the casket lays in state until 10:00 p.m., which is longer than planned.

**10:00 p.m.:** The hearse carries the casket directly back to the train depot. Mourning Hoosiers follow the carriage.

**Monday, May 1<sup>st</sup>**

**INDIANAPOLIS TO CHICAGO.**

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**SPECIAL FUNERAL TRAIN**

For the Escort of the Remains of our late President,

**ABRAHAM LINCOLN.**

---

Leave INDIANAPOLIS at 12 Night, April 30th, 1865.  
Arrive at CHICAGO at 11 A. M., May 1st.

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The time and regulations are by order of D. C. McCALLUM, Brev. Brig.-Gen.,  
Director and Gen'l Manager Mil. R. R., U. S.

*Cover page of Indianapolis to Chicago time table schedule plus rules & regulations for The Lincoln Special, May 1<sup>st</sup>, 1865, <https://archive.org/details/indianapolistoch00lafa>*

**INDIANAPOLIS TO CHICAGO.**

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Miles.		Pilot Engine.
	Leave Indianapolis .....	11.50 P. M.
10 .....	Augusta .....	12.30 A. M.
15 .....	Zionville .....	12.47 "
21 .....	Whitestown .....	1.07 "
28 .....	Lebanon .....	1.30 "
33 .....	Hazelrigg .....	1.55 "
38 .....	Thorntown .....	2.10 "
43 .....	Colfax .....	2.25 "
48 .....	Clarke's Hill .....	2.40 "
52 .....	Stockwell .....	2.50 "
56 .....	Culver's .....	3.00 "
63 .....	Lafayette Junction .....	3.20 "
65 .....	Lafayette .....	3.35 "
72 .....	Battle Ground .....	3.55 "
78 .....	Brookston .....	4.15 "
82 .....	Chalmers .....	4.25 "
88 .....	Reynolds .....	4.45 "
96 .....	Bradford .....	5.08 "
104 .....	Francisville .....	5.35 "
110 .....	Medaryville .....	5.50 "
118 .....	San Pierre .....	6.15 "
133 .....	Wanatah .....	7.00 "
142 .....	Westville .....	7.30 "
146 .....	La Croix .....	7.40 "
155 .....	Michigan City .....	8.25 "
168 .....	Porter .....	8.55 "
176 .....	Lake .....	9.20 "
188 .....	Gibson's .....	9.55 "
196 .....	Calumet .....	10.20 "
209 .....	Arr. Chicago (Park Place) .....	10.50 A. M.

*Time table schedule from Indianapolis to Chicago for The Lincoln Special, May 1<sup>st</sup>, 1865*

## RULES AND REGULATIONS.

1. The figures in Table represent the time upon which the Pilot Engine is to be run; and the FUNERAL TRAIN will follow, leaving each Station *ten minutes behind* the figures of this Table.

2. The Funeral Train will pass Stations at a speed not exceeding *five miles an hour*, the Engineman tolling his bell as the Train passes through the Station and Town.

3. Telegraph Offices upon the entire route will be kept open during the passage of the Funeral Train, and as soon as the Train has passed a Station, the operator *will at once give notice to that effect to the next Telegraph Station.*

4. The Pilot Engine will pass no Telegraph Station without first getting information of Funeral Train having passed the last preceding Telegraph Station, coming to a full stop for that information, if necessary.

5. Upon the entire route a Safety Signal will be shown at each Switch and Bridge, and at entrance upon each curve, indicating *that all is safe for the passage of Pilot and Train*—each man in charge of a signal knowing personally such to be the case, so far as his foresight can provide for it. The signal from Indianapolis until reaching *broad daylight* to be a *White Light*, and from that point to Chicago, a *White Flag*, draped.

6. The Engineman in charge of Pilot Engine will carry two red lights in the night, and an American flag, draped, during daylight, at head of Engine, indicating that a Train is following; and will also provide themselves with proper red lights, flags and extra men, to give *immediate notice* to the Funeral Train in case of meeting with anything on the route causing delay or detention.

7. The Engineman in charge of the Funeral Train will keep a sharp look out for the Pilot Engine and its signals.

8. The Pilot and Funeral Train will have entire right to the line during its passage, and all Engines and Trains of every description will be kept out of the way.

9. Each Road forming the route will run its Train upon its own standard time.

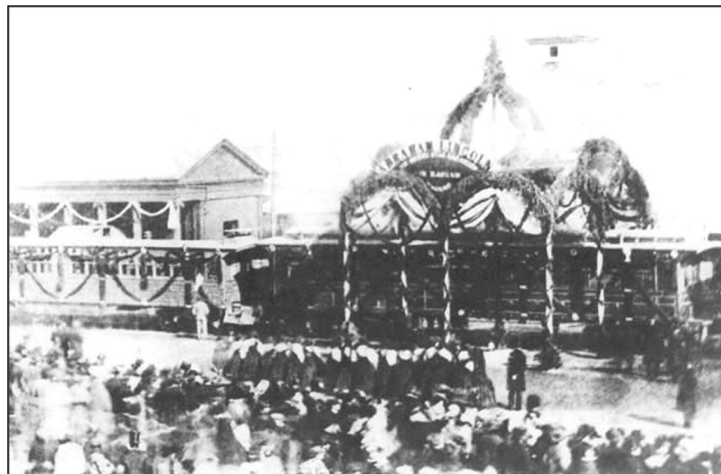
W. F. REYNOLDS,      B. F. MASTEN,      R. N. RIOE,  
Pres. L. & I. R. R.      Supt L. N. A. & C. R. R.      Gen. Supt M. C. R. R.

*Rules and Regulations covering the entire journey of The Lincoln Special from Washington City to Springfield, Illinois*

**12:00 a.m.:** *The Lincoln Special* leaves Indianapolis, heading for Chicago, a journey of 210 miles.

During the night, it passes through Augusta, Zionsville, Whitestown (100 people gather around a single bonfire at 1:00 a.m.), Lebanon, Hazelrigg, Thorntown, Colfax, and Stockwell, before reaching Lafayette. The *New York Semi-Weekly Times* reports on the trip through these towns. "These are small places, but it seems the inhabitants are on the roadside. Some of them hold torches in their hands, and the surroundings are solemnly lighted. Men stand with uncovered heads as the train hurries on its way." The paper continues to describe the gathering at Whitestown: "At least two hundred persons, including a number of young ladies, are drawn up in a line. The latter are dressed in white, with black sashes. Large bonfires are burning in the drizzling rain." At Lebanon the residents "hang over the track, suspended from two uprights, a hundred variegated Chinese lanterns."

**3:35 a.m.:** The train reached Lafayette. The *Indianapolis Daily Journal* reports on the scene at Lafayette: "The houses on each side of the railroad is [sic] illuminated, and; as elsewhere, badges of mourning and draped flags are displayed; bonfires are blazing and bells tolling; mournful strains of music are heard, and the people are assembled at all the stations to view the train." After leaving Lafayette, the train travels through Tippecanoe Battle Ground, Brookston, Chalmer, Reynolds, Bradford, Francisville, Medaryville, Kankakee, La Crosse, Wanatha, Westville, and Lacroix.



Michigan City Depot, May 1, 1865,  
<http://whatsnewlaporte.com/2009/07/30/the-day-lincolns-funeral-train-passed-through-laporte-county/>

**8:25 a.m.:** The train reaches Michigan City on the southern tip of Lake Michigan. The *Indianapolis Daily Journal* reports: "The train stops under a large and beautiful temporary structure, trimmed with black and white and ornamented with evergreens and choice flowers." The *New York Semi-Weekly Times* reports that the structure is twelve feet wide and fourteen feet high with gothic arches soaring 35 feet above the ground. The arches are decorated with black and white fabric, evergreens, and flowers. Over each arch are the words "Abraham Lincoln" and a motto. These include, "Our guiding star has fallen," "The nation mourns," and "Though dead he yet speaketh." Young women sing the hymn "Old Hundred." The *Times* reports, "Many persons are affected to tears."

Following the impromptu funeral, local officials host a substantial breakfast in the train depot's main station house for the members of the funeral party, and the Chicago Citizens Committee of 100 which is planning the funeral events to take place in Chicago. Members of the Committee, which include Speaker of the U.S. House of Representatives, Schuyler Colfax, have taken a train from Chicago to Michigan City to meet the funeral train.

The *Times* concludes its description of the Michigan City stop: "Meantime, guns are fired, and the subdued strains of music are heard. The scene is gilded by an unclouded sun." The *Chicago Tribune* reports that the morning is "clear and beautiful." Finally, it has stopped raining. The *Tribune* adds that "an opportunity during the brief period of the stay at Michigan City, allows several hundred of the ladies to pass through the funeral car and look upon the

coffin enclosing the honored dead.”

**9:15 a.m.:** The train departs the crowded depot. The *Tribune* continues, “The crowd surrounding the depot is immense. They line the track for a long distance until the train has left the suburbs of the city. All is decorum, the whole reflecting the highest credit upon the patriotism of Northern Indiana.”

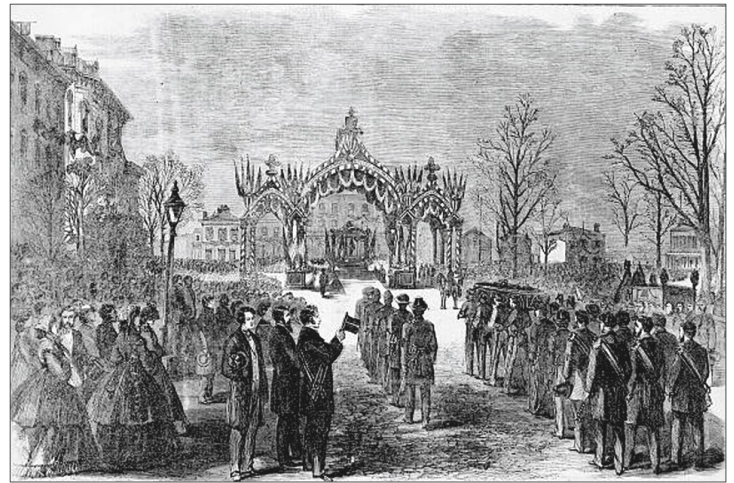
According to the *Indianapolis Daily Journal*, the train passes the “handsomely draped” depot at Lake, Indiana, and then passes “mourners...who watch with anxious hearts,” at Gibson, Indiana, before crossing the state line into Illinois. The *Chicago Tribune* reports, “Promptly at the hour, the funeral train, whose coming many thousands awaited with breathless expectation, enters the suburbs of our city.”

As the train nears the Windy City, ringing bells and the firing of salutes can be heard in the distance, but the crowd is silent.” According to historian Robert M. Reed, that crowd is somewhere between 100,000 and 250,00 people. The *Chicago Tribune* reflects on the past visit of Abraham Lincoln to the city when the crowd filled the air “with shouts of welcome,” and contrasts that with the arrival of the funeral train when thousands stand “in silence and with hearts whose very beatings are hushed as the hour draws near which should commence the share of Chicago in obsequies to him whom she has delighted to honor.”

**11:00 a.m.:** *The Lincoln Special* pulls into a temporarily erected depot at Park Row (Park Place) and does not go the full distance to the Union Depot. As at other stops, a gothic funeral arch spans the depot, its columns reaching 40-feet tall. The structure is covered in fifty American flags, and inscriptions such as “Faithful to Right, a Martyr to Justice.” According to the *Tribune*, while guns fire salutes and bells toll, “everyone in that vast crowd keeps place – not a soul stirs or speaks; the dropping of a pin might almost be heard in the midst of the throng. The figures are immovable, almost as if placed on a canvas.”

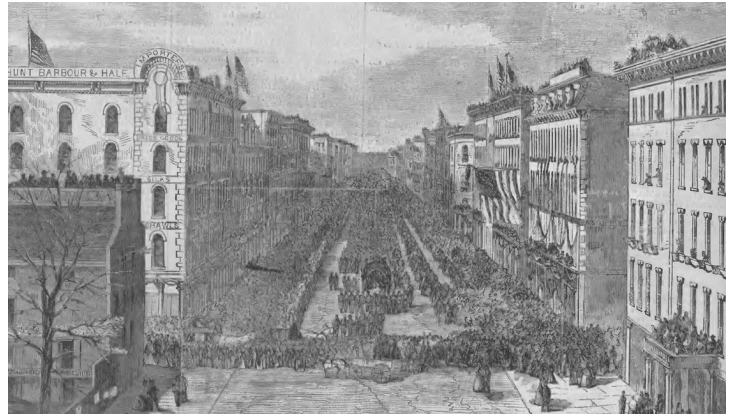


**May 1, 1865:** In Chicago, citizens build an elaborate 40-foot tall Gothic funeral arch—decorated with inscriptions such as “Faithful to Right, a Martyr to Justice”—to span the temporary train depot that welcomes Lincoln’s funeral train.



**Funeral service of President Lincoln at Chicago, Illinois, May 1<sup>st</sup>, 1865. Removing the coffin from the funeral train to the catafalque**  
– Frank Leslie’s Illustrated Newspaper,  
<http://www.loc.gov/pictures/item/99613994/>

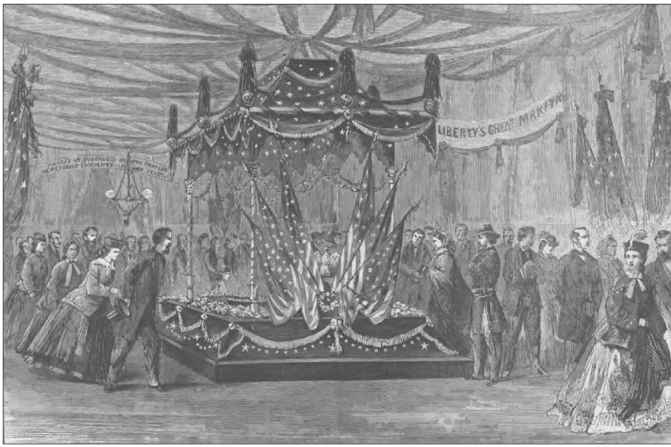
**11:15 a.m.:** The coffin is placed on a dais under the arch. Mourners gather around while a band plays “The Lincoln Requiem.” The hearse pulls up and the coffin is loaded into it. Thousands of people look on as the coffin is carried from the train to the hearse and the procession heads from Park Place to Michigan Avenue.



**Lincoln funeral procession in Chicago, Illinois – Harper’s Weekly, May 27th, 1865**

Chicago’s procession for the chief executive rivals New York’s in size and grandeur. The route goes down Michigan Avenue, then Lake Street, and then Clark to Court House Square. The procession includes Chicago police, U. S. military regiments and veterans, members of Congress, and a group of governors (including Indiana Governor Oliver P. Morton), other dignitaries, Masons and Odd-fellows, University of Chicago students, several benevolent and religious organizations, “and last but not least the men whom he has lifted from bondage and stamped with the dignity of manhood, the race which by the stroke of his pen he delivered from the task maker, and made forever free,” as reported by the *Chicago Tribune*. According to historian Reed, as many as 37,000 people participate in the procession, while 120,000 people looked on.

**12:45 p.m.:** The coffin arrives at the Cook County Court House and is placed in the rotunda.



*Lincoln's Catafalque at the City Hall in Chicago, Illinois – Harper's Weekly, May 20<sup>th</sup> 1865*

The *Tribune* reports “Upon entering the north door of the Court House the visitor is struck with the air of intense gloom which pervades the rotunda. Everything is draped in black with an inscription on each side of the room including, ‘He leaves us sustained by our prayers; He returns embalmed in our tears.’” The funeral procession begins filing past the closed coffin.

**5:00 p.m.:** The funeral procession temporarily halts so that the embalmers have a chance to work on the remains.

**6:00 p.m.:** The coffin is opened for public viewing.

**9:00 p.m.:** The crowds are still filing past when it again begins to rain. The procession continues to the sounds of hymns until past midnight. Lincoln’s body lies in state through the night.

## Tuesday, May 2<sup>nd</sup>

The crowds continue filing past the coffin all day, passing through to pay their respects at a rate of 7,000 an hour. Reed states that this swift pace barely gives the mourners a chance to say goodbye to their slain president.

**8:00 p.m.:** The doors are closed, although people are still lined up outside. One reason is that the body’s discoloration, noticeable in New York, has reached the extent of distressing the viewers. The coffin is closed and placed in a hearse;

**8:45 p.m.:** The funeral procession leads the hearse to the train depot of the St. Louis & Alton Railroad on Canal Street.

**9:45 p.m.:** *The Lincoln Special* leaves Chicago to the sound of tolling bells as it heads out on the final 184-mile leg of its journey to Springfield. During the trip, the train passes through Fort Wayne Junction and Bridgeport (large bonfires). It encounters large crowds at Summit, Willow Springs, and Lemont. At Lockport, bonfires and the torches of the gathered mourners light up buildings draped in black. One banner reads simply, “Come Home.” The train reaches Joliet at midnight, where upwards of 12,000 people have gathered.

## Wednesday, May 3<sup>rd</sup>

Continuing onward in the early morning hours of Wednesday, May 3<sup>rd</sup>, *The Lincoln Special* passes through Elwood and Hampton.

**1:00 a.m.:** The train passes through Wilmington, which is draped in mourning with large crowds present. The train continues through Stewart’s Grove, Braceville, and Gardner

**2:00 a.m.:** The train passes through Dwight, which is also draped in mourning with large crowds present. The train continues through Odell, Cayuga, Pontiac, Ocoya, Chenoa, Lexington, and Towanda

**5:00 a.m.:** The train passes through Bloomington, going under a banner reading “Go To Thy Rest”. The train continues through Shirley, Funk’s Grove, and Mclean.

**6:00 a.m.:** The train passes through Atlanta, followed by Lawn Dale, Lincoln (which was named for the president when he was yet a young lawyer), Broadwell, Elkhart, Williamsville, Sherman Station, and Sangamon.



*President Abraham Lincoln’s hearse, Springfield, <http://www.loc.gov/pictures/item/91732556/>*

**9:00 a.m.:** *The Lincoln Special* arrives in Lincoln’s hometown of Springfield, Illinois, completing its journey as it pulls into the Chicago & Alton Depot Station at the intersection of Washington and 3<sup>rd</sup> Streets. (Note: Though the original station no longer exists, the current Springfield Station remains at the same spot.)

The coffin is loaded into an elaborate hearse bearing a silver plaque engraved with “A. L.” Six black horses in feathers and mourning blankets pull the hearse to the Illinois State House as part of a large procession of military regiments, officers, political leaders, and civic groups.



*Catafalque in State House's Hall of Representatives, Springfield, Illinois – Harper's Weekly, May 27<sup>th</sup>, 1865*

Lincoln's body lies in state on a dais in the State House's Hall of Representatives (the same room in which he gave his famous "House Divided" speech). According to Reed, 350 workers have been decorating the city for the ten days. The State House is decorated outside and inside using over 1,500 yards of mostly black and some white fabric, 300 yards of black velvet, and 300 yards of silver lace and fringe. Two hundred vases filled with flowers fill the rotunda with their scent.

The flower bouquets have a practical as well as an aesthetic effect, given the accelerating rate of decomposition of the embalmed body. Lincoln's face has become further discolored, and Thomas Lynch, an undertaker, using rouge chalk and amber, restores the face to near-normal color.

**10:00 a.m.:** The doors to the Hall are opened to the long line of mourners of approximately 75,000 people. People file silently by as a band plays hymns accompanied by 30 vocalists.

Additionally, hundreds of people gather around Lincoln's home where his horse, Old Bob, now 16 years old, and his dog, Fido, have been brought back for the day.

### Thursday, May 4<sup>th</sup>

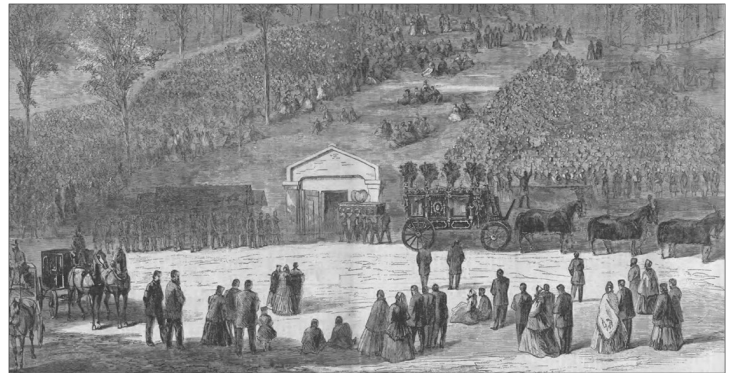
The day of Lincoln's Springfield funeral is a scorcher. A steady crowd continues shuffling past the coffin.

**10:00 a.m.:** The coffin is closed. At that time, the body is prepared for burial by the undertaker and embalmer.

The coffin is carried to an elegant hearse (finished in gold, silver, and crystal), lent to Springfield by the city of St. Louis, Missouri. The procession is led by Major-General Joseph Hooker and follows a zigzag route from the State House, past Lincoln's home, past the Governor's Mansion, and onto the country road leading to Oak Ridge Cemetery.

The hearse is followed immediately by Old Bob wearing a mourning blanket. Lincoln's only two blood relatives in attendance are his son, Robert, and his cousin, John Hanks. Mrs. Lincoln is still in mourning in the White House. The procession is the largest spectacle the Midwest has ever seen. Upon arrival at the cemetery, the coffin is laid upon the marble slab inside the tomb, which is lined with black velvet and evergreens.

Willie's little coffin is also placed inside the tomb. The *Chicago Tribune* states, "Thus, in death, as in life, are they near each other."



*President Lincoln's burial service at Oak Ridge Cemetery, Springfield, Illinois – Harper's Weekly, May 27<sup>th</sup>, 1865, <http://www.loc.gov/pictures/item/99614278/>*

The funeral ceremony includes hymns and scripture, followed by a funeral oration given by Bishop Matthew Simpson who has been chosen over every other minister in the United States for this sad occasion. Simpson gives an extremely eloquent address. When Simpson is finished, Dr. Phineas Densmore Gurley reads the benediction. The crowd then watches as the gates of iron and the heavy wooden doors of the tomb are closed and locked. It is over at last. The *Chicago Tribune* concludes, "The ceremonies having terminated, the doors of the vault are closed . . . the mourners retire . . . Thus, we bury him; thus, we leave him – the great, the god, the martyr President."

### ***Is Ulysses S. Grant Due for a Promotion?***

By James Barron of the *New York Times*—April 27, 2022

"Fans of Ulysses S. Grant are campaigning for a promotion that would elevate Grant to a rank held by only two other former generals, George Washington and the World War I hero John J. Pershing — general of the armies of the United States, above even five-star generals.

"Grant became the nation's first four-star general in 1866, after the Civil War. His supporters had hoped the posthumous promotion would come through in time for the 200th anniversary of Grant's birth, April 27<sup>th</sup>, 2022.

"But such things take time. The Army did not make Washington a general of the armies until 1978, two years after Congress passed a resolution calling for the move — and 179 years after his death.

"The Army hasn't had any five-star generals since General Omar Bradley died in 1981, and F. Lee Reynolds of the Army Center of Military History said it is not clear how many stars a general of the armies would have. That has not been detailed by Congress or the Army itself, he said. He noted that Washington's promotion in 1978 stipulated that he would always be the Army's highest-ranking officer, even if there were other generals of the armies.

"For much of the 20th century, Grant had an ignominious place among presidents. He was usually near the bottom when historians ranked them. His reputation — great general, great writer but dismal chief executive — has been rehabilitated at least somewhat in the last 25 years. His fans say he was untouched personally by the corruption that swirled through his administration, but his political career was dragged through the mud."

# News of the RCWRT



## Upcoming 2022 RCWRT Meetings

For May, we will once again meet in person at the NC Museum of History's Daniels auditorium with a simultaneous Zoom cast. The wearing of a mask is optional.

Date	Speaker(s)	Topic
May 9 <sup>th</sup> , 2022	Amy Bauer	Discovery of a Forgotten USCT: A Mystery Solved
June 13 <sup>th</sup> , 2022	Mary Lynn Bryan, Mac Healy, and David Winslow	Panel discussion with the 2022 Raleigh CWRT Gatton Award honorees concerning the planning and development progress of the NC Civil War & Reconstruction History Center

### George Pullman's Little Known Relationship with the Lincolns

After President Lincoln's death, the Lincoln funeral train introduced many Americans to a first-hand view of train travel. This monumental funeral procession even played a role in the evolution of train travel and tangentially contributed to a rise in luxury trains.

George Pullman, an engineer and industrialist from Chicago, developed a luxury railroad sleeping car in 1863. He produced two models, the *Springfield*, named after Lincoln's home town, and the *Pioneer*.

Upon Lincoln's death, the U.S. government bought one of the very expensive *Pioneer* models for use as part of the funeral train. Renovation efforts at every station and bridge between Chicago and Springfield were required in order to accommodate the carriage's extra width.

Even years after Lincoln's funeral, the ties between Pullman and Lincoln continued. Abraham Lincoln's eldest son, Robert Todd Lincoln, went on to act as general counsel at the Pullman Palace Car Co. in Chicago in the early 1890s, and he then served as the acting president when George Pullman died in 1897. This role became permanent in 1901, and he continued to act as president until he resigned in 1911. Even then he remained actively involved as the chairman of the board until 1922. The Pullman Company thrived through the 1920s and, like many other railroad companies, began to decline in the 1950s. Pullman Company ended the operation of its sleeper cars in 1968.



## The Knapsack

is the official newsletter of the RCWRT and is published around the 1st of each month.

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### Staff

Bob Graesser, Editor

### Contributors

Griff Bartlett

Readers are encouraged to submit photos, events, & articles for publication to Bob Graesser, Editor  
(RaleighCWRT@yahoo.com; 919-244-9041)

## RCWRT Board of Directors (2020-22)

Name	Position
Josie Walker	President / Program Committee
Ted Kunstling	Past President
Johnny Wood	Vice President / Program Committee
Griff Bartlett	Secretary / Treasurer
Pattie Smith	Program Committee
Bob Graesser	Knapsack Newsletter Editor / Webmaster
Wayne Shore	Member
Lloyd Townsend	Member

Paying Memberships / Total Members: 132 / 163

One New Member Joined the RCWRT in April 2022:  
We welcome NC State student Dylan Bron of Raleigh, NC

### Did You Know?

Abraham Lincoln was the first American president whose body was transported by a funeral train. In later years Presidents James A. Garfield, Ulysses S. Grant, William McKinley, Warren G. Harding, Franklin D. Roosevelt, Dwight D. Eisenhower, and George H.W. Bush would all be transported to their final resting places by a ceremonial funeral train as well.

The Raleigh Civil War Round Table was formed on March 12<sup>th</sup>, 2001 and is a 501(c)(3) "tax exempt organization."

We meet on the second Monday of each month (except this Dec.). We are once again meeting in person at the NC Museum of History, 5 East Edenton Street, Raleigh, NC starting at 6:30 p.m. to allow 30 min. for mingling.

Annual membership dues are \$30 (individual and family) and \$10 for teachers. Student membership is free. Half-year memberships are available March through May for \$20. Dues should be submitted to Griff Bartlett, Treasurer, 908 Kinsdale Drive, Raleigh, NC 27615-1117 by **Sept. 15<sup>th</sup>** each year.