

The Knapsack

Raleigh Civil War Round Table
The same rain falls on both friend and foe.

May 10th, 2021
Our 243rd Issue



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May 10th, 2021 Event Features Gene Schmiel, Ph.D., Speaking on the Topic *The Civil War in West Virginia and the Role of Jacob Cox*

Our upcoming meeting will be on Monday, May 10th, 2021. Due to the ongoing coronavirus pandemic, we will **NOT** be meeting at the NC Museum of History in Raleigh. **Instead, we will meet remotely via an online web session using the application Zoom.**

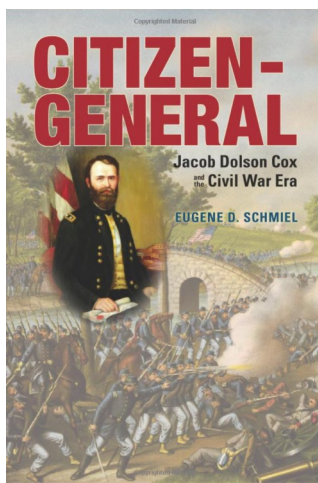
Raleigh CWRT President, Josie Walker, will email an invitation to you for the Zoom event along with instructions and a link for joining the online meeting. **Please contact Josie at RaleighCWRT@Yahoo.com if you do not receive this invitation by May 3rd.**



May's meeting will feature a presentation by Gene Schmiel, Ph.D. Gene is a retired U.S. Department of State Foreign Service Officer who was an Assistant Professor of History at St. Francis University (PA) before joining the foreign service. He holds a Ph.D. degree from The Ohio State University and lectures at Civil War Round Tables about the war. See his website for details at <https://civilwarhistory-geneschmiel.com>. Gene resides in Gainesville, Virginia with his wife Bonnie Kathryn.

Gene's presentation will be on the topic *The Civil War in West Virginia and the Role of Jacob Cox*. This presentation is based on Gene's first Civil War book *Citizen-General: Jacob Dolson Cox and the Civil War Era*, which was a History Book Club selection and was chosen as "biography of the year" in 2014 by the *Civil War Books and Authors* web-site.

"West Virginia was born during the Civil War in great part

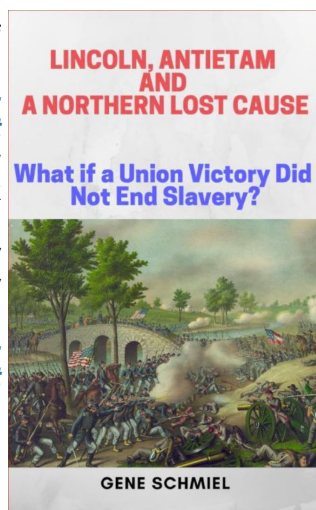


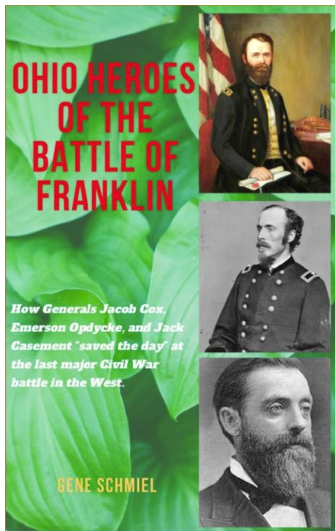
because a majority of its inhabitants, then citizens of the state of Virginia, opposed secession.

In early 1861, concerned political leaders in the region were considering how to respond to Virginia's secession, especially when Virginia/Confederate troops moved into the region. Neighboring Ohio took the lead in sending Union troops into the region to support the anti-secessionists. George McClellan commanded Ohio's forces, and his subordinate commanders William Rosecrans and Jacob Cox quickly took control of much of the region.

Over the next two years the Union held control as the region's political leaders advanced the movement to statehood, which was granted in July 1863. Jacob Cox, one of the Union's best 'Political Generals,' is one of the unsung heroes of the creation of West Virginia. He and his men took the future capital, Charleston, in July 1861, and he advanced Union control further south in 1862. As Cox wrote to his wife, 'The whole of western Virginia is now free from the secessionists, and we think it will soon quiet down into a permanent and willing recognition of the U.S. government.'"

Jacob Cox is also the hero of the Union army in Gene's 2019 book, *Lincoln, Antietam and a Northern Lost Cause*, a speculative history of the Civil War. Cox's attack as commander of the Union left flank at Antietam, the key to sweeping Lee and his army from the field, is depicted on the cover of *Lincoln, Antietam and a Northern Lost Cause*.

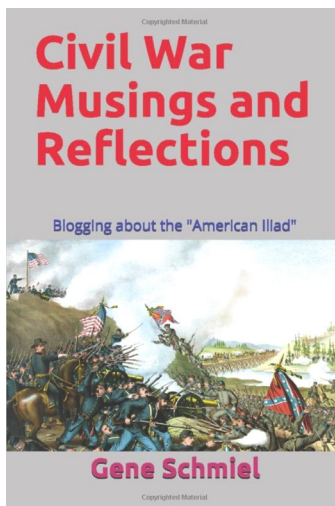




Jacob Cox again plays a key role in a second book published by Gene in 2019, *Ohio Heroes of the Battle of Franklin: How Generals Jacob Cox, Emerson Opdycke, and Jack Casement "saved the day" at the last major battle of the Civil War in the West.*

The Battle of Franklin was the final test of both the strength of the Union army in the West and the notion that a Napoleonic-style frontal infantry attack was the best tactic for Civil War military success.

The Union army passed its test that day, in great part due to the leadership and heroism of three Ohioans: Generals Jacob Cox, Emerson Opdycke, and Jack Casement.



In the Kurz and Allison painting of the Battle of Franklin, depicted on Gene's 2020 book, *Civil War Musings and Reflections: Blogging about the "American Iliad,"* Cox, the unsung Union hero of that battle, is depicted as the general on horseback, commanding and rallying the Union defenses at a critical moment.

This book contains a series of thought-provoking pieces about many aspects of the Civil War, from tactics and

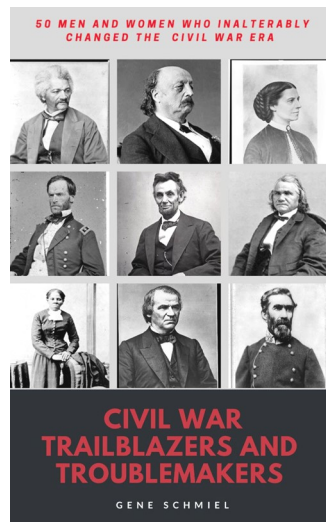
strategy to the pets of the common soldier. It begins with an appeal to the Civil War community for a common sense-based approach to dealing with Confederate monuments.

In 2020, Schmiel self-published the first four of his series, *Civil War Personalities, 50 At a Time.* These are:

- *Civil War Trailblazers and Troublemakers*
- *Civil War Rogues, Rascals, and Rapsallions*
- *Civil War 'Political Generals' of the Blue and Grey*
- *Civil War Women: Underestimated and Indispensable*

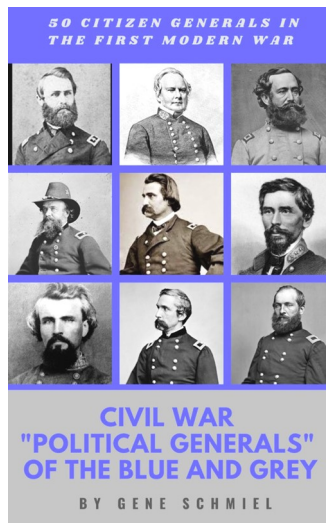
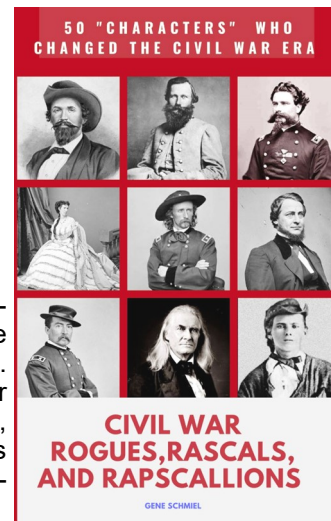
These books include short bios of "characters" who made the Civil War era colorful and fascinating. Each bio is accompanied by period photographs or drawings or political cartoons, and sometimes by maps by the great Hal Jespersen, <http://www.cwmaps.com>.

Each bio also includes a list of "further reading" about the person and is representative of the topics Gene can cover in a presentation.

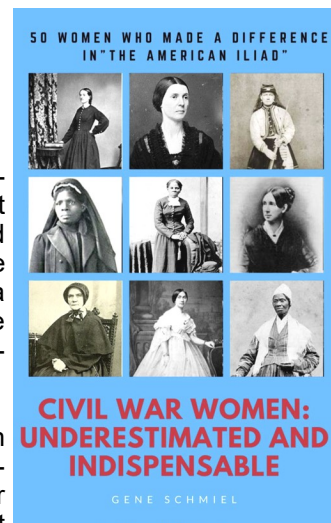


Jesse James, George Custer, Napoleon III, Ambrose Bierce, Phil Sheridan. These and 45 other "characters" were Rogues, Rascals, and/or Rapsallions -- and sometimes all three!! - during the Civil War era.

Lincoln and Harriet Tubman. Sherman and Frederick Douglass. Matthew Brady and John Wilkes Booth. These and 44 other significant Civil War era personalities are featured in this book.



There were many near-great generals who did not graduate from West Point and thus were not professional soldiers. They were the so-called "Political Generals." But few other than Joshua Chamberlain, Patrick Cleburne, Nathan Bedford Forrest, and John Logan are well-remembered, partly due to the fact that few non-West Pointers ever had major commands.



Harriet Tubman. Clara Barton. Sojourner Truth. Harriet Beecher Stowe. These and many other women were important actors who had a significant influence on the United States during the Civil War.

All of Gene's books in both paperback and Kindle edition format are available for purchase on amazon.com at <https://www.amazon.com/-/e/B00HV4SSWK>. For a signed copy of any of Gene Schmeil's books on the Civil War, email him at geneofva@gmail.com.

Twelve Notable Instances of Rail Transportation During the Civil War

A Twelve-Part Series by Bob Graesser

Introduction

During the Civil War, railroads played a prominent role in battles as far flung as Chickamauga, Chattanooga, the Peninsula Campaign, Gettysburg, the Atlanta Campaign, and Appomattox. The Civil War was fought between two sides that controlled the largest and third largest railroad systems in the world. The largest was the Union at 21,000 miles. This was followed by Britain at 10,000 miles. In third place was the Confederacy at 9,000 miles.

Among different railroad companies' lines there were no uniform measurements or gauges of the distance between the two parallel rails of the track. In the North, there were thirteen different track gauges between the various railroads. With different gauges, locomotives and cars of one company couldn't travel on that of another. It was not until 1886 that all railroad companies adopted the four foot eight and one-half inch standard gauge.

Compounding the problem of gauges, tracks of one company were not connected with those of another. At the onset of the war, five railroads served Richmond, VA and none were connected. To go from one line to another, passengers had to find transportation across town to the other line. Likewise, freight had to be unloaded and reloaded. It's been estimated that to move a regiment from one line to another caused a travel delay of five hours.

At the outset of the war, Confederate strategists considered one of their great advantages to be the use of interior lines. Since the Union had to invade the Confederacy to force it back into the Union, the advantage of interior lines meant that the defending army could theoretically move faster between points than the invading army whose lines were being stretched. But, as a counter example, by taking a single rail junction (Corinth, MS), the Union proved that the value of interior lines could be greatly diminished in a railroad war.

In the following twelve-part series (listed below), I will examine in chronological order some of the most notable instances of how rail transportation played a critical role in

the Civil War. And, as we will see, not all of these instances pertain to battles.

Part 1 Sources

- [Lincoln on the Verge: Thirteen Days to Washington](#) by Edward L. Widmer. Simon & Schuster, April 7, 2020.
- [Lincoln's Whistle-Stop Trip to Washington | History | Smithsonian Magazine](#) by Brian Wolly, February 9, 2011
- [Railroads In The Civil War: Facts and Statistics \(North vs South\)](#), American-Rails.com

Prologue

In February 1861, President-elect Abraham Lincoln travels by rail from Springfield, IL to Washington City, meeting his supporters and, through repeated brief stump speeches, finds his narrative for saving the Union as he prepares himself for taking the oath of office and delivering his inaugural address on March 4.

On Monday, February 11, 1861 at 7:30 a.m., Lincoln heads alone to the Springfield, IL train station. By the time he arrives in Washington City twelve days later on Saturday, February 23, 1861, he will have traveled 1,900 miles along eighteen different railroad lines, through eight states, while making at least a hundred speeches, and arrives just in time for breakfast with Senator William Seward. Seward is the acknowledged head of the Republican Party in Washington and is to become Lincoln's Secretary of State.

Lincoln makes 94 whistle-stops, avoiding three assassination attempts, two of which are through use of planted detonation devices, and one of which is an assassination plot in Baltimore, MD. Incredulously, and showing the primitive state of presidential security at this time, newspapers, both local and national, prior to the start of the trip, publish a card (shown on page 4) with Lincoln's travel schedule laid out down to the minute!



- Part 1: Lincoln's Whistle-Stop Inaugural Journey from Springfield, IL to Washington City, Feb. 11-23, 1861**
- Part 2: Jefferson Davis's Inaugural Journey from His MS Plantation, Brierfield, to Montgomery, AL, Feb. 11-17, 1861
- Part 3: Reinforcement Via Rail Enables the Confederates to Win the Battle of Bull Run, Jul. 18-21, 1861
- Part 4: The Great Locomotive Chase, a.k.a. Andrews's Raid, April 12, 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-July 7, 1863
- Part 7: Longstreet's Reinforcement of Bragg by Rail to Win the Battle of Chickamauga, Sept. 9-19, 1863
- Part 8: Union XI and XII Army Corps Reinforce and Rescue Rosecrans by Rail in Chattanooga, Sept. 25-Oct.6, 1863
- Part 9: Supplying Sherman's Atlanta Campaign via Rail, May 1-Sept. 5, 1864
- Part 10: Supplying the Union Troops During the Siege of Petersburg, June 15, 1864-April 2, 1865
- Part 11: Supplying the Confederate Troops During the Appomattox Campaign, April 2-11, 1865
- Part 12: Lincoln's Whistle-Stop Funereal Journey from Washington City to Springfield, IL, April 21-May 4, 1865

Great Western Railroad Time Card For a Special Train, Monday, Feb. 11, 1861, With His Excellency, Abraham Lincoln, President Elect

GREAT WESTERN RAILROAD.

TIME CARD

For a Special Train, Monday, Feb. 11, 1861,
WITH
His Excellency, Abraham Lincoln, President Elect.

Leave	SPRINGFIELD,.....	8.00 A. M.
“	JAMESTOWN,.....	8.15 “
“	DAWSON,	8.24 “
“	MECHANICSBURG,	8.30 “
“	LANESVILLE,.....	8.37 “
“	ILLIOPOLIS.....	8.49 “
“	NIANTIC,	8.58 “
“	SUMMIT,	9.07 “
Arrive at	DECATUR,	9.24 “
Leave	DECATUR,	9.29 “
“	OAKLEY,	9.45 “
“	CERRO GORDO,	9.54 “
“	BEMENT,	10.13 “
“	SADORUS,	10.40 “
Arrive at	TOLONO,	10.50 “
Leave	“	10.55 “
“	PHILO,.....	11.07 “
“	SIDNEY,.....	11.17 “
“	HOMER,	11.30 “
“	SALINA,	11.45 “
“	CATLIN,	11.59 “
“	BRYANT,.....	12.07 P. M.
“	DANVILLE,.....	12.12 “
Arrive at	STATE LINE,	12.30 P. M.

This train will be entitled to the road, and all other trains must be kept out of the way.
 Trains to be passed and met must be on the side track at least 10 minutes before this train is due.
 Agents at all stations between Springfield and State Line must be on duty when this train passes, and examine the switches and know that all is right before it passes.
 Operators at Telegraph Stations between Springfield and State Line must remain on duty until this train passes, and immediately report its time to Chas. H. Speed, Springfield.
 All Foremen and men under their direction must be on the track and know positively that the track is in order.
 It is very important that this train should pass over the road in safety, and all employees are expected to render all assistance in their power.
 Red is the signal for danger, but any signal apparently intended to indicate alarm or danger must be regarded, the train stopped, and the meaning of it ascertained.
 Carefulness is particularly enjoined.

F. W. BOWEN,
Supt.



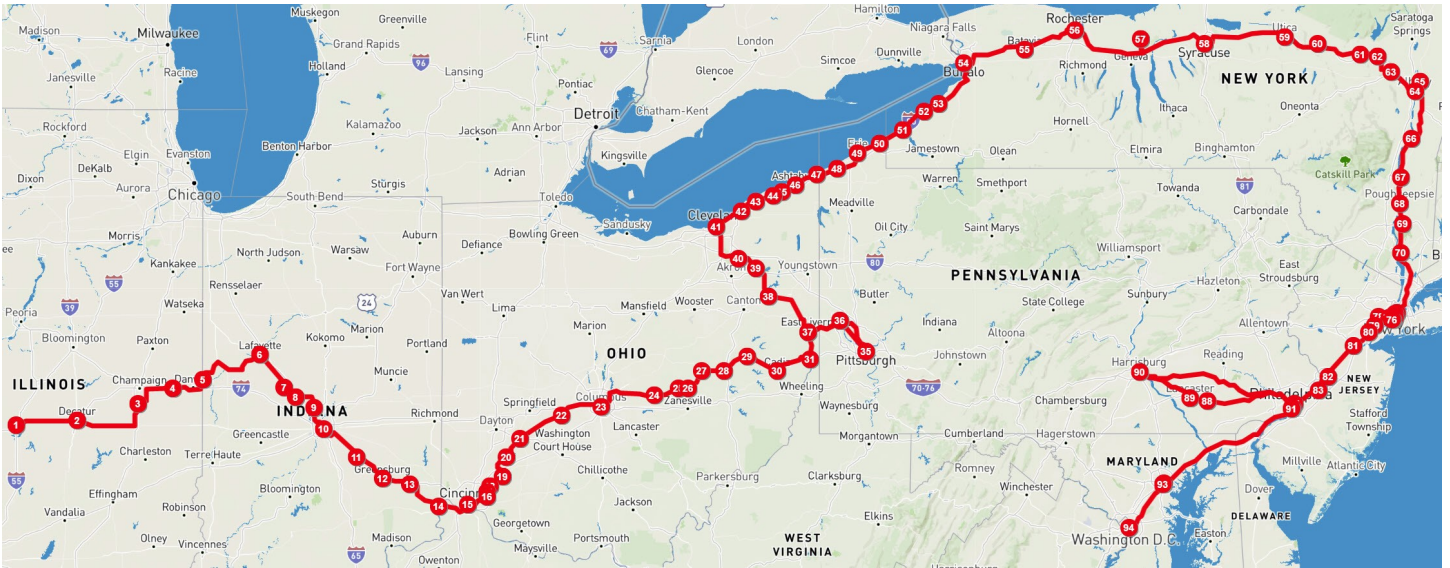
Partial credit for Lincoln's safe arrival in Washington City goes to Dorothea Dix, a New England mental-health specialist advocating for more humane treatment of the mentally ill. (As an aside, the psychiatric hospital in Raleigh, the first of its kind in North Carolina, is named for her. It is founded in 1856 and closes in 2012.)

Dix has made many Southern friends in recent months while touring Tennessee, Mississippi, and South Carolina. She reaches Washington City, just prior to Christmas, 1860. While there, she hears about a plot to assassinate Lincoln

as he nears the capital for his inauguration.

In response, Dix makes a fateful visit to a railroad executive, Samuel Felton, who operates the only track that connects Washington to the rest of the country (The Philadelphia, Wilmington, & Baltimore Railroad). Thanks to the early warnings of Dorothea Dix, noted detective Allan Pinkerton and his agents have been on the ground in Baltimore, MD since Feb. 1, picking up intelligence about assassination plans.

As depicted on the map below, we will now follow Lincoln and his entourage on his thirteen-day, 94 whistle-stop, journey to Washington City.



Mon., Feb. 11, 1861 (Springfield, IL to Indianapolis, IN)

0. Lincoln Home in Springfield, IL

At about 7:30 a.m., President-elect Abraham Lincoln leaves for the railway station without his wife or children, all of whom will join him the following day in Indianapolis.

1. Train Station, Springfield, IL

As Lincoln boards the train, designated the "Special", at Springfield's Great Western Railroad depot, he gives an impromptu speech, saying to the crowd:



Abe Lincoln, photographed in Springfield, IL on Feb. 9, 1861, two days before start of journey

My friends -- No one, not in my situation, can appreciate my feeling of sadness at this parting. To this place, and the kindness of these people, I owe everything. Here I have lived a quarter-of-a-century and have passed from a young to an old man. Here my children have been born, and one is buried. I now leave, not knowing when, or whether ever, I may return, with a task before me greater than that which rested upon Washington. Without the assistance of the Divine Being who ever attended him, I cannot succeed. With that assistance I cannot fail.

Trusting in Him who can go with me, and remain with you, and be everywhere for good, let us confidently hope that all will yet be well. To His care commending you, as I

hope in your prayers you will commend me, I bid you an affectionate farewell.

This quote is the official version which President-elect Lincoln writes after his train pulls away from the Springfield station at 8 a.m. sharp, and it reveals how he wants

this event to be remembered.

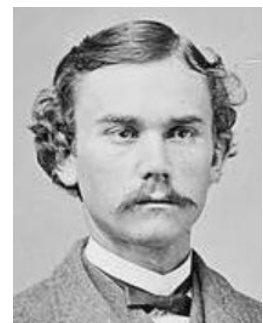
The following people accompany Lincoln as his entourage throughout the journey.



Ward Hill Lamon:
Lincoln's friend and unofficial bodyguard



John Nicolay:
Lincoln's private



John Hay:
Lincoln's assistant private secretary



Robert Tod Lincoln:
Lincoln's seventeen-year-old son

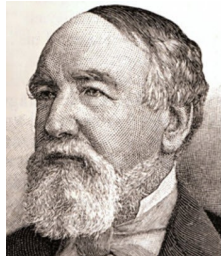


John Pope:

Attains the rank of Major General during the Civil War. He becomes commander of the Army of Virginia and is most famous for his defeat by Lee's Army of Northern Virginia at the Battle of Second Bull Run.

Norman Judd:

Lincoln's Chicago-based friend. Serves as a liaison with Chicago-based security professional Allan Pinkerton and his detectives who are in the process of surreptitiously gathering information in Baltimore on assassination plots.



2. Train Depot, Decatur, IL
3. Train Station, Tolono, IL
4. Train Depot, Vermilion County, IL
5. State Line City, IN

Lincoln is joined by a committee of Indiana politicians.

6. Lafayette, IN

Lincoln speaks before a crowd in Lafayette:

While some of us may differ in political opinions, still we are all united in one feeling for the Union. We all believe in the maintenance of the Union, of every star and every stripe of the glorious flag and permit me to express the sentiment that upon the union of the States, there shall be between us no difference.

7. Thorntown, IN
8. Lebanon, IN
9. Zionsville, IN
10. Indianapolis, IN

Lincoln arrives at 5 p.m. at Union Station in Indianapolis to a throng of 50,000 in a city of 18,611. He is welcomed by Gov. Oliver Morton and a 34-gun salute. Union Station is the first of its kind in America and is so named because five different railroad lines united there. From there, Lincoln joins a procession of 20,000 state legislators, public employees, soldiers, firemen and others and slowly makes his way to his hotel, the Bates House, a gigantic barn that takes up an entire block.

This first day of travel has seemed endless -- in all they have traveled 240 miles. It is safe to say that Lincoln has seen over a hundred thousand people.

At the hotel, as weary as he is, Lincoln suddenly is unable to locate his copy of his inaugural address, which he has worked on for weeks. It is contained in a little black bag and is entrusted to his eldest son, Robert, age seventeen, at the beginning of the journey. It turns out that Robert has given the bag to one of the hotel clerks. It is not until Abe frantically leaps over the hotel desk in a single bound and feverishly paws through the stack of luggage stored there, that he finds his bag and is able to breathe a sigh of relief. Not surprisingly, Robert is not entrusted with the bag again for the duration of the trip.

While the document search is going on, Allan Pinkerton is trying desperately to send a warning to Lincoln's liaison friend Norman Judd concerning information gathered on the Baltimore plotters.

Also onboard are four U.S. Army officers who have sounded alarms about threats to assassinate Lincoln on his way to Washington: Col. Edwin Sumner, Major David Hunter, and Captains George W. Hazzard and John Pope. Sumner, Hunter, and Pope will all go on to become Union Generals during the Civil War.



Edwin Sumner:

Lt. Gen. Winfield Scott assigns Edwin Sumner as the senior officer on Lincoln's trip. Sumner, a first cousin once removed of Charles Sumner, the abolitionist, becomes a Major General during the Civil War and dies of a fever in 1863.

George Hazzard:

Selected for the trip because he has lived in Baltimore and knows how dangerous it will be to get through. Hazzard is mortally wounded in combat during the Battle of White Oak Swamp on June 30, 1862, and dies in Baltimore 42 days later, having never advanced beyond the permanent rank of Captain.



David Hunter:

Attains the rank of Major General during the Civil War. He is infamous for his General Order No. 11, May 9, 1862, in which he unilaterally emancipates all the slaves in George, Florida, and South Carolina. Lincoln immediately rescinds this order as he fears the political effects that it would have in the border states.



Tues., Feb. 12, 1861 (Indianapolis, IN to Cincinnati, OH)

Dawn brings clear skies, a favorable omen for this happens to be Lincoln's fifty-second birthday. To celebrate, Mary Todd Lincoln arrives with their two younger sons, seven-year-old Tad and ten-year-old Willie, only minutes before Lincoln's departure. This, plus the frantic excitement, brings comfort to the president-elect. With his family alongside him, Lincoln boards the Special *en route* to Cincinnati at 11 a.m.



Mary Lincoln



Willie Lincoln



Tad Lincoln

11. Shelbyville, IN
12. Greensburg, IN
13. Morris, IN
14. Lawrenceburg, IN
15. Cincinnati, OH

Having traveled more than 100 miles that day, the inaugural Special enters Cincinnati. Later, John Hay estimates that 150,000 people have turned out to greet Lincoln. (Cincinnati's population is 161,044.)

Lincoln's reluctance to make definitive public statements on the secession crisis is an ongoing theme in his remarks on this journey. At a public reception held by the German Industrial Association, Lincoln says:

I deem it my duty...that I should wait until the last moment, for a development of the present national difficulties before I express myself decidedly what course I shall pursue.

At five o'clock, Lincoln reaches the Burnet House, a large downtown hotel with 340 steam-heated rooms. At this point, the New York Times reports, a "queer-looking box" has been left for him under suspicious circumstances and is later removed by the police.

Later that evening, more bad news comes to Judd from Baltimore, where Pinkerton's agents are uncovering evidence of a massive plot. They are busy loitering in saloons and billiard halls, picking up small talk and infiltrating meetings of those seeking to strangle the new administration in its cradle. The conspirators are fixated on Lincoln's train and want to know every detail relating to its route into Baltimore. They are also eager to plan a disruption in Washington. One agent, speaking with a bartender, learns of a plan "to blow up the Capitol on the day that the votes are counted [Ed.: sound familiar?]," then destroy other government buildings.

Wed., Feb. 13, 1861 (Cincinnati, OH to Columbus, OH)

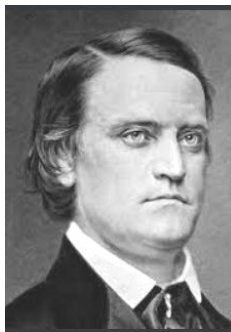
Pinkerton's agent, William Scott, arrives from Baltimore at 2 a.m. Failing to find anyone awake, he takes a room. Finally, at eight a.m., he locates Lincoln's friend, Norman Judd. Using a cipher based on Greek mythology, Scott lays out the emerging details of the plot to kill the President-elect.

Lincoln's friends anticipate trouble on February 13, but for a different reason. This is the second Wednesday of the month; the day that the electoral votes of the presidential election are finally counted in the House Chamber of the Capitol. The vote count is far from a formality [Ed.: as it was on January 6, 2021]. In fact, this is a kind of second election, nearly as worrisome as the first.

After Lincoln's victory in November, rumors spread around Washington that the recount offers the South a chance to turn back the election. Its leaders still wield great power, which increases in the building's many corridors and back offices, where the deals are made. Through parliamentary maneuver, or sleight-of-hand, it might be possible to declare a miscount and throw Lincoln's election back into the cloakrooms. There a more acceptable result could be found.

The House has interfered with the election of a president before, within living memory. In 1824, Lincoln's hero, Henry Clay, helps to award the Presidency to John Quincy Adams over Andrew Jackson. Like Jackson, Lincoln is in a weak position, coming from a greater distance, with a smaller percentage (39.8 percent) of the popular vote than Jackson's in 1824 (41 percent). Once again, a westerner appears vulnerable to the machinations of Congress.

The state electoral certificates are already in the South's possession; they have been routed into the office of the Vice President, John Breckinridge, himself the Presidential candidate of the Southern faction of the Democratic Party in the 1860 election. Anything might happen as the certificates are carried along a subterranean hallway from the Senate to the House for the count. They might be "lost" or stolen by the armed militias who are increasingly seen marching around Washington, reporting to no one in particular.



John Breckinridge

During the count, if it gets that far, the Southern masters of Congress might declare a certificate unacceptable, simply because it looks wrong. Or they can appoint a committee to investigate voting discrepancies in November. Such a committee could very well take a while to reach a verdict—plenty of time for the Confederacy to establish itself.

Lincoln shares in these fears. In early January he has warned William H. Seward:

It seems to me the inauguration is not the most dangerous point for us. Our adversaries have us clearly at disadvantage, on the second Wednesday of February, when the votes should be officially counted. If the two Houses refuse to meet at all, or meet without a quorum of each, where shall we be?

Having heard and digested the distressing news about the plotters and about the electoral certification process, Lincoln is escorted by members of the Ohio legislature to the train station. Here he boards the Little Miami Railroad at 9 a.m. But just before the Special is set to leave for Columbus, OH, an unattended carpetbag is found in Lincoln's car. When it is opened, a "grenade of the most destructive character" is discovered inside, live, and "so arranged that within fifteen minutes it will have exploded, with a force sufficient to demolish the car and destroy the lives of all the persons in it."

If a bomb is detonated, the news will have offered a perfect pretext for Congress to take charge of the election. Instead, the suspicious bag is removed from the car, and Lincoln continues, unharmed. To keep going straight will bring Lincoln to Washington far faster. But that route will take him into Virginia, a state teetering on secession. So, after six miles, the cars begin to turn north, and the train follows the Little Miami River toward Columbus.

While the inaugural Special wends its way northward, the electoral certification begins. Shortly after noon, the House welcomes the entire Senate. Its presiding officer, as already stated, is Vice President John Breckinridge. He is ardently in favor of slavery and will resign to serve the Confederacy as its secretary of war. But on this critical day, he performs his duty.

Breckinridge hands the boxes with the votes to the "tellers". After the official count, the vice president duly certifies Lincoln's election, stating:

Abraham Lincoln, of Illinois, having received a majority of the whole of the electoral votes, is elected president of the United States, for four years, commencing on the fourth of March.

11. Milford, OH
12. Miamiville, OH
13. Loveland, OH
14. Morrow, OH
15. Corwin, OH
16. Xenia, OH
17. London, OH
18. Columbus, OH

Arriving in Columbus, Lincoln is greeted by a crowd of 60,000. He speaks to the public from the steps of the Ohio State House, but his address is strangely out of touch with reality:

It is a consoling circumstance that when we look out there is nothing that really hurts anybody. We entertain different views upon political questions, but nobody is suffering anything.

At 4:30 p.m., Lincoln enters the governor's room in the Ohio State House. He is handed a telegram that reads:

The votes were counted peaceably. You are elected.

Lincoln glances at the note straight-faced and puts it into his pocket. When he sees everyone looking at him, awaiting a response, he says:

What a beautiful building you have here!

The tension being broken, everyone laughs. Lincoln has now survived two assassination attempts and a hard recount of the electoral votes. He is also a hundred miles closer to his destination.

Thurs., Feb. 14, 1861 (Columbus, OH to Pittsburgh, PA)

Lincoln and his entourage leave Columbus shortly before 8 a.m. for a rainy-day trip to Pittsburgh.

19. Newark, OH
20. Fazeysburg, OH
21. Dresden, OH
22. Coshocton, OH
23. Newcomerstown, OH
24. Uhrichsville, OH
25. Cadiz Junction, OH
26. Steubenville, OH
27. Wellsville, OH
28. Rochester, PA
29. Allegheny City, PA

On the trip to Pittsburgh, Lincoln is delayed almost three hours because of a broken-down freight train. This wrecks all the reception plans for Pittsburgh, only some twenty miles away. He arrives in Allegheny City (now part of Pittsburgh) at 8 p.m. and takes a carriage across the river into the Steel City.

30. Monongahela House, PA

Lincoln is awestruck by the size and strength of the crowds greeting him on the streets of Pittsburgh. He says in the lobby of the Monongahela House:

I could not help thinking, my friends, as I traveled in the rain through your crowded streets, on my way here, that if all that people were in favor of the Union, it can certainly be in no great danger -- it will be preserved.

Fri., Feb. 15, 1861 (Pittsburgh, PA to Cleveland, OH)

31. Rochester, PA
32. Wellsville, OH
33. Alliance, OH

His remarks in Alliance have a familiar ring:

I appear before you merely to greet you and say farewell... If I should make a speech at every town, I would not get to Washington until sometime after the inauguration.

At other towns, he apologizes to the crowd for his hoarse voice. In Wellsville, he declines to make a speech as he has already done so when he stops earlier on his way to Pittsburgh.

34. Ravenna, OH
35. Hudson, OH
36. Weddell House, Cleveland, OH

Amidst a snowstorm, Lincoln arrives in Cleveland to another large crowd. Despite his farewell comments in Springfield, he once again appears to underestimate the severity of the situation, telling the adulatory group:

The crisis, as it is called, is altogether an artificial crisis.

For the second time, Lincoln's inaugural address is thought to have been lost by Robert Lincoln. Abe departs town at 9 a.m. the following morning.

Sat., Feb. 16, 1861 (Cleveland, OH to Buffalo, NY)

- 37. Willoughby, OH
- 38. Painesville, OH
- 39. Madison, OH
- 40. Geneva, OH
- 41. Ashtabula, OH

The crowds in Ashtabula call for Mrs. Lincoln to make an appearance from the train car, but the President-elect replies:

I hardly hope to induce her to appear, as I always find it very difficult to make her do what she does not want to.

- 42. Conneaut, OH
- 43. Girard, PA
- 44. Erie, PA
- 45. North East, PA
- 46. Westfield, NY

It was here that the now-bearded Lincoln meets 12-year-old Grace Bedell, the young girl who:

...advised me to let my whiskers grow. Acting partly upon her suggestion, I have done so. And now, if she is here, I would like to see her.



Lincoln Beardless Grace Bedell, aged Lincoln Bearded

As a contemporary newspaper report says, the two meet and:

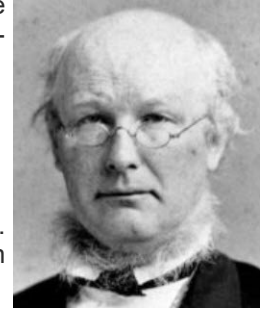
He gives her several hearty kisses ... amid the yells of delight from the excited crowd.

- 47. Dunkirk, NY
- 48. Silver Creek, NY
- 49. Buffalo, NY



Millard Fillmore

Lincoln leaves Buffalo at 5:45 a.m. the next day with newspaper man Horace Greeley onboard.



Horace Greeley

Mon., Feb. 18, 1861 (Buffalo, NY to Albany, NY)

- 50. Batavia, NY
- 51. Rochester, NY
- 52. Clyde, NY
- 53. Syracuse, NY
- 54. Utica, NY
- 55. Little Falls, NY
- 56. Fonda, NY
- 57. Amsterdam, NY
- 58. Schenectady, NY
- 59. Albany, NY

Despite an enthusiastic welcome in the state capital, the Lincolns resolve never to return to Albany, as their trip is marred by political bickering between state legislators.

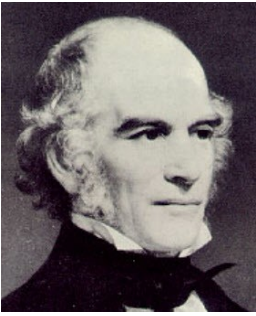
Tues., Feb. 19, 1861 (Albany, NY to NYC, NY)

- 60. Troy, NY
- 61. Hudson, NY
- 62. Rhinebeck, NY
- 63. Poughkeepsie, NY
- 64. Fishkill, NY
- 65. Peekskill, NY
- 66. Hudson River Railroad Company, NYC, NY

Here Walt Whitman, of *Leaves of Grass* fame, later describes the incident:

I shall not easily forget the first time I ever saw Abraham Lincoln... From the top of an omnibus (driven up on side, close by, and blocked by the curbstone and the crowds) I had, I say, a capital view of it all and especially of Mr. Lincoln: his looks and gait; his perfect composure and coolness; his unusual and uncouth height; his dress of complete black, stove-pipe hat pushed back on his head; dark-brown complexion; seamed and wrinkled yet canny-looking face; black, bush head of hair; disproportionately long neck; and his hands held behind, as he stood observing the people.

67. Astor House, New York City, NY



William Cullen Bryant

An estimated 250,000 people watch Lincoln's 11-car procession to the Astor House, where he meets with William Cullen Bryant, editor of the *New York Evening Post*.

Wednesday, Feb. 20, 1861 (New York City, NY)

68. Academy of Music, New York City, NY

Earlier in the day, Mrs. Lincoln and her children visit P.T. Barnum's museum. That evening, President-elect Lincoln heads to the Academy of Music to take in a new Verdi opera. After the first act, the entire audience and cast sing *The Star-Spangled Banner* in honor of the special guest.

69. City Hall, New York City, NY

Before leaving for City Hall, Lincoln meets with Joshua Dewey, 94, who has voted in every presidential election since George Washington's.

At City Hall, Lincoln tells Mayor Fernando Wood and the city council:

There is nothing that can ever bring me willingly to consent to the destruction of this Union.

70. Astor House, New York City, NY

Thurs., Feb. 21, 1861 (NYC, NY to Philadelphia, PA)

71. Cortland St. Ferry, New York City, NY

72. Jersey City, New Jersey

73. Newark, New Jersey

An estimated 75,000 people greet Lincoln upon his morning arrival in Newark, N.J. only to see and hear him speak for not more than two minutes. He thanks the Mayor for the introduction and says a few general pleasantries.

74. Elizabeth, New Jersey

75. Rahway, New Jersey

76. New Brunswick, New Jersey

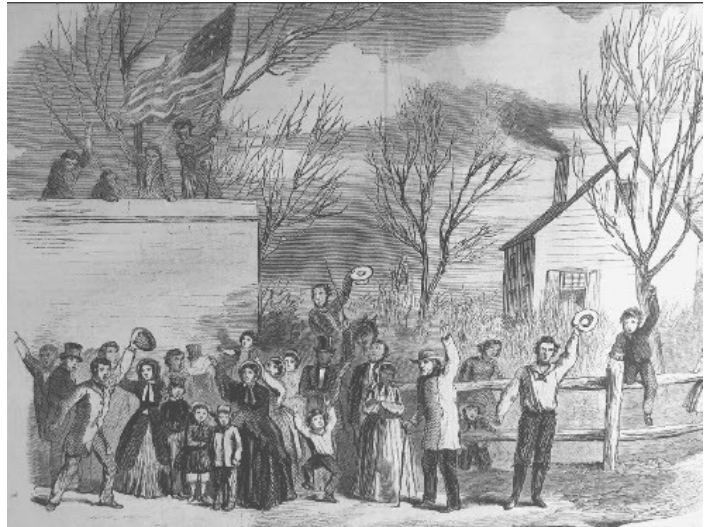
77. New Jersey State House, Trenton, NJ

Addressing the State Senators and Representatives of the New Jersey State House, Lincoln is humble in stating:

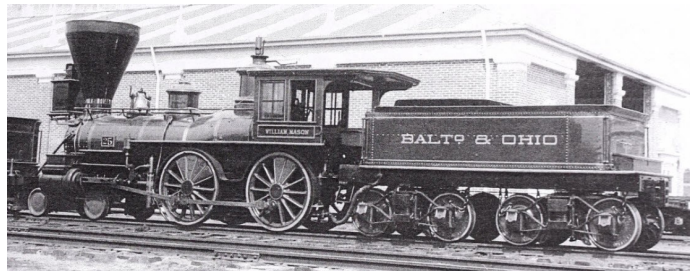
This body is composed of a majority of gentlemen who, in the exercise of their best judgment in the choice of a Chief Magistrate, did not think I was the man... Nevertheless...they came forward here to greet me as the constitutional President of the United States ... the representative man of the nation, united by a purpose to perpetuate the Union and liberties of the people.

At 2:30 p.m., Lincoln and his entourage reboard the Special and leave Trenton for Philadelphia. Like Gen. Washington 85 years earlier, Lincoln, too, crosses the Dela-

ware, although this time in the opposite direction.



Country People Cheering Lincoln's Inaugural Train on Its Way from Trenton to Philadelphia



The train engine believed to have pulled Lincoln's inaugural procession into Philadelphia. Out of view is a "1776" label on the front of its smokestack.

78. Bristol, PA

79. Kensington Depot, PA

At Kensington, a northern suburb of Philadelphia, the Special stops at 4:00 p.m. Philadelphia is the U.S.'s second largest city, and, despite snow, a hundred thousand of their citizens turn out as Lincoln participates in a parade into downtown Philadelphia.

During the parade, George Burns, an assistant to Allan Pinkerton, is asked by Pinkerton to get an urgent encoded note to Norman Judd. But Judd is seated next to Lincoln, and every time Burns comes close, he is rebuffed by Lincoln's security detail. Finally, after a tremendous effort, he gets the note into Judd's hands as the parade passes the corner of Broad and Chestnut. This sets in motion much additional activity.

80. Continental Hotel, Kensington, PA

Lincoln arrives at the Continental Hotel at 5:00 p.m. and speaks to 100,000 supporters.



The Continental Hotel as it appears in 1861

An observer states:

We are confident that not one person in the crowd below heard one word of Lincoln's speech!

During his speech, Lincoln pays homage to the nearby Independence Hall, noting its sacredness as the birthplace of the U.S. Lincoln ends by paraphrasing from Psalm 137 of the King James Bible:

May my right hand forget its cunning and my tongue cleave to the roof of my mouth if ever I prove false to those teachings.

During Lincoln's speech, Norman Judd retrieves Burns's crumpled note from his pocket and, deciphering it, discovers an invitation from "J. H. Hutchinson" to meet him in the nearby St. Louis Hotel. "J. H. Hutchinson" is an alias for Allan Pinkerton, who has come up to Philadelphia from Baltimore to explain the extent of what he knows about the assassination plot. As with all the previous notes received during the trip which hint of a Baltimore plot, Judd withholds its information from Lincoln because he does not want to distract Lincoln from his focus on meeting and greeting his constituents.



Allan Pinkerton

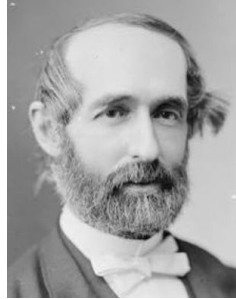
At 6:45 p.m., Judd meets with Pinkerton. They are joined by Samuel Felton, the president of the Philadelphia, Wilmington, and Baltimore Railroad, who has hired Pinkerton in the first place. It is Felton, as described in the prologue, who Dorothea Dix has contacted in early 1861 with her first intimations of a conspiracy. Pinkerton lays out the details of the plot to Judd and Felton.



Samuel Felton

After Lincoln's social obligations for the evening have been met at 10:15 p.m., Judd brings Lincoln to his room where Pinkerton is waiting. Together at last in the same

room, Pinkerton goes through the details of the plot with Lincoln. The plan is for a mob to surround him after he pulls into Baltimore's Calvert Street Station and gets into a carriage. There, in a vulnerable choke point, he will be stabbed or shot to death after a diversionary brawl is created nearby to draw the police's attention. The police might even be in on it: Pinkerton has found evidence that they will offer little help as Lincoln comes through the secessionist city. Lincoln then pledges to consider altering his schedule but insists on fulfilling his engagements in Philadelphia and Harrisburg the next day.



Frederick W. Seward

The letter contains information gathered by Col. Charles Pomeroy Stone and Gen. Winfield Scott. Stone has stationed three detectives from the New York police department in Baltimore to gather information about plots against Lincoln. According to Stone's detectives, secessionists are planning to assassinate Lincoln during his stop in Baltimore.



Winfield Scott



Charles Pomeroy Stone

This, then, marks the first time Lincoln is fully aware of the concrete evidence of a plot in Baltimore on his life, verified from a second source. The warning Fred Seward has brought now contributes to Lincoln's decision to pass through Baltimore under the cover of night, rather than stopping and appearing in public there. Although Allan Pinkerton has also warned Lincoln of danger awaiting him in Baltimore, it is Seward's information that confirms everyone's fears.

Fri., Feb. 22, 1861 (Philly to Harrisburg to Philly)

Pinkerton is unaware of Frederick Seward's visit to Lincoln, but he is already a whirlwind of activity. Throughout the early morning hours, Pinkerton crisscrosses Philadelphia, waking up railroad and telegraph officials, to plan a secret route for Lincoln, to begin that evening. His work ends just before sunrise when Lincoln's next public event is scheduled at Independence Hall.

81. Independence Hall, Philadelphia, PA

Lincoln goes by carriage to Independence Hall to participate in the celebration of Washington's birthday, where, inspired by his surroundings, he says:

I have never had a feeling politically that did not spring from the sentiments embodied in the Declaration of Independence.

Lincoln closes this speech by stating:

...there would be no blood shed unless it be forced upon the Government. The Government will not use force unless force is used against it.

He will repeat this message in his First Inaugural Address the following week.



Before leaving, Lincoln raises a new flag of 34 stars over Independence Hall. (Kansas had just been admitted to the Union three weeks earlier on January 29, 1861.) Harper's Weekly magazine captures Lincoln (standing beneath the yellow arrow) in an engraving as he hoists the flag up the pole.

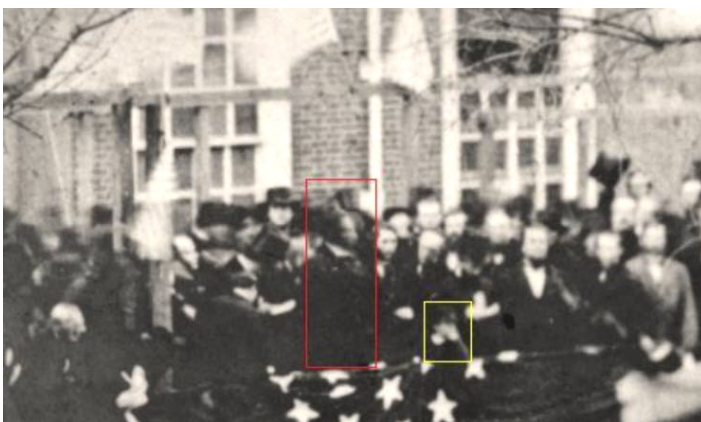
Shown below is a close-up of one of only four known images in existence of Lincoln's inauguration journey. All four images are taken in rapid succession at Independence Hall by a local daguerreotypist named Frederick DeBourg Richards, who happens to be in the right place at the right time.



Frederick DeBourg Richards

Harper's Weekly magazine illustration showing Lincoln (beneath yellow arrow) hoisting the new 34-star U.S. flag up the flag pole in front of Independence Hall

The enlarged scene below depicts Lincoln, outlined in red, about to raise the new flag. He stands bareheaded directly over the third star from the left. His son Tad, outlined in yellow, appears in the photo as well, resting his arms on the railing as he stares at the crowd.



The Knapsack (Revised)

82. Train Station, Philadelphia, PA

The grueling inaugural trip is nearly over. The president-elect is now less than two hundred miles from the U.S. capital, and is expressing himself in new ways, as his breakthrough speeches keep proving. He boards a new Special; it heads west to the state capital, Harrisburg.

83. Leaman Place, PA

84. Lancaster, PA

In Lancaster, an early capital of the U.S., Lincoln encounters unresponsive crowds, different from the throngs who had just cheered him in Philadelphia.

85. Pennsylvania State House, Harrisburg, PA

Lincoln arrives in Harrisburg at 2 p.m. and meets with Gov. Andrew J. Curtin to mend some political fences. Lincoln then heads off to appear before the state legislature, where he intones:

It shall be my endeavor to preserve the peace of this country.

As each passing hour brings Lincoln closer to his night flight into danger, he decides it's time to break the news to his entire entourage that a secret set of travel plans have been put in place. Lincoln summons them inside a Harrisburg hotel, the Jones House. There Norman Judd explains the assassination threat and the new plan to travel all night to Washington.

Predictably, there is an outpouring of emotion. Two military officers, Edwin Sumner and George Hazzard, deplore the plan. Sumner nearly "weeps with anger" and calls it "a damned bit of cowardice." Instead, he demands a squad of cavalry so that he can "cut his way" to Washington. The idea of slaughtering Marylanders *en route* to Washington City fails to win over the room. Hazzard proposes that they find fifty thousand soldiers to accompany them! That's not going to happen either: the entire U.S. Army is only a third that size and most of it is in the West! Finally, the group turns to Lincoln, who has been silent while Judd has been confiding the details. Lincoln responds:

Unless there are some other reasons besides ridicule, I am disposed to carry out Judd's plan.

They decide that, to avoid suspicion, Lincoln will be accompanied from Philadelphia to Baltimore by just two others: Pinkerton and Lincoln's friend from Illinois, Ward Hill Lamon. To further avoid suspicion, Lincoln makes a few quick adjustments to his wardrobe, donning "a soft wool hat" he has never worn before and an old pea jacket. The transformation is remarkable!

Lincoln and Lamon then surreptitiously board a special Special as the only passengers and head back to Philadelphia. This small, humble Special consists of an engine, a coal tender, and a single passenger car. The engineer and fireman are let in on the secret. Telegraph wires out of Harrisburg are also cut for the next twelve hours to prevent reporters from spilling the beans.

86. Train Station, Philadelphia, PA

With Pinkerton joining Lincoln and Lamon at the Philadelphia Train Station, Philadelphia Train Station, they

secretly board the back of a regular passenger train. For privacy, the last four berths have been cordoned off earlier by Kate Warne, one of Pinkerton's best detectives, to allow her invalid "brother" to rest in peace.



Kate Warne

Detective Warne stays awake all night, keeping a watchful eye over Lincoln, making sure he is safe. Foiling the assassination plot makes the Pinkerton Detective Agency famous. Pinkerton then creates a logo for his agency. It's a big wide-open eye. The slogan: "We never sleep."

The logo catches the imagination of the public and becomes the origin of the phrase "Private Eye." Both Pinkerton's logo and slogan are a tribute to Detective Warne, who outwits the killers and stays awake all night protecting Lincoln.

At 11 p.m., the train leaves the station for Washington City, via Baltimore. Telegraph wires out of Philadelphia are cut to prevent word of the altered trip from spreading south.

In short order, they pass through Delaware, the first slave state on their journey. Soon they cross the Mason-Dixon line, and enter Maryland's eastern shore. They are now officially in the South.

Sat., Feb. 23, 1861 (Baltimore, MD to Washington City)

87. President Street Station, Baltimore, MD

At 3:30 a.m., the train eases into Baltimore, America's fourth largest city, and soon comes to the end of the line, an immense barn. This is the President Street Station of the Philadelphia, Wilmington, and Baltimore Railroad. Lincoln's arrival is hours ahead of his scheduled arrival. Hopefully, the plotters are all asleep!

Baltimore's leaders have placed limits on the rights of locomotives to enter the city, for fear of noise and fire. As a result, passengers continuing south are pulled by horses, in their cars, through the downtown streets to the Camden Street Station, where they are reattached to trains leaving for Washington.

As Pinkerton has learned, it is precisely in this situation, when Lincoln is most vulnerable, that assassins hope to strike, aided by the chaos of the huge crowd that is expected to be watching his movements.

Because of the early hour, the streets are quiet as the horses pull Lincoln's car, hearse-like, through the dark streets. Two teamsters, "Daddy" Smith and Tim Murphy, guide the horses carefully, keeping their distance from some crowds milling around. As they move along, the president-elect lays still in his berth. Lamon later remembers the other passengers sleeping soundly.

88. Camden Street Station, Baltimore, MD

When they arrive at the Camden Street Station, the noise suddenly increases. A night watchman, likely drunk, is trying to wake up a ticket agent sleeping in a wooden shed near Lincoln's car. In the distance, they hear pas-

sengers inside the depot singing "Dixie."

With dawn only a couple hours away, Lincoln is nearly at his destination. But he still needs to make one last push. A new locomotive, Engine 236, is hitched to the cars, to speed the sleepers to Washington.

Around 4:30 a.m., the new Special eases out of Baltimore toward the District of Columbia. The hotbed of sedition and danger is now behind Lincoln, but the tracks ahead are perilous in their own way. This slender ribbon of track is all that connects the capital to the North.

89. Union Train Station, Washington City, DC

Around 5:30 a.m., the Special swerves to the southwest and officially crosses into the District of Columbia. Washington City, itself, has a population of 75,080, a fraction of the populations of some of the cities Lincoln has traversed over the past thirteen days.

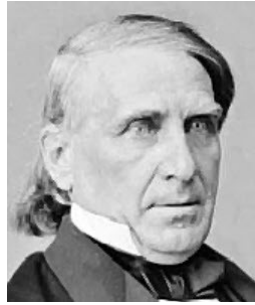
After a few final curves, the Special bears down on the Capitol and its incomplete dome. The line straightens out at the end and, with a shift in gradient, the train chugs up a final hill. Finally, Lincoln is approaching the end of the line.

At 6:00 a.m., the unassuming train pulls into the depot of the Baltimore and Ohio Railroad. Lincoln is in the back compartment, ready to disembark, but it is still dangerous. A few more steps are required. An extraordinary effort has brought him this far; now, as one final task, he needs to get through the depot and then over to the Willard Hotel.



An illustration of American President-elect Abraham Lincoln walking near a railroad engine in Washington, D.C., on February 23, 1861, with detective Allan Pinkerton. Kean Collection—Getty Images [Ed.: note that this differs from the historical record in that Lincoln is not wearing a disguise.]

Pinkerton, Lamon, and Lincoln exit the sleeping car as inconspicuously as possible. Lincoln ambles down the platform, unrecognized in his unfamiliar soft hat and pea jacket (see discrepancy in above illustration). Suddenly,



Elihu Washburne

they are joined by a close friend of Lincoln, Elihu Washburne, an Illinois congressman, who is alerted to the secret plan by Frederick Seward and arrives early at the depot to add his strength to the tiny security detail around the president-elect.

Outside the Station, they find the carriage that Washburne has arranged for, and take it the short distance to Willard's Hotel. Lincoln checks in, undetected by the other guests. Then Senator William Seward arrives. He and the incoming president sit down for breakfast – they have a great deal to discuss. Afterwards, Lincoln expresses himself "rather tired" and goes to his room, alone at last. After resting, he telegraphs his wife with news of his safe arrival. The next day, Lincoln sits for for photographer Alexander Gardner. This is the first of many photos of Lincoln taken over the next four years.



William H. Seward

When the Northern press discover the ruse perpetrated by Lincoln and Pinkerton, the President-elect is widely ridiculed for his secretive entrance into Washington, despite it having probably saved him from assassination. The Northern newspapers as well as the public are concerned that they have once again elected a weak, indecisive commander-in-chief (as they had done so with Lincoln's immediate predecessor, James Buchanan). Fortunately for the Union, their fears are unjustified.

~ o ~

Current Status of the Coronavirus Pandemic

As of 04-01-2021, there was a U.S. total of 30,467,164 reported cases and 552,246 reported deaths. As of 05-01-2021, one month later, these figures have increased to 32,382,541 cases (+6.3%) and 576,616 U.S. deaths (+4.4%), respectively. The April reported cases rate is 85% that of March while the reported death rate is only 58% that of March. This large improvement appears to be due to continued social distancing, mask wearing, and the fact that 30.5% of the U.S. population (age 16+) have been fully vaccinated while 43.6% of the U.S. population (age 16+) have received at least one vaccine dose.

Compared to the current world-wide reported totals of 151,720,001 cases and 3,187,378 deaths, the U.S. has 21.3% of all reported cases and 18.1% of all reported deaths. These rates are each almost 2 percentage points lower than those of the previous month.

The U.S. death rate stands at 1.8% of U.S. cases. This is significantly better than the global death rate which stands at 2.1% of global cases. These rates are almost identical to those from the previous month.

Please continue to follow medical and governmental guidelines of social distancing, washing hands frequently, wearing a mask, and getting vaccinated when your group is called.

Lincoln on the Verge: Thirteen Days to Washington

by Ted Widmer

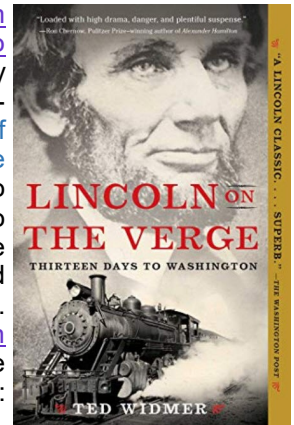


Ted Widmer

Ted Widmer is Distinguished Lecturer at Macaulay Honors College (CUNY). In addition to his teaching, he writes actively about American history in *The New York Times*, *The New Yorker*, *The Washington Post*, and other venues. He has also taught or directed research centers at Harvard University, Brown University, and Washington College. He grew up in Massachusetts and Rhode Island, and attended Harvard University.

Visit Amazon's Ted Widmer Page at the following: https://www.amazon.com/Ted-Widmer/e/B00JUFWHDE/ref=ntt_dp_epwbk_0.

Ted Widmer's new book, [Lincoln on the Verge: Thirteen Days to Washington](#), was my primary source in writing Part 1 of my series [Twelve Notable Instances of Rail Transportation During the Civil War](#). Ted's book runs to almost 600 pages, mainly due to the many tangents exploring the back stories of the locations and people along the journey's route. [Lincoln on the Verge: Thirteen Days to Washington](#) is available on Amazon.com in four formats: hardcopy (illustrated), paperback, Audible Audiobook (unabridged), and Kindle ebook. Published by Simon & Schuster (April 7, 2020).



About Ted Widmer:

Ted grew up in Massachusetts and Rhode Island, and has always liked railroads. The chance to combine that with another passion -- Abraham Lincoln -- was too good for Ted to pass up. He's grateful to all the librarians and archivists who made it possible to do all the research that he did for his book. Thanks to Ted, we can all travel (virtually) with Lincoln on his long train ride, and see a rapidly changing America out the train windows.

Reviews:

Winner of the Lincoln Forum Book Prize

"A Lincoln classic...superb."—*The Washington Post*

"A book for our time."—*Doris Kearns Goodwin*

"Loaded with high drama, danger, and plentiful suspense, the train rides take on an almost mythic dimension. A riveting piece of history and a first-rate read."—*Ron Chernow*

"Captures the drama and tension with sparkling prose that projects the reader back in time to that fateful journey."—*James M. McPherson*

News of the RCWRT



Upcoming 2021 RCWRT Meetings

Due to the ongoing Covid-19 pandemic, RCWRT meetings will be held remotely via Zoom software until further notice.

Date	Speaker	Topic
May 10, 2021	Dr. Gene Schmiel, Ph.D.	The Civil War in West Virginia and the Role of Jacob Cox
June 14, 2021	Wade Sokolosky, U.S. Army Col. (retired)	Success and Failure in the Saddle: Confederate and Union Cavalry Operations during the 1865 Carolinas Campaign
July 12, 2021	Jeff Hunt, M.A.	Meade and Lee After Gettysburg: The Forgotten Final Stage of the Gettysburg Campaign from Falling Waters to Culpeper Court House, July 14–31, 1863
Aug.-Dec., 2021	TBD	TBD

Addendum to the Main Article



As mentioned in this issue's main article, Part 1 of *Twelve Notable Instances of Rail Transportation During the Civil War*, here is the portrait of Abe Lincoln taken on Feb. 24th, 1861, the day after he arrived in Washington City following his harrowing 13-day journey from Springfield, IL. Author Ted Widmer correctly attributes the photo to Alexander Gardner. Gardner has often had his work misattributed to Matthew Brady, and despite his considerable

output, historians have tended to give Gardner less than full recognition for his documentation of the Civil War.



The Knapsack

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(April 2021 Circulation: 317)

Staff

Bob Graesser, Editor

Contributors

Griff Bartlett, Jose Walker

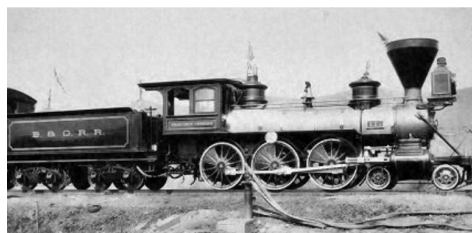
Readers are encouraged to submit photos, events, & articles for publication to Bob Graesser, Editor
(RaleighCWRT@yahoo.com; 919-244-9041)

RCWRT Board of Directors (2020-22)

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Griff Bartlett	Secretary / Treasurer
Pattie Smith	Program Committee
Bob Graesser	Knapsack Editor / Webmaster
Wayne Shore	Member
Lloyd Townsend	Member

Paying Memberships / Total Members: 124 / 156

New Members Onboarded During April: None



A B&O R.R. 4-6-0 Civil War era locomotive and tender. Similar ones were given the designation "Special" when provided for Lincoln's private use on his inaugural journey to DC.

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

We meet on the second Monday of each month. Due to the ongoing Covid-19 pandemic, we have been meeting via Zoom, starting at 7:00 p.m. Check the RCWRT website (<http://www.raleighcwrt.org>) for program dates and access information.

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 **September 15** each year.

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