

REGIMENTAL REUNION

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And Forty-second Anniversary

Battle of Chickamauga

Chickamauga National Park

September 18, 19, 20, 1905

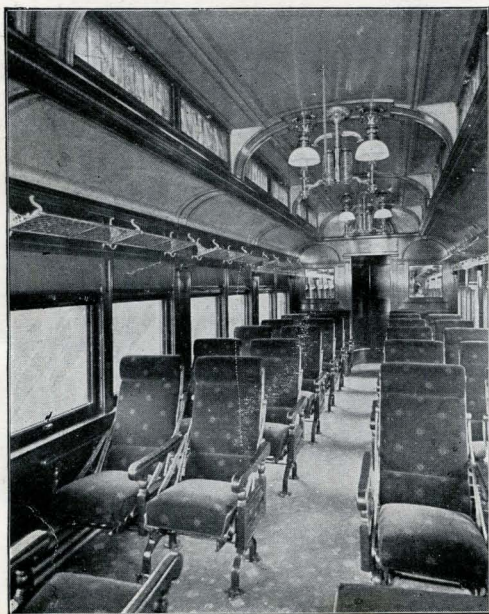
VIA

LOUISVILLE & NASHVILLE R. R.

Regimental Reunion

And Forty-second Anniversary Battle of Chickamauga, Chickamauga National Park, September 18, 19, 20, 1905. via Louisville & Nashville Railroad

On September 18, 1905, will occur the forty-second anniversary of the battle of Chickamauga. It is proposed to celebrate this memorable event by a reunion of the various regiments which participated, and in addition to hold



RECLINING CHAIR CAR.

at the same time a reunion of all the regiments that participated in the various battles fought around Chickamauga and Chattanooga. This reunion will be held at Chickamauga National Park September 18, 19 and 20, 1905, and the present indications are that this will be one of the largest and most notable gatherings ever held in the South.

Among those who have already signified their intention of attending this great reunion are the Wilder's Brigade Association, 172d Illinois, 84th Indiana, 40th Ohio and various other regiments in Ohio, Indiana, Illinois

Michigan and Kentucky, as well as members of various regiments from States West of the Mississippi River. The transportation committee has already selected the Louisville & Nashville Railroad as the official route, and invite and urge all comrades who participated in any of the various battles of the late war to join them on this occasion. A most interesting program has been arranged and many of the prominent men of the day will be present. An invitation is extended to the volunteer soldiers of the Spanish-American War, who had their headquarters at Chickamauga Park, to make the trip with us and to take advantage of the very low rate offered. Also



L. & N. STATION, CINCINNATI.

to all citizens, their families and friends we extend a cordial invitation. The trip is one full of interest, and a more beautiful season of the year could not be selected for a visit to the South.

It has been said that the ride from Louisville to Chattanooga via the Louisville & Nashville Railroad, takes in without exception more points of historic interest than any other railway journey of equal distance in the world. Covering as it does a majority of the battles participated in by those who will go to this reunion to renew acquaintance and talk over the privations and hardships they sustained forty-two years ago.

Rates and Dates of Sale

From points in Ohio, Indiana, Illinois and Michigan, a rate of ONE CENT PER MILE, short line distance, has been made; tickets to be sold on September 16th, 17th and 18th, limited for return up to and including September 30, 1905.

Extension of Limit

An extension of limit until October 31st can be secured by depositing ticket with the joint agency at Chattanooga and upon payment of fee of fifty (50) cents.

Equipment and Sleeping Car Rates

All persons contemplating the trip should see that their tickets read to any junction points of Louisville & Nashville Railroad, this line to Nashville, thence Nash-

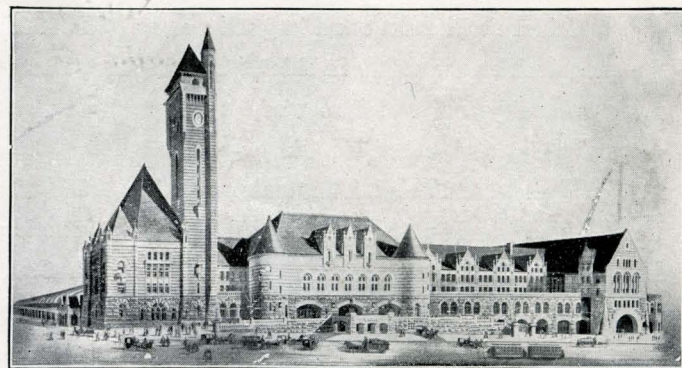


ville, Chattanooga & St. Louis Ry. to Chattanooga. Ample accommodations will be provided for all. Trains are composed of Standard Pullman Sleeping Cars, Free Reclining Chair Cars and high back seat coaches. Through Sleeping Cars to Chattanooga will be run from St. Louis, Evansville, Indianapolis, Louisville and Cincinnati. Rate

for double berth, accommodating two persons will be, from St. Louis \$3, Evansville \$2, Louisville \$2, Indianapolis \$2.50, Cincinnati \$2.

Side Trips

After the close of the reunion round trip tickets will be sold at Chattanooga to all points in the territory south of the Ohio and Potomac, and east of the Mississippi



UNION STATION, ST. LOUIS

rivers, except to points on the Florida East Coast Ry., at ONE FARE plus 25 cents for the round trip. These tickets will bear liberal return limits.

Train Service

The Louisville & Nashville operates three daily trains from St. Louis to Chattanooga on the following schedule:

	No. 51	No. 91	No. 53
Lv. St. Louis.....	8 20 a. m.	4 00 p. m.	8 45 p. m.
" East St. Louis	8 38 "	4 18 "	9 03 "
" Belleville	9 09 "	4 48 "	9 35 "
" Nashville, Ill.	10 12 "	5 51 "	10 40 "
" Ashley, Ill.	10 34 "	6 12 "	11 01 "
" Mt. Vernon, Ill.	11 06 "	6 39 "	11 31 "
" Enfield, Ill.	12 15 "	7 50 "	12 50 "
" Carmi, Ill.	12 32 p. m.	8 06 "	1 08 a. m.
" Evansville, Ind.	2 20 "	9 35 "	3 00 "
Ar. Nashville, Tenn.	8 10 "	2 05 a. m.	8 37 "
" Chattanooga, Tenn.	2 50 a. m.	6 55 "	2 40 p. m.

Also three daily trains from Cincinnati and Louisville on following schedule:

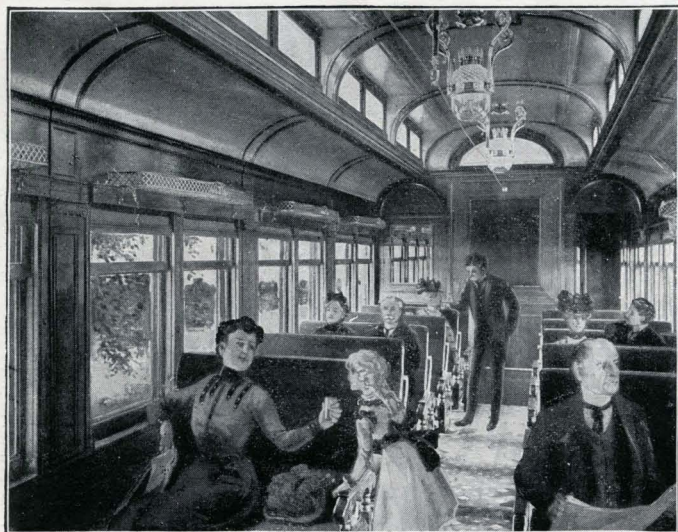
	No. 7	No. 1	No. 3
Lv. Cincinnati	11 20 a. m.	6 00 p. m.	11 00 p. m.
" Louisville	3 00 p. m.	9 30 "	2 45 a. m.
" Bowling Green	6 23 "	12 23 a. m.	6 10 "
Ar. Nashville	8 35 "	2 15 "	8 27 "
" Chattanooga	2 50 a. m.	6 55 "	2 40 p. m.

In addition to regular trains scheduled above, we will operate special trains from St. Louis and Louisville, and also from Indianapolis to Chattanooga. The date

and leaving time from St. Louis and Louisville has not as yet been fully decided on. From Indianapolis, special trains will leave Sunday, September 17th, at 7:00 p. m., arriving at Chattanooga, Monday morning, September 18th, at 7:30 a. m.

En Route

AMONG the many interesting features of the trip will be seen the old forts at the battle of Munfordville, Ky., which are still extant and in good preservation. Also the lone shaft on the southern side of Green River, erected after twenty years to the memory of Capt. Smith and comrades by his brother, of Glasgow, Scotland. In the old forts are also buried a lieutenant and his child, who were killed during this battle. At Glasgow Junction, Ky., those desiring to do so may visit Mammoth Cave, one of the world's greatest natural wonders, arrangements having been made for greatly reduced rates for round trip railroad fare, entrance to Cave and at hotel while at the Cave. The territory traversed from Louisville, Ky., to Nashville, Tenn., is replete with interest; thriving cities of from three to twelve thousand inhabitants dot the entire line, while the farming interests give ample evidence of prosperity upon every hand. Hardly a mile of territory is passed without some fine farmhouse

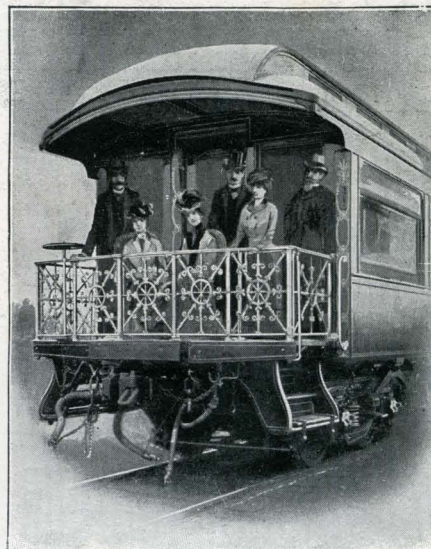


looming up in the distance, lending an air of enchantment and giving evidence of the prosperity prevalent.

Nashville, Tenn.

NASHVILLE, the capital of Tennessee, including suburbs, has a population of about 100,000, and its annual trade is computed to be worth about \$100,000,-

000. During the past few years it has made rapid strides in manufacturing. As an educational center, it stands first among all the cities of the South, and in proportion to population it has no superior in the North. From its first permanent settlement in 1779, Nashville has been a noted place, particularly on account of the great political influence it has wielded in the history of this country. It was the home of Presidents Andrew Jackson and James K. Polk. During the Civil War the city formed an im-



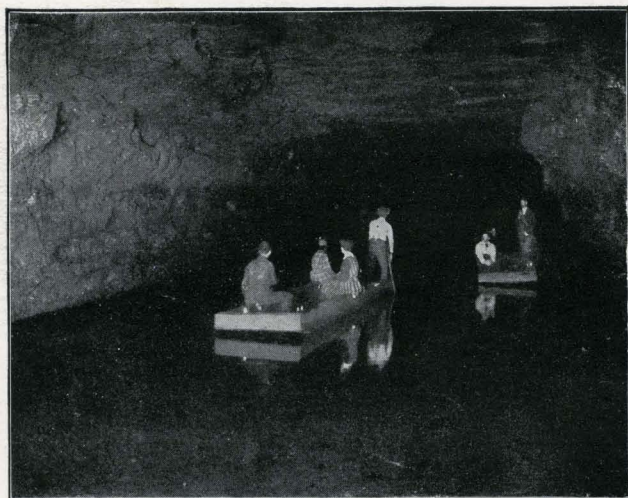
portant base of operations for the Federal army, after the fall of Fort Donelson, February 16, 1862. The remains of the old fortifications may still be seen. Among the notable points of interest are Belle Meade, probably the best known stock farm in the world; the Hermitage, the home of Andrew Jackson; the tomb of James K. Polk; the old State Capitol; Vanderbilt University; Fisk University for colored people; Peabody Normal College; the new Union Station, one of the finest buildings of its kind in the United States, and one of the most tastefully decorated buildings in the world. The cost of the station, including the terminals, was over \$1,000,000. The interior decorations are unusually handsome and excite the most enthusiastic admiration.

About the Route from Nashville to Chattanooga

FROM Nashville to Normandy, a distance of 62 miles, the road passes through the great central limestone basin, a rich pastoral region, beautifully diversified with

hill and vale, rocky heights and fertile valleys. The flora, rich in variety and splendid in beauty, claims the attention of all observant travelers.

Murfreesboro, 30 miles from Nashville, and at one time the seat of the State Government, is situated in the



ECHO RIVER, MAMMOTH CAVE.

midst of a wide, fertile plain. Two miles this side of Murfreesboro is the battlefield of Stone's River, where one of the most desperate battles of the Civil War was fought between Rosecrans on the Federal side and Bragg on the Confederate. The beautiful cemetery on the battlefield shows how many Federal soldiers met death in this terrific engagement.

Continuing the journey, the road passes through the thriving towns of Belle Buckle, Wartrace, Tullahoma and Decherd. At Cowan, 87 miles from Nashville, a branch road leaves the main line and climbs, by many tortuous windings, the Cumberland tableland, ascending within 8 miles, 1,200 feet or more. Monteagle, 2,200 feet above sea level, is located on this branch. Two miles beyond Cowan the train enters a tunnel 2,240 feet long and 1,158 feet above the sea level. Beyond the tunnel the scenery is wild and grand in the extreme. Gorge, cliff, crag, deep embayments, wild streams dashing down rocky channels uniting with other streams until the surging volume roars like the voice of a hurricane.

After descending the mountain and before reaching Chattanooga, the road dips into Alabama and Georgia and back into Tennessee again. Stevenson and Bridgeport are in Alabama, Hooker is in Georgia, and Shellmound in Tennessee. At Bridgeport the scenery is of

incomparable diversity and beauty; mountain spurs interlock, peaks and ridges rise up on every side. Shellmound lies on the southern bank of the Tennessee River, one of the most beautiful streams in the United States. Large quantities of mussel shells are to be found on the banks of the river, where the aborigines formerly gathered and fed upon the fresh water bivalve, hence the name Shellmound.

Moccasin Bend

AT WHITESIDE, grand old Lookout Mountain is first brought into distinct view, which rises 1,700 feet above you. The peak is adorned by several of the best hotels in the South, which are reached by incline railways from Chattanooga. To the left, at the foot of the mountain, is the Tennessee river, forming, in its convolutions, what is known as Moccasin Bend, from the similarity of the land within the bend to an Indian moccasin.

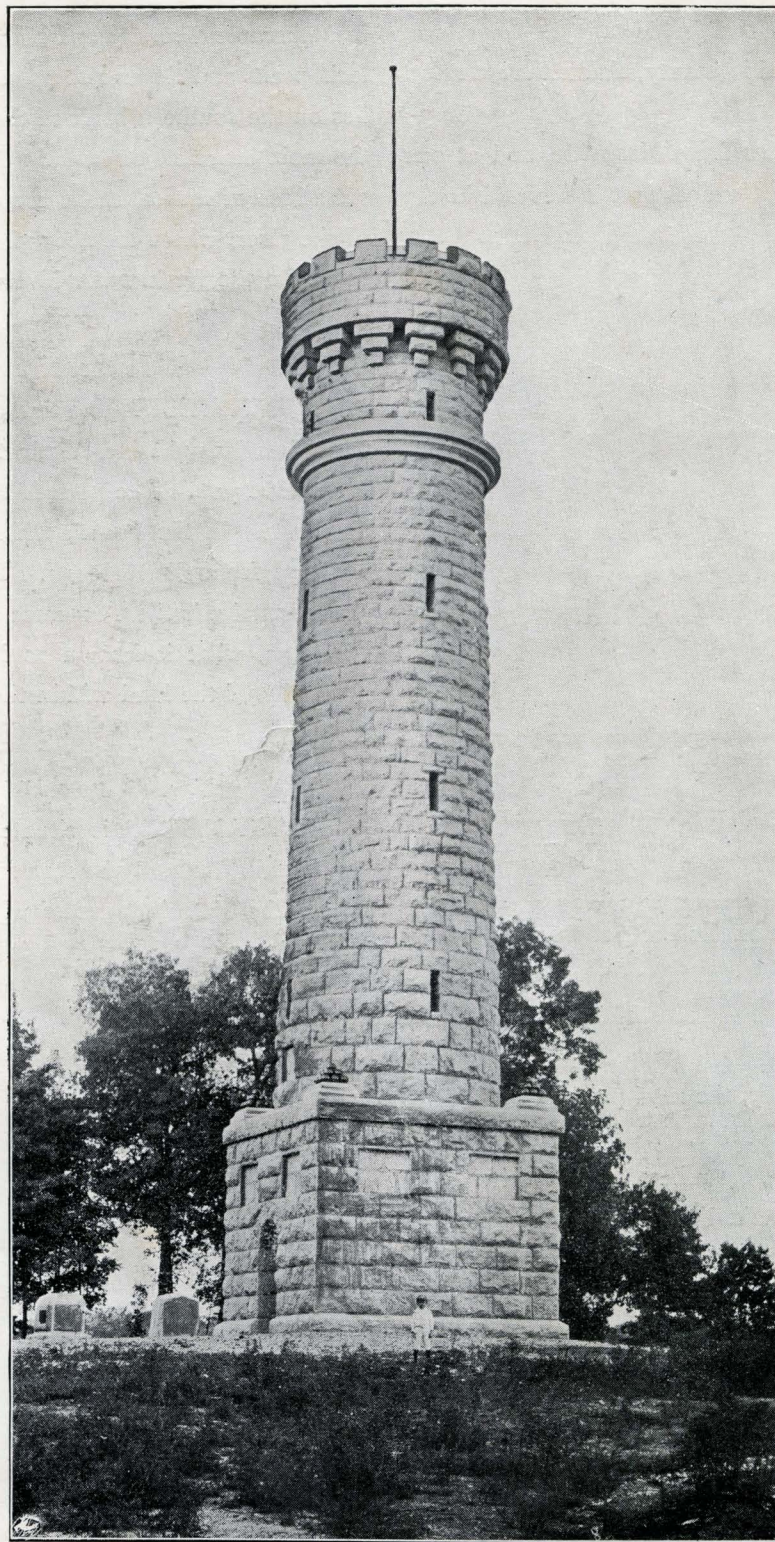
Chattanooga

CHATTANOOGA is situated in a loop formed by the river, and may be seen from the foot of the mountain. The historical events with which its name is associated must always make it a point of deep interest. The city has a population of nearly 50,000, including



L. & N. STATION, NASHVILLE.

suburbs, and is filled with industries of various kinds. In September, 1863, Chattanooga became the center of the greatest military activity. It was evacuated by the Confederate forces under General Bragg on the 7th and 8th of September, 1863, and immediately thereafter was occupied by the Federal forces under General Rosecrans.



WILDER BRIGADE MONUMENT

Lookout Mountain

LOOKOUT MOUNTAIN offers to the public unsurpassed opportunities for some of the grandest scenery America can produce. Prince Henry, as he stood at Lookout Point, said, "This is magnificent! There is

nothing in all Europe finer! I have never seen such a battlefield." Rising, as it does, 2,300 feet above the sea level, and 1,700 feet above the city of Chattanooga at its base, the view from its lofty summit is one of exceptional grandeur and extent embracing glimpses of seven States.

The faint blue outlines of the Cumberland Mountains lie off to the northwest, between them and Lookout stretch the lower peaks of the Sand and Raccoon Mountains. Walden's Ridge, Cameron Hill, and Sherman Heights continue the line to the east, where Missionary Ridge, backed by the great Smokies, unite to form the eastern circumference of the vast semi-circle.

Chickamauga Park

CHICKAMAUGA PARK is only a few miles from Chattanooga, and is reached by electric cars, which leave about every thirty minutes.

The United States Government has, under an act of Congress, purchased the entire Chickamauga battlefield, embracing over fifteen square miles, and converted it into a park of magnificent proportions; \$725,000 was appropriated by Congress for the erection of national monuments, and for the improvement of the grounds, walks and driveways. The various States have also appropriated over \$500,000 for the erection of monuments to commemorate the deeds of valor of soldiers from their respective States. The old roads of the battlefield have been reopened, and the underbrush cut from 3,300 acres, and the



OLD ROSS HOUSE

battlefield is now in the same condition it was at the time of the battle. The main drive of the park is twenty miles in length, and is fifteen feet wide. Five steel observation towers, each seventy feet high, have been erected. Three of these towers are on the Chickamauga field and two on

Missionary Ridge. The National Commission has ascertained the fighting lines of all divisions and brigades on both the Union and Confederate sides with sufficient accuracy to justify the erection of historical tablets for these organizations. Tablets have also been erected for army headquarters, corps, divisions, and brigades for both sides,



L. & N. STATION, LOUISVILLE.

and for all the fields. The part taken by each organization throughout the battles is set forth on these tablets. The old lines of work and fortifications have been restored, and about three hundred cannon have been mounted and placed in position. The Park is now the most comprehensive military object-lesson in the world.

Additional information will be forwarded you from time to time and we will be glad to have you make this trip with us. Full information as to rates, schedules or sleeping car reservations can be obtained upon application to the undersigned:

J. H. Milliken, Dist. Pass. Agt., Louisville, Ky.
 J. E. Davenport, Div. Pass. Agent, St. Louis, Mo.
 J. A. Steltenkamp, Cent. Pass. Agt., Cincinnati, O.
 H. C. Bailey, No. West Pass. Agt., Chicago, Ill.
 F. D. Bush, Div. Pass. Agt., Cincinnati, Ohio.
 Herman Holmes, Trav. Pass. Agt., Medina, Ohio.
 Or C. L. Stone, General Passenger Agent, Louisville, Ky.

