

TRAIN TIMETABLES

DRAWER 15

SERVICES EN ROUTE

71.2009.085.033741




# The Assassination of Abraham Lincoln

## Funeral Train Time Tables

Excerpts from newspapers and other  
sources

From the files of the  
Lincoln Financial Foundation Collection



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<http://archive.org/details/assassinationofatralinc>

## Railroads.

### AIR LINE ROUTE.

#### CHICAGO TO ST. LOUIS —VIA—

#### St. Louis, Alton and Chicago Railroad.



**ON AND AFTER SUNDAY, SEPT. 6TH, 1857,**  
trains will run as follows:

##### LEAVE BLOOMINGTON:

Express Mail Train, going north, at 3:50 P. M. (Sundays excepted.)  
Express Mail Train, going south, at 3:40 P. M. (Sundays excepted.)  
(Arrive at Bloomington 10 and 20 minutes earlier.)  
Night Express, going north, at 1:10 A. M. (Sundays excepted.)  
Night Express, going south, at 2:30 A. M. (Sundays excepted.)  
(Arrive at Bloomington 10 minutes earlier.)

##### LEAVE CHICAGO:

Express Mail Train, at 9:00 A. M. (Sundays excepted.)  
Night Express, at 9:00 P. M. (Saturdays excepted.)

##### LEAVE ST. LOUIS:

Express Mail Train, at 8:00 A. M. (Sundays excepted.)  
Night Express, at 5:00 P. M. (Saturdays excepted.)

##### FREIGHT TRAINS LEAVE BLOOMINGTON:

Going north, at 6:00 A. M.  
Going south, at 6:00 A. M.

The trains on this road connect with the Michigan Central Rail Road at Lake Station, thus making the shortest, quickest, and most direct and reliable route, for all persons traveling to New York and other Eastern cities. Also,

Connecting at SPRINGFIELD, with passenger trains of Great Western Railroad westward to Jacksonville, Naples, etc., Eastward to Decatur, &c.; also with stages for Petersburg and Havana.

At PEORIA JUNCTION with Peoria and Oquawka Railroad & Peoria, Galesburg and Burlington.

At JOLIET with Rock Island Rail Road for Ottawa, Peru, Rock Island, and all portions of Iowa.

At CHICAGO trains connect with Express Trains of Michigan Southern and Central Railroads, thus affording a direct and continuous route by Railroad from Alton to Indianapolis, Cincinnati, Louisville, Pittsburg, Philadelphia, Baltimore, New York, Boston, and all portions of the Eastern and Middle States.

Also connect with Galena and Chicago Union Railroad for Rockford, Freeport, Galena and Dubuque.

Also, with Beloit and Milwaukee and Mississippi Railroads, for Belvidere, Beloit, Madison, Janesville and Milwaukee.

Through Tickets to all points mentioned above and to Way Stations on the line of the road can be procured at the Ticket Office in the Depot.

Passengers are requested to procure tickets before taking seats in the cars.

Bloomington, April 7, 1857.

A. H. MOORE, Sup't.  
dtf

#### Peoria & Oquawka Railroad.



### "EASTERN EXTENSION"

#### SPRING ARRANGEMENT.

##### CHANGE OF TIME.

**ON AND AFTER WEDNESDAY, MARCH 10,**  
1858, the trains of the above Road will leave Peoria as follows:

Leave Peoria, for Chicago, St. Louis, Cincinnati, Gilman and Chicago Branch of Illinois Central R. R., daily, (Sundays excepted.) at 1:30 P. M.  
Leave Peoria (Sundays excepted) at 10:45 P. M.  
Freight Trains, with Passenger cars attached for Chicago Branch of Ill. Central Railroad (Gilman) at 11:00 A. M.  
Arrive at Peoria, at 7:00 A. M.  
" " " at 12:45 P. M.  
" " " at 7:25 P. M.

The above Trains connect at El Paso (Ill. Central Junction) with Trains from Bloomington, Decatur, Pana, Cairo, Terre Haute, Indianapolis, Lafayette, Cincinnati, and for all points in Indiana and Ohio; also, for Pittsburg, Wheeling, Baltimore.

At Chicago close connections are made with Trains on St. Louis, Alton & Chicago R. R., for Joliet, Chicago and the East; also, for Bloomington, Springfield, Alton and St. Louis.

THROUGH TICKETS to all points East and Southeast can be procured at the Office.

FRAGILE checked through to Joliet, Chicago, Bloomington, Springfield, Alton and St. Louis.

T. A. H. SMITH,

General Ticket Agent.

W. H. CRUGER, Sup't.  
march11dtf

## Miscellaneous.

**CHEAP! CHEAP! CHEAP!**

**FURNITURE!----FURNITURE!**



Original cataloged & available online.

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INDIANAPOLIS TO CHICAGO.

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**SPECIAL FUNERAL TRAIN**

For the Escort of the Remains of our late President,

**ABRAHAM LINCOLN.**

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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.

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## 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.



## RULES AND REGULATIONS.

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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,

Pres. L. & I. R. R.

B. F. MASTEN,

Sup't L., N. A. & C. R. R.

R. N. RICE,

Gen. Sup't M. C. R. R.



original cataloged & available online.

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NEW YORK CENTRAL RAILROAD.

**SPECIAL TIME TABLE**

FOR

FUNERAL TRAIN, CONVEYING THE REMAINS

OF OUR LATE PRESIDENT,

**ABRAHAM LINCOLN,**

FROM

**ALBANY TO BUFFALO.**

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WEDNESDAY, APRIL 26, 1865.

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71.2009.084.03565



## ALBANY TO SYRACUSE.

	Pilot Engine.	Funeral Train
Leave ALBANY ..	3.50 P. M.	4.00 P. M.
" Schenectady .....	4.35 "	4.45 "
" Hoffman's .....	4.58 "	5.08 "
" Cranesville .....	5.08 "	5.18 "
" Amsterdam .....	5.15 "	5.25 "
" Tribes Hill .....	5.30 "	5.40 "
" Fonda .....	5.45 "	5.55 "
" Yosts .....	5.58 "	6.08 "
" Palatine Bridge .....	6.15 "	6.25 "
" Fort Plain .....	6.22 "	6.32 "
Arrive ST. JOHNSVILLE .....	6.37 "	6.47 "
Leave ST. JOHNSVILLE .....	6.50 "	7.00 "
" East Creek .....	6.57 "	7.07 "
" Little Falls .....	7.25 "	7.35 "
" Herkimer .....	7.40 "	7.50 "
" Ilion .....	7.46 "	7.56 "
" Frankfort .....	7.52 "	8.02 "
Arrive UTICA .....	8.15 "	8.25 "
Leave UTICA .....	8.35 "	8.45 "
" Whitesboro .....	8.45 "	8.55 "
" Oriskany .....	8.53 "	9.03 "
" ROME .....	9.05 "	9.15 "
" Green's Corners .....	9.17 "	9.27 "
" Verona .....	9.28 "	9.38 "
" Oneida .....	9.40 "	9.50 "
" Wampsville .....	9.48 "	9.58 "
" Canastota .....	9.55 "	10.05 "
" Canaseraga .....	10.04 "	10.14 "
" Chittenango .....	10.15 "	10.25 "
" Kirkville .....	10.26 "	10.36 "
" Manlius .....	10.33 "	10.43 "
Arrive SYRACUSE .....	11.05 P. M.	11.15 P. M.

This Pilot Engine and Train will have the right to the track over all other trains, and no train will run within **thirty minutes** of their time.

E. FOSTER, Jr., }  
Z. C. PRIEST, } Ass't Supt's.

H. W. CHITTENDEN,  
General Sup't.





## SYRACUSE TO BUFFALO.

	Pilot Engine.	Funeral Train.
Leave SYRACUSE.....	11.20 P. M.	11.30 P. M.
" Warners .....	11.44 "	11.54 "
" Memphis .....	11.50 "	12.00 A. M.
" Jordan .....	12.04 A. M.	12.14 "
" Weedsport .....	12.16 "	12.26 "
" PORT BYRON .....	12.30 "	12.40 "
" Savannah .....	12.50 "	1.00 "
" Clyde.....	1.05 "	1.15 "
" LYONS .....	1.25 "	1.35 "
" Newark.....	1.40 "	1.50 "
" PALMYRA .....	2.05 "	2.15 "
" Macedon .....	2.17 "	2.27 "
" Fairport .....	2.41 "	2.51 "
Arrive ROCHESTER .....	3.10 "	3.20 "
Leave ROCHESTER.....	3.25 "	3.35 "
" Cold Water .....	3.45 "	3.55 "
" Chili .....	3.58 "	4.08 "
" Churchville .....	4.10 "	4.20 "
" Bergen .....	4.20 "	4.30 "
" West Bergen .....	4.30 "	4.40 "
" Byron .....	4.40 "	4.50 "
" BATAVIA.....	5.08 "	5.18 "
" Crofts .....	5.25 "	5.35 "
" Corfu .....	5.40 "	5.50 "
" Alden .....	5.53 "	6.03 "
" Wende .....	6.01 "	6.11 "
" Town Line .....	6.06 "	6.16 "
" Lancaster .....	6.20 "	6.30 "
" Forks.....	6.27 "	6.37 "
Arrive BUFFALO .....	6.50 A. M.	7.00 A. M.

This Pilot Engine and Train will have the right to the track over all other trains, and no train will run within twenty minutes of their time.

W. G. LAPHAM, }  
J. TILLINGHAST, } Ass't Supt's.

H. W. CHITTENDEN,  
General Sup't.



# CLEVELAND & ERIE RAIL ROAD.

## TIME CARD

For Special Train, Friday, April 28th, 1865,



## CONVEYING REMAINS OF ABRAHAM LINCOLN,

LATE PRESIDENT OF THE UNITED STATES,

AND ESCORT.

STATIONS.	LEAVE	ARRIVE	Pilot Engine.	Cortage Train.	
Erie.....	8 1/2	8 1/2	2.15 A.M.	2.25 A.M.	
Swanville.....	11	2 1/2	2.49	2.59	Pilot Engine & Cortage Train leave Stock Express No. 1.
Fairview.....	15 1/2	4 1/2	2.49	2.59	Pilot Engine & Cortage Train leave Stock Express No. 2.
Girard.....	20 1/2	4 1/2	3.05	3.15	
Springfield.....	27 1/2	7 1/2	3.17	3.27	
Conneaut.....	35 1/2	7 1/2	3.39	3.48	Pilot Engine & Cortage Train leave Foot Freight No. 1.
Kingsville.....	41	8 1/2	3.59	4.09	
Ashtabula.....	45 1/2	4 1/2	4.17	4.27	
Saybrook.....	50 1/2	4 1/2	4.30	4.40	
Geneva.....	53 1/2	3 1/2	4.42	4.52	
Unionville.....	55 1/2	2 1/2	4.51	5.01	
Madison.....	61	5 1/2	4.59	5.09	
Perry.....	66 1/2	5 1/2	5.13	5.23	
Painesville.....	72 1/2	6 1/2	5.31	5.41	
Mentor.....	77	4 1/2	5.47	5.57	
Willoughby.....	81 1/2	4 1/2	5.58	6.08	
Wickliffe.....	86	4 1/2	6.10	6.20	
Euclid.....	95 1/2	9 1/2	6.22	6.32	
Cleveland.....			6.50 A.M.	7.00 A.M.	
			ARRIVE.	ARRIVE.	

This Train and the Pilot Engine will have the POSITIVE RIGHT OF ROAD, and all Trains must be kept entirely out of their way.

Train and Pilot Engine must be run strictly to card time as possible.

Strict carefulness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that every thing is right when Pilot Engine and this Train is due.

Supt's Office C. & E. R. R., Cleveland, April 26, 1865.

H. NOTTINGHAM, Supt.



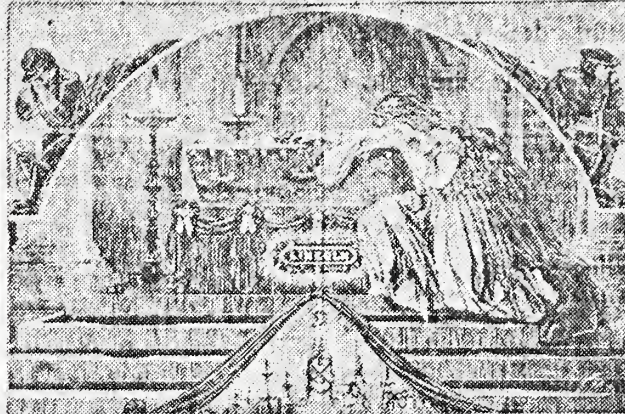


# Time Table for Lincoln Train

## CLEVELAND & ERIE RAIL ROAD.

### TIME CARD

For Special Train, Friday, April 28th, 1865.



### CONVEYING REMAINS OF ABRAHAM LINCOLN,

LATE PRESIDENT OF THE UNITED STATES

AND ESCORT.

#### STATIONS

STATIONS	AM	PM	Pilot Engine	Coaching Train
Erie			3.15	3.35
Swanville	8	8	2.42	2.52
Fairview	11	25	2.19	2.59
Garard	15	45	3.05	3.15
Springfield	20	1	3.17	3.27
Conneaut	27	7	3.30	3.40
Kingsville	35	7	3.50	4.00
Ashtabula	41	5	4.17	4.27
Seybrook	45	4	4.30	4.40
Geneva	50	4	4.42	4.52
Unionville	53	3	4.51	5.01
Madison	55	2	4.59	5.09
Ferry	61	5	5.15	5.25
Painesville	66	5	5.31	5.41
Mentor	72	6	5.47	5.57
Willoughby	77	4	5.58	6.08
Wickliffe	81	4	6.10	6.20
Euclid	86	1	6.23	6.32
Cleveland	95	3	6.50	7.00

This Train and the Pilot Engine will have the POSITIVE RIGHT OF ROAD, and all Trains must be kept entirely out of their way. Train and Pilot Engine must be run strictly to card time as possible. Strict carelessness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that everything is right when Pilot Engine and this Train is due.

Sanford & Hayward, C. & E. R. R., Cleveland, April 26, 1865.

H. NOTTINGHAM, Supt.

Here is reproduced the memorial time table which gave detailed information of the arrival in Cleveland of Abraham Lincoln's funeral train on Friday, April 28, 1865. The time table is the property of R. K. Payne, 740 Engineers Building, land agent for the New York Central Railroad, who found the historical exhibit 25 years ago in a bundle of records.

Small type at the bottom of the time table shows that it was printed in Cleveland by Sanford & Hayward, printers, and that it was engraved by one "Tibbitts."

Lincoln's body was brought to Cleveland from Erie over the Cleveland & Erie Railroad, later a part of the New York Central. It went south from here over the Big Four

leaving from the old Big Four station on Front Street.

One notes that a "pilot engine" preceded the funeral train by ten minutes all along the line. Orders, signed by "H. Nottingham, Supt.," and seen on the bottom of the time table read:

"This Train and the Pilot Engine will have the POSITIVE RIGHT OF ROAD, and all Trains must be kept entirely out of their way.

"Train and Pilot Engine must be run strictly to card time as possible.

"Strict carelessness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that everything is right when Pilot Engine and this Train is due."

The orders were dated from the "Supt.'s Office C. & E. R. R., Cleveland, April 26, 1865."



# SCHEDULE FOR LINCOLN TRAIN

VALUED RELIC NOW IN POSSESSION OF SUPT. GIVEN.

**REGISTER-LEADER  
DES MOINES IOWA  
CARRIED FUNERAL CORTEGE  
2.13.1909**

OF MARTYRED PRESIDENT FROM  
ERIE TO CLEVELAND.

An Exact Copy of the Special Time  
Card Issued By Cleveland &  
Erie Railroad.

Among the most treasured possessions of Supt. W. H. Given of the Rock Island is a copy of the special time card issued by the Cleveland & Erie railroad for the pilot engine and funeral cortege train run over that line, April 28, 1865, carrying the remains of Abraham Lincoln from Erie, Pa., to Cleveland, O., en route to Springfield, Ill., for burial. The train was preceded by a pilot engine to ascertain that the line was clear. The engine preceded the train ten minutes out of Erie and maintained the advance until arrival of both at Cleveland, O., where the casket and remains were transferred to another road to be conveyed to Springfield, Ill., the home of the martyred president, for sepulchre.

The fact that he had in his possession this historical souvenir echoing from the remote memories of a world tragedy, had almost faded from the mind of Mr. Given until yesterday, when, by a casual remark made to him by Mrs. Given it was recalled, nearly forty-four years after the schedule had been made.

Rediscovery of the ancient time table coming on the centenary of Lincoln's birth, Mr. Given exhibited it to a representative of The Register and Leader during a chance visit to his office yesterday morning. With the exception of a mourning scene portrayed by Liberty weeping over the bier and a bowed soldier and a sailor flanking the head and foot of the casket the ancient schedule is reproduced below. Superintendent Nottingham, whose signature is attached to the special time table and orders, has been dead thirty odd years.

## Time Card for Lincoln Train.

CLEVELAND & ERIE RAILROAD.

Time Card.

For Special Train, Friday, April 28, 1865.  
Conveying Remains of Abraham Lincoln,  
late President of the United States, and  
Escort.

Stations..	Miles.....	Miles.....	Pilot Engine.	Cortege Train...
Erie.			Leave.	L.V.
Swanville .....	8 1/4	8 1/2	2:15 a. m.	2:25
Fairview .....	11	2 1/2	2:42 a. m.	2:52
Gerard .....	15 1/2	4 1/2	2:49 a. m.	2:52
Springfield .....	20 1/2	4 3/4	3:05 a. m.	3:15
Couneauts .....	27 3/4	7 1/2	3:17 a. m.	3:27
Kingsville .....	35 1/4	7 1/2	3:30 a. m.	3:48
Ashtabula .....	41	5 3/4	3:59 a. m.	4:09
Saybrook .....	45 3/4	4 3/4	4:17 a. m.	4:27
Geneva .....	50 1/4	4 1/2	4:30 a. m.	4:40
Unionville .....	53 1/2	3 3/4	4:42 a. m.	4:52
Madison .....	55 3/4	2 1/4	4:51 a. m.	5:01
Perry .....	61	5 1/4	4:59 a. m.	5:09
Painesville .....	66 1/2	5 1/2	5:13 a. m.	5:23
Mentor .....	72 3/4	6 1/4	5:31 a. m.	5:41
Willoughby .....	77 1/4	4 1/4	5:47 a. m.	5:57
Wickliff .....	81	4 3/4	5:58 a. m.	6:08
Eucld .....	86	4 3/4	6:10 a. m.	6:20
Cleveland .....	95 1/2	9 1/2	6:22 a. m.	6:32
			6:50 a. m.	7:00
			Arrive.	Ar.

This train and the pilot engine will have  
the POSITIVE RIGHT of road, and all

trains must keep entirely out of their  
way.

The train and pilot engine must be run  
strictly to card time as nearly as possible.

Strict carefulness is enjoined upon  
agents, trainmen and all employes. You  
must be on duty and know that every-  
thing is right when pilot engine and this  
train are due.

Superintendent's office C. & E. R. R.,  
Cleveland.  
H. Nottingham, Supt.





# Chicago and Alton Railroad Company.

## TIME TABLE

FOR THE SPECIAL TRAIN, CONVEYING THE FUNERAL CORTEGE WITH THE REMAINS OF  
THE LATE

## PRESIDENT

FROM

CHICAGO TO SPRINGFIELD,

Tuesday, May 2, 1865.

Total Distance.	Dist. between Stations.	CHICAGO	Leave	9:30 P. M.
1.7	1.7	FORT WAYNE JUNCTION	"	9:45
3.5	1.8	BRIDGEPORT	"	9:55
12.0	8.5	STUMMIT	"	10:21
17.6	5.0	JOY'S	"	10:34
25.5	8.0	LEMONT	"	10:58
32.5	7.0	LOCKPORT	"	11:18
37.7	5.2	JOLIET	"	11:33
46.4	8.7	ELWOOD	"	11:58
48.6	2.3	HAMPTON	"	12:04 A. M.
53.0	4.5	WILMINGTON	"	12:16
58.0	4.8	STEWART'S GROVE	"	12:30
61.4	3.5	BRACEVILLE	"	12:40
65.0	3.6	GARDNER	"	12:51
74.0	9.0	DWIGHT	"	1:10
82.0	8.0	ODELL	"	1:38
87.4	5.2	CANYA	"	1:53
92.3	5.0	PONTIAC	"	2:07
97.8	5.6	OCOYA	"	2:22
102.6	4.7	CHENOA	"	2:35
110.6	8.0	LEXINGTON	"	2:58
118.5	7.9	TOWANDA	"	3:20
124.0	5.7	ILL. CENTRAL R. R. JUNCTION	"	3:36
126.0	2.0	BLOOMINGTON	"	3:42
133.0	6.8	SHIRLEY	"	4:05
136.5	3.6	FUNK'S GROVE	"	4:15
141.4	4.8	MCLEAN	"	4:24
146.0	4.8	ATLANTA	"	4:42
150.0	4.0	LAWN DALE	"	4:53
156.8	6.7	ERADWELL	"	5:12
164.0	7.1	ELKHART	"	5:34
167.6	3.7	WILLIAMSVILLE	"	5:45
173.5	5.9	SHERMAN	"	6:12
178.3	4.8	SANGAMON	"	6:18
180.0	2.1	SPRINGFIELD	Arrive	6:30
185.0	5.0			

The following instructions are to be observed for the above train:

1. All other Trains on this Road must be kept thirty minutes out of the way of the time of this Train.
2. All Telegraph Stations must be kept open during the passage of this Train.
3. A Guard with one red and one white light will be stationed at all road crossings by night; and with a white flag draped by day, or after day-light, on Wednesday morning.
4. A Pilot Engine will run upon this time, which is to be followed by the Funeral Train, ten minutes behind.
5. Pilot Engine must not pass any Telegraph Station, unless a white flag by day, or one red and one white light by night, shall be exhibited, which will signify that the Funeral Train has passed the nearest Telegraph Station. In the absence of said signals, the Pilot Engine will stop until definite information is received in regard to the Funeral Train.
6. The Funeral Train will pass all Stations slowly, at which time the bell of the Locomotive must be tolled.

By order of BREVET BRIGADIER GENERAL D. C. McCLELLAN, 2d Div., in charge of Military Railroads.

**ROBERT HALE,**

Courtesy, Chicago & Alton Railroad

### THE TIME TABLE OF THE "FUNERAL TRAIN"

On its run from Chicago to Springfield, May 2, 1865. The slow time and extraordinary precautions taken may be noted on the above card.



strange to Abraham Lincoln. His name appears in several cases where the railroads were in court. One case in which he figured successfully was on behalf of the Rock Island in defending the rights of the railroads to build bridges across navigable streams. This case has been called a turning point in railroad development. Abraham Lincoln was also making history for transportation while he was making history for his country.

Then came that day when all the nation mourned the passing of this most human of men. President of the United States he was, but he had never been too busy to share the burdens of his fellow creatures; never too full of his own woes to listen to another's trouble. He had laughed with those who were happy and "wept with those who weep."

Over the Chicago and Alton the funeral train passed on its way from Chicago to Springfield. And all along the way there were people to mourn its passing.

Hours they waited at the little towns and villages, for they had come out ahead of time, and the train had been delayed an hour because of the great throngs at Chicago.

They kindled bonfires and waited. They and their houses had been draped in mourning. They hoisted banners on which were printed mottoes expressive of their sorrow. "Come Home," said one of these banners at Lockport, Ill.

It was raining at Joliet, but that did not deter the twelve thousand people who had assembled to pay their last tribute to him whom they loved. Bands of music played funeral dirges, bells were tolled, bonfires lighted, guns were fired in salute as the train, draped in heavy mourning, made its solemn way toward Springfield.

Every little depot was draped in mourning. The American Flag was displayed. An archway at Bloomington carried the inscription, "Go to Thy Rest." Whole populations came out to meet the train. Homes were forgotten. Business was set aside. The hearts of the people were gathered together under the draperies of one black car.

"The train was made up of a special, odd little engine with large, flaring smoke funnel," says the *Kansas City Star*, "and nine cars drawn slowly. Mourning drapes were extended from the engine to the last coach."

In Lincoln, Ill., women garbed in white, their gowns edged in black, sang a requiem as the train passed under an arch, each side of which bore a portrait of the deceased President.

Chicago and Alton Railroad Company.  
**TIME TABLE**  
FOR THE SPECIAL TRAIN, CONVEYING THE FUNERAL CORTEGE WITH THE REMAINS OF  
THE LATE  
**PRESIDENT**  
FROM  
**CHICAGO TO SPRINGFIELD,**  
Tuesday, May 2, 1865.

Total Distance	Dist. from Chicago	Stations	Time	Leave
1.7	1.7	CHICAGO		9:30 P. M.
3.5	3.5	FORT WAYNE JUNCTION		9:45 "
12.0	12.0	BRIDGEPORT		10:55 "
17.6	17.6	SUMMIT		10:21 "
25.5	25.5	JOY'S		10:34 "
32.5	32.5	LEMONT		10:58 "
37.7	37.7	LOCKPORT		11:18 "
46.1	46.1	JOLIET		11:33 "
48.6	48.6	ELWOOD		11:58 "
53.0	53.0	HAMPTON		12:04 A. M.
58.0	58.0	WILMINGTON		12:16 "
61.4	61.4	STEWART'S GROVE		12:31 "
65.0	65.0	BRACEVILLE		12:40 "
74.0	74.0	GARDNER		12:51 "
82.0	82.0	DWIGHT		1:16 "
87.4	87.4	ODELL		1:38 "
92.3	92.3	CAYUGA		1:53 "
97.8	97.8	PONTIAC		2:07 "
102.6	102.6	POCOYA		2:22 "
109.6	109.6	CHENEA		2:35 "
118.5	118.5	LEXINGTON		2:58 "
124.0	124.0	TOWANDA		3:20 "
126.0	126.0	ILL. CENTRAL R. R. JUNCTION		3:36 "
133.0	133.0	BLOOMINGTON		3:42 "
136.5	136.5	SHURLEY		4:05 "
141.4	141.4	FUNK'S GROVE		4:15 "
146.0	146.0	MELEAN		4:28 "
150.0	150.0	ATLANTA		4:42 "
155.8	155.8	LAWN DALE		4:53 "
161.0	161.0	LINCOLN		5:12 "
167.6	167.6	BROADWELL		5:32 "
173.5	173.5	ELKHART		5:41 "
178.3	178.3	WILLIAMSVILLE		5:58 "
180.9	180.9	SHERMAN		6:12 "
185.0	185.0	SANAMON		6:18 "
		SPRINGFIELD	Arrive	6:30 "

- The following instructions are to be observed for the above train:
1. All other Trains on this Road must be kept thirty minutes out of the way of the time of this Train.
  2. All Telegraph Stations must be kept open during the passage of this Train.
  3. A Guard with one red and one white light will be stationed at all road crossings by night; and with a white flag draped by day, or after day light, on Wednesday morning.
  4. A Pilot Engine will run upon this time, which is to be followed by the Funeral Train, ten minutes behind.
  5. Pilot Engine must not pass any Telegraph Station, unless a white flag by day, or one red and one white light by night, shall be exhibited, which will signify that the Funeral Train has passed the nearest Telegraph Station. In the absence of said signals, the Pilot Engine will stop until definite information is received in regard to the Funeral Train.
  6. The Funeral Train will pass all Stations slowly, at which time the fall of the Locomotive must be tolled.
- By order of BREVEL BRIGADIER GENERAL D. C. McCLERN, 2d Div., in charge of Military Railroads.

**ROBERT HALE,**

**Facsimile of Time Table Governing Movement of  
Funeral Train of Abraham Lincoln**

Arches and crosses and flowers were everywhere. People by the thousands.

As the train pulled into Atlanta, Ill., the sunrise of the May morning lent a bit of softening loveliness to the somber draperies of black. A great throng had assembled at the Chicago and Alton station in Springfield and at all of the roads and streets leading up to the station. A magnificent hearse, drawn by six beautiful horses, met the train.

Quietly the procession moved on to the State House, where, in the Hall of Representatives, the casket was placed on a dias.

The doors were opened. The multitude filed in at the north door and out at the south door. Old men and school children, young men and old women, women in silks and women in rags; women bringing babies in their arms, that their children might look upon this great man and say, in after years, to their children and grandchildren, "I have seen Abraham Lincoln."

A great man had gone to his reward.

**Lincoln**

Wise with the wisdom of ages,  
Shrewd as man of trade,  
Grim as the prophets and sages,  
Keen as a damask blade.

Firm as a granite-ribbed mountain,  
Tender as woman's song,  
Gay as a scintillant fountain—  
Yet he was oaken strong.

Here, the wonder of aeons;  
Born unto pain and strife;  
Dead, 'mid a thousand pacons,  
Deathless, he enters life.

—Thomas Curtis Clark



One of our clients has what we believe to be the only  
Abraham Lincoln Funeral Poster, extant, of the  
Chicago and Alton Railroad, then known as the  
Chicago & St. Louis Line.

The poster measures 3 feet in height and  $2\frac{1}{2}$  feet wide,  
has a wide mourning border and gives the schedule  
of the excursion trains with stations and the line  
for Lincoln's Funeral in Springfield. It also con-  
tains a tribute to Lincoln and is dated Chicago,  
April 19, 1865.

We should appreciate your best offer if interested.

\$285<sup>00</sup>—

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THIS SIDE OF CARD IS FOR ADDRESS

Lincolniana,

Box 1110

Ft. Wayne, Indiana.



# CHICAGO & ST. LOUIS RAILROAD



**CEREMONIES OF THE FUNERAL**  
And View the Remains of our Late President.  
**WHILE LYING IN STATE AT SPRINGFIELD,**  
**SPECIAL PASSENGER TRAINS!**  
will be run on Wednesday, May 3d, and Thursday,  
May 4th, as follows:

Leave Chicago	Arrive Springfield	Leave Springfield	Arrive Chicago
Funeral	1:00 P.M.	1:00 P.M.	4:00 A.M.
Passenger	1:15 P.M.	1:15 P.M.	4:15 A.M.
Freight	1:30 P.M.	1:30 P.M.	4:30 A.M.
Chicago	1:45 P.M.	1:45 P.M.	4:45 A.M.
Wood	2:00 P.M.	2:00 P.M.	5:00 A.M.
Winnington	2:15 P.M.	2:15 P.M.	5:15 A.M.
Seward Grove	2:30 P.M.	2:30 P.M.	5:30 A.M.
St. Charles	2:45 P.M.	2:45 P.M.	5:45 A.M.
Dwight	3:00 P.M.	3:00 P.M.	6:00 A.M.
O'Neill	3:15 P.M.	3:15 P.M.	6:15 A.M.
Porter	3:30 P.M.	3:30 P.M.	6:30 A.M.
Quincy	3:45 P.M.	3:45 P.M.	6:45 A.M.
Lebanon	4:00 P.M.	4:00 P.M.	7:00 A.M.
St. Louis	4:15 P.M.	4:15 P.M.	7:15 A.M.
St. Charles	4:30 P.M.	4:30 P.M.	7:30 A.M.
St. Louis	4:45 P.M.	4:45 P.M.	7:45 A.M.
St. Louis	5:00 P.M.	5:00 P.M.	8:00 A.M.
St. Louis	5:15 P.M.	5:15 P.M.	8:15 A.M.
St. Louis	5:30 P.M.	5:30 P.M.	8:30 A.M.
St. Louis	5:45 P.M.	5:45 P.M.	8:45 A.M.
St. Louis	6:00 P.M.	6:00 P.M.	9:00 A.M.

Return will leave Springfield, at 6:00 P.M. on Thursday, May 4th.  
**The remains will lie in state from 9 A.M. Wednesday, May 3d, until 10 A.M. Thursday, May 4th.**  
**Funeral at 12 M., THURSDAY, May 4th.**  
Tickets, good on all trains, will be sold May 2d, 3d, and 4th at one fare and one-fifth for the round trip, good to return by any train on or before Friday, May 4th. Tickets must be procured before entering the cars. The company will be given for those who may desire to pay their respects to the memory of our late President and illustrious citizen, on this mournful occasion.

CHICAGO, APRIL 22d 1865.  
**ROBERT HALE,**  
GENERAL SUPERINTENDENT

# Has Original Lincoln Funeral Trip Poster

What is believed to be the only original Abraham Lincoln funeral poster of the Chicago and Alton railroad now in private hands is owned by Otto Matheln, local cigar maker, who has treasured the Lincoln relic for many years. The poster, which for a time was exhibited in the First National Bank long cabin at the chauntauqua grounds, today was placed on display in the Courier window.

Mr. Matheln obtained the poster from a friend thirty years ago, and lately has had small photographic copies made. Quite a few Lincoln authorities have said they did not know of any other copies, and one of the small duplicates, furnished by Mr. Matheln, has been placed in the Abraham Lincoln home at Springfield. Mr. Matheln's original poster is believed to have considerable value.

The poster, three feet in height and two and a half feet wide, has a wide mourning border, and gives the schedule of the excursion trains to Springfield for Lincoln's funeral. The railroad was then known as the Chicago and St. Louis line, but all stations now on the line, were listed on the road in 1865.

**Wording of Poster**  
The poster reads as follows:  
Chicago and St. Louis Railroad—

To accommodate such of the citizens as may desire to participate in the ceremonies of the funeral and view the remains of our late president while lying in state at Springfield, special passenger trains will be run on Wednesday, May 3d, and Thursday, May 4th, as follows:  
(Here is given the time table by stations.)

Returning, will leave Springfield, at 6:00 P. M. on Thursday, May 4th.

The remains will lie in state from 9 A. M. Wednesday, May 3rd, until 10 A. M. Thursday, May 4th. Funeral at 12 M. Thursday, May 4th.

Tickets good on all trains, will be sold May 2nd, 3d, and 4th at one fare and one-fifth for the round trip, good to return by any train on or before Saturday, May 6th. Tickets must be procured before entering the cars or Full Fare will be collected.

The Public are respectfully informed that every facility in the power of the Company will be given for those who may desire to pay their respects to the memory of our late President and illustrious citizen, on this mournful occasion.

Robert Hale,  
General Superintendent.  
Chicago, April 19th, 1865.





# OLD LIST RECALLS LINCOLN CORTEGE

Train Took Six and Half Hours  
Coming to Philadelphia  
From Harrisburg  
*Philadelphia Record 2-12-28*  
RAILROAD MAN HAS RELIC

A special train, preceded by ten minutes by a special engine, brought the body of Abraham Lincoln to Philadelphia on April 22, 1865. The train orders operating the train between Harrisburg and Philadelphia on that journey show that it occupied six hours and a half.

The time-table is the possession of William E. Stevenson, of 709 South 58th street, and was presented to him by his uncle, John E. Miller, the engineer who sat at the throttle of the black-draped funeral locomotive.

Trains in 1865 made much better time than that between Harrisburg and Philadelphia, but the special schedule was arranged by the Pennsylvania Railroad in order that the persons living along the way might pay their last respects to the martyred President. For many miles on the journey the engine literally plowed its way through flowers which the citizens had placed between the rails.

As these flowers were crushed the rails became slippery, so that the wheels of the locomotive sometimes failed to grip the steel, and this also delayed the train.

The funeral train with the President's body, on its way from Washington to Springfield, Ill., for burial, left Harrisburg at noon and arrived in the West Philadelphia station at 6:30 P. M.

At Dillville, Lancaster, Mount Joy, Parkesburg, Downingtown, West Chester and Paoli the train stopped while the citizens gathered at the station for short ceremonies. Delegations were present from every town along the way while the train slowly made its way over the flower-strewn tracks.

The operating orders, signed by George C. Franciscus, superintendent of the Philadelphia division, and Enoch Lewis, general superintendent, were designated "Extra schedule for special train to be run from Harrisburg to Philadelphia." Orders were issued for all other trains except the special pilot locomotive directing them not to encroach on the funeral train's schedule closer than thirty minutes.

The time-table, which Mr. Stevenson has lent to the Philadelphia Engineers Club, was carried in the cab of his uncle's engine during the journey.

Mr. Stevenson, who is now employed by the Philadelphia and Reading, passed many years in the service of the Pennsylvania Railroad Company.

## Lincoln Funeral Train Timetable.

PHILADELPHIA DIVISION, PENN'A. R. R.

### EXTRA SCHEDULE, FOR SPECIAL TRAIN, TO BE RUN FROM HARRISBURG TO PHILADELPHIA.

On Saturday, April 22d, 1865

SPECIAL TRAIN will be considered as a regular Passenger Train. All Passenger, Freight, Wood, Ballast, Distributing and all Irregular Trains must keep off time of Special Train at least Thirty Minutes.

LEAVE EASTWARD.			
Stations.	Distance.	TIME.	Special Instructions.
HARRISBURG,		Noon.	
Highspire,	6.2	12 00	
Middletown,	3.7	12 02	
Branch Intersection,	1.0	12 35	
Conewago Siding,	4.6	12 39	
Elizabethtown,	3.0	12 56	
Kuhn's Siding,	3.2	1 07	
Mount Joy,	3.2	1 18	
Landisville,	4.4	1 30	
Krullman's Siding,	3.5	1 46	
Dillville,	3.3	2 10	{ FAST LINE WESTWARD will not pass Dillville's hotel after Special Train has passed.
Lancaster,	1.2	2 19	{ NOTE—FAST MAIL TRAIN EASTWARD will keep not less than Thirty Minutes behind Special Train at all points.
Bird-in-hand,	7.0	2 44	
Gordonville,	3.3	2 58	
Leaman Place,	1.1	3 02	
Kinzer's,	3.2	3 13	
Gap,	2.9	3 23	
Christiana,	2.5	3 32	
Penningtonville,	1.5	3 38	
Parkesburg,	3.1	3 48	
Chandler's,	1.5	3 53	
Contesville,	3.2	4 04	
Gallagherville,	5.5	4 23	
Downingtown,	1.5	4 33	
Oakland,	4.1	4 48	
Steamboat,	3.2	4 59	
West Chester Int.,	3.8	5 13	
Paoli,	1.8	5 19	
Eagle,	4.1	5 34	
Morgan's Corner,	2.8	5 44	
White Hall,	3.1	5 55	
City Avenue,	4.8	6 12	
WEST PHILADA.,	4.8	6 30	
		P. M.	

**SPECIAL NOTICE.**—An Extra Engine will precede the Special Train, running ten minutes ahead of it. SPECIAL TRAIN will be considered as a regular Passenger Train. All Passenger, Freight, Wood, Ballast, Distributing and all Irregular Trains must keep off time of Special Train at least Thirty Minutes.

CEO. C. FRANCISCUS,  
Supt. Philad'a Division,

ENOCH LEWIS,  
Gen'l Superintendent.

Above is shown the operating schedule between Harrisburg and Philadelphia when the martyred President's body was brought to this city on the way to Springfield, Ill., for burial. The trip from Harrisburg to the West Philadelphia Station occupied six and a half hours



## Lincoln Herald

The *Lincoln Herald* is "a magazine devoted to historical research in the field of Lincolniana and the Civil War, and to the promotion of Lincoln ideals in American education." At the present time it is the only magazine devoted exclusively to the events of the life and career of the Sixteenth President.

Since October 1937 Lincoln Memorial University at Harrogate, Tennessee has published this quarterly historical magazine. The first number (Vol. XL, No. 1) was called *The Mountain Herald*. In February 1938 (Vol. XL, No. 2) the name of the magazine was changed to *Lincoln Herald*. Up to the Winter 1965 (Vol. 65, No. 4) number, 107 issues have been published. The magazine has always been priced at \$1.00 per copy, or \$4.00 per year.

The first editor was Robert L. Kincaid, who later became the president of the college. Beginning with the October 1947 number, R. Gerald McMurtry served as editor-in-chief. Upon resigning his position as Director of the Department of Lincolniana, William E. Taylor became the editor, and his first number was the Fall 1956 issue. Taylor resigned as editor with the publication of the Fall 1957 issue. During the interim, until a permanent editor could be appointed, Kincaid edited the Winter 1957 and the Spring 1958 issues. Beginning with the Summer 1958 issue, Wayne C. Temple became editor and has served in that capacity up to date.

The magazine is a scholarly journal and is profusely illustrated. The following indexes are also of great value.  
(1954) Analytical Index 1937-1949  
(1962) Analytical Index 1950-1960  
(1963) Lincoln Herald Index — Spring 1961 through Winter 1961  
(1964) Lincoln Herald Index — Spring 1962 through Winter 1962

A check list of the different issues follows:

1. October .....1937	55. Spring .....1952
2. February .....1938	56. Summer .....1952
3. May .....1938	57. Fall .....1952
4. July .....1938	58. Winter .....1952
5. October .....1938	59. Spring .....1953
6. February .....1939	60. Summer .....1953
7. May .....1939	61. Fall .....1953
8. July .....1939	62. Winter .....1953
9. October .....1939	63. Spring-Sum. 1954
10. February .....1940	64. Fall .....1954
11. May .....1940	65. Winter .....1954
12. July .....1940	66. Spring-Sum. 1955
13. October .....1940	67. Fall .....1955
14. March .....1941	68. Winter .....1956 (1955)
15. June .....1941	69. Spring-Sum. 1956
16. October .....1941	70. Fall .....1956
17. December .....1941	71. Winter .....1957 (1956)
18. February .....1942	72. Spring .....1957
19. June .....1942	73. Summer .....1957
20. Oct.-Dec. ....1942	74. Fall .....1957
21. February .....1943	75. Winter .....1957-58 (1957)
22. June .....1943	76. Spring .....1958
23. October .....1943	77. Summer .....1958
24. December .....1943	78. Fall .....1958
25. February .....1944	79. Winter .....1958
26. June .....1944	80. Spring .....1959
27. October .....1944	81. Summer .....1959
28. December .....1944	82. Fall .....1959
29. February .....1945	83. Winter .....1959
30. June .....1945	84. Spring .....1960
31. Oct.-Dec. ....1945	85. Summer .....1960
32. February .....1946	86. Fall .....1960
33. June .....1946	87. Winter .....1960
34. October .....1946	88. Spring .....1961
35. December .....1946	89. Summer .....1961
36. February .....1947	90. Fall .....1961
37. June .....1947	91. Winter .....1961
38. October .....1947	92. Spring .....1962
39. December .....1947	93. Summer .....1962
40. February .....1948	94. Fall .....1962
41. June .....1948	95. Winter .....1962
42. October .....1948	96. Spring .....1963
43. Dec. '48-Feb. 1949	97. Summer .....1963
44. June .....1949	98. Fall .....1963
45. October .....1949	99. Winter .....1963
46. December .....1949	100. Spring .....1964
47. February .....1950	101. Summer .....1964
48. June .....1950	102. Fall .....1964
49. October .....1950	103. Winter .....1964
50. December .....1950	104. Spring .....1965
51. Spring .....1951	105. Summer .....1965
52. Summer .....1951	106. Fall .....1965
53. Fall .....1951	107. Winter .....1965
54. Winter .....1952 (1951)	

## Recent Acquisitions

### Spinner Letter

Everyone admires the beautiful signature of Francis Elia Spinner whom Lincoln appointed United States Treasurer, and his letters are of interest to Civil War and Lincoln collectors. Just recently the Lincoln Library-Museum has acquired a Spinner letter dated April 27, 1865 which reflects the feeling of the people of that day pertaining to the capture of the assassin John Wilkes Booth. The letter, written from Washington to Benjamin Liebman of New York City, follows:

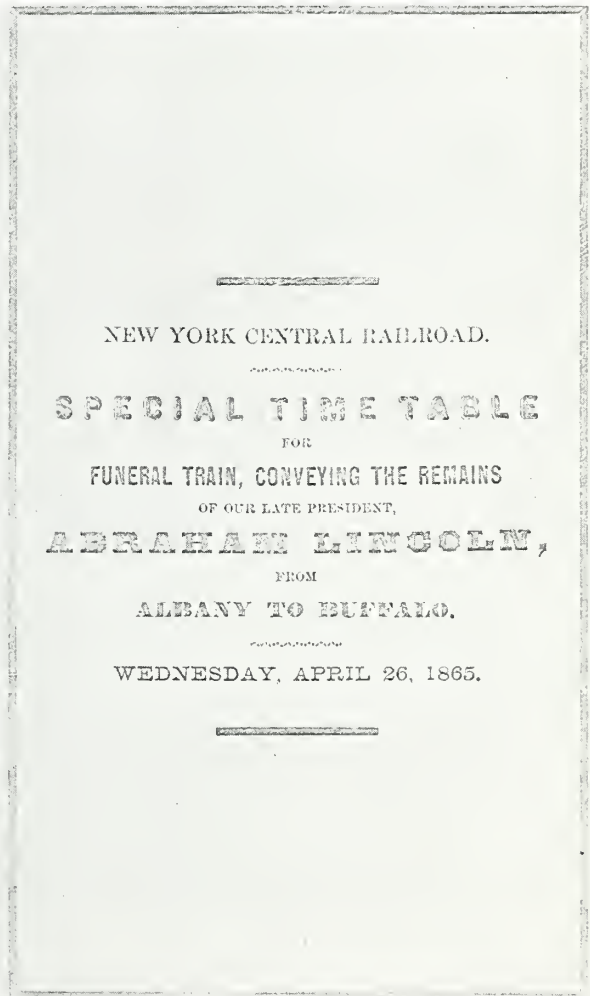
Your favor of yesterday is received.

"The name you mention (?) is bad one in this community. Several used to be in the Slave trade, and of all damned traitors those of that stripe are the worst.

"Booth's carcass came here this morning — The government have near on a hundred of supposed Confederates in the Conspiracy in safe places — We have a president now who will show these miscreants no mercy."

### Funeral Time Table

Today, railroad time tables of Lincoln's funeral train are exceedingly rare. However, the Lincoln Library-Museum has been fortunate in acquiring one published by the New York Central Railroad in April 1865. The time table was issued by H. W. Chittenden, the general superintendent of the New York Central, and it provides the arrival time for both the pilot engine and the funeral train at all stations between Albany and Syracuse, and between Syracuse and Buffalo in New York State. Some fifty-eight cities, towns and villages are listed. The



From the Lincoln National Life Foundation

A New York Central Railroad time table in the form of a four page folder providing a schedule for Lincoln's funeral train between Albany and Buffalo.



funeral train was scheduled to leave Albany at 4:00 P.M. on April 26, 1865 and to arrive in Buffalo at 7:00 A.M. on April 27, 1865.

The time table states that the "pilot engine and train will have the right to the track over all other trains, and no train will run within twenty minutes of their time."

#### Todd Genealogy

An interesting original document listing the name of Robert Smith Todd's first wife and their children has recently been acquired. The names of the children listed are Elizabeth, Levi, Frances, Mary, Anne and George. Also, the name of Elizabeth is recorded as the wife of N. W. Edwards, Frances as the wife of William S. Wallace, Mary as the wife of A. Lincoln, and Anne as the wife of C. M. Smith. Apparently, some member of the Todd family wrote on the document the name of Robert T. Lincoln, but could not remember his birth day. Also, the name Wm. W. appears with no birth date, but his death date is given correctly as February 20, 1862. However, the great significance of this document lies in the notations on the margin in the handwriting of Lincoln. He wrote as follows:

"My father Thomas L. Jan. 177

Mother Nancy Hanks, Feb. 5, 1784

Married Nov. 4 (corner of document removed)

Born (birthdate of Robert) Aug. 1, 1843

Edw. Mar. 10, 1846

Willie Dec. 21, 1850

Tad April 4, 1853."

### A Cast Iron Platform Scale and an Original Pen and Ink Sketch Featuring Abraham Lincoln's Connection With The Corneau-Diller Drug Store at Springfield, Illinois.

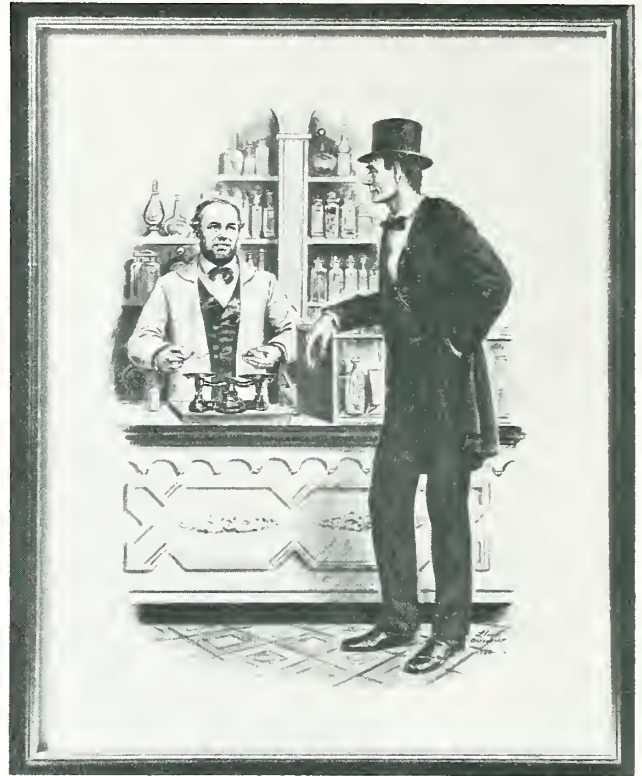
An exhibit depicting Abraham Lincoln's connection with the Corneau-Diller Drug Store in Springfield, Illinois, has been placed on display in the Lincoln Library-Museum of the Lincoln National Life Foundation. The exhibit consists of the original cast iron platform scale from the drug store, and a pen and ink sketch by Lloyd Ostendorf of Dayton, Ohio featuring Abraham Lincoln, the druggist and the scale.

It is well known among Lincoln students that in the 1850's Lincoln was a familiar figure in the business life of Springfield, and his favorite loafing place in the winter months was around the back stove of the Corneau-Diller Drug Store, located on the east side of the Public Square. In the summer months, Lincoln and his cronies lined up on the sidewalk in front of the store.

Here Lincoln and his friends swapped yarns, argued politics, and occasionally made purchases, according to the business ledgers (still extant) which show various entries to the future President's account.

An article entitled "Loafing with Lincoln" by Wayne C. Temple, which appeared in the Summer, 1961 issue of the *Lincoln Herald*, provides a scholarly and exhaustive study of this mercantile establishment, along with a photograph of Roland Weaver Diller, one of the proprietors.

As loafing at Diller's was a daily happy interlude in Lincoln's life, artists have attempted to capture in imaginary scenes some of the events that transpired here. Jay Hambridge drew two illustrations for Ida M. Tarbell's "Billy Brown" stories, which feature the drug store and its proprietor. The chief character in the Tarbell



From the Lincoln National Life Foundation

This original pen and ink sketch by Lloyd Ostendorf depicts Abraham Lincoln with Roland Weaver Diller in the Corneau-Diller Drug Store. The original sketch measures 11 3/4" x 15 1/4". Note the druggist's scale in the picture. In the Foundation's photographic files are to be found exterior and interior views of the Corneau-Diller Drug Store as well as excellent photographs of the druggist and his wife.

stories was R. W. Diller who was introduced to her readers as "Billy Brown."

Up to date, Ostendorf has made four sketches of the exterior and interior of the Corneau-Diller Drug Store. Three of these drawings were published in his excellent book, *A Picture Story of Abraham Lincoln*, Lathrop, Lee and Shepard Company, Inc., 1962. These same sketches have also appeared in the quarterly magazine, *Lincoln Herald*.

A fourth sketch depicting Lincoln purchasing drugs from R. W. Diller has been drawn by Ostendorf primarily to feature the scale. In executing this drawing, the artist gave particular attention to minute details after making a study of early photographs taken of the interior of the establishment. This sketch has never before been published.

While the original scale has no direct connection with Lincoln, it is a part of the original equipment of the drug store and was in use during the period when Lincoln was a frequent visitor or customer.



From the Lincoln National Life Foundation

Original cast-iron platform scale used in the Corneau-Diller Drug Store when Lincoln was a frequent visitor and customer. The scale measures 12" long, 4" high and 5" wide.

RALPH G. NEWMAN

*“In This Sad World of Ours,  
Sorrow Comes to All”*

A Timetable for the Lincoln Funeral Train

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*Ralph G. Newman is chairman of the Illinois Commission on the New York World's Fair and was the originator of the idea behind its Land of Lincoln Pavilion. He is a past president of the Illinois State Historical Society (1959-1960) and has written numerous books and magazine articles about Lincoln and the Civil War. He is also the proprietor of the Abraham Lincoln Book Shops in Chicago, Springfield, and New Salem State Park, and the author of a weekly newspaper feature, "History Quiz," which appears in the Chicago Sunday Tribune.*

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ABRAHAM LINCOLN'S funeral lasted for nineteen days. They were days of deep mourning, dirges, muffled drums, torchlight vigils, and processions. In keeping with the mood of the people, the weather was frequently rainy.

During that time the funeral train traveled nearly seven-hundred miles in taking the martyred President's body from the White House to Springfield, Illinois. The body was removed from the train to a public building or to a specially built structure for viewing at ten of the cities along the route. A million and a half Americans gazed upon the face of the Sixteenth President and more than seven millions saw the train or one of the hearses pass by. It was such a funeral as the country had not seen before or since — the late Lloyd Lewis characterized it as "half circus, half heartbreak."

Here is a timetable of those dramatic days of a hundred years ago, beginning with the moment of his death and ending with the morning of Thursday, May 4, 1865, when his



"IN THIS SAD WORLD . . ."

friends and neighbors walked behind Lincoln's coffin to a vault in Oak Ridge Cemetery on the north edge of Springfield:

SATURDAY, APRIL 15, 1865

7:22 a.m. The Sixteenth President of the United States stops breathing at 7:21 and 55 seconds; and at 7:22 and 10 seconds his pulse ceases to beat. "Old Abe," as he is affectionately known, dies on the sixty-third day of his fifty-seventh year — a relatively young man. Secretary of War Edwin M. Stanton says, "Now he belongs to the ages."

9:00 a.m. The remains are placed in a temporary coffin under the direction of Frank Sands and removed to the Executive Mansion. An escort of cavalry (Union Light Guard) accompanies the hearse. Six young men of the Quartermaster's Department carry the body into the White House.

10:00 a.m. Andrew Johnson is sworn in as seventeenth President of the United States by Chief Justice Salmon Portland Chase in the Vice-President's quarters of the Kirkwood House.

Noon. Surgeon General Joseph K. Barnes, assisted by Doctors Robert K. Stone (Lincoln's family physician), Charles A. Leale, and Charles S. Taft, and Assistant Surgeon Generals C. H. Crane, Edward Curtis, and J. J. Woodward, performs an autopsy in the presence of President Johnson, General Christopher C. Augur, and General D. H. Rucker in the President's bedroom on the second floor of the White House.

3:00 p.m. Dr. Charles D. Brown and his associate, Dr. Alexander, supervise the embalming of the body. The work is performed by Harry P. Cattell, an employee of their firm, who had embalmed the body of little Willie Lincoln in February, 1862. During the course of the day, Secretary Stanton makes the official announcement of the installation of the new President.

SUNDAY, APRIL 16

General Ulysses S. Grant issues *General Order No. 67*, officially announcing the death of Abraham Lincoln and the assumption of the duties of the presidential office by the new Chief Executive. Throughout the nation on this "Black Easter" ministers deliver their revised sermons. While Stanton plans a military funeral for the dead leader, the remains lie in a private chamber of the White House.





MONDAY, APRIL 17

9:00 a.m. The Adjutant General's Office of the War Department issues the official order for the funeral rites. The funeral will take place on Wednesday, but the public will be allowed to view the remains on Tuesday.

TUESDAY, APRIL 18

10:00 a.m. The White House doors are opened, and all day long a crush of people slowly inches by the coffin, which has been placed on a catafalque in the center of the East Room. The coffin of mahogany, lined with lead and covered with black broadcloth, has four massive silver handles. Above it rises an arched canopy supported by four posts, seven feet in height. The center of the canopy is eleven feet from the floor. Lincoln's head lies to the north. The upper side of the catafalque is covered with black alpaca, the inner side with white fluted satin. The chandeliers at each end of the room are covered entirely with black alpaca, and the eight large mirrors are also covered. By nightfall 25,000 people have seen the dead face of President Lincoln. The crowd extends from the White House to the southern front of the Treasury Building, more than half a mile away.

WEDNESDAY, APRIL 19

11:00 a.m. The dignitaries begin to enter the East Room for the funeral services. General Grant and Admiral David G. Farragut, sixty clergymen, heads of government bureaus, governors of states, members of municipal governments, prominent army and navy officers, and the diplomatic corps are among the six hundred invited guests. Robert Todd Lincoln and his little brother, Tad, are there along with some of Mrs. Lincoln's relatives. The widowed Mary Lincoln remains in her room.

Noon. The President and the entire cabinet with the exception of the wounded Secretary of State, William H. Seward, enter and approach the catafalque to look at the deceased. The Rev. Phineas D. Gurley of the New York Avenue Presbyterian Church delivers the sermon.

2:00 p.m. The body is carried to a black hearse. It is fifteen feet high, and the sides are glass. The coffin is set on a high platform. The hearse is drawn by six off-white or gray horses. The procession takes more than an hour and a half to pass the Executive Mansion and heads down Pennsylvania Avenue toward the Capitol.



"IN THIS SAD WORLD . . ."

3:30 *p.m.* B. B. French, superintendent of public buildings, accompanied by James O. Clephane, a civic marshal, enters the rotunda of the Capitol. All of the paintings and statues are draped with mourning, except for the statue of George Washington, which bears a black sash across the bust. Twelve sergeants of the Veteran Reserve Corps, each from a different company, enter, bearing the coffin, which is deposited on the catafalque. The President, the cabinet, and other dignitaries enter. The pallbearers arrange themselves in a circle around the catafalque. Dr. Gurley reads the burial service. The guard of honor, which has been on duty all day, is relieved by a new group.

4:00 *p.m.* Secretary Stanton orders the rotunda cleared, except for the guard and the undertaker.

#### THURSDAY, APRIL 20

6:00 *a.m.* The doors of the Capitol are opened and the public is allowed to file past the bier. All day long the crowd moves into the rotunda. Among the 30,000 who pay tribute to the deceased leader this day are thousands of soldiers, many of whom had been wounded and were released from hospitals so they might look once more on their late Commander-in-Chief.

9:30 *p.m.* When the doors of the Capitol are closed, thousands who are not admitted have waited in vain.

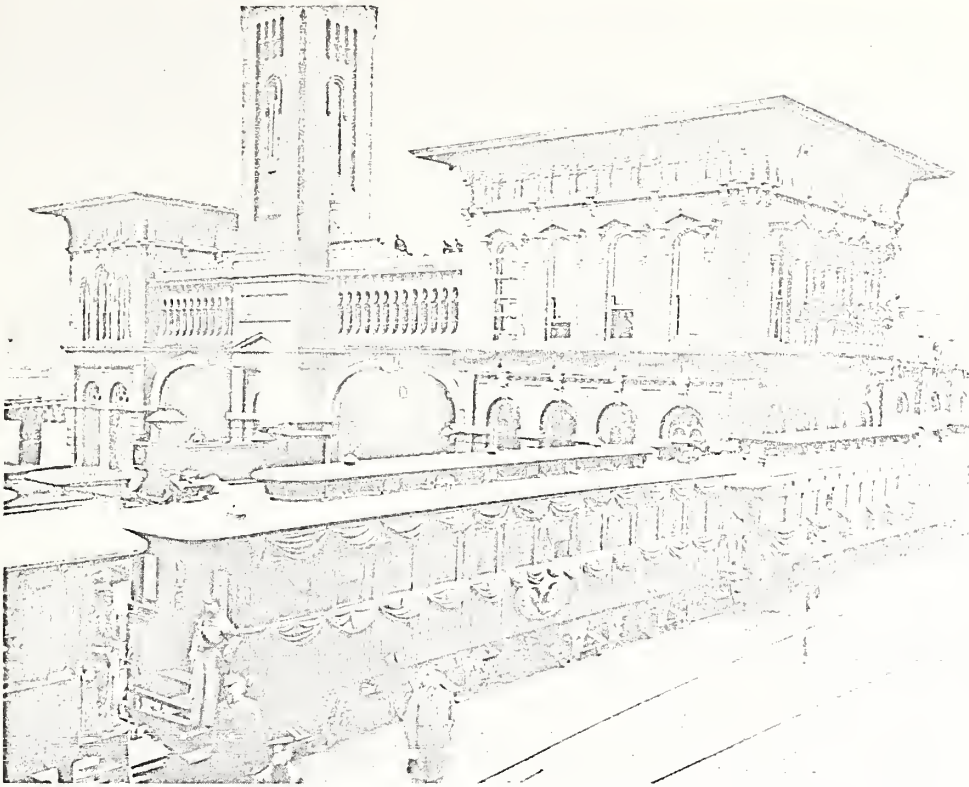
#### FRIDAY, APRIL 21

6:00 *a.m.* Secretary Stanton, Secretary of the Interior John P. Usher, Secretary of the Navy Gideon Welles, Postmaster General William Dennison, Attorney General James Speed, General Grant and some members of his staff, Dr. Gurley, several senators, members of the Illinois delegation, and some officers of the army arrive to take a last look at President Lincoln. The body is then removed by a detachment of the Quartermaster General's Volunteers, selected by General Rucker, and is escorted to the Baltimore & Ohio depot, without music, by four companies of the Twelfth Veteran Reserve Corps. At the depot the remains are met by President Johnson and other dignitaries.

7:30 *a.m.* Lincoln's body is placed in the hearse car, where the remains of his son Willie had already been deposited.

7:50 *a.m.* Robert Lincoln, accompanied by two relatives, arrives and takes his place in the car provided for him.





*The Lincoln funeral train at the Pennsylvania Railroad depot, Harrisburg.*

7:55 a.m. John G. Nicolay and John Hay, the late President's secretaries, arrive and take their places.

8:00 a.m. The funeral train, eight coaches trimmed in black and drawn by the engine "Edward H. Jones," pulls out of the station, moving between regiments drawn up at present arms. A pilot engine precedes it by ten minutes to assure a clear track.

10:00 a.m. The funeral train arrives at the Camden Station in Baltimore. The body is escorted by an immense procession to the rotunda of the Merchant's Exchange, where it is placed upon a catafalque surrounded by flowers. Here it rests while thousands file by to pay silent tribute. The body is then returned to the train.

3:00 p.m. The sad journey is resumed. There is a brief stop at York, Pennsylvania, where a beautiful floral wreath is placed upon the coffin by the ladies of the city.

8:20 p.m. At Harrisburg it is raining. Fifteen hundred soldiers stand in line for more than an hour, awaiting the cortège. They escort the body to the Pennsylvania State Capitol, where it is



"IN THIS SAD WORLD . . ."

placed in the hall of the House of Representatives. Part of the night and again the next morning, people in vast numbers pay their respects.

SATURDAY, APRIL 22

10:00 *a.m.* The remains are escorted through the principal streets to the depot.

11:00 *a.m.* The funeral train leaves Harrisburg one hour ahead of schedule. It is met by crowds of grieving people as it passes through Middletown, Elizabethtown, Mount Joy, Landisville, and Dillerville. In many cases the crowds assemble at the depots many hours in advance of the arrival of the train. In Lancaster, 20,000, including former President James Buchanan and Congressman Thaddeus Stevens, convey their tribute. Crowds have assembled also in Penningtonville, Parkesburg, Coatesville, Gal-  
lagherville, Downingtown, Oakland, and West Chester.

4:30 *p.m.* The train reaches the Broad Street station of the Philadelphia, Wilmington & Baltimore Railroad. It is said that half a million people are on hand. A magnificent hearse is in readiness, and the coffin, draped with an American flag, is transferred to it. The grand procession moves slowly through the city to the sound of solemn music played by many bands.

8:00 *p.m.* The hearse reaches the southern entrance to Independence Square on Walnut Street. The members of the Union League Association superintend the task of taking the body into Independence Hall. The coffin is placed on a platform in the center of the Hall with the feet to the north and the head close to the pedestal on which the Liberty Bell stands.

10:00 *p.m.* A select group of distinguished citizens is admitted to the Hall. These dignitaries stream through the building until midnight, when the Hall is closed.

SUNDAY, APRIL 23

6:00 *a.m.* The Hall is reopened to visitors, many of whom have been waiting for several hours. Crowds continue to view the body all through the day and part of the night.

MONDAY, APRIL 24

2:00 *a.m.* The coffin is closed and taken to the train.

4:00 *a.m.* The funeral train moves out of the Kensington depot, Philadelphia. At Bristol, Pennsylvania, and Morristown, New Jersey, large crowds stand silently with heads uncovered.

5:30 *a.m.* There is a brief stop at Trenton, then the journey is





resumed through Princeton, New Brunswick, Rahway, Elizabeth City, and Newark.

9:00 a.m. At Jersey City the remains are taken from the depot to the ferry. A vast choir, consisting of several German musical associations, fills the air with hymns, which continue until the boat reaches the opposite shore of the Hudson River.

10:00 a.m. The ferryboat lands at the foot of Desbrosses Street, New York City, and the coffin is immediately placed in an elaborate hearse, prepared especially for the occasion. The platform is fourteen feet long and eight feet wide. The coffin rests on a dais which is five feet above the ground. The remains are escorted by the Seventh Regiment of the New York National Guard to Hudson Street, over to Canal Street and on to Broadway, and then down that thoroughfare to the City Hall, where the coffin is surrounded by many floral pieces. All day and night the procession of mourners passes through the Hall.

*Midnight.* The German musical societies of New York, about one thousand voices, sing a requiem.

#### TUESDAY, APRIL 25

11:00 a.m. In New York City the Lincoln coffin is closed and is prepared for the next stage of the journey.

12:30 p.m. The hearse, drawn by sixteen white horses, each led by a groom, begins the procession to the depot of the Hudson River Railroad on Twenty-ninth Street. It is estimated that 125,000 persons have seen the face of the departed Chief Executive and that more than half a million have stood along the line of the procession.

4:15 p.m. The train moves north out of New York City and along the Hudson River past Fort Washington, Mount St. Vincent, Yonkers, Hastings, Dobbs' Ferry, Irvington, Tarrytown, Sing Sing, Montrose, and Peekskill.

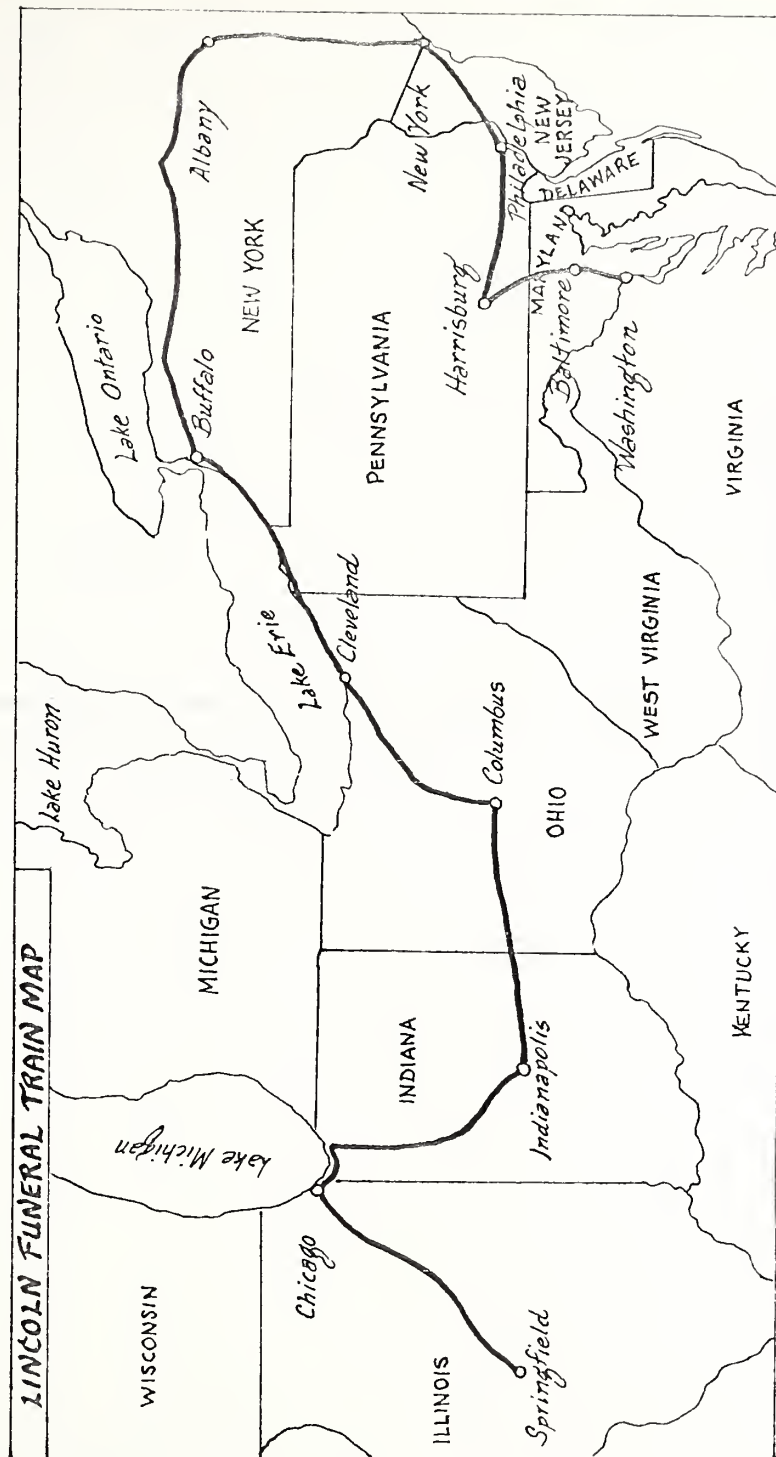
6:20 p.m. At Garrison's Landing, opposite West Point, the entire corps of cadets is lined up to pay its respects. The cadets all pass through the funeral car and salute the remains of their late Commander-in-Chief.

6:55 p.m. The train reaches Fishkill, and then continues on through Poughkeepsie, Hyde Park, Staatsburg, Rhinebeck, Barrytown, Tivoli, Germantown, and Catskill.

9:45 p.m. Thousands are assembled at Hudson. The train then passes through Stockport, Stuyvesant, and Castleton.

10:55 p.m. At East Albany soldiers and three companies of fire-





The identified cities are where Lincoln's body was taken from the train for viewing.



men bearing torches escort the funeral party across the river to Albany, where the coffin is placed on a catafalque in the Assembly Chamber of the State Capitol.

WEDNESDAY, APRIL 26

1:30 *a.m.* The coffin is opened and the people are permitted to view the body. They pass through at a rate of almost seventy per minute, or more than four thousand per hour.

4:00 *a.m.* John Wilkes Booth is trapped on the farm of Richard Garrett in Virginia, and is shot by Sergeant Boston Corbett.

7:00 *a.m.* Booth dies as a result of his wound.

4:00 *p.m.* The train carrying the remains leaves Albany. In rapid succession it goes through Schenectady, Amsterdam, Fonda, Palatine Bridge, Rome, Green's Corners, Verona, Oneida, Canastota, Chittenango, Kirkville, and Manlius.

11:15 *p.m.* A brief stop is scheduled at Syracuse, where at least 35,000 people witness the passage of the train. Guns fire salutes and bands play dirges. At midnight the train passes through Memphis, and then on through Jordan, Weedsport, Port Byron, Savannah, Clyde, Lyons, Newark, Palmyra, Macedon, and Fairport.

THURSDAY, APRIL 27

3:20 *a.m.* At Rochester, the mayor, city council, military and civic organizations, and most of the population assemble at the depot, which is draped in mourning. The Fifty-fourth New York Regiment, together with the reserves, hospital soldiers, and a battery are all lined up. The train passes on through Cold Water, Chili, Churchville, Bergen, Byron, Batavia, Crofts, Corfu, Alden, Wende, and Lancaster, where light of the new day appears.

7:00 *a.m.* At Buffalo, ex-President Millard Fillmore is one of the party that escorts the body to St. James Hall, where it is viewed by thousands, including many Canadians who have come to demonstrate their sympathy.

8:00 *p.m.* The coffin is closed, and the body is returned to the train.

10:00 *p.m.* The grim trip continues. The train moves through New Hamburg, North Evans, Lakeview, Angola, and Silver Creek.

FRIDAY, APRIL 28

12:10 *a.m.* Shortly after midnight the train passes through Dun-





"IN THIS SAD WORLD . . ."

kirk on the shores of Lake Erie; then on through Brocton to Westfield, where, four years before, en route to his inaugural, Mr. Lincoln had spoken briefly and had kissed little Grace Bedell, the girl who had suggested that he raise a beard. Ripley is passed, and then the route leads across the state line into Pennsylvania once more, through North East, Erie, Girard, Springfield, and over the Ohio state line past Conneaut, Kingsville, Ashtabula, Geneva, Madison, Perry, Painesville, Mentor, Willoughby, Wickliffe, and Euclid. General Joseph Hooker, commander of the Department of Ohio, boards the train at Wickliffe, and other Cleveland citizens join the group at Euclid.

7:00 a.m. The train arrives at the Euclid Street Station in Cleveland. A military escort, led by General Hooker and Governor John Brough of Ohio, followed by many civic and fraternal organizations, accompanies the body to a public park, where a beautiful temple-like structure has been erected. The roof resembles that of a pagoda. The coffin is placed on a catafalque, and religious services are conducted by the Right Reverend Charles Pettit McIlvaine of the Protestant Episcopal Church. Fifty thousand persons then file past the coffin.

10:00 p.m. The procession is re-formed and the body is escorted to the depot, and at midnight the train resumes its westward journey. Rain has been falling throughout the night, but it does not deter thousands from lining up to greet the train in Berea, Olmstead, Columbia, Grafton, La Grange, Wellington, Iberia, Cardington, Ashley, Eden, Delaware, Westerville, and Worthington.

SATURDAY, APRIL 29

7:30 a.m. Immediately upon its arrival in Columbus, the coffin is escorted by the Eighty-eighth Ohio Volunteer Infantry and a procession of citizens to the rotunda of the Ohio Capitol.

9:30 a.m. As soon as the coffin is placed in position, it is opened and the public begins to pass before the remains, paying their final tribute.

4:00 p.m. Formal ceremonies are held, with former Ohio Congressman Job E. Stevenson delivering an eloquent address.

6:00 p.m. The doors of the Capitol are closed. The coffin is again closed, and the procession begins to form for the final escort to the funeral car at the Great Central Railway depot.

8:00 p.m. With the solemn tolling of bells, the train steams out of Columbus, continuing west through Pleasant Valley, Union-



ville, Milford, Woodstock, Urbana, Piqua, Covington, Greenville, and New Paris.

SUNDAY, APRIL 30

3:10 *a.m.* Richmond is the first town in Indiana on the route of the train, which passes through a magnificent arch, twenty-five feet high and thirty feet wide. There is a brief pause for the benefit of the more than 12,000 people present at the depot; then the journey continues through Centerville, Germantown, Cambridge City, Dublin, Lewisville, Rayville, Knightstown, Greenfield, and Cumberland. Everywhere there are mourning decorations and emblems, flowers, and other evidences of the great and deep sorrow of the people.

7:00 *a.m.* The train arrives at Union Depot, Indianapolis. Through the falling rain, the body is escorted in a procession to the Capitol. The coffin is placed in the center of the rotunda. Sunday-school children are admitted first, followed by the public. Shortly before midnight, the remains are escorted back to the depot.

MONDAY, MAY 1

12:01 *a.m.* The train passes over the Indianapolis & Lafayette Railroad through Augusta, Zionsville, Lebanon, Colfax, and Stockwell.

3:35 *a.m.* At Lafayette the train is switched to the tracks of the Louisville, New Albany & Chicago Railroad and then resumes the journey, going through Battle Ground, Chalmers, Bradford, Medaryville, Westville, and LaCroix.

8:00 *a.m.* The train arrives at Michigan City and is switched to the Michigan Central Railroad for the final leg of the journey to Chicago.

11:00 *a.m.* The train stops at a special platform erected just north of Twelfth Street on the shore of Lake Michigan in Chicago. Three arches, Gothic in style, have been erected to honor the cortège. The coffin is carried under the largest arch and is set briefly on a dais, while thirty-six young ladies deposit a garland each upon the bier. The coffin is then placed in the specially prepared hearse, and the cortège moves out into Michigan Avenue, led by Colonel R. M. Hough, Chief Marshal, and General Joseph Hooker. The estimated number of persons in the line of march is 37,000, and more than 150,000 are on the streets bordering the line of march. The procession moves north on Michigan Avenue to Lake Street, west on Lake to Clark





*The Lincoln funeral procession prepares to leave the Chicago lakefront for the courthouse. The inscriptions on the three arches read, "We honor Him Dead who honored Us while Living. Rest in peace noble soul, patriot heart. Faithful to Right. A Martyr to Justice." Above the center arch is the Volk bust of Lincoln. Each of the thirty-six young ladies in white placed a garland upon the bier.*

Street, and south on Clark to the east gate of the courthouse square. Inside the square, the remains are carried to the south door of the courthouse.

*12:45 p.m.* The body is carried to the rotunda, directly beneath the dome, and placed on a dais. The dais is on an angle so that the body is easily visible to the viewers. The embalmers and their assistants arrange the remains so that they may be properly exposed to the public.

*4:00 p.m.* The public is admitted to the rotunda; the crowds are so large that the queues at times move forward only one foot an hour. The mourners continue to file by throughout the day, all night, and through the following day. At least 125,000 view the body.





TUESDAY, MAY 2

- 8:00 *p.m.* The doors to the courthouse are shut. The coffin is closed and carried out on the shoulders of sergeants of the Veteran Reserve Corps to the hearse which is waiting to take the body back to the train. As the hearse reaches the depot of the Chicago & Alton Railroad on Canal Street, a German choral group of three hundred sings solemn music.
- 9:30 *p.m.* The train moves slowly out of the depot and on to the final section of the journey. As it passes through the Bridgeport district on the south side of Chicago, the people kindle bonfires and stand with lighted torches. Crowds assemble at the Summit, Willow Springs, and Lemont stations.
- 11:33 *p.m.* At Lockport there are more bonfires, persons with torches, and mourning drapery. One motto reads, "Come Home."
- Midnight.* At Joliet at least 12,000 are assembled in the rain. An immense arch spans the tracks. The train goes on through Elwood and Hampton.

WEDNESDAY, MAY 3

- 1:00 *a.m.* At Wilmington, where minute guns announce the arrival of the train, men with torches line each side of the track. The depot is draped in mourning. About 2,000 people are present. Then the train passes on through Gardner, where all the houses are draped in mourning and illuminated.
- 2:00 *a.m.* At Dwight the entire population turns out. Guns and tolling bells signal the arrival of the train. Similar demonstrations and tributes occur in Odell, Cayuga, Pontiac, Chenoa, Lexington, and Towanda.
- 5:00 *a.m.* At Bloomington 5,000 persons have assembled. Many Bloomington citizens have gone to Springfield or Chicago to attend the obsequies. The depot is draped, and there is a large arch over the track reading, "Go to Thy Rest." The train passes through Shirley, McLean, and Atlanta, and at each place large crowds have gathered.
- 7:00 *a.m.* At Lincoln, his namesake town, a handsome arch has been erected over the tracks. Ladies in dresses of white trimmed in black sing a requiem. The national colors are prominently displayed, and the motto on the arch says: "With malice to [*sic*] none, with charity for all." The final few miles are through Elkhart and Williamsville.
- 9:00 *a.m.* The train arrives in Springfield one hour behind



# Chicago and Alton Railroad Company.

## TIME TABLE

FOR THE SPECIAL TRAIN, CONVEYING THE FUNERAL COFFIN WITH THE REMAINS OF THE LATE

## PRESIDENT

FROM

CHICAGO TO SPRINGFIELD.

Tuesday, May 4, 1863.

Time	Station	Time
1.7	CHICAGO	Leave 9.50 P. M.
4.5	FORT WAYNE JUNCTION	9.45 "
12.0	BRIDGEPORT	9.40 "
17.6	ST. LOUIS	10.25 "
25.5	JEFFERSON	10.40 "
33.5	LEMON	11.10 "
41.7	JEFFERSON	11.50 "
46.4	JEFFERSON	12.10 A. M.
49.0	JEFFERSON	12.27 "
53.0	JEFFERSON	12.42 "
58.8	JEFFERSON	12.58 "
61.4	JEFFERSON	1.08 "
65.0	JEFFERSON	1.22 "
74.0	JEFFERSON	1.32 "
82.0	JEFFERSON	1.47 "
87.4	JEFFERSON	2.02 "
92.5	JEFFERSON	2.17 "
97.8	JEFFERSON	2.32 "
102.0	JEFFERSON	2.47 "
110.0	JEFFERSON	3.02 "
118.5	JEFFERSON	3.17 "
124.0	JEFFERSON	3.32 "
130.0	JEFFERSON	3.47 "
135.0	JEFFERSON	4.02 "
141.4	JEFFERSON	4.17 "
146.0	JEFFERSON	4.32 "
150.0	JEFFERSON	4.47 "
156.8	JEFFERSON	5.02 "
164.0	JEFFERSON	5.17 "
167.6	JEFFERSON	5.32 "
173.5	JEFFERSON	5.47 "
178.5	JEFFERSON	6.02 "
180.0	JEFFERSON	6.17 "
185.0	JEFFERSON	6.32 "

The following instructions are to be observed for the above train:

1. All other Trains on this Road must be kept thirty minutes out of the way of the time of this Train.
2. All Telegraph Stations must be kept open during the passage of this Train.
3. A Guard with one red and one white light will be stationed at all road crossings by night, and with a white flag dropped by day, or after day light, on Wednesday morning.
4. A Pilot Engine will run upon this time, which is to be followed by the Funeral Train, ten minutes behind.
5. Pilot Engine must not pass any Telegraph Station, unless a white flag by day, or one red and one white light by night, shall be exhibited, which will signify that the Funeral Train has passed the nearest Telegraph Station. In the absence of said signals, the Pilot Engine will stop until definite information is received in regard to the Funeral Train.
6. The Funeral Train will pass all Stations slowly, at which time the bell of the Locomotive must be tolled.

By order of Receiver, General D. C. McCULLOUGH, 3d Div., in charge of Military Railroads.

ROBERT HALE,

General Superintendent.

*Timetable for the last lap of the journey of the Lincoln funeral train — from Chicago to Springfield.*

schedule. Long before the expected arrival, the crowds at the Chicago & Alton depot extend along the tracks for several miles to the north. Every building in the vicinity is covered with spectators. Minute guns are fired by Battery K, Second Missouri Light Artillery (which is composed mainly of Illinois men). The beautiful hearse which was used for the funeral of Senator Thomas Hart Benton of Missouri is provided for use on this occasion through the offices of Mayor James S. Thomas of St. Louis. A silver plate engraving of the initials "A. L." surrounded by a silver wreath containing thirty-six stars has been affixed to the vehicle. The coffin is gently placed in the hearse, and the procession, led by General John Cook and his staff and General Hooker and his staff, moves east on Jefferson Street to Fifth Street, then south on Fifth to Monroe, east on Monroe to Sixth, north on Sixth to the east gate of the Statehouse Square. The body is carried through the north door of the Capitol, up the stairs to the Hall of the House of Representatives on the west side



of the second floor where it is placed on the dais of an elaborate catafalque which had been constructed above the Speaker's desk for this solemn and historic occasion.

*10:00 a.m.* The doors are opened, and the crowds are permitted to enter the Capitol at the north door, ascend the stairway in the rotunda, and enter the north door of the Hall of the House of Representatives. They then pass by the catafalque, out through the south door, down the stairway, and make their exit from the south door of the Capitol. The catafalque is covered with black velvet, trimmed with silver and satin, and decorated with thirty-six burnished silver stars. The floor of the dais is covered with evergreens and white flowers. The steps of the dais are spread with broadcloth banded with silver lace. The cornice of the room is appropriately draped, and in large letters appear the words Lincoln uttered in awesome prophecy at Independence Hall in Philadelphia, on February 22, 1861: "Sooner than surrender these principles, I would be assassinated on the spot." All day and night the people he loved so much pay their final tribute to their friend and neighbor. More than 75,000 pass through the Hall.

#### THURSDAY, MAY 4

*10:00 a.m.* The coffin is closed, and, as it is carried out of the building, a choir of two hundred and fifty voices sings several hymns, including "Children of the Heavenly King." The remains are placed in the hearse. "Old Bob," the horse that had carried Lincoln over the Eighth Judicial Circuit, is led riderless behind. The procession, moves east on Washington Street to Eighth, south on Eighth past the Lincoln residence to Cook Street. It then goes west on Cook to Fourth, north on Fourth past the Governor's Mansion to Union, west on Union to Third, north on Third to the eastern entrance of the cemetery (one and one-half miles from the Capitol). Upon arriving at the cemetery, the body is placed in the receiving tomb. The Rev. Albert Hale of the Second Presbyterian Church offers a brief prayer. The choir sings a dirge, composed for the occasion, with music by George F. Root and words by L. M. Dawes, "Farewell, Father, Friend, and Guardian." President Lincoln's Second Inaugural Address is read by the Rev. A. C. Hubbard. The funeral oration is delivered by Bishop Matthew Simpson of the Methodist Episcopal Church. "Look over all his speeches: listen to his utterances. He never spoke unkindly of any man."





"IN THIS SAD WORLD . . ."

The choir sings "Over the Valley the Angels Smile." The Rev. Dr. Gurley delivers the closing prayer. Abraham Lincoln has come home.

. . . . .

The title of this article is quoted from a letter Lincoln wrote to Fanny McCullough, Dec. 23, 1862. Roy P. Basler, ed., Marion Dolores Pratt and Lloyd A. Dunlap, asst. eds., *The Collected Works of Abraham Lincoln* (New Brunswick, N.J., 1953-1955), VI: 16.

Lincoln's actual words at Independence Hall on Feb. 22, 1861, as reported in the *Philadelphia Inquirer* the following day, were, "But, if this country cannot be saved without giving up that principle — I was about to say I would rather be assassinated on this spot than to surrender it." *Collected Works*, IV: 240.

There are five principal works which are concerned with the details of Lincoln's funeral. They are:

William T. Coggeshall, *The Journeys of Abraham Lincoln: . . . from Washington to Springfield, 1865 . . .* (Columbus, Ohio, 1865).

B. F. Morris, *Memorial Record of the Nation's Tribute to Abraham Lincoln* (Washington, D.C., 1865).

John Gilmary Shea, *The Lincoln Memorial: A Record of the Life, Assassination and Obsèques of the Martyred President* (New York, 1865).

John Carroll Power, *Abraham Lincoln: His Life, Public Services, Death and Great Funeral Cortege . . .* (Monumental Edition, Springfield, Ill., 1875).

Lloyd Lewis, *Myths After Lincoln* (New York, 1929). Reprinted in many editions.

Some of the text in the Morris, Shea, and Power volumes is almost identical. Morris and Shea, both published in 1865, may have used the same newspaper accounts verbatim as their sources. Power had access to these two volumes, and he does expand on some of the minutiae of the funeral. He is careless with the names of towns, being guilty of many misspellings and some complete distortions.

The Lewis volume is a classic, one of the best written books in the entire field of Lincolniana. While he does not supply as much minute detail as some of the others, he presents a magnificent interpretation of the significance of the crime and its aftermath.



## Illustrations

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- COVER *Oak Ridge Cemetery, May 4, 1865*
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