

# **Casey Jones, "Pop" Cofer, and Whiskey Dick, An Odyssey of Railroading in the Jackson Purchase**

**By BOB JOHNSTON**

The story of William Clark and Chief Paduke is an example of how what we believe to be a historical fact is, in fact, --as story. Generations of Paducah school children were assigned by their history teachers to find near South 3<sup>rd</sup> St., the spot where the Indian chief for whom William Clark named Paducah was buried. A few years ago, however, Professor John Robertson brought to public attention that this "fact" had no validity, a theory that was confirmed when then Mayor Albert Jones, after inquiry to the Missouri Historical Society, received a copy of a letter written by Clark, to his son Meriwether Lewis Clark, stating that he was naming it for a once great Indian tribe in the west called "Pa-ducahs," thus relegating the Chief Paduke story to that of a legend. Sometimes, however, it works the other way, and a person believed by many to be a legend, such as Paul Bunyan, is an actual historical person. Such was a man who was born in Missouri in 1864, but moved with his family to far western Kentucky an early age. John Luther Jones grew up in the community of Cayce in Fulton County and went to work for the Mobile &

Ohio Railroad as a telegrapher and then a brakeman. He later moved to Jackson, Tennessee, where he became a fireman and then an engineer for the Illinois Central. The story goes that on his first day at a railroad boarding house in Jackson, he was asked his name. "John Jones," he replied. "Well, we already have two John Jones working here, where are you from?" "Cayce, Ky." he replied. "All right, then, we'll call you Casey Jones." The fascinating story of Casey's career and famous wreck with I.C. train #1, the "Cannonball" is too long to be told here. It is true that he died a hero, staying with his engine (after ordering his fireman to jump) in an attempt to further slow his train before it hit the rear of a stalled freight near Vaughn, Mississippi, that last night of April, 1900. Irony, however, (and we know that irony plays a large part in history) has a major part in the story. In that era there were thousands of train wrecks, and thousands of trainmen killed each year, most of whom were unrecorded and forgotten. What made John Luther Jones famous was a catchy nickname, but more importantly, was the fact that he had befriended a roundhouse wiper named Wallace Sanders, an amateur blues musician, who, upon hearing of his friend's death composed a song beginning, "Come all you rounders if you want to hear, the story of a brave engineer." His song was picked up by groups of traveling minstrel and vaudeville shows

that were common in that day. The lyrics were changed and corrupted to where they had little to do with the actual story, but Jones' place as a historical figure, not a legend, was secured.

The Mobile & Ohio, on which Casey started his career, was chartered in Alabama in 1848, and enlarged upon by President Millard Fillmore in an act signed in September 1850, granting land to the states of Illinois, Alabama, and Tennessee, to build a railroad from Chicago to Mobile. By 1861, the last spike was hammered in on the portion from Mobile to Columbus, Ky. In 1871, ferry connections were established between there and Belmont, Missouri, with the St. Louis & Iron Mountain Railroad, to reach St. Louis. Ferry operations were later moved to Cairo, and after the construction of the Illinois Central Bridge in 1889, the M&O shared that passage.

Meanwhile, business and governmental interests in Paducah were aware of the importance of rail connections to the gulf, and did not want to lose out to Columbus.

In 1852, with a contract with the Mobile and Ohio in hand, they chartered the New Orleans and Ohio railroad to construct the first railroad in the Jackson Purchase (not counting the short stretch from the Tennessee line to Columbus) with

the purpose of connecting to the M&O at the closest point in west Tennessee. The NO&O's first Chief Engineer, who surveyed and laid out (but did not complete) the road, was a man whose name remains famous in Paducah, Lloyd Tilghman. Tilghman, a native of Maryland, was a graduate of West Point and a veteran of the Mexican War. When financial difficulties arose with the new road, he left his family here and went temporarily to similar work in Arkansas. Like Casey Jones, circumstances saved him from obscurity. He returned to Paducah, as the Civil War broke out, in time to take an engine and all the cars he could gather up to the safety of Mayfield as General Grant landed his forces on September 6, 1861. He became a general in the Confederate Army, was captured at the surrender of Fort Henry, was exchanged, and was killed at Champion's Hill, Mississippi, during the siege of Vicksburg. His family's home still stands at 7<sup>th</sup> & Kentucky Avenue and is now a Civil War museum. In the early 1900's, his grown sons gave money to the city to buy land for a new high school to be named for their mother, Augusta. The school was moved to new building at its present location in 1955. Several generations of Paducah students have attended the school and revere its high scholastic and athletic standards.

By 1855, track had been constructed from the riverfront down Court St. (Kentucky Ave.) to 11<sup>th</sup> St, turned on a 10 degree curve and headed south, the same place the city lead tracks are today. The rails, and a small depot at 5<sup>th</sup> and Court, preceded the arrival of the first locomotive which was unloaded from a steamboat on December 1, 1855, having gone from Boston to New Orleans by ship. It was pulled up the steep bank by oxen, and then ran under its own power to the engine house between Washington and Clark. No pictures of it are known to exist, but there are pictures in the archives of a 0-4-0 built about the same time for the Michigan Central R.R. Since the M&O had ordered the same type of engine, from the same manufacturer, for its partner, the NO&O, it is almost certain that we know what it looked like, and a photo is in the Paducah Railroad Museum

The engine understandably named the PADUCAH, made its first formal run on March 18<sup>th</sup>, along Court St, another on March 22<sup>nd</sup>, and on July 4<sup>th</sup> 1857, it made several trips pulling flat cars with passengers from the city south to the end of track near the McCracken/Graves County line. Many of these dates come from a diary kept from 1855 to 1858, and found on the internet by Mike Favre, an accomplished railroad history researcher. It was kept by Philander Root, a young apprentice civil engineer, who worked under the chief

engineers who replaced Tilghman, in laying out and constructing the new railroad. Interesting, many of his field notes on the NO&O have been checked by Favre, an employee of the Paducah & Louisville Railway, and found to be identical with today's profile and structures between Paducah and Mayfield.

The PADUCAH was badly damaged in 1858, when the wooden engine house was destroyed by fire. It was rebuilt in 1859, and renamed in honor of Judge James Campbell, the NO&O's first president. The second president was Lawrence S. Trimble, who was also a Member of Congress, and whose ante-bellum home still stands on "Trimble Hill" on U.S. 45 South, in Paducah.

By the outbreak of the Civil War, the NO&O had been completed to Fulton, at that time only a spot on the state line on the route to a junction with the M&O. Some accounts say that the last section to Gibbs, Tennessee, was also completed, but removed by Grant's Federal forces, and the rails shipped to Nashville to be used for his campaign there. Previous to that, however, there were many skirmishes up and down the line, especially around Confederate Camp Beauregard, built in 1861, at Feliciana, a mile and a half northwest of Morse Station, later Water Valley. The camp, which protected the right flank of

General Leonidas Polk, the commander at Columbus, was supplied by daily trains from gristmills and warehouses in Mayfield. The Federal forces in Paducah were aware of this and made numerous efforts to capture the train but did not succeed. Finally, however, after the fall of Forts Henry and Donelson in February 1862, President Jefferson Davis ordered Columbus evacuated; and General Polk ordered the destruction of Camp Beauregard and also the railroad, to keep them out of Federal hands. Although hampered by rain, bridges were burned from five miles south of Mayfield to Fulton, and in Fulton the locomotive and some cars were blown up. Later in the war, during General N.E.B. Forest's raid on Fort Anderson in Paducah in 1864, the depot in Paducah was set on fire, and some of the restored bridges along the NO&O from Mayfield to Fulton, were again destroyed.

After the war, in 1867, the NO&O had been completed (or re-completed) from to Gibbs (Paducah Junction) on the east-west Nashville and Northwestern Railroad three miles from Union City, and then another short stretch from Union City to Rives, to connect to the M&O. Q. Q. Quigley, a prominent Paducah lawyer, who was also an investor in the railroad, kept a journal, published by his grandson, George Langstaff, a few years ago, in which he describes a train trip he

and a number of prominent Paducahans took in 1868, from Paducah to Union City and from there to New Orleans, proving the connection was complete by then.

In 1872, a new rail connection was established from Paducah to the northeast. The Paducah & Elizabethtown (the first of several names) completed 183 miles between the two towns, making the first bridging of the Tennessee and Cumberland Rivers in the Purchase. The fact that the Gilbertsville area was suitable for a bridge, undoubtedly also made it suitable for a dam, 66 years later. By 1882, and after a series of name changes, there was an unbroken route from Memphis to Louisville, through Paducah. Also, the railroad's shops were moved from Elizabethtown to Paducah, a move which proved to be most significant years later. The road also broke new ground by building a company hospital at 15<sup>th</sup> & Broadway. That wooden structure burned in 1917, and was replaced in 1919, by what is now known as the Katterjohn building.

The line, know by this time as the Chesapeake, Ohio, & Southwestern, was part of an unbroken chain of railroads between Newport News, VA, and New Orleans controlled by Collis P. Huntington, one of the famous Big Four investors who built the first trans-continental



railroad. West of New Orleans, Huntingdon controlled another series of roads to the west coast.

Thus, for a period of years there was a true transcontinental railroad under one control, the only time in United States history, including today's mega mergers, that this has been the case.

In 1888, the first rail connection from Paducah to north of the Ohio River was established by ferry across the river to Brooklyn (as Brookport was then known) and from there over a line that no longer exists, to Reevesville and Marion, with connections to St. Louis and Chicago. A year later the ferry connection at Cairo was eliminated by the opening of the Illinois Central's bridge and their line from there to Fulton, KY was completed, changing that town from a minor stop on the former NO&O, to a major junction with one set of tracks heading for Memphis and New Orleans, and another to Jackson, TN, Birmingham, and Florida. In 1903, the I.C. closed the top of the "V" made by the Cairo-Fulton, and the Paducah-Fulton lines, by completing a line from Paducah through Kevil, La Center, and Barlow to East Cairo and across the new bridge to the main line at Cairo. This new extension was always know locally as "The Mud Line." Also, in this time period, a financial panic forced Huntingdon to sell his control of the CO&SW to the Illinois Central, then controlled by

the Harriman family, who were prominent for years in U.S. business and politics.

Despite the large I.C. presence in Western Kentucky, they did not have exclusive access. In 1892, the Paducah, Tennessee, & Alabama Railroad was completed from Hollow Rock Junction, near Bruceton, Tennessee, through Paris, Murray, and Benton, to Paducah. By 1900, the P.T.&A., and its sister line, the Tennessee Midland, was taken over by the large Louisville & Nashville Railroad, and leased to its other newly acquired subsidiary, the Nashville, Chattanooga, and St. Louis. Also, in 1900, a new depot called Union Station because it served both I.C. and N.C. & St.L. passenger trains was built near Littleville. It replaced an ornate structure at 6<sup>th</sup> & Campbell Street, but the I.C. retained its freight house and office there.

Fourteen years later, construction began on the third major rail carrier to enter Paducah. In 1910 empire builder James J. Hill's Chicago, Burlington, & Quincy had reached Metropolis, the southernmost terminal on a line reaching west to Montana and north to Chicago, and began ferry service to Paducah. Since Paducah was the northernmost terminal on the N.C., which extended south to Atlanta, the two roads formed the Paducah & Illinois Railroad to build a bridge

across the Ohio river at Metropolis, and 12 miles of track across western McCracken County and Paducah's west end, making a transcontinental connection. Like Casey Jones, the story of this line and the bridge could be a separate story. Engineers found that solid rock was 230 feet below the river bed, and decided to build on a layer of white quartz sand only 75 feet down. Despite the Biblical warning about building a house on sand, the bridge has settled less than 2 inches in 89 years despite carrying millions of tons of trains. The design chosen was a Simple Truss, and the bridge is listed in the Encyclopedia Britannica as the world's longest of that type. It was built in 30 months and under budget, but not without cost. There were many injuries and some fatalities, including the Chief Engineer, Charles Cartledge, who died of something usually thought to be associated only with deep sea diving, the "bends," which he suffered as he inspected one of the riverbed caissons, deep below the surface.

The first official crossing by a Burlington train was January 1, 1918, but ironically, the first actual train across, on December 14, 1917, before the final rivets were in, was a load of I.C. freight cars. The I.C., which had declined participating in the project because they had a "perfectly good ferry," was unable to use it because the rivers, both

Ohio and Tennessee, had frozen solid, one of only five times in recorded history.

The Burlington trains from that time until now entered Paducah over the P&I, but switching and billing was done by their partner, the N.C. & St. L., who in 1925 built the big new freight house along South 3<sup>rd</sup> Street between Washington & Clark, and public team tracks between behind it, from Washington to Adams, to handle the increase in business. Ultimately, the deal turned out to be better for the Burlington than the N.C. & St. L. This was because over the years, a large business was built up involving the distribution of perishable commodities arriving in refrigerator cars coming from the western and northern parts of the U.S., and routed over the Burlington. They were sold to wholesalers from a wide area, who unloaded the cars on those team tracks. This practice ended only with the completion of the Interstate Highway system.

In 1923, the I.C. purchased one-third interest in the P&I, not only because it was more efficient than their ferry, but because they were planning a new route into Paducah. Their bridge at Cairo had become a bottleneck and could not be widened, so they constructed what is called the "Edgewood Cutoff" between Edgewood, Illinois, on their main line from Chicago, through Metropolis, and across

the new bridge, with the options of reaching Paducah on the P&I, or continuing through McCracken and Graves Counties to Fulton, where it again rejoined the main line

This additional access to the Paducah market made possible by the cutoff and the one-third interest in the P&I, made feasible the decision announced, like a bombshell, by the I.C. on January 25<sup>th</sup>, 1925, that they would spend eleven million dollars to build a locomotive repair shop complex of 23 buildings on 88.5 acres in Paducah, that would be among the world's largest. The location would be between 11<sup>th</sup> and 16<sup>th</sup> streets, south of Kentucky Avenue, along the same tracks built by the New Orleans & Ohio in 1855, and where the first shops were placed by the Chesapeake and Southwestern in 1883. Until the announcement of the atomic energy plant over 25 years later, this project made the single largest economic and cultural impact history in the history of the city. Not only did the shops become the area's largest employer, and remain fairly stable even in the upcoming depression, they caused an influx of new employees and families from elsewhere in the I.C. system. The decision turned out to be a huge success for the railroad, as the shops enabled it to rebuild and improve their fleet of steam locomotives, improve their efficiency, and meet the challenges of the depression, and

later, World War II, without the necessity to buy large numbers of new engines.

Passenger service on all the area railroads was at its height during the 1920's and early 30's, with the Illinois Central running passenger trains over all its lines, except the Edgewood Cutoff; and the N.C. providing two trains each way from Paducah to Bruceton. Then at Bruceton, the crew and the train number changed, and it went west to Hickman, then back to Bruceton and Paducah. These trains were called accommodations because they stopped at every station, no matter how small, and were too humble to carry names, only numbers. For years, into the late 1920's, the I.C. had a similar service from Paducah to Fulton, then north to Cairo. This train, however, DID have a name, although unofficial. Paducah and Cairo have always been "wet," and even during prohibition liquor was available. The territory in-between was dry; consequently thirsty citizens boarded the train for the closer of the two terminals, filled their suitcases with booze on arrival, and returned home. Thus its nick-name, known to all of its patrons, and even published in the Paducah SUN-DEMOCRAT---"WHISKEY DICK." Even its special attraction could not keep Dick from being taken out of service, however, as paved highways and more people with automobiles, cut into business. Passenger service

on the "Mud Line," between Paducah and Cairo ended in 1932, and by the early 1940's freight business had also declined, so when a trestle on its west end burned in 1942, through service ended. Now the tracks cross the Edgewood Cutoff and end at the atomic energy plant. Passenger service continued on the I.C.'s Fulton-Louisville and the N.C.'s Paducah-Bruceton until the 1950's, sometimes even with "Special Trains" for such events as the 8<sup>th</sup> of August celebration and Tilghman High School football games.

The Great Depression of the 30s's also affected both freight & passenger service, but in western Kentucky hard times were alleviated to a large degree by the construction of Kentucky Dam at Gilbertsville, at the same spot where the first railroad bridge had been built in 1872, and replaced with another in 1902. As goes Alabama's "Song of the South," "mama got sick, daddy got down, the county got the farm and we moved to town, daddy got a job with the T.V.A., we bought a washing machine, and then a Chevrolet." Louis J. "Pop" Cofer went to work for I.C. predecessor C.O. & S.W. in 1883, and as a young engineer ran trains across the original bridge. When the new bridge replaced it in 1902, he was assigned (or took) the first train across it. Still working for the I.C. in the early 40's, when he learned that the '02 bridge would be replaced by tracks over the dam,

he refused to retire until he could run the first train over it. This he did on November 2, 1944, at the throttle of steam engine 2454, on passenger train 102, from Paducah to Louisville, with his fourteen year old grandson in the cab, and the President of the railroad's private car on the rear, ending 61 years of service. But the old bridge did not go to waste after that. It was sold by the I.C. to the N.C. & St.L., dismantled, loaded on barges, carried up Kentucky Lake, and reassembled between Camden and New Johnsonville, Tennessee, where it still serves the N.C.'s successor, CSX.

Another important contribution the railroad made to western Kentucky farmers struggling with the great depression was the efficient movement of thousands of carloads of fresh strawberries in May and June, to markets all over the United States and Canada. The strawberry shed located adjacent to Union Station on Brown Street, was operated by Barger & Golightly, who were Sales Agents for the McCracken County Growers Association. During the peak harvest days, farmers' trucks would be lined up for blocks down Caldwell Street, waiting their turn to unload the crates that had been packed in the field, and that would be loaded in Railway Express refrigerator cars, iced, and shipped either in passenger trains or fast "Crimson Express," strawberry freights. The sale of the berries provided badly needed cash money



for farmers and their children, who got out of school to pick the berries.

During World War II, 20 large 4-8-2, Mountain type steam locomotives were built "from the ground up," at the Paducah Shops that had been intended only for heavy repairs. However, after the war many railroads, including the Burlington and N.C. & St.L., began to turn in increasing numbers to the more efficient and economical diesel. The I.C., however, held out for steam because of the many coal mines on the Kentucky Division, and also because the I.C.'s steam engines were in top shape because of the work of the shops. As a result, steam aficionados came to the area from all over the country to photograph the last of the giants, but by the end of 1960, it ended here also.

Passenger service also gave up the ghost in Paducah, first on the N.C. in 1951, and then on the I.C. in January 1957, with the departure of train #103 for Fulton. Although all mainline I.C. passenger trains were dieselized by that time and continued to run through western Kentucky with one stop at Fulton, the Louisville- Paducah-Fulton, run remained steam to the end, except for a few months in 1947, when an E-9 diesel pulled the Louisville section of the new "City of New Orleans." One of the last steam passenger trains to

arrive in Paducah was the funeral train that returned the body of Senator and former Vice-President Alben Barkley in 1956.

Fortunately for the local economy, the shops were converted to diesel repair and remanufacturing, and became as efficient in rebuilding the diesel fleet as it had been for the steamers. Over the years the IC.'s diesel fleet aged, it was remanufactured in Paducah and emerged more powerful and efficient than when new, and because of its reputation, did similar work for other railroads as well.

In 1957, began a time of both expansion and contraction. In that year the large L&N railroad absorbed its subsidiary, the N.C. & St. L. The Paducah connection to the north was not so important to them, and they began to reduce service and in 1982, abandoned Paducah altogether, pulling up the tracks to just north of Murray. In 1972, in a mega-merger, the I.C. & the Gulf, Mobile, and Ohio joined forces, becoming Illinois Central Gulf. The G.M. & O. was a product of a merger in 1940, of the Mobile & Ohio, which sent the first engine to Paducah so many years before, and a parallel line, the Gulf, Mobile, and Northern. Although the merger gave the I.C. access to some new major markets, redundancy caused abandonment of many routes,

including the G.M. & O.'s line from St .Louis to Jackson, Tennessee, through Cairo, Columbus, and John L. Jones, home town, Cayce.

Seemingly, almost as soon as the merger was digested, corporate strategy changed again, and downsizing began, including what would have been unthinkable a generation earlier, the sale of the I.C.G.'s Kentucky Division from Paducah to Louisville, including the giant shops, to the division's largest customers, David Reed and Jim Smith, who had coal mine and quarry interests. Wisely, they turned over management of their new properties to Jim Johnson, and other former high I.C.G. executives, to organize and operate. The railroad became Paducah & Louisville, and the shops, V.M.V. The flamboyant Jim Smith put his unique stamp on them, however. His original name for his new railroad was C.G.&T, from Corydon, Kentucky, the hometown of Clyde Reed, David' father and Jim's mentor, Grand Rivers, the site of their business, and Tiline, his hometown. Fortunately for railroad purists, another short line already had those reporting marks, so the more accurate P&L was selected. However, Jim did make part of the deal the acquisition of two former I.C.G. private cars, so he could take his friends to the Derby in style, and the V.M.V. on the shops stood for Vickie, Marilyn, and Vonnie, David's sister and wife, and Jim's girl friend, in that order.

The properties have been sold and re-sold several times, and in 1994, were separated. The P&L railroad has always been successful and profitable and is considered to be one of the country's leading short line railroads, although management prefers it to be called a regional railroad, and, in fact, since January 1, 2006, have acquired a 154 mile former L&N line from Evansville, Indiana to Okawville, Illinois, called the Evansville Western, and the Appalachian & Ohio, a similar sized coal hauling road in West Virginia. All three companies are part of a holding company called Four Rivers Transportation, owned by P&L officers and CSX Transportation Company. In yet another irony, the huge CSX is the successor to L&N which abandoned Paducah in 1982.

The V.M.V. Shops was at first successful, but because of various problems took Chapter 11 bankruptcy in 2003. They were purchased by National Railway Equipment Co., and are, again doing well with employment back up to around 350. They do work for many large and small railroads, and for manufacturer, EMD.

Meanwhile, in 1990, the slimed down ICG reverted to Illinois Central, running only between Chicago and New Orleans, and in 2001 committed what to old time employees was an even bigger

heresy than selling the Kentucky Division; they sold out to a foreign interest, the giant Canadian National Railroad. The CN-IC, through its Edgewood Cutoff, and its one-third interest in the Paducah & Illinois, still comes into Paducah with a mixed freight, and also with coal trains from mines in Illinois. In number of cars, P&L is the largest feeder in their entire system.

Looking back to 1970, the Chicago, Burlington, and Quincy (Burlington) had merged with its James J. Hill cousins, Great Northern, Northern Pacific, and others, to form Burlington Northern. Then in 1994, they merged with the venerable Atchison, Topeka, & Santa Fe, form Burlington Northern Santa Fe, now officially BNSF. They too, come into Paducah with Wyoming coal trains, ballast trains, and a manifest freight. Also, through various arrangements, the country's largest railroad, Union Pacific, daily brings in several Wyoming coal trains. All the coal trains depart Paducah with P&L crews on the engine, to rail-barge terminal at Calvert City and Grand Rivers, where they are unloaded, blended, (the western coal is low sulfur, but low B.T.U., and the Illinois coal is high sulfur, but high B.T.U.), and then re-loaded on barges to go to electric steam generating plants.

Thus, Paducah and the Purchase are now served by three of the nations' five largest railroads, and by the strong regional, P&L, which connects with the other two majors, CSX and Norfolk Southern. It is a far cry from the little 0-4-0, which was pulled up the river bank by oxen over a century and a half ago, and also from anything conceived by Lloyd Tilghman, Casey Jones, and "Pop" Cofer, but undoubtedly it is a situation they would have approved of.

#### SOURCES

PADUCAH GATEWAY, A History of Railroads In Western Kentucky, by Donald E. Lessley, 1978, 1994, Image Graphics

ILLINOIS CENTRAL STEAM FINALE, 1036-1960, by Lloyd E. Sagner and Stephan A. Lee, , South Platt Press, David City, Neb., 1994, 1995

BURLINGTON BULLETIN No. 35, The Q in the Coal Fields" Burlington Route Historical Society, LaGrange, IL

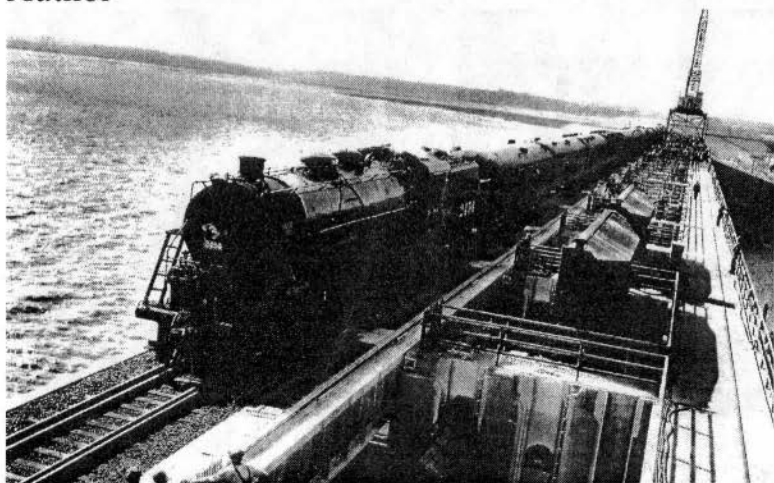
NASHVILLE, CHATTANOOGA & St. LOUIS, A History of "The Dixie Line" by Dain L. Schult, TLC Publishing Inc. Lynchburg, VA, 2002

THE MUD LINE, EAST CAIRO DISTRICT, BY Mike Favre, 2002, compiled for the Paducah Chapter, National Railway Historical Society

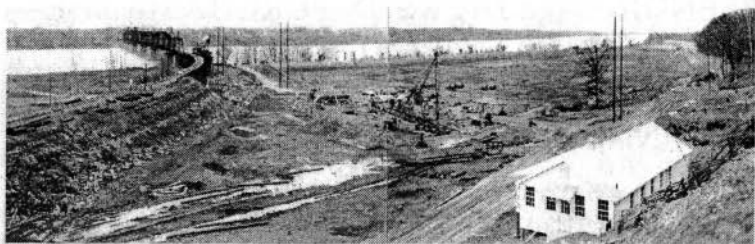
DEFENDING the JACKSON PURCHASE, THE  
HISTORY OF CAMP BEAUREGARD,  
KENTUCKY, Internet  
THE TENNESSEE ENCYCLOPEDIA of  
HISTORY and CULTURE (RAILROADS)  
Downloaded from Internet

DIARY OF PHILANDER K. ROOTS, 1855-1858,  
down loaded from website of Ellen Roots McBride

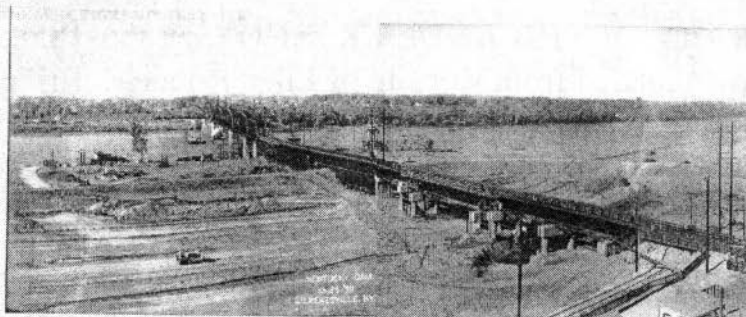
Various other publications and research papers of  
James M. Favre, compiled by him from such  
sources as DeBows Review. 1851, 1852, Paducah  
News-Democrat 1913, Library of Congress, and  
many others  
Personal Recollections and Knowledge of the  
Author



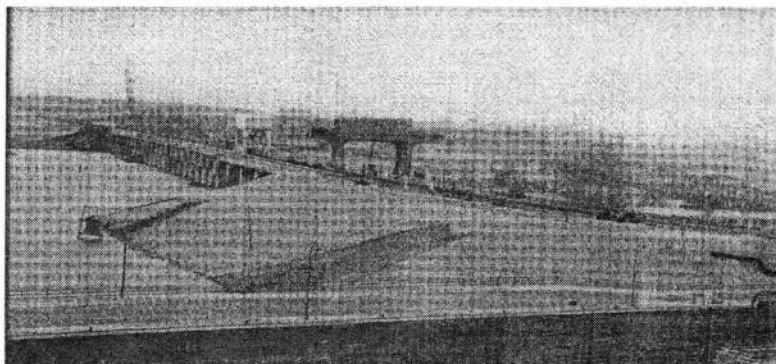
1<sup>st</sup> train over Kentucky Dam November 2, 1944



SD014, February 2, 1939



Railroad Bridge during construction over  
Tennessee River at Kentucky Dam site



The newly-constructed Kentucky Dam  
November 1, 1944





“Pop” Cofer and President of ICRR taken at time  
of 1<sup>st</sup> train over Kentucky Dam