



MOREHEAD AND NORTHFORK RAILROAD CO.

MSNF
12

12

Art
13/17

"OLD NUMBER 12"

MOREHEAD + NORTH FORK
RAILROAD ENGINE

From The Collection Of
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7473

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606-784-7473

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Morehead, KY 40351
606-784-7473

Mike Adams *ARTIST*

Artwork in Oils, Acrylics,
Pencil & Pastels

jmadams1@windstream.net
653 Dark Hollow Road
Clearfield, KY 40313

(606) 783-1312 (Home)
(606) 776-7786 (Cell)



A. & V.
747

A. & V.

747

APRIL 1907
HEAVY PLATE L

CANTON
ROUTE

Freight
Train wreck C40
BLUESTONE 141

1937?

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Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7473



The C. & O. girls.

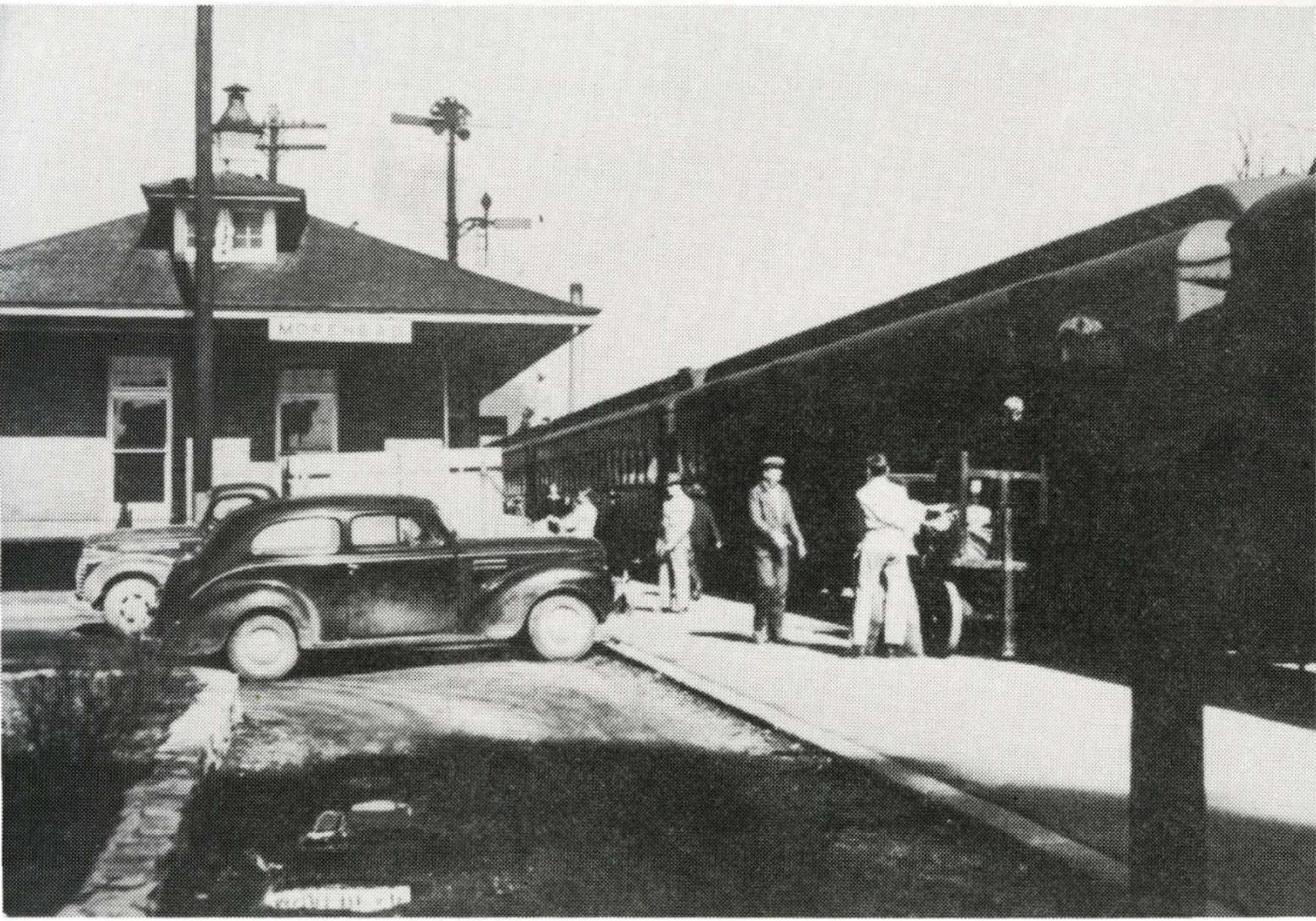




~~NO DESIGNATION STATION~~
~~DESIGNATION~~
POLICE ART
CENTER

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Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7473

~~POST~~





Chessie

THEN: LOOKING WEST AT
THE BUSY MOREHEAD ~~TO~~
RAILROAD PASSENGER DEPOT
AND THE FREIGHT
STATION BEHIND. AND
RAILROAD TRACKS IN
FRONT.

① + 0

502 W. MOREHEAD, KY 40351
606-784-7473





MOREHEAD

VISIT MOREHEAD

MOREHEAD-BOWEN COUNTY
CHAMBER OF COMMERCE

SMALL BUSINESS
DEVELOPMENT CENTER

Now! LOOKING WEST
AT THE SAME PLACE -
WITH THE RAILROAD
TRACKS REPLACED BY
THE US 60 BY-PASS.
THE OLD PASSENGER
DEPOT NOW HOUSES THE
CHAMBER OF COMMERCE
+ SMALL BUSINESS
DEVELOPMENT

Depot
cr of

606-1041

Morehead's Last Train

Few Present To See It Early
Last Saturday Morning

A Morehead family was among the few who rode Morehead's last passenger train Saturday.

They are Mr. and Mrs. Danny Blevins and children - Danny, Jr., Dowe and Dana. They were accompanied by Loranza Skaggs to Louisville.

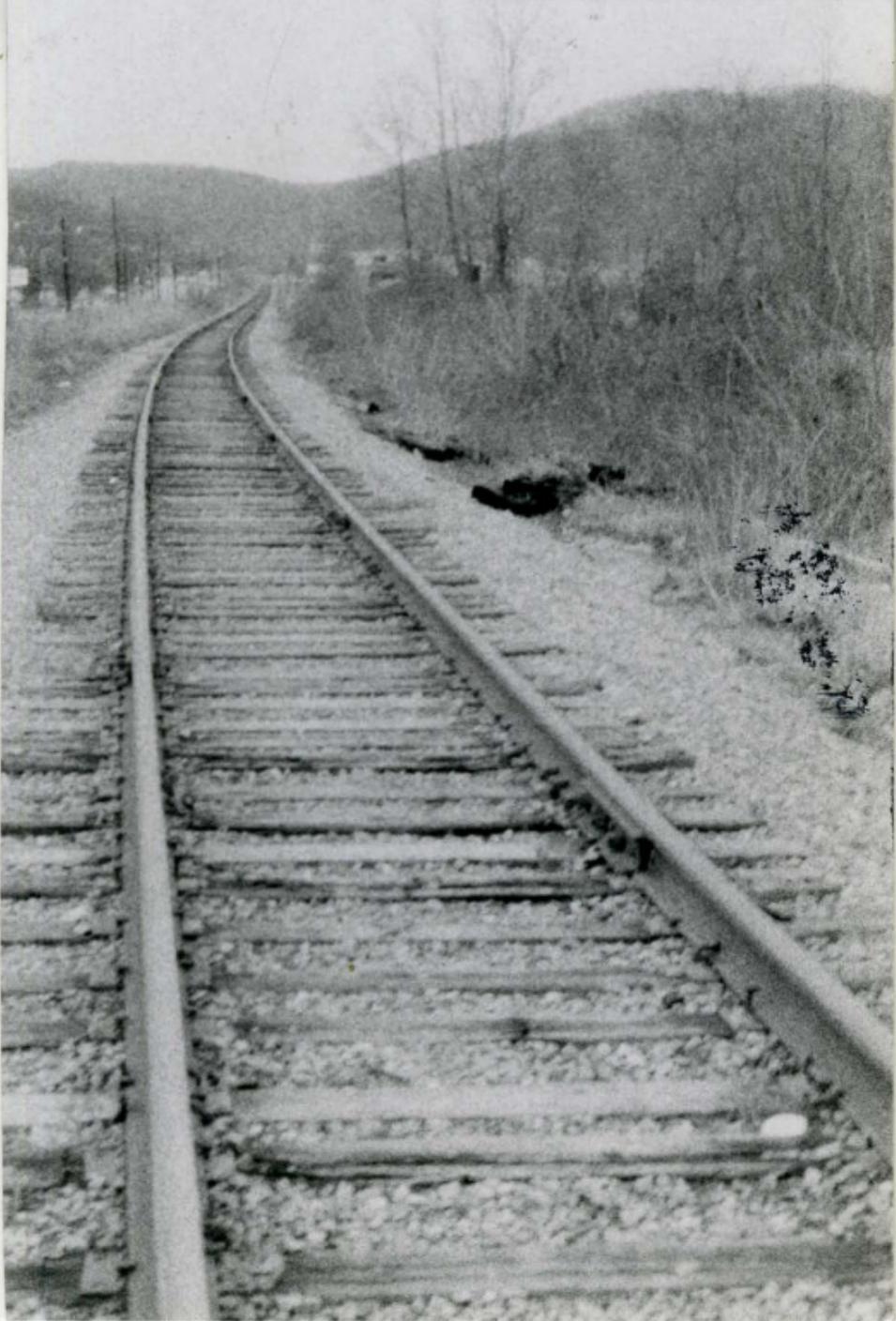
With the exception of Railpax trains, all passenger service in the nation was discontinued May 1. The last train, the George Washington on the C&O, left Morehead Saturday at 7 a.m. bound west for Lexington and Louisville.

The first passenger service operated at Morehead in 1883 when people came from miles to view the steam locomotive and coaches with kerosene lamps, and coal burning stoves.



ROAD LAST TRAIN
THROUGH MOREHEAD
CFO

From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7478



THE 7 1/2 MILE
RAILROAD UP
CHRISTY CREEK
WAS A LONELY ROAD
EXCEPT FOR "PA"
KESSLER AND OLD
NO. 9 ENGINE THAT
PULLED CARS, LOADED
WITH CLAY. IT CLOSED
IN 1948



MOREHEAD FREIGHT
CARS

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Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7473



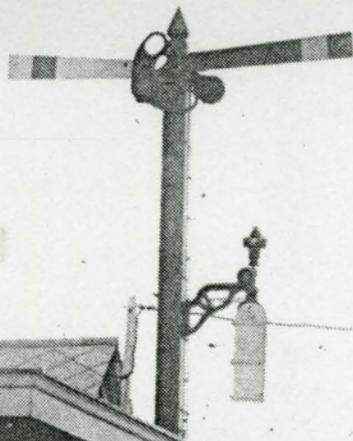
40 DEPT
FARMER
MORRIS

From The Col
Dr

RAIL
CROSSING
WAY

185 TO PORT MORRIS 37 TO SECTION

FARMER



C/O DEBOO

FARMERS

ROWAN Co

From The Collection Of:

Dr. Jack D. Ellis

552 W. Sun St.

Morehead, KY 40351

606-784-7473

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Morehead, KY 40351

606-784-7473



Folk Art Center was
ONCE A WHOLESALE
GROCERY WAREHOUSE.
SHOWS BOX CARS
PREPARING TO
UNLOAD

1950 ~

602 W. Sun St.
Morehead, KY 40351
606-784-7473



THEN! STANDING IN
THE MIDDLE OF THE
C/O RAILROAD TRACKS
IN MOREHEAD LOOKING
EAST. FREIGHT STATION
& PASSENGER STATION ON
THE LEFT.

NOW! YOU WOULD BE
STANDING IN THE
MIDDLE OF THE US 60
BY-PASS

50



NOW: LOOKING WEST
AT THE FREIGHT STATION
NOW A LIQUOR STORE
AND THE MOREHEAD
GROCERY BUILDING NOW
THE KENTUCKY FOLK ART
CENTER.

THE US 60 BYPASS IS
AT THE LEFT - RED LANE
THE RAILROAD TRACKS



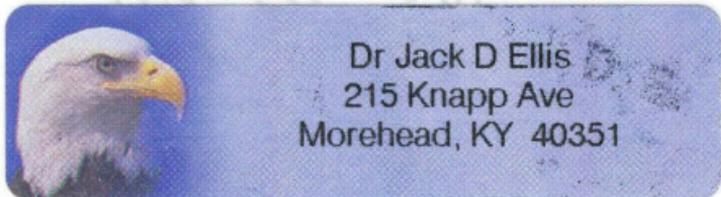
C + O RAIL ROAD
MOREHEAD

From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-734-7473



LAST PASSENGER
TRAIN THROUGH

MOREHEAD MAY 1, 1971
CFO



From The Collection Of:

Dr. Jack D. Ellis

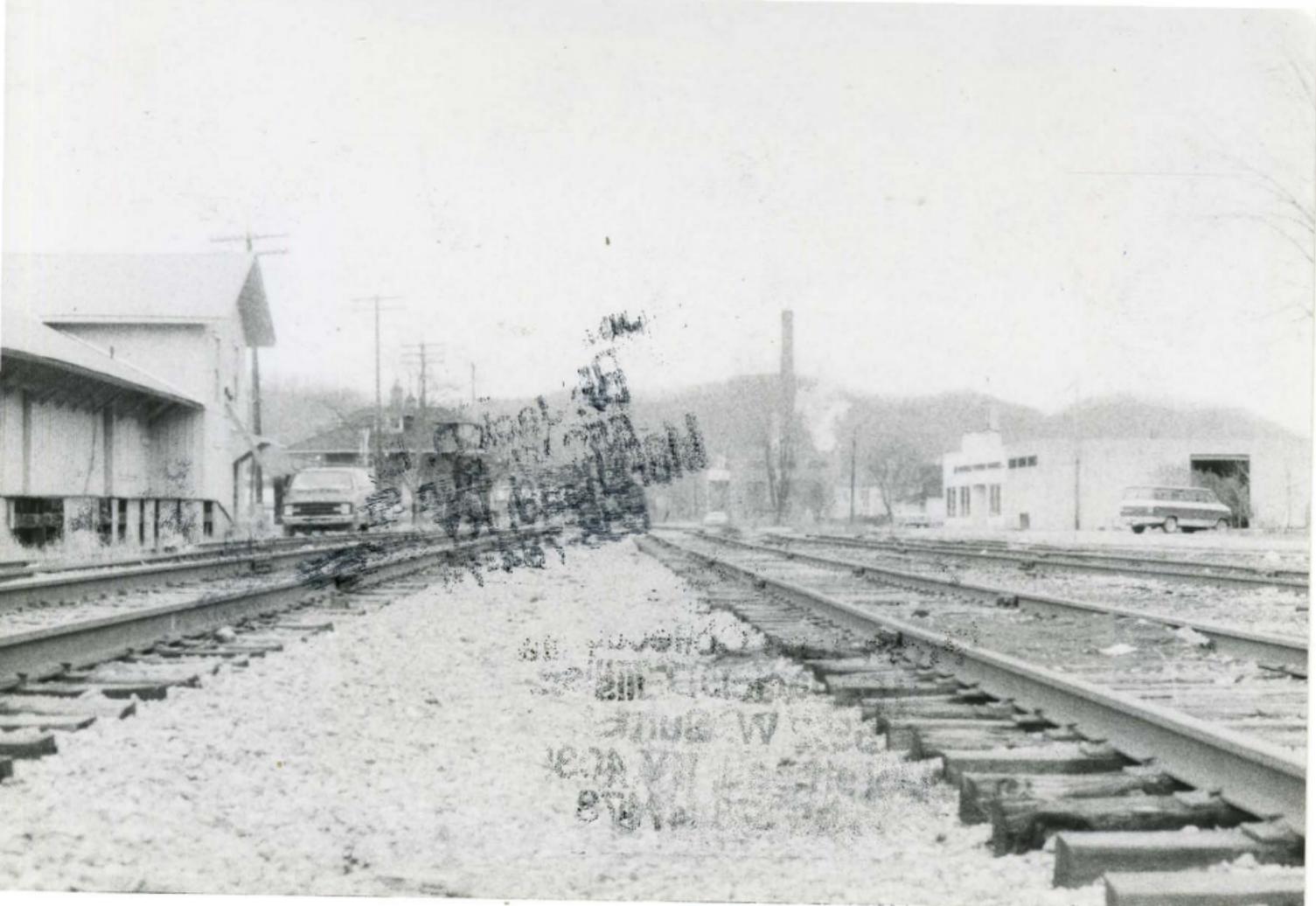
552 W. Sun St.

Morehead, KY 40351

606-784-7473

MORSEHEAD FREIGHT STATION
LTC

From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7478



Looking East on the
C + O Railroad out of
Morehead. 1950s

FREIGHT DEPOT
FIRST USED

AS PASSENGER

DEPOT

RR

Dr Jack D Ellis
215 Knapp Ave
Morehead, KY 40351





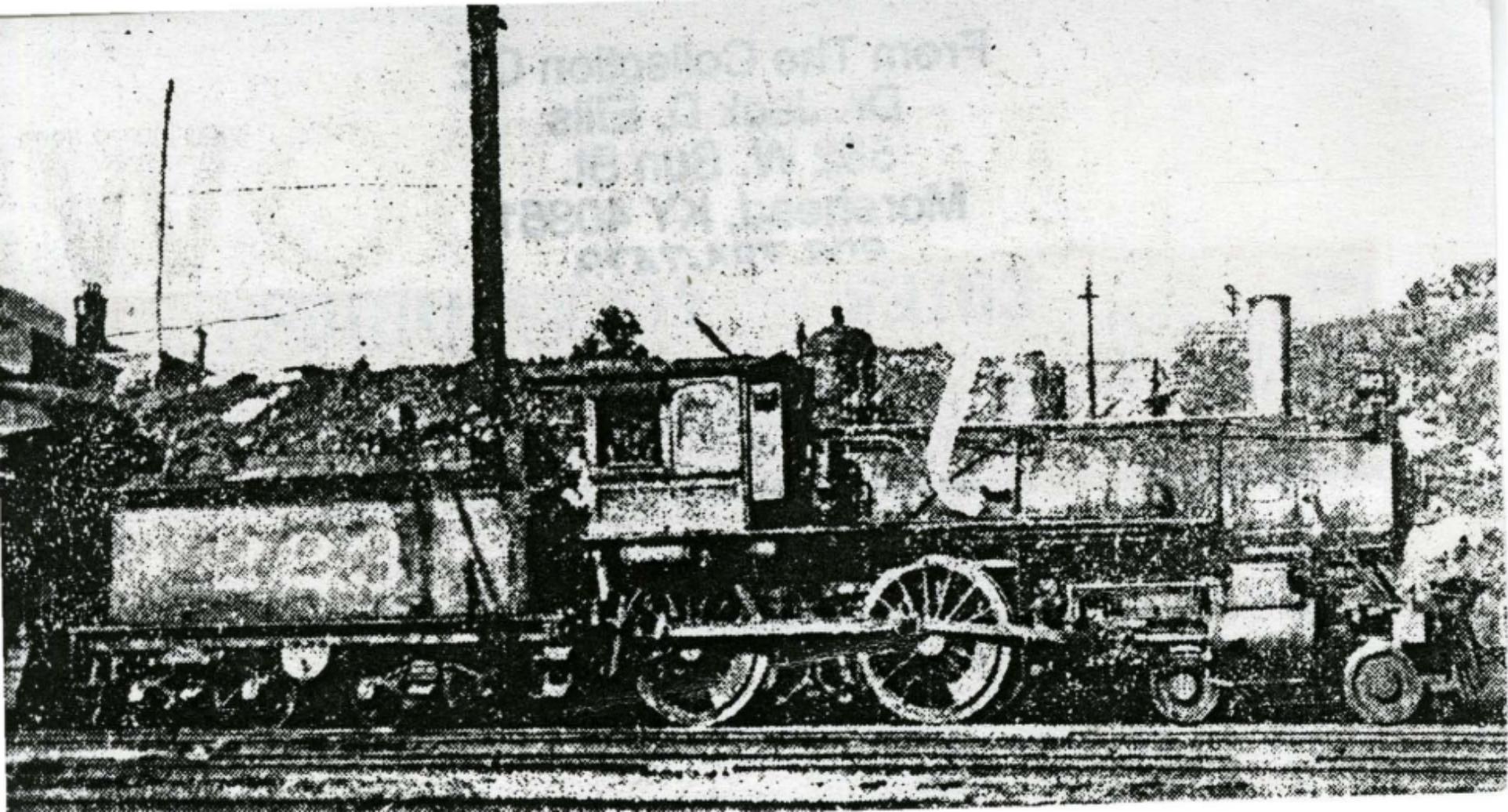
Kodak
Official Sponsor
of the
Olympic Games

CTO RAILROAD
Rowan Co. KY

From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
608-784-7478

Kodak
Official Sponsor
of the
Olympic Games

Kodak
Official Sponsor
of the
Olympic Games



FIRST ENGINE IN MOREHEAD—When the first train came through Morehead, Ky., probably pulled by an engine like this according to officials of the Chesapeake and Ohio Railway, Morehead, Va. Passenger coaches were heated by pot-bellied stoves and lighted by kerosene lamps. People came miles to see Morehead's first train in

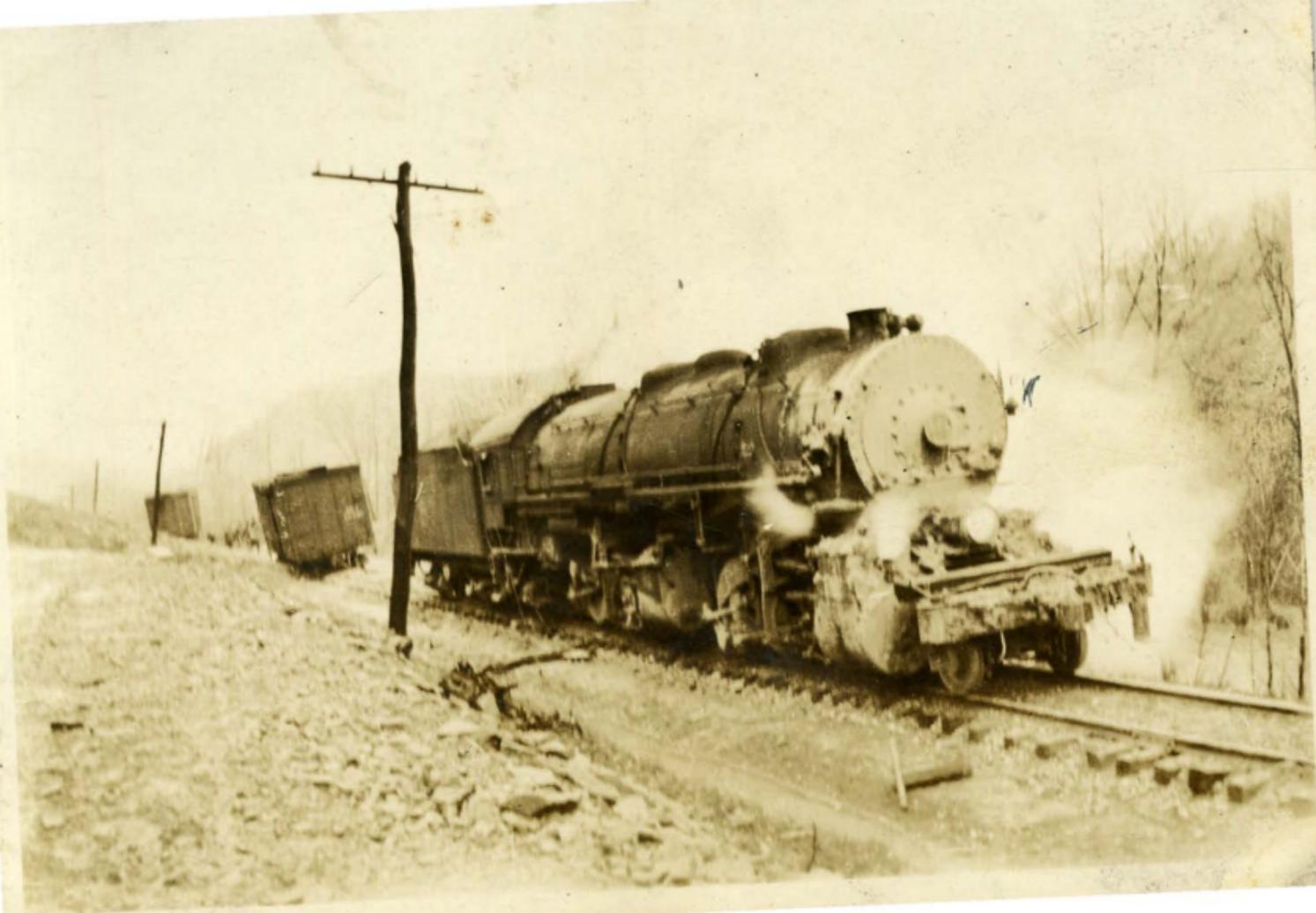
606-784-7473

Morehead, KY 40351

552 W. Sun St.

Dr. Jack D. Ellis

From The Collection Of:



FREIGHT TRAIN WRECK
BLUESBORO KY

1937?

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552 W. Sun St.
Morehead, KY 40351
606-784-7473



210 RAILROAD
MOREHEAD STATION

From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7479



The clinkety clack of the
Railroad Track ON THE
Last passenger train
through Morehead in 1971.

(Photo: Danny Blewett)

120

2 cols



IV (10)
899

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Dr. Jack D. Ellis
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606-784-7473

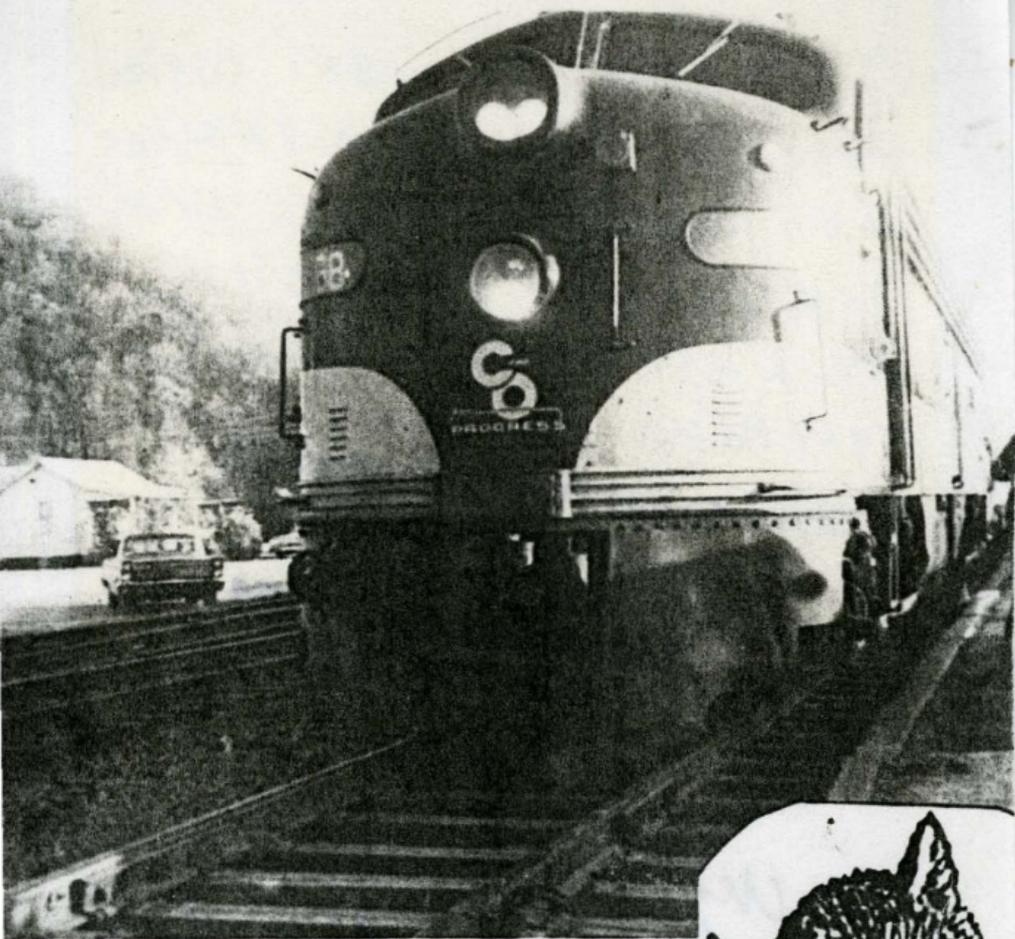
Last C&O Passenger Train

Through Morehead Heads
East Toward Ashland Near
Rodburn. MAY 1, 1971

Photo Werd Williams



MR + MRS DAN
BLEVINS AND
FAMILY DEPART
FROM THE LAST
PASSENGER TRAIN
THROUGH
MOPEHEAD ON
SATURDAY MAY,
1971. ON THAT
DAY THEY RODE IT
TO LOUISVILLE AND
BACK TO MOREHEAD.



Chessie

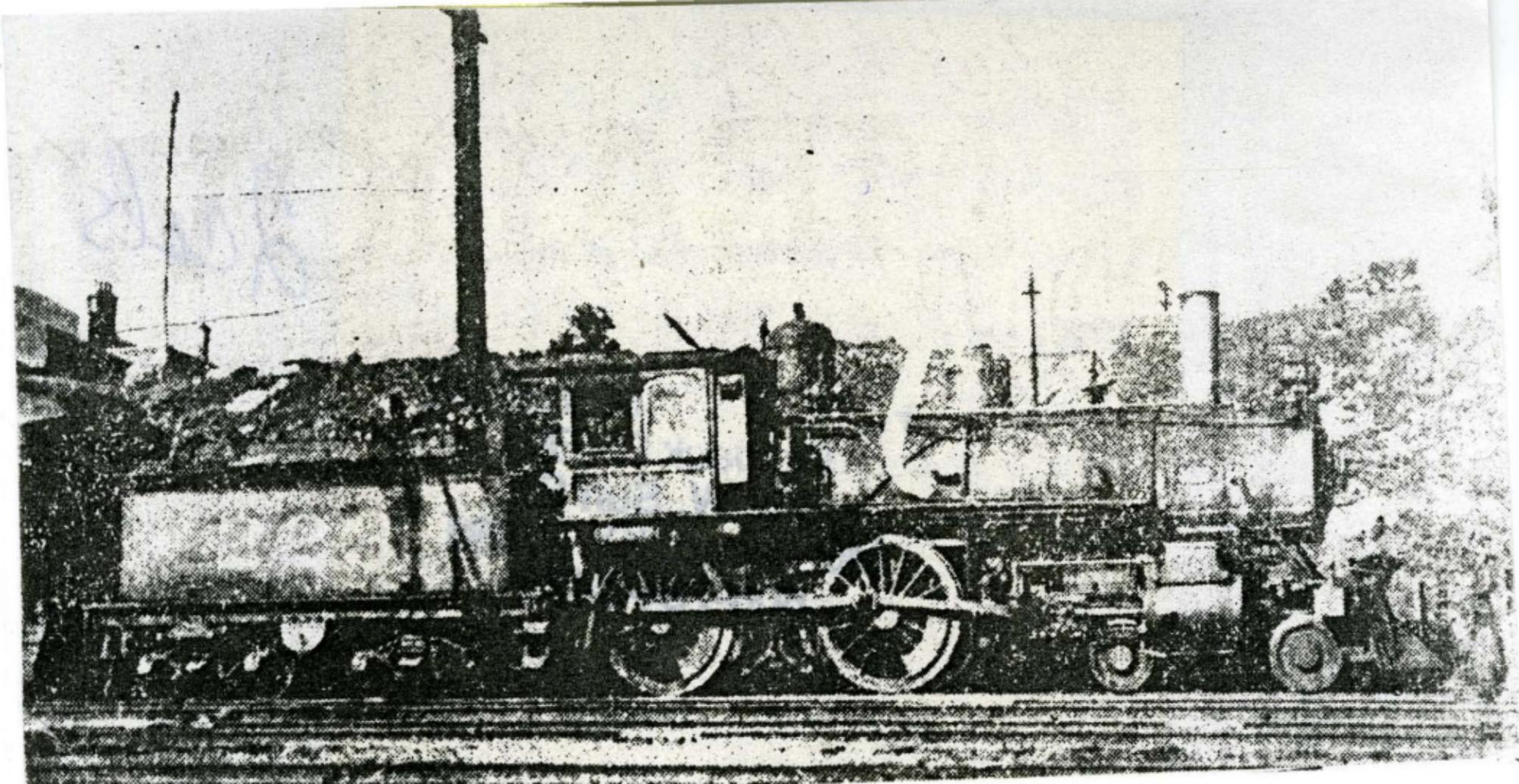
THE FIRST TRAINS THROUGH
MOREHEAD IN 1881 WERE
PULLED BY STEAM ENGINES
AND ~~HEATED~~ COACHES WERE
HEATED BY COAL STOVES.
THE LAST TRAIN THROUGH
MOREHEAD IN 1971 WAS
~~POWERED~~ POWERED BY THIS
CFO DIESEL LOCOMOTIVE,
AND THE COACHES WERE
AIR CONDITIONED.
(Photo Danny Blewins)

cut(s)

cut(s)

teaser top

2 cols



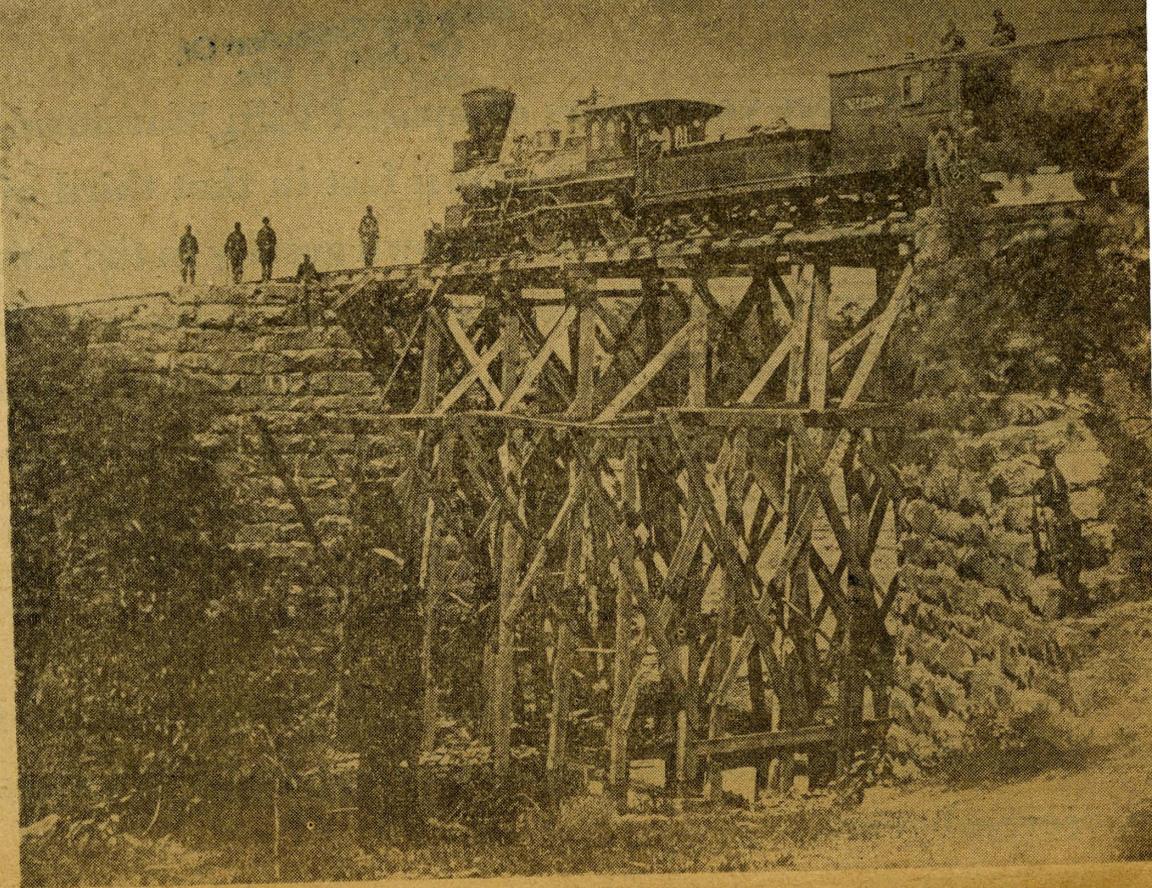
Went (5)

A TRAIN RUNNING THROUGH
MOREHEAD IN 1898
WOULD HAVE BEEN
PULLED BY THIS TYPE OF
SMALL STEAM ENGINE.

PASSENGER COACHES WERE
HEATED BY POT BELLED
STOVES, AND LIGHTED BY
KEROSENE LAMPS. (PHOTO)
ROWAN CO. NEWS.)

2 cols

11



1856 TRAIN—The Chesapeake and Ohio Railway furnished this, and the two photos below
This is the type engine used in 1856 when Rowan became a county



Unusual Information Center

Morehead Jaycees have created an "unusual" tourist information center by securing a Chesapeake and Ohio Railway caboose and renovating it into a Chamber of Commerce office on Main Street here. The caboose has been paneled and air-conditioned and houses

displays of state and national interest. Alpha Hutchinson, left, president of the Morehead Chamber of Commerce, is shown accepting keys to the caboose from Pete Avers, Morehead Jaycees president.

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Farmers Depot

In 1880 the Rowan County Census listed the (Farmers) Village as "Licking City".

This was a bustling town with many businesses and was the scene of much railway activity. freight trains transported logs, lumber and stone from nearby quarries to all parts of the country



THE LAST RUN—Above is pictured, Terry G. "Scrap Oil" Wesley, veteran C & O engineer surrounded by relatives and friends at the Ashland station, Wednesday night. It was the final East bound run for Mr. Wesley as the pilot of the C & O's crack "George Washington." Last Thursday morning, he made his last run at the throttle of the fast passenger train. When the "George Washington" thundered through the Russell C & O Terminal, Mr. Wesley was greeted with screaming engine whistles from the many yard and diesel engineers and firemen. Immediately on his return to Cincinnati Terminal, he retired from service of the C & O after fifty years as an engineer. In the picture reading from left to right are: Mrs. Maywood Perry, his daughter, Mr. Wesley, his wife, veteran Conductor Watt Worthington, who is shaking hands with his engineer, R. H. Lunsford, Pullman conductor, his son-in-law, Maywood Perry and an intimate friend, Mack Anderson, prominent Ironton merchant.

FOR
PROGRESS



HIS LAST RUN—Louis France, son of Mrs. Lizzie France of Morehead, congratulates Conductor Otho McFarland as Mr. McFarland made his last run on the George Washington, crack C & O passenger train, Friday evening. France, a C & O porter, has made thousands of trips with McFarland. This picture was taken at the railroad station Friday evening by News photographer Art Stewart. Conductor McFarland climaxed 63 years, four months and four days service with the C & O.

**From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7473**

1950^s

LUKE FRANCE -
MOREHEAD MARTIN



THEN: LOOKING WEST
WITH THE RAILROAD
TRACKS TO THE LEFT
OF THE FREIGHT
STATION. - WITH A
STREET CROSSING THE
TRACKS CTO
(1956)

MORSEHEAD GROCERY CO.
IN THE FAR REAR

606-184-1411

The Morehead News

No Passenger Trains ^{April} 1971

First Time Morehead Has Been Without This Service In 90 Years: George Washington, Now Two Coaches, Will Cease Operation

Morehead and this area of Kentucky will have no passenger train service after May 1.

In fact, the entire State of Kentucky, with the exception of Louisville and Bowling Green, will be without passenger trains.

Only passenger train now operating through Morehead is the George Washington on the Chesapeake and Ohio. It leaves Morehead headed west to Louisville at around 6:30 a.m., and returns about 7 p.m.

The George Washington, once the proud crack passenger of the C&O, now has only two coaches, both sort of weather beaten, on the Lexington division which passes through Morehead. Even this two coach passenger will be no more after May 1.

Thus, starting May 1 the C&O railroad will offer no services to Morehead except for a few carload shippers. About five years ago the railroad discontinued all LCL (less than

carload shipments). The railroads no longer carry mail, and the declining railway express service is mostly by truck.

Beginning May 1 the entire nation will have only 21 passenger routes to be operated by a company separate from the railroads - The National Railroad Passenger Corp. (Railpax). The railroads said annual loss from operating passenger trains was \$235 million as commercial travel has turned mostly to airplanes. Of course, automobiles are the biggest transportation competitor.

Community's Biggest Business

Until about 30 years ago the C&O operated six passenger trains a day through Morehead - three east and three west.

When the railroad was opened at Morehead in either 1881 or 1883, this was the

"biggest" business in the community. Morehead became a focal shipping and receiving point, as well as for passenger travel. A historical review of the era discloses the local economy revolved around the railroad.

Whereas a railroad was the all vital economic factor and perhaps any town's number one asset until about World War I, it has now become possibly the biggest liability. Usually, like in Morehead, the tracks run through a principal part of the community, and property values are less if the land adjoins or is near a railroad. Freight trains, now offering no local service except to carload shippers, block traffic. Lexington solved this problem to an extent by having the tracks moved outside and

No Passengers —

Continued From Preceding Page

around the city.

The 21 routes operative in the nation after May 1 will use 184 passenger trains and serve 114 cities with 100,000 or more population. Most cities will have a train a day. Five states will have no passenger trains - Arkansas, Maine, New Hampshire, South Dakota and Vermont.

All passenger service on the C&O-B&O routes will be abolished.

The new operation (Railpax) is sort of a cooperative arrangement between the nation's railroads.

MAY 1 1971

Morehead's Last Train

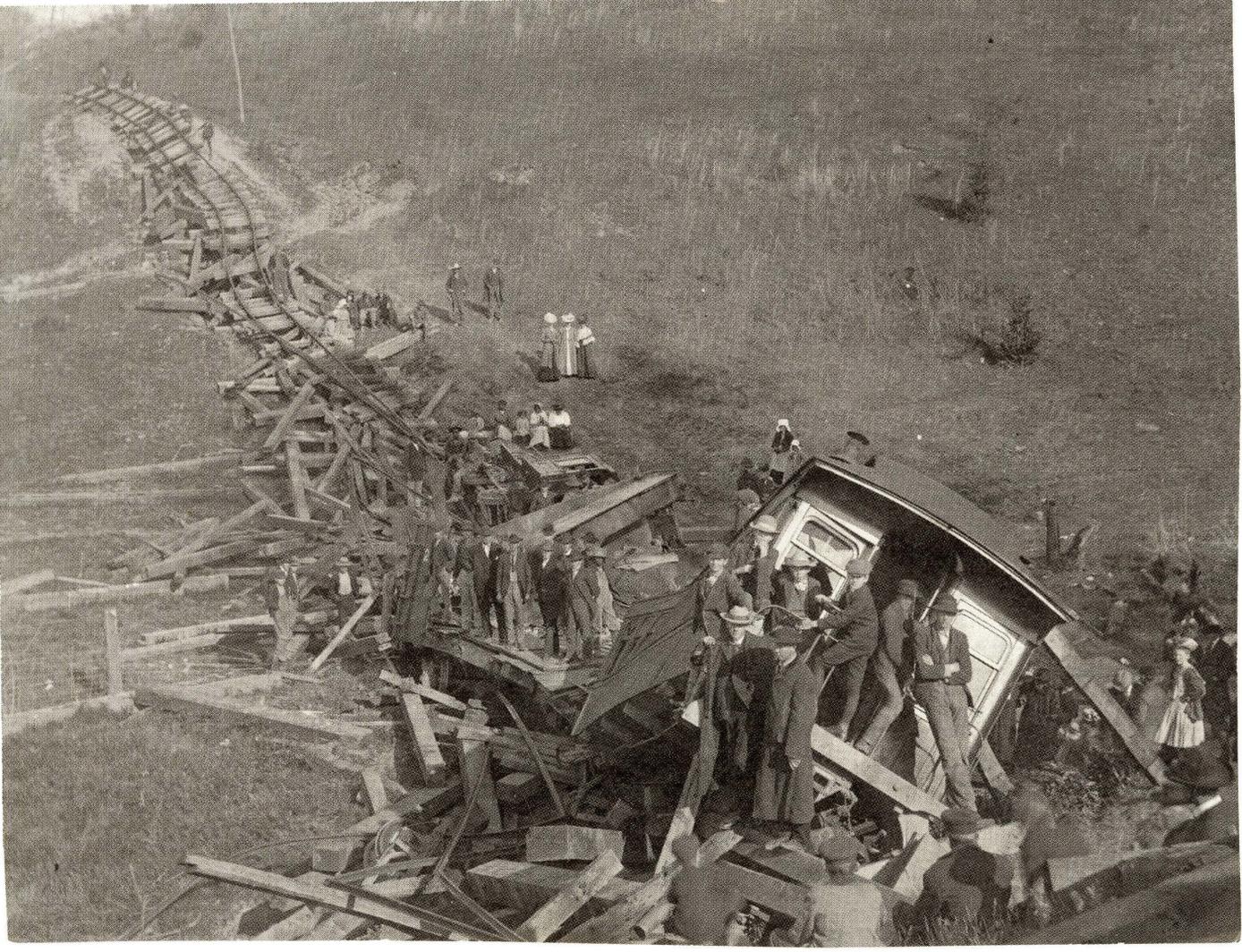
Few Present To See It Early
Last Saturday Morning

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They are Mr. and Mrs. Danny Blevins and children - Danny, Jr., Dowe and Dana. They were accompanied by Loranza Skaggs to Louisville.

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The first passenger service operated at Morehead in 1883 when people came from miles to view the steam locomotive and coaches with kerosene lamps, and coal burning stoves.



EARLY FLEMING CO. RAILROAD

Monday									
Tuesday									
Wednesday									
Thursday									
Friday									

30

29

28

27

24

21

20

17

14

13

Good Friday

10

9

7



3

2

1

IT WAS NOT UNCOMMON FOR EARLY RAILROADS THROUGH E. KY TO COLLAPSE WITH HEAVY FREIGHT TRAFFIC - AS DID THIS RR THROUGH FLEMING CO. RR



Conductor Completes 63 Years Service With Railroad

Two powerful diesel engines pulled the George Washington (train 22), crack flyer of the Chesapeake and Ohio Railroad, into Morehead Friday evening, promptly at 5:55.

There's nothing unusual about that, because this train, one of America's most modern, is rarely late and you can set your watch by its daily whistle.

But, engineer S. G. Squires seemed to give the whistle a little extra blast. On the Morehead platform, just as at every station on the Lexington division Friday, stood a group of railroad men, mostly 'old-timers'—men with many years of seniority—indicating this run of the George Washington was a little different.

When the diesels halted the long passenger train, Otho McFarland, the conductor, stepped on the platform. There was nothing unusual in that—in fact, this was very common-place, because Conductor McFarland had been doing just that since 1897.

The railroaders clustered around McFarland, the news photographer's flash bulb went off, and persons leaving and boarding the train recognized this was something of a special occasion. It was very special.

This was Conductor McFarland's last run!

It marked the end of a 63 year, four months and four days career for Mr. McFarland for it was in April, 1890 that he entered the employ of the C&O.

For 56 years, Mr. McFarland has been a trainman on the Lexington division.

His career spans that of transition in railroad travel from coal-heated, pot-bellied coach stoves

(Continued On Page 8)



HIS LAST RUN—Louis France, son of Mrs. Lizzie France of Morehead, congratulates Conductor Otho McFarland as Mr. McFarland made his last run on the George Washington, crack C & O passenger train, Friday evening. France, a C & O porter, has made thousands of trips with McFarland. This picture was taken at the railroad station Friday evening by News photographer Art Stewart. Conductor McFarland climaxed 63 years, four months and four days service with the C & O.

1350

ready to file

LOUIS FRANCE

MOREHEAD Ky

From The Collection Of:
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552 W. Sun St.
Morehead, KY 40351
606-784-7473

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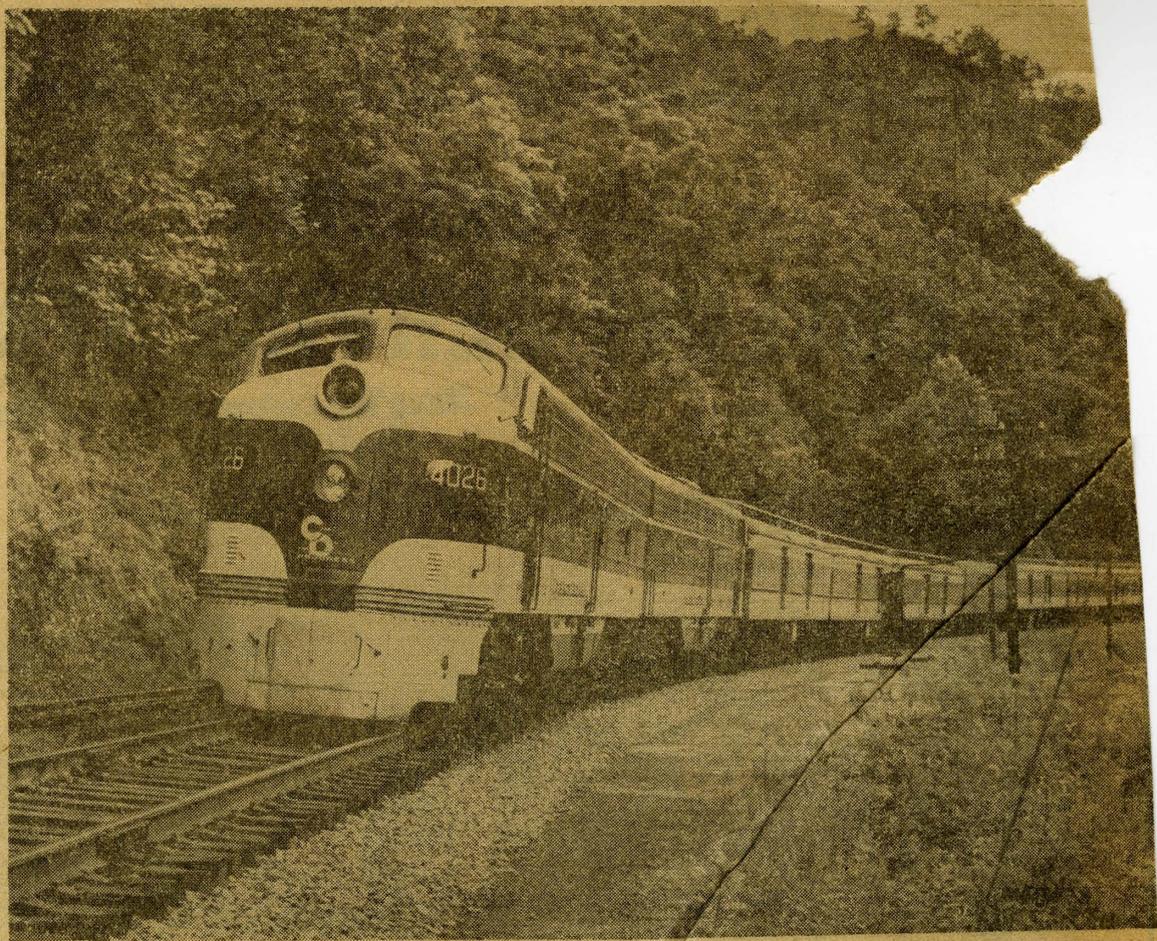
**FLOOD-HE
MARRIAGE**

Mr. and Morehead a of his daug to Mr. Robe Mr. and Mr of Wickliff took place Aug. 22, in odist Churc The Rev. A Mrs. Cha sister-in-lav

and Mr. Flo The bride dress of ice accessories. orchid surro Immediat emony the to Florida a on their re at Winches Herring is gineer with R.E.A.

**FAMILY D
BRIDE ANI**

Mr. and M of Frankfo for a few father, Mil Flood, and family, Mr. lin and son, ring, the Flood, and married on Tenn. On S ner was es home with ing, Mr. ar and Mrs. V Mrs. Bob L Mr. and Mr Maggie He Fenton Mo and Mr. an Lexington.

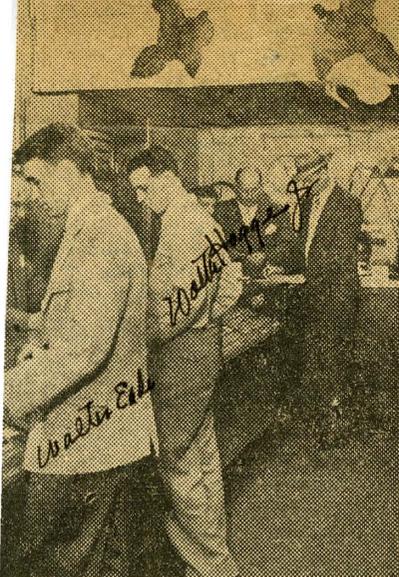


THE NEW ERA—Railroad engines powered by coal and steam have given way to diesels. This is the George Washington which now passes through Morehead. Coaches are air-conditioned and every convenience offered.



RIDING IN STYLE—These are the Moreheadians that were guests of the General Motors Company on its "Train of Tomorrow." They and three bus loads of newspapermen, state officials and Lexington business men boarded the dream train at Morehead Friday afternoon and rode to Lexington. Morehead was the only place in Kentucky that the train picked up passengers. The above photo was taken at the rear of the almost-all-glass observation car. ~~_____~~ Reading from the left: County Attorney Elijah M. Hogge; Postmaster Claude L. Clayton; County Superintendent Ted Crosthwait; William Jesse Baird, Morehead College president; Dr. Baird's son, David H. Baird, who is an official of the production control department of General Motors at Bristol, Conn.; Mayor William H. Layne; Morehead Lumber Company President Walter Swift; and Beard of Trade President W. E. Crutcher, who also represented the Rowan County News. **PHOTO: ROWAN CO. NEWS**

C 1948



and Pen Shop, located in Phoenix
South Limestone street.

And Pen Shop Jewelry, Pen Repairs

Jay's specializes in hand engraving, having available one of the best craftsmen in Kentucky. All jewelry, fountain pens and cigarette lighters sold in the store are engraved free of charge while the customer waits.

Another exclusive service offered the public is a two-day cleaning and adjustment service on electric razors. Cutting heads and accessories are carried in stock for Schick, Remington and Sunbeam razors.

In the jewelry-repair department, Jay's is equipped to handle all types of repairs including stone-setting; reshanking, sizing, cleaning and polishing rings; cleaning and restringing beads

Final Rites Conducted For Bob Green

County Offices Closed For Funeral; Died Of Cerebral Hemorrhage

Robert K. (Bob) Green, 71, chief deputy in the office of his son, Sheriff Sam Green, died at 12:10 Tuesday morning, five hours after he suffered a cerebral hemorrhage.

Apparently in good health, Mr. Green, who was a candidate for the Democrat nomination to succeed his son, suffered a stroke shortly after eating dinner Monday evening. He had served in his official position Monday and had waited on the Circuit Court now in session.

Funeral services were conducted at 11 o'clock this morning (Thursday) at the Morehead Baptist Church. Burial was in the Green Cemetery at Ibex, Elliott County. The body lay in state an hour before the final rites.

Mr. Green was born September 26, 1877 at Green (Elliott County) a community that was named after his ancestors. He was the son of the late Mr. and Mrs. Dave Green.

He married Minnie Green, daughter of the late Judge S. L. Green of Elliott County. He was reared in Elliott County and

Blair-Reynolds Marriage Solemnized

In one of the prettiest home weddings ever held in Morehead, Mrs. Thelma Blair, daughter of Mr. and Mrs. Harlan Strong of Jackson, became the bride of Dr. Samuel E. Reynolds, son of Mrs. Anna Clay, Saturday evening, May 21, at 8 o'clock. The impressive double ring ceremony was read by Rev. Elmore Ryle, pastor of the Morehead Christian Church. The bride was met at the foot of the stairs by her brother, T. K. Strong of Jackson, who gave her in marriage. Her only attendant was her little daughter, Miss Kay Blair. The ceremony took place before the flower banked mantle of their spacious new home on Second Street.

Mrs. Reynolds chose for her wedding an afternoon dress of dusty rose, fashioned with a lace bodice and a full skirt of matching crepe. She wore an off-the-face hat of the same color. Her flowers were a nosegay of white gardenias and blue delphiniums. Little Kay wore a dress of pink dotted Swiss trimmed with lace and carried a nosegay in miniature matching the bride's.

Mr. Andre Bowne served as best man for Dr. Reynolds.

Mrs. James Reynolds at the piano presented a number of selections preceeding and during the ceremony.

The home was beautifully decorated with white gladiolus and garden flowers.

Immediately following the ceremony a reception was held for the guests who included the families of the bride and groom. Out-of-town guests were T. K. Strong and Doan Strong of Jackson, brothers of the bride, Dr. and Mrs. Cog Lewis of Jackson and Mrs. and Mrs. Rayleigh

From The Collection Of:

Dr. Jack D. Ellis

552 W. Sun St.

Morehead, KY 40351

606-784-7470





In the 1940s a
Train hit a Truck at
Rodburn Grade Crossing.
L.R. Robert Maley,
Murrel Courell, ?
Emmett Blount
(Foot on tire), and
"Burr" Evans

C+O

Crosser

Murrel Courell ? ?
(Foot on tire) Burr Evans

Identified



e+o Railroad Depot at Haldeman, Kentucky

The railroad was an important aspect of Haldeman's rapid development. The freight trains transported the Haldeman Fire Bricks to market.

Since hardly anyone in the community owned an automobile, the passenger trains provided much needed transportation. The depot was also a place where people like to meet and just catch up on the local news and gossip of the day.



MOREHEAD KY - RR. ST.

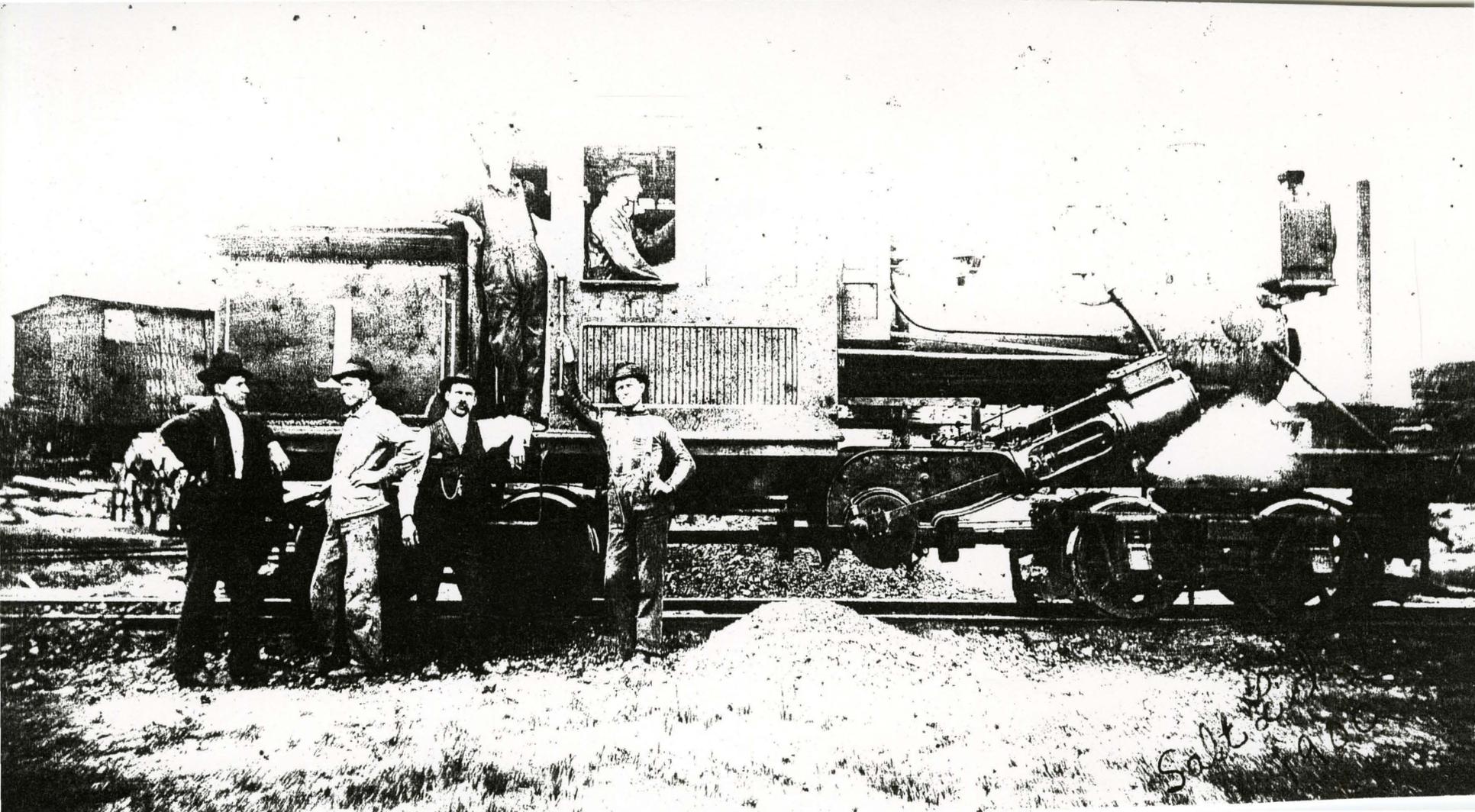
MOREHEAD DEPOT ~~AND~~ (WAS BOTH FREIGHT AND PASSENGER) C+O

PEOPLES HOTEL - RR ST.

PEOPLES BANK (L R)

© 1910-1915

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Dr. Jack D. Ellis
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Salt Lake City

From The Collection Of:
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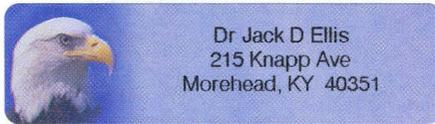
SMALL NARROW GORGE STEAM
ENGINE - BATH COUNTY (SOUTHERN)
YALC KY



RAILROAD CREW ON RR CROSSING
~~FROM~~ MIDLAND TO YALE KY
SOUTH BATH COUNTY -
1905

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R.R.

MOREHEAD FREIGHT STATION © 1950

From The Collection Of:
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Morehead, KY 40351
606-784-7473

CFD



MOREHEAD

C&O Confers 50 Year Service Pin To Agent B. F. Penix

A Morehead community, church and Masonic leader was honored Monday when the Chesapeake and Ohio Railroad Company conferred its 50 years service pin on Agent B. F. Penix.

It was March 9, 1909 that Mr. Penix joined the employ of C&O and his first assignment was Agent at the then prosperous Peach Orchard station on the Big Sandy division.

Since that time he has seen many changes in railroad operation. In the old days everybody traveled by railroad. The rails in those days handled just about all the freight, including short hauls. Today the trend is carload lots and distance shipments.

Started In 1906

Mr. Penix is personally acquainted with just about everybody who works on the C&O, particularly the Lexington and Big Sandy divisions. Soft spoken, affable and cooperative by nature he counts his personal friends in the thousands.

Actually, Mr. Penix has been 'railroading' for 53 years. He started with the L&N at Falmouth as student clerk and assistant telegraph operator under Agent J. R. Earle in 1906. He moved to the C&O three years later.

Following the stint at Peach Orchard, Mr. Penix was transferred to the Agency at Shelby, a thriving operation on Big Sandy. During this tenure Mr. Penix witnessed the building of the SV&E Railroad and the start of the town of Jenkins.

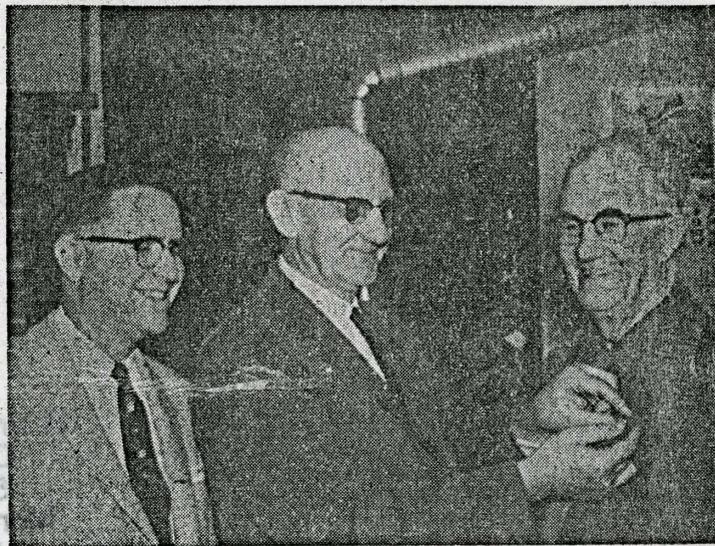
He came to Morehead as the Station Manager in 1931 and has remained in that position since.

He cannot recall how many bills of lading he has made out or the number of pieces of freight and express handled through his agencies, but it runs into the millions.

Have 13 Grandchildren

Mr. Penix was born at nearby Frenchburg, in Menifee County, Feb. 5, 1889. On June 26, 1911 he married Anne Virginia Young at Shelby. They are the parents of six children: Mrs. H. A. Pelfrey, Anaheim, Calif.; Mrs. Alvin Foote, San Luis Obispo, Calif.; Mrs. J. G. O'Donnell, San Fran-

(Continued on last page, this section)



—Photos by Norman Tant

HONORED—Trainmaster G. E. Childress, Ashland, attaches the gold pin to the lapel of Morehead Station Agent B. F. Penix for 50 years service, as Robert Vawter, Assistant Trainmaster, looks on. Mr. and Mrs. Penix also received gold lifetime passes and a letter from C&O President Walter J. Touhy. Mr. Penix started working for the railroad March 9, 1909.



CONGRATULATIONS—Some old friends and employees gathered at the C&O freight offices in Morehead this week to congratulate B. F. Penix on 50 years service. From left: Chief Clerk Tom Hogge; Telegraph Operator R. E. Littleton; Lineman Tom Compton; Citizens Bank Cashier Glenn W. Lane; Trainmaster G. E. Childress; Cashier Gary Pope; Mr. Penix; Assistant Trainmaster Robert Vawter; Murvel Crosley, President of the M&NF Railroad; Weighbill Clerk Malon Hall; and Citizens Bank Assistant Cashier Alpha Hutchinson. Mr. Penix is in excellent health and does not plan immediate retirement.



← B. F. Penix
M&NF
RAILROAD

From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7473

Edith (Oates) Crossley

Married 1922

Bellevue Johnny



From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7478

12008 VA, (Sanitation)
8747-487-803

30

U.S. MAIL

A Morehead community church and Masonic leader was honored Monday when the Chesapeake and Ohio Railroad Company conferred its 50 years service pin on Agent B. F. Penix.

It was March 8, 1909 that Mr. Penix joined the employ of C&O and his first assignment was Agent at the then prospectors' station on the Big Sandy division.

Since that time he has seen many changes in railroad operation in the old days everybody traveled by railroad. The rails in those days handled the goods and the freight. Today the rails and distance are

Mr. Penix was appointed with the body who works on the division. He is a member of the Chesapeake and Ohio Railroad. He has been in the employ of the railroad for 12 years. He started with the C&O as a station clerk and assistant telegraph operator under Agent J. R. Penix in 1909. He moved to the C&O three years later.

Following the shift at Leitchfield, Mr. Penix was transferred to the Agency at Shelby, where he operated on the Big Sandy branch. The transfer of Mr. Penix to the Agency at Shelby was the result of the reorganization of the C&O Railroad and the start of the new era.

The change in Morehead at the station manager in 1911 and the fact that Penix remained in that position since that time is a fact that is well known to all who know the history of the C&O Railroad. He has made many trips of leading in his line and a number of pieces of freight and express handled through the area, but it was this the railroad.

Mr. Penix was born at Leitchfield, Ky. He was married in 1911 to Mrs. Anna Virginia Penix. They are the parents of six children: Mrs. H. A. Penix, Mrs. C. L. Penix, Mrs. A. V. Penix, Mrs. J. E. Penix, Mrs. J. E. Penix, and Mrs. J. E. Penix.

HONORED—Trainmaster G. E. Childress, Ashland, attaches the pin to the lapel of Morehead Station Agent B. F. Penix for 50 years service as Robert Venter, Assistant Trainmaster, looks on. Mr. Penix also received gold lifetime passes and a letter from C&O President Walter J. Funk. Mr. Penix started working for the railroad March 7, 1909.

CONGRATULATIONS—Some old friends and employees gathered at the C&O freight office in Morehead this week to congratulate B. F. Penix on 50 years service. From left: Chief Clerk Tom Penix, Leitchfield; R. E. Linton, Lineman Tom Campbell, Leitchfield; W. Lane, Trainmaster G. E. Childress, Ashland; G. E. Penix, Assistant Trainmaster; Robert Venter, Morehead; Mervyn Crossley, President of the M&N Railroad; Western Clerk Walter J. Funk; and Citizens Bank Assistant Cashier Alvin Hutchinson. Mr. Penix is in excellent health and does not plan immediate retirement.

at the grave.
Mr. Puckett was born April 26, 1925 at Christy, Ky., the son of Mr. and Mrs. Martin Puckett of Route 3, Morehead. At the age of 18, he was drafted into the Army at Ft. Thomas, Ky. He took his basic training at Camp Blanding, Fla. On March 29, 1944 he was transferred to England and then to France. He was wounded in action on July 12, 1944 and died July 13, 1944.

Surviving besides his parents are four brothers, Jasper, East Fairmount, Mass.; Bert, Morehead; Elmer, East Chicago, Ind.; and James with the Army in Germany, four sisters, Mrs. Leonard Williams, Dunreith, Ind.; Mrs. Curtis Hall, Gates, Ruth and Cora Jane at home.

The body is lying in state at the Ferguson Funeral Home, which is handling the arrangements.

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Mr. Hatcher is one of six men who work with Boy Scout Councils in setting up training programs for volunteer leaders in the movement. As a Scout, he was a Patrol Leader, Senior Patrol Leader, and an Eagle Scout. As a volunteer he served as assistant Scoutmaster, Scoutmaster, and Field Commissioner.

New Furniture Store Opens In Morehead

Morehead has a new furniture store this week.

The new firm is the Fraley Furniture Company and will be under the active management of Earl Scott Fraley. They will specialize in both new and used furniture and will carry a complete line of wallpaper, paints, and appliances.

The Fraley Furniture Company is located on Fairbanks Avenue, next to the Kaiser-Frazer Motor Company.

Mr. Fraley announced that a considerable stock of merchandise from several markets had already arrived while additional shipments are being received daily.

May Anglers Must Have Fishing License

Rowan County Clerk Bernard P. Day said today that although May will be open for fishing this year, all persons between the ages of 16 and 65 must have licenses. This includes both males and females.

The month of May has been closed to fishing heretofore.

Persons over 65 may secure their fishing licenses free of charge at the Clerk's office.

Received On Fleming Ave

Council Members Hinkle Proposal Than Expected

Only one bid was received for the proposed paving of Fleming Avenue from Main Street to Flemingsburg Road. This proposal was submitted by the Hinkle Construction Company, which has the contract for paving Fleming Avenue.

Hinkle's bid was \$27,000. Council members had expected a lower proposal because Hinkle Company will have equipment here at Lyons Avenue.

Breaking the bid down to cost to property owners, council figures roughly that paving will cost about \$1.50 a lineal foot. This means that owner of a 50 foot lot facing street would pay \$515.00.

The Hinkle Company's Lyons Avenue was approximately \$19 a lineal foot. A spokesman for the company said the Fleming Avenue job situated a higher bid because more grading and drainage since the street runs on a decline from Main to the junction with Sun Street.

Morehead's council neither accepted or rejected the bid. Council members said they were guided by the desire of a majority of property owners.

'Pa' Kessler's Railroad On Christy Creek Is Discontinued After 28 Years Of Service

Last Load Of Clay Hauled From Sweetman Branch Wednesday

With a throaty and steady "chug-chug" and a long whistle as it passed over the Christy Creek trestle, the General Refractories Company Railroad in Rowan County made its final run last Wednesday.

It was around noon that the lone engine of the road, "Number 2" pulled its last load of clay from the Christy Creek mines to the Chesapeake and Ohio siding at Rodburn. As the last car was switched a group of company officials snapped pictures while the few faithful road employees and a group of friends, like Linville Wright, a former fireman, looked wistfully on.

Construction of the 7.2 miles of road-bed started in 1919, when the General Refractories supply of flint clay at its Carter County mines began running out. On December 29, 1929 the first car of clay was hauled from the Old House Creek mine.

Claude "Pa" Kessler was at the throttle that day almost 28 years ago, and he again guided the train when it made the last run Wednesday. In fact, "Pa" (as he is affectionately known) has been the only engineer that the railroad has ever had, and the road long since became known by Rowan County residents as "Pa Kessler's Railroad."

It might be more correct to say that the railroad is known as "Pa and Ma Kessler's Railroad" for this couple have always been grouped in the same breath and are seldom apart except when Claude was making one of his runs to the mines.

When the Rowan County News writer visited the Kessler home to get the story about the railroad, "Pa" Kessler called on "Ma" for much of the factual information and she was kept busy hunting up his old time-books and other data which tell the story of the road since its beginning.

"That's the best darn woman in Rowan County," Claude declared. A little later, Mrs. Kessler advised "outside the children and me I guess Pa loved that railroad better than anything in



The General Refractories spur railroad on Christy Creek was discontinued Wednesday after being in operation for nearly 28 years. Shown here on the lone engine of the road is Fireman Henry Hall and Engineer Claude Kessler. Mr. Kessler has been at the throttle every run made on the road and for several years local people have referred to it as "Pa Kessler's Railroad." This picture was taken by Buddy Loggworth, a brother-in-law of Fireman Hall, who is a photographer for Fox Studios in Hollywood.

the world." Claude admitted that the last run marked one of the saddest days of his life.

Discontinuance of the road is an old story of short line railroads versus trucks. The General Refractories Company started hauling the clay from the Sweetman Branch mine, which is now being worked, to a ramp on the C&O at Rodburn the day after engine number 2 made its final run. The company had previously announced it could transport the clay cheaper by truck than the road-bed could be maintained.

Christy Creek residents flocked to their door-steps to wave at engineer Kessler and his fireman Henry Hall on their last trip. All of them said they would miss the daily run and we "don't see how we'll get along without Pa's hand-wave."

Prior to the construction of a paved road on Christy Creek and the installation of rural free de-

livery service, engineer Kessler was always glad to stop the train and pick up a letter to be mailed at Morehead or to bring Mrs. Smith medicine from a Morehead drug-store for her sick child.

Mr. Kessler is proud that in 28 years he never missed a scheduled run, except twice and that was when the 1927 and 1939 flash-floods washed part of the tracks away. He beamed when he said: "I guess that everybody that lived on the railroad is my friend."

In addition to the many, neighborly services he rendered the people along Christy Creek, "Pa" Kessler was always glad to transport anything either way for an employee of the mines. At present General Refractories employs about 80 men at the Sweetman Branch clay mine, but they have worked as many as 150 men on Christy Creek.

"Pa" Kessler didn't have a

record of just how many cars of clay that he has hauled off Christy Creek, but some rapid figuring places the amount at about 25,000. "And," he said, "25,000 cars will make a lot of fire-brick and is worth a lot of money." The clay was used in the General Refractories plants at Olive Hill and Hitchens, being transported from the Rodburn siding by the C&O.

Mr. Kessler began working for the company Sept. 15, 1919. He remembers the date very well because it was Ethel's (Mrs. Kessler's first name is Ethel) birthday. He operated a steam shovel at the clay mines in Carter County until he became engineer on the road in Rowan County.

Claude is nearly 64 years old and eligible to retire at 65. "But, I'm not going to retire at 65," he said. "I've seen too many people go to seed, wither up and die when they quit work." Asked about the future plans, Mr. Kessler said it was up to the company, but thought he would probably operate the loading ramp which is a stone's throw from his home.

At present he and "engine number 2" are engaged in pulling out the rails, bridge-work and ties. When this is finished the engine on which Kessler has spent so many happy days will be transported east where it has been sold by the company.

"This is really the third engine I've run on this road," Mr. Kessler said. "But, through some mix-up somebody put 'number 1' on each of the first two." He explained that for the first seven years, the road had an old flat-top boiler type. This was replaced with a four-wheel "American" engine which continued in operation until 1937. The present "Baldwin" manufactured engine was purchased in 1937.

The engineer remembers every fireman that worked for him, and had Ethel get his time-books to show the dates they were employed. The late Troy Carter was the first fireman, working until 1922. Then his brother, Bill Carter (ex-sheriff of Rowan County) fired the boilers until 1926. Henry Hall succeeded Bill and

(Continued on Page 3)

Mrs. Ludie Chick Imel, Elliott Native, Dies

Mrs. Ludie Chick Imel, Jerry Imel of York, passed Sunday, April 18, in a Cleveland hospital where she had been a patient since June 25, 1937.

Mrs. Imel was born in Rowan County, Feb. 16, 1889, a daughter of the late Meredit Elizabeth Chick, but had resided in Greenup County since 1920.

She was united in marriage to Jerry Imel Oct. 21, 1908.

In addition to her husband she is survived by two daughters, Mrs. Fay Spetnagel of Rowan, Ky., and Mrs. O'Rourke of Providence two sons, Ted of Troy, a man of Cleveland; two daughters, Mrs. Dolie Wilburn of mouth and Mrs. Lucy H. Tampa, Fla., and brother Herman Chick of Morehead. Mrs. Clyde passed away last year and a brother, Lester, passed away in November.

She was a member of the Baptist Church in York where services were conducted on April 22. Rev. Don Davis officiated and burial was in Davis Cemetery under the direction of the Roberson Home of Greenup.

Alfrey Cemetery Will Be Cleaned, Beautified

The cleaning and beautifying of the Alfrey Cemetery was scheduled May 10, 11, and 12. The cemetery committee that all persons who have relatives or friends buried in the cemetery to be present at the time of the work on the

RC IV

April 29,
1948

Since ^{Ferguson} until 1934, Lemmie Wright
held the place until 1943 - when
Hall again started working.
The engine rumbled among the gravel
for out 32 to Morgan's level corner
In 28 years he has 3 wrecks.
One time six cars got off the
track, and they had the
engine got off - it ran
on the end of the track

From the Collection of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7479



SMALL NARROW GAUGE DR ENGINE

UP-SIDE DOWN

BATH COUNTY 1905

**From The Collection Of:
Dr. Jack D. Ellis
552 W. Sun St.
Morehead, KY 40351
606-784-7473**

2/11
people

**MOREHEAD MEMORIES: PEOPLE & PLACES
TRAIN TRIP FROM ASHLAND TO MOREHEAD, 1881**

**BY
JACK D. ELLIS**

"Let us take our journey, and let us go." (Gen. 33:12)

2

Traveling by train in the late 1800s was an unpredictable adventure. For instance in 1881, the year the railroad opened through Morehead, it was a tedious trip from Ashland to Morehead that required transferring trains twice on three different railroads.

Here is a story filed by an unknown reporter for the *Ashland Independent*. That adventurous unknown reporter left Ashland at 5:00 a.m. on November 18, 1881, on the Eastern Kentucky Railroad Line (E.K.) bound for Morehead, Rowan County Kentucky. He was assigned to report the latest news from the "City of the Hills." The train carried him along the Ohio River through Raceland, Greenup, arriving at Riverton at 9:00 a.m.

over report
but from
Ashland
Morehead

The unknown reporter changed trains at Riverton and boarded the Eastern Kentucky and Big Sandy (E.K. & B.S.) railroad that was three hours late leaving Riverton headed toward Grayson, Kentucky. He had planned to change at Grayson to the Elizabethtown, Lexington and Big Sandy (E.L & B.S.) Line that ran through Morehead and Mt. Sterling to Lexington. The schedule called for him to leave Grayson at 1:00 p.m. and arrive in Morehead at 4:07. But that was not to be. He did not reach Grayson until 3:00 p.m.

REPORTER SPENT THE NIGHT IN GRAYSON

The engineer on the run to Grayson was John Cranyon who tried desperately but unsuccessfully to make up the lost time in order for the passengers to make their

*elsewhere been
Lot*

connection on the E.E. & B.S. train to Morehead. However, as the *Independent* reporter wrote, "Man proposes and God disposes unavailable train delays." Therefore the "*Independent*" man wrote that by nightfall he found his way in Grayson to the well spread table of M. Elias P. Davis where he spent the night.

missed his connection to Morehead

On the second day of his extended train trip from Ashland to Morehead this adventurous reporter was at the junction of the Elizabethtown, Lexington, and Big Sandy Railroad. It was early in the morning and the station was busy with passengers and freights. Charles B. Eifort, the son of John Eifort of Honneywell, was in charge of "loading and slinging" freight shipments that day.

TRAVELERS GOT TO KNOW EACH OTHER

John Swearing was also at the station. He had recently returned from Crowley County, Kansas, and was on his way with his wife and children to Tygart Switch Station to go into the lumber business at Breckinridge's Sawmill. He had been married 11 years and had 7 children, 6 sons and one daughter. (Those six sons would be a great help in his new lumber business.)

Others preparing to board the train were Robert Elwood, mine superintendent for the Straight Creek Coal Mining Company as well as B. Frank Powers of Ashland, William Paton of Catlettsburg, and John Darby from Buffalo Furnace in Greenup County. After a wait of two hours the train for Morehead arrived. It was pulled by engine number 3 and the engineer was Ike Adams from Greenup County. Hugh Craynon, Jr. another Honneywell man was keeping the boiler hot with a mixture of

That morning

departed.

wood, coal and water for steam.

At one of the stations Charles F. Weaver of Honneywell boarded the train. He was superintendent of the Telegraphic Construction Department for the Elizabethtown, Lexington & Big Sandy Railroad. He was on his way to Mt. Sterling which was then the headquarters for that railroad line. Also, George Osenton, a native of Germany, boarded the train at Soldier. He was a traveling salesman from the T.P. Brown and Company of Portsmouth, Ohio. He was also bound for Morehead where he hoped to sell some of his company's hardware and dry goods to Colonel Warren Alderson's stores in Morehead, Elliottville, and Sandy Hook. Before the railroad came through Morehead in 1881,

Colonel Alderson (this writer's great-great grandfather) had ^{three} businesses, ^{including} a stage and freight line ^{that} he ran to the Ohio River at Maysville to ^{haul} have the merchandise for his stores, X

ROWAN; BEAUTIFUL, WILD + UNKNOWN COUNTRY

As the train slowly puffed ^{ON} its way westward out of Carter County into East Rowan County, the passengers were plunged into a region entirely unknown to most of them.

That was especially true since that part of the railroad had just been opened for a few weeks, and anyone traveling that way before would have been on horseback or walking.

The *Independent* ^{Eye-witness} reporter wrote, "As we approached the Sinking Creek section they whirled past some of the wildest, most beautiful and picturesque scenery I have ever beheld. As we approached Rowan County I could see clearly what early primitive Kentucky was like in the days of Daniel Boone, with its log cabins, hillside corn patches suggestive of the pioneer days. In fact it appeared that the forest primeval had never

(B)

been layers of a doubt that the forest primeval had never been seen as it was so dark and dense as to be out of the eye could see.

5
been touched by double bit axes except where the small cabins stood in the midst of a clearing." That reporter could understand why Morehead was called the City of the Hills because there was still virgin timber as far as the eye could see. (That would soon change because the railroad brought the timber barons that opened up great steam powered sawmills throughout Rowan County.) Certainly early Rowan County was a timber based economy from the very inception and continues today to be known as "the hardwood capital of Kentucky."

4
Last
Railroad Passenger Train - MAY / 1971
LAST FREIGHT - 1973

9-16

MOREHEAD MEMORIES: PEOPLE & PLACES
~~ROWAN~~ RAILROADS & RESTAURANTS

BY

JACK D. ELLIS

REMEMBER THE FORMER THINGS OF OLD (IS. 46:9)

In 1919 the General Refractories Company of Philadelphia, owners of the clay mines in Carter County, bought a 50 ft. railroad right-of-way starting at the C&O Railroad in Morehead and extending 4 ½ miles up Christy Creek, (Near Morehead the right-of-way was 100 feet wide for switching.) They immediately needed a railroad to haul the rich fire clay from veins on Christy Creek to the C&O tracks ^{so} it could be transported to their fire brick plant at Olive Hill.

In the early 1920s the refractory company purchased an additional 3 ½ miles of right-of-way to Walker Branch, making a total of 7 ½ miles to the southeast of Morehead. The land purchases were amicable, although the company did hold the right of eminent domain and could have forced a sale.

A standard gauge railroad was built to the mines and for the next 30 years clay was hauled down the Morehead & Christy Creek Railroad. The engineer was "Pa" Kessler, one of Rowan's most outspoken ^{citizens} with what could be termed "colorful" language. "Pa" was married to "Ma" Kessler who was a house mother at ^{Fields Hall,} one of the college dormitories. They were a well-known and beloved (republican) couple who were life long citizens of Rowan.

"Pa" Kessler was the only engineer on the Morehead & Christy Creek line

because 30 years ^{later} after in 1950, the railroad closed and Engineer Kessler made his last run. In 1951 the tracks were removed to salvage the steel leaving the remaining cross ties to rot in the right of way. But that was not the end of the Morehead & Christy Creek Railroad.

^{profession of the railroad closed, local contractor and}
In 1968 early entrepreneur Ed Mabry contacted General Refractories in Philadelphia offering to purchase the 50 ft. by 7 ½ mile railroad right-of-way up Christy Creek. After several months of negotiating Mr. Mabry purchased the right-of-way ^{and} Court records show he paid just over \$5,000 for the property.

When the sale became public the owners of the adjacent property became enraged and employed legal counsel. Their claim was (1) General Refractories abandoned the property and it now belonged to them as they had peaceful possession for more than the legal 15 years; (2) Many ^{formed} ~~now farm~~ the property and have built barns and houses on the old right-of-way; (3) General Refractories acquired the property in 1919 under eminent domain. A legal fight ensued between the adjacent property owners and Mr. Mabry ^{and Ed} lost the battle.

^{Ed Mabry}
But for a while ~~Mr. Mabry~~ owned what could have been the longest, narrowest farm in the world. It would have had corn rows longer than any in Kansas. In order to plant those rows ^{it} he would have required over-night lodging; or it could have been the longest mobile home park in the world. But none of that was to be, even though the entrepreneur Mr. Mabry thought he had a legal deal.

The Morehead & Christy Creek Railroad made its last run in 1951 but did not actually die until 1968. However, it was once an important part of Rowan County and remains a part of its history.

EARLY COOKS AND SKILLET SKILLS

The ladies of Rowan long have been known for their culinary skills ever since the county was formed in 1856. The Gault House built shortly after the county was established was ~~run~~^{run} by Judge and Mrs. Hargis. All who stopped at the inn praised Mrs. Hargis for her cooking skills.

By 1881 there were three more hotels in Morehead, one owned by Mr. Hamilton, one owned by H. Clay Powers, and one called the Carey House operated by ~~Mr.~~^{Mrs.} Carey. It was located across the street from the present ~~right~~^{height} station. Mrs. Carey was the daughter of Major Brain of Farmers and was complemented by all who ate at her table for the food she served. One of her guests who stayed there in 1881 wrote, "If there is a woman in Kentucky who can make coffee and corn muffins to the highest degree of perfection it is Mrs. Carey. God bless her." (Writers in those days used a lot of flowery phrases.)

In the early 1900s Mrs. Clara Robinson operated what was then the Green Lantern and the Keystone Restaurant. She also was the pastry chef for Morehead's most famous restaurant, The Eagles Nest. Late in her life she was recognized in "Ripley's Believe It or Not" as having baked over 50,000 pies in her lifetime, and according to those who sampled them, she never made a bad one. They were all delicious just like everything

else she placed in or on the stove.

Following Mrs. Robinson's death, her family in going through an old trunk found some of her old menus ^{from the time} when she ran the Green Lantern and Keystone Restaurants in Morehead. On April 29, 1931, the Green Lantern had an Individual Service Menu that offered your choice of juice as an appetizer, choice of one meat, either salmon croquets with sauce, roast young beef with gravy, or fresh ^{pork} ham with applesauce, plus three vegetables: new cabbage with ham hocks, mashed white potatoes and early spring beets in butter. It offered your choice in dessert of either butterscotch pie, sliced pineapple and wafers, or chocolate cream pie served with coffee, tea, or milk.

The price for that dinner on the menu was 40 cents. If that was too much, you could order a plate lunch consisting of one meat, two vegetables, bread, butter and a drink for 25 cents.

In looking through some of Mrs. Robinson's past menus it seemed she specialized in all kinds of pies for her desserts. She also frequently served baked Italian macaroni and scalloped potatoes. On one of her Thanksgiving dinner menus she offered a five course dinner for 45 to 50 cents. Folks in those days with 25 to 50 cents ^{ate} are well, yet they never seemed to gain much weight. But few folks had 25 to 50 cents then and ~~Miss~~ ^{Mrs.} Robinson's Keystone and Green Lantern Restaurants ^{soon went out of business and} are ^{now} a part of Rowan's rich restaurant history. She finished her cooking career as the pastry chef for the Eagles Nest Restaurant.

1888
Elizabeth born - Flex + Big Sandy - Connected to the
E. Kyon Big Sandy - Rowan

**MOREHEAD MEMORIES: PEOPLE AND PLACES
TRAINS, TRAFFIC AND TRAGEDIES
BY**

JACK D. ELLIS

"The day of calamity shall rise suddenly" (Proverbs 24:22)

Rowan became a county and Morehead was selected as the county seat in 1856. It

was not until 1869 that the city was incorporated and it was governed by four

commissioners and a mayor.

CITY OF THE HILLS

In 1875, six years before the railroad arrived in Rowan, Morehead was a village of 300 people. Mt. Sterling, thirty five miles west, was the nearest railroad shipping point.

Cyrus Alley was the postmaster and mail arrived twice a week. There were two flour

mills, one saw mill, three churches and a one-room common school which was not very

well attended.

1881 The railroad can't see through Morehead - Generally
GROWTH AND RAILROADS BRING MIXED BLESSINGS

The Morehead Business Directory of 1875 included: County Officials: Warren

Bailey, County Judge; James W. Johnson, County Court Clerk; W.P. Wyatt, sheriff; and

Andrew Humphrey, Tax Commissioner. Lawyers included: J.E. Clark, John Hargis,

W.G. Taber and Z.T. Young. Physicians: H.S. Logan and T.W. Banfield. Preachers:

Rev. H.S. Doyle (Christian) and Rev. James Stewart (Baptist) and a circuit riding

Methodist Preacher from Fleming County. All services were conducted in the

Courthouse. There was one school teacher listed in town by the name of H.T. Littleton.

In 1875 Morehead had two stores, one owned by Colonel Warren Alderson and the other by Howard Logan. The stores were built of logs with a moss roof. Since the

railroad had not yet reached Morehead, both stores were across the street from the

WHEN THE RAILROAD WAS BUILT THROUGH ROWAN COUNTY IN 1871, THE CENTER OF BUSINESS MOVED TO FIRST STREET. THE NEW RAILROAD WAS CALLED THE ELIZABETHTON LEXINGTON + BIG SANDY -

1884-1887
THE TOLLUOR-MARTIN FUELED (ROWAN COUNTY WAR) SLOWED THE
GROWTH OF MOREHEAD CONSIDERABLY - BUT BY THE
MOREHEAD BEGAN TO EXPERIENCE GROWING PAINS

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Courthouse. There was one school teacher listed in town by the name of H.T. Littleton.

In 1875 Morehead had two stores, one owned by Colonel Warren Alderson and

the other by Howard Logan. The stores were built of logs with a moss roof. Since the

railroad had not yet reached Morehead, both stores were across the street from the

Courthouse. When the railroad came in 1881, business activity moved to First Street.

Mr. Stephen Bishop (Bob's father) was the cabinet and casket maker in Morehead. He was also the undertaker with a fancy horse drawn hearse.

TRAINS AND CARS INEVITABLY COLLIDE
It was not until the Rowan County War ended that Morehead began to experience

growing pains. It rapidly became a center of business activity and was a rail head for Morgan and Elliott Counties ^{and,} with the arrival of a new century the city grew rapidly. The arrival of trains and automobiles into Rowan County brought traffic and tragedy to town.

With many automobiles throughout the county and many graded railroad crossings of small rural roads, and many trains traveling everyday through Rowan County it was inevitable that automobiles and trains were going to collide.

WORST AUTO ACCIDENT IN ROWAN HISTORY
The worst automobile accident in Rowan County's history happened June 18,

1927. It was about 10:30 a.m. that Alex Patton and his family had been out picking blackberries, and on their way home they picked up eight year old Elmo Caudill who was on his way to visit his Aunt Prudie Nickell. They were crossing the C&O tracks at Bronson Crossing, 3 miles west of Morehead when, according to witnesses, their Ford Touring car stalled on the track with train No. 27 bearing down on them. There ~~was~~ ^{were} screams, grinding of metal and the sickening crash of steel against steel as the train struck the motionless vehicle. The mass of twisted steel that had been an automobile was pushed several hundred feet along the track before the train could stop. There was an eerie silence as onlookers and train crew rushed to the jumbled mass of steel.

Killed on impact were Alex Patton (65) and his wife (35) and their baby Allie

Young Patton (5 mo.). Also dead were Grace McClain (15) Mrs. Patton's daughter by a previous marriage, and Elmo Caudill (8) son of Mr. And Mrs. Stephen Caudill who had just been picked up along the road to be taken to visit his Aunt Prudie Nickell. Five year old Albert McClain, son of Mrs. Patton from a previous marriage was still alive. He was cut from the wreckage and sent on the next train (No. 23) to Lexington where he recovered and he became the only survivor of the worst automobile accident in the 150 year history of Rowan County.

OTHER TRAIN AND CAR COLLISIONS OCCUR OVER THE YEARS

Throughout the 90 years history of the railroad running through Rowan there have been numerous tragic collisions of trains and automobiles. Accidents have occurred at such places as Farmers, Rodburn, Gates and Hayes Crossing. But none as tragic in terms of loss of life as the one at Bronson Crossing.

This accident was brought to this writer's attention recently when Ed Briner and his son from Australia visited me looking for information about their family. Ed's mother was a Patton who had left Morehead a few years before the accident and moved to Ohio. Actually, Ed was born the day of the accident and had always been told about it by his mother. I was able to help him find a lot of these details that seemed to answer some of his questions. Even though I remember people talking about this terrible accident for years, thanks to the Briner family, I filled in the blanks. Of course, there are no more train or grade crossings in ^{Rowan} ~~Roan~~ County. But the highways are still dangerous.

It seems that the summer of 1927 saw a lot of violence and tragedy in ^{Rowan} ~~Roan~~ County. The same week ~~these~~ five people from one family were killed at Bronson

Crossing, Wallie Nickell's two year old son was run over ^{by a car} and killed in front of his ~~house~~ ^{home} ~~by a car~~ on U.S. 60 about 100 yards from Bronson Crossing. The child was rushed to the Nickell Hospital on Main Street, but all efforts to save him failed. The car was driven by Albert VanHook and it was determined the accident was unavoidable.

That same violent week, John Kiser age 12 of Smile in Rowan County accidentally shot and killed his ^{younger} ~~smaller~~ brother Charlie. An older brother had been out hunting and left a loaded shotgun on the porch where the 12 year old picked it up and shot through the window into the house killing his younger brother.

It should be pointed out that one can not be too careful with guns or automobiles. Both can result in tragedy when one least expects it.

7/7

**MOREHEAD MEMORIES: PEOPLE & PLACES
THEN & NOW: RAILROADS
BY
JACK D. ELLIS**

As Rowan County celebrates its 150th birthday, it would be interesting to take a “THEN and NOW” look at the County and the City. What was going on in our community at certain periods of our history and comparing those events to the present.

The Elizabethtown, Lexington Railroad combined with the Eastern Kentucky and Big Sandy Railroad opening up rail service through Morehead in November, 1881. The first trains through to Morehead brought crowds to the station to see those modern marvels of transportation. When the rail service opened up, it became the biggest business in the community as Morehead became a regional shipping and receiving center as well as a focal point for travel as the railroad was taken over by the Chesapeake and Ohio line.

Then, the local economy revolved around the railroads. Hotels, restaurants, businesses, and the population rapidly expanded. Morehead became a regional rail shipping hub. Rentals of horses and buggies flourished as “drummers” (salesmen) arrived by train and rented rigs to peddle their wares throughout Eastern Kentucky. Now, the sales “reps” arrive in their classy automobiles, make their calls and return home to Lexington, Louisville and Cincinnati.

CELL PHONE
/

Most early Morehead businesses were first established near the railroad on what is now First Street or on Raine Street, located across the railroad tracks. Therefore, the railroad with its transportation and passenger service, soon formed the lifeblood of the local economy. For many years the railroad not only brought business into Morehead, it was the biggest business in the county. Of course, today the economy is much more diversified with education, health care, recreation, business and industry.

From 1918 (WW I) through WW II and into the 1950s, there were six passenger trains each day through Morehead. Three going east and three going west. Many Moreheadians would board the 6:00 a.m. train to Lexington. Then you could walk from the Lexington depot to downtown Main Street and spend the day shopping and dining. They would then board the return train and arrive in Morehead on the 6:00 p.m. train. (Lexington was also a small town then.) During the 1930s and 1940s, many Morehead ladies dressed in their latest fashions (including hats) would often spend the day shopping in Lexington. *At that time there were* ~~Then there~~ were a few men such as George Cline, U.S. District Attorney, who commuted by train to Lexington each day. Today, many people commute ^{to} ~~to work~~ *Lexington and other cities* outside of Rowan County each day.

As a young teenager, this writer delivered the **Lexington Leader** in Morehead. It was an evening paper that arrived in Morehead on the 6:00 p.m. train. I had to meet the train each evening to get my papers. I can recall seeing the people sitting in the luxurious George Washington dining car with table cloths and porter service. I would often

wonder where they were from and where they were going. Also, I recall many local residents would meet the evening train just to see whom had been where and who was getting off. I never realized that a few years later I would be a part of that group who sometimes meet the evening train.

~~Then~~, in the 1950s (before television), many young married couples in Janis' and my age group would eat supper and get our children ready for bed in the evening.

Instead of reading them a bedtime story, we would load them in the car and meet the 6:00

train. Now, few families even eat together, or if they do, they eat watching television. *But meeting the train was much more exciting than television.*

~~Then~~ in the 1960s there was a tremendous growth of the interstate highway system, ~~and~~ ^{and} airlines. ~~Then~~ the railroads began to deteriorate rapidly. The George Washington train that once offered luxury rail service through Morehead including dining cars, smoking cars and sleeping berths, was reduced to two dilapidated weather beaten coaches. That was a far cry from the service of the past. By 1970, the Chesapeake and Ohio Railroad passenger service's annual loss was 235 million. In 1971, passenger rail service to Morehead ended. Shortly after that, freight rail service ended and the ~~rail~~ ^{steel} tracks were taken up. That ended 90 years of rail service to Morehead.

~~Now~~ ^{Today} the U.S. 60 bypass follows the old railroad tracks through Morehead. Then, the trains whistles echoed across the valley and engines creaked and groaned along the ~~tracks~~ ^{tracks}. ~~Now~~, cars and trucks speed by. ~~These~~ ^{where} trains ~~toted~~ ^{once} their whistles. ~~Now~~, automobiles ^{now} blow their horns. Then, the trains stopped to take on wood, water, coal, and

passengers. Now, automobiles and trucks stop and wait for traffic lights to change. *Then railroads were main mode of transporting passengers and freight. Now lighter wheelers and automobiles transport people and freight.*
From then to now is a different world and we hope it is a better world.

FOR MORE ABOUT ROWAN RAILROADS, SEE **KENTUCKY MEMORIES:**

REFLECTIONS OF ROWAN COUNTY, by Jack D. Ellis.

2/18
people

MOREHEAD MEMORIES: PEOPLE & PLACES
EARLY MOREHEAD - 1881

by
JACK D. ELLIS

"He entered a certain village." (Lu. 10:32)

3
Thirty six hours after leaving Ashland, the reporter arrived in Morehead, which he called a "pretty little mountain town of about 800 residents." Among those residents were two resident physicians: Dr. T.W. Banfield and Dr. C.P. Martin. Dr. Banfield was a near relative of Dr. Allen Prichard Banfield of Rockville in Lawrence County. Old time residents H.M. Logan and Colonel Warren Alderson along with the Warner Table & Company were the leading regional dealers in dry goods and hardware.

3 HOTELS AND THREE STORES IN MOREHEAD

There were three hotels in town, one was owned by Mr. Hamilton and Mr. Gardner and one owned by H. Clay Powers, and one owned by Mrs. Carey, called the Carey House. It was located across the street from the railroad station and that's where the Ashland reporter decided to stay. He wrote; "Mrs. Carey is the daughter of Mayor Brains of Crossroads (later named Farmers), and if there is a women in Kentucky that can make coffee and corn muffins to the highest degree of perfection, it is Mrs. Carey. God Bless her."

ROWAN COUNTY HAD A REPUTATION FOR VIOLENCE

In 1881, three years before the beginning of the Rowan County War (1884-1887), Morehead had a reputation for violence and lawlessness that extended throughout the state and region. It was for that reason the Ashland reporter came to Morehead. He was assigned to cover the four murder trails listed on the fall quarterly court docket.

The first case on the docket was Matt Lightfoot, a half-breed Indian who allegedly murdered Scotchman Joseph McDermott at Crossroads, in western Rowan County (now Farmers). The second case alleged that James Rayburn of Soldier, Kentucky, "waylaid" (shot and killed from ambush) Josiah A. Hyatt just outside of Morehead on the Divide Hill road (now the access road to I-64). This alleged murder had many Moreheadians incensed and called for the guilty man to be hanged.

The third ^{alleged} murder trial ^{involved one} was ~~on~~ of Morehead's pioneer residents John Hargis, ^{Mr Hargis} ~~was~~ ¹ indicted for killing Elijah Fraley in an election day argument. The fourth case on the docket was a murder indictment jointly against Garfield Williams, John and Hiram Cornett for killing Hezekiah Jones.

These last two killings grew out of the bitter Underwood Holbrook feud in Western Carter County (1877-79) which spread into Rowan County. (That feud in itself was a carry over from the Civil War in Kentucky.) There were over a dozen killed in that feud. It was not until the last adult Underwood was killed that it ended. John Martin ^{from Rowan} fought on the side of the Underwoods. That was the same John Martin who was a key figure in the Rowan County War ^{two years later, (1884-1887).} ~~(1884-1887).~~

~~MURDER TRIALS UNKNOWN - SOCIETY NEWS REPORTED~~
The results of those four murder trials were not known because the *Ashland Independent* reporter had to leave the County early due to an emergency and did not report the results of those trials. (One wonders if he might have been threatened and left the County early.) In all probability Z.T. Young, father of Allie W. Young who was a

prominent attorney in Eastern Kentucky, defended some of those accused of murder.

Early trials were a source of entertainment for early Rowan Countians. On Court Day, the town would be filled and the Courthouse packed with spectators. Frequently there were wagers on the outcome of trials. Court Day was a social event *in Eastern Kentucky*

The unknown Ashland reporter spent several days in Morehead covering those sensational murder trials. While here he also wrote the following personal obituary and society column that was brief and to the point.

November 17, 1881. Morehead, Kentucky,

W.G. Taber, Elliottville, one of Rowan County's oldest citizens is quite ill. The daughter of Phillip Goodan of Morehead is very sick. A daughter of P.G. Day died recently. Mrs. B.F. Johnson, mother of Mrs. George Nickell and Mrs. Wallace McKenzie recently died at the family home on the North Fork of Triplett.

Miss Nanny Ross, age about 19, came among the people of Morehead many months ago seeking house work to support herself. She was a stranger without relatives or friends. Recently she became ill and was taken into the home of James E. Clarke, whose family showed her care and kindness. But she died and was buried before any information could be obtained about her family and their place of residence. It was believed that the poor girl came from Wolfe County.

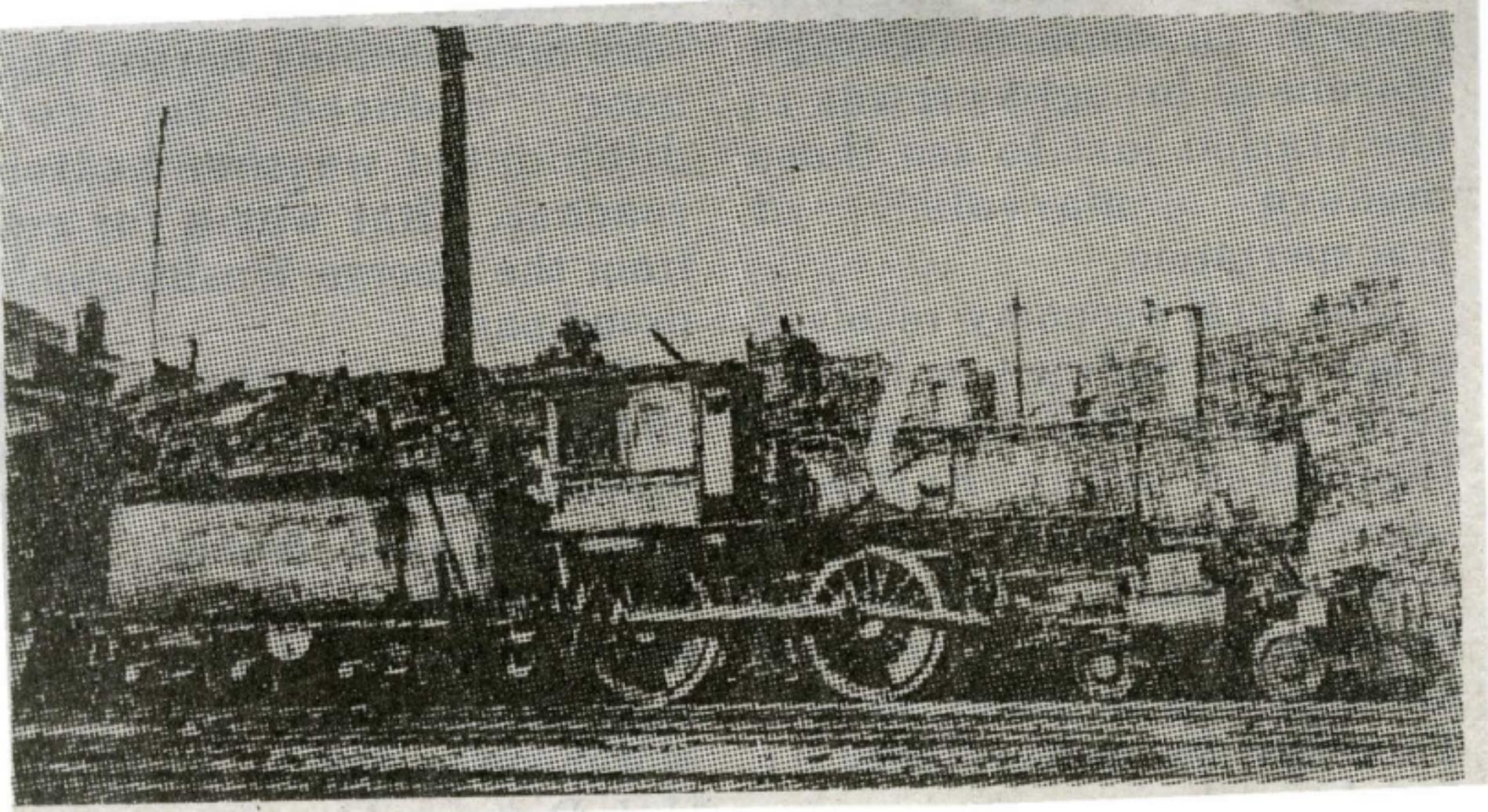
William Nickell, age 55, lies dangerously ill at the home of his brother Andrew Nickell, Jailor of Rowan County. Phillip Oxley, a pioneer Rowan resident, is

dangerously ill at the home of his step-father James E. Clark. E. J.C. Havens is the town Marshall of Morehead. Elder J.M. Powers of Christy Creek, known as the "railroad preacher" had been preaching in the courthouse to a goodly crowd of people. The roving reporter from Ashland seemed to make a quick exit from Morehead when he wrote, "An

unavoidable delay on ^{my} his way out prevented ^{me} him from getting acquainted with many

others from Morehead. " One can only wonder if that

"un-avoidable delay" was because ~~unavoidable~~ he was writing about some of those murder trials. "



FIRST TRAINS THROUGH
MOREHEAD WERE
PULLED BY THESE SMALL
ENGINES BURNING WOOD
~~WATER~~ FOR POWER -

AND WOOD STOVES IN
THE CARS FOR HEAT.
D. HOTE REWMAN COUNTY
HEWER