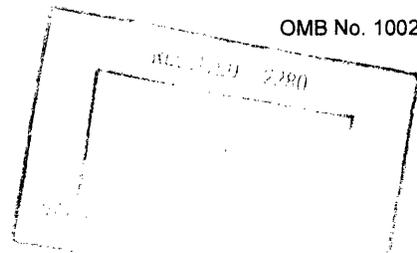


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Lexington Extension of the Louisville Southern Railroad

other name/site number Young's High Bridge Wd 67 Cedar Brook Viaduct An 30

2. Location

street & number N/A N/A not for publication

city or town Lawrenceburg and Versailles vicinity

state Kentucky code KY county Anderson Woodford code 005 239 zip code 40383

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic places and meets procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

David L. Morgan
Signature of certifying official/Title David L. Morgan, SHPO Date 5-28-04
Kentucky Heritage Council, State Historic Preservation Office

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal Agency and bureau Date

4. National Park Service Certification

- I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register Register.
- other, (explain:)

Elson H. Beall
Signature of the Keeper Date of Action 8/4/04

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
7		structures
		objects
7		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation rail-related

Current Functions
(Enter categories from instructions)

Transportation rail-related

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation stone, concrete

walls

roof

other steel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)
see attached sheets

Lexington Extension
Name of Property

Woodford & Anderson Cos, KY
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1889-1954

Significant Dates

January - August, 1889

Significant Person

(Complete if Criterion B is marked above)

Young, Bennett Henderson

Cultural Affiliation

N/A

Architect/Builder

Smith, Charles Shaler (engineer and builder)
McLeod, John (engineer)

see attached sheets

9. Major Bibliographical References

Bibliography

see attached sheets

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other Bluegrass Railroad Museum

Name of repository:

Lexington Extension
Name of property

Woodford & Anderson Cos, KY
County and State

10. Geographical Data

Acreage of Property 123 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 | 1 | 6 | 6 | 8 | 5 | 8 | 7 | 0 | 4 | 2 | 1 | 1 | 5 | 3 | 0 |
Zone Easting Northing

3 | 1 | 6 | 6 | 8 | 6 | 9 | 9 | 0 | 4 | 2 | 1 | 1 | 7 | 4 | 0 |
Zone Easting Northing

2 | 1 | 6 | 6 | 8 | 6 | 4 | 6 | 0 | 4 | 2 | 1 | 1 | 4 | 2 | 0 |

4 | 1 | 6 | 6 | 8 | 7 | 6 | 0 | 0 | 4 | 2 | 1 | 1 | 5 | 0 | 0 |

Points 1&2 Lawerenceburg Quad
Points 3 & 4 Tyrone Quad

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.) see attached

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.) see attached

11. Form Prepared By

name/title Joseph E. and Maria Campbell Brent

organization Mudpuppy & Waterdog, Inc.

date May 2004

street & number 129 Walnut Street

telephone 859-879-8509

city or town Versailles

state KY

zip code 40383

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets see attached

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO)

name see attached

street & number

telephone

city or town

state

zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Lexington Extension

Anderson and Woodford Cos., KY

The nominated area is an 8.25-mile segment (more or less) of the Lexington Extension of the Louisville Southern Railroad located between Lawrenceburg and Versailles and consists of that part of the Lexington Extension no longer used by commercial carriers. It includes the existing track and right of way, the Cedar Brook viaduct and Tyrone Bridge/Young's High Bridge over the Kentucky River as well as three wooden trestles (Map 1).

Construction of the 22-mile standard gauge Lexington Extension railroad took place between January and August 1889. John MacLeod, Chief Engineer of the Louisville Southern Railroad, oversaw the construction of the railroad and the bridges and trestles. John N. Ostrom, Union Bridge Company, was the engineer in charge of the erection of the steel bridges. The most important structures along the route are the Cedar Brook Viaduct and Tyrone Bridge/Young's High Bridge. Both of these structures are steel prefabricated Pratt truss bridges of deck-over design. The Tyrone Bridge/Young's High Bridge, by far the largest structure, is a Pratt truss, pinned cantilever deck-over style bridge. The railroad traverses a landscape that varies in elevation from 860 feet to 500 feet above mean sea level.¹

The nominated area begins at Beasley Road on the west side of the City of Versailles in Woodford County and ends at the original western terminus of the Lexington Extension on the east side of Lawrenceburg in Anderson County. The Woodford County segment, from Versailles to the Kentucky River, is approximately 5.9 miles long. The Anderson County segment, from the Kentucky River to Lawrenceburg, is approximately 2.8 miles long. The nominated area is 123 feet wide, the width of the railroad right of way, and extends 61.5 feet on either side of the railroad centerline. It totals approximately 123 acres. The Lexington Extension was and is a standard gauge single track. This portion of the line was never double-tracked to allow trains going in opposite directions to pass. It remains in basically the same condition as it was when built in 1889.

The nominated area is described below from east to west, that is, from Versailles to Lawrenceburg. The route includes three wooden trestles, defined as: "a bridge of wood or metal in which the different spans are supported directly upon trestle bents not connected in groups or towers . . .",² a steel bridge, a girder bridge, and a steel viaduct. For ease of reference the trestles along the route have been numbered and keyed to the map and photographs.

From the west side of Beasley Road the road runs approximately 2 miles before the first of three wooden trestles located in Woodford County is encountered. Trestle 1 is a three-bent structure with two wooden post supports. The support system consists of treated wooden beams approximately 12 inches square. The bridge abutments are constructed of similar 12 x 12 inch beams. The trestle allows the railroad to pass over a private drive that is approximately 800 feet northeast of the intersection of Shyrock's Ferry Road and US 62.

From Trestle 1 the railroad continues westward approximately 1.65 miles west through the village of Milner to Trestle 2, a seven-bent structure with three sets of wooden supports on either side of the center passageway. At this trestle the wooden support system is augmented with several concrete piers. This trestle is constructed over

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Lexington Extension

Anderson and Woodford Cos., KY

the old Tyrone Pike, the original route of US 62, today Milner Road. It is at the western end of a remnant road segment that runs through the village of Milner.

From Trestle 2 the railroad curves to the south and then back to the north where it crosses Trestle 3, approximately .8 mile west of Trestle 2. This is the largest and highest of the three wood trestles. It is a nine-bent structure with eight wooden and concrete supports, four on either side of the central passageway. This trestle crosses a private road, which at the time of the railroad's construction was the old Tyrone Pike, and later US 62. The trestle is approximately 200 feet north of the current alignment of US 62. From Trestle 3 the railroad proceeds generally northwest for approximately 1.45 miles to the steep banks of the Kentucky River where it makes a right angle turn onto the approach viaduct of the Tyrone Bridge (Wd 67).

The Tyrone Bridge is a "pinned cantilever deck-over style" bridge. When erected it contained the longest and highest steel cantilever span in the country. David Plowden, author of *Bridges: Spans of North America*, states "it is undoubtedly the most perfect specimen of the 19th century cantilever bridge."³

The bridge consists of two spans supported on two steel towers, one on each side of the river and 551 feet apart. The spans are sixty feet deep over the points of support and thirty feet deep at the ends. The shove arms of each are 224 feet long, the ends resting on the columns of the viaduct approaches and, through these columns, anchored to massive masonry piers. The river arms are 146 feet long and support from their ends a central span 260 feet long, which with the two river arms of the cantilever form the main span of the bridge, 551 feet long and 268 feet high.⁴

The two steel towers that form the supports for the bridge are 135 feet high. They are 31 feet long and 22 feet wide at the top and 31 feet long and 67 feet wide at the base. Each tower is supported on four wrought iron cylinders 12 feet in diameter, sunk 73 feet deep in the riverbank to solid bedrock. Each cylinder is lined with thirteen-inches of hard brick, filled with concrete and capped with heavy stone coping.⁵

The approaches to the bridge are steel viaducts, 420 feet long on the west side of the river and 240 feet long on the east side, making the total length of the bridge approaches 1,658 feet. The bridge is floored with oak ties placed six inches apart, with heavy guard timbers bolted on each side of the track.⁶

Leaving the Tyrone Bridge the railroad continues southwest .25 mile to the site of the remains of a steel girder bridge that spanned the old route of US 62.⁷ All that remains of the structure are the cut limestone abutments. The steel bridge was removed within the last two years to accommodate an access road leading to a recently constructed building just south of the Wild Turkey Distillery. This gap of approximately 100 yards is the only break in the railroad along the nominated area.⁸

From the site of the girder bridge the railroad continues east-southeast .85 miles to the Cedar Brook Viaduct

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Lexington Extension

Anderson and Woodford Cos., KY

(An 30). This imposing Pratt truss steel structure was completed during the same time span as the Tyrone Bridge. However, the detailed information concerning its construction is lacking. The viaduct spans some 800 feet and is approximately 110 feet above the valley floor. The viaduct bridges Cedar Brook Road and a tributary of Cedar Brook that has carved a deep, steep sided valley. One definition of a viaduct is "a bridge of wood or metal in which the different spans are supported directly upon legs or towers composed of two or more bents braced together in all directions."⁹ The Cedar Brook Viaduct has ten bents and is composed of nine pairs of steel truss supports grouped in fours to form the piers of the structure. There are five supports on the east side of the Cedar Brook Road and four on the west side. The viaduct at Cedar Brook is a classic example of this engineering form.

While the viaduct is a large prefabricated steel railroad bridge it is much smaller and less complicated than the Tyrone Bridge. Cedar Brook Viaduct is simply a Pratt truss structure. It is not cantilevered and the ground support structures are simply either poured concrete or cut limestone. The poured concrete structures that rest in the streambed appear to be sunk below ground level, but not to the extent of those on the bridge. While the record is unclear it is likely that this bridge was also built by the Union Bridge Company and that John N. Ostrom was the engineer in charge of erection.¹⁰

From the Cedar Brook Viaduct the track continues westward for approximately 1.3 miles to Lawrenceburg. The nominated area ends at the original western terminus of the Lexington Extension, just south of the main city grid in Lawrenceburg and west of Industry Road.

End Notes

¹ "The Kentucky River or Tyrone Cantilever Bridge," *Engineering News*, April 5, 1890, pp. 319-320.

² David Plowden, *Bridges: The Spans of North America*. Norton, New York, 1974, p. 70.

³ Plowden, *Bridges: The Spans of North America*. Norton, New York, 1974, p. 166.

⁴ "The First Train," *The Woodford Sun*, August 30, 1889, reprint issued by the Bluegrass Railway Museum, Versailles, Kentucky.

⁵ *Ibid.*

⁶ *Ibid.*

⁷ Jody Wells, personal communication, March 26, 2004.

⁸ The New International Encyclopedia, Volume III, The University Press, Cambridge, 1917, "Bridge," p. 741.

⁹ Plowden, *Bridges: The Spans of North America*. Norton, New York, 1974, p. 70.

¹⁰ "Kentucky River or Tyrone Cantilever Bridge," *Engineering News*, p. 319.

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Lexington Extension

Anderson and Woodford Cos., KY

The story of the building of the Lexington Extension of the Louisville Southern Railroad is more than the story of building 25 miles of track to connect Lawrenceburg and Lexington. It is the story of the nation's first modern big business, railroads, and the competition to reach the rich eastern coalfields of Kentucky, of deals and money to be made. It reached far beyond Kentucky and Bennett H. Young to the financial empire of John Jacob Astor. The nominated segment of the Lexington Extension has statewide significance and is eligible under Criterion A under the context of railroads in Kentucky and under Criterion B for its association with Bennett Henderson Young.

The Lexington Extension has integrity of location, setting, design, materials, and association. The railroad as constructed in 1889 remains almost unaltered from its original configuration. Of the three trestles, two bridges and one viaduct that were constructed along the line all but one are intact. Trestle number four in Anderson County, the girder bridge, was removed in the last few years to allow an entrance to be constructed for a new building just west of the Wild Turkey distillery. The eastern abutment of this trestle remains, as does the remainder of the track. This interruption of the line is unfortunate, however, it does not detract significantly from the overall integrity of the remaining line.

Background

The first railroad using George Stephenson's locomotive appeared in England in 1825. The idea was quickly embraced on this side of the Atlantic and in 1830 a Baltimore and Ohio locomotive made a thirteen-mile run. Ten years later there were 3,328 miles of track in the United States, over 1,500 more than in all of Europe.¹

The advent of the steamboat on the Ohio River had shifted the focus of commercial traffic to cities on navigable rivers. By 1830 Lexington, which had been the largest city in the state, had been forced to surrender its status as the commercial center of the state to Louisville. But the railroad offered a way to tap into the river trade. Many of the first railroads in the Ohio and Mississippi river valleys were constructed as adjuncts to the state's all-important river traffic and Kentucky's were no exception. The Lexington & Ohio Railroad was chartered in 1830 to connect Lexington to Louisville and the lucrative Ohio River trade. Its promoters faced financial and geographical problems and it was not until 1852 that the road was finished as the Lexington, Frankfort, and Louisville Railroad. Less ambitious but more practical was the mile-and-a-half Barren River Railroad built in 1836 to provide Bowling Green with access to a wharf on the Barren River.²

Despite the difficulties faced in building a railroad, there remained the potential for great profit and many promoters were not easily dissuaded from their dream. In 1854 Covington, Paris, and Lexington were joined by tracks built by the Covington & Lexington Railroad (Covington to Paris) and the Maysville and Lexington Railroad Company (Paris to Lexington). The Louisville & Nashville Railroad (L&N) was chartered in 1850 to link the Ohio River with southern markets. Communities and counties on the proposed route raised \$3.8 million to capitalize the railroad, which was completed in 1859. Before the end of 1860 railroad builders and promoters in Kentucky had placed almost 597 miles of track in service. After the Civil War railroad expansion in-

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Lexington Extension
creased

Anderson and Woodford Cos., KY

dramatically. The L&N used its wartime profits to expand into the South. The Mobile & Ohio (M&O) was built with the intention of diverting freight that had traditionally traveled down the Mississippi River to New Orleans. In 1861 Columbus, Kentucky became the M&O's northern terminus.³

Railroad building spurred economic growth as transcontinental lines began construction in the west. In the east both railroad amalgamation and building contributed to the nation's economy. By 1870 railroad companies were being formed in Kentucky at a lightning rate. Eager to encourage railroad development, "the legislature was grinding out charters with reckless abandon."⁴ As a further inducement, tax exemptions were offered to those railroad companies whose facilities were deemed especially desirable. The development of railroads in Kentucky, as elsewhere, was accompanied by reckless speculation in their stock. Every county and community, it seemed, was struck with railroad fever. Railroads were proclaimed the saviors of communities and the advantage of being on a rail line encouraged citizens to vote for stock subscriptions to support specific lines and for communities to donate property for facilities and rights of way.⁵

Between 1865 and 1880 Kentucky's rail mileage increased from 597 to 1,536. A Louisville-Cincinnati route opened in 1869; the L&N began building a line between Lebanon and Knoxville; the Elizabethtown and Paducah connected the Jackson Purchase with north-central Kentucky; and new bridges spanned the Ohio at Louisville and Newport, assuring connections with the Midwest and Northeast. In 1877 the Cincinnati Southern Railway's Ohio River bridge at Ludlow was opened and the line completed to Somerset, passing through Walton, Williamstown, Georgetown and Lexington. By 1880 the railroad had reached its terminus in Chattanooga, connecting Cincinnati to lucrative southern markets.⁶

The Louisville Southern

One of the many railroad companies chartered in the heady years of railroad expansion following the Civil War was the Louisville, Harrodsburg & Virginia (LH&V), formed in March 1868. Among the incorporators were E. D. Standiford and Alexander Veech, directors of the Louisville, New Albany & Chicago Railroad (LNA&C, later the Monon). The LH&V was envisioned as a route from Louisville through the Ohio Valley to southwest Virginia, providing access to the coalfields of eastern Kentucky and West Virginia.⁷

At the time the charter was granted rail access to the coalfields was undeveloped and the area was open for invasion from the west. The LH&V never laid any track but over a decade later the LH&V charter offered the LNA&C the means by which the Indiana-based railroad company secured the right to operate in Kentucky. The company's incursion into Kentucky was also facilitated by statutes passed by the Kentucky legislature. Acts of April 8 and 9 1880 declared the Louisville, New Albany & Chicago Railroad a Kentucky corporation with the right to operate a railroad in Kentucky. The acts gave the LNA&C the authority to lease, purchase, or build competing lines, to issue bonds and mortgages, and to have power of eminent domain.⁸

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Lexington Extension

Anderson and Woodford Cos., KY

The Indiana railroad's position in Kentucky was further strengthened on April 7, 1882 when the act of April 8,

1880 was amended. The amendment empowered the Louisville, New Albany & Chicago to endorse or guarantee the principal and interest of the bonds of any railway company constructed or later to be constructed in Kentucky. Furthermore, a guaranty of bonds could be undertaken without the action being instigated by the majority of stockholders, as was the case under the railroad's Indiana charter. The LNA&C also received the right to lease and operate any railroad for this purpose. This amendment was to play an important role in the company's future. By this time the LNA&C had become part of the financial empire of John Jacob Astor and the wherewithal to finance an incursion into Kentucky was not in question.⁹

The position of the LNA&C in Kentucky was no doubt aided by Bennett H. Young, a Louisville attorney celebrated for having led the famous Confederate raid on St. Alban's Vermont in 1864. Young was instrumental in the effort to buy, revive and reconstruct the LNA&C, which was reorganized and resumed operation in 1883. Young was elected president in February of that year and served until January 1884, when he resigned over a dispute concerning Sunday traffic.¹⁰

In April 1884 the LH&V was reorganized as the Louisville Southern Railroad. Again, the moving force behind the new railroad was Bennett Young, who retained strong ties with the LNA&C. Young became the Louisville Southern's first president. Among the financiers of the new enterprise was retailer W. T. Grant of dime-store fame. The Louisville Southern, as envisioned by Young and other promoters, would operate in direct competition with the L&N. It would connect to the Cincinnati Southern, which ran from Cincinnati to Chattanooga, thereby breaking the monopoly of the L&N, which controlled transportation rates to the Southern markets. Young was extremely active in promoting his new venture, giving speeches along the proposed route from Louisville to Harrodsburg via Shelbyville and Lawrenceburg. He extolled the benefits of the new line in providing an alternative to the L&N and urged citizens and community leaders to donate rights of way and to support the bond issues that would finance the Louisville Southern.

Construction of the Louisville Southern was not easily achieved and, in Louisville at least, controversy surrounded its proposed financing. On October 13 and 14, 1885 editorials in the *Louisville Evening Post* and the *Louisville Commercial* revealed that the 1884 amendment to the LH&V charter allowed up to \$1,000,000 in bonds to be voted by the City Council in aid of the railroad, now the Louisville Southern, without a public vote on the matter and that such an endorsement was imminent. On October 14 an injunction was granted in the Law and Equity Court to prevent Bennett Young, members of the city council, the Mayor of Louisville, or agents of the city from indorsing bonds to the amount of one million dollars or any other sum. Although attempts were made to overturn the injunction, it was upheld in a decision made November 2 by Judge Simrall. Eventually, the City of Louisville subscribed \$100,000, the validity of that subscription being unsuccessfully attacked in the courts.¹¹

Mercer County had long wanted a railroad and after the Civil War had made repeated efforts to secure one. In

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Lexington Extension

Anderson and Woodford Cos., KY

1869 the county had voted \$400,000 to the LH&V only to have the deal collapse. The county's ambitions were

finally realized in 1877 when the Cincinnati Southern came through the county. The railroad, however, bypassed Harrodsburg by four miles. To rectify this slight, which some felt was politically motivated, the Great Southwestern Railroad, initially envisioned as connecting with the Cincinnati Southern before extending southwest to a junction with the L&N or the C&O, was chartered. Ultimately, financed by stock subscriptions from Cincinnati and Mercer County citizens, only four miles of track were laid to connect Harrodsburg to the Cincinnati Southern.¹²

In 1880 the Northwestern Railroad was organized to connect Harrodsburg through Lawrenceburg to Shelbyville, where a direct connection to Louisville could be made. The private company, however, was unable to raise the funds necessary to finance the project. About 1886 Bennett Young approached the citizens of Mercer County with a proposal to bring the Louisville Southern from Lawrenceburg to Danville if the county would contribute \$125,000. The county, still without direct access to Louisville, agreed to the proposal on the condition that a machine shop and roadhouse be built in Harrodsburg and that the proposed railroad connect with the Southwestern. In 1886 the General Assembly permitted the county to subscribe to the capital stock of the Louisville Southern Railroad. Indicative of the county's previous negative experiences with financing railroad ventures was the stipulation written into the act that a train of cars had to actually pass over the tracks through Harrodsburg before the county was required to honor its bonds.¹³

Although Young and the Louisville Southern's promoters obtained financial support in the other counties along the route, they were foiled in Anderson County. The venture was not without influential supporters. Judge Farris R. Feland, editor of the *Anderson News*, wrote editorials enthusiastically endorsing the railroad and the many benefits he felt would accrue from its construction. However, some later claimed that the L&N spent a great deal of money in Anderson County urging its citizens to defeat the proposed tax supporting the Louisville Southern's construction. Gen. Basil Duke, attorney for the L&N, and others spoke in opposition to the Louisville Southern and declared that the L&N intended to construct a branch line through the county. Feelings on the matter ran high. Many citizens supported the Louisville Southern, saying that an L&N branch line, which would have a monopoly, would not be as advantageous as the through line. Others were vehemently opposed to the proposed \$100,000 tax. For two weeks preceding the vote Bennett Young and other prominent citizens spoke from mid-morning until dusk in support of the railroad, while citizens in the respective neighborhoods furnished burgoo for the crowds. The election was held August 14, 1886, the L&N actively buying votes to insure the proposal's defeat. Although Lawrenceburg voted by a wide margin in support of the enterprise, the proposal to subscribe \$100,000 worth of stock in the Louisville Southern was defeated by 401 votes.¹⁴

Supporters were not deterred. Young declared that the railroad would be built and that he expected Anderson County to do its part. The *News* declared "nothing but the most suicidal and senseless perversity can prevent Anderson County from getting this railroad." It was pointed out to those opposed to a tax that voluntary contributions to the railroad could be made. Subscriptions and donations of rights of way were secured, other rights of way purchased and construction began. In March 1887, 150 men were at work on the road in Anderson

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Lexington Extension
County.¹⁵

Anderson and Woodford Cos., KY

In March 1888 the Louisville Southern track was completed from Louisville via Shelbyville and Lawrenceburg to Harrodsburg and, via the Southwestern, connected to the Cincinnati Southern's main line at Burgin. This route gave the Louisville Southern the desired connection between Louisville and markets to the south but only an indirect connection to Lexington, which could only be reached by a roundabout routing and by leasing track from the Cincinnati Southern. A more direct Louisville Southern-owned route to Lexington would cut twenty-five miles from the current route. More importantly, it would open access to the east and a route to the lucrative Kentucky coalfields, the route first envisioned for the LH&V. The Louisville Southern remained closely connected with the LNA&C. In fact, one source states that the Louisville Southern acted as a front for the LNA&C, and that organization greatly desired a route into the coalfields that would take business from the L&N. A direct connection to Lexington was the next step in achieving that goal.¹⁶

The Lexington Extension

Well before the line connecting Louisville and Harrodsburg was complete, agents of the Louisville Southern began soliciting support for the Lexington Extension, which would connect Lawrenceburg to Lexington via Versailles. This line would, in conjunction with the track from Louisville already completed, offer direct competition to the Louisville & Nashville Railroad's Louisville-Lexington line. A referendum on the \$100,000 bond issue held in Lexington on May 29, 1888 was accompanied by accusations of vote buying on both sides. The *Lexington Transcript* seems to have been particularly outspoken. An editorial urged people to vote no on the bond issue because the contractors, Mason and Ford of Frankfort, were the lessees of the State prison and were building the Midway-Georgetown branch of the Louisville Southern with convict labor, and thereby denying jobs to local workers. The following day the *Transcript* reported that the Louisville Southern had paid \$10 a vote and had offered one voter "a position on the railroad" and another voter \$55. In spite of these accusations the referendum passed, although the issue was far from settled in the minds of some. In spite of the difficulties, which some laid at the door of the L&N, the building of the Lexington Extension went forward.¹⁷

Financial and political difficulties were not the only obstacles faced by the builders of the Lexington Extension; there were natural obstacles as well, most particularly the Kentucky River. The deeply entrenched Kentucky was walled on either side by steep cliffs. Challenges to bridge building were posed both by the length of the span and its height above the river. After a survey of possible crossings, a point was chosen about one-half mile upriver from the village of Tyrone and the ferry operated by Holman Frazier and Ezra Griffy. On October 9, 1888 Congress granted the approval necessary to build a bridge over the Kentucky River, a navigable waterway.¹⁸

In January 1889 John McLeod, Chief Engineer of the Louisville Southern, consulted with people on whose land the Lexington extension would be built. A construction camp was set up west of Lexington on property owned by F. M. Smith, and a commissary was established in Milner on property belonging to Andrew Jackson Shyrock. At least some of the mules used in the construction were housed in Mr. Shyrock's barn. On January

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10, construction began on the bridge at Tyrone.¹⁹

Exactly who designed the bridge is uncertain. At least four noted bridge engineers seem to have influenced its design. John McLeod headed the engineering team that built the Kentucky & Indiana Bridge (K&I) between Louisville and New Albany. He was assisted in that project by Edward Hemberle, whose name is associated with the American Bridge Company. Charles Shaler Smith, the designer and builder of High Bridge, constructed in 1876 over the Kentucky River for the Cincinnati Southern Railroad, acted as a consultant on the Louisville project. Thomas Curtis Clarke, Chief Engineer of the Union Bridge Company of New York, the company contracted to build the Tyrone span, had gained significant experience working on the Poughkeepsie Railroad Bridge.²⁰

Smith, McLeod, and Hemberle had all had some part in the erection of the K&I Bridge which was finished in 1885. That bridge became the prototype for multiple span cantilever bridges. Construction of the Poughkeepsie Railroad Bridge over the Hudson River, completed in 1888, had involved Hemberle and, to a greater extent, Thomas Curtis Clarke and the Union Bridge Company. Construction of the Poughkeepsie Bridge had been stalled for some time when Curtis and the Union Bridge Company entered the picture. Curtis proposed a new design of cantilever spans interspersed with anchorage trusses, a variation on the design used on the K&I bridge.²¹

The design for the bridge at Tyrone was very similar to that of the Poughkeepsie Bridge, which probably served as the pattern for the Tyrone Bridge. John McLeod and T. C. Clarke evidently built on the experience they had gained on their earlier bridge construction projects in constructing the Tyrone Bridge.

Work began on the west side of the bridge rather slowly. The contractors for the foundations and for the erection were on the ground at the same time. Because the contractors for the foundation arrived late all work was held up. The plant necessary for building the superstructure could not be placed in an advantageous position until the foundation work was complete and its plant removed. The traveler used on the west side was an old one that had been used on the Poughkeepsie bridge and that had to be cut down for use on the Tyrone bridge, an operation that consumed some time. Labor was also scarce in the early stages in the construction. Work on the east half of the bridge proceeded much more quickly. The erectors were not hampered by having to occupy the same ground as the foundation crews, the travelers were ready to go up rapidly when needed, and the labor force had gained skill and its organization perfected.²²

Work on the foundation began about February 20, 1889 and was finished June 29. The west approach was begun on June 3 and finished on June 11. The crew began erecting the main towers on June 24 and finished four days later. Construction of the east half of the bridge began with the erection of the east approach between July 18 and 23. By August 4 the east main towers were finished and work had begun on the west half of the 260-foot suspended span. The center couplings were finished on August 19 and the last spike driven August 21. Despite a slow start, the bridge was finished in a remarkably short period of time. The completion of the bridge

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was essential to the success of the Lexington Extension. The money for the bonds in Lexington was tied to a

clause that absolutely required that a bridge across the Kentucky River that could carry a train be completed on or before August 29, 1889. McLeod beat the deadline by a full week.²³

Almost as remarkable as the construction of the bridge was the size of the crew McLeod employed. There were never as many as 200 men working at any given time. In fact, McLeod never had more than 135 men nor less than 65 in the seven plus months it took to build the bridge.²⁴

On August 23, 1889 the last spike on the Lexington Extension was driven at the Lexington City limits. On August 24 the first train crossed the Tyrone Bridge to great fanfare. Reporters for the *Courier-Journal*, *Lexington Leader*, *Woodford Sun*, *Shelby Sentinel*, *Eminence Constitutional*, the *Lexington Transcript* and *Lexington Press* covered the event. The *Woodford Sun* reported "The Louisville Southern Opens Its Lexington Extension in a Blaze of Glory."²⁵ At 11:30 in the morning the train from Lexington arrived at the bridge where it awaited the arrival of the train from Louisville. The Louisville train, five coaches drawn by the locomotive "Bennett H. Young" approached the bridge at noon. It crossed the bridge, Col. Young and Mayor Fourshee of Lexington and others positioned on the cowcatcher and 500 persons in the coaches. The train made its way slowly across the bridge accompanied by whistles from the nearby distilleries and sawmills and from the steamboats on the river below. Upon reaching the Woodford County side, the train backed across the bridge to the Anderson County side, followed by the Lexington train. Then, at the signal from a bell, both trains again crossed the river and began the journey to Lexington. At Versailles the two Lexington cars were attached to the rear of the Louisville train, making a single train of seven coaches. The train entered Lexington with Schneider's Band, which was on board the Louisville train, playing "My Old Kentucky Home." All along the way people turned out to cheer the train on its journey. In Lexington, workers in warehouses and factories left their stations to view the train. The train reached the Kentucky Central Depot at the rear of the Phoenix Hotel about 2:30 p.m. The Phoenix dining room was soon filled to capacity and the crowds dispersed to nearby restaurants and hotel dining rooms. Later that afternoon the train made the return trip to Louisville with much less fanfare.²⁶

The controversy over the bond issue that helped fund the building of the Lexington Extension did not end with accusations of vote buying on both sides. In February 1889 an injunction was filed in Fayette Circuit Court to stop the City of Lexington from delivering the Louisville Southern bonds. The plaintiffs charged that the Louisville Southern bought votes and that more votes were cast in the election than there were legal voters in Lexington. Three months later, on May 29, Judge Morton refused to issue an injunction against issuing the Louisville Southern bonds.²⁷

While the right of way for the Lexington Extension was secured and construction went forward, the LNA&C was busy advancing plans for its incursion into Kentucky through the Louisville Southern. In early December 1888 the LNA&C's directors voted to lease the Louisville Southern, an action approved by the directors of the Louisville Southern less than a week later. The shareholders of both companies ratified the 30-year lease on

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Leasing the Louisville Southern was not the first step taken by the LNA&C to advance its Kentucky incursion. On October 2, 1888 the LNA&C had signed a 99-year lease, effective July 19, 1899, with the Kentucky & Indiana Bridge Company, which provided a direct connection to Louisville Southern trackage. The new agreement ignored the railroad's previous agreement with the Louisville Bridge and Depot Company. The action incensed not only the owners of the Louisville Bridge and Depot Company, the Pennsylvania Railroad, but the Louisville and Nashville Railroad as well. The new agreement made it abundantly clear that the LNA&C intended to switch from a carrier dependent on the L&N to one with its own Kentucky mileage. As a result, the L&N soon refused to interchange traffic with the LNA&C. This move on the part of the Louisville, New Albany and Chicago, which seemed inexplicable at the time, was revealed as part of a larger scheme when the LNA&C and the Louisville Southern began negotiations. It became clear that the LNA&C planned to enter into direct competition with the L&N via the Louisville Southern.²⁹

The Kentucky & Indiana Bridge, commonly referred to as the K&I Bridge, was completed in 1886. Its chief promoter was Bennett H. Young, then president of the LNA&C, who also became president of the bridge company. The K&I would provide the LNA&C a direct connection to the Kentucky coalfields and the Chicago market. Like the Louisville Southern, one of the K&I's Bridge Company's major investors was W. T. Grant.³⁰

Less than two months after the first train crossed the bridge at Tyrone, often referred to as Young's High Bridge after Bennett H. Young, the Lexington Extension was also leased to the Louisville, New Albany & Chicago Railroad. The acquisition of the Lexington Extension was simply another step in the LNA&C's plan to reach to Kentucky Coalfields. The final component of that plan was to be the proposed Richmond, Nicholasville, Irvine and Beattyville Railroad, the Riney-B, which would connect to the Louisville Southern line at Versailles. The Astor interests incorporated the Riney-B in March 1888 but the groundwork allowing its construction had been laid as early as 1872.³¹

October 12 1889, two days before the Lexington Extension was leased to the LNA&C, Bennett Young and the board of directors of the Louisville Southern took a special train from Lexington to Nicholasville for the ground breaking ceremonies for the Riney-B. A week before the board of directors of the LNA&C had agreed to guarantee the principal and interest on the Riney-B's bonds in exchange for three-quarters of the capital stock of the railroad, then held by Ohio Valley Improvement & Contract Co. of which E. D. Standiford of the LNA&C was one of the principals.³²

By 1890 the Riney-B had been completed as far as Irvine. John Jacob Astor died on February 22, 1890 but it was not anticipated that his death would impact the project adversely. On March 6 the Kentucky Legislature authorized an extension of the Riney-B to the Kentucky-Virginia line at or near Cumberland Gap. When the LNA&C's annual meeting took place on March 12, less than three weeks after Astor's death, the Kentucky coalfields seemed, at long last, to be within the railroad's grasp.³³

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The annual meeting, however, was anything but the routine business meeting the LNA&C's management anticipated. In the voting it was revealed that 31,896 shares of the 44,276 represented, which was about 95% of the LNA&C's stock, were held by Dr. William Breyfogle, a New Albany physician and banker long at odds with the railroad's management. Breyfogle used his stock to vote out the current officers and all but one of the directors. He then assumed the presidency and brought in a career Pennsylvania Railroad man as general manager. In a story the *Louisville Courier-Journal* headlined "A COUP" the meeting's events were interpreted as the ascendancy of the Pennsylvania Railroad over the LNA&C. The ejection of the officers and directors who had been responsible for the Kentucky incursion was consistent with events having been strongly influenced by the Louisville & Nashville; the announcement made by Breyfogle on March 22 left little doubt that the L&N had in some way influenced the takeover.³⁴

The LNA&C, Breyfogle stated, was repudiating its contract with the Kentucky & Indiana Bridge Company and returning to the Louisville Bridge. It was also canceling its lease of the Lexington Extension and it would not honor what he called the "illegal and fraudulent" guarantee of the Riney-B's bonds. The LNA&C did, however, retain the lease of the Louisville Southern, an action that, in conjunction with the abandonment of the Kentucky incursion as represented by the lease of the Lexington Extension and the guarantee of the Riney-B, amounted only to a denial of entry into Louisville for the Southern Railway system via the connection with the Cincinnati, New Orleans and Texas Pacific main line at Burgin.³⁵

Bennett Young, who had declared repeatedly his intentions to keep the Louisville Southern out of the hands of the L&N, took action to regain control of the LS from the LNA&C. He secured an injunction against the LNA&C restraining the company from disturbing the Louisville Southern in possession and operation of its own railroad. On March 27, 1890 the lease binding the two railroads was abrogated by mutual consent. As the Louisville Southern's track gang cut the connection with the LNA&C at Fourteenth Street in Louisville, a tornado struck the city and extensively damaged the Monon's terminal properties.³⁶

In May the intent of the East Tennessee, Virginia & Georgia Railroad (ETV&G), which had earlier leased the Cincinnati Southern, announced its intention to lease the Louisville Southern. On June 27, 1890 the 99-year lease was signed and the ETV&G began operation of the Louisville Southern on July 1. The passengers riding trains on the Lexington Extension were probably little affected by the upheaval experienced by the LNA&C and the Louisville Southern. Trains left the C&O Depot behind Lexington's Phoenix Hotel every morning at 7:10 and every afternoon at 3:55. In 1891 the ETV&G took steps to reroute the Lexington Extension's entrance into Lexington so that it could tie in with the Cincinnati Southern. In January 1892 the new trackage was complete and Extension's trains began using the Cincinnati Southern Depot.³⁷

The year 1893 dawned full of promise. Only recently outgoing President Harrison had assured the nation that the economy was sound – work was abundant and prices high. Then, without warning, the Philadelphia and

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Reading Railroad went bankrupt. Anxiety mounted among financiers, speculators and railroad leaders. On May

5 National Cordage Company collapsed. Alarm spread to the stock market and led to a crash. Banks called in loans and companies fell like dominoes. Railroad companies were especially hard hit. The Erie Railroad fell in July, the Northern Pacific in August, Union Pacific in October and the Atchison, Topeka and Santa Fe in December. By the summer of 1894 nearly 41,000 miles of trackage was in the hands of receivers.³⁸

Kentucky's railroads were not immune to the economic turmoil that swept the nation. The L&N, one of most financially sound railroad companies in the nation, made every attempt to reduce expenses but faced a loss of earnings that led to a sizable operating deficit. The Louisville Southern experienced financial difficulties of a more serious nature. In July 1893 the Louisville Southern, unable to meet the payment of interest on its \$5,000,000 mortgage, passed into receivership. The same day that Central Trust Company of New York filed a bill of complaint for the foreclosure of the mortgage the lease with ETV&G was abrogated and the ETV&G ceased operation of the Louisville Southern. One year later, on August 16, 1894, the property and franchises of the railroad were sold under foreclosure and became part of the newly organized Southern Railway Company headquartered in Washington, D.C.³⁹

The Twentieth Century

Once again, the change in ownership probably had little effect on the day-to-day operation of the Lexington Extension. Passenger trains continued to run, a morning and an evening train making the round trip between Lexington and Lawrenceburg. It was not changes in ownership that eventually brought about the disuse of the Lexington Extension. It was changes in technology. As rails had replaced the rivers as the principal transportation network, so roads replaced the rails. In 1905 there were 77,400 automobiles and 1,400 trucks registered in the United States. In just a decade that number jumped to 2,332,426 and 158,506 respectively. Between 1916 and 1940 the advance of the internal combustion engine was aided by the construction of major through roads built with federal funds matched by state money and the construction of additional hard surfaced roads by states counties and municipalities. In 1940 the number of registered automobiles had exceeded 27 million. In addition, almost 5 million trucks and over 100,000 busses competed with the railroads for passengers and freight.⁴⁰

Through the first quarter of the 20th century railroad mileage in Kentucky continued to grow, reaching 4,062 miles of track in 1929. Even then the rising number of automobiles and trucks was beginning to have an effect on passenger service. More and more often automobiles were being used for trips that would once have been made by train. One such trip, that from Lawrenceburg to Versailles and to Lexington, became much easier when the Jo Blackburn Memorial Highway Bridge opened on June 11, 1932. Located just 400 feet upriver from the Tyrone Bridge, the new US 62 highway bridge made it possible to drive from Lawrenceburg to Versailles without the delay necessitated by using the ferry. The ferry soon closed and there is little doubt that the new bridge also affected rail traffic.⁴¹

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Trains continued to be the heart of the Commonwealth's transportation system into the 1940s but that dominance was already being severely eroded as the less profitable passenger lines were discontinued. One of those

early victims was the Lexington Extension. The last passenger train crossed Young's High Bridge on November 27, 1937. By then, passenger service had been reduced to a modified caboose placed in front of the crew caboose in the regular freight train.⁴²

Automobiles, trucks, and busses were not the only technological advances that threatened the railroads. Three prominent airlines, carrying passengers, mail, and freight, were operating before the Depression. By 1940 there were 369 aircraft operated by nineteen domestic operators in service and they were making noticeable inroads into what had been the railroads' domain. The miles of pipeline carrying petroleum products also rose dramatically between 1921 and 1940, enough so that they ranked directly behind trucks as competitors for the railroads' traffic. Traffic on inland waterways also increased significantly between the two world wars.⁴³ As Klein states, "The combined impact of the new competitors drove the railroads from center stage in American transportation once and for all. One by one the competitive, technological, financial and political advantages they [the railroads] enjoyed melted away. . . They had resisted public ownership and control and wound up with progressively stricter public control. Now they could only oppose with grim determination the flow of public funds, some of which came from their own treasuries, to subsidize rival industries."⁴⁴

Freight trains, their number diminishing with each decade, continued to use the Lexington Extension and the Tyrone Bridge for almost 50 years after passenger service ceased but it, too, was discontinued in 1985. The last train crossed the Tyrone Bridge in November of that year, pulled by the oldest diesel on the Southern's roster. The line on either side of the bridge continued to see some use even after service over the bridge was discontinued. The Lawrenceburg-Tyrone segment saw occasional service from Lawrenceburg to the Wild Turkey Distillery and the Lexington-Versailles segment saw a five-day a week local from Lexington. In 1987 the Bluegrass Railroad Museum assumed ownership of that portion of the Lexington Extension between Versailles and the Kentucky River (milepost 9.0 to milepost 3.5). The following year the Museum began to operate a tourist excursion train on its portion of the Extension. In 1996 the Southern sold the Lexington-Versailles portion of the Extension to the Lexington & Ohio Railroad. Since April 1, 2003 the railroad has been owned and operated by R. J. Corman, Inc.⁴⁵

In 1990 the Norfolk & Western Railway merged with the Southern Railway, becoming the Norfolk Southern Railway. On December 30, 1999 the Norfolk Southern filed application with the Interstate Commerce Commission to abandon the Lawrenceburg-Kentucky River segment of the line. In January 2000 the Kentucky Heritage Council concluded that ". . . the entire rail line, including all bridges and trestles [were] eligible for the National Register of Historic Places." Today it is classified as "not in service" and the line is currently rail banked.⁴⁶

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Conclusion

The Lexington Extension was built when railroad expansion was being undertaken at a furious pace. That frantic building was often bankrolled by the counties and communities through which the lines passed because the advantages of being on a rail line were many and obvious – faster travel, increased mobility and, most importantly, access to markets for goods. Railroads wielded considerable power, which they used to influence politics to varying degrees. In Kentucky, it was said, “A man could not be elected justice of the peace or school trustee without the sanction of the Louisville and Nashville politicians.” While that may have been an exaggeration, it was true that the L&N offered free travel passes to allies, pressured laborers to vote the L&N way and spent huge sums of money to insure the defeat of candidates not sympathetic to them. The more powerful the L&N became the more outcry there was, especially by farmers and manufacturers over the company’s unfair rate structure.⁴⁷

The Louisville Southern was intended to provide an alternative to the L&N but the enterprise was certainly not taken from any altruistic motives. There were fortunes to be made in building railroads, and it was an enterprise in which the public often volunteered to help carry the financial burden. Bennett H. Young, the major player behind the Louisville Southern and the K&I Bridge, tried for most of his post-Civil War career to break the L&N monopoly. He ultimately failed. The Lexington Extension, the track, the trestles, and the bridge that bears his name, is a tangible reminder of Young’s dream. It is also a physical link with an era in the Commonwealth’s and the nation’s history when the railroad symbolized the power of technology, progress, growth, and economic salvation.

In the end, new technology in the form of the internal combustion engine offered Americans all that the railroad had once promised and more. Their day passed, their power diminished, and their allure faded. With them went hundreds of branch railroads like the Lexington Extension whose necessity had at one time seemed so compelling.

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UTMs, continued

5. Z 16 E 688490 N 4211640 All points 5-15 are on the Tyrone Quad.
6. Z 16 E 689540 N 4212700
7. Z 16 E 689890 N 4212720
8. Z 16 E 690460 N 4212220
9. Z 16 E 690460 N 4211780
10. Z 16 E 690940 N 4211270
11. Z 16 E 691610 N 4211520
12. Z 16 E 692240 N 4211550
13. Z 16 E 694480 N 4212390
14. Z 16 E 695660 N 4212690
15. Z 16 E 696860 N 4213200

Verbal Boundary Description

The nominated area is a linear section of railroad right of way approximately 8.25 miles mile and 123 feet wide. The width of the nominated area, 123 feet, extends 61.5 feet on either side of the railroad centerline. The nominated area extends from the original beginning of the Lexington Extension in Lawrenceburg, Anderson County, Kentucky to Beasley Road, just west of the Versailles city limits in Woodford County, Kentucky. The nominated area is approximately 123 acres.

Boundary Justification

The nominated area of the Lexington Extension is slightly over one-third of the original trackage as conceived and constructed in 1889. The nominated segment contains three wooden trestles, a steel cantilever bridge, site of a girder bridge, and a steel viaduct. The nominated segment of the Lexington Extension includes the most historically significant features of the railroad including the Cedar Brook Viaduct and Tyrone Bridge/Young's High Bridge and is the portion that retains the highest degree of integrity.

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Property Owners, continued

Bluegrass Railroad Museum
175 Beasley Road
Versailles, KY 40383
859-873-2476

Norfolk Southern Railway
3 Commercial Place
Norfolk, VA 23510
757-629-2600

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Photographs

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Lexington Extension

Anderson and Woodford Cos., KY

Photographer: Joseph E. Brent

February 23, 2004

Negative at the Kentucky Heritage Council

1. Trestle 1 - looking west
2. Trestle 2 - looking south
3. Trestle 3 - looking east
4. Tyrone Bridge/Young's High Bridge - looking southwest
5. Girder bridge abutment - looking east
6. Cedar Brook Viaduct - looking northeast
7. Railroad right-of-way looking east