

5-29-73

HB No 47m

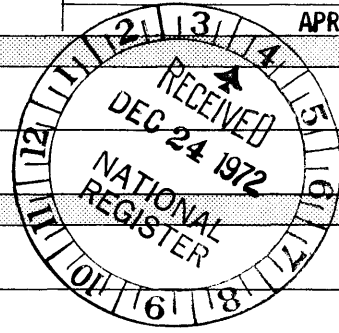
Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

| | | |
|------------------|-------------|--|
| STATE: | Mississippi | |
| COUNTY: | Yazoo | |
| FOR NPS USE ONLY | | |
| ENTRY NUMBER | DATE | |
| | APR 3 1973 | |



1. NAME

COMMON: Casey Jones Wreck Site

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: One mile north of

CITY OR TOWN: Vaughan mic.

STATE: Mississippi 39179 CODE: 28 COUNTY: Yazoo CODE: 163

3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|---|--|--|---|
| <input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object | <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both | Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment | <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum | <input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____ |

4. OWNER OF PROPERTY

OWNER'S NAME: Illinois Central Gulf Railroad

STREET AND NUMBER: 135 E. 11th Place

CITY OR TOWN: Chicago STATE: Illinois 60605 CODE: 031

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Chancery Clerk's office

STREET AND NUMBER: Yazoo County Courthouse

CITY OR TOWN: Yazoo City STATE: Mississippi 39194 CODE: 163

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: Mississippi

COUNTY: Yazoo

ENTRY NUMBER: APR 3 1973

DATE: APR 3 1973

FOR NPS USE ONLY

7 DESCRIPTION

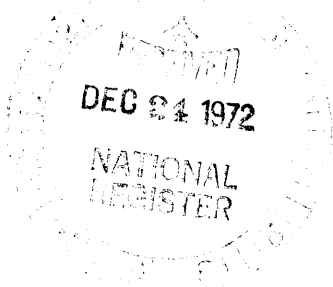
| | | | | | | |
|-----------|---|--|--------------------------------|---|--------------------------------|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | <input type="checkbox"/> Excellent | <input checked="" type="checkbox"/> Good | <input type="checkbox"/> Fair | <input type="checkbox"/> Deteriorated | <input type="checkbox"/> Ruins | <input type="checkbox"/> Unexposed |
| | (Check One) | | | (Check One) | | |
| | <input checked="" type="checkbox"/> Altered | <input type="checkbox"/> Unaltered | <input type="checkbox"/> Moved | <input checked="" type="checkbox"/> Original Site | | |

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The community of Vaughan has not drastically changed since the last visit of Casey Jones and his engine No. 382 on April 30, 1900. At the time of Casey's wreck, the population of Vaughan was approximately 350, and today is about 100. Some of the 1900 period structures are still extant, but are in dilapidated condition. The depot is gone, as is the side track onto which the two trains attempted to pull in order that Casey might pass on his southward run. The Illinois Central still runs through Vaughan, but since January, 1960, the Vaughan stop has been eliminated. Parts of the old thin rail of the period have been uncovered in Vaughan, but the main track is the heavier more modern type.

There is presently a small temporary museum in Vaughan containing memorabilia of the railroad during the Casey Jones era. A bill allocating funds for the promotion and establishment of a tourist attraction in Yazoo County was passed by the Mississippi Legislature during the 1972 session. The bill specifically states that \$150,000 will be set aside for three phases of the project at Vaughan: a Casey Jones museum; a roadside park; and the restoration of a typical rural store as it would have appeared in the year 1900.

Although Vaughan is approximately five miles from the present U.S. Highway 51, it will be only about one-fourth of a mile from Interstate 55, scheduled to be in use by late 1972 or early 1973.



SEE INSTRUCTIONS

SIGNIFICANCE

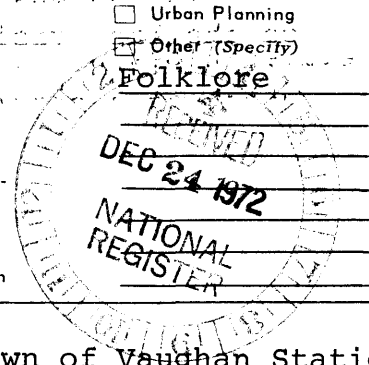
PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) **April 30, 1900**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify) Folklore |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |



STATEMENT OF SIGNIFICANCE

The little central Mississippi town of Vaughan Station was the birthplace of one of America's best known folk traditions: the legend of Casey Jones, famed railroad engineer. It was here, 3:52 a.m. on the foggy morning of April 30, 1900, that Jones ran his Illinois Central Train "No. 1" into the rear of a freight train, hurtling to his death and immortality.

John Luther Jones was born in southwestern Missouri on March 14, 1863, moving to Cayce, Kentucky, as a lad. It was from this town that he received his nickname when applying for an apprentice telegrapher's job with the Mobile and Ohio Railroad at Columbus, Kentucky. Casey's ambition, from the beginning of his railroad career at the age of 15, was to become an engineer. When he was eighteen, his dream began to come true. A yellow fever epidemic which struck down many of the crews of the neighboring Illinois Central Railroad provided Casey with the opportunity of mounting the cabin. Sensing that a shortage of engineers would result in rapid promotion for firemen, Casey applied for a job as fireman on the Illinois Central. On March 1, 1888, he was assigned a job firing a freight locomotive between Jackson, Tennessee, and Water Valley, Mississippi. Two years later, at the age of twenty-seven, he had passed his examinations and was promoted to engineer, running between Jackson, Tennessee, and Water Valley, Mississippi. Casey also worked out of Chicago, where he handled one of the express trains and other runs as the circumstances demanded.

The Illinois Central exhibit at the Columbian Exposition in Chicago in 1893, included the company's latest model, No. 638; and, when the exposition closed, Jones was assigned the new locomotive for the run to Water Valley. It was customary at the time for an engineer to be assigned to a particular locomotive upon which he could lavish personal attention. In a period of hell-for-leather railroading, Casey was reprimanded only nine times in his ten years as an engineer. Until the day of his death he was proud of his record, which did not include a serious injury to a passenger or a crew member. That Casey was a fast roller, there is no doubt. But the record does not show that he was careless. Because of the keen competition between the railroads, every effort was made to reduce schedules.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Daily Clarion-Ledger, Jackson, Mississippi. "A Disastrous Wreck on the Illinois Central," April 30, 1900, p. 3.
 Mississippi Department of Archives and History, Jackson, Mississippi: "Casey Jones" Subject File.
 Moody, James A., Jr. "Casey Jones Railroad Museum." Tennessee Historical Quarterly, XXV (Spring-Winter, 1966), pp. 3-21.
 "Revives Casey Jones' Memory." Illinois Central Magazine, XIX (November, 1930), p. 43.

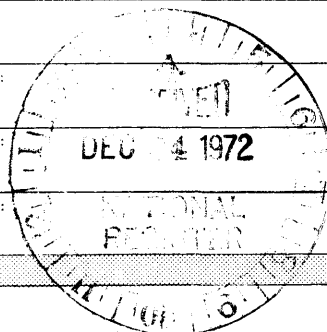
10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | OR | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | |
|--|-------------------------|-------------------------|----|---|-------------------------|--|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | |
| NW | ° ' " | ° ' " | | 32° 49' 00" | 90° 02' 07" | |
| NE | ° ' " | ° ' " | | | | |
| SE | ° ' " | ° ' " | | | | |
| SW | ° ' " | ° ' " | | | | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: one

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE: | CODE | COUNTY | CODE |
|--------|------|--------|------|
| | | | |
| | | | |
| | | | |
| | | | |



11. FORM PREPARED BY

NAME AND TITLE:
William C. Wright, Historian

ORGANIZATION: Mississippi Department of Archives and History DATE: October 18, 1972

STREET AND NUMBER:
P. O. Box 571

CITY OR TOWN: Jackson STATE: Mississippi 39205 CODE: 28

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name R. A. McLemore
R. A. McLemore

Title Director, Miss. Department of Archives and History

Date October 18, 1972

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert M. Utley
 Chief, Office of Archeology and Historic Preservation

Date 4/3/73

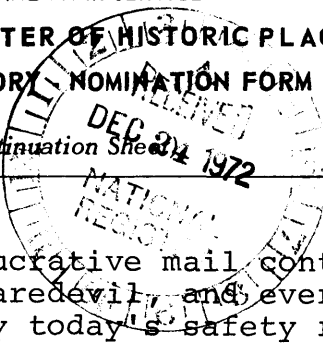
ATTEST:
[Signature]
 Keeper of The National Register

Date 3/23/73

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)



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| STATE | Mississippi | |
| COUNTY | Yazoo | |
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| | | APR 3 1973 |

(Number all entries)

8.
in order to keep the lucrative mail contracts. Every engineer had to be a bit of a daredevil, and every trip of that period would not be allowed by today's safety rules. "To get her there in the advertised" was the goal of every good engineer, and Casey was doing just that when he was killed.

Jones ran the freight between Jackson, Tennessee, and Water Valley, Mississippi, until January 1, 1900, when he was promoted to the fast passenger train between Canton, Mississippi, and Memphis, Tennessee. The engine was No. 382, a McQueen with six drive wheels, six feet high. Casey secured a custom-made six-flute whistle for the engine which produced a whip-poor-will sound, easily recognizable and associated with him.

The Illinois Central trains running south between Chicago and New Orleans were "No. 1" and "No. 3." The North-bound trains were "No. 2" and "No. 4." Casey had just arrived at Memphis with "No. 2," "The Chicago Fast Mail," exactly on time at 10 p.m. on April 29, 1900, when he learned that engineer Sam Tate of "No. 1," "The Cannonball Express," was too ill to make the run from Memphis to Canton. Casey had been scheduled to take "No. 1" south the next day after resting, but needing the extra money, he volunteered to make the return run that night if allowed to use his own engine, No. 382.

The "Cannonball Express" pulled out of the Memphis yard 90 minutes late at 12:50 a.m. on April 30, with Sim Webb at the shovel and Casey at the throttle. Fifty-five minutes were made up by the time Jones pulled into the Grenada station 102 miles from Memphis. In the 23 miles from Grenada to Winona another 15 minutes were made up. "The Old Lady has her high-heeled slippers on tonight," Casey is said to have shouted at Sim as they left Winona. He was almost on time when they reached Durant, 30 miles south of Winona. He was only two minutes behind schedule as he approached Vaughan, 22 miles south of Durant and 14 miles north of Canton, where he would turn the train over to the relief engineer.

Incredibly "Cannonball No. 1" had made up 73 minutes of lost time in 174 miles, meaning that, at times, Casey was running in excess of 100 miles per hour and hardly below 65 miles per hour at any time. Twelve minutes more at the same speed and Casey would have "The Cannonball" in Canton on time. But as he swept around an "S" curve into Vaughan, the red light of a freight train caboose loomed up ahead in the foggy night.

According to Sim Webb, Casey shouted "Jump, Sim! Unload!" as he shut off the throttle and applied the air brakes, pulled the reverse lever, opened the sand dome wide, and sounded a blast

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

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on the "whip-poor-will." As the train slowed in a few yards from 75 miles per hour to approximately 50 miles per hour, Webb jumped. Casey stayed at the controls, failing to brake his train just short of collision. The crash was heard for miles. The locomotive splintered the caboose, plowed through a car of hay ahead, and into the next one, which was loaded with shelled corn. Tons of corn were scattered over the wreck. Engine No. 382 then left the track and turned on its side. The tender and all the cars remained on the track.

Casey Jones was the only person killed. Sim Webb was picked up where he jumped, unconscious and bruised but otherwise unhurt. Several crewmen and passengers were bruised and shaken, but Casey's heroic deed of staying at the controls was credited with preventing serious injury to them and others.

A subsequent investigation revealed the cause of the accident. Two trains, one southbound and one northbound, had been ordered to a siding at Vaughan, but their combined length was four cars longer than the 3,148 foot siding. To let a northbound passenger train pass, they had executed what is called a "saw-by." They moved north on the siding until the third train stopped along side on the main track. Then they pulled back until the way was clear ahead. They repeated the manuever to let a local passenger train into a spur on the other side of the Vaughan station. They were preparing to do a third "saw-by" to let Casey through when a brake hose burst and froze the wheels of the freight, leaving four cars on the main track.

Regulations required that warning torpedoes be placed on the track "30 telegraph poles away," a fusee lighted, and a flagman stationed with a lantern to intercept the oncoming train. According to an official report of the accident, the flagman had done his job and the torpedoes had exploded, thus "Engineer Jones was solely responsible for the collision by reason of having disregarded the signals given by flagman John M. Newberry." For many years before his death in Memphis on July 13, 1957, Sim Webb told and recorded a different story, insisting: "We saw no flagman or fusee! We heard no torpedoes."

In any event, the fervor with which admirers of Casey rallied to his defense is what made the mishap different from 27 other rear-end collisions which occurred on U.S. railroads in that one month of April, 1900. One of Casey's admirers, Wallace Saunders, a Negro engine wiper from Canton, Mississippi, began to sing about the wreck:

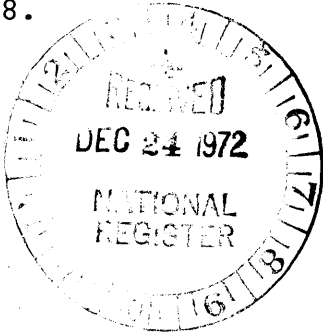
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Casey Jones. He was all right. Stuck to his duty both day and night. Casey Jones...Fireman say. Casey your runnin' too fast...Out run yo' signal las station yo' passed...Casey Jones, he died at th' throttle wi' th' whistle in his hand!

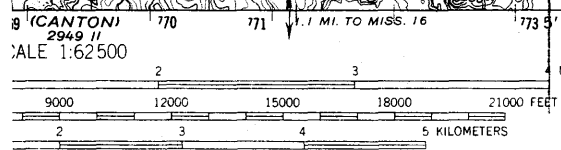
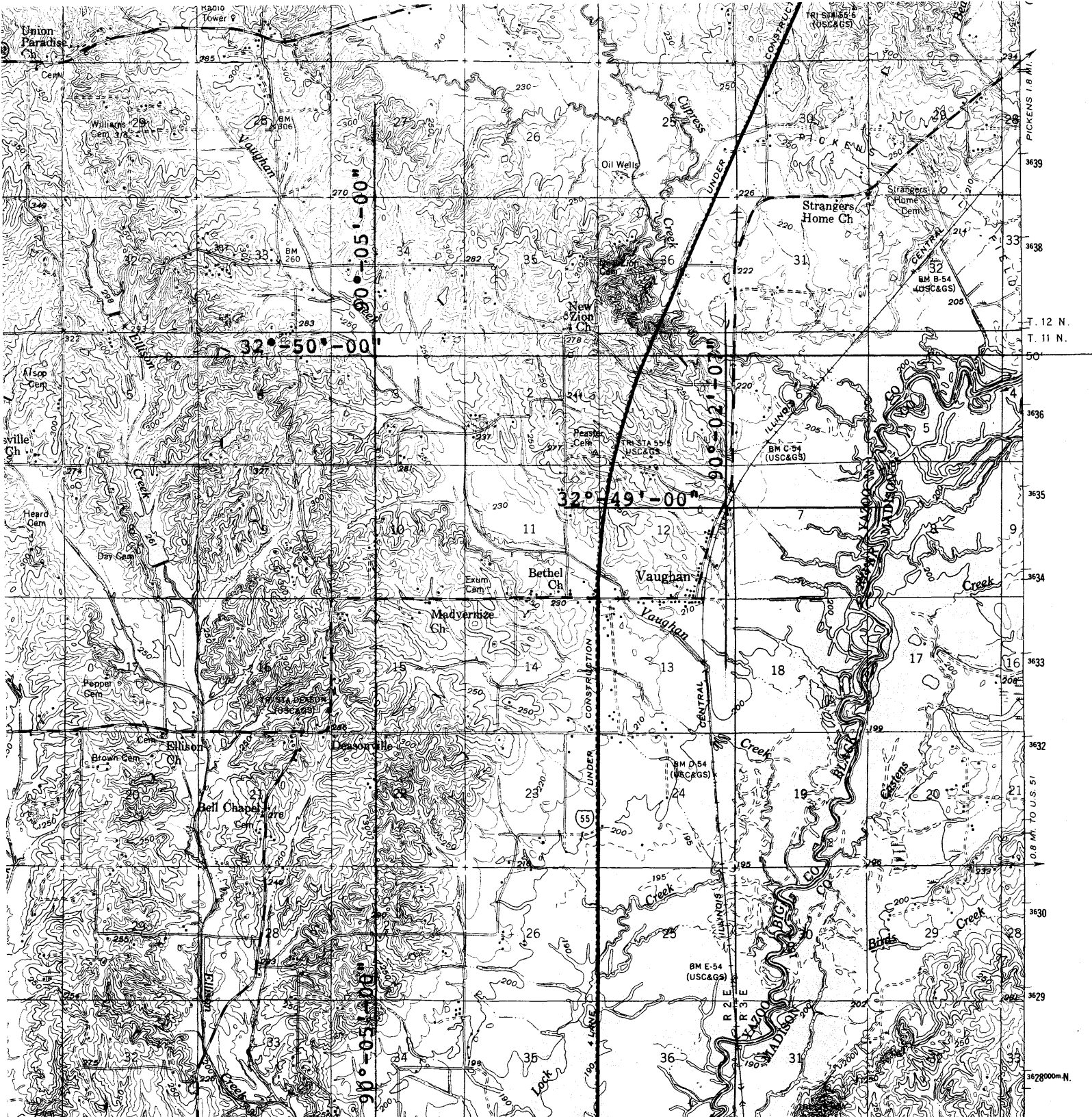
(Congressional Record--Appendix, November 14, 1967, p. A5591)

From a year that witnessed the accidental deaths of 2,550 railroad workers, why has this man been singled out in folklore and ballads? Perhaps it was because his time was the romantic era of the railroad, but it is more likely it was Wallace Saunders of the Canton roundhouse who really deserves the credit for Casey Jones' immortality. Saunders, who could neither read nor write, allowed his ballad to be copied by William Leighton, an Illinois Central engineer. According to Saunders, Leighton passed it along to his brothers, Bert and Frank Leighton, vaudeville performers, who used the song frequently in their act. The tune caught on in popularity and was copyrighted in 1909 with music composed by Eddie Newton and words by T. Lawrence Seibert, who changed the verses slightly. For his contribution to the ballad, Saunders is said to have only received a bottle of gin.

A postage stamp, official state historical markers, in Jackson, Tennessee, and Vaughan, Mississippi; and the Casey Jones Museum in Jackson, Tennessee, have subsequently commemorated the colorful Casey Jones, who has been immortalized in the folklore of American railroading. Plans are also being formulated by the Mississippi Park Commission and the Yazoo County Chamber of Commerce for the development of the site.

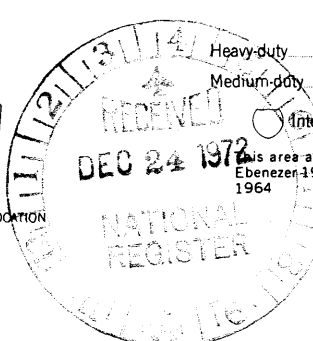
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U.S. Congress. House. The Hon. G. V. (Sonny) Montgomery speaking on "The Life and Death of Casey Jones," November 14, 1967. Congressional Record - Appendix, pp. A5591-A5593. Yazoo City Herald, Yazoo City, Mississippi. "Casey Jones Musuem Funds Pass," June 15, 1972, p. C-8.



3 INTERVAL 10 FEET
 REPRESENT 5-FOOT CONTOURS
 IS MEAN SEA LEVEL

NATIONAL MAP ACCURACY STANDARDS
 FEDERAL BUREAU OF SURVEY, WASHINGTON, D. C. 20242,
 COMMISSION, VICKSBURG, MISSISSIPPI 39181
 : MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
 Heavy-duty ———— Light-duty ————
 Medium-duty ———— Unimproved dirt - - - - -
 Interstate Route ○ State Route ○

This area also covered by 7.5-minute, 1:24,000-scale maps:
 Ebenezer 1964, Zeiglerville 1964, Linwood 1964, and Vaughan
 1964

VAUGHAN, MISS.
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