

A photograph of an abandoned railroad track in a wooded area. The tracks are made of weathered wooden ties and metal rails, with some ties missing and the rails sagging. The surrounding area is overgrown with grass and small plants. The background shows a dense line of trees under a bright sky.

Kentucky Abandoned Railroad Corridor Inventory

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Executive Summary

Kentucky House Bill 221, An Act Relating to a Rails to Trails Program, was enacted in 2000. It created and set out the responsibilities for the state Rail Trail Development Office, detailed various provisions to encourage the process of converting abandoned rail lines to recreational uses, and called for the Department for Local Government to inventory and assess the Commonwealth's abandoned railroad resources. The Department for Local Government contracted with the Kentucky Transportation Center at the University of Kentucky to perform the research.

At the peak, Kentucky had approximately 4,000 miles of rail lines. As of 2001, this number had been reduced to 2,760 miles. Changes in the railroad industry and shifts in the industries and communities served by the railroads have contributed to the loss of rail mileage. Around the United States abandoned railroad rights of way have been converted into linear parks that benefit their communities by providing recreational opportunities, alternative transportation, and promoting preservation of natural and historic resources.

This report provides an inventory of Kentucky's abandoned rail lines and a detailed assessment to highlight the lines that may be the most suitable for future trail use. A secondary purpose of the report was to inventory historic railroad structures. Over 125 different abandoned rail lines were identified, mapped using GIS technology, and assessed for their current use and condition. These abandoned rights of way exist in all regions of the state, in urban and rural areas.

Less than one percent of Kentucky's abandoned rail lines have been converted into recreational uses and while a few successful rails to trails projects have already been completed, there is still great potential to expand these into an extensive network of trails connecting Kentucky's communities, natural resources, and historic sites. Education, support, and coordination of effort will help ensure future trail success in the Commonwealth.

CHAPTER 1

INTRODUCTION



Rails on the ground in Lynch, Harlan County



Depot in Eminence, Henry County



Weedy right of way near Island, Muhlenburg County

The purpose of the Abandoned Railroad Corridor Inventory Project was to map and inventory Kentucky's abandoned railroad network and analyze the suitability of each corridor in regard to future trail reuse. This analysis was to ascertain the land ownership status and the dates of abandonment of the abandoned segments. The physical integrity of corridors was to be noted as well. This relates to the presence or absence of railroad structures such as bridges, tunnels, and culverts that may be useful in future trail development.

These objectives were to be accomplished through gathering information to create a thorough GIS database of alignments of all abandoned railroad of all types including common carriers and private lines. The future trail potential of abandoned railroad rights of way was to be assessed with information on ownership, connectivity to other railbeds, nearness to population centers, proximity to parks and forests, and access to natural and historic features, as well as connection to civic and cultural amenities and commercial services.

The results of this study will help existing rails to trails organizations, such as Kentucky Rails to Trails Council, expand their effort into new areas, identify new lines with trail potential, and assist local community trail initiatives with projects. Local groups, elected officials or interested individuals will also find the report useful in identifying abandoned rail resources in their area.

The GIS database created through this study is intended to be compatible with the State Rail Plan that focuses on active rail lines. These two studies can be used together to show a complete picture of Kentucky's rail network, past and present. The database is designed to be added to and maintained as future abandonments occur and as more

knowledge about individual lines is gained. It serves as a central, updateable archive for Kentucky's historic railroad information.

The project website is a convenient and user-friendly access point for members of Kentucky communities interested in rails to trails projects or in railroad history. The site is designed so that users do not have to be familiar with GIS software to be able to access the information contained within the GIS database. The historic railroad information and trail suitability assessments will be of interest to railroad history enthusiasts, railfans, and local historians, as well as those directly interested in trail development.

There is great interest at the local level in the history of rail lines that passed through communities. In many places in Kentucky and around the country, rails to trails projects provide a way for history to be actively experienced. It is an objective of this project to assist these types of community initiatives in preserving and interpreting local history through rails to trails projects.

This report is organized into four sections: history and context, methodology, inventory, and high value lines. The first section places Kentucky's railroad network into a national context to better understand why rail line abandonment occurs when and where it does. The methodology section explains how we gathered our data and assessed the lines for trail suitability. A large table, divided by regions of Kentucky, shows the inventory of abandoned lines. This table and its accompanying maps show the location, length, dates of construction and abandonment, railroad company names, current condition and use, and highlights of the line such as railroad structures or unique natural features for each abandoned rail corridor. Finally, the high value chapter describes in greater detail several lines that have high trail potential. We highlighted lines that are not currently proposed as trails or have only a small segment identified as a possible trail

project. A few of these lines have short sections that have been developed into trails, but these completed projects were small percentages of the potential trail mileage.

CHAPTER 2

KENTUCKY'S RAILROAD HISTORY IN A NATIONAL CONTEXT

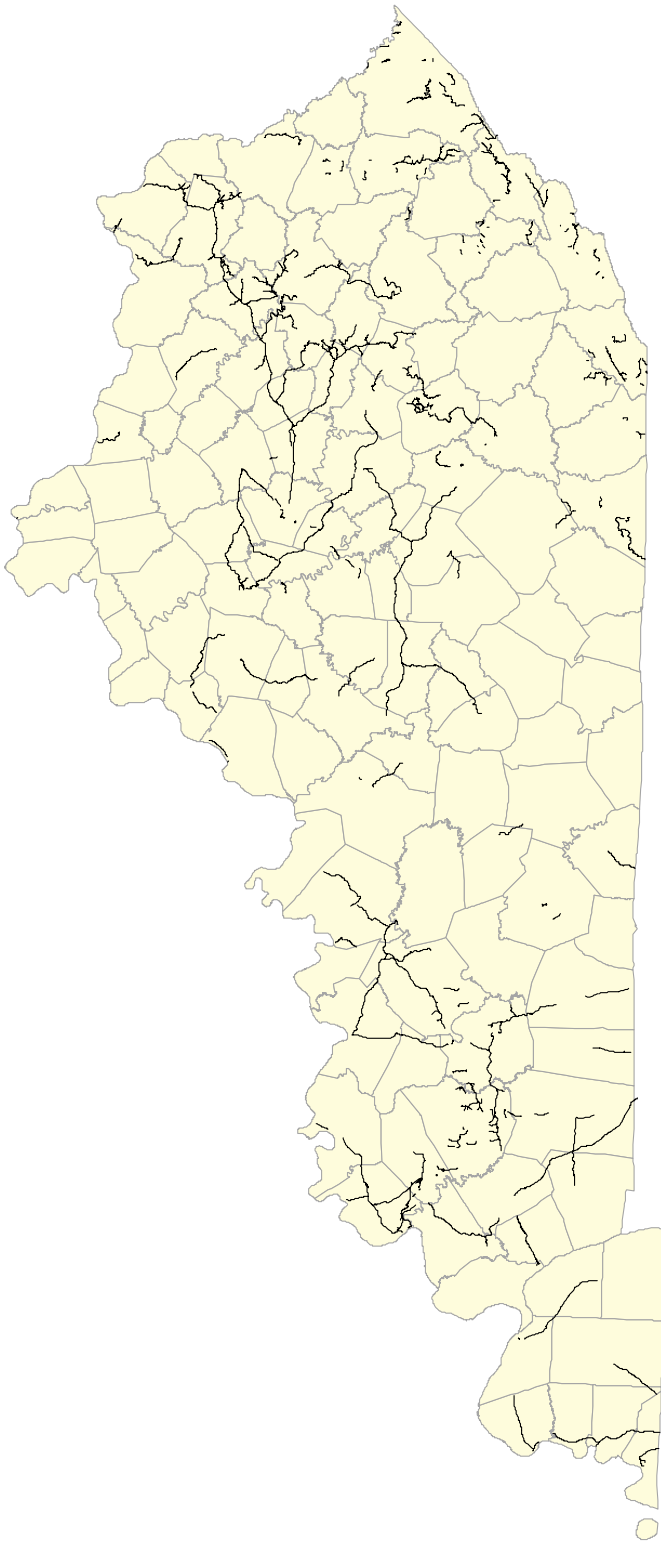


End of the line in Carter County



Former crossing near Greenville

Map 2.1: Kentucky's Abandoned Railroads

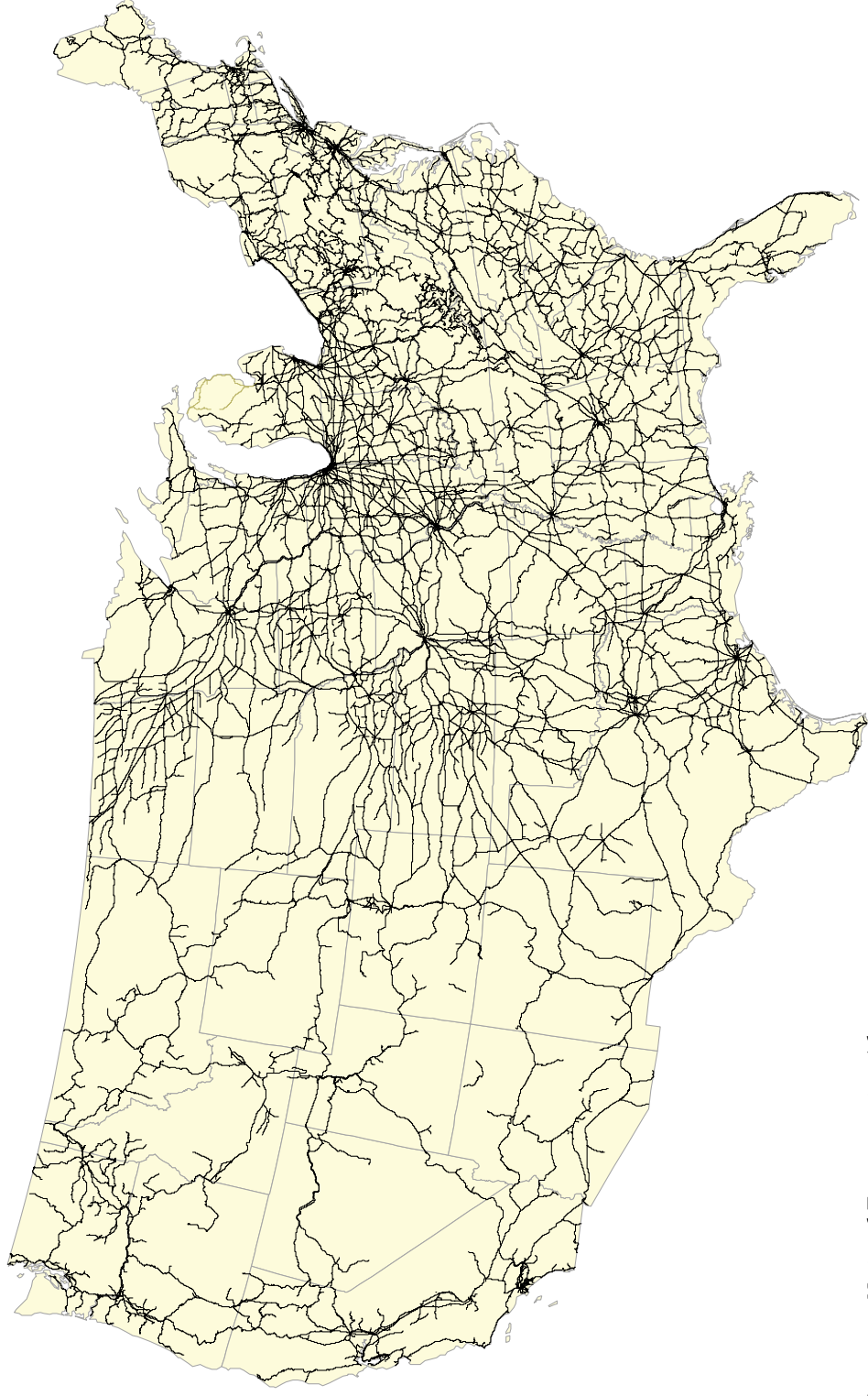


Kentucky has a network of abandoned common carrier mainlines, narrow gauge logging railroads, and short lived spurs that served coal mines. There are lines that were abandoned over 100 years ago and lines that are undergoing the process of abandonment today. Kentucky railroad mileage peaked in 1930 at over 4,000 miles (Sulzer 1998). As of 2000, the state had approximately 2,800 miles of track (Wilbur Smith Associates 2002). Rail mileage peaked in the nation at 254,000 miles in 1916, had dropped to 130,000 by 1995, and now stands at around 120,000 miles of track served by Class I railroads (Schweiteman 2002, Association of American Railroads 2002).

While rail lines were abandoned during every decade since the first lines were built, there were certain eras that stand out with more abandonments. Between 1930 and 1945, 500 miles of railroad were abandoned in the state, twelve percent of the total mileage (Sulzer 1998). During the Depression years many railroad companies in Kentucky became unprofitable and failed. The need for scrap metal during the years of WWII spurred the salvage of functionally abandoned or otherwise marginal lines. The war brought a short-lived increase in business and prosperity for railroads but steady decline returned shortly after it ended.

This activity coincided with the rise in automobile and truck use in the U.S., as more areas became accessible by car and more goods began to be shipped by truck. It is debatable how primary the influence of the auto was on the demise of railroads. Railroad abandonment is a product of a wide array of variables that changed in importance over time and from place to place. These variables related to poor management of the railroad companies, labor issues, changes in markets affecting shippers, burdensome regulation, initial over-construction, and unequal government subsidies to other modes of travel (Black 1975).

Map 2.2:
U.S. Railroad Network, 1996



Source: *National Transportation Atlas*, 1998

During the 1970s, the Interstate Commerce Commission streamlined the abandonment process; this allowed carriers to abandon lines more easily and quickly (Schweiteman 2002). Another wave of railroad abandonment came in the 1970s and 1980s as almost all of the major railroad companies in the Northeast and Great Lakes regions faced bankruptcy. The federal response to the crises in the rail industry included the 1973 Regional Rail Reorganization Act, which allowed for the creation of Conrail, a federal corporation to take over operation of seven bankrupt freight lines (these were: Penn Central, Erie Lackawanna, Lehigh & Hudson River, Boston & Maine, Ann Arbor, Lehigh Valley, and Reading) (Schwieterman 2002). This led to further abandonment of redundant and marginal lines. The 3-R Act focused on the bankrupt lines of the Northeast and Great Lakes; the 4-R Act (Railroad Revitalization and Regulatory Reform Act of 1976) addressed railroad issues nationwide. This act mandated public rail planning and made state rail planning a requirement in order to participate in federal rail subsidy programs. This was a change from previous years when the planning of railroad networks was left to railroad companies and to their regulatory bodies. It was apparent that coordinated rail planning at the state and federal levels was necessary because “coordinated federal-state policy featuring large scale public planning for the provision of rail services was virtually non-existent prior to 1973” (Hord1978:53).

The railroad industry was further deregulated in the United States after the Staggers Rail Act in 1980, as the federal government gave up control over pricing and marketing (Association of American Railroads 2002). This act also required the ICC to process abandonments more quickly. As a result of the change in regulations, railroads were able to lower their costs, lower prices for shippers, and increase their productivity and profitability

(Wilner 1997). Because of the drive for greater efficiency and the eased abandonment process, more lines were abandoned during this time.

The 1980s were also a time of important railroad company mergers. Instead of the old way of powerful railroad companies absorbing smaller, weaker lines, now railroad mergers and consolidations were between strong companies. Some of these included the Norfolk & Western and Southern RY to become Norfolk Southern and the consolidation of the Chessie System (C&O and B&O) and the Seaboard System (L&N, Seaboard Coast Line, Atlantic Coast Line, and Carolina, Clinchfield & Ohio) into CSX Transportation (Wilner, 1997). These are two of Kentucky’s major companies today, along with Illinois Central (which itself is a result of a merger with Gulf, Mobile & Ohio and that now has been consolidated into Canadian National) and a variety of regional and small shortline carriers. Map 2.2 shows the current national rail network including Class I carriers, regional railroads, and shortlines. 1996 data was the most recent available in a compatible GIS format.

Table 1: 1920 and 2001 Rail Mileage by State

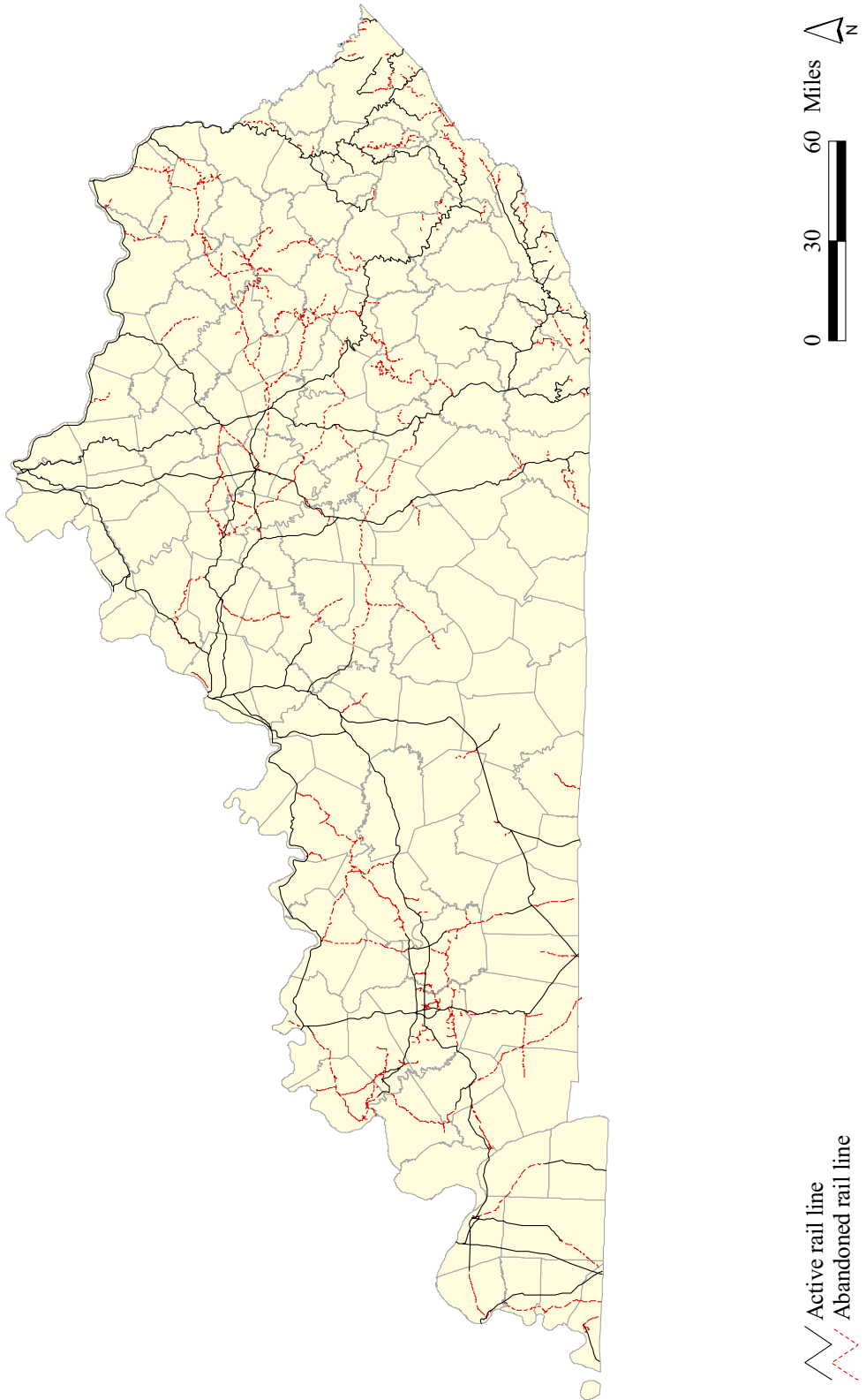
State	1920 miles	2001 miles	% loss
Alaska	n/a	482	n/a
Alabama	5378	3296	39%
Arkansas	5052	2607	48%
Arizona	2478	1855	25%
California	8356	6052	28%
Colorado	5519	2850	48%
Connecticut	1001	635	37%
Delaware	335	227	32%
Florida	5212	2771	47%
Georgia	7326	4795	35%
Hawaii	n/a	0	100%
Iowa	9808	4091	58%
Idaho	2877	1642	43%
Illinois	12188	7197	41%
Indiana	7426	4185	44%
Kansas	9388	5084	46%
Kentucky	3929	2760	30%

Louisiana	5223	2753	47%
Massachusetts	2106	1071	49%
Maryland	1472	760	48%
Maine	2295	1202	48%
Michigan	8734	3699	58%
Minnesota	9114	4504	51%
Missouri	8117	4168	49%
Mississippi	4369	2613	40%
Montana	5072	3293	35%
North Carolina	5522	3251	41%
North Dakota	5311	3795	29%
Nebraska	6166	3480	44%
New Hampshire	1252	437	65%
New Jersey	2352	922	60%
New Mexico	2972	1966	34%
Nevada	2160	1199	44%
New York	8390	3788	55%
Ohio	9002	5484	39%
Oklahoma	6572	3286	50%
Oregon	3305	2334	29%
Pennsylvania	11551	5145	55%
Rhode Island	211	102	52%
South Carolina	3814	2367	38%
South Dakota	4276	1768	59%
Tennessee	4078	2682	34%
Texas	16125	10473	35%
Utah	2161	1443	33%
Virginia	4703	3262	31%
Vermont	1077	600	44%
Washington	5587	3145	44%
Washington, D.C.	n/a	25	n/a
Wisconsin	7554	3478	54%
West Virginia	3996	2433	39%
Wyoming	1931	1904	1%

2001 data from Association of American Railroads

1920 data from *The Routledge Historical Atlas of the American Railroads*

Map 2.3: Kentucky's Active and Abandoned Rail Lines



General Analysis of Network of Abandoned Railroads in Kentucky

In response to changes in federal rail regulations, Kentucky began state rail planning in 1978 with the release of the first State Rail Plan. The Kentucky Railroad Commission (it was abolished 2000) was an important force for railroad regulation in the state, but there was little comprehensive planning done before the plans of the 1970s. A short update was added in 1979, but there were no other updates until the 2002 State Rail Plan produced by consultants Wilbur Smith Associates. Their maps and analysis mention both the current abandoned network and also the current and potential rail trail reuse projects. The 1978 plan presents maps and analysis of the existing rail network with a focus on preventing and dealing with light density line abandonments. There are chapters that highlight lines currently abandoned and eligible for federal subsidy, lines that have been indicated on railroad companies' system maps as likely to be abandoned in the next 3 years, and other lines that are likely to be abandoned. Each line is studied with comments on how the services can be stabilized to the point of long-term viability.

There are some geographic and temporal patterns of abandonment that are apparent when the data are mapped. In the northeastern corner of the state most lines were abandoned prior to 1950. These lines served lumber operations and marginal coal mines before the southeastern Kentucky coal fields were opened. Some of them were short branch lines that served small towns. These types of operations quickly became unprofitable as the lumber resources played out, coal mining shifted to the eastern coal fields, and speculative branch lines could not turn a profit from limited shippers and passengers. This era also coincided with the rise of the importance of the automobile. Railroads were in many places the only reliable access to communities. There simply

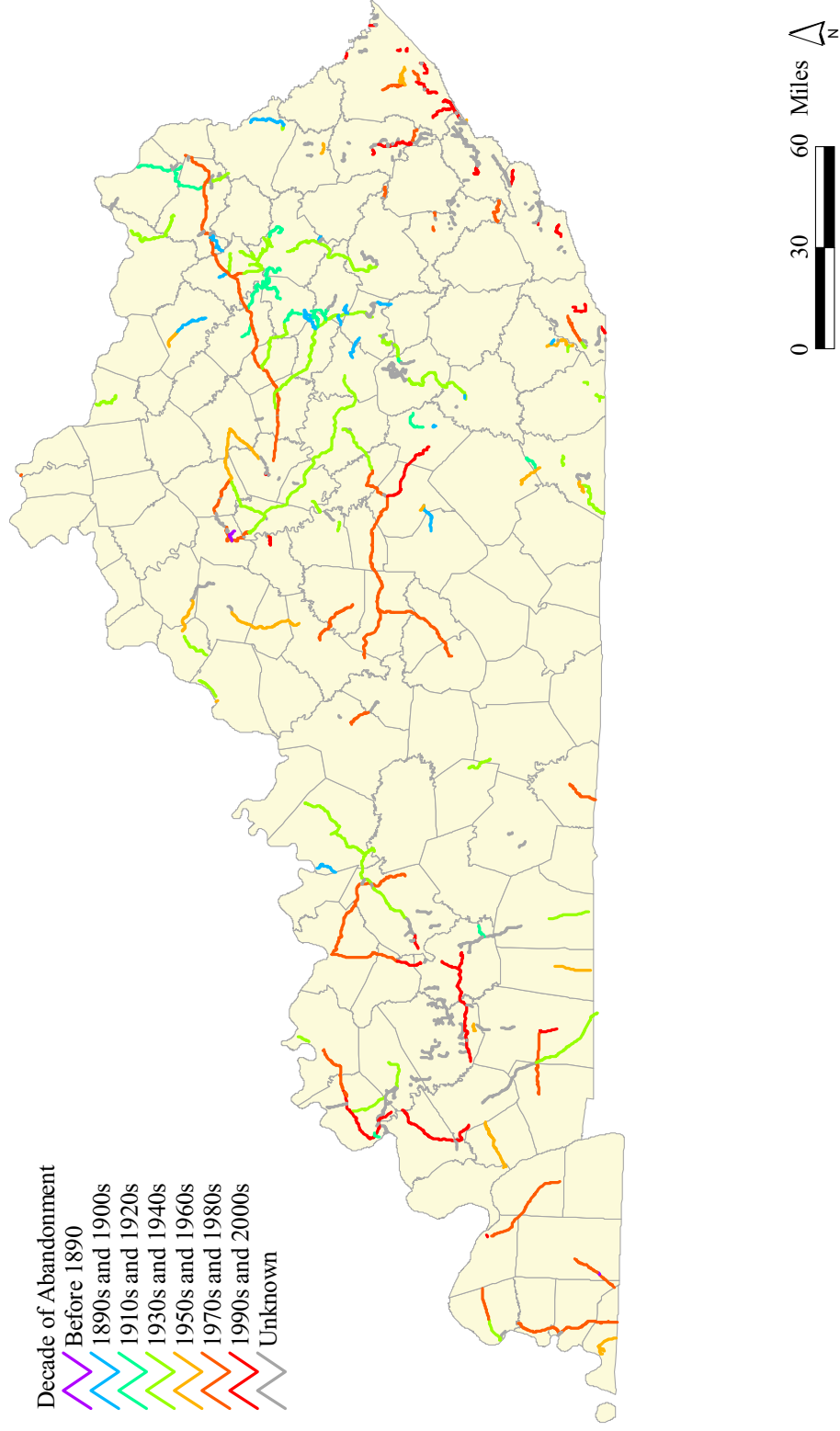
were no auto roads. As reliance shifted to cars and trucks, railroad lines were abandoned and railroad rights of way were reused for auto roads. This is especially true for lines abandoned before WWII and for lines in more rugged terrain – the rights of way were often the only or best way to get up a narrow hollow.

This pattern for lines abandoned pre-WWII is visible elsewhere in the state too. Lines that were abandoned then are likely to be auto roads today. Lines that served small towns at the end of short branches quickly became marginal and were likely to have been abandoned before or shortly after WWII.











More recently abandoned lines are not often made into auto roads of any length, though some are local access roads or driveways, because by the time of their abandonment auto roads had already been constructed - often parallel to the railroad. In these areas the abandoned rights of way often see informal off road use by ATVs or by hikers, bikers, or equestrians. This pattern is consistent across the state.

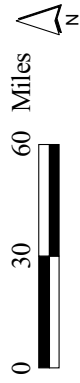
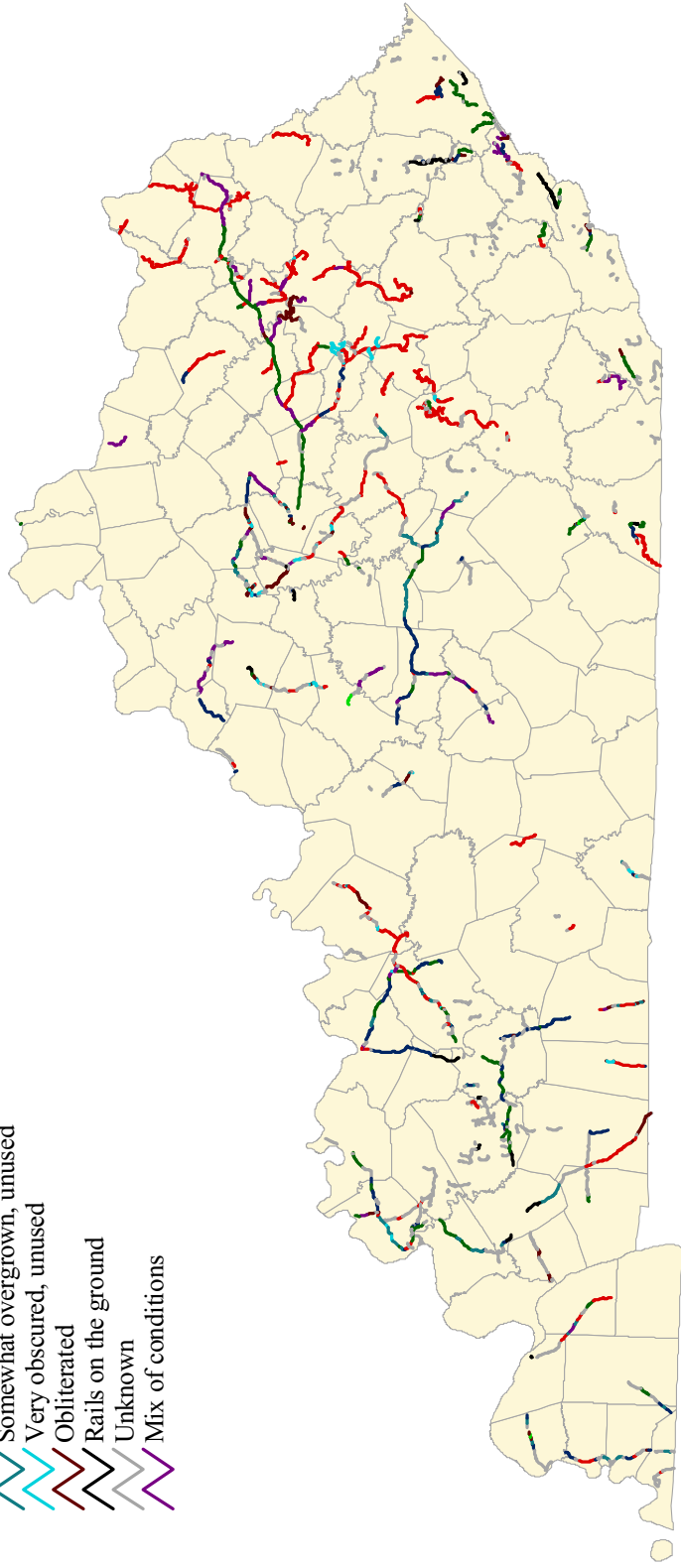
The most recent and most intact and unobstructed lines have been abandoned in coal areas. As coal production shifts, short branches and spurs continue to be abandoned. Since the 1980s some longer lines were abandoned, both in the southeast coal fields and in western Kentucky. It appears that in hillier areas these rights of way are more quickly used for other purposes like roads and home sites but in flatter areas, there is not as much need for the flat beds and they are more likely to be left intact. Nearly all of the abandoned lines that still have rail on the ground are in the coal fields. Some of these lines are quite newly abandoned and have not been salvaged yet. A few have not seen service in many years but have not yet been officially abandoned, perhaps because there is some chance that the coal mines accessed by the line will again be put into production.

Map 2.4: Rail Line Abandonments by Decade



Map 2.5: Current Use and Condition of Abandoned Rail Lines

- Current Use and Condition
-  Auto road
 -  Clear path, non-car traffic
 -  Overgrown, non-car traffic
 -  Clear path, unused
 -  Somewhat overgrown, unused
 -  Very obscured, unused
 -  Obliterated
 -  Rails on the ground
 -  Unknown
 -  Mix of conditions



In addition to the network of abandoned railroad right of way, an array of railroad related structures is the legacy of these cycles of abandonment and the wide variety circumstances under which the lines were abandoned. We discovered a number of tunnels, bridges, culverts, depots, and small railroad artifacts such as mile markers, signals, signs, ties, rails, and spikes. It was a surprise to find so many tunnels, bridges, and trestles intact with potential for reuse and historic interpretation as part of future trail projects. It is imperative that these structures be documented and preserved if at all possible, even if a trail is not built. The locations and descriptions of these point features are noted in the GIS database of abandonments and are presented in list form in Appendix A.

Boxcar in Clearfield, Rowan County



Yamacraw Bridge, McCreary County



Rails to Trails History

The National Trails System Act, enacted by Congress in 1968, created a national system of recreational trails and designated several national scenic and national historic trails. Some of these trails include the Appalachian Trail, the Natchez Trace National Scenic Trail, and the Pacific Crest Trail. The act declared that trails should be established first near urban population centers and secondarily in rural areas to promote preservation of and access to the nation's natural and historic resources.

The National Trails System Act was amended in 1983 to allow for “railbanking”. Railbanking is a way for abandoned railroad corridors to be preserved for future railroad use and in the mean time it allows for the corridors to be used for recreational trails or utility easements. Railbanking in effect delays abandonment indefinitely so that the land moves from railroad company ownership to management by an interim agency. The land is not sold piecemeal nor does it revert to adjacent owners in the case of easements. The managing agency (often a local government or park board) becomes the owner of the right of way.

The first formal rail trail projects in the U.S. began in the 1960s. The Elroy Sparta Trail in Wisconsin and the Prairie Path outside Chicago were some of the first. There were several more rail trail projects in the following twenty years; the passage of the railbanking amendment encouraged the creation of many more.

In 1986 a national organization, the Rails to Trails Conservancy, was founded to help communities through the process of creating trails from abandoned rail corridors. This non-profit organization serves to: promote policy that supports rail trails, provide information and assistance to local trail project groups, and provide leadership and vision to the national trails and greenways movement. To date there are over 12,000 miles of rail trails in the U.S. The Rails to Trails Conservancy has a national office in Washington, D.C. as well as field offices in Michigan, Ohio, California, Pennsylvania, Massachusetts, and Florida.

Kentucky citizens interested in rails to trails organized in 1994 as the Kentucky Rails to Trails Council. There are chapters in the Bluegrass, Lake Cumberland area, Morehead area, Muhlenberg County, and Wilmore. These groups are entirely volunteer

and they are active in building community awareness of Rails to Trails; building support for proposed projects; pursuing funding, planning and design; and educating others on the

Rail Trail in Greenville



benefits of rail trails. To date there are fewer than 15 miles of completed rail trail projects in Kentucky, but there are close to 200 miles in various stages from proposal to construction. Nearly every other state in the US has more miles of developed rail trails than Kentucky (Minnesota, Wisconsin, and

Michigan have over 1,000 miles); many of these states began their first trail projects 20 or 30 years ago. Many states are trying to develop their rail trails into a cohesive network that connects people with recreation areas, shopping, historic sites, other trails and greenways, and also into a network that serves commuters

Table 2: States with the Most Rail Trail Mileage

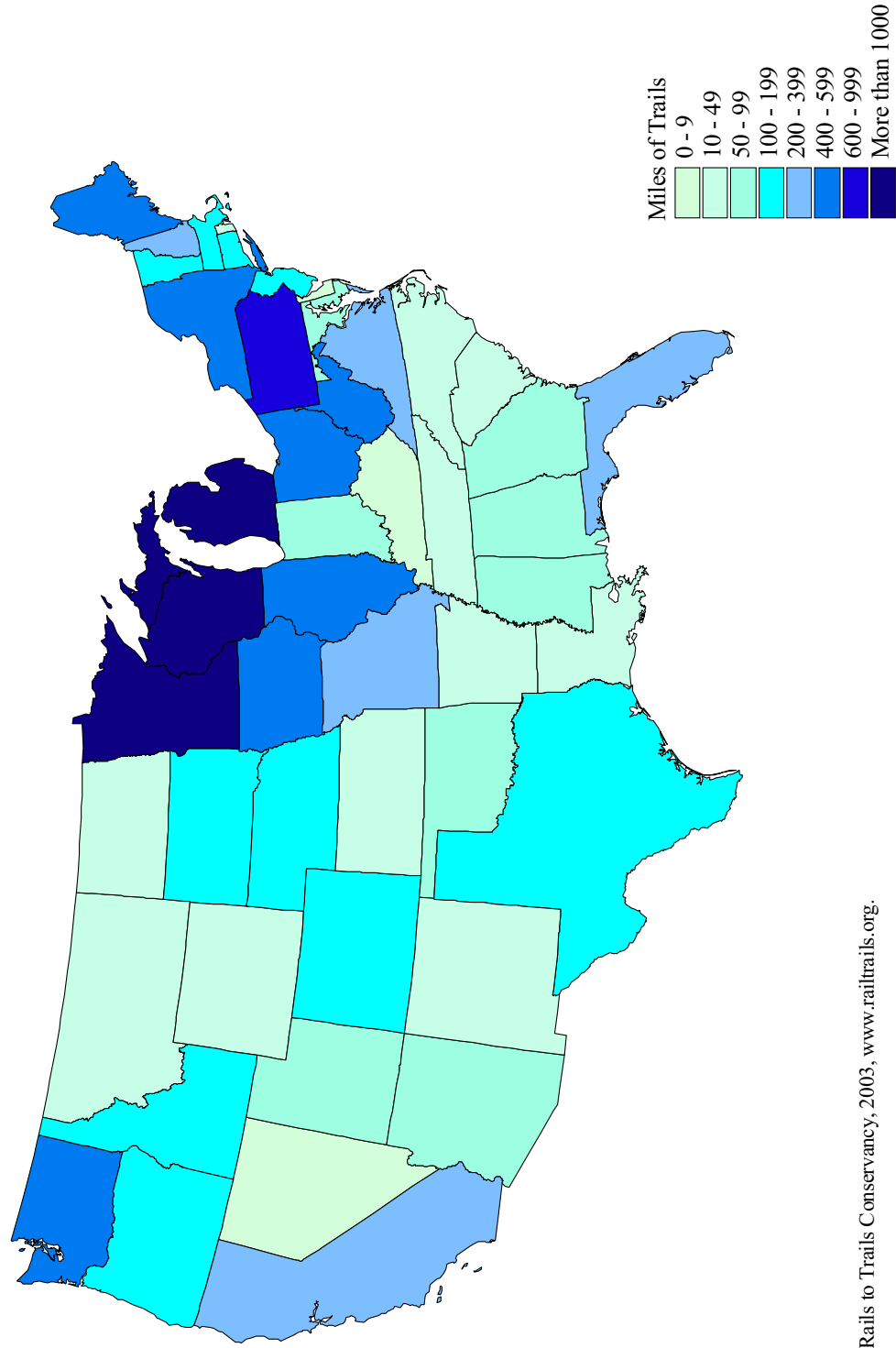
1. Minnesota	1301
2. Wisconsin	1294
3. Michigan	1176
4. Pennsylvania	941
5. New York	553
6. Iowa	546
7. Washington	529
8. Illinois	496
9. Ohio	441
10. Maine	438

Table 3: States with the Least Rail Trail Mileage

49. Delaware	1.75
48. Kentucky	4
47. Nevada	6
46. Alaska	8
45. Arkansas	12.9
44. New Mexico	17.8
43. North Dakota	21
42. Wyoming	22
41. Louisiana	25
40. Rhode Island	31.9

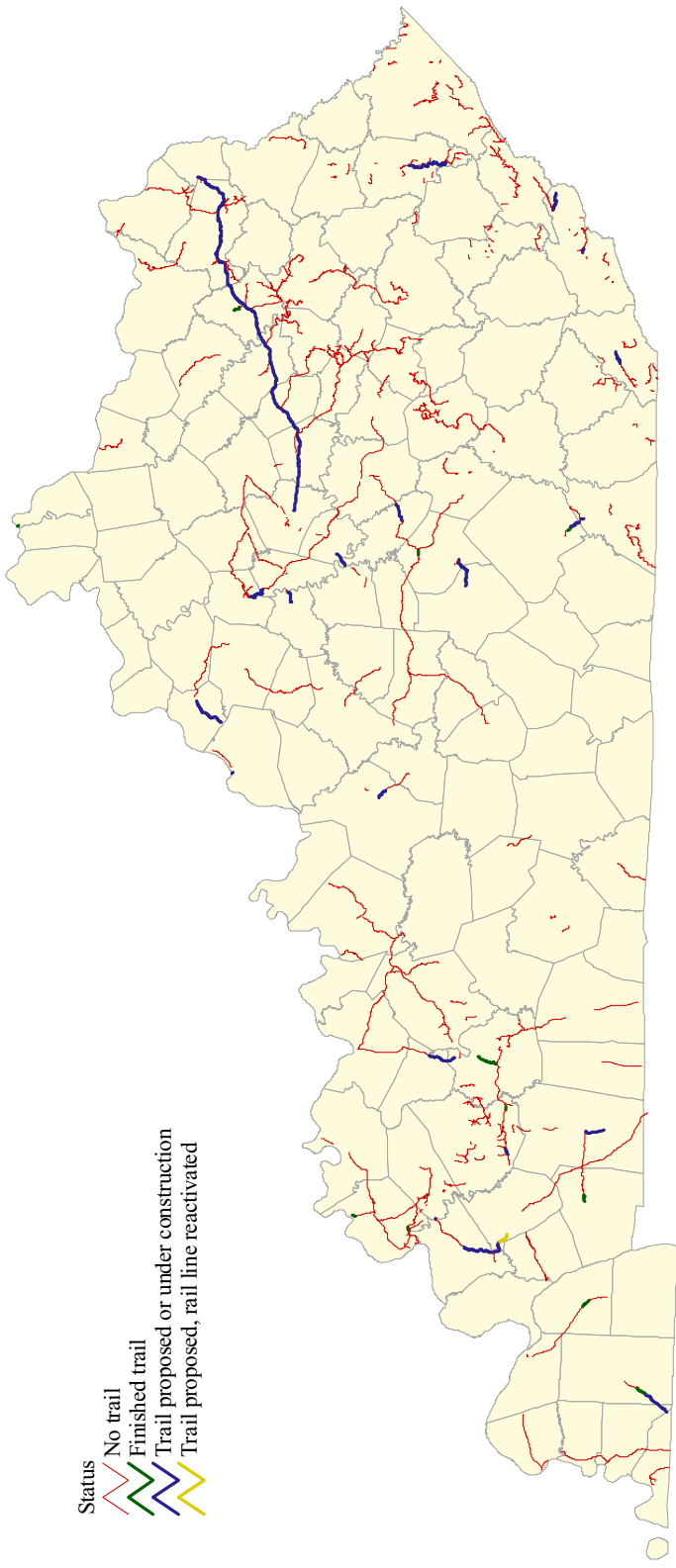
(For these tables we used the rail trail mileage from Rails to Trails Conservancy, which is out of date, but at least it is consistent nationwide. Hawaii has no known rail trail mileage.)

Map 2.6:
Miles of Rail Trails, by State



Map 2.7: Rail Trails in Kentucky: Finished and Proposed Projects

- Status
- No trail
 - Finished trail
 - Trail proposed or under construction
 - Trail proposed, rail line reactivated



Kentucky's first rail trail was the Cadiz Trail in Trigg County. When the Cadiz Railroad was abandoned in 1988 the right of way was donated to the city and the trail opened in 1989. Local residents formed a committee that helped see the trail through the development process. The City of Cadiz took over trail maintenance from the trail committee during the mid-1990s and the committee was dissolved at that time. The trail sees excellent usage and acceptance by the public and strong support from the city, which recently added an extension so that the trail now reaches a shopping center.

At the time of the first state rail plan in 1978, a section of abandoned line in far western Kentucky (between Winford Junction and Columbus) was under negotiations for conversion to a recreational trail and the consultants made a recommendation that this action be pursued based on the proximity of a current bikeway, Belmont State Park at Columbus, and Reelfoot Lake National Wildlife Refuge. It states that local citizen groups were interested in acquiring the right of way and that the Commonwealth was helping to conduct a survey and to determine clear title requirements. The line is not a trail today, but we have no information on what happened to this project. The first state rail plan also mentions the idea of railbanking abandoned lines for future road, railroad, utility or recreational use - five years before the federal legislation instituted an official act relating to railbanking.

We computed a conversion rate that shows what percent of each state's rail network has been reused for rail trails. This rate is based on the states' 1920 rail mileage (near the peak year of 1916) and their current trail miles. Kentucky ranks among the lowest states in terms of miles of the original peak railroads converted to rail trails. Using the data from the Rails to Trails Conservancy, it ranks the lowest of all states that have

any trail mileage, but that data shows that Kentucky only has 4 miles of trails; it now has about 12 miles. It would have been problematic to have updated Kentucky’s mileage without also being able to update the other states, so we used the data as it was given. States that have the highest rail mileage also have some of the highest conversion rates.

It is difficult to determine why Kentucky has so few miles of rail trails in comparison with other states. Some have hypothesized that this is related to a general mistrust of planning and zoning efforts and strong private property rights sentiments. But these sentiments are complex and impossible to quantify or correlate without further survey and study. The opinion of many who have worked on rails to trails efforts in the state point to a lack of coordination between the various agencies, sources of funding, interested citizens, and local and state leaders as the primary obstacle to trail success. It is a goal of House Bill 221, through the creation of the State Rail Trail Development Office, to help to coordinate and encourage these efforts state-wide.

Table 4: States with the Highest Percentage of Peak Rail Miles Converted to Trails

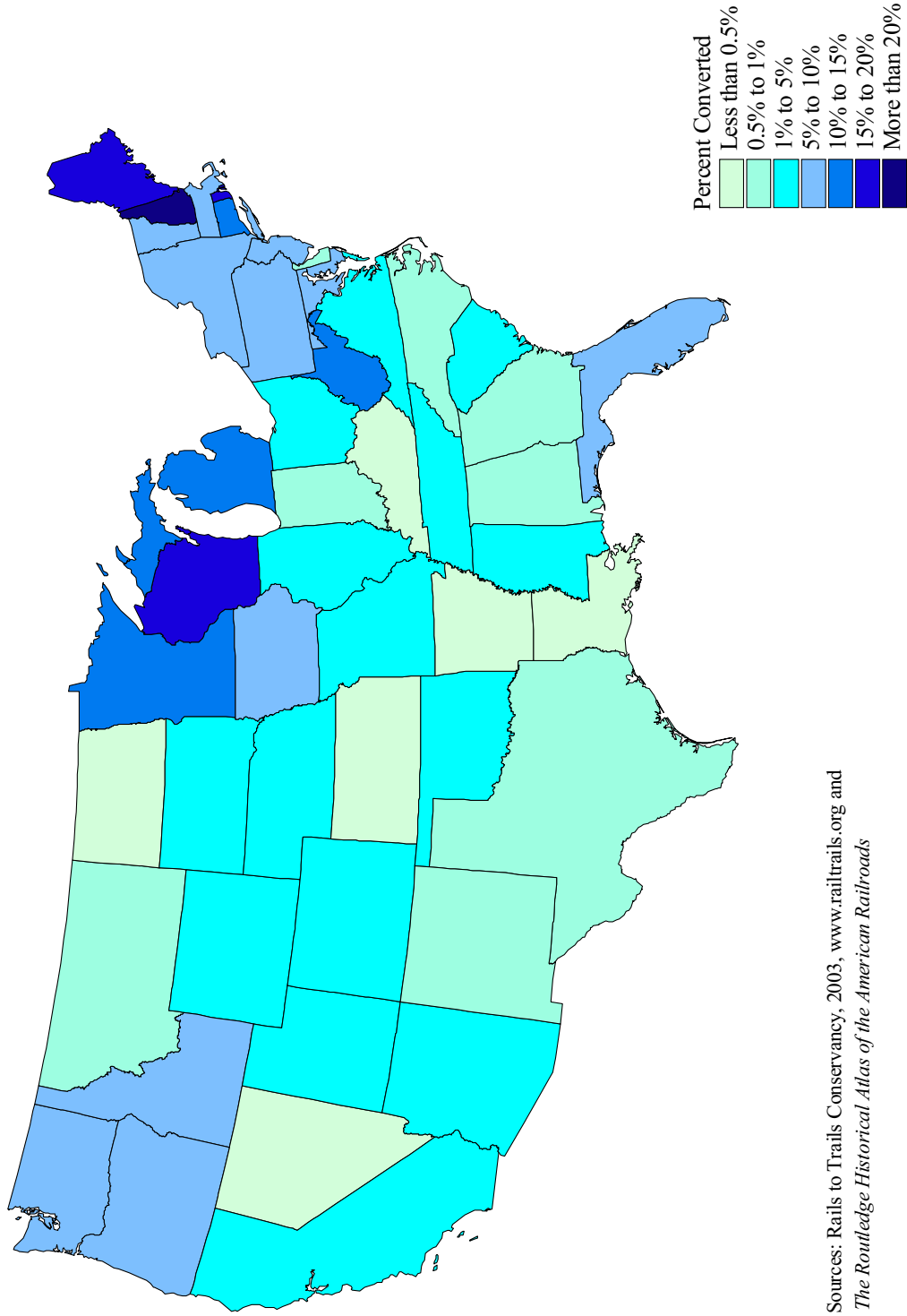
1. New Hampshire	22.96%
2. Maine	19.08%
3. Wisconsin	17.13%
4. Rhode Island	15.12%
5. Minnesota	14.27%
6. Michigan	13.46%
7. Connecticut	12.99%
8. West Virginia	10.56%
9. Vermont	9.47%
10. Washington	9.47%

Table 5: States with the Lowest Percentage of Peak Rail Miles Converted to Trails

48. Kentucky	0.10%
47. Arkansas	0.26%
46. Nevada	0.28%
45. North Dakota	0.40%
44. Kansas	0.42%
43. Louisiana	0.48%
42. Delaware	0.52%
41. New Mexico	0.60%
40. North Carolina	0.68%
39. Montana	0.77%

(For these tables we used the rail trail mileage from Rails to Trails Conservancy, which is out of date, but at least it is consistent nationwide, and rail mileage from 1920, closest year’s data available to the peak US rail mileage in 1916, from *The Routledge Historical Atlas of the American Railroads*).

Map 2.8: Percent of 1920 Rail Mileage Converted to Trails



Sources: Rails to Trails Conservancy, 2003, www.railtrails.org and
The Routledge Historical Atlas of the American Railroads

CHAPTER 3

METHODOLOGY



Hiking the Lexington & Eastern in Clark County



Rails on the ground near Princeton



Flying above the Chesapeake & Ohio RR east of Lexington

When we began our project we naively assumed that we would hike every mile of abandoned right of way and do a complete field survey of the state. About five hours in to our first day in the woods, after we lost the logging rail bed somewhere in a tangle of briars, we discovered that we would not be hiking all 1,500 miles of rail bed in two years! We spent several months of trial and error as we re-evaluated our methods before we settled into an effective combination of archival research, selective field checking, and GIS database building.

Archival research

Half of the work of this project has been the archival research – figuring out where the lines once ran before we went out into the field to try to see what shape they are in today. Our primary source for lines abandoned before 1967 was Elmer Sulzer’s book *Ghost Railroads of Kentucky* (1967). He had information on some lines which we found mention of nowhere else, so we relied heavily on his research. His maps are more schematic than accurate, so we had to rely on topographic and other maps to determine the exact route of lines, but once we had the endpoints and some points along the way from Sulzer we were able to map the routes quite accurately. Some of his historic information was not accurate, but unless we could find another source to correct it, we used what he wrote.

For more recently abandoned lines, Steam Powered Video’s *Comprehensive Railroad Atlas for Appalachia and Piedmont* (1997) was a valuable source. These maps were even more schematic, but provided endpoints and company names for most lines abandoned before the mid 1990s.

For very recently abandoned lines (since 1996) the Surface Transportation Board's website archives the decisions and notices from the abandonment proceedings. These are updated daily so it is very easy to keep up with current abandonment activity. Interstate Commerce Commission decision and notice records of lines abandoned from 1990 to 1995 are available in various places online, posted there by railfans and amateur historians.

The rest of our information was drawn from a plethora of sources, historical and geographic, academic and amateur. The annual reports and maps of the Kentucky Railroad Commission provided useful information about routes and railroad company names. Geological survey maps and reports provided much of our historic route information. The Kentucky Geological Survey made the first topographic maps of Kentucky in the 1920s. These were 15 minute maps (the equivalent of four standard quadrangle maps put together), and while they do not show great detail, they do show rail lines. Unfortunately there is coverage for only about half of the state, mostly the coal areas and urban areas. The first series of 7.5 minute topographic maps were produced in the 1950s. Some have been updated over the years -- the newest maps were produced in 1997 -- but many have not been updated in fifty years. These maps show great detail and are invaluable for showing routes of recently and long abandoned lines. Topographic evidence often remains on maps even if the line is long gone -- the cuts, fills, and rights of way are clearly seen in many places and it's helpful that some lines are marked as "abandoned railroad grade".

Other maps, such as those produced by railroad companies and commercial atlases, have been useful, though many do not show enough detail to pinpoint the routes

beyond endpoints. *The Official Guide to Railways* was produced several times a year since the late 1800s and was a catalog with timetables and schematic route maps of every railroad company in business in the nation. Newer maps such as state highway maps and a recent topographic gazetteer were useful in comparing old and new route maps to pinpoint routes, but they almost never had accurate information about recent abandonments. There is about a 3-5 year lag, sometimes much more, between actual abandonments and their appearance on maps like these.

We attempted to use Digital Ortho Quarter Quad photos (aerial photos) to determine alignments but soon learned that they were not well suited to the type of information we needed. It was difficult to determine from the photos if rights of way were in fact abandoned railroads or if they were auto roads. Because some lines had been abandoned since the photos were taken and because it is quite hard to determine from photos the difference between an in-service line and a newly abandoned line, we were unable to use DOQQs.

Other historical archival sources also provided some information for us. These included local history books, newspaper articles, company records, and geologic reports. Unfortunately we did not have the time to do a complete search of these sources, so there are some holes in our data regarding dates of construction or abandonment and company name.

A few local experts (and there were many more we did not have time to speak with) provided some valuable information through their own research. These included Ed Vasser, an amateur historian who has extensively researched logging railroads in Northeastern Kentucky; Cecil Ison, the Daniel Boone National Forest Archeologist; and

Robert Vaughn, an amateur railroad and coal mining historian who has written detailed essays about rail lines and mining-related rail facilities in Southeastern and South Central Kentucky. Other local experts and amateur historians also shared information on internet websites, bulletin boards, and list serves that helped us to fill in some important missing links.

We were able to obtain alignment information for logging railroads in the Red River Gorge area from Ed Vasser, but for most areas we were only able to learn names of logging companies and not the routes of their railways. Because of this the maps are incomplete. One can imagine a pattern of logging rail lines in most areas of Southeastern Kentucky that would have been similar to the Red River Gorge area. The routes of interurban railways were also omitted from our database. Interurbans were electric commuter railways that connected urban areas. There were extensive networks centered on Lexington and Louisville and radiated to area towns such as Georgetown, Versailles, Paris, Nicholasville, and Shelbyville. Most of the routes of these interurbans shared a right of way with an auto road so they are not represented on our maps. One notable exception is the line that ran from Pewee Valley to LaGrange. This interurban shared a right of way with the Louisville and Nashville Railroad (this line is still active) and it is slated for development as a rail trail.

Most of the archival information was found in the University of Kentucky Library, Special Collections, and Map Library. Some was found in the Kentucky Historical Society Special Collections and some was accessed online.

Records from the Interstate Commerce Commission, the federal agency responsible for regulating abandonments from 1920 to 1995 (its duties were taken over

by the Surface Transportation Board in 1996), are in the National Archives in Maryland. All of the decisions and notices from every abandonment proceeding are available there – these would show the exact mile points for the sections abandoned, names of the abandoning railroad companies, and dates of abandonment. Unfortunately, because of time and staff limitations, we were not able to access these records.

Field Work

We had to limit our field work to those lines that had not clearly been remade into roads, had significant intact stretches (that were not built over in urban areas or by new

How to tell if a railroad is abandoned



road construction), that seemed to have trail potential, and were in places where it was relatively safe and easy to hike. This excluded lines that were on guarded coal company property or were over a fence that held back big dogs, for example. We

considered lines that connected places (as opposed to dead ended spurs), had significant contiguous stretches, had intact infrastructure or buildings, or had interesting natural features to have more trail potential. These attributes were determined from maps and text sources and also from over-flights. While we are unable to fly every line (and many hilly, treed lines are invisible from the air), flying was a very good way to narrow down the search, determine the condition on longer stretches of line, and find interesting point features that we could go back and check out on the ground.

GPS, handheld computer, and topographic maps



Alignment information, as we found it in the archives and verified it in the field, was digitized into a GIS on top of digital versions of topographic quadrangles. We used these digitized maps in turn when we did aerial surveys

by downloading them to a hand held computer which was connected to a global positioning device. This allowed us to follow our digitized route lines exactly. We occasionally used this combination of hardware on the ground, but since it required two hands and good sight lines for satellite readings, it was usually not as effective or as easy to use as paper maps while we were hiking.

One of our objectives, as outlined in the project scope, was to generate alignments that are no more than 500 feet from the true alignment. Based on subsequent field checking with GPS devices we have determined that virtually all of the rail lines that have been digitized are significantly more accurate than 500 feet. Because of the availability of recent and historic topographic maps to use as reference maps we were able to digitize with great accuracy. This accuracy is also a result of the way that we digitized the lines using 7.5 minute topographic maps as our base layer. This allowed us to follow exactly the route lines or topographic features that defined the abandoned corridor. In fewer than ten instances we were forced to guess on alignments based only on endpoint information. These cases involved short lived logging lines from before 1920 and in one case a coal company line that was abandoned more than 100 years ago.

Building the GIS Database

The information we collected in the field and the archival information were entered into a GIS database that helped us make the trail suitability assessment of each line. The challenge was to develop sensible rating criteria that would express each line's condition, current use, and potential for redevelopment. We had to design descriptive ratings that would be useful to trail planners and local rails to trails advocates. Each line is rated through accessibility, proximity, and connectivity criteria.

The accessibility code refers to a line's ease of access to public amenities like schools, residential areas, recreation, parks, historic sites, and commercial areas. Through a combination of maps and field observation we noted what was adjacent or very close to each segment of abandoned line. It is important to remember though that some intangible qualities like pleasant vistas are not captured in this code.

Proximity means its nearness to population centers. We divided this into three ratings. One is for segments that pass through or are adjacent to urban areas of 10,000 or more people (using 1998 US Census population estimates). The next is for segments that pass through or are adjacent to towns or villages of less than 10,000 people. The last rating refers to segments that are in rural areas.

Connectivity refers to the line's intersection with other existing trails. We divided this code into those lines that do not intersect with other trails, those that intersect with the Sheltopee Trace in the Daniel Boone National Forest, and those that intersect with other developed trails.

These criteria were developed based on input from rails to trails project planners and advocates. Especially important to trail advocates were the accessibility of lines for

school children and others in urban areas to be used for safe transportation routes and the connectivity with other recreational and historical amenities.

We were commissioned to determine basic property ownership information for the abandoned lines. This is expressed in an ownership field. The process of determining the ownership of a line can be very time-consuming and difficult. We were limited to noting whether the line passed through public property (such as National Forest or State Park land) or not. This in itself is quite difficult to determine because within the boundaries of the National Forest there is a patchwork of Federal and privately-owned land. Where it was known for sure that a segment passes through a section of private land within the forest it was coded as private, but if this was not known and the segment was within the general boundaries of the National Forest it was coded as public.

A community trail advocacy group wishing to determine the legal ownership of a segment of abandoned rail line will need to do an extensive deed search through county land and tax records. Sources of information on railroad property holdings include track maps (available directly from railroad companies), tax maps, property surveys, and copies of deeds (Allen and Iurino 1996).

Railroad ownership is notoriously confusing as some sections were held in fee simple while other sections were held as easements. Fee simple means the right of way property is owned outright by the railroad company. An easement means that the railroad bought the right to use the land for railroad purposes, but the property would revert to the original owner or his or her heirs when railroad was abandoned. A third type of railroad corridor ownership was through land grants, usually by the federal government. This type

was common west of the Mississippi and there are no known railroad parcels in Kentucky that were acquired through land grants.

Determining ownership is rather straightforward if a trail is proposed at the time of abandonment. The railroad line can be railbanked, which prevents the line from being sold piecemeal or reverting to adjacent property owners. Long-abandoned lines become more complicated as sections are sold off and broken up into pieces and as adjacent land owners come to use the railroad rights of way as their own property even though they may not have legal claims to ownership. In many trail projects, it is not uncommon to need the services of a lawyer to unravel the complex ownership issues (Allen and Iurino 1996).

Other categories in our database include gauge: standard, narrow, other, or changed over time; common carrier or private railroad company: some were coal or lumber company lines; and whether or not we had verified it on the ground or from the air.

We designed four condition grades and five current use categories that are combined to form the status ratings for each section of abandoned line. The condition grades are: A, a clear pathway that may be paved, gravel, dirt, grass, or some combination. It is clear enough to be drivable for nearly the whole length with a four wheel drive vehicle. B is a recognizable and intact railbed. It is somewhat overgrown in trees, shrubs, or anything taller/thicker than grass, to varying degrees, but is still hikeable. C is a detectable railbed that is extremely overgrown or obstructed and is nearly impassable or a railbed that is only periodically detectable. D is a right of way that has been obliterated. The use categories are numbered 1 – 5. Category 1 is an auto road,

paved, gravel, or dirt. Category 2 is a pathway that is clear, but used for non-car traffic. This can include ATV, foot, bike, or equestrian use. Category 3 is a right of way that is unused, either formally or informally (this type is often overgrown). Category 4 is a right of way that has been obliterated and 5 is one where the rails and ties are still in place.

Map 2.5 on page 21 combines and summarizes, on a statewide scale, the basic use and condition information contained in the database categories outlined above. Additional information on all abandoned lines is presented in tabular form in Chapter 4. Selected “high value” lines are described in further detail in Chapter 5. Subject to the availability of funds, plans are for the complete GIS database from which this information is drawn to be kept current and made available to the public through the Department for Local Government’s website.



Example of 1A: reuse as auto road



Example of 2A: clear path, non car use



Example of 2B: overgrown path



Example of 3C: detectable road bed but extremely obstructed

CHAPTER 4

STATE INVENTORY AND ANALYSIS



Tunnel south of Burnside on former CNO&TP



Bridge on Chesapeake & Ohio line, Carter County



Bridge supports on former Lebanon Branch near Crab Orchard



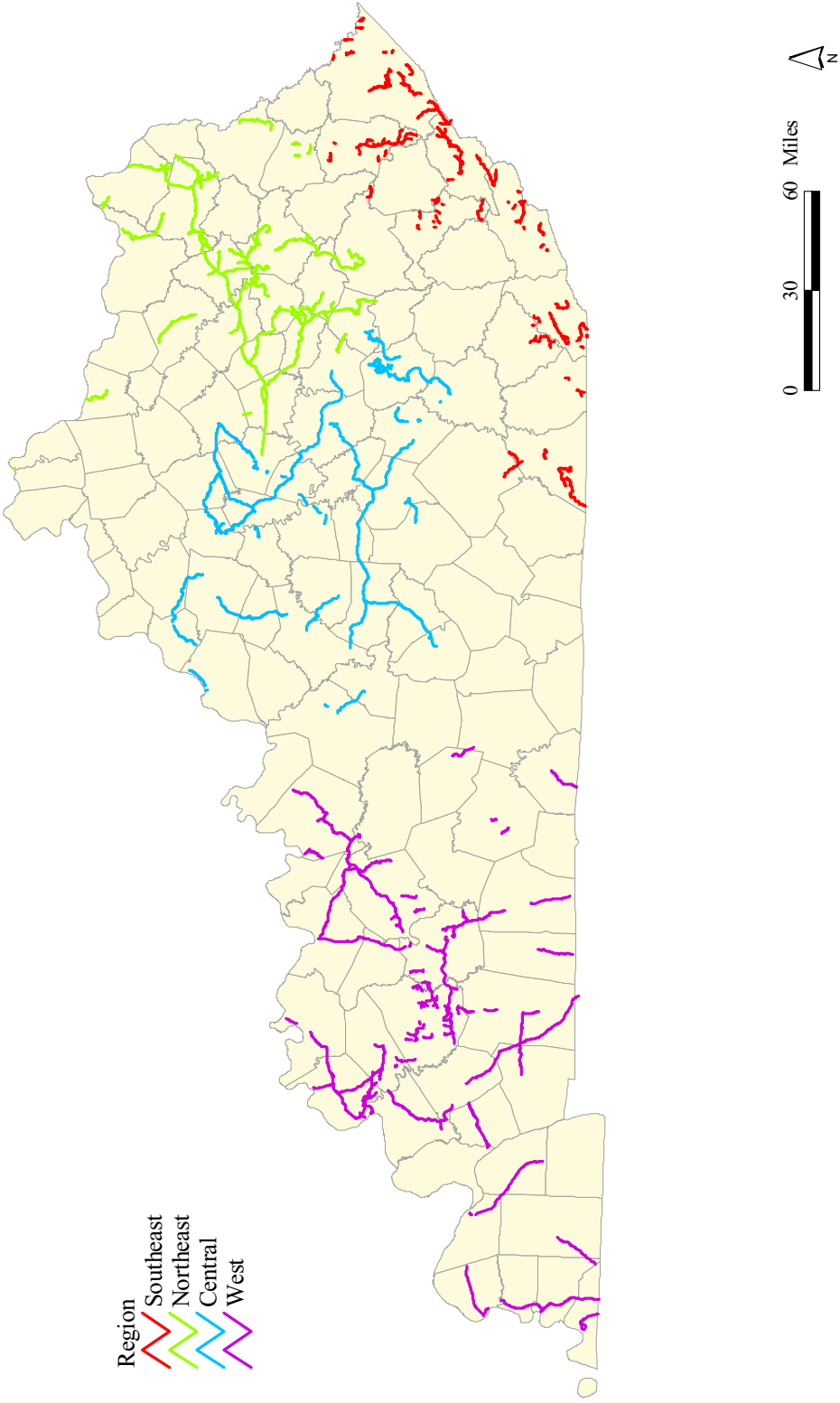
Remains of bridge near Madisonville

The following table is the inventory of all known abandoned railroad corridors in Kentucky. A few very short spurs have been omitted from the table because of a lack of information about them and their small potential for reuse. Those spurs do appear in the GIS maps and database. The matrix is divided into four geographic area sections: Northeastern Kentucky, Southeastern Kentucky, Central Kentucky, and Western Kentucky. Map 4.1 shows these divisions. The divisions were not based on traditional Kentucky regions but instead were based on where there were logical geographic separations in abandoned railroad routes.

The matrix numbers each line and these numbers can be used to find the lines on the corresponding maps. Their endpoints – usually towns but sometimes streams or other locations – are noted as is the county or counties that the line passes through and the length of the line in miles. The name of the line at abandonment is listed first with other previous names in parentheses and in chronological order when known. The dates of construction and abandonment are noted. Where there is a dash it means that the line was constructed or abandoned over those years; where there is a slash it means that the line was constructed or abandoned during multiple occasions during different years. The two comment fields explain the current use and condition of each line as it is known and any highlights such as railroad artifacts, connections to amenities, or outstanding natural features.

Since our focus was to complete an inventory and map for the entire state, the historical information had to be of secondary importance. As a result there are some incomplete records and probably some inaccuracies, especially in railroad names and dates. Any corrections or additions are welcome.

Map 4.1: Regions of Kentucky



Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
NORTHEASTERN KENTUCKY							
1	Lexington to Coalton (near Ashland) 109 miles	Fayette, Clark, Montgomery, Bath, Rowan, Carter	Chessie System/CSXT (Chesapeake & Ohio RY, Elizabeth, Lexington & Big Sandy RR)	1881	1979/1986	Conditions vary: some of ROW is auto road, some is informal ATV track, some is clear but unused. Mostly intact, but built on or obliterated in a few spots.	Slated for trail development – some local projects constructed. Several bridges intact, Aden Tunnel open, Means Tunnel intact but sealed. Connects several small towns and cities. Depots remain in Olive Hill and Morehead.
2	Austerlitz 2.3 miles	Clark, Bourbon	Louisville & Nashville RR (CSXT?)			Reroute. Mostly gravel farm road.	Crosses creek.
3	Winchester to Maloney 46.1 miles	Clark, Powell, Wolfe, Lee	Louisville & Nashville RR (Kentucky Union RY, Lexington and Eastern RR)	1886-1891	1942-1947	Several intact sections, especially in Clark and Powell Counties. Sections built over by Mtn. Parkway. Best intact section between Schollsville Rd. and Indian Fields. In clear and overgrown condition. Parts in Lee County made into road.	A few bridges remain near Indian Fields. Tunnel, an unlined bore, remains unsealed and intact near Schollsville Rd.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
4	Mt. Sterling to Rothwell 19 miles	Montgomery, Menifee	Chesapeake & Ohio RY (Mt. Sterling Coal Road, Kentucky & South Atlantic RY)	1875	1931	ROW is entirely auto road now.	
5	Rothwell to McCausey (near Frenchburg) 7.8 miles	Menifee	Red River Valley RR	1898-99	1911	Partially made into auto road, other parts are informally used as trails and for ATVs.	Remains of switchback visible, in Nat'l Forest.
6	Olympia to Owingsville 5.8 miles	Bath	Owingsville & Olympia RR	1915	1918	ROW is all auto road.	
7	Salt Lick to Yale (under Cave Run Lake) 39.44 miles (includes branches)	Bath, Menifee, Morgan	Licking River RR (Licking Valley RR)	1896-1905	1913	Western portion from Salt Lick almost completely intact. Some sections clear, informal trails. Other sections very overgrown/obstructed but intact.	Connects to Sheltopee Trace, Cave Run Lake, in Nat'l Forest.

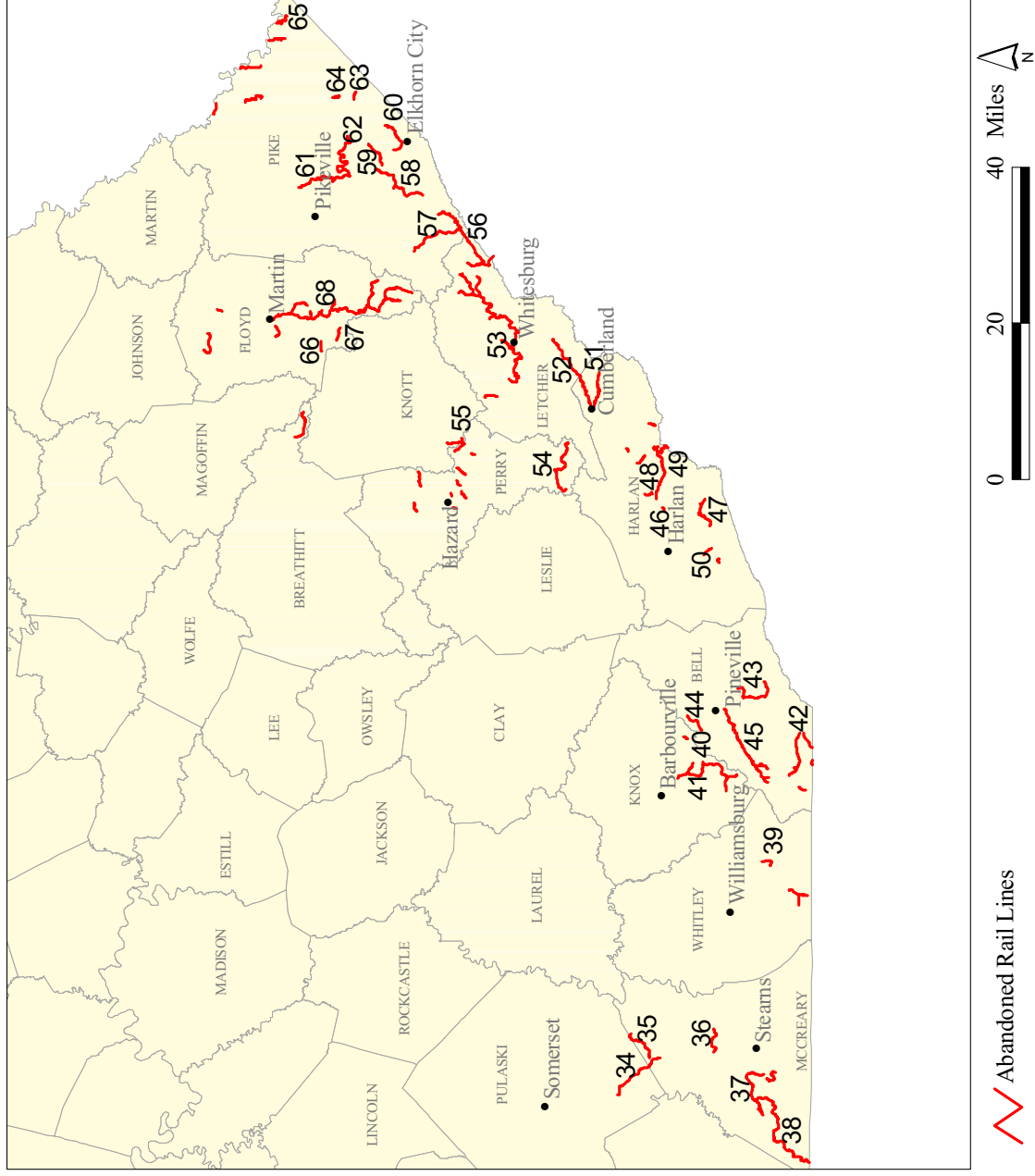
Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
8	Morehead to Redwine	Rowan, Morgan	Morehead and Northfork RR	1908	1933/1973	Portions are in the Nat'l Forest, used as roads or paths. Other portions on private property, built over, obliterated. Section north of Clack Mtn. has ties on the ground, unused, clear ROW.	Clack Mtn. Tunnel is collapsed, but still detectable, Poppin Rock tunnel still intact, on road. Remains of bridge and village of Craney exist (foundations); MNFRR offices, locomotive shop, small RR buildings and several railroad cars stand in Clearfield, near Morehead. Remnants of clay industry remain near Clack Mtn.
9	Redwine to Lenox	Morgan	Lenox RR	1908/1918	1927	ROW is all auto road.	
10	Morehead to clay mines 6.7 miles	Rowan	Triplett & Big Sandy RR General Refractories Co. RR (ROW reused)	1890 1920	1894 1948	Wide variety of conditions. Varies between auto road, intermittently detectable road bed and overgrown ROW.	
11	Rodburn (Morehead) 3.3 miles	Rowan	Ixon Rodburn Lumber Co.	1890	1894	First half is on Forest Service road; second half is developed forest trail.	Intersects with Sheltopee Trace.
12	Lawton to Brinegar 6.4 miles	Carter	Portsmouth & Tygart's Valley RR	1893	1908	Portions are now auto road. Remainder is only periodically visible or is obliterated.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
13	Grayson to Greenup and Webbville 36 miles	Carter, Greenup, Lawrence	Eastern Kentucky RY (part reorganized as East Kentucky Southern RY)	1868-1874	1926/1932	Virtually all of ROW is now auto road or obliterated. A few small portions near Argillite are visible alongside road.	Argillite tunnel still intact, unsealed at north portal. Other tunnels caved in or flooded.
14	Walbridge to Peach Orchard 14.3 miles	Lawrence	Chesapeake & Ohio RY (Chatteroi RY, Ohio & Big Sandy RR)	1882-83	1892/1939	Most of ROW is used as auto road, part of southern half is not, but condition is unknown.	
15	Brooksville to Wellsburg (Ohio River) 9.4 miles	Bracken	Brooksville RR	1897	1931	Variety of conditions, generally unsuitable for trail use. Portions of ROW used as auto road.	
16	Flemingsburg Jct. to Hillsboro 15.6 miles	Fleming	Flemingsburg & Northern RR/Cincinnati, Flemingsburg & Southeastern RR (Covington, Flemingsburg & Pound Gap RY, Covington, Flemingsburg & Ashland RY)	1877	1907/1955	Most of ROW is now auto road. Portion remains through fields between Flemingsburg and Flemingsburg Jct., but mostly undetectable.	Restored depot in Flemingsburg.
17	21.5 miles	Lewis, Carter	Chesapeake & Ohio RY (Kinniconick & Freestone RR)	1891-1893/1927	1941	Virtually all of ROW is now auto road.	
18	Firebrick, up	Lewis,	Indian Run RR	1899	1900s	Mule tramway, now all	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
	Wingo Creek 5 miles	Greenup				auto road.	
19	West Van Lear to Van Lear 3.3 miles	Johnson	Chesapeake & Ohio RY (Millers Creek RR)	1909	1940s or 1950s	unknown	Caboose and park near ROW, home of Loretta Lynn nearby.
20	Offutt to Williamsport 1.4 miles	Johnson	Louisville & Nashville RR			unknown	
21	Thealka 3 miles	Johnson	CSXT (Louisville & Nashville RR)			unknown	
22	Campton Jct. to Campton 10 miles	Powell, Wolfe	Mountain Central RY	1906-1907	1926	Most of ROW has been made into auto road. Part is trail near Whittleton Campground.	Part comes near Sheltoewe Trace in Nat'l Forest. Also near Red River Gorge, Natural Bridge, and Whittleton Campground. Narrow gauge, started as logging RR.
23	Approx. 10 miles	Powell, Menifee, Wolfe	Big Woods Lumber Co. RR, Dana Lumber	1900	1909	Some bed is visible, but mostly undetectable and not continuous.	Near Red River Gorge Area.
24	Approx. 10 miles	Powell, Menifee, Wolfe	Dana Lumber			unknown	
25	8 miles	Estill, Lee	Kentucky Northern RR		1909	unknown	
26	17 miles	Lee, Owsley, Jackson	Kentucky, Rockcastle & Cumberland RR	1914	1923-1935	unknown	
27	Tallega to	Lee, Owsley	K&P Lumber Co.	1905	1909	All auto roads.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
	Lerose 4.7 miles						
28	Tallega to Airedale 8.5 miles	Lee	Louisville & Nashville RR			Connection to L&E. All auto roads.	
29	4.3 miles	Lee, Wolfe	D.H. Eastin and Co. RR			unknown	
30	3.4 miles	Wolfe	Eastern KY Stave Co.	1898	1909	Right of way is not auto road, but condition unknown.	
31	Spring Fork, Quicksand Creek 4.5 miles	Breathitt	CSXT (Chesapeake & Ohio RY)		1980s?	unknown	
32	Jackson to Licking River 38 miles	Breathitt, Wolfe, Morgan	Ohio & Kentucky RR	1901-1911	1933	ROW is now auto road for most of its length. A few sections of bed visible separate from roadway. Unlined bored tunnel still detectable, though caved in.	
33	War Fork 4.7 miles	Jackson	Turkeyfoot Lumber Co.			Gravel Forest Service road, several creek fords.	Close to Sheltovee Trace, in Nat'l Forest.

Map 4.3: Southeastern Kentucky Abandoned Rail Lines



Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights	
			SOUTHEASTERN KENTUCKY					
34	Burnside to Greenwood 8.2 miles	Pulaski, McCreary	Cincinnati, New Orleans & Texas Pacific RR (Southern RY)	1870s-1880s	1963	Rail bed is in good condition. 1.5 miles are developed trail. A few big trestles/bridges are missing.	Reroute of Southern's "Rathole Division" – 3 tunnels, unsealed, in good condition. Partially on Nat'l Forest property.	
35	5.1 miles	McCreary	Greenwood RY and Coal Co.	1895	1910	unknown		
36	US 27 to former mines 4 miles	McCreary	Barren Fork Coal Company RR	1905	1935	Part of ROW is now auto road, other is unknown.	In Nat'l Forest, close to horse camp, former coal camp area is Nat'l Register of Historic Places archeological district.	
37 high value line	Worley to Bell Farm 14.2 miles	McCreary	Kentucky & Tennessee RY	1906-1921	1949-1953/1980s (to Oz)	Mostly intact. Eastern portion has rails on the ground, then just ties, then clear railbed as one travels west. Yamacraw bridge intact and sound. Western portions more overgrown in some areas, but intact.	Yamacraw Bridge, ruins of mining facilities, in Big South Fork NRRRA, connects to Big South Fork Scenic Railway from Stearns to Blue Heron, connections to other Nat'l Forest hiking trails.	
38	Bell Farm to Tennessee 8 miles	McCreary	Stearns Coal and Lumber Co. RR		1948	Auto road for entire length.	Low traffic road in National Forest would be suitable for hiking and biking. Connects with Sheltoewe Trace and to NF campgrounds.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
39	Nevisdale to Packard 1.9 miles	Whitley	Louisville & Nashville RR	1908	1947	Part near Packard appears to be auto road; first portion is separate from road, condition unknown.	
40	1.4 miles	Knox	Coalport RR	1894	1909	unknown	
41	Artemus to Kayjay and Wheeler 12.4 miles	Knox	Artemus Jellico RR (Cumberland RR)	1905-1911	1952	Varies widely between obliterated, converted to road, and visible road bed. Mostly unsuitable for reuse.	
42	Middlesboro to Garneada and to TN 10 miles	Bell	CSXT (Louisville & Nashville RR)			unknown	
43	Ponza to Coalmar 7.3 miles	Bell	CSXT (Louisville & Nashville RR)		1995	unknown	
44	Up Fourmile Creek 3 miles	Bell	Louisville & Nashville RR			unknown	
45	Pineville to Chenoa 10 miles	Bell	Louisville & Nashville RR – Chenoa Branch, Cumberland River & TN RR)	1893	1980s	Portions from Clear Creek Springs to Olcott are clear, possibly being used informally.	Connects to Pine Mtn. State Resort Park and State Forest. Trail proposed at eastern end to connect Pineville to Pine Mtn. State Resort Park.
46	Verda 0.7 miles	Harlan	Louisville & Nashville RR			unknown	

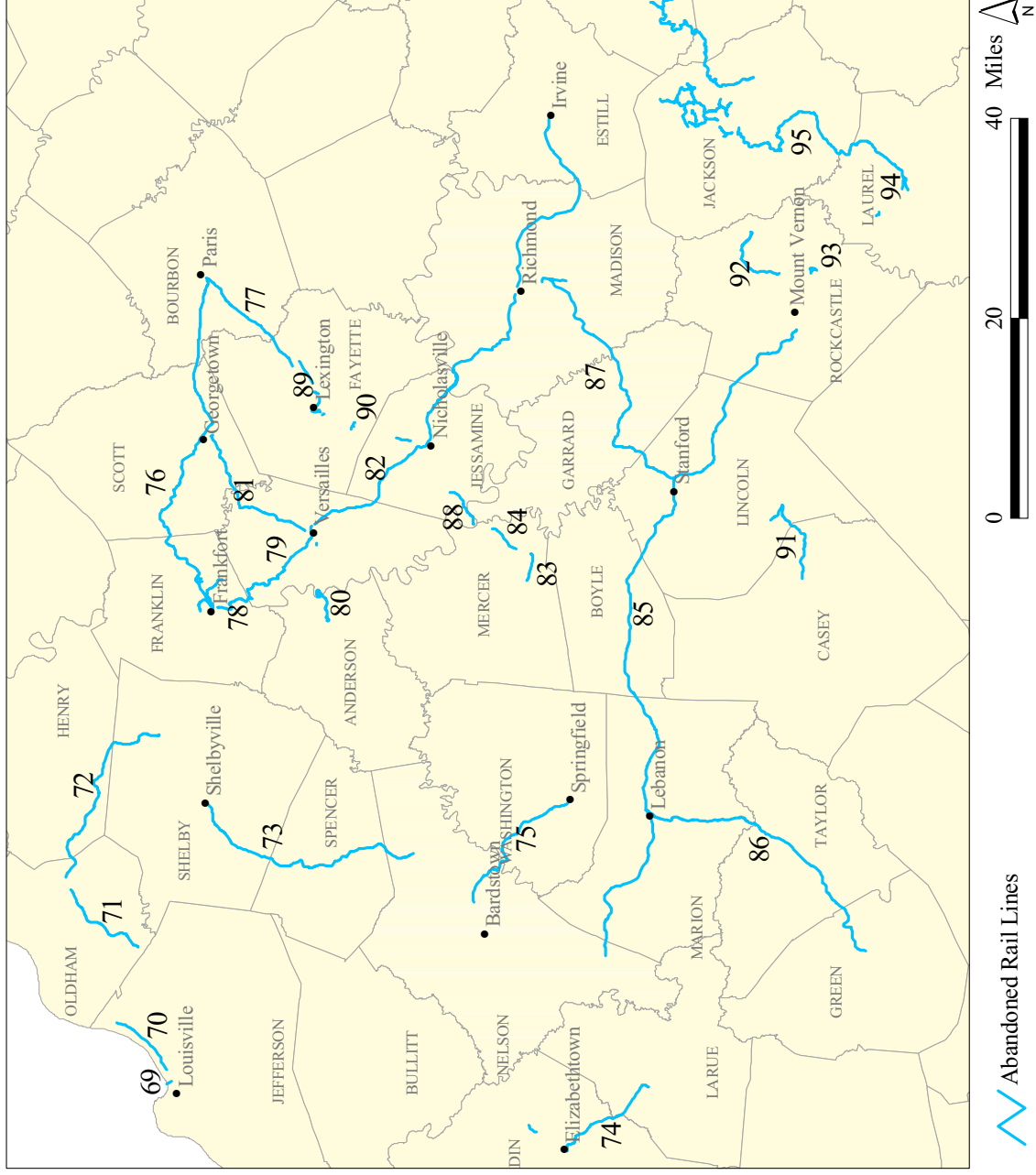
Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
47	Cawood to Crummies and Three Point 4.8 miles	Harlan	CSXT (Louisville & Nashville RR)		1997	unknown	
48	Bailey Creek 1 mile	Harlan	Louisville & Nashville RR			unknown	
49	Evarts to Dizney 7.2 miles	Harlan	CSXT (Louisville & Nashville RR)	1910s-1920s	?/1999	Mostly clear and intact on western end (most recently abandoned). Obliterated in a few places, with some informal use over others. Eastern end is more overgrown and difficult to defect. Some places are obliterated.	Line goes past schools and homes. L&N depot in Evarts is slated for restoration.
50	Pansy to Yancey 1.3 miles	Harlan	CSXT (Louisville & Nashville RR)		Since 1997	unknown	
51	Cumberland to Lynch 5 miles	Harlan	Louisville & Nashville RR	1911-1918	1996	Mostly intact, overgrown/obliterated in some places. Rails on the ground for sections in Lynch.	Connects towns, passes historic and tourist sites of Benham Coal Mining Museum, Portal 31 Coal Mine museum, renovated depot, and coal prep plant in Lynch.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
52	Cumberland to Mines 12 miles	Harlan, Letcher	CSXT	Mid-1970s	1990s?	Rails on the ground, starting to get weedy. Probably not officially abandoned.	Connects at Cumberland – close to Benham/Lynch Historic area and abandoned rail line. Close to Kingdom Come State Park.
53	Hot Spot to Whitesburg to Fleming-Neon and Potters Fork 31.9 miles	Letcher	Louisville & Nashville RR	1912	1980s	Could not find ROW in Whitesburg. Millstone to Neon ROW is partially intact – some is built over or obliterated, some is junk-filled, and some parts are overgrown but intact. Some bridges are intact.	Seco has restored company store with winery and music venue. Remnant mining/loading structures. Original company housing and buildings remain in towns.
54	Leatherwood to Tilford 9 miles	Perry	CSXT (Louisville & Nashville RR)	1940s	Tilford: 1980 Leatherwood: 1990s	Line to Leatherwood is gravel road/path. Line to Tilford is intact, used as informal pathway for ATVs.	
55	Sassafras to Anco and Allock 4.8 miles	Perry, Knott	CSXT (Louisville & Nashville RR)		1990s?	unknown	
56	Jenkins to Dunham, Hylton, and VA (Pine Mtn. Tunnel) 16.2 miles	Pike, Letcher	CSXT (Chesapeake & Ohio RY)	1912/1948 (Tunnel)	1957 (tunnel) /1994 (Shelby Gap to Hylton)	Much of line is intact and clear and sees informal use. Bridges removed, concrete abutments remain at Hylton (for road overpass). Mostly obliterated in Jenkins.	Parallel to highway (easy access), connects Jenkins to smaller towns and neighborhoods, museum in restored depot at Jenkins. Tunnel intact; sealed on KY side, open on VA side.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
57	Shelby Gap to Myra Station 7.8 miles	Pike	CSXT (Chesapeake & Ohio RY)		1994	unknown	
58	Marrowbone to Hellier 8.8 miles	Pike	CSXT (Chesapeake & Ohio RY)	1906	1995	unknown	
59	Road Jct. to Republic 3.7 miles	Pike	CSXT (Chesapeake & Ohio RY)		1986	unknown	
60	Dunleary to Mikegrady 5 miles	Pike	CSXT (Chesapeake & Ohio RY)			unknown	
61	Meta to Millard 9 miles	Pike	CSXT (Chesapeake & Ohio RY)		1981	Virtually all is gravel auto road.	Near Fishtrap Lake Park.
62	Millard to Woodside (Fishtrap Lake) 10.6 miles	Pike	CSXT (Chesapeake & Ohio RY)		1962	Some of ROW is intact and clear, other parts have been obliterated by road construction and by the Fishtrap Lake park facilities. Bed passes directly in front of playground, through parking lot, and into lake area. Rest of ROW is under lake.	Fishtrap Lake Park.
63	Feds Creek 2 miles	Pike	Norfolk Southern RY (Norfolk & Western RY)		2001	unknown	
64	Dunlap	Pike	CSXT (NW? C&O?)		1994	unknown	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
65	Cedar to Majestic	Pike	Norfolk Southern (Norfolk & Western RY)		2001	unknown	
66	Alphoretta to Manton (Mars Station)	Floyd	CSXT (Chesapeake & Ohio RY)			unknown	
67	Wayland 1.8 miles	Floyd	CSXT (Chesapeake & Ohio RY)		1914	unknown	
68 high value line	Martin to Wheelwright and Weeksbury 27 miles	Floyd	CSXT/Chessie System (Chesapeake & Ohio RY, Long Fork RY)	1916/?	2003/1970s-1980s	Wide range of conditions: some sections still have rails on the ground, just recently “officially” abandoned, other sections gone for longer time, obliterated or hard to detect.	An unsealed tunnel and several bridges remain; goes to Wheelwright, once a model company town, several buildings remain.

Map 4.4: Central Kentucky Abandoned Rail Lines



Number	End points	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
			CENTRAL KENTUCKY				
69	Jeffersonville, IN	Jefferson	Big Four Bridge	1895	1969	Bridge is intact, missing approaches.	Proposed for pedestrian use. Connects to parks on river and downtown.
70	Louisville to Prospect 7 miles	Jefferson	Louisville & Interurban RR (Louisville, Harrods Creek & Westport RY)	1877	1935	unknown	
71	LaGrange to Pewee Valley 10 miles	Oldham	Louisville & Eastern RY	1906	1935	Electric interurban shared ROW with regular railroad.	Proposed for Oldham County Greenway.
72	LaGrange to Christianburg 21.4 miles	Oldham, Henry, Shelby	Louisville & Nashville RR	1851	1959/1970s?	Wide variety of conditions. Some sections are intact and overgrown, others are mown sides of highway ROW, and some places are obliterated.	Connects several small towns. Depots (restaurant and offices) stand in Pleasureville, Eminence and LaGrange. LaGrange will become trail head of Oldham Cty Greenway (refer to line #71). Historic mills adjacent to line.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
73	Shelbyville to Bloomfield 26 miles	Shelby, Spencer, Washington	Louisville & Nashville ("Bloomfield Branch")	1880	1952	Short section in Shelbyville still has rails on the ground, though they do not appear recently used with rotten ties. South of Shelbyville there are a few intact or detectable sections. Some parts are obliterated. Had many trestles that are now gone.	Depot in Bloomfield is restored as city hall and police dept. office.
74	Elizabethtown to Hodgenville 11.4 miles	Hardin, Larue	Illinois Central Gulf RR (Illinois Central RR, Hodgenville & Elizabethtown RR)	1888	1978	Difficult to detect in several places. Sections closest to E-town are generally intact and overgrown.	Trails proposed, but no progress known. Connects towns and passes by/through subdivisions.
75	Bardstown to Springfield 16.5 miles	Nelson, Washington	Louisville & Nashville RR ("Bardstown Branch")	1888	1984	There are some sections of this line that are intact and visible, but much has been obliterated or varies widely so that there are few contiguous stretches of clear, intact bed. Some runs through backyards.	Connects towns, several scenic creeks and rural areas.

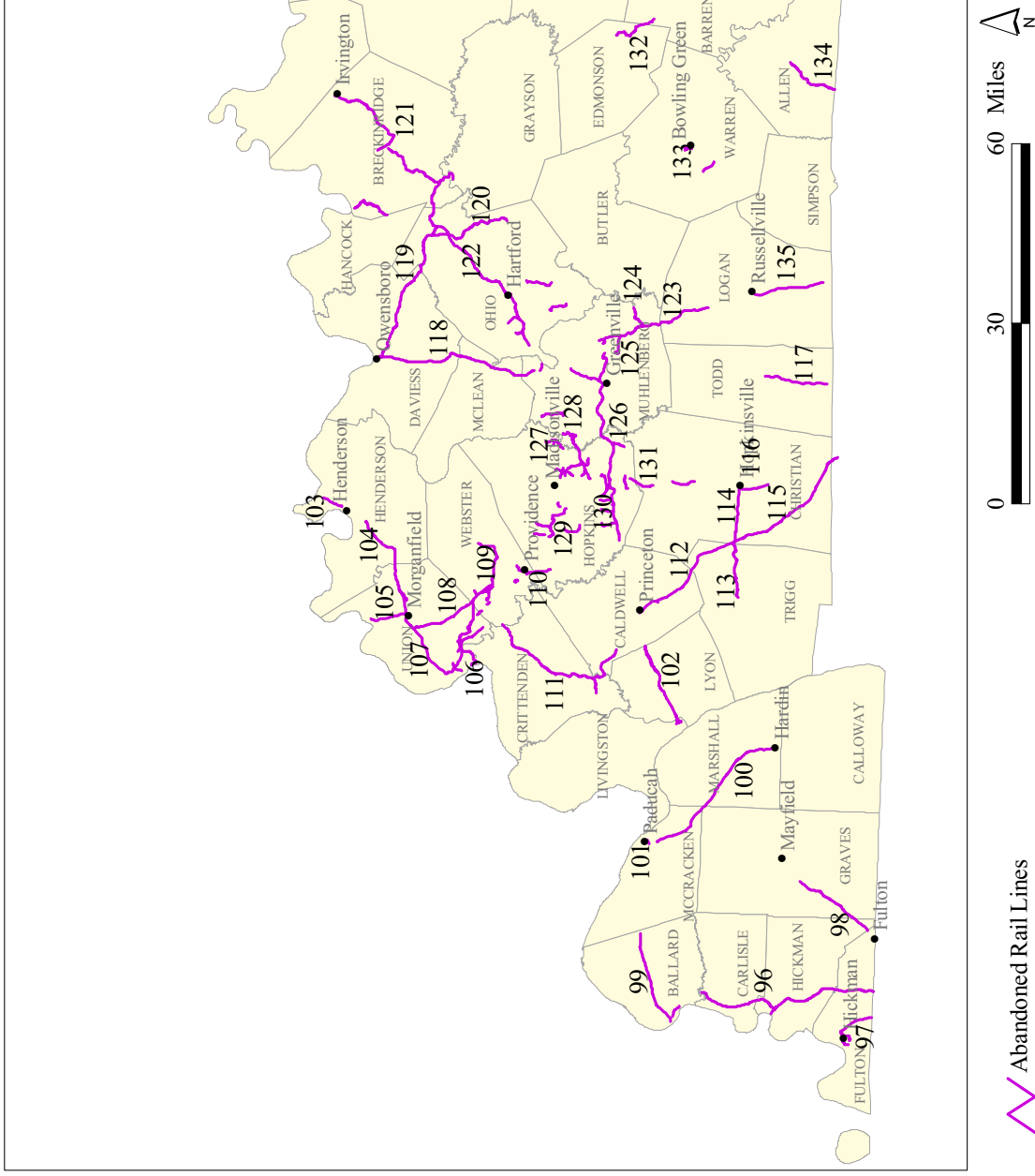
Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
76 high value line	Frankfort to Paris 40 miles	Franklin, Scott, Bourbon	Frankfort and Cincinnati RR (“The Whiskey Route”, Kentucky Midland RY)	1889-1890	1967-1970s/1985	Wide variety of conditions, but several extensive contiguous stretches including: Frankfort eastward, Centerville to Paris, west of Georgetown. Mainly intact, overgrown ROW.	Connects several historic towns and villages, passes schools, historic sites, shopping, housing, and Bluegrass horse farms.
77	Paris to Lexington 12.5 miles	Bourbon, Fayette	Louisville & Nashville RR (Maysville & Lexington RR, Kentucky Central RR)	1854	1951	Parts are intact and unused through pastures and fields; sections used as private driveways, other parts are obliterated.	Passes near 4 schools in Paris, through horse farms, neighborhoods.
78	Frankfort to Millville 7.2 miles	Franklin, Woodford	CSXT (Louisville & Nashville RR – “Hermitage Branch”, KY Highlands RR)	1908	?/1990s	First section (northernmost) is clear and intact, adjacent to active line. Rails visible on some parts of distillery spurs.	Connects several historic distilleries.
79	Millville to Versailles 8.9 miles	Woodford	Louisville & Nashville	1911	1932	Mostly obliterated. Only a few sections are detectable.	
80	Lawrenceburg to Tyrone 2.8 miles	Anderson, Woodford	Norfolk Southern RY (Southern RY, Louisville Southern RR)	1889	1985/1999	Rails on the ground – in railbanking procedures. Weedy and rusting. Road overpass at Wild Turkey is removed. Bridge over KY River is intact, but condition is unknown. Creek trestle intact.	Connects town to river, passes historic distillery, historic Young’s High Bridge over river. Bluegrass Scenic Railroad connects at east end of abandoned track. High steel trestle intact over creek.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
81	Versailles to Midway to Georgetown 15.4 miles	Woodford, Scott	Southern RY (Versailles & Midway RY, Louisville Southern RY)	1885-1889	1941	First section in Versailles still has rails on the ground, deeply overgrown. Many portions are undetectable.	Travels through lovely horse farm country and through village of Midway. Caboose, park, shops there.
82	Versailles to Irvine 58.3 miles	Woodford, Jessamine, Madison, Estill	Louisville & Nashville RR (Richmond, Nicholasville, Irvine & Beattyville RR, "Riney B", Louisville & Atlantic RR)	1890	1932	Wide range of conditions from obliterated (in towns) to clear path. Most intact portion runs from east of Richmond to near Irvine.	Abandoned depot at Brassfield, crossed at Valley View Ferry.
83	Harrodsburg 3 miles	Mercer	Southwestern RY	1877	1938	unknown	Was shortcut between two Southern RY lines.
84	3.2 miles	Mercer	Norfolk Southern			Reroute	
85 high value line	New Hope to Stanford to Mt. Vernon 77 miles	Nelson, Marion, Boyle, Lincoln, Rockcastle	CSXT (Louisville & Nashville RR, "Lebanon Branch")	1857-1868	1987/1990s	Mostly intact for entire length. A few places obliterated in towns. Minimal overgrowth. Made into trail for short section in Stanford.	Begins at end of Bluegrass RR Museum trackage (tourist train), many historic train cars and locomotives. Restored depot and caboose with park in Stanford. Passes Wm. Whitley House. Historic distilleries (ruins and active) along route.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
86 high value line	Lebanon to Greensburg 30.4 miles	Marion, Taylor, Green	Louisville & Nashville	1879	1978/1980s	Conditions are mostly clear with a mix of overgrown intact bed and informally used pathways on the ROW. Made into road in Campbellsville. Tunnels - one near Greensburg, the other near Campbellsville - statuses unknown.	Restored depots in Greensburg and Campbellsville (now a Police Station). Unique pedestrian bridge and many historic buildings in Greensburg. Provides access to post office, schools, parks, and downtowns.
87	Ft. Estill (Richmond) to Stanford 30 miles	Madison, Garrard, Lincoln	Louisville & Nashville RR (Rowland Branch, "Old Henry")	1868	1934/1980 (approx)	Many parts of this line have been reused as auto road. Pt. Leavell Tunnel still intact, was used as auto road, but now road is rerouted. Some has been obliterated or nearly so for agricultural uses.	Pt. Leavell Tunnel remains intact and in good condition. Connects to Lebanon Branch (abandoned line) at Stanford. Depot in Lancaster used for businesses.
88	Wilmore to High Bridge 4.4 miles	Jessamine	Southern RY	1876	1930	Was a reroute. Mostly intact, portions are private driveway, others are intact and overgrown.	Intact tunnel, unlined bore. Caboose in Wilmore, connects to High Bridge. Trail proposed.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
89	Lexington New Circle to I-75 to North Elkhorn Creek 2.5 miles	Fayette	Louisville & Nashville RR			From New Circle to just past Kennawood Park the right of way is intact. It is tree-lined with light to medium overgrowth. It is built on/obliterated for a few blocks, then intact again near I-75. It is intact and tree-lined on a high embankment at Hume Rd.	Passes behind houses, connects to city park, and passes near Yates Elementary and businesses. On other side of I-75 it passes through an agricultural area.
90		Fayette, Jessamine	Norfolk Southern RY			Reroutes	
91	Kings Mtn. to Yosemite 9 miles	Casey, Lincoln	Cincinnati & Green River RY	1886	1896	Unsure on route	Trail proposed
92	Orlando to Johnetta 7.9 miles	Rockcastle	Louisville & Nashville RR (Johnetta Branch)	1903	1916	ROW is almost entirely auto road.	
93	Pine Hill 0.7 miles	Rockcastle	Pine Hill RR	1878	1893	Most of ROW is auto road	Served Pine Hill Coal and Iron Co.
94	East Bernstadt 1 mile	Laurel	Louisville & Nashville RR (Altamont & Manchester RR)	1893	1899	Partially obliterated by road, the rest is unknown.	
95	McKee to East Bernstadt 30.3 miles	Jackson, Laurel	Rockcastle River RY	1914	1931-32	Nearly all is auto road.	In Nat'l Forest.

Map 4.5: Western Kentucky Abandoned Rail Lines



Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
			WESTERN KENTUCKY				
96 high value line	Winford Jct. to TN border 37.5 miles	Carlisle, Hickman, Fulton	Illinois Central Gulf RR (Illinois Central RR, Mobile & Ohio RR)	1861/1880	1976/1980s	Much of line is intact, some as dirt roads, some overgrown, unused. Portions are obliterated for homesites.	Intersects Mississippi River Trail bike route (on auto roads), goes through Cayce, home of Casey Jones. Passes near state park, wildlife management areas, and archeological sites.
97	Hickman to TN border 9 miles	Fulton	Nashville, Chattanooga & St. Louis RY	1860	1951	unknown	
98	Fulton to Clayburn (near Mayfield) 14.5 miles	Hickman, Graves	Illinois Central Gulf RR/Paducah & Louisville RR (New Orleans & Ohio RR, Illinois Central RR)	1858	1980s/?	Mostly intact, though some use of railbed by neighbors for storage. Section starting in Wingo is completed trail, proposed to extend along entire route.	Finished trail in Wingo, RR artifacts including signal towers
99 high value line	Kevil to Mississippi River 16.7 miles	Ballard	Illinois Central RR/ Illinois Central Gulf RR (Chicago, St. Louis & New Orleans RR)	1903	1943/1978	Most rural areas are intact, built over in places in towns. Some ROW is clear and free of vegetation; other areas are more overgrown, but still intact. At least one bridge remains.	Passes near and through Wildlife Management Area, flood plain natural areas of MS river, near schools and stores, and through towns.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
100 high value line	Hardin to Paducah 27.6 miles	Marshall, McCracken	CSXT (Paducah, Tennessee & Alabama RR, Nashville, Chattanooga & St. Louis RY, Louisville & Nashville RR)	1890	1983	Mostly intact. Some is designated trail in Nat'l Wildlife Refuge; other parts are used as ATV trails and narrow roads.	National Wildlife Refuge, lovely creeks and marshes, connects to Hardin Southern RR, an excursion line.
101	Paducah 1 mile	McCracken	Paducah & Louisville RR (Elizabethtown & Paducah RR, Illinois Central RR)	1871	2003	Short urban spur	Proposed for trail
102	Caldwell County line to Grand Rivers 14.8 miles	Lyon, Livingston	Illinois Central RR			Half is now under Lake Barkley. Other part unknown.	Land Between the Lakes area.
103	Henderson to River 3.7 miles	Henderson	Evansville & Ohio Valley RY	1888	1934	unknown	
104	Henderson to Morganfield 19 miles	Henderson, Union	Illinois Central RR	1883/?	Around 1980	Some parts are obliterated (or slated to be in road project), but many stretches are intact and tree-lined.	Connects towns.
105	Morganfield to Uniontown 6.3 miles	Union	Illinois Central RR		1970s?	Mostly gone, absorbed into fields. A few intact and tree lined sections.	Short trail in Uniontown at end of line.
106	Grangertown to Ohio River	Union	Poplar Ridge Coal Co.			unknown	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
107 high value line	Morganfield to Sullivan 24 miles	Union	Western KY RR (Illinois Central RR)		Around 1997	Most of this line is intact and in A or B condition. A few sections have been reused as local roads, but most parts are unused beyond some informal off road traffic.	Passes very near the Ohio River in wildlife management area. Connects several small towns and their residential and commercial areas. Railroad artifacts include depots in Morganfield and Sturgis (partially burned) and RR telephone booths. Connects to Sturgis Railroad (on another abandoned ROW).
108	Morganfield to Williams 11.8 miles	Union, Webster	Louisville & Nashville RR (Morganfield & Atlanta RR)	1905	1939	unknown	
109	Clay to Dixon 12.7 miles	Webster	Illinois Central RR (Kentucky Western RY)	1901	1937	unknown	
110	Providence (mine) to Stoney Point Mines 6.6 miles	Webster, Hopkins	Illinois Central RR			unknown	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
111 high value line	Blackford to Fredonia 28.2 miles	Crittenden	Western KY RY (Illinois Central RR)		1996	Most of this line is intact and clear, gets informal pedestrian and off road use. Some sections are dirt or gravel paths while others are more overgrown. Most of the ROW is tree-lined.	A small part of the ROW is used for a walking path in Fredonia (other paths extend to town's sidewalks). Connects several small communities. Has been proposed for a trail. Line continues to Princeton, was abandoned and reactivated. Now serves quarry south of Fredonia. Could potentially be reabandoned in future.
112	Princeton to Gracey 21.2 miles	Caldwell, Trigg, Christian	Illinois Central RR(Louisville & Nashville RR)	1887		Rails on the ground for a few miles south of Princeton (get progressively more overgrown). Other visible sections of line are intact but quite overgrown. They do not appear to be used as off road pathways.	Connects small communities, including Amish neighborhood where many local growers and craftspeople sell their products. Lovely countryside.
113	Cadiz to Gracey 10 miles	Trigg, Christian	Cadiz RR	1901	1988	Much of ROW is undetectable east of Cadiz trail terminus.	Trail in Cadiz.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
114	Gracey to Hopkinsville 9.5 miles	Christian	Illinois Central RR (Ohio Valley RR)	1892	1980s	Portions remain intact, overgrown and tree-lined. Other sections appear to have been obliterated in fields.	
115	Gracey to TN 23 miles	Christian	Illinois Central RR (Louisville & Nashville RR)	1885/1887	1933	Virtually all of ROW is auto road or obliterated. Only a small remnant visible at TN border.	
116	Hopkinsville to near Ft. Campbell 5 miles	Christian	Tennessee Central RR	1903	2000?	Very recently abandoned, ballast surface, clear ROW.	Passes many subdivisions, schools, athletic fields.
117	Elkton to Guthrie 11 miles	Todd	Louisville & Nashville RR (Elkton & Guthrie RR)	1885	1957	Almost the entire route has been converted to auto road; other sections are very short or obliterated.	
118 high value line	Owensboro to Moorman 28.2 miles	Daviess, McLean, Muhlenberg	CSXT (Owensboro & Russellville RR, Louisville & Nashville RR)	1871	1984/2000	Almost completely intact, built over in a few places, is new street in Owensboro. ROW is mostly clear of vegetation. Southern section still has rails on the ground, a trail is proposed.	Abutments remain from bridge over Green River in Livermore. A park and caboose are adjacent to ROW.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
119 high value line	Owensboro to Fordsville 25.5 miles	Daviess, Ohio	Illinois Central Gulf (Illinois Central RR, Owensboro, Falls of Rough & Green River RR)	?	1980s	Most sections intact and detectable – obliterated and overgrown/eroded in places.	Passes through Owensboro neighborhoods, connects with O'boro trails, adjacent park and caboose in Whitesville.
120 high value line	Fordsville to Horse Branch 15 miles	Ohio	Illinois Central RR (Owensboro, Falls of Rough & Green River RR)	1893	Mid 1980s?	A few sections are roads or driveways, but most of the line is a gravel track or is unused and clear. A few bridges remain, but are marginal.	Lovely natural areas and creeks. Passes school and ball fields in Fordsville. Terminates at park in Horse Branch with restored caboose, ball fields, picnic area, and fitness trail. Intersects with other abandoned lines. Restored L&N RR depot in Fordsville.
121	Irvington to Fordsville 41 miles	Breckinridge, Ohio	Louisville & Nashville RR (Louisville, Hardinsburg & Western RR)	1890/?	1941	Long sections are gravel road. Reuses original RR bridges. A few sections remain that are intact and not roads, but they are short and not contiguous.	Even though it is mostly a road, would make a lovely bicycle route. Passes through beautiful natural areas and connects small towns and villages. Restored depot in Fordsville, depot restoration in process in Irvington.

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
122	Ellmitch (Fordsville) to Hartford to Equality 28.2 miles	Ohio	(Louisville & Nashville RR) Madisonville, Hartford & Ellmitch RR	1890	1941/1980s ?	Northern part has been converted into auto road (named "Railroad Bed Rd.") Between Dundee and Hartford much of line is intact - some is auto road and some is overgrown. Portions remain near downtown Hartford that are not built over. West of Hartford the ROW is very clear except in reclaimed coal mine area. Rail on the ground west of Equality but very rusty and weedy.	Connects with other abandoned lines in several places, restored depot and museum in Fordsville. Passes near 3 schools in Hartford. Easy access to Parkway.
123 high value line	Drakesboro to Edwards 20.9 miles	Muhlenberg, Logan	Louisville & Nashville RR	1870s-1880s	Mid 1980s?	Almost completely intact and clear. Parts are used informally as ATV track or as local road. Other parts are unused and somewhat overgrown. Tunnel status unknown.	Passes through several small towns, near schools and stores. Parallels highway for easy access. Wooded setting with stream crossings. Connects to large aluminum plant at south end.
124	Penrod to Mud River mines 4 miles	Muhlenberg	Louisville & Nashville RR	1886	1910	unknown	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
125	Beechmont to Beech Creek mines 3.5 miles	Muhlenberg	Louisville & Nashville RR			Mostly undetectable after first eastern portion which is intact, tree-lined and overgrown.	
126 high value line	Central City to Dawson Springs 36.2 miles	Muhlenberg, Hopkins	Paducah & Louisville RR (Elizabethtown & Paducah RR, Illinois Central RR)	1869/?	1996-2001	Central City to Greenville is developed trail, other parts are proposed for trail development. Remainder is mostly intact. Parts used as informal roads/ATV trails. Western portion still has rails on the ground.	Passes through towns and subdivisions, along creeks, marshes. Trails developed in White Plains and Central City - Greenville.
127	Millport, east of Madisonville	Muhlenberg, Hopkins	Connected IC & L&N lines		1990s	Connection with mines/load outs in the middle; parts north of mine are intact and mostly clear.	
128	Service to mines east of Madisonville	Muhlenberg, Hopkins	IC & L&N – CSX – P&L?			Mostly inside active or reclaimed strip mines. One is used as mine haul road, rails still down but weedy on another.	
129	Coiltown Jct./Coiltown Sta. to Oriole	Hopkins	L&N – CSX and IC – P&L			Within strip mines (both active and reclaimed). Very little intact.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
130	Ilisley Spur, Carbondale Spur, St. Charles Spur, L&N/IC jct.	Hopkins	L&N/IC (CSXT and P&L)			Ilisley spur mostly intact, used as power line easement.	
131	Mannington to Empire 4 miles	Hopkins, Christian	L&N reroute (Evansville, Henderson & Nashville RR)	1871		unknown	
132	Park City to Mammoth Cave 8.3 miles	Edmonson, Barren	Mammoth Cave RR	1886	1931	ROW is now almost completely auto road.	Original locomotive and caboose on display in park.
133	Bowling Green	Warren	Portage RR	1830s		unknown	
134	Scottsville to TN 9.7 miles	Allen	Louisville & Nashville RR (Cumberland & Ohio RR)	1886	1976	Very little was intact, though a small portion remains as grassy bed in Scottsville.	Freight depot stands unused in Scottsville (as well as privy that served depot).
135	Russellville to Adairville 12.3 miles	Logan	Louisville & Nashville RR	1883	1938	Long abandoned, so only a few non-contiguous portions are visible and intact.	

CHAPTER 5

HIGH VALUE LINES



Right of way near Hartford, Ohio County

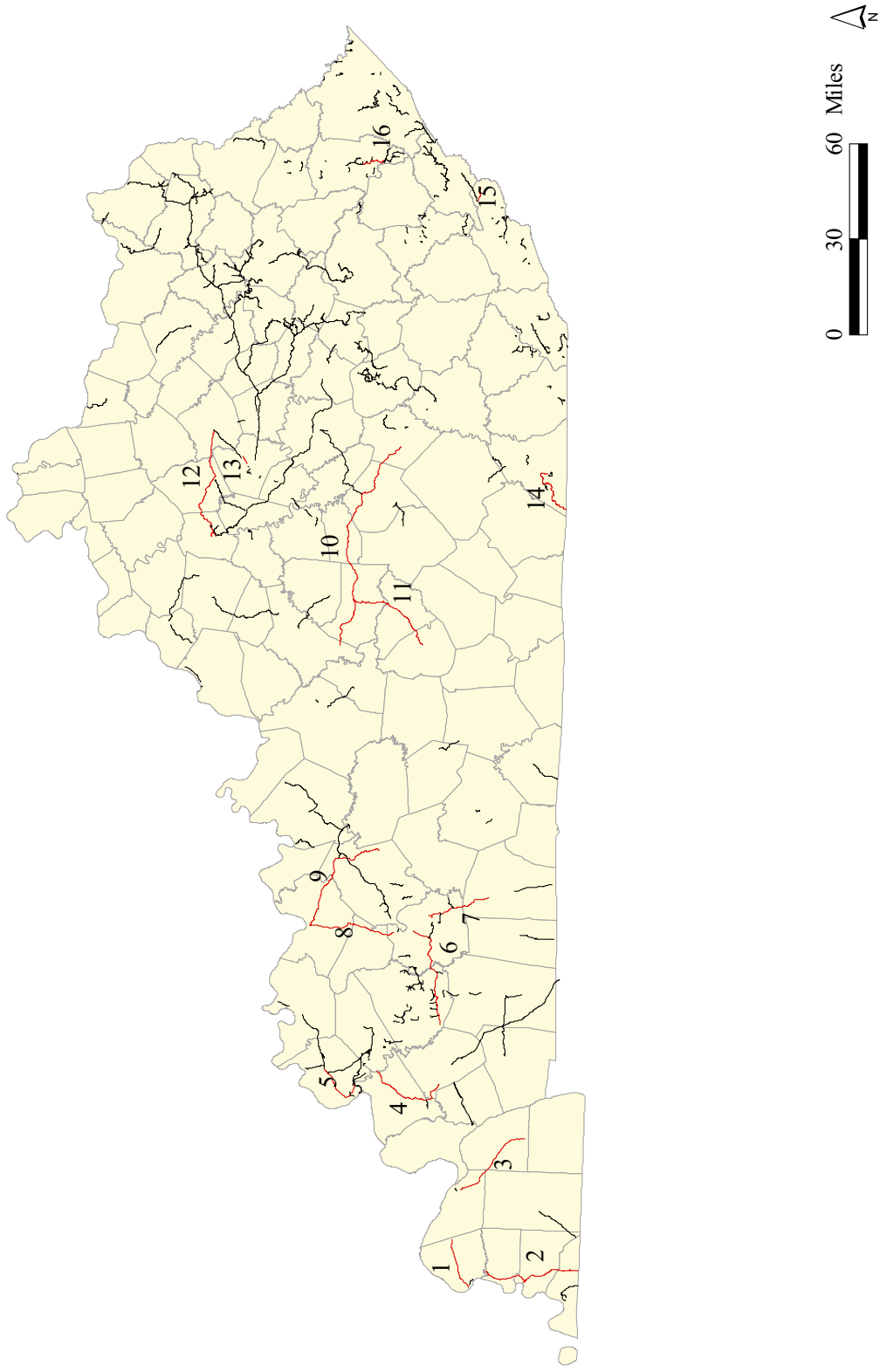


RR phone booth near Dekoven, Union County



Orkney Tunnel, Floyd County

Map 5.1:
Abandoned Rail Lines with High Trail Potential



We have highlighted sixteen lines that appear to have high potential value as rail to trail conversions. Some of these lines already have portions that are trails or have sections that have been considered for trail projects in the past. Others have never been considered for trails. These lines were chosen based on several factors, including: contiguity, a right of way that is intact and not destroyed by natural or built causes, presence of railroad artifacts such as depots, tunnels or bridges, access to natural areas or parks, access to population, and connection between amenities and communities. The unaccounted for factors that often determine the feasibility of trail projects are public support, funding, and the ability to acquire the right of way for trail use. We have seen in other states that even long-abandoned, discontinuous lines can become successful trails with enough political, local, and financial support, while many recently abandoned trail candidates are never completed because of problems in these areas. These are things that need to be kept in mind while reading the descriptions of lines with trail potential, understanding that there are other lines not on the list that have fewer “amenities” or “artifacts” but may enjoy greater support and therefore are more likely to become a successful trail than these high value lines. There are also many other rail lines that are proposed as trails but are still in the planning or support-raising stage. Those lines were omitted from this list because they are already recognized as having high trail potential. Please refer to Appendix B for a list of these lines.

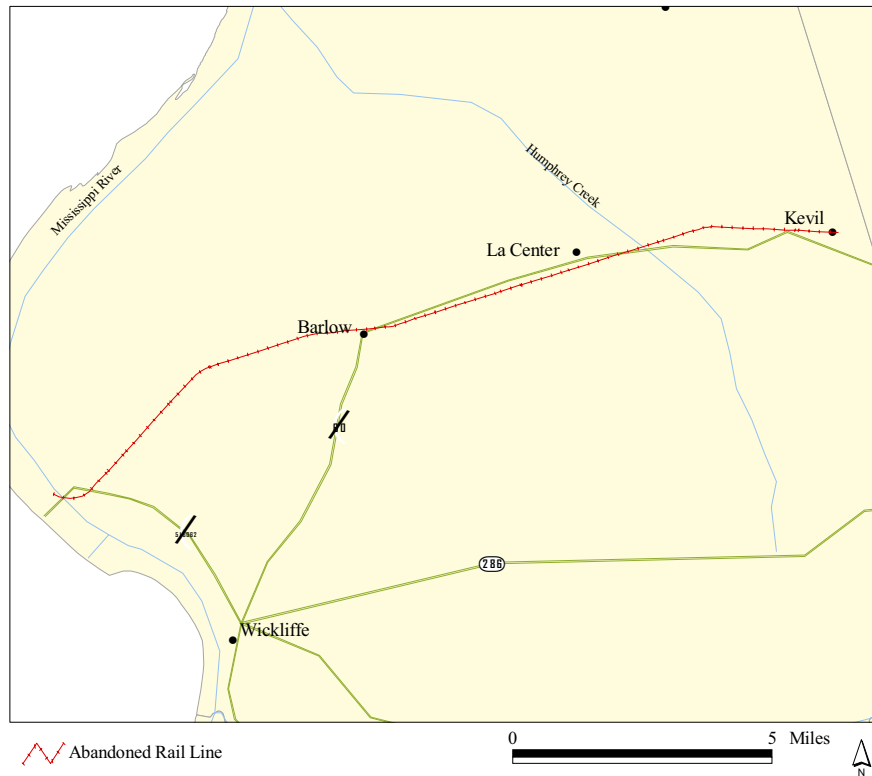
There are lines with great trail potential in all regions of the state. Some are fairly short – only a few miles – while others cross several counties and connect many cities. We tried to choose lines that are representative of the variety of possibilities in the state:

ones that serve to connect urban areas or travel through rural natural areas, lines in the mountains and others in agricultural areas or river valleys.



Railbed that has been converted to an auto road with the original railroad bridge still in use.
Glen Dean, Breckinridge County.

Map 5.2: Kevil to Mississippi River



1. Kevil to Mississippi River **Ballard County** **16.7 miles**

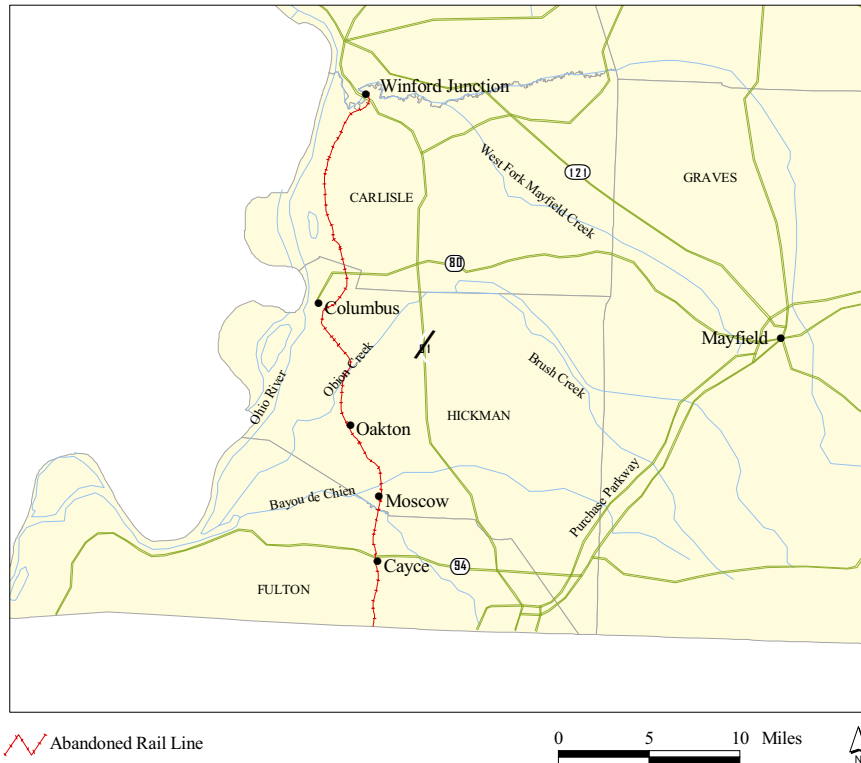
The line from Barlow to the river was abandoned in 1943, while the line from Kevil (just west of Paducah Gaseous Diffusion Plant) to Barlow remained in service until 1978. Constructed by the Chicago, St. Louis & New Orleans RR (a subsidiary of Illinois Central RR), it later took the ICRR name and at abandonment was part of the Illinois Central Gulf RR.

Most of the rural areas of right of way are intact. Some parts are clear and see some informal use while others are more overgrown. At least one steel bridge remains and there are concrete bridge piers in Barlow. There are a few smaller artifacts, such as a cement mile marker, that stand between Kevil and Barlow.

In LaCenter most of the right of way is built over by new commercial buildings since the line ran closely parallel with the main highway through town.

At the west, the line passes through and near several wildlife management areas, lakes, the Mississippi River flood plain, and provides access to the river.

Map 5.3: Winford Junction to Tennessee Border



Near Laketon, Carlisle County



2. Winford Junction to Tennessee border Carlisle, Hickman, and Fulton Counties 32.5 miles

This line was abandoned from Winford Junction to Columbus by the Illinois Central Gulf RR in 1976; the remainder was abandoned in sections during the 1980s. It was built by the Mobile & Ohio RR; the first part in 1861, the second part was finished in 1880.

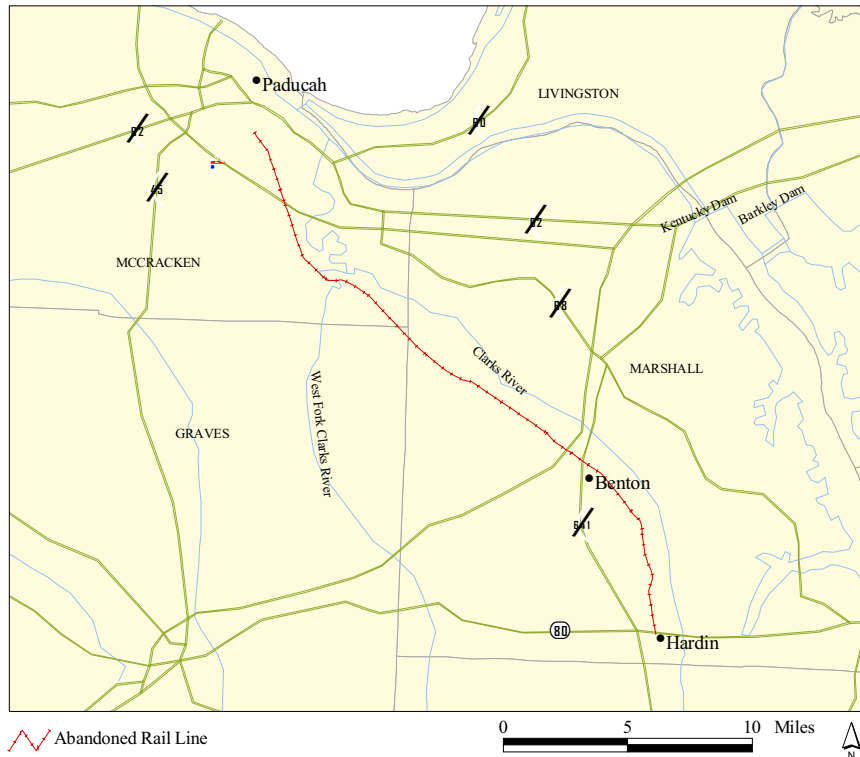
Much of the line follows fairly close to the Mississippi River – there are access points at Laketon and Columbus (among others). The line provides connection to

Belmont State Park at Columbus, Westvaco Wildlife Management Area, and several creeks and bayous. It intersects in several places with the Mississippi River Trail, a designated on-road bicycle pathway. The right of way also passes through Cayce, the boyhood home of railroad legend Casey Jones.

Many parts of the right of way are intact and used as local roads or informal ATV pathways. Some parts have been absorbed by neighboring property owners and are built on by farmsites or mobile homes.

At the time of the abandonment of the first section in the late 1970s there was local and state interest in conversion to a recreational trail (mentioned in 1978 State Rail Plan), but apparently a trail project was never completed.

Map 5.4: Hardin to Paducah



National Wildlife Refuge Trail in Benton

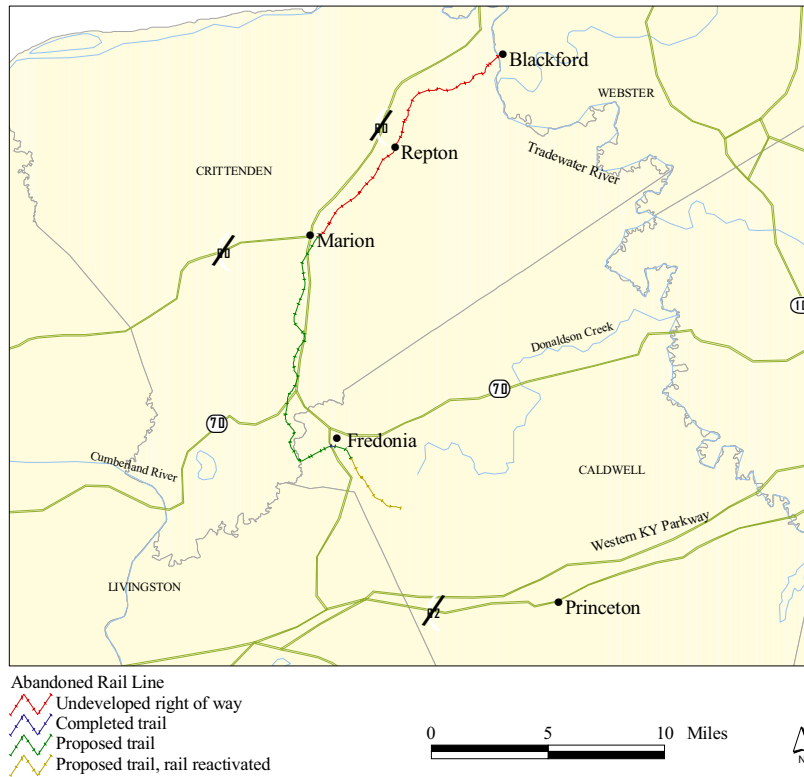


3. Hardin to Paducah Marshall and McCracken Counties 27.6 miles

The line from Hardin to Paducah was abandoned in the early 1980s by Seaboard/CSXT, but spent most of its life run by the Louisville & Nashville RR. It was built in 1890 as the Paducah, Tennessee & Alabama RR. At the southern end, the line connects to trackage owned by the Hardin Southern RR which runs excursion trains. Several passenger cars and a caboose are stored on the end of the tracks in Hardin. The line travels through quite rural areas – Benton is the only town along the way. The

highlight of the line is the National Wildlife Refuge in the valley of the East Fork of Clarks River. The line passes through several areas of river valley, forest, marshes, and swamps. In addition it is very near the Land Between the Lakes National Recreation Area. In Benton a section of the line is already designated a non-motorized path and there are other sections of the line in the NWR that are marked as trail. Elsewhere there are signs that the line is used as an ATV or 4x4 track. Most of the line is intact and clear or somewhat vegetated. In a few areas the line is undetectable or obliterated, particularly in an area of recent construction on the north side of Benton.

Map 5.5: Blackford to Fredonia



Right of way in Marion



4. Blackford to Fredonia Crittenden and Caldwell Counties 28 miles

The line from Blackford to Princeton was probably built in 1886-1887 by the Ohio Valley RR, though it appears that during or shortly after construction the Illinois Central RR assumed ownership of the line. It remained in the ICRR family until the 1980s when the ICRR abandoned and sold much of its Kentucky trackage. Tradewater Railway operated the line for a time and at its abandonment in 1996, Western Kentucky Rail Lines was operating the line. In 1998 the

section from Fredonia to Princeton was reactivated as the Fredonia Valley Railway to serve a quarry just south of Fredonia. In 2001 a short segment of track was re-abandoned between Fredonia and the quarry. The line between the quarry and Princeton remains active, though it is unclear how often the line sees use or if it may be abandoned in the future. Portions of this original rail line south of Princeton were abandoned recently and there may be some potential for connection or extension through the future abandonment of the Fredonia Valley Railway or through a rail with trail initiative.

In Blackford there is a community effort to save and restore the steel railroad bridge over the Tradewater River for pedestrian and bicycle use. This project is currently in the planning and fundraising stage, and construction is expected to begin in 2003. The line south of the Tradewater River passes through a quail hunting preserve. In this area and south from here the right of way is clear and graveled – it appears to be used informally by pedestrians and off-road vehicles. Between Marion and Fredonia a trail has been proposed. The line is mostly clear in this section, much of it is grassy and many parts are tree-lined. Railroad crossing signs and signals remain at two crossings in Marion. In Fredonia a small section of the rail line has been included in a community walking path. The rest of the path is routed on sidewalks. At the trail head by the abandoned right of way is a small parking area, signs, and a bench. This line provides access to the residential neighborhoods and commercial areas of small communities, and a park and athletic field in Marion.

Map 5.6: Morganfield to Sullivan



Right of way near Dekoven and River



5. Morganfield to Sullivan Union County 24 miles

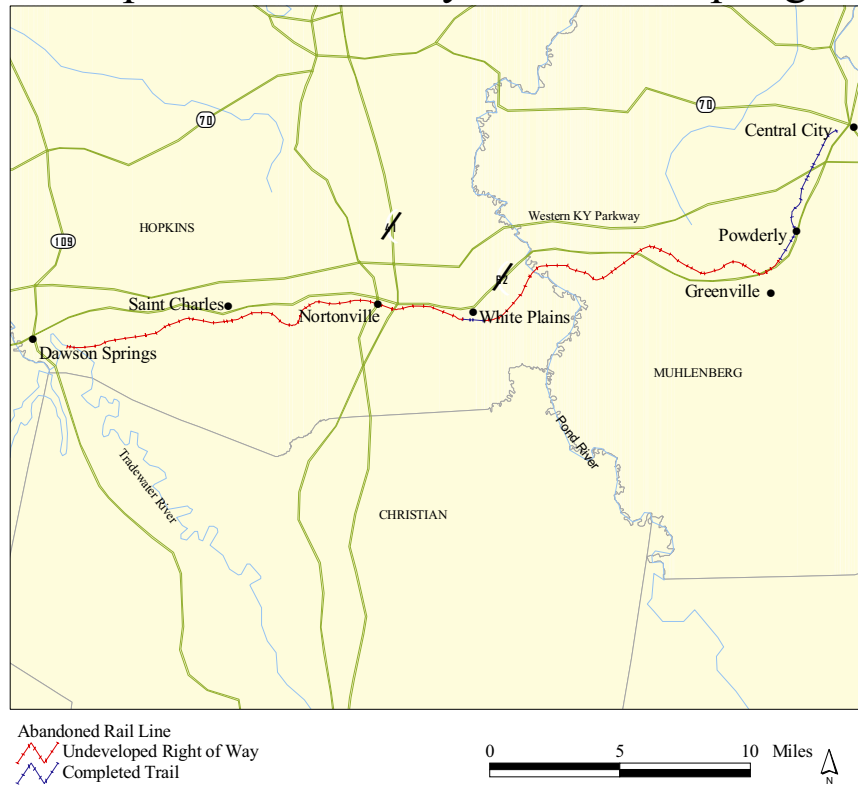
The line from Morganfield to Sullivan was built around the turn of the Twentieth Century by the Illinois Central RR. It stayed in the ICRR family until the early 1980s when the ICRR sold off most of its Kentucky lines. A large portion of these lines became the Paducah & Louisville RY, but this line from

Morganfield to Sullivan was abandoned by ICRR and reactivated by Western Kentucky Rail Lines. It was then re-abandoned by WKRL in the late 1990s. Because of its recent abandonment, much of the line remains in excellent condition.

A few portions have been reused as auto roads, though none have been paved. These areas are in the town of Morganfield and along the Mississippi River floodplain and wildlife area near Dekoven. Other sections of the line remain in clear condition and see informal use by pedestrians and off road vehicles. In addition to the natural areas, the right of way provides access to several small towns and villages and their residential and commercial areas.

Morganfield and Sturgis still have their depots. In Morganfield it is a stucco combination depot that now houses a few businesses. The wooden depot in Sturgis recently suffered damage from a fire – about half of the structure is still standing. There are also two pre-fab concrete railroad telephone booths left along the line, one in Morganfield and one near Dekoven. Sturgis has a short section of another abandoned right of way that has been paved as a trail and is associated with the town's elementary school, which is nearby. The Morganfield-Sullivan line does not connect directly, but it is not far from the finished trail.

Map 5.7: Central City to Dawson Springs



Right of way near Ilsley



**6. Central City to Dawson Springs
Muhlenberg and Hopkins Counties
36.2 miles**

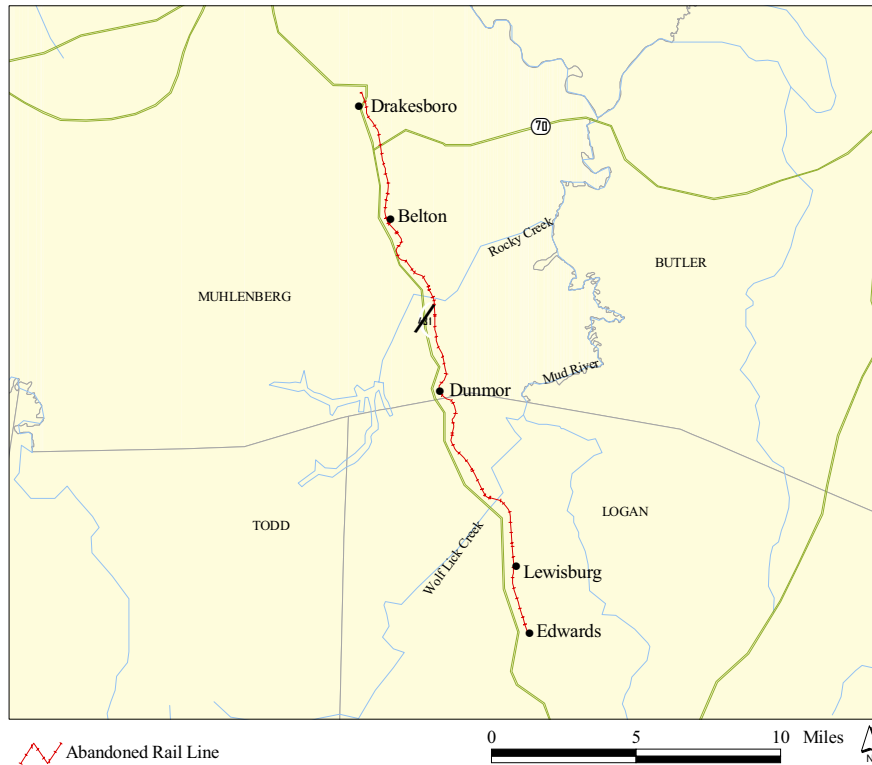
This line began its life as the Elizabethtown & Paducah RR, built in 1869. Later it was absorbed into the Illinois Central RR system and remained there until the mid-1980s when it became a part of the regional shortline Paducah & Louisville RR. The portion between Central City and Greenville was

abandoned by the P&L in 1996. Through the interest and initiative of Muhlenberg County Judge Executive Rodney Kirtley and local residents, this section became a successful rails to trails project.

West of Greenville the line was abandoned in 1997. Most of this line is in excellent condition – either used informally as ATV or non-motorized trails or lying unused and somewhat overgrown. It passes through some lovely natural areas, but also through some recently abandoned strip mine areas that are in varying stages of reclamation. There is a small completed trail in the town of White Plains. This project is about 1.5 miles long and is paved.

The line continues to be in excellent and clear condition as it goes west. The westernmost portion was the most recently abandoned in 2001 (between Ilsley and Dawson Springs). There is a proposal for a trail in the Ilsley area, but there does not seem to be any progress there yet. The rails and ties have been removed to Ilsley and the large crushed stone ballast remains. The right of way is still free from vegetation. From Ilsley to Dawson Springs the rails remain on the ground. Near Dawson Springs the line passes near the Pennyrile State Forest and through some very scenic woodland and marsh areas.

Map 5.8: Drakesboro to Edwards



Right of way near Dunmor



7. Drakesboro to Edwards Muhlenberg and Logan Counties 20.9 miles

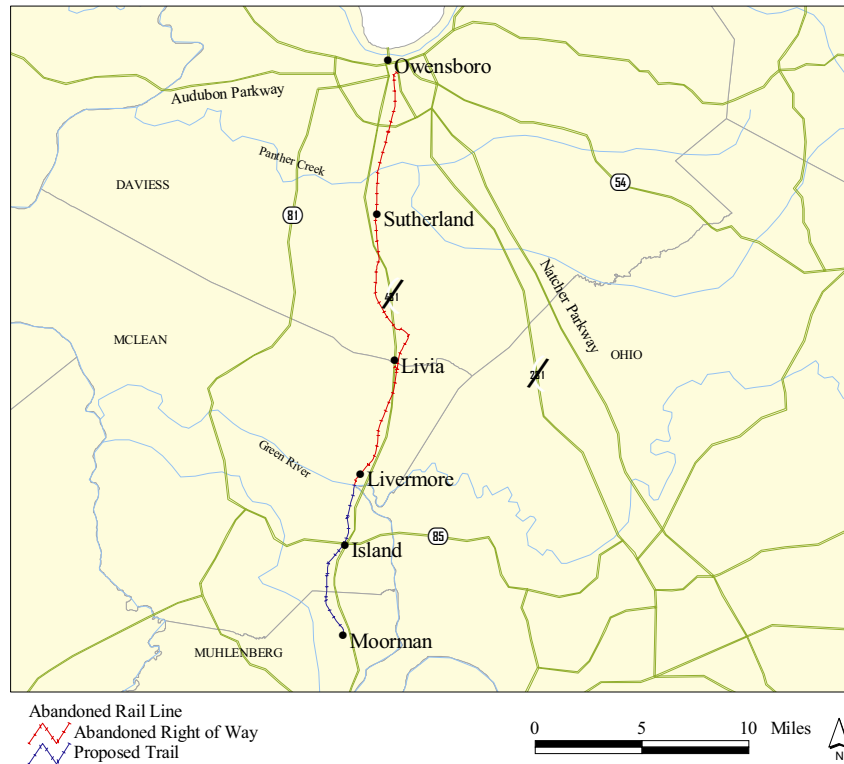
This line was recently abandoned by CSXT, but spent most of its life in the Louisville & Nashville RR family. It was built between 1871 and 1883, a portion of the Owensboro & Russellville RR that ran between its namesake cities.

The abandoned line begins on the north in the small town of Drakesboro and continues south through a few small towns and villages. In Beechmont it passes directly behind the local school and in Lewisburg it passes the

classic block-long commercial district that faces the right of way. At the southern terminus of the abandoned section there is a large aluminum plant that is rail served.

Most of the right of way is intact and in clear or only slightly overgrown condition. We did not observe any bridges that had been left in place, but none of the crossings were very long. Long sections of the line pass through heavily wooded areas and most intact sections are tree lined. The line parallels Highway 431 for its entire length, so there is convenient access. A tunnel remains north of Lewisburg, but its condition is unknown.

Map 5.9: Owensboro to Moorman



Park and caboose at former depot site in Livermore



8. Owensboro to Livermore (Livermore to Moorman already proposed to be a trail)
Daviess, McLean, and Muhlenberg Counties
20.6 miles

This former Louisville & Nashville line ran from Owensboro to Moorman where it joined an east-west line of the

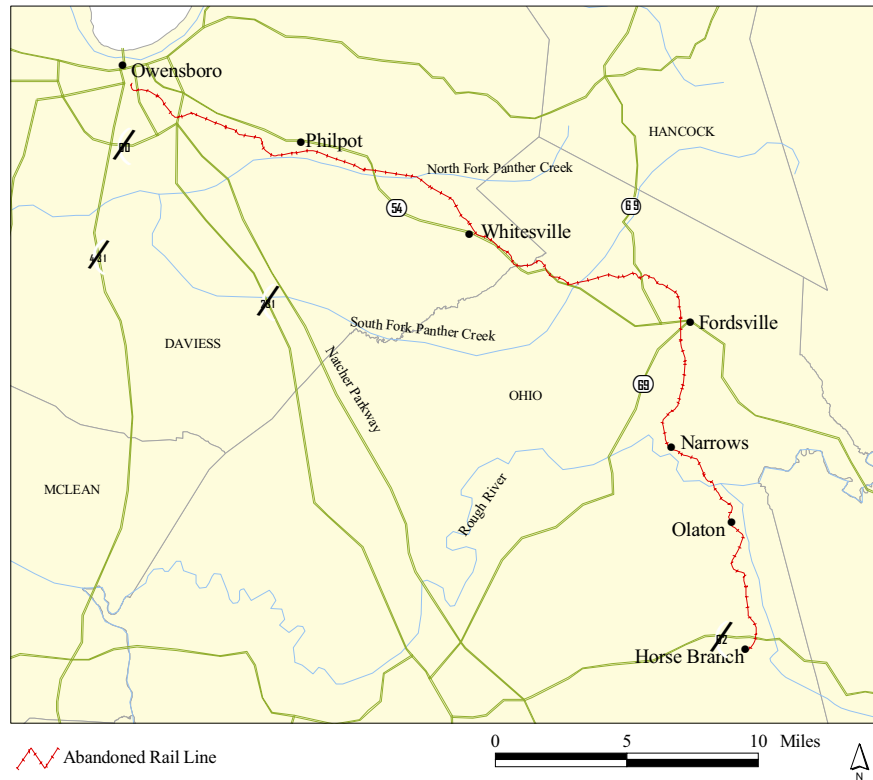
L&N. It was built in 1871 as the Owensboro and Russellville RR and abandoned to Livermore in 1984. The portion from Livermore to Moorman was abandoned in 2000 by CSXT and was proposed for trail use. The line was going through railbanking procedures and there are still rails and ties on the ground here.

Between Owensboro and Livermore the line is almost completely intact. A few sections have been obliterated by new construction (particularly in Owensboro) and some sections have been used by adjacent property owners (it has been absorbed into a salvage yard at one spot). The rest is mainly clear right of way with limited vegetation growing over it. Some sections have been mowed and maintained because they share a right of way and ditch with county roads.

In Livermore, the right of way is mostly intact, though it disappears in and out of yards in some places as it has been reclaimed by neighbors. At the site of the former depot a small park has been developed that includes a restored caboose and short walking path. At the river there is another park with a picnic shelter and a pier remaining from the original railroad bridge that was dismantled at abandonment. There are steps and an overlook platform at the top of the pier along with interpretive signs.

If trails were developed on the portion south of the river and north of the river a new bridge would be necessary to join them because the railroad bridge is gone and the highway bridge has no shoulders or sidewalks.

Map 5.10: Owensboro to Horse Branch



Caboose at park in Whitesville



9. Owensboro to Fordsville to Horse Branch Davieess and Ohio Counties 40.4 miles

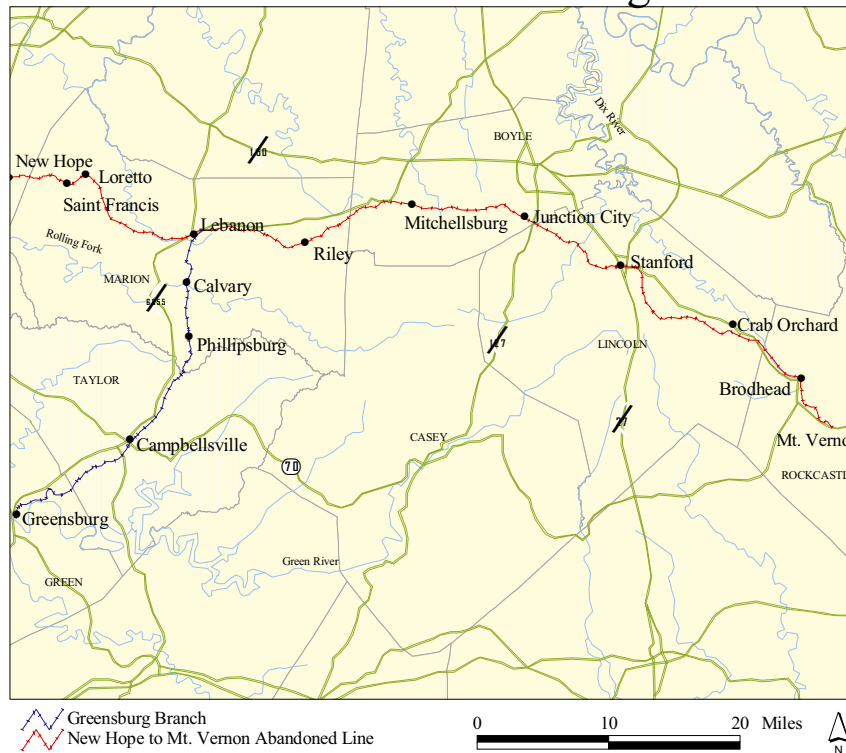
This line was abandoned by Illinois Central RR in the early 1980s. It connects Owensboro to smaller towns including Whitesville, Fordsville, and Horse Branch

and several other villages. The right of way is almost completely intact and in many places the bridges are still standing.

In Owensboro the right of way passes through neighborhoods and subdivisions. For a short while the line is part of the Owensboro Parks Greenbelt trail on the east edge

of the city. The abandoned line is adjacent to a park in Whitesville that has a caboose and a picnic shelter. In Fordsville the right of way passes the Louisville & Nashville depot that has been restored as a museum. Fordsville was a railroad junction town and the L&N line is also abandoned. Though much of this L&N line has been reused as a road, it has low levels of auto traffic (many miles of it are gravel) and is suitable as a bicycle route. These lines connect downtown Fordsville to the school and athletic fields as well as industrial and residential areas. The abandoned Illinois Central right of way ends in Horse Branch at the junction with an active rail line. Adjacent to the line is a park with ball fields, a picnic shelter, a caboose, and a short, paved trail. Between towns the line crosses many creeks and through a variety of agricultural and wooded landscapes.

Map 5.11: New Hope to Mt. Vernon and Lebanon to Greensburg



Depot and park in Stanford



10. New Hope to Stanford to Mt. Vernon Nelson, Marion, Boyle, Lincoln, Rockcastle Counties 77 miles

The former Louisville & Nashville RR's "Lebanon Branch" ran from Lebanon Junction in Bullitt County to near

Mt. Vernon in Rockcastle County. Construction of the branch began in 1857, reaching Lebanon in that year. The line was extended to Crab Orchard in 1866 and completed in 1868. Most of the line was abandoned in 1987. The portion from Stanford to Mt. Vernon was abandoned during the 1990s.

Most of the line is intact and in fairly clear condition. At the west, it connects with trackage of the Kentucky Railway Museum, headquartered in New Haven. KRM runs excursion trains from New Haven to Boston and owns the tracks to New Hope (a bridge in need of repair prevents using the tracks east of New Haven, though a fundraising campaign is underway to raise the money to repair the bridge – the tracks are otherwise maintained). The museum owns a large collection of historic passenger and freight cars and locomotives and these are stored along sidings from New Haven to Gethsemane.

Between New Hope and Stanford the line passes through a number of small towns that provide basic services and also a variety of interesting historic sites. These include churches in New Hope and St. Francis, and the Maker's Mark Distillery near Loretto. The largest town in this section is Lebanon, which has a restored downtown area with many historic buildings housing shops and restaurants. The railroad right of way passes one block behind the main street and is intact, being used as a parking area.

Between Lebanon and Stanford the rail line passes through several small towns along the border between the Outer Bluegrass and the Knobs. Just west of Stanford the line passes near the site of historic Fort Logan. Though presently undeveloped, there are plans in the county for developing this as a historic site. In Stanford, they have successfully restored the Louisville & Nashville RR depot as a museum and community center. Also at the depot site are a playground, picnic gazebo, restored cabooses and maintenance of way car, and a short walking trail on the right of way. This area would make an excellent trail head – there is already ample parking and easy access to the services in downtown Stanford.

East of Stanford the line passes through what will become the new lake formed by the impoundment of Cedar Creek. This project was finished in 2002 and will provide boating, fishing, and other recreational opportunities. If a trail were to be developed, it would have to be rerouted from the original right of way, but it could be a vital part of this new recreational and natural area.

Just east of this lake is the historic William Whitley house. It is a state historic site and is open as a museum and park with a playground, picnic shelter, and restrooms. The line is intact and fairly clear as it passes this site.

Between the Whitley house and Mt. Vernon the line passes through a few small communities that offer restaurants, shops, and convenience stores. There are a number of creek crossings that offer lovely views, however the bridges have been removed.

Depot in Greensburg



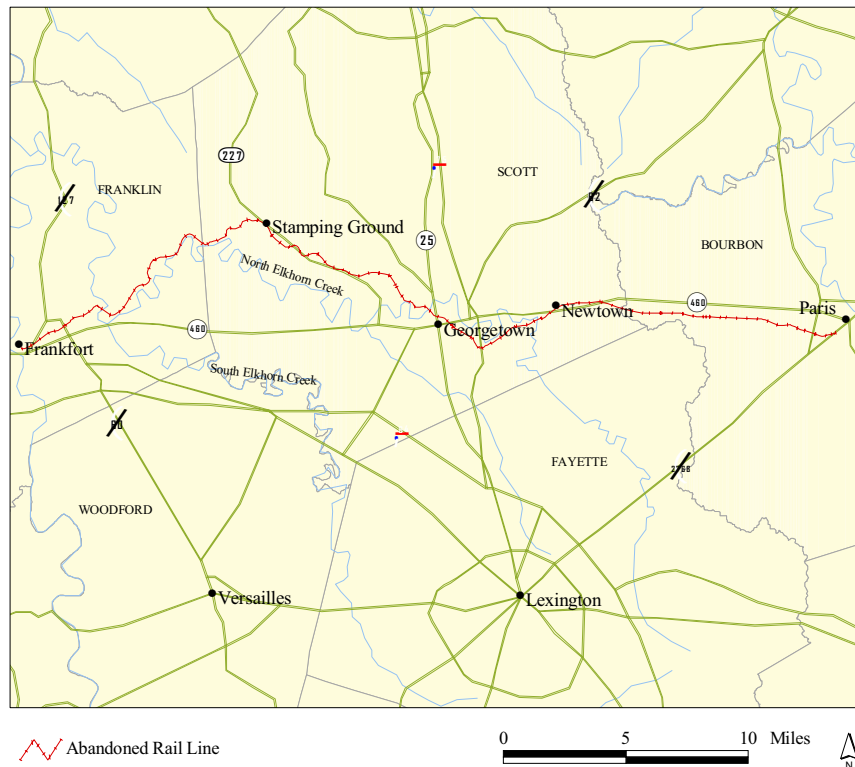
**11. Lebanon to Greensburg
Marion, Taylor, and Green Counties
30.4 miles**

This line, a branch off of the Louisville & Nashville's Lebanon Branch, was built in 1879 and abandoned 100 years later. The section from Greensburg to just south of Campbellsville was abandoned first in 1979 and the rest of the line was abandoned in the mid-1980s.

Most of the line is intact with conditions that vary between clear informal pathways and overgrown road bed. The right of way has been made into a street in downtown Campbellsville; there are a few other short sections used as local access roads in rural areas, but most sections do not see any car traffic.

There are two tunnels, one near Greensburg and the other near Campbellsville, but their statuses are unknown. The Greensburg depot was recently restored and the Campbellsville depot sees use by the police department and Boy Scouts. A unique pedestrian bridge connects the depot area to downtown Greensburg where there are several historic buildings and the courthouse square. This line makes a connection with another high value abandoned line in Lebanon and provides connection between several small towns and their schools, post offices, commercial, and residential areas.

Map 5.12: Frankfort to Georgetown to Paris



Right of way in downtown Frankfort



**12. Frankfort to Georgetown to Paris
Franklin, Scott, and Bourbon Counties
40 miles**

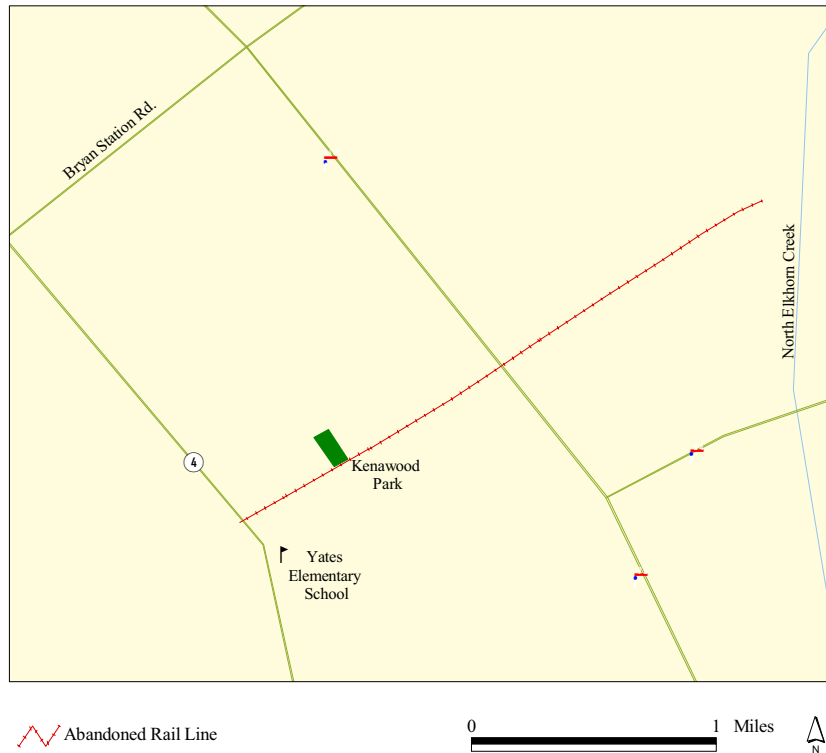
The line of the Frankfort and Cincinnati Railroad ran from Frankfort to Paris, where it connected with the mainline of the Cincinnati, New Orleans & Texas Pacific RR. It was nicknamed “The Whiskey Route” because of the number of distilleries it served along the way. Built in 1889-90, most of the route was abandoned in 1967 and the early 1970s. A small section of the line in Frankfort remained in service until the mid 1980s, serving one remaining distillery there. Sections of this line have been

obliterated by road and urban development, especially near Georgetown, but other sections remain completely intact. Except for a few sections that have been built over, the line from downtown Paris to Centerville is intact. It is a tree-lined embankment that passes through the small villages of Elizabeth Station and Centerville and travels through some of Kentucky's most picturesque horse farms. A railroad building, most likely the depot, remains in Elizabeth Station and the depot in Centerville is being used as a private residence. A section of the line is intact east of Georgetown and a metal bridge remains in place, but closer to Georgetown sections of the line have been built over or reused as private driveways.

West of Georgetown, much of the line remains intact, again lined thickly with trees. This portion of the line passes through Stamping Ground, which has interesting distillery building ruins, and through Switzer, home to the Switzer covered bridge.

East of Frankfort, some of the line has been obliterated from development, but most of it remains intact. This line passes near shopping areas, schools, a county recreation park, and residential neighborhoods and connects to downtown Frankfort near the tunnel (still in use). It is cut into the side of a steep bank as it makes its descent into downtown and is surrounded by thick wooded areas. The road bed in this area is mostly free from thick brush – the main barrier is a missing bridge over a deep creek valley. This line has great potential for local commuters, school children, recreational use, and for tourists wishing to visit Frankfort, other towns, Switzer Bridge, and the horse farms.

Map 5.13: New Circle Road to North Elkhorn Creek



Along the boundary of Kenawood Park
the ROW sees informal use



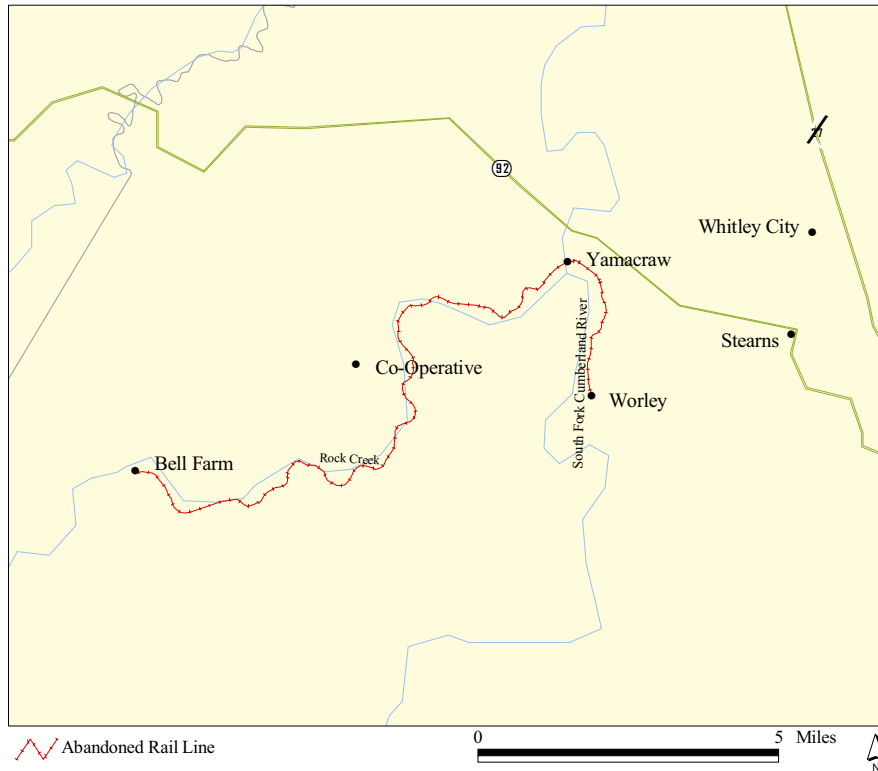
13. Lexington: New Circle Road to I-75, I-75 to North Elkhorn Creek Fayette County 2.5 miles

This short section of abandoned line was once part of the original Louisville and Nashville RR line to Winchester, the rest of which is still the current active CSXT line. It was abandoned when it became redundant and traffic was rerouted to an essentially parallel line just to the north.

Between New Circle Road and just past Kenawood Park the line is intact and tree lined. The right of way is grassy with some overgrowth and deadfall. It is on an embankment that runs between yards and divides neighborhoods. The rail line becomes the boundary of Kenawood Park and would provide an effective link between neighborhoods, the park, commercial areas, and possibly Yates Elementary School as well. The school is quite near the line but not directly on it.

Between Kenawood Park and I-75 only parts of the right of way remain intact. Some of it has been built on by garages and sheds and in other places the space is clear, but the embankment and trees have been removed. On the east side of I-75 the rail bed is still intact and tree lined. The embankment is quite high at Hume Road and there is evidence of an overpass that used to cross over the road, though no bridge remains. At the northern terminus the line connects to an active rail line. Nearby is the southern terminus of another abandoned Louisville and Nashville RR line that ran from Paris and was abandoned in the 1950s.

Map 5.14: Worley to Bell Farm



Tracks left near Worley



14. Worley to Yamacraw to Bell Farm McCreary County 14.2 miles

This line was constructed to serve the mines and lumber operations of the Stearns Coal and Lumber Company around 1900. It is well suited for trail development because it is mostly within the property of the Daniel Boone National Forest and the Big South Fork National River Recreation Area. It begins at a point near Worley. The south end of this section is part of the BSF Scenic Railway which brings trains from Stearns to Blue Heron, but there are rails on the ground until about a mile past Worley. It is unclear where the point of active use of the rails

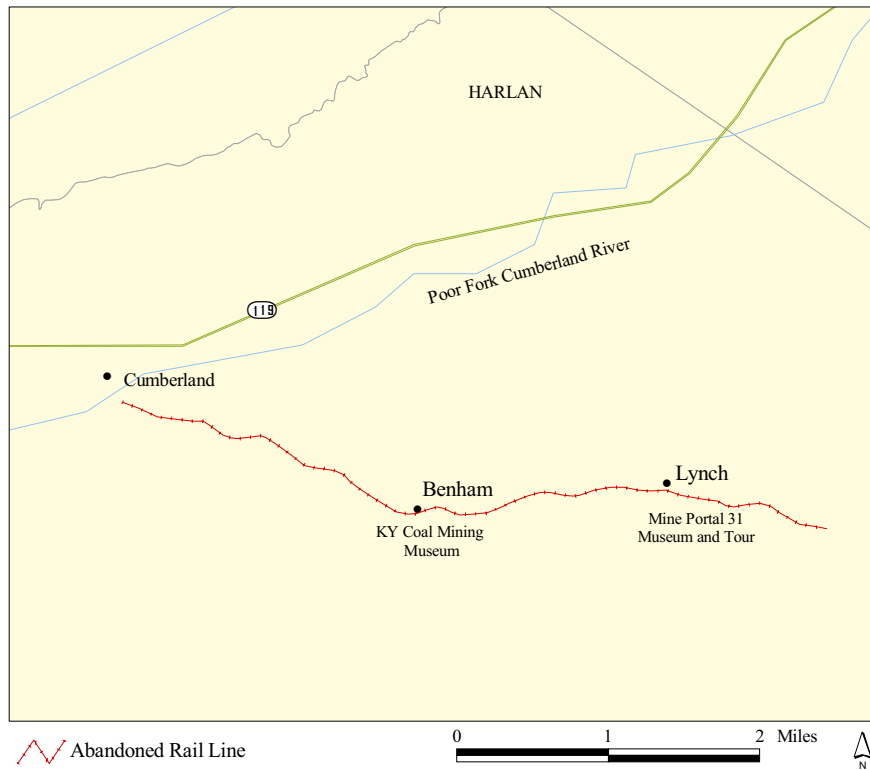
ends, but at Worley they are warped, buckled, and washed out so it is clear these are no longer maintained. The ownership of the right of way that contains rails is also unclear, though according to maps from the National Forest, it lies completely within the boundaries of the national recreation area. The actual tracks may be owned by the Kentucky & Tennessee RR, which runs the BSF scenic railway.

At Worley there are the remains of the coal processing facility, tipple, and conveyor bridge across the river. North of Worley there is at least one foundation visible from a former home or industrial building. Near the bridge at Yamacraw there are no longer rails on the ground (there are ties embedded in the grass for a while) but the right of way is clear and wide and appears to be mown regularly. The concrete bridge at Yamacraw was built in 1907 and is still in remarkably good condition. The span is ballasted and covered with grass – there are no holes and it is safe to walk on, except for the lack of guard rails. West of the bridge, the condition is not as clear. Parts of it are grassy and run next to the road, while others are more overgrown and cross over to the other side of the creek from the road. It appears though that aside from some erosion, the bed is intact in these places. Just west of Yamacraw Bridge, there is a remaining concrete coaling tower or tipple structure.

Between White Oak Junction and Bell farm the line is used as a gravel auto road. While there is little opportunity for this to be converted to a dedicated non-motorized trail, it has very little traffic and would be well suited for hiking and biking and passes through some very scenic areas and along creeks. South of Bell Farm it appears that the line continues as a road through the National Forest and NRRA and connects with other hiking trails in the area. The line connects with the Sheltowee Trace trail near Yamacraw

and passes near several amenities of the National Forest including several other trails, the coal camp museum Blue Heron, fishing and boating areas on the river, and campgrounds and horse camps.

Map 5.15: Cumberland to Benham and Lynch



Depot and rail cars in Lynch



15. Cumberland to Benham and Lynch Harlan County 5 miles

This line was begun first by the Looney Creek RR to open up mines in the Looney Creek Valley and to develop the towns of Benham and Lynch; the Louisville and Nashville assumed ownership early in the line's history. The railroad was opened to Benham in 1911 and Lynch in 1918. Benham was a company town developed by the International Harvester company and Lynch was developed by US Coal and Coke, a subsidiary of US Steel. At the time it was built, Lynch was the largest coal camp in the

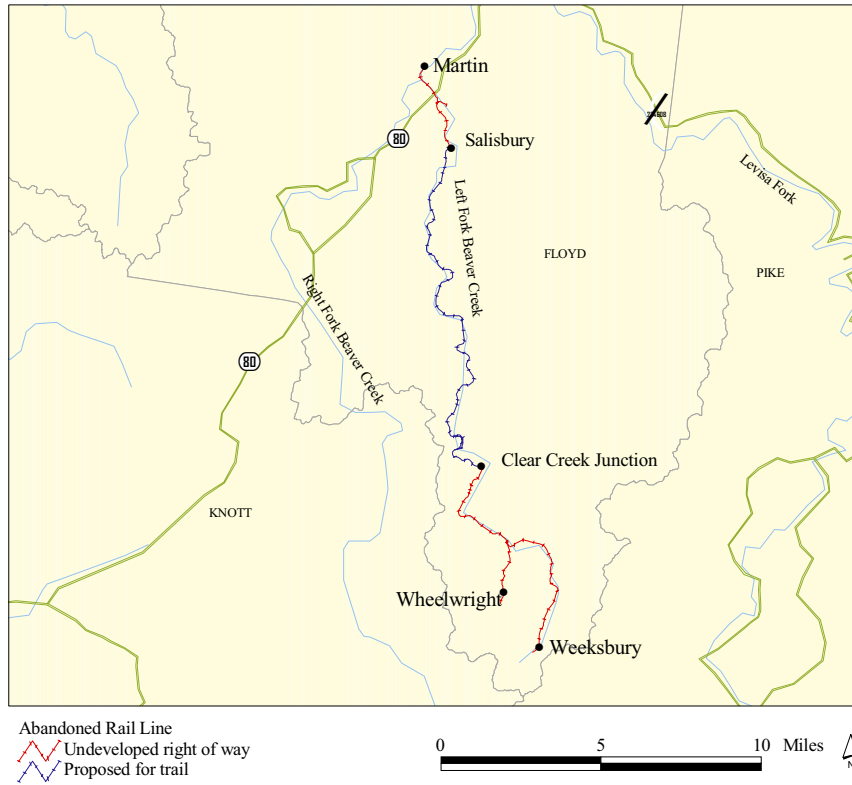
world. There remain extensive remnants of the mining industry and company town landscape. Many of the original company houses are intact as well as some company offices, coal processing facilities, and schools. Portal 31 Museum is open in a former lamp house and conducts tours inside a former coal mine. Various mining equipment is on display here as well as a caboose and locomotive at the refurbished Louisville & Nashville depot. Some rails remain on the ground here between the coal processing plant and the depot. In Benham, a former company store houses a coal mining museum and the former school houses a bed and breakfast. This town is also an exceptional example of a model coal company town. A small section of the right of way has been paved behind the mining museum in Benham and it is part of a park area.

The line was abandoned in 1996 and still intact, with some overgrowth. There is great potential for a trail here for a number of reasons. The first is the prior tourism/historic preservation developments. A trail connecting these sites would further complement them and could be an additional avenue for historic interpretation. The second is that the line is in quite good shape and would require minimal reconstruction. The third reason is that it would connect the two smaller towns of Benham and Lynch to Cumberland with a safe, off-road transportation corridor. Cumberland is home to the area's schools, community college, and virtually all commercial activity. Currently there is a narrow sidewalk leading most of the way from Cumberland to Lynch, but it follows closely along the road. A pathway on the railroad right of way would provide a safe path for children and trips to stores and civic amenities.

Surface Transportation Board records indicate that the abandoning railroad company, CSXT, was asked to delay disposing of the line until historic preservation

inventories could be completed (STB Docket # AB-55). It took some time to determine that the abandonment would not adversely affect adjacent historic properties. In 1998 the City of Benham petitioned for interim trail use but they were denied because it was deemed that the official abandonment was approved in 1996 and the deadline had passed. It is unclear if the efforts to build a trail were given up at that point or if there is still interest.

Map 5.16: Martin to Wheelwright



Tunnel near Orkney



16. Martin to Wheelwright Floyd County 13.4 miles

The line from Salisbury to Clear Creek Junction was officially abandoned by CSXT in 2003, but had been unused for many years, even though rails were still on the ground. The newly abandoned section is part of a line that ran from Martin to Wheelwright and Weeksbury. The branch to Wheelwright has been abandoned for many years while the Weeksbury branch was abandoned more recently. There are still rails on the ground from Martin to Clear Creek

Junction and it would appear that the section north of Salisbury has not been officially abandoned, though portions of it are in poor condition and the rails have been severed. This line was built in 1916 to serve mines and was a Chesapeake and Ohio RY line until becoming part of the Chessie System and then the CSXT family. Wheelwright was a model company town built by the Inland Steel Company and many of its original buildings remain including company and community offices, the company store, housing, and mine portals.

There were several tunnels along the northern part of this line. One remains open and is in the newly abandoned section. This tunnel was constructed as an unlined bore and is in quite good condition with very little roof fall or drainage problems. A second tunnel has been sealed with concrete block, a third was obliterated when a hill was cleared for a new school football field, and the status of the fourth is unknown. Several steel bridges remain in good condition along the line.

Much of the line runs through quite rural area but it is parallel to the highway so there are many houses and a few businesses adjacent to the rail line. The section abandoned in 2003 is currently under Negotiations for Interim Trail Use with the railroad; Floyd County is sponsoring the negotiation effort.

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Appendix A

List of point features: railroad related structures on abandoned lines

Northeastern Kentucky		
Feature	Location	Comments
Metal pass-through truss bridges	Carter County	Used as auto road, one lane bridges
Aden Tunnel	Carter County	Blockaded with large dirt piles but unsealed
Means Tunnel	Carter County	Sealed/or caved in
Olive Hill Depot	Olive Hill, Carter County	Brick, restored
Morehead Depot	Morehead, Rowan County	Brick, restored, visitors' center
Depot	Flemingsburg Jct., Fleming county	Wood, vacant
Depot	Flemingsburg, Fleming County	Wood, newspaper offices
Clay mine tipple and conveyor	Clearfield/Clack Mtn., Rowan County	Metal ruins
Cars, locomotive, railroad buildings and headquarters	Clearfield, Rowan County	In various conditions, some in building, some under shed
Wooden decked railroad bridges	Carter County	Unused, in good shape
Caney Tunnel	Morgan County	Caved in
Lenox Tunnel	Morgan County	Rock bore, unsealed
Argillite Tunnel	Greenup County	Open, but partially caved in
Schollsville Tunnel	Clark County	Unsealed, substantial roof fall, unlined bore
Southeastern Kentucky		
Feature	Location	Comments
Yamacraw Bridge	Yamacraw, McCreary County	Concrete, in excellent condition
Bridges	Between Martin and Wheelwright, Floyd County	Steel
Bridges	West of Pineville, Bell County	3 bridges
Bridges over highway	Near Tilford, Perry County	Steel, 3 bridges
Caboose	Whitesburg	L&N, in downtown
Pine Mtn. Tunnel	Jenkins	Sealed
Orkney Tunnel Sealed tunnel	S. of Martin, Floyd County	Unsealed, unlined bore, very little roof fall

Depot and cars	Lynch	Brick, restored L&N depot, Winifrede Mine locomotive, L&N caboose
Depot	Evarts	Wood, vacant, in need of repair, combination freight and passenger
Depot	Jenkins	Wood, used as coal museum
Coal Tipple	Near Seco	Abandoned ruin
Tunnels 7, 8, and 9	Burnside, Pulaski County	Unsealed, stone and brick lined, very little roof fall
Central Kentucky		
Feature	Location	Comments
Young's High Bridge	Tyrone, Anderson County	Metal, across KY River
Caboose and Maintenance of Way car	Stanford, Lincoln County	L&N Caboose
Depot Caboose	Midway, Woodford County	Depot is offices Southern RY caboose
Depot	Bloomfield	
Depot	Centertown, Bourbon County	Private residence
Depot?/RR building?	Elizabeth Station, Bourbon County	Brick
Depot	Eminence, Henry County	Brick, restored, offices
Depot	Lancaster, Garrard County	Wood, combination, used for business
Depot	Pleasureville, Henry County	Wood, restored, restaurant
Depot	LaGrange, Oldham County	Trailhead for Oldham Cty. Greenway
Depot	Campbellsville, Taylor County	Wood, restored, offices
Depot	Greensburg, Green County	Wood, restored
Depot	Stanford, Lincoln County	Wood, restored, museum and community meeting rooms
Depot	Brassfield, Madison County	Derelict, farm storage
Trestle	Lawrenceburg, Anderson County	
Tunnel	Wilmore, Jessamine County	Unsealed, unlined bore
2 Tunnels	Point Leavell & Bush Creek, Garrard County	Unsealed, unlined bore
Greensburg Tunnel	Green County	Status unknown
Campbellsville Tunnel	Taylor County	Status unknown
Kings Mtn. Tunnel	Lincoln County	Status unknown
Large stone culvert	Marion County	Well preserved

Western Kentucky		
Feature	Location	Comments
Bridge	East of Owensboro	
Bridge	West of Fordsville	Wooden deck
Bridges	South of Fordsville, Ohio County	Wood, used for ATV traffic
Bridge	Glendean, Breckinridge County	Steel, auto road
Bridge	East of Greenville	Steel
Caboose	Horse Branch, Ohio County	Illinois Central
Caboose	Whitesville, Daviess County	Illinois Central
Caboose	Uniontown, Union County	Paducah & Louisville, adjacent to rail trail
Caboose and bridge piers	Livermore, McLean County	In small park, and at river
Crossing lights	Marion, Crittenden County	Signs and lights left at 2 road crossings in town
Depot	Fordsville, Ohio County	Restored, masonry, museum
Depot	Irvington, Breckinridge County	Masonry, restored
Depot	Pride, Union County	wooden
Depot	Sturgis, Union County	Wood combination depot, damaged in recent fire, falling down
Depot	Morganfield, Union County	Stucco, reused for commercial space
Freight depot, large bridge piers	Scottsville (piers south), Allen County	Vacant
Signal lights	Wingo, Graves County	
Tunnel	Near Penrod, Muhlenberg County	Status unknown
RR phone booth	Morganfield, Union County	Concrete pre-fab, by depot
RR phone booth	Near Dekoven, Union County	Concrete pre-fab

Appendix B

Status of Trail Projects in Kentucky

Note: Some of these proposed trails may now be in progress; others have been cancelled. This information is based on the KY Rails to Trails Council website, <http://www.kyrailtrail.org/local.html>.

Finished trails:

- Cadiz Trail
- Wingo Trail
- Sturgis Trail
- Uniontown Trail
- Benton National Wildlife Refuge Trail
- Cathy Crockett Memorial Trail (northern part)
- Muhlenberg Rail Trail
- White Plains Trail
- Louisville Riverwalk (part is rail trail)

In Progress trails:

- Brighton East Rail Trail
- Cathy Crockett Memorial Trail (southern part)
- Winchester
- Mt. Sterling
- Morehead
- Oldham County Interurban Greenway
- Pineville to Pine Mountain State Resort Park

Proposed trails:

Wild Turkey Trail	Evarts to Woods
Bullitt County Rail-with-Trail*	St. Charles to Ilesley
Blackford Pedestrian Bridge*	Wilmore to Highbridge Trail
Marion to Princeton	Madison County Wetlands Trail
South Elkhorn Rail with Trail	Moorman-Island Trail
Frankfort Trail	Salisbury to Clear Creek Junction
Leavell Tunnel	Casey County Kings Mountain Trail
Elizabethtown Trail	
Loyall Trail	
Benham-Lynch Trail*	* has received some funding

Appendix C

Resources and contact information

Surface Transportation Board

New Federal agency that has taken over duties formerly held by the Interstate Commerce Commission. Website contains recent abandonment information and posts new notices and decisions weekly.

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Number for General information:
(202) 565-1674

Website: www.stb.dot.gov

Interstate Commerce Commission

The archival records from the ICC are housed at the National Archives and Records Administration, though some records are available online or in local libraries' archives.

The National Archives and Records Administration
8601 Adelphi Road
College Park, MD 20740-6001

(866) 272-6272 (toll free)

Website: www.archives.gov

Kentucky Rails to Trails Council

Promotes and supports trail development in Kentucky.

Kentucky Rails to Trails Council
P. O. Box 597
Lexington, KY 40588-0597

Chair:
Robert Strosnider
118 Churchill Dr.
Winchester, KY 40391
(859) 744-0019

Website: www.kyrailtrail.org

Rails to Trails Conservancy

National organization that provides leadership, assistance, advocacy, and funding for rails to trails projects across the United States.

Rails-to-Trails Conservancy
1100 17th Street, 10th Floor, NW
Washington, D.C. 20036

(202) 331-9696 (main reception line)

Website: www.railtrails.org

Kentucky Historical Society

Research library contains a variety of resources relating to railroad history.

Kentucky History Center
Special Collections
100 W. Broadway
Frankfort, KY 40601-4701

(502) 564-1792

Website: www.kyhistory.org

University of Kentucky Library and Special Collections

Library contains many primary and secondary sources relating to Kentucky and US railroad and local history.

Website: www.uky.edu/Libraries/

Main Library
William T. Young Library
University of Kentucky
Lexington, KY 40506
(859) 257-0500

Map Collection
Gwenn Curtis, Director
4th Floor King Library South
University of Kentucky
Lexington, KY 40506
(859) 257-1853

Special Collections and Archives
2nd Floor King Library South
University of Kentucky
Lexington, KY 40506
(859) 257-8611

Kentucky Rail Trail contacts

State Rail Trail Coordinator
Lee Creech
Department for Local Government
1024 Capital Center Dr., Ste. 340
Frankfort, KY 40601
(502) 573-2512
(800) 346-5606

Coordinator for Bicycle/Pedestrian Programs
Paula Nye
Kentucky Transportation Cabinet
501 High Street
Frankfort, KY 40622
(502) 564-4890

Bluegrass Rails to Trails Foundation
Robin Reams
266 White Station Rd.
Berea, KY 40403

Daniel Boone Rails to Trails Foundation
April Haight
105 E. Main St.
Morehead, KY 40351
(606) 784-5989

Greenways for Oldham County
P.O. Box 868
Crestwood, KY 40014

Lake Cumberland Trail Foundation
Rick Bates
2292 South Hwy. 27, Ste. 310
Somerset, KY 42501
(606) 677-6000

Little Mount Trail Commission (Mt. Sterling)
Lisa Browning
51 North Maysville
Mt. Sterling, KY 40353

Muhlenberg Rails to Trails
Rodney Kirtley
Judge Executive
P.O. Box 137
Greenville, KY 42345

Rails to Trails Conservancy Resources

These are all available for download as PDFs at <http://www.trailsandgreenways.org/> in the “Technical Assistance” section. Many other resources on trail planning and maintenance are available at this site.

Rail Trails and Community Sentiments

Rail Trails and Safe Communities

Rail-Trails and Liability: A Primer on Trail-Related Liability Issues and Risk Management Techniques

Rails-with-Trails: Design, Management and Operating Characteristics of 61 Trails Along Active Rail Lines

Secrets of Successful Rail Trails

Acquiring Rail Corridors

Tunnels on Trails

Rail-Trail Maintenance: Preparing for the Future of Your Trail

The Promise of Pathways

The Road to a Cleaner Environment: How to Use Highway Funds to Enhance Water Quality, Wetlands, and Habitat Connections

Appendix D

Abandonment Process: Federal and State Legislation and Procedures

HB 221, passed by the Kentucky General Assembly in 2000, established the Rail Trail Development Office and funded the Kentucky Abandoned Railroad Corridor Inventory Project. The Rail Trail Office, at the present time, consists of one person: Lee Creech in the Department of Local Government. The responsibilities of the office include monitoring abandonment activity in the state, sharing abandonment information with affected and interested parties, and providing information and technical assistance to local agencies or citizens who would like to develop a trail or apply for funding. In addition, the office will coordinate and promote rails to trails efforts in various organizations at the state level.

The Surface Transportation Board processes all railroad abandonments. There are three types of rail line abandonments. The first is a Regulated Abandonment and this is used for lines that are still in service. This process is quite long and involves extensive documentation by the railroad to prove their loss of income and reasons for wanting to abandon the line. There is plenty of time for trail advocates to become involved in this process as it can take up to three years. This type of abandonment is not very common in Kentucky.

The second type of abandonment is a Notice of Exemption Abandonment. This is used in cases where the line has not seen service for two or more years. The railroad is exempt from many of the rules that apply to abandoning a line that was still in service. This is the most common type of abandonment in Kentucky and there is a limited window of opportunity for trail advocates to petition for reuse of the rail line.

Trail advocates have the opportunity to make a Trails Use request after the STB has permitted a railroad to abandon a corridor. If the railroad consents (it is optional) to negotiation on trail use, the parties have 180 days to negotiate. This time period may be extended for an additional 180 days if the parties request it to continue negotiations. When an organization wishes to make a Trails Use request it must supply a map of the rail corridor (including the mile posts) proposed for the trail, a statement that demonstrates its willingness to accept financial, management, and liability responsibility for the trail, and an acknowledgement that, under Railbanking laws, the corridor is subject to the possibility of future reactivation of rail use.

The third type of abandonment is a Petition for Exemption Abandonment. Although railbanking procedures are the same, this allows the railroad to use the procedure of an exempt abandonment for a line that has been in service in the previous two years. The company must petition the STB to be approved as an exempt line through economic and traffic documentation.

Traditionally, it has been difficult for local trail advocates to enter the abandonment process and request reuse of a rail line because of the complicated requirements and the limited time to respond. One of the goals of the creation of the state Rail Trail Development Office is to assist local communities with this process and by monitoring abandonment activity so that communities can be notified in a timely manner. The Kentucky Rails to Trails Council has also begun to provide assistance to local groups in this matter.

More information on this procedure is available from the State Rail Trail Development Office, Kentucky Rails to Trails Council, and the national Rails to Trails Conservancy.