

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



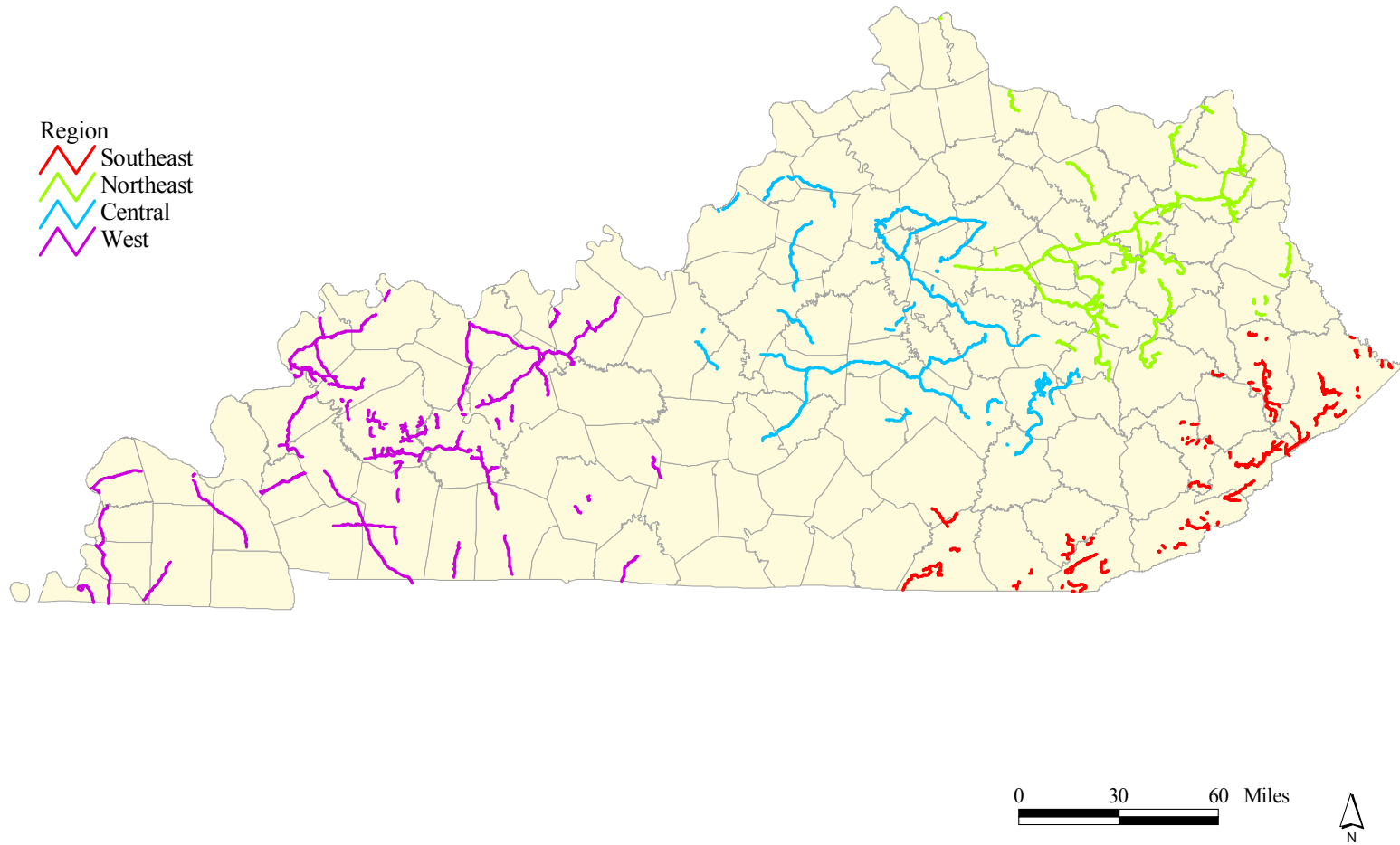
Remains of bridge near Madisonville

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.

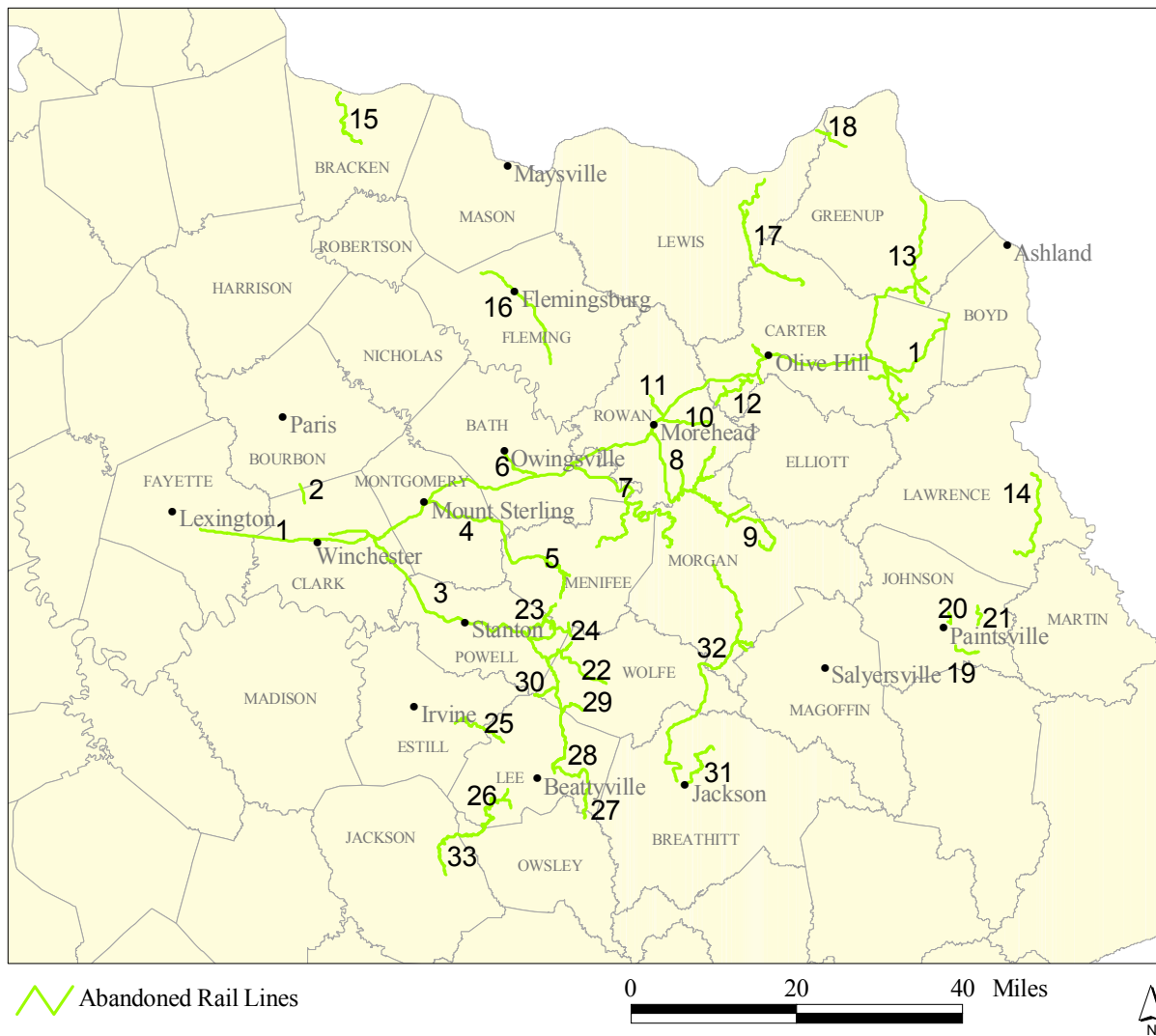
The matrix numbers each line and these numbers can be used to find the lines on the corresponding maps. Their endpoints – usually towns but sometimes streams or other locations – are noted as is the county or counties that the line passes through and the length of the line in miles. The name of the line 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



Map 4.2: Northeastern Kentucky Abandoned Rail Lines



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.
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.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
5	Rothwell to McCausey (near Frenchburg) 7.8 miles	Meniffee	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, Meniffee, 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 Sheltoewe Trace, Cave Run Lake, in Nat'l Forest.
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.	

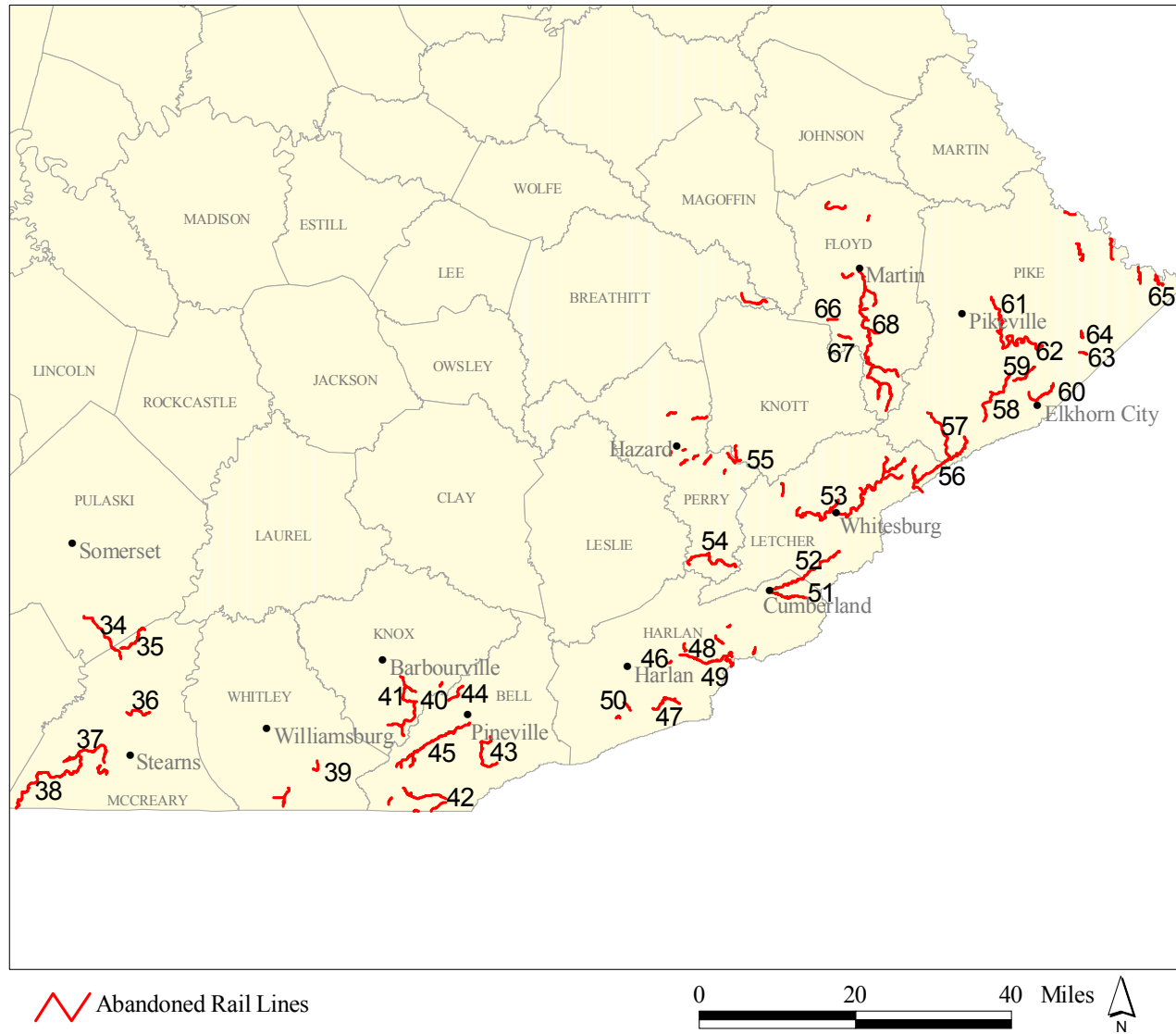
Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
10	Morehead to clay mines 6.7 miles	Rowan	Triplett & Big Sandy RR General Refractories Co. RR (ROW reused)	1890 1920	1894 1948	Wide variety of conditions. Varies between auto road, intermittently detectable 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 Sheltoewe 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.	
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.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
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 Wingo Creek 5 miles	Lewis, Greenup	Indian Run RR	1899	1900s	Mule tramway, now all 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	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
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, Meniffee, 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, Meniffee, 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 Lerose 4.7 miles	Lee, Owsley	K&P Lumber Co.	1905	1909	All auto roads.	
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.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
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 Sheltopee 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.
39	Nevisdale to	Whitley	Louisville &	1908	1947	Part near Packard	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
	Packard 1.9 miles		Nashville RR			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 Garmeada 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	

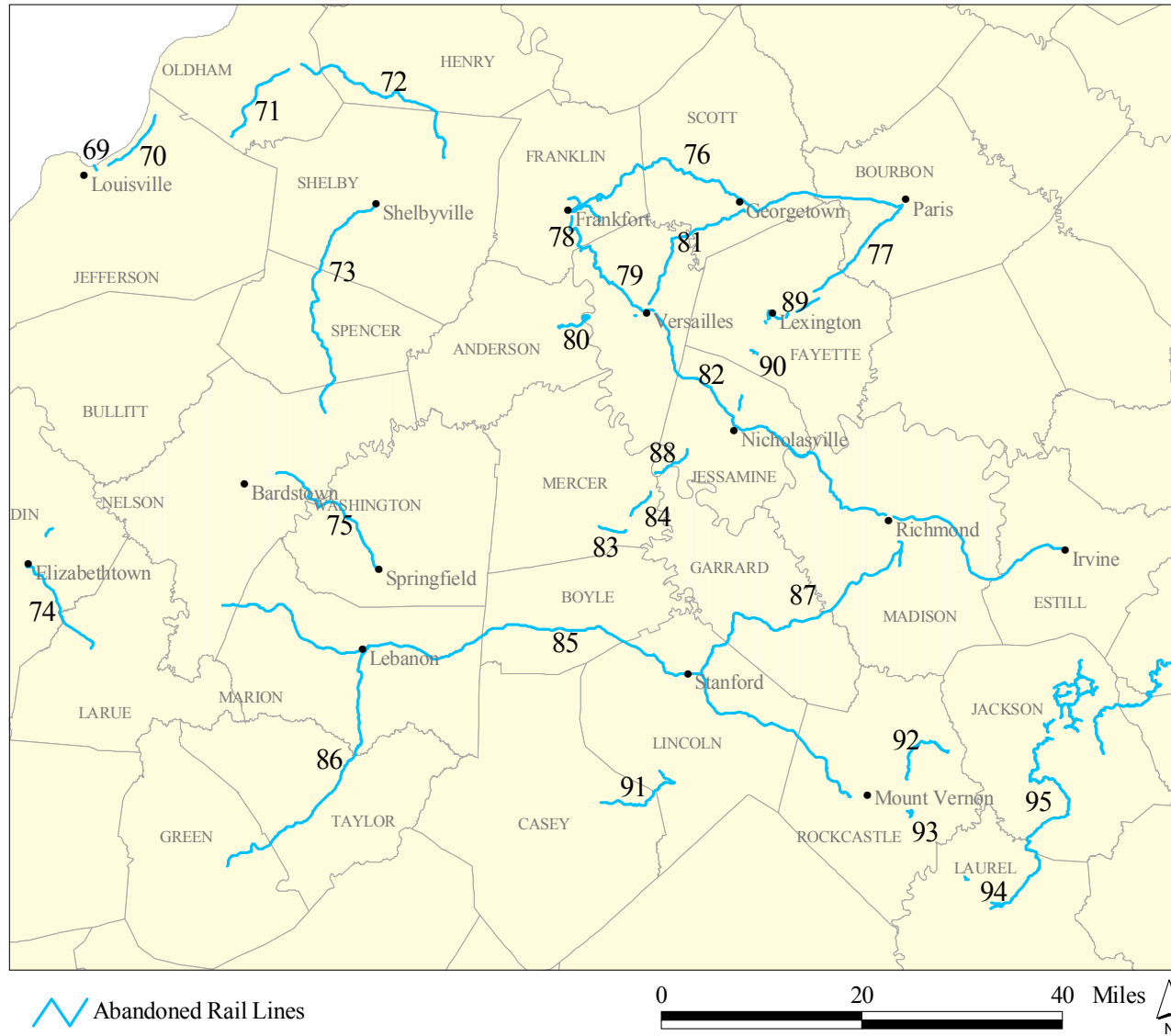
Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
47	Cawood to Crummies and Three Point 4.8 miles	Harlan	CSXT (Louisville & Nashville RR)		1997	unknown	
48	Bailey Creek 1 mile	Harlan	Louisville & Nashville RR			unknown	
49	Evarts to Dizney 7.2 miles	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 detect. 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 high value line	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 1990s?	Line to Leatherwood is gravel road/path. Line to Tilford is intact, used as informal pathway for ATVs.	unknown
55	Sassafras to Anco and Allock 4.8 miles	Perry, Knott	CSXT (Louisville & Nashville RR)				
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 and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
CENTRAL KENTUCKY							
69	Louisville to 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.

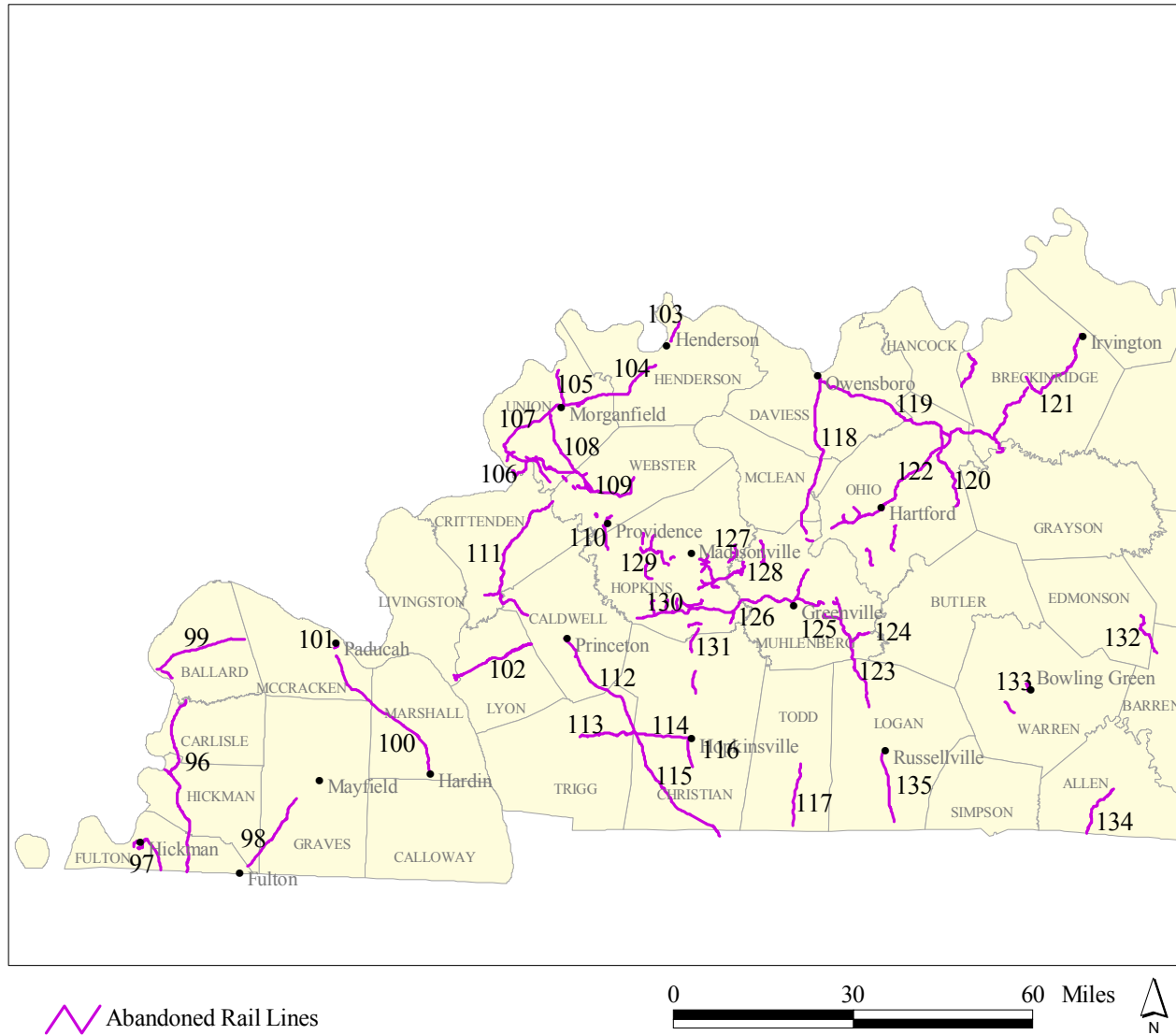
Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
76 high value line	Frankfort to Paris 40 miles	Franklin, Scott, Bourbon	Frankfort and Cincinnati RR (“The Whiskey Route”, Kentucky Midland RY)	1889-1890	1967-1970s/1985	Wide variety of conditions, but 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. Reroutes	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				
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 Around	Condition	Highlights
107 high value line	Morganfield to Sullivan 24 miles	Union	Western KY RR (Illinois Central RR)		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 Railtrail (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.	
130	Ilsley Spur, Carbondale Spur, St. Charles Spur, L&N/IC jct.	Hopkins	L&N/IC (CSXT and P&L)			Ilsley spur mostly intact, used as power line easement.	

Number	End points and length	Counties	Railroad Name(s)	Year Built	Year Abandoned	Condition	Highlights
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.	