

CHAPTER 5

HIGH VALUE LINES



Right of way near Hartford, Ohio County

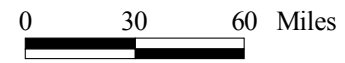
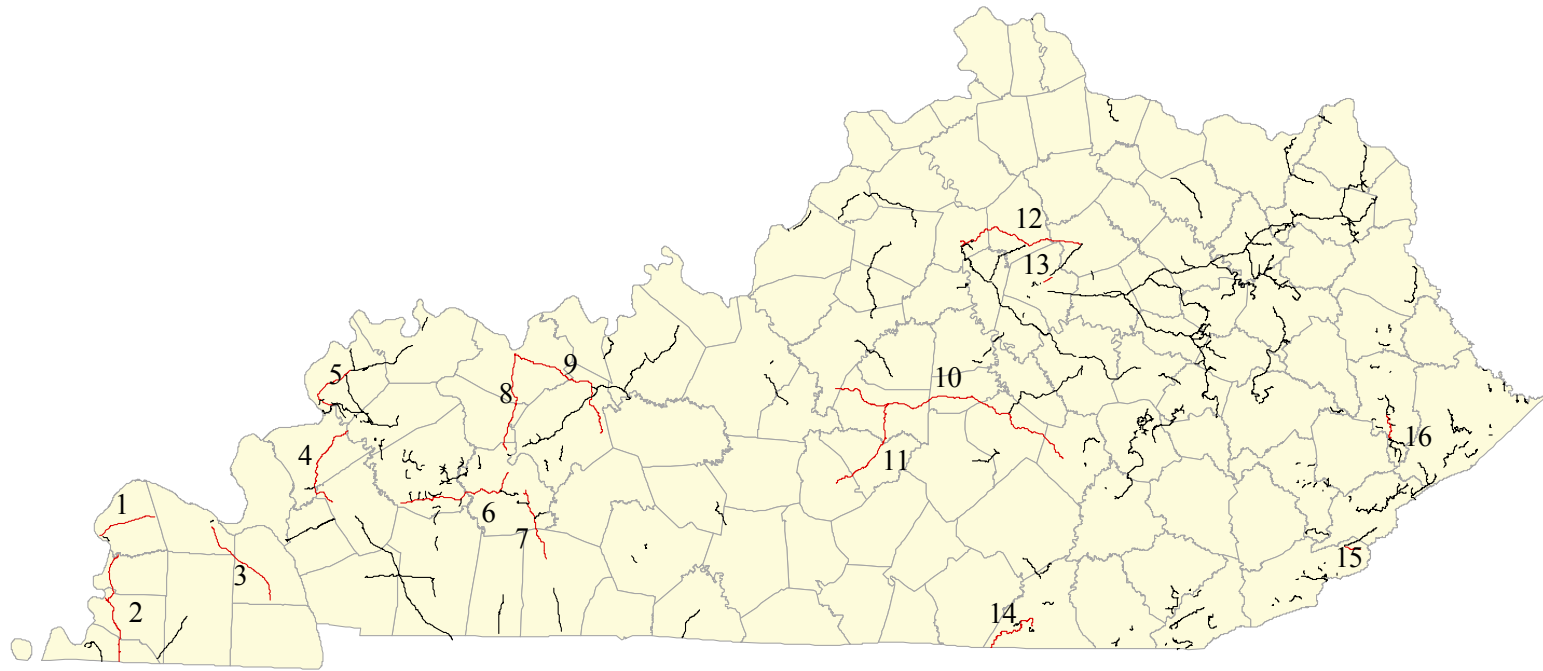


RR phone booth near Dekoven, Union County



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.

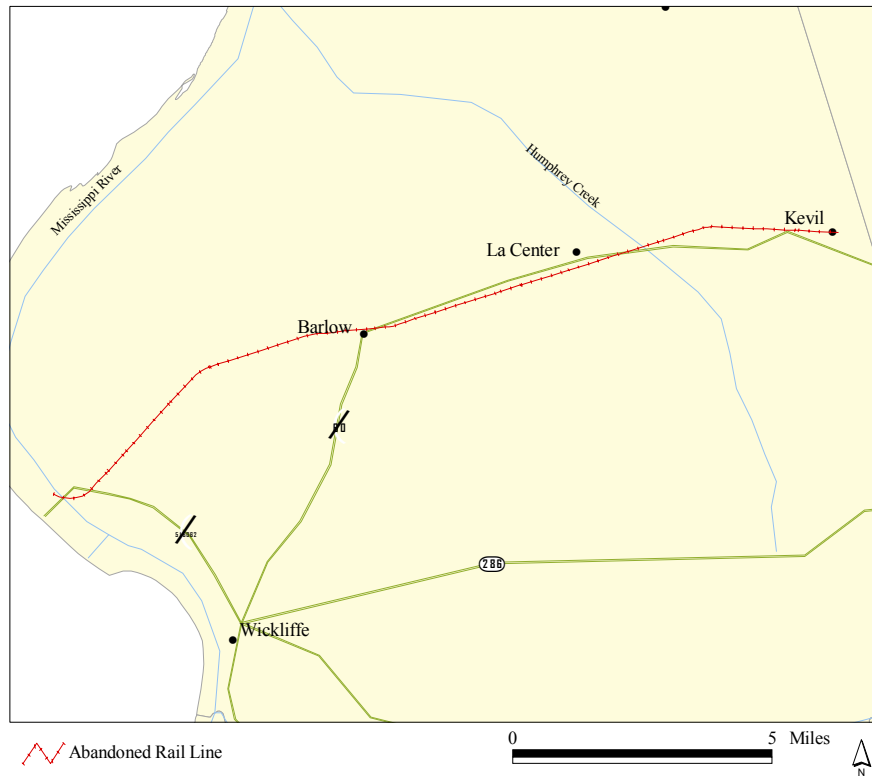
There are lines with great trail potential in all regions of the state. Some are fairly short – only a few miles – while others cross several counties and connect many cities. We tried to choose lines that are representative of the variety of possibilities in the state:

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**

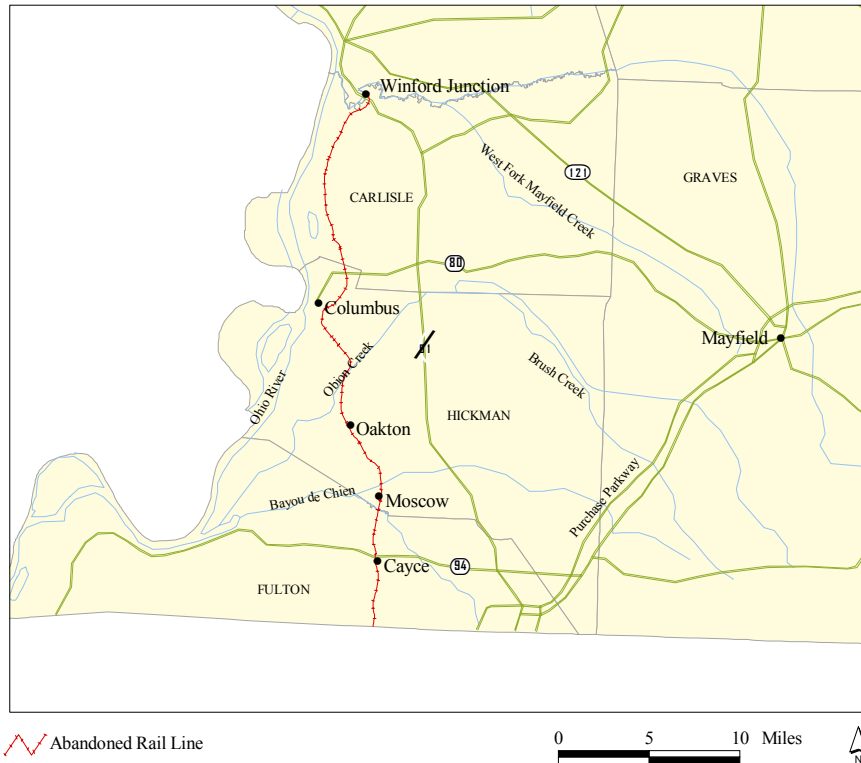
The line from Barlow to the river was abandoned in 1943, while the line from Kevil (just west of Paducah Gaseous Diffusion Plant) to Barlow remained in service until 1978. Constructed by the Chicago, St. Louis & New Orleans RR (a subsidiary of Illinois Central RR), it later took the ICRR name and at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

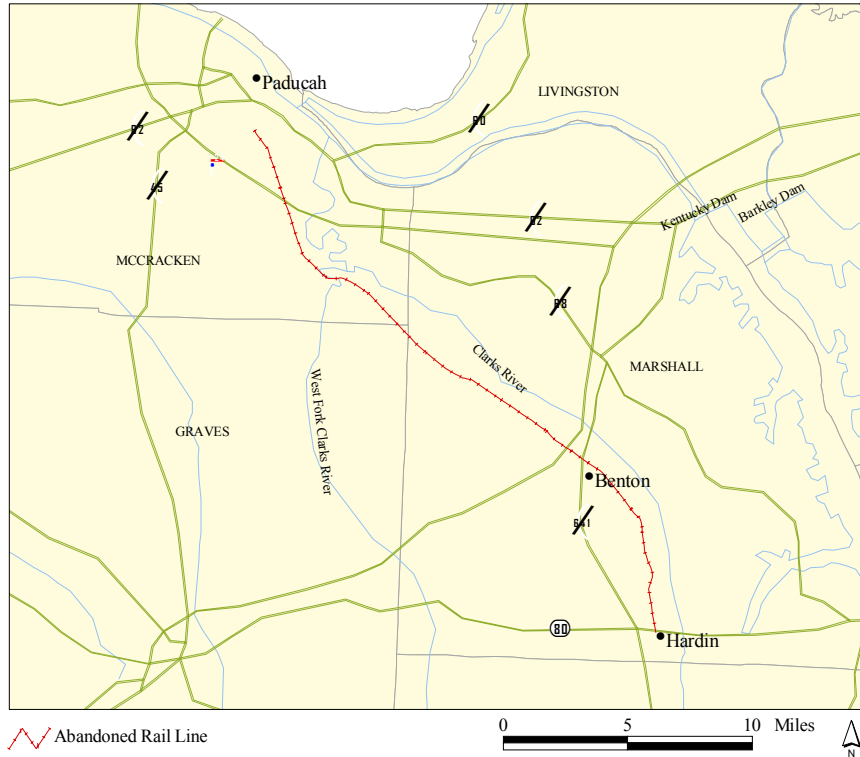
Much of the line follows fairly close to the Mississippi River – there are access points at Laketon and Columbus (among others). The line provides connection to

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

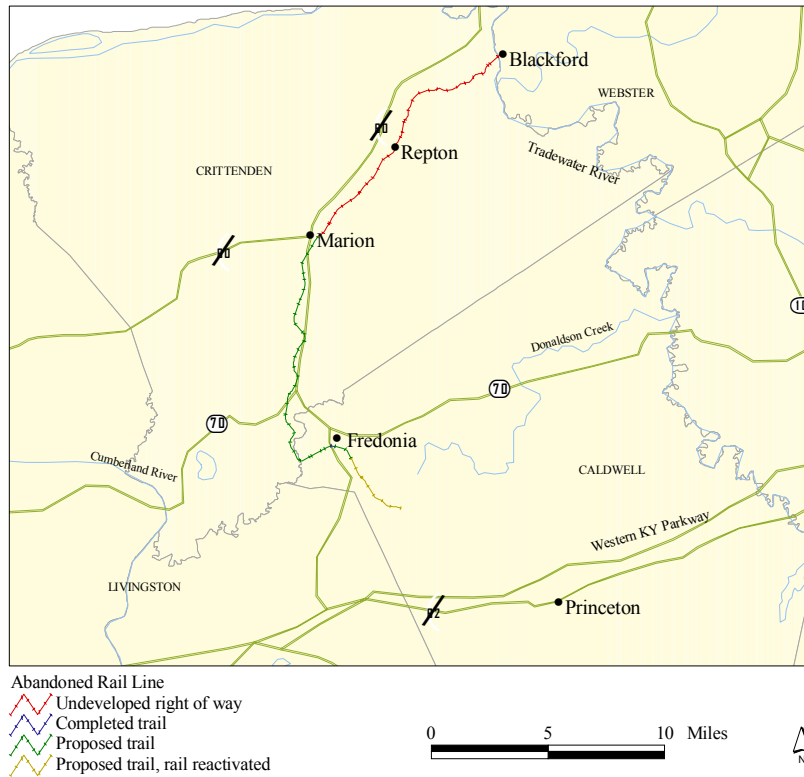


3. Hardin to Paducah Marshall and McCracken Counties 27.6 miles

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



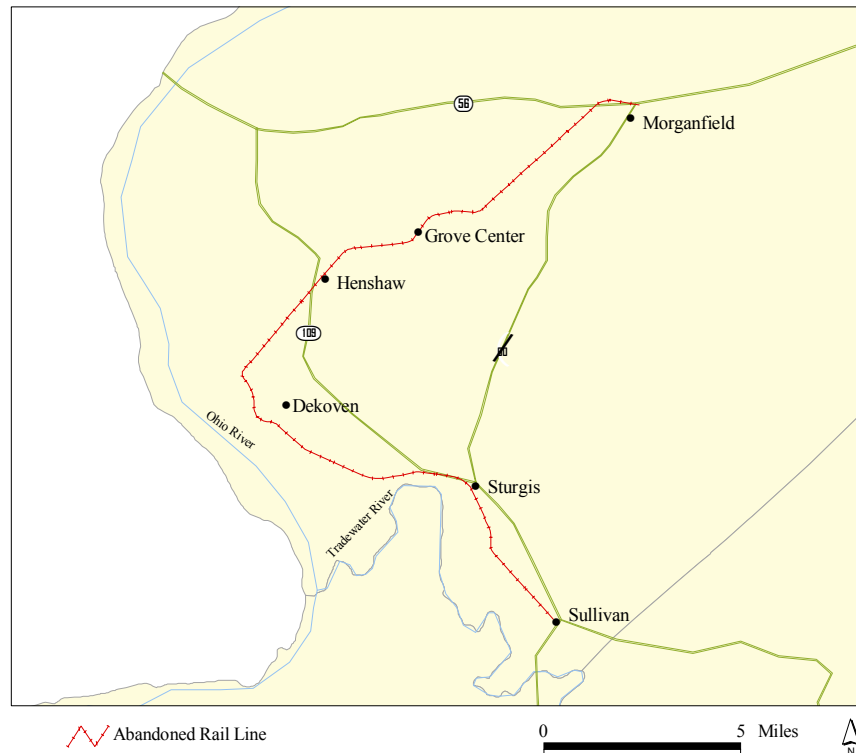
4. Blackford to Fredonia Crittenden and Caldwell Counties 28 miles

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

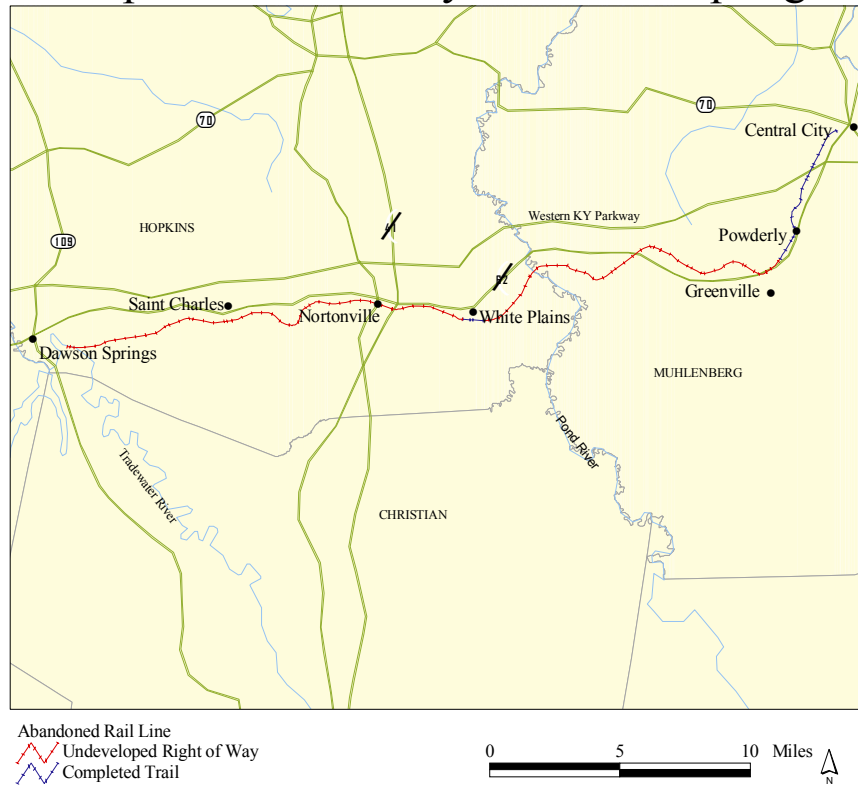
The line from Morganfield to Sullivan was built around the turn of the Twentieth Century by the Illinois Central RR. It stayed in the ICRR family until the early 1980s when the ICRR sold off most of its Kentucky lines. A large portion of these lines became the Paducah & Louisville RY, but this line from

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**

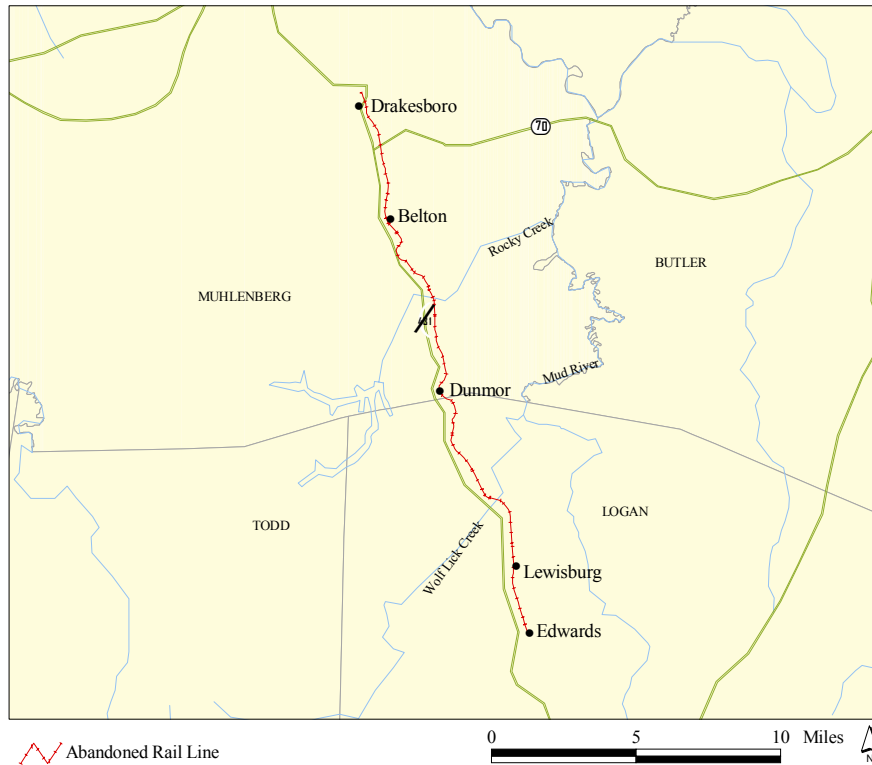
This line began its life as the Elizabethtown & Paducah RR, built in 1869. Later it was absorbed into the Illinois Central RR system and remained there until the mid-1980s when it became a part of the regional shortline Paducah & Louisville RR. The portion between Central City and Greenville was

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

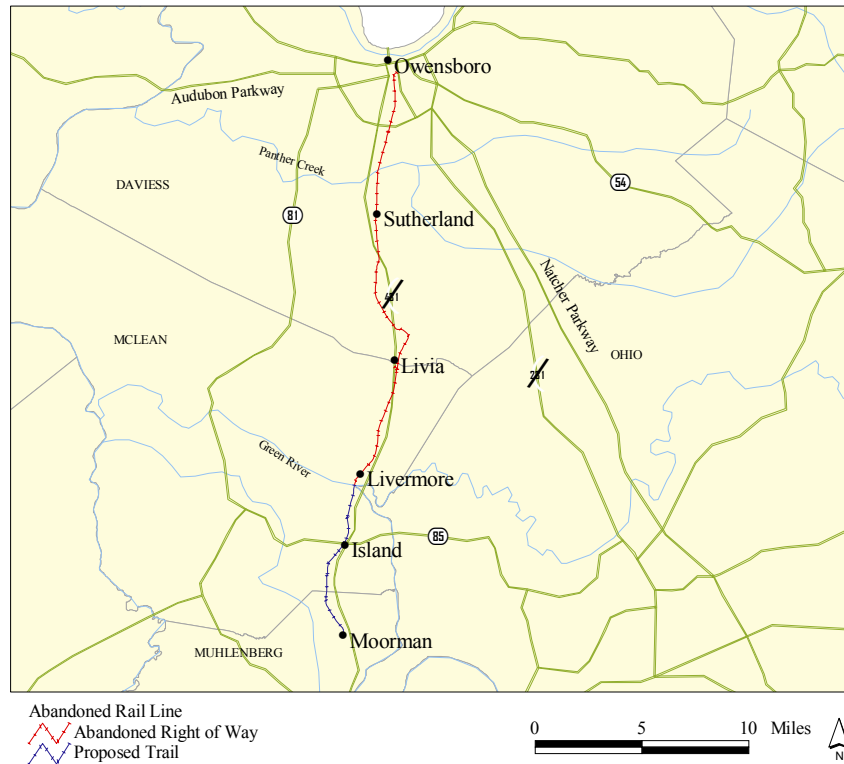
This line was recently abandoned by CSXT, but spent most of its life in the Louisville & Nashville RR family. It was built between 1871 and 1883, a portion of the Owensboro & Russellville RR that ran between its namesake cities.

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

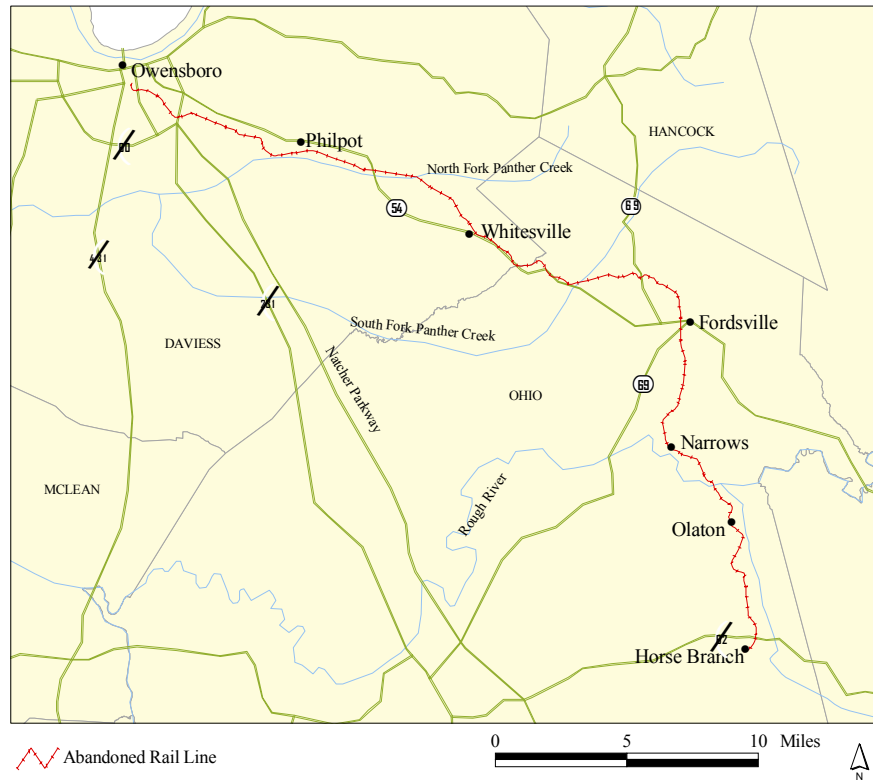
L&N. It was built in 1871 as the Owensboro and Russellville RR and abandoned to Livermore in 1984. The portion from Livermore to Moorman was abandoned in 2000 by CSXT and was proposed for trail use. The line was going through railbanking procedures and there are still rails and ties on the ground here.

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 Davies and Ohio Counties 40.4 miles

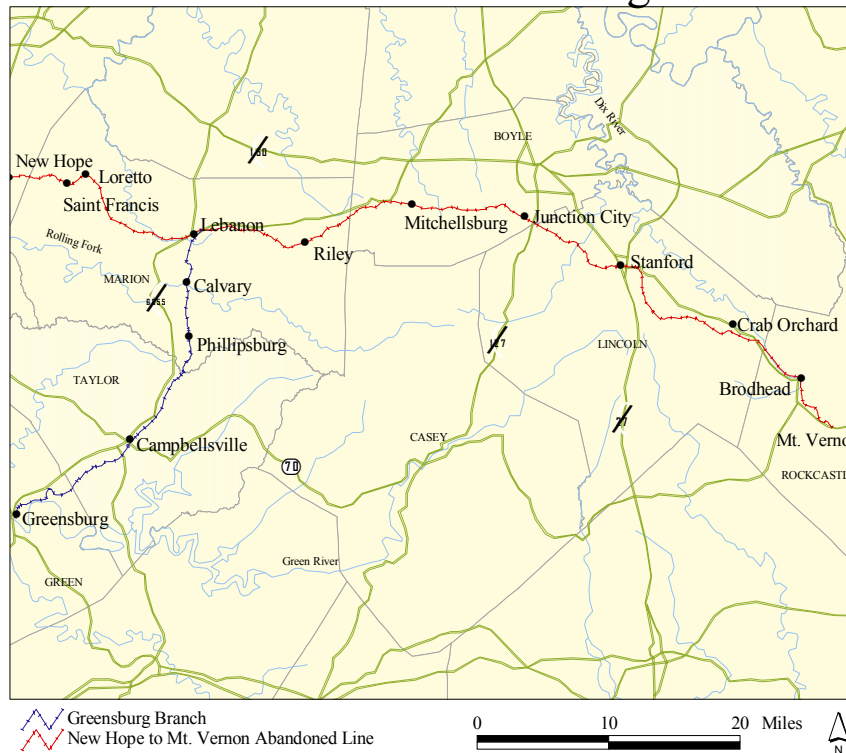
This line was abandoned by Illinois Central RR in the early 1980s. It connects Owensboro to smaller towns including Whitesville, Fordsville, and Horse Branch

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



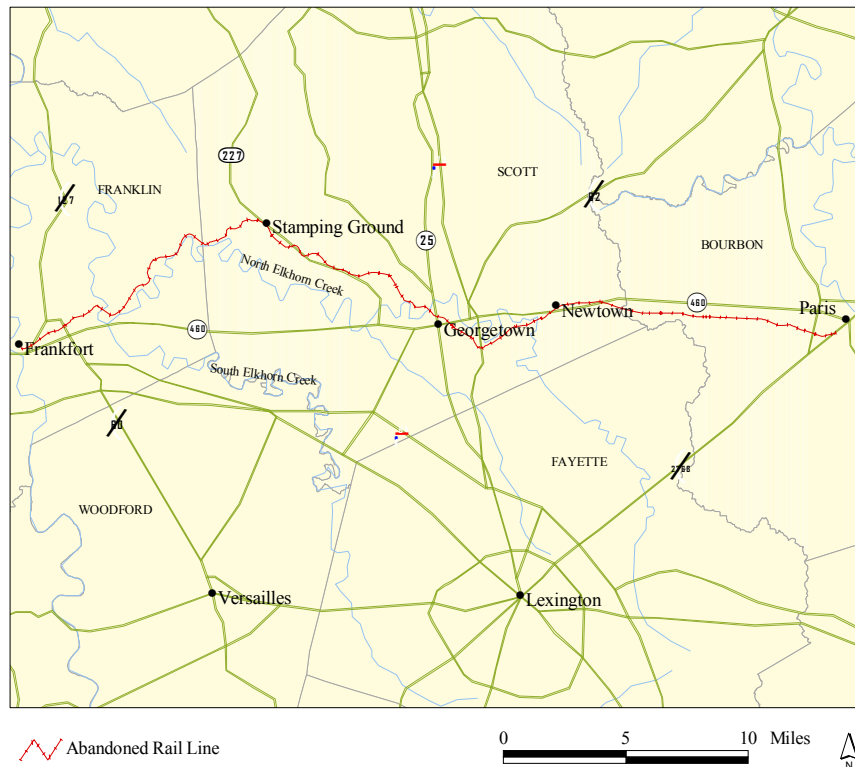
**11. Lebanon to Greensburg
Marion, Taylor, and Green Counties
30.4 miles**

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**

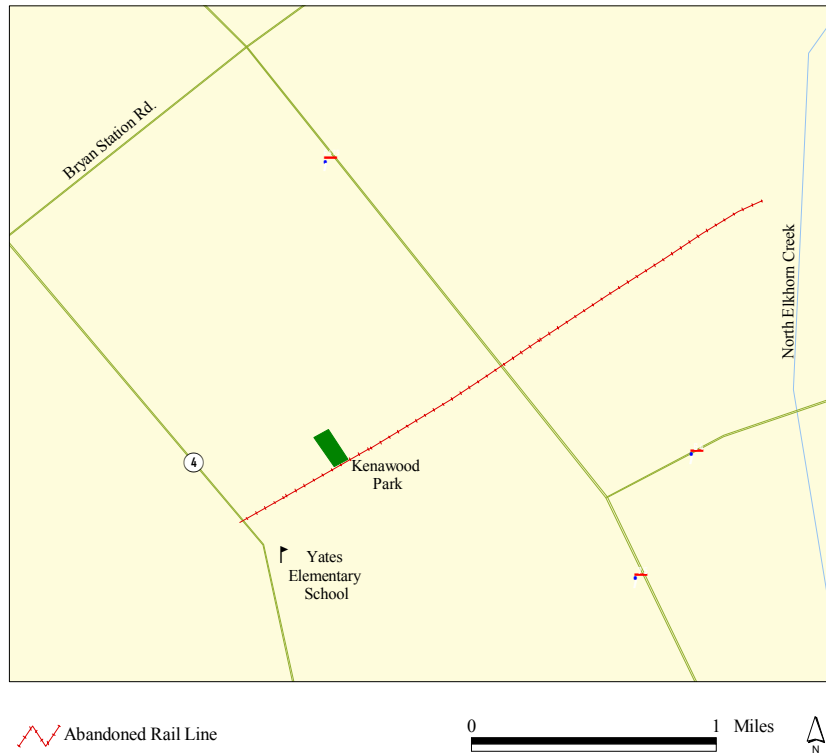
The line of the Frankfort and Cincinnati Railroad ran from Frankfort to Paris, where it connected with the mainline of the Cincinnati, New Orleans & Texas Pacific RR. It was nicknamed “The Whiskey Route” because of the number of distilleries it served along the way. Built in 1889-90, most of the route 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



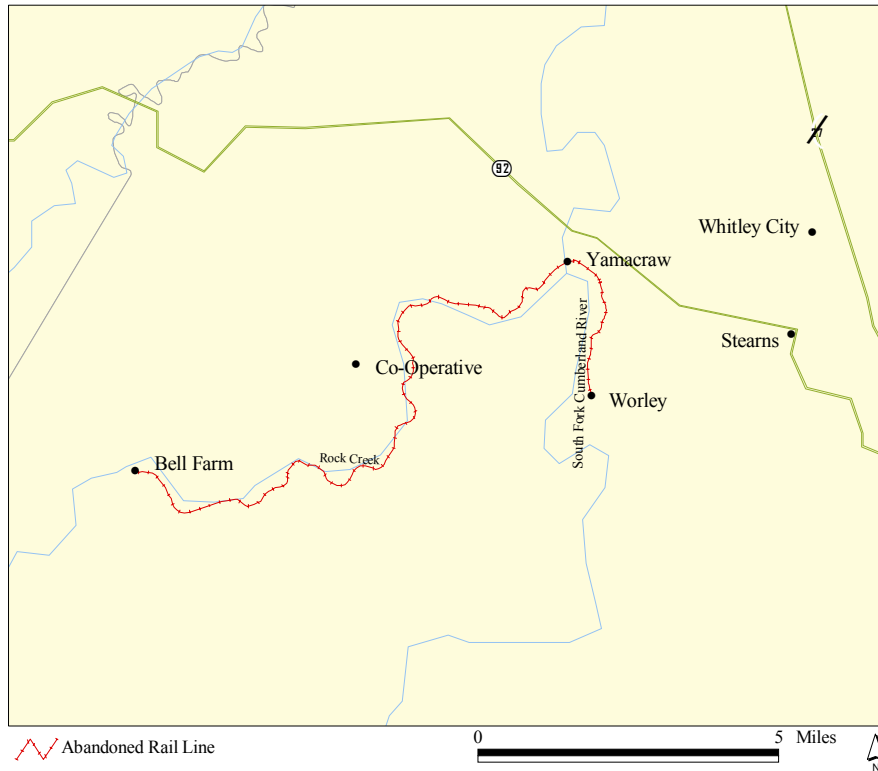
13. Lexington: New Circle Road to I-75, I-75 to North Elkhorn Creek Fayette County 2.5 miles

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

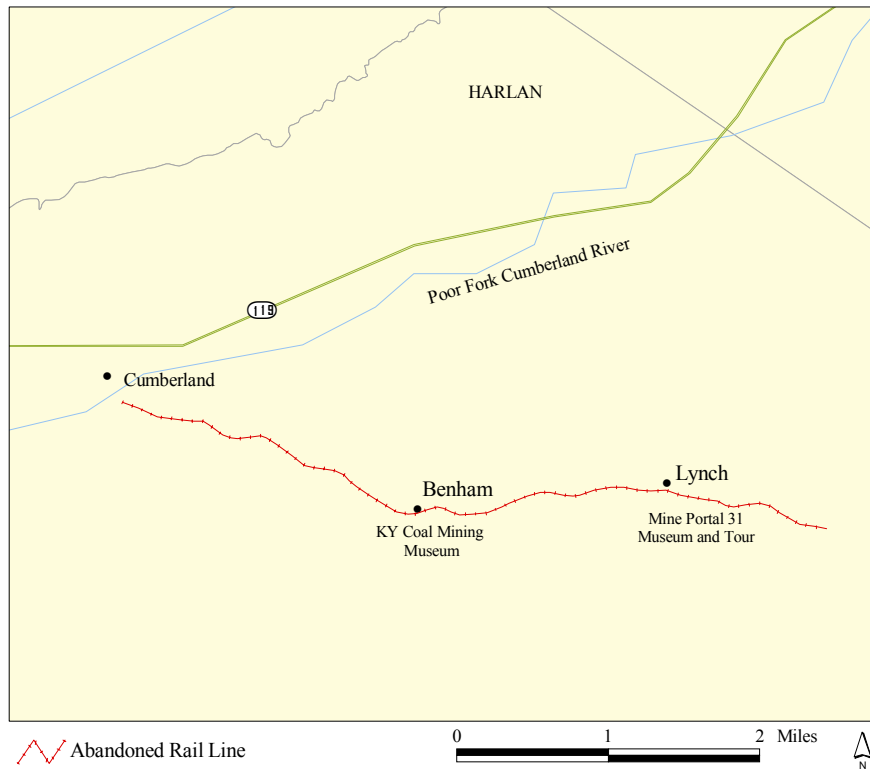
ends, but at Worley they are warped, buckled, and washed out so it is clear these are no longer maintained. The ownership of the right of way that contains rails is also unclear, though according to maps from the National Forest, it lies completely within the boundaries of the national recreation area. 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

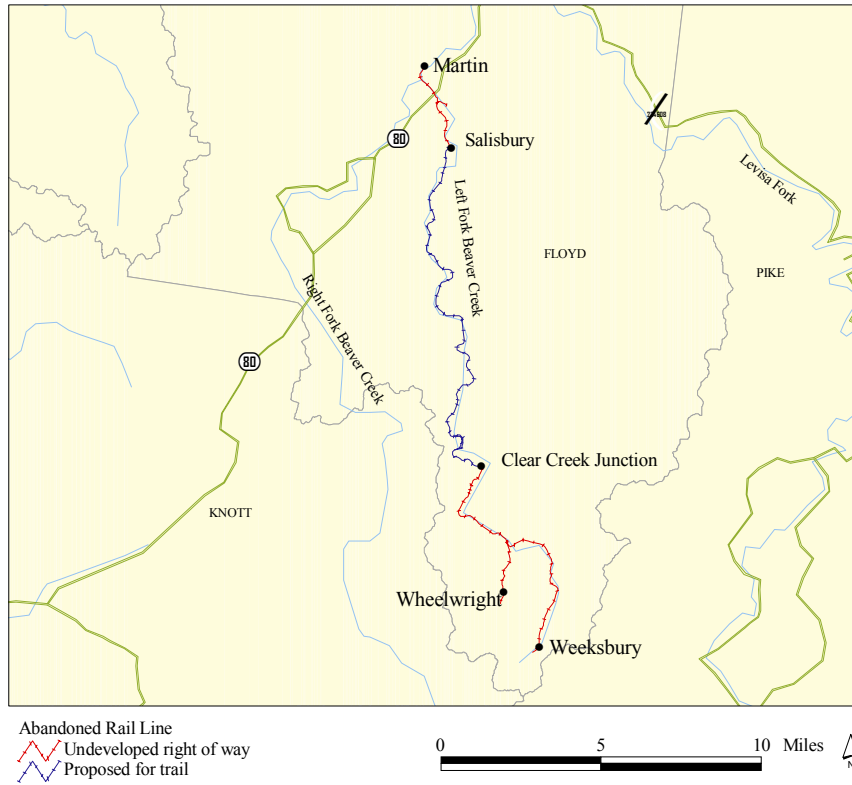
world. There remain extensive remnants of the mining industry and company town landscape. Many of the original company houses are intact as well as some company offices, coal processing facilities, and schools. Portal 31 Museum is open in a former lamp house and conducts tours inside a former coal mine. 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.