

APPENDIX A

Rail Line Abandonments & Rails to Trails

A. RAIL LINE ABANDONMENTS & RAILS TO TRAILS

A.1 Rail Line Abandonments

A list of abandoned rail lines in the Commonwealth is shown in Figures A-1 and A-2 from the period 1970 until June 2008. Railway mileage peaked in Virginia at approximately 4,700 route miles in 1920. Today, there are approximately 3,200 route miles, a loss of roughly 32 percent. Figure A-3 indicates track abandonments and unused rail routes that have occurred in the Commonwealth since the original routes were constructed. Railway mileage continues to decline, although the pace has slowed significantly as much of the unprofitable segments and unneeded capacity have already been abandoned. In the 20 year period between 1970 and 1990, there were 679.81 route miles abandoned in Virginia. In the 16 year period from 1991 to 2007, there were only 132.92 route miles abandoned.

For future rail needs it is critical that the Commonwealth partner with privately-owned railroads to preserve unused and abandoned rail routes wherever possible. As future growth occurs in the Commonwealth, rail lines that may not have been economical in the past may prove to be cost-effective and vital to the public interest in the future. As an example, the proposed Southeast High Speed Rail Corridor in Virginia will utilize an unused rail route from the North Carolina border to Petersburg adjacent to I-85. If the line had been abandoned and the property sold to residential or commercial interests, the Southeast High Speed Rail Project would probably not be feasible under modern environmental requirements.

There are no rail lines in the state which a common carrier has identified as potentially subject to abandonment in the next three years (CFR Sec. 266.15 FRA Requirements for State Rail Plan – [c.3.ii] rail abandonments).

There are no rail lines in the state for which abandonment or discontinuance applications are pending (CFR Sec. 266.15 FRA Requirements for State Rail Plan – [c.3.iv] pending rail abandonments).

RAIL LINE ABANDONMENTS: 1970-1991 (Part 1)			
Name of Line	Rail Carrier	Miles Abandoned	Date Abandonment Granted
Buena Vista - Lexington	C&O	8.80	August 24, 1970
Franklin Junction - Franklin	SCL	17.70	November 30, 1970
Kiptopeke Branch	PC	9.80	September 7, 1972
Hot Springs Branch	C&O	22.00	February 12, 1973
Sewells Point Branch	N&W	2.10	November 2, 1973
Broad Street Junction	RF&P	0.50	April 4, 1974
Carfloat, Newport News - Norfolk	C&O	15.40	September 12, 1975
Lindsay - Strathmore	C&O	27.00	October 2, 1975
Entire Line, Broad Street Station	RF&P	6.10	January 7, 1976
Abingdon, Virginia - West Jefferson, North Carolina *	N&W	34.90	July 30, 1976
Diamond Springs - Shelton	NS	1.40	March 22, 1977
Bruce - Portsmouth	SCL	3.90	April 29, 1977
Radford City, Montgomery Co.	N&W	2.40	July 7, 1977
Jarratt - Boaz	N&W	40.00	October 5, 1977
Moccasin Gap - Bristol	SOU	29.00	August 8, 1978
Knitting Mill Branch, Norfolk	N&W	0.20	September 29, 1978
Nurney, Virginia - Tunis, North Carolina *	SCL	8.40	May 8, 1979
Norfolk Branch	N&W	1.20	June 23, 1980
Leets Spur	N&W	5.00	July 31, 1980
Carfloat, Newport News - U.S. Naval Operating Base ***	C&O	6.00	September 23, 1980
Carfloat, Newport News - Sewells Point ***	C&O	7.00	September 23, 1980
South Belt Line, Waynesboro	C&O	0.70	August 10, 1981
Virginia State University Spur	SCL	1.00	January 18, 1982
Lynchburg Tunnel Line	N&W	2.20	March 25, 1982
South Hill, Virginia - Blanche, North Carolina *	NF&D	58.60	March 25, 1982
Portion of Hampton Branch Line	C&O	2.00	February 22, 1983
Virginia Central Railway	VCR	1.70	January 23, 1984
Camp Stuart Spur	C&O	0.51	July 27, 1984
Virginia Blue Ridge Railway	VBR	10.00	December 13, 1984
James River-Maury Street (Richmond, Virginia)	SBD	1.30	April 24, 1985
North Carolina Branch and Fries Branch **	N&W	56.80	September 9, 1985
Kenyon - Boaz **	N&W	5.20	September 20, 1985
Chesapeake	NPBL	0.90	November 21, 1985
Suffolk - College Park **	SBD	18.60	December 5, 1985
Old James River Branch (Richmond, Virginia)	SBD	2.10	June 9, 1986
Tacoma - Miller Yard	N&W	10.70	August 15, 1986
Hagens - Shawanee, Tennessee**	CSXT	18.30	January 26, 1987
McKenney - Meredith	CSXT	31.60	February 23, 1987
South Collier - McKenney	CSXT	23.10	January 28, 1987
Meredith - Norlina, North Carolina*	CSXT	11.20	January 29, 1987
Gilley's Creek Interchange (Richmond, Virginia)	C&O	0.90	April 30, 1987
Dayton - Bridgewater	CW	3.70	May 21, 1987
Briery - Jarrett **	N&W	63.60	August 20, 1987
Ringgold - Keysville **	SOU	59.30	January 27, 1988
Fluvanna County (Strathmore)	CSXT	0.50	November 6, 1988
Casanova - Warrenton	SOU	5.10	April 4, 1988
Portsmouth City	CSXT	0.30	May 26, 1988
Lawrenceville - South Hill **	N&W	21.80	February 3, 1989
Leaksville Junction - Axton **	SOU	9.00	March 13, 1989
Leptic - Lynchburg	N&W	3.50	May 22, 1989
Briery - Abilene Connection	N&W	4.80	June 20, 1989
Newport News (Pier 14 - Pier 15)	CSXT	2.00	July 31, 1989
Algren - Kenyon	N&W	12.70	March 19, 1991
TOTAL RAIL LINE ABANDONMENTS 1970-1991		692.51	
The abandonment of trackage rights by Southern Railway over the SCL line running from Tarboro, North Carolina to Pinners Point (Portsmouth) on November 26, 1973, is not included.			
* Virginia mileage; total mileage in parentheses.			
** Designates a Wilbur Smith & Associates Study of Potential Abandonments			
*** Carfloat from Newport News served two destinations in Norfolk, VA			

Figure A-1. List of Rail Line Abandonments (1992 - 2008)

RAIL LINE ABANDONMENTS 1992 - June 2008 (Part 2)

Name of Line	Rail Carrier	Miles Abandoned	Date Abandonment Granted
Richmond, City	CSXT	0.51	January 13, 1992
Albermarle and Louisa Counties/Lindsay - Whitlock	CSXT	1.71	January 5, 1993
Glade Spring - Saltville/Smyth & Washington Counties *	N&W	8.20	April 5, 1993
South Boston - Clover **	N&W	-14.70	January 14, 1994
Bristol, Virginia - Bristol, Tennessee ***	V&S	0.18	June 2, 1994
Loch Laird - Buena Vista ****	CSXT	2.66	August 26, 1994
Salem - Hanging Rock	N&W	1.58	November 23, 1994
Hilltop - Fieldale	N&W	5.50	November 24, 1994
Phoebe - Concord	N&W	1.00	December 1, 1994
Koehler - Fieldale	N&W	1.40	December 14, 1994
Lynchburg - Campbell County	N&W	0.66	December 18, 1994
South Suffolk - Nurney	CSXT	3.81	March 23, 1995
Brown and 17th Streets - Ruffin Piedmont Subdivision	CSXT	3.10	May 27, 1995
Coon Branch - Kilgore Creek (Nora Branch)	CSXT	4.10	August 13, 1995
Kent - Ringgold Sold to Pittsylvania IDA - Rail Banked	NS	1.70	November 18, 1995
Virginia Beach, City	NS	1.70	November 25, 1995
Lynchburg, City	N&W	0.40	February 5, 1996
Dorchester - Dorchester Junction	INTERSTATE	2.60	November 9, 1997
Waynesboro			
Duty - Clinchfield Coal	N&W	3.34	June 3, 1998
Lynchburg, City - Old Main Line	N&W	0.74	June 4, 1998
Wilder-Duty 7.3 mi./Tiller Spur Jct. - Tiller 1.8 mi.	NS	8.06	March 16, 1999
Hagans - Old Cumberland Valley Main Line	CSXT	1.60	November 18, 1999
Winchester WST South End of Main Line, City of Winchester	WW	0.63	January 10, 2001
Long Spur Jct. Buchanan County	NS	0.40	January 3, 2002
Dwight to Spruce Pine Buchanan County	NS	2.95	January 4, 2002
Russell Creek to Caledonia Wise County	NS	0.90	January 15, 2002
Derby to Arno Jct. Buchanan County	NS	3.03	January 15, 2002
Kopp Buchanan County	NS	0.63	January 25, 2002
Banner to end of line Buchanan County	NS	0.66	January 31, 2002
Oakwood to Mills Buchanan County	NS	2.23	February 4, 2002
Wyatt to Jewell Valley Buchanan County	NS	6.40	December 30, 2002
Hurricane Junction to Clinchfield	NS	2.90	May 16, 2003
BH-0.0 at Bull Creek and milepost BH-4.0 at Harman, in Buchanan County	NS	4.00	October 9, 2003
Milepost PO-0.0 at Bluestone (WV) and milepost PO 1.9 at Pocahontas VA	NS	1.00	October 24, 2003
Burkeville to Pamplin - MP N134.1 T0 N167.9	NS	33.80	January 18, 2005
Brunswick County, VA - MP FD 90.20 Edgerton - FD 95.20 Lawrenceville	NS	5.00	Filed 1/31/2007
City of Portsmouth, VA - MP SA 0.28 - SA 0.78	CSXT	0.50	Filed 6/5/2007
Norfolk and VA Beach, VA - MP VB-0.12 Norfolk - VB-15.46 VA Beach	NS	15.34	August 2, 2007

TOTAL RAIL LINE ABANDONMENTS 1992 - June 2008		120.22	
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TOTAL RAIL LINE ABANDONMENTS 1970-1991		692.51	
TOTAL RAIL LINE ABANDONMENTS 1970 - June 2008		812.73	

- * Designates a Wilbur Smith & Associates Study of Potential Abandonments.
- ** South Boston to Clover was a reinstatement of previously abandoned trackage.
- *** Virginia mileage; total abandonment mileage in parentheses.
- **** The abandonment of trackage rights by CSX over NS trackage from Loch Laird to Glasgow is not included.

1970-1995 TOTAL RAIL LINE ABANDONMENT NOTE: The abandonment of trackage rights by the Southern Railway over the Seaboard Coast Line from Tarboro, North Carolina, to Pinners Point (Portsmouth) on November 26, 1973, and the abandonment of trackage rights by CSX over NS from Alexandria to Orange on August 8, 1994, and from Loch Laird to Glasgow on August 26, 1994, are not included.

Figure A-2. List of Rail Line Abandonments (1992 - 2008)

— Rail Line Abandonments / Unused Rail Lines

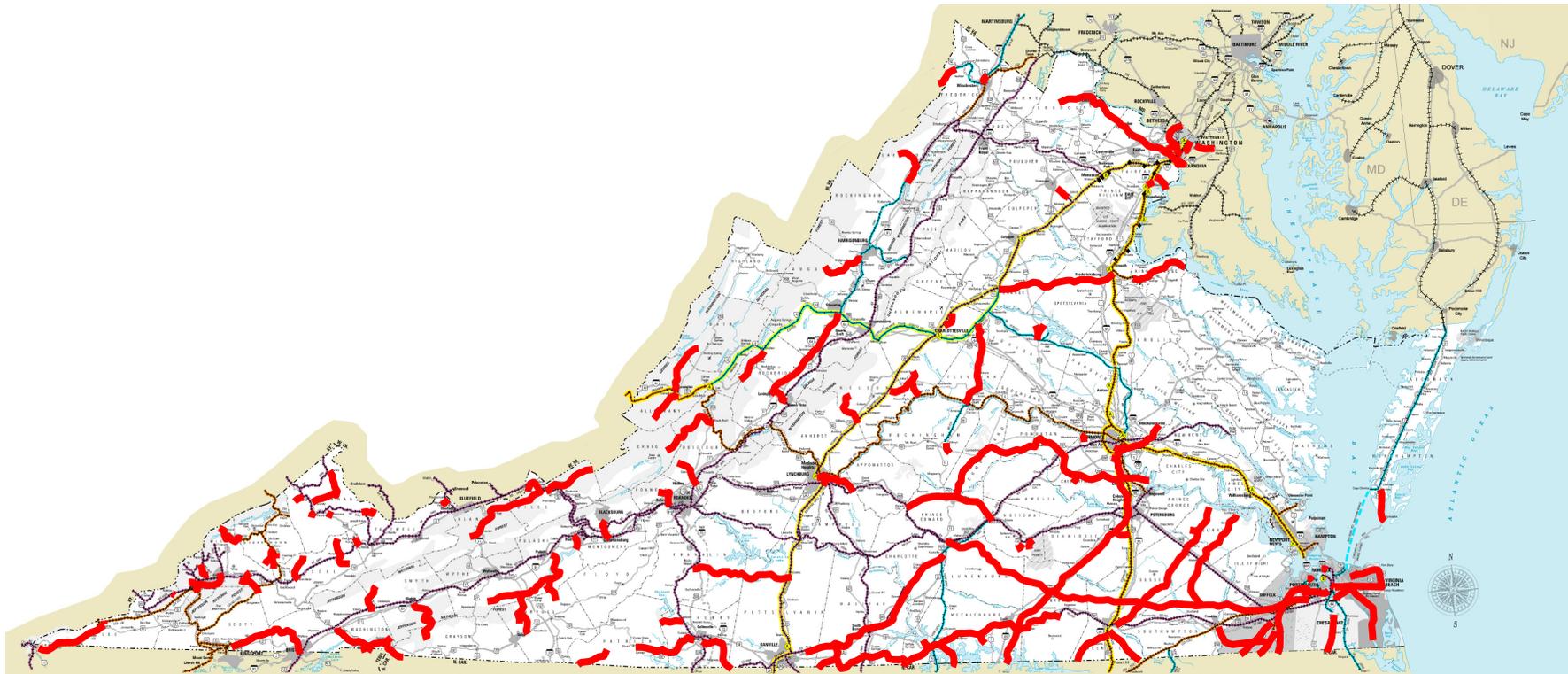


Figure A-3. Rail Line Abandonments and Unused Rail Lines (2008)

A.2 Rails to Trails Program

A requirement of the federal surface transportation act includes a provision that 10 percent of the federal transportation funds apportioned to a State under federal section 104(b)(3) for each fiscal year shall be used for Transportation Enhancement (TE) projects. The federal TE program funds 12 different types of transportation-related activities. Activity 8, known in law as "Preservation of abandoned rail corridors, including the conversion and use thereof for pedestrian and bicycle trails," is used to expand travel and recreational opportunities within communities (CFR Sec. 266.15 FRA Requirements for State Rail Plan – [c.1] special conditions, and [c.11] alternate transportation modes). Converted rail corridors are used for trails because of their flat grade, long length, intact right-of-way, and few street crossings.

Trails that are built alongside abandoned rail corridors are known as "rails-to-trails." Trails that are built adjacent to an active rail line are known as "rails-with-trails." Existing rails to trails in Virginia are shown in Figure A-4 according to the Virginia Outdoors Plan prepared by the Virginia Department of Conservation and Recreation (DCR). Also shown in Figure A-4 are potential projects that are under development, or are being evaluated for feasibility by the Commonwealth.

Working within Federal Highway Administration (FHWA) guidelines, VDOT determines the eligibility of TE projects for funding; however, the Virginia Department of Conservation and Recreation (DCR) is the Commonwealth's primary agency responsible for coordinating rail trail projects in Virginia – with input from DRPT. Examples of rail trail projects that may be considered eligible for federal TE funding include:

- Acquiring railroad rights-of-way
- Planning, designing, and constructing multi-use trails along a railroad right-of-way
- Major reconstructions of trails along a railroad right-of-way
- Developing rail-with-trail projects

Under contract to DRPT a guideline document was prepared entitled *Design Considerations for the Establishment of Rails-with-Trails in the Commonwealth of Virginia, September 2006*, by HDR Engineering. As part of the Southeast High Speed Rail Project, the feasibility of a rail-with trails route adjacent to the high speed train system is being evaluated as part of the Tier II EIS report. Under contract to DRPT a document was prepared entitled *Rails-with-Trails, Corridor Issues of the S-Line and Cost Estimates, February 2007*, by HDR Engineering. Copies of both of these documents are available for download from DRPT's website www.drpt.virginia.gov. In Section 17.1 above it was noted that there were 486 fatalities nationwide and 5 fatalities in Virginia due to trespassers on rail right-of-way in 2007. It is understandable that rails-with-trails is not a very popular idea within the railroad industry because of the significant liability and safety issues that arise from potential trail users (including families with children and pets) walking next to an active railroad. The following trail guideline policy by Norfolk Southern Corporation is fairly typical within the industry:

"Norfolk Southern is opposed to any Rails-with-Trails project that would encroach upon its right-of-way. For safety reasons, Norfolk Southern opposes any project that would place a trail in close proximity to the rail lines and will not consider selling, leasing, donating, or granting easements along, beside, or over active railroad tracks

or railroad corridors for pedestrian walking/hiking/jogging trails, bike paths, parks, or other recreational usage. This includes active rail lines, and rail lines that may be temporarily unused, where the track is still in place.

Norfolk Southern is not opposed to working with Rails-to-Trails groups on projects on rail lines that are abandoned or that NS has filed for abandonment with the Surface Transportation Board as long as the trail does not intersect with another rail line. If the proposed trail intersects with an active rail line, then the trail must either overpass, underpass, or go around the active rail line. Only if this requirement is met will a trail be considered.

Norfolk Southern will consider selling the right-of-way of an abandoned rail corridor (where the track has been removed) for pedestrian walking/hiking/jogging trails, bike paths, parks, or other recreational usage for a fair market value which takes into consideration the value of the corridor.”

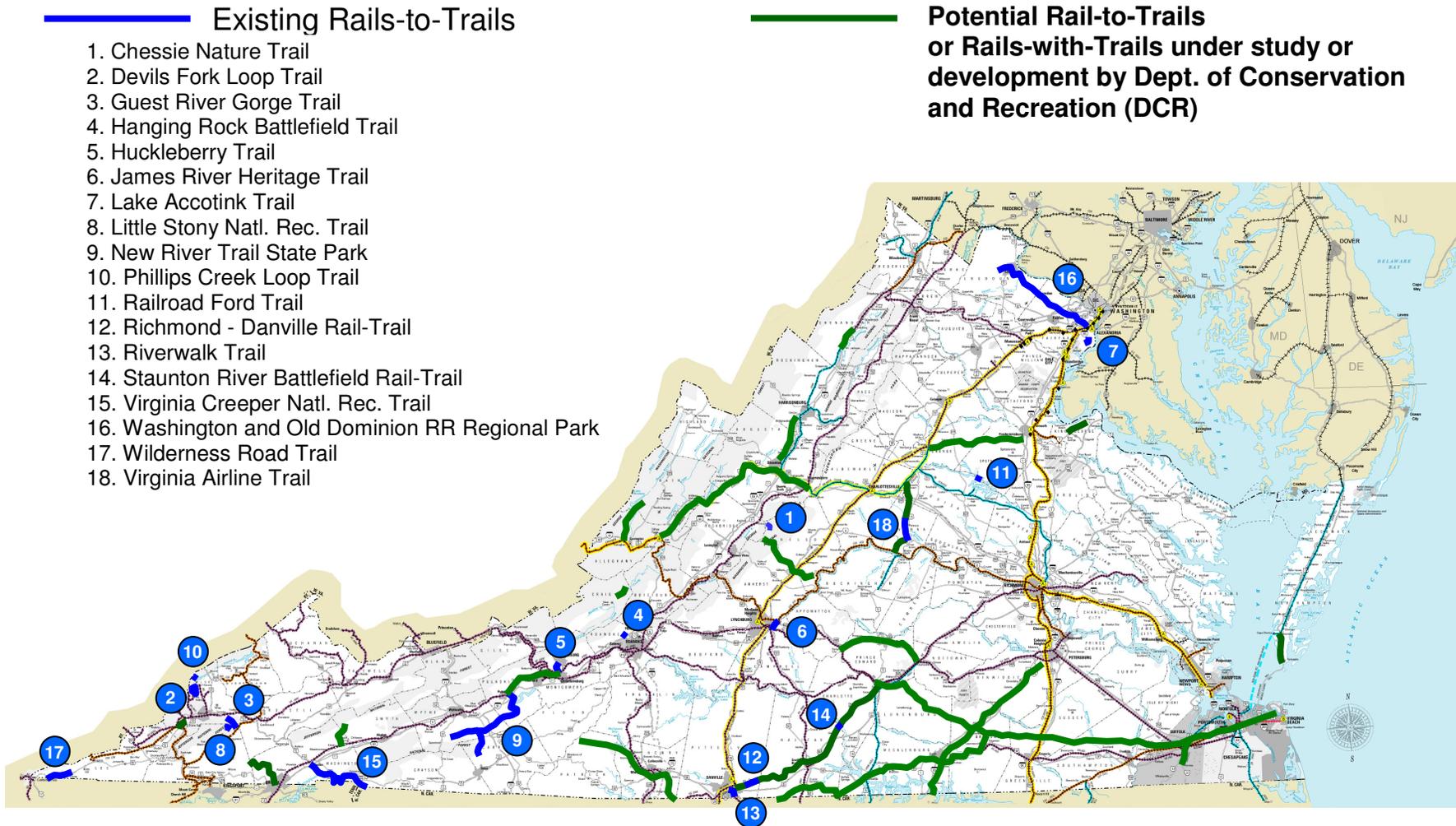


Figure A-4. Existing Rails-to-Trails