

The Georgia Rails Into Trails Society

The Trust for Public Land

and

The Georgia Department of Natural Resources  
Historic Preservation Section

present

The Statewide Railroad Industry Context

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## EXECUTIVE SUMMARY

The Statewide Railroad Industry Context was undertaken by the Georgia Rails Into Trails Society, in conjunction with the Georgia Department of Natural Resources Historic Preservation Section and the Trust for Public Land. The purpose of the project was to identify abandoned railroad rights of way in the state of Georgia, to describe and catalogue historic structural and archaeological resources to be found along the historic railroad rights of way, and to develop a preservation plan for these cultural resources.

Historically, Georgia had the most active railroad system of the southeastern United States. It experienced phenomenal growth in the latter half of the nineteenth century through the 1930s, at which time the first massive abandonment of track occurred in the state. Since railroads were first introduced in the state of Georgia, approximately 3400 miles of common carrier line have been abandoned, more than three times the figure anticipated at the outset of this project. This figure does not include the numerous private spur lines or railroads which were never completed.

The contributions of the railroad to Georgia's history have been increasingly ignored. The development of the railroad in the state of Georgia changed the whole economic structure from a very localized one to an economy of more national scope. In addition, it altered the settlement pattern from communities clustered around the coast and waterways to towns and municipalities scattered throughout the state. Further, it changed the very development of our towns, and created a recognizable form, commonly called a "railroad town".

Although the State Historic Preservation Office had previously considered certain structures discussed in this report as eligible for listing in the National Register of Historic Places (including trestles, bridges, and depots), it has been concluded that the single most character-defining feature of the historic rail system

in the state is the railroad bed itself, particularly when combined with the supporting structures identified above and elsewhere in the report. Given the large number of abandonments in recent years, it appears that the rail network which was historically in place in the state of Georgia is likely to disappear unless steps are taken to preserve it.

Various alternatives for preservation of these rights of way and their supporting structures are explored in the preservation plan. The alternative which currently appears to be the most feasible is that of converting abandoned railroad rights of way into muscle-powered transportation and recreation corridors. The recommendation of this study is that a plan be developed to provide for rail-trail conversion upon future railroad abandonment in the state, and to encourage cooperation between public agencies and private concerns to facilitate future rail-trail conversions, as well as to encourage the conversion of previously abandoned railroad rights of way.

The public agencies named in the preservation plan include the Department of Natural Resources Parks, Recreation, and Historic Sites Division; the Georgia Department of Transportation; ; and the Bureau of Industry, Trade, and Tourism. However, participation should by no means be limited to these agencies. Private companies which were mentioned in the plan are rail companies, and utility cooperatives. Non-profit organizations which are involved in these efforts include the Georgia Rails Into Trails Society, and the Trust for Public Land; other conservation advocacy groups are also implicitly included. Local municipalities, chambers of commerce, citizens, and businesses are encouraged to become a part of the discernment process.

If 1000 miles of the 3400 miles of previously abandoned railroad rights of way were to be converted into rail-trails, approximately 10 million visitors would be attracted per year to these trails. Given the currently accepted figure of a \$27

expenditure per person per day on a trail, this would bring over \$270,000,000 to Georgia's economy through the tourism industry. Presently, there are rail-trails in forty-one other states, for a total length of 4500 miles of transportation/recreation corridors.

Governor Zell Miller should be apprised of the fact that these 1000 miles of abandoned railroad right of way for which conversion into trailways is currently feasible translate into approximately 11,760 acres of land. This land could easily be converted into public land, and would constitute almost 12% of Governor Miller's goal of the addition of one hundred thousand acres of public land to be added to the state of Georgia by the year 2000 (popularly known as "Project 2000").

To sum up, there has been a loss of rail service in the past 70 years which has led to a shrinking of the economy in rural towns across Georgia. In addition to this, Georgia's railroad heritage has been largely ignored. The development of a policy to actively pursue the conversion of abandoned railroad rights of way into muscle-powered transportation and recreation corridors would fulfill many of the immediate goals of the state, would promote conservation of our resources, and would bring in millions of dollars to the economy each year. In addition, this conversion would enable Georgia to reclaim its extensive rail network if at any time this were to become the preferred method of transportation once more. In this way, Georgians can increase the quality of life currently enjoyed, boost the economy, add to the open spaces available to citizens, and at the same time provide for future transportation needs.

## SYNOPSIS

This is an overview of the report to enable easy access to the desired information. The report was written in sections to further simplify the reading, writing, and dissemination. The sections and their descriptions are as follow:

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|----------------------------------|--|
| <b>Introduction/<br/>History</b> | This includes a brief history of the railroad in Georgia, and explains the significance of this mode of transportation to the state.   |
| <b>Methodology</b>               | Quite simply put, this is a discussion section which mentions how I obtained the information presented, with suggestions for further research.   |
| <b>Numeric<br/>Analysis</b>      | This section offers statistics showing numerically the extent to which railroads have covered the state of Georgia and the potential for economic revitalization when abandoned rights of way are recycled.  |
| <b>Inventory</b>                 | This is divided by Regional Development Center boundaries, and describes the resources found along each line and the condition of the right of way.  |
| <b>Structures</b>                | This section describes more fully the various railroad structures which can be found in the state of Georgia. This section has accompanying illustrations.   |
| <b>Archaeology</b>               | This section describes how one can piece together an abandoned right of way, even if it has been abandoned for many years. There are descriptions of possible remains of the various structures described in the introduction.   |
| <b>Preservation<br/>Plan</b>     | This section includes recommendations for various groups concerned with the preservation of our rights of way and other railroad-related historic resources. It concentrates more on the future than on rights of way which are currently abandoned, and looks at possibilities for alternate uses of railroad rights of way, structures, and buildings. |

- Appendix A** Appendix A is a compendium of maps drawn for each decade between 1890 and 1990 which describe graphically the history of activity of all the abandoned lines in the state.
- Appendix B** Appendix B is a list of abbreviations of railroad company names, to simplify the reading of the other appendices.
- Appendix C** Appendix C is a list of railroad lines, with the corporate history of the line outlined up to abandonment.
- Appendix D** Appendix D is a brief history of the abandonments of all railroad companies in the state of Georgia.
- Appendix E** This section is a glossary which defines terms used throughout the report which may be unfamiliar to the reader.
- Appendix F** This section is the bibliography. It includes a list of recommended reading (by no means all the resources available on the subject of railroads), as well as a list of useful bureaux and offices. This section also includes the names of individuals who have an extensive knowledge of railroads, and who could be sources of information regarding railroads throughout the state of Georgia.

## INTRODUCTION

Georgia's growth has always been dependent upon available transportation. During the pre-colonization period when the state was inhabited by Indian populations, Georgia was traversed by watersheds (for north-south movement), and various footpaths which crisscrossed the state, generally going east-west. By the time the "Great Experiment" was established by James Oglethorpe, the network was quite extensive, and effectively covered the state. Since then, Georgia's system has evolved into a network which incorporates multiple modes of transportation; this has enabled the state's population to expand to the size it is today.

For the purposes of a hunter-gatherer population, the footpaths which linked the various villages were adequate. However, when the area to be known as Savannah was settled, a colony based on agriculture emerged. Crops were produced for export as raw materials, to be used in manufacture (generally in Great Britain). As it was the main source of income for the colony, transportation costs to the sea ports were important to making a profit, or even to bringing produce to market. The footpaths in the area were widened to allow horses, and in some cases, to permit the passage of carriages.

In later years, many of the Indian cessions were made in areas readily accessible by water, the quickest means of travel during the period. Although the colony claimed land beyond the Mississippi River, the European population was largely unable to access the area. Lack of transportation in the beginning of the nineteenth century was the retarding factor in Georgia's growth; not only were the outlets to markets limited, but the population also suffered from a lack of communication. The state has a large network of rivers, and a widespread attempt to dredge these rivers to permit easier passage of vessels was soon begun. An added impetus to this work was the development of the steam ship in the

latter half of the eighteenth century, which would allow passage both with and against the current. The work was originally to be completed by private charter, but the huge expense of the venture soon convinced businessmen that if the rivers were to be made navigable, it would have to be done by the state.

By 1820, settlement had extended beyond the riverbanks due to an increased population and the need for more land. With this expansion was born the need for better overland transportation. During this period, the turnpikes were created, which permitted the passage of stage coaches for a toll. Around this same time, the idea of creating a canal system to fully interconnect the waterways was developed. This proved to be prohibitively expensive, and only one, the Savannah and Ogeechee canal, ever saw much traffic. The turnpike system worked fairly well, and ensured the availability of bridge crossings (at least, to some extent). In 1821, the Board of Public Works was commissioned, with the goal of designing a state transportation system, to consist of roads, canals, and the newly developed "railways".

At this point, the railways consisted of little more than rails along which horses pulled specially designed "railway carriages". They had never been built in the state, but they were rumored to be much faster than any mode of transportation seen up to that time. However, these were soon converted to steam power, and in 1833, the Charleston and Hamburg Railroad reached the Savannah River from Charleston. This was all the proof Georgia needed to be convinced that railways were the "transportation of the future", and the same year, the Georgia Railroad was chartered. Two years previously, a railroad had been chartered to run from Eatonton to Milledgeville, but the company never succeeded in gaining public support for the project. Nonetheless, by 1841, the Georgia Railroad's line stretched from Augusta to Athens.

Savannah feared that it would lose much of its trade to Augusta, now that Augusta had direct transportation to the inner



of regions of the state, and was almost connected by rail with Charleston, Savannah's major seaport competitor. In 1833, a charter was developed to build a railroad from Savannah to Macon, and the Central of Georgia Railroad and Banking Company was born. In 1843, the line was completed through to Macon.

The cotton trade was now able to expand rapidly, since the marketplace was suddenly much more accessible. As agriculture spread further into the state, and more land was converted to cropland, the railroads built shorter spur lines which fed into the main lines. For many years, the Central of Georgia and the Georgia Railroad did not connect, due to professional rivalry. In 1854, a connection was finally made from Millen to Augusta, and opened up the state to further trade.

Another result of the railroad's expansion across the state was the ability to commence mining operations on a much larger scale. Georgia had a rich supply of kaolin which was exported to brick factories in the north; without transportation capable of hauling heavy loads, this resource was useless. The same can be said for Georgia's coal deposits. Once the railroad network had expanded with the spur lines, along with the two main lines to shipping ports, coal could be exploited on a much larger scale than had previously been possible.

Meanwhile, in 1851, the state-owned Western and Atlantic Railroad Company built a line from the Chattahoochee River in North Georgia to Chattanooga, Tennessee. This line was intended to connect Georgia to the midwestern states to further the South's exportation goals. It was decided that the line should also connect with other lines within the state of Georgia, so the Central of Georgia and the Georgia Railroad both extended their lines, and all three met at a post office by the name of White Hall. This was the founding of Atlanta.

Town development was greatly influenced by the railroads. No longer were small settlements developed around trading posts, but societies were created around the railroad. In the days of the steam locomotive, many stops were required to take on wood, coal or water, and various coaling and watering stations were set up throughout the state. When the train stopped to take on the fuel, freight and passengers could easily come on board or alight from the train. For this reason, depots were often built at these stopping points along the line. Towns quickly grew up around depots, and the "railroad community" was born. So common is this development that it has been defined as a type (Darlene Roth, Georgia Community Development and Morphology of Community Types, (1989)), and could consist of a railroad community, a crossroads community (railroad crossing a major road), and a crossrail community. Further, in studying individual towns today, it is often possible to discern whether the town was developed because of the railroad, or if the railroad was built through an existing town, due to the placement of the tracks in the community. More on this can be found in the section on archaeology.

Georgians' lives were greatly affected by the advent of the railroads. Apart from being able to make a living farther away from the major ports of Savannah and Augusta, they were now able to travel freely, and for much longer distances. Settlement and family life changed from a clustered society to a further-flung group of inhabitants. Passenger traffic boomed during this period.

The depot rapidly became the center of town life. Geographically, it was usually situated right in the middle of town, and became a place to gather and socialize. There was always an air of excitement in the depot, with all its hustle and bustle, the arrival of relatives and friends, and the new goods coming in on the freight cars. The depot also served as the official disseminator of news. News which had frequently taken months in the past came over the telegraph wires quickly and accurately, without the embellishment and distortion which had previously

occurred when news crossed similar distances via stagecoach travellers. To compound this, the station master was also the source of the "official" time. This was quite a novelty, as one had previously had to contend with timepieces which weren't quite accurate, but whose inaccuracy was impossible to gauge.

With all its activity, the depot was a source of fascination to the young as well. The railroad truly seemed to be a "magic carpet made of steel", and more than one youth dreamed of going to find the source of the wonderful new goods which were constantly arriving on the trains. Most of the younger set hitched a ride on the train for a few miles before going home; in fact, it became quite a pastime. The railroad also took many young men away from their towns of origin, lured by the tales of fortunes to be made elsewhere. Many of them came back disillusioned, but this did not stem the emigration of others.

Up until the mid-eighteen hundreds, the railroads were built using mostly slave labor. During this period, many lines were constructed which are still active today. Because of the immense amount of labor required to build the road beds with their engineered grades, tunnels, trestles, bridges, cuts, embankments, and fills, the railroads would not have been developed without a cheap source of labor. After the Civil War, the railroads were built using chain-gangs, another readily available source of labor. It has been rumored that at one point during railroad development, people were arrested simply to provide more labor for railroad construction. However, prison reform changed this in the late 1920s, after which time few railroads were built.

When the Civil War swept through Georgia, one of General Sherman's main objectives was to destroy the state's railroad system, and with good reason. At this point, Georgia was the state having the largest number of railroad miles in the southeast, as well as having ready transportation to the sea. In this goal, the Federals succeeded, and in 1865 the state was faced with the

unenviable task of rebuilding the transportation network which had been constructed with such vigor over the previous thirty years. During this period, the state had very limited funds with which to reinstate the railroad system, but without transportation, the state would not be able to recover.

Chain gangs were used as a ready source of labor during the Reconstruction; by 1880, the rail system had for the most part been recreated, and some new lines had been constructed. During this time, Henry Grady (among others) had been promoting his vision of a "New South", one which was not dependent on Northern industry, a South with a large manufacturing base, and one which exported finished goods rather than the raw materials which had previously been exported for manufacture. Plantation life could no longer be supported with the lack of cheap labor, and many former slaves fled to the cities to find work. Georgia's industrial base was able to emerge only with the help of the rail system. Textile mills were set up, grist mills became more prevalent, and brick factories soon became active as well.

Georgia was relatively unaffected by the first World War, particularly when compared with the devastation which occurred in the state during the Civil War. After World War I came a brief period of prosperity due to the war-time economy. Then came the boll weevil, and Georgia experienced a drastic slump in cotton production and economic depression throughout the state. When the Great Depression occurred in 1929, Georgia hardly noticed its effects, as the slump in the state was much worse locally. A great emigration from the cities to farm land occurred, as the necessity for self-sufficiency arose once more. Railroad miles were abandoned in great numbers; the lack of cheap labor due to the recent prison reforms combined with a lack of capital resulted in no more lines being built.

During the second World War, the economy rallied, and a new prosperity was felt in the state immediately thereafter. At this

time, automobiles were owned by many Georgians, and passenger rail service experienced a decline. However, freight service was still going strong. The rail industry stayed level for nearly two decades.

In the 1960s, the interstate highway system was implemented, and with this new transportation system came a great blow to the railroad economy. The trucking industry was born. The movement of freight soon proved to be cheaper using trucks, due to the low cost of fuel during this era. Since that time, both people and industries have grown to cherish the independence which is engendered by the automobile and shipping trucks.

For this reason, in the mid 1970s, there was a large abandonment of rail lines, and a process of company mergers came into force. Throughout railroad history, rail companies were never very strong financially and often went bankrupt before a line was completed. During the 1960s and 70s, a few major rail companies started to expand their interests by merging with short lines, and in the 1980s, Georgia became a state with only two major freight carriers, six or seven short lines, and only one passenger carrier. This was a drastic change from the old system whereby there were hundreds of short line companies operating throughout the state, and carrying both freight and passengers.

In 1991, the state of Georgia has seen nearly forty percent of its railroad miles abandoned. At present, there are approximately 4850 miles of active line in the state; there are around 3400 miles of abandoned railroad rights of way.

Georgia has continued to grow since the highway system came into existence, and with the state's expansion has come a marked loss of identity. Almost half of Atlanta's inhabitants are not from Georgia. With this influx of new cultures and heritages, Georgia's unique character is rapidly disappearing. To visitors, the state is becoming strings of cities along interstates, all of which look alike. Not only have these cities in Georgia begun to look alike, but they look like any other part of the country. For this reason, many people have started protesting this loss of culture, searching for ways to preserve those aspects of Georgia's heritage which make the state unique.

With this in mind, I have traveled all over the state of Georgia during the past six months in an effort to find out if it is indeed too late, or if there is in fact something of Georgia's railroad heritage still to be found. Many things have been written about the locomotives which traveled along Georgia rails, but little had been done to categorize the many types of structures. These various structures are the tangible remains of the railroads which at one time stretched across the state, making it a vibrant, living expanse of land.

We are faced with the task of trying to describe what life was like for those living a hundred years ago (or more), and the number of railroad structures which could be studied is dwindling. If a certain type of railroad structure was built from a standard plan across the state, but there are almost none left, the structure becomes significant, not only on a local level, but for the entire state. These remains help preservationists gain a better understanding of how different towns related to each other, and how their separate heritage embodied the culture of the state as a whole.

In this way, the structures built by the railroads embody a heritage which the communities still retain. Many of the

structures stand as silent testimony to the industry of the people who populated the state during this period of history. Some of the structures which are left are amazing feats of engineering, and should be left to teach our children and grandchildren about the completely different lifestyle which their ancestors experienced.

This study contains a partial inventory of the structures left along the abandoned rights of way in Georgia. The lines which were not included in this survey were those in the southeast corner of the state which had been abandoned for more than fifty years, or those of which we learned after I had left the area. The reason for the former is that these rights of way are more difficult to trace, and would have been impractical in the context of this particular study. This by no means implies that there are no structures left along those lines, nor that there is no value in tracing them. The time constraints of this survey simply would not permit it.

What good could come of saving our abandoned rights of way? The first benefit has already been discussed: namely, a sense of belonging to the state, a sense of heritage. There has been much complaint about our loss of cultural identity, particularly in relation to those towns located along the interstates. Another reason is common sense: What if we find the need to go back to rail transport? If all the lines are chopped up into small pieces of private ownership, it would be prohibitively expensive to recreate the network of rail lines which at one time crisscrossed our state so efficiently. Alternatively, if we find the need for more roads, much of the bed has already been prepared. The third reason for maintaining the rights of way intact is economic sense: These rights of way could make these towns economically viable, while retaining their cultural integrity.

One method used in forty-one states which has preserved 4500 miles of abandoned rights of way is the conversion of abandoned

rights of way into muscle-powered transportation and recreation corridors. Experience in other states has demonstrated that rail-trails bring in large numbers of visitors who bring commerce to the towns along the trails. Currently 45,000,000 people visit rail-trails each year, and spend over 27 dollars per person per day in the communities served by rail-trails. When considered separately, each of these is an excellent reason to preserve our railroads, and when taken together are almost indisputable.



## METHODOLOGY

During this research effort, I had to do a variety of tasks to accomplish our final goal. Among the various job titles which I held were library worker, historian, aerial surveyor, and field worker. I had a wonderful support staff who helped me tremendously in my efforts, two of whom deserve special recognition. Brenda Burnette is the moving force in G.R.I.T.S., the organization which coordinated this research effort. Jack Baker is the pilot who donated his expertise and the use of his plane for this effort.

In general, I stayed in a town that had a central location for the region I wanted to survey. These towns were Tifton, Pembroke (near Savannah), Gainesville, Atlanta, Marietta, Tucker, and Columbus. The time I spent in these towns varied from one night to a few months. I stayed with families who had an interest in the project and who wanted to help out.

I usually consulted my map with a game plan of survey work to be accomplished during the day, choosing the most sensible route according to geography. I then went to one endpoint of the first railroad (usually the smaller of the two towns, if I had a choice), and looked for railroad resources. This usually entailed driving straight to the old water tower in town, and looking for the most obvious signs of a railroad. The easiest to identify is, of course, a depot. However, there are others which are described within the section on archaeology. If I found one of the indicators of the railroad, I asked people who lived in the area about the railroad: their recollections of it, when it was abandoned, where it went, and what it carried. If there was no one around, I generally went to the post office, or -- if it was a county seat -- to the tax assessor's office. In the post office, I asked if there was anyone in town who might know about the local abandoned railroad (there always was someone), and then met with the person recommended to me. I asked the same questions just to get started, but I usually came up with more information by just

letting the person relate anecdotes. If I was in the county seat, I went to the tax assessor's office and asked to look at the aerial photographs (otherwise known as tax maps), and searched for signs of the right of way that I was trying to track. Once the right of way was found, I traced it on the map carefully, looking for signs of buildings located immediately next to the right of way, or for water crossings (which indicate that there may be a trestle or bridge across it). While I was in the tax office, I asked for someone who might know more about the abandoned line which ran through town, and then set up an appointment. It was never a problem to see anyone on the day that I came into town. It was phenomenal: everyone became really interested in the project, and wanted to get involved.

Having done that, I then drove along the right of way; if it was right next to the road most of the way, I kept a sharp eye out for culverts which might be there, and for small trestles which might not have shown up on the tax map. If the corridor was clear, I occasionally drove on the bed to have a look at its condition, and because I could often find trestles that were not visible from the road.

This continued from town to town. I also went into a number of libraries looking for sources of further information. I found that some of the best sources were from books on the county history, but this was not always the case.

Occasionally, Jack called me to go flying with him in his four-seater airplane. He picked me up in the local airport, and we surveyed the lines by air. We found that it really helped if I had previously surveyed the line on the ground. We looked for a final count on railroad resources along a particular line, and looked at the bed's condition, with a view to turning it into a rail-trail. We surveyed almost every single line in the state by air.

Georgia Rails Into Trails Society also sent out questionnaires to town planners, county officials, and members of G.R.I.T.S., asking about railroad resources in the various towns, of which I also made use. The questionnaires also helped in getting people thinking about these valuable resources available to them. Another source of information was the State Archives in Atlanta. These mostly had information on two railroads (Atlanta and West Point, and the Western and Atlantic). I learned more about the Central of Georgia Railroad at the Savannah Historical Society, where the archives for this company are stored. These records were extremely useful for finding out about the standard plans which were used during various time periods. I talked to Hal Wilson at the Georgia Department of Transportation in Atlanta, and he gave me some very useful information as well. The Public Service Commission (Don McGouirk) was also a useful source. The one most important source of information was from referrals which I was given. Every single time that I pursued people recommended as being knowledgeable, it was well worth the time.

During this project, I also had the opportunity to invite students from Tom Scott's Georgia History class at Kennesaw State College to help out. This served as their term project, and added a good deal of information I would not have had without their help. I oversaw 5 students in this manner, and they were all fantastic. Their projects have added much to this report.

Although I have a good deal of knowledge about railroads at this point, please be assured that at the start of the project, I knew absolutely nothing about the valuable railroad resources which we have throughout the state, nor would I have thought of them as particularly valuable. I am a layperson, so to speak. From personal experience, though, I would say that railroading is absolutely gripping; I certainly look at the state very differently now. If you are considering finding out about the railroad resources in your community, no matter where it is, I say:

"Go for it!!" You will have more fun, meet more people, and find out more information than you ever thought possible.

# GEORGIA'S RAILROAD INDUSTRY



GEORGIA STATE UNIVERSITY CARTOGRAPHIC LABORATORY

## NUMERIC ANALYSIS

The description below refers to the map at the beginning of this section. The counties colored in solid black indicate railroad resources which include abandoned railroad rights of way as well as active railroad lines. The counties which have been cross-hatched contain only active railroads, and the counties which remain uncolored had no common carriers within their borders of which I am aware. However, it is probable that some of these counties had privately owned railroads within their boundaries. Out of the 159 counties in the state, there are only 5 counties which were apparently not directly influenced by the railroads. I do not know of any counties which contain only abandoned railroads with no active lines. Therefore, the statistical breakdown of railroad activity in the state is as follows:

<u>Category</u>	<u>Number</u>	<u>Percent</u>
No Known Railroad Resources	5	3
Active Railroads Only	31	20
Active and Abandoned Railroads	123	77

This is a numerical way of demonstrating how profoundly railroads have affected Georgia, as well as showing the need for further study of this influence on our history. This mode of transportation quickly infiltrated the area. In fact, during most of the history of the Southeast, Georgia has been the leader in rail transportation. In 1850, Georgia had by far the highest number of track miles in service, with 631 miles. This listing includes Tennessee with no rail service, Kentucky with 28 miles, Mississippi with 98 miles, and Alabama with 111 miles. In 1860, Virginia had the largest number of miles of rail service with 1771.16 miles active; Georgia was a close second with 1404.22 miles open. By 1880, Georgia had again achieved dominance, and had 2459 miles in active service. In 1890, Georgia was once more the leader in rail transportation in the Southeast, with 4593

miles of active rail service (James B. Jones, Railroad Development in Tennessee, 1865-1920 (1987)).

To my mind, this map is one of the most exciting results of this project, because it shows in brief how profoundly Georgia has been affected by this mode of transportation. Currently, there are over 3200 miles of abandoned track across the state, forming hubs, connections, and networks. As we lose these corridors, not only are we giving up the possibility of ever having rail transportation in the state of Georgia again, we are also losing a large part of our heritage. This waste which occurs presently when railroad lines are abandoned is unnecessary, as is demonstrated later in this report.

The average life span of one of these now-abandoned railroads is 47 years. The shortest life-span of a railroad whose construction was completed was two years; there were two railroads which survived the longest: 143 years. Of course, there were several railroads which never had trains running; the companies went bankrupt before the grading was complete. These were not included in this report, and would merit consideration for further study. The average stretch of track had between two and three owners, but several of the less financially sound lines experienced seven or eight owners during their lifetimes.

One of the recommended approaches to preserving the abandoned railroad corridors is the conversion of these rights of way into multi-purpose trails. This would be possible for about 1000 miles of previously abandoned track. At present, Georgia has approximately 57,000 acres of public land owned by the state. In 1990, there were 14,923,543 visitors to state parks and historic sites; these same people are likely to visit rail-trails and the towns along them.

If these 1000 miles of previously abandoned railroad rights of way were converted into muscle-powered transportation and

recreation corridors, approximately 12,000 acres would be added to the state park system. This is approximately 12% of Governor Zell Miller's goal of the addition of 100,000 acres of public land for the state of Georgia by the year 2000. Using accepted figures based on experience in the 41 states with rail-trails, these one thousand miles of linear park would attract approximately ten thousand visitors per year. On the average, \$27 per person per day is spent in the towns along a converted corridor of this type. This could generate an additional \$270,000,000 for the state of Georgia through the tourism industry. This is a high return on initial investment costs for a project of this type. When considered along with all the other benefits of conversion, this does appear to be a wonderful opportunity for the state of Georgia.



## INVENTORY OF RIGHT OF WAY

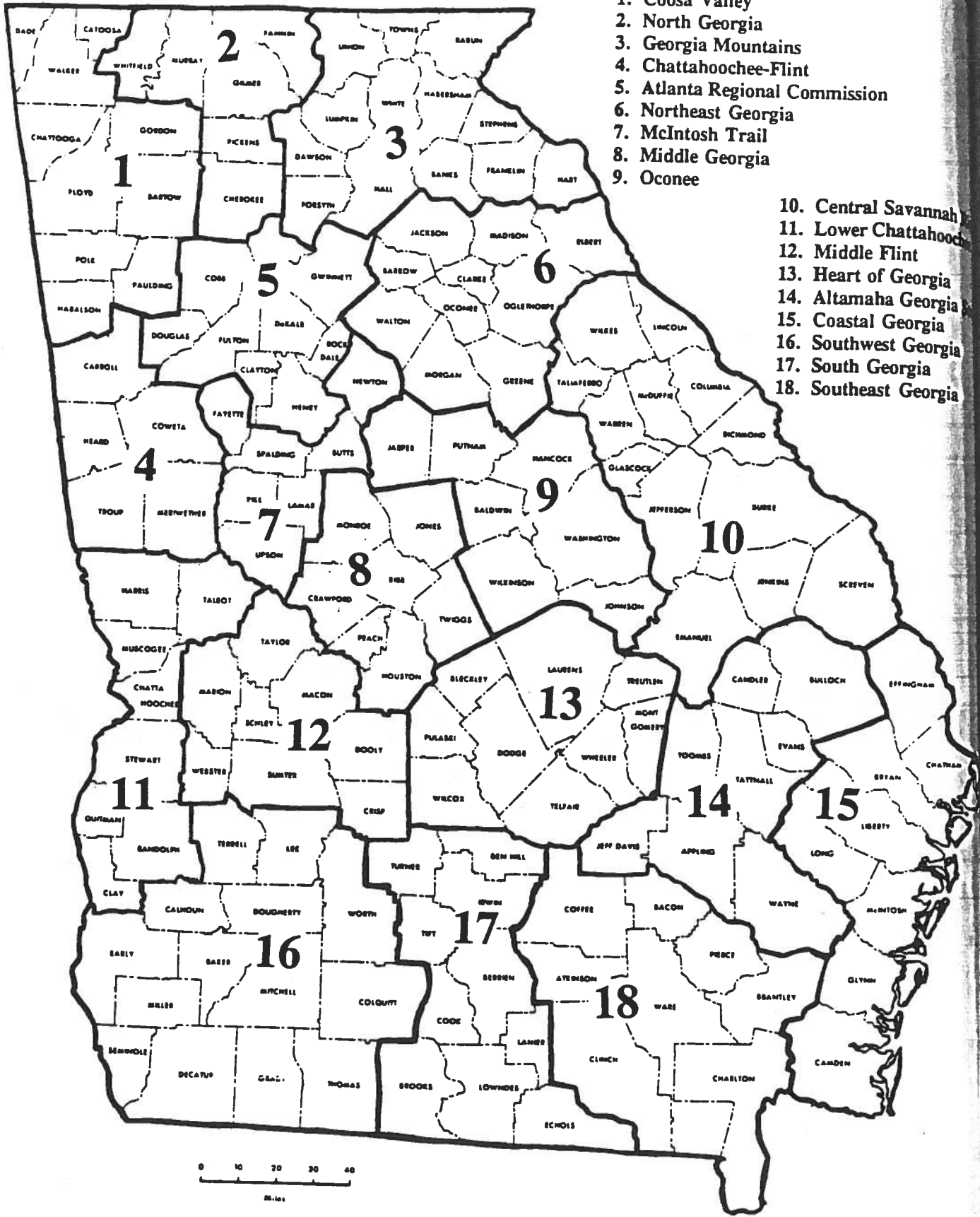
This section describes the condition of the abandoned lines which crisscross the state. The description includes a brief corporate history, as well as a subjective assessment of potential for conversion to a muscle-powered transportation and recreation corridor and details of structures to be found on the right of way. This section is intended primarily as a reference, to be used during the planning process. It is written to be informative for local governments, citizens, and public and private agencies alike. For those who have an interest in finding out more about the line which goes along the back edge of their property, this is a handy reference. For county Department of Transportation offices which are interested in using abandoned railroad corridors to promote muscle-powered transportation, this reference can show the abandoned lines in a particular area, as well as describing the right of way's potential. The local Department of Recreation can use this reference in the same way. Of course, the use of this particular section is not limited to those parties I have specifically mentioned. However, this section is not intended for light reading, as are some of the other sections in this report.

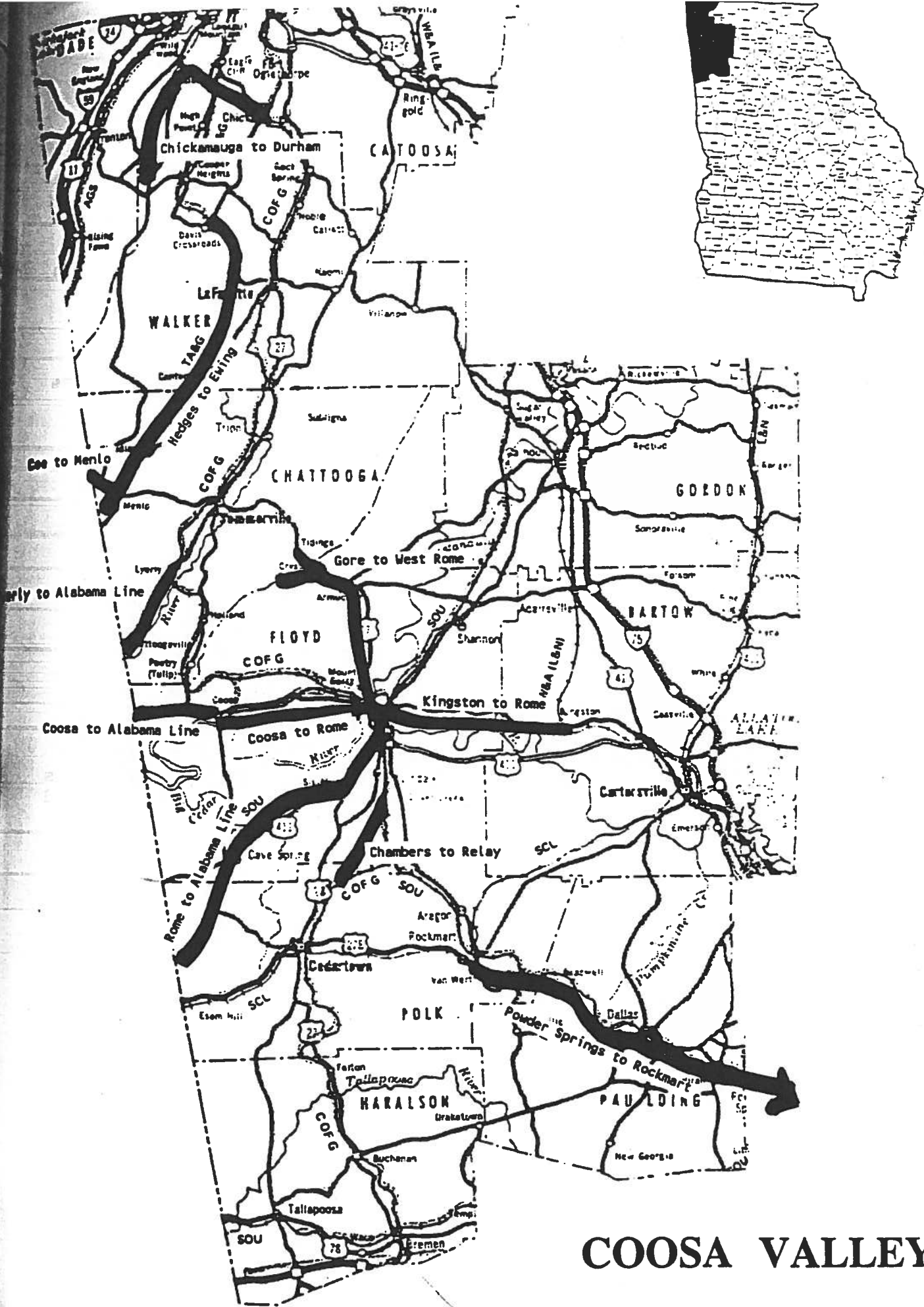
To provide easier access to the information, it is arranged geographically by regional development center (RDC) boundaries. Railroad lines which cross RDC boundaries will be listed at the end of this section. A map of the RDCs is supplied in the front of this section; individual RDC maps are supplied with the accompanying description of the lines within each area. Lines are marked with black lines, and have been labeled.

It should be noted that all corporate histories are derived directly from Mr. Comer's Railroad Abandonments in Georgia unless otherwise cited.

# REGIONAL DEVELOPMENT CENTERS

1. Coosa Valley
2. North Georgia
3. Georgia Mountains
4. Chattahoochee-Flint
5. Atlanta Regional Commission
6. Northeast Georgia
7. McIntosh Trail
8. Middle Georgia
9. Oconee
10. Central Savannah
11. Lower Chattahoochee
12. Middle Flint
13. Heart of Georgia
14. Altamaha Georgia
15. Coastal Georgia
16. Southwest Georgia
17. South Georgia
18. Southeast Georgia





# COOSA VALLEY

## COOSA VALLEY

This region has a high density of abandoned railroads which run within its boundaries. There is a hub in Rome, and then some parallel roads running generally from southwest to northeast. The scenery here is fantastic, and some of these abandoned railroad beds are good candidates for alternate uses, even though they may have been abandoned for quite some time.

**Chambers to Relay:** This line was built by the Rome and Carrollton Railroad Company in 1885. The name was changed to the Chattanooga, Rome and Columbus Railroad Company in 1887. In 1891, the company was absorbed by the Savannah and Western Railroad, which was owned by the Central of Georgia. In 1894, the line went into receivership, and emerged in 1897 as the Chattanooga, Rome and Southern Railroad. In 1901, the line was bought by the Central of Georgia. In 1981, the 6 miles between Relay and Chambers (also known as Silver Creek) were abandoned. This line was not surveyed. It is likely the line is almost intact, given its late date of abandonment.

**Chickamauga to Durham:** This railroad was built by the Chickamauga and Durham Railroad, and was completed in 1892. In 1894, the line was foreclosed, and became the Chattanooga and Durham Railroad. In 1900, the road was bought by the Chattanooga, Rome, and Southern, which was in turn bought by the Central of Georgia in 1908. The line was finally abandoned in 1951.

This line is one of the prettiest in the state. The railroad bed is still for all intents and purposes intact. It is currently used in places for driveways, hiking paths, a road, and so on. The line climbs the Lookout Mountain Range, curving around the ridge line with ease, and then crosses the top of a waterfall. There was a bridge there at one time. The pilings seemed to be intact as far as we could tell from the plane, but the crossplanks were no longer there. They had been replaced by a smaller, makeshift footbridge, and that stretch of the line is evidently being used as a hiking trail of some sort. There is a trestle out further along, and it was evidently a large one. There are still pilings to be seen. Although not terribly large, the gorge is quite deep, and a replacement trestle would take some work. Depending on the condition of the existing pilings, it might be possible to use those as supports. Further along, the bed is used as a paved road; further along still, it is used as a dirt road. Eventually, it becomes much less used, until it finally peters out at what was once a mining town which is no more. It is very possible that there are archaeological remains of the town which are eligible for listing in the National Register of Historic Places. There are no other structures or remains of structures in evidence.

**Coe to Menlo and Ewing to Hedges:** This line was built by the Chattanooga Southern Railway Company, and was completed in 1891. The company went into receivership in 1895, and emerged as the Chattanooga Southern Railroad Company. In 1907, the company went into receivership again. In 1910, it was sold at auction, and was reorganized as the Tennessee, Alabama, and Georgia Railroad (commonly know as the TAG). The branch from Menlo to Coe was abandoned in 1920. In 1922, it went into receivership again, and emerged as the Tennessee, Alabama, and Georgia Railway. The TAG went into receivership once more in 1937. The railroad company was purchased by the Southern Railway. In 1982, the line between Hedges and Ewing, Ala. was abandoned.

As is typical with the lines in this corner of the state, the TAG line is gorgeous. There are no roads which run close to it for any distance, and the line also possesses something rare in the state: a tunnel. An added bonus is that the tunnel is not very accessible (I never did see it from the ground), which means that vandalism is less of a problem. The bed is still very much in evidence, and is really worth consideration for reuse, although I do not know the current state of ownership. All the trestles (approximately 10) were dismantled.

**Coosa to Alabama Line:** This line was built by the Rome and Decatur Railroad Company in 1886. It was sold in foreclosure in 1889. It was acquired in 1890 by the East Tennessee, Virginia, and Georgia, which was then acquired by Southern Railway Company in 1900. This line was abandoned from Fairbanks to the Alabama state line (date unknown). In 1953, however, the line was reopened between Fairbanks and Coosa, which left only the six mile portion between Coosa and the Alabama State Line abandoned. We were unable to find this line by air.

**Coosa to Rome:** This line was reported to have been constructed in 1848 by the Memphis Branch Railroad. It was originally intended to run between Rome and Decatur, Alabama, but it is unknown how far the railroad was actually built. In 1877, the road was bought by the Rome Railroad, and in 1885, the line was abandoned. We were unable to find this line from the air. Given its early date of abandonment, it is unlikely that there are many traces left of this line.

**Gore to West Rome:** This line was built in 1910 by the Rome and Northern Railroad Company. The company was not financially sound, and went into receivership that same year. In 1923, the Rome and Northern Railroad was bought by the Rome and Northern Railway, and was abandoned in that year.

There are some traces of this railway line behind Berry College, but by and large, this right of way has been obliterated. There were no structures along this right of way, save a few signs of the bed itself, which were themselves few and far between.

**Kingston to Rome:** This is one of the oldest abandoned railroads in Georgia which is still intact. It was constructed

in 1848 by the Rome Railroad Company. In 1894, the Rome Railroad was bought by the Nashville, Chattanooga, and St. Louis. The line was abandoned in 1943.

This is one of the prettier lines in the state, and is surprisingly well-preserved, due to its subsequent use as a jeep trail. There are still intact bridges along this line, as well as two trestles which are in various states of disrepair: one has only the pilings left, and is a remarkably old trestle (I put its date of construction as being immediately after the Civil War); the other is mostly intact, from reports I received. The triangle in Kingston where the line connected to the north-south line (which is still active) is still intact, and is a good example of this type of junction. There are several remains of other smaller trestles which could be archaeologically significant, and there is the concrete pad where the depot in Kingston once sat. There are several old culverts along this line which are representative of the type of drainage used for railroads during this period, and there is also a water chute. In addition, there is a small bridge which is still intact. All told, this line is a remarkably intact example of a railroad line with many of its attendant structures still extant. The line is also a scenic route which runs along the north bank of the Etowah River for most of its length. The right of way has been used by horseback riders, canoeists who wish to take a lunch break, and undoubtedly all-terrain bicycle riders. This line would be an excellent candidate for a rail-trail.

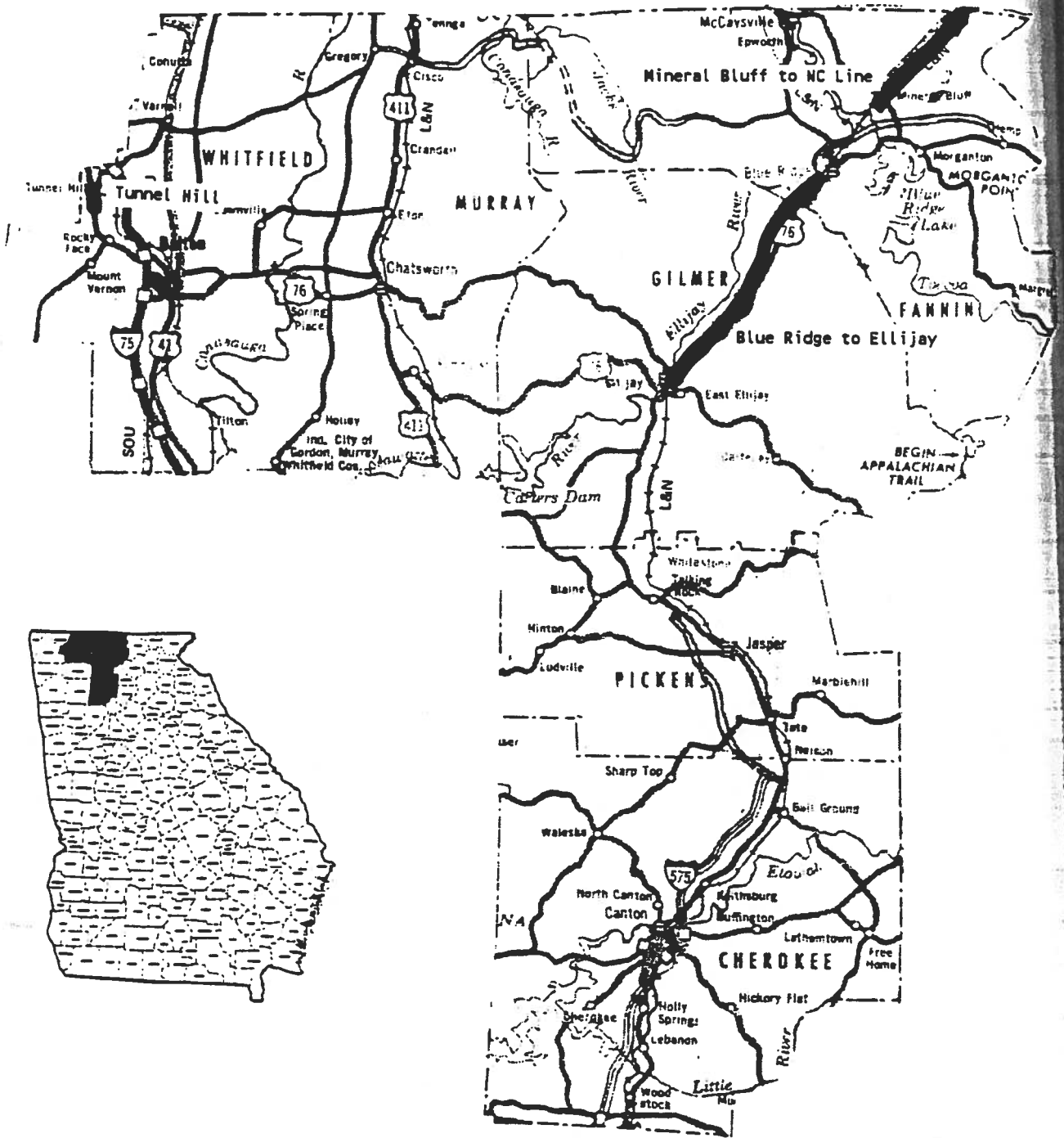
**Lyerly to Alabama Line:** This line was built by the Central of Georgia in 1904, and extended into Dewey, Alabama. The branch was abandoned in segments, the last portion between Lyerly and Woodyard being abandoned in 1920. We were unable to find this line either by ground or by air.

**Powder Springs to Rockmart:** This line runs through the Coosa Valley RDC and the Atlanta Regional Commission boundaries.

**Rome to Alabama Line:** This line was built by the Selma, Rome, and Dalton Railroad in 1870. In 1874, the company went into receivership, and was sold to the Georgia Southern Railroad Company. The East Tennessee, Virginia, and Georgia owned 45% of the stock of this company, and in 1881, acquired the line. In 1894, the East Tennessee, Virginia, and Georgia was absorbed by the Southern. The line was subsequently abandoned in 1984.

This line is really a pretty one, with a number of dramatic cuts, not to mention bridges and trestles scattered along the line. The line has not yet been officially abandoned, but service along it has been discontinued. It is not currently being used for storage as far as I know. This line has real potential for reuse, and has quite a bit of historic value, as the trestles and other structures are still intact, as well as the fact that the bed involved a good deal of local labor (given the terrain in which it was built). There are approximately fifteen trestles on the portion of line in Georgia, ten in Alabama. Further, there are three truss bridges in Georgia and

one in Alabama. There are two underpasses. In Cave Spring there is a building which is located adjacent to the rail bed, and may be a depot. I was unable to confirm this with a ground survey.



# NORTH GEORGIA



## NORTH GEORGIA

There is a recent abandonment in this region which would be an ideal candidate for rail-trail conversion. Apart from that line described, there are also some abandoned spurs: there is most certainly one in Dalton (for which I could find no history), and there is a stretch of line in Tunnel Hill which I also describe.

**Blue Ridge to Ellijay:** This line was built by the Marietta and North Georgia Railroad in 1887. It was then sold to the Atlanta, Knoxville, and Northern in 1895. Louisville and Nashville purchased the line in 1903, which was subsequently taken over by Norfolk Southern. In 1989, the line was abandoned.

This line is really a pretty one, with a few trestles, and a unique depot in Blue Ridge. Apparently, the depot was built with local brick, and is unique. There are six trestles and one bridge located on this rail bed. There is still gravel on the bed, although the tracks have been removed; the line is still owned by the railroad. At present, this corridor is an excellent candidate for rail-trail conversion.

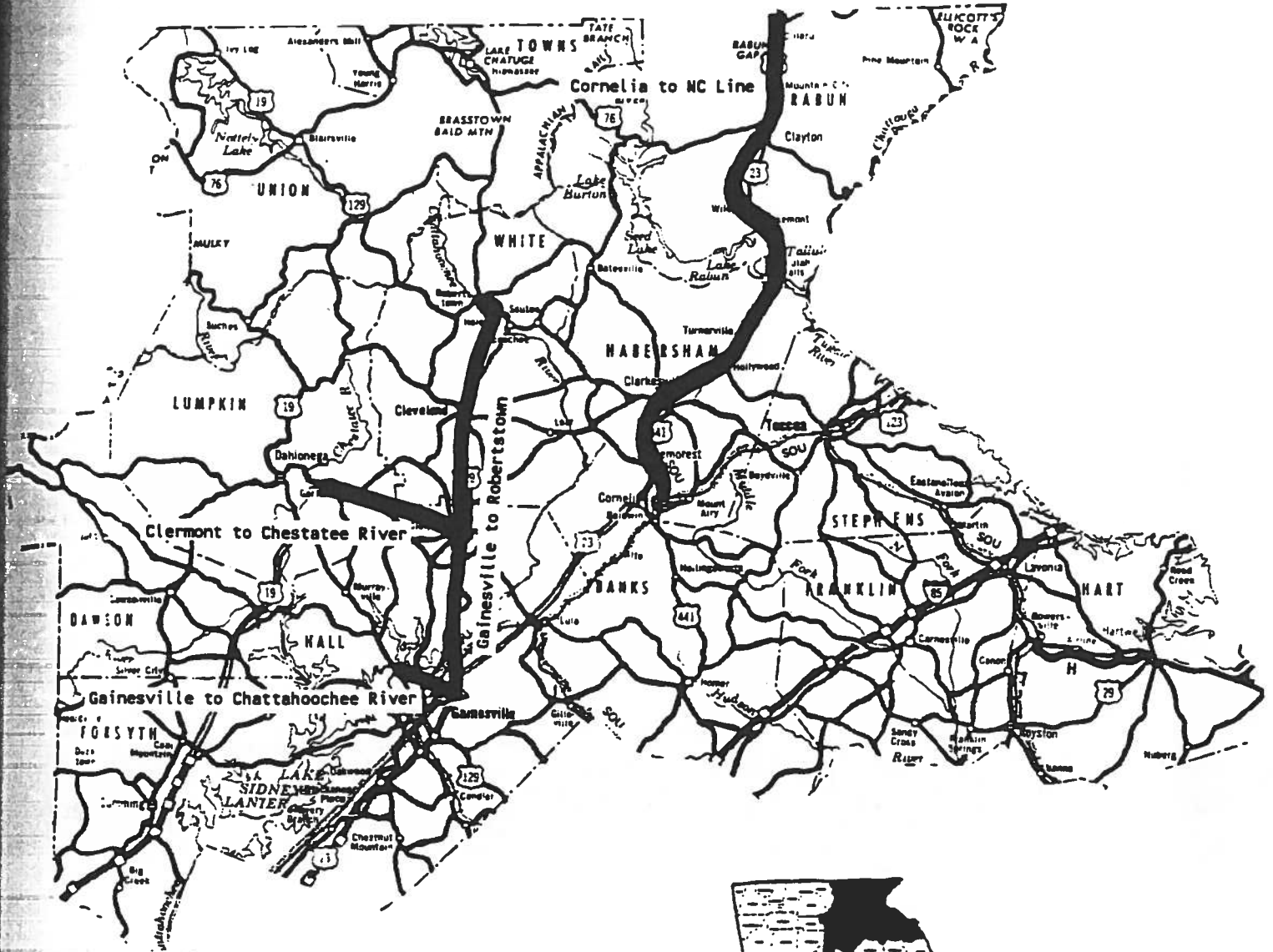
**Mineral Bluff to NC Line:** This line was built by the Marietta and North Georgia Railroad in 1887. It was then sold to the Atlanta, Knoxville, and Northern in 1895. Louisville and Nashville purchased the line in 1903, which was subsequently taken over by Norfolk Southern. The line was abandoned in 1986.

This line is in actuality the continuation of the line between Blue Ridge and Ellijay. The comments regarding conversion potential are the same. However, it should be noted that this line is abandoned through to Murphy, North Carolina. There are efforts being made on the other side of the state line to convert the right of way to a rail-trail, and it would be passing up an excellent opportunity to create an interstate rail-trail if this were not taken advantage of. Structures to be found along the line include a trestle, and a bridge. There are three trestles which have been dismantled.

**Tunnel Hill:** The building of this line was completed in 1848 by the Western and Atlantic Railroad. The Nashville, Chattanooga, and St. Louis Railway then leased the line from the Western and Atlantic (which was owned by the state of Georgia). In 1926, a new tunnel was built to accommodate the larger engines, and the old tunnel was abandoned. (History of this line was obtained from Steve Hall, Tunnels on the W&A Railroad (1991).)

This is not really an abandoned line per se. It is about a mile and a half long, and is the stretch of track leading up to the "old" tunnel, and then the bed which connects back up with the active line, which is currently operated by CSX Transportation. This is really an area rich in history; the ridge through which the two tunnels were constructed has trenches which were constructed at the time of the Civil War. Nearby is a house which General Sherman used as headquarters while in the area. The old railroad bed is a fascinating piece of engineering, with long retaining walls leading up to the tunnel which vary in thickness from six to ten feet. The tunnel itself is a real demonstration of the period's technology. It is lined with brick which is at least three feet thick, possibly more, and has alcoves throughout, which are about six feet high, three feet wide, and three to four feet deep. The tunnel is 1477 feet long. At present, the tunnel is in need of some repair due to vandalism. This corridor should be considered for conversion, although it is not very long. To offset that consideration is the historic element of the area and the tunnel, the potential for tourism and use, and the fact that conversion could drastically reduce the vandalism which is currently contributing to this tunnel's degradation.

# GEORGIA MOUNTAINS



## GEORGIA MOUNTAINS

This area has some really interesting archaeological/ structural remains within its boundaries. It has few railroads, and the abandonments are quite old, but some of the rights of way are still partially intact, and are really beautiful.

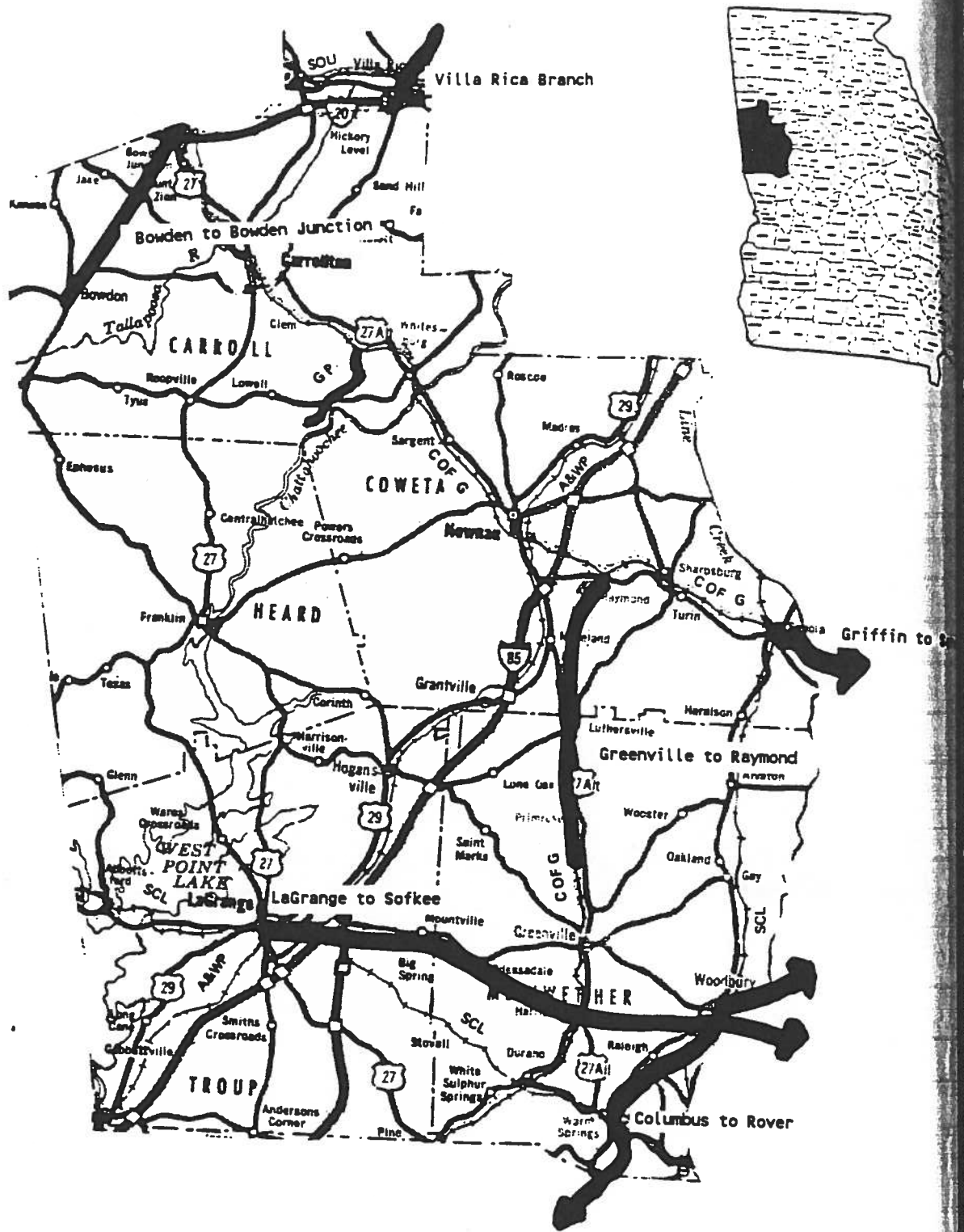
**Clermont to the Chestatee River:** This railroad was used mainly for freight, hauling ore from pyrite mines near the Chestatee River in Lumpkin County. Its date of construction is unknown. It was operated by the Gainesville and Northwestern, but it may have been owned by another company. It was probably abandoned around 1930. There were some signs of what may have been the railroad right of way at one time, both in Dahlonega, and in Clermont. However, recent highway construction made it impossible to verify the existence of this line either from the ground, or by air. For all intents and purposes, this right of way is lost.

**Cornelia to N.C. Line:** The line from Cornelia to Tallulah was opened in 1870 by the Northeast Railroad of Georgia. The line was sold in 1887 to the Blue Ridge and Atlantic Railroad. In 1898, the Tallulah Falls Railway took over the property of the Blue Ridge and Atlantic. By 1904, the line was open to Clayton, and was completed to the North Carolina line in 1906. It was then completed through to Franklin, N.C. in 1908. That year, the Tallulah Falls Railway went into receivership. Upon reorganization in 1909, the Southern Railway Company acquired the stock. In 1923, the Tallulah Falls Railway went into receivership again. In 1961, Southern Railway bought the company outright, and abandoned the line north of Demorest. In 1972, the outer one mile of the line north of Cornelia was abandoned.

The bed of this line is still quite evident in most places. At the northern end, near Mountain City, there is a good example of a fill that runs the length of a field, and is raised five or six feet above the average height in the area. Further down, in Lakemont, it runs between the road and a tributary of the Tallulah River. Just outside of Tallulah, it crosses the river, with an obvious embankment, and some unusual concrete and iron trestle pilings. Along that stretch, there are also some large cuts. In Tallulah, there is a depot which has been rehabilitated, and is listed on the National Register of Historic Places; further south, the old railroad bed has been paved to widen the highway. So, north of Tallulah, the bed is still fairly intact, and provides for some beautiful views, as well as showing off some good examples of historic railroad structures. Further south, the bed has been damaged and covered over in a number of places.

Gainesville to the Chattahoochee River; In 1878, the Gainesville and Dahlonega Railroad completed a line from Gainesville to the Chattahoochee River. The railroad was originally intended to run as far as Dahlonega, but nothing further was completed, although work was done on the line as far as Chestatee. The line was abandoned in 1893. We were unable to find any traces of this railroad, either from the ground or by air.

**Gainesville to Robertstown:** The line between Gainesville and Cleveland was completed in 1913 by the Gainesville and Northwestern Railroad. In 1915, the line was extended to Robertstown. In 1924, the road went into receivership. The railroad was abandoned in 1928. This bed was not visible from the ground, and it was barely distinguishable from the air.



# CHATTAHOOCHEE-FLINT

## CHATTAHOOCHEE-FLINT

This area has a few long lines which cross into other regions, as well as three shorter lines.

**Bowden to Bowden Junction:** This line was built in 1911 by the Bowden Railway. It was then abandoned in 1963. This line was surveyed by air; the right of way has been completely obliterated, and there were no associated structures in the corridor.

**Columbus to Rover:** This line runs through Chattahoochee-Flint, Lower Chattahoochee, and McIntosh Trail RDC boundaries.

**Greenville to Raymond:** This line was constructed by the Central of Georgia Railway in 1906. In 1981, the line was abandoned.

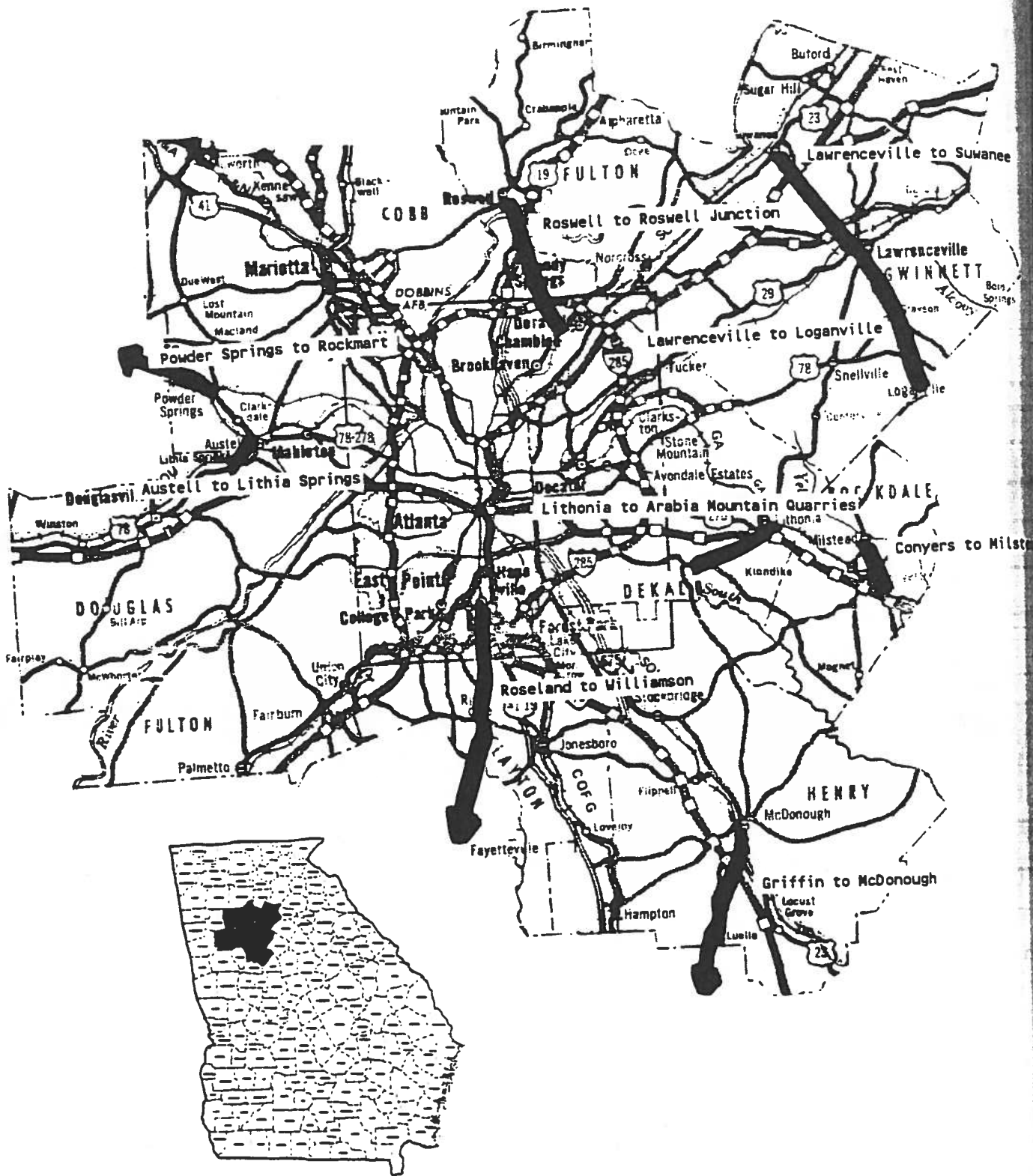
There is still quite a bit of this line which remains intact, and it runs for a good part of its length by a highway, which could be considered an advantage in that it would be easily accessible. The rails are still on the bed in some places. This is a very pretty route, with several smaller towns along it. There are no trestles of which I have knowledge on this right of way, nor do I know of any other structures. It is, however, a recently abandoned, relatively intact example of a railroad bed from the early twentieth century.

**Griffin to Senoia:** This line runs through Chattahoochee-Flint and McIntosh Trail RDC boundaries.

**LaGrange to Sofkee:** This line runs through Chattahoochee-Flint, McIntosh Trail, and Middle Georgia RDC boundaries.

**Villa Rica Branch:** This line was built by the Villa Rica Branch Railway Company in 1902. It went from pyrite mines to a connection with the Southern Railway's Atlanta to Birmingham line just west of Villa Rica. The Southern Railway acquired the line upon completion in 1902, and it was operated until 1925; at this time the line was abandoned, excepting a short spur which ran to a cotton mill. This line was surveyed by air, and is a spur which is approximately one mile long. No railroad structures were identified.

# ATLANTA REGIONAL COMMISSION





ATLANTA REGIONAL COMMISSION AREA

There have been a number of lines abandoned within the ARC area, but many of them have been forgotten, including countless spurs which at one time dominated the city. There are some lines of which we have knowledge, but they were without exception difficult to trace.

**Austell to Lithia Springs;** This line was opened as the Bowden Lithia Springs Short Line Railroad in 1885. In 1890, it became the Salt Springs and Bowden Lithia, and in turn became the Bowden Lithia Springs Short Line in 1895. In 1907, it became the Salt Springs and Bowden Lithia Railroad. It was then abandoned in 1913. We were unable to find this line by air.

**Conyers to Milstead:** This line was built in 1909 by the Milstead Railroad. It was abandoned in 1927. We were unable to find this line by air.

**Griffin to McDonough:** This line runs through the Atlanta Regional Commission, and the McIntosh Trail RDC boundaries.

**Lawrenceville to Loganville:** This line was built in 1898 for the Seaboard System by the Georgia, Carolina, and Northern Railway Company. That company was then consolidated under the Seaboard Air Line Railway in 1901. The line was abandoned in 1932. We were unable to find this line by air.

**Lawrenceville to Suwanee:** This line was completed in 1881 by the Lawrenceville Branch. In 1885, the line came under the control of the Richmond and Danville. In 1908, the majority of the stock was owned by the Atlanta and Charlotte Air Line. In 1912, operations were taken over by the Lawrenceville Branch Railroad Company. The road was abandoned in 1920. We were unable to find this railroad from the air.

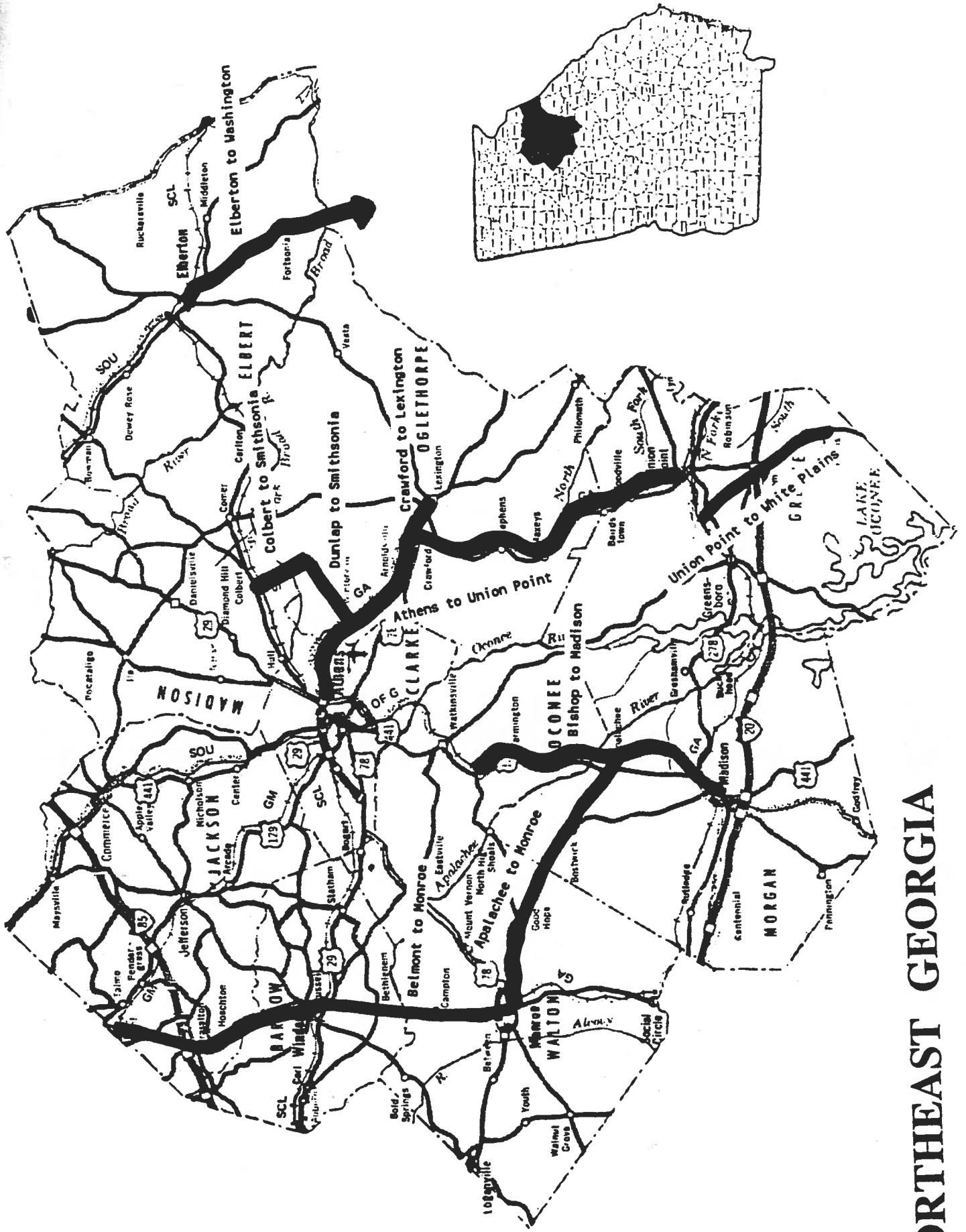
**Lithonia to Arabia Mountain Quarries:** This line was built in 1914, by the Lithonia and Arabia Mountain Railroad. It was taken over by the Arabia Granite Company in 1923, and became the Lithonia and Arabia Mountain once more in 1927. The line was dismantled in 1935. We were unable to find this line by air.

**Powder Springs to Rockmart:** This line runs through the Atlanta Regional Commission and Coosa Valley RDC boundaries.

**Roseland to Williamson;** This line runs through the Atlanta Regional Commission and McIntosh Trail RDC boundaries.

**Roswell to Roswell Junction:** This line was opened in 1881 by the Roswell Railroad, which was under the control of the

Richmond and Danville. In 1900, the line was taken over by Southern Railway. The line was abandoned in 1923. We were unable to find this line by air.



# NORTHEAST GEORGIA

## NORTHEAST GEORGIA

This region has a number of wonderful railroad resources at its disposal, including some recent abandonments, as well as some examples of extremely rare railroad structures in the state.

**Apalachee to Monroe:** The line from Apalachee to Bostwick was built in 1907 by the Bostwick Railroad. In 1911, the Greene County Railroad built a line from Bostwick to Monroe. In 1912, the Bostwick was in receivership; Greene County Railroad bought the company, giving it a total of 18.9 miles. The line was abandoned in 1942. This railroad was not surveyed from the ground. We were unable to find traces of it from the air; there were a few possibilities, but no corroborating evidence.

**Athens to Union Point:** This line was built by the Georgia Railroad in 1841, and is one of the oldest lines in the state. It was abandoned in 1984 after 143 years of rail service.

The line is really pretty, running by the road for part of the way, then deviating from it. There are several depots along this line, most of which are being used, and some of which need rehabilitation. This line is a good example of standard architecture, with similar depots along it, yet there are also examples of depots from different time periods. There are several trestles along its length, and I know of none which is out. The railroad was abandoned recently, which would help greatly in obtaining title to the right of way.

**Belmont to Monroe:** This line was built by the Gainesville, Jefferson and Southern Railroad Company in 1884. It went under receivership in 1904 and was sold to a group from Savannah. In 1921, the Gainesville, Jefferson, and Southern went into receivership once more, and was sold in 1926. At this time, its name was changed to the Gainesville Midland Railroad Company. The line was abandoned in 1948.

This line was not surveyed from the ground. From the air, the right of way could be spotted in places, but with no corroboration, we couldn't state definitely whether the bed was still intact. No other structures were located along the line.

**Bishop to Madison:** The Covington and Macon Railroad Company was chartered in 1885; in 1888, the line between Macon and Athens was completed. In 1891, the C&M RR went into receivership, and became the Northern Railroad Company. In 1894, the line was again in receivership, and became the Macon and Northern Railway Company. The Richmond and Danville then leased the line. In 1895, the Central of Georgia Railroad bought the line, and was operated until abandonment of the portion between Madison and Bishop in 1988.

This line was recently abandoned, and has good potential for rail-trail conversion. In Madison, there is a depot of standard

design, with a few unusual features. The bed is still intact, and there are rails down for some of its length; the majority of it only has gravel remaining. There were some smaller trestles along the length of this corridor, and it is unknown whether they are still intact.

**Colbert to Smithsonia:** This line was built by the Smithsonia, Danielsville, and Carnesville Railway, in 1895. The line was abandoned in 1916. This line was not surveyed from the ground, and it was not visible from the air.

**Crawford to Lexington:** This line was opened in 1889 by the Lexington Terminal Railroad Company. In 1900, the line was purchased jointly by the Atlantic Coast Line and the Central of Georgia Railroad. The railroad was leased to the Georgia Railroad in 1917, effective until 1980. The railroad was abandoned in 1947, however, long before the lease expired. This line was not surveyed from the ground, and was not visible by air.

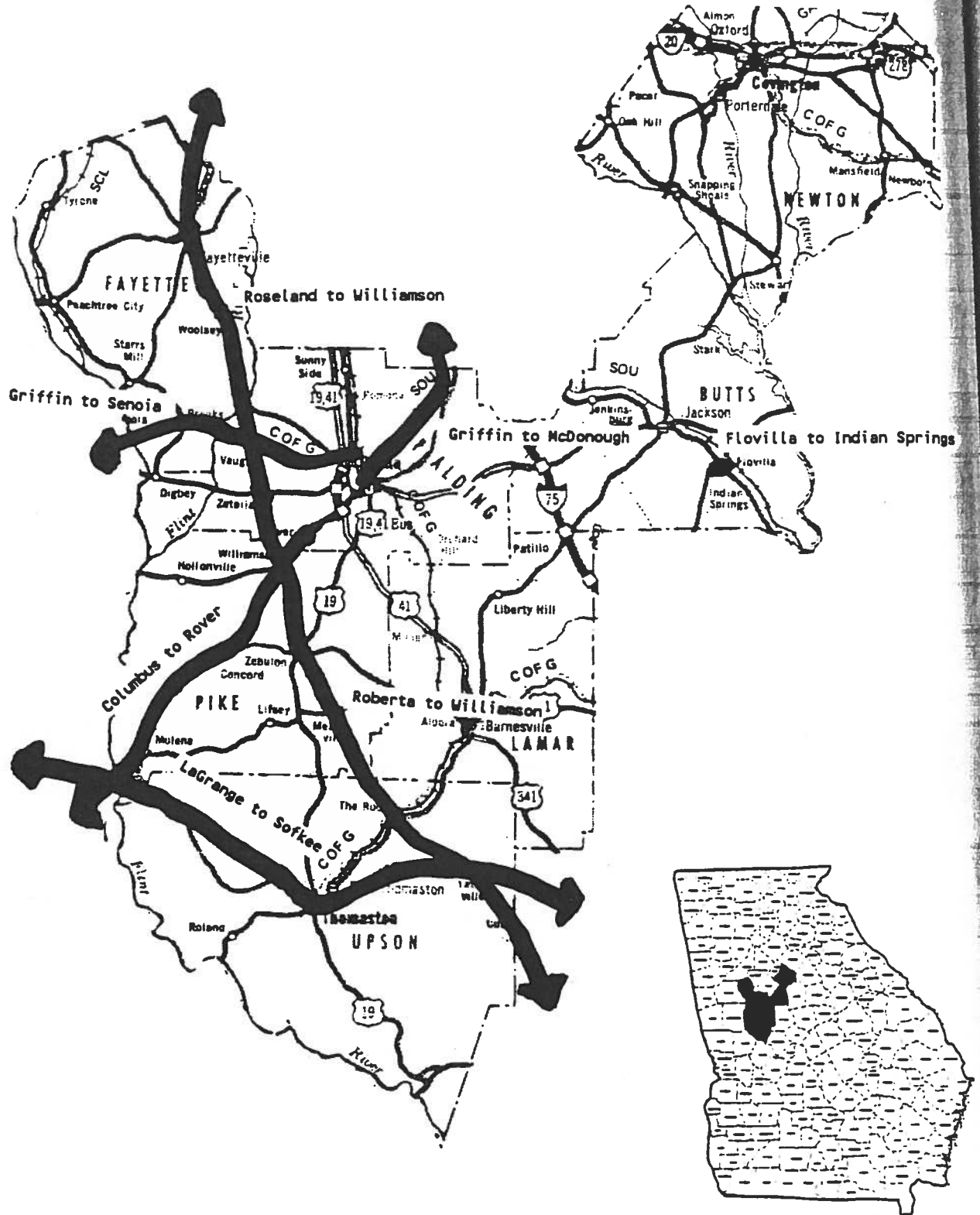
**Dunlap to Smithsonia:** This line was built by the Smithsonia and Dunlap Railroad in 1889. For most of its existence it was a private road, but it was at some time a common carrier. It was abandoned around 1930. It was not surveyed from the ground, nor was it visible from the air.

**Elberton to Washington:** This line runs through Northeast Georgia and Central Savannah River RDC boundaries.

**Union Point to White Plains:** This line was built by the Union Point and White Plains Railroad; it opened in 1889, and actually ran between White Plains and a junction with the Georgia Railroad, over which the Union Point and White Plains Railroad had trackage rights into Union Point. The line was operated by the Georgia Railroad Company. After a number of years of financial loss, the company was abandoned in 1927.

This railroad bed is an extremely exciting one because it contains "jewels" along it. In White Plains, the depot was torn down, but halfway along the line, there is a beautiful display of railroad architecture and layout: just south of Siloam, there are three section laborers' houses in a row, right next to the old depot. This is extremely unusual, considering that these houses were built as temporary structures, compounded with the fact that this line was abandoned almost 55 years ago. All four of the buildings are occupied and seem to be structurally sound, although rehabilitation is very much needed. The bed is still evident here and there along the line. No trestles were located during the ground survey.

# MCINTOSH TRAIL



## MCINTOSH TRAIL

This region only has one very short line contained within its boundaries. However, it is extremely rich in railroad resources, as it is located in the center of several longer lines.

**Columbus to Rover:** This line runs through McIntosh Trail, Chattahoochee Flint, and Lower Chattahoochee RDC boundaries.

**Flovilla to Indian Springs:** This line was built by the Indian Springs and Flovilla Railroad Company in 1889. It was completed in 1890. In 1897, it was sold under foreclosure, and became the Flovilla and Indian Springs Railway. The line was abandoned in 1918. We were unable to find this line by air.

**Griffin to McDonough:** This line runs through McIntosh Trail and Chattahoochee-Flint RDCs, and the Atlanta Regional Commission boundaries.

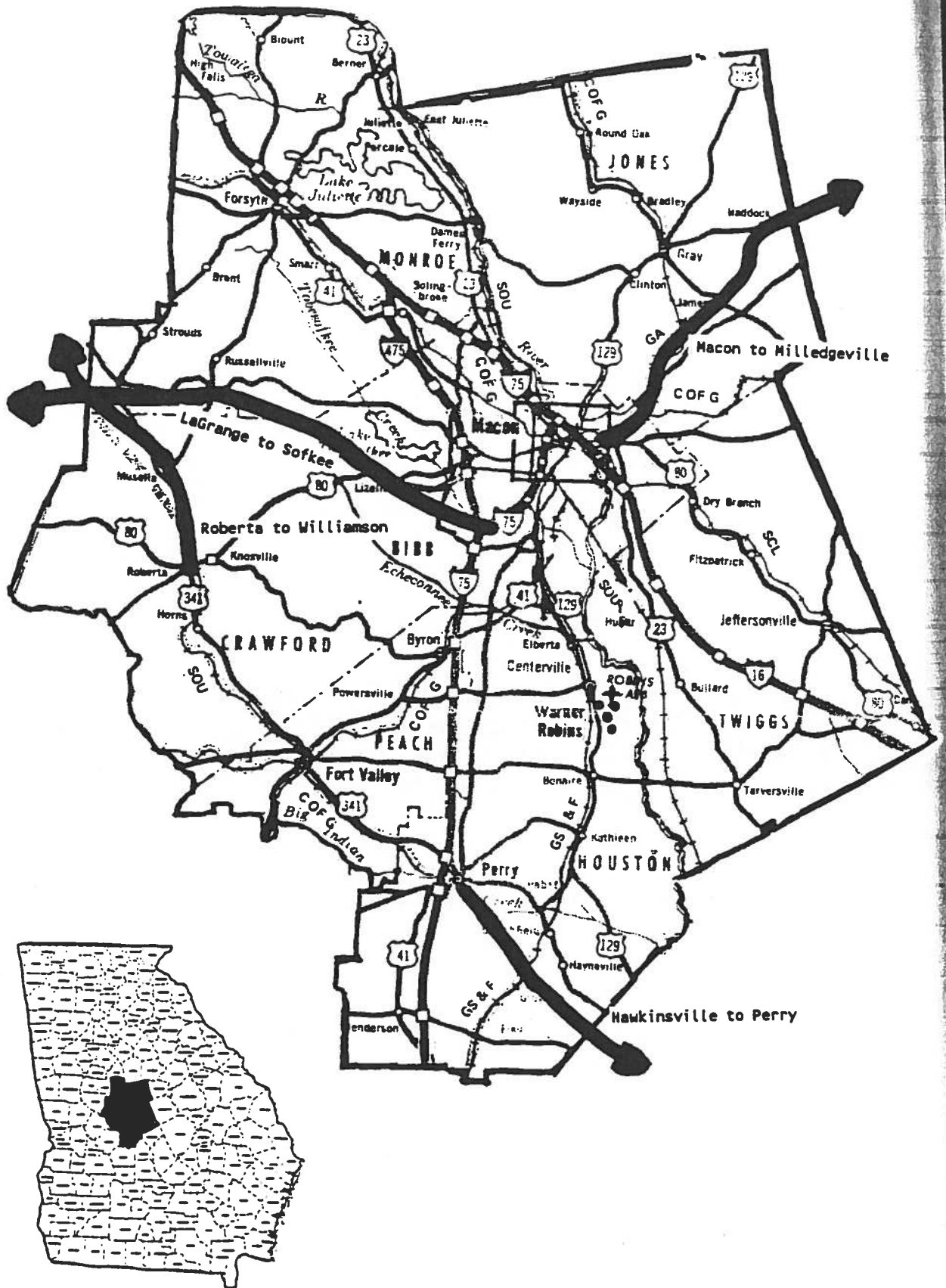
**Griffin to Senoia;** This line runs through McIntosh Trail and Chattahoochee-Flint RDC boundaries.

**LaGrange to Sofkee:** This line runs through McIntosh Trail, Chattahoochee-Flint, and Middle Georgia RDC boundaries.

**Roberta to Williamson:** This line runs through McIntosh Trail and Middle Georgia RDC boundaries.

**Roseland to Williamson:** This line runs through McIntosh Trail RDC and the Atlanta Regional Commission boundaries.

# MIDDLE GEORGIA





## MIDDLE GEORGIA

This region only has rail lines which cross into other RDC areas, but contains several beautiful lines.

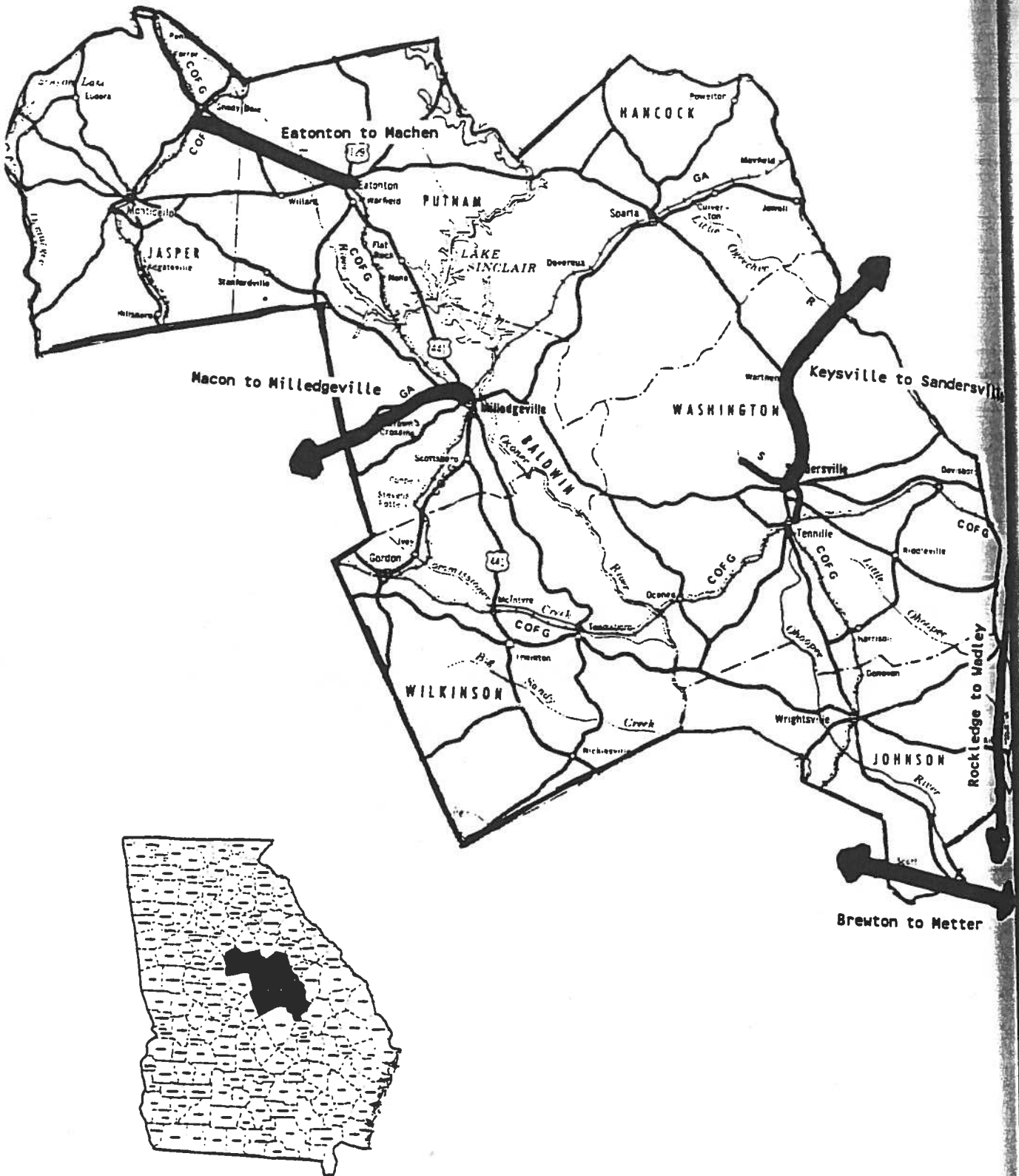
**Hawkinsville to Perry:** This runs through Middle Georgia and Heart of Georgia RDC boundaries.

**LaGrange to Sofkee:** This line runs through Middle Georgia, McIntosh Trail, and Chattahoochee Flint RDC boundaries

**Macon to Milledgeville:** This line runs through Middle Georgia and Oconee RDC boundaries.

**Roberta to Williamson:** This line runs through Middle Georgia and McIntosh Trail RDC boundaries.

# OCONEE



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## OCONEE

This region has relatively low mileage of abandoned railroad rights of way. There is only one line which is completely within the RDC boundaries.

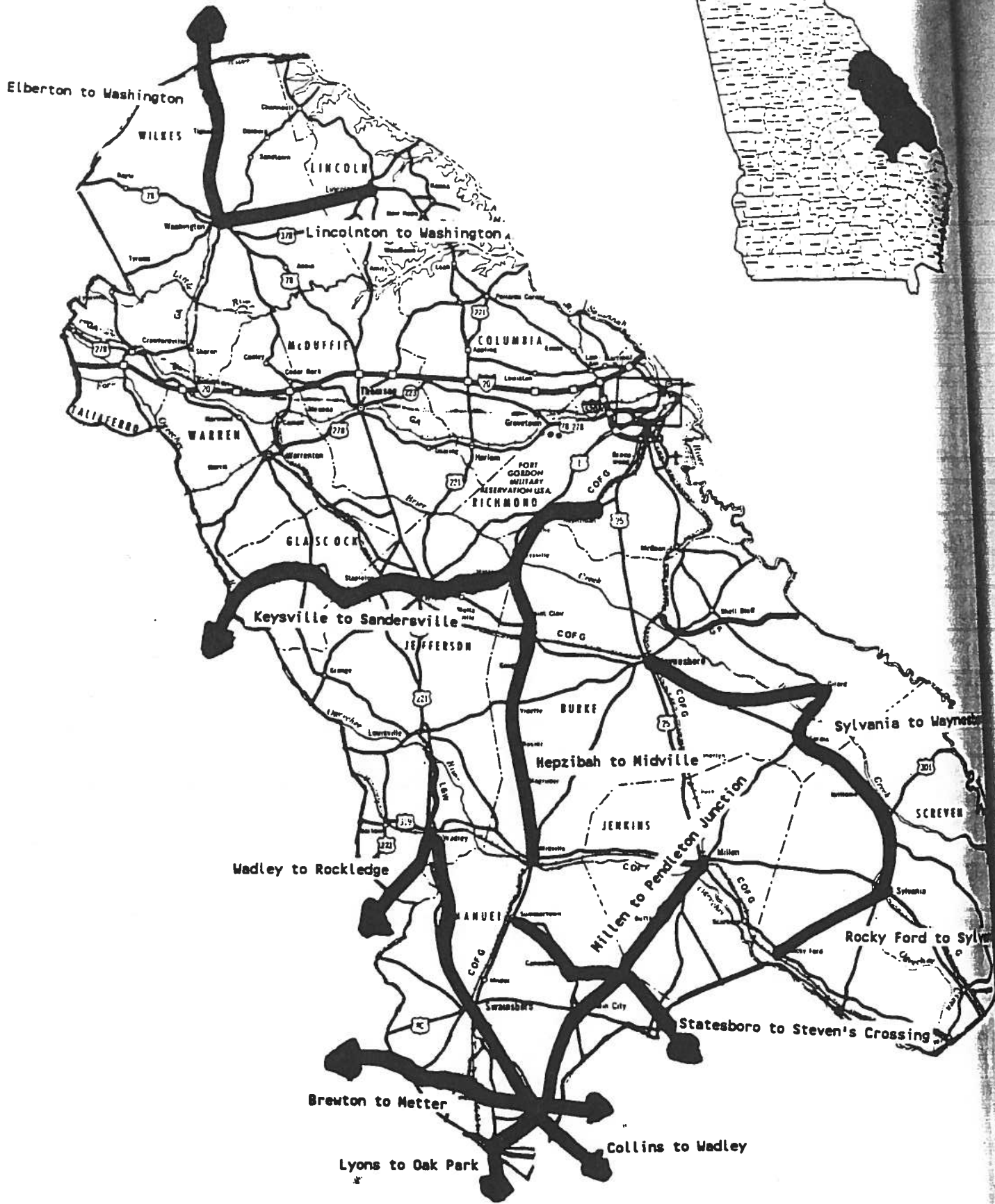
**Brewton to Metter:** This line runs through Oconee, Altamaha Georgia Southern, Central Savannah River, and Heart of Georgia RDC boundaries.

**Eatonton to Machen:** This line was built in 1890-91 by the Middle Georgia and Atlantic Railway. The name of the railroad company had been originally the Eatonton and Machen Railroad Company, but the name was changed before construction of the line had been completed. In 1894, the Middle Georgia and Atlantic was sold at foreclosure; in 1896 the Central of Georgia bought the Middle Georgia and Atlantic. In 1959, the 18 miles of track between Eatonton and Machen were abandoned. Machen is a town half a mile south of Shady Dale, in Jasper County. There is currently an active line going through the area, and the split is very evident. The line was quite hard to follow from the road, but there is at least one large trestle out over Little River. There is a nonhistoric depot in Machen. There is quite a nice cut near the split, although it is small in comparison to those in the northern half of the state. There are still tracks to be seen in some places, but they have been torn up for the most part. This would make a pretty trail, with a good portion of it in the woods, yet paralleling (more or less) the road. From the air, it looked like there were a good many highway crossings, however.

**Keysville to Sandersville:** This line runs through Oconee and Central Savannah River RDC boundaries.

**Macon to Milledgeville:** This line runs through Oconee and Middle Georgia RDC boundaries.

**Rockledge to Wadley:** This line runs through Oconee, Heart of Georgia, and Central Savannah River RDC boundaries.



# CENTRAL SAVANNAH RIVER

## CENTRAL SAVANNAH RIVER

This region contains mostly older abandonments. However, there were a few lines worth consideration for conversion.

**Brewton to Metter:** This line runs through Central Savannah River, Oconee, Heart of Georgia, and Altamaha Georgia Southern RDC boundaries.

**Collins to Wadley:** This line runs through the Central Savannah River and Altamaha Georgia Southern RDC boundaries.

**Elberton to Washington:** This line runs through Central Savannah River and Northeast Georgia RDC boundaries.

**Hepzibah to Midville:** This line runs through Central Savannah River, Altamaha Georgia Southern, and Heart of Georgia RDC boundaries.

**Keysville to Sandersville:** This line runs through Central Savannah River and Oconee RDC boundaries.

**Lincolnton to Washington:** This line was built in 1914 by the Washington and Lincolnton Railroad Company. The line was abandoned in 1932.

This line is pretty much obliterated, although there are a few nice embankments and fills along it. Overall, however, it doesn't have much potential for reuse.

**Lyons to Oak Park:** This line runs through Central Savannah River and Altamaha Georgia Southern RDC boundaries.

**Millen to Pendleton Junction:** The line between Rogers and Stillmore was built in 1889 by the Rogers and Summit Railroad Company. It was subsequently bought (date unknown), and the name was changed to the Millen and Southern Railway. In 1892, the line was complete between Millen and Stillmore. In 1897, the Millen and Southern Railway went into receivership, and emerged as the Millen and Southwestern Railroad. In 1902, an extension was built from Monte to Monte Junction. In 1904, the line was completed to Vidalia. In 1906, the road was merged with the Georgia and Florida Railway. The line from Millen to Pendleton Junction was abandoned in 1930. This line was not surveyed.

**Rockledge to Wadley:** This line runs through Central Savannah River, Oconee, and Heart of Georgia RDC boundaries.

**Rocky Ford to Sylvania:** This line was built in 1885 by the Sylvania Railroad Company. The company was foreclosed in 1903, and the road emerged as the Sylvania Central Railroad Company. In 1906, the road was leased to the Sylvania and Girard Railroad Company. In 1915, the lease was terminated, and the Sylvania

Central came under the control of Central of Georgia Railway. In 1935, the line was leased to the Sylvania Railway Company. The lease was terminated in 1944. The line was abandoned in 1954.

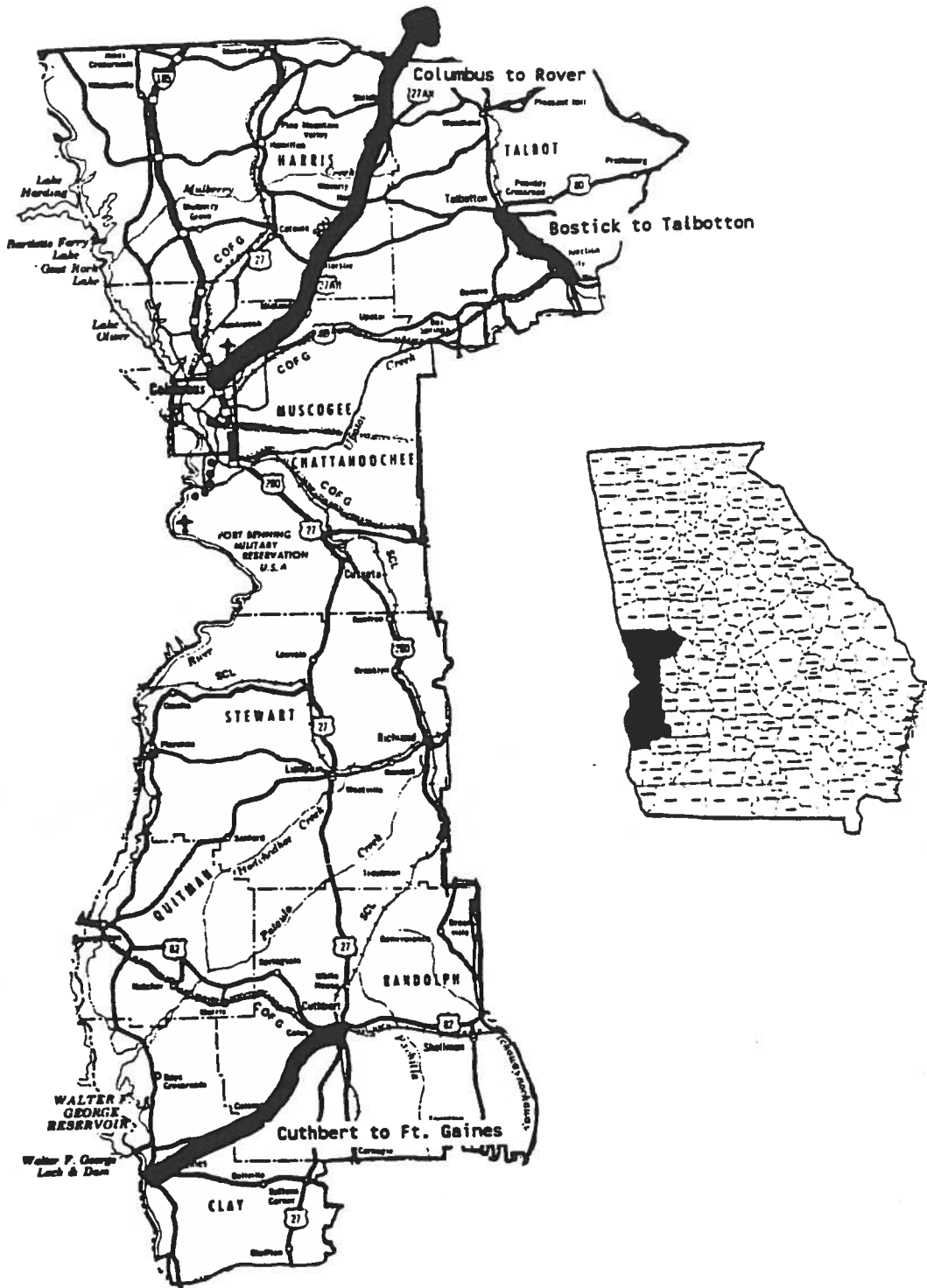
There is not much left of this line at all. Interestingly enough, the town of Rocky Ford does not have the appearance of a crossroads town, but rather is built up along the active line and, more obviously, along the highway. Therefore, the area which used to be the railroad right of way can no longer really be distinguished, even in town. This line was not visible from the air.

**Statesboro to Steven's Crossing:** This line runs through Central Savannah River and Altamaha Georgia Southern RDC boundaries.

**Sylvania to Waynesboro:** This line was built by the Brinson Railway in fits and starts. In 1910, the line was opened between Sylvania and Millhaven. The Brinson Railway was reorganized in 1910, and the name was changed to the Brinson Railway Company. In 1912, the line was completed into Waynesboro. In 1914, the name of the company was changed to the Savannah and Northwestern Railway. In 1917, it was bought by the Savannah and Atlanta Railway. In 1951, the Savannah and Atlanta was bought by the Central of Georgia. The line between Sylvania and Waynesboro was abandoned in 1962.

There are several interesting structures along this line, including a wooden depot in Millhaven and Hiltonia. There was a depot in Alexander as well, but it is in a state of ruin which is beyond possibility for rehabilitation. There is also a large brick depot in Sardis. Apart from these, there is a dam located along the line between Sardis and Millhaven, and a large embankment which is right on the north side of Sardis. This right of way is still very evident from the air, although slightly less evident from the ground. There were four trestles located along this line which have been dismantled.

# LOWER CHATTAHOOCHEE



STRUCTURES

MINUTES

## LOWER CHATTAHOOCHEE

This region does not have many abandoned railroads or railroad resources within its boundaries, and it only has two lines which extend beyond the RDC boundaries. However, one of the longer lines leads almost into Columbus, and was abandoned very recently, so it has great potential for reuse.

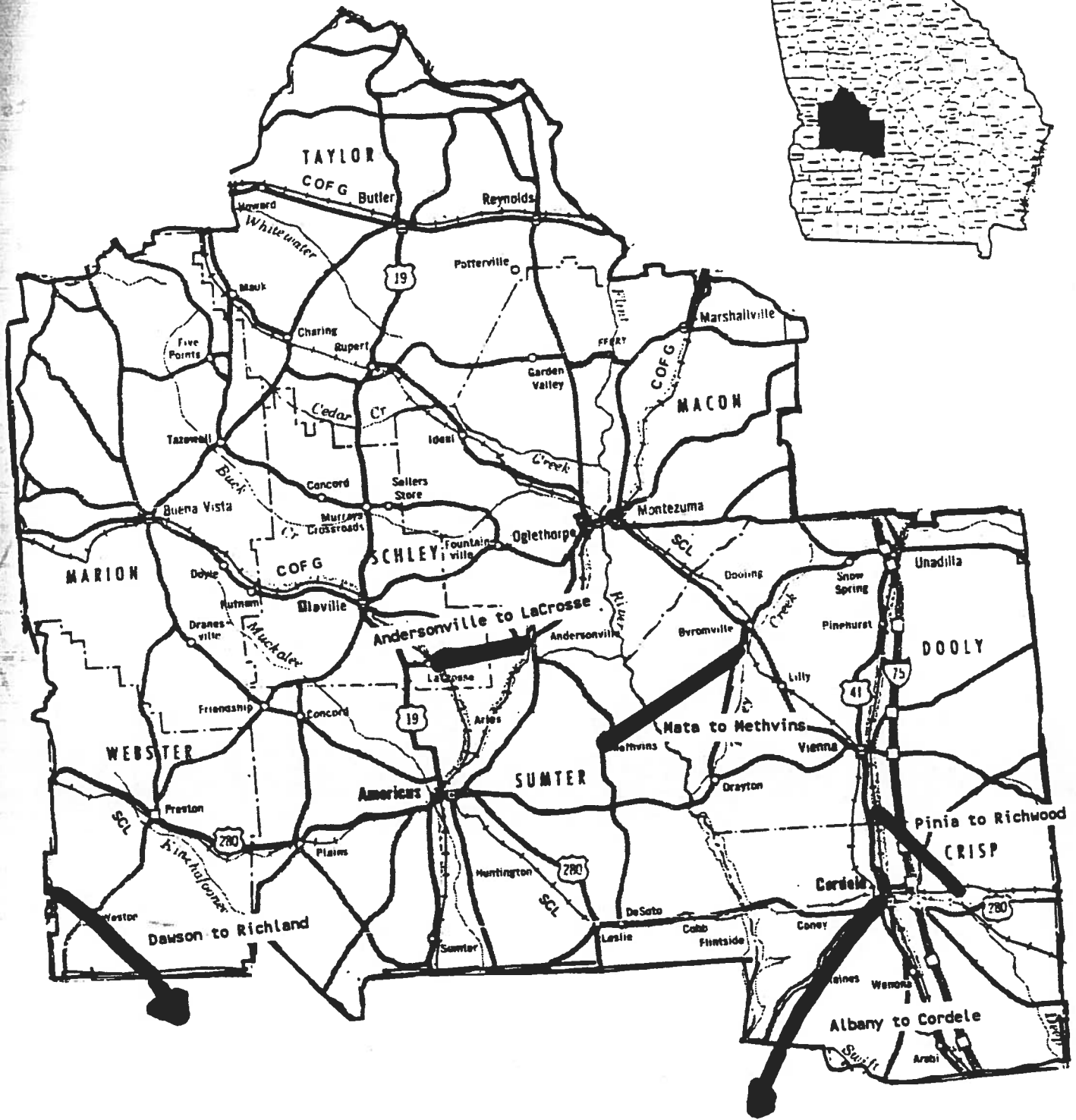
**Bostick (Paschal) to Talbotton:** This line opened in 1881, and was built by the Talbotton Railroad. It operated between Talbotton and Bostick, a distance of 6.6 miles. During the early 1900s, the name of the town of Bostick was changed to Paschal. This line was abandoned in 1957. The right of way was not surveyed.

**Columbus to Rover:** This line runs through Lower Chattahoochee, Chattahoochee Flint, and McIntosh Trail boundaries.

**Cuthbert to Fort Gaines:** This line was constructed by the Southwestern Railroad in 1860, and is one of the older lines in the state. Much of the financing was originally provided by the Central of Georgia Railroad Company. The Southwestern Railroad was leased to the Central of Georgia in 1869; the lease was rewritten in the reorganization of the Central of Georgia which occurred in 1895. The line was operated under lease until 1966, when it was abandoned.

This line was hard to find on the ground. From the air, it was barely distinguishable, which implies that there are probably still some nice embankments in the area, as well as some pretty cuts. There did not appear to be any intact trestles along this route. No other structures were located. If this were to be used in some way, there are two convenient rail connections at the northern end, which could also provide possibilities for rails with trails.





# MIDDLE FLINT

## MIDDLE FLINT

This region does not have a large number of abandoned rights of way in it, but it does have some railroad resources which deserve consideration for rail-trail conversion.

**Albany to Cordele:** This line runs through Middle Flint and Southwest Georgia RDC boundaries.

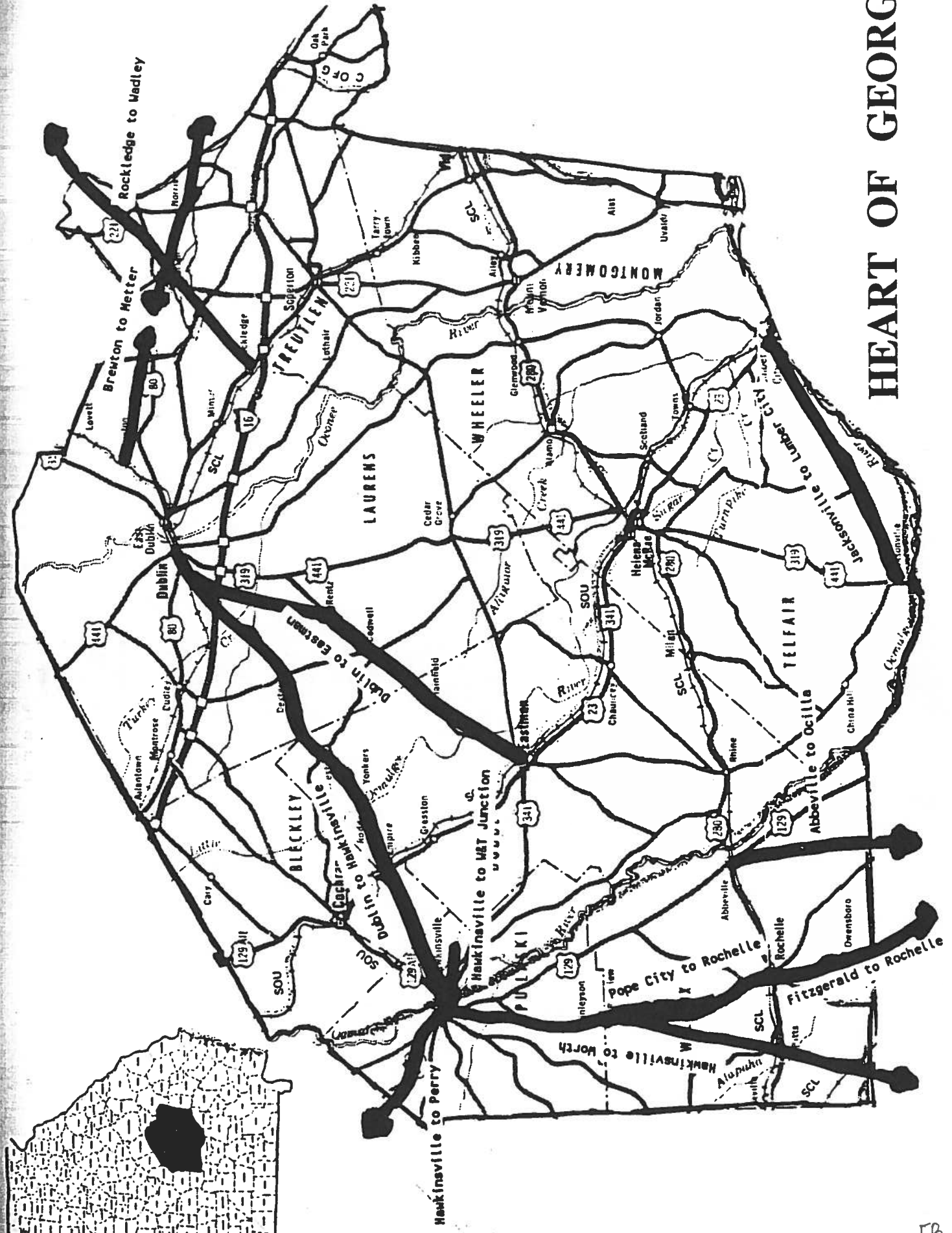
**Andersonville to LaCrosse:** This line was meant to serve as a short connection between two Central of Georgia lines. Its date of construction and the date of abandonment are unknown; it was built before 1899 and was abandoned before 1915, based on available railroad maps. The railroad corridor was not surveyed.

**Dawson to Richland:** This line runs through Middle Flint and Southwest Georgia RDC boundaries.

**Mata to Methvins:** This line was built by the Americus and Atlantic Railroad, which was incorporated in 1917. It ran for a distance of approximately 11 miles. Apparently, the road was abandoned around 1926. The right of way was not surveyed.

**Pinia to Richwood:** This line was built in 1898 by the Dooly Southern Railway. It ran for a distance of 9 miles. The road was operated by the Parrot Lumber Company, but it was a common carrier. The line was abandoned in 1903. This line was not surveyed.

# HEART OF GEORGIA



## HEART OF GEORGIA

This region has a number of abandoned lines running through it, combined with some really pretty scenery.

**Abbeville to Ocilla:** This line runs through Heart of Georgia and South Georgia RDC boundaries.

**Brewton to Metter:** This line runs through Heart of Georgia, Oconee, Central Savannah River, and Altamaha Georgia Southern RDC boundaries.

**Dublin to Eastman:** This line was constructed by the Dublin and Southwestern Railroad, a distance of 28.4 miles. It was opened in 1905. In 1907, the line was acquired by the Wrightsville and Tennille Railroad as a branch line. The line was abandoned in 1941.

This line was not surveyed from the ground, but the aerial survey showed that the right of way was still fairly clear. There were no signs of trestles along this right of way, or any other railroad related structures, other than the bed itself. The depot in Eastman may have serviced this line as well.

**Dublin to Hawkinsville:** This line was constructed in 1890 by the Empire and Dublin Railroad Company. It was reorganized that year to the Oconee and Western Railroad. The Oconee and Western was then in turn absorbed by the Wrightsville and Tennille in 1896. The line ran for a distance of about 36 miles. It was abandoned in 1941.

This line was not surveyed from the ground, but the right of way seemed fairly clear from the air. From the air, it looked as though there might be a historic depot along this line, either in Dexter or Chester. There is also a depot in Hawkinsville, but it is unclear which railroad company built that depot. The bed was used for a sidewalk in Dexter. This could make quite a pretty route for a rail-trail, but it is likely that the right of way has been lost to private ownership.

**Fitzgerald to Rochelle:** This line runs through Heart of Georgia and South Georgia RDC boundaries.

**Hawkinsville to Perry:** This line runs through Heart of Georgia and Middle Georgia RDC boundaries.

**Hawkinsville to Worth:** This line runs through Heart of Georgia and South Georgia RDC boundaries.

**Hawkinsville to W&T Junction:** This was only about a mile of track heading eastward out of Hawkinsville. It was built by the Macon and Brunswick Railroad in 1866, and was then acquired by

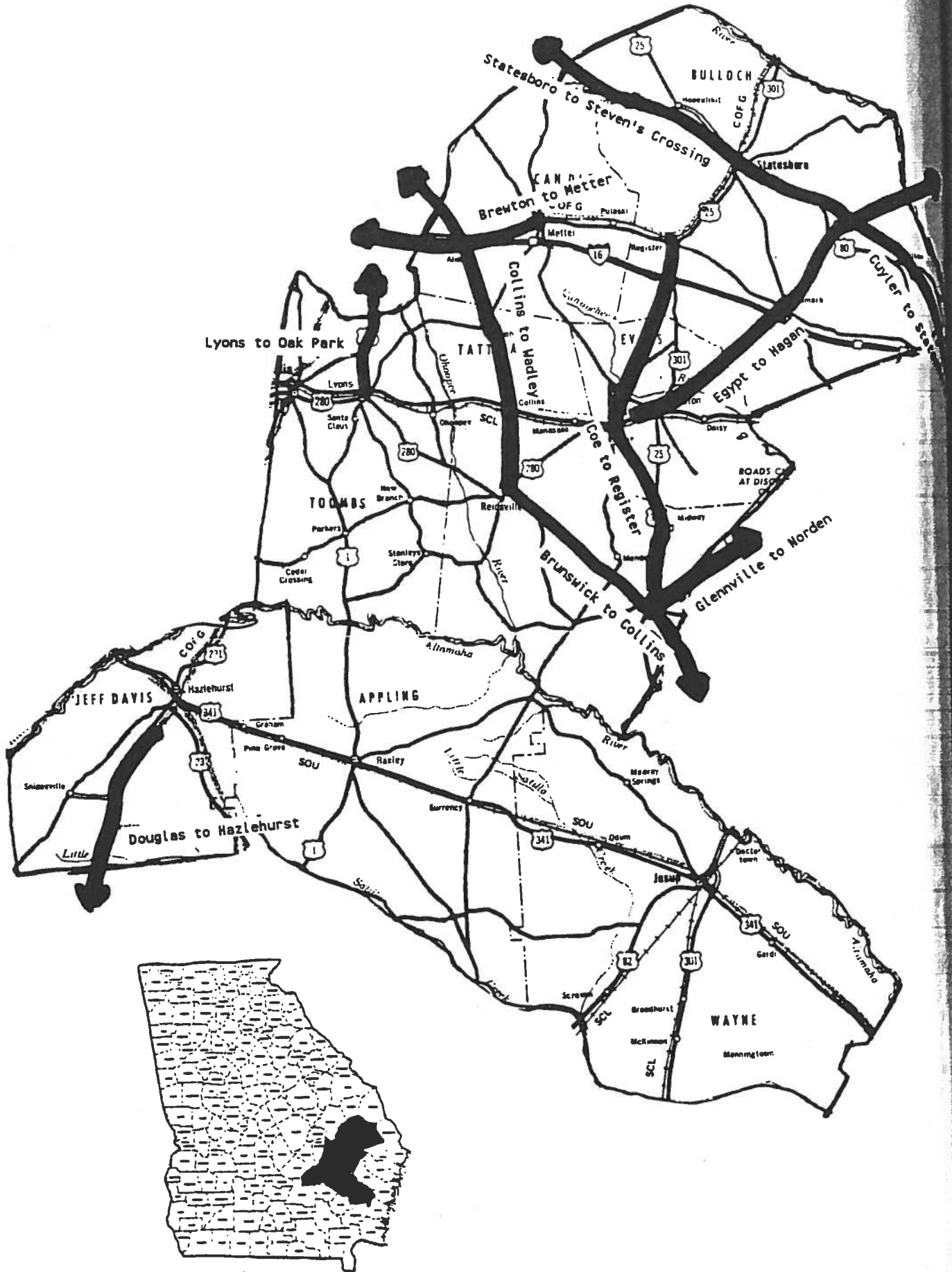
the East Tennessee, Virginia, and Georgia in 1886. It was absorbed in turn by the Southern Railway in 1894. This portion of the line was abandoned in 1975. There were no signs of it from the air, and it was not surveyed from the ground.

**Jacksonville to Lumber City:** This line was built by the Ocmulgee Valley in 1915. It was then abandoned in 1917. It ran for a total of about 21 miles. This line was not surveyed.

**Pope City to Rochelle:** This portion of line was built by the Ocilla Southern Railroad Company in 1917. The line was abandoned in 1923. There are a few signs left of the railroad; in Pope City, there was a fork in the railroad (one line ran down to Worth, the other to Fitzgerald) that can still be distinguished. There is also an embankment just outside of Pope City. However, most of the traces of this road have been obliterated. No other structures were located along the rail bed.

**Rockledge to Wadley:** This line runs through the Heart of Georgia, Oconee, and Central Savannah River RDC boundaries.

# ALTAHAMA GEORGIA SOUTHERN



## ALTAMAHA GEORGIA SOUTHERN

This region has numerous lines crisscrossing it. Many of them are old abandonments, but the Altamaha Georgia Southern region has part of a long line which originates in Augusta running through its boundaries.

**Brewton to Metter:** This line runs through Altamaha Georgia Southern, Central Savannah River, Oconee, and Heart of Georgia RDC boundaries.

**Brunswick to Collins:** This line runs through Altamaha Georgia Southern and Coastal Georgia RDC boundaries.

**Coe (Glennville) to Register:** This line was opened in 1895 as a private road owned by Perkins Lumber Company. The line originally extended between Register and Coe. In 1902, the line became the Register and Glennville Railroad; in 1905, the line ran from Register to Glennville. In 1914, the line was put into receivership as a result of a suit against the Perkins Lumber Company. In 1914, it was sold and became the East Georgia Railway. In 1919, the line was abandoned.

This line was not surveyed on the ground. We were unable to determine by air exactly where the right of way ran; there were some possibilities, but without corroboration of some type, it was impossible to take useful data. No structures were located which would indicate the location of the rail bed.

**Collins to Wadley:** This line runs through Altamaha Georgia Southern and Central Savannah River RDC boundaries.

**Cuyler to Statesboro:** This line runs through Altamaha Georgia Southern and Coastal Georgia RDC boundaries.

**Douglas to Hazlehurst:** This line runs through Altamaha Georgia Southern and Southeast Georgia RDC boundaries.

**Egypt to Hagan:** This line was built by the Shearwood Railway. It was originally intended to run between Claxton and Clyo. In 1912, it was in operation between Brooklet and Harville; in 1915, the line was extended to Nevils. In 1917, the line was extended once more, and then ran to Leeland from Brooklet. In 1918, the Shearwood was in operation to Claxton; by 1919, the line was in operation between Hagan and Egypt, a total of 38 miles. The line was abandoned in stages between 1935 and 1938.

The right of way is still quite in evidence in these towns; in fact, I found what I suspect are two depots. One was in Brooklet, and the other in Nevils. Both of these buildings are in a state of disrepair, but are existing examples of the fact

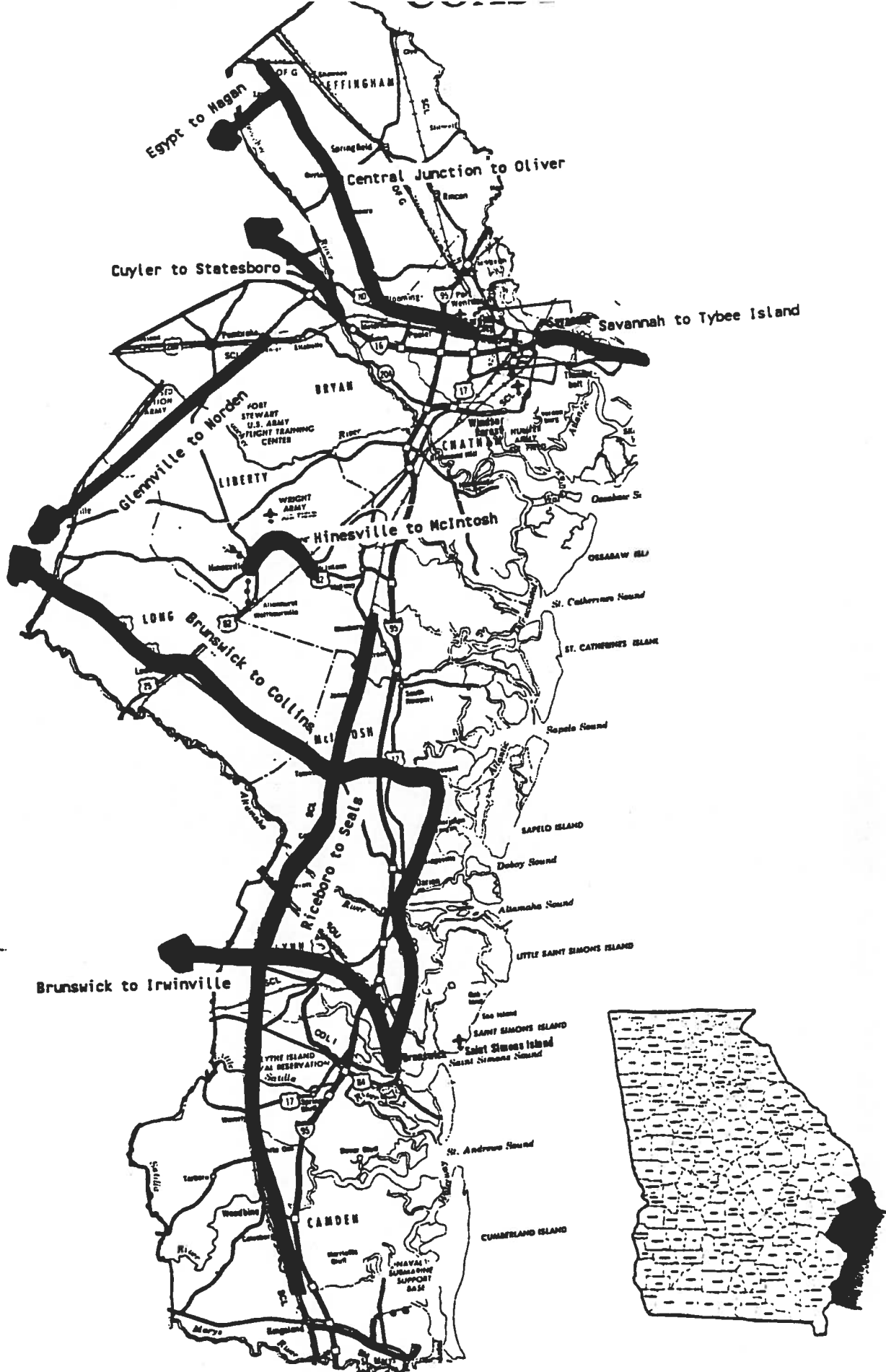
that even the smaller railroad companies in Georgia used standard plans for their structures. These depots have an unusual storefront appearance, are made of brick, and have the expected two waiting rooms. They are combination depots. The right of way is quite special due to these unusual features, and care should be taken that this part of the towns' heritage is not lost. In Brooklet, no one knew why that "funny-looking" building was built at an angle to the road, nor what it was, demonstrating how quickly knowledge can be lost. There is a major river crossing -- the Ogeechee-- for which the bridge is out. No other structures were located along the right of way.

**Glennville to Norden (Lanier):** See Coastal Georgia RDC for description.

**Lyons to Oak Park:** This line runs through Altamaha Georgia Southern and Central Savannah River RDC boundaries.

**Statesboro to Steven's Crossing:** This line runs through Altamaha Georgia Southern and Central Savannah River RDC boundaries.





## COASTAL GEORGIA

This region has a few long lines, one of which was abandoned quite recently. There is one in the area which will be turned into a rail-trail over the next few years. By and large, the bulk of the abandoned rights of way are contained within the region's boundaries.

**Brunswick to Collins:** This line runs through Coastal Georgia and Altamaha Georgia Southern RDC boundaries.

**Brunswick to Irwinville:** This line runs through Coastal Georgia, Southeast Georgia, and South Georgia boundaries.

**Central Junction to Oliver:** This was the first portion of the Central of Georgia line to be constructed westward from Savannah. The construction was started in 1835, and by 1839 the line through Oliver was complete. This line was abandoned in 1962, after 123 years of service. This line is historically significant, as it is a portion of the second line to be built in the state of Georgia, and was built due to competition for port commerce with Charleston, a rivalry which continues today.

The right of way was still very visible, and there were a few minor structures such as culverts to be found along it, as well as a small trestle. The most interesting "artifact" of the railroad is the town construction of all the towns along the road excepting Egypt. The towns were built as "typical" railroad towns, with the line running straight through the middle of town. When the line is abandoned, there is a characteristic area which could be likened to a long, narrow park. This type of town development was very evident along the right of way. No other structures were located from the ground survey.

**Cuyler to Statesboro:** See Altamaha Georgia Southern for a description of this line.

**Egypt to Hagan:** See Altamaha Georgia Southern for the description of this line.

**Glennville to Norden (Lanier):** This line was built in 1909 from Norden to Willie by the Savannah and Southern Railway. It was extended to Glennville in 1916, bringing the distance to about 31 miles. The railroad was abandoned between 1923 and 1924.

Strictly speaking, this line is partially in the Altamaha Georgia Southern region, but only a small portion of the line crosses over, so it is referenced as only being in the Coastal Georgia region. There is not much of this one left; it was impossible to follow by road because it did not parallel any road in the area. We looked for this line from the plane, and could

find no traces of it. There may still be signs of the bed around, including embankments which are common in that area, and remains of trestles crossing the numerous creeks in the area. However, no structures were identified from the aerial survey.

**Hinesville to McIntosh:** This line was built in 1912 by the Flemington, Hinesville, and Western Railroad. It was originally intended to run into Glennville. The name was changed in 1916 to the Savannah, Hinesville, and Western. In 1917, the 5 miles of track were abandoned. The railroad corridor was not surveyed; based on the date of construction and the general topography of the area, I would be inclined to think that there is not much left of the railroad bed.

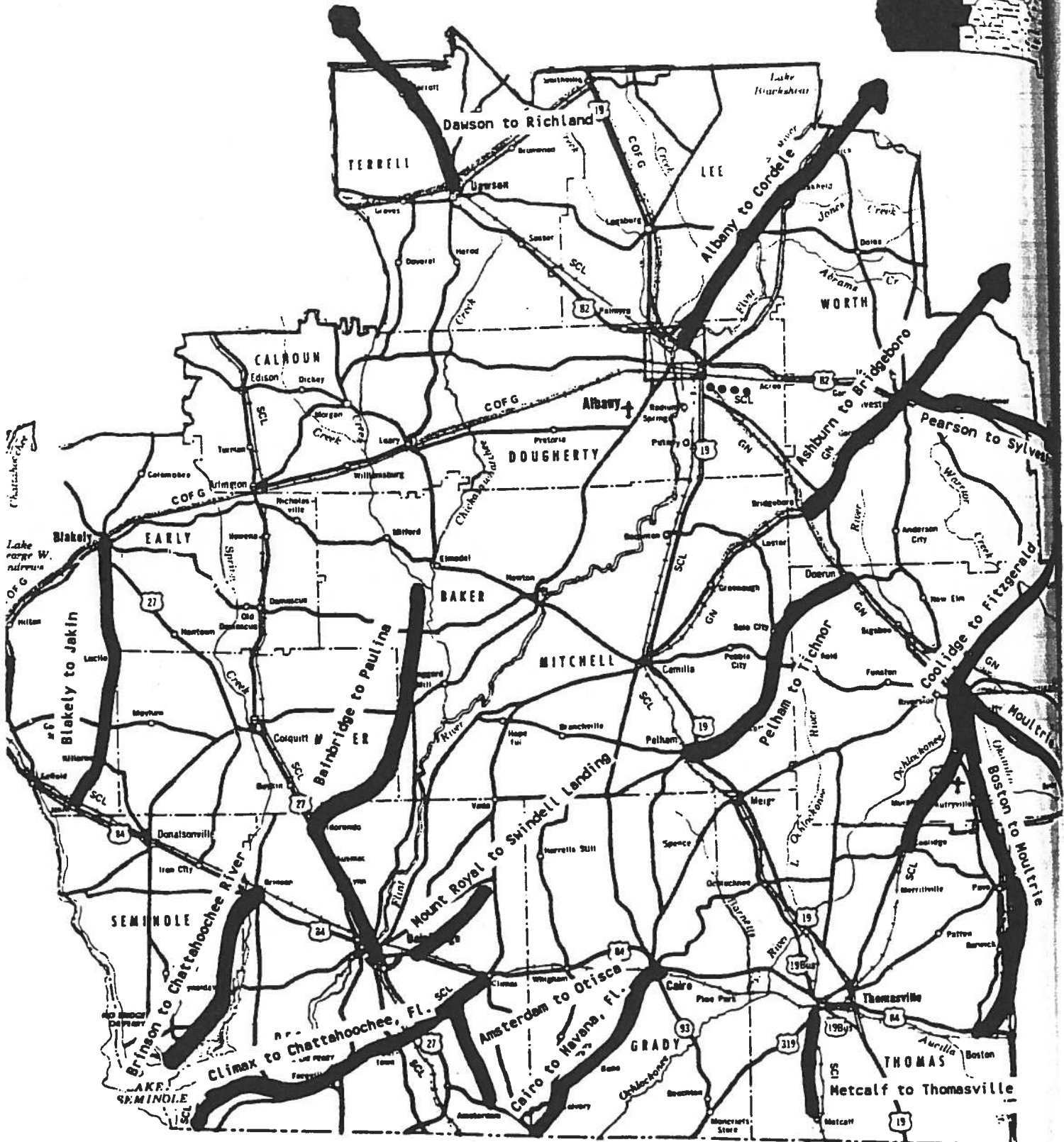
**Riceboro to Seals:** The Florida Central and Peninsular Railroad Company completed this line in 1893. In 1899, the Seaboard Air Line purchased the Florida Central and Peninsula, and operated the line until 1986, when the portion between Bladen and Riceboro was abandoned. In 1988, the line between Bladen and Seals (Kingsland) was also abandoned.

There has been interest in converting this abandoned right of way to a rail-trail. It is an excellent candidate due to its recent abandonment. It has several concrete trestles which date to the 1960s, as well as an older bridge, and two turntable bridges. These are extremely rare in the United States, and should at a minimum be recorded to HABS/HAER documentation standards before further deterioration occurs. Several other trestles were located, and a small truss bridge. There is a depot in Kingsland, where the line is currently active. The opportunity exists to create a rail-trail incorporating these historic bridges; it would be a real loss to ignore it.

**Savannah to Tybee:** This line was built in 1887 by the Savannah and Tybee Railroad Company. In 1888, the Savannah and Tybee went into receivership, and was sold in 1889 to the newly formed Savannah, Tybee, and Atlantic Railway Company. Almost immediately, that company became the Savannah and Atlantic Railroad. In 1890, all of the stock was bought by the Central Railroad and Banking Company of Georgia, which was otherwise known as the Central of Georgia. This line was abandoned in 1933. The line was built as an excursion railroad, and during Georgia's depression there was little business on the line, which forced its closure.

The line has been used as a jeep trail, so it is extremely well-preserved, given the topography and early date of abandonment. There is an ongoing attempt to convert the old right of way into a rail trail. It will make a beautiful trail, as it is lined for much of its length with palm trees, and ends almost on the beach. There was a ticket office associated with the railroad which was removed, and has been rehabilitated. It is now located at Fort Pulaski. No other historic structures were located in the ground survey. It was impossible to survey the right of way in its entirety, however, as it deviated significantly from the road.

# SOUTHWEST GEORGIA



## SOUTHWEST GEORGIA

There were several old abandonments located within this region which I did not survey on the ground. They were surveyed by air, however.

**Albany to Cordele:** This line runs through Southwest Georgia and Middle Flint boundaries.

**Amsterdam to Otisca:** This was built in 1903 as a branch line off the Atlantic Coast Line road which ran between Climax and Chattahoochee, Florida. It was 10.3 miles long. The line was built because of the huge tobacco industry in Amsterdam at that time. When the local industry declined with the importation of Cuban shade leaf tobacco, the railroad no longer found it profitable to continue operations. This line was abandoned in 1944.

There are still traces of this line to be found, including trestle pilings, and some clear embankments. It is also used as a dirt road in a few places. No other structures were located during the ground survey. Ownership of the right of way is spread through any number of people in the area, and there are a number of fences and gates that were put up in an attempt to stop through traffic. This line is located in a very pretty area, but is quite overgrown in some places.

**Ashburn to Bridgeboro:** This line runs through Southwest Georgia and South Georgia boundaries.

**Bainbridge to Paulina:** This line was built between Bainbridge and Eldorado by the Bainbridge Northern Railway in 1899. It was extended to Paulina in 1904, and then abandoned in 1908. At its longest, the line was 32.0 miles long. Although the Bainbridge Northern Railway was owned and operated by the Flint River Lumber Company, it was a common carrier. The road was originally intended to run beyond Paulina to Colquitt, but that portion was never built. This line was not surveyed.

**Blakely to Jakin:** This line was very short lived; it was constructed in 1912 by the Blakely Southern Railroad Company which was chartered in 1911, and was then sold in 1914, probably for scrap; it did not run after the sale. The line was 22.0 miles long. I did not survey this one on the ground; we looked for it by air, and could not find it. It is likely that there is not much left of it, given the terrain.

**Boston to Moultrie:** This line was originally built as a private tram road. It was bought by the Boston and Albany in 1891, at which time it ran only between Pidcock and Pavo. It was extended to Moultrie shortly after its purchase, which made the line 28 miles long. In 1893, the Boston and Albany Railroad went

into receivership, and was reorganized as the Georgia Northern Railway. In 1905, the Georgia Northern extended the line southward to Boston, making the line 32.5 miles long. The stretch between Boston and Barwick was abandoned in 1971, Barwick to Pavo was abandoned in 1976, and the line between Pavo and Moultrie was abandoned in the late 1980s.

The right of way is still very evident, although overgrown. There are numerous small trestles (approximately 13) which cross the many creeks found in the area. There is also a fairly big trestle just outside of Moultrie which was on this line. Strictly speaking, this line also runs through Brooks County which should make it part of the South Georgia RDC, but the line only runs through Brooks for about a mile; for all intents and purposes, it only runs through the Southwest Georgia RDC.

**Brinson to Chattahoochee River:** This line was built by the Wainhurst Railway in 1903, and was then abandoned in 1916. It was primarily a logging road, but was surely a common carrier for part of its life. It was 40 miles long. This line was not surveyed.

**Cairo to Havana, Florida:** The line between Cairo and Calvary was built in 1910 by the Pelham and Havana Railroad. In 1914, the line was in operation from Cairo to Darsey, Florida, and was extended to Havana, Florida, in 1918. At that time, it ran for a total of 25.6 miles. The line was abandoned in 1924. It was originally intended to run all the way to Pelham, but was abandoned before that portion of the line was built.

There is not much left of this line as a whole. There are places along the line where the right of way is still clearly visible, but is not really viable as an intact right of way. Apart from a few traces of the corridor, I found no structures left along the right of way.

**Climax to Chattahoochee, Florida:** This line was built in 1882 by the Savannah, Florida, and Western. This was at one point the main east-west line through Georgia. Climax was the highest point on the grade between the coast and Alabama, hence the town's name. In 1902, the Savannah, Florida, and Western was absorbed into the Atlantic Coast Line, and this stretch of the line was abandoned in 1984.

This line was recently abandoned, so it is still very evident. There are approximately six trestles along its length, and it ends up right at the Chattahoochee River, so it has great potential as a rail-trail. No other structures were located along the right of way during the aerial survey. The depot was moved and rehabilitated, and is currently located on the northeastern edge of Climax.

**Coolidge to Fitzgerald:** This line runs through Southwest Georgia and South Georgia boundaries.

**Dawson to Richland:** This line runs through Southwest Georgia, and Middle Flint boundaries.

**Metcalf to Thomasville:** This line was constructed in 1907 by the Florida Central Railroad. In 1912, the company went into receivership and was sold in 1914 to the Atlantic Coast Line Railroad Company. At this time, the 10.0 miles of track which ran between Thomasville and Metcalf were abandoned as parallel trackage.

This line was not surveyed, but would be an ideal situation to attempt a rails-with-trails approach, because it is not too close to the active line, would connect nicely with other abandoned lines, and is near a town which cultivates tourism. It is likely that the old right of way is still owned by the railroad since it parallels the active line.

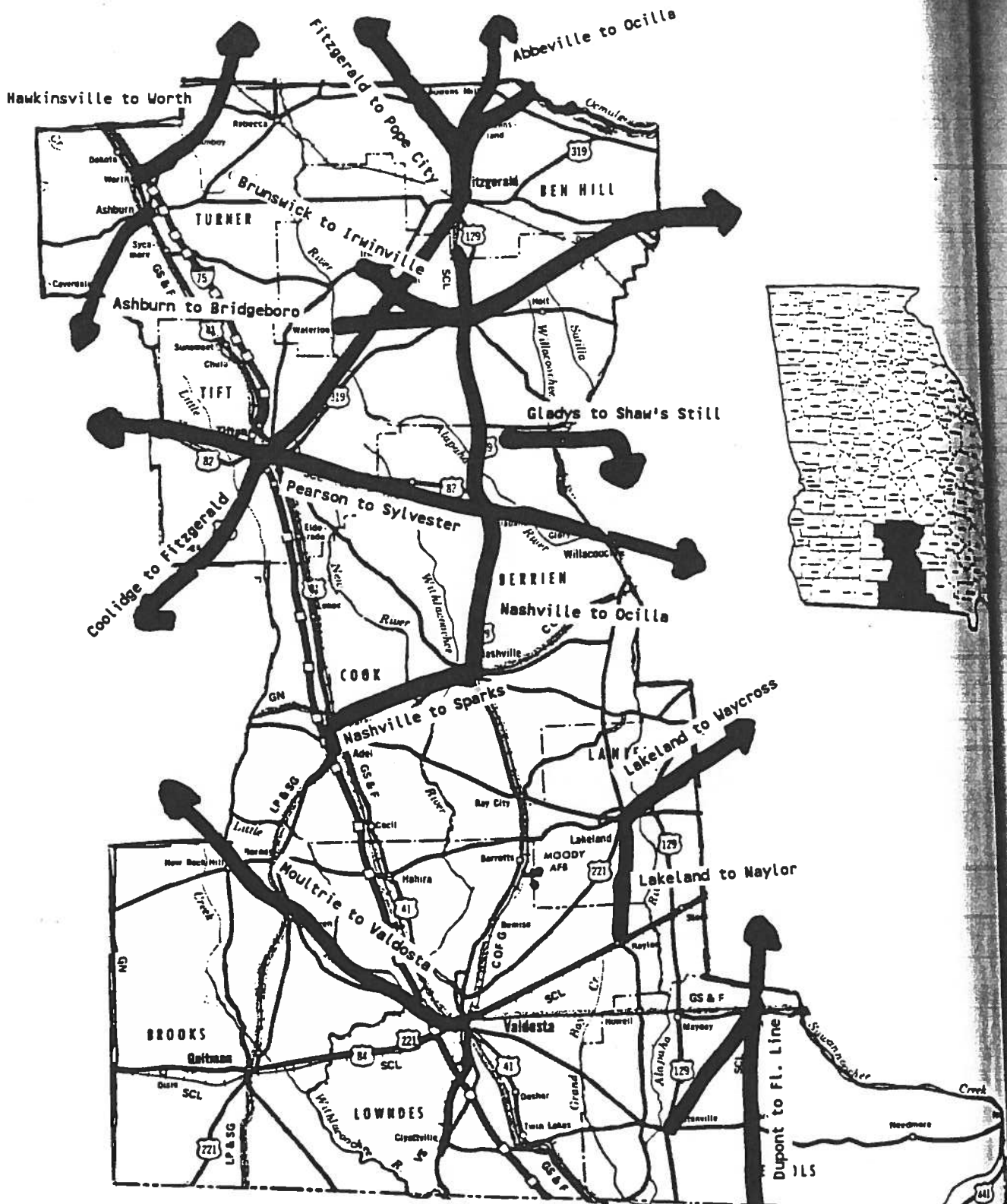
**Moultrie to Valdosta:** This line runs through Southwest Georgia and South Georgia boundaries.

**Mount Royal to Swindell Landing:** This line was originally built (date unknown) by the Georgia Eastern Railway, which was owned and operated by the Swindell Lumber Company. In 1908, the Bainbridge Northeastern Railway Company of Georgia was merged with the Georgia Eastern. Its length was 18.0 miles. The line ceased operations in 1910. This line was not surveyed.

**Pearson to Sylvester:** This line runs through Southwest Georgia, South Georgia, and Southeast Georgia boundaries.

**Pelham to Tichnor:** This line was built in 1904 by the Flint River and Northeastern Railroad. The line was approximately 23 miles long. The line was then abandoned in 1946.

There is still a depot in Pelham which is a fairly rare type in Georgia: Tile roof, two stories (the station master lived in the upper story), freight and passenger depot. The depot is currently being used as a tobacco warehouse. The right of way is mostly obliterated, but portions of it can still be found. No other structures were found along the right of way. For all intents and purposes, the town of Tichnor no longer exists. It was a town which was based on a single manufacturing company, and when that went out of business, the town disappeared. The closest town to Tichnor is Doerun. The railroad right of way is owned by any number of people at this point, and it would be hard to piece the together again.



# SOUTH GEORGIA



## SOUTH GEORGIA

This region has a number of miles of abandoned railroad right of way running through it, although it is not as large an RDC as its two neighbors. If it chose to develop its railroad resources, it would have an extraordinary network with Tifton and Fitzgerald as its hubs. Most of its rights of way cross RDC boundaries, and will be found within the multiple RDC listings.

**Abbeville to Ocilla:** This line runs through South Georgia and Heart of Georgia boundaries.

**Ashburn to Bridgeboro:** This line runs through South Georgia and Southwest Georgia boundaries.

**Broxton to Irwinville:** This line runs through South Georgia and Southeast Georgia boundaries.

**Brunswick to Irwinville:** This line runs through South Georgia and Southeast Georgia boundaries.

**Coolidge to Fitzgerald:** This line runs through South Georgia and Southwest Georgia boundaries.

**Dupont to Florida Line:** This line runs through South Georgia and Southeast Georgia boundaries.

**Fitzgerald to Garbutt's Landing:** This line was built by the Fitzgerald, Ocmulgee, and Red Bluff Railway in 1904. It was originally intended to run all the way to Red Bluff, a distance of 50 miles, but was only ever in operation to Garbutt's Landing. In 1907 the road was abandoned. The right of way was not surveyed.

**Fitzgerald to Pope City:** This line runs through South Georgia and Heart of Georgia boundaries.

**Gladys to Shaw's Still:** This line runs through South Georgia and Southeast Georgia boundaries.

**Hawkinsville to Worth:** This line runs through South Georgia and Heart of Georgia boundaries.

**Haylow to Statenville:** This line was built in 1910 by the Statenville Railway, at which point it was only partially in operation. In 1912, the line was completed for 14 miles. It was abandoned in 1924. The corridor was not surveyed.

**Lakeland to Naylor:** This line was built in 1904 by the Milltown Air Line Railway. In 1912, the 9.5 miles running between "Milltown" (Lakeland) and Naylor were operated as a private logging road. In 1928, the line was abandoned. In 1929, the line was reopened by the Lakeland, and was then abandoned once more in 1957.

The right of way is still visible in a few places coming out of Lakeland, and then is difficult to trace. There are no other structures on the line that remain. Its short length and the number of road crossings preclude its use as a recreational path.

**Lakeland to Waycross:** This line runs through South Georgia and Southeast Georgia boundaries.

**Moultrie to Valdosta:** This line runs through South Georgia and Southwest Georgia boundaries.

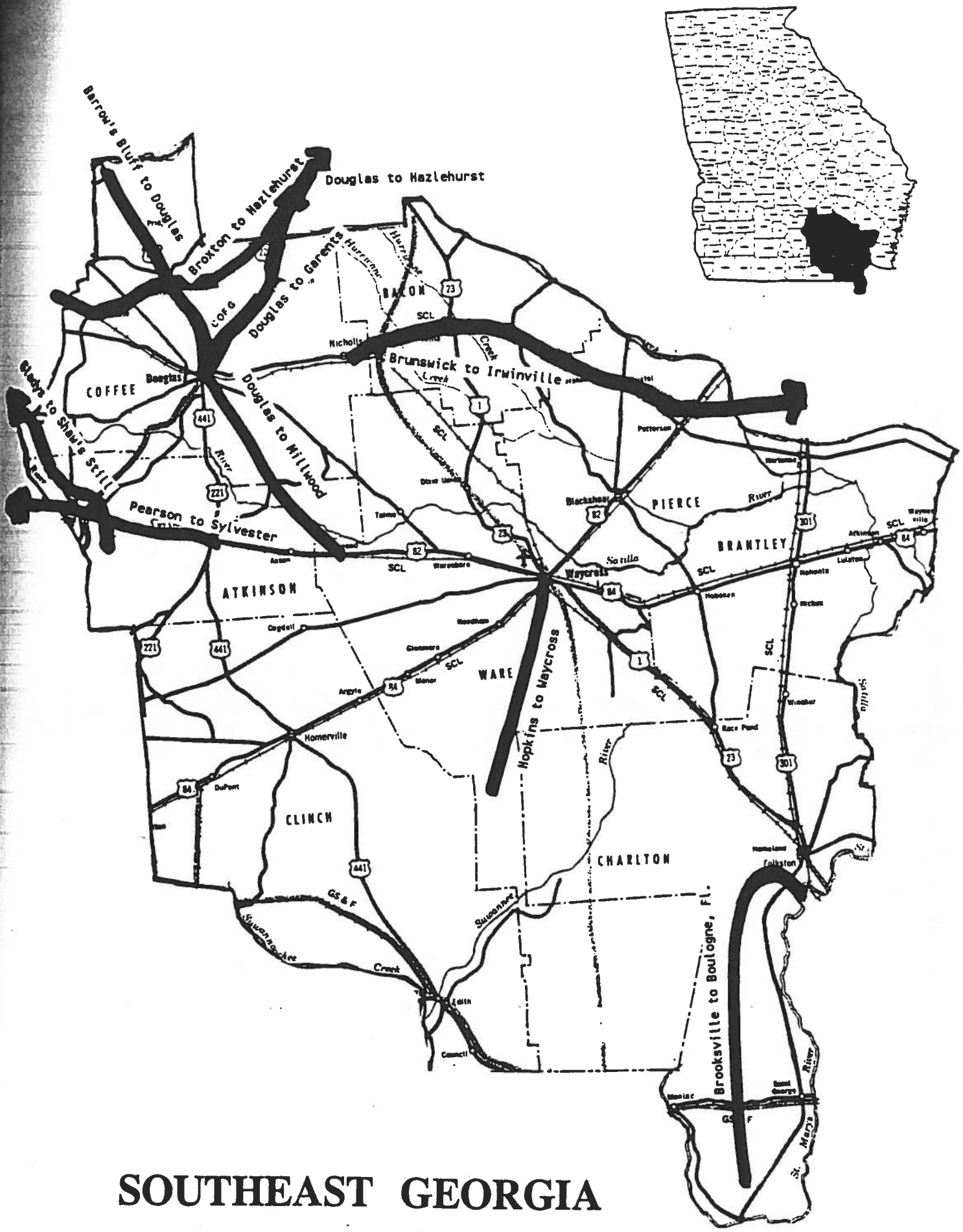
**Nashville to Ocilla:** This line was built from Ocilla to Alapaha in 1910 by the Ocilla Southern Railroad. It is unclear when the line was extended to Nashville. In 1917, the company applied to the Georgia Railroad Commission Authority to build an extension from Perry to Atlanta, and from Nashville to Jacksonville, Florida. The construction never got underway. In 1924, approximately 27 miles between Nashville and Ocilla were abandoned.

There is not much left of this line, but the bed is still visible in a few places. There are no structures which were associated with this railroad apart from the bed.

**Nashville to Sparks:** This line was built in 1901 by the Nashville and Sparks Railroad. In 1907, the company was acquired by the Georgia and Florida Railway. In 1910, the Georgia and Florida constructed 2.5 miles of line from Sparks to Adel to connect with the South Georgia Railway. The 12.2-mile stretch of line between Nashville and Sparks was abandoned in 1967-68.

The right of way has become quite overgrown, and it is missing two trestles. The area is quite scenic, and would make a lovely trail, but it seems as though this particular right of way should not be a priority, as it has no connections to other viable rights of way, and because of the two trestles which would have to be built. There were no other structures located which could have been associated with this rail line.

**Pearson to Sylvester:** This line runs through South Georgia, Southeast Georgia, and Southwest Georgia boundaries.



# SOUTHEAST GEORGIA

## SOUTHEAST GEORGIA

This region has fewer lines running through it than South Georgia, but it does have some rare resources; care should be taken that these are not lost. It does have a nice system of abandoned rights of way, with a clearly distinguishable hub in Douglas.

**Barrow's Bluff to Douglas:** This line was originally built by the Wadley and Mount Vernon Railroad Company in 1904. The line was then acquired by the Douglas, Augusta, and Gulf Railroad in 1906. That same year, the Douglas, Augusta, and Gulf was purchased by the Georgia and Florida. This line was abandoned in pieces over a period of some years; in 1920 the 1.5 miles between Relee and Barrow's Bluff were abandoned. Then in 1950, the 3 miles from Sapp's Still to Relee were abandoned. The remaining portion of the line into Douglas was abandoned in 1958.

There is not much left to be seen of the right of way, even in the towns. The right of way does not follow the road closely, which made it hard to trace. It was barely distinguishable by air; several trestles over small creeks appeared to be missing; it would make a scenic ride to the Altamaha River. There were no other structures located along this right of way.

**Brooksville, Georgia to Boulogne, Florida:** This line was built in 1896 by the St. Mary's, Lake City, and Gulf Railroad, a total of 37 miles of main line. The railroad was built for logging operations which were taking place in the area, although it was a common carrier. The railroad was abandoned in 1900. This line was not surveyed. It is likely that it is no longer intact, given its early date of abandonment, and the fact that a large part of the bed was built through the Okefenokee swamp.

**Broxton to Hazlehurst:** This line runs through Southeast Georgia and Altamaha Georgia Southern boundaries.

**Broxton to Irwinville:** This line runs through Southeast Georgia and South Georgia boundaries.

**Brunswick to Irwinville:** This line runs through Coastal Georgia, Altamaha Georgia Southern, Southeast Georgia, and South Georgia boundaries.

**Douglas to Garents:** This line was built in 1906 as a short-cut from Hazlehurst into Douglas by the Douglas, Augusta, and Gulf Railroad. Around that same time, the Douglas, Augusta, and Gulf was purchased by the Georgia and Florida. In 1983, the Georgia and Florida was absorbed by the Southern Railway; this portion of the line was abandoned around that time.

This line is really a beautiful one, and is located quite far from the roads. This makes it wonderfully scenic, and hard to survey. No intact structures were located during the ground survey apart from the bed which is very distinct. However, there may easily be some intact trestles along this length.

**Douglas to Hazlehurst:** This line runs through Southeast Georgia and Altamaha Georgia Southern RDC boundaries.

**Douglas to Millwood:** This line was built in 1896 between Douglas and McDonald's Mill (approximately 15 miles), at which time it was a private carrier. However, during some period of its history, this railroad did carry passengers. There is some confusion about the date of abandonment, but it was between 1900 and 1904, most probably in 1904. The line was not surveyed.

**Gladys to Shaw's Still:** This line runs through Southeast Georgia and South Georgia boundaries.

**Hopkins to Waycross:** This line was built in 1910 by the Waycross and Southern Railroad Company, which was owned by the Hobard Cypress Company. At this time, it operated between Waycross and Fredel. Between 1910 and 1913 the railroad was extended to Hopkins, a distance of 10 miles. The line ceased operations in 1927 or 1928, at which time it either became a private logging road, or was abandoned. The right of way was not surveyed.

**Pearson to Sylvester:** This line runs through Southeast Georgia, South Georgia, and Southwest Georgia boundaries.

## MULTIPLE REGIONS

This part is arranged somewhat differently to facilitate use. All lines which run through two or more regions are indexed alphabetically, with the names of the regions listed in parentheses after the endpoints of the line.

### **Abbeville to Ocilla (South Georgia and Heart of Georgia):**

This line was built by the Abbeville and Waycross Railroad Company in 1891, at which time it ran from Abbeville to Lulaville. In 1896, the line was extended to Fitzgerald. That same year, the line was sold to the Georgia and Alabama Railroad Company. In 1897, the line was extended to Ocilla, and was sold to Seaboard Air Line in 1900. In 1971, the line from Fitzgerald to Abbeville was abandoned. Seaboard Air Line merged with CSX Transportation in 1980. In 1990, much of the line from Ocilla to Fitzgerald was abandoned. There is a spur line running south from Fitzgerald which remains active. This line was not surveyed.

### **Albany to Cordele (Middle Flint and Southwest Georgia):**

This line was built by the Albany, Florida, and Northern Railway in 1891. In 1895, the line was transferred to the Albany and Northern, and in 1910, the line was bought by the Georgia, Southwestern, and Gulf. The line was then bought by the Georgia Northern Railway in 1939, which was taken over by Southern Railway in the 1960s. The line was then abandoned in 1977.

The right of way was almost obliterated in some places on the southern portion, but it did have a bridge on it which needs some repair. One trestle was intact, and three were dismantled; one other bridge was intact, but the approaches to it had been removed. There were a few towns along it which exhibited the typical railroad town configuration (Warwick, for example). The trestle which crossed Lake Blackshear was burned by arson a few years ago, so another large trestle has been lost. The line is then fairly clear going into Cordele. The bed is currently used as a dirt road through a subdivision just west of the Flint River, and is no longer intact over that length.

### **Ashburn to Bridgeboro (Southwest Georgia and South Georgia):**

This line was built by the Gulf Line Railway, date unknown. The line was bought by the Georgia, Ashburn, Sylvester, and Camilla Railroad Company in 1922. In 1927, the line was bought by the Georgia Northern, and the line was then abandoned in 1982.

This right of way is still quite evident, and can be easily spotted in several places. It can be seen in all the towns it goes through, although in some places between Sylvester and Ashburn, it has been obliterated in fields. This right of way is quite lovely, although its accompanying structures have been removed, or have deteriorated. There is a depot in Sylvester

which may have served this line as well as the east-west line which ran from Albany to Waycross (currently Sylvester to Pearson is abandoned).

**Brewton to Metter** (Oconee, Altamaha Georgia Southern, Central Savannah River, and Heart of Georgia):

This line was built by the Macon and Atlantic in 1891. It was then acquired under foreclosure by the Atlantic Short Line in 1892. In 1897, it changed hands once again, and became the Bruton and Pineora Railway. In 1898, the line was bought by the Central of Georgia Railroad, and was abandoned in 1938. This line was not surveyed.

**Broxton to Irwinville** (South Georgia and Southeast Georgia):

The right of way for this line was put together piecemeal by several different companies. In 1906, the Ocilla and Valdosta completed construction from Ocilla to Broxton. In 1908, the Broxton, Hazlehurst, and Savannah Railroad purchased the Ocilla and Valdosta. In that same year, the Fitzgerald, Ocilla, and Broxton Railroad was formed, and took ownership of the line. The line between Ocilla and Irwinville was reportedly leased from the AB&A. In 1915, the line from Osierfield to Broxton was sold for dismantling. In 1916, all operations ceased. We were unable to find the right of way by air.

**Brunswick to Collins** (Coastal Georgia and Altamaha Georgia Southern):

This line was consolidated by the Georgia, Coast and Piedmont Railroad Company from part of the Darien and Western Railroad (Darien to Ludowici, 1904, and Bellville to Crescent, 1904), the Collins and Reidsville Railroad (Collins to Reidsville, 1906), and the Reidsville and Southeastern Railroad (Ludowici to Reidsville, 1905, and Hilton Junction to Foxtown, 1905). The consolidation occurred in 1906. The main line was completed in 1906 and went from Darien to Collins. In 1914 the Georgia Coast and Piedmont extended the line from Darien to Brunswick. In 1915, the company went into receivership; in 1919, the road was sold into private ownership. At this time, Brunswick to Glennville was abandoned. The portion of the line which remained active became the Collins and Ludowici Railroad, which became the Collins and Glennville in 1921. It operated the 23 miles of track until 1941, when it was abandoned. The portion of the line abandoned in 1941 was not surveyed from the ground, and we were unable to find it by air. There is not that much left of the railroad extending from Brunswick, although there are several towns along the right of way which are evidently "railroad towns", based on their construction. This roadbed has possibilities because of its location (it crosses the Riceboro to Seals right of way in Townsend), but it is likely that the right of way has been chopped into small parcels of private ownership. No railroad structures were located during the aerial survey.

**Brunswick to Irwinville:** (Coastal Georgia, Southeast

Georgia, and South Georgia)

This line was built piecemeal by several different companies. In 1900, The Offerman and Western built the line between Offerman and Nichols. In that same year, a line between Ocilla and Irwinville was built by the Ocilla and Irwinville Railroad. In the same year (1900), the Brunswick and Birmingham built a line between Brunswick and Offerman. In 1902, the Brunswick and Birmingham acquired the Offerman and Western, giving the company a road from Brunswick to Nichols. In 1903, the Brunswick and Birmingham built several extensions. A line from Bushnell to Ocilla was built, as well as an extension between Irwinville and the Alapaha River. The Ocilla and Irwinville was acquired in that same year, giving the Brunswick and Birmingham a rail line from Brunswick to the Alapaha River. In 1904, the Brunswick and Birmingham was acquired by the Atlantic and Birmingham Railway, which was acquired by the Atlanta, Birmingham, and Atlantic Railroad in 1905. In 1915, the company became the Atlanta, Birmingham, and Atlantic Railway. The line from Ocilla to the Alapaha River was abandoned around 1917. The remainder of the line was transferred to the Atlanta, Birmingham, and Coast in 1926, which was sold to the Atlantic Coast line in 1946. In 1953, the line from Brunswick to Alma was abandoned, and in 1986, the line from Alma to Sessoms was abandoned. The remaining portion of the line is active as of this writing.

The line from Ocilla to the Alapaha River is no longer visible by air. The right of way from Brunswick to Alma is no longer distinguishable. The short stretch of line from Alma to Sessoms is still intact, however. There were no railroad structures located during the aerial survey.

**Collins to Wadley (Central Savannah River and Altamaha Georgia Southern):**

This line was built between Collins and Stillmore by the Stillmore Air Line Railway in 1892. In 1896, the road was opened to Swainsboro, and was extended to Dekle in 1898. In 1901, an extension was built to Wadley. In 1906, the Stillmore Air Line was combined with the Wadley and Mount Vernon to form the Wadley Southern Railway, which was in fact owned by the Central of Georgia Railway. In 1929, the line between Collins and Swainsboro was abandoned. In 1964, the line between Swainsboro and Wadley was abandoned. This line was not surveyed.

**Columbus to Rover: (McIntosh Trail, Chattahoochee-Flint, and Lower Chattahoochee)**

This line was built in 1887 by the Georgia, Midland and Gulf Railroad Company. It was then transferred to the Georgia Midland Railway Company in 1896. The line was operated under lease to Southern Railway, and was abandoned in 1988.

The line is a very scenic one, recently abandoned. The rails are still on the bed in a few places, although Norfolk Southern has removed the majority of them. There are some efforts being made to convert a stretch of the line to a scenic railroad, which would only be ten to twenty miles long. The rest



of the right of way is in prime condition to be converted to a rail-trail, and the two uses (scenic railroad and rail-trail) would be mutually beneficial. There are approximately thirty trestles along this route, as well as two bridges. There is a railroad overpass (two railroads crossing), and there is one trestle out. There are also three depots scattered along the corridor, in Concord, Warm Springs, and Molina. Some of the cuts are extremely deep; one of these was at one time a tunnel which was later blasted open to accommodate the need for higher clearance.

**Coolidge to Fitzgerald (Southwest Georgia and South Georgia):**

This line was originally built by two different companies. Tifton to Fitzgerald was built by the Tifton and Northeastern in 1896, and the stretch between Tifton and Coolidge was built by the Tifton, Thomasville, and Gulf Railroad in 1900. Both of these shorter lines were bought by the Atlantic and Birmingham Railway in 1903, which was then sold to the Atlanta, Birmingham, and Atlantic Railroad under foreclosure in 1905. The Atlanta, Birmingham, and Atlantic Railroad was then transferred to the Atlanta, Birmingham, and Atlantic Railway in 1915. It was sold once more to the Atlanta, Birmingham, and Coast in 1926, which was taken over by the Atlantic Coast Line in 1946. The line between Fitzgerald and Moultrie was abandoned in 1960, and the stretch between Moultrie and Coolidge was abandoned in 1990.

The right of way between Fitzgerald and Tifton is still easily visible, although it has been built over in a few places. The right of way has pretty much been lost to private ownership, according to the tax maps. No structures were located on the stretch between Fitzgerald and Tifton. There is a trestle just south of Tifton which is out, and two intact bridges; no other intact structures were located between Tifton and Moultrie. Going south from Moultrie, however, is a completely different story. The line has been recently abandoned, so there are still rails on it, and all three trestles are intact, as well as an unusual-brick depot in Moultrie which still has accurate freight scales in the freight room. The city of Moultrie decided recently to purchase the portion of the right of way which lies in Colquitt County, but it has not yet been decided to what use the corridor will be put. This line is an excellent candidate for rail-trail conversion.

**Cuyler to Statesboro (Altamaha Georgia Southern and Coastal Georgia):**

This line was built in 1894 by the Cuyler and Woodburn Railroad, which ran between Cuyler and Woodburn. The company went into receivership almost immediately. In 1897, the line became the Savannah and Statesboro Railway, at which time the line extended between Cuyler and Wellwood. The extension from Woodburn to Statesboro was completed in 1899, bringing the distance to 19.5 miles. The line was abandoned in 1933.

There is not much left of the railroad bed which could be found without extensive archaeological and deed work. There are

no freestanding railroad related structures located along the line. It does have some potential as a rail-trail due to its connection into Savannah, a city which has a large tourism industry.

**Dawson to Richland (Middle Flint and Southwest Georgia):**

This line was built in 1890 by the Columbus and Southern Railway. It was bought by the Georgia and Alabama Railroad Company in 1896; this company was then transferred to the Seaboard Air Line in 1900. The line was abandoned in 1981, soon after Seaboard merged with CSX Transportation.

The bed of this rail line was still fairly evident. There were some places where it was obliterated, but overall, the right of way seemed to be in good repair. There is a historic depot in Parrott, a town which appears to be a good candidate for rehabilitation. The town has a number of historic storefronts which are presently empty. There is also an intact trestle; no other railroad structures were noted during the ground and aerial surveys.

**Douglas to Hazlehurst (Altamaha Georgia Southern and Southeast Georgia):**

This line was built in 1906 as a short cut into Hazlehurst from Douglas by the Douglas, Augusta, and Gulf Railway Company, which was absorbed into the Georgia and Florida that same year. The Georgia and Florida was absorbed by the Southern system in 1983, at which time the line was abandoned.

The right of way has been abandoned relatively recently, and is still evident. There are seven trestles out along its length, and no structures were noted during the aerial survey. This right of way is a good candidate for rail-trail conversion, except for the lack of trestles.

**Dupont to Florida Line (South Georgia and Southeast Georgia):**

This line was built by the Atlantic and Gulf Railroad in 1865. It was then sold to the Savannah, Florida, and Western in 1879. The line was sold to the Atlantic Coast Line in 1902, which operated the line (Atlantic Coast Line merged with CSX Transportation) until 1988, when it was abandoned.

The right of way is still very evident, and has several smaller bridges and trestles along it. Also, about 100 yards from its connection with the active east-west line, there is an abandoned water tower on the active line. This is the only existing water tower of which I have knowledge in the state. It should be determined if, in fact, it is the only one left, and if so, active efforts should be made to preserve it, or to document the structure before it deteriorates further. It is already missing the tank, which was probably removed for safety reasons. The right of way is really quite pretty, but it is located in a fairly remote part of the state, which does not bode well for its success as a rail-trail. The line is actually abandoned into Florida, so there may be the possibility of connecting with rail-trails in the state of Florida. There is a non-historic depot in

dupont on the active line. There was also at least one non-historic concrete trestle located along the railroad bed. No other structures were located during the ground survey.

**Elberton to Washington (Northeast Georgia and Central Savannah River):**

This line was built in 1912 by the Elberton and Eastern Railroad, and ran between Elberton and Tignall. In 1918, an extension was completed to Washington. The line was abandoned in 1933.

There is not much left of the right of way. There are some traces of it in Washington, as well as some trestle pilings in the Broad River. However, apart from that and the occasional embankment, there is not much left of the right of way; no other structures were documented. There has been a good deal of disturbance due to Elberton's growth, the addition of an airport in Washington, and private landowners' disturbance of the right of way for fill material.

**Fitzgerald to Rochelle (Heart of Georgia and South Georgia):**  
The line which ran between Rochelle and Fitzgerald was built by the Ocilla Southern Railroad in 1914. It was then extended to Pope City (See Heart of Georgia description) for a connection with the Hawkinsville and Florida Southern (at that time, the Gulf Line Railway) line which made a connection to Hawkinsville. The line was abandoned in 1923.

There is not much left of this railroad, particularly in Rochelle. The right of way is visible in a few places, most notably in Pope City, where the connection of the two railroads can be seen. There were no other railroad structures noted during the ground survey, although a local source stated that there had at one time been a trestle just outside of Pope City.

**Gladys to Shaw's Still (South Georgia and Southeast Georgia):**

In 1901, the Ocilla, Pinebloom, and Valdosta Railway completed the line from Lax to Garretts, at which time it was a private logging road. In 1906, a large portion of the company was sold to the Douglas, Augusta, and Gulf, which was controlled by the Georgia and Florida. It is unclear exactly which portions of the line were acquired at this time. However, after these transactions were completed, the Ocilla, Pinebloom, and Valdosta still owned the line from Lax to Pinebloom. In 1910, the company's name changed to the Ocilla, Pinebloom, and Valdosta Railroad. In 1915, the line was taken over by the Henderson Lumber Company, at which time the corridor extended from Gladys to Shaw's Still. In 1919, the line was reported abandoned. We were unable to find this line by air.

**Griffin to McDonough: (Atlanta Regional Commission, and Chattahoochee Flint and McIntosh Trail)**

This line was built by the Georgia, Midland, and Gulf Railroad Company in 1887. In 1896, the railroad was bought under foreclosure, and became the Georgia Midland Railway Company. The

line was leased to Southern Railroad for a period of 99 years, but was abandoned in 1979 before the lease had expired.

This line is in an excellent location for a rail-trail, as it is near a number of towns, including the cities of Atlanta and Griffin. There was one trestle located along the right of way. In some places, there was still track down; service has been discontinued, but it is possible that official abandonment has not yet occurred.

**Griffin to Senoia (Chattahoochee-Flint and McIntosh Trail):**

This line was built by the Savannah, Griffin, and North Alabama Railroad. Construction began in 1870, and was completed by 1872. The line was operated for the first year by the Macon and Western, which was controlled by the Central of Georgia. In 1890, the Savannah, Griffin, and North Alabama was taken over by the Savannah and Western, a subsidiary of the Central of Georgia. In 1894, the Savannah and Western was merged with the Central of Georgia, and the line was operated until abandonment in 1989.

Until recently, the line was used for boxcar storage along a good portion of its length. The corridor is a scenic one, which is wooded and crosses several streams of varying size. There are four smaller trestles along it which appear to be historic, and seem to be in good condition. There is one overpass over a highway.

**Hawkinsville to Perry (Middle Georgia and Heart of Georgia):**

This line was completed in 1914 by the Hawkinsville and Western Railway. In 1918, the line was leased to the Ocilla Southern Railroad. In 1920, the Ocilla Southern went bankrupt, and the line was dismantled that same year. We were unable to find the corridor line from the air.

**Hawkinsville to Worth (Heart of Georgia and South Georgia):**

This line was built between Worth and Green in 1898 by the Hawkinsville and Florida Southern. It was extended to Hawkinsville in 1901, and was then acquired by the Gulf Line Railway in 1909. The line was abandoned in 1921.

There is a surprising amount of this line which was still visible. There is a depot in Amboy which is currently being used as a fertilizer shed. It is an excellent example of a depot which was commonly built by the small short line companies during this time. The depot was moved from the right of way, but is still located quite near the original right of way. Further north, there is a large embankment which is still very much in evidence as well. No other railroad structures were located. The right of way itself has been obliterated through much of its length. It is now used as a dirt road, a paved road, and as part of individual landowners' fields. Although so much of the right of way has been destroyed, it demonstrates the life span of a railroad bed, when left untouched. This right of way was abandoned 70 years ago, and in the places that it has remained undisturbed, it is still quite evident.

**Hepzibah to Midville:** (Altamaha Georgia Southern, Central Savannah River, and Heart of Georgia)

This line was built in a piecemeal fashion. In 1884, the portion between Hepzibah and Keysville was built as part of another line by the Augusta, Gibson, and Sandersville Railroad Company. In 1893, the company was reorganized as the Augusta and Southern Railroad. In 1897, the Augusta Southern was leased by the South Carolina and Georgia Railroad Company to perpetuity. In 1901, the lease was terminated, and the Augusta Southern fell under control of the Southern Railway. In 1906, trackage rights over the line were granted to the Georgia and Florida. The line from Midville to Swainsboro was originally built by the Augusta and Florida Railroad (date unknown). In 1906, this line was acquired by the Georgia and Florida, and an extension was built to Normantown. In that same year, a line from Keysville to Midville was built by the Georgia and Florida, creating a line from Normantown to Hepzibah, with trackage rights into Augusta. In 1963, the Georgia and Florida was acquired by the Southern Railway, and this line was abandoned piece by piece. In 1966, the section between Midville and Gough, and the portion between Torbit and Hepzibah were abandoned. The short section from Torbit and Gough was abandoned in 1986.

Portions of this right of way are still visible, and there are some terra cotta drainage pipes remaining in the bed. The entire right of way is in an excellent location (near Augusta) for a high-use corridor, which increases the desirability of rail-trail conversion. There was a hotel which had been built adjacent to the railroad right of way, evidently to accommodate passengers. However, it is currently dilapidated beyond rehabilitation. It is unknown whether the building was constructed by the railroad or as a private enterprise. No other structures were located during the ground survey of the right of way.

**Keysville to Sandersville** (Oconee and Central Savannah River):

The line which ran from Augusta to Sandersville was built by the Augusta, Gibson, and Sandersville Railroad Company in 1886. The Augusta, Gibson, and Sandersville Railroad went into receivership in 1893, and was reorganized as the Augusta and Southern Railroad. In 1897, the Augusta Southern was leased to the South Carolina and Georgia Railroad Company as a permanent lease, but in 1901, the lease was terminated, and the Augusta and Southern fell under control of the Southern Railway. In 1917, the Georgia and Florida Railroad Company bought the line. In 1934, the line between Keysville and Sandersville was abandoned. This line was not surveyed.

**LaGrange to Sofkee:** (McIntosh Trail, Chattahoochee-Flint, and Middle Georgia)

This line was built by the Macon and Birmingham Railroad in 1891. It was bought by the Georgia, Southern, and Florida in 1895, and was later abandoned in 1923.

There is not much left of this right of way at all; only a very few parts of it were recognizable from the air. There are still some trestle pilings over the Flint River which are associated with this railroad, and a triangle in Yatesville, where the line connected with the Roberta to Williamson line, but the rest of the right of way is no longer intact. In Thomaston, it appeared from the air as though there may be some tool houses on the right of way, as well as a passenger (or combination) depot; there was also an intact trestle just outside of Thomaston. However, there were no structures located on any other portions of the line.

**Lakeland to Waycross (South Georgia and Southeast Georgia):**

In 1912, the Waycross and Western Railroad was formed to take over a tram road. In 1914, there was a line in operation from Waycross to Milltown (Lakeland). The Waycross and Western was reorganized in 1919, but did not change name. In 1921, the line between Cogdell and Lakeland was abandoned, and in 1925, the line between Cogdell and Waycross was abandoned. This line was not surveyed.

**Lyons to Oak Park:** The line between Selma and Lyons was built in 1904 by the Garbutt and Donovan Shortline Railway. In 1910, it was extended to Oak Park. It was abandoned in 1911. This line was not surveyed.

**Macon to Milledgeville (Middle Georgia and Oconee):**

This line was built in 1873 by the Macon and Augusta Railroad. It was bought in 1878 by the Georgia Railroad, and was then abandoned in 1984.

This line still has quite a bit of potential, but one portion of the line runs through an area which is currently being quarried. If a rail-trail were made in the area, it could deviate from the old railroad bed for that particular stretch of the old right of way; however, if there is a lot of blasting going on, it would be a mark against the potential for a rail-trail on this line. There were some fences along the right of way, indicating private property, so the title for the entire corridor appears to be lost. There was one trestle on the right of way, three bridges, and three buildings which were situated together on the right of way. Also, there was a railroad overpass which crossed a highway.

**Moultrie to Valdosta (Southwest Georgia and South Georgia):**

This line was built by the Valdosta, Moultrie, and Western Railroad in 1910. It was subsequently bought by the Valdosta, Moultrie, and Western Railway in 1917, and then abandoned in 1921. This line was not surveyed.

**Pearson to Sylvester: (Southwest Georgia, South Georgia, and Southeast Georgia)**

This line was built by the Brunswick and Albany Railroad Company in 1870. In 1882, the line was transferred to the Brunswick and Western Railroad. It was bought by the Savannah,

Florida, and Western in 1893, which was then purchased by the Atlantic Coast Line Railroad in 1902. In 1985, this line was abandoned.

This right of way has excellent rail-trail potential. Recently abandoned, the corridor is largely intact. However, there is a huge trestle over Little River which was ripped out for liability reasons when the railroad company left. This might be a major obstacle to converting the line. Its length, location, and the fact that it is quite intact warrant further study for rail-trail conversion. The line is not far from Albany and is crossed in Tifton by I-75. There are approximately sixteen trestles out which could be worked around fairly easily, and the bed has been disturbed in a few places for gravel, fill, or to discourage the use of all-terrain vehicles along the corridor. A historic depot remains on the line in Alapaha.

**Powder Springs to Rockmart (Coosa Valley and Atlanta Regional Commission):**

This line was constructed in 1906 by the Atlanta and Birmingham Air Line, a company which was owned by the Seaboard Air Line, and was absorbed into that company upon completion of the line. This line was abandoned in 1988, after the 1980 takeover by CSX Transportation.

This is really a pretty line, and is an excellent candidate for rail-trail conversion. It is close to Atlanta, recently abandoned, and is still fairly isolated. There is a tunnel on this line as well as several trestles; the right of way passes by some historic sites, including the Concord covered bridge and the Woolen Mills. The trestles include two which cross a road, one which crosses a railroad, a few non-historic concrete trestles, and one trestle which has been dismantled outside of Hiram. GRITS is presently working on creating a one-mile demonstration trail along this right of way.

**Roberta to Williamson (McIntosh Trail and Middle Georgia):**

This line was built in 1888 by the Atlanta and Florida Railroad Company. (This line was the southern portion of the line from Williamson to Roseland.) In 1894, the Southern Railway acquired the company, and in 1977, this portion of the line was abandoned.

This right of way is still evident, and boasts 2 depots built in a standard style along the right of way. They are located in Yatesville and Zebulon, and are quite unusual. The Lions Club in Zebulon is rehabilitating their depot. The Yatesville depot seems to be structurally sound, but needs rehabilitation. There is also a non-historic concrete block depot in Roberta. Three large trestles are still intact, and there is a triangle still evident in Yatesville where the Sofkee-LaGrange line connected with the Roberta-Williamson line. The bed itself is still in fairly good condition, although parts of the right of way are overgrown. It has good potential as a rail-trail.

Rockledge to Wadley: (Oconee, Central Savannah River, and Heart of Georgia)

A line running between Wadley and Richville was built by the Wadley and Mt. Vernon Railroad in 1889, and was originally a private logging road. In 1902, the line was completed to Rockledge. In 1906, the Wadley and Mount Vernon and the Stillmore Air Line were combined to form the Wadley Southern. The Wadley Southern was owned by the Central of Georgia. In 1928, the line between Kite and Rockledge was abandoned. In 1964, Wadley to Kite was abandoned (almost immediately after the takeover by the Southern System). This line was not surveyed.

Roseland to Williamson (Atlanta Regional Commission and McIntosh Trail):

This line was built by the Atlanta and Florida Railroad Company in 1888. The company was acquired by the Southern Railway in 1894. In 1939, the portion of track which ran between Roseland and Williamson was abandoned.

This portion of the railroad has been almost completely obliterated. The Atlanta Airport has paved over the northern end of it, and there are no signs of structures along this portion of the track based on our aerial survey. There were two trestles out; in Fayetteville, a structure was noted which might have been a depot, but appeared to be non-historic from the air. The right of way has been lost to development.

Statesboro to Steven's Crossing (Central Savannah River and Altamaha Georgia Southern):

This line was built between Statesboro and Garfield by the Savannah, Augusta, and Northern Railway in 1908. In 1908, the grading was completed from Garfield to Louisville, but rail was never laid. In 1909, the company went into receivership, and was sold in 1910. The line was completed through to Steven's Crossing at that time. In 1911, operation of the Savannah, Augusta, and Northern was taken over by the Savannah and Statesboro Railway Company. In 1916, the Savannah, Augusta, and Northern was taken over by the Midland Railway Company; in 1922, the Midland Railway went into receivership. In 1924, the Midland Railway was reorganized as the Statesboro Northern Railway, and the line was leased to the Georgia and Florida. The line was abandoned in 1950. This corridor was surveyed from the air, and the only structure located was a large embankment just outside of Portal which originally led up to a trestle (no longer extant).



## STRUCTURES

I have already mentioned the various structures that can be found along railroad rights of way, but have not really described them in any kind of detail. I have therefore devoted this section to generalizing about the various types of structures which can be found on Georgia's abandoned lines, along with diagrams of these structures.

### **Railroad Bed**

Traditionally, this has not been considered a structure. However, it should be considered both a structure and an archaeological site, and is the single most character-defining feature of a historic railroad. A railroad bed will last for many years if left alone because of the construction techniques, which allowed for adequate drainage, and because the railroad traffic compacts the earth such that the bed becomes very hard and resistant to deterioration. Too often, parts of a historic railroad bed are destroyed for use as fill dirt. The different types of components which can make up the length of a railroad bed are described below.

**Dams:** Dams were formed by the addition of fill to a body of water, forming a continuous strip of earth across the water. This construction technique used to cross large areas of standing water was used quite a bit in the southeast corner of the state. Obviously, a dam was only appropriate when the water was not flowing (i.e., in wetlands). Dams were also used in combination with trestles on stretches of rivers which had fairly slow currents.

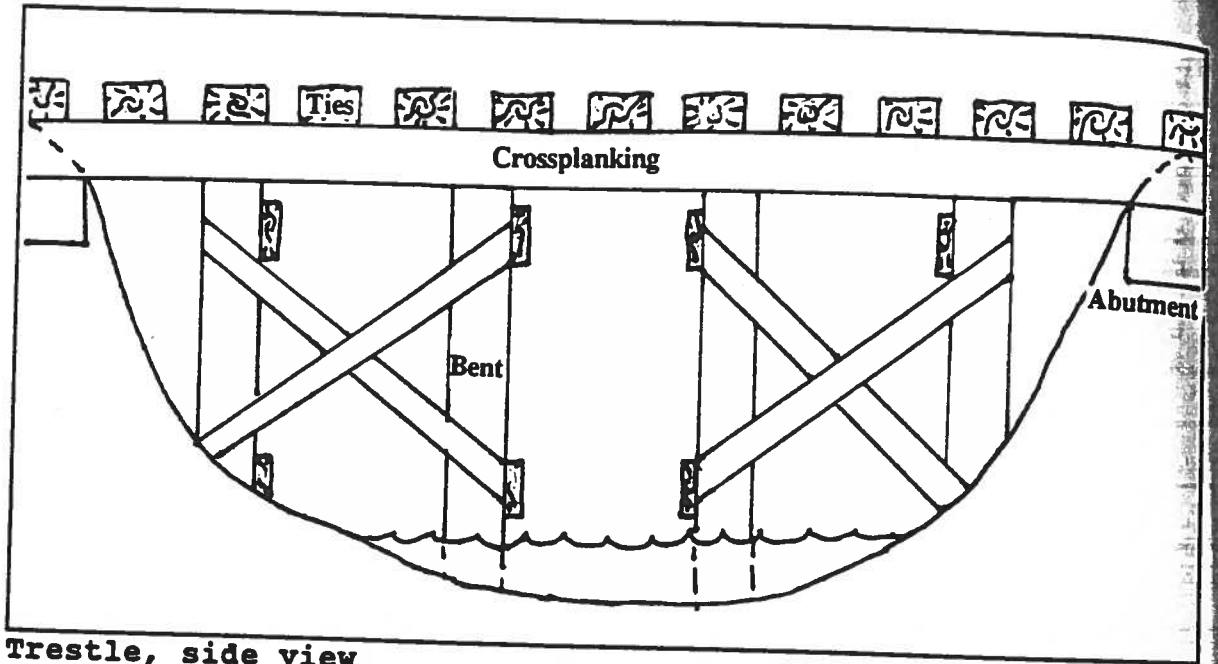
**Cuts:** Cuts were used mostly in the mountainous regions of the state, and were formed by literally cutting out earth and (usually) rock to form a gorge. Either one or both sides could be cut. These become even more impressive when it is remembered that while some of the roads built later had the benefit of dynamite, the earlier cuts were all made by hand.

**Embankments:** Embankments were generally used to connect the bed to a trestle. An embankment was formed by packing a great deal of earth into a mound, forming a wedge in relation to the bank. It was usually necessary to have an embankment on each side of a trestle.

**Fill:** This is a term I use to describe an embankment which is used without a trestle, and is made by packing a good deal of earth into the right of way to form a level grade. These are found all over the state to a greater or lesser extent, and range from small to extremely large (150 yards, or more long, and 4-5 feet high).

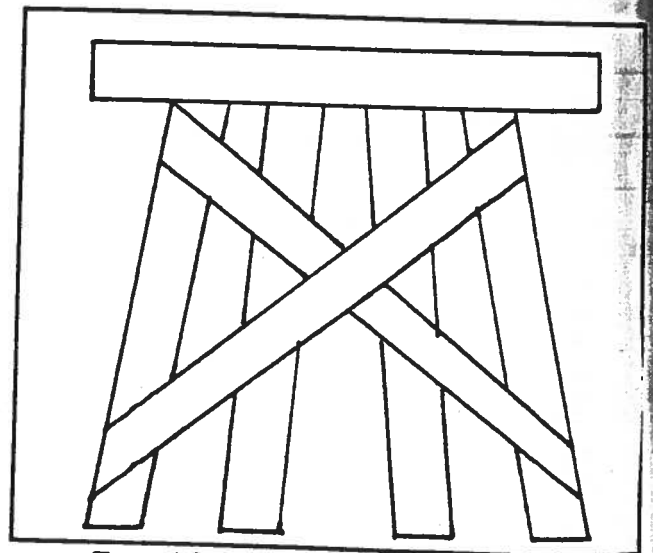
## Trestles

There are several different types of trestle construction which can be found in the state of Georgia. Older trestles are made of wood, and are called timber bent trestles. The "bent" is the support for the crossplanking. These trestles were built commonly from the 1830s to the 1940s, and are still used today. Treated timber became prevalent after World War I. The general form of a trestle simply looks like the diagram below:

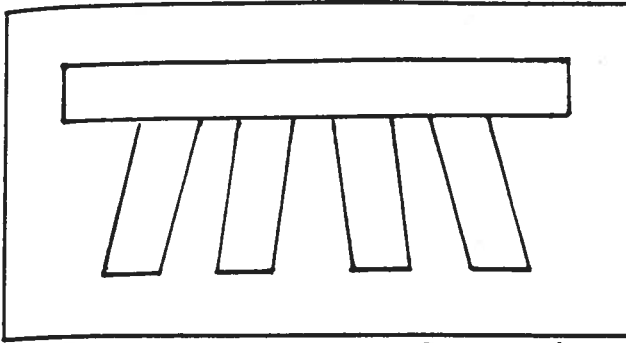


Trestle, side view

However, there are several different ways to make the bent. The most common type looks like the diagram on the next page. These bents can be medium to large, and can be extremely high. For this reason, they are very useful.



Trestle bent, front view



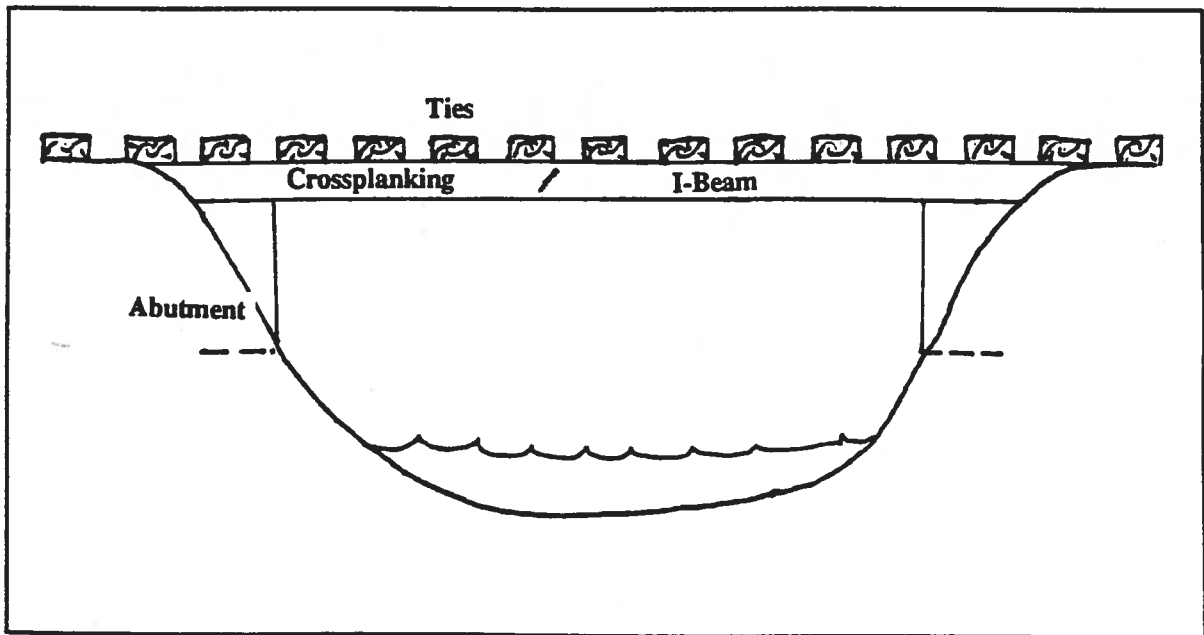
Small trestle bent, front view

For smaller trestles, the bent can be somewhat different. For small crossings, bridges were generally used, and so these smaller trestles are not as common as the larger ones, or as common as the smaller bridges. However, these trestles came in very handy when crossing a marshy patch of ground which could not support

a bridge very well.

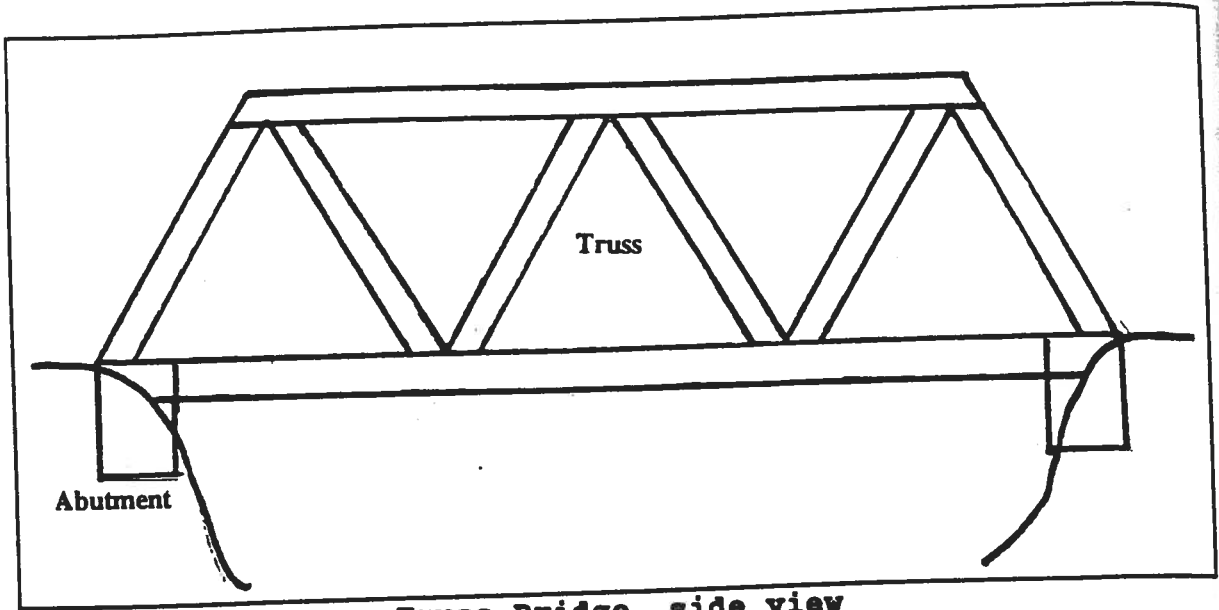
### Bridges

People usually think of a huge, steel bridge when they hear this word. As a matter of fact, most of the bridges used throughout the state are small. They generally consist of no more than an embankment, supports at either end, and crossplanking. The I-beam bridge is built in a similar manner, using iron I-beams to span the distance. They generally look something like the following. I-beam bridges came into use in the late 1800s, and were used more often as steel became more readily available during the early decades of the twentieth century.

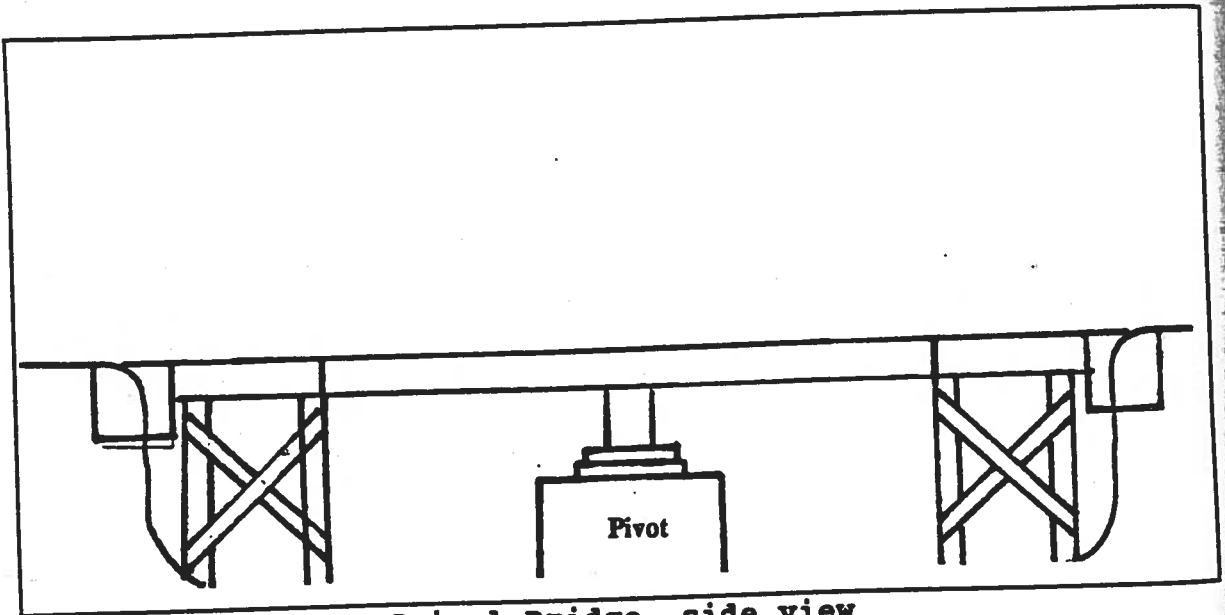


Bridge, side view

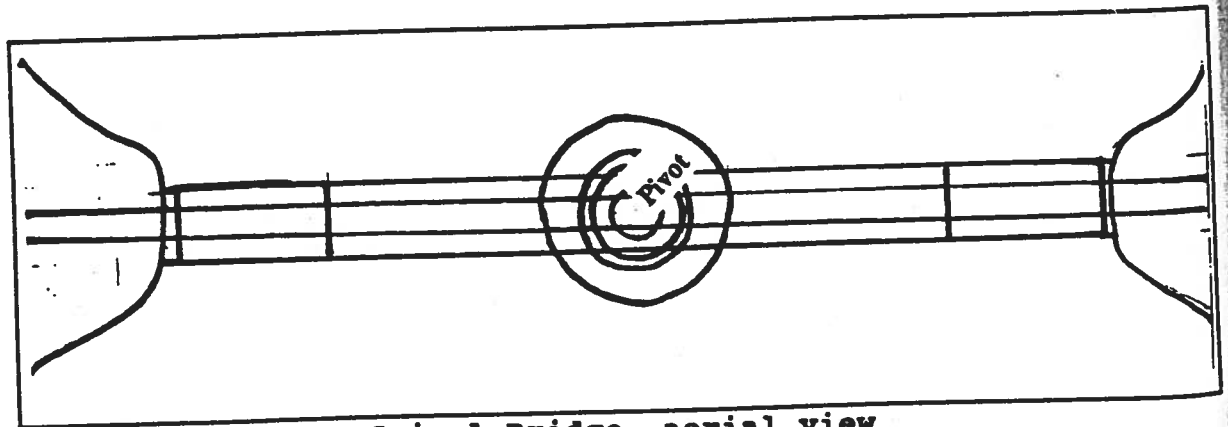
There are two other types of bridges which were used with any regularity. They are the truss bridge, and the type that rotates. Swivel bridges are quite rare in the state; I only know of three on abandoned lines. Truss bridges are somewhat less rare, and were commonly built starting in the 1880s. Various diagrams of these are shown below:



Truss Bridge, side view



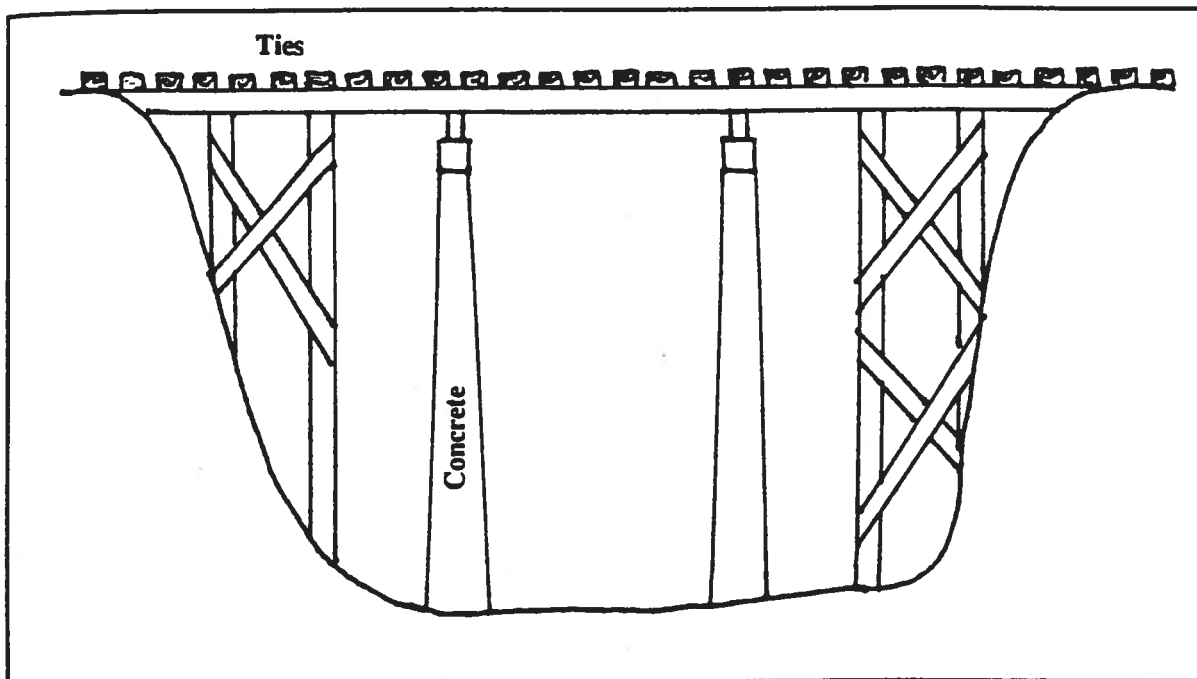
Swivel Bridge, side view



Swivel Bridge, aerial view

## Combination trestle/bridge

Sometimes, a combination of a bridge and a trestle was used. The bridge supports were made of stone or concrete, and the trestle portion was made of wood. A side view of this is shown in the diagram.

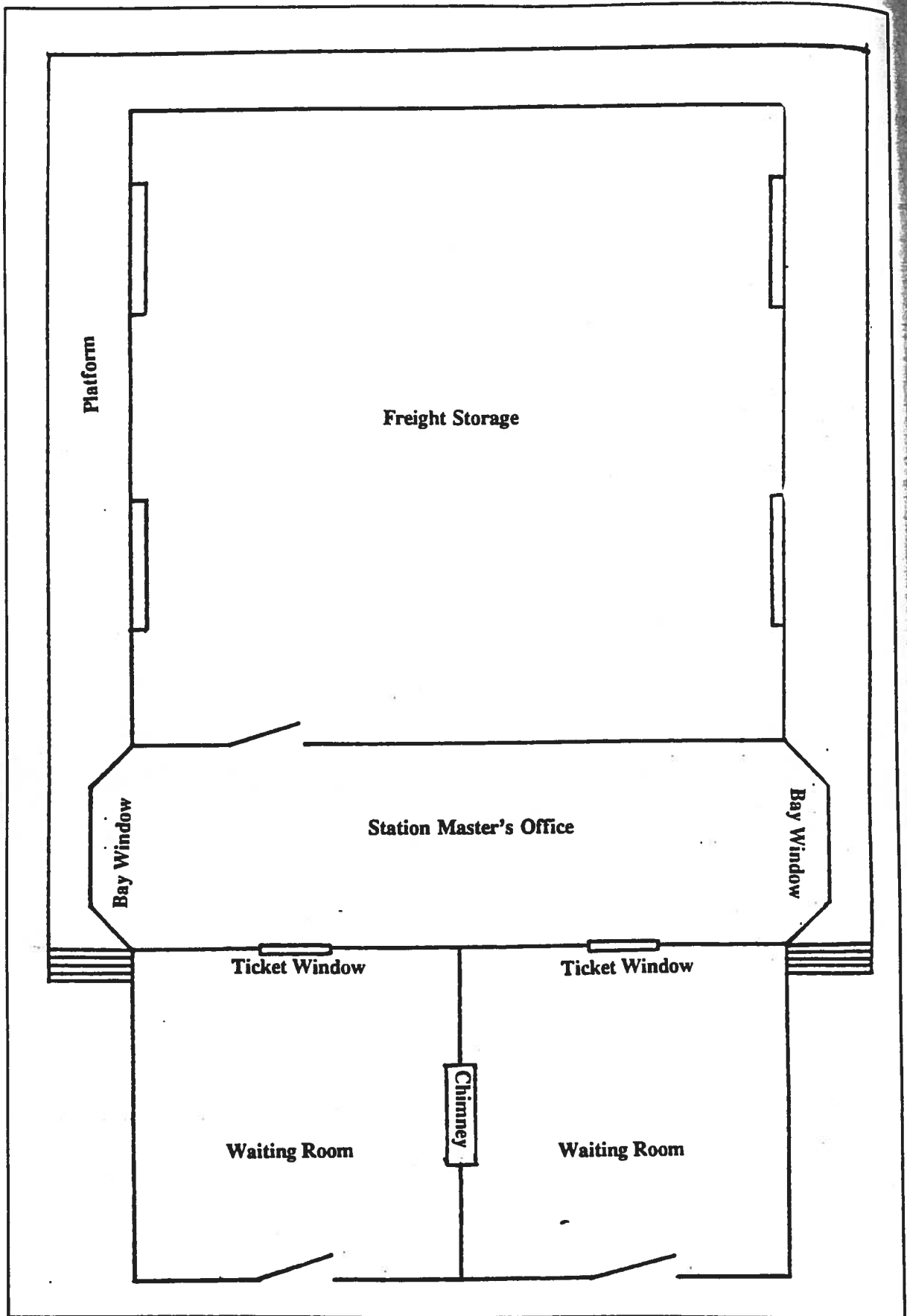


Combination Trestle-Bridge

## Depots

Depots often had distinctive exteriors based on the railway company which built the line. However, the floor plan very much followed the dictates of "form follows function". A combination depot (one which housed both passengers and freight) often had a floor plan as shown on the following page.

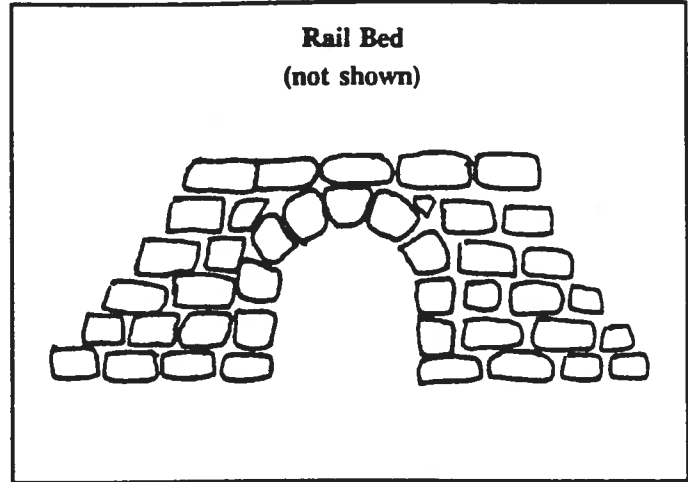
Combination depots were the most commonly used type of depot. There were variations, including just freight or just passenger depots, but I came across no historic depots along abandoned lines which were for either just freight or just passenger service. There were some two story depots which were used to house the station master, but the floor plans in the upper story were not distinctive. Usually, the second floor did not cover the freight platform, but went above the passenger waiting rooms and the ticket office. Umbrella sheds were occasionally used as shelter for passengers. These are merely covered platforms, not enclosed with any type of wall. However, I have seen none of these on abandoned lines in the state.



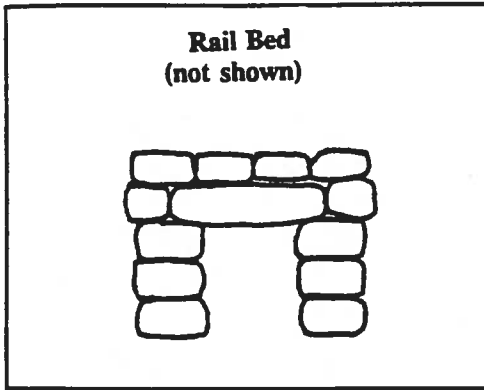
Combination Depot Floor Plan

## culverts

Culverts were originally made of indigenous materials, commonly of stone blocks. They were built in a variety of shapes and sizes, and were used for drainage purposes. A few of the styles seen on abandoned lines are shown.



Arch Culvert

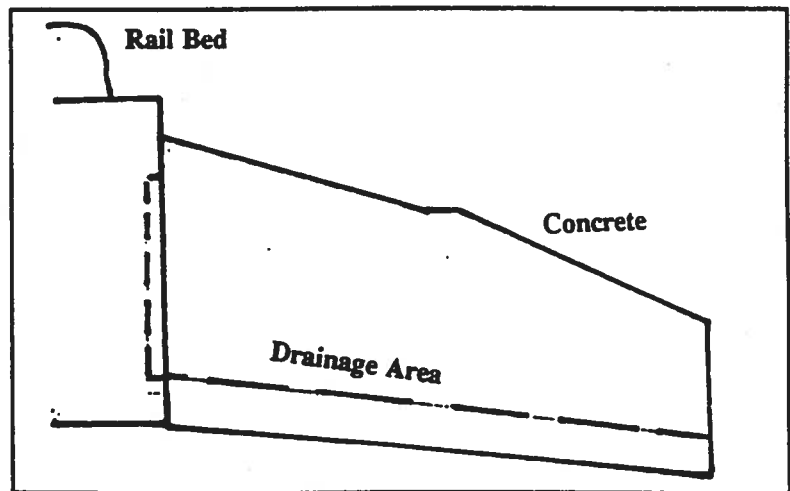


Square Culvert

Railroad companies also used terra cotta pipes, depending on availability. These were phased out during the 1940s, after which time corrugated steel pipes were used.

## Water Chutes

A water chute is really a type of culvert which has been extended on the lower side to divert the water further from the bed. This was done occasionally when there were convenient streams, but is not common in the state. A side view of a water chute is shown. From the front, a water chute looks similar to the square culvert shown above.

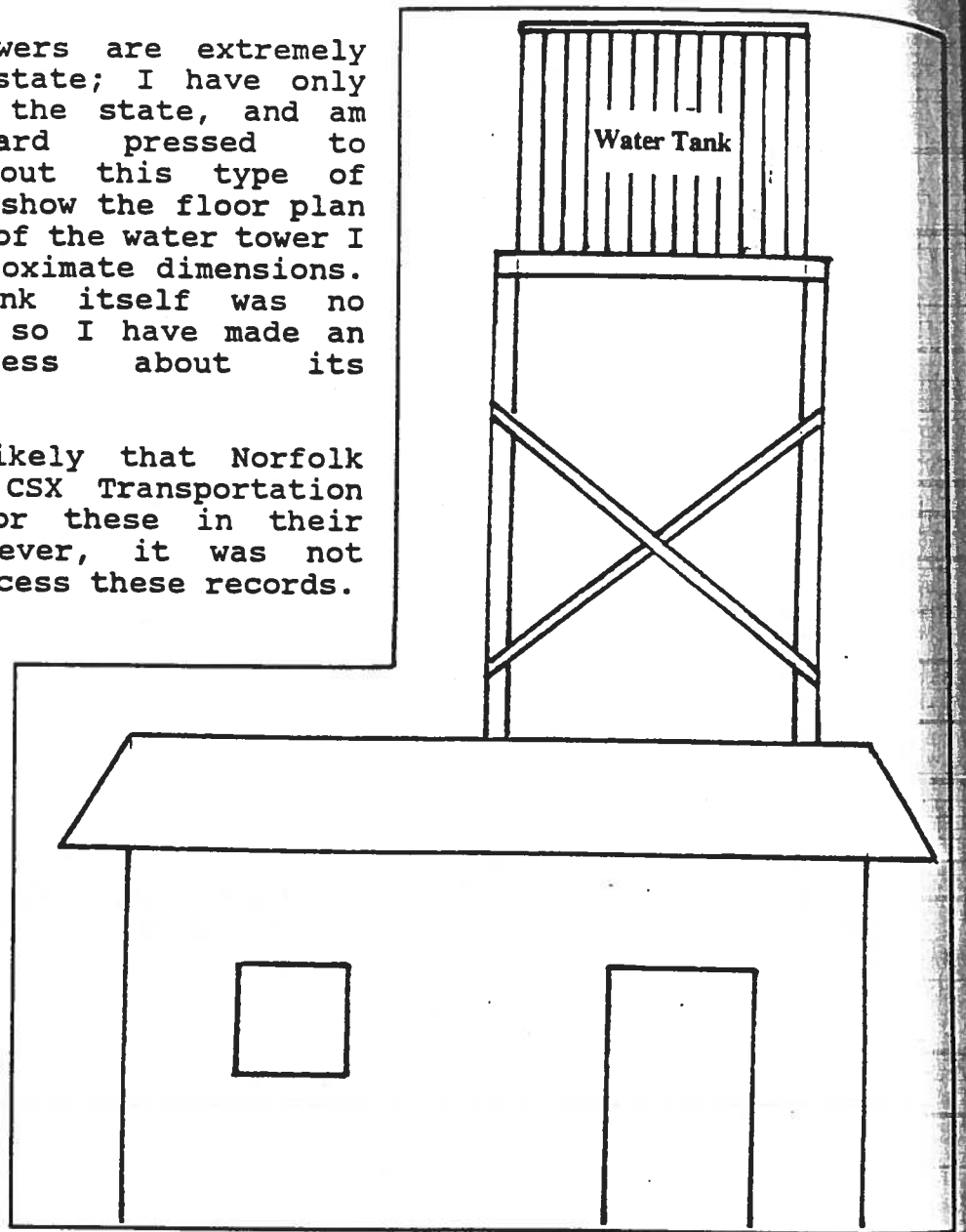


Water Chute, side view

## Water tower

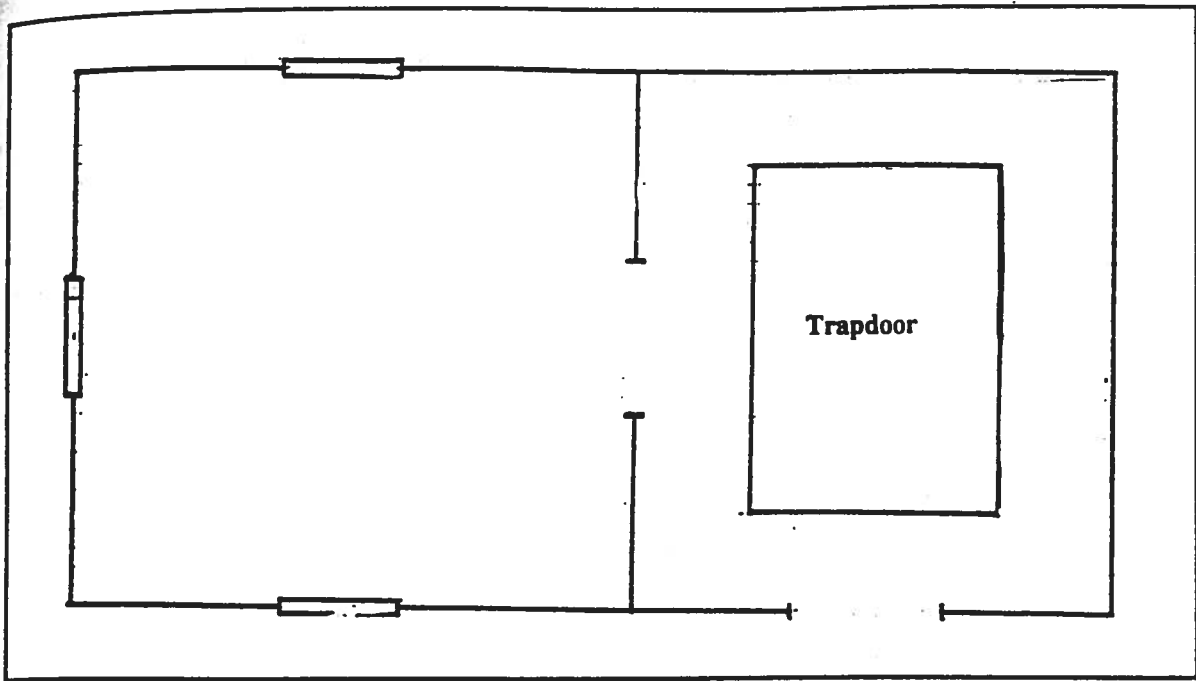
Water towers are extremely rare in the state; I have only found one in the state, and am therefore hard pressed to generalize about this type of structure. I show the floor plan and elevation of the water tower I saw, with approximate dimensions. The water tank itself was no longer there, so I have made an educated guess about its appearance.

It is likely that Norfolk Southern and CSX Transportation have plans for these in their archives; however, it was not possible to access these records.



Water Tower, side view

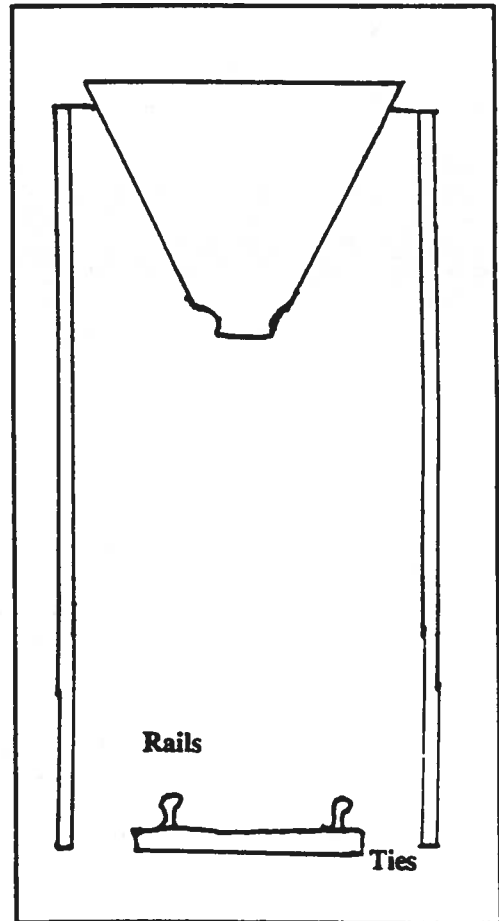




Water Tower, Floor Plan

**Coal Chutes**

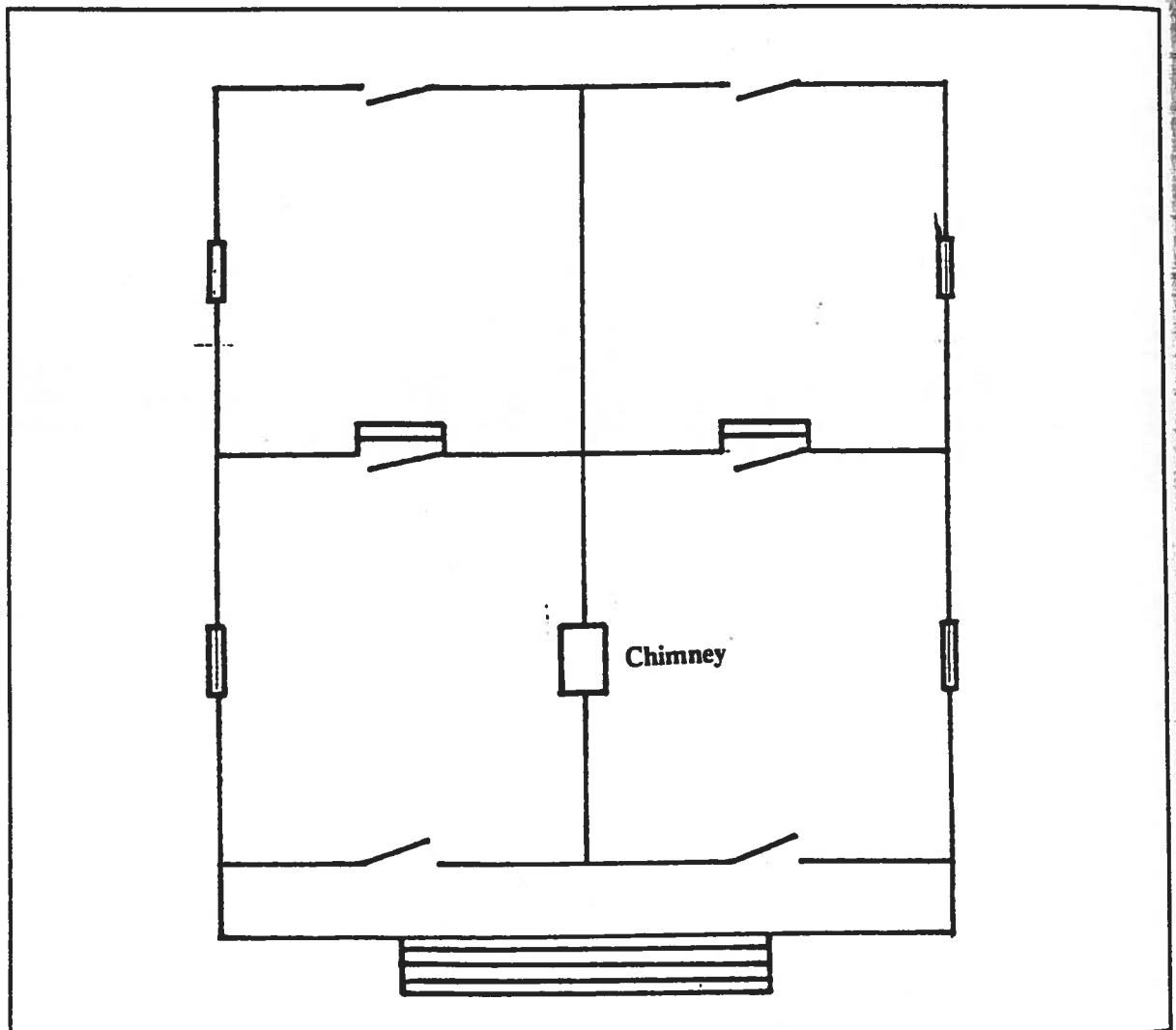
I have not found a railroad built coal chute in the state. However, they would have looked something like the diagram shown. Generally, these were made of iron or iron and concrete.



Coal Chute

## Section Laborers' Houses

Architecturally, section laborers' houses were quite distinctive houses during the railroad's heyday. Generally built as duplexes, they had two front doors onto a porch, and shared a fireplace. Generally, there were only one or two rooms per unit. Otherwise known as shanty houses, they were the equivalent of today's "prefab" house. They were usually built from a blueprint (as were other structures), with the dimensions and specifications predetermined. This greatly reduced the cost of building houses for the railroad hands who worked on the line. However, these were never intended to be permanent structures, and were often removed, to be placed elsewhere on the line. Understandably, we have very few of these left. These houses were duplexes, with one person to half of the house. Generally, men were encouraged to remain single while they were working for the railroad.



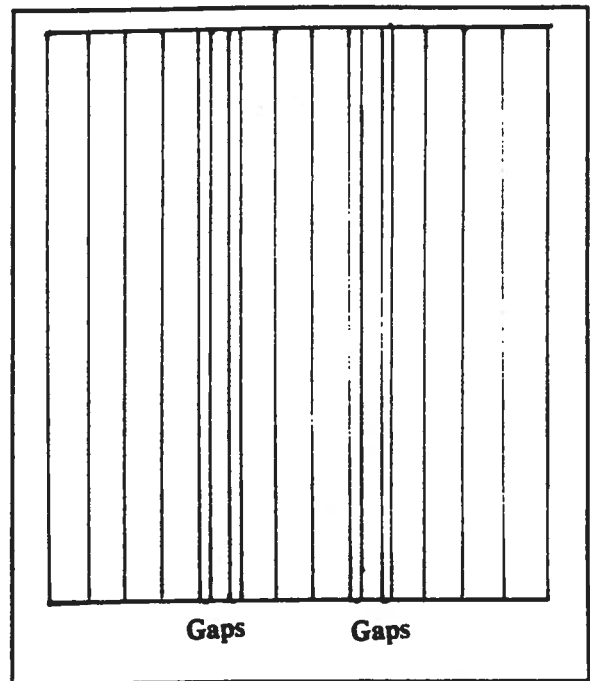
Section Laborer's House, Floor Plan

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Section laborers' houses were usually made of wood, not only because of cost, but also because it was quick to construct, and the houses were easy to move when needed elsewhere.

### Tool Sheds

Tool sheds were usually one-room shacks which had no standard structural features except the design of the floorboards. These were evenly spaced 8"-wide planks, except for two (placement of these is shown in the diagram). The reason for this arrangement was because it was used to store the gas-powered vehicle which went on the tracks for repair access. The wheels fitted in the empty spaces between the floor boards. I found no tool sheds of this type on abandoned lines in the state, but did run across one on an active line in northwest Georgia.



Tool Shed Floor Boards

### Maintenance Facilities

Once again, these structures are extremely rare in the state, so generalizations can only be based on the one I have seen, combined with blueprints I have run across. A maintenance facility was an enormous structure (or group of structures) with windows all the way across the walls, and all the way up to the roof, creating a very light environment. There were several pits in the floor over which the locomotives were parked. The mechanics could then work on the engine from underneath, if necessary. I believe that the original floor was either gravel or packed earth.

A railroad maintenance facility has been given National Historic Landmark status. It is the Central of Georgia Roundhouse Complex located in Savannah.

### Tunnels

There are only three tunnels not in use in the state of which I am aware. There are some distinctive features of tunnels which are common to older tunnels. The first is the way the structure is built in relation to the rail bed and the surrounding landscape. There was a long retaining wall, 4 to 6 feet thick, with the land gradually sloping upwards. When the bed was low enough relative to the surface of the slope, the tunnel was dug through the mountain. Also, the tunnels were built of brick, concrete, or stone, with the

oldest being of brick. Inside the tunnel, there were alcoves built, in case a train came through the tunnel while someone was walking through. Tunnels were built as small as possible in order to minimize risk of cave-ins. In some cases, the tunnels were a factor in the abandonment of a line; as the trains got bigger and could no longer fit through the tunnel, a new route had to be used. In some cases, the tunnel was blasted out to make a gorge. However, at Tunnel Hill, a new tunnel was built right next to the old one.

#### Other Structures

There are several other structures mentioned in a study which was conducted in the state of Tennessee which were not located on abandoned lines in Georgia. However, it is likely that at one time they did exist in the state. These structures and descriptions are quoted directly from James L. Smith's work (Railroad Development in Tennessee, 1865-1920, 1987), which draws upon Walter Berg's Buildings and Structures of American Railroads (1892, 1893, 1900). I have excerpted from his work descriptions of those structures which may have been found at one time along railroads in Georgia, and which may still exist along active lines. No drawings have been made for these structures.

**Watchman's Shanties** - These were used along railroads where regular switch-tenders were required at drawbridges, exposed points, sharp curves, dangerous cuts, leader and crossover rails, and other exposed points. According to Berg, so many of this kind of resource were in use by American railroads that "the adoption of a standard...becomes a matter of prime importance." Some railroads had prefabricated buildings of this and other kinds in stock in warehouses. According to Berg, "in this manner great economy and uniformity can be attained."

**Dwelling Houses for Employees** - As the name indicates, these housed families. On the subject of design Berg tersely informs us that "as the subject is not distinctly a railroad specialty, it does not warrant devoting too much time to it. Many designs existed, but those of the Atchison, Topeka & Santa Fe Railroad "will serve to present the practice on southern systems." There were three designs, nos. 1,2,3, and they were all of wooden construction and were two-story board and batten frame construction, "built very cheaply and without any attempt at display."

**Sleeping Quarters, Reading Rooms, and Club Houses** - of cheap frame construction, these kinds of structures were meant to house workers and provide amenities near the railroad track.

**Signal Towers** - These were found usually in railroad switching yards and were of two kinds. Those which were intended to protect exposed points and those which were part of a block-signaling system. The latter kind was

known as a block-station signal tower and was used to facilitate train movement and delineate sections or blocks along the railroad.

**Car Sheds and Car Cleaning Yards** - These were used "to protect expensive passenger or private cars...from the weather, and...to allow the cars to be cleaned under cover. In Southern sections...car sheds are...used as protection against...the sun on the varnish and paint exteriors of the cars...usually located at terminal or junction points, where passenger cars are side-tracked...." There was no standard design.

**Ashpits** - Of interest to industrial archaeologists, these ash-pits, or clinker-pits, were required both in terminal and railroad switching yards and round houses to "allow ashes and clinkers collecting in the fire boxes of engines to be dumped, and...to a more limited extent, to facilitate the examination and oiling of the machines from below at points where stops are made." These ash-pits were a response to the growing use of coal as a locomotive fuel and to local customs and laws that prohibited the disposal of ashes on the track, while "the cleaning of...fire boxes at special ashpits is made compulsory." Those clinker-pits lined with brick were meant to collect hot coals and it was essential that these were continually inspected and cleaned.

**Ice-Houses** - These were utilized in the late nineteenth century to meet the increased demand for ice for drinking purposes and for keeping perishable freight in transit. Walls were insulated with sawdust, shavings, and/or ashes.

**Sand Houses** Such structures housed the sand used to increase friction on the rails. Sand boxes were located on locomotives and could automatically pour sand on the tracks to increase friction when needed on an uphill grade.

**Oil Storage Houses** - These were required for the storage of oils used for lubrication and illumination. They were most "usually small frame structures, sheathed and roofed with corrugated iron"...They were generally located alongside a track leading to or from an engine house.

**Oil Mixing Houses** - According to Berg, in "certain circumstances the distinctive features of oil-mixing and oil-storage houses are merged...." These were very similar to oil storage houses in appearance and were internally divided into oil mixing and storage sections.

**Freight Houses** - These were of two types, the local freight house and those located at railroad terminals. The latter were large separate buildings, and the former usually small structures at intermediately-sized

stations. These were located in a town's business district.

**Platforms, Platform Sheds, and Shelters** - These were lower at passenger depots and higher at freight depots. In warmer weather passengers wished to wait outside, and so shelters provided shade and relief from the heat.

### Assessing Eligibility

Eligibility for the National Register of Historic Places can be difficult to assess. Broad guidelines for the structures mentioned in this section are given, and are based purely on field work which was performed on abandoned railroads. Structures which are rare on abandoned lines may be commonly found on active lines, and the converse is also true. With that said, these guidelines are set forth.

1. Much has been said about railroad beds, and the fact that they should be considered eligible for listing on the National Register. Since this is something to which no consideration has been given in the past, guidelines for eligibility are only approximate, and should be treated as such.

Abandoned railroad beds should be assessed for integrity, including such considerations as whether the bed has been excavated for fill dirt, whether the structures originally found along the bed (particularly trestles and bridges) are still intact, and whether the bed is still clearly visible. The importance of the railroad within the communities it linked should also be considered, and in some cases, should be of primary importance. An example of this is the line running between Central Junction and Oliver which has been abandoned. This bed formed part of the second railroad built in the state, and originally connected Savannah to Macon (and later, Savannah to Atlanta). This particular right of way is extremely significant. Since it is still evident, this bed should be considered eligible for listing in the National Register due to its association with the emergence of rail transportation in the state.

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2. Rare types of structures retaining a fair amount of integrity should be considered eligible for listing as representative examples of types which were commonly constructed on the railroads. These would include section laborer's houses, water towers, coaling stations, and so on. Even if these structures have been moved (referring specifically to section laborer's houses), many character-defining features remain. In Washington, Georgia, there is a group of section laborer's houses which were moved from the railroad bed several hundred yards, but were moved in such a way that the houses formed a row, and had a similar setting. As these structures were built specifically to be moved, and they remained relatively close to the railroad in much the same configuration relative to each other, National Register eligibility should not be ruled out simply because the structures were relocated.

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3. Structures which commonly appear throughout the state retaining a high degree of integrity should be considered eligible for listing as representative examples of types which were commonly constructed either on the railroads or by a particular railroad company in the state. These would include trestles, depots, I-beam bridges, and so on. The criterion of location should be lifted once again in the case of these structures. Railroad structures were built as interchangeable parts, and were never intended to be permanent. As traffic became heavier, bridges were changed out and moved to lower density lines. Depots were frequently moved, based on the amount of rail traffic a certain stop was experiencing. Character-defining elements and integrity would include standard floor plan or structure type, repair performed in a manner compatible with the original construction, and at least some reference to a railroad bed. However, National Register eligibility is not recommended for structures such as depots, when moved after abandonment to a location remote from the rail line with which the depot was associated.

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4. Vernacular types of structures which were built by the smaller, shorter-lived railroad companies can be rare. However,

these structures are often very important to a town's identity. Significance can be very difficult to assess in these circumstances. These would include depots in particular, but can extend to bridges, trestles, and culverts. These often share many features with those structures which were built by the larger companies, but have very different façades or ornamentation. These structures should be assessed both at a local level of significance and at a more regional level. Nomination of these structures to the National Register is encouraged, but eligibility should be determined on a case-by-case basis. Eligibility should rest on integrity of setting and location, as well as the integrity of the structure.

5. Structures which were rarely built in the state (or the country) which have a fair degree of integrity should be considered eligible for listing in the National Register as engineering structures of the period in which they were built. These would include tunnels, maintenance facilities, and turntable bridges. This type of structure was rarely moved, and its greatest danger is from vandalism and natural degradation. The state of Georgia has three turntable bridges on abandoned lines, which are extremely unusual structures. However, these bridges are currently threatened with corrosion due to the high salinity level of the area in which they are located. Georgia also has three tunnels on abandoned rights of way, one of which was built before the Civil War. These tunnels are suffering from vandalism and neglect. Georgia has two maintenance facilities in the state, one of which is a National Historic Landmark. The other is crumbling due to degradation of the bricks. These structures should all be considered for National Register eligibility.



## ARCHAEOLOGY

Many times, there is an earth structure that looks suspiciously like a railroad bed, but has no corroborating features such as a handy depot, or a nice trestle, or so on. So how can one determine whether or not it is actually a railroad bed? This is where railroad archaeology comes in. Although it may sound intimidating, it can be as simple as looking for decaying pieces of cross-ties, or railroad spikes. Very often, bits and pieces of these are left behind. More corroboration can be found at intersections with small streams: Is there an embankment of some sort? Often there is a stone retaining wall, or small pieces of trestle pilings. So, what are some of the remains of structures to be found along the railroad?

1. Cuts: These are primarily found in North Georgia due to its mountainous terrain. Cuts are usually evident for a number of years after the railroad has been abandoned. They look like large ditches, forming a relatively flat surface at the bottom which can range from ten to twenty feet wide, or more.

2. Fills: A fill is similar to an embankment, but a fill generally stretches across the entire length of low ground. A fill can also form a dam across a lake (these are quite spectacular).

3. Embankments: Once again, these are mounds of earth which help keep the railroad bed level. An embankment is generally a huge mound of earth near a stream: as the ground slopes towards the water, the embankment forms a platform with which the trestle can connect. Embankments can last for over a hundred years without losing their structural integrity.

4. Trestles: The remains of trestles can often be seen where a railroad crossed a stream. These can consist of any number of clues. The first and perhaps most obvious is the pilings. These

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can range from a nearly intact trestle which is missing the bridge at the top, to stumps sticking out of the water. Many times these stumps have been eroded to only 5 or 6 inches in diameter, where they were originally 14 inches or more. The stumps form a recognizable pattern, which helps in confirming a trestle's existence. Also, there were often stone walls built near the trestle, to act as retaining walls for the embankment (called abutments). Sometimes, remains of these walls can be seen.

5. Bridges: These are less obvious than trestle remains at times, and can look quite similar. When there was a bridge, there was nearly always a retaining wall, and it was almost always quite thick ( 3 or 4 feet thick). Often, there were posts on either end, providing some support if it was a wooden bridge. Many times, stumps are left which jut out of the remains of the retaining wall. A rule of thumb, when deciding whether the remains you see are a bridge or a trestle: bridges were usually used to cross small streams, creeks, and so on, whereas trestles were generally used to cross larger and higher gaps.

5. Depots: If there was once a depot that burned, or fell down, there are often traces which are left. Many times, a foundation of some sort can be seen: the older depot "pads" were of stone, and looked like simple foundations; slightly newer ones were made of concrete. If the depot was removed recently, chances are that there are minimal traces: professional wreckers usually remove everything! In larger towns, the land can be quite valuable once the railroad is abandoned, since the depot was usually in the center of town, so you may find that the land has been developed.

6. Watering Stations: I have only seen one set of confirmed remains of a watering station. This particular one was atypical of watering stations in any case, but the remains consisted of square concrete blocks which were arranged in a grid pattern to form a rectangle of 5 blocks by 7 blocks. Based on the one intact traditional watering station I have seen, I would expect the

remains to consist of wooden bits of a two-room shack that had a trap door in the roof, and a tower on top. In other words, consisting mostly of wood bits right on the railroad right of way.

7. Town Development: Towns which developed around a railroad line are quite evident, even when the line has been abandoned for many years. This is particularly true for the smaller lines in Georgia. Construction usually occurred along a line, with storefronts facing onto the right of way, and a street on either side running parallel with the railroad. When the railroad is abandoned, a green strip is left in the middle of town, sandwiched between the two roads.

Crossroads towns are similar in form, but have development clustered around a crossing of this type. This town form has largely been lost due to road improvements, particularly in recent years. This, in combination with the fact that more towns developed around a simple line than around a crossroads, means that this town form is more rarely found.

Towns tend to develop and expand in a circular fashion, and it is sometimes quite evident at what period in an individual town's growth a railroad entered. Railroad rights of way running directly through the middle of town indicate a town which was formed around a railroad stop. However, if the town was already in place before the railroad was built, the right of way can be found in what were during the period the outskirts of town. Defining the "outskirts" at the time the railroad was built can often prove to be a useful method of dating either the town or the railroad.

Those towns which developed at the crossing of a road and a railroad are similar to crossrail towns. The storefronts developed in a cruciform rather than linear shape; the main difference to be found once the railroad has been abandoned is that there is one green strip running through town, rather than two which cross.

A more extensive discussion of town forms, including an excellent section on railroads and town development can be found in Darlene Roth's study, Georgia Community Development and Morphology of Community Types (1989).

8. Other Remains: Some of these are obvious: gravel, railroad spikes, remains of old railroad ties, and so on. But, if you look a little more closely, there can be other clues. I was hiking in an area known to have abandoned logging (private) railroads in it, but I didn't realize that I was walking on an example of one until I examined the tree roots; the railroad had been in existence for so long that the roots which crossed in the right of way had been forced to grow in between the railroad ties. When the ties had been taken up, the roots still grew parallel to where the ties had been. When I looked for corroboration, I saw signs of blasting on a rock face, and there was a small embankment on either side of the river. This is in illustration of the fact that there are many subtle remains of railroads that are of long duration. So even in the least likely places, if you keep your eyes open, you might find the remains of an abandoned rail line.

According to the staff archaeologists at the Georgia State Historic Preservation Office, there are no archaeological reports which specifically address archaeological railroad resources. Cultural Resources Surveys have mentioned the presence of abandoned railroad beds in the past, but these beds and associated archaeological remains have been generally dismissed as insignificant. Perhaps the findings described in this report will bring about a change in this thinking.

## PRESERVATION PLAN

Now that so much has been said about what we have to work with and where we are today, the next question is what we can do with this information, and where we should go from here.

### Threats to railroad resources

There are several threats to our railroad resources at this point. The first is one of the most rapid abandonments of railroad lines since the 1930s. Another threat to these important cultural resources is a lack of awareness on the public's part. Combined with these two difficulties is the fact that there is very little protection when it comes to railroad resources.

### The abandonment process/ historic preservation roles

However, that is changing. Much progress has been made in the past few years towards educating the public about the importance of historic structures, particularly when it comes to residences and public buildings. However, the railroad industry has become associated with the "ugliness" of industry, and the beauty and cultural value the railroads have tended to be ignored or forgotten. Therefore, when a railroad company wishes to abandon a certain stretch of line, there is not much done towards protecting this historic resource. There is some effort made towards certain components of the historic right of way (trestles, bridges, and depots along the right of way are usually considered), but when the railroad right of way is viewed as a structure in its entirety, that immediately seems inadequate. The analogy if considering a historic house would be to consider preserving only the chimney and the front door.

### Results of railroad abandonment

What is the result of this mass abandonment of railroad lines? For one, Georgia is very quickly losing a large portion of its heritage. It is often forgotten how much the railroad contributed to Georgia's growth, and how its loss has contributed to the decline of countless towns. This widespread abandonment has been a large factor in the newer, more centralized economy which Georgia is now experiencing. It should also be considered that when the right of way is broken into smaller pieces of private ownership, it completely excludes the possibility of having a railroad there ever again due to prohibitive construction costs. That could be a heavy price to pay; it has been predicted that the United

States will be forced to use rail transport extensively in the upcoming decades.

Ownership of  
abandoned  
rights of way

When a railroad abandons a line, ownership is determined based on the original acquisition of the land. For example, if an easement was originally granted for the construction of a railroad, that parcel reverts to the estate. However, if the land was bought by the railroad company, it is owned outright.

Railbanking

There have been recent changes to the traditional method of determining land ownership as described above, however. Legislation has passed which permits a railroad company to cease active service on the line, but to maintain ownership of the railroad corridor, to be reactivated should the need for rail transport arise. This is called railbanking.

Right of Way  
Banking

A slightly different set of regulations permits the Department of Transportation to purchase the whole corridor for use as a transportation corridor. The reason for this is the thought that the land could one day be used either for a road, or for another railroad right of way. This is called right of way banking.

In either scenario, there are no restrictions on the use of the land until such time as the corridor is needed for rail or other transportation.

Entire right of  
way as  
considered  
historically  
significant

It is important that preservationists begin to consider the railroad right of way as historically significant in its entirety. The railroad bed is truly the most character-defining element of a historic railroad, and should be recognized as such. This will bring about a whole series of changes. At present, when a railroad company wishes to abandon a line, it must undergo review by the State Historic Preservation Officer because of the National Historic Preservation Act (as amended) 36 CFR Part 800. This review is called "Section 106 Review", or "environmental review". This law is one which simply states that any action taken using federal funds (or federally licensed) must be examined for potential effects on historic resources should any exist within the project's "area of potential effect". This assessment should be performed by the federal agency in question. The agency which oversees railroad abandonments is the Interstate Commerce

Section 106  
Review

Commission. Once historic resources are identified and effects determined, the SHPO must concur with the findings. If an adverse effect is found, then there must be mitigation measures taken to reduce the effects of the project.

Implications of rights of way being declared historically significant, combined with section 106

Sounds complicated, but the implication of this law is that, if the whole railroad right of way is considered historic by the federal agency and the State Historic Preservation Officer, then abandonment would be considered to be an adverse effect [CFR 36 Part 800(b)], and the railroad company, the Interstate Commerce Commission, and the State Historic Preservation Officer would have to work together to pursue mitigation of the adverse effects caused by abandonment. This would give the preservation of the railroad resources in the state of Georgia a huge boost. So, what are alternative uses for these corridors?

Mitigation measures for abandoned historic rights of way

There are several alternatives which can be implemented either simultaneously or separately, depending on the needs and desires of the communities along the railroad right of way which is to be abandoned; the option most favored should also take into account which of these options is the most appropriate for the railroad resources found along the corridor (including the railroad bed) both separately and as a whole.

Conversion of the rights of way to rail-trails

The alternative I have been considering most throughout this project is that of converting the abandoned rights of way into muscle-powered transportation and recreation corridors. Recently abandoned rights of way are prime candidates for this conversion. The beauty of the situation is that rail-trails could easily be combined either with rail-banking, or right of way banking, as well as with further alternatives which are explored below.

Federal support of right of way banking

The Federal Highway Administration has been clear in its support of rail-trails. This can be seen in the following excerpt from the 1990 National Transportation Policy, Moving America: New Directions, New Opportunities:

Federal transportation policy is to promote the increased use of bicycling, and encourage planners and engineers to accommodate bicycle and pedestrian needs in designing transportation facilities for urban and suburban areas [and to] increase

pedestrian safety through public information and improved crosswalk design, signaling, school crossings, and sidewalks.

Funds available

The Georgia Department of Transportation has a certain amount of funds which have been designated for the creation of muscle-powered transportation corridors. These funds derive from the Federal Highway Administration; the following is excerpted from the source cited above:

Under the Federal-aid highway program, funds may be used to build bicycle and pedestrian facilities as part of regular highway projects or as independent projects. Funds are not, however, reserved exclusively for bicycle or pedestrian facilities. These are highway funds that may be used for highways, bikeways, and walkways at the option of State transportation agencies.

The FHWA encourages State transportation agencies, local jurisdictions, and metropolitan planning organizations to plan for bicycle and pedestrian facilities in their transportation programs. Planning for these facilities can be financed through the State transportation agencies with Federal-aid highway funds.

Since the GDOT now has the right to purchase the right of way intact, it seems that it is an option which would not be as fraught with difficulties as other means of obtaining the right of way. The towns which are located along the right of way could be reasonably expected to contribute to the conversion costs as well. However, those contributions could be considered for subsidies, given that a number of the smaller towns along the abandoned (or soon to be abandoned) rights of way are economically depressed.

Advantages  
of rail-trails  
with  
railbanking

A huge benefit of right of way or rail banking combined with interim use of the right of way as a rail-trail is that the right of way is cleared more cheaply and readily than by hiring workers to keep the right of way in usable condition. There are some costs for the upkeep, but other states have charged fees for the use of the rail-trail, which are then applied towards maintenance costs. Combined with this sensible approach to the upkeep of the right of way is the knowledge that, if Georgia needed rail transport again in



the future, the right of way would be readily available and in good repair.

Another effect of this type of conversion is the economic impact to the towns along the railroad. They could expect to have thousands of visitors each year, bringing with them a huge boost to the economy. As seen in the section on Numeric Analysis in this report, the state of Georgia could expect to generate an additional \$270,000,000 per year if a portion of the abandoned corridors already existing were to undergo conversion to trails. The quality of life in the towns would also be enhanced in several ways. The cultural heritage would be preserved, and the residents would have a safe area in which to ride bicycles, walk, stroll babies, socialize, and play.

**Department of  
Natural  
Resources,  
Parks,  
Recreation, and  
Historic Sites  
Division's role**

For this reason, it would also be desirable for the Department of Natural Resources Parks, Recreation, and Historic Sites Division to consider incorporating this type of linear park into the overall planning of the Department of Natural Resources. There is the possibility of connecting state parks via rail-trails which would increase the number of visits to each.

**Department of  
Natural  
Resources,  
Historic  
Preservation  
Section**

The Department of Natural Resources' Historic Preservation Section could become further involved in the process of conversion by helping the communities list their right of way or other railroad resources on the National Register of Historic Places. Also, help could be provided in the area of tax incentives for rehabilitation, and in interpreting the trail as a historic resource. This would increase the public's awareness of how great a rôle the railroad has played in the development of the state, as well as educating the public about the importance of historic preservation and its influence in a community.

**Perceived  
difficulties  
with rail-trail  
conversion**

There are some perceived problems in relation to rail-trails, but they have not reduced the enthusiasm for right of way conversion in the forty-one states with experience in rail-trail planning. In communities considering rail-trail conversion, there are often some residents who remain unconvinced of the sagacity of conversion. This can stem from a variety of reasons, some of which are based in personal financial gain. Many times, those who stand to increase their land holdings through reversion are loud opponents of

rail-trails.

**Sources of  
information on  
planning and  
maintaining  
good public  
relations**

There are also concerns about outsiders coming into the town, bringing with them crime and litter. However, most trail users are imbued with a "pack it in, pack it out" ethic, and that ethic can also be encouraged with signs, and garbage facilities available within the towns. Other states have experienced none of these problems once a rail-trail was completed. Public relations can be one of the biggest problems in getting a rail-trail off the ground, however, and should be considered of primary importance. A very good source for further information on planning and implementing rail-trails is a federally funded study which was recently released by the state of Illinois. The state of Maryland has also published a helpful feasibility study on rail-trails. The Illinois study can be obtained by writing to: Illinois Department of Conservation, Lincoln Tower Plaza, 524 South Second Street, Springfield, Illinois 62701-1787, and a copy of the Maryland study can be obtained by writing to Torrey C. Brown, Secretary, Maryland Department of Natural Resources, Capital Programs Administration, 2012 Industrial Drive, Annapolis, Maryland 21401.

**Scenic  
Railroads**

Another possibility which is being explored in the state of Georgia is that of turning a freight line into a scenic railroad. This can bring into communities a number of tourists who would not consider using a rail-trail. The train can promote the history of the railroad system in Georgia, and actively describe the impact it had during the late nineteenth and early twentieth centuries in our state.

**Advantages**

There are several advantages to this type of reuse of a rail line. To begin with, it is more accurate historically to have a train running along the corridor, and will describe the state's past within this context much more vividly than could rail-trails. For some reason, it also seems easier to get local support for a scenic railway project than for a rail-trail.

**Disadvantages**

However, there are some disadvantages which are difficult to overcome. To begin with, this is an extremely costly enterprise. Compounding this problem is the fact that public funds are not as readily available for this sort of enterprise, necessitating private funding. The reason it is so much more expensive is that the right of way

must be purchased directly from the railroad, with the rails intact (when a company abandons a railroad, the rails, crossties, and gravel are generally removed). Also, a locomotive must be obtained, and publicity must be arranged. Raising funds is also extremely expensive and time consuming. Added to this difficulty is the fact that an organization interested in implementing this sort of plan must act quickly, before the railroad has time to remove the rails. Upon hearing of possible abandonment, an organization must be formed, support must be solicited, and funds raised. There must be extensive negotiations to determine price, and so on. The planning for this sort of endeavour is much more complex.

**Cable/Pipeline  
burial**

Another use for these abandoned rights of way is the installation of telephone cables or gas pipelines. Telephone cables have already been buried in one right of way to my knowledge. If this were done, it would be advisable to bury the cables or pipelines on either side of the bed rather than in the bed itself. The reason for this is that if there is ever any need to use the right of way for rail transport again, it would be possible to have both together. There are two ways to approach the burial of cables or gas lines in a railroad right of way. The first is direct sale from the railroad to the utility company. This has the advantage that the utility company will attend to the upkeep on the right of way, and the right of way will remain intact. However, there are legal issues stemming from reversionary rights which might be hard to overcome.

**Purchase of the  
right of way by  
the utility  
company**

If the railroad right of way were purchased, rail-trails could be implemented along with utility cables. The problem with this is that motorized vehicles would occasionally be required to drive along the right of way in order to repair and maintain the buried cables or pipeline. This would either discourage or prevent others from using the right of way as a trail. It is also very possible that the company which would then hold title to the right of way would have to enforce a "no trespassing" policy for reasons of liability.

**Lease of the  
right of way  
from the public**

Another approach to the issue of ownership is through right of way banking. The corridor could then be used as a rail-trail, with either the Department of Transportation or the Department of

Natural Resources holding title to the right of way. Utility companies could then lease an easement to run lines along the right of way. The cost of the lease could help with trail maintenance. All regular maintenance along a line could be scheduled, and the trail closed that day. Provisions would have to be made for emergency situations as far as access to the right of way on the part of the utility, but these could be addressed during the lease negotiations.

**Advantages**

The advantages to the use of an abandoned right of way include the possibility of multiple use corridors. The right of way could be used to enhance rural areas with increased services, while improving economic conditions within the communities along the corridor. Also, rail transport could be reinstated should the need arise.

**Disadvantages**

Disadvantages to this possibility include the problems of title, combined with the fact that (to my knowledge) it has not been done before in the southeast. I spoke with a representative of Southern Bell who said that it could be a consideration, but that the company is not currently involved in leasing rights of way. Also, if the utilities already have services to the area, with no wish to expand, or if the right of way does not connect appropriate communities, this would no longer be a possibility. This type of activity would probably take place in the minority of cases, if at all.

**Overhead power cables**

One of the least preferable alternatives which would keep the right of way intact would be the use of the right of way for overhead power cables. This would really reduce the historic integrity of the right of way, but if there is no other alternative which is feasible for an individual right of way, one of the first priorities is to maintain the right of way intact, and within federal jurisdiction. The technology might be available within the next few years to bury high voltage cables, which could reinstate the possibility of having a railroad on the bed, should the need arise. However, rail-trails would not be compatible with this use of the right of way due to the danger and liability involved.

Yet another possibility which has been discussed is paving of the right of way for use as a road.

**paving for  
roads**

Many times, this does not make much sense, because there is often a road which runs parallel to a right of way, but not close enough to use it as an easement to widen the road. This is not a desirable alternative. If this were done, the rail bed would have to be destroyed, which defeats the purpose of mitigation measures. Also, this alternative would not address the needs to keep rail beds intact: historic preservation and future use of the right of ways for railroads.

**Possibilities  
for past  
abandonments**

I have said a good deal about possibilities for reuse in the case of future abandonments, and have not spoken up about the existing rights of way which are presently abandoned. This is a very difficult issue, as many of the rights of way are no longer intact. Those which are structurally intact are not necessarily held by one landowner. At this point, any mitigation or preservation measures which could be taken would consist of regaining title to the old right of way, which can be difficult at best. Frankly, the state of Georgia wasted an excellent opportunity when it came to the preservation of railroad resources. There are very few rights of way in the state which are still intact. The least that should be done is an effort to fully record through HABS and HAER documentation the individual structures which are rare in the state (section laborers' houses, water towers, maintenance facilities), as well as actively encouraging their rehabilitation through education, help with utilizing tax incentives, and technical advice. When appropriate, I recommend that towns along abandoned rights of way be encouraged to convert the bed into a rail-trail. Often, landowners can be convinced to donate their land. The green area running through town should remain as a park, without further development. A greater effort should be made to include the rehabilitation of historic railroad resources among grant projects. Also, a grant should be offered to study and recommend eligibility for the active rail lines which we still have in the state. This way, as lines are abandoned, the Historic Preservation office will have the information it needs to assess eligibility of the line, as well as being able to give recommendations for its future use. This sort of study should at least be performed for the rail lines for which abandonment will be pursued in the next three years. My recommendations for different concerned groups

**HABS/HAER  
documentation**

**Rehabilitation**

**Rights of way  
in town**

**Inclusion of  
railroad  
resources in  
grant programs**

**Further Study**

**Summary of  
recommendations**

are as follow:

**State Historic  
Preservation  
Office**

For the State Historic Preservation Office:

1. Consider the entire right of way with the associated parts (bed, trestles, structures) to be as historically significant as individual buildings, structures, or trestles. Treat this integrated unit as eligible for listing in the National Register of Historic Places when appropriate.

2. Conduct a study on active railroads to assess the historical integrity of the rights of way and associated structures, in order that the Historic Preservation Office has the information it needs to work with railroad companies when abandonment is proposed.

3. Promote awareness of our heritage as shaped by the railroads through further grants.

4. Promote the rehabilitation of railroad resources within individual towns. This could include the conversion of the old bed into a rail-trail (even if only a portion of the original length of the railroad).

5. When required to do so by Section 106, work with the railroad company and the Interstate Commerce Commission to find appropriate uses for a railroad right of way which is to be abandoned.

6. Promote the inclusion of railroad rights of way and other railroad structures in the National Register of Historic Places.

**Department of  
Transportation**

For the Department of Transportation:

1. Pursue rail-banking more aggressively; negotiate with the railroad company before the ICC abandonment process has been completed.

2. Take advantage of the available Federal Highway funds designated for bikeways and pedestrian ways to develop muscle-powered transportation corridors on abandoned railroad rights of way.

3. Work further with communities to promote the reuse of the right of way. Stress the importance of retaining the right of way intact in the event that rail transportation should be needed in the future.

4. Develop a partnership with Georgia Rails Into Trails Society and the Trust for Public Land to promote the use of rail-trails for transportation. These two organizations have valuable experience in rail-trail conversion, and should be included in the process.

5. Work with the State Historic Preservation Office and the Parks, Recreation, and Historic Sites Division in the Department of Natural Resources, as well as local organizations to maintain our historic railroad resources wisely.

**Parks,  
Recreation, and  
Historic Sites  
Division**

For the Parks, Recreation, and Historic Sites Division of the Department of Natural Resources:

1. Earmark funds for rail-trails, particularly those which tie in to the state park system.

2. Promote the concept of rail-trails and linear parks using brochures and other materials which can be widely distributed.

3. Develop a partnership with Georgia Rails Into Trails Society and the Trust for Public Land in order to be more effective during the conversion process.

4. Work with the Department of Transportation to maintain converted rail corridors. Since converted rights of way will be used for transportation as well as recreation, it would be appropriate for the Department of Transportation to share in the expense of maintenance. Maintenance of a rail-trail includes patrolling the corridor, maintaining the graveled surface, and so on.

5. Work with the Historic Preservation Section to nominate historic railroad rights of way for listing on the National Register of Historic Places and to properly interpret their history.

**Georgia  
Department of  
Industry,  
Trade, and  
Tourism**

For the Georgia Department of Industry, Trade,  
and Tourism:

1. Recognize the opportunity to attract tourist dollars using rail-trails, and actively encourage towns and municipalities to showcase their historic rights of way.
2. Sponsor a statewide campaign to recognize this aspect of Georgia's history, and to encourage Georgians to visit other parts of the state, rather than vacation in other states. This should include a brochure which highlights the historic railroads across the state.
3. Work with Georgia Rails Into Trails Society and the Trust for Public Land to promote rail-trail conversion which links towns across the state.

**Georgia Rails  
Into Trails  
Society**

For the Georgia Rails Into Trails Society:

1. Work with towns, public agencies, and other organizations in their efforts to appropriate rail corridors, and offer technical assistance in the planning and implementation stages.
2. Encourage the passage of legislation which encourages reuse of abandoned railroad rights of way.
3. Continue to cultivate positive relations with railroad companies.
4. Increase public awareness of rail-trail potential in the state through more fund-raising events, rail corridor hikes, presentations to interested citizens, and so on.

**Trust for  
Public Land**

For the Trust for Public Land:

1. Assist in the mediation between towns (or municipalities) and the railroad companies during the process of purchasing an abandoned right of way.
2. Assist in purchasing railroad rights of way for conversion when municipalities are lacking in immediate funds.
3. Continue to offer technical assistance



to those involved in rail-trail conversion.

4. Work with legislators to develop appropriate bills which promote the reuse of abandoned railroad resources.

other  
organizations

For other organizations:

1. Increase awareness of the impact the abandoned railroad played in your community in years past. Possibilities include sponsoring a walk along the old right of way (first receiving permission from current landowners), having a railroad festival, and sponsoring a raffle. This could be used as a fund-raising event as well.

2. Promote the rehabilitation of railroad-related resources within the community. Rather than build new buildings, work with the State Historic Preservation Office to rehabilitate the depot or other buildings in your community to suit the community's needs without destroying historic fabric.

3. Work with public agencies to promote local rail-trails. Find out which lines may be abandoned in the future, and actively pursue reuse of the local right of way incorporating the efforts of both private citizens and public officials.

4. Develop a partnership with Georgia Rails Into Trails Society to identify railroad rights of way which are good candidates for conversion to rail-trails. Take advantage of this organization's expertise in public relations and in negotiations with public agencies and the railroad companies.

5. Work with the Trust for Public Land to obtain rights of way which were previously abandoned, and have undergone reversion, but remain good candidates for rail-trails.

6. Work with the railroad companies to obtain rights of way. A railroad company will occasionally donate a portion of the right of way to a community, or offer it at a greatly reduced rate.

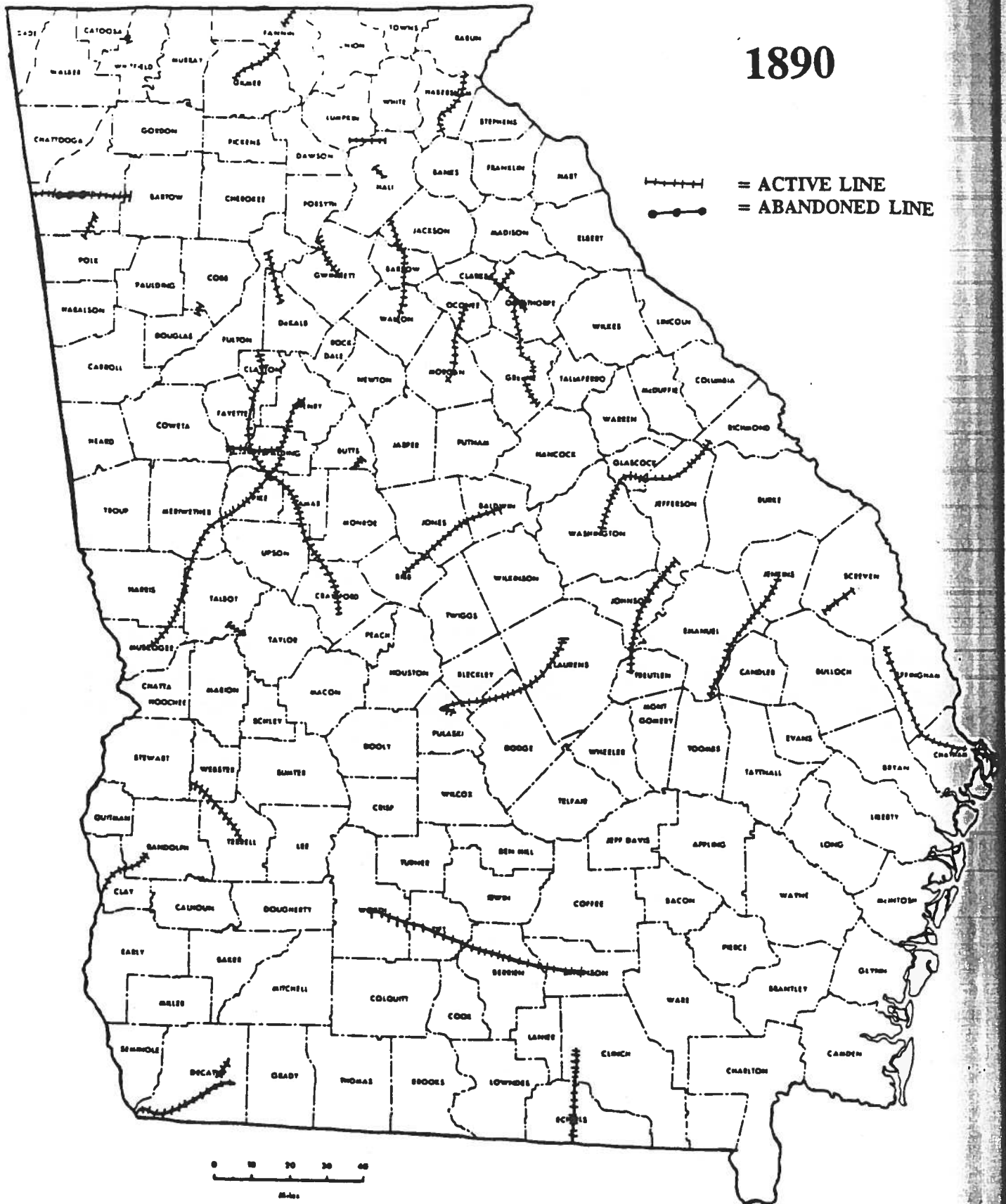
## DECADE MAPS

The following set of maps is a series which visually describes the period from 1890 to 1990. This map depicts abandoned rail lines only, and is not intended to be an accurate geographic locator. The lines shown which are cross-hatched were active up to the year with which the map was labelled, those marked by connected dots were abandoned either during the preceding decade or somewhat earlier.

As can be seen, a quite extensive network of rail lines was set up. No active lines are shown on these maps, so many of the connections are not clear; however, it is evident that several connections and hubs have been abandoned during the past century.

# GEORGIA'S ABANDONED RAILROADS

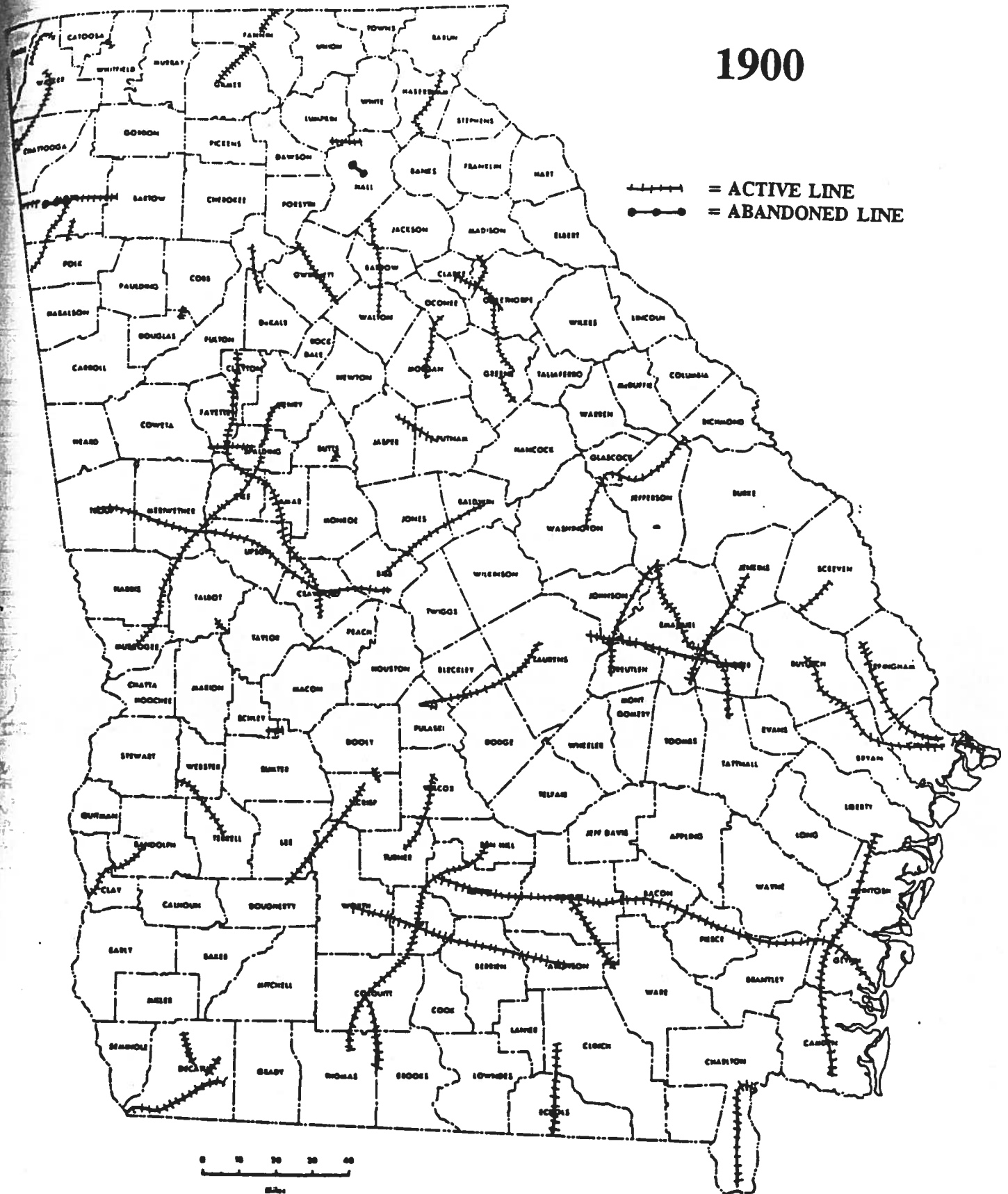
1890



GEORGIA STATE UNIVERSITY CARTOGRAPHIC LABORATORY

# GEORGIA'S ABANDONED RAILROADS

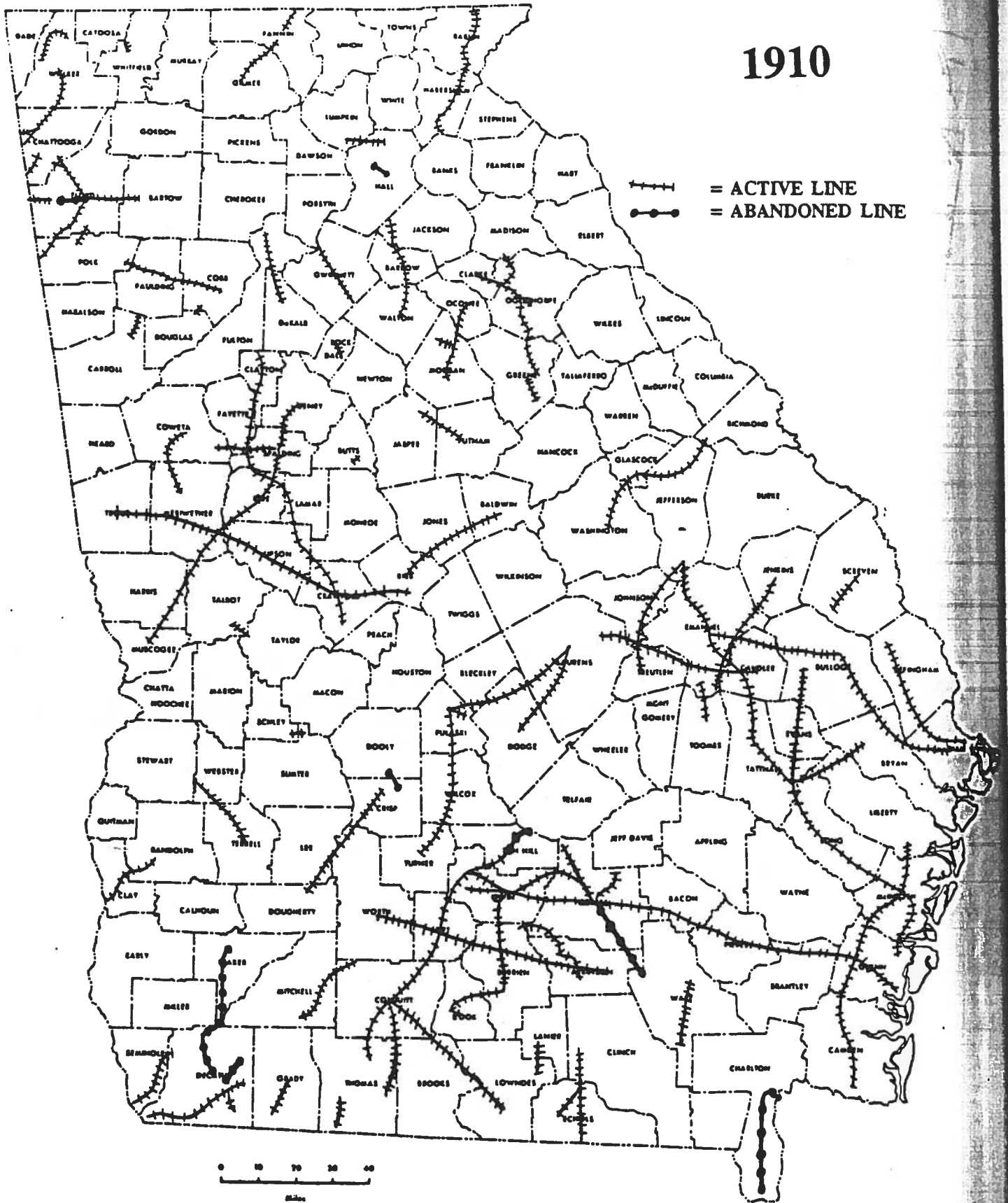
1900



GEORGIA STATE UNIVERSITY CARTOGRAPHIC LABORATORY

# GEORGIA'S ABANDONED RAILROADS

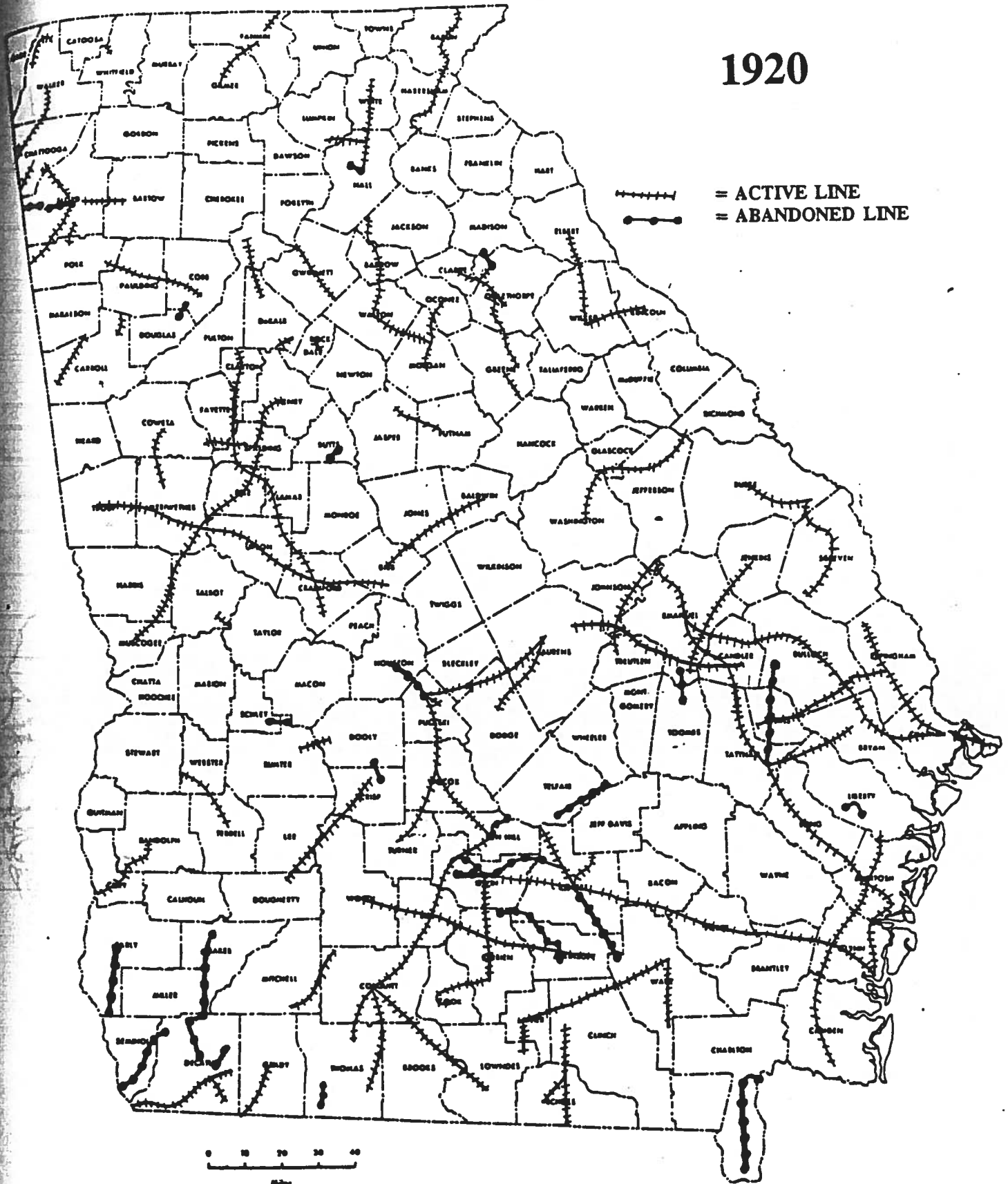
1910



GEORGIA STATE UNIVERSITY CARTOGRAPHIC LABORATORY

# GEORGIA'S ABANDONED RAILROADS

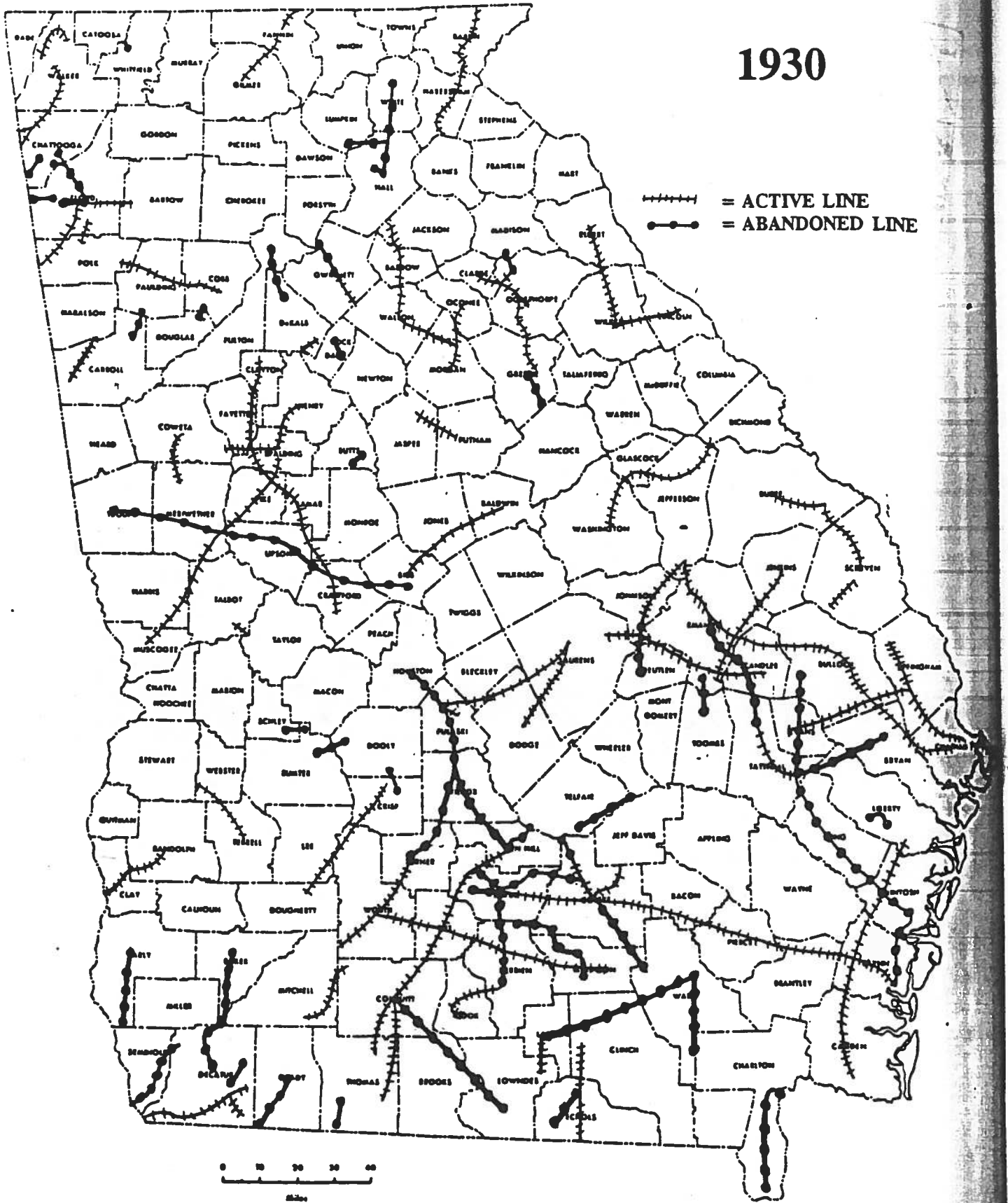
1920



GEORGIA STATE UNIVERSITY CARTOGRAPHIC LABORATORY

# GEORGIA'S ABANDONED RAILROADS

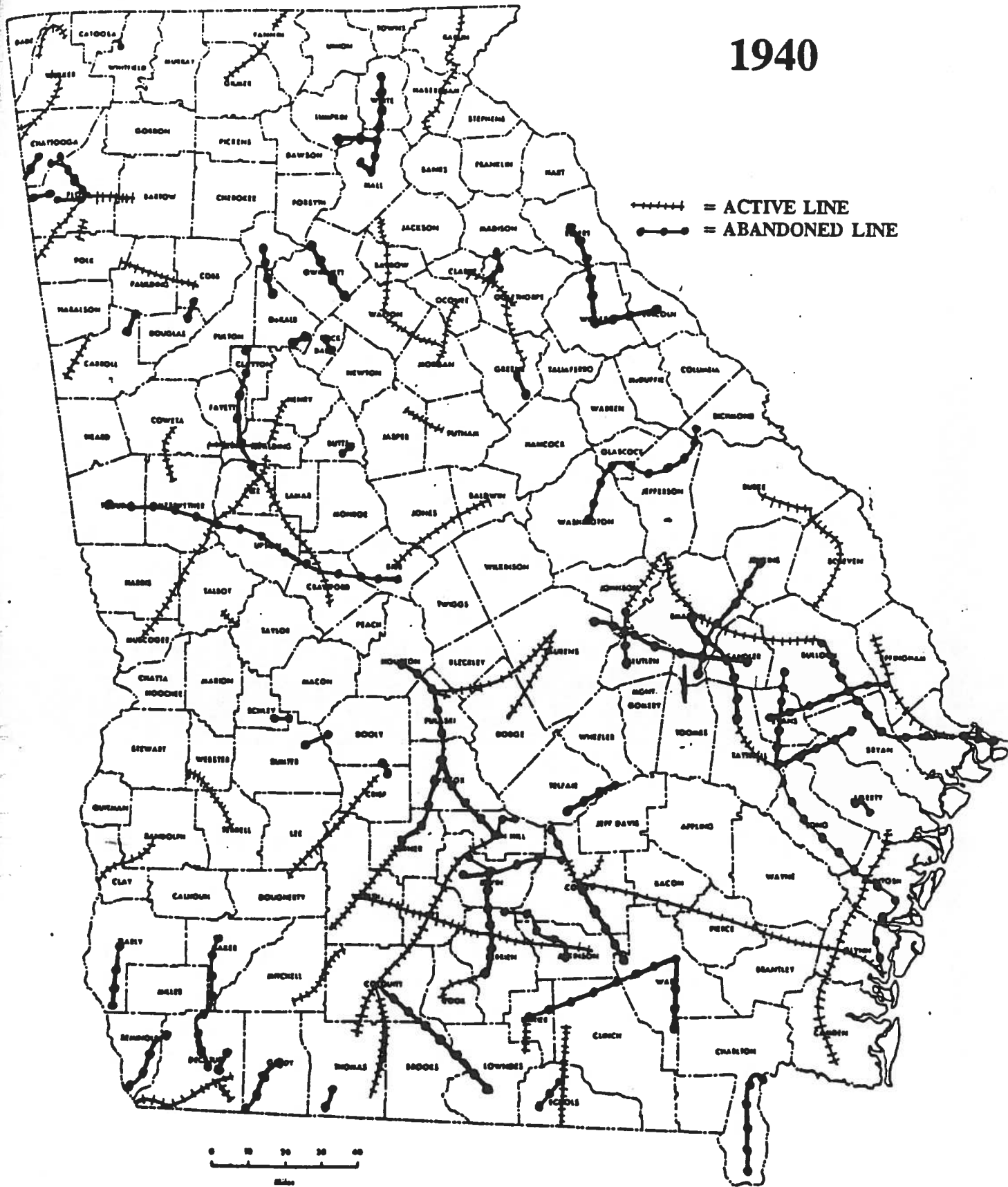
1930



GEORGIA STATE UNIVERSITY CARTOGRAPHIC LAB

# GEORGIA'S ABANDONED RAILROADS

1940

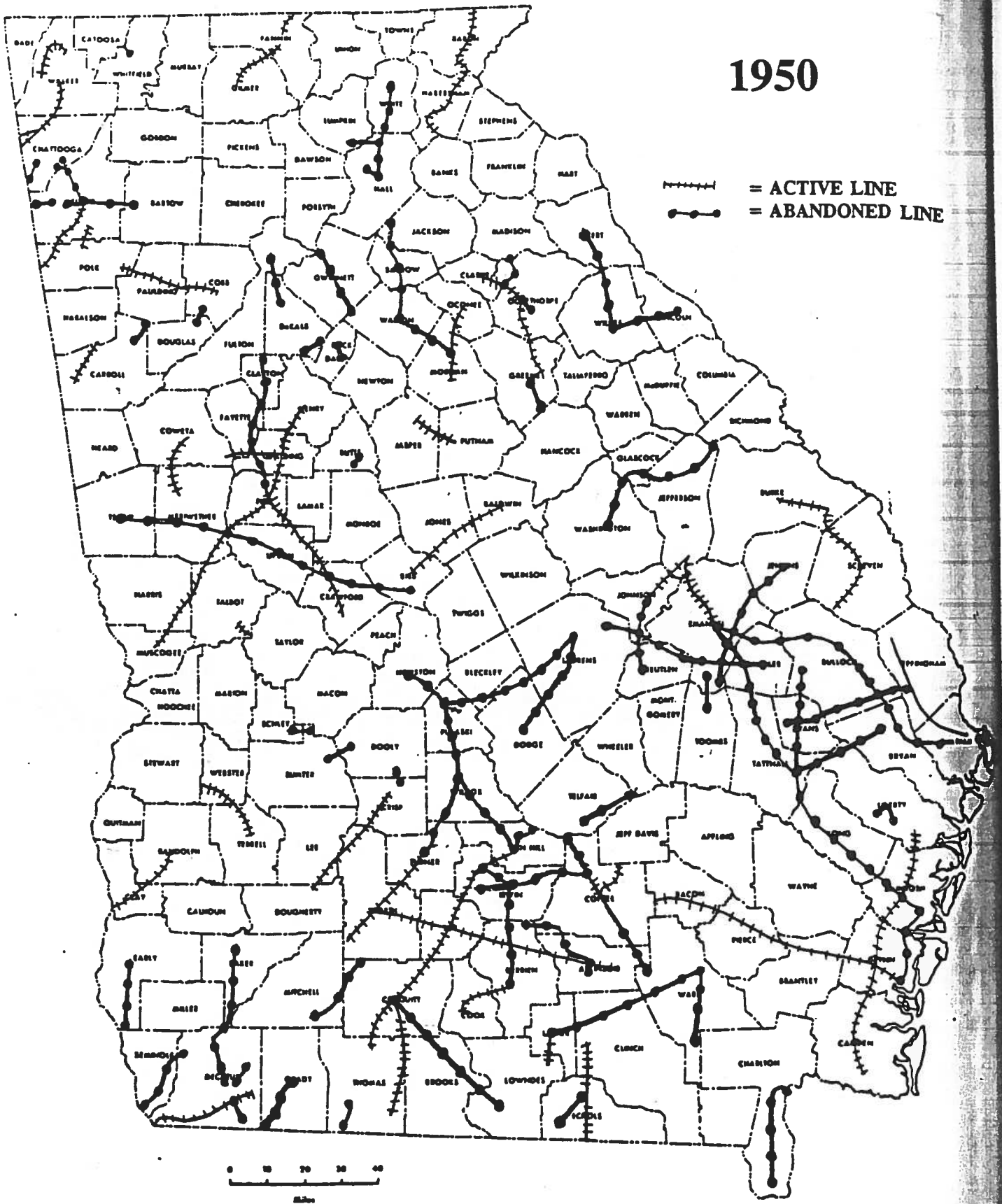


GEORGIA STATE UNIVERSITY CARTOGRAPHIC LABORATORY



# GEORGIA'S ABANDONED RAILROADS

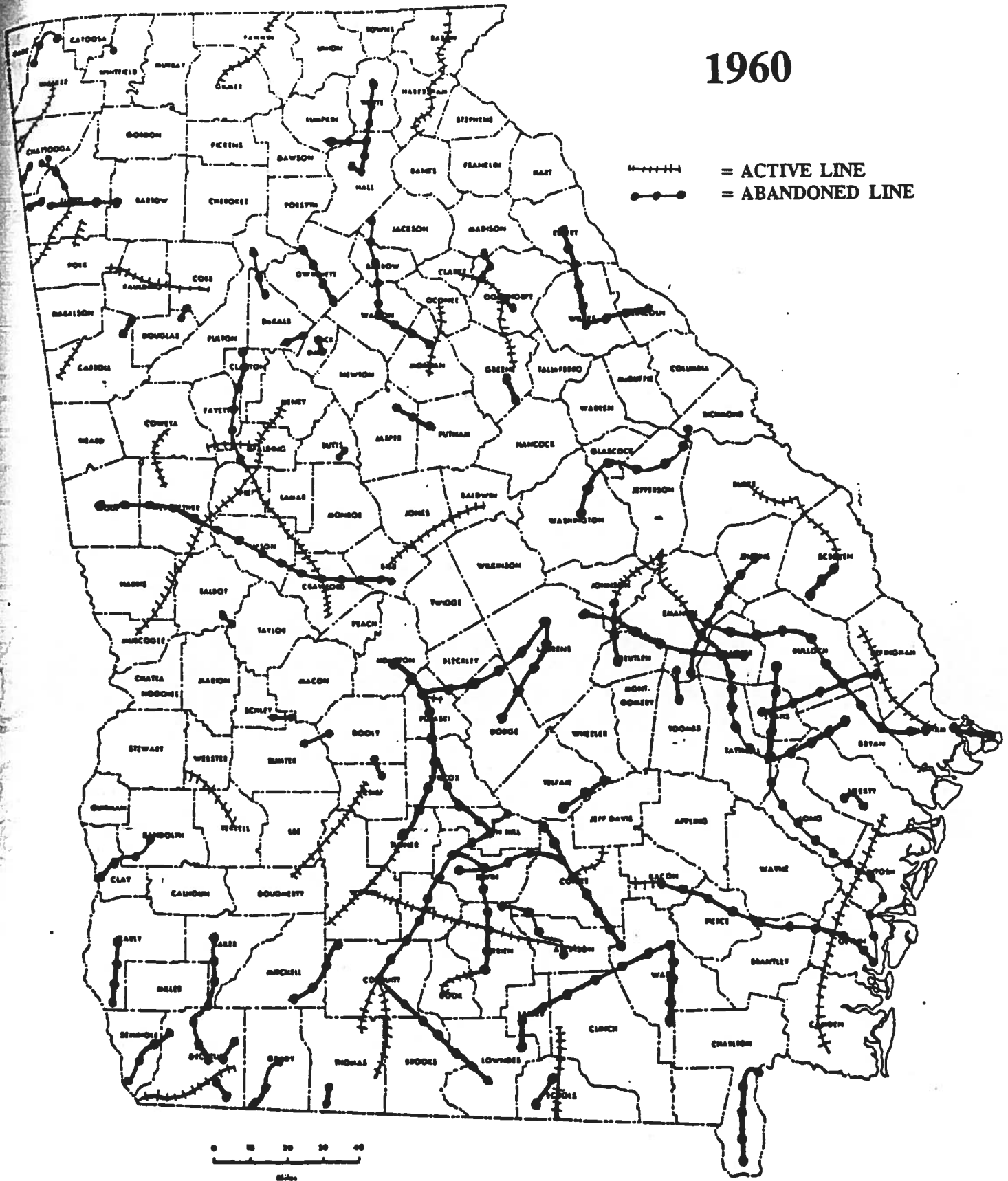
1950



GEORGIA STATE UNIVERSITY CARTOGRAPHIC MAP

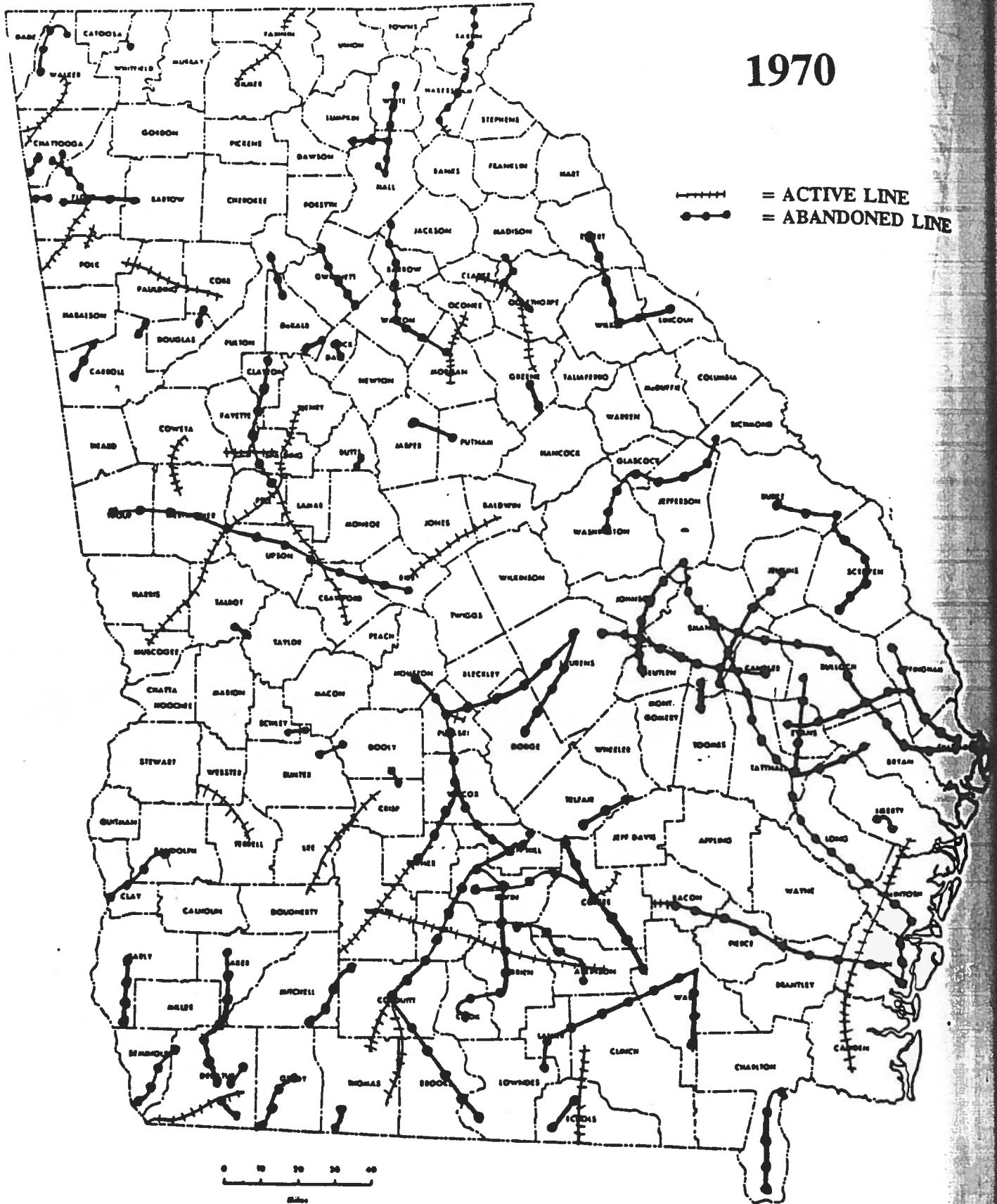
# GEORGIA'S ABANDONED RAILROADS

1960



# GEORGIA'S ABANDONED RAILROADS

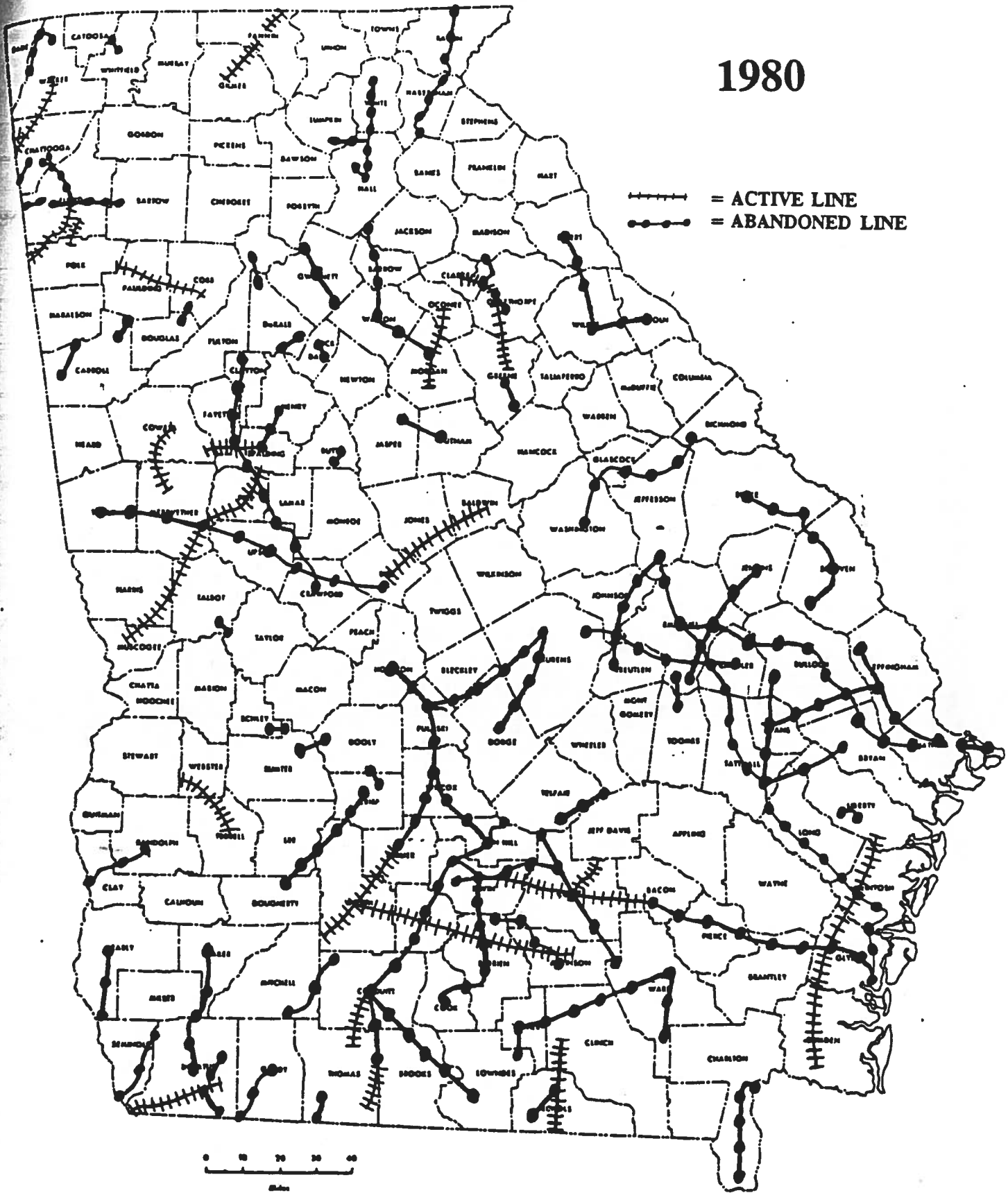
1970



GEORGIA STATE UNIVERSITY CARTOGRAPHIC UNIT

# GEORGIA'S ABANDONED RAILROADS

1980

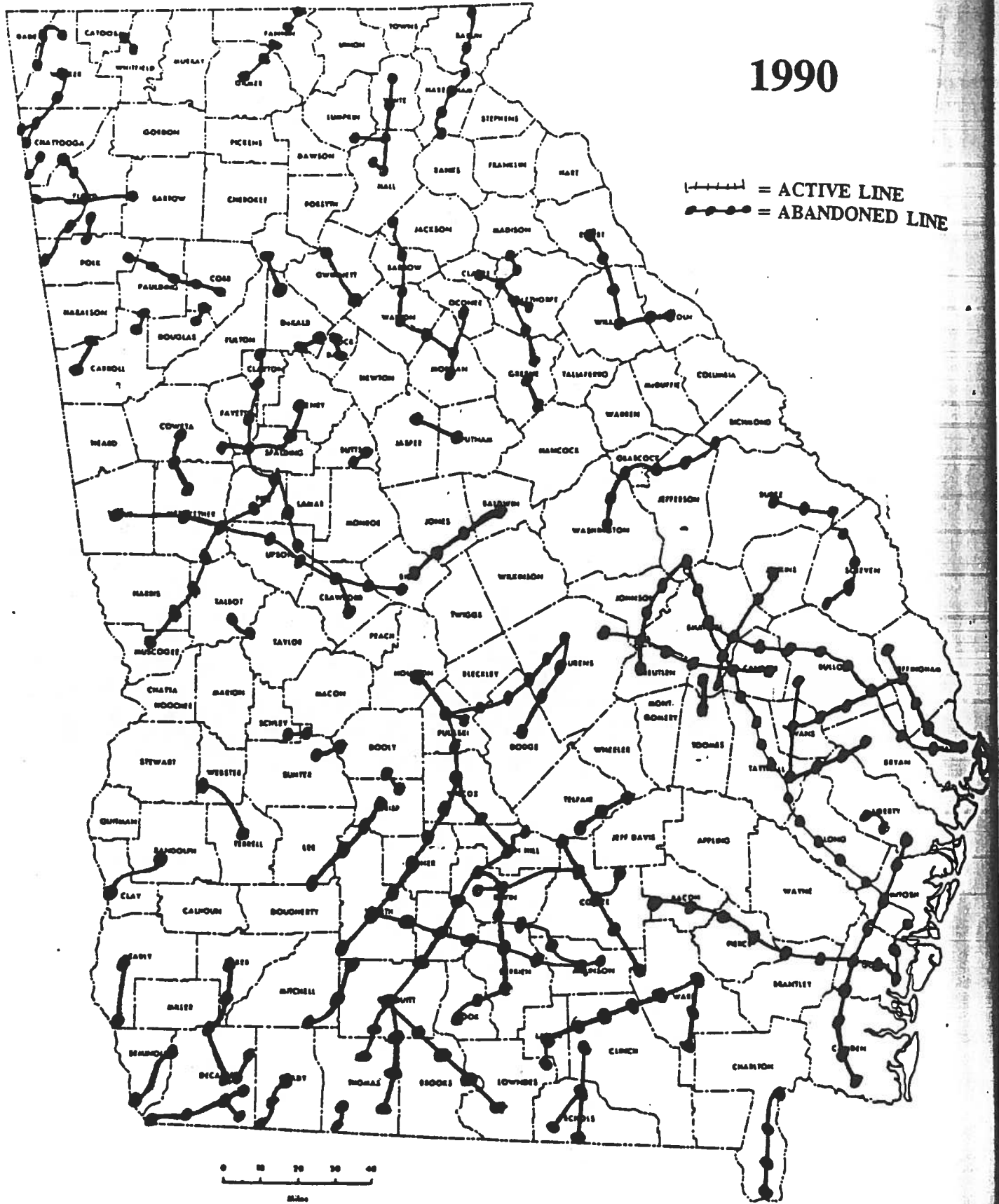


GEORGIA STATE UNIVERSITY CARTOGRAPHIC LABORATORY

# GEORGIA'S ABANDONED RAILROADS

1990

— = ACTIVE LINE  
- - - = ABANDONED LINE



GEORGIA STATE UNIVERSITY CARTOGRAPHIC LAB

## RAILROAD ABBREVIATIONS

A&A RR	Americus and Atlantic Railroad
A&B Ry	Atlantic and Birmingham Railway
A&CAL	Atlanta and Charlotte Air Line
A&F RR	Atlanta and Florida Railroad Company
A&F	Augusta and Florida
A&G RR	Atlantic and Gulf Railroad
A&N	Albany and Northern
A&S RR	Augusta and Southern Railroad Company
A&W RR	Abbeville and Waycross Railroad
AB&A Ry	Atlanta, Birmingham, and Atlantic Railway
AB&A RR	Atlanta, Birmingham, and Atlantic Railroad
AB&C	Atlanta, Birmingham, and Coast
ACL	Atlantic Coast Line Railroad
AF&N Ry	Albany, Florida, and Northern Railway
AG&S RR	Augusta, Gibson, and Sandersville Railroad Co.
AK&N	Atlanta, Knoxville, and Northern
ASL	Atlantic Short Line
B&A RR	Brunswick and Albany Railroad
B&A	Boston and Albany
B&B	Brunswick and Birmingham
B&P	Bruton and Pineora Railway
B&W RR	Brunswick and Western Railroad
BH&S Ry	Broxton, Hazlehurst, and Savannah Railway
BH&S RR	Broxton, Hazlehurst, and Savannah Railroad
BLSSL RR	Bowden Lithia Springs Short Line Railroad
BLSSL Ry	Bowden Lithia Springs Short Line Railway
BN Ry	Bainbridge Northern Railway
BNE	Bainbridge Northeastern
Bostwick RR	Bostwick Railroad
Bowden Ry	Bowden Railway
BR&A RR	Blue Ridge and Atlantic Railroad
Brinson Ry	Brinson Railway Company
BS RR	Blakely Southern Railroad
C of G	Central of Georgia
C&G RR	Collins and Glennville Railroad
C&L RR	Collins and Ludowici Railroad
C&R	Collins and Reidsville
C&S Ry	Columbus and Southern Railway
C&W RR	Cuyler and Woodburn Railroad
Chatt. &D	Chattanooga and Durham
Chick &D	Chickamauga and Durham Railroad
CR&C RR	Chattanooga, Rome, and Columbus Railroad
CR&S	Chattanooga, Rome, and Southern
CS RR	Chattanooga Southern Railroad Company
CS Ry	Chattanooga Southern Railway Company
CSXT	CSX Transportation
D&MD RR	Douglas and McDonald Railroad
D&SW RR	Dublin and Southwestern Railroad
D&W RR	Darien and Western Railroad
DA&G RR	Douglas, Augusta, and Gulf Railroad

Dooly Sou. Ry	Dooly Southern Railway
E&D RR	Empire and Dublin Railroad Company
E&E RR	Elberton and Eastern Railroad
EG Ry	East Georgia Railway
ETV&G	East Tennessee, Virginia, and Georgia
F&IS Ry	Flovilla and Indian Springs Railway Company
F&IS RR	Flovilla and Indian Springs Railroad Company
FC RR	Florida Central Railroad
FC&P RR	Florida Central and Peninsular Railroad Company
FH&W RR	Flemington, Hinesville, and Western Railroad
FO&RG Ry	Fitzgerald, Ocmulgee, and Red Bluff Railway
FR&NE	Flint River and Northeastern Railroad
G&A RR	Georgia and Alabama Railroad Company
G&D RR	Gainesville and Dahlonga Railroad Company
G&DSL Ry	Garbutt and Donovan Short Line Railway
G&F RR	Georgia and Florida Railroad Company
G&F	
G&NW	Gainesville and Northwestern Railroad
Ga. RR	Georgia Railroad Company
GAS&C RR	Georgia, Ashburn, Sylvester, and Camilla Railroad
GC&N	Georgia, Carolina, and Northern
GC&P	Georgia, Coast, and Piedmont
Georgia Eastern Ry	Georgia Eastern Railway
GJ&S RR	Gainesville, Jefferson, and Southern Railroad Co.
GM Ry	Georgia Midland Railway Company
GM RR	Gainesville Midland Railroad Company
GM&G RR	Georgia, Midland, and Gulf Railroad Company
GN Ry	Georgia Northern Railway
Greene Co. RR	Greene County Railroad
GS RR	Georgia Southern Railroad Company
GS&F	Georgia, Southern, and Florida
GS&G	Georgia, Southwestern, and Gulf
Gulf Line Ry	Gulf Line Railway
H&FS	Hawkinsville and Florida Southern
H&W	Hawkinsville and Western
L&AM RR	Lithonia and Arabia Mountain Railroad
L&B RR	Lawrenceville and Branch Railroad Company
L&N	Louisville and Nashville
L&W Ry	Louisville and Wadley Railway
L&W RR	Louisville and Wadley Railroad
Lakeland RR	Lakeland Railroad
LT RR	Lexington Terminal Railroad Company
M&A RR	Macon and Augusta Railroad
M&A	Macon and Atlantic
M&B RR	Macon and Birmingham Railroad
M&Br. RR	Macon and Brunswick Railroad
M&NG	Marietta and North Georgia Railroad
M&S Ry	Millen and Southern Railway
M&SW RR	Millen and Southwestern Railroad
MAL Ry	Milltown Air Line Railway
Memphis Branch	Memphis Branch Railroad
MG&A Ry	Middle Georgia and Atlantic Railway
Midland Ry	Midland Railway Company
Milstead RR	Milstead Railroad Company

N&S RR	Nashville and Sparks Railroad
NC&SL	Nashville, Chattanooga, and St. Louis
NE RR of Ga.	Northeast Railroad of Georgia
NS Corp.	Norfolk Southern Corporation
O&HC RR	Ocmulgee and Horse Creek Railroad
O&I RR	Ocilla and Irwinville Railroad
O&N RR	Ocmulgee and Normandale Railroad
O&V RR	Ocilla and Valdosta Railroad
O&W	Oconee and Western
Of&W	Offerman and Western
OP&V Ry	Ocilla, Pinebloom, and Valdosta Railway
OP&V RR	Ocilla, Pinebloom, and Valdosta Railroad
OS RR	Ocilla Southern Railroad
OV RR	Ocmulgee Valley Railroad
P&H RR	Pelham and Havana Railroad
R&C	Rome and Carrollton Railroad
R&D	Richmond and Danville
R&D RR	Rome and Decatur Railroad Company
R&G RR	Register and Glennville Railroad
R&N RR	Rome and Northern Railroad
R&S RR	Rogers and Summit Railroad Company
R&SE	Reidsville and Southeastern
Rome RR	Rome Railroad
S&A	Savannah and Atlanta
S&A RR	Savannah and Atlantic Railroad
S&NW Ry	Savannah and Northwestern Railway
S&S RR	Savannah and Statesboro Railroad
S&S	Savannah and Southern
S&T RR	Sandersville and Tennille Railroad Company
S&Ty RR	Savannah and Tybee Railroad
S&W RR	Savannah and Western Railroad
SA&N	Savannah, Augusta, and Northern
SAL Ry	Seaboard Air Line Railway
SB RR	South Brunswick Railroad
SBT	South Brunswick Terminal
SC RR	Sylvania Central Railroad Company
SD&C Ry	Smithonia, Danielsville, and Carnesville Railway
SF&W	Savannah, Florida, and Western
SH&W	Savannah, Hinesville, and Western
Shearwood Ry	Shearwood Railway
SM&G Ry	Sparks, Moultrie, and Gulf Railway
SMLC&G RR	St. Mary's, Lake City, and Gulf Railroad
SN Ry	Statesboro Northern Railway
Southern	Southern Railway Company
SR&D	Selma, Rome, and Dalton
SS&BL	Salt Springs and Bowden Lithia
SS&BL RR	Salt Springs and Bowden Lithia Railroad
ST&A Ry	Savannah, Tybee, and Atlantic Railway
Statenville Ry	Statenville Railway
Stillmore Air Line	Stillmore Air Line
SW RR	Southwestern Railroad
Sylvania RR	Sylvania Railroad
T&M RR	Tifton and Moultrie Railroad
T&NE	Tifton and Northeastern



TAG RR	Tennessee, Alabama, and Georgia Railroad
TAG Ry	Tennessee, Alabama, and Georgia Railway
Talbotton RR	Talbotton Railroad
TF Ry	Tallulah Falls Railway
TT&G	Tifton, Thomasville, and Gulf
UP&WP RR	Union Point and White Plains Railroad
VM&W RR	Valdosta, Moultrie, and Western Railroad
VM&W Ry	Valdosta, Moultrie, and Western Railway
VRB Ry	Villa Rica Branch Railway
W&D	Willacoochee and Dupont Railroad
W&L RR	Washington and Lincolnton Railroad Company
W&MV	Wadley and Mount Vernon Railroad Company
W&S RR	Waycross and Southern Railroad
W&T	Wrightsville and Tennille
W&W RR	Waycross and Western Railroad
Wainhurst Ry	Wainhurst Railway

## RAIL LINES IN GEORGIA

### Abbeville to Ocilla

Abbeville to Lulaville built by A&W RR, 1891  
extended to Fitzgerald, 1896  
sold to G&A RR, 1896  
extended to Ocilla, 1897  
sold to SAL Ry, 1900  
Fitzgerald to Abbeville abandoned, 1971  
Fitzgerald to Ocilla abandoned, 1990

### Albany to Cordele

built by AF&N Ry, 1891  
transferred to A&N, 1895  
bought by GS&G, 1910  
bought by GN Ry, 1939  
bought by Southern, 1960s  
abandoned, 1977

### Amsterdam to Otisca

built by ACL RR, 1903  
abandoned, 1944

### Andersonville to LaCrosse

built by C of G, date unknown (before 1899)  
abandoned before 1915

### Apalachee to Monroe

Apalachee to Bostwick built by Bostwick RR, 1907  
Bostwick to Monroe built by Greene County RR, 1911  
Bostwick RR bought by Greene Co. RR, 1912  
abandoned, 1942

### Ashburn to Bridgeboro

built by Gulf Line Ry, date unknown  
bought by GAS&C RR, 1922  
bought by GN Ry, 1927  
Bridgeboro to Ashburn abandoned, 1982

### Athens to Union Point

built by Ga. RR, 1841  
abandoned, 1984

### Austell to Lithia Springs

built by BLSSL RR, 1885  
renamed SS&BL, 1890  
bought by BLSSL, 1895  
bought by SS&BL RR, 1907  
abandoned, 1913

Bainbridge to Paulina  
Bainbridge to Eldorendo built by BN Ry, 1899  
extended to Paulina, 1904  
abandoned, 1908

Barrow's Bluff to Douglas  
built by W&MV RR, 1904  
bought by DA&G RR, 1906  
bought by G&F RR, 1906  
Relee to Barrow's Bluff abandoned, 1920  
Sapp's Still to Relee abandoned, 1950  
Sapp's Still to Douglas abandoned, 1958

Belmont to Monroe  
built by GJ&S RR, 1884  
sold to private owners, 1904  
bought by GM RR, 1926  
abandoned, 1948

Bishop to Madison  
built by C&M RR, 1888  
became Northern RR, 1891  
bought by M&N Ry, 1894  
bought by C of G, 1895  
abandoned, 1988

Blakely to Jakin  
built by BS RR, 1912  
abandoned, 1914

Blue Ridge to Ellijay  
built by M&NG RR, 1887  
bought by AK&N, 1895  
bought by L&N, 1903  
transferred to Norfolk Southern  
abandoned, 1989

Bostick to Talbotton  
built by Talbotton RR, 1881  
abandoned, 1957

Boston to Moultrie  
Pidcock to Pavo built privately, date unknown  
bought by B&A, 1891  
extended to Moultrie, 1892  
sold to GN Ry, 1893  
extended to Boston, 1905  
Boston to Barwick abandoned, 1971  
Barwick to Pavo abandoned, 1976  
Pavo to Moultrie abandoned, 1990

Bowden to Bowden Junction  
built by Bowden Ry, 1911  
abandoned, 1963

Brewton to Metter

built by M&A, 1891  
acquired by ASL, 1892  
transferred to B&P Ry, 1897  
bought by C of G, 1898  
abandoned, 1938

Brinson to Chattahoochee River

built by Wainhurst Ry, 1903  
abandoned, 1916

Brooksville to Boulogne, Fla.

built by SMLC&G RR, 1896  
abandoned, 1900

Broxton to Irwinville

Ocilla to Broxton built by O&V RR, 1906  
Ocilla to Irwinville built by AB&A RR, date unknown  
bought by BH&S RR, 1907  
bought by FO&B RR, 1908  
abandoned, 1916

Brunswick to Alapaha River

Offerman to Nichols built by O&W, 1900  
Ocilla to Irwinville built by O&I RR, 1900  
Brunswick to Offerman built by B&B, 1900  
Offerman to Nichols acquired by B&B, 1902  
Bushnell to Ocilla built by B&B, 1903  
Irwinville to Alapaha River built by B&B, 1903  
Ocilla to Irwinville acquired by B&B, 1903  
acquired by A&B Ry, 1904  
acquired by AB&A RR, 1905  
transferred to AB&A Ry, 1915  
Ocilla to Alapaha River abandoned, c.1917  
transferred to AB&C, 1926  
sold to ACL, 1946  
Brunswick to Alma abandoned, 1953  
Alma to Sessoms abandoned, 1986

Brunswick to Collins

Darien to Collins built by D&W RR, C&R RR, and R&SE RR, 1906  
renamed upon merger to GC&P, 1906  
extended to Brunswick, 1914  
abandoned, 1919

Cairo to Havana, Fla.

Cairo to Calvary built by P&H RR, 1910  
extended to Darsey, Florida, 1914  
extended to Havana, Fla., 1919  
abandoned, 1924

Central Junction to Oliver

built by C of G, 1839  
abandoned, 1962

Chambers to Relay

built by R&C RR, 1885  
renamed CR&C RR, 1887  
bought by S&W RR, 1891  
became CR&S, 1897  
bought by C of G, 1901  
abandoned, 1981

Chickamauga to Durham

built by Chick.&D, 1892  
transferred to Chatt.&D, 1894  
bought by CR&S, 1900  
acquired by C of G, 1908  
abandoned, 1951

Clermont to Chestatee River

built in private ownership, date unknown  
operated by G&NW  
abandoned c.1930

Climax to Chattahoochee, Fla.

built by SF&W, 1882  
sold to ACL RR, 1902  
abandoned, 1984

Coe to Menlo

built by CS Ry, 1891  
acquired by CS RR, 1895  
bought by TAG RR, 1910  
abandoned, 1920

Coe to Register

built by private investors, 1895  
bought by R&G RR, 1902  
acquired by EG Ry, 1914  
abandoned, 1919

Colbert to Smithsonia

built by SD&C Ry, 1895  
abandoned, 1916

Collins to Glennville

built by R&SE RR and C&P RR, 1906  
renamed in merger to GC&P, 1906  
bought by CL RR, 1919  
renamed C&G RR, 1921  
abandoned, 1941

Collins to Wadley

Collins to Stillmore built by Stillmore Air Line, 1893  
extended to Swainsboro, 1896  
extended to Dekle, 1898  
extended to Wadley, 1901  
bought by C of G, 1906  
Collins to Swainsboro abandoned, 1929  
Wadley to Swainsboro abandoned, 1964

Columbus to Rover

built by GM&G RR, 1887  
transferred to GM Ry, 1896  
abandoned, 1988

Conyers to Milstead

built by Milstead RR, 1909  
abandoned, 1977

Coolidge to Fitzgerald

Fitzgerald to Tifton built by T&NE, 1896  
acquired by A&B Ry, 1903  
Tifton to Coolidge built by TT&G, 1900  
acquired by A&B Ry, 1903  
acquired by AB&A RR, 1905  
transferred to AB&A Ry, 1915  
transferred to AB&C, 1926  
sold to ACL, 1946  
Fitzgerald to Moultrie abandoned, 1960  
Moultrie to Coolidge abandoned, 1990

Coosa to Rome

built by Memphis Branch, 1848(?)  
bought by Rome RR, 1877  
abandoned, 1885

Coosa to Ala. Line

built by R&D RR, 1886  
bought by ETV&G, 1890  
bought by Southern, 1900  
abandoned, 1948

Cornelia to N.C. Line

Cornelia to Tallulah built by NE RR of Ga., 1870  
sold to BR&A RR, 1887  
sold to TF Ry, 1898  
extended to Clayton, 1904  
extended to N.C. Line, 1906  
transferred to Southern, 1909  
Demorest to North Carolina Line abandoned, 1961  
Cornelia to Demorest abandoned, 1972

Crawford to Lexington

built by LT RR, 1889  
bought jointly by C of G and ACL RR, 1900  
leased to Ga RR, 1917  
abandoned, 1947

Cuthbert to Fort Gaines

built by SW RR, 1860  
operated under lease to C of G from 1869-1966  
abandoned, 1966

Cuyler to Statesboro

built by C&W RR, 1894  
bought by S&S Ry, 1897  
extended to Statesboro, 1899  
abandoned, 1933

Darien to Ludowici

built by D&W RR, 1904  
bought by GC&P, 1906  
abandoned, 1919

Douglas to Garents

built by DA&G RR, 1906  
bought by G&F RR, 1906  
abandoned, 1983

Douglas to Hazlehurst

built by DA&G Ry, 1906  
transferred to G&F, 1906  
abandoned, 1983

Douglas to Millwood (Lakeland)

built by D&MD RR, 1896  
abandoned c. 1904

Dublin to Eastman

built by D&SW RR, 1905  
bought by W&T RR, 1907  
abandoned, 1941

Dublin to Hawkinsville

built by E&D RR, 1890  
transferred to O&W RR, 1890  
transferred to W&T RR, 1896  
abandoned, 1941

Dunlap to Smithsonia

built by S&D RR, 1889  
abandoned, 1930

Dupont to Florida Line  
built by A&G RR, 1865  
sold to SF&W, 1879  
sold to ACL RR, 1902  
abandoned, 1988

Eatonton to Machen  
built by MG&A Ry, 1891  
acquired by C of G, 1896  
abandoned, 1959

Egypt to Hagan  
Brooklet to Harville built by Shearwood Ry, 1910  
extended to Nevils, 1915  
extended to Leeland, 1917  
extended to Claxton, 1918  
extended between Hagan and Egypt, 1919  
abandoned, 1938

Elberton to Washington  
Elberton to Tignall built by E&E RR, 1912  
extended to Washington, 1918  
abandoned, 1933

Fitzgerald to Garbutt's Landing  
built by FO&RB Ry, 1904  
abandoned, 1907

Fitzgerald to Rochelle  
built by OS RR, 1914  
abandoned, 1923

Flovilla to Indian Springs  
built by F&IS RR, 1889  
bought by F&IS Ry, 1897  
abandoned, 1918

Gainesville to Robertstown  
Gainesville to Cleveland built by G&NW RR, 1913  
extended to Robertstown, 1915  
abandoned, 1928

Gainesville to Chattahoochee River  
built by G&D RR, 1878  
abandoned, 1893

Gladys to Shaw's Still  
built by OP&V Ry, 1901  
renamed OP&V RR, 1910  
abandoned, 1919



Glennville to Norden  
Norden to Willie built by S&S, 1909  
extended to Glennville, 1916  
abandoned, c. 1923

Gore to West Rome  
built by R&N RR, 1910  
bought by R&N Ry, 1923  
abandoned, 1923

Greenville to Raymond  
built by C of G, 1906  
abandoned, 1981

Griffin to McDonough  
built by GM&G RR, 1887  
transferred to GM Ry, 1896  
abandoned, 1979

Griffia to Senoia  
built by SG&NA RR, 1872  
bought by S&W, 1890  
merged with C of G, 1894  
abandoned, 1989

Hawkinsville to Worth  
Worth to Green built by H&FS, 1898  
extended to Hawkinsville, 1901  
acquired by Gulf Line Ry, 1909  
abandoned, 1921

Hawkinsville to W&T Junction  
built by M&Br. RR, 1866  
bought by ETV&G, 1886  
bought by Southern, 1894  
abandoned, 1975

Hawkinsville to Perry  
built by H&W Ry, 1914  
abandoned, 1920

Haylow to Statenville  
built by Statenville Ry, 1910  
abandoned, 1924

Hazlehurst to Vidalia  
built by G&F RR, 1909  
bought by Southern System, 1963  
transferred to Norfolk Southern, 1982  
abandoned, 1983

Hedges to Ewing, Ala.  
built by CS Ry, 1891  
transferred to CS RR, 1895  
transferred to TAG RR, 1910  
bought by TAG Ry, 1922  
bought by Southern, date unknown  
abandoned, 1982

Hepzibah to Midville  
Hepzibah to Keysville built by AG&S RR, 1884  
reorganized as A&S RR, 1893  
transferred to Southern, 1901  
trackage rights granted to G&F, 1906  
Midville to Swainsboro built by A&F, date unknown  
bought by G&F RR, 1906  
extended to Normantown, 1906  
acquired by Southern, 1963  
Midville to Gough abandoned, 1966  
Torbit to Hepzibah abandoned, 1966  
Torbit to Gough abandoned, 1986

Hinesville to McIntosh  
built by FH&W RR, 1912  
renamed SH&W, 1916  
abandoned, 1917

Hopkins to Waycross  
Waycross to Fredel built by W&S RR, 1910  
extended to Hopkins, 1913  
abandoned, 1928

Jacksonville to Lumber City  
built by OV RR, 1915  
abandoned, 1917

Keysville to Sandersville  
Augusta to Sandersville built by AG&S RR, 1886  
transferred to A&S RR, 1893  
Sandersville to Tennille built by S&T RR, 1876  
bought by A&S RR, 1894  
bought by Southern, 1901  
bought by G&F RR, 1917  
Keysville to Sandersville abandoned, 1934

Kingston to Rome  
built by Rome RR, 1848  
bought by NC&SL, 1894  
abandoned, 1943

LaGrange to Sofkee  
built by M&B RR, 1891  
bought by GS&F, 1895  
abandoned, 1923

Lakeland to Naylor  
built by MAL Ry, 1904  
bought by private investors, 1912  
bought by Lakeland RR, 1928  
abandoned, 1957

Lakeland to Waycross  
built by private owners, date unknown  
bought by W&W RR, 1914  
Cogdell to Milltown abandoned, 1921  
Cogdell to Waycross abandoned, 1925

Lawrenceville to Suwanee  
built by LB RR, 1881  
bought by R&D, 1885  
bought by A&CAL, 1908  
transferred to LB RR Co, 1912  
abandoned, 1920

Lawrenceville to Loganville  
built by GC&N Ry, 1898  
bought by SAL, 1901  
abandoned, 1932

Lincolnton to Washington  
built by W&L RR, 1914  
abandoned, 1932

Lithonia to Arabia Granite Co. quarries  
built by L&AM RR, 1914  
abandoned, 1935

Lyerly to Dewey, Ala.  
built by C of G, 1904  
abandoned, 1920

Lyons to Oak Park  
Lyons to Selma built by G&DSL Ry, 1904  
extended to Oak Park, 1910  
abandoned, 1911

Macon to Milledgeville  
built by M&A RR, 1873  
bought by Ga. RR, 1878  
abandoned, 1984

Mata to Methvins  
built by A&A RR, 1917  
abandoned, 1926

Metcalf to Thomasville  
built by FC RR, 1907  
acquired by ACL, 1914  
abandoned c. 1914

Millen to Pendleton Junction  
Rogers to Stillmore built by R&S RR, 1889  
bought by M&S Ry, 1890  
extended to Millen, 1892  
transferred to M&SW RR, 1897  
extended to Vidalia, 1904  
acquired by G&F RR, 1906  
Millen to Pendleton Junction abandoned, 1930

Mineral Bluff to NC Line  
built by M&NG, 1887  
sold to AK&N, 1895  
sold to L&N, 1903  
bought by Southern, 1974  
transferred to NS, 1982  
abandoned, 1986

Moultrie to Valdosta  
built by VM&W RR, 1910  
bought by VM&W Ry, 1917  
abandoned, 1921

Mount Royal to Swindell Landing  
built by Georgia Eastern Ry, date unknown (before 1904)  
acquired by BNE, 1908  
abandoned, 1910

Nashville to Sparks  
built by N&S RR, 1901  
bought by G&F Ry, 1907  
abandoned, 1968

Nashville to Ocilla  
Ocilla to Alapaha built by OS RR, 1910  
extended to Nashville, date unknown  
abandoned, 1924

Normandale to Ocmulgee River  
built by O&N RR, date unknown (before 1885)  
abandoned, 1890  
(NOTE: the exact location of this line could not be  
determined)

Pearson to Sylvester  
built by B&A RR, 1870  
transferred to B&W RR, 1882  
acquired by SF&W, 1893  
acquired by ACL RR, 1902  
abandoned, 1985

Pelham to Tichnor  
built by FR&NE, 1904  
abandoned, 1946

Pine Woods to Ocmulgee River  
built by O&HC RR, 1878  
bought by private investors, 1885  
abandoned, 1888  
(NOTE: The exact location of this line could not be  
determined)

Pinia to Richwood  
built by Dooly Southern Ry, 1898  
abandoned, 1903

Pope City to Rochelle  
built by OS RR, 1917  
abandoned, 1923

Powder Springs to Rockmart  
built by SAL, 1906  
abandoned, 1988

Riceboro to Seals  
built by FC&P RR, 1893  
bought by SAL, 1899  
Riceboro to Bladen abandoned, 1986  
Bladen to Seals abandoned, 1988

Dawson to Richland  
built by C&S Ry, 1890  
bought by G&A RR, 1896  
transferred to SAL, 1900  
abandoned, 1981

Roberta to Roseland  
built by A&F RR, 1888  
bought by Southern, 1894  
Roseland to Williamson abandoned, 1939  
Roberta to Williamson abandoned, 1977

Rockledge to Wadley  
Wadley to Richville built by W&MV RR, 1889  
extended to Rockledge, 1902  
bought by C of G, 1906  
Kite to Rockledge abandoned, 1928  
Wadley to Kite abandoned, 1964

... to Sylvania  
built by Sylvania RR, 1885  
transferred to SC RR, 1903  
leased to S&G RR, 1906  
bought by C of G, 1915  
leased to Sylvania Ry, 1935  
lease terminated, 1944  
abandoned, 1954

Rome to Ala. Line  
built by SR&D, 1870  
bought by GS RR, 1874  
bought by ETV&G, 1881  
bought by Southern, 1894  
abandoned, 1984

Roswell to Roswell Junction  
built by R&D, 1887  
bought by Southern, 1900  
abandoned, 1923

Savannah to Tybee  
built by S&Ty RR, 1887  
bought by ST&A Ry, 1889  
renamed S&A RR, 1889  
acquired by C of G, 1890  
abandoned, 1933

Statesboro to Steven's Crossing  
built by SA&N, 1908  
bought by S&S, 1911  
bought by Midland Ry, 1916  
transferred to SN, 1924  
acquired by G&F, 1927  
abandoned, 1950

Sylvania to Waynesboro  
Sylvania to Millhaven built by Brinson Ry, 1910  
extended to Waynesboro, 1912  
renamed S&NW Ry, 1914  
acquired by S&A, 1920  
bought by C of G, 1951  
abandoned, 1962

Tunnel Hill  
Tunnel constructed by W&A RR, 1848  
leased by NC&SL  
Tunnel abandoned, 1926

Union Point to White Plains  
built by UP&WP RR, 1889  
abandoned, 1927

Villa Rica Branch  
built by VRB Ry, 1902  
bought by Southern, 1902  
abandoned, 1925

LISTING OF RAILROAD COMPANIES IN GEORGIA

Abbeville and Waycross Railroad  
Built Abbeville to Lulaville, 1891  
extended to Fitzgerald, 1896  
sold to Georgia and Alabama Ry, 1896

Albany, Florida, and Northern Railway  
Built Albany to Cordele, 1891  
Reorganized as Albany and Northern, 1895

Albany and Northern  
Albany to Cordele  
acquired in reorganization of AF&N Ry, 1895  
sold to Georgia, Southwestern, & Gulf, 1910

Americus and Atlantic Railroad  
Built Mata to Methvin, 1917  
abandoned, 1926

Atlanta, Birmingham, and Atlantic Railroad  
Brunswick to Alapaha River  
acquired in takeover of A&B Ry, 1905  
Fitzgerald to Coolidge  
acquired during takeover of A&B Ry, 1905  
Reorganized as AB&A Railway, 1915

Atlanta, Birmingham, and Atlantic Railway  
Brunswick to Alapaha River  
acquired in reorganization of AB&A RR, 1915  
Ocilla to Alapaha River abandoned c. 1917  
Fitzgerald to Coolidge  
acquired in reorganization of AB&A RR, 1915  
Reorganized as Atlanta, Birmingham, and Coast, 1926

Atlanta, Birmingham, and Coast  
Brunswick to Ocilla  
acquired in reorganization of AB&A Ry, 1926  
Fitzgerald to Coolidge  
acquired in reorganization of AB&A Ry, 1926  
Sold to Atlantic Coast Line, 1946

Atlanta and Charlotte Air Line  
Lawrenceville to Suwanee  
bought from Richmond & Danville, 1908  
abandoned, 1920

Atlanta and Florida RR Co.  
Built Roberta to Roseland, 1888  
sold to Southern Ry, 1894



Atlanta, Knoxville, and Northern  
Blue Ridge to Ellijay  
bought from Marietta and North Georgia RR, 1895  
Mineral Bluff to NC line  
bought from Marietta and North Georgia RR, 1895  
Sold to Louisville and Nashville, 1903

Atlantic and Birmingham Railway  
Brunswick to Alapaha River  
acquired during B&B takeover, 1904  
Fitzgerald to Tifton  
acquired during T&N takeover, 1903  
Tifton to Coolidge  
acquired during TT&G takeover, 1903  
Bought by Atlanta, Birmingham, and Atlantic RR, 1905

Atlantic Coast Line RR  
Brunswick to Ocilla  
acquired in takeover of AB&C, 1946  
Brunswick to Alma abandoned, 1953  
Alma to Sessoms abandoned, 1986  
Climax to Chattahoochee  
acquired during takeover of SF&W, 1902  
abandoned, 1984  
Dupont to Florida Line  
acquired during takeover of SF&W, 1902  
abandoned, 1988  
Fitzgerald to Coolidge  
acquired in takeover of AB&C, 1946  
Fitzgerald to Moultrie abandoned, 1960  
Moultrie to Coolidge abandoned, 1990  
Lexington to Crawford  
bought (jointly w/ C of G) from Lexington Terminal, 1900  
abandoned, 1947  
Built Otisca to Amsterdam, 1903  
abandoned, 1944  
Sylvester to Pearson  
acquired during takeover of SF&W, 1902  
abandoned, 1985  
Thomasville to Metcalf  
acquired during takeover of Fla. Central, 1914  
abandoned c. 1914

Atlantic and Gulf Railroad  
Built Dupont to Florida line, 1865  
Sold to Savannah, Florida, and Western, 1879

Atlantic Short Line  
Metter to Brewton  
acquired in Macon & Atlantic takeover, 1892  
Reorganized as Bruton and Pineora, 1897

Augusta and Florida

Built Midville to Swainsboro (date unknown; before 1906)  
sold to Georgia and Florida RR Co., 1906

Augusta, Gibson, and Sandersville Railroad Co.

Built Augusta to Sandersville, 1886  
Reorganized as Augusta and Southern RR co, 1893

Augusta and Southern RR Co.

Augusta to Sandersville  
acquired in Augusta and Sandersville merger, 1893  
Sandersville to Tennille  
bought from Sandersville and Tennille RR Co., 1894  
Sold to Southern Railway, 1901

Bainbridge Northeastern

Swindell Landing to Mount Royal  
acquired in takeover of Ga. Eastern, 1908  
abandoned, 1910

Bainbridge Northern Railway

Built Bainbridge to Eldorado, 1899  
extended to Paulina, 1904  
abandoned, 1908

Blakely Southern Railroad

Built Jakin to Blakely, 1912  
abandoned, 1914

Blue Ridge and Atlantic RR

Cornelia and Tallulah  
bought from Northeast RR of Georgia, 1887  
sold to Tallulah Falls RY, 1898

Boston and Albany

Pidcock to Pavo  
bought from private owners, 1891  
extended to Moultrie, 1892  
Bought by Georgia Northern Ry, 1893

Bostwick Railroad

Built Bostwick to Apalachee, 1907  
sold to Greene County Railroad, 1912

Bowden Lithia Springs Short Line RR

Built Austell to Lithia Springs, 1885  
Renamed Salt Springs and Bowden Lithia, 1890

Bowden Lithia Springs Short Line RY

Austell to Lithia Springs  
acquired in BLS Short Line Ry takeover, 1895  
sold to Salt Springs and Bowden Lithia RR, 1907

Bowden Railway

Built Bowden to Bowden Junction, 1911  
abandoned, 1963

Brinson Railway Co.  
     Built Sylvania to Waynesboro, 1912  
     Renamed Savannah and Northwestern Ry, 1920

Broxton, Hazlehurst, and Savannah Railroad  
     Ocilla to Broxton  
         bought from Ocilla and Valdosta, 1907  
     Succeeded by Broxton, Hazlehurst, and Savannah Ry, 1907

Broxton, Hazlehurst, and Savannah Railway  
     Ocilla to Broxton  
         acquired during merger of BH&S RR, 1907  
         abandoned, 1916

Brunswick and Albany Railroad  
     Built Sylvester to Pearson, 1870  
     Reorganized as Brunswick and Western RR, 1882

Brunswick and Birmingham  
     Built Brunswick to Offerman, 1900  
     Built Bushnell to Ocilla, 1903  
     Built Irwinville to Alapaha River, 1903  
     Ocilla to Irwinville  
         acquired during O&I RR takeover, 1903  
     Offerman to Nichols  
         acquired during O&W takeover, 1902  
     Bought by Atlantic and Birmingham Ry, 1904

Brunswick and Western  
     Sylvester to Pearson  
         acquired during reorganization of B&A, 1882  
     Bought by Savannah, Florida, & Western, 1893

Bruton and Pineora Railway  
     Metter to Brewton  
         acquired during reorganization of Atlantic Shortline, 1897  
     Bought by Central of Georgia, 1898

Central of Georgia  
     Built Andersonville to LaCrosse (before 1899)  
         abandoned before 1915  
     Built Central Junction to Oliver, 1839  
         abandoned, 1962  
     Chickamauga to Durham  
         acquired during takeover of CR&S, 1908  
         abandoned, 1951  
     Collins to Wadley  
         bought from the Stillmore Air Line, 1906  
         Collins to Swainsboro abandoned, 1929  
         Wadley to Swainsboro abandoned, 1964  
     Eatonton to Machen  
         acquired during takeover of MG&A, 1896  
         abandoned, 1959

Lexington to Crawford  
bought (jointly with ACL) from Lexington Terminal, 1900  
abandoned, 1947  
Louisville to Wadley  
bought from Louisville and Wadley RR, 1898  
sold to Louisville and Wadley Ry, 1961  
Built Lyerly to Dewey, Ala., 1904  
completely abandoned, 1920  
Metter to Brewton  
acquired during Bruton and Pineora takeover, 1898  
abandoned, 1938  
Built Raymond to Greenville, 1906  
abandoned 1981  
Relay to Chambers  
acquired during Chatt., Rome, and Southern, 1901  
abandoned, 1981  
Savannah to Tybee  
acquired during Savannah and Atlantic takeover, 1890  
abandoned, 1933  
Sylvania to Rocky Ford  
bought from Sylvania Central RR, 1915  
abandoned, 1954  
Sylvania to Waynesboro  
acquired in Savannah and Atlanta takeover, 1951  
abandoned, 1962  
Wadley to Richville  
bought from Wadley & Mt. Vernon RR, 1906  
Kite to Rockledge abandoned, 1922  
Wadley to Kite abandoned, 1964  
Merged with Southern, 1962

Chattanooga and Durham  
Chickamauga to Durham  
acquired during takeover of Chickamauga & Durham, 1894  
Bought by Chattanooga, Rome, and Southern, 1900

Chattanooga, Rome, and Columbus Railroad  
Relay to Chambers  
acquired when Rome & Carrollton renamed, 1887  
Bought by Savannah and Western, 1891

Chattanooga, Rome, and Southern  
Chickamauga to Durham  
acquired during takeover of Chattanooga & Durham, 1900  
Relay to Chambers  
acquired during reorganization of S&W, 1897  
Bought by Central of Georgia, 1901

Chattanooga Southern Railroad Co.  
Menlo to Coe  
acquired in Chatt. Southern Ry merger, 1895  
Hedges to Ewing  
acquired in Chatt. Southern Ry merger, 1895

Chattanooga Southern Railway Co.  
Built Menlo to Coe, 1891  
Built Hedges to Ewing, 1891  
Sold to Chattanooga Southern Railroad Co, 1895

Chickamauga and Durham Railroad  
Built Chickamauga to Durham, 1892  
Sold 1894 to Chattanooga and Durham

Collins and Glennville Railroad  
Collins to Glennville  
acquired in renaming of C&L, 1921  
abandoned, 1941

Collins and Ludowici Railroad  
Collins to Glennville  
bought from Georgia, Coast, and Piedmont, 1919  
Renamed Collins and Glennville, 1921

Collins and Reidsville  
Built Collins and Reidsville, 1896  
Sold to Georgia, Coast, and Piedmont, 1906

Columbus and Southern Ry  
Built Richland to Dawson, 1890  
sold to Georgia and Alabama RR Co., 1896

CSX Transportation  
Merged with Seaboard Air Line, 1980

Cuyler and Woodburn Railroad  
Built Cuyler to Woodburn, 1894  
sold to Savannah and Statesboro, 1897

Darien and Western Railroad  
Built Darien to Ludowici, 1904  
Built Crescent to Belleville, 1904  
Sold to Georgia, Coast, and Piedmont, 1906

Dobly Southern Railway  
Built Richwood to Pinia, 1898  
abandoned, 1903

Douglas, Augusta, and Gulf Railroad  
Broxton to Hazlehurst  
bought from Ocilla and Valdosta, 1906  
Barrow's Bluff to Nashville  
bought from Ocilla and Valdosta, 1906

Douglas and McDonald RR  
Built Douglas to McDonald, 1896  
abandoned, 1904

Dublin and Southwestern Railroad  
Built Dublin to Eastman, 1905  
sold to Wrightsville and Tennille, 1907

East Georgia Railway  
Coe to Register  
acquired in reorganization of R&G, 1914  
abandoned, 1919

East Tennessee, Virginia, and Georgia  
Coosa to Ala. Line  
bought from Rome and Decatur RR, 1890  
sold to Southern Ry, 1900  
Hawkinsville to W&T Jctn  
bought from Macon and Brunswick RR, 1886  
sold to Southern Ry, 1894  
Rome to Ala Line  
bought from Georgia Southern RR Co., 1881  
sold to Southern Ry, 1894

Elberton and Eastern Railroad  
Built Elberton to Tignall, 1912  
extended to Washington, 1918  
abandoned, 1933

Empire & Dublin Railroad co.  
Built Dublin to Hawkinsville, 1890  
Reorganized as Oconee and Western, 1890

Fitzgerald, Ocmulgee, and Red Bluff Railway  
Built Fitzgerald to Garbutt's Landing 1904  
abandoned, 1907

Flemington, Hinesville, and Western Railroad  
Built Hinesville to McIntosh, 1912  
Renamed Savannah, Hinesville, and Western, 1916

Flint River and Northeastern Railroad  
Built Pelham to Tichnor, 1904  
abandoned, 1946

Florida Central and Peninsular Railroad Co  
Built Bladen to Riceboro, 1893  
Built Bladen to Seals, 1893  
Sold to Seaboard Air Line, 1899

Florida Central Railroad  
Built Thomasville to Metcalf, 1907  
Sold to ACL, 1914

Flovilla and Indian Springs RR Co.  
Built Flovilla to Indian Springs, 1889-90  
sold to Flovilla and Indian Springs Ry Co., 1897

Flovilla and Indian Springs Ry Co.

Bought Flovilla to Indian Springs from F&IS RR Co, 1897  
abandoned, 1918

Gainesville and Dahlonega RR Co.

Built Gainesville to Dahlonega 1878  
abandoned, 1893

Gainesville, Jefferson, and Southern RR Co.

Built Gainesville to Chattahoochee River, 1884  
abandoned, 1893

Gainesville Midland Railroad Co

Bought Belmont to Monroe from private ownership, 1926  
abandoned, 1948

Gainesville and Northwestern Railroad

Built Gainesville to Cleveland, 1913  
extended to Robertstown, 1915  
abandoned, 1928

Garbutt and Donovan Short Line Railway

Built Lyons to Selma, 1904  
extended to Oak Park, 1910  
abandoned, 1911

Georgia and Alabama RR Co.

Richland to Dawson  
bought from Columbus and Southern Ry., 1896  
Abbeville to Fitzgerald  
bought from Abbeville and Waycross RR, 1896  
extended to Ocilla, 1897  
Merged with Seaboard Air Line Ry, 1900

Georgia, Ashburn, Sylvester, and Camilla Railroad

Ashburn to Camilla  
bought from Gulf Line Ry, 1922  
Absorbed by Georgia Northern, 1927

Georgia, Carolina, and Northern

Built Lawrenceville to Loganville, 1898  
sold to Seaboard Air Line, 1901

Georgia, Coast, and Piedmont

Crescent to Belleville  
acquired in takeover of Darien and Western RR, 1906  
Darien to Collins  
acquired in takeover of Darien and Western RR, 1906  
acquired in takeover of Reidsville & Southeastern, 1906  
acquired in takeover of Collins & Reidsville, 1906  
extended to Brunswick, 1914  
Hilton Junction to Foxtown  
acquired in takeover of Reidsville & Southeastern, 1906



Sold to private ownership, 1919  
all abandoned except Collins to Glennville, 1919  
Collins to Glennville sold to C&L RR, 1919

Georgia Eastern Railway  
Built Swindell Landing to Mount Royal (Before 1904)  
Bought by Bainbridge Northeastern, 1908

Georgia and Florida RR Co.  
Augusta to Sandersville  
bought from Southern Railway, 1917  
abandoned Keysville to Tennille, 1934  
Barrow's Bluff to Nashville  
bought from Douglas, Augusta, and Gulf, 1909  
Broxton to Hazlehurst  
bought from Douglas, Augusta, and Gulf, 1909  
Built Keysville to Midville, 1906  
abandoned Augusta to Midville, 1963  
Midville to Swainsboro  
bought from Augusta & Florida RR, 1906  
Millen to Stillmore  
acquired in M&SW merger, 1906  
abandoned Millen to Pendleton Junction, 1930  
Nashville to Sparks  
bought from Nashville and Sparks RR, 1907  
abandoned, 1968  
Built Sparks to Adel, 1910  
abandoned, 1965  
Statesboro to Steven's Crossing  
acquired in merger of Statesboro Northern Ry, 1927  
abandoned, 1950  
Swainsboro to Midville  
bought from Augusta and Florida, 1906  
Sold to Southern System, 1963

Georgia, Midland, and Gulf RR Co.  
Completed Griffin to McDonough, 1887  
Built Rover to Columbus, 1887  
Reorganized as Georgia Midland Ry Co, 1896

Georgia Midland Ry Co. (owned by Southern)  
Griffin to McDonough  
acquired during reorganization, 1896  
abandoned, 1979  
Rover to Columbus  
acquired during reorganization, 1896  
abandoned, 1988

Georgia Northern Railway  
Albany to Cordele  
obtained in takeover of GS&F  
sold to Southern Ry, 1960s

Pavo to Moultrie  
acquired during B&A takeover, 1893  
extended to Boston, 1903  
abandoned Boston to Barwick, 1971  
abandoned Barwick to Pavo, 1976  
abandoned Pavo to Moultrie, 1990

Ashburn to Camilla  
acquired in GASC takeover, 1927  
abandoned Bridgeboro to Ashburn, 1982

Georgia Railroad Company  
Built Athens to Union Point, 1841  
abandoned, 1984  
Macon to Milledgeville  
bought from Macon & Augusta, 1878  
abandoned, 1984

Georgia, Southern, and Florida  
Sofkee to LaGrange  
bought from Macon and Birmingham RR, 1895  
abandoned, 1923

Georgia Southern RR Co.  
Rome to Alabama Line  
bought from Selma, Rome, and Dalton RR, 1874  
sold to East Tennessee, Virginia, and Georgia, 1881

Georgia, Southwestern, and Gulf  
Albany to Cordele  
acquired in takeover of A&N, 1910  
Bought by Georgia Northern, 1939

Greene County Railroad  
Bostwick to Apalachee  
bought from Bostwick Railroad, 1912  
abandoned, 1942  
Built Monroe to Bostick, 1911  
abandoned, 1942

Gulf Line Railway  
Built Ashburn to Camilla (date unknown)  
sold to Georgia, Ashburn, Sylvester, and Camilla, 1922  
Worth to Hawkinsville  
acquired in H&FS merger, 1909  
abandoned, 1921

Hawkinsville and Florida Southern  
Completed Worth to Green, 1898  
extended to Hawkinsville, 1901  
Merged with Gulf Line Railway, 1909

Hawkinsville and Western  
Built Hawkinsville to Perry, 1914  
abandoned, 1920

Lakeland Railroad  
Milltown to Naylor  
bought from private hands (Built by MAL), 1928  
abandoned, 1957

Lawrenceville and Branch RR Co.  
Built Lawrenceville to Suwanee, 1881  
sold to Richmond and Danville, 1885

Lexington Terminal RR Co.  
Built Lexington to Crawford, 1889  
sold jointly to Atlantic Coast Line and C of G, 1900

Lithonia and Arabia Mountain Railroad  
Built Lithonia to Arabia Granite Co. quarries, 1914  
abandoned, 1935

Louisville and Nashville  
Mineral Bluff to NC Line  
bought from Atlanta, Knoxville, and Northern, 1903  
Blue Ridge to Ellijay  
bought from Atlanta, Knoxville, and Northern, 1903  
Merged with Seaboard Air Line, 1974

Louisville and Wadley RR  
Built Louisville to Wadley, 1879  
sold to Central of Georgia, 1898

Louisville and Wadley Ry  
Louisville to Wadley  
bought from Central of Georgia, 1961

Macon and Atlantic  
Built Metter to Brewton, 1891  
Bought by Atlantic Short Line, 1892

Macon and Augusta Railroad  
Built Macon to Milledgeville, 1873  
sold to Georgia Railroad, 1878

Macon and Birmingham RR  
Built Sofkee to LaGrange, 1891  
sold to Georgia, Southern, and Florida, 1895

Macon and Brunswick RR  
Built Hawkinsville to W&T Junction, 1866  
sold to East Tennessee, Virginia, and Georgia, 1886

Marietta and North Georgia RR  
Built Blue Ridge to Ellijay, 1887  
Built Mineral Bluff to NC Line, 1887  
Sold to Atlanta, Knoxville, and Northern, 1895

Memphis Branch  
Built Rome to Coosa, 1848(?)  
sold to Rome RR, 1877

Middle Georgia and Atlantic Railway  
Built Eatonton to Machen, 1891  
extended to Covington, 1894  
Bought by Central of Georgia, 1896

Midland Railway Co.  
Built Savannah to Statesboro, 1915  
abandoned, 1923  
Statesboro to Steven's Crossing  
bought from Savannah & Statesboro, 1916  
Merged with Statesboro Northern, 1924

Millen and Southern Ry  
Rogers to Stillmore  
bought from Rogers and Summit RR, 1890  
extended to Millen, 1892  
Reorganized as Millen and Southwestern RR, 1897

Millen and Southwestern RR  
Rogers to Stillmore  
acquired during reorganization of M&S, 1897  
extended to Vidalia, 1904  
Merged with Georgia and Florida, 1906

Milltown Air Line Railway  
Built Milltown to Naylor, 1904  
sold to private ownership, 1912

Milstead Railroad  
Built Conyers to Milstead, 1909  
abandoned, 1977

Nashville, Chattanooga, and St. Louis  
Rome to Kingston  
bought from Rome Railroad, 1894  
abandoned, 1943

Nashville and Sparks Railroad  
Built Nashville to Sparks, 1901  
sold to Georgia and Florida, 1907

Norfolk Southern  
Merged with Southern, 1982  
Barrow's Bluff to Nashville  
abandoned, 1983  
Broxton to Hazlehurst  
abandoned, 1983  
Douglas to Hazlehurst  
abandoned, 1983  
Midville to Swainsboro  
abandoned, 1983

Northeast Railroad of Georgia  
Built Cornelia to Tallulah, 1870  
sold to Blue Ridge and Atlantic RR, 1887

Ocilla and Irwinville Railroad  
Built Ocilla to Irwinville, 1900  
Bought by Brunswick and Birmingham, 1903

Ocilla, Pinebloom, and Valdosta Railroad  
Lax to Garretts  
acquired from OP&V in renaming, 1910  
abandoned Garretts to Willacoochee, 1919  
sold Willacoochee to Lax to Willacoochee & Dupont, 1918

Ocilla, Pinebloom, and Valdosta Railway  
Built Lax to Garretts, 1903  
Built Nashville to Douglas, 1901  
sold to Douglas, Augusta, and Gulf, 1906  
Renamed Ocilla, Pinebloom and Valdosta Railroad, 1910

Ocilla Southern Railroad  
Built Ocilla to Alapaha, 1910  
abandoned, 1924  
Built Pope City to Rochelle, 1917  
abandoned, 1923  
Built Rochelle to Fitzgerald, 1914  
abandoned, 1923

Ocilla and Valdosta Railroad  
Built Ocilla to Broxton, 1906  
sold to Broxton, Hazlehurst, and Savannah RR, 1907  
Built Broxton to Hazlehurst, date unknown (before 1906)  
sold to Douglas, Augusta, and Gulf, 1906

Ocmulgee and Horse Creek RR  
Built Pine Woods to Ocmulgee River, 1878  
sold to private ownership, 1885 (abandoned, 1888)

Ocmulgee and Normandale RR  
Built Normandale to the Ocmulgee River (before 1885)  
abandoned, 1890

Ocmulgee Valley Railroad  
Built Lumber City to Jacksonville, 1915  
abandoned, 1917

Oconee and Western  
Dublin to Hawkinsville  
acquired in reorganization of E&D RR, 1890  
Absorbed by Wrightsville and Tennille RR, 1896

Offerman and Western  
Built Offerman to Nichols, 1900  
Bought by Brunswick and Birmingham, 1902

Pelham and Havana Railroad

Built Cairo to Calvary, 1910  
extended to Darsey, 1914  
extended to Havana, Florida, 1919  
abandoned, 1924

Register and Glennville Railroad

Coe to Register  
bought from private ownership (Perkins Lumber Co.), 1902  
Reorganized as East Georgia Railway, 1914

Reidsville and Southeastern

Built Ludowici to Reidsville, 1905  
Built Hilton Junction to Foxtown, 1905  
Sold to Georgia, Coast, and Piedmont, 1906

Richmond and Danville

Built Roswell to Roswell Jctn, 1887 (called Roswell RR)  
sold to Southern Ry, 1900  
Lawrenceville to Suwanee  
bought from Lawrenceville Branch RR, 1885  
sold to Atlanta and Charlotte Air Line, 1908

Rogers and Summit RR Co

Built Rogers to Stillmore, 1889  
sold to Millen and Southern Ry, 1890

Rome and Carrollton Railroad

Built Relay to Chambers, 1885  
Renamed Chattanooga, Rome, and Columbus RR, 1887

Rome and Decatur RR Co

Built Coosa to Alabama Line, 1888  
sold to East Tennessee, Virginia, and Georgia, 1890

Rome and Northern Railroad

Built West Rome to Gore, 1910  
sold to Rome and Northern Railway, 1923  
abandoned, 1923

Rome Railroad

Rome to Coosa  
bought from Memphis Branch, 1877  
abandoned, 1885  
Built Rome to Kingston, 1848  
sold to Nashville, Chattanooga, and St. Louis, 1894

St. Mary's, Lake City, and Gulf RR

Built Boulogne, Florida to Brooksville, Ga., 1896  
abandoned, 1900

Salt Springs and Bowden Lithia  
Austell to Lithia Springs  
acquired in renaming of BLS Short Line RR, 1890  
sold to BLS Short Line Ry, 1895

Salt Springs and Bowden Lithia Railroad  
Austell to Lithia Springs  
bought from Bowden Lithia Springs Short Line Ry, 1907  
abandoned, 1913

Sandersville and Tennille RR. Co.  
Built Sandersville to Tennille, 1876  
sold to Augusta and Southern RR Co., 1894

Savannah and Atlanta  
Sylvania to Waynesboro  
acquired in takeover of S&NW, 1920  
Sold to Central of Georgia, 1951

Savannah and Atlantic Railroad  
Savannah to Tybee  
acquired in renaming of ST&A Ry, 1889  
Bought by Central of Georgia, 1890

Savannah, Augusta, and Northern  
Built Statesboro to Steven's Crossing, 1908  
sold to Savannah and Statesboro, 1911

Savannah, Florida, and Western  
Built Climax to Chattahoochee, 1882  
Dupont to Florida line  
acquired in takeover of Atlantic & Gulf RR, 1879  
Sylvester to Pearson  
acquired during B&W takeover, 1893  
Bought by ACL, 1902

Savannah, Hinesville, and Western  
Hinesville to McIntosh  
acquired in renaming of FH&W RR, 1916  
abandoned, 1917

Savannah and Northwestern  
Sylvania to Waynesboro  
Acquired in renaming of Brinson Railway, 1914  
Sold to Savannah and Atlanta, 1920

Savannah and Southern  
Built Norden to Willie, 1911  
extended to Glennville, 1916  
abandoned c. 1923

Savannah and Statesboro RR

Cuyler to Woodburn

bought from Cuyler and Woodburn RR, 1897

extended to Statesboro, 1899

abandoned, 1933

Statesboro to Steven's Crossing

bought from Savannah, Augusta, and Northern, 1911

sold to Midland Railway Co., 1916

Savannah, Tybee, and Atlantic

Savannah to Tybee

acquired during Savannah and Tybee takeover, 1889

Renamed Savannah and Atlantic Railroad, 1889

Savannah and Tybee Railroad

Built Savannah to Tybee, 1887

Bought by Savannah, Tybee, and Atlantic Ry, 1889

Savannah and Western Railroad

Relay to Chambers

acquired in Chatt, Rome & Columbus takeover, 1891

Reorganized as Chattanooga, Rome, and Southern, 1897

Seaboard Air Line Railway

Bladen to Riceboro

acquired with FC&P merger, 1899

abandoned, 1986

Bladen to Seals

acquired with FC&P merger, 1899

abandoned, 1988

Blue Ridge to Ellijay

acquired in merger with L&N, 1974

abandoned, 1989

Lawrenceville to Loganville

bought from Georgia, Carolina, and Northern Ry, 1901

abandoned, 1932

Mineral Bluff to NC Line

acquired in merger with L&N, 1974

abandoned, 1986

Ocilla to Abbeville

Acquired in Ga. & Ala. Ry merger, 1900

Fitzgerald to Abbeville abandoned, 1971

Ocilla to Fitzgerald abandoned, 1990

Richland to Dawson

acquired in Ga. & Ala. Ry Merger, 1900

Built Rockmart to Powder Springs, 1906

abandoned, 1988

Took over L&N, 1974

Merged with CSX Transportation, 1980

Selma, Rome, and Dalton

Built Rome to Alabama Line, 1870

sold to Georgia Southern RR Co., 1874



Shearwood Railway  
Built Brooklet to Harville, 1910  
extended to Nevils, 1915  
extended to Leeland, 1917  
extended to Claxton, 1918  
extended: Hagan to Egypt, 1919  
abandoned, 1938

Smithonia, Danielsville, and Carnesville Ry  
Built Smithonia to Colbert, 1895  
abandoned, 1916

South Brunswick Railroad  
South Brunswick to Waynesville  
acquired in reorg. of South Brunswick Terminal, 1895  
abandoned, 1898

South Brunswick Terminal  
Built South Brunswick to Waynesville, 1892  
Reorganized as South Brunswick RR, 1895

Southern Railway  
Albany to Cordele  
bought from Georgia Northern, 1960s  
abandoned, 1977  
Augusta to Sandersville  
bought from Augusta and Southern, 1901  
sold to Georgia and Florida Ry, 1917  
Coosa to Ala. State Line  
bought from East Tennessee, Virginia, and Georgia, 1900  
abandoned, 1948  
Cornelia to NC Line  
acquired through Tallulah Falls merger, 1909  
abandoned, 1972  
Griffin to McDonough  
owned through Georgia Midland Ry.  
Hawkinsville to W&T Junction  
bought from East Tennessee, Virginia, and Georgia, 1894  
abandoned, 1975  
Hedges to Ewing  
bought from TAG Ry, 1923(?)  
abandoned, 1982  
Roberta to Roseland  
Bought from Atlanta and Florida RR Co., 1894  
Roseland to Williamson abandoned, 1939  
Williamson to Roberta abandoned, 1948  
Rome to Ala Line  
bought from East Tennessee, Virginia, and Georgia, 1894  
abandoned, 1984  
Roswell to Roswell Junction  
bought from Richmond and Danville, 1900  
abandoned, 1923  
Rover to Columbus  
owned through Georgia Midland Ry.

Villa Rica Branch  
bought from Villa Rica Branch Railway, 1902  
abandoned, 1925  
Took over Central of Georgia, 1962  
Merged with Norfolk Southern, 1982

Southwestern Railroad  
Built Cuthbert to Fort Gaines, 1860  
Operated under lease to C of G from 1869-1966  
abandoned, 1966

Sparks, Moultrie, and Gulf Railway  
Built Tifton to Moultrie, 1897  
sold to Tifton and Moultrie RR, 1901

Statenville Railway  
Built Haylow to Statenville, 1910  
abandoned, 1924

Statesboro Northern Railway  
Statesboro to Steven's Crossing  
acquired in Midland merger, 1924  
Merged with Georgia and Florida, 1927

Stillmore Air Line  
Built Collins to Stillmore, 1893  
extended to Swainsboro, 1896  
extended to Dekle, 1898  
extended to Wadley, 1901  
Sold to Central of Georgia, 1906

Sylvania Central RR Co.  
Sylvania to Rocky Ford  
acquired during reorganization of Sylvania RR Co, 1903  
sold to Central of Georgia, 1915

Sylvania RR Co.  
Built Sylvania to Rocky Ford, 1885  
Reorganized as Sylvania Central RR Co., 1903

Talbotton Railroad  
Built Talbotton to Bostick, 1881  
abandoned, 1957

Tallulah Falls Railway  
Cornelia to Tallulah  
bought from Blue Ridge and Atlantic Railroad, 1898  
extended to Clayton, 1904  
extended to NC Line, 1906  
Merged with Southern Railway, 1909

Tennessee, Alabama, and Georgia Railroad  
Hedges to Ewing, Ala.  
acquired in Chattanooga Southern RR merger, 1910

Menlo to Coe  
acquired in Chattanooga Southern RR merger, 1910  
abandoned, 1920  
Sold to Tennessee, Alabama, and Georgia Railway, 1922

Tennessee, Alabama, and Georgia Railway  
Hedges to Ewing  
acquired in TAG RR merger, 1922  
Sold to Southern, 1923(?)

Tifton and Moultrie Railroad  
Tifton to Moultrie  
bought from Sparks, Moultrie, and Gulf, 1901  
sold to private ownership, 1904 (abandoned)

Tifton and Northeastern  
Built Fitzgerald to Tifton, 1896  
Bought by Atlantic & Birmingham, 1903

Tifton, Thomasville, and Gulf  
Built Tifton to Coolidge, 1900  
Bought by Atlantic and Birmingham, 1903

Union Point and White Plains Railroad  
Built Union Point to White Plains, 1889  
abandoned, 1927

Valdosta, Moultrie, and Western Railroad  
Built Valdosta to Moultrie, 1910  
sold to Valdosta, Moultrie, and Western Ry, 1917

Valdosta, Moultrie, and Western Railway  
Valdosta to Moultrie  
bought from VM&W RR, 1917  
abandoned, 1921

Villa Rica Branch Railway  
Built Villa Rica Branch, 1902  
sold to Southern Railway, 1902

Wadley and Mount Vernon RR Co  
Built Wadley to Richville, 1889  
extended to Rockledge, 1902  
bought by Central of Georgia, 1906

Wainhurst Railway  
Built Brinson to the Chattahoochee River, 1903  
abandoned, 1916

Washington and Lincolnton Railroad Co.  
Built Washington to Lincolnton, 1914  
abandoned, 1932

Waycross & Southern Railroad  
Built Hobardville to Fredel, 1910  
extended to Hopkins, 1913  
abandoned, 1928

Waycross and Western Railroad  
Built Waycross to Milltown, 1914  
abandoned Cogdell to Milltown, 1921  
abandoned Cogdell to Waycross, 1925

Willacoochee and Dupont Railroad  
Willacoochee to Lax  
bought from Ocilla, Valdosta, and Pinebloom, 1918  
abandoned, 1922

Wrightsville and Tennille  
Dublin to Hawkinsville  
bought from Oconee and Western, 1896  
abandoned, 1941  
Dublin to Eastman  
bought from Dublin and Southwestern, 1907  
abandoned, 1941

## GLOSSARY

**Abandonment:** This refers to a process regulated by the Interstate Commerce Commission. A railroad can be inactive -- and in some cases, the rail may be removed -- without its being officially abandoned.

**Archaeology:** This is the study of remains to answer questions about the past. In studying abandoned railroads, archaeology may be used to determine the type of rail used, to identify types of trestles used, and to perhaps identify types of trestles, bridges, or other structures which had been lost to history.

**Bent:** The intermediate support for a trestle.

**Bridge:** A bridge is a structure used to span a distance which has supports on either end, with no intermediate supports.

**Character-Defining Feature:** This term is used to categorize the importance of certain elements in a historic structure. A character-defining feature is one which is critical to the nature of the structure in a historic structure.

**Corridor:** This term is used to describe the area a train used to reach its destination. More visually, it can be used to describe the swathe which was cut to clear the land for the rail bed.

**Culvert:** A culvert is a structure built into a railroad bed for drainage purposes. It is a reinforcement of the bed which allows a small channel to be formed running across and under the rail bed, allowing water to pass through.

**Cut:** This describes a technique used to create flat rail beds, particularly in mountainous regions. A cut is a vertical shaving of land to create a wall rather than a slope, allowing a flat strip to be built at the bottom.

**Dam:** A fill which crosses water, usually wetland area.

**Depot:** A depot is a building used to house passengers, freight, or both, while waiting for the train's arrival.

**Easement:** During railroad construction, landowners granted the railroad companies the right to use a portion of their property for the railroad right of way. This was called an easement. This way, the landowners were not forced to sell the land, and the rail companies did not have to purchase or lease the land.

**Fill:** This term describes the structure made of built-up earth, used to connect across lower ground. Fills can often be seen in the northern part of the state.

**Georgia Rails Into Trails Society:** G.R.I.T.S. is a non-profit organization which advocates the conversion of abandoned railroad beds to recreation and transportation corridors. Georgia Rails Into Trails Society is very knowledgeable regarding the conversion process.

**Greenway:** This is a term which describes a muscle-powered transportation and recreation corridor.

**Historic:** This term is used to refer to that which was constructed or happened more than fifty years ago.

**Integrity:** This term refers to the state of soundness of a historic structure. Those which have integrity have been little altered since first built.

**Linear Park:** This is used to describe a park which is very narrow in proportion to its length, and is generally travelled on rather than used as a base for activities. This term is often used interchangeably with "rail-trail".

**Muscle-Powered Transportation:** Using muscle power rather than fossil or other fuels to reach a destination. This can include walking, running, bicycling, horse-back riding, carriages, dogsleds, and so on.

**Preservation:** This refers to the retention of the qualities which contribute to the historic nature of a structure or archaeological site.

**Rail Bed:** The rail bed is the flat strip of earth on which the crushed granite, ties, and rails were placed.

**Rail Banking:** Before ICC abandonment occurs, a railroad company has the right to "rail bank", which is to defer the abandonment process indefinitely, and yet no longer run trains on the bed. When a right of way is rail banked, the rails and ties may be removed and an intermediate use may be found for the rail bed. This process is used to allow for future use of the corridor for rail transportation should it become necessary.

**Rail-Trail:** This term is used to describe a multi-purpose trail which has been made using an abandoned rail bed.

**Rail-Trail Conversion:** This refers to the process of creating a rail-trail.

**Receivership:** When a railroad defaulted on loans, it went into receivership, which simply meant that a court-appointed "receiver" oversaw operations until the loans were paid.

**Regional Development Center:** The state is divided into eighteen different areas which are each served by a regional development center (RDC). The RDC office provides comprehensive planning assistance to the local governments in the region it serves.

**Right of Way:** This term describes the strip of land on which the railroad bed is placed, and is usually between one hundred and three hundred feet wide.

**Right of Way Banking:** After ICC abandonment occurs, the Georgia Department of Transportation has a certain amount of time in which to make an offer to buy the right of way from the rail company. It is not necessary to use the right of way immediately, and it may be "banked" for future use as a transportation corridor.

**Survey:** This is the process of inspecting a right of way. In this case, surveys were performed to determine integrity of historic rights of way, and feasibility of rail-trail conversion.

**Trestle:** A structure used to span a distance, with supports placed across the span.

**Trust for Public Land:** A non-profit organization advocating increased space for public use, which offers the loan of funds to secure land for public use.

**Tunnel:** A structure used to enable the construction of a rail bed through a barrier, used in the mountainous regions of the state.

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Public Service Commission Records

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