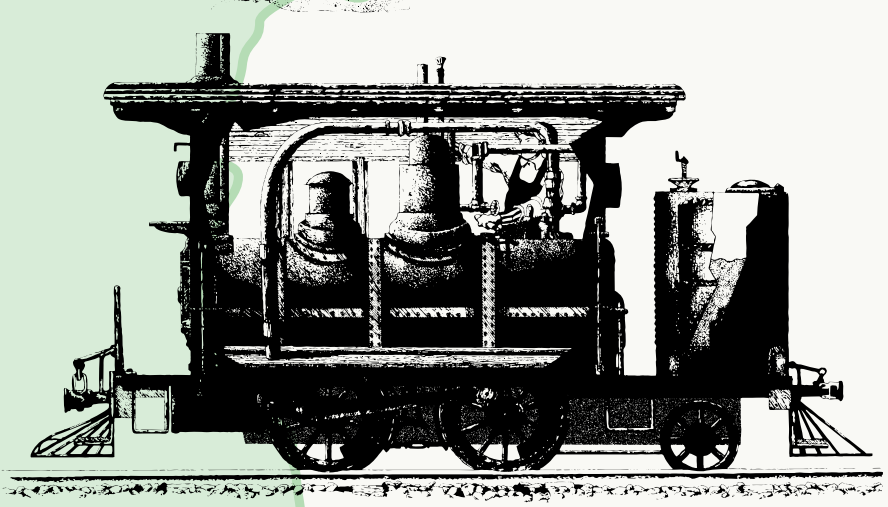


Mammoth Cave Railroad

Bike & Hike Trail

National Park Service
U.S. Department of the Interior
Mammoth Cave National Park



MAMMOTH CAVE RAILROAD

BIKE & HIKE TRAIL

While on the Trail:

- Dismount and walk your bicycle at all crossings.
- Be aware of hills and steep grades. Walk your bicycle when signs instruct you to do so.
- Keep children near at all times.
- Observe warning signs.
- Bicycle helmets are recommended for all riders.
- Remain on the trail.
- Do not harm plants or wildlife.

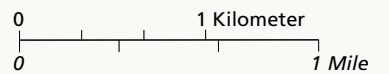
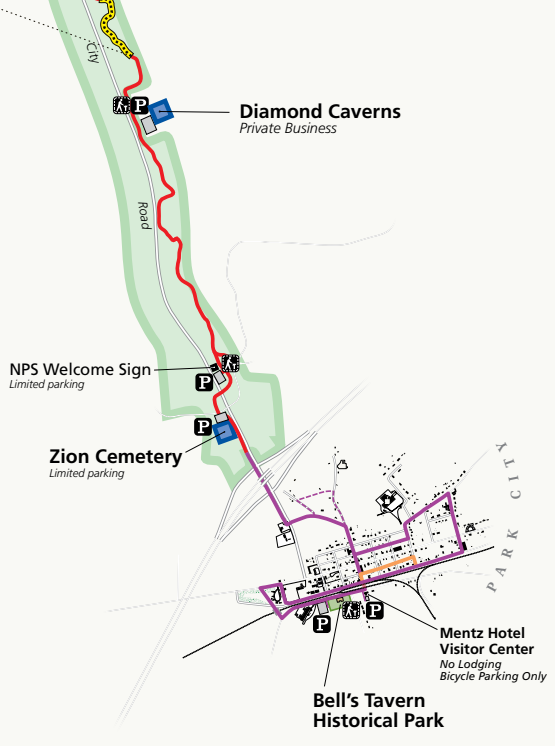
Caution: Steep Grade
Dismount and walk your bicycle in this area.

Caution: Steep Grade
Dismount and walk your bicycle in these areas.

Long before the establishment of Mammoth Cave National Park, the town of Glasgow Junction, now Park City, cooperated with the private owners of Mammoth Cave and other caves in the area in sharing this region with travelers. They were connected by mutual financial interest, family relationships, community, and a modest spur line, the Mammoth Cave Railroad. Today Mammoth Cave National Park and National Park Concessions, Inc. celebrate that legacy of cooperation and hospitality with the reopening of the old railroad corridor. Enjoy your travels along this historic path.

PLEASE NOTE: Although this trail follows portions of the original Mammoth Cave Railroad line, this is NOT a uniformly flat, level trail. You are traveling in hilly country, and must ascend and descend grades that can in places be steep and difficult. Between the Furlong Cemetery spur trail and Shackleford Cemetery, you MUST dismount your bicycle and walk it along the designated area of trail.

The exact route of the Mammoth Cave Railroad could not be completely duplicated due to the development of state and park roads since the railroad's closure. Your route today will require crossing these roads at several places. Please use extreme caution at road crossings. If you are enjoying the trail with children, be especially aware and do not let them ride ahead.



Legend	
	Bike and Hike Trail
	Park City Bicycle & Walking Trail
	Park City Bicycle & Walking Trail – Mobility Impaired
	Note: Railroad grade crossing at Mentz Hotel not handicap accessible.
	Bicycle & Walking Trail – Future Development
	Steep Grade Area
	Historic Feature
	Historic Location
	Scenic Overlook
	Parking
	Interpretive Exhibit

In November 1859, the Louisville & Nashville Railroad opened its main line between those two cities. The rails passed only 8.7 miles from Mammoth Cave. After the Civil War, as many as 40,000-50,000 annually rode the cars of the L&N to Cave City or Glasgow Junction, then took a stagecoach to the cave.

People soon wanted a better and more rapid means of transport than a stagecoach. Colonel Larkin J. Procter owned the stagecoach line that ran from Bell's Tavern in Glasgow Junction to the Mammoth Cave Hotel. With the aid of his brother George and of other investors, Procter chartered the Mammoth Cave Railroad in 1874, but work on the track would not begin until July 1886.



The Combine Car carried both passengers and freight.

The line officially opened for business in November 1886 under lease by the L&N Railroad.

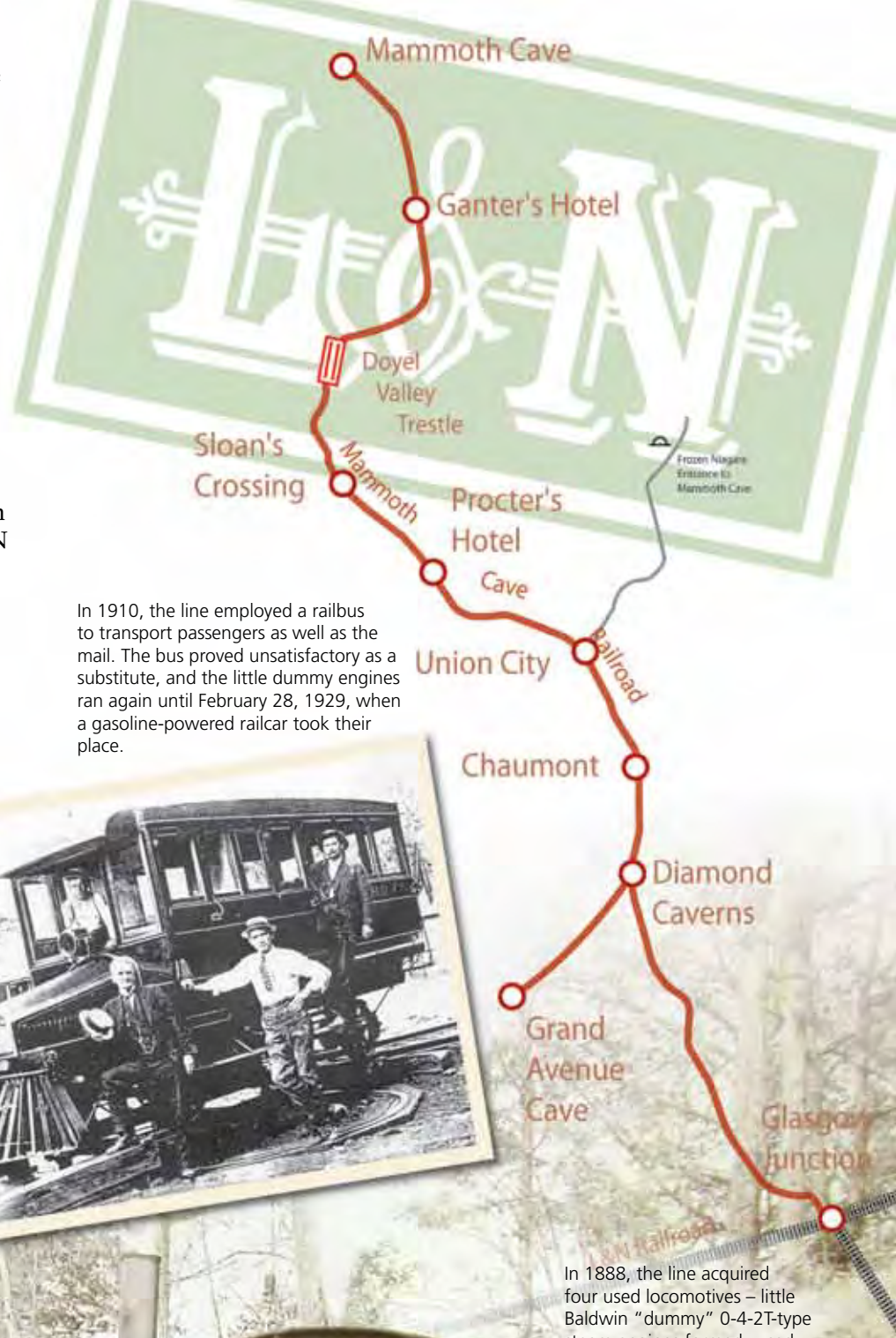
After six years of operation profits began to decline, and in 1894 the enterprise posted its first deficit. The stockholders formed a new company with the same name and assumed full control from the L&N in 1903.

In October, 1904, a judge from Indianapolis drove the first automobile to Mammoth Cave. This hinted at the beginning of the end for the railroad, but establishment of Mammoth Cave National Park finished its career, and on August 1, 1931, the Mammoth Cave Railroad made its last run.

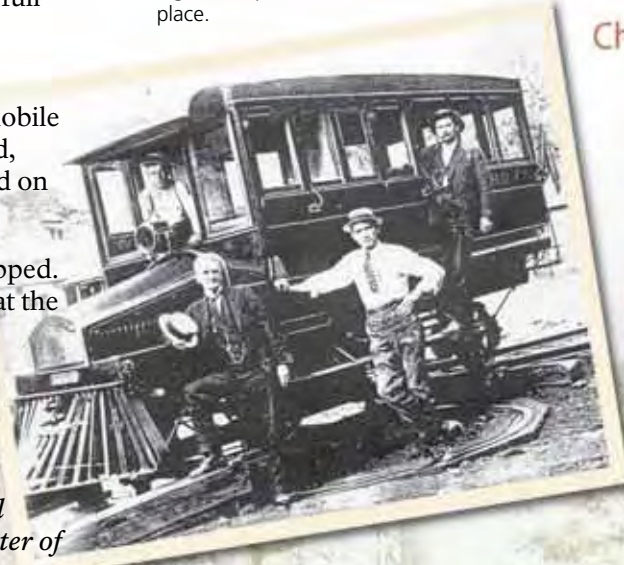
All but one of the engines and one of the coaches were either sold or scrapped. Locomotive No. 4 and combine No. 2 were placed on permanent exhibit at the Mammoth Cave terminus of the line.

The September 1926 issue of the *L&N Employees Magazine* printed an insightful observation:

“Our information is that automobile travel to Yellowstone National Park this year was three or four times as great as that by a railroad. The logical conclusion seems to be that, since Mammoth Cave is much nearer the center of population, the relative number of motor tourists to the cave should be many times greater than those who go by rail.”



In 1910, the line employed a railbus to transport passengers as well as the mail. The bus proved unsatisfactory as a substitute, and the little dummy engines ran again until February 28, 1929, when a gasoline-powered railcar took their place.



In 1888, the line acquired four used locomotives – little Baldwin “dummy” 0-4-2T-type steam engines formerly used on street railways – along with two wooden coaches and two wooden combination baggage-coach cars. Most famous among the little locomotives was No. 3, better known as Hercules.



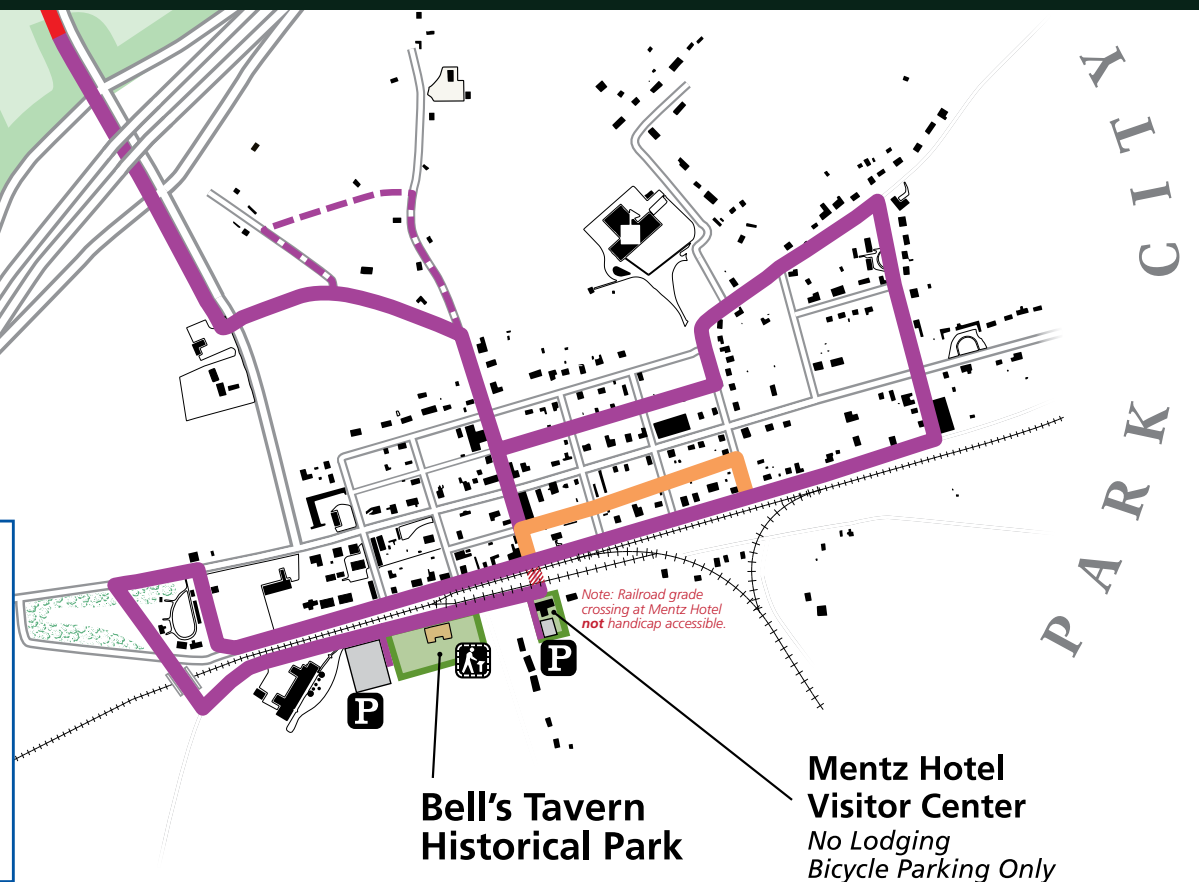
Park City Bicycle & Walking Trail

City of Park City, Kentucky
Park City Bicycle & Walking Trail
and
Bell's Tavern Historical Park



Legend

- NPS Bike & Hike Trail
- Park City Bicycle & Walking Trail
- Park City Bicycle & Walking Trail – Mobility Impaired*
- Park City Bicycle & Walking Trail – Future Development
- CSX Railroad
ACTIVE LINE – STAY OFF TRACKS
- Parking
- Interpretive Exhibit
- National and City Park Areas



**Bell's Tavern
Historical Park**

**Mentz Hotel
Visitor Center**
No Lodging
Bicycle Parking Only