

Nickel Plate Trail



What are the benefits of a linear park?

- An economical boost to the area due to the trail-related business.
- A wonderful resource for community events.
- A traffic-free, level path for family recreation that is close to home.
- A non-motorized link between Howard, Miami, and Fulton counties.
- An unparalleled route for walking, jogging, and biking.
- A pleasant corridor for cross country skiing.
- A habitat for wildflowers, birds and wildlife.

Experience It For Yourself!



GET CONNECTED!



What can I do?

- Contribute your time and talents to the project.
- Let your county and state officials know that you support the park.
- Tell your friends and neighbors about the Nickel Plate Trail.
- Make a financial contribution beyond your membership, as new phases are continually being added.

Experience It For Yourself!

Nickel Plate Trail, Inc.
 PO Box 875
 Peru, Indiana 46970
www.nickelplatetrail.org
 for more information regarding membership

NICKEL PLATE TRAIL

Getting Back to Nature

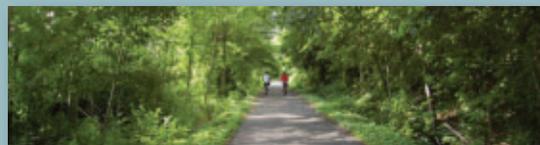


Experience It For Yourself!



www.nickelplatetrail.org

www.indianatrails.org



What is the Nickel Plate Trail?

The Nickel Plate trail is the 40+ mile railtrail corridor running from Kokomo in Howard County to Rochester in Fulton County. Nickel Plate Trail, Inc. purchased this corridor from the Indiana Trails Fund (which acquired it from the Norfolk Southern Railroad) via the Federal Railbanking program for the purpose of developing a trail for hiking, bicycling, and other non-motorized recreational uses. The trail currently goes through the communities of Bennetts Switch, Miami, Bunker Hill, Peru, Denver, Deedsville, Birmingham, and Macy.

With 13.8 miles of the trail currently paved from the southwest side of Peru southward to the northside of Kokomo (Cassville) and with another 21.3 miles paved from the northside of Peru northward to Rochester, the Nickel Plate Trail is ideal for walking, hiking, running, bicycling, skating, or even cross country skiing. Overall it is comfortably wide, smooth, and maintains an almost unnoticeable grade.

The trail follows what was once the Nickel Plate Railroad, running alongside and in places crossing over Little Pipe Creek. The landscape surrounding the trail not only looks beautiful, but has the unmistakable fresh smell of the Indiana countryside. No matter how many times you visit the trail, there is always something new for you to find.

As you explore the woodlands and wetlands you can see a wide variety of plant and animal life. Of interest is Scout Bridge, which crosses Little Pipe Creek, and an old dam with some historical interest, both of which are just south of the Wallick trailhead. South of Bunker Hill and to the east of the trail are some of the remains of the Union Traction railway, the electric interurban line that was dismantled around 1940. To the north at Birmingham you will find a rare area of native prairie grasses that date to the last ice age.

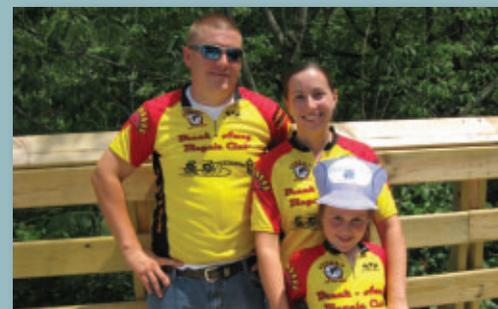
Well cared for, the Nickel Plate Trail is one of the nicest-looking trails in the midwest. The amazing sights, sounds and scents the trail provides make it much more than just a great place to visit. It's an experience.



The Nickel Plate History

Nickel Plate Road is an interesting name for a railroad line. It earned the nickname because when it was being planned, there were four lines surveyed for the position. The competition was fierce for the line and the money that would be earned by having the railroad in the respective towns and cities. The editor of the Norwalk Ohio Chronicle referred to the New York, Chicago and St. Louis RR route as "Nickel Plated" due to the money that would be earned. The nickname stuck.

- 1846 - Peru and Indianapolis chartered
- 1851 - Peru and Indianapolis built, operated by Madison and Indianapolis RR until 1856
- 1853 - Cincinnati, Peru & Chicago RY incorporated
- 1864 - Line built from Peru to Michigan City. Became Indianapolis, Peru, and Chicago, a 159 mile line
- 1864 - P&I RR entered receivership
- 1866 - CP&C reorganized as Chicago, Cincinnati, & Louisville
- 1871 - CC&L sold to IP & CRR
- 1881 - 1886 - Line released to Wabash, St. Louis, and Pacific
- 1887 - Line sold to Lake Erie and Western
- 1900 - 1922 - LE&W operated by Lake Shore & Michigan Southern RR with nickname of Nickel Plate (NKP) RR
- 1933 - 1942 - NKP operated by Chesapeake and Ohio RR
- 1964 - NKP sold to Norfolk & Western RR
- 1990 - N&W merged with Southern to become Norfolk Southern RR
- March 1999 - Segment from Cassville to Peru to Rochester was railbanked and bought by Indiana Trails Fund



Trail Safety & Courtesy

- No motorized vehicles. The trail is intended for pedestrian and bicycle traffic only.
 - Trail open from dawn to dusk. Don't use the trail at night.
 - If you stop, get off the trail. Always allow other users to pass on the left.
 - Keep animals under control. Keep pets on a 6' leash, walk your pets on the trail shoulder and clean up their waste.
 - Wear a helmet for bicycle safety.
 - Do not trespass on private property.
 - Obey all trail signs and rules.
 - Keep trail clean — leave no trace. Remember that if you pack it in, you should pack it out. If you see trash, please pick it up.
 - Cyclists and skaters must yield to pedestrians. Warn trail users as you approach from behind, for example "On your left."
 - Respect private property and other trail users. Stay on the trail.
 - Shared courtesies mean shared enjoyment for all.
 - Report problems to Miami County Central Dispatch 765-473-5474
- In case of an emergency, call 911**
Know your location.
- Know your limitations!
 - Keep your mode of transportation in good condition.
 - Check for maintenance problems before you start out.
 - Wear proper clothing and safety attire.
 - The softer surfaces along the side of the paved trail are better for walkers, joggers and runners.