

Preserving Kentucky History A Bridge of Distinction

One thing for sure about Kentucky rail trail projects, nearly each site is steeped in 19th century history. It only takes a little digging through the local historical societies, libraries, or newspapers to find the original story behind the birth of a particular railway line. That is an important plus that needs to be part of local and state discussions on each project. Moving forward as quickly as we do in the 21st century, we as a state citizenry must not make the mistake of forsaking treasures that are a unique part of Kentucky's heritage.



(Young's High Bridge over the Kentucky River from US 62, between Anderson and Woodford Counties. K. Lovan, 2001.)

One such project is preserving the 2.8 miles of railroad line owned by Norfolk Southern from Lawrenceburg to the palisades of the Kentucky River. Where the land ends, Young's High Bridge begins and spans almost a third of a mile, 280 feet above the river to the Woodford County side.

Built in the 1880's, it was an engineering marvel at the time with its cantilevered design. The last passenger train to cross the bridge was in the 1930's; the line was used for freight transport for a few more decades. It shares its portion of the Kentucky River with the Joe Blackburn Bridge, a unique S-shaped motor vehicle bridge build in 1932 which continues to be an important motor transportation link across the river.

Young's High Bridge stands today as it has for over 115

years, with no modifications. The visibility of Young's High Bridge from US 62 on both sides of the river adds to the dramatic impact of the bridge and location.

In the last few years, the bridge has been listed on the National Historic Register. This fall the Lawrenceburg City Council and Anderson County Fiscal Court agreed to take over the responsibility for rail banking the line from the Tyrone Bridge and Rail Company and KRTC. The January 2004 edition of KRTC's Trail Time posted on the KRTC website has a comprehensive article about the railroad bridge.

So what's next? What has to happen to move this forward? It will need local and state support. What can the local community do? Who needs to be recruited?

You can help by joining the Tyrone Bridge and Rail Company and calling your state legislators in support. Jodie Wells is the President of the Tyrone Bridge and Rail Trail Company and can be reached at linomaniac@aol.com. Donations can be sent to Jodie Wells, Tyrone Bridge and Rail Company, 240 Boston Drive, Versailles KY-40383. More pictures of Young's High Bridge are in the Photo Section on the KRTC website at www.kyrailtrail.org/gallery/TBRC.

In 2007, several community leaders met with KRTC Chair Keith Lovan to discuss the feasibility of a rails to trails project linking Lexington to Versailles and on to Young's High Bridge on the Woodford County side of the Kentucky River. Imagine the possibilities. Article by Cheryl Wyatt, KRTC Vice Chair for Advocacy.



(Artist's rendition of how Young's High Bridge could look as a multi-purpose trail, CDP Engineers.)

Renew with “Share the Road” license plate



The “Share the Road” plates raise awareness for cycling and running and the upgrading and development of roads and

trails to accommodate these healthy pursuits and alternative transportation. The program was set up under KRS 186.164 in 2005. A portion of the sale proceeds go to The Kentucky Bikeways and Bicycle Commission to fund bicycle and pedestrian projects. \$30,000 was raised last year that will be used for education and grassroots programs. Also the plates look sharp.

Any owner of a non-commercial motor vehicle required to be registered for Kentucky Highways and with a gross weight of under 10,000 pounds is eligible. If the vehicle has a "regular" registration plate, that plate must be turned into the County Clerk. **The initial cost and cost each time a new plate is issued is \$44.00; the annual renewal cost is \$31.00.**

\$10.00 of the initial registration fee and the renewal fee is a voluntary donation and the individual has the option of opting out of this fee. The decal expires in the customer's birth month.

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2008 Kentucky Rails to Trails Council Meeting Schedule

January 22th, 3rd Tuesday, 6:30 PM *
 February 19th, 3rd Tuesday, 6:30 PM *
 March 17th, 3rd Monday, 6:30 PM
 April 21st, 3rd Monday, 6:30 PM
 May 19th, 3rd Monday, 6:30 PM
 June 16th, 3rd Monday, 6:30 PM
 July 21st, 3rd Monday, 6:30 PM
 August 18th, 3rd Monday, 6:30 PM
 September 15th, 3rd Monday, 6:30 PM
 October 20th, 3rd Monday, 6:30 PM
 November 17th, 3rd Monday, 6:30 PM
 No meeting scheduled for December

Meetings are typically on the 3rd Monday of the month at 6:30 PM. The location is 101 East Vine Street, aka the Phoenix Building, 4th floor, Lexington, KY. The Kentucky Rails to Trails Council thanks the Lexington Fayette County Government for providing space for our meetings.

* Martin Luther King and President's Day

The Indiana Purchase What a Neighbor is Doing

It may not have quite the grandeur of the original Louisiana Purchase, but 204 years later, Indiana's agreement to buy 150 miles of abandoned railway corridors represents a "quantum leap forward" for the state, says Gov. Mitch Daniels. His ambitious goal is to have every Hoosier living within 15 minutes of a trail within 10 years.

Under the terms of the deal, Indiana will pay the former Penn Central Rail Line \$1.5 million for 400 parcels of land spread throughout the state in 39 counties. While all the segments won't be contiguous, each stretch of corridor will help cement missing links in the state's growing rail-trail network. The system already includes highly popular commuter and recreational pathways.

Rails-to-Trails Conservancy (RTC) President Keith Laughlin praised Daniels for his commitment to trail development. "It takes visionary leadership," Laughlin says, "to build a connected, accessible network of trails around the country. RTC's own goal is to have 90 percent of Americans living within three miles of a trail system by 2020."

In his trails vision, Daniels has emphasized the enormous potential for community connections, economic development, and interactions with the natural environment. All of these benefits, says Ellen Whitt, senior advisor for health promotions in the governor's office, are closely tied to the Governor's focus on quality of life and fitness.

Whitt says the state's trail plan offers a natural partnership with the governor's [INSshape Indiana](#) initiative, an online fitness program to help keep people active, improve their eating habits and make

healthier lifestyle choices. "In terms of the governor's plan itself," she says, "the real measure is how many miles of trail you get on the ground, and how much those trails are being used."

As soon as the deal closes, the state will give the rail corridors back to local communities for development. At that point, Whitt says, the next step is to get local governments, businesses and nonprofits excited about projects in their area. Excerpts from an article published by the Rails to Trails Conservancy.



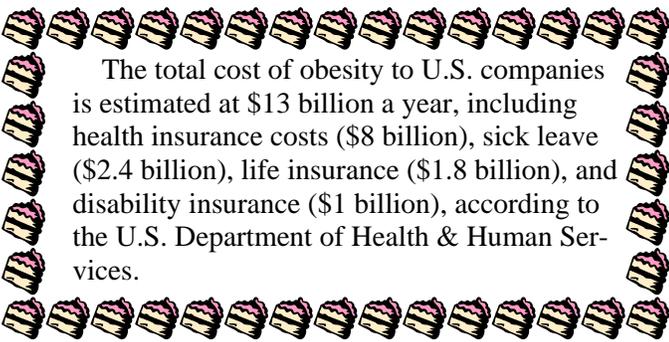
(Monon Trail, Carmel, Ind.)

First Clean up Day for the Brighton East RT in Fayette County

Saturday, March 8th, is the scheduled clean up day on the Brighton East RT between Bryant Road and Pleasant Ridge Drive on the east side of Lexington. There are several large stands of invasive honeysuckle on the one mile section. The Lexington-Fayette Co. Urban Government will loan KRTC manual tools to uproot or cut down the vegetation. The city will then haul the debris away if the branches, vines, stumps are stacked up. This is a way to give back to the community and show support for having more multi use paths/trails.



(Invasive honeysuckle on the Brighton East Railtrail, Lexington, K.Lovan 2007)

The total cost of obesity to U.S. companies is estimated at \$13 billion a year, including health insurance costs (\$8 billion), sick leave (\$2.4 billion), life insurance (\$1.8 billion), and disability insurance (\$1 billion), according to the U.S. Department of Health & Human Services.



Kentucky Horse Council
4063 Iron Works Parkway, Ste 2
Lexington, KY 40511
859-367-0509

Where All Horses Count

Ashland to Lexington Cycling Relay

This year the fourth Lexington Big Sandy Cycling Relay will go from Ashland to Lexington. This is a new twist to previous relays. The goal remains the same which is to support the development of the Lexington Big Sandy Rail Trail. It will start near the Carter/Boyd County Line just off I 64 and end in eastern Fayette County at Pleasant Ridge Park. The relay starts in Princess at 8:00 am on Saturday, May 31st. It will go through Grahn, Olive Hill, Morehead, Mt. Sterling, Winchester and end in Lexington.

As in past years there is no fee to ride in the relay. There are several mid price hotels in and around Princess where cyclists can stay the night prior to the day of the relay. As in prior years the legs along the route will start at set times so cyclists can join the Relay and ride an out and back loop along the corridor. The relay distance is approximately 130 miles. This year the distance is 5 miles longer keeping the relay on all paved secondary roads which allows a road bike to travel the entire length.

KRTC will offer KRTC members transportation for bikes from Lexington to Princess for cyclists who want to start at the eastern end. If you are not a member you can join KRTC on the website at <https://www.paypal.com/cgi-bin/webscr> or by mailing \$25.00 or more to Kentucky Rails to Trails Council, PO Box 597, Lexington KY 40588-0597. Cyclists will have to have their bikes ready to load by Friday noon May 30. There may be a stop in Mt. Sterling or Winchester to load bikes. There is a preliminary cue sheet posted on the KRTC website at www.kyrailtrail.org/forum/viewtopic.php?t=214. Contact Dixie Moore at Dixie@kyrailtrail.org for more information. Continuous updates will be posted on the KRTC website.



(Cyclists outside of Morehead in the 2006 Lexington Big Sandy Relay)

A Good Time to Support KRTC

Some of you renew your memberships at the end of the year, others throughout the year. Kentucky Rails to Trails Council s always glad to receive memberships and donations. Because the volunteers active in KRTC know that there is financial support for their activities they can plan and continue to do the many tasks of advocacy and education that is the hallmark of KRTC. If you are a first time member welcome to KRTC or if you are renewing we appreciate your continued support.

If you are receiving this newsletter without being a current member that means that 1) you have signed a mailing list; 2) you had an active membership in prior years and we want you back or 3) someone has asked that your name be added to our mailing list because of your interest in multiuse trails and rail trails. Members who have paid their 2008 dues or who have given contributions since the last newsletter are listed below.

Several of our members have used their employer's matching gift program; this is great!! These programs usually double the contribution. If your work place has this option please check it out.

This year those who give at the Promoter level (\$50.00) will receive a tote bag made of recycled material printed with the KRTC logo as a token of our appreciation. KRTC works to recycle abandoned railway corridors and this promotional item carries the message as well. For more information or corrections contact the Secretary at Dixie@kyrailtrail.org. or at 859-227-6165.

Engineer (\$250+)

Austin Mehr
Susan Miller
R.J. Corman RR Group
Cheryl & Stephen. Wyatt

Benefactor (\$100-\$249)

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Edith H. Conyers
Alan & Rose Dejarnette
Ky Horse Council
Adam S. Lobert
Keith Lovan
Joan P. Mayer
James & Marion Van Meter
Maureen A. Flannery

Promoter (\$50-\$99)

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William & Beverly Fortune
Claire & Rolf Embertson
Ron Schneider
Phyllis R. Hasbrouck
Mary & Ray Barry
Gary & Pamela Conn
Steele Hinton
Ted & Dorcas Merhoff
Ramona Salyer
James Ewalt

Supporter (\$25-\$49)

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Andrew Cammack
Roy M. Cornett
Leslie Flanders
Mary Jo & Marc Freeman
Roy Fugitt
Tim Fuller
John Fulton
Martin H. Ginocchio
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Keith D. Logsdon
Ollie McCormick
Dixie Moore
Ted Moss
Dennis & Wendy Price
Arthur D. Rabourn
N. T. Ricker
Janet & Tyrone Sparks
Tom & Bonnie Walters
Jack & Angene Wilson
David Ziegler

Individual

Mary Dinger

* * * * *

Walk/Bike Frankfort

“A paved, five-mile bicycle-pedestrian path looping from downtown to Cove Spring Park and back - with half of it running along the Kentucky River - is being planned.

That's the top-priority project for Walk/Bike Frankfort, a group wanting to create a network of walking and biking trails. Walk/Bike organizers are hoping the City Commission and Franklin County Fiscal Court will endorse their long-term plan and help them obtain grants to fund a series of trails. ...”

Since February the Walk/Bike group has had a series of

(Continued on page 5)

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Economic Impact

Annual trail users' expenditures along the proposed 324-kilometer (200 mile) Trans Canada Trail through Alberta are estimated at \$7.4 million (Canadian dollars) in Alberta and \$3.2 million in the region.

The average economic activity associated with three multi-purpose trails in California, Florida and Iowa was \$1.5 million annually. From Community Trails, A Benefit to All, Rail Trail Conservancy.



[317 S Ashland Ave.](#)

[Lexington, KY 40502](#)

M-F 10a-7p, Sa 10a-6p, Su 1p-5p

859.269.8313

The Mammoth Cave Railroad Bike and Hike Trail

The official opening of the trail was 12/8/07. The nine mile trail runs from the park headquarters to the park boundary over much of the old Mammoth Cave



(Boy scouts riding bicycles on the Mammoth Cave Railroad Bike & Hike Trail, Vickie Carson, 2007.)

Railroad and then connects to the one mile Park City bike trail and ends at historic Bell's Tavern. Surface is crushed gravel.

The Mammoth Cave Railroad carried passengers and freight between the main L&N line at Park City, Kentucky and Mammoth Cave from the 1880s until about 1930. About 40% of the grade was obliterated by highway construction in the 1960s. Engine #4 and a combination coach are displayed at the original terminus.

Mark Rich was the project manager for construction. (270)758-2180. Funding provided by the National Park Service and a grant from the National park Concessions. Photos on the KRTC website.

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(Continued from page 4)

public meetings. The five-mile trail called the River View-Cove Spring Loop was far and away the public's top priority. The project will appeal to tourists and to link downtown to Cove Spring Park "one of the jewels of Frankfort." A project for future years is a one-mile bicycle-pedestrian path along an old railroad bed connecting downtown to Kentucky State University and the east side of town. It has a 3 percent grade, a gentle incline, and provides an alternative to the steep and narrow East Main Street.

Excerpts from an article by Charlie Pearl, 12/13/07, Frankfort State Jr.

Kentucky Rails to Trails Council, Inc.

MEMBERSHIP APPLICATION, DONATION &/or RENEWAL for 2008

- \$25 Supporter \$ 50 Promoter \$ 100 Benefactor \$ 250 Engineer
- \$ 500 Trail Blazer Other Donation \$ _____ [] Address Correction

Name: _____

Address: _____

City: _____ County: _____ State/Zip: _____

Phone: H W C _____ Email: _____

The Kentucky Rails to Trails Council is always in need of volunteers, e.g. writing newsletter articles, being an officer or board member, fundraising, giving presentations, contacting landowners, checking maps, web site design, letter stuffing. *I would like to volunteer with KRTC.*

Corporate sponsorships are available: See <http://www.kyrailtrail.org/sponsors.php>

Please make check payable and mail to: Kentucky Rails to Trails Council, Inc.

Post Office Box 597, Lexington, KY 40588-0597

(2/08)



Kentucky Rails to Trail Council, Inc.
Post Office Box 597, Lexington, KY 40588-0597
www.KyRailTrail.org

Kentucky Rails To Trails Council, Inc. is a 501 (c) (3) non-profit tax-exempt organization founded in 1995.

The Kentucky Rails to Trails Council promotes and advocates for the establishment and use of rail trails and associated greenways in Kentucky.

Contributions and dues are tax deductible to the fullest extent of the law.

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