

## Saving Young's High Bridge

Counties and non profit groups are banding together to begin the work of saving Young's High Bridge, an iron cantilevered railroad trestle bridge, better known to many in central Kentucky as "Tyrone Bridge". Young's High Bridge is a landmark at the end of the Woodford County passenger line and parallels the two lane highway bridge on US 62 between Versailles and Lawrenceburg crossing the Kentucky River. The Wild Turkey Distillery of the Austin, Nichols Distilling Co. is the latest whiskey producer to occupy the old distillery buildings and warehouses that sit at the west end of the bridge in Anderson County. Young's High Bridge is often confused with Wilmore's "High Bridge" which is still in regular daily use.

The bridge was built by the Union Bridge Company of New York. It is 1659 feet in length, 283 feet above the low water mark, and has a 551 feet long cantilever span. When built it was one of the highest of its kind and had the longest cantilever span.

Jodie Wells, the President of the Tyrone Bridge and Rail Company, updated the KRTC's board at our January meeting on the status of the bridge and the possibility of a Wild Turkey Rail Trail. She along with 4 other people created the Tyrone Bridge and Rail Company as a non-profit organization with the goal of preserving Young's High Bridge for its historical, scenic, recreational and tourism value. The bridge is part of a 2.8 mile railway corridor from Lawrenceburg to the KY River owned by Norfolk Southern Railroad. The bridge never received much railroad traffic and has never been strengthened or modified, but remains as it was originally constructed. With its elegant angles it is a delightful bridge to view.

The railbanking of the 2.8 mile section has recently been renewed. Some railroad rights-of-way contain easements that revert back to adjacent landowners when abandonment is consummated. However, if a line is rail-



(Doug Greene, Cheryl Wyatt, Bob Strosnider, & George Ely at Young's High Bridge, Woodford Co. in distance, fall 2001, Keith Lovan )

banked, the corridor is treated as if it had not been abandoned. It allows the proponents time to negotiate acquisition and the integrity of the corridor can be maintained. Railbanking is granted by the Surface Transportation Board in Washington after application is made. Railbanking is done for a 6 month period.

A proposal has already been submitted to the Kentucky Heritage Council asking for historic listing of the railway corridor between Lawrenceburg and Versailles. The Tyrone Bridge and Rail Company has contracted with Joe Brent, President of Mudpuppy and Waterdog, a grant writing firm, for \$3000 to do a submission to the National Commission of Scenic Places for listing the bridge on the National Register of Historic Places and on the National Historic Listing of Landmarks. They have raised \$2300 with major contributions from the Anderson and Woodford County Fiscal Courts (\$700 each) and lesser amounts from the Bluegrass Railroad Museum, the Anderson County Chamber of Commerce, the Anderson County Historical Society, the LHC&WF (Louisville-Harrods Creek and West Port Foundation) and the Kentucky Railroad Museum. KRTC will contribute \$100. If it is placed on the National Register it then becomes eligible for federal and state preservation grants. The cost of insurance

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## KRTC Open House March 6<sup>th</sup>

Jeanette Coufal and Greg Brock have graciously offered to host KRTC's first social function. They will have an open house for KRTC members on Saturday March 6th from 7:30 to 9:30 PM at their residence at 1913 Blairmore Rd., Lexington, KY. (take Richmond Rd. to Lakeshore Drive; go south on Lakeshore. Henry Clay H.S. is located at the four-way stop of Lakeshore and Fontaine. Continue on Lakeshore for one more block., turn right on Bixby then another right onto Blairmore. Their house is the fifth on the left). This is a time for KRTC members to relax and talk to each other about projects underway, the many opportunities we have to bring railtrails to our communities and just meet and get to know each other. If you like to cook, bringing an appetizer would be appreciated. It would help with preparation to RSVP to Jeanette if you know you are attending, 859-266-0154 or to [jcouf0@uky.edu](mailto:jcouf0@uky.edu). But by all means do come by even if you decide at the last minute and have not planned to do so in advance. Hope to see you there!

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and maintenance of a 115 year old bridge as a tourist attraction that potentially can be used for foot traffic is probably best handled if it was in state ownership.

A similar project in Pennsylvania is the Kinzua Bridge and Park (The Kinzua Bridge Foundation, Inc., 814. 887.3235, 500 West Main Street, Smethport, PA 16749, [www.kinzuabridgeonline.com](http://www.kinzuabridgeonline.com)). The Kinzua bridge, also a cantilevered railroad bridge, was unfortunately partially destroyed by a tornado shortly after the start of a multi-million dollar strengthening project earlier last year. There is some urgency if these aging structures are to be preserved.

If the Tyrone Bridge and Rail Co. together with other groups and agencies cannot raise the necessary funding, the bridge will continue to slowly deteriorate. Wells has estimated that they will need to raise a \$5 million endowment as a starting point to get funds for insurance, engineering studies, maintenance and grant-matching." Although that's a significant amount, it may not be so unreasonable given that cost estimates for taking down the

bridge are in the \$1 million range.

The bridge has strong historical ties through its builder and namesake as well as being a major part of the central Kentucky landscape and history for 115 years. The bridge was named after Bennett Young, the President of the Louisville Southern Railroad, a rival of the L & N (Louisville and Nashville) at the time the bridge was build.

Bennett H. Young was a native Kentuckian, born May 25, 1843, in Jessamine County, was raised as a Presbyterian and entered Centre College at Danville in 1861. Soon after "affected by the spirit of the times and the ardor of youth" he enlisted for the Confederacy in Company B, Capt. William Lewis (of Fayette County), Eighth Regiment and was part of Gen. Hunt Morgan's cavalry. He served with Gen. Morgan, was captured, imprisoned, escaped and made his way into Canada. That year it was too late in the season to pass down the St. Lawrence River, so the young soldier took courses at the University of Toronto. In the spring he was placed in command of a number of escaped Confederate prisoners, traveled down the St. Lawrence, sailed to the West Indies and caught a blockade runner that returned them to the Confederacy. After dangerous and heroic exploits, he was appointed first lieutenant in the Confederate service and sent to Canada and at age 21 led the Confederate guerilla raid on St. Albans, Vermont on October 20, 1864 and then escaped back over into Canada. After the war ended he went to Europe and studied law until there was a general amnesty proclamation. He returned to the United States and in 1868 began practicing law in Louisville. He then started the Louisville Southern Railroad. He was described as unselfish, charitable, modest, quick to think and act, and full of resource and tact.

The bridge was built in six months as part of the Louisville Southern during the railroad building boom after the Civil War. KY's railroad mileage almost tripled between 1870 and 1890. In 1888 in Lexington there was a referendum on a \$100,000 bond issue for the Louisville Southern's Lexington extension. The Lexington extension (Lawrenceburg - Versailles - Lexington) was planned as direct competition with the Louisville and Nashville's Louisville - Lexington line. There were many charges of vote buying by pro and anti forces. An article in the *Lexington Transcript* stated that the Louisville Southern was paying \$10 a vote. Congressional approval was obtained to build a bridge over the Kentucky River and in February 1889, construction was started on Young's High Bridge and in the same month an application for an injunction to stop the city of Lexington from delivering the Louisville Southern bonds for construction of the Lexington Extension was filed in Fayette Circuit Court. Plaintiffs charged that the LS bought votes and that more votes were cast than the number of legal voters in Lexington. The injunction was not issued and the last spike was driven on the Bridge in August 1889. In December 1937 the last pas-



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senger train crossed Young's High Bridge and in 1985 all railroad traffic ended. The last train was pulled by Southern SW1 1002, the oldest diesel on Southern's roster. The Bluegrass Railroad Museum took ownership of the

Versailles - Kentucky River segment of the Lexington Extension (milepost 9.0 to milepost 3.5) in 1987 and the next year began excursion operations on the Lexington Extension which still continue.

Wells speaking for the Tyrone Bridge and Railroad Company has asked for KRTC to form a committee or task force to move toward preserving the bridge as part of a railtrail. She asked KRTC to assist in writing letters and approaching state government for assistance. In response to Wells' request the Board voted at their January meeting to form a committee to work jointly with the Tyrone Bridge and Rail Company in developing a railtrail that would include Young's High Bridge. Jeanette Coufal and Keith Lovan volunteered to serve on the committee; the first meeting will be in February. If you are interested in serving on the committee or want more information on the collaboration of KRTC and TBRC please contact Jeanette Coufal at [jcouf0@uky.edu](mailto:jcouf0@uky.edu) or (859)266-0154, Keith Lovan at [klovanx@yahoo.com](mailto:klovanx@yahoo.com) or (859) 254-6850 or Jodie Wells at (859) 873-4156.

To contribute toward the cost of the application for listing the bridge on the National Register of Historic Places and toward related expenses please send donations to Ky Rails to Trails, Post Office Box 597, Lexington, KY 40588-0597 or to the Tyrone Bridge and Rail Co., P.O. Box 1202, Versailles, Ky. 40383.

Many thanks to Tim Powell & Jodie Wells for information and checking the details in this article, however all errors are mine.

Dixie Moore, KRTC Trail Time Editor.

## KY Abandoned RR Corridor Inventory

The Kentucky Abandoned Railroad Corridor Inventory is now on line at [www.Kyrailbeds.com](http://www.Kyrailbeds.com). Many thanks to all who helped create this inventory. The Kentucky Transportation Center at the University of Kentucky did the research under funds allocated under Kentucky House Bill 221 that established the state Rail Trail Development Office.

Kentucky has a network of abandoned common carrier mainlines, narrow gauge logging railroads, and short lived spurs that served coal mines. There are lines that were abandoned over 100 years ago and lines that are undergoing the process of abandonment today. As of 2001, the state had approximately 2,780 miles of track, down from over 4,000 miles at its peak in the 1930's. This means that there are close to 1,200 miles of abandoned railroad beds in Kentucky

You can go to the site and find out what abandon lines are in your counties. The Inventory identified sixteen lines that appear to have high potential value for rail to trail conversions. These lines were chosen based on several factors, including: contiguity, a right of way that is intact and not destroyed by natural or built causes, presence of railroad artifacts such as depots, tunnels or bridges, access to natural areas or parks, access to population, and connection between amenities and communities. Lines that had railtrails already in the planning or support raising stage were omitted because they are already recognized as having high trail potential. The sixteen high potential lines are:

1. Kevil to Mississippi River, Ballard County, 16.7 mi.
2. Winford Junction to Tennessee border, Carlisle, Hickman, and Fulton Counties, 32.5 mi.
3. Hardin to Paducah, Marshall & McCracken Co.'s, 27.6 mi.
4. Blackford - Fredonia, Crittenden & Caldwell Co., 28 mi.
5. Morganfield to Sullivan Union County, 24 mi.
6. Central City to Dawson Springs, Muhlenberg and Hopkins Counties, 36.2 mi.
7. Drakesboro to Edwards Muhlenberg & Logan Co., 20.9 mi.
8. Owensboro to Livermore (Livermore to Moorman already proposed to be a trail) Daviess, McLean, & Muhlenberg Co. 20.6 mi.
9. Owensboro to Fordsville to Horse Branch, Daviess and Ohio Counties, 40.4 mi.
10. New Hope to Stanford to Mt. Vernon Nelson, Marion, Boyle, Lincoln, Rockcastle Counties, 77 mi.
11. Lebanon - Greensburg, Marion, Taylor & Green Co. 30.4 mi.
12. Frankfort to Georgetown to Paris, Franklin, Scott, and Bourbon Counties, 40 mi.
13. Lexington: New Circle Road to I-75, I-75 to North Elkhorn Creek, Fayette County, 2.5 mi.
14. Worley - Yamacraw - Bell Farm, McCreary Co., 14.2 mi.
15. Cumberland - Benham-Lynch, Harlan County, 5 mi.
16. Martin to Wheelwright, Floyd County, 13.4 mi.

Go and check out what is in your county!

URL error in last newsletter. The Ky abandoned railroad inventory is at [www.kyrailbeds.com](http://www.kyrailbeds.com). Railbed has an "S" on the end. In error it was listed as [kyrailbed.com](http://kyrailbed.com). Thanks goes to an alert reader.

## Thanks to our Members/Donors

Our members and friends have again been generous with their gifts in 2003 to the Kentucky Rails to Trails Council, Inc. This past fall the Board voted to give members the option to give additional donations to local groups through KRTC. See the updated renewal form on the back of the newsletter. This is one of the ways that KRTC works with the grassroot organizations that are the prime movers for community greenways and trails. Several members have taken advantage of this option. While KRTC continues to grow some of our old members have not renewed. Please take this opportunity to tear off the form on the back and send in today your donation for 2004.

Membership is for a calendar year with acknowledgments for tax purposes sent out in January of the following year. If you believe KRTC has erred in our acknowledgments for 2003 please contact Dixie Moore, Secretary at DixieMoore@insightbb.com

### *Golden Spike (\$1000-\$4999)*

R.J. Corman, Nicholasville  
Todd Lemley in honor of Pedal Power, Versailles

### *Trail Blazer (\$500-\$999)*

Jim Hoskins Memorial Fund, Corbin  
*Engineer (\$250 - \$499)*  
Dean, Dorton & Ford PSC, Lexington  
Cheryl D. & Stephen R. Wyatt, Lexington

### *Benefactor (\$100-\$249)*

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Elizabeth M. Kuhl, Louisville  
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Glen & Rebecca L. Proudfoot, Richmond  
John's Run/Walk Shop, Lexington  
Bike World Inc., Paducah  
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Townbranch Trail, Inc., Lexington  
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Mary Travelsted, Bowling Green

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Barry Zalph, Louisville

### *Family Memberships (\$25 - \$49)*

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Judge Teresa A. Barton, Franklin County Judge/Exec.  
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Herbert & Nina Beach, Dry Ridge  
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Tom & Beth Blackman, Lexington  
Joan Brown, Shelbyville  
Michael R. Campbell, Morehead  
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Randall & Lynn Coffman, Richmond  
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*(Continued from page 4)***Donors-Continued**

Martha & Darren Payne, Mt. Sterling  
 Tim & Lisa Powell, Wilmore  
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*Individual Memberships*

Alan Bell, Williamstown  
 Kellie D. Bowman, Wilmore  
 Robert J. Clark, Louisville  
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 Mike Duff & David Sparrow, Lexington  
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 Michael V. Spanjer, Williamsburg  
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 Ben Woodward, Lexington  
 KY Recreation & Parks Society

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**Congratulations**

The Eco-tourism trail is open for public use on the Southern Kentucky AG/EXPO Center site near Liberty off US 127. This trail is a greenway not a railtrail, however KRTC in general supports trail construction for the public use. The trail encompasses a distance of 2.3 miles around the parameter of the 160-acre site. The trail is open for walkers, joggers, bicycles, horseback riding, and horse and wagons. The trail is 14' wide and travels along the headwaters of the Green River. The trail was developed through a grant from Congressman Hal Roger's community development funds from the Southern and Eastern Kentucky Tourism Development Association.

**Rail Trails Should Partner  
with the Health Community**

Physical activity rates in the U.S. are dangerously low. The 1996 Surgeon General's report on physical activity and health recommends that Americans engage in at least 30 minutes of moderate intensity physical activity most days of the week. Yet only an estimated 20% of adults meet that recommendation. These high rates of inactivity are perilous due to the chronic disease afflictions that come with a sedentary lifestyle, such as vast increases in risks for developing heart disease and diabetes. One explanation for this low level of physical activity is that incidental daily physical activity has been structured out of people's lives. Twentieth-century labor-saving devices from the car to e-mail; workforce shifts from manual labor to white-collar jobs; increased use of computers; the prominence of cars, videos and computer games as leisure activities, have all contributed to reductions in the need for people to move. Trails offer Americans additional safe locations and settings to walk, bike and even in-line skate during leisure time or commuting.

Individuals must choose to be active, but the way a community develops its environment can ease or impede the desire to be active. Lack of time or access to convenient outlets for human-powered transportation and recreation opportunities are reasons commonly cited by all populations as barriers to regular exercise. The development of a trail in a neighborhood makes it easier for people to incorporate exercise into their daily routines, whether for recreation or non-motorized transportation. This is particularly true if the trail is developed and designed so that it connects people to places they want to go, such as schools, transit centers, businesses and neighborhoods.

**WHO IS THE HEALTH COMMUNITY?** The health community is comprised of a large variety of state, local and private officials, agencies and organizations. The health community includes state departments of public health, local county or city public health agencies, HMOs and health insurance companies, local health officials, networks, prevention centers, health boards, foundations that promote healthy communities, health professionals, academics and educational institutions, Federal health agencies as well as organizations such as the American Association of Retired Persons and the American Heart Association.

Contact your state or local health departments and ask to speak with someone who works in the cardiovascular disease program or health promotion programs. Lists of health contacts can also be found on the Web sites for the National Center for Bicycling and Walking, and the Association of State and Territorial Health Officials.

## Changing of the Guard

David Kjelby, our highly valued and trusted Treasurer of the past 4 years has resigned his position at the end of 2003. He brought order out of chaos. Joe Bramer of the Bank of the Bluegrass is our new treasurer. The Board is quite pleased that Joe is willing to be a part of KRTC with his financial expertise as a bank officer. We hope that David continues to find ways to be involved with KRTC. During the past years his accurate accounting, sound advice and steady presence kept KRTC focused on what was able to be done within the confines of our limited means and volunteer staff. In recognition of these years of service, the Board at the November meeting voted him a Lifetime Membership in the Council.

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## Upcoming Nominations

It is time to think about new Directors and Officers for KRTC! We are interested in soliciting interested candidates for our Director At Large positions and Officers. The Board of Directors is composed of 10 At large Members, Representatives of local Rail Trail organizations approved to serve by the KRTC board, and the Officers which include, the chair, vice chair for government affairs, vice chair for technical assistance, vice chair for public relations, vice chair for finance, secretary/historian, and treasurer.

We would appreciate your participation in the nominations process; please consider submitting your name and/or the names of other KRTC members. A person nominated should be willing to serve so please check with the person before you send in a nomination. The names of any member in good standing may be placed in nomination in addition to the slate of nominees presented to the Board by the Nomination Committee.

**Duties and Responsibilities:** Board members are to serve a term of two (2) years. Officers are elected annually. The Council meets monthly except for December. Currently the majority of meetings are held in Lexington. KRTC is planning again this year to have an orientation for all officers and board members. The Board creates policy, directs the activities of the Council and is expected to be key supporters of the Council's activities. Board members are also asked to participate in fundraising and membership recruitment efforts.

**Perks:** Officers and Board Members have a unique opportunity to guide the future of railtrails in our state, develop new friendships, and enjoy the knowledge that you have given back to your community and environment that nurtures you.

Existing At Large Board members whose terms run through 2005 are Eddie Farrey, Susan Fowler and Helen Tyson Siewers. Current Board Members representing Trail Groups whose term runs through 2005 are Tim Powell for Friends of High Bridge Wilmore RT, Becky Keith for Muhlenberg Co. Rail Trail and Robin Reams for Bluegrass Rails to Trails Foundation.

KRTC encourages members to show their interest in volunteering as an officer or to work in tandem with a current officer. Several of the officer positions have been held by the same members for several years in order not to let a position go unfilled. Descriptions of the Directors' and Officers' Positions are in the Amended Bylaws posted on the website, [www.KyRailTrail.org](http://www.KyRailTrail.org). New Officers and Board Members will give the Council new insights and will keep KRTC vibrant and alive. Send your nominations to Bob Strosnider, Chair, Kentucky Rails to Trails Council, Inc., Post Office Box 597, Lexington, KY 40588-0597.

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## Katy Trail Cycling Tour

Kentucky Rails to Trails Council, Inc. is organizing a cycling tour, September 14-18<sup>th</sup>, 2004 to the Katy Trail from Sedalia to St. Charles, Missouri. September was chosen since it is the month with the least rain. This is the first ever such trip by KRTC. This is a great way to see and enjoy a successful railtrail. Below is the tentative itinerary. In response to an announcement over the listserve 8 people have expressed interest in going. If you are interested in going on part or all of the tour please **RSVP to Dixie Moore, Sec. at [DixieMoore@insightbb.com](mailto:DixieMoore@insightbb.com) or 859-266-5532.** Approximate figures are needed to figure expenses. A deposit will be required in May to reserve a place. Saturday June 12<sup>th</sup> there will be a "pre ride" near Lexington or Frankfort so fellow travelers can meet each other and discuss the itinerary and logistics.

There will be 4 days on the trail. One day traveling to get to trailhead and either driving back on the last day of the ride for 5 days total, or staying overnight and driving back the following day for total 6 days. If some cyclists want to do an extra day and ride the entire length of the trail from Clinton to St. Charles then that is best done by going out a day early. The itinerary will be continuously updated as information and plans become more firm.

A KRTC chartered bus or van will leave Kentucky and travel to the western trail head at Sedalia. Lodging reservations, payment for meals and accommodations will be done individually; KRTC will ask for a special rate for KRTC members at the recommended motels.

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Recommended accommodations are chain motels with continental breakfast included that are near the Katy Trail unless otherwise noted. Cyclists are expected to carry gear for a day's riding on their bikes. Arrangements will be made to take one bag of gear per cyclist between lodgings. Participants are to be current members of KRTC and have proof of medical insurance. KRTC will carry trip insurance.

The Katy trail is the longest developed rail trail in the country. It is 225 miles long from the western end at Clinton to the eastern end at St. Charles, Missouri. The section between Boonville and St. Charles has been designated as an official segment of the Lewis and Clark National Historic Trail and lies along the Missouri River. The trip will go from west to east; there is an ever so slight downhill grade in this direction. Trail grades seldom reach more than 5 percent. Cyclists average 8-12 mph on the trail. For the comfort and ease of all, cyclists should be able to do 12 mph on a paved road for at least 2 hours in their home location as a prerequisite to going on the trip. Cyclists used to pavement are surprised at the slow going on the fine crushed limestone surface (chat) due to more rolling resistance. Chat packs down almost like pavement; but there can be washouts after heavy rains. Thin tires after several days of heavy rain can make for slow going. Towns are spaced at 10-15 miles intervals. Most trail riders use

mountain bikes; many cyclists also use road bikes or hybrids. Bike rentals are available. For more information see [www.katytrailstatepark.com](http://www.katytrailstatepark.com) and [www.mostateparks.com/katytrail](http://www.mostateparks.com/katytrail). An excellent guide book is The Complete Katy Trail Guide Book, Brett Dufur, Pebble Publishing, Inc. PO Box 2, Rocheport MO 65279, 573-698-3903 (the online ordering was difficult to use.)

Day 1 – travel to St. Charles, Missouri & on to Sedalia.

A. Take I-64 from central KY to Louisville, go across Indiana and Illinois and west of St. Louis take I-70, Total distance 362 miles from Lexington, est. time according to MapQuest.com is approximately 6 hours. Estimate leave Lexington at the latest at 5 AM

to get to Sedalia by 6 pm. The Katy Depot Trailhead (on Nat. Historic Register) in Sedalia is at Third St and Thompson.

B. Cars can be parked in St. Charles at the Katy Trail Rail Head. They have a complex of parking lots.

C. Recommended Accommodations: Day 1. Hotel Bothwell – historic, AAA rating, 660-826-5588, at 4<sup>th</sup> and Ohio, 4-6 blocks from Katy Depot Trailhead. May 15 - Sept 15: Double - \$79.95. They allow cyclist to take their bikes to the rooms. Best Western, South 65 Highway & 32nd St., 3120 S Limit, Sedalia, Missouri, United States, 65301, 660-826-6100, .5 mile from Katy Trail, probably about 1-2 mile west of Katy Depot Trail Head.

Extra Day – Cyclists wanting to see the trail from Sedalia to Clinton can go out a day early and do an out and back to Clinton (MM 264.6) from Sedalia (MM 229) distance one way 35.6 miles. Can arrange to shuttle cyclists and bikes to Clinton from Sedalia.

Day 2 – Sedalia MM 229 to Boonville MM 191.8. Distance 38.2 miles. The offices of the Katy Trail State Park are in the Restored Booneville Train Station. Holiday Inn Express, 2419 Mid America Industrial Dr., I70 exit 101, Boonville, Mo 65233, 660-8826882, Katy trail is 2-3 miles away. Comfort Inn I-70, exit 101, 660-882-5317. There is a gate off the Katy Trail that will put you in close proximity to both motels.

Day 3 - Boonville MM191.8 to Jefferson City MM 143.2, distance 48.6 mi. Summit Plaza Best Value Inn, 150 City Plaza Drive Holts Summit, MO 65043-0549. 573.896.8787.

This motel is on the same side of the river as the Trail and in a small town, not the capitol city; avoids congestion. They have a shuttle if call ahead, or can ride to the motel on 2 lane Summit Rd. (uphill). Katy Trail 3-4 miles distant.

Day 4 – Jefferson City 143.2 mm to Washington MM 74 (Dutzow), distance 69 mi.. SUPER 8 MOTEL - 2081 Eckelkamp Court, Washington, MO 63090 US, 636-390-0088. Katy Trail in one mile, biking across bridge not recommended. Call Chamber of Commerce for shuttle service 636 239 7575.

Day 5 – Washington MM 74 to St. Charles MM 39.5 distance 34.5 miles. St. Charles Inn, Best Western, 1377 South Fifth Street, St Charles, Missouri, United States, 63301, 636-916-3000.



Runner on the Katy Trail



US POSTAGE  
PAID  
Permit No. 1  
Lexington, KY

Kentucky Rails To Trails Council, Inc. is a 501 © (3) non-profit tax-exempt organization founded in 1995. The purpose of the Kentucky Rails to Trails Council is to “foster and facilitate the conservation of greenways and rail rights of ways in Kentucky by the conversion of such holdings to trail use for the general public.”

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

Kentucky Rails to Trail Council, Inc.  
Post Office Box 597, Lexington, KY 40588-0597  
Website: www.KyRailTrail.org  
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**Kentucky Rails to Trails Council, Inc.**  
**MEMBERSHIP APPLICATION , DONATION &/or RENEWAL for 2003**

- \$ 15 Individual       \$ 25 Family       \$ 50 Patron       \$ 100 Benefactor
- \$ 250 Engineer       \$ 500 Trail Blazer       \$1000 Golden Spike       \$5000 Corporate/Partner
- Donation \$ \_\_\_\_\_      [ ] Address Correction

I am making an additional donation of \_\_\_\_\_ to: (check one)

- \_\_\_ Bluegrass Rails Trails Foundation (Fayette, Clark & Montgomery Co.)      \_\_\_ Daniel Boone Rails-To-Trails (Rowan Co)
- \_\_\_ Greenways of Oldham Co. (Oldham Co.)      \_\_\_ High Bridge Rail Trail (Jessamine Co)
- \_\_\_ Lake Cumberland Trail Foundation (Pulaski Co)      \_\_\_ Muhlenberg County RT
- \_\_\_ Pennyriple Rails to Trails Foundation (Henderson Co).      \_\_\_ Local Project in \_\_\_\_\_

(If no amount indicated, the donation will go to the local group minus \$15 for KRTC’s general expenses.)

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.

**Please make check payable and mail to: Kentucky Rails to Trails Council, Inc.**  
**Post Office Box 597, Lexington, KY 40588-0597**

[ ] Please remove my name from the mailing list. We hate to see you go, but thank you for your honesty.