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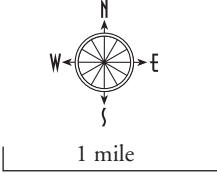


















4

DETAILED ROUTE: TOWN MAPS AND DESCRIPTIONS



*St. Louis: Gateway to the West and
eastern end of Lewis & Clark Trail*

MAP SYMBOLS

	Interstate Hwy.	
	US Highway	
	State Route	
	County Road	
	Secondary Road	
	Railroad	
	Off-Road Bike Route/Unpaved Road	
	L & C Bike Route	
	Airport	
	Special Attraction	
	Bike Shop	
	Campground	
	Food Store	
	Hill (up in direction of arrow)	
	Lodging	
	Start of Westbound detailed intertown directions (see Chapter 5)	
	Start of Eastbound detailed intertown directions (see Chapter 5)	
	Town Park	
	Visitor Center/Chamber of Commerce	

HOW TO USE THIS CHAPTER

This chapter is the heart of the book, providing the next level of detail below the Master Plan. It includes descriptions of all towns listed in the Master Plan that offer services, including maps of the larger towns.

When you are planning your tour, you can read about towns and highlight things that make you want to visit (or skip) particular towns. What services are available? What museums, special sites, or special activities are available? What's the history of the town and what did Lewis and Clark do there?

When you actually arrive in a town, this chapter will again be valuable by directing you to the key things you need. Keep in mind that all businesses, including tourist services, open, close, change names, change owners and philosophies, etc. Some may also close temporarily for certain seasons, holidays, or personal vacations. Many change their operating hours from season to season or year to year. When in doubt, especially if you are really counting on something being open, call ahead. If you call ahead for a motel or B&B reservation, remember to ask about restaurants and other services you may need in the area.

Lodging

If a town has only a few lodging options, all are listed. If there are more than a few, I have tried to include a few convenient options in different price categories, and a reference to the local visitor center or chamber of commerce. My experience is that motels sometimes change ownership and name, but they usually keep the same telephone number for obvious reasons. B&Bs tend to be more stable, but owners often close down for certain seasons; occasionally they retire or sell their business.

Although lodging prices in a single establishment often fluctuate for many reasons (weekends, special events, seasons, changes in competition or owners, etc.), I have tried to offer a general indication of price for two people as follows:

\$	less than \$50
\$\$	\$50 – \$100
\$\$\$	over \$100

Some lodging establishments have indicated a special interest in serving cyclists and have paid a small fee for a “preferred listing” with additional information about them. I have personally visited all these places, and I am comfortable recommending them.

Restaurants

The Master Plan (Chapter 3) offers a quick summary of restaurant availability in each town, and in this chapter I try to add a sentence or two about restaurants. I have hesitated to recommend specific ones, because owners, chefs, managers, and employees tend to change; and the quality is sometimes inconsistent. However, there are some instances where I could not resist mentioning a specific restaurant—especially when I felt it offered something special.

Special Events

Special events are included with the towns for two reasons. First, they may be of special interest to cyclists or followers of Lewis and Clark. Second, they are big enough to cause motels and campgrounds to fill up.

Sections

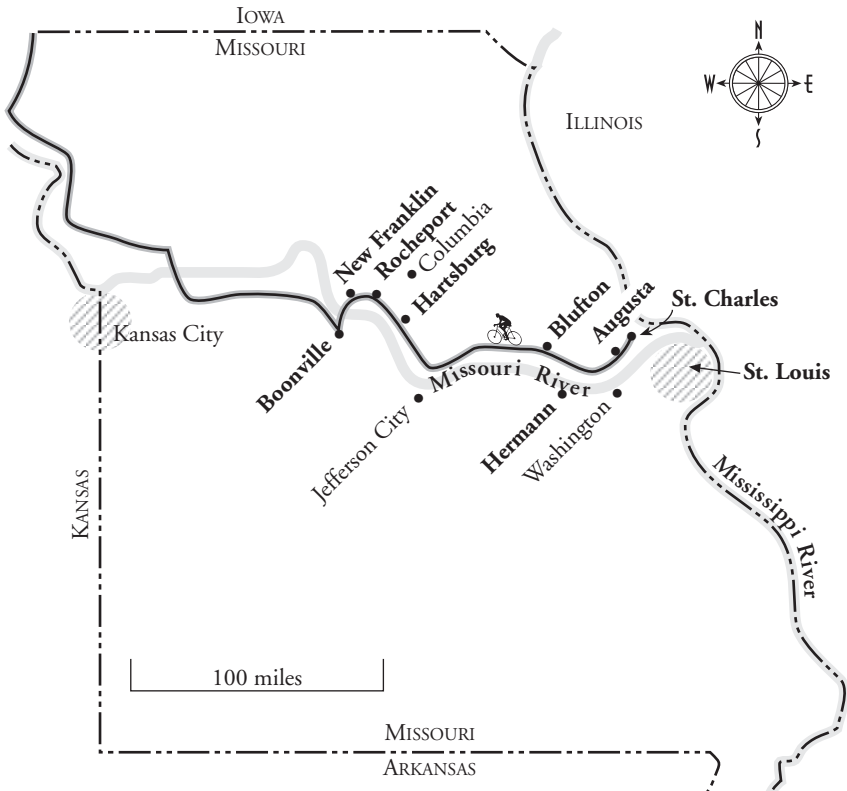
This chapter is divided into eleven sections, each with a general overview map and description. Sections and towns are sequenced for a westbound traveller, but it's easy enough to read this chapter backwards if you want to travel eastbound.

Detailed directions for travelling between towns can be found in Chapter 5, where there are separate sets for westbound and eastbound riders.



A. THE KATY TRAIL

ST. LOUIS TO BOONVILLE, MO



Why did Lewis and Clark start in St. Louis? First, because it was located on the Mississippi River—the western boundary of the United States in 1803. Second, because it was located on the Missouri River—the route of entry into the vast western lands. Third, because it was the last major U.S. city heading west—the last place to obtain equipment and provisions, and the best place to gather current information. For all these reasons, St. Louis was—and to some degree still is—the gateway to the West.

In 1803 St. Louis was a bustling trading town of 1,000 built on a bluff above the flood plain on the western bank of the Mississippi River. Although American pioneers were already pushing westward into Ohio, Kentucky, and other frontier states, the pressure to move beyond the Mississippi was still slight. However, farsighted people could see this was inevitable. Manufactured goods from Europe were carried overland, or up the Mississippi River, to St. Louis. From there small groups of traders carried them farther up the Mississippi, the Missouri, and their tributaries to trade for beaver furs. A load of furs worth \$1,000 in St. Louis could be worth \$10,000 in New

York and \$100,000 in China—an indication of where the profit was and why there was so much interest in finding a direct water route to the Pacific Ocean.

Lewis spent the first half of 1803 studying in Washington, gathering rifles in Harper's Ferry, and studying with scientific experts in Philadelphia in preparation for the expedition. In July he left Philadelphia and travelled to Pittsburgh to pick up a keelboat built specifically for the journey up the Missouri River. Even in those days schedules were not always met, and Lewis had to wait impatiently for the boat to be completed.

In October Lewis picked up his co-commander, William Clark, at his farm in Indiana Territory, and together they floated down the Ohio River to St. Louis. Clark was a knowledgeable frontiersman and experienced army officer, personally known by both Lewis and President Jefferson. As Lewis and Clark visited army forts and frontier towns along the way, they selected skilled soldiers, hunters, and boatmen who volunteered for this special assignment.

In December 1803, Lewis and Clark established Camp Dubois at the mouth of the Wood River, about 15 miles north of St. Louis and opposite the mouth of the Missouri River. While Lewis and Clark spent time in St. Louis gathering equipment and provisions for the trip, their soldiers spent a relatively boring winter in their remote camp—doing some drilling and a lot of sitting around, drinking, and fighting.

Two things held up their departure from St. Louis—winter and waiting for the transfer of the Louisiana Territory from Spain to France and then to the United States. The official transfer took place in St. Louis on March 9, 1804. Unfortunately, Lewis still felt the need for additional supplies, and the expedition didn't get started until May 21—pretty late in the Spring.

Arriving in St. Louis, it's hard to miss the magnificent Gateway Arch. Although I've been aware of the arch for years as the symbol of St. Louis, I had always missed the obvious symbolism of the arch as the "gateway to the West." Designed by Eero Saarinen in shining stainless steel, it strikes me as the ultimate in elegant simplicity. Many people think it is a parabola, but it is actually a catenary arch—an upside down version of the curve formed by a chain hanging from two points. The construction story (told at its base) is fascinating, and the view from the top is excellent. We could hardly feel it swaying in the moderate wind the day we took the tram to the top. Located appropriately below the arch is the Museum of Westward Expansion.

Along both sides of the river, where dozens of huge riverboats used to nose in to shore like cars parking diagonally, there are now several riverboat casinos. At first gambling was allowed only on boats actually sailing on the river. After Illinois allowed them to stay tied up, Missouri felt forced to follow suit or lose all that revenue. For some reason, gambling is still allowed only on the river. We saw one new "riverboat casino" that looked as if it had been built on a very solid foundation, and then a moat was dug around it to allow water to flow in from the Missouri River.

Lewis and Clark actually started their journey together from the smaller town of St. Charles—on the north side of the Missouri River about 20 miles from St.

Louis on Interstate 70. Easy by car, but people told us it was easier for Lewis and Clark to get there in 1804 than it would be for us today on bicycles. Visitor centers and local bike shops suggested we find some other starting point for our ride. In addition to railroads, stockyards, and industrial areas, the real problem is crossing the Missouri River. The ferries are gone, and the only bridges carry trains and interstate highways—very dangerous and usually illegal for bicycles.

But we found a way! One trick is to use the new, clean, efficient MetroLink light rail system between downtown St. Louis and the airport. Since it is new, it provides easy access for both wheelchairs and bicycles. They use the same honor system we found in France, where tickets are only checked randomly, and there are no fences, gates, or turnstiles. Although tickets are not checked often, the fines are large if you don't have one.

We also found an easy bicycle route from the airport to St. Charles. We learned from the police that bicycles are allowed on only one bridge over the Missouri, and we searched out an excellent bike route using the “370 bridge.” The Detailed Directions in Chapter 5 include this route.

The Corps of Discovery progressed only three miles up river on their first day—mostly due to a late start from St. Charles after lunch. While it's still possible to camp in several “primitive” campgrounds next to the river, we spent our first night at the Hermann City Park Campground. Camped next to us were three gentlemen in their 70s who had come from Illinois to bike across Missouri on the Katy Trail. Each summer they ride across a different state; they are on their 8th state and hope to do them all. Good luck! They were great neighbors—our first introduction to many friendly people in the Midwest, a quality we had often heard about, but never experienced first hand.

Although the Lewis and Clark expedition travelled by boat up the Missouri River, one or more of the party usually walked along the shore to hunt, explore, or just get away from the other men. We travelled the first 150 miles up river on the new Katy “Rail Trail.” When the Missouri–Kansas–Texas (MKT or “The Katy”) Railroad closed down operations on the north side of the Missouri River in 1986, several groups worked together to turn it into Katy Trail State Park.



Along the Katy Trail

This beautiful bike trail runs through cool woods, rich river bottomland farms, and small towns making a comeback with tourist facilities after being abandoned by the railroad. There are old railroad trestles, new bridges, a tunnel, and many views of the river and limestone cliffs. The surface is hard packed cinder dust, which is no problem for a touring bike—even with a load. And it's *flat* for the first 150 miles—a good way to warm up.

Just a few miles away from the river the land provides a dramatic contrast. Although the limestone bluffs are only about 100 feet higher than the river, they have been cut by many rivers and streams to form a very hilly landscape. This is a land of small farms and orchards—many settled by Germans who came to this area in groups and brought their culture with them. Known as “Missouri’s Rhineland,” there are several wineries along the Trail and in the nearby hills.

We were always disappointed not to see more traffic on the river—at least a few tugs and barges, if not romantic sternwheelers. Long unit freight trains on the south shore of the river reminded us how coal and other bulk freight moves today, and anyone who has driven the interstate highways knows how the rest of the freight moves.

Lewis and Clark wrote very little in their journals about their trip through what is now the state of Missouri. Perhaps they were too busy coping with all the little problems on their shakedown cruise, or perhaps they felt this part of the river had already been pretty well explored and didn’t require their documentation.

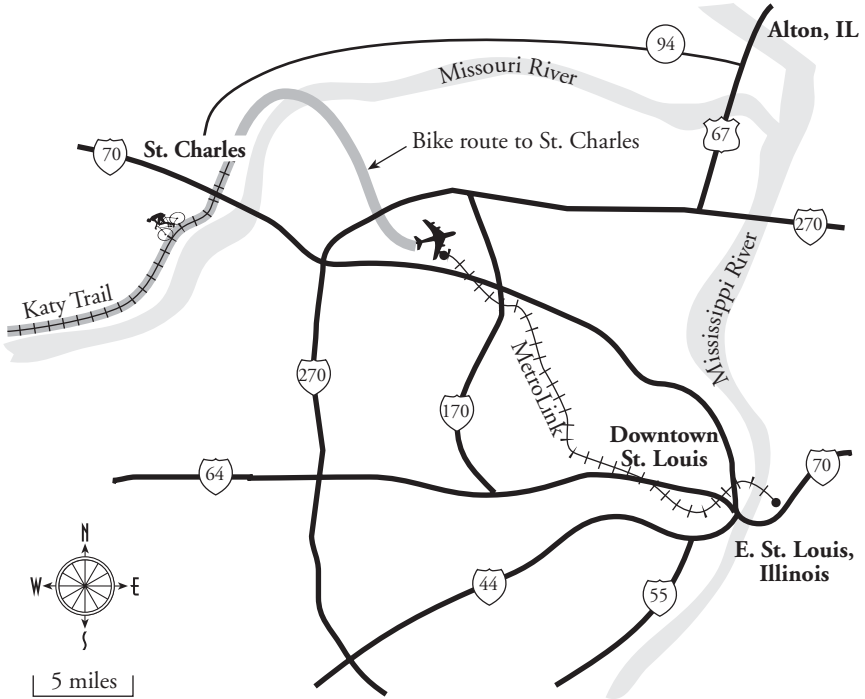
Since this guide is primarily about the Lewis & Clark Trail, it does not do full justice to all the attractions available along the Katy Trail. Most people will want to spend 2–3 days riding the Katy Trail (50–75 miles per day), and this guide will offer and describe several options. However, you could easily spend a week exploring the Katy Trail at a more leisurely pace. For more information I recommend Brett Dufur’s *Katy Trail Guide Book* (Appendix D) and the Interactive Katy Trail web site, www.katytrail.showmestate.com (Appendix E).



*State Champion
Great Burr Oak
Tree, 350 years
old, half mile
south of Katy Trail
in Huntsdale
(mile marker 170)*

St. Louis, MO

Population: 350,000



St. Louis Overview — Zip: 63102

St. Louis is the focal point for the eastern terminus of the Lewis & Clark Trail. Although our bicycle route really starts across the Missouri River in St. Charles, St. Louis is a more convenient and obvious transportation hub—with a major airport, train station, bus station, and intersection of interstate highways.

If you want to rest and/or explore this area for a day or two, there is lots to do and several options for lodging. Although there is no camping in the metropolitan area, inexpensive lodging can be found in St. Louis at the hostel about two miles south of downtown. The best deals on motels for both price and convenience can be found right across the highway from the St. Louis airport. If you want to start riding as soon as possible and/or prefer a B&B in a smaller town, get to St. Charles as soon as possible.

There are three **key geographical areas** in greater St. Louis, as shown on the overview map:

1. Downtown — train station, bus station, hostel, hotels, restaurants, museums, visitor center, casinos, entertainment, sports events

2. Airport — motels, restaurants
3. St. Charles — start of the Trail, B&Bs, motels, restaurants, museums, visitor center, casino, bike shop

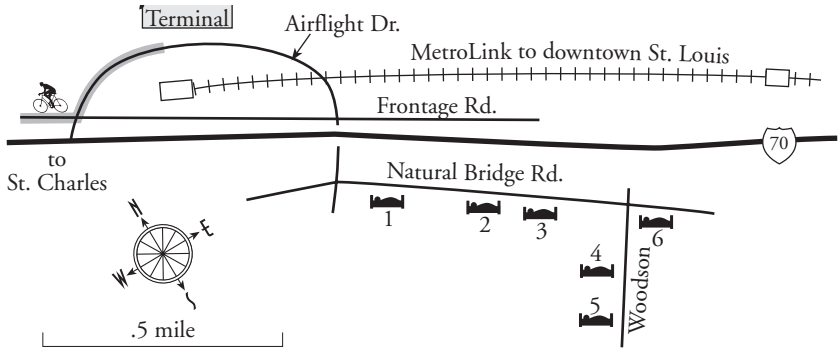
There are two key **modes of transportation** between these key areas:

1. Downtown and the airport are connected by the excellent, new, inexpensive **MetroLink train**—and it is designed to carry bicycles! Although bicycles are legally allowed at any hour, common sense recommends avoiding commuting rush hours. A single ticket is \$1, and a \$3 day pass is also valid on all buses. It takes about 30 minutes between the airport and downtown. There is also frequent bus service between downtown and the hostel, but these buses don't carry bicycles.
2. The airport and St. Charles are connected by an eleven-mile bicycle route described below. Although the major rivers create a natural barrier (especially since bicycles are not allowed on interstate highways), there is a relatively easy and pleasant bicycle route. Public transportation connecting St. Charles to downtown or the airport means expensive taxis.

If you are arriving by bicycle from the east, you have three choices for crossing the Mississippi River. If you are coming from the north and/or want to go directly to St. Charles, use the new bridge with bike lane from Alton, Illinois, or the ferry from Golden Eagle, Illinois. If you are coming from the southeast, go to East St. Louis, Illinois, and take your bike on the MetroLink across the Eads Bridge. All other bridges are interstate highways—closed to bicycles and dangerous!

St. Louis is a *big* city (350,000). If you have some time and money, there is lots to do in both St. Louis and St. Charles, and you should contact the visitor centers below to request information. A small sample of the 96 suggestions in the St. Louis Visitor's Guide:

1. Gateway Arch — symbol of St. Louis, fascinating architecture and construction story, ride to top for view (www.stlouisarch.com)
2. Museum of Westward Expansion — below arch, broad overview of westward expansion, free (314-655-1700)
3. Union Station — huge refurbished train station and hotel with 100 shops and restaurants, free
4. Old Courthouse — scene of Dred Scott trial, exhibits, free
5. Riverboat rides and casinos



St. Louis Airport Area

★ **St. Louis Visitor Center:** 330 No. 4th St., St. Louis, MO, 63102, 800-916-0092, www.st-louis-cvc.com, tourism@st-louis-cvc.com

Missouri Tourism: Box 1055, Jefferson City, MO, 65102, 800-877-1234, www.missouritourism.org, tourism@mail.state.mo.us

🏠 Downtown

- 1) Huck Finn Hostel (\$), 314-241-0076, (2 mi. south of downtown on bus routes; old, pleasant, and friendly; but hot and crowded during summer)
- 2) Holiday Inn (\$\$), 200 N 4th, 800-925-1395
- 3) Hampton Inn (\$\$), 2211 Market, 314-241-3200

🏠 Airport: (These motels are within 1 mile of the main airport entrance and MetroLink station. Near restaurants.)

- 1) Drury Inn (\$\$), 800-DRURYINN
- 2) Hilton (\$\$\$), 800-345-5500
- 3) Best Western (\$\$), 800-872-0070
- 4) Days Inn (\$\$), 800-325-2525
- 5) Holiday Inn (\$\$), 800-446-4656
- 6) Motel 6 (\$), 800-4MOTEL6

St. Charles, MO (Katy Mile 39)

Population: 55,000

Originally founded in 1769 by French Canadian trader, Louis Blanchette, as Les Petite Cotes (the little hills), the town later changed its name to honor the king of France. While St. Louis served the larger and more established traffic on the Mississippi River, St. Charles served traders heading up the Missouri River into the vast unknown territory to the west.

On May 16, 1804, Clark wrote, *“we arrived at St. Charles at 12 o’clock a number of Spectators french & Indians flocked to the bank to See the party. This Village is about one mile in length, Situated on the North Side of the Missouri at the foot of a hill from which it takes its name Petiete Coete or the Little hill. This village Contns. about 100 houses, the most of them Small and indifferant and about 450 inhabitants Chiefly French, those people appear pore, polite & harmonious.”*

On May 21 *“we Set out at half passed three o’clock under three Cheers from the gentlemen on the bank and proceeded on.”* The expedition was finally underway.

Although St. Charles is a large town of 55,000, it feels smaller because it is divided into two areas. The downtown area along Main Street near the riverfront has been beautifully restored with brick streets, gas lights, pleasant shops, and restaurants; and it’s easy to get around by bicycle or on foot. A half mile up the hill is the newer part of town with shopping malls and modern motels along Interstate 70.



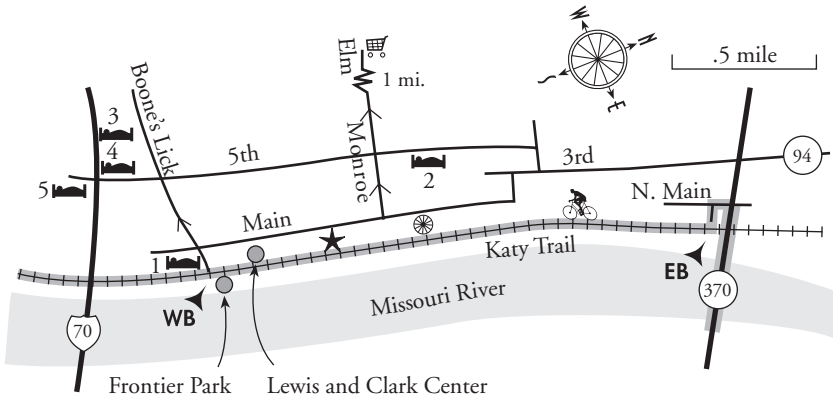
Main Street, St. Charles, MO

St. Charles is currently the eastern end of the Katy Trail State Park, a wonderful new rail trail that crosses most of the state and makes up the first 150 miles of our bicycle route. It starts parallel to Main Street next to Frontier Park down by the river. Stop by the Visitor Information Center to pick up more information about the Trail and things to do in this area. A few highlights:

1. National Register Historic District on Main Street
2. Lewis and Clark Center — small museum with diorama (fee), book store
701 Riverside Dr., 636-947-3199, www.lewisandclarkcenter.org
3. Frontier Park — replicas of Lewis and Clark boats
4. Goldenrod Showboat Dinner Theater — historic showboat

5. Station Casino, St. Charles — gambling
6. Missouri's First State Capitol — restored historic building

Two days after leaving St. Charles, Lewis and Clark stopped at Boone's Settlement near Defiance. This land had been granted to Daniel Boone seven years earlier by the Spanish. On May 24 Clark wrote, "*Crossed to the Settlemt. and took in R & Jo: Fields who had been Sent to purchase Corn & Butter &c. many people Came to See us.*" It's interesting that Clark does not mention the great frontiersman; perhaps he was not in residence at the time, or perhaps Clark was too preoccupied with his own agenda to think much about Daniel Boone. It is possible to visit Boone's home and a reconstructed village five hilly miles north of Defiance on County Road F (636-798-2005 for more information).



St. Charles, MO — Zip: 63301



St. Charles Convention and Visitors Bureau

230 S Main St., 800-366-2427, www.historicstcharles.com



1) Boone's Lick Trail Inn (\$\$-\$\$\$), 1000 South Main Street, 636-947-7000, www.booneslick.com; in a colonial village setting an authentic 1840 inn next to Katy Trail and Missouri River, on Main Street next to shops and restaurants; private baths, mid-week rates, bike storage, full breakfast.

2) Mueller House B&B (\$\$-\$\$\$), 710 N 5th, 636-947-1228, www.bbhost.com/muellerhouse; 5 blocks from downtown and Katy Trail; suite with private bath; 2 rooms share bath with jacuzzi; all queen beds; full breakfast; mid-week rates; bike storage.

3) Ramada Inn (\$\$-\$\$\$), 636-947-5900

4) Baymont Inn (\$\$-\$\$\$), 636-946-6936

5) Day's Inn (\$\$), 636-946-1000



Touring Cyclist, 100 S Main, 636-949-9630

Special Events

Lewis & Clark Heritage Days, 3rd weekend in May

Festival of the Little Hills, 3rd weekend in Aug

Augusta, MO (Katy Mile 66)

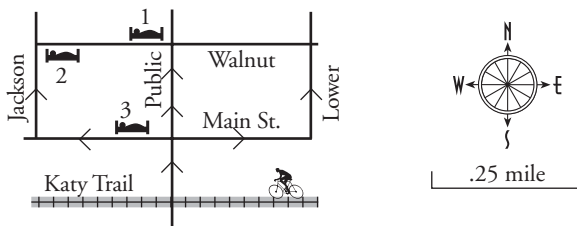
Population: 300

Only 27 miles from St. Charles, Augusta makes a good overnight stop if you want an easy first day or decide to spend the morning in St. Charles. After all, the Corps of Discovery didn't get away from St. Charles until 3:30 in the afternoon.

Although the town is up a small hill from the Katy Trail, it's worth the climb to explore this hidden gem. Many of the 300 residents are devoted to offering services to visitors, and you will find several B&Bs, restaurants, wineries, and shops on the quiet streets. It's also a good town for walking.

Like many towns in this area, Augusta was settled by Germans in the mid-1800s. It couldn't have been easy farming in these hills, but for many it was better than their situation in Germany.


Augusta was founded in 1836 as Mt. Pleasant by Leonard Harold, a follower of Daniel Boone. In 1855 the name was changed to Augusta, as German immigrants arrived in response to the glowing descriptions written by Gottfried Duden. This area prospered with farming, grapes, and wine. At this time it was a port right on the Missouri River. After the river changed its course in the 1870s, the railroad builders took advantage of the flat land left behind, and Augusta thrived as a railroad depot. The town was later hurt when rail traffic moved to the other side of the river, but in the 1960s the region again started growing grapes and producing fine wines. Today two wineries have shops right in town.



Augusta, MO — Zip: 63332

★ **Augusta Visitors Association:** 636-228-4005, www.augusta-missouri.com

- 🏠 1) H.S. Clay House (\$\$\$), Public and Walnut (Box 184), 888-309-7334; www.hsclayhouse.com; restored 1885 doctor's home; walking distance to restaurants, wineries, and antiques; pool; rooms and suites with queen beds and private baths; gourmet breakfast and luxury.

- 2) Lindenhof B&B (\$\$-\$\$\$), 5596 Walnut (Box 52), 636-228-4617, www.lindenhof-augusta.com; restored 1857/1907 Victorian home; walking distance to restaurants, wineries, and antiques; outdoor jacuzzi; rooms and suites with queen beds and private baths; bountiful breakfast.
 - 3) Old Town Augusta Inn (\$\$-\$\$\$), Public and Main (Box 172), 636-482-4654; restored 1863 home near Katy Trail; for individuals, couples, families, and groups; tepee, room, and 3 spacious suites with private bath and entrance; sauna, hot tub, whirlpool tub, massage; hearty breakfast.
-  Touring Cyclist, 5533 Water, 636-482-4038

Washington, MO (Katy Mile 74)

Population: 12,000

Although Washington has many services, it has several problems that make it less attractive to bicycle tourers. First, the bridge over the Missouri River is long, narrow, and dangerous. Second, the town is about 3.5 miles south of the Katy Trail. Third, the town is geographically spread out with the motels at the highway intersection about two miles from the downtown area. In summary, there are better alternatives.

Just east of Washington, across the river from Matson, Lewis and Clark stopped on their second day to explore Tavern Cave. Lewis must have been feeling rambunctious, because he climbed the cliff face on his own and fell, just barely catching himself and preventing serious injury. In retrospect, it must have seemed like a foolish and unnecessary risk; he never mentioned the incident in his journal.

On May 25 the expedition *“camped at the mouth of a Creek called River a Chauritte above a Small french Village of 7 houses and as many families . . . The people at this Village is pore, houses Small, they Sent us milk and eggs to eat.”*

Zip: 63090

★ **Washington Visitor Center:** 301 Front St., 888-792-7466, www.washmo.org

 Scenic Cycles, on Katy Trail at Marthasville (Mile 78), 636-433-2909

Hermann, MO (Katy Mile 101)

Population: 3,000

About 65 miles from St. Charles, Hermann is a good stopping point for the first night, and the first town with good camping. Although there are other camping sites along the Katy Trail both before and after Hermann, none offer the variety of shopping and services that can be found here. Hermann also offers a large selection of B&Bs and restaurants, as well as a motel.

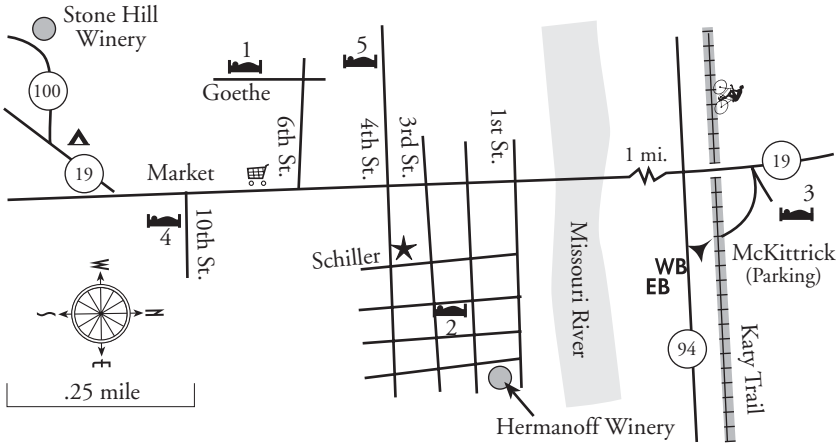
The town is located directly on the Missouri River just three miles south of the Katy Trail at McKittrick (a parking lot at Mile 101 on the Trail). Be aware that the old bridge across the Missouri is narrow and slopes up going toward Hermann. The three B&Bs listed below all offer shuttle service across this bridge.

Hermann was founded in the mid-1800s by Philadelphia Germans who wanted to maintain their old-world culture. Inexpensive land grants were offered to people who would grow grapes, and the wine business thrived. In the 1870s the Stone Hill Winery was the second largest in the United States and the third largest in the world. Although Prohibition dealt Hermann a severe blow in the 1920s, the people have rebounded. Today the town still maintains its German heritage with a historic downtown of stores, wineries, restaurants, B&Bs, and tidy homes.

The Visitor Information Center and Museum in the old German School can provide lots of information about both the past and present. A walk through the downtown area can be both fun and educational, and the Hermanoff Winery downtown offers excellent sausage and cheese—as well as wine. Be aware that Hermann is a popular getaway spot for people from St. Louis, and the town can be crowded for weekends and special festivals.



*Festhalle,
Hermann, MO*



Hermann, MO — Zip: 65041

- ★ **Visitor Information Center** and German School Museum, Schiller and 4th St., 800-932-8687
- 🏠 There are more than 30 B&Bs in Herman. Below is a small sample that are convenient and that have expressed special interest in serving cyclists:
 - 1) Birk's Gasthaus (\$\$), 700 Goethe, 573-486-2911, www.birksgasthaus.com; restored 1886 Victorian mansion, walking distance to downtown; king/queen beds and private baths available; full breakfast; bike storage and shuttle service to Katy Trail; reduced weekday rates.
 - 2) Captain Wohlt Inn (\$\$), 123 E Third, 573-486-3357; historic buildings in historic downtown; suites with queen bed, sitting room, private bath, kitchenette, and cable TV; rooms with various beds and private bath; full breakfast; bike storage and shuttle service to Katy Trail.
 - 3) Meyer's Hilltop Farm B&B (\$\$), 20 Maggie's Lane, McKittrick, 573-486-5778; mmeyer@ktis.net; quiet farm on hill above Katy Trail; TVs and private baths; private suite with whirlpool; hearty breakfast; transportation to Hermann for dinner.
 - 4) Hermann Motel (\$), 110 E 10th, 573-486-3131
 - 5) Acorn Bunk n' Bagel (\$), 236 W 4th, 877-486-4003
- ▲ City Park, 0.8 mi. south of bridge on Route 19, 573-486-5400; good grass and shade, covered pavilion nearby, some covered tables, little privacy, near road, satisfactory restroom with shower

Blufton, MO (Katy Mile 111)

There is no longer any town here, but it's still a good overnight stop on the Katy Trail. The Benz brothers and their wives purchased a historic farmhouse right on the Katy Trail and turned it into a B&B and campground.

In 1866 George Husmann started a winery here that flourished for many years. In the 1870s the winery failed, but the carpenter William Heckmann decided to stay and build a home for his family. After purchasing the wreck of the steamboat Clara, he dismantled the boat and used the parts to build a home. Now restored with several nautical features, that home is today the Steamboat Junction B&B.

Zip: 65069

- Steamboat Junction B&B (\$–\$\$), 199 Hwy. 94, 573-236-4664, www.steamboatjunction.com; home built from old steamboat on Katy Trail; rooms and cottage; dinner available with advance notice; full country breakfast; laundry.
- Steamboat Junction Campground, 314-831-4807

Jefferson City, MO (Katy Mile 143)

Population: 36,000

The state capital offers a wide range of services and is a great city to visit—but not necessarily by bicycle. Jeff City offers the Capitol (including fascinating murals depicting Missouri history by Thomas Hart Benton), the Governor's Mansion, and all the associated government activities. The problem is getting across the Missouri River, and then getting around the geographically spread-out city. Although it is legal to walk—or even ride—your bike across the bridge on the three-foot shoulder of the northbound bridge span, it is still dirty, dangerous, and very stressful. There is only a thin white line between you and three lanes of traffic moving at interstate speed. A taxi shuttle is strongly recommended, and there is a free phone for this purpose at the North Jefferson trailhead.

Once you get across the river, the motels are a mile south of downtown. The city claims to offer camping, but the campgrounds are well outside the city and inconvenient for bicycle tourers. If you still want to pursue this city, you're on your own!

Zip: 65102

- Jefferson City Convention and Visitor's Bureau**
 213 Adams St., Jefferson City, MO, 800-769-4183

Hartsburg, MO (Katy Mile 153)

Population: 130

Don't let the small population fool you. This tiny town makes a great overnight stop right on the Katy Trail if you prefer to skip both the attractions and hassles of Jefferson City and Columbia. Even if there isn't as much choice of services, the ones available are both good and convenient. There is a restaurant, tavern, winery, and weekend entertainment during the summer. No map is needed; you can see the whole town from wherever you stand.

Zip: 65039

🏠 Globe Hotel B&B (\$\$), 573-657-4529

▲ American Legion Park, water, restrooms with no showers, covered picnic pavilion, reservations needed, 573-657-2396

Volunteer Park, port-a-potty, reservations encouraged, 573-657-2396

🚲 Hartsburg Cycle Depot, 30 S Second St., Hartsburg, MO 65039, 573-657-9599; www.hartsburg-cycledepot.com; restored historic building on Katy Trail; bicycle sales, rentals, and repairs; cycling accessories, refreshments, shuttle service; seasonal, so always call ahead.



Missouri State Capitol, rising from the bottomland along the Katy Trail, Jefferson City, MO



Cycle Depot, Hartsburg, MO

Columbia, MO (Katy Mile 169)

Pop: 90,000

Columbia is primarily the home of the University of Missouri, and it has all the typical attractions of a college town—a wide variety of lodging and restaurants, music, entertainment, sports, etc. Like Jefferson City, it's a great city to visit, but not necessarily by bicycle. There are several motels near the I-70 interchanges just north of downtown, and a couple of B&Bs on the southeast edge of the university. The city claims to have camping, but the nearest one is an RV Park about five miles northeast of downtown.

Columbia is easy to reach on a pleasant eight-mile spur trail from the Katy Trail at McBaine, although this means adding about 20 miles to your riding. At the end of the eight-mile spur trail the city is quite spread out, and you will end up doing several more miles of urban riding in traffic.

Zip: 65201

- ★ **Columbia Convention and Visitor's Bureau:** 300 S Providence, Columbia, MO, 573-875-1231, 800-652-0987; <http://chamber.columbia.mo.us>; www.visitcolumbiamo.com

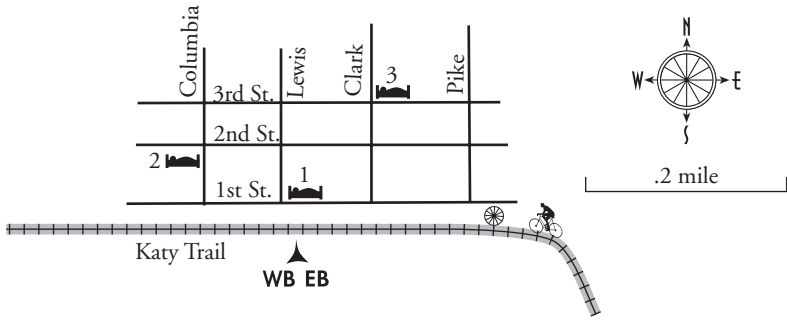
Rocheport, MO (Katy Mile 179)

Population: 260

Rocheport offers an excellent overnight stop directly on the Katy Trail. This gracious small town, listed on the National Register of Historic Places, offers beautiful homes, antique shops, and several B&Bs and restaurants—all within walking distance.

There are two restaurants and cafés right in town. On a bluff (big hill for cyclists!) one mile east, Les Bourgeois Winegarden and Bistro offers good food and a fantastic view of the valley below. Although Rocheport may seem a long distance from anywhere by bicycle, it's very popular with car people, and reservations are a good idea for both lodging and dining.

Lewis and Clark passed by Rocheport in June of 1804 and visited the pictographs on the nearby cliffs. With a good natural harbor, Rocheport was an important steamboat landing and ferry crossing during the 19th century. Later the river changed course, and the railroad came through town and built the only tunnel nearby on the Katy Trail. Although two bad fires destroyed some buildings, many historic homes have been restored. The 1993 flood also clobbered Rocheport, but the community once again pulled together to both rescue and restore itself.



Rocheport, MO — Zip: 65279

★ **Friends of Rocheport:** 573-698-2041, <http://rocheport.missouri.org>

- 1) **Katy O’Neil Bed & Bikefest** (\$–\$\$), 101 Lewis, 573-698-BIKE, www.katyoneil.com; run by an experienced bicycle tourer on Katy Trail; accommodations range from bunk room to private room or boxcar with bath; hot tub and laundry; generous breakfast.
- 2) **Yates House B&B** (\$\$\$), 305 2nd, 573-698-2129
- 3) **Schoolhouse B&B Inn** (\$\$\$), 504 3rd, 573-698-2022
- ⊙ **Trailside Café and Bikes**, Pike and 1st, 573-698-2702; snacks and lunches for hungry cyclists, outdoor tables; extensive parts inventory, quick repairs for touring cyclists, shuttle service by prior arrangement.



Rodney O’Neil at his B&B in Rocheport, MO

New Franklin, MO (Katy Mile 188)

Population: 1,100

The original town of Franklin is still located about a mile southwest of New Franklin in the river bottom. It was a busy river port and a crossroads on the old Boon's Lick Road between St. Charles and the Boone's salt works just north of here. The first trading expeditions to Santa Fe started from Franklin in 1821; at that time it was the last major town and gateway to the southwest.

A series of disastrous floods wiped out the town in the 1820s, and people rebuilt up on the bluff and called the new town New Franklin. Today it is the crossroads of four trails: Lewis and Clark, Boon's Lick, Santa Fe, and Katy.

If you like camping, Katy Roundhouse, right on the Trail in Franklin, specializes in cyclists. On the north side of the Trail they offer a wine and beer garden, a weekend restaurant specializing in fine meats and fresh ingredients, live entertainment, and showers. Reservations are necessary for meals. Across the tracks there is a large area for camping near the old railroad roundhouse. On weekdays, or if you want to save money, there is pizza and limited food shopping a mile east in New Franklin. Or Boonville is only three miles farther west on the trail with full services.

Zip: 65250

- ★ **South Howard County Historical Society**, 101 E Broadway
- ▲ **KATY Roundhouse**, Mile 189, 800-477-6605,
katy.roundhouse@undata.com



Rivercene Bed and Breakfast, Boonville, MO

Boonville, MO (Katy Mile 192)

Pop: 7,500

Boonville is a regional center offering all services except good camping. The downtown area is small enough for walking, and it offers B&Bs, restaurants, food shopping, and other shops and galleries. There are over 400 buildings on the National Register of Historic Places, and a walk or ride around High Street near the river is especially pleasant. Several motels are located three moderately hilly miles south of town near I-70. If you want to camp, New Franklin to the east or Arrow Rock to the west is better than the Bobber Campground three miles south at I-70.

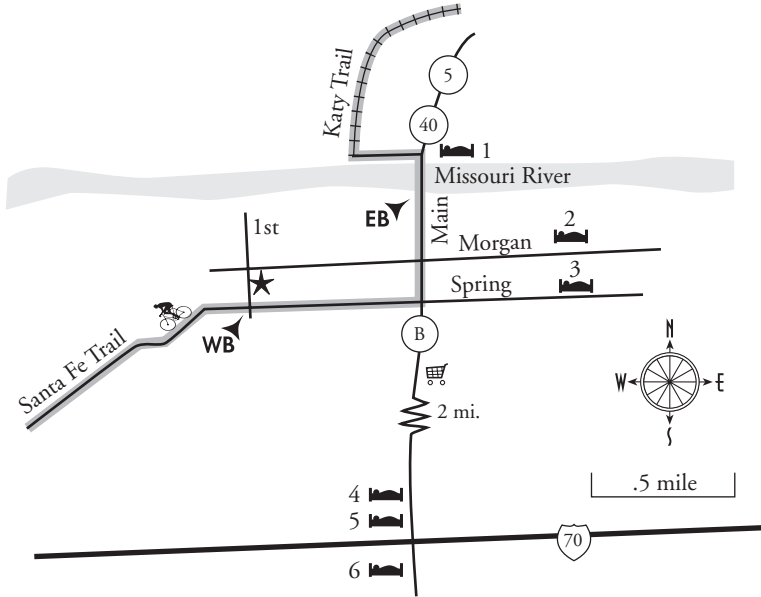
Boonville, named for Daniel Boone, was first settled in 1810—only four years after Lewis and Clark returned to St. Louis. Located on fertile ground near the point where the Missouri River turns north, it was a natural intersection of both Indian trails and later settler trails heading west and southwest. The most famous of these trails was the Santa Fe Trail. Unlike other towns that disappeared over time, Boonville prospered as the railroad builders chose to cross the river here in the late 1800s. When I-70 chose a route three miles below town, it took a lot of traffic out of the town center without taking business away.

The Chamber of Commerce, located in the restored Katy railroad depot, is especially friendly and helpful. In addition to all the standard information, they also offer walking tours and descriptions of historic buildings. Music festivals are popular here, and there are performances in the restored Thespian Hall downtown.

Boonville is bicycle friendly—big enough to have lots of services and small enough to get around easily without too much traffic. The new bridge across the Missouri River has a wide separate lane for cyclists and pedestrians. Every new bridge should be built like this. Boonville also marks the end of the Katy Trail for travellers on the Lewis & Clark Trail, as we break off to head northwest.



Chamber of Commerce, Boonville, MO



Boonville, MO — Zip: 65233



Boonville Area Chamber of Commerce: 320 1st, 660-882-2721,
www.mo-river.net, boonchamb@c-magic.com



- 1) Rivercene B&B (\$\$-\$\$\$), 127 CR 463, www.rivercene.com, 800-531-0862; restored brick captain's home, copied for governor's mansion; half-mile pleasant walk or ride to Boonville; 8 large rooms and suites with queen beds, private baths, and various special amenities; full breakfast.
- 2) Morgan Street Repose (\$\$), 611 Morgan, 800-248-5061
- 3) Lady Goldenrod Inn (\$\$), 629 E Spring, 660-882-5764
- 4) Day's Inn (\$\$), I-70 at Route B, 660-882-8624
- 5) Super 8 Motel (\$\$), I-70 and Route B, 660-882-2900
- 6) QT Inn (\$), I-70 and Route B, 660-882-3467

Bicycle Guide to the Lewis & Clark Trail

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Road and trail conditions change. The routes suggested in this book may be altered due to road and trail maintenance, changes in state and local roads, and road and trail surface conditions. Surface conditions of roads and trails may change due to weather, construction, and other local factors. Every effort has been made to provide accurate information in this book at the time of publication.

Updates will be posted on the author's website at www.deerfootpublications.com as they are received and verified. Readers are invited to send suggested updates to Tod@deerfootpublications.com.

ISBN 0-9704027-0-8

Design and Composition by Lyn Rodger, Deerfoot Studios.

Cover design by Lyn Rodger, Deerfoot Studios.