



TRAIL NEWS

ISSUE #22

HURON COUNTY, OHIO

FALL 2016

NORTH COAST INLAND TRAIL

WHAT A VIEW!

The Bruce L. Chapin Bridge in Wakeman is now open! The impressive double arch bridge, built in 1873, spans the Vermilion River and will soon carry NCIT users once the ODOT U.S. 20 bike path from the east reaches the bridge. A trailhead has been constructed on the west bank.

Special thanks go to Wakeman Officials including Mayor Chris Hipp, Fiscal Officer Trish Summers, and also State Senator Gayle Manning for her assistance with State Capital Funding. Thanks are also in order to our dedicated volunteers who worked many hours on the bridge, Lake Erie Construction, Wilhelm Construction and former trustee to the Bruce L. Chapin Estate, Stan Chapman. Stay tuned for grand opening details!



MOWING POOL

Hats off to our many volunteers and new volunteers who stepped up and kept the trail looking outstanding all summer!

We now have over 20 volunteers on 5 teams, or pools, which operate 5 tractors (2 small, 1 medium, and 2 large) east and west of Norwalk. The pool operates like a real railroad crew system, with the next person ready to cut as soon as the grass dictates. Other volunteers weedwack and trim as needed.

We look to improve the trail surface with fresh stone yet this year and into next. The men and women of our mowing pools went above and beyond this year, mowing and smiling for miles.

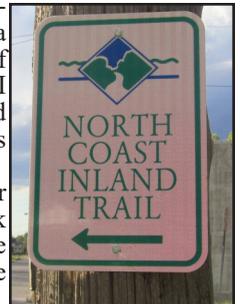
Can we count on you for your financial support to install and roll fresh stone?



UPTOWN PASSAGE

The North Coast Inland Trail is now complete through Uptown Norwalk thanks to a joint venture between FRTTI and the City of Norwalk General Services Dept. FRTTI furnished NCIT signage which was erected by the city in conjunction with green curbs and upgraded bike lanes and crosswalks.

Many thanks to the Norwalk Kiwanis for this new kiosk located on the near west side of Norwalk.



The end panels now display trail maps and trail information. The funding for the kiosk / bench and nearby landscaping was donated by Betty Meese in memory of her late husband, Bill, a long time trail supporter. Be sure to check it out!

Honoring Bev Couch

By Molly Doss In 2006, I lost a friend and the rail-trail lost one of its very first Trustees. Some of you may remember Bev Couch; she was a familiar face around Monroeville. A proud veteran of the US Army and a retiree of AT&T, she was always "on the go". Despite suffering from illness and later confined to a motorized chair, Bev was an unstoppable force around town and loved the idea of building a trail between Norwalk and Monroeville.

Gordon Oney, former President of FRTTI, remembers Bev was also a member of the Monroeville Council "so we were very pleased to have her on our board". Oney said, "I've always believed she and Bud Wilson, Monroeville Mayor when FRTTI formed, were critical to our early positive reception in Monroeville."

As her friend, I recall Bev saying she really hoped we could get the trail open to Norwalk so she could travel the trail to visit her Mother. Unfortunately, she passed away before that part of the trail was completed. Bev would have loved the trail and I am just sure she'd be helping this group with the trail any way she could.

It's been 10 years and I'd like to honor my friend Bev. Won't you join me? I am appealing to all of you reading this to join me in making a single or on-going donation to our rail-trail group. Pencil in Bev's name on your form! Donations can be earmarked for the General Fund or the Endowment Fund, which will ensure the success of the trail for many years to come.

Membership Form

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

Email: _____

Annual Dues: _____ New _____ Renewal

____ Student \$ 5.00

____ Individual \$ 10.00

____ Family \$ 15.00

____ Club or Organization \$ 30.00

____ Supporting \$ 50.00

____ Sustaining \$100.00

____ Benefactor \$250.00

____ Donation _____

____ Endowment Fund _____

TOTAL _____

I would also like to donate:

____ Labor _____

____ Equipment _____

Detach and Mail this section.

Please make your check payable to:

Firelands Rails To Trails, Inc.

44 East Main St. Norwalk, OH 44857

Membership fees and donations to Firelands Rails to Trails are tax-deductible as allowed by law.

TN22

Volunteer Trail Patrol

The VTP has been active this summer patrolling the trail and even volunteers are being sought to increase the size of the patrol. We need more than 20 folks to be part of our mission in order to have sufficient presence to make the patrol known. If you can join us, there is a volunteer form on our website under the VTP drop down "button."

Rob Smithson has graciously agreed to become the head of the VTP. He is already making his mark on the Patrol, and is working to improve it. He is working on a VTP Facebook Page and working, already, to improve and tweak the VTP Reporting process. He will be writing all future VTP Articles. Thank you, Rob!

Looking ahead, we will host the joint Sandusky County and FRTTI Volunteer Trail Patrol Training session in the winter of '17. We are rotating training with our "older sister" Patrol between Sandusky County Park District and Firelands Rails to Trails. We hope to have the full membership of both patrols at the Depot in January or February.

Steam Locomotives 101

It has been more than 60 years since steam locomotives dropped their fires for the last time on the Norwalk Branch. Did you ever wonder how these locomotives were identified and what their names and numbers mean? We think we can explain half of it!

The most common type on our line was the 2-8-2 Mikado. The numbers stand for 2 pilot or front wheels, 8 driving wheels connected by rods to the pistons, and 2 trailing wheels beneath the firebox and cab. The name Mikado refers to the origin of the design, in this case a Japanese design. The earliest types on our line were 4-4-0 Americans: 4 pilot wheels, 4 driving wheels, and no trailing wheels. 4-6-0 Ten Wheelers were next followed by 2-8-0 Consolidations (named for a railroad merger forming the Lehigh Valley RR).

A 4-8-4 was typically a Northern as it was a Northern Pacific design; a 2-8-4 was a Berkshire as it was a Boston and Albany design, and so on. However, Southern railroads used different designations than their northern counterparts. On the C&O, a 2-8-4 is a Kanawha and not a Berkshire, and a 4-8-4 is a Greenbrier, not a Northern! And to New York Central, "The Water Level Route", a 4-8-2 was not a Mountain - it was a Mohawk! And a 4-8-4 Northern was a Niagara!



It's a 4-8-2 Mohawk!
Howard Ameling Photo



Just awesome.

**What's
it
worth
to
you
??**

We can't thank our many regular donors enough for their valuable contributions year after year which help us to accomplish so much in the way of trail maintenance and improvements. Our success in providing a well maintained, first-class trail depends on such donations.

To our new and potential members, we pose the following question: What is this trail worth to you? We are very fortunate to have this trail right here in Huron County. It is a place for safe and healthy recreation and fitness..... A place to bike and run and hike without traffic through some of the best scenery and most wonderful communities in the state.

We are certain that many households and businesses make yearly budgets and allow for expenses such as travel, recreation, fitness, and to join many organizations and attend shows and events. We like to think our trail offers a little of everything and it is so close to home. We ask that you ask yourself "What is this trail worth to me??" and keep a yearly donation in your budget, or consider donating more than you did last year. Thank you!

TRAIL NEWS

Published by the Trustees of Firelands Rails to Trails Inc. (FRTTI) and is mailed to all members.

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Photos by Josh Wyrick,

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Check our Facebook page also!

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Swiss visitors!

This summer we had visitors on the NCIT in Huron County from New York, Indiana, Oregon, Switzerland, and Finland, just to name a few! Word is spreading!