



APEX BRIDGEWORK CHECKED

Harry Clapp, NCRT board member and retired bridge engineer from Greensboro, recently put his expertise to use helping the Town of Apex determine the condition of the CSX railroad bridge over U.S. Hwy 1. He was able to report that other than needing a paint job, the 35-year-old structure should serve the proposed Bright Leaf Trail for many generations. The bridge supports a water main crossing over the highway. The 5.5-mile corridor from Apex to Holly Springs is undergoing railbanking negotiations.

Volunteers Form TRAC

Tennessee advocates got loads of information and lots of encouragement at the state's two-day rail-trail conference in March. The result was the formation of a volunteer Tennessee Rail-Trail Advisory Council (TRAC) which met May 14 and has another meeting scheduled in Nashville on June 27. Call Charlie Tate, TEDC, at 615-532-0017 for additional information.

Tourism Trails Advisory Group Formed

A nine-member advisory committee has been recruited to assist NCRT with two tourism development trail projects to be developed under a grant from the NC Rural Economic Development Center.

The members are: David Coats, attorney, Bailey & Dixon; Lyman Cooper, CSX vice president; David Little, communications director, Division of Travel and Tourism; Darrell McBane, state trails coordinator, DEHNR; Roger Moore,

assistant professor, NCSU Parks, Recreation and Tourism; Chuck Roe, executive director, NC Conservation Trust; Juanita Shearer-Swink, Triangle Transit Authority and NC Board of Transportation; Paul Worley, senior rail planner, NCDOT, and Jeanne Bonds, contract manager, NC Rural Center.

NCRT has initiated project evaluations. Rural counties wishing to be considered should contact NCRT before June 20.

Cowboy Trail Has Mile After Mile To Roam

Nebraska's new 321-mile rail-trail will soon replace Missouri's 200-mile Katy as the country's longest rail corridor conversion project. Work on the Cowboy Trail will begin next year.

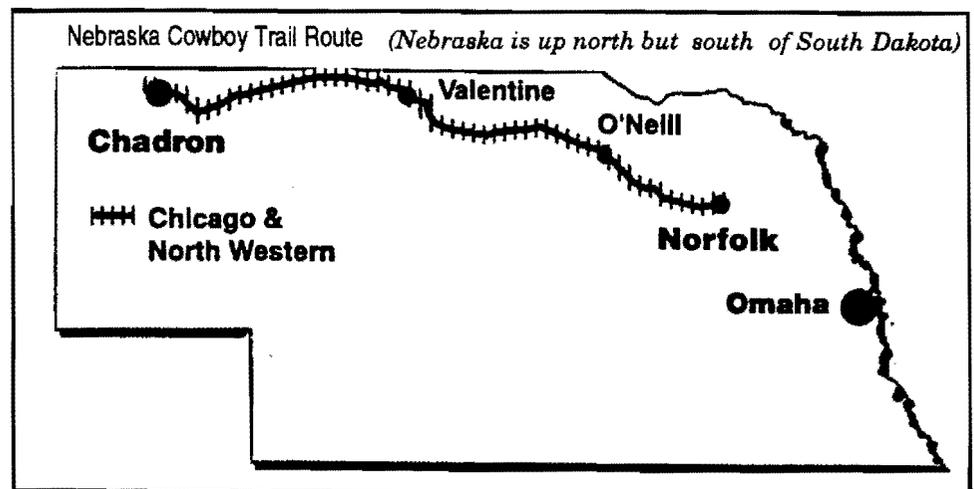
The Cowboy Trail will stretch from Norfolk to Chadron on a former Chicago & Northwestern line. The 74 miles from Merriman west to Chadron will be rail-with-trail, sharing the corridor with a shortline. The Nebraska legislature voted last year to accept the remaining 247 miles of railbanked corridor.

The project was put together by Chuck

Montagne of Seattle, who served as an attorney for the Rails-to-Trails Conservancy when it was founded. Montagne worked with the state, railroad, Nebraska Trails Council and RTC to save the corridor from abandonment.

RTC is putting up \$6.2 million and will arrange for tracks and ties salvage. Proceeds will recover costs and fund basic trail development at no cost to the state.

RTC also recently put together a similar five-line, 150-mile Burlington Northern package deal for the state of Washington.



Revisiting The True Tweetsie

One of North Carolina's most famous abandoned railroads undoubtedly is the Tweetsie, formally the East Tennessee and Western North Carolina Railroad.

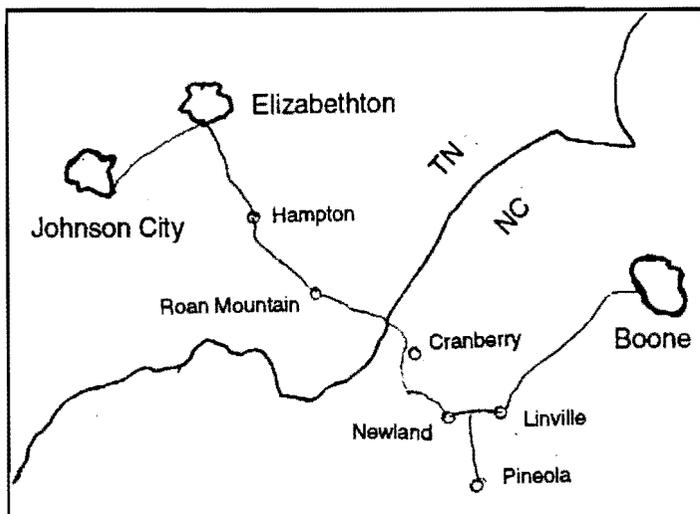
While the Tweetsie's memory lives on in the Blowing Rock amusement park of the same name, the real railroad was a 3-foot narrow gauge line that ran from Johnson City, TN, to Boone. Today, an 11-mile section of the Tweetsie survives as a standard gauge short line running from Johnson City to Elizabethton, TN. From Elizabethton eastward to Boone, only a lonely roadbed remains.

The Tweetsie's story begins with the discovery of iron ore in the mountains. The ET&WNC was organized in 1866 as a tap line to bring iron from the Cranberry Iron Works to a rail connection in Johnson City. After a false start in the late 1860's, the line was finished between the two points in 1882. The narrow gauge trains passed through Doe River Gorge, a narrow cut nearly a thousand feet deep.

The Johnson City to Elizabethton portion was converted to dual gauge in the early years of this century. Three rails allowed passage of both narrow and standard gauge trains until 1950.

The Tweetsie purchased the Linville River Railway in 1913, a line which ran from Cranberry to Pineola. The line was extended to Shulls Mills in 1916 and to Boone in 1918.

Boone was as far as the Tweetsie got. Slash and burn logging, the 1929 closing of the Cranberry iron mine, and the Great



Depression crippled the little railroad. A 1940 flood led to the abandonment of the Cranberry to Boone segment of the line. The remaining narrow gauge trackage, Elizabethton to Cranberry was abandoned in 1950.

Much of the old Tweetsie right-of-way can be seen today. Starting at the foot of Depot Street in Boone, the grade parallels US 321 south, then NC 105 west through Shulls Mills and Linville Gap to Linville, where it turns and parallels NC 181 through Montezuma and Newland.

West of Newland it turns up the Old Toe River Road to Minneapolis, then runs north along US 19E to Cranberry and Elk Park before entering Tennessee. West of Roan Mountain, the



PERSISTENCE, PERSISTENCE, PERSISTENCE

Corridor Coalition Co-Chairs Gary Cornwell (left) and Chafin Rhyne were presented NCRT's Golden Spike Award at the March board meeting. They were congratulated for their persistent pursuit of the Lincolnton Railroad Greenway project for over five years. The two advocates repeatedly pressed their city government to negotiate the purchase of a 1.8-mile rail corridor that connects many community facilities. The corridor is now in the acquisition process.

Fly Ash Shows Promise For Surfacing

Recycling may be the answer when the day comes that Tar Heel trail builders have mile-after-mile to surface. The low-cost solution could be as close as the nearest power plant.

The 115-mile Hoover Nature Trail in Iowa is experimenting with spreading coal combustion residue (CCR), which is fly ash and kiln dust mixed with water. As the mixture is spread and rolled it takes on the consistency of blacktop. When it cures it takes on the color and strength of concrete.

CCR is not toxic and is not classified as a hazardous waste. No permit is required to use CCR. Fly ash can be stockpiled by mixing with water and allowing it cure in slabs. The slabs can be turned into a paving aggregate with a rock crusher, then spread, re-wetted and rolled.

Thanks! We Needed That

NCRT wishes to acknowledge two \$100-level corporate members: The Gaston County Cyclists, a new member, and Strategic Development Inc. of Chapel Hill. SDI Pres. George Smart, Jr. specified that the company's corporate membership renewal be applied towards a fax machine. Thanks for your support.

grade follows the scenic Doe River and becomes Old Railroad Grade Road.

In Blevins, the road crosses the Doe on an ex-Tweetsie bridge, bypasses an old tunnel and ends at a second bridge. This bridge marks the only entrance to the scenic Doe River Gorge. Three tunnels and a truss bridge lie beyond on private property.

The grade leaves the gorge near Hampton and is an easy hike along the Doe and through a tunnel to Valley Forge. Just west of Valley Forge the existing tracks to Johnson City begin. Along this segment one can see the last existing station at Bemberg and the famous Tweetsie engine house in Johnson City. -- Tony Reevy

NCRT Initiates Trail Project Intern Plan

The NC State University School of Design is working with NCRT to launch a rail-trail development intern program during the 1994-95 school year. Two landscape architecture interns will work with NCRT to access and plan two corridor projects.

The two projects, to be selected this summer by NCRT and the NC Rural Economic Development Center, are to be geared toward developing tourism in economically-distressed counties.

National Rec Trails Fund Again Empty

The National Recreational Trails Fund is again fundless this year. Congress authorized the trails fund as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) in December, 1991. No money was appropriated for 1992 and only half the authorized \$30 million was funded in 1993. When available, trails funds are distributed to the states. North Carolina received \$173,000 last year.

Chose a fitting Rail-Trail message

Two great messages come in one standard size: **X-Large**. Both on White cotton-poly Pocket T-shirts.

Shirt No. 1 has Sepia trolley graphic with Orange letters imprinted on Back. NCRT logo imprinted over front pocket.

Shirt No. 2 has Green swoop graphic with Blue letters imprinted on Front. NCRT logo imprinted on back.

Order by shirt number and quantity. Mailing included.

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NCRT annual memberships: Individual - \$15, Family - \$20, Corporate - \$100

Mail to North Carolina Rail Trails, Suite 124, 703 9th St., Durham, NC 27705

THANK YOU FOR JOINING NCRT

Spring - 94

"To Preserve Rail Corridors and Promote Rail - Trails"

Trailbuilder Notebook

Editor's note: This is the third in a series of articles on railroad abandonment procedures. The first two articles discussed types of abandonments and public notification requirements. This article will conclude the series with interim trail use petitioning procedures.

We have established that attention to rail line status and quick reaction to Interstate Commerce Commission proceedings are the keys to staving off corridor abandonment under Section 8(d) of the National Trails System Act Amendments of 1983.

The act states: "If a State, political subdivision or qualified private organization is prepared to assume full responsibility for management of such rights-of-way and for any legal liability arising out of such transfer or use, and for the payment of any and all taxes that may be levied or assessed against such rights-of-way, then the Commission shall impose such terms and conditions for interim use in a manner consistent with this Act and shall not permit abandonment or discontinuance inconsistent or disruptive of such use."

There is boilerplate language for petitioning the ICC for interim trail use. Contact NCRT if you need a copy.

The ICC must rule on the petition within the time frames outlined in previous articles. The ICC has taken the stance that the railroad's participation in a interim trail use railbanking is voluntary, a point that is contested by rail-trail advocates.

If the ICC rules in favor of railbanking, it issues a Notification or Certificate of Interim Trail Use. However, the ICC also automatically attaches a Public Use Condition under the Railroad Revitalization and Regulatory (4R) Act. This condition, usually set at 180 days, establishes a period for negotiating with the railroad for acquiring any fee property and the disposition of improvements such as tracks, depots and bridges.

NCRT can provide you with examples of negotiated agreements.

Closing for Summer Issue: August 1

NEXT MEETING JUNE 11

NCRT will hold its spring board meeting at 10:30 a.m., Saturday, June 11, in the Cuthbert Allen Continuing Education Center, Belmont Abbey College at Belmont in Gaston County. Meetings are open to the public.

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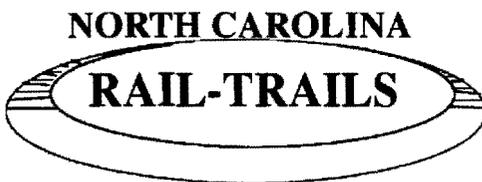
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Director	Grace Hale	919-850-3307
Director	Vonn Stone, MM	704-624-9248

PROJECT CONTACTS

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Caswell County	Forrest Altman	910-234-8556
Chatham County	Margaret Jordan-Ellis	919-898-4814
Cleveland County	Fred Blackley	704-484-1731
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RESOURCE CONTACTS

NCDOT Rail Planner	Paul Worley	919-733-4713
NC Govt. Trail Spec.	Tom Potter	919-778-9488
Rails-to-Trails Cons.	Marianne Fowler	202-797-5400
National Park Service	Tom Iuriono	202-343-3709



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