



## From the Locomotive

**By Bill Ward, President**

Greetings, and happy trails! A lot has transpired since the retirement of longtime CR2T President James Fincher. Firstly, since we have no intention of letting him get away, we awarded Jim the title President Emeritus. As the original Trail Manager, Jim knows the workings of our organization better than anyone and we cannot thank him enough for all of the work he's done, and continues to do for Chautauqua Rails to Trails.

As the incoming president, I have had the pleasure of working with vice president T. John McCune as well as Jim Fincher and the rest of our diverse and talented board of directors to continue and expand our vision. Together, we have most recently secured grant money from the Ralph C Sheldon foundation and the Chautauqua Regional Community Foundation for a number of Trail improvements. Those would include drainage work and surfacing of the new James C Fincher Trail between route 430 and Honeysette Road in Mayville. Many thanks to those two organizations for their confidence in us and for all they do for our community

Thanks to the efforts of board member Jacob Bodway we have also earmarked some of the American Rescue Plan funds for trail improvements. Because of that, we are continuing to realize one of the goals of our strategic plan which is to continue to work towards a symbiotic relationship with the County's Overland Trail system.

Our newest Trail in the village of Frewsburg continues to move towards reality thanks to the efforts of Fincher, Thom Wright, and the community in the town of Carroll. Also grateful to the adjacent property owners allowing this to happen, we are eagerly awaiting the opening of that trail, perhaps as soon as late summer 2022.

This has been a challenging couple of years for all of us, and we at CR2T have been blessed by many opportunities to make our trails more accessible. We believe this has helped folks in our community to get outside and even to get together in safe and healthy ways when many of our so-called "normal" activities had become limited.

I am looking forward to working with our great board of directors and our community to continue to improve, expand, and raise the awareness of our beautiful trail system. Now, perhaps more than ever, it is easier and healthier to get out and "take a hike!"

## Volunteer Spotlight - Marcia Clark

**By Judy Takats, Membership Coordinator**

We are always thankful to all the volunteers that help support our trail. In this issue of Trackin' we wanted to thank Marcia Clark for all her work in volunteering to help the trail. For the past two years, Marcia cleared the entire trail system each Spring. This year, she has volunteered to maintain the trail section from the Mayville Lakeside Park to Route 430. We truly appreciate all of Marcia's great work and welcome volunteers who are interested in clearing branches and limbs, and picking up litter from the other sections.

# 2021 Christmas Eve Train Wreck Commemoration and 30th Anniversary

By Wendy Lewellen, Secretary



A record 108 people attended the annual Christmas Eve commemoration of the deadly train wreck of 1872 in the Prospect Station Trailhead vicinity. We also chose to celebrate our 30th anniversary on what turned out to be a mild winter afternoon.

After a quarter-mile hike to the wreck site and sculpture, attendees listened to President Emeritus Jim Fincher recount the story of the tragedy that claimed more than 20 lives. We are reminded that our history is inextricably tied to railroad history in Chautauqua County. Current President Bill Ward performed his original song, "Christmas Eve at Prospect Station."

Back at the trailhead, many stayed to enjoy refreshments and inspiring words from Ward and State Assemblyman Andy Goodell, whose father, the late Jamestown attorney John Goodell, was the co-founder along with Dr. Robert Berke in 1991 of what soon became Chautauqua Rails to Trails.

Evelyn Thorndike, the widow of another of the earliest founders, Sam Thorndike, was also in attendance.

Ward sang and played another of his songs, "Christmas on the Trail," and added a verse for the 30th anniversary. Adding to the day's success was the enrolling of eight new members. By a show of hands, about half of the participants were first-time attendees. The fact that so many people turned out on such an important day as Christmas Eve is great news to the board of directors who give so much of their time and talent to Chautauqua Rails to Trails.

## Third Saturday Co-Sponsored Hikes

**By Judy Takats, Membership Coordinator**



We have continued to hold our 3<sup>rd</sup> Saturday Hikes co- sponsored with the Chautauqua Hiking Club.

These hikes are a great opportunity to get some exercise, meet new people and learn more about the plant & bird life and history of our area.

We explored College Lodge in September with Priscilla Titus, ecologist, who led a group of 20 throughout the grounds of College Lodge and pointed out various plants along the way.

Some included were Shining firmoss, cucumber root, golden ragwort, swamp faxifrage, ladies slippers, Canada maylily, cinnamon fern, club moss...It was an informative walk and we are hoping to do another in the spring.

Other hikes this past summer and fall included our own Rails to Trails, Long Point State Park, Lake Erie State Park ( during hunting season ) and Webb Trail in Mayville

The Titus Rd. Trailhead in Sherman is a popular hike especially in the fall with the fall colors reflecting in the large lakes and beaver ponds.

We try to keep these hikes 'family and pet friendly' so we usually hike 3 – 4 miles. ( 1 ½ -2 hrs)

Please let us know if you have a special interest ( birds, plants, insects ...?) and would like to lead us on a nature informative hike.

As always, your membership in CR2T keeps you on our “events list “ and hopefully this summer we will be adding more hikes and events.

We also continue to have our Monday Morning Hikes year around starting at 10:30 AM. If you would like to be put on the Monday list, please contact me. (jtakats@gmail.com)

If you need to renew your membership, please go to our website and follow the links to membership/donation.

## Erie to Pittsburgh Trail

**By Patrick Johnson, Erie to Pittsburgh Trail Alliance Liaison**

There is a fury of activity that is brewing in the states of Pennsylvania and in Chautauqua County New York. Dedicated groups and individuals with vision working together to complete a dream of connecting Erie to Pittsburgh, Pennsylvania with an alternative route of transportation other than by car, bus, or flight. A trail, a trail that takes existing rail beds that have been abandoned or sold to local property owners to be transformed into a continuous 270 mile rail to trail to connect the two cities. The Erie to Pittsburgh Trail (EPT) is approximately 60% complete with many of the gaps in the planning and development stages. Grants and donations keep the spirit of completion alive through those who are determined to bring this trail to fruition. In Chautauqua County the members of the Chautauqua Rails to Trails are devoted to having our section of the EPT realized and are working to expand, improve, and maintain the trail. Below is a short history of the Erie to Pittsburgh Trail and the alliance that created this dream, followed by a description of the sections that make up this trail from north to south. Finally a short discussion about how the trail plays an important role in the larger national trail network, and the economic benefits this trail system may bring to our communities.

### **Erie to Pittsburgh Trail Alliance**

The Erie to Pittsburgh Trail Alliance (EPTA) began its journey in 2005, with the vision of seeing the Erie to Pittsburgh Trail become a reality. The vision of a network of connecting trails from Erie to Pittsburgh, Pennsylvania was seen as a



reachable goal after numerous conversations and the Rail to Trails Conservancy (RTC) sojourn in 2005 on the possible linkages. The sojourn was followed-up by a Pennsylvania Department of Conservation and Natural Resources (DCNR) feasibility study “Three Rivers to One Great Lake.” The study confirmed a fully connected recreational bike trail from the Bay Front in Erie to the confluence of the Allegheny and Monongahela Rivers where they join to make the Ohio River was feasible.

In 2007, the founding members of the EPTA met to develop the function and purpose of the Erie to Pittsburgh Trail Alliance.

The organization adopted bylaws in March of 2008, and in July of that same year, the trail route with the main spine alignment was voted on by the member organizations and approved. It was at this same time the following mission was adopted “EPTA is an active coalition of trail organizations and individuals dedicated to the promotion, acquisition, development, and maintenance of a safe non-motorized trails network that connects the “Point in Pittsburgh to the “Bayfront” in Erie. EPTA will seek to improve the quality of life for communities along with the trail network while stimulating economic development and recreational tourism activities.”

Articles of incorporation were filed for the EPTA in 2009, and a Board of Directors and Officers were nominated and elected. Designation as a 501(c)3 organization was received in 2010. The organization was led by founding member and President Jim Holden from its inception until his passing in 2013. Jim's passion remains instilled in many that are working to see through the completion of his vision, a trail from Erie to Pittsburgh.

Completed in April 2015, an Organizational Analysis looked at the EPTA's mission, whether additional assistance was needed to administer the 501(c)3, and consensus building within the organization. This analysis led to the Strategic Plan that was completed and adopted in 2018. Today, we continue to work on the implementation of the strategic plan, as we encourage and assist the trail organizations, municipalities and others to develop additional miles of trail to eventually connect Dobbin's Landing at the Bayfront in Erie to the Point at Point State Park in Pittsburgh. (from the Erie to Pittsburgh Trail Alliance web page)

With the completion of this plan, the trail will be a gateway to connect with the Great American Rail Trail that runs between Seattle, WA and Washington, DC. Further, the EPT will connect with Lewis and Clark Lewis and Clark National

Historic Trail, which covers 5,000 miles from Oregon to Pittsburgh, following the routes of the Lewis and Clark expedition.

By taking the Great Lakes Seaway north from Brocton, NY to Buffalo and Niagara Falls, cyclists will have the opportunity to ride to distant areas of New York State such as Albany, the Canadian border near Montreal, and to New York City. From there, one could take the East Coast Greenway all the way to Key West, FL.

The importance of the Erie to Pittsburgh Trail through Chautauqua County is that it will expose our communities to tourists from across the United States, and other countries who are seeking long distance cycling adventures. With the proper expansion, improvements, and maintenance of the Chautauqua Rails to Trails we will realize the potential economic growth other communities have enjoyed during the rails to trails boom in their areas. Designating villages such as Brocton, Mayville, Sherman, and Clymer as “Trail Towns” will give them recognized status as communities who support rails to trails and the cycling and hiking community.

The following is a list, with some information provided, of the fourteen trail sections that make up this great trail as provided by the Erie to Pittsburgh Trail Alliance.

### **Bayfront Connector Trail**

The northern terminus of the Erie to Pittsburgh Trail as it heads south through Pennsylvania, New York and back into Pennsylvania again. Offering a paved route, the Bayfront Connector Trail takes riders across the city of Erie in northwestern PA. The trail leads one from the Bayfront following the Bayfront Connector four-lane highway to Penn State Behrend Campus on the east side of Erie. The Erie to Pittsburgh Trail then connects to the Great Lakes Seaway Trail along Route 5.

### **Great Lakes Seaway Trail, An America's Byway**

A share-the-road trail along Route 5, this national scenic byway provides beautiful views along the way. The Great Lakes Seaway Trail runs from Erie, PA to Niagara Falls, NY. For the Erie to Pittsburgh Trail this segment takes riders to Brocton, NY to continue the journey south along the Chautauqua Rails to Trails. It should be noted that the shoulders along this route vary from 3 feet to very limited shoulder width.

**Chautauqua Rails to Trails**

The Chautauqua Rails to Trail section is one of the longest in the 270 Erie to Pittsburgh Trail with close to 40 miles when completed. Mainly consisting of undeveloped surface, this rail-trail provides a safe, attractive trail for non-motorized users as it winds through wetlands, hardwood forests, pastures, and vineyards. The trail currently runs between the villages of Brocton in the north to Sherman to the south for a total of over 25 miles. Future expansion of the trail will include the village of Sherman to Clymer, PA adding approximately 11 miles to the trail.

**Corry Junction Greenway Trail**

A 7.5-mile trail, with a crushed limestone and gravel surface, transverses through the beautiful Brokenstraw Valley crossing the state connecting New York and Pennsylvania. This section starts in Clymer, NY and ends in Corry, PA

**East Branch Trail**

The 8-foot wide asphalt, 3-mile trail is located in the Spartansburg, PA area, which has an Amish population. The trail has an adjacent gravel lane for horses, specifically those pulling Amish buggies to and from markets. Built on an old rail corridor, users have great views of wooded areas, a lake, and farmland. The ETPT will eventually connect Spartansburg with Corry, PA to the north east, and Titusville, PA in the south.

**Queen City Trail**

The 1.4 miles of paved trail connects the business district of Titusville, PA to Drake Well Museum and Oil Creek State Park. A very short section of the trail is share-the-road along South Brown and Bank Streets.

**Oil Creek State Park Bike Trail**

A scenic 9.7-mile asphalt rail-trail starts at the Drake Well Museum in Titusville, PA and runs parallel to Oil Creek through the wooded state park with restrooms and picnic areas strategically located along the trail. The trail located in the "Valley that



Changed the World," offers a combination of natural beauty and historical significance.

### **McClintock Trail**

This section of the Erie to Pittsburgh Trail winds along Oil Creek connecting Oil Creek State Park with Oil City, PA. Just south of the park, a 1.8-mile section is a share-the-road section on Waitz Road, a dirt road that has been surfaced with a compacted "driving surface", that has a few steep slopes. The southern 1.5 mile section of this trail is asphalt and aligns with an active class three railroad; the train speed is at approximately 10 MPH.

### **Oil City Trail**

The Oil City Trail is part share-the-road and partly designated trail that takes users through the center of town and then along the Allegheny River. The trail connects the [Samuel Justus Recreation Trail](#) to the south, and the [McClintock Trail](#). To the north.

### **Samuel Justus Trail**

The Samuel Justus Trail is a 5.8-mile asphalt trail that connects Oil City to Franklin. While on this trail one can view the Allegheny River for most of one's journey. Historic sites and remnants of the oil industry can be seen from the trail.

### **Allegheny River Trail**

The Allegheny River Trail is 28-miles of smooth paved surface rail-trail that is built along the banks of the Allegheny Wild and Scenic River from Franklin to Emlenton and additional three miles are complete from Foxburgh to Parker. This scenic trail passes numerous historic locations and features two tunnels once used by the railroad. The Kennerdell Tunnel, 3350' long, is 15 miles south of Franklin and the Rockland Tunnel, 2868' long, is 21 miles south of Franklin. Both tunnels are very dark so it is highly recommended to bring a bright light!

## **Armstrong Trails**

The 36-mile long Armstrong Trails is located on the former Allegheny Valley Railroad line along the eastern bank of the Allegheny River in Armstrong & Clarion counties in western PA. The trail links such towns as Ford City, Kittanning & East Brady and is a great place to bicycle, walk, jog, & cross country ski in a safe, relaxing environment. Thirty miles of the trail, from Rosston to East Brady, is a crushed limestone surface with paved sections in Ford City and Kittanning.

## **Tredway Trail**

The Tredway Trail's full name is the Wynn and Clara Tredway River Trail. A 2.5-mile crushed limestone surfaced trail runs on the eastern side of the Allegheny River just north of New Kensington, PA toward Kiski Junction.

## **Three Rivers Heritage Trail**

A 26-mile urban and suburban trail along the Allegheny, Monongahela, and Ohio Rivers, this trail is a mix of asphalt, pavement, and limestone. Once the extension of the trail through the Allegheny River Valley is complete, it will add an additional 26 miles and connect 16 communities. The trail is the southern terminus of the Erie to Pittsburgh Trail at the Point State Park in Pittsburgh.

## **Economic Benefits of rails to trails**

Studies of how the Erie to Pittsburgh Trail, the Greater Allegheny Passage Trail, The C&O Canal Tow Path Trail, the Swamp Rabbit Trail, The Trail of the Coeur d'Alenes, the Katy Trail, and many, many others across this great nation have created economic rewards for communities who invested in rails to trails. The 11 mile Swamp Rabbit Trail between Greenville and Travelers Rest, SC created 40 new businesses and revitalized the community of Traveler Rest.

According to a report generated by the Pittsburgh based consulting firm, Fourth Economy, the Greater Allegheny Passage Trail generated over \$121 million in economic impact in 2019. A quote from their report states,

“Fourth Economy conducted 64 interviews with local stakeholders between [Cumberland](#) and [Downtown Pittsburgh](#) and surveyed 125 owners of trail-facing businesses, 784 GAP users, and 163 residents of trail towns – typically, small communities once dependent on coal, coke, paper, lumber, and manufacturing. Its team estimated that GAP tourism generated over \$74 million in direct spending, nearly \$22 in indirect spending, and almost \$25 million in induced spending during 2019. This spending yielded an estimated \$19 million in tax revenue in 2019, with \$8.7 million in tax revenue going to back to state, county, and local governments, and it supported nearly 1,400 jobs.”

A 2012 report on the Katy Trail in Missouri resulted in these findings: “According to analysis using Money Generation Model Version 2 (MGM2) economic impact software,<sup>1</sup> the 400,000 annual visitors to Katy Trail State Park have a total economic impact of \$18,491,000 a year, which supports 367 jobs with a total payroll of \$5,128,000. The total value added to the local community from visitor spending is \$8,204,000.”

We have an opportunity to invest in the future of our county by being part of a national rails to trails initiative. If we wait, if we do not become proactive and aggressive to make our trail one of the centers of our recreational attractions, we lose out and will watch other communities take advantage of these opportunities. Why not Chautauqua County? Why not us? How can we help our smaller communities grow, create small businesses, retain their youth, and be recognized across our country? With social media and trail apps such as Traillink, Alltrails, Railstotrails, trailfolks and others, our villages and townships can enjoy the benefits of advertising across this country and the world.

It would be a shame to sit this close to an opportunity and let it pass without effort. Support the Chautauqua Rails to Trails and the Erie to Pittsburgh Trail.

# Signage Improvement Update

By Wendy Lewellen, Secretary



A team effort by committee members Jim Fincher, Ginny King, Bob Lannon, Wendy Lewellen and T. John McCune resulted in repair, replacement and addition of much needed signage for the purposes of improving wayfinding, safety and parking indicators. Dave Akin, Dee Dippel and Dena Ward also assisted. General member Bev Lannon played a continually helpful role. There should no longer be any uncertainty on the part of trail users as to exactly where the trail is, and how to best access it. The trail name signs, stop signs, directional signs, hunting season signs and detailed map signs were produced by Quick Solutions in Jamestown.



## Carroll Area Nature Trail Update

**By Thom Wright, Board Member**



The finish line is in sight.

Since 1995, Chautauqua Rails-2-Trails has owned the abandoned stretch of railway from Riverside Road up to the old auto wrecking yard, as well as the southern corridor from Riverside to the PA line, but previous discussions to develop a trail in the community had been derailed. After seeing the success and popularity of the efforts made in the northern half of our County, CR2T looked to see what we could do in the South portion of Chautauqua County. In 2018, CR2T started taking another look at developing the Carroll Area Nature Trail. A group of dedicated and interested volunteers (as well as a very welcoming community) have brought the trail closer to reality. We are in the final stretch, and hopefully by this Summer 2022, the community and visitors can finally enjoy a 2 mile stretch of a natural surfaced scenic trail.

A special mention must go to John Lobb, owner of Lobbs Auto Service Center, for listening and working with the organization. John owns the last remaining 0.3 miles



needed to connect the trail from Riverside Road to Main Street. His continued enthusiasm for the project has allowed the project to develop. Mr. Lobb and CR2T plan to have access to the trail from Main Street by creating a parking area for trail users behind Lobb's garage.

By the Summer of 2022, the 1870's rail corridor will be re-opened for use. This will include crossing the 19th century railway bridge that stretches across Frew Run Creek and then passing near wetlands and through a lowland forested area without the hustle or exhaust of motorized traffic to get in the way of enjoying the scenery.

We also hope to increase the parking area slightly at Riverside Road to allow for a few cars to park on the far end, and folks should note that the Audubon Society plans to welcome visitors to use their lot as well which is approx 400 yards from the trail head.

Having the ability to connect the quaint downtown of Frewsburg with the regionally known bird sanctuary and wildlife refuge had been a topic in the 2012 Chautauqua County Greenway Plan. It may have taken a decade to bring it into being, but hopefully the trail will provide many decades of peace and enjoyment to the Community.

## Volunteers Needed

**By Judy Takats, Membership Coordinator**

Volunteers are always welcome and needed for helping with events such as our annual wine walk, holiday party, Christmas Eve memorial, 5K summer runs, selling T-shirts at events ... (all of course when we can get together again), trail maintenance (clearing fallen trees, inspecting culverts etc), mowing the grass at trail heads, shoveling snow at crossroads, distributing trail maps at our kiosks and many other jobs.

If you have a special trail in mind for a 3rd Saturday hike or would like to lead a hike we would love to hear from you. If you have a special knowledge of plants, mushrooms, birds or wildlife (not bears) we'd love to have you lead us on an informative hike! Contact Judy Takats at [jtakats@gmail.com](mailto:jtakats@gmail.com) if you would like to volunteer.

## Since Our Last Trackin'

**By Wendy Lewellen, Secretary**

- We welcomed a return to in-person board meetings and utilized outdoor sites such as Mayville Park, Long Point Park, Vikings Lake Park and Loud Performance in Bemus Point. We prudently returned to Zoom meetings in January of this year, 2022.
- At our June gathering, the board of directors took President Jim Fincher by surprise by announcing its intention to name a popular trail segment between Rt. 430 and Honeysette Rd, previously referred to as the “No-Name Trail,” after him. The action is a suitable tribute to the man who gave 21 years to the organization.
- Our annual Wine Walk fundraiser in July was conducted on a perfect Friday evening. After skipping 2020, board member Elsa Nelson coordinated the event with ever improving efficiency and we added about \$7,300 to our coffers while garnering positive public attention as well.
- Coordinated by Jim Fincher, we partnered with the Chautauqua-Cattaraugus Library System to stage “Book Walk” signage in Brocton and Sherman as a literacy activity for young children.
- Membership Chair Judy Takats continued her efforts to increase our membership and by August 1 boosted the figure to 170.
- Largely due to the efforts of T. John McCune and Bob Lannon in mid-summer we achieved more accurate trail distance figures.
- Jim Fincher announced in July his intention to retire as president and as a board member effective after the September Annual Meeting. We accepted his decision with regret.
- Jim Fincher continued his dogged pursuit of DEC approval for work on the wetland-surrounded potential Frewsburg trail project with technical support from T. John McCune. (Final green-light was achieved before year’s end!)
- Cycling enthusiast Patrick Johnson continued his pursuit of the goal of developing the trail from Sherman to Clymer to Corry and we added him to our board of

directors in July. He led several bike rides to Clymer from Corry and Lakewood and Sherman in the early fall.

••By action of a by-laws-driven effort by our nominating committee, we elected a new slate of officers at the September Annual Meeting: president-Bill Ward, vice-president-T. John McCune, secretary-Wendy Lewellen and treasurer-Virginia King.

••Wendy Lewellen led the effort to create an updated trail guide which featured corrected distances, map improvements, a new sponsor and refined trail descriptions.

••Patrick Johnson stepped up to become our representative on the Erie to Pittsburgh Trail Alliance (EPTA).

••New vice president T. John McCune worked steadily in the fall to create digital documents with links to many important and useful documents such as Trail Maintenance Needs and also a Comprehensive Project List designed to steer our board of directors.

••New president Bill Ward deftly navigated the difficult public relations situation of the discovery of two bodies in the area of the Woleben Road intersection, providing assurance of the safety of our trail system.

••Jacob Bodway and T. John McCune stepped up their efforts to ensure that CR2T is a viable player in the evolving “Umbrella” Organization in the attainment of the County’s Greenway Plan.

••Jim Fincher provided the service of researching and formulating an updated, more accurate assessment of our property assets in the late fall. The effort reduced our assets by \$8, 306.37.

## Recommended Hiking Books

**By Victoria Templeton, Volunteer**

Victoria Templeton, who regularly leads our Long Point State Park, shared with us a list of her recommended hiking books. Victoria is an avid hiker and besides hiking the trails in Chautauqua County, she has hiked the 'el camino' in Spain.

Her recommended hiking books are:

- A Bike Ride: 12,000 miles around the world by Anne Mustoe
- Barrow's Boys, a stirring story of daring, fortitude and outright lunacy by Fergus Fleming
- Bird Girl and the Man who Followed the Sun (an Athabaskan Indian Legend from Alaska) by Velman Wallis
- Buried in the Sky by Peter Zuckerman & Amanda Padoan
- Crossing the Heart of Africa by Julian Smith
- Deep Water Passage (a spiritual journey at midlife) by Ann Linnea
- Exploring Lewis and Clark: reflections on men and wilderness by Thomas P Slaughter
- From the Cape to Cairo by Ewart Grogan and Arthur Sharp
- Grandma Gatewood's Walk, the inspiring story of the woman who saved the Appalachian Trail by Ben Montgomery
- Modoc by Ralph Helfer
- The Happiest Man In The World, an account of the Life of Poppa Neutrino by Alex Wilkinson
- The Ice Balloon by Alex Wilkinson
- The Long Walk: true story of a trek to Freedom
- The Walk West: a walk across America by Peter & Barbara Jenkins
- The Woman Who Walked to Russia: A writer's search for a lost legend by Cassandra Pybus
- Walking: One Step at a Time by Erling Kagge
- Worldwalk by Steven Neman

## Chautauqua County Trails Facebook Group

The Facebook group is for anyone interested in the trails of Chautauqua County, including waterway trails, hiking trails, biking trails, snowmobile trails, equestrian trails, and winter trails (skiing, snowshoeing). Feel free to post pictures of trails and wildlife (flora and fauna), historical landmarks, videos of wildlife or whatever catches your eye, trail conditions, and trail updates to keep everyone informed. You can share gear recommendations, buy/sell or trade outdoor gear, and ask about trail difficulty and best routes. We hope that the page serves as a connection between all user groups and outdoor enthusiasts who live, work, or play in Chautauqua County.

<https://www.facebook.com/groups/1166550607137711>

## An Easy Way to Support CR2T: AmazonSmile

**By Bree Agett, Board Member**

As we run, hike and ride into our ongoing fund drive, we are trying to impress upon the public our need for financial help. Trail maintenance is an ongoing and expensive process.

Consider making your purchases online through AmazonSmile. It's a user-friendly method of donating .05% of the value of your purchase if you list Chautauqua Rails to Trails as the recipient. We, of course, do not want you to make purchases this way instead of supporting *local* businesses, that is, businesses owned by local people. Chain stores do not fit in that category. Please think of us the next time you go online to buy things.



## Nickels for the Rail Trail

**By Thom Wright, Board Member**

It's not our business what kind of beverages you like to drink, but an easy way for you to help CR2T is to drop off those empty containers at Southside Redemption Center or Don's Car Wash and donate them to the trails.

Just drop off your returnable cans and bottles and let the attendant know that they can add the total refund to the Chautauqua Rails to Trails account.

Southside Redemption Center

1752 Foote Ave, Jamestown, NY

Don's Car Wash

184 East Fairmount Ave, Lakewood, NY

## Follow Us on Social Media

For more information about the Chautauqua Rails to Trails, please like our page on Facebook (<https://www.facebook.com/ChautauquaRailsToTrails>), or follow us on Instagram (ChautauquaRailstoTrails).

If you tag us on social media, please use the hashtags #CR2T and #chautauquarailstotrails

## Check Out Our Website!

For the latest and greatest information, check out our website at [www.chaurtt.org](http://www.chaurtt.org)

## How to Report Trail Maintenance Needs

For any trail maintenance needs, please contact us through the contact form on our website - <https://chaurtt.org/join-us/>

## Current CR2T Board of Directors

Bree Agett, Jamestown

David Akin, Mayville

Jacob Bodway, Bemus Point

Keith Carrow, Mayville

Dee Dippel, Bemus Point

Patrick Johnson, Lakewood

Virginia King, Sherman (Treasurer)

Bob Lannon, Mayville

Wendy Lewellen, Bemus Point (Secretary)

T. John McCune, Fredonia (Vice President)

Tom Miller, Maple Springs

Elsa Nelson, Lakewood

Judy Takats, Portland (Membership)

Bill Ward, Mayville (President)

Dena Ward, Mayville

Thom Wright, Jamestown



The Chautauqua Rails to Trails Newsletter

Fall/Winter 2021-2022



## Support The Efforts of CR2T!

\_\_\_\_\_ Yes, I want to support CR2T's effort to change the abandoned rail lines of Chautauqua County into multi-use trails which can be enjoyed by all.

\_\_\_\_\_ Individual \$25      \_\_\_\_\_ Sustaining \$100  
\_\_\_\_\_ Family \$40      \_\_\_\_\_ Benefactor \$500  
\_\_\_\_\_ Patron \$60      \_\_\_\_\_ Sponsor \$1000 & up  
\_\_\_\_\_ Business Partner \$100/\$200 per year for 10 years

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Detach & mail form to: Chautauqua Rails to Trails,  
P.O. Box 151, Mayville, NY 14757. *Thank you!*