The race has become more and more popular, with an easy upgrade on the way out and the downhill grade on the way back. We have been attracting many first timer ½ marathoners, as the surface is also very forgiving. The timing is 4 weeks before the Steamtown Marathon, which makes it a perfect training run.

All runners and volunteers are asked to bring a non-perishable food item for the Salvation Army Food Pantry in Forest City. There will be a special raffle of great prizes as dinner certificates. VOLUNTEERS NEEDED!

Community Fall Walk Series

How can we better connect to the “air” around us? Linking our breath with our mind/body connection can enhance our walking/hiking experience. Ed Golecki will provide information and a short presentation regarding yoga/breath work/mindfulness on Thursday, October 7th at 5 PM at the Union Dale Trailhead, next to the Rail-Trail Council of Northeast Pennsylvania office. Afterwards, there will be a short walk/hike to incorporate the information into the activity. So, join us for a nice evening with a bit of information/education and a bit of a walk to enjoy an evening in the Fall. On Saturday, October 23rd at 9 AM, we’ll practice what we have learned with a brisk morning walk leaving from the Forest City Trailhead.

**CALENDAR**

<table>
<thead>
<tr>
<th>MEETINGS</th>
<th>AUGUST</th>
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<tr>
<td>NOVEMBER 18</td>
<td>6 PM dinner/7 PM Meeting at Franks Place, Simpson</td>
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<tr>
<td>SEPTEMBER 12</td>
<td>9 AM Walk, Forest City Trailhead</td>
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<tr>
<th>TRAIL EVENTS</th>
<th>AUGUST 29</th>
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<tr>
<td>Hike the Endless Mountains Trail sponsored by the Sierra Club, 9 AM. Call for meeting location.</td>
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Coal Colossus

L et’s hike our favorite Rail- Trails! Let’s make it a long trek, approaching twenty miles. In addition to our trails, we’ll hike offshoots along rail spurs that no longer exist. Don’t panic! There is no need to tote a canteen or your favorite walking stick, because...this is a hike taken only in the imagination! It takes place back when anthracite collieries dotted the countryside. Today’s trails shall give way, in our minds, to yesterday’s rails. We begin north of Forest City. We are on the stretch of track right alongside Route 171; you can see the roadway from the right-of-way.

Looking west, across Route 171, you see an ancient colliery and then the Williams. This one was an all-male operation a loading chute. You’re looking at a colliery some called “Anna Kate,” later known as the Petersen colliery and then the Williams. This one was an all-male operation. Its dedicated D&H switch engine works constantly to shuttle hopper cars in and out of the breaker chute-ways.

Two enormous D&H “Sixteen hundreds” are backing down the line. A whistle shrieks. We give them lots of room. They pass us and round the bend, out of sight. We keep walking, and shortly come to old Clifford colliery. We are in Forest City proper now, and to the 10,200 tons we jotted in our book at Anna Kate, we add 3,957,000 tons, the Clifford output.

Our hike continues, and at a point east of the Borough of Vandling we meet Forest City colliery’s virtual match: Clinton. Like Forest City colliery, it is gigantic. Its dedicated D&H switch engine works constantly to shuttle hopper cars in and out of the breaker chute-ways. Shorter-lived than Forest City colliery, Clinton crunched out 15,334,000 tons, and operated a washery that added 753,300 more.

Hiking further south, we pass loading chutes that connected, by narrow gauge railway, to the Buffalo works in Richmond. This was ancient (1888-89) and small; just 223,400 tons into the book. But when we continue south, we reach another giant when we arrive in Simpson and encounter “the Northeast.” This colliery had two locations during its long life, the first in Simpson proper, then the second, north of town. Add 9,623,300 more tons.

Now, let’s reverse course. Heading north from the Simpson Trailhead, we stand aside as an O&W “coal drag” chugs past. The train is very good at making noise, blowing smoke and hauling coal. A “Bullmoose” 2-10-2 locomotive leads it; sixty cars each carrying 30 tons follow; three ‘pusher’ engines,
Membership Renewal Form

Please renew! The date on the mailing label on the reverse indicates when your membership expires.

☐ Lifetime/Founding $500
☐ Patron/Sponsor $250
☐ Club/Organization $100
☐ Family $35
☐ Individual $20
☐ Senior/Student $15

☐ I am available for trail cleanups.
☐ Call me to discuss a corporate donation.
☐ Send me a new RTC brochure.

☐ I am interested in finding out more about the ‘Trail Tender’ program.

NAME

PHONE NUMBER

STREET ADDRESS

E-MAIL ADDRESS

CITY

STATE

ZIP

Please update your address here if necessary. Make checks payable to Rail-Trail Council of Northeast PA
P O Box 32, Union Dale PA 18470 Phone: 570-679-9300 E mail: trails@nep.net

rail-a “Berkshire” 2-8-4, bring up the rear—with, of course, the caboose. One thousand, eight hundred tons head toward their markets in Western New York and Ohio, and we keep on trekking.

Over a mile from the modern trailhead site we reach Northwest Junction. Looking north and south to make sure our way is clear, we trot across the steel bridgework, crossing the Lackawanna as well as the Erie-D&H rails. After a few more miles we reach Richmond. We add 2,384,100 tons to the book. Then, back along the spur, we return to the O&W Scranton branch and head further north. We pass the small North-East colliery and add 107,200 tons. We cross Clinton Creek, just south of Browndale, and add another 120,300 tons for the Clinton Falls colliery, just upstream.

When we reach Brace Brook, north of Browndale, we find the colliery that built the tramway we saw at the start of our hike: Stillwater. Named not for the lake but for the name of the land tract, this colliery adds 956,600 tons to our tally. We jot it into our notebook, and we come to the end of our hike.

The tonnage total in our imaginary notebook is, for the Browndale–Forest City–Vandling–Richmondale area, 43,453,800. The Simpson area adds 9,730,500. This last figure is for the Simpson area collieries located along our trails; there were, of course, other coal-producers in Simpson.

And so, dear reader, we have added up the coal. The tiny part of Pennsylvania along out trails was, in fact, a coal colossus. Any way we look at it, this was industrial production on a grand scale. In the next article in this space, we shall add up the cost.

Mark C. Walsh

Rail-Trail Open House

Over 100 people joined us on Saturday, June 19th to celebrate the opening of our new office in Cable’s Store! The day started at 9 AM with a nature walk followed by a bike safety course. We provided free bike helmets to local children and officer Novak from the Carbondale police department demonstrated how to properly fit a helmet. Afternoon activities included a book signing for “The Beechwood Settlers” by Pat Peltz, Susquehanna Studio art exhibit and a historical display of old photo’s and D&H memorabilia. Visitors were treated to popcorn, ice-cream, coffee and cookies. Thanks to all who made our open house a success.

Cascade Creek Bridge Decked

The railroad bridge crossing Cascade Creek on the far northern D&H Rail-Trail in Harmony Township has been decked. The short bridge was to be used a go-around during bridge work on State Route 1015. Thanks to PennDOT District 4.0 and Minichi Contractors for including the Rail-Trail in their rehabilitation projects.
June 25th marked the end of my first year as a VISTA with Rail-Trail. I was just one of 6,500 VISTA’S who served in 1,200 projects nationwide. Like my fellow VISTA’S I worked developing new programs, raising funds and otherwise building the capacity of our non-profit organization to become more sustainable. It was a busy and rewarding year. It leaves me with a new appreciation for my community and the challenges within it.

This summer also brought new energy to our trail with the addition of our Summer VISTA Associate. Andy Conrad has been busy mowing, weeding, planting and helping to develop an educational program for children. Soon we will have a “tree trail” where children and adults can use the trail to explore and identify over 60 different trees. It's one more way our trail can provide healthy outdoor activities and could not be accomplished without his help. Our trail has never looked better!

Thanks to some generous support from our community our bike project was a success. We matched new and used bikes to area underserved children. Elaine & Ivan Burman, Mayor Pat Coles, Cedar Bike Shop, Dick’s Sporting Goods, Nancy Ross, Todd Stevens and many more donated bikes. HKQ Kids foundation provided free helmets.

I would like to thank all the volunteers who gave their time freely over the last year. The evidence of their efforts is everywhere and their contributions are invaluable.

See you on the trail,

Deb McNamara

“The highest reward for a person’s work is not what they get for it, but what they become because if it.” —John Ruskin

Rail-Trail Council of Northeast PA
P O Box 32
Union Dale PA 18470
trails@nep.net
www.nepa-rail-trails.org

Over the past three years, over 50 trees have been planted along the trail in Forest City. The trees can be found along the D&H from the Industrial Park Road to the Erie Street access point. To date, more than 60 different species of new and existing trees are labeled with their common and scientific name. Our summer Vista worker has worked to weed and mulch around all the trees as well as map the trees using GPS and Google Maps. We will be presenting the project to various age groups, so that parents, teachers and kids are made aware of the educational merits of the ‘tree trail’. There are also 12 numbered trees to be identified; these ‘unknowns’ are the same species as labeled trees. The identification list is our website. We are working out the mapping details, which will be available on-line. If you’d like to see a Dawn Redwood, a Kentucky Coffee Tree, a Yellowwood, or various species of oaks and maples, get out on the trail! If you would like more information, or attend the presentation, call us at the office.