A historical black and white photograph showing a large, dark tunnel entrance carved into a steep, rocky hillside. The surrounding terrain is rugged and appears to be a construction site. In the foreground, there are some wooden structures and what looks like a small building or shed. The overall scene is one of early 20th-century engineering and infrastructure development.

Construction of Tunnel through Paddy Mountain for the Lewisburg, Centre and Spruce Creek Railroad,
Photo from the Penns Valley Historical Society archives

Study Committee Meeting No. 2

February, 12, 2013

albertinvernon architecture, llc
with Brian Auman, Landscape Architect

PENNS VALLEY RAIL TRAIL FEASIBILITY STUDY

Purpose of this feasibility study:

IS IT FEASIBLE TO CONVERT ANY PORTION OF THE 27 MILE CENTRE CO. SECTION OF THE ABANDONED L&T RR TO A RAIL TRAIL?



Spring Mills to Cherry Run Segments

7 key questions we want to answer

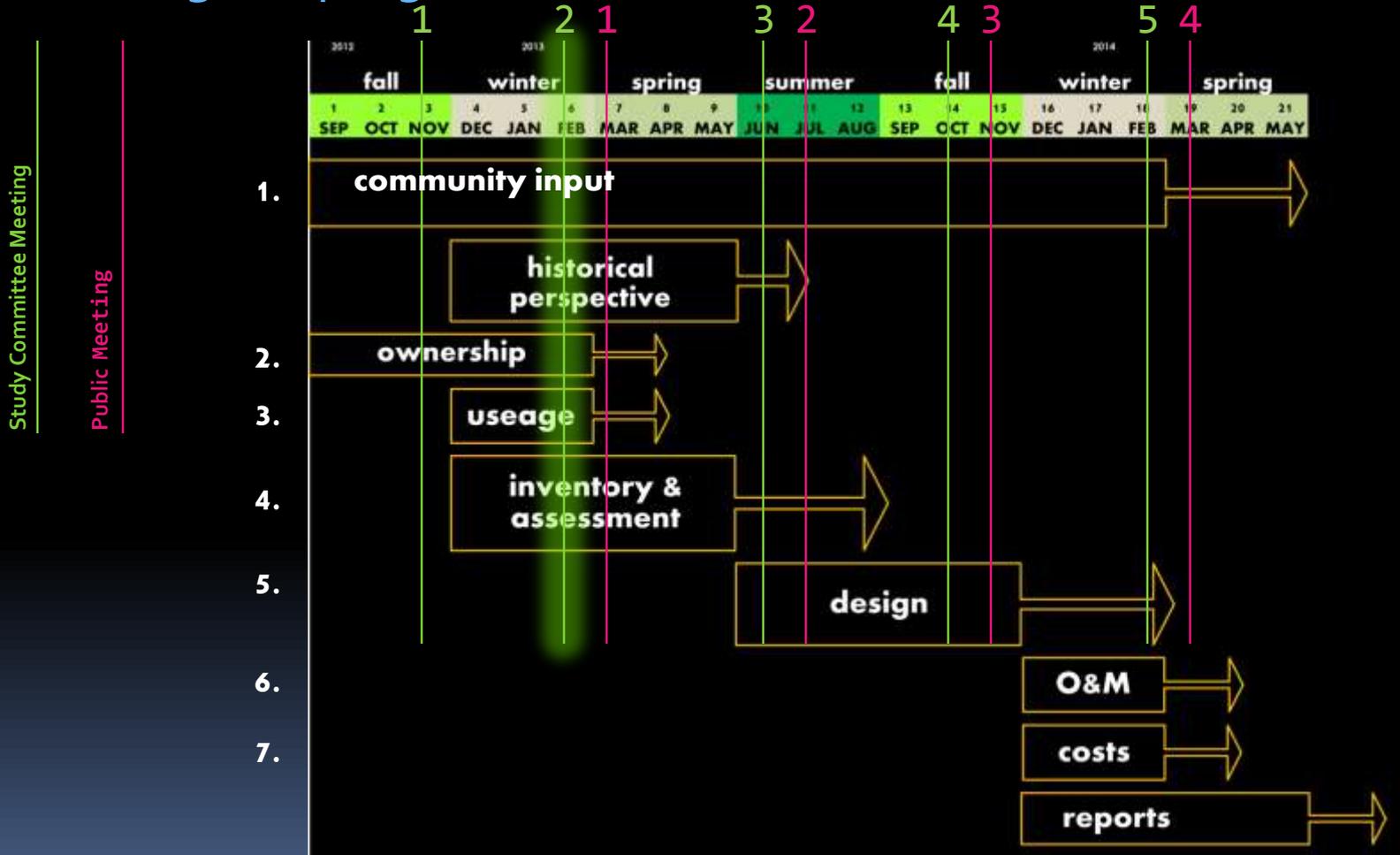
1. Is it politically feasible: does the **community support** this project?
2. Is it legally feasible: who **owns the railbed** now, are there **alternative routes**?
3. Is there demand for the trail: **needs assessment**, who will use the trail?
4. Is it physically feasible: what are the **physical opportunities & constraints**?
5. What will the trail look like: what is this **community's vision** for the trail?
6. Is it financially feasible? what does it **cost**, where might **the funding** come from?
7. How will it be managed? how will it be **operated & maintained**?

SCHEDULE



18 MONTHS
give or take a season

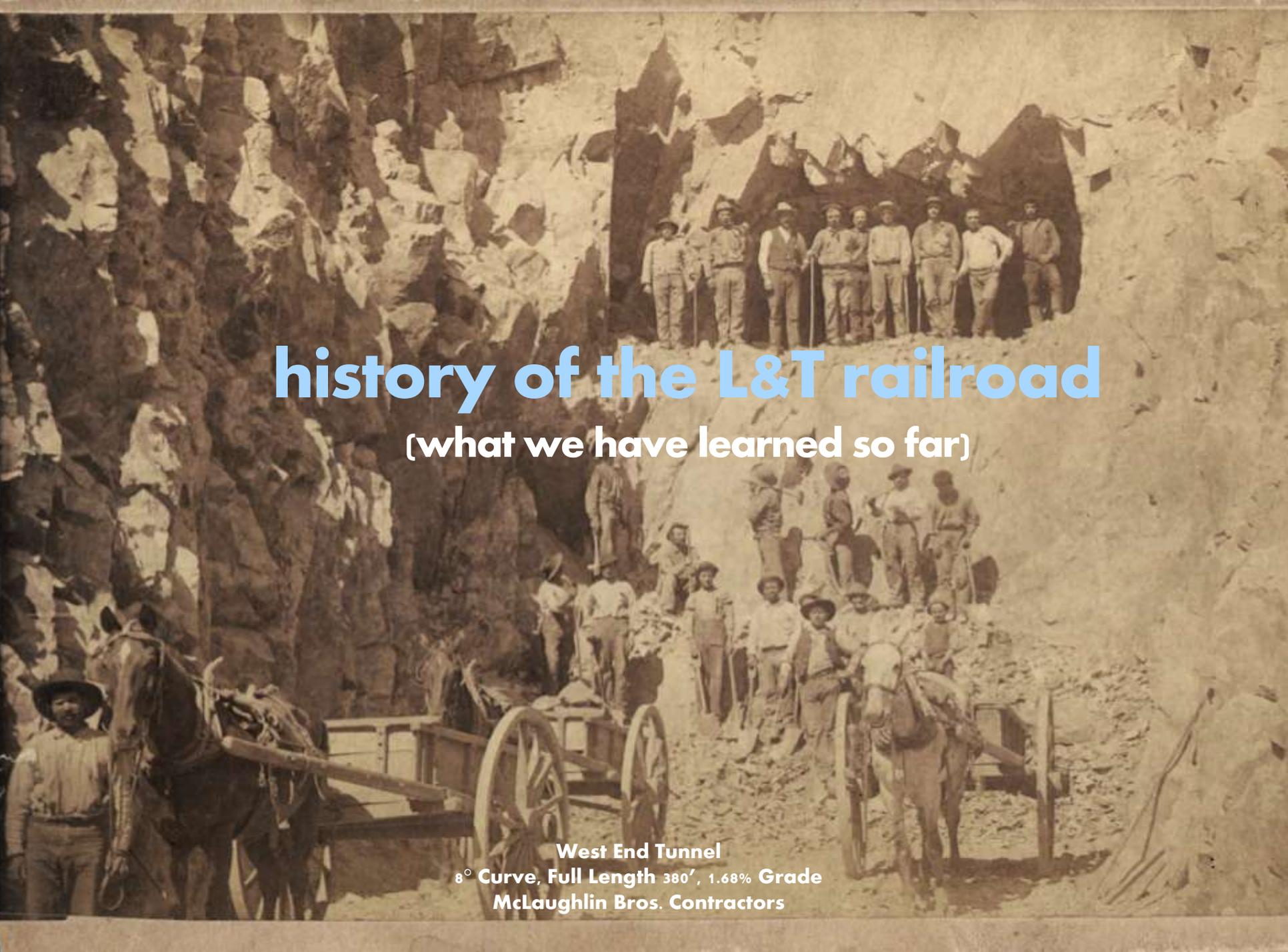
Charting our progress



Topics we will cover today:

- 1 history of Penns Valley's Lewisburg & Tyrone (L&T) Railroad
- 2.who owns the abandoned L&T railbed ROW now
- 3.trail opportunities and constraints we've identified so far from key person interviews and field trips
4. who might want to use the trail
5. what is our vision for this project
6. the 1st public meeting



A historical black and white photograph showing a group of approximately 15 men standing in a line at the entrance of a tunnel. The tunnel opening is a dark, rectangular hole in a light-colored, rocky cliff face. The men are dressed in work clothes, including shirts, trousers, and hats. Some are holding tools or poles. In the foreground, a dirt path leads into the tunnel. On the left side of the path, a man stands next to a horse-drawn wooden wagon. Another horse-drawn wagon is visible further down the path. The overall scene depicts the manual labor involved in early 20th-century railroad construction.

history of the L&T railroad

(what we have learned so far)

West End Tunnel

8° Curve, Full Length 380', 1.68% Grade

McLaughlin Bros. Contractors

1800- 1 week to get to Philly



1857- 1 day to get to Philly

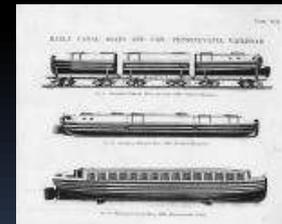


Maps from 1932 Atlas of Historical Geography of the United States

1826-1834 PA Main Line Canal constructed between Philadelphia & Pittsburgh by Commonwealth at cost of \$10M

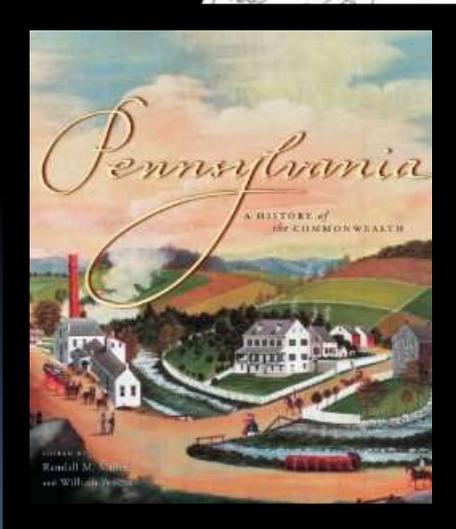
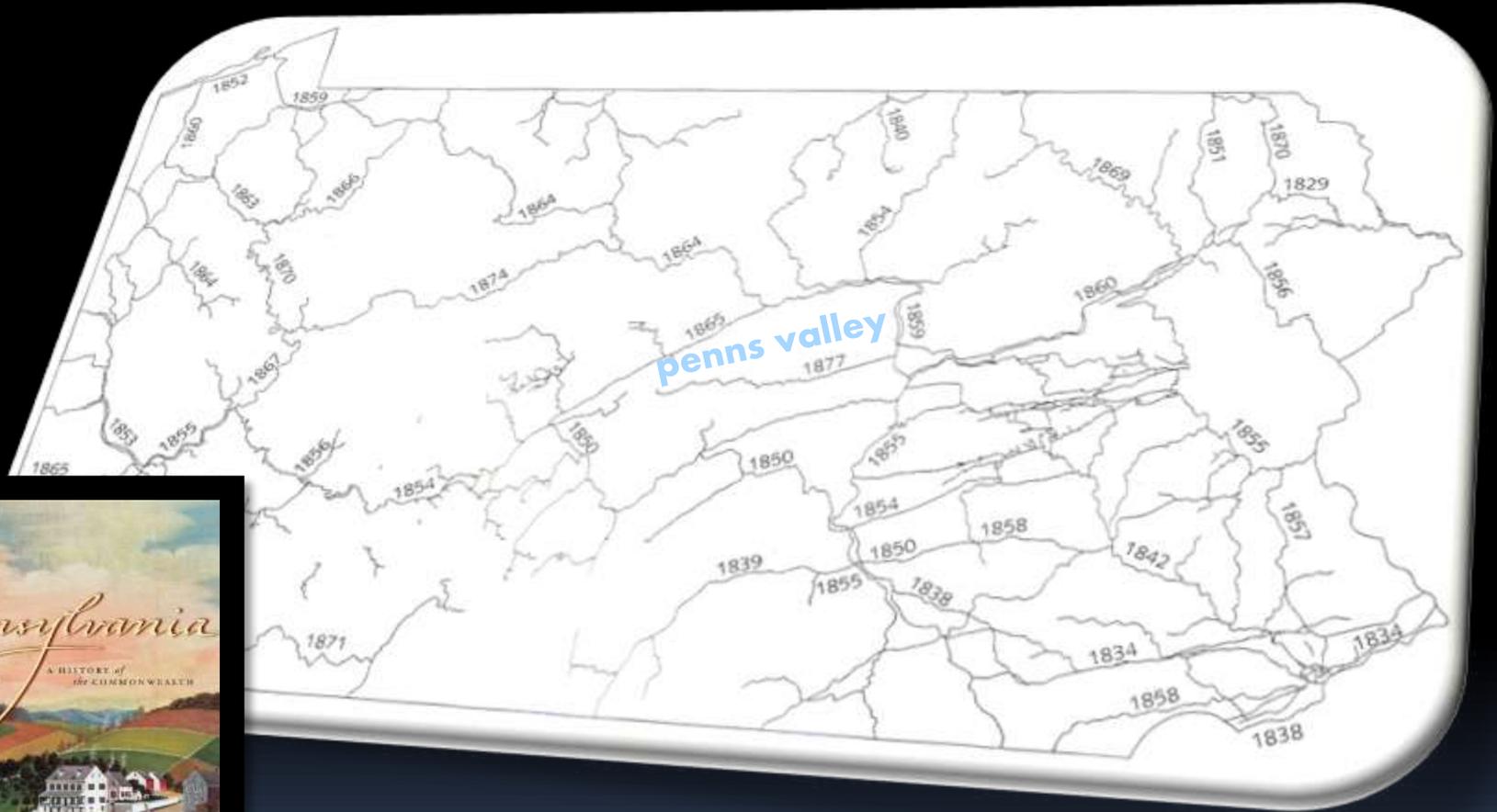
1857 Railroads come of age, PA Main Line Canal sold to PRR for \$7.5 million

Prior to 1877, Penns Valley's lumber, ag and iron products transported overland by wagoners or downstream by arcs and flatboats



1800 Centre Co. formed out of surrounding counties

LATE TO THE GAME? according to this 1880 map of railroads in PA, Penns Valley's railroad was the last to be built up to that time



railroads in 1880

Base Map from Pennsylvania, A History of the Commonwealth
Randall Miller & Richard Pencak, editors

Chronology of the Lewisburg & Tyrone Railroad (or, why it took 40 years to get from Lewisburg to Lemont)

1845 Penns Valley businessmen led by George Boal form committees to petition legislature for charter

1853 the Lewisburg, Centre & Spruce Creek (LCSC) RR raises \$200,000 from its directors (mostly local businessmen) and is chartered on April 12th

1857 Survey completed to determine best route through Centre County, Penns Valley chosen over Brush Valley due to steep grades at Rapid Run

1868 LCSCRR charter briefly transferred to Atlantic & Great Western railway company, but little to no road work done, so charter returned to LCSCRR, which then completes Montandon to Lewisburg branch

1873 Nationwide Economic Panic slows progress, struggling LCSCRR leases railroad to PRR as each segment is completed, negotiates \$2M in bonds for construction with PRR

1877 LCSCRR reaches Spring Mills, 43 miles from Montandon, with 11 miles in operation, 30 more to build, 15 of them graded

1879 LCSCRR defaults on its bonds, PRR reorganizes company as the Lewisburg & Tyrone (L&T) RR with new terminus planned for Tyrone through Andrew Carnegie's iron rich Scotia Barrens

1881 west end of L&T reaches Scotia and Fairview from Tyrone

1884 east end of L&T reaches Oak Hall

1885 L&T reaches Lemont, joining PRR's Bellefonte, Nittany & Lemont RR, completing 67 mile route between Bellefonte & Montandon



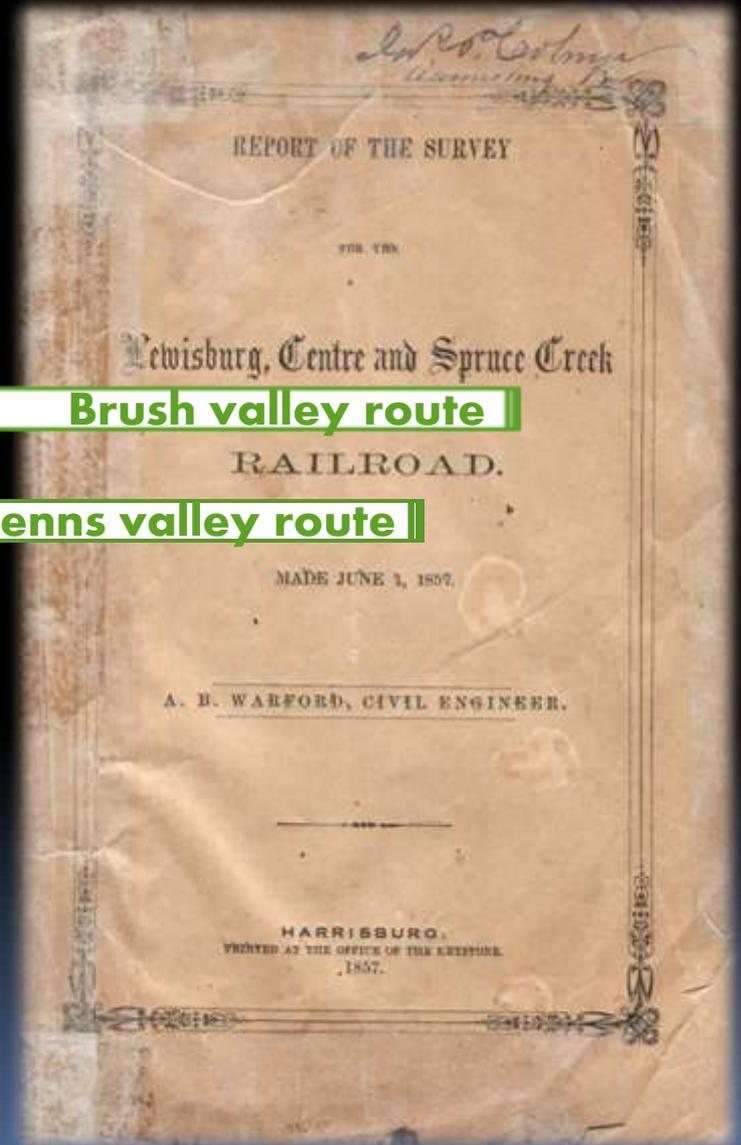
1857-LCSCRR survey recommends Penns Valley route through Centre Co.

(despite the cost of two tunnels)



Tilden's 1861 Topographical Map of Centre Co., from Penn State online archives

A.B. Warford's June 1, 1857 Report of the Survey for the Lewisburg, Centre and Spruce Creek Railroad, from Penns Valley Historical Society archives



Brush valley route

Penns valley route

1877 first load of grain shipped from Penns Valley on the new LCSCRR

(the grain came from the farm of Woodward's principal businessman John C. Motz, who also owned a distillery, a flouring mill, and was a director of the Aaronsburg Turnpike and the bank in Millheim)

24-0106




Railroad Made 'The Forks' a Boom Town

Editor's Note: Coburn, a village on Penns Creek, has since 1877, when the railroad was built, become a busy town. It has a hotel, a store, a post office, a church, a school and a number of other buildings. The railroad that crossed the creek, giving it its name, and went from here in the early '70s. The town's first building, a grocery store, was built last year before the railroad. It is now a hardware store. The store, a grocery store and a number of other buildings are now being built. Coburn will be a busy town and a good place to live in a few years.

By BARBARA BRIDGES
Times County Editor

They called it The Forks before they called it Coburn. And with good reason. Most of the village sits on a big bend of land, divided in two by where Penn, Elk and Penns creeks meet together.

The Forks was an important rail junction site for grain shipments via Penns Creek to Harrisburg long before the railroad arrived.

But the people lived there prior to the 1870s, when an entrepreneur named Jos Coburn convinced his fellow investors at the Lehigh and Yorks Railroad Company that a rail station at The Forks would pull business from all of eastern Penns Valley and South Valley as well.

His work paid off. A few years after the station opened in 1877, Coburn's partners have been laid off. The Forks and region rolling back after its prime.

Please see COBURN page 22

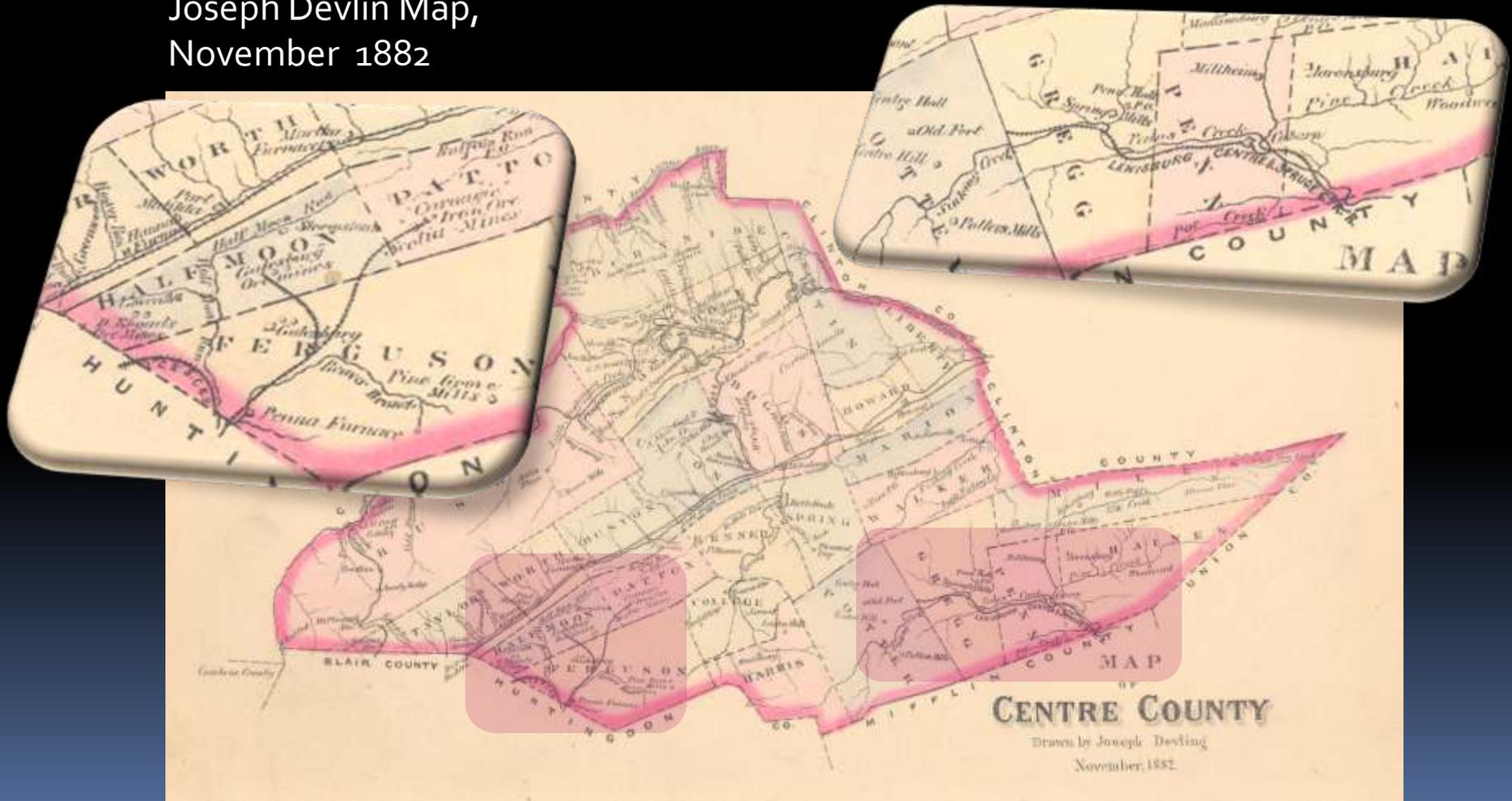
THE VILLAGE OF COBURN as it appeared in its heyday. (Bridges) across the bridge from Penns Creek, left, and Pine Creek, right. The old "grain" factory can be seen along the railroad tracks in the lower corner. Coburn Postmaster Charles Fryer, who supplied this snapshot to The Times, believes it was taken from Penns View about 1915. Mr. Fryer looks out on a now quiet Main Street in Coburn, above.



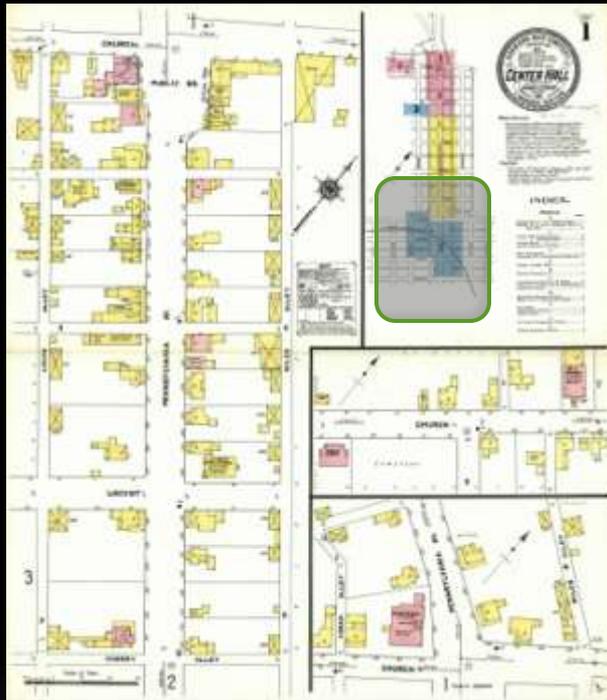
Aaronsburg resident J.P. Coburn, an LCSCRR director, convinced his partners that a depot at "the Forks" could serve Millheim, Woodward, Aaronsburg, Rebersburg and even Tylersville in Sugar Valley. The railroad transformed Coburn from a sleepy raft launch into a Boom Town.

1881 west end LCSCRR completed from Tyrone to Carnegie's Iron Ore Scotia Mines

Joseph Devlin Map,
November 1882



1911 Centre Hall Sanborn Insurance Map



Businesses in the valley (mostly ag & lumber) clustered around the new railroad, exponentially increasing their access to markets (and presumably their wealth).

1956 Pres. Eisenhower signs the Federal-Aid Highway Act

(also known as the “National Interstate and Defense Highways Act” whose purpose was to increase national security and improve interstate commerce; it also signaled the end of railroad’s monopoly on travel and commerce.)



1968 in a last ditch effort to compete with the trucking and airline industry and a nation infatuated with the automobile, the fabled PRR, at one time the largest railroad company and employer in the world, merges with its former arch rival, the New York Central, to form the Penn Central Railroad.



1970 Federal government renegs on \$200M bailout, Penn Central declares bankruptcy

1976 largest, most profitable Penn Central rail lines split between Amtrak (passenger service) and Conrail (freight),

smaller, less profitable lines -like the L&T in Union County- sold off to small short line operators or rail enthusiasts,

unprofitable lines, like the L&T in Centre County- are formally abandoned.

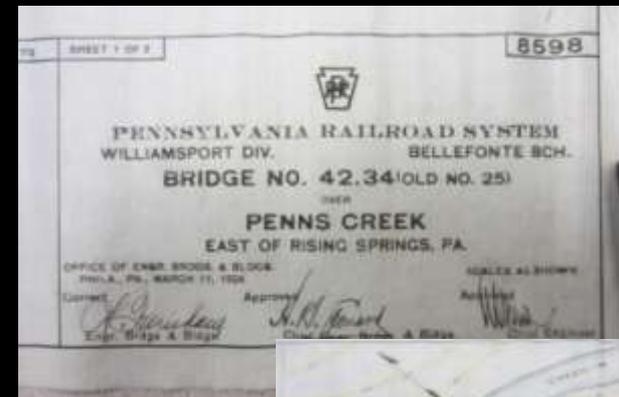
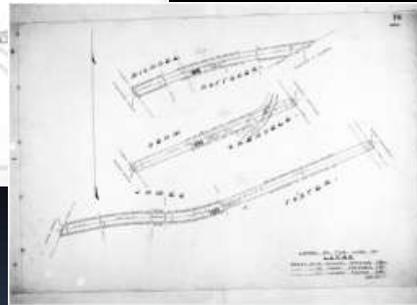
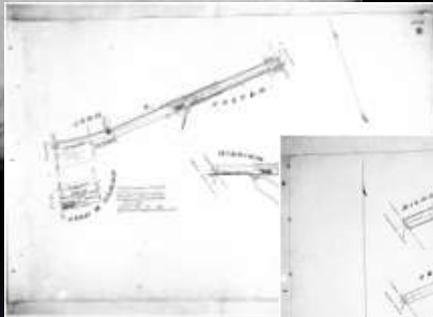
**what we have learned about
who owns the L&T ROW today**



PA STATE ARCHIVES, HARRISBURG

PRR & Penn Central records fill an entire floor of the PA Archive Bldg

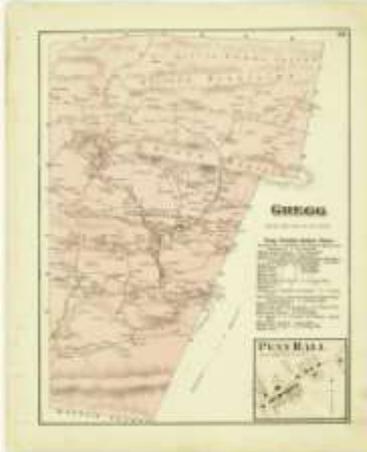
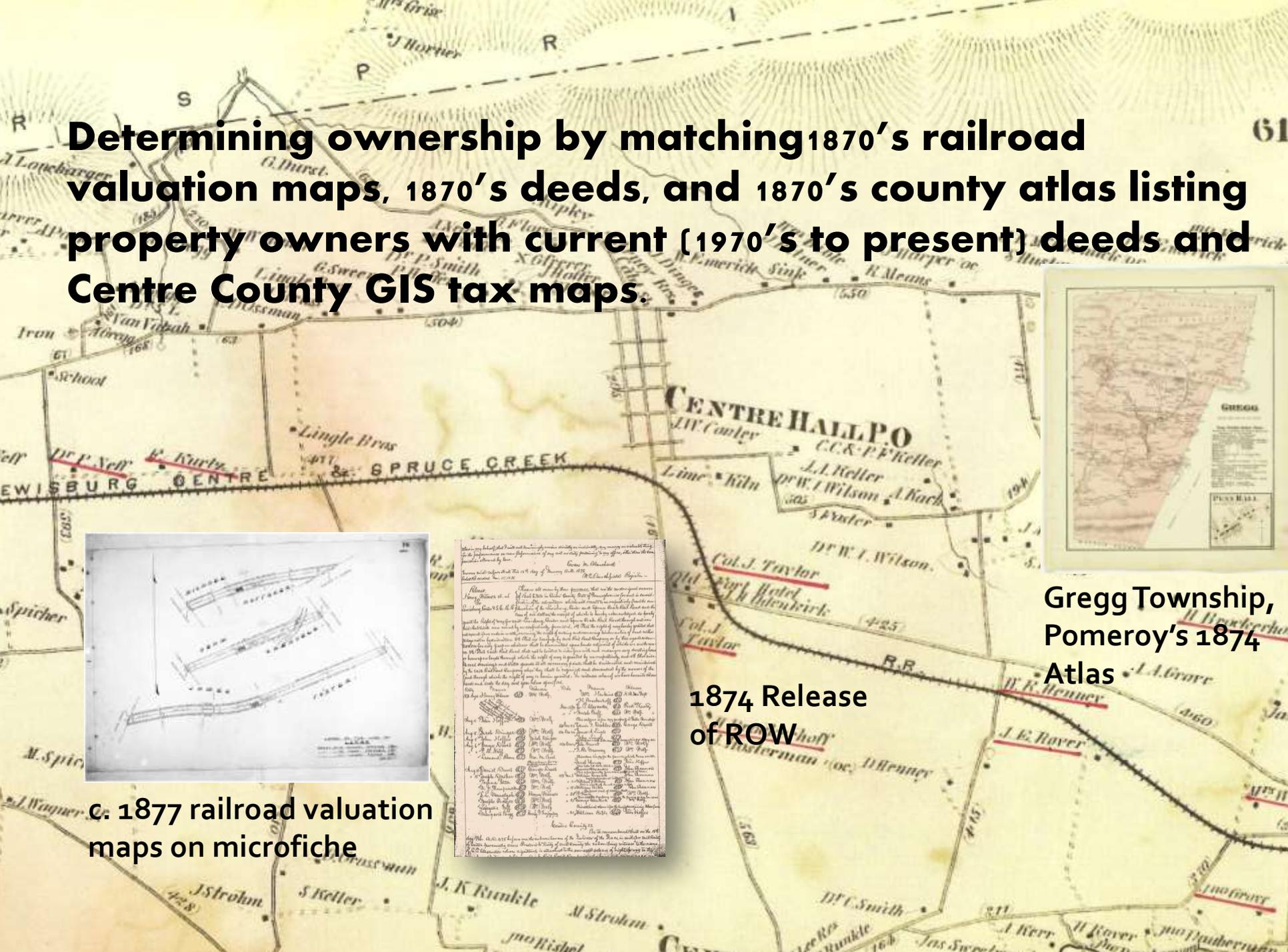
(and they only have 1/8th of the records that remain after a fire destroyed the majority)



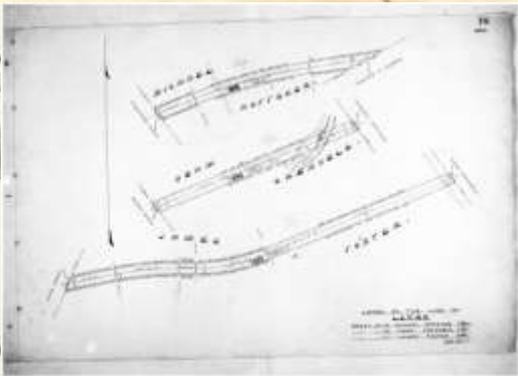
c. 1877 "Rising Springs to Lemont"
Lewisburg & Tyrone R.R. Extension
valuation maps (on microfiche)

Original railroad construction
drawings (ink on linen)

Determining ownership by matching 1870's railroad valuation maps, 1870's deeds, and 1870's county atlas listing property owners with current (1970's to present) deeds and Centre County GIS tax maps.



Gregg Township,
Pomeroy's 1874
Atlas

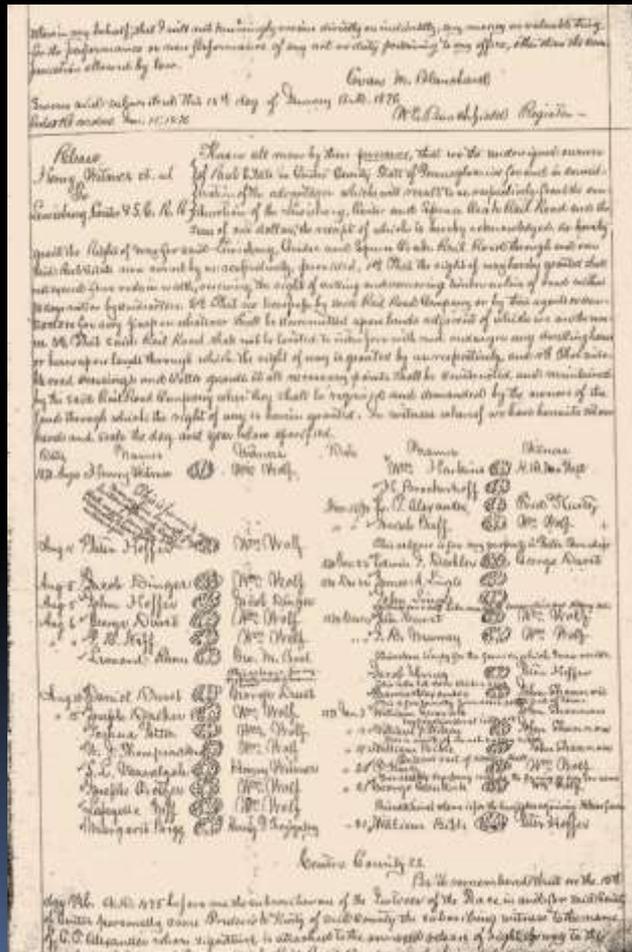


c. 1877 railroad valuation
maps on microfiche



1874 Release
of ROW

1876 Grant of ROW to L.C.&S.C.R.R. signed by Leonard Rhone, & 30 other property owners between Centre Hall & Oak Hall

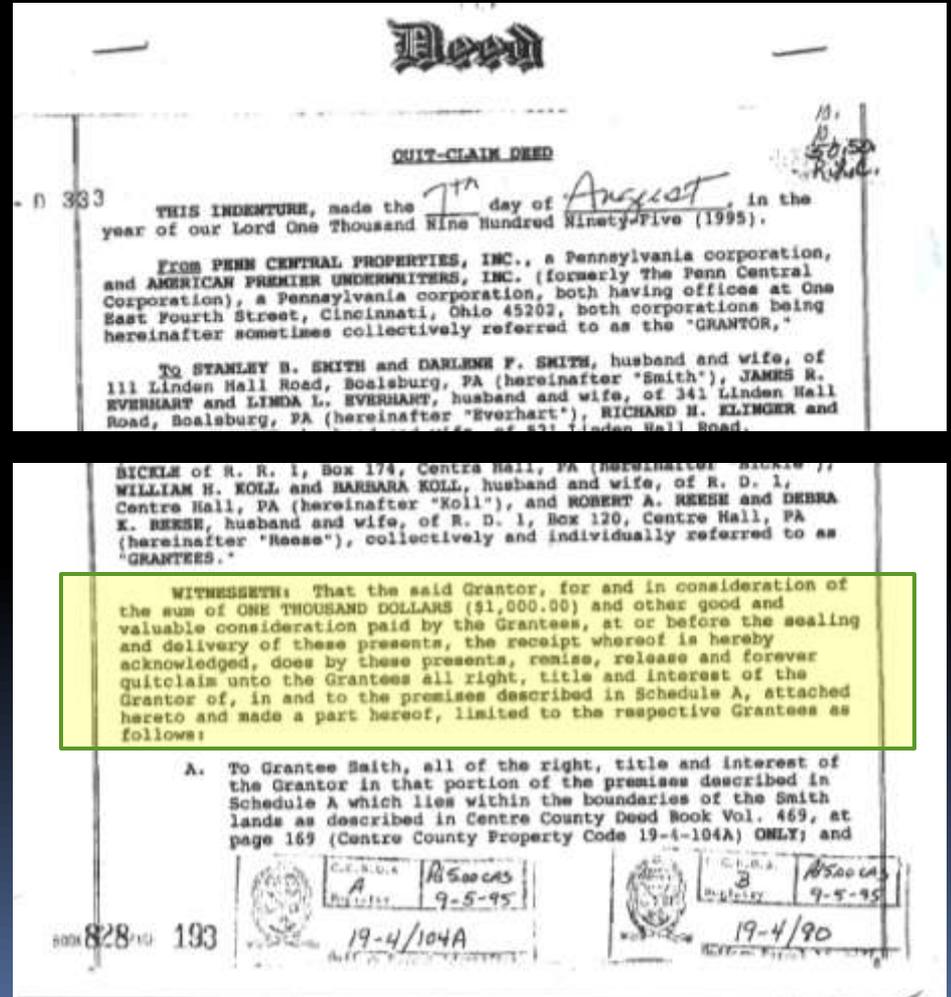
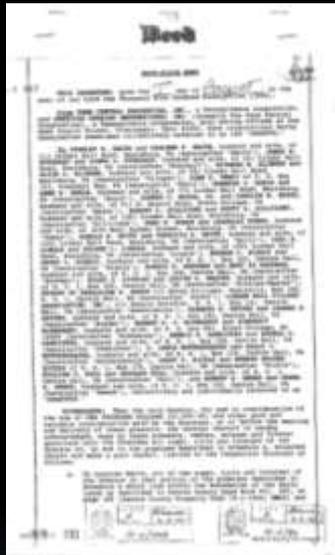


"Know all men by these presences that we the (31) undersigned owners of that Estate in Centre County State of Pennsylvania for and in consideration of the advantages which will result to us respectively from the construction of the Lewisburg, Centre, and Spruce Creek Railroad and the sum of one dollar, the receipt of which is hereby acknowledged, do hereby grant the Right of Way for said Lewisburg, Centre and Spruce Creek Railroad through and over said real estate now owned by us respectively,

provided...(paraphrased, hereafter)

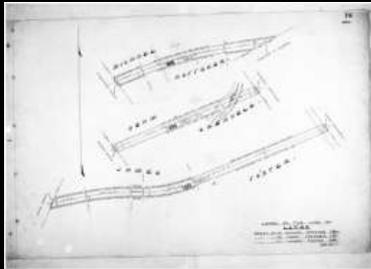
1. RR will build cattle crossings as needed
2. ROW not to exceed 66 feet wide (varies)
3. Right to harvest trees before work begins
4. RR will not trespass onto adjoining property
5. RR will not impact existing buildings

1976 Quit Claim by Penn Central signed by property owners between Oak Hall and Linden Hall



...the said Grantor (Penn Central Properties)...for \$1,000 ...does ...
remise, release and forever quitclaim
unto the Grantee (Stan Smith, et.al.)
...all right, title and interest ...in the
premises described in Schedule A...

Penn Central has signed Quit Claims for all L&T parcels east of Lemont



66 foot* Rights of Way (ROW) for trackage

Usually secured through Releases (*33 ft to center line, wider for steep slopes, sidings, etc.)



Release of ROW to RR

usually for \$1+advantages of RR circa 1870's-1880's



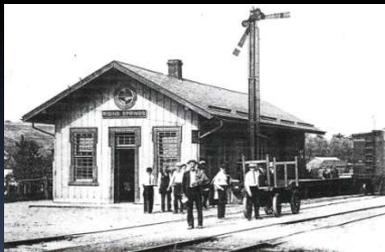
Quit Claims from RR

for \$x.xx after 1976**



Penn Central Properties appears to have released any and all rights it once had in the **L&T RR lands east of Lemont**

(in at least one case, Quit Claims were purchased by someone other than the adjoining landowner [1976 Nature Conservancy, on behalf of DER], and in at least 2 cases in Centre County-Wilt & Hassinger- that claim was challenged and subsequently released by the State)



Station Land for Depots

purchased fee simple (generally 100 foot wide from center line)



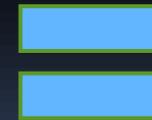
Fee Simple Sale to RR

circa 1870's thru 1880's



Quit Claims from RR

for \$x.xx after 1976



A photograph of three people standing in a field with trees in the background. A man on the left wears a grey beanie and a dark jacket. A man in the center has a white beard, glasses, and a red hat. A woman on the right has short grey hair and glasses, wearing a white jacket. They are all looking at a document held by the woman. The text is overlaid on the image in white, bold font.

**what we have learned (so far) from our
fieldwork & key person interviews
(identifying opportunities and challenges along the ROW)**

KEY PERSON INTERVIEWS:

1. JANE SCHUECHENZUBER, GREGG TWP PC
2. AMY GRIFFITH, DCNR FORESTRY
3. SUE SMITH, LEMONT VILLAGE ASSOC
4. MIKE TROYAN, POTTER TWP PC, TRI-MUNICIPAL PARK
5. GEORGE WILT, TIM HASSINGER ,PROPERTY OWNERS, INGLEBY
6. BOB POOLE, PROPERTY OWNER, CENTRE HALL
7. BILL GETTIG, PROPERTY OWNER, SPRING MILLS
8. SPRING MILLS FISH & GAME ASSOC., PROPERTY OWNERS, COBURN
9. DALE MUSSER, PROPERTY OWNER
10. JOEL & DON MYERS, PROPERTY OWNERS
11. ANDREW RICHARDS, BELEFONTE HIST RR SOCIETY
12. JOSH CUNNINGHAM, PROPERTY OWNER, SPRING MILLS
13. STAN SMITH, PROPERTY OWNER, OAK HALL
14. CHRIS EXARCHOS, PROPERTY OWNER, COUNTY COMMISSIONER
15. HANOVER CANNERY
16. OAK HALL QUARRY
17. GRANGE FAIR
18. LIONS CLUB
19. CAROUSEL FARM, PROPERTY OWNER, EQUESTRIANS
20. WOMEN'S CLUB
21. HENRY BEILER, PROPERTY OWNER
22. PENNS VALLEY JOINT PLANNING COMMISSION
23. EQUESTRIANS, CYCLISTS, HIKERS, RUNNERS, HUNTERS, ANGLERS GROUP
24. CHILDREN, TEACHERS, HOMESCHOOLERS

Lemont to Oak Hall Station

NUMBER OF PROPERTIES

10 (9 **UNIQUE**)

KEY PERSONS INTERVIEWED

Sue Smith, Lemont Village Association &

Michael Beck, Café Lemont

Chris Exarchos, Property Owner,

Centre Co. Commissioner (phone interview)

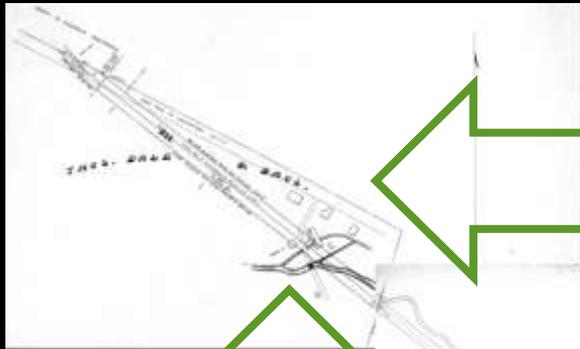
OPPORTUNITIES

- Lemont Village Association & Granary Trailhead opportunity
- Café Lemont & other trail related businesses
- Connection to Orchard Park

CHALLENGES

- Prior investments in L&T ROW
- Crossing visibility at Boalsburg Road
- Removal of railbed at driveway
- Quarry constraints

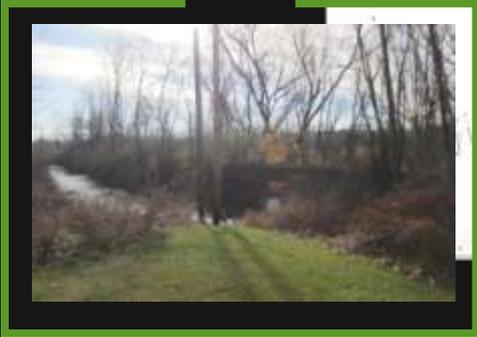




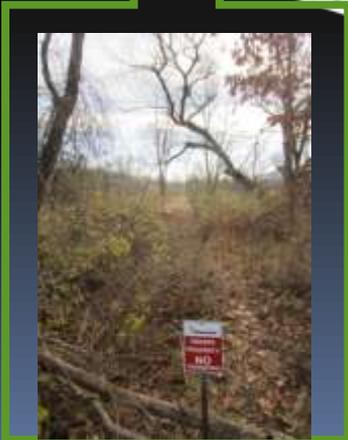
Mrs. Parks historic home and barn on Old Boals burg Road, former Dale property

OAK HALL QUARRY LAND

Tresslers Log House at Oak Hall

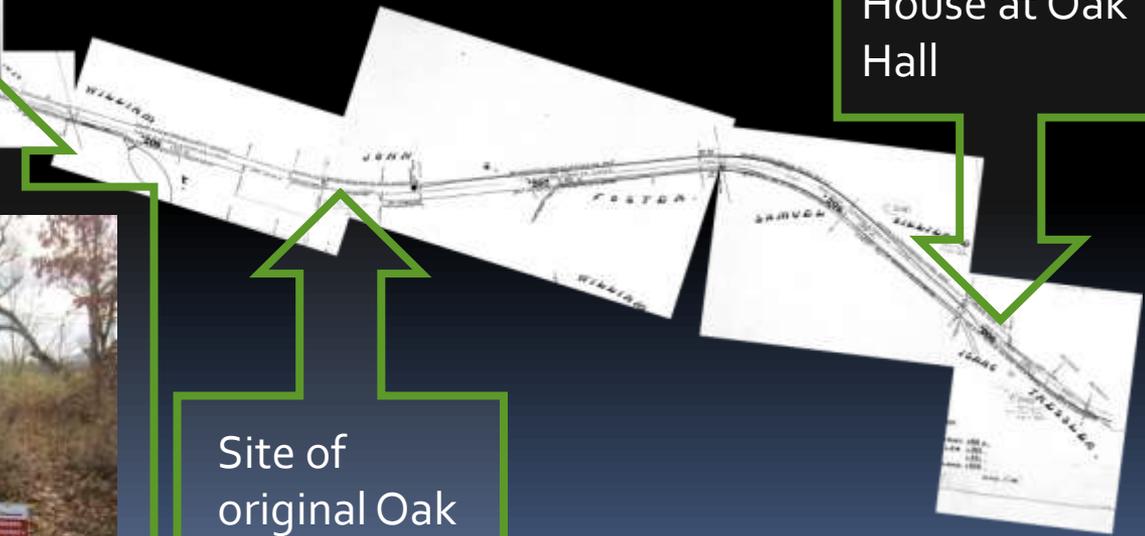


L&T bridge crossing Spring Creek, no decking



Oak Hall Quarry no trespassing sign

Site of original Oak Hall Station



Oak Hall to Linden Hall Station

NUMBER OF PROPERTIES

15 (15 **UNIQUE**)

KEY PERSONS INTERVIEWED:

3 **Nice Guys** from the Linden Hall Village Association

OPPORTUNITIES:

- Connection between new Oak Hall Regional Park and Linden Hall Park

CHALLENGES:

- Linden Hall Park is privately owned by the Linden Hall Village Association
- ROW is built over in places, converted to farm lanes in others
- Linden Hall Road is narrow and winding, limiting Share the Road option



Linden Hall to Gregg Station

NUMBER OF PROPERTIES

10 (9 UNIQUE)

KEY PERSONS INTERVIEWED:

**Dr. Richard Morgan, property owner,
and James Leshar, President
Rhoneymeade Inc, Potter Township**

OPPORTUNITIES

- 800 feet of manicured trail ready to go
- Rhoneymeade Arboretum
- Rhoneymeade connection to Leonard Rhone, founder, Grange Fair
- Buffalo Farm
- Highland Cattle on Bergenblick Farm
- Linden Hall Park along existing ROW

CHALLENGES

- Linden Hall Park is privately owned
- Washouts





RHONE HOUSE
BUILT 1853
HAS BEEN PLACED ON THE
NATIONAL REGISTER
OF HISTORIC PLACES
BY THE UNITED STATES
DEPARTMENT OF THE INTERIOR

Gregg Station to Centre Hall Station

NUMBER OF PROPERTIES

10 (8 **UNIQUE**)

KEY PERSONS INTERVIEWED:

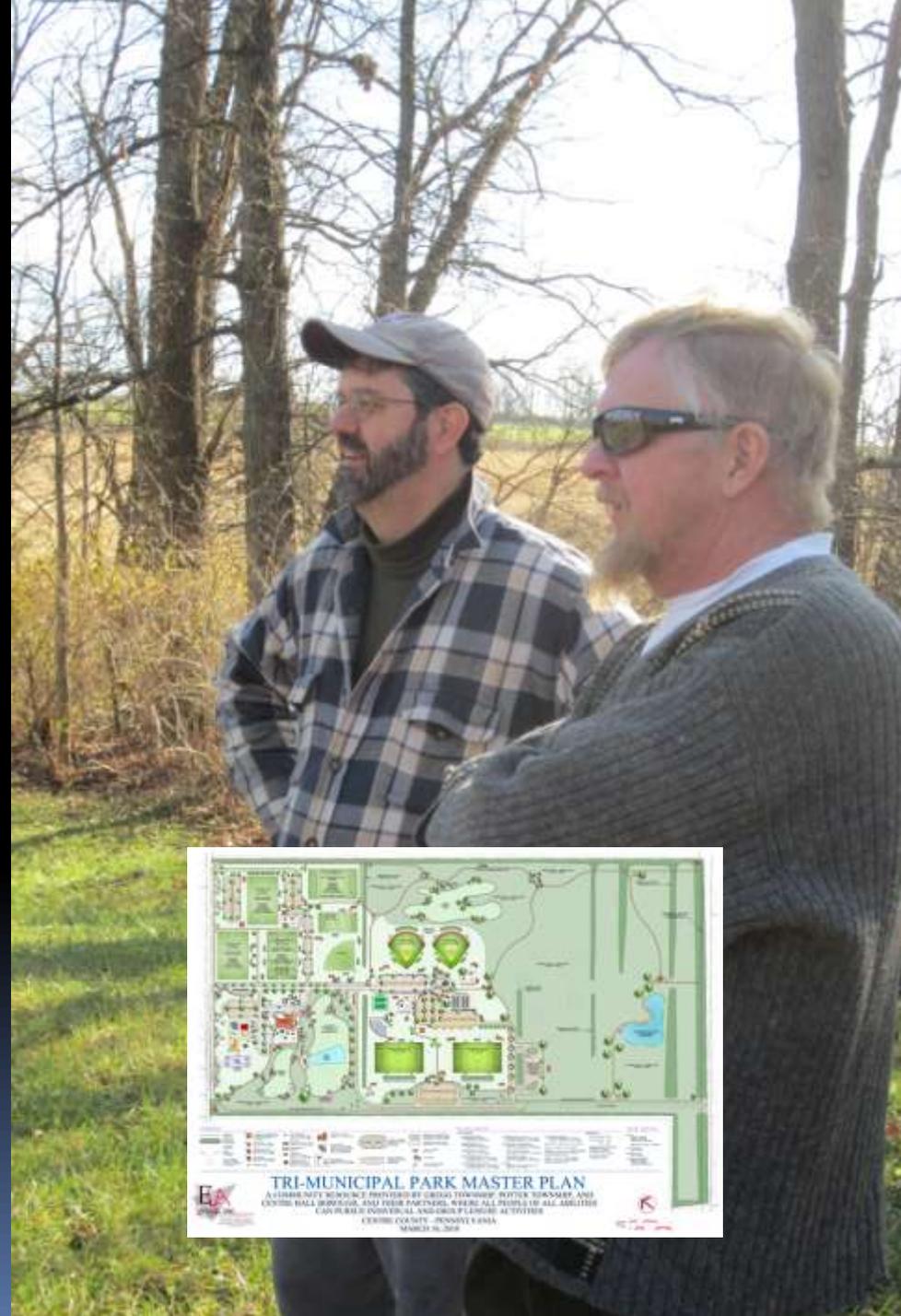
Michael Troyan, Penns Valley Tri-Municipal Park, Potter Township Planning Commission

OPPORTUNITIES

- Ribbon of Green connecting Oak Hall Regional Park ,Tri-Municipal Park and Centre Hall Library, Schools & Parks
- Safe Routes to School opportunities
- Equestrian Farm connections
- S&A Homes connection
- Grange Fair & Leonard Rhone Homestead connection

CHALLENGES

- Gas Pumping Plant on ROW
- Grange Fair Grounds restrictions



Centre Hall to Rising Springs Segment

NUMBER OF PROPERTIES

30 (22 UNIQUE)

KEY PERSONS INTERVIEWED:

Jane Scheuchenzuber, Gregg Twp PC

OPPORTUNITIES

- Potential for Trailhead at Gateway to Penns Valley
- Large parcels create opportunities for “1st mile”
- Equestrian Shop at Old Fort

CHALLENGES

- Sewer plant road built over ROW
- Sections of the railbed have been plowed over
- Farmland Preservation conservation easement restrictions
- PNDI issues
- Missing overpass on Sinking Creek Rd



Rising Springs (Spring Mills) to Coburn Station

NUMBER OF PROPERTIES

24 (24 **UNIQUE**)

KEY PERSONS INTERVIEWED:

Jane Scheuchenzuber, Gregg Township
Planning Commission

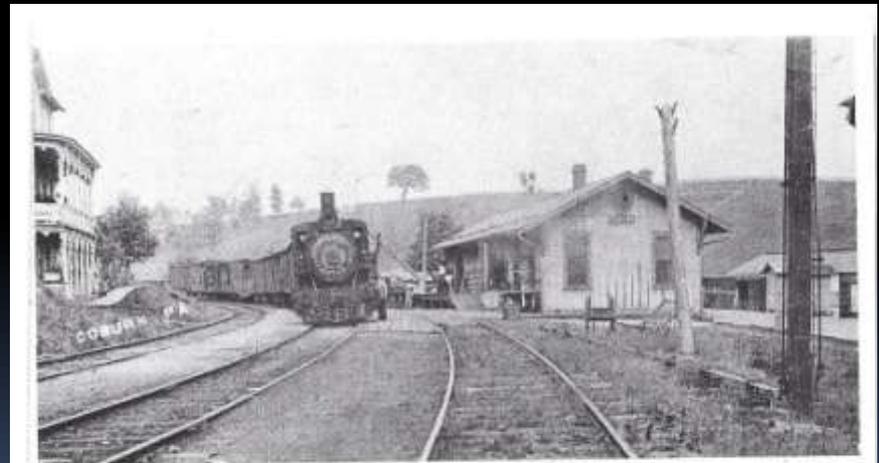
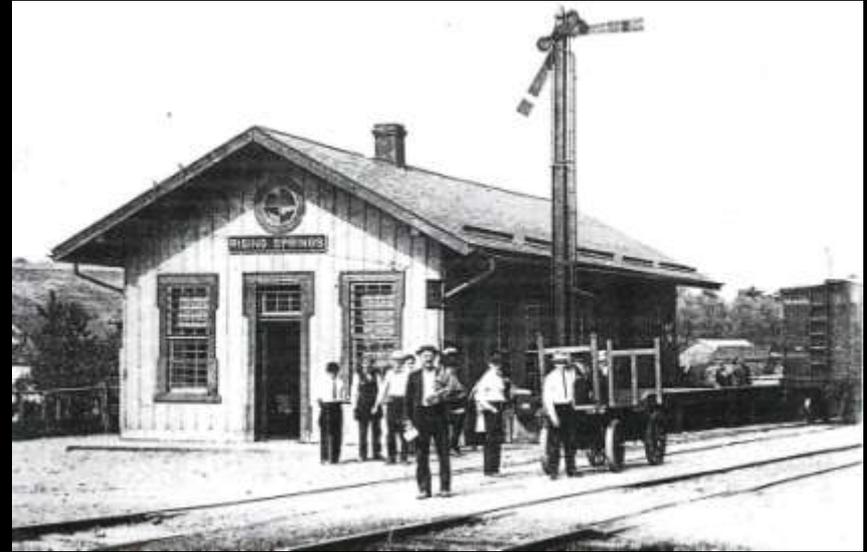
Henry Beiler, Property Owner,
Greenbriar Gap Road

OPPORTUNITIES

- A lot of local groundwork has already been laid here by Jane
- Muddy Paws Nature Center

CONSTRAINTS

- Bridges removed
- Sewer plant built over rail ROW
- Many property owners with various opinions about rail trails



L&T engine at Coburn Station, note
denuded hillside

Coburn to Ingleby Segment

NUMBER OF PROPERTIES

(4 UNIQUE)

KEY PERSONS INTERVIEWED:

George Wilt, Property Owner,
The Lodge (formerly, the Barker
Resort), Ingleby

OPPORTUNITIES

- George's family owns 258 acres, and almost a miles of the L&T right of way through Ingleby.
- The Barker Resort was a well known destination for travelers, and continues to be a haven for hunters, anglers and other outdoor enthusiasts.

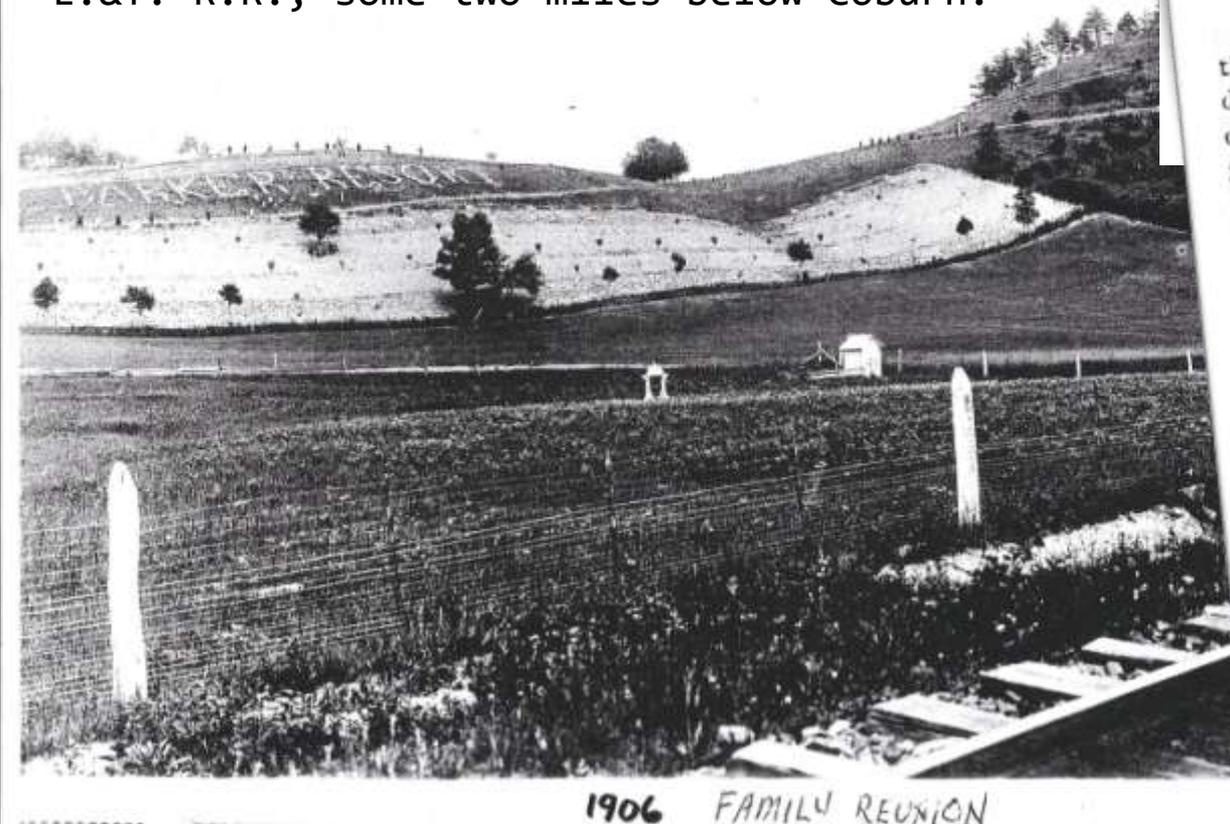
CONSTRAINTS

- Overgrowth has created drainage problems along sections of the right of way.
- Access is limited by adjoining landowners



BARKER'S RESORT

"A Romantic Beauty Spot" ... "at Ingleby, on the L.&T. R.R., some two miles below Coburn."



1906 FAMILY REUNION

The view from the L&T RR just below Barker's Lodge, 1906

CENTRE DEMOCRAT, BELLEFONTE, PA., SEPTEMBER 7, 1906.

A ROMANTIC BEAUTY SPOT.

A lover of the romantic and beautiful in nature can find a feast for the eye in one of our mountain districts that will vie with any thing that has been written to be found in the mountains of Switzerland. Centre county has many of such but the most enchanting one is at Ingleby, on the L. & T. R. R. some two miles below Coburn. It is Barker's Reservation, on the bend on the east side of historic Penns Creek. As you pass that point on the train, there is a sharp curve to the right.

But now we will dwell no longer upon this line and relate what Nature has done. The beauty of that spot strikes one, traveling over the railroad with a full view of the dwelling. Penns creek a few rods from the track, furnishes a silver band along the entire edge of the creek for over half a mile. From the hilltop, on which the water power spoken of is found, is to be seen one of the grandest pictures of mountain scenery that will vie with the most charming in Switzerland we dare say. Out beyond the flat along the railroad, the eye falls upon the most enchanting scenery of beautiful mountain sides, streaked with gaps and gullies that take away monotony. Turn the eye to whatever direction you will and you take in a change of scenery that one does not tire to behold. Viewed from this elevated point just before sunset, the eye catches the coming of the evening shades chasing the sunshine over the steep and gullied and gaps as does the hound the fleet-footed deer.

On the top of the hill there is an air



1916 - 99 - 100

POST CARD

A B O
A PLACE A
S STAMP S
O HERE O
V A B O V

CORRESPONDENCE

ADDRESS

Ingleby

1919



1920 TOM + RUTH'S WEDDING

Ingleby to Poe Paddy Tunnel

KEY PERSONS INTERVIEWED:

Amy Griffith, District Forester, Bald Eagle State Forest

John Portzline, Asst District Forester

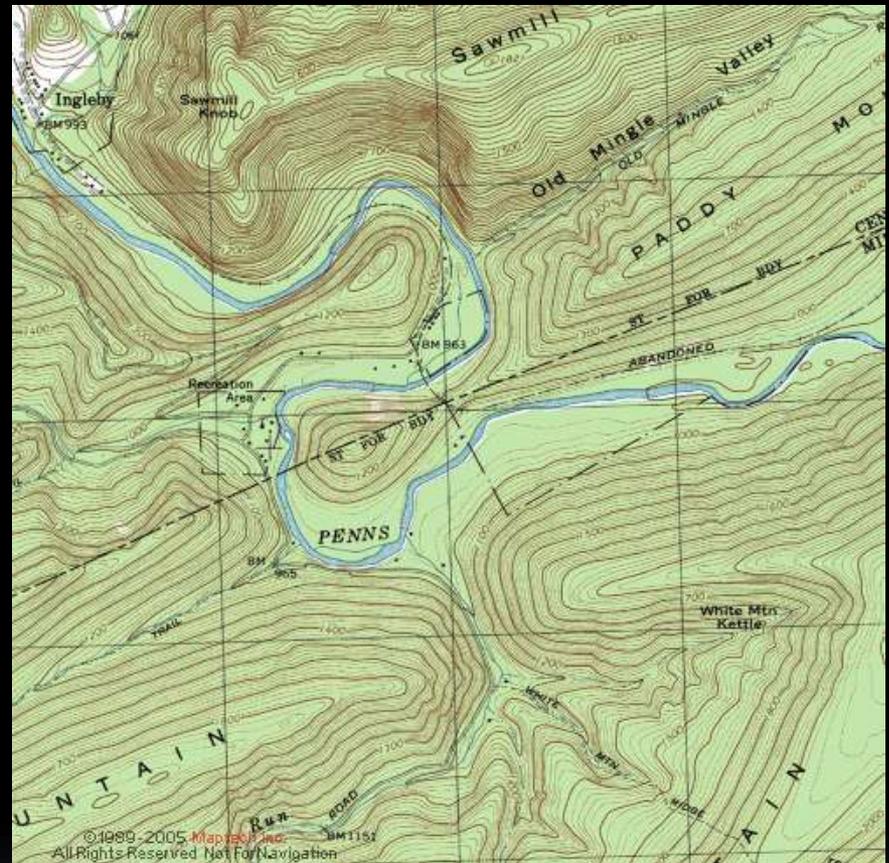
Matt Beaver, Division Chief

OPPORTUNITIES:

- DCNR owns most of this right of way
- Railbed is intact, with little drainage issues
- Scenic value is high

CHALLENGES:

- DCNR lot at Ingleby restricted to 6 cars
- No direct access from DCNR lot to trail without crossing private lands
- Railroad bridge is out east of Ingleby
- Proposed Penns Creek Wild Area could restrict access



"Natural Areas are managed by nature, and human intervention is limited ... Wild Areas are generally extensive tracts managed to protect the undeveloped character of the area and allow for public recreation."

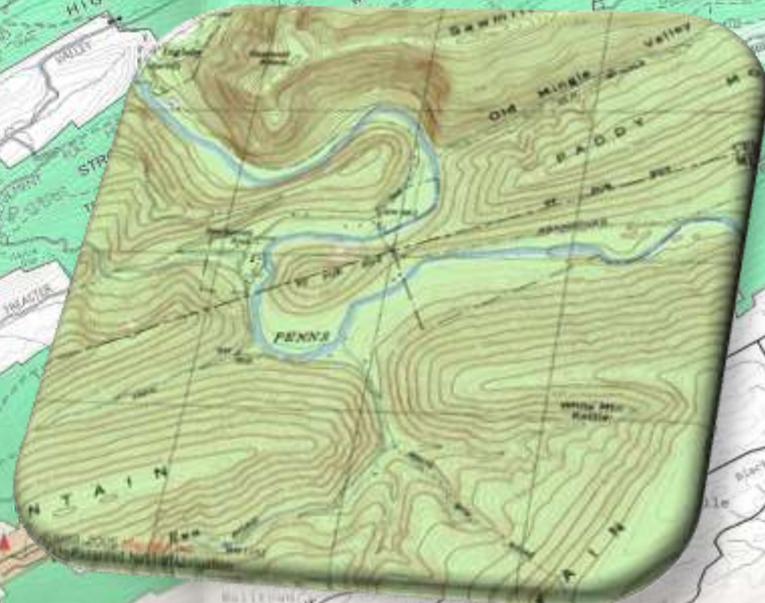
Ingleby to Poe Paddy BESP suggested alternate route

KEY PERSONS INTERVIEWED:

Amy Griffith, District Forester, Bald Eagle State Forest

John Portzline, Asst District Forester

Matt Beaver, Division Chief



Poe Paddy Tunnel to Cherry Run

KEY PERSON INTERVIEWED:

**Amy Griffith, District Forester, Bald
Eagle State Forest, Mifflin County**

John Portzline, Asst District Forester

Matt Beaver, Division Chief

OPPORTUNITIES:

- 3.8 mile trail managed by Fish & Boat
- Railbed is intact, no drainage issues
- Part of Mid State Trail
- Scenic value is very high, between scree slopes and Penns Creek much of the way

CHALLENGES:

- Parking is limited and not well marked
- Extremely remote region limits access



Cherry Run to Lewisburg Segment

KEY PERSONS INTERVIEWED:

**Shawn McLaughlin, Planning Director,
Union County;
Manager, Buffalo Valley Rail Trail**

OPPORTUNITIES

- Swengle/Creek Road might provide a “Share the Road” alternate between Mifflinburg & Cherry Run

CONSTRAINTS

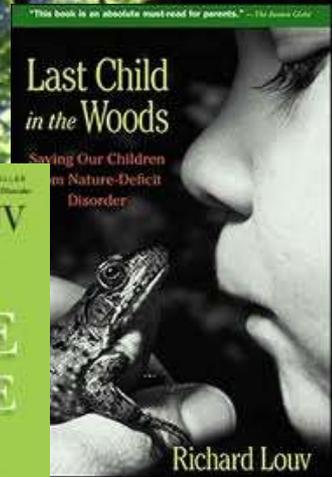
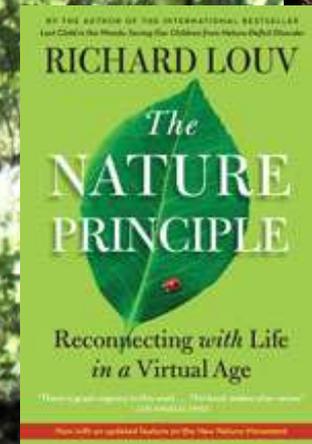
- Much of the ROW between Mifflinburg & Cherry Run has been put to other uses



DCNR Greenway & Trails VISION

A system of greenways & trails as recognizable as the state highway system, connecting every community in Pennsylvania to each other, and to all the natural, cultural and historic resources around them.

National, State, regional and local perspectives on rail trails

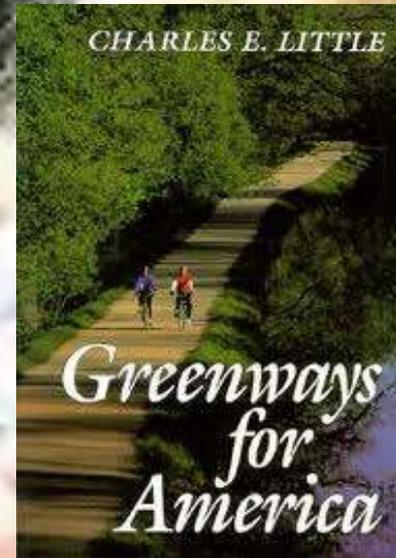


GREENWAYS & TRAILS MOVEMENT

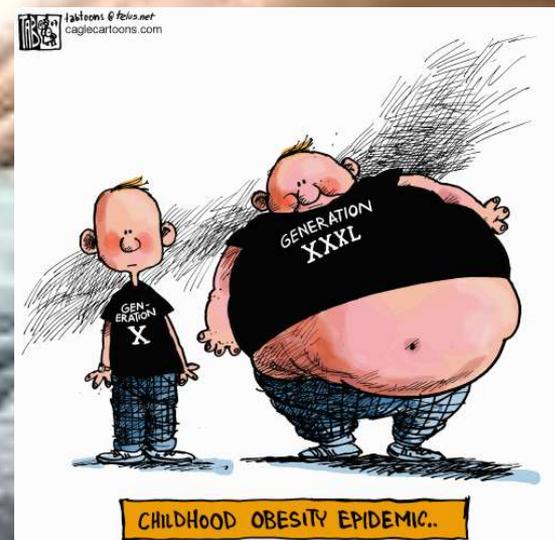
Origins of the movement.

"At some time in our history when a lack of comity, indeed of ordinary civility, seems to have us in its grip, an astonishing counter-trend is taking hold – a beautiful; exception that ought to give everyone hope. I refer to the greenway movement, the effort made by a large number of wonderfully decent civic-minded Americans to link people with one another and with nature via corridors of green that run into, around, and through the places we live and work: poor places and rich ones, in cities, suburbs and the countryside.

Charles Little, *Greenways for America*, 1990

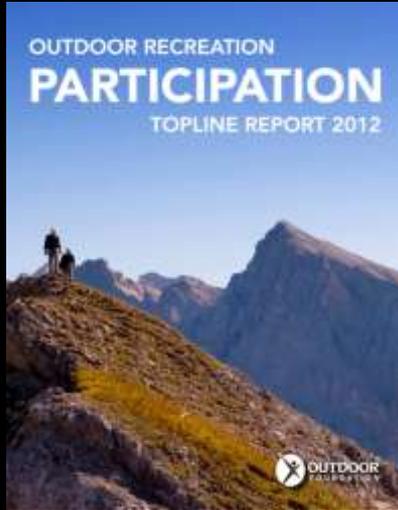


1990



2013

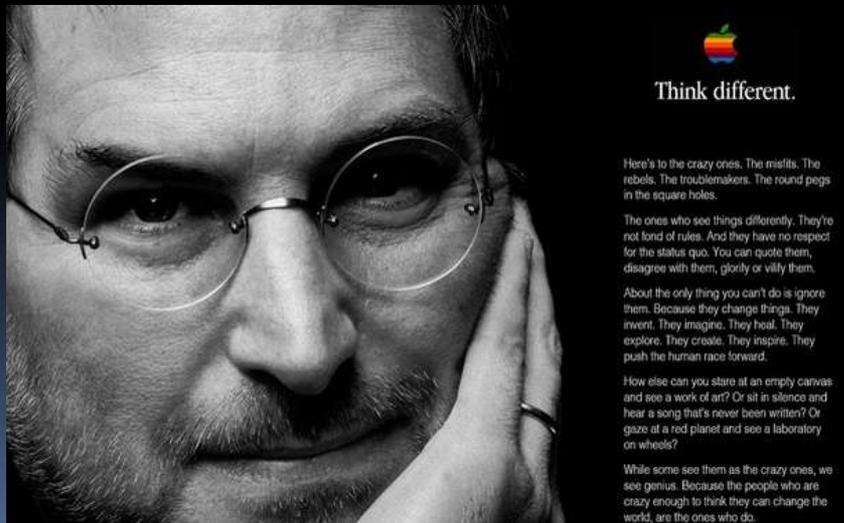
Trail usage-national perspective



An increasingly mobile population views access to trails and outdoor recreation as an important quality of life factor when choosing where to live and do business

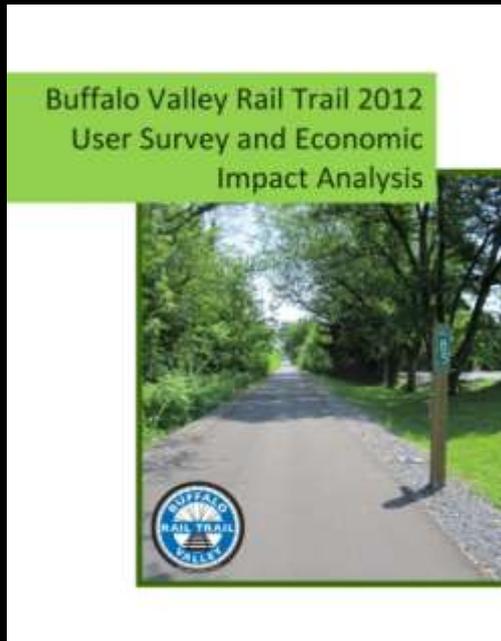


Einstein claimed he could think more clearly after his daily walk through Princeton's woods



Apple founder Steve Jobs often took people on long walks through his neighborhood when he wanted to discuss something important

Trail usage-regional perspective



Buffalo Valley Rail Trail

- 9.2 miles of former L&T
- Single owner purchase
- 10 years to develop
- opened 2011
- \$200,000 to purchase 10 miles of ROW (72 acres)
- built to PADOT specs
- \$3.2M (\$350,000/mile) cost to construct
- Popular among Mennonites, who use bicycles for travel

1st Year Impacts:

- 100,000 users
- \$500,000 added to local economy



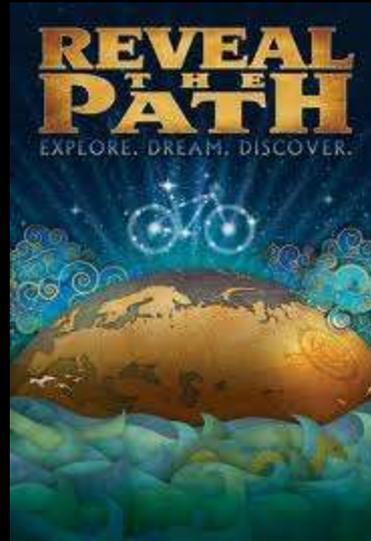
Mennonite girls on the Saddle Rock trail

Other Local Trails we can learn from:

- Lower Trail
- Pine Creek Trail
- Snow Shoe Trail
- Bellefonte Central
- Penn State
- Arboretum Trail

Trail usage-local perspectives

Rail or derail? Property owners wage fight, say trail project will threaten quiet neighborhoods
Published: July 29, 2012



State College/Centre Region receive coveted *League of American Bicyclists* "Bike Friendly Community" designation

November 10, 2013
Reveal the Path
PVCA fundraiser
25 & 62 mile rides
through Penns &
Brush Valleys



Equestrians on the trail near Ingleby



A woman wearing a dark jacket and a patterned beanie stands on the left, pointing her right arm towards the horizon. She is looking at a group of five children standing in a line, facing away from the camera. The children are wearing colorful jackets: a pink one, an orange one, a red one, and a green one. They are standing on a grassy hillside overlooking a vast, flat landscape under a blue sky with scattered white clouds. The text "Beginning thoughts about a Vision for this project" is overlaid in the center of the image in a large, white, sans-serif font.

Beginning thoughts about a Vision for this project

Pointing out the L&T railbed to homeschoolers from Penns View above Coburn



1937
Penn Line
Aerials

Hamlets, Villages and Boroughs centers of commerce and culture often located near streams characterized by compact development with clearly defined edges and predominantly locally owned and operated businesses

Farmland working landscapes mostly on the valley floor characterized by a distinct patchwork pattern of fields, pastures, meadows and woodlots oftentimes delineated by hedgerows



Forests working forests and wild and natural areas characterized by their remoteness, spectacular vistas, and steep lands



DCNR
2010
aerials

**Design-
glimpsing
into the
future**

**What are the character
defining features of the
landscape we want to
protect or preserve?**



1937
Penn Line
Aerials

Making connections that strengthen our community

Hamlets, Villages and Boroughs

Schools, houses of worship, parks, libraries, restaurants & cafes

Farmland

farm markets, educational field trips that teach children about the places their food come from, and how it is produced



Forests

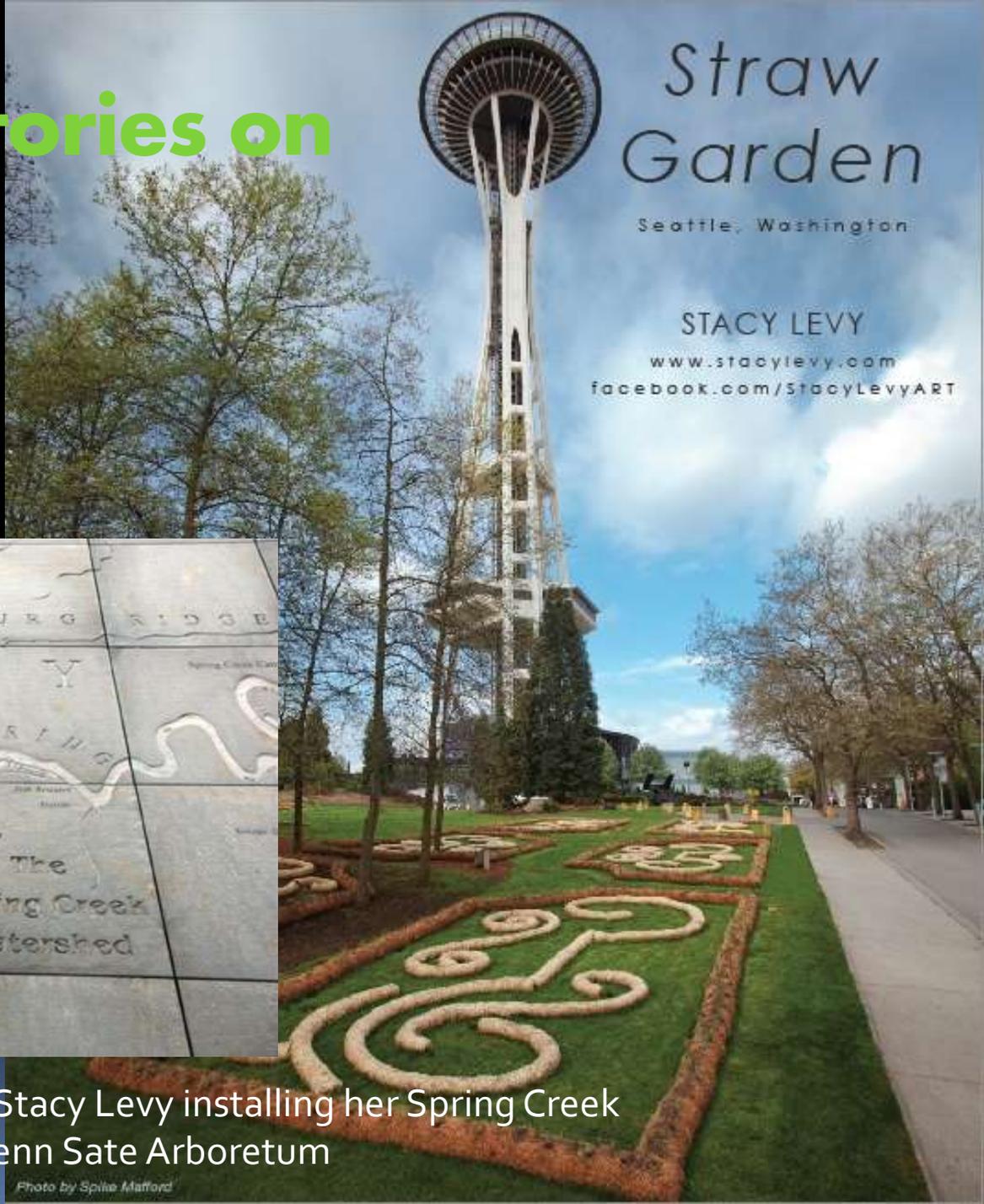
Game lands, streams, trails, (hunting, fishing, hiking, photography, wildlife watching, kayaking)



What places could we connect with trails that might get more children, adults and seniors outdoors again?

telling our stories on the trail

How can we let other people know about the things we value in ways that are provocative, informative, and memorable.



Straw Garden

Seattle, Washington

STACY LEVY

www.stacylevy.com

facebook.com/StacyLevyART

Renowned Spring Mills artist Stacy Levy installing her Spring Creek Watershed sculpture at the Penn State Arboretum

key points we want to convey at the public meeting:

1. We are only at the beginning of a process, not the end,
2. Like railroads, rail trail's don't need to be built all at once, and usually aren't
3. It took 40 years to build the L&T Railroad between Lewisburg & Lemont
4. It took 10 years to build the 9.2 mile rail trail between Lewisburg and Mifflinburg
5. These kinds of projects move as fast or as slow as people need to sort them out.
6. All of them were initiated and driven by local citizens
7. This project was also initiated by local citizens
8. Gregg Township's primary objective is to provide a forum and an open process for local citizen's to discuss the pros and cons of this opportunity
9. Although the existing L&T railbed might appear to be the best route because it is the most level, dry and direct, it is also mostly on private land now, so we won't have a clearly defined route until we know who wants in and who doesn't
10. Eminent domain is **not** on the table, so this project should not be viewed as a threat to anyone who isn't interested in having a trail on land they own
11. We want everyone who wants to speak tonight, or to share their comments with us later, to have an opportunity to do so, we are here to listen to everyone
12. (list County website BLOG; confirm with Mike Bloom).

Q&A

1. Discussion of the key points we want to make at the 1st Public Meeting
2. Discussion of vision statement
3. General comments and suggestions
4. Next Steps after the Public Meeting
 - a. Finish key person interviews
 - b. Blog Site
 - c. Organize community design process