



## Banker/businessman joins NCRT board

Henry C. McKoy Jr., a Durham banker and business consultant, joined the board of North Carolina Rail-Trails in April. Henry is a successful and well-respected business and banking leader with more than 15 years of retail and commercial banking experience, community financial development and charitable and community service at the local, regional and national levels.

He spent more than a decade as an executive with Central Carolina (Durham) and National Commerce (Memphis) banks. At Central Carolina he received progressively more responsibility while growing and leading several multi-billion dollar divisions for the bank as it grew from a small statewide bank to one with a regional and national footprint. His stint included executive level management in operations, finance and information technology (programming and design of sustainable business intelligence systems).

Henry left National Commerce in Memphis in 2004 and in 2006 founded Fourth-Sector Financial Corporation, Inc., in Durham, which works on a national



Henry C. McKoy Jr.

level with small, medium and large businesses and organizations that have a focus on sustainability in preparing for and identifying capital sources, as well as on operational growth strategy.

Henry is on numerous community and charitable boards with a particular engagement on those involved in sustainable wealth creation, entrepreneurship, STEM education and financial literacy for low-to-moderate income communities and populations. On May 2 Henry was featured in the regional media. He replaces Steve Smutko on the NCRT board.

## Briefs

Get Guilford Moving Area Transportation Summit was held at Guilford College in Greensboro in early March and attracted local government, health care and civic groups as well as television and newspaper coverage. The message from walking advocate Mark Fenton: get moving and walk. "Obesity is the tip of a chronic disease iceberg," he said.

The **Ramseur Branch Atlantic and Yadkin Railroad** (Norfolk Southern) was constructed in 1887 not in 1883 as was reported in the story on the opening of the Deep River Rail Trail in the fall 2009 issue of *Little Toot*.

North Carolina Rail-Trails will participate in the June 5 ribbon cutting to open the Chatham County section of the **American Tobacco Trail**. The 10 a.m. to noon event at the Pittard Sears Road access will feature remarks by dignitaries. The public is invited to attend and walk or ride their bikes to get there.

Grove Winery sponsored the **Gears and Cheers** bike ride May 22 through the rolling countryside of Guilford, Rockingham and

*Briefs (Continued on page 3)*

## Family pedals 90 miles on C&O Trail

By Randy Bass

My family and I generally take our traditional summer vacations on the coast in mid-July. There is nothing wrong with sitting by the pool, wading in the ocean and enjoying a walk on the boardwalk. However, it is what goes along with you on such a vacation: television, cell phones, crowds... This makes it just like being at home except for the Atlantic Ocean in your front yard.

In July of 2009, my wife, Pat, and I along with four of our children bicycled 90 miles on the Chesapeake & Ohio Canal Trail from Cumberland to Williamsport, Md. The 184.5-mile C&O Canal Trail is located along the north bank of the Potomac River, starting in Washington, D.C. and ending in Cumberland. The canal was built between 1828 and 1850, and operated sporadically until 1924. In 1954, U.S. Supreme Court Justice



Photo by Pat Bass

Randy Bass family pauses during 4-day, 90-mile ride on Chesapeake & Ohio Canal Path.

North Carolina Rail-Trails  
<http://www.ncrailtrails.org>



Walk your favorite trail  
June 5



“Bridging Rails to Trail: Stories of the American Tobacco Trail” premiered at the Durham Arts Council in late March. The interactive video is a comprehensive look at the past and present of the 22-mile rail-tail that follows the abandoned railroad corridor from downtown Durham to New Hill in Wake County.

Media producer and Durham resident Carol Thomson needed six years to complete the project which was her student project at the Duke Center for Documentary Studies. “I wanted it to be a mixture of the historic and contemporary,” said Carol of FireStream Media. As a cyclist her interest was originally piqued by the ATT’s yet-to-be constructed bridge over I-40. The bridge is now slated for completion next year. The interactive video features seven “stops” along the old railway including the New Hope Valley Railway and the neighborhood controversy over the Apex Street Bridge.

The interactive video is on CD-ROM and on the Web site:

**www.bridgingrailstotrails.com** The educational component is geared to the fourth through eighth grades. Donations towards the production and distribution costs of “Bridging Rails to Trails” may be made to the fiscal sponsor: The Southern Documentary Fund, 762 Ninth St. #574, Durham, N.C. 27705. On the memo section of your check please add “Bridging Rails to Trails.”

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## 4 days on wheels

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William O. Douglas organized an eight-day hike up the canal’s towpath in an effort to save it from being converted to a parkway. His efforts succeeded and in 1971 the canal became a National Historic Park.

For those who do not bicycle regularly (including my wife and children), 90 miles may seem like a long way. However, when you have four days to ride, it is a piece of cake. We arrived in Cumberland, had lunch, unloaded the bicycles and supplies and were on the trail by 2:30 p.m. We were completely (over) self-supported having packed everything but the kitchen sink. Each bike had a luggage rack, everyone carried a backpack and we had two bike trailers to tow. There was plenty of food, water, clothing and shelter, if needed. And lots of enthusiasm!

We rode through changing landscape, including a walk through one of the world’s longest canal tunnels. The three-quarter mile Paw Paw Tunnel construction began in 1836, took 14 years to complete and was one of the greatest engineering feats of its day. At times we passed thru open fields with bales of hay. At other times we rode along with the Potomac River to our right and the algae-covered C&O Canal with its abundant wildlife to our left. We witnessed a Great Blue Heron catching fish and turtles sunning on logs. Numerous deer were seen grazing short distances from the trail. Beaver dams were abundant. Old farm houses with apple orchards dominated the landscape prior to arriving in Williamsport.

We camped two nights next to the Potomac River at semi-primitive sites with sandy beaches, hand pumps for well water and a portable toilet. The second night of camping was very secluded and was heavily wooded. We set up our tents and took a swim in the gently flowing Potomac River. The water, nearly waist deep, was as clear as tap water with an occasional fish swimming around us. Excluding the sounds of wildlife, the only other sound we heard was a train whistle in the distance.

Two of our overnight stays were in cabins within campgrounds. Both campgrounds were beautifully landscaped and very well kept. The cabin at Happy Hills Campground, located at mile marker 129, was one room with cots for six, air conditioning and running water from a pump outside. The campground had a

large pool, laundry room, camp store, showers and restrooms. We took advantage of everything they offered. The day we were there was the hottest day of the trip. We showered, took a dip in the pool, washed our clothes and slept like logs.

The KOA Campground that is located near mile marker 99 in Williamsport was a real treat! We had ridden 38 miles, 20 of which were in the pouring rain. Originally we had planned to camp in Williamsport; however, we decided to upgrade to a cabin. Dinner at the camp diner was wonderful. We particularly enjoyed the “I Love Lucy” theme of the camp restaurant. Multiple activities were available,



Photo by Randy Bass

### A lock along C&O Canal Trail

which included canoeing on the Conococheague Creek.

We learned that bicycling is for everyone and met some fellow cyclers on the way. One gentleman in his 70’s started his trip in Washington, D.C., and was headed to Pittsburg, Pa. He was averaging about 70 miles a day. Another bicycling group consisted of a grandfather in his mid 60’s with his 12-year-old granddaughter. “Granddaddy” had taken the same trip years ago and wanted his granddaughter to have the same adventure.

We all experienced a trip that will be long remembered. From the creative skits we performed around the campfire to the beautiful scenery to the time we spent without the everyday interruptions of our busy lives, this trip will be everlasting in my family’s hearts.



### Resource Contacts

NC State Trails Program	Darrell McBane	919-715-8699
NC DOT Rail Planner	Pam Davis	919-733-7245 x-274
NC DOT Bike-Ped. Div.	Tom Norman	919-715-2342
NPS Field Office, RTCA	Deirdre Hewitt	828-271-4779 x-272
Rails-to-Trails Conservancy	Kelly Pack	202-974-5148

## Briefs

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Caswell counties. Historic Chinqua Penn Plantation was featured on the route which was of varying lengths. The ride included ride support, lunch, complimentary wine and the live music of One String Over. Check the Web site: [www.gearsandcheers.org](http://www.gearsandcheers.org)

Web master Curt Devereux reports that usage of the **NCRT Web site** ([www.ncrailtrails.org](http://www.ncrailtrails.org)) is growing and there is more content. The FAQ is now up to 12. The site is in the process of developing content of interest to the rail-trail community. *Little Toot* readers with content suggestions should send them to: [webmaster@ncrailtrails.org](mailto:webmaster@ncrailtrails.org)



Photo by AL Capehart

NCRT's CR Townsend (left) and Toby Thorpe, director of Albemarle Parks and Recreation, look over the Yadkin RR rail bed being prepared for rail-trail.

## Future of rail-trails

*NCRT President AL Capehart considers the future of rail-trails in North Carolina.*

**Q:** I have the distinct impression that because property owners abutting rail lines in North Carolina get automatic ownership of the right of way that rail lines vacate, there is no, nor will there ever be, a future for the rails-to-trails movement in this state. Does anyone have a definitive reason to think otherwise? (For the answer see FAQ #12, [www.ncrailtrails.org/web/FAQS](http://www.ncrailtrails.org/web/FAQS))

## Brevard updates

There was a groundbreaking ceremony Feb. 25 to begin construction of the Gallimore Road project. The project is a wide, multi-use trail connecting the high school, a boys and girls club and an elementary school. North Carolina Rail-Trails played a part in obtaining the NCDOT Safe Routes to School grant which provides much of the funding for the project. The bidding came in much lower than expected. It appears that the present economic slowdown is a good time to get construction projects done cheaply.

A bridge and substantial length of boardwalk and viaducting are being completed in the extension of the Brevard Bike Path into the Pisgah National Forest. Most of that extension will be on the rail bed of the lumber rail corridor built by the long-ago dismantled Carr Lumber Company. The extended trail will connect to the Art Loeb Trail which in turn becomes part of the N.C. Mountains-to-Sea Trail.

The Brevard area has received worldwide recognition as one of the top mountain biking areas in North America. The Pisgah Stage, a mountain bike race sponsored in Brevard, attracts cyclists and teams of cyclists from all over the country and some from Europe and South Africa.

The extension of the Brevard Bike Path into the Pisgah National Forest is expected to be completed in time for the Pisgah Stage bike race, which starts Sept. 18. The bike path would provide pleasant access to the staging areas of the Pisgah Stage race. The Friends of The Ecusta Trail are seeking to have the unused 18-plus-mile rail corridor between Hendersonville and Brevard converted to a rail-trail.

It is hoped that the Ecusta Trail rail-trail efforts will make the Brevard area a favored destination for road biking as well.

## New A&Y logo

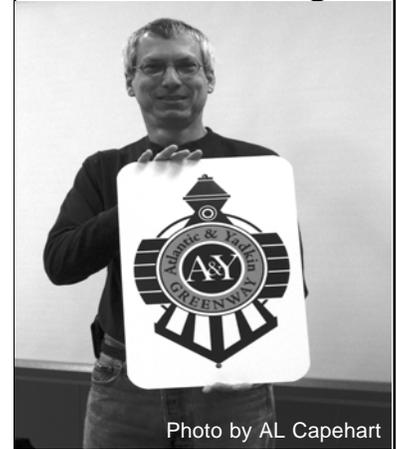


Photo by AL Capehart

Craig McKinney, a transportation planner for Greensboro, shows the new Atlantic and Yadkin Greenway logo.

The Atlantic and Yadkin Greenway has subsumed the Battleground Trail and plans are to extend from downtown Greensboro north to Stokesdale to be part of the Mountains-to-Sea Trail. That means rail-trail folks are working opposite ends of the old Atlantic and Yadkin railline in Guilford and Pender counties.

In Greenboro the old railline is called the Atlantic and Yadkin Greenway. In Pender and New Hanover counties the same rail line is being called the Battleship to Battlefield Trail, the USS North Carolina to Moore's Creek Revolutionary Battlefield.

After the Atlantic and Yadkin went bankrupt, Norfolk Southern eventually got the northern end of the rail line and CSX got the southern portion. The first recorded evidence of a rail-trail aspiration on the A&Y - ACL - Seaboard RR line between Wilmington and Fayetteville was found by Dave Staebler in the 1973 board meeting notes of the Cape Fear Cyclist Bicycle Club which called for a state trail.

## JOIN NORTH CAROLINA RAIL-TRAILS!

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Reason for interest in rail-trails \_\_\_\_\_

**NCRT annual memberships: Individual - \$25, Corporate - \$100**  
**Mail to North Carolina Rail-Trails, PO Box 61348, Durham, NC 27715-1348**

On line at [www.ncrailtrails.org](http://www.ncrailtrails.org)

NCRT is a 501-c(3) public non-profit tax exempt organization founded in 1990.  
 All contributions and donations are tax deductible to the fullest extent of the law.

**"To Protect Rail Corridors for Trail and Rail with Trail Use"**

## Eagle Scout project on Dunn-Erwin Trail



Photo by CR Townsend



Photo by CR Townsend

Austin Fitchett of Boy Scout Troop 711 built the blue bird box (left) and wood duck box (right) on the Dunn-Erwin Rail-Trail as part of requirements for Eagle Scout.

## Dreams... or pipedreams?

*NCRT President AL Capehart recently calculated these numbers.*

If the governor were to take up rail-trails as a project and major carriers participated and the General Assembly passed legislation allowing public (trail) access to NC-DOT-owned railroad corridors and NC-DOT did federal railbanking (which they are authorized to do), here is the best case scenario over the next 10 to 15 years for mileage:

A trail next to new high-speed rail corridor from Lake Gaston to Wake Forest East Coast Greenway, 52 miles; Franklinton to Louisburg, 8; Ramseur to Climax, 18; Washington to Pitt County line, 9; Wilmington to Currie, 16; Elizabeth City to Weeksville, 8; Andrews to Murphy, 12; Brevard to Hendersonville, 18; Norlina to Roanoke Rapids, 32; Greensboro Atlantic and Yadkin Greenway, 26; Albemarle Roger F. Snyder Greenway, 5.

Other yet to be realized rail-trail opportunities will arise. If the above parties act, potential total miles of trails, 184. Worst case scenario: 25 miles.

### NCRT Summer Board Meeting

Saturday, July 10  
Microtel Inns & Suites  
81 Allman Drive  
Franklin, N.C. 28734

### NORTH CAROLINA RAIL-TRAILS INC. BOARD and SUPPORT

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### LOCAL CONTACTS

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Martin County	Russell Overman	252-792-1910
New Hanover County	Chris O'Keefe	910-798-7165
Onslow County	Mike Witzel	910-938-5307
Pasquotank County	Dave Copley	252-330-4514
Pender County	Dee Turner	910-259-1330
Person County	Christy McCoy	336-322-0153
Pitt County	Charles Farley	252-355-6474
Rutherford County	Eric Wells	828-286-9673
Rockingham County	Katherine Mull	336-627-6270
Stanly County	Lindsey Dunavent	704-986-7409
Stokes County	David Simpson	336-969-6121
Transylvania County	Mike Domonkos	828-884-7648
Vance County	Tom Anderson	252-738-2096
Wake County	Leslie Kennedy	919-362-4011
Halifax County	Christina Gordon	1-800-522-4282



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