

Autumn 2010



Tie Up Your Laces
And...Work!

TRAIL TENDERS' NEWS

A publication from the Trail Management Committee's Training Team

Finger Lakes Trail Conference



NOTICE!

UNmark Your Calendars!

NOTICE!

No Trail Maintenance Meetings This Fall

The Travelin' Training Team and Trail Maintenance regret to announce that the area meetings for trail maintainers (and friends) usually held in the fall will not be held this year. There are too many competing activities already scheduled for October and November, and one of the usual locations is no longer available and a substitute site has not been found.

We're taking a serious look at whether we should continue the meetings or try to get information to you in other ways, and we'd like your opinion on this! **Please vote!**

If we continue to hold area meetings for maintainers, we would reduce the number of areas that meet from five to four by consolidating the Hammondsport and Mt. Morris meetings. Maintainers would attend just every other year, as they do now, but we would have one less meeting to arrange. While this makes it easier on us, some maintainers would have to travel further; however, the plan still provides the opportunity for getting together, meeting fellow maintainers, and asking questions spontaneously. The meetings would continue to focus on new information (e.g., trail bed standards) that maintainers need to know, explain and demonstrate techniques (like how to use rigging), hand out materials for projects (like confirming landowner boundaries) that maintainers need to work on, and address issues and questions raised by participants. The alternative is to eliminate the area meetings and try to find other ways of informing you about what's going on and getting answers to your questions shared with other maintainers.

So, we'd like your opinion: Do you want us to continue to hold alternating area meetings or should we can the meetings and find other ways of sharing information with you?

Please email your opinions (and suggestions) to Lynda at ljrassoc@roadrunner.com.

Points to ponder:

- What's the most recent addition to the wooden box chum toilet design...and why?! How can this be modified to fit a "Dabes' Donation" (a fiberglass wilderness privy)?
- Let's see...do I want to go to a meeting with my fellow trail maintainers every other year or sit in front of my computer?
- Can I use those nifty Carsonite posts and decals on private land?
- On state-managed land, what are the top two decals on the Carsonite post and which is tops? When in doubt about decals permitted on DEC- or OPRHP-managed lands, whom should I contact?

The FLTC is not paid to review or endorse any products that are reviewed or mentioned in this newsletter. Opinions presented are just that – opinions. This newsletter welcomes your input.

Please send questions, comments, corrections, complaints, suggestions, new information or tips about trail building or trail maintenance to any member of the "Travelin' Training Team": Editor/writer – Lynda "Queen of the Typoz" Rummel, ljrassoc@roadrunner.com. Conscripted contributors: Bill Coffin (wmscoffin@twcny.rr.com), Mary Coffin (mcoffin1@twcny.rr.com), and Irene Szabo (Treeweenie@aol.com).

FLTC Policy on Geocaching and Letterboxing – What Maintainers Need to Know



The policy specifies that:

- Geocachers and letterboxers must get permission from the landowner *before* placing a cache on the property (a form letter is available from the FLTC Office);
- a copy of this permission must have been sent to the FLTC office two weeks prior to hiding the cache;
- the cache must be labeled with the cacher's name and contact information.

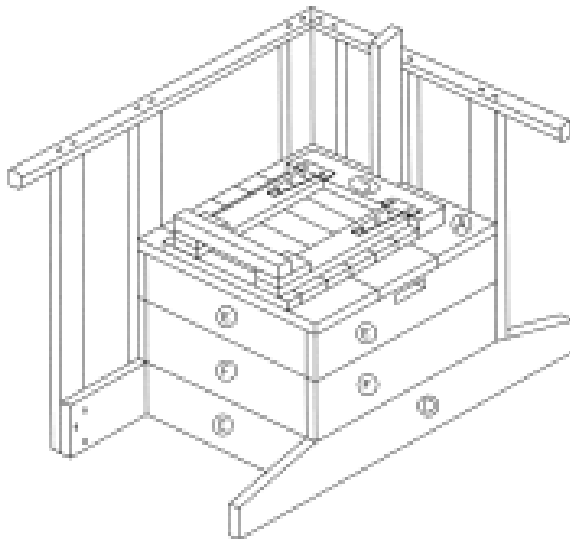
Maintainers who find a cache should:

- first check to see whether the cache is properly labeled. If it is not, remove it.
- If the box is properly labeled, then check with the FLTC office to see whether the cacher has obtained written permission from the landowner. If so, then please leave the cache where you found it.
- If no permission is on record at the office, then remove the cache and inform the FLTC office and the website, www.geocaching.com.

Oh no! No more about trail toilets, pa-leeze!



Photo above and drawing of a slightly different design below provided by Carole Fraser, NYS DEC, June 6, 2010



How to Modify the Supports

To add railing to the left and back sides of a fiberglass privy's supports, trim off the ends of the 4x4's on the left and the back sides, build two box frames that can be joined at the back and then attached to the sides of the 4x4's, and then add more bracing.

On the left side and back of this privy (red arrows) trim off the ends of the 4x4's so their sides are flush.



Remove this end too, so the chair can back in easily.

Sorry, but we have some new information!

When debating whether to try to salvage the "traditional" enclosed pit toilet at the Tamarack Lean-to (M17) that had been toppled by vandals versus installing one of the new fiberglass chum (no walls, no roof) toilets that Joe Dabes recently donated to the FLTC, Rich Pancoe, Forester for Region 7 at the NYS DEC Cortland office, informed us that Carole Fraser, lead person for ADA-compliance from the NYS DEC's Albany office, had sent him a photo and plans for a wooden box chum toilet that **included railings atop wooden frames on two sides of the toilet**. As you can imagine, a wheel-chaired person can move from chair to seat more easily if there are railings to grab onto. Wow – a simple, straightforward improvement that we can actually afford!

It was easy to see how the railings can be attached to a wooden box (see drawing at left, middle), but less obvious how railings could be set up on two sides of the molded fiberglass chum toilets (pictured below, left) that Joe donated...until we remembered that **the base of the fiberglass chum is supposed to be fastened to base boards (e.g., crossed 4x4's) that are anchored into the ground (with rebar, e.g.) to prevent moving and tipping**.

If the outer sides of the base boards are flush with the outer edge of the molded fiberglass base, the base of the railing frames can be set tight against the privy's base boards and fastened securely (side to side) using lag bolts. As you can see in the center drawing, the side and back railing frames are attached to each other, giving additional stability. The bottom board in each frame can also be rebarred to the ground, more bracing can be added, and the whole frame can be staked (using metal fence posts) for even more stability and protection against "toilet tipping." Note that the back railing frame must accommodate the raised bump in the fiberglass lid.

The good news is, Irene is preparing drawings and specs for railings for the fiberglass privy.

Remaining questions: (1) Does anyone know how porcupines are reacting to the new ACQ pressure treated wood? If we use ACQ PT wood, do we need to cover the edges with metal (ouch!?) or something else (like what?) to prevent gnawing? (2) Besides staking the privy to the ground, how can the box be made more vandal- and fire-proof?

Put Up Those Carsonite Posts and Decals!

Our order of Carsonite posts and decals has arrived. Most are stored at the office in Mt. Morris; however, Lynda also has a stash that you can raid. Two types: The long original type that has a point and must be driven in with a hole-starter and then a special pounder, and a piece with the point cut off that can be attached to an existing post or tree or put onto a post like a 6 ft. heavy-duty green farm post that you can buy at hardware stores. The latter is greatly preferred, since pounding the Carsonite post into our rocky soil can splinter the post, even with a pilot hole. Make arrangements with Gene or Lynda (except January through March) to pick some up.

These posts and decals are primarily for sections that are on the main FLT that's coincident with the NCNST and the Onondaga Branch that's also coincident with the NCNST. However, they can certainly be used on trail that junctions with the NCNST, as long as the proper decals are used (see below and to right).



① The complete suite of decals, on a farm fence post. Note: the Carsonite post (the brown strip) is attached to the fence post with four stainless steel machine screws and locking nuts. Put the Carsonite sign on the post *after* pounding in the fence post!!! This sign can be posted on certified NCT in Region 8, Allegany Co. (Region 9), and some other forests. **The DEC decal at the top makes this an official DEC sign.** Followed by the FLT decal and then the NCT decal. Then a brown strip that says "Open to [hiker symbol] only, closed to all other uses." Then four decals that prohibit bikes, horses, snowmobiles, and ATVs explicitly. **Caution: Before posting this in state forests or WMA's in other regions, contact Steve Catherman at SteveC@roadrunner.com.**

← At left.

→ At right.

② For a segment of NCT route on private land that can never be certified. No NCT decal, but the brown strip (trimmed) is affixed, right below an FLT decal. The combined FLT/NCT decal can be cut and the FLT decal used alone; however, the FLT silver window decal is a good substitute. ③ For the same segment of trail, the NCT "temporary connector" decal can be used; but, we suggest using it only when you need to indicate that this is the route of the NCT -- otherwise, omit it since its status as temporary is only in our dreams....



Put Up Carsonite Posts and Decals, cont.

Autumn, 2010

④ For trail on private land that is not yet certified NCT but can be. Like sign #2, **very useful to put up before new trail is completed**, in case abusers come across it. As shown in the picture, the blank space will be filled in with the NCT decal once the segment is certified. ⑤ For a hiking-only segment that is just FLT (not NCT) in a state park; e.g. a spur that provides access to the FLT/NCT. Like #2 and #4., the complete sign can be put up when building the trail. ⑥ For a section on DEC land that is both NCT and FLT, but additional permission from the land manager may be required before the circle/slash decals can be affixed. **Check with Steve if in doubt.**

↓ Below

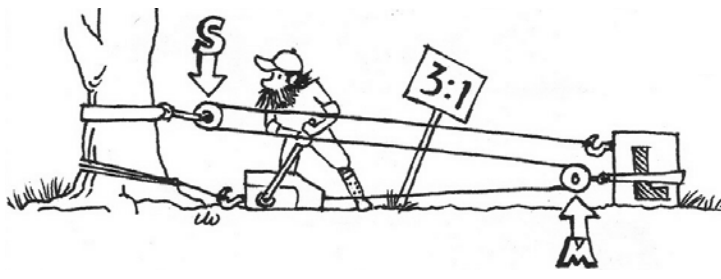


RIT medical illustration student, Mitsuyoshi "Mitsu" Yabe, works the Grip Hoist to move a 1200 lb. telephone pole for bridges on B3, 9/19/10. No additional pulleys needed! Photo by Leona Jensen. See p. 4.

You, Too, Can Move Mountains!



The necessary equipment, usually stored in the “Tool Shed” at Mt. Morris, includes: **1.** The Grip Hoist, similar to a come-along except that the wire rope (3/8” cable) goes through the device and does not coil around a cylinder. This means that you can use any length of wire rope! This small Grip Hoist provides so much mechanical advantage that a 1200 lb. telephone pole can be moved by a 120 lb. person without any additional pulleys! **2.** The unattached end of the uncoiled wire rope feeds in from the right end and comes out the left above the hook. **3.** The hook end of the wire rope attaches to the load you want to pull. **4.** The hook on the Grip Hoist attaches to **5.** a soft rope or webbing that’s around a solid tree. **6.** A worker bee works the lever back and forth. **7.** A pulley can be attached to an intermediate object to add mechanical advantage. **8.** This kind of pulley can be opened to remove it from or attach it to line that is already rigged. **9.** The pulleys can be used with other line, like this very strong Technora® rope, to pull from a different angle.



*In the drawing at left, a stationary pulley (S) is attached to the tree while a moving pulley (M) is attached to the load (L) that is being moved, increasing the mechanical advantage to 3:1. [From Birchard, Jr., & Proudman, *Appalachian Trail Design, Construction, and Maintenance*, 2nd ed., p. 212]*

Finger Lakes Trail Conference
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Signs for Public
& Private Lands!