

April 2018

# TRAIL TENDERS' NEWS

*A publication from the Trail Quality Training Team*



**Tie Up  
Your  
Laces...**

## And Work!

### Points to ponder:

- **Q: Reports about trail conditions should be reported to what? A:** [trailreport@fingerlakestrail.org](mailto:trailreport@fingerlakestrail.org)
- **Q: Issues with and questions about trail maps should be sent to? A:** [trailreport@fingerlakestrail.org](mailto:trailreport@fingerlakestrail.org)
- **Q: Get a list of certified chainsaw sawyers from whom? A:** Lynda at [ljrassoc@roadrunner.com](mailto:ljrassoc@roadrunner.com)
- **Q: Ideas for good hikes, places to camp, etc. should be sought from? A:** [fingerlakestrail@yahoo.com](mailto:fingerlakestrail@yahoo.com)

### Trail Council Meeting

The annual **Trail Council** meeting will be held Saturday, April 7th, 2018, the First Congregational–United Church of Christ, 58 N. Main Street [NY 332] in Canandaigua, 10-2'ish. This meeting is primarily for our volunteers who play leadership roles in managing trails in the FLT System – e.g., Trail Club Chairs, Regional Trail Coordinators, Trail Mgt. Team members, and public agency reps; but anyone interested in trail management is welcome to attend. Coffee & donuts provided; please bring your lunch and beverage.

The agenda includes:

- ▶ Brief State-of-the-Trail Reviews by RTC's & Club Trail Chairs
- ▶ 2018 Alley Cat Projects (Schlicht)
- ▶ Insurance Coverage for Typical Trail Structures (Zdarsky)
- ▶ Trail Structures Assessment Form (Rummel)
- ▶ Anti-Slip Mandate & Treatments for Tread Structures (Rummel & Schlicht)
- ▶ Longer Span Bridges, Coverage through VIP Program, and Discussion of Keeping the Trail Open During Hunting Seasons (Bader, Director of Trail Development, NCTA).

### An Apology to All Fans of Hoaxes, Tall Tales, Leg-Pulling, and Faux News

For the past 10 years, this issue has been an April Fools' Issue, done as an attempt to make trail management topics more fun and interesting. I think it worked, at least some of the years; but I've run out of creative juice, so the April Fools' Issue is no more.

Oops, I just found a couple of things I was going to write about in the *next* April Fools' issue, under the theme of,

### “Skills Acquired in FLTC Training Put to Good Uses”



**Headline:**  
**Chainsaw Wielding Karmann Ghia  
Owner Forgiven for Not Wearing PPE...**  
...Judge Explains He Sympathizes  
with the Owner



**Headline:**  
**Trail Builder Who Picked Fight  
with Audi Forgiven...**  
...Judge Explains He Sympathizes  
with the Trail Builder

Enough silliness! A BIG thanks to Tim Wilbur for supplying these imagination-inspiring images. Hope you all enjoyed the ride. Lynda

### Who Does What in Trail Management

The FLTC VP-Trail Maintenance position has been revamped and the number of duties reduced. The VP-TM's primary responsibility now is to keep the system of trail sponsors and Regional Trail Coordinators staffed & operating. Doing this requires the help of club Trail Chairs and our RTC's. Board members Scott Brooks & Dave Tuttle now oversee the annual census & keep the list of maintainers by section and region, respectively. Steve Catherman is our key contact with state agencies. Trail conditions reports coming in through the FLTC Office or [trailreports@fingerlakestrail.org](mailto:trailreports@fingerlakestrail.org) are now monitored year-round by the VP-Trail Quality (who assures they are responded to promptly by an RTC). The VP-TQ also now organizes the Trail Council meeting, convenes the Trail Management Team (TMT), & distributes the facility assessment form. As before: The VP-TQ oversees signage/blazing, writes data sharing agreements & the TTN, and organizes the fall maintainer meetings & trail maintenance/building training. The VP-Trail Preservation checks on the landowner data base & pursues strategic trail easements. The VP-Mapping updates maps & posts notices of map changes. The head of Crews & Construction oversees our Alley Cat projects (projects too big to be handled locally). Along with the President & ED, these folks constitute the core TMT. 1

## 2018 Chainsaw Certification Courses Scheduled for May 5 & 6 and May 19 & 20.

Certification is *required* for anyone who wants to use a chainsaw on *any* part of the Finger Lakes Trail System. Certification is good for three years; recertification is required every three years. Basic First Aid and CPR must also be current. The chainsaw course is free to current or wannabe FLT trail maintainers or trail crew members. The course is taught by Bill Lindloff, a Game of Logging instructor who regularly receives rave reviews and who has tailored the course to the typical situations faced by trail maintainers. This course is extremely valuable to newbies and long-time chainsaw users alike, whether you want to clear trail or your back woods. Location: Birdseye Hollow State Forest, 10 min. east of Hammondsport. The spacious scout house in Hammondsport will be available for overnighting. For further information or to sign up for the course, contact Marty Howden at [howser51@yahoo.com](mailto:howser51@yahoo.com). To find certified sawyers near you, contact Lynda Rummel at [ljrassoc@roadrunner.com](mailto:ljrassoc@roadrunner.com).

## Anti-Slip Surfacing for Puncheons, Boardwalks, and Bridges Reviewed

After a couple of years out in the elements, the top surfaces of puncheons, boardwalks, and bridges tend to get slippery. It doesn't seem to matter what the wood is – we've seen peeled and rough-topped (adzed) hemlock get slippery, and certainly pressure treated wood does. Rough cut white oak and black locust seem to do pretty well, but they are scarce. So, we're left with slick and even slime that might contribute to a pretty hard fall.

**The problem of slippery top surfaces occurs across the FLT System and must be addressed.** So what to do? We've reviewed and compared – in detail -- possible treatments in earlier issues of the *TTN* (see Dec. 2010, Early Autumn 2011, '12, '13, & '14, at [fingerlakestrail.org](http://fingerlakestrail.org) → Members → Vols & Trail Workers), so we won't be as thorough now; but it does seem time to go over the possibilities again. A hands-on demo of the treatments as well as the following slides will be available at the Trail Council meeting.

### The desired characteristics of an anti-slip surface are:

- ✓ It's lightweight so it can be carried in by hand,
- ✓ It can be applied by one person so a single maintainer can do the job,
- ✓ It's durable so won't wear out,
- ✓ It's long-lasting so doesn't have to be redone anytime soon,
- ✓ It doesn't create a new problem while solving the slippery surface of the wood problem,
- ✓ It's environmentally okay, and
- ✓ It's reasonably cost-effective and affordable.

## Anti-Slip Treatments Reviewed, *con't* April 2018

### Solutions We've Tried that Do NOT Work Well

- Ø Scuffing or roughing the surface of the boards using a chainsaw just doesn't seem to do much.
- Ø Metal lathe (the diamond-shaped metal mesh used to hold plaster), while fairly effective against slipping, is razor sharp and creates the problem of possibly hurting someone who trips and falls on it, so is strongly not recommended

### Solutions That DO Work Well

1. Latex paint with grit – either regular latex to which sand is added or latex paint with pre-added manufactured grit;
2. Marine epoxy paint with manufactured grit added;
3. Hot dipped (HD) galvanized hardware cloth (½" squares);
4. Strips of rough asphalt shingles.

#### 1. Latex Paint with Grit

- a. Latex paint with grit pre-added is comparatively expensive.
- b. Latex paint with grit added later is less expensive.
- c. Lasts for several years, but
- d. Must be applied to *thoroughly* dry wood, otherwise
- e. Will peel or scuff off if applied to green or wet wood.
- f. Manufactured grit is lightweight but comparatively expensive;
- g. Sand is cheap but *very* heavy, so is recommended only when site is accessible by vehicle.

#### 2. Marine Epoxy Paint with Manufactured Grit Added

- a. Marine epoxy paint is comparatively expensive; but
- b. Marine epoxy paint is supposedly made to be applied to semi-dry wood and used in wet conditions; but
- c. We've seen that the wetter the wood at application, the more likely the paint is to flake off (i.e., if applied to seasoned/air dried pressure treated wood at home and then carried in, the paint lasts fairly well).
- d. Brands differ in their application requirements – **Pettit**, e.g., requires only 2 paint applications and the 2<sup>nd</sup> one can be done the following day.
- e. Manufactured grit is lightweight and easy to apply (*photo* below shows grit applied before 2<sup>nd</sup> coat).



### 3. Hot-Dipped Galvanized Hardware Cloth (1/2" sq.)

- a. Hardware cloth is readily available.
- b. Hardware cloth is moderately costly, but
- c. Must put correct side down, cut to size, bend around boards, and fasten securely -- a challenge requiring gloves and muscles that the folks in the ADK-ON chapter have solved, so they should be consulted before trying; and
- d. Hardware cloth is somewhat slippery to start with – good in snow, but not so good in wet or damp, which sort of defeats the purpose.



### 4. Strips of Rough Asphalt Shingles

- a. Usually very *inexpensive* -- an excellent way to use up old asphalt shingles from your barn or garage; and
- b. Checkerboard style or alternating planks (*photos* below) provides enough traction, eliminating some weight; but
- c. Asphalt shingles are heavy!
- d. Shingles must be cut into pieces, a hard job that can scuff your knuckles (wear gloves; use heavy-duty box cutter).
- e. Not sure how long small pieces last. Other applications using larger pieces seem to have lasted well.
- f. **Trail runners report this technique is the best of all.**



### Four Tips to Make Your Job Easier

1. Include the cost of the anti-slip treatment in the original proposal for the project (it's much easier to raise money for a specific whole project, like a bridge, than money for treating tread on puncheon).
2. Put the tread boards across sills/supports, like a typical boardwalk, if you can, so the grain and the edges of the planks work against slipping.
3. Use *rough*-sawn PT wood, white oak or black locust, if you can – all wood seems to slime over time, given the right circumstances, but these types seem to resist longer than most.
4. Dry & pre-drill surface boards and, if using paint, apply paint at home.

**Other ideas welcome! If you come up with a different *and better* solution, please let us know. If yours is the best of those submitted, you will win a pair of lightweight but really good loppers. To be eligible to win the loppers, please send your idea(s) by April 5th to Lynda at [ljrassoc@roadrunner.com](mailto:ljrassoc@roadrunner.com)**

The optimal solution probably varies with the circumstances with which you have to deal. You'll just have to use your own best judgment.

### **Weather Permitting, Dave Zdarsky & Valerie Bader to Attend Trail Council**

Dave Zdarsky, the FLTC's insurance rep, will discuss

- Insurance coverage for tread structures & lean-to's,

Valerie Bader, new Director of Trail Development for the North Country Trail Assoc., will lead discussions of

- How the NCTA in Wisconsin and other states has dealt with requirements for building big bridges,
- The Volunteer-in-the-Park program, and
- How to persuade landowners to let the trail stay open during big game hunting seasons

(Valerie replaced Andrea Ketchmark who has moved up to Executive Director of the NCTA.)

Please come with your ideas and questions ready. If you can't attend, send questions/ideas to [ljrassoc@roadrunner.com](mailto:ljrassoc@roadrunner.com) and Lynda will present them for you.

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**If you need help tackling a problem or project or need the help of a certified sawyer, please contact your RTC.**

**RTC's, continued:**

April 2018 4

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**Solutions for Fixing Slippery Tread  
& RTC Contact Info**

**To:**

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