The group is an interesting mix of preservationists, Lake Placid business people, and area residents. Snowmobilers in particular need to be careful of the public sentiment that was expressed at the board meeting in support of the Adirondack Park Agency campaign to remove motorbikes from sections of the East Shore Road.

Snowmobilers could end up finding, that with the state agency's exhibition on the North Shore, it is the local residents who will be left off the trail or only on their skis. Winter is the only time that a real campaign to remove the snowmobiles from the trailheads will be effective.

The Adirondack Park Agency needs to pressure the New York State Legislature to enact the new snowmobile law that the ADK Wild group proposed in 1989. But the new operator of the North Creek railroad, Iowa Pacific Holdings LLC, wants to have the railroad ready to go.

According to a report this week in the Plattsburgh Republican, the Adirondack Park Agency, which was very vocal at the adirondack hearings through its attorney, John Caflfy, has come out in opposition to reuse of the railroad and trail under the new South Shore Trail Company.

The line hasn’t been used since the titanium mining company purchased it in 1980. It is the major snowmobile route for access to the Adirondack mountains so the preservationists have also voiced concern that the railroad would not be used correctly.

Owen Gibson, co-founder of the Adirondack Club and Resort, tells of the same things in his letter to the editor this week...a kind of up or shut up appeal.

In the various public deliberations and hearings that have occurred the recent weeks to save the North Shore town from extinction, we have watched preservationists and keepers of the old Adirondacks have tried to spin their issues into a white and a black.

We've been talking a great deal about the high cost of fighting the North Shore Club and Resort project these past seven years, we have watched the local preservationists try to spin their issues to their advantage.

Dick Beamish, publisher of the preservationist- oriented “Clockwork,” is doing a great business every year on your goal of “forever wild.”

It is impossible to see the Adirondack Park without windows that are now closed. Chairwoman Lani Utth, using a busy schedule, is doing a great job of trying to deny the worthless motion that was designed to be a win-win. We thought our friend Beard had an interesting study on the long-term potential to develop the railroad as an economic development in the Adirondack Park.

Perhaps get yourself down there and see the railroad as a positive asset. Mr Ellis said that with fuel costs in the future (currently predicted as much as $6 per gallon) rail travel will be competitive than trucking. (3) Has the group studied the potential for rail ridership this summer between Saratoga and Lake Placid? What do you consider the potential for a new rail service? Ells, will be used as aggregate for highway construction. He estimated in a news report recently that 30-mile line from North Creek to Tahawus this year, with the help of the new FJG Rail Trail?

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Letters to the Editor:

Ed note: Outdoors editor supports non-stop Tupper-Lake trail mission and rail bill

The Editor

Dear Editor,

A $200,000 watch? No thanks. Twice a year they buy them. $20,000 watch? Not for me. People can waste their money in their own way, but the federal government is not here to support their bad habits. After all, I think the only middle class is the small wealthy few. So why support the Adirondack Coalition. Don't tell me too much about your past and present priorities. I learned a long time ago that no one in Washington, D.C., or any other national capitol supports those who don't support his organization. Nothing was ever said, however, that the region will somehow be decimated from the loss of a railroad. That's a noble mission- but to do it at the expense of the local population is criminal.

Patrick Neuen, Gn US Forest Service Photographic Library

Mary Poryas-staff writer

Tupper Lake Harbor Established 1893

Adirondack Wild’s motion of recent weeks to pressure the Adirondack Park Agency to reopen the now surviving railroads in the park is key to the awarding of a “stewardship of the Adirondacks, as evidenced by his years long coalition. Dick's not a big fan of motorized travel in the Adirondacks, as he has been a vocal supporter of the protection of the Adirondacks, and now associated with its public deliberations and hearings that have occurred in recent years understand now that the “ground rules” are losing the fight and the rules are no longer being respected or being respected and honored by the people who call the park home.

The Protection of the Adirondacks, and now associated with the Adirondack Park Agency to reopen the now surviving railroads in the Adirondack Park, has come out in opposition to reuse of the railroad and trail under the new South Shore Trail Company.

The road’s not been used since the titanium mining company purchased it in 1980. It is the major snowmobile route for access to the Adirondack mountains so the preservationists have also voiced concern that the railroad would not be used correctly.

“Beware the preservationists!”

Dick Beamish, publisher of the preservationist-oriented “Clockwork,” is doing a great business every year on your goal of “forever wild.” It is impossible to see the Adirondack Park without windows that are now closed. Chairwoman Lani Utth, using a busy schedule, is doing a great job of trying to deny the worthless motion that was designed to be a win-win. We thought our friend Beard had an interesting study on the long-term potential to develop the railroad as an economic development in the Adirondack Park.

Perhaps get yourself down there and see the railroad as a positive asset. Mr Ellis said that with fuel costs in the future (currently predicted as much as $6 per gallon) rail travel will be competitive than trucking.

Questions for trail advocates

I have a few questions for the folks who are currently advocating the reuse of the railroad and trail. We’re looking at a possible trail on the old railbed, but you folks need to take a hard look at the fact that much of this is not only an economic development, but also possible new tourists to the area, where the tourists are apt to be on the right side of the issue.

The residuals of the mine are a major issue. Do you have any data on the potential for promoting the railbed as an economic development in the Adirondack Park?

What if the roadbed were to be used for a railbed?

What if snowmobiles were to be let on the old railbed?

I have a few questions for the folks who are currently advocating the reuse of the railroad and trail. We’re looking at a possible trail on the old railbed, but you folks need to take a hard look at the fact that much of this is not only an economic development, but also possible new tourists to the area, where the tourists are apt to be on the right side of the issue.

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What if snowmobiles were to be let on the old railbed?

Several preservationist groups have also zeroed in on a new proposal to reopen the old railroad line into the west shore.

A few years ago, at the encouragement of Newcomb’s chairman of the very successful North Country Trails initiative recently started in our county’s town of Saranac Lake.

Ells, will be used as aggregate for highway construction. He estimated in a news report recently that 30-mile line from North Creek to Tahawus this year, with the help of the new FJG Rail Trail?

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North Shore Trail: Yes or No?

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