

VIDEO INTERVIEW – LARRY RIDENOUR

- Paul G. Wiegman:** Larry, thanks for coming. Larry Ridenour, give me your position when you were working on the trails from Connellsville to here in Pittsburgh. You were...
- Larry Ridenour:** Well, it started before. I went with the county in 1986 as a landscape architect.
- Paul G. Wiegman:** County of Allegheny?
- Larry Ridenour:** County of Allegheny in the planning department. And, on or about that time, I had the opportunity to design the gardens for the president of P&LE Railroad – it was Gordon Neuenschwander.
- Paul G. Wiegman:** Oh, okay.
- Larry Ridenour:** He was the president of P&LE. His office was over in the P&LE building, and he owned...
- Paul G. Wiegman:** Which is Station Square now.
- Larry Ridenour:** Station Square. He ended up being owner. He had two other partners of the P&LE Railroad – the whole system. His first wife died and he married Linda Stone – who had worked with me in George Beckman’s office, etc. But anyway, and he was a township supervisor out in Marshall Township where I lived. So, I designed the park out there for the township. And, that’s how he knew who I was. So, when he built a new home next to North Park in Pine Township, he asked me to come and design his gardens, and pick his architect and all that stuff. And, it turned out to be a really good experience. So, that was about in 1986. It was about that time I went with the county.
- Paul G. Wiegman:** Okay.
- Larry Ridenour:** And, it wasn’t until about 1989 The Rails-to-Trails Conservancy in Washington came here to do a feasibility study and look regionally at all the railroads to be- okay. So, that was when I got interested and got involved as a part of my job for ten years – it was building trails.

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Paul G. Wiegman: Okay, and this was a part of your job as first in the Allegheny County Planning Commission?

Larry Ridenour: Okay, that all happened- I went to work for the county in '86. It was about 1989 whenever the Rails-to-Trails Conservancy came into Allegheny County. About '89, so from '89 to '97, I worked for Allegheny County in this thing. And, I was able to pull all this together. On or about that same time – within the year – the fellows from the Montour Trail Council – Stan Sattinger – and there was another fellow. And, we formed a small steering group of about 12 people.

Paul G. Wiegman: Okay, right.

Larry Ridenour: And, Dave Wright was one of those. I'm really sorry. I can't pick all these names out of here, but Dick Wilson – the attorney – was on that. And, there were a few other people. I could get you those names.

Paul G. Wiegman: I think Bill Metzger was part of that, too.

Larry Ridenour: Bill Metzger was definitely part of that.

Paul G. Wiegman: Was part of that.

Larry Ridenour: Right.

Paul G. Wiegman: Now, that's in '89 and that's when the Regional Trail Corporation forms.

Larry Ridenour: Soon after that.

Paul G. Wiegman: Soon after that?

Larry Ridenour: Within a year and part of the reason- I can explain that. But, my role then – and I was very, very lucky to be at the right place at the right time. And, I had the right skills as a landscape architect. And, I had the county – working for the county. So, I had the authority and the weight of the county behind me so I could speak with authority. And, we had all

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these opportunities going around here. But, one thing where Gordon Neuenschwander comes in is, he owned 54 miles of the Montour Railroad. He owned that in fee. Then, he owned – it was still an active railroad from... Let's see, where did we start that? Around McKeesport.

Paul G. Wiegman: Around McKeesport.

Larry Ridenour: And, went all the way to Connellsville.

Paul G. Wiegman: To Connellsville, right.

Larry Ridenour: He owned that, too. It was about 45 miles.

Paul G. Wiegman: Okay, but it was still being used?

Larry Ridenour: It had not been used. It had not been abandoned, but it was laying there and when I got involved with this then we took the last train. But, it had suffered some washouts, and it was very high maintenance, and it serves the coal. It went down to – I wish I would've done a little research on this – but it went down to Clairton.

Paul G. Wiegman: Okay, so it came to McKeesport and then went, or up, the Monongahela?

Larry Ridenour: Exactly, yeah. But, they were suffering some washouts, and landslides, and things like that, and very high maintenance. But, along that route were a lot of old coal mines.

Paul G. Wiegman: Yes.

Larry Ridenour: I forget, Bill had a name for it.

Paul G. Wiegman: Yeah, I'm looking over Bill's book, "The Couple Banning Mines" or along there.

Larry Ridenour: Yeah, but they were all petered out. They were all done.

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- Paul G. Wiegman:** Yeah, I think it was in the '50s that banning number three finished up. That was the big one.
- Larry Ridenour:** Yeah, I don't know exactly which one, but that was the sole purpose of that line. I went in – I'm sorry – that line went into Connellsville. It went into Connellsville.
- Paul G. Wiegman:** It went into Connellsville?
- Larry Ridenour:** Right, and there were mines all along there. It was no more business. So, there was no reason for them to haul coal. I mean, they hadn't even keep the line. So, they let it – for about eight years – there had not been a train on there.
- Paul G. Wiegman:** Oh, okay, okay.
- Larry Ridenour:** And, it was a freight train. Even along one side, there was a hopper car that had fallen over and there was a train wreck there. All that stuff was still laying there.
- Paul G. Wiegman:** Was still sitting there?
- Larry Ridenour:** Yeah.
- Paul G. Wiegman:** Yeah, now was there- in '89, by that time, the trail in Ohio pyle had opened?
- Larry Ridenour:** Yes, correct.
- Paul G. Wiegman:** It had opened in '86.
- Larry Ridenour:** Correct, okay.
- Paul G. Wiegman:** So, you were obviously aware of that?
- Larry Ridenour:** Absolutely. And, that was a key piece in us being successful on both the Montour- see, in the county, I was working on any project that involved Allegheny County and the two premiere trails that we had was the Montour Trail and the Yough River Trail.

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- Paul G. Wiegman:** And, the Yough River Trail in Ohio.
- Larry Ridenour:** Yes, and all the expertise was in that group of 12 people that got the Montour started. And, we sat down on every other Saturday and developed the master plan for the Montour Trail. And, that's where I got that, and we would meet in the Allegheny County Planning Department. We had a big conference room. And so, you had me representing the county as a landscape architect. You had Dave Wright as an engineer with Allegheny County. And then, all these other people that were engineers.
- Paul G. Wiegman:** People- Bill Metzger with knowing the railroad very well.
- Larry Ridenour:** A walking encyclopedia of railroad history.
- Paul G. Wiegman:** Right, of railroad history.
- Larry Ridenour:** So, we were lucky to have those 12 people. I've tried to reproduce that and I can't get...
- Paul G. Wiegman:** It's hard.
- Larry Ridenour:** ...yeah. It was a stroke of genius. And, the only other trail that I was involved in with railbanking was that piece from McKeesport down the Connellsville along the Yough River.
- Paul G. Wiegman:** Yeah, that was the P&LE?
- Larry Ridenour:** Yeah, we called that...?
- Paul G. Wiegman:** That was the P&LE?
- Larry Ridenour:** Yes, the P&LE. And, we called that Yough River Trail North and then the Yough River Trail South was the piece- well, there was a piece in there that did not connect up with Ohio. Who was the guy who started that? He was the park ranger or park manager? Adams...

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Paul G. Wiegman: Adams. Yeah, Larry Adams. The first section of Ohiopyle was built only two and a half miles. It went from Ramcat Hollow to Eli's Glen. And, once that was built- and he built that actually with his own crew in summer labor with their own equipment – and then they extended it into Ohiopyle. And then, it became so popular then they extended it to Bruner Run because that was the section that the state owned from the original acquisition by the Conservancy. The Conservancy purchased from the end of the Youghiogheny Bridge in Confluence to Bruner Run. That's what they had actually purchased in the first purchase, right?

Larry Ridenour: Right. So, what we referred to- we were working with a group in Connellsville that wanted to go at it alone. So, the section from Connellsville down to Bruner Run is what we were calling the Yough South.

Paul G. Wiegman: Oh, okay.

Larry Ridenour: So, there was the Yough North was the P&LE-owned and we had ownership of. So, it was convenient to split it up like that along the way. But, then so we referred to – I think the maps still show that – the group would be down from Connellsville down to Confluence. That would include the state park.

Paul G. Wiegman: That's all the state park, right.

Larry Ridenour: And, that was called Yough Trail South.

Paul G. Wiegman: That was the Yough Trail South, right.

Larry Ridenour: Yeah, so the Yough Trail North then was originally started and developed as the Youghiogheny River Trail.

Paul G. Wiegman: Now, how does RTC come about – Regional Trail Corporation?

Larry Ridenour: Okay. Well, we were busy getting things going with the Montour Trail, and that was kind of the pattern or the template for everything I did while I was at Allegheny County. We were

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able to move to these other projects as time went on. So, those 12 people in the Montour Trail is where it really started. So, we did a master plan, and we have a book like that and began to execute that in different ways with different people.

Larry Ridenour: This was the master plan for the...

Larry Ridenour: For the Montour.

Paul G. Wiegman: For the Montour.

Larry Ridenour: So, Dave Wright – as an engineer and myself as a landscape architect – I felt that Dave was quite capable of handling the Montour. I was still on their board of directors all through that time, and I was still involved in projects. But, I saw the other opportunity. By this time, the Montour was owned in fee simple by the P&LE. So, we negotiated a deal in that whereby Washington County – half of the Montour in Washington County then it comes back into Allegheny County.

Paul G. Wiegman: Then, it comes back in and comes to Clairton.

Larry Ridenour: Well, our county commissioners – Tom Foerster and Pete Flaherty – are all in favor of this. And, at that time, Tom Murphy was a legislator, a state legislator. So, he got us \$150,000 and I think from – not certain – but I think the other \$150,000 came from either the Laurel Foundation or the Pittsburgh Foundation.

Paul G. Wiegman: Okay.

Larry Ridenour: They came up with the other money. So, then we bought the 54 miles for more or less \$300,000. And, half of it was in the ownership of the Allegheny County and the other half of it was in deeded to the Montour Trail Council.

Paul G. Wiegman: Oh, I see.

Larry Ridenour: That part in Washington County. So, and then Allegheny County negotiated what's called a public-private partnership.

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Dick Wilson is the attorney for the Montour Trail Council. And, I've used him ever since on these kinds of things because he was a railroad attorney – that was his specialty – and he worked for the Pennsylvania Railroad. Then, later on, I think he worked part-time with the P&LE at one point. Anyway, he knew. So, we had this agreement whereby the Montour Trail Council could have full control and responsibility.

Paul G. Wiegman:

And, responsible for the land?

Larry Ridenour:

So, but the county owned the land. The county still owned the land. So, that was still the pattern there. So, we – I'm sorry – but to answer this question about how we got started with RTC...

Paul G. Wiegman:

RTC, right.

Larry Ridenour:

...I said, "Dave, you keep tabs of this, and I'll go over and help get this other thing started." Now, that's a totally different situation, and as it evolved – I think there was a woman who did a thesis on the evolution of these two different trail projects at one time because in one case- and we had to adjust our strategy because on the one that was bought and fee simple. And, the other one then we had to railbank that.

Paul G. Wiegman:

This is the P&LE?

Larry Ridenour:

This is the...

Paul G. Wiegman:

This is the McKeesport...

Larry Ridenour:

Yes, the Montour was owned by the P&LE as a wholly-owned subsidiary. And, they did the same thing. They hauled all the strip mine coal out of there. We had to get to Montour because- oh, about this time, I went to Gordon Neuenschwander and had lunch with him over at Station Square. I said- and this is because I knew him from doing the garden. And, I sat down at lunch and I said, "Gordon," and I laid it out for him. I said, "Look at this. This is a fantastic

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opportunity.” I said, “Give me a year to get the money and get the political support and we’ll buy all that from you.”

Paul G. Wiegman: Mm-hmm.

Larry Ridenour: Well, in the meantime during that year, he was wanting to abandon the Yough branch, and he had the ALO Coal Company wanting to buy his whole right-of-way of the Montour and use it as a haul road. I don’t know the exact date of that. I could come close, but he said, “Okay, Larry. I’ll give you a year.” And then, about once a month, he’d call me and say, “Hey, Larry.”

[Chuckle]

Paul G. Wiegman: Hey you got... Do you have any...

Larry Ridenour: Yeah, “These guys are on my...” you know? And, at the same time, they were building a backup powerline, Duquesne Light, on the Montour up to the new terminal.

Paul G. Wiegman: Right.

Larry Ridenour: So, we had to sit down with Duquesne Light and the president of the P&LE and work out some sort of agreement. And, as it turned out, it was a win-win for everybody because the poles that they put in was environmentally compatible as anything. So, I was working full-time when all this started.

Paul G. Wiegman: So, the RTC begins then...

Larry Ridenour: About that same time.

Paul G. Wiegman: ...about the same time. And, the RTC...

Larry Ridenour: Okay, now the reason the RTC came about is because we crossed into three different counties.

Paul G. Wiegman: Three different counties.

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Larry Ridenour: And, we could've gone to an authority, but Dick Wilson and some others said- oh, we sat down with the county attorneys from each of the three counties and Dick Wilson was four of us in Allegheny County planning. And, we talked about it and talked about it, and these other guys said, "Well, Fayette County, and Westmoreland County and probably Allegheny County – the commissioners are not going to give up to have an authority where you could raise taxes." and blah, blah, blah. So, then we formed the Regional Trail Corporation.

Paul G. Wiegman: That's where the Regional Trail Corporation was formed.

Larry Ridenour: Yeah, and Dick Wilson put together all the documents. And, the way that stands is if RTC ever goes out of business, the ownership of the right-of-way reverts to each of the three counties.

Paul G. Wiegman: Each of the three counties? And, that's Allegheny, Westmoreland, and Fayette?

Larry Ridenour: Exactly. And, we paid about total, I think, of \$270,000 for not only the 45 miles of right-of-way, but there were adjacent parcels up on those slopes that the railroad owned. And, that would've got involved because where there were these outparcels – not the 50-foot right-of-way.

Paul G. Wiegman: Right.

Larry Ridenour: We would've had a subdivide all these parcels off of there. And, we picked up an additional 70 acres in addition to the right-of-way. And, that included that big bend down there with some wildflowers or...

Paul G. Wiegman: Oh, yes, yes. There's camp around there. Round Bottom, right, yeah.

Larry Ridenour: Round Bottom, yeah.

Paul G. Wiegman: Now, the National Park Service got involved.

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- Larry Ridenour:** Okay. They came in and they said we have \$50,000 for you to do a study. And, this was... There was the Chamber of Commerce in Connellsville...
- Paul G. Wiegman:** Right, and that's Ralph Wombocker?
- Larry Ridenour:** It was before him.
- Paul G. Wiegman:** Dave Tremba?
- Larry Ridenour:** Yes, Dave Tremba. Okay so, we had these articles of corporation for the RTC and it says that there were 15 members originally – three from each county – were picked by the county commissioners in each county. And, that's where Tremba got involved from Fayette County. And then, you had Malcolm Sias from Westmoreland County.
- Paul G. Wiegman:** And, Jack Paulik was in...
- Larry Ridenour:** And then, I think we had three at-large seats, which were to be filled by the volunteer organizations.
- Paul G. Wiegman:** Mm-hmm, okay.
- Larry Ridenour:** So, at that time. I went out and met in church basements and stuff and organized there trail groups – these volunteer trail groups – one for Allegheny County and one for Westmoreland, and one for- and we ended up with two in Fayette County. One was a horse group, horse owner's association – the Fayette County Horse Association, and then the Fayette County Trail Group.
- Paul G. Wiegman:** Trail organization.
- Larry Ridenour:** But, these guys that were working there were the ones that were more interested in developing from Connellsville down to Bruner Run. But, they wanted a piece of the action north, but they weren't willing to do any work for it. But, we ended up allowing a strip miner to take a big chunk of the coal that was laid underneath the trail.

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Paul G. Wiegman: I did read that. That there was a ...

Larry Ridenour: And, we were very careful about having it replaced. And, he ended up being a really good contractor.

Paul G. Wiegman: Now, you...

Larry Ridenour: Then, we began meeting once a month out in the New Stanton.

Paul G. Wiegman: This is the RT? This is what will from the RTC?

Larry Ridenour: Yeah, it was called the RTC. I think Ray Reeves gave it that name. I think we were going to call it the Tri-County Trail Corporation and he's the one that came up with the RTC. And, it just so happens it was the same as the Rails-to-Trails Conservancy...

Paul G. Wiegman: Rails-to-Trails Conservancy.

Larry Ridenour: Yeah, but it's Regional Trail Corporation and that document still is in place. Okay, each of the three counties was supposed to contribute 15- first of all – they paid for the right-of-way. And, we had a full appraisal done by an appraisal company so that the mileage and the land values – all that was in the document...

Paul G. Wiegman: Within each county, right.

Larry Ridenour: Yeah, yeah, so it was prorated and Allegheny County paid more than Fayette County. But, there were more miles in Fayette County, I think. So, it was worked out equitably, and I went to each of the county commission meetings to make sure it all got dumped into the RTC and then RTC paid the P&LE Railroad. But, in the meantime, we were also railbanking this. So, you only have a window of opportunity – like 90 days – to file, and the railroad has to agree to it. So, we filed that, and meanwhile, we hadn't worked out all the details. In fact, we had to get two extensions. It took about a year and a half to make the final deal.

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- Paul G. Wiegman:** So, the P&LE abandons in 1990 is the date that I have.
- Larry Ridenour:** Okay.
- Paul G. Wiegman:** So, that's the actual abandonment.
- Larry Ridenour:** And, that's when we railbanked it, yeah. So, we have the certificate.
- Paul G. Wiegman:** And, that's when it was railbanked? Right, now I have reference to a Youghiogheny River Trail Task Force.
- Larry Ridenour:** Okay, okay. That involved a handful of people. You need to get a copy of the feasibility study. Their job – and this came from Randy Cooley – he got \$50,000 and they brought two National Park Service people out from Philadelphia to help do this study.
- Paul G. Wiegman:** Okay.
- Larry Ridenour:** But, they spent most of the money on travel, and the rest of it that they had they spent on publishing the document.
- Paul G. Wiegman:** And, publishing, yeah.
- Larry Ridenour:** But, the document and all the legwork and all that stuff was done by the people in the RTC.
- Paul G. Wiegman:** Okay.
- Larry Ridenour:** Myself, Mike Deal – he was in parks still then – and Malcolm Sias, and Jack Paulik...
- Paul G. Wiegman:** And, Jack Paulik, right.
- Larry Ridenour:** These guys and...
- Paul G. Wiegman:** Yeah, we just talked to Jack on Thursday and he said you walked the whole length of the trail over a period of time.

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Larry Ridenour: Oh, yeah. Oh, yeah, could we stop now? I got to go to the bathroom.

Paul G. Wiegman: Oh, yeah.

[Break]

Larry Ridenour: So...

Paul G. Wiegman: Okay, Yough River Trail Task Force is NPS – National Park Service.

Larry Ridenour: National Park Service.

Paul G. Wiegman: And, they're coming in the ...

Larry Ridenour: Well, they came in and they were the ones that used the money. We didn't really get any money.

Paul G. Wiegman: You didn't get any money at all from...

Larry Ridenour: No. it was all done by staff work by the three counties and a few other people. And, they came in, oh, maybe once a month, but we did all the work.

Paul G. Wiegman: And, that was essentially to show the feasibility of putting in the trail, and using the trail, and the numbers of visitors?

Larry Ridenour: Right, right. But, we ended up calling it because we knew damn well, we owned the land. We were going to build it so it was feasible. So, we changed the name to a concept plan.

[Chuckle]

Paul G. Wiegman: Yes, I saw. In 1991, the Yough River Trail concept plan.

Larry Ridenour: Did you get a copy of that?

Paul G. Wiegman: I have seen that, yes.

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- Larry Ridenour:** Okay, I have one left.
- Paul G. Wiegman:** Okay, there was one in the RTC files.
- Larry Ridenour:** Yeah, that is the product that came out of that task force, but we never saw a National Park Service again. But, we were able to get their seal and everything on that document.
- Paul G. Wiegman:** And, from there then this is 1991?
- Larry Ridenour:** Mm-hmm.
- Paul G. Wiegman:** And, from...
- Larry Ridenour:** They gave us a credibility to go forward and get state money and all the state money we got was matched by foundation money or by the counties.
- Paul G. Wiegman:** Well, that was a question I had over here. Where was the variety of funding coming from for that portion of the trail?
- Larry Ridenour:** Most of it came from the state of Pennsylvania.
- Paul G. Wiegman:** DCNR, Community Affairs?
- Larry Ridenour:** Yeah, community development block and not community development block... Pennsylvania is fortunate to have a lot of recreation development money. From Project 70 all the way they keep getting – and then there was Project 500. You're familiar with all that.
- Paul G. Wiegman:** Right, right.
- Larry Ridenour:** So, even today, they have a source of recreational development funds.
- Paul G. Wiegman:** Was there federal money involved in it at all?

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- Larry Ridenour:** Yes, yes. Because I remember having to go up to Altoona where Randy Coolidge's office is and he would fund. I would have to go back and find out the amounts.
- Paul G. Wiegman:** Yeah, I do have those somewhere. That's the AIHP money?
- Larry Ridenour:** Yes, yes.
- Paul G. Wiegman:** Which American Industrial Heritage Park.
- Larry Ridenour:** Heritage Park, right.
- Paul G. Wiegman:** Okay.
- Larry Ridenour:** Yeah, and it was the forerunner of all these national heritage parks.
- Paul G. Wiegman:** Parks, right.
- Larry Ridenour:** American Industrial Heritage – I think it's called "project."
- Paul G. Wiegman:** Project, yeah.
- Larry Ridenour:** And, Randy is a former National Park Service person.
- Paul G. Wiegman:** Oh, okay.
- Larry Ridenour:** And, he had Murtha in his back pocket. And, that's where it all started.
- Paul G. Wiegman:** So, that was coming in...
- Larry Ridenour:** Yeah, we were getting money to build that trail from there. We were matching it with state money and with foundation money. We had all the money we needed. Sections of it were built – like for instance, in Elizabeth Township- oh, and I mean, I had a budget during those years. I had a budget of between \$30 and \$50,000 a year that was coming out of the Planning Department. And, I used that to buy materials and if a

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community like- pieces of the Montour was built that way with local township equipment and manpower.

Paul G. Wiegman: Which is a unique situation on that section of the trail?

Larry Ridenour: Yeah. Well, and it's the same on the Yough Trail, too. I can remember buying a grater for Elizabeth Township for \$10,000 because theirs was- and this was a used grater. And, by giving them that piece of equipment, they ended up building about five miles of the Yough Trail. And, I also bought the materials. Like...

Paul G. Wiegman: You bought the materials? Yeah.

Larry Ridenour: Yeah, I mean, we used volunteers like even now today. You know Charlie Smith?

Paul G. Wiegman: Charlie Smith, yeah.

Larry Ridenour: Okay, his gang and some of his forerunners before Charlie got involved – they built all the bridges.

Paul G. Wiegman: Oh, okay.

Larry Ridenour: Because we learned that if bridges are involved then that extend- I think of the whole Yough Trail – except for 12 miles – was built with state and local money. And, we were told – advised – not to include any bridges because that would delay the project and increase it – I don't know how much. So, what we did is the steel I-beams were still in there. There were no ties or anything like that. So...

Paul G. Wiegman: Right. They were concrete on either side of the stream and the steel I-beam.

Larry Ridenour: And, the steel across...

Paul G. Wiegman: The steel was still in there.

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Larry Ridenour: So, all we had to do was put decking, and handrails, and guard rails on the side.

Paul G. Wiegman: And, that was all built by hand then?

Larry Ridenour: All by volunteers on the weekend.

Paul G. Wiegman: And, volunteers, yeah.

Larry Ridenour: All by volunteers, yeah.

Paul G. Wiegman: Now, that's another interesting aspect of that part of The Great Allegheny Passage. And, there was so much – and still is so much – volunteer activity. How did that come about?

Larry Ridenour: Absolutely. I think the success is that we realized, and again, the Montour is a little bit ahead of the Yough, but we ended up getting the Yough done first. But, we were learning from the Montour and applying those lessons to the Yough. For instance, when Duquesne Light wanted to put in their power line, they wanted to build their bridges across the Montour Trail. So, they gave us the drawing, and they built three of those bridges that is now the Montour. So, we applied that, and we just let...

Paul G. Wiegman: And, just used them there?

Larry Ridenour: Yeah. And then, with that little seed money that I had – I would buy the materials and these guys would build the bridges. They had set plans.

Paul G. Wiegman: And, these were volunteers that just would get the...

Larry Ridenour: Absolutely, some of those same people are still involved. I mean, these guys came out of the woodwork. The Westmoreland group was centered in West Newton. And, the Allegheny group was down in McKeesport. And, Charlie Smith is carrying that on, and a lot of them were done by old guys, retirees. In fact, Charlie still has these shirts, "Over the Hill Gang." You had to be retired to be a part of his group.

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[Chuckle]

But, we would have cleanup parties like down in Westmoreland, Fayette County – every county. Up to the time we began to build this trail, it was neglected and it was used by ATVs and bootlegged contractors who were doing roofing. You could see they would back into there and put a rope around their shingles. They had to take the landfill and then they would drive away. And, even we had one of the townships around Fayette County steal about a mile or two of the ballast off of our trail.

Paul G. Wiegman: Really?

Larry Ridenour: We had all kinds of stuff like this. And, it all worked and everybody bought into the project, put their time into it.

Paul G. Wiegman: Now, the construction of the trail with the gravel base and then the limestone, was that engineered by the township or did you do that to the specifications?

Larry Ridenour: We didn't have to engineer it because the railroad had already done that.

Paul G. Wiegman: Oh, okay, so you...

Larry Ridenour: Now, did the people you interviewed tell you how this was all done?

Paul G. Wiegman: No.

Larry Ridenour: No design details? Again, we were learning from the Montour as we went along. Oh, and so when we made the deal with the railroad to buy that right-of-way, we didn't want the steel, good, take the steel. But, he was going to leave all the railroad ties. And, we learned from another project, well, up in Moon Township where we removed the ties that it was going to cost us \$8 a piece to put them in the landfill because of the [inaudible 0:31:40.5]. And, we made a deal with BFI to just take it and not charge us. So, when it came to making a deal

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with the P&LE I said, “We do not want the ties. In fact, you got to remove the ties.” And later on, the president told me that that cost him \$70,000 to...

Paul G. Wiegman: To get those out of there?

Larry Ridenour: Yeah, because when they sold the steel, that company also had to remove the ties. So, then what you had was when you went down this right-of-way. You had in some cases more ballast that you needed. We had the ballast, and then everywhere there was a railroad tie, there was a depression. So, what we would do is to grate it and to compact it first and do that several times. And then, we were able to just lay down with an asphalt paving machine four inches of what’s called Ashton Number Ten, which is limestone fines.

Paul G. Wiegman: Which is the fine.

Larry Ridenour: And, that choked down into the compacted ballast and then left about an inch of the fines on the top.

Paul G. Wiegman: And, then rolled that and...

Larry Ridenour: Rolled it like putting icing on the cake.

Paul G. Wiegman: And, the equipment that year you were using was the equipment from the various municipalities?

Larry Ridenour: Yes, plus we had it in certain sections where they were like in Fayette County. They did not have the capability. I would say Allegheny County and probably Westmoreland County were the only two counties that really had the capability of doing in-kind labor and in-house labor. Most of the stuff and most of the right-of-way and the trail in Fayette County was done by contractors.

Paul G. Wiegman: Oh, okay. So, because it’s interesting to look at- and now that I have a picture of this whole 150 miles, it’s interesting to see that in the state park that was Larry Adams. He just came up with the idea and laid it down.

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- Larry Ridenour:** And, we all- the RTC board went down and spent one day with Larry Adams going up and down. Larry had gone by then.
- Paul G. Wiegman:** Yes, and Doug- well there was a fella in there between Larry and Doug.
- Larry Ridenour:** What was Doug's last name?
- Paul G. Wiegman:** Doug Hoehn.
- Larry Ridenour:** Doug Hoehn.
- Paul G. Wiegman:** Doug Hoehn.
- Larry Ridenour:** He became a member of the RTC Board for Fayette County, but we went down and picked his brain and asked how he did it, and all that stuff. And, that became the criteria – the specifications – for not only the Montour but all of the Yough.
- Paul G. Wiegman:** And, the other end in Somerset County, there was much more PennDOT money, and ISTEA money involved. So, PennDOT insisted upon engineering studies, and most of that was done with contractors. So, that trail was...
- Larry Ridenour:** Right, right.
- Paul G. Wiegman:** But, they also had major bridges and tunnels to deal with which you didn't have.
- Larry Ridenour:** Yes, they sure did. We had one bridge that was 35 feet long and the other ones were short – just more like culverts and things like that.
- Paul G. Wiegman:** Where's the 35-foot bridge? Wow, I'm just trying to picture a 35-foot bridge.
- Larry Ridenour:** Yeah, there's a 35-foot bridge. I think it's in Westmoreland County.
- Paul G. Wiegman:** Oh, okay. I can't...

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- Larry Ridenour:** Just before you go into Fayette County. I could...
- Paul G. Wiegman:** Oh, up towards Route 70, Interstate 70 when you're going up in there.
- Larry Ridenour:** But, getting back to how it was built. With local volunteer labor and money coming from Westmoreland and primarily Allegheny County, we built all but 12 miles. I mean, this was such a – over a period of years – we had that coal operator who bought the coal, wanted the coal underneath. And, we worked with him, and he ended up building the trail in that section.
- Paul G. Wiegman:** So, he strip-mined, reclaimed and then put the trail back in?
- Larry Ridenour:** Right, right.
- Paul G. Wiegman:** Okay, and that, as I remember...Was that in Fayette? That's towards...
- Larry Ridenour:** The name starts with an "A." There's a campground.
- Paul G. Wiegman:** Adelaide.
- Larry Ridenour:** Adelaide, yeah very near Adelaide.
- Paul G. Wiegman:** Yeah, very close to Adelaide.
- Larry Ridenour:** And, we're very lucky that turned out really well. And, we had enough money from other grants and things that we did some of these other things ourselves. For instance, it cost us \$60,000 to do a full set of construction drawings for the whole 45 miles. And, that was done by landscape architect...
- Paul G. Wiegman:** Chris Well, Griswold, Winters, and Swain.
- Larry Ridenour:** And Swain. they did those plans for 60-grand, okay. We used those planes and we built all the 12 miles, and then we had ISTEAs money.

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- Paul G. Wiegman:** Okay.
- Larry Ridenour:** For the last 12 miles. And, that 12 miles cost us \$180,000 for 12 miles. We built the rest of it for far less than that.
- Paul G. Wiegman:** Because when the ISTE A money comes in, there's a whole series of other specifications that need to be done. Yeah, and that's an interesting point in all of these trails. Cedar Creek opens – 1994 – that was the first section from what I understand. Cedar Creek to- or in the vicinity of Cedar Creek. I have Cedar Creek...
- Larry Ridenour:** Well, who did you get that from? I mean, that could be right, but I don't think the first section was in...
- Paul G. Wiegman:** I have 1994 Cedar Creek and a section in Allegheny County.
- Larry Ridenour:** Right. The two first sections were built almost the same time.
- Paul G. Wiegman:** And, Allegheny County would've been Boston to...
- Larry Ridenour:** Oh, God, yeah, right. We had some problems there. We had a first set, and then all of the- because people were using it right away, and they were parking cars all over the place. And, we had to get the other section built pretty fast.
- Paul G. Wiegman:** It probably – and Allegheny County ends near Sutersville somewhere.
- Larry Ridenour:** Yeah. Yeah, okay, so what's your question?
- Paul G. Wiegman:** Well, those are the two parts.
- Larry Ridenour:** There were two pieces.
- Paul G. Wiegman:** Those were the first two pieces that opened.
- Larry Ridenour:** And, here's where Jack Paulik and I worked real well together. Now, Jack, he just retired last year from Westmoreland County Parks. And, he was their construction and their- he

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doesn't have an engineering degree – but he did all of the park construction along with Malcolm Sias who was the director of parks. And, Jack worked as his contractor and all that.

Paul G. Wiegman: Contractor, okay.

Larry Ridenour: So, Jack and I worked real well together. I did this stuff on the Allegheny County portion. And then, Jack and I did work together on the Fayette County portion. And, the Fayette County portion was the last portion to get built.

Paul G. Wiegman: Jack was saying – we talked with him on Thursday – that that section, Cedar Creek Park, we kind of went out from the park in a north and south direction.

Larry Ridenour: Yeah, yeah.

Paul G. Wiegman: The connection to Connellsville opens in 1996. Now, this is the connection between Bruner's Run and Connellsville – or is this the connection actually to Connellsville which completes the...

Larry Ridenour: The Yough River Trail.

Paul G. Wiegman: The Yough River Trail.

Larry Ridenour: It could be. I don't know when this section- I think we were done. We were done whenever the state came in and had come in with these pre-constructed sections to build that one bridge just south of Connellsville.

Paul G. Wiegman: Bowest?

Larry Ridenour: That's right. That was holding up that final connection.

Paul G. Wiegman: The final connection.

Larry Ridenour: So, we were already into with the Yough River Trail. We were already done. We were into Connellsville.

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Paul G. Wiegman: And, it went into where it goes now into the river park there in Connellsville. It drops down into the river.

Larry Ridenour: Yes. And then, I don't know when the timeline when the park was connected through the town, and they built that little median.

Paul G. Wiegman: Right.

Larry Ridenour: And, then went on past the main road crossing because there was still a P&LE bridge – viaduct – in place there. And then, they tore that down and they left the train station which was like a two, three story. It went in the ground level and you had to go up to get on the train level. So, there was a lot of that going on in there. So, we went down into the park...

Paul G. Wiegman: It went down into the park and then it goes through the town.

Larry Ridenour: Through the town, and I think that's where Wombocker was involved in that. And, I don't know who actually built that section to connect Bruner Run to Connellsville. I don't know who did that.

Paul G. Wiegman: From what I understand, that was the state park.

Larry Ridenour: Okay.

Paul G. Wiegman: Because that's the section that was finally purchased by the Conservancy. That was the last piece bought by the Conservancy.

Larry Ridenour: Okay, and I think state parks, GSA, came in and put in that prefabricated bridge.

Paul G. Wiegman: Yeah, there's two bridges there and that was the final connection.

Larry Ridenour: The one with wood and had the chain link fence on the side and everything like that.

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- Paul G. Wiegman:** Yeah. And, that was when the Conservancy originally bought the Western Maryland from the Yough River Bridge to Bruner Run. They had an option from Bruner Run into...
- Larry Ridenour:** It's about eight miles, I think.
- Paul G. Wiegman:** Yeah, something like that into Bowest, and that was the last...
- Larry Ridenour:** Well, I had nothing to do with that, so.
- Paul G. Wiegman:** Where does ATA come into this whole picture?
- Larry Ridenour:** Okay. I don't know what year this was.
- Paul G. Wiegman:** Yeah, I had it on here and I guess I didn't have it on here. But, I do have the formation of the ATA, yeah, and all those dates.
- Larry Ridenour:** Well, it was an outgrowth of the RTC, and that's where Linda and I have differences of opinion. Because at that time, I had built up a real strong identity and construction or support group of volunteers in each county. And, we then filled out the rest of the RTC with the head of the volunteers in each county. They were the at-large people, and it was set up so that out of the 15 members of the county, the three counties could each appoint three members. So, you had nine members who were county commission appointees. And then, the other six – there were six...
- Paul G. Wiegman:** Six more.
- Larry Ridenour:** ...at-large. At some point, Malcolm Sias suggested we get Linda Boxx involved. So, she came and learned about rails-to-trails.
- Paul G. Wiegman:** Okay, and she...
- Larry Ridenour:** And, all the members of RTC.
- Paul G. Wiegman:** Okay, so she gets her teeth cut with RTC?

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- Larry Ridenour:** Absolutely.
- Paul G. Wiegman:** Okay.
- Larry Ridenour:** And, as long as I was at the county, I wanted to maintain that identity. And, because we were pretty proud of what we were doing.
- Paul G. Wiegman:** Oh, yeah, you had every reason to be.
- Larry Ridenour:** And, we built the Yough Trail – in my mind – still the most beautiful because it follows the river the whole way. We beat out the Montour getting that built and meanwhile, Hank was still negotiating with CSX. Maybe he got the main bulk of it from CSX. But, then he had these other parcels.
- Paul G. Wiegman:** He had a lot of other parcels.
- Larry Ridenour:** Yeah. So, and he had the volunteers in each of these groups. Just for instance, the Montour started with about 12 people and they ended up having 800 or 900 members now. Same thing on the Yough. We got these four trail groups, one being the horse group, and the total number of volunteer members – paying members – was like 1,200.
- Paul G. Wiegman:** Oh, okay.
- Larry Ridenour:** And, any one time they could bring people out and we developed a lot of different things within that. And, somewhere along the way, it became clear that it would be good to have a regional – an overall – to build the whole thing.
- Paul G. Wiegman:** An umbrella organization? Right.
- Larry Ridenour:** Yeah, and that's how ATA, and that's where Linda came into that. And, by then – even to this day – all the money that flows through ATA goes through the books of the Regional Trail Corporation.
- Paul G. Wiegman:** Of the Regional Trail Corporation.

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- Larry Ridenour:** Because we got a 501(c)(3) and a tax-exempt status. We got all that stuff and she saw that you didn't need to change that. And then, also enhanced the funding for the maintenance of the Yough River Trail by the fact that they kept... And, we were the only ones- and even none of the other trail groups or none of the other projects had a full-time trail manager which was Bob McKinley.
- Paul G. Wiegman:** Oh, okay, so Bob McKinley was the full-time trail manager for...
- Larry Ridenour:** Yeah, we hired him. I was the president of RTC for the first three years. Then, Malcolm was a president for the second three years, and then it changed – I don't know who was after that.
- Paul G. Wiegman:** Okay. And, Bob was essentially the trail manager?
- Larry Ridenour:** Yeah, somewhere in – probably, I think, after the second year – we realized to get this whole thing built in the way it was working that it would be nice to have a full-time person. And, we hired Bob, and he worked and did that.
- Paul G. Wiegman:** And, he oversaw the volunteers also?
- Larry Ridenour:** Yeah.
- Paul G. Wiegman:** He was working with the volunteers.
- Larry Ridenour:** We gave him a salary and then a stipend to maintain his automobile.
- Paul G. Wiegman:** Now, somewhere in my notes, I have a dedication that was called a rolling dedication.
- Larry Ridenour:** There were three different dedications. And, there was three stones right near the trail.
- Paul G. Wiegman:** Connellsville, Boston, and West Newton.

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Larry Ridenour: Yeah, that would be it. That represented the three counties and the people that- as we finished each of those sections totally, we had dedications to them, and that's why these stones were placed.

Paul G. Wiegman: Okay. So, in 2000 – all three of these stones are placed at that particular point. And, that finishes the trail?

Larry Ridenour: Right, right.

Paul G. Wiegman: And, that gets us...

Larry Ridenour: And, the other person that... Malcolm brought on Linda and at some point along the way – I don't know whether it was me or somebody else – brought on Jim Linaberger.

Paul G. Wiegman: Okay.

Larry Ridenour: Does that name not ring a bell?

Paul G. Wiegman: That name does ring a bell, yeah.

Larry Ridenour: At one of the openings we even had Tom Ridge.

Paul G. Wiegman: That's right

Larry Ridenour: Oh, when he did the governor's ride, it started Fort Necessity and it came down through the Yough River Trail.

Paul G. Wiegman: And, he rode- and I have it somewhere from Smithton to somewhere.

Larry Ridenour: Well, and then he eventually finally rode into downtown Pittsburgh.

Paul G. Wiegman: Oh, okay.

Larry Ridenour: The final ride was from McKeesport where the trail was done up to there. Or, no, no, it was Boston.

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Paul G. Wiegman: Boston.

Larry Ridenour: And, Boston is where we bought the right-of-way, I think.

Paul G. Wiegman: Okay.

Larry Ridenour: Yeah.

Paul G. Wiegman: Because if you go north of Boston you still have tracks.

Larry Ridenour: Yeah, and you still have the PAT train coming down there.

Paul G. Wiegman: Oh, all the way to Boston?

Larry Ridenour: Yeah, well, the other side of McKeesport.

Paul G. Wiegman: Wow...

Larry Ridenour: Okay, wait, it's in there between Boston Bridge and the next bridge up or down. That's where the P&LE ended and the PAT train still because there was a train depot on the opposite side of the Yough River from downtown McKeesport. There's another factor to remember. Okay, when the B&O ran through McKeesport, and they wanted to redevelop downtown McKeesport, CSX or B&O agreed to abandon that section. And, they built a bridge – or I don't know who built it, the state probably – and they detoured the main line of the B&O across the Yough River onto the other side on the P&LE track.

Paul G. Wiegman: Oh, okay.

Larry Ridenour: And then, they went down to the mouth of the Yough and then came back across.

Paul G. Wiegman: And, came back across.

Larry Ridenour: And, that's still intact today. Of course, it's all owned by CSX. But so, from about where that was is where the P&LE ended. So, it was between that new bridge that they built coming

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across and the Boston Bridge is where the Yough River Trail ownership is where we bought for that right-of-way from there.

Paul G. Wiegman: And, once you're past Boston, you have the Dura-Bond bypass that you get off of.

Larry Ridenour: Right, we had to go up and around.

Paul G. Wiegman: You had to go up and around and go back down. And, that's where the rail trail ends and it gets on to...

Larry Ridenour: Exactly. You're bringing my memory back here, but it was after Dura-Bond where we actually bought the right-of-way from the P&LE.

Paul G. Wiegman: Okay.

Larry Ridenour: And, we had to get around Dura-Bond to come up and figure out how to... Actually, at that point, I think it's called the 15th Street Bridge.

Paul G. Wiegman: I think that's right, yeah.

Larry Ridenour: And, the trail goes off that side of the river across and then up through the old industrial section of McKeesport.

Paul G. Wiegman: And, through the McKeesport Park. Now, you've had some dealings with- you mentioned the trails in Pittsburgh. You at least have some knowledge of the trails in Pittsburgh. Tell me again about- Mayor Murphy, when we talked with him, he said he used to run on the Montour trail. That's where he got interested in trails.

Paul G. Wiegman: Right. And, that would be in the neighborhood of where the parkway to the airport – what do they call that – Parkway West where it crosses over the Montour. And, there was a hotel. They built a hotel on a piece of land there and that's where the Montour Railroad goes underneath there. That's where he would go out and run.

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- Paul G. Wiegman:** So, ultimately, he gets interested in trails.
- Larry Ridenour:** While he was still state legislator. He was the one that got us the \$150,000 in the state budget to build that section – to buy – not to build – but to buy all of the rights-of-way in Allegheny County.
- Paul G. Wiegman:** So, now he becomes Mayor of Pittsburgh and he builds the Eliza Furnace Trail – the Jail Trail – and he builds the trail on the South Side.
- Larry Ridenour:** Right.
- Paul G. Wiegman:** It takes it from – right now – it's from 2nd Avenue all the way to Hays.
- Larry Ridenour:** And, he built it on the North Side, too – that whole piece on the North Side.
- Paul G. Wiegman:** And, that's from – it's actually going from...
- Larry Ridenour:** Millville.
- Paul G. Wiegman:** Millville to the West End Bridge.
- Larry Ridenour:** Right, right, and I designed that for him all the way down through and underneath the West End Bridge, and all the way out to Chateau – not Chateau Street – but out where their jail is – just short of the jail. And, that's where I think it ends today.
- Paul G. Wiegman:** And, I think you're right. But, of course, just this past Tuesday was the – and we're on the 29th of October in 2006 so people know what date this is – but just this past Tuesday, the ground is broken for the Hot Metal Bridge which will connect from the South Side to the Eliza Furnace Trail – which will ultimately be The Great Allegheny Passage.
- Larry Ridenour:** Yeah.
- Paul G. Wiegman:** Right.

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- Larry Ridenour:** And, we'll go upriver then and connect in Homestead with a Waterfront trail in Homestead.
- Paul G. Wiegman:** Which you had something to do with, right?
- Larry Ridenour:** Yeah, right.
- Paul G. Wiegman:** You helped?
- Larry Ridenour:** And, I worked mightily for five years to try to make that connection down to McKeesport. And, we had to go through railroad property and U.S. Steel property and all that. And, I don't know where that is now at this point. I came real close to getting that Hot Metal – or that pipe – that U.S. Steel piece. In fact, I can remember it because we met between Christmas and New Years with the U.S. Steel people and the Yough Trail people, everybody involved. And, we just came that close and still didn't get it.
- Paul G. Wiegman:** Yeah, this will be the... It's getting closer.
- Larry Ridenour:** Yeah.
- Paul G. Wiegman:** And, they hope to have it by 2008.
- Larry Ridenour:** Well, all those communities down along there with the idea of the new highway coming up through there. But, Duquesne was very cooperative. I don't know how they're going to get across from Duquesne over to McKeesport.
- Paul G. Wiegman:** I understand – the way it stands now – they'll use the railroad bridge. There's a railroad bridge that's just downstream on the Mon...
- Larry Ridenour:** And, it was for sale.
- Paul G. Wiegman:** And, that was built by American Bridge and American Bridge is interested in actually putting a cantilever on it that'll take the bike trail across.

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- Larry Ridenour:** That's what we wanted to do. But, we were running into all sorts of obstacles with trying to get that done.
- Paul G. Wiegman:** Now, you've been gone from Pittsburgh from what, two years?
- Larry Ridenour:** Two and a half years.
- Paul G. Wiegman:** Two and a half years now? Have you followed The Great Allegheny Passage at all?
- Larry Ridenour:** Oh, yeah, yeah, the rest of it.
- Paul G. Wiegman:** Yeah? Well, you were at the dedication?
- Larry Ridenour:** I was at the opening of the tunnel.
- Paul G. Wiegman:** Of the tunnel and of the section at Somerset which finishes that section.
- Larry Ridenour:** Well, I was very fortunate to be at the right place at the right time probably since 1989 up until 2004.
- Paul G. Wiegman:** Just to end up – what's your feeling at this point on the whole...
- Larry Ridenour:** I have a very proud feeling and I won't tell you why I left Pittsburgh, it's not relevant. But, I still have two sons and six grandchildren here in Pittsburgh. I come back frequently. But, it's probably one of the finest projects and it's a legacy. It's a neat thing about architects and landscape architects for the most part. We deal in bricks and mortar and things like that. And, if it stands in a test of time, it's a true legacy.
- Paul G. Wiegman:** Yeah.
- Larry Ridenour:** And, it's a very rewarding part of my profession and my career was those years that I worked on the trail project. I met so many wonderful people and I get goosebumps when I think about it. And, I think the whole project was – we were all here at the right place at the right time with the decline of '86 with

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the steel industry and leaving all of that surplus of railroad lines. And, there's a lot of visionary people. There's a lot of foundations in Pittsburgh. I always say if you can't get foundation money in Pittsburgh, you can't get it anywhere.

Paul G. Wiegman: Yeah, yeah.

Larry Ridenour: And, out of my whole career, I spent 11 years with Allegheny County and it was at that point in time these things all happened. So, I think we're all lucky here, and it is a legacy and it will be here for a long, long time. The whole idea of railbanking is to be set aside so that in the future if that corridor is ever needed for another rail line, we would have to sell it and give it up.

Paul G. Wiegman: Yeah, exactly, yeah.

Larry Ridenour: But, I think if that ever happened on the Yough- and I think it's the only piece of this whole Great Allegheny Passage that is railbanked. And, I think we'd have to give it up, of course, the railroad would have to approve whatever mode of transportation that it was essential and they would have to pay us the face value at that point and time. And, probably there would be a rail and a trail. So, I'm not worried about that.

Paul G. Wiegman: And, there's plenty on the other side.

Larry Ridenour: Yeah, yeah. People ask me, "Why if you did all this work here, why did you move to Kentucky?" And, my wife has children there and grandchildren. And, it was her turn. She's from Huntington, West Virginia and she came up here and lived with me for 20 years and now it's her turn.

[Chuckle]

Paul G. Wiegman: Her turn. Well, it's good to have you back.

Larry Ridenour: Okay.

Paul G. Wiegman: Thank you.

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Larry Ridenour: Thank you. That ceremony up at the tunnel in Meyersdale was really nice.

Paul G. Wiegman: It was.

Larry Ridenour: That was probably symbolically the completion in my mind of the whole thing, too – the C&O.

Paul G. Wiegman: There will be probably a ceremony. The governor will probably want something on the last section in Cumberland which will be done in December.

Larry Ridenour: Okay, that's what I wanted to ask.

Paul G. Wiegman: Yeah, December 6th, it'll be done.

Larry Ridenour: Okay.

Paul G. Wiegman: But, I think the tunnel- because in everything I read, the tunnel was the part that just people wondered, "How are we going to do this?" And, I came across on a Somerset clipping and the clipping talked about the tunnel – the Big Savage Tunnel. It didn't look like there was funds. It looked like the project was dead, it's not going to happen. It'll just end there in both directions from Maryland. On the reverse side of this – and this is back in the '90s – is an article about the rumors that Fidel Castro was dead.

[Chuckle]

So, neither the tunnel nor Fidel died in the '90s.

Larry Ridenour: Yeah, but you got to give credit to the state governments on both sides. And then, the people that worked for them to get it done.

Paul G. Wiegman: Yeah, yeah.

Larry Ridenour: And, I don't think there's any other trail in the country that's...

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Paul G. Wiegman: There isn't.

Larry Ridenour: ...has got anything like this.

Paul G. Wiegman: There's some that are longer, but there's nothing that's as scenic as this.

Larry Ridenour: And, the engineering stuff and particularly from Meyersdale up into the tunnel. That one viaduct...

Paul G. Wiegman: At Keystone. Yeah. That's just phenomenal.

Larry Ridenour: And then, the state came through with that big funding for the tunnel. And, no other state that I know has done anything like this.

Paul G. Wiegman: Well, just like you say that everything came together for you – we had a governor that was interested in biking, we had John Oliver as secretary. The stars came together for this, yeah.

Larry Ridenour: Yeah, they did. And, at the county level, I mean, I got lots and lots of support from Tom Foerster and Flaherty and Ray Reeves. Ray Reeves, the planning director, he never patted me on the back but the money was always there. And, the same as we began – every time we had a section to open, we made sure Tom Foerster was there to cut the ribbon.

Paul G. Wiegman: Oh, yeah.

Larry Ridenour: And, the more ribbons we cut, the more money we got. So, I'm sure he was proud of that, too. That really made it. It was great.

Paul G. Wiegman: Yeah.

[End 01:01:30]

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