



# Pathfinders.

*News from Indiana Trails Community, Inc.*

3rd Quarter, 2022.

Free.

## American Discovery Trail Bill Passes House Committee.

### Proposal Enjoys Support of the Indiana Delegation.

A bill that is currently before Congress that has been, and will be, at the center of attention for the American Discovery Trail Society, of which Indiana Trails Community is a member, is designated H.R. 4878. This proposal will boost the American Discovery Trail (ADT), which has two sections in Indiana, to a National Discovery Trail in the National Trails System. This will give the ADT national stature and attention as a major national trail and magnet for hikers, bicyclists, and even equestrian users.

The trail bifurcates into both southern and northern routes in the Hoosier state and will draw an increasing number of visitors and tourists into Indiana (see map of the ADT in Indiana). The bill has significant support from local economic development groups, tourism bureaus, and county commissioners from across the state.

Hoosier members of the House of Representatives have heard from those local entities. As a consequence, a majority of five out of Indiana's nine members of that chamber have decided to support this legislation by agreeing to co-sponsor HR 4878. Those supporters include Rep. Frank Mrvan (D-IN1), Rep. Greg Pence (R-IN6), Rep. Andre Carson (D-IN7), Rep. Larry Buschon (R-IN8), and Rep. Trey Hollingsworth (R-IN9).

The bill has completed the committee process and is awaiting a full vote on the House floor.

The American Discovery Trail in Indiana.



### Indiana House Members Supporting HR 4878.

- Rep. Frank Mrvan (D-IN1)
- Rep. Greg Pence (R-IN6)
- Rep. Andre Carson (D-IN7)
- Rep. Larry Buschon (R-IN8)
- Rep. Trey Hollingsworth (R-IN9)

### Indiana Senators Braun and Young Cosponsor Legislation on American Discovery Trails.

On August 2, Senator Chris Coons (D-DE) introduced for consideration by the Senate S. 4693, a companion bill to H.R. 4878 currently moving toward a vote by the House of Representatives.

Some good news to fans of trails in Indiana is that both U.S. Senators from Indiana, Senator Mike Braun and Senator Todd Young, are cosponsors of the proposal. Since the introduction of H.R. 4878, they have been working with Senator Coons on having the language of S. 4693 closely match the House proposal and thus avoid a House/Senate conference committee to work out any differences in their provisions.

*Read more on Page 4.*

### "Where's My Bridge?" Trail Supporters Ask.

The planned Interstate-69 Ohio River Crossing between Indiana and Kentucky is a project long in the works, as many citizens of the two states are aware.

It is a key component of a highway that will span from Canada to Mexico to boost trade between the major North American countries.

The crossing will be made east of the downtown of Evansville, Indiana and the Henderson, Kentucky area (population 300,000). Currently the twin U.S. Highway 41 bridges are the sole pathways between these communities and are unsafe for bicyclists and pedestrians.

Indiana Trails, the Evansville Trails Coalition, and other groups call for Evansville-Henderson to join the dozens of locations up and down the Ohio River and Mississippi River Valleys that already have safe/separated/protected accommodations for non-motorized citizen travel.

The US. 41 bridges were built in 1932 and 1965, in the "gap years" between pedestrian bridges of over a hundred years ago and the advent of car-centric bridge designs of more recent decades—and now, shared-use bridges.

The new I-69 structure presents an opportunity to provide a safe, barrier-protected pathway for the disabled in our community (5,273 in Henderson, 17,838 in Evansville) and those without cars (1,603 in Henderson, 5,718 in Evansville). Such a multi-use pathway can also be enjoyed by those who love to hike, bike, and jog, or are wheelchair dependent.

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The **Indiana TRAILS Pathfinders** is published periodically by Indiana Trails Community, Inc. (ITC), to provide information and entertainment for people interested in the system of trails that have been and are being created in the Hoosier State.

ITC is a non-partisan not-for-profit corporation that is affiliated with the Hoosier Rails to Trails Council, Inc., and Indiana Trails Fund, Inc., both of which are non-partisan not-for-profit organizations.

The trailhead for the organizations is on the grounds of Fort Benjamin Harrison at:

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*Webmaster.*



**From the Boardroom . . .**

By  
**Thomas B. Williams,**  
*Chairman of the Board.*

Indiana Trails Community, Inc. (ITC), has been very busy during the last twelve months promoting the interests of people interested in healthy activities such as hiking, biking, walking, and jogging.

Under the leadership of ITC President/CEO Richard Vonnegut, the staff has performed yeoman service on two primary issues. One is securing the support of most of Indiana's Congressmen for federal legislation to elevate the standing of the American Discovery Trail (ADT), of which both the northern and southern routes traverse through the Hoosier State. The other is promoting a safe way for non-vehicular traffic to cross the Ohio River at Evansville, hopefully via a properly designed I-69 bridge that is being considered.

The ADT provides pathways across the Continental United States from the Atlantic shore of Delaware to the Pacific Ocean in California. The proposed legislation would make the ADT part of the National Trails System, which will bring greater visibility to the trail and boost tourism in communities across 15 states and the District of Columbia. The efforts of Jim Bishop, ITC's Historian and Archivist, have secured five of Indiana's nine Representatives and both of the state's U. S. Senators as cosponsors of the House and Senate versions of the proposal.

When plans for a proposed bridge to connect Indiana and Kentucky via I-69 at Evansville were made public, trails enthusiasts immediately brought to public attention that consideration of the benefits of having a safe path on the structure for non-motorized pedestrian traffic was lacking. Gary Davis, ITC Community/Governmental Relations Liaison, has been involved in working with other groups to form a coalition of

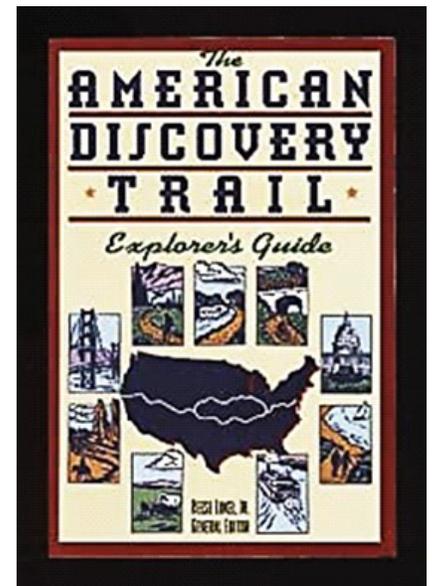
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**From the Trail . . .**

By  
**Richard Vonnegut,**  
*President and CEO.*

We at Indiana Trails have been and continue to be involved in a variety of trails and routes for thirty-five years.

Some are the Monon (rail-)Trail in Indianapolis since 1987 by the Hoosier Rails to Trails Council ("HRTC"); the Nickel Plate (rail-)Trail from Cassville (Kokomo) through Peru into Rochester since 1994 by the Indiana Trails Fund (ITF): the Pufferbelly (rail-trail) in Ft. Wayne, since 2003 by the ITF; the Panhandle from Winamac southward, since about 2004 by the ITF; United States Bicycle Route (USBR) #35 from Michigan to Louisville via Indianapolis since 2013



by the HRTC; and the American Discovery Trail (ADT) across Southern Indiana, since 2017 coordinated by the ITC. In one way or another, all three groups under the aegis of "Indiana Trails" have and/or are contributing to the transportation, recreation, and fitness of Hoosiers and money spending visitors.

Note that the terms "trails" and "routes" are used in somewhat overlapping ways, especially in the names of some national bikeways (i.e.: USBikeRoute System, and ADTrails, but also the Great American Rail

**Continued on Page 7 . . .**

# MONON: A LEGEND - In Many Ways!

By  
Richard Vonnegut.

## Monon Trail Was the First Project of Indiana Trails.

Hard to believe, but Indianapolis Mayor Steve Goldsmith opened the Monon Trail in 1993, almost thirty years ago! Like its predecessors – railroad and stream – the trail has become its own legend, with more to come.

The first legend involving the name “Monon” harkens to a stream in northwestern Central Indiana. This legend has the name coming from a local Indian (Potawatomi?) Tribe, with the name meaning “swift running”. With this already established name, the town of Bradford changed its name to Monon when the railroad (with the yet to come name Monon) laid rail into town.

The second legend is the railroad with the nickname “Monon”. From the mid-1880s into the 1950s, the official name was the *Chicago, Indianapolis, and Louisville RR Co.*, but during most of this time the railroad was known as the Monon, which became its actual name after about 1955. This railroad had many sub-legends. One is that another company nickname was “The Hoosier Line” because all its own tracks were within Indiana boundaries. To enter Chicago on the north, and Louisville on the southern end, it borrowed use of the lines of other railroad companies. No other railroad covered so much area within Indiana and stayed wholly within the state.



The Monon had two mainlines. From about 1848, the original ran from New Albany (Louisville) northward to Michigan City, when Chicago was a diminutive outgrowth of Ft Dearborn. Its second line was built in the 1880s and ran from Indianapolis to Chicago, crossing

the older line at the Monon Town, and began to absorb the moniker of “Monon”.

Perhaps the most unusual legend is that “The Hoosier Line” was also something of “the college line”, because the route delivered so many



The Monon spans the historic canal in Broad Ripple.

generations of college students to almost all the colleges in Indiana. On the original mainline are (were) Purdue University in West Lafayette, Wabash College in Crawfordsville, DePauw in Greencastle, and Indiana University in Bloomington. On the second mainline were Rensselaer College in Rensselaer, Butler University in Indianapolis, and later Indy’s Marian College. John W. Barriger, III, the company’s president, emphasized the two state colleges by creating yet another legend, via college colors. By painting passenger trains with the IU colors of creme and crimson, and painting freight engines with Purdue’s black and gold, these motifs were both attractive to look at and created much identity with the Hoosier public. Imagine the sight of the color identifying engines pulling their train cars, particularly the creme and crimson passenger trains, throughout the Hoosier State!

During the early years of the 20<sup>th</sup>

Century many Hoosiers began and ended trips at several small towns along the routes because the Monon was often the only transportation to get out of a community, whether large or small. In those days most families did not own automobiles, so they could only travel to more distant towns by rail. Further, most people received supplies, and businesses received or delivered freight via The Monon. The Monon was legend for carrying most of the world-renowned building limestone out of the Bedford and Lawrence County area.

For many decades the longest straight stretch of rail in the United States was from Lafayette to Michigan City, until the north end of this original line to Michigan City was taken out. By then most freights ran either from Indianapolis to Chicago or from Louisville to Chicago, bending from the northward route onto the northwest route at the town of Monon. It was about 1958 when the last run of “The Tippecanoe” passenger train ran between Indianapolis and

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Faculty of Monon Trail Elementary School, Westfield.

## Indiana's Senators Cosponsor ADT Legislation.

Indiana Senators Mike Braun and Todd Young joined Senator Chris Coons (D-DE) as cosponsors of the National Discovery Trails Act (S. 4693), which was introduced to the Senate by Senator Coons on August 2. The proposal

increases recognition for the American Discovery Trail (ADT), the nation's only coast-to-coast, non-motorized recreational trail by making the ADT part of the



Senator Todd Young.

National Trails System. This will bring visibility to the trail and boost tourism in communities across 15 states and the District of Columbia.

The American Discovery Trail connects trails in state parks and federal lands with county roads in rural areas and sidewalks in towns and communities from coast to coast," said Senator Coons, the bill's primary author. "I am a strong believer in the value of trails and what they represent: recreation for families, friends, and individuals, tourism and economic development for local parks and towns, and the opportunity to connect communities with the outdoors."

"The Hoosier state is fortunate enough to have two routes of the American Discovery Trail (ADT) to provide hikers and bicyclists a great outdoor adventure through both northern and southern Indiana," said Senator Young.

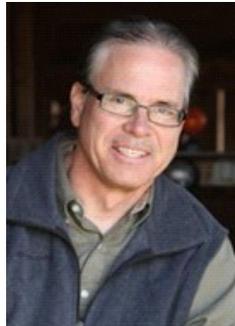
Senator Mike Braun said, "I'm proud to introduce legislation with Sen. Coons and Sen. Young to create the first coast-to-coast trail and



Abe Lincoln's log cabin at Santa Claus, Indiana, near the ADT.

empower volunteer groups to designate and maintain trails of regional significance in the Hoosier State and across the country!"

"Indiana is often called the Crossroads of America, so it is fitting



Senator Mike Braun.

that the two primary cosponsors of S. 4693 are Indiana's two Senators," said Richard Vonnegut, President/CEO of Indiana Trails Community, Inc. The 1968 National Trails System Act created a framework for a national network of connected scenic, historic, and recreational trails. Today, the National Trails System includes eight National Scenic Trails, 15 National Historic Trails, and more than 1000



National Recreational Trails. However, it does not include any trail linking the network from coast to coast. The National Discovery Trails Act would create a new category within the National Trails System for long-distance trails that connect urban areas with outdoor resources, public lands, rural areas, and other communities. The bill would designate the American Discovery Trail the first of this new category of "Discovery Trails."

The American Discovery Trail is made up of more than 6,800 miles of continuous, multi-use pathways stretching from Delaware's Cape Henlopen State Park to Pt. Reyes National Seashore, California. The trail splits into northern and southern routes at Cincinnati, Ohio, rejoining at Denver, Colorado.

## From the Board Room, Con't . . .

organizations that want the design of the span to accommodate non-vehicular traffic. A powerful argument in favor of trails users is the current design fails to comply with the Americans with Disabilities Act.

In the meantime, Derick Zollinger, the ITC Webmaster, has been working on the organization's electronic media relations resources. Derick is quite adept in Information Technology, so he maintains the ITC website and its Facebook page, which are being reviewed for possible updating and upgrading.

And, while all the above activities were addressed, the staff has also managed to move the ITC office furniture, records, archives, maps and other property from the historic Stutz Building in downtown Indianapolis to an historic mule barn building at Fort Benjamin Harrison. The new office is very spacious and offers much to the continued operations of the organization.

It has certainly been a busy, productive year so far for the ITC. Thankfully, we have a fully-engaged staff that is doing what needs to be done – and then some!

## Pedestrian Deaths Rise.

*Bicycle Indiana* reveals the *Dangerous by Design* report has been recently released by Smart Growth America. Every day cyclists and pedestrians continue to face dangers on our roads, and it is common to read reports of Hoosier cyclists killed or seriously injured by drivers as they ride on our public roads. *Dangerous by Design's* findings show that even though driving decreased on a national level in 2020 due to the pandemic, pedestrian deaths increased by 4.7%. The report also predicted that "2021 deaths will likely represent a historic one-year increase."

## What Are Bonus Miles?

bon • us mi • les (n.)  
Extra miles you end up hiking to re-supply or when you made the wrong turn. Nobody likes these!

## **“Up on the Hill” for the American Discovery Trail.**

**Report by Indiana Trails Staffers Gary Davis and Jim Bishop  
Highlights Success of Congressional Outreach Effort.**

In March, we represented Indiana Trails by attending the National Bike Summit in Washington D.C., which was sponsored by the League of American Bicyclists (LAB). The conference was held at the Old Naval Hospital, about 12 blocks from Capitol Hill.

After all-day presentations on Sunday, the 27th, we retired to our hotel in McLean, Virginia, to prepare for a full week of meetings with Congressional legislative staffers from Indiana, which was our primary reason to visit Washington. Our mission was to secure our legislators’ support for H.R. 4878, a bill that will give the American Discovery Trail (ADT) national status and recognition as a National Discovery Trail in the National Trails System.



**The Le Bon Cafe.**

Although we had a car, we decided that it would be more economical to take the Metro (the city’s train and underground light rail system) into the heart of Washington each day. The Metro dropped us off just a few blocks from Capitol Hill where we would meet with Congressional staffers.

When our train stopped at Capitol Hill station, we detrained to walk to the three office buildings

of the Congressional staffers. Our first meeting on Monday the 28<sup>th</sup> was with Rep. Bucshon’s staffer,



**A Longworth Building hallway.**

who happily informed us that the Congressman would be on board to support H.R. 4878, thereby securing a co-sponsor right off the bat! We typically had at least two meetings a day with legislative staffers, most of them at the Longworth House Office building or the Rayburn House Office Building. Another place that we met a staffer was at Le Bon, a French Café, a few blocks from the Hill. We were to find out that this café, a true “hole in the wall,” is one of the most popular hangouts for political movers and shakers in Washington!

We met with six staff members that busy week, including one teleconference call with a staffer that we conducted virtually on the steps

of the Library of Congress across from the Supreme Court building.

Our meetings were cordial and highly successful, because during the next few weeks, we secured co-sponsorships for H.R. 4878 from five of nine Hoosier Representatives to Congress. Those who have thus far placed their names on the bill include Rep. Bucshon (R-IN), Rep. Greg Pence (R-IN), Rep. Trey Hollingsworth (R-IN), Rep. Frank Mrvan (D-IN), and Rep. Andre Carson (D-IN).



**The Library of Congress.**

It is important to note that this representation shows the bi-partisan nature of the bill.

From this experience we learned that the members of Indiana’s Congressional delegation are approachable and interested in learning about the needs and concerns of Hoosiers. We really appreciate the time given to us by the staff members of the offices we visited.

*Gary Davis and Jim Bishop.*



**The Rayburn House Office Building.**

Where's My Bridge, Con't . . .

Ultimately, this will improve the lives of citizens in the region as parks and points of interest draw visitors; jobs in Evansville would become more accessible to those living in Henderson (and vice versa), as well as creating a pathway across the river for long-distance trails and bicycle routes such



as the planned U.S. Bike Route #37, which will connect to the American Discovery Trail. (Surveys show increasing numbers of business CEO's calling for more such "quality of life" amenities in cities and towns.)

However, in the I-69 project managers' Final Environmental Impact Statement and Record of Decision, no accommodations for anything other than automobiles are being made for this major crossing. Worse yet, the managers intend to demolish one of the historic U.S. Highway 41 bridges while retaining the remaining bridge for non-tolled autos only. (The southbound U.S. 41 bridge can be saved for non-motorized and/or motorized traffic, per bridge observers.)

Supporters of pedestrian accommodations want Governor Andy Beshear of Kentucky and Governor Eric Holcomb of Indiana to ensure the construction of a safe, separated, protected pathway between Evansville and Henderson as part of the overall I-69 project to assist the disabled, those without cars, hikers, cyclists, joggers, tourists and others.



Evansville residents express their preference for two US 41 twin bridges with no tolls.

## Start Spreadin' the News . . . New York City is an Accessible Bridge City!

By Gary Davis.

As *Indiana Trails, the Evansville Trails Coalition and numerous organizations* continue to advocate solutions for safe Ohio River bridge accommodations at Evansville-Henderson for *cyclists, pedestrians, ADA disabled, and citizens without autos*, keeping perspective is a critical ongoing exercise.

*Indiana and Kentucky* compete with other states for talent, jobs and tourism. *Evansville-Henderson* competes with other mid-sized cities for quality of life and a desirable environment.

Indiana and Kentucky have *three bridges over the Ohio River where non-motorized travelers can safely traverse*. None of those safe crossings are west of Louisville-Jeffersonville,

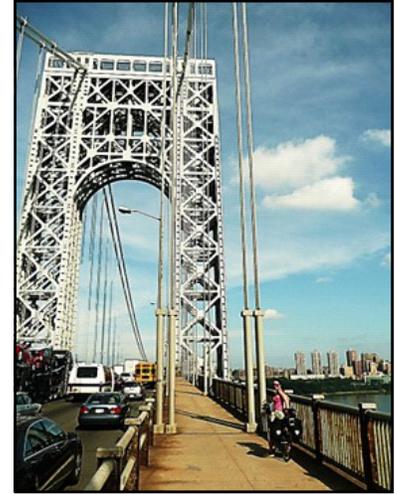


Pedestrian walkway across the Brooklyn Bridge.

nor are there any safe bridges from there to the *Mississippi River*. Riders and walkers on the *American Discovery Trail* and the *planned U.S. Bicycle Route #37* have no method of traversing the Ohio River at Evansville, where the *massive \$1.5 Billion I-69/U.S. 41 highway and bridge project* is in its beginning stages, devoid (so far) of planned ADA facilities for pedestrians.

Let's shift our focus briefly to *New York City*, where there are *no fewer than 38 pedestrian or cycling-friendly bridges*. NYC bridges come in all shapes and sizes. Some are spectacular, and some are relatively small. Some are modern, while some are of the 1800s. Some are architecturally and historically hugely

significant, and some are...kind of ugly...but interesting. Most are multi-



George Washington Bridge.

modal. <https://foursquare.com/beelzebibi/list/bridges-to-walk-across--ny>.

More efforts are ongoing to make the "Big Apple" even more bike/hike/wheelchair-friendly. And yes, our friends at the *East Coast Greenway Alliance* have a major route through the heart of NYC. <https://www.greenway.org/states/new-york>

Here's a quick look at some of the "*Bridges of New York*". (Not to be confused with the Midwest's "Bridges of Madison County", whose star, Clint Eastwood, 91, enjoys the outdoors, sports and long walks...<https://www.closerweekly.com/posts/clint-eastwood-stays-fit-at-91-without-being-too-strenuous/>)

### Where's YOUR bridge??



A great view from a nice separate walking and biking path of the Pulaski Bridge, New York City.

**From the Trail,  
by Richard Vonnegut, Con't . . .**

Trail, the Appalachian Trail, the Mississippi River Trail, etc.) Unless Indiana Trails is referring to these



nationals, we will generally use “trails” to refer to off-road bike-and-hike-ways, and use “routes” for on-road and combinations of on- and off-road bike-and-hike-ways. Notably, almost all very long-distance trails are split and use some roads to connect with off-road segments.

When United States Bicycle Route #35 was approved to open, two others (USBR #36, around Lake Michigan via Griffith, Hobart, Portage, and other communities; and USBR #50 generally following the National Road #40 from Terre Haute to Richmond via Indianapolis) also got approval to open. Also, discussion slowly began on creating a USBR#37 from Chicago through western Indiana to Evansville, across the Ohio River to Henderson, Kentucky and connect



**Pigeon Creek Greenway Passage, Evansville.**

with USBR #76, which runs through Kentucky on its way from the Atlantic Ocean and Virginia currently to Kansas, and eventually to California and the Pacific Ocean.

Although we have begun some preliminary work on this route, we have been applying much effort on that part of it called USBR #37 Bridge. Like road building, which usually begins building bridges before the road, we have joined Evansville Trails Coalition in taking the lead to advocate for the I-69 ORX (Ohio River Crossing) Bridge, to have it include a USBR #37 Bridge, in whatever way, to accommodate bicyclists, hikers, and disabled people. This should be simple because in 1990 Congress passed the Americans with Disabilities Act (ADA), to provide people with many types of abilities and disabilities access into and across public and private facilities. Many modern bridges have such accommodations. For USBR #37 to be complete, from Chicago through Western Indiana, safely across the Ohio River and a short way in Kentucky to USBR #76, a safe way to cross the Ohio River is needed.

Indiana Trails has driven many miles over some roads in both Northern and Southern Indiana in preliminarily steps to scout some likely routes for the USBR #37,

where we know there are no trails and we must take roads. In addition, Indiana Trails has a group of route explorers to proof the cycle-ability of scouted roads, before we ask the route be approved by Indiana Trails, as well as by AASHTO, the American Association of State Highway Transportation

Officials, which approves all routes and numbers in the USBR System.

With this article, the Hoosier Rails to Trails Council will accelerate the move to scout, proof, and approve all contiguous and joined segments. We will have all local road and trail owners approve their local segments, so we can take these approvals to the State, specifically the Indiana Department of Transportation (INDOT), and have INDOT take the package of local approvals for national



**Indiana Dunes Trail, Northwest Indiana.**

approval by AASHTO. AASHTO requires all local segment approvals, and state approval, before making its approval, thus elevating USBR #37 to becoming a part of the national transportation system.

Anyone who would like to be a part of the HRTC “Explorers Committee” process of scouting (studying maps and driving some roads), proofing (cycling all roads and trails for safety, surfacing, and continuity), and local approval (going to each county, as road owner, and trail owner, as surface owner for passing a local resolution), then let the HRTC Office or any of its Board Members know of your interest. Besides providing us your name, telephone number, e-address, and U.S. mail address, let us know of good times to call you and whether you like to drive routes, to cycle, and/or to speak to elected officials, and in which county you live.

Thank you for supporting and using Indiana’s trails.

*Richard Vonnegut,  
President and CEO*

**The Monon, Continued . . .**

Chicago. The last “Hoosier State” passenger train ran from Louisville to Chicago in 1966.

After WWII, the Monon was disheveled, but the company’s President, John W. Barringer, III, revived the Monon in 1947 with all new diesel engines, the first Class A railroad to do so. In addition, Mr. Barringer bought former medical and passenger cars from the military to re-equip the Monon’s aging fleet of passenger cars.

Another distinctive legend is that the Monon was the main railroad to ship Limestone - a uniquely Hoosier product.



During the late 1960s freight traffic dropped. It was about 1971 when the Monon merged into the Louisville and Nashville RR (L&N), thus ending the Monon RR. But it lives on in the name of trails, which have become a legend in their own time.

After the L&N, and several other mergers and reorganizations, the line was owned by the railroad company known as CSX Transportation (CSXT). This firm took out rails and broke up former Monon routes. In 1986, CSXT removed rail from Monticello southward on the Indianapolis Line. When rails were pulled out of Broad Ripple in January



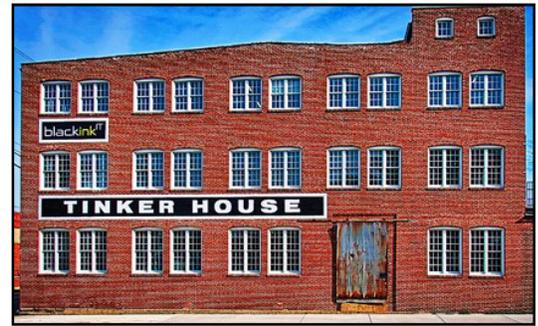
**Terraced dinng along the Monon Trail.**

1987, several bicycling enthusiasts came together to persuade the City of Indianapolis to build a rail-trail, a rather new concept at the time. In 1987-89, with 5000 signatures from people mostly in the Broad Ripple, Nora, and Glendale areas of northside Indianapolis, the trail advocates incorporated in July 1987 under the name “Hoosier Rails to Trails Council”. It convinced the City of Indianapolis, via Mayor William Hudnut, to acquire and then build what supporters were calling the “Monon Trail” northward from 10th Street to 96th Street. It was in 1993 when then-Mayor Steve Goldsmith cut the ribbon that opened the 3-mile length from Nora to Broad Ripple, that the “Monon Trail” was officially opened for use.

During this period of time several *new* legends developed. One is that some opponents cried “rape... robbery... and murder” about what they believed would be the outcome of having a trail in their neighborhoods. Another is that Ray Irvin, the new administrator of Indy Parks Greenways, challenged the City of Carmel, which is immediately north of Indianapolis, to build a trail along the old Monon right-of-way to extend the Indianapolis Monon Trail from 96th Street northward. Eventually, after navigating through many hoops (*which themselves are legendary!*), Carmel did build a trail, but because of the unjustified fear of “r...r...m...”, Carmelites passed on the name Monon Trail and opted for Monon Greenway instead (and thus the Monon Greenway in Westfield). In that same timeframe the Town of Sheridan, north of Carmel, built its section of the Monon Trail, which was completed by the year 2000.

Notably, the Monon that we walk, run, bike, etc., is actually five not-so-distinct segments: Indianapolis, 10 miles; Carmel, 5 miles; Westfield, 5 miles; Adams Township via Hamilton

County Parks, about 5miles; and Sheridan, approximately 2miles; totaling 27 miles one way.



**A beautiful vintage building along the Monon pathway.**

As legend and history unfold, the 3 miles with connections at each end that feature restaurants, ice cream shops, retail stores, pleasant neighborhoods, and Marrot Park, make for a very comfortable distance, which has and continues to draw many users to the Monon each day. These attractive features of the trail have led to the development of a cadre of aficionados who have so loved, supported, and promoted the Monon, that not only was it expanded, but it has been connected to such other trails as the Canal Tow Path, Fall Creek, Pleasant Run, and even the 86th Street sidewalk. Because wealthy and influential people walk and bike the Monon regularly, its reputation has grown legions of supporters – folks who “love it to death”. Now some repairs are needed after about 30 years of use – does anybody bet support for updates will be difficult to generate?

It is noteworthy that the Indiana School for the Blind has a very attractive entryway onto the Monon, and that the original Broad Ripple Monon station, with some additions, houses the Broad Ripple Ice Cream Station (“BRICS” – oh, boy!). It is significant that the Monon (and Nickel Plate) have attracted new housing in the area of Indianapolis’ 30th Street redevelopment effort and southward to Union Station.

Quite a string of legends, all with the name MONON, created by people who had the dream of building a trail!!!

