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The Illinois Prairie Path Newsletter

Summer / Fall 2009

The Saga of the Six East Branch Bridges

By Jean Mooring, IPPc board member

The new handsome Illinois Prairie Path bridge over the East Branch of the DuPage River between Glen Ellyn and Lombard opened ahead of schedule at the end of May 2009. Built of Cor-Ten steel and concrete, the bridge is 90 feet long and 14 feet wide and cost \$600,000 (\$200,000, a state of Illinois grant, and \$240,000, a Federal grant obtained by the late Congressman Henry Hyde). D Construction of Coal City, Illi-

nois executed the contract, which included landscaping the right-of-way with trees, shrubs, and ground cover at each end of the bridge. It is the sturdiest and safest of all the bridges that came before it. And there were many!

Bridge 1

In 1969 the Illinois National Guard built the first or "high" bridge of utility poles and lumber as a training exercise. It replaced the original steel Chicago and Elgin Railroad Bridge which the Aurora



Bridge 1, the "high" bridge

Corporation had sold for scrap after the railroad was abandoned in 1961. This bridge was well built but only lasted for a few months before vandals began tearing

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Trail users on new IPP bridge over the East Branch of the DuPage River between Lombard and unincorporated Glen Ellyn

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The Illinois Prairie Path Newsletter

This newsletter is published by
The Illinois Prairie Path
Board of Directors

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Meetings: The Illinois Prairie Path Board of Directors meetings are held at 7:30PM on the first Tuesday of each month except August and November, at Rathje Park Building, 616 Delles Ave., Wheaton. Members are always welcome to attend.

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Cleanups along the Path

By Dick and Nancy Wilson and Jean Mooring, IPPc board members

On Saturday, April 25th, a multitude of cleanups took place along the IPP. Board Members Charlie Johnson and Dick and Nancy Wilson led a cleanup of the Elgin Branch along the east side of Oliver Square shopping center. Board members Jean and Paul Mooring led a cleanup effort in Glen Ellyn, to the east of Hill Ave. And various other volunteers led efforts in Winfield, Wheaton, Warrenville, Villa Park, Naperville, Maywood, Lombard, Hillside, Elgin, Elmhurst, Batavia, and Aurora. Organizations, such as Trail Riders of DuPage, various commissions, such as Villa Park's Pride Commission, Glen Ellyn's Environmental Commission and Wheaton's Environmental Improvement Commission, IPP members, friends, family members, and the community pitched in to clean the Path.

The Oliver Square crew collected about thirty bags of trash. The Mooring crew cut up and hauled out fallen trees rotting on the forest floor close to the Path. Jennifer Brown, Glen Ellyn Public Works staffer, reported that a one-ton village dump truck hauled away some forty to fifty bags. Various other crews collected similar amounts. All in all, the communities did a great job of sprucing up the Path for the busy spring and summer months ahead. Thank you, volunteers!



Olympic Silver Medal Gymnast and Mooring grandson, Morgan Hamm, taking part in our cleanup; he carries dead wood out of the forest as if it were a toothpick.

Huge Turnout for Trail Cleanup in Winfield

By Erik Spande, IPPc board member

Getting a pleasant surprise is, well, pleasant. A neighbor can bring fresh-baked cookies, or a good friend from school can give you a call out of the blue, or a boss can unexpectedly pay you a compliment.

During the 2009 Winfield Cleanup on Saturday, April 25th, I had a pleasant surprise. The Village of Winfield, the Winfield Environmental Concerns Commission, community groups such as Winfield United, and of course, The Illinois Prairie Path not-

for-profit-corporation (IPPC) did everything they could to get the word out about the IPP, Earth Day and Winfield cleanups. Notices by e-mail, websites, word of mouth, flyers, newsletters, and public access TV announced the event. Winfield volunteers would meet on the IPP at the northwest corner of Geneva and County Farm roads for the cleanup.

But then the day came, a pretty decent day, and all I could do was wait and see if someone, anyone, would turn up.

I was not disappointed. Boy, was I not disappointed! In short order throngs of people with eager faces and willing spirits arrived—a record turnout for Winfield of over 80 volunteers. Some folks had gloves and bags, and there were lots of spares for those who didn't. After all, it would be wholly unfair to deny someone the opportunity of cleaning up the area for lack of a garbage bag.

I was also thrilled that we partnered with the Forest Preserve District again. Our trusty Ranger, Amanda Hagen this year, arrived right on time in a Forest Preserve truck. After I described the cleanup areas—the IPP, nearby Forest Preserves, and parts of Winfield—Amanda gave us a safety review.



Ranger Amanda giving a safety review

She also provided nifty grabbers, and more gloves and bags to those who needed them. All volunteers working in the Forest Preserve had to sign a waiver (of course). After I assigned a group to clean up trash by Winfield Road, Ranger Amanda let us know that we had to wear traffic vests. She explained, "Being seen is to be safe." Since she didn't have the vests with her, she took a short trip back to her office and returned with enough for everyone. I noticed that the kids especially liked wearing the "official vests," and the adults certainly appreciated the extra precaution.

There was a bit of confusion, however. Two other groups in the area were independently doing cleanups. One group of boy scouts came to talk to us to see if we were in their group. I explained that we were the Winfield cleanup group, and then they went on their way. A second group asked about a free bike inspection. It seems that a company or organization offered this freebie for participating in the spring cleanup, but these organizers were nowhere to be found. Unfortunately I'd not heard about this offer, and took the opportunity to invite them to join us if they were still willing to volunteer. Most of the half dozen of disappointed folks joined our group, and we were pleased to have them.

The DuPage police stopped by, too. I'm not sure if they knew of the cleanup or if they just happened by. Or perhaps they saw the rather large congregation of people and wanted to see what was going on (which is their job). The

officer saw Ranger Amanda and heard about her safety procedures and heartily approved.

Like last year, our assigned ranger volunteered to take the glass and aluminum for recycling. All we had to do was separate the trash from the recyclables and put it in her truck. We recycled for the first time during the 2008 cleanup and were happy that some of the debris would not be interred in a landfill for the next thousand years.

I was pleased when the bilingual Saturday class from the St. Andrews/San Andres Lutheran Church Sunday School returned to give us a hand on the IPP Geneva Spur. The chaperones and several dozen enthusiastic kids washed over the path like a cleanup tidal wave. I'm sure the Geneva Spur never knew what hit it.



St. Andrews Sunday school group

At about 11 am, clouds started moving in from the northwest and it felt like it would rain. Sure enough, rain started to fall and thunder rumbled in the distance. I made my way back to the meeting place and was thanking Ranger Amanda when one of our long-

Continued on page 12

Two New Signs along Illinois Prairie Path's Section of the Grand Illinois Trail

By Jean Mooring, IPPc board member

The Elgin Branch and Main Stem of the Illinois Prairie Path (IPP) is part of Section 9 of the Grand Illinois Trail (GIT, www.bikelib.org/git/index.htm), a 535-mile-long loop that runs between Lake Michigan and the Mississippi River in northern Illinois. GIT travels south from McHenry to Lansing, then west along the Hennepin Canal and Illinois River to East Moline, then north along the Mississippi River, then east across the northern border of Illinois to McHenry, and includes stops at several state parks: Rock Cut State Park, Lake Le-Aqua-Na State Park, Mississippi Palisades State Park. The route has 200 miles of paved roads and the rest on limestone trails and paths. The IPP contributes approximately thirty miles of limestone path from Elgin to Forest Park.

Recently, two large signs were erected along the IPP highlighting how it fits within the GIT and commemorating historic events. Three agencies—DuPage County, Openlands Project, and La Salle Bank—collaborated to produce these signs of interest to Path users. The sign east of York Road in Elmhurst contains various pictures, including volunteers rebuilding Volunteer Bridge in

Wheaton and IPPc Board Members standing in front of the White House where they received the Take Pride in America award in 1988. The bottom of the sign reports distances of 7 miles to the Des Plaines River, 20 miles to Lake Michigan, 111 miles to the Rock River, and 202 miles to Galena. The text reads:

Main Stem—The Pioneer of Rails to Trails

This segment of the Grand Illinois Trail is the Illinois Prairie Path—a multi-purpose trail along the abandoned right-of-way of the former Chicago, Aurora and Elgin Railway. This trail was the first successful rail-to-trail conversion in the United States. Distinguished naturalist May Theilgaard Watts



Longtime IPP member Joe Carlton stopping to read (and pose in front of) the new sign in Wheaton about the Grand Illinois Trail.

first advocated the trail in 1963. Original construction was completed by volunteers in the late 60s, with surfacing of the trail beginning in the Village of Glen Ellyn. In the 1980s DuPage County took over the trail management. Today, the not-for-profit Illinois Prairie Path corporation (www.ipp.org) continues the tradition established by those original volunteers by constructing amenities, maintaining prairies, and promoting the trail's use.

The second sign is located next to the Path in Wheaton just north of the old DuPage County Courthouse, now the anchor building of the Courthouse Square condominium and townhouse development. It recounts a famous bit of courthouse history of the tumult in moving the county seat from Naperville to Wheaton that ended with an Illinois Supreme Court decision. Also, the sign gives distances: Navy Pier 29 miles; Elgin 17 miles; Rock River 104 miles.

Look for these classy signs!

**Moving?
Please let us know**



The Post Office doesn't always notify us of your change of address

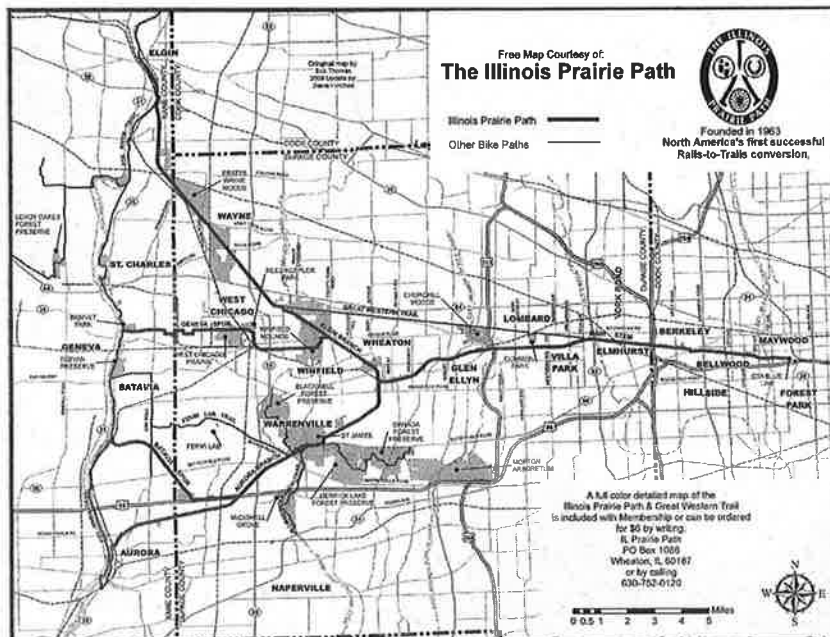
Free Trail Maps are Back

By Bob Sobie and Diana Lund,
IPPC board members

The Illinois Prairie Path corporation (IPPC) is happy to announce that the free trail map program is back after a hiatus to revamp the map and to replace missing or damaged map boxes. The designer of the newest version of the map used Geographic Information Systems software, the latest in mapping technology. New additions include adding in Forest Park (since the IPP is longer after the last map came out), easier to read town names, and a bolder Path line. The flip side has additions of a mileage chart, our new e-mail address (IllinoisPP@aol.com) and new zip code (60187), and condensed wording. The flyer still has information on how to become an IPP member, how to order a color map or other merchandise, and how to volunteer.

You can find these free maps in the map boxes attached to The IPPC display cases, which are located in most municipalities through the trail system. Volunteers replenish these map boxes as need arises. We hope that you will find these new maps helpful.

Please pass this
extra membership card
on to a friend.



Above: A scaled-down version of our new free map: original version by Bob Thomas and 2009 update by contractor Steve Hincee.



Left: One of the many map boxes that Board Member Bob Sobie installed this summer along the IPP.

The Illinois Prairie Path

P.O. Box 1086, Wheaton IL 60187

630-752-0120 www.ipp.org

Membership:

☐ I am applying for a new membership

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☐ Society \$1,000.00

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☐ Supporting \$50.00

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☐ Sustaining \$75.00

☐ Family \$30.00

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All contributions are tax deductible



Bridge Saga

Continued from page 1

it down. Because the damage to the structure posed a danger to users and to protect The IPPc liability insurance policy, board members cut away both ends of the bridge. Even so, kids kept climbing and playing on it.



Mid-construction of Bridge 2, the "low" bridge, from the timbers of the "high" bridge

Bridge 2

Around 1970 the Sierra Club built the "low" bridge using timbers salvaged from the high bridge. It was only a couple of feet above the average water level in the river. But it survived several floods because Board Members Jean and Paul Mooring and Dick and Nancy Wilson braced it with posts and fastened a cable from it to a nearby small tree. However, in August of 1972 DuPage County had its first hundred-year flood, which washed out the bridge and floated it downstream. Responding to Jean Mooring's plea for help,



Securing Bridge 2 with a cable

George Bottoms, Chief Engineer for the Forest Preserve District of DuPage County, sent a crew in a rowboat to float the bridge back and set it in place. That same weekend a second hundred-year flood deluged the area and the bridge floated far downstream.



Recapturing Bridge 2 by rowboat

Bridge 3

Officials of the Forest Preserve District took pity on The IPPc and offered to build a new medium-height bridge using timbers from the high bridge abutment on the east bank of the river. In the process they graded down the old railroad berm. The new bridge had a railing on one side, which vandals

kept damaging. So, board members finally removed it altogether. Path users complained about the lack of a railing; at least users had a bridge. It lasted five years.

Continued on page 9



Bridge 3 had one railing.

Got a story idea?



**Drop an e-mail to the editor, Diana Lund:
sprocketbecane@aol.com.**

Response to ComEd's Tree Maintenance Program along the Illinois Prairie Path

Because the power lines run parallel to the Illinois Prairie Path in parts, we have competing needs: electricity reliably delivered to our homes versus beautiful natural areas to hike, jog, or bike. Trees growing in and around power lines threaten our electrical supply, and yet these same trees add to the charm of the Path. For a long time we have been searching to solve this dilemma, which came to a head this spring after ComEd's contractor Asplundh severely trimmed trees around the power lines and left a plethora of tall, standing stumps and debris.

The DuPage County Trail Maintenance Policy Task Force, formed by DuPage County Board Chairman Robert Schillerstrom in 2003, is working with ComEd to address the issue. The Task Force has the following members:

Chairman, Brook McDonald
President/CEO, The Conservation Foundation

Kris Bachtell
Director of Collections and Grounds,
Morton Arboretum

Sylvia Kellogg
Chairperson, Bikeable Roads and Trails
Supporters (formerly Trails Project of
The Conservation Foundation)

John Oldenburg
Manager of Grounds and Resources,
Forest Preserve District of DuPage
County

Ed Barsotti
Executive Director, League of Illinois
Bicyclists

Paul Mooring
Director, The Illinois Prairie Path not-
for-profit corporation

John Kawka
Manager of Highway Operations,
DuPage County Division of Transporta-
tion

John Coakley
City Administrator, City of Warrenville

Tom Cuculich
Director, Economic Development and
Planning, DuPage County

Debra Olson
DuPage County Board, District 4

Curt Barrett
Village Manager, Village of Winfield

Charles Tokarski
County Engineer, DuPage County Divi-
sion of Transportation

In the spring, Chairman Schillerstrom held a meeting with ComEd and negotiated an agreeable approach. The gist of the agreement is that ComEd will now be coordinating their tree trimming activities with the task force and regularly report to the DuPage County Board. Specifically, ComEd has agreed to haul out all debris from tree trimming; to cut standing stumps flush with the ground, as coordinated with the task force, and then paint on (rather than spray) herbicide to only these leftover stumps; and to replant low growing

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Got a Question?



**Just call us at
630-752-0120
(Voice Mail)**

THE ILLINOIS PRAIRIE PATH 45th ANNUAL MEETING

Sunday, November 1
at 2 p.m.

Lombard Community Building
433 E. St. Charles Road
(SE corner of Grace &
St. Charles Road)

For more information about the Illinois Prairie Path, go to our web page www.ipp.org or send an email to IllinoisPP@aol.com or call Ray Bartels at (630) 606-8851.

ComEd Tree Maintenance *Continued from page 7*

task-force-approved species that shouldn't interfere with power lines, thus filling in bare spots left from tree trimming activity.

Recently, ComEd has begun implementing this agreement, as outlined in this excerpt from an early August memo from Deborah Jan Fagan.

Routine Maintenance Trimming Performed Earlier This Year

ComEd has begun to remove the "standing stump" trees created by earlier maintenance trimming. Work is completed in Glen Ellyn and work began this week in Lombard west of I-355. Stumps are being cut flush to the ground, stump herbicide treatment applied, and areas have been flagged for replanting lower growing species. DuPage County Division of Transportation staff is on-site to oversee ComEd's work and County staff is marking the trees for removal.

Staff has supplied to ComEd the DuPage County Trail Maintenance Task Force's previous recommended planting list for species under power lines. That is being reviewed by ComEd in developing their replanting plan. More information on the proposed re-planting plan will be shared with the DuPage County Trail Maintenance Task Force as soon as it is available.

Focus Areas for Prairie Restoration

County staff and ComEd inspected the first focus area, the Illinois Prairie Path adjacent to West Chicago Prairie, this week. ComEd is working up a plan for this area based on that field inspection. That will be presented to the Trail Maintenance Task Force at the next meeting.

Since August, the standing stump work and flagging are completed along the Main Stem of the IPP and the Great Western Trail, and the Task Force is reviewing ComEd's replanting plan, which will probably begin implementation this fall. In the upcoming months, a policy about future tree trimming as well as areas for prairie restoration will be up for discussion. Finally, the communication lines are open, work is beginning, and we hope to have a much better result of a consistently, naturally beautiful Path again.

Bridge Saga

Continued from page 6

Bridge 4

In 1977 arsonists poured gasoline from one end of the bridge to the other and set it on fire. Although it was badly charred, it was still usable. The Forest Preserve



Former Board Member Keith Olson examining support timbers of crispy Bridge 3 to see if it could be restored (and it could)

District came to our aid once again and built a new bridge with railings on both sides utilizing utility poles already on site. Users applauded that



the safety issues of the old bridge had been addressed. However, this solution had a short life. Two weeks later, arsonists burned the bridge again and completely destroyed it.



What's left of crispy Bridge 4. Note railings in the water.

Bridge 5

The IPPc board decided to create a vandal-proof steel bridge. We detoured Path users along Hill Avenue to cross the river while we raised money from The IPPc members and friends; secured permits from DuPage County, the State of Illinois, Lombard, the DuPage County Forest Preserve District, Ni-Gas, ComEd, the Glenbard Water Reclamation District, and Illinois Bell; and ordered a prefabricated bridge, which the Illinois Constructors of St. Charles installed. Completed in 1978, this single-lane bridge with railings lasted thirty-one years.

Left: Bridge 4, safer than Bridge 3 as it had two railings

Right: One-lane steel bridge, number 5, which has been in service up until March of this year.

Bridge 6

This year—not because of vandals or arsonists or weather conditions, but more to improve on safety and to widen the bridge—the fifth bridge was replaced with a new one. It is so well built that, barring a meteor strike, it should last a hundred years. DuPage County Board Chairman Robert Schillerstrom, the entire DuPage County Board, the County Division of Transportation engineering and planning staff—including Deborah Jan Fagan, Senior Planner and DuPage County Trail Coordinator—and the contractor D Construction should take a bow for this well-designed and well-executed project. Our thanks to all, including our patient trail users who put up with the detour until the bridge was completed.

County officials and trail users are pleased with the wide berth, the sturdiness, and the slight arc of the new bridge. But happiest of all are the Moorings and the Wilsons, who have monitored and/or helped construct the five previous bridges at this site. At last, the East Branch Bridge is here to stay.



Work Days

By Erik Spande, IPPc board member

When do “fun” and “work” go together? The answer is obvious—when we are doing an Illinois Prairie Path (IPP) Work Day! The IPP not-for-profit-corporation (IPPc) board of directors (BOD) has a work day every month when the weather is decent. The purpose of a work day is to make an improvement—large or small—along the IPP. An improvement can be replacing or re-setting a damaged mile marker, clearing away some brush along an overgrown area of the path, restoring one of the map cases we maintain throughout the IPP system, or freshening the paint on a sign or bench.

Repairing Broken Display Cases at Volunteer Park in Wheaton

By Jean Mooring, IPPc board member

The deterioration and recent vandalism of both display cases in the two-sided stand at Volunteer Park in Wheaton prompted IPP Board Members Jean and Paul Mooring to contact Jerry Kuntz and his son Ryan. A couple years ago Ryan earned his Eagle Scout rank by installing display cases and stands for the IPP. And in another project the Kuntz duo had done an outstanding job in repairing and modifying the deteriorating Volunteer Park stand. They seemed the logical choice to repair these display cases. On June 8, they volunteered their time and effort, only charging \$27.42 for materials. Our heartiest thanks to them, good scouts both.

The south side display case contains a map of the entire Illinois Prairie Path, a story in pictures of the restoration of Volunteer



Board Members who took part in Wayne work day project: back row: Dennis Clark, Dick Wilson, Rob Sperl, Charlie Johnson, Paul Mooring, Erik Spande, and Nancy Wilson, and in front row: Bob Sobie and Jean Mooring.

Bridge, and a story with pictures about the creation of the Rails-to-

Continued on page 11



Left: Board Members Erik Spande and Dick Wilson brace a piece of wood while Dennis Clark (hidden behind Erik in this view) saws wood for Wayne port-o-let project.

Fixing Listing Port-O-Let Screen in Wayne

By Erik Spande, IPPc board member

Our July 2009 work day was repairing the screen in front of the port-o-let in Wayne, Illinois. This screen had developed an increasingly severe list over the years. The IPPc BOD descended on the hapless screen with saws, drills, treated 2x4 and 4x4 boards, plywood, shovels, and concrete, and in a couple of hours we fixed the screen with new bracing and freshly mixed concrete and gave it a new lease on life. When we were done, we posed for a picture with our Work Day sign to document the event, during which we had a surprising amount of fun!

To volunteer for a workday, please contact Dick Wilson at (847) 299-7882, Nancy60018@yahoo.com.

Mark Newell Memorial Bench Installed

By Jean Mooring, IPPc board member

On June 30 contractor John Wilkinson reported that he had installed the Mark Newell memorial bench donated by Paul and Jean Mooring. The Moorings inspected it and found that the concrete base was two and a half inches higher than planned. The contractor said he had to pour extra concrete to cover the vandalized original base. The bench looks good and is in a beautiful location just west of Hill Avenue where Mark often worked on IPP cleanups.

The inscription reads as follows:

***In memory of Mark Newell, 1954 to 2008
Mayflower descendant, carpenter
and true friend of
the Illinois Prairie Path***

Display Case Repair
Continued from page 10

Trails sculpture. In the north side case are excerpts from the current IPP Newsletter plus a story about the Take Pride in America Award won by IPP volunteers in 1987.



Mark Newell Memorial Bench, enlarged inscription in bottom right corner.

Stearns Road Project

By Mike Sullivan, Regional Planning Liaison, Kane / Kendall Council of Mayors

The Kane County Division of Transportation has developed plans to construct a new regional roadway that includes a new bridge over the Fox River. This project is known as the Stearns Road Bridge Corridor. Included in the Stearns Project are several significant multi-use facilities that will improve and enhance the current bike trail systems. Proposed improvements to the trail system include:

- A new bicycle and pedestrian bridge crossing the Fox River.
- Reconstruction of portions of the Elgin Branch of the Illinois Prairie Path. Kane County reconstructions will have a new asphalt surface, whereas Path work in DuPage County will keep the limestone surface.
- Conversion of the existing Dunham Road Bridge in St. Charles, which goes over the Chicago Central & Pacific Railroad, from vehicular use to trail use.
- Construction of two new underpass structures that will take the Illinois Prairie Path under the new Stearns Road and IL Route 25 roadways.
- A new Path “roundabout” northeast of the new Stearns Road and IL 25 intersection that connects the Illinois Prairie Path to a new trail along Stearns Road.

On September 8, Kane County temporarily closed a portion of the Elgin Branch of the IPP, for about a month, to re-route it away from the construction area. This way the Path can remain open for the remainder of the construction period. More information concerning the Stearns Project may be found at the project website at www.stearnsroad.com. Questions concerning the Stearns Road Project may be directed to Kane County’s Construction Corridor Project Manager, Kevin Ahern at stearnsroadproject@benesch.com.

Plans to Improve Wheaton's Bridges

By Deborah Jan Fagan, chief planner and county board trail system coordinator

An \$18 million dollar project to improve the Wesley-Manchester Bridge and the Illinois Prairie Path's Volunteer Bridge over the Union Pacific Railroad tracks in downtown Wheaton is currently in bidding. The City of Wheaton is coordinating this joint effort with DuPage County and the Union Pacific Railroad. Federal and state grants will total more than 80% of funding.

Volunteer Bridge is just north of mile marker zero along the IPP's Elgin Branch and consists of three spans that extend over the railroad tracks, Wesley Street, and Front Street. From 1982 to 1984, The Illinois Prairie Path not-for-profit corporation and eighty-eight volunteers, ordinary folks, restored Volunteer Bridge, a large portion of the work done without machines.

As part of the project, the bridge structure of the historic iron truss bridge will be retained even though some parts will need to be replaced. Additionally, a construction crew will raise the bridge to current standards and re-make the piers supporting the bridge's spans.

Construction is expected to get underway this Fall with completion by the end of 2010. The Path

Continued to 3rd column



New signs warning Path users of increased EJ&E train traffic.

Canadian National Railway Deal a Reality

To our disappointment, the Canadian National Railway has acquired the Elgin, Joliet and Eastern (EJ&E) Railroad. The Illinois Prairie Path crosses EJ&E tracks in four places: on the Aurora Branch, the Batavia Spur, the Geneva Spur and the Elgin Branch. Only the Geneva Spur has a bridge crossing over these tracks. Because of the proposed quadrupling of train traffic and the lack of gates or flashing signals to warn Path users of an oncoming train at these crossings, signs have been posted reminding Path users to look for train traffic. For your own safety, be more alert than in the past. That lazy railroad is turning into a bustling enterprise.

Winfield Cleanup *Continued from page 3*

time volunteers came out of the Forest Preserve clutching a bleeding arm. The light rain had made the trail slippery and he'd taken a fall on his bag full of glass bottles. Ranger Amanda sprang into action with her rather impressive first aid kit, and in no time the wound had a clean bandage on it. The cut was serious enough that another volunteer drove him to the hospital, where he ended up getting twelve stitches. This incident was a sad reminder that all it takes is a moment of bad luck for an accident to occur. But, we were very fortunate that Amanda was well prepared and trained. Moreover, the Forest Preserve's insurance covered all out-of-pocket costs for our cleanup volunteer's hospital visit. This demonstrates the Forest Preserve's commitment to health and safety and to the well being of its volunteers.

Overall, we had a huge turnout and got a lot done. In so doing, we made the IPP, Winfield, and the Forest Preserve a better, cleaner place.

Wheaton Bridges *Continued from 1st column*

detour will take users through the downtown area during construction.

Keep up with the progress of this project by monitoring the City of Wheaton's website at www.wheaton.il.us/Departments/engineering and click on Wesley-Manchester Bridge Project.

Illinois Prairie Path Store

Show Your Support For The Illinois Prairie Path! Enjoy the IPP in style with our long sleeve, polo or t-shirt styles, all with the distinctive IPP logo. Our denim and polo shirts feature an embroidered logo with green and white thread above the left breast area. For a current shirt inventory, go to www.ipp.org/GUI/ipp_store.htm.

Shipping and handling for shirt orders is:
\$4 + \$1 for each shirt ordered.



SALE The 7.26 oz. 100% cotton long sleeve denim shirt is available in both natural (light khaki) and light blue denim colors. It features wood-tone buttons, double-needle stitching and

a button-down pocket. \$35.00 per shirt, plus S&H. Sizes M, L & XL in blue. Only XL left in natural.



SALE This 100% cotton polo (medium brown) features an embroidered IPPc logo (green and white thread) with three wood-tone buttons.

Sizes S, M, L, XL, (\$25) and XXL (\$30) plus S&H.

Green T-shirt with white logo on front & larger logo on the back.



\$15 + S&H. Only one size left: M.

Illinois Prairie Path Color Map 7th Edition.

Only \$6 - includes postage and shipping.

(Note: new members are sent one free map when they join The IPPc)

- Full color illustrations and photos
- Large 18" x 24" size (folds to 3½" x 9") on tear- and water-resistant paper
- Includes suburb/ street detail of the 62-mile trail from Cook County west to Kane County
- Discover 26 points of interest along the IPP and 14 recommended bike routes
- Details train stations, prairies, parking lots, rest rooms and drinking fountains
- Learn more about The IPPc's management, its history and its founder May Watts. Published by The Illinois Prairie Path not-for-profit corporation.



The IPPc Patch shows you care. 3 x 2½ in. The patch can be yours for \$1.50 each. Includes shipping.

IPP Guidebook—by Helen Turner. This 32-page guidebook contains information about the history, geology, trees, flowers, birds and animals of the Illinois Prairie Path. Cost: \$5 per copy includes shipping.



Name _____ Phone _____ Email _____

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P.O. Box 1086
Wheaton, IL 60187

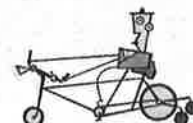
Nonprofit Organization
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Carol Stream, IL 60188
Permit No. 621

ADDRESS SERVICE REQUESTED

DATED MATERIAL



Prairie Path Trail Etiquette



Regulations to Protect People, Animals and Power Lines:

- Cyclists and equestrians should give an audible warning when overtaking another user by calling out "passing on the left."
- Users should make an effort to stay to the right when traveling on the Path.
- Cyclists should not travel at excessive speeds.
- Care should be given when approaching horses to avoid "spooking" them.
- Cyclists (really all users) should stay on the surfaced portion of the path and not damage native vegetation and landscaped areas.
- Cyclists should wear helmets at all times.
- Pets must be leashed and you must clean up after them.
- No motorized vehicles are allowed (county law). Power-assisted wheelchairs *are* allowed.
- No firearms, kites, or remote controlled toys.
- No hunting.
- No alcoholic beverages or controlled substances.
- We provide trash containers at many intersections—please use them.
- Camping is not allowed on the Path. The Path is adjacent to several county forest preserves. For camping information call the DuPage County Forest Preserve District, 630-933-7200, or Kane County Forest Preserve District, 630-232-5980.