



# On the Trail

Butler Freeport Community Trail

[www.butlerfreeporttrail.org](http://www.butlerfreeporttrail.org)

December 2011

## Volunteer Spotlight—The BOBS

### Trail Council Officers:

President: Chris Ziegler  
Vice-president: Angelo Quaranta  
Treasurer: Bob Ingoldsby  
Secretary: Bobbi Diller

### Board of Directors:

Rick Carr, Fritz Emmerling, Jim Meyer, Albert Roenigk, Debbie Swettenam

### Butler County Tourism Representative:

Debbie Swettenam

### Newsletter Editor:

Bobbi Diller

*Butler Freeport Community  
Trail Council*

*PO Box 533*

*Saxonburg, PA 15056*

*Join us for our  
monthly meetings at  
7:00 p.m. on the first  
Monday of each month  
at Concordia Home on  
Marwood Road,  
entrance #4*

*The Butler Freeport  
Community Trail Council, Inc.  
is a 501(c)(3) non-profit  
corporation. All donations are  
tax deductible. A copy of the  
Butler Freeport Trail Council's  
official registration and  
financial information can be  
obtained from the PA  
Department of State by calling  
1-800-732-0999*

When you come to a Trail meeting, you may notice that most volunteers are named Bob...or so it seems. If you don't know someone's name...try Bob! This issues' volunteer spotlight is about some of the Bobs who give their time to the Trail.

**Bob Corbett**, a Trail volunteer since 2005, is better known as Kubota Bob. He plows snow, mows grass and inspects all 21 miles of the Trail on his Kubota RTV. In the winter, to accommodate cross country skiers, he leaves one-half of the trail unplowed.



**Bobbi Diller**, Cabot, volunteers as Trail secretary and helps with trail maintenance. She learned to weld bridge rails and use a chain saw with the help of Trail volunteer Jim Meyer. Bobbi chose volunteering because of the example set by her employer, service oriented Duquesne University. She enjoys what she does and knows that the community benefits.



**Bob Danehy** is better known as "Band-aid Bob" a title he earned in his four years of Trail maintenance: clearing brush, cutting trees and keeping bulletin boards up to date. At the end of the



day, he usually sports a band-aid or two. Bob (with help from his wife) now maintains the membership data base.

**Bob Holbein**, owner of HOLBEIN INC, volunteers is time and equipment when called upon by the Trail Council. For the past year, he's worked closely with the council and volunteers to finish the last segment of the Trail into Butler. Bob appreciates the community nature of the Trail when he gives consideration to the cost such a large job entails. Bob says everyone works together; everyone has to give a little. "There are a lot of nice people and it's a pleasure to do it. It's exciting."

**Bob Ingoldsby** is a pharmacist who owns the Medicine Shoppe in Natrona Heights and is a Trail volunteer. Since 2004, he's helped with trail maintenance, the Half-Marathon and is Trail Council treasurer. In his words, he bears the title of "Director of Port-o-Johns." He's an avid biker.

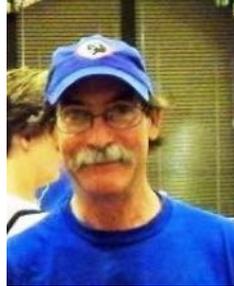


**Bob Papanau** of Sarver became a volunteer twenty years ago. Known to some as "sign Bob," he also built and repaired bridges, cut trees and worked on drainage problems. Bob says he "loves that Trail."



# BOBs continued

**Bob Selvaggio** sometimes identified as Mustache Bob, lives in Sarver. He helps with trail maintenance and rides as the “sweep” bicyclist behind the last runner at the half-marathon. Bob enjoys biking on the Trail especially though the change of seasons.



**Bob Walter** of Natrona Heights is a long-time Trail volunteer. He’s cut trees, helped with resurfacing, served as time keeper for the half-marathon, and as a board member. Bob likes volunteering for the Trail because it’s community oriented and provides a safe place to bike.



**Roberta the Backhoe:** “Roberta” as she’s known, is a Case backhoe. Originally owned by Worth Township, she was later obtained

by Buffalo Township for the road crew. After many hard years of use, she was donated to the Trail. Karl Knechtel had the privilege of running Roberta on the new section between Bonniebrook Rd. and Butler. He says, “She was there pushing dirt, digging trenches and carrying rip-rap for the ditches. She isn’t the best backhoe around, but it beats using shovels, wheelbarrows and your back. She leaks, smokes, drinks a lot, blows a hose occasionally, needs a band-aid from time to time and is just plain tired.” But just like many of us volunteers for the Trail, it doesn’t matter what you are like, as long as you can offer some help, enjoy working with others, and love the outdoors, you are welcome.



**Trail-boss Fritz is directing Roberta as work is done near Butler.**

*Submitted by Connie Sutara*

## BICYCLING TO AND AROUND BUTLER

*Second in a Series*

The Butler Freeport Community Trail is the former Butler Branch of the Western PA Railroad. Completed in May 2011, this corridor once again links people together, allowing them to visit friends, shop, commute, and have fun. A partnership with the City of Butler and Butler Downtown brings this community resource full circle.

At our October Trail meeting, we voted unanimously to donate all proceeds made on the ornament (costs were to be split 50/50 with Butler Downtown) to a Historic Preservation Fund set up in Becky Smith's name. They are available for purchase at:

[www.butlerdowntown.org](http://www.butlerdowntown.org).



# Sixth Annual Buffalo Creek Half-Marathon



**Kevin Doyle**  
**Record breaking first**  
**place 1:08:23.80**

Our sixth annual Buffalo Creek Half Marathon was held October 15, 2011 with a 9:00 a.m. start. There were 877 entrants, a huge increase from the 164 runners from the first year. The race could not be the success it was without the

sponsors and the Butler Freeport Community Trail (BFCT) volunteers. All proceeds benefit the Butler Freeport Trail and are used for trail maintenance. Kevin Doyle set a new course record. He received a \$100.00 check sponsored by West Arm Therapy, presented by John Pulano.

In second place: Owen Venesky - 1:10:30.00; third place: Josh Christopher -1:11:16:00

First place female: Kristin Udvari -1:27:48.00; second place: Lauren Howell -1:30:58.30 and in third place: Marilyn Gregory -1:32:59.20

Congratulations to all who ran!



Photo by Deb Rittleman

THANK YOU TO OUR SPONSORS: **BUTLER HEALTH SYSTEMS**, PNC Bank, Dick's Sporting Goods, Rex Energy, Minuteman Press, Kim Fitzgerald, DMD, Saxony Animal Clinic, Banner & Sechler, Attorneys at Law, Ken Mac Rentals, Adagio Health, Armstrong, Concordia Lutheran Ministries, Farmers National Bank of Emlenton, West Arm Therapy, Walter Insurance Agency, Lutz & Pawk, Minner Company, Bankson Engineers, Up & Running, Miles of Smiles, Signs By Rick, Beth's Barricades, Morgan Stanley Smith Barney, Butler County Fire Police, Boy Scout Troops 482, 19, 525, 59 and 39, A-1 Rentals, DJ Tom Menchyk, Saxonburg EMS, Freeport EMS, Dr. Dan McCarty, DC, Lernerville Speedway, Joel Warren Photography, Pajer's, Vocelli Pizza, Target, Walmart, Winfield Township, Buffalo Township, Freeport Boro, Friedman's Bi Lo, Humiston Designs, Hallman Agency



*The BFCT Council fondly remembers Ouch Roenigk's father, Leland B. "LB" Roenigk, who passed away on September 17, 2011 as we offer our sympathy to his family and friends.*

*These pictures are from the Ground Breaking ceremony at the Sarver Road trailhead in 1992.*



## Life on the Pennsylvania Railroad with Herb Kerr

On March 25, 1941, Herb Kerr of Buffalo Township began his work life as a fireman for the Pennsylvania Railroad. He was 19 years

old. He retired 47 years later. From beginning to end, he loved his job.

Herb worked 7 days a week, 16 hours a day. Most of the work was done on an "on call" basis. Employees were notified two hours before their expected start time. If there was no phone, a "call boy" was dispatched to notify those who lived in Freeport. With no pagers or

cell phones, an employee had to wait at home for work notification.

If he wasn't home when the call came and he missed work, he might be suspended for a day or two. After 40 years, Herb's schedule changed to 12 hour days.

In the beginning of his career, Herb worked with hand fired steam engines. As a fireman, he shoveled from 10 to 12 tons of coal non-stop on the round trip from Freeport to Butler. He had 20 minutes to eat his lunch. He wore coveralls with a bandana around his neck to protect him from hot ashes. A heavy curtain protected him from the cold. A fireman earned \$6.66 for 8 hours of work; an engineer \$9.99 for 8 hours. The pay rate was also determined by the engine weight, the heavier the engine, the higher the pay. Diesel engines were introduced in 1951 and by 1954 all engines were diesel.

The system regulating the flow of trains on the single track included small green cards that stated how far the train was permitted to go. When the train reached that point, a call was made ahead for permission to proceed further. It took an hour to travel from Cabot to Butler. There were four round trip passenger trains per day. Each train carried approximately one ton of sand housed in two cylinders. The sand would be released to maintain traction on the rails.

Herb was a member of the Brotherhood of Locomotive Firemen and Engineers union

which later became the UTM or United Transportation Workers. With long hours and difficult work conditions, one might wonder what the union did. Herb supports the union who developed the pension plan and represented the workers in collisions and derailments. It was instrumental in reducing the work day to twelve hours and a mandated eight hours off between shifts.

For Herb, a great part of the appeal of the railroad was the variety found in the make-up of each day's train: tankers of tar for PennDOT; feed for Westerman's and Oesterlings; sand for Franklin Glass which made the largest plate glass in the world at that time; cinders and sand for cement blocks; parts of Pullman standard cars; General Mills feed; furniture; farm supplies; the occasional high school student; and eggs sold at an egg auction in Butler, then transported as far as New York City. Iron ore from Venezuela came by ship to Baltimore and Philadelphia and eventually to the Saxonburg Sintering Plant by the Bessemer Railroad. Each car held 100 tons of ore. Trains kept the economy moving.

On his trips from Freeport to Butler and back, Herb saw deer and turkey. Copperheads sunned themselves on the rocks, in the area from Laneville to Sandy Lick. The small front window on the engine was virtually useless in visualizing the track ahead. Instead the track was visualized by looking out of the side door. There was always a danger of people trying to cross the track ahead of the train. Occasionally there was a derailment like one at Sandy Lick involving 17 cars. Each year about three weeks before Christmas a railroad worker, Tom Bell of Blairsville, would give notes to residents along the track telling them that Santa would be on the train the day before Christmas. Bell dressed in a Santa suit. The railroad workers threw candy from the train to the children at each crossing.

Herb Kerr holds an extensive history of the Pennsylvania Railroad as it traveled what's now the Butler Freeport Trail. The work was hard, the hours long and the conditions were less than ideal. When you talk to Herb you realize that all of those things were just part of a job that he loved.

*Submitted by Connie Sutara*



**Herb Kerr**

# President's Note

Well folks, in case you haven't heard.... TRAILS DONE!



Trail users can access the city of Butler via *sharrows* (share the roadway) symbols (or as my husband calls them, 'Bobless

bikes') on the road.

May 25 will be a day that most of us will never forget. Bright and early, Holbein's crew, Buffalo Township Road Department and I arrived on site. I was very hard to live with those few days and couldn't sleep; sort of like had been waiting for Santa for five years. I can't imagine what Ouch was feeling as he has been waiting for Santa for 20+ years, but he appeared cool as a cucumber. I stayed to video tape the workers for a while but then the guilt of needing to be at my new job set in. There was always lunchtime and the trail was only a mile from my work. Before I left, I



talked to the road crew and they assured me that they wouldn't be rolling the surface until just before lunch and also promised they wouldn't let anyone on it until I got back. Lunchtime came, and Pinky (my bike) was on the back of the truck ready to go. I zipped over and rode up the trail...it was wonderful (until I hit where they didn't roll and sunk). I took a few pictures of my tire tracks and headed back to my truck. I ran into Ouch. He was the first walker on the trail, very fitting. Day two ran very smoothly, and had the Butler Eagle out

for a photo op, making the front page above the fold. Day three was just as exciting. I rounded up a couple volunteers, Dave Adams and Bill Thorton to direct



traffic at Bonniebrook Rd. while the crew would be working in that area. I really think Bill missed his calling and wasted a lot of money on his college educa-

tion...he agrees...a natural at traffic control! There were some truck issues this day, but some progress was made.



Day four fell on a Friday and that meant lunch from the Hot Dog Shoppe. Fifteen crew members had a trail-gate party at Brinker Rd. Shortly thereafter, the rain came in and the crew was done for the day.

This was the day that Pinky was retired and my new bike (Flash) came into my life (thanks Adam, from Butler Bicycles...I LOVE it). With Memorial Day weekend came walkers, bikers and hikers to check out the new section. I couldn't believe the number of people on the trail; it was very nice to see. On May 31st, it was a beautiful day, giving Holbein Inc. perfect weather to pave in the last full mile to Bonniebrook Rd. Bill



continued to direct traffic and I had given him explicit instructions that when he saw the paver come around the bend at Bonniebrook Road, his finger better be on speed



dial to me. I got there with minutes to spare and took video of the last inches of trail surface laid at 1:58 pm. We celebrated with milkshakes from K's Corner. I have to say, we are so blessed with folks that want to make their community a better place and with people that take pride in what they do (and put up with a crazy woman on site every day). The phrased I loved best was... "If you're happy...I'm happy".

So, next piece of the puzzle is the bridge, the bridge that has been in my yard for four years. On August 4, 2011, Buffalo Township received a fully executed contract with all the appropriate signatures. If you

want to see the latest photos or get the latest information check out our Facebook page and our renovated website, [www.buterfreeporttrail.org](http://www.buterfreeporttrail.org), designed by Sam Menchyk.

*See you on the trail, Chris*

## THANK YOU from President Chris

At this time, I would like to thank: *Matthew Menchyk* who has spent the last couple months scanning our photo and newspaper articles onto CDs, so that none of the trail's history is lost; *Drenda Gostkowski* who continues to assemble the hard copies; *Erin Pottery* for sending out the membership renewal cards and *Bob and Sylvia Danehy* who are helping with the database; *Art Borland* who continues to pound the pavement for the sponsorship sign in Sarver, which is almost full (but never fear, planning another near Butler); *Bobbi Diller* for taking notes and assembling the newsletter; *Connie Sutara* who writes the best articles; *Bob Ingoldsby* for managing our finances; *Bob Corbett, Jim Meyer, Bob Selvaggio, Randy Allison, Steve Magoc* and many, many more of you- that take care of downed trees; *Buffalo Township Road Crew* for mowing the southern end; *Ron Rome* (Serene Valley Golf Course and Cafe) for mowing Herman to Keasey Rd. as well as the *mystery mowers*; *Rich and his wife*, who tidy up a few trailheads; *Don*, who plants flowers and maintains the Sarver Trailhead. This really is a Community Trail. If you would like to become part of the fun, please let us know.

## Butler County Community Champion Award



The Butler Freeport Community Trail Council was the recipient of the Butler County Community Champion Award. It was presented at a luncheon on July 20 at the Butler City Farmers Market. The award was custom designed by Foremost Design Group and luncheon sponsored by Nextier Bank, award sponsored by Butler County Tourism and Convention Bureau, Butler Downtown and 4-Most Group, Inc.

Again I say: this organization is blessed to have such dedicated volunteers. Thanks to all of you.



Sincerely, Chris

## First Annual Membership Dinner — Distinguished Speaker

*I was honored* when asked to spend a few moments to talk about our trail.

When my friend and tireless trail volunteer – Art Borland, asked me to talk about the trail, I asked him how long I needed to speak. He said about 20 minutes or so. My problem now is, how do you condense 20 plus years into 20 minutes?

One day long ago, I was minding my own business, merrily moving along in life without a care in the world. I was reading the paper one night and saw a tiny article, several sentences long that said that Buffalo Township was looking into converting a railroad into a walking and biking trail. I remember thinking that was a pretty neat idea. I thought I should check out this possible trail. At the time, I was into bike riding. The problem was, where the heck is this railroad they are talking about, and where was buffalo township?

Although I drove over the railroad tracks on the way to church every Sunday I really never noticed them. After I did a little research, I had my wife drop me off one Saturday in Cabot and told her to meet me in Sarver a few hours later. Little did I know that couple of hours spent walking that railroad bed would change my life in so many ways.

I was truly amazed and overwhelmed by the natural beauty and the solitude that the rail line offered up to me that day. All I could think about was what a potential gem there was right here in our back yard. I wondered how many other people would like to enjoy this scenic corridor.

I went to the next Buffalo Township meeting and asked how I could help the township in researching this possible project. A township supervisor with an unusual first name told me to see what kind of support I could find. That supervisor was the one and only “Ouch” Albert Roenigk. A citizen from Buffalo Township, Ernie Bragiel, had been talking with the supervisors about this concept called Rails to Trails. This was a new concept that was in the very early stages of development. Ernie and I talked some and agreed to work together to see what we could do.

A few weeks later, on Black Friday, the day after Thanksgiving, Ernie, a friend of his and myself met at his house in Buffalo Township and rode SR 356 down to Freeport. We then started up the railroad bed heading for Butler. By the way, the ballast was still on the rail bed but most of the ties had been pulled. Talk about a rough ride! One of the reasons I remember that day so well is that my back had gone out the day before and I had spent all Thanksgiving day flat on my back – other than while I was eating. Barely able to lift my bike onto the bike rack, I considered myself certifiably insane that morning. We

rode all the way to Herman that day. I was even more impressed after that ride and more convinced that we had to make this project a reality.

We then took the road back to Ernie’s house. By *some miracle*, my back was jarred back into place and I felt fine. This was the *first of many miracles* I would experience along the trail.

Fast forward a few months. We had passed around some petitions and came up with over 700 local citizens who supported the idea of making the rail bed into a trail. Buffalo Township, along with Winfield, Jefferson and Summit townships, started to meet on a monthly basis to discuss this project.

About this time, we volunteers decided to formally organize. At a meeting at my home, we first had to decide on a name for our new group. After a lot of discussion, we realized that the proposed trail would connect a number of small communities and also connect the metropolises of Butler and Freeport.

I am not sure who came up with the name, but we chose to call ourselves the Butler-Freeport Community Trail Council, and by default, we also named the trail that night. We all felt that the word COMMUNITY belonged in the name. Our vision was that this would truly be a community trail.

Along the way, a lot of misinformation was being spread about the impact this trail would have on the community. Opposition, both local and from out of the area descended on the townships. Many adjacent landowners were concerned about the trail’s possible impact. Since this rails to trails concept was new, they were justified in questioning this project. While we felt that honest open dialog with all parties would eventually allow things to fall into place, the outside opposition did all they could to disrupt this project.

Many of the monthly railroad meetings as they came to be called, were non-productive as the opposition only wanted to tell their side. Cooler heads prevailed on the board of supervisors for the various townships and they continued to move forward and at the same time, convince the opponents that this would be a great project. The Buffalo Township supervisors along with Winfield and Jefferson, decided to go ahead and purchase the rights to the railroad to construct a trail and most importantly, preserve the corridor for possible future re-activation as a rail line. This was *miracle number two*. It took a substantial amount



**Keynote speaker:**

**Ron Bennett**

(Continued on page 8)

*Continued from page 7*

of courage and determination for the townships to take this bold step. The corridor was preserved under the Federal Rails to Trail Act and also the Pennsylvania Rails to Trails act. This legal action is called rail-banking – setting aside the use of the land as a railroad for possible reactivation sometime in the future while using the corridor in the interim as a non-motorized recreational trail.

Fast forward again. On October 4th, 1992 we had an official trail opening of the section from Cabot to Sarver. The trail surface was basically the fine material that was left from the ballast that was then graded and rolled. Trail volunteers had installed wooden railings on the five bridges in that section. Most of the funding had come from an environmental fine that was paid by a Butler county company. The state attorney general arranged for the grant that gave us the funds to get the trail underway. The Butler County commissioners also provided a grant for initial construction.

Things progressed nicely and Buffalo Township was successful in landing a large federal ISTEAD (Intermodal Surface Transportation Enhancement Act) grant that allowed them to construct the trail from the northern end of the bridge north of Monroe Road to the south end of the Herman bridge. *Miracle # 3*

One day as the contractors were working on the trail, word came down that some adjacent landowners had filed a lawsuit to stop construction of the trail. The lawsuit was filed against the townships, the township supervisors, the trail council and myself. After consulting with a number of legal experts on the issue of rail banking, the townships decided to fight the lawsuits and not give in to the pressure from the opponents. *Miracle # 4*

For roughly the next ten years, the trail was tied up in litigation. Township railroad meetings were suspended, our trail council was meeting only several times a year and most of our time was spent meeting with lawyers and attending court hearings.

However, even though this legal wrangling was going on work quietly continued on the trail. We won public utility commission approval to raise the height of the Herman bridge instead of removing it, which would have possibly ended the eventual construction of the trail into Butler. We obtained a Pennsylvania department of conservation and natural resources grant to raise the bridge and install a concrete deck and railings, and also install a wood deck and railing on the Monroe bridge. *Miracle # 5*

As the lawsuit slowly worked its way through the legal system, we were cautiously optimistic about the eventual outcome. We won the case in the Butler coun-

ty court of common pleas. The opponents then appealed to the state commonwealth court where we again won. Next, they appealed to the Pennsylvania Supreme Court. On December 31, 2002, on New Years Eve, Larry Lutz, buffalo township solicitor called me with the good news that the township had won the lawsuit when the Pennsylvania Supreme Court ruled in favor of the trail and upholding the butler county court ruling made years before. The last attempt by the opponents was asking the United States Supreme Court to hear the case. *Miracle #6*

A young woman with a beautiful smile that had been getting more involved with the trail council finally agreed to accept my plea for someone to step forward to replace me as president. Those of you who have come to know Chris Ziegler know what I mean when I say she personifies the phrase: 'lead or get out of my way'. Chris not only took over as president, she has taken this trail to the next level. I am confident that only good things and more miracles will continue to bless this trail. I sleep well at night knowing that Chris is fully devoted to keeping our dreams alive for this trail. Chris Ziegler, *Miracle # 7*

I am sure I would miss some very important names if I attempted to list all the people who have contributed to this project. We have the greatest, most caring and dedicated volunteers I have ever encountered. I think we also have the most fun. If you have not experienced a work day, you are missing out on a lot of laughs and hard work.

I would be remiss if I did not take a moment to acknowledge several very special people. One is my lovely wife Jan who stood by me all those years of meetings, court hearings and volunteer work days. The other person that I need to acknowledge and believe me when I say that if it were not for the guy with the funny first name, Ouch, this trail would never have happened. Ouch Roenigk – *miracles # 8, 9 and 10*

The measure of a trails success is not in miles or number of bridges or parking lots or trail signs. The true measure of a trail is the little miracles that happen along it every day. The toddler learning to ride a bike, the family out reconnecting with nature and each other, the out of shape person that now uses the trail for walking and getting healthy, the runner completing their life's goal of running a half-marathon. Those types of miracles are what make our trail so great. The next time you are on the trail – look for those little miracles. Better yet, make some of your own. Thank you for allowing me to be a part of this 21-mile long trail of miracles.

*Submitted by Ron Bennett*

## Using the Trail to Improve Fitness Levels and Losing Weight

It's exciting to see people using the trail for fun and fitness with the added goal of weight loss. With obesity having reached an epidemic level in this country, it is good for all of us to be out for more activity to improve our health and reduce our risks for serious health issues. One of the rising causes of cancer is obesity. But obesity is also a cause in so many related illnesses. Exercise helps us feel better, work more efficiently, sleep better and as we all know, people who use the trail are certainly some of the best looking people.

While the two topics are related, let's separate them in a discussion before we tie them together. First, if your goal is to improve your fitness levels, we want to talk about cardiorespiratory training. Cardiorespiratory Training or simply cardio, is the aerobic (using oxygen) exercise necessary to increase the performance levels of the cardiovascular system (the heart, the blood and the blood vessels which deliver nutrients and oxygen to the body as well as retrieve waste) and the respiratory system (the airway, lungs, and muscles involved in breathing). To determine if you are at risk for Cardiovascular disease, see your doctor for a complete physical and stress test. It may seem like an inconvenience, but in truth, it will give you some valuable information to use as a baseline for your success in reaching higher levels of wellness and fitness. If your blood pressure exceeds 120/80 to 130/85, your doctor may recommend more exercise or if it is too high, place you on a prescribed medication. A healthy average resting heart rate for men is 70 beats per minute and for women, its 75 beats per minute. If yours is higher you may wish to consider becoming more active. Increased levels are associated with cardiovascular diseases. These are just two indicators which may motivate you to more activity and higher levels of fitness.

Establishing a training schedule for yourself is easy. Begin by talking with your doctor and whether or not you have any restrictions or medical guidelines to follow. It is very important to note that certain medications and medical conditions call for caution on the part of the individual before and while engaging in exercise. Let's assume you are cleared for take off. Determine your maximum heart rate using the following formula:

$$220 - (\text{your age}) = \text{maximum heart rate (mhr)}$$

Next, determine the following percentages:

40% is mhr _____	X .40 =	
50% is mhr _____	X .50 =	
60% is mhr _____	X .60 =	
65% is mhr _____	X .65 =	zone 1 lower limit
75% is mhr _____	X .75 =	zone 1 upper limit
80% is mhr _____	X .80 =	zone 2 lower limit
85% is mhr _____	X .85 =	zone 2 upper limit
86% is mhr _____	X .86 =	zone 3 lower limit
90% is mhr _____	X .90 =	zone 3 upper limit

To effectively use the heart rates as a training tool, you

may want to invest in a heart rate monitor. If not, you will need to become a pro at checking your own heart rate. Check online or your doctor for resources.

An alternative to using the heart rate is to use The Perceived Exertion Scale (PES). The ease of this approach can actually correlate with the heart rate ranges. For anyone who must take medication to control their heart rate, you may depend on this scale to determine your intensity. Talk it over with your physician/cardiologist. Whichever approach you use, be sure it is effective enough to let you know when you are exceeding levels of safety. When choosing a number on the scale, consider how you feel overall; the burn in your legs, the difficulty breathing, how hard you may be sweating, and the intensity with which you feel the exercise level. You may use half levels as well. They were excluded for simplifying the chart.

- 0 No exertion at all
- .5 Extremely weak, just noticeable
- 1. Very weak
- 2. Weak
- 3. Moderate
- 4. Moderately harder
- 5. Strong
- 6. Moderately harder
- 7. Very strong/hard
- 8. Very, very Hard
- 9. Extremely hard
- 10. Near Maximum Effort
- 11. Absolute maximum possible

With these tools to guide you, the first principle to establish is the **Frequency** of exercise. If you wish to gain General Fitness Levels (GFL), consider 5 to 7 days per week. For Fitness Levels (FL) consider training 3 to 5 days in order to avoid overtraining due to higher levels of intensity.

The second principle is the **Intensity** of the exercise. For a GFL, it really does depend on your current health. This can be established through the use of a sub maximum cardio test, as you would do with a personal trainer or a stress test done through your personal physician. If you've not been active, and in a sense, "de-conditioned", begin slowly. Exercise hard enough to increase your heart rate and breathing, but not so hard you can not carry on a conversation. The starting point may be 40% (or a 3 to 4 on the PES) or lower for some. For anyone in good health, work towards reaching your zone 1 range. Those who are working at the FL obviously want to reach your zone 2 range and 1 day per week zone 3 (interval) training. The way to move up in the intensity zones for GFL, is once you are able to maintain 30 minutes of continuous exercise at zone 1 for three days per week you may progress to zone 2.

The next principle to answer is the **Time** or duration of the

*(Continued on page 10)*

*This is a great time to say THANK YOU to our faithful sponsors for May 2011—April 2012.  
We appreciate your willingness to support the TRAIL.  
Check your new membership card for the list of sponsors. This is a valuable membership perk for each of us.  
Please patronize these sponsors as they do a great job supporting the TRAIL.*

**A-1 Rental: \$5 off any rental, \$10 off \$100 rental, \$20 off \$250 rental (Tarentum)**  
**Butler Bicycle: 15% off any accessories (Butler)**  
**Gatto Cycle Shop:-10% off clothing, parts and accessories (Tarentum)**  
**GLS Lawn: 10% off initial mowing (Sarver)**  
**K & R Pizza: large cheese pizza, \$7.99 (Ekastown Road, Sarver)**  
**Lernerville Express Lube: \$2 off a 14-point service (Sarver)**  
**Medicine Shoppe : 5% off brand label over-the-counter (Natrona Heights)**  
**Michael's Cycle: 10% off bikes, parts & accessories**  
**Natili's South: 10% off food (Butler)**  
**Rome's Country Café: 10% off golf and food (Butler)**  
**Saxony Gardens Greenhouse: 20% off any purchase of \$50 or more (Saxonburg)**  
**Schrec's Health Club: 40% off initiation fee (Sarver)**  
**Subway: free medium drink with 12" sub at participating locations (Buffalo Plaza, Walmart Natrona Heights)**  
**W.L. Roenigk, Inc. Tire Services: free rotation and balancing (Natrona Heights)**

*(Continued from page 9)*

exercise. While beginning, consider bouts of 10 minutes, 3 times daily, or two 15 minute sessions until you are able to maintain 30 minutes of continuous exercise (and then progress towards higher intensity until reaching zone 1). For GFL, 30 to 60 minutes is ideal, but the goal is 30. For those at the FL, 20 to 60 minutes is the time range you want to focus while training. (Obviously for longer duration activities training will require days of extended exercise, but at reduced levels such as zone 1). The higher the intensity, the shorter the duration, and vice versa.

**Type** of activity, the fourth principle, is up to you and should be something you enjoy. If you really want to push your cardio system, consider three activities you enjoy doing and cycle through them when you train or exercise. In this way, you avoid conditioning to only one activity.

In closing the “getting in shape” part, understand these are some general guidelines. Every individual has their own set of conditions and goals to consider. Work with your doctor and consider a certified personal trainer to help you in developing a strategy in line with your goals. Also, find a buddy to stay active with to increase your success and maintain accountability. Avoid going out alone. Be and stay well hydrated. If you begin to experience dizziness, nausea, shortness of breath, chest, back or arm pain seek medical assistance immediately!

The trail can be enjoyed and provide excellent surroundings for exercise all year round. Take precautions in each season and play it safe. Start out slow and progress to higher levels (give yourself 4 to 8 weeks to condition.) Next time we'll talk more about weight loss.

*Submitted by Fred Como*

*For a sample cardio training program for beginners, email Fred at [CoachFred@R-GreenTLC.com](mailto:CoachFred@R-GreenTLC.com) and please provide your return email information. **Fred Como** is a NASM Certified Personal Trainer and a Health & Wellness Coach. He can be reached at [CoachFred@R-GreenTLC.com](mailto:CoachFred@R-GreenTLC.com)*



## TRAIL EVENTS CALENDAR

Please see our website: [www.butlerfreeporttrail.org](http://www.butlerfreeporttrail.org) for updates and new events. For additional fun and information, join our Facebook group: Butler Freeport Community Trail <https://www.facebook.com/#!/groups/35309514761/>

To save costs, the newsletter will be posted on the website ([www.butlerfreeporttrail.org](http://www.butlerfreeporttrail.org)) and available for download as a PDF file. If you would like a printed copy of an edition, please send your request by e-mail to [editor@butlerfreeporttrail.org](mailto:editor@butlerfreeporttrail.org) or by USPS: PO Box 533, Saxonburg, PA 15056. Thank you.