

Ferry County Rail-Trail Concept Plan

***CONNECTING OUR REGION'S PAST TO THE
PRESENT AND MOVING US INTO THE FUTURE***



Prepared by Ferry County Rail Corridor Committee

Cooperating Agencies



ACKNOWLEDGEMENTS

The Ferry County Rail-Trail Concept Plan was developed with the generous time and support of many people.

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A MESSAGE FROM THE CHAIR OF THE RAIL CORRIDOR COMMITTEE

Welcome!

As Chair of Ferry County's Rail Corridor Committee (RCC), it is with great pleasure that I invite you to read the Ferry County Rail-Trail Concept Plan.

The RCC was formed by county commissioners to help develop a vision and plan for a multi-use, non-motorized trail along the old Great Northern rail corridor in northeast Washington State, running from Republic (West Herron Creek Road) through Malo, Curlew, and Danville, ending near the Canadian border.

The Ferry County Rail-Trail, which includes two trestles and a tunnel, is a beautiful and scenic trail that meanders along the shores of Curlew Lake and the banks of the Kettle River. Besides its recreational uses, the trail also serves as a vital and safe non-motorized transportation corridor that connects our residents and their communities.

The process of getting to where we are today was challenging, but the rewards for both local residents and tourists are many as we move forward with the development of the trail.

This document highlights the history and development of the rail-trail, the rich and unique cultural history and geology of Ferry County, the benefits of trail development for local businesses and residents, and our plans for the improvement of the trail as grant monies, donations, and other in-kind matches become available.

Sincerely,

A handwritten signature in cursive script that reads "Bobbi B. Weller". The signature is written in dark ink on a light-colored, slightly textured background.

Bobbi Weller
Ferry County Rail Corridor Committee Chair

FERRY COUNTY RESOLUTION NO. 2012-09

RESOLUTION ENDORSING THE FERRY COUNTY RAIL-TRAIL CONCEPT PLAN

WHEREAS, the proposed Ferry County Rail-Trail Concept Plan documents the unique character of the Rail-Trail, including the cultural, historical, and geological context of the trail and the surrounding area, as well as highlighting the benefits of trail development for residents, local businesses, and tourists; and

WHEREAS, the county's Rail Corridor Committee has sought out public input on the trail design, use, and amenities, and communicated and partnered with local residents, organizations, and businesses; and

WHEREAS, the rail-trail will serve as a vital transportation corridor linking Republic, Malo, Curlew, and Danville, allowing residents safe travels between home, work, and school; and

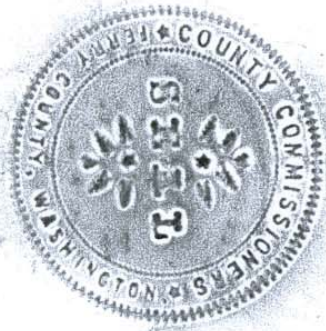
WHEREAS, the rail-trail will provide both residents and tourists a multi-use trail that follows the shores of Curlew Lake and the banks of Curlew Creek and the Kettle River; and

WHEREAS, the rail-trail can supplement and support transportation, recreation, public access, and conservation objectives in the county; and

WHEREAS, this concept plan will serve as a tool in assisting the Rail Corridor Committee to seek additional funds to complete the trail;

NOW, THEREFORE, BE IT RESOLVED by the Ferry County Board of Commissioners, that the Ferry County staff is hereby authorized and directed to carry out such steps as may be necessary to include this Concept Plan for consideration as a component of the county's Transportation Component of the Comprehensive Plan, and directs the Rail Corridor Committee to move forward to carry out such actions as may be necessary to implement this plan.

DATED this 23rd day of April, 2012.



BOARD OF FERRY COUNTY COMMISSIONERS FERRY COUNTY, WASHINGTON

BRIAN DANSEL, Chairman

ROBERT "BOB" HEATH, Vice-Chair

BRAD L. MILLER, Member

ATTEST:

Hayley Aubertin, Clerk of the Board

EXECUTIVE SUMMARY

TRAIL VISION

A multi-use, non-motorized rail-trail that is a signature destination in Ferry County that highlights our cultural heritage and natural beauty, offering a fun, safe, healthy community connector as well as a first-rate recreational experience for the enjoyment of both local residents and tourists.

This concept plan documents the unique character of the Ferry County Rail-Trail. It includes:

- the planning process used to develop this document
- the cultural, natural, and geological context of the trail and the surrounding area
- the benefits of trail development for residents, local businesses, and tourists
- trail design concepts and planned amenities

The Ferry County Rail-Trail, located in rural northeast Washington, is a 25-mile, non-motorized segment of a 30-mile trail that follows a rail corridor originally developed by the Great Northern Railroad. This trail is open to everyone for both transportation (getting to school and work, and going shopping) and recreation (walking, bicycling, horseback-riding, snowshoeing, cross-country skiing, and fishing), and is also used by local wildlife.

This regional trail follows the shores of Curlew Lake, and the banks of Curlew Creek and the Kettle River, connecting the communities in Ferry County. It begins at Republic and continues north through Malo, Curlew, and Danville, ending near the Canadian border. The southern 5 miles of the trail along the corridor is known as the Golden Tiger Pathway. This trail is open to limited motorized use and connects the 25-mile non-motorized segment to the County Fairgrounds, Republic School complex, and City of Republic.

Unique in many aspects, Ferry County is accessible only via three mountain passes, aboard one of two ferries, or from the north through Canada. It has a rich cultural history, from its original inhabitants who fished, hunted, and lived along its lakes and rivers thousands of years ago, to mining and timber pioneers who literally put Ferry County on the map. This richness continues with present-day residents who live and work in one of the few areas of the state and country that remain unspoiled by commercialism or urban sprawl.



The rail-trail is a wonderful place for users of all ages and abilities to have fun recreating.



Kayakers pass the historic tunnel blasted by the railroad, which the rail-trail passes through.

Ferry County government and residents have worked tirelessly since the corridor was railbanked (preserved for public use) in 2006 to develop a vision for transforming the old railroad line into a multi-use trail that draws both locals and tourists. The county created a citizen committee, the Rail Corridor Committee (RCC), to guide development of the trail.

In the past year, working with a grant from the National Park Service's Rivers, Trails & Conservation

Assistance (RTCA) program, the RCC has collaborated and communicated with many facets of the community to develop this plan and a vision for the future of the rail-trail.

The communities of Ferry County look forward to a trail that everyone can access and benefit from. The Ferry County Rail-Trail will improve our health, economy, and connection to history, literally and figuratively connecting us all.

INTRODUCTION

TRAIL HISTORY & TRAIL DESCRIPTION

The Ferry County Rail-Trail runs along a former railroad line from the town of Republic in northeast Washington 25 miles north to the Canadian border. The rail line played a very important part in the early history of the county, serving mining, timber, sawmilling, and dairy operations before truck deliveries became common.

When the company managing the rail line filed to abandon it in 2006, Ferry County successfully petitioned to railbank the corridor (creating a trail while preserving it for future rail use). In 2009, the county established a Recreational Trail Committee to plan and develop this trail. The county later changed the name to the Rail Corridor Committee (RCC).

The Ferry County Rail-Trail is one of only a few rail-trails in all of northeast Washington, with one on the outskirts of Oroville (the Similkameen Trail) and several near Spokane (the Benn Burr, Fish Lake, Liberty Lake Stateline, and Spokane River Centennial trails). It connects with many trails within Ferry County, including the Golden Tiger Pathway to the south, and has potential to link to other rail-trails throughout the state, and in neighboring Idaho. The trail could also extend into Canada, connecting with its system of rail-trails and creating the first international rail-trail.

The grade along the entire rail corridor is mild, and the route is curvy as it follows the contours of Curlew Lake (Ferry County's largest lake) at the southern end of the trail and the Kettle River to the north.

The Rail-Trail includes two trestles and one tunnel. The first trestle, located on the north end of Curlew Lake, is a 770-foot-long timber trestle that was rebuilt

in 1980 after the original one caught fire, burning down to the water line. The second trestle, located on Trout Creek, is a 25-foot-long timber-piling trestle. The tunnel, located along the Kettle River north of the community of Curlew, is a rustic 120-foot-long hole blasted through granite.

GOALS & OBJECTIVES

Key goals and objectives for the Ferry County Rail-Trail include:

Goal 1: Convert a railbanked railroad right-of-way into a multi-use, non-motorized trail

- Deck the trestle that crosses over north end of Curlew Lake (WSDOT grant)
- Evaluate and make necessary repairs to tunnel
- Create a safe trail surface that everyone can use
- Develop key trailheads and trail entrance areas, including at Herron Creek Road, Blacks Beach, Miyoko Point, Kiwanis Road, Malo, Curlew, Lone Ranch Creek, and Danville

Goal 2: Provide a safe, 25-mile, non-motorized transportation route connecting towns, neighborhoods, and schools

- Partner with schools, involving students, teachers, and administrators
- Collaborate with local community groups
- Develop an "adopt-a-section-of-trail" program
- Develop additional connections, such as with Curlew Lake State Park and the County Fairgrounds



Users of all ages and abilities enjoy the rail-trail, and further improvements will make it more accessible.

Goal 3: Provide a multi-use, year-round recreational trail for Ferry County residents and tourists

- Team up with organizations developing events for or near the trail
- Collaborate with healthcare providers for wellness awareness
- Partner with local resorts along Curlew Lake
- Partner with local hospitality-related business in towns along the trail
- Develop public waterfront access for trail users

Goal 4: Protect, preserve and interpret the cultural, geological, and natural landscape of the surrounding area, as well as the railroad, in Ferry County

- Develop stories of the trail
- Design interpretative signs for the trail
- Place benches near areas of interest along the trail
- Publish a detailed trail guide
- Create a website that showcases educational experiences along and near the trail

Goal 5: Acknowledge and respect property rights of adjacent landowners

- Continue to work cooperatively with private property owners
- Develop trail signs to instruct users about trail rules and proper use

Goal 6: Develop an outreach program that promotes all aspects and benefits of the Rail-Trail (including economic, health, transportation, environmental, educational, and historical benefits)

- Develop and publish promotional materials
- Create a website
- Ensure the trail is included in promotional materials for all tri-county recreational organizations and events

POPULATION SERVED

Two key populations are served by the Ferry County Rail-Trail. The primary population is the residents of the county, including children and adults seeking a safe, non-motorized route between communities, neighborhoods, and schools, as well as outdoor enthusiasts seeking a healthy and safe trail experience for walking, running, biking, horseback riding, fishing, snow-shoeing, wildlife viewing, and skiing.

The secondary population includes tourists who either come to Ferry County for the sole purpose of using the rail-trail, or those who are already visiting and experience the rail-trail as a secondary adventure.

CONCEPT PLANNING PROCESS

The concept planning process began with the creation of the RCC and accelerated with a grant of technical assistance from the National Park Service Rivers, Trails & Conservation Assistance (RTCA) program. RTCA helps communities across the country make their visions for trails and natural spaces a reality by assisting with organizational development, outreach, and project planning. RTCA also provided guidance and content for this concept plan, which has been the primary focus of the RCC since February 2011.

The planning process has involved the entire Rail Corridor Committee, key stakeholders, adjacent landowners, local experts, and the surrounding communities. The committee used a variety of techniques to make the planning process as inclusive as possible, including two county-wide surveys. See Appendix A for detailed results.

Throughout the process, committee members, county commissioners, and the public reviewed and gave input on the concept plan before its adoption.

PARTNERS & PARTICIPATION

The RCC has collaborated with multiple organizations, from local non-profits to federal agencies, and always welcomes new partners to help improve the rail-trail.

A key partner during the entire process has been the Ferry County Rail Trail Partners (FCRTP), a nonprofit group whose mission is to preserve the rail corridor for the long-term economic benefit of Ferry County, and create a non-motorized trail. The FCRTP has been a key source of public information, grant-writing support, financial support, and advocacy.

Another partner group is the Rail-Trail Conductors, key members of the community invited to assist the RCC with gathering critical information, identifying resources, and making connections. The RCC chose Conductors from all parts of the community, including school teachers and administrators, healthcare professionals, historians, geologists, archeologists, community activists, sports enthusiasts, local business leaders, and representatives from the Confederated Tribes of the Colville Reservation.

The public has provided great support and participation within the entire county, especially within the communities the rail-trail serves. Everyone is welcome at the RCC's monthly meetings, and a spot in the agenda is always provided for public input. For more detailed information on public involvement, please see Appendix A.



Two historic railroad lines converge on Republic. The rail corridor may no longer be occupied by trains, but it is still a valuable and well-liked route for recreation and transportation, connecting the communities of Ferry County.

TRAIL CONTEXT

OVERVIEW

The Ferry County Rail-Trail is located in Ferry County, a rugged and diverse area in northeast Washington State. The rail-trail runs from West Herron Creek Road north of Republic (the county seat) north through the communities of Curlew and Malo to Danville, near the border with British Columbia, Canada. At Herron Creek, the rail-trail connects to the Golden Tiger Pathway to the south, completing a 30-mile corridor into the town of Republic. In the future, the trail could be extended into southern British Columbia to connect with the more than 435-mile-long Canadian rail-trail network, creating the first international rail-trail.

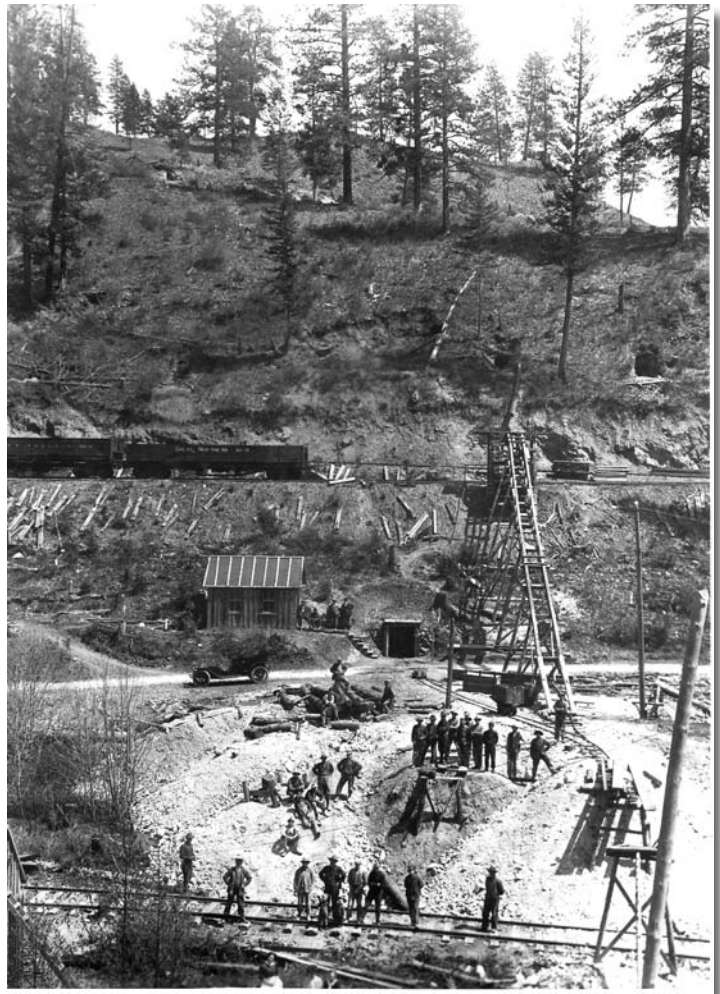
Unique in many aspects, Ferry County is accessible only via three mountain passes, one of them the state's highest year-round maintained mountain pass; aboard one of two ferries; or through a foreign country (Canada, to the north). The county is 2,203 square miles in size, bordering Stevens County to the east, Lincoln County to the south, and Okanogan County to the west. The nearest major city is Spokane, about 120 miles southeast of Republic. In terms of population, Ferry County is the fourth smallest in the state.

Mining, timber, and agriculture have always been vital to Ferry County's economy, and continue to drive it today. The county is also diversifying its economy through tourism, fishing, and outdoor recreation, all of which are supported by the rail-trail.

RAILROAD HISTORY

During its roughly 100 years of use as an active train route, the rail line that would become the Ferry County Rail-Trail changed hands and purposes frequently in response to the county's changing identity.

Rail service in Ferry County (into Republic and Curlew) began in the early 1900s, with the arrival of two competing railways: the Republic and Kettle River line (colloquially known as the "Hot Air" line because of its many promises and suspect financing), and the Washington and Great Northern Railway, which later became the Great Northern. The local Republic and Kettle River line ("Hot Air") was later known as the Spokane and British Columbia Railway. Both railroads hauled freight from mining operations, sometimes with parallel tracks on opposite sides of the valley, and even crossed each other, until the "Hot Air" line went bankrupt in the early 1920s. The Great Northern continued to run mining freight and carried timber



Near Jim Clark Mine, the Great Northern and Republic and Kettle River railroads race to construct parallel tracks on opposite sides of the valley. Photo courtesy of Dick Slagle.

products in subsequent years, and through a series of mergers with other railroads, eventually became the Burlington Northern and Santa Fe Railway (BNSF). In 2003, one of the last remaining major users of the rail line in Republic ceased operations, and in 2004, OmniTrax's Kettle Falls International Railway acquired the rail corridor.

In June 2006, Kettle Falls International Railway filed to abandon the railroad corridor. Seeing the opportunity for a trail that would connect its communities, Ferry County successfully petitioned the state Surface Transportation Board to railbank the corridor, preserving it for potential future rail use while opening it up for use as a trail and as a right-of-way for utilities and infrastructure in the interim.

CULTURAL HERITAGE

Ferry County has a rich cultural history, beginning with its original inhabitants and extending through exploration by European traders; a rush of homesteading, mining operations, and timber and agricultural endeavors; and continuing to present-day. Scientists have determined that people were living and fishing in this part of the Southern Columbia Plateau for roughly 10,000 years.

Native Americans: Numerous Native Americans from the Interior Salish speaking groups have lived, hunted, and fished parts of Ferry County, especially in the vicinity of the rail-trail around Curlew Lake and the Kettle River, for thousands of years. Each tribe occupied traditional territories. Territorial boundaries were flexible and tribes shared some resource areas. In those times, the Colville and Arrow Lakes people occupied the north-northeast part of the county; the northwestern part of the county was in Okanogan territory. Okanogans grazed their animals on the bunch grass along the Toroda Creek during the winter months. The Sanpoil people inhabited southern Ferry County, particularly near the confluence of the Columbia and the Sanpoil rivers. Many tribal members still live in their homelands.

“When we arrived at our new home in Ferry County in 1954, we were right beside the Pollard Siding. There was a planer mill there and the train came into Republic three times a week ... In the early years, you could set your clock by the train coming in Monday afternoon, going out Tuesday morning, coming in Wednesday afternoon, going out Thursday morning, coming in Friday afternoon and going out Saturday morning. We built our home along the tracks in 1965, and our 1-year-old son would love to be held up to the window so he could wave to the engineer on the train. The train would always toot the horn and the men would wave back to us. One evening, close to Christmas, the train stopped in front of our home and the engineer came to the door with a Christmas present for our son, who was then about 10 years old. It was a very nice baseball mitt, and he still has it today.”

– *One resident's reflections on the railroad*

Groups followed a cyclic subsistence lifestyle, moving from one place to another, following the seasons and seasonal harvests of fish, deer, fruits, and edible roots. By the time winter approached, tribal members preserved enough of the year's supplies to move to winter villages along the major waterways, such as the Kettle and Columbia Rivers.

According to tribal traditions, historians, and archaeologists, evidence exists that the Kettle River area had a concentration of members of the Lakes Tribe. At least part of Curlew Lake had a spring encampment by a band of Colvilles. The Colville Tribe had a main settlement near Kettle Falls, as well as smaller encampments all the way to Inchelium along the Columbia River. The Lakes fished and camped along the Columbia River all the way down to Kettle Falls. After the establishment of Fort Colville by the Hudson's Bay Company at Kettle Falls, some Lakes began wintering there. Ultimately, the Lakes people were driven from their tribal home in Canada by government policies and displacement by pioneers;



An engine waits at the Great Northern station in Republic. The railroad was critical in establishing the town of Republic and supporting mining, timber, and freight industries throughout Ferry County from the 1900s through today. Photo courtesy of Dick Slagle.

most Lakes tribal members moved to the Columbia and Kettle Rivers in Washington.

Native Americans established numerous east-west and north-south trails—connecting key living, fishing, hunting, and trade routes—many of which became rail corridors and roadways still used today. These routes connected Lake Okanogan with the San Poil and Curlew Valleys, as well as the great fishing grounds at Kettle Falls, and fertile areas in what is now British Columbia, Canada. Native Americans used these routes for gatherings with other native peoples for activities such as food harvesting, feasting, trading, and celebrations that included sports and gambling.

With the introduction of traders and trappers, many Native Americans became accustomed to trading furs (from beaver, otter, muskrat, bear, marten, and other animals) and native goods for European or other foreign commodities, such as weapons, tools, domestic items, and tobacco.

In April 1872, the Colville Reservation was established by executive order. This first reservation included all of modern Ferry County. The Colville reservation was reduced in stages as a result of pressure from settlers and miners who had swarmed the area, particularly in the Okanogan and Columbia River areas, as well as the Colville River Valley. The Colville Reservation

currently comprises the southern half of Ferry County and parts of Okanogan County, encompassing 1.4 million acres, with the headquarters of the Colville Confederated Tribes at Nespelem.

Today, thousands of descendants of 12 aboriginal tribes of Indians are part of the Confederated Tribes of the Colville Reservation, including the Colville, the Nespelem, the Sanpoil, the Arrow Lakes (Sinixt), the Palus (Palouse), the Wenatchi (Wenatchee), the Chelan, the Entiat, the Methow, the southern Okanogan, the Moses-Columbia (Sinkiuse-Columbia) and the Nez Perce of Chief Joseph's Bands.

Pioneers (Mining/Timber): With the discovery of gold deposits in the late 1800s, Ferry County quickly became the gold capitol of the region. The first legal settlers—prospectors—arrived in Republic and surrounding areas in 1896 when the north half of the Colville Indian reservation (of which the north half of Ferry county was a part) was opened to mineral exploration. These early settlers found mostly gold, but also copper, silver, and pyrite. In 1897, Patrick Walsh established the first sawmill in Ferry County. In 1899, after a petition from residents, Ferry County was split off from Stevens County. Original settlers wanted to name the County Eureka (from the gold finds), but the legislature, in approving the new county, changed

the name to Ferry to honor Washington State's first governor, Elisha P. Ferry.

In 1900, the northern half of Ferry County was also opened to timber claims and homesteading. This mining boom, timber opportunities (logging, sawmilling), and homesteading increased Ferry County's population by thousands of people.

When the town of Republic incorporated in 1900, the U.S. Postal Service rejected the chosen name Eureka, which had already been claimed by a community in Clark County. Citizens decided to go with the name Republic in honor of the highest producer of gold at the time, the Great Republic mining claim. The town has slowly moved south-southeast of its original location and now overlooks the San Poil River Valley to the south, and the majestic Kettle Mountain range to the east.

Republic was the site of the most productive gold mines of the 20th century. From 1904 until 1928, Ferry County led Washington in total production of gold—and from the first operations in 1896 until 1959, mining operations produced about 839,000 ounces of gold; the vast majority from the Republic mining district. In 1960, the Knob Hill Mine was the most productive mine in America. Gold-mining operations continue today—the last remaining operational gold mine in Washington State—with the Kinross Gold Corporation's Kettle River-Buckhorn properties.

Besides Republic, other key towns developed along the Great Northern railroad line, getting their starts in similar fashion. Malo, which started with a county store built in 1903 by David Olson right along the railway line; Curlew (named for the long-curved-beaked wading bird prolific in the area), which became established when trader Guy Helphrey opened a store in 1896 at an old ferry crossing near the junction of Curlew Creek and Kettle River, a popular crossroads used by native tribes; and Danville (originally called Nelson, but renamed by the railroad to avoid confusion with Nelson, British Columbia)—the first town of record in Ferry County—which started with a store opened in 1889 by Peter B. Nelson and his brother.

Present day: In the 100-plus years since its founding, Ferry County remains a fairly rural county. Its population has not even doubled in more than a century. In fact, Ferry County is Washington's most rural county (based on population per square mile), with most of the county's population growth occurring in the past 30 years.

It's a county in which you will not find one traffic light, where the roads are lightly traveled and often shared by cars, logging trucks, ore trucks, horses, and bicyclists. Most retail outlets, restaurants, and motels are unique and local establishments. Hunting, fishing, and tourism play major roles in Ferry County's economy. The top non-governmental employers are in construction, hospitality, agricultural, forestry, fishing, and hunting industries.



Okanogan Chief Joseph Tonasket owned a ranch, general store, and racetrack near the Kettle River and was a notable member of Ferry County in the mid- to late-1800s.



The Ansorge Hotel in Curlew is one of many places accessible from the rail-trail that is on the National Register of Historic Places.

State Route 20, the Sherman Pass National Scenic Byway, 5,575 feet at its highest point, is an east-west passage; and State Route 21—which parallels part of the Rail-Trail—is a north-south passage.

Ferry County has several places on the National Register of Historic Places, including the Ansorge Hotel (Curlew), Creaser Hotel (Republic), Curlew Bridge (Curlew), Curlew School (Curlew), Fairweather-Trevitt House (Republic), J.W. & Elizabeth Slagle House (Republic). The Orient School building (completed in 1910) is one of the oldest continuously used schoolhouses in Washington State.

NATURAL RESOURCES

Ferry County is extremely rich in natural resources, from numerous rivers, streams, and lakes to great forests of pine, larch, and other trees. The county also has unique geology and precious metals and minerals like gold. The rail-trail connects users to many of these resources, and could link to others as it is expanded over time.

Land/Geology: The entire geology of the north part of Ferry County, including all the area along the Rail-Trail, has been seriously influenced by the advances of at least two continental glaciers that covered all but a few mountain peaks a half a million years ago. Known

as the Okanogan Highlands, it's an area characterized by rounded mountains with elevations up to just above 7,000 feet above sea level, and deep, narrow, north-trending valleys that drain into the Columbia River.

The Ferry County Rail-Trail is located in a north-south valley that is a result of the dominant geologic feature of the area, the Republic Graben. A graben is a section of the earth's crust that has dropped down between two faults. It contains the same layers of rock but at a lower elevation than the surrounding areas, and is also known as a rift valley. The Republic Graben averages about 10 miles wide and extends from the Canadian border south to near Lake Roosevelt, a distance of about 52 miles. The graben was formed roughly 45 to 55 million years ago and is located between the Bacon Creek fault on the west side and the Sherman (and its associated faults) on the east side.

Tens of thousands of years ago, massive glaciers covered large parts of North America. As the Cordilleran ice sheet (one of these glaciers that extended south to approximately the current location of Lake Roosevelt) began to recede 13,000 years ago, it left behind stream gravels and other loose sediments that now make up the surface around the rail-trail. Near Curlew Lake, these can be seen as 100-foot-thick terraces at the sides of the lake. These deposits are used locally for their sand and gravel.

Mountainous terrain rises above the valleys of the Kettle River and its tributary, Curlew Creek. Streams and glacial ice also carved these valleys, accounting for the rugged character of Ferry County's topography.

In some places adjacent to the trail, there are large kettle holes that are depressions as large as 80 feet deep and several hundred feet across in the glacial deposits. These are thought to be the result of large blocks of ice left embedded in the glacial deposits. Two large kettle holes exist immediately southeast of the Kiwanis Road Trailhead at the east side of the Curlew Lake Trestle.

Visitors can experience the geological wonders of Ferry County through unique public access to world-class Eocene fossil beds via displays and digging for their own fossils at Stonerose Interpretive Center in Republic.

Waterways: The two main bodies of water along the rail-trail are Curlew Lake and the Kettle River. The trail parallels the shores of Curlew Lake, which is itself a series of flooded kettles, for about 5.5 miles. It then follows Curlew Creek, a smaller tributary, 9.3 miles to connect with the Kettle River, which flows 10 miles northward to Danville. In total, Ferry County has about 40 small lakes and numerous rivers and tributaries of various sizes.

Curlew Lake, the largest lake in Ferry County, is a spring- and stream-fed lake just north of Republic that is home to an abundance of native and introduced trout, longnose suckers, Northern pike minnow, peamouth, and large- and small-mouthed bass. All methods of fishing are successful in Curlew Lake, and it boasts some fairly good ice fishing in the winter.

The serene, 4.8-mile-long lake also provides visitors with wonderful opportunities for kayaking, boating, fishing, swimming, water skiing, canoeing, and sailing. Along the lake are three resorts and a state park. Public boat ramps are available both at the state park and at Miyoko Point, a future trailhead for the rail-trail. Just to the south of Curlew Lake, and connected by a shallow passage, is Roberta Lake, which is frequently considered part of Curlew Lake. When the two lakes are combined, they have total surface area of 921 acres.

The Kettle River is a 175-mile long tributary of the Columbia River in northeastern Washington and southeastern British Columbia that once supported salmon and other migrating fish. The river is now primarily a trout fishery, although some anglers target whitefish. Rainbow trout are the mainstay, but people can also catch some large brown trout. Anglers, swimmers, canoers and rafters can take advantage of the easy access from the rail-trail when the river is not running too high to be safe.

Vegetation (Native): Given the rural area surrounding the rail-trail, it's not surprising that there is a great diversity of plant life that can be found along the trail, including grasses, berries, wildflowers, and both deciduous and coniferous trees. Alder, arrowleaf balsamroot, ash, birch, black hawthorn, blue-bunch wheatgrass, buckwheat, chokecherry, daisy, dogwood, Douglas-fir, fern, lupine, maple, oak, oysterplant, ponderosa pine, poplar, quaking aspen, serviceberry, showy fleabane, snowberry, wild rose, willow, and yarrow span from river banks to the tops of surrounding peaks.

Fish and wildlife: The area around the rail-trail also supports a wide variety of wildlife, including fish, mammals, and birds.



Residents and visitors alike enjoy fishing, rafting, swimming, canoeing, and the spectacular scenery of the Kettle River.



One of the recommended priorities for improving the rail-trail is resurfacing the trestle that crosses Curlew Lake.

Curlew Lake is home to a wide variety of birds, including bald eagles, hawks, and falcons, as well as heron, osprey, swans, ducks, and geese.

Other birds trail users can expect to see include barn and cliff swallows, chukars, crows, doves, flickers, hummingbirds, Stellar jays, turkeys, western and mountain bluebirds, and woodpeckers.

Users might expect to see these mammals (some at a distance): black bear, beaver, bobcat, chipmunk, cougar, deer (white-tail and mule), elk, fox, marmot, moose, muskrat, otter, rabbit, raccoon, skunk, and squirrel.

Parks, Forests, & Nearby Conservation & Recreation Areas: Besides Curlew Lake and the Kettle River, numerous other natural resources are just a short distance from the rail-trail.

Curlew Lake State Park is a 123-acre camping park along the shores of Curlew Lake that includes green lawns and shade trees, offering beautiful lake vistas of pine-covered hills for visitors who enjoy the warm summer days and cool summer nights. Interestingly, an area of the park once was a summer camp for

Native American tribes in the region, and discoveries include an indigenous people's pestle and the discarded shells of freshwater clams near an ancient fire ring.

Curlew Creek is a tributary of the Kettle River that runs along part of the rail-trail. Here, trail users can experience the varied scenery of Ferry County, with its large wetlands, fields, valleys descending from the surrounding mountains, and spectacular views of the mountains themselves.

Ferry County Conservation District owns approximately 90 acres of land at the south end of Curlew Lake. Half of it is producing agricultural land, and half is wetland. One of the District's goals is to develop a community nature education site on the property. A portion of this would be a trail system, part of which could provide a link between Curlew Lake State Park and the Rail-Trail.

Lone Ranch Park is a county-owned park located south of Lone Ranch Creek Road along Highway 21, approximately 3 miles south of the Canadian border, and located less than a mile from the rail-trail. The park has eight camp sites and access to the river for canoe or kayak launching. There is no potable water available, and campers are required to pack out their own garbage. At the south end of the park is a small piece of land that is owned by the Ferry Conservation



Copper Butte is the highest point in the Kettle Valley Mountain Range and in the county. The community hopes to eventually connect the rail-trail with nearby natural and recreation areas like this one.

District and maintained as a natural reserve. The area is home to a small grove of old growth fir and cedar trees. Cool, damp, and shady, this area is a refreshing contrast to the semi-arid conditions along much of the rest of the trail.

Colville National Forest On March 1, 1907, President Theodore Roosevelt set aside 870,000 acres of land as the Colville National Reserve—which later became the Colville National Forest. Nearly half of the 1.1 million-acre forest is located within Ferry County. The forest contains numerous lakes, rivers, and streams, as well as the Kettle River mountain range and Sherman Pass, which at 5,575 feet is the highest pass in Washington State. The Pacific Northwest National Scenic Trail (and the trails that make it up, like the popular Kettle Crest Trail) also pass through the forest, totaling 486 miles of trails for hiking, skiing, equestrian, and mountain bike use. Nearly 75 miles of these trails accommodate off-road vehicles.

The Sanpoil River originates near Republic, and flows south through the Colville National Forest and the Colville Indian Reservation, ending at Lake Roosevelt above Grand Coulee Dam. Anglers can expect to find rainbow, brown, and brook trout, and birdwatchers can see numerous native and hard-to-find birds, such as the Northern Waterthrush and American Redstart. The U.S. Forest Service maintains the Ten Mile Campground along the San Poil River.

Swan Lake is the largest of a cluster of small lakes located in the Colville National Forest, just off Highway 21, south of Republic. In the late spring and summer months, the lake is frequented by local anglers and fly fishers after brook, rainbow, and cutthroat trout. The mid- to late-summer months attract campers, hikers, and bicyclists to the warm lake waters and hiking-biking trails. In the cooler fall months, hunters take advantage of the campground's proximity to deer that frequent the fir- and spruce-lined hills of the national forest.



This historic bridge for the Republic and Kettle River line (also known as the “Hot Air” line) in Curlew is one of several trestles built in Ferry County during the railroad’s heyday. Photo courtesy of Dick Slagle.

BENEFITS OF TRAIL DEVELOPMENT

Communities across the country have connected people to the places they live, work, and play by converting rail corridors that would otherwise be abandoned into trails, a process called rails-to-trails. Ferry County's rail-trail promotes wellness and economic vitality, and connects communities to their history and to each other.

HEALTH & WELLNESS

Trails promote both physical and mental wellness as places for people to be active and to connect with nature and their surrounding communities. The Ferry County Rail-Trail is a safe, year-round recreation experience for both residents and visitors that is accessible to all. Trails also provide an inexpensive option for people seeking both exercise and active transportation. As people use the trail as an alternative to motorized transportation, physical activity will increase and air quality will improve, benefitting the health of the entire county.

In 2011 rankings for overall health by county, Ferry County scored 39 out of 39 Washington State counties. Although social and economic factors and access to clinical care contribute to this score, the availability of recreation opportunities is also critical in determining the health of the county's residents. Ferry County has incredibly limited access to designated safe, lowland

"The availability of recreational facilities can influence individuals' and communities' choices to engage in physical activity. Proximity to places with recreational opportunities is associated with higher physical activity levels, which in turn is associated with lower rates of adverse health outcomes associated with poor diet, lack of physical activity, and obesity."

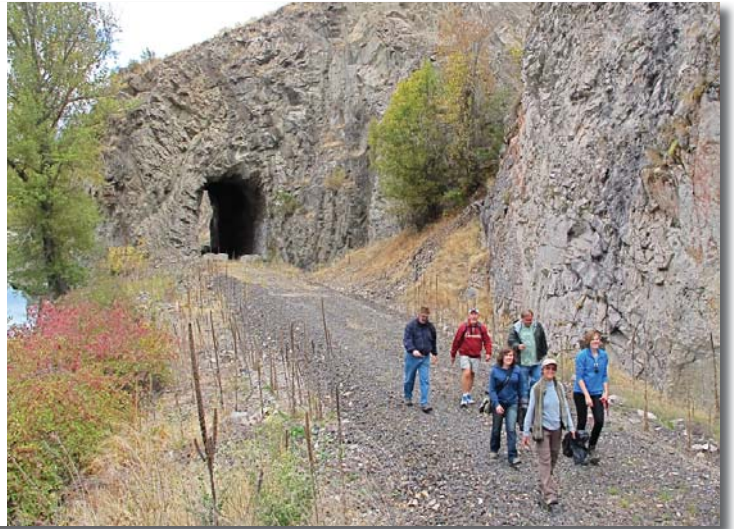
– *County Health Rankings 2011, University of Wisconsin Population Health Institute*

places to recreate or commute away from roads busy with the ore and logging trucks so vital to its economy. The rail-trail provides numerous options for recreation on and near the trail, and improving its infrastructure would have a significant positive effect on the health of Ferry County residents.

CONNECTING COMMUNITIES WITH NON-MOTORIZED TRANSPORTATION

Because of their relatively flat, level surface, rail-trails accommodate many types of users. The Ferry County Rail-Trail is already popular with residents and visitors, and its future surface of smooth, compacted gravel will greatly improve accessibility. The resurfaced trail will support walkers, runners, bikers, skijorers, cross-country skiers, snowshoers, horseback riders, and anyone using ADA-approved devices. Because it is flat, non-motorized, separate from roads, and has well-marked crossings, the trail is a safe, direct, and convenient route to school, work, neighborhoods, and shopping. Resurfacing the trail will encourage bicycle commuting to towns, getting them off the dusty, hilly roads they currently share with automobile traffic. Adding signs to the trail will also help protect private landowner rights, keeping people on the trail and strengthening community relations.

Besides connecting communities along its scenic 25-mile length, the trail also provides direct access to some of Ferry County's spectacular natural resources, such as the waterfront all along Curlew Lake. The trail's reach could expand over time as it connects to nearby public lands, recreation and conservation areas, and other trails, further enriching the lives of county residents.



Users of all ages and abilities enjoy the rail-trail throughout the year, and further improvements will make it more accessible.

ECONOMIC VITALITY & TOURISM

The addition and improvement of trails helps communities enhance their quality of life economically as well. The Ferry County Rail-Trail will provide a critical economic boost for the entire valley, drawing visitors who want to experience a world-class rail-trail. Communities and businesses along the trail, such as bed-and-breakfasts, resorts, and outfitters, will benefit from year-round use of the trail. Tourists will begin to seek out the trail itself as a destination, spending more time in the county and money on equipment, food, souvenirs, and places to stay.

This non-motorized corridor also connects people to Ferry County's wildlife. Here at the heart of the valley, trail users can boat, bird watch, and fish. The trail also acts as a wildlife corridor, allowing wildlife to move safely throughout the region.

Improving the surface of the trail and expanding its connections to other natural areas will encourage residents and tourists to explore and connect with the county. As use increases, property values will rise and new businesses will open as companies and their employees recognize Ferry County's high quality of life and spectacular attractions.

COMMUNITY-BUILDING THROUGH SHARED HISTORY

The rail-trail increases awareness and appreciation of local resources by connecting users to the fascinating history of Ferry County. Both locals and tourists can walk the same paths traveled by the county's Native American inhabitants and learn about their customs and historic territories through interpretive signs along the trail. Users will also connect to the county's early mining, timber, and railroad industries.

The rail-trail also highlights the county's unique geology, passing through a 120-foot stone tunnel blasted by the railroad in the early 1900s, and showcasing geologic formations and fossils in surrounding areas. Interpretive signs will educate trail users about local plants and animals, and neighborhoods could adopt sections of the rail-trail to remove litter and promote stewardship. The trail could also serve as an outdoor classroom, a connector to community gardens, and a site for civic events.

TRAIL DESIGN CONCEPTS & AMENITIES

MAP

The map at right shows the 25-mile Ferry County Rail-Trail extending from West Herron Creek Road at the south end to Danville near the Canadian border at the north end, and includes key points of reference, such as trailheads, camping and restroom facilities, and towns located along the trail.

TYPE OF USE

This rail-trail is a multipurpose, non-motorized trail designed to promote education, transportation, and healthy recreation. It accommodates multiple uses and activities, such as walking, running, bicycling, and horseback riding. The trail also supports people who cross-country ski, snow-shoe, skijor (non-motorized), and use wheelchairs and other ADA-approved motorized devices.



Cross-country skiers take advantage of ample snow and the rail-trail's relatively flat surface to enjoy recreating in the beautiful scenery of Ferry County.

ACCESSIBILITY

Wherever feasible, the trail will be designed to be accessible for all users, and meet all applicable ADA design standards for people with mobility and visual impairments. The surface will be smooth and firm. Each trailhead will have a designated parking space with a smooth, firm surface leading to the trail. Restroom facilities will be ADA accessible.

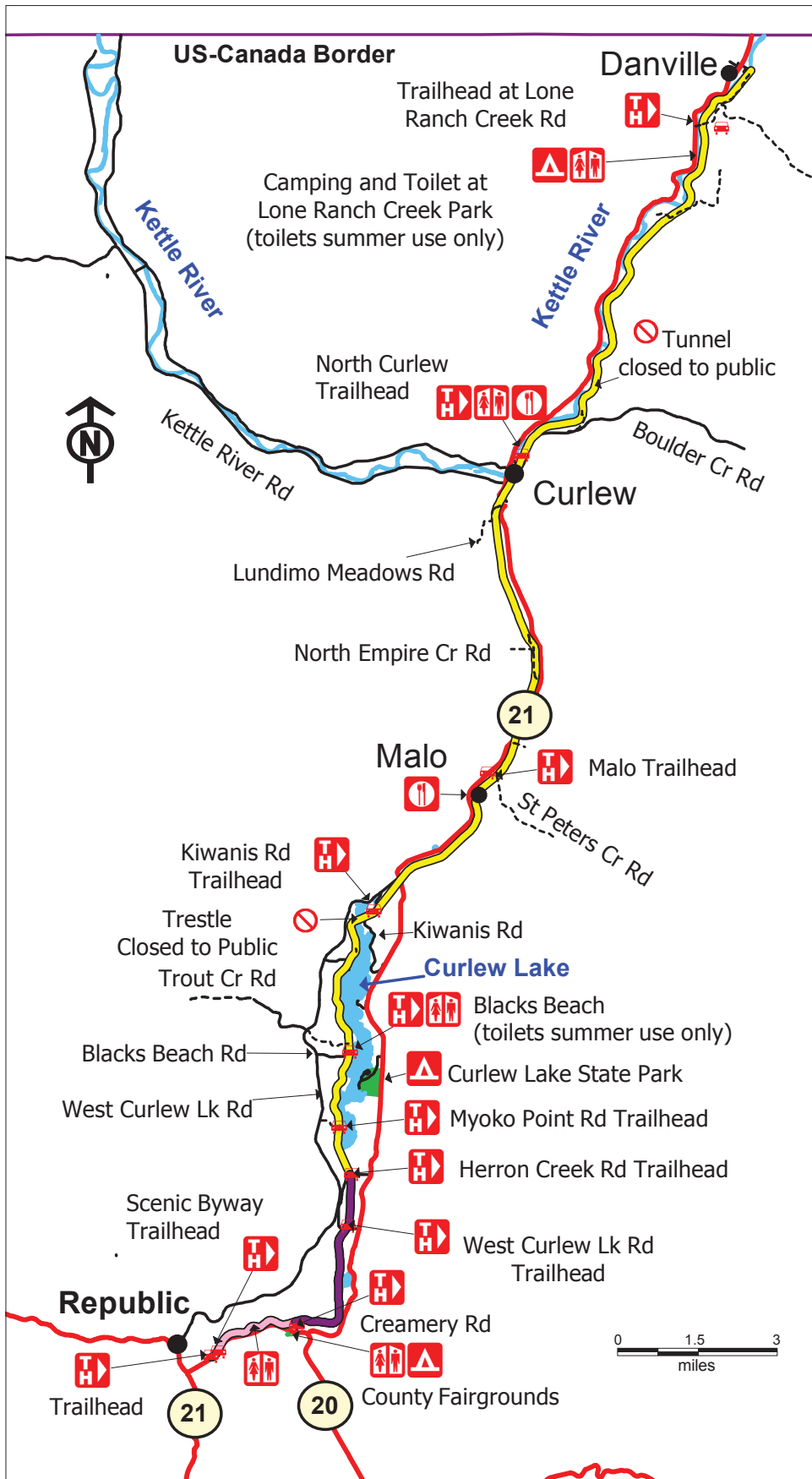
SURFACING

The rail-trail follows an old railroad corridor with a current surface that varies from fair to challenging. Its current large, crushed rock (the original railroad ballast) is not ideal for trails, but will provide an excellent base for an improved trail surface. Once funding is secured, the initial surface will be a smooth, compacted gravel surface that meets ADA requirements, and is usable by walkers, bicycles, and horses. Wherever possible, the trail will be maintained at a minimum width of 12 feet. This will help accommodate different users, such as a horse team and wagon. Depending upon changes in use and future funding, it is a priority to eventually pave portions of the trail, especially within towns.

TRAILHEAD LOCATIONS

The eight trailhead locations will be West Herron Creek Road, Miyoko Point, Blacks Beach, Kiwanis Road, Malo, Curlew, Lone Ranch Creek Road, and Danville.

Each trailhead will have one designated handicapped parking space on a smooth, hard surface connected to the trail. The remainder of the parking spaces will be gravel with no designated stalls. Each trailhead will have sanitary facilities and trail signage. A horse corral and trailer parking are planned for the Curlew trailhead.



Ferry County Rail Trail

(Non-Motorized)
(Unpaved)

(Motorized, Unpaved)

(Motorized, Paved)

State Route

Paved Road

Unpaved Road

Trailhead

Camping

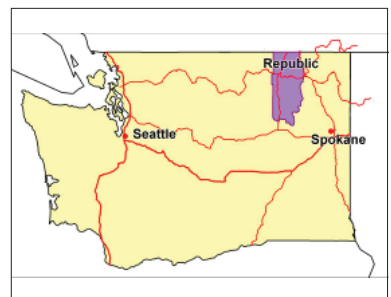
Restroom

Food

Parking Location

Blockage

ferrycountyrailtrail.com



Map Metrics www.mapmet.com 509 738 6155



The blasted tunnel roughly 2 miles north of Curlew will be inspected and made safe for public use.

SCHOOL LINKAGES

The Ferry County Rail-Trail will connect at the southern trailhead (West Herron Creek Road) with the Golden Tiger Pathway, a multi-use trail that continues south along the Sherman Pass Scenic Byway to the Republic School District complex and into the City of Republic via the City's Safe Routes to School path. At Curlew, the rail-trail is adjacent to the Curlew School complex and intersects the Safe Routes to School path. The rail-trail will connect at the north end with a proposed 15-mile rail-trail along the Canadian border connecting back to the railroad right of way in the United States at Laurier, in eastern Ferry County, connecting to a third school complex in the town of Orient.

ACCESS TO PUBLIC LANDS

Trails will be developed that connect the rail-trail to:

- The Ferry Conservation District birding area/wetland, at the south end of Curlew Lake
- Curlew Lake State Park

- Ferry County's Lone Ranch Creek Park, which can be used for camping, located 0.3 miles from Lone Ranch Creek Trailhead
- The community of Curlew
- A Department of Natural Resources parcel just south of Curlew
- A Bureau of Land Management parcel north of Curlew

FISHING & WATER ACCESS

The rail-trail provides easy access to water at several locations:

- The trail parallels and often abuts the shores of Curlew Lake for 5.5 miles, with access to a boat launch at Miyoko Point
- The trail right-of-way is adjacent to the Kettle River, starting just north of the town of Curlew, for approximately 10 miles—with several locations where the right-of-way runs along the banks of the river.

BRIDGE COMPLETION

A 770-foot-long trestle that crosses Curlew Lake at the north end is currently under final planning and development. It will be decked and have railings installed to the standard height, with platforms for sitting and fishing.

TUNNEL IMPROVEMENT

A 120-foot-long tunnel that was blasted through solid rock is located two miles north of Curlew, adjacent to the Kettle River. It is in excellent condition. It will be inspected by a qualified engineer and have any necessary safety improvements made so that it can be open to trail users.

PUBLIC & PRIVATE ROAD CROSSINGS

The trail includes 22 public road crossings, as well as numerous private crossings. The goal for all of these crossings is safety and protection. Barriers will be placed on public crossings restricting access to the trail from these roads. Signs indicating the trail is closed to motorized use will be posted along the trail. “Trail Crossing” signs will be placed by WSDOT

along the highway at the appropriate distance for the speed limit at each location to notify motorists of potential crossings by trail users. A crosswalk meeting the standards of the American Association of State Highway and Transportation Officials (AASHTO) will be placed on the highway surface at each public road crossing. Private road crossings will only have signs along the trail notifying that they are for non-motorized access.

SERVICE & EMERGENCY VEHICLE ACCESS

Some occasions will arise when vehicle access to the trail will be necessary—for maintenance, weed control, operations, and emergency purposes. Because this trail is built on the railroad base, it is well-suited to holding the weight of trucks and emergency vehicles. The barriers from the public and private road crossings will be designed to be removed by emergency personnel.

SIGNS

Safety signs will notify motor vehicle drivers that the trail is closed to motorized use and as warning signs along public roads of the trail crossing the road. Rules-of-use signs will be posted at trailheads. Signs will be posted identifying the location of the handicap-accessible parking space at each trailhead. Mileage signs will be established with the miles from the southernmost Golden Tiger trailhead. Maps will be created and posted at each trailhead showing where the trail user is with respect to the entire trail. Water access points will also be marked with signage. Interpretive signs—focusing on unique historical, cultural, and natural elements along the trail, including railroad history, mining, flora and fauna, geology—will be created and posted either at trailhead kiosks or at appropriate locations. Interpretative signs may also be placed in the approximate vicinity of some Native American cultural sites where approved by the Confederated Tribes of the Colville Reservation.



The trestle will be decked and have railings installed.

NEXT STEPS

MANAGING THE TRAIL

The Rail Corridor Committee will continue to manage the trail, discussing next steps for trail improvement, funding opportunities, and priorities for funding received. It is hoped that the nonprofit Ferry County Rail Trail Partners could become a “friends group” and assume stewardship of the rail-trail in the future.

FUNDING OPPORTUNITIES

The RCC is pursuing funding at the state and national level for the rail-trail, as well as seeking local grant matches.

In a 2011 public survey, 96 percent of respondents listed surface improvements as their top priority. The focus of initial funding is resurfacing three segments of the trail with smooth, compacted gravel to expand accessibility and meet ADA compliance regulations. A 5.15-mile waterfront segment on the west side of Curlew Lake is proposed for priority resurfacing because it has the highest concentration of nearby homes, as well as one of the most scenic locations. Improvement of this segment will also greatly enhance the connectivity between the current project to deck the trestle and the County Fairgrounds, Republic School complex and City of Republic, all located to the south. A trailhead and access across the trestle will be completed in summer 2012, thanks to funding from a \$100,000 Transportation Enhancement grant, which is why this project starts at the trestle and goes south toward Republic. The RCC recommends resurfacing the following three segments first:

- Blacks Beach trailhead to Trestle - 2.6 miles
- Miyoko Point trailhead to Blacks Beach - 1.6 miles
- Heron Creek Road to Miyoko Point - 1.0 miles

The budget needed to resurface these three segments of trail is estimated at \$80,000.

Other immediate priorities for funding include:

- Verifying the safety of the tunnel and opening it for public use
- Creating and installing signage at trailheads
- Creating and installing interpretive signage at key points along the rail-trail

Future funding is planned to go toward:

- Installing benches along the trail
- Producing outreach materials, such as trail guides and tourism brochures
- Programs and events promoting healthy recreation and community involvement
- Development of trails connecting the rail-trail to local natural and cultural resources and points of interest
- Paving parts (or the entire length) of the trail



Users of all ages enjoy the rail-trail throughout the year.



There are many different ways to get involved and improve the rail-trail, and everyone can help.

GET INVOLVED

There are many different ways to get involved with the Ferry County Rail-Trail:

- Become a Rail-Trail Conductor: Share your expertise in history, science, health, teaching, and other fields to improve physical and community connections. Your knowledge could greatly enhance community events and contribute to interpretive and promotional materials for the rail-trail. Contact the Rail Corridor Committee for more information: fctrails@co.ferry.wa.us

- Become a member of the Ferry County Rail Trail Partners: For a donation of \$25 (or a higher amount of your choice), become a lifelong member of the FCRTTP and continue to positively impact the rail-trail by participating in events, sharing ideas, and helping with on-the-ground improvements. For more information, please visit www.ferrycountyrailtrail.com or contact info@ferrycountyrailtrail.com

- Apply for a position on the Rail Corridor Committee: Attend monthly meetings and continue to develop your community's vision for the rail-trail. Applicants are appointed by the County Commissioners and serve for three years. The maximum size of the RCC is 15 members. Check local media for open positions

- Start a community garden near the rail-trail

- Host public events, such as foot and bicycle races, and other community-building events along or near the trail

- Adopt a section of the trail: Become a steward of the rail-trail by picking up litter and watching for erosion, encroachment, and invasive species

- Use the trail and surrounding natural areas as an outdoor classroom for local youth and school groups to learn about the rich biology, geology, archaeology, and history of Ferry County

APPENDIX: PUBLIC PROCESS

This concept plan benefitted greatly from continuous public input and extensive revision. The Rail Corridor Committee promoted public involvement in the planning process through:

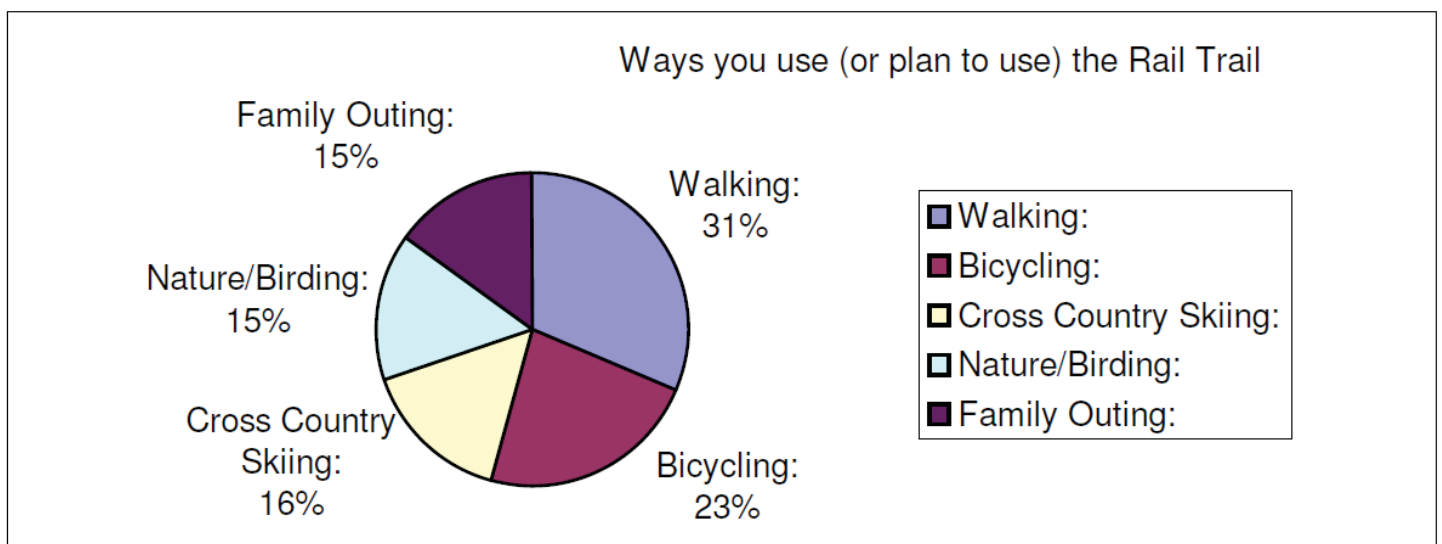
- Press releases, advertisements, and articles in local newspapers
- The Ferry County Rail Trail Partners website
- Mailings to adjacent landowners and countywide residents
- Outreach at public events
- Feedback from the Rail-Trail Conductors
- Comments collected at RCC meetings
- Comment periods on multiple drafts of the plan

All comments were taken into careful consideration and used to enrich this plan and make it as reflective as possible of the community's vision for the Ferry County Rail-Trail.

SURVEYS

The RCC sought widespread public input through the use of two surveys. The first, a quantitative survey, was designed to determine interest, usage, and design elements for the trail. It was publicized in all the

local media, printed as an insert in the local paper, and published online. The RCC received 341 responses to the survey—many more than expected—and used the information to help guide the concept plan.



Survey: Trail users walk, bike, ski

**Complete results
will be released
at Aug. 4 meeting**

By Zachary Van Brunt
The Chronicle

REPUBLIC — The Ferry County Rail Corridor Committee expects to hear complete results of a recent survey at its Aug. 4 meeting.

Short-hand results show most of the 341 respondents walk, bicycle and cross-country ski along the 24.8-mile trail between West Herron Creek Road and Danville.

Nature observing, bird-watching and family outings also received many mentions.



Weller

"It went really well," Chairwoman Bobbi Weller said. "We received so many more responses than we thought we would. It was remarkable."

The committee advises Ferry County Commissioners. It released preliminary short-form survey answers last week.

More in-depth information will be shared at Thursday's 6 p.m. meeting in the Republic Ranger District building, 180 N. Jefferson St., Weller said.

The long-form survey asked respondents about the history of the trail and personal anecdotes.

"I know they're going to get a lot of history of the trail," she said.

"I believe it is the best thing to happen to Ferry County in years," one respondent said. "Many times my grandchildren and I have walked the trail. The kids love it; they get to see so much wildlife."

"The rail trail sets a great example for the county in terms of fitness and health, and also

fosters a stronger sense of community," another respondent said.

"We really thank the community for responding so strongly to our survey," Weller said. "The survey and planning document are just one of the several projects we're working on for the rail trail."

Other projects include installing a deck on the trestle over Curlew Lake.

The committee received grant money, and Weller said Ferry County commissioners are near completion of paperwork, but there's more wait time than expected.

"I didn't want to wait until spring, but we may have to," Weller said. "That would open up a lot more area."

Weller said the committee would like to see benches, signs with trail history and places where people can fish.

In the preliminary survey, respondents asked for toilet

See **Survey A5**

Rail Trail survey

Ways respondents use (or plan to use) rail trail

Walking	84 percent
Bicycling	61 percent
Cross country ski	42 percent
Nature/birding	41 percent
Family outing	40 percent

Landscaping design elements that would enhance experience on rail trail

Surfacing	96 percent
Toilet facilities	75 percent
Trailhead parking	62 percent
Mile markers	59 percent
Benches	52 percent

County of residence

Ferry	91 percent
Okanogan	1 percent
Stevens	3 percent
Other	5 percent

Age breakdown

Under 25	5 percent
26-35	10 percent
36-45	11 percent
46-55	18 percent
56-65	36 percent
66 and older	21 percent

Total responses 341

Survey from A1

facilities, trailhead parking, mile markers and benches.

The survey is only one of the tools committee members are using to collect comment from the public on the trail's future planning and development.

The group has developed several trailheads with parking and installed seasonal, portable toilets, she said.

The trail, open to the public for non-motorized recreational use, meanders along Curlew Lake, through Malo, Curlew and Danville, and along the Kettle River with trailheads and parking at Herron Creek Road near Republic, Blacks Beach, Kiwanis Road and the Curlew Siding.

The second, a qualitative survey, was delivered to all Conductors and adjacent landowners, with the goal of soliciting more detailed information, including opinions, stories, and suggestions. The committee received 41 responses.

Responses to both surveys are reflected in the pie charts and articles on the following pages.

The article above appeared in The Omak-Okanogan County Chronicle on August 3, 2011.

FCRCC Survey Results

An enthusiastic response from the public to a survey prepared by Ferry County's Rail Corridor Committee (RCC) showcases that people primarily walk, bicycle, and cross-country ski along the 24.8 mile non-motorized Rail-Trail that runs from Republic's West Herron Creek Road north to Danville near the Canadian border.

In response to the question, "in what ways might you use (or want to use) the Rail-Trail," the top five responses from the 341 respondents were: walking, bicycling, cross-country skiing, nature observing/birding, and family outing.

As one survey respondent states, "I believe it [the Rail-Trail] is the best thing to happen to Ferry County in years. Many times my grandchildren and I have walked the trail. The kids love it; they get to see so much wildlife."

"The Rail-Trail sets a great example for the county in terms of fitness and health and also fosters a stronger sense of community (i.e., family outings, group walks/runs/bike rides)," another respondent adds. "It offers a high value for businesses as well," adds another respondent. "The Rail-Trail will draw tourists to visit and explore Ferry County, and as such it is a critical missing piece of our economic-development infrastructure."

In terms of landscaping and design elements that would enhance

continued to pg#3

FCRCC continued from pg#2

people's experience on the Rail-Trail, the top five responses were: surfacing, toilet facilities, trailhead parking, mile markers, and benches.

The survey is just one of several tools the RCC is using to solicit public input on the planning and development of the Rail-Trail.

"We really thank the community for responding so strongly to our survey," states RCC Chair Bobbi Weller. "The survey and planning document are just one of several projects we're working on for the Rail-Trail. We also have developed several trailheads with parking, installed seasonal portable toilets along the trail, and are moving forward with a major grant to platform the signature piece of the Rail-Trail – the trestle over Curlew Lake."

The trail, open to the public for all non-motorized recreational use -- including pedestrian, cycling, and equestrian use -- meanders along Curlew Lake, through the communities of Malo, Curlew, and Danville, and along the Kettle River, with trailheads (with parking) at Herron Creek Road, Blacks Beach, Kiwanis Road, and the Curlew Siding.

The vision statement for the trail states: "A multi-use non-motorized rail-trail that is a signature destination in Ferry County that highlights our cultural heritage and natural beauty, offering a fun, safe, healthy community connector as well as a first-rate recreational experience for the enjoyment of both local residents and tourists."

The RCC is an advisory committee that reports directly to the Ferry County Board of County Commissioners charged with the planning and development of the non-motorized trail.

Detailed survey results include total responses 341.

County of residence:

Ferry: 91%
Okanogan: 1%
Stevens: 3%
Other: 5%

Age Breakdown:

Under 25: 5%
26-35: 10%
36-45: 11%
46-55: 18%
56-65: 36%
66 and older: 21%

Ways use (or plan to use)

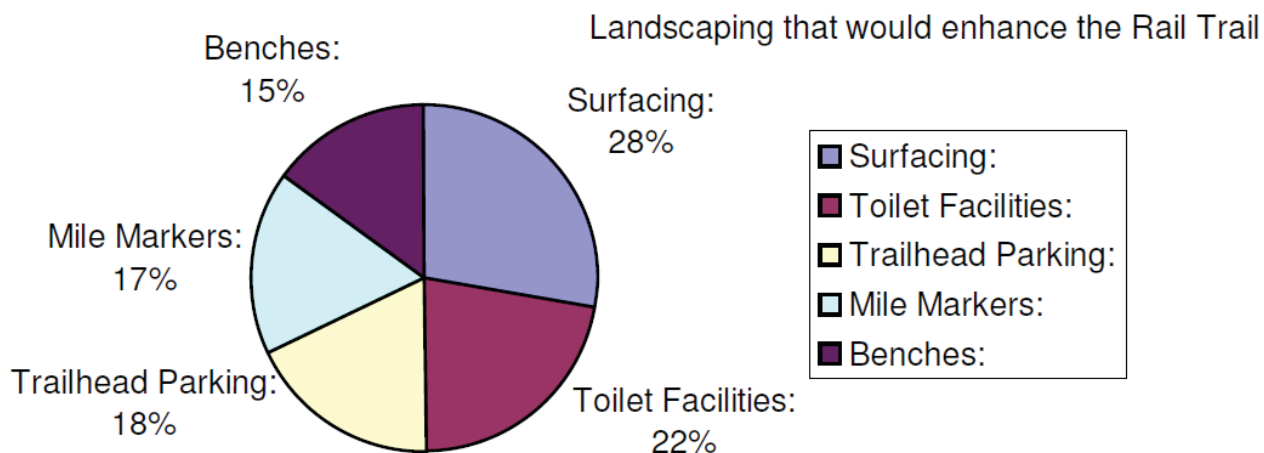
Rail-Trail:

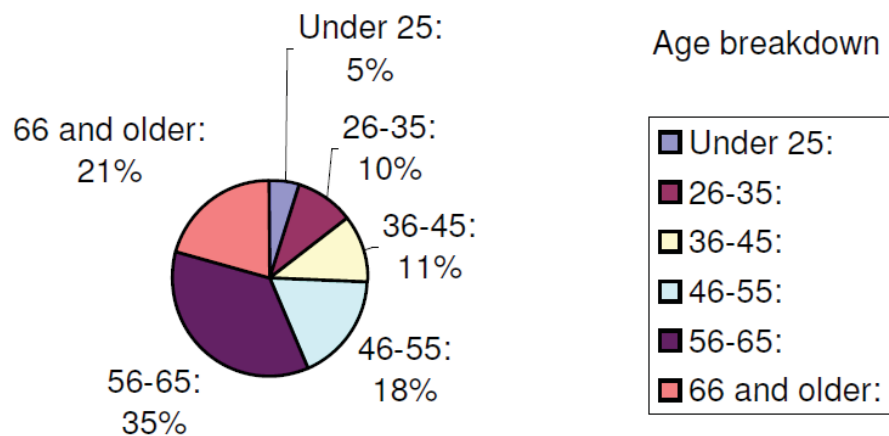
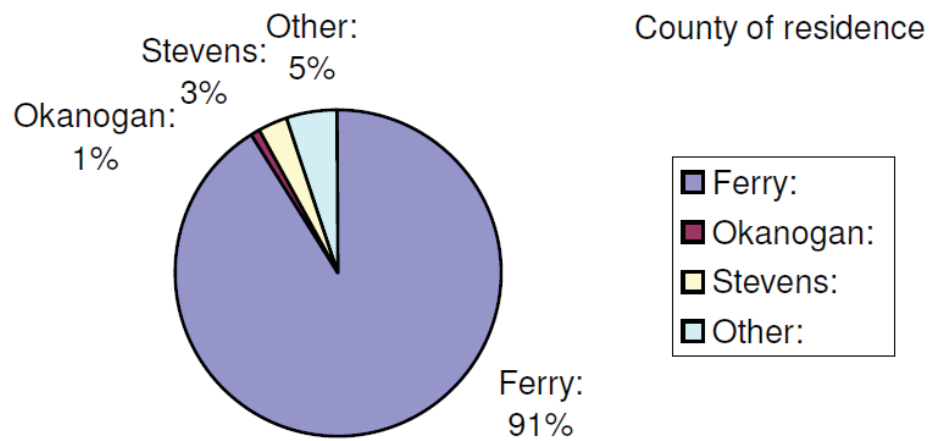
Walking: 84%
Bicycling: 61%
Cross Country Skiing: 42%
Nature/Birding: 41%
Family Outing: 40%

Landscaping Design Elements that Would Enhance Experience on Rail-Trail:

Surfacing: 96%
Toilet Facilities: 75%
Trailhead Parking: 62%
Mile Markers: 59%
Benches: 52%

The article above appeared in the Republic News Miner on August 4, 2011.





The pie charts above and to the left reflect the ages and locations of survey participants, as well as their preferences for landscaping improvements for the rail-trail.

The majority of participants indicated making the rail-trail surface more user-friendly as their top priority.

ARTICLES & PRESS RELEASES

The Ferry County Rail-Trail was also featured in multiple articles, advertisements, and press releases in local newspapers (the Republic News Miner, The Omak-Okanogan County Chronicle, and the Ferry County View). Copies of press releases and articles are shown on the following pages.

Commissioners hear additional trail comments

By Brenda Starkey

REPUBLIC – County commissioners will probably put an exact speed limit into the ordinance they are working on to allow those with mobility issues to use motorized vehicles on the non-motorized rail trail.

A statement from the county prosecutor read during a hearing Monday said the ordinance should specify a speed rather than saying that ADA-compliant vehicles should not exceed normal walking speed. It would make enforcement easier, the letter said.

Commissioner Brad Miller said he didn't think any radar units read speeds under 10 miles per hour.

The county's Rail Corridor Committee suggested a five to six mile per hour speed limit. Other comments mentioned provisions for inclusion

of a non-handicapped driver in these vehicles which would be especially helpful for those who are unable to drive because of their disability.

Vehicles carrying mobility-challenged individuals will be required to display a state handicapped tag, according to a draft ordinance.

Much discussion involved the width of motorized vehicles authorized for ADA use, and numbers varied between 48 inches and 52 inches wide.

Another citizen suggested that if a speed limit is set on the trail it should apply to bicyclists and horseback riders, otherwise if a speed limit applies only to ADA users, it might be seen as discriminatory.

The ordinance should mention that there has been no trail assessment to determine

➤ See TRAIL, 2

Trail Continued from page 1

what safety standards should apply to the trail, and the ordinance could be amended in the future when such an assessment is completed, another attendee said.

Commissioner Bob Heath

agreed with this inclusion.

The county's Rail Corridor Committee has also recommended the ordinance include some statements about how it will be enforced.

"We're not ready to adopt this because we need to do more work on enforcement," Miller said.

The hearing was continued until 2 p.m. Tuesday, Nov. 1.

Crap! It's the cops! Sheriff rides through during Outhouse Races

B1 | B4 James and the Giant Peach' hits Okanogan stage

THE OKANOGAN COUNTY

CHRONICLE

InfoBook has everything you want to know Inside

January 18, 2012

Essential Reading in Okanogan and Ferry counties

15 cents

Session off to a slow start

Social issues, snowstorms detract from budget talk

By Dan Clegg and Anthony Kane

The county commissioners' session was off to a slow start Monday as social issues and snowstorms detracted from budget talk.

The session was held in the Okanogan County Courthouse in Pater.

Commissioner Brad Miller said he didn't think any radar units read speeds under 10 miles per hour.

The county's Rail Corridor Committee suggested a five to six mile per hour speed limit.

Other comments mentioned provisions for inclusion

Ski Day



Carver School teacher Bruce Bradford and her son, Jackson, pose during the Ferry County Rail Trail Ski Day on Jan. 14. People could ski the trail near Carver and try out some country side and snowshoes.

Missing: Search for man goes on

The Okanogan County Sheriff's Office and the Okanogan County Sheriff's Office are searching for a missing man. The man is 40 years old, 5'10" tall, and weighs 180 pounds. He has dark hair and is wearing a blue jacket and black pants. He was last seen on Jan. 14 near the Okanogan River. The search is ongoing and anyone with information is asked to call the Sheriff's Office at (509) 426-3400.

Mine lead, arsenic close beach

Bussburg Flat closed by National Park Service

The National Park Service has closed Bussburg Flat to the public due to concerns about mine lead and arsenic contamination. The closure is temporary and will last until the contamination has been removed. The park service is working to remove the contamination and restore the area to its natural state.

Highway won't open any time soon

Forecast calls for snow throughout Okanogan County

The Washington State Department of Transportation (WSDOT) is forecasting heavy snow throughout Okanogan County for the next several days. The forecast calls for snow to begin on Jan. 19 and to continue through Jan. 21. WSDOT is advising drivers to use caution and to avoid travel if possible. The department is also working to clear the roads as quickly as possible.

FOUNDER'S CELEBRATION

Jan. 18 - Feb. 15

ENTER TO WIN \$500

See rules for details

Small Business Saturday

Jan. 18 - Jan. 19

See rules for details

The article to the left covers public comments the Commissioners received on specific speeds for ADA-compliant vehicles on the rail-trail. It appeared in the October 19, 2011 issue of the Ferry County View.

The photo above from the annual Ski the Rail Trail Day promotional event made the front page of The Omak-Okanogan County Chronicle. The Ferry County View also covered the Ski Day (article to the right).

The Ferry County View ran a feature on the release of the draft of the concept plan and the public comment period (pages 34 and 35).



Movie Review: The Help

Looks at 1963 race relations from maids' point of view. p. 2.



Republic student wins essay contest

Answers question, "What is an American?" p. 6.



"Puppy ate my sled"

Winter entertainment not without difficulties. p. 6.

Ferry County View

Ferry County's Newspaper • Published every Wednesday • January 18, 2012

75¢

Trial date set for Malo burglary suspect

By Brenda Starkey

REPUBLIC – Alan B. Herndon, 56, Malo, pleaded not guilty Friday to a first-degree burglary charge stemming from a Jan. 7 incident when he allegedly entered a neighbor's home while carrying a handgun.

Attorney Dennis Morgan, who has been retained to represent Herndon, said he doesn't believe there is a question that his client is competent to help in his own defense.

Herndon will be staying at his mother's Everett home. The family has removed all firearms from his Blue Place Road home with the intent to sell them to help pay for his defense, Morgan told the court.

Herndon's estranged wife is in a safe house in another case in San Juan County and charges are anticipated, Deputy Mike Golden told the court.

Herndon allegedly shot up his own home Jan. 7 and pushed his way into a neighbor's residence saying Tron was pursuing him and he'd killed several other assailants at his home.

He asked the neighbor for more ammunition for his gun and loaded the weapon with imaginary "ammunition" the neighbor gave him, according to a probable cause statement.

Neither bodies nor blood was found at his residence, and Herndon was taken into custody and charged with first-degree burglary.

Golden told the court he was concerned about Herndon's state of mind as was his family. Other charges could be filed in the case, he said.

The court ordered the defendant not to contact his Malo neighbor, not to drink alcohol and not to take any drugs unless prescribed by a physician.

The defense said Herndon was off a prescribed medication at the time of the incident.

His wife served him with divorce papers the day before, according to court records.

The court ordered bail to remain at \$25,000 and a March 7 trial date was set with a Jan. 20 hearing in the case.

Herndon bailed out of Ferry County Jail after a probable cause hearing Jan. 9.

Curlew eats spaghetti for fire victims

Blaze damaged home, destroyed business

By Brenda Starkey

CURLEW – A spaghetti feed at the Curlew Civic Hall Saturday evening brought in about \$1,000 for Lori and Jeff Kocol, who lost their business to fire Dec. 16.



A Jan. 14 spaghetti feed raised about \$1000 for Lori and Jeff Kocol, whose home and business were damaged Dec. 16.

The Kocols said they are still sorting out repair and replacement costs.

They had just sat down

to watch a rented movie that Saturday when Lori said she smelled smoke.

They checked the stove and didn't notice anything unusual, but in a few minutes Jeff looked out a window and noticed a glow under the eaves.

They said a number of coincidences helped save the newer part of their Toroda Creek Road home even though an attached old cabin that housed their screen printing business was destroyed.

Shanta Foster Fanning, a neighbor and local volunteer firefighter, had left a Curlew High School basketball game early because his back hurt. That put him in a position to start firefighting efforts.

➤ See FIRE, 2

Hospital approved to administer clot busters

By Brenda Starkey

REPUBLIC – Ferry County Memorial Hospital is now a cardiac level two and stroke level three facility.

This means the area has met Washington Department of Health standards of care to treat heart and stroke patients with thrombolytics, also known as clot busters, Thomas E. Durham, hospital district chief nursing officer, said.

The guidelines follow national standards to decrease damage caused by heart attacks and strokes, he said.

Applications were submitted in September and the designation was made this month.

The accreditation is the result of a collaborative process by health care providers, x-ray and laboratory personnel, nurses and emergency medical personnel, and provides area residents with a continuum of care, he said.

Many individuals worked to develop policies that outline how stroke and cardiac care will be provided, he said.

The state is holding

hospitals and emergency medical responders to a higher level, Durham said.

It took three months for the state to look at the policies and certify us, Durham said. This is a huge review process.

And now that the hospital is certified, there will be ongoing stringent standards that must be met to maintain it, he said.

Stroke victims have a three-hour window to receive clot busters when they are indicated and the window for heart attack patients is 12 hours, he said.

After that time heart attacks and strokes are debilitating and require extremely costly and time-consuming rehabilitation, Durham said.

Without the certification, emergency responders would be required to take suspected stroke and heart attack patients to another hospital that had the certification, he said.

The certification for this rural, isolated area is very important especially if such a medical emergency happens when the area is socked in by clouds or emergency response

➤ See STROKE, 4



Dani Lewis of Kettle Falls and Laura McCullough of Barstow used the gear provided by Spokane Parks and Recreation to ski two miles to the tunnel. Photo Bob Whittaker.

Some winter events succeed despite snow's absence

By Brenda Starkey

CURLEW – Although Winterfest activities fizzled due to lack of snow, the second annual ski day on the rail trail north of Curlew and Bingo at the San Poil Grange were successful.

Snowmobile events – races and a bucket run – were cancelled.

At the K Diamond K, tubs of ice were frozen

solid, but no one showed up to carve them. Some out-of-town visitors arrived for the festivities, but their rides to collect firewood were made with ATVs.

Guests sampled three pots of chili and youngsters played on sleds and tubes in spite of the meager supply of snow.

Bingo at the San Poil Grange was a success, according to organizers.

"There were 55 packets sold; we made good money and everyone had a good time," Kathy Harcourt said.

Funds raised will go toward remodeling the grange hall and paying the water bill, she said.

There will be another Bingo night at 6 p.m. Feb. 4. Doors will open at 5:30 p.m.

At ski day activities, a number of folks who borrowed cross country skis at last year's event came back with their own gear.

Organizers said at one

point they counted 38 cars in the parking lot, but that was after the early 10 a.m. rush had ended.

"It's a testament to this trail – that we could success-



Entries to the Winterfest chili feed at the K Diamond K Guest Ranch await consumption.

fully pull off this annual event with such little snow," Ferry County Rail Trail Partners President Bob Whittaker said. "We still had nearly perfect conditions!"

One grandmother said her grandkids, who had never been on skis before, had so much fun that she was going to buy them some. She thanked organizers profusely, Whittaker said.

People were able to use equipment furnished by Spokane Parks and Recreation and get free instruction.

The trail from the old rail loading site north two miles to the tunnel along the Kettle River was open for skiing and snowshoeing.

Local businesses reported the event brought extra customers to their establishments.

"Don't forget, grooming of this segment of trail goes on all winter long," Whittaker said. "Think snow!!"



Hard times make good memories

An enjoyable day of blowing things up turns dark. p. 3.



Cuppa's quiche

Real men won't eat it. Here's the recipe anyway. p. 4.



Name that ferry

Man on the Street looks for answers. p. 6.

Ferry County View

Ferry County's Newspaper • Published every Wednesday • March 14, 2012

75¢

Problem cougar reported near Curlew

By Brenda Starkey

CURLEW – A cougar reportedly killed a Shetland pony Feb. 28 on Border Road west of Curlew.

The incident was reported to the Washington Department of Fish and Wildlife March 2, and a WDFW agent responded Saturday, March 3.

The game official issued a depredation permit and contacted as many neighbors as possible to get permission to go onto their land in order to

eliminate the problem cat.

The citizen who reported the incident is the designated houndman. His wife reported this to be the third horse she has lost since last summer. It was also the first time she had contacted WDFW.

The first colt she lost last summer was out of her corral. Others were among horses allowed to roam free on her land.

This is the second problem cougar reported in the county in as many days.

➤ See COUGAR, 4

Republic student serves as legislative page

OLYMPIA – Republic High School student Tyler Weyer traveled to Olympia last week to serve as a legislative page for 7th District Representative Shelly Short. He was one of four students from the district to participate in the House Page Program for 2012.

Weyer, 11th grade son of Tara Weyer, attended page school each day to learn more about legislative processes and the legislature. Students had an opportunity

to sponsor mock bills with their fellow students from around the state and distributed documents to state lawmakers throughout the Capitol campus – including the House floor and committee rooms.

"The House Page Program is an excellent opportunity for students to learn more about state government and experience the legislative process firsthand. It's something that

➤ See PAGE, 8



Republic High School 11th grader Tyler Weyer and 7th Legislative District Representative Shelly Short.

Kocols rebuild



A December 16 fire at the Toroda Creek home of Jeff and Lori Kocol destroyed their business and part of their house (above). Contents of the home have been removed and sent to Spokane for deodorization and storage while a new roof is placed and the original cabin, a total loss, is restored (below). Photos Jeff & Lori Kocol.



County ponders new insulation, heating system

Would save thousands, but installation estimates not yet available

By Brenda Starkey

REPUBLIC – Ferry County Commissioners heard Monday about possibilities for replacing the aging boiler that heats the court house.

Jerry Graser, who coordinates the Ferry County WSU Extension's Heat Program, said the county uses between 5,000 and 6,000 gallons of fuel oil a year to run the boiler that heats the court house.

Estimating the fuel oil at \$3.50 per gallon, this means the county spends between \$17,500 and \$21,000 a year to heat the historic building.

Electricity would cost less, estimating it at eight cents a kilowatt hour, Graser said. An electric boiler could save between \$6,400 and \$7,700 a year and a ductless heat pump system between \$10,000 and \$12,000.

Graser has not been able to get any firm estimates on purchasing and installing either,

and will contact Pend Oreille and Stevens Counties to see how much similar improvements have cost at those court houses.

It is not certain what kind of funding or grants might be available for heating system improvements.

Graser also said frequently the bottom floor of the courthouse is too hot, and sometimes the middle floor is too, while the third floor is cold. Employees on the lower floors open windows to cool down while those on the top floor complain about being cold, he said.

He believes insulating the building's attic might alleviate the problem since he theorizes that the upper floors insulate the lower ones with a lot of heat escaping through the roof. However, he said he has been unable to find an entrance into the attic.

➤ See COURTHOUSE, 6

Firefighters quickly douse chimney blaze

By Brenda Starkey

REPUBLIC – A chimney fire damaged a Klondike Road home Thursday night.

Volunteer firefighters and EMTs responded to the fire which was reported at 9 p.m. at the home of Charmaine and Darrell McCormick.

"It was lucky that Darrell was at home and saved the house with a hose," property owner James von Sauer said, adding that McCormick kept the fire from spreading into the house.

Republic volunteer firefighters quickly doused the blaze and then used a thermal imaging device to locate hot spots and remove siding and loosen roofing to make sure the fire was completely out. They also knocked down the top portion of the chimney.

Von Sauer had no damage estimates as of Monday morning, but said he believes repairs will be thousands of dollars.

The home is insured.

Rail trail plan unveiled

By Lee Headley

Ferry County's Rail Corridor Committee (RCC) recently released its Ferry County Rail Trail concept plan for the rail trail system that begins in Republic and winds its way north to the border near Danville. The plan, which is open to public comment through March 16, is "a key piece of the foundation that will allow

us to develop the trail," according to RCC member Bob Whittaker.

The plan itself is actually quite engaging and not what you would expect from a plan that will be used as part of grant applications. It details the history of the area, going back so far as to identify early indigenous peoples that made the valley home, the

➤ See PLAN, 7

Forest service to set reforestation priorities

Several local projects to be funded with nearly \$1 million grant

By Brenda Starkey

REPUBLIC – Projects that create jobs will have a priority as the U.S. Forest Service ranks restoration projects to be paid for by a \$968,000 restoration grant, county commissioners

heard Monday.

The grant, to be administered according to the Collaborative Forest Landscape Restoration Act, may have to be spent before Oct. 1, Republic District Ranger Robert Sanchez said. The district is

looking to see if some of the money can be held over for fiscal year 2013.

"There are pages of potential projects that could be funded; projects that could be done this year," he said.

➤ See PRIORITIES, 4

Plan

Continued from page 1

discovery of gold, the building of the railroads, and their recent abandonment which allowed Ferry County to successfully railbank the corridor. It delves into the history of mining, timber, fishing, and even the history of towns located throughout the county.

There is also an informative section on the geology of the area. For instance: "The Ferry County Rail Trail is located in a north-south valley that is a result of the dominant geologic feature of the area, the Republic Graben. A graben is a section of the earth's crust that has dropped down between two faults. It contains the same layers of rock but at a lower elevation than the surrounding areas, and is also known as a rift valley. The Republic Graben averages about 10 miles wide and extends from the Canadian border south to near Lake Roosevelt, a distance of about 52 miles. The graben was formed roughly 45 to 55 million years ago and is bounded by the Bacon Creek fault on the west side and the Sherman and associated faults on the east side."

"I think it is one of the best documents to come out of Ferry County," said Bobbi Weller, chair of the RCC. "It is a great plan and is the result of a year and a half of hard work. Kudos should go to Randall Hanson who orchestrated the plan and did a lot of work. He did a great job."

"We owe a lot to the National Park Service's Rivers, Trails & Conservation Assistance (RTCA) program. They offer assistance with organization, outreach, and project planning that help communities develop a plan and pursue grant opportunities. They offered us a lot of real professional help," Whittaker said. "And also the Rail-Trail Conductors, members of the community who gathered and communicated critical information."

According to the RCC's press release, "All comments from this review period will be taken into consideration and used to update the plan. Next, the plan will be laid out with an impressive array of historic and present-day photos and graphics. Once the plan is finalized, the RCC will make the recommendation for the County Commissioners to officially adopt it."

"This is an important part of the process," Whittaker

explained. "It gets the community on the same page so they know what the plan is and what to expect, and it shows input the public and community has given when we submit it with grant applications."

"Some grants, one from Washington State for example, require a plan that has been reviewed by the public and adopted by the county as a

prerequisite for consideration. We will be able to use an adopted plan to apply for bicycle/pedestrian safety grants, recreation grants, and water access grants," Whittaker said. "I foresee the county adopting the plan and when they do we will be able to begin applying more aggressively for grants."



Rail Corridor Committee meets to discuss its plan. Photo Bob Whittaker.

The RCC's goals are many. At the top of the list is covering the trestle at the north end of Curlew Lake and surfacing a 5.15-mile stretch from the trestle south along the west side of the lake with gravel and material that will make the trail easier to walk or bike and will bring it up to ADA compliance.

The surfacing is fairly straightforward and has faced no major setbacks outside of fundraising, but the trestle is a little bit tricky. "The Washington State Department of Natural Resources believes it has rights to the trestle and should have input into how we cover it. Originally the plan was to tightly cover it but they want to leave spaces to allow light to pass through the trestle. The issue is currently before the Attorney General who will issue an opinion on the rights to the trestle," Weller said. "We have been chomping at the bit to get the trestle project going but have been held up over a year due to this issue."

Nevertheless, the RCC is confident it should be covered

by summer 2012. This is due in large part to a \$100,000 Transportation Enhancement grant, which is why the first sections to be surfaced are south of the trestle.

Other future projects involve further surfacing of frequently-used sections with the hope to eventually surface to the border and connect with the rail trails in British Colum-

bia to become an international trail. The RCC would also like to add interpretive signs at the trailheads and along the trail.

"We will be able to put signs where actual events took place," Weller said.

"The interpretive signs will cover everything from the Native Americans that were here before European contact forward," Whittaker explained. "It will be like a walking history lesson."

"The rail trail gives us public access to land that we didn't previously have," Whittaker said. "Now we can enjoy long sections of Curlew Lake and the Kettle River that we otherwise wouldn't have access to."

The RCC is accepting comments on The Ferry County Rail Trail concept plan through 5 p.m. Friday, March 16. You can view the plan online at <http://www.ferrycountyrailtrail.com> or read one of the hard copies available at the Republic Library. You can send comments directly to the RCC at fctrails@co.ferry.wa.us or mail them to RCC, c/o Ferry County Commissioners, 290 E. Tessie Ave., Republic, WA 99166.

The final plan will include several pictures from the area, both recent and historical. The RCC is requesting any pictures that may be of interest. They can also be sent to the address above.

Classified

Announcements

The Ferry County View can now accept legal advertisements! 775-2425.

Cleaning Services

Kim's Cleaning Service & Car Detailing Service. Homes, businesses, vehicles detailed, for more info. (509)-850-1452, or 970-227-2743.

Employment

Fair Grounds Management Team. In an effort to make the daily operation of the County Fairgrounds more efficient the Board of Ferry County Commissioners will be accepting sealed bids for the independent management of the Ferry County Fairgrounds, buildings, equipment, property, and tools used for this purpose. Position Qualifications: High school diploma or equivalent, have a valid Washington State Drivers License, budgeting experience and effective written and verbal skills. Desired Experience: Background in Irrigation systems. Essential Requirements: Maintain grounds, exhibits barns, carousel building, vendor buildings, racetrack, grandstands, stables etc. Keep financial records, and work with the County by submitting quarterly financial reports. Maintenance of the parking areas in winter (snow removal as needed), water/irrigation systems and winterization of all fairground facilities in the fall. Promote the grounds in an effort to bolster fairground usage (car shows, motorcycle rallies, weddings etc.). RV storage and overall management of daily operations of the Fairgrounds. This position requires a background check in addition to a \$1,000,000 insurance policy with the County listed as "additional insured". This would be on a contractual basis, and would include no benefits. Ferry County is an equal opportunity employer and does not discriminate on the basis of race, color, religion, sex, age, marital status, national origin or handicap status and is committed to maintaining a drug-free workplace. Bids are to be sealed and submitted to the Ferry County Commissioner's Office 290 E. Tessie Ave. Republic WA 99166 no later than 1:00 pm March 19th 2012. Envelopes must be marked "FAIRGROUNDS MANAGEMENT TEAM BID" in the lower left. After this time sealed bids will be opened and publicly read. Hayley Aubertin, Clerk of the Board.

FERRY COUNTY COMMISSIONERS DEPUTY CLERK OF THE BOARD Ferry County Human Resources is accepting applications until 4:00 PM on Friday, March 30, 2012 for the position of Ferry County Deputy Clerk of the Board. This position may remain open until a qualified candidate is found. The position requires the ability to work independently in the planning & organization of daily operations of the Commissioners' Office. Serves as a communication liaison to other County departments, media, local, State and Federal Agencies and to the public. Exercises judgment in determination of various day-to-day issues and problems. Participates in appropriate training and educational opportunities, including attendance at conferences and seminars. A positive attitude and ability to work well with the public and co-workers is a must. An application and complete job description can be obtained by contacting the Ferry County Human Resource office, 350 East Delaware Ave. #15, Republic, Washington, 99166, (509) 775-

5225 Ext 1107, riskmgmt@co.ferry.wa.us or by going to ferry-county.com under the employment tab. Ferry County is an equal opportunity employer, and does not discriminate on the basis of race, color, religion, sex, age, marital status, national origin or handicap status and is committed to maintaining a drug free workplace. DATED this 6th day of March, 2012. Jill Gates, Human Resource Coordinator 3/14/12-3/21/12

Stonerose will accept applications March 1-31 for part & full time customer service positions. These are seasonal positions. Qualified applicants will be self motivated, detail oriented multi-taskers. Qualified applicants must possess excellent written and oral communication skills, be able to lift 50# and have basic computer skills. Applicants must be able to traverse the steep slopes of the fossil site and work for extended periods in direct sunlight. Prefer candidates who possess local historical and recreational knowledge and have some retail customer service experience. Successful applicants must pass a background check prior to employment. EOE. To download application and view complete job description visit www.stonerosefossil.org. Mail application to PO BOX 987, Republic, WA 99166.

Wanted: Piano player for 9 AM Sunday Worship Service at Curlew Presbyterian Church, Call 779-4833. "

Youth Development Educator, Washington State University, Colville Reservation-Ferry County Extension, Republic, WA. (12-mo, temporary, administrative professional position). To apply visit www.wsujobs.com and search title "Extension Coordinator". All materials must be received by March 20, 2012. The complete position description is posted online at <http://ext.wsu.edu/careers/ap/index.html>. Contact: Dan Fagerlie, WSU Ferry County Extension Director, 509.775.5225 x 1113; fagerlie@wsu.edu. EEO/AA/ADA.

For Sale

Card Swiping Terminal. Have a new business? Taking debit/credit cards? I have a used terminal, Lip Nurit 2085. Paid big bucks at time of purchase, easy to operate, works great! Make offer/trade? 775-2425, (509) 434-6045.

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2 bdrm/1 ba, large daylight bsmt apt. Includes elec, internet, satellite TV, pets considered. \$700 per mo., 1st and last. 775-2521 or (509) 846-3577. Immaculate 3 bdrm, 2 bath w/garage. Pets OK w/deposit. \$800 month. (509) 680-5046, (509) 429-5044 or 775-3096.

Misc

Want a tow for my camper and me to Ballard, UT in March. hawkuu@gmail.com, no dogs please.

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Jan & Michael 775-8128.

Run an ad in our Classifieds! Only \$2 per line with a 3-line minimum. Call 775-2425.

Attn: Woodworkers and those interested in associating and sharing common interests. Call 775-8018, meeting 3/22/12

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If thou lovest Me not,
My love can in no wise reach thee."
-BAHA'I FAITH
Arabic Hidden Words 5

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