

New Beginnings

Delaware & Lehigh National Heritage Corridor Progress Report 2007



Corridor-wide

Letter from the Chairmen

The coming year marks an important milestone in the development of the D&L National Heritage Corridor. At the close of our second decade, it is impossible not to cast our minds back over the trials and triumphs—the progress made and lessons learned—since 1988.

Here at the D&L, we often find ourselves striving to balance past and present. As an agency committed to preserving the culture and integrity of our shared history, we view much of our work across the sweep of a century or more. Yet even as we seek to honor those who built and labored on the waterways and transportation networks that form the spine of the Corridor, we know that this work must take place with the future in mind.

We understand and value our role as stewards; we are grateful for the opportunity to bring together passionate individuals who share our vision. In this spirit, we see our rebirth as a non-profit agency as a chance to renew our commitment to the D&L mission and to affirm the vitality of our mandate.

As we made the transition to become the Delaware and Lehigh National Heritage Corridor, Inc., we celebrated a new beginning. Just as we champion projects that reinvigorate, revitalize, and reimagine the historic sites in our area, we ourselves are inspired by this fresh start.

We have much to tell you about. We are proud and excited to report progress on many existing initiatives and projects and to discuss new efforts that are now underway.

The new D&L website, www.delawareandlehigh.org, now offers an even more user-friendly way for visitors and residents alike to make the most of their time spent along the Corridor. This exciting portal gives us an opportunity to tell our story—and the stories of the people and places in our region—in important and compelling ways.

Our partners and volunteers accomplished a great deal in 2007; from the Landmark Towns revitalization initiative in Bucks County to the effort to refurbish the Engine House in White Haven, and at many points in between, the Corridor has benefited from the efforts of countless men and women who are committed to the preservation of our common heritage. As many of these projects shift their focus from planning to implementation, turning their effort into action, the possibilities for 2008 are boundless.

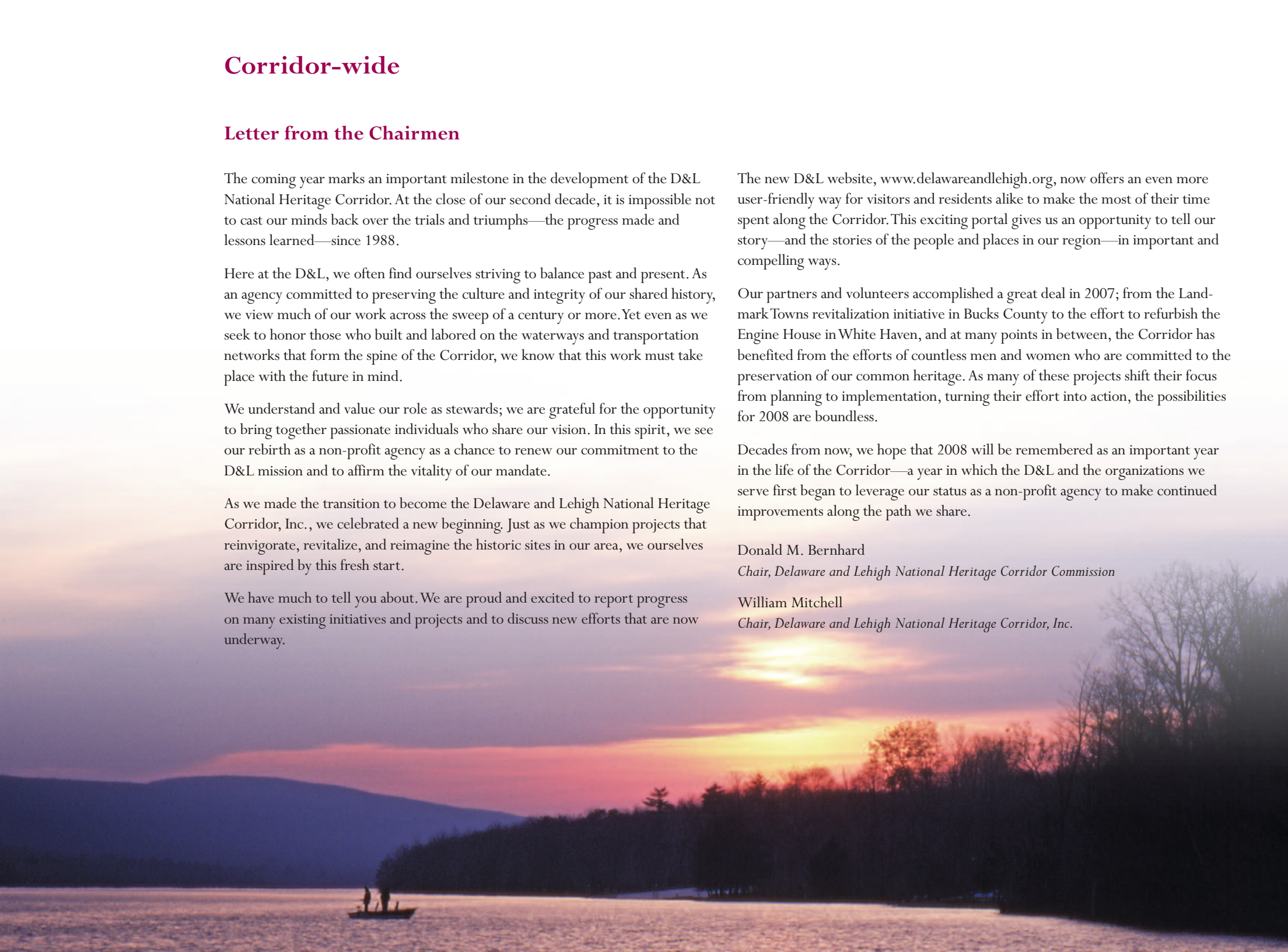
Decades from now, we hope that 2008 will be remembered as an important year in the life of the Corridor—a year in which the D&L and the organizations we serve first began to leverage our status as a non-profit agency to make continued improvements along the path we share.

Donald M. Bernhard

Chair, Delaware and Lehigh National Heritage Corridor Commission

William Mitchell

Chair, Delaware and Lehigh National Heritage Corridor, Inc.



D&L National Heritage Corridor, Inc.

In November of 2007, the Delaware and Lehigh National Heritage Corridor Commission completed its transition to non-profit status and re-emerged as the Delaware and Lehigh National Heritage Corridor, Inc. Many of our partners, volunteers, and friends have been aware of this impending change, and we are excited to announce the completion of the process.

As we discussed the transition, it was clear that the move would enable us to improve certain aspects of our operations. We hope to use our agility as a non-profit to respond more quickly to our partners' needs, whether through funding, volunteers, or any other resources they may need.

Many things will not change, though; our plans and development strategies will continue as before, and our fervor for and commitment to the Corridor will remain as firm as ever.

We appreciate your patience and understanding during this time of transition, and we hope that we can count on your continued support in the years ahead.

Artisan Trail

In addition to drawing visitors to some of the most scenic—and successfully revitalized—towns along the Corridor, the new D&L Artisan Trail lends an opportunity to see the ways our heritage is interpreted through the hands of talented artists and artisans. Far from a staid, experts-only tour, the Artisan Trail gives enthusiasts and tourists alike the chance to talk with the artists themselves as they visit with area potters, sculptors, painters, and others.

The trail is part of an initiative to aid in the exploration of our heritage and culture through art. It also makes up a portion of a statewide network that includes the Route 6 Artisan Trail, the Route 15 “Byway of the Arts,” the Route 45 Central Pennsylvania Artisans Trail, and several others.

“Art expresses the cultural side of the Corridor,” said Rayne Schnabel, the D&L’s administrative/operations manager. “It’s a wonderful way to enhance the overall visitor experience.”

In order to promote the trail and to educate visitors, the D&L has partnered with the Pennsylvania Department of Community and Economic Development (DCED), Lehigh Valley Convention & Visitors Bureau, Pocono Mountain Visitors Bureau, and Pocono Arts Council to produce a new, full-color brochure. The brochure features descriptions of the more than two dozen museums, galleries, and studios that line the route as it winds its way through Monroe, Carbon, Northampton, and Lehigh Counties.

Delaware and Lehigh Artisan Trail



Trail Tenders

The heat of Pennsylvania summer did little to slow down the D&L Trail Tenders in 2007. More than 200 volunteers donated over 1,200 hours to help improve the condition of and access to trails along the Corridor.

“We had tremendous help up and down the Corridor,” said D&L Outreach Coordinator, Dennis Scholl, who recruits and trains the volunteers. “The Trail Tenders are becoming a positive presence from White Haven to Easton.”

Four regional groups contributed to the organization of this small army of Tenders: Lehigh Gorge, Carbon County, Northern Lehigh, and Lehigh Valley. Together, they orchestrated more than 25 cleanup dates, with each group making significant progress toward the goal of creating and refurbishing sections of trail in their areas. In many cases, community organizations and businesses offered donations to help the work go smoothly—still more evidence that our efforts are noticed and appreciated by the communities in which we operate.

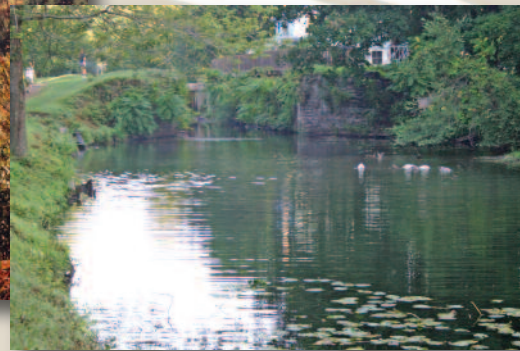
The **Lehigh Gorge Trail Tenders** were hard at work creating a small community historic park and nature trail on the upper Lehigh River. With the addition of benches donated by the White Haven Chamber of Commerce, the park will be an inviting area for those inclined to pause and enjoy the scenery of this beautiful waterway.



In **Carbon County**, Trail Tenders set their sights on the Weissport Trailhead and Lock 8. Their work got a welcome boost when East Penn Township donated the use of a large chipper—and a township employee to operate it—to help clean the trailhead and lock area.

Meanwhile, both the **Northern Lehigh** and **Lehigh Valley Trail Tenders** did battle with invasive plants that had overrun sections of trail in their regions. These plants can be difficult to defeat, and they pose a real danger to the remaining structures along the Corridor. Tenders working at Lock 22 north of Walnutport were particularly concerned with the tree of heaven. It might sound harmless, but over time the roots of this plant will force even the largest rocks apart and send them tumbling into the canal. Thanks to the tenders, however, the lock is now nearly free of tree of heaven and restored to its natural state.

On Sand Island in Bethlehem, Tenders from the Lehigh Valley group took time to record their efforts to remove the invasive plants, in hopes that other groups might deal with them more easily in the future.



The plants were especially dense between the trail and Lehigh River, and the group received some welcome help from area businesses and municipalities. Cantelmi's Hardware of Bethlehem donated cutting and pruning tools, and

Northampton County Seed Company of Nazareth gave the group ryegrass to reseed the cleared areas. The City of Bethlehem promised to provide heavy machinery to help with the removal of larger items. With these donations, the Tenders were able to create a guide for dealing with invasive species in the future and to reclaim a section of trail that otherwise might have been lost.

New Website

In years past, the canals and waterways of the D&L Corridor served as a network along which resources moved through our area—whether it was mined coal headed to market, or trade goods on their way to those who lived nearby.

These days, the D&L is using a different kind of network to educate, enlighten, and enable those hoping to learn more about this critical facet of our nation's heritage. The D&L unveiled a brand-new website in 2007; the site has lots to offer, and now it is easier than ever to tap into the flow of information. The new site is designed to be simple and fun to use. We think visitors will agree that the outcome was worth the time and effort that went into the project.

“The new D&L website has succeeded in creating a clear and meaningful identity for the region,” says Elissa Thorne, the D&L’s vice president of heritage programs. “It has stimulated visits to the region, created a clear and meaningful identity for the Delaware & Lehigh National Heritage Corridor as an organization, and created a rallying point for partnership programs with our convention and visitor bureaus in Bucks County, Luzerne County, the Lehigh Valley, and Pocono Mountains. Our creative firm, Scheffey Integrated Marketing, managed to capture the D&L’s mission and convey it to the general public in a very engaging fashion. Visits to the site have increased dramatically.”

The “Your Trip” and detailed trail features are perhaps the most exciting new capabilities on the site. With just a few clicks, visitors can build customized itineraries, complete with maps and directions, as they explore the site to learn about the main D&L Trail, towns, and activities in the Wyoming, Lehigh, and Delaware valleys.

The D&L also understands that heritage travelers’ interests frequently extend to the story behind the sights. From the home page, visitors can link to essays about the history of our region, read up on our community outreach programs, and view photos taken at points of interest from Wilkes-Barre to Bristol.

Think of the new website as the first stop on your journey. Before you venture out to visit the sights and enjoy the scenery along the Corridor, visit us online at www.delawareandlehigh.org.



Trail Summit

On Friday, November 16, representatives from the five counties that comprise the Corridor gathered at The Ice House on Sand Island in Bethlehem for the first-ever D&L Trail Summit.

With the Corridor fast approaching the 20th anniversary of its designation as a National Heritage Area, the D&L felt the time was right to bring together key partners for discussions about the current state of various trail projects and the future of the trail as a whole.

Eighty-one attendees discussed the creation of an alliance of partners to maintain and sustain the 165-mile trail, as well as the development of a strategy with state and federal legislators and local representatives to ensure adequate and ongoing trail funding, maintenance, construction, and promotion.

PPL Electric Utilities and Pocono Whitewater were the major sponsors of the one-day summit, which included presentations from numerous D&L staff members, the PA Department of Conservation and Natural Resources (DCNR), the Delaware Canal State Park, the Greater Hazleton Rail Trail, and Friends of the Delaware Canal.

Don Bernhard, outgoing D&L commission chair, introduced the morning session. D&L Director Allen Sachse gave an overview of long-distance trails, described the D&L Trail's plans and outcomes, and outlined a few of the challenges the trail will face in the future. The morning session was enhanced by updates from Joe DiBello of the National Park Service, and Diane Kripas of DCNR. Scott Everett (D&L), Rick Dalton (Delaware Canal State Park), and Bob Skulsky (Greater Hazleton Rail Trail) informed the group about trail construction activities.

"The historic transportation system of canals and railroads is truly the spine of the Corridor," says Allen Sachse, D&L president and executive director. "The D&L Trail



Summit was the first opportunity for our partners to see not only the status of the project in their area, but also the full potential of the D&L Trail system."

Linda McKenna Boxx of the Greater Allegheny Trail Alliance served as the keynote speaker, presenting an example of a partnership that was able to create and sustain a 335-mile trail from Pittsburgh to Washington, D.C.

After lunch, D&L, Inc. Chairman Bill Mitchell moderated a session that highlighted the efforts of volunteer and tender organizations. Elissa Thorne presented the 20th-year initiative and gave attendees a primer on the progress being made with the D&L website, trail work, and marketing and promotional activities.



Finally, the participants worked in small groups to address the summit's overarching goals: plans to create a sustainable organization, the preferred structure and

focus of a trail alliance, potential funding sources, and best practices for promoting the trail.

The summit was an unqualified success, furthering the plans for the Corridor and effectively conveying the scope of the task at hand.

"Several participants commented that for the first time they saw the scale, diversity, and national importance of the D&L Trail," added Sachse. "Most of all, it was gratifying to see the broad support encouraging the D&L to move forward in establishing a trail alliance."

As the D&L reaches this important milestone in the life of the organization, it is clear that we have the partners and abilities needed to create and care for our trails as we enter our third decade.



D&L Trail Update

We are proud to report on progress made along the D&L Trail in 2007. In each of the Corridor's five counties, the efforts of our staffers and volunteers have made the difference in key trail development projects.

Luzerne County: Work has begun on the White Haven TEA (Transportation Equity Act) project. The project consists of improvements to the sidewalks in downtown White Haven, as well as installation of the "recycled" pedestrian bridge in Dennison Township.

Carbon County: The Nesquehoning trestle improvements—funded by a federal grant as a DCNR/Bureau of State Parks project—is nearing completion. The refurbished trestle will allow visitors to cross from Glen Onoko into Jim Thorpe; the D&L is also working with Carbon County to establish additional linkage between the trestle and downtown Jim Thorpe. The D&L was instrumental in making this project a reality, playing an important role in the grant application and planning phases before transferring administration of the grant to our partners at Lehigh Gorge State Park.

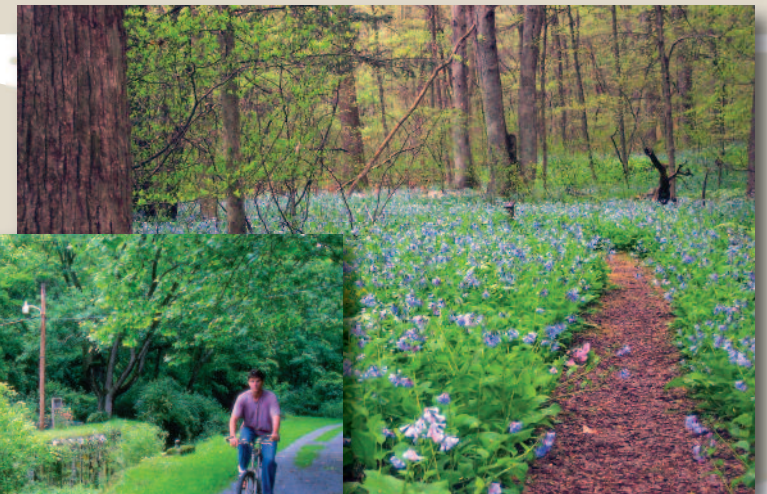
We are also continuing with preliminary design of the Jim Thorpe pedestrian bridge, which will span the existing abutments near the site of the old "mansion house."

In other Carbon County project news, East Penn Township has worked to create a new section of trail down to the Lehigh County line, while Weissport trailhead and other trail enhancements will be completed in 2008.

Lehigh County: The D&L continues its ongoing trail improvement work with Lehigh Gap Nature Center, and is teaming with Lehigh County to improve the section of trail from the county line south to the recently completed segment in Slatington. In addition, we are partnering with Lehigh County to resolve the remaining land ownership issues and establish the Slatington trailhead.

Northampton County: Designs for the Freemansburg-to-Easton leg of the trail are nearly complete and will go out to bid in 2008. The D&L is also working closely with various municipalities in Northampton County to settle ownership concerns.

Bucks County: Several trail sections continue to battle back from the damage done by recent flooding. The Bowman's Hill Wildflower Center has been successfully linked to the DE Canal State Park, and the D&L continues to work with DCNR and PennDOT to advance the Route 13 and rail tunnel projects.



Delaware Canal (Southern Region)

Landmark Towns Update

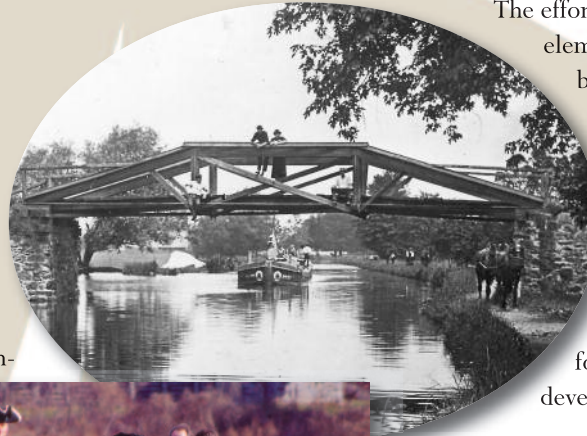
The Delaware Canal towns of Bristol, Morrisville, New Hope, and Yardley are reaping the rewards of their cooperative efforts as part of the “Landmark Towns of Bucks County™” revitalization initiative.

Just as the “Market Towns” initiative brought the D&L and DCED together to breathe new economic life into the business districts of Lehighton, Palmerton, and other towns in the Corridor’s northern region, the Landmark Towns program hopes to promote downtown rebirth and stimulate tourism in these four Bucks County boroughs—all while preserving their shared cultural and industrial heritage.

“The Landmark Towns initiative has sparked a tremendous amount of creative energy,” says Yardley resident Susan Taylor, a member of both the D&L board and Delaware Canal Regional Task Force. “The committee members come to each meeting ready to make plans and share ideas about promotion, partnerships, revitalization, and wayfinding.”

2007 marked the second year that representatives from these towns have worked with the D&L to develop a strategy for revitalization. Thanks to a remarkable spirit of cooperation, the team has made real progress.

“In many ways, the local partners are working to reinvent the region while using existing resources and plans,” says D&L Vice President of Heritage Programs, Elissa Thorne. “They have developed an interdependent regional business network.”



The effort to create effective, actionable plans has focused on elements that unify these towns—in particular their scenic beauty and Revolutionary War history—and also the divergent qualities that make these four areas unique. From the flourishing New Hope arts scene to Bristol’s corporate base and all points in between, the partners strive to understand the role each town plays and find ways to expand their economies while improving the sense of Bucks County as a destination. They have also reviewed existing downtown plans, studied the potential for stand-alone revitalization programs, and even begun to develop community sub-plans and a regional support plan.

“The most amazing part of this process is watching the communities self-fund and plan the Landmark Towns initiative,” Thorne says. “The steering committee and board meet regularly to actively pursue improvements that will make the region more competitive.”

After a rigorous review process and site visit, DCED approved the application for a grant to offset the cost of hiring a full-time Landmark Towns Regional Main Street Coordinator, with offices located in Bristol. Local representatives will have the opportunity to convey their progress during a mobile workshop that will be conducted as a part of the 2008 National Main Street Center conference in Philadelphia.

“Now that it’s time to start implementing these plans, the four towns are united as a team,” says Taylor, who speaks with a unique perspective on the project. “From their cooperative and innovative efforts will come more vital communities that will benefit and charm both out-of-town visitors, neighbors, and residents alike.”

Shaping the D&L Drive

The D&L Corridor offers some of the most pastoral and picturesque driving in the eastern United States. What better way to enjoy the natural beauty of our region than by taking a drive with family or friends? Whether it is to see the first tender leaves of an emerging spring, soak in summer's sunny warmth, marvel at the blaze of autumn color, or gaze at the sparkle of winter snow, each and every spin along this historic route promises to be a memorable one.

In a partnership with the DCNR, the Heritage Conservancy, and towns and cities along the 165-mile Corridor, the D&L has already made real progress toward the designation of a "scenic byway."

Scenic byways—public roads with significant natural, historic, cultural, recreational, or other importance—are more than just the roads on which visitors drive. These routes use signage, maps, and other materials to tell the story of their region, educate heritage travelers on the available cultural and recreational activities, and bring the landscape to life.

In response to recent program changes, those collaborating on the byway made the decision to divide the route into three sections; work in 2007 focused on the southern portion. Between Easton and Bristol, the partnership has recommended that the Drive primarily follow Routes 611 and 32. It travels a distance of more than 60 miles through the southern section, where there is currently one sign on Route 611 designating it as the "Delaware River Scenic Drive."

In 2007, the partnership also worked together to move from the planning phase to the first implementation steps. Specifically, the group was able to:

- File the Byway Interest Form with PennDOT
- Conduct a field-view visit with representatives from the county and regional planning offices, convention and visitor bureaus, PennDOT, the D&L, and the Heritage Conservancy
- Distribute fact sheets and conduct informational meetings with local public officials
- Draft a Memorandum of Understanding indicating the D&L Commission's willingness to serve as the applicant on behalf of local municipalities

- Prepare sample resolutions, letters of support, and an off-premise advertising ordinance to be used by stakeholders
- Begin collecting letters of support from a variety of stakeholders



To make this byway a reality, the partnership is looking for cooperation from 18 different municipalities, ten state legislators, two counties, two

convention and visitor's bureaus, three planning agencies, and PennDOT.

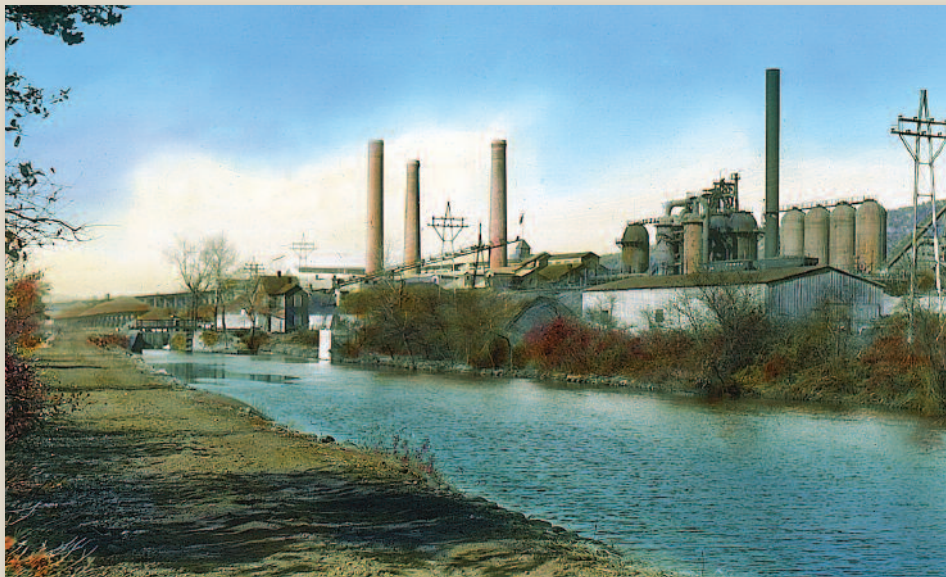
"It's a challenge to convince all of these stakeholders of the value of working together to not only pursue a scenic byway designation, but to collaborate on the byway's long-term management," says Heritage Conservancy Landscape Architect/Planner Karen Williamson. "It requires that stakeholders rediscover the beauty, history, and economic potential of a roadway that many people take for granted."

Lehigh Canal (Central Region)

Lehigh Valley Industrial Heritage Coalition

The Lehigh Valley Industrial Heritage Coalition (LVIHC), comprised of 32 local and regional organizations, seeks to preserve the industrial legacy of the Lehigh Valley using the former Bethlehem Steel site as a focal point. The coalition held regular meetings in 2007 and reports substantial progress in several areas:

- Prepared a Request for Proposal (RFP) to engage a consultant to help the LVIHC accomplish its goals of developing a business plan and strategy to guide the LVIHC Interpretive Partnership. The RFP process is scheduled for completion in June of this year.
- Co-hosted a two-day conference in June with the Mid-Atlantic Regional Center for the Humanities (MARCH), an LVIHC voting partner. Funding for the event, dubbed “Remember, Respect, Revitalize,” came from a National Endowment for the Humanities (NEH) grant and the City of Bethlehem. Bethlehem Mayor John Callahan was on hand to welcome the attendees and open the conference.
- Created a draft Interpretive Planning Document from the public and scholarly input received during the June conference.
- Teamed up with MARCH again in November for a follow-up public meeting. Guest speaker Bob Rathburn, Executive Director of the Sloss Furnaces National Historic Landmark in Birmingham, Alabama, reviewed the discussions from the June gathering and shared his own experiences with interpretive plans and their potential to aid community development.
- Featured a special presentation at the regular meeting of the LVIHC in November. LVIHC partner, Prof. Julia Maserjian of Lehigh University, discussed and demonstrated their new website, *Beyond Steel: An Archive of Lehigh Valley Industry & Culture*.
- Resolved to work closely with MARCH on both their submission of a planning grant proposal to the NEH and the development of a scholarly workshop supported by a grant received from the Mellon Foundation. The planning grant allows LVIHC partners to develop programming to support the interpretive industrial themes telling stories through art, music, theater, exhibits, tours, etc. The scholarly workshop will help design a multi-year research effort using the opportunities presented by the Bethlehem Steel site as a platform for building scholarly approaches to understanding industrial history and the 20th century.



Lehigh Valley Greenways

In 2007, Lehigh Valley Greenways, a DCNR Conservation Landscape Initiative, expanded to capture conservation and greenway activities in five sub-landscapes in Lehigh and Northampton Counties. A thirty-member steering committee was formed of representatives from both counties, non-profit organizations, and state agencies. The steering committee assists state and local partners in advancing the Lehigh Valley Greenways' vision, goals, and implementation efforts as outlined in their work plan.

Financial support from DCNR—including the \$441,500 Lehigh Valley Greenways Implementation Block Grant and an additional \$285,000 to help fund Phase III of the block grant—has been a critical component of this project. Phase III will implement local conservation and greenway projects; the Phase IV block grant application was submitted to DCNR in September, consisting of 15 projects with a grant request of \$300,000.

“People talk about partnerships all the time, and in the end they are often not very successful” says Heritage Conservancy Vice President of Resource Protection, Jeffrey L. Marshall. “The Lehigh Valley Greenways is an actual working partnership, where stakeholders have overcome differences and turf issues for a common goal. Its success shows what a lot of good people with good ideas can accomplish working together.”



Lehigh Gap Nature Center

Almost 400 acres of the Kittatinny Ridge are showing signs of life again, thanks to the efforts of the Lehigh Gap Nature Center. Through aggressive revegetation, trail development, and education, the center has made noticeable progress toward the fulfillment of its mission—to restore habitat on the mountain's long-barren slopes and develop a center for environmental education and outdoor recreation.

The center's 750-acre wildlife refuge also contains a network of trails, including the Lehigh-New England (LNE) Trail, which links to the D&L Trail. In fact, with the development of loops that connect the Appalachian, D&L, and LNE trails, hikers are now able to head out for excursions that were not possible in the past. Rather than out-and-back walks, or routes that require the placement of cars at either end of a trail, those out to witness the mountain's rebirth can walk five- or ten-mile circuits that begin and end in the newly expanded parking area.

"We're working to create a place where you can have loop hikes from 2.5 to almost 20 miles," says the center's Executive Director, Dan Kunkle. "We've also been working to separate the D&L Trail and our access road so that drivers, bikers, and walkers won't need to share the same space."

The progress made on the Kittatinny Ridge has drawn interest from outside the area as well. Kunkle says that more than a dozen colleges and universities—from Muhlenberg, Moravian, and Lehigh to West Virginia and the University of Pennsylvania—are taking notice of the work happening just south of the Lehigh River. Osprey House, the center's headquarters, frequently finds itself hosting students visiting for classwork, interns pursuing special projects, and even professors doing their own research. In addition, many K-12 classes from area school districts visit the refuge for ecology-based field trips.

2007 also saw D&L staff and Nature Center volunteers partnering with East Penn (Carbon County) and Washington Townships (Lehigh County), DCNR, the Rails-to-Trails Conservancy, and the Lehigh Valley Greenway Initiative to open





the D&L Trail for three miles along the refuge. In still another partnership, the Nature Center and the Allentown Hiking Club worked together to create several more miles of trails on the refuge in 2007, with plans to continue that progress in 2008.

Other goals for the upcoming year include infrastructure development, expanded education programming, and the continuation of a capital campaign launched in 2007. The campaign aims to raise money for a new visitor and education center that will also accommodate D&L visitors. This ambitious undertaking combines the resources of the Lehigh Gap Nature Center with many sources of funding, including a D&L Heritage Parks grant. Further, the two organizations partnered on a proposal for a National Parks Service Centennial Project grant, which they hope will meet a significant portion of the funding need.

As we at the D&L National Heritage Corridor focus on new beginnings, the Lehigh Gap Nature Center gives us a partnership model from which to draw inspiration. Through its transformation of the largest Superfund site east of the Mississippi River, the center offers lessons in the benefits of vision, cooperation, and passion applied to a common purpose.

America on Wheels

“America on Wheels,” a museum of over-the-road transportation, moved into high gear in 2007. The 43,000 square-foot facility on Hamilton and Front streets in Allentown will celebrate its grand opening in 2008, showcasing transportation methods of the past, present, and future. From bicycles to next-generation fuel cell vehicles, America on Wheels will have it all.

An early partner in the project, the D&L assisted with grants for the planning and site development phases. After helping to launch the project in the late 1990s, it is especially gratifying to see it become a reality.

“The interactive exhibits will offer visitors a new way of looking at transportation,” says America on Wheels Executive Director, Linda Merkel. “We hope the museum will inspire other developers to move in and continue the growth on this street.”

The center is a key part of the Lehigh Landing project and will feature a vehicle gallery, museum classroom, orientation theater, research library, and even a Mack Truck archive, along with a special event room with on-site catering available for parties and functions.



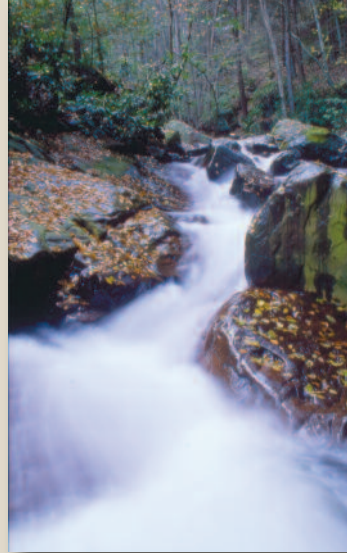
Overland Railroad (Northern Region)

Lehigh Gorge Signage

Lehigh Gorge State Park in Carbon County will soon be even more visitor-friendly. This spring, the D&L will use funds from a Transportation Equity Act (TEA) grant to install approximately 40 new signs within the park.

The Lehigh Gorge staff developed a sign plan based on the D&L's *Visually Speaking* template and determined what signs would be most beneficial to park visitors. D&L staff secured bids for the signs and placed orders with the winning vendors.

The new lineup will include entrance signs at White Haven, Rockport, and Glen Onoko, directional blades at trailheads and tributary locations along the 26-mile stretch, water-trail signs for river users, and caution/safety signs for bicyclists. The sign plan also calls for the production of additional interpretive panels to replace those that have worn or been vandalized.



Switchback

In the spring of 2007, the D&L partnered with three organizations—the Switchback Gravity Railroad Foundation (SGRF), the National Park Service (NPS), and the University of Pennsylvania—to conduct a study of the historic Switchback Gravity Railroad site, which lies between the towns of Jim Thorpe and Summit Hill in Carbon County.

Built in 1827, the Switchback was America's second-oldest railroad. This engineering marvel was designed to haul coal from the mines in Summit Hill to the Lehigh River and Canal in Mauch Chunk (now Jim Thorpe). It became one of the most visited attractions in the country during the 19th century, second only to Niagara Falls as a tourist destination. The 18-mile circuit was closed in 1933, with the tracks torn up and equipment sold for scrap in 1937.

The study focuses on present usage of the railroad right-of-way (currently listed on the National Register of Historic Places), which is a popular site for hiking, mountain biking, hunting, and other activities. The study is also evaluating a proposal by the SGRF to develop a funicular ride up the former Mount Pisgah Plane as a way to re-create the switchback experience for tourists, and to enable visitors to enjoy the magnificent summit vistas.

To date, the study has used personal interviews, surveys, and a public workshop to gather information from key stakeholders, property owners, public officials, and local residents. This information has provided valuable insight as to how the public values the switchback site. The study is scheduled to be completed by the spring of 2008 and will provide recommendations on how to best preserve, conserve, enhance, interpret, and access the site to ensure that future generations will enjoy it for years to come.



Engine House

The White Haven Community Library Board of Directors drew attention—and funding—from several high-profile donors in 2007. Generous gifts from a Department of Agriculture Rural



Development Grant (\$50,000), the Hommer Foundation (\$50,000), and DCED (\$20,000) helped to move the project along measurably.

This will mark the fifth year of the White Haven Engine House Project, an initiative to resurrect the historic engine house as a visitor's center and library. With the exterior stabilization phase completed, hopes are high for the coming year. The board

has entered into an agreement with Frens & Frens architects of West Chester for phase II, the mechanical system design and installations. Subsequent phases in 2008 will see completion of the interior room configuration, exterior grading and paving, and space usage expansion of the mezzanine level and other areas.

Recognition

Educational Tax Credits

The Delaware & Lehigh National Heritage Corridor, Inc. is proud to announce its inclusion in the Pennsylvania Educational Improvement Tax Credit Program (EITC). Businesses contributing to the D&L are now eligible for a tax credit equal to 75% of donations up to \$200,000. In addition, if a business agrees to give the same amount for two consecutive years, the credit amount increases to 90%. Donations made under the EITC will be used to develop and implement the Corridor's *Traveling Trunks* program, an educational project that will produce an intermediate level (fourth and fifth grade) multi-discipline curriculum based on children living in the Lehigh and Delaware Canal area circa 1855.

D&L at Independence Hall

D&L President C. Allen Sachse was on hand August 29 for the ribbon-cutting ceremony at the Independence Visitor Center in Philadelphia. The center serves as the gateway to Independence National Historic Park, which includes such attractions as Independence Hall and the Liberty Bell.

A display within the center features maps of the D&L National and State Heritage Area and Schuylkill River National and State Heritage Area, as well as a multimedia exhibit that tells the stories of the two areas.

"We are very proud to be highlighted in such a visual and busy place as Independence Hall," says D&L Administrative/Operations Manager Rayne Schnabel. "We would like to invite everyone to stop by and see the display."



Financials

D&L NHC 2007 Projects

Project Name	Funding Source	Amount
Traveling Trunks	DCNR-PHAP	\$ 30,000
	Private	20,000
	DCED	10,000
Visually Speaking	DCNR-PHAP	50,000
	CVB Coalition	68,000
	Private/Local	30,000
Historic/Modern Art – Art & the River Exhibit	DCNR-PHAP	15,000
	Private	16,000
Landmark Towns – Visitor Way-finding System	DCNR-PHAP	25,000
	DVRPC – TCDI	100,000
	BCCVB	30,000
Lehigh County (Lockridge Museum) – Strategic Planning	DCNR-PHAP	20,000
	Private	20,000
Artisan Trail	DCED	10,000
	NPS-Heritage Partnership	3,200
	Private	5,000
	Local	4,500
PA Heritage Areas Association – Regional Marketing Initiative	DCED	250,000
Lehigh Valley Greenways Initiative	DCNR-Growing Greener	285,000
	Local	245,000
D&L Trail	NPS-Heritage Partnership	15,000
	Private – PPL	10,000



Project Name	Funding Source	Amount
Landmark Towns – Regional Revitalization	NPS-Heritage Partnership	\$ 10,000
	DCED – New Communities	50,000
	LOCAL – Municipalities	25,000
	LOCAL – Private	6,000
Independence Hall Gateway Kiosk	NPS-Heritage Partnership	5,800
Lehigh Valley Industrial Heritage Coalition	MARCH	25,000
Carbon/Luzerne Trail Design	DCNR-C2P2	350,000
Susquehanna Greenway Partnership	DCNR-C2P2	10,000

Legend:

BCCVB – Bucks County Conference and Visitors Bureau

CVB Coalition – Convention and Visitors Bureau Coalition

DCED – Department of Community Economic Development

DCNR – Department of Conservation and Natural Resources

DCNR – C2P2 – Community Conservation Partnership Program

DVRPC-TCDI – Delaware Valley Regional Planning Commission-

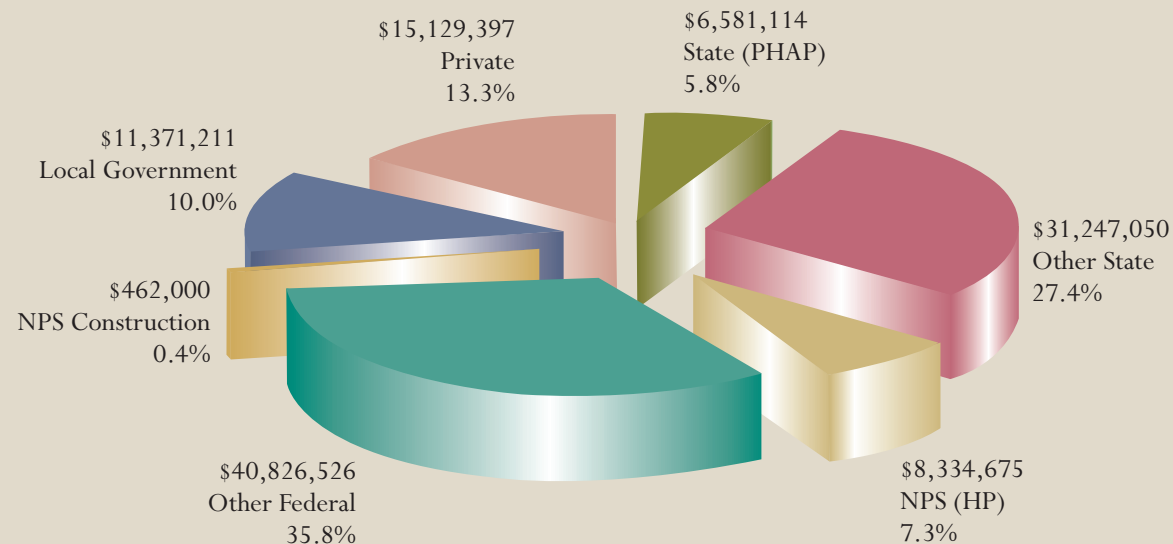
Transportation Community Development Initiative

MARCH – Mid-Atlantic Regional Center for the Humanities

NPS – National Park Service

PHAP – Pennsylvania Heritage Areas Program

Commission & Partnership Funding (\$113,851,973 Since Inception)



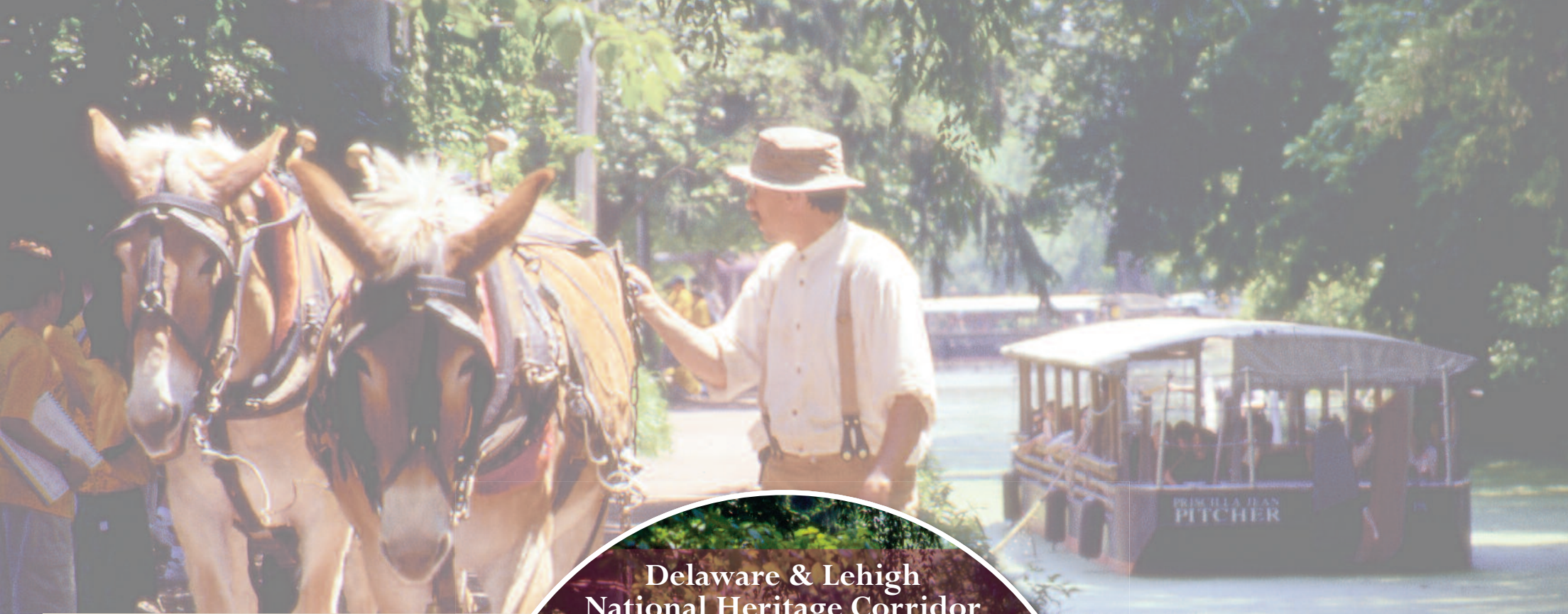
Delaware & Lehigh National Heritage Corridor, Inc.

Statement of Activities and Changes in Net Assets For the Year Ended December 31, 2006

	<i>Operating Fund</i>	<i>Temporarily Restricted Fund</i>	<i>Total</i>
REVENUE AND SUPPORT			
Contributions	\$ 23,000	\$ —	\$ 23,000
Grants	247,297	1,061,555	1,308,852
Program Income (net of costs)	817,198	—	817,198
Interest and dividends	7,508	—	7,508
Miscellaneous	0	—	0
Net assets released from restrictions:			
Satisfaction of purpose		(1,053,035)	(1,053,035)
Total Revenues and Support Received	1,095,003	8,520	1,103,523
EXPENSES			
Administrative	134,838	—	134,838
Designated programs	888,662	—	888,662
Amortization & depreciation expenses	1,665	—	1,665
Total Expenditures	1,025,165	—	1,025,165
EXCESS (DEFICIT) OF REVENUE AND SUPPORT OVER EXPENSES	69,838	8,520	78,358
NET ASSETS - BEGINNING	230,987	556,280	787,267
NET ASSETS - ENDING	\$ 300,825	\$ 564,800	\$ 865,625

Statement of Financial Position December 31, 2006

	<i>Operating Fund</i>	<i>Temporarily Restricted Fund</i>	<i>Total</i>
ASSETS			
Current Assets			
Cash	\$135,604	\$564,800	\$700,404
Accounts Receivable	142,393	—	142,393
Inventory	33,817	—	33,817
Other Assets			
Organization Costs	118	—	118
Fixed Assets	35,915	—	35,915
Total Assets	\$347,847	\$564,800	\$912,647
LIABILITIES			
Current Liabilities			
Payables & Accrued Expenses	\$ 47,022	\$ —	\$ 47,022
Total Current Liabilities	47,022	—	47,022
NET ASSETS			
Unrestricted	300,825	—	300,825
Temporarily Restricted	—	564,800	564,800
Total Net Assets	300,825	564,800	865,625
Total Liabilities and Net Assets	\$347,847	\$564,800	\$912,647



Delaware & Lehigh
National Heritage Corridor



The Delaware & Lehigh National Heritage Corridor is a joint effort of private groups and interested citizens, county and municipal governments, the Commonwealth of Pennsylvania and the federal government to conserve cultural and natural resources in a five-county region of Pennsylvania that traverses the Delaware and Lehigh Canals. Since the Delaware & Lehigh National Heritage Corridor designation by Congress in 1988, it has been our mission to restore historic places, conserve green space for public use and preserve and interpret our heritage for generations to come. The mission of the Delaware & Lehigh National Heritage Corridor, Inc. simply reinforces that mission through a non-profit entity.



A partnership with



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