

107TH CONGRESS
2^D SESSION

H. R. 5368

To amend the National Trails System Act to designate the historic transportation routes in the States of Pennsylvania, Maryland, West Virginia, and Ohio that led to the forks of the Ohio River in Pittsburgh, Pennsylvania, for study for potential addition to the National Trails System.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 11, 2002

Mr. MURTHA introduced the following bill; which was referred to the
Committee on Resources

A BILL

To amend the National Trails System Act to designate the historic transportation routes in the States of Pennsylvania, Maryland, West Virginia, and Ohio that led to the forks of the Ohio River in Pittsburgh, Pennsylvania, for study for potential addition to the National Trails System.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Paths to the Ohio Trail
5 Study Act of 2002”.

1 **SEC. 2. FINDINGS.**

2 Congress finds the following:

3 (1) A key to the growth of the United States
4 as a world power was the opening of America's great
5 heartland drained by the Ohio River and continuing
6 downstream to the Mississippi River and Gulf of
7 Mexico.

8 (2) The significance of this region is evident in
9 the fact that the War for Empire was triggered by
10 claims and counter-claims to the land by both the
11 French and the British in the 1750's, and by the
12 central role that the region played in America's
13 transformation from an agrarian to an industrial so-
14 ciety.

15 (3) The Paths to the Ohio traces many of these
16 historical transportation routes to the beginning of
17 the Ohio River, including the efforts of George
18 Washington to find a primarily water-based route
19 from Wills Creek (now Cumberland, Maryland) to
20 the Forks of the Ohio (now Pittsburgh); the route
21 used by the French from Lake Erie to French Creek
22 and down the Allegheny River to the Forks; the
23 route of the Pennsylvania Mainline Canal from Har-
24 risburg to Pittsburgh that greatly improved trans-
25 portation to Pittsburgh a century later; and the his-

1 toric railroad corridors into the region, several of
2 which followed for the most part these earlier routes.

3 (4) Many of these rail corridors are now aban-
4 doned and have been or are being converted into
5 trails for hiking and bicycling;

6 (5) The designation of these trails as a national
7 scenic trail—

8 (A) would offer unique opportunities for
9 nonmotorized transportation and recreation
10 that would expose trail users to the rich history
11 of the War for Empire and development of
12 transportation, coal mining, rail building and
13 other industries that made the United States a
14 rich and powerful Nation; and

15 (B) would give appropriate recognition to
16 the frontiersmen who explored the region; the
17 French, British and Indians who fought the
18 War for Empire; the pioneers and later the im-
19 migrants who settled the region, built the trans-
20 portation systems, mined the coal, poured the
21 steel, etc.

1 **SEC. 3. DESIGNATION OF PATHS TO THE OHIO HISTORIC**
2 **TRANSPORTATION ROUTES FOR STUDY FOR**
3 **POTENTIAL ADDITION TO THE NATIONAL**
4 **TRAILS SYSTEM.**

5 Section 5(c) of the National Trails System Act (16
6 U.S.C. 1244(c)) is amended by adding at the end the fol-
7 lowing new paragraph:

8 “(____) PATHS TO THE OHIO TRAIL.—The Paths to
9 the Ohio Trail, tracing or approximating the historic
10 transportation routes to the forks of the Ohio River in
11 Pittsburgh, Pennsylvania, including routes used by British
12 and French military forces before and during the French
13 and Indian War, the route of the Pennsylvania Mainline
14 Canal and subsequent canal systems, and various railroad
15 corridors, including historic rail lines that were used pri-
16 marily for coal hauling. The routes covered by the study
17 cross portions of the States of Pennsylvania, Maryland,
18 West Virginia, and Ohio.”.

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