



## AMTRAK AND ADVENTURE CYCLING FORM A BICYCLE TASK FORCE

➔ LAST YEAR, Amtrak ran tests for roll-on service for cyclists on several eastern lines. The tests measured how car conversions, ramp height, and train times might be affected by cyclists rolling their bikes on board. Amtrak also frequently fields requests for more services and

travel, Amtrak executive staff initiated discussions on how to move forward.

In January, Adventure Cycling and Amtrak formed a Bicycle Task Force to address how to provide better services to cyclists, including but not limited to roll-on service. The task force is made up of Amtrak officials, passenger rail association members, bicycle and trail advocates, and transportation officials and will address both long-term and short-term goals for improving bicycle access and services. The Task Force will build the business case for bicycles on Amtrak and will oversee at least two pilot projects within the Northeast region to facilitate and document design solutions, potential policy changes, and communication strategies for better bicycle service. Check the Adventure Cycling blog ([adventurecycling.org/blog](http://adventurecycling.org/blog)) for updates and announcements.

better overall bicycle accommodations from cycling groups across the country.

After receiving a letter written and signed by a long list of state and national organizations, Amtrak answered the call. Recognizing the marketing and sales opportunity, and in turn, the growing demand for easier access to rail



MATT O'TOOLE (2)



## DISCOVERING FRENCH BIKE BUILDER RENÉ HERSE

**Adventure Cyclist contributor Jan Heine focuses on bikes and culture of the 1930s**

➔ **RENÉ HERSE: The Bikes, The Builder, The Riders** draws you into a world where cyclotouring was a way of life, not just a pastime. Over 424 pages, René Herse tells the story of this famous French *constructeur* through the riders of his bikes. During the 1930s, they toured all over Europe when foreign travel was virtually unheard of. During World War II, they used their bikes to smuggle food into German-occupied Paris. After the war, they cycled the length and breadth of France in the *Diagonales*. American bicycle tourists discovered Herse's bikes in the 1960s and helped keep his shop open while most French preferred cars over bicycles.

The common thread through this story is Herse's fascinating bicycles. Lighter, more technologically advanced, and also more expensive than any racing bike of the time, Herse's machines applied aircraft technology to bicycles, with groundbreaking aluminum parts and novel solutions. His bikes featured cantilever brakes, aluminum cranks, cartridge bearings in bottom brackets and hubs, and low-rider racks decades before they became commonplace.

*René Herse* is based on more than a decade of research, yet it is by no means a dry read. Recollections from Herse's daughter, his employees, and riders of his bikes enliven the text, and more than 400 photos bring the story to life. Stunning studio photographs of 20 René Herse bicycles illustrate what makes these bikes so special.

You can find more information about the book at [bikequarterly.com/books\\_rene\\_herse.html](http://bikequarterly.com/books_rene_herse.html) or visit [facebook.com/ReneHerseBook](http://facebook.com/ReneHerseBook).



# RAPHA PRINTS EURO CITY GUIDES

**On tour or the coffee table, small set impresses with style and substance**

→ WITH understated style and superb quality that matches their apparel, the style vanguards at Rapha have created a set of cycling guidebooks for eight European cities that are almost too pretty to cram in a pannier.

Printed in partnership with publisher Thames & Hudson, the pocket guides are written and designed by Max Leonard and Andrew Edwards and feature page after page of beautiful illustrations by artists from each city.

The full boxed set features guidebooks on Amsterdam, Antwerp/Ghent, Barcelona, Berlin, Copenhagen, London, Milan, and Paris. Each volume contains maps, suggestions for cycling



routes, refueling stops, and more. Our favorite touch might be the “Cost of Living” index inside the

back cover of each, outlining the cost of an inner tube, cappuccino, and glass of beer in local currencies.

Not yet planning a trip to Ghent? This slim set is coffee-table-worthy even if your passport is long-expired. For more, check out [rapha.cc/us/en/shop/city-riding/category/cityriding](http://rapha.cc/us/en/shop/city-riding/category/cityriding).

# SELLING HIS PAINTINGS FOR A SONG

→ ALMOST every obituary printed after Pete Seeger's death earlier this year mentioned that the folk singer “dropped out of Harvard University in 1938 to ride a bicycle across the country.”

Rik Palieri interviewed Seeger for the *Digital Folklife* a few years ago. Seeger told him he didn't take his banjo on his bicycle trip but carried a watercolor set on a summer trip riding through New England and New York State. He never went hungry.

“I'd sit in the cow pasture and paint a house that looked nice, put some pretty clouds in the sky, and often there was one there, and I'd knock on the door and I'd say, 'I painted a picture of your house, would you like to see?' And the man'd say, 'Hey, Ma, come look, somebody's painted a picture of our house.' And then I'd say, 'Would you like to have it?' And they'd say, 'Well, gee, what do you want for it?' And I'd say, 'Well, I'm camping out, and if I could get some food, eat some vegetables out of your garden, and it looks like it's gonna rain tonight, could I sleep in your barn?'”

You can read the full interview at [thedigitalfolklife.org/seeger.html](http://thedigitalfolklife.org/seeger.html).

# CAN'T BEAT THIS DEAD HORSE

→ UTAH'S DEAD HORSE Point State Park's proximity to Moab might

cause it to get overlooked among the bounty of Canyon Country, but with the addition of more mountain bike trails and some unique lodging, the park could become an attraction all its own.

Nine miles of new trails — called Intrepid

II — were built for 2014, adding to the park's already robust riding network on the doorstep of Canyonlands National Park. But the big draw for bicycle travelers could be the completion of two new yurts set up for small groups to stay in

the state park.

Each of the Mongolian nomad-style shelters will sleep five, with both heat and air conditioning for the desert's blazing summer days and cold winter nights. Fires aren't allowed in the park so s'mores are out, but tables, chairs, a picnic table, and plenty of beds promise a good stopover spot between singletrack outings.

The yurts will be available beginning this June. To reserve a space visit [utahstateparks.reserveamerica.com](http://utahstateparks.reserveamerica.com) or contact the Reservation Call Center at (800) 322-3770. The yurts can be reserved 11 months in advance, but not within 13 days of the desired date, so plan accordingly.

