



Temporary Inconvenience...Lasting Improvement

Those who are familiar with the section of the Montour Trail between the Quicksilver Bridge and the McDonald Trestle know how much in need of repair it has been for the last several years. The Montour Trail Council and its Engineering and Construction Committee, which is made up of trail users, have also been aware of the problems in that area. Since it was not merely a matter of smoothing out some rough spots, but rather attacking the underlying causes, the preparation has taken longer than anyone would have liked. In addition, because of the need for funds to pay for equipment, materials, and supplies, a DCNR Grant was sought, but the grant process itself required even more compliance and time.

Permission to proceed was (finally) received in mid- June and volunteers commenced working along the trail in that area, along the connector or ramp to the McDonald Parking Area, and in the Quicksilver Parking Lot. (The Quicksilver Parking Lot improvements are being made possible by a separate grant from the Washington County Tourism Promotion Agency, but that project is being coordinated with the trail work since fill generated from one area could be used in the other.) The repairs require that ditches along the trail be cleared, drain pipes be installed, and a new base (recycled asphalt millings) be added in some areas. Before the repairs could be done, volunteers spent days cutting the brush and trees that were overhanging the ditches and restricting access to them. When all of the water and drainage issues have been resolved, a couple of inches of new limestone surface will be laid the entire length of that section.



Bill Capp checks over Frank Ludwin's grading and digging.
(Photo- John Kozak)

While all this work is ongoing, it is expected that the trail will be kept open for use. However, short delays might be encountered and bicyclists might have to walk their bikes a short distance. The majority of the work will be done by volunteers and though sometimes only those who can operate equipment such as the dump truck, the front end loader or the roller will be needed, at other times many hands using shovels and rakes will be helpful. If you are interested in helping (most of the work will be done Mondays through Fridays), send your email address to Bill Capp (wcapp@libcom.com) and you will be notified when additional help is needed.

Inside this issue:

A Temporary Inconvenience Pointing the Way	1
The Prez Sez	2
Tails for Trails VI Penny Day Totals	3
Findlay Twp. Helps	4
Tour the Montour Recycling Ikea 1/2 Marathon	5
Montour History- Westland Mine	6
New Members	7
Tour the Montour Entry Form	8

Pointing the Way by Dave Oyler

The Montour Trail is substantially complete from Milepost 0, near Coraopolis to Milepost 35.5 near Library. There are a few gaps at road crossings, but the longest gap, along Valley Brook Road in Peters Township is no more than 700 feet and the others are shorter.

However, beginning at the Library Trestle (MP35.5) and continuing to the eastern terminus of the Montour in Clairton (MP46.3), things are different. The gaps become more frequent, longer and a lot of trail is road-shared. Of the slightly less than 11 miles from the Library Trestle to Clairton only 4.5 miles are useable off road trail. Only another 0.75 mile of right-of-way is currently available for trail development, and it is currently inaccessible to trail users. The rest of the trail is road-shared. Local users know the ins and outs of the area, but long distance bikers can be and have been confused. The Montour Trail Council is aware of the problem of unmarked detours, and has made an effort to note them on the Montour Trail website and to sign detours in the Cecil area and in Peters Township with the Montour diamond and arrows showing each turn. Things are more difficult in eastern Allegheny County though. Much of the shared road detours are on state roads in crowded suburban areas. More signs would have been required to delineate each detour and finding appropriate locations for the signs would have been more difficult. It also wasn't clear that the State and local government agencies would have approved the necessary signs.



The Detour Maps

A different solution to the problem was needed. After some discussion, the South Hills Friends, the Friends group responsible for maintenance of the trail from MP35.3 to the end of the trail in Clairton (MP46.3) chose to design and *continues on page 4*

Visit the Montour Trail Web Site at:
www.montourtrail.org

To Converse, join the Yahoo Group at:
<http://groups.yahoo.com/group/Montour-Trail/>



MONTOUR TRAIL COUNCIL BOARD OF DIRECTORS

Ned Williams	President
Gil McGurl	Vice President
Bill Orr	Treasurer
Phyllis McChesney	Secretary
Sue Headley	2008-2010
Mark Imgrund	2008-2010
Bill Orr	2008-2010
Dennis Sims	2008-2010
Ned Williams	2008-2010
Charlie Beaumariage	2009-2011
Frank Ludwin	2009-2011
Phyllis McChesney	2009-2011
Gil McGurl	2009-2011
Dennis Pfeiffer	2009-2011
Karen Robbins	2009-2011
Bill Capp	2010-2012
Deb Esia	2010-2012
Tim Killmeyer	2010-2012
Peter Kohnke	2010-2012
Don Thobaben	2010-2012

THE MONTOUR TRAIL-LETTER

is published bi-monthly January through December. All correspondence should be addressed to:

MONTOUR TRAIL-LETTER

Suite 3

304 Hickman Street
Bridgeville, PA 15017

Or E-mail to:

newsletter@montourtrail.org

All other trail correspondence should be addressed:

MONTOUR TRAIL COUNCIL

Suite #3

304 Hickman Street
Bridgeville, PA 15017

MONTOUR TRAIL COUNCIL

PHONE NUMBER:

412-257-3011

NEWSLETTER EDITORIAL TEAM

Dennis Sims, managing editor

Troy Bogdan	Tim Killmeyer
John Hooton	Dennis Pfeiffer
Mark Imgrund	

The Prez Sez

Phase 20 Kicks Off

Most of the “Trail Building Goals” in MTC’s 2010 Plan are big complex jobs involving lots of engineering now, and the use of contractors when the projects go to construction.

And then there’s the McDonald to North Star Trail Rebuild, MTC Phase 20. This one stands out as being very different, because it’s essentially an all-volunteer project. It is, by far, the largest scale trail re-build in the history of the Montour. In effect, what is being undertaken is nothing less than the completion of the original trailbuilding effort.

Hard to imagine that in 1994 Montour had just reached Boggs, and there was no trail at all between there and Cecil Park. But two years later, in a bold move, MTC graded and surfaced a lonely piece from Quicksilver to Noblestown Road just west of McDonald. Robinson Township crews did most of the work, installing ditches, drainage pipes, and slag surface material. That little three miles sat in magnificent isolation for over five years, drawing a few bicyclists and a smattering of nature lovers and dog walkers.

Solitude ended with the 2001 trail connection from Boggs, and the Quicksilver Bridge over 980. 2003’s McDonald Viaduct crowned new trail coming from Venice, and our little three miles saw through travelers for the first time. Trail traffic took another jump with the 2007 connection to the Panhandle, just as the dozen-year-old slag surface was starting to wear thin. Despite heroic re-surfacing efforts by the Fort Cherry Friends, a thorough re-construction was clearly needed.

Montour’s perennial volunteer engineer Dave Wright leveled a keen eye at the drainage issues, designed appropriate solutions, put together the project, and went out and got PA DCNR funding for it. Expanding the scope, he included a ‘final fix’ for the eternally recurring washouts between Boggs and North Star Road that have proved so frustrating to all of us for years. Also, together with Montour’s four-star construction expert Frank Ludwin, Dave devised long term solutions to three difficult surface water drainage situations in the Champion area, south of Route 22 and just north of the county line.

To stretch the DCNR funding and help provide local match, Charlie Beaumariage got a Washington County Tourism Promotion Agency grant to reconstruct the Quicksilver trailhead, now that it’s no longer storing the bridge that went to Piney Fork. The plan is to pattern this smaller, quieter trailhead after the beautiful Boggs renovation of last year.

Coming all the way from Bethel Park, Bill Capp has really stepped up to providing leadership on the project by volunteering to get the needed competitive bids on building materials like drainage pipe and stone; keep track of all the volunteer labor hours on the job; and collect and track all the invoices. Not to mention operating equipment; learning to run the big grader was challenging but a lot of fun, he says. We hope the project will draw a lot of new volunteers, since there’s plenty to do for everyone. Regardless of what your talents or skills may be, you can do SOMETHING to help out on Phase 20. Interested? Go to the “Help Us” button on the Montour Trail website for information.

Work will be ongoing all year, initially from just north of the McDonald Viaduct to Quicksilver, so exercise caution if you see construction activities. Champion and North Star will follow. But our volunteers won’t stop until they have created nothing less than a whole new and thoroughly enjoyable trail experience for all of Montour’s many travelers.

Ned

Friends' Meetings and Work Parties

MTC Board Meeting:

Every third Monday of the month - 6:00 p.m. at 304 Hickman St., Suite 3, Bridgeville, PA. Turn right off of the Bridgeville exit of I-79. Turn left at the next light, go straight at next light and make left turn onto Hickman St. just after the Post Office. Call Ned at 724-225-9856 for more information or to get on the agenda.

Cecil Friends:

Friends of the Trail meeting, every fourth Wednesday of the month at 7:00 p.m. From May-August, meetings are held at the Kurnick Access area along the trail off Cecil Henderson Road; other months (with the exception of November and December) meet at the MTC Offices. Work and cleanup parties are scheduled as needed. Call 412-496-4308 for more information, or email densimwx@comcast.net

Airport Area Friends:

Friends of the Trail meeting, the Wednesday before the second Saturday of the month at 7:00 p.m., at the Forest Grove Fire Department. Anyone from the communities of Moon, Robinson, North Fayette, and Findlay is encouraged to attend. Call 412 264-6303 for more information. Work and cleanup party, every second Saturday of the month - 9:00 a.m. Call 412 262-3748 for more information and location.

Bethel Park Friends:

Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building Council Chambers. Anyone interested in the Bethel Park Trail segment is encouraged to come. Work and cleanup party, every second and fourth Saturday of the month - 8:30 a.m. Call Bob O'Connell at 412-833-6259 for location and information.

South Hills Friends:

Meeting second Wednesday of the month at 6:30 p.m. at the Jefferson Hills Borough Building. Work and cleanup parties scheduled and advertised as needed. For more information, contact David Oyler at 412-831-9288, davidoyler@verizon.net, or Paul McKeown at 412-835-6692, mckeownp@comcast.net

Fort Cherry Friends:

Friends of the Trail Meeting, second Wednesday of the month at McDonald Borough Bldg., Council chambers at 7:00 p.m. Work and cleanup parties, scheduled as needed. For more information, contact Ray Johnston at 724-356-2621.

Peters Township Friends:

Friends of the Trail Meeting, first non-holiday Monday of the month at Peters Township Parks and Recreation Center at 7:00 p.m. For more information on work and cleanup parties, please contact Jim Robbins at 724-941-6132, or for monthly meetings, Mark Imgrund at 724-941-6351 or by e-mail at markimgrund@comcast.net.

The Montour Railroad Historical Society:

The newest Friends group. For more information send email to mrhs@montourrr.com.

Tails for Trail VI

Volunteers for the Cecil Friends of the Montour Trail arrived at Kurnick Trailhead on the morning of the dog walk (also National Trails Day) to find Mother Nature greeting us with heavy rains, thunder and lightning. However, the rains moved away and participants began to arrive, and since our event continues to grow in popularity each year; vendors, supporters, canines and our volunteers were not deterred by the unpleasant weather. To compensate, most festivities were moved indoors to the Trail Garage and the length of the walk was shortened. Moving the event indoors created a more social atmosphere, allowing participants to swap pet stories. To add to the festivities, our dedicated volunteer group obtained over \$2,000 in donated merchandise for the Chinese auction and door prize drawings, which helped to raise additional funds for the trail.

At this year's event, there were 90 dogs in attendance along with nearly 200 humans! Our proceeds (after expenses) reached a record \$5,300 to be used for future trail projects such as further tunnel renovations, trail maintenance and improvements. We have already purchased a pole-saw to trim many hard-to-reach tree limbs damaged from last winter's heavy snows.

This event would not be possible if it was not for our sponsors. We wish to thank our title sponsors Bedner's Farm and Greenhouse and Black Box, our corporate sponsors, Precious Paws, Smith Butz, Attorneys At Law and Gene Schillo, Esquire and our many supporting sponsors, including Capital Cleaning Services, Chartiers Custom Pet Creation, Coleman Mitchell, HMT and Associates, McMahon, Kenneth and Associates, Miller Centrifugal, MarkWest, United Safety Services, Canon Hill Veterinary, All About Pets, Bridgeville Animal Hospital, Capstone Grill, Ameriprise-Tracey Smith, Taylor Pet Loss Center and Keystone Canines, and the providers of door prizes and merchandise for the Chinese Auction. Thanks to Boy Scout Troop 2 from Bridgeville for their valuable assistance in setting up and tearing down the event.



Dog walk participants line up for start. (Photo-Dennis Sims)

Airport Friends Penny Day Total

The final total for the 14th Annual Penny Day Campaign held by the Airport Area Friends was \$4,314. Many thanks to the area businesses that provided prizes or cash for the event. They include Pittsburgh Airport Marriott, Ace Tire & Parts, Inc., Moon Township Ford and ADP, Inc. Special thanks go out to volunteer Jerry Bates for contacting local businesses and arranging for the prizes donated.

Pointing the Way continues from Page 1

install signs with map boxes and detour maps. Work on the design (see photo on page 1) began in mid-2009 with the drafting of maps showing the detours, the distances, local roads and other landmarks. In the meantime, discussion continued in the Trail Engineering and Construction (E&C) meetings concerning the best way to solve the problem of guiding trail users through the detours. By late 2009 the sign, map and map box solution was accepted for detours in eastern Allegheny County. By early 2010, the sign boards were designed and a sign design submitted to the E&C committee. The final design includes an arrow showing the direction in which to leave the trail, a map of the detour route printed on the sign, the Montour Trail detour website (for those up-to-date souls who are connected through their cell phones, blackberry, etc.), a brief notice that the trail detours, the detour distance and, most importantly, a box containing maps of the detour for trail users to take with them. The box is also designed to hold trail maps and flyers.

Maps, map boxes and sign boards were made up and purchased in mid-2010 for two detours, the first between the Library Trestle and Stewart Road (1.6 miles). The detour requires a trip on State Route 88 through Library. The second is from the Triphammer Road parking lot to Snowden Road (1.7 miles). The detour goes over a winding Piney Fork Road and eventually through the infamous (for superstitious, supernatural reasons, although the real threat is oncoming traffic) Greenman Tunnel.

On July 10, the South Hills Friends of the Montour Trail installed the signs at the ends of the Library/Stewart detour and the



western sign of the Triphammer/Snowden detour. The photo above shows the Friends at the Stewart Road parking lot in front of the detour sign after digging postholes in a particularly rocky location. The Friends expect to install the final sign soon (by the time you read this it should be in place). Notice of the detours and the maps has not yet been added to the Montour website, but will be soon. Consideration is already being given to installing detour signs and maps for the section of trail from Gill Hall Road (MP40.6) to Large (MP44). This section of share the road trail is currently marked with Montour Trail and share-the-road signs.

Trail Maintenance - Findlay Township - Trail mile 6.2 to 7.2 Re-surfacing by Dennis Pfeiffer

The Montour Trail Council Engineering & Construction (MTC E&C) Committee's goal is planning to complete the trail "In Three Years". Of course this has been light-heartedly the goal for about eight (?) years now. Anyway, little by little progress is being made and maybe one of these years we can target an actual completion date like the Great Allegheny Passage. The Great Allegheny Passage last year selected 11/11/11 as their target completion date.



Josh Slaby cycles on the new surface. (Photo-Dennis Pfeiffer)

Building trail is a challenging adventure and some would say rather exciting. I suspect the builders of the first continental railroad were very excited about their challenge. However, maybe not the most exciting aspect of a successful trail, but just as important as building it is performing ongoing maintenance. Just recently we had a huge help in the maintenance aspect from the municipality of Findlay Township. Last year the MTC E&C Committee determined mile 6.2 (Cliff mine Road) to 7.2 (Enlow Tunnel) as the trail section needing the most attention.

On Monday, May 10 the Findlay Township road crew under the leadership of Public Works Director John O'Neal started resurfacing the trail from Cliff Mine Road to the Enlow tunnel. They completed the work on Wednesday, May 12. There now is a new 10 1/2 feet wide, two-inch thick new crushed limestone surface. The trail users have been very complimentary and appreciative of the township's hard work. A special thanks to the PNC Foundation for granting us \$10,000 to help pay for the 612 tons of crushed limestone (27 tri-axle truck loads) used for the project. The total cost of the material was over \$11,000.

The Montour Trail Council would also like to thank Findlay Township Board of Supervisors Janet Craig, Tom Gallant and Ray Chappell for authorizing the completion of this work. Finally, we also would like to thank Township manager Gary Klingman for presenting our request to the Board of Supervisors and helping us to coordinate the project with Public Works Director John O'Neal.

It's a Win-Win Situation

By Paul Manfredo



As some of you have already noticed, Re-cycle Trash Cans have been placed on the Montour Trail near the entrances of Brother's Grimm on Old Beaver Grade Road, and the Gazebo at Robinson Town Centre. These cans were installed on a temporary basis to see if the public would cooperate in our re-cycling efforts. It's my pleasure to inform you our efforts are paying

off. In the past 18 months, 5 full dumpsters of re-cycle material have been collected. Seeing that Waste Management collects our trash, at no cost to the Friends of the Montour Trail, these re-cycling efforts have allowed them to recoup some of their costs. For all of you who have been depositing your glass, aluminum, and plastic bottles in these containers, we thank you. But, there's still a long way to go. It is estimated that only half of the material is being deposited in the recycle bins. So, PASS IT ON! The more people who know about it, the better it is for everyone. Our "little gem" the Montour Trail stays cleaner, the land fills are a little smaller, and Waste Management saves money.

It is A Win-Win situation indeed.

Runners & Walkers Needed !

Have you registered for the 15th annual Montour Trail ½ Marathon, 5K Run and 5K Fun Walk yet ? The event will be held on Saturday, September 11 so you still have time to register. Registration is available on-line via www.active.com with no additional service fees or you can print a race application from our web site www.mtchalfmarathon.com.



We thank IKEA for again providing a great location and their dedication in making this a premier event. This year we welcome UPMC Urgent Care –Robinson Twp. as a new sponsor for the event.

Kevin Smith of Elite Runners & Walkers once again has generously donated space in his store for pre-packet pick up on Thursday, September 9 and Friday, September 10 during regular store hours.

Contact Race Director, Joe Ralyea, at race@montourtrail.org for more information on any aspect of the race or by calling the Montour Trail Council office at 412-257-3011. Updates are available on the race web site at www.mtchalfmarathon.com.

Volunteers are always needed! For more information, contact Phyllis McChesney at phyll45283@aol.com or 412-264-6303.

Tour the Montour Looking Great at 8 This Year by Sam Hvitfelt, Ride Director

The Eighth Annual Tour the Montour will be taking place on Saturday, September 25, 2010. Mark your calendars, save the date, and prepare to participate in Western Pennsylvania's best autumn trail ride around – The Tour the Montour!

We have some new and exciting aspects to the ride this year. Last year's inaugural Metric Century (62 mile) distance was a big hit for those who chose to tackle it, so the Metric Century distance is here



to stay. New this year is the King/Queen of the Mountain Challenge ! All riders have the option to be timed individually up a 7/10ths of a mile hill (Hassam Rd. - closed to traffic, not part of the main Trail Ride). At an average of an 8% grade, the man and woman with the fastest times will truly be the "King" and "Queen" of the Mountain and will receive a special bicycling jersey

for their effort ! In addition, Brothers Grimm Restaurant has offered to sponsor our best lunch ever at their establishment at Mile 3 on your way back.

As with prior years, the ride will be starting at Mile "0" in Coraopolis. Trail mile "0" is located at Route 51 and Montour Road, just off of I-79 and the Coraopolis Bridge that connects to Neville Island. Parking areas will be made around Mile "0" for the event. Look for our parking volunteers on the morning of ride day to guide you into the parking area.

Registration begins at 7:00 a.m. with staggered start times for each ride distance. The Metric Century riders depart at 7:45 a.m., the long distance (44 mile) riders leave at 8:15 a.m., the middle distance riders (12 and 24 miles) leave at 8:30 a.m. and the Family Riders (6 miles) leave at 9:00 a.m.. Pre-register before Sept. 10, 2010 and you are guaranteed one of our world famous, limited edition Tour the Montour Ride T-shirts. T-shirts will be available on ride day as long as supplies last, but only pre-registered riders are guaranteed a T-shirt

Entry fees are \$20 for individuals, \$35 for the Family Rate (up to 4 members), and all kids under 12 are only \$5 until September 10. Ride day registration is \$25 for individuals, \$40 for the Family Rate, and kids under 12 are still only \$5.

Trail patrol and assistance will be available along the course. Rest stops will be stationed along the course with fruit, snacks, and beverages. We will have some history signs up along the ride pointing out little interesting facts about the trail, the Montour Railroad and the history of the area.

Please note that helmets are mandatory for all riders. For the safety of the other participants, headphones will not be permitted on the ride.

On your way back on the ride, be sure to stop and enjoy some lunch, drinks, chair massages and other goodies back at Brothers Grimm at Mile "3". As always, we have some valuable and different raffle prizes to give away and all registered participants are eligible.

Registration forms and more information are available at www.montourtrail.org, by calling 412-257-3011, by email at thetour@montourtrail.org, or you can register online at www.active.com (event ID 1868858). A form is also available on the back page of the newsletter for your convenience. All proceeds benefit the maintenance and expansion of the Montour Trail.

We hope to see everyone on Saturday, September 25 for a fantastic day of fun on our bikes !!

Westland Mine – The End of the Montour Railroad

The figurative and literal end of the Montour Railroad, although not recognized at the time, was foretold in a January 10, 1982 article in the Pittsburgh Press reporting that Consolidation Coal Company (CONSOL) was closing the Westland No. 1 Mine in the village of Westland located on Route 519 in Mount Pleasant Township. Although the article inferred that miners from Westland No. 1 would be transferred to the Westland No. 2 mine, which opened in 1978 on the other side of Route 519, the expansion and continued operation of Westland No. 2 (and the Montour Railroad) hinged on CONSOL receiving approval to build a new mine and coal processing plant (Westland No. 3) near the existing Westland facilities. This approval had to be obtained from both Chartiers and Mount Pleasant townships. Chartiers said, "Yes;" Mount Pleasant said, "No."

In January 1982, the two mines at Westland were the only ones operating on the Montour. Montour train crews would bring empty coal cars out to Westland where they were loaded with run-of-mine coal and hauled back down the line to the Champion coal washer. Clean coal was taken to Montour Junction where it was interchanged with Montour parent, the Pittsburgh & Lake Erie Railway (P&LE). By this time in the Montour's history the track between Gilmore Junction and Mifflin Junction, including the Library Branch and the Muse Spur, was already out of service and scheduled for abandonment.



Westland 1939 (A Penn-Pilot Image)

CONSOL terminated plans to build the new mine and processing plant at Westland in 1985 and P&LE filed a request to abandon the Montour Railroad. This consisted of the main track from Gilmore Junction (Trail Milepost 21.6) to Montour Junction and the 4.5-mile Midland Spur/Westland Branch, which ran southwest from Gilmore Junction to Westland.

The story of Westland Mine begins in 1900 when the Midland Coal incorporated and opened the Midland No. 1, 2 & 3 mines along Plum Run north of Houston, PA. The mining village Midland built to serve the mines is still called "Midland" by most area residents; however, its official name was "Palanka." Today, the old village of Palanka consists of a row of former miners' homes along North Main Street between 1st and 3rd streets. As part of the original mine development, Midland Coal built a railroad spur along Plum Run connecting with the Chartiers Branch of the Pennsylvania Railroad (PRR) Panhandle Division that ran between Carnegie and Washington, PA. This became the PRR's Palanka Branch and serviced the mine and town until abandoned in 1955. Passenger trains operated on the branch until 1926.

The Pittsburgh Coal Company, which was organized in 1899 and purchased over 100 independent mining companies in 1900, including the Montour Railroad, negotiated a 40-year lease for the Midland Coal Company properties in 1903. The Midland Coal Company lease gave the PCC access to over 4,700 acres of coal reserves extending north and west into Mount Pleasant Township and included the community of Westland. Over the next decade, as the PCC advanced the Midland No. 3 workings toward Westland, the PRR built its Westland Branch to reach the new coal tippie on Westland Run. PRR serviced the tippie until 1927 when the Montour Railroad extended its Midland Spur (built five years earlier to connect with the Morris Mine at Gilmore) to Westland. This allowed the PCC, which purchased the Midland Coal Company properties in 1912, to begin transporting coal in its own coal cars and on its own railroad and avoid the excessive freight rates and car shortages on the PRR.

The key to future coal mining at Westland was the nearby location of a geological formation known as the Westland Dome where the 60-inch thick Pittsburgh coal seam was close to the surface, dipping downward toward the north, south, east and west. The dip in the seam is evident when one considers that the Morris Mine at Gilmore, PA, 3 miles east of Westland, needed a 100-foot shaft to reach the same Pittsburgh Seam being mined at Westland. The seam was over 300 feet below ground at Hickory, two miles north of Westland.

With the completion of the Montour Railroad's Westland Branch, the Pittsburgh Coal Company built a new tippie at Westland and closed the tippie on Route 519. The author believes that completion of the Westland Branch and the new tippie prompted the Coal Company to change the name of the Midland No. 3 Mine to Westland Mine.

In the 1920s, Westland Mine extended its workings along the northern and eastern sides of the Westland Dome through drift entries passing beneath Hornhead Road east of town. This section of Westland No. 1 mine operated throughout World War II and closed in 1982. (Today, the old Westland No. 1 drift is sealed and is the location of water treatment equipment where mine water is pumped southward to the Arden Acid Mine Drainage Treatment Plant at the intersection of Arden and Selk Roads.)

Between 1978 and 1979, CONSOL began developing the Westland No. 2 mine on the west side of Route 519. Mine trains operated between Westland No. 2 and the Westland No. 1 tippie on a trestle that passed over Route 519. Westland No. 2 operated until 1982 when it was closed. Three years later, Westland No. 2 was abandoned and sealed, bringing an end to mining at Westland and an end to the Montour Railroad.

The rapid winding down of the Westland mines is evident in the annual production figures for the period between 1978 and 1983.

Year	Westland (No. 1)	Westland No. 2
1978	543,000 tons	N/A
1979	741,000 tons	305,000 tons
1980	N/A	343,000 tons
1983	N/A	37,000 tons

*continues
on page 7*

Bob Ciminell is the founder of the Montour Railroad Yahoo group http://finance.groups.yahoo.com/group/montour_rr/ There are currently 290 members from across the country. You are encouraged to join. There is a wealth of information about the Montour Railroad at this location and you can pose questions of its membership, from whom you are sure to get an answer.

Welcome New Members

The Montour Trail Council welcomes these new members and thanks them for their support. We would also like to thank all our members who have recently renewed their membership and to remind all that a growing membership is one of the criteria foundations look for when we apply for grants.

New Member

Lauren Averell
 Ty Fluharty
 David Hall
 Colleen Hannegan
 Robert Lang
 Francis McCaffrey
 Rolf Otterness
 Donald Reed
 Tom Ross
 Joseph Scalise
 Barb & Vince Senatore
 Richard Smith
 Fred Waag

Benefactor

Francis Feld
 David Hall
 John Kennon
 Janet McKinney
 Janice & Joseph Milknevich
 Rolf Otterness
 Lawrence Sheets
 Mark J. Smith

Leader

Phyllis McChesney
 David Oyler
 J.A. Wunderlich,III

Westland Mine continues from page 6

In 1940, the Pittsburgh Coal Company estimated that Westland Mine had 28 million tons of solid coal available to mine and a remaining lifetime of 37 years. In 1978 the Keystone Coal Industry Manual reported that Westland had a life expectancy of 20 years.

The right-of-way along the old Montour Westland Branch remains undeveloped and access is limited because it is bordered by private property. Future development of a Westland Branch extension to the Montour Trail is under consideration, but no timetable has been released.



Westland today compare to picture on page 6 from Penn-Pilot 6(photo-GoogleEarth)

(The difficulties in researching and developing this article from my home in Roswell, Georgia, 700 miles and 33 years away from the Montour Railroad, could not be overcome without the support and assistance of residents who live near and use the Montour Trail. The author would like to thank historian and genealogist, Pam Nixon (www.whispersfromthepastwebs.com) and members of the Montour Railroad Historical Society Yahoo group for their support and assistance.)

I want to help complete the Montour Trail!

I want to join the Montour Trail Council at this level:

- Student/Senior \$15
- Individual \$25
- Family \$35
- Supporting \$50
- Sustaining \$100
- Benefactor \$250
- Leader's Circle \$500+

Make checks payable to the "Montour Trail Council"

Send me the newsletter by email mail

Name _____

Address _____

Phone (Day) _____

Phone (Evening) _____

Email _____

Mail to:
 Montour Trail Council
 Suite #3
 304 Hickman Street
 Bridgeville, PA 15017

The Montour Trail Council is a 501(c)(3) non-profit corporation. All donations are tax-deductible. You may also be eligible for matching funds from your employer. A copy of the Montour Trail Council's official registration and financial information may be obtained from the Pennsylvania Department of State by calling (toll-free within Pennsylvania) 800-732-0999. Registration does not imply endorsement.

Don't Forget
 The Montour Trail Council may be designated as your United Way Contributor Choice as option #3308.



MONTOUR TRAIL COUNCIL
 Suite #3
 304 Hickman Street
 Bridgeville, PA 15017

Address Service Requested

NON-PROFIT ORG
 US POSTAGE
PAID
 PITTSBURGH, PA
 PERMIT NO. 2524

The 2010 Tour the Montour Entry Form

ENTRY FEES

Adult

Postmarked by September 10 \$20
 Postmarked after September 10 \$25

Family Rate **

Postmarked by September 10 \$35
 Postmarked after September 10 \$40

Children Under 12

Postmarked by September 10 \$5
 Postmarked after September 10 \$5

**The Family Rate applies to the 6 and 12-mile courses only. Limit of 4 family members per family rate. Children under 12 pay \$5 when accompanied by a parent or guardian.

Make checks payable to:
 Montour Trail Council
 (Please do not sent cash.)

Mail to:
 Tour the Montour
 PO Box 459
 Imperial, PA 15126

Please print

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Male/Female: _____ Age: _____

Additional Names:

Name: _____ M/F: _____ Age: _____

Distance: 6 12 24 44 Metric Century

T-Shirt Size:

S M L XL XXL

Waiver: in consideration for the acceptance of this entry, I waive for myself, my heirs and assigns, all rights and claims for damages which I might have against the Montour Trail Ride, to be held on Saturday, September 25, 2010; the Montour Trail Council, other sponsoring organizations, business, or individuals as a result of any and all injuries suffered by myself in that event. I also release any photos that may involve myself. (Must be signed by guardian if under the age of 18)

Signature: _____

 If under 18, parent or guardian must sign below:

Signature of parent or guardian
