



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

The 2017 Pennsylvania Trail of the Year

Volume 28 Issue 1

January-February 2017

Montour Trail is 2017 Pennsylvania Trail of the Year



The Pennsylvania Department of Conservation and Natural Resources (DCNR) has selected the Montour Trail as its 2017 Trail of the Year! This award program has existed since 2014, but the MTC was successful on its first attempt.

"With a history of support dating back to the late 1980s, and annual user numbers surpassing 400,000, the Montour Trail deserves to be singled out in this fourth year of very special recognition," said DCNR Secretary Cindy Adams Dunn. "Quality, benefits to the region, and a strong volunteer network and multitude of partnerships qualify Montour for this honor. Length, variety of terrain, and a rich history all emerge to show why the Montour Trail has helped Pennsylvania emerge as a national leader in the rail-trail concept."



pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

MTC president Ned Williams stated, "It's an honor to be selected as the 2017 Pennsylvania Trail of the Year from among all the trails across the state that competed. The award is a testament to the hundreds of dedicated volunteers who contributed tens of thousands of hours over the MTC's 27-year history."

Along with statewide recognition and promotional support, the award brings with it recognition of our wonderful trail, and a \$10,000 mini-grant to support public use of the trail. We will publicize the award on all our materials, and you'll notice a banner on our website. The 2017 version of the Montour Trail brochure will spotlight the award on the front page.

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Visit the Montour Trail Web Site at:
www.montourtrail.org
To converse go to:
<https://www.facebook.com/groups/43518292159>

or

<http://groups.yahoo.com/neo/groups/Montour-Trail/info>

Mark Imgrund led the application team, along with Bruce Barron and Dave Borrebach. "The process of preparing the application," Mark explained, "not only forced us to summarize 25+ years of trail development succinctly, but also helped us realize the extent to which our experiences in efficient management and operations can offer a model to nonprofit organizations of all types."

As part of sharing our successes, and to let all of our readers join in celebrating how far we have come, three answers from our application that emphasize our member and community support are reprinted on page 4

The National Tunnel Experiment by Dennis Sims

On November 18, Bill Capp and his gang of volunteers closed the tunnel for the winter season with the exception of vestibules to allow trail users access to the tunnel this winter. On Wednesday, November 23, Bill and company returned to the scene and installed the curtain strips which allow users to enter the tunnel while keeping the temperature under control. By using curtain strips, there is no worry about closing the door behind you.

There are two sets of strips in each vestibule to create an "air lock" sort of thing. Prior to the closing of the tunnel, temperatures sensors were placed at each end of the tunnel to get quantified data showing the temperature behavior. So far the results of this experiment have been very positive.

As of this writing, the tunnel temperatures have been in the mid to upper 40s, well above that magic number of 32. The use of an infrared thermometer is confirming the readings. The only noticeable problem has been the drippage off the curtain strips. The moist air in the tunnel is condensing on the colder strips and the drips freeze on the paved surface. This occurs mostly on the outer curtain strips. There is ice melter available at each portal to place on this ice when it occurs.

During the first week of January, there were several consecutive days of sub-freezing temps with overnight lows in the single digits. The sensor readings show that the temperature dropped from 50 to around 46 during the cold spell. Compared to last year, the temperature is more variable and that should be expected. The good news is the temperature is staying well above freezing.



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The Prez Sez

Several things will have happened by the time you read this, not the least of which is Chinese New Year. It was they who began the custom of wishing upon each other, "May you live in interesting times!" Implying, of course, that whether said greeting is a blessing or a curse depends entirely upon the recipient's attitude toward life. Without doubt, these are interesting times in the world, in the US, and even here in western Pennsylvania. And these are *very* interesting times for the Montour Trail. Fortunately, we are the sort of folks who see it as blessing.

To give the new year a good start, the Montour Trail has been chosen as Trail of the Year, by PA DCNR. This is indeed a great honor for the Trail, and especially for everyone associated with it. Many of you volunteers have worked incredibly long and hard, using your talents and skills to make the Montour the best trail it could be. Now we see how much your efforts show! Our trail truly stands out, as it did to the group who evaluated trails all over the state – and there are a lot of good ones. On our first application, we were selected over them all.

You've already seen this newsletter's lead article about us being Trail of the Year. We will see that designation bring us more good press, more contact with the public, and more glowing publicity than ever before. This year will be a great opportunity for us to show off the beauty, the condition, and the amenities of a first-class trail to lots of people who have never seen it before. We know how special the Montour Trail is, and now we have the chance to *tell* that story to a much wider audience than we've had in the past.

So yes, there will be a lot of limelight, but no, us Montour folks are not likely to lay back and bask in it much; we have too many things going on this year. Not the least of which is, now that the Pleasant Street trail section is done, the time has come for a proper celebration of its completion, plus of course that of companion project Library Viaduct. Together, these projects are a bold extension of continuous finished main line Montour Trail right into the heart of Library. Look for a twin ribbon cutting event sometime in early June.

Having looked back to what has been completed, we (like the Roman god Janus) simultaneously look forward to additional sections of trail being built this year, two of which are also in South Park Township. One will further extend continuous Montour Trail for ¼ mile beyond the other side of Pleasant Street, on the property of the former Consol research facility. Preparatory work continues, and primary trail construction will be done with volunteers this summer. Another trail building project is located about three miles further east; it's a half-mile long piece of old railroad bed along Piney Fork Road that was the target of several brush cutting sessions last year. Final design, permitting, and actual trail construction are on target for later this year. Several other unbuilt sections in the South Hills area are undergoing serious discussion, negotiation and engineering; it is anticipated that there should be some reportable progress on some of those sections this year.

At the west end of the trail, the ¾ mile central portion of the Coraopolis connection is also in final design and permitting. Trail construction, hoped to be largely accomplished with volunteers, is planned for this summer. A good dose of Montour ambition is generating lots of excitement for what may be the largest yet volunteer construction project in the trail's history. When complete, this section will finally anchor the west end of the Montour Trail solidly in the real destination town of Coraopolis. Another project, the long desired western maintenance garage, is also moving towards seeing some significant activity this year.

2017 will be the start of a couple of major trailside developments: a residential project in Cecil and a mixed use development in South Park. We have been working with the developers to make sure that the overall interests of the Montour Trail and all of our trail users are taken care of, as these projects advance towards construction this summer and fall. These represent an exciting opportunity to partner in the creation of trailside communities, designed for people who want to live close to the trail and reach it by a short walk or bike hop. In time, this will have an enormous and highly beneficial effect on the greater corridor surrounding the Montour and on the region as a whole. We are very fortunate to be in on the beginning and help to steer these developments in the right direction for the long term maximum benefit of everyone.

The Prez Sez continues on page 5.

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 the Montour Trail Office for more information or to get on the agenda.

Airport Area Friends: (MP 0 to MP 12.6 and the 6.3 mile Airport Connector)

The Airport Area Friends of the Trail meet every second Wednesday of the month at 7:00 p.m. at the Forest Grove Fire Hall, 2044 Ewings Mill Road, Robinson Township, PA 15108. New volunteers are always welcomed. Contact Phyllis McChesney at 412-264-6303 for more information. Numerous Saturday "work parties" are held during the season. Please call 412-262-3748 to lend a hand at the work parties.

Fort Cherry Friends: (MP 12.6 to MP 20.7)

Friends of the Trail meeting: Second Wednesday of the month at 7:00 p.m. at the McDonald Trail Station, 160 S. McDonald Street, McDonald, PA 15057 (adjacent to the Panhandle Trail). Work and cleanup parties will be scheduled as needed. For more information contact Tim Thomassy, 724-926-4617 or Chuck Hughey, 724-926-9436.

Cecil Friends: (MP 20.7 to MP 28.5)

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

Peters Township Friends: (MP 28.5 to 30.4, Library Jct to near MP 35 and part of the Bethel Branch)

Friends of the Trail Meeting, first non-holiday Monday of the month at Peters Township Community Recreation Center and varying locations during warmer weather at 7:00 p.m. Work and cleanup parties on the first Wednesday and third Saturday of every month at 8:30 a.m. For more information, please call Jim Robbins at 724-941-6132. For monthly meetings contact Mark Imgrund at 724-941-6351 or by e-mail at markimgrund@gmail.com

Bethel Park Friends: (The 2.75 mile Bethel Branch and a short piece of main line trail around MP 35).

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: (MP 35.4 to 46.3)

Meeting second Tuesday of the month at 6:30 p.m. at South Park Township Community Room, located behind the Township Building at 2675 Brownsville Road, South Park, 15129. 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

The Montour Railroad Historical Society:

For more information send email to mrhs@montourrr.com.

Montour Trail Events for 2017

April 1: Trail Summit at REI

April 23: National Tunnel 5k, 10k and 2 Mile Family Walk at Cecil Park

June 3: National Trails Day

June 3: JR Taylor 5K Memorial Run- Bethel Park Friends

July 28: Twilight Trail Walk - Peters Township Friends

September 9: The Montour ½ Marathon and 5K

September 23: The Tour the Montour

November: The Annual Meeting.

Most of these events will require the assistance of numerous volunteers to successfully execute them. Contact the trail office or the local Friends' group to see how you can volunteer.

REI and MTC Trail Summit by Peter Greninger

In an effort to get more people outside this spring/summer, as well as to show our support for the work trail groups we do, the REI Settlers Ridge Store in Robinson Township is partnering with the Montour Trail Council to organize a "Rails to Trails Summit" on Saturday, April 1, 2017 from 10:00 a.m. – 3:00 p.m.

What this "summit" will consist of is a tabling opportunity for trail groups to promote trails, recruit members & volunteers, celebrate your accomplishments, as well as solicit support for future projects from the local REI Community. To attract cyclists to the store, REI will be hosting a couple of workshops:

- 1) Bike Maintenance Basics
- 2) Great Allegheny Passage – C&O Canal Bicycle Tour Trip Planning

This event will be promoted through in-store signage, on the local stores' website event pages, as well as through our local event email blasts.. Our Bike Repair Classes, as well as Great Allegheny Passage presentations attract standing room only crowds on their own, so we do expect a large number of cyclists to join us for this event.

How has the community been engaged throughout the development and management of this trail?

The MTC has over 1,250 dues-paying members. Our numerous volunteers construct and maintain the trail, organize special events and fundraisers, and manage daily operations. Seven affiliated trail friends groups handle local maintenance, backed by community organizations (e.g., Boy and Girl Scouts) and donations from local businesses. We attract \$85,000 yearly in individual contributions despite offering no membership incentives other than the joy of sustaining a high-quality trail. Our tireless grassroots efforts, beginning with countless slide shows in neighboring communities during the early years, have fostered widespread goodwill and transformed skeptics into supporters. Dedicated volunteers monitor our information line and public email address to ensure prompt responses to all community inquiries.

We have forged similarly strong and mutually beneficial relationships with the 14 communities and two counties through which the trail passes, thereby leveraging invaluable important financial, operational, trail construction, and maintenance support. Among the many examples, Bethel Park contributed substantially to trail construction, Findlay Township installed lighting through a tunnel, and PENNDOT rewarded our years of patience with a long-delayed intersection realignment by incorporating a new trail bridge into the project.

Other community supporters include water authorities that supply water to fountains along the trail; electric companies that donate power for tunnel lights; the Allegheny County Regional Asset District, Washington County Local Share Account, and Washington County Tourism Promotion Agency, which have awarded multiple grants; and Burgh's Pizza and Wings which raised over \$300,000 by holding annual running races for 15 years. When we faced a funding shortfall for Library Viaduct construction, local foundations showed their appreciation for the trail by approving \$475,000 in grants. DCNR and DCED awards are too numerous to cite.

Our annual events for runners, walkers and bicyclists attract over 2,000 participants. We have 2,800 Facebook group members and 500 Twitter followers.

Describe best management practices implemented in the development and maintenance of this trail.

We develop and sustain our linear park through effective organizational development, construction management, public relations, fundraising, and volunteer deployment. Our management practices are often cited as a model for other trail groups.

Organizational: Pursuant to the bylaws, board composition has been designed to balance continuity of leadership and recruitment and cultivation of new leaders with needed specialized skill sets. Volunteer committees (Finance, Engineering and Construction, Real Estate, Operations, Technology, and Membership and Community Outreach) manage key activities in collaboration with the board. Annual plans (required of the board and all Friends groups) outline short-term agendas within an overarching three-year strategic planning process.

Trail Design and Maintenance: Throughout numerous trail construction projects, we have successfully integrated design processes that meet multi-use trail development requirements. Trail maintenance (grass

cutting, removal of blowdowns, washouts, dealing with invasive species, etc.) is handled by Friends groups within their designated sections. Larger maintenance projects are planned and scheduled annually using trailwide resources.

Community: Recruiting and empowering volunteers from communities surrounding the trail has ensured sustainable community connections. We maintain regular contact with municipal governments, welcome applications for suitable nonprofit events on the trail, and solicit periodic public feedback. A comprehensive user survey in spring 2016 collected over 1,000 responses. Data analysis from that survey and other sources guides our planning to address users' needs and concerns. A trail patrol interfaces with municipal police departments.

Sustainability: Projects are designed and built to professional engineering specifications, to ensure long life and effective maintenance. Procedures for ongoing maintenance include a rolling schedule of trail resurfacing and drainage improvement. An endowment fund managed by the Pittsburgh Foundation ensures adequate resources for long-term or unexpected maintenance needs. Our hands-on board, committees, and Friends groups focus on knowledge transfer from experienced leaders (many dating back to the organization's founding) to newcomers.

In one sentence, why should this trail be the next Trail of the Year?

The Montour Trail, the nation's longest suburban rail-trail, is distinguished by its organizational and recreational excellence, as its all-volunteer leadership has developed seamless, superior management and operational practices that have mobilized hundreds of skilled volunteers, maintained the trail in consistently superb condition, and nurtured it to become one of the Pittsburgh area's most heavily used outdoor resources.

Photo Winner for This Issue

Congratulations to this newsletter's bi-monthly Montour Trail Photo Contest winner: Will O'Donnell. Will took this shot during a winter ride just past Mile 4 of the Trail. Join the fun and show us your best photo of the Montour Trail for the next contest by going to www.montourtrail.org and clicking the link to "Enter the contest"



Pleasant Street Trail Construction

by David Oyler

As predicted in the September/October newsletter, trail construction on the Library Viaduct to Pleasant Street trail section finished up in mid-November, just before the snow flew.

The steep excavated slopes of the new trail cut were covered with mulch blankets and hydro-seeded on September 16. Work on the two surface rain gardens was begun on September 22 and they were completed and planted with water loving plants by October 17. Excavation of the infiltration trench was started on October 18 and the pipes installed and buried by October 27, despite heavy rain on the evening of October 20 which turned the open and incomplete infiltration trench into a small lake.

The trail was final graded on November 1, crushed stone was laid and rolled on November 2 and binder and wear courses of asphalt laid on November 4.

Over the next two weeks the contractor put the finishing touches on the trail, including grading and ditching the shoulders. The landscaping contractor came in on November 9 and planted blue point junipers, emerald arborvitae, flowering dogwoods and eastern redbuds along the property boundaries to create a visual barrier between the trail and our neighbors. The landscapers also wrapped the junipers and arborvitae with nylon mesh screen to make them less attractive to deer.

Our contractor gave his approval to open the trail on November 15 and the detour signs came down that day. The landscapers planted grass and laid straw and mulch blankets on November 17, but the work took only a short time and the trail remained open.

Since November, volunteers have put up new stop signs at Pleasant Street, installed a bollard to prevent vehicles from driving on the trail and placed wire mesh screens around the newly planted



dogwoods and redbuds to discourage the deer. Periodically it has been necessary to rewrap the evergreens as deer pull the nylon mesh off of them to get to the tasty evergreens inside.

Work that still needs to be done is the installation of the sign acknowledging the PA DCNR (Department of Conservation and Natural Resources) construction grant, a trail rules sign at Pleasant Street and a detour sign leading trail users from Pleasant Street to the next completed off road section of trail at Stewart Road.

In the meantime, while trail users enjoy the new section of trail, the Montour Trail Council is looking east to begin work on the trail between Pleasant and Wood Streets. On December 3 a dozen volunteers began clearing the trail on the Montour Trail Council's easement east of Pleasant Street. On December 15, the PA DCNR announced a \$400,000 grant (applied for in April 2016) to the Montour Trail Council for construction of the 0.7 mile trail on an easement between Pleasant and Wood Streets and as of early January 2017 the Trail Council is planning to let a contract for engineering services to design and permit the western 0.25 mile of the easement.

The Prez Sez Continues from Page 2

An even larger project is the onset of construction of the Southern Beltway. Its first phase, from Route 22 to just below Quicksilver in northern Washington County, has already gotten started and will continue for two years. Additional phases will start to get built later this year and next, as the Beltway advances towards I-79 above Hendersonville. Again, we have been working with the road's planners to address the concerns of the Montour Trail. As always, we want to minimize the impacts and maximize the benefits that the presence of this highway will have on the trail, its users, and the people of the region.

But we always circle back to where we started, which is you, the hard workers and strong supporters who are the heart and soul of the Montour Trail. The trail is you, so our prestigious award is really for "Trail Volunteers of the Year". As we gather ourselves for the busy year ahead, take a moment to consider that you are being thanked by the entire state. It's both humbling and amazing.

Ned Williams

Coraopolis Main Line Extension Phase 30 Update By Dennis Pfeiffer

Last year the Montour Trail Council had our contractor Maricco complete the first phase of the Coraopolis main line extension. The first phase was the 12 feet wide 190 foot concrete channel with 4 ½ foot walls behind the properties on 4th Avenue and the CSX main line. In addition, we had the contractor extend the sidewalk from 4th Avenue to the place where the trail meets Montour Street. The Airport Area Friends transformed the area by adding geotech material, R3 rocks and two planter boxes.

Unfortunately, since summer no visible progress on the ground has occurred. Our engineering firm for the project WEC is working through the DEP hoops in their quest for a DEP permit. Once the DEP permit is received the 8/10th of a mile trail construction from Montour Street to the current start of the trail will commence.

We are hoping for an early Spring start date for the trail.

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MONTOUR RAILROAD HISTORY

The Montour Namesake**By Bryan Seip – Montour Railroad Historical Society**

Most folks know that the Montour Trail takes its name from the Montour Railroad, whose right-of-way property it acquired and uses for much of the trail's route.

Many railroads take their name from geographical features, cities or areas which they intend to connect and provide services. In our area, Pennsylvania, Baltimore & Ohio, Pittsburgh & Lake Erie and Norfolk & Western are some examples.

The Montour Railroad Company was organized under the laws of the state of Pennsylvania on September 10, 1877. All stock was owned by officers of the Imperial Coal Company. As the railroad was to follow the course of Montour Run creek from Coraopolis to its headwaters near Imperial, Montour was chosen as the company name. Several other local railroad companies were later organized and then merged into the Montour Railroad Company, including the North Fayette Railroad Company and the North Star and Mifflin Railroad Company.

But what gave its name to Montour Run and several other land features in the area? They were named after Andrew Montour, an American Indian interpreter and negotiator in Pennsylvania and Virginia during colonial times. (In colonial times, Virginia included the current land of West Virginia and Southwest Pennsylvania.)

Andrew Montour was born about 1720 in the Lenape Indian village of Otstawonkin in Lycoming County. His mother was Madame Montour, of Algonquin Indian and French Canadian heritage and his father was an Oneida chief named Carondawanna. In the lineage of some Indian tribes, the family name was passed along from the matriarch side.

The following is from National Park Service: Fort Necessity Archives.

Andrew Montour's American Indian name was Sattelihi (SAT-tel-ee-hyoo). His father was an Oneida. There are many stories about his mother, Madame Montour. She lived her life and raised her children in American Indian towns. However, she was very familiar with European lifestyles. She spoke several languages and served as an interpreter between Europeans and American Indians.

Madame Montour's eldest son inherited his mother's gift for language. He spoke French, English, Lenape, Shawnee and the Iroquoian languages. It was very unusual to find a person who spoke so many languages and did it so well. He made his living helping the colonists and the American Indians communicate. It was called a "go-between". He set up meetings, delivered messages and translated whenever it was needed. He was a man comfortable both with American Indians and Europeans.

In 1742, when Count Zinzendorf met Andrew Montour, he wrote that Montour looked "decidedly European and had his face not been encircled with a broad band of paint", we would have thought he was European. Montour wore European clothes. However, in his ears he wore earrings "of brass and other wires" braided together.

Throughout the French and Indian War, Montour sided with the British. He often worked for the Pennsylvania government. He was with George Washington before the battle at Fort Necessity. He was also one of the few American Indians to travel with General Braddock. He had so much influence with the American Indians in the Ohio River Valley that the French offered a bounty of money to have him killed.

In 1752, Montour received land from the Pennsylvania government for all the work he had done for them.

One parcel of land was an island in the Ohio River near Pittsburgh, which was named Montour Island. Other lands named for him included the town of Montoursville, in Lycoming County near the village where he was born, Montour County near Williamsport and the Montour School District in Allegheny County. There are several streams named Montour Run or Montour Creek, including the one flowing from Imperial to the Ohio River at Coraopolis, one in Perry County near Harrisburg, and one in Columbia County, which was named after his mother.

Montour had problems with alcoholism and debt during much of his life. When sober, he was highly reliable and officials were willing to pay a high price to secure his skilled services. Plagued by alcoholism and debt, Montour sold the Ohio River island land during his lifetime. Possession of this land was later granted in a supreme court suit which transferred it to General John Neville and the island was renamed Neville Island.

Montour's son John, born in 1744, also became a well-known translator, negotiator & go-between with Native Americans & Pennsylvania officials. John served with American troops at Pittsburgh during the American Revolution.

Andrew Montour died Jan 20, 1772. He was killed at his home by a Seneca Indian who had been entertained at Montour's house for several days. He was buried near Fort Pitt. Although not directly named for him, the Montour Railroad and Trail can trace their name's lineage back to this man, Andrew Montour.

You can contact the Montour Railroad Yahoo group at http://finance.groups.yahoo.com/group/montour_rr/ There are currently 352 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. There is also much information at <http://www.montourrr.com>

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 Members

Richard Bloom
James Brumbaugh
Jennifer A. Callery
Marjorie Carl
Whittler Bob Carving Supplies
Linda Demellier
Patty Forbrich
John M. Gentilcore
Ernest King
Kelli Kuhleman
Elizabeth Peer
Amy Placke
The Tressler Family
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John A. Wall
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George Yeckley
Robert & Merrilynn Young

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Kelli Kuhleman
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Warren & Dawn Smith
John A. Wall
Rob & Sharon Ward

Leaders

Vivekanand Allada
Siddharth & Andrea Pant
Robert Purdy
Stanley & Lisa Sbei
Robert & Amelia Shillingsburg
Jamie Wright

Donations were made in memory of Thomas Morris by

Helen B Mills
Susan Morris Ferrare
Linda Santoline

Coraopolis Main Line Extension

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However, here are some of the behind the scenes items that have occurred recently.

- On 1/11/2017 a comprehensive NPDES permit and a \$1,000 check was delivered to the Allegheny County Conservation District by W.E.C.
- We now have secured two excavators with one foot wide buckets to dig the three feet deep one foot wide infiltration ditches that are needed on each side of the trails 8/10th mile.
- We are working on a detailed construction plan, but tentatively our thoughts are to perform the grading first, lay the millings for the base and then dig the infiltration ditches.
- Our Phase 30 project manager Dave Wright has asked Bob Hurley of the Allegheny County Redevelopment Authority (which owns the property), if we can place fill on the Sports Legacy site area already approved by DEP and for a construction entrance off RT.51 across from Robert Street.

Since the trail building portion of the project will be mostly volunteer work, we may be asking for some volunteer help in early Spring. Stay tuned.

I want to support the Montour Trail Council!



Membership Level

- ☐ Leaders' Circle \$500 +
☐ Benefactor \$250 - \$499
☐ Sustaining \$100 - \$249
☐ Supporting \$50 - \$99
☐ Family \$35
☐ Individual \$25
☐ Student/Senior \$15

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What one person can do! Boggs Trail Head – “Gregory Gardens”

By Dennis Pfeiffer

In 2001, volunteer Ken Gregory asked the Airport Area Friends if he could clean up the Boggs trail head and create a garden there.



Ken and Tevis Gregory

Ken said “I love gardening at home,” he explained. “Boggs was a mess and I thought it could look better.” Ken’s work since then has exceeded anyone’s expectations.

Over the years Ken has constructed extended garden plots, which he fills each year with irises, rose of Sharon, and other flowers, plants and has planted probably 100 trees. In addition, he has constructed a picnic area with several benches, along with a shed to store his gardening equipment.

In 2009, Ken assisted in moving the trail and separating the trail with fencing from the Boggs Trail Head. Trail users now pass through the area on their own dedicated path totally separate from the parking area. In the past few years Ken has built a campsite that is used by travelers from all over the world.

Today the Boggs Trail Head looks beautiful and has become a destination site. We thank Ken for his unbelievable efforts over the years.

On Saturday, October 22 at the Boggs Trail Head the Airport Area Friends held their annual volunteer “thank you” picnic. Ken Gregory was formally thanked at the picnic and the Boggs Trail Head was dedicated in Ken’s honor as “Gregory Gardens”. The photo at the top shows Ken and his wife with a paper mockup of what will be on a permanent plaque.

Later Pete Merther had the permanent plaque made by the Carpenters Union in Robinson Township and it reads as follows

GREGORY GARDENS
DEDICATED TO
KEN “BUCKY” GREGORY
FOR HIS DEDICATION AND HIS TIRELESS
EFFORT IN MAKING THEBOGGS AREA
A SHOWPLACE FOR ALL TRAIL USERS
BOTH LOCAL AND OUT-OF-TOWN TRAVELERS