



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

The 2017 Pennsylvania Trail of the Year

Volume 29 Issue 1

January-February 2018

Why J. R. Taylor 5K Sponsors Love the Montour Trail

It may be snowy and cold today, but soon we'll be running on the trail again—in the J. R. Taylor Memorial 5K in Bethel Park on June 2.

A great group of J. R. Taylor race sponsors have already signed up for 2018! We asked them why they chose to support the Montour Trail in this way.

Colebrook Management has an obvious reason for supporting the Montour Trail: it manages the 88 apartments and 36 townhomes of **Highfield Crossing**, located right next to the Taylor Bridge. Jackie Alexander, on-site manager at Highfield Crossing, predates the Bethel Branch and has been promoting it ever since it opened. "Most people who come here already know about the trail," she said. "Residents even love having balconies that face the trail."

Brentwood Bank has a long connection to the trail; its CEO, Tom Bailey, was the Bethel Friends' first treasurer. "We are huge fans of the Montour Trail and the J. R. Taylor 5K," said Pat Flanagan, marketing information manager. "Many of our team members take advantage of the trail for early morning runs, lunchtime walks, and evening bike rides. I doubt a day ever goes by when someone from Brentwood Bank hasn't enjoyed the trail."

Upper St. Clair lawyer **John Biedrzycki** is a first-time sponsor but a longtime race supporter; his family of four runs the race each year. "I like to focus on sponsoring community events that afford me the opportunity to support great causes while advertising," John said. "I consider my business, like my family, a member of the community and a responsible citizen that supports assets such as the trail. Sponsoring the J. R. Taylor race allows people to know that I stand for not only my clients, but their communities as well."

Former race director and still a sponsor, Kerry Boehner does business as **KOB Solutions**, which helps life science firms recruit stellar candidates in drug discovery and development, medical devices, and healthcare. "To me, the Montour Trail is a suburban sanctuary that offers a tranquil path of birds, trees, and a scurrying chipmunk or two. It's a place to refuel the body, mind, and spirit and to take stock of how much we have to be thankful for," Kerry stated.

As Pittsburgh's premier running and walking specialty store, **Fleet Feet** has taken shoe fitting to a whole new level and is the pulse of the city's running community. "We try to have a presence at each of the most established running events in the immediate area," said Tess Jones, director of marketing and outreach. "The J. R. Taylor 5K is virtually in our backyard and gives us an excellent way to show our community support to local runners and trail users."

Brookside Lumber, located just a few hundred feet from the Bethel Branch's Irishtown Road trailhead, promoted the J. R. Taylor 5K on its roadside marquee last year and continues to provide a bevy of attractive door prizes.

Of course, there would be no race (and probably no bridge for the race to cross over) without the Taylor family of **Century Steel Erectors**, whose many contributions included actually setting the bridge in place. The Taylors rank as the second-most supportive family in Montour Trail history, behind only the Dailys who were responsible for holding the Burgh's Pizza and Wings 5K/10K for 15 years.

Thanks to these sponsors, early sign-up for the J. R. Taylor 5K is still just \$20. Register at our website or at runsSignup.com.

2018 User Survey

The 2018 Montour Trail User Survey is now open for data collection. The Montour Trail Council (MTC) is collecting data that will tell us how we're doing, and will guide us in planning actions for the next two years. We're hoping to exceed the over 1250 responses we had to the 2016 survey.

We will cover some similar topics in 2018 to enable year-over-year comparisons, and we've added some questions that will help focus efforts to improve the trail.

Survey results make a difference: as a result of the 2016 survey, we added more year-round portajohns, and have focused on adding trail signage and water fountains.

Please participate! Go to <https://www.surveymonkey.com/r/MTC2018USERS>, or follow the link provided on MontourTrail.org and the MTC's social media sites on Facebook, Twitter and Yahoo. As in 2016, survey results will be published on MontourTrail.org.

Inside this issue:

Race Sponsors Love Trail 2018 Survey	1
The Prez Sez	2
Friends Groups Leadership Opportunities	3
Tim Killmeyer	4
More Tim Killmeyer	5
Montour RR History: Realignment	6
New Members New Patrol Member	7
Airport Asphalt Paving	8

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>



MONTOUR TRAIL COUNCIL BOARD OF DIRECTORS

Dennis Pfeiffer	President
Ned Williams	Vice President
Braden Ditch	Treasurer
Phyllis McChesney	Secretary
Patricia Friedsam	2016-2018
Denis Kane	2016-2018
Gil McGurl	2016-2018
Dennis Pfeiffer	2016-2018
Phyllis McChesney	2017-2019
Jen Mosesso	2017-2019
Dave Tetrick	2017-2019
Don Thobaben	2017-2019
Deb Thompson	2017-2019
Dave Borrebach	2018-2020
Mark Modispacher	2018-2020
Peter Kohnke	2018-2020
David Oyler	2018-2020
Tom Prezel	2018-2020
Ned Williams	2018-2020

THE MONTOUR TRAIL-LETTER

Is published bi-monthly January through December.

All Trail-letter correspondence should be addressed to:

MONTOUR TRAIL-LETTER

Suite 3 2nd Floor

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 2nd Floor

304 Hickman Street

Bridgeville, PA 15017

MONTOUR TRAIL COUNCIL

PHONE NUMBER 412-257-3011

Administrative Manager

Phyllis McChesney

MTCoOffice@montourtrail.org

NEWSLETTER EDITORIAL TEAM

Dennis Sims, managing editor

Mark Imgrund

Dennis Pfeiffer

The Prez Sez: The Same Thing, Only Different

A decade from now, we'll look back upon 2017 as a particularly notable year in the evolution of the Montour Trail. Being named Trail of the Year has opened the door to lots of new partnerships with people and organizations who will be of much help to us, in a wide variety of unexpected ways, for years to come. More immediately, it began a wave of new users appearing out on the trail, which we hope we can continue to keep pumped up, as membership is a key to growing the organization. And best of all, 2017's limelight shone most brightly on the volunteers who simply put, *are* the Montour Trail. *That* came out more clearly than ever before.

This year will bring a resumption of our long-established practice of filling in trail gaps by construction of new sections. As previously reported, the three projects in the hopper (one in Coraopolis and two in South Park) will add about a mile and a half to the Montour mainline. Our project managers and their teams will once again be actively working with design consultants, funding agencies, municipalities, permitting entities, suppliers, and a host of others – including volunteers and contractors – to move these new trail sections toward completion.

So, even though 2018 will bring us back to our old habit of building trail, what's different? In short, almost everything. The Montour Trail organization has grown up a lot in the last year, and in many ways that are not outwardly easy to see. One is a renewed focus on the power of a strong culture of volunteerism, in terms of what it has enabled all of us to accomplish over the years. Montour's all-volunteer model has served it well so far, carrying the organization through its initial three decades. Very few non-profits have operated on that basis for as long. This is a reflection of the abilities, and level of commitment, of all you volunteers. Thank you all!

The Friends Groups have had a busy year, with all of their own trail improvement work and in being the local representatives of the Trail of the Year to their neighboring communities. All of our municipalities have been proud to have The Montour Trail as an important element of their communities, expressed in ways beyond their public proclamations. Allegheny and Washington counties are also taking steps to strengthen their relationships with Montour. An initiative is being undertaken in Washington County to promote the Montour and Panhandle Trails, aiming to draw people to come visit the county specifically to enjoy our beautiful trails.

Much as the physical Trail is becoming more and more of a connected, seamless whole, it is ever more important that the Friends Groups work more closely with each other to deliver a consistently high quality experience to our trail users, who of course freely range over the whole thing. Although the different trail sections each have their own challenges, every Friends Group excels at certain skills or aspects of local trail work. Clearly, sharing these – filling in the gaps in trail operations – is in our overall best interests. Working together, we are much stronger, and more effective at delivering on our mission. We want those trail users to be happy, so we have a chance to get them to become members, and over time move into positions of responsibility and leadership.

In addition to Montour's own trail building projects mentioned above, others will be making nearby dirt fly later this year. These include the McConnell Trails residential development in Cecil and the Quicksilver-to-Primrose section of the Southern Beltway. Both offer significant long term benefits to the region and to the Trail. We are working to minimize any inconveniences and take advantage of all the trail improvements that are possible.

Finally, allow me to express my gratitude for being able to serve as your president for the past three years. It is an exceptional honor to work with such a fine group of highly skilled and dedicated people, to present a first-class trail system to this region. Your Board of Directors, at its meeting of January 15, elected Dennis Pfeiffer as President, Phyllis McChesney as Secretary, Braden Ditch as Treasurer, and myself as VP. May the future be bright for them, and for all of us on and of the Montour Trail. Stay warm and enjoy the winter season!

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 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 "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 on the first Saturday of the month. For more information, contact David Oyler at 412-831-9288, davidoyler1950@gmail.com, or Paul McKeown at 412-835-6692, mckeownp@comcast.net

The Montour Railroad Historical Society:

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

Westland Friends: (Westland Branch)

Meeting is second Thursday of the month at 11:00 AM at Paneras Restaurant in Bridgeville located on Route 50. Work and cleanup parties meet at the Galati Trailhead on Southview Road and will be announced. For more information contact Doug Ettinger at 412-302-1993 or dougettinger@verizon.net.

Leadership Opportunities

The Montour Trail Council (MTC) is seeking volunteers who, over the next year or two, are interested in joining the group of MTC's senior leaders and contributing as a member of the Board of Directors. You'll find this is a great opportunity to support an iconic community resource.

It takes an incredibly diverse set of skills to make the trail what it is and will become. Whatever your interests, there is likely to be a similar need within the MTC somewhere. You'll meet some nice people, and find it's fun to work together and keep the Montour Trail strong and growing.

Because board members follow many paths as they become more deeply involved with the MTC, we will work with you to tailor an approach to meet your needs.

You'll be invited to attend MTC Board meetings as a guest, and perhaps participate in the orientation session we'll be running this spring for new and prospective board members. You'll be encouraged to contribute to a focal area, such as:

- Joining the leadership team of those who run our major fundraising events

- Helping to coordinate the Volunteer function
- Assisting in refining MTC policies and processes to enhance organizational functions
- Helping to manage the MTC's extensive real estate holdings
- Working to enhance relationships among the MTC and the Friends groups

As time passes and you learn more about the organization, you'll probably find your role evolving as you continue to match your interests and MTC needs. Then later in the year the Nominating Committee may contact you to discuss potential nomination as a Board member.

If you're interested, please send your contact information to MTCOffice@MontourTrail.org.

Honoring an MTC original: Tim Killmeyer

The Montour Trail Council officially recognizes Stan Sattinger and Dino Angelici as its founders. But back in 1989, one visionary man was actually a step ahead of them.

That man, Tim Killmeyer, has announced his intention to retire from trail leadership after more than 28 years of service. We can't let him out the door without honoring this true Montour Trail "original" and his inspiring story.

A life defined by love

There is no Tim Killmeyer story without his wife, Chris, whom he met when the two worked at Louis Tambellini's restaurant on Mount Washington in the late 1970s.

Both were free spirits. Tim had celebrated his high school graduation by taking a 10-day bike trip from Pittsburgh to Lake Ontario and back. Chris, according to a 1999 *Post-Gazette* article on the couple, was known for jumping off roofs and swinging on a rope over the Monongahela Incline.



Tim and Chris were an engaged couple in January 1980 when a minor accident turned major. Tim lightly bumped the car in front of him while driving on heavy traffic on the Parkway West. The impact should have been slight, but it wasn't for Chris, because of an undiagnosed congenital defect that weakened the support around one of her vertebrae. The resulting spinal cord injury left her a quadriplegic and requiring a ventilator to breathe.

Many men would have sought a way out of the relationship. Tim did not. He and Chris were married on October 25, 1980. Doctors at her rehabilitation facility in Denver predicted that she would not survive the injury for more than 10 years; she has lived for 38, with Tim as her primary caregiver for nearly all that time.

"It's hard to say you're blessed to have a wife with quadriplegia," Tim admits. But he says it anyhow. "Chris has taught me that the greatest love between two people happens when both are willing to sacrifice 100% for the other," he explained. "Her concern is never focused on her own woes, even though no one would blame her if she did focus inward, but always on family and friends."

The accident not only led to a relationship of remarkable faithfulness but also facilitated Tim's availability for his equally remarkable volunteer investment in the Montour Trail.

A different kind of job

Because Chris's injuries occurred in an auto accident under the no-fault insurance provisions applicable in Pennsylvania at that time, her insurance company has been responsible for her medical care. During much of the 1980s—after Tim cared for Chris personally during their first nine months of marriage—insurance paid for in-home nursing care while Tim worked as a chef at various locations, finally landing as corporate chef

for GlaxoSmithKline, a pharmaceutical manufacturer.

In 1989, the insurance company, seeking to reduce its costs, approached Tim with a proposal. Could they pay him directly to care for Chris himself and hire nurses to cover the hours when he wouldn't be there? It was a nice offer, but Tim would have to quit his paying job as part of the deal.

"I had to give it some thought," Tim recalled. "I had a good job with benefits and college tuition assistance. But I finally decided that this

way I could do more for her."



Ever since then, Tim and Chris have received an agreed-upon monthly fee. Tim cares for Chris on most evenings and weekends, and they live

on whatever is left after they have paid her nursing expenses.

This arrangement made Tim available for unpaid tasks, and in 1989 he had a big one in mind.

The start of a trail idea

An avid cyclist since childhood, Tim used his savings from caddying at Chartiers Country Club to buy his first 10-speed bike at age 16.

In his senior year of high school, on a class trip to Washington, D.C., the group passed through the Georgetown neighborhood and Tim noticed a bicycle trail occupying a former railroad bed. After he and Chris moved to Robinson, he saw the abandoned rail line along Montour Run and it reminded him of the trail in Georgetown.

"Tim was a big, fun-loving guy with a good heart and a go-getter in many areas. He participated in countless explorations and put in untold hours clearing brush, cleaning out culverts, removing tires from streams, stacking railroad ties, talking to adjacent landowners, and doing many other diverse tasks."

"One of his most outstanding contributions was his leadership of our gate project in 1991-1992, after we acquired the right of way. Despite having very little knowledge of such matters, he organized and led a group of volunteers who fabricated and installed 80 gates at key spots along the whole path of the former rail line."

"Tim gave generously of his time, energy, and intuitive mind. He was a key player in bringing the Montour Trail to life."

—Dino Angelici

The image stuck in his mind. A few years later, at a meeting on Parkway West improvements, Tim discovered that the railroad ran all the way to Peters Township and learned that Peters had already turned two miles of the right of way into the Arrowhead Trail. He contacted

Peters parks director Joanne Nelson, who gave him a box of information on the project, and then scheduled a meeting to propose his idea to the Robinson Township parks board.

Before the meeting date, Tim got a call from Stan Sattinger, who explained that the Rails-to-Trails Conservancy had done a study on abandoned railroads in Pennsylvania and had selected the Montour Railroad right of way as the best candidate for conversion to a recreational trail. Stan too had called Joanne Nelson for advice, and she said she had just given her files to Tim.

As a result, Stan, Dino, and Dave Wright of Allegheny County's Planning Department ended up joining Tim for two meetings with Robinson Township.

"Tim played a key role in the MTC's efforts to publicize itself during its early stages, as booking agent for our speakers bureau. In addition to brainstorming lists of civic organizations and agencies that might host slide show presentations, Tim had to explain what the MTC was and provide a description of this thing that was to be called the Montour Trail. After the show, his task was to request a letter of support for the MTC and the trail-to-be, which often required numerous follow-up phone calls."

"These efforts bore fruit that was vitally important as Tim collected more than 50 support letters. The senders were subsequently listed by name as the trail's coalition of endorsing organizations, occupying prominent places in our early grant proposals and trail brochures."

—Stan Sattinger

"At the first meeting," Tim recalled, "the parks board asked us various questions and told us to find out the answers and then come back. We gave them the answers at the next meeting, but then they had more questions."

"After that second meeting, we realized that if we had to go through the same process with 12 municipalities, the trail might never get built, and if one municipality decided against the idea we would have a big gap in the trail. So we agreed that we had to start our own organization, obtain the right of way, and build the trail ourselves."

While Stan and Dino became the main organizers, Tim called local nonprofits to schedule presentations (see Stan's sidebar testimonial). "I have never worked with a group that was so focused on working toward a single goal," Tim noted. "The energy and the positivity were like nothing I have ever experienced."

Keeping unity and making decisions by consensus came at a price: very long board meetings. "They would last from 6 to 11 because we'd listen to everyone's opinion," Tim explained. "We spent hours just on the logo. Agreeing on the 10 trail rules took two meetings." (Tim still thinks the rules should include a 15-mile-per-hour speed limit.)

Tim was project manager for trail construction in Moon and Robinson, which he described as "nearly a full-time job" at busy times, but his most colorful early volunteer memory involved helping Bill Morphy to install a radio transmitter for trail-related communications. "We climbed the water tower by Settlers Cabin to install the transmitter. You had to climb up a catwalk on the outside, then walk across a bridge to the middle, where there was a circular frame with a ladder inside. At the top, it was like a submarine hatch—flip open a handle and you could climb onto the roof of the water tower. We were climbing freehand, way up above the ground, with nothing to lean back on. After a couple times, we found out that we should have been wearing harnesses."

Tim also produced the Montour Trail Council's newsletter from

1994 to 1999 and designed the Tour the Montour ride T-shirts for 14 years.

The deacon and the airport

Tim briefly retired from major trail work once previously, when he became ordained as a permanent deacon in the Catholic Diocese of Pittsburgh in 1999. He coordinated pastoral care at Ohio Valley Hospital and then was assigned to the diocese's office for persons with disabilities, in addition to preaching about once a month and performing many other duties at his home parish, Holy Trinity in Robinson.



"Not having to punch a clock to earn money has enabled me to put a lot of thought into prayer, reflection, and meditation," Tim said. His thought-provoking homilies typically make colorful, insightful connections between biblical content and daily life. He has also offered many invocations at trail openings and annual dinners.

During his first two years as a deacon, as the demands remained fairly light, Tim gravitated back to the MTC, taking on another visionary project: the Airport Connector, which he pursued patiently against heavy odds for more than a decade until it opened in late 2011.

"We started talking to the airport around fall 2000," Tim said, "but then 9/11 happened and they said they didn't want people coming in on bicycles. Dave Wright and I kept meeting with them every year, and Randal Forrester [their contact at the airport] was a cyclist himself and understood why we wanted the project. We would show him what we were thinking, and he would run it past the engineers and lawyers, which would take six months. But eventually the door opened. Now they're building an international business park on the hill beside the airport and they're glad the bicycle connector is there, because it will be a selling point."

Looking ahead

This retirement is probably for good. On top of caring for Chris, Tim's parents are in their eighties and beginning to need more assistance, and he anticipates new demands associated with the Pittsburgh diocese's restructuring.

"I am trying to set myself up to care for the people I love the most," he explained. "This past year, I didn't take a vacation and I barely squeezed in my required weekend deacons' retreat at the very end of the year. And I didn't ride my bicycle once. When I had free time, getting a nap took precedence over biking."

But the Montour Trail will always be a part of Tim's life.

"Growing up in Pittsburgh's West End, biking was how I got to know my world," he said. "Today, there are parents in suburbia who won't give their kids bicycles because they are afraid about riding in the street. Giving them a trail where they can get exercise and fresh air and travel from Moon to Findlay in safety is my source of satisfaction."

MONTOUR RAILROAD HISTORY

Realignment of the Original Right-of-Way**By Bryan Seip - Montour Railroad Historical Society**

The original 10 miles of the Montour Railroad was built in 1879 from Coraopolis to Imperial, with many curves along its route as it followed Montour Run through the countryside. After the 1914 Mifflin Extension construction opened new coal mines, traffic increased and the original track alignment presented problems for longer trains with larger, more powerful locomotives coming into use. During the 1920's, several realignment projects were undertaken to eliminate some of these problem areas.



A view from a caboose shows a train crossing the concrete slab bridge before entering Enlow tunnel. A date stamp can be seen in the concrete bridge abutment. Roy E. Parkinson photo from Gene P. Schaeffer's collection.

The first realignment was in the area now between Beaver Grade Road and the Parkway West, trail miles 3.5 to 5.0. Before Montour Run Road was constructed in the 1960's, Montour Run wandered along the base of the hillside, flowing behind the current YMCA site and along the edge of the valley. In 1920, three bridges were built and the right-of-way straightened in a half-mile area. All three bridges were steel plate girders with wooden decks.

The bridge at mile 3.5 is 54 feet long. Just south of the bridge are old stone abutments and two piers in the creek where the original line crossed Montour Run.

The next bridge at mile 3.7 is a 3-span 90 foot steel bridge that was moved from that previous location and reused. 1920 is stamped in the concrete abutments.

A short distance away is the third bridge, near Hookstown Road. A 49 foot bridge, it also has 1920 stamped into its concrete abutment.

The next project took place in 1924, at mile 2.7 and 2.8, where two steel bridges with concrete decks were built and a 35 foot deep cut was dug through the hillside to eliminate several sharp curves in the main line.

Another project occurred in 1926 between Cliff Mine Road and Enlow, when four bridges and a tunnel were built within a half mile.

At mile 6.6, a 70 foot steel through plate girder bridge was built with a concrete deck. This style has steel supporting girders beside and above the deck and traffic goes "through" or between the girders. It looks like a wide "U" shape, while a deck plate girder bridge looks like "TT" with the deck on top of the main girders. Either style could have decks of wood timbers or of poured concrete. Concrete slab bridges were also used in some places, which have concrete beams topped with a concrete deck.

Mile 6.7 has a 40 foot concrete slab bridge, consisting of two spans with a center support pier in the middle of the creek. 1926 is stamped in the concrete abutments.

At mile 6.8 is another steel through plate girder, 54 feet long. Old abutments from the original line can be seen along the creek bank.

Just before the tunnel, at mile 7.1 is a 40 foot concrete slab bridge with two spans and dated 1926. At this bridge, old abutments can also be seen along the creek.

The Enlow tunnel (called Jeffreytown by the railroad) was bored through the hillside to eliminate the loop of track following Montour Run around the hill. The tunnel eliminated almost a half mile of track.

The final project occurred in 1928 as five new bridges were built and the main line through Imperial was relocated and raised to eliminate a road crossing at Route 30.

Several different styles of bridges were used in this project. They are between miles 8.1 and 8.9 and each has a 1928 date stamped in concrete. While this final phase did not change the length of the main line, it did eliminate a dangerous grade crossing at Route 30. At this point, about a mile of main line track and many sharp curves had been eliminated by the realignments.

Very little realignment occurred from Imperial to Library Junction where the trail diverges from the railroad main line. The railroad main line continued along the Bethel Branch of the trail and on to West Mifflin, while the Montour Trail follows the railroad's Library Branch through South Park and extends to Clairton.

You can contact the Montour Railroad Yahoo group at http://finance.groups.yahoo.com/group/montour_rr/ There are currently 355 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>



A 1930 view of the then new bridge over Route 30 in Imperial, which eliminated a grade crossing. County of Allegheny photo from Gene P. Schaeffer collection.



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

Contribution enclosed: \$ _____

Make checks payable to **Montour Trail Council**

Mail to: **Montour Trail Council**
 304 Hickman Street, Ste. 3
 Bridgeville, PA 15017

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____

E-MAIL _____

Montour Trail Council Use Only

☐ Cash ☐ Check Taken by _____ Date ____/____/____

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

James Collopy
 Justin Conley
 Michael Dahm
 Barb & Brian Dunst
 Carol Farnsworth
 Bruce & Barb Fisher
 Sandi & Scott Foster
 Robert Gebhard
 George & Tammy Green
 Tom & Joanne Hancock
 Thomas & Beth Kearns
 Don Lammers
 Tom & Sandy McIntyre
 Joseph T. Orient
 Marti & Bill Parasida
 Nancy Park
 Jeffrey Sobeck
 Terrence Tressler
 Heather Wickline
 Christopher Wright
 Christopher Zurawsky

William Morse
 Chris Mullin & Sarah Gaffen
 Ronald Piroli
 Robert & Amelia Shillingsburg
 Warren & Dawn Smith
 Andrew & Ming Tung
 Helge H. Wehmeier

Leaders

Siddharth Pant & Andrea DiMartini
 Kenneth & Celia Christman
 Jim & Wendy Homerosky
 Thomas & Beth Kearns
 Kelli Kuhleman
 Richard J. Munsch
 Robert Purdy
 Christopher Wright

Donations were received in memory
 of *Thomas Todd* by

W. David & Cindy Good
 Barbara Myers

Donations were received in memory of
Jack Haines by

David Papp
 "Jacqueline's Friends"

A donation was received in memory of
John Staab by

Jean & Dan Hesford

A donation was received in honor of
Laura & Jeff Siefer by

Carolyn & Roy Yarrington

A donation was received in honor of
Chief Leo McCarthy on his retirement
 by Karen & David Borland

Benefactors

Richard & Patricia Barnes
 Stephen Bowles
 Todd Carroll
 Jere Cowden
 Bernard Halpin
 Mark & Tina Imgrund
 Kent James & Marianne Wizda
 Janet McKinney

Trail Patrol Grows

Welcome our Newest Trail Patrol Kevin H. McGoun, CPA, Senior Revenue Tax Auditor for the PA Department of Revenue (below). Kevin has been an avid Trail user for some time. He uses the Trail for walking and biking. If you are interested in joining our Trail Monitor Patrol Group email Jesse Forquer our Director of Trail Security at jjforquer@comcast.net.



Save the Date

The Montour /REI Rail Trail Summit March 31, 2018 10 a.m. to 5:00 p.m. at the Settlers Ridge store.

Hello Regional Trail Groups.

Last year April 1, 2017, the Montour Trail and REI held a "trail summit" at the Settlers Ridge store. Many trail groups participated and we had a good turnout.

If you have any questions, please contact me by e-mail or cell phone

Don Thobaben Montour Trail Council 412-877-5614

dthobaben@comcast.net



MONTOUR TRAIL COUNCIL
Suite #3 2nd Floor
304 Hickman Street
Bridgeville, PA 15017

Address Service Requested

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

November Trail Work – Asphalting Trail Approaches up to Three Road Crossings By Dennis Pfeiffer



11-02-2017 – Asphalt paving of east trail approach to Park Manor Blvd. Mile 4.1

In the Spring of 2017, three approaches of the trail to road intersections were identified as problems in the Airport Area. These three intersections were Hassam Road (M1.4), Park Manor Boulevard (M4.1) and Pit Stop Parking (Casteel) Road (M 4.9).

These trail approaches continued to have washouts of the crushed limestone and ponding areas due to the water runoff from the public roads, which are at a higher elevation. The suggested solution from the MTC Engineering & Construction (E&C) committee was to asphalt these approaches.

\$7,000 was allocated from the E&C maintenance budget and \$2,000 from a portion of a Fed/Ex grant to asphalt the three approaches. On November 2, a contractor paved the two approaches at the Park Manor Boulevard and the Pit Stop Road. On November 8, the East trail approach at Hassam Road and the parallel parking access road were asphalted.

A total of over 4,200 square feet of trail were asphalted and all five asphalt approaches are very close to 70 feet long. We believe these surface improvements will make your road crossings much easier.

Note: Please help with traffic flow and safety by stopping at all of these crossings.