



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

Celebrating 30 Years

Volume 30 Issue 1

January-February 2019

The Originals: George Schmidt by Bruce Barron



George and Maggie Schmidt

In the late 1980s, long before rails-to-trails, Pedal Pittsburgh, Bike Pittsburgh, or bike lanes in the city, the primary advocacy organization for local bicyclists was the Western Pennsylvania Wheelmen, with George Schmidt as president.

George would say that his contributions to the Montour Trail were modest, because most of his volunteer time went to the Wheelmen. But he was an indispensable player in the expansion of bicycling opportunities around Pittsburgh. And as an original member of the Montour Trail Council board, he was the centerpiece of the strategic alliance between these two organizations.

George was such a serious cyclist that he occasionally biked from his home in Squirrel Hill to his job at U.S. Steel's chemical plant on Neville Island. When he first participated in the Wheelmen's Great Ride, he wasn't terribly impressed.

"It was basically around the North Side and didn't seem like much of anything," he said. "I made some suggestions and got placed on a committee, then on the Wheelmen board, then as president. From that point on, I spent more time organizing events and keeping the Wheelmen running than on my bicycle."

George eventually helped to expand the Great Ride to 25-mile and metric century (100 kilometers or 62 miles) options. He also organized public political advocacy after mishaps between bikers and walkers led to a proposal to eliminate North Park's bike lane, one of the few existing bike-only facilities anywhere in the county. *Continues on page 5.*

Inside this issue:

George Schmidt McConnell Trails	1
The Prez Sez	2
Friends Groups Cecil Township Friends	3
National Tunnel Doors Annual Meeting	4
Municipal Support Thanks	5
Montour RR History: Car Cleaners	6
New Members	7
Trail Summit Summer 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>

McConnell Trails by Dennis Sims

This summer brought big landscape changes to the Cecil Section of the Trail. NVR purchased the McConnell Farm south and east of McConnell Road to construct a new housing community called McConnell Trails. When completed it will have over 270 homes, including single-family, townhome and patio homes. This summer and autumn have seen the contractor preparing the site moving earth from above the trail to below the trail which required equipment to cross the trail and as of the writing of this story, earth moving continues. The extreme wetness of 2018 has put them behind on preparing the site. Eventually the housing plan will extend back to Burnside Road along the Muse Branch. Trail construction to Burnside Road may occur.



The Montour Trail has worked with NVR to see that there was minimal impact to the trail, and that the trail and the community would both benefit from the project. The project developers want to use the trail as a selling point. A major concern was the road crossing of the trail.

The road will cross the trail above grade and just after Thanksgiving the tunnel was constructed for the trail to pass under the road (above) at MP24.5. Note the printed concrete. They are waiting for several consecutive days of warm weather to finish grouting the spaces between the sections, after which they can begin the process of backfilling. There will be ramps constructed from the roadway to the trail to allow residents easy access to the trail.

Several episodes of heavy rain created runoff from the project that damaged the trail between the McConnell Parking area and Muse Junction. Once the equipment stops running across the trail, the trail will be resurfaced.



MONTOUR TRAIL COUNCIL BOARD OF DIRECTORS

Ned Williams	President
Dave Borrebach	Vice-President
Braden Ditch	Treasurer
Phyllis McChesney	Secretary

Braden Ditch	2019-2021
Patricia Friedsam	2019-2021
Mark Imgrund	2019-2021
Jack Kun	2019-2021
Brad Mauersberg	2019-2021
Dennis Pfeiffer	2019-2021
Phillip Torrez	2019-2021
Phyllis McChesney	2017-2019
Jen Mosesso	2017-2019
Dave Tetric	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
MTCOffice@montourtrail.org

NEWSLETTER EDITORIAL TEAM

Dennis Sims, managing editor
Mark Imgrund
Dennis Pfeiffer

The Prez says:

Hello, Montour Trail Council members, friends, users and supporters of the Montour Trail. We are very appreciative of your support of the Montour Trail system. We hope your enjoyment of the trail equates to our enjoyment of building and maintaining this 62-mile system as a unique Western PA community treasure.

As you have seen in the newsletter, Bruce Barron has been expertly doing articles on the MTC's original board members from 1989. For the last issue landscape architect Larry Ridenour and his wife Barb visited from Lexington, Kentucky for the interview with Bruce. After the interview, Dave Wright and I gave Larry and Barb a grand tour of the trail.

On December 20 we received a nice thank you letter from Larry. In the letter Larry stated "I am proud and pleased that I could be a part of making the Montour Trail a reality. It is one of the two best projects of my entire career"

It's been a great to hear from these "89"ers in these last four issues and Bruce will continue his efforts in 2019 our 30th year of existence.

Adjacent Trail Development

At the annual dinner, Vice President Ned Williams spoke about the two large multimillion-dollar housing and office developments occurring adjacent to the trail. One is adjacent to the trail in Cecil Township and the other adjacent to the trail in South Park Township. The developers see the value of connecting to the longest suburban rail-trail in the United States. In fact, they thought so much of the value of the Montour Trail, that both developers at their expense are installing bridges to reduce any impact to the trail users. The bridge in Cecil will take vehicle traffic over the trail and the bridge in South Park will take the trail over the development's main vehicle access road.

The South Park project, titled Summit Station, is located in a newly created transit-oriented overlay district. In addition to a connection to the trail, there will be a direct pedestrian connection to the Library Station on the "T" Light Rail System Red Line, a true intermodal transportation hub.

This future intermodal development reminds me of a 2003 visit I took to the Minuteman Trail and the Alewife MBTA Light Rail station on the Red Line in Cambridge, Mass. The ten-mile Minuteman Trail starts at the Alewife station, which is 5 miles north of Boston. The



*Bike Parking - Alewife Light Rail Station Parking Garage
Cambridge, Mass*

Alewife station has a parking garage for 2,733 spaces and free parking for 500 bicycles in three secured cages on the first floor of the garage.

(See photo of one of the bike cages to the left.)

The ratio of bike parking to vehicles in Cambridge is 18%. Wouldn't it be great step forward for the Port Authority to consider outfitting the South Park T station with secured covered bike parking in the 430-vehicle parking lot? Using the Alewife station for comparison, 18% of the 430 spaces at Library would equate to parking for 77 bikes. Ah a pleasant dream!

Happy Trails to you.
Dennis Pfeiffer, President

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 6:30 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 Wayne Pfrimmer at 724-747-9766 or by email at waynepfrimmer@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 Caucus Room behind the 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 46.6)

Meeting second Tuesday of the month at 6:30 p.m. at South Park Township Community Room or the Township Library located at the Township Building at 2675 Brownsville Road, South Park, 15129. Work and cleanup parties on the second 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.

Flowers have been donated by Bedner's Greenhouse to plant in the planters that serve to separate the parking areas at Tandem Connection and Kurnick from the Trail. The Kurnick parking area sees annuals planted around the first of June and the Tandem parking area is being developed as a perennial garden with a few annuals thrown in, to add some color. The planters were purchased by the Friends. Concrete blocks, similar to the planters, have also been put in place at the McConnell Road Parking area replacing the split rail fence that had seen better days.

The Cecil Section was an "island" separated from the remainder of the trail by Morganza Road in Hendersonville and Route 50 at Venice. Temporary road crossings at grade were in place. In 2012, the Bridges of Hendersonville were opened connecting Cecil to points east. A PennDot contractor completed the realignment of the 980/50 intersection in 2015 which included a trail bridge over the intersection closing a gap that allows trail users to ride a continuous 35 miles from mile 0. Twenty-three years after the Cecil Section opened, it was finally connected to the remainder of the trail. What was a quiet stretch of lightly used trail, became heavily used.

We unexpectedly lost Frank Ludwin at Christmas in 2014 which stalled the momentum for the Southpointe projec.. Other important members of the Cecil Friends have passed on since, Dan Jones, Bill Palmer, and most recently Dave Blistan.

The Cecil Friends of the Montour Trail by Dennis Sims

The Cecil Friends of the Montour Trail (CFOMT) was presented a trailblazer award for its upcoming 25th anniversary in March at the Montour Trail Council's annual dinner and meeting. The CFOMT was the first friends' group to be established after the completion of the Cecil Section in 1992. The Cecil Friends have responsibility for overseeing the Trail from the 980-50 Flyover to Chartiers Creek. They share overseeing the trail from the Flyover to Antil Street (Cecil Twp. – Mount Pleasant Twp. Border) with the Westland and Fort Cherry Friends.

The CFOMT keeps the trail clear of litter and fallen trees and the grass mown. Several years ago, with the assistance of the late Frank Ludwin, we purchased a lawn tractor to mow grass from the funds raised at the annual dog walks. Dog walk funds were also used for installing lights in the tunnel and paving the tunnel making up the shortfall grants did not cover.

Currently, the Cecil Friends will be working with the developer of McConnell Trails, the housing development being built on the former McConnell Farm property east and south of McConnell Road

Primitive camping has been made available at Kurnick's across the trail from the garage. The Cecil Friends keep a watch on the campsites for campers who overstay their welcome and maintain the sites.

The current officers of the Trail include Dennis Sims- President, Paul Katrencik-Vice-President, Mary Ellen McKenna-Treasurer and Adele Karabinos- Secretary.

National Tunnel by Bill Capp

One of 3 major tunnels on the Montour Trail (near MM 25), the National Tunnel has made the news more often than the Enlow and Greer combined. That is because of its nature—it's a wet tunnel—with water falling from the ceiling year-round. That can be pleasant on a hot summer day, but it has also caused problems, especially in the winter when it resulted in ice build-up.



To make the tunnel more pleasant for trail users, the first improvement was to pave it in 2008. That was followed by the addition of lights in 2012. As trail use increased, the annual ice build-up in the National Tunnel became more dangerous, to the point that the Montour Trail Council agreed that the tunnel needed to be closed during the winters. At first, they tried to use barricades and chain link fence. Neither of those methods kept people

out of the tunnel, nor did they eliminate the ice build-up that needed to be removed in the spring.

A solution was proposed and accepted to use plywood panels as barricades on both ends of the tunnel with locked "man" doors for trail volunteers to check tunnel conditions. From an ice build-up prospective, this solution was totally successful. However, trail users were not happy since the road detour was long and hilly. In 2016, the closures were modified with "vestibules" consisting of plywood sides and roof and 2 rows of refrigerator type clear plastic strips through which trail users could pass. This, too, proved successful by keeping the tunnel over 40 degrees during the winter months.

Since the experiment had worked, it was proposed in 2018 that it was time to invest in permanent doors. (The volunteers who erected and removed the panels from the 21' high tunnel were not getting any younger!) Plans were drawn, metal fabricating companies were consulted and asked to bid on the project, and the contract was awarded to Werner Welding, a company in Elizabeth, PA. The Werner's were able to get the doors for the east portal constructed and installed before winter arrived and they will work on the western doors after the wood panels are removed in the spring. The doors will be open during the warm weather months, but they will always look strange since they are being made to accommodate the vestibules which in turn accommodate the trail users during the winter months.

The witty Harry Funk of the Observer Reporter made a video about the Tunnel and you can see the video at the following link: <https://preview.tinyurl.com/ya2vogsz>

Kristen Emery of KDKA TV-2 met up with Bill Capp and Pete Merther for a tour of the tunnel. Here is her video:

<https://tinyurl.com/ycuzlf3u>

Montour Trail Council Annual Dinner Cefalo's in Carnegie by Dennis Pfeiffer

The Montour Trail Council celebrating its 29th year, held its annual dinner on November 11 at Cefalo's in Carnegie. The event was very well attended and a great time was had by all of the attendees.



Findlay Township 25 Year Trail Blazer Award Presentation. Left to right: Chris Caruso, Ray Chappell (Behind sign), Tom Gallant, Phyllis McChesney, Janet Craig and Dennis Pfeiffer

The photo above shows Findlay Township's manager Chris Caruso and their three Supervisors Ray Chappel (Just arm), Tom Gallant and Janet Craig. The MTC gave Findlay Township a Trail Blazer award for their 25 years of trail support from 1993 through 2018. (Note: Tim Killmeyer designed, created and donated the two banners on each side of the stage.)

Also receiving trail blazer awards for 25 years of support where the municipalities of Robinson Township and Moon Township. Representing Robinson Township was manager Frank Piccolini and Public Works Manager William Bianco. Representing Moon Township was Code Administrator Lora Dombrowski and Community Engagement Coordinator Amy Ottaviani.

Our Vice President Ned William graciously served as the Master of Ceremonies for the night and did a great job. Highlights of the evening were as follows

:

- A trail blazer award was presented to the Airport Friends and was accepted by President Phyllis McChesney for 25 years of maintaining the first 12.6 miles of trail.
- President Pfeiffer gave a state of the trail presentation.
- Sean Brady, Executive Director of the Hollow Oak Land Trust, had a presentation on the impressive workings of HOLT
- Engineer and project manager Dave Wright gave an update on Coraopolis connection & the MTC Western Corridor Garage
- Project Manager Dave Oyler gave an update on the three South Park projects.
- Ned Williams gave a presentation on adjacent multi-million dollar trail Developments
- Treasurer Braden Ditch gave a well-received financial summary.
- Secretary Phyllis McChesney presented the results of the 2019 board elections.
- Trail Blazer awards were presented or announced for Dr. Pat Friedsam (Promoter and Fundraiser), Deb Thompson (15 years as Information Technology Chairman), Wayne Pfrimmer (Peters Friend), Cecil Friends (25 years of maintaining the Cecil section), Denis Kane (Finance Committee Chairman and Paul Katrencik (Cecil Friends).

Ned Williams concluded the evening with an invite to stay around and enjoy the company of MTC trail supporters and an opened bar.

George Schmidt continues from page 1

The Wheelmen fought off that threat and cosponsored the study that identified western Pennsylvania railroad rights of way, including the Montour, that were available for conversion to recreational trails.

George remembers arranging a presentation to the Wheelmen by Hank Parke from Somerset County on converting the Western Maryland Railroad as part of a trail from Cumberland to Pittsburgh. At the time, he thought to himself, "This will never be built in my lifetime."

Leading trails advocate Tom Murphy, then a state representative, pointed out that the movement would need to demonstrate a constituency in order to secure government support. The most identifiable biking constituency at that time was the Wheelmen, so George's participation on the original Montour Trail Council board was invaluable.

Investing time and money in trails proved to be good for the Wheelmen too. "Although we were a road riding organization, the concept of bicycle trails separate from highways was very attractive," Schmidt recalled. "Our newsletter was the only monthly publication where people could get current information about trail development and bicycle advocacy, along with our regular bicycle ride schedule. By promoting rails-to-trails, we nearly tripled our membership, from 800 to over 2,000."

The Wheelmen used some of their increased revenues to give startup grants to fledgling rails-to-trails organizations like the Montour. The credibility and recognizable constituency they provided, however, proved far more valuable than the money. All the projects they supported except one (the proposed Harmony Trail in the North Hills) eventually came to fruition.

Asked to characterize the original MTC board, George highlighted its workaholic nature. Initial board president Stan Sattinger, he said, "was so meticulous and wouldn't break up the meeting until everything was resolved. I was a millwright with an early start time, so I would go home at 10:00 p.m. while they were still grinding away. But it was an extremely competent group of people."

George completed his last term as Wheelmen president in 2002 but came back for another round of service as president of the Steel Valley Trail Council in 2015. He was also a founding board member of Bike Pittsburgh.

George and wife Maggie, who served on the Pittsburgh school board for eight years, have relocated to suburban Chicago to be near a daughter and grandchildren, but his relationships with Montour Trail originals continue. Last year he joined MTC cofounders Sattinger and Dino Angelici on a bike trip from Cincinnati to St. Louis, retracing part of a cross-country route that Dino traveled in the 1970s.

"At age 69, I thought my serious biking days were over, but it turned out to be a blast and I hope to join them again this year for the next leg," Schmidt said. The Schmidts also visit and ride with fellow MTC original Bill Metzger and wife Pam at their winter residence in Florida.

George retains fond memories from long-distance rides with Metzger, who refused to let early symptoms of multiple sclerosis slow him down. "When he was on the bike, it was all I could do to stay with him," George explained. "Then when we stopped riding, he would fall off his bike. I remember telling him jokingly that he wasn't going to get much sympathy from me unless he slowed down so that I could keep up."

This past summer, George taught his grandson how to ride a bike. "That alone was worth the move to Chicago," he said. "But I do miss our friends back in Pittsburgh. The friendships we made through bicycling and working with trail organizations have lasted a lifetime."

Municipal Support by John Shaver and Phyllis McChesney

Municipal support from our partners along the trail comes in many forms. To the right is a picture of Jim Millerschoen of Robinson Township mowing near the Old Beaver Grade Road. Robinson Township mows from Hassam Road towards Robinson Town Centre while Moon Township mows in the opposite direction from Hassam Road towards the beginning of the trail at milepost zero. The municipal equipment is much more sophisticated than our normal mowing equipment and allows the clearing of knotweed and other plants encroaching on the trail from the banks and other uneven surfaces along the trail.

While this municipal support typically only occurs once during the summer, it is very important in our effort to maintain an adequately cleared area along the sides of the trail. We would like to thank both Robinson Township (Bill Bianco and staff) and Moon Township (Jim Henkemeyer, John Scott and staff) for their help along the trail in the Airport area and to all of our municipal partners who support the trail in numerous ways throughout the year.



MONTOUR RAILROAD HISTORY

Montour Memories – The Car Cleaner**By Tim Sposato – Montour Railroad Historical Society & former Montour RR Employee**

The Montour had numerous job descriptions in its 100-plus year history. We recall the obvious jobs, such as train crews, track gangs, dispatching, etc. I would like to share a story about a little-known job, the Car Cleaner.

This was a bid job usually held by the senior man in the Maintenance of Way Department. The car cleaner's job was to check every empty hopper placed in the yard for foreign material left from previous use. One could find pig iron pellets, iron slugs, chunks of coke, scrap steel, stone, metal stamping slugs and the list goes on.

As a youngster riding my bicycle to Hills to watch trains, I made friends with Warren Aitken, a senior trackman who held the daylight job. Warren enjoyed it when we kids helped clean the cars by opening the pocket doors and climbing in from the bottom. He would supervise and encourage us as we sweated and choked on the dust we stirred up shoveling out the debris.

Warren's "office" was a corrugated steel shed. It had a dirt floor with a large potbelly stove stained with tobacco juice gracing the center. The stove had fire pokers and clothes hangers fashioned for toasting sandwiches hanging on its rim. A battered coffee pot always sat on top, as well as the occasional pair of gloves drying out. Along the shed walls stood wooden benches, derelict chairs, a few lockers and wood shelves holding some coffee, cooking supplies and an old electric radio. Girlie pictures torn from magazines adorned the walls and of course there was the thick musty mixture of smells of oil, coal, cigarettes and dampness which hung in the air year round.

Now, jump ahead several years. I was hired by the Montour and assigned to Section Gang #2, which in those days, reported to the Mine #4 tipple. One winter Monday morning I arrived at work to find that Warren had marked off sick. The next senior man on the gang then has priority on that position. It was very cold and windy that day, with snow flurries abounding and the senior man declined, as did the next and the next until they all looked at me. They preferred staying in the warm truck, occasionally having to get out to sweep a switch or clear ice from rails.

I stepped forward, thinking, sure, I know how to do this and it would be a different pace from track work. But I didn't think about the material frozen in the hopper pockets, not to mention frozen doors and latches, or the ice and snow clogged pathways between the tracks. It was also a day the Coal Run was placing 50-plus PRR cars into the empty yard and they were filthy. I struggled for hours as the mine was loading fast that day and I was falling behind. Knowing several of the miners, they had a little compassion and chipped in to help me keep up. Of course, I had to square up with them later at the Hills Station VFW bar, but it was worth it for me not to hold up car loading operations. I didn't want to hear that Consol had called Montour Junction to report a delay for not having empties.



The car cleaner's "office" at Montour Mine #4 sat next to the empty yard where hoppers were delivered for loading coal at the mine tipple. Tim Sposato photo.

I was physically and mentally relieved when the veteran cleaner for 2nd shift arrived. I stayed a bit longer to help him get some of the hopper doors closed. The next Coal Run arrived and placed more PRR cars in the yard, but I was marking off, cold, stiff and tired. The 2nd shift cleaner laughed. He wasn't worried, he said. He would get done what he could, that's all.

Warren marked off the rest of that week and I cleaned for him, but now we got mainly shuttle cars from Champion. Nothing to clean since they were captive coal haulers. Life was good. Now I had the opportunity to enjoy that corrugated shed with its glowing red potbelly, simmering hot coffee, toasting my sandwiches and listening to the sounds of hoppers being loaded, the cars dropping in and out of the tipple and of course, savoring those unique shed odors for the rest of that week.

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>



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

Jim & Elaine Buddie
 The Cassidy Family
 David Conti
 Donald Deeley
 Larry Enderby
 Kathy & Mike Forth
 Michael & Irene Fostyk
 Jason Freyer
 Jeffrey Gamet
 Kris Garmen
 Ralph Geisler
 Scott & Karen Hagy
 Robert L. Hickey Jr.
 Owen L. Jacobs
 Ralph Jenkins
 Murray Johnson
 Joseph Kaczmarek
 Ralph Kitchen
 Timothy Knavish
 Mark Limbruner
 Dennis McKenna
 Barrett Mitchell
 Kenneth Mostern
 Mary Love Nast
 The Neil Foundation
 Jennifer Northrup
 Deno Pappas
 Lisa M. Prough
 Christopher Pusateri
 Dorothy Salvatore

Mary Schardt & Wayne Richards
 Julie Serenyi
 Daniel G. Slavek, Jr.
 Mark Suehr
 Robert Voas
 David Wohleber

Benefactors

Richard & Patricia Barnes
 Hugh J. Carr
 David F. Hajnik & Debora B. Thompson
 Joyce Diamondstone
 Don & Shelly Fink
 Bernard Halpin
 Mark & Tina Imgrund
 Kent James & Marianne Wizada
 Grant & Laura Lindner
 Shawn McClintock
 Ronald Piroli
 David Rhing
 Jerry Rubenstein
 Stanley & Lisa Sbei
 David Tetrick
 Robert Voas
 Rob & Sharon Ward
 Helge H. & Erica Wehmeier
 Jim Whipple & Josie Strong

Leaders

Siddharth Pant & Andrea DiMartini
 Kenneth & Celia Christman

Renee Demay
 Timothy Knavish
 Vida Komer
 Kelli Kuhleman
 Thomas Levine
 Janet McKinney
 The Neil Foundation
 Robert Purdy
 Joseph & Barbara Rudolph
 John A Wall
 Roy Weil & Mary Shaw
 Bruce & Barbara Wiegand Foundation
 Christopher Wright
 Gary & Mary Ann Sedlack Fund of The Pittsburgh Foundation

In Memory of Jan Miknevich by Paul Rey

In Memory of Robert M. Lumish, M.D. by Ms. Sandra Lumish

In Memory of Dave Blistan by Officers & Staff of the Bergen County Education Association

In Memory of Dave Blistan by Judy Perkins

In Memory of Dave Blistan by friends Edward & Pamela Barger

In Memory of Ed & Alberta Schotting by Steve & MaryBeth Schotting

In Honor of Laura & Jeff Siefer by Roy & Carolyn Yarrington



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

Montour Trail / REI Trail Summit April 6, 2019 10 a.m. to 5:00 p.m. (Save the Date)

The Montour Trail and REI will be holding a Trail Summit at the REI Settlers Ridge Store on April 6 from 10AM to 5PM. This is the sixth year that REI and Montour Trail have partnered on this event. If you represent one of the regional trails, this is a great opportunity to interact with trail users and provide information about your trail. REI will provide tables placed throughout the store. If your trail group would like to attend, please contact Don Thobaben dthobaben@comcast.net for additional information.



Greer Tunnel Paving by Wayne Pfrimmer

The Greer Tunnel (mm 28.5) was paved on 9/27/18 with funding provided by a grant from the Washington County Tourism Promotion Agency. Area trail users were delighted as the trail surface inside the tunnel was frequently rutted from dripping water, with muddy areas. The 235 foot long tunnel is over 100 years old and was opened to trail users in 2008. As part of the tunnel project and for safer access to the trail, Amity Asphalt paved the lower entrance to the Hendersonville-Tandem parking area that had become seriously eroded.