



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

Celebrating 32 Years

Volume 32 Issue 1

January-February 2021

Phase 30 Coraopolis Connection – Base Asphalt Millings Trail Finished

By Dennis Pfeiffer

As described in a January – February 2020 newsletter article, we were able to place 1,100 feet of base trail for the phase 30 project late Fall of 2019. We had to stop work for the Winter and planned on restarting in late March.

Unfortunately, early in 2020 we did not restart the project due to the virus. Then a commitment from a working contractor to lead our efforts did not pan out due to work loads.



Scenic middle section completed

We finally were able to restart the project on November 3 & 4, 2020 with the installation of a 30 foot long 15-inch-wide culvert. Unfortunately, the engineering plans did not match the actual conditions in the field. Past the culvert we were extending the outflow from the culvert towards the stream when we uncovered a main 36-inch-wide water outflow pipe just 3 feet below the surface. The next week we met with our engineers and the water authority. There was not a way to get the culvert either under or over the pipe. We had to remove the culvert and our engineers created another solution with the installation of a ditch basin. This cost us two weeks of time.

We then started on November 23 to continue last year's efforts of cutting a ten foot wide, 6-inch-deep channel into the trail Right-of-Way and laying, then rolling, the asphalt millings base. Over the next three weeks our Airport Area volunteers

worked practically non-stop for fourteen days installing the base trail. At about 4:00 p.m. on December 12, we completed the base trail. The Coraopolis Connection is now opened on the rolled asphalt millings.

We thank the following Airport Friends volunteers for their dedicated efforts: Pete Merther and Mark Modispacher were basically there all 14 days running the tractor and bulldozer. In addition, the following helped as dump truck drivers: Kevin Swenson, Dale Main, Dave Wright, Alex Castracane, Ray Paschke, Dave Borrebach and project engineer Dave Wright. We also thank our volunteer contractors Ken Maye and Ken Kisow who did a great job in cutting in many feet of channel with the bulldozer.



End near Montour St. completed

In 2021 we will add a final surface, access gates, bollards and signage to complete the project.

Western Corridor Garage – 1-18-2021 – 95% Complete

by Dennis Pfeiffer

Ninety five (95) % of the new Montour Trail Council Western Corridor garage has been completed in 2020. The 40 foot by 60-foot building, built on RIDC donated property, has some work remaining for 2021. The mezzanine storage area is essentially completed and is ready to move items for storage into the area. Public Works Engineer Dave Wright has already moved copies of all Allegheny County Montour-related records to the area for storage.

Remaining work on the inside is to place insulation under the mezzanine floor and a ply wood ceiling. To be completed on the outside is extending the driveway around the back and on the left side of the building. If conditions allow, a ribbon cutting will be held in 2021.

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www.montourtrail.org
To converse go to:
<https://www.facebook.com/groups/43518292159>



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Opening a New Decade

A lot of things have been said about the year just ended, mostly negative, and not without justification. However, for the Montour Trail, it was far from being all bad; 2020 actually saw many good things happening all over.

As a direct result of the pandemic, we had the largest ever increase in trail usage. Moreover, many of these new folks became members, with especially large numbers of new and renewing members in late summer and fall. A sign-based membership drive was effective in filling the gap left by the reduction in personal communications.

We were not only able to keep the trail open, but in exceptionally good condition, with some big improvements. In addition to the usual mowing and clearing of fallen trees, we placed signs pointing our trail folks to staying safe and healthy on the trail. We doubled the cleaning of porta johns, and are keeping more of them open over the winter. Montour's trail volunteers worked more than ever to make our trail users feel welcomed and safe, and that their needs were being heard and taken care of. Trail users saw this, with many expressing appreciation.

Miles of beautiful new trail surface were laid in our busiest central sections. This is entirely to the credit of our determined volunteer trail surfacing crew, armed with Montour's large new dump truck. The same crew scraped and widened several well-worn miles on the western sections, greatly smoothing out the ride in that area. The Airport Area volunteers also made a number of trail surface improvements, making good use of a painstakingly restored motor grader and a brand new tractor. The Western Garage was mostly completed and equipped; as an area maintenance facility, it will greatly facilitate trail volunteers' efforts for many years to come.

In South Park Township, we got the Piney Fork section done and open to the public. This added a bridge over Piney Fork Creek and a half mile of finished new trail to the Montour. Near the end of the year, the Summit Station developer graded his remaining half mile, which we promptly covered with millings. This gave us serviceably open trail all the way to Wood Street. It'll be finish surfaced this year. The trail section through the mini storage facility, Wood Street to Stewart Road, is well along in design; it should also be finished in 2021.

After being delayed for much of the year, the Coraopolis section benefited from a year end burst of activity. Trail volunteers mobilized equipment and powered through December freezes in short daylight to get the entire ¾ mile stretch of trail prepared, and millings placed and compacted. It is particularly gratifying to have got this section done, after an especially lengthy and difficult process to design, permit and be able to start its initial construction. So, it's now open for public use and is quite passable, with final surfacing and wrap-up details set for this year.

The construction of the Southern Beltway, after a short Covid delay, proceeded throughout the year. Those crews made a sustained effort to minimize disruption to the trail, which was generally successful. This year will see the completion of highway construction and restoration of the trail in the McDonald and Cecil areas. Furthermore, in collaboration between the Turnpike and Robinson Township, a piece of land located where the new Fort Cherry Connector road crosses over the trail will be turned into a new Montour trailhead for us. The trail section under the new I-79 bridge, a mile west of Hendersonville, will also be restored to its proper alignment and condition.

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THE MONTOUR TRAIL-LETTER

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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 22.0 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 Friday 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 Bill Capp at 412-833-5928 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.

The Westland Friends: (MP 21.0 to 21.9, and Westland

Branch) Standard meeting schedule is third Thursday of the month at 1:30 PM at MTC Office in Bridgeville. During Pandemic, meetings have been moved outside to Galatit trailhead pavilion. For more information contact Dave Hajnik at 412-498-3854 (text enabled) or dave@theneonweb.com

Note: Many of these meetings are being held virtually these days due to the pandemic. Please contact the appropriate individual to verify physical or on-line meeting specifics!

Remembering when..

30 Years Ago -1991

The Montour Trail-Letter is one year old.

A new display promoting and publicizing this new "Montour Trail thing" was welcomed to the lobby of Pittsburgh International Airport

20 Years Ago - 2001

Unofficially opened in October, the "Quicksilver Bridge" over Rt. 980 had a planned Spring 2001 official opening. Daniel Prokop of Troop 78 put his Eagle Scout project toward repairing and rehabilitating damage done by vandals to the South Park section of the Montour Trail

10 Years Ago - 2011

Work was beginning on the new Westland Branch in cooperation with MarkWest Liberty Midstream and Resources who signed a lease to share the right of way with a new railroad link.

Information taken from the Montour Trail-Letter Archives:

<https://montourtrail.org/about/newsletter/>

The Prez Sez continues from page 2

All are volunteers are to be commended for keeping the Montour Trail organization on track and moving forward despite having to accomplish everything through remote meetings. This shows yet another manifestation of the storied dedication and persistence that you all put into nurturing and growing the trail. Much, much good work got done behind the scenes last year, which facilitated the items mentioned above and a many an additional improvement to the trail itself and to the goals of the Friends Groups, the committees, and a host of Montour-oriented folks.

Boosting Montour's fresh start for the year, Deb Thompson is now your new President. She has lots of good ideas, which are certain to draw widespread support. As my Board term has ended, this is my last of these columns. It has been a great honor to have had the opportunity to do everything I could as President for the trail. Thank you!

Have a safe and healthy late winter and early spring.

Be Well! - Ned

Trail User Survey Returns

The 2021 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.

This year we adopted a 3-year survey cycle aligned with the MTC's 3-year strategic planning cycle.

Survey results make a difference: User feedback from past surveys have directly led to improvements like an increase in year-around porta-johns, the installation of etiquette signs on trail mileposts, and creation of the MTC's safety brochure.

The survey covers a variety of topics to help the MTC focus efforts to improve the trail users' experiences, including questions that enable year-over-year comparisons.

Please participate! Go to <https://www.surveymonkey.com/r/MTC21N>, or follow the link provided on MontourTrail.org or the Montour Trail enthusiast's group on Facebook. The survey will be open until the end of February.

As in 2018, survey results will be published on <https://MontourTrail.org>.



If you have a QR reader on a smartphone or tablet, access the survey here.

"History Rediscovered"

by Pete Bronder

History was not an exciting subject for me when I went to school. Later in 1980, I spent two months riding my bicycle across the United States which was the trip of my life! Since then, I have been working full time and my wife and I raised two children. When our kids were younger, our family enjoyed day trips on the rail trails as they were being developed, starting with the Montour Trail.

Now as empty nesters, my wife, friends and I still enjoy riding all the great trails we have in our region. Trail riding first made me think about the sights and sounds of the steam locomotives that used to follow the same pathways. Seeing remnants of the railroads, factories, mines and towns along the trails further sparked my curiosity of the history that came before and the type of life and work that people experienced back in those days. I then found several websites that helped me piece the past together, including all the old mines locations along my daily route between home and work and along our trails.

I believe that trail visitors, like myself, would enjoy seeing more markers along the trails that explain what used to be there. Something less involved would be to produce a map marked with the old factories, mills and mines. What I have not done enough of, is riding the trails during the winter months while the foliage has dropped and to be able to see more remnants of the days of old. On each bicycle ride, I make a point of not only picking up after myself but also taking other's trash with me to dispose of properly, leaving things better than I found. Thank-you to all the volunteers and donors who made the trails possible and igniting an interest of history that I did not have before. Here are some of the websites that helped me research the history along our trails.

- Montour Railroad <https://www.montourrr.com/> Dedicated to preserving the memory of the Montour Railroad
- Western Pennsylvania Coalfields <http://coalcampusa.com/westpa/index.htm> Remembering the history of the coal and coke industry in Pennsylvania
- Historic Pittsburgh <https://historicpittsburgh.org/> A wide range of publications including historical photographs, maps and aerial photography
- Pennsylvania Mine Map Atlas <https://www.minemaps.psu.edu/> There is a good tutorial on how to use this website. You basically plug in an address to bring up a land map and can then see overlays of various mine maps of that location.
- Penn Pilot Photo Centers <http://www.pennpilot.psu.edu/> Historical aerial photographs across Pennsylvania
- Bethel Park Historical Society <https://www.facebook.com/BethelParkHistoricalSociety/> A Facebook page and a physical location on South Park Road
- The Brookline Connection <http://www.brooklineconnection.com/> Photos and information of Brookline and beyond
- Castle Shannon History in Pictures <https://castleshannonlibrary.org/castle-shannon-history-in-pictures/> Another good collection of photos and information
- History & Culture - Chesapeake and Ohio Canal National Historic Park <https://www.nps.gov/choh/learn/historyculture/index.htm> What life was like when the C & O was constructed and in operation

Cecil Park Bridge Replacement Project Started January 18, 2021

On Monday, January 18th, the contractor, Kukurin Contracting of Export, PA. will begin the work related to the removal and replacement of the bridges situated in Cecil Park. The work includes the removal of the four (4) existing pedestrian bridges and the placement of two (2) new Contech pedestrian bridges and one (1) new Contech vehicle bridge on concrete abutments. The work includes clearing and grubbing, excavation, erosion and sedimentation control measures, and a temporary rock construction entrance. The contractor's work is expected to be completed in late March 2021.

New MTC board secretary for 2021



Fran Hensler, a retired TV producer, writer and marketing communications professional, has been elected secretary of the Montour Trail Council board for 2021. She grew up in the Pittsburgh suburbs and attended Penn State. She lives in a century-old house in Brentwood that she is rehabbing. Fran is an avid cyclist, gardener and traveler and enjoys creating metal garden art, crocheted baskets and designer clothing.

How long have you been active with the Montour Trail and how did you get involved?

For almost five years, first as a volunteer at a Tour the Montour rest stop. Later, I started transforming the website, www.MontourTrail.org, into what it is today.

What initially got you on the Trail? What was the lure?

Friends active with the Trail, back when there were still large mileage gaps, convinced me to come ride the path with them. It was so refreshing to ride along a flat trail, among the trees, away from traffic, through an old railroad tunnel, next to a meandering stream, tracking the skittish great blue heron.

What has been the biggest change to the Montour Trail that you've seen since you first encountered it?

It is thrilling to see that one can bike the Trail now for about 40 uninterrupted miles, and that it connects with other trail systems.

Why did you decide to accept this challenge in joining the board?

I had a very satisfying career. I learned so much that I want to share, and I knew I would volunteer with some local organization when the time was right and the fit was good. When the student is ready, the

teacher appears.

What is your favorite thing about the Trail?

I like its variety of mini eco-systems: tree-shaded/open pasture, rural/residential, quiet/bustling. And I think the bridges and tunnels are fabulous.

Do you have a favorite section of the Trail?

I think it's South Park. It's so hard to choose.

You have, no doubt, visited many rail trails. What, in your estimation, is distinctive about the Montour?

There is so much variety packed into our 60 miles of Trail, which attracts many kinds of users. The length and connections to other trails make it easy to explore by bike. You can hop on for a short run or family stroll, and pick a different section each time.

What is your vision for the Trail? Are there things you'd like to accomplish as a board member?

I'd like users to realize that everyone has a right to use the Trail in their own way, while following the safety rules and respecting other people's "space."

Why do you believe the Trail is important to the people in this region?

There's a lot of economic development opportunity. But mostly, the coronavirus pandemic has shown us that people want to be outdoors and active. The Trail is in our backyard.

Why should people support the Trail?

We all own rights to the Montour Trail. We also have the responsibility to take care of it — through donations, membership, volunteerism, and even simple things like picking up after your dog, putting litter (cigarette butts!) in the trash bin, and learning/following the rules.

What trail or nature location is on your bucket list?

I've seen so many wonderful places, but there are a few I had to pass up: Alaska, the Monarch butterfly preserve in Mexico, Machu Picchu, the Himalayas, the New Zealand wilderness

New Montour Trail Council president for 2021



Deb Thompson, a longtime Montour Trail volunteer and board member since 2017, has been elected Montour Trail Council president for 2021, the first time a woman has led the 32-year-old organization. Deb is a retired hydrogeologist working in environmental consulting and VP of information technology. She grew up on a dairy farm in Greene County, PA, and has lived in Pittsburgh since 1981. Deb's hobbies include cycling, hiking, travel, snorkeling, and photographing wildflowers.

How long have you been active with the Montour Trail and how did you get involved?

I saw a notice on a pre-Facebook bulletin board in 2002, that the trail was looking for a new webmaster. I threw my name in and was chosen because I already had a personal website devoted to rail trails.

What initially got you on the trail? What was the lure?

I was living near Imperial in the early '90s and heard there was a bike trail at the bottom of the hill. Trails were uncommon at the time, and the only ones I knew about were nine miles at Ohio pyle and along Lake Arthur, so something nearby was exciting. When I started dating my now-husband, I had to talk him into buying a bike.

What has been the biggest change to the Montour trail that you've seen since you first encountered it?

It's gotten much longer!

Why did you decide to accept this challenge of becoming Trail Council president?

Because I never learned to say no? I want to see the trail endure and stay successful.

What is your favorite thing about the trail?

How many places can you go to spend a whole day, alone or with friends, for free?

Do you have a favorite section of the trail?

Boggs to McDonald has the greatest diversity of wildflowers. Finish that off with riding above the treetops on the McDonald Trestle.

You have visited many rail trails. What, in your estimation, is distinctive about the Montour?

It's close to the city but has plenty of rural and wooded mileage.

What is your vision for the trail? Are there things you'd like to accomplish as board president?

I'd like us to work toward more community involvement and interaction, to attract donors and volunteers, and to educate the communities about trail use and safety. I'd also like to focus on volunteer safety.

Why is the trail important to the people in this region?

It provides fitness and relaxation for people in many communities.

Why should people support the trail?

Because they want it to continue to be there.

What trail is on your bucket list? Why

The Erie Canal, for the history and scenery.

MONTOUR RAILROAD HISTORY

The St. Patrick's Day Flood of 1936**By Bryan Seip - Montour Railroad Historical Society**

As work on the soccer/athletic field complex and trail construction progresses at Montour Junction in Coraopolis, it must be noted that this area sits in the flood plain of the Ohio River.



Flood waters cover the car shop area at Montour Junction. Some cars under repair could not be moved and were left standing in place as the flood waters inundated the shops.

On March 17 & 18, 1936, the city of Pittsburgh witnessed the worst flood in its history when water levels at the Point reached 46 feet. This flood became known as The Great St. Patrick's Day Flood, affecting the entire Pittsburgh area including Montour Junction in Coraopolis.

Previous floods had reached a mark of 38.7 feet at the Point in 1907 and 44.1 feet in 1783. The 1936 flood surpassed both those figures.

Newspapers nationwide called it "a disaster of undreamed proportions that beggared description." Downtown Pittsburgh was underwater. Downstream on the banks of the Ohio River, Coraopolis was also flooded over most of its lower lying community. Montour Junction, where the Montour Railroad maintained its shops and offices, became a large lake which also inundated the neighboring community of Groveton.

The accompanying photos show the outdoor car shop area under water, including buildings, machinery and materials on ground level. The engine house, mechanical shops and warehouse were also flooded.

Parts of the yard tracks at Montour Junction remained just above the flood waters. Some locomotives were moved to those tracks and others were moved to higher ground up the main line, away from the flooded area. Those were taken to Lotus Siding, along Cliff Mine Road at Trail Mile 5.5. A hostler (a trainman who moves locomotives in and out of servicing facilities) and a helper were assigned to keep watch over those locomotives. Caboose were also moved out of the flooded shops area.

There were several bridges over Montour Run in the shops complex, leading to the engine house, car shops and the Groveton Loop connection with the Pittsburgh & Lake Erie Railroad. Hopper cars loaded with coal were parked on the bridges in an attempt to hold the bridges in place as one of the most rapid river currents on record flowed through the Montour complex.

Debris from communities upstream swirled past and into Montour Junction, adding to post-flood clean-up efforts. Some materials and equipment stored outdoors at the shops were either swept downstream, lost or damaged.

Businesses and homes in the lower areas of Coraopolis near the river had water flowing several feet deep. Photos show the water nearly up to the roofs of cars parked along the streets.

Adding to the problems was the failure of the electrical and water supply systems. Power was out all over the Pittsburgh area and without electricity, pumps at water plants, gas stations and such were not working. With no power, the telephone and trolley systems were not operating. Broken or disrupted gas lines added to the confusion as they presented a fire hazard. Homes and businesses were asked to turn off their gas supply lines, leaving many of them without heat in the late winter flood.

Besides the Montour, the main line railroads along the river were paralyzed by washouts of tracks, debris and equipment being damaged or swept away by the current.

With the city in a state of emergency, President Franklin Roosevelt called upon federal agencies to lend support to the region and appointed a special emergency relief committee.

After a full week had passed, the flood waters finally receded to levels below flood stage and clean-up, recovery and rebuilding commenced throughout the region. Estimates of losses by merchants and industrialists ranged from \$10 million to \$200 million (in 1936 dollars). A view from the engine house area shows locomotives parked on yard tracks across Montour Run.



A view from the engine house area shows locomotives parked on yard tracks across Montour Run. The loaded coal hoppers sit on a bridge to help hold it in place. Houses along Rt. 51 can be seen on the hillside in the background. Photos courtesy Charles A. Ross

You can contact the Montour Railroad Historical Society through Facebook by searching for the Montour Railroad Historical Society. There are currently 425 members from across the country. 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!

Annual Membership Level

- ☐ Leader's Circle \$500+
☐ Benefactor \$250 - \$499
☐ Sustaining \$100 - \$249
☐ Supporting \$ 50 - \$ 99
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CITY _____

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/

/

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. Not all new members have been entered as of print deadline and will be listed in the next issue of the newsletter.

New Members

Stephen Bader
 Kevin Barry
 ML Burstein
 Mary B Cox
 Dennis DeFelice
 John Dobak
 Wayne Dudding
 Lindsay Flinn
 Ralph Franco
 Julianne Ganter
 John Gorman
 Stephanie Grando
 Jason Havelka
 John Hrivnak
 Gwynne Jones
 Peter Kozlowski
 Zachary Krieger
 Stephen & Katelyn Lamm
 Lisa Lenihan
 George Libby
 Linda Mazzarini
 Christine McDonald
 Carroll McGowan
 William Merchant
 Charles Moff
 Robert Monroe
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 Sylvia Odonovan
 Craig Oley
 Robert Pfau
 Premier Phone Repair
 Michael Pritts
 John Riccio
 Stacy Riley
 Andrew Robie
 Christopher Rolinson
 Sara Rose
 Nick Scarlatelli
 Brian Seymour

Todd Paul & Helen
 Jason Joseph
 W. Bradford
 Jessica John
 Kathleen

Benefactors

Stephen
 Greg & Juliann
 James
 Tom & Sara
 John & Katie
 Ken & Judy
 Janet
 Robert L.
 Kent James and
 Denny & Kelly
 Thomas E.
 Jerry
 John G.
 Donald & Jackie
 Robert
 Helge H. & Erica
 Ted
 Michael T.

Leaders

Elizabeth
 Bernard
 David & Theresa
 Thomas & Beth
 Timothy
 Vida
 Peter
 Larry
 Robert

Stainbrook
 Stamatakis
 Stiffler
 Szurley
 Thomas
 Vickers
 Walsh
 Zukowski

Bowles
 Brzozowski
 Collopy
 Dougherty
 Doyle
 Eltschlager
 Femiani
 Hickey Jr.
 Marianne Wizda
 Long
 Puskar
 Rubenstein
 Shortridge
 Thobaben
 Voas
 Wehmeier
 Weidner
 Wherry

Eelkema
 Halpin
 Jackel
 Kearns
 Knavish
 Komer
 Kozlowski
 Laude
 Lehnert

Judy Moser
 David Oyler
 Robert Purdy
 Joseph & Barbara Rudolph
 David Tetrick
 John A. Wall
 Chris & Jamie Wright

Cecil Township Recieves LSA Grant for the Southpointe Connector by Cindy Fisher

Beyond thrilled that the Montour Trail Connector project grant (\$200,000) that I submitted and defended to the LSA committee was selected for funding. This is a project that was years in the making and was started by former Supervisor Andy Schrader and the late Supervisor Frank Ludwin many years ago. It was also awarded an \$84,100 DCNR grant in the Spring. So excited that this part of the Klinger park project is nearly fully funded and will most likely begin construction very soon!

Cindy is the Chairperson of the Cecil Township Board of Supervisors.



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