



The Official Publication of the Montour Trail Council

# MONTOUR TRAIL-LETTER

*Celebrating 30 Years*

Volume 30 Issue 4

July-August 2019

## The Originals: Peter Kohnke by Bruce Barron



Peter holds a model of the 3rd stage of the Saturn V rocket which he designed and oversaw as his first job out of Purdue University.

If you've ever wanted to experience what the early days of the Montour Trail Council were like, go and see Peter Kohnke as he lives through them a second time.

This time, Peter is envisioning a two-mile "Central Bethel Park Trail" that would run northeast from South Park Road to Millennium Park. On our interview day, he had just visited the manager of an apartment complex behind which the trail would pass. "I'm so glad to hear about this," the manager told him. "I look at other complexes that have trails running beside them and I get 'trail envy.'"

Not all the responses are positive, though. At least two homeowners have told Peter they don't want a trail coming near them.

But Peter's accustomed to dealing with skeptics. He's been down this path before, as the pioneer of the existing 2.8-mile Bethel Branch of the Montour Trail system.

When he started promoting the idea of a Bethel Branch in the 1990s, Peter says, "Neighbors told me that intruders would enter their backyards from the trail, steal their television sets, and kidnap their daughters. Now, when they put their house up for sale, these same people advertise that the Montour Trail is in their backyard as it will command a premium." *Continues page 4.*

## Tour the Montour #17 by Pat Friesdam

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

or

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

The 17th Annual Tour the Montour will be taking place on Saturday, September 21, 2019. Mark your calendars, save the date and come on out for Western Pennsylvania's best autumn trail ride around – the Fed Ex Ground / BUDD BAER Subaru Tour the Montour Trail Ride!

The Tour offers a variety of ride distances ranging from the family-friendly 2-6-mile ride to the hard-core Metric Century (62 miles)!

Lunch will again be catered at the Forest Grove Sportsman Club right on the Trail on your way back to Mile 0. As expected, there will be yummy and substantial fare on the lunch menu to keep our carnivorous and vegetarian riders nourished and satisfied regardless of ride distance. As always, we'll have some unique and useful door prizes to give away – as well as the drawings of the three raffle winners

As with prior years, the ride will be starting at Mile "0" in Coraopolis. Trail mile "0" is located at Route 51 and Montour Road, just off of I-79 and the Coraopolis Bridge that connects to Neville Island. The parking area for the event will be near the entrance to Mile "0". If you are using your GPS, the address 2316 State Avenue, Coraopolis, PA 15108 will lead you to the entrance to the parking area. (For a visual, feel free to check out [www.tinyurl.com/ttmentrancepicture](http://www.tinyurl.com/ttmentrancepicture).) Look for our parking volunteers on the morning of ride day to guide you into the parking area.

Registration begins at 7:15 a.m. The Metric Century riders depart at 8:15 a.m., the long distance (44 mile) riders leave at 8:30 a.m., the middle distance riders (15 and 24 miles) and the Family riders leave at 8:45 a.m..

Pre-register before September 1, 2019 and you are guaranteed one of our world famous, limited edition Tour the Montour Ride T-shirts !! This year's design has already been locked and heartily approved by the ride committee – prepare yourself for a different and fun aesthetic for our year #17! **Remember, only preregistered riders are guaranteed a T-shirt!** *Continues page 5.*



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## Strategic Plan: Guiding the future of the Montour Trail by Phillip Torrez and Ned Williams

*Last fall, the MTC board of directors, committee chairs and other trail volunteers met in a day-long session to develop a strategic plan for the next three years. The discussion was built upon previous strategic plans of increasing sophistication that have helped the organization focus and grow. Like previous plans, the 2019-2021 document is a living blueprint for the organization's work by establishing realistic and actionable tasks in the near term while keeping a focus on the long term. Board member Phillip Torrez recently talked to MTC President Ned Williams about the latest strategic plan and how it relates to our membership and the work ahead. This is an edited version of their conversation.*

### Q: What is the significance of the strategic plan to MTC members?

It is a careful, thoughtful attempt to plan for the trail's future, full of specific actions that we can start to implement.

### Q: What are the highlights of the plan?

They have to do with keeping the Montour Trail viable, by ensuring that the organization that oversees it remains strong.

### Q: How does the Trail Council evaluate progress in executing the strategic plan?

There are several major areas, with specific steps assigned to each. There are frequent evaluations by committees and reviews by the board of directors to make sure we're making consistent headway on those steps.

### Q: What role does the membership play in the plan?

We are an all-volunteer organization. Nothing happens except by the volunteers. Membership is the foundation of everything. The trail needs people who believe in it and support it. The strategic plan is a formalization of that process.

### Q: Why is it important that more volunteers become involved in the organization's work?

The Montour Trail continues to grow and as it does, it becomes more complex. Eventually our current group of volunteers are no longer going to be active. New people getting involved bring a fresh perspective and expertise, which is critical to any organization, especially to this one.

### Q: Many organizations struggle with integrating new members into the workings of the group. Does the strategic plan speak to this issue?

We try to keep our trail volunteer work welcoming and inviting. We believe that when a volunteer sees what a large benefit they contribute to the trail, it will strengthen their desire to help and support what needs to be done.

### Q: Strategic plans look at the organization's strengths and weaknesses - how does the plan address these factors?

The plan builds on the existing strengths of the organization and bridges its weaknesses by more effectively telling the story and benefits of the trail and filling in those gaps. In these ways, we are trying to recruit new volunteers. **Continues on Page 5**

## Friends' Meetings and Work Parties

### MTC Board Meeting:

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

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

**Airport Connector)** The Airport Area Friends of the Trail meet every second Wednesday of the month at 7:00 p.m. at the Forest Grove Fire Hall, 2044 Ewings Mill Road, Robinson Township, PA 15108. New volunteers are always welcomed. Contact Phyllis McChesney at 412-264-6303 for more information. Numerous "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 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 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.

## Montour Railroad Historical Society Friends of the Montour Trail by Bryan Seip

A different type of Friends of the Montour Trail group is the Montour Railroad Historical Society. MRHS has charged itself with the preservation and presentation of the history of the Montour Railroad, whose original right-of-way makes up much of the current Montour Trail.

MRHS was organized and became a Friends Group in 2008, when 6 trail volunteers with specific interests in Montour Railroad history decided to form an official entity to supply information about the Montour Railroad to patrons of the trail. MRHS emerged from an on-line Yahoo discussion group which was started in 2001 by Bob Ciminell to talk about and share "things Montour". This discussion group now includes a Facebook page and comprises over 350 members from around the country and even overseas. Some of our far-flung members have never physically set foot on the Trail or railroad, but support the group in many ways including research, information and monetary donations. Many have a connection to the Montour through previous residences, local relatives and friends, or just a general interest in railroading. The group includes several current or former MTC Board members and officers, as well as ex-Montour employees, who supply their unique perspectives and information.

The first project faced by the fledgling MRHS group in 2008 was the opportunity to acquire the former Montour X1 railroad crane. At that time the X1 was owned by the Ohio Central Railroad System which was in the process of being sold to another railroad company, but the crane was not to be included in the sale. The Ohio Central's owner, Jerry Joe Jacobson, graciously donated it to the MRHS to save and cosmetically restore the crane. Century Steel Erectors and the Tom Robinson family donated services to bring the X1 back to its original home on the Montour.

After years of efforts, it became evident that MRHS time, labor and funds were insufficient to complete the restoration project. The X1 was ceded to Mr. Robinson in 2015 for additional restoration and is currently on display along the trail at mile 30 as it undergoes this continuing process.

The most prominent physical presence of the MRHS along the trail is the 30-plus interpretive signs that have been erected to present the history of the trail's former life as a railroad. Some of these signs were installed as the focus of several Eagle Scout projects coordinated by MRHS. Signs have been added each year at historically significant sites, with updates occurring as needed in some locations.

Along the trail, patrons may also encounter some of the original railroad mileposts which have been restored by MRHS members. These are identified by their typical construction of a steel plate mounted on a post or rail, with white numbers on a black background. These mileposts designated **continues on page 6**

## Peter Kohnke continues from Page 1

Peter (who worked on the Saturn V moon rocket for the Douglas Aircraft Company early in his professional career) moved to Bethel Park in 1975, two years after accepting a position with ANSYS, a major engineering simulation firm based in Canonsburg. He served there for 42 years before being reluctantly pushed into retirement at age 74.

Peter was initially recruited for the Montour Trail from the Rails-to-Trails Conservancy donor base. When he attended his first public meeting on the project, he was pleased to discover his friend from the Unitarian-Universalist church in Mt. Lebanon, Stan Sattinger, in charge. When Stan and Dino Angelici co-founded the Montour Trail Council in 1989, Peter agreed to become the first secretary; he would later serve as board president in 2001–2003.

Upon examining the available rail-to-trail conversion mileage, Peter was excited to see a section extending into Bethel Park. However, others were focused on creating what the Montour Trail calls its main line (though it's different from the railroad's main line) from Coraopolis to Clairton. There was no feasible way to extend a bike trail into Bethel Park for more than a few miles.

But when told that the Bethel Park section was less important because it "didn't go anywhere," Peter shot back, "Yes, it does. It goes to my house!"

Along with personal persistence, good science helped to make the Bethel Branch possible. West Penn Power had an electric line along most of the former railroad right of way and was reluctant to talk until researchers concluded that being near a power line did not increase the risk of cancer. In 1997, with the Montour Trail Council's blessing, Peter concluded negotiations on an easement with West Penn Power.

With strong backing from Bethel Park municipal government (which contributed substantial funds for several years) and energetic volunteers, two miles of trail were constructed in 1998–2000, but a troublesome at-grade crossing of busy Clifton Road remained. Peter posted a sign reading "Help Bridge This Gap" at the intersection, but the dream seemed out of reach until two unanticipated sources of support emerged.

First, in the aftermath of the accidental death of Century Steel Erectors field superintendent J. R. Taylor, his family, who owned the company, inquired about helping to build the bridge in his memory. The Taylors and Peter started making fundraising plans shortly thereafter.

In addition, because the site was adjacent to an elementary school, it qualified for funding from a federal Safe Routes to School program. Allegheny County and other funders pitched in, and in June 2011, seven years after J. R.'s death, Century Steel Erectors set the Taylor Memorial Bridge in place.

Peter holds another special place in Montour Trail history. When property on Pleasant Street in South Park Township, where the Montour Railroad once ran, was subdivided for residential construction in 1990, Peter personally purchased one of the lots and held it until the Montour Trail Council had enough money to buy it from him. Today, the trail east of the Library Viaduct reaches Pleasant Street by passing between two houses on what insiders long have called the "Kohnke Corridor."

Peter is tireless but realistic about his current trail pioneering efforts. "The Central Bethel Park Trail won't be finished while I'm around," he said, "but I want to get it going so that my successors can finish it."

Don't underestimate him. Although many others contributed, without Peter's leadership one of the most heavily used segments of the whole Montour Trail system might not exist today.

## Miller Hardware donate Mowers to the Bethel Park Friends

by Bill Volber

Here is where the story of Miller's ACE Hardware, the Montour RR and it's abandoned right-of-way and Bethel Park linked together with a new energy, focus and excitement that continues today . . . all because a group of forward-looking residents decided that the abandoned RR right-of-way would make a terrific multi-use path for walking, running and cycling. The local residents worked with a myriad of local, County officials, and residents, to develop The Montour Trail, which presently stretches from the intersection of Logan and Irishtown Roads to the Peters Township-Bethel Park border. Chip and Greg Gold have been a part of that development, from providing sweat-equity to providing tents and popcorn machines to help Peters Township and Bethel Park have

successful fundraisers, to the point where Chip - and avid cyclist, mostly on the segment of The Montour Trail from Peters Township to Confluence and Ohiopyle State Park - is contemplating cycling the Greater Allegheny Passage.

The Gold families love the Montour Trail and in April 2019 they took the initiative to support the Trail with the donation of three new TORO lawn mowers. This equipment has been sorely needed, as the push-mowers being used are hand-me-downs that have been in use for too long, with broken handles, loose wheels and holes in the deck! The new TORO mowers will do a better job, be safer to use, and allow us to continue to provide an award-winning Montour Trail experience for the over 400,000 annual users who walk, run or ride its beautiful course. In 2017 the Pennsylvania Department of Conservation and Natural Resources designated The Montour Trail to be PA's "Trail of the Year." The commitment of local business owners, like Chip and Greg Gold in Bethel Park and McMurray, are vital to continuing the *continues on page 5*



## Tour the Montour #17 continues from page 1

We have such excellent sponsors! Thanks to the generosity of Pro Bikes, we will be raffling off a 2019 Giant "Escape" Bicycle – sized for the winner. The Tandem Connection in Hendersonville has generously donated a 2019 Fuji Absolute Bicycle – sized for the winner. And our friends at Seven Springs have donated a two-night stay, including breakfast. This year we have a new raffle item, kindly donated by Aerotech Designs of Coraopolis. It is a Pgh Bicycle jersey, bike shorts, gloves, socks and hat. Available in men's or women's styles. Tickets for all four prizes are available now from any Tour committee member and will also be on sale at packet pickup and at the ride.

We will be providing a pre-event Packet Pickup on Thursday, September 19 from 6:00 p.m. to 8:30 p.m. at the REI Settlers Ridge Store – some riders find the Thursday evening option saves a little extra time and excitement on the morning of the ride. Packets will still be available the morning of the ride. The Thursday evening availability is just an option, so feel free to stop by if you would prefer to collect your ride bag prior to the event.

Trail patrol and SAG assistance will be available along the course. Rest stops will be stationed at mile 6 (Cliff Mine, 11.5 Boggs, 21.5 (Galati Rd.) and the 31-mile turnaround. Fruit, snacks, and beverages will be provided at each rest stop to keep the riders going. Please note that helmets are mandatory for all riders. For the safety of the other participants, headphones will not be permitted on the ride.

**See registration form on back for Entry fees.**

Registration forms and more information are available at [www.montourtrail.org](http://www.montourtrail.org), by calling 412-257-3011, by email at [thetour@montourtrail.org](mailto:thetour@montourtrail.org), or you can register online at [www.bikereg.com/tour-the-montour-trail-ride](http://www.bikereg.com/tour-the-montour-trail-ride). A membership form is also available on the back page of the newsletter for your convenience. All proceeds from the ride and our raffles benefit the maintenance and expansion of the Montour Trail.

We hope to see everyone come out to celebrate our 17th Fed Ex Ground/BUDD BAER Subaru Tour the Montour Trail Ride on Saturday, September 21, 2019. We have ordered up a spectacular day of biking, good food and great times with friends and family!

## Mower Donation continues from page 5

demanding maintenance done by the all-volunteer crews that keep the trail in such excellent condition. In fact, providing equipment like these mowers goes far towards illustrating why The Montour Trail is going to continue to be a national leader in the rail-to-trail concept.



THANK YOU, MILLER'S ACE HARDWARE, Chip and Greg Gold, for your generous help!

Chip Gold, Owner presenting one of the new mowers to Bill Volbers (above left).

## Strategic Plan continues from Page 2

**Q: Through its 30-year history, the MTC has prided itself on being an all-volunteer organization. With the complexity of the work ahead and the various moving parts that comprise the trail, do you see a paid staff for the MTC in the future?**

Yes, definitely. But it's a question of timing. As part of the plan, we are looking at the ways in which the model of a paid staff could enable the Montour Trail Council to better fulfill its mission and ensure a high-quality trail system into the future.

**Q: What are the biggest challenges and opportunities for the MTC over the next three years?**

The challenges are negotiating with a rapidly increasing number of entities, such as developers and transportation agencies, so that we can optimize the benefits of the trail. The opportunities include new trail users that we'll have with two new trailside communities being built, we hope to draw them in so they will support the future of the trail.

**Q: What encourages you most about the future of the Montour Trail?**

I am most encouraged by the degree to which the Montour Trail is familiar to most people in this region. It's become a household name. We're getting an increasing number of trail users, it's encouraging for the trail's future. More people are believing in what we are doing, and it's our job to get them involved.

In the 2019-2021 strategic plan, the Montour Trail Council established these goals and objectives as critical to the continued success of the organization.

- 1. Ensure successful trail development** to complete gaps on the trail as well as branches
- 2. Ensure future sustainability** by developing new volunteers and leadership, strongly supporting local friends groups, nurturing existing working committees, and developing fundraising and endowments
- 3. Increase brand awareness** through a communications strategy that tells the story of the Montour Trail compellingly and expanding community awareness of trail resources
- 4. Increase capacity** by improving administrative workflows, streamlining volunteer management, and enhancing membership so that each volunteer's efforts are meaningful

## 30<sup>th</sup> Annual Dinner and Meeting

Keep Sunday, November 17 circled on your Calendar. This will be the 30<sup>th</sup> Annual Dinner and Meeting at St. Joan of Arc Church in Library. The keynote speaker will be Stan Sattinger, one of the co-founders of the Trail Council. Tim Killmeyer will travel in time with a slide show about the history of the Trail. A reservation form will be in the next trail-letter.

## MONTOUR RAILROAD HISTORY

**Montour Mine #10 – 100<sup>th</sup> Anniversary****By Bryan Seip - Montour Railroad Historical Society**

One of the most productive coal mines served by the Montour Railroad was Montour Mine #10 in Library. By the 1930's, it had become the largest coal mining operation in the United States, with over 900 employees and producing over 1 million tons of coal each year.

The mine actually started operation in 1883 in Bruceton, owned by the Keeling Coal Company and known as the Lick Run Mine. The Pittsburgh Coal Company bought and consolidated many of the area mines in 1900-01 and operated Lick Run until the Montour Railroad was constructed into Library in 1919. New entrances and tippie buildings were built and designated as Montour Mine #10 with the Lick Run coal reserves being reassigned to this new mine.

The Montour #10 tippie sat along Brownsville Road in the Piney Fork Creek valley, just past the current end of the PAT trolley tracks. The tippie was at 960 feet above sea level and the coal seam at that point was at 1000 feet, meaning the mine was above the tippie site. The mine used two entrances, one on either side of the valley. One portal was on the north side above Wood Street and the other was on the south side of the valley, entering under Cardox Road. Since the coal seam came to the surface of the hillsides and could be directly accessed, no vertical shafts were needed. This type of mine is known as a drift mine.



*Montour #10 tippie and Champion #3 cleaning plant in 1946, looking southeast. Mine tracks curve around the hill to reach the southern portion of the mine. The dumping station on the waste pile is also visible in the distance. Tracks coming from the northern entry are at left of tippie. Brownsville Road runs past the facilities.*

The mine railroad came from the access portals across wooden trestles to the top of the tippie building where coal was dumped for sorting and cleaning before loading into railroad hopper cars for shipment. Overhead cable supported lorry cars carried waste slate and rock to a dump on the hillside across Cardox Road. The Pittsburgh Coal Company added its own independent cleaning plant, known as Champion #3, in 1927 and it operated into the 1950's. Thus, coal from #10 did not have to be shipped to the large Champion Preparation Plant near Imperial and processed coal could be shipped directly to the final customer from the mine site.

A small freight house was built along Pleasant Street to handle local freight shipments. It now houses the South Park Historical Society. At the corner of Brownsville Road and Pleasant Street a company store was constructed in 1941 to supply the miners and their families. It was also a distribution center for 57 other company owned stores and is now the Champion Plaza shops.

Due to a declining coal market, the mine was closed in 1957 and sat idle for 13 years. It was reopened in 1970 to recover its high grade metallurgical coal. An estimated 3.5 million tons of coal remained which would keep its 130 employees working for 6 or more years. The year 1978 saw the end of railroad service as the Montour Railroad's parent company refused to send trains down the poorly maintained tracks. Trucks were used to haul coal down Rt. 88 to the Mathies Mine at New Eagle, but this practice was not able to keep up with production. In July 1979 the mine went to standby status and miners were laid off. In August 1979 the mine was reopened, again trucking the coal, but again this did not work out and the mine was closed for good and its entrances sealed in December 1979.

**MHRS continues from Page 3**

the mileage from the connecting switch between the Montour and the Pittsburgh & Lake Erie Railroads, located in Coraopolis near the bridge from Rt. 51 to Neville Island. (RR Mile 0). Due to different starting points and several realignments which changed the original right-of-way, the railroad mileposts do not match up directly with trail mileposts.

Work parties are held to build, erect or restore the signs and mileposts and many hours of computer time are spent researching and writing. Outings known as "Mon-tour"s are held by the members to explore some of the physical remains of the former railroad.

Another on-going project of MRHS is the Montour Railroad History columns which appear in each Trail-Letter. Information and research comes from many of our non-local members and some columns present first-hand accounts of life on the Montour Railroad.

Montourrr.com is a web site maintained by an MRHS member and lots of information pertaining to the Montour Railroad resides on this web site for those with an interest in "The Mighty M".

MRHS also sets up and mans a memorabilia and poster display at community and trail functions throughout the year, so you may see us along the Trail in conjunction with other Friends Groups, MTC functions, or at railroad related community events.

You can contact the Montour Railroad Yahoo group at [http://finance.groups.yahoo.com/group/montour\\_rr/](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  
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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.*

### New Members

Scott Bailey  
 Ryan A. Bressler  
 Kim Brumbaugh  
 Ed & Gwen Chute  
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 Jack Doyle  
 Thomas Etzel  
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## Great day, new winners at J. R. Taylor 5K by Bruce Barron

In excellent running conditions, three speedsters ended Josh Kammeraad's four-race winning streak in the men's division of the J. R. Taylor 5K, held on the Montour Trail in Bethel Park, on June 1.

Australian native Ian Cayzer pulled away to win in 17:22, followed by Ryan Clark (17:34), Arjun Mishra (17:37), and Kammeraad (17:57). All four were faster than last year's winning time.



*In this photo (left), Ryan Clark (middle) is about to overtake Arjun Mishra for second place as both lead defending champion Josh Kammeraad to the finish of the J. R. Taylor 5K. Winner Ian Cayzer (12 seconds ahead) was too fast for the photographer.*

Fourteen-year-old Elsie Hackworth, a Mt. Lebanon High School distance runner, won the women's division in 21:54, followed by Tammy Williams (22:45) and Sara Hansel (23:22). Masters award winners were Oscar Shutt and Meg Burke.

The top three finishers of each gender earned gift certificates from Fleet Feet.

The race supports maintenance of the Montour Trail in Bethel Park. In addition to Fleet Feet, sponsors included Highfield Crossing Apartments; Brentwood Bank; John Biedrzycki, the Steel City Lawyer; KOB Solutions; Brookside Lumber; and Al's Café.

Among the observers this year was Bethel Park recreation director Chuck Stover, who is planning a Turkey Trot 5K on Thanksgiving Day on the same course as the J. R. Taylor 5K. More info forthcoming.



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

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Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
Phone \_\_\_\_\_  
Email \_\_\_\_\_

Male/Female \_\_\_\_\_ Age \_\_\_\_\_

Child <12 rides free, MUST be accompanied by parent/guardian.

Name \_\_\_\_\_ M/F \_\_\_\_\_ Age \_\_\_\_\_

Name \_\_\_\_\_ M/F \_\_\_\_\_ Age \_\_\_\_\_

Name \_\_\_\_\_ M/F \_\_\_\_\_ Age \_\_\_\_\_

Name \_\_\_\_\_ M/F \_\_\_\_\_ Age \_\_\_\_\_

Course length (check one)

Family \_\_\_\_\_ 15 \_\_\_\_\_ 24 \_\_\_\_\_ 44 \_\_\_\_\_ 62 \_\_\_\_\_

T-shirt S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_

Youth S \_\_\_\_\_ M \_\_\_\_\_

**All mailed entries MUST be postmarked no later than September 1, 2019.**

**All mailed entries MUST be postmarked no later than September 1, 2019.**

#### MTC member fee

\$25 per person (thru 8-31) x \_\_\_\_\_ \$ \_\_\_\_\_

\$30 per person (after 9-1) x \_\_\_\_\_ \$ \_\_\_\_\_

#### Non-member fee

\$35 per person (thru 8-31) x \_\_\_\_\_ \$ \_\_\_\_\_

\$40 per person (after 9-1) x \_\_\_\_\_ \$ \_\_\_\_\_

#### Age 12 to 18 fee

\$10 per person (thru 8-31) x \_\_\_\_\_ \$ \_\_\_\_\_

\$15 per person (after 9-1) x \_\_\_\_\_ \$ \_\_\_\_\_

**Montour Trail membership donation** \$ \_\_\_\_\_

**Total** \$ \_\_\_\_\_

Mail entry with check payable to:

Montour Trail Council  
Suite #3, 2nd Floor, 304 Hickman Street  
Bridgeville, PA 15107

**Waiver:** In consideration for the acceptance of this entry, I waive for myself, my heirs and assigns, all rights and claims for damages that I might have against the Montour Trail Ride, to be held on September 21, 2019, the Montour Trail Council, other sponsoring organizations, businesses or individuals as a result of any and all injuries suffered by myself in that event. I also release any photos that may involve myself. (Must be signed by guardian if under age 18.)

Signature \_\_\_\_\_

Minor name if under 18 \_\_\_\_\_