



The Official Publication of the Montour Trail Council

# MONTOUR TRAIL-LETTER

The 2017 Pennsylvania Trail of the Year

Volume 29 Issue 4

July-August 2018

## Part 2 of the Originals: Bill Metzger



Most bikers on the C&O canal towpath take three days to travel between Cumberland, Maryland and Washington, D.C. In 1981, Bill Metzger spent two weeks there, and his experience helped to make him an original contributor to the development of the Montour Trail.

Metzger had recently ended six years of traveling all over the country by rail, assisting with heavy equipment transports, and had launched a career as a freelance photographer in suburban Pittsburgh. When he learned about the C&O trail from an article he read, he decided that he had to ride it—regardless of the quality of his equipment.

“I had a crappy 10-speed bike,” Metzger laughed, “along with a sleeping bag earned from Green Stamps, a 25-dollar Sears tent that leaked the first time it rained, and a bike floor pump all

held together by rope. It looked like the bike version of the Beverly Hillbillies truck. I took the train to Altoona, biked to Cumberland, and then spent two weeks on the trail.”

That means averaging about 15 miles a day on the towpath. Some days, Metzger just read and admired the scenery—and the solitude. “Back in 1981,” he recalled, “when you passed someone on the trail, you stopped and talked, because it might be the only person you’d see all day.”

After that, Metzger bought a better bike. Having noticed the early symptoms of what turned out to be multiple sclerosis, he was determined to keep himself in shape, so he would frequently drive to Cecil Park and then do a strenuous loop ride on the lightly traveled roads of Washington County. **Continues on page 5.**

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## Tour the Montour #16

The 16th Annual Tour the Montour will be taking place on Saturday, September 22, 2018. Mark your calendars, save the date and come on out for Western Pennsylvania’s best autumn trail ride around – the Fed Ex Ground 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, 2018 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 #16! Remember, only preregistered riders are guaranteed a T-shirt! **Continues on page 8.**

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>



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## The Prez Sez

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 63-mile system as a unique Western PA community treasure.

As you saw in the last newsletter, a series of interviews are being conducted with what I like to call them the "89'ers"! These 89'ers, starting with Tim Killmeyer and Dick Wilson, were involved with starting the trail in 1989. After reading the last issue's article on Dick Wilson, I was reminded of one of his greatest successes in my estimation.

#### One of Dick Wilson's Successes!

Since 1991, the MTC and Allegheny County had an easement for the first 7.3 miles of the trail right of way (ROW) with the bankrupt P & LE railroad. The MTC was content with this easement until January of 2000. At that time an individual took an option to buy both the first 7.3 miles and the adjacent 78-acre Montour Junction property. (These 78 acres were the site of the Montour Railroad's maintenance yards and now is the site of the Friends of Pittsburgh Professional Soccer's three fields.)

There were some dire speculations of the intent of the perspective buyer. In February of 2000, even though the MTC had very little funds and had to wait for the option to expire, the MTC decided quickly to pursue acquisition. The MTC engaged Dick Wilson to lead our efforts in this acquisition quest. Dick Wilson guided the MTC with various strategies and helped develop a workable plan.

With Dick Wilson leading the way, the acquisition turned out to be a very complicated endeavor. Due to complex funding issues, the property changed friendly hands three times. Amongst other financials, the MTC obtained a 90-day "interest free" loan from the very helpful Allegheny Trail Alliance (ATA). In addition, the PA Department of Conservation and Natural Resources (DCNR) and Allegheny County Regional Asset District (ARAD) provided funding. I am not going to go into all of the details, but the following organizations all participated: Hollow Oak Land Trust (HOLT), Allegheny Land Trust (ALT), PA DCNR, ARAD, ATA, Regional Trail Corporation and the municipalities of Coraopolis, Moon, Robinson and Findlay. Also, our first president and co-founder Stan Satinger played a large role in working the grant issues with HOLT, DCNR and ALT in obtaining 20 letters of support. DCNR approvals were received to transfer the grant to ALT and for the ALT to sell the property to the MTC. Dave Wright was also very helpful through the process.

Finally, in November 2002, the last step was completed when Dick Wilson's comprehensive purchase documents were implemented and the MTC owned the first 7.3 miles.

#### We thank Dick Wilson again 16 years later on saving the trail ROW in 2002.

Very briefly, the three friendly owners involved with the property acquisition were:

- 1) On September 7, 2000, the MTC using the ATA loan, purchased the 7.3 mile trail ROW.
- 2) A HOLT DCNR Land Trust grant award was transferred to the ALT. In August 2001, with the DCNR grant and ARAD funds, the ALT purchased the 7.3 mile trail ROW from the MTC. The MTC then paid back the ATA loan.
- 3) After the MTC changed it's bylaws in December of 2001 to add the additional designation of a Land Trust, the MTC purchased the 7.3 mile trail ROW from the ALT for \$1 in November of 2002.

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 Mark Imgrund at 724-941-6351 or by e-mail at markimgrund@gmail.com

**Bethel Park Friends: (The 2.75 mile Bethel Branch and a short piece of main line trail around MP 35).** Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building Council Chambers. Anyone interested in the Bethel Park Trail segment is encouraged to come. Work and cleanup party, every second and fourth Saturday of the month - 8:30 a.m. Call Bob O'Connell at 412-833-6259 for location and information.

### South Hills Friends: (MP 35.4 to 46.6)

Meeting second Tuesday of the month at 6:30 p.m. at South Park Township Community Room, located behind the Township Building at 2675 Brownsville Road, South Park, 15129. Work and cleanup parties on the first Saturday of the month. For more information, contact David Oyler at 412-831-9288, davidoyler1950@gmail.com, or Paul McKeown at 412-835-6692, mckeownp@comcast.net

### The Montour Railroad Historical Society:

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

### Westland Friends: (Westland Branch)

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

## South Hills Friends of the Montour Trail by David Oyler

Readers of the Montour Trail – Letter were introduced to the South Hills Friends of the Montour Trail and to five of the other six Friends groups in 2011. The purpose of this article, and of the upcoming six articles, is to give a progress report on the status of each of the seven Friends groups who maintain the Montour Trail, beginning with the South Hills Friends.

The South Hills Friends (SH Friends) are responsible for trail maintenance and community outreach where the trail goes through South Park Township, Jefferson Hills Borough and the City of Clairton; from milepost 35.3 (MP35.3) to the eastern end of the trail at MP46.6.

The responsibilities of the SH Friends have greatly increased since 2011. At that time, the Friends were responsible for 4.6 miles of trail and generally assumed that the 0.8 mile along Piney Fork Road and the roughly 2.1 miles between Route 51 and Clairton required little maintenance. In 2013, the Trail Council completed an additional 0.8 mile of trail between Triphammer and Piney Fork Roads. In 2015, the Library Viaduct was completed and trail was opened to Pleasant Street; another 0.18 mile, which was completed in 2016. Because the short 0.18 mile section of trail from the Viaduct to Pleasant Street is in a densely populated suburban area, it requires greater attention to maintenance than most sections of the trail. In 2013, the Stewart Trailhead and short trail section just east of Stewart Road was improved and the South Park Connector completed. Both of these have increased trail traffic and maintenance needs. In 2014, the Dowling family donated over 2 acres along Piney Fork Road in Jefferson Hills Borough. The property has been used to build the third Montour Trail campsite. Again a good thing for the trail and for trail users, but it also increased maintenance responsibility for the Friends. In 2015,, the Clairton Municipal Authority took the Trail Council's Clairton trailhead for expansion of the sewage treatment plant. The replacement trailhead is a great improvement over the original trailhead, but the oversight and maintenance responsibilities have also increased. Currently the Friends are responsible for maintenance of 5.7 miles of off-road trail.

Since 2017, serious maintenance issues on the trail between Large and Clairton have forced much greater Friends group attention to that area. In 2017, a serious trail washout from an unreclaimed upslope strip mine required several rounds of maintenance. A stream bank washout threatened the trail surface near MP46 and urgently required repair late in 2017. In the summer of 2017, several long sections of the asphalt surface of the trail were washed out by flood waters, requiring the preparation of a paving contract and the resurfacing of over 1,000 feet of trail just recently. Additional sections are likely to require resurfacing in the next year or two. *Continues on page 4*



## South Hills Friends of the Montour Trail continues from page 3

And in 2018, several sections of stream bank failed, requiring the preparation of a permit for repair. As of this writing the permit for these repairs has just been received. But the cause of these stream bank failures was the lack of maintenance of trail drainage ditches. In June, the Friends spent over 70 hours repairing the ditches, using an excavator, a skid loader and a rental chipper. Finally on June 20, flash floods in southeastern Allegheny County damaged 0.8 mile of trail in South Park Township and a currently unknown length of the asphalt between Large and Clairton. As of this writing, the MTC has not had time to even begin addressing these problems.

As an organization, the Friends have been fairly stable. President Paul McKeown and Secretary/Treasurer David Oyler and John Becker, Ed Bickar and Dave Phenicie have been members since the 2006 founding of the group. They form the core of the Friends group. Vice-President Eric Kosmach (along with his sons Isaac and Joshua) joined the Friends in early 2014 and has become one of the most active members of the group. George Green has become a regular at both the meetings and work parties in the last two years and frequently monitors the Large to Clairton trail section. A number of additional volunteers have been active at various times since 2011, including Art Crompton, Jim Taggart, Mark Place, Jim Travitz, Larry Kletter and Laurie Vanselow, although Mark Place and Jim Taggart have since moved on to work on sections of the GAP trail. Sandie Mialki, Anne Oyler, Lynn Rethi, Kim and Peg Becker, Donna and Terry Tressler and Jan Carey have all been regulars helping out at the Friends annual Penny Day fundraiser. A number of additional volunteers have helped out for brief periods and moved on. .

The Friends have greatly increased the equipment available for maintenance of the trail since 2011. The Friends had a riding mower available in 2011, but since that time we have been donated a newer, larger riding mower and purchased a push mower, two string trimmers, a leaf blower and a pole saw. In 2018 the Montour Trail Council voted to provide a \$1,200 subsidy to the Friends to rent a storage unit within sight of the trail. For the first time the Friends have most of their equipment and tools close to the trail and easily accessible to all of our volunteers.

Financially the Friends have seen a significant increase in Penny Day donations beginning in 2012. Through 2011 donations averaged just under \$1,100 a year. Since 2012, the average has been just under \$1,900 and the Friends are seeing additional donations during the year, something that was rare before 2012. The biggest reason for the increase in income is probably the additional completed trail, and the increased trail usage and local interest made possible by the new and rebuilt trail sections.

The greatest challenges to the South Hills Friends remain the 3.2 mile long on-road trail section between Gill Hall Road and Route 51 and, in common with the rest of the Montour Trail Council, a need to recruit more volunteers. The Friends expect to see another 1.4 miles of additional new construction in the next 3 to 5 years, bringing the total off-road trail requiring maintenance from 4.6 miles in 2011 to 7.0 miles.

## Airport Area Friends "Fun" Work Party Mile 0.8 June 16, 2018

By Dennis Pfeiffer



L to R - Ed Bashioum, Dale Main, Ken Gregory, Ray Paschke, Kevin Swenson, John Bauman

On Saturday, June 16, the Airport Area Friends had its seventh fun work party of the year. We fixed the split rail fencing on a 520 feet long section of fencing near mile 0.8. We had as usual a hard-working crew that had to use our jack hammer to dig the holes to replace some of the broken posts. Tough digging! Ed & Kevin also cleared out all of the weeds on both sides of the 520-foot-long fencing section. We actually did have a good time.

The Montour Trail's first 4.3 miles of trail alone has 4,800 feet of split rail fencing. Thus a good percentage of our volunteer time is spent fixing the fencing. Since the Montour Trail follows the Montour Run stream in this area, there is often not enough room for a safe 5-foot flat recovery zone, thus the need for the split rail fencing.

The Airport Area Friends maintain the first 12.6 miles of the Montour Trail and the 6.3-mile branch to the Airport. If you would like to lend a hand and you have a good sense of humor, you can call 412-262-3748.



Wayne Pfrimmer of the Peters Friends planting the 2017 Trail of the Year sign at Library Junction.

## The Oldest Rails-to-Trail in the Country

Karen Robbins compiled this article from the *Danville Traveler*. Photo by Sid Hause.

Although not as long as the Montour Trail, The Robbins Trail is long on history as it claims to be the oldest Rails-to-Trail in the country. This information was sent me by brother-in-law W. Oliver Andes, who is very active with the Karl Stirner Arts Trail in



Easton PA, and who is from Danville PA, the home of the Robbins Trail. He thought this would be particularly interesting to me because of the trail name and the fact this it is maintained by the Montour County Recreation Commission in Danville.

In 1850, a seven mile route was built to supply the Montour Iron Works from the ore mines and limestone quarries, but by 1889, the ore mines closed. Bicycling was becoming a craze in America and was so popular in Danville they had to enact ordinances to keep the bicyclists from speeding down the city streets. About that time, a group of young men, possibly including some of those in the picture above, decided to form the Danville Bicycle Association. They made plans to lease the old railroad be and form a cycle path. The membership money they collected was used to grade the path. Over the years, the path was a favorite for multi-use, and is now under the leadership of the Montour County Recreation Commission, preserving it's history as the oldest Rails-to-Trails in the country.



Mahendra Shah, a retired Airport Area trail user for the past 18 years, does sketching and cartooning as a hobby.

## Bill Metzger continues from Page 1

When Metzger learned that the Rails-to-Trails Conservancy was conducting a study of abandoned western Pennsylvania railroads, he met with the consultant and immediately got excited, because he knew that the Montour Railroad cut straight through the hills "that I was riding and hating every inch of."

Metzger invited his friend Stan Sattinger, a fellow Mt. Lebanon resident and *Trains* magazine subscriber, on a bike trip to view the Montour right of way. Sattinger was immediately hooked and became a co-founder of the Montour Trail Council. Metzger was an original board member and key promoter, developing the slide show that he and fellow original Tim Killmeyer would present to dozens of local groups.

The need for the Montour Trail quickly became apparent. "People would be amazed when they heard I was riding a bike around Pittsburgh," Metzger recalled. "I would keep hearing the same story: 'We lived elsewhere and rode our bikes all the time. Then we moved to Pittsburgh, nearly got killed on a ride, and put our bikes away.' " He also had to parry skeptical questions, "usually from some guy with a pot belly," about who would ever use a bike trail.

Even while making all those presentations and serving as newsletter editor, Metzger admitted, he didn't think building the Montour Trail was achievable. "Psychologically, our region was depressed and demoralized in the 1980s due to the loss of jobs," he said. "I figured that this project was a great idea and that I'd stick with it until we screwed up. When we became a success, nobody was more surprised than I."

Metzger never screwed up. He has created the Montour Trail's maps and brochures, helped to design the logo that appears on trail mileposts, built the first set of rule signs on his back porch, and is even credited with naming the Great Allegheny Passage (although he says he got the word "Passage" from historian and trail advocate Vagel Keller).

Although he gave a lot to the Montour Trail, Metzger gained major benefits from his volunteering. His mapmaking positioned him for a job as illustrator for *Trains* magazine, which he has held for 14 years. And while serving on the state's pedestrian and cycling committee, he met his wife. Pam and Bill held their wedding ceremony at the Montour Trail's Kurnick trailhead in June 1997.

Metzger is also author of *The Great Allegheny Passage Companion* and is working on an update of that book, which should be released before Christmas, followed by a similar book on the Montour Trail.

The Metzgers moved to Confluence in 2002, buying a home within a quarter-mile of the Great Allegheny Passage. In 2004, due to the impact of MS on his legs, Bill switched to a handcycle, on which he has logged 27,000 miles.

"I have been associated with many nonprofits and trail groups, and the Montour Trail Council is the gold standard," Metzger stated. "That's because we don't have personality issues. Nobody tries to be a star.

"When we were beginning the trail, the movie *Field of Dreams*, with its line 'build it and they will come,' was popular. Well, we built it and they come. And 30 years later, they still are coming. We all can be pretty proud of that."



## MONTOUR RAILROAD HISTORY

**Boggs****By Bryan Seip – Montour Railroad Historical Society**

Boggs was an important area in the operation of the Montour Railroad and especially the Champion Preparation Plant. The west end of Boggs was located at the current Boggs Road trailhead at MP 11.4 and Boggs then curved eastward along Potato Garden Road toward the Route 22 overhead bridge at MP 12.



*A Montour coal train pulls down the main line through the east end of Boggs in 1979. In the background above the coal cars, the Route 22 bridge and the top of the Champion buildings can be seen. Gene P. Schaeffer photo.*

processed coal were often sent to Boggs to await shipment to connections with other railroads, clearing tracks at Champion. With Champion unloading up to 200 carloads of stop-off mine coal every day and over 100 cars of processed coal loads for shipment plus empty cars returning to the mines, Boggs was a busy place as cars were shuffled in and out of the yard. With a direct lead into the Champion track complex, the Champion crews could shuttle and switch cars without using the main line track, thus keeping the main line clear for through train traffic.

Boggs included several coal mines operating in the immediate area. In its early days, several shaft mines were dug that had loading tipples served by rail which branched off the sidings at Boggs. In later years, several strip mines harvested coal, including unmined coal that remained from the previous shaft mines. The Boggs, Solar, Sunnyhill and Rider Mines all had tipple structures near Boggs and the Russell, Maraca and Aloe strip mines loaded coal as well.

The Boggs area was also used as a slate dump to dispose of refuse from Champion's coal cleaning process. Side dump cars of slate and rock were taken from the Champion plant to the dump at Boggs until the 1950's, when a new slate dump supplied by a conveyor belt was opened across Rt. 980 from the plant.

With the demise of the coal market during the 1970's and Champion in need of significant physical overhaul after 50 years of operation, the cleaning plant was closed in 1983. Montour Railroad operations ended and official abandonment of the railroad was accomplished in 1985. A year later, the rails were pulled up and Boggs Yard became a vacant area.

With the Montour Trail Council acquisition of the original Montour right-of-way and construction of the trail through this area in the late 1990's and into the 2000's, Boggs has again become an active pathway for Montour patrons.

Boggs was originally built as part of the 1913-14 Mifflin Extension east from North Star. A 1920 track chart shows a passing track, station platform and shelter shed. It also shows a spur off the main track near the east end of the siding that went to "mine entries" with three additional tracks. The west end was listed as a private grade crossing, which could be the current Bugay Lane crossing at the Boggs trailhead. Local farms shipped milk and produce from the Boggs station to markets in Pittsburgh until the Montour ended passenger service in 1927.

When the Champion Preparation Plant was built east of Steubenville Pike (Route 22) in 1928, Boggs became an integral part of that operation. Additional tracks were added to make Boggs Yard, which was under the jurisdiction of the Champion Yardmaster. The four track yard could hold approximately 140 cars.

In order to keep tracks clear for operations at Champion, loaded hoppers from the mines would be stored at Boggs until Champion was ready to accept them for unloading. After unloading, the empty hoppers could be returned to Boggs until trains were made up to take them back to the mines. Also, eastbound cars of



*Looking east from Boggs Road, coal from the mines fill three Boggs Yard tracks as it awaits unloading at Champion in 1956. Potato Garden Road can be seen beyond the hoppers and Bugay Lane runs to the left of the tracks. Fred Bradley photo.*

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>



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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

Sean & Vicki Boynes  
 Debra Brewer  
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 Robert Cunningham  
 Richard Dahlgren  
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 Rod & Nadine Fletcher  
 Gary & Carolyn Fox  
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## Kammeraad wins fourth straight at J. R. Taylor 5K

The field was the fastest in recent years, but former Bethel Park High School runner Josh Kammeraad pulled away from the field on Saturday to win his fourth straight men's title in the J. R. Taylor 5K on the Montour Trail in Bethel Park.

At mid-race, Kammeraad was part of a four-person lead group along with Mt. Lebanon cross-country and track coach Oscar Shutt, Peters Township High School's Lucas Dunst, and Nick Ryder, vacationing from Keene, N.H. He pulled away in the last mile to finish in 18:09, with Shutt clocking in at 18:18 and Ryder at 18:28.

On the women's side, Lauren LaRoche of Mt. Lebanon, who placed third last year while eight months pregnant, showed what she can do when not carrying a baby. Her winning time of 19:37 was the fastest female time on the course in at least five years. Lauren Perish of the South Side placed second in 19:58.

Masters awards went to Mike Romzy of Mt. Lebanon (20:05) and Tammy Williams of Peters (22:23).

The race supports maintenance and potential expansion of the Montour Trail in Bethel Park. This year's sponsors included Highfield Crossing Apartments; Brentwood Bank; John Biedrzycki, the Steel City Lawyer; KOB Solutions; Brookside Lumber; and Al's Café.



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## **The Tour the Montour #16 Continues**

We have such excellent sponsors! Thanks to the generosity of Pro Bikes, we will be raffling off a 2018 Specialized Bicycle – sized for the winner. The Tandem Connection has generously donated a 2018 Fuji Absolute Bicycle – sized for the winner. And our friends at Seven Springs have donated a two-night stay, including breakfast. Tickets for all three 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 20 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 Road) and the century-ride 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.

Entry fees are: Member registered before Sept 2 - \$25.00 and after Sept 2 - \$30.00. Nonmember registered before Sept 2- \$30.00 and after Sept. 2 -\$35.00 Ages 12 to 18 registered before Sept. 2 - \$15.00 and after Sept. 2- \$20.00. Kids under 12 are free

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 <https://www.bikereg.com/38559>. 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 16th Fed Ex Ground Tour the Montour Trail Ride on Saturday, September 22, 2018. We have ordered up a spectacular day of biking, good food and great times with friends and family!!