



The Official Publication of the Montour Trail Council

# MONTOUR TRAIL-LETTER

Volume 24 Issue 2

March-April 2013

## Valley Brook Bridges Project by Mark Imgrund *Building a Safer Connection to the Western End of Arrowhead*



Volunteers clear the cut. Looking towards Route 19.

This project has been in the works for many years, and is now gaining a head of steam. It addresses the missing trail section between the completed Montour Trail segment (MP 30.3) and the western end of Arrowhead Trail, starting at the trailhead along Valley Brook Road (by Peters Township Sanitary Authority). Primary project objectives include installation of two new bridges and developing a few hundred feet of new trail. Currently, trail users must use a 250 yard long bypass on public roads to get around this gap.

The project will be completed in two major phases. The first phase, Valley Brook Bridge #1 (a.k.a. VB#1), will construct a 98' pre-fab pedestrian truss over Brush Run from the Arrowhead trailhead into the old Montour Railroad right-of-way, build new trail through that cut, and install an at-grade crossing of Valley Brook Rd. This road crossing will be near the completed trail to the west, at a location with much safer sight distances than the current bypass route, and will

exist only until the second phase is completed. The second phase, Valley Brook Bridge #2 (a.k.a. VB#2) will replace the at-grade crossing of Valley Brook Rd. with a 160' to 200' bridge spanning Valley Brook Road and Brush Run (again), depending on the outcome of final design work.

Gregori Construction and Engineering Inc., the contractor for VB#1, plans to start construction in March 2013. After the contractor's work is completed, the final volunteer parts of this phase, which include fencing, signage, bollards, *(continues on page 4)*

## MRHS Commemorates 100<sup>th</sup> Anniversary by Bryan Seip

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Visit the Montour Trail Web Site at:  
[www.montourtrail.org](http://www.montourtrail.org)

To Converse, join the Yahoo Group at:  
<http://groups.yahoo.com/group/Montour-Trail/>

The largest construction project of the Montour Railroad began 100 years ago, with the 32-mile extension of the main line from North Star Junction, near Imperial, to Bethel Park, ending near Baptist Road.



Construction began in 1913, with the railroad becoming operational in 1914. The Montour Railroad thus reached many newly opened coal mines, businesses and towns, shipping coal and freight and providing passenger service to Pittsburgh via its connection in Coraopolis.

This year, the Montour Railroad Historical Society will commemorate this anniversary with the addition of interpretive historical signs at various places along the Trail, which follows the old railroad right-of-way.

On tap will be signs at North Star Junction, which was the starting point of the extension and at the Logan Road end-of-trail in Bethel Park, the final point of the main line still reachable on the Trail. Other locations will be finalized in McDonald, Cecil and Peters Townships.

As these signs are posted, MRHS members will celebrate each event with a day on the Trail, including photo displays and answer any questions that Trail patrons might pose. Previous MRHS projects include the Signal Tower in Coraopolis (Mile 0.5), displays and signage at the Montour #4 Mine site in Peters Township (Mile 30) and signs at Gilmore Junction, the Venice Bridge and Greers Tunnel.

For more historical information about the Montour Railroad, check the web site at [montourrr.com](http://montourrr.com)



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## The Prez Sez

The new Prez says greetings to the members, friends and supporters of the Montour Trail. I find myself very fortunate to be selected to serve as the new president of the Montour Trail Council in it's 24<sup>th</sup> year. Thanks are in order for our previous president Ned Williams who served us for three years. The MTC was very fortunate to have such a dedicated, personable and knowledgeable individual with personal connections that were very valuable to the MTC. Thank you Ned!

This will be the third time that I have had the pleasure to serve as your president. Like any other organization that grows and expands, there are more and more complexities for the organization to manage and steer in the right direction. We are fortunate that the rest of the executive committee has volunteered to again serve this year. Returning are Vice President Tom Prezel, Treasurer Deb Esia and Secretary Bruce Barron. Please let us know how we may better serve you, the organization and/or the general trail using public. Please send any comments, ideas or suggestion to our attention at the office or via email to [MTCOffice@montourtrail.org](mailto:MTCOffice@montourtrail.org).

It is usually helpful to growing organizations to have new blood bringing new ideas and new energy. We are fortunate to have two brand new board members and a returning experienced veteran. Please welcome returning board member Gil McGurl and new members Chuck Hughey and Denis Kane. Gil had previously served on the board from 2006 through 2011. Chuck is the retired Superintendent of Schools for the West Allegheny School District and is a part-time faculty member at Waynesburg University. Denis grew up in Wisconsin and graduated from the University of Wisconsin. He is a US Army veteran and worked for PPG in IT and accounting. Denis is also retired and has been living in Pittsburgh for twenty years now.

Two new organizational changes have also recently been implemented. We welcome previous board member and Airport Area Friends President Phyllis McChesney who has assumed the new position of **"Administrative Manager"**. Phyllis reviews all of the correspondence, bills and contracts arriving at the MTC Bridgeville office and distributes them to the proper destination. Phyllis also fields phones calls at the MTC office and manages emails arriving at the MTC office email address shown above.

Finally, a very important new high level entity titled the Government Relations Committee was created at the February board meeting. We welcome our previous president Ned Williams who will head this committee and has assumed the new position of **"MTC Government Envoy"**. Ned will be the MTC's official representative and spokesman to the Southwest Planning Commission (SPC), the Washington County Commissioners, the Allegheny County Executive, U.S. Senators representing PA, Congressman from the 18th federal district of Pennsylvania and the PA Senators and representatives with jurisdiction in the Montour Trail corridor.

Ned has shown a special talent over the years in presenting the Montour Trail story at these high levels in a very positive, informative and personal manner. In the reality of limited resources today, it is more important than ever in getting the Montour Trail successful story told in a very positive and professional manner. On February, 21<sup>st</sup> Ned set up his first meeting as the official MTC Government Envoy with the three Washington County Commissioners. I was able to join Ned in this meeting with Commissioners Larry Maggi, Diana Irey Vaughn and Harlan Shober. We thank the commissioners for setting aside a precious ½ hour to present them with a high level update of the Montour Trail progress in Washington County.

Happy Trails.  
Dennis Pfeiffer

## 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 Dennis at 412-262-3748 for more information or to get on the agenda.

### Cecil Friends:

Friends of the Trail meeting, every fourth Monday 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

### Airport Area Friends:

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, Coraopolis, PA 15108. Anyone from the Airport Area is encouraged to attend. Contact Phyllis McChesney at 412 264-6303 for more information. A "work party" is held the second Saturday of the month and more are scheduled when working on special projects. Please call 412 262-3748 to lend a hand.

### Bethel Park Friends:

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:

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 scheduled and advertised as needed. For more information, contact David Oyler at 412-831-9288, davidoyler@verizon.net, or Paul McKeown at 412-835-6692, mckeownp@comcast.net

### Fort Cherry Friends:

Friends of the Trail Meeting, second Wednesday of the month at McDonald Borough Building, Council chambers at 7:00 p.m. Work and cleanup parties, scheduled as needed. For more information, contact Ray Johnston at 724-356-2621.

### Peters Township Friends:

Friends of the Trail Meeting, first non-holiday Monday of the month at Peters Township Parks and Recreation Center at 7:00 p.m. For more information on work and cleanup parties, please contact Jim Robbins at 724-941-6132, or for monthly meetings, Mark Imgrund at 724-941-6351 or by e-mail at markimgrund@comcast.net.

### The Montour Railroad Historical Society:

The newest Friends group. For more information send email to mrhs@montourrr.com.

## Tails for Tail #9

The Cecil Friends of the Montour Trail proudly announce the return of the Tails for Trails 5K

Cecil Friends of the Montour Trail



Fun Dog Walk on National Trails Day, Saturday, June 1, 2012. The Walk will bark off at 9:00 a.m. and for a change of pace will head east to the turn-around at the Tandem Connection crossing the new bridge over Morganza Road. The walk starts at the Kurnick (National) Trailhead

where there will be several vendors featuring pet related products. As always, there will be Frank Ludwin grilling hot dogs to perfection along with beverages and sweets for the participants when they return. Along with the walk, there will be a Chinese Auction and door prizes for the participants and you will be able to have photos of your four-legged furry friend taken by Candace Verduce.

Registration forms are available at several locations on and near the trail and on the web at [www.montourtrail.org](http://www.montourtrail.org). The registration fee is the same as last year; \$10 for one dog and \$16 for two dogs. If you register by May 20, it will be \$12 a dog.

## The 13th Burgh



Sunday, April 21, the 13<sup>th</sup> Burgh's Pizza and Wings 10K and 5K and 2 mile family walk gets underway on the Montour Trail from the Cecil Park Trailhead. The preceding 12 events have raised nearly a quarter of a million dollars for trail maintenance. Registration is available on the Montour Trail website. Registering on-line will make you eligible for 32 inch LCD TV from

Bridgeville Appliance,

<http://www.montourtrail.org/events/displayevent.asp?id=1>

The out and back race turns just east of the Muse Bishop Bridge for the 5K and the at the Trail Garage at the Kurnick Trailhead for the 10K.

The 5K will start at 9:15 a.m., the 10K at 10:00 a.m. and the Family fun walk at 10:15 a.m. As always, there will be plenty to eat and drink after the event.

## Pennies for YOUR Trail !

Do you have an old jar of pennies? Nickels & dimes thrown into a box? Quarters in your car? You can use them to help the Montour Trail and possibly win a prize for your efforts! The Airport Area Friends of the Montour Trail will hold their 17th annual Pennies For Your Trail campaign on Saturday, May 11, 2013 from 9:00 a.m. to 3:00 p.m. at the intersection of Montour Run Road and Park Manor Boulevard (the gazebo below Robinson Town Centre).

Trail volunteers will be there rain or shine to help collect and weigh your pennies. Area businesses have donated numerous prizes which will be awarded to the persons donating the most loose change according to weight. We gladly take paper money as well! All money raised will be used to maintain the Airport Area sections of the Montour Trail.

Please help to support your trail!



## Trail Alerts – New on Our Web Page

In late February, some of you may have noticed a new "Trail Alerts" addition to the Montour Trail's home page ([www.montourtrail.org](http://www.montourtrail.org)). In addition to existing means of communicating important trail-related info to trail users, this feature will allow us to post temporary trail closure, detours, and changes to dates or locations of trail events, especially those that are new or changed since the latest publication of our Trail Letter. The inaugural Trail Alert about intermittent trail closures near MP 12 looks like this:

### Upcoming events [«calendar»](#)

- **April 7:** Pittsburgh Cycling Expo [«more info»](#)
- **April 21:** Burgh's 10K [«more info»](#)
- See our [Events Calendar](#).

### Trail alerts

- **Very irregular trail closures at Mile 12** thru August. The PennDOT project to rehab the Rt. 22 bridge over the trail will begin Mon. Feb. 18. Occasional 5 to 15 min. delays are possible.

### What's new [«more news»](#)

- [Sports Complex Planned Along Montour Trail](#) · 1/26/2013 · [Pittsburgh Post-Gazette](#)
- [New Newsletter](#) · 1/27/2013 · [Montour Trail-Letter](#)

We don't intend to use Trail Alerts for general dissemination of information, but if you are looking for any late-breaking news about upcoming events or possible trail detours, here's the place to look. Our thanks to web masters Deb Thompson and Dave Hajnik, whose behind the scenes volunteer work on the website and other MTC information technology projects help keep us going.

## Valley Brook Bridges continues from page 1

and trail surfacing, will begin and should be complete by the fall. A ribbon cutting will follow. Request for proposals for final engineering of the second phase of this project are expected to be solicited by early spring. Depending on the timing of some funding and final design outcomes, VB #2 could be completed by spring 2015.

Valley Brook #1 has funding which includes a DCNR grant of \$95,000 for engineering, a Local Share Account grant of \$250,000 (administered by the Redevelopment Authority of the County of Washington), private donations of \$27,000, and money from MTC's capital budget, supported by donations from generous members like you. VB#2's funding to date includes a DCNR grant of \$188,100, a Local Share Account award of \$250,000 (administered by the Redevelopment Authority of the County of Washington), and a pledge from the MTC board of directors to make up any difference between the remaining funding sources we are currently waiting on, and the ultimate amount needed to complete the project.

Over 180 hours of volunteer work have been spent thus far clearing the old railroad cut between the future locations of VB#1 and VB#2. Although only a few can be pictured, Bill Zinn, Blair Seip, Bryan Seip, Dave Wright, Gil McGurl, Jack Shoup, Jim Imgrund, Jim Robbins, Mark Imgrund, Nolan Zinn, Paul Everson, and Rich Blaskiewicz were among the volunteers. Hundreds more volunteer hours will be spent this summer and early fall completing the first phase. If you are interested in being one of those volunteers, email project manager Mark Imgrund at [markimgrund@gmail.com](mailto:markimgrund@gmail.com).

## Safety Improvements have been completed for the Montour Trail Crossing of Park Manor Blvd. in Moon Township By Dennis Pfeiffer

The safety improvements have been completed at the Montour Trail crossing of Park Manor Blvd. at mile 4.1. These changes were funded with a PA DCED year 2008 grant. Thanks to Pennsylvania Representatives Nick Kotik and Mark Mustio who supported this request for funding. The Montour Trail Council wishes to especially thank Moon Township for their leadership in making these important safety changes possible. Also a thank you to Robert Dudash P.E. in volunteering his professional expertise to the MTC during this project.

The safety improvement changes made were as follows:

- Installed "Blank Out No Turn on Red" sign on span wire on the northbound Park Manor Blvd. approach. This sign is activated when the pedestrian button is pushed. (We thought this was the most important improvement.)
- Installed one "No Turns From Shoulder" sign heading northbound on Park Manor heading toward the intersection.
- Installed ground mounted "Bicycle Warning Sign" on the approach heading East on Montour Run Road towards the intersection.
- Installed one "Bicycle Warning Sign" on the approach pole heading North to the intersection on Park Manor Blvd.
- Installed and programmed two 15 second count down indicators on the walk signs on either side of Park Manor Boulevard where the trail crosses.
- Installed new informational signs on the two pedestrian poles.
- Installed ladder type crosswalk delineation on the Park Manor Blvd. crossing of the Montour Trail.

Note: Bronder Technical Services was hired by Moon Township to make the changes and Chris Prisk of L.R. Kimball was the project manager.



*On February 6, 2013, the Airport Corridor Transportation Association (ACTA) at their annual meeting awarded the 'Improving Mobility' award to the Montour Trail Council, Moon Township and their engineering firm L.R. Kimball for the Park Manor Safety Improvement project. From left to right: Robert Dudash, ACTA President, Jeanne Creese, Moon Township Manager, Dennis Pfeiffer, Brian Krul L.R. Kimball, Chris Prisk L.R. Kimball*

## Volunteers: The Hootons Make Our Cecil Gardens Grow

Users of the Montour Trail near the Morganza Road bridge in Cecil Township this spring will again enjoy the five colorful, varied garden plots, developed by John and Berenice Hooton, that beautify the trail. The story of these gardens is really a story about how word-of-mouth enthusiasm has built the Montour Trail from the start.



*John and Berenice Hooton*

In 1989, the Hootons celebrated one of John's birthdays by biking 30 miles from their home to a bed-and-

breakfast. There they met MTC co-founder Stan Sattinger and his wife Geri, who happened to be staying overnight at the same place. Stan told the Hootons about his plans for turning former railroad mileage into a community recreational asset and invited them to get involved.

The two couples maintained occasional contact at jazz events, and eventually, in 1992, John agreed to become a trail volunteer. "At that point it was heavy-duty work like lifting railroad ties," John recalled, "and the big threat was catching poison ivy."

In addition to flexing his muscles for the trail, John Hooton became one of its most successful advocates. One day John noted an unusually fast jogger running near his investment consulting office in Bridgeville and told him about the Montour Trail. The man was impressed and said that he and his brothers had started a new business and wanted to make community connections. A few years later this marathon runner, Tom Daily, and his brothers launched the Burgh's Pizza and Wing Pub 10-kilometer run, which has raised over \$200,000 for the Montour Trail over 12 years.

John has also served on the MTC board and was instrumental in securing the Council's office space. But now he is best known as co-gardener alongside his wife—an unlikely undertaking, given that their prior gardening experience consisted of a few blueberry plants in their backyard.

Two gardens had previously existed along the trail in Cecil, one on each side of Morganza Road, but both had become overgrown due to inconsistent management. "I felt they were so beautiful they couldn't be let go," Berenice Hooton explained, "so I started in, one at a time, and ended up doing five of them."

Berenice typically spends three or four days a week on the trail and treasures the memorable relationships she has built with passers-by. "One woman stood for a while watching me and finally asked why I was doing this work," Berenice recalled. "She ended up helping me and then coming back with her husband the next day to work some more." Another woman shared her marital struggles with Berenice while assisting her once a week.

Berenice is well known as a superbly informed trail ambassador, often interrupting her work to give directions or answer questions, but her hospitality hasn't stopped there. When one volunteer helper was unexpectedly evicted from her residence, the Hootons welcomed her into their guest room for six weeks.

For people traveling west on the trail, the first of the five gardens, all within about 0.6 miles of each other, is near the Tandem Connection building and trailhead. West of Morganza Road comes the most extensive garden, featuring more than 200 feet of forsythia plants along with the shiny, all-white classic "ghost tandem" bicycle on permanent display. Next, about 100 feet further west, comes a garden built around an elm tree (John says that the tree "looked lonely") adjacent to the ballfield at Hendersonville Park.

The fourth garden, another 200 yards west, dates back to an Eagle Scout project completed in 1994, which the Hootons have restored by planting sweet Williams, lilacs, and other flowers. The last one is primarily a shaded fern garden, created to stem erosion from a nearby ash dump.

The Hootons sound like experienced gardeners now as they describe their strategic positioning of roses, peonies, and ferns depending on how much sun each garden receives. While confessing that managing close to 500 feet of gardens can be tedious at times, John said, "There is satisfaction in the interest and pleasure shown by people going by. And I think it contributes to the overall trail experience."

## Introducing the New Montour Half Marathon Race Director by Bill Orr

Jenna Klingenberg is a Guest Services and Events Specialist at Reed Smith, a law firm in downtown Pittsburgh, where she was recruited in 2009 to build a most prestigious Guest Service Team, and since then, has assisted with the coordination and completion of over 200 events. Prior to her time with Reed Smith, she held a management position in Marriott properties, where she learned the true meaning of exceeding expectations. Jenna holds a BS in Hospitality Management from Penn State University and plans to earn her JD at Duquesne University in 2015. During her time at Penn State, she assisted in the planning of THON, the largest student-run philanthropy in the world, worked in the banquets department of the Penn Stater and Beaver Stadium, and interned as an event planner.

Aside from work and education, Jenna is enthusiastic about a healthy lifestyle that, of course, includes running. She has participated in multiple races throughout her running career, but most recently ran her first marathon in Pittsburgh last May, of which she plans to follow suit this coming year.

Jenna has a passion for the small details that come together to make such remarkable events like the Montour Half Marathon memorable for all involved. If you'd like to be in touch with Jenna regarding questions, suggestions, concerns or simply just to say hello, she can be reached at [race@montourtrail.org](mailto:race@montourtrail.org).

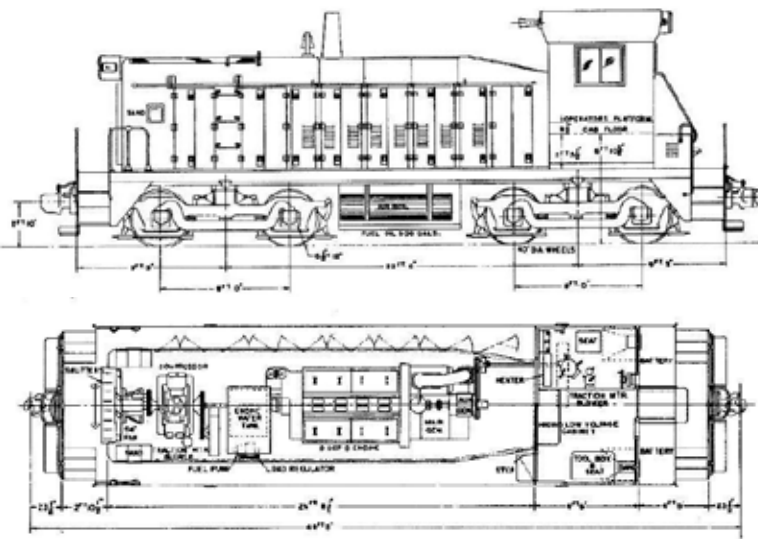
## MONTOUR RAILROAD HISTORY

### Transition on the Montour Railroad (Bob Ciminel ©2013)

The Montour Railroad went through many transitions in its 100-plus-year lifetime. In 1901, it transitioned from the Imperial Coal Company to become a subsidiary of the Pittsburgh Coal Company. Then, in 1946, it transitioned from the newly-formed Pittsburgh Consolidation Coal Company to become a jointly-owned subsidiary of the Pennsylvania Railroad and the Pittsburgh & Lake Erie Railroad. In 1975, with the demise of the Penn Central, it became a wholly-owned subsidiary of the P&LE.

There were many other transitions on the Montour, such as the transition from a passenger and freight line to a freight-only line in 1928, and the transition from steam to diesel in the early 1950s. But there was one transition that occurred multiple times every day and night when the railroad was in operation. These took place within the electrical cabinets of the Montour's SW-9 diesel locomotives as they moved their carloads of coal on the main track and branches between Montour Junction and Mifflin Junction.

The power plant of the SW-9 diesel-electric locomotive was a 1,200 horsepower General Motors Electro-Motive Division Model 12-567B 12-cylinder diesel engine driving a 600-volt, 848-kilowatt generator. The generator furnished electrical power to a Model D27 traction motor on each of the locomotive's four axles. The traction motors then supplied mechanical power to the wheels to move the locomotive along the rails. When starting out, electricity from the generator was routed to the four traction motors in series (#1 to #2 to #3 to #4), keeping the 1,400 amp current from the generator at a level that prevented the motors from overheating as the locomotive applied its maximum tractive effort to move the train.



Schematic diagram of an SW-9 Locomotive

As the locomotive speed increased, the traction motors began generating an opposing voltage (an electric motor is essentially a generator running in reverse) called back electromotive force or back emf. If allowed to continue, this opposing voltage would eventually equal the voltage applied by the generator and the traction motors would be unable to generate additional torque to continue increasing the train's speed. On the Montour's SW-9s, this point would occur at about 7 mph and was called the transition point, or the point where the locomotive needed to shift from low gear to high gear.

On the SW-9, transition was automatically initiated by the locomotive's control system, unless the engineer chose to do it manually. Various relays and switches would actuate and realign the electrical power going to the traction motors into a configuration known as series-parallel (#1 to #2 and #3 to #4). This would divide the 600 volts among two sets of motors, reducing the back voltage and allowing the motors to continue producing torque and increasing their speed.

The Montour SW-9s were delivered with a 62:15 gear ratio on the traction motors (the wheels would make one revolution for every four revolutions of the traction motor). With this gear ratio, forward transition (series to series-parallel) would occur automatically at 7.5 mph and the engineer would initiate backward transitions (series-parallel to series) at 9.5 mph. Automatic forward transition could be cancelled using a forestalling switch in the locomotive and was frequently used by Montour engineers to prevent jerking when operating multiple locomotives to prevent couplers from breaking on heavily loaded trains.

Former Montour employee Gene P. Schaeffer describes how manual transition was used in the 1970-80 time frames (edited for clarity):

*"You could also take the transition lever, advance it like the gear shift in an automatic transmission, then throttle the locomotives out to #8 (the throttle had eight notches, which increased engine rpm and generator output) and let them do it on their own, but I think the big reason in doing it manually was to control the power surge when it transitioned.*

*Running light you could let them do it themselves without worry about tearing the train in half, but with loads or a lot of empties, always a big chance of breaking a knuckle with the power surge.*

*That is the way Jack Harvard taught me to do it and some of the reasons. (continues on page 7)*

Bob Ciminel is the founder of the Montour Railroad Yahoo group [http://finance.groups.yahoo.com/group/montour\\_rr/](http://finance.groups.yahoo.com/group/montour_rr/) There are currently 328 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.



## 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

Edward Carnegie  
Ernest C. Jackson  
Jim Kania

### Benefactors

John Dorman  
David Hall

### Leaders

Daniel W. McKenna  
John Oliver & Sylvia Dallas  
Dennis Pfeiffer

### In Memory of Mary Lou Harper

Michael Baker Corporation  
Foundation  
Nancy Wigley  
Gail Kane  
Mr. & Mrs. Timothy Donahoe  
James E. Marsilio  
Doris J. Marsilio  
Christina Stasiuk  
George Wickline Family  
Nancy Kinney & David Ellinger  
Diane Redington & Roy Buchta

Donations were received for the **Marshall Fausold Memorial Fund** from  
Sandra & Clarence Finley  
David Oyler

## The Grand Opening



The Tandem Connection will have their official Grand Opening on Saturday, April 13 and Sunday, April 14. There will be kids events and live entertainment along with food and drink. Everyone is welcome!

They have been stocking the store with bicycles and accessories and will be a full service bike shop. A wide variety of snacks and food is available. Visit [www.tandemconnection.com](http://www.tandemconnection.com)

for more information.

## Montour History continues from page 6

*Also with 3 or 4 units, you wanted all of them to transition at the same time. When in series-parallel, if you were dragging a hill with tonnage. At a certain point normally you had to make reverse transition so you gradually back down on the throttle, then around #3 or #4 you made reverse transition at where you thought reverse transitioning would equal back out to being in series, so it was a smooth reverse transition in regards to reapplying horsepower.*

*When you made reverse transition, again you had to be careful with tonnage as you almost always had a moment or two when you lost power, and for that brief moment the train was drifting. Then you had to reapply power slowly so not to have a slack run out and break a knuckle with tonnage but you had to do it quickly so as not to lose momentum and really have a concern with slack."*

When the Montour ran its Mikado steam engines, it was not necessary to transition, but they did have the equivalent of a gear shift. It was called a reverser lever that controlled how much steam was admitted into the cylinders. But that is a topic for another newsletter.

## I want to help complete the Montour Trail!

### I want to join the Montour Trail Council at this level:

<input type="checkbox"/> Student/Senior	\$15
<input type="checkbox"/> Individual	\$25
<input type="checkbox"/> Family	\$35
<input type="checkbox"/> Supporting	\$50
<input type="checkbox"/> Sustaining	\$100
<input type="checkbox"/> Benefactor	\$250
<input type="checkbox"/> Leader's Circle	\$500+

Make checks payable to the "Montour Trail Council"

Send me the newsletter by email ☐ mail ☐

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Address \_\_\_\_\_

Phone (Day) \_\_\_\_\_

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Mail to:

Montour Trail Council  
Suite #3 2nd Floor  
304 Hickman Street  
Bridgeville, PA 15017

*The Montour Trail Council is a 501(c)(3) non-profit corporation. All donations are tax-deductible. You may also be eligible for matching funds from your employer. A copy of the Montour Trail Council's official registration and financial information may be obtained from the Pennsylvania Department of State by calling (toll-free within Pennsylvania) 800-732-0999. Registration does not imply endorsement.*

Don't Forget

The Montour Trail Council may be designated as your United Way Contributor Choice as option #3308.



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## Pittsburgh Cycling Expo

If you missed or even if you did attend the first of Pittsburgh Cycling Expo in 2012, you certainly want to attend this event in 2013! Come and learn more about cycling apparel and accessories as well as ride opportunities in Pittsburgh. The Pittsburgh Cycling Expo is being held Sunday, April 7, 2013 at the Circuit Center in the South Side, 5 Hot Metal Street, Pittsburgh, PA 15203. Events start at 10:00 a.m. and end at 5:00 p.m. Expo admission is \$5 at the door. The proceeds benefit The Montour Trail. Get complete details for this event at <http://www.pghcyclingexpo.com>

The Pittsburgh Cycling Expo is open to bicycle enthusiasts, recreational bicyclists and anyone who has an interest in bicycling. Vendors and local bike shops are invited to display their wares in the Expo area. Trail updates and information on organized rides will be available. Doors to the Cycling Expo area will open at 10 am. The Expo will feature vendor booths, speakers relating their stories about biking, a trail ride starting at 9:00 a.m. along the trail in South Side, workshops, a cycling fashion show, silent auctions, a 50/50 raffle, and more. Plenty of restaurants near the Circuit Center are available.

Last year was the first Pittsburgh Cycling Expo in the Pittsburgh area. It was such a success, we just had to bring this event back a second time!

The Pittsburgh Cycling Expo is being sponsored by [Aero Tech Designs](http://www.aerotechdesigns.com) in Coraopolis, manufacturing cycling clothing for more than 25 years. For more information relating to participating as a vendor and/or attending this event, please contact: [steve@aerotechdesigns.com](mailto:steve@aerotechdesigns.com). Registration at: [www.pghcyclingexpo.com](http://www.pghcyclingexpo.com).

