



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

Volume 27 Issue 5

November-December 2016

Annual Dinner by Dave Borrebach, photos by Dave Oyler

On Sunday, November 6 the Montour Trail Council held its annual dinner and meeting at the Pittsburgh Airport Marriott. The key item of business was electing new Board members for the 2017-2019 term.



Phyllis McChesney, MTC Secretary and President of the Airport Friends, will continue into a second consecutive three year term on the Board. Don Thobaben, who's active on five different MTC committees, returns to the Board after his bylaw-imposed one year hiatus. Deb Thompson, the MTC's webmaster since 2002, is moving into her first term on the Board. Jen Mosesso and Dave Tetrack are both joining the Board and focusing their efforts on the newly invigorated Real Estate committee.

Doug Riegner (left), Director of Community Relations for Allegheny Trail Alliance, gave the keynote address. Doug is a long-time user of the Montour Trail, and led employee bike rides on the trail when he worked for RPS (predecessor to FedEx Ground). He focused his remarks on the great benefits that trail-related organizations like the MTC can get from use of social media.

MTC President Ned Williams honored Dave Oyler and Peter Kohnke for their lead work on the Pleasant Street extension, and Dennis Pfeiffer and Pete Merther for their work on the Coraopolis Connector. John Dorman received a round of applause for his work leading the 2016 Trail User Survey. Ned honored Pat Friedsam and Deb Andrus for their on-trail efforts for soliciting new memberships, and outgoing Board member Bill Capp (right) for his tireless work leading trail construction and maintenance.

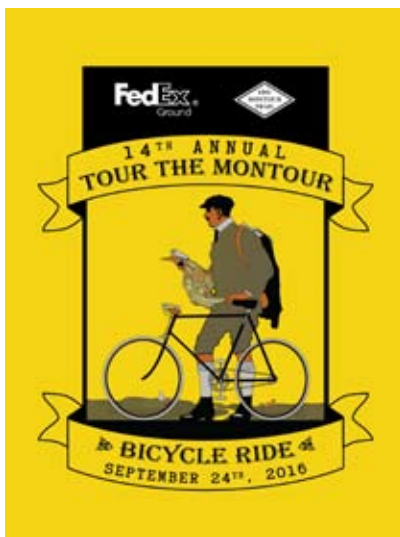


The event started with a social hour. Dennis Pfeiffer set up his very impressive set of historically accurate Montour Railroad O-scale model trains, and Dave Oyler set up a slide display showing the great progress in the Pleasant Street trail construction project.

Inside this issue:

Annual Dinner Tour the Montour	1
The Prez Sez	2
South Hills Penny Day Cecil Little Library	3
Cross Country Skiing Winter Port -a-Johns	4
Volunteers Needed Photo Winners	5
Montour RR History: Bethel Park and East	6
New Members / Memorials	7
The National Tunnel Experiment	8

14th Annual Tour The Montour – Better Than Ever



Saturday, September 24, 2016 was a magnificent day for our 14th Tour The Montour, with perfect weather conditions for an autumn bike ride.

No wonder over 500 riders turned out to ride, some of whom travelled from as far away as California. The age range of our riders continues to impress – from 2 years old to 86 years young.

As usual, the lunch at Brothers Grimm at the 2016 Tour did not disappoint – plenty of full tummies and happy faces at the end of the event. Our sponsors Brothers Grimm, The Oakdale Diner/The Cooked Goose Catering Company, Mediterra Bakehouse and Eat 'n Park kept everyone's energy levels up with their fresh and tasty food. Steve Taylor from Brothers Grimm and his staff kept the food coming, hot and ready, right up to the last rider.

We had some amazing Trail fundraiser raffle options this year. Pro Bikes LLC generously donated a 2016 Giant Escape bicycle – Joan Hall was the lucky winner, and was quite thrilled – she plans to give the bike as a gift. The Tandem Connection graciously donated a 2016 Fuji Absolute 1.3 disc-brake equipped bicycle – AJ Smakosz held the winning ticket. Seven Springs Mountain Resort unselfishly provided a Two-night Getaway at their stunning resort – Mark Kozlowski is a hero at home for winning that prize. All in all, the raffle items help raise significant additional funds for the Trail – so we'd like to send a big THANK YOU to Pro Bikes, The Tandem Connection, Seven Springs, REI and everyone who bought raffle tickets. **Continues on Page 5**

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

or

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



MONTOUR TRAIL COUNCIL BOARD OF DIRECTORS

Ned Williams	President
Tom Prezel	Vice President
Eric Chipps	Treasurer
Phyllis McChesney	Secretary
<i>Bill Capp</i>	<i>2014-2016</i>
<i>Eric Chipps</i>	<i>2014-2016</i>
<i>Phyllis McChesney</i>	<i>2014-2016</i>
<i>Dave Oyler</i>	<i>2014-2016</i>
<i>Tom Prezel</i>	<i>2014-2016</i>
<i>Jan Carey</i>	<i>2015-2017</i>
<i>Mark Imgrund</i>	<i>2015-2017</i>
<i>Dave Borrebach</i>	<i>2015-2017</i>
<i>Peter Kohnke</i>	<i>2015-2017</i>
<i>Ned Williams</i>	<i>2015-2017</i>
<i>Patricia Friedsam</i>	<i>2016-2018</i>
<i>David Garraux</i>	<i>2016-2018</i>
<i>Denis Kane</i>	<i>2016-2018</i>
<i>Gil McGurl</i>	<i>2016-2018</i>
<i>Dennis Pfeiffer</i>	<i>2016-2018</i>

THE MONTOUR TRAIL-LETTER

Is published bi-monthly January through December.

All Trail-letter correspondence should be addressed to:

MONTOUR TRAIL-LETTER

Suite 3 2nd Floor
304 Hickman Street
Bridgeville, PA 15017

Or E-mail to:

newsletter@montourtrail.org

All other trail correspondence should be addressed:

MONTOUR TRAIL COUNCIL

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

MONTOUR TRAIL COUNCIL PHONE NUMBER 412-257-3011

Administrative Manager

Phyllis McChesney
MTCoOffice@montourtrail.org

NEWSLETTER EDITORIAL TEAM

Dennis Sims, managing editor

Mark Imgrund

Tim Killmeyer
Dennis Pfeiffer

The Prez Sez

Got up to go to work early the other morning. Outside was frosty and clear, with the stars shining brightly. Looking northward, the Big Dipper stood vertically in the form of a question mark, an inescapable inquiry on a grand scale, ready to be applied to matters at hand. For us the question is: How do the noteworthy Montour Trail events of this past year connect its past to its future?

Well, 2015 was certainly a high water mark. We are not likely to again complete three major trail bridges in a year, although admittedly I said that twice before. From a construction point of view, the trail's *connectedness* took a huge leap forward, creating a pretty hard act to follow. So, let's look at how did we follow up in 2016.

This year, a different sort of Montour construction gained more attention than ever before, and rightfully so. This was the year that we really started to fill in the big missing gaps in the trail *organization*, building the pieces into place that have long been needed to bring all the elements of Montour into a coherent future. The time was right, and several key people stepped forward to lead some long needed committees.

The Membership Committee, led by Dave Borrebach and Pat Friedsam, solidly hit the ground running – after new trail members. A spring membership drive blossomed into an all-summer-long trailside member recruitment effort by Pat and Deb Andrus, and by Pete Merther in the Airport area. These efforts gained us over 180 new members, half again as many as last year. Also, the Real Estate Committee, chaired by Jan Carey, has formed and got right down to work. In addition to tending our bumper crop of utility easements, the committee has tackled a host of long standing Montour real estate issues, including a few high profile cases. The number of issues before the Trail Council that have significant real estate considerations has increased sharply, so this effort is covering a large gap in our abilities to handle them to the best advantage of the trail community. Mark Imgrund has continued to lead the Operations Committee in a series of initiatives aimed at integrating the many far-flung elements of trail council operations into a more smoothly functioning whole. An early collaboration with the membership committee was the well-publicized user survey, which told us a great deal about what our customers want. More recently, Ops has spearheaded the tricky task of performing an organizational assessment, aimed at highlighting how well the overall Montour Trail organization is addressing its mission. Lastly, the established Finance Committee, led by Denis Kane, took several steps this year to put the council on an even more solid financial footing.

This past year was indeed a time of significant changes for our three major trail events. Despite a late publicity start and some administrative difficulties, April's National Tunnel race in Cecil went reasonably well. It held our place on the racing calendar, and set the stage for a much better event this coming year. The half marathon and 5K in September also had a complete change of leadership, to the capable hands of Phyllis McChesney, assisted by many others. The races were successful; again, it is hoped that with more lead time and help, these Montour races will stay high on the target list in the regional running community. The organizing of late September's Tour the Montour bicycle ride was largely handed off to its committee by longtime chair Sam Hvitfelt. Again, the event came off quite well, aided by a large cadre of volunteers and nearly perfect weather. And after a year's hiatus the Bethel 5k was brought back to life by Bruce Barron, much to the credit of the Bethel volunteers and the trail itself.

Of course the trail's not finished yet (as always, that's three years away), so the Engineering and Construction Committee, nimbly led by Gil McGurl and Tom Prezel, addressed a number of construction and maintenance projects. The most visible was the eagerly anticipated Pleasant Street section, ably managed by Dave Oyler. Although short, this was by far the most complex on-the-ground stretch of trail anywhere on the Montour.

Continues on Page 4

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 Saturday "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 7:00 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 46.3)

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

The Montour Railroad Historical Society:

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

The Penny Day Report by Peter Kohnke

Thanks to all the contributors who helped make Penny Day happen in the southern part of the Montour Trail, both the people who gave the money and the people who collected the money, especially on a less than optimal day weather-wise.

The results were:

Bethel Park Friends:	\$1667.10
Peters Township Friends:	\$745.75
South Hills Friends:	\$1707.90
(South Park, Jefferson, and Clairton)	

So the total was: \$4120.75

We received one donation of 75.8 pounds of pennies in a single container with a value of \$128.51!

As usual, this money is used to help grow and maintain the trail.

Again, Thank You!

Little Library Ready for Checking Out Books by Dennis Sims

A new edition to the Montour Trail in Cecil was dedicated on Saturday, October 1, when the Little Free Library was opened near Ridgewood Drive, Milepost 22.5. Mandi Bridgeman, a trail neighbor who lives around the corner on Ridgewood Drive approached the Cecil Friends of the Montour Trail with the idea. Little Libraries are popping all over the country. Two were recently installed on the Arrowhead Trail as part of an Eagle Scout project. For more information about the Little Free Library go to <https://littlefreelibrary.org>. Picture below is Mandi, and her husband Chris who built the library with the first books ready to be borrowed. (Photos by Dennis Sims)



Montour Trail Cross Country Skiing by Dennis Sims

Winter is approaching and it will be time for another recreational activity on the Montour Trail, cross country or Nordic skiing. When there is adequate snow cover (a minimum of 3 to 6 inches depending on the snow density), it provides a local spot to enjoy the sport after work or school. Skiing etiquette asks trail users not to walk or run or bike or snowshoe in the ski tracks that Nordic skiers have set. Walking in the tracks degrades the track for other skiers. Please pass this on to other trail users who may not read this publication.

Skiers should set their tracks on the extreme edge of the trail, or better yet in the grass as far from the edge of the trail as possible. Leave the center of the trail for other users. Skiing on the grass will be much more forgiving for your skis than the trail surface if you "bottom out." Plus, it's less likely that humans would walk in the tracks that you worked hard to set and they can be shared with other skiers.

Tandem Connection has a limited selection of skis and boots available for rent. Call ahead to reserve your skis at 724-745-2453. Check Trail Alerts on the Montour Trail Web Page for conditions. Trail conditions can vary over the 44 plus miles of trail.

We Heard You:

Winterized Port-a-Johns

Last Spring we conducted a user survey. We received detailed feedback from over 1200 respondents about what they liked and didn't like about the Montour Trail, and about improvement priorities. You can read the full report at <http://montourtrail.org/news/2016/MTCSurveySummary.pdf>.

One of the highest priority requests was for more year-round Port-a-Johns. This winter we're planning to have four Montour Trail Council-sponsored units at highly used trailheads on an experimental basis. One of the units will be located at the Hendersonville Trailhead (next to Tandem Connection), and another between the Clifton and Limestone trailheads on the Bethel branch.

At press time the locations of the other units are still being finalized. When they're determined, we will publish them on the MTC website and social media.

Peters Township maintains an additional unit at milepost 31.1 for Arrowhead Trail users.

It's expensive to add winterized Port-a-Johns. We're allocating funds generated by memberships and donations to support this effort. If you're a winter trail user and benefit from the new units, please let us know by sending an email to info@montourtrail.org, or commenting on Facebook or Twitter. And if you're not a member, or are a lapsed member, please join us!

The Prez Sez continues from Page 2

As reported elsewhere in this issue, Pleasant Street will be finished and open by the time you read this. The two ends of the trail saw transformational projects get started in 2016. In Coraopolis, the Montour Street area was completed, in preparation for 2017's planned $\frac{3}{4}$ mile mainline extension from the current Mile 0 trailhead. Dennis Pfeiffer and Dave Wright are managing the project. Forty eight miles away, an entirely new Clairton trailhead, and a quarter mile of new trail, were built for us by the Clairton Municipal Authority, as part of their expansion project. Gil McGurl shepherded all of the complex legal documentation work to get this done.

Taken together, these two projects strikingly bookend the Montour, giving it a real sense of what mainline completion will feel like. But with each, one of the most important elements of construction was the building of partnerships: With CMA in Clairton; and municipal, state, and Allegheny County entities in Coraopolis. Elsewhere, too, the partnerships we are building now will comprise a sort of beyond-the-physical fabric of the Montour for a long time to come. These include carefully constructed relationships with developers and with transportation and utility infrastructure entities, plus strengthening our ties to municipalities and other public bodies.

And – best for last – we had another year of the Montour Trail being excellently maintained and just looking great. That alone gets us more trail users, more good press, and eventually more volunteers to keep it all going. From the outside, the trail appears as if all you volunteers worked at it tirelessly, (although we do get tired occasionally). All of the work all year to keep the thing in really nice condition is what keeps the Montour among the top trails in the greater region. We'll need to get and stay good at doing so well with the intricacies of maintaining our committees, our membership and finances, and the structures of relationships with all the stakeholders who'll be with us for the long run.

In short, we – which is to say, all of you – followed up last year's best-ever year of trail construction with another one. By all indications, we should be looking forward to a very different, very challenging but very interesting banner year in 2017. Let's gather ourselves, hold on, and go for it!

The best to all of you for the holidays.
Ned Williams

Pleasant Street Opening



Dave Oyler Photo

It won't be announced. We'll just take down the barriers and let people go through. It's also possible that we will have brief closures for minor construction work after the primary construction is done. The spring ribbon

cutting will be for both the Library Viaduct and the Pleasant Street trail, so we want to have a big showy ceremony and we won't have time to do it right this fall. The trail will be open over the winter.

Tour the Montour *continues from page 1*

Once again this year, Noel Letterio did a wonderful job hosting the prize table, where riders at lunch drew for a chance to win fun and interesting gifts. One of our riders won an overnight stay at Homewood Suites; three of our riders each won a set of Navarra panniers; a pair of Pittsburgh Pirates game tickets for next season are sure to be enjoyed; two riders each won a pair of tickets to Pittsburgh Public Theater; with the holidays approaching, one rider will no doubt find their Tanger Outlet \$50 gift card useful. Finally, the \$25 Dunkin Donut gift card is a sweet treat. Congratulations to all of our winners.

While we can never thank all of our diverse group of wonderful sponsors enough – it won't be for lack of trying. Many thanks for their generous financial support goes out to: **Title Sponsor** - FedEx Ground; **Presenting Sponsors** - Advanced Orthopaedics & Rehabilitation, Eaton, Brothers Grimm, 84 Lumber, Highfield Crossing|Apartments on the Trail, MARKWEST, NOVA Chemicals, Park West Supply, Southwest Gastroenterology Associates, UPMC Centers for Rehab Services and WYEP 91.3; and our **Corporate Sponsors** – Aerotech Designs Cyclewear, The Cooked Goose Catering Company, Creative Printing & Graphics Inc., Bonnie Loya - Coldwell Banker Real Estate Services, Meadow Ridge Development, PENNA FLAME, Pittsburgh International Airport, Pro Bike+Run, Seven Springs, Southwestern Pennsylvania Eye Center, The Tandem Connection, TREK Pittsburgh and UBS Southpointe Investment Group. Additional, and much needed patronage came from our **Supporting Sponsors** – CFSBank, Eat n' Park, Falconi Toyota Motors, First National Bank, Homewood Suites, Country Meadows Retirement Communities, Knights of Columbus Holy Trinity Council 11279, Mediterra Bakehouse, Top Gear Bicycle Shop, TREK of Robinson, SDC Nutrition, Somma Funeral Home, Sweetwater Bicycle Shop, Washington Health System|Cardiology and WJ Designs. You'll find the names of all wonderful sponsors proudly emblazoned on our T-shirts – and we appreciate them all.

Our biggest THANK YOU goes to all of our fantastic volunteers, who rise to all manner of challenges to ensure that our riders are safe and well cared for, from the early morning hours of parking through lunch to the final clean up at the end of the day – we'd be lost without you.

Given the lovely day and the friendliest riders around, our 14th Tour will go down in history as an incredibly lucky combination of wonderful weather, volunteers, sponsors and riders. On behalf of the entire Tour The Montour planning team, we'd like to thank all who supported and participated in our 14th Annual Tour the Montour.. Please don't forget to mark your calendars for next year's **15th Annual Tour The Montour on September 23, 2017**. We will see you all there.

Until then, keep smiling, riding and enjoying all that The Montour Trail has to offer.

All the best,
The Tour The Montour Planning Team

Volunteers Needed for Signature Running Events by Dave Borrebach

If you've ever wanted to see the Montour Trail Council's resources go even farther toward making the trail a great experience, here is your opportunity. The MTC has an immediate need for volunteers with our running events committees.

We have two signature running events, the National Tunnel 5K & 10K in the spring, and the half-marathon and 5K in the fall. We're looking for volunteers to support both races. We need help on a flexible time basis in a variety of areas including soliciting donors, coordinating with the race manager, liaising with local running clubs, event publicity, and day-of-race support. We'll work with you to tailor your volunteer commitment to match your interests and availability.

This is not just an excellent way to give back, support and learn more about the Montour Trail, but also a good resume builder. We are well known around Pittsburgh as an effective, high-quality, volunteer-driven organization. As an MTC volunteer, you will gain valuable experience in working with a large nonprofit organization.

If you're interested, please contact us by sending an email to mtcoffice@montourtrail.org or call us at 412-257-3011.

Bi-monthly Photo Winner

This month we'd like to recognize Johnny Airesman's photo which floated to the top of our list: *"Bikepacking the Trail" on a fall weekend. Camped out at the Boggs Adirondack Shelter. Riding over the McDonald Viaduct.* You can check out all the photos or submit your own at www.montourtrail.org. Let's see yours!



The JR Taylor 5k is Back for Next Year

The JR Taylor 5K is scheduled for June 3, 2017. You can find the announcement (and start signing people up) at <https://runsignup.com/Race/PA/BethelPark/JRTaylor5k>.

MONTOUR RAILROAD HISTORY

Bethel Park and On To Mifflin

By Bryan Seip - Montour Railroad Historical Society



Three engines and a caboose cross over Library Avenue, the PAT trolley tracks and Brightwood Road near the Bethel Park municipal building. Gene P. Schaeffer photo.

As you head into Bethel Park on the Montour Trail, you will come to the end of the trail at Logan Road. This section of the trail was actually the main line of the Montour Railroad. It was built in 1914 as the Mifflin Extension and did not stop at the current trail's end.

The railroad travelled three miles further across Bethel Park to serve several local businesses and make a connection with the Pittsburgh & West Virginia Railroad (later Norfolk & Western) near Longview at Baptist Road. The Montour also held trackage rights (meaning they could operate Montour trains over tracks owned by another railroad) over several more miles of Pittsburgh & West Virginia tracks to reach Mifflin Junction in West Mifflin. This was an interchange point with the Union Railroad and subsequently the Bessemer & Lake Erie Railroad. The B&LE supplied empty hopper cars to the Montour to be loaded at local mines and after 1928 at the Champion Preparation Plant. The loaded cars were returned to Mifflin Junction and then forwarded north by the Bessemer to shipping ports on Lake Erie.

Several local businesses in Bethel Park received freight shipments via the Montour. The biggest customer was Brookside Lumber on Logan Road. Brookside received car loads of lumber and materials used in the construction of housing that filled Bethel Park real estate. Brookside was the last Montour rail customer in Bethel Park, with shipments ending in December, 1980. Between Brookside Lumber and South Park Road was the Pittsburgh Terminal Mine #8 at Coverdale, in the area that the Industrial Park currently occupies. This mine was serviced by the Wabash, Pittsburgh Terminal/West Side Belt Railroad via trackage rights on Montour rails to ship the coal mined at Coverdale. Crossing South Park Road, the Montour had spur tracks on either side of Brightwood Road near the Bethel Park municipal building, at Kiefer Supply and Slater's lumber yard. A short distance further at Route. 88 was the Allegheny County road maintenance garage, known as ALLECO, which also received shipments from the railroad.

Continuing east, the Montour went under Broughton Road, across Horning Road and over Baptist Road to Salida, the connection with the P&WV. A siding was located at Salida, where cars coming to or from Mifflin Junction or Longview could be set out for interchange between the two railroads.

At Mifflin Junction, the Montour leased 13 acres from the Union Railroad in 1914 and built a coaling station for steam locomotives, a station including a scale, storage and repair tracks and several houses which were used as employee dwellings. Coal loads delivered at Mifflin would be weighed on the scale before being delivered to the forwarding railroads for final shipment.

Crews travelling to Mifflin in the steam era would often reach the end of their permitted work hours and would need to stay overnight, using the company supplied housing. By the 1940's, new highways in the area allowed train crews to be able to drive back to their homes for the night instead of staying in Mifflin. Even though their work day ended and they technically laid over at Mifflin, some crew members kept an old car at the facility so they could drive home for the night and then report back to Mifflin Junction the next morning.

By the mid-1970's, the Pittsburgh & Lake Erie RR completely owned the Montour Railroad. P&LE decided to reroute the hundreds of Bessemer hoppers over their own rails to Montour Junction in Coraopolis. This resulted in the discontinuance of the Montour's Salida interchange, severing the east end of the railroad. The last Montour train used the section of track between Salida and Brightwood Road in April, 1976 and abandonment was completed in October, 1978.

In December, 1979 the P&LE applied for abandonment of an additional 8.4 miles of track between Brightwood Road and the Thompsonville siding in Peters Township, and also the 5.9 miles of the Library Branch. A one-year notice was required for abandonment to proceed and the final train to Brookside Lumber operated on December 26, 1980 to remove several empty cars from Brookside, thus ending Montour operations in the Bethel Park area.

In the 1980's and 90's seven Montour Railroad bridges in Bethel Park were demolished or removed along the section of right-of-way between Logan and Baptist Roads. The right-of-way was sold or taken over for other purposes.



One of the last trains to Brookside Lumber crosses over Logan Road in December 1980. The concrete arch bridge was demolished in 1987. Tim Sposato photo.

You can contact the Montour Railroad Yahoo group at http://finance.groups.yahoo.com/group/montour_rr/ There are currently 352 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>

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

Terry Bimle
Patrick Botula
Sarah Buffington
Jere Cowden
Jeffrey Devlin
John & Katie Doyle
Janet Femiani
Jenny & RJ Gallo
Thomas J. & Marie Gayliardi, Jr.
Peyman Givi
Carl Humes
Mary Beth Kusbit
Mary & Doug Lowenhaupt
Ali Mabel
James & Kathie McClintock
Gretchen McKay
Timothy McVaugh
Jen & Gary Milavec
Robert Morris
Jennifer Mosesso
Robert Paysen
Mike Prok
Lloyd W. Pumphrey, Jr.
Tom Pyzowski
Mike Rampa
Karen & David Razumic
Kathleen Reyes

Beverly Ryan
Mark Sabich
Lynne Smoker
Stewart Snodgrass
Alan & Michelle Stande
Julie Vuillemot
Wendy Walton
Laura Wilson
Annie Wise
William Zalewski
Lee Zamborsky

Benefactors

Tim Baker
John & Katie Doyle
Don & Shelly Fink
Mark & Tina Imgrund
Iris & Jerry Liberatore
Irene & Keith McAllister
Janet McKinney

Leaders

Don & Catherine Augenstein
Robert Lehnert
John Oliver
Jack Peth
Jim Starr
Tom & Karen Stewart

Donations were made in memory of Robert Rabold by

Andy & Sandy Gans
Robert E. Jahn
Benjamin Tu
Kimberly Minkalis
John Wojcik
Melissa Sadler
Margaret Morris
Nicholas & Megan Voss
Daniel & Margaret Macel
Brian & Christina Ciaverella
Robert & Faith Hedin
Anne & Chris Griffin
Duane & Karen Hollinger
Don & Jo Ann Culp
Sarah Cox
Mari & Kevin Abbott
Walter Dassdorf
Nancy & Steve Hiner
Thomas & Leslie Joyce
Mary Ellen Ulicny
Ellen & Henry Marziale

Donations were made in memory of Thomas Morris by

Kevin Lucas
Audrie & Alfred Covelli
Helen M. Herreid
Irene Buccia
Irene & Richard Bauer
Kathleen Thurman
Tom Rice
Joe Bernot
Len & Christine Cuniak
Dan & Jennifer Kerekes
Jason & Tracy Gerard
Christy Lynn O'Connell
Joseph Peterson
Judy Cole

I want to support the Montour Trail Council!

THE
MONTOUR
TRAIL

Membership Level

- ☐ Leaders' Circle \$500 +
☐ Benefactor \$250 - \$499
☐ Sustaining \$100 - \$249
☐ Supporting \$50 - \$99
☐ Family \$35
☐ Individual \$25
☐ Student/Senior \$15

Contribution enclosed: \$ _____

Make checks payable to **Montour Trail Council**

Mail to: **Montour Trail Council**
304 Hickman Street, Ste. 3
Bridgeville, PA 15017

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____
E-MAIL _____

Montour Trail Council Use Only

☐ Cash ☐ Check Taken by _____ Date _____/_____/____



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

Address Service Requested

NON-PROFIT ORG
US POSTAGE
PAID
PITTSBURGH, PA
PERMIT NO. 2524

The National Tunnel Experiment, Part 2 photos and story by Dennis Sims

Part 2 of the tunnel experiment occurs this year. Last year we closed the tunnel and found the temperature stayed well above freezing, preventing ice from forming. This year, an air lock of sorts will be built at each end using plastic curtain strips that you find in entrances to cold rooms. Trail users can just push these aside and enter the tunnel. This way there is no need for users to close a door behind them. The temperature will be monitored during the test and we will decide where to go from there. The tunnel will not be closed like it was last year. Here is what the "air lock" looks like. Note the trail pickup truck for scale. The curtain strips are transparent so a trail user will be able to see if anyone is behind the curtain. This will replace the locked door that allowed monitors to enter the tunnel last year.



The tunnel walls will be in place by the time you are reading this. The "air lock" will be in place with or without the curtain strips. The curtain strips can be installed easily and quickly, prior to the arrival of any cold air mass which would cause an ice build up.



Happy Holidays from the Montour Trail Council