



The Official Publication of the Montour Trail Council

# MONTOUR TRAIL-LETTER

The 2017 Pennsylvania Trail of the Year

Volume 28 Issue 6

November-December 2017

## McKee Food Grants MTC \$20,000



On Thursday, November 2, Stephanie Massey and Sam Stillings of the McKee Foods Outdoor Happiness Program presented Montour Trail Council President Ned Williams with a check for \$20,000 to help complete the Coraopolis trail extension.

McKee Foods is a family bakery based outside of Chattanooga, Tennessee and is best known for its Little Debbie snack cakes.

Stephanie, Outdoor Happiness Program Coordinator for McKee Foods, explained that the McKee family has a history of supporting development of parks and greenways. "The Outdoor Happiness program will result in 50 grants to 50 states over a 5-year period. The Montour Trail grant is the 28th we've given so far."

Sam is the District Sales Representative for McKee Foods, a cycling enthusiast, and a relatively new member of the MTC. Sam explained that he and his family relocated to area last spring and he started riding different sections of the Montour Trail.

"I had already arranged for an Outdoor Happiness grant when I lived in New Jersey," Sam said. "While riding on the Montour Trail, I noticed all the work being done but also noticed gaps. I thought 'Bingo!' I got information on the MTC from a trail sign, and followed up." That led to a presentation to the Board at the September meeting, along with his recommendation to submit the application quickly.

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In accepting the check on behalf of the MTC, Ned Williams said "We're very thankful for McKee's support of the trail extension from Mile 0 into Coraopolis. It's support like this that has allowed the Montour Trail to become the great recreational resource it is."

Because they're a family company, McKee Foods can move fast. So fast, in fact, that McKee received our Montour Trail project proposal on October 26, and Stephanie was here in our office on November 2 with a check in hand. Stephanie commented, "The Montour Trail application was a dream project. We love greenways and bike trails, and this project seemed like a natural."

Dennis Pfeiffer, project manager for the Coraopolis extension, led the grant application submittal with assistance from Dave Borrebach.



*It's all smiles at the check presentation, From Left to Right: Sam Stillings, Phyllis McChesney, Stephanie Massey, and Ned Williams.*

## Tax Changes? Make a Gift in 2017

As this issue is going to press, the US Congress is voting on tax law changes. Consider donating to the Montour Trail Council if your tax advisor recommends giving in 2017, before changes are implemented. Use the easy online gift payment option at [MontourTrail.org/help-us/donations/](http://MontourTrail.org/help-us/donations/).

Gifts of appreciated securities may be transferred to the Montour Trail Council via our Ameritrade account, DTC # 0188, Account # 488 381 404. Please notify the MTC office by phone or email to alert us to watch for your gift.

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To converse go to:  
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## The Prez Sez

As the year draws to a close, Thanksgiving has passed, and we look forward to the end of year holidays. The trees are bare, allowing us to see deep into the woods, and cold weather has become the norm. Short sleeve days are over for a while. This is now the season to focus on family and friends, on renewing acquaintances and forging fresh ones. And it's time to celebrate the accomplishments of the past year, and set the stage for the new one.

The past year was highly unusual year for the Montour Trail Council in that we did not complete any major trail building projects, the first such hiatus since 2004. Every one of the dozen years since then has seen a plethora of groundbreaking and ribbon cuttings, as the Montour Trail steadily took shape on the ground (or over it). We have all watched, if not helped push, this amazing progress, which has often made headlines and feature stories in this fine newsletter, and other media as well. This year, our eager and capable project managers had three projects all teed up, which together will add about a mile and a half to the main line of the trail. As previously reported, these are Coraopolis, and Pleasant Street East and Piney Fork in South Park Township. However, lengthy agency reviews and procedural and regulatory difficulties kept all three stuck in the starting gate for most of the year. These roadblocks are just now being cleared, and we anticipate making significant trail building progress this coming year. Rest assured that as these projects unfold, you will be able to read all about them in this newsletter.

And, of course, this was the Montour Trail's time to be in the bright spotlight as PA's Trail of the Year. Not a common thing; it took us thirty years to reach this level. All the construction projects were on hold and we were able to devote more attention to maintaining the trail. It turned out that an increase in these efforts was necessitated anyway, due to a protracted spell of exceptionally rainy and stormy weather this summer. However, our volunteers stepped up much higher than just mowing and tree clearing, and laboriously groomed many sections of the trail to the best condition they have ever looked. This stamped a great first impression on the large numbers of people who were first time visitors; they really let us know how much they had enjoyed their time on the Montour Trail. Also impressed were the distinguished guests attending our Trail of the Year event in June, many of whom are in a position to be of significant help to the MTC now and into the future.

What does it mean to be the sort of trail organization whose trail would stand out as Trail of the Year? To quote from the Montour Trail posters that PA DCNR had beautifully printed, "The Montour Trail Council, formed in 1989 to manage the trail, has implemented best practices to provide a consistently high-quality experience for users while relying fully on volunteer leadership." This focused volunteer approach has been the one taken throughout the organization ever since. You volunteers are the champions who do it all; thank you for your fine efforts.

We have also received help by collaborating with a variety of municipal and private organizations, and have worked to deepen and strengthen those partnerships. Early on, we were quite fortunate to be one of the seven groups of the Allegheny Trail Alliance, with the mission of serving as a branch trail from the Great Allegheny Passage to the Pittsburgh Airport. This is now largely done, thanks in part to strong early help from ATA. Many other partners have also provided support along the way. Now, we are looking to use our 'Trail of the Year' designation as a springboard to grow widespread awareness of the trail and draw more visitors, some of whom may be the next generation of volunteers and leaders. We will be working closely with nearby trail and recreational entities to develop good ways to advance towards this long-term goal. By working together, all parties can realize benefits; the Montour Trail Council will gain depth and strength in partnering.

**Continues on page 7.**

## 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 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 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.

## 2018 User Survey Scheduled for February

During early 2016, the Montour Trail Council conducted its first-ever on-line trail user survey. We collected data from over 1250 respondents who provided insight on areas such as trail use, favorite sections, trail maintenance, and safety and security. Survey participants told us about their priorities for improvements along the trail. We listened. As a result, the Montour Trail Council took a set of actions to address the top three priorities:

- We added winterized portajohns at Cliff Mine, and McConnell Road trailheads for those using the trail during winter months. These were added to the existing units at Hendersonville, near McMurray Rd. between the Clifton and Limestone trailheads, and the unit at Mile 31.1 that's maintained by Peters Township. We're also doing a trial run to see if a unit is warranted at Mile 0.
- New directional signage is being installed along the trail. Located at each trailhead and trail intersection, each sign gives the mileage to the adjacent trailheads and the distance to the Mile 0 and Clairton trailheads.
- A water fountain was added at the Clairton trailhead, and a proposed new fountain at the Mile 0 trailhead is moving through the final design stage.

### 2018 Survey Plans

We'll be launching a follow-up survey in late January. As in 2016, we're using Survey Monkey for data collection. A link to the survey will be published on MontourTrail.org and to the MTC's social media sites on Facebook, Twitter and Yahoo. A link will also be provided in the January/February edition of this newsletter, and will be emailed to everyone on our distribution lists.

The survey will cover similar topics as in 2016 and address a few new issues, enabling us to make year-over-year comparisons and focus our future efforts to improve the trail.

Please let your voice be heard by completing the survey!

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Would you rather go green and receive your newsletter by email? Pictures are in color and that may give you some incentive to switch.

Send your name to [enews@montourtrail.org](mailto:enews@montourtrail.org) to be moved to email delivery.



## Discover the Westland Branch

by Dave Hajnik (MTC volunteer)

Did you know the Montour Trail has a 4.1 mile long branch that is seldom visited by trail users? This is my favorite portion of the Montour Trail with abundant rural beauty and solitude.

The Westland Branch connects to the Montour Trail main line at mile 21.6 (Gilmore Junction), and runs predominantly through rural farmlands. Most of this branch lacks heavy vegetation near the trail, offering users great views of the surrounding areas; and there is much to see. Hawks always seem to be gliding overhead and you'll hear the sounds of many other birds. Cattle can be seen grazing in the rolling pastures. Various wild flowers and interesting bushes sporadically populate the trail edges. If train watching is your thing, you might be able to see (up close) one of the MarkWest tank trains. On most of the Westland Branch, these trains just creep by quietly at a few miles per hour.

The Westland Branch exists today as the result of a genius plan conceived and implemented by the Montour Trail Council. The MTC possessed the abandoned railroad right-of-way that once served the mine at Westland. MarkWest Energy Partners needed a better way (rather than truck) to get their products (propane, butane, etc.) to market from their Westland Plant. A "win-win" deal was made. Mark West was given a lease to use the right-of-way to build a new rail line to service their plant and now ship products to market by railcar daily using the Wheeling and Lake Erie Railway. To compensate the MTC, MarkWest built the Westland Branch trail, and makes a substantial annual lease payment for use of the railroad right-of-way.

Trail users can get to the Westland Branch simply by diverting from the Montour Trail (main line) at mile 21.6. When traveling to the trail by car, users can park at the Galati access area that is only about ½ mile from the Westland Branch split. For users coming from the west, the Westland access area is available for parking at the end of the branch near Westland, PA. See the following MTC website page for map details: [montourtrail.org/plan-a-visit/map/](http://montourtrail.org/plan-a-visit/map/). From the split at the Montour Trail main line, the first sections of the Westland Branch are a bit mundane; but give it chance. At about 0.67 miles you will encounter a little bridge. This is a nice spot to stop and observe fish in the stream below. Past this point going uphill, the real beauty of the branch reveals itself.

Most of the Westland Branch trail surface is in good shape. However a few ruts exist out there along with vegetation overgrowth in a few spots. The MTC has recently allocated resources to address these issues and a few trail members have volunteered to improve the branch. The new maintenance initiative should be in full operation during the next month. Anyone interested in volunteering to support the Westland Branch can contact Doug Ettinger, [dougettinger@verizon.net](mailto:dougettinger@verizon.net) or 412-302-1993.

## Volunteer Bridge new approach fencing Mile 3.7.

By Dennis Pfeiffer



Frequent trail user, Juliana Kochis (above), gives a "thumbs up" for the newly installed approach fencing on the Volunteer Bridge. Juliana is a senior at Cornell University in Ithaca, New York. When home, she rides the trail with her mother Paula, who is a daily trail user. Juliana was kind to pose for this photo, and I mentioned to her that two of the MTC's previous presidents were Cornell University graduates. (Dick Quasey and Mark Imgrund)

The approach fencing was originally split rail and after 24 years needs to be replaced. On October 3 and October 6, the Airport Area Friends installed four new 16-foot long sections of fencing on 6" by 6" posts. This type of fencing is much sturdier than the split rail and blends in with the other bridge fencing. Thanks to the Airport Area Friends for a job well done.

### So why is it called the Volunteer Bridge?

In 1993 this section of trail was under construction. The construction had been delayed for a year due to Duquesne Light installing high power utility lines on the 80-foot-tall corten steel poles. In a short 0.4-mile section, there were three bridges that needed to be rehabbed. Since they needed them for access, Duquesne Light restored the first 62-foot-long bridge at mile 3.5 and the third, a 54-foot-long bridge at mile 3.9. The second bridge and longest at 93 feet at mile 3.7 still needed to be restored. Volunteers, led by Dick Quasey, spent the entire summer of 1993 restoring the "Volunteer" bridge. On October 10, 1993 the Volunteer Bridge was completed and dedicated with a plaque installed by Duquesne Light.

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# Merry Christmas and Happy New Year

## 15<sup>th</sup> Annual Fed/Ex Tour the Montour Bike Ride

### By Dennis Pfeiffer and the Tour the Montour Planning Team

We are pleased to report that on September 23, four hundred and sixty-four (464) happy riders participated in the Montour Trail Council's 15<sup>th</sup> annual Tour the Montour bike ride. Tabulations are ongoing, but we believe that close to \$25,000 will be raised for the Montour Trail. As shown below, one of the riders was Allegheny County Executive Rich Fitzgerald, who spoke to the "Metric Century (62 miles) Riders" at the start of their ride and with our "ride start announcer" Frank Keppel gave them a nice sendoff.



*At the Cliff Mine Road Trail Head Mile 5.9 Rest Stop we find Boy Scout Troop 301 and ride participant #854 Allegheny County Executive Rich Fitzgerald*

Parking in previous years for the Tour has always been a challenge on the undeveloped land at the old Montour Railroad maintenance yard property called the Montour Junction. This year, Friends of Pittsburgh Professional Soccer (FOPPS) is building three soccer fields at the junction and had just completed the parking areas and the first soccer field. We thank FOPPS who graciously gave us permission to use the parking areas for the event. We also thank construction project manager Bill Borbonus from Shallenberger Construction, who updated us periodically on the construction and insured the parking areas would be ready.

There are many others to thank in making this event successful. One of the most important groups is the dedicated hard-working Tour the Montour planning team, who started in February planning this year's event and met frequently during the year. The committee members are Pat Friedsam, Tim Killmeyer, Phyllis McChesney, Dave Mueller, Don Thobaben, Teresa Gallagher, Bud Halpin, Deborah Andrus, George Coholich and Fran Claude. We also thank the over 50 volunteers who worked the days event.

We are very thankful and appreciative for our numerous sponsors. They were as follows: FedEx Ground, Eaton, Nova Chemicals, UPMC Centers for Rehab Services, Park West Supply, Advanced Orthopaedics & Rehabilitation, 84 Lumber, MarkWest, AeroTech Design, Country Meadows, Creative Printing & Graphics,

Davan Precision Parts, PennaFlame, Bonnie Loya/Coldwell Banker, Meadow Ridge Development, Pittsburgh International Airport, Southwestern Pennsylvania Eye Center, Southwest Gastroenterology Associates, and Washington Health System/Cardiology.

Our supporting sponsors include Bob & Patsy Brown, cfs bank, DiCicco Development Inc., Eat n' Park, Edgar Snyder & Associates, First National Bank, Colebrook Management, Allegheny Health Network, Knights of Columbus/Holy Trinity Council 11279, Mediterra Bread, Pepsi, Top Gear Bicycle Shop, Trek/Pittsburgh, Toyota of Washington, Homewood Suites, Somma Funeral Home, Southpointe Investment Group and Starbucks. Special thanks to REI for the use of their community room for packet pick up the Settlers Ridge store.

This year we were graciously invited by the Forest Grove Sportsmen Association (FGSA) to hold the lunch in their facility at mile 1.6. It's a perfect location as the building overlooks the trail and many of the hungry riders took advantage of the outside seating area to enjoy the great lunch. Special thanks to Mike Karkalla of FGSA for all his help!

Do all bike events serve haluski? We don't know, but we certainly had the best haluski along with pulled pork sandwiches, rigatoni, all provided by the Cooked Goose Catering Company.



*Lunch at Forest Grove Sportsmen Association (FGSA)*

We also had great prizes donated by local businesses. Mike Adamcyk was the winner of the Pro Bikes Escape bike. Dan Baldigowski won a Fuji bike donated by the Tandem Connection. Bob Fisher was the happy winner of a get-away weekend donated by Seven Springs.

Again, thanks to all who made this a very successful fun event. Please mark your 2018 calendars for September 22 for the 16<sup>th</sup> annual Tour the Montour.

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**from the Montour Trail Council**

## MONTOUR RAILROAD HISTORY

## Types of Coal Mines on the Montour

By Bryan Seip – Montour Railroad Historical Society

There were over 40 coal mines serviced by the Montour Railroad in its 100-plus years of operation. Although the goal was the same, to extract coal for shipment to final customers, the methods used were different in some mines.

There were three main types of mines on the Montour, depending on the topography and depth of the coal seam they were working. Shaft and drift mines worked in the coal seam underneath the ground. Strip mines accessed the coal seam directly from the terrain's surface.

The most common along the Montour were shaft mines. With a coal seam over a hundred feet underground, vertical shafts were dug to access the coal. Then horizontal tunnels were dug into the seam and the coal was brought to the surface by hoist or conveyor to be loaded into railroad cars. Some of the coal would be left to support the tunnels being dug and prevent collapse. By leaving these pillars for support, underground mining could only recover about 70 percent of the coal in the seam. These tunnels could reach several miles with underground mine trains moving the coal to the access shaft. At most of the mines, two shafts would be dug. Usually one shaft would be used to bring men and supplies into and out of the mine. Waste material such as shale and rock might also be taken out of the mine through this shaft and piled on the surface nearby. Another shaft was used to bring coal out of the mine into the tippie building, where coal was loaded into railroad hopper cars for shipment. Some of the mines had cleaning and sorting tables and sizing screens in the tippie to process the coal before loading.

Examples of shaft mines on the Montour were Montour #1 and #2 in Cecil Township, Montour #4 in Peters Township, the Henderson Mine at Hendersonville, and National #3 at Muse.

Another type was called a drift mine. When a coal seam came completely to the surface, as on a hillside, mining equipment could access directly into the seam through a portal at ground level and thus no vertical shaft was needed. Drift mines also worked underground, similar to a shaft mine, by cutting tunnels into the coal seam and might have multiple entrances into the seam. Mine cars could be brought out directly to the loading tippie building. If the coal seam went underground at an angle, it might also be referred to as a slope mine.



*A shift change at Westland shows miners ready to ride an empty mine train directly into a drift mine. John Collier, Jr. photo/Library of Congress.*

Examples of strip mines along the Montour were in the Boggs area near Imperial, like the Aloe, Sunnyhill, Maraca and Rider mines. Other areas at McDonald and Quicksilver were stripped after previous underground mines had closed.



*Montour #2 was a shaft mine, with support buildings next to the shaft in the foreground and the tippie building with its hoist shaft in the background. Photo courtesy Gene P. Schaeffer collection.*

Examples of drift mines were Dickson or Cliff Mine, the Westland mines, Scott Mine in Robinson Township, and Montour #10 in Library.

Strip mines accessed the coal seam directly from the surface when the seam was shallow enough to allow removal of all dirt and rock, called overburden, to expose the coal. This could result in a pit over 100 feet deep. Large machines called draglines were used to strip off the overburden. Some draglines had a digging bucket the size of a truck to move the dirt and rock. A dragline uses a cable to drag its bucket along the ground, scooping up the overburden, then pivots and dumps the bucket away from the coal seam, creating a large pile of rock and dirt. Smaller loading shovels would work directly in the coal seam to load the coal into dump trucks, which would take the coal to a tippie or processing plant. Strip mining was also used to reclaim unmined coal left in some of the underground mines after they closed. Stripping did not use tunnels and could thus remove all the coal in the seam.

You can contact the Montour Railroad Yahoo group at [http://finance.groups.yahoo.com/group/montour\\_rr/](http://finance.groups.yahoo.com/group/montour_rr/) There are currently 355 members from across the country. You are encouraged to join. There is a wealth of information about the Montour Railroad at this location and you can pose questions of its membership, from whom you are sure to get an answer. There is also much information at <http://www.montourrr.com>





## I want to support the Montour Trail Council!

### Membership Level

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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

Audrey Adasiak  
 Fred Blanchard  
 Pamela Blumfeldt  
 Alma Brandenburg  
 Stephen Brown  
 Michael Capozzoli  
 Mike Curley  
 Colleen Dougherty & Lou Brill  
 Matthew & Deborah Esek  
 Dorothy Fels  
 Paul Handke  
 Georgianne Hartwell  
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### Leaders

Sarah Buffington  
 Robert Lehnert  
 Jim Starr

## The Prez Sez Continues from page 2

Finally, I wryly note that a year without trail construction is a bit of a harbinger of the not too distant future, when the main line of the trail will be complete from Coraopolis to Clairton. Yes, we hope that Montour will continue to make major improvements, such as carrying the trail over particularly busy roads. And we would hope that branches continue to be added. Still, at some point the trail will be done. Our focus will increasingly shift to maintaining, operating and *managing* the Montour Trail to be the best trail it possibly can. Much effort will be directed to our trail users, members, volunteers, to our numerous trail partners and to local and regional private and public entities. In short, our future is to optimize the Montour Trail as a high-quality part of the fabric of life in the region.

For now, it's enough to enjoy the beginnings of the winter season. I hope you all enjoy your Holidays!

**Ned**

## A Brief Summary of the Annual Meeting by Dave Oyler

Dave Oyler reported that the Montour Trail Council Annual Dinner and meeting was held on Sunday, November 12. The event was attended by approximately 85 people. Featured speakers were Chairman of the South Park Township Supervisors, David Buchewicz and Director of the ATA Bryan Perry. Six new members, Mark Modispacher, David Oyler, Tom Prezel, Dave Borrebach, Peter Kohnke and Ned Williams were elected to the MTC Board for terms from 2018 through 2020.



**Join Us! Become a member of the Montrose Trail Council**

As an all-volunteer organization that receives no tax-funded funding for trail operations and maintenance, we rely on your generosity in supporting the trail. Membership contributions pay for operating and maintenance expenses. Just a small sample:

- Crashes! Insurance for resulting (\$12,000 per mile for motorists)
- Other materials for trail maintenance (\$80,000/year)
- Fuel for mowing trailers (\$1,600/year)
- Disinfectant (\$15,000/year)

The physical trail is a reflection of the people who love it, support it, and care for it.

Joining the Montrose Trail Council helps in support a great community resource.



Montrose Trail Council, Spring 2008

## We need you!

**JOIN THE MONTROSE TRAIL COUNCIL**  
(An all-volunteer organization)

Just fill out the form on the other side or join at [www.MontroseTrail.org](http://www.MontroseTrail.org).

Multiply your impact by submitting a matching gift request to your employer. See our [www.MontroseTrail.org](http://www.MontroseTrail.org) website for information on how to do this. The Montrose Trail Council is a 501(c)(3) non-profit organization. All donations are tax-deductible. For more information, please contact the Montrose Trail Council at [info@montrosetrail.org](mailto:info@montrosetrail.org) or call 760-245-2222. The Montrose Trail Council is a 501(c)(3) non-profit organization. All donations are tax-deductible. For more information, please contact the Montrose Trail Council at [info@montrosetrail.org](mailto:info@montrosetrail.org) or call 760-245-2222.