



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

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September-October 2011

Taylor Bridge Opens In Bethel Park

by Tom Prezel

The Opening Ceremony for the JR Taylor Memorial Bridge was held on September 4, 2011. Despite the rain over five hundred people assembled to participate in the festivities. The crowd included many former friends of JR Taylor and also many trail users who had waited a long time for this day.

On Wednesday, August 31, a crew of volunteers headed by Bill Capp of the Bethel Friends laid new trail surface on the ramps up to the trail on each side and for a ¼ mile from the bridge in each direction. The work on the bridge was completed on September 2, with the installation of fencing, touch-up painting, and final cleaning.

The opening celebration included statements of thanks from Peter Kohnke, Ned Williams and Tom Prezel to all those who helped to accomplish this task. A passionate address by Pat Taylor, JR's mother, also acknowledged all those who made this possible. JR's birthday is September 4 and his mother stated that "this is the biggest birthday present he ever received."

Local officials including Mayor Cliff Morton from Bethel Park, Vince Gastgeb from Allegheny County Council, Matt Campion from State Senator John Pippy's Office, and State Representative Matt Smith all expressed their delight to have this beautiful bridge for the trail. The keynote speaker was Congressman Tim Murphy, who was very instrumental in securing funding for this project. He expressed the importance of the trail to the community and is excited about using the bridge during his runs.

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Visit the Montour Trail Web Site at:

www.montourtrail.org

To Converse, join the Yahoo Group at:

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



Bethel Park Mayor Cliff Morton, Congressman Tim Murphy, Peter Kohnke, Pat Taylor and her granddaughter Caidyn, and Donn Taylor prepare to cut the ribbon officially opening the bridge. Photo by Dennis Sims

After cutting of the ribbon by the dignitaries who included JR's mother Pat, his father Donn, and granddaughter Caidyn, the Taylor family was the first to cross the bridge. Hundreds of people crossed the bridge after them, including several unicyclists. It was a great day for the Taylor family, Century Steel Erectors, Mingo Creek Construction, Bethel Park, and The Montour Trail.

The bridge now completes the 2.7-mile Bethel Park branch of the Montour Trail, which has its northern terminus near Irishtown and Logan Roads, and connects with the Arrowhead Trail and the main line of the Montour Trail in Peters Township.



The first walkers reach the south (west) end of the bridge. Photo by Tom Prezel



Trail supporters on two feet and two wheels gather in the the upper portion of the parking lot at Al's Cafe. Photo by Tom Prezel.



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The Prez Sez These Are Heady Times

Over the twenty-two year history of the Montour Trail, there have been times of relative quiet, wherein we enjoyed grooming the sections of open trail and more or less maintained the status quo.

These times are quite, quite different.

Trail development continues at a furious pace, with no signs of slacking off anytime soon. PennDOT's start-of-construction meeting for the Georgetown and Morganza bridges was held the week *before* cutting the ribbon on the J.R. Taylor Bridge. The week *after*, we interviewed design firms for Valleybrook #1 Bridge in Peters, with design to soon commence. We're practically chaining bridge projects together. Peters Township will soon close the Arrowhead Trail right near its middle to build a new bridge over Bebout Road.

But there's a lot more going on than bridges. The volunteer rebuild of the trail from Quicksilver to North Star is in high gear, especially in the Champion and Boggs areas. Volunteers have been quite literally hammering through solid rock, aiming to get the trail properly drained and finally rid of those persistent ruts. And a contractor is also in there, doing some of the bigger drainage work. At the other end of the trail in South Park, teams of volunteers and contractors are working towards both ends of the high and lonely Piney Fork Bridge we built last year. We're finally on track to get it connected to the rest of the trail. After two years of delays, major work on the Westland Branch is just about to break loose, with large scale earthwork in Westland and (yet another!) big bridge project in Southview set to get started this Fall.

On top of that, we're just about to deliver our *piece d 'resistance*: the connection to the Pittsburgh Airport. Contractors and entities with Allegheny County and the Airport Authority, along with volunteers, have this largely constructed. We hope to get it done by the end of the year. Stay tuned on this one!

Apart from all this construction are those events where we go all out to play host to the runners and cyclists who enjoy the trail in a large collective setting. The MTC Half Marathon was an acclaimed success in its new start location, and with nearly 1100 finishers broke all attendance records. Volunteers and runners all worked hard and enjoyed a great day in near-perfect weather. Many of the same volunteers are diving right back in to prepare for the Tour the Montour bike ride. We hope to draw a record number of riders to enjoy a much longer stretch of the Montour on two wheels.

Of course there's a lot of preparation that not only goes into these events, but into getting the Trail in good shape and looking its best, what with all this company coming and all. This is a huge volunteer effort in itself, with untold hours put in mowing, trimming, and cleaning up. This time of year is also when several of the Friends Groups hold their Penny Day fundraisers to help pay for it.

Never have we had this much big, big stuff breaking loose in such a short time. It's actually a challenge to fit the ribbon cuttings and ground-breakings around all the other events on the calendar. The J.R. Taylor Memorial Bridge was our best-attended ribbon-cutting to date, with over 500 people coming out on Sunday afternoon of Labor Day weekend. We'll be thanking Allegheny County at the re-created Cliff Mine trailhead on Oct. 21. The Georgetown and Morganza bridges will get their well-deserved groundbreaking party in Hendersonville on Saturday morning, October 15.

Sound interesting? Think you can do something to help? Give us a call and be part of these unique and heady Montour times.

Ned

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 Ned at 724-225-9856 for more information or to get on the agenda.

Cecil Friends:

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

Airport Area Friends:

Friends of the Trail meeting, the Wednesday before the second Saturday of the month at 7:00 p.m., at the Forest Grove Fire Department. Anyone from the Airport Area is encouraged to attend. Call 412 264-6303 for more information. Work and cleanup party, every second Saturday of the month - 9:00 a.m. Call 412 262-3748 for more information and location.

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 Wednesday 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 Bldg., 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.

Trail Parking Expanded At Cliff Mine Road by Dave Wright and Dennis Pfeiffer

Allegheny County Public Works Department recently completed expanding, relocating the entrance and paving the Montour Trail parking area at the intersection of Cliff Mine Road and Steubenville Pike-Enlow Road. Lindy Incorporated, of New Castle, installed the parking area after reconstructing Steubenville Pike-Enlow Road for the County.

On December 23, 2002, Dennis Pfeiffer sent an offer to acquire the neighboring Celia Jaki property. Mrs. Jaki had moved away and left the house vacant. The half-acre property was needed to relocate the parking entrance away from the intersection and to provide room to separate the trail from the parking area. Dan McCown provided an appraisal report in 2003. Chuck Davis surveyed the property. Bill Luxner and Dave Wright also surveyed the property and plotted a new parking design in 2006.

Jean Perun, Mrs. Jaki's daughter, donated the property to Montour Trail Council on October 29, 2009.

In 2010, Lindy used the parking area to store materials to reconstruct Steubenville Pike-Enlow Road. Then in spring 2011, the County began to work from drawings provided by MTC and approved by Findlay Township. Bill Bottorff managed the project and Larry Sroka provided inspection. Tom Moore had his crew fill the house foundation, the well and septic tank. They installed a base layer of broken concrete followed by an asphalt base and surface. The parking lot was then lined and painted to accommodate 36 vehicles. The work cost the County \$97,500.

In return for using County property to relocate its water line at the Montour Run Interchange of the Parkway West, Western Allegheny County Municipal Authority had agreed to install a drinking fountain. Ray Owens, WACMA Manager, expects to install the

fountain in the near future.



The Airport Friends' Corporate work party with Glaxo/Smith/Kline (GSK) to add the final touch of landscaping. Photo by Dennis Pfeiffer.

After Allegheny County's contractors completed their work on June 28, the Airport Area Friends commenced with their plan to add the final touches to the new trail head. Five work parties

were held in the following three weeks starting with a Deloitte and Touche Corporate work party on July 6. The first step was to separate the trail from the parking area making for a much safer facility. 120 feet of split rail fencing were installed on the first day with Deloitte and Touche and an additional 260 feet of fencing were installed in the next four work parties. This was not an easy task as digging for the posts meant going through two inches of asphalt and another 10 inches of asphalt millings. In addition 36 concrete parking stops were installed and secured with rebar also through the asphalt.

Finally on September 1 the Airport Friends held a Corporate work party with Glaxo/Smith/Kline (GSK) to add the final touch of landscaping. Fourteen burning bushes were planted and 4,000 square feet of grass was planted. Also four Montour Trail Parking signs were installed. Airport Friend John Shaver led the efforts on this day with twelve "Orange Day" volunteers from GSK.

Friends Of The Montour Trail In Bethel Park by Bill Capp

The Friends of the Montour Trail in Bethel Park is a group of diverse individuals who have managed to compromise as they've worked toward their common goals—to construct, improve, and maintain the trail in Bethel Park and beyond. The Friends held its first meeting in October 1997, just one month after an agreement was signed between Allegheny Power and the Montour Trail Council which permitted the creation of a trail on the abandoned railroad right-of-way, which had been purchased by the power company. That same month, the first “Work Party” was held to begin clearing, reestablishing ditches



(l-r) are: Jay Wells, Tom Prezel, Bob O'Connell, John Kozak, Roxanne Capp, Bill Capp, Joe Scalise, and Peter Kohnke

and eliminating the “lake” area south of Limestone Road. After less than a year of twice a month work sessions, the trail was sufficiently prepared that when funds were suddenly available, the first mile of the Bethel Trail was finished. A year later, everything was prepared for the additional mile of trail between Clifton and Logan Roads, as well as ramps and the Irishtown Parking Lot. Even before the trail surface was completed, the need for a bridge over Clifton Road became apparent. Traffic counts were done, the first meetings with HDR and Allegheny Power were held, and a Bridge Fund was established in 2000.

Once the trail was finished in Bethel, however, more pressure was placed on the Bethel Friends to extend the Bethel Branch to the Arrowhead Trail. Thus, it was the Bethel Friends who applied for grants and when they were successful, work began on the Brush Run Connector in 2002. Most of the grant money was needed to fill in the gullies and create the Brush Run Ramp. Therefore, Bethel volunteers helped with surveying, cleared the ramp area, paved the trail between the County Line and the ramp, installed fence and planted the hillsides. (The Peters' Friends were not yet established.)

After the East Peters section of the Montour Trail was completed in 2005, the Bethel Friends extended the Montour Trail from the Peters Township line to the Library Trestle through a corner of Bethel Park. Since they were denied permission to apply limestone over the compacted asphalt millings in the South Park section of the stretch, the finished surface ends at the BP/SP line east of the Lindenbrooke Apartment entrance.

While all these construction efforts were underway, fund raising for the bridge over Clifton Road continued. In 2004, the first annual Party on the Trail was organized (the first Race was added 2 years later), the Taylor Family added their efforts to those of the Bethel

Friends for a bridge to be named the J. R. Taylor Memorial Bridge, and in October, the first “Penny Day” was held. No one expected that it would take 7 more years before the J.R. Taylor Memorial Bridge would be completed and dedicated (September 4, 2011).

Peter Kohnke has served as the President of the Bethel Friends for the past 14 years, just as Bob O'Connell has served as Vice President. Bob, aided by Bill Capp, has been responsible for maintaining the Group's donated equipment and for organizing all the Work Parties (which have generally continued to be held the 2nd and the 4th Saturdays of each month.) The Friends of the Montour Trail in Bethel Park meet the 1st Tuesday of each month in Bethel Park Council Chambers. Actually, only a few of the Bethel Friends attend the meeting each month. Many of those who help to maintain the approximately 2 3/4 miles of the Bethel Branch and 1 mile of the mainline Montour Trail seldom, if ever, attend a meeting. Most of those who help with fund raising have rarely attended anything other than event organizational meetings. Some of our members do not even live in Bethel Park. All, however, are welcome and many do attend the Volunteer Appreciation Luncheon which is held each year at the conclusion of the Penny Day Collection / Work Party on the 2nd Saturday in October.

All the Friends of the Montour Trail in Bethel Park are willing, therefore, to contribute, each in his or her own way, to the upkeep of the trails in and near Bethel. Since it is a densely populated area, Bethel's are probably the most used miles in the entire Montour Trail System. Litter is seldom a problem since so many trail users help with that. The users do, however, rely on the Bethel Friends to keep their trail wide (frequent mowing), clear (removal of intrusive vegetation), and in good repair, otherwise known as “Bethel Standards”.

The final installment will feature the South Hills Freinds in the next issue.

Airport Connector Update

As of September 16, only a few signs and pavement markings stood in the way of the long awaited connection between the Montour Trail and Pittsburgh International Airport. Volunteers were expected to finish those in the weeks that followed (when they weren't working on the Tour the Montour bicycle Ride). Check the Montour Trail website at www.montourtrail.org under “Events” for word on a Grand opening of the 6 mile extension. It “should” be posted not long after you receive this newsletter. We will have full details of the connector in the next issue.



Contractor prepares sub-base and marks the curb where cuts will need to be made in the curb along the perimeter road on the west side of long term parking.

The Montour Trail/UPMC Urgent Care 1/2 Marathon and 5K Results

results courtesy of www.runhigh.com



ID#	PLACE	CLASS	FINISHER	CHIP TIME	CLOCK TIME	PACE
Open Men						
1261	1	1	Matt Robson, 28	16:16	16:16	5:15
1280	2	2	Eric Shafer, 42	16:45	16:45	5:24
1221	3	3	Ryan McGuire, 16	16:59	16:59	5:29
Open Women						
1253	8	1	Leah Ahlin, 28	18:22	18:22	5:55
919	10	2	Linsey Snyder, 28	18:52	18:52	6:05
1010	14	3	Alysha Bartosh, 31	19:48	19:48	6:23

1/2 Marathon Results

Open Men						
90	1	1	Gregory Byrnes, 27	1:12:42	1:12:43	5:33
912	2	2	Ryan Anderson, 24	1:13:18	1:13:18	5:36
594	3	3	Dan Rabe, 29	1:14:04	1:14:04	5:39
Open Women						
289	12	1	Laura Harnish, 24	1:23:28	1:23:29	6:22
963	13	2	Jessica Gangjee, 33	1:23:47	1:23:48	6:24
385	25	3	Leslie Kramer, 34	1:28:27	1:28:30	6:45

Preliminary numbers from The Montour Trail/UPMC Urgent Care 1/2 Marathon and 5K has 1,276 registered runners and 1,094 finishers, both new records for the race.

Look for a comprehensive report on the event in the November-December Trail-letter.

New Picnic Shelter at Boggs and Airport Connector Signs

The Montour Trail has a new covered picnic shelter at MP 11 near the Boggs parking area. The shelter was an Eagle Scout project for Chris Siak, Troop 301, Holy Trinity Church. Part of his overall project included the construction of two new trail signs that are located at each end of the soon to open Airport Connector spur. The materials



Allen Prevendoski congratulates Chris on the completion of his project.

for the project were donated by Allegheny Millwork, The Carpenter Connection, Carpenters Millmen Local Union 1160, Fort Pitt Capital, All Pro Painters, and The Home Depot.

The project was started in March 2011 under the guidance of Allen Prevendoski, a member of the Airport Area Friends of the Trail. The shelter and sign construction took

approximately 250 man hours to complete. Several steps are involved in the Eagle Scout Service Project process. Chris had the invaluable assistance of members of Troop 301, Flag Plaza representatives, parents and fellow scouts to achieve his goal. The installation of the shelter and signs was done over a three day period in July. Chris and his team dealt with weather conditions such as a heat index reading of 96 degrees one day, and torrential downpours the next day, which may have slowed their work but not their enthusiasm. With this addition to the Montour Trail, you can now avoid the elements of the weather, take a break from the trail, or have some quality time with your family with a down-to-earth picnic.

Chris Siak is currently a Life Scout working towards the honorable Eagle Scout Rank with Troop 301. He is the son of Greg and Susan Siak of Robinson Twp. Chris is 15 years old and attends Montour High School, where he plays high school baseball and also plays snare drum in the high school drumline.

Chris would like to give a special thank you to Mrs. Kim Hungerman, Mr. Mike Duggan, Mrs. Nancy Maslakowski, Mrs. Janet Jackson, Mr. Craig Cannella, Mr. David Bentley, Mr. Tim Capuano, Mr. Martin Wimer, and Mr. and Mrs. Steve Cain.

Arrowhead Trail Bridge over Bebout Road to Close

Arrowhead Trail Bridge over Bebout Road to Close
From early October through sometime next spring, the Arrowhead Trail section at and adjacent to the Bebout Bridge road crossing (milepost 32.8) will be closed for construction of a new trail bridge. Sometime in mid-October, the existing span will be demolished. At the time of this writing, the exact closure date is not known, but information will be posted on the Montour Trail website home page (www.montourtrail.org) when it is available. It is anticipated that the project will be completed by the end of May 2012.

What does this mean to trail users? For local users of the trail, it means that your trail use should be planned for one side of the closure or the other for about six months, and the trailhead adjacent to the bridge project will be closed. Fortunately, most of the closure months will be during the winter when trail usage is lowest. For cyclists on long trips that come through Peters Township, it means taking an off-trail detour on local roads and through Peterswood Park to get around the trail closure. Please - do not attempt to "find a way" through the construction zone or private property adjacent to the trail! The detour is approximately 1.75 miles long, traverses mostly residential streets or park trails, with significant climbs and descents.

The route is documented in Google Maps with the bike layer on: <http://tiny.cc/BeboutBridgeConstruction>. MTC volunteers will also be marking the detour at nearly every turn with directional arrows for trail users' convenience, but for those of you with smart phones, simply scan the QR code on this page.



Be advised that the detour has some nontrivial hills, travels along a short stretch of somewhat heavily-travelled Bebout Road outside the park entrance, and is definitely not recommended for walkers or runners. That goes double for cross country skiers during the winter!! Thank you in advance for your patience and cooperation in dealing with this temporary inconvenience, and we look forward to the project's completion next spring.

MONTOUR RAILROAD HISTORY

Car Loads of Coal (©2011 Bob Ciminell)

At the time of its organization in 1878, the Imperial Coal Company operated two mines on the Montour Railroad, the Cliff Mine and the Montour Mine. Records are limited on how many coal cars the railroad had when it began operating, but Interstate Commerce Commission records show that these two mines loaded 1,142 cars in 1887 and 1,101 cars in 1888. At that time, the Montour was using wooden gondolas with capacities between 20 and 30 tons to move coal from the mines. By 1892, the Montour owned approximately 450 wood gondolas. The railroad did not begin purchasing steel gondolas until 1906 (picture to the right), after it was taken over by the Pittsburgh Coal Company. Business must have been good because the Montour ordered 1,100 gondolas when it made the switch from wood to steel.



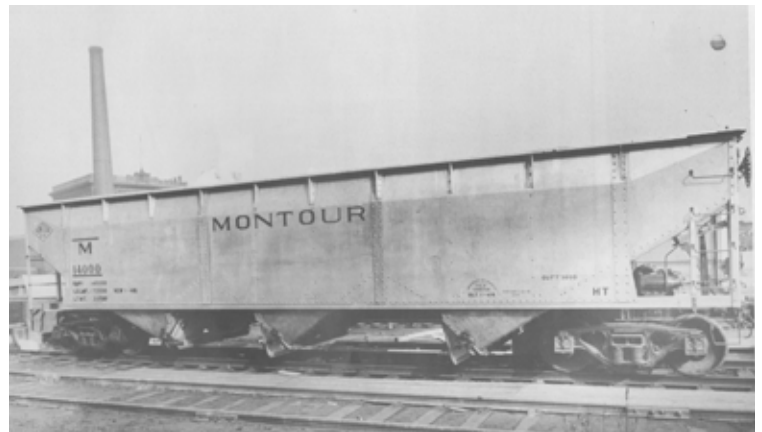
The first hopper cars came on the property when the Montour bought 70 used cars built in 1902 for the Erie Railroad from Briggs & Turivas. B&T was a large railroad scrap dealer headquartered in Chicago that also did a sizeable amount of business in used cars and locomotives. Around 1928, B&T opened a scrap yard and storage facility on the Montour Railroad at Lotus Siding near the Montour Interchange on Route 60. (The April 1928 issue of the Pittsburgh Railroad Club proceedings contained an advertisement announcing the opening of B&T's new location at Imperial.) By 1912, Montour's car population had grown to 2,345 cars with an average capacity of about 40 tons.



The bustling Champion Preparation Plant as it appeared in 1945. Note the slogan "Coal Goes to War" on Montour hopper #17394. Collection of the Carnegie Library of Pittsburgh.

The Montour began purchasing used hopper cars from other railroads after World War I, and also ordered new cars from the Standard Steel Car Company in Pittsburgh (1,000 cars) and the Pullman-Standard Car Company in Butler (800 cars). The preference for used and rebuilt cars continued throughout the Montour's existence. Used cars came from the Washington, Baltimore & Annapolis Electric Railroad (30 cars), the Bethlehem Mines Corporation (150 cars), the Chesapeake & Ohio Railroad (100 cars) and the Pittsburgh & Lake Erie Railway (200 cars). Interestingly, there is no record of any cars being purchased from the Pennsylvania Railroad, which was a part owner of the Montour after 1945. However, 100 cars in the 17000-17499 series, built by Pullman-Standard in 1937, were repainted in red to reflect the PRR heritage sometime after 1946. (Pittsburgh Coal Company sold the Montour Railroad to the PRR and P&LE in 1946.)

The Montour did have some unique cars in its inventory through the years. Hopper car 14000 was a 70-ton capacity aluminum car built for Alcoa that was used in shuttle service between the mines and the Champion coal washer (pictured below). This car operated on the Montour between 1946 and 1975. Two hopper cars built by Standard Steel Car Company in 1937 were painted solid white in 1938. During World War II, 100 hopper cars had the slogan **Coal Goes to War** applied to their sides in support of the war effort.



Our series of historical articles in the Montour Trail Newsletter has continued to emphasize that the Montour Railroad existed because of the billions of tons of Pittsburgh Seam coal that rested beneath the rolling hills and valleys of southwestern Pennsylvania. The data are staggering when you consider that the Montour and its subsidiary, the Pittsburgh & Moon Run Railroad, owned approximately 4,700 gondolas and 3,240 hopper cars, with an aggregate capacity of 287,000 tons of coal, during their 103-year lifetime. The effects of the takeover by the Pittsburgh Coal Company in 1899 and World Wars I (1914-1918) and II (1941-1945) are also evident when you consider that during its 22-years under the ownership of the Imperial Coal Company (1878-1899) the Montour had only 336 cars, but purchased 6,200 cars over the next 45 years.

(Photos from The Montour Railroad by Gene P. Schaeffer)

Bob Ciminell is the founder of the Montour Railroad Yahoo group http://finance.groups.yahoo.com/group/montour_rr/ There are currently 283 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

Charles Adreon
Kirk Bianchi
Michael Bingham
Lucy Brady
Jim Brothers
Kevin Cooper
Jeff Counihan
John Dzieski
Alana Elstner
Lauri Fink
David Fisher
Christopher Gibbon
Donna & Jerry Green
Anna Marie Kocak Kassab
Jill & Roger Kurtz
Michael Pradines
Adam Quigg

Rich & Ellen Reynolds
Christine Sheppard
Kathleen Taylor
Michael Utzig
Edward Vesolich
Carolyn Viletto
William Walker
David Weaver

Benefactors

Aldo Angelo
Charles L. Foley
Greg Johnston
John & Eileen Kennon
Dave & Veronica Mattson
Rolf Otterness
John Wasco

Twilight Trail Walk 2011 reported by Sue Headley

The Peters Friends hosted the Twilight Trail walk on Friday, July 29. The popular event took place along Arrowhead Trail in Peters Township. This year's event had over 400 participants and raised around \$3,600. All of the money raised will go towards trail maintenance in Peters Township.

The three mile round trip walk was lit with more than six hundred luminaria. Participants enjoyed cookies donated by Eat'n Park Hospitality Group. Entertainment was provided by DJ Bryan Lee at St. Petersburg Center.

This year's title sponsor was Casper Colosimo & Son, Inc. Other sponsors were St. Petersburg Center, My Big Fat Greek Gyro, Farm House Coffee, The Eye Gallery, Eat'n Park Hospitality Group, David M Patera-State Farm Insurance, Carr & Associates, Tony Zuback-Erie Insurance, Opeka Auto Repair, Lighthouse Electric, Pat & Al Cambridge, Frank Brownlee-Brownlee Trucking, Millers Ace Hardware, Dr. Shawn & Lauren Stopperich, Charles & Denise Morrison and an anonymous Friend of the Trail. Many raffle prizes were donated by local businesses.

Events like this would not take place without all of the great volunteers that worked hard to make it happen; Jim Robbins, Karen Robbins, Craig Robbins, Jane Robbins, Rachel Robbins, Sarah Robbins, Mark Imgrund, Jamie Headley, Sue Headley, Jack Shoup, Noreen McGurl, Gil McGurl, Peter Kohnke, Chris Nagoda, Sandy Bosick, Mike Neville, Heidi Neville, Paul Everson, Mark Mendelsohn, Gary Aull, Bill Berner and Marge Berner.

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+

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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.



MONTOUR TRAIL COUNCIL
Suite #3
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The Event Calendar

South Hills Penny Day,
 Saturday, October 8

Ground Breaking for the
 Bridges at Hendersonville.
 Yes, the bridges over
 Morganza and Georgetown
 Roads are finally going to get
 built. Saturday, October 15.
 Details forthcoming.

The new trail head at
 Cliff Mine Road is now
 complete. The Allegheny
 County Public Works
 Department did superlative
 work on this total
 refurbishment. There will be
 a short ceremony and ribbon
 cutting at 3:00 PM on Friday
 October 21 at the site. Please
 join us in helping to thank
 Allegheny County for a job
 well done

The Annual Dinner and
 Banquet, Sunday, November
 20, details inside.

