



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

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It Only Took 20 Years

Who would have thought it would take 20 years to get the trail across Morganza Road. When the first section of trail was being completed, the Board of Directors thought that the entire trail could be built in five years. Well, there are still a few miles to go.

On a cloudy Saturday morning on July 28, the Bridges of Hendersonville were officially opened with the lifting of a ceremonial toll gate at the Morganza Road Bridge. This bridge and the one over Georgetown Road were opened for trail use the previous Friday. There were about 200 people in attendance for the event held in the new parking area behind the company store. They heard speakers talk about the funding sources for the bridges, a new business venture moving into the company store (see page 4), a trail connector to Southpointe and Klinger Park and the naming of Cecil Township as the best place to raise a family in Pennsylvania and the 8th best in the Nation according to *Bloomberg BusinessWeek*.

While Beech Construction did the hard part, trail volunteers did the finish work resurfacing the trail and constructing the parking area. The Cecil Friends purchased concrete planters to serve as a separator between the trail and parking area.

Thanks to the Cecil Friends for hosting this special event and Boy Scout Troop 1369 for bearing the colors.



From Left to Right, Washington County Commissioner Harry Shober, Washington County Local Shares Account Rep. Lue Ann Pawlick, Washington County Tourism Promotion Agency Rep. Dana Bucci, Montour Trail Council President Ned Williams, State Rep. Jesse White, Cecil Twp Supervisors Andy Shrader and Frank Ludwin, Cecil Friends President Dennis Sims and Congressman Tim Murphy. Photo Pete Merther.

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The Trail with Rails (photos by Dennis Sims)

On August 10, the Wheeling and Lake Erie Railway ran its first revenue train on the Westland Branch. The newly reconstructed Westland Branch serves Markwest Liberty's gas processing plant just south of Westland. The Montour Trail Council leased the Westland Branch to Markwest for them to construct the railroad and in turn they trail council receives annual lease payment. There is also a parallel trail with the rails to Westland being constructed. The main-line trail was relocated between Gilmore Junction and George. George was the Montour Railroad connection point to the Norfolk and Western Railroad just west of Southview Road at Southview. The trail is separated from the rails by a 4 foot chain-link fence (above).



The Galati Road Trailhead (left) was reconstructed after serving as a construction base for the Lane Construction Company, the general contractor for the project. One of the I-beams that supported the original railroad bridge over Southview Road was preserved and as is on display.

There is no schedule for when you may see a train, but sometime during the morning there is a good opportunity. Train lengths have been increasing, as has the locomotive power necessary to get the train over the steep grade that comprises the Westland Branch. There have been as many as 5 locomotives operating in a push-pull move on some of the trains.

Visit the Montour Trail Web Site at:
www.montourtrail.org

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



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The Prez Sez Twenty and Counting

On October 10, 1992, the very first section of the Montour Trail opened to the public. For most of us, a twenty-year reunion of a good experience is always something to be enjoyed. Come on out anywhere and anytime on the Montour and celebrate this October with the spirit of several hundred thousand of your best friends, who have been on the trail for two decades now.

The first section happened to be in Cecil, a 4.4-mile stretch from Hendersonville to Cecil Park. But it could have just as easily have been in Allegheny County, where several miles near the Parkway West were finished the very next year. And some years prior, the first Arrowhead section had opened in Peters. So, this twenty-year anniversary is really a trail-wide observation by all of us.

You may recall that 2009 marked the twenty-year anniversary of the founding of the Montour Trail Council, justly celebrated in a much publicized gala event. I submit for your consideration, though, that actually putting a piece of real trail on the ground, of delivering to the public on the promises made, may be the greater milestone. That's when we first demonstrated that we weren't in this for ourselves, but for our customers- the people of the region, a mantra that has governed Montour ever since.

Put simply, the trail is the council that the public sees; it is the manifestation of all the thought and decisions and work that go into its creation and maintenance. Clearly, it takes a well focused and dedicated group to build, operate, and administer such a large and complex facility.

In turn, by a sustained vote of confidence, the region loves the Montour Trail. There have been more glowing newspaper articles, more radio and television coverage than ever before. Reports pour in every day, by email, chat groups and other media, as to great experiences along the trail. There's been a big jump in traffic on the trail, not only around the new bridges but throughout its entire length. All these people report how beautiful it is, how well maintained it is, what a great time they had. And that they'll be back, next time with a bunch of friends.

So, the overall Montour Trail organization is doing something right, like a beautiful home being a reflection of its owner. It takes the hard work of many, many people to keep the Montour universe running at its present high level. The demands of the future are obviously going to be much greater, so encouraging the evolution of the organization is important, to keep it healthy and able to meet growing trail needs. With a multitude of volunteers becoming involved and bringing their talents to bear upon the challenges, the Trail can remain vibrant as a reflection of them all working together for its common good.

For that is what is needed, even when starting with a powerful idea, to make it into something which changes the lives of a people, of a region, to the good over a long period of time. In October of 1992, people were - for their first time - venturing out onto the Montour on the very day of the five hundredth anniversary of Columbus discovering this new world. What a beginning of an extraordinary era that was! For Montour to go as long, our temporal voyage would be marked by two dozen more twenty-year periods. The Trail is a solid enough idea. Can we guide it well enough into the future to benefit several generations of trail users? It's a noble and worthy effort indeed. Welcome aboard to the voyage of your life.

Ned Williams

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 meet every second Wednesday of the month at 7:00 p.m. at the Forest Grove Fire Hall, 2044 Ewings Mill Road, Coraopolis, PA 15108. Anyone from the Airport Area is encouraged to attend. Contact Phyllis McChesney at 412 264-6303 for more information. A "work party" is held the second Saturday of the month and more are scheduled when working on special projects. Please call 412 262-3748 to lend a hand.

Bethel Park Friends:

Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building Council Chambers. Anyone interested in the Bethel Park Trail segment is encouraged to come. Work and cleanup party, every second and fourth Saturday of the month - 8:30 a.m. Call Bob O'Connell at 412-833-6259 for location and information.

South Hills Friends:

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

Fort Cherry Friends:

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

Peters Township Friends:

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

The Montour Railroad Historical Society:

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

Twenty Years Ago.....



Trail President and co-founder Stan Sattinger unveils the trail rule sign at Cecil Park following the opening ceremonies on Saturday, October 10, 1992 to officially open the first section of the Montour Trail.

Peacock Cut

The Montour Trail is no different than a highway when it comes to passing through a cut. Since the first of August, a Montour Trail volunteer construction crew has been working to restore the trail-side ditches in Peacock Cut. You may ask where is Peacock Cut? Peacock Cut is located in Mount Pleasant Township at the top of the divide between Robinson Run and Millers Run at approximately MP



19.3. When the railroad was first constructed, there was a tunnel bored through the hill. The tunnel was soon "daylighted" or removed because of geological instabilities. Those instabilities are why the construction crew has been working in the cut. Material has slid down the sides of the cut filling the ditches and allowing large rocks to roll on to the trail. So far over 50 truck loads of material have been

hauled out of the cut. In the picture below Frank Ludwin is clearing the ditch while truck drivers John Kozak and Bill Capp look on.



The Tandem Connection is Open in Hendersonville



A warm welcome to the newest trailside business, The Tandem Connection, now located in the company store at Hendersonville adjacent to the trail at the intersection of Morgazna and Georgetown Roads. Lori and David Poe along with Laurie and Seth Fosmire recently completed the purchase of the company store. The Trailtown Program and Progress Fund assisted.

They reside in the area and are frequent users of the trail with their families. Seeing the bridges under construction gave them the idea of opening a business that would serve the trail community. They opened for business Labor Day weekend to introduce themselves to the Trail community. Trail users have been stopping by for snacks and they have been renting bikes. They will have over 30 bikes available for rent at \$8 an hour or \$20 for the day. Please stop by and say hello when you are in the area. There is plenty of parking as they are located at the new Hendersonville Trailhead.



From left to right, David Poe, Seth Fosmire, Lori Poe and Laurie Fosmire announce their business venture at the bridge opening. A Peter Merther Photo



Some of the bikes they have for rent. A Dennis Sims Photo

Aiport Area Happenings:

A New Gate

The gate at old Beaver Grade Road has been replaced by an Eagle Scout project. Eagle Scout Candidate, David Taylor, son of Steve Taylor, owner of the Brothers Grimm, did the work.

The gate was installed September 8 and 9 by David and other members of Boy Scout Troop 301. Thanks to Frank Keppel for the Photo.



Help Provided by Local Business

Twenty-five Deloitte LLP interns spent a day on July 6 preparing the Airport Area of the Montour Trail for summer users.



With the holiday season approaching, do not forget to put the Montour Trail Council on your list. Your donation is tax deductible.

The UPMC Urgent Care 1/2 Marathon and 5K by Bill Orr, Race Director, pictures by Tim Killmeyer



Despite the monsoon that hit just as we were starting to setup in the morning, and the downpour that followed a few hours later, this year's race was a success. We blew past all previous numbers by having 1,447

registered participants. 1,136 for the half marathon, 248 for the 5K run and 63 for the walk. Of those, 893 finished the half marathon, 193 finished the 5K and 48 did the walk for a total turnout of 1,134 despite the weather. Total registered runners was up 170 from last year. With better weather, we would have hit 1500 registered.



There were some new key volunteer faces this year involved with the event. Matt Kramer did an outstanding job as the radio coordinator, he worked the event like an experienced pro! Stefan Krawczynski designed the shirts. Team in Training and Cystic Fibrosis volunteers handled the water stop at Cliff Mine Road and the CF volunteers also helped setup the water stops in the morning. FedEx volunteers helped out by handing out the finisher medals. Our new good friends Luke Mohammed and Travis Kilpatrick from the Pittsburgh Marathon donated the Gatorade, the trash bins, some cups and some gel that was brought as a surprise on race morning. Finally, thanks to all the usual volunteers on this list who helped out again as I couldn't have done it without you.



The Results courtesy www.runhigh.com

5K

ID#	PLACE	FINISHER	TIME
Open Men			
1241	1	Steve Kirkland, 24, Pittsburgh, PA	16:44
1258	2	Eric Shafer, 43, Pittsburgh, PA	17:03
1318	3	Matt Durbin, 19, Coraopolis, PA	18:38

Open Women

1406	1	Laura Harnish, 25, Pittsburgh, PA	17:39
1395	2	Debbie Skinger, 31, Beaver Falls, PA	19:53
1461	3	Alysha Bartosh, 32, Moon Twp, PA	20:48

1/2 Marathon

ID#	PLACE	FINISHER	TIME
Open Men			
4	1	James Gordish, 32, Pittsburgh, PA	1:15:30
691	2	Gregory Byrnes, 28, Pittsburgh, PA	1:15:35
390	3	Tim Wu, 31, Pittsburgh, PA	1:16:09
1144	4	Matt Robson, 29, Latrobe, PA	1:17:29
840	5	Kevin Ford, 25, Baltimore, MD	1:17:57

Open Women

403	1	Jamie Morgenstern, 24, Wilkinsburg, PA	1:24:47
1122	2	Angi Wolgenmuth, 22, Pittsburgh, PA	1:31:24
69	3	Jenny Zoe Hooley, 27, Pittsburgh, PA	1:32:19
241	4	Julie Hallinan, 21, Altoona, PA	1:33:43
1110	5	Angela Narduzzi, 33, Greensburg, PA	1:33:57

Mr. Manners Part 2

Dear Mr.Manners,

I was nearly thrown from my bicycle last week when a small dog on one of those retractable, almost invisible leashes suddenly darted out in front of me, completely blocking the width of the trail. I had to swerve off the trail to avoid hitting the dog, the owner, or the leash. How can animal owners be so reckless about the safety of their pet and other trail users?

Just Missed

Dear Missed,

I'm glad you did. Miss, that is. It is possible you encountered one of those rare pets who not only survive but enjoy being jerked along the trail by their neck. I hear that these pooch's poop don't stink either, which explains why their owners do not carry plastic bags to pick up after them. However, since these animals occur in numbers far fewer than 1:10,000,000,000 it is far more likely that you observed an inconsiderate pet owner. Unfortunately, they aren't nearly as rare.

BTW, if you find yourself in a similar situation in the future, where a collision with the pet, the leash, or the owner are they only choices, consider that the latter choice is likely to cause the least injury to the animal, and maximum education to the owner.

Mr. Manners

MONTOUR RAILROAD HISTORY

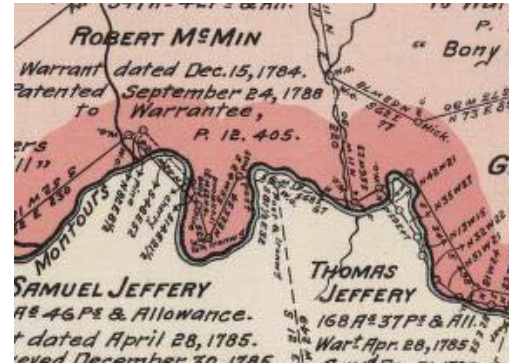
Jeffreytown Tunnel (Bob Ciminell ©2012)

A tunnel by any other name is still a tunnel, and the Jeffreytown Tunnel west of Trail Milepost 7 (Montour RR Milepost 9) is no exception. I'll call it Montour Tunnel No. 1 for starters, but the first tunnel on the Montour Railroad has two different names, one used by the Montour Trail Council (*Enlow Tunnel*) and the other used by Montour Railroad aficionados (*Jeffreytown Tunnel*). As we journey into the tunnel's past, let's start from the beginning, before the Montour Railroad came into existence.

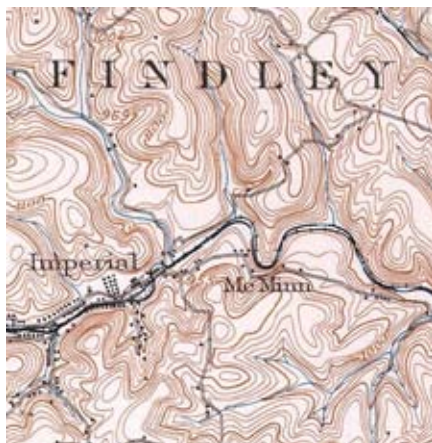
In the *Warranty Atlas of Allegheny County*, published in 1914, Plate 28 lists the original recipients of land grants located near the tunnel. Montour Run provided the north-south boundary line the land grants surrounding the tunnel.

On the south side of Montour Run, Samuel Jeffery was granted 353 acres in April 1785. Robert McMin was granted 347 acres the north side of Montour Run on December 1784. McMin's grant included the rock outcrop where the tunnel would be built in 1924. Robert McMin's earlier deed would provide a precedent for calling it *McMin Tunnel*.

Designating it *McMin Tunnel* is also supported by a 1906 topographic map of the Carnegie Quadrangle that identifies the small community near the tunnel as *McMinn*. The map does not support calling it either *Jeffreytown Tunnel* or *Enlow Tunnel* because there is no mention of Jefferys or the communities of *Jefferytown* or *Enlow*. However, *Jeffreytown* does appear in the historical records of Allegheny County and in the Montour Railroad Public Timetable No. 16, which was issued on April 25, 1915. The historical record usually lists the community as *Jeffreytown*.



1914 Warranty Map showing the future location of Jeffreytown Tunnel on land owned by Robert McMin. (Source: <http://images.library.pitt.edu/w/warrantee/>)



1906 topographic map showing the Montour Railroad right-of-way before the tunnel was bored. (Source: <http://historical.mytopo.com/getImage.asp?fname=crnq06nw.jpg&state=PA>)

never been called the *McMin Tunnel*. To add to the confusion, over the years both *McMin* and *Jefferey* were spelled *Jeffrey* and *McMinn*. The U.S Geological Survey's list of geographic names lists both *Enlow* and *McMinn* as the communities near the tunnel, which would lend credence to naming it the *Enlow Tunnel*.

Regardless of who owned the land, the Montour right-of-way did not exist until construction began in 1878 and the tunnel did not exist before 1924. In keeping with railroad tradition, stations were usually named for the landowner who sold the right-of-way to the railroad, or for a well-known geographic landmark or industry in the immediate vicinity. When the Montour Railroad was an operating entity, the tunnel was called *Jeffreytown* or *Jeffrey Town*. After the Montour Trail Council obtained the former Montour right-of-way it chose to call the tunnel the *Enlow Tunnel*. Either term is correct; it simply depends on your point of view.

Montour Railroad employee

timetables do not list the tunnel; however, a 1962 Montour track diagram identifies the station nearest the west end (timetable direction) of the tunnel as *Jeffrytown*, without the second e in the name. This was probably a typographical error.

Gene P. Schaeffer's book on the Montour Railroad refers to the tunnel as *Jeffrey Town* in the chapter titled *Montour Junction to Imperial Realignment* on Page 66. The *Bridges and Tunnels of Allegheny County* web site also lists the official names of the tunnel as *Enlow* or *Jeffrey Town*.

Given the above information, there appears to be no correct answer regarding the name for the tunnel. *Jefferey* is only mentioned in the *Warranty Atlas* and does not appear again in any official documents. *McMins* owned the land through which the tunnel was actually bored, but it has



C. 1978, a Montour train enters the western (timetable direction) portal of Jeffreytown Tunnel after crossing Montour Run. (Ray Parkinson photo, Gene P. Schaeffer collection, 2012)

Bob Ciminell is the founder of the Montour Railroad Yahoo group http://finance.groups.yahoo.com/group/montour_rr/. There are currently 319 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.

Members

Richard Allwes	Michael Nazarek Jr.
Gail & Melvin Barry	John Oliver
William Bradley	Nicholas Parrish
David Bramble	Lori Phillips
Sue Carlin	Fred Reed
Andy Caylor	Joey & Brandon Richards
Rufus Dingess	Ian Rudy
Sherie Edenborn	Bud & Nancy Russell
Diane Floyd	Bonnie Russo
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Betty Hirschfield	David Thayer
Brian Horvath	Richard & Shirley Ulaky
Dr. Donald E. Jukes	Bruce Wells
David Jungling	Dave & Lori Wortman
Deborah Kasper	
Leo Kennedy	Benefactors
Jack Kirkwood	Aldo Angelo
Dave Leach	Charles L. Foley
Richard M. Lo Presti	Dave & Veronica Mattson
Gerald Luxbacher Family	Janice & Joseph Miknevech
George MacDonald	John & Mary Jo Wasco
Ken Sacks & Maryann Gross	
John Murawski Family	Leaders
Donald Mysliwiec	Janet McKinney
	Nic Weirick

We apologize for the omission of E. Steven and Rhonda White from the annual report. They should have been included in the \$500 and over group.



As part of their "summer camp" this year, a number of Winchester Thurston School students visited the Montour Trail to ride 20 miles as part of their week-long Century Ride where they rode 20 miles a day in five days on five different local trails.

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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