



The Montour Trail Council: Celebrating 35 years of trail building

March-April 2024, Vol. 36, No. 2

New Leadership Takes Charge

Julian Wolfe, who began his second three-year term on the Montour Trail Council board of directors last year and had been serving as vice president, was elected president at the organization's January board meeting.



Julian Wolfe, center, addresses board after his election as president. (photo: Phillip Torrez)

A retired federal government employee, Wolfe has in the past several years been active in many different aspects of the volunteer-led Trail Council, including as a member of the trail maintenance crew that deploys the "big toys" to tend the trail surface, the Engineering and Construction Committee, the Westland Friends Group and the Gateway Engineers Tour the Montour Committee.

In accepting the leadership challenge, Wolfe acknowledged the value of the trail to many people throughout the South Hills and beyond. "The Montour Trail is many things to many people, a place of beauty and solace, a training ground, a community Main Street and much more," he said. *Continued on page 5*

Temporary Closure of the Greer Tunnel

The third and final phase of the Greer Tunnel renovation project, the stabilization of its western portal, has begun. The Montour Trail Council estimates that the tunnel will be closed only until early to mid-April. The Greer Tunnel is near Chartiers Creek in Peters Township at mile marker 28.5.

The tunnel was closed twice in 2023, primarily to construct a new steel liner in the eastern section of the tunnel's ceiling and walls. The 235-foot-long tunnel was built by the Montour Railroad Co. in 1913.

Funding for the rehabilitation of the Greer Tunnel was graciously awarded to the Montour Trail Council in the form of a grant from the Redevelopment Authority of Washington County. These funds, however, will cover only a portion of the total cost, which will be well in excess of \$1 million. The structural deficiency now being repaired was an unanticipated expense that will have to be absorbed by the Trail Council.

The Greer project manager is Nicholas Koman of the Montour Trail Council; the senior consulting engineer is William Armstrong with WEC Engineers of Bridgeville, PA; material supplier is Camber Corp. of Wexford, PA; and the contractor is Bioni Drilling of Lawrence, PA.

The "Clear the Greer" fundraising appeal remains ongoing. Donors can contribute at montourtrail.org/greer-tunnel-2 or by using the QR code on signs at many of the Montour trailheads. A donation of any amount is welcome.

Continued on page 5



Greer Tunnel's western end closed for rehab. (photo: Tony Prezioso)

Q&A: Bryan Seip

Bryan Seip is president of the Montour Railroad Historical Society. He moved to Peters Township in 1972, moved away for a spell, and returned to Peters in 1999. Seip, 76, who worked in the television industry for more than 50 years, writes the Montour Railroad history feature for the *Trail-Letter*. Here he talks about the origins of the society, its work and what's ahead.

How did you get involved with the Montour Railroad Historical Society?

Living in Peters in the 1970s and '80s, I saw Montour trains operating and had an interest as a rail fan. (Later) I became a trail user, often walking my dogs and noting places where remnants of the railroad could still be found. MRHS started as an online discussion group in 2001.

Several local members would get together for "Mon-tours" to explore the old right-of-way and find sites and artifacts of the Montour Railroad along the trail. We decided to organize an "action group" dealing with the history of the railroad in relation to the Montour Trail. In August 2008, we organized the MRHS (and) decided to become a Friends Group of the Montour Trail Council.

Describe the society's work.

The biggest single project was the (2008) acquisition of the X1 railroad crane that sits along the trail at mile 30.

Continued on page 5



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Montour Trail Council
2589 Boyce Plaza Rd., Suite 4
Pittsburgh, PA 15241

MTOffice@montourtrail.org
(412) 257-3011

Phillip G. Torrez, editor
Mary Torrez, design

Editorial Board:
Mark Imgrund, Dennis Pfeiffer, Fran Hensler,
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Have a story idea? Send it to us.

Prez Sez:

Springtime Greetings!

By Julian Wolfe

The warm weather approaches and the Montour Trail beckons. 2024 promises to be an important and memorable year. Let me take this opportunity to introduce myself. While not a Pittsburgh native, I am a lifelong cyclist and hiker. Born and raised in the Maryland suburbs of Washington DC, I grew up walking and riding the Chesapeake and Ohio Towpath. Once my family and I relocated to Pittsburgh, I sporadically cycled the Montour, but it was only after retirement that I dipped my toe into volunteer waters. To be honest though, it all crystallized one day when I spotted a gentleman on a large tractor clearing ditches along the trail in Cecil Township. Childhood dreams of operating heavy construction equipment, born of those Tonka toy book series, came flooding back. Five years later, I found my niche operating a “steamroller.” Apparently that was sufficient experience to be selected as president.

I am very much looking forward to sharing news and updates of the trail’s exciting developments as we move into 2024. For the moment, let me focus on the conclusion of the 12-month, three-phase rehabilitation of the 111-year old Greer Tunnel in Peters Township along Chartiers Creek. We launched phase-one rather unexpectedly after engineers from WEC Engineers identified a stability issue with the tunnel’s east portal. During a six-week tunnel closure from April to May, Bioni Drilling successfully installed rock anchors to stabilize the eastern portal and set the stage for phase-two. Between July and November 2023, Swank Construction installed a new steel liner and new eastern portal facade. I know many of you have since traveled through the tunnel and marveled at this upgrade.

During this second closure, WEC assessed that the upper section of the western portal was, like the eastern portal, slowly inching forward. A new stabilization plan was now required. Thus, we come to this most recent closure, which we hope will be of a relatively short five- to six-week duration. Bioni Drilling has returned for an encore performance and we look forward to a reopening as peak trail usage season approaches.

Shortly after the reopening of Greer Tunnel, we look forward to a wonderful ribbon-cutting to mark the successful conclusion to the largest renovation of existing critical infrastructure in Montour Trail history. This event is likely to occur before the next edition of the newsletter hits the streets so please keep checking our webpage, montourtrail.org, and the Montour Trail Enthusiasts Facebook page for times and details about the celebration.

Let me take the opportunity to express sincere appreciation to our trail community of donors for their financial support to our “Clear the Greer” fundraising campaign. As of this writing, we have received nearly \$40,000 in donations. Funding for this extensive project came from a variety of sources, large and small. We are so grateful to each donor. Your financial support will keep Greer safe and functional for generations of trail users.

I want to end with what I will call “Concluding Kudos.” These shout-outs will spotlight trail volunteers who dedicate dozens, sometimes hundreds of volunteer hours, each year to promote, maintain and enhance your Montour Trail. There is no better place to start than the Greer Tunnel project manager Nick Koman. Mr. Koman managed the bidding process, monitored day-to-day construction developments, drafted financial reports, authored periodic articles on the progress of the project, and talked with local media. Special thanks also to the co-chairs of our Engineering committee, Tom Prezel and Gil McGurl, and members of the Greer Tunnel project team, Dave Jackel, Dave Wright and Ned Williams, all of whom provided critical management and oversight to this huge undertaking. I also want to acknowledge Mark Blum, the trail’s longtime consultant, who provided valuable guidance in the contracting phases and quality-control during construction. Finally, a round of applause to the organizers of our Clear the Greer campaign, Don Thobaben, Wayne Pfrimmer, Leo Kennedy, and Fran Hensler. Please note any omissions were unintentional. One cannot underestimate the enormity of this undertaking for a local all-volunteer organization. Huzzah.

Trail Friends' Meetings and Work Parties

MTC Board Meeting:

Every third Monday of the month at 6:30 p.m. at 2589 Boyce Plaza Road, Suite 4, Upper St. Clair. Turn at the traffic signal on Boyce Road between the railroad and the creek. 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)

Friends of the Trail meeting, every second Wednesday of the month at 7:00 p.m. at the MTC Western Corridor Garage, 450 Cliff Mine Road, North Fayette Township, PA 15108. New volunteers are always welcome. For more information call Mark Modispacher at 412-266-1544. Work parties are scheduled as needed. For more information call 412-262-3748.

Fort Cherry Friends (MM 12.6 to 20.7)

Friends of the Trail meeting, every second Wednesday of the month at 6:30 p.m. at the McDonald Trail Station, 160 S. McDonald Street, McDonald, PA 15057 (adjacent to the Panhandle Trail). Work parties are scheduled as needed. For more information, contact Tim Thomassy at 724-926-4617 or Chuck Hughey at 724-926-9436.

Cecil Friends (MM 22.0 to 28.5)

Friends of the Trail meeting, every fourth Wednesday of the month at 6:30 p.m. at the Kurnick Access area along the trail off Cecil Henderson Road. Work parties are scheduled as needed. For more information, contact Bob Mihalco at 786-910-5575 or ramihalco@icloud.com.

The Montour Railroad Historical Society:

For more information, email mrhs@montourrr.com

Peters Township Friends: (MM 28.5 to 30.4, Library Jct to near MM 35 and part of the Bethel Branch)

Friends of the Trail meeting, the first non-holiday Monday of each month at 7:00 p.m. at various locations depending on weather and time of year. Work parties on the first Friday and third Saturday of every month at 8:30 a.m. For more information on meetings or work parties please email us at petersfriends@montourtrail.org.

Bethel Park Friends (The 2.75 mile Bethel Branch and a short piece of main line trail around MM 35).

Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building Caucus Room behind the Council Chambers. Anyone interested in the Bethel Park Trail segment is encouraged to come. Work parties, every second and fourth Saturday of the month at 8:30 a.m. For more information call Bill Capp at 412-833-5928.

South Hills Friends (MM 35.4 to 46.6)

Friends of the Trail Meeting, every second Tuesday of the month at 6:30 p.m. at South Park Township Community Room or the Township Library located in the Township Building at 2675 Brownsville Road, South Park, 15129. Work parties on the second 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.

Westland Friends (MM 21.0 to 21.9, and Westland Branch)

Friends of the Trail meeting, every first Wednesday of the month. For more information, contact Deb Thompson at intrepidscout@theneonweb.com



Some of the original MTC founders at a trailside plaque honoring them.

The Origin Stories

by Fran Hensler

Thirty-five years ago, 13 down-to-earth people aspired to a lofty goal: turning a defunct railroad into a suburban multi-use rail-trail. We call them the Montour Trail's founding fathers.

Lest we forget them and their impressive accomplishments, the *Montour Trail-Letter* featured their stories over 13 issues back in 2018-2019. The truth is, we would not be where we are now if not for their dedication, attention to detail, skill set, patience, and time.

We've made it easy for you to read about these wonderful people as we've captured their views of the future Montour Trail on our website:

<https://montourtrail.org/founding-fathers-2/>. Happy reading!

2024 Trail Summit: Saturday, April 13

The Montour Trail Council, with Public Lands, is hosting the annual Trail Summit that brings together the region's trail and environmental groups on Saturday, April 13, at Public Lands, 1000 Cranberry Square Dr., in Cranberry Township.

The free event will be held from 10 a.m.-3 p.m. Participating organizations will have information tables set up throughout the store to distribute maps and other literature and sell trail-related merchandise. Talk to trail volunteers and find out how to get involved. For more info, contact the MTC at: (412) 257-3011.

Hooton Memorial Moved to Carnegie, Set for June 15

All are invited to the Celebration of Life for John and Berenice Hooton to be held Saturday, June 15, 11 a.m.-1 p.m., at the Carnegie Free Library and Music Hall, 300 Beechwood Ave, Carnegie, PA 15106. John, 94, and Berenice, 89, dedicated volunteers with the Montour Trail Council for many years, passed away last year. Members of the trail's Cecil Friends Group, the Hootons were well-known for their trail-side gardening and a host of other projects that benefited the Montour.

For more information, please contact James Hooton at: [jameshooton@gmail.com]

Who's On the Trail?

By John Dorman

How many people use the trail? Sometimes it can seem like you are the only one out there. Other times, almost every step or turn of the wheel brings you to someone else enjoying the trail. While the number of users on the trail can't be known precisely, donors and grant organizations that fund many of our major projects want to make sure that their money is being put to good use with a positive impact on as many people as practical. Having a reasonable count is important to them – and us.

Over the past few years, the Montour Trail Council has developed estimates by various means. One way is through our user surveys that have been conducted three times since 2016. Another way is through the use of trail counters – devices placed along the trail to count users as they pass – similar to traffic counters placed on busy roads and intersections. We have partnered with Southwestern Pennsylvania Commission to conduct two of these counts along the trail in 2021 and 2022. But because of the devices used, we could only count cyclists and had to estimate the number of pedestrian users (hikers, joggers, dog walkers).

With the information that these units will provide, the MTC will be able to better support our requests for funding and plan our improvements and activities to serve our users and develop the trail.

This year, the MTC purchased three trail counters enabling us to conduct long-term counts throughout the year, and along various points on the trail. These battery-operated units, made by Eco-Counter, are capable of counting both cyclists and pedestrians so that we can get a more accurate tally of both the number and mix of users.

The counters will be placed along the trail starting this spring, and provide daily uploads of trail user counts, including mix and direction of travel, through an automatic cellular connection to an online, map-based reporting system. We expect to place them in one or two areas of expected high use and leave them there for a full riding season to monitor seasonal usage patterns. The units can also monitor their own "health" and report when something might be wrong so that we can check and maintain the counters.

We will use the counters in following years to refine our understanding of trail usage.



John Dorman unpacks trail counters to be used to provide data about who's on the trail and when. (photo: Sarah Fetterman)

Gateway Engineers Tour the Montour: Saturday, September 21



Tour cyclist gets ready to roll with her canine co-pilot in 2023. (photo: Phillip Torrez)

The Gateway Engineers Tour the Montour fun family bicycle ride is set for Saturday, Sept. 21. It will be the 22nd edition of the Montour Trail Council's signature fundraiser, which last year attracted more than 400 cyclists. Registration opens this summer and includes a distinctive event t-shirt, fully-stocked refreshment stops along the route and a post-ride picnic lunch at the Forest Grove Sportsmen's Club (near mile marker 1.5 on the trail). Please plan to ride with us!

Sponsorships are a key part of the Tour's fundraising. If you own or manage a business, company, agency or start-up, consider becoming a sponsor for this popular community event to showcase your support for the Montour. All proceeds from the Tour benefit the maintenance and development of the trail. To sign up as a sponsor or obtain more information: email thetour@montourtrail.org or call the MTC office at (412) 257-3011.

Fun Fact

The Montour Trail Council's first fundraiser was a walk-a-thon held on June 10, 1990. Thirty-five people hoofed-it 10 miles on the Arrowhead Trail in Peters Township, bringing in about \$1,000 for the newly-formed Montour Trail.

~ Deb Thompson



Continued from page 1 - Q&A: Bryan Seip

The X1 was originally bought by the Montour Railroad in 1948 and worked until the demise of the railroad. It was targeted for scrapping, but an ex-Montour Railroad employee convinced the owner to donate it to the MRHS. Several years of work then went into refurbishing and repainting the crane.

Another early project was the rehab of the signal tower along the trail at trail mile 0.5 in Coraopolis in Spring 2009. Other projects along the trail were the rehab of several yard limit signs, signal posts and some original railroad mileposts still in existence.

What's the Montour Railroad's claim to fame?

It served many coal mines in the South Hills area and was thus part of a large economic system in our area. For the first 60 years of the railroad's existence, this area's economy was mainly farming and coal mining. When the coal market went into decline, so did the Montour Railroad's fortune and that ultimately resulted in the demise of the railroad.

Why is it important to remember the history of the Montour Railroad?

The railroad lasted for 105 years, but has now been gone for 40 years. Many current trail users were not even born until after the railroad was gone. I meet people on the trail who have no clue that it was once a thriving railroad. For them, it has always been a trail. If it was not for the Montour Railroad and its impact on our area, there probably would not even be a Montour Trail. The bridges, tunnels, grading and a clear path through the countryside would not exist.

Describe the society's space in the Venetia Community Center.

The Montour History Room was developed as a place to display and store the many Montour Railroad artifacts we have acquired. We

have physical items that were found along the trail that range from simple spikes and tie plates to signs and switch stands and even rails. We also have paperwork, photos and business forms from the railroad. Special items are hand-written ledgers of the board of director meetings from the beginning of the Montour Railroad



Bryan Seip at an interpretive sign along the trail.

Talk about the society's interpretive signs on the Montour.

The interpretive signs are the signature project of the MRHS. This is the way we present and teach the history of the Montour Railroad. The signs are planned and installed at significant locations along the trail to show and explain what was at those locations in the past. Our goal is to erect several new signs each year.

What's ahead for the historical society?

We continue to acquire memorabilia and artifacts. You never know when something might show up from a basement, shed or attic. We have had people who are "cleaning out grandma's house" and find photos or artifacts in the attic that are donated.

The Venetia Heritage Society provides the MRHS space in the Venetia Community Center, 800 Venetia Rd., in Finleyville. The space is shared with the DARE Model Railroad Club. The Montour History Room is open Wednesday, 3-6 pm, and Saturday, 9 am-noon. The society has a Facebook page and videos on YouTube.

Continued from page 1 - New Leadership for the MTC

"It's 35-years-old and trail users can expect this gem to continue to shine for decades to come."

John Dorman, who joined the board in 2023, was elected vice president. The longtime trail user and supporter has been a volunteer since 2016, including managing the three user surveys and last year's user count project. Dorman is a member of the MTC Operations Committee.

Returning to the board's executive committee was Bill Orr, who was elected MTC treasurer. A long time trail volunteer, he directed the inaugural Tour the Montour fundraising bicycle ride in 2003, and subsequently served as vice president and treasurer. Orr took leave from the MTC for a spell and rejoined as a volunteer in 2022.

Rounding out the executive committee is Fran Hensler, who returned as board secretary, a position she's held since 2021. A Montour volunteer since the 2000s, she is co-chair of the Operations Committee and has played a prominent role in making the Montour Trail website user-friendly and topical.

Continued from page 1 - Temporary Closure

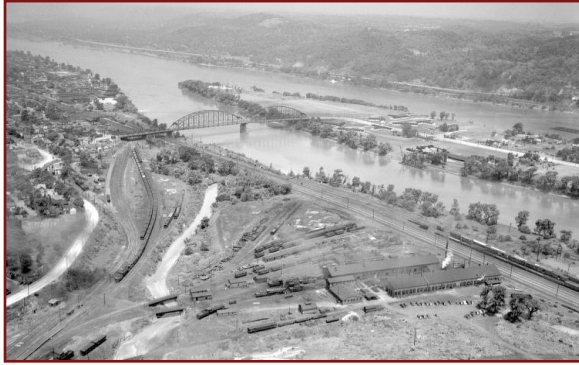
The Trail Council is committed to providing trail users safe access through the tunnel as soon as possible. "We very much appreciate the patience of our trail users as we undertake the final phase to rehabilitate this 111 year-old structure," says Julian Wolfe, MTC president.

The Council cautions that there are no suitable alternate routes in this area, and local roads are narrow, carry significant traffic and have poor sightlines. It encourages trail users to explore other sections of the trail.

Montour Railroad History

Junctions and Interchanges on the Montour Railroad

by Bryan Seip, Montour Railroad Historical Society



Montour Junction in 1946 shows the yards and Montour shops complex in Coraopolis. The switch connection with the P&LE RR was at the top left near the bridge. (photo: P&LE)

In railroad terminology, a junction is where two or more railroad tracks meet with a physical connection between them. It could be a connection

between two different railroads or a place where a railroad splits into two diverging routes. It's basically like a "T" intersection on a road.

Interchanges are places where two different railroads meet, but do not have a direct physical connection. An interchange (or transfer track) runs between the two railroads to allow exchanges of rail cars and freight traffic. Cars from one railroad can be set out onto the transfer track and then picked up by the other railroad. Think of it as two rooms connected by a hallway to allow traffic to flow between the two.

The Montour Railroad had several junctions and interchanges, which can still be found along the Montour Trail. They provided traffic between the Montour and five other railroads serving the Pittsburgh area, allowing shipments to and from anywhere in the United States.

Montour Junction (west of mile zero) was a sprawling complex between Route 51 and the Neville Island Bridge making a connection between the Montour and the Pittsburgh & Lake Erie railroads. It contained a large rail yard, including a scale for weighing cars and connection point with the P&LE. The Montour shops and offices were also here.

The McDonald Transfer track (trail mile 17), known on the trail as the Montour-Panhandle Connector, was an interchange track that connected the Montour to the Pennsylvania RR Panhandle Division at McDonald. Trains of empty hoppers would be delivered to the Montour and taken to the Champion Preparation Plant for loading. Loaded trains would be returned to McDonald for outgoing shipment on the PRR.

The Southview Transfer track (trail mile 19) at Southview allowed interchange with the Pittsburgh & West Virginia (later Norfolk & Western) Railroad. It was where the current railroad branch to

Westland is sited, but climbed the hillside in the opposite direction between Antil Street (lower Montour end) and Galati Road (higher P&WV end).

Gilmore Junction (trail mile 21.5), located along Southview Road near Route 50, was where the Westland Branch left the main line to service two coal mines. The Midland spur was constructed in 1922 to reach the nearby Morris Mine in the community of Gilmore. In 1927, it was extended four miles to reach the Westland Mine and became known as the Westland Branch. The current trail shelter now stands where a track gang's tool shed was built between the tracks.

Muse Junction (trail mile 23.3) was near the Muse-Bishop Road bridge in Cecil Township. This branch was built in 1921, running into Muse to service the National #3 coal mine. After the mine closed in 1953, a chemical reclamation company leased some of the mine buildings, using the branch until 1980. The Muse Branch trail segment currently under development runs through the McConnell Trails residential development.

Hills Transfer connected the Montour with the Pennsylvania Railroad near Montour Mine #4 in Peters Township (trail mile 30). Two tracks curving along the hillside held empty hoppers delivered for loading at the mines as well as interchanging non-coal freight.

Library Junction (trail mile 34) was between Sugar Camp and Brush Run roads in Peters Township. The Library Branch left the main line to serve Montour Mine #10 in Library and continued on to a B&O interchange point at Snowden. Library Junction was built as a wye track, a triangle that allowed rail traffic on the Library Branch to move in either direction to or from Mifflin Junction to the east or the Champion Plant and Montour Junction to the west.

Mifflin Junction (not on the trail, access to the trail has been lost) was at West Mifflin, where the Montour met the Union Railroad. The Montour maintained scales, an agent's office and locomotive servicing facilities. Coal loads and freight cars from several other railroads were exchanged through the Union Railroad connection.



Non-coal freight is picked up on the Hills Transfer track in Peters Township. The caboose and coal hoppers sit on the main line – now the Montour Trail. The loaded hoppers on the right are at Montour Mine #4. (photo: Roy Parkinson)

You can contact the Montour Railroad Historical Society through Facebook by searching for *the Montour Railroad Historical Society*. There are currently 425 members from across the country. There you'll find a wealth of information about the Montour Railroad and you can pose questions of its membership. You can also check at montourrr.com

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Complete this form, scan the QR code, or go to montourtrail.org/support-us/



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Wanna Help?

The Montour Trail Council, a volunteer-led organization, is seeking individuals interested in exploring two different volunteer opportunities with our Real Estate Committee.

- Volunteers will have opportunities to contribute to the management of real estate affairs, including efforts to identify and secure ownership of land along the trail corridor via purchase, donation or conservation easement. A background in real estate law and sales is helpful, but experience is not a prerequisite.

- The committee, in conjunction with our Friends Groups, seeks volunteers to work on trail conservation efforts, including but not limited to landscape beautification, reforestation, and identification and protection of native and threatened habitats. If you are a budding gardener, we have the beds for you!

These are great opportunities to join a group of dedicated volunteers working together to support and enhance the region's premier trail. Please send an expression of interest to volunteer@montourtrail.org and we will gladly arrange a telephone call.

Trail Tales on Tap

The Montour Trail Council's speakers guild has several events coming up. Come out to hear an informative program covering trail history, highlights and milestones, and the challenges that lie ahead. The sessions are free and provide opportunities to ask questions and meet Montour volunteers. The speakers program is available to present at service clubs, schools, church groups, scout troops, and community organizations. To schedule a program or find out more, please contact: volunteer@montourtrail.org

Schedule:

March 21: Citizen's Library, Washington, PA, 6 p.m.
 (with MTC President Julian Wolfe)

May 16: Peters Township Public Library, 6:30 p.m.

April 6: Frank Sarris Library, Canonsburg, Noon

June 12: Mount Lebanon Library, 3 p.m.

June 25: Bethel Park Library, 6:30 p.m.

Welcome New Trail Members and Donors

The Montour Trail Council welcomes these new members and donors and thanks them for their support. We would also like to thank all our members and donors who have recently renewed their annual contributions. Please note that foundations and other grant-making agencies often look at a strong membership as a criteria in their consideration of our funding requests. Not all new members have been entered as of our print deadline and will be listed in the next edition of the *Trail-Letter*.

New Members

Mark Brandes
 George Burk
 Sydna Burns
 Gay Canough
 Andrew D. Falk
 Robert Farr
 Melanie Gerstel
 Amanda Johnson
 Maureen Lenigan
 David L. Lusher
 David Martino
 Dwight Mikulis
 Maggie and Ken Murin
 Robert St. Clair
 Joseph Washinski
 Nick Wolfgang

Trail Blazer

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 Mark and Tina Imgrund
 Vida and Louis Komer
 Gary and Jennifer Milavec
 Joseph Rudolph

Leader's Circle

Bethel Park Recreation Department
 Lisa Citron and Bill Slivka
 Fluor Corp.
 Theodore Frick
 Gateway Engineers
 Bernard Halpin
 Imperial Land Corp.
 Elaine Kurtanich
 Patrick McElhinny

Petromax Ltd.
 Rob and Sharon Ward

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 Stephen Bowles
 Michael Brocks
 Gay Canough
 Lisa Coyle Bell
 Ken Eltschlager
 Donald Mysliwiec
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 James Will

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 Amy Burrows
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 Paul Rey
Jerry Sattinger
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