



The Montour Trail Council: Building trail since 1989

July-August 2026, Vol. 38, No. 4

Tour Rolls Sept. 12



Have you registered for the 24th annual Gateway Engineers Tour the Montour?

The Montour Trail's signature fundraiser rolls out on Saturday, Sept. 12, rain or shine, from mile zero of the trail. Parking is conveniently located next to the starting point at the AHN Montour Sports Complex, 2419 State Ave., Moon Township.

This noncompetitive, self-paced, family-friendly ride offers routes from 6 to 50 miles. Registration includes an event t-shirt, a post-ride lunch and refreshment stops along the way.

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Support for the National Tunnel Continues to Build

Fundraising momentum continues to build for the Montour Trail's critical National Tunnel rehabilitation project.

"We're truly encouraged by the steadfast support pouring in for the tunnel rehabilitation, and we're optimistic that our trail users and supporters will continue to rally behind the campaign," says Dave Borrebach, a member of the volunteer team coordinating the Montour Trail Council's fundraising effort.

The total project cost is estimated at \$3.2 million. To date, \$1.18 million has been secured, including \$500,000 from the trail council's reserves, a \$500,000 grant from the Pittsburgh-based Richard King Mellon Foundation and more than \$180,000 contributed by more than 220 individual and corporate donors.

"Our community fundraising efforts are very active, and before the tunnel project is completed — targeted for October 2027 — we hope to more than double the number of donors and raise more than \$300,000 through that effort," Borrebach says.

"If we can achieve our goal of \$3.2 million and construction bids come in as expected, we'll be able to address all four of the high-priority tunnel issues," he says.

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Coraopolis Connector: The Project History

By Dennis Pfeiffer

The grand opening of the 0.8-mile Coraopolis Connector will be on Saturday, September 19, at 10 a.m. near mile zero of the trail. You are invited to attend a 30- to 60-minute ceremony, which will include several dignitaries. Parking will be available at the trailhead at mile zero.

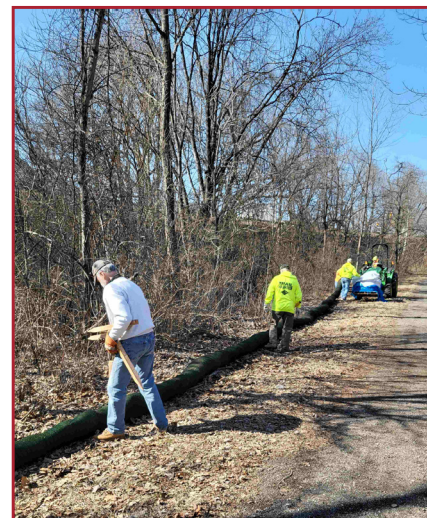
The new connector represents the culmination of more than a decade of engineering, permitting, volunteer labor, and contracted construction. Through several phases, Montour Trail Council volunteers and contractors worked through difficult site conditions and changing construction requirements to complete this important addition to the trail.

Phase 1 – Concrete Bridge: Following a two-year permitting process, MTC authorized its engineer, WEC, to begin design in August 2015. By May 2016, contractor Marricco received a notice to proceed with construction of a 190-foot-long concrete land bridge — 10 feet wide with 4-foot-high concrete walls — between the CSX main rail line and the rear of properties on 4th Avenue.

At CSX's request, the contractor also installed a 10-foot-high, 500-foot-long chain-link fence between the trail and the CSX right-of-way. This Phase 1 contractor cost alone totaled \$282,097.

Phase 2 – Site Preparation: After the final environmental permit was issued on Nov. 19, 2018, the Airport Area Friends Group of the Montour Trail Council took on much of the preparation for the remaining 4,410 feet of the project. Their work included clearing and grubbing, placing survey station markers every 50 feet, and installing 2,315 feet of 12-inch filter socks.

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The Montour Trail Council is a volunteer-driven 501(c)(3) nonprofit that acts as a land trust, responsible for preserving green space within the trail's viewscape. The MTC owns and manages the 60-plus-mile Montour Trail in Allegheny and Washington counties in Southwestern PA.

MONTOUR TRAIL-LETTER

is published bi-monthly by the Montour Trail Council.
newsletter@montourtrail.org

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 and Dave Borrebach

Prez Sez:

A View of the Montour Trail from Harrisburg and Allegheny County: PA state Rep. Anita Kulik

By Julian Wolfe

The all-volunteer, nonprofit Montour Trail Council regularly engages state and local political leaders on issues of interest to the council and our trail users, such as funding opportunities and trail safety.

Here, state Representative Anita Kulik of Pennsylvania's 45th District,, which covers a large section of our trail community in Allegheny County, discusses several of these key issues.



What was your first interaction with the Montour Trail?

I have been in the Kennedy Township area for over 30 years and became acquainted with the trail before becoming a state representative. When I was elected, I had the privilege of getting to know more and more about the trail. I am especially proud to have mile marker zero in my district.

Have you used the trail for recreation? If so, in what ways? Do you have a favorite memory or event on the Montour Trail?

I am more of a walker, so the times I have spent on the trail have been taking leisurely walks and enjoying the surroundings. My favorite times on the trail have been the ones spent with members of the trail council and learning about the different aspects of the trail.

How do you envision the role of trails, like the Montour Trail, in Pennsylvania's long-term economic, environmental and public-health strategies?

Places like the Montour Trail kept people sane during COVID. We know that being outdoors with nature is crucial to our mental and physical well-being. Trails are a way for us to get away and to enjoy tranquility. People are now drawn to trails. Most new housing developments have some sort of trail. People are demanding trails be part of their parks. Trails attract people to areas.

Trails are major tourism drivers, as we've seen with the Great Allegheny Passage. What can the Commonwealth do to better market Pennsylvania's trail network and support trail-adjacent businesses?

Being chair of the House Game and Fisheries Committee, I am acutely aware of the role that Pennsylvania's great outdoors play in the areas of outdoor sports and tourism. We have some of the most beautiful green spaces in the country. The growing network of trails that we see in the Commonwealth should be marketed as much as, if not more than, any other recreational opportunities we offer.

With the drawdown in federal funding for trails, is Harrisburg capable and willing to fill the void? Are there opportunities that could expand resources for trails from agencies such as DCNR?

I hope so. Tourism is our second biggest industry and most of that is for outdoor recreational opportunities.

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Trail Friends' Meetings and Work Parties

MTC Board Meeting

Every third Monday of the month at 6:30 p.m. at 2589 Boyce Plaza Rd., 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 (MM 0 to 12.6 and the 6.3-mile Airport Connector)

Friends of the Trail meet every second Wednesday of the month at 7:00 p.m. at the MTC Western Corridor Garage, 450 Cliff Mine Rd., North Fayette Township 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 meet every second Wednesday of the month at 6:30 p.m. at the McDonald Trail Station, 160 S. McDonald St., McDonald 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 meet 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 meet 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 meet 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 meet 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 Rd., 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 meet every first Wednesday of the month. For more information, contact newsroom711@gmail.com.

continued from page 2- Prez Sez

Many trail users believe the Montour Trail is a publicly funded and maintained recreational trail. How would you recommend broadening awareness that the Montour Trail (and many other trails across the Commonwealth) are privately managed and maintained, and consequently in need of financial support?

I would love to see more from DCNR on that issue. I understand that state parks are a big focus for that department, but there should also be information out to the general public that the trail systems we enjoy sometimes rely on the goodness of volunteers and the generosity of donors.

One of the most challenging issues for trails concerns the use and oversight of e-bikes. Could you please comment on the potential role Harrisburg can play to help local municipalities establish e-bike rules and ordinances? As an example, state Rep. Jill Cooper is seeking co-sponsors for a bill to assist in helping local governments with e-bike oversight.

continued from page 1- Tour the Montour

A delicious picnic-style lunch, with vegetarian options, will be offered from 10:30 a.m.—2 p.m. at the Forest Grove Sportsmen Club along the trail near mile 1.5.

A crowd favorite every year is the basket auction and five exciting raffles — be sure to bring a little extra cash for your chance to win.

I support any legislation that will help control e-bikes. More than likely, something will have to come down statewide on this. For example, the Montour Trail spans numerous municipalities. Differing laws in these municipalities could pose unique problems for enforcement on the trail.

Connecting to other trails is important to the Montour Trail Council. How can the state support efforts to connect the Montour with other trail systems, such as the Great American Rail-Trail or the Industrial Heartland Trail?

Grants through DCNR and other avenues are the best means to help our trail systems develop. Pouring more dollars into these grant funds is crucial. There are several trails in the district I serve, and I know there are continued talks about connecting the trails. How wonderful would it be to have all the communities in the 45th District connected by trails!

Montour Trail Council members receive a discount when registering online. If you're not yet a member, you can join before signing up and enjoy the savings.

Register by August 29, 2026, to receive the discount.

Don't miss one of the region's most enjoyable cycling events.

Register at montourtrail.org/tour-the-montour-2026/

continued from page 1- **National Tunnel**

Those priorities are installing a 295-foot steel liner along the western half of the tunnel and a 60-foot liner on the eastern end, and rehabilitating both portals, similar to the successful Greer Tunnel repair on the Montour Trail completed in Peters Township two years ago.

Montour Trail Council volunteers have submitted applications for the tunnel project to area foundations and state agencies that have supported previous Montour projects. “We’re optimistic about these funding requests and encouraged by the likelihood of approval, especially since we’ve demonstrated just how essential this project is,” Borrebach says.

The 113-year-old National Tunnel at mile marker 25 in Cecil Township was closed last November after engineers discovered significant

cracking and deterioration in its ceiling. With no safe detour available, the closure effectively divides the Montour Trail’s mainline near its midpoint.

Stretching 630 feet in a graceful curve, the National Tunnel, built by the Montour Railroad, is the longest of the trail’s three tunnels and one of its most recognizable landmarks.

The renovation campaign has collected several significant anonymous gifts and contributions from MTC members’ donor-advised funds, Borrebach says.

“We’ve already received some truly remarkable gifts. It’s inspiring to see how many of our trail users have stepped up for the tunnel renovation, and we’re hopeful that this strong wave of support will keep the campaign moving forward.”

continued from page 1- **Coraopolis Connector**

The Airport Friends then cut a 10-foot-wide, 6-inch-deep channel along the 4,410-foot stretch and placed a millings base in the channel, completing that work on Dec. 12, 2020. Because of the extended project schedule, the filter socks later had to be installed again, requiring another 2,315 feet. (See photo of volunteers installing the filter socks.)

Drainage Review: In 2021, the project team explored alternatives to the labor-intensive trench construction. Because the right-of-way already drained well, MTC sought regulatory approval to eliminate the trenches. The applicable criteria required the right-of-way to drain fully within three days after a one-inch rain event.

Volunteers documented four separate one-inch storms, and in each case the right-of-way drained completely within a single day. MTC submitted those findings in support of a proposed design change. The change was not approved, so the project proceeded under the existing drainage requirements.

Phase 3 – 650 Feet of Completed Trail: In 2022, the Airport Friends took on construction of this phase. Over 16 workdays, volunteers trenched 1,000 feet, with each trench 3 feet wide and 3 feet deep. They then laid Geotech fabric and placed 2B stone in the trench, followed by a layer of 2A stone to create a smooth, stable surface. A

contractor was then hired to asphalt 650 feet of trail, completing the work in October 2022.

Phase 4 – Next 1,425 Feet: In June 2024, contractor CTM began work on the next 1,425-foot section. When slag material made the planned trench construction impractical, MTC sought regulatory approval for a revised design. The proposed change eliminated the 6-inch millings base and instead used 3 inches of 2B stone topped with 3 inches of crushed limestone as the riding surface.

The revised design was approved in September 2025, and CTM completed the 1,425-foot section in January 2026.

Phase 5 – Final 2,230 Feet: CTM completed construction of the remaining 2,230 feet of trail on March 25, 2026. In the weeks that followed, the Airport Friends removed more than 4,600 feet of filter socks, installed bollards at access points, landscaped along the trail, and planted 15 new trees.

Completion of the Coraopolis Connector reflects years of persistence and thousands of hours of work by Montour Trail volunteers, engineers and contractors. The September 19 grand opening will be an opportunity to celebrate both the finished trail and the many people who helped make it possible.

Mr. Pfeiffer is president of the council’s Airport Area Friends Group and an MTC board member.

Save the Date: Annual Meeting & Dinner Nov. 8

You’re invited to join us for the Montour Trail Council’s annual meeting and dinner on Sunday, Nov. 8, at the Pittsburgh Airport Marriott in Coraopolis. Our featured speaker this year will be Melissa Swedish, director of the Allegheny County Parks Department. The evening will begin at 5 p.m. with a lively social hour and cash bar, followed by a buffet dinner at 6 p.m. Our business meeting and keynote program will run from 7–8 p.m. Registration for the event will open in late September; please consult montourtrail.org for details.

We’d be delighted to have you with us for this special evening as we celebrate our many accomplishments over the past year and enjoy time together with Montour volunteers and friends.



In Remembrance: Tim Murphy (1952-2026)

By Ned Williams

Former Congressman Tim Murphy, who passed away July 18, will be warmly remembered by the Montour Trail community for both his public service and his personal connection to the trail he frequently used. Throughout his years representing our region, he was a steady advocate for outdoor recreation, community health and the protection of local green spaces. His support helped elevate the Montour's visibility and growth, and many trail volunteers recall seeing him on the trail, simply enjoying the resource he championed.

With his deep commitment to the public's physical and mental well-being, Tim was quick to recognize the Montour Trail's value and offer meaningful support. During his second term in Congress, he announced \$250,000 in federal funding for the trail, noting that it provides Pittsburghers with safe opportunities for biking, hiking, cross-country skiing, and jogging, and connects urban areas with the region's natural beauty. He emphasized that completing the trail would open even more sections to the public and deliver a significant economic boost, an estimated \$14 million to Southwestern Pennsylvania, benefiting the many small businesses that serve trail users.

Mr. Murphy attended numerous trail groundbreakings and ribbon cuttings, championing the trail's benefits to the region and often declaring, "I'll do anything for the Montour Trail." At the October 15, 2005, ribbon cutting for the Muse Bishop Bridge, he proved it – holding up a check for \$1.8 million and drawing an audible gasp from the crowd.

He worked tirelessly for the people in his district, but he also knew how to set business aside and simply be himself. At nonprofit events, he often showed up with his acoustic guitar and played a set with the band. He was pretty good, too.

Tim often trained on the trail and ran the Bethel 5K several times, but he also appreciated it as a quiet place for a walk. At the opening of the Georgetown and Morganza bridges on July 28, 2012, he was on a tight schedule, yet once the ceremonial gates were raised, it didn't take much convincing to get him to walk down to Georgetown to see the full scope of the project. He'd done the same four years earlier, walking from Valley Brook to the Chartiers Creek bridge and back. He always made time for us.

The Montour Trail Council extends its deepest condolences to Tim's family and friends. We are grateful for his contributions and for the genuine appreciation he showed for the Montour Trail. His commitment to its mission will be long remembered.

Mr. Williams is past-president of the MTC.



Tim Murphy (left) and Ned Williams on inaugural walk across the Valley Brook #2 bridge after a ribbon-cutting ceremony in Oct. 2015.



Warriors at Bicycle Heaven in Pittsburgh. (left)



Warriors hit the trail for Ohio. (right)

(Photos: Mark Modispacher)

Montour Volunteers Assist Warriors Expedition

Montour Trail Council volunteers once again stepped up this Spring to support the Warriors Expedition as the group made its way through the Pittsburgh region. The nonprofit expedition program, designed to help veterans transition from active duty to civilian life, included six former service members who are cycling 2,700 miles from Washington, D.C., to Washington state.

For the fifth consecutive year, MTC board members Mark Modispacher and Don Thobaben assisted the veterans from the Great Allegheny Passage through Pittsburgh and onto the Montour and Panhandle trails as they pedaled toward Ohio. Our volunteers provided food, transportation, camaraderie and lodgings — securing donated hotel rooms to ensure the riders were well cared for during their local stay.

Montour Railroad History

Montour Railroad Mile Zero

By Bryan Seip, Montour Railroad Historical Society



The first passenger station at Montour Junction. Note the milk cans and packages on the platform.

(Photos: Findlay Township Archives, Dr. Frank Braden Collection)

the original 1879 connection between the Montour Railroad and the Pittsburgh & Lake Erie Railroad. That switch marked the starting point of the Montour Railroad, designated as mile zero. This article focuses on the railroad's mile zero.

When the Montour Railroad first began operations in 1879, the western terminus was a barge-loading facility on the Ohio River at Coraopolis. The railroad ran from this starting point to Cliff Mine at Guy's Mill, seven miles to the south. The mined coal was loaded onto barges and sent upriver to Pittsburgh.

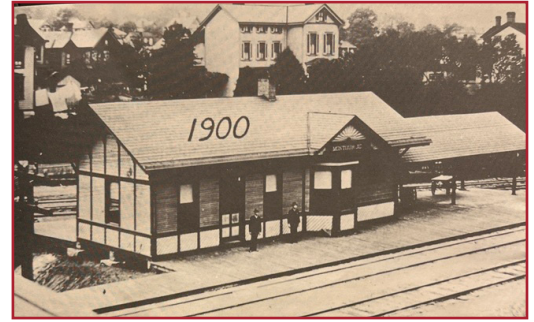
Also during 1879, the Pittsburgh & Lake Erie Railroad was being constructed along the banks of the Ohio and Monongahela rivers, eventually running from Youngstown, Ohio, to Connellsville, PA. A connection point was made with the Montour Railroad at the foot of the current Montour Street in Coraopolis, which became known as mile zero for the Montour. The adjacent land, later used for rail yards and Montour offices, shops and warehouses, became known as Montour Junction.

The P&LE connection allowed Montour Railroad's parent company, the Imperial Coal Co., to ship coal to Pittsburgh-area industries without transloading to barges, a more efficient and economical method.

With mail contracts and passenger service being established by both railroads, a station was built at the junction point. This allowed passengers and freight to be transferred between the railroads, with Montour traffic continuing to Pittsburgh via the P&LE. The two railroads shared the small building, which housed their ticket agents and an office for the American Express package shippers (a forerunner of the Railway Express Agency). Tracks ran on both sides of the station, with the P&LE on the Ohio River side and the Montour

running behind the station.

A larger station was erected in 1896 with better facilities for handling the traffic between the two railroads. An enclosed waiting room and separate baggage and freight rooms were included, along with a covered passenger platform.



The second station building was built in 1896.

This station building served both railroads until the Montour dropped passenger service in 1927, due to declining revenues from riders and small freight shipments.

The P&LE's single track was upgraded to two tracks; as commuter service increased to 50 trains a day in the 1920s and '30s, it expanded to four tracks through Coraopolis. The P&LE built a new station on the hillside above the rails, facing Fourth Avenue. This station had an overhead walkway to reach the passenger platform on the far side of the multiple tracks, serving until 1985 when the P&LE was down to one commuter train a day carrying only a few riders and its passenger service was ended.

Despite the decline in passenger traffic, the connection at mile zero was always heavily used by coal shipments and freight interchange between the Montour and P&LE. Coal from the mines on the Montour being shipped onward by the P&LE came through this connection. Non-coal freight for businesses along the Montour came to and from Montour Junction for interchange with the P&LE to reach markets outside the Pittsburgh area.

Although the Montour had interchange points with several other railroads along its length, mile zero was the main point for any traffic going to or from the P&LE and its connections to the larger New York Central System.

As the coal market declined, Montour Railroad traffic steadily dropped through the early 1980s, ultimately leading to the railroad's closure. The final train passed through mile zero in 1984, and the Montour Railroad was officially abandoned in 1986.



Rear view of the P&LE station. Note stairs on right side leading to an overhead walkway to the passenger platforms. (Photo: West2k.com)

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 to its members. You can also check out montourrr.com.

I want to support the Montour Trail Council



Become a member now

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



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E-bike Signs in Peters Township

Peters Township has installed 10 new signs outlining its e-bike regulations at trailheads and parking areas along the Arrowhead Trail. Adopted in October 2024, the rules apply across all township parks and trails. The Peters Township Friends Group of the Montour Trail Council, along with MTC trail patrol members, provided input that helped shape the regulations and the messaging on the signs, ensuring they are consistent with the Montour Trail's rules on e-bikes.



Peters Township's ordinance reflects a growing local effort to promote trail safety and manage rising e-bike use, including a clear prohibition on riders under age 16 operating e-bikes (which is state law). Other communities along the Montour Trail, such as South Park Township and Cecil Township, are considering similar regulations as ridership continues to increase.

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 one criterion 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*.

Trail Blazer

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