



The Montour Trail Council: Building trail since 1989

September-October 2026, Vol. 38, No. 5

National Tunnel Project Advances Toward 2027 Reopening

By Paul McKeown



Shoring in the National Tunnel.

Since the National Tunnel was closed last November, a Montour Trail Council team, working with consultant WEC Engineers, has been steadily advancing the engineering and funding work needed to rehabilitate the tunnel. If all components come together as planned, the tunnel is expected to reopen in fall 2027. The cost to renovate and reopen the tunnel is estimated at \$3.2 million.

An inspection last year revealed significant deterioration in the tunnel's concrete liner, prompting its immediate closure. It also found that both portals require repair.

To address the most urgent issues, the Montour Trail Council plans to award a construction contract to install a steel liner through two deteriorated sections. A second contract, dependent on funding, would reconstruct one or both portals. The goal is to complete both projects during a single closure.

The National Tunnel opened in 1913 with a wooden liner; a concrete liner was added several years later. Because the concrete was installed without steel reinforcement, cracked ceiling sections pose a greater risk of falling. Shoring has been placed under one shifted roof section to prevent further movement, and temporary roof bolts will secure the concrete overhead during construction. *continued on page 4*



Big fun on this year's Gateway Engineers Tour the Montour, story and pics on page 5.

Join us at the Annual Meeting Nov. 8

By David Borrebach



Melissa Swedish, director of Allegheny County Parks, will be the keynote speaker at Montour Trail Council's annual meeting and dinner on Sunday, Nov. 8, at the Pittsburgh Airport Marriott.

The festive gathering starts at 5 p.m. with a social hour and cash bar, giving participants an excellent opportunity to meet and talk with others who love the Montour Trail. A buffet dinner starts at 6 p.m., followed by the business meeting and keynote address between 7-8 p.m.

Ms. Swedish grew up in Ohio Township, studied at West Virginia University and earned a graduate degree from Carlow University. She joined the Allegheny County Parks Department in 2010 and was named director in May. An avid Montour Trail user, she can frequently be found walking her 150-lb. mastiff Miles near the Hassam Rd. trailhead.

Ms. Swedish's talk is titled "Allegheny County Parks and Regional

Trail Connections." She will share her team's work on a revised comprehensive plan, including their exploration of ways to connect parks to trails and develop signage that helps users easily find those connections.

During the meeting, MTC President Julian Wolfe will review accomplishments and milestones in the "State of the Montour Trail" and honor volunteers who have consistently gone the extra mile.

Board election results will be announced; candidate bios can be read on page 4. All current MTC members are eligible to vote.

Links to the dinner reservation form and the ballot are at montourtrail.org. If you receive the printed *Trail-Letter*, you can use the attached form or download it from the MTC website.

Reservation requests must be received by Friday, Oct. 30. We would be delighted to have you to join us!

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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.

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Prez Sez: Congress Debates Key Issues Affecting Trails and Cycling

By Julian Wolfe

Trail groups, cycling associations, recreational organizations, and outdoor enthusiasts have been closely following the debate in our nation's capital this year over proposed new legislation that would have a significant impact on the future of trails in the United States. Let me use this platform to provide our membership with an update without stepping into the partisan divide.

The most important issue being debated in the U.S. Congress that impacts the future of rail trails is railbanking. Railbanking, established in 1983, is a voluntary agreement between a trail association and a railroad or government agency to utilize a moribund rail corridor as a trail until such time as the railroad might need the corridor again for rail service.

This interim trail use of railbanked corridors has preserved thousands of miles of rail corridors that would otherwise have been abandoned. The process started when Congress, worried about the deterioration of the nation's railroad infrastructure, sought to find a mechanism to preserve the rail system for potential future transportation uses. In short, the rail corridor survives, but it is repurposed for temporary trail use.

In 2025, the Republican majority in the Congress drafted the Rails to Trails Landowner Rights Act. Sponsors of the bill argue that the rail-banking process allows the federal government to take former railroad corridors and give those corridors to third parties without regard to local landowners and potential compensation. The proposed legislation would require trail sponsors to obtain approval from all impacted landowners and fully compensate them before an abandoned corridor could be converted to a rail trail.

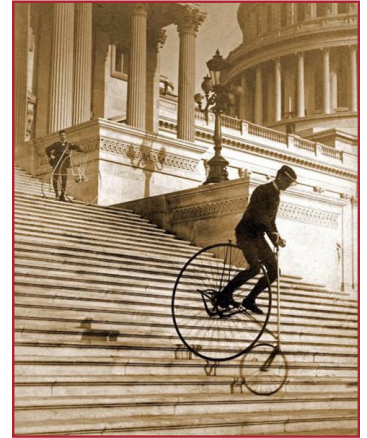
Opponents to the Rails to Trails Landowner Rights Act argue the legislation introduces exceedingly burdensome and unworkable changes to railbanking that threaten future and existing rail trails and risk causing irreparable harm to the nation's rail corridors. The bill, they add, would unconstitutionally shift financial liability from the federal government to trail sponsors, most often local governments, to compensate adjacent landowners for all costs claimed to be associated with trail use, regardless of whether there is a property interest justifying compensation.

As of September 2026, the U.S. House of Representatives has not taken any action on the Rails to Trails Landowner Rights Act. However, there remains time in the waning days of the 119th Congress for rail-banking legislation to receive a floor vote.

The second major piece of legislation under consideration is the reauthorization of the Surface Transportation Act. This legislation requires congressional renewal of spending on a huge swath of surface transportation, including highway, public transportation and rail programs every five years. The BUILD America 250 Act, is the proposed five-year reauthorization; meanwhile, existing federal surface-transportation programs were separately extended through Dec. 11, 2026.

Federal transportation policy shapes how communities fund bike lanes, trails, connected active transportation networks, and roadway safety improvements. The Transportation Alternatives Program (TAP) within the BUILD America 250 Act is the largest source of dedicated federal funding for bike lanes, trails, sidewalks, and active transportation infrastructure.

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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 Under the version of the BUILD America 250 Act approved by the House Transportation and Infrastructure Committee, TAP is funded at an average of \$1.6 billion annually, a modest increase over current funding levels. Supporters of the measure highlight this increased appropriation and provisions to provide states with more leeway to decide on funding levels for various projects.

Opponents of the bill, however, express concern that providing states more autonomy makes it easier for states to transfer TAP funding away from bike and pedestrian projects.

The BUILD America 250 Act also eliminates the Active Transportation Infrastructure Investment Program (ATIIP), a federal grant program that funds connected active transportation networks. ATIIP was designed to help communities build large-scale connected bike and trail networks.

Proponents of abolishing ATIIP, including U.S. Department of Transportation Secretary Sean Duffy, state that funding for trails and bicycle lanes should not be a U.S. government priority. Further, the department has indicated that multi-modal projects, such as converting street lanes into trails or bike lanes, are hostile to cars and impede vehicle speed and traffic flow.

Those opposed to ATIIP's demise argue that it is the only program dedicated to large grants to complete gaps and build connected active transportation networks. By eliminating ATIIP, opponents claim the Department of Transportation would end the only dedicated source of funding for complete and connected active-transportation

networks, undermining communities' safety, economic development and quality-of-life goals.

The House Transportation and Infrastructure Committee approved the BUILD America 250 Act earlier in 2026, and it remains pending before the full House of Representatives. The U.S. Senate has yet to draft or vote on similar legislation.

The Montour Trail Council encourages its members to remain informed about these and other important debates about the future of trails and trail funding. We provide the below contact information for our local federal officials so members may share their views directly. Huzzah.

U.S. Senate

The Honorable John Fetterman
42 Russell Senate Office Building, Washington, DC 20510
Telephone: (202) 224-4254

The Honorable David McCormick
702 Hart Senate Office Building, Washington, DC 20510
Telephone: (202) 224-6324

U.S. House of Representatives

The Honorable Summer Lee
2437 Rayburn House Office Building, Washington, DC 20515
Telephone: (202) 225-2135

The Honorable Guy Reschenthaler
2209 Rayburn House Office Building, Washington, DC 20515
Telephone: (202) 225-2065

The Honorable Chris DeLuzio
1222 Longworth House Office Building, Washington, DC 20515
Telephone: (202) 225-2301

continued from page 1 - National Tunnel

To keep the project on schedule, the MTC ordered the long-lead-time steel liner components early in the engineering process. Having these materials on hand when construction begins will help to avoid future price increases and allow the tunnel to reopen as soon as possible once work is underway.

Rehabilitating the tunnel requires multiple funding sources. The project has already received a \$500,000 grant from the Pittsburgh-based Richard King Mellon Foundation, and the MTC has contributed \$500,000. Each government agency and grantmaking foundation has its own matching requirements and annual deadlines, and one major application will be submitted ahead of a key November cutoff. (Up-to-date fundraising information is available at montourtrail.org.)

Early donor support has already strengthened the council's position — the tunnel rehabilitation campaign has raised \$214,000 from MTC members, trail users and friends of the trail. Funding organizations take note of these contributions from trail users and private donors. Every donation helps to leverage additional grant dollars.

Mr. McKeown, the MTC board secretary, is project manager for the National Tunnel rehabilitation project.

Pittsburgh's KDKA-TV recently spotlighted the MTC's National Tunnel repair project, bringing regional attention to the ambitious effort to restore one of the trail's most iconic landmarks: [youtube.com/watch?v=2RluzDsHLU0](https://www.youtube.com/watch?v=2RluzDsHLU0)

*continued from page 1 - Annual Meeting***Vote for Nominees to the MTC board**

Each fall, the Montour Trail Council invites members to vote on nominees for its Board of Directors. The MTC Nominating Committee, chaired by board member Ned Williams, has identified five candidates for the 2027–2029 term.

Voting will open at the end of September and will be conducted electronically through MyMTC, the council's membership and donation system. Members can access the ballot via the link at montourtrail.org.

Results will be tabulated and announced at the annual meeting and dinner on Nov. 8. The nominees are:

Jennie Lenz joined the Montour Trail Council's Engineering and Construction Committee in 2025 and has since become actively involved in several trail initiatives, including preparing grant proposals for the National Tunnel rehabilitation project. She is a traffic engineer with Gateway Engineers and brings 20 years of experience working with PennDOT, municipalities and communities across Western Pennsylvania. Jennie, her husband, Bob, and their two children live in McDonald and are members of MTC's Fort Cherry Friends Group. She is a longtime user of the Montour and values family bike rides and regular walks with her Great Dane, Winnie. This is her first nomination to the MTC board.

At age 15, **Paul McKeown** cycled on multistate rides from his home in Auburn, MA. Since then, he has cycled in a total of 38 states. He is a retired engineer who worked 43 years for the Naval Nuclear Laboratory at Bettis Laboratory. Paul has been an active volunteer with the trail council since 1992, and is currently a member and

secretary of the Board of Directors, secretary of the Engineering and Construction Committee, president of the South Hills Friends Group, and project manager for the National Tunnel rehabilitation. He also mentors high-school students building robots at the Sarah Heinz House Boys and Girls Club. Paul, his wife Bonnie, and their canine children live in Upper St. Clair.

David Mikula began volunteering with the trail's Bethel Park Friends Group in 2020 and soon joined the Montour Trail maintenance crew. He is an active member of the Engineering and Construction, Finance, and Real Estate committees. This is his first nomination to the board. David, a retired airborne infantryman, is an avid runner and hiker. He lives in Bethel Park and is a proud father of two amazing kiddos.

Ray Paschke first became aware of the Montour Trail at a booth set up at Pro Bike + Run in Robinson Township. He initially volunteered for trail maintenance in 2016 with the Airport Area Friends Group. His background in database development led to him joining the council's IT/GIS Committee in 2022 and being appointed as co-chair in February 2023. Ray was a longtime runner, but he now enjoys being an active cyclist in retirement. This is his first nomination for the board. Ray and his wife live in Sewickley Hills.

Don Thobaben is nominated for his sixth term on the board and is active on the MTC's Membership and Community Outreach, Engineering and Construction, Operations, and Camping committees. He and his wife, Jackie, are longtime volunteers on the Tour the Montour leadership committee. Don is an adventurous biker and a great source for information about local and national bike trails. Don and Jackie live in Mt. Lebanon.

A Joyful Ride: 24th Annual Tour



Photos by Nancy Furbee

The Montour Trail was buzzing with energy on Sept. 12 as more than 350 cyclists rolled out for the 24th annual Gateway Engineers Tour the Montour, the Montour Trail Council's signature fundraiser. From the first cool, cloud-covered miles to the mid-morning sunshine, riders enjoyed a day that perfectly showcased the trail's beauty — and the strength of its community.

Dozens of dedicated Montour Trail volunteers powered the event from start to finish. They directed parking at the AHN Montour Sports Complex in Coraopolis, staffed three rest stops, served lunch at the Forest Grove Sportsmen's Club, and kept riders safe at road crossings. Their enthusiasm set the tone for a day that felt upbeat, friendly and full of camaraderie.

Cyclists of all stripes joined the fun: families with young children, groups of friends, casual riders, and seasoned cyclists tackling longer distances. Many riders praised the excellent condition of the trail surface, a testament to the year-round work of MTC volunteers.

The three rest stops were fully stocked with fruit, granola bars, PB&J sandwiches, water, and energy drinks, keeping riders fueled as they made their way along the route. The most ambitious participants took on the 50-mile challenge, riding from mile zero to mile marker

25, where the National Tunnel in Cecil Township remains closed, and back.

Adding to the festive atmosphere were bike patrol officers from Moon Township, North Fayette, and Findlay, whose presence brought both safety and good cheer to the ride.

Returning from their ride, cyclists gathered at the sportsmen's club near mile marker 1.5 for a hearty post-ride picnic. Volunteers served hamburgers, hot dogs, baked beans, chips, and cold beverages, giving riders a well-earned chance to relax, socialize and celebrate.

One participant summed up the spirit of the day perfectly: "Everyone was so friendly and you all did a fantastic job!"

The Montour Trail Council extends its heartfelt thanks to the many corporate and community sponsors whose generous support helped make this year's fundraiser such a rousing success.

With a strong turnout, great weather and an incredible volunteer team, the 24th annual Gateway Engineers Tour the Montour was a shining reminder of what makes the Montour Trail community so special. Here's to next year — and the 25th anniversary celebration of the ride.



At the Aug. 17 board meeting, Dave Jackel (left), a longtime board member and South Hills Friends Group volunteer, received an Outstanding Achievement Award from MTC President Julian Wolfe for his exceptional service to the Montour Trail. Dave proved to be a steadfast member of the trail's maintenance crew for many years and a valued contributor to our Engineering and Construction Committee, where his expertise consistently strengthened the council's work. As he and his wife prepare to relocate to North Carolina, the MTC extends its heartfelt thanks for his dedication and wishes them all the best in their next chapter.



On Aug. 8, Harish Rajaganapathy completed his service project requirement to earn the rank of Eagle Scout. The project included several upgrades to the Fort Cherry Friends Group work container, which is on the Montour Panhandle Connector. Scouts from Troop 288 of Bethel Park, led by Harish, replaced a deteriorated wood ramp, organized the interior of the trailer and installed a charging station. Scoutmaster Dave Kraska provided the tools to complete the project. The Montour Trail Council appreciates Scouting America for considering our organization and for its continued support over the years.

Montour Railroad History

The Pennsylvania Railroad Peters Creek Branch

By Bryan Seip, Montour Railroad Historical Society



A Montour train headed for Snowden shoves past the Triphammer Road bridge on the shared PRR trackage. (Photo: Gene P. Schaeffer)

The easternmost section of the Montour Trail from Piney Fork Road to Clairton does not run along old Montour Railroad right-of-way, but follows what was once the Pennsylvania Railroad's Peters Creek Branch.

This seven-mile section runs along Piney Fork Road between trail mile marker 39.1 and Peters Creek Road past Route 51 to the Clairton Trailhead at trail mile 46.3.

In 1893, the Pittsburgh, Virginia & Charleston Railroad built a 1.2-mile branch from the Monongahela River up the left bank of Peters Creek to reach nearby coal mines. Over the next decade, the line was extended several times as additional mines opened along the valley.

The Pennsylvania Railroad took over the branch in 1905 and extended it further up the Piney Fork Valley to serve the Bertha Consumer Coal and Knothole Mines near Triphammer Road.

In South Park Township, the branch passed beneath a large Baltimore & Ohio Railroad trestle spanning the valley. In 1924, the wooden structure was replaced with an earthen embankment containing two new tunnels – one for the PRR branch and another for a roadway and Piney Fork Creek. The railroad tunnel later became known as the infamous Green Man Tunnel, while the adjacent tunnel, now carrying Piney Fork Road and the creek, is often called the Corvette Tunnel.

The Montour Railroad wanted to establish an interchange point with the B&O Railroad, and in 1929 extended its Library Branch from the Montour Mine #10 in Library by about four miles to meet the B&O in Snowden. This included using an 0.8-mile section of the existing PRR Peters Creek Branch, for which the Montour paid trackage rights to the PRR.

This section ran from a switch called Gould, near the Triphammer Road trailhead, to another switch at "Pennmont" (Pennsylvania and Montour) at trail mile 38.9. By the time the Montour connection was made, the PRR seldom used that section of track. PRR switch

locks were used with the switches set for the Montour run-through direction. Montour trains would never go onto the non-shared PRR tracks.

The Montour dispatcher controlled the shared section of track because the Montour handled most of the traffic. When a PRR train needed to use the line, its crew had to request permission from the Montour. No interchange of cars occurred between the two railroads at Pennmont.

At Pennmont, the PRR branch diverted through what is now a construction company lot and crossed Piney Fork Road. Near trail mile 39, the trail turns and angles down the bank, crossing Piney Fork Road and meeting again with the PRR branch. Going straight ahead at the sharp turn was where the Montour continued about a half-mile up the hillside to the B&O interchange at Snowden.

At the end of 1962, the PRR petitioned the Interstate Commerce Commission for abandonment of four miles of its Peters Creek Branch, including the shared track with the Montour Railroad. The petition was granted in 1963 and the PRR sold the shared portion to the Montour, which used the Snowden interchange until the mid-1970s. At this point, rail traffic ended on the Library Branch and the rails were removed.

After the Montour Railroad ceased operations in 1984, efforts began to repurpose its right-of-way as a rail-trail corridor. In 1989, the Montour Trail Council was formed to develop a continuous trail along the former line, and new segments steadily took shape throughout the decade. During the 1990s, the Council acquired portions of both the Library Branch and the Peters Creek Branch of the former railroad. In 1997, the section from Large to Clairton was purchased, and that stretch officially opened to the public in 2002.

Trail Council plans continue to eliminate several on-road and share-the-road segments in current use by the trail and to upgrade and finally eliminate the road crossing at Route 51 with an overhead bridge to safely carry trail traffic. In the past few years, several gaps in the trail have been closed and improved through the Piney Fork and Peters Creek valleys.



Construction of two tunnels under the B&O trestle in 1924. PRR Peters Creek (Green Man) Tunnel is on the right. (Photo: South Park Historical Society)

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 out montourrr.com

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- ☐ Individual\$35
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PA Master Naturalists Begin Invasive ID and Removal Project

By Erica Kohnke Kain

As part of my Master Naturalist Keystone Project, I've launched an initiative to restore the Montour Trail's wildlife corridor, enhance the trail's natural beauty, and remove invasive and noxious vegetation from Montour Trail Council property.

I have already met with some MTC Friends Groups, and, together with other master naturalists, begun to identify plants for removal in and around the Boggs trailhead. They have flagged many high-priority plants using biodegradable red tagging tape.

The Boggs trailhead (near mile marker 11.5), like many other places along the trail, has become overrun with invasive vegetation that can harm wildlife, shelter spotted lanternflies and shade out the native plants that support our butterfly and bird populations along the trail.

Examples of the noxious vegetation that has taken over parts of the trail include Asian bittersweet, tree of heaven, Japanese knotweed, and seed-producing invasive shrubs including autumn olive, Tatarian honeysuckle, Morrow's honeysuckle, Japanese barberry, multiflora rose, and border privet.

While cataloging the trail's invasives, the volunteers also discovered many native species that will benefit from the increased sunlight and space once the invasive plants are removed. These include spicebush plants, which act as a host for the spicebush swallowtail and Eastern tiger swallowtail butterflies. They also discovered gray dogwoods, which host the beautiful Spring Azure butterfly as well as many types of caterpillars that birds use to feed their nestlings in the spring. The volunteers also found mockernut hickory trees, which host the elusive luna moth, and a slippery elm, which hosts mourning cloak butterflies, which are usually the first ones to emerge in the spring.

In addition to flagging these invasive plants for removal, they plan to remove garlic mustard, dame's rocket, mugwort, and other problematic plants in the spring.

The naturalists are available to consult with Montour Trail volunteers who would like help identifying and removing invasive plants to be better neighbors and support local wildlife. They can also provide advice about new plantings on the trail.

Erica Kohnke Kain is an educator and the daughter of Peter Kohnke, one of the founders of the Montour Trail Council and a current board member. She can be reached at erica.kain@gmail.com.

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*.

In Memory

Ed Kuna

Julie Kuna

Eileen Merlina

Jeffrey Albanese

Anonymous

Mario Bruncker

Barbara Grossman

Sandra Kizina

Pine Lapsley

Abby McAllister

Michele Nichols

Marnie Smedley

Hilda C. White

Elizabeth Whittington

Marcie Pietras

Joan Dristas

Paul Katrencik

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Malcolm Andrews

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Stephen Magnotti

Benefactor

George M. Golvash

Fran Hensler

Ken Marino

Patty McLuckie

Donald Mysliwiec

New Members

Joseph Bachman

Piotr Bartosiewicz

Grant Bender

Chris Casturo

Daniel & Anne Conn

Michael Davenport

Mason Fox

Elisabeth Frantz

Drew Haberberger

Susan Hackworth

Robert Halperin

Tracy Hawkins

Daniel Heinlein

Douglas & Jean Hill

Stephen Kingsley

Tom Korch

Elizabeth Krans

Jim Lear

Justin Leckie

Julie Mareino

Michael May

Mary Ellen McKenna

Jamie McNanie

Wayne & Maureen

Mitchell

Peter Mullen

Cameron Naylor

Kelly Neal

Kelly Novic

Dan O'Malley

Joshua & Evelyn Raiff

Greg Rose

Paul Ruff

Kristin Sortino

Vince Sortino

Doug Stockey

Lauren Stuparitz

Rich Vrboncic

Caroline Wolfe

Andrew Zamboky

