



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

Volume 19 Issue 4

July/August 2008

Major Events Take Place As The Newsletter Goes To Press

For Your Consideration

Summer afternoon - Summer afternoon... the two most beautiful words in the English language.

Henry James



The deck for the Chartiers Creek Bridge was poured on Friday, July 11 lying in place as it cures. Photo by Troy Bogdan



The National Tunnel finally gets its long awaited pathway of asphalt. See Trail Dust for further details. Photo by Dennis Sims

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Montour Junction Property Given to Allegheny County

We are happy to report that on Tuesday, July 8, the 78 acre Montour Junction property was donated to Allegheny County. The County plans for this site, include numerous sports fields and a Montour Trail connection through the property to eventually connect to Coraopolis. Congratulations to the Montour Trail's Director of Development, Dave Wright. Dave has been involved with this property in one way or another for almost nineteen years. Dave was on vacation as our deadline approached, so a more detailed article will appear in the next newsletter.

Bids to go out for the sub-structure of the Piney Fork Bridge in South Park Township as you read this. Details in the next newsletter.

Tour the Montour – Sixth Annual! by Sam Hvifelt, Ride director

Can you believe it?? The Tour the Montour turns 6 this year!! The Sixth Annual Tour the Montour will be taking place on Saturday, September 20, 2008. Mark your calendars, save the date, and prepare to participate in the best autumn trail ride around – The Tour the Montour!

The ride will be starting at Mile "0" near Coraopolis. Trail mile "0" is located at Route 51 and Montour Road, just off of I-79 and the Coraopolis Bridge that connects to Neville Island. Parking areas will be made around Mile "0" for the event. Look for our parking volunteers on the morning of ride day to guide you into the parking area.

Registration begins at 7:00 a.m. with staggered start times for each ride distance. The long distance (44 mile) ride leaves at 8:15 a.m., the middle distance rides (12 and 24 miles) leave at 8:30 a.m., and the Family Ride (6 miles) leaves at 9:00 a.m. Pre-register before Sept 12, 2008 and you are guaranteed one of our world famous, limited edition Tour the Montour Ride T-shirts!! T-shirts will be available on ride day as long as supplies last, but only pre-registered riders are guaranteed a t-shirt. (continues on page 4)

MTC Web Addresses
Visit the Montour Trail
web-site at:
www.montourtrail.org
to converse
[http://groups.yahoo.com/
group/Montour-Trail/](http://groups.yahoo.com/group/Montour-Trail/)



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MONTOUR TRAIL-LETTER

Suite 3

304 Hickman Street
Bridgeville, PA 15017

Or E-mail to:

newsletter@montourtrail.org

All other trail correspondence should be addressed:

MONTOUR TRAIL COUNCIL

Suite #3

304 Hickman Street
Bridgeville, PA 15017

MONTOUR TRAIL COUNCIL

PHONE NUMBER:

412-257-3011

NEWSLETTER EDITORIAL TEAM

Dennis Sims, managing editor

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The Prez Sez

Delays and Progress (more of the latter)

This issue of the Trail-Letter contains the 2007 Montour Trail Council's annual report. So, with that backdrop, and the first half of 2008 behind us, I thought I'd update Council members with what's been going on and what's yet to happen in the remaining months of the year.

We have made progress on the West Peters Township bridges and tunnel project, but several unexpected developments (e.g. - extra steel repairs) have pushed that project's completion back to September, with a start of the companion volunteer trail construction project pushed into July as a result. We also had a stream bank wall collapse at the site of the stair base for the Route 980/50 temporary crossing. This required an unanticipated gabion wall construction before we can continue with that project's completion. We still expect these projects to be largely complete by the end of the year. We are going out for bid on the Piney Fork Bridge project in July, and should be opening bids in early August, which we anticipate will allow that project's scope to be completed by December 31.

We've had several items of good news in the way of future trail construction, starting with a \$10,000 grant from the Washington County Tourism Promotion Agency for paving the National Tunnel (already spent!), as well as notification of two successful grant applications from the Pennsylvania Department of Community and Economic Development. The latter DCED grants are \$15,000 for crossing improvements at the Park Manor Drive intersection and \$25,000 for funding the Piney Fork projects.

Rounding out the good news were two announcements clearing the way for a pair of important future projects. First, the Allegheny County Airport Authority approved the connection of the Montour Trail to the Pittsburgh International Airport. Secondly, and more recently, the impending donation of the Montour Junction property (between mile 0 and Coraopolis) to Allegheny County, clearing the largest hurdle in the way of extending our trail into Coraopolis. More steps have to be taken before trail can actually be built in both of these cases, including Pennsylvania Department of Environmental Protection approval and possibly additional cleanup for the trail to Coraopolis, but the future is certainly looking brighter.

With several steps forward, and a couple half steps back, we're still making good progress toward our primary goal of a completed Montour Trail main line.

Passing on your left,

Mark

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 Mark at 724-941-6351 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 meet at the MTC Offices. Work and cleanup parties are scheduled as needed. Call 412-496-4308 for more information, or email densimwx@comcast.net

Airport Area Friends

Friends of the Trail meeting, the Wednesday before the second Saturday of the month at 7:00 p.m., at the Forest Grove Fire Department. Anyone from the communities of Moon, Robinson, North Fayette, and Findlay is encouraged to attend. Call 412-859-3020 for more information.

Work and cleanup party, every second Saturday of the month - 9:00 a.m. Call 412-262-3748 for more information and location.

Bethel Park Friends:

Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building Council Chambers. Anyone interested in the Bethel Park

Trail segment is encouraged to come. For Clifton Road Bridge Committee meetings, contact Peter Kohnke at 412-854-1835 for more information.

Work and cleanup party, every second and fourth Saturday of the month - 8:30 a.m. Call Bob O'Connell at 412-833-6259 for location and information.

South Hills Friends

Meeting second Wednesday of the month at 6:30 p.m. at the Jefferson Hills Borough Building. Work and cleanup parties scheduled and advertised as needed. For more information, contact David Oyler at 412-831-9288, davidoyler@verizon.net, or Paul McKeown at 412-835-6692, mckeownp@comcast.net

Fort Cherry Friends:

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

Peters Township Friends:

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

Trail Dust.. dust to mud to asphalt

The Montour Railroad bored the National Tunnel in the early teens under Klinger Road as it pushed eastward towards West Mifflin. The tunnel was lined in the late 20s, hence the date of 1928 on the portals. The tunnel is 662 feet long and has a curve preventing a trail user from seeing through to the other end. This tunnel has a notoriety for being wet which any user can attest to as they get dripped on passing through it. During the winter months, the ice display can be quite beautiful but dangerous as the ice stalactites may break loose at any moment. The Railroad frequently had windows broken out of their locomotives by the icicles and had derailments from ice accumulating on the rails.

Upon completion of the Cecil Section in 1992, the tunnel floor was left as several inches of loose stone to collect the dripage and to allow it to reach a newly constructed underdrain system. Then in 2001, we began to place an inch or two of crushed limestone on the tunnel floor to provide the participants of the Burgh 10K a smooth surface to run on. Of course, shortly after this surface is placed, the dripping of water erodes the surface creating pock marks which then get elongated into ruts by the passage of bicycles. So, the tunnel user surface is very uneven and hazardous.

The Cecil Friends have been making a push to place an asphalt surface in the tunnel to remove the hazard and have been directing the money made from the Tails to Trails Dog Walk held on National Trails Day towards this purpose. The Montour Trail Council successfully applied for a \$10,000 grant this spring from the Washington County Tourism Promotion Agency for such a purpose. The combination of these two funding sources plus assistance from the Cecil Township Public Works Department to place the asphalt purchased by MTC from The Lane Construction Corporation, Bridgeville Plant, had trail users walking and riding on a new asphalt surface on July 16. Trail volunteers did the grading work to whittle down the crushed limestone to provide a smooth and sloped surface to place the asphalt. The new surface has a one inch slope over its 10 foot width to the inside of the curve to allow the water drips to drain away from the trail into the loose stone.

Reflectors will be placed on the edges of the pavement to guide the user through the tunnel and the idea of lights is going to be explored as well as a collection system for the drips to prevent them from reaching the trail user. Thanks to Don Genusso, Cecil Township Public Works Director and the employees of the Road Department who spend a day and a half placing the asphalt. and to the volunteers of the Trail Council who assisted, Charlie Beaumariage, Bill Capp, Troy Bogdan, Tom Prezel, Dennis Sims, Rich Blaskiewicz, Lou Caley, Andrea Funyak, Corey Murphy and most importantly, the ring leader of the group Frank Ludwin. We have said that Frank can do just about everything and here he celebrates by being the first to ride a bike through the newly-paved tunnel. This is the first time anyone can recall seeing him on a bike!



Montour Trail ½ Marathon, 5K Run and 5K Fun Walk by Laura Orr, Race Director

The 13th annual Montour Trail ½ Marathon, 5K Run and 5K Fun Walk will be held on Saturday, September 6. We are very excited to welcome our newest sponsor, National City Bank, and to welcome back our host sponsor Ikea, and our other long term supporters Elite Runners & Walkers, Dick's Sporting Goods, The Mall at Robinson, Penn Allergy, Chic Fil A, Comcast, Swindell Dressler and Robinson Town Centre.

Participants will find some enticing changes taking place this year. One of the biggest changes is that the pre-race packet pick-up will take place at the Elite Runners & Walkers store on Steubenville Pike. Pre registered participants who choose this option can pick up their race packets on Thursday, September 4 or Friday, September 5 from 6:00-8:30 p.m. as we have traditionally offered, with the addition of being able to pick up anytime during regular store hours those days.

Another change to benefit the runners is that we will be giving quality long sleeve technical shirts to the first 600 registered half marathon participants. The first 300 registered 5K participants, run and walk, will receive a quality short-sleeved t-shirt.

New for the half marathon participants, our host for the event, Ikea, is sponsoring finisher medals to for all participants completing the half marathon race in recognition of this proud accomplishment.

Registration is available on-line via www.active.com, with no additional service fees, you can also print a race application from our newly launched event-specific web site, www.mtchalfmarathon.com. Our web site has race information including start times, links to prior race results, sponsorship and volunteer opportunities, and FAQs.

As a reminder, our event is sanctioned by USATF and we are obligated to follow 2008 Competition Rules. We ask for your cooperation by not bringing devices with headphones to the event.

Event day and T-shirt sponsorship opportunities are still available, your business can reach hundreds of area consumers by having your business name and/or logo prominently displayed on event day, and well after on our shirts. Contact our race director, Laura Orr, at race@montourtrail.org or 412-956-4364 to discuss sponsorship options.

For those of us who are not runners by nature, we still encourage you to come out and cheer on the runners and even help out. We have volunteer opportunities available for all race day activities. If interested, please contact our volunteer coordinator, Phyllis McChesney at phyll45283@aol.com or 412-418-0493.

Runners, walkers, family, friends, and all other supporters – thank you for your support of the Montour Trail, and we look forward to seeing you in September!

Reminder: The deadline for the next submitting items for the next newsletter will be September 10. Thanks!

Tour the Montour Continued from Page 1

Entry fees are \$20 for individuals, \$35 for the Family Rate (up to 4 members), and all kids 12 and under are only \$5 until September 12. Ride day registration is \$25 for individuals, \$40 for the Family Rate, and kids are still only \$5.

Trail patrol and assistance will be available along the course. Rest stops will be stationed along the course with fruit, snacks, and beverages. We will have some history signs up along the ride pointing out interesting facts about the trail, the Montour Railroad and the history of the area.

Please note that helmets are mandatory for all riders. For the safety of the other participants, headphones will not be permitted on the ride.

After the ride, be sure to stay and enjoy some lunch, drinks, and other goodies back at Mile "0". As always, we have some valuable and different raffle prizes to give away and all registered participants are eligible.

Registration forms and more information are available at www.montourtrail.org, by calling 412-257-3011, by email at thetour@montourtrail.org, or you can register online at www.active.com (event ID 1600110). A form is also available on the back page of the newsletter for your convenience.

All proceeds benefit the maintenance and expansion of the Montour Trail. We hope to see everyone on Saturday, September 20 for a fantastic day of fun on our bikes!!

A Tail-Wagging Success

The 4th Annual Tails for Trails Fun Dog Walk held by the Cecil Friends of the Montour Trail was a tag-wagging success raising over \$2300 to be put aside for improvements to the National Tunnel at milepost 25. Over 90 dogs registered for the event which was a 5K walk that went from the Kurnick (National) Access area to near the Muse Bishop Bridge and back passing through the National Tunnel. Upon return, the walkers could satisfy their hunger worked up on the walk by enjoying hot dogs and all the trimming that go with them. Also upon their return, they checked the door prize list for their ticket number. The prize list ranged from a \$100 gift card at Capstone Grill to plants and dog leashes. A Chinese auction was also conducted for several valuable prizes including a Steeler gift basket catering to your canine friend from Precious Paws. Keystone Canines provided the entertainment demonstrating dog obedience skills. We thank our sponsors, some of which were in attendance at the event; Title sponsor Tracy Smith of Ameriprise; Corporate Sponsor Precious Paws; Home Sweet Home Pet Sitting, Vet-Tech, Great Dane Rescue, Greyhound Rescue, Doodie Deeds, and Agnes Cline Animal Portraits.

During our first event in 2005, the bark-off occurred at 10:00 a.m. and we found that this was a late start time as it got very warm and humid by the time the walkers and their furry friends returned, so we moved the start up to 9:30 a.m. Well, even the 9:30 a.m. start seems to be too late, so for our 5th Tails for Trails, the bark-off will be at 9:00 a.m. See you next year on Saturday, June 6, 2009

Of Bugs and Bats compiled by Tim Killmeyer

The Montour Trail is the scene of some pretty intensive census taking this spring and summer. No, don't worry, trail-users will not be accosted by white-shirted bean-counters with clipboards in hand and pocket-protectors holding a row of pencils. The Pennsylvania Department of Agriculture AND the Turnpike Commission are sending people on to the trail to conduct studies regarding friend and foe.

The emerald ash borer (EAB), *Agrilus planipennis* Fairmaire, is an exotic beetle that was discovered in southeastern Michigan near Detroit in the summer of 2002. The adult beetles nibble on ash foliage but cause little damage. The larvae (the immature stage) feed on the inner bark of ash trees, disrupting the tree's ability to transport water and nutrients. Emerald ash borers probably arrived in the United States on solid wood packing material carried in cargo ships or airplanes originating in its native Asia. The Emerald ash borer is also established in Windsor, Ontario, was found in Ohio in 2003, northern Indiana in 2004, northern Illinois and Maryland in 2006, Western Pennsylvania and West Virginia in 2007. To detect the emerald ash borer, the Department of Agriculture will be placing some insect traps in trees along the trail for a program aimed at stopping this multi-state threat to ash trees in our region. Survey crews have hung purple panel sticky



An insect trap near Southview on the Trail. Photo Dennis Sims

traps in trees in Washington County. Resembling a box kite, these traps are three-sided, with each panel measuring about 15 inches by 24 inches. The purple panel traps will not bring emerald ash borer into a non-infested site; these traps help to determine if the pest is already there.

Officials are asking for the public's cooperation in ensuring that these traps are undisturbed so they can provide important information on the distribution of the emerald ash borer in Pennsylvania. Though they realize that these traps may be unsightly to some and a source of entertainment to others, in order for the purple panel sticky traps to work, they must be left alone. The traps will be taken down near the end of August.

In late May, Environmental Solutions and Innovations spent some nights on the trail conducting some tests to see if the soon-to-be-built "Southern Beltway" would have any impact on a particular species of bat. But it was not known if the bat actually lived in the affected area. The Indiana bat, a tiny brown mammal closely resembling some other species of bats, has been found in Greene County, northern West Virginia and the Allegheny National Forest.

The company's goal was to have three nets set up at different locations for two consecutive nights on the trail, weather permitting (the temperature must remain above 10 degrees Celsius for the full five hours with no precipitation per U.S. Fish and Wildlife regulations) and they were manned during the whole time with proper safety precautions taken to ensure no one would be injured by the nets. Since the night time temperatures were very cool around that time, it took them several days to conduct their study.



The following species were caught while netting on the path.

- Little Brown Bat (*Myotis lucifugus*)
- Northern Bat (*Myotis septentrionalis*)
- Evening Bat (*Nycticeius humeralis*)
- Red Bat (*Lasiurus borealis*)
- Big Brown Bat (*Eptesicus fuscus*)

Party onat the Bethel Branch!

The Bethel Park Friends held their annual "Party on the Trail" and "JR Taylor Memorial 5K Race" on Saturday, June 7. We would like to extend our sincere appreciation to all participants, sponsors and volunteers that made these events a huge success. Together we raised over \$9,000; all of the event proceeds will benefit the JR Taylor Memorial Bridge project, the project to construct a pedestrian bridge across Clifton Road (near Al's Café).

Despite the heat, over 150 runners competed in the 5k race. This year, we were honored to be selected by Fleet Feet, Incorporated of Pittsburgh to be their 5k race of choice for their first time race group, No Boundaries. No Boundaries is a group of beginner runners organized by Fleet Feet, which is located in Norman Center on Washington Road, under a program sponsored by New Balance to encourage more participation in activities that will promote fitness. The group consisted of men and women of varying ages and numbers. The program was designed around a 12 week training program with an ultimate goal of participating in and completing a 5K race. Fleet Feet chose the JR Taylor Memorial 5K Race for the final challenge. Congratulations for all of those that participated. We are honored that you chose this race, and hope that you enjoyed the Trail!

After the race, the Party continued as over 100 participants enjoyed activities along the Bethel Park Branch.

As for the actual bridge construction status, a lot of activity is occurring behind the scenes, such as planning, design work and engineering studies. The plans have been submitted to Penn DOT, and we are ready to break ground once they approve the final plans. The timeframe is out of our control, but we are hoping we can move forward soon.

We hope to see everyone on October 11 for our annual "Penny's for the Trail" Day. Volunteers will be stationed along the trail to collect donations for the continued maintenance of the Bethel Park Trail. Signs with more information about the event will be posted along the trail closer to the event date.

MONTOUR RAILROAD HISTORY BY BOB CIMINEL

The Mineral that Made the Montour

The Montour Railroad existed for only one reason – to move coal from mine to market. It did a commendable job right up until the end of its existence.

Here are some numbers that illustrate the amount of coal the Montour moved along its right-of-way: In October of 1921, the railroad shipped 5,766 loaded hopper cars to its connecting railroads. Fifty-eight years later, in October of 1979, as the railroad neared the end of operation, the Montour moved 2,128 loads from Westland mine alone. In 1921, the standard coal car held about 30 tons of coal - in 1979, about 70 tons. Therefore, in October of 1979, the Montour hauled almost 90% of all the coal it carried in October 1921, and all from a single mine. The source of this coal was the famous “Pittsburgh Seam,” which many say is “the single most valuable mineral deposit in the world.” Today, more than 200 years since settlers began digging coal from the hillside of Mount Washington; more than 80% of the Pittsburgh Seam remains in the ground. In Pennsylvania alone, estimated reserves of economically recoverable bituminous coal exceed 500 million tons. If you are like most people, the term Pittsburgh Seam does not convey an accurate picture of what the seam actually looked like. Outcrops of the Pittsburgh Seam are easy to spot if you drive along Painters Run Road near the intersection with Bower Hill Road. Another easily accessible spot to see the seam is behind the Wal Mart at Robinson Town Centre.



Two miners undercut a coal seam in the days before mechanization.

These exposed sections of the Pittsburgh Seam consist primarily of a thick layer of weathered grey-black coal sandwiched between layers of sandstone, shale, slate, and limestone. However, in its unexposed state, meaning underground, the Pittsburgh Seam is a bit more complicated. In general, the mines that operated along the Montour encountered a coal seam that looked a lot like a multi-layer cake, but it was uniform throughout southwestern Pennsylvania, with a total thickness between 5 and 6 feet. The “layers” are shown Table 1.

Table 1

Draw Slate – 2” to 72”
Top Coal – 12” to 18”
Top Breast – 24” to 32”
Upper Bearing-In* Band – 1/2”
Bearing-In Coal – 2” to 3”
Lower Bearing-In Band – 1/2”
Bottom Breast – 20” to 24”
Bottom Coal – 6”

The “Bearing-In Band” refers to the location in the seam where miners would undercut the coal before placing explosives to fracture it.

The “markers” for the Pittsburgh Seam were two clay partings approximately ½ to 1 inch apart in the middle of the seam. In the early days, miners mined this clay with the coal unless it was too thick. As the demand rose for cleaner coal, miners (usually children who were too young to work underground) handpicked the clay in the tippel or the companies built coal-washing plants like the one at Champion. The presence of these clay partings was also the reason the Montour carried “stop-off” coal from the mines to the Champion coal washer.

In many mines, a formation known as “Draw Slate” sat above the Top Coal. It could vary from a few inches to as much as 8 feet thick. The Draw Slate was worthless, but miners removed it to prevent cave-ins. This Draw Slate is the primary constituent of those huge gray piles of waste at the abandoned mine sites along the Montour Trail.

The Bottom Breast typically furnished between 4 and 5 feet of merchantable coal. However, the 6” of coal known as Bottom Coal was full of impurities and usually left in the mine. In the Laurel Hill, Jumbo, and Midway mines near McDonald (and all served by the Pennsylvania Railroad), the entire lower division was termed “block coal” because it could be removed in huge chunks and was highly prized. One of the first mines on the Montour Railroad, near present day Robinson Town Centre, was the Montour Mine. From its main entry just below Steubenville Pike, the coal seam rose toward the southeast and then began dipping toward Robinson Run. The Top Breast coal at the Montour Mine varied between 32” and 36”, while the Bottom Breast coal ran 10” to 12” thick. The average yield of commercial coal in the Montour Mine was between 44” and 58”.

Although the Montour Railroad was a captive of the Pittsburgh Coal Company for 45 years, it was a symbiotic relationship. The coal company could not move its coal without the railroad, and the railroad had essentially nothing to haul without the coal company’s mines. As you walk along the Montour Trail, you can see evidence of the Pittsburgh Seam in the great waste pile to the west of the trail at the site of the Champion coal washer and beneath the McDonald Viaduct where the McDonald mine waste pile is located. The Morris Mine waste pile is south of the trail at Gilmore Junction and there is a waste pile from the Henderson No. 1 Mine on the west side of the trail at Hendersonville. At the eastern end of the trail, the huge waste pile from the Montour No. 10 Mine at Library is located east of Cardox Road.

Bob Ciminel is the founder of the Montour Railroad Yahoo group http://finance.groups.yahoo.com/group/montour_rr/ There are currently 230 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.

Benefactors

BKG Industries, Inc.
Dick and Annette Bryant
Catherine Campbell
Ralph Goetz
John Kennon
Dennis J. Lesko
Phyllis McChesney
Rachel & Ched Mertz
Carrie Neubauer
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J. A. Wunderlich, III

New Members

David Bauer
Elizabeth Bowers
The Felker Family
Ralph Goetz
Robert LeBras
John Luff
Lori Morne
Greg & Laura Morris
Ed & Kathie Nicholson
Don Noto
Sharon Schwarzmilller
Raymond Tedford
Mark Vescovi

Help Wanted

The Montour Trail Council takes pride in being “an all-volunteer organization”. Over the years, many have helped—with their donations and with their time. Hundreds of man (and woman) hours are needed every year to maintain the trail. Walkers pick up litter, bike riders stop to move a fallen branch, many help with fund raising activities, and in the past few months, people have stepped forward to help with this Montour Trail-Letter, with membership, with legal matters, and with real estate issues.

Over the years, a few volunteers have even learned to operate construction equipment that has been used to stretch the funding dollars by building sections of trail that don't require professional expenditures like bridges and tunnels. One man has been willing to keep that equipment (a '70 dump truck, a '57 grader, a roller, a pick-up truck, and 2 tractors) operating. Frank Ludwin is The Man who was willing to store the equipment until he directed a crew of volunteers in constructing the Trail Garage in Hendersonville. He has also been The Man with the CDL license needed to move some of the equipment from one construction site to another. He has been The Man with the tools and the knowledge and the willingness to spend the time and the energy to maintain and repair the equipment when it broke. Moreover, he has been The Man to use his own equipment and use and demonstrate the use of the Trail's equipment at most of the construction areas along the Trail.

Frank just celebrated his 75th birthday. He has a wife and he has a life and, frankly, he needs help. If you or someone you know can help with some of these needs, MTC President Mark Imgrund (724-941-6351) would like to hear from you. If your skills are limited to mowing and trimming, all of the Friends Groups which maintain the various sections of the Trail are in need of more help (See Page 3 for contact information). President Kennedy once encouraged: “Ask not what your country can do for you; ask what you can do for your country.” In a similar vein, we would encourage that you ask yourself what you can do for the Montour Trail.

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+

Make checks payable to the “Montour Trail Council”

Send me the newsletter by email mail

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Address _____

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Phone (Evening) _____

Email _____

Mail to:
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Suite #3
304 Hickman Street
Bridgeville, PA 15017

The Montour Trail Council is a 501(c)(3) non-profit corporation. All donations are tax-deductible. You may also be eligible for matching funds from your employer. A copy of the Montour Trail Council's official registration and financial information may be obtained from the Pennsylvania Department of State by calling (toll-free within Pennsylvania) 800-732-0999. Registration does not imply endorsement.

Don't Forget

The Montour Trail Council may be designated as your United Way Contributor Choice as option #3308, or Combined Federal Campaign Contributor Choice option #19345 where you work.



MONTOUR TRAIL COUNCIL
 Suite #3
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**6th Annual Fisher Scientific Tour the Montour Trail Ride
 Sept. 20, 2008 Benefits the Montour Trail**

ENTRY FEES

Adult

Postmarked by September 12 \$20
 Postmarked after September 13 \$25

Family Rate **

Postmarked by September 12 \$35
 Postmarked after September 13 \$40

Children Under 12

Postmarked by September 12 \$5
 Postmarked after September 13 \$5

**The Family Rate applies to the 6 and 12-mile courses only. Limit of 4 family members per family rate. Children under 12 pay \$5 when accompanied by a parent or guardian.

Make checks payable to:
 Montour Trail Council
 (Please do not sent cash.)

Mail to:
 Tour the Montour
 PO Box 459
 Imperial, PA 15126

Please print

Name: _____
 Address: _____

 City: _____ State: _____ Zip: _____
 Phone: _____
 Email: _____
 Male/Female: _____ Age: _____

Additional Names:

Name: _____ M/F: _____ Age: _____
 Name: _____ M/F: _____ Age: _____
 Name: _____ M/F: _____ Age: _____
 Name: _____ M/F: _____ Age: _____

Distance: 6 12 24 44

T-Shirt Size:
 S M L XL XXL

Waiver: in consideration for the acceptance of this entry, I waive for myself, my heirs and assigns, all rights and claims for damages which I might have against the Montour Trail Ride, to be held on Saturday, September 20, 2008; the Montour Trail Council, other sponsoring organizations, business, or individuals as a result of any and all injuries suffered by myself in that event. I also release any photos that may involve myself. (Must be signed by guardian if under the age of 18)

Signature: _____

_____ If under 18, parent or guardian must sign below:

Signature of parent or guardian
