



# MONTOUR TRAIL-LETTER

## Venice Crossing Trail

by Project Manager, Charlie Beaumariage

In 2001, the Public Utility Commission required the removal of the railroad bridge at the road intersection of PA Routes 980 and 50. This location is just short of Milepost 22 on the Montour Trail.

This June, Montour Trail Council volunteers extended the existing trail 500 feet north to the intersection. The new portion of trail will connect, via a crosswalk at the intersection (more commonly known as Muck’s Lunch), with the steps being constructed to the remaining bridge span, eliminating the road detour presently required.

After clearing a few trees and lots of brush on the old railroad bed, the MTC volunteer construction crew excavated some of the hillside, graded the trail area to width of 18 feet, applied aggregate for a base, and then placed a crushed-limestone surface, ten feet wide. Split rail fencing was installed at the parking lot and at the road intersection. (Note: Please use extreme caution descending the hill and crossing the road to the “soon to be finished” steps.)



Photo by Dennis Sims

Well, while we were at it, and had the MTC construction equipment on site, we graded the existing, seven-foot wide, half mile of trail eastward back to the Cecil Park entrance. It was then paved, ten-foot wide with a new skim coat of limestone. This portion of trail was originally constructed in 2001 and had a deteriorating surface.

Funding for the Venice Crossing Trail project was provided by a \$9,000 grant received from the Washington County Tourist Promotion Agency.

See page 2 for the Montour Trail Council Volunteers who gave their time and effort for this project and page 7 for more info on the steps across the road.

### Inside this issue:

Venice Crossing Cecil Campsites	1
The Prez Sez Venice Honor Roll	2
Friends Meeting Notices Tour the Montour	3
Trippin’ Down the MTC Milestones: the Final Cycling Stories Sought	4
Yard Signal Restored Ikea 1/2 Marathon Tails for Trails	5
Montour History-Railroad Signals	6
New Members Venetian Steps	7
Tour the Montour Registration form	8
Inserts: 20th Anniversary Ticket Form and the Annual Report	

## New Hiker/Biker Campsites on the Montour Trail

The Montour Trail recently completed three primitive hiker/biker campsites for use by through hikers and bikers.

Three of the proposed 5 sites are finished and provide a port-a-john, water, fire ring, picnic tables, and sites for several tents. Sites are on a first-come first-served basis and are designated for one night use.

The sites are located at mile 25.6 (Kurnick Access Area) across from the maintenance garage.

Pictured are Wells Horton and his son, Max. Max celebrated his 14th birthday on the Montour Trail and they are believed to be the first to use the camping sites at Cecil. They’re from Syracuse, New York and they used the campsite on 30 June, 2009 on their way to Washington, D.C.



Photo by Bud Halpin

Visit the Montour Trail Web Site at:  
[www.montourtrail.org](http://www.montourtrail.org)  
 To Converse, join the Yahoo Group at:  
<http://groups.yahoo.com/group/Montour-Trail/>



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### THE MONTOUR TRAIL-LETTER

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## The Prez Sez

### On the Road

This edition of The Prez Sez is being written on the road, as those of you who read my last piece would know. My cross-country bicycling companions and I just crossed Monarch Pass in Colorado, at 11,312 feet the highest point on our trip from San Francisco to Yorktown. Everyone we've talked to out here says it has been an unusually wet and cool June out west, and we've had more than our share of the wet, and the cold at the mountain passes. The numerous mountain road climbs we've done through the Sierras and the Rockies have more than once made me remember fondly the gentle grades of the Montour Trail and the Great Allegheny Passage, and I suspect I'll be thinking the same thing when we cross the Appalachians through Kentucky and Virginia in a few weeks.

We've travelled over 1500 miles on the trip so far, with less than 100 of those miles on a handful of bike trails. I was impressed with the bike trails around Davis and Sacramento, California, and there have been shorter segments here and there that gave us a break from riding with traffic. Although it would be nice to have more trails for our cross country bike trip, in most instances the roads we've travelled have had light vehicular traffic, or had nice wide shoulders.

I did have a chance to be a Montour and Great Allegheny Passage ambassador a week or so ago. We met a woman in Nevada who is doing a cross country bicycle trip solo over three months, and who was looking for an easier route through the Appalachians, since she had resorted to walking her bicycle up some of the western mountain grades. We gave her as much information about the Panhandle Trail, Montour Trail, and Great Allegheny Passage as we could think of, and an open invitation for a guided escort through the eastern part of our trail to McKeesport when she gets there in August, since we'll be back in Pennsylvania by that time.

*Mark*

## Venice Trail Construction Honor Roll

The following are the Montour Trail Council Volunteers that gave their time and effort for this project.

Rich Blaskiewicz	Frank Ludwin
Troy Bogdan	Bill Luxner
Bill Capp	Dave Robinson
Dick Ellis	Bryan Seip
Paul Everson	Nick Urino
Doug Ettinger	Chuck Wolf
John Kozak	C. B.

## 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 (with the exception of November and December) meet at the MTC Offices. Work and cleanup parties are scheduled as needed. Call 412-496-4308 for more information, or email densimwx@comcast.net

### Airport Area Friends:

Friends of the Trail 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. 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.

### The Montour Railroad Historical Society:

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

## Tour the Montour Turns Lucky 7 This Year by Sam Hvitfelt, Ride Director

### BULLETIN: THERE WILL BE A METRIC CENTURY: GO TO MTC WEB SITE FOR MORE INFO

The Seventh Annual Tour the Montour will be taking place on Saturday, September 26, 2009. 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” in 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, 2009 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.

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 little 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](http://www.montourtrail.org), on page 8 of this newsletter, by calling 412-257-3011, by email at [thetour@montourtrail.org](mailto:thetour@montourtrail.org), or you can register online at [www.active.com](http://www.active.com) (event ID 1771315).

All proceeds benefit the maintenance and expansion of the Montour Trail. We hope to see everyone on Saturday, September 26 for a fantastic day of fun on our bikes!!

### Trail-Bits

Jason Godesky recently posted a short piece about some of his experiences walking along the Montour Trail over the past year. Some of you may enjoy it: <http://tobyspeople.com/life/my-walk-spot>

Deadline for submitting material for the next issue of the Trail-lettter will be September 14 at Midnight.

## TRIPPIN' DOWN THE MTC MILESTONES: FINAL INSTALLMENT by Stan Sattinger

In this column we wrap up our replay of key events during the building of the Montour Trail. Enjoy this look back in time!

### 2004

**Montour Trail is designated a National Recreational Trail** by U.S. Secretary of Interior Gale Norton and National Park Service Director Fran Minella in June -- an honor bestowed on existing trails that meet special requirements for connecting people to local resources and improving their quality of life.

**The MTC Endowment Fund** is launched through the efforts of Board members John Hooton and Dick Wilson and then-President Dennis Pfeiffer to finance future maintenance of the Trail.

**Hurricane Ivan ravages the Trail** on September 17. Floodwater damage estimated in excess of \$500,000, including numerous washouts several feet deep, forces the closing of 9 miles of the Airport-area section. Heavy machine operators, manual-labor volunteers, and generous donors would restore the Trail to normal operation within a one-year period.

**MTC volunteers assemble a new garage** in Hendersonville in October and November to house the MTC's growing inventory of trail construction equipment. The building is assembled, rib-by-rib, from a pre-fab kit that includes 8,500 bolts, each requiring individual installation and tightening.

### 2005

**The inaugural "Tails for the Montour Trail" event**, a 5K fun walk, is hosted by the Cecil Friends of the Montour Trail on June 4. Proceeds go to maintenance and improvements in the Cecil Township section.

**New Muse-Bishop Bridge** is opened to Trail traffic in a ribbon-cutting ceremony held October 15. At this event, Congressman Tim Murphy announces a grant of \$1.8 million in TEA-21 Federal funding for construction of the West Peters section.

### 2006

**The South Hills Friends of the Montour Trail**, a new Montour Trail Friends group for South Park, Jefferson Hills, and Clairton, holds its first meeting on February 1.

**Mile markers are relocated** over much of the entire length of the Trail to improve accuracy of distances -- a combination of several Eagle Scout projects, a Deloitte & Touche employee day of caring, and other volunteer efforts, coordinated by MTC President-to-be Mark Imgrund.

**The Montour-Panhandle Connector** is completed by volunteers in November with the installation of asphalt millings and crushed limestone layers, following the rebuilding of a rust-caked bridge over Robinson Run, extensive drainage work, and removal of old embedded railroad ties.

### 2007

**"Function at the Junction"** on June 9 celebrates the connection of two key recreational trails, the Montour and the Panhandle, which not

just connect, but literally cross each other just west of McDonald.

**Fourth Annual "Party on the Trail" and 5K race** are held on June 2 by Friends of the Montour Trail in Bethel Park as one of many fundraisers for the J.R. Taylor Memorial Bridge, which will carry the Trail over Clifton Road in the future.

**New interactive map** is added to the Trail's web site, [www.montourtrail.org](http://www.montourtrail.org), by webmasters Deb Thompson and Dave Hajnik, enabling site visitors to pan and zoom, then switch to aerial photograph views.

### 2008

**The floor of the National Tunnel** in the Cecil section is paved with asphalt to eliminate erosion of the limestone surface by drippage from the ceiling; funded with a grant from the Washington County Tourism Promotion Agency and proceeds from the Tails to Trails Dog Walk.

**Ribbon cutting is held for the West Peters section** (Route 19 to Chartiers Creek) on October 18 -- the rehabilitation of three major bridge structures by our contractor, Mingo Creek Construction, supplemented by high-energy volunteer tasks such as basket wall installations.

Hopefully, more stories of our illustrious past will surface at the November celebration of the 20th anniversary of the founding of the Montour Trail Council, details of which will be found elsewhere in this issue of the **Trail-Letter**. WE'RE COUNTING ON OUR MEMBERS to provide us with these stories, plus photos and artifacts for display, BUT MAINLY TO BE THERE TO SHARE ON THIS JOYOUS OCCASION!!

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## Considering a New Feature-Beyond the Montour by Bill Capp

Western Pennsylvania, with all its hills, was never considered very bike-friendly until the Rails to Trails movement was embraced here. Hundreds of volunteers have been involved in various aspects of local trail development and the presence of the trails has been a benefit to walkers and joggers, but especially to bicyclists, who are no longer limited to either competing with traffic or a one mile course around their neighborhoods..

For us, whose family was raised before these amenities became available, it opened up a new world of travel. We no longer think to go to Cape Cod to spend time on the beach or to visit Tucson just to see Saguaro National Park and Mission San Xavier. Now, we take our bikes along because those areas also have great trails. Moreover, we have discovered great bicycle tours that are available (often along rivers) in Europe. During the past 10 years, we have done "guided" and "self-guided", "inn to inn" and "bike and boat". We've done bike tours in Holland, Switzerland, Germany, France, Austria, Poland, and Hungary.

Perhaps you, too, have had a great bicycling experience beyond the Montour that you would like to share with the Montour Trail members. It doesn't have to outshine President Mark's experience, but maybe you've enjoyed a trip on the W & OD in Virginia, the Erie Canal in New York, or the Pinellas Trail in Florida, or perhaps you have gone to Xenia, Ohio which is the hub of several trails. Others might like to hear about your experience, your impressions, and/or your advice. Send your article to the newsletter editor, Dennis Sims (See the address on Page 2) and he can try to include it when space permits.

## Signal Tower Gets a Fresh Look by Bryan Seip

For 20 years, hikers and bikers using the Montour Trail in Corapolis have been passing by an old rusting railroad signal and yard limit sign located a half-mile from the starting point of the Trail.

Now these relics have a fresh coat of paint and a new chance to teach some history to those passing by on the Trail. The Montour Railroad Historical Society friends group has completed refurbishing of these two pieces of past railroad operation.

MRHS president Bryan Seip notes that "The Montour Trail is celebrating its 20<sup>th</sup> anniversary this year and many people have been using the Trail for its recreational aspects. The Montour Railroad built and used this route for over 100 years before it became a Trail. Other than bridges, there are very few physical pieces of the Montour Railroad remaining. We thought restoring the signal and sign would be a good

way to help teach the history of the railroad that served the coal mines and communities of our area."

The signal controlled a half-mile block of track leading into the Montour Junction Shops and Yards, located between Route 51 and the Pittsburgh & Lake Erie Railroad. Yard trains used this section of track at times, when switching cars between tracks in the yard and shops. Because of the long blind curve through the cut in the hillside, an approaching road train could not see if



*R.J. Lane, Carter Roth and Bryan Seip complete the signal tower project. (Photo courtesy of Bryan Seip)*

the track was clear into the yard.

Robert Lane, a former engineer on the Montour RR, explains: "This signal, and another near the Rt. 51 bridge at the other end of the block, would flash a red light if a train was within the block, telling an approaching train that the track was occupied. When the block was clear, a green signal would be displayed, and an approaching engineer would know that the block was clear to proceed."

Lane, whose father, uncle and cousin were also Montour engineers, said the signals were used from the steam days into the 1970's, at which time radios became the means for communications between trains and the Montour's dispatcher. After the signals were discontinued, a radio call to the dispatcher would check to see if the track was clear into Montour Junction.

H. Snyder Steel and Bill Errera Truck Fabricating get the thanks of MRHS for assisting and for supplying fabrication work of replacement pieces to complete the signal.

For more information about the Montour Railroad and the Historical Society, visit [montourrr.com](http://montourrr.com)

## The 2009 Montour Trail ½ Marathon, 5K Run and 5K Fun Walk by Race Director, Laura Orr.

The 2009 Montour Trail ½ Marathon, 5K Run and 5K Fun Walk, hosted by Ikea, will take place on Saturday, September 12.

The continued investment of financial and human resources from Ikea remains a cornerstone of this great event. Store Manager Terri Noble and Marketing Director Chris Patterson are involved throughout the event, from the planning of the event, encouraging the Montour Trail in the search for additional sponsors, and race day when event participants take over their store lot during the early morning hours.

Together with other well known sponsors such as Elite Runners and Walkers, Dicks Sporting Goods, First Niagara Bank (formerly National City of Imperial), and Comcast, the Montour Trail Council has been able to stage this annual event for 14 years.

This year, Kevin Smith of Elite Runners and Walkers, will once again allow us to utilize his store for the pre-race packet pick up and registration on Thursday September 10, and Friday September 11 starting at 6pm.

Not a runner? Volunteers are essential to the success of this event. We work hard, and earn the gratitude of the hundreds of race participants. To volunteer or get additional information, contact our Volunteer Coordinator, Phyllis McChesney at 412-919-1053 or our Race Director, Laura Orr at 412-956-4364.

A link to 2008 race results, event pictures, as well as information and registration forms for this years Montour Trail ½ Marathon, 5K Run and 5K fun Walk can be found on our website at [www.mtchalfmarathon.com](http://www.mtchalfmarathon.com).

## A Barking Success!

The 5th Tails for Trails, the annual 5K fun dog walk held by the Cecil Friends of the Montour Trail on Saturday, June 6, National Trails Day was a barking success. There were 102 dogs registered for the event, exceeding the Friends' goal of 100 dogs. The event raised approximately \$4700 that will go towards maintaining the Cecil Township Section of the Trail and towards rehabilitating the National Tunnel. Last year's event proceeds combined with a grant from the Washington County Tourist Promotion Agency allowed for the traveling surface in the Tunnel to be paved with asphalt.

The Friends wish to thank the Cecil Township Police Department for allowing their K-9 Unit, Miner, and his partner Patrolman Jeff Holt for spending part of the morning. The Friends also thank their title sponsors, Tracy Smith of Ameriprise and Melanie Bedner of the Bedner Greenhouse for attending. Also on the thank you list, are the sponsors who attended the event: Taylor Pet Loss Center, Dog Scouts of America, Camp BowWow, Petco-Trinty Plaza, Doodie Deeds and Precious Paws, Partylite Candles, Keystone Canine Club and Nature's Horse, as well as Agnes Cline who does Animal Portraits. We also need to thank the Boy Scouts from Troops 1393 and 1369 for their assistance in parking cars and setting up and tearing down tables, tents and chairs. We also wish to also thank the many sponsors who purchased ads in our program book and donated merchandise and services for door prizes and Chinese Auction items. We hope to see everybody again next year on June 5, the first Saturday of the month and National Trails Day, 2010.

## MONTOUR RAILROAD HISTORY BY BOB CIMINEL

**Signals on the Montour Railroad**

In an earlier article we described how the Montour Railroad controlled the movement of passenger trains (until 1927) and coal trains along its 42-mile, single-track main line. Timetables and train orders provided an efficient and cost-effective method for a small railroad like the Montour in the days before two-way radios. The Montour continued using train orders up until its final days of operation because they were the only way to provide written documentation for the engineers, conductors, and dispatchers. However, there were other locations on the railroad where train orders needed to be augmented with visual signals to ensure safe operation. Two of these areas were the yard at Montour Junction and the tipple tracks at the Montour No. 4 mine.

In most cases, operations within rail yards were controlled by posting what were known as Yard Limit signs along the track where they could be seen by the locomotive crews. On the Montour, the Yard Limit signs were metal and shaped like a "Y." As best we can determine, the signs were painted white with the words "Yard Limit" stenciled in black. Some of these yard limit signs are still visible along the former right-of-way and are being restored by volunteers with the Montour Railroad Historical Society. The sign near the Venice Bridge at Trail Milepost 22 is one recent example. (See the photo below.)

The Yard Limit sign alerted the engineer that he was entering an area where trains could be operating without train orders as they shuffled cars in yards or sidings. The sections of track within the yard limits were one of the few places where a train could occupy the main track without the permission of the dispatcher. Consequently, the railroad's rulebook required the engineer to operate his train at Restricted Speed, meaning a speed at which he could stop his train within one-half his range of vision, whenever he was within yard limits. However, yard limit rules were only effective if the engineer could see far enough ahead to stop his train in time.



Photo by Dennis Sims

When switching cars, railroad crews measure and communicate distances in car-lengths, which are normally 50 feet. Under yard limit rules, if an engineer can only see five car-lengths ahead he has to be able to stop within 2.5 car-lengths, or about 125 feet. On most railroads, Restricted Speed is 10 mph or less, which is about 15 feet per second, thus giving the engineer about 8 seconds to stop his train. Obviously this wouldn't work well in the example described above. The Montour Railroad had many locations where the curves were so sharp that even a five-car-length visual range was not available.

For example, an engineer approaching Montour Junction from the east met a 6-degree left-hand curve at Milepost 1.5 (Trail Milepost 0.25) and he probably could not see more than three or four car-lengths ahead of his locomotive. Similarly, the view toward the west for crews working the yard at Montour Junction was not only restricted by the 6-degree curve, but it was also obstructed by the Route 51 overpass.

The Montour Railroad addressed this problem early on by installing electrically-operated signals at each entrance to the 6-degree curve. This was known at Signal No. 2 in the Montour Railroad operating rules. Signal No. 1, for eastbound trains, was located 2,557 feet (or about 50 car-lengths) to the west beneath the Route 51 overpass. Each signal had red and green lights that were illuminated when trains entered the track circuit.

The rules governing these signals were fairly simple. Eastbound trains could only enter the track between Signals 1 and 2 if a green light (Proceed) was displayed. A westbound train approaching Signal No. 2 would stop if it displayed a red light. Because trains on the main track approaching Montour Junction had priority over yard trains, there was another signal with a flashing light on the opposite side of the track from Signal No. 1 that alerted yard crews if a westbound train approached Signal No. 2. This would allow the yard crew to clear the main track and the oncoming train could enter the yard.

A similar situation with limited visibility existed near Montour No. 4 Mine where eastbound trains approaching from Milepost 31 (Trail Milepost 29.5) entered an 8-degree right-hand curve that obstructed their view of the switch leading from the main track into No. 4 mine. The railroad installed two signals 1,000 feet and 500 feet west of the main track switch that displayed the status of the switch into the mine.

The signals were designated the Clear Distant Switch Signal, which would display a green light if the switch was aligned for movement on the main track, and the Caution Distant Switch Signal, which would display a red light if the switch was aligned to enter the mine tracks. These signals allowed eastbound trains to determine if the main track might be occupied by cars being shuffled at the west end (or loaded yard) of the tipple. The signals also allowed a crew working in the yard to safely occupy the main track without worrying about an eastbound train coming around the curve without warning.

Volunteers with Montour Railroad Historical Society recently refurbished Signal No. 2 near the north entrance to the Montour Trail, and with a few months respite from vandalism and graffiti Trail users may have an opportunity to enjoy the MRHS's handiwork. See story on page 5 detailing this MRHS project.

*Bob Ciminel is the founder of the Montour Railroad Yahoo group [http://finance.groups.yahoo.com/group/montour\\_rr/](http://finance.groups.yahoo.com/group/montour_rr/) There are currently 266 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.*

### New Members

Joe & Gina Campisi  
 Ann Ridge  
 Association of University People  
 Barb Bancroft  
 Ronald E Charlton  
 Dan Delisio  
 Rita Deluzio  
 Mr. & Mrs. Douglas Dinardo  
 Amanda Dunn  
 Bill Eaton  
 Gary Foster  
 Grace Goffi  
 Alexandra Hope  
 Charles Hughes  
 Evan Hurlburt  
 David Jackel  
 Mark Kovac  
 Bill & Stephanie Kulp  
 Walter Lannis  
 Thomas Loadman  
 David Manko  
 Michael & Elsieann Martin  
 Alyson Carol Matheny

Thomas Niederberger  
 William Och  
 R.C. Ridgeway  
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 Kevin Smallman  
 Michael & Bernadette Stager  
 Michael & Deborah Sterba  
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 Mark J. Smith

### Leader's Circle

David Oyler  
 Phyllis McChesney  
 J.A. Wunderlich, III

## Venice West



Photo by Dennis Sims

The Venice Stairway construction next to Muck's Lunch continues to proceed under the direction of Ned Williams. These steps connect with the remaining span of the railroad bridge that crossed the road intersection at Venice. The stairway will have a track attached that will allow trail users to easily push their bike up the steps. This project will allow users to avoid the on-road detour on PA Route 50. A cross walk on 50 will allow users to re-connect with the main trail on the other side of the road. Mr. Williams is planning completion of the stairs by Labor Day. See Lead Story on page 1 for more information on the recently constructed connection on the other side of the road.

## 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"

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 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**  
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**Order Your Tickets NOW! : Montour Trail Council's 20th Anniversary Celebration**  
**Order form at: [http://www.montourtrail.org/MTC\\_20thAnivForms.pdf](http://www.montourtrail.org/MTC_20thAnivForms.pdf)**

**The 2009 Tour the Montour Entry Form**

**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: \_\_\_\_\_

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  
 \_\_\_\_\_