



!!! They Are Open !!! by Dennis Sims, photos by Ned Williams

Twenty years ago, the Montour Trail Council was completing its first section of trail in Cecil Township between Cecil Park and Hendersonville. (There will be a celebration marking this birthday in October.) And for those 20 years, the trail took a pause at Morganza Road. The Cecil Friends did construct trail from the Company store to Chartiers Creek with the help of Dan Jones (equipment operator), Hoyt Hall, Don Berty, Ben Shinsky, Dennis Sims, Bill Palmer, John Hooton and others during the summer of 1995. They scraped up millings from PennDOT for a base and limestone was donated by the Meadows Racetrack for the finished surface. The railroad bridge over Georgetown Road had a solid deck and all it needed was some approach fence to make this section work. It worked well until



The construction crew pauses for picture; Tony Andrejasik (Beech), Bill Capp, Frank Ludwin, John Kozak (MTC volunteers) and Tom Crow (Trumbull)

2001, when the bridge was taken out by a truck and PennDOT would not permit the Trail Council to put it back, so for 10 years another gap was present. This bridge is being "restored" by the Montour Railroad Historical Society adjacent to its original location. With the construction of the trail between Chartiers Creek and Peters Township completed in 2008, more trail users were crossing the gaps which made these bridges even more important. On Friday, July 20 at 2:00 p.m., the barricades were pulled, and



the bridges were opened for use. Shortly thereafter, we had our first traveler: Steve Bowman, of Morgantown, West Virginia, who was riding the Montour for the first time. He was doing a 60-mile out-and-back from Coraopolis, and – despite having gotten rather wet – was enjoying it immensely (picture above right). Further coverage of the ribbon cutting will be contained in the September-October Issue.

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The 17th annual UPMC Urgent Care Montour Trail Half Marathon & 5K by Bill Orr



The 17th annual UPMC Urgent Care Montour Trail Half Marathon & 5K will take place on Saturday, September 8 at the Mall in Robinson. We are busy preparing for the race and as of this writing we have over 600 participants already signed up! Still looking for a reason to run? Here is an article with 13.1 reasons to run a marathon. Excerpted as written by Matt Forsman for Active.com.

There is an undeniable aura and mystique to the marathon. Legend has it that 26.2 miles killed the first man (Phidippides) who covered the distance.

If you're a relatively new runner, you may want to consider the half marathon first. Here are 13.1 reasons why this distance might be right for you to tackle before going after the marathon.

1. It's a challenging, but manageable distance.

The half marathon may lack the "sexiness" of the full marathon, but most new runners with three months of training can conquer a half marathon. There is some commitment involved with half marathon training, but it doesn't have to consume your life.

2. You're not ready for a full marathon.

Whatever the reason, the half marathon is still a challenging distance and 13.1 miles is nothing to sneeze at.

3. There are countless races to choose from.

It's the fastest growing race distance out there and unquestionably the most popular race distance. (continues on page 4)

Visit the Montour Trail Web Site at:

www.montourtrail.org

To Converse, join the Yahoo Group at:

<http://groups.yahoo.com/group/Montour-Trail/>



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Batting For the Cycle in Washington County

With the recent opening of the two new bridges in Hendersonville, the Montour Trail has just finished its fourth major structure project in Washington County. This brings to completion an era of construction that began a dozen years ago, when we set ourselves to deal with the seemingly endless number of unbuilt miles and missing bridges through the central swath of Montour right-of-way.

Early in the game, we lined up our engineering firm and Montour construction team. We learned our way around federal funding, PennDOT, and DCNR; how to lay out the scope of a project, and work towards bringing it to reality. After a few swings, we really connected, building a long arc of trail from Cecil to McDonald. The former Cowden and Galati bridges were graded out; bridges at Papp and Glass Hill rehabilitated, and the McDonald Viaduct – longest on the Montour at 973 feet – converted into a spectacular trail crossing of its valley. Such a towering home run on our first time up at the federal plate was justly celebrated at a big party in September of 2003. With somewhere to go, trail use took a big jump, and has climbed ever since.

Next time up was the replacement of an arch tunnel carrying the Montour over Muse Bishop Road with a soaring new trail bridge. On this one, the pitch was inside and we were kind of jammed, but on a full count you have to swing hard anyway. Fortune's bright smile overcame the situation, and it got built. Opened in October of 2005, Muse Bishop bridge is still an eye opener; it's our longest single span at 190 feet. High, too. Score it a bloop single.

After that, the Montour fans became pretty vocal about the big trail need being the Peters-Cecil connection. The project took shape as conversion of the Valley Brook #3, PIRR, and Chartiers Creek bridges, with connecting trail segments being built this time by MTC's Peters Township-based volunteer construction crew. Stepping up again to the newly spiffed-up federal plate felt natural; the bat almost seemed to swing itself, producing a deep stand-up triple. Three years after Muse Bishop, our October 2008 "Three Bridges" event opened the trail up for thousands of new people to enjoy.

Montour's final at-bat in this particular twelve-year Washington County game has just produced two beautiful new bridges in Cecil, carrying our trail users safely over Georgetown and Morganza Roads. It took much work to join these two bridges as one project, and keep it that way throughout the long and difficult pre-construction process. But that effort paid off, as significant cost savings were realized by designing and constructing two nearly identical bridges that, after all, lay less than a half mile apart. They went to construction in fall 2011, and were just dedicated on July 28. The safety level for people using the trail through the area has now been greatly elevated. Everyone – walkers, bicyclists, runners, dog walkers - is really glad to no longer have to cross motor vehicle traffic down on those busy roads.

Federal funding through Transportation Enhancement grants was key to getting all these bridges built. The Allegheny Trail Alliance diverted some of their funds to MTC as well. But at the end, more was needed to finish up Georgetown and Morganza. We are most grateful for funds provided by the PA Department of Conservation and Natural Resources, Washington County Local Share Accounts, Washington County Tourism, the Trail Volunteer Fund, and by the Cecil Friends of the Montour Trail. The final key piece of funding for the Georgetown and Morganza Bridges was generously provided by . . .you. Your contributions, held in a special account for these bridges, were crucial to getting them built. Topping it off, MTC volunteers stepped up to finish the project, laying trail base and finish surface material, completing a new parking area, providing amenities, and hosting the opening event.

In this twelve year game, it has been incredibly exciting for the entire Montour Trail team to have, as it were, batted for the cycle in Washington County. All the resulting bridges and trail have without question been a big win for everyone. Thank you so much for being with us all the way.

The Prez: Ned Williams

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 Ned at 724-225-9856 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 meet every second Wednesday of the month at 7:00 p.m. at the Forest Grove Fire Hall, 2044 Ewings Mill Road, Coraopolis, PA 15108. Anyone from the Airport Area is encouraged to attend. Contact Phyllis McChesney at 412 264-6303 for more information. A "work party" is held the second Saturday of the month and more are scheduled when working on special projects. Please call 412 262-3748 to lend a hand.

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 Tuesday of the month at 6:30 p.m. at South Park Township Community Room, located behind the Township Building at 2675 Brownsville Road, South Park, 15129. 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 Building, 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.

Airport Area Pennies for Your Trail Day Success!

by Tim Killmeyer and Phyllis McChesney

The Airport Area Friends of the Trail celebrated the 16th Annual Pennies for Your Trail day on one of those beautiful days in early



Erik Shaffer from Troop #301 receives a donation from a motorist. Photo by Harry Nytra

May. The collection site occurred at the gazebo near the intersection of Park Manor Boulevard and Montour Run Road. Once again our trail users and community supporters exceeded our expectations and donated over \$5,100 in spare change and cash. The

money collected will be used for ongoing maintenance expenses.

As usual, the Friends continued their tradition of awarding several great prizes to the person(s) who contributes the most change by weight. This year the first prize winner who donated the heaviest amount of spare change was Charlie Krajewski of McMurray who donated 88.30 pounds of coinage. Mr. Krajewski won an overnight stay at the Pittsburgh Airport Marriott. Second place winners were sisters Alina & Alisha Mattson of Moon Twp. who brought in 42.70 pounds of coins. The Mattson's won an overnight stay at the Hyatt Place Pittsburgh Airport. Third place winner of a \$100 Ace Tire gift certificate was Dave Nolan of McKees Rocks with 30.76 pounds of coins.

Local businesses that contributed prizes or sponsorship money included ADP, Moon Twp. Ford, Pittsburgh Airport Marriott, Hyatt Place Pittsburgh Airport, Ace Tire & Parts, Bocktown Beer & Grill, Jo-Jo's Diner and IHOP Robinson.

Many thanks to the Airport Area volunteers who volunteered their time and make the day fun; Jerry Bates, Karl Waldner, Frank Keppel, Jim Stauber, Dennis Pfeiffer, Allen Prevendoski, James Prevendoski, Alex Prevendoski, Laura Orr, Janet Jackson, Ed Synowka and Pete Merther. A special thank you to the volunteers from Boy Scout Troop #301 for their smiling faces and their tireless enthusiasm.

And thank you to the many trail users who said "We love the trail" - we do, too!

Ask Mr. Manners

Dear Mr. Manners,

I was severely startled by a passing bicyclist on the trail the other day who did not announce himself when overtaking my daughter and I. I almost jumped out of my shorts. Why don't all cyclists warn when passing?

Frustrated Trail Walker

Dear Frustrated,

Unfortunately, some bicyclists mistakenly trust that the sheer power of their aura will alert other trail users to their presence due to a disturbance in the Force. This belief needs to be corrected before they get hit by a vehicle in traffic. Some might say you would be doing them a favor if you carried a 140 dB air horn and discharged it in their general direction when they overtake you without warning. I certainly wouldn't, because I am the voice of reason. Also, consider suspenders to avoid the embarrassment of shorts-jumping.

Mr. Manners

1/2 Marathon Continues from Page 1

4. You have a thing for bling.

Many races include all kinds of perks and amenities to draw runners to the starting line. One such amenity is the ubiquitous race medal.

5. You're contemplating ramping up for a full marathon.

Before signing up for a full marathon, you should probably have at least one half marathon under your belt.

6. You want to recover quickly.

The half marathon is taxing, but even if you run a hard half marathon, the recovery window for 13.1 miles is much shorter than that of the full.

7. There is less injury risk with a half marathon versus a full marathon.

The higher the weekly mileage, generally the higher the risk of running related injury.

8. You like to party.

Aside from the gaudy 'bling' one typically receives, there is almost always some kind of post-race party or celebration.

9. You want to take your running fitness to the next level.

The 5K and 10K are wonderful entry-level distances for new runners. But, stepping up to the half marathon distance from the 5K or 10K distance will result in a veritable quantum leap in running fitness due to increases in mileage and the likely addition of one (or more) days of running.

10. You want to burn some extra calories.

Upping your mileage will not only take your running fitness to the next level, it will also boost your caloric burn.

11. You want new kicks.

If you are stepping up from the 5K or 10K distance, logging a few extra miles each week will undoubtedly necessitate the purchasing of an additional pair or shoes or two.

12. Your wardrobe needs upgrading.

If you're going to be logging more miles, that may very well mean you're running more days per week than you have previously. These extra days of running will make it easy to rationalize upgrading your running wardrobe.

13. You like to travel.

Given the range of half marathons out there, there are ample opportunities to parlay a half marathon into a running-infused vacation.

13.1. It's there.

As soon as we conquer one running goal, it's almost inevitable that we'll look toward the next one. Once you've logged a 5K, a 10K, and/or a 12K, it's almost inevitable the half marathon will beckon you to the starting line. Then, it may very well be on to the marathon.

To register, goto <http://www.mtchalfmarathon.com/>

Piney Fork Bridge Update photo and story by Dave Oyler

Work on this ¾-mile section of trail began in 2008 with the construction of abutments for the bridge over Piney Fork Creek. In



Bill Capp, a trail volunteer, using the trail tractor to move fill material.

2010, the bridge was placed on the abutments and the bridge decked.

In 2011, work began on the ramp from Triphammer Road to the bridge. Drain pipes at the ramp site were extended, and in November, 2011 over 4,000 cubic yards of fill were placed by a contractor creating half of the ramp needed to connect Triphammer Road to the bridge. Meanwhile in 2011, volunteers were busy filling in an eroded stream bank and rough grading a trail from the Piney Fork Bridge to the other end of the trail section at Piney Fork Road.

In 2012, volunteers continued grading trail, placed 4 cross drains and a drain to replace a temporary drain installed years ago by a trail neighbor, and began ditching along the new trail alignment. In June 2012, a request for proposals (RFP) was let for a contractor to complete the Triphammer ramp and to excavate a ramp from the trail to Piney Fork Road with the excavated material to be used to complete the Triphammer ramp, to construct wingwalls needed to complete the connection to the Piney Fork Bridge, and asphalt pave the Triphammer ramp. A dozen volunteers turned out for a work party in June to clear and grub the Piney Fork ramp site.

As of this writing in early July, Mingo Creek Construction was the low bidder. The Montour Trail Council expects to give Mingo Creek notice to proceed by the end of July. The MTC is especially excited about this contract, because upon its completion for the first time we expect to finally have access for trail construction east of the Piney Fork Bridge across MTC's own property. Currently, the only access to most of the ¾-mile of trail is with the permission of our neighbors.

Meanwhile, we also hope to obtain asphalt road millings from Allegheny County and move a grader to the site to complete rough grading of the trail and laying of 6 inches to a foot of millings to create the trail base. Our goal for 2012 is to complete a passable rough trail for the use of our more adventurous trail users. Completion of the final trail surface is planned for the summer of 2013.

Tour the Montour Turns 10 Years Old This September by Sam Hvifelt

The **Tenth** Annual Tour the Montour will be taking place on Saturday, September 22, 2012. Mark your calendars, save the date, and prepare to participate in Western Pennsylvania's best autumn trail ride around – The Tour the Montour.

We offer a variety of ride distances ranging from the family-friendly 6 mile ride to the hard-core Metric Century (62 miles) distance. All riders have the option to test their stamina at the King/Queen of the Mountain Challenge up a 7/10ths of a mile hill (Hassam Road - closed to traffic, not part of the main Trail Ride). At an average of an 8% grade, the man and woman with the fastest times will truly be the "King" and "Queen" of the Mountain and will receive a special bicycling jersey for their effort.

Lunch will again be sponsored at Brothers Grimm Restaurant at Mile 3 on your way back to Mile 0. We'll continue to add more and varied options to the lunch menu based on your feedback to keep both the short and long distance riders nourished and satisfied. As always, we have some valuable and different raffle prizes to give away and all registered participants are eligible based on their bib number.

As with prior years, 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 Metric Century riders depart at 8:00 a.m., the long distance (44 mile) riders leave at 8:15 a.m., the middle distance riders (15 and 24 miles) leave at 8:30 a.m., and the Family Riders (6 miles) leave at 8:45 a.m. Pre-register before September 7, 2012 and you are guaranteed one of our world famous, limited edition Tour the Montour Ride T-shirts. *Remember, only pre-registered riders are guaranteed a T-shirt.*

NEW THIS YEAR – PACKET PICKUP. Based on your feedback, we will be providing an opportunity for packet pickup prior to the event. On Thursday, September 20 from 6:30 p.m. to 8:30 p.m., you can stop into the REI Settlers Ridge Store to collect your ride packet, which will save you a little extra time and excitement on the morning of the ride. Packets will still be available the morning of the ride with the Thursday night availability just an option. So feel free to stop by if you would prefer to collect your ride bag prior to the event.

Entry fees are \$25 for individuals, \$45 for the Family Rate (up to 4 members), and all kids under 12 are only \$5 until September 7. Ride day registration is \$30 for individuals, \$50 for the Family Rate, and kids under 12 are still only \$5.

Trail patrol and SAG assistance will be available along the course. Rest stops will be stationed at miles 7.5 (Enlow Ballfield - where riders will be reminded that free ice cream cones are available to all participants, courtesy of The Enlow Station at the five-point intersection), 11.5 (Boggs Road), 21.5 (Galati Road) and the 31 mile turnaround. Fruit, snacks, and beverages will be provided at each rest stop to keep the riders going. We will also 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.

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.Race360.com (event 15908). 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 come out to celebrate the milestone first decade Tour the Montour on Saturday, September 22 - we've ordered a beautiful day of biking, good food and good times with friends and family.

Meet a Regular Commuter Using the Montour Trail! by Peter Kohnke

Daphne Derouch commutes from Whitehall to Southpointe in Cecil Township about 3 days a week. Derouch is 23 years old and an intern from Montpellier, France, working for about 6 months at ANSYS, Inc.



Derouch bicycles on the road and then picks up the Montour Trail at the Irishtown trailhead in Bethel Park, and leaves the trail at Hendersonville in Cecil Township. It takes her about one and a half hours to two hours each way. The variability is to account for traffic lights on her non-trail portions of her commute.

Question: Why do you do this commute by bike and not by car?

Derouch: Because I enjoy interacting with nature (trees, animals, etc.) along the trail. It's much better than sitting in a car. And I don't know of a trail like this in France.

Question: What kind of bike do you use, and why do you prefer it?

Derouch: I use a mountain bike I brought over from France. My friends thought I was a bit crazy to bring my bike. And I admit the bike experienced some damage en route, and it as been a bit of a problem getting replacement parts. But nevertheless, I am happy that I brought my bike.

Question: Which is your favorite part of the trail and why?

Derouch: I have two parts. First, from the start off of Irishtown to Brush Run Road, because I like the limestone surface as well as the relatively high number of people also on the trail enjoying the trail in a similar way as I am enjoying it. And I like the bridge over Chartiers Creek. The nature there is so beautiful! And I enjoy the solitude, as well as seeing the other railroad, 'sneaking' under me.

MONTOUR RAILROAD HISTORY

Section Gangs: The Montour Railroad's Unsung Heroes (Bob Ciminel ©2012)

A major facet of railroad operation involves the constant maintenance of the track, roadbed and ballast that allows heavily loaded trains to run without derailling. The Montour Railroad used Section Gangs to keep its track operable, which by the mid- to late-Seventies was a major challenge because of deferred maintenance. Tim Sposato, a former Montour employee and Section Gang member now Chief Mechanic with the Age of Steam Roundhouse in Sugarcreek, Ohio, describes the duties and activities of the gangs when he worked for the Montour.



Tim Sposato provided this 1976 photo of his Section Gang replacing ties at what was known as the Turkey Farm crossing. Section Gang truck MH-2 is behind the crew. Jim Beaver is on Tim's right and Bobby Dengler is to his left. Tim is the shirtless fellow in the middle. Photo courtesy of Tim Sposato ©2012

The railroad was divided into two sections: Section 1 encompassed Montour Junction to Westland. Section 2 [included] Gilmore Junction to Mifflin Junction, Snowden and Muse Branch. Each section gang consisted of 4 Laborers, 1 truck driver and 1 foreman (sometimes only 3 laborers.) The foreman reported to the MRR Track Supervisor. The Supervisor reported to the MRR Superintendent and the P&LE Chief Engineering Supervisor. Section gang truck drivers had to be currently Pennsylvania State licensed and generally went by seniority. Lots of times the older guys didn't want the job so it fell down the rank. I was about the middle man on the #2 gang seniority list, so I saw a fair amount of driving. Once you started driving you [earned] a higher pay rate.

As for other job descriptions, one could also bid on a machine operator position, such as adzer [an adze is a tool used for cutting wooded ties], spike puller, spiker, rail machine, bolt machine, tamper and so on. I was a machine operator as well as the welder, so again a different pay rate depending what I did that day. If several job titles were done in the same day, I would get the highest paying rate for the entire day. Usually the welding rate was the best rate.

In the mid to late 70s there were 4 extra gangs as well. [At] Montour Junction push cart [the push cart carried tools and was shoved by hand along the track] only, mainly worked in the yard. [At] Champion push cart only, mainly worked Champion & Boggs yards. [At] Gilmore Junction, motor car. [At] Cowden motor car and then push truck, after motor car broke down. One in a while a company truck or van supplemented the extra gangs, [sometimes] personal vehicles were used, and the gangs like the mobility of their vehicles [as opposed] to being strapped to the rails shoving a cart. Each of these gangs averaged, 1 foreman, 5 Laborers. The Gilmore gang worked Westland Branch a lot, and a little on the main line west of Gilmore Junction. to Champion The Cowden gang worked a lot from Gilmore Junction to Hendersonville/Hills and was assigned for a summer on Library Branch.

[In the] event of a call out on OT [overtime] on either Section, the Sections would be called first, then the nearest Extra Gang and so on down the list. In other words if we needed help on Section 2, Section 1 gang would be called, then Cowden, Gilmore, Champion, Montour Junction Most time the hooligans that comprised the M of W [Maintenance of Way] Department. didn't always answer the call, so it took all the gangs to get a decent crew together for larger wrecks and such.

Gene Schaeffer, whose photographs often appear in these articles, began his career with the Montour Railroad on June 25, 1976 as a Section Gang member.

Section Gangs worked long hours and were subject to call out in the event of a derailment, no matter the day, the time, or the weather. Sixteen-hour days were not unusual. Beginning a railroad career on a Section Gang provided the new-hire an opportunity to learn the railroad from the ground up and to become intimately familiar with every mile of track.



The maintenance trucks were Ford hi-railers [a truck that can operate on both highway and rail]. Gene Schaeffer provided this 1975 photo of RH-1 taken at Montour Junction, which was used by Section Gang 1 and kept at the Champion Yard. Tim Sposato's RH-2 was kept at Hills Station. Photo courtesy of Gene P. Schaeffer ©2012

Bob Ciminel is the founder of the Montour Railroad Yahoo group http://finance.groups.yahoo.com/group/montour_rr/ There are currently 310 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

Patrick Abramowich
 Brad Albert
 William Benter
 James English
 Paul D. Franke
 William & Judith Garvin
 Eric Gordan
 Flo Ann Hyde
 Ralph C. Johnston
 Edward & Viera Kalivoda
 Nora Lersch
 Matthew McConnell
 James Myers
 Wade Roth
 Don & Kelly Smith
 David Troy
 Lynne Williams
 Mark Wolfe
 G.A. Wyfker

Benefactors

Mr. & Mrs. Leslie J. Broglie
 Ken Eltschlager
 Francis Feld
 John & Eileen Kennon
 Art McSorley
 Wade Roth

 Dr. Jay Wells in honor of David
 Lovejoy & Sandy Demas

Leaders

William Benter
 Don & Shelly Fink
 Iris & Jerry Liberatore
 David Oyler
 Joseph & Barbara Rudolph
 J.A. Wunderlich, III

Tails for Trail VIII photo and story by Dennis Sims

Once again this year the Cecil Friends of the Montour Trail celebrated National Trails Day with their Tails for Trails 5K Fun Dog Walk. Nearly 100 dogs and their masters registered for the event. With sunny skies and pleasantly cool temperatures, the event was well attended. The event made just over \$5000 which will be used



to maintain and enhance the Cecil Section of the Trail. The CFOMT wishes to thank our title sponsor Black Box Networking along with our corporate sponsors, MarkWest Midstream, Jeffreys Drug Store, Miller Centrifugal and the Gubinsky Law Firm.

Thanks also go out to Capstone Grill for the grand Chinese Auction item and our supporting sponsors: Bedners Greenhouse, Taylor Pet Loss Center, All About Pets Veterinary, Angel Ridge, Chartiers Custom Pet Cremation, Coleman Mitchell Heating and AC, Companions First Veterinary Clinic, Fox's Pizza Den, Glenn Schillo Attorney at Law, McMahon, Kenneth and Associates, Precious Paws Pet Salon, Smith Butz LLC, United Safety Services Inc., Warchol Funeral Home, Serenity Day Spa and Salon, and Petco, Trinity Square. We also want to thank Candy Verduce for being our official photographer.

I want to help complete the Montour Trail!

I want to join the Montour Trail Council at this level:

- Student/Senior \$15
- Individual \$25
- Family \$35
- Supporting \$50
- Sustaining \$100
- Benefactor \$250
- Leader's Circle \$500+

Make checks payable to the "Montour Trail Council"

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 Montour Trail Council
 Suite #3 2nd Floor
 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.



MONTOUR TRAIL COUNCIL
 Suite #3 2nd Floor
 304 Hickman Street
 Bridgeville, PA 15017

Address Service Requested

NON-PROFIT ORG
 US POSTAGE
PAID
 PITTSBURGH, PA
 PERMIT NO. 2524

10th Annual Tour the Montour Trail Ride Sept. 22, 2012
Proceeds Benefit the Montour Trail

ENTRY FEES

Adult

Postmarked by September 7 \$25
 Postmarked after September 7 \$30

Family Rate **

Postmarked by September 7 \$45
 Postmarked after September 7 \$50

Children Under 12

Postmarked by September 7 \$5
 Postmarked after September 7 \$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: _____

Distance: 6 12 24 44 Metric Century

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 daages which I might have against the Montour Trail Ride, to be held on Saturday, September 22, 2012; 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
