The Originals: Dennis Sims by Bruce Barron

As it sought to promote the idea of a recreational trail circling Pittsburgh, the Montour Trail Council benefited from one especially strategic participant: a weather forecaster.

No, the trail founders didn’t need their own weather connections—they needed the media connections that a professional meteorologist could deliver. That is just one of the several major contributions that Dennis Sims of South Fayette has made to the Montour Trail over 30 years.

A native of Tarentum in northeast Allegheny County, Dennis earned his meteorology degree at Penn State. He worked briefly at the county airport (for DeNardo and McFarland Weather Services) and then in Colorado before returning to the Pittsburgh area in 1983 and joining the staff of Air Science Consultants.

If you know that company name, it’s probably because Air Science Consultants provided precise weather information to numerous media outlets, including WTAE-TV throughout Joe DeNardo’s tenure.

Both a biker and a railroad fan, Dennis watched the Montour Trail right of way near his home fall gradually into disrepair and become a dumping ground for trash after the trains stopped running in 1984. Not wanting to see a great rail route go to waste, he joined the Rails-to-Trails Conservancy, hoping to find out about the potential for repurposing the Montour Railroad.

He wasn’t disappointed. Soon after joining, he unexpectedly received a letter from a dentist in West View. continues on page 4

Corapolis Extension Phase 30 Trail Building - 1,100 feet Base Trail Completed by Dennis Pfeiffer

As mentioned in an article in the March/April newsletter, we received the go ahead from DEP in September of 2018 to start building the 4,600-foot Corapolis extension. By late March our volunteers had completed the clearing and grubbing of the entire 4,600 feet. This work, except for stumps, provided a 25 foot wide clear area for the needed 20 foot wide trail right of way. In June our volunteers installed 2,315 feet of 12-inch filter socks that are required now for most projects. Pete Merther then using an excavator started removing the old tree stumps and finished in July. In September our volunteers installed 440 feet of 18-inch filter socks.

Our plan, since being awarded the DCNR grant in 2003, had been to use the MTC’s road grader to start building the trail. Unfortunately, after sitting for two years, volunteer Mark Modispacher found the grader in poor condition. Mark did a lot of work on the grader, but could not get it into a feasible operating condition.

Trying to rent a grader with local equipment companies was not fruitful. We finally found a grader to rent from central PA. However, at about the same time Phyllis McChesney introduced Ken Maye, a local Corapolis resident, who might be able to help. Ken works for Independent Equipment Transfer in Oakdale. Mark Modispacher worked with Ken and developed a construction plan. We would rent an excavator, bull dozer and roller from Independent Equipment Transfer. Ken would volunteer to be an operator with two of his friends, both Corapolis residents. Continues on page 4.
The Prez Sez: Opening a New Decade

Here we stand at the very beginning of an entire new decade. With the trail having just celebrated its thirtieth birthday, the 2020s stretch before us, wide and long. It’s a great blank canvas, calling us to lift our paintbrushes and create our own masterpiece. So, what can we do for the Montour Trail over the next ten years?

For starters, building out the main line of the trail will continue to take the lead. With our eastern and western endpoints nearly done, the big focus will be on infill. We’ll be taking care of those stubborn remaining trail gaps, most of which lie towards the eastern part, in South Park and Jefferson Hills. In addition to the main line, we hope that the trail will continue to grow branches, like any healthy tree. These will, by the end of this decade, represent most of the new trail that gets built in the Montour network. Branches will tie the trail into a variety of communities and destinations, being a two-way conduit for all sorts of mutual support. We will also continue to make a host of capital improvements, both large and small, to enhance the trail experience for our users. The efforts to maintain the trail will grow, requiring strong leadership support and lots of well equipped volunteers.

It is easy to see that we will gain lots of new nearby neighbors over the next decade. The Summit Station and McConnell Trails residential developments are off to a strong start; the success of these two trailside communities is likely to inspire more. That will mean more trail users, but also more people willing to help work on the trail and provide leadership. The Montour Trail’s lengthy trace around the outskirts of Pittsburgh gave rise to our stature of being America’s longest suburban rail trail. Given this suburban location, it is inevitable that, over time, the trail will become less rural than it was initially. At least we’ll all come to place a deeper appreciation of our beautiful sylvan, creek side, and bucolic vista stretches.

As we complete the gaps and the trail becomes more nearly continuous, there will be an increased number of bicycle commuters, touring travelers, and others using the trail to get somewhere. Increases in these types of usage will heighten our role as a regional transportation network, on top of our historic status as a primarily recreational facility. The relationships are becoming even more vital between Montour and the region’s transportation agencies, who oversee public transit, highways, and air travel. Some first fruits include the blooming of Library into a trail town and multi modal transit hub; trail related developments around the Pittsburgh airport; and the community and access possibilities just starting to be enabled by the Southern Beltway. With the Montour Trail becoming more of a legitimate transportation network, we have a better place at the table. Our conversation with these agencies takes on a whole new perspective, very much to our benefit.

It is clear that MTC’s long standing relationships with our local municipal partners, with Allegheny and Washington Counties and county agencies, and with state and federal departments all remain critical. Together, these people steadfastly helped us to get where we are, and they stand ready to advance the needs of the trail in the years ahead. We need to remember to maintain a deep sense of gratitude, remain appreciative of their time and talents, and make the effort to stay in touch with them, through thick and thin, as the trail continues to evolve.

It certainly would appear that this decade will prove to be the most challenging one ever for the MTC Board of Directors, the Friends Groups, the committees, and all those striving to provide leadership. The Montour Trail as a whole is poised to do very well, but we are going to have to be at the top of our game. As one example, the current three-year strategic plan, nearing its half, has succeeded in turning much good discussion into fruitful actions. The trail has gotten this far through the collaboration of numerous people committed it its success. That’s the underlying constant dedication that will keep the Montour trail healthy though this decade and beyond.

Finally, this year brings two changes of MTC officers. Phyllis McChesney has completed her term as Secretary; Deb Thompson has volunteered to step into that role. Phillip Torrez will replace Dave Borrebach as Vice President. I enter my final year as MTC President. For one last year, I get to do the best I can for the good of the MTC order.

A fine End of Winter to us all!

* Ned Williams
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 the Montour Trail Office for more information or to get on the agenda.

Airport Area Friends: (MP 0 to MP 12.6 and the 6.3 mile Airport Connector) The Airport Area Friends of the Trail meet every second Wednesday of the month at 7:00 p.m. at the Forest Grove Fire Hall, 2044 Edwings Mill Road, Robinson Township, PA 15108. New volunteers are always welcomed. Contact Phyllis McChesney at 412-264-6303 for more information. Numerous “work parties” are held during the season. Please call 412-262-3748 to lend a hand at the work parties.

Fort Cherry Friends: (MP 12.6 to MP 20.7)
Friends of the Trail meeting: Second Wednesday of the month at 6:30 p.m. at the McDonnell Trail Station, 160 S. McDonald Street, McDonald, PA 15057 (adjacent to the Panhandle Trail). Work and cleanup parties will be scheduled as needed. For more information contact Tim Thomassy, 724-926-4617 or Chuck Hughey, 724-926-9436.

Cecil Friends: (MP 20.7 to MP 28.5)
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

Peters Township Friends: (MP 28.5 to 30.4, Library Jct to near MP 35 and part of the Bethel Branch)
Friends of the Trail meeting, first non-holiday Monday of the month at Peters Township Community Recreation Center and varying locations during warmer weather at 7:00 p.m. Work and cleanup parties on the first Friday and third Saturday of every month at 8:30 a.m. For more information, please call Jim Robbins at 724-941-6132. For monthly meetings contact Wayne Pfrrimmer at 724-747-9766 or by email at waynepfrrimmer@gmail.com

Bethel Park Friends: (The 2.75 mile Bethel Branch and a short piece of main line trail around MP 35)
Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building Caucus Room behind the Council Chambers. Anyone interested in the Bethel Park Trail segment is encouraged to come. Work 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: (MP 35.4 to 46.6)
Meeting second Tuesday of the month at 6:30 p.m. at South Park Township Community Room or the Township Library located at the Township Building at 2675 Brownsville Road, South Park, 15129. Work and cleanup parties on the second Saturday of the month. For more information, contact David Oyler at 412-831-9288, davidoyler1950@gmail.com, or Paul McKeown at 412-835-6692, mckeownp@comcast.net

The Montour Railroad Historical Society:
For more information send email to mrhs@montourrr.com.

Save the Date(s)

The Montour Trail Council and REI will be once again be holding a Rail Trail Summit on March 28, 2020 from 10:00 a.m. to 5:00 p.m. at the REI Settlers Ridge store. Trail groups are invited to set up an information table. Please consider attending to promote your trail and generate new memberships. You are welcome to bring your trail merchandise to sell.

RIE will be hosting classes that day (Bike Repair and C&O-GAP Trip Planning) to bring in customers.

The event will be added to REI’s calendar and will be sent out to REI’s 60,000 customers.

RIE will provide tables placed throughout the store. Space is limited to 20 trail groups so please reserve ASAP.

Please contact Don Thobaben to reserve a spot.

dthobaben@comcast.net 412-877-5614

Other events for date saving:
National Tunnel 5 and 10K race and 2K walk. April 19
J.R Taylor 5 and 10K race. June 6
Twilight Walk Peters Twp. July 31
Tour the Montour September 19
Penny Days To be announced
Members’ Dinner. To be announced

Tim’s Trail Videos

Tim Killmeyer, one of the MTC’s founding board members, debuted a trailer for his video of The Montour Trail Then and Now. The full video can be seen at https://tinyurl.com/MTC1989to2019. Tim has broken up the video into six 6-mile segments of the trail that are ideal for watching while riding your bike trainer or while running on your treadmill.

Trail Video Tour 1 - Mile 0 to Mile 6
https://youtu.be/n3Jl4kDd_X0

Trail Video Tour 2 - Mile 6 to Mile 12
https://youtu.be/r-JwEcZmSaE

Trail Video Tour 3 - Mile 12 to Mile 18
https://youtu.be/_EnkJ4kDd_X0

Trail Video Tour 4 - Mile 18 to Mile 25
https://youtu.be/ZqvyZdM3iI

Trail Video Tour 5 - Mile 25 to Mile 31
https://youtu.be/mJbvfSKrFCQ

Trail Video Tour 6 - Mile 31 to Mile 37
https://youtu.be/4e7We1F1ZhU

Trail Video Tour 7 - Mile 37 to Mile 46.6
https://youtu.be/682fzcLovbg

Trail Video Tour 8 - Bethel Branch
https://youtu.be/VSGLR3qBoBQ
Dennis Sims continues from page 1

“I wondered why he was looking for clients in the South Hills,” Dennis recalled. But upon opening the letter, he discovered that the dentist, Dino Angelici, was actually inviting him to a meeting to help plan the Montour Trail.

Dennis jumped in with both feet, becoming the new organization’s first newsletter editor and its public-relations front man.

“The big help was that I knew Susan Davies,” he said. Davies, then a weekend meteorologist at WTAE, became a strong supporter, helping to secure valuable television coverage of noteworthy trail development milestones. Davies also recommended her husband, videographer Bill Beagle, who created the Montour Trail’s first promotional video.

When Allegheny County agreed to take control of the Pennsylvania and Lake Erie Railroad right of way on behalf of the Montour Trail Council, Dennis successfully pitched the story to a WTAE reporter. Meanwhile, he expanded his media influence by building relationships with local newspaper reporters, securing valuable coverage in the Washington Observer-Reporter and in community-level weekly publications.

In the 1980s, the advent of USA Today revolutionized newspaper production and Dennis quickly became an expert in producing weather pages on computer software. He transferred that ability to his role as Montour Trail Council newsletter editor, which he has performed from 1989 to 1994 and again from 2008 to the present.

Dennis has been just as indispensable near home, serving as president of the Cecil Friends of the Montour Trail without interruption since 1994. “I wanted Don Berty to head the group and he wanted me,” Dennis explained. “We agreed that if he would take charge of construction and maintenance, I would do the administrative work.”

The Cecil Friends had plenty to do from their inception, since the Montour Trail’s first four miles had opened in Cecil in 1992. That segment included the National Tunnel, which had water constantly dripping from the roof into a bed of loose rock that necessitated “Walk Your Bike” signs at each end of the tunnel. “When we spread crushed limestone, the water just sat in there and made things even worse, which encouraged us to get it paved as soon as we could,” Dennis said.

Dennis made one more unique, lasting contribution to the Montour Trail about 12 years ago. While surfing the Internet one night, he discovered a website on Montour Railroad history and immediately said to himself, “These guys need the trail—and we could use them to put up historical markers along the trail.” He tracked down the people responsible, attended some of their meetings, and suggested that the two groups link up. The Montour Railroad Historical Society officially formed in 2008 and subsequently became a recognized Montour Trail friends group, installing informative signs on railroad history all along the trail.

As for what has made volunteering with the Montour Trail Council most meaningful for him, Dennis answered, “For me, the Montour Trail is a place to ride my bike without worrying about getting killed by car traffic, and a place for people to enjoy outdoor activity away from the hustle and bustle of the highways.”

We have much to thank Dennis for—including the ongoing production of this newsletter, which has provided space to feature the amazing dedication and achievements of the Montour Trail’s original board members.

Coraopolis Extension continues from page 1

Ken and company were able to start construction on December 21 and after four work days 1,100 feet of base trail was completed. A base trail is created by cutting in a 10 feet wide 10-inch-deep channel and laying 6 inches of millings for the base. Ken also had his company donate the use of a tri-axle dump truck. We thank Ken and his friends and four Airport Friends volunteers who worked together to complete the 1,100-foot base trail. We decided to break for Winter and will plan for a restart in late March.

Current South Park Township Construction by Dave Oyler

Through 2019

The Montour Trail Council (MTC) has been working to build trail in South Park Township since 1995. The total length of the trail route through the township is 5.3 miles. At the end of 2019, the completed trail length was 3.8 miles. The MTC is currently working on three trail construction projects in the township, and when all three are completed the continuous off-road Montour Trail will extend from mile 0 to MP39.4. It currently ends at MP36.

In 2014 the MTC signed a permanent recreational easement agreement with Consol Energy for a trail right of way across their property between Pleasant and Wood Streets (MP35.7 to MP 36.4). The property is now owned by developer Mero South Park Ventures, who are building the Summit Station development. In 2016 as part of construction of the Pleasant Street trail section, excavated spoil material was trucked across Pleasant Street to build an embankment for the first 250 feet of trail between Pleasant and Wood Streets. In 2017 the MTC obtained a construction grant from the PA Department of Conservation and Natural Resources (DCNR) to build the trail section. The MTC completed construction of ¾ mile east from Pleasant Street in September 2019 and built a temporary trail access to Summit Drive, the development entrance road, reducing the existing on-road detour from 1.1 to 0.7 mile. In 2019, in the interest of safety and as the centerpiece of the development, the developer built a bridge to carry the trail over Summit Drive, at their expense.

In 2009 the MTC learned that South Park Township owned a portion of the right of way of the abandoned Peters Creek Branch of the Pennsylvania Railroad, which ran from a junction with the Montour Railroad at trail mile MP38.9 to Clairton. In 2010 the township agreed to donate about ½ mile of property located along Piney Fork Road. In 2015 the MTC obtained DCNR grant funding to construct 0.40 mile of trail on the property. It would take another 4 years to complete the engineering and permitting process, but in the summer of 2019 the construction project was put out to bid, a contractor was hired and in October the contractor was given notice to proceed with construction.

Construction is currently shut down for the winter, but in 2019 the contractor cleared about half of the right of way, begin rough grading, built an embankment to widen a narrow area, installed two cross drains and ditched most of the cleared trail. Continues on page 5
South Park Construction continues from page 4

The contractor also built a 120-foot retaining wall, prepared the existing railroad bridge abutments and poured pedestals for setting a trail bridge. A subcontractor is currently shop fabricating the bridge, to be erected in the spring of 2020.

The MTC has been negotiating a trail easement with the owners of the self-storage facility on property between Wood Street (MP36.4) and Stewart Road (MP36.7) for several years. In 2017 the owners agreed in principle to sign an easement agreement and the MTC applied for DCNR construction grant funding. The agreement was signed in November 2019. As part of the agreement the MTC is responsible to perform a stream bank repair along the western 200 feet of the route and to separate the trail from the entrance road. In December 2019 volunteers placed 742 tons of stone to protect the feet of the route and to separate the trail from the entrance road. In response to perform a stream bank repair along the western 200 was signed in November 2019. As part of the agreement the MTC is required to obtain a stormwater management permit. It is unlikely that all of this can be accomplished in time for 2020 construction, but the trail should be completed in 2021.

2020 and 2021

At the end of 2019 work has begun on each of the three construction projects. When completed, the three will add 1.4 miles of off-road trail and reduce the on-road trail in the township to a single 0.4-mile section along Piney Fork Road. Each of the projects has grant funding from DCNR and MTC funding. So, what can we expect in 2020?

Pleasant to Wood Street is currently waiting on the developer to complete grading along Piney Fork Creek. The trail will wind between detention ponds and the creek. Once the exact extent of the developer’s plans has been determined, the MTC will have its engineering firm design the trail, prepare a bid package and cost estimate, obtain DCNR approval and put the project out to bid. The MTC will also need Township approval and possibly a stormwater management permit. It is unlikely that all of this can be accomplished in time for 2020 construction, but the trail should be completed in 2021.

The contractor will resume work on the Piney Fork trail section when the weather is suitable, and the trail section is likely to be opened to trail users in 2020.

Construction of the trail between Wood Street (MP36.45) and Stewart Road (MP36.7) should be relatively simple. However, none of the engineering and permitting work has been done. Before construction can begin the MTC must satisfy DCNR’s requirements, hire an engineering firm, obtain a trail design, prepare construction plans, prepare a bid package and cost estimate, put the construction project out to bid and hire a contractor. The MTC must also go through South Park Township’s permitting process and may be required to obtain a stormwater management permit.

Completion of all of these requirements in 2020 will be difficult, but if it can be done, the MTC should be able to construct the trail section in 2020. This will allow the MTC to route trail traffic through the streets of Summit Station and over the new Wood Street to Stewart Road trail. This would allow the MTC to remove trail traffic from Brownsville Road in 2020 and complete off-road trail in 2021.

Montour Trail Council Western Corridor Garage Update – by Dennis Pfeiffer

In the May/June issue it was reported that the outside of the Western Corridor Garage building (Phase 37) was completed on April 29th. C.B. Structures turned over the building to the MTC on June 14, 2019. This kicked off our volunteer efforts to complete the building. The inside of the building was mostly a shell and presented a large challenge to our volunteers to complete. Following are highlighted milestones of our volunteers’ our vendors electrical and plumbing efforts:

- 6/15 - Infiltration ditch outside on the right side of the garage completed.
- 6/25 – Infiltration ditch outside on left side completed.
- 8/25 – Insulation of right and back walls of the bathroom completed.
- 8/31 – Drywall of right and back walls of the bathroom completed.
- 9/06 – Painting of right and back walls of the bathroom completed.
- 9/11 – Framing left and front on outside walls of bathoom completed.
- 9/13 – Insulation of left and front walls of bathroom completed.
- 9/18 – Drywall of left and front walls of bathroom completed.
- 9/18 Note: Plumber had Installed toilet, sink, slop sink and water heater
- 10/4 – Painting of left and front walls of bathroom completed.
- 10/6 – Insulation of bathroom roof completed.
- 10/11 – Floor sealed
- 10/13 – Tongue & groove ceiling installed in bathroom.
- 10/21 – Bathroom vent extended through roof and flashing installed.
- 10/26 Note: Electrician installed heater & lights in bathroom
- 10/30 – Caulked bottom on inside and outside of building where the metal sides meet the concrete.
- 10/30 – Painting “Montoon” of outside of bathroom walls completed.
- 11/10 = Caulking expansion joints on floor completed up to 10 feet from right wall.
- 11/18 – Twelve feet high shelving installation completed.
- 11/20 – Moving of Airport Friends equipment from two “Tom Robinson” sheds completed.

The work remaining is mostly involved with completing the 40 feet by 20 feet mezzanine. This includes framing, insulating, drywalling, and painting the walls and ceiling. This will be a large undertaking and we could use your help in completing this task. If you wish to help, please see contacts in the Airport Friends section in this newsletter.

Note: A big thanks to Pete Merther who led and performed 14 of the 20 tasks mentioned above with some help.
Montour Mine #2 - Cowden  
By Bryan Seip - Montour Railroad Historical Society

Montour Mine #2 was one of three mines opened in 1914 by the Pittsburgh Coal Company along the newly constructed Mifflin Extension of the Montour Railroad. It was located in Cecil Township, at trail mile 23.2.

The other two PCCo mines opened at the same time were Montour #1 at Southview and Montour #4 at Hills Station (Lawrence). The Montour #2 complex sat on the hillside above Miller’s Run. Its location is now occupied by the MCC International Company, which still uses one of the original mine buildings.

An earlier mine named Ridgeway-Bishop operated from 1892 to 1898 and was located across the valley, loading its coal on the Wabash Railroad (now Wheeling & Lake Erie). After acquisition by the Pittsburgh Coal Company, this mine became the Bishop Mine in 1903 until 1912, when its coal reserves were transferred to the planned Montour Mine #2. This new mine loaded its coal on the newly constructed Montour Railroad, which was owned by the coal company, thus keeping shipping costs in-house instead of paying another railroad.

Montour #2 was a typical shaft mine of the time, with two shafts dug about 150 feet deep down to the coal seam. One shaft brought men and supplies into the mine and hoisted waste rock and slate out to be piled at the bottom of the hillside near Miller’s Run. The other shaft serviced the loading tipple, bringing coal out of the mine to be cleaned and sorted before loading into railroad hopper cars for shipment.

The accompanying photo is a view to the west showing the mine complex in 1930. The train is working the loading tracks under the tipple building with its hoist shaft. To the right of the tipple is the tower bringing electric power into the complex, then the large building holding offices, supply rooms and miner’s bathhouse. This building is still in use by MCC International Company. In front of that building is the vertical man shaft tower and its accompanying hoist house used to bring men and supplies into and out of the mine. At the far right is a ventilation fan and its powerhouse. Miller’s Run is down the hillside to the right of the picture. The Montour Railroad main line (now the Trail) is on the left side of the picture on a bank above the loading tracks.

After the mine was closed and demolished, a 1400 foot passing track remained in place along the main line until the end of railroad operations. Up to 70 cars could be staged on this siding. When nearby mines had no space available in their yards for coal hoppers, additional cars were often staged at Cowden until space at the mine became available.

Miner’s houses were built in a planned community nearby, on land acquired by the Coal Co. from Thomas and Joseph Cowden and laid out similar to that at the Montour Mine #1 in Southview. Cowden Road accessed the community by crossing under the railroad through a narrow underpass bridge. The bridge was removed in 2002 to provide better access for school buses and emergency vehicles and the trail was regraded to cross Cowden Road at grade level. A company store and other businesses were included in the plan. The company store was located beside the railroad (trail) at the Cowden Road crossing and the wooden building lasted into the 1990’s when it was destroyed by fire. The exact date of the mine closing is not known, but was probably in the mid-1930’s. Production figures go into the early 1930’s, but aerial photographs taken in 1939 show the mine was closed and the tipple building removed. The waste piles along Miller’s Run remained until remediation was done in the 1960’s.

Thanks go to Bob Ciminel, who provided additional research on this subject. More information can be found at montourrr.com.
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
David Bachman
Julianne Baer
Mahesh Basavegowda
Frank & Lee Cepits
Glenn Child
Sam Duer
Krishna Gollapudi
Jeff Hartman
Martin Hozak
Christopher Jeffrey
Linda B. Jones
Jacob Kraus
Kenneth Leiberher
Denny Long
Steven Nance
Barry & Cynthia Olson
Richard Pawlish
Donna Ripple
Richard Stephen
Thomas Valerio
Ronald & Cathleen Zabowski

Benefactors
Stephen Bowles
Greg & Julian Brzozowski
Ken & Judy Eltschlagier
Don & Shelly Fink
Robert L. Hickey Jr.
Martin Hozak
David & Theresa Jackel
Kent James & Marianne Wizda
Stephen & Katelyn Lamm
David Rhing
Jacques Rhodes
Jerry Rubenstein
Matt & Mary Ann Simon
Charles H. Staub
David Tetzick
Jane & Geoff Tolley
Robert Voas
Helge H. & Erica Wehmeier
Jim Whipple & Josie Strong
Tiffany & Braden Ditch
John & Rosa Dorman
Tom & Sara Dougherty
Chad John
Thomas & Beth Kearsn
Timothy Knavish
Vida Komer
Kelli Kuhlemann
Robert Lehner
The Neil Foundation
Ronald Pirollo
Robert Purdy
Joseph & Barbara Rudolph
Stanley & Lisa Sbei
Gary & Mary Ann Sedlacek
John A. Wall
Roy Weil & Mary Shaw
Chris & Jamie Wright

In Memory Of:

The Year 2019 marked the passing of several good friends of the Trail.

Dave Blistan, 70, was an avid cyclist and volunteer for years. He is remembered for his work on the Robinson Run Bridge where he was injured. As another volunteer put it, "he nearly gave his all for the Trail".

Paul Mitsdarfer, 79, was one of the "originals". His profile was featured in the March/April newsletter. He loved to run marathons, cycle, cross country ski, and collect railroad memorabilia. He participated in work parties with the Airport Friends.

Jim Ellison, 90, spent hours volunteering with the Cecil Friends. He was often found at the Trail office working with Dennis Sims and friends to address and label the newsletter. Jim was an avid trail walker and could often be found in the early morning between the National Tunnel and Venice.

Paul Katrencik, 73, loved the outdoors. He volunteered with the Cecil Friends. His diligent work and may hours in maintaining the Trail earned him a "Trail Blazer" award.

Roger McElhaney, Jr., 82, volunteered with the Fort Cherry Friends. He started volunteering in early 2000. He helped with the installation of the Quicksilver Bridge. He was recognized for his outstanding volunteerism.

Noel Lettierio, 61, was the secretary for the Airport Area Friends for four years. She represented the Trail at many employee, corporate, and community health and wellness events. She was also well-known for her work with the Tour the Montour. Besides doing a lot of work leading up to the Tour, she was seen at the Tour lunch, greeting each cyclist with a smile and a door prize.

We will miss you all. Moreover, we thank you.