



## Ribbon Cutting for West Peters

The leaves fall, the wind blows, and the farm country slowly changes from the summer cottons into its winter wools.

Henry Beston

The ribbon cutting for the West Peters section in Peters Township from Route 19 to Chartiers Creek will be held on Saturday October 18. The festivities will begin at 10:00 a.m. with the actual ribbon cutting taking place at around 10:30. Congressman Tim Murphy is scheduled to be there and other dignitaries have been invited.

Attendees will be able to park at Tom Robinson's TAR Outdoor Storage and will walk to the east side of the Valleybrook 3 Bridge for the actual ceremony. After the ribbon cutting, the winner of the First Ride Raffle will take their ride. Following that, all attendees will be invited to ride or walk the new section and then return to Tom Robinson's building for a light lunch.



Photo by Dennis Sims

As westbound riders emerge from Greers Tunnel, they will be afforded this spectacular view of the Chartiers Creek High Bridge

"First Ride" raffle tickets are still available for the low price of \$2.00 each or 3 for \$5.00. The drawing for the winner will be on October 15. If you are interested please contact Sue Headley at 412-835-3011 or [sueheadley@comcast.net](mailto:sueheadley@comcast.net).

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## Onorato Announces New 78-Acre County Sports & Athletic Complex

*Sports Legacy Foundation land donation will also lead to extension of Montour Trail*

*Editors note: This is copy of the press release issued by Dan Onorato on July 8, 2008. The Montour Railroad was owned by the Pittsburgh and Lake Erie Railroad at the time of its abandonment.*

Allegheny County Executive Dan Onorato today announced the Sports Legacy Foundation will donate 78 acres of land in Coraopolis, Moon Twp. and Robinson Twp. to the Redevelopment Authority of Allegheny County. The property will be developed into a sports and athletic complex that will include a number of nontraditional athletic fields, recreational programming, trout fishing and an extension of the Montour Trail.

"This is an incredible opportunity to transform a vacant brownfield into a world-class recreational facility," said Onorato. "I want to thank the Sports Legacy Foundation for its vision and for partnering with the County to add to our growing parks, trails and greenways."

The donated property was formerly owned and operated by the Pittsburgh & Lake Erie Railroad and requires some environmental remediation. Once the environmental work is completed, the property will be conveyed to the Allegheny County Department of Parks and transformed into a facility that offers nontraditional playing fields, including rugby, soccer and lacrosse. *Continues on page 7.*

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



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#### MONTOUR TRAIL-LETTER

Suite 3

304 Hickman Street  
Bridgeville, PA 15017

Or E-mail to:

newsletter@montourtrail.org

All other trail correspondence should be addressed:

#### MONTOUR TRAIL COUNCIL

Suite #3

304 Hickman Street  
Bridgeville, PA 15017

MONTOUR TRAIL COUNCIL

PHONE NUMBER:

412-257-3011

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#### NEWSLETTER EDITORIAL TEAM

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## The Prez Sez Legacy Relay and Legacy Revisions

I usually struggle a bit trying to choose what to write about in my bi-monthly column, and this issue is no different. There are all sorts of good things going on, which you will find out about in the various pages of this newsletter. I'll focus on two wildly different things on my mind right now: first, the Legacy Relay Ride to celebrate the completion (well, mostly) of the Great Allegheny Passage; and secondly revisions to the MTC by-laws that you will be asked to vote on at our annual meeting.

The PNC Legacy Relay is a 24-hour non-stop bike relay from Washington DC to Pittsburgh on October 3 and 4 that will be ridden on the C& O Towpath and the Great Allegheny Passage. The bike riders taking part will each do one of the 18 legs of this 335-mile relay, averaging at least 15 mph through darkness and whatever weather Mother Nature chooses to bestow. The relay legs average about 19 miles and 1:15 hours of riding each. The riders will be handing off a proclamation which will ultimately be delivered to and read by the mayor at Point State Park as part of Pittsburgh's 250<sup>th</sup> anniversary.

Montour Trail volunteers will be well represented amongst the participating riders. At least seven of our own will be part of this historic ride: Charlie Beaumariage, Troy Bogdan, Tim Killmeyer, Mark Mendelsohn, Gil McGurl, Bill Orr, Ned Williams, and yours truly. We've all been training for it, so I'm sure we'll hold up the MTC's end of it. Bill Orr, our captain and strongest rider, will be leading a team up over the Eastern Continental Divide. Better him than me!

Moving on to somewhat less exciting things, there are a handful of proposed amendments to the MTC Bylaws posted on our website at <http://www.montourtrail.org/MTCByLawsAmended2008.doc>. This will be the fourth revision to our bylaws, and as it has been seven years since they were last amended, we're clearly converging on how the organization best operates. I urge you to read the proposed changes before you vote.

The amendments being proposed are largely meant to reflect how the organization runs today, plus some changes that the Board believes will allow us to be more responsive and effective. The most extensive wording changes are those that formally recognize the Friends groups that are the backbone of our trail maintenance efforts, and there are refinements to the timing of board member elections vs. elections of officers. Again, these proposed changes codify how we run the organization today.

The rest of the amendments relate to adjustments in the makeup of the executive committee, its authorization to commit funding between meetings, standing committee chairs' terms, check signing authority, and the spending powers afforded the president in emergencies. Exciting stuff? Probably not, but it is part of what we do.

I hope that many of you will be able to join us for the annual meeting this year. Please see the notice in this newsletter for more details, and how to reserve your place.

Passing on your left,

*Mark*

The Montour Trail Council is an all-volunteer organization founded in 1989 to convert the abandoned Montour Railroad right of way and the abandoned Peters Creek Branch of the Pennsylvania Railroad into a 55 mile recreational trail for non-motorized activity regardless of physical ability or financial wherewithal.

## Friends' Meetings and Work Parties

### MTC Board Meeting,

every third Monday of the month - 6:00 p.m. at 304 Hickman St., Suite 3, Bridgeville, PA. Turn right off of the Bridgeville exit of I-79. Turn left at the next light, go straight at next light and make left turn onto Hickman St. just after the Post Office. Call Mark at 724-941-6351 for more information or to get on the agenda.

### Cecil Friends:

Friends of the Trail meeting, every fourth Wednesday of the month at 7:00 p.m. From May-August, meetings are held at the Kurnick Access area along the trail off Cecil Henderson Road; other months meet at the MTC Offices. Work and cleanup parties are scheduled as needed. Call 412-496-4308 for more information, or email densimwx@comcast.net

### Airport Area Friends

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

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

### Bethel Park Friends:

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

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

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

### South Hills Friends

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

### Fort Cherry Friends:

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

### Peters Township Friends:

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

## Trail Dust by the Editor

It was far from a dusty day on the Trail, Saturday, September 13 when the Cecil Friends of the Montour Trail held a photo-op to thank those who made paving the National Tunnel possible. Mother Nature stopped the rain drops long enough to allow the participants to walk from the Burgh's Garage at the Kurnick Access area to the Tunnel and back. While at the tunnel, there was a brief ceremony to say thanks, take a few pictures and cut the ribbon. Upon returning to the Burgh's Garage, there was lunch waiting, provided by its namesake with pizza, wings and beverages.

Cutting the ribbon from left to right, J.R. Shaw from Washington County Tourist Promotion Agency, a young member of the audience, Bill Capp and Charlie Beaumariage, MTC construction volunteers and their leader Frank Ludwin, Washington County Commissioner Bracken Burns, State Representative Jesse White, Frank Daily of Burgh's Pizza and Wings, Cecil Township Supervisors Mike Debbis, and Tom Casciola.

J.R. Shaw, Charlie and Commissioner Burns display the symbolic check from WCTPA denoting the \$10,000 grant that made paving the tunnel possible at right. Proceeds from the Cecil Friends Tails for Trails events made up the difference.

Unable to attend this get-together was Mike Camp of Lane Construction who provided the asphalt at a discount and Don Genusso, Public Works Director of Cecil Township who's crew did the work.



# Scenes and results of the 13th Ikea Montour Trail 1/2 Marathon and 5K Run and Walk photos by Tony Wright and Adele Karabinos



## The 1/2 Marathon Results

Place	Finisher	Town	Time
<b>Men</b>			
1	Eric Shafer	Pittsburgh, Pa.	1:13:48
2	Tim Wu	Pittsburgh, Pa.	1:14:20
3	Gregory Byrnes	Pittsburgh, Pa.	1:14:32
<b>Women</b>			
1	Robin Garber	Pittsburgh, Pa.	1:31:21
2	Pamela Wolstencroft	Moon, Pa..	1:31:43
3	Jessica Winter	Pittsburgh, Pa.	1:35:04



## The 5K Results

Place	Finisher	Town	Time
<b>Men</b>			
1	Jay Dolmage	Morgantown, W. Va.	14:46
2	Pat McGuire	Charlottesville, Va.	15:06
3	Charlie Ban	NA	15:23
<b>Women</b>			
1	Christina Keck	Rochester, N.Y.	18:36
2	Lauren Shaub	Pittsburgh, Pa.	18:47
3	Michelle Corkum	Pittsburgh, Pa.	19:00



*Courtesy of Runner's High www.runhigh.com*

There were 690 1/2 marathon finishers, 235 5K finishers and 57 walkers.

## Trash Cans by Tim Killmeyer



If there's one thing that is lower on the list of volunteer assignments for Trail amenities than Porta-Potties, it has to be... GARBAGE CANS! Airport Area volunteer Paul Manfredi has been doing yeoman's work keeping the cans in that section empty and he mentioned at a recent Airport Area Friends of the Trail meeting that the 10 to 12 year old steel drums we have been using are beginning to rust out at the bottoms. When Frank Keppel and Tim Killmeyer went to visit the company that donated the existing cans those many years ago, they discovered that they are now in the business of making torque converters! So began the search for new 55 gallon steel drums.

Killmeyer did a Google search for a local connection and discovered that Wheeling-Pittsburgh Steel had a connection with an organization of steel container users. He happened to have a friend, Gary Silvestri, who works for Wheeling-Pitt, so he asked him if his company might have some empty steel drums to spare. Silvestri spent a few days making some phone calls and discovered that an affiliate, Mountain State Carbon, had some drums they were going to dispose. Bud Smith, Mountain State Carbon's Director of Environmental Control, began making the arrangements for us to pick up a couple dozen barrels for use along the Trail. Killmeyer and Lance Letterio took a morning ride to Follansbee, West Virginia in Dennis Pfeiffer's pickup truck, towing one of the larger Trail trailers. Met by Patrick Smith, an Environmental Engineer for MSC (no relation to Bud) and Jacob Mannarino, a summer intern, the four of them managed to squeeze 27 barrels on to the trailer. The product that originally came in the drums was in large plastic bags that were lifted out leaving the inside of the barrels looking brand-spankin' new! A big THANK YOU to Mountain State Carbon and all those folks above for helping us to keep our trail clean.

By the way, many people think that those barrels get emptied by the same waste disposal companies that pick up our household trash. They don't. They mostly get emptied by volunteers. They are supposed to be for trail refuse only, so please don't empty out your car or bring stuff from home. You're just making it harder for our volunteers.

## The MRHS and the X-1

In the March-April 2008 issue of the Montour Trail-Letter, mention was made of forming a Montour Railroad Historical Society to preserve the history of the Montour Railroad. The MRHS has become a reality. On August 22, members of the Montour Railroad Yahoo Group, from which this Society was born, met to elect officers. The officers are President, Bryan Seip; Vice President, Stan Sattinger; Secretary, Dennis Sims; and Treasurer, Tim Schumann. There was a sense of urgency at this meeting as a great opportunity was unfolding.

The Ohio Central Railroad was recently sold to the Genesee and Wyoming, which owns railroad short lines all over the world. The Ohio Central had in their possession one of the last remaining pieces of original rolling stock from the Montour Railroad. The X-1 railroad crane was built in 1947 and bought by the Montour for railroad maintenance. It worked on the Montour RR for 36 years until being sold to Briggs & Turvis of Dennison, Ohio in 1983, when the Montour RR ceased operations. When B&T ceased operations, it was sold to the Ohio Central. Now that the OCRR has been sold, the X-1 had to go, either to be scrapped or to some group who would want it. The Railroad was willing to donate the X-1 to a non-profit group. The MRHS asked the Montour Trail Council if they would be willing to be that organization until the MRHS could obtain their non-profit status and the Council accepted.



Photo by Dennis Sims

The X-1 has come home to the site of the Montour #4 Mine which is now TAR Storage.

Century Steel Erectors, the firm who is instrumental in helping us make the J. R. Taylor Memorial Bridge on the Bethel Branch of the Montour Trail a reality, offered their services to

bring the X-1 home as a donation to our groups. To prepare for its arrival, the MRHS needed a location to display it, and Tom Robinson, of TAR Storage, offered to give it space on his property at the former site of Montour Mine #4 on Valleybrook Road and along the soon to be opened West Peters section of Trail. Over Labor Day weekend, the MRHS built a section of track from donated ties and original Montour Railroad rail, spikes and tie plates to await the X-1's arrival on September 5.

The crane weighs 158,000 pounds and was disassembled into 4 truck loads on site in Dennison, Ohio. The X-1 was reassembled when it arrived at Montour Mine #4, where the MRHS will restore it as a static display. You can check out the progress of this restoration project and find more history of the X-1 and the Montour Railroad at [www.montourrr.com](http://www.montourrr.com)

You will be able to visit the X-1 and other MRHS displays when the West Peters section of Trail officially opens on October 18.

## The Bicycle and the Law

By Francis Littleton Fuller Part 1

(another Tim Killmeyer submission from his magazine collection)

When, a few days ago, I stood looking at the oldest "wheel" in America, the veritable prototype of the graceful modern bicycle (Remember, this was written in 1896. Ed.), I traveled in imagination over the eight decades which have elapsed since that venerable "machine" was built. What progress on every side, what changes in all the departments of life! If that octogenarian velocipede could speak, it would tell of green fields and woods and country lanes through which it once rolled in the easy going fashion of the olden time—country lanes and wood replaced by vast cities, "wildernesses of brick, and stone," threaded by noisy, crowded thoroughfares along which now speeds the modern bicycle. This ancient "wheel," covered with cobwebs and dust, stands apart in one corner from the most curious and antiquated collection of bicycles in the country, iron-tired, wooden affairs, some wooden-pedaled, some moved by cog-wheel attachments, some by other devices, but all bearing a family resemblance to the airy-looking "wheel" of to-day. This collection is an object lesson to thinkers; it illustrates by comparison the value of mental processes put to work in a given direction; it "points a moral" if it does not "adorn a tale," and shows why the wheel of 1817 and the wheels of the sixties did not come to stay. About thirty-five years ago Calvin Witty, the owner of this collection, introduced the modern bicycle of that time into this country and amassed a very considerable fortune by their manufacture while the furore lasted. The fashion died out, and for many reason which are not too far to seek. The "wheels" of the sixties were tiresome to work, good roads were few, cycle paths were unheard of luxuries, people generally lived quietly and sensibly, and athletics were not the all-absorbing question of the day. Now everything is different; perfected machines are at hand, and, thanks largely to these, not only men but women and children are athletic, so the new wheel has "come to stay."

If my readers desire to know what the ancient machine I have mentioned looks like, they only have to turn to page 1997 of the Standard Dictionary, and thereon they will see, in cut number one, a very good representation of the "draisine," as it was first styled, in honor of its inventor, Baron Drais, of Mannheim, Germany. This harmless-looking velocipede of 1817 added little or nothing to the English language. Our modern wheel has originated many words and some "slang," as will be seen by consulting the Standard. I believe this first "wheel" made no impress on our system of jurisprudence, as our modern bicycle is bound to do. I do not imagine that it ever occasioned any loss of life or limb, or created any special form of disease, for it was so constructed as to make "scorching" an impossibility, and so simple in mechanism that it could be more easily stopped than put in motion. Alas, how different is the many-sided record of the modern bicycle!

Bicycling having become a new mode of transportation, and a mode involving new dangers to human life, it will, in the nature of affairs, give rise to a special code of law. "May be a Homicide!" was the startling caption of a column in the *New York Herald* a short time ago. This shouldn't have sent a thrill of warning and horror through every bicyclist who is fond of "scorching," for it was published concerning a young man who had ridden down a pedestrian and fractured his skull.

*Continues in the next issue.*

## MONTOUR RAILROAD HISTORY BY BOB CIMINEL

**Early Leaders of the Montour Railroad**

When the Imperial Coal Company organized the Montour Railroad in 1877, the initial officers of the company were well-established members of the Pittsburgh business community.



WILLIAM MCCREERY

William McCreery, the Montour's first president, was born on August 14, 1828 in Washington County. By age 28, McCreery had organized the Hitchcock & McCreery Company to operate the first grain commission house in Pittsburgh. The firm was dissolved in 1883, and at that time was the oldest firm in the City.

Around the time of the Civil War, Mr. McCreery entered the railroad business by building and running the Ashtabula, Youngstown and Pittsburg Railroad, which was eventually leased by the Pennsylvania Railroad. After a disagreement with the PRR, Mr. McCreery resigned and built a competitive railroad that became the Pittsburg & Lake Erie Railroad. By the time he completed his 33rd year in business, Mr. McCreery had built seven railway lines and held the presidency in four of them.

Mr. McCreery also achieved fame as the chairman of Pittsburgh's Relief Committee for victims of the Johnstown Flood. He was on the first board of directors for the Pittsburgh Chamber of Commerce, was one of the original organizers of Allegheny General Hospital, and also worked with the Pittsburgh Association for the Relief of the Poor.

William McCreery's route to the Montour Railroad began in 1875 when he was elected president of the P&LE. And this is how the P&LE kept the Montour Railroad within its sphere of influence from the Montour's creation in 1877 until it was abandoned in 1985.

With Mr. McCreery, Mr. L. M. Jenkins was elected treasurer for the Montour. Unfortunately, the only historical record found on Mr. Jenkins was his 1893 partnership in the firm of Sample & Jenkins, a large general merchandise distributor in McKees Rocks. There is no mention if Mr. Jenkins was still on the Montour board of directors at that time.

As with Mr. Jenkins, there is not a lot of information about Mr. F. L. Shallenberger, the Montour's superintendent. Evidently, before becoming the railroad's superintendent, Mr. Shallenberger was a dealer in West Virginia lumber, specifically Oak, Poplar, Walnut, and "Railroad Ties."

There is one other individual associated with the early Montour Railroad of whom we have a lot of information. Mr. Charles A. Cooper, a civil engineer, who physically laid out the railroad and oversaw its construction.

Mr. Cooper was a resident of Coraopolis and a principal in the Edeburn, Cooper & Company engineering firm. He was born in Moon Township on November 25, 1845, the son of William and Nancy (Gilchrist) Cooper. Mr. Cooper's railroad experience began as a civil engineer during the construction of the Pan Handle Railroad, which later became the Panhandle Division of the Pennsylvania Railroad and the forerunner of the Panhandle Trail. In addition to surveying the right-of-way for the Montour Railroad, Mr. Cooper also opened the mines of the Imperial Coal Company, the Montour's owner.

Mr. Cooper's original survey of the Montour was modified after the Pittsburgh Coal Company purchased the railroad in 1901. Major realignments were made between Montour Junction and Imperial, the most notable being the Jefferytown (Enlow) Tunnel at Trail milepost 7.

*Bob Ciminell 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 233 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

Janet Ball  
 Paula Brant  
 Alexandra Calabrese  
 Douglas Corwin Jr.  
 Dan & Shelly DiCesaro  
 Deborah Dobda  
 Steven Doerfler  
 Catherine Hebert  
 Mark Jurena  
 Gretchen Kennedy  
 Donald Kost  
 Robert Koster  
 Robert LeBras  
 Richard Lipowski  
 Robert May  
 Lori Morne  
 Gregg & Laura Morris

Robert Morris  
 Don Noto  
 Dan Peden  
 Edmund Ruffin  
 Jim Schutte  
 Timothy Sheedy  
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 Gerald E. Rhine  
 Helge H. Wehmeier

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

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- Individual** \$25
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- Sustaining** \$100
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*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.

## Onorato continues from Page 1



Montour Junction 1967  
 Photo Courtesy Penn Pilot

The Sports Legacy Foundation is proud and excited to be able to contribute this land to the citizens of Allegheny County," said Jim Wilharm of the Sports Legacy Foundation. "We believe it will be a great addition to what we feel is already an outstanding parks and recreation system."

The site, commonly referred to as Montour Junction, is bordered by Pa. Route 51 to the west and south, the CSX Railroad and Coraopolis Bridge to the north, and residential areas to the east. The head of the Montour Trail is approximately one mile to the south. Montour Run, a stocked trout stream, bisects the property.



**MONTOUR TRAIL COUNCIL**  
Suite #3  
304 Hickman Street  
Bridgeville, PA 15017

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**Next Issue:**

Highlights and pictures from the Grand Opening of the West Peters Section

The Annual Dinner

The PNC 250 Legacy Relay from Washington DC to Pittsburgh

Tour the Montour wrap-up.

Deadline for submitting articles for the November-December Trail-letter will be November 10, 2008

