



The Official Publication of the Montour Trail Council

MONTOUR TRAIL-LETTER

Volume 21 Issue 5

September-October 2010

It Looks Like a Brand New Trail! by Bill Capp, Project Manager



The three miles of the Montour Trail between the Panhandle Connector (Milepost 17) and the Quicksilver Parking Lot (Milepost 14) have been improved this summer. Brush and trees were cut, ditches were cleared, new drains were installed, and over 1750 tons of limestone were used for resurfacing. The parking lot at Quicksilver was reconfigured to a layout similar to Boggs. Ford Shankle shot some video of the work and has placed it on YouTube: <http://www.youtube.com/watch?v=G83GaTi9iEI>.

The work was completed by the volunteers listed to the right who donated over 2000 hours of labor.

The equipment which was used on the project was mostly Montour Trail owned and Frank Ludwin maintained. Since none of the equipment is new (if they were automobiles, they would all be eligible for classic car plates), breakdowns did occur. Emergency

- | | |
|------------------|---------------------|
| Roger McElhaney | Frank Ludwin |
| Bill Capp | Charlie Beaumariage |
| Ralph Donovan | Mark Imgrund |
| Joe Lodge | Larry Castner |
| Tom Prezel | Nick Jarina |
| Troy Bogdan | Dick Ellis |
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| Bob Sutton | |

repairs, however, enabled them to be returned to service. Thus, the equipment and the essential role it plays represents your MTC donated dollars “at work”.

This three mile stretch of trail may finally be equipment free, but this does not conclude the project. After fence is installed, the equipment will be moved and work will begin to improve the drainage conditions between Mileposts 9 and 12. (North Star Road to Route 22). That portion of the project may not be completed until next spring.

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The 15th Annual IKEA and UPMC Urgent Care - Montour Trail ½ Marathon, 5K Run and 5K Fun Walk

by Joe Ralyea, Race Director

The 15th Annual IKEA and UPMC Urgent Care Montour Trail ½ Marathon on Saturday, September 11 saw 294 5K and 729 Half Marathon runners complete the race.

The ½ Marathon Run Open Men winners were as follows: 1st Place, Thomas Lipsie, 43, (1:14:38); 2nd Place, Eric Anish, 41, (1:14:48); and 3rd Place, Tim Wu, 29, (1:15:11). The ½ Marathon Run Open Women winners were as follows: 1st Place, Lisa Cron, 31, (1:24:57); 2nd Place, Jessica Gangjee, 32, (1:25:03); and 3rd Place, Jeanna Heink, 23, (1:25:42).

The 5K Run Open Men winners were as follows: 1st Place, Daniel Pike, 23, (16:51); 2nd Place, Bill Shepardson, 26, (17:51); and 3rd Place, Eric Angstadt, 25, (17:56). The 5K Run Open Women winners were as follows: 1st Place, Debbie Skinger, 29, (19:28); 2nd Place, Bearett Tarris, 11, (20:06); and 3rd Place, Alysha Bartosh, 30, (20:24).

A special thank you to all of our sponsors including title sponsors IKEA and UPMC Urgent Care at Robinson. Kevin Smith, Elite Runners and Walkers was a large and very important sponsor again this year. We also had a number of very important corporate and supporting sponsors including Super R Bakery, Shearer’s, GlaxoSmithKline, Dick’s Sporting Goods, Fort Pitt Capital Group, Eat’n Park, Interstate Communications and Electronics, First Niagara Bank, Road ID and Dole.

A huge thank you goes out to the very hardworking committee members who once again planned and delivered a successful race. This wonderful team includes Phyllis McChesney, Cathy Connor, Angela Cubbison, Burt Cubbison, Janet Jackson, Tim Marsh, Pete Merther, Dennis Pfeiffer and Vann Weaver.

Another huge thank you goes out to the many volunteers that work the event and make it such a special experience for the participants. The event could not happen without such strong volunteer support.

A link to race results, event pictures, as well as information for next years Montour Trail ½ Marathon, 5K Run and 5K Fun Walk can be found on our website at www.mtchalfmarathon.com.

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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THE MONTOUR TRAIL-LETTER

is published bi-monthly January through December. All correspondence should be addressed to:

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The Prez Sez:

The Power of Events

Saturday, September 11 was an occasion for observation and remembrance throughout the country. For us, the event was the fifteenth anniversary running of the IKEA / UPMC Half Marathon and 5K race. It was a great success in many ways, not the least being the outpouring of volunteer effort that made it happen.

Of course the front face of an event like this is the tremendous energy of the runners. It's the largest half marathon in the region, with over a thousand participants. Few races offer a mile of downhill, with the rest being on a forgiving surface of crushed stone, like a cinder track that goes someplace. Runners had trained long and hard all summer, storing the miles in their muscles for this day. While the burst at the start is the brightest and captures the press photos, you can just feel their energy at any point along the course. Even at race mile 12, they pick up the pace upon hearing that there's only one mile to go!

But look a little closer, and you can see the energy of the volunteers, too. Montour Trail volunteers were everywhere: at registration, hauling water, at intersections, after the finish line. For the people who serve on the Race Committee, this event is a year round enterprise, meeting in the fall after the race, and then starting again in the spring. The pace certainly picks up in the final pre-race weeks, and especially days. But as to the day of the race, even first time race director Joe Ralyea was amazed at the tremendous outpouring of volunteers. Dozens upon dozens of jobs were handled, endless questions answered, and a thousand people gotten safely across our, and their own, finish lines.

And, at least for a while, they were all trail users. Even – or especially – those for whom this may be the only time each year that they are on the Montour Trail, and there are a lot of them. This is the key to the connection between these two large pools of energy, that of the runners and that of the volunteers: each depends on the other. The race could not, of course, exist for the runners unless the volunteers came out and did all the work. Conversely, it takes an event this large, with the need to take care of a thousand people, to bring out Montour folks from every part of the organization and geographic area of the trail. To thank them all would require this column to be a list of names, in small type.

Every year it's the largest single volunteer response on the Montour. (It was almost, but not quite, topped by our one-day trail-wide cleanup this Spring.) It certainly is an opportunity to see your work be of immediate benefit to a trail user, and many times over at that. Few human actions are as deeply rooted as giving water to a thirsty person, and the ways in which runners are helped to achieve their athletic goals just pyramid up from there, throughout all the layered tasks that make this event work so well.

I believe this is really the fundamental thing going on here, the thing that gets so many of us to give so much. Yes, the event raises funds which are needed, but it's the way our volunteers feel about the Montour Trail as they go away from that day that counts. They feel good about their effort, about showing lots of new people a good time in the Trail, and about making the Montour even more of a treasured, respected recreational amenity in this region.

As someone in this business has said: "You might feel tired, but it's a *good* tired."

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 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 412 264-6303 for more information. Work and cleanup party, every second Saturday of the month - 9:00 a.m. Call 412 262-3748 for more information and location.

Bethel Park Friends:

Friends of the Trail meeting, every first Tuesday of the month at 7:30 p.m. in the Bethel Park Municipal Building Council Chambers. Anyone interested in the Bethel Park Trail segment is encouraged to come. Work and cleanup party, every second and fourth Saturday of the month - 8:30 a.m. Call Bob O'Connell at 412-833-6259 for location and information.

South Hills Friends:

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

Fort Cherry Friends:

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

Peters Township Friends:

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

The Montour Railroad Historical Society:

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

New Picnic Shelter at Mile Post #1 by Allen Prevendoski with Phyllis McChesney

The Montour Trail has a new covered picnic table near Mile Post 1 thanks to the efforts of Boy Scout Bracy Scott of Troop 358 in Coraopolis, twenty nine volunteers from four scout troops and volunteers from the Airport Area Friends of the Montour Trail.



Bracy approached Janet Jackson, Advancement Coordinator, for Troop 358 and also a member of the Airport Area Friends group about a desire to do something for the local community and the Montour Trail for his Eagle Scout

Project. Both Cub Scout Pack 358 and Boy Scout Troop 358 in the Coraopolis area utilize the Trail at various times of the year for biking and hiking. Bracy and Mrs. Jackson developed a list of three choices that would be suitable for his Eagle Scout project and benefit the trail. Bracy presented these suggestions at the April meeting of the Airport Area Friends. The friends group choice was a covered picnic table that would be constructed near Hassam Road in Moon Township.

Allen Prevendoski, a volunteer with the Airport Area Friends, worked closely with the scout in the planning and construction phases of the project. The two adapted a standard design to improve the overall stability and comfort of the structure and to improve rain protection. Bracy was able to fund the project with private donations of money and materials. The construction of the covered picnic table was undertaken during three days in August. Twenty-nine adult and scout volunteers from Boy Scout Troops 358, 905 and 831 in the Airport area and Troop 33 from Mobile, Alabama assisted with the project. A total of 288 volunteer manpower hours was recorded.

Bracy Scott is currently a Life Scout working towards his Eagle Rank with Troop 358. He is the son of Pat and Sandy Scott of Coraopolis. Bracy is 16 years old and attends Cornell Senior High School in Coraopolis.

Volunteers Needed

Help Wanted - The MTC is looking for someone with bookkeeping/accounting experience to help the Treasurer. Duties would include, but not limited to; entering invoices, running reports and bank reconciliations. Experience with Quickbooks and Excel is required. If you would like to volunteer your time, contact **Bill Orr** at axpwaldo@verizon.net or call 724-695-2638.

The Trail Council is seeking a volunteer to handle the **duties of the United Way Coordinator.** The Council receives donations from a variety of United Way locations across the country and a volunteer is needed to track the donations and donors and submit the information to be included in our membership database. Some spreadsheet skills are necessary and the ability to run reports from the United Way's website. If interested, please contact **Bill Orr** at axpwaldo@verizon.net or call 724-695-2638.

GlaxoSmithKline (GSK) and Airport Friends Work Party by Dennis Pfeiffer

Wednesday, September 8, was a beautiful summer day and perfect weather for a work party on the Montour Trail. Twenty employees from GlaxoSmithKline (GSK) spent the day working with the Airport Friends work crew foreman on five projects. Airport Friends President Phyllis McChesney and GSK Team Leader Missy Loughman coordinated the efforts for the day. This GSK work party was perfect timing to get the trail in great shape for the Saturday Montour / IKEA races and walk.

After a very substantial continental breakfast compliments of the Airport Area Friends, the five GSK work crews commenced on tackling the days projects with their Airport Area Friends foremen. These great work crews accomplished the following:

Crew #1 - Four GSK employees and foremen Gerry Bates & Allen Prevendoski trimmed the grass at fourteen sites from Mile "0" to Mile "6". (Trimming is mostly around bridges, road intersections and trail heads)

Crew #2 - Four GSK employees and foreman Jim Stauber trimmed the grass at fourteen sites from mile 9.3 to mile 6.

Crew #3 - Four GSK employees and foreman Carol Lake raked off the substantial grass deposits all along the sides of the trail from North Star Road mile 9.3 to California Hollow Road mile 7.8. This was necessary because on the previous Saturday this section was widened by removing the encroaching grass along the sides, leveling and rolling the surface material.

(Note: Our MTC President Ned Williams and MTC Treasurer Bill Orr thought this section could be a candidate for resurfacing in the near future.)



GSK Employees and Airport Friends pose for the obligatory group photo

Crew #4 - Four GSK employees and foreman Tim Killmeyer applied a second coat of thick black paint on the insides of the seventy two (72) foot long Bridge over the stream by the I-376 road bridge. They also refurbished a portion of the flag mural under the Montour Run Bridge at trail mile 3.1.

Crew #5 - Four GSK employees and foreman Ken Gregory worked on the "Gregory Gardens" at the Boggs trail head. They cut grass, installed planters, planted bulbs and placed walking slabs.

We thank the hard working GSK employees and the Airport Friends foremen, our President Phyllis and the GSK Team Leader Missy Loughman who made this day a great success. The GlaxoSmithKline office is up from the trail Gazebo off Fex-EX Drive at 1000 GSK Drive in Moon Township. For those of you who don't know, GlaxoSmithKline is one of the world's leading research-based pharmaceutical and healthcare companies.

Note: The Airport Area Friends of the Montour Trail always welcome anyone who wishes to give a hand. Please see monthly meeting & work party information on page three.

Airport Connector Update

by Tim Killmeyer



It won't be long until travelers, employees, and others will be able to bicycle to and from Pittsburgh International Airport without using the highway or a shuttle. After the formal agreement was signed last Fall with the Airport Authority, and thanks to a \$57,000 Allegheny County Regional Asset District grant (your extra 1% sales tax at work!) work has begun on Phase One of the project which gets riders from the five points intersection at Enlow (near Mile 8 of the Trail) through abandoned Old 978 and McCaslin Rd.. (now airport property), currently gated, to Clinton Rd. Just below the Clinton Exit of I 376 just north of the airport. Phase Two, going out to bid very soon, will get people to the long term parking lot to the terminal itself. Look for a Spring 2011 grand opening.

In the meantime, signs have been erected on Phase One, paths around the gates are completed and it could be open to riders in the near future. (When it is open, riders MUST stay on the road and not venture off the road, or they will be facing the wrath of Homeland Security and could possibly ruin it for everyone else.) Watch for signs and stay tuned!

Twilight Trail Walk 2010

The Peters Friends hosted the Twilight Trail walk on Friday July 30. The popular event took place along Arrowhead Trail in Peters Township. This year's event had around 500 participants and raised over \$5,000; once again topping the previous year's total. All of the money raised will go towards trail maintenance in Peters Township.

The three mile round trip walk was lit with more than six hundred luminaria. Participants enjoyed cookies and drinks donated by Eat'n Park Hospitality Group. Entertainment was provided by DJ Bryan Lee at St. Petersburg Center.

This year we had two title sponsors Lighthouse Electric and Casper Colosimo & Son, Inc. Other sponsors were St. Petersburg Center, My Big Fat Greek Gyro, Farm House Coffee, The Eye Gallery, Eat'n Park Hospitality Group, David M Patera-State Farm Insurance, Carr & Associates, Tony Zuback-Erie Insurance, Opeka Auto Repair, McMurray Dairy Bar, Pat & Al Cambridge, Frank Brownlee-Brownlee Trucking, Bruce Yeager-Allegheny Machine Tool, Inc, Millers Ace Hardware, Lester Botkin-Morgan Stanley Smith Barney, Fred Wagg, Dr. Shawn & Lauren Stopperich, Jeff Mertens-Mertens Dental Associates and an anonymous Friend of the Trail. Many raffle prizes were donated by local businesses.

Events like this would not take place without all of the great volunteers that worked hard to make it happen; Jim Robbins, Karen Robbins, Craig Robbins, Jane Robbins, Rachel Robbins, Sarah Robbins, Mark Imgrund, Tina Imgrund, Steve Imgrund, Jamie Headley, Sue Headley, John Kozak, Jack Shoup, Noreen McGurl, Gil McGurl, Peter Kohnke, Chris Nagoda, Carol Lee, Mike Neville, Heidi Neville, Paul Everson, Taylor Everson, Kevin Hough, and Jason Firewicz.

MRHS Restores Signal Board by Bryan Seip

As Montour Railroad engineers approached a grade crossing, they would see a winged steel sign posted beside the tracks with the word SIGNAL on it. This would cue them to begin blowing their horn or whistle to warn traffic at the crossing that a train was about to cross the road. Some railroads use a white post with a "W" or an "S" as a signal post, while the Montour used the signal board.



Bryan Seip and Carter Roth complete installation of the signal board. (Carter Roth photo)

Montour Railroad Historical Society members recently restored one of the original Montour Signal Boards and erected it as part of the historic display at Trail Milepost 30 in Peters Township. Thanks to PPG Paints for donating the materials used in the restoration.

MRHS has also erected new interpretive signs at the site, which show historical explanations of the Signal Board, Railroad Mileposts, the X1 Crane and Montour Mine #4.

For more information, visit: mrhs.montourrr.com

This Is No Bull

Upon completion of the resurfacing of the trail between the McDonald Viaduct and the Quicksilver parking area, cows broke through a fence and defaced the newly surfaced trail in more ways than one. This led to some Googling, and Dennis Pfeiffer found this article (below and left) from the July 12, 1934 edition of the Pittsburgh Press. Pam Nixon who assists Bob Ciminel on his Montour History articles confirmed the deed record and Gene P. Schaeffer has the official records and a photograph (below and right) from the Montour Railroad proving this is no joke. The location of this "subway" was believed to be somewhere between McDonald and McAdams.

THE PITTSBURGH PRESS

Self-Respecting Cow Aided by Judge Smith

By JOE HUHN

No self-respecting cow, laboring under the psychological inhibitions of that peaceful animal, would walk under a dark passageway unless trained to do so, and as a result the Montour Railroad Company will have to build a subway.

Judge Ralph H. Smith so directed in an opinion handed down yesterday in Common Pleas Court, in the suit filed by D. C. Brown, who purchased 800 acres of the McDonald farm in Robinson, Mt. Pleasant and Cecil Townships. According to the deed of John J. C. Robinson to the railroad company, the railroad company agreed to build a subway near his barn, to permit cattle to pass through.

There is a culvert now with a six-foot clearance, which the railroad company officials contended was large enough to permit passage. When Mr. Brown secured title to the farm he noticed the provision in the deed and endeavored to have the railroad company build the subway. Unable to do so, he brought court action.

Judge Smith found in his opinion that a "six-foot culvert was large enough to permit passage through it of the body of the cow." But he further added:

"The evidence in this case clearly established that no self-respecting cow, laboring under psychological inhibitions of that peaceful animal, would, without great persuasion, some compulsion or perhaps induce-

ment, offering a slippery footing, unless especially trained to do so."

The court directs that the subway is to be built near the barn, since the railroad company has not discharged its covenant obligations. The Pittsburgh Coal Company owns the defendant railroad.

Gander Replaces Dog

UNION, Wis., July 12 — Paul Christianson, farmer near here, has no need for a watch dog on his premises. An old gander performs that duty with great efficiency. If an intruder puts in his appearance, the gander hisses a warning. If the trespasser still remains, the gander grabs a bull-full of flesh and hangs on.

SO YOU WILL HAVE TO BUILD A SUBWAY

CHANN PL



HEIRS TO \$15,000,000 HUNT 'TREASURE BAG'

Luggage Thought to Contain Fortune Fails to Yield Huge Sum

By The United Press

MONTREAL, Que., July 12—Heirs of Mrs. Sarah Smith Scollard, Chicago, who believed that part of her

Gilmore Junction and Morris Mine

The story of Gilmore Junction and the Morris Mine began in 1899 when Mrs. Anna Burgan purchased large tracts of land along Route 50 (Millers Run Road) west of Venice. Anna, who made her home in Carnegie, PA, was the widow of William Burgan, whose father founded the Carnegie Coal Company, the Pittsburgh Coal Company's biggest competitor in the Pittsburgh District. Mrs. Burgan was an astute businesswoman in her own right and knew how to make money speculating on the coal, oil, and gas underlying her properties.



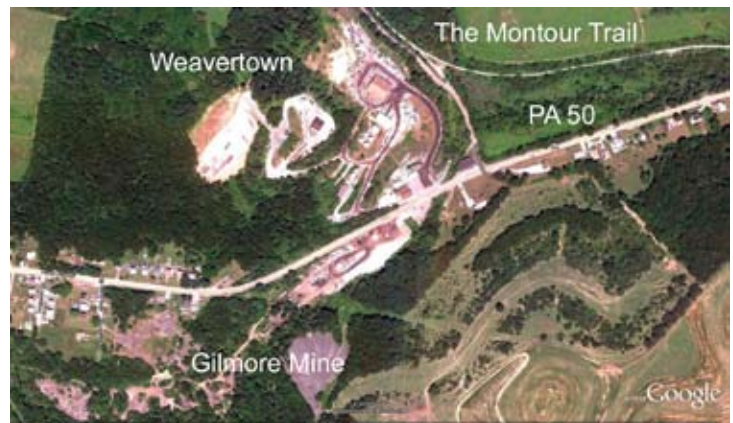
Anna Burgan's involvement with the Montour Railroad began when the railroad purchased the right-of-way for its new Mifflin Extension through her property in 1912. With the railroad came modern coal mines and it was only a matter of time before these mines would be burrowing under Anna Burgan's land. However, Anna had her own plans for that coal, as well as the money and connections that would allow her to bring those plans to fruition.

By the close of 1901, the Pittsburgh Coal Company had purchased or leased the subsurface mineral rights beneath Anna Burgan's property. Anna Burgan's original deeds from 1899 and 1902 do not mention the coal underlying the property, which may have already been sold or leased to the Pittsburgh Coal Company by the original owners.

By 1920, the Pittsburgh Coal Company's Montour No. 1 and No. 2 mines to the north and east of the Burgan property had been in operation for about six years. U.S. Steel was also developing the National No. 3 mine at Muse, south of Anna's land. The Midland mines to the west were digging eastward and would soon reach Anna's land along Millers Run Road. It would not be long before the Pittsburgh Coal Company miners would tunnel beneath Millers Run and begin digging out acres of "black diamonds" under the Burgan property. Although the specific details are missing, we do know that Anna was able to make an end run around the Pittsburgh Coal Company when she joined forces with the Gilmore Coal Mining Company, incorporated in 1920 by Samuel Gilmore, a resident of Pittsburgh. The pivotal year was 1922.

In February 1922, Anna Burgan purchased 177 acres of coal under her land from the Pittsburgh Coal Company for \$1.00 and promptly leased the mining rights to the Gilmore Coal Company. The 30-year lease was predicated on Gilmore guaranteeing to mine and ship a minimum of 333,333 tons of coal annually, paying Anna a 15 cent per ton royalty. The lease would generate about \$15 million dollars in revenue for Anna (\$195 million today), which was a very good return on her \$1.00 investment. (Anna spent \$32,184.50 when she purchased the land from her father and brother.)

The Gilmore Coal Company picked the location for its new Morris Mine close to the Montour Railroad main track southeast of Montour No. 1 mine at Southview. (Trail Milepost 20.9) As the mine structures and underground workings took shape, the Montour graded and laid the track for the "Midland Spur," which began at "Gilmore Junction," crossed Southview Road and Millers Run Road (PA Route 50) at grade, and ran along the north side of Millers Run to the new tipple. Naming the new track the "Midland Spur" was a harbinger of things to come, as described in the article Westland Mine – The End of the Montour Railroad in the July-August 2010 issue of the Montour Trail-Letter (Vol. 21 Issue 4)



The Pittsburgh coal seam was about 100 feet underground at the Morris Mine tipple on Millers Run, which meant a shaft was needed to reach the coal and a hoist to bring it to the surface. Unlike the other shaft mines nearby (Montour No. 1 and No. 2 and National No. 3), Morris also had a slope entry on the south side of Millers Run. The slope was used to raise and lower miners and supplies into and out of the mine. Gilmore Coal Company also built the village of Gilmore northwest of the tipple. The town consisted of 22 homes and a company store. The village of Gilmore still exists; however, the tipple and hoist house/bathhouse were torn down in the late 1980s.



Gilmore Coal Company and the Morris Mine traveled a rocky road throughout their existence. The real problems began with the 1928 coal strike when United Mine Workers members picketed the mine, which was a non-union operation. Thirty union miners were arrested. In 1930, the Gilmore Coal Company was forced into bankruptcy and fell into the hands of a court-appointed receiver. In 1931, four UMW members were arrested for dynamiting House #13 in the Gilmore patch. *continues on page 7*

Bob Ciminell is the founder of the Montour Railroad Yahoo group http://finance.groups.yahoo.com/group/montour_rr/ There are currently 296 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

Mary Ann Bazzoli
 Kenneth Bixby
 Cameron Measurement Systems Employees
 Richard DeRemer
 Marilyn Felton
 Mark & Susan Gerber
 Greg Johnston
 Peter Klemens
 Lou Majoris

Chris Mullin
 Michael Nave
 Marge & Bill Norbutt
 Sylvain Perret
 Marie Smith

Benefactors

Charles L.Foley
 Louis & Vida Komer
 Dave & Veronica Mattson
 Jim & Pat Stafford
 Cameron Measurement System Employees

Gilmore Mine continues from page 6

(It was around this same time that a mine foreman's home was dynamited near Imperial. The foreman worked for the Clinton Block Coal Company, which was also non-union.)

In 1932, approximately 250 miners were employed at Morris Mine and were paid under what was known as the "60/40 Cooperative Plan." The miners were paid 60% of the price the mine received for a ton of coal, up to a maximum of \$.06 a ton.

A November 1932 newspaper article on this payment system showed a Morris miner's two-week pay stub:

Number of tons mined: 1,790
 Total Credit: \$18.88
 House Rent: \$6.00
 Store Account: \$5.50
 Less 39.01%: \$7.36*
 Total Debit: \$18.86
 Balance: \$0.12

*This was the deduction under the 60/40 agreement because the company could not sell the coal at a high enough price to pay the miner \$.06 per ton and cover its operating costs.

The miner received 12 cents for two weeks of work.

With the Gilmore Coal Company in bankruptcy, the Valda Coal Mining Company leased the Morris Mine from the receivers in 1933, the same year another strike suspended operations. By 1934, Valda was in bankruptcy. In 1936, Paul Weise leased the mine. The mine operated sporadically until it was closed sometime after 1956. The tipple, bathhouse and slope entry were still standing in the mid-1970s, and the Midland Spur continued to serve the Westland Mine until it closed in the mid-1980s.

(Thanks to Pam Nixon at www.whispersfromthepastwebs.com for providing the excellent information on Anna Burgan and to Alan Hinton for the great photos of the Morris Mine and Gilmore Village.)

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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Address _____

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Email _____

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 Suite #3
 304 Hickman Street
 Bridgeville, PA 15017

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Don't Forget
 The Montour Trail Council may be designated as your United Way Contributor Choice as option #3308.



MONTOUR TRAIL COUNCIL
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Bridgeville, PA 15017

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