

The MILEPOST

Mon Yough Trail Council's Yough River Trail Newsletter

May 2014

Volume 23, Issue 1

"The work goes on, the cause endures, the hope still lives and the dreams shall never die."
Edward Kennedy

4th Annual Boston Trail Half-Marathon & 5K Run/Walk

By Bill Hall, President of MYTC,
and Judy Marshall



A great day! A great event! Thank you to all the volunteers and participants for another resounding success. A pleasant morning that began with temperatures in the low 40's and ended in the low 60's suited volunteers and runners alike. Almost 700 runners and walkers registered this year, in spite of a holiday weekend, and, in spite of several other local running events scheduled the same day or within a week of our own event. Reflecting a growing popularity, participants represented a dozen states, from Michigan to Rhode Island, from Florida to New Hampshire. What an exciting turnout and tribute to our community!

Once again, Jefferson Hospital was well represented by five teams and 70 participants. In addition, Jefferson volunteers played a key race-day role,



Photo by Betsy Manderino/trailphotos.biz

providing pre and post-race stretching and commanding two of the water stations along the course. Thank you Jefferson Hospital!

The Boston Trail Half Marathon & 5K Run/Walk is a big undertaking. It demands the efforts of almost 100 volunteers, from not only the Mon/Yough Trail Council and Jefferson Hospital, but the Greenock Volunteer Fire Company and many other friends, relatives and trail enthusiasts as well. The event also relies on the Elizabeth Township EMS for emergency medical support, the Elizabeth Township Police Department for safety and traffic control, and the Twin Rivers Council of Governments for tents and other equipment. Thank you to all - we couldn't do it without you!

Proceeds from this event benefit maintenance of 15 miles of the Youghiogheny River Trail, part of the Great Allegheny Passage. For that we are grateful to our participants, as well as our sponsors:

Jefferson Hospital

Jim Shorkey Family Auto Group
Rich's Parkside Den, Pozzuto's Auto Service,
The Elizabeth Companies, The UPS Store White Oak,
Trail Photography Unlimited, Vista Metals,
Bour Associates, The Embroidery People,
DJ Nick Funn, and NUGO Energy Bars

Thank you!



Stranger's Zeal to Help Eases Bicyclist's Injury

*The following is an excerpt of an article formerly appearing in Pittsburgh Post-Gazette's section, **Random Acts of Kindness**. It showcases a common trait of those who use and support our Trail. **Rich – if you are out there and read this, please accept our gratitude. You epitomize the caring and selfless spirit evident in our Trail community.***

The author of the article wrote...After snapping my collarbone in a serious bicycle accident on the Trail around Markleton, I was lucky enough to have a guardian angel stop and render remarkable, selfless assistance. 'Rich' happened to be on the Trail riding close to where he and his wife were camping in Confluence.

Once we figured that I wasn't in a life-threatening situation, Rich offered to bike back to his camp site over ten miles away and drive his truck back to pick me up, along with a friend who was riding with me at the time. I felt particularly blessed because we had no phone service and were more than 50 miles from where we had staged our own cars in Cumberland, after coming up the day before from the DC area.



This was just the beginning of Rich's limitless kindness that day. He loaded our two bikes in his truck and drove us to Ohiopyle, where we were staying the night with others in our group before riding back to Cumberland the next day. Given my condition, Rich then drove me to the Uniontown Hospital emergency room where I was X-rayed, treated and released, a process taking several hours.

Rich returned me safely to Ohiopyle close to midnight and then continued back to his camp, where I can only imagine he had a hard time explaining to his wife how he could have given so much to a complete stranger. But I suspect by now she knows what a special person he is.

Rich had waited the entire time with me at the hospital, providing encouragement and humor and

exhibiting a spirit that we all should try to achieve. He completely dismissed my concern about this intrusion into his life and particularly his precious, free recreational time. He said he would be happy if I would simply 'Pay it forward'. I will and thank you, Rich!



"Copping" Lunch in Dravo

By Dan Piesik, Storyteller

It was 1953 - a typical November Sunday that was about 40 degrees with a dull, gray sky laced with dark clouds. Dad and I would spend many Sundays walking along the old P&LE Railroad access road parallel to the tracks that allowed trucks to haul track crews and material for track maintenance. Walking from Port Vue to Boston was our usual route, but on this particular day we decided to explore a different section.



Driving to Twele Road in Greenock, we found a gate blocking the railroad access road so we parked the 1950 Chevy nearby and started out for our walk. The path was free from water ruts and obstructions which made the walk easy and carefree. Of course, talk about hunting and fishing as well as nature and the woods dominated the conversation. As we passed the two "hollows" which drained the water from the steep hillside, we stopped to comment on the system halfway up the hill that supplied Youghiogheny Country Club with water. In 1913, the water was supplied from McKeesport but during the 1920's, the water came from Versailles via Boston. We hiked up to the site and found remains of a wooden water tank and a rusted out steel one. It was surrounded by a stepped concrete retaining wall.

Continuing our walk toward Dravo, I became very excited seeing sections of the Youghiogheny River. It was amazing to see the number of young trees that held up the hillside, as most hardwood trees four to

six inches in diameter were cut down for pit posts for local coal mines. As a matter of fact, many hillsides were bare because trees were not allowed to mature as they are today.

After several hours of leisurely strolling, we reached Dravo. The cemetery and its tomb stones were now visible as the weeds were dead and gone making the area passable. We understood burials were now very rare because the access road (Henderson) was mostly impassable. Near the cemetery, the large corn field was barren which allowed us to view the ancient red brick house beyond the field. Talking to the tenant of the house, we found out that the home had no water or natural gas. Just up from the railroad the spring house that supplied water for the tenant provided us with a refreshing drink of water.

On the up river side of Henderson Road was the Elizabeth Township garbage dump. Where the SST and water pump are located today, there were a series of rusted-out corrugated steel buildings that were used for storage and animal shelters. On this day, with the exception of the corn fields, we found no pigs or other livestock to suggest that farming was still practiced here. We spent quite a bit of time exploring the area. Stringtown was no longer there and the pits that marked where houses once stood were all that remained. We also found much junk and piles of debris scattered all over. Just up river from this area, the remains of a "sky ferry" were seen.

As the hour grew later, Dad and I decided to head back to the car. Just down river from the cemetery, we noticed three or more pits or indentions in the earth that signified there were homes there at one time (although many believed that Dravo had no houses, only the church and a small shelter that was the train stop).

As the higher area gave way to the flat, low river plain, evidence of a summer garden allowed us a closer view of the river. In an obscure corner of the garden, four cabbages sitting high on the stock caught our eye. Now as outdoor men we had much respect for the property of others. But on this cold day after a lengthy walk, we were very hungry and the nice round cabbages looking tempting. Today, this garden (and especially the cabbages) would not exist in the state we found it. In those years, there were no deer and

only a rare raccoon that had plenty of food. So after much contemplation, we decided to use one of the cabbages for sustenance. We took the nice orb and halved it for repast. It was magnificently delicious. The cold juice hitting the throat and the tasty leaves made a fine lunch. We ate as we proceeded to walk back to Greenock and the Chevy for the ride back home.

The adventure was the "talk" of our family and friends for quite a while. I can still taste the cabbage, trying, yet never duplicating the taste of that day. I realize that we took someone's property and I can rationalize that the cabbage probably would have gone to waste, but we still admit that we "copped" the lunch. It was a memorable day with an exciting adventure but most important, it was a day with my Dad.

THAT DAM RIDE

By Judy Marshall



Someone once said to me,
"if nothing changes, well then – nothing changes".

Recognizing that an event with so much tradition, longevity and pure fun must come to an end is never easy, but perhaps we simply must see it as another transition in the ongoing evolution of our Trail. Our mission has been to continuously improve our Trail and Trail events. So now it is that we bid a fond farewell to "That Dam Ride", making room for new and other exciting events. Stay tuned!

Nearly 15 years ago, when a section of the Trail was finished and became continuous from Greenock to Confluence, a group of volunteers began to believe that it would be great fun to have a bike ride of the entire length of this portion of the trail. And so the idea of what would become "That Dam Ride" was conceived.

Mike Bilcsik (a community organizer from Rivers of Steel National Heritage Area) and I (President of the MYTC) decided to join forces and spearhead the project to make it happen. It would be a ride that would start in Greenock and travel to Confluence, with an overnight stop in this town bordering

Somerset and Fayette counties. This would be followed by a return trip to Greenock on the next day – 80 miles total. As the excitement grew, Mike explored several locations and found a campground at the base of the Confluence Dam that would serve as an ideal campsite for participants following Day 1 of the ride. Unfortunately, the campground was totally booked by Boy Scout troops throughout the summer and once summer ended, the US Army Corps of Engineers closed the facilities and camping was prohibited. Mike was able to convince the Corps that allowing use of the facilities beyond their current 'season' would help the Trail fulfill part of its community mission. What a victory!

That hurdle completed, we knew we could use the campsite at the Dam to reflect the perfect name for the ride and we started to plan the logistics and begin advertising for a Fall ride in 1999.

The first ride was a huge success for a group of 104 enthusiastic bikers. For the entrance fee of \$39 dollars, participants received a shirt, food and water at rest stops, lunch, dinner and overnight camping. Gear was transported in a station wagon and the dinner at the conclusion of Day 1 was prepared by the local Boy Scout Troop that first year. Follow-up questionnaires suggested that length-of-ride options be developed. And so the dimensions of the Ride changed. An option to ride to the campground from Connellsville (shorter mileage) was added. And then in 2002, the 'Tour de Confluence' began. This was an easy, shorter ride for participants through the river town of Confluence. It was led by biking enthusiasts who shared historical information about the town as well as the Great Allegheny Passage.

Each year the number of riders increased; at its peak, the Ride was attracting more than 350 women, men, children and families. The transport station wagon was replaced with two vans. The campsite remained the same and musical entertainment was added. Because of the number of participants, other non-profit organizations joined in to provide services. An ongoing highlight throughout the years was the spaghetti dinner at the Confluence Trinity Lutheran Church. After setting up camp and taking a hot shower, participants would bike or walk to the church for a delicious hot meal served by church members. An annual treat, much anticipated!

Our role as organizers continued. We made a commitment to the community of Trail users to provide rest stops, organize the campsite, secure the entertainment, interact with the various non-profit organizations in the towns we biked through, and provide the safety parameters to make this an exceptional ride. Countless MYTC volunteers made it all happen! The specific program beneficiary of the monies from the Ride was MYTC Trail maintenance. Equipment was purchased, benches and bridges were built and shelters were constructed with much of the money generated from proceeds. Within two years of the start of the Race, we started to acquire corporate support and that continued throughout the history of the Race. Our major corporate sponsor has always been **Mr. Robert Levin** of Levin Furniture. Not only did he provide the capital support but he often brought 15 – 20 friends to accompany him on the Ride.

But times change...with the opening of the Great Allegheny Passage, riders are now more interested in completing the entire length of the trail rather than just a section. Additionally, several for-profit companies are organizing their own rides. Both of these have contributed to a decrease in participants in "That Dam Ride" so the decision has been made that this enjoyable event be put to rest. Those of you who have spent many a fine fall week-end on this ride will undoubtedly miss the fun and camaraderie it generated. But, as said earlier, without change, nothing changes.

Watch for new events that are sure to appear on the horizon... and thank you for years of support!



BET YOU AREN'T THINKING SNOW!

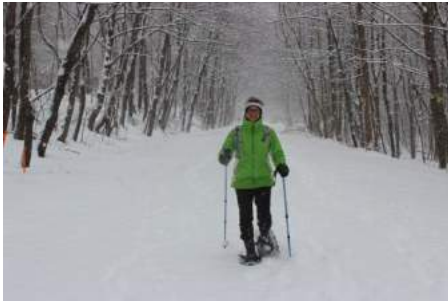
By Mary Ellen Driver

But if you want to seize an opportunity for when the snow falls again, now is the time to begin planning.

We are pretty sure that your bikes and walking/running shoes are out and already hitting the trail. If you were like most of us, we suspect you were getting a bit antsy waiting for this long winter to be over. So here's a suggestion for our next winter

season...try Snowshoeing. No need to stay indoors with the beauty of the Trail beckoning.

What, you might ask, is Snowshoeing? Snowshoeing, according to *Snowshoe Magazine*, is the fastest growing winter sport in the US and is attracting



Near the Boston Trail Head in January

people of all ages who want to hike for pleasure but also want to hike in the winter months. Snowshoeing can provide many benefits to Trail members. To begin...it is great exercise. It is estimated that one hour of snowshoeing can burn up to 600 calories (think of that BLT sandwich!). Snowshoeing is also a fine cardio-vascular fitness opportunity. Adding to these benefits, the sport is also relatively inexpensive. A pair of snowshoes for adults costs approximately \$100. Snowshoeing can also be a family activity...its fun and easy to do...think of walking, but on snow. You can backpack a picnic lunch, stop for a break, and enjoy the breathtaking surroundings and quiet of a snow-filled winter's day. We are lucky indeed to have relatively flat terrain on our Trail and sufficient snow. Snowshoeing can be an ideal winter sport for most of us.

Because the sport is a vigorous workout, make sure you have your doctor's approval. Much like any other sport (winter or summer), participants shouldn't take risks. Always take water and go with a friend.

At the start of last winter, Venture Outdoors – Pittsburgh, a local non-profit organization whose mission is to connect people to the outdoors, offered a free workshop to those interested in proper gear and techniques. You might want to watch for it next fall. www.ventureoutdoors.org. Really, though, just about anyone can snowshoe without any instruction.

Snowshoe veterans suggest the following gear: **Snowshoes** that are the correct size (the length of the snowshoe will depend on your weight since the

snowshoe needs to sit on the snow rather than dig into it), **waterproof boots** that will fit into the shoes (you probably already have these if you live in Western PA), **poles** for balance (if you already have them for hiking, you are set...just put those little snow baskets back on them), **warm socks, gaiters** to cover your pants if the snow is deep (kids can wear their snow suits), **long underwear, head covering, gloves/mittens, winter jacket, sunscreen and water, water, water.** Because it is a sport that will work up a good healthy sweat, it is recommended that you dress in layers. If you look now at various on-line outfitters you will find many snowshoes in the sale or clearance section because it is off-season for them.

Next winter when the snow is falling, strap on those snowshoes and hit the Trail for some winter pleasure. You will be good to your body and your mind as you savor the serenity of a winter landscape.

Save the Date
**21st Annual Yough n Roll
Bike Ride**

Saturday, June 21, 2014

**Scenic bike ride along the
Youghiogheny River
20 or 40 mile options
Starting at the Boston Trailhead**



Details: www.thebostontrail.com

**Also featuring
Membership Appreciation Day
for all members
11:00am to 1:00pm**

**Join us for hot dogs & refreshments
at the Boston Trailhead Visitor
Center**

Welcome

Please welcome the newest members to our Trail family ~

 The Svedberg/Mollise Family
 Kim Bowers

As all current members are aware, the MYTC started a new billing process for annual dues and it has been successful to date. **We are still accepting payment for those of you who might have forgotten.** Thanks to all members for your continued support that helps provide materials and supplies to maintain and operate the Yough River Trail. For those of you who added a little extra \$\$ this year – we are most appreciative!



Rich Kundman, Membership Chairman



Trail Monitoring Update

The Trail Monitoring Program at MYTC continues to improve. In August of 2013, the RTC Board of Directors approved a new policy that is currently being implemented. The existing safety standards and procedures that were pioneered by our organization will remain in place.

What is new is that Trail Monitors must now be certified following a 90-minute training session. Following successful completion of the training, the monitor will be certified for two years and be covered by insurance similar to that which covers the officers of the organization. Bob Hand conducted the initial training session at the January 2014 RTC Retreat and 15 new Monitors were certified. Bob will be holding other training sessions in late April and early fall.

As the program is implemented, a registry of the Monitors will be generated. An expected outcome will be more cohesiveness among the Monitors and improved communication between the Monitors and the parent organization.



Trail Monitors perform a critical job protecting our Trail and maintaining its safety. Monitors provide information and assistance to Trail users. If a Monitor encounters a medical or other emergency they will contact 911 Emergency Services and render assistance, if appropriate, at whatever level they are competent. If Trail users require mechanical assistance with their bicycles, the Monitor may provide assistance to the extent they are competent. They can also offer tools or supplies if the biker wants to do his own repair. Monitors will also be surveying the Trail for downed trees or other conditions that might impact the safety of Trail users. As Bob Hand explained, "Monitors are the eyes and ears of the Trail".

There are no minimum hours that a Monitor must volunteer. If you are a regular rider and would like to volunteer please contact Leslie Pierce at the West Newton Station. Leslie's contact information: regionaltrails@comcast.net or 714.872.5586.

Remember, there are no set hours or days to be a Trail Monitor. Whatever level of time that you are available and able to commit to help maintain the safety of the Trail will be greatly appreciated!

Stay-Safe Hand Signals

To Turn Right: Lift your right arm out to the side at a diagonal and point to the right.

To Turn Left: Lift your left arm out to the side at a diagonal and point to the left.

To Stop: Extend either arm behind you, palm out. This tells the people in back of you to slow down to a halt.

Source: peopleforbikes.org

PONTIAC'S WAR – MASSACRE ALONG THE YOUGH

By Bob Cupp

The Yough River Valley has a rich history, predating the arrival of French traders and British settlers. Several Native American Indian tribes lived here long before the region played a prominent role in the French & Indian War.

At the conclusion of the war, Ottawa Chief Pontiac, a former French ally and a great warrior began to spread a message of revolution and unity against the British. He was able to unite many tribes for his cause, meeting in secret councils, settling their differences and launching an uprising across America's frontier territory.



*Chief Pontiac: No authentic portrait of Chief Pontiac is known to exist. This is a 19th century rendering.
(Courtesy of John Mix Stanley, Wikimedia)*

On May 8, 1763, the tribes of the Great Lakes attacked Fort Detroit, starting what became known as Pontiac's War. This attack inspired the tribes along the frontier to fight for their land. Many British/American forts and settlements were attacked by Native American war parties.

The opening shots of Pontiac's War in Pennsylvania were fired on May 28, 1763 at Colonel William Clapham's settlement/trading post near the confluence of Sewickley Creek and the Youghiogheny River about a mile north of present-day West Newton. Clapham and his family were massacred in this Delaware Indian attack, becoming the first victims of Pontiac's War in Pennsylvania.

Three of Clapham's men escaped through the woods and carried the news of the massacre to Fort Pitt. Colonel Clapham's remains were later laid to rest in the Presbyterian burying-ground, the site of Pittsburgh's present-day First Presbyterian Church, downtown. It's believed that this is the location of the city's earliest cemetery.

Colonel Clapham had been a prominent man. He commanded a militia regiment, and in 1756, by order of Governor Morris, he built Fort Augusta and later Fort Halifax on the Susquehanna River near Shamokin. Following his resignation from the militia in March 1757, he became a resident of Pittsburgh. In April, 1761, under the direction of Colonel Henry Bouquet, Clapham took a census of the village. Shortly afterward, his application for the right to settle on land he acquired from the Indians along the Youghiogheny River, was approved by Colonel Bouquet and by General Monckton, Bouquet's superior in New York, and Clapham settled there with his family.

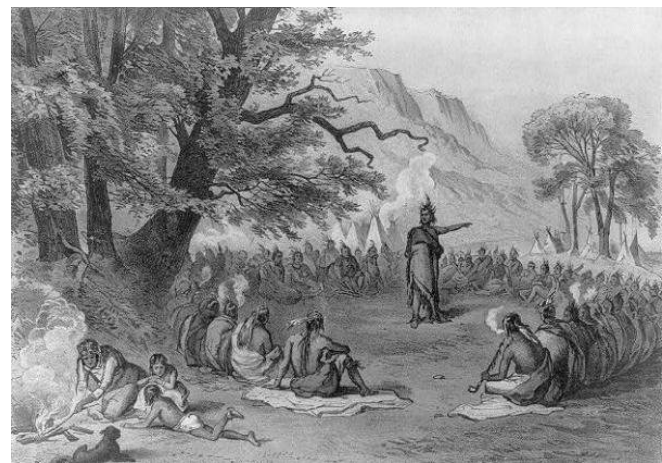
Earlier, in 1749, George Croghan, an Indian trader, and major land speculator in the region, claimed rights to this land. Croghan acquired 60,000 acres along the Youghiogheny River from the Indians. By 1754, he had a trading post where Big Sewickley Creek flows into the Yough. However, the government never recognized the validity of his land claims. Prior to Croghan's trading post, a Native American village existed here.

Captain William Trent, the commander of the militia at Fort Pitt, recorded the massacre in his journal on May 29: "At Break of day this Morning, three Men came in from Col. Claphams who was settled at the Oswegly (Sewickley) Old Town about 25 Miles from here, on the Youghyogane River, with an account that Col. Clapham, with one of his Men, two women and a child were Merdered by Wolfe and some other Delaware Indians about two o'Clock the day before.... The women that were killed at Col. Claphams, were treated in such a brutal manner that Decency forbids the Mentioning." Indians known as Kekuscung and Butler also participated in the attack.

Shortly after the raid, additional victims were reported. Colonel James Burd entered in his journal on June 5th that, "John Harris gave me an account of Colonel Clapham and twelve men being killed near Pittsburgh and two Royal Americans at the saw-mill." The two soldiers were shot within a mile of Fort Pitt.

Captain Simeon Ecuyer, commandant at Fort Pitt, sent a message to Venango to warn the garrison there, but the messenger returned in a short time, having been

shot and severely wounded. At the same time, Ecuyer sent the three men who informed him of the Clapham murder to the assistance of Andrew Byerly at his Bushy Run plantation.



On June 2 and again two weeks later, the Delaware unsuccessfully attacked Fort Ligonier. In mid-June, war parties, comprised of Seneca and Mingo from the Iroquois nations and Ottawa and Wyandot from Pontiac’s western coalition, attacked Forts Venango (Franklin, Venango County), Le Boeuf (Waterford, Erie County), and Presque Isle (along Lake Erie), killing the garrisons or forcing them to flee.

The first general assault on Fort Pitt began on June 22. The fort repulsed a fierce attack in July that lasted five days and nights. Supplies of food were almost exhausted. Colonel Henry Boquet led his army out of Carlisle on July 18. His mission was to raise the siege of Fort Pitt. Ultimately, the Battle at Bushy Run was a decisive victory for Colonel Boquet, effectively ending the siege and turning the tide of the war.

Dylan Haney is an eighth grade student at Belle Vernon Area Middle School. Guided by Belle Vernon history teachers, David Divelbliss and Ross Farmer, Dylan has recently been conducting research to locate the site of Colonel Clapham’s trading post along the Yough. He’s also in the process of submitting an application to the Historical Marker Program of the Pennsylvania Historical & Museum Commission to have a marker placed in recognition of the massacre along the Yough, a significant event in Pontiac’s War.

Since 1946, the commission has administered a

historical marker program to capture the memories of people, places, and events that have affected the lives of Pennsylvanians over the centuries. More than 2,000 cast aluminum markers tell the stories of Native Americans and settlers, government and politics, athletes, entertainers, artists, struggles for freedom and equality, factories and businesses, and many other topics. Hopefully, Dylan Haney’s efforts will be successful, and this historic event will receive the recognition it deserves.

WORD SEARCH

Try your luck at finding 20 words that appear in this newsletter and relate to our Trail!

O	C	D	Q	A	U	R	W	A	S	H	I	N	G	T	O	N	D	C	S	B
H	Q	H	E	D	S	A	D	Z	L	N	R	Y	R	G	Z	Y	Z	R	E	C
I	E	W	I	S	E	X	Y	N	I	K	O	Q	G	N	G	F	X	L	N	B
O	F	E	Z	E	W	T	A	B	A	G	S	W	F	T	B	R	C	I	D	E
P	Y	K	T	G	F	U	D	Q	R	L	X	B	S	Z	S	Y	Q	N	F	D
Y	K	T	N	Z	R	P	W	F	T	W	R	G	T	H	C	G	L	R	A	E
L	T	N	X	V	E	B	O	D	I	R	Q	E	Z	I	O	N	L	P	N	R
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A	J	T	M	Q	E	Y	U	Q	Z	A	G	A	I	U	U	N	G	W	B	Q
I	T	X	W	M	R	Q	M	A	Q	N	C	Q	E	D	R	F	E	U	E	K
G	U	G	Z	G	X	U	F	A	T	S	I	V	A	N	E	U	B	T	O	Q
H	A	L	F	M	A	R	A	T	H	O	N	W	U	Y	U	W	D	M	K	Y

BICYCLE	MONITOR	MCKEESPORT
BOSTON	OHIOPLYE	MEMBERSHIP
BUENAVISTA	CHIEFPONTIAC	YOUGH
CAMPGROUND	RAILS	TRAILS
CUMBERLAND	RIVER	
DAMRIDE	WASHINTONDC	
DRAVO	SNOWSHOE	
HALFMARATHON	QUEENALIQUIPPA	

Call for Volunteers



Volunteer **Cliff Rein** (commonly known to us as “Mr. Fix-it”) is shown pondering an equipment malfunction at the MYTC maintenance building.

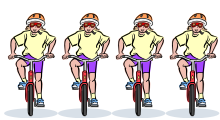
Our organization would not exist without people like Cliff. Won't you please join in our efforts to support and maintain our Trail? Whatever your skill set might be we have a place for you. Possible activities range from helping to compile packets for marathons, cooking hotdogs for Member Appreciation Day, repairing equipment, building shelters, cutting grass etc. – you name it!

The men and women from the Mon Yough area have always been recognized as having a strong work ethic as well as the knowledge and ability to do all kinds of things. We are always astounded by the depth and breadth of what our volunteers contribute.

Work parties for trail maintenance meet every Saturday as the weather permits, at the end of Locust Grove in Greenock.

If you are more of an indoor person but still want to help, contact MYTChelp@thebostontrail.com and we will be sure to find a place for you.

We sincerely hope that you find a few hours each month to join us in preserving our Trail!



May is National Bike Month – Join us on the Trail!

Volunteer Apron Brigade



By Mike Driver

Every year the fish are readied,
rolled in flour until they're breaded.
Shrimp are waiting in their pails,
minus heads but still with tails.
French fries wait the heated oil,
while firemen in the kitchen toil
By slinging food and cooking fishes,
while others do the dirty dishes.
You mark the sheet to make your choices,
above the hubbub of the voices.
The fish is tasty, baked or fried,
with slaw and apple on the side
The cakes and pies, and mac and cheese,
are really tasty, aimed to please.
The menu offers quite a lot,
haluski must not be forgot.
Brought to you by volunteers,
who've done this thing for many years.
MYTC tries every bit
to make these meals a real big hit,
For Lent is when we come to call
on Greenock Volunteer Fire Hall.
We love to go and meet our friends
and almost hate when each Lent ends.
But we remember all the high days
celebrating six Good Fry Days
We have hard workers on the Trail,
to cut the grass and pound the nail
But there are other jobs we need,
to make MYTC succeed.
So won't you join with us next year
and be a Fish Fry Volunteer?

Save the Date
J. Terrence Farrell
Memorial Bike Ride



Saturday, September 27, 2014

Council Directory

Mission Statement

In 1991, the Mon/Yough Trail Council (MYTC) was founded to promote the rail corridor conversion to public access trails along the Youghiogheny River. Today, MYTC remains a non-profit, 501(c)3, all volunteer Pennsylvania corporation dedicated to sustaining trail maintenance and operations in order to encourage multi-purpose recreational use.

2014 Officers

President

Bill Hall

Vice President

John Eisenbarth

Treasurer

Tim Banfield

Secretary

Mary Reid

2014 Directors

2012-2014

Tim Banfield
Don Coleman
Larry Dillen
Bill Hall
Dan Piesik

2013 – 2015

John Eisenbarth
Rich Kundman
George Sievern

2014 – 2016

Cathy Bartley
Bob Hoffman
Judy Marshall
Pam Magyar
Mary Reid

Meetings

You are welcome to attend informative monthly meetings, held 6:30 pm, the second Thursday of each month at the Greenock Fire Hall, Elizabeth Township.

Contact us:

MYTC

P.O. Box 14
McKeesport, PA 15135

www.TheBostonTrail.com

MYTC WORK PARTIES

Every Saturday
(weather permitting)

Meet at the end of
Locust Grove, Greenock

Membership Application

Yes, I want to be a member of the
Mon Yough Trail Council

Membership Level	Contribution
------------------	--------------

- | | |
|-------------------------------------|-------|
| <input type="checkbox"/> General | \$20 |
| <input type="checkbox"/> Associate | \$25 |
| <input type="checkbox"/> Supporting | \$50 |
| <input type="checkbox"/> Sustaining | \$100 |
| <input type="checkbox"/> Corporate | \$250 |

☐ Please check here if renewal

In addition, I would like to contribute
\$_____ to the MYTC.

Please print:

Name_____

Address_____

Home Phone _____

Cell Phone _____

Email _____

Age ____ Occupation_____

Signature_____

Required

____I would like to be contacted to volunteer.

____I would like to receive a membership card.

Please make checks payable to and
mail to:

MYTC Membership

P.O. Box 14

McKeesport, PA 15135

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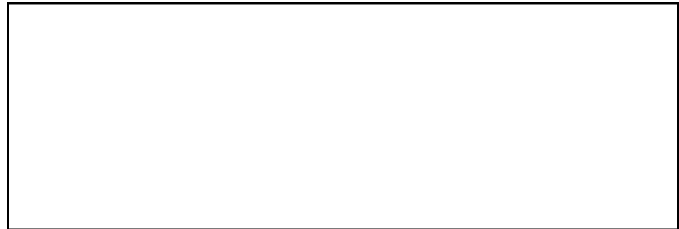
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Mon Yough Trail Council
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McKeesport, PA 15135

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*Mon Yough Trail Council's
Yough River Trail Newsletter*



*The following businesses have generously supported the Mon/Yough Trail Council..
Please show them your thanks by patronizing their businesses.*

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