

MP 19.5 962' Viaduct 12 Sections Deck Plate Girder + 1 Through Truss

Mile 18.4 Trail MP 17.4

Over Noblestown Road + PRR Panhandle tracks + Johns Avenue at McDonald

Montour's original letter of agreement with the PRR allowed for 2 tracks to cross over PRR, but the second track was never built.

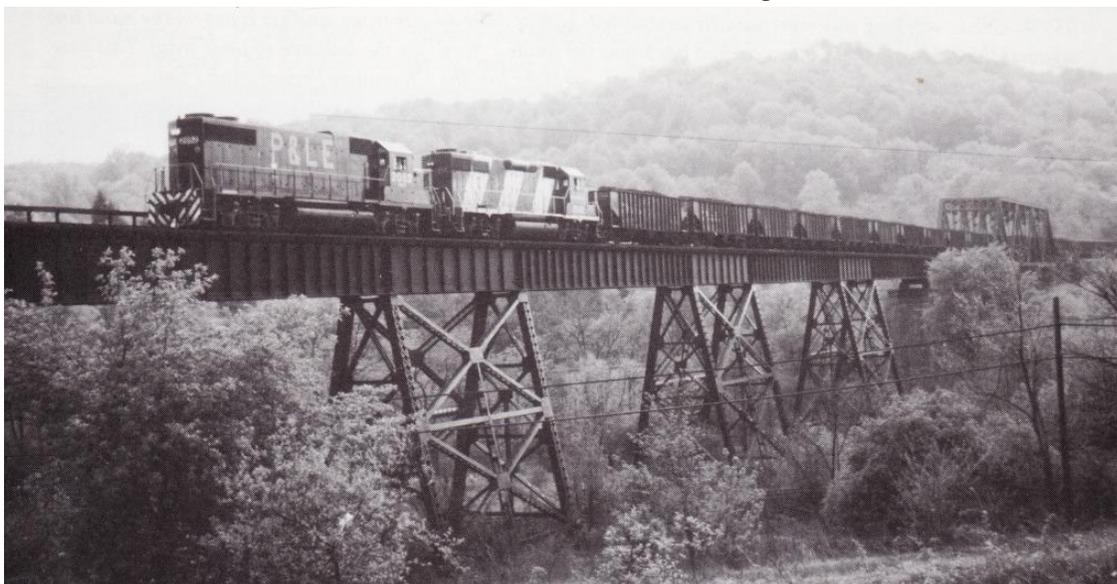
Floodlights were installed on the viaduct during WWII to discourage sabotage efforts.

This view from the north end shows the deck plate girder sections crossing the valley and Noblestown Road. Through truss section at far end spans the Panhandle Trail.



2011 photos Bryan Seip

View from 1979 shows a westbound coal train crossing the viaduct.



Gene P. Schaeffer photo

Another 1979 view shows a Montour coal train westbound on the viaduct .



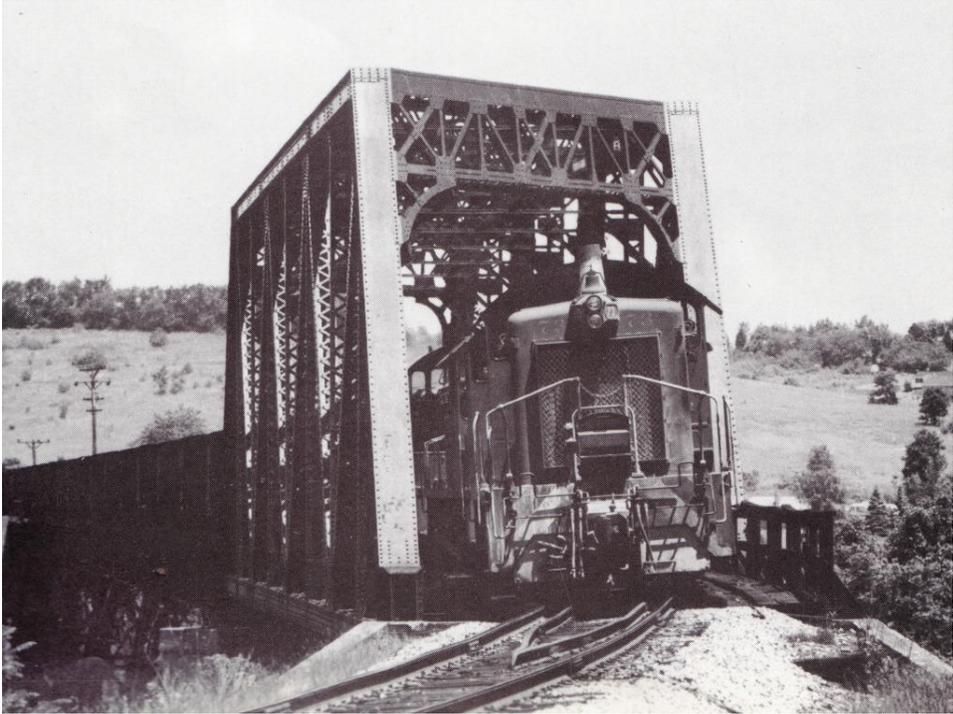
Gene P. Schaeffer photo

Looking east toward McDonald in 1979, the 175 foot through-truss section at south end of the viaduct spans the PRR/Conrail Panhandle Division, which originally was 4 tracks wide. The Deck Plate Girder section at right spans Johns Avenue.



Gene P. Schaeffer photo

View from south end looking back at Through-truss span in 1979. Train is eastbound.



Gene P. Schaeffer photo

Similar view in 2011.



View from hi-rail truck entering the through-truss section westbound in February, 1976.



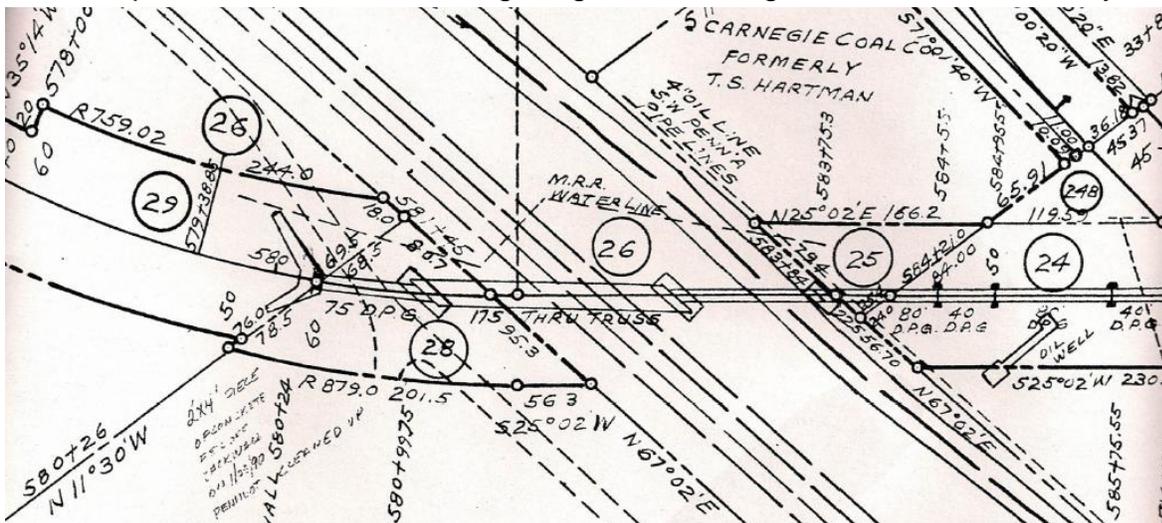
Tim Sposato photo

McDonald Transfer connects with a siding north of viaduct and crosses under viaduct to reach interchange with PRR/Conrail. Empty hoppers are eastbound on viaduct as loaded GSX train crosses underneath on McDonald Transfer Track in March, 1980.

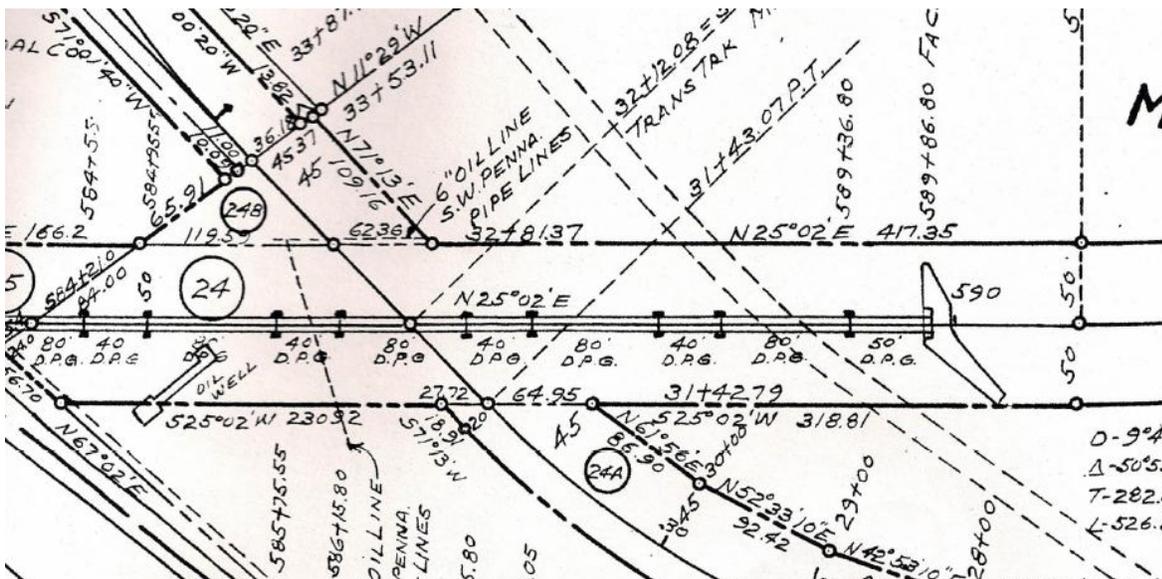


Tim Sposato photo

Valuation plan shows south end of viaduct. 175' through-truss section crosses 4-track PRR and 75' section spans Johns Avenue to left. These sections are supported by concrete piers, with left end showing wing walls holding hillside beside roadway.



This portion of the plan shows the north end of viaduct, composed of alternating 80' and 40' Deck Plate Girder sections. 40' sections span tops of support towers, while 80' sections span between towers. First section at right (north end) is a 50' span from the concrete abutment to a single bent tower. Roadway crossing below right end of bridge is Noblestown Road.

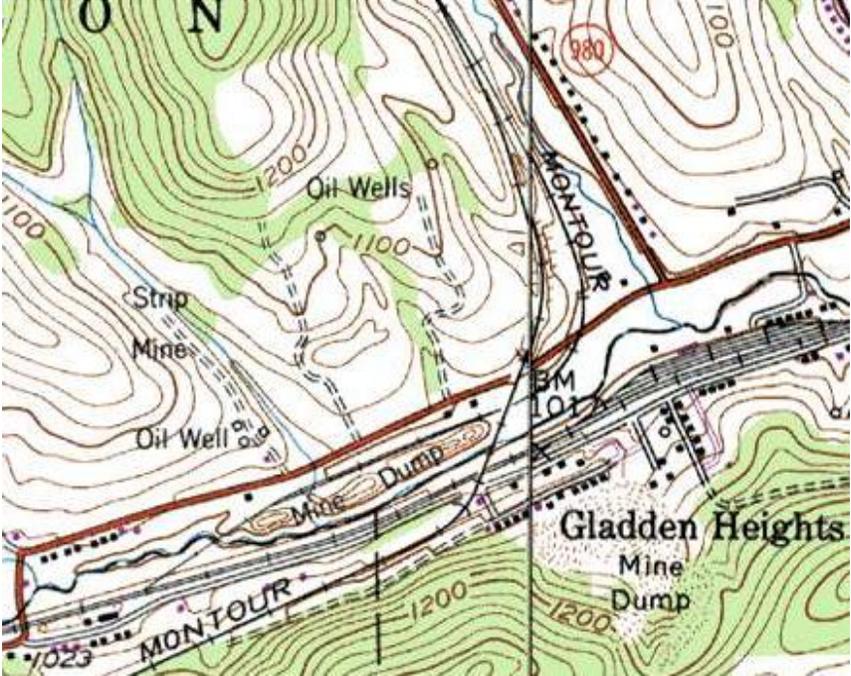


Courtesy Greg Corcoran

Satellite view shows viaduct crossing valley from north to south. Noblestown Road runs from middle left to top right. Panhandle Trail – former PRR/Conrail tracks – and Johns Avenue run parallel from bottom left to upper right. Note slate dump to left of viaduct.



Topo map shows viaduct crossing valley. Road in red from top is Rt. 980, other red road from left to right is Noblestown Road.



Courtesy Bob Ciminel