

MP 23.1 30' Deck Plate Girder Timber Deck

Mile 22.0 Trail MP 21.0 Over Southview Road

No Builder's Plate

Replaced in 2012 by two 86 foot spans – Through Plate Girder with concrete deck for a new railroad and a concrete beam with concrete deck for the adjacent trail

View looking south – toward N&W/P&WV Transfer and current W&LE railroad



Bryan Seip photo

View from other side of bridge, looking north in 1986, during removal of rails. Compare this view with later dates, seen below.



Gene P. Schaeffer photo

Fencing was added for trail use and trees growing on the embankment have not been cleared, but otherwise, not much has changed in this similar view 25 years later. Even the farm land on the far side looks the same.



Bryan Seip photo

A similar view seen in 2014, after replacement of the bridge during construction of a new railroad branch in 2012. Two new 86 foot spans were built, a through plate girder with concrete deck to carry the railroad and a concrete beam and deck span to carry the adjacent trail. The new bridges were raised several feet to provide better clearance for road traffic under the bridges.



Bryan Seip photo

Satellite view shows bridge at upper left, with Southview Road crossing under Montour right-of-way. Galati Road is at right side of frame and W&LE tracks run below the roadway. Right-of-way for interchange track can be seen between W&LE and Southview Road.

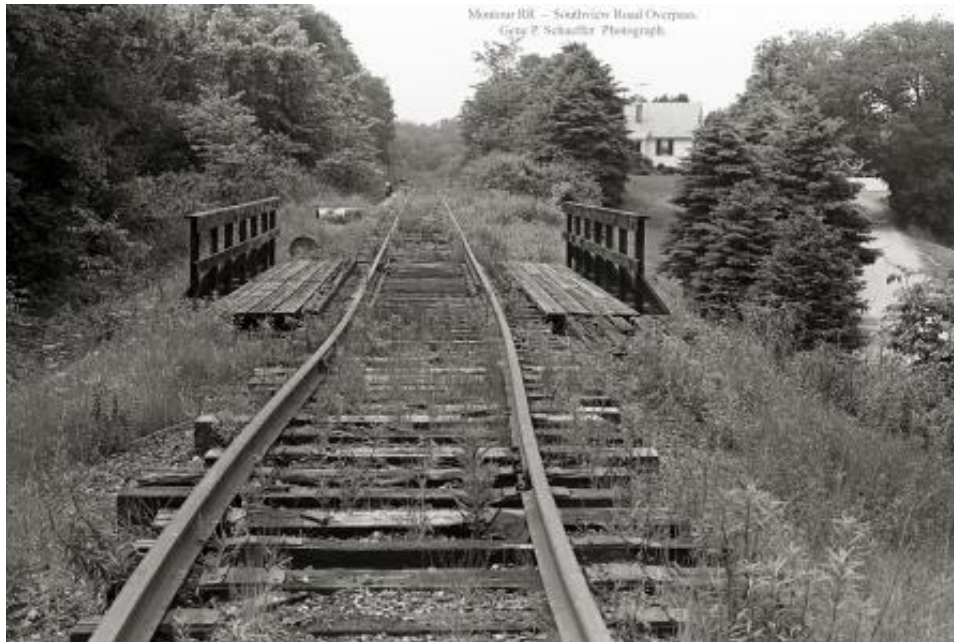


The original bridge is removed in January 2010 as construction of the new railroad branch is started. The concrete abutments and embankments would also be removed, providing better clearance and sight lines under the new bridge spans. One of the main girders was preserved and is displayed at the near-by Galati Road trailhead.



Gene P. Schaeffer photo

This view looking west shows the bridge as rails are being removed in 1986. Spikes have been pulled, causing curves in rails. Southview Road is at right edge of frame.



Gene P. Schaeffer photo

A similar view in 2014 shows the two new side-by-side spans carrying the railroad and the trail. Southview Road can be seen on the right. The new railroad branch climbs up the hillside to the left to connect with the Wheeling & Lake Erie main line. It runs in the opposite direction up the hillside than the original interchange track, which met the higher railroad line near Galati Road and the lower Montour line near Antil Street.



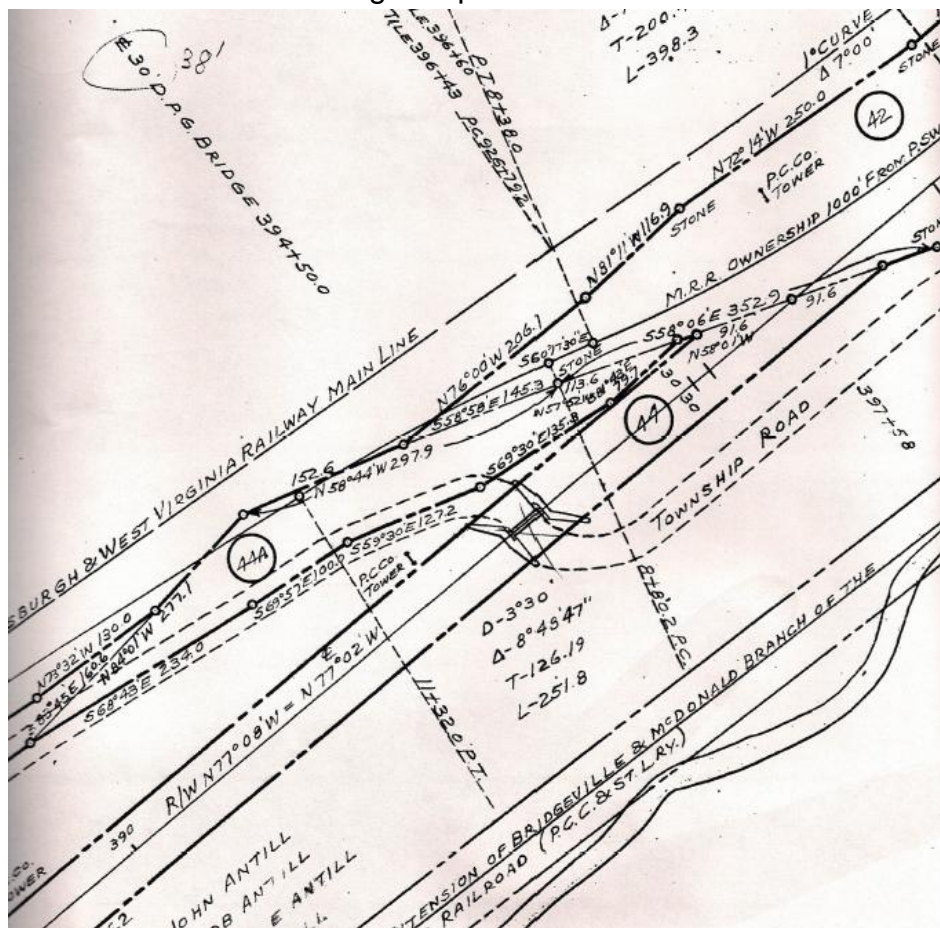
Bryan Seip photo

Valuation plan shows bridge at center, with Montour main line running diagonally across center. Township Road, which is Southview Road, makes “S” turn under bridge. Note Pittsburgh & West Virginia Railway Main Line – now Wheeling & Lake Erie – running across upper part of frame and the interchange track between the two railroads, with the notation: M. R. R. ownership 1000’ from P&WV. This interchange was called George by the P&WV/N&W RR but referred to as the Southview Interchange by the Montour.

Note the Right-of-Way for proposed Bridgeville & McDonald Branch of the PCC&StL Ry at bottom and the P. C. Co. towers, which carried Pittsburgh Coal Company power lines along the Montour main line.

Also note at upper left, the length of the bridge was corrected to 38 feet on the plan, but its actual length was 30 feet, so the original notation was correct.

North is towards bottom right of picture.



Courtesy Greg Corcoran

Topo map shows Southview Road running parallel to Montour tracks, making an “S” turn jog under bridge at center of frame. Galati Road is at upper right. W&LE Railroad runs below Montour, with bridges over Southview Road and Montour RR at lower right.



Courtesy Bob Ciminel

Compiled by Montour Railroad Historical Society members