

MP 31.7 90' + 60' Deck Plate Girder Timber Deck

Mile 30.7 Trail MP 29.7 Over Valley Brook Road + Brush Run

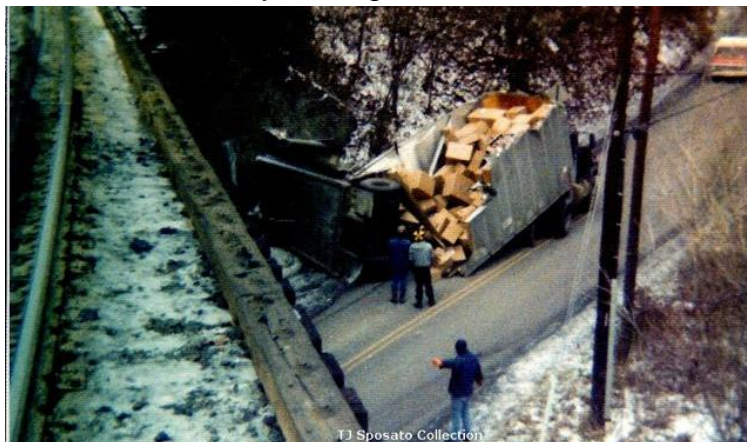
Built 1914 90' Span over road removed in 1986 – new span erected in 2008

This double span bridge carried the Montour Railroad over Brush Run and Valley Brook Road at the west end of Montour Mine #4, but its low clearance caused problems for trucks on Valley Brook. Montour #27 switches the Loaded Yard in 1948.



William N. Poellot photo

Scenes such as this one occurred occasionally. A Montour Railroad crew inspected the bridge to determine if any damage had been caused to the bridge structure, but only the truck sustained any damage.



Tim Sposato photo

The 90 foot span over Valley Brook Road was removed in 1986, to eliminate the clearance problem. The 60 foot span over Brush Run remained. This view is looking west along Valley Brook Road.



Gene P. Schaeffer photo

In 2008, the Montour Trail Council erected a new span over Valley Brook Road to carry the Trail. Increased clearance eliminates the traffic problem. This view is looking east.



Bryan Seip photo

With the new span in place, timber decking is laid on both spans to reopen the bridge for Trail traffic. The original 60 foot span can be seen at the far end of the new steel.



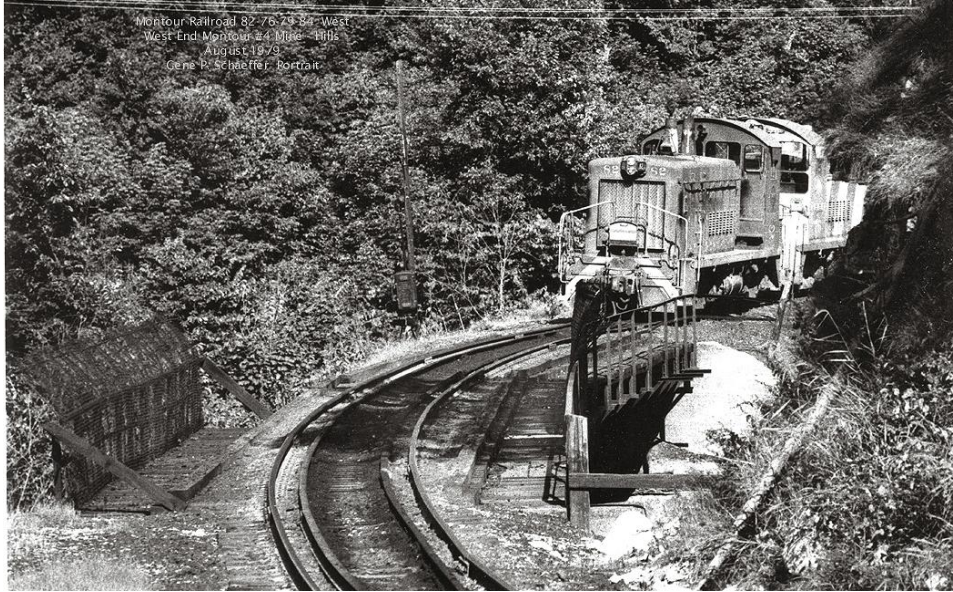
Bryan Seip photo

The train is on the main line of the Montour Railroad. The engines are on the switch diverging into the loaded yard of Montour Mine #4 at Hills. The chain link fencing on the near span kept chunks of coal from falling onto Valley Brook Road under the bridge.



Gene P. Schaeffer photo

This view emphasizes the curve going over the bridge. Plenty of coal can be seen between the rails and also on the wooden walkways. Stopping, starting and coupling onto hoppers in the loaded yard often caused coal to be knocked off any hoppers which were on the bridge during these maneuvers. The closed decking and fencing was an attempt to keep it from falling onto the roadway below.

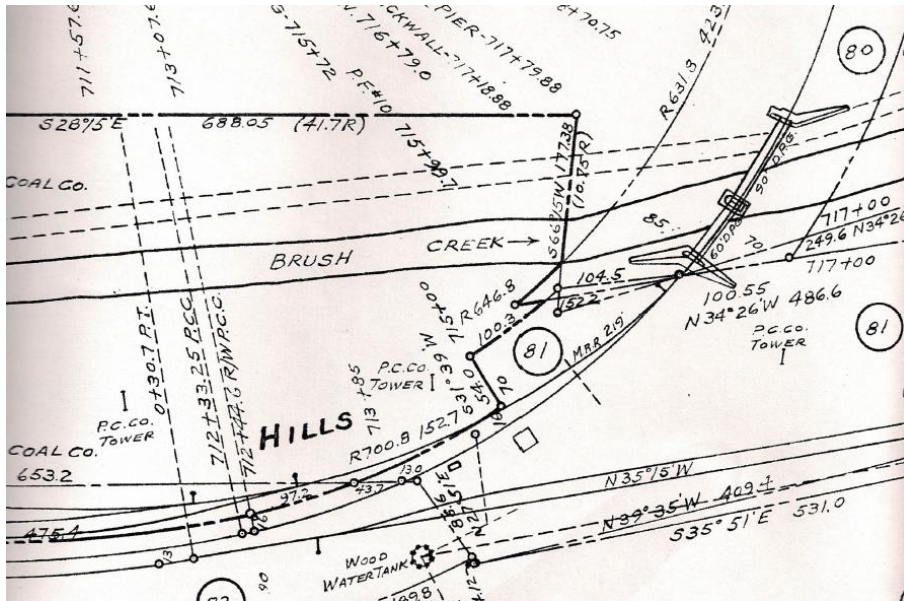


Gene P. Schaeffer photo

Satellite view shows the bridge at upper center, over Valley Brook Road and Brush Run. Lawrence is at upper left. The curve over the bridge is evident in this view. The loaded yard for Montour #4 was at center, where the parking/storage is now located.



The Valuation Plan shows the double span at right center, over the creek and road. The switch going into the loaded yard is seen just off the end of the bridge. Running across the bottom of the frame are the transfer tracks connecting with the PRR. Note at bottom center the wooden water tank, used to supply steam locomotives on the Montour RR. Although the tank was on the bank across the transfer tracks, the water was piped underground to the far side of the main line where a spout was located.



Courtesy Greg Corcoran

The topo map shows the bridge at center, with Valley Brook Road as the dashed red line. The Montour main line curves across the center of frame, with the mine yard tracks seen curving down the valley. Lawrence is at top left, with Chartiers Creek and the PRR, now Pittsburgh & Ohio Central, track in the upper left quadrant. The Hills Transfer Tracks run from the top of the yard area, along the hillside, to top center.



Courtesy Bob Ciminell / USGS

This view shows the bridge as rails were removed during abandonment of the railroad. The crane is lifting rails from behind it and loading them into the gondola it is pushing as it moves along the Main Line.



Tim Sposato photo

Compiled by Montour Railroad Historical Society members