

**MP 38.1 30' Deck Plate Girder Timber Deck 2 spans side-by-side**

**Mile 37.0 Trail MP Bethel Branch 1.0 Over Clifton Road at Jewell**

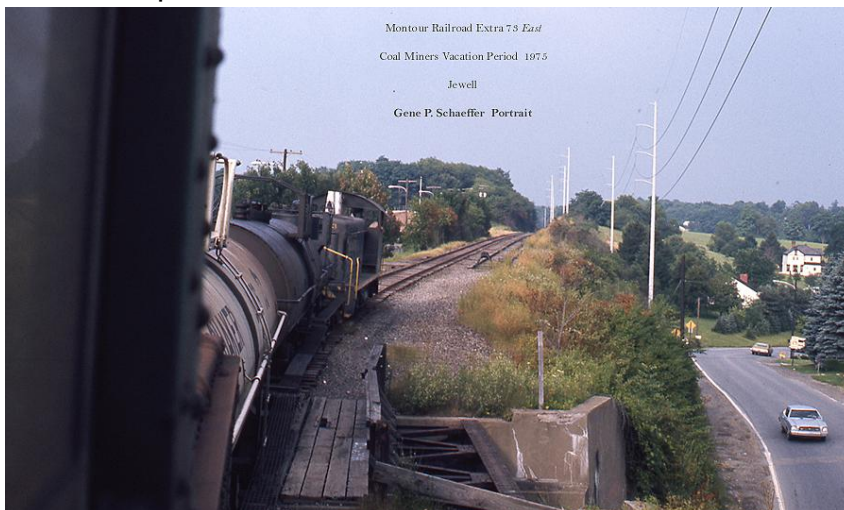
Built 1914 by American Bridge Co. Removed and daylighted during realignment of Clifton Road in 1989. Replaced by steel truss bridge in 2011.

Opened in September, 2011, the 210 foot J. R. Taylor Memorial Bridge carries the Montour Trail over Clifton Road, replacing the original 30 foot bridge over the old road.

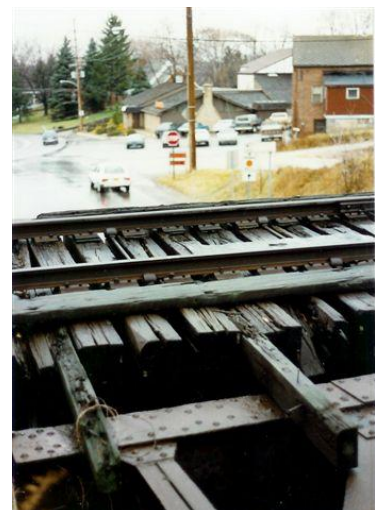


Bryan Seip photo

Two views of the original 2-span bridge, built during the 1913 extension of the Montour Railroad to Salida & Mifflin Junction. The pictures show the main line over the old Clifton Road alignment in the 1970's. Jewell Siding was shortened and removed from the south span in the 1950's.



Gene P. Schaeffer photo



Tim Sposato photo

Bridge is shown in 1986, after abandonment of the railroad. Builder's plate shows the bridge was built by American Bridge Company in 1914.

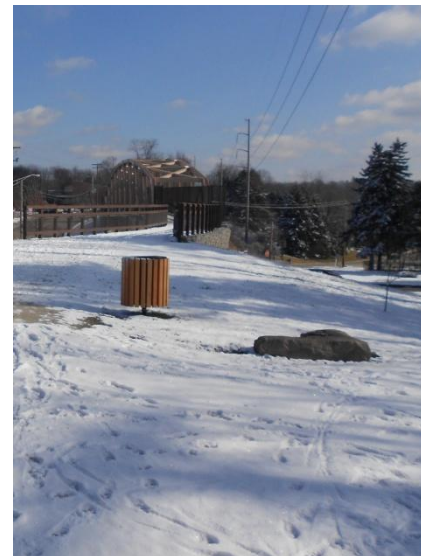


Tim Sposato photos

This view looks east over the original railroad bridge in 1979. The west end of the new bridge sits where the front end of the caboose is shown, with the east end at the lead engine. The west abutment of this original bridge is still in place, buried during the Clifton Road realignment, but now evident near the west end of the new bridge.



Gene P. Schaeffer photo



Bryan Seip photo

Satellite view shows location of bridge at center, with gap in Trail crossing intersection, now filled by the new bridge. East McMurray Road runs top to bottom at left. Clifton Road is the dark black road at right center. Al's Café is at top center & Washington School at top right.

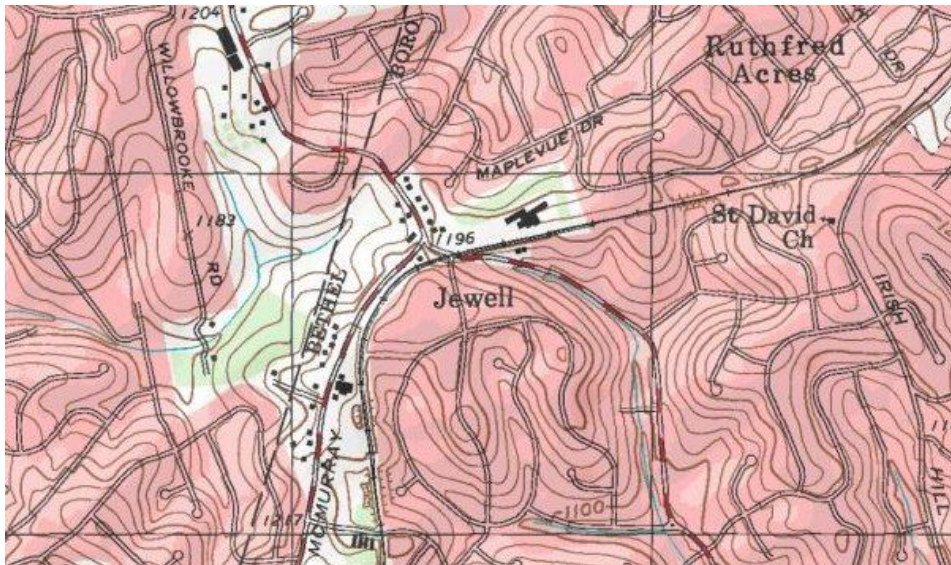


This view from 1939 shows hoppers sitting on Jewell Siding. The bridge is above & left of center. Farm land exists where the school is currently located. The East Switch of Jewell Siding was located to the right of the string of hoppers, in the small cut beside the current school ball field. The West Jewell switch was behind the current Advanced Vision Care building. The western portion of Jewell Siding was abandoned and removed in the 1950's, with a section east of the bridge remaining in use until railroad operations ceased in 1980.



Courtesy Penn Pilot

Topo map shows bridge site at center. East McMurray Road is red dashed line from top left to bottom left. Clifton Road runs from intersection at center to bottom right.



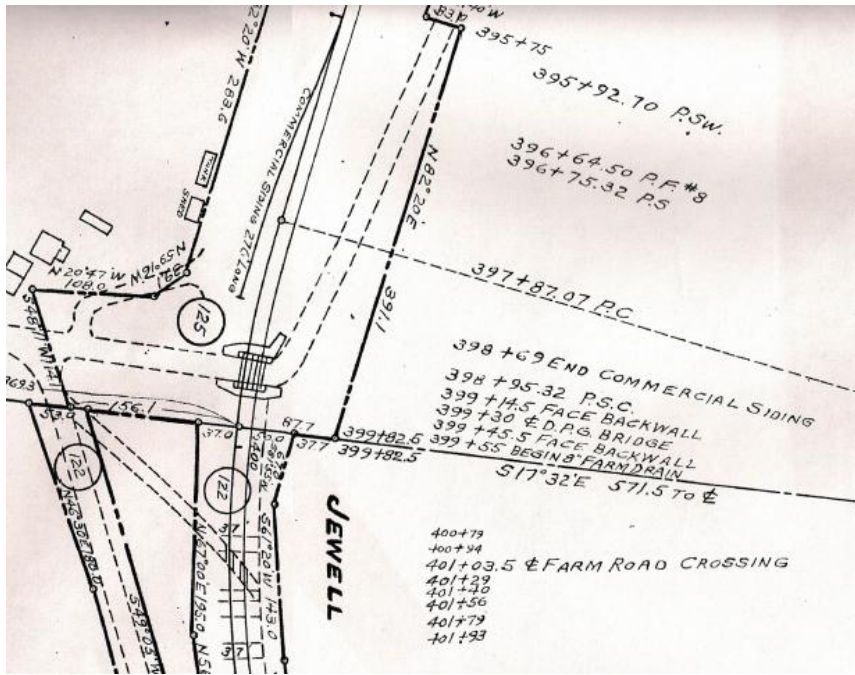
Courtesy Bob Ciminel / USGS

1934 map shows Montour RR curving through Bethel Park at Jewel (now Clifton) Road. Note property spanning the railroad in the middle of curve, owned by N. Jewell.



Courtesy Bob Ciminel

Valuation Plan shows original alignment of Clifton Road, which crossed under bridge and made a hard left turn. The bridge was a double-track span, with the main line at left and Jewell Siding at right. The track marked Commercial Siding used an open unloading area beside the track to deliver loads directly into trucks. East McMurray Road runs across lower left of frame. North is at left of picture.



Courtesy Greg Corcoran

Construction of the new bridge truss was accomplished by volunteer ironworkers in 2 days during June, 2011 and the completed bridge was officially opened in September.

