

MP 7.0 10' I-Beam Timber Deck

Mile 6.5 Trail MP 5.5 Over stream crossing under Cliff Mine Road at Lotus

2 separate spans – 1 on Main Line – 1 on Lotus Siding

Replaced by culvert in May/June, 2010. Culvert builder's plate reads: County of Allegheny MT13 2010

Montour Trail uses old Main Line right-of-way. Remains of concrete abutments for Lotus Siding in foreground, Cliff Mine Road in background



2010 photos Bryan Seip

Main Line bridge on Montour Trail in 2001 – Cliff Mine Road adjacent to left – Summit Park Road bridge crosses overhead in background.



Photo courtesy Montour Trail Council

This view of Main Line span in 2010 – No Builder's Plate – welded steel construction



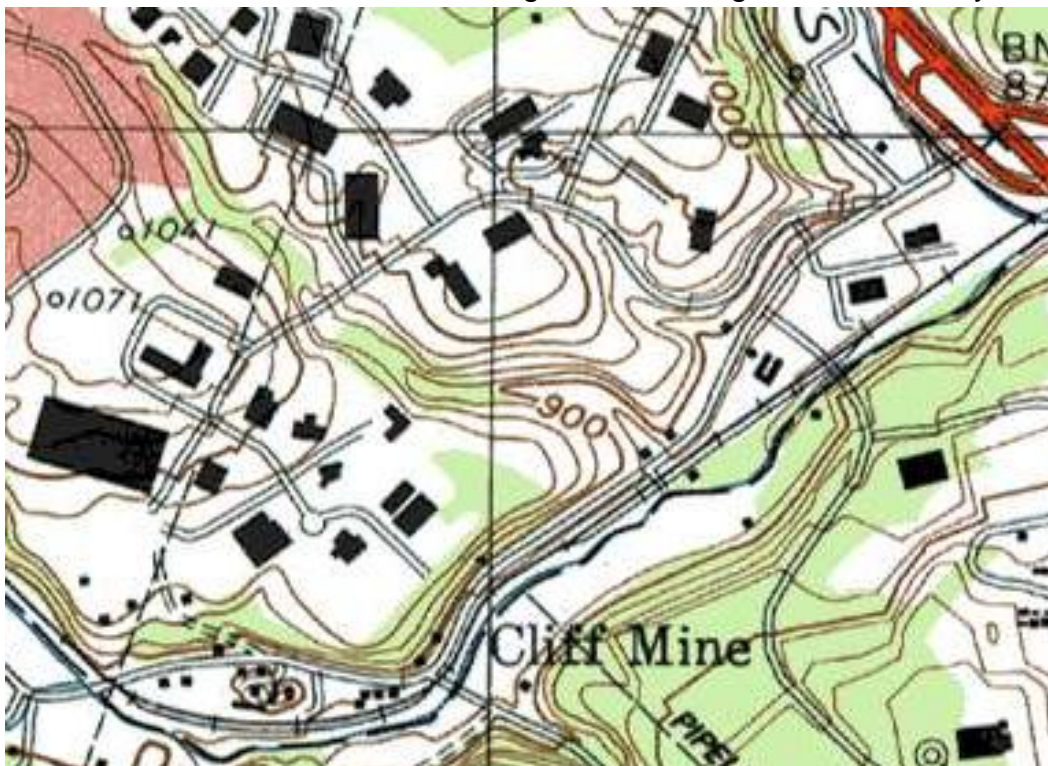
Main Line span relocated to temporary Trail on old siding RoW in May 2010. This span was removed by contractor when culvert project was finished.



Satellite view shows bridge at lower left of center. Stream runs from upper left to lower center, under road into Montour Run. Cliff Mine Road runs across picture, Summit Park Road at right edge of frame.



The topo map shows the bridges just below & right of center, near "900" elevation line. The valley at "900" is the small stream flowing down into Montour Run. Two tracks are shown, the main line and Lotus Siding, with the bridges about 2/3 way along siding.



Courtesy Bob Ciminel

Lotus Siding east switch. The bridges are about 10 car lengths away, behind the train.
Lotus East phone box is beside engine.



Gene P. Schaeffer photo

This view of Lotus Siding span in May 2010 before removal.

Builder's Plate missing but believed to be American Bridge - 1912

This bridge may have been originally installed on the main line in 1912.

During realignment projects of 1920's, it was moved to the siding as that was built, and a new, heavier bridge was installed on the main line.



Older span from siding after removal & relocation to Hills site for restoration by MRHS. Although some old track charts list this bridge at 8ft and some at 12 ft, the bridge measures 10 feet long. Timber decking was laid across the beams and the rails were positioned above the I-beams.



Compiled by Montour Railroad Historical Society members