

McDonald Transfer 60ft. I-Beam 3x20ft. Spans Over Robinson Run

Montour Trail on Montour-Panhandle Connector segment

Builder's Plate removed – reads: Built by King Bridge Co. Cleveland, Ohio - 1917

Timber Bents support a 3-span I-Beam bridge, built to provide PRR access the McDonald Mine, which was opened in 1917.

The bridge may have been built by the Carnegie Coal Company or by PRR.

This 2010 view is from the PRR Panhandle Right-of-Way, looking north.



Bryan Seip Photo

A view of the bridge shortly after the Transfer Track was removed in 1986.



Tim Sposato Photo

Tim Sposato was a member of a Montour Railroad Track Gang in the 1970's. He notes:

“I remember working on the bridge one time, we had to add supports at the abutment ends, on account of the approaches being low and crushing the timbers. The roadbed was mostly cinder & slag fill and due to the low land and trees, it was always damp. We did enjoy the cooler, but humid, air during the summer months. I also remember a minor derailment between the bridge and the PRR. Wide gauge caused it.”

Another view on April 3, 2003, before renovation work was started by the Montour Trail Council



Courtesy Montour Trail Council

A view on October 15, 2005, shows the completion of the renovation project. The Montour Trail Council's homage to the railroad is evident in the decking, as contrasting boards depict "tracks & ties" on the bridge.



Courtesy Montour Trail Council

The builder's plate reads: Built by King Bridge Company, Cleveland, O. 1917

Notation of painting the bridge in August, 1957.

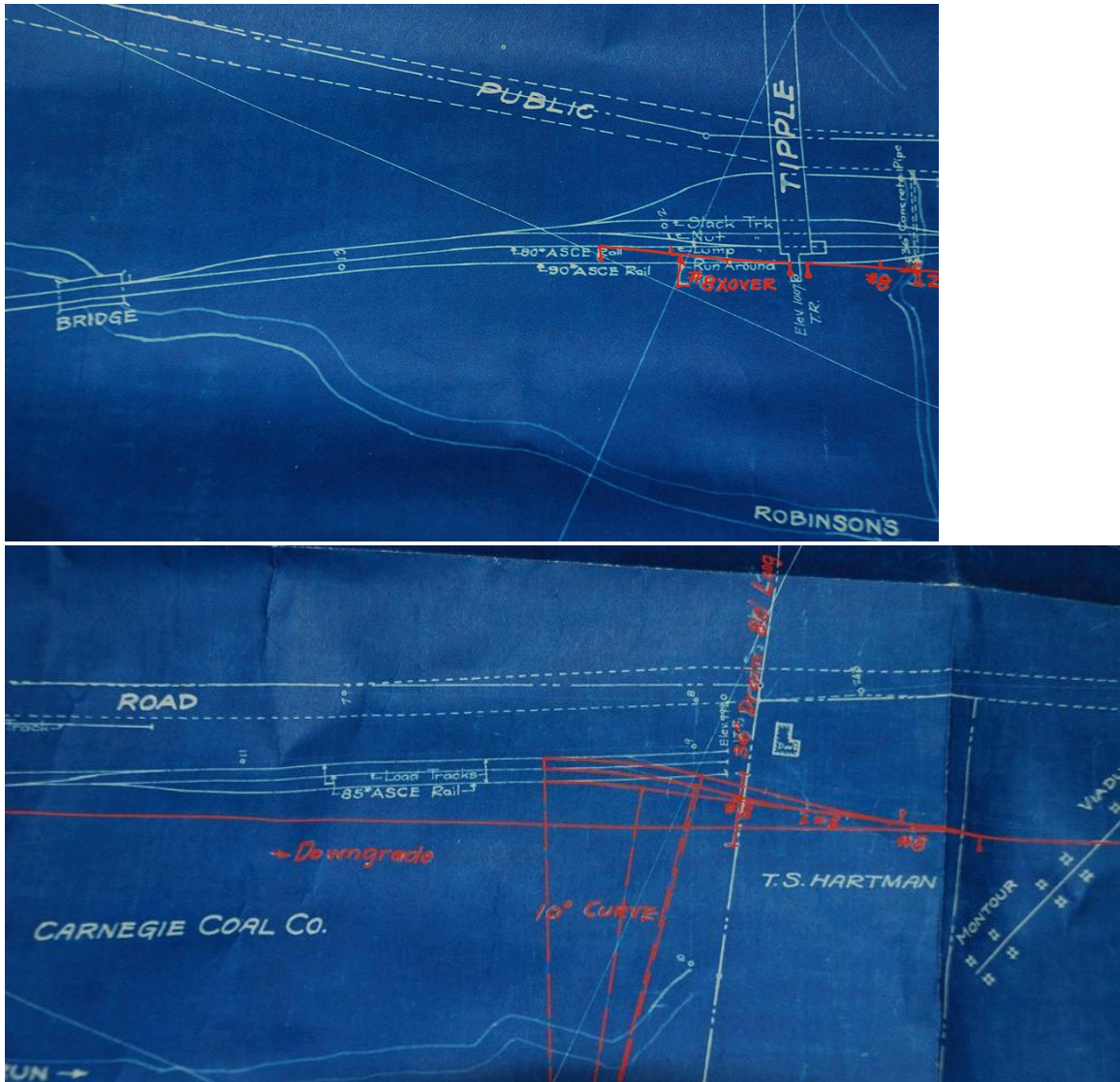


Tim Sposato Photos



Old track charts and blueprints indicate the bridge at far left carried 2 tracks when the McDonald Mine was in operation.

This blueprint, dated June 2, 1920, shows proposed construction of the transfer track connecting this PRR spur with the Montour RR. Proposed changes are shown in red.



Courtesy Gene P. Schaeffer

The concrete footers show evidence of room for a second span to cross Robinson Run. It was built as side-by-side spans instead of a single 2-track bridge. The second span was probably removed when the mine operation was dismantled and only the transfer track then remained in use.



2010 Photos Bryan Seip

3 sections of I-Beam spans on timber bents.



Triple I-Beams on each side to support rails



Compiled by Montour Railroad Historical Society