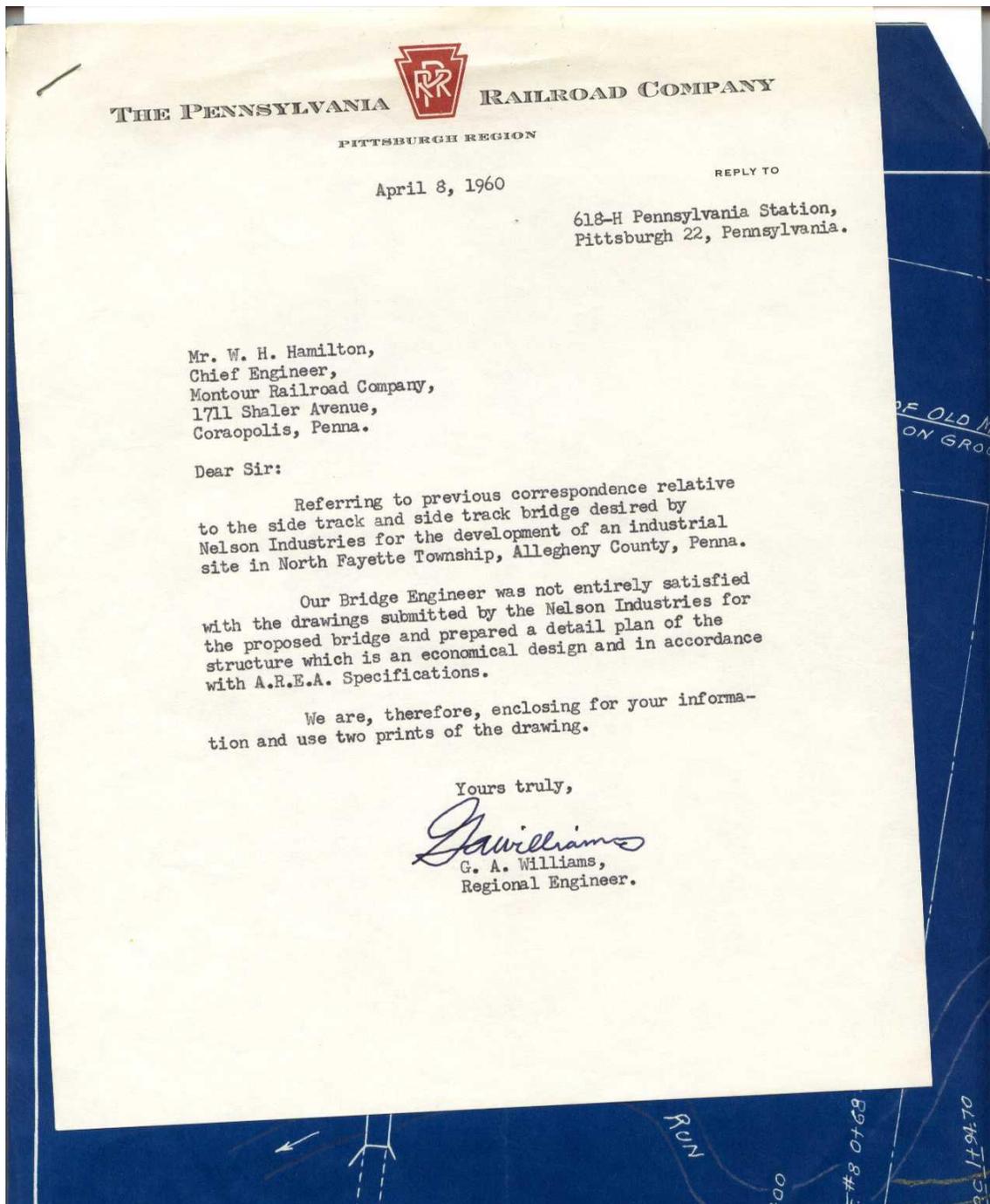


MP 6.0 Nelson Industries Spur approx. 80ft. H-Beam - 2 Spans 40ft. each Timber Deck

Over Montour Run Not part of Montour Trail

Built to PRR plans sent to Montour RR No Builder's Plate or dates in evidence, but built in 1960 or '61

This letter shows the PRR involvement in the design of the bridge. PRR was a co-owner of the Montour Railroad in 1960.



Courtesy Bob Ciminel

View of bridge from west side, looking east & downstream. Storm debris is piled against the mid-stream pier. Wash-out at south abutment has left rails hanging in mid-air. This area to right of abutment was once solid ground at end of bridge. Rails remain due to private ownership of bridge by Nelson Industries developer. If the rails were owned by the Montour Railroad, they would have been removed during abandonment proceedings.



2010 photos Bryan Seip

View from east side looking west. Simple H-Beam construction and timber deck are evident in this view, showing south span. Mid-stream pier and split between spans can be seen on left edge of frame.



An April, 1962 view of the Nelson Industrial park spur includes the bridge over Montour Run. This view was taken from Parkway West embankment.



County of Allegheny photo – Gene P. Schaeffer Collection

Another view in 1964 shows the bridge and the Rich-Lyn Machinery building under construction. The large door in the near right corner of the building was a railroad entrance. Flat cars are stored on Scott Siding in the foreground with the Montour main line just beside the flat cars. This view is from the hill where K-Mart now stands.



County of Allegheny photo – Gene P. Schaeffer Collection

**Gene Schaeffer was a member of a Montour Railroad Track Gang in the mid 1970's. He notes:**

**“There was a time or two when I was working on Section Gang #1 during winter, when Bob Maga's gang was told to go to Nelson and make sure the track going into McKesson was clear, as a crew had been called to go in there. So, Section Gang #1 arrived with picks and shovels, and physically cleaned the rail by hand, removing snow and ice for the entire length.”**

Montour trainman Dave Sherwood mans the switch as the engines pull into Nelson Industries. The bridge is just ahead of the locomotives. Don't step back, Dave!



Gene P. Schaeffer photo

Looking west – upstream – at south end of bridge shows wash-out of stream bank at south abutment.



Looking north with storm debris piled against and onto bridge deck. Montour Trail is only about 100 feet beyond end of bridge.

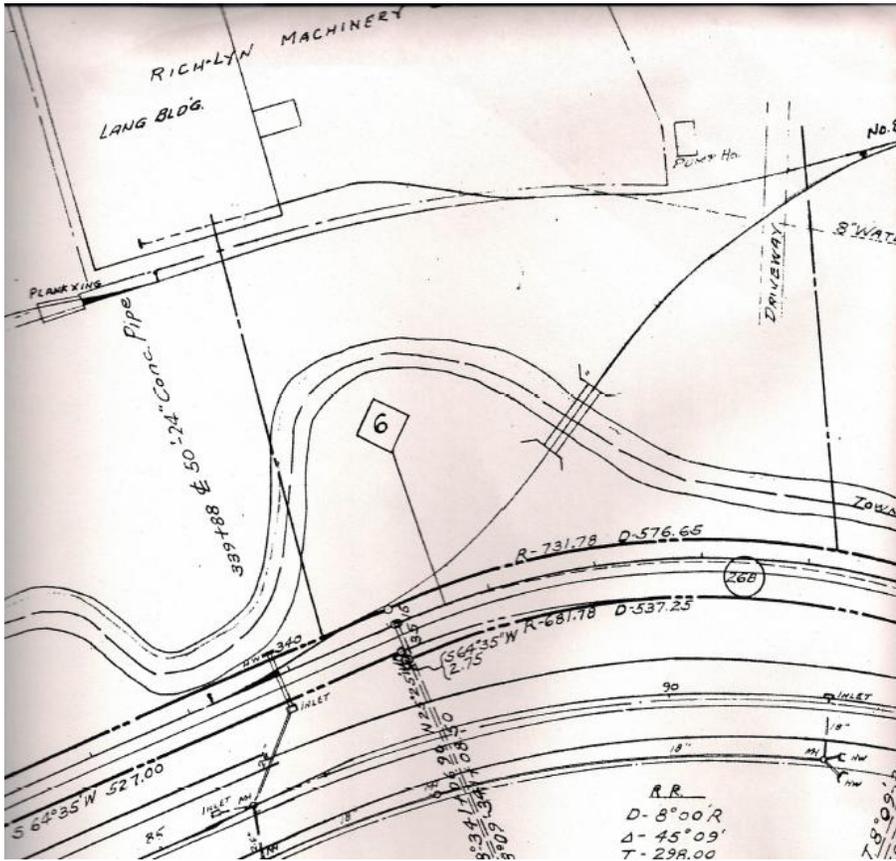


This satellite view shows the bridge at center, crossing Montour Run. Main Line switch was in upper right just before curve starts. Spur curved behind lower side of ex-Wickes Furniture building at lower left and had a switchback spur going into large Rich-Lyn building at lower right (now H&K Equipment), plus continuing in front of buildings and across Scott Road at right edge of picture. Montour Run Road parallels Trail with K-Mart and Outback parking lots on hill at top left.



Google Maps

The Valuation Plan shows the bridge over Montour Run and the spur going into Rich-Lyn Machinery Co. Note Milepost 6 between the main line switch and the bridge. Montour Run Road curves across the bottom of the diagram. South is at top of diagram, so this view is “upside-down” compared to satellite view.



Courtesy Greg Corcoran

Compiled by Montour Railroad Historical Society members