

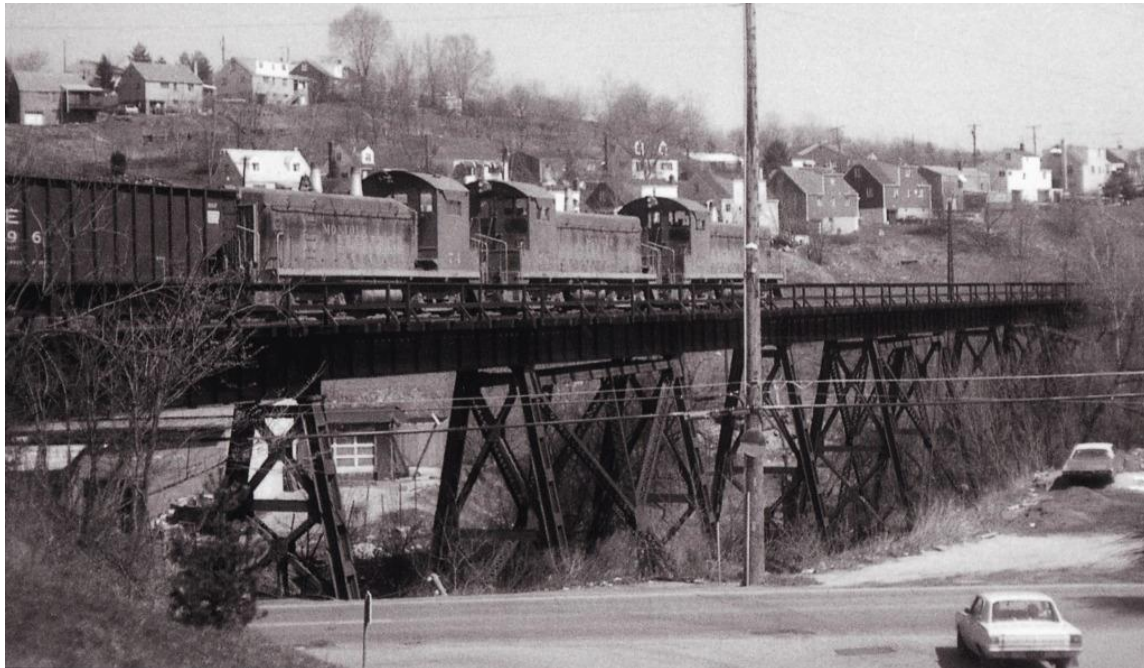
Library Branch MP 1.8 506' – 11 segment Deck Plate Girder Timber Deck

Trail MP 35.5 Over Rt. 88 + Piney Fork Creek + PAT Trolley Tracks

Builder's Plate: American Bridge Company U. S. A. 1919

Concrete Deck for trail traffic added 2015

View near west end of the viaduct in 1976 shows loaded coal hoppers being shoved over the bridge and up the Library Branch.



Gene P. Schaeffer photo

A 2008 view looks west across the bridge after abandonment of the railroad.



A wintry view in February 2007 shows the viaduct spanning Rt. 88.



Gene P. Schaeffer photo

Looking out the door of caboose #34, as a train shoves east across the viaduct in 1975. Note on left side solid planked walkway with chain-link fencing and planking between rails to catch any chunks of coal falling off loaded hoppers and keep them from falling onto the Rt. 88 roadway below this section of the bridge.



Gene P. Schaeffer photo

2011 view shows viaduct crossing over Rt. 88.



2011 photos Bryan Seip

Builder's Plate: American Bridge Company
U.S.A. 1919

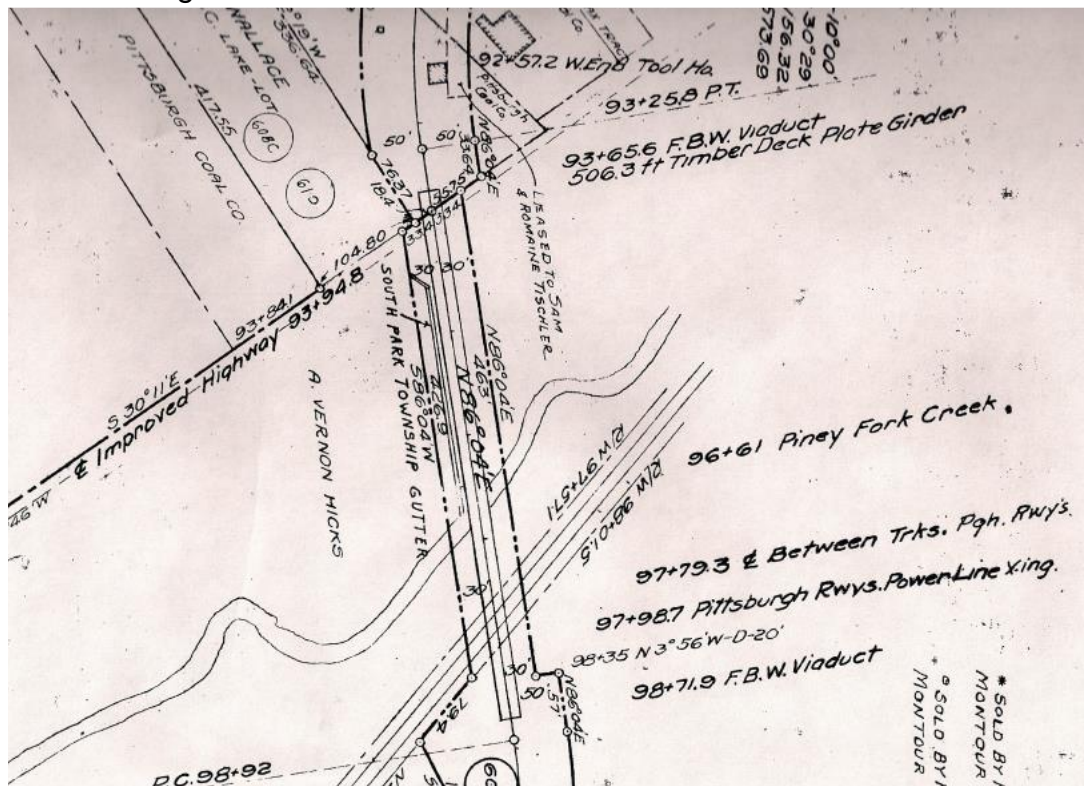


Satellite view shows viaduct at center, with Rt. 88 and PAT trolley tracks running top left to bottom right. Royal Drive runs bottom left corner to Rt. 88 intersection at center.



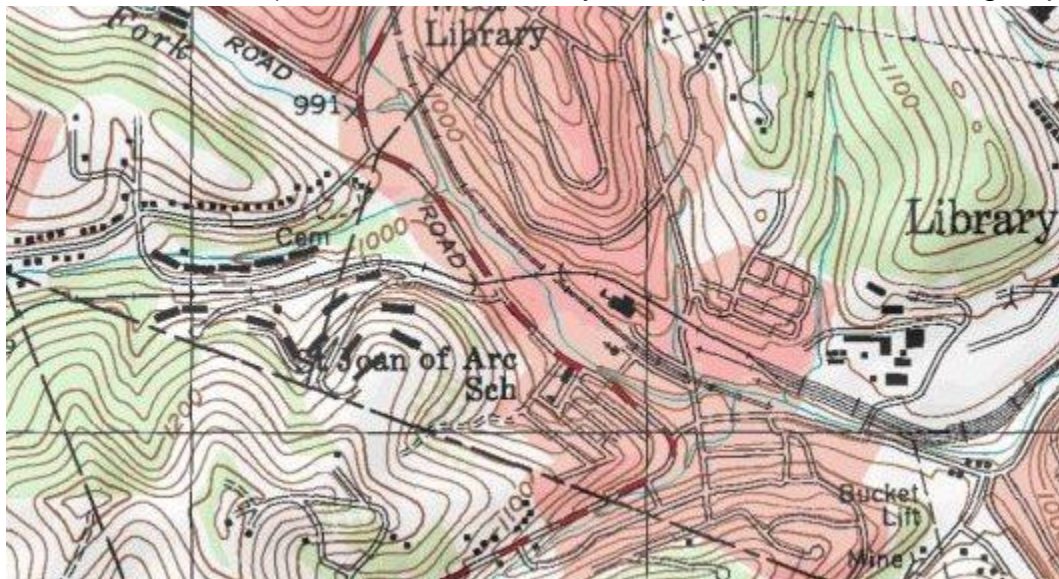
Courtesy Google Images

Valuation plan shows viaduct spanning Rt. 88, Piney Fork Creek and Pittsburgh Railways (now PAT) trolley tracks. Note West End Tool House indicated at top center. North is at right side of frame.



Courtesy Greg Corcoran

Topo Map shows bridge at center. Red dashed road from top to bottom is Rt. 88. Church Hill Road runs center left to intersection with Rt. 88. Brownsville Road and Montour Mine #10 (now site of PAT trolley station) run across lower right quadrant.



Courtesy Bob Ciminell / USGS

This small train was the last Montour Railroad movement across the viaduct, as engine 80 and caboose 36 retrieve a coal hopper that had been set out at Montour Mine #10 with a broken air line. The date was June 30, 1978 and the Library Branch was abandoned shortly afterwards.



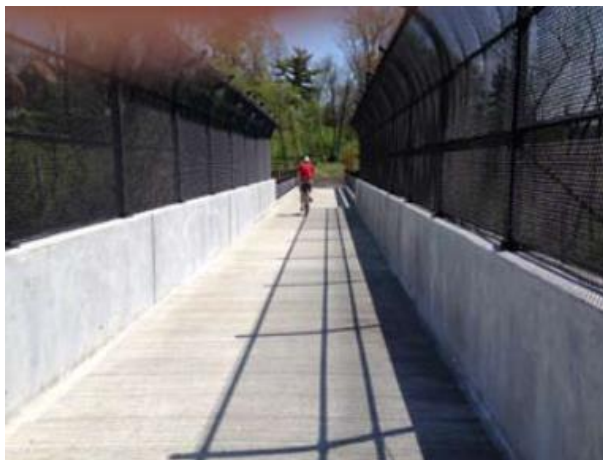
Gene P. Schaeffer photo

36 years after abandonment by the railroad, rehabilitation of the viaduct to carry trail traffic was started in June, 2014. Repair and replacement of structural steel and addition of a concrete deck was completed by April, 2015.



Dave Oyler photos

Concrete deck and sides as well as safety fencing was added to the bridge to make it ready for trail traffic.



Tom Prezel photos

Compiled by Montour Railroad Historical Society members