

MP 24.5 30' Deck Plate Girder Timber Deck

Mile 23.4 Trail MP 22.4 Over Glass Hill Road in Cecil Township

Builder's Plate – American Bridge Co. of New York U.S.A. 1913

Raised for increased clearance by Montour Trail Council

View looking south up Glass Hill Road. Newer concrete abutments, added to raise clearance of the bridge, are evident in this view.



2010 photos Bryan Seip

Looking north toward Rt. 50 intersection in background.



Builder's Plate – American Bridge Co. of New York U.S.A. 1913



Gene Schaeffer was a Montour employee who started his railroad career working on a track gang. His recollection of a job on this bridge:

“The Montour Railroad referred to it simply as *"Glasses Bridge"*...

One of my remembrances of Glasses Bridge...

Laying the 115 pound rail through here in 1978...

Superintendent J. E. Schomaker always wanted 30 or 40 new rails laid every day, while we were putting in the new stuff.

We had started that morning, just after a westbound from #4 cleared.

J.E.S. had a memo to train dispatchers during rail laying projects.

Have all train crews past the work site by 7 AM...

Call eastbounds for Montour Mine #4 so they arrive here no earlier than 3 or 4 PM.

As we laid rail through Glasses Bridge that one day, it started raining.

Usually when it rained, provided there were no emergencies, you could sit out the showers.

Not too often that happened.

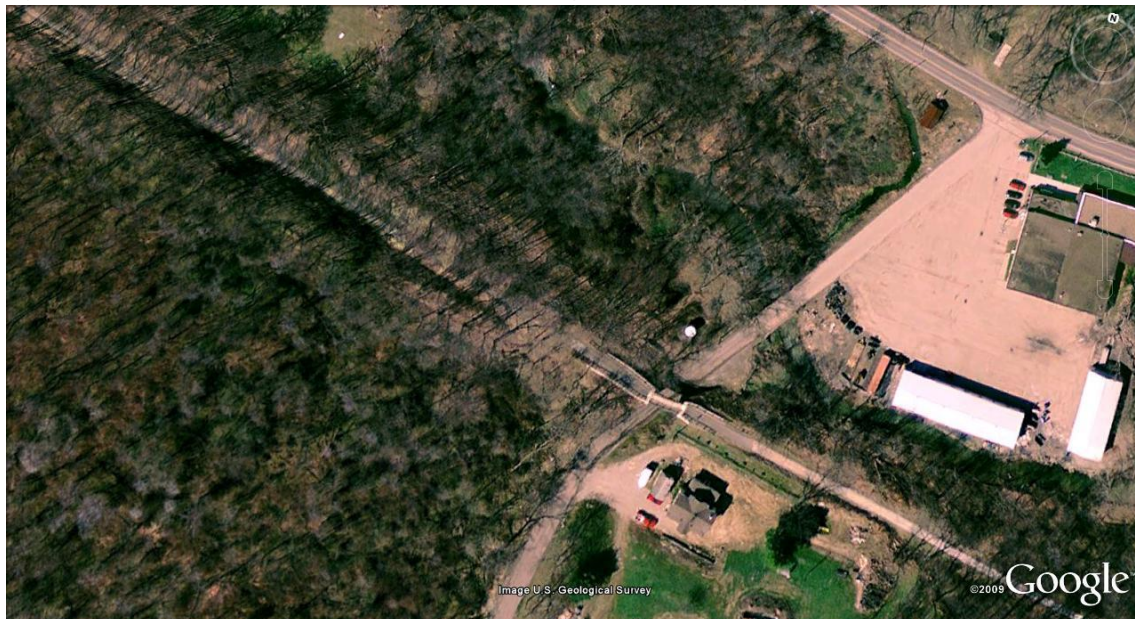
But, that one day, it began raining... And we had 30 rails out... Well, what a mess this turned out to be.

The new rail had to go in no matter how hard it was raining.
Laying rail in the pouring rain was no fun.
That day we probably set a record for laying rail.
Just as soon as the rail was in, gauged, and spiked down to be safe, we were out of there.
Soaking wet...

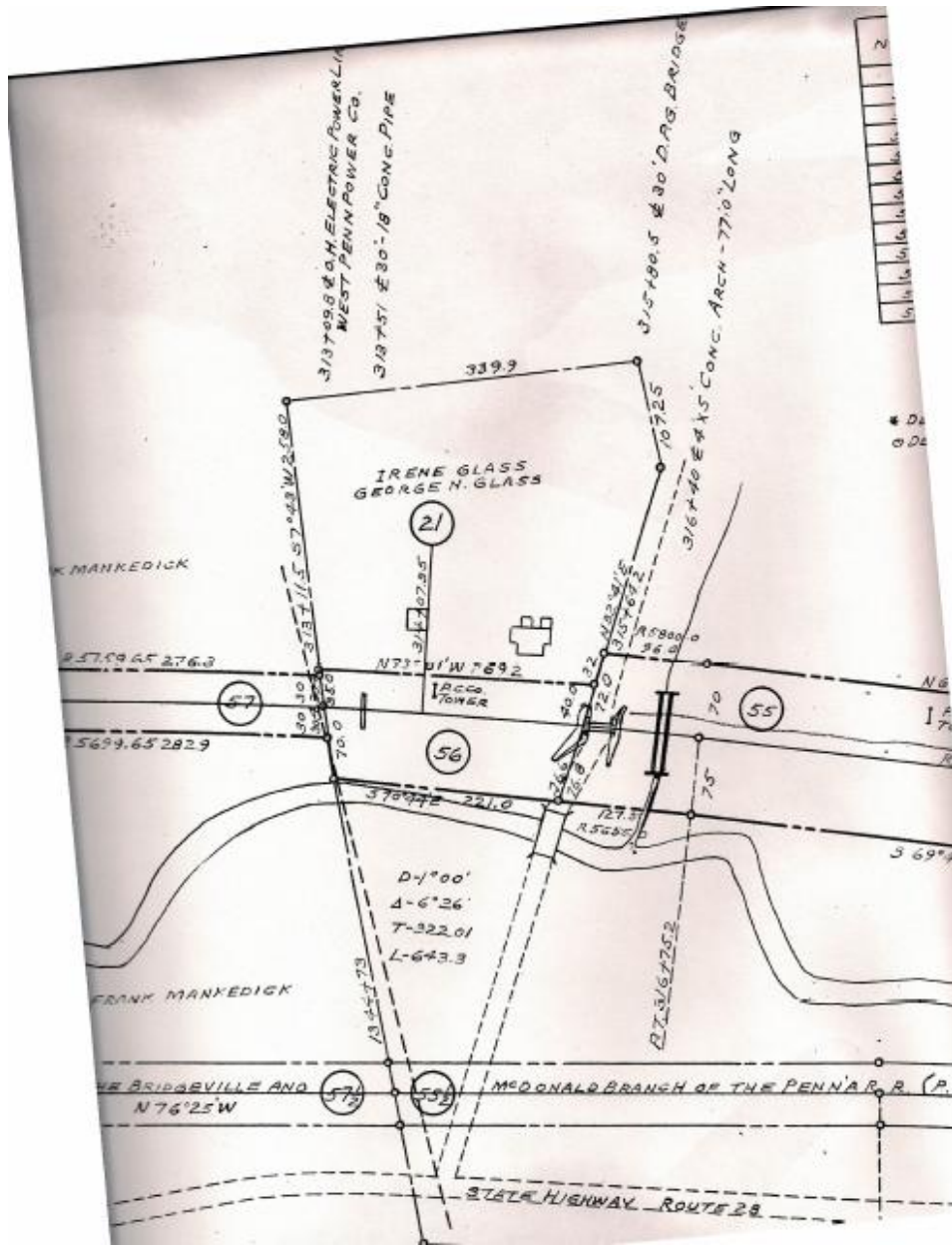
Working in the rain was dangerous.
Everything you handle is slippery.
Everywhere you step was slippery.
If you were spiking and missed, more mud and water splashing.
Water running down your face and in your eyes.

And just west of Glasses Bridge in 1976.
Engineer J.R. Harvard dumped a westbound coal train back there in April.
2 or 3 loads on their sides, 2 or 3 loads derailed.”

Satellite view shows bridge at center. Trail runs top left to bottom right. Rt. 50 is in top right corner, with Glass Hill Road running from top right to bottom center.

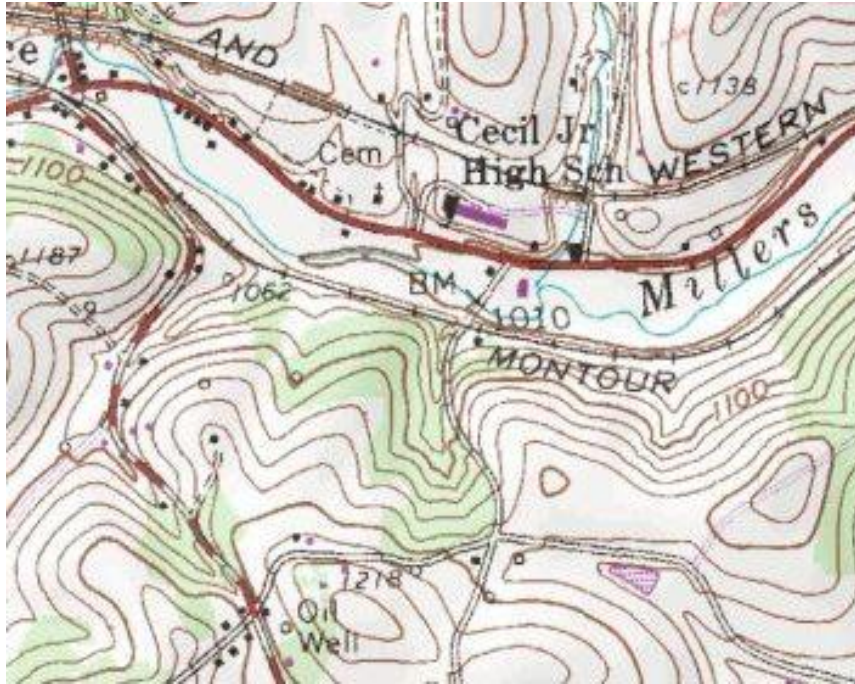


Valuation Plan shows bridge, with Miller's Run nearby. Road marked as State Highway 28 is actually Rt. 50. Proposed Right-of-Way for Bridgeville & McDonald Branch of the PRR runs between Rt. 50 & Miller's Run, but was never built at this location. The home and property owners at the bridge site give it, and the road up the hill, their names, Glasses Bridge and Glass Hill Road. North is at bottom of the picture.



Courtesy Greg Corcoran

Topo map shows bridge at center, with Montour running along the side of the hill, above the flat flood plain of Miller's Run. Norfolk & Western, now W&LE, runs across top of frame, above Rt. 50 in red. Glass Hill Road runs up hill from center to bottom center. Dashed red road at left is Rt. 980.



Google/USGS

Compiled by Montour Railroad Historical Society members.