

Moon Run Mine (Bob Ciminel ©2012)

The Moon Run Mine was the terminus for the Pittsburgh & Moon Run Railroad, and although this was another Montour mine that was not physically connected to the Montour tracks it was operated by the Pittsburgh Coal Company and was a subsidiary of the Montour Railroad.

The Pittsburgh & Moon Run Railroad was incorporated on February 10, 1891. The railroad became fully operational in 1893. The Pittsburgh Coal Company took control of the Montour and P&MR in 1899 and the P&MR was merged into the Montour Railroad on January 6, 1913. The P&MR operated scheduled passenger service until sometime between September 1923 and September 1924. Although other smaller mines operated along the P&MR, by 1936 the Moon Run Mine was the only customer on the railroad. The Pittsburgh & Moon Run was abandoned in 1939 with the closure of the Moon Run Mine.

The Moon Run Mine was a huge complex, extending southward as far as Carnegie and Rennerdale, northwest beneath Settlers Cabin Park and Robinson Town Center and eastward to the bluffs above Scully Yard.

Moon Run Mine had three sections, with the main tipple down below Route 60. There was also a tipple on the north side of Route 60 up the hill from Primante Brothers restaurant and another tipple on Campbell's Run Road about 1/2 mile west of Baldwin Road.

Year	Tonnage	Days Worked	Employees
1931	27,094	253	74
1932	22,005	230	66
1933	38,181	225	78
1934	36,992	248	70
1935	20,992	229	58
1936	23,945	283	30
1937	153,867	2147	159
1938	56,405	157	60
1939	15,095	68	58

Some events that occurred at Moon Run Mine are listed below:

Date	Event
June 7, 1910	Andy Banas was killed when he was struck by a pit car at the tipple and dragged over 100 feet.
October 7, 1911	Moon Run coal was advertised as a "hard, free burning, low ash, low priced soft coal" at \$3.75 per ton, or \$3.50 for five tons
June 21, 1926	Pittsburgh Coal Company announced that the Moon Run Mine would be operated as an open shop and employees would not be members of the United Mine

	Workers.
September 7, 1927	Two strike breakers were shot and killed while walking along a road from the mine to McKees Rocks.
December 13, 1927	Daniel Penner was killed when his head was crushed by a P&MR coal car at the tipple.
December 19, 1929	Pittsburgh Coal Company opened a retail coal yard at Moon Run Mine.
August 14, 1931	Moon Run Coal Company was selling coal for \$4.00 per ton for lump, \$3.75 for nut and \$3.25 for run-of-mine.
November 6, 1931	Moon Run coal was up to \$4.25 for lump, \$4.00 for nut and \$3.50 for run-of-mine if purchased in two-ton increments.

The following maps and images provide more details about Moon Run Mine.

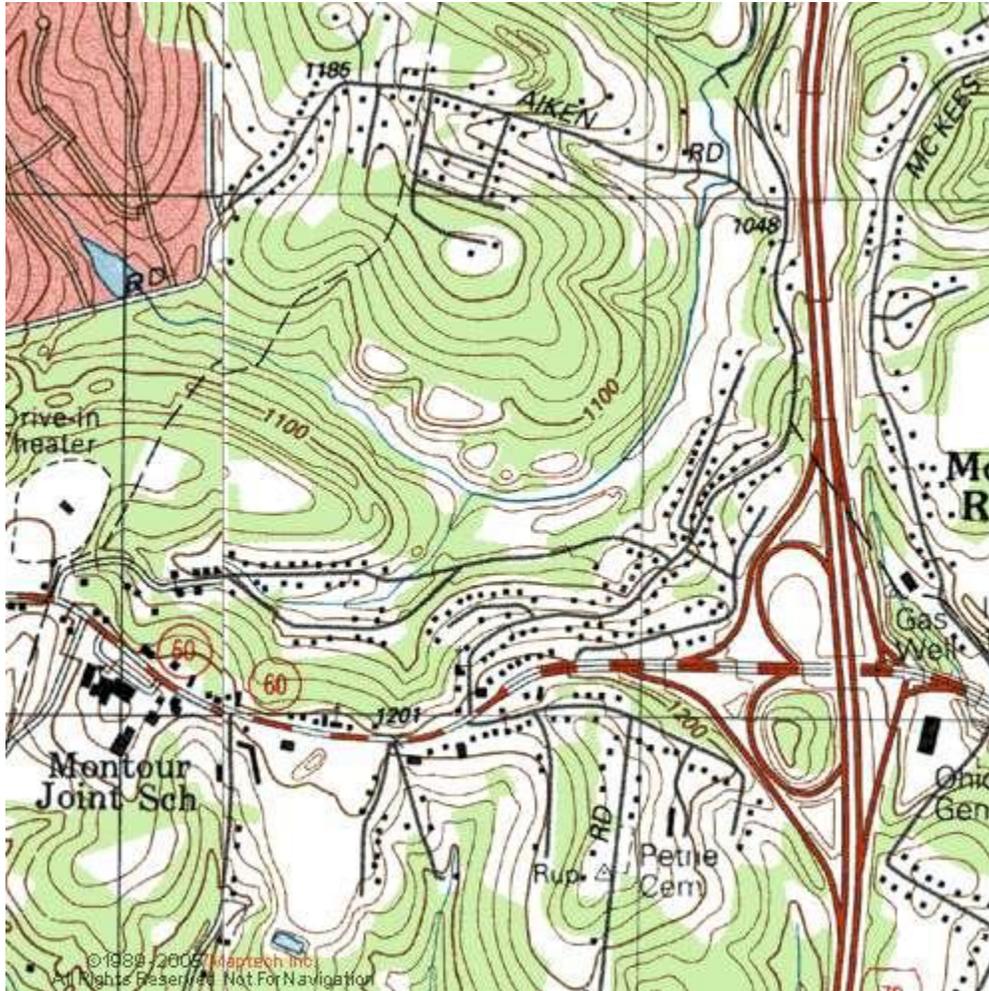
This shows the area around Moon Run Mine as it existed in 2007. The I-79/Route 60 interchange is on the right.



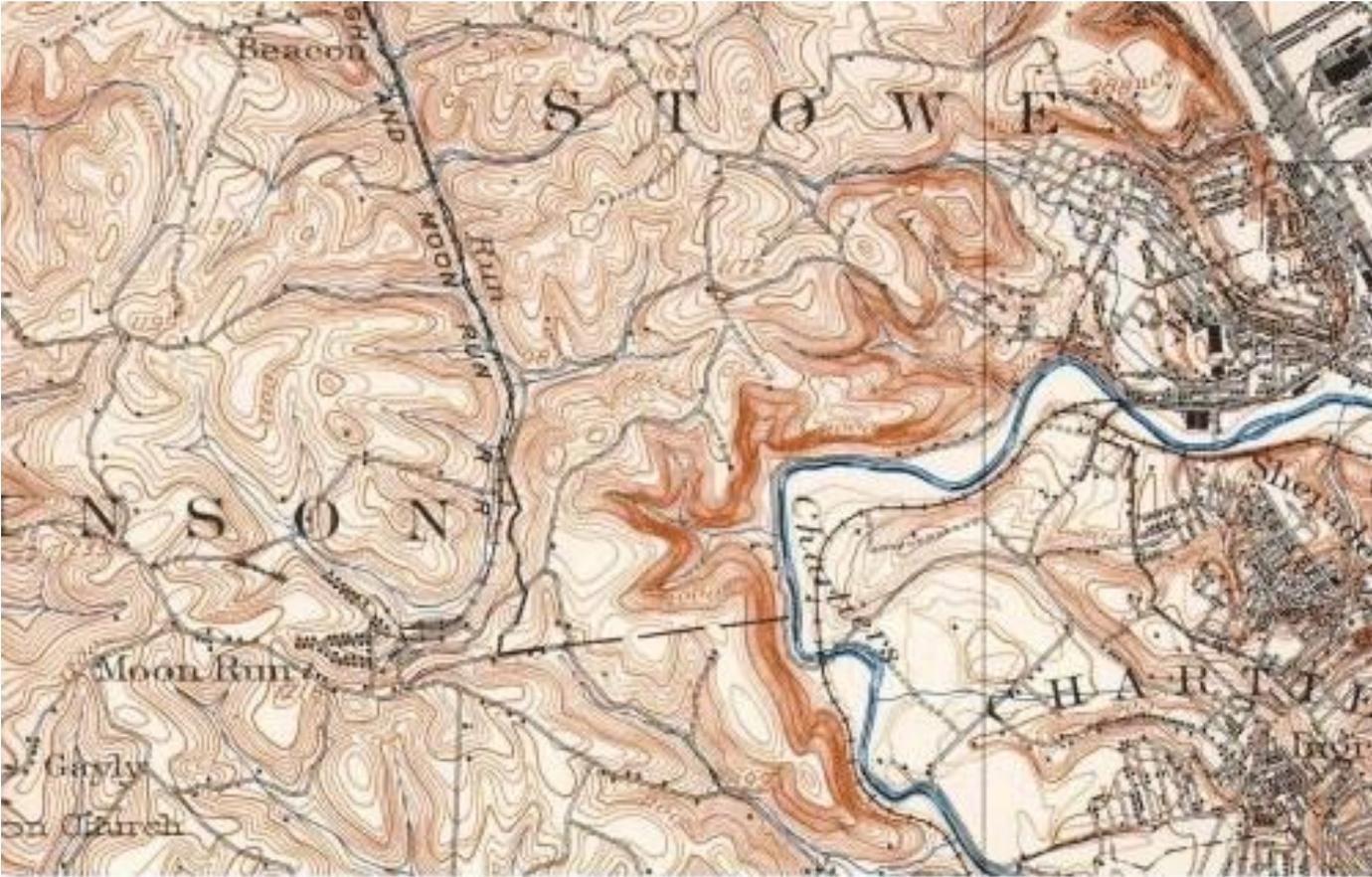
This is a Google Earth image from 2010.



This topographic map shows the waste piles associated with Moon Run Mine, but does not label them as mine dumps. The small stream coming from the lake in the upper left was the valley used to reach the mine entry for the western section of the mine.



This topographic map from 1906 shows the P&MR tracks and the large miners' village at Moon Run Mine.



This photo illustrates the size of the waste dumps from Moon Run Mine. The houses in the foreground are former miners' homes.



(Photo courtesy of the montourrr.com web site by Ken Caine ©2012)

The remains of the Moon Run tipple are still visible today.



(Photo courtesy of the [montourrr.com](http://montourrr.com) web site by Ken Caine ©2012)

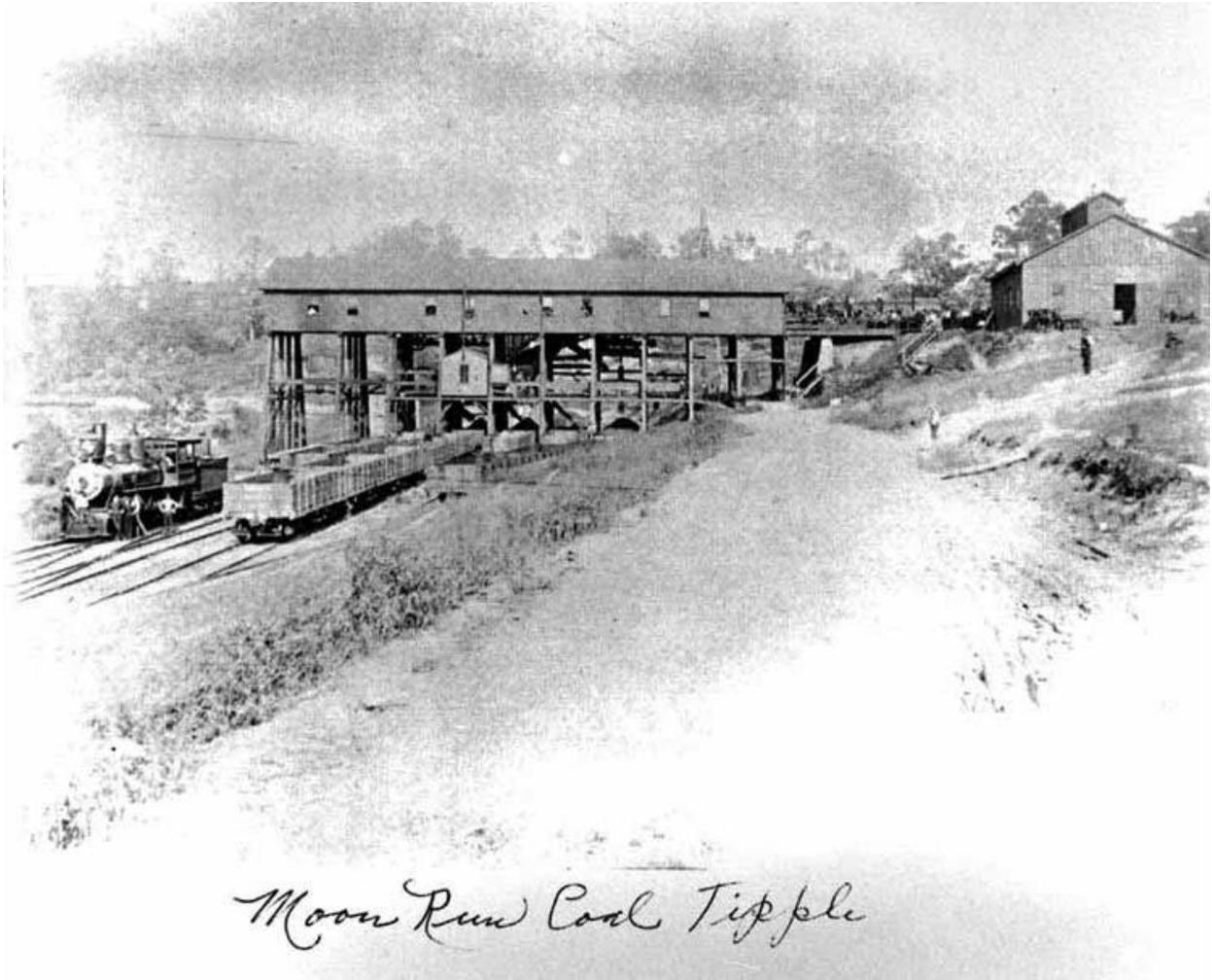
This view is from the early 1900s and is looking timetable west on the Pittsburgh & Moon Run. Note that the tipple is made of wood and has minimal features for sorting or cleaning the coal. The power house smoke stacks are on the right.



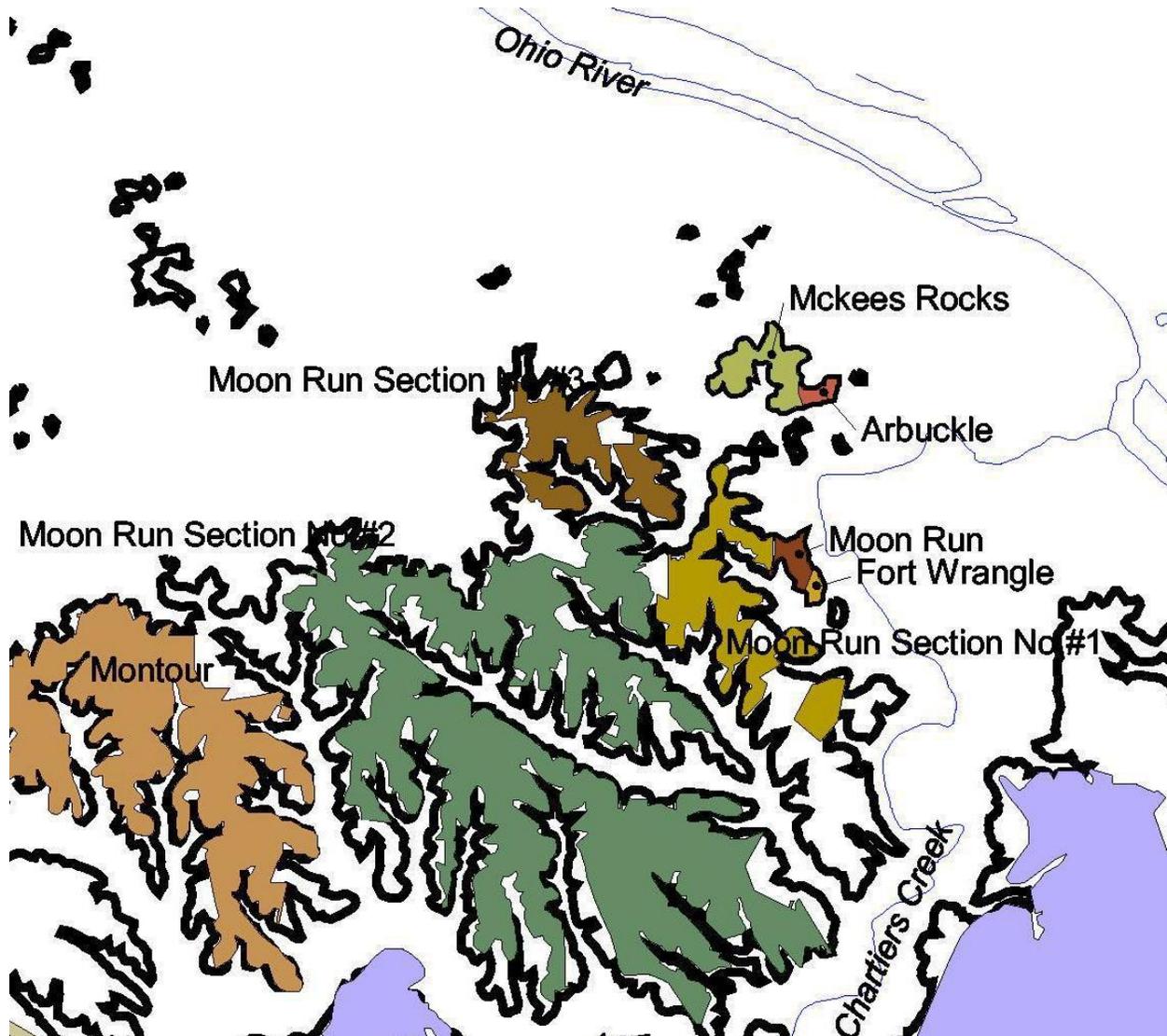
This is an early photo of a mine train coming out of the Moon Run Mine. The double track and foliage would indicate this trip came from the western end of mine that was being worked in the direction of Robinson Town Center.



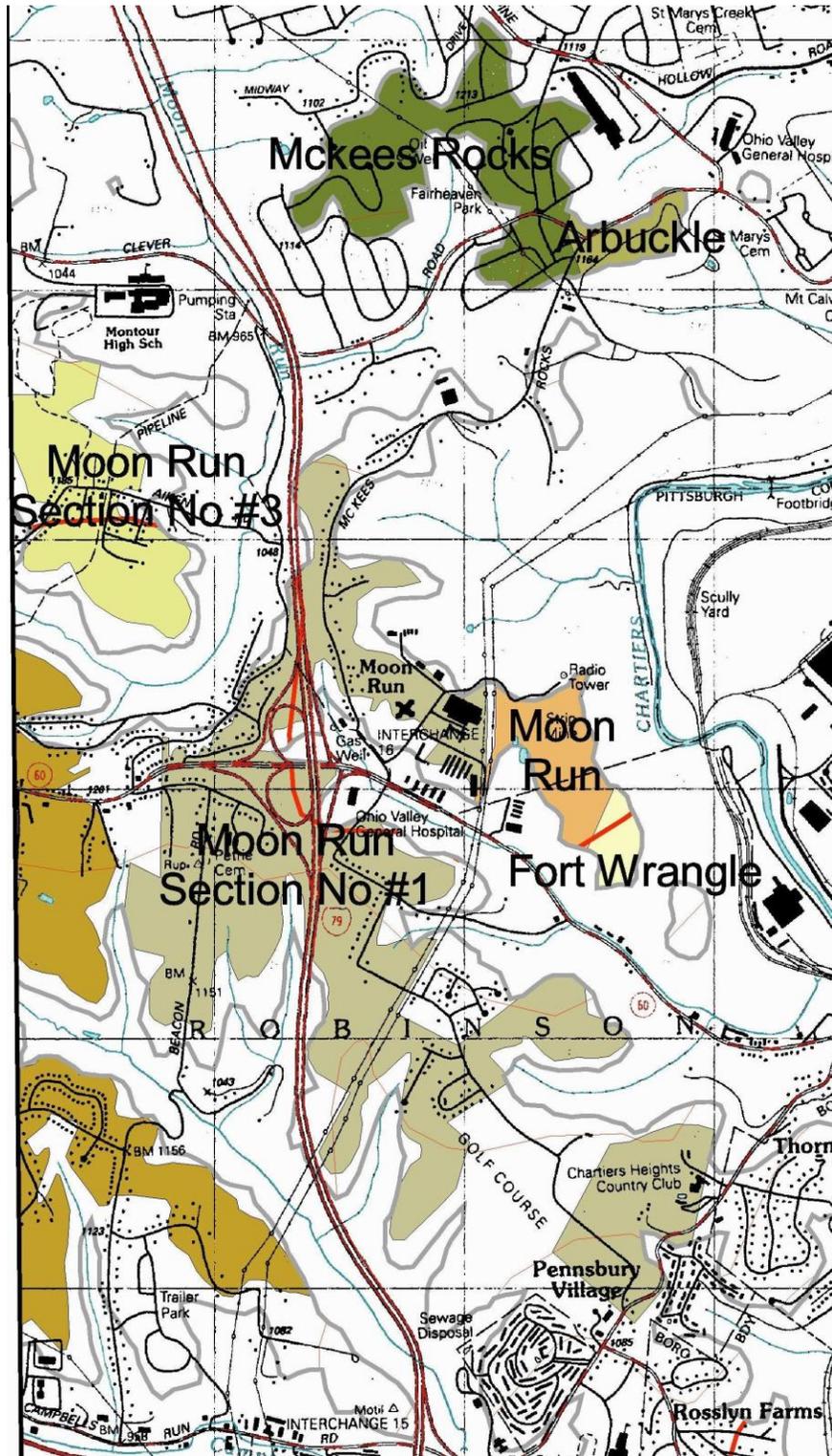
Another early view of the Moon Run tipple. This was taken when the mine first opened and had only one entry into the southern workings of the mine. Note the absence of electric poles and power plant, indicating the mine was cutting and hauling coal by hand and mules.



This map shows the extent of the Moon Run Mine operations. The small section next to the Fort Wrangler Mine was accessed by an incline from Route 60.

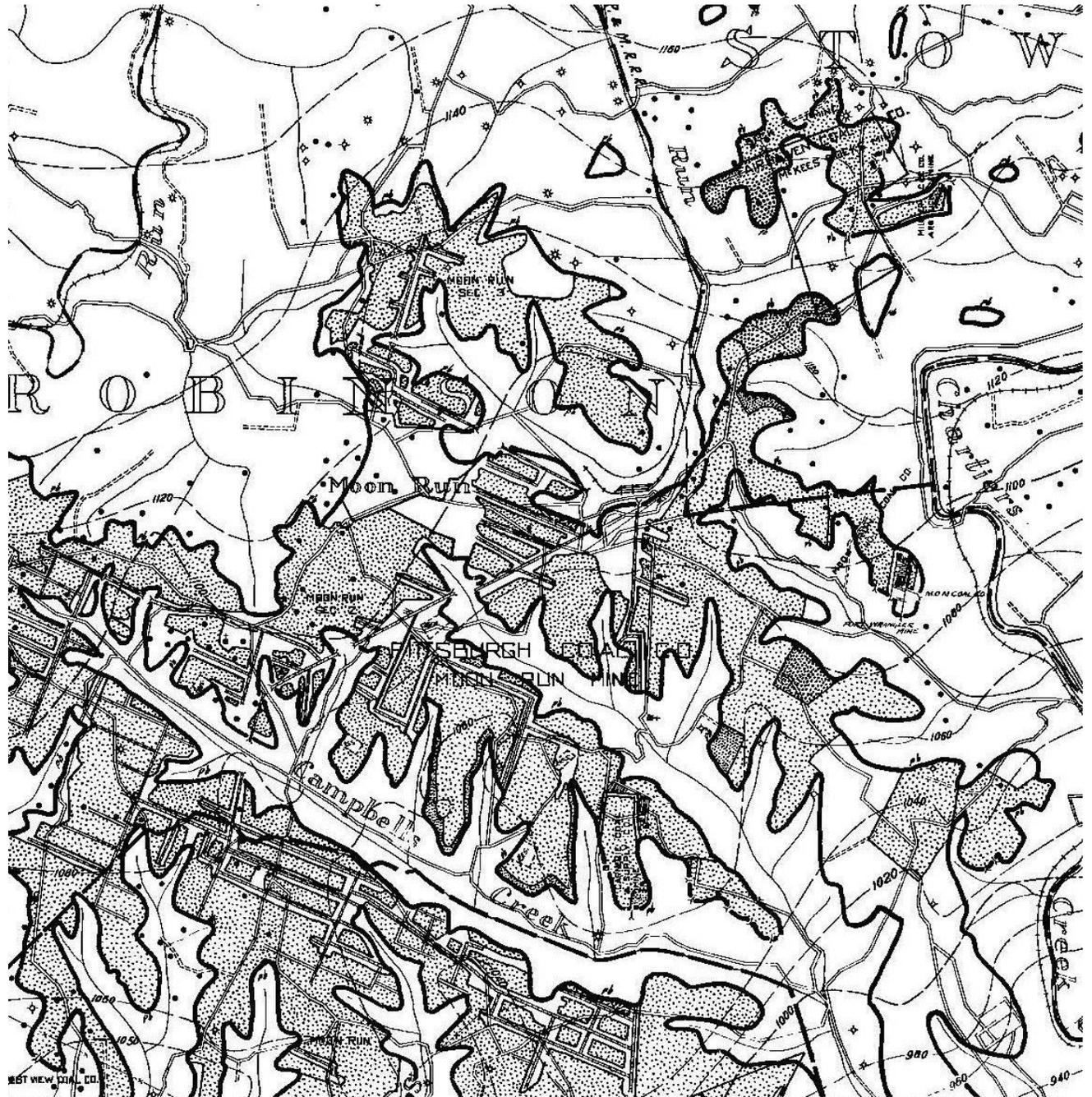


A more detailed view of Sections 1 and 3 of the Moon Run Mine.





This 1930s era underground map shows the layout of the Moon Run Mine near the end of its lifetime.



This 1938 aerial photo shows the extensive waste piles north of the mine and the tracks going to the western section on the left. This is close to the end of the mine's operation and the size of the waste dumps attest to the huge amount of coal the mine produced.



This photo was taken one year later and the erosion is evident around the waste piles.



By 1957, the foliage is back and only the waste piles are barren.



Route 60 is at the top of this 1938 photo, with Campells Run Road at the bottom. Note the line of sinkholes to the south of Campbells Run, indicating the old workings of Moon Run Section 2.

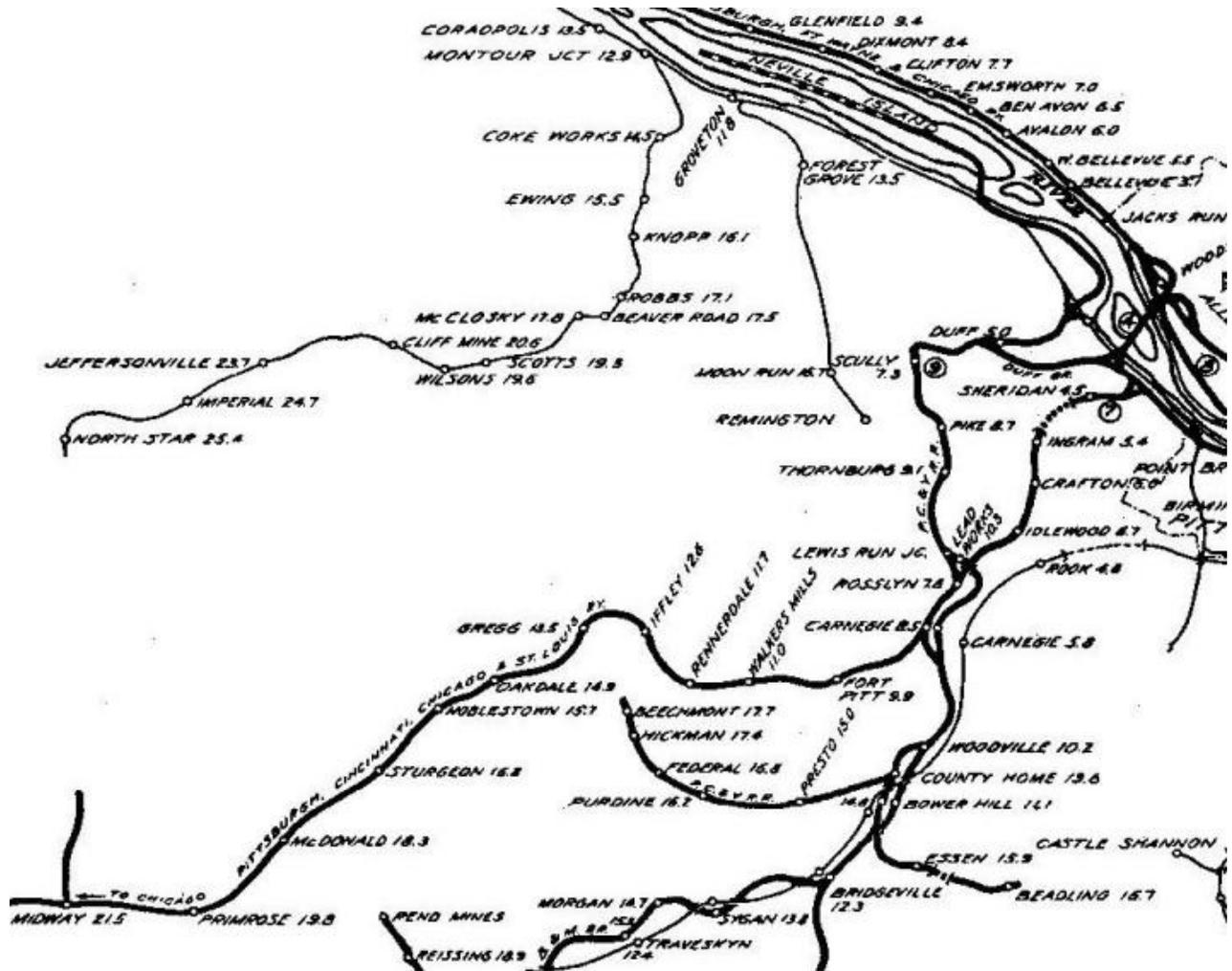


Another view showing the size of the waste dumps at Moon Run Mine.



(Photo courtesy of the montourrr.com web site by Ken Caine ©2012)

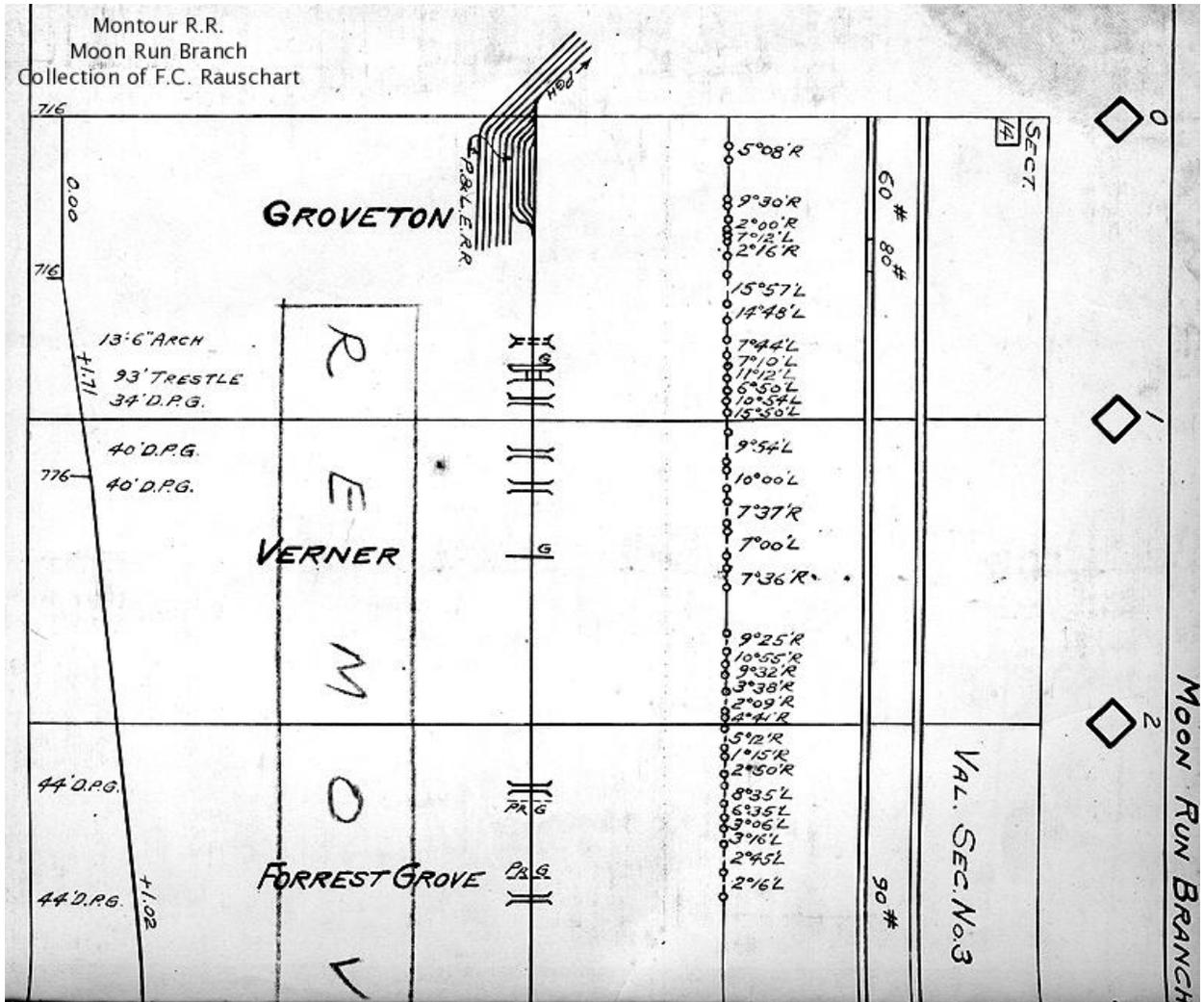
This map shows the relationship between the Montour and the Pittsburgh & Moon Run Railroad. The community of Remington was the location of a post office on the Steubenville Pike (Route 60) and sat on the hill above the Moon Run miners' village. It is doubtful that the P&MR tracks could have reached Remington because it was almost 200 feet higher than the ground elevation at the tipple.



This photo shows the P&MR coming down Moon Run on the far right, curving to the left and then back north to reach the interchange with the Pittsburgh & Lake Erie Railroad at Groveton.



This track chart shows the P&MR (Montour Railroad Moon Run Branch) connection with the P&LE and the elevations and curves of the railroad. This section is now where the I-79 curves are located before crossing the Ohio River.



(Track chart courtesy of Gene P. Schaeffer ©2012)

