

Snowden



A Montour crew on the interchange track at Snowden sets out freight cars for pick-up by the B&O in 1973. The left two tracks were the B&O line through South Park Township. Gene P. Schaeffer photo.

A half mile up the hillside ahead, the Montour Railroad established an interchange connection with the B&O Railroad in 1929. A two track yard was built, each track holding 60 cars. One track was designated as the delivery track to the B&O and the other to receive cars from B&O. The main traffic was coal, but other freight cars were also exchanged. The last interchange was made in September, 1975, after which this end of the branch was abandoned.



For more information go to: montourrr.com

PennMont

In 1905, the Pennsylvania Railroad constructed its Peters Creek Branch to reach coal mines along Piney Fork. When the Montour Railroad extended its Library Branch to establish a connection with the B&O in 1929, it connected with and leased 8/10 mile of the Pennsylvania Railroad tracks.

The east end connection was called PennMont (Pennsylvania & Montour), located about 250 yards west of this sign location.

The west end connection was called Gould, about a hundred yards beyond the lower Triphammer trailhead.

Train movements were controlled by the Montour, meaning PRR trains had to obtain orders from the Montour dispatcher to occupy this track.

No interchange of cars between the two railroads occurred at this shared connection, as each operated only their own trains over this section.

The PRR abandoned their branch in 1963 and the shared track was sold to the Montour.