

MP 25.3 16' Slab Concrete Deck Double track bridge

Mile 24.2 Trail MP 23.2 Over Cowden Road

Bridge and abutments removed in November 2002.

Aerial view from 1967 shows bridge at center, with hopper cars sitting on siding along curve to west of bridge. P&WV RR (W&LE) & Rt. 50 run across top of frame. Mine buildings on outside of railroad curve are now part of Miller Centrifugal Casting plant.



Courtesy Penn Pilot

View looking south, uphill along Cowden Road in October, 2002. 16 foot span limited roadway under bridge to a single lane. By this date, the Montour Trail had been constructed along the right-of-way.



Dennis Sims photo

A month later, in November, 2002, bridge demolition is underway, with I-Beams and concrete from bridge deck lying in roadway.



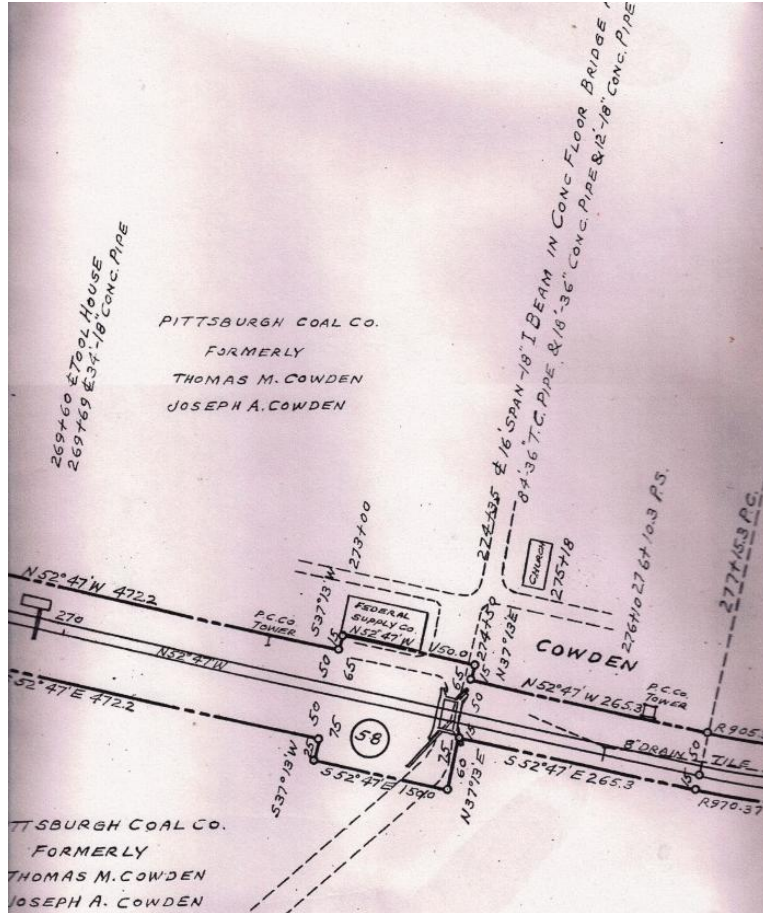
Dennis Sims photo

Similar angle, looking south in 2010, shows Montour Trail grade crossing at former site of the bridge. The Federal Supply Co. store was between the Trail & houses.



Bryan Seip photo

Valuation Plan shows bridge with double track, Main Line and Cowden Siding, and Federal Supply Co. store beside bridge. The Store completely burned circa 2000. The Bridge was built with 18" I-Beams in a concrete floor. The building marked "Church" across the intersection was originally a machine shop for Montour Mine #2.



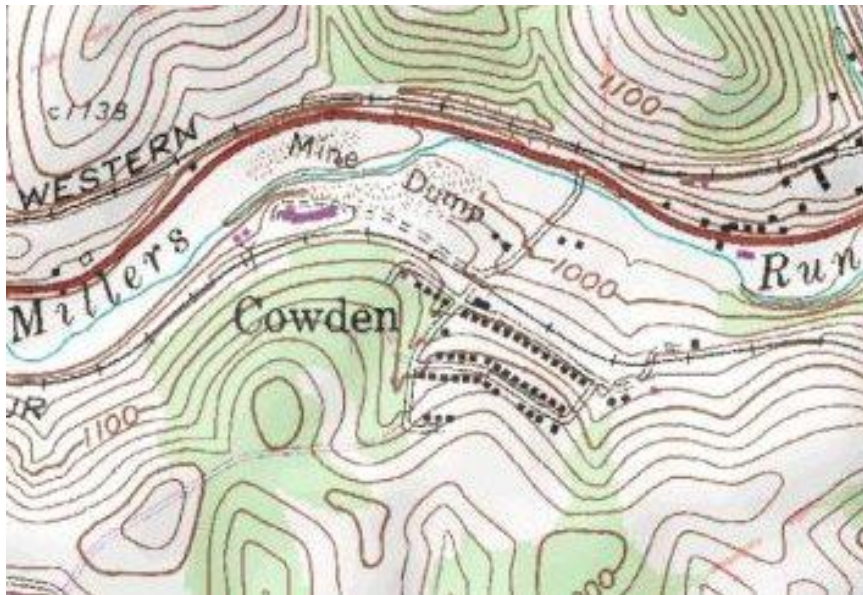
Courtesy Greg Corcoran

This view looks north (downhill) at bridge in October, 2002.



Dennis Sims photo

Topo map shows Montour running along hillside above Millers Run. Road in red is Rt. 50, with Norfolk & Western RR (W&LE) across top of frame. Mine dump is noted at bottom of hill along Millers Run. The bridge provided the only access into the patch houses on the south side of the Montour RR.



Google Image/USGS

Compiled by Montour Railroad Historical Society members