

**MP 28.0 40' Deck Plate Girder Timber Deck**

**Mile 26.9 Trail MP 25.9 Over Papp Road**

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

Additional abutments installed by Montour Trail Council raised bridge approx. 5 feet

An eastbound Montour train crosses Papp Road bridge on May 1, 1979



Photo E. Roy Ward, Jr. from "Pennsylvania Short Lines In Color Vol. 2"

Looking south – uphill on Papp Road. Added abutments can be seen under bridge.



2010 photos Bryan Seip

Looking north – downhill – towards Cecil-Henderson Road intersection.



Bridge originally was located on pads to left (north) of its current location. The bridge was moved and raised approx. 5 feet for additional clearance.





Builder's Plate – American Bridge Co. - dated 1913



Additional concrete abutments on the south side indicate where a second span was located that led into the National # 2 Mine yard tracks.



Aerial view from 1939 shows bridge at right center. Note second span to left that carried tracks into National #2 Mine complex. The mine was closed in 1927 and tracks and loading facilities were dismantled by 1939. Mine buildings and houses in this picture have now also been removed. Cecil-Henderson Road runs from top center to lower right of picture.



Courtesy Penn Pilot

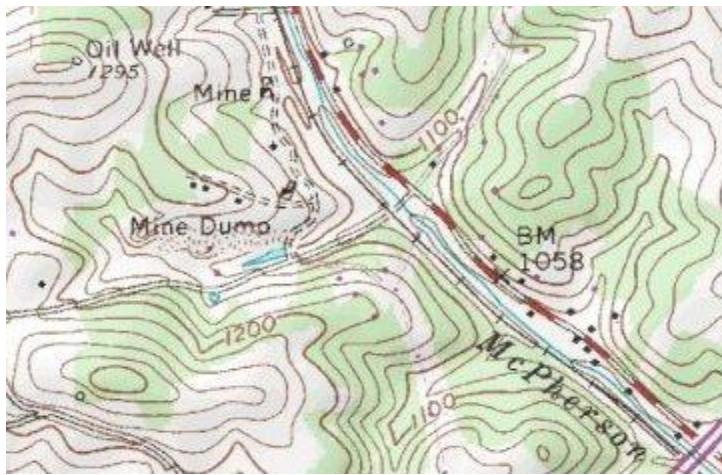
1915 Track Map shows bridge on the main line, with secondary span leading into the National Mine #2 yard. MP 28 is noted just east of bridge.



Courtesy Gene P. Schaeffer

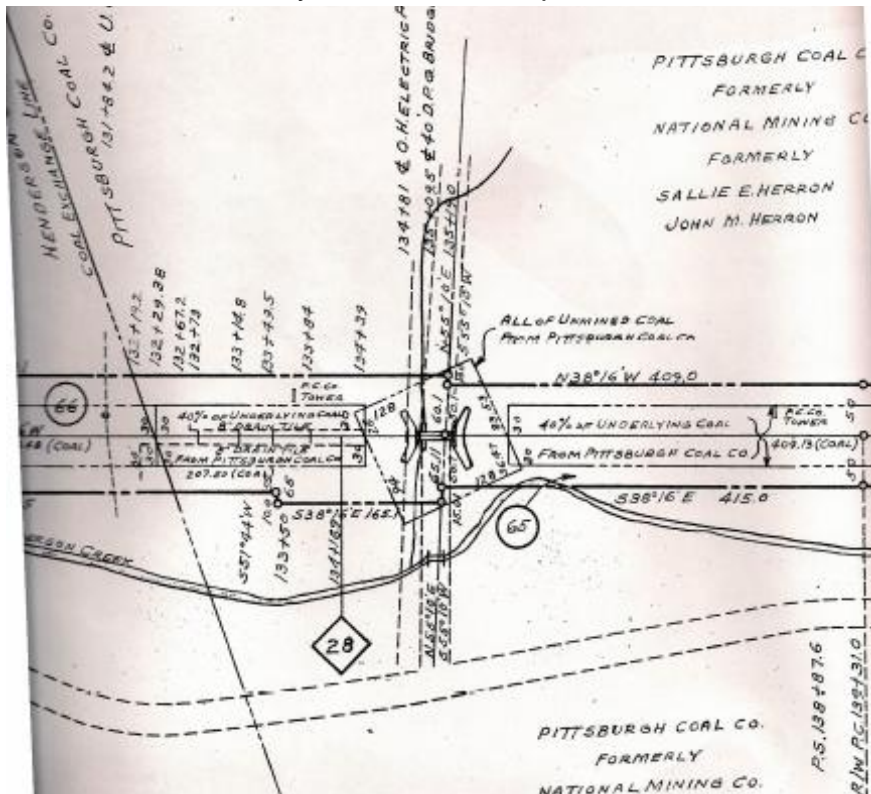


Topo map shows bridge at center. Mine noted at upper center is National #2. McPherson Creek runs parallel to railroad. Cecil-Henderson Road is in dashed red, with I-79 bridge at bottom right corner.



Courtesy Google / UPGS

Valuation plan shows bridge, but does not show secondary span or abutments, which were out of service by the date of this plan. North is at bottom of frame.



Courtesy Greg Corcoran

Compiled by Montour Railroad Historical Society members.