

High Iron Ride August 26, 00

Dir	Road	Miles	Total
	From Captain Jacks Go thru Texaco		
L	Low St becomes Schoolhouse Rd	2.0	2.0
R	At Stop Sign, Schoolhouse Rd	0.6	2.6
R	At Stop Sign, Fowlersville Rd	0.1	2.7
L	Shelhamer Rd	1.4	4.1
L	At Stop Sign, PA-93 to Orangeburg	3.1	7.2
R	At Stop Sign, PA-487 to Forks CB on L	4.0	11.2
R	Bridge After Hickory Joes, Winding Rd Twin CB 0.2mi then 1 CB on L	2.1	13.3
R	At Stop Sign, Winding Rd	1.8	15.1
L	Bear Left at Stop Sign, Go up the hill	0.1	15.2
R	Old Tioga Turnpike - Fresh Tar n Chip 1st 3 mi	12.0	27.2
ST	At Stop Sign, PA 487/ Red Rock Mtn Rd	21.6	48.8
R	PA 87	22.9	71.7
R	At Stop Sign, PA-87	3.6	75.3
ST	Stop Sign, US-6 East	0.1	75.4
R	Into Texaco Food Mart. The east end of the Vosburg Tunnel is 1.8 miles south on Vosburg Road. There is a small dirt pull out just past the railbed bridge on right. The west end was back at the P&G plant!		75.4

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R	From Texaco Food Mart, US-6 East	8.6	8.5
L	PA-92 North	10.4	18.9
R	SR 1031 "Un-named Rd", L onto Vic's Lane for Photo OP with Tunkannock Viaduct 11:45 sharp!	0.1	19.0
L	From Photo OP/ "Un-named Rd" SR1031 onto PA-92 South	0.5	19.5
R	US-11 North to Kingsley Viaduct (PennDot Shed on Left)	9.0	28.5
L	Continuing on US-11 North to Hallstead -- Maloney's on L at 17.0, nice sit down lunch place.	17.6	46.1
R	At Susquehanna River, Harmony Rd NOTE: This road become dirt for about 5 mi. Divert to PA 171 approx 0.3 mi N on US-11. When it rejoins the route in Susquehanna, you will be 1 mi hi on total.	7.6	53.7
L	At Stop Sign, SR-1021, Becomes PA 171 South	2.4	56.1
ST	At "Small" Viaduct, Main St becomes Viaduct St	0.6	56.7
	Very Limited Viaduct Parking is on Right.		56.7
ST	SR-1009 to Starrucca	9.7	66.4
ST	SR-4012, Shehawken Rd - Fresh Tar n Chip. Look for the Burma Shave signs.	5.0	71.4
R	Bear Right on Shehawken Rd	1.5	72.9
R	Rabbit Run Rd	0.6	73.5
ST	At Stop Sign, PA-247 South	13.6	87.1
R	O'Neill's General Store & Texaco- Excellent Sandwiches		87.1

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R	From O'Neill's on PA-247	3.8	3.8
L	PA-170 South NOTE: Bridge under construction. Stay to R after crossing creek.	7.0	10.8
L	At Stop Sign, US-6 East	0.5	11.3
R	Station Hill Rd	3.4	14.7
L	At Stop Sign, Owego Tpk	8.5	23.2
L	At Stop Sign, PA-590 East	0.9	24.1
R	At Light, US-6 East	7.5	31.6
R	PA-739 to Dingman's Bridge (\$0.40toll)	20.0	51.6
ST	Cross Bridge, becomes Sussex-560	2.9	54.5
L	At Stop Sign, Sussex-560	2.4	56.9
R	At Stop Sign, US-206	2.3	59.2
R	Sussex-521	2.3	61.5
L	Sussex-521, Kemah-Mecca Lake Rd	4.1	65.6
R	Sussex-521	1.0	66.6
R	Sussex-521	5.5	72.1
L	At Stop Sign, Sussex-521, Stillwater Rd	1.6	73.7
R	Sussex-521, Maple St	5.8	79.5
R	At Stop Sign, then Light NJ-94 South	4.8	84.3
L	Crisman Rd- Look for Imperial Machine & Tool	0.6	84.9
R	At Stop Sign, Polkville-Kill Rd to Paulens Kill Viaduct (dirt lot on left)	1.4	86.3
	Short hike (five minutes or so) up to top; it's worth it once you're up there		86.3
L	From Lot	0.3	86.6
L	NJ-94 to Columbia (I-80) Last of the Big Viaducts crosses I-80 and the Delaware just west of interchange. Can be accessed on service road.	2.2	88.8

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Tunkhannock Viaduct Factoids



Name - Tunkhannock Creek Viaduct

Location - Nicholson, Pa.

Owner and Builder - Delaware, Lackawanna and Western Railroad

Designer - A. Burton Cohen

Engineer - G. J. Ray

Contractors - Flickwer and Bush

Length - 2,375 feet

Height - 240 feet above stream level and over 300 above bedrock.

Spans - 12. Ten spans of 180 feet visible. Two spans of 100 feet buried in approach hills.

Materials - 163,000 cubic yards concrete, 2,280,000 lbs. of reinforcing steel, 185,000 bbls. of cement.

Excavation for pier foundations - 46,000 cubic yards.

Depth of excavations - 60 to 139 feet.

Started - May, 1912.

Dedicated - Nov. 6, 1915.

Workforce - About 500 men of whom less than half were skilled labor.

The DL&W Summit Project of 1910-1915, which includes this and the other Viaducts on the route (minus Starrucca) was the world's first application of reinforced concrete on this scale.

