

Peavine Track Diagram



Your Guide To The Twist and Turns



of the N&W's Fabulous Peavine!

Purpose

The purpose of this document is to create a visual reference which fans of the Peavine can use to locate places and items along the Peavine, and preserve the legacy of this portion of the Norfolk and Western Railway.

Disclaimer

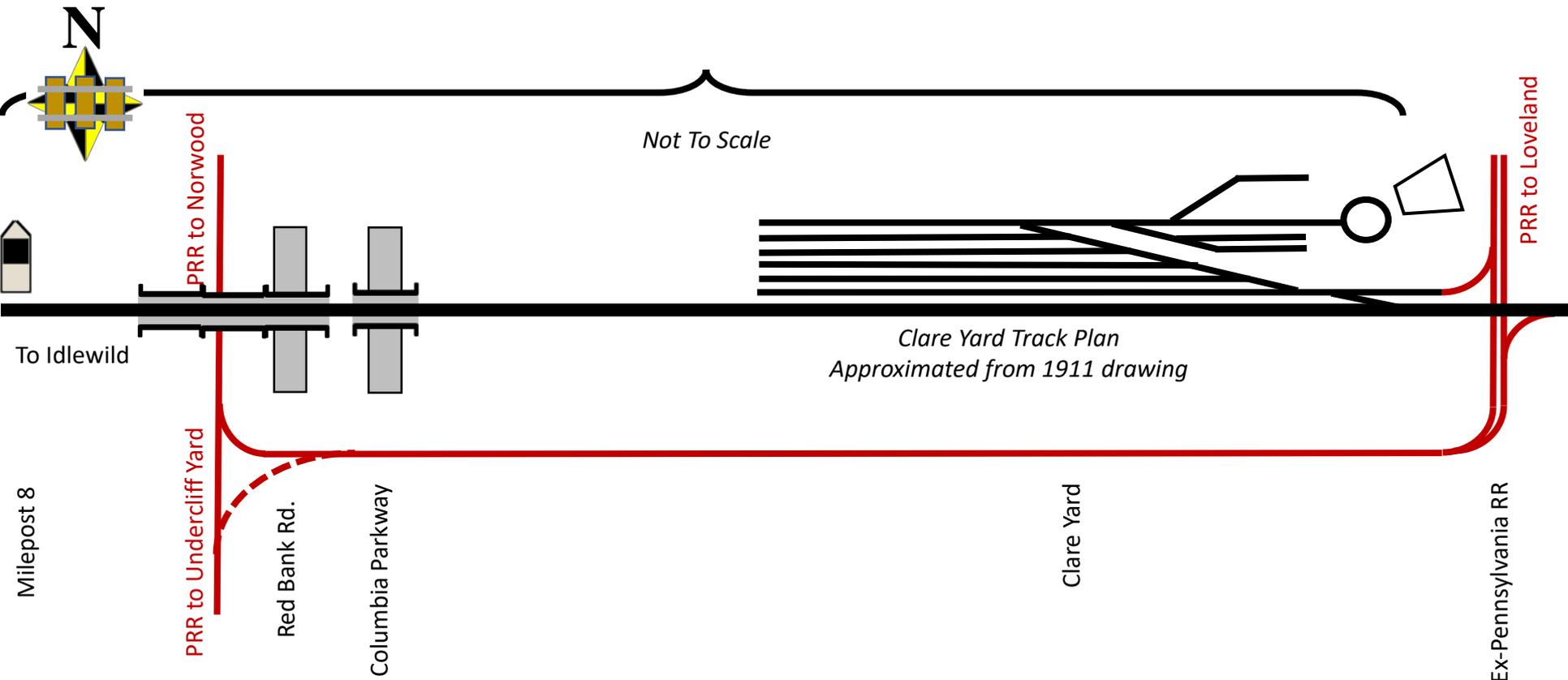
This document was put together with a combination of Google Maps, reference material, contributions of other railfans and first hand observation. There will be mistakes. Feel free to provide feedback to ensure the most accurate documentation possible.

Primary Sources

- ***Google Maps***
- ***1987 N&W Inspection Trip pdf***
- ***Jeff's Woods Complete Signal List***
- ***First Hand Observation***

Reading This Document

There is a slide for each mile of the Peavine. The mainline is depicted as a straight line moving west (left) to east (right). Different symbols are used to depict features along the line. A legend for the symbols is on the last page.

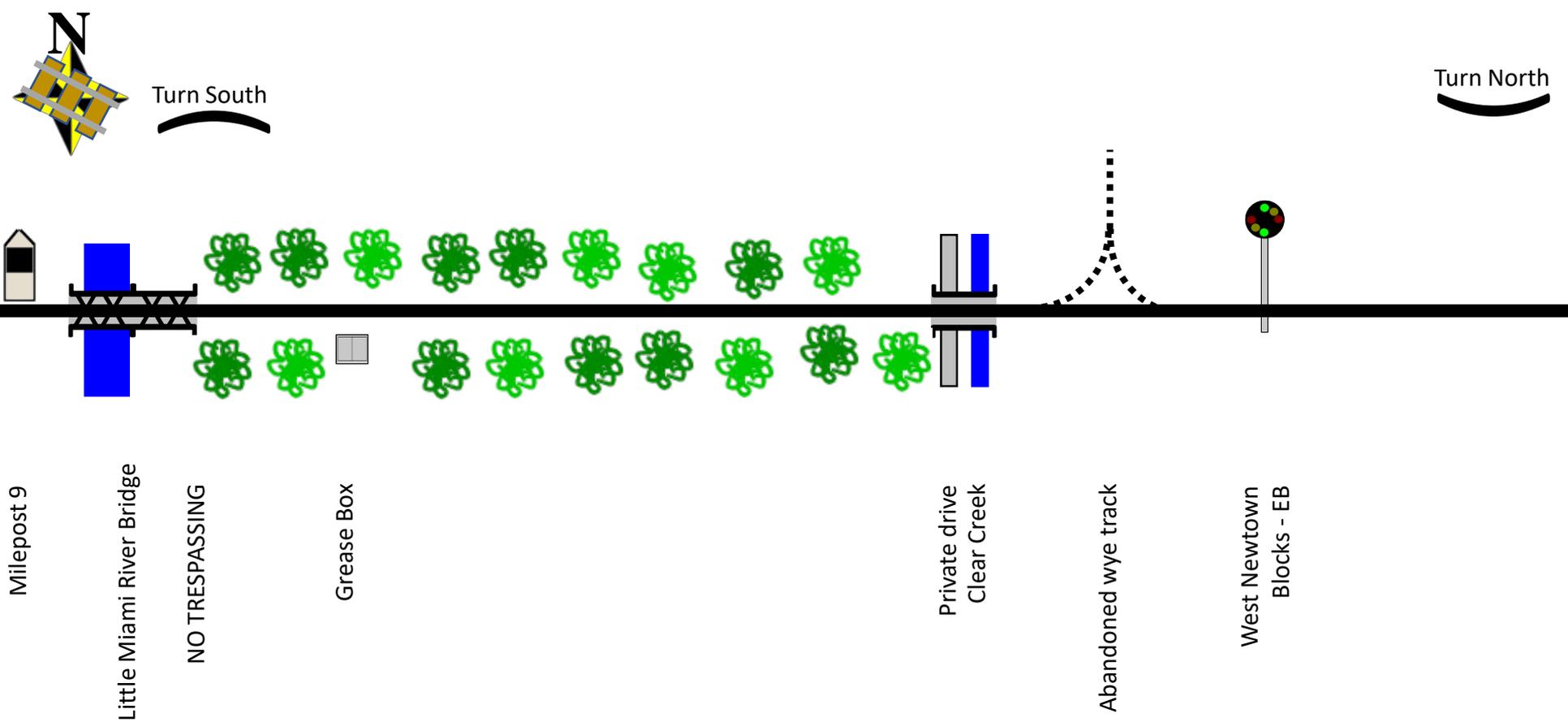


This diagram is more than a mile, and is listed as 8 because 8 is one less than 9. This include the high bridge over Red Bank Rd, and all of Clare Yard.

Clare

Peavine Track Diagram





Milepost 9

Little Miami River Bridge

NO TRESPASSING

Grease Box

Private drive
Clear Creek

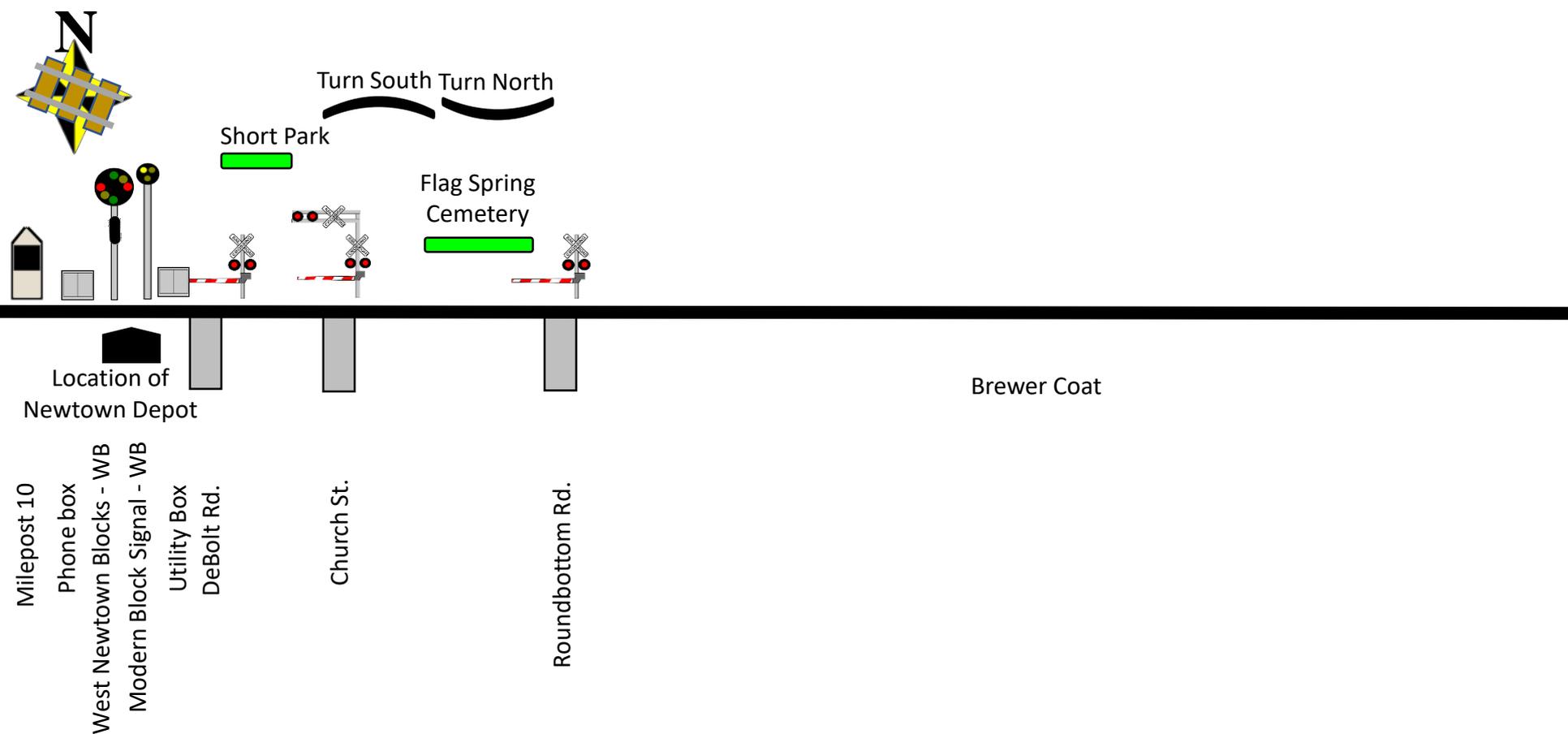
Abandoned wye track

West Newtown
Blocks - EB

Milepost 9 is the start of the Peavine. The line immediately crosses the Little Miami River. On the way to Newtown, the line crosses Clear Creek before passing the old wye track.

Peavine Track Diagram



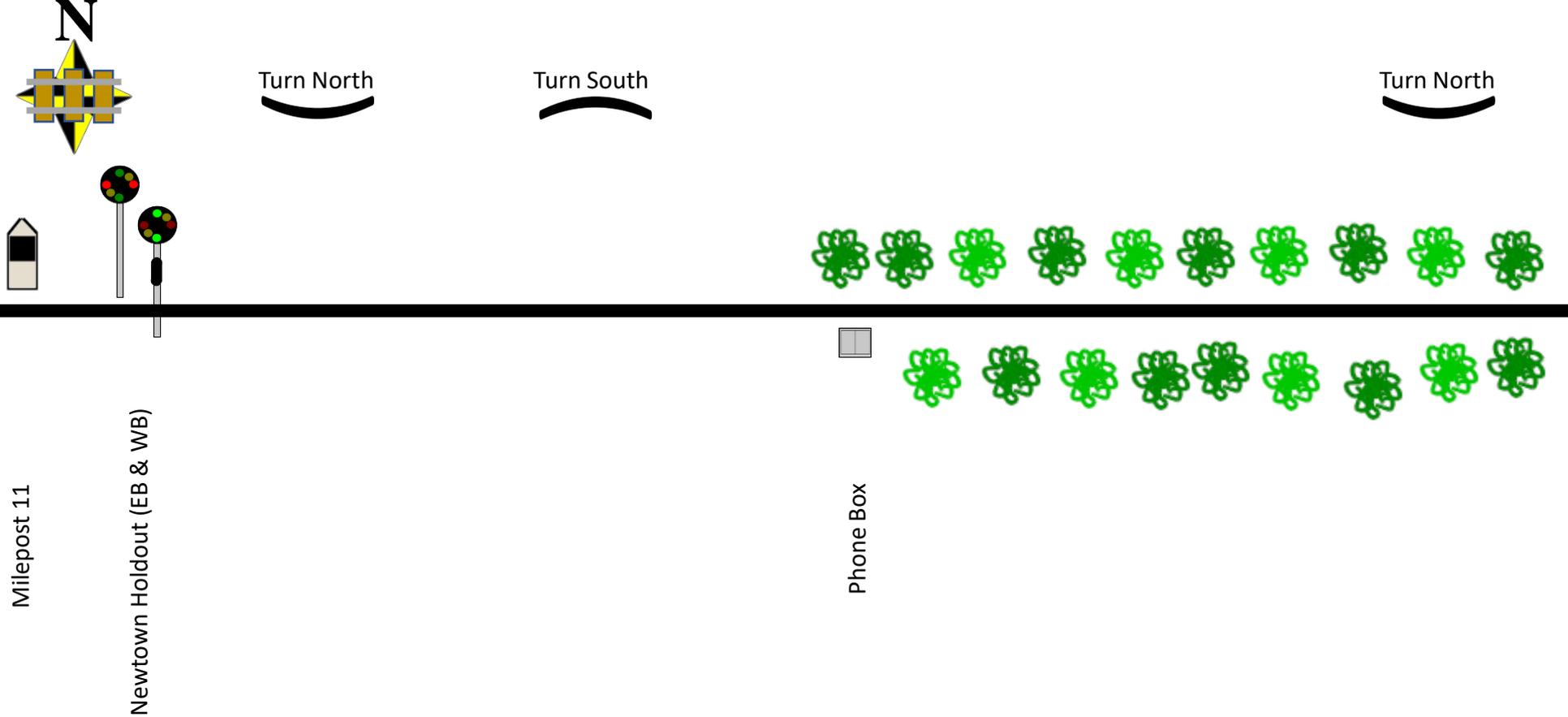


The tracks swing through Newtown, passing the location of the old depot, and crossing three roads, including the first crossing of Roundbottom.

Newtown

Peavine Track Diagram

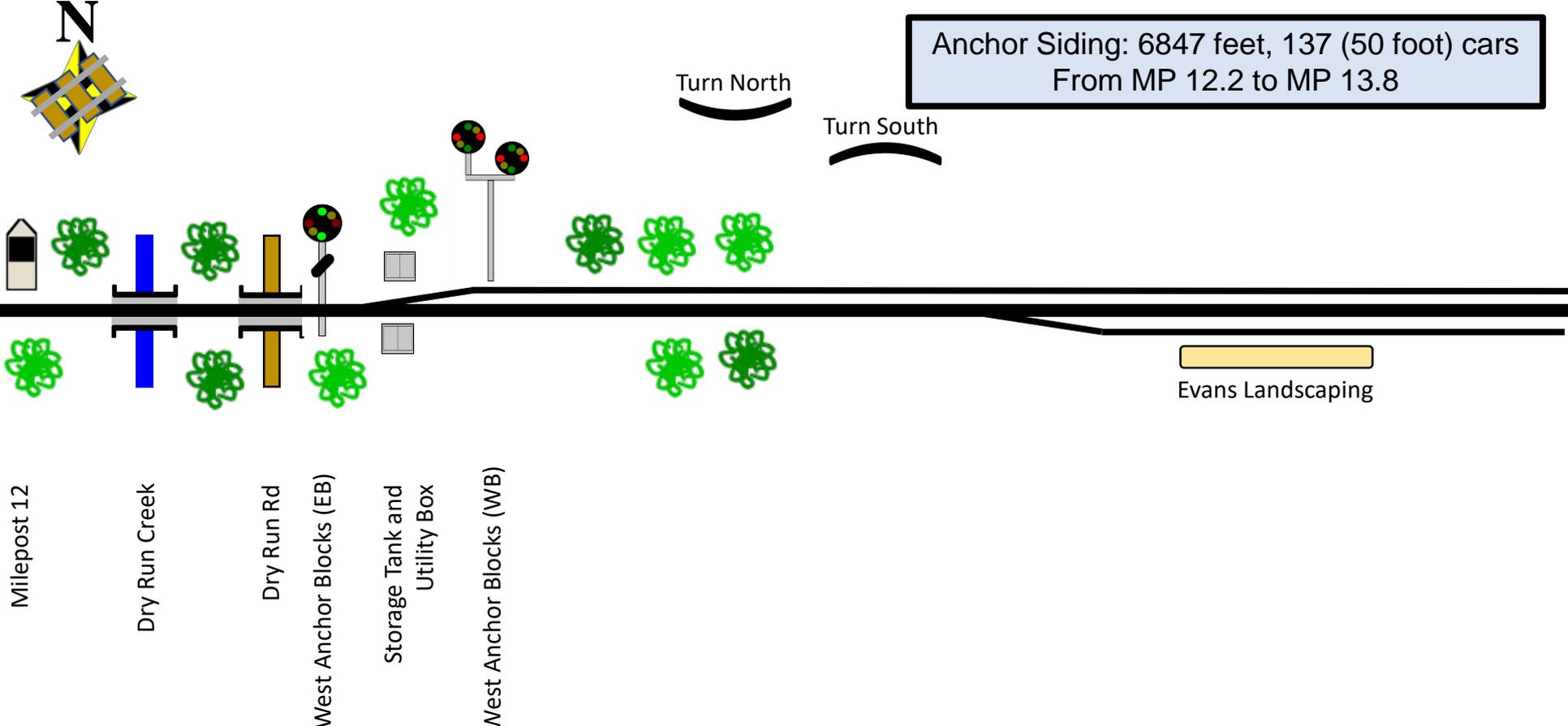




East of Newtown you'll find the Newtown Holdout blocks just east of MP 11. The tracks get away from civilization for awhile east of that.

Peavine Track Diagram



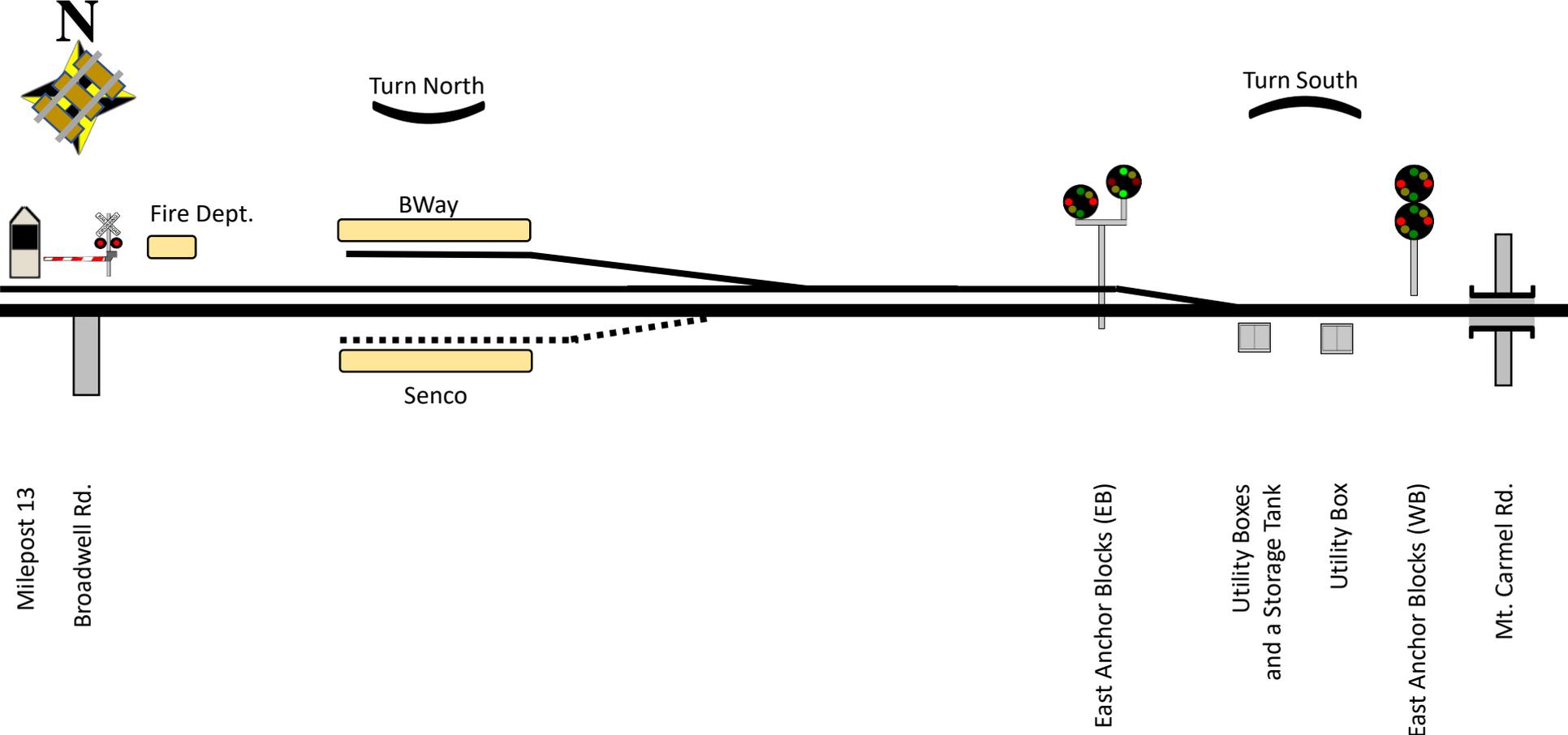


Anchor Siding: 6847 feet, 137 (50 foot) cars
From MP 12.2 to MP 13.8

Milepost 12 features the Ancor siding. This is the longest passing track on the Peavine. West Ancor blocks protect the west end of the siding.

Peavine Track Diagram



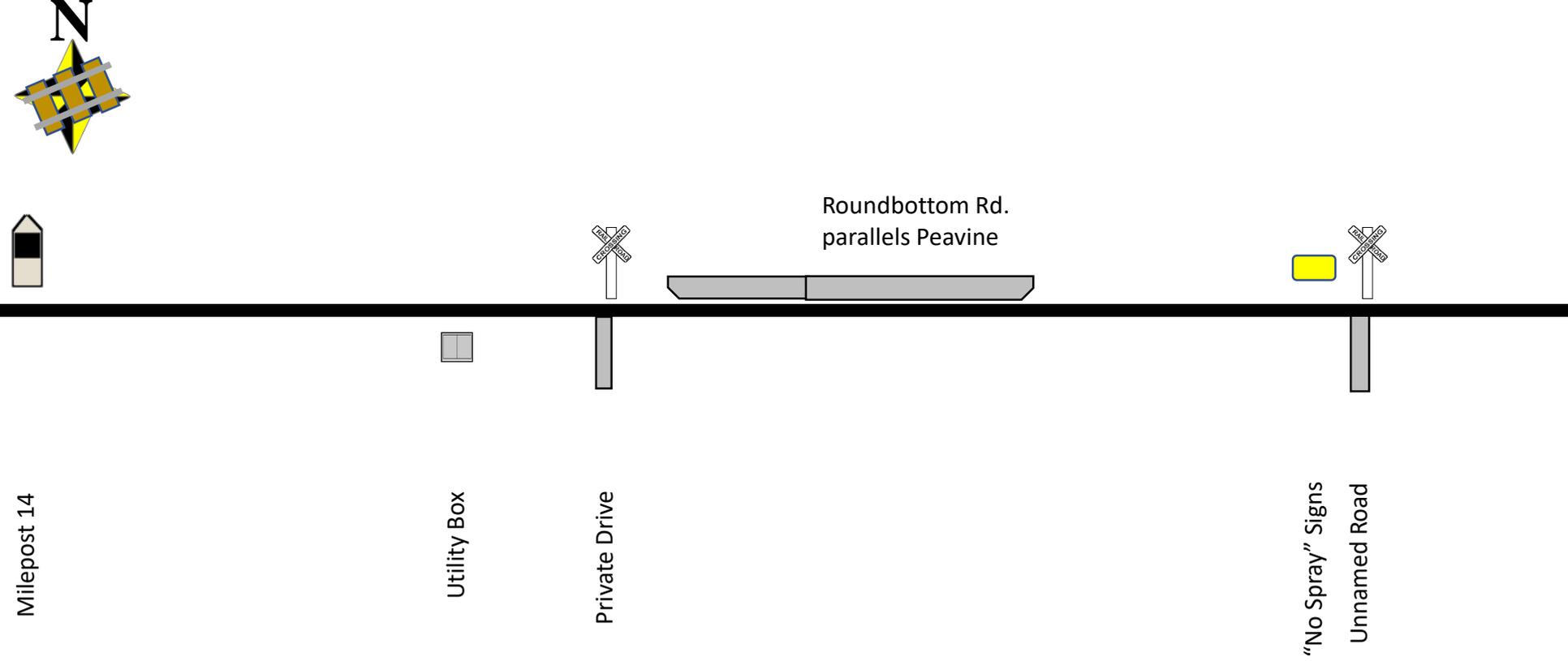


Milepost 13 is barely west of Broadwell Rd. The Anchor siding runs the majority of this mile. At the east end are blocks and the bridge over Mt. Carmel Rd.

Anchor

Peavine Track Diagram



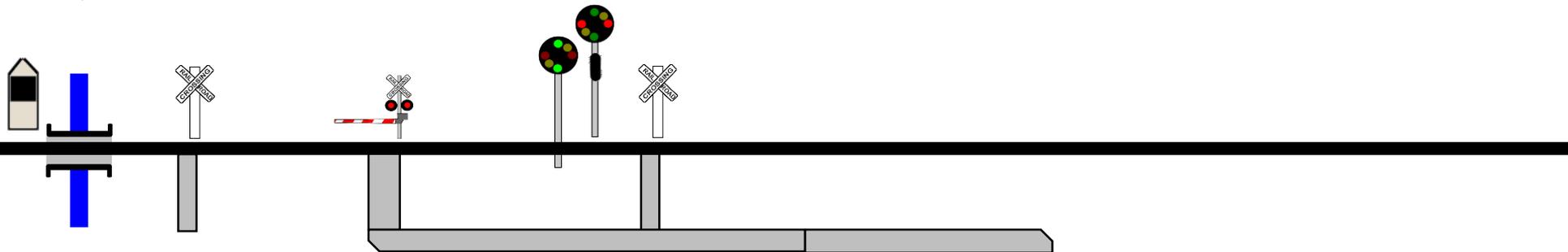


Roundbottom Rd. parallels close to the tracks for the first time along this stretch of track. There are also a couple of small crossings along this stretch too.

Peavine Track Diagram



Turn South



Roundbottom Rd. parallels Peavine

- Milepost 15
- Unnamed creek
- Private Dr
- Roundbottom Rd.
- West Roundbottom Blocks (EB & WB)
- Madison Tree Care & Landscaping

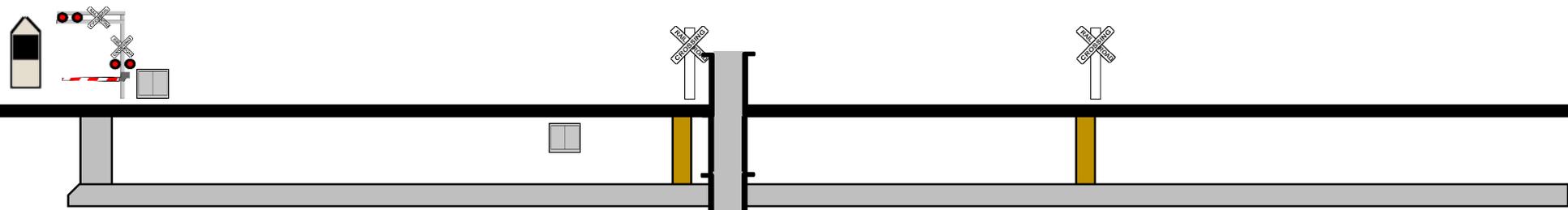
Milepost 15 is highlighted by the Roundbottom Rd. crossing a short distance east of MP 15. Closer to the MP, an unnamed creed is spanned by a very short bridge. Block signals at around MP 15.3 or 15.4.

Peavine Track Diagram





Turn South Turn North



Roundbottom Rd. parallels Peavine

Milepost 16

Beechwood Rd.

"Restroom" Utility Box

Utility Box

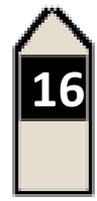
Private Drive

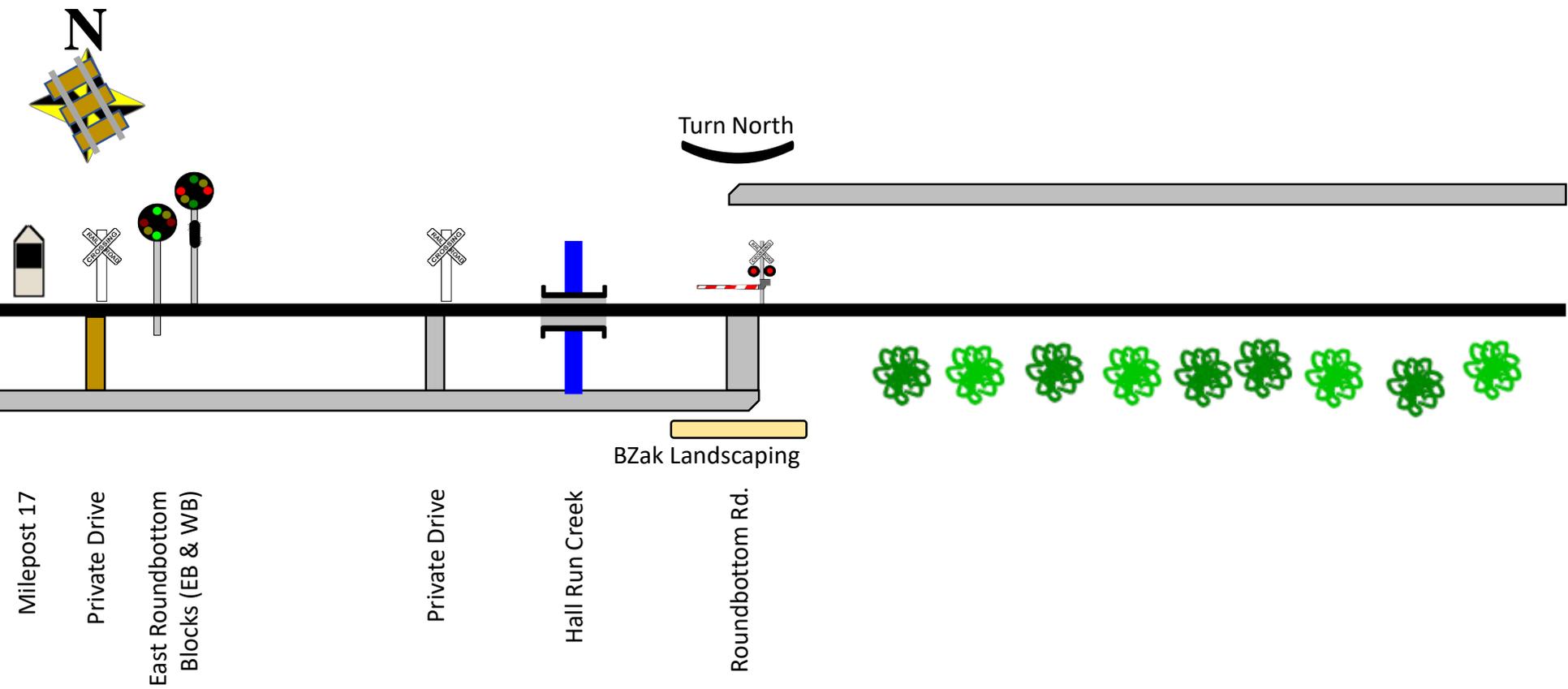
I-275

Private Drive

Milepost 16 starts with the very modern Beechwood Rd. crossing. To the east, the tracks go under I-275.

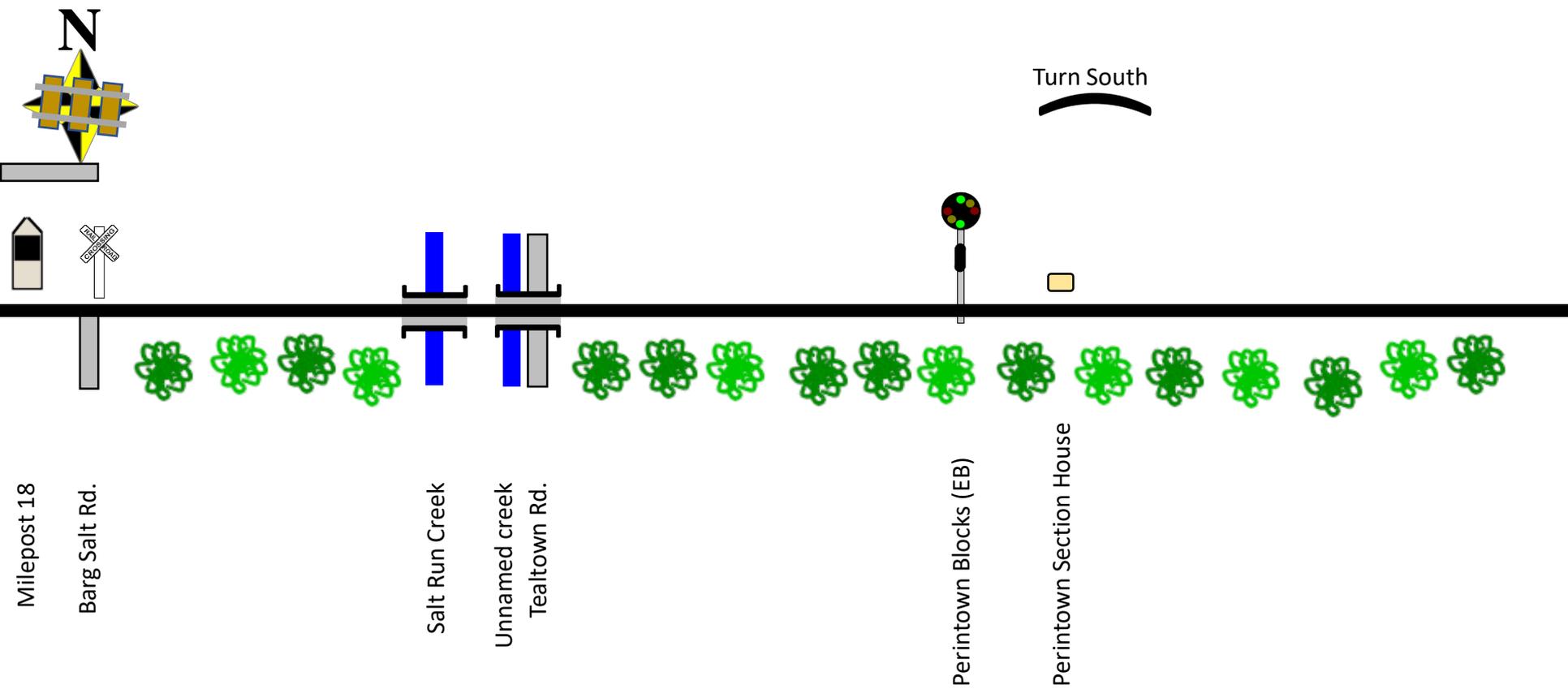
Peavine Track Diagram





Roundbottom Rd. parallels this stretch of tracks. The blocks are just east of the MP. Roundbottom Rd. crosses the tracks for the final time along this stretch.

Peavine Track Diagram



A pair of bridges mark Tealtown Rd. Roundbottom turns away from the tracks and soon runs into State Route 50. The Perintown Section House still stands on the northside of the tracks

Perintown

Peavine Track Diagram



Turn South

Turn North



Binning Rd.
parallels tracks

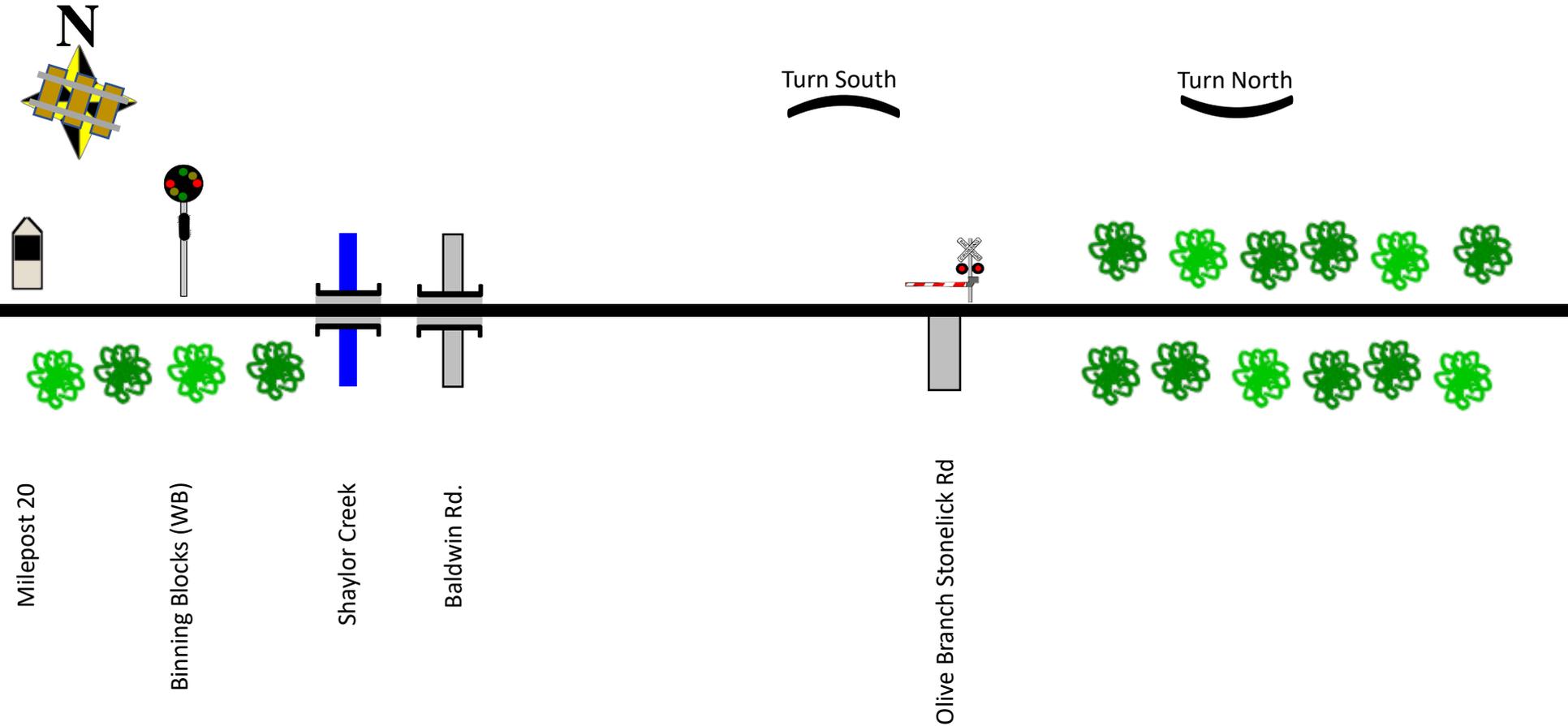


Milepost 19

Binning Rd is hardly a road for chasing, but there is one short stretch that gets as close to the tracks as any road along the Peavine. The rest of the tracks are pretty inaccessible.

Peavine Track Diagram





Milepost 20

Binning Blocks (WB)

Shaylor Creek

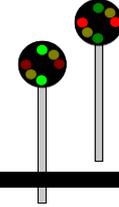
Baldwin Rd.

Olive Branch Stonelick Rd

The tracks cross Shaylor Creek and Baldwin Road. Further east, Olive Branch Stonelick Road crosses. Beyond that, that tracks are inaccessible.

Peavine Track Diagram





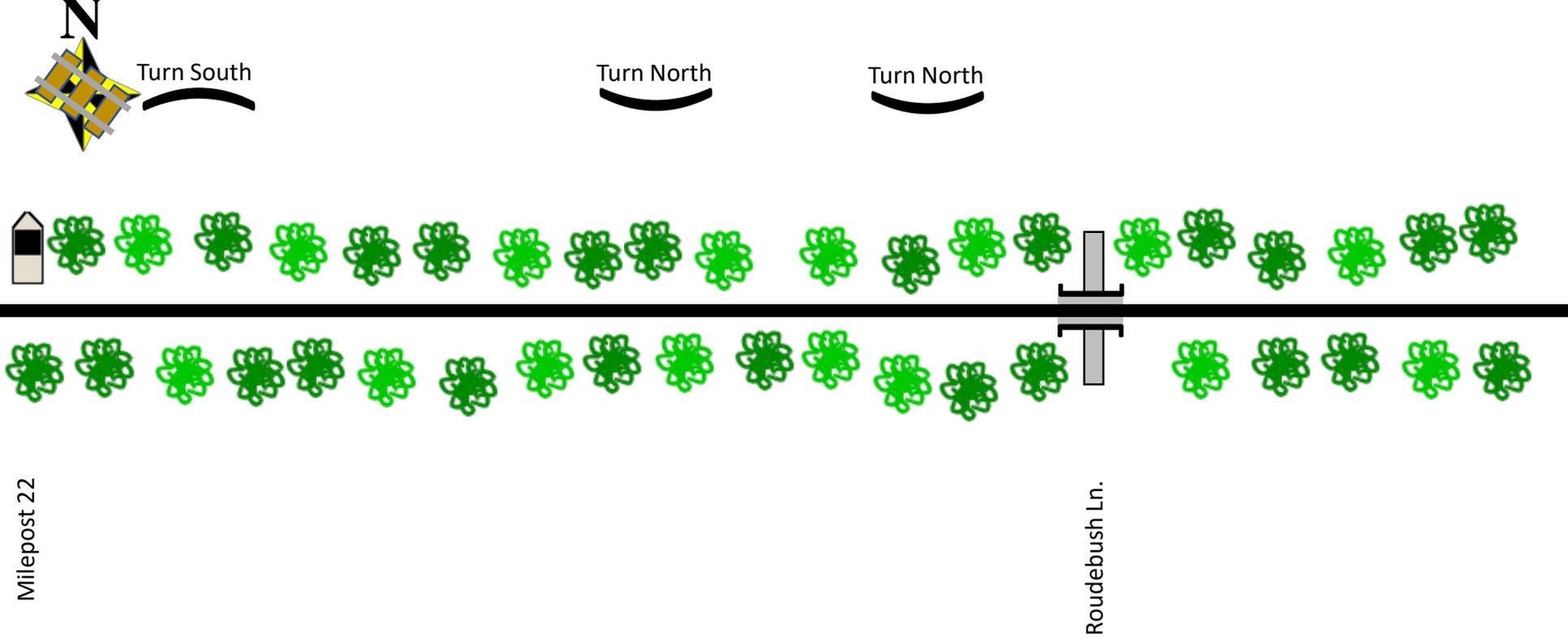
Milepost 21

Stonelick Blocks (EB & WB)

The only notable along this stretch of tracks are a set of blocks near milemarker 21.5.

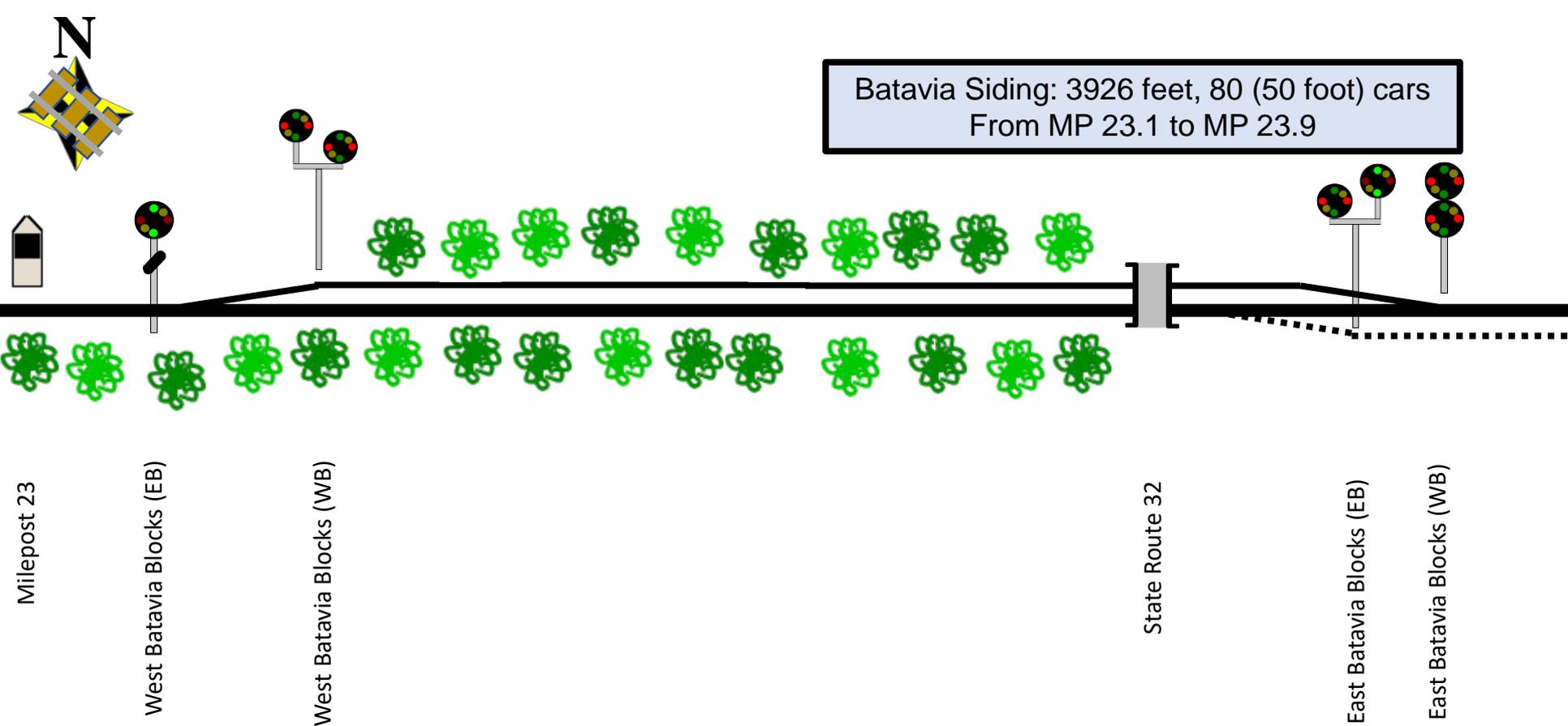
Peavine Track Diagram





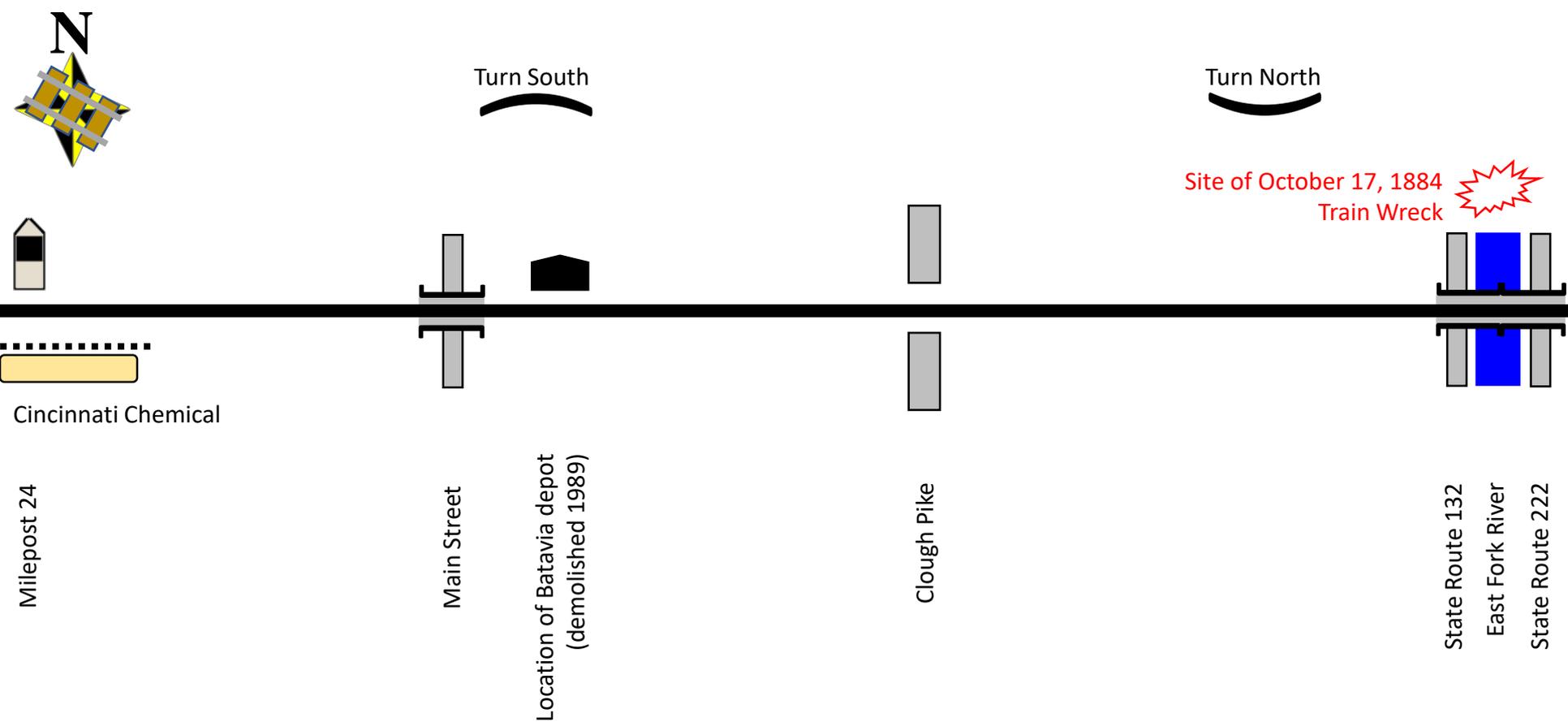
Roudebush Lane is the first sign of civilization in a few miles, and marks the entrance to Batavia. The rest of this stretch is heavily wooded.

Peavine Track Diagram



Peavine Track Diagram





Cincinnati Chemical

Milepost 24

Main Street

Location of Batavia depot
(demolished 1989)

Clough Pike

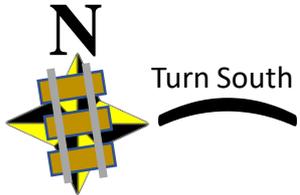
State Route 132
East Fork River
State Route 222

Milepost 24 is Batavia. Main Street passes under the tracks just west of the location of the Batavia depot. The far east end of this mile is the bridge over the East Fork River.

Batavia

Peavine Track Diagram





Turn South

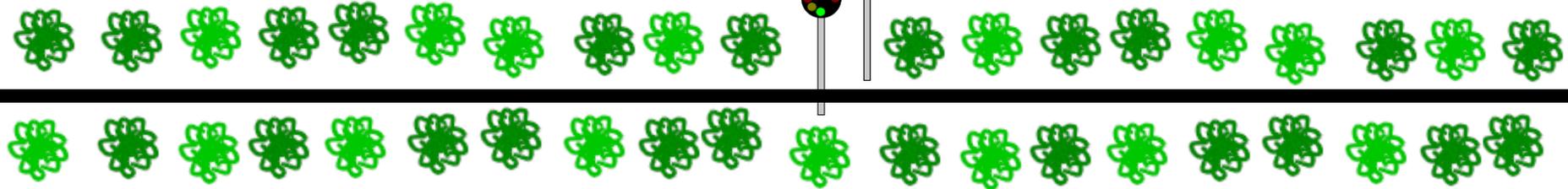
Turn North

Turn North

Turn South



Milepost 25



Lower Batavia Hill
Blocks (EB & WB)

Mile 25 starts the climb up Batavia Hill. A set of blocks protect the bottom of the hill.

Peavine Track Diagram



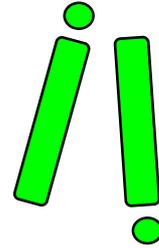
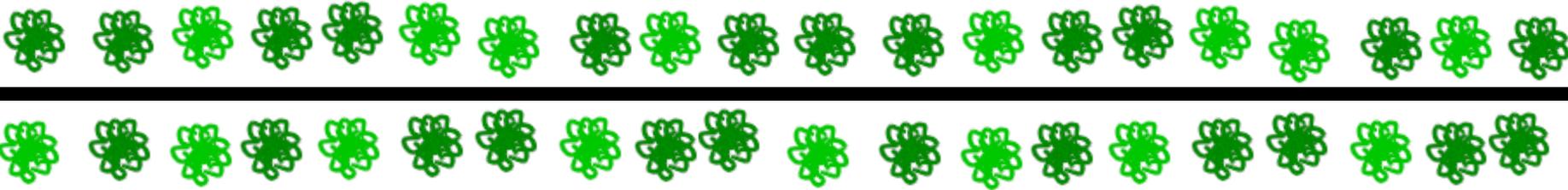
25



Turn South



Turn North



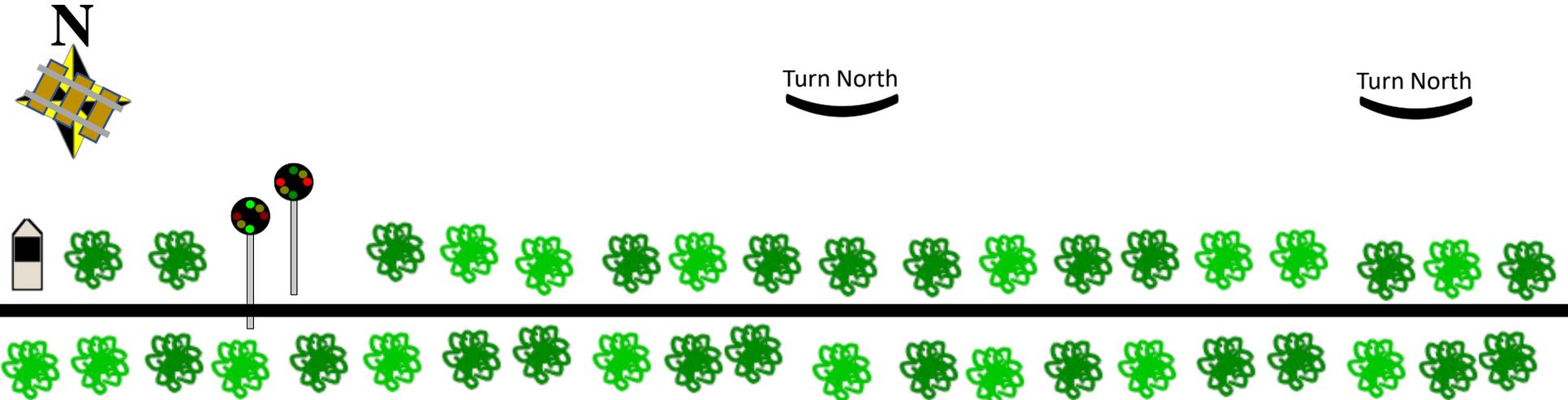
Elks Run Golf Course

Milepost 26

This entire mile is on the climb up Batavia Hill. The tracks run just north of Elks Run Golf Course along this stretch, though neither is visible from the other.

Peavine Track Diagram





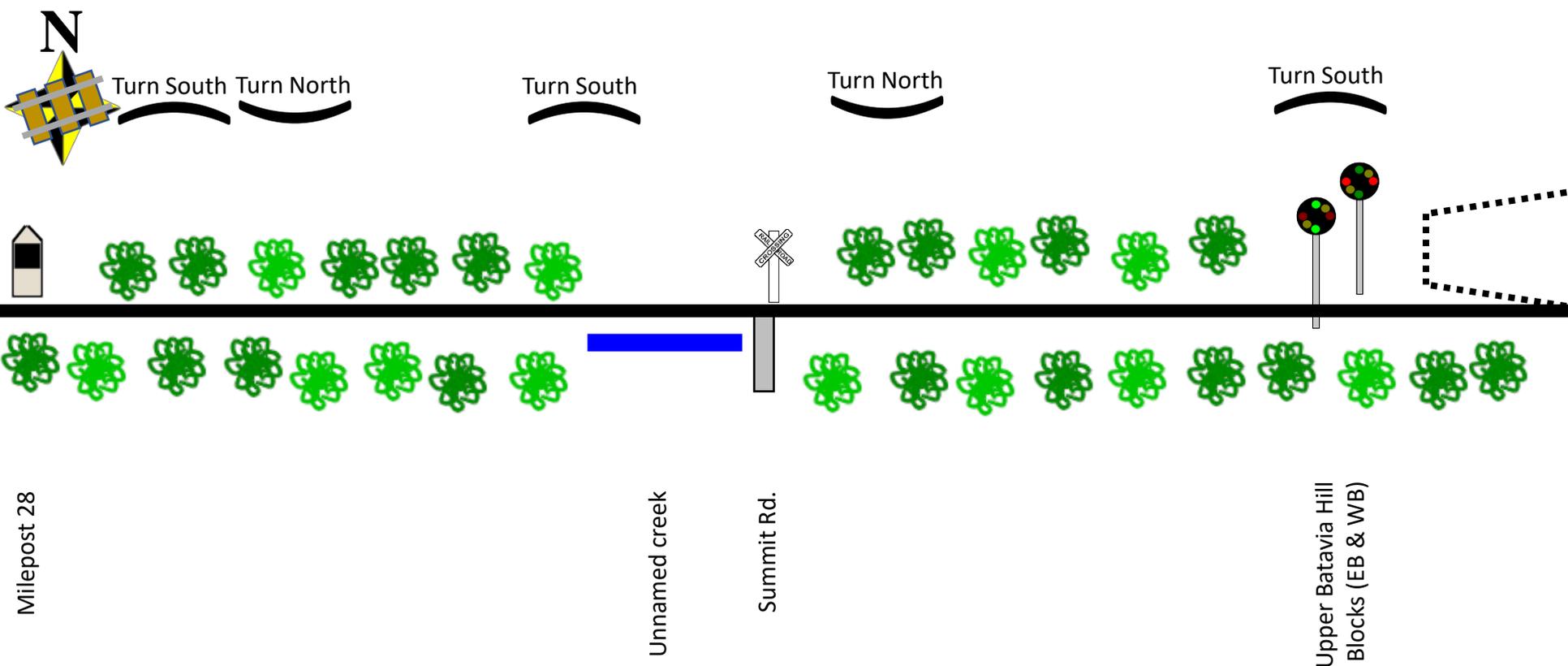
Milepost 27

Middle Batavia Hill
Blocks (EB & WB)

The tracks are completely isolated here. The only markers are the milepost and the Middle Batavia Hill blocks.

Peavine Track Diagram

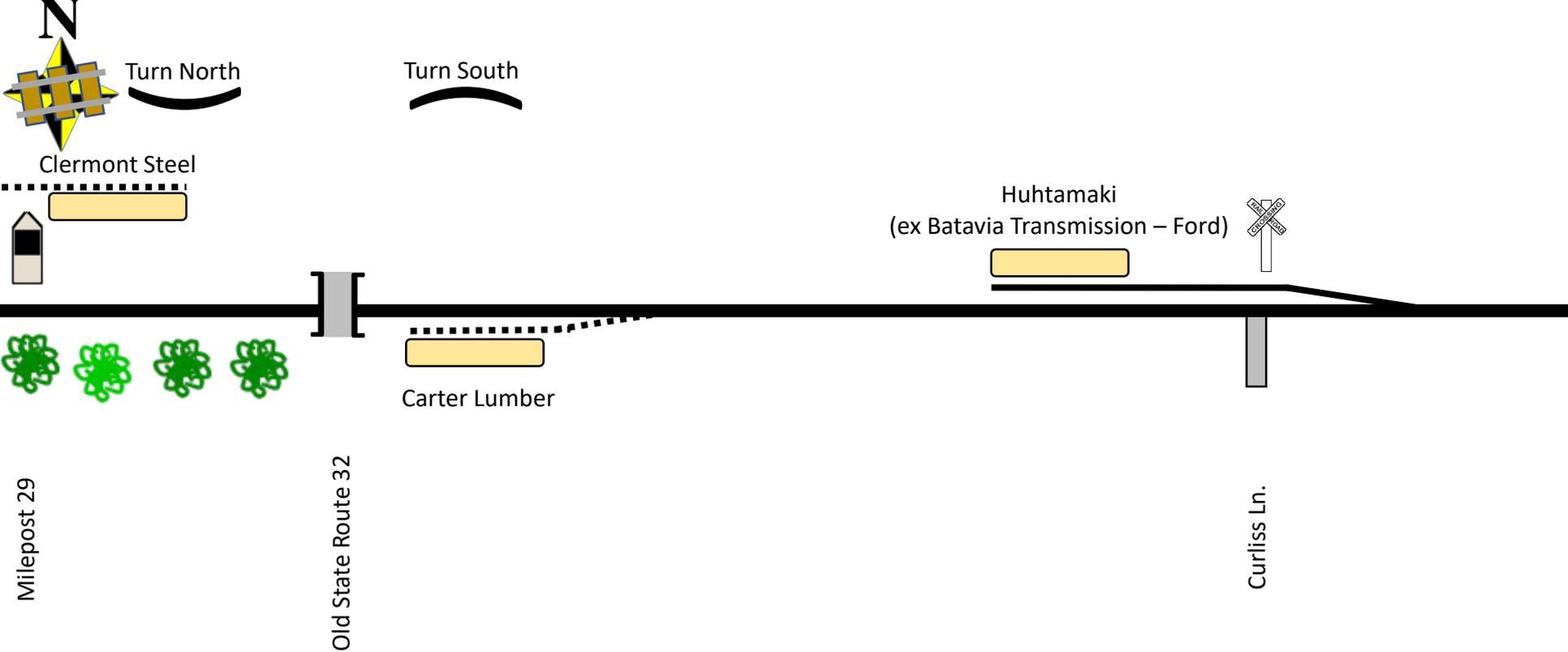




Summit Rd. marks a return to civilization. The creek that parallels the tracks here makes this one of the more scenic locations on the Peavine. The spur for Clermont Steel comes off the main here.

Peavine Track Diagram





Milepost 29

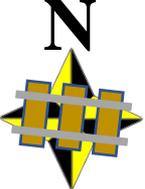
Old State Route 32

Curliss Ln.

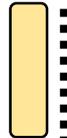
Clermont Steel is at MP29. The siding (out of service) wraps around the building. Old State Route 32 passes over the tracks east of the MP, and Carter Lumber has an abandoned siding beyond the bridge. Huhtamaki is using the old Batavia Transmission plant, and is the main customer for the CET.

Peavine Track Diagram

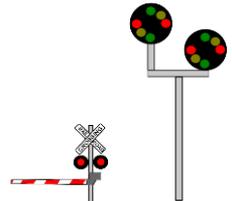
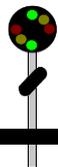
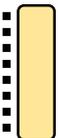




Georgia Pacific



Cincinnati Milicron



Afton Siding: N/A feet, 120 (50 foot) cars
From MP 30.6 to MP 31.9

Milepost 30

West Afton Block (EB)

Half Acre Rd.

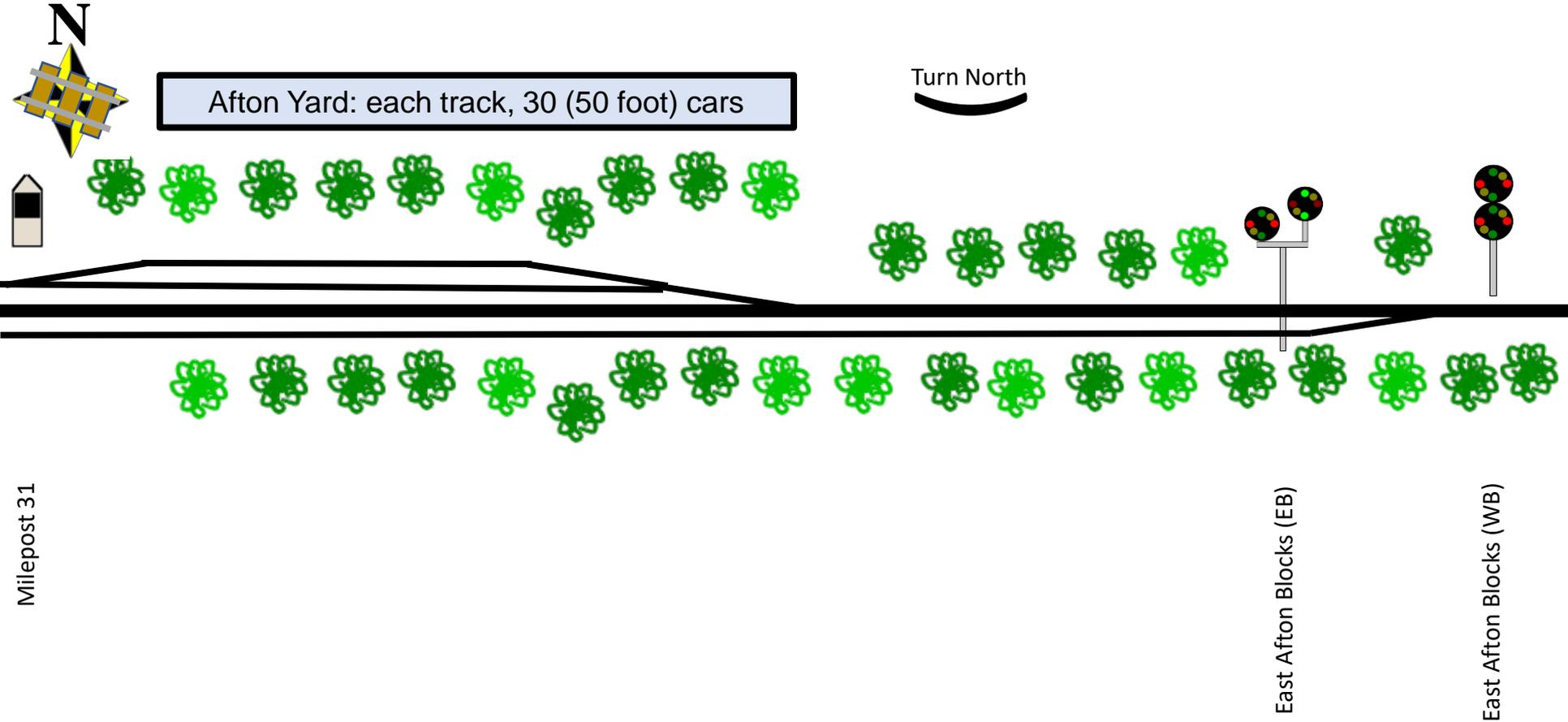
West Afton Block (WB)

Georgia Pacific and Cincinnati Milicron are former rail served customers in Afton. Afton Yard is east of Half Acre Road.

Afton

Peavine Track Diagram

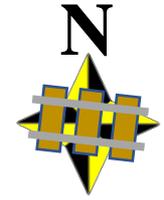




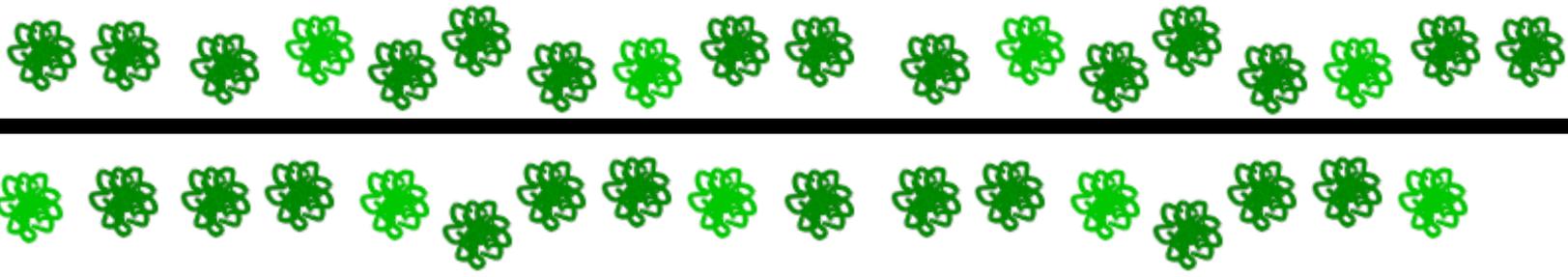
Afton Yard is just east of Half Acre Road, and once supported the Ford Transmission plant. The east end of the Afton siding is along this stretch too.

Peavine Track Diagram





Milepost 32

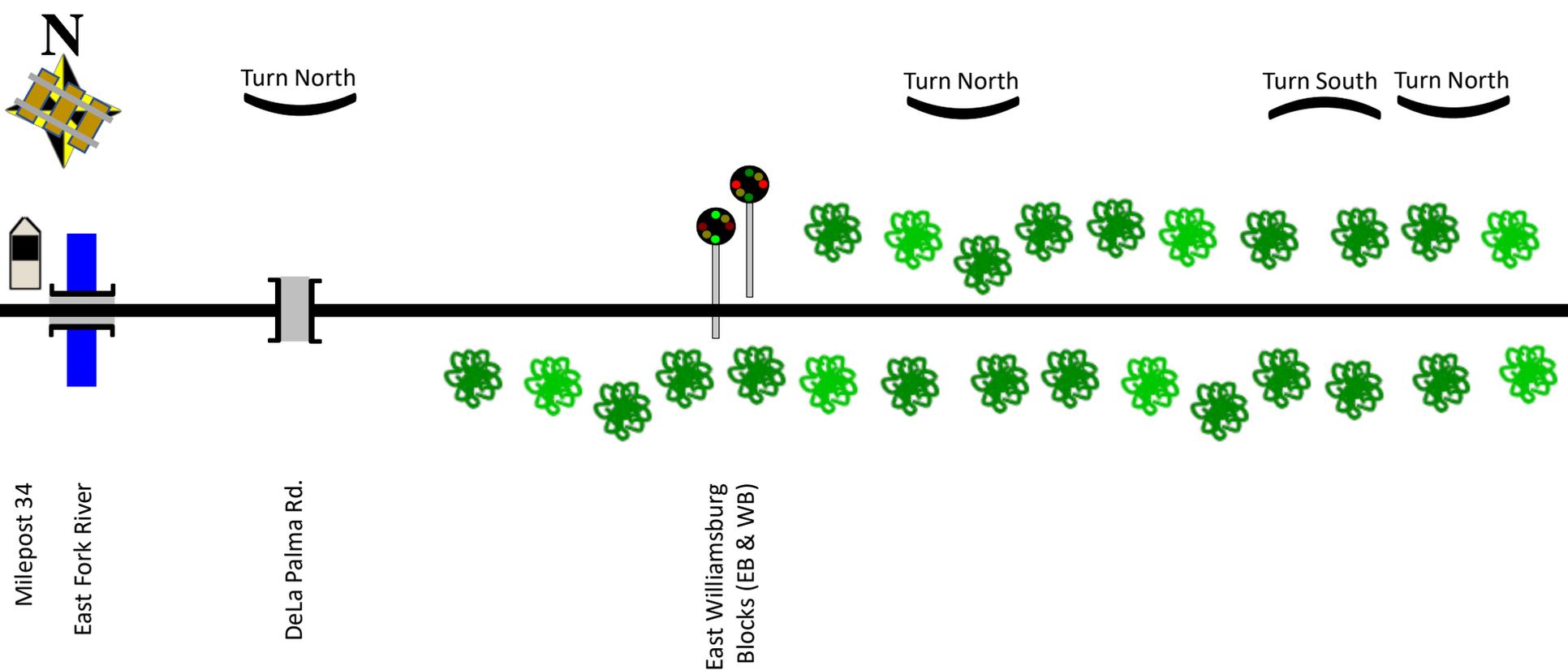


Tollgate Rd.

East of Afton, the tracks move away from the main roads. Tollgate Road near the end of mile 32 provide a crossing.

Peavine Track Diagram

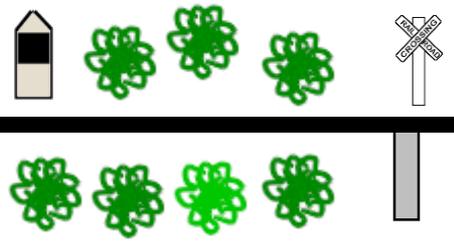
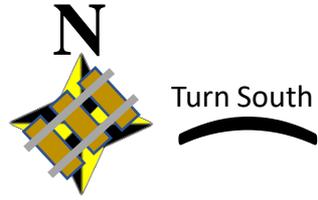




To the east of Williamsburg, the tracks cross over the East Fork River and then under DeLa Palma Road. The East Williamsburg blocks are further east.

Peavine Track Diagram





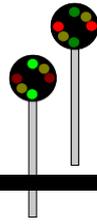
Milepost 35

Hageman Rd.

Hageman Road crosses along mile 35. The track run through fields and are visible, but there is no direct or easy access.

Peavine Track Diagram





Milepost 36

Eastwood Blocks (EB & WB)

The track run through fields and are visible, but there is no direct or easy access. The Eastwood blocks are along this mile.

Peavine Track Diagram





Eastwood Spur

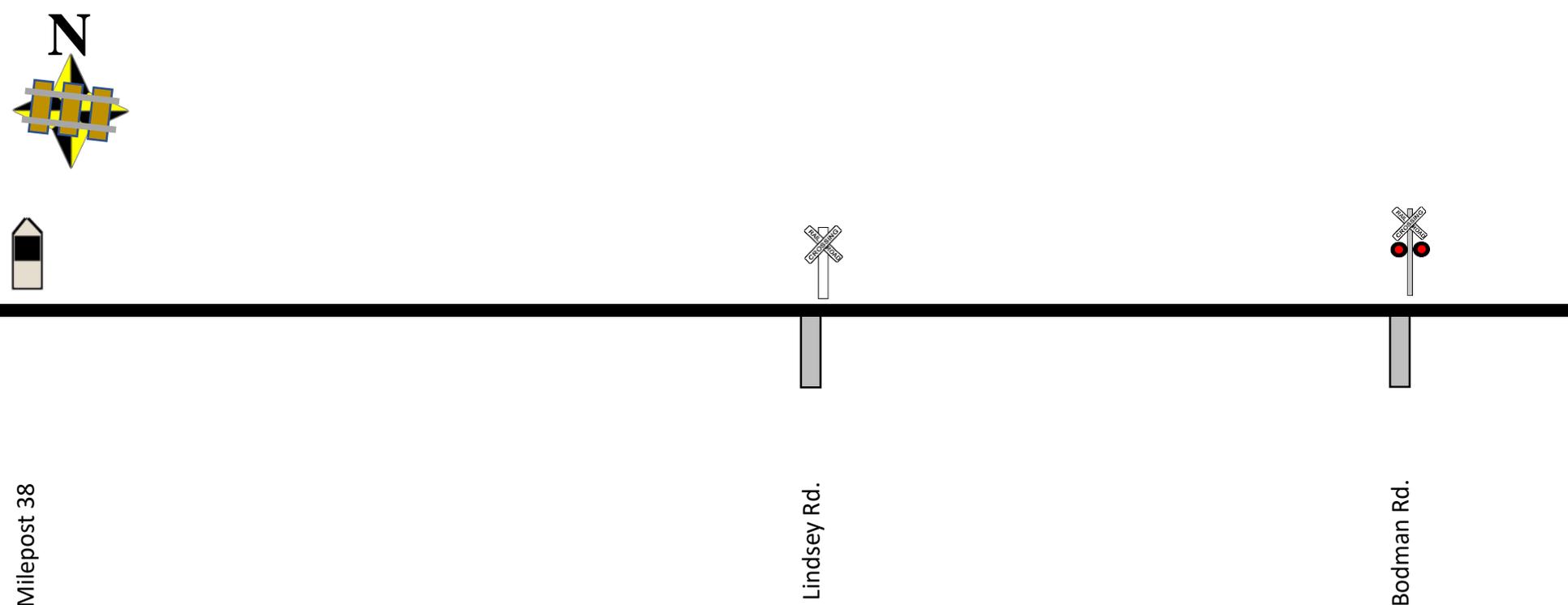
Eastwood Rd.

Milepost 37

Eastwood Road crossing and the old Eastwood Spur are along mile 37.

Peavine Track Diagram

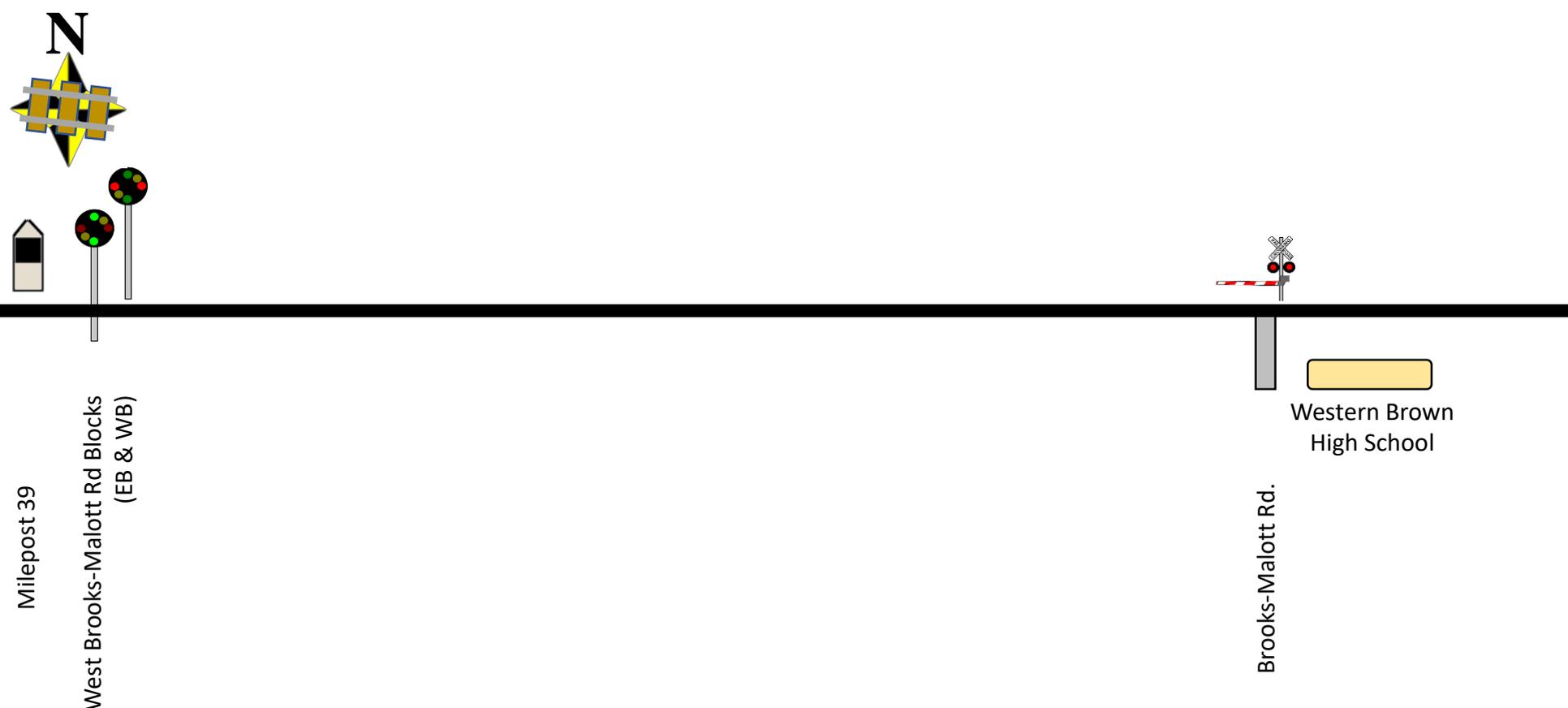




Lindsey Road and Bodman Road provide crossings along mile 38.

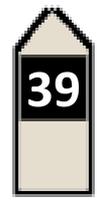
Peavine Track Diagram

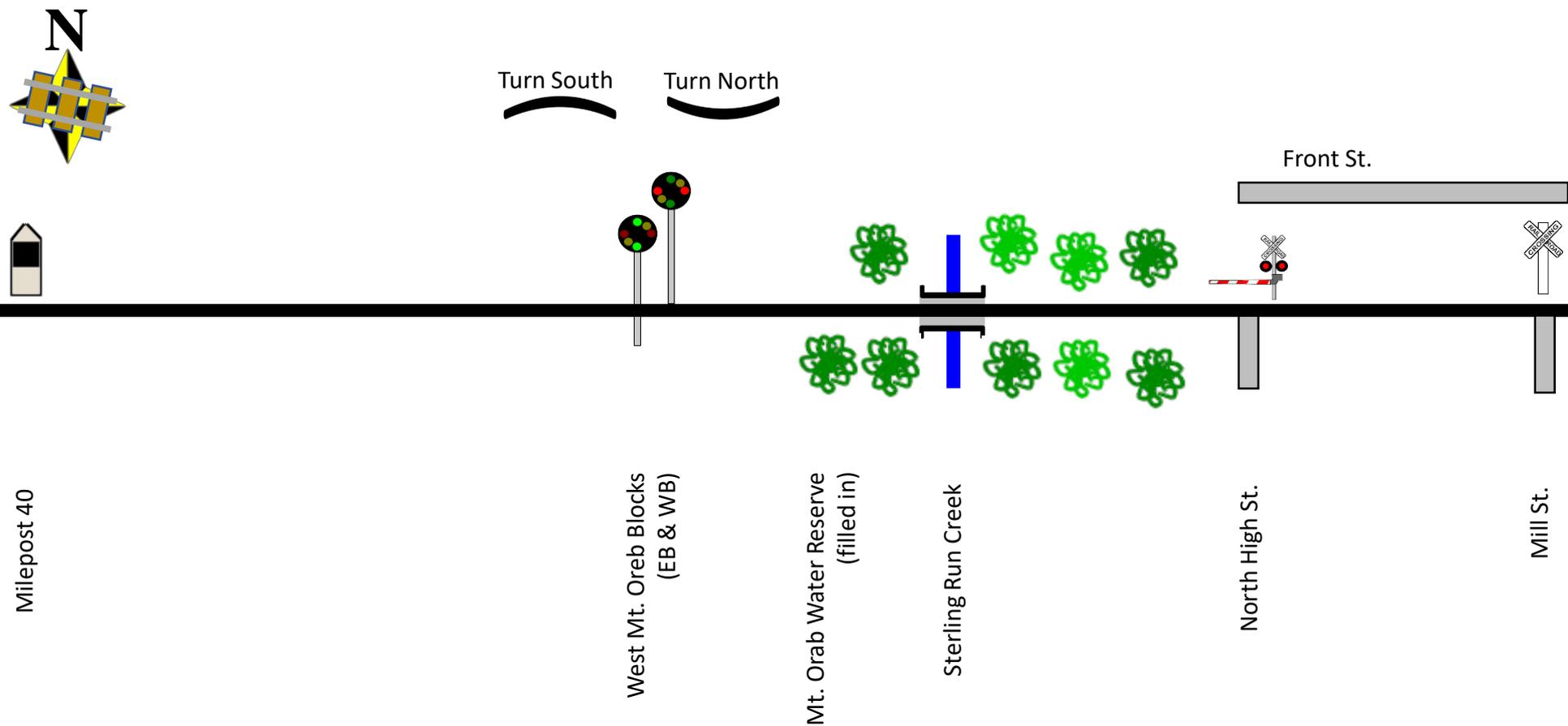




A set of blocks guard the west end of mile 39. Brook-Malott Road crosses the tracks just west of Western Brown High School.

Peavine Track Diagram





The east end of mile 40 enters Mt. Oreb. A set of blocks protect the town, then a small bridge and a pair of crossings.

Peavine Track Diagram





Milepost 41

Mt. Oreb depot

East Mt. Oreb Blocks
(EB & WB)

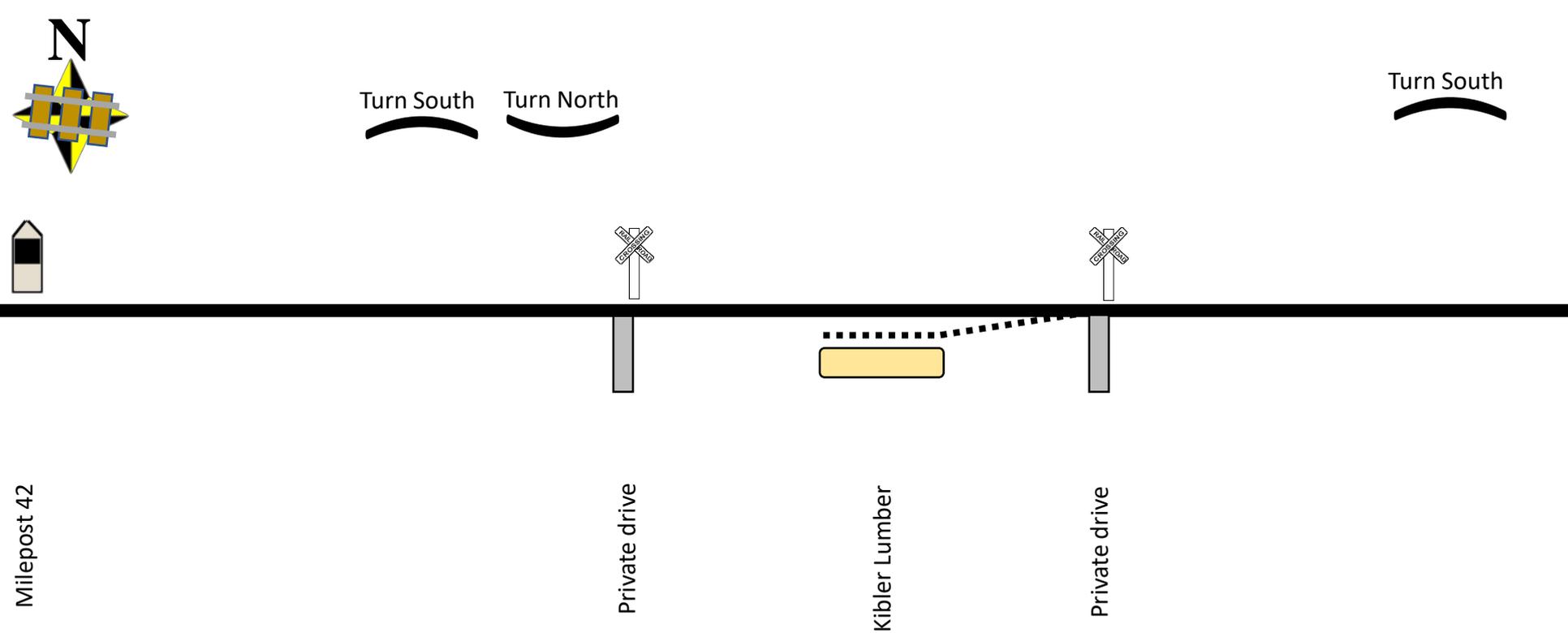
Trinity Industries
(Trinity closed in 90s)

MP 41 is Mt. Oreb, specifically the refurbished Mt. Oreb depot. Trinity Industries was once a featured industry, is a little further east.

Mt. Oreb

Peavine Track Diagram

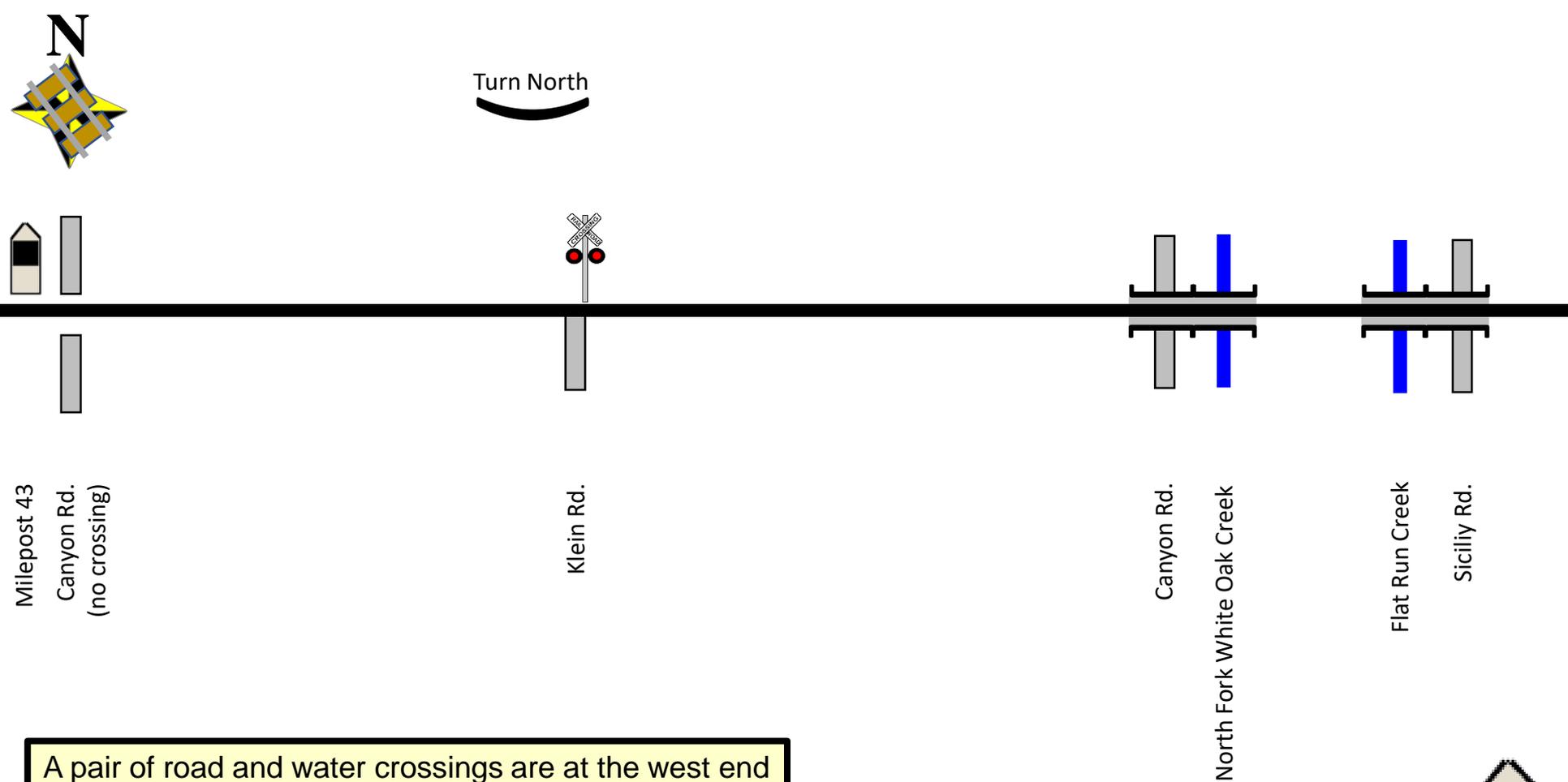




Kibler Lumber use to receive the occasional lumber load. Hope remains that it will again some day.

Peavine Track Diagram





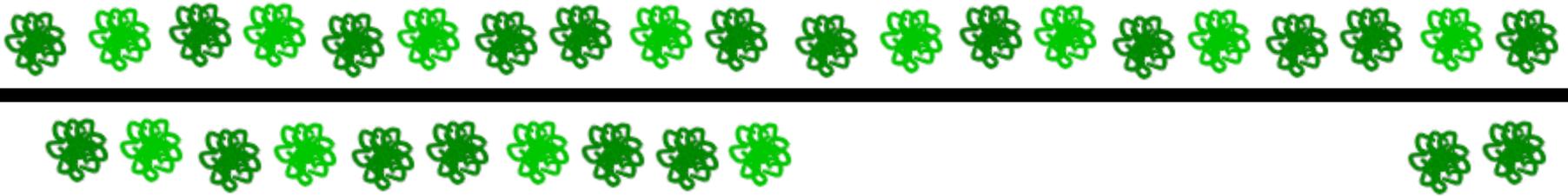
A pair of road and water crossings are at the west end of mile 43.

Peavine Track Diagram





Turn South

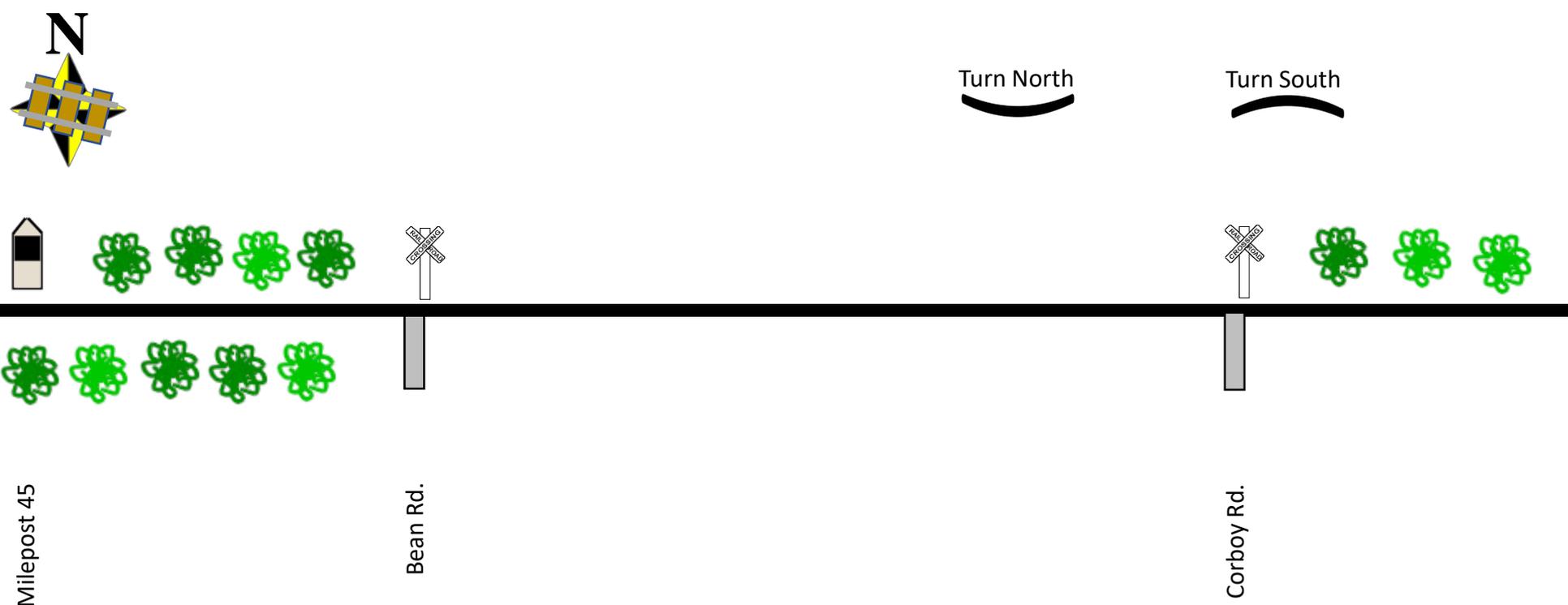


Milepost 44

The tracks are away from the road along mile 44.

Peavine Track Diagram

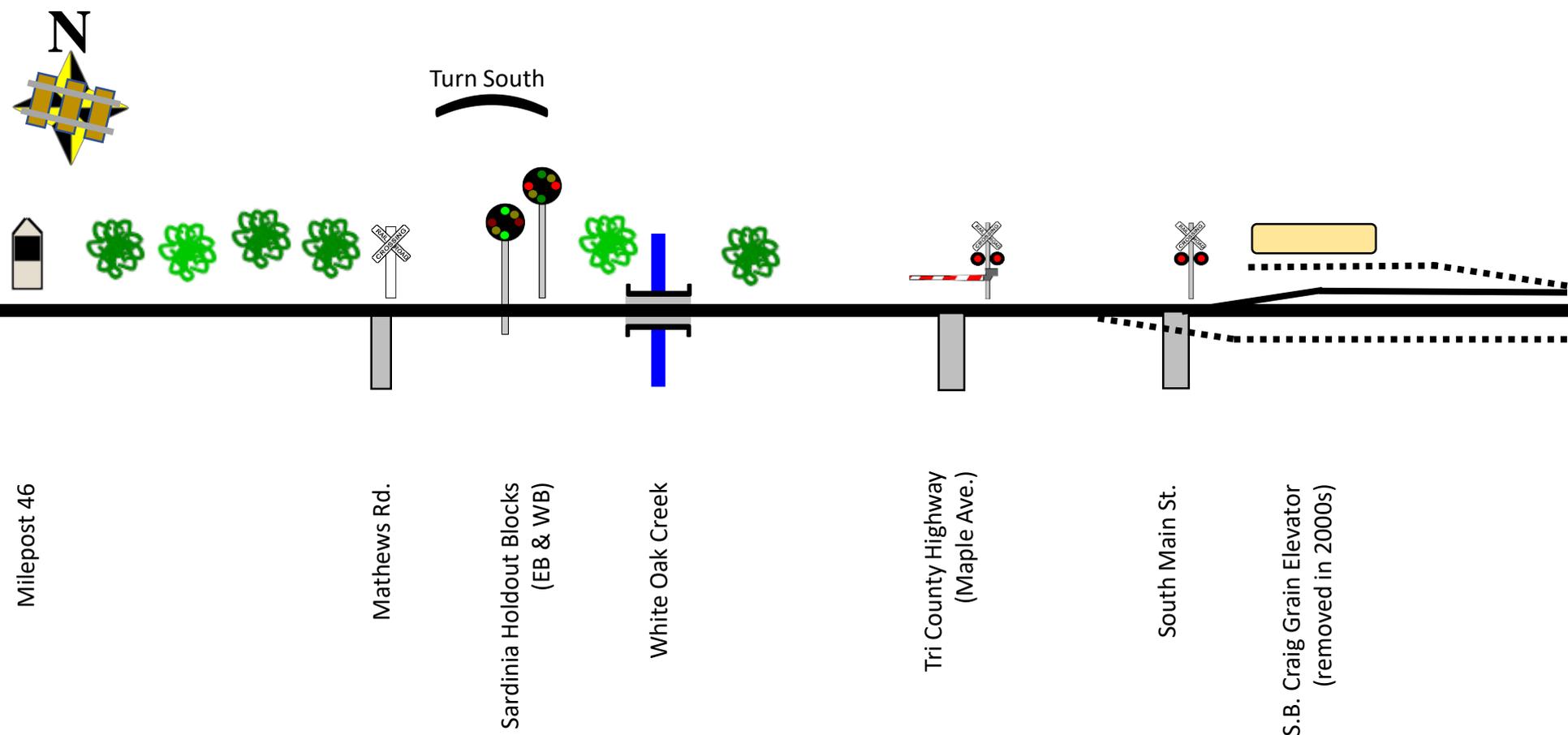




Bean Road and Corboy Road cross the tracks along mile 45.

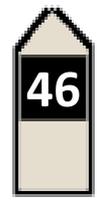
Peavine Track Diagram

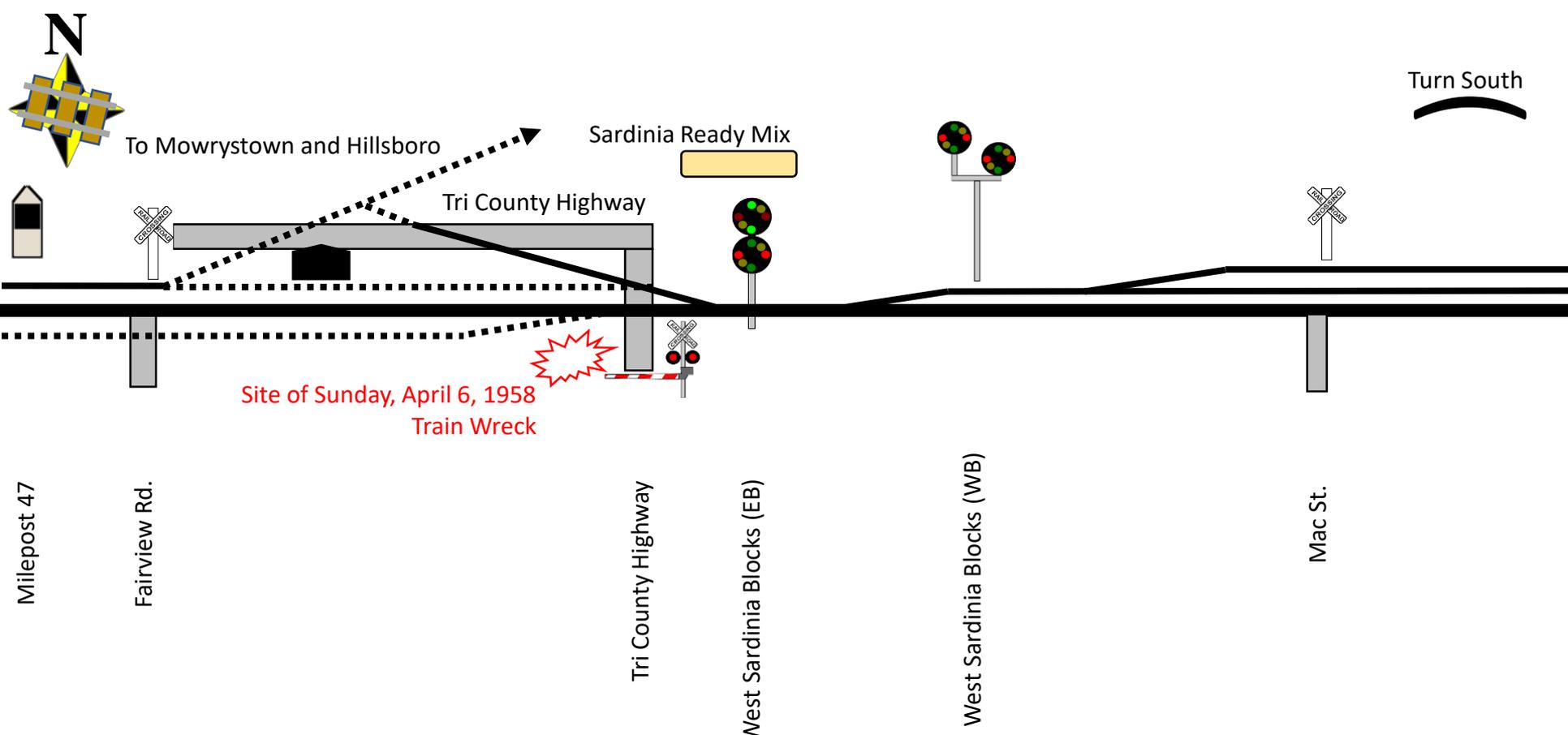




Mile 46 brings you to the east end of Sardinia. The Sardinia Holdout protects this section of track. The line crosses White Oak Creek before entering town.

Peavine Track Diagram



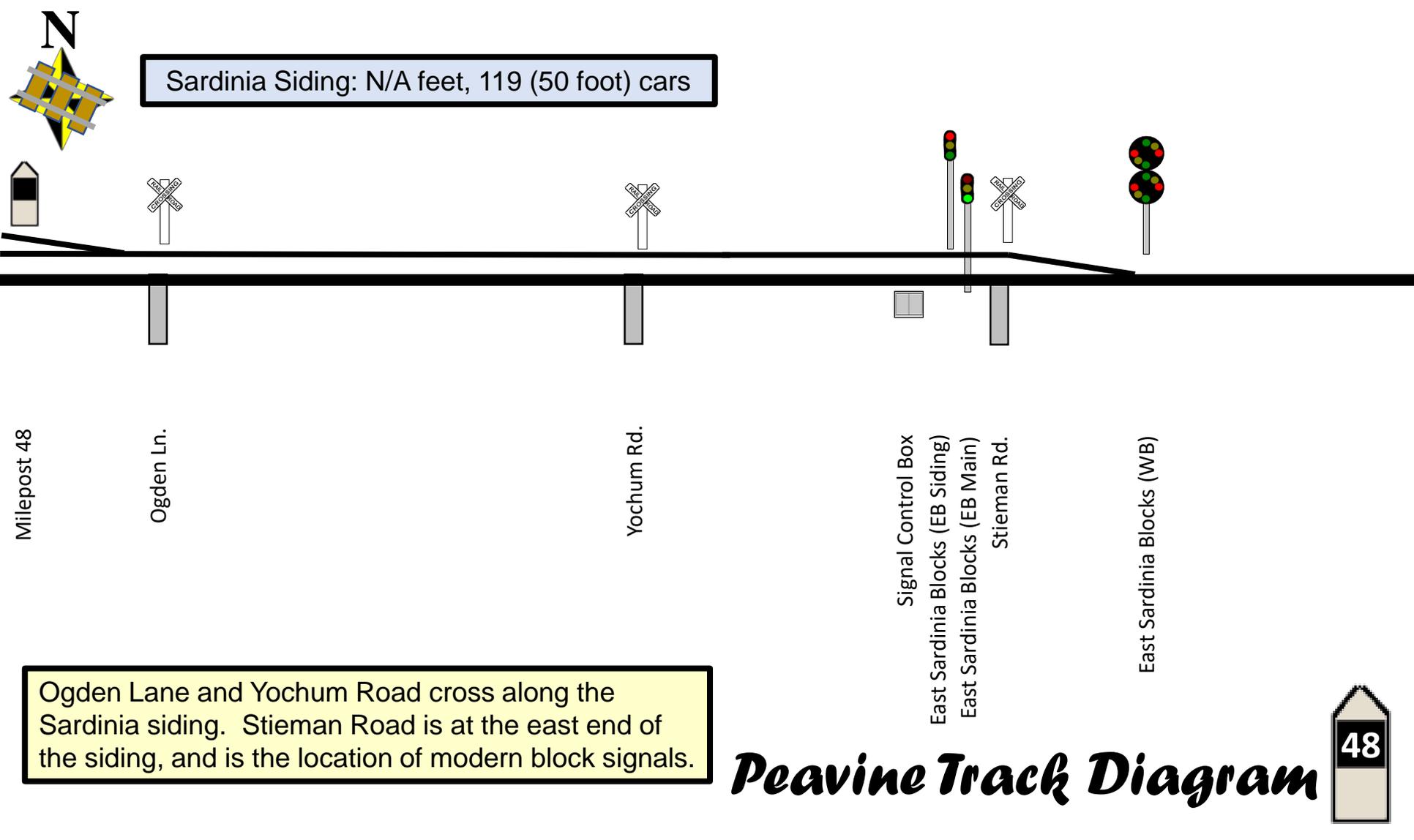


Sardinia was a busy place. The Hillsboro branch went north from here. The old depot survived into the 1990s. There was a major crash here in 1958. And Sardinia yard is to the east of town.

Sardinia

Peavine Track Diagram





Sardinia Siding: N/A feet, 119 (50 foot) cars

Milepost 48

Ogden Ln.

Yochum Rd.

Signal Control Box

East Sardinia Blocks (EB Siding)

East Sardinia Blocks (EB Main)

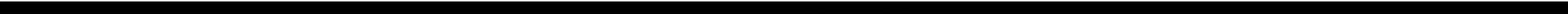
Stieman Rd.

East Sardinia Blocks (WB)

Ogden Lane and Yochum Road cross along the Sardinia siding. Stieman Road is at the east end of the siding, and is the location of modern block signals.

Peavine Track Diagram





5 Points – Mowrystown Rd.

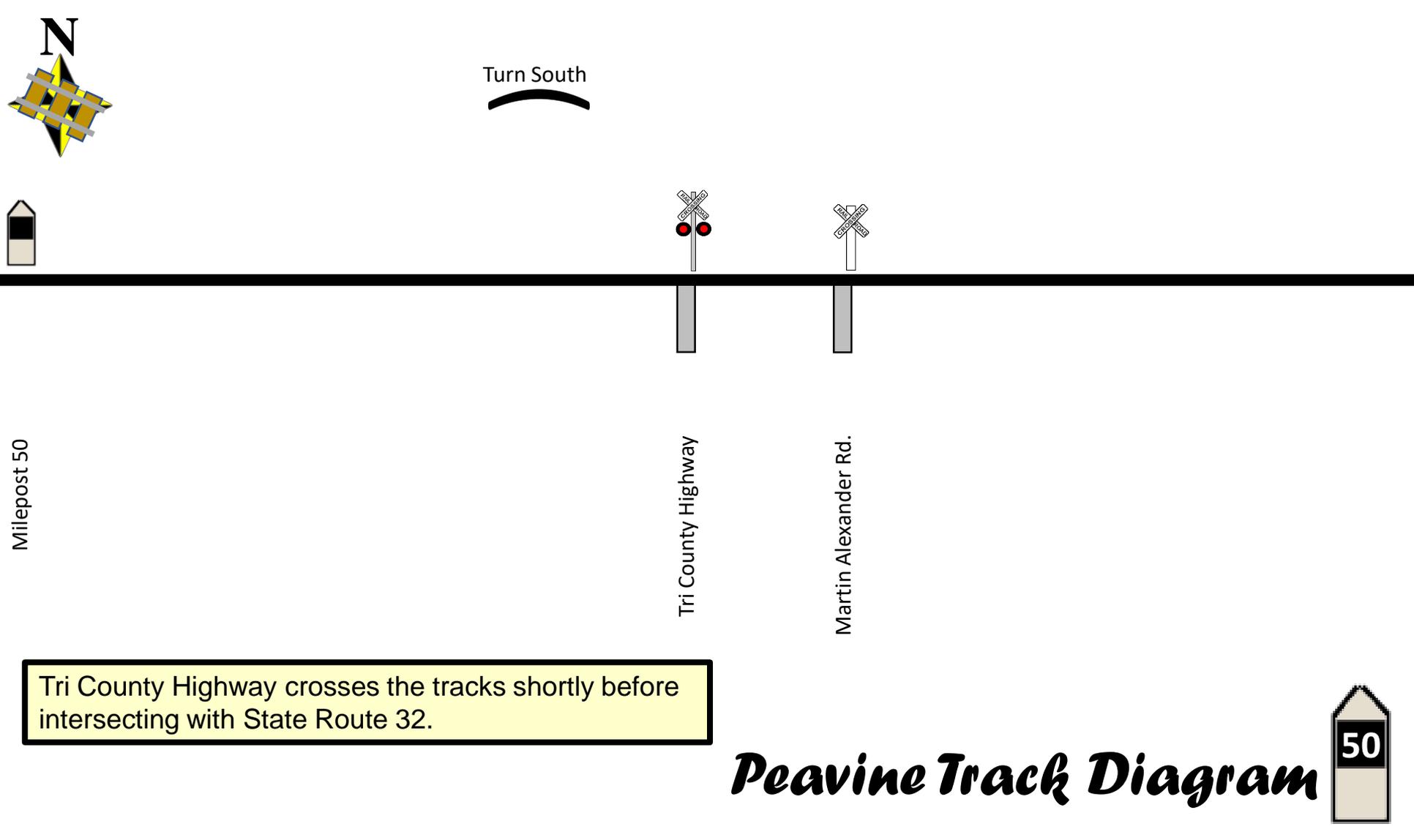
5 Points – Fincastle Rd.

Milepost 49

Mile 49 has a pair of crossing right next to each other. 5 Points forms a star of five roads. Two of those arms cross the tracks just north of the intersection.

Peavine Track Diagram

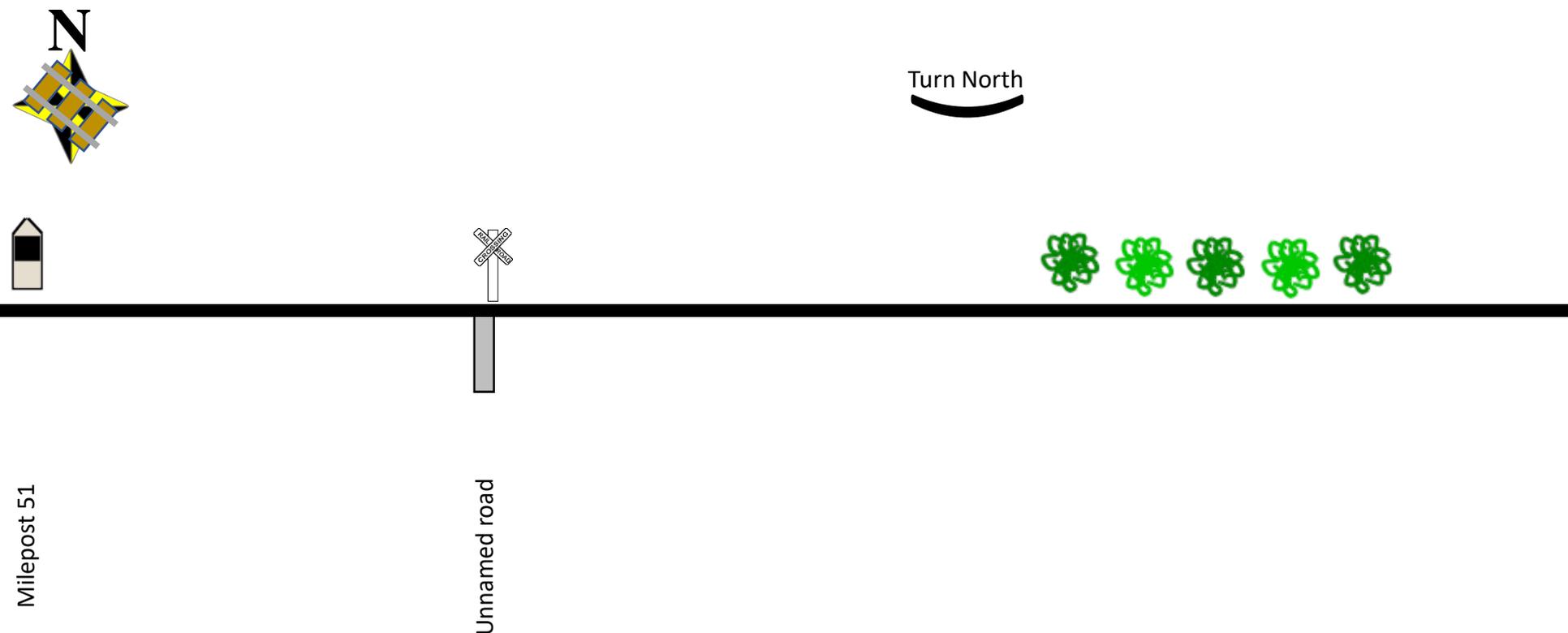




Tri County Highway crosses the tracks shortly before intersecting with State Route 32.

Peavine Track Diagram

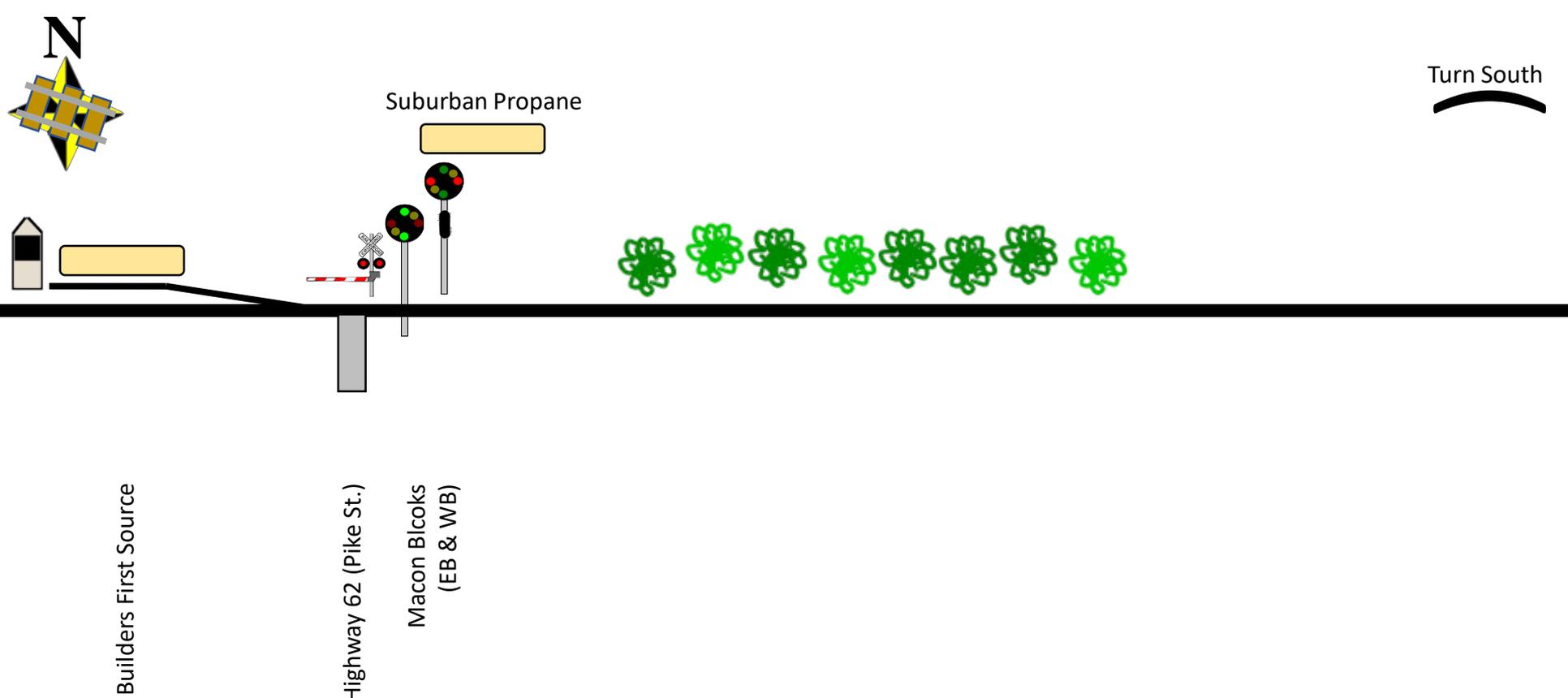




An unnamed road provides the only access along mile 51.

Peavine Track Diagram



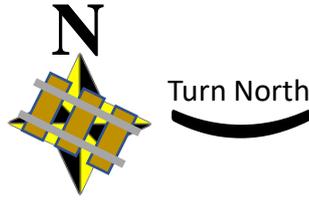


Macon is home to Builders First Source, which has a siding, and Suburban Propane. A pair of blocks are just east of the crossing.

Macon

Peavine Track Diagram





Milepost 53

T-205 (Schweighart Rd.)

The tracks cut through fields along this stretch, and are mostly tree lined. Schweighart Road crosses near the end of mile 53.

Peavine Track Diagram





Turn South

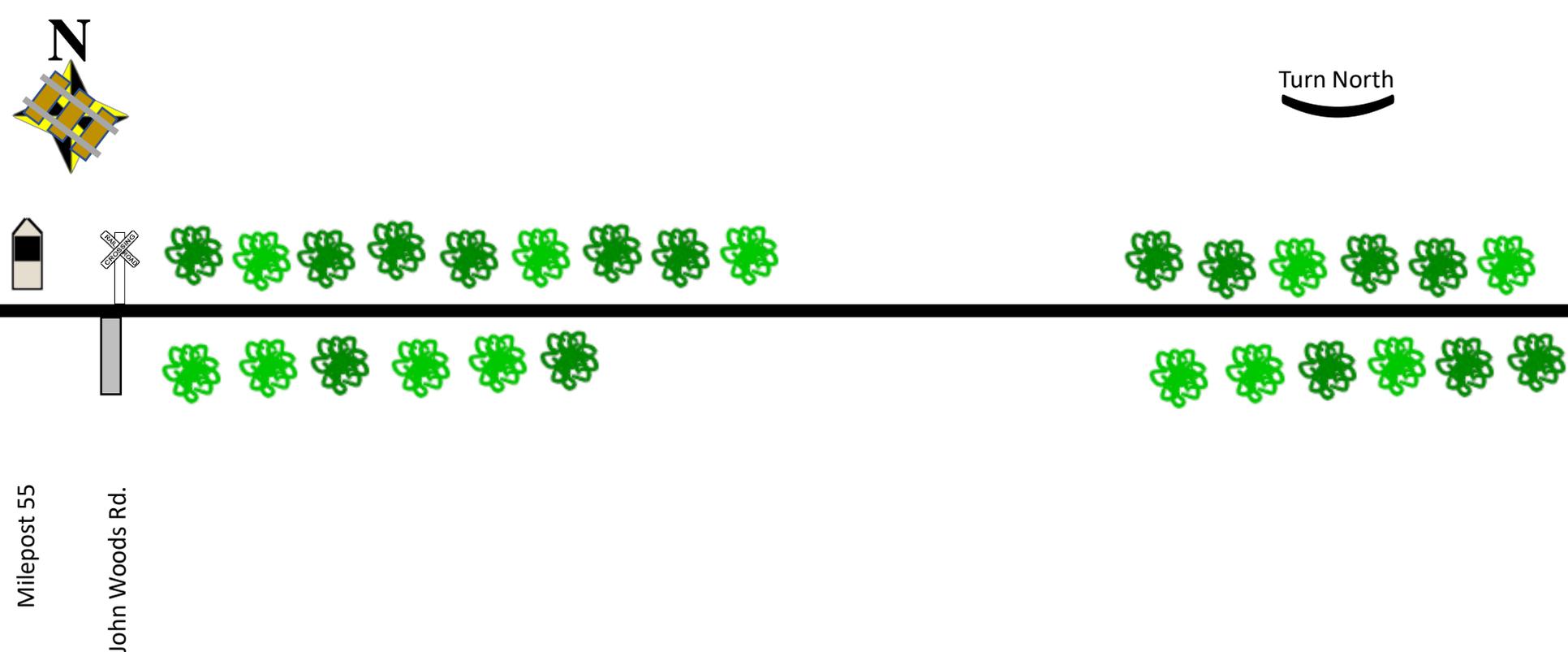


Milepost 54

John Woods Road is the only crossing along mile 54.

Peavine Track Diagram



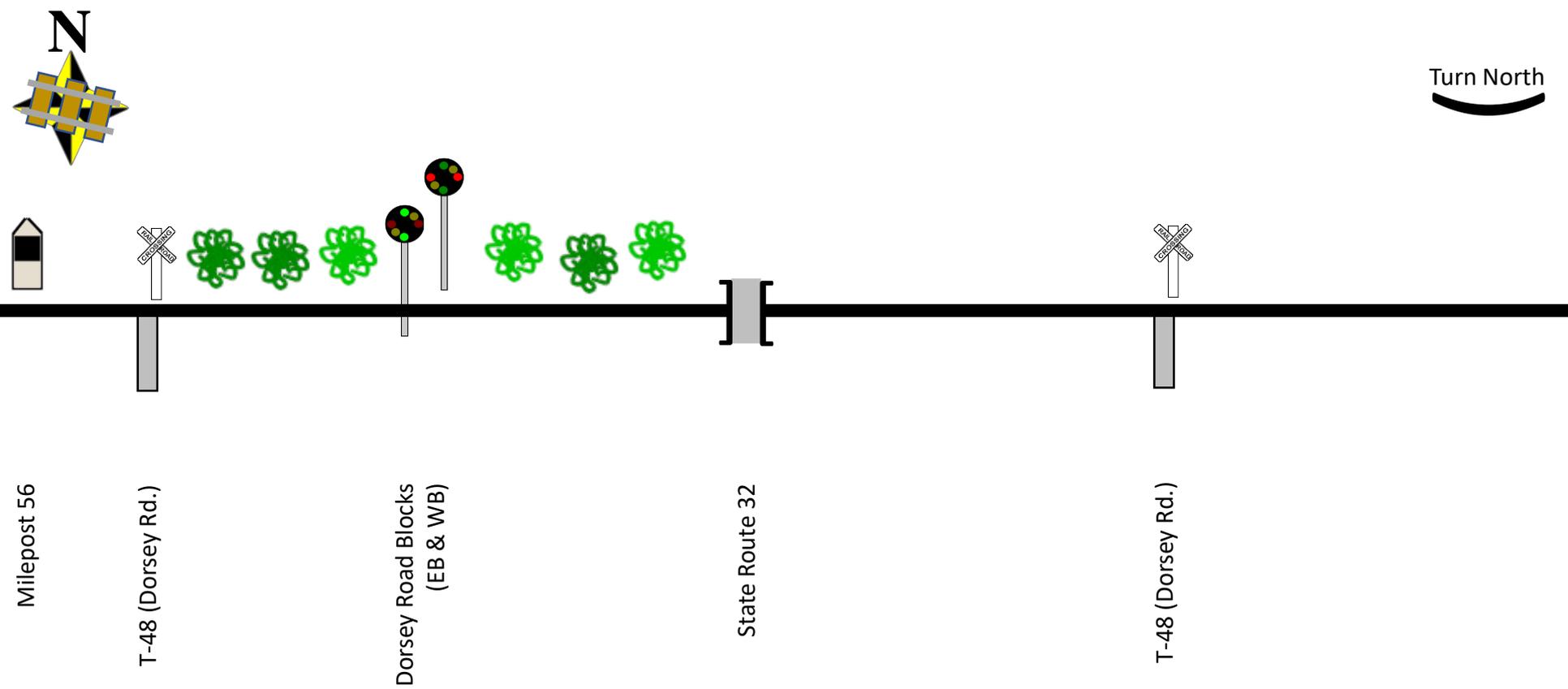


Mile 55 is pretty isolated from any main roads.

Peavine Track Diagram

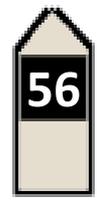


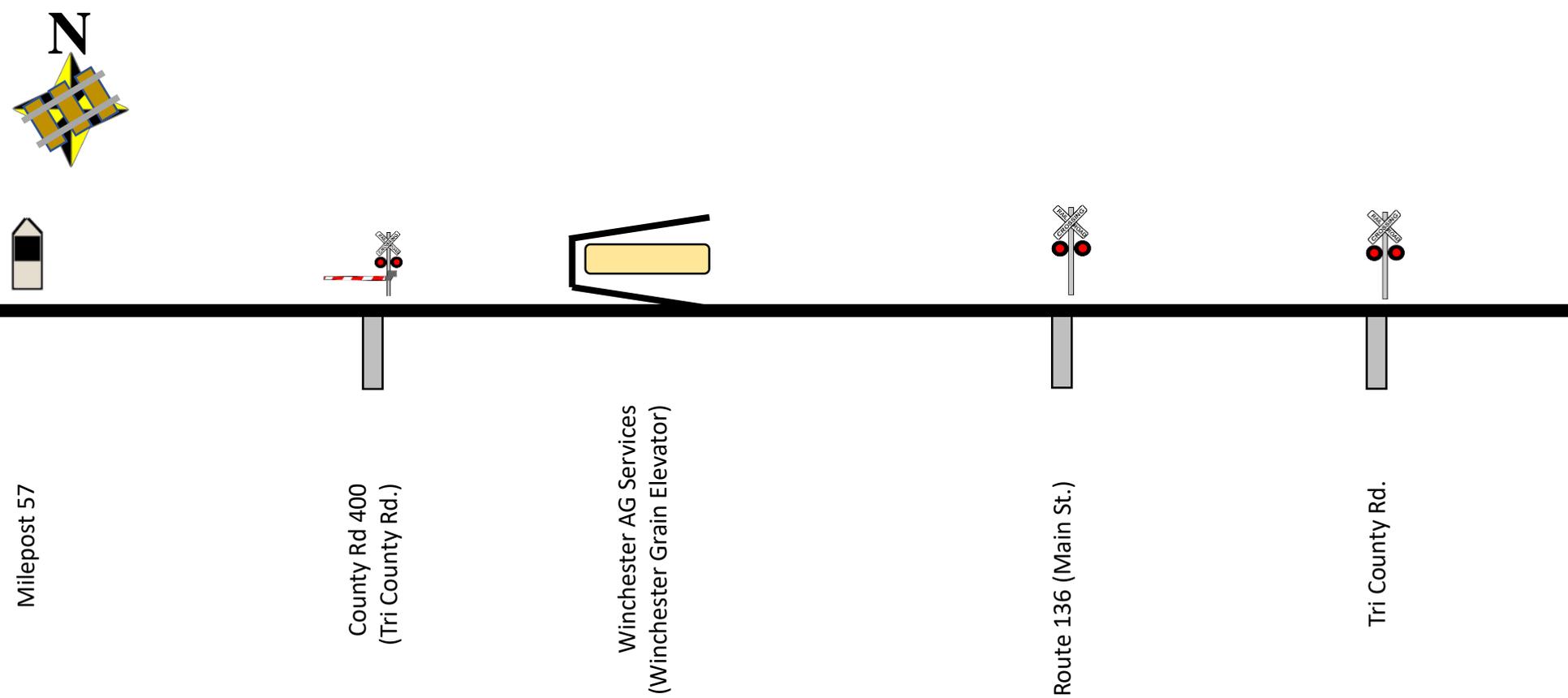
Turn North



Dorsey Rd is the last crossing before the tracks turn north, and cross under State Route 32. For the next several miles the Peavine runs north of SR 32.

Peavine Track Diagram





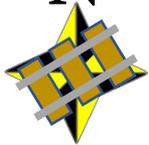
The Winchester Grain Elevator is at the west end of town. The spur actually turns back on itself after leaving the main. There are a couple of crossing in the center of town.

Winchester

Peavine Track Diagram



N



Turn South



Milepost 58

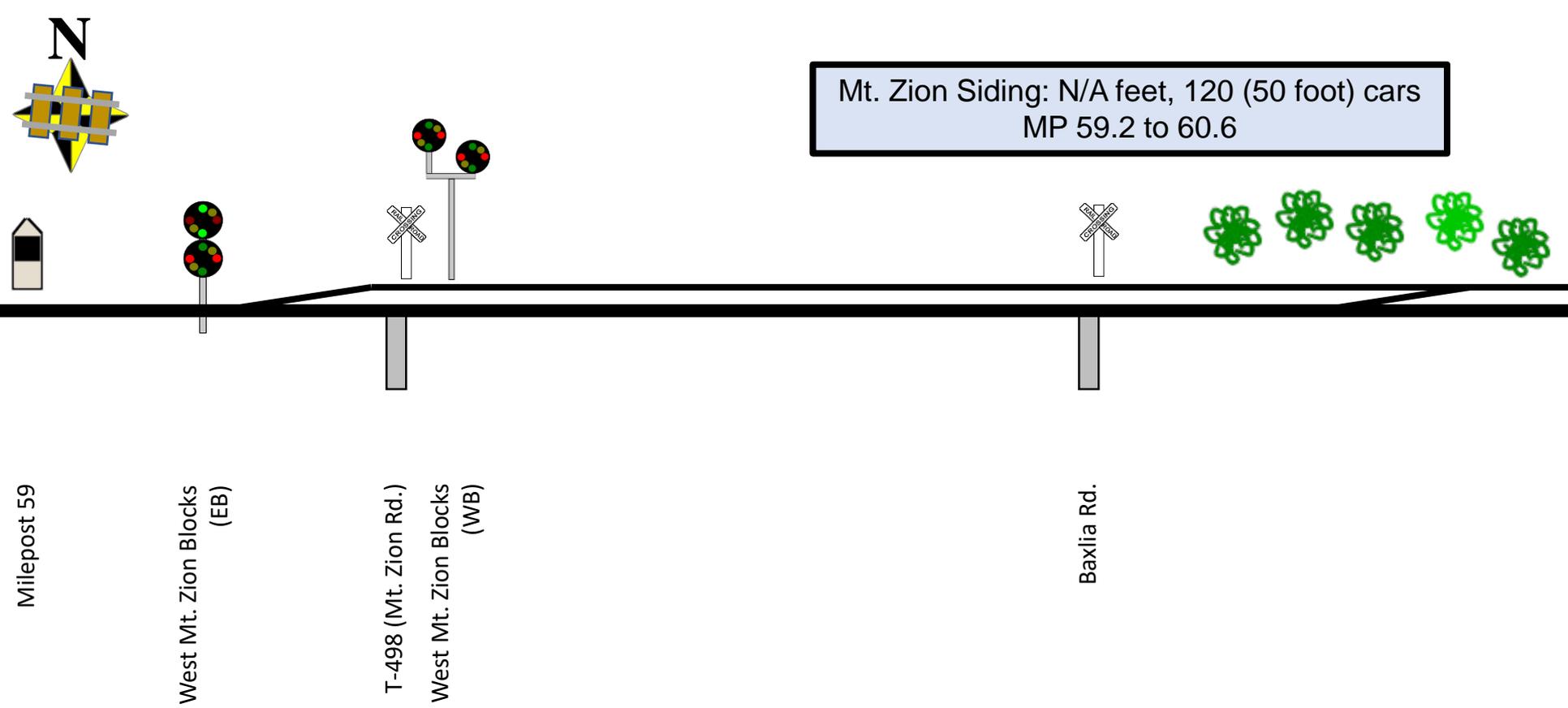
Private drive

Winchester Trestle

The Winchester Trestle is one of the highlights of the Peavine, and is located just east of the town.

Peavine Track Diagram



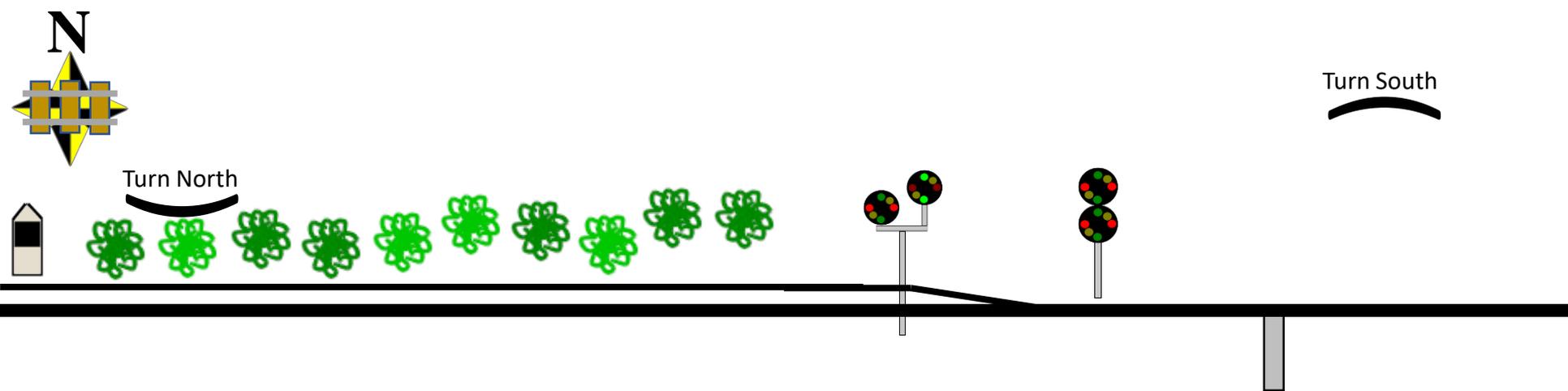


Mt. Zion Siding: N/A feet, 120 (50 foot) cars
MP 59.2 to 60.6

The Mt. Zion siding features a cross over track in the middle. East of Baxlia Rd. The west end of the siding is along this stretch too.

Peavine Track Diagram





Milepost 60

East Mt. Zion Siding Blocks (EB)

East Mt. Zion Siding Blocks (WB)

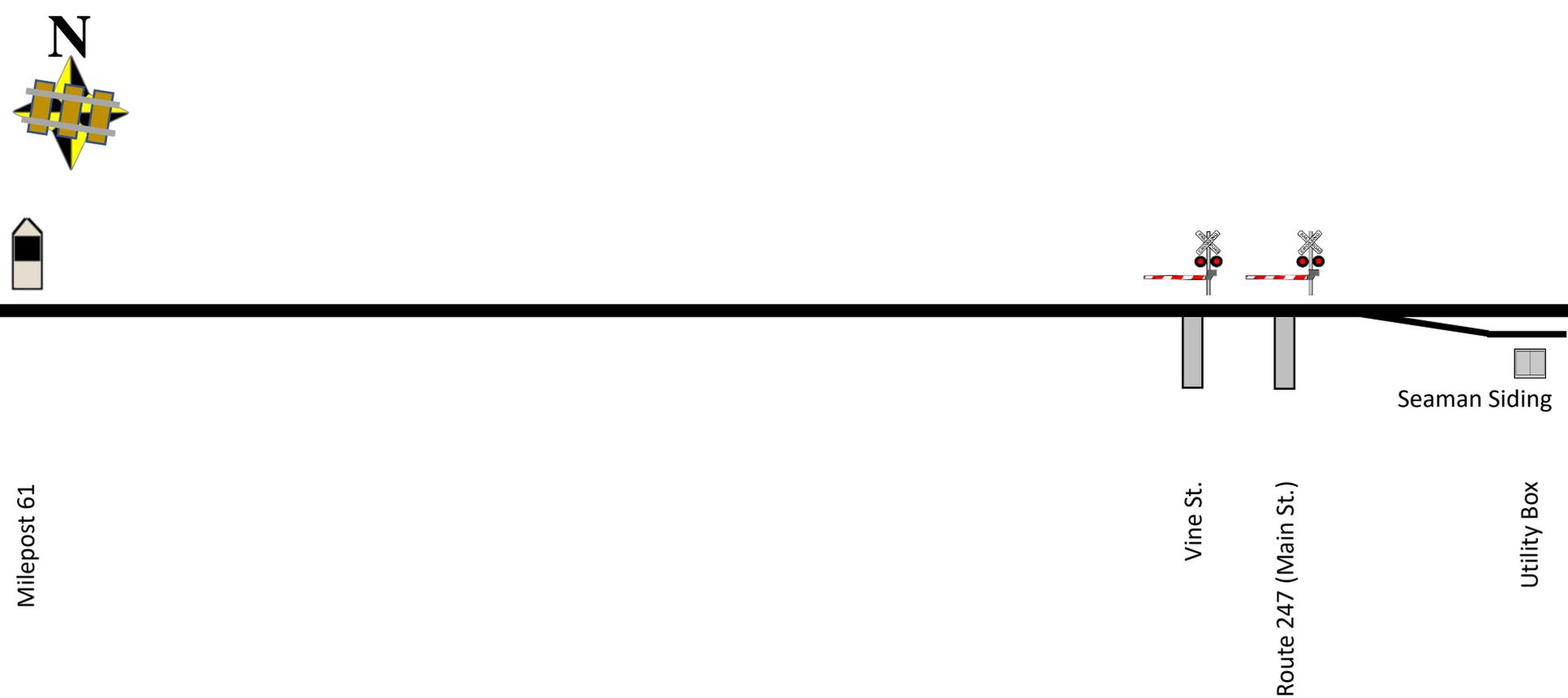
County Road 400
(Tri County Rd.)

Original End of Line

This is the east end of the Mt. Zion siding. Just east of the Tri County Road Crossing is where the NS originally cut the line.

Peavine Track Diagram



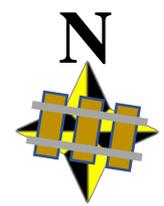


Tracks pass through Seaman, OH. Two sidings in town are guarded by gates. There is still a short siding in Seaman, too.

Seaman

Peavine Track Diagram





Turn South Turn North Turn North Turn South Turn North



Seaman Siding



T-239 (Silcott Rd.)



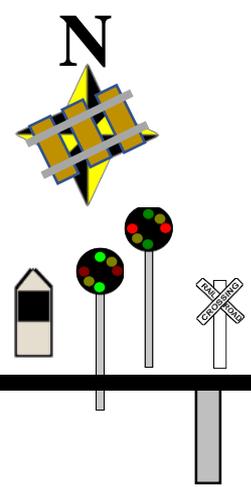
Tranquility Pike

Milepost 62

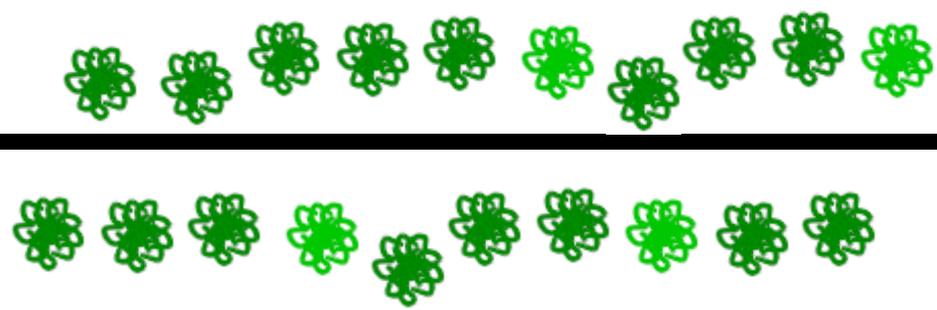
A pair of crossings are east of Seaman.

Peavine Track Diagram





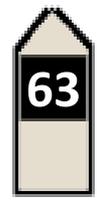
Turn South

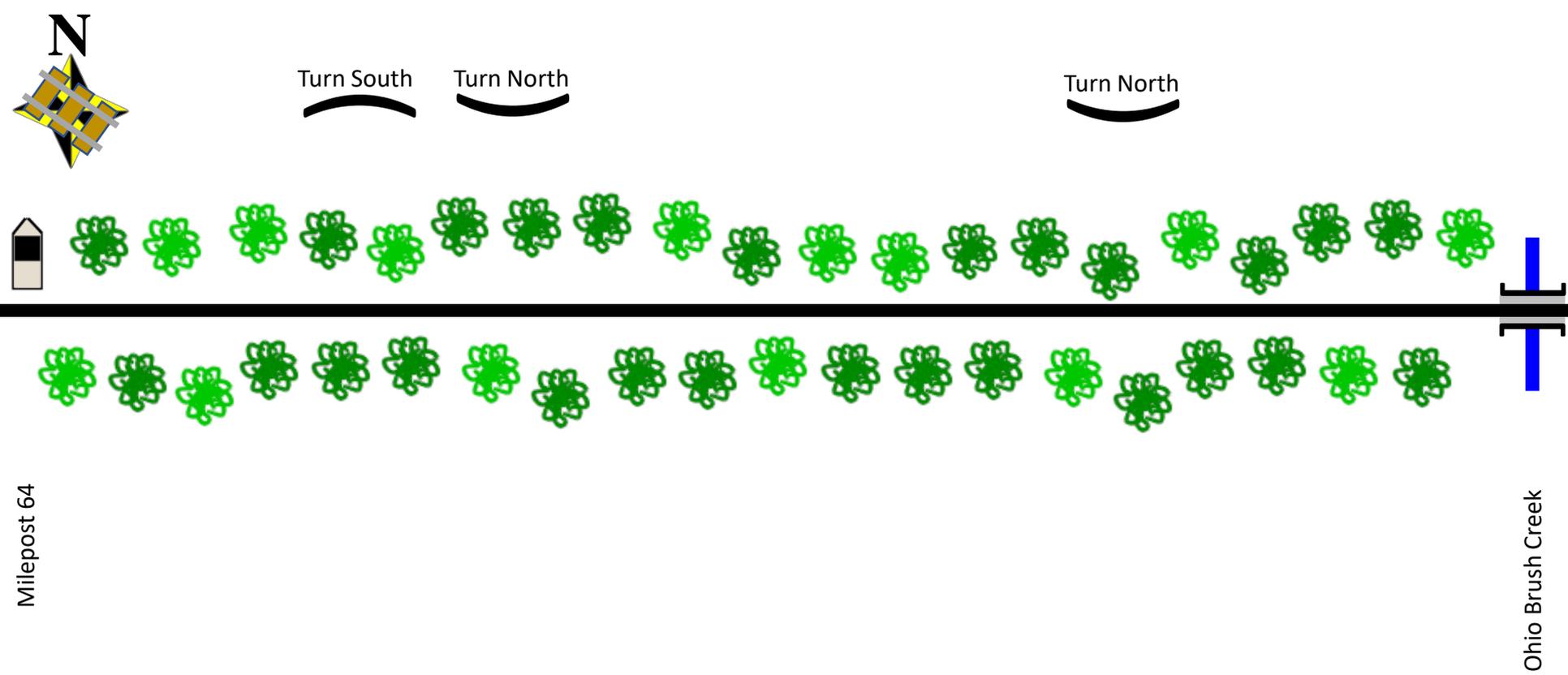


Milepost 63
Tranquility Pike Blocks
(EB & WB)
Unnamed road

Blocks are located near an unnamed road east of the MP.

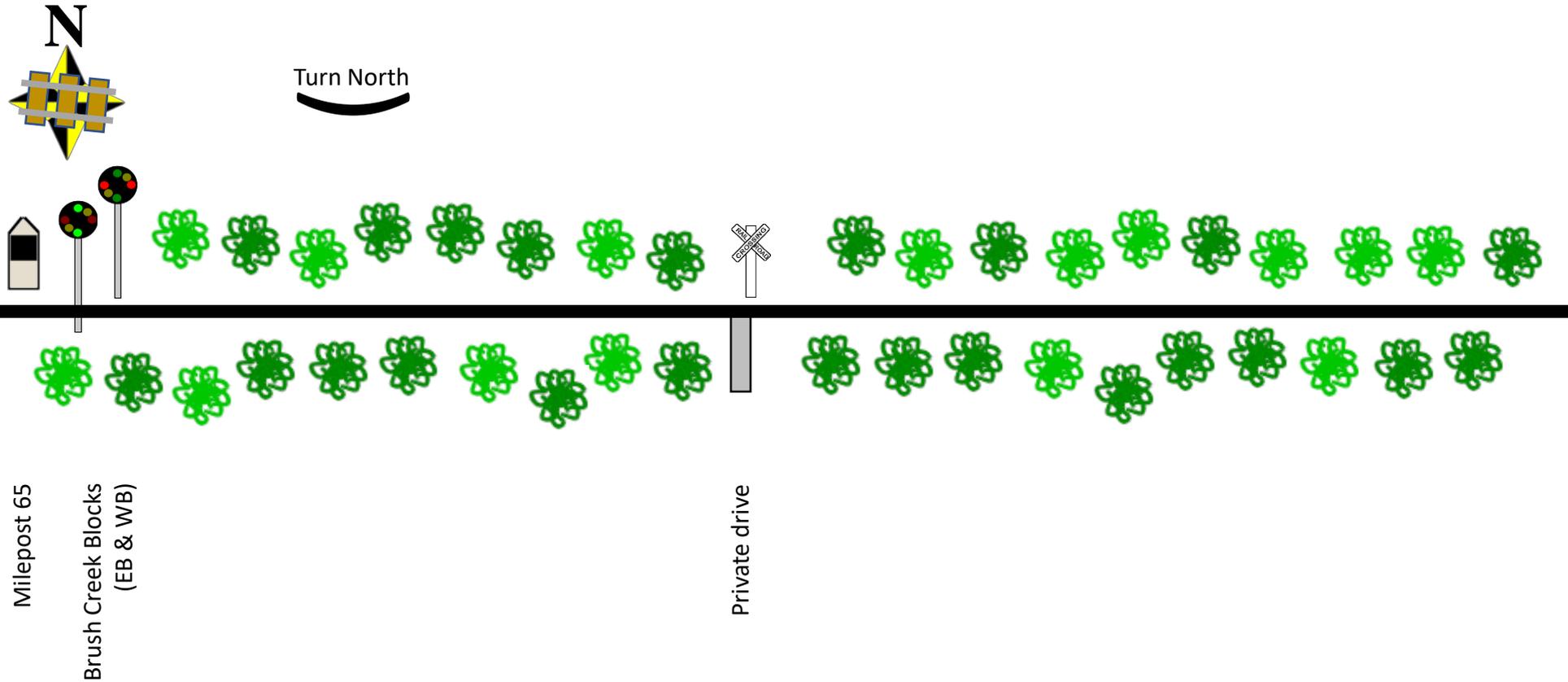
Peavine Track Diagram





Tracks are deep in the woods and inaccessible here.
 West of Lawshe, the tracks cross the Ohio Brush
 Creek, and there is a set of blocks.

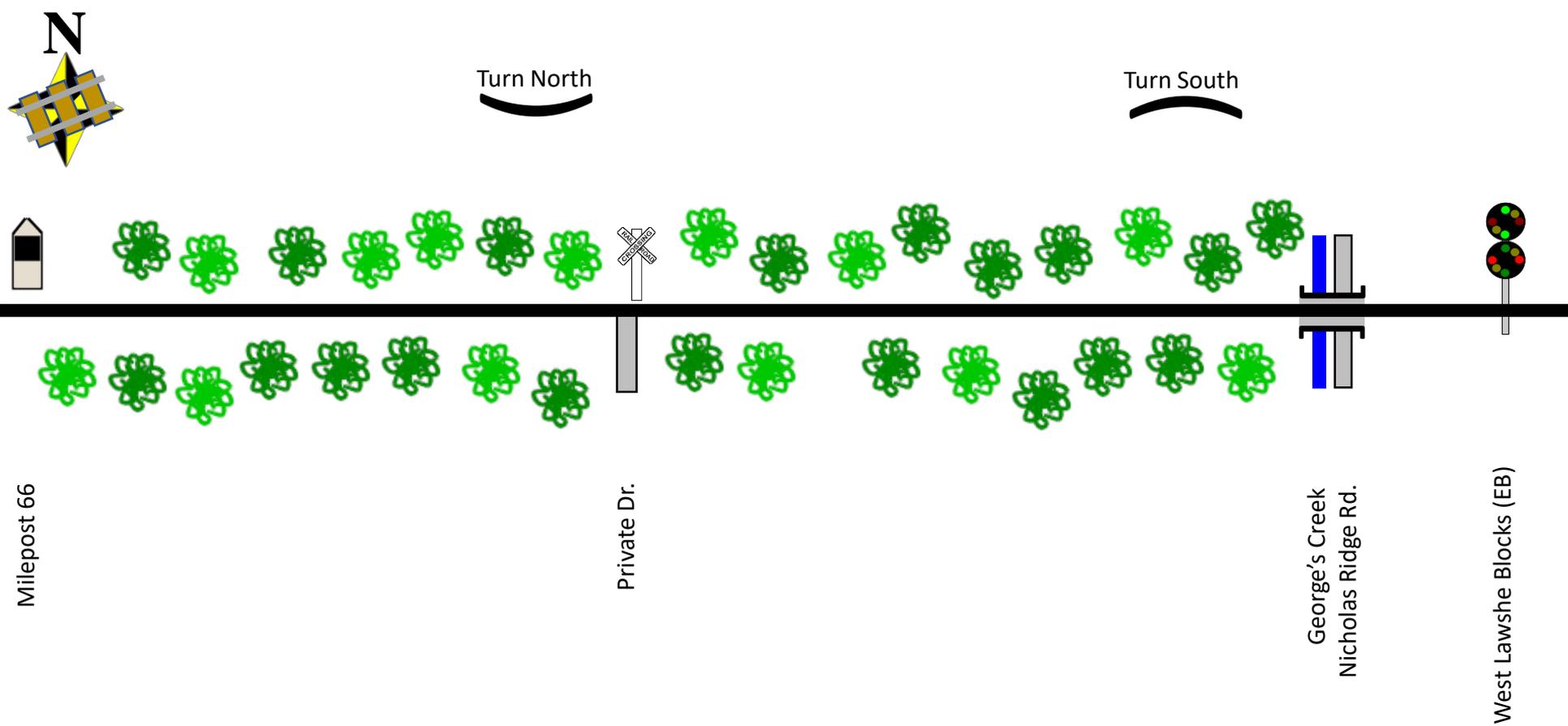
Peavine Track Diagram



The tracks are deep in the woods along this stretch of tracks. The Brush Creek Blocks are near the mile marker.

Peavine Track Diagram

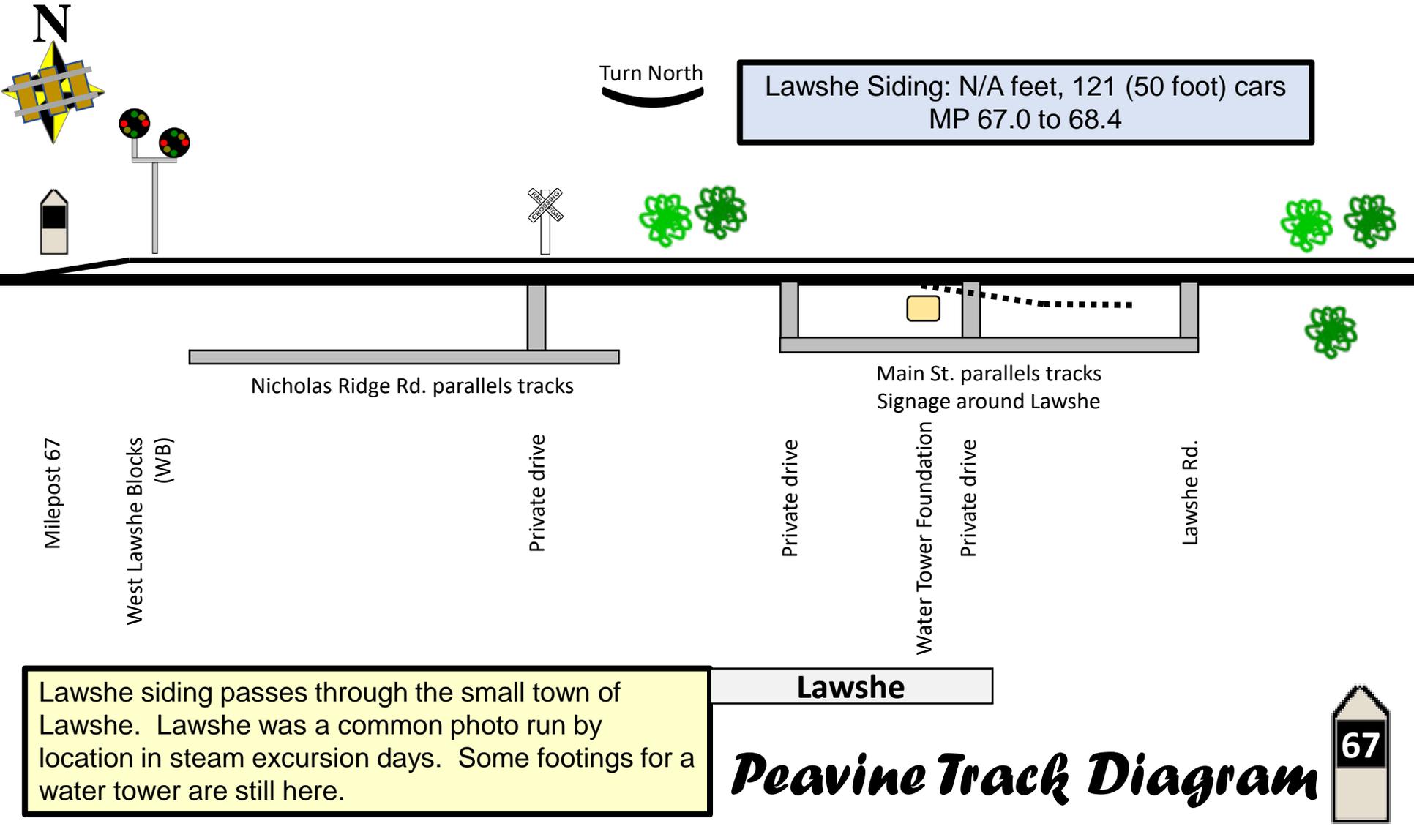


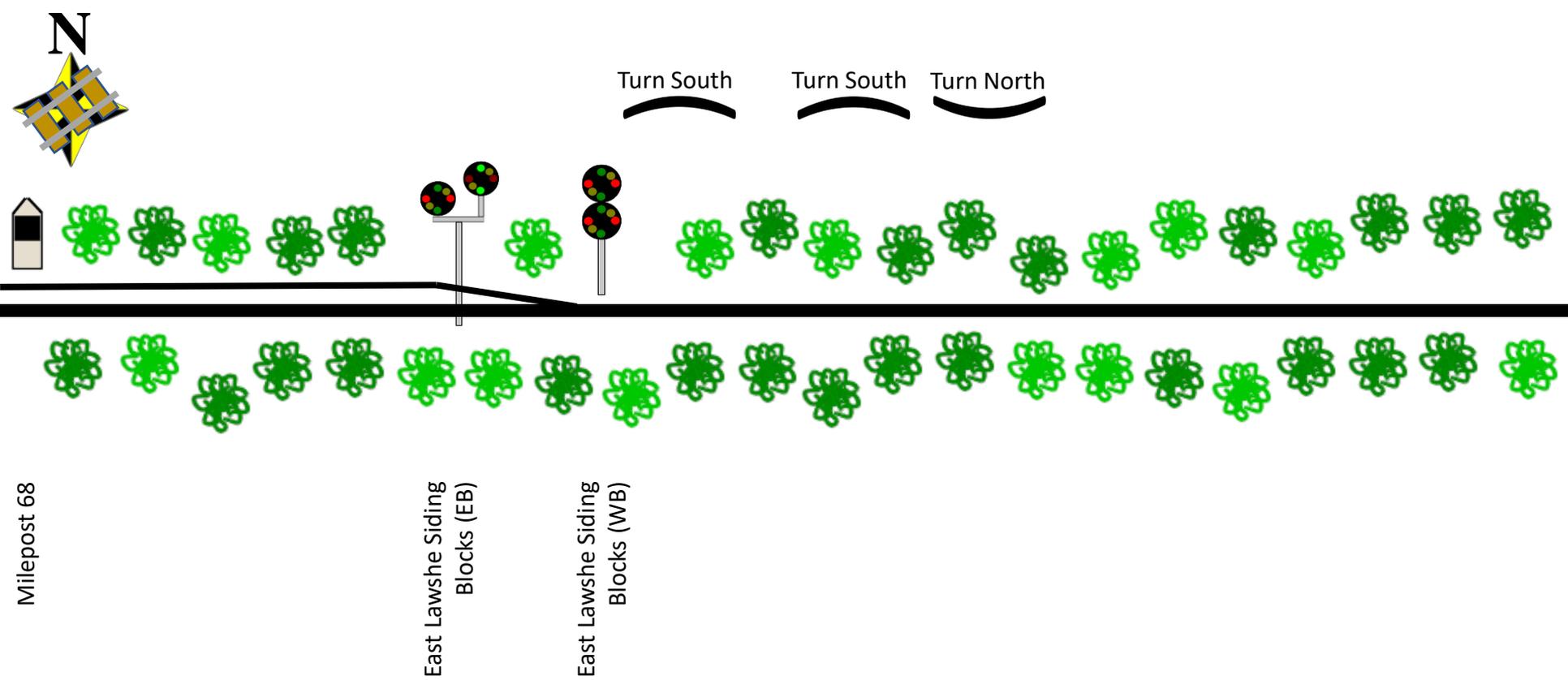


The tracks are pretty inaccessible along this stretch of track. A small private drive crosses the tracks near a farm. Nicholas Road crosses under a water/road bridge.

Peavine Track Diagram



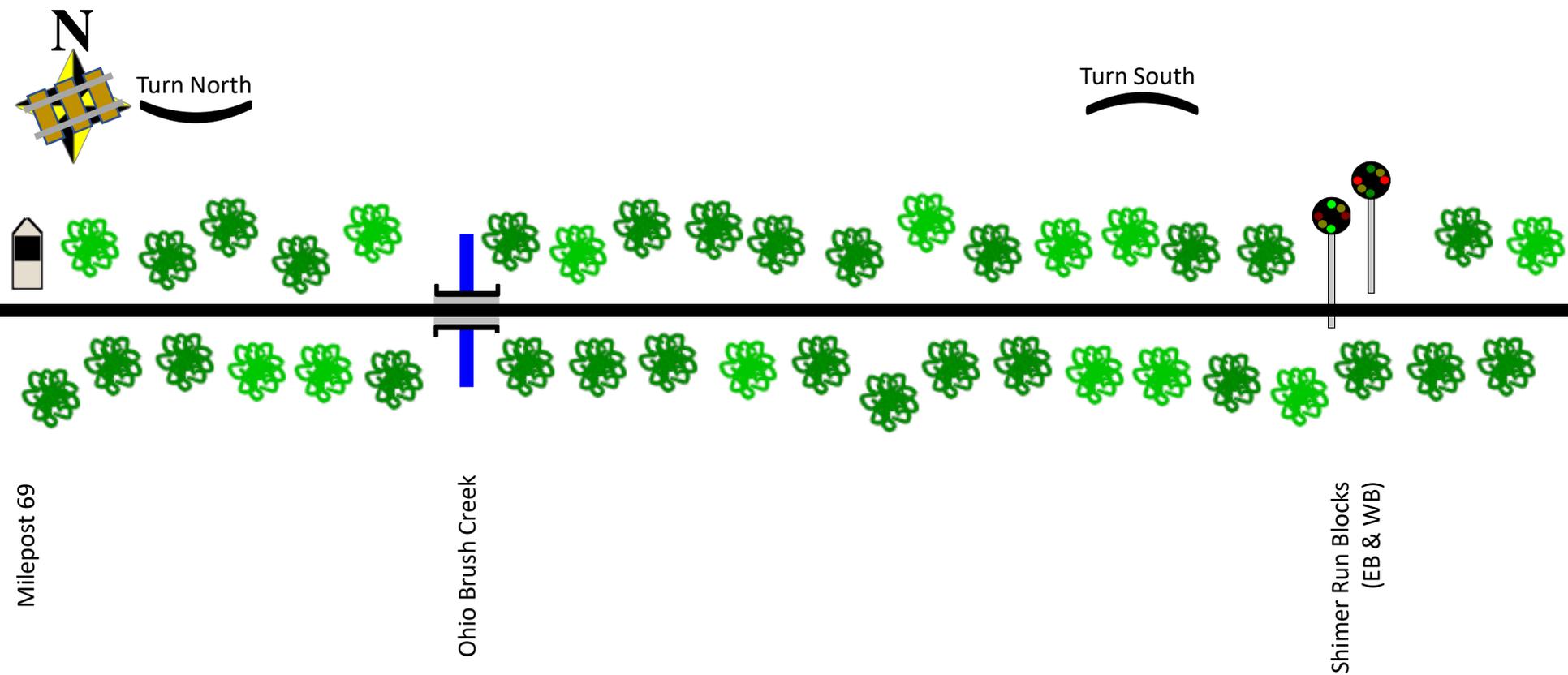




The eastern end of Lawshe siding is along mile 68.
The tracks at this point are deep in the woods.

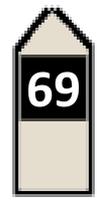
Peavine Track Diagram

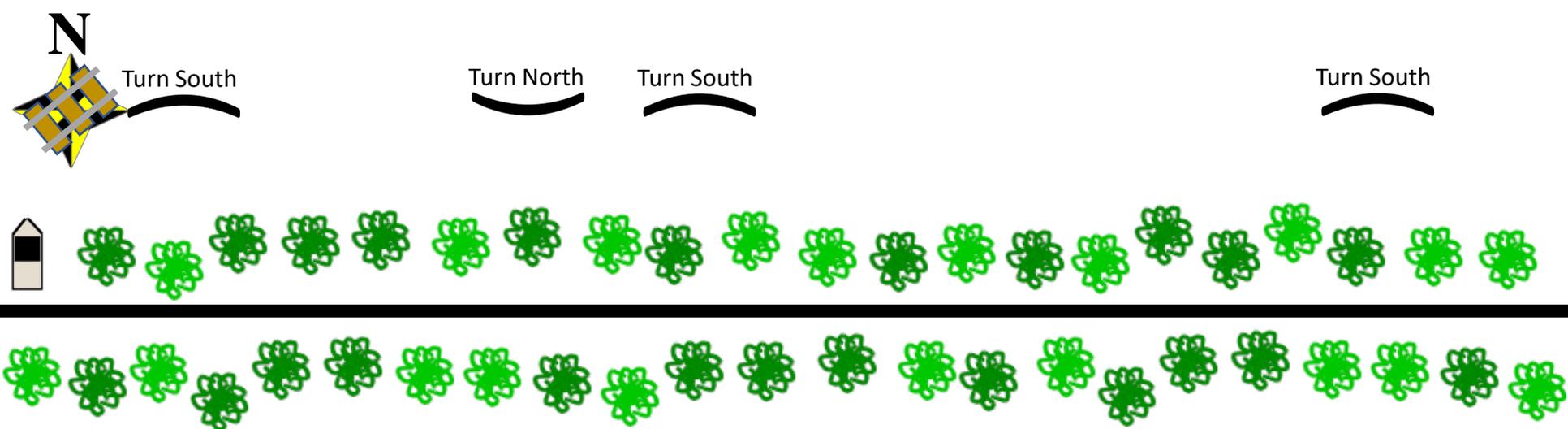




The bridge over the Ohio Brush Creek is deep in the woods and hard to get to. The blocks are named (by me) for a near by creek.

Peavine Track Diagram



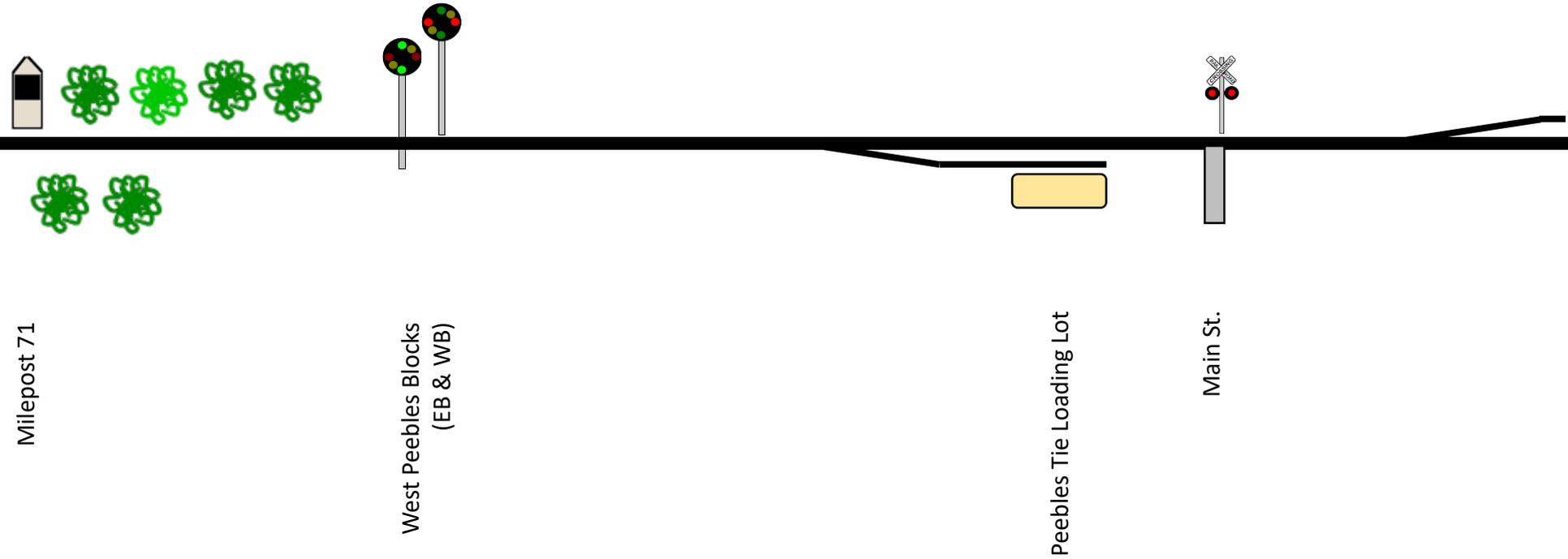
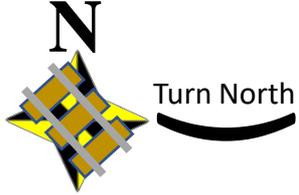


Milepost 70

The tracks are deep in the woods and inaccessible along mile 70.

Peavine Track Diagram



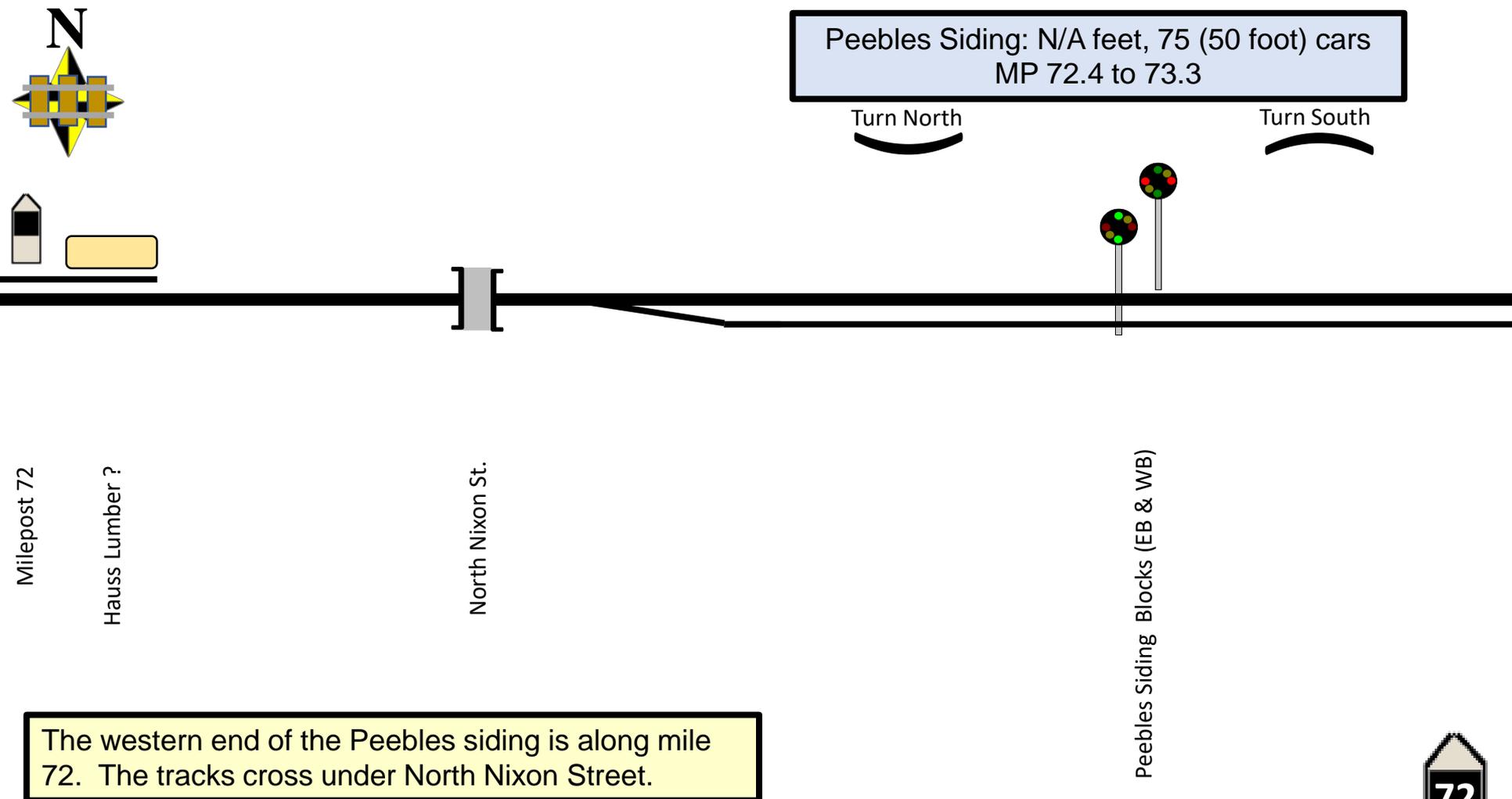


The tracks emerge from the woods entering the west end of Peebles. A set of blocks protect the this section of track.

Peebles

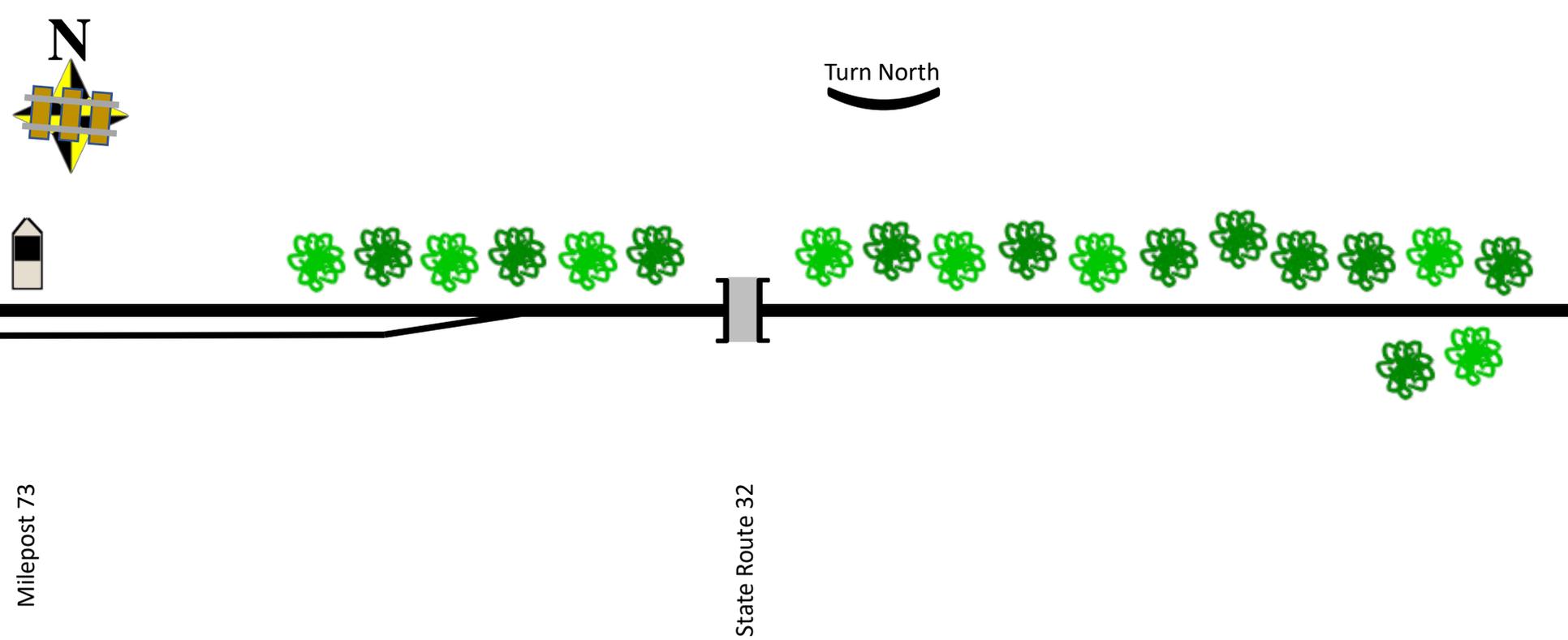
Peevine Track Diagram





Peavine Track Diagram

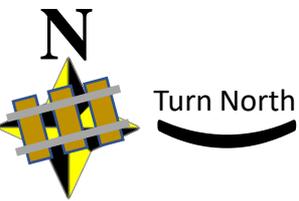




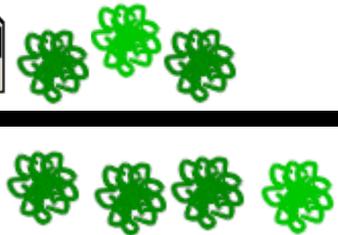
The east end of the Peebles siding is just west of the State Route 32 bridge at the eastern end of this section.

Peavine Track Diagram





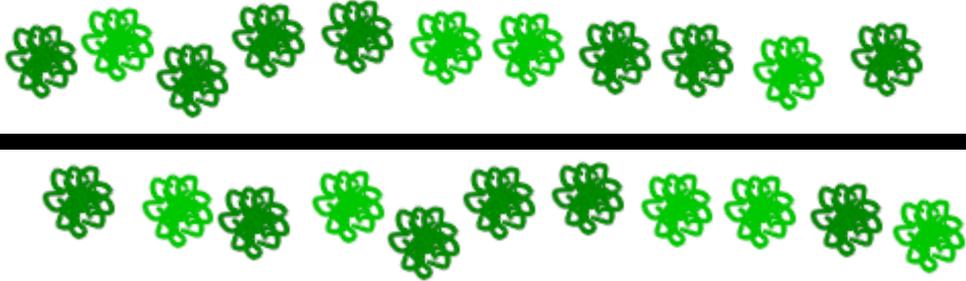
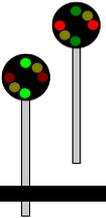
Milepost 74



Plum Run Ready Mix (Hanson Corp)

Plum Run Rd.

Plum Run Blocks
(EB & WB)

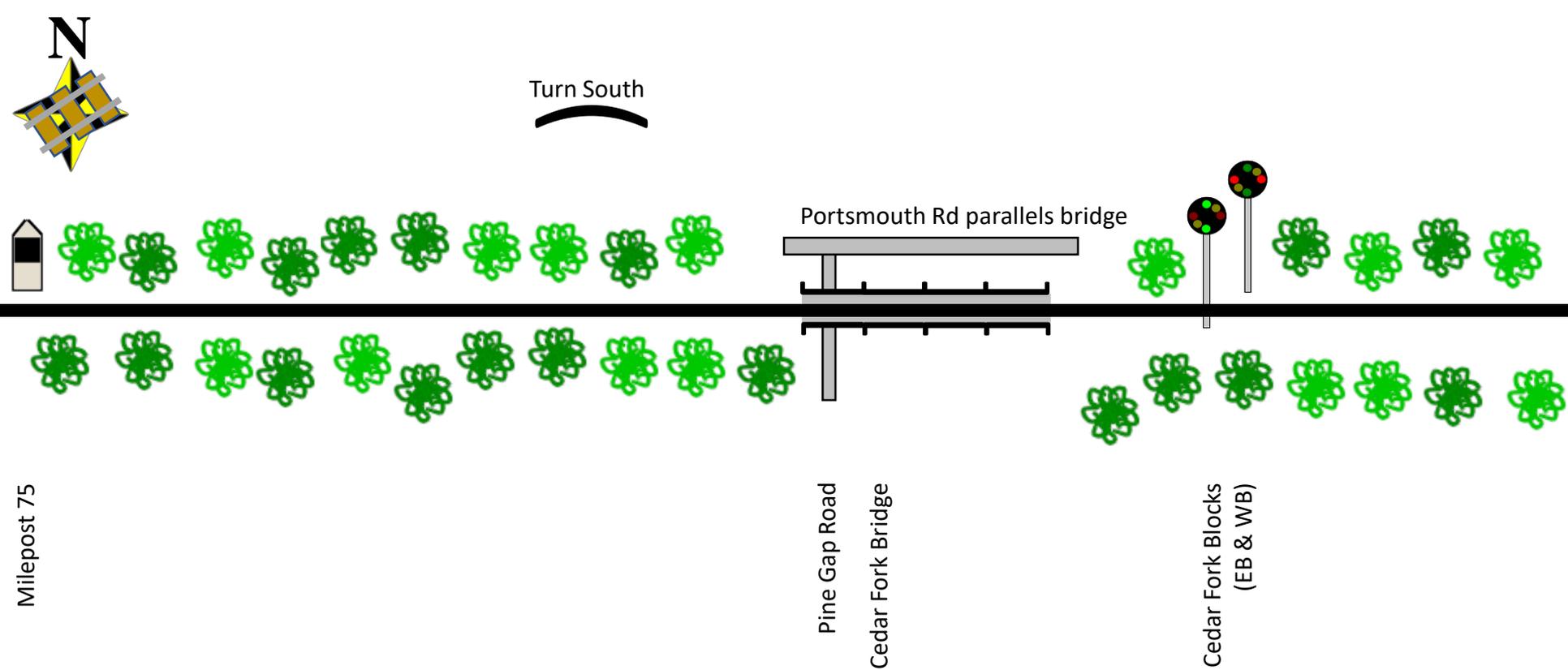


Hanson Corporation's Plum Run Ready Mix is accessible in this section of the Peavine.

Peavine Track Diagram



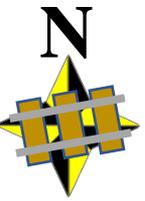
74



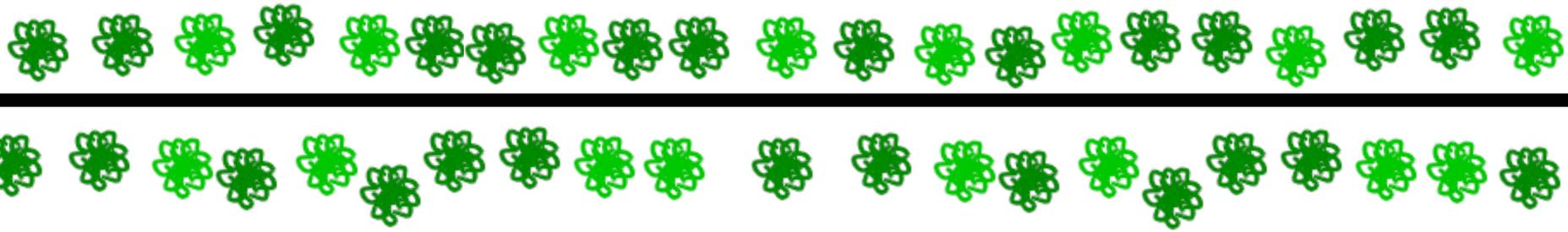
The Cedar Fork steel trestle is the highlight of this section, and one of the more spectacular views on the Peavine.

Peavine Track Diagram





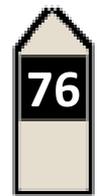
Turn South



Milepost 76

Portsmouth Rd. runs into Route 73 near this stretch. The tracks are close to the road, but visually blocked by trees.

Peavine Track Diagram

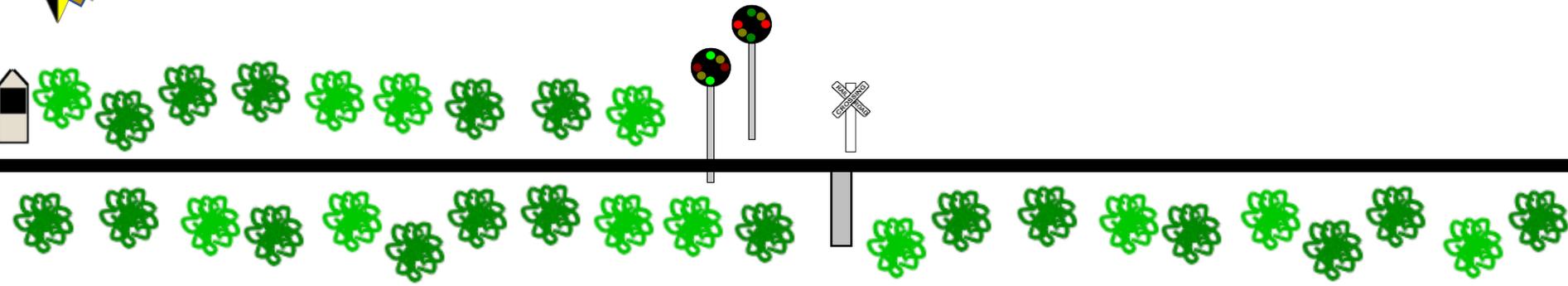




Turn South



Milepost 77



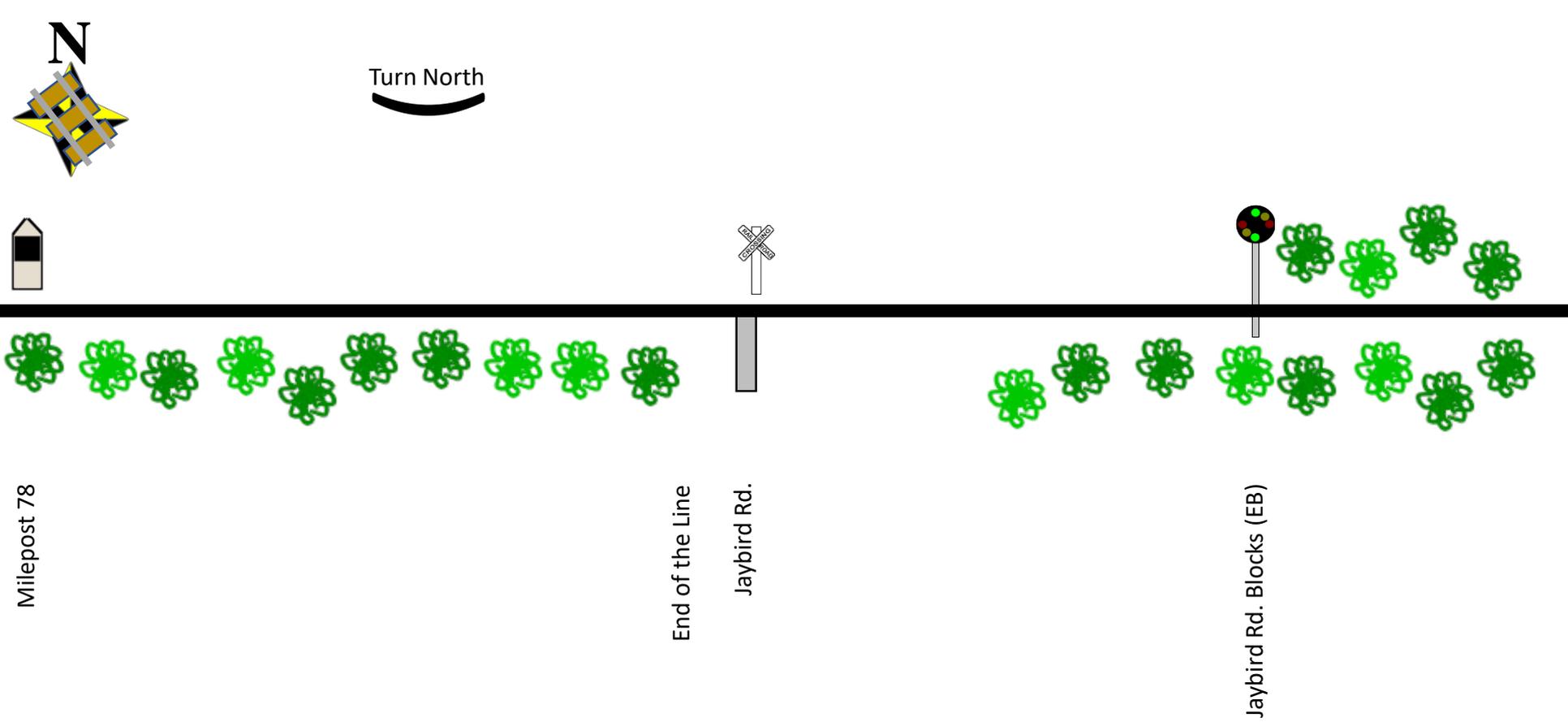
Portsmouth Rd/SR 73
Blocks (EB & WB)

Private Dr.

A set of blocks are hidden behind the trees along mile 77. A private drive offers the only crossing.

Peavine Track Diagram





Turn North

Milepost 78

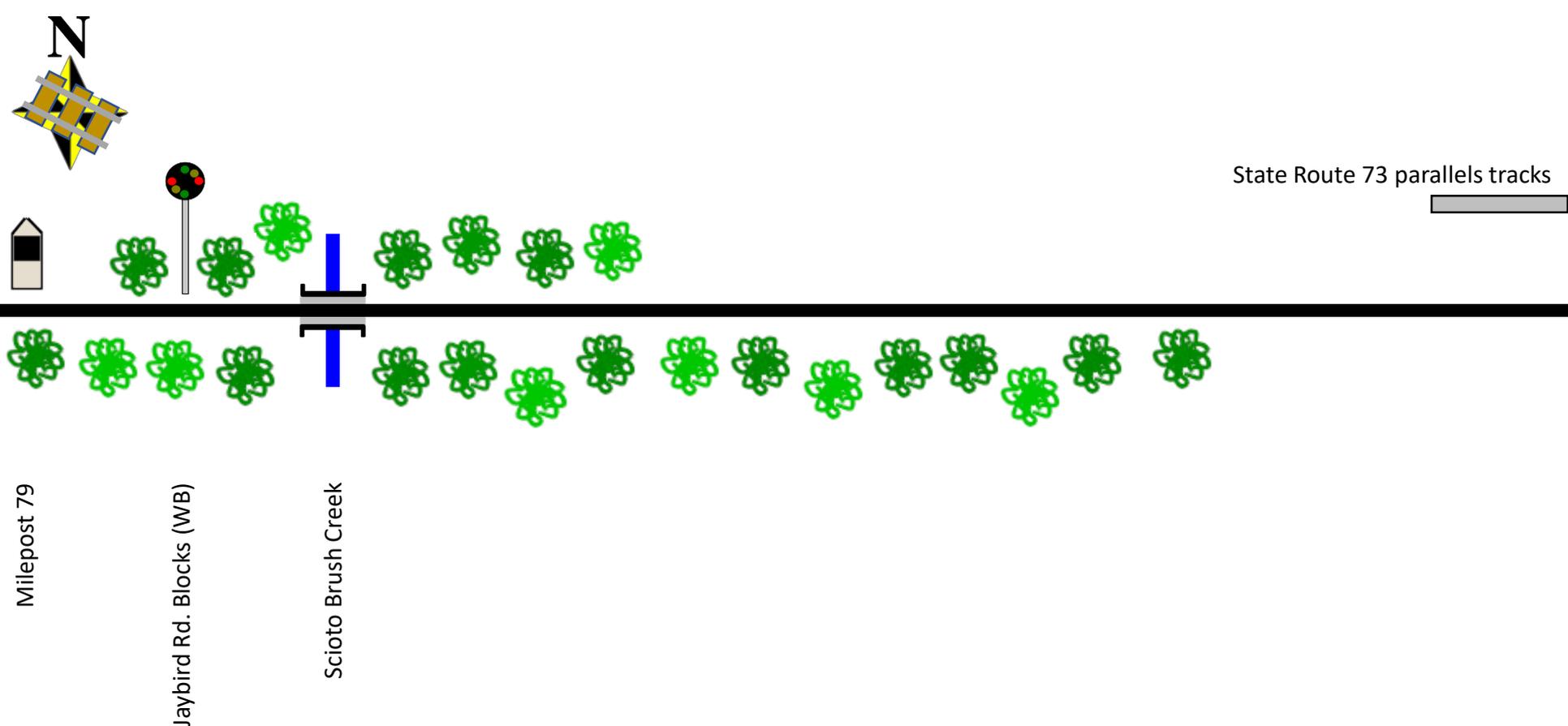
End of the Line

Jaybird Rd.

Jaybird Rd. Blocks (EB)

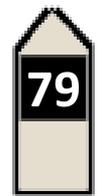
Jaybird Rd is the main crossing in this section of track. The Jaybird Eastbound block is to the east of the crossing.

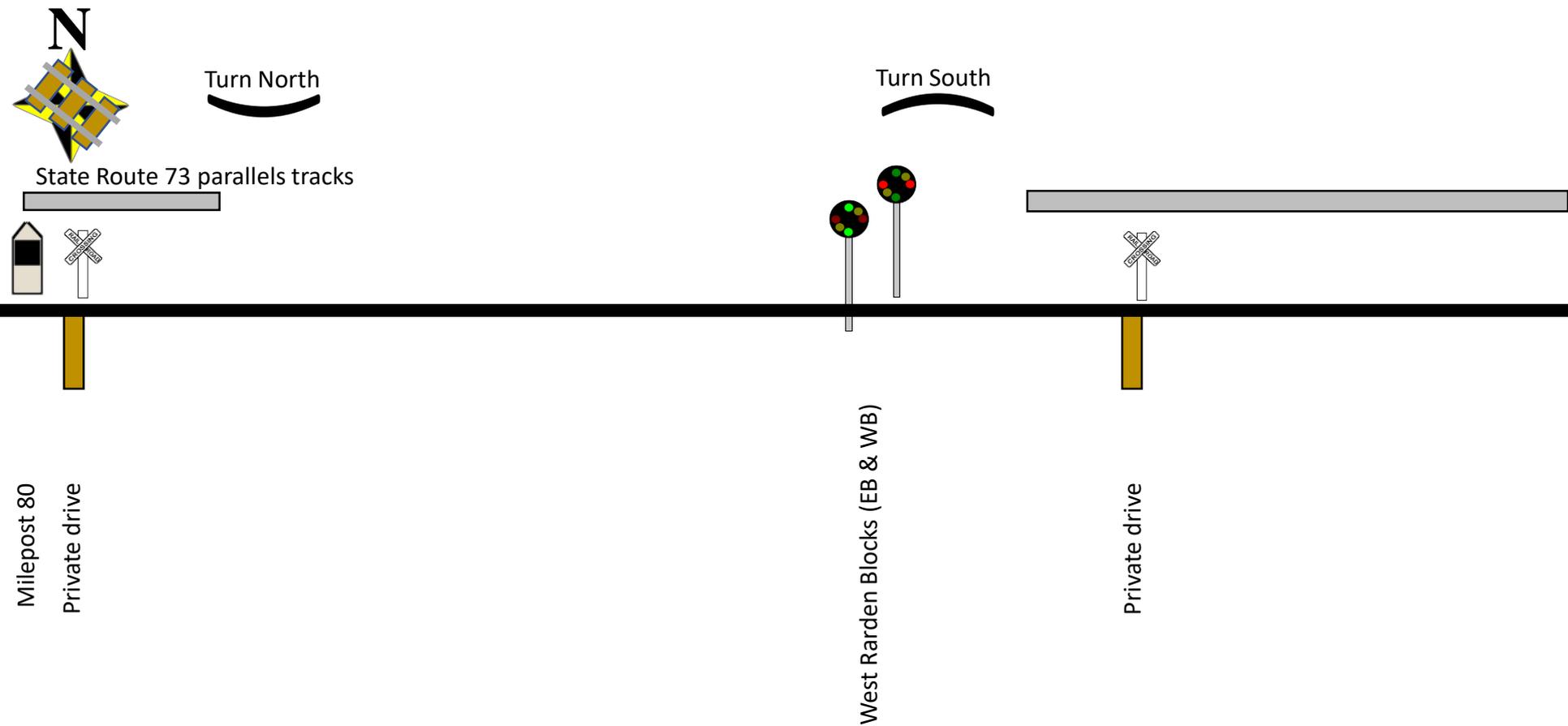
Peavine Track Diagram



The tracks are largely inaccessible along this stretch. There is a bridge over Scioto Brush Creek and the westbound Jaybird Block.

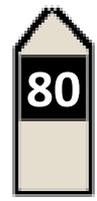
Peavine Track Diagram





Route 73 turns away from the tracks. The West Rarden blocks protect mile 80.

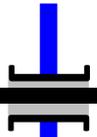
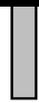
Peavine Track Diagram





Turn North

State Route 73 parallels tracks



Milepost 81

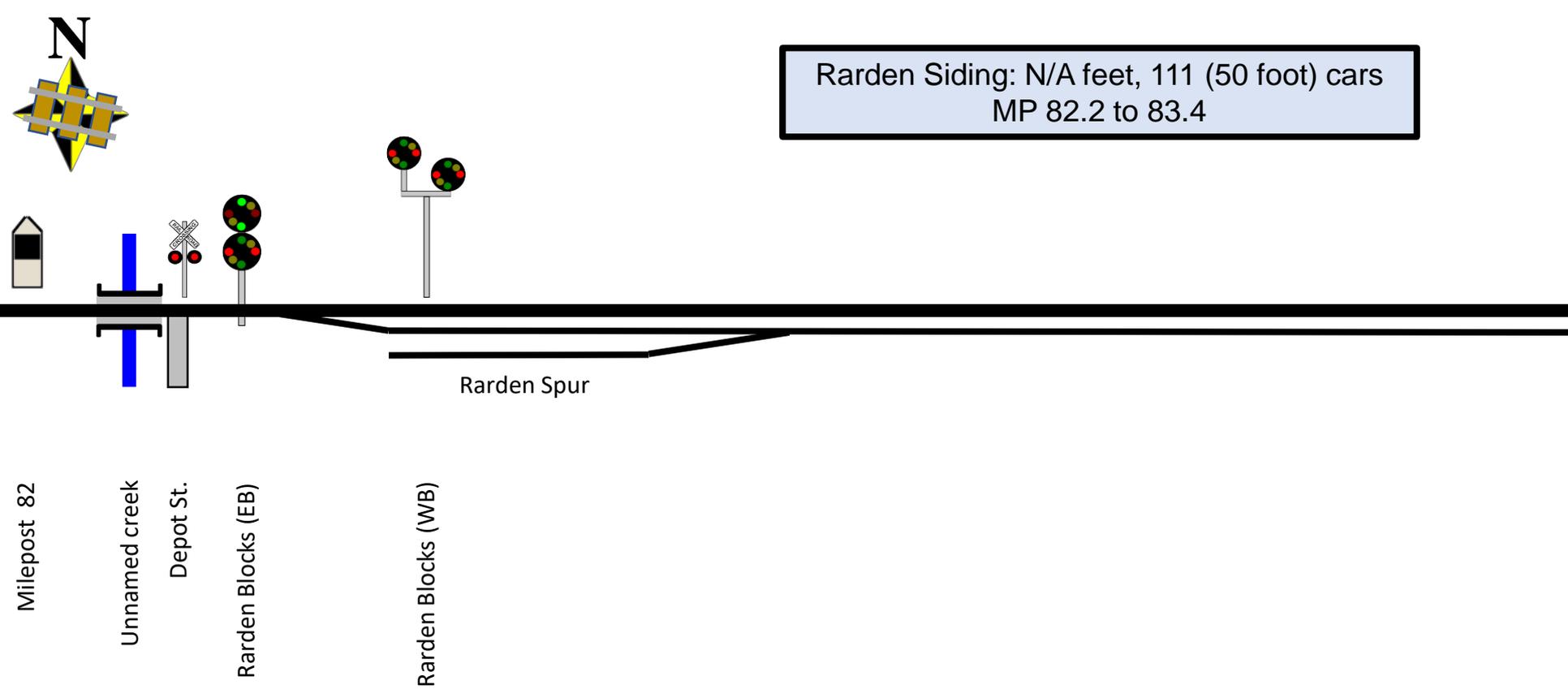
Thompson Ln.

Rarden Creek

Route 73 parallels the tracks west of Rarden. The tracks cross Rarden Creek. Thompson Lane provide a crossing as well.

Peavine Track Diagram



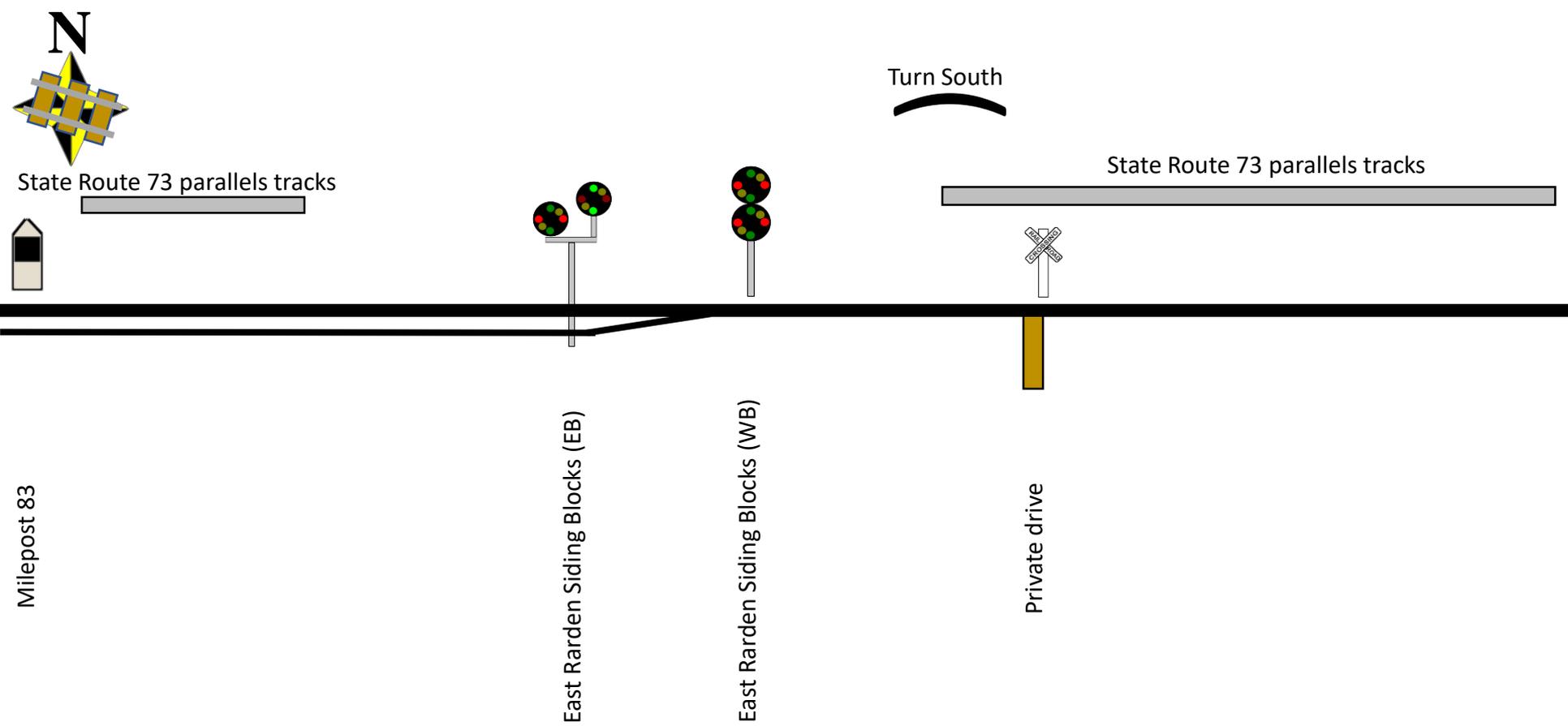


Rarden

The west end of the Rarden siding is protected by a set of blocks. There is an unnamed creek right next to Depot Stret. It appears the Rarden siding is still in place.

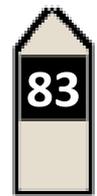
Peavine Track Diagram

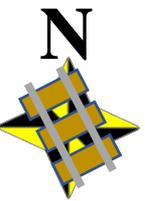




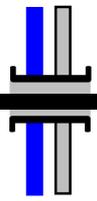
The east end of Rarden siding is protected by blocks. Route 73 swings away from the tracks a short distance for most of this stretch.

Peavine Track Diagram





State Route 73 parallels tracks



Milepost 84

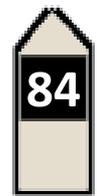
Private drive

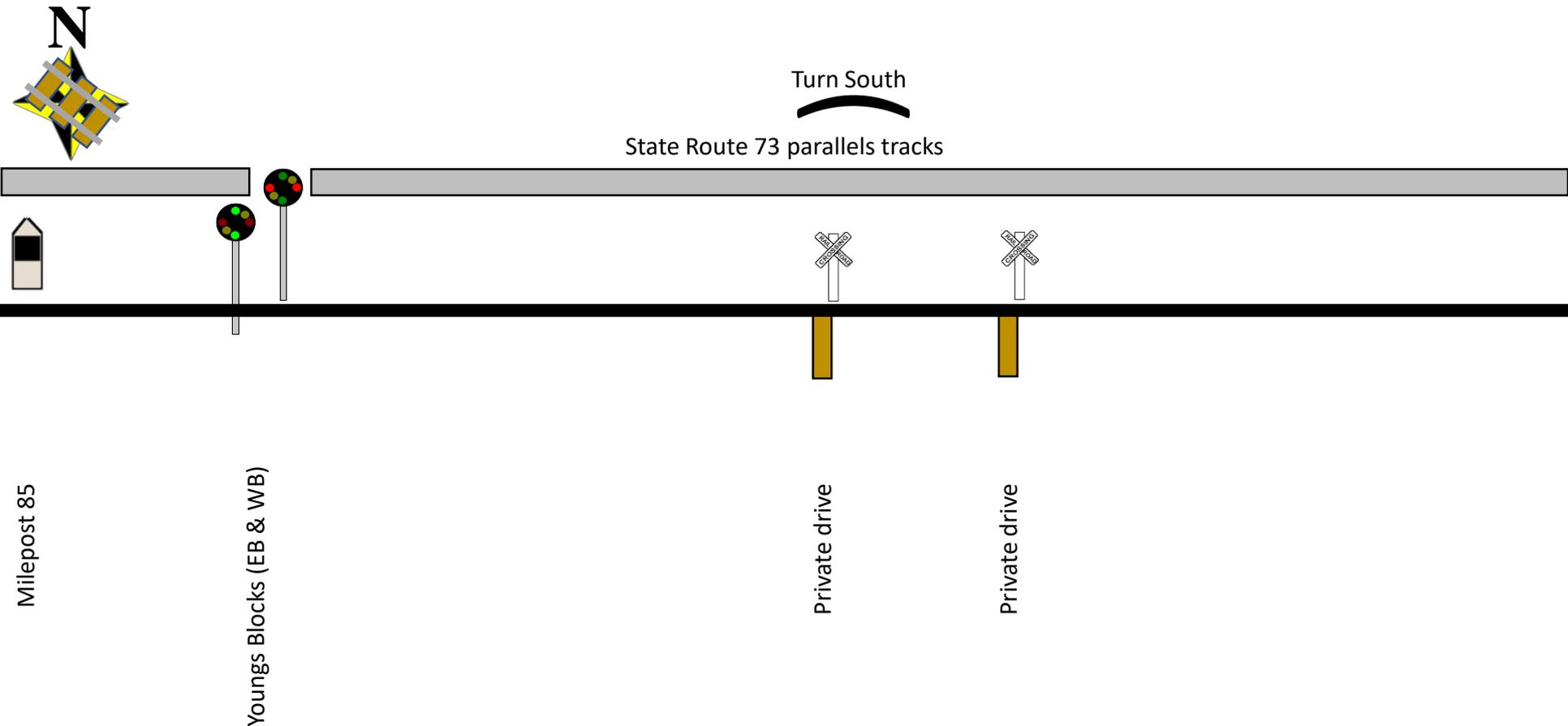
Dry Run Creek
Old State Route 73

Unnamed Rd.

State Route 73 parallels the tracks. There are a couple of small crossings, and a water/road bridge along this stretch.

Peavine Track Diagram





State Route 73 parallels the tracks. A couple of private drives cross the tracks. The Youngs blocks are along this stretch too.

Peavine Track Diagram





Turn North

State Route 73 parallels tracks



Milepost 86

Route 73 continues to parallel.

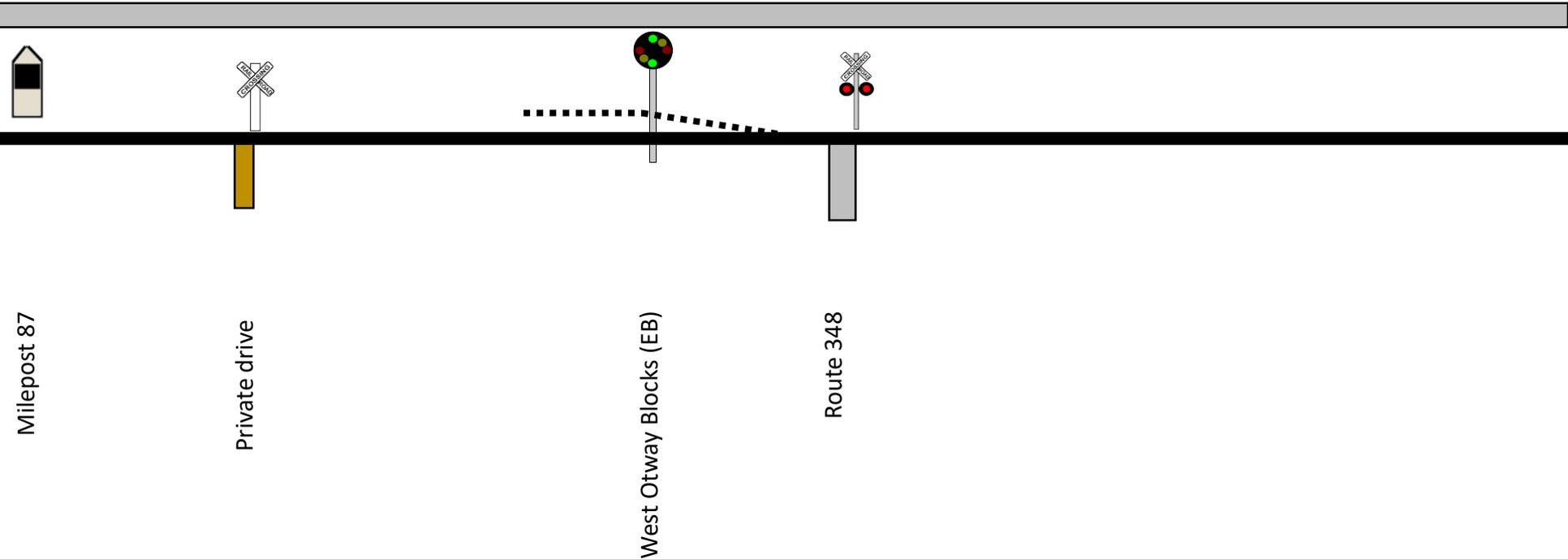
Peavine Track Diagram





Turn South

State Route 73 parallels tracks



Milepost 87

Private drive

West Otway Blocks (EB)

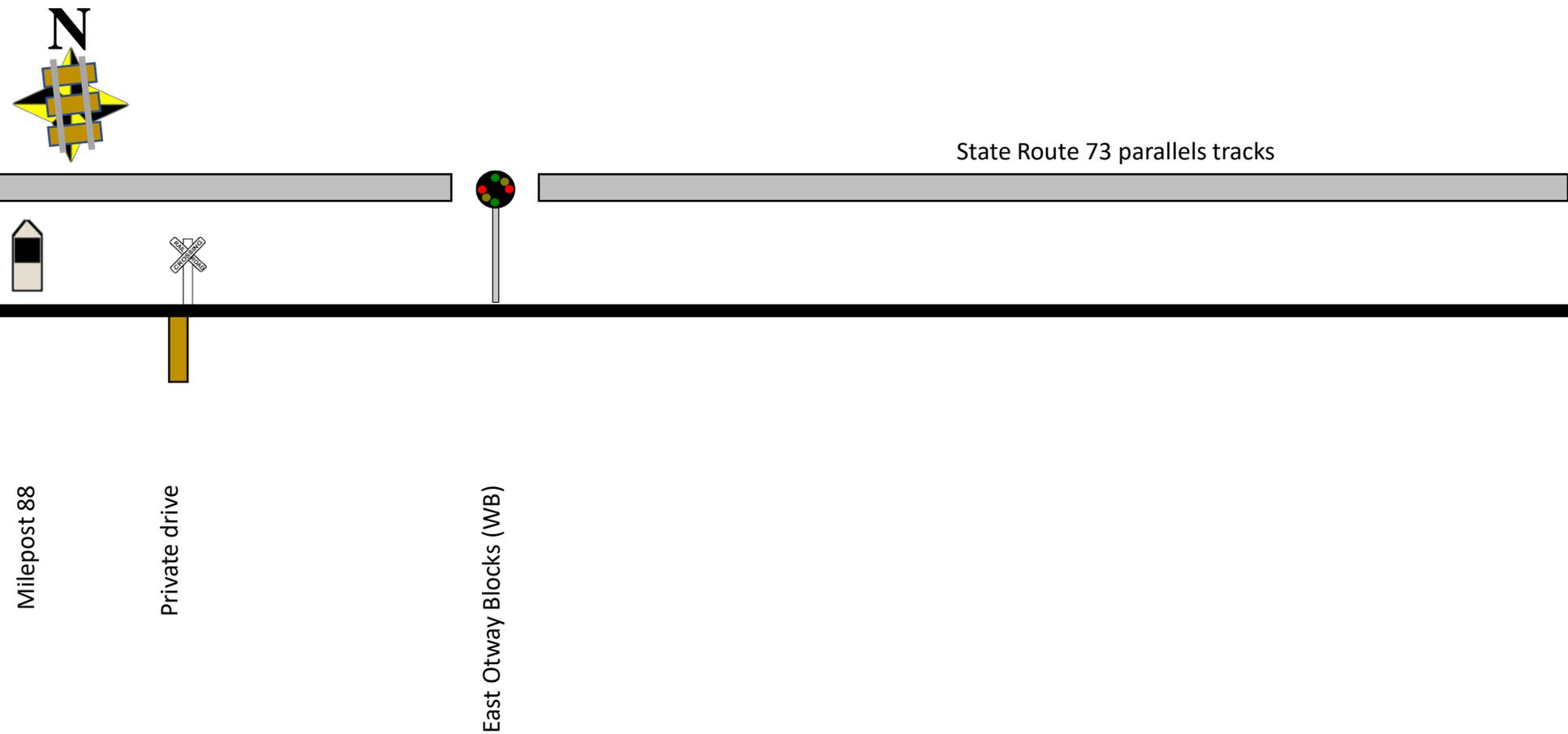
Route 348

Route 73 runs through Otway at MP 87. There is only one crossing in Otway, which is east of this stretch of track.

Otway

Peavine Track Diagram





Milepost 88

Private drive

East Otway Blocks (WB)

State Route 73 parallels the tracks along mile 88. A small private drive offers the only crossing.

Peavine Track Diagram





Turn North

Turn North

State Route 73 parallels tracks



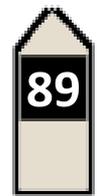
Milt Jones Rd.

Milt Jones Rd.

Milepost 89

Route 73 continues to parallel the tracks. A short loop of road (Milt Jones Rd) leaves 73 and returns a short distance later at a sharp turn to the north.

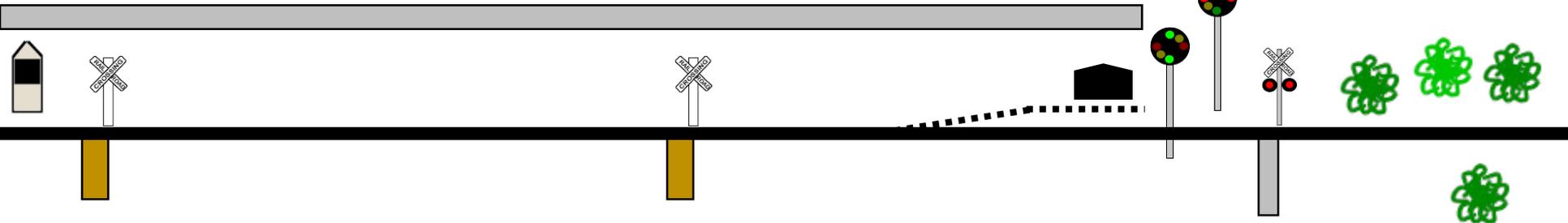
Peavine Track Diagram





Turn South

State Route 73 parallels tracks



Milepost 90

Private drive

Private drive

Henley Depot

Henley Blocks (EB & WB)

Route 73

Route 73 crosses and then goes away from the tracks when travelling east. There are a set of blocks at Henley.

Henley

Peavine Track Diagram





Turn South

Turn South

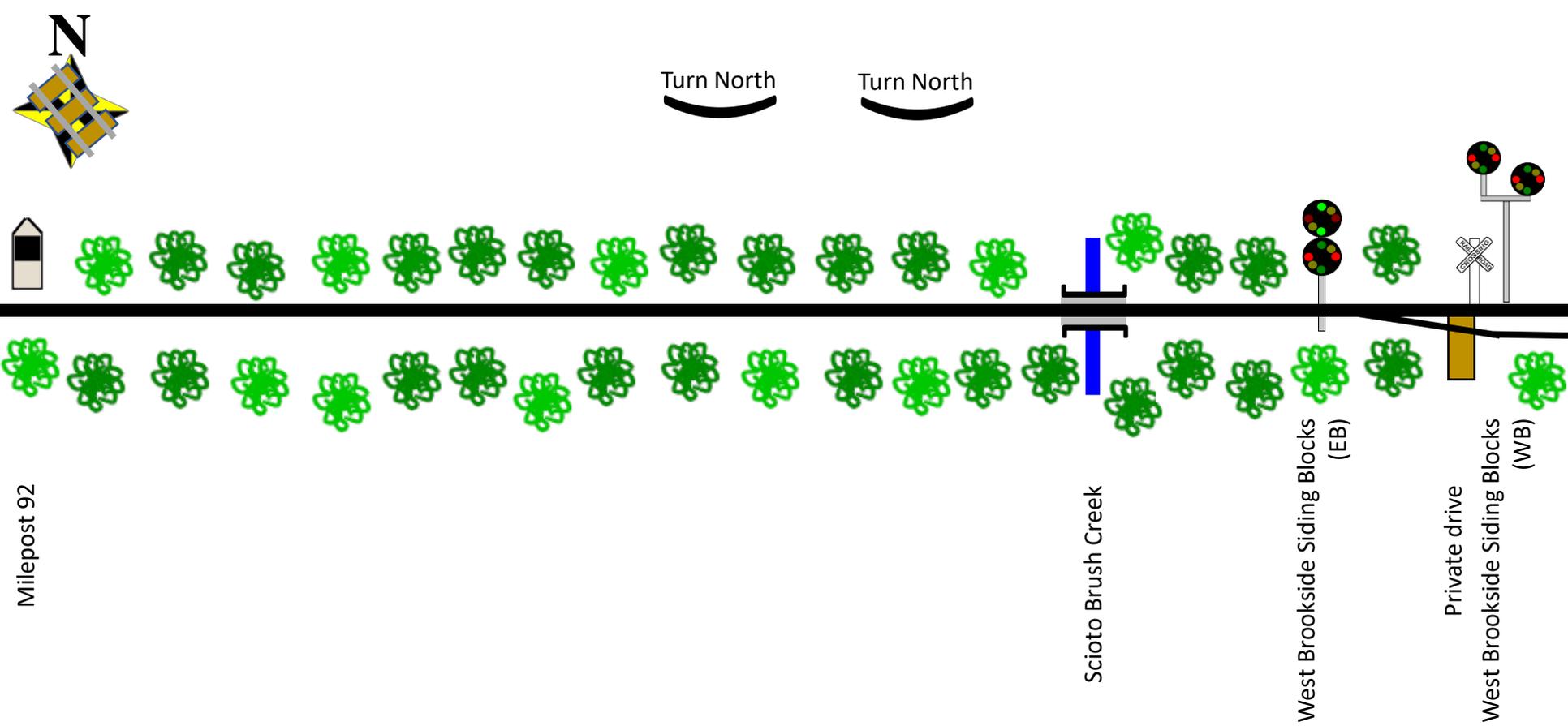


Milepost 91

The tracks are deep in the woods along mile 91.

Peavine Track Diagram

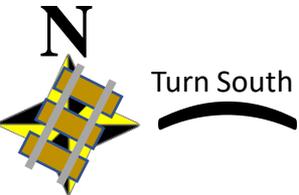




The tracks wind along Scioto Brush Creek and cross the creek deep in the woods. Brookside siding starts to the east.

Peavine Track Diagram





Brookside Siding: N/A feet, 122 (50 foot) cars
From MP 92.9 to MP 94.2

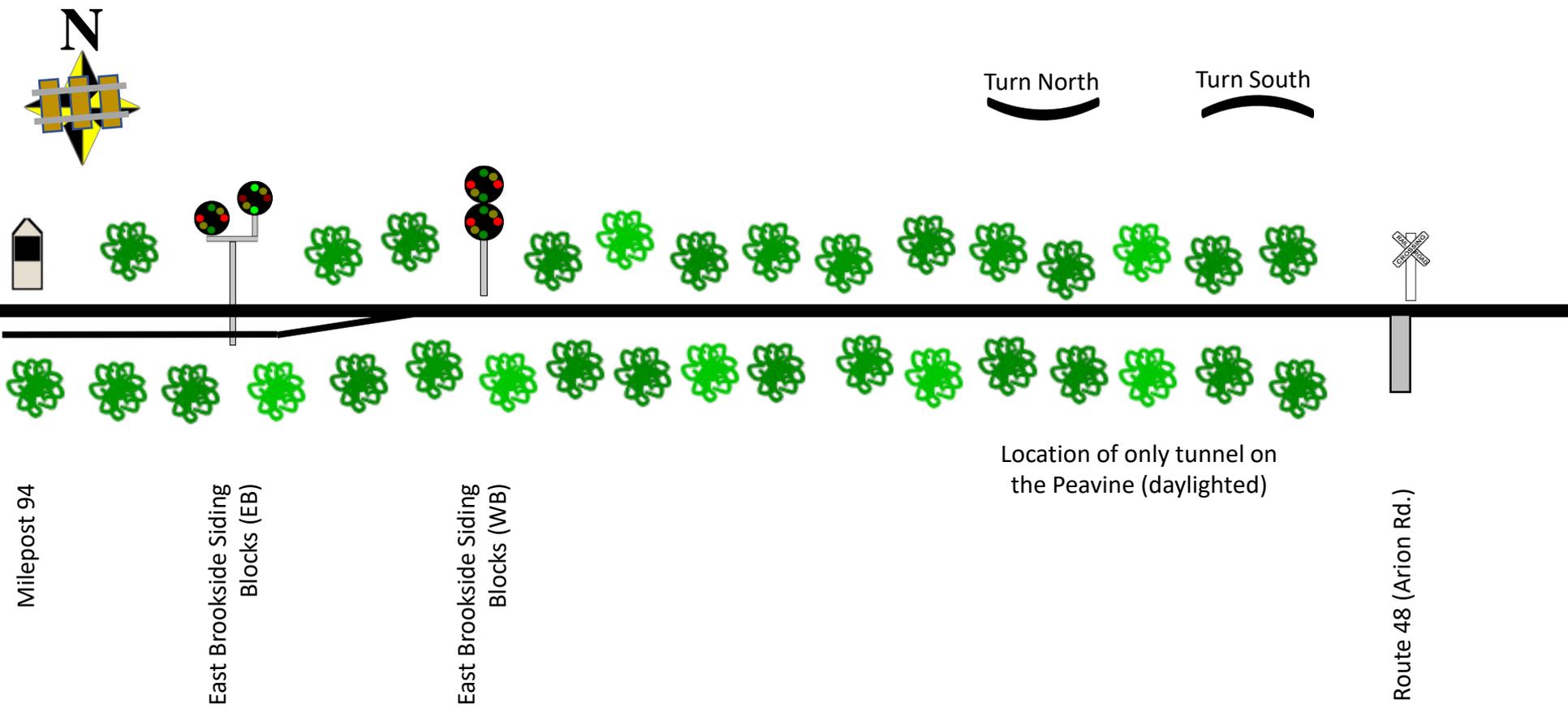


Milepost 93

Brookside siding runs the length of mile 93. Deep in the woods, it is largely inaccessible.

Peavine Track Diagram



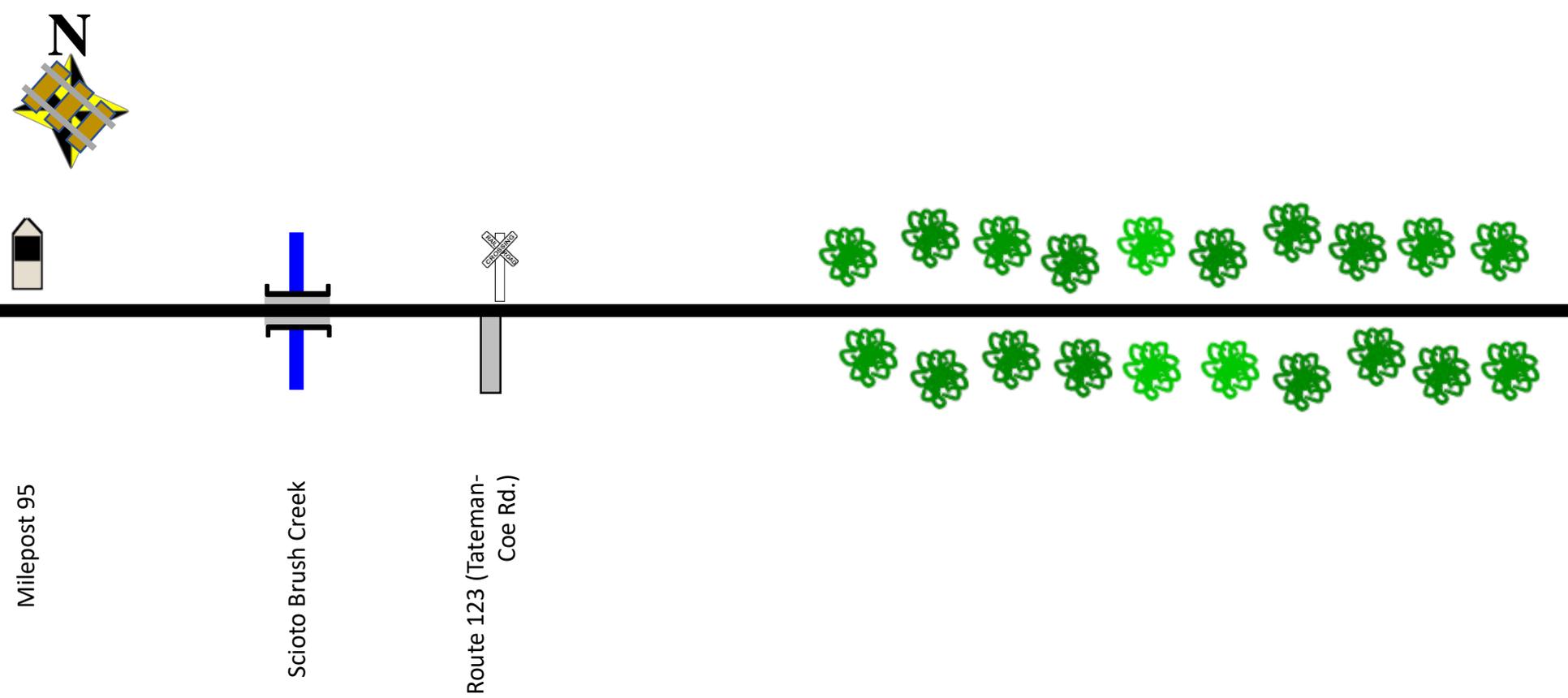


Route 48 crosses at Arion. To the west is the location of the only tunnel on the Peavine. The western end of this section is the east end of Brookside Siding.

Arion

Peavine Track Diagram

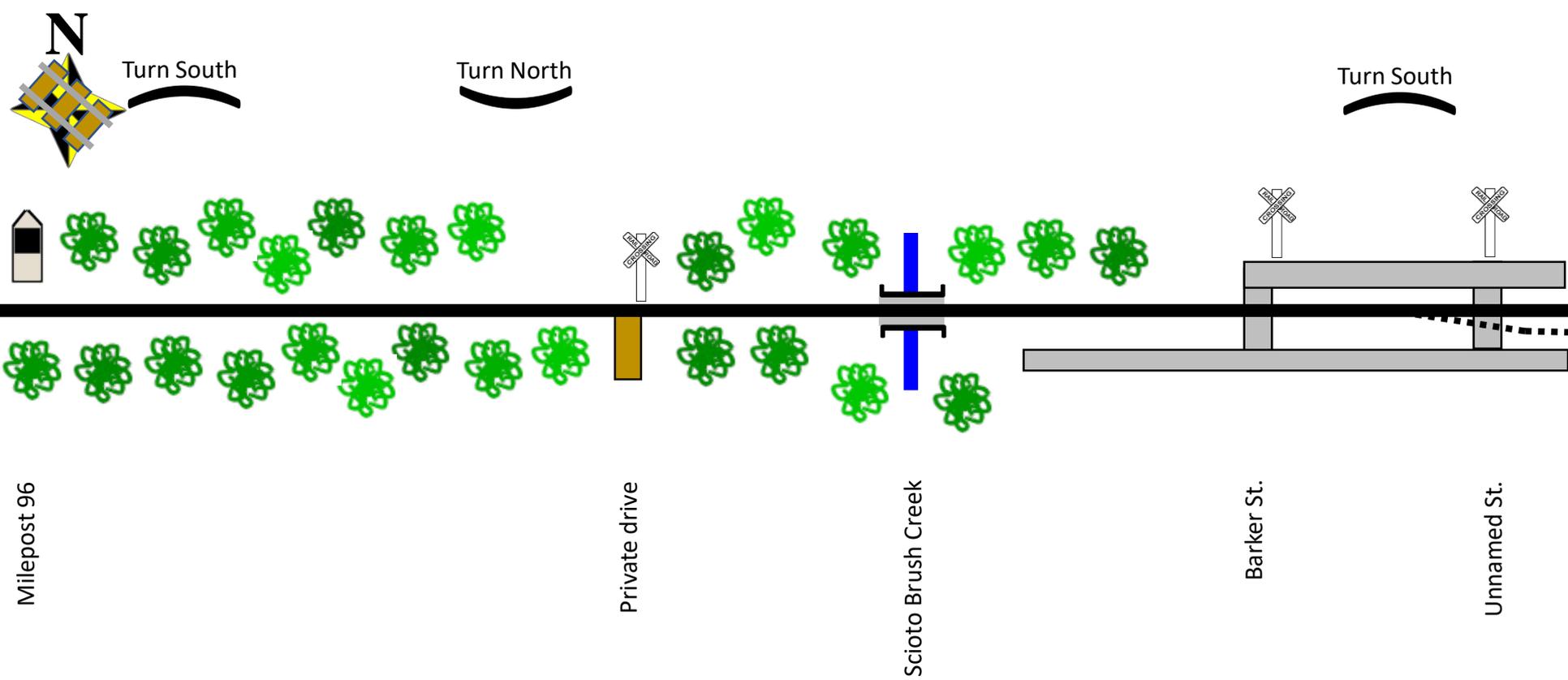




Route 123 crosses the tracks along mile 95. To the west, the tracks cross Scioto Brush Creek.

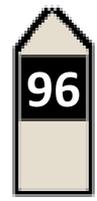
Peavine Track Diagram

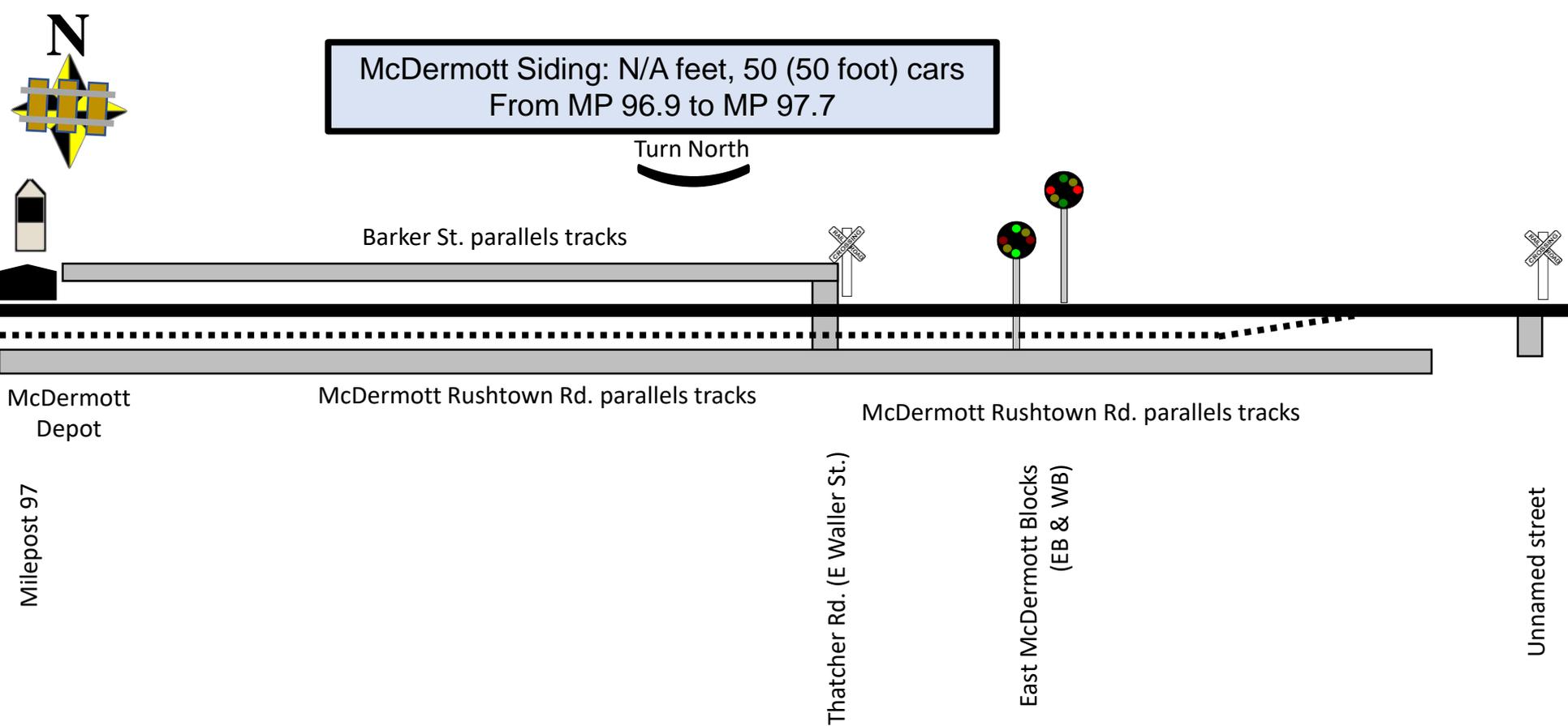




The tracks are deep in the woods for most of mile 96.
 The tracks emerge into McDermott.

Peavine Track Diagram



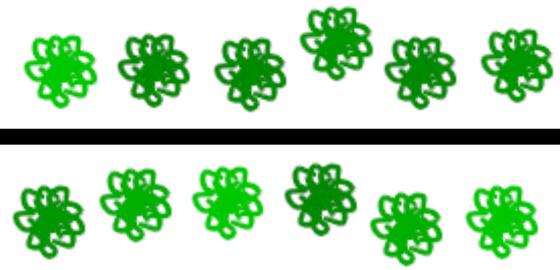
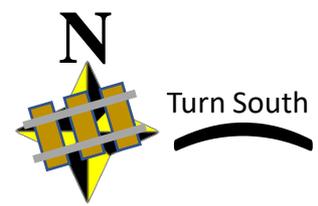


Roads parallel both sides of the tracks through the town of McDermott. The 1987 inspection trip indicated there was a passing siding along this stretch.

McDermott

Peavine Track Diagram





Milepost 98

Taylorlorton Rd.

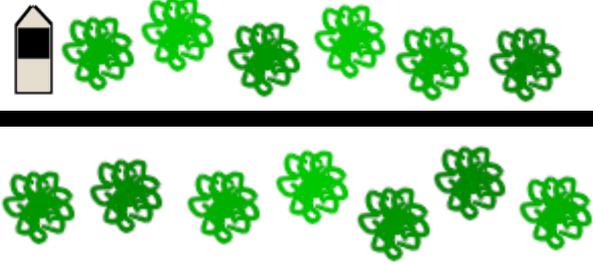
Taylorlorton Road crosses the tracks along mile 98. To the east the tracks disappear into the woods.

Peavine Track Diagram





Turn South



Milepost 99

Route 104

Rushtown Blocks
(EB & WB)

Rushtown blocks are just east of the State Route 104 crossing. East of here the tracks are deep in the woods.

Rushtown

Peavine Track Diagram





Turn South



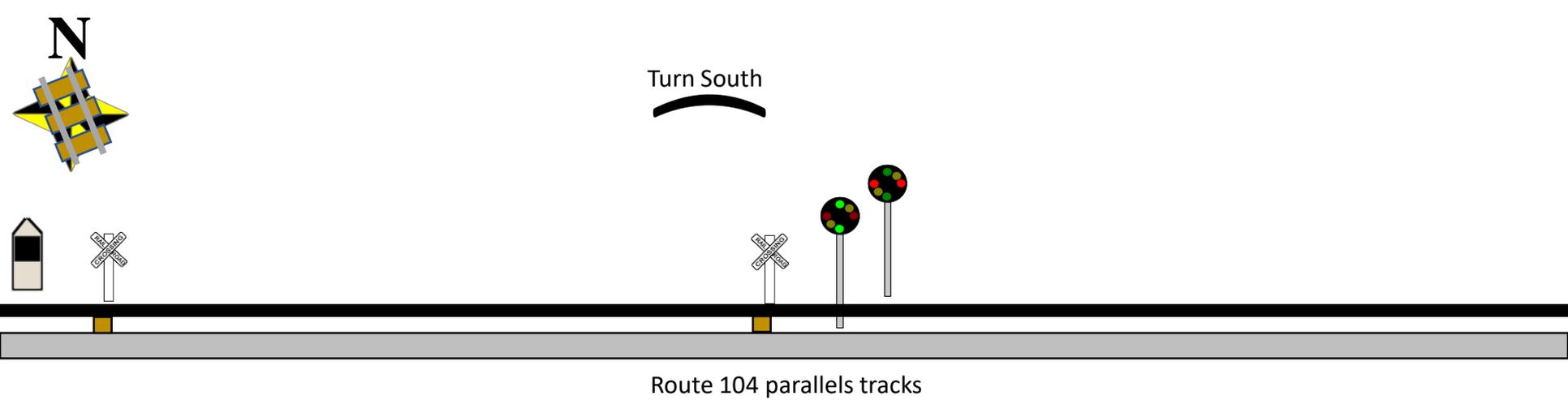
Route 104 parallels tracks

Milepost 100

Route. 104 parallels the tracks.

Peavine Track Diagram





Route 104 parallels tracks

Milepost 101

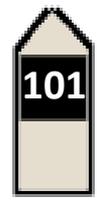
Private drive

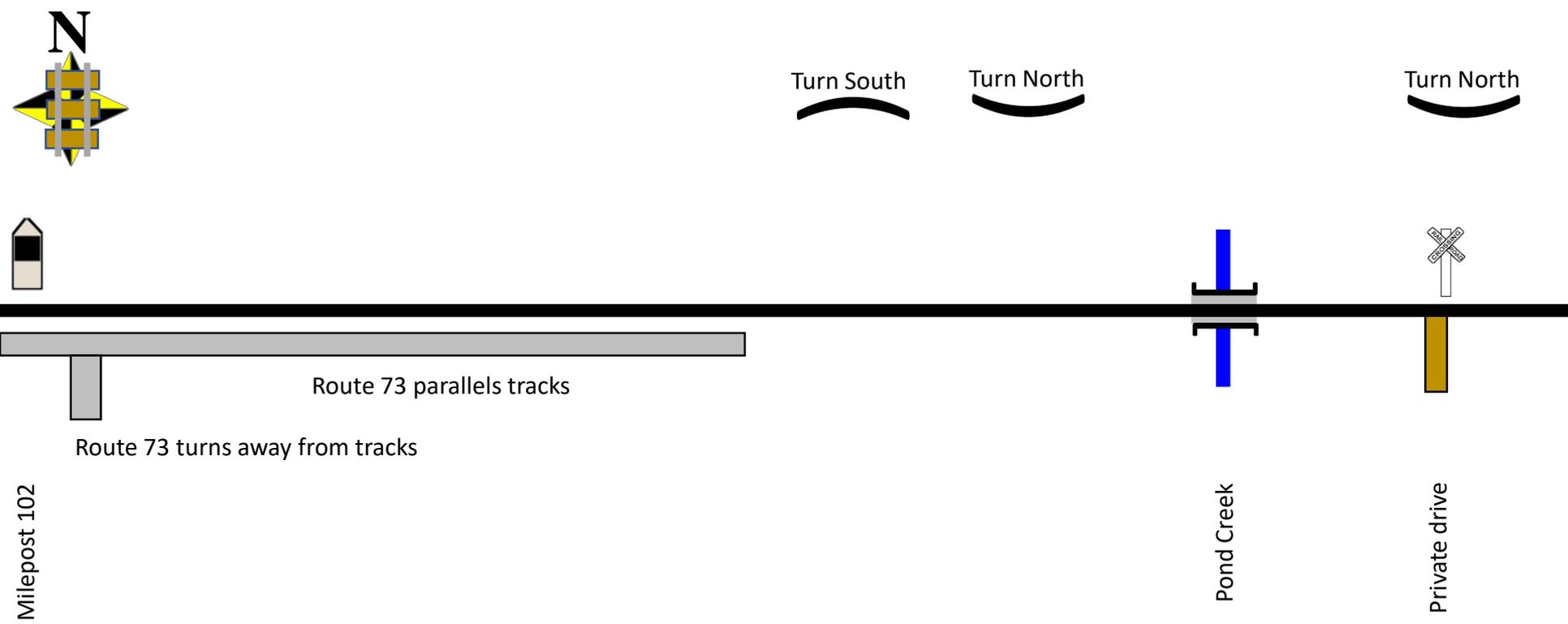
Private drive

MP 101.5 Blocks
(EB & WB)

Route 104 parallels the tracks along this section of track. There are a couple of private drives along the way.

Peavine Track Diagram

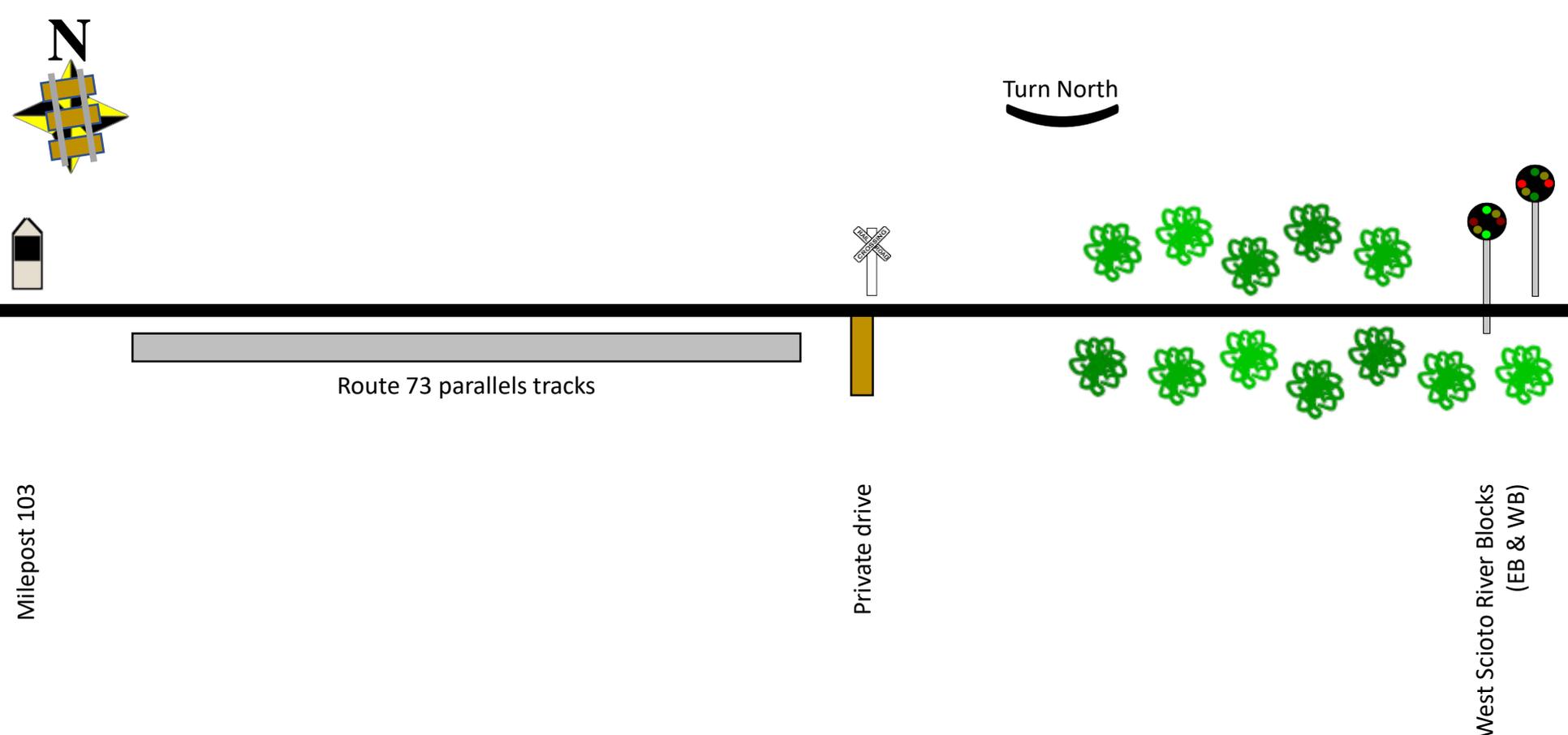




State Route 73 turns away from the tracks, but State Route 104 continues to parallel the tracks.

Peavine Track Diagram

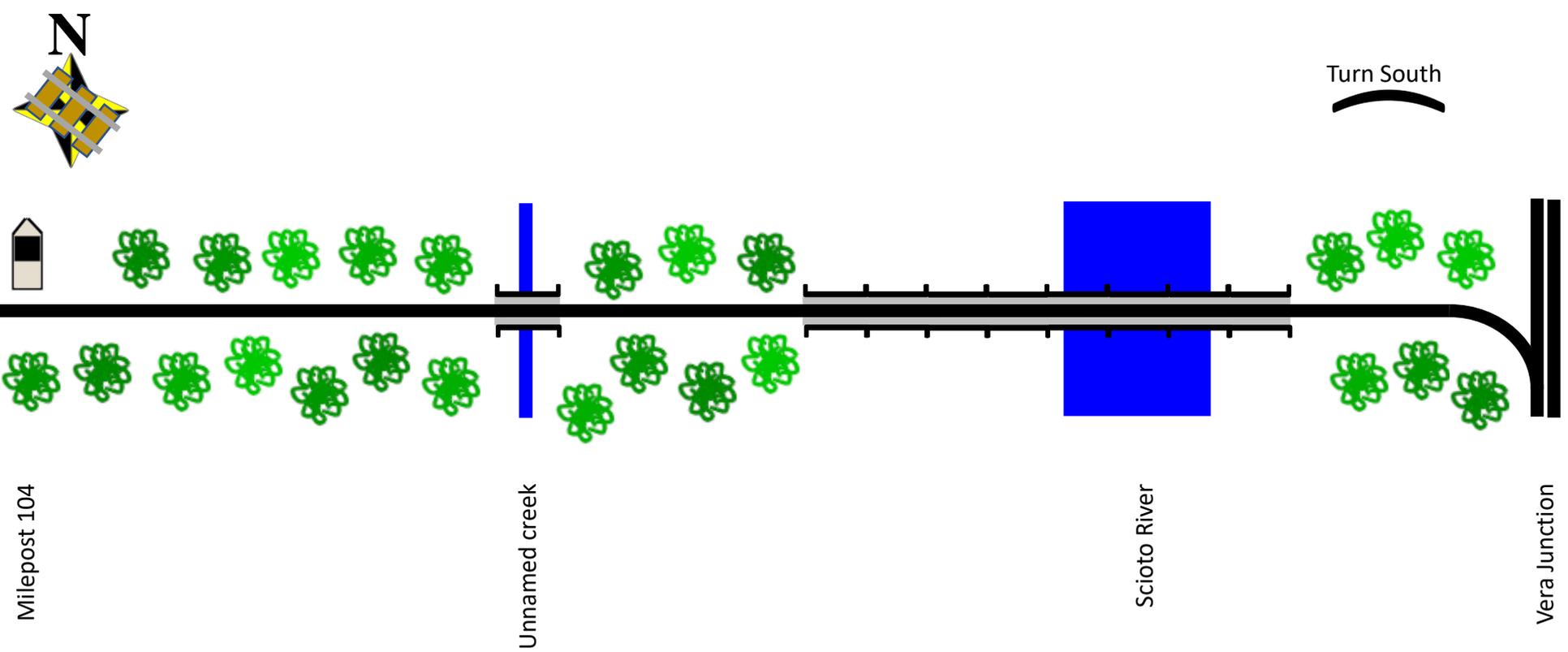




The tracks turn away from State Route 73 and across a field toward Vear Junction. A set of blocks protect this section of track. These are the eastern most blocks on the Peavine.

Peavine Track Diagram





The Peavine ends at Vera Junction. Just west is the Scioto River bridge. The line joins with the Columbus Division at Vera, and travels the short distance south to Portsmouth Yard.

Peavine Track Diagram



Peavine Track Diagram – Icon Legend

