

**CAVEAT: This guide is based on the most recent information we've been able to obtain.  
Things change.**

**And you are encouraged to look at the websites shown at the end of this Guide**

### **Railfanning the N&W Scioto Division:**

A Delorme map atlas of Ohio is very useful. A good GPS is very helpful. Also, especially useful up around Columbus and north, is the SPV Comprehensive Railroad Atlas of the Great Lakes East.

### **The old Kenova and Columbus District of the Scioto Division**

From Virginia, the simple railfan route is US 460 westward to I-77 at the east edge of Princeton, WV. Take I-77 north to Charleston, then take I-64 west to Huntington and Kenova. Follow I-64 to the US52 SOUTH exit (you'll hit the US 52 NORTH exit first- taking this takes you across the Ohio river) heading down to Williamson and turn right driving north. This route runs past the west end of Kenova Yard. Go up to through first traffic light and turn left at the next street. Just to the north was the location of the Kenova two-level station. Go west about  $\frac{3}{4}$  of a mile and turn north again when you hit the flood wall. You will cross the Kenova terminal tracks and hit US60. Turn left over the bridge over the Big Sandy into Cattlettsburg, KY and C&O territory. Stay on US 23 to Ashland KY US23/US60 and follow the truck route through town to the Ashland Bridge to Ohio (you will see it overhead) or pass through Ashland on US 23/US60 to Russell KY and take that bridge into downtown Ironton. In Coal Grove (the first route) or Ironton (the second) go north and get on US 52 which parallels the N&W mainline.

*Warning! Watch your speed through Ironton or Hanging Rock on US 52.*

Continue to and through Portsmouth completely stopping as you need for photographs. Find US23 at the far west end of Portsmouth and head north over the overpass over the N&W mainline and the new jail where the Portsmouth depot once stood. (Good photo spot to the west of the overpass in the parking lot.) And continue north on US 23/Scioto Trail. *Watch your speed from Portsmouth to Piketon!* Note that the Peavine splits off at Vera behind the electric power maintenance facility on the west at GRAYs. Continue north on US 23 through Lucasville, Piketon to Waverly. At Piketon one can stay right before the bridge and pick up the N&W mainline to Greggs Hill where the N&W, C&O and DT&I came together, follow your road to find and take Ohio 220 back to Waverly (Note: last time I was there in early spring the RR had the road crossing blocked and torn out. Watch for road closed signs!) Or one can stay on US23 into Waverly. At the south end of Waverly, one can turn to the left beside the cabinet factory and stumble into the remaining tracks of the DT&I yard in Waverly, find Market Street and go east to the N&W mainline. This is where the N&W depot stood.

Go back to US 23 to just the north end of Waverly and look for signs to BRISTOL VILLAGE or Ohio 335 just south of the strip mall on the east side of US23. Take this road over the hills. The N&W will be in the valley below to your right. Where you come off of the hill on the north side

335 will turn east to OMEGA. Just after the turn, HIGBY road will take off to the left/north and run along the N&W tracks to Higby and Three Locks (location of a turning basin on the Ohio & Erie Canal). Continue on Higby road to Lunbeck and Chillicothe by following Ohio 104 (same road) into Chillicothe. At the south end of the paper plant on the north side of the Paint Creek Bridge is Renick which was a water station for the N&W and the crossing of the now-gone B&O Dayton Sub (old Cincinnati Hamilton & Dayton RR) over into Jackson County and the Southern Ohio coal mines.

Continue on 104 into Chillicothe over the bridge over the plant and go north about ½ mile (two traffic light) turn right and find the N&W tracks. Turn north along the track on the west side and go up to the old Chillicothe Station sitting under the US 50 over pass. The B&O (Marietta & Cincinnati or Parkersburg Line) had a large shop and yard here years ago.

On the north side of the US50 overpass sat the N&W freight house which was torn down several years ago after a fire.

Go back to 104 highway and go northward across the river. Note the N&W to your left and the C&O Northern Division over it. The C&O crosses east to west on the north edge of Chillicothe at HOPETOWN the site of an old bible camp.

Following 104 will take you back to US 23. (*A Delorme helps from here north*) Look for Route 159 which is what 104 turn into through an interchange here and take that north. 159 mostly follows the N&W up through Delano, Kinnekinnick and Kingston. Note the old right of way next to the N&W; this is the right of way for the old Scioto Valley Traction interurban line that paralleled the N&W down into Chillicothe. You can see the Kinston SVT station by the northern group of grain towers. The N&W and the county road diverge a lot from here up to Ashville; it is possible to cross the N&W at a number of location, but you can only parallel the track from a short distance. Use highway 361 and go back to US 23 up to Circleville or use the back roads of your choice. Best is to go back to US 23.

Go through the lights past the strip mall until the road turns westward then straightens out north again. Turn right at the exit on the south side of the old canning factories along US 23. You will find where the N&W makes a big "S" through town. Here you will find an old station on the western curve that was used by the N&W. This was the Cincinnati & Muskingum Valley Railroad later the PRR running from Trinway Ohio down to Cincinnati. The abutment to the north of the station still has it's SVTCo stamp on it identifying the old overpass of the SVT here. Toodle through town and go back to US 23 and go up to Bells Crossing Road. Here you can turn right under the C&O and then find the N&W bridge over the road which was the bridge over the SVT also.

Staying on US 23, go north a few miles to where US 23 jogs left and starts down into a cut. Stay to the right and turn right on to Little Walnut Road. This road jogs a hard north turn about 150 yards from the intersection with US 23. Turn right and go east to Cromley Road and turn north. This will parallel the N&W and C&O up to ASHVILLE (or take 752 east at South Bloomington off of US23 a few miles north if you miss the turn) take Cromley up to 752 (it Tee's here) and turn right into Ashville, go under the C&O and look to your left to see the SVT Substation and

the SVT brick depot ahead. If you turn north and go past the substation about one block you will come to the N&W's Ashville station and old caboose. This is an original Scioto Valley Railway and was built about 1878. It used to be open on weekends and some weekdays, but it is not today.

Go east on any of the roads that cross the tracks to 'downtown' Ashville. (Ashville has a museum which as one of the very first traffic lights in the US) Turn north on Ashville Pike to go towards Duvalls and Lockbourne. Duvalls is a side trip off to a granary by the tracks, But Ashville Pike take one to the new NS Intermodal yard at Lockbourne/Rickenbacker Airport. The new road route one past the airport to 317/Hayes Road. Or one can take Duvall Road west over the tracks to Bulen-Pierce Road, Shepard Road and Rowe ( I think!) Road into Lockbourne. Turn right into town on the main drag and go under the C&O bridge and under the N&W bridge to Canal Road. Go north on Canal (note the old stone locks along side) and go up to Hayes Road. Turn right on to Hayes fo about ½ mile and turn north on Shook Road and go up to Rohr Road, turn right, go over the overpass and turn left on to Bixby Road. Go up to the road tee where the C&O overpass is and turn left on the road which arcs northward around Reese. When the road tee's, turn right and go into Reese going under the C&O. Turn left at the wood pallet brick factory and go north (this was the old car barn for the SVT/Ohio Midland interurban) around the building. Turn right, then left at the railroad overpass (just the N&W now) and go north. At Reese, on the south side in the trees was the old SVT powerhouse along Big Walnut Creek and the SVT and N&W bridges over the Creek- and the C&O bridge, too. Going north along the N&W north of Reese one will parallel the N&W up to Obetz (Junction) where the SVT line split from Columbus going under the N&W ( now Groveport Pike) to Lancaster or south to Chillicothe. The N&W interchanges with the Ohio Midland between Obetz and Reese. Stay on Groveport Pike and curve northwestward out of Obetz up to Williams Road. From here you can go north to C&O Parsons Yard or turn right to the south end of Watkins Yard and Valley Crossing.

From here going north along the N&W is tricky and requires going back and forth over a lot of section roads and runs away from the tracks. Best thing to do is to go east on Williams to Alum Creek Drive and go north to Watkins Road to go over the overpass over the middle of the yard or go up to FRANK Road/104 and go west over to I-71. If you take Refugee Road west you can get to the top end of Watkins yard and Bannon, the crossing of the NYC/ T&OC tracks.

Take Frank Road/104 west over to I-71 and go north on I-71. From here one can take the easy route up 315 or one can follow I-71 to I-70 to I-71 through downtown Columbus which follows much of the Sandusky Line north out of Columbus. One can take 315 up along the Olentagy River ( and some of the C&O) up to I-270 East circle freeway and go north on US 23 ( or continue on 315 and the narrow, back woods route up to US 23 along the river- pretty!). Or from I-71 take I-270 west to US 23. Fight your way through the traffic lights (hint- the river route doesn't have this issue except at rush hour) to Delaware Ohio on US23. Just north of Delaware, the N&W will cross on a bridge form right to left.

*From the north edge of Columbus through Worthington and north to the bitty little town of Gregory, the N&W/ex-PRR is paralleled by the old NYC line to Galion and Cleveland. This was a Big Four Route-an Ohio Division of the NYC. At Worthington, the NYC crossed over the PRR*

*west side to east side. This line ran a passenger loop into Delaware plus made a connection across Delaware and the Olentangy River to Springfield Ohio. This bridge is now a covered bike path. This ex\_NYC is CSX now.*

The N&W/ ex-PRR can be crossed at a number of places from Worthington up to Delaware on east-west section roads but not paralleled. Use your Delorme maps.

North of Delaware and the bridge crossing US23, one can easily see the N&W about ½ mile to the west of US23. At Radnor Road was the Tryoton block station/tower in the pre-CTC days. Waldo has a very nice granary for photographs in the morning light.

At Waldo, Ohio 423 (old US23) splits off to the west and follows the track somewhat better up into Marion proper. This route take one up to the lower middle of the map supplied in the convention brochure (the green thing). 423 and Main Street take one up to Route 4 and Center Street (the main drag) which has the Marion Station and Tower. (*The Shovel restaurant next to the station is a good spot for railfan food.*)

Or one can take US 23 up to Route 95 and the convention hotels and work west to the downtown area.

If one takes Route 4 north from Marion, one will go under US 23 which is curving northwestward to Toledo. Note that the HARVEY coal dock is to the east of this road junction (not easy to get to now) Going 18 miles north, one will go into the town of Bucyrus. In Bucyrus, go to the town square where one will find an east-west railroad track cutting across the town. This was the Pennsylvania railroad Pittsburgh, Ft Wayne & Chicago mainline, the MAIN mainline, and was four tracks in the good old days. If one turns east one block south of this square, the roads will lead over to COLSAN and the Bucyrus Toledo & Ohio Central depot and the junction of three lines. Two were PRR, the Chicago mainline and the Sandusky Line of the PRR Toledo Division, which is now the N&W. The T&OC tracks once cut across this junction from south-east to north-west. This was the T&OC Eastern Branch that by-passed Columbus to the east. (See the T&OC description below in the railfan notes).

There is a car repair company to the south that occupies the old T&OC yard to the south. The T&OC tracks north of the station now connect to the west-to-north connection of the Chicago Main to Sandusky line (constructed by PRR) and run northwest to SPORE and a quarry there. Trains are run by CSX and these go east to Crestline and the Beeline.

Today the Pittsburg, Ft. Wayne & Chicago line is a single track line leased by the CF&E (Chicago Ft. Wayne & Eastern) shortline from CSX. NS has trackage rights from Crestline east of Bucyrus to Bucyrus and runs some trains (4) this way. NS would like to runs some trains westward from Bucyrus to Chicago using its trackage rights over this line that were gained from the Conrail purchase/split. NS is investigating making a north-to west connection at the Bucyrus Depot. The T&OC depot was built in 1892 by the Ohio Central and is undergoing full restoration right now. We stopped there the last time we had a convention in Marion, and it is well worth seeing.

Crestline was the division point in Ohio for the PRR Chicago line and was a major shop for heavy PRR steam- T-1's, Q-2's and everything else. The large roundhouse recently had to be demolished due to structural failures. At Crestline, the NYC/Big Four Beeline from Cleveland cut across the PRR mainline on its way to Galion and Marion. Once a railfan heaven, Crestline still sees many trains, mainly CSX but some NS, W&LE and CF&E. There is a dandy highway overpass directly over the junction here that is terrific for photographs.

Going north on Route 4, the N&W tracks will be to the east about a ¼ mile away.

The first little town is CHATFIELD where the Akron Canton & Youngstown (AC&Y) crossed the Sandusky line. Today the W&LE runs about 4 trains across this line over to Carey Ohio and a quarry there. The AC&Y was absorbed into the N&W after the WAB-NKP merger.

The next small town is Carrothers where the PRR's Toledo Division mainline cut across the Sandusky Line. This line came off of the Chicago Line east of Crestline at Toledo Junction and headed northwest to Toledo. The PRR abandoned the chunk of track from Toledo Junction to Carrothers in the late 1950's and ran its trains over to Bucyrus, up the Sandusky Line to Carrothers, where they returned to the Toledo Line.

The next town is Caroline, then Attica and net the very small town of Siam. In Siam the Sandusky Line crosses the old B&O Chicago Mainline out of Willard, Ohio. This is Attica Junction. CSX has heavy traffic on this mainline and Attica Junction is still a very busy place. The Sandusky Line crosses Route Four just north of Attica Junction to the west side of the road.

A few miles to the north, Route 269 takes off of Route 4 on the left/west side. This route cuts due north and parallels the tracks, which are about a ½ to the west. You can take SEEL road off of 269 and go north to Flat Rock on C29 where the Sandusky Line crosses back over the C29 road.

C29 north will take you to the south west corner of Bellevue and the N&W/NKP Chicago mainline coming into Bellevue on the west.

Bellevue today has two railroad coming into town NS and the WL&LE. In the 1940's, it had four railroads, the PRR Sandusky Line running roughly north-south. The Wheeling & Lake Erie ran southeast to northwest across town which carried coal from the southeast to Toledo. Running along side the W&LE was the NYC Norwalk Branch that ran from Cleveland to Toledo on an inland freight route alternative to the Water Level Route along Lake Erie. The Nickel Plate Chicago to Buffalo mainline cut across Bellevue from the lower southwest side on an angle to the upper north east side which is where the yard and shops were and are today. The Norwalk Branch was abandoned in PC days and the WL&LE was acquired by the NKP in the 1940's. The old W&LE line up to Toledo is still in use by NS. The 'new' W&LE comes into town from the east and pulls coal trains up into the yard and then up to the coal pier up in Sandusky.

The simplest route up into Bellevue from C29 is to cut back over to 269 and take the overpass back into downtown. To the left along the ex W&LE line to Toledo is the Mad River & NKP Museum, to the right is Wheeling (or Sandusky) tower that controlled the PRR, NYC, and

W&LE crossing of the NKP. Today there are a whole series of connection tracks that allow travel off and on to the Sandusky Line from the NKP Chicago main on the west side of town and a W&LE connection up into Bellevue yard. And there is a connection from the NKP/PRR mainline to the Toledo side.

## **Fostoria, Ohio.**

Fostoria is one of the best railfan hotspots in Ohio due to the sheer number of trains and its open access to most of the lines. Within the last two years the community has built up a railpark, designed for railfans. It is truly excellent.

Fostoria is about 1-1/2 hours from Marion if one follows the Hocking Valley/ C&O/CSX rail line up to Fostoria from Marion. This route has a number of granaries and signal bridges in the old C&O style, see Harpster for a good one. The roads on this route are mostly section roads, so there is much back-and-forth. A Delorme map to follow is important.

The quicker route is to take US 23 from Marion and go up to Upper Sandusky where the Hocking Valley/C&O/CSX crosses the remains of the PRR's Pittsburgh, Ft. Wayne & Chicago mainline. ( It is possible to see the W&LE local from Lima here eastbound to Crestline in the afternoon.) At Upper Sandusky US 23 swings around it on the northeast side. Continue up to Carey Ohio. US 23 splits off of itself (turns into 15) and angles back into Carey on 103/23 then turns into 199/23 going north. ( Carey has an old, now abandoned Toledo & Ohio Central route through town with the old depot still on it. And it has a quarry that once had the AC&Y shops by it. The N&W acquired the AC&Y after 1964.) Follow 23 up into Fostoria.

Fostoria has roughly 120-140 trains a day through it running on the old B&O/CSX east-west, the old NKP Chicago- Buffalo mainline east-west, the Hocking Valley/C&O/CSX north south. It used to have the T&OC/NYC Eastern Branch ( coming up from Bucyrus) angling off towards Toledo running across town also, but that was abandoned by Conrail some years ago. (The basically equivalent T&OC Western Branch comes out of Columbus and goes through Findlay, Ohio to Toledo, so the Eastern Branch became unnecessary.) Today the tracks cross each other on a large triangle with diamonds on the two lower corners.

NS operates a car mixing yard on the upper northeast corner of Fostoria.

The new railfan center in Fostoria is going to be built at the junction of the NKP/NS line and the Hocking Valley/CSX line just west of the mixing yard.

## **Crestline, Ohio**

Crestline, Ohio was the middle division point in Ohio for the PRR's Pittsburgh, Ft. Wayne & Chicago line. It had a large shop and a large yard. The shops were the eastern terminus for all of the large PRR power that could only fit on the open clearances of this line west of Crestline. It was the home of the T-1's, and the Q-2' duplex engines. Virtually nothing is left of this once sprawling facility today, the roundhouse was demolished in the summer of 2007 due to serious structural issues.

However, running east west through here are some NS trains and the CF&E shortline that leases the P Ft. W&C from CSX and the twice-a-week W&LE train coming over from Lima, Ohio Tuesday and Fridays mostly.

Running north-south is the CSX/ Big Four “Beeline” between Marion and Cleveland.

In Crestline proper, the diamond has a road bridge over it that makes a perfect spot for photography of all four directions.

Ada Ohio

The PRR depot still stands here on the P Ft. W & C line. Nice depot for a train shot but the depot itself is just a meeting area for the locals, no rr content.

Dunkirk, Ohio

One of the very last towers in Ohio, the Dunkirk tower holds a communications and relay center. It is unmanned. The P Ft. Wayne & Chicago line runs across here east-west. The CSX , ex Toledo & Ohio Central Western Branch runs north-south.

Lima, Ohio

Downtown is the Allen County Historical Society which has the records of the Lima Locomotive Works in the basement. While very extensive, the records are industrial records of locomotive orders and construction- pretty dry primary resources. But, they have the construction photo file as well that is available to order. Also, they have one Shay locomotive and the last Lima Berkshire on display.

### **Railroads in Ohio:**

#### **Ohio had these class one railroads:**

**The Pennsylvania RR Chicago Division and the Panhandle**

**The New York Central in the Water Level Route (LS&MS), The Big Four ( Cleveland, Cincinnati, Chicago & St. Louis), the Toledo & Ohio Central (Eastern Branch and Western Branch and the Kanawha & Michigan)**

**The Baltimore & Ohio Chicago Division and the Toledo Division and others**

**The Erie**

**The Nickel Plate (and the Lake Erie & Western and Clover Leaf)**

**The Wheeling & Lake Erie**

**The Detroit, Toledo & Ironton ( crossed virtually everyone, hence “We have the Connections”**

**The Chesapeake & Ohio, C&O of Indiana, C&O Northern, Hocking Valley**

**The Norfolk & Western**  
**The Wabash (up around Toledo)**  
**The L&N (a small bit in Cincinnati)**  
**The Southern (a small bit in Cincinnati)**  
**The Pittsburgh & West Virginia**  
**The Akron, Canton & Youngstown**

The railroads in Ohio can be thought of as being grouped into three track orientations: runs east-west to Chicago, runs angling southwest from the Cleveland- Youngstown area to get to Columbus, Indianapolis, Cincinnati and St. Louis, and runs angling southeast from Toledo to get to the southeastern Ohio coal fields.

The Allegheny Mountains forced most routes from the east (coming from New York , Philadelphia, Baltimore) to go up to the north near Lake Erie to cross Ohio or head down to the southwest. The sole oddball was the B&O line from Clarksburg WV to Parkersburg and on to Cincinnati (the old Marietta & Cincinnati route of the National Limited). The PRR used the Ohio River Valley to get to the Ohio state border where the tracks diverged to the different routings.

The coal routes (southeast to northwest) were the NYC's Toledo& Ohio Central routes, the DT&I, the Hocking Valley (C&O) , the N&W/ Scioto Valley, and the specially built C&O Northern.

The lines angling down southwestward were the NYC's Big Four routes, the PRR Panhandle lines and the Erie Dayton Line as well as the B&O's M&C and Ohio Division.

At Marion, we will see the Big Four route Cleveland to Indianapolis, one of the southwesters, the Erie, which split here to go to Chicago and Dayton and two of the coal routes, the Hocking Valley/C&O to Toledo and the N&W/PRR route to Sandusky.

The Sandusky Line is crossed by the AC&Y , “ an-alternative-to-Chicago” east-west route, the Pennsy Chicago main, the B&O Chicago main, and the NYC alternative Norwalk Branch at Bellevue and the Water Level Route ( Lake Shore & Michigan Southern) at Sandusky.

And the following links might be helpful:

<https://www.google.com/maps/d/viewer?mid=zJKRks9HYMxE.kWz9BL3nTC1o>

<http://www.frograil.com/railroad/oh.php>

<https://akronrrclub.wordpress.com/ohio-railfan-hotspots/>

<http://www.railfanguides.us/oh/marion/> [Stumbled on this one: amazing]

<http://www.trainweb.org/columbusrailfan/main/main.htm>

<http://www.columbusrailroads.com/new/?menu=Home> [Set up by Alex Campbell; one of our speakers]

<http://fostoriairontriangle.com/railpark.htm>