

MP 21.2 Peacock Tunnel Curved Bore Timber Lining

Mile 20.2 Trail MP 19.2

Bored 1913 Daylighted circa 1918-19 – becoming Peacock Cut

A train of empty hoppers is eastbound through Peacock Cut in 1979. Originally bored as a tunnel, the cut was later daylighted, due to instability of the rock and surrounding ground causing water leaks and rock falls inside the tunnel.

Daylighting means that the earth and rock over the tunnel were dug out, creating an open-to-daylight cut through the hillside instead of a tunnel.



Gene P. Schaeffer photo

A 2012 view shows the Montour Trail through Peacock Cut. Water and rock fall are still issues that must be dealt with on this section of Trail.



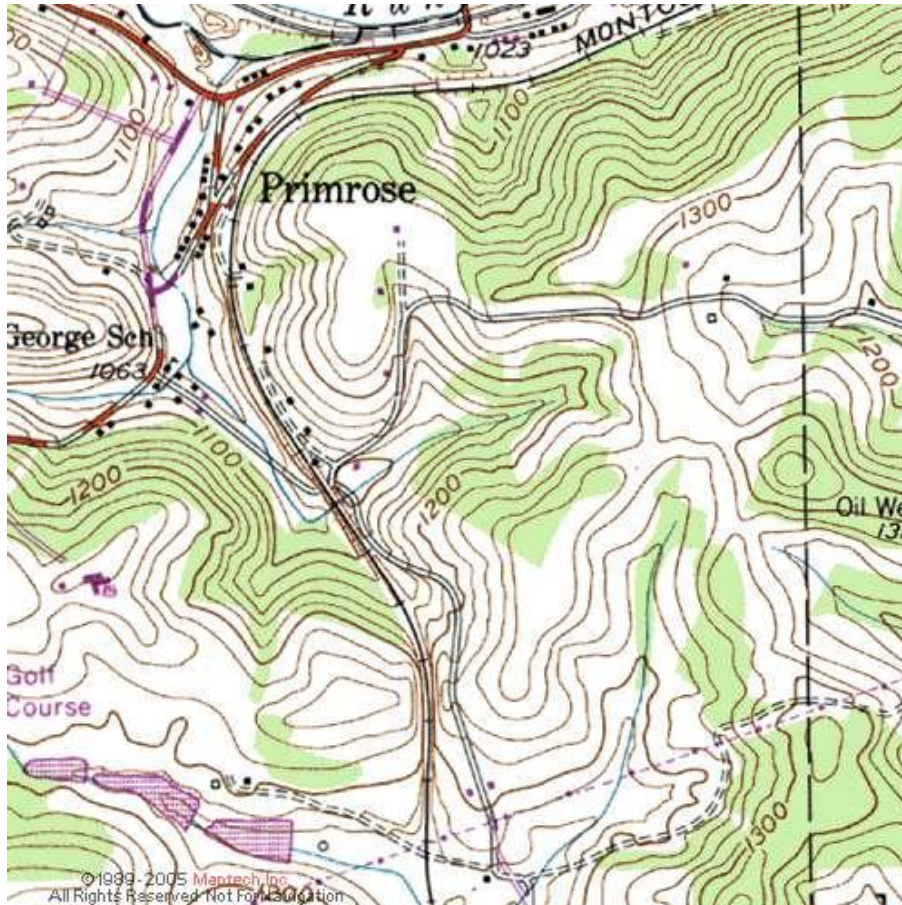
Bryan Seip photo

A Montour train is headed west out of Peacock Cut in 1950.



Photo courtesy William N. Poellet, Jr.

Topo Map shows Peacock Cut at lower center with Primrose Road parallel to tracks. At top of frame, Noblestown Road is in red, with adjacent PRR Panhandle tracks/trail.



Courtesy Bob Ciminell / USGS

Eastbound exiting cut in 1979.



Gene P. Schaeffer photo

Looking along the cut shows a large number of rocks lying in the ditches at the bottom of the cut. At times, rocks falling off the hillside will roll onto the Trail surface.



Bryan Seip photos

A couple of notes from former Montour Railroad employees:

The daylighting of Peacock Tunnel was mentioned in one of the History Files of the Montour RR that was found in the Real Estate drawer of one of the wood file cabinets located at Montour Junction....

There wasn't much detail;

"A tunnel located West of Peacock was daylighted due to the instability of the terrain"...

Gene P. Schaeffer

When engineer Jim Lane first started on the Montour Railroad in 1936, he recalled seeing relics of tunnel timbers lying west of the cut at Peacock, on the high side. He told me the hear-say was that Peacock was a "wet" tunnel. It was the standard timber framed, wood lined type, but the ground was too soft, and combined with the seepage, created a lot of collapsing within the tunnel. I understood the tunnel lasted about 5 years after construction before the daylighting project occurred.

Tim Sposato

Compiled by Montour Railroad Historical Society members