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Date: 10/07/20 07:31 P&LE Gateway Yard Author: cr7998 Previous posts here (by EL883 and thebluecomet) have had some great photos at P&LE's Gateway Yard near Youngstown, Ohio. That prompted me to dig out some photos I took around Gateway during the early 1980's. Gateway Yard was built in 1957-58, on the site of an older flat-switching yard. Most of the yard is within the city limits of Struthers, Ohio. Reflecting the prosperity of the P&LE at the time, Gateway Yard was a modern classification yard built with what was then state-of-the-art technology. Cars were humped into 35 class tracks, and the departure yards stretched into the neighboring village of Lowellville. The P&LE double track main line was along the north side of the yard, between the class yard and the parallel B&O main line. The old East Youngstown Yard, west of the hump, became the arrival yard, and some of the tracks were re-configured to better support Gateway Yard. Gateway did not have engine servicing facilities. Instead, P&LE continued to use the engine servicing tracks at East Youngstown, about two miles west of the hump. The old East Youngstown roundhouse was torn down shortly after the demise of steam, although the turntable remained in service. Gateway Yard was appropriately named, as the P&LE had important connections in the Youngstown area, the most important being those with New York Central, which had majority ownership of the P&LE at the time. The connection with the NYC's Youngstown-Ashtabula line was at East Youngstown. The connection with the NYC-controlled Lake Erie & Eastern (LE&E) was between Gateway Yard and East Youngstown. The LE&E was part of NYC's route between Cleveland and Youngstown. P&LE also connected with the Erie/EL, B&O and PRR at East Youngstown. Penn Central inherited NYC's majority ownership of P&LE, but the P&LE became independent upon the formation of Conrail in 1976. Gateway Yard was a busy place into the late 1970's, until the collapse of the steel industry around Pittsburgh and Youngstown devastated P&LE's main source of business. P&LE survived until 1993, mostly on coal traffic from the Monongahela Railway, in which P&LE had a 1/3 ownership interest. P&LE was absorbed into the CSX system in 1993. CSX had no need for Gateway Yard, and it was closed. Today the yard is overgrown, and the four story office building at the hump is an oft-photographed industrial ruin. I got to see Gateway in the early 1980's when there was still some activity at the yard. First three photos were from June 2, 1983. #1 The four story office building, with hump tower at the north end. MP15 1584 is running lite from the yard to East Youngstown. The track underneath the hump connected to the LE&E, which bridged the Mahoning River about a half mile west of the hump. It enabled trains to operated between the departure yards and the LE&E without interfering with hump operations. #2 The car shop at Gateway was under roof, certainly appreciated by the Mechanical Dept employees during inclement weather. The 1584 is on the master retarder, with the class yard to the left. The shop building still stands, although the two story brick office building is gone. #3 Looking east at the class yard. The vantage point for all three photos was a footbridge over the parallel B&O main tracks, which are at far left. The P&LE main tracks are to the right of the pole line. Between the main tracks and the retarder tower is the lead track to Yard D, a four track yard that was officially part of the departure yards. However, these tracks were sometimes used for train arrivals and relays. There were five groups of class tracks in the class yard behind the tower. East of Yard D, there were two more departure yards, A and B. Edited 3 time(s). Last edit at 10/07/20 20:22 by cr7998. Date: 10/07/20 08:06 Re: P&LE Gateway Yard Author: cr7998 #4 Looking west toward Youngstown from the footbridge over the B&O double-track main line. The P&LE main tracks are between the hump and the B&O main line. The connection to the LE&E is near the Bridge Street overpass in the distance. The Mahoning River is behind the trees on the left. Visible beyond Bridge Street are the four blast furnaces of Youngstown Sheet & Tube's Campbell Works, and to the left, on the other side of the river, the stacks for the YS&T coke ovens (YS&T had their own bridge over the river between the coke ovens and the blast furnaces). The arrival tracks in the old East Youngstown Yard are beyond Bridge Street. June 2, 1983. #5 If a photo ever captured the declining fortunes of the P&LE, this is it. The blast furnaces of Campbell Works had been silent almost six years before this photo of June 2, 1983. The people of the Mahoning Valley were stunned when Youngstown Sheet & Tube announced on September 19, 1977 that Campbell Works would be closed, putting 5,000 steelworkers out of work. It was the first of a wave of mill closings in the Youngstown area that devastated the local economy. YS&T's Brier Hill Works, a few miles to the west, would close in 1979. US Steel's Ohio Works, and Republic Steel's Youngstown Works would also close by the end of 1981. All of those plants were major rail customers. In front of the blast furnaces is a portion of P&LE's East Youngstown Yard, with some of the tracks filled with stored cars that had nothing to do. The 1584 is running lite from Gateway to the west end of East Youngstown Yard. The two tracks at lower right are the B&O main tracks. All of the YS&T structures in this photo are gone. The yard tracks have been removed and the yard area is overgrown today. #6 This photo is from the Bridge Street overpass. The train is passing East Youngstown Yard on the P&LE main track, enroute to Gateway Yard. One of the Campbell Works blast furnaces is to the left. The LE&E bridge over the Mahoning River is just out of view to the left. Behind the train is the B&O main line. Wilson Avenue and the town of Campbell, OH are beyond the B&O tracks. This train originated at Shenango, PA, and ran over Conrail's former EL line from Shenango to Youngstown. After the formation of Conrail, the P&LE got rights over Conrail to Shenango to connect with the Bessemer & Lake Erie, giving P&LE access to the B&LE docks at Conneaut, OH. P&LE also got rights over Conrail to the docks at Ashtabula. Despite its name, the P&LE did not actually reach Lake Erie until 1976, when it got these rights as part of the Conrail formation. Date is April 13, 1985. Hope you enjoy this look back at the "Little Giant". Steve Salamon Valley City, OH Edited 3 time(s). Last edit at 10/07/20 20:12 by cr7998. Date: 10/07/20 08:46 Re: P&LE Gateway Yard Author: NYSWSD70M Great photo's and narrative! Date: 10/07/20 09:33 Re: P&LE Gateway Yard Author: wabash2000 The P&LE was at one time a busy railroad and a money maker for its owners too... Victor A. Baird Date: 10/07/20 10:33 Re: P&LE Gateway Yard Author: dwatry Photo #6 is great. I always thought the P&LE was an interesting RR. Date: 10/07/20 10:56 Re: P&LE Gateway Yard Author: refarkas Excellent coverage. Bob Date: 10/07/20 11:23 Re: P&LE Gateway Yard Author: King Cool Thanks for sharing. It's amazing to see what there in the past. Youngstown's industrial area is reverting to a wildlife sanctuary. Date: 10/07/20 11:48 Re: P&LE Gateway Yard Author: thebluecomet Excellent and informative series. Thanks very much for sharing. Date: 10/07/20 15:37 Re: P&LE Gateway Yard Author: perlcock Nice photos and narrative on the "Little Giant" ! Date: 10/07/20 17:39 Re: P&LE Gateway Yard Author: Milwaukee Those two MP15's in photo #2 ended up spending more time working for the UP in Portland, OR than they did working for the P&LE. Date: 10/24/20 17:41 Re: P&LE Gateway Yard Author: MEKoch Everything you see in those pictures of the P&LE and the steel mills are ALL gone. Only the B&O remains..... [Share Thread on Facebook] [Search] [Start a New Thread] [Back to Thread List] [] Date: 06/09/25 10:26 W&LE 200th anniversary locomotive Author: MEKoch Folks who work in the Brewster, OH shop tell me that an SD-40-3 has been painted in an attractive red-white-blue scheme celebrating the 200th anniversary of the U.S.A. I do not know when they plan to unveil it. Date: 06/09/25 10:42 Re: W&LE 200th anniversary locomotive Author: scraphauler I assume you mean a 250th Anniversary, or as it is formally known, the United States Semiquincentennial, or simply America 250. If the Wheeling is just now rolling out a Bicentennial unit, they are a little late to the game! Date: 06/09/25 10:42 Re: W&LE 200th anniversary locomotive Author: toledopatch MEKoch Wrote: ----- > Folks who work in the Brewster, OH shop tell me > that an SD-40-3 has been painted in an attractive > red-white-blue scheme celebrating the 200th > anniversary of the U.S.A. I do not know when > they plan to unveil it. The USA Bicentennial was 49 years ago, but next year would be the 250th. Date: 06/09/25 11:20 Re: W&LE 200th anniversary locomotive Author: zars You may be thinking of the Wheeling and Lake Erie locomotive that was commemorating the State of Ohio's 200th Anniversary in 2003. The Ohio script on the license plates that year, with a red, white and blue banner, was reproduced on the locomotive. Edited 4 time(s). Last edit at 06/09/25 11:42 by zars. Date: 06/09/25 11:41 Re: W&LE 200th anniversary locomotive Author: dcfbalco51 Time for some math exercises and American history calculations by year. Of course there is always the realization of, "Oh crap, has it been that long ago?" and you hope its not you saying it. ha ha Date: 06/09/25 12:01 Re: W&LE 200th anniversary locomotive Author: MEKoch Here is a picture. Enjoy and thank you to the W&LE. Looks like an attractive loco. Date: 06/09/25 13:49 Re: W&LE anniversary locomotive Author: longliveSP MEKoch Wrote: ----- > Folks who work in the Brewster, OH shop tell me > that an SD-40-3 has been painted in an attractive > red-white-blue scheme celebrating the 200th > anniversary of the U.S.A. I do not know when > they plan to unveil it. How sad that some people just refuse to take the time to review and proof read their posts. Even more so after others have pointed out the mistake. Date: 06/09/25 13:55 Re: W&LE anniversary locomotive Author: Mike6640-2 just proves that no one is 100 percent perfect. Date: 06/09/25 16:33 Re: W&LE anniversary locomotive Author: stevelv It looks great and for you guys who like to bitch about the way people word their posts it looks like it will be numbered 1776. Appropriate number for our great country whether its our 200th or 250th birthday. Date: 06/11/25 08:00 Re: W&LE 200th anniversary lo Author: redneckrailfan That's gonna be a mighty fine loomg SD40-2 when it's released for service. Bryan Jones Brooks, KY Bryan's Train Photos Date: 06/11/25 18:06 Re: W&LE 200th anniversary lo Author: RuleG Except for the front, this scheme looks similar to Norfolk & Western's bicentennial scheme on an SD45. Date: 06/13/25 08:26 Re: W&LE 200th anniversary lo Author: ns2557 RuleG Wrote: ----- > Except for the front, this scheme looks similar to > Norfolk & Western's bicentennial scheme on an > SD45. Exactly what I thought when I first saw it. Ben [Share Thread on Facebook] [Search] [Start a New Thread] [Back to Thread List] [] Date: 02/15/14 07:17 History of P & LE passenger service Author: RuleG In aussiehin's thread about Pittsburgh & Lake Erie Railroad U-Boats, one of the posters (bailey) asked about passenger service on the P & LE. Rather than diverge off the topic of P & LE U-Boats, I am starting a new thread on the subject of P & LE passenger service. The 125th anniversary of passenger service is coming on February 24. Up through the 1940s, the P & LE operated a very extensive passenger train service on 170 miles of track. In 1921 and 1930-1933 passenger train miles exceeded those of freight train miles. Revenues, however, were a different matter. Until about 1920, passenger revenues were 10 - 15% of freight revenues and by 1950, passenger revenues declined to 2% of freight revenues. Although service linking to off-line destinations was provided via Youngstown, Ohio, average trip lengths were low. In 1920, when P & LE's passenger service was at its peak, the average trip length was just 21 miles. During the 1910 - 1930 period, he P & LE operated 50 passenger daily trains on the 65-mile Pittsburgh - Youngstown portion of its system. Through agreements with the Erie RR and P & LE's parent, New York Central, passengers boarding in Pittsburgh could ride coaches or sleepers to Cleveland, Toledo, Detroit, Chicago, St. Louis, Buffalo, Toronto, Albany and Boston. When the Baltimore & Ohio obtained trackage rights, through trains such as the Capitol Limited, Columbian and Ambassador operated over the P & LE between New Castle Junction and McKeesport, Pennsylvania. These trains used the P & LE's main station located in Pittsburgh's South Side. This arrangement continued until Amtrak assumed responsibility for the nation's passenger rail service in 1971. The above is from Harold H. McKlean, "Pittsburgh and Lake Erie Railroad." This book, published in 1980, by Golden West Books, is a very good P & LE reference. Sometime in the 1960s, the P & LE eliminated service to Youngstown and only the commuter rail service and B & O through trains remained. By 1968, service was down to just one commuter train in each direction from Pittsburgh west to College, Pennsylvania (named for Geneva College). For a brief period in 1979-1980 a second train was added making it possible for someone to ride from Pittsburgh to College and return in the same day. Finally, in July 1985, the P & LE commuter rail service was ended, except...well, I'll get to that later. McLean claims that the finest passenger locomotives owned by the P & LE were the KSB Pacifics, Nos. 9235 - 9244. These were later replaced by K&A Pacifics from the Boston & Albany. Diesel passenger locomotives were PAs and GP7s painted in the same scheme as parent NYC, but lettered "New York Central System." Later, the GP7s were painted black, the 1501 was painted into an attractive bicentennial scheme and then finally painted black and gold. The end of the commuter train to College did not represent the end of passenger service on the P & LE. B & O/Chessie (later the PATrain) operated on the P & LE between Rankin and McKeesport until this commuter service ended in April 1989. When Amtrak inaugurated its Capitol Limited in 1981, through passenger service over the P & LE returned. The Capitol continues to use this route. Additional information or clarification is welcome. The following images were previously posted: 1) The P & LE commuter train during its final days in July 1985. This is the morning train arriving into Pittsburgh. 2) The P & LE's Pittsburgh station in 1978. Although the Grand Concourse seafood restaurant moved into this building by this date, the commuter train continued to use the station and P & LE's headquarters were located here. If I recall correctly, the red neon lights were turned off when the P & LE merged into CSX in 1992. Edited 3 time(s). Last edit at 08/12/22 17:30 by RuleG. Date: 02/15/14 18:26 Re: History of P & LE passenger service Author: RodneyZona CORRECTION!! Operating crews on the old P&LE RR's commuter train were based out of McKees Rocks, PA and worked between Pittsburgh and College, PA. Edited 2 time(s). Last edit at 02/16/14 04:51 by RodneyZona. Date: 02/15/14 22:18 Re: History of P & LE passenger service Author: MojaveBill The first 3 cars have an Espee look about them... Bill Deaver Tehachapi, CA Date: 02/16/14 05:28 Re: History of P & LE passenger service Author: RuleG MojaveBill Wrote: ----- > The first 3 cars have a scarlet nose and the passenger cars silver and voila, the "Del Monte" has come to Pittsburgh! The first three cars came from the L & N. The last car looks like a former C & O car, but I'm not sure of its origins. Pittsburgh's other commuter rail service using the station across the Monongahela River at the time did have an SP connection. The PATrain to Versailles used a pair of F7s which originally came from the SP. [Share Thread on Facebook] [Search] [Start a New Thread] [Back to Thread List] [] Date: 09/01/18 07:45 W&LE West End Branch Author: bigkidpgh This small branch of the old Pittsburgh & West Virginia always fascinated me. It was a very steep grade from the mainline down to the banks of the Ohio River where freight was interchanged with the P&LE. On this Saturday afternoon, I was glad I had camera in hand. I think I was headed to a Pittsburgh Pirate game, but kinda got sidetracked.... 1. The W&LE had leased a few Wisconsin Central SD45's in the early days and we see WC #1724 headed down the branch and crossing Steuben Street in Pittsburgh's West End neighborhood. 2. While waiting for the W&LE to come up the interchange track, a P&LE local speeds by on the main. There are three separate railroad in this view - the W&LE, P&LE and Conrail (the Ohio River Bridge in the background). 3. The crew has tied on to the interchange freight. More to follow. Edited 1 time(s). Last edit at 09/01/18 08:11 by bigkidpgh. Date: 09/01/18 07:49 Re: W&LE West End Branch Author: bigkidpgh 4. The train is now headed back up the branch toward the main line 5. After exiting a small tunnel in the hillside, the nose of the WC unit peaks out from the bushes and is about to cross Steuben Street 6. Finally, last shot creeping over Woodville Avenue. Hope you enjoyed the trip! Date: 09/01/18 08:11 Re: W&LE West End Branch Author: GBW309 Neat operation. Look at all of that crumbling concrete. Dave Date: 09/01/18 09:01 Re: W&LE West End Branch Author: RuleG Thanks for posting these images. The West End Branch is abandoned, although the trestle shown in last image is still standing. Pip's Diner in the same photo is now Johnny's Diner. Edited 1 time(s). Last edit at 09/01/18 12:59 by RuleG. Date: 09/01/18 09:17 Re: W&LE West End Branch Author: bridgeportsub Great shots even though I'm not sure where there at. Is that west of Rook? Randy Date: 09/01/18 09:36 Re: W&LE West End Branch Author: RuleG bridgeportsub Wrote: ----- > Great shots even though I'm not sure where there > at. Is that west of Rook? > > Randy The W & LE connection to the P & LE was between West Carson Street/PA Route 51 and the Ohio River just west of the West End Bridge in the City of Pittsburgh. Date: 09/01/18 09:45 Re: W&LE West End Branch Author: lynnpowell Looking at Google satellite view, it appears that the entire branch has been stripped of rails and ties. The bridge in the last photo is still there, but two or three other bridges have been completely removed. Date: 09/01/18 10:41 Re: W&LE West End Branch Author: refarkas You have a great eye for choosing interesting locations. Bob Date: 09/01/18 11:17 Re: W&LE West End Branch Author: bridgeportsub Ok thanks, i know where West Carson street /Rt 51 is. Randy Date: 09/01/18 19:33 Re: W&LE West End Branch Author: cr7998 The West End Branch died in the early 90's with the integration of P&LE operations into CSX. There were other interchanges between CSX and W&LE that could be used for the traffic that used to move this way. In the 1980's when N&W still ran the former P&WV, they ran a job from Rook Yard several times a week to the P&LE interchange. The trains were sometimes fairly large, up to 40 cars. But as the steel mills closed on the P&LE, less and less traffic moved this way. In pic #5, the train is emerging from the short tunnel under Conrail's former PRR South Side line. Pic #6 is my favorite, a train in a rarely photographed location that is so typical of the Pittsburgh area. Date: 09/02/18 20:41 Re: W&LE West End Branch Author: webmaster In that first photo it looks like the crossing signals don't work. Todd Clark Canyon Country, CA Trainorders.com [Share Thread on Facebook] [Search] [Start a New Thread] [Back to Thread List] []

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