

JOURNAL OF THE CSXT® HISTORICAL SOCIETY

____ Volume 4 Number 3 ____



CSXT CLOSES CORBIN TERMINAL

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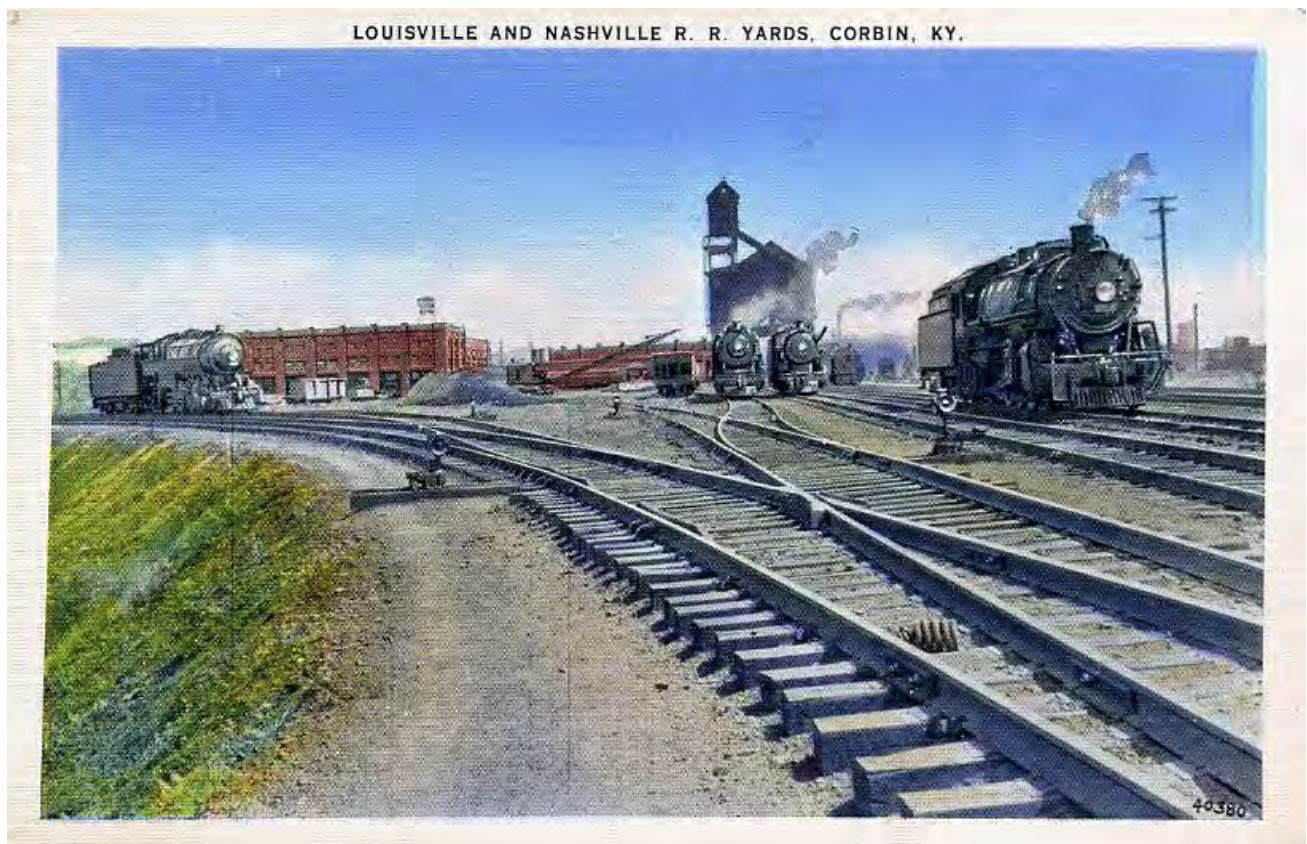
PRESIDENT'S MESSAGE

In our last issue we saw how the Obama Administration's "War on Coal" had dealt a death blow to the Clinchfield Railroad's Erwin Yard; in this issue we will look at how this "War on Coal" resulted in the closing of the Louisville & Nashville Railroad's Corbin Kentucky Terminal. Corbin lies at the southern end of CSXT's C-C Line, Cincinnati, Ohio, to Corbin. I lived for a year, 1966, in Corbin, and the city economy revolved around the L&N. From 1980 until 2015 CSXT was the city's major employer. Corbin's loss of the CSXT jobs has meant cuts in city services and cutbacks in education. Rumor has it that in 2017 CSXT will start taking up track and demolishing facilities at Corbin Terminal. Thus will end another chapter in American railroad industry.

If you have not made plans to attend the CSXTHS 2016 Convention in Jeffersonville, Indiana, you need to do so now. Information on the convention can be found on the meeting page or at the link below.

<http://www.csxthsociety.org/meetings/2016convention/csxths2016conventionflyer.pdf>

If you have not paid your 2016 dues, please send \$15 to CSXTHS, 201 Pin Oak PL, Frankfort, KY 40601.



L&N's Corbin Yard in 1950.

CSXT CLOSES CORBIN KENTUCKY YARD

by

Charles H. Bogart

On 15 October 2015, the unthinkable happened. CSXT shuttered most of its Corbin Kentucky Terminal. The Obama Administration's "War on Coal" has not only seen miners lose jobs, but also it has seen those who serviced the coal industry lose their jobs. The 180 CSXT employees who lost their jobs at Corbin are but a part of a growing number of CSXT and NS employees who have been furloughed in the Southeastern Kentucky Coal Fields. Where in the past there was always knowledge that when the nation's economy recovered, jobs would return to the coal fields of Southeastern Kentucky. Today it is an accepted fact that these closed coal mines will never again produce coal to power this nation.

In 1882, the Louisville & Nashville Railroad (L&N), building south from both Louisville, Kentucky, and Covington, Kentucky, reached Corbin, Kentucky. In July 1883, through train service from Louisville to Knoxville, Tennessee, commenced using Southern Railway track rights south of Jellico, Tennessee. Between 1886 and 1889, L&N built its Cumberland Valley Subdivision (CV) to tap the coalfields of Southeast Kentucky. At the same time, L&N constructed a railyard at Corbin to build coal trains for routing to markets. At this time, most coal traffic flowed north. In 1905, L&N built its own track south from Lott, Kentucky, to Knoxville and began to expand its Corbin Yard. That year saw a roundhouse with turntable being constructed at Corbin and, in 1908, a new passenger and freight station were built at Corbin. Shortly thereafter a Railroad YMCA was built next to the depot.

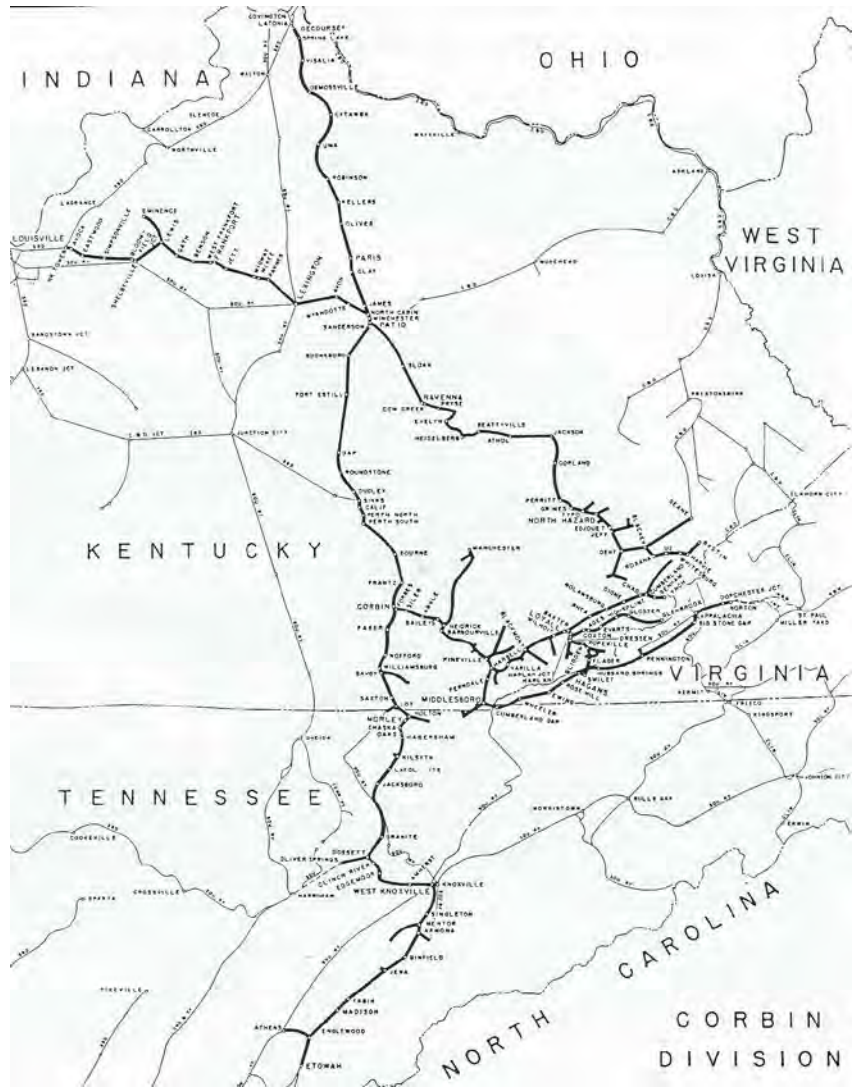
In 1911, L&N pushed its CV Line into Harlan County, the center of the Southeast Kentucky Coalfields. In response to the increased coal traffic flowing through Corbin, as a result of the coal mines in Harlan County coming on line, L&N in 1921 expanded the Corbin Yard trackage and built a new 7-stall locomotive repair shop, plus added additional stalls to the existing roundhouse, bringing the number of stalls to 26. The roundhouse was served by a 100-foot turntable. Corbin Yard also received new coaling and sanding towers during the 1920s.

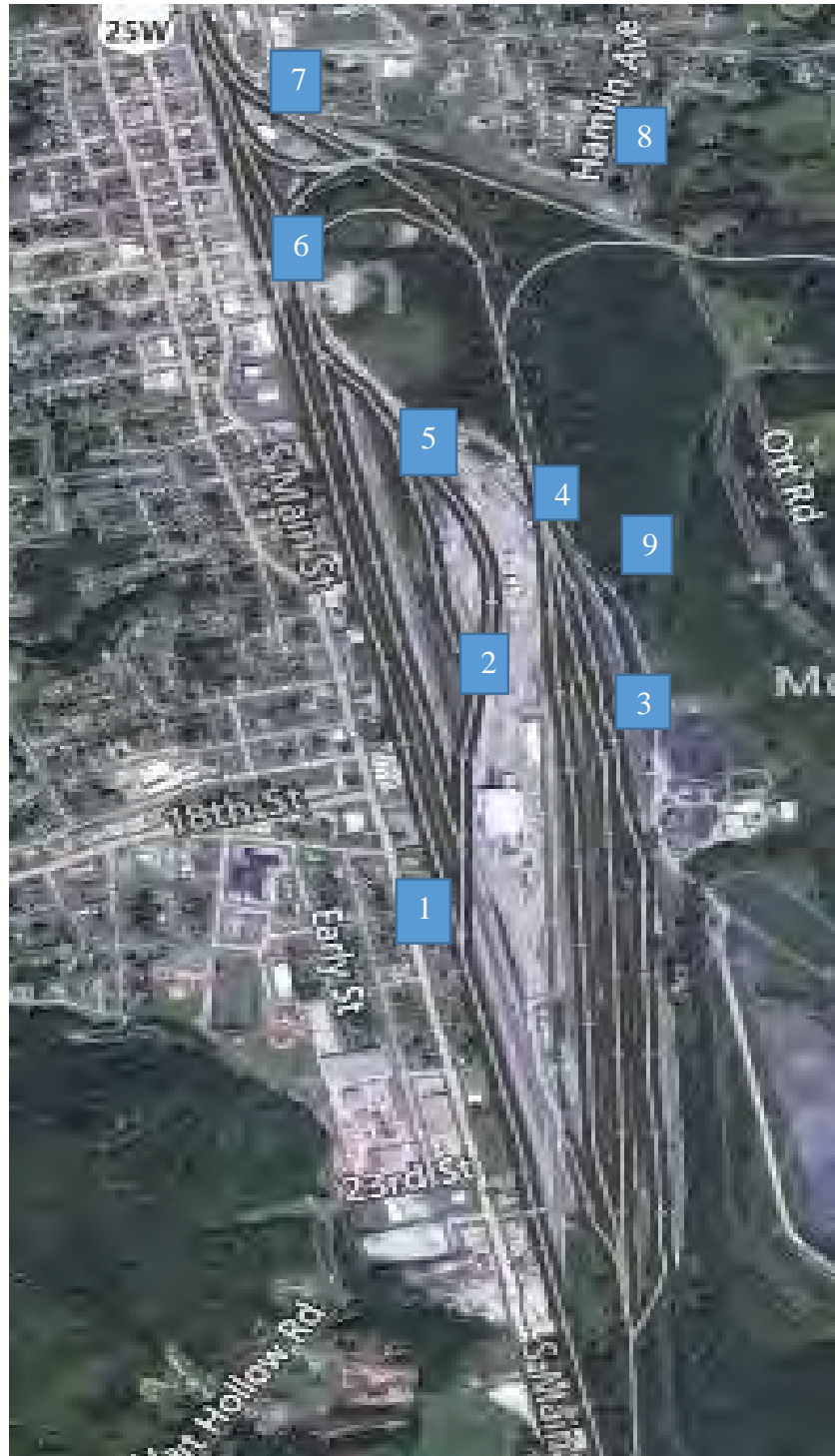
While traffic through Corbin stagnated during the 1930s, it grew and grew during the 1940s and 1950s. In 1948, the CV Division Office was moved from Middlesboro, Kentucky, to Corbin. During the period 1955-56, Central Traffic Control (CTC) was phased in between Corbin and Etowah, Tennessee. Shortly thereafter CTC was installed between Cincinnati, Ohio, and Corbin. Starting in 1966 the Yard's old steam locomotive service facilities were displaced by newly built diesel service facilities. A weight in motion scale for weighing coal cars was also installed in the Yard at this time.

In 1976, L&N created the Corbin Division as coal traffic from the CV Subdivision continued to increase. The following year a new two story Corbin Division Office Building was opened at the north end of the Yard. The building was connected via a microwave tower with L&N Headquarters in Louisville. In 1986, following L&N first being merged into Seaboard Industries

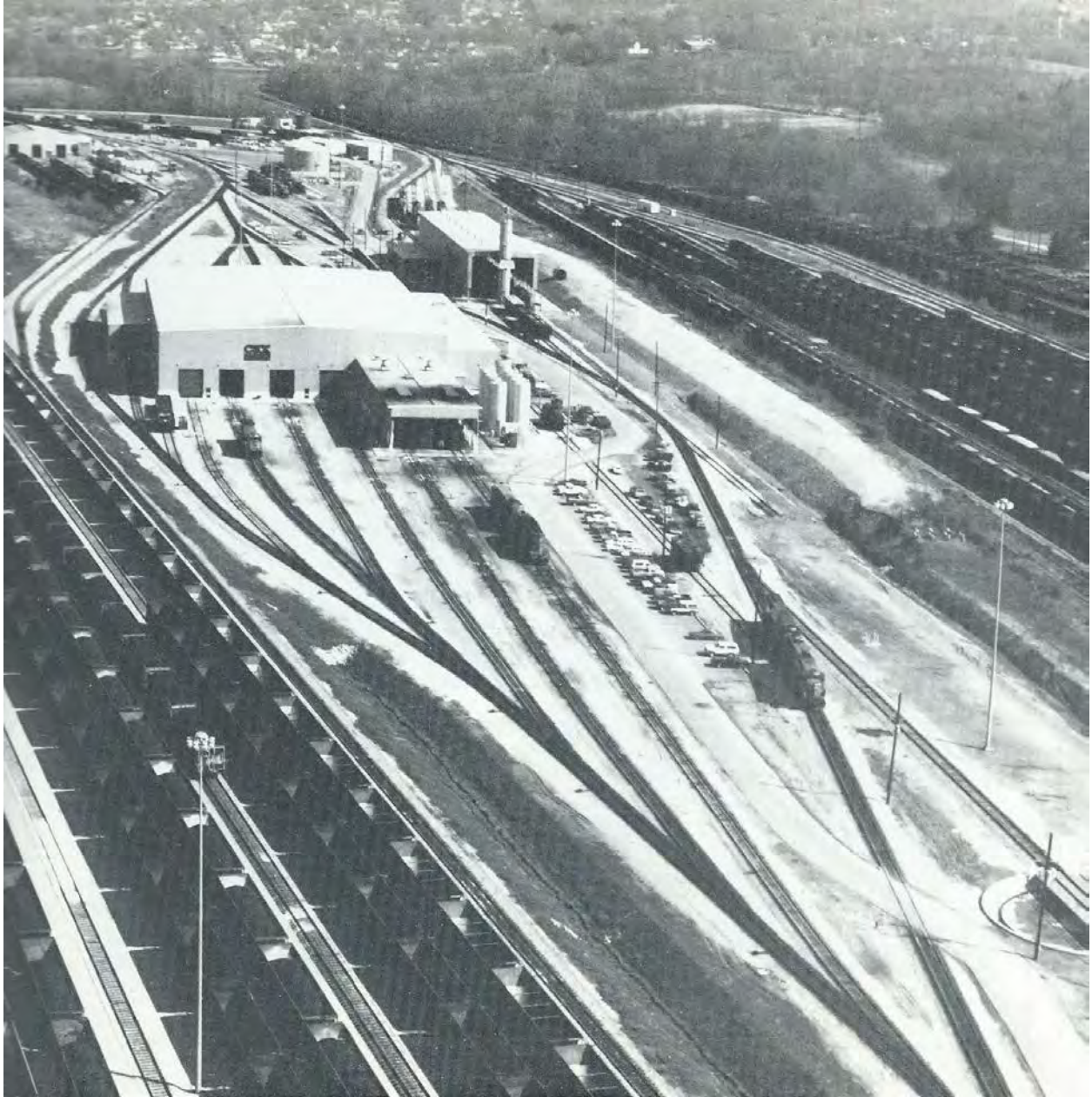
and then into CSX Transportation, the Corbin Yard was rebuilt. That year CSXT invested \$43 million to build a new locomotive repair shop, car repair shop, locomotive service area, and a yard tower.

In October 2015, as CSXT closed part of the Corbin Terminal, its layout was as follows: The track running north from Corbin marked the southern end of the CSXT CC Subdivision. The track running south out of Corbin was the northern end of the CSXT KD Subdivision. The track running east from Corbin was the western end of the CSXT CV Subdivision. The Yard itself was divided into two railcar handling yards, west and east. The West Yard was the coal handling yard and the East Yard was used for local traffic and overflow from the West Yard. Track into the former Arch Coal Company coal preparation plant in 2015 served Progress Rail's Corbin Hopper Repair Shop. Progress Rail services non CSXT cars with its main business being repairing utility coal hopper cars. The former L&N Corbin passenger depot and its adjacent CV Dispatcher Building are now owned by the City of Corbin who are converting the buildings for museum purposes.





#1 South entrance to Corbin Terminal. #2 Locomotive Repair Shop. #3 Yard Tower and turntable. #4 Locomotive Service Center. #5 Car Repair Shop. #6 Passenger Depot now museum. #7 Corbin Division Office and north Corbin Terminal entrance. #8 West end of Cumberland Valley Subdivision Line. #9 Abandoned Arch Coal Company's coal cleaning plant. A portion of this site is used by Progress Rail to repair privately owned coal cars.



An aerial view looking north into the Corbin Terminal. West Yard on left and East Yard on right. The building in the center is the Locomotive Repair Shop. To the left of the building is the locomotive service center and above to the left is the Car Repair Shop. The turntable is in the lower right with the Yard Tower just out of the photo. The track on the far right leads into the Arch Coal Company Coal Preparation Plant, now Progress Rail. (Corbin Chamber of Commerce)



Above and below, south entrance to Corbin Terminal





Corbin Terminal Yard Tower



Turntable at Corbin Terminal. A high point in my life was taking a Chessie C&O GP 40 locomotive from the Corbin Terminal Service Area out onto the turntable and then having the locomotive turned with me in the cab, then taking the locomotive back to the Locomotive Service Area. Beyond the turntable is East Yard and an abandoned coal silo at the Arch Coal Company's Coal Preparation Plant. The Corbin Yard Tower is out of sight to the right.



Looking north at the A. Crane Jones Locomotive Repair Shop



A view of the south side of the Corbin Locomotive Repair Shop. The building on the right was used for running repairs of locomotives.



A close-up of the south side of the Locomotive Repair Shop.

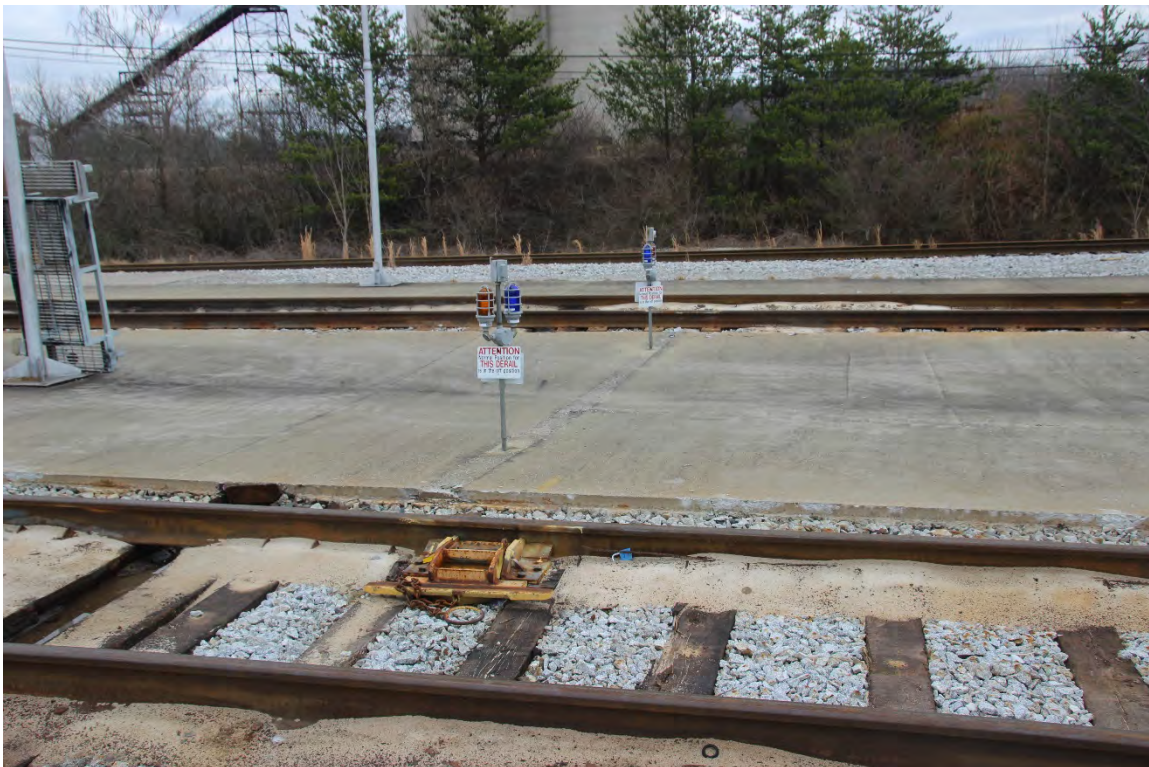


A stand of Blue Flags. These Blue Flags were placed at the Engineer's cab window level to ensure that it was understood that the locomotive was under Blue Flag protection and could not be moved.



A

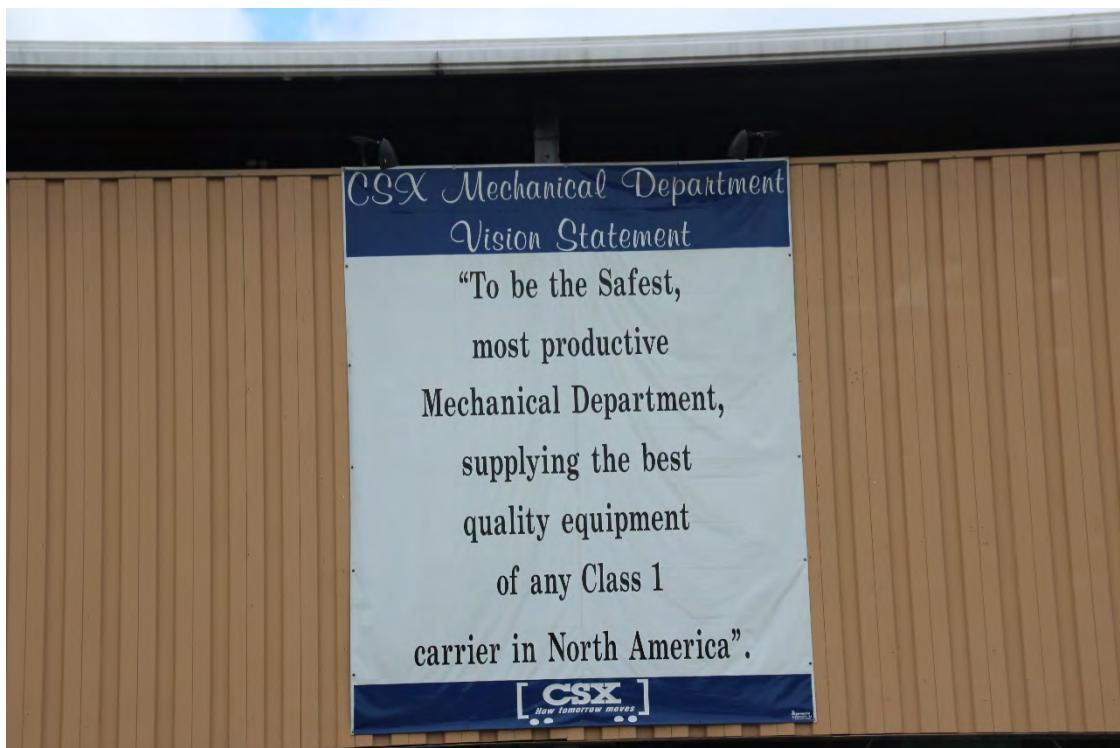
A view of the southern side of the Running Locomotive Repair Shop



Blue Flag protection at the Running Locomotive Repair Shop



Above and below are views of signage on the outside of the Locomotive Repair Shop.





Signage at the Locomotive Repair Shop



View of the south end of the Running Locomotive Repair Shop



A view of the north side of the Locomotive Repair Shop



This sign was located next to the Locomotive Repair Shop



Above and below, a view of the southeast side of the Locomotive Repair Shop





Looking north, from left to right are the Locomotive Repair Shop, Yard Office, and Locomotive Service Center.



The south side of the Locomotive Service Center



The south side of the Locomotive Service Center



The west side of the Locomotive Service Center



Above and below are views of the north side of the Locomotive Service Center





Above and below are interior views of the north end of the Locomotive Service Center.





Safety messages painted on the interior wall of the Locomotive Service Center.





Horn Test area to the west of the Locomotive Service Center



The Sand Tower at the Locomotive Service Center



Signage posted next to the sand tower





Looking south at the Locomotive Service Center and Locomotive Repair Shop from the Signal Gang facility.



The signal gang facility area



A view looking north at the Locomotive Service Center's fuel storage tanks.



A close-up of the Locomotive Service Center refueling pad's diesel fuel storage tank



Locomotive Service Center refueling pad viewed from the north





Above and below, signage at the Car Repair Shop





Above and below are views of the north end of the Car Repair Shop.





Signage on the side of the Car Repair Shop





Above and below are views of the southside of the Car Repair Shop.





Blue Flag protection at the Car Repair Shop



A total of four locomotives were found in the Corbin Terminal. To the left is CSXT 2518, a GP38-2 and to the right is CSXT 2015 and CSXT 2003, both GP38-3. In the background is the abandoned Arch Coal Company facility that now houses Progress Rail Car Repair Shop.



Looking north at the Corbin Division Office Building with the microwave tower to the right.



Exit sign from Corbin Terminal located at the north entrance to the terminal

CSXT HISTORICAL SOCIETY

2016 CONVENTION

JUNE 3, 4, & 5, 2016

JEFFERSONVILLE, INDIANA

DAYS INN

354 EASTERN BLVD, JEFFERSONVILLE, INDIANA, I-65, EXIT 2

812-288-7100

\$79.99 PLUS TAX FOR CSXTHS CONFERENCE

RESERVATIONS NEED TO BE MADE BEFORE MAY 15, 2016

FRIDAY, JUNE 3, 2016

VISIT LOUISVILLE & INDIANA RAILROAD, CONSOLIDATE GRAIN'S RAIL
AND BARGE LOADOUT AT JEFFERSONVILLE, INDIANA

(THESE VISITS REQUIRE SAFETY BOOTS, EYE PROTECTION, HARD HATS)

SATURDAY, JUNE 4, 2016

EXPLORER PADUCAH & LOUISVILLE RAILROAD, R J CORMAN
RAILROAD, AND CSXT MAIN LINE FROM LOUISVILLE, KENTUCKY, TO
LEBANON, KENTUCKY

SUNDAY, JUNE 5, 2016

EXPLORE CSXT LCL LINE FROM LOUISVILLE, KY, TO LaGRANGE, KY

REGISTRATION FORM

NAME _____

ADDRESS _____

E-MAIL _____

REGISTRATION FEE \$20

MAKE CHECK PAYABLE TO CSXT HISTORICAL SOCIETY

SEND TO

CSXTHS 2016 CONVENTION, 201 PIN OAK PL, FRANKFORT, KY, 40601

VISIT US AT

<http://www.csxthsociety.org>