

# JOURNAL OF THE CSXT® HISTORICAL SOCIETY

\_\_\_\_ Volume 11 Number 1 \_\_\_\_



## ERWIN YARD MoW REPAIR FACILITY

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## **PRESIDENT'S MESSAGE**

I am sorry to report the death of Hays T. Watkins Jr. on July 25, 2022, at his home in Richmond, Virginia. Without the vision of Hays Watkins and Prime Osborn there would be no CSXT. I highly recommend that the members take time to read Hays Watkins' book –Just Call Me Hays – for insight into the forming of Chessie System and CSX Transportation.

I am sorry I had to call off the CSXTHS visit to Eastern Kentucky. As I write this, over 100 bridges in the area are still closed for repair or have to be replaced after being washed away. Water and sanitation systems still remain compromised. The coal mine we were going to visit only reopened in mid-September. The nearest available motel rooms are some 100 miles from the area we planned to visit. The area was decimated. It will be interesting to see how many people decide to use their FEMA money to relocate out of the area. The counties of Southeastern Kentucky in the 2020 census recorded some of the nation's highest loss of population. Most of the people leaving the area have relocated to Central Kentucky. CSXT, on the average, now dispatches one train per day over the EK Subdivision and four trains per week over the CV Subdivision. It is understood that the EK will be cut near Jackson, Kentucky in early 2023 and some 6 miles of track taken up.

With this issue we relook at Erwin Yard, which was closed by CSXT some 10 years ago. Employment at the Erwin Yard is now less than 10 men, who are all involved in maintaining CSXT MoW equipment.

Remember the CSXTHS Journal is always looking for articles and photos.

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Cover photo: Aerial view of Erwin Yard MoW Shop on left. (James Glenn)

## HAYS T. WATKINS JR.

1926-2022

On 25 July, 2022, Hays T. Watkins Jr died. If there was any one man who can be said to be the founder of CSXT, it is Hays T. Watkins Jr. His autobiographical account of his life with the railroad industry, Just Call Me Hays, is one of the great accounts of corporate America at work. The following is an outline of “Hays” life as a railroader and railfan.

January 26, 1926: Born at Fern Creek, Kentucky

1945-1946: U.S. Army in Panama

1947: MA in Accounting, Western Kentucky University

1948: CPA Northwestern University

1949: Employed by Chesapeake & Ohio Railway (C&O)

1956-1958: Senior Budget Analyst C&O

1958-1960: General Auditor C&O

1960-1964: Treasurer C&O

1964-1971: Vice-President of Finance, C&O/Baltimore & Ohio Railroad (B&O)

1971-1973: President & CEO C&O/B&O

1973-1975: Chairman and CEO Chessie System

1975-1980: Chairman, President, and CEO, Chessie System.

1980-1982: Chairman and co-CEO with Prime Osborn, CSXT Corporation

1982-1989: Chairman and CEO, CSXT Corporation

1989-1991: Chairman, CSXT Corporation

1991-2022: Chairman Emeritus, CSXT Corporation

July 25, 2022: Died, Richmond, Virginia

The CSXT Historical Society and its members extend their condolences to Hays’ family and friends. He will be missed. He was a true Kentucky gentleman.

For some of Hays recent thoughts on railroading go to **<https://www.nrrhof.org/copy-of-james-a-hagen-transcript>**



**HAYS T. WATKINS JR.**

## **A VISIT TO ERWIN YARD WHERE CSXT MAINTENANCE OF WAY EQUIPMENT GOES FOR REPAIR**

Charles H. Bogart

No railroad including CSXT can function without its Maintenance of Way (MoW) gangs. The CSXT MoW gangs operate various pieces of equipment, which, just like locomotives and cars, need to annually undergo inspection and repair. One CSXT facility engaged in keeping MoW equipment functioning is located at Erwin Yard, Erwin, Tennessee.



Entrance To Erwin Yard



Aerial view of Erwin Yard MoW Repair Shop (James Glenn)





View from the gate toward the former car shop now used to repair MoW equipment



Close-up view of the car shop north side





Above and below a general view of the MoW equipment storage yard







Some random views of various CSXT MoW equipment waiting repair or servicing.







A general view of the MoW storage yard



This equipment was working in the Erwin Yard.





Above and below: This MoW equipment had been out shopped and was waiting assignment.







Above and below: This equipment had just received a mandatory inspection and would go back to work the following week.







A view out of the Car Shop at MoW equipment waiting repair.



MoW equipment under repair within the Car Shop





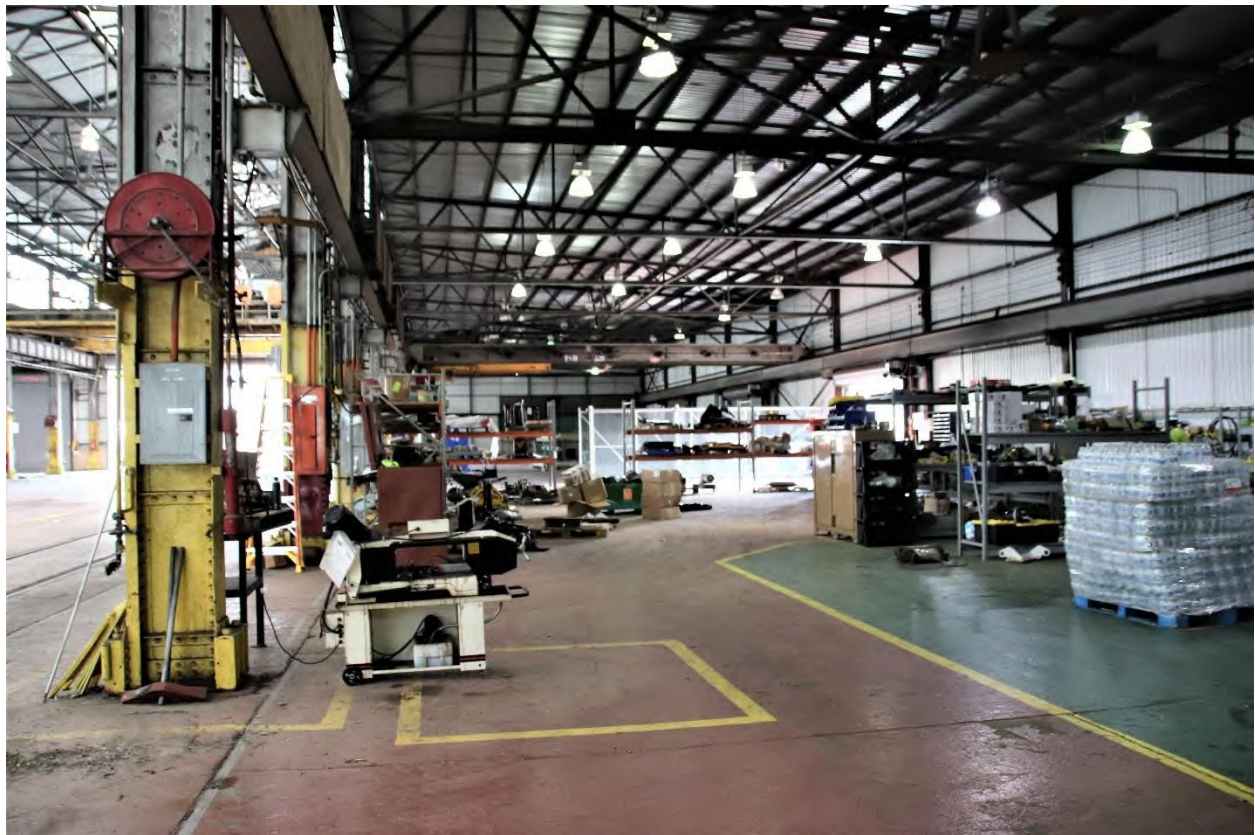
Above and below: MoW equipment under repair within the Car Shop







The Car Shop overhead crane is occasionally used when working on a large piece of MoW equipment.



Parts storage area



## MANSBACH METAL COMPANY'S ASHLAND, KENTUCKY FACILITY

**Henry Nobbe**

Located at the foot of 23rd Street in Ashland, Kentucky, is the Mansbach Metal Company's River Metal Recycling facility. Here over the years Chesapeake & Ohio Railway, Chessie System, and CSXT rolling stock has been cut by Mansbach Metal. Until 2015, when the AK Steel blast furnace at Russell, Kentucky, closed, the River Metal recycling facility always had various boxcars, hoppers and gondolas lying in pieces on their property. The cut-up metal was transported by rail from Ashland to Russell by Mansbach Metal in gondolas pulled by various yard critters the company leased or owned. The northern track of the CSXT mainline that runs from Ashland to Russell was used by Mansbach Metal to convey the scrap metal to the blast furnace. Mansbach Metal normally had some five to six switch engines in service moving the scrap metal.

With the closing of the Russell blast furnace, the Mansbach Metal Ashland recycling facility became but a shadow of itself. The locomotive and gondola fleet were disposed of and the cutting up of worn out CSXT boxcars and hoppers almost ceased. Much of the property's out buildings were cut up, including the ex-Chessie System boxcar used as a storage building. However, in late 2020, the Ashland facility found itself back in operation cutting up CSXT boxcars. Today the scrap metal does not move by rail but is loaded onto barges and transported down the Ohio River to Ghent, Kentucky, for use by the North American Stainless-Steel plant.



The entrance to the Mansbach Metal company facility at the foot of 23<sup>rd</sup> Street





Two CSXT boxcars are in the process of being cut up.



A CSXT boxcar lies on its side with its wheels and truck assembly stacked in the reclaim area.





Two CSXT boxcars and a hopper bearing DJPX reporting marks



All that is left of CSXT 198938 is a corner of its eve.





CSXT 198949 and a bulkhead flat stand on the next to be scrapped track.



Among the twelve CSXT lettered boxcars sitting on a siding on the Mansbach property was NYC 376034.



This string of CSXT boxcars was sitting on a siding leading into the Mansbach property.



Mansbach Metals locomotive #61 is the only remaining critter at the Ashland facility.





A view looking east into the Ashland Mansbach Metal's River Recycling facility. The CSXT mainline is to the right on the other side of the boxcars. The boxcars are parked on the Mansbach Metal track that connected this site to the AK Steel plant at Russell.

XX



CSXT 999002 pulling NYC 611006, CSXT 917054, and CSXT??????



## PARSONS YARD ROUNDHOUSE TO BE DEMOLISHED

Columbus Landmark Foundation



Aerial view of the Parsons Yard Roundhouse (google map)

In Volume 6 #3 of the CSXTHS Journal we featured Columbus, Ohio's Parsons Yard Roundhouse and reported that CSXT was considering demolishing this structure. The Parsons Yard Roundhouse was built in 1927 by the Chesapeake & Ohio Railway. As built, the brick roundhouse had 27-stalls and a 115-foot turntable. However, in the early 1950s as C&O converted from steam to diesel, the number of stalls in the roundhouse was reduced from twenty-seven to fifteen. In early 2022, CSXT posted signs on the Parsons Yard Roundhouse walls stating, "Waiting for Demolition." CSXT spokeswoman Sheriee Bowman stated that the planned demolition of the Parsons Yard Roundhouse is part of a "systemwide clean-up" initiated by CSXT to remove unused and unneeded structures and equipment from their property. CSXT, in their news release, stated that no timeline has been set for demolition of the roundhouse, but it is expected to be torn down sometime in the next 12-months. In 2022, the Parsons Yard Roundhouse is one of few CSXT owned roundhouses that still is served by a workable turntable.

## THE DESHLER DEPOT IS NO MORE

During August 2022, CSXT tore down the former passenger depot at the Deshler, Ohio, diamond and converted the site into a parking lot.



Above and below: the Deshler Depot before demolition







The Deshler Depot was on the left where the crane is working and Deshler Tower is on the right. The diamond is this side of the tower. The tower is closed and now houses signalmen.



The CSXT bucket crane prepares to pick up and drop in the dump truck the last few remains of the Deshler Depot building.

## FOUR CHESSIE GONDOLAS AND A CABOOSE STILL IN SERVICE

Henry Nobbe

On April 26, 2022, I was trackside at Worthington, Kentucky, photographing a passing westbound CSXT train. Since I had a digital camera, I was taking a photo of each car in the train. Amazingly among a string of some 34 gondolas located within the train, there were three gondolas in B&O reporting marks: B&O 357254, B&O 357573, and B&O 350528. The gondolas were all loaded with scrap metal, which I suspect came from the remains of the AK Steel blast furnace that had sat on the west side of Ashland, Kentucky. The furnace, when I saw it earlier that day, had been almost leveled to the ground. After photographing the train, I drove west to Garrison, Kentucky, to visit the TRAM Construction rail yard. TRAM Construction is a rail and associate hardware recycling facility. Sitting in their yard were five gondolas of which one was B&O 350573. These gondolas had just delivered to TRAM Construction scrap rail from CSXT's Russell Yard. I would guess that some 10 percent of the Russell Yard track has been taken up. Then to add to the day's enjoyment, I found at the very end of the TRAM Construction railyard, sitting partly off the track, Chessie caboose B&O 904069. I later learned that the owner of the caboose plans to convert it into a camping facility on the Ohio River bank.

B&O 350528 and B&O 350573, Class C-112 gondolas, were built in 1981 by Pullman Standard and purchased in 1984 from Railgon. B&O 357254 and B&O 357573, Class G-110, were built in 1978 by Pullman Standard.

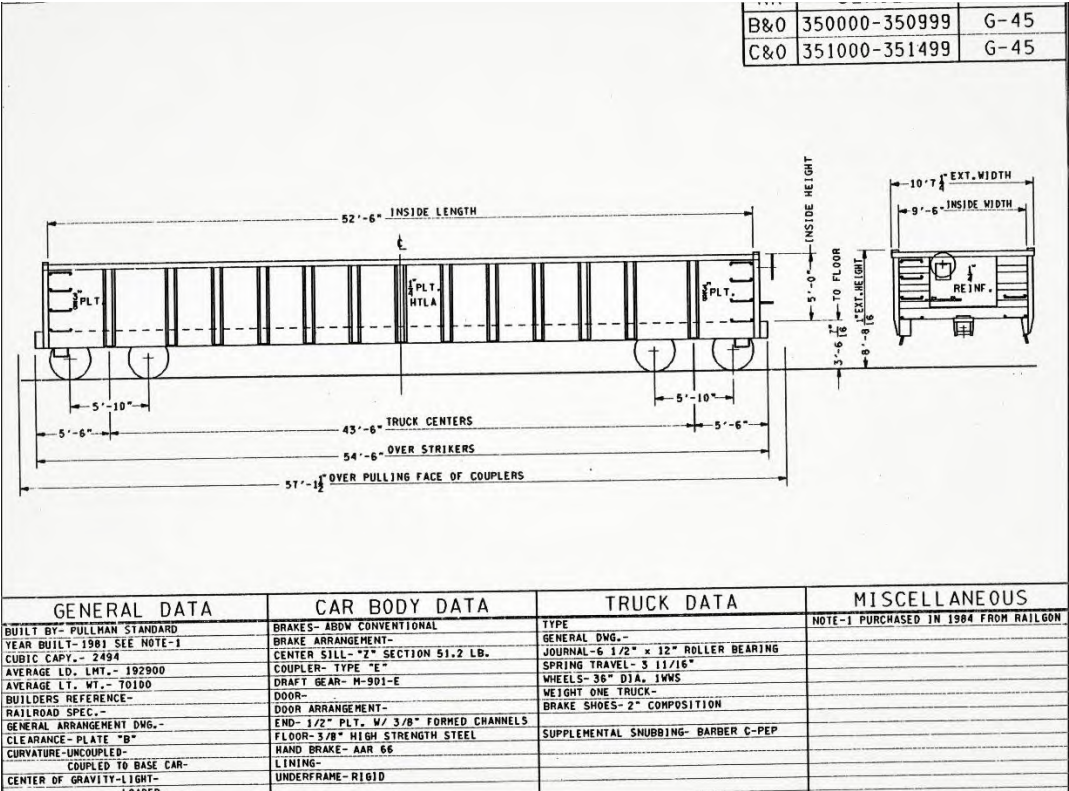


B&O 350528 is carrying a load of scrap metal that once was part of the fabric of the AK Steel blast furnace at Ashland.





B&O 350573 sits empty in the TRAM Garrison Yard while its load of rail sits on the ground.





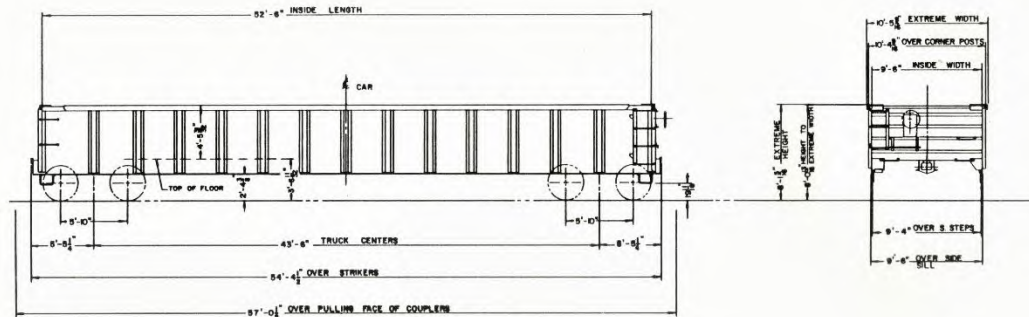
B&O 357254 is seen passing an eastbound unit tank train.



B&O 357573 is seen rolling through Worthington.



RR	SERIES	CLASS
C&O	356000-356499	G-43
B&O	356500-357599	G-43



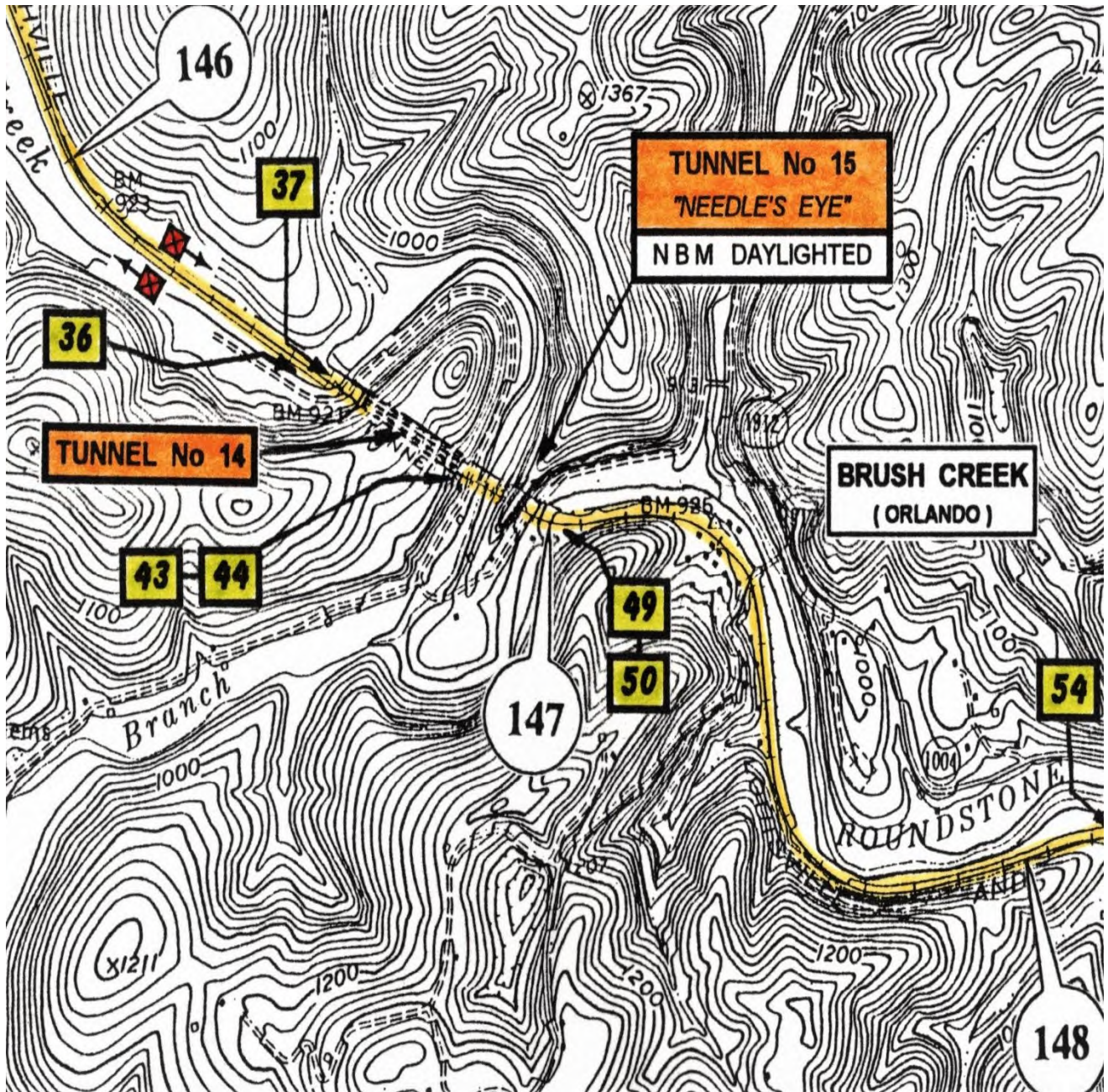
GENERAL DATA	CAR BODY DATA	TRUCK DATA	MISCELLANEOUS
BUILT BY- PULLMAN STANDARD	BRAKES-ABD CONVENTIONAL	TYPE- A-3 RIDE CONTROL	NOTE-1
YEAR BUILT- 1978	BRAKE ARRANGEMENT-	GENERAL DWG-	EQUIPPED W/MACLEAN FOGG
CUBIC CAPY-3244 CU. FT.	CENTER BIL-41.2 LB. WEIRTON SECT. C.S.D.S	JOURNAL- 6 1/2" X 12" N.B.	NO. 2990-S LADING TIE ANCHORS
AVERAGE LD. LWT- 198800 LBS.	COUPLER- E 80 C- MT	SPRING TRAVEL- 2 1/2"	
AVERAGE LT. WT.- 67200 LBS.	DRAFT GEAR- M- 901-E	WHEELS- 36 DIA. I.W.W.S	
BUILDERS REFERENCE- LOT NO. 8888	DOOR- —	WEIGHT ONE TRUCK-	
RAILROAD SPEC.-	DOOR ARRANGEMENT- —	BRAKE SHOES- 2" COMPOSITION	
GENERAL ARRANGEMENT DWG.- M-042-971	END- 3/8" CORRUGATED STEEL		
CLEARANCE- PLATE "B"	FLOOR- 15/32" C.S. STEEL		
CURVATURE-UNCOUPLED- 150 FT.	HAND BRAKE- UNIVERSAL & AJAX W/68 B.C.		
COUPLED TO BASE CAR- 206 FT.	LINING- END REINF. W/ 7/16" O.H.S.		
CENTER OF GRAVITY- LIGHT- 37.21	UNDERFRAME- RIGID.		
LOADED- 58,42 "			



B&O 904069 had recently been pushed off the end of the Garrison Yard track during overzealous switching operations.



## THE ORLANDO, KENTUCKY TUNNELS AND BRIDGES



This is one of the locations we would have visited if the 2022 CSXTHS Railfan Event had been a go. At Orlando, Kentucky, just east of Mt. Vernon, Kentucky, the Louisville & Nashville Railroad, now CSXT, when southbound within a half of a mile, crossed Brush Creek three times and ran through two tunnels: Tunnel #14 and Tunnel #15. This is a great place to set up and take train photos. Orlando is reached by using Exit 59 on I-75. Then take KY 1004 to Orlando. Ky 1001 is a very narrow, curvy road with steep drop offs that terminates at the CSXT track in Orlando. Do a Google Earth view of the area before arrival to determine where to set up.





The view is south over Bush Creek, through Tunnel #14, over Bush Creek, through Tunnel #15, and over Bush Creek.



Looking north at Tunnel #14 from Bush Creek





Looking south at Tunnel #15 from Bush Creek



The view is north over Bush Creek at Tunnel #15





A northbound CSXT train has crossed Bush Creek and is exiting Tunnel #15 to recross Bush Creek before entering Tunnel #14, and recrossing Bush Creek.



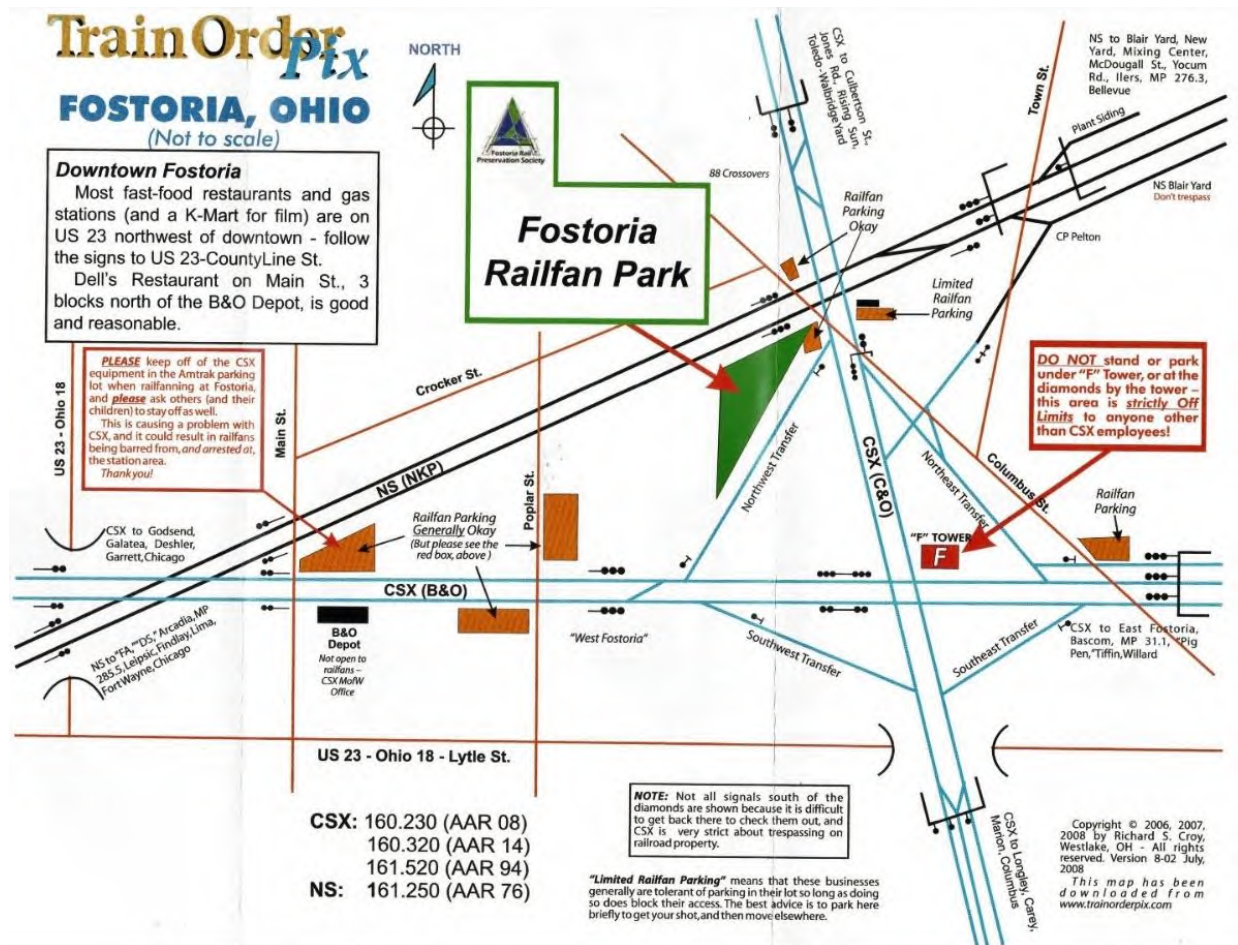
Orlando in 2022. The depot once stood where the garbage can is. The general store to the right is closed. KY 1004 is out of the photo to the left. The gravel road on the far side of the track is a public road.

## CSXT AT FOSTORIA, OHIO AT NIGHT

Charles H. Bogart

Anytime I am in Northwest Ohio I find myself at Fostoria, Ohio, visiting the Iron Triangle. The park in 2022 has been somewhat compromised by an industry built within what I always considered the park's boundaries. The good news is that the park's caboose now has ADA compliant ramps and is open at select times as a visitor center. The other good news is that the idea of putting in a viewing ramp on the opposite side of the park from the present viewing ramp is still being talked about. All that is needed is money.

Train traffic while I was at Fostoria averaged two trains an hour. During Summerrail 2022 at Marion, Ohio, I had a conversation with Steve Barry about night time rail photography. Thus, I spent part of my time at Fostoria taking night time photos. As I did not have my tripod with me, all the night photos were taken with a hand-held camera



Map of Fostoria, Ohio rail scene





This photo was taken at Popular Street looking up CSXT's former B&O track. Track #1 near the signal is displaying Green over Red over Red and the distant signal light is showing Green over Red. A train is coming. Track #2 signal is Red over Red over Red.



Shortly thereafter the signal light on the left, Track #2, displayed Red over Red over Green. Two trains are coming!



The first CSXT train arrives and Track #1's signal light still displays Green over Red over Red and the distant signal light Green over Red.



The near signal light is knocked down, RED over Red over Red. The distant light still shows Green over Red.





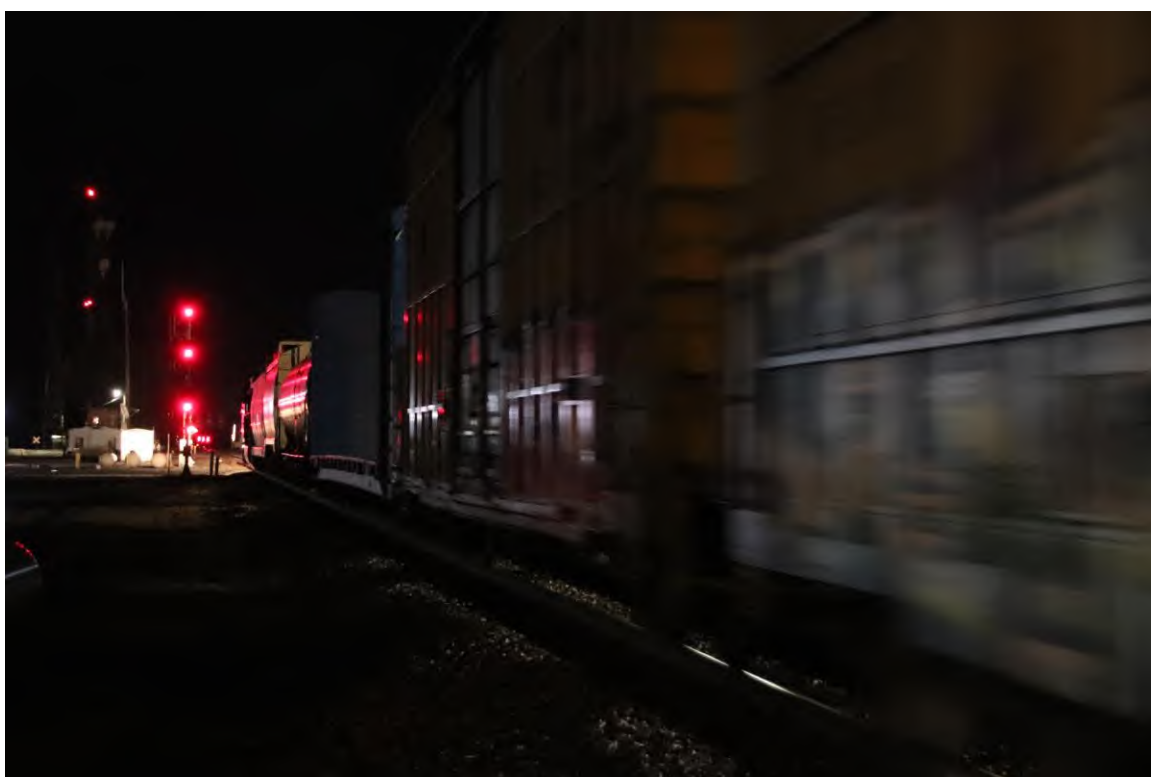
The distant signal light is knocked down and now reads Red over Red.



The signal lights for Track #1 now all show a Red aspect, however, the left signal, Track #2, still displays Red over Red over Green.



The CSXT train approaches the Track #2 signal, Red over Red over Green.



The signal is knocked down and we now have Red over Red over Red.



## A FALLEN FLAG CAR ON CSXT



Missouri Pacific gondola MP 651001 is seen on a CSXT train in July 2022.

### CSX Selects Wabtec for Power Upgrades

CSX is teaming with Wabtec to modernize locomotives across its fleet, boosting their fuel efficiency and reducing emissions. CSX will be the first to demonstrate Wabtec's Trip Optimizer Zero-to-Zero system, which allows railroads "to start a train from zero mph and stop the train automatically using various controls." Wabtec's new Tier 4 switcher modernization program will upgrade 40- to 50-year-old locomotives and Tier 0 non-emissions switchers to the latest Wabtec Tier 4 platform. Finally, Wabtec's FDL Advantage engine upgrade program will be deployed on locomotives across CSX's fleet.





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# Going the Distance

on a lot less fuel

Through the adoption of new technology systems and operating practices, CSX is setting records for fuel efficiency, making progress toward our emissions-reduction targets and fulfilling our commitment to environmentally sustainable operations.

CSX moves a ton of freight over 533 miles on a single gallon of fuel. And with our steadfast focus on delivering sustainable supply chain solutions, we're dedicated to helping move America forward.