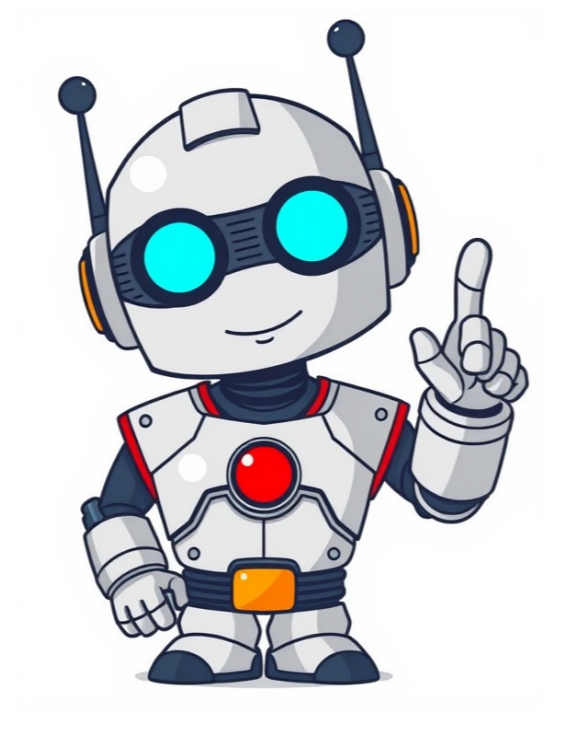


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Looking forward to revisiting Gateway Yard, a modern classification yard built with state-of-the-art technology for the P&LE Railroad back in the early 1980's. It was located near Youngstown, Ohio, and most of it fell within the city limits of Struthers, Ohio. The yard was named Gateway, reflecting its importance as a connection point between several railroads, including the New York Central and the Lake Erie & Eastern. Gateway Yard had hump tracks for cars and departure yards that stretched into the neighboring village of Lowellville. It also had a double-track main line along the north side of the yard, between the class yard and the B&O main line. The P&LE used to have engine servicing facilities here, but instead, they continued to use the tracks at East Youngstown, about two miles west. The old East Youngstown roundhouse was torn down after the steam era ended, but some of the original buildings still stand today. Gateway Yard connected with several other railroads, including the Erie/EL, B&O, and PRR at East Youngstown. Penn Central took over NYC's majority ownership of P&LE, and later, Conrail formed in 1976, making Gateway Yard a busy place until the late 1970s when the steel industry collapsed. The decline of Youngstown Sheet & Tube's Campbell Works and its impact on the local economy was a devastating blow to the community. In 1977, the company announced that it would be closing the plant, which led to the loss of 5,000 jobs. This decision marked the beginning of a wave of mill closings in the Youngstown area, further exacerbating the economic downturn. The once-thriving steel industry had a profound impact on the region's economy and identity. The blast furnaces at Campbell Works were among the last to remain operational, with the majority being shut down by 1981. The P&LE railroad yard, located near the plant, was also largely abandoned, with many tracks overgrown with vegetation. Despite its history as a major player in the steel industry, the P&LE railroad played an important role in connecting Youngstown to other parts of the country. The railroad's rights to Shenango, PA, allowed it to access the Bessemer & Lake Erie docks at Conneaut, OH, and later Ashtabula. Today, the area where Campbell Works once stood has largely been reclaimed by nature. The structures that were once a prominent part of the Youngstown landscape are now gone, leaving behind only memories of the region's industrial past. The story of the P&LE railroad and its connection to Youngstown serves as a reminder of the importance of preserving our industrial heritage. The loss of these operations has had a lasting impact on the local economy and community, highlighting the need for continued preservation efforts.

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