

RAILFANNING AFTER SUMMERRAIL 2025

PART TWO

Charles H. Bogart

From Bucyrus we drove to Fostoria. Our port of call was Iron Triangle Park, here two CSXT rail lines and one Norfolk Southern rail line meet. As we pulled into the park, we caught a CSXT train approaching. Excellent timing on our part. After taking some photos of the train, we drove up to the train viewing platform. The platform was full of railfans in their 20s, a mixture of both men and women. Over the next hour we would see one more CSXT train and a Norfolk Southern train. The heat was brutal. It was 94 and no breeze or shade. After an hour of sitting in the sun, we voted to head for Deshler and the shade of its trackside trees; however, we first stopped at North Baltimore.

North Baltimore is home to one of CSXT's largest intermodal yard. The yard is hard to visit as it is surrounded by fencing, which sits on a berm. The east end of the North Baltimore Yard, however, can be viewed from the Liberty Road overpass while the west end of the yard can be seen from the junction of Range Line Road and Hoytville Road. One can also view the yard from the water tank filling station located on the northside of Deshler Road. In addition, if you are daring, you can also use the truck entry road into the rail yard to peek into the yard. (Do not drive up to the truck inspection gate, that's a BIG NO NO, but stay at the low end of the entry road.) At all four of these locations a telephoto lens is needed to photograph any activity within the yard. We found at the east end of the yard a CSXT powered stack train arriving and a CPKS powered stack train leaving. At the west end of the yard, O'Joy O'Joy, CSXT was doing a photo shoot of a stack train with all CSXT containers. We took some photos.

Now it was onto Deshler and those shade trees. As we passed through Hoytville on our way to Deshler, I saw a sign the city had posted on the south side of the CSXT railroad track. It read, "TO REPORT BLOCKED CROSSINGS GO TO FRA DOT GOV." Mary Ann and I speculated that CSXT must, on rare occasions, and only for a few minutes, occupy the on grade road crossing while switching the North Baltimore Yard. Thus the sign.

Upon arriving at Deshler at 5:00 PM, we found, as advertised, Dave and Jill Oroszi and Scott and Myra Lindsey sitting under the shade trees next to the CSXT diamond. Upon joining them, we were, of course, told of all the train action we had missed. The scanner, however, hinted that a stack train would soon be heading our way from North Baltimore, and a freight train would be coming our way from Defiance, Ohio, to swing south for Lima, Ohio.

Mary Ann joined Jill and Myra sitting on a trackside park bench. I got out one of our folding lawn chairs from the trunk of our car and plopped it down in the shade of one of the trees. A nice gentle breeze was blowing. It was still 93 degrees, but it was heaven sitting there trackside in the shade. We would remain at Deshler until 7:00 PM. Our first train was an eastbound manifest train. Then, after an hour, a CSXT stack train arrived followed immediately by a Union Pacific

stack train. The stack train was followed by a general merchandise train with the Western Maryland heritage unit mid train. Then at 7:00 PM, the train from Defiance finally showed up and swung south for Lima. With the passing of this train, Mary Ann ordered me to find her a motel and a restaurant, so we left Deshler. As we left for Findlay, Ohio, we encountered another westbound stack train. I quickly pulled off the road, stopped, and grabbed some photos. The next day saw me switching hats and spending part of the day exploring some of the Indian War military history sites of Ohio, namely St. Clair's Defeat and Ft. Recovery before heading home.



CSXT 4722 and CSXT 5352 have just crossed the CSXT diamond at Fostoria.



CSXT 969 is but 20 feet off from hitting the NS diamond at Fostoria.



CSXT 4527 and CSXT pull a stack train past Iron Triangle Park.



The entrance to the CSXT Intermodal Yard at North Baltimore.



A view from Liberty Road into the CSXT North Baltimore Container Yard.



Departing eastbound from the North Baltimore Yard with a stack train was Canadian Pacific 9276.



CSXT 5496 and CSXT 5365 bring a stack train into the North Baltimore Yard.



A view into the North Baltimore Yard



Above and below: There are eight massive container cranes in the CSXT North Baltimore Yard.





North Baltimore Yard also has a mobile container lifting crane.



The CSXT photo train. Note all cars have clean CSXT containers.



The CSXT rail crossing is just beyond the American flag.



We are at Deshler and Mary Ann, Jill, and Myra have found a park bench in the shade.



An eastbound CSXT freight headed by CSXT 4554 and CSXT 934 is crossing the diamond at Deshler.



The CSXT Western Maryland heritage unit passes through Deshler. Why is it at mid train and not on the point?



CSXT 3358 and CSXT 7323 are westbound at Deshler with a stack train.



UP 8260 and UP 6924 are just inches from hitting the Deshler diamond as they roll west with a stack train. In the background is the decommissioned Deshler Interlock Tower.



At Deshler, CSXT 4565 leads a freight train off the main line onto the rail line that serves Lima, Ohio.



CSXt 3404 and CSXT 7221 are just east of Deshler heading west with a stack train.