



# Ties & Tracks

Newsletter of the Dayton Railway Historical Society  
And the Miami Valley Railfans Subdivision



**Volume 48 #10 October 2024**

### Miami Valley Railfan Subdivision Meeting Time/Place

Saturday 10/12 7:30 pm at the West Carrollton Community Center (library)  
300 E Central Ave, West Carrollton, OH 45449

#### Program

Slides/digital by the members.

Like usual, the first 30 minutes or so will be movies converted by Aubrey Flock.

#### Food Before Meeting

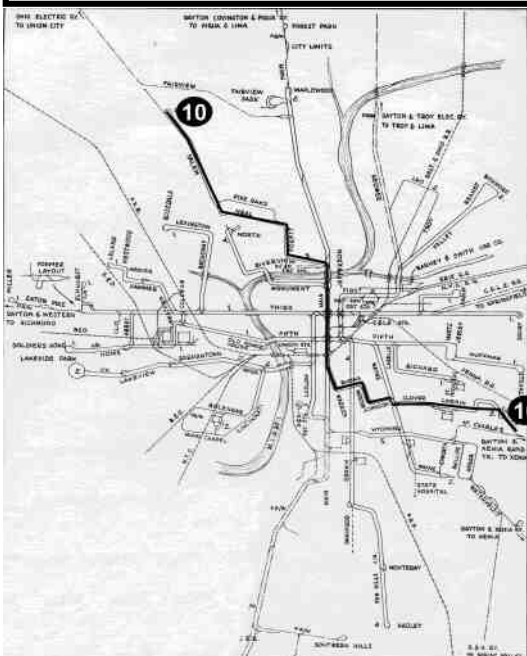
For those interested, prior to the meeting we will meet at 5:30 pm at Frisch's  
8181 N Springboro Pike, Miamisburg, OH 45342 (west of Dayton Mall)

### DRHS Meeting Time/Place

Tuesday 10/15, 5:00 pm dinner, 6:00 pm meeting starts  
at the MCL Cafeteria, 4485 Far Hills Ave, Kettering, OH 45429

#### Tom Morrow – Dayton Street Railway

Tom Morrow is going to talk about the last of the Dayton streetcar lines to start and the first to move away from electric rail, the Dayton Street Railway. The line started operations in 1909 and ran its last streetcar in April 1933. It would later become the first line to consolidate into City Railway in 1941. Tom will walk us through the beginnings, operations, and the end of the line.



### Dayton Streetcar Routes 1927 - Dayton Street Rwy

#### Route 10:

Salem/Catalpa to Linden/Santa Cruz via Salem, Neal/Five Oaks, Forest, Riverview, Main, Warren, Burns, Morton, Johnson, Wayne, Clover, Lorain, and Linden

Single car shuttles on Salem from Catalpa to Fairview and on Linden from Santa Cruz to Overlook (Smithville)



## Dayton's Transit History Episode 6: The Dayton Street Railway - by Tom Morrow

We generally recognize six Dayton city streetcar lines. City Railway (CRy), People's Railway (PRCo), the Oakwood Street Railway (OSRy), Dayton & Xenia (city service on Wyoming and Watervliet) (D&X), Dayton Traction (the first and the last interurban that ran city service to Hills and Dales via South Main), and the Dayton Street Railway (DSRy).

The last of the city streetcar lines to start turned into the first of the city streetcar lines to convert away from electric rail operations, and here's the story of that line – the DSRy. Before we start, recognize that names matter. This line is NOT related in any way, shape or form to the Dayton Street Rail Road, which is the original horsecar line that ran on Third St.

DSRy sort of sat between PRCo, CRy, and OSRy on the north end, and between CRy and D&X on the east end. In short, the line filled a transit gap.

The need for the line on the north end was driven in part by a desire for better service in Dayton View, as the OSRy stuck to Riverview and Salem Ave., going only as far as the base of the Salem Ave Hill, with a loop at North Ave., and PRCo operated on Main St. Above North Ave. up Salem Ave. there was no transit service. The hill itself inhibited horsecar construction, and for various reasons, the OSRy never extended up the hill (although they threatened to on several occasions). PRCo had its hands full on Main St., and City Railway built west along Lexington Ave.

On the east end, prior to 1899, City Railway had a franchise to operate down Linden Ave. from Richard St. They never made it work. Instead in December 1899, the Dayton & Xenia Rapid Transit opened their line from Xenia running down Linden to connect to City Railway at Richard St. Between Richard and the Dayton & Xenia Wyoming St. line, there was a bit of a transit void.

The Rapid Transit along Linden had many ups and downs for the nearly nine years it operated. Using a less desirable route to Xenia led to its demise, although it did open up some homebuilding in the then far distant suburb of Dayton on top of Mount Anthony. In 1907, a consortium of Adam Schantz (ran the brewery), Stanley Krohn, Albert Emanuel, EW Hanley, William Keyes, John Breen, Barry Murphy, Charles Simms, Edward Hall and Samuel Price got a franchise for a streetcar line which ran in the void between Richard and Wyoming.

The RT finally expired in 1908, and while both franchises were in place, the second group above did not accomplish anything. At the franchise renewal in 1908, they promised to get the line running. They had many different routing schemes, and did not finalize the final route until November 1908. The routing east to west: Linden/Santa Cruz, Xenia, Bowen, Lorain, Clover, Wayne, Johnson, Morton, Burns, Warren, Main, Riverview, Forest, Neal/Five Oaks, to Salem/Catalpa.

Operations started on February 27, 1909, with 20 Barney and Smith single-truck cars. Main service was from Salem/Neal to Lorain/Bowen with shuttles at both ends. Although the line really didn't have much industry to attract ridership, it hauled a lot of passengers on their small single-truck cars, having spawned new homes at both ends of the line as well as along the line. It also served Highland Park at the east end of the line. This success caused problems for the DSRy. They ended up purchasing 10 trailers in 1910 to handle the ridership, but it wasn't enough -- they quickly acquired a reputation for lousy service because the cars were always jammed, and they were unwilling to comply with their franchise.

As the smallest of the lines, DSRy was said on many occasions to be either being bought, leased, or even themselves buying another of the lines, or merging with an interurban, or extending into interurban territory. None of this ever came to fruition.

They were beset with a series of several strikes ... one of which they never settled and hired scabs instead. The DSRy was a leader in a couple respects. The strike they never settled resulted in the first large scale extended bus operation in Dayton – later the DSRy would become the first of the city streetcar lines to operate a bus line. Upon modernization of their fleet in 1922, they were also the first to operate one-man cars (no conductors). In true Dayton fashion ... it prompted a delayed protest that it took the courts to eventually untangle.

## Episode 6: The Dayton Street Railway (continued)

And then the Depression hit, and on August 24, 1932, the car barn at Lorain and Pritz burned to the ground, with the loss of 15 of their 22 cars, and two buses. DSRy leased cars from City Railway in order to maintain a schedule while they contemplated their choices. The rail infrastructure was fairly well worn out, so the trolley bus, the highest tech solution at the time, became the choice. In Winter 1932, the DSRy began the process of conversion.

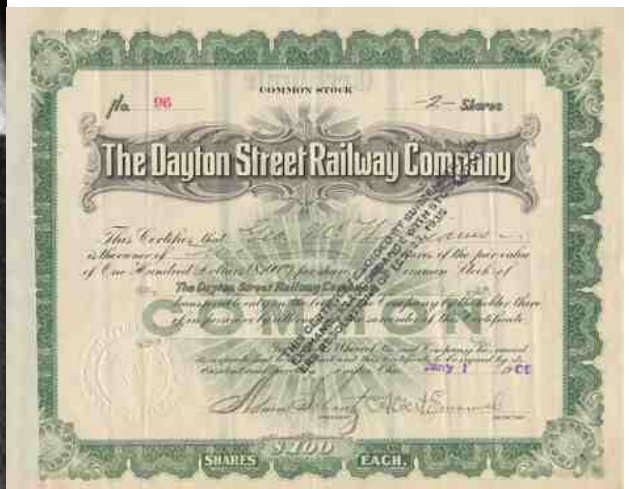
On April 23, 1933, trolley bus service began. The buses were faster and more maneuverable, but the 12 buses bought were clearly inadequate to carry the crowds – a 20% ridership bump was seen. Within three weeks, DSRy ordered five more buses, followed by two more buses two years later. Originally on the north end, the plan was to turn the buses back at a loop at Salem and Catalpa, with a feeder operation in a large loop via Catalpa, Hillcrest, Philadelphia and Salem. Two months after beginning trolley bus operations, the DSRy had to convert the feeder to main operation.

In transit, success often leads to trouble, and the DSRy story is no exception. The folks in the Hearthstone neighborhood had been campaigning for streetcar service since 1917 or so, having lost the D-X Rapid Transit in 1908. The DSRy was able to fight them off through the streetcar era, but with the dawn of the trolley bus, Hearthstone residents came back to the well. They were able to cheerlead enough to get a gas bus feeder, but they really wanted a trolley bus.

In the meantime, the east side was growing beyond the existing transit corridors, as the other streetcar lines converted to trolley bus. When People's Railway was looking at converting their last streetcar line in the early part of 1940, the Main-Wayne Route 7, Hearthstone began courting them to extend into the south end of their neighborhood. Arguments and discussions ensued, with the final resolution being the last extension of the DSRy in Nov 1940 to a loop at Smithville and Corinth. That loop stop is still with us today, 84 years later.

The final blow for the DSRy came in late 1940, when City Railway approached them about buying the line. DSRy revenues had declined, and the shareholders were ready to sell. The deal was consummated in January 1941, but a City Railway strike delayed the actual transfer of the line until Monday April 29, 1941. The DSRy buses left the car barn at Lorain and Pritz to go into revenue service and returned to City Railway's Western Ave garage. The last bus was driven out of the DSRy barn by Billy Smith, the General Manager, who had driven the first streetcar into the barns in 1909.

The last of the DSRy buses ran for City Railway in 1958 or so.



## The 2024 Story of RTA 559, by Tom Morrow

Many may recall the Tracks and Ties article regarding Marmon 559 returning to its original second home in Ohio on Nov. 9, 2021, after a 33-year sojourn in San Francisco. Upon 559's return, the bus had been tagged, and the poles rather forcefully ripped off the roof. According to reports from San Francisco, the bus had not run in some number of years.

In recent weeks, the RTA has prioritized the repair of 559 and its return to the road. On Sept. 9, 2024, due to the always excellent efforts of the Trolley Shop, the RTA repaired the roof, installed poles and retrievers, brought 559 back to life, and ran it around downtown for testing. The total number of operating Marmon Herrington trolley buses in the world has now increased by one. Efforts will continue to address issues found after the long hiatus from service -- at a minimum, the Christmas tree and a new Santa's chair will need to be sourced if to return as a Christmas trolley.

One comment from social media was that it'd improve the looks of the bus to have a proper destination sign installed. This was accomplished on Sept. 12.

The RTA has not announced their intentions regarding operating the bus. A consideration going forward is that in recent years, the RTA has removed many short turn loops on the remaining lines with wires; without such loops, operation of this bus without an accompanying push truck is limited to downtown, Route 1W, 4E, 4W, 8N, and 8S, plus the old Route 3E.

Visually, modern buses, with smooth sides, can take wraps; 559 with its riveted 1948 skin, can't really take a full size wrap. The paint job was originally accomplished by Blommel Sign Co in 1977, and while it's a classic historical look ... 47 years is a long time for a paint job.

What will happen? We shall see ... Those who have access to Facebook can follow activities in the Dayton Trolley Fans group. Below is a photo of it during a recent test run.



--- **CPKC hydrogen locomotive wraps up first test phase.** Canadian Pacific Kansas City's CP 1200, the Class I's high-horsepower hydrogen locomotive, reached a milestone earlier this month when it successfully completed its first phase of testing that involved hauling both loaded and empty bulk trains. On Sept. 4, the CP 1200 and its dedicated fuel tender CP 10001 joined a consist that included three diesel locomotives and 152 loaded gondolas. Together, they pulled a fully loaded bulk train from Sparwood to Golden, British Columbia. On Sept. 5, the hydrogen locomotive assisted in the return of 152 empty gondolas back to Sparwood, according to a post on the Class I's website. The test was a success, according to Kyle Mulligan, CPKC's assistant vice president of operations technology. (Progressive Railroading)

--- **American Heritage Railways purchases Branson Scenic Railway.** BRANSON, Mo. American Heritage Railways, owner of the Durango & Silverton Narrow Gauge Railroad and other properties, has acquired the Branson Scenic Railway, the tourist rail operation launched in 1993 on a former Missouri Pacific route. The new owners took over operations on Sept. 1. The purchase was prompted by the current owners' retirement, AHR said in a press release. Founders Alan Kamp, Illa Kamp, and Thomas Johnson have spent more than 30 years establishing the railroad as a Branson attraction, and American Heritage says it will maintain the company's pride in quality customer service while exploring opportunities to expand operations and product offerings. (Trains News Wire)

--- **GATX adds four-axle EMDs, nine SD70ACes with Progress Rail locomotive purchase.** GATX Corp. is growing its locomotive lease fleet by 30% with the recent purchase of 156 locomotives from Progress Rail. The acquired fleet is predominantly four-axle 1,500- and 2,000-hp locomotives such as GP38-2s and MP15s, which are core to GATX's operating lease business. A limited number of high-horsepower six-axle locomotives, including nine SD70ACes, were also included," says Shari Hellerman, senior director of Investor Relations, ESG, and External Communications at GATX. GATX's wholly owned fleet includes more than 111,000 railcars, including 8,990 boxcars, and 650 locomotives, up from about 500 locomotives before the purchase. (Trains News Wire)

--- **New plan to return Amtrak to New River Valley gets state authority's OK.** A new plan to bring Amtrak passenger train service to the New River Valley has been given a green light from the state's rail authority. Members of the Virginia Passenger Rail Authority's board on Tuesday unanimously endorsed the proposal to extend passenger service on Norfolk Southern's main line to Christiansburg's historic Cambria train station. The authority, which manages the commonwealth's state support of Amtrak service, also will acquire Norfolk Southern's Manassas Line in Northern Virginia. The new plan has a net price tag of \$444 million and calls for running passenger service, which currently ends in Roanoke, to the New River Valley no later than 2027. Officials say this path forward will be cheaper and faster than a previous plan that would have used a different line and a different station location in Christiansburg. It also sets the stage for possible train stations in Bedford and Radford and puts a future extension of the line to Bristol on stronger footing. (Cardinal News)

--- **The Association of American Railroads reported** that U.S. rail traffic for the week ending Sept. 14 rose 6.8% compared with the same week last year. Carload traffic was flat for the week, but weekly intermodal volume was up 13% compared to 2023. Seven of the 10 carload commodity groups posted an increase compared with the same week in 2023. They included grain; miscellaneous carloads; and farm products excluding grain and food. Commodity groups that posted decreases were coal; nonmetallic minerals; and chemicals.

For the first 37 weeks of 2024, U.S. railroads reported cumulative volume of 8,012,176 carloads, down 3.3% from the same point last year; and 9,641,820 intermodal units, up 9.5% from last year. Total combined U.S. traffic for the first 37 weeks of 2024 was 17,653,996 carloads and intermodal units, an increase of 3.3% compared to last year. (Trains New Wire)

**--- US Senator urges CSX to reconsider operating changes in Cleveland.** Ohio's Democratic Senator urges CSX to reconsider its decision to reduce its crew base at Collinwood Yard in Cleveland and reassign workers to terminals at Willard, Ohio, and Buffalo, N.Y., saying the decision is bad for railroaders and operations. U.S. Sen. Sherrod Brown, in a letter to CSX President and CEO Joseph Hinrichs, says doing away with Collinwood Yard as a crew base will disrupt railroaders' lives, requiring longer drives for engineers and conductors to report to work. Willard is about 80 miles west of Cleveland and Buffalo is about 180 miles east.

The letter also says the decision to remove crews in Cleveland will hurt the reliability of operations and cause more train delays, as trains will have longer distances to travel without the availability of an intermediary recrew, according to the Senator. He also voiced his concerns about the increased risk for blocked road crossings due to stopped trains. (Trains News Wire)

**--- NS has made some operational changes that have affected traffic on the Dayton District.**

238 and 239 have been rerouted away from the Dayton District while 270 and 271 are now routed via the Dayton District:

238 is now Chicago Landers, IL - Columbus Rickenbacker, OH daily. Previously originated in Sharonville, OH

239 is now Columbus Rickenbacker, OH - Chicago Landers, IL daily. Previously terminated in Sharonville, OH

270 is now Sharonville, OH - Crewe, VA daily. It was previously Chicago Landers, IL - Norfolk, VA.

271 is now Crewe, VA - Sharonville, OH daily. It was previously Norfolk, VA - Chicago Landers, IL.

(Facebook NS Train Symbol Updates)

**--- HORSEHEADS, N.Y. (AP) —** Trains for what is being called the nation's first true high-speed rail line between Las Vegas and the Los Angeles area will be built at a new factory in upstate New York, Senate Majority Leader Chuck Schumer announced Monday.

Siemens Mobility will construct the American Pioneer 220 trains at a 300,000-square-foot (28,000-square-meter) facility in Horseheads, which is near the Pennsylvania line, said Schumer, a New York Democrat. About 300 jobs will be created, he said.

"Upstate New York is unmatched in rail car manufacturing capabilities, with a deep, proud history pioneering the rail industry and a community that is excited to get to work building America's future," Schumer said in a statement. Construction on the \$12 billion passenger bullet train service is underway and is expected to be finished in time for the Summer Olympics in Los Angeles in 2028. Brightline West will build more than 218 miles (351 kilometers) of new track along the Interstate 15 corridor between Las Vegas and Rancho Cucamonga, California, where it will link to a commuter rail connection to downtown Los Angeles.

The New York factory is expected to begin building the new trains in 2026. Siemens Mobility has agreed that workers at the facility will be represented by the International Association of Machinists and Aerospace Workers. (Apnews.com)

## UPCOMING EVENTS edited by Art Kinser

**5-6 OCT 2024**, Train Show, Cuyahoga Co. Fairgrounds, 19201 E. Bagley Rd., Middleburg Hts., Ohio, Sat & Sun 10:00am-4:00pm, Adm \$15 (Two Day), \$10 (One Day),  
Info [www.thegreatbreatrainshow.org](http://www.thegreatbreatrainshow.org)

**6 OCT 2024**, Great Midwest Train Show, DuPage Co. Fairgrounds, 2015 Manchester Rd., Wheaton, Illinois, Sun 9:00am-3:00pm, \$8, Info [www.trainshow.com](http://www.trainshow.com)

**27 OCT 2024**, Train Show, 735 Lafayette Rd. (St Rt 42), Medina, Ohio  
Sun 9:00am-3:00pm, Adm \$7, Info [www.conraddowdell.com](http://www.conraddowdell.com)

**27 OCT 2024**, Swap Meet, American Legion Post 66, 132 N. Wiggs St., Griffith, Indiana  
Sun 10:00am-2:00pm, Adm \$2, Info [www.blackhawkrailwayhistoricalsociety.org](http://www.blackhawkrailwayhistoricalsociety.org)

**2-3 NOV 2024**, Dayton Train Show, Montgomery Co. Fairgrounds, 645 Infirmary Rd., Dayton, Ohio, Sat 11:00am-5:00pm, Sun 11:00am-4:00pm, Adm \$8,  
Info [www.daytontrainshow.com](http://www.daytontrainshow.com)

**3 NOV 2024**, Great Midwest Train Show, DuPage Co. Fairgrounds, Wheaton, Illinois  
Sun 9:00am-3:00pm, \$8, Info [www.trainshow.com](http://www.trainshow.com)

**23 NOV 2024**, Train Show, Hendricks Co. Fairgrounds, Old US 36, Danville, Indiana  
Sat 10:00am-3:00pm, Adm \$3, Info [www.cidnmra.org](http://www.cidnmra.org)

**1 DEC 2024**, Great Midwest Train Show, DuPage Co. Fairgrounds, Wheaton, Illinois  
Sun 9:00am-3:00pm, Adm \$8, Info [www.trainshow.com](http://www.trainshow.com)

**7 DEC 2024**, Train Show, Ohio Expo Center, 717 E. 17th Ave, Columbus, Ohio  
Sat 9:00am-4:00pm, Adm \$8,  
Info [www.columbusonthecheap.com/buckeye-model-train-show](http://www.columbusonthecheap.com/buckeye-model-train-show)

**8 DEC 2024**, Train Show, Clark Co. Fairgrounds, 4401 S. Charleston Pike,  
Springfield, Ohio  
Sun 10:00am-3:00pm, Adm \$5

**8 DEC 2024**, Train Show, 735 Lafayette Rd. (St Rt 42), Medina, Ohio  
Sun 9:00am-3:00pm, Adm \$7, Info [www.conraddowdell.com](http://www.conraddowdell.com)

**11-12 JAN 2025**, Great Train Show, Ohio Expo Center, Columbus, Ohio  
Sat & Sun 10:00am-4:00pm, Adm Sat \$12, Sun \$11, Info [www.trainshow.com](http://www.trainshow.com)

**8-9 FEB 2025**, Great Train Show, Indiana State Fairgrounds, Indianapolis, Indiana  
Sat & Sun 10:00am-4:00pm, Adm Sat \$12, Sun \$11, Info [www.trainshow.com](http://www.trainshow.com)

**15-16 FEB 2025**, Great Train Show, I-X Center, Cleveland, Ohio  
Sat & Sun 10:00am-4:00pm, Adm Sat \$12, Sun \$11, Info [www.trainshow.com](http://www.trainshow.com)

**DRHS/Dave Oroszi**  
**4415 E Greenview Dr**  
**DAYTON, OH 45415**

## **FIRST CLASS MAIL**

### **Dayton Railway Historical Society and Miami Valley Railfans Subdivision**

**4415 E Greenview Dr., Dayton, OH 45415**

**[www.daytontrolleys.net/drhs/drhs.htm](http://www.daytontrolleys.net/drhs/drhs.htm)**

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The Dayton Railway Historical Society (DRHS) is a non-profit, historical and educational group of railfans serving Dayton, Ohio and the Tri-State area. We have a 501c3 tax-exempt status granted by the US Internal Revenue Service. This means the DRHS can receive tax-deductible gifts, bequeaths and transfers of funds. Our Treasurer will issue a receipt to all givers of such gifts.

**Dues are \$10/year for an emailed PDF in color or \$20/year for a mailed hard copy in B&W**

**Send checks to DRHS, Tom Grady, 4888 Goodyear Dr., Dayton, OH, 45406-1128**

**The DRHS normally holds meetings /programs on the third Tuesday of each month except August, and tend to be more of the historical nature of railroads and trolleys.**

**The Miami Valley Railfans (MVR) is a Subdivision of the DRHS and normally holds meetings/programs on the second Saturday of each month, except for August and October. These meetings tend to be more on current happenings in the railroad industry.**

**For both groups, see the meeting notices on front page for programs and location of meetings.**