

Ties & Tracks



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

Volume 49

#9 Oct 2025

Miami Valley Railfan Subdivision Meeting Time/Place

Saturday 10/11 7:30 pm at the West Carrollton Community Center (library)
300 E Central Ave, West Carrollton, OH 45449

Program

Slides/digital by the members

Food Before Meeting

For those interested, prior to the meeting we will meet at 5:30 pm at Bob Evans
220 Byers Rd., Miamisburg, OH 45342 (west of Dayton Mall, west of I-75)

DRHS Meeting Time/Place

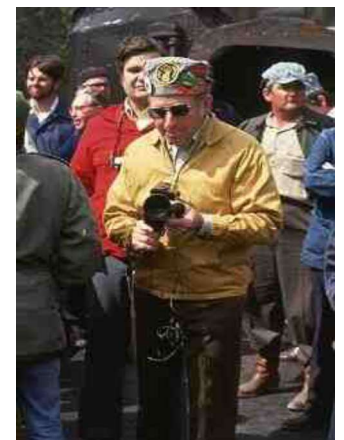
Tuesday 10/21 5:00 pm dinner, 6:00 pm meeting starts at the
MCL Cafeteria, 4485 Far Hills Ave, Kettering, OH 45429

Program

Dave Oroszi – The New York Central in Springfield, Ohio

For some time I've been talking about showing many of the pics I have collected/taken in Springfield, Ohio, of the three major railroads – NYC, PRR and DT&I. The ERIE/EL ran along the west side of Springfield, but there are not enough photos for an entire program, so I'll work the few ERIE/EL I have into these three shows. I'll start with the NYC and do the remaining two programs at another meeting.

I'm sad to report the loss of James B Rhinehart on September 7th at the age of 95. Jim was a long-time member of the Dayton railfan community and a member of just about every railroad club in town including the DRHS, MVR, CPRSS, Dayton Trolley Fans and the NMRA. He was the convention chairman for the NMRA's 1975 Rails Alive national convention that was held here in Dayton, one of the first conventions held in the then-new Dayton Convention Center. Here is a pic I took of Jim on a CRR #1 fantrip back in 1975. (Oroszi)



--- **Salisbury, N.C. (Tuesday, July 22, 2025)** – The City of Salisbury and the Historic Salisbury Foundation (HSF) are proud to announce a collaborative effort to restore and revitalize the historic Salisbury Depot. Through this partnership, the City will purchase the Depot from HSF, returning the building to its original function as a passenger rail station and launching the next phase of a broader effort to enhance transportation and preserve Salisbury's architectural heritage. (WBTV)

--- **Norfolk Southern Railway has agreed to give Amtrak trains "highest priority"** over freight trains on NS track along the passenger railroad's Crescent route, the U.S. Department of Justice (DOJ) announced yesterday. NS agreed in a settlement to resolve allegations that the Class I delayed Amtrak passenger trains on Amtrak's Crescent Route in violation of federal law by failing to give Amtrak trains preference over freight trains. As a result of the settlement, the department has moved to dismiss its lawsuit against NS, DOJ officials said in a press release. The DOJ sued NS in July 2024 for allegedly delaying passenger trains on Amtrak's Crescent route, which runs between New York City and New Orleans. NS controls 1,140 miles of the 1,377-mile route.

As part of the settlement, NS agreed to provide all Amtrak trains the highest priority; instruct its employees to give priority to Amtrak trains; require supervisor approval for any dispatching decision that does not give priority to Amtrak trains in non-emergency situations; and provide records regarding delays that Amtrak trains undergo while traveling on the Crescent Route controlled by NS.

NS has also pledged to assist the DOJ in determining the root cause of any delays to Amtrak Crescent Route trains. NS's vice president of compliance will certify annually that NS is in compliance with the agreement and its obligations under the law to provide Amtrak trains preference, DOJ officials said. (www.progressiverailroading.com)

--- **Norfolk Southern Cleanup** - Dayton leaders say Norfolk Southern has agreed to clean up and take better care of a blighted, vacated rail line that the city has been trying to purchase for nearly a decade to turn into a new recreational trail. Dayton has spent tens of thousands of dollars mowing and removing trash and overgrowth from a 6.5-mile long unused Norfolk Southern rail line that the company has neglected for years, says a February 2025 report the city created to assess the rail line's conditions. Dayton City Commissioner Chris Shaw said Norfolk Southern also is responsible for the bridges along the rail line that are in bad condition and likely need to be repaired or replaced. "The negotiation with Norfolk Southern overall has turned a corner," he said. "I view this as a reset."

A spokesperson for Norfolk Southern said, "While no agreements have been made, we continue to meet with city officials to discuss the details of the railroad corridor, including maintenance and the possibility of a potential sale. We remain open to a sale that will deliver mutual benefits for both parties and plan to continue those discussions with the city." Since 2016, the city has tried to buy a 6.5-mile unused track that it wants to turn into a new multiuse recreational trail with park-like amenities called the "Flight Line." The rail line goes through or touches about eight city neighborhoods before it ends in Kettering. The city's 2025 report says that two of the four bridges along the rail line are in "poor" or "serious" condition. The city says removing, repairing and replacing the bridges could cost more than \$2.5 million.

Shaw, however, said Norfolk Southern no longer would be on the hook for removal, repair and replacement costs if the company sells the rail line to the city. City officials say they want the bridge repair and replacement costs to be reflected in the asking price. Shaw also said Norfolk Southern has indicated that it is willing to pay for a third-party company to conduct an appraisal of the rail line to try to determine its market value. He said hopefully that will help purchase negotiations. This line was the former Cincinnati, Lebanon and Northern that branched off of the PRR main at Clement Yard in East Dayton. It had most recently been used to access the former Delphi plant on Woodman Ave. (Dayton Daily News)

--- **Coal Towers Came Down** - Two vestiges of the steam era have succumbed to the wrecker. The former C&NW coal tower at Nelson, IL and the former Michigan Central/New York Central coal tower at Michigan City, IN have been torn down. (various internet sources)

--- **Cincinnati, OH (9/3/25)** – The Cincinnati Scenic Railway is proud to announce an agreement with the Roanoke Chapter of the National Railway Historical Society (NRHS) to acquire Nickel Plate Road GP9 #532. Now, through this agreement, the Cincinnati Scenic Railway will acquire #532, providing the opportunity for the locomotive to be restored and returned to service. (Cincinnati Scenic Railway Facebook)



ABOVE: Westbound 5391 leaving Springfield sometime in the mid-1950s. (Pat Carmody)

New York Central System Control Tower In West End Of City To Be Dismantled



This West End tower of the New York Central System, a Springfield landmark, is to be

dismantled. Service from it will be discontinued Thursday and the telegraph interlock opera-

tors there will be either transferred or retired. The tower is located near where Route 40 (Main st.) crosses the New York Central tracks in the extreme western part of the city.



HERBERT L. CRIST



RAY H. ASHENFELTER

An old Springfield landmark is about to be eliminated. And with its elimination goes the presence of two men who, between them, have spent approximately 80 years there.

Officials of the New York Central System here announced Wednesday that service from its West End tower will be discontinued Thursday. It means the passing of a railroad landmark which has served the community since the turn of the century and a change of scenery for Ray H. Ashenfelter and Herbert L. Crist.

Mr. Ashenfelter, a resident and former mayor of Donnelsville, has been in the employ of NYC since 1907 and worked practically all of those 46 years in the West End tower. Although Mr. Crist, who lives at 311 S. Western av., has been on the railroad three years longer than Mr. Ashenfelter, he did not go to the tower until 1920.

Both have seen many progressive changes since taking their stations at the tower—both in the growth of the area and in the methods of transportation. Automobiles were almost unknown here when Mr. Ashenfelter started work at the tower and there still were a great many horses and buggies when Mr. Crist began work at West End 13 years later.

When the railroad announced its plans to eliminate the tower and have the switches controlling NYC traffic in the west end handled by operators in the Cold Springs tower, one-half mile west of the Durbin station, both Mr. Ashenfelter and Mr. Crist reminisced about things of importance that happened in West End while they were there. They found their experiences during the 1913 flood were the most exciting. Mr. Crist was caught in the flood at Dayton at the time, and Mr. Ashenfelter was isolated in this area several days, until trains could be repaired and run again.

The New York Central System gives its telegraph interlock operators who control signals 10 days to decide what they want to do when a tower is dismantled and service there discontinued. Mr. Crist, who was 72 last November, plans to retire. Mr. Ashenfelter,

64, will be transferred to another location.

A third telegraph operator at the tower, Paul Ennis, will be transferred, too. He has been with NYC since 1946, the last year of which was at West End.

BELOW: Westbound freight in April 1964 at West End after the tower was removed. The tower was located about where that white box is on the left. The tracks to the right were once the P&E tracks, but by this time only went a little farther to serve some industry.

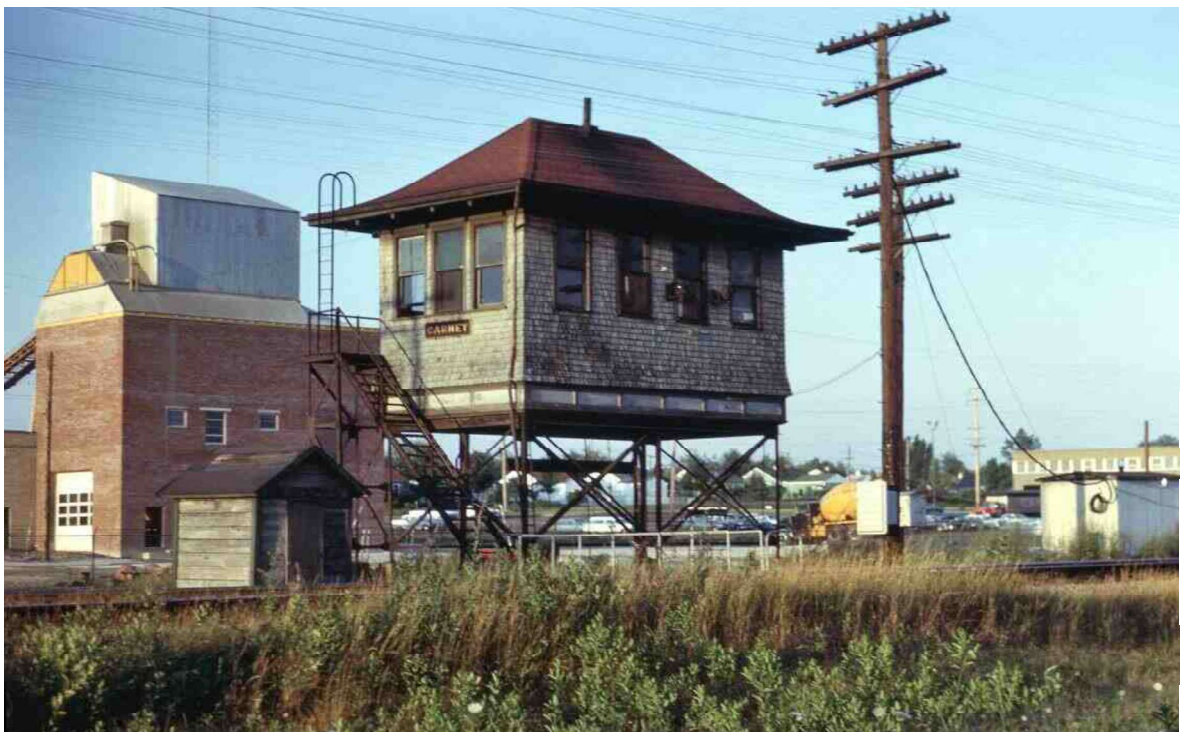
(D. P. Oroszi Collection)

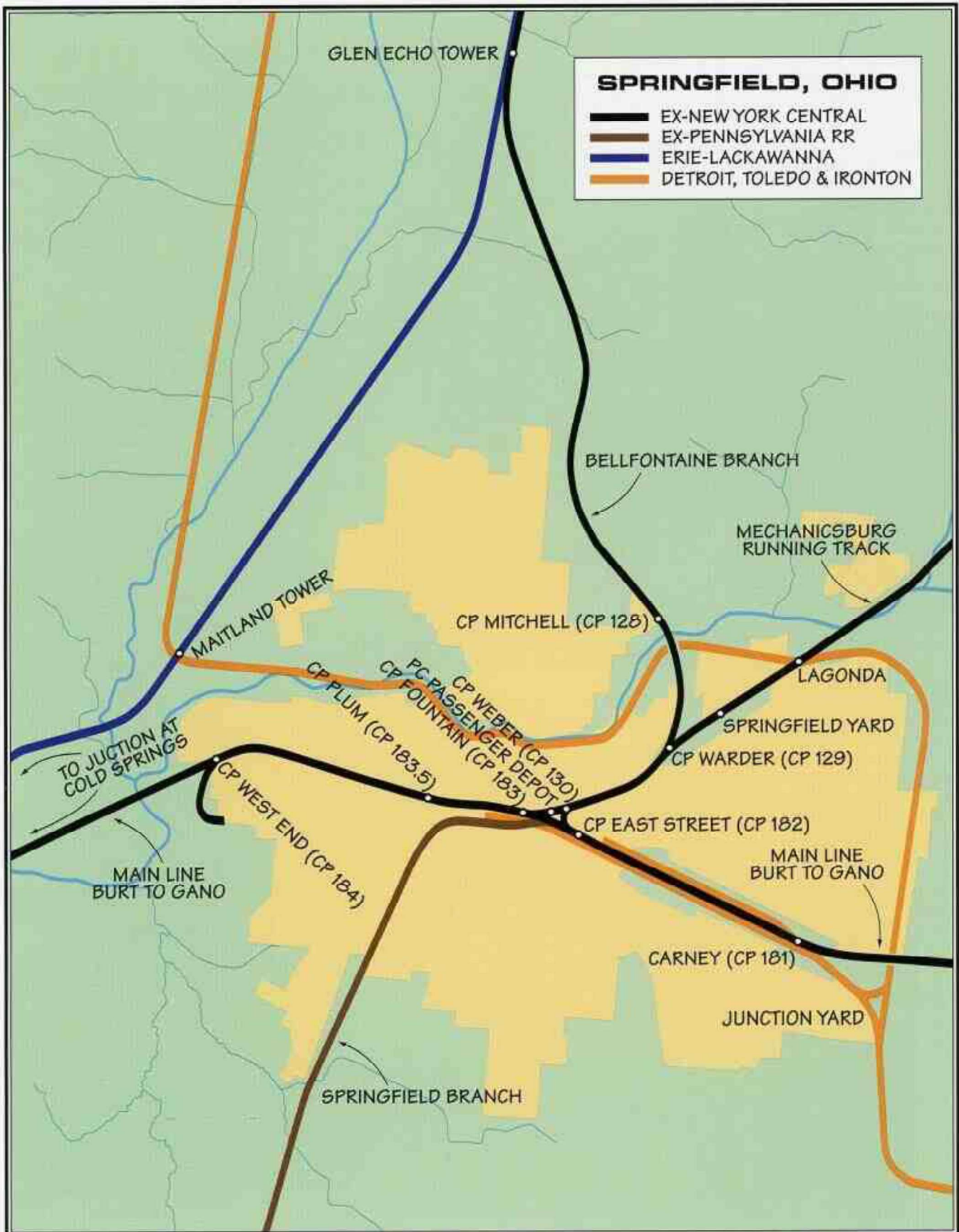




ABOVE: Eastbound train #426 passing NYC's East St Tower on 10//21/1955. This tower stood a few blocks east of the NYC depot when the NYC crossed the DT&I going to their roundhouse. (Eldon Neff)

BELOW: NYC's Carney Tower on the east side of town where the DT&I again crossed the NYC. This view is looking northeast in August 1966. (Fred Fox)





UPCOMING EVENTS edited by Art Kinser

4-5 OCT 2025, Train Show, Cuyahoga County Fairgrounds, 19201 Bagley, Middleburg Heights, Ohio
Sat & Sun 10:00am-4:00pm, Adm \$15 two days, \$10 one day, Info www.thegreatbreatrainshow.org

11-12 OCT 2025, Train Show, Lakota West High School, 8940 Union Centre Blvd., West Chester, Ohio
Sat & Sun 10:00am-4:00pm, Adm \$10

18 OCT 2025, Train Show, Allen County War Memorial Coliseum, 4000 Parnell Avenue,
Fort Wayne, Indiana, Sat 10:00am-4:00pm, Adm \$8

1-2 NOV 2025, Train Show, Montgomery Co. Fairgrounds & Event Center, 645 Infirmary Road,
Dayton, Ohio, Sat 11:00am-5:00pm, Sun 11:00am-4:00pm, Adm \$10,
Info www.DaytonTrainShow.com

8 NOV 2025, Open House, Crossroads Railroad Club, 304 North Dixie Drive, Vandalia, Ohio, Sat
11:00am-5:00pm, Adm FREE, Info www.crossroadsrr.com

22 NOV 2025, Train Show, Cuyahoga County Fairgrounds, 164 Eastland Rd. (Gate 2), Berea, Ohio
Sat 10:00am-3:00pm, Adm \$6

6 Dec 2025, Train Show, Ohio Expo Center-Lausche Bldg., 717 East 17th Ave, Columbus, Ohio
Sat 9:00am-4:00pm, <https://www.gserr.com/shows.htm>

7 DEC 2025, Springfield Train Show, Clark County Fairgrounds, 4401 South Charleston Pike,
Springfield, Ohio, Sun 10:00am-3:00pm, Adm \$5

13 DEC 2025, Train Show, Allen County Fairgrounds, 2750 Harding Highway, Lima, Ohio
Sat 10:00am-3:00pm, Adm \$5

14 DEC 2025, Train Show, Knights of Columbus Hall, 988 Cherry Road NW, Massillon, Ohio
Sun 10:00am-3:00pm, Adm \$5, Info www.citrains.com

3 JAN 2026, Train Show, Emidio & Sons Expo Center, 48 East Bath Road, Cuyahoga Falls, Ohio,
Sat 10:00am-3:00pm, Adm \$6, Info www.cvsga.com

24 JAN 2026, Train Show, Cuyahoga County Fairgrounds, 164 Eastland Rd. (Gate 2), Berea, Ohio,
Sat 10:00am-3:00pm, Adm \$6

14 FEB 2026, Train Show, Richmond High School Cafeteria, 380 Hub Etchison Parkway, Richmond,
Indiana, Sat 10:00am-3:00pm, Adm \$5

21 FEB 2026, Train Show, Independence High School Fieldhouse, 6354 Selig Dr., Independence, Ohio,
Sat 10:00am-3:00pm, Adm \$8

**DRHS/David Oroszi
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FIRST CLASS MAIL

Dayton Railway Historical Society and Miami Valley Railfans Subdivision

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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. 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.