

Ties & Tracks



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

Volume 50

#8 Sept 2026

Miami Valley Railfan Subdivision Meeting Time/Place

Saturday 9/12 10:00 am to 10:00 pm at the former PRR Richmond, Indiana depot
900 N E St, Richmond, IN 47374

Program

This is another joint meeting with the Railfans of Indianapolis
Slides/digital by the attendees.

Breakfast

For anybody interested, a group usually meets for breakfast about 8:00 am at the Iron Skillet,
Petro Truck stop on the northeast corner of I70 and US route 40. Everyone is welcome.

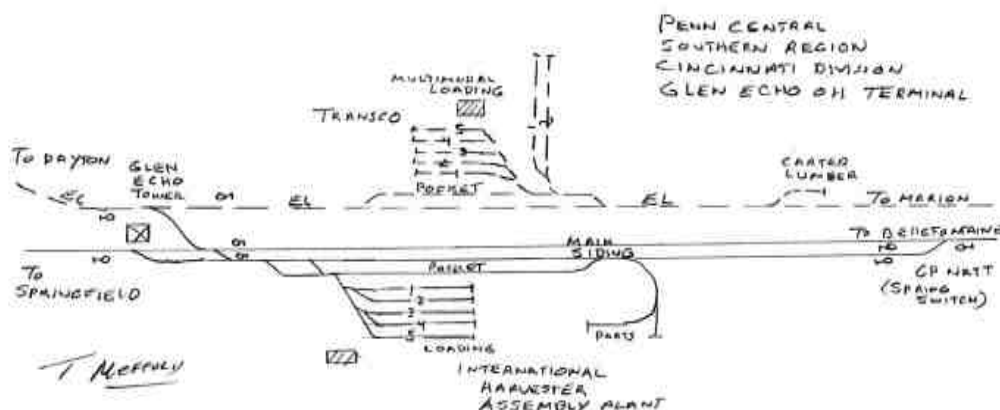
Like in the past everyone is on their own for lunch and dinner. And don't forget to bring your
camera as NS usually runs a few trains while we are there.

DRHS Meeting Time/Place

The is no meeting in September.

We are hoping for October to have our first meeting at the Carillon Park's Mark & Paula Hurd
NCR Archive Center (I know it's a long name) at 2185 Heritage Point Dr, Dayton, OH 45409.

Will have a map in the next Ties & Tracks.



-- **Connersville, IN – The Whitewater Valley Railroad** recently sustained major damage due to catastrophic flooding. On August 13 the West Fork of the Whitewater River crested at an unprecedented 21.78 feet at Alpine, Indiana. Because the railroad follows the historic Whitewater Canal towpath alongside the river, the line received the full force of the floodwaters. The railroad is still assessing the full extent of the damage, but it is already clear that significant work lies ahead before trains can safely operate again.

The Whitewater Valley Railroad is a volunteer-operated 501(c)(3) nonprofit railroad museum dedicated to preservation, restoration, and education. Donations are tax-deductible to the extent permitted by law. Check out their website if you want to help them out with a donation. <https://whitewatervalleyrr.org/>

-- **The Ohio Rail Development Commission** (Rail Commission) approved grant funding for several projects at its recent meeting held on July 23, 2026 in Columbus. This grant funding will assist four projects across Ohio with improvements such as needed rail access and critical repairs to existing rail infrastructure. In total, the approximately \$1.4 million in grant assistance approved by the Rail Commission will result in greater than \$350 million in rail infrastructure investment around the state. The Commission also approved the extension of an operating lease of 25 years for the Columbus & Ohio River Rail Road on the state-owned Panhandle rail line.

A \$160,000 grant to Tower Automotive Operations USA was approved by the Rail Commission to expand the company's on-site rail infrastructure at its Bellevue facility. Tower Automotive plans to add an additional 215,000 square feet to its current facility in order to meet the demand of future business. Tower Automotive will invest more than \$325 million in this project.

Akron Barberton Cluster Railway (ABC) was approved for a grant in the amount of \$700,000 to assist with the replacement of the bridge superstructure over the railroad's Ravenna Line in Kent due to excessive deterioration. This bridge is a critical piece of infrastructure along ABC's Ravenna Line; currently servicing two customers across the bridge. The total project investment is estimated at more than \$1.4 million.

A grant in the amount of \$500,000 was approved for Wheeling & Lake Erie Railway in support of a bridge reconstruction project in the City of Akron. Wheeling & Lake Erie Railway will invest more than \$2.3 million in this project. Replacement of this bridge, located at Milepost 161.09 which crosses Silver Street in Akron, is critical as the bridge is at the end of its useful life due to deterioration. Originally constructed in 1900, this bridge replacement will help to increase safety of operations and improve connections between rail and other modes of transportation.

G&D Trucking/Hoffman Transportation was approved for a \$100,000 grant from the Rail Commission in support of the construction of a new rail spur and storage track to serve the current company's current facility located in Columbus Grove. This project establishes G&D Trucking/Hoffman Transportation as Ohio's first transload and warehousing facility in the state, enabling significant transloading capacity for an underserved region. G&D Trucking/Hoffman Transportation plans to invest approximately \$25-\$30 million in this project.

In other business, the Commission approved an extension to the Columbus & Ohio River Rail Road's lease of the state-owned line between Columbus and the Ohio River. In exchange for extending the lease, the railroad has agreed to invest and expand the capacity of the line. (rail.ohio.gov/)

-- **Nashville, TN - Nashville, Chattanooga & St. Louis Railway 4-8-4 No. 576** has recently completed its first steam test since restoration began. The engine is being restored by the Nashville Steam Preservation Society who plans to run excursions with it in 2027 over the Nashville & Eastern Railroad in partnership with the Tennessee Central Railway Museum. The #576 resided in Nashville's Centennial Park from 1953 until 2019 when it was relocated to the Tennessee Central Railway Museum for restoration. (Trains NewsWire)

-- **California Moves Forward on \$3.5 Billion High-Speed Rail Track Installation.** The next stage of building California's future electrified high-speed rail system will begin this year after state officials awarded a new \$3.5 billion contract. A contractor consortium including Kiewit, Stacy Witbeck and Herzog won the contract with the California High-Speed Rail Authority board of directors, covering 119 miles of track installation, overhead contact system, train control and communications infrastructure between Merced and Bakersfield. The contract also covers tracks north and south into the future Merced and Bakersfield rail system extensions. Work is expected to begin later this year, and no scheduled completion date has been announced.

The 119 miles of future track are currently under civil construction, and the consortium's track construction will begin in phases as civil construction is finished. The Rail Authority says it has directly procured long lead materials including rail, concrete ties and ballast to accelerate the project's completion and reduce costs.

The completed rail system between Merced and Bakersfield will cut through California's Central Valley and reach speeds up to 220 mph, the authority says. It is the largest track and system installation project in the country and the first true high-speed rail track built in the Western Hemisphere, according to the authority. Work already completed on the future 119-mile rail corridor includes track installation at the southern railhead facility in Kern County, which will become the new project's staging and distribution hub; 84 miles of guideway; and 61 major structures.

Currently, 171 miles of the future high-speed rail system between Merced and Bakersfield are under design or construction, and 27 more structures are under construction across Madera, Fresno, Kings and Tulare counties.

This new \$3.5 billion contract falls under the 494-mile first phase of California's overarching high-speed rail plan, and the remainder of Phase 1 will extend the system into San Francisco and past Los Angeles, in Anaheim. Currently, 463 miles of the Phase 1 system are fully environmentally cleared and ready for construction. equipmentworld.com

-- **Frankfort, IN - Roundhouse Demolition Begins,** Turntable and Machine Shop To Remain. Excavators rolled onto the old Nickel Plate rail yard Tuesday (7/28/26), marking the start of the long-awaited demolition of the Frankfort Roundhouse, a crumbling steam-age landmark that has stood watch over the city's west side for a century. While most of the deteriorated roundhouse and coach shop structures will come down over the next few months, two of the site's most historically significant features, the Machine Shop and the roundhouse's steel turntable, will be left standing, according to the contractor overseeing the work. (clintoncountydailynews.com)

The following are newspaper articles from my dusty file cabinets - D P Oroszi

Across the River and Through the City

... Runaway flatcar's route starts at lower right

Runaway Railroad Flatcar Hurtles Untended Across 5 Miles Of City

By Jessie Donahue
Journal Herald Staff Writer

A runaway railroad flatcar hurtled like a streaking juggernaut across about five miles of Southeast and West Dayton yesterday, with traffic and pedestrians alike scurrying to get out of its path.

Powered by its own 40-ton weight, the bright red car was still traveling toward the west when a railroad yard clerk, C.

F. Hardin of 4737 Kolmar avenue, jumped aboard and managed to stop it.

Lee Ozbun, Pennsylvania railroad trainmaster, was unable to explain last night just how the flatcar, loaded with two truck trailers, managed to get loose.

It somehow came unhooked from an engine pulling 10 freight cars near Dayton State hospital at about 2 p.m.

Railroad employees apparently were unaware the car, bearing an estimated 20-ton weight, was missing until they stopped to switch it near Shroyer road.

But motorists and employees along a path from the hospital west to Broadway watched it careen wildly on its flight, narrowly missing cars, buses, buildings and other obstacles along the way.

It was first spotted by astonished employees at the Ray Bryant Chevrolet company on South Brown street after it picked up momentum coming downhill from the hospital on a switch track over Alberta street.

"I heard a roar and looked up to see something red flash by," said Mrs. Florence O'Donnell, the Bryant company's switchboard operator.

"It was going like a jet, and it missed a city bus by only inches at the crossing on Brown street."

A company salesman, Jack Towles, was in the showroom with a customer when he heard a rumble that became a roar, and looked up to see the engineless car flash by.

"It was really moving, I'd guess at 70 or 80 miles an hour," he said. "I was amazed when it

(Continued On Page 28)



Steam-diesel team. Mikado helper No. 4493, now 463, Class S-1, assisted two-unit diesel No. 127, now 4434, Class FE-2, out of Dayton, Ohio, with an extra freight train consisting of 139 cars bound for Washington Court, Ohio, in July, 1956; OCTOBER, 1957



Hardin

Runaway Railroad Flatcar Hurles Untended Across 5 Miles of City

Dayton Daily News 1962

(Continued From Page 1)

missed the bus, which had stopped for the railroad track. It was one chance in a thousand there were no cars on the street. It went through like greased lightning."

Startled employees at the National Cash Register company saw the red car streak around a curve and across Rubicon street toward Main street.

"It rocked and tilted and swayed," reported a laboratory technician, Ernest Cumming. "It looked like it would tip over for sure as it rounded the curve. We held our breath, and somebody screamed. It looked like it'd jump the tracks and smash at least 50 cars in the parking lot or ram into our building."

But the berserk flatcar sped on. Fate was on the side of motorists on Main street. It missed them all.

On it sped, crossing the Pat-

erson boulevard overhead and tearing westward across the Miami River bridge.

Again it missed traffic as it hurtled across Washington street, leaving the Pennsylvania tracks on an open switch to the Baltimore and Ohio line.

Hardin sat in his office at the B&O switching yard as the car came rolling through. He looked up, expecting a train, but saw only the flatcar.

"I took out after it," said Hardin.

"I got out the door and around the side of the building and I'd had three more steps to go. I'd have missed it. I ran like a wild man, thinking only that it was headed toward traffic on those two crossings at Bolander and Broadway.

"It was rolling about 25 miles an hour when I managed to grab the grabiron with my left hand and pull myself aboard. But the brake was at the other end of the car.

"I got a hold on the trailer and edged along the side of the car towards the brake. It crossed Bolander and I could see motorists scrambling and staring as it whizzed by.

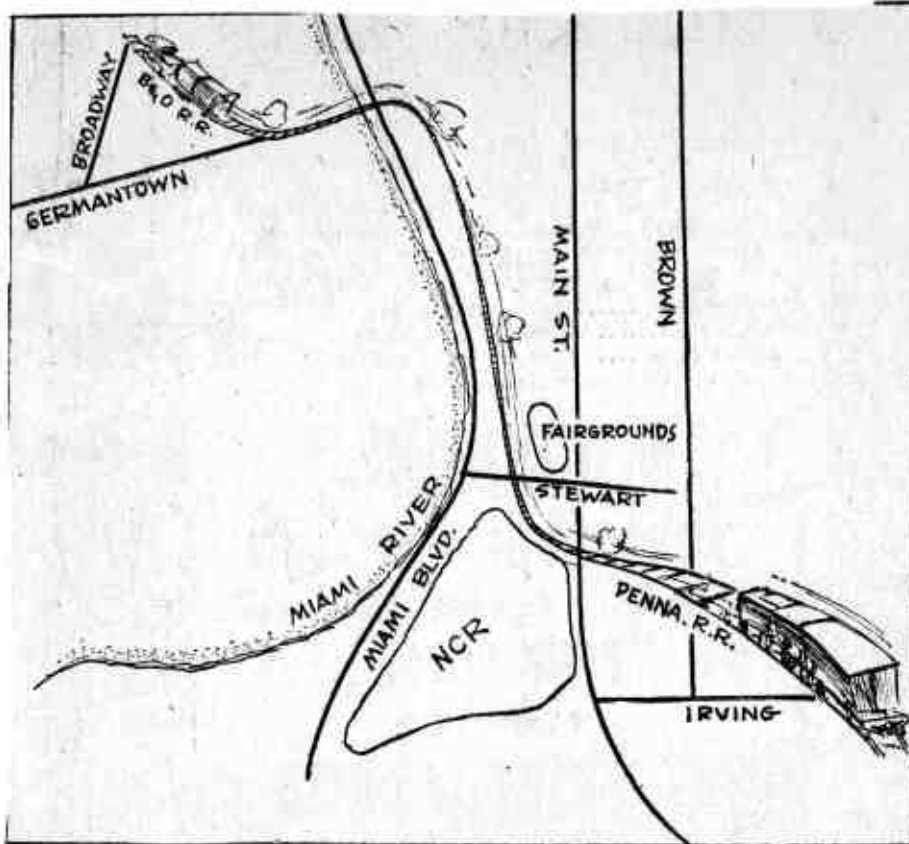
"The flashers turned on or it'd have clobbered something for sure. I got to the brake and got it slowed at Broadway, then eased it across to clear traffic and brought it to a stop. The brakes worked fine," he said.

"I never thought I was risking my own neck. You don't think at a time like that." Now 38, Hardin has worked for the railroad since he was 15.

Ben Dickerson, B&O trainmaster, said: "It took a lot of nerve and we're proud of that boy."

Ozbun said children may have released the car, or couplings could have snapped. A check is being made to see how the flatcar got loose.

Paul E. Poole, superintendent for the Union Railway company, said: "That switch track is rarely used by trains. It sure shook everyone up to see a lone car come flying through there."



Sunday, July 25, 1971

FEAR FOR NEXT YEAR

'Trolley Nuts' Take Annual Ride

By JIM BOHMAN
Daily News Staff Writer

Bus companies are failing in many cities, Dayton included, because of citizen indifference. But in Dayton Saturday a hard core of trolley bus fanciers exulted in their love of electric mass transit with a long, long bus ride.

For eight hours they rode, talked, and reminisced with appropriate hyperbole about ancient days of traction lines, the bygone era of street cars

and the dying days of the electric trolley—and urban mass transit in general.

IT WAS THE annual excursion for local bus fans. A group of men interested in trolleys and electric transportation who once a year charter a City Transit trolley and take the grand tour.

"They call us trolley nuts," said Russ Lyle, 73, of Marson Dr., "but that's all right. It's a

"It's just a loose-knit

group," said Ed O'Meara, 1120 E. Huffman Ave., organizer of the excursion. "We don't have any official dues or whatever."

O'Meara, 41, an office worker at GHR foundry, said the group of about 20 men, ranging in age from 40 to the 70s, might be called a continuation of the old Dayton Street Car Riders association that ran annual excursions on the various city lines until rail-riding street cars were phased out in 1947. The yearly trolley

bus fan trips were begun in 1959.

FOR SATURDAY'S trip, William Owens, City Transit president, rolled out the company's one and only fancy new "1971 Trolley bus." It's the one that looks like other modern diesel buses except for the twin trolleys that slope up to the overhead electric wires. All other City Transit electrics have seen numerous years of service.

"Dayton is one of the last

cities with trolleys," said O'Meara. "The others are Boston, Philadelphia, Chicago, Seattle and San Francisco."

Cards were sent out and a few out-of-town bus fans from Toronto, Chicago and Cincinnati joined today's ride. Other

cities have similar events.

O'Meara admits the future of trolleys and even city bus service is murky, especially if the Regional Transit authority's one mill levy for buses election. "It's a very 'iffy'"

situation," he noted. Next year there might not be any trolleys to ride.

BUT LYLE a retired Wright-Patterson Air Force base employee, believes people will support the bus levy. People he knows are in agreement

that the public transit must be kept alive.

But the self-described "bus nut," who recalls riding to Detroit on the old traction line, admits his views are more than a little colored by his love for buses.

5-25-1969 DDN

Train Travel Not Bad If You Can Find One

COST BARGAIN

By JIM BLAND
Daily News Staff Writer

At \$5.75, the two hour-plus passenger train trip between Indianapolis and Dayton is a major bargain, if you can afford the luxury of the once-a-day schedule proposed.



After a 35-minute flight last week to Indianapolis at an air fare of \$15, Bland

this reporter decided to ride the Penn-Central's Penn-Texas train back to Dayton.

If the Penn-Central people have their way, come July 20, the train which operates on the St. Louis-New York City run and its mate which runs in the other direction will be discontinued.

THAT WOULD leave one morning and one evening run in each direction, which appears likely to reduce even further the use of the trains by the public.

Union Station, the Indianapolis terminal, is like most

others in the country now—dingy, nearly deserted, a sad reminder of the heyday of passenger trains.

The train arrived on time, but departed 20 minutes late after about 10 persons boarded. It was a mixture of two passenger cars, a combination dining-club car, a couple of sleepers and baggage cars.

THE PASSENGER cars offered roomy, comfortable seats with plenty of space to stretch out in, a big window at each seat and air-conditioning. It was like the airliners were a few years ago.

The airlines still offer more cheerful surroundings with their pastels. The rail car was painted a dull Navy gray inside and the upholstery was a dark blue-black-gray mixture. It was clean but spartan.

The conductor and trainman were courteous and helpful. The ride was rough occasionally, with the car swaying as it passed over some sections of roadbed, but generally it was conducive to napping.

PASTORAL SCENES flashed by, a sharp contrast to the

signs, junkyards and other additions to nature to which the motorist is treated.

There was a brief stop at the ancient station at Richmond, Ind., then a quick jaunt through western Ohio and into Trotwood where the train slowed for entry into Dayton's west side.

Sad to say, the trip through West Dayton's slums and industrial area provided the most unpleasant scenes on the entire journey.

Arrival in Dayton at 5:35 p.m. was one-half hour behind schedule. About a half dozen passengers detrained. The terminal, again, was virtually deserted although there was one porter on duty.

IN CONTRAST to airports, there were no taxicabs outside and one had to be called. That was the major inconvenience of the entire trip.

On a trip of this length, it was an adventure, competitive with the auto and airplane in time, cost and comfort. It's difficult to believe that the railroads could not truly compete for passenger service, if they chose to.

UPCOMING EVENTS edited by Art Kinser

12 SEP 2026, Buckeye Train Show, Der Dutchman, 445 South Jefferson Avenue (Rte. 42), Plain City, Ohio, Sat 10:00am-3:00pm, Adm \$6

19 SEP 2026, Train Show, Cuyahoga County Fairgrounds, 164 Eastland Road (Gate 2), Berea, Ohio, Sat 10:00am-3:00pm, Adm \$6, Info www.greatlakestca.org

26 SEP 2026, Fall Train Show, Youngstown Saxon Club, 710 South Meridian Road, Youngstown, Ohio, Sat 9:00am-2:00pm, Adm \$8

3-4 OCT 2026, Berea Train Show, Cuyahoga County Fairgrounds, 19201 East Bagley Rd., Berea, Ohio, Sat-Sun 10:00am-4:00pm, Adm \$10 one day, \$15 two days, Info www.thegreatbreatrainshow.org

10-11 OCT 2026, Cincinnati Train Show, Lakota West High School, 8940 Union Centre Blvd., West Chester, Ohio, Sat-Sun 10:00am-4:00pm, Adm \$10, Info www.cincy-div7.org

11 OCT 2026, Canfield Train Show, Canfield Fairgrounds, Gate 9 St. Rte. 46, Canfield, Ohio Sun 10:00am-3:00pm, Adm \$8

17 OCT 2026, Coshocton Train Show, Coshocton County Career Center, 23640 Airport Road, Coshocton, Ohio, Sat 10:00am-3:00pm, Adm \$5, Info www.coshoctontrainshow.com

25 OCT 2026, NMRA Division 6 Train Show, Pritchard Laughlin Civic Center, 7033 Glenn Highway, Cambridge, Ohio, Sun 10:00am-3:00pm, Adm \$5, Info www.nmrabuckeyedivision.org/train-show

25 OCT 2026, Medina Model Railroad Show, Medina Fairgrounds, 735 Lafayette Rd., Medina, Ohio, Sun 9:00am-3:00pm, Adm \$8, Info www.conraddowdell.com

7-8 NOV 2026, Dayton 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

5 Dec 2026, Train Show, Ohio Expo Center-Lausche Bldg., 717 East 17th Ave, Columbus, Ohio, Sat 9:00am-4:00pm, <https://www.gserr.com/shows.htm>

6 DEC 2026, Springfield Train Show, Clark County Fairgrounds, 4401 South Charleston Pike, Springfield, Ohio, Sun 10:00am-3:00pm, Adm \$5

12 DEC 2026, Lima Train Show, Allen County Fairgrounds, 2750 Harding Highway, Lima, Ohio, Sat 10:00am-3:00pm, Adm \$5

**DRHS/David 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

President:	David Oroszi	david.oroszi@usa.net	937-238-5655
Vice President:	Tom Morrow	rtm@trolleybuses.net	
Treasurer:	Tom Grady	tgrady1956@gmail.com	937-277-3406
Secretary:	George Vergamini	VERG3317@yahoo.com	
Trustee:	Jim Gumbert	otown@frontier.com	
Trustee & MVR Super:	Rick Acton, Jr	richard.acton9@icloud.com	
Trustee & MVR Asst Super:	Steve Fuchs	stalbanmedia@yahoo.com	
Editor:	David Oroszi	david.oroszi@usa.net	937-238-5655
News:	Bill Haines	oldopr@yahoo.com	

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.