

Ties & Tracks



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

Volume 50

#9 Oct 2026

Miami Valley Railfan Subdivision Meeting Time/Place

Saturday 10/10 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 10/20 5:00 pm dinner, 6:00 pm meeting starts at the MCL Cafeteria, 4485 Far Hills
Ave, Kettering, OH 45429**

Dave Oroszi-Trolley/Streetcar Postcard Views Around Ohio

This will be a continuation of what we started viewing at the July meeting, which are postcard views I have of trolleys and streetcars around Ohio. I have these postcards basically organized in alphabetic order by state and cities with each state. We will probably start with the local cities and then move outward from there.

If anybody would like to give a program please let me know.

Meetings at the Carillon Park Archive Center

Meetings at the new archive center building (the old Neil's Heritage House) have been put on hold for a few months. Even though the building was formally dedicated last May parts of it are simply not ready for meetings yet.

--- Update from the Whitewater Valley Railroad regarding their efforts to recover from flood damage: Thanks to the incredible generosity of our supporters, Whitewater Valley Railroad has officially reached our \$40,000 flood recovery fundraising goal! Every donation, every share, every volunteer hour, and every word of encouragement has helped us get one step closer to rebuilding after the catastrophic flooding. This railroad means so much to so many, and YOU are helping make sure its story continues. We cannot thank you enough for standing with us through this recovery. The work isn't over—but together, we're getting there! Let's keep the momentum going!

It is with heavy hearts that we announce the Whitewater Valley Railroad will not be operating THE POLAR EXPRESS™ Train Ride this holiday season. In the early morning hours of August 13, 2026, the West Fork of the Whitewater River crested at an unprecedented 21.78 feet at Alpine, Indiana. Because our railroad follows the historic Whitewater Canal towpath alongside the river, our line received the full force of the catastrophic floodwaters. While recovery efforts are actively underway, the extensive damage to our tracks and equipment means significant work lies ahead before trains can operate again. We know how much this holiday tradition means to so many families, and we share in your disappointment. If you have already purchased tickets, full refunds will be issued in the coming days. Thank you for your patience, understanding, and continued support as we rebuild.

The Whitewater Valley is offering motorcar rides at Metamora, IN to raise funds for flood recovery. Schedule: Every Saturday & Sunday from 11:00 a.m. to 4:00 p.m. (Through October 31). Tickets: Available in person at the Metamora Ticket Office (19056 Main Street, Metamora). Suggested Donation: \$10 per rider. All proceeds directly support repairs to our track, locomotives, coaches, and cabooses. (Whatewater Valley)

--- Florida's high-speed railroad Brightline is planning an imminent chapter 11 bankruptcy filing in New Jersey, according to people familiar with the matter. The Fortress Investment Group-backed company plans to cut its debt to roughly \$2.7 billion as part of the restructuring, down from about \$5.5 billion, said the people. A group of municipal bondholders and lenders, including Assured Guaranty, BlackRock, First Eagle, Invesco, Nomura and Nuveen, agreed to provide \$490 million in exit financing, they said.

Brightline's operating company will remain outside chapter 11 to keep the train line operational while the company restructures its capital structure through its holding company in bankruptcy, the people said. Brightline is expected to finalize and potentially distribute a restructuring support agreement as soon as Thursday. The company's \$2.2 billion in senior secured debt will remain outstanding in the reorganized Brightline, the people said. The nation's largest private intercity rail operator has struggled with tepid ridership growth that failed to produce the revenue needed to service its heavy debt burden.

In April, the railroad issued a going-concern warning, cautioning that it lacked the liquidity to sustain it as a viable business and raising the possibility of bankruptcy. The warning triggered a jockeying for control among senior municipal bondholders, bond insurers and junior debtholders offering competing financing that could either stave off a bankruptcy filing or fund the proceeding. Brightline also faces personal-injury lawsuits tied to fatal accidents on its track, though it hasn't been held liable. (Wall Street Journal)

--- **The Greenbrier Companies, Inc.** received orders for 3,400 new railcars with an aggregate value of approximately \$600 million during its fiscal fourth quarter ended Aug.31, 2026. The orders, the company said, "span a range of railcar types and end markets." Among them are 780 railcars for the government-owned Saudi Arabia. (railwayage.com)

--- **BORGER, Texas — OmniTRAX** has introduced a new technology on a Texas short line that monitors dark territory for train presence, broken rails, and track temperatures 24 hours a day. The Advanced Rail Condition Detector and TrueTemp Link, from Athena Industrial Services, have been deployed on the Panhandle Northern Railroad, a 31-mile former Santa Fe line between Borger and Panhandle, Texas. "The Panhandle's wide-ranging winter and summer temperatures pose serious environment challenges that require 24/7 attention to maintain operational integrity," Sergio Sabatini, OmniTRAX president and chief operating officer, said in a press release. "Athena's cutting-edge safety technology provides critical rail monitoring in the Texas Panhandle's extreme temperatures. Athena continuously evaluates rail conditions, adding a vital element of infrastructure safety to keep Texas supply chains moving." (Trains NewsWire)

--- **August 4, 2026 – Port Clinton, PA – Reading & Northern Railroad** handled 19,000 carloads in the first six months of 2026, a record volume for the first six months of any year in its history. Traffic was strong in all of R&N's diverse traffic groups. Although the largest growth was in frac sand and rock salt the carload leaders remained forest products, over 5000 carloads, and anthracite coal, over 4000 carloads. Overall traffic is running 20% higher than last year's volume.

Andy Muller, R&N Owner/CEO attributed the phenomenal performance in the first six months of the year to the amazing, committed work force. "We have a great group of men and women who strive to exceed our customer's expectations. Our results prove that when you keep your customers happy, they will reward you with more business. Whether that is our freight business, or our passenger team who just delivered with our Big Boy trips, R&N people keep showing the world what we can do!" (rbmnrr.com)

--- **Pittsburgh Regional Transit to get nearly \$83 million for new light rail cars.** U.S. Reps. Chris Deluzio and Summer Lee on Tuesday announced \$82.7 million will come from the Rail Vehicle Replacement program, which provides grants to local public transit. PRT CEO Katharine Kelleman says the investment will help put safer, smoother and more accessible trains on the tracks. In a statement, Lee and Deluzio said the money will help PRT buy 45 new 170-foot vehicles for the "T" system.

"The new vehicles will replace PRT's 76 existing 80-foot light rail vehicles, which are more than 30 years old and reached technical obsolescence," the statement said. "These purchases will help modernize the trains, preserve service, reduce service disruptions, save energy across the light rail network, improve the rider experience, and strengthen the transportation infrastructure that working families and businesses count on every day." (wtac.com)

The Dispatcher's Line

continued

--- **NS Peavine** - Norfolk Southern (NS) officially filed in September 2026 to abandon a section of the historic "Peavine" line (the former Norfolk & Western Cincinnati District) in Scioto County, Ohio, from Milepost 80 to Milepost 105. Local officials and Scioto County Commissioners filed a petition for a Notice of Interim Trail Use (NITU) in September 2026 to convert the newly filed abandonment section into a rails-to-trails bike path. (Various Internet sources)

--- **Former Illinois Central Paducah shops have closed** - National Railway Engineering, who had been using the facility, filed for bankruptcy on April 21, 2026. Court documents indicate that NRE had previously sold the Paducah property and was leasing it back. When NRE filed for bankruptcy, the company declared its intent to shut down the Paducah facility, but wouldn't say when. After some legal back-and-forth with its landlord, NRE agreed to vacate the Paducah property by August 27. That deadline was met - just barely. In mid-August most of the locomotives stored behind the shops were gathered up and shipped to their new owner in Ohio, Larry's Truck and Electric (LTEX), where they will likely be scrapped. On August 27 the rest of the equipment inside the shops was removed. As for the buildings themselves, they've been resold. The new owners will use the facilities to fabricate steel parts for the mega-data center that will be built west of Paducah on site of the old uranium enrichment site. (Railway Preservation News)

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

This one is about a boiler explosion on the PRR at Selma, Ohio on August, 25, 1938



Daytonians On Train Unaware Of Explosion

Daytonians on the St. Louisan, the engine of which exploded near Selma, O., Thursday morning, said they knew nothing of what had occurred until some time after the train stopped.

Among the Daytonians were Frederick H. Rike, president of the Rike-Kumler Co., and Mrs. Pearl L. Smith of the Arcadia dress shop, and her son, William. They had been in New York on business. Also on the train was C. M. Verity, head of the American Rolling Mill Co., Middletown.

Rike said he was reading when the explosion occurred, but did not notice the sound or force connected with it. After the explosion the train naturally slowed down, but continued running for eight or 10 miles. During that mileage there was no one in the engine to control it. Even after the train stopped Rike said he did not realize there had been an accident until he made some inquiry as to the reason for the delay. He said he then walked up to the engine and found it greatly damaged. It required more than an hour before another engine was brought out to replace the damaged one.

Mrs. Smith told practically the same story. She added the only untoward condition she observed was the mist or steam which seemed to collect on the windows of the car in which she was riding.

Attorney Paul Rion, formerly of 1840 Rosemont blvd., Dayton, also a passenger on the train, said that the train was traveling about 60 miles an hour when steam and dirt suddenly clouded the windows. He believes the blast occurred at this moment.

ICC Experts Probe Fatal Train Blast

XENIA, Aug. 26.—Preliminary investigation of the accident in which the engineer and fireman, on a speeding Pennsylvania passenger train, were killed, near Selma, nine miles east of Xenia, Thursday, disclosed the trouble occurred in the firebox and that the locomotive boiler did not explode, as was first reported, according to J. F. Henry, Cincinnati division superintendent, who is here investigating the accident.

"External observation indicates the steel crown sheet dropped, releasing the steam," Henry said. The crown sheet is the top of the firebox. "It was most unusual. Such a thing does not happen in years. The experts will have to decide what caused the crown sheet to come down."

The locomotive was sealed up here and was taken last night to the Columbus shops where Interstate Commerce Commission safety bureau experts will examine it.

The bodies of the victims, John L. Breen, 54, engineer, and Robert H. Mitchell, 46, fireman, both of Columbus, were removed from the McMillan funeral home, Cedarville, to Columbus funeral homes.

Both men suffered fractured skulls when they apparently were forced to jump from the engine cab, which Coroner H. C. Schick said was the actual cause of their deaths. Mitchell was partly decapitated. Both men received first degree burns over their entire bodies from the escaping steam.

St. Louis bound from New York, the train ran wild downgrade for almost three miles, passing through Cedarville, before it finally stopped at the west edge of the village after gradually losing momentum. Bodies of the men were discovered by railroad section hands, who were working along the right-of-way a short distance from where the accident occurred.

Engine, Cars Run Wild For Several Miles

XENIA, Aug. 25.—A crack Pennsylvania passenger train roared out of control for four miles near here this morning after the boiler exploded, killing the engineer and the fireman. Passengers were unaware of the accident until the train coasted to a stop at the edge of Cedarville, east of here, after speeding down a long grade.

The engineer, identified as John Breen, of Columbus, and the fireman, identified as R. M. Mitchell, of Columbus, were thrown from the engine. Both were killed instantly.

The blast failed to halt the train's progress. It was believed that the momentum, combined with the acceleration gained on a down grade, carried the train to Cedarville, where the low pressure set its air brakes.

The explosion occurred two and a half miles west of Selma, nine miles east of Xenia, on the line to Columbus. The train, known as the "St. Louisan," was on a regular run from New York city to St. Louis, through Columbus, Xenia and Dayton.

The train was due at Xenia at 8:50 a. m. and at Dayton at 9:19 a. m.

Cause of the explosion was not determined immediately. Railroad officials launched an investigation.

The disabled engine was shunted to a siding here, and another locomotive was assigned to take the train on at 10:35 a. m. or one hour and 35 minutes later.

It was said that none of the passengers was injured.

The Greene co. coroner, Dr. H. C. Schick, said that the men were forced to jump from the engine when live steam filled the cab. Both men were scalded, but death was due to skull fractures suffered when they leaped, he said.

A section hand crew was working about 200 yards from the point where the engineer and fireman leaped. The workers said they saw steam pouring from the engine.

Men who were working in a stone quarry at Cedarville noticed the train did not sound its whistle as it entered the village. When the train coasted to a stop, with steam still pouring from the cab, the quarry men investigated and discovered the engine was empty.

Authorities said that the escaping steam, robbing the engine of its power, caused the train to stop.

J. F. Henry, regional superintendent of the railroad in Cincinnati, said the cause of the mishap was undetermined but that a crown sheet was down which led to the belief that cold water suddenly rushing into the hot coils caused the explosion. He said the damaged engine would be held for inspection by officials of the Interstate Commerce Commission and would probably be taken to Columbus for dismantling.

UPCOMING EVENTS edited by Art Kinser

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

14 NOV 2026, NMRA Division 8 Train Show, Family Parish Saffin Center, 3938 Poplar Level Rd., Louisville, Kentucky, Sat 10:00am-3:00pm, Adm \$6

28 NOV 2026, Indy South Train Show, Johnson County Fairgrounds, Franklin, Indiana Sat, 10:00am-2:00pm, Adm \$5

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
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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.