



Last B&O passenger train, pulled by an E-8a diesel, at Hamilton depot April 30, 1971

board or unload passengers between Cincinnati and Richmond, Ind.

The Cardinal operated over the former B&O mainline from Cincinnati to Hamilton where it followed another old B&O segment through Oxford to Cottage Grove, Ind., a few miles northwest of College Corner. There it returned to the C&O line through Richmond to Chicago.

After a two-year campaign by local governments and passenger organizations, Amtrak gained permission to add a Hamilton stop to its daily two-way service. A Chicago-bound Cardinal made its first stop in Hamilton at 12:50 p.m. Saturday, Aug. 3, 1980.

Service was interrupted 14 months later because of Amtrak budget problems and poor ridership on the Cardinal. The train was canceled Oct. 1, 1981.

When it was restored Jan. 8, 1982, the train ran only three times a week in each direction instead of daily.

Another change came in April 1986 when Amtrak was forced off the line through Richmond, Muncie, Marion, Peru and Gary in Indiana.

After 1986, the Cardinal has followed the right-of-way of the former Cincinnati, Hamilton & Indianapolis through Oxford, Connersville and Rushville into Indianapolis on its way to Chicago.

On the fall-winter 1998-1999 Amtrak schedule, the eastbound Cardinal (train 50) from Chicago stopped in Hamilton at 4:58 a.m. Wednesday, Friday and Sunday. Westbound train 51 from Washington and Cincinnati departed Hamilton at 2:30 a.m. Monday, Thursday and Saturday.

Rail distances from Hamilton via Amtrak include: Chicago, 295 miles; Indianapolis, 99; and Washington, D. C., 625 miles.

CSX in brief

Serves 20 states -- including Ohio, Indiana and Kentucky -- with about 1,240 trains a day. Serves 27 of the nation's top 50 metropolitan markets and 26 port cities, more than any other railroad. Operates 18,504 route miles with 31,365 miles of track. About 28,500 employees, 2,773 locomotives and 97,504 freight cars.

Headquarters: Jacksonville, Fla.

After the CSX and Norfolk Southern division of Conrail June 1, 1999, CSX acquired about 4,000 miles of Conrail routes, expanding CSX to about 22,300 miles in 23 states, the District of Columbia and the province of Ontario.

(Sources: CSX Transportation media kit, 1997, available via Internet, and 1999 news releases)

Railroads had some unofficial names

Remember the Long, Crooked and Dirty, the Crooked, Rough and Muddy, and the Cold, Hungry & Dirty?

Railroad names can be confusing. Mergers and bankruptcies usually cause name changes. Some simply involved substituting railway for railroad, or vice versa, in the corporate name. Others produced major alterations in the wording and sequence of company identification.

But lawyers haven't created all the names. Employees, passengers and people residing along the lines also perpetrated unofficial -- usually unwanted -- names for some railroads in Butler County.

The Louisville, Cincinnati & Dayton (LC&D) soon became the Long, Crooked and Dirty. Because of its meandering route between Hamilton and Middletown, the LC&D also was tagged the Grape Vine and the Pumpkin Vine, names attached to railroads in other areas.

The Cincinnati, Richmond & Muncie (CR&M), later a part of the C&O, was the Crooked, Rough and Muddy.

To punsters, the CH&D (Cincinnati, Hamilton & Dayton Railroad) stood for Cold, Hungry & Dirty, a representation not likely to appear in its advertising and promotional materials.

B&O meant Beefsteak & Onions and Backward & Obsolete instead of Baltimore & Ohio.

When the Pennsylvania Railroad came to Butler County in 1888, its common name was the Panhandle Railroad.

It was the Cincinnati & Richmond Railway Co., a subsidiary of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co., which in turn was part of the Pennsylvania Railroad.

The Panhandle nickname was based on the fact that an early part of the PCC&St.L crossed the "panhandle" of West Virginia, that part extending north between Ohio and Pennsylvania.

The Panhandle Railway Co. had been incorporated Jan. 15, 1868, to take over a previous company. It had a short corporate life -- being consolidated with two other roads May 14, 1868, as the Pittsburgh, Cincinnati & St. Louis Railway Co. But the shorter name remained the usual designation inside and outside the company.

The railroad that ran through Middletown and the eastern part of the county was best known as the Big Four. In April 1930, the New York Central formally leased the Big Four for 99 years.

Corporate types could declare it the New York Central, but "loyalty to the old name persists" among employees, passengers and others, wrote Alvin F. Harlow in his 1947 book, *The Road of the Century, The Story of the New York Central*.

"It is still the Big Four" in the Midwest, Harlow said.

Several lines in Butler County were consolidated as the Chessie System, a name and image popularized by Chesapeake & Ohio advertising.

Starting in 1934, Chessie, a napping cat, was depicted with the slogan "Sleep like a kitten" and later "Purrfect transportation" to promote C&O sleeping services on overnight trains. Soon "the image and the company had become inseparable," said Charles W. Turner, Thomas W. Dixon Jr. and Eugene L. Huddleston in *Chessie's Road*.

The name prevailed in 1973 when the C&O, Baltimore & Ohio and Western Maryland combined as the Chessie System.

Norfolk Southern in brief

At the start of 1999, NS served 20 states -- including Ohio, Kentucky and Indiana -- with coal representing 31 percent of its revenue.

It operated 14,415 route miles with 25,253 miles of track. About 23,320 employees in its rail business with 2,200 locomotives and 91,287 freight cars.

Headquarters: Norfolk, Va.

After the CSX and Norfolk Southern division of Conrail June 1, 1999, NS acquired about 7,200 miles of Conrail routes, expanding NS to about 21,600 miles in 23 states, the District of Columbia, Montreal and the province of Ontario.

(Sources: Norfolk Southern corporate profile, 1997, available via Internet, and 1999 news releases)

Triple Crown trains familiar sights on Norfolk Southern in 1990s

Familiar sights in the 1990s on Norfolk Southern tracks in Butler County are full trains of semi-trailers marked with the Triple Crown logo.

Triple Crown Services Co. describes itself as specializing "in the bi-modal transportation of general commodity shipments using uniquely designed semi-trailers that can be pulled over the road by tractor and couple for movement by rail." It also is "capable of providing service as an all highway motor carrier."

Triple Crown -- a partnership of subsidiaries of Norfolk Southern and Conrail -- started in 1986.

It featured intermodal RoadRailer trailers that, the company said, "can go anywhere and do anything a conventional trailer can do, plus it has the self-contained capability of riding directly on the railway rails."

Triple Crown's trailers have a dual mode air suspension system that "not only facilitates intermodal transfer, but also provides maximum

cargo protection by providing air-ride cushioning both on the highway and on the rails." the company explained. "Slack-free couplers virtually eliminate damage as well as the need for blocking and bracing usually associated with conventional intermodal transportation."

County destination for CSX juice train

A recent addition to the Butler County rail scene is the Tropicana Juice Train, operated by CSX to a Tropicana distribution center in Union Township. In August 1996, Tropicana Dole Beverages North America announced plans to build an \$11 million, 100,000 square foot facility on Ohio 747, just north of Crescentville Road as a distribution point for 12 states.

The first juice train originated in Bradenton, Fla., and, CSX said, "receives premium handling all the way to Baltimore's Bayview Yard, where Conrail carries it to Kearney, N. J." The juice train supplying the Union Township warehouse also starts in Bradenton.

Compliments of . . .

**JOHN F.
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**PROSECUTING ATTORNEY
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Paid for by Prosecutor John Holcomb Committee,
311 Six South Second Street, Hamilton, Ohio 45011,
Walter F. Mayer, Chairman

B&O, C&O, Chessie, CSX chronology, 1962-99

Dec. 31, 1962, Interstate Commerce Commission approved Chesapeake & Ohio acquiring stock control of the B&O.

February 1963, Baltimore & Ohio, Chesapeake & Ohio and Western Maryland railroads become the Chessie System. Trains through Butler County continued to be identified as either B&O or C&O.

Feb. 26, 1973, Chessie System Inc. and Chessie System Railroads adopted as new name for combined C&O, B&O and other lines.

Nov. 1, 1980, CSX Corp. formed by merger of Chessie System Inc. and Seaboard Coast Line Industries.

April 30, 1987, Baltimore & Ohio name dropped as B&O was merged into the C&O.

Sept. 2, 1987, Chesapeake & Ohio name disappears with C&O merged into CSX Transportation.

July 23, 1998, the U. S. Surface Transportation Board approved dividing Conrail among the Norfolk Southern and CSX.

June 1, 1999, split of Conrail between CSX and Norfolk Southern effective.



This was the eastbound Cardinal, Amtrak train No. 50, approaching the Front and Sycamore streets crossing. June 1997 photo by Bryan Malone

The Cardinal: great destinations

(The following description of the Cardinal route and services was obtained from Amtrak's Internet site, www.amtrak.com. See page 102 for route and mileage.)

Every Amtrak train takes you to great vacation destinations -- and the Cardinal is no exception.

It visits the marvelous historic attractions of our nation's capital; travels to the door of two of the most famous resorts in the East, the Greenbrier and the Homestead; carries you through the wild, wonderful scenic beauty of West Virginia; the beautiful riverfront city of Cincinnati; and finishes its trip in downtown Chicago.

But the Cardinal is more -- one of the most spectacular train rides in America, through the

overwhelming beauty of Virginia's Blue Ridge and along the wild white water of West Virginia's New River Gorge, where you'll be treated to marvelous scenery you can see only from the Cardinal.

During the summer months, a U. S. forest ranger boards your train to provide informative commentary about the sights along the way.

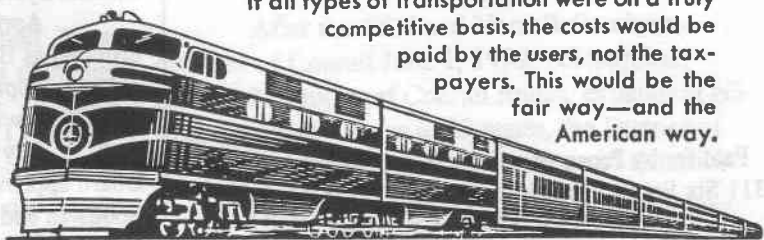
To give you a better look at all of these sights, the Cardinal is newly-equipped with Superliner cars including a Sightseer Lounge with wrap around windows the full length of the car. So sit back and relax for a journey that takes you through America's most majestic natural beauty.

"The Railroads Pay Their Own Way!"

This was part of a public service ad in a 1954 Baltimore & Ohio timetable. It was headlined "The Railroads Pay Their Own Way!"

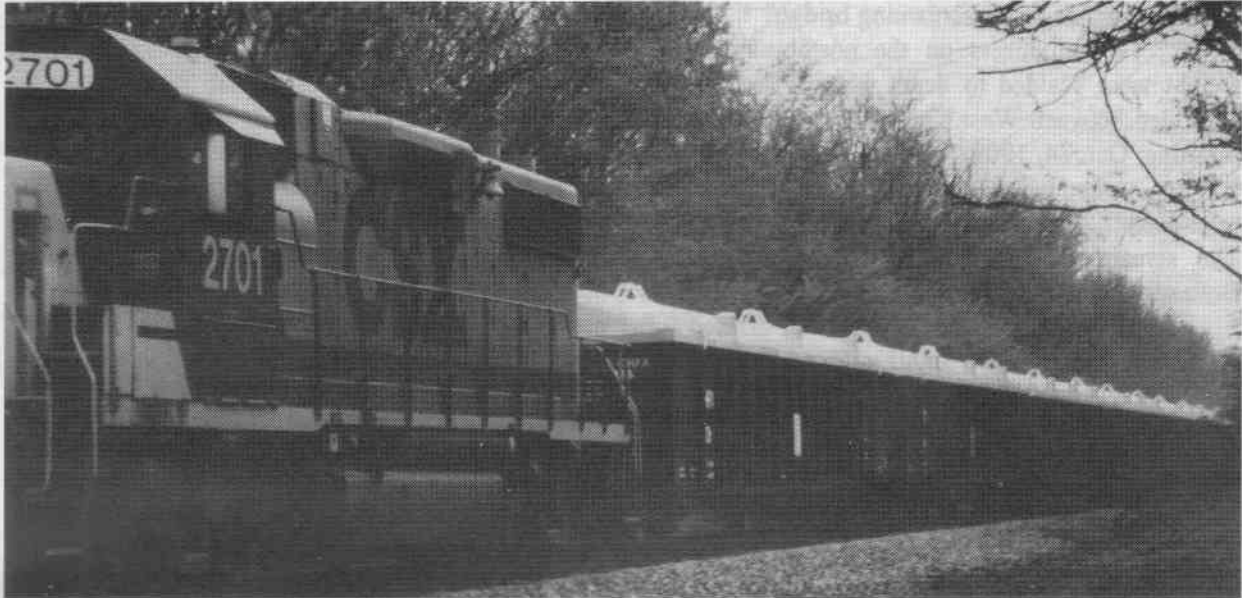
Railroads have not only spent more than \$20 billion for rights-of-way and other facilities, but also pay taxes on them which, in turn, help to pay the way for their competitors—air, highway, and water.

If all types of transportation were on a truly competitive basis, the costs would be paid by the users, not the taxpayers. This would be the fair way—and the American way.



Fernald waste hauled by rail

Uranium-processing plant played key role in U. S. nuclear program during Cold War



April 26, 1999, the first special train with Fernald waste heads over the former C&O line in western Butler County

CSX is hauling remnants of the Cold War through Morgan and Reily townships over the former Chesapeake & Ohio tracks.

April 26, 1999, about 5,500 tons of low-level radioactive waste were transported from the Fernald plant on 54 rail cars -- the first shipment in a five-year program to remove byproducts of uranium refining from the facility.

About every two weeks a trainload of the material is hauled to a remote storage area in Utah.

That schedule -- with about 40 to 60 specially-built cars making each round trip -- is expected to continue until 2004, totaling about 120 to 125 trips.

Fernald has been the common name for a complex popularly known as the Atomic Plant and, more recently, as the Fernald Environmental Management Project.

The community of Fernald is in Hamilton County, not Butler County. But after 1951 Fernald was the popular name for the Feed Materials Production Center (FMPC), built and operated for the Atomic Energy Commission and in later years the U. S. Department of Energy.

The uranium processing center -- west of Ohio 128, about 10 miles southwest of Hamilton -- covers 1,050 acres with about a fifth (213.85 acres) in Ross Township in Butler County.

Plant construction started in May 1951 -- as the Cold War struggle between the United States and the Soviet Union intensified. Some operations began in October 1951 and other parts of the original complex opened in phases through October 1954.

During its more than 45 years of production, government officials said, Fernald turned out more than 500 million pounds of uranium products.

In retrospect, Fernald has been called the largest supplier of uranium metal in the U. S. nuclear weapons program.

Production peaked in the 1960s and the highest employment was 2,892 people in 1956. Uranium production ended in July 1989.

The Cold War officially ended Nov. 19, 1990, when President George Bush joined Mikhail Gorbachev and other leaders in signing the Charter of Paris.

Have ghosts of railroaders haunted screaming bridge?

Does the October 1909 explosion of a New York Central freight locomotive have a connection with the legends of the screaming bridge?

Two engineers on the northbound NYC freight were scalded to death when a locomotive exploded between West Chester and Gano Sunday morning, Oct. 24, 1909.

A map check indicates there is no likely relationship. The accident was in Union Township. The screaming bridge is in Liberty Township. Both spots are on the same rail line.

Several explanations have been offered for the strange sounds and lights and periodic ghost sightings at the bridge on Maud-Hughes Road between Princeton and Millikin roads.

No one knows when it was first called the screaming bridge. The unofficial name is believed to have become popular because it sounded like someone screaming when a vehicle passed over the original span, which had grooves in its floor.

Others say the screams are those of people who have died on or near the bridge. Some report that a person was murdered there decades ago.

That claim -- in various versions -- was repeated for years before the body of a murdered female was discovered nearby along Princeton Road in the 1970s. More recently, a teenager was shot to death near the bridge. Some older versions of the haunting relate that a mother threw her child

or children off the bridge and they died on the tracks below. The bridge also has been the scene of some suicides and attempted suicides over the years. One of those unconfirmed incidents involved a young woman who jumped off the bridge after her father ordered her to stop seeing a boy friend.

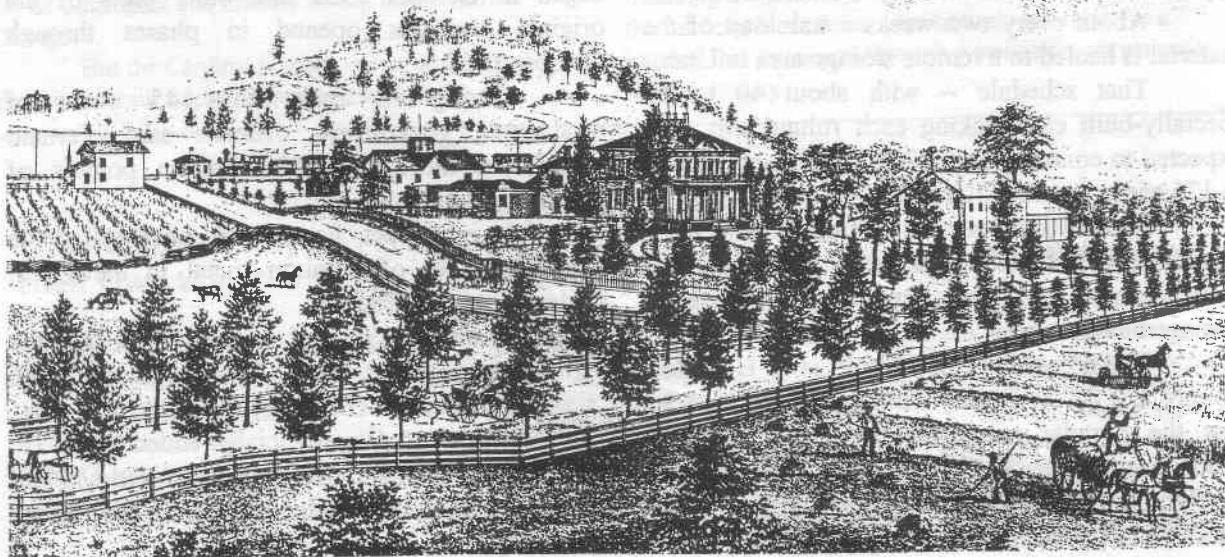
Some visitors to the bridge -- especially when the area was less populated -- said they saw ghostly figures beside the road and glowing red balls of light off the roadway. Another undocumented explanation of the lights is that they are on the caboose of a phantom train.

After the 1909 NYC explosion, members of train crews passing the area and residents along the tracks reported seeing the ghost of one or more dead trainmen walking beside the railroad. They appeared to be warning of the dangers lurking on the line.

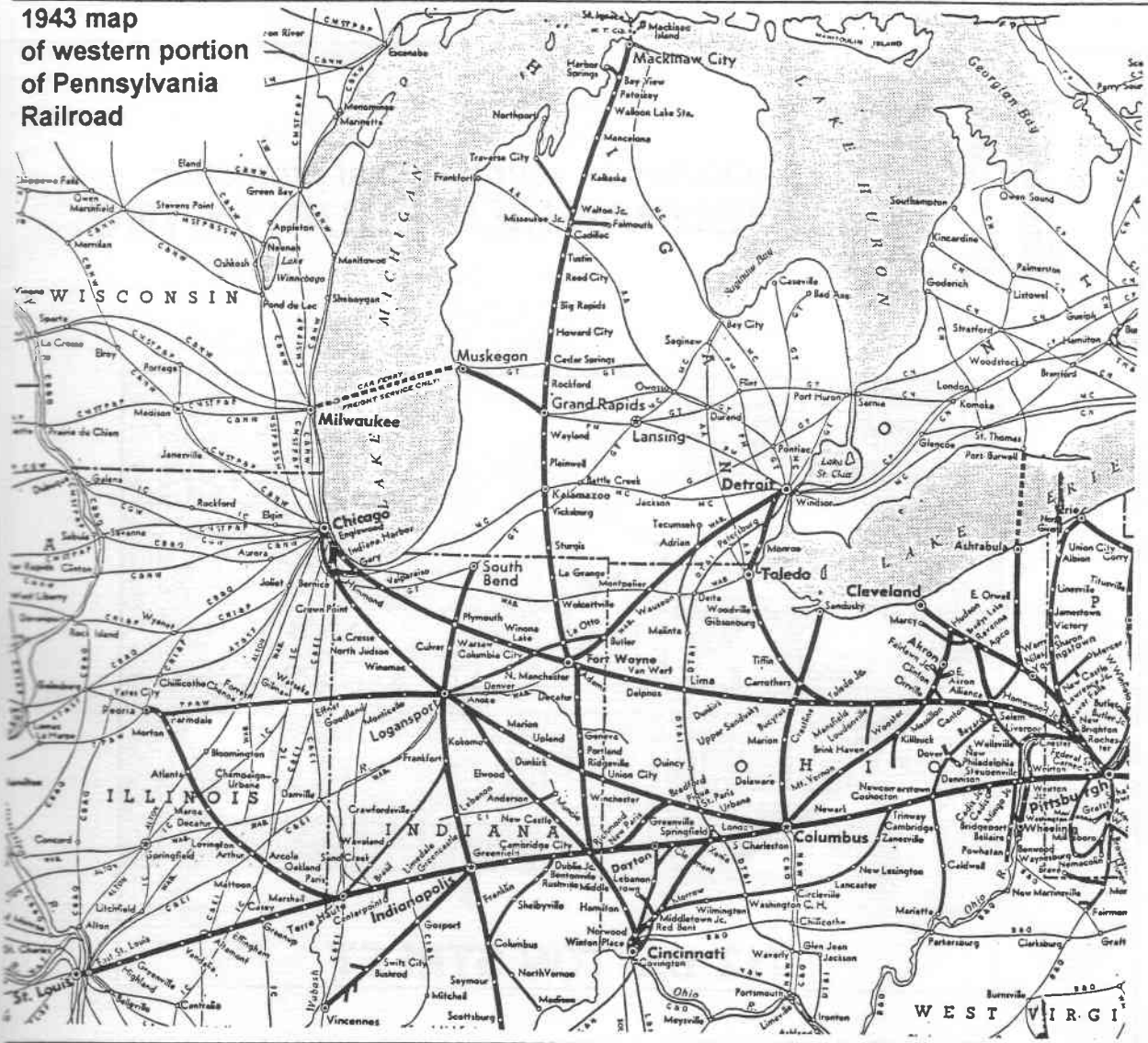
Still another tale is that the ghosts represent a young couple that sought privacy for their intimacy under the bridge. Their tryst ended in death when they were struck by a passing train.

As with other scary tales, the screaming bridge legends have more to do with imagination than history. The span has been a popular teenage hangout -- the kind of place where much fiction is meshed with only a smattering of facts.

Below: Farm, residence and station of C. L. Gano as depicted in 1875 Butler County atlas.



1943 map
of western portion
of Pennsylvania
Railroad



A northbound CSX freight shown south of Butler Street in Hamilton in May 1999