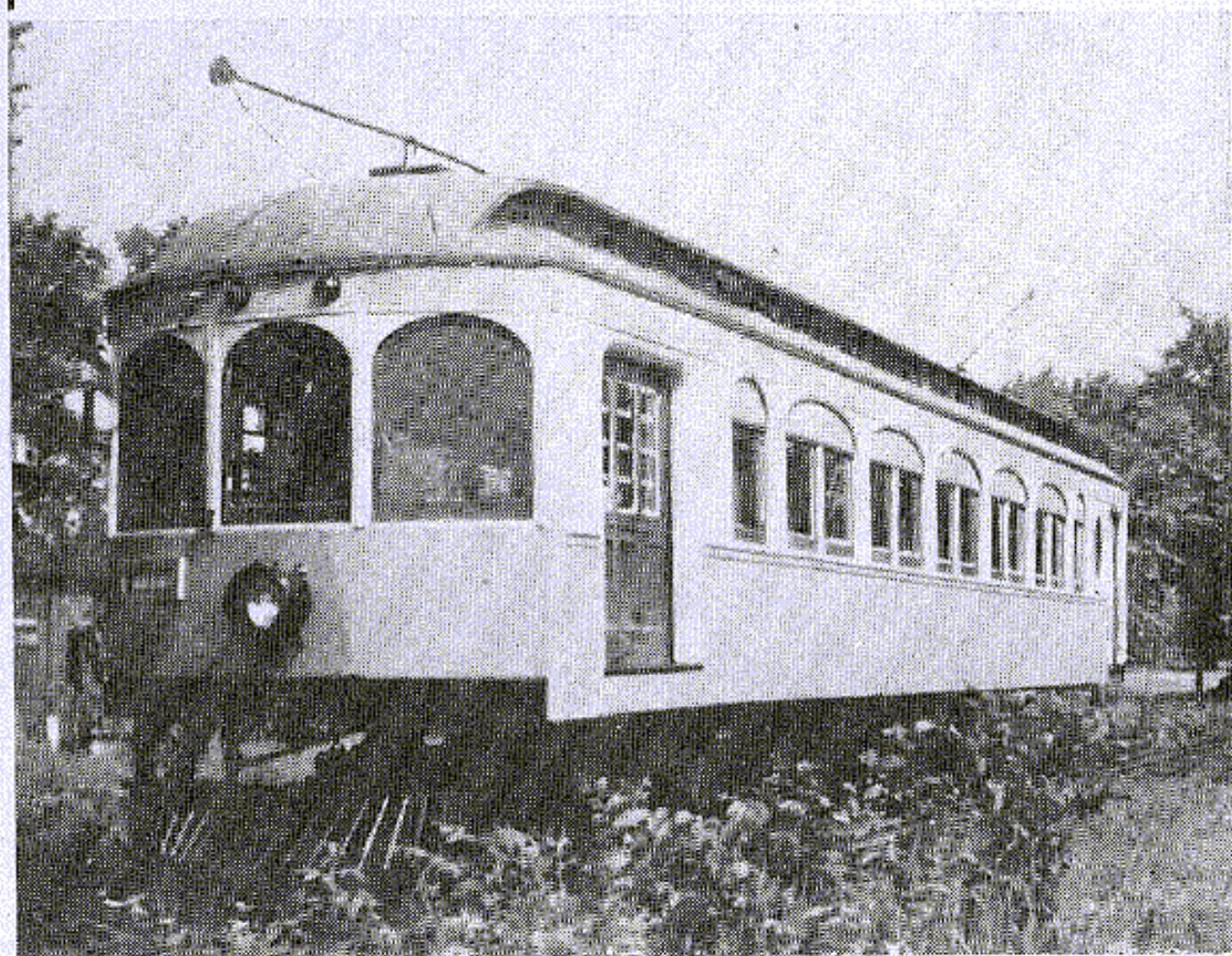


The Return of the INTERURBAN

The Story Of The
Ohio Railroad Museum



C.D. & M's CAR NO. 21

1950

THE RETURN of the INTERURBAN

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This Book Has Two Purposes - -

(1) To endeavor to present an interesting narrative account of the "trials and tribulations" of the Central Ohio Railfan's Association in its endeavors to found the Ohio Railroad Museum (C.D. & M.E. Railroad). It also outlines the problems which the club encountered in acquiring the first museum piece, an old passenger interurban car, which was one of the last of its type to operate in Ohio.

(2) To place this interurban car in actual operating condition, the club is in need of funds to purchase a power plant and enough rails to complete the first section of the line. Also, the club would like to purchase Car No. 067, the last remaining car of the C. & S. O. Lines at Columbus, Ohio.

YOUR DONATION OF \$1.00 OR MORE FOR
THIS BOOKLET WILL HELP US TO ACHIEVE
THESE AIMS AND IS GREATLY APPRECIATED.

The Story Of A Project

The beginning of our railroad museum may well begin in the year 1903 when No. 21 of the Toledo, Port Clinton & Lakeside Ry. was built. This car, around which our line began, has seen many hands. The car was originally built for the Columbus, Delaware & Marion Electric Co. by the Niles Car and Mfg. Co. but was turned down just after it was built. It then went to the Toledo, Port Clinton & Lakeside Ry.

From that time until 1939 the car was in two companies' hands, the Northwestern Ohio Traction Co. and the Ohio Public Service Co. In the year 1939 the car was retired from service when all passenger service was abandoned on the Ohio Public Service. The car was stored in the Oak Harbor car barns for a few years until the Akron Chapter of N.R.H.S. acquired the car with the intent of preserving it.

After a few years went by and they had not been able to find a place for it and the car was in danger of being scrapped, the N.R.H.S. offered No. 21 to the C.O.R.A. if we could save it. Members of our club subscribed the funds needed to bring the car to Columbus, and the car was purchased from the N.R.H.S. for \$1 to cover the title change. Some of the members made the preliminary inspection trips to Oak Harbor and arranged for the moving of the car.

CAR IS MOVED TO COLUMBUS

After a permit for moving the car had been obtained, the Lorain Trucking Co. moved the car to Columbus. No. 21 was to be placed on a Chesapeake & Ohio Ry. spur in Groveport, but the C. & O. backed out and a P.R.R. spur to the State Highway Sign shop was arranged for.

After No. 21 arrived, work was begun to recondition it. The wood in the end sills and dashes was replaced as they were badly rotted and damaged. The back dash was replaced by one in good condition from the Ohio Southern Traction Co.'s No. 101. Over 400 feet of the siding and molding were replaced as was one of the baggage door sills. No. 21 also received a coat of white lead primer.

About this time the members were getting discouraged from the constant damage being inflicted upon the car. Most of their



WORK BEGINS AFTER ARRIVAL OF CAR IN THE SPRING OF 1948. HANDCAR DONATED BY THE C. & O. R.R. IS SHOWN AT THE REAR OF CAR NO. 21.

work was being undone faster than it was being done. During the time that the car was at the Fairgrounds all of the windows were broken, the roof canvas cut and ripped in many places, the seats slashed beyond repair, and the interior finish ruined by the weather getting in through the broken windows. To top this all off, the vandals tried to set the car afire but the blaze was caught in time.

Finally, all work ceased on the car and there she sat until the latter part of 1947.

GROUP DISCOURAGED

During the latter part of the year 1947 most of the members of the Central Ohio Railfan's Assn. were completely discouraged with the idea of starting a railroad museum and all work on the car at the Fairgrounds ceased. Many were in favor of scrapping the car as she was already a pile of junk due to the elements and vandalism.

But a few members held out, hoping against hope that some miracle would happen and when it seemed that the junk man was just around the corner, that miracle came.

A railfan from Worthington, Ohio came to one of our meetings and suggested that a piece of the old C.D. & M.E. Co. right

of way could be leased at a reasonable rate. This was voted upon and it was decided to go ahead with the plan and maybe save the car from further vandalism. A few members quit the club thinking that the idea would fail and that they would have wasted a lot of time and money, but the rest of the members stuck with the plan.

Finally at the March meeting of the Assn., in 1948 the final plans were made to give the project a try at success.

LEASE RIGHT OF WAY

The first step to be made was to lease the 1000 feet of the right of way that was to be used. This right of way, former C.D. & M.E. Co. right of way, bordering the eastern side of Worthington, was the former roadbed of the high speed cut-off built around Worthington and the North end of Columbus in the Winter of 1926-27.

Another discussion was held to consider the purchase of 546 feet of rail from the Federal Glass Co. which was purchased at less than market price, due to the generosity of the Company.

The news that some action was being taken quickly spread and the members quickly fell in behind the project. Dirt flew and soon the right of way was cleared of weeds and debris.

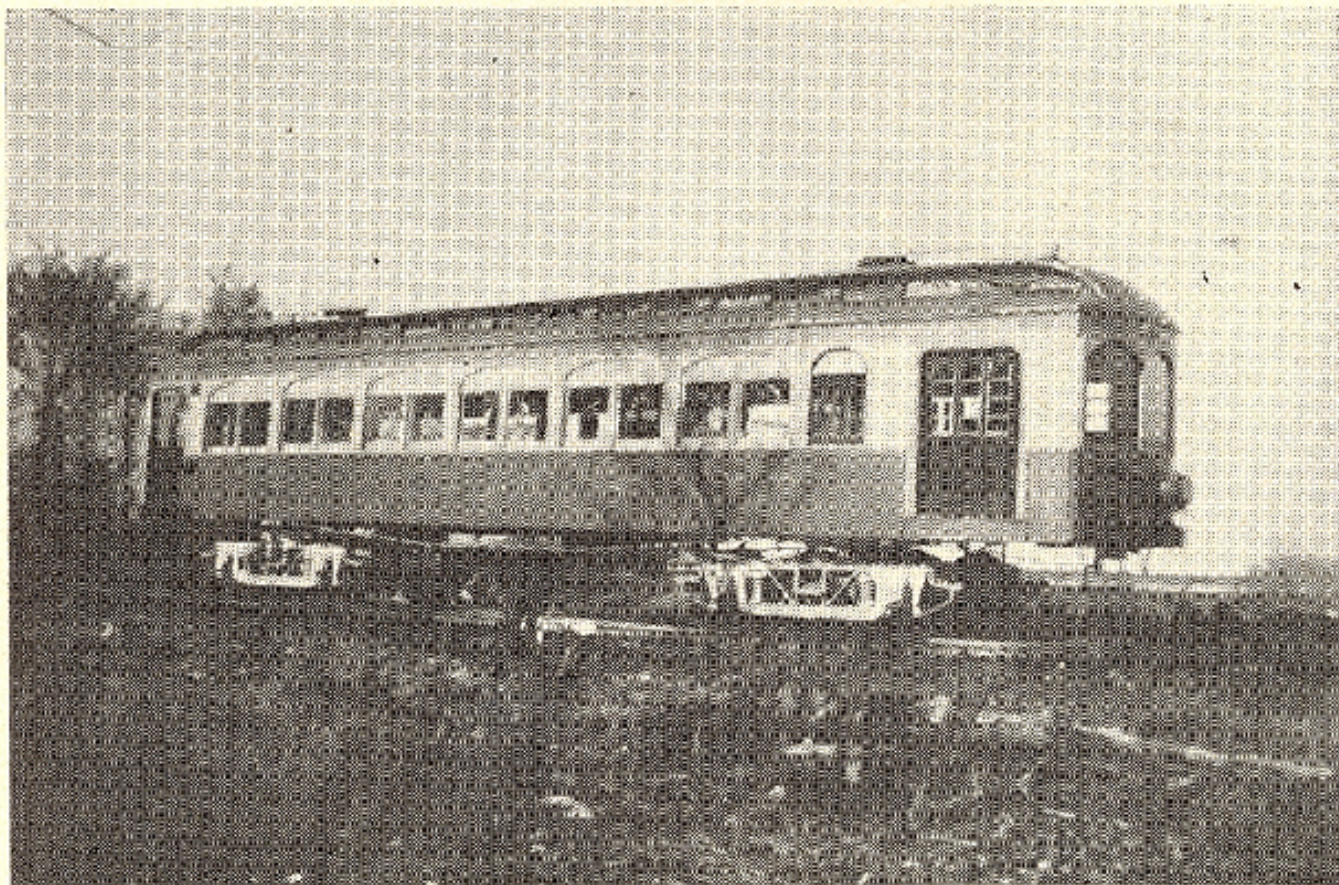


WINDOWS, ROOF, AND A PRIME COAT OF PAINT HAVE BEEN ADDED.

A truck was sent to pick up some used ties off the Truro Branch of the New York Central Railroad at East Columbus. Often members had to move ties by carrying them as far as a quarter of a mile to reach the truck and load the ties. Once while picking up ties members were stopped by railroad police who didn't know that they had permission to get them.

WORK GETS SETBACK

After the rails had arrived and the ties had been put in place and were ready for spiking, the crews got their first setback. The rails were former curve rails and were bowed which made them unusable for straight track. Section men of the P.R.R. were



DECKED OUT IN A NEW ORANGE AND YELLOW DRESS, TRIMMED IN RED.—SUMMER, 1949.

conferred with and the decision was made to lay the rails with the joints opposite like the Des Moines and Central Iowa Railway does.

The rails were then laid with the bowed sections curving toward each other. Although the ends of the rails were spiked to standard gauge the middles were only three feet apart. Then in the middle of the bow a track jack was placed against a spike and the rail was straightened, this procedure being used on the rest of the rail. Then the same method was used on the other rail until the track was straight.

Some P.R.R. section men were hired to help us out but after the first two days our men got the hang of things and our crews took over.

Track construction was started off of the end of the P.R.R. siding to the Worthington Coal and Supply Co., down the old interchange track to the old main line of the C.D. & M.E. Co. This first part of the track was used by the C.D. & M.E. Co. to interchange coal with the P.R.R.

MANY PERSONS HELPED

The club is indebted to Walther Rutts, the section foreman for the P.R.R. at Worthington, for his invaluable aid in the first days of our track construction and also for his help in furnishing many of the used ties used throughout our track construction.

Another problem in the way of track construction was a section of the right of way that had been removed for the crushed rock in it. Mr. Horch of the J. & L. Snauffer Quarries donated several truckloads of rock chips to fill in the gap. The length of the track grew to 250 feet, and with every additional foot of new track the spirit of the club members became more enthusiastic.

At this time the largest step so far was taken in the form of moving No. 21, our car, to its new location. This job was undertaken by the Johnson Trucking Company of Columbus who tried to move the dilapidated car from the Fairgrounds to Worthington. This job was done at cost through the generosity of the trucking firm. The moving of the car fell right in line with the rest of the project, hard luck mixed with rough work.

MOVING IS LOTS OF WORK

First the trucks were removed from the car and taken to Worthington one at a time. Then dollies were mounted under the body and it was towed to Worthington, the body being taken up during the night due to the fact that a permit to move such a large shipment over the streets of Columbus was granted only for night time. Just as the body was being moved a terrific storm swept the area.

As the truck carrying the car body began to back from Proprietors Road to where the trucks sat on the newly constructed track, it became bogged down in the mud and it was a full

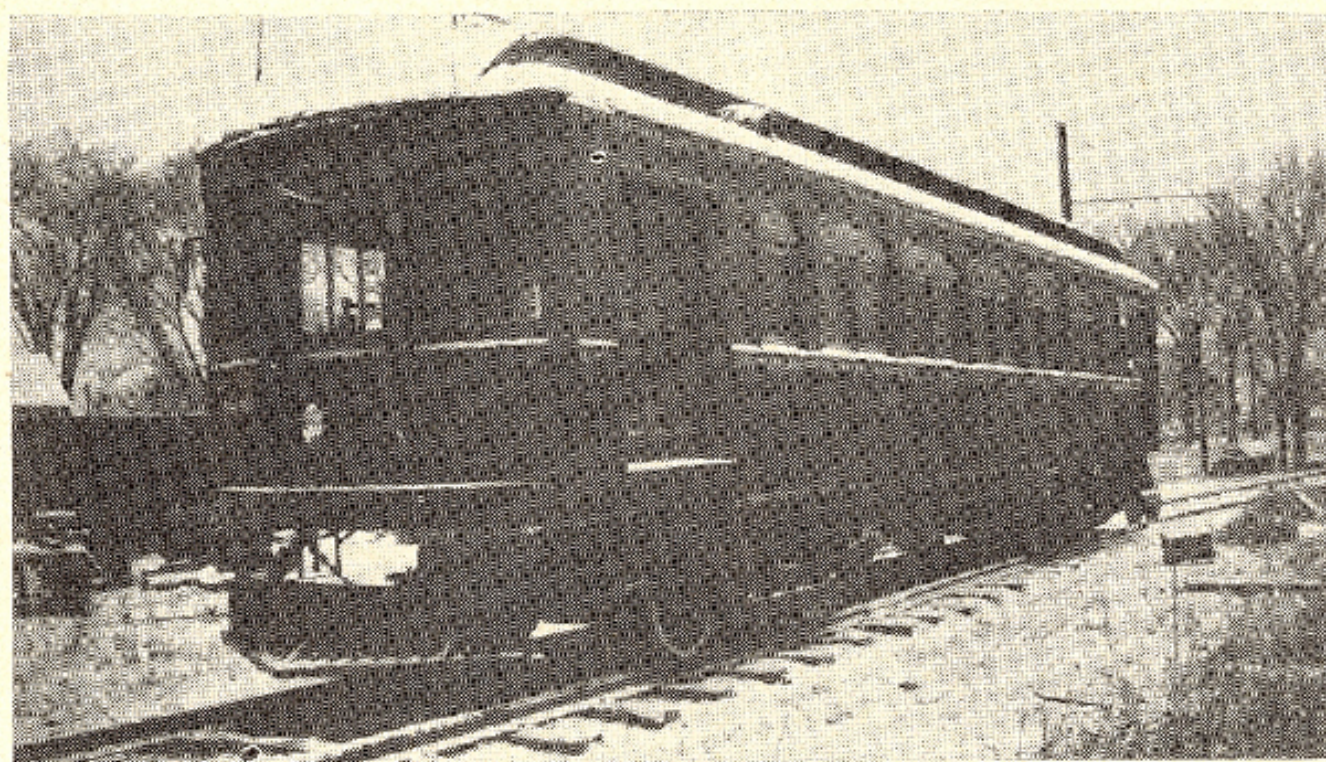
week before things were dry enough for the truck to back the last 150 feet to the track. But in due time the job was completed and the body lowered from the dollies back to its own trucks.

The first two months had rolled by but the C.D. & M. had at long last a foothold. The members had worked hard, dug into their pockets for more money and the C.D. & M. was a going concern.

CAR GETS A NEW PAINT JOB

Immediately after the car was moved to the track the connection with the P.R.R. was broken and the rails relaid on the north end of the line.

Then attention was turned to the car. What a sad sight it was! No paint, no windows, and a badly damaged roof were



DOES THIS REMIND YOU OF THE END OF A LONG RUN ON A COLD WINTER DAY?

among the many things wrong with it. Former electric railway men said that she couldn't be rebuilt. The P.R.R. shop men said it could, but the job would run into the thousands.

However, the club members knew better and started what seemed to be an almost hopeless job. Off came the tattered canvas roof and many of the boards in the roof itself. The new boards were caulked and creosoted and then covered with new canvas which was then waterproofed and painted. While members swarmed over the top, others were replacing rotten wood on the sides, especially where some children had tried to

set fire to the car at the Fairgrounds. They also caulked the bad areas.

New glass for the entire exterior of the car was purchased and installed as the vandals at the Fairgrounds had broken all of the windows in the car except for three windows in one of the baggage doors and one pane above the lavatory.

As colored art glass for the clerestory and the gothic windows was unobtainable except at prohibitive cost, the clerestory windows were replaced with plain glass and the gothic windows were replaced by sheets of plywood which was painted the nearest color to the original.

This practice of the painting the gothic windows is not our original idea, but was copied from the Fort Dodge, DesMoines and Southern Railroad.

HALLOWEEN CRISIS IS PASSED

Just after the glass had been installed along came Halloween. Days, then weeks crawled by, but at last Halloween passed by and the glass and the car were still intact. No. 21 was safe in her new home! Glass insurance is carried on the car and after two and a half years only five windows have been broken. This is quite a change from the Fairground days.

As the hot summer breezes gave way to the cold blast of winter in the first year of the reincarnation, No. 21 received a heavy white prime coat of paint and a new load of rails was received.

The winter of 1948-1949 didn't blast through the car as it had done for the last two years at the Fairgrounds. Her new windows, paint and roof kept the weather where it belonged. The sceptics who said it couldn't be done, were beginning to wonder if they might have been wrong. Near the end of this year, the Chesapeake & Ohio Ry., through the courtesy of Robert R. Young, donated a hand-pumped section car. It was very valuable for hauling heavy loads of track materials to the railhead, and for taking members on inspection trips of the line. Of course we could have walked just as easily, but that isn't railroading. At last we were operating, even if it was just a handcar.

SPRING BRINGS RENEWED ACTIVITY

The coming of spring brought the ringing of spike mauls, and the banging of rails as the railhead again moved northward. Ahead of the track laying crew, other members cleared the right

of way, allowing more rapid progress. One place in the right of way, there was such a large hole as to force us to build cribbing over it with ties, and fill the areas in and around it in with cinders.

The load of rail received the year before, turned out to be a conglomeration of sizes from 40 lb. to 90 lb. To use this we had to build step joints of many sizes and types. In one or two places, the rails had to be welded together, but we were able to utilize all the rail given to us.

No. 21 received a finish coat of paint, a set of roof walks, two trolley poles, and a pilot.

The sceptics by this time admitted that they were wrong .

PAINT ADDS NEW BEAUTY

The car really looked beautiful in its new coat of paint. The members also at this time gave it a new set of steps, and a new passenger door.

One of our members donated some 40 lb. rail which was in very good condition. With the addition of this rail, we had 650 feet of track laid. In the fall members were digging holes for the overhead poles. These had to be 6 feet deep in very hard ground. We dug by hand what the C.D. & M.E. crews blasted out with dynamite. It sometimes took a crew of three of our men a whole day just to dig one hole. About half of the poles were set before winter set in.

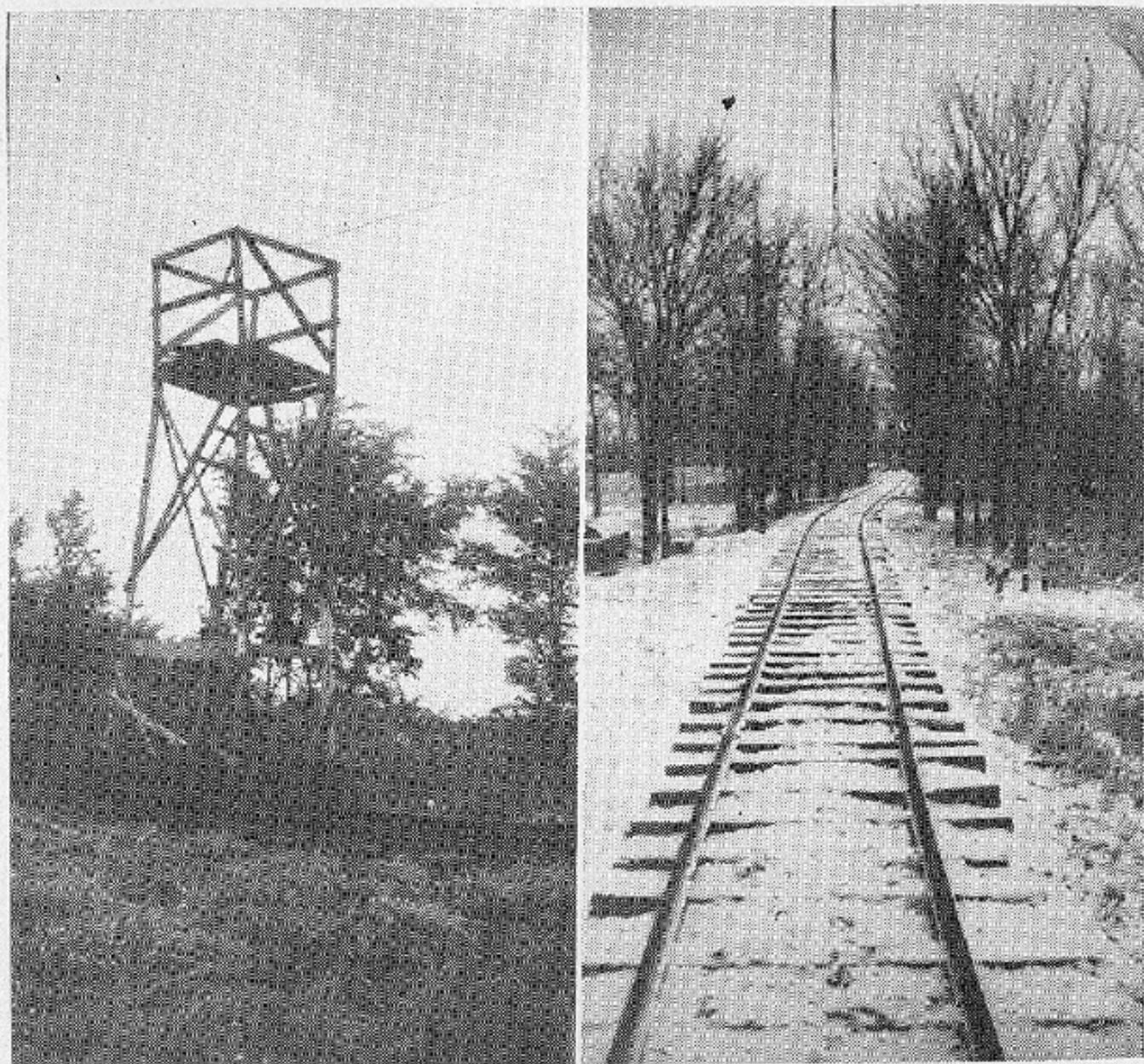
WINTER NO HANDICAP THIS YEAR

This year, winter didn't stop our crews, for we went inside to work on the interior. A new ceiling was put in and we settled down to scraping off all the original varnish. This revealed the fine quality of the wood and workmanship used in building the car. The panels are all inlaid. All of the brass fittings for the car were taken off and a member took them home to polish and varnish them.

The old seats and heating system destroyed beyond repair by vandals were removed. New seats, which were donated by the Columbus & Southern Ohio Electric Co. from one of their abandoned 800-series city cars, have been stored in readiness for their installation. The baggage and motorman's compartment received a coat of paint. During this winter our first annual report was published.

MAKE DEAL AND GET LAND

At this time, one of the most important steps so far in the way of making ourselves more secure, was the actual purchase of



LINE CAR LOANED BY LANCASTER TRANSIT CO., USED IN OVERHEAD CONSTRUCTION.

TRACK AND RIGHT-OF-WAY, LOOKING NORTH FROM TERMINAL. (NOTE TROLLEY POLE AND BRACKET).

our land. This was accomplished by paying the price of \$1000 for a large triangle of land including the right of way and selling off the rest except for the 40 foot wide right of way and an area for a carbarn and station for \$800. Through this agreement we got our land for only \$200.

The year 1950 brought forth the biggest setback thus far. The coat of finish paint applied the previous year was put over the wrong primer and it all peeled off. So, with grim determination the members went to work and scraped the rest of it off

and started to repaint the car. The loss in time and money was considerable. As of this writing the new coat of paint, the letter board and side orange, the window section yellow, windows red, gothic sashed green, and black trim has been completed. We think that this paint job will stay on because we consulted a paint expert on everything we did.

POLES AND BRACKETS CONSTRUCTED

Early this spring the rest of the poles were set and the trolley brackets, which were homemade, were mounted on them. In order to set these poles we devised the following method: The pole was lifted into the bed of a dump truck, with the top toward the cab of the truck. Then, the truck was backed up to the hole and the bed lifted and the pole was guided into the hole. With one heavy pole this method didn't work; instead the pole went over backwards and fell onto the top of the truck cab. After the dead men were in place at each end of the line the trolley wire was strung for 1000 feet with 000 grooved wire. We are indebted to Mr. Roy Hines, Penn. R.R. electrician, for his advice during this work.

SET GOAL FOR FALL OF 1951

Only a few major projects now stand between the club and final success. The first, the finishing of 350 feet of track, second, the installation of a power plant, and third, the rewiring of the car.

So with any kind of luck the determined members of the organization will push through to their final goal late in 1951.

The great day is now in sight when No. 21 will let out a blast from her whistle, which will carry many people's memories back to that fateful day in 1933 when they lost their interurban. As the electricity again flows through the copper veins of No. 21 and she again grips the rails and turns her back on her hated enemies of the highways, she may well say to herself, "I will be here when you are gone, yes, I will be here carrying loads of happy people the day they cut you up for scrap and cart you away to the junk pile—where you surely belong!" Then with another blast of her whistle, ol' 21 will click merrily down her track, secure in the knowledge that the interurban has truly returned to Central Ohio.

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