

OHIO RAILWAY MUSEUM

Worthington, Ohio

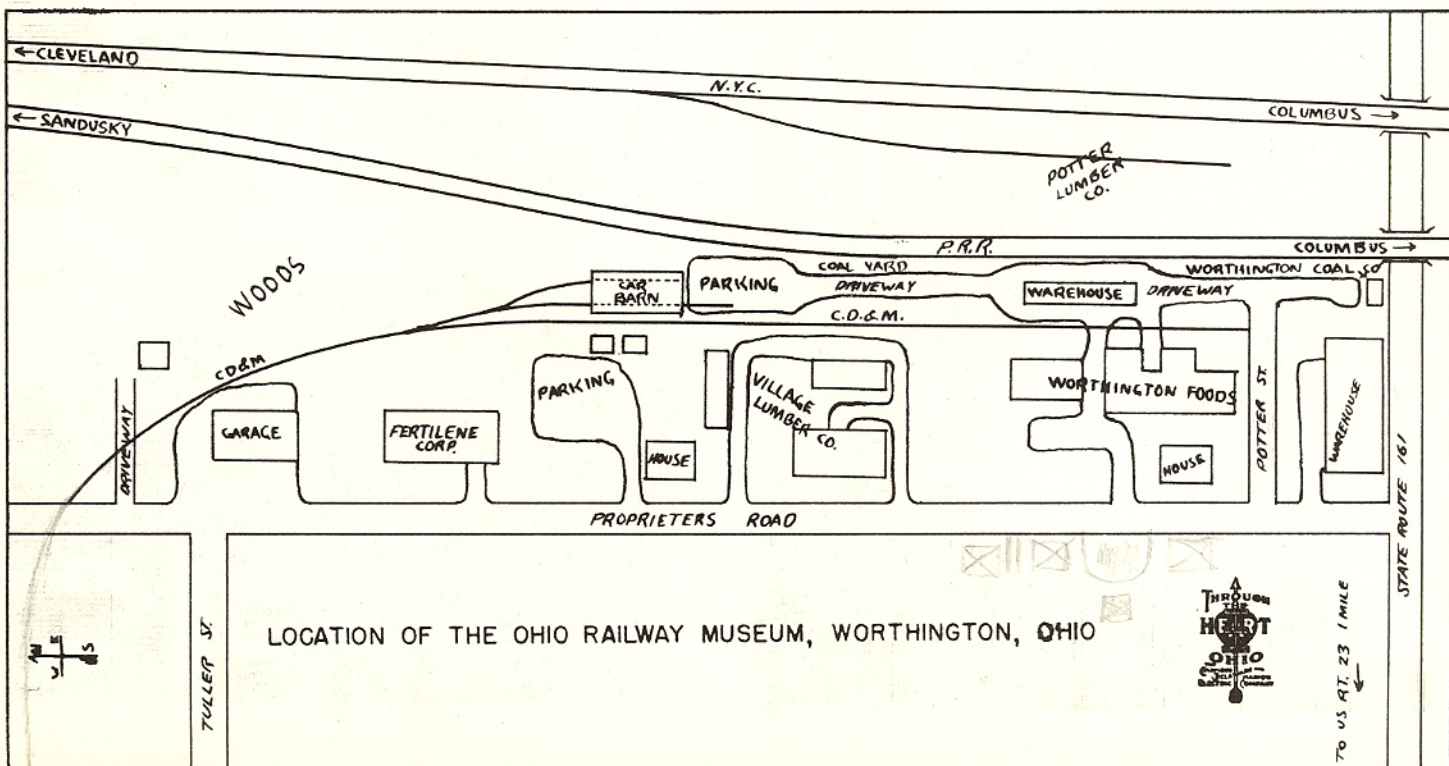


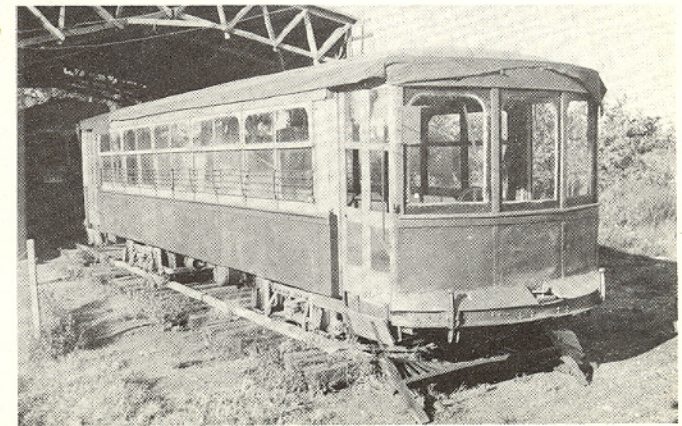
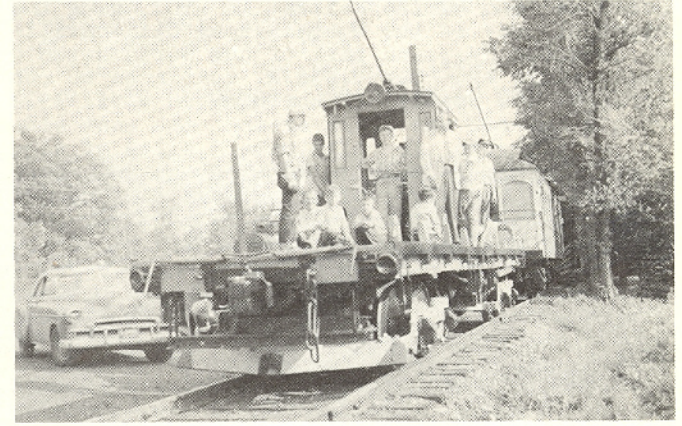
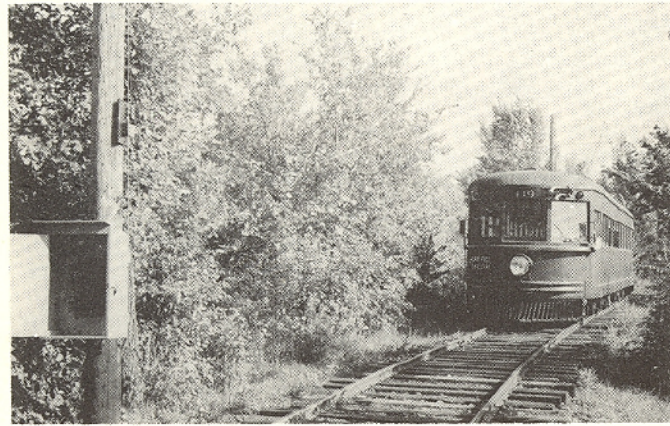
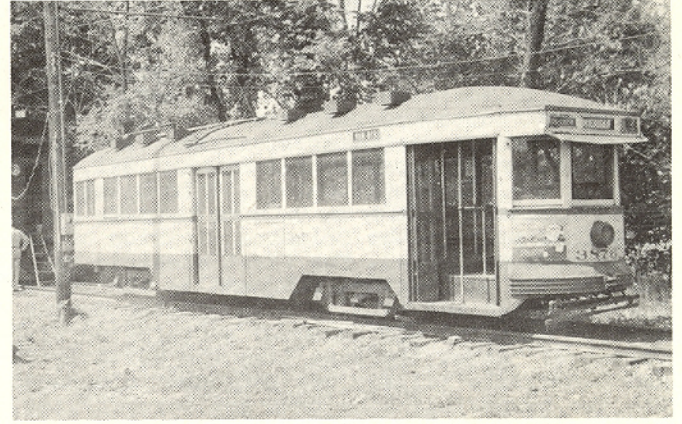
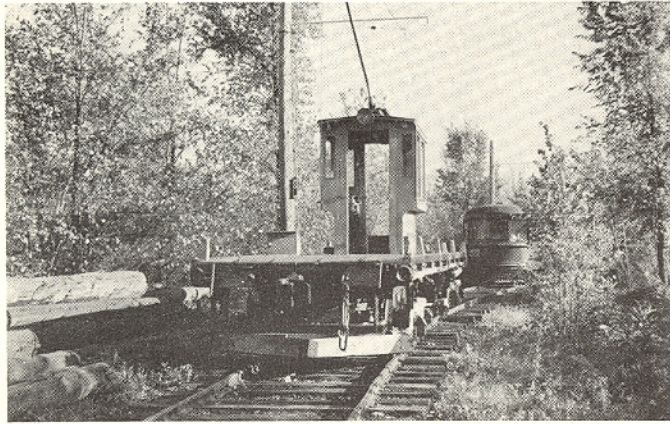
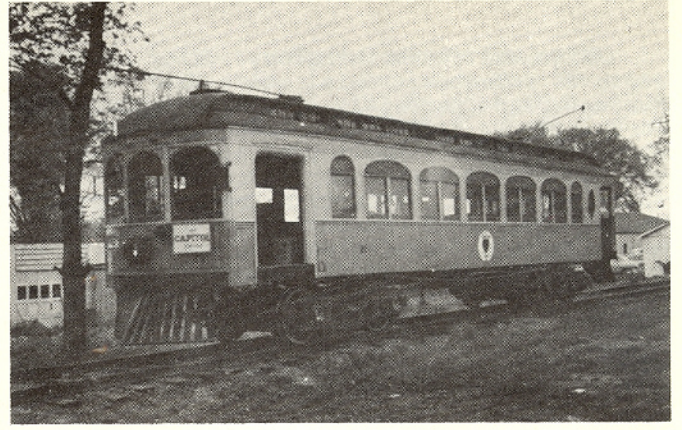
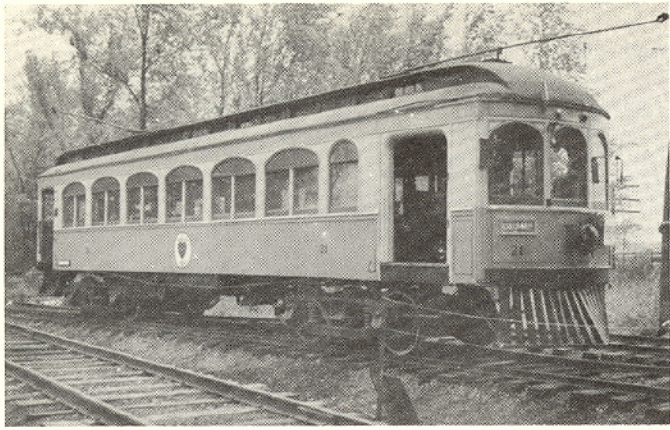
1
9
5
4

1
9
5
5

ANNUAL

REPORT





Situated in Worthington, Ohio, 10 miles north of Columbus, Ohio, the Ohio Railway Museum fits perfectly into the history of Worthington. Worthington was founded in 1803 when revolutionary war veterans were given land grants in this territory in compensation for their services. In Worthington is located the oldest Episcopal church west of the Allegheny mountains, the oldest Masonic lodge in Ohio and missed being the capital of Ohio by one vote. Other historical places in Worthington are the old Central Hotel (now the Worthington Inn), the old Girls Seminary School (now an apartment house), the John Snow house, and the Griswold Inn where the old stage ports are still visible. All the aforementioned buildings are from 115 to 150 years old. Worthington was the head of navigation for river barges on the Olentangy river and the assembly point for the march on the British fort of Detroit during the war of 1812.

Transportation has made history in Worthington also. Worthington was first served only by river boats and stages. The first steam railroad through Worthington was the Cleveland, Columbus and Cincinnati Railroad in 1851. (now part of the New York Central, Ohio Division). It was followed in 1892 by the Columbus & Sandusky Short Line (now part of the Columbus Division of the Pennsylvania Railroad). The first electric railway was the Worthington, Clintonville and Columbus Ry. which was built into Worthington during the 1890s and connected Worthington with Columbus. About the same time the Worthington and Westerville Railway was projected to connect the two towns. This line never got beyond Flint, 3 miles from Worthington and its only operation was with horse car. Next came the Columbus, Delaware and Marion Railway in 1901 using the right of way of the Worthington, Clintonville & Columbus Ry., and part of the Worthington & Westerville Ry. The C.D.&M. continued to run through the center of Worthington until 1924 when a cut-off was built around the east side of Worthington to eliminate 5 miles of slow street running between Worthington and Columbus. It is on the right of way of the old cut-off that the Ohio Railway Museum is located. The old C.D.&M. line through the center of Worthington was sold to the Columbus Railway Power & Light Co. which operated city cars between Worthington and Columbus until 1935. The Columbus, Delaware and Marion Railroad was abandoned in 1933 and the tracks were removed.

In 1948 the Ohio Railway Museum purchased part of the old C.D.&M. right of way and track construction was started. It was almost too late to find any of the old cars that operated in this area but some were found and brought to the museum and put into operation in 1951 when a generating plant was obtained. This is one of the very few railway museums in the United States where the equipment is operated and the public can ride. Cars are operated every Sunday afternoon during the summer months. As many as 1500 people have ridden the cars on a Sunday. Many thousands of people have visited the museum and donations are received almost daily from interested people all over the country.

San Francisco is known for its cable cars and Worthington is fast becoming known for its old electric railway cars.

As a non-profit educational corporation the Ohio Railway Museum seeks the contribution of money and materials from all interested parties. All donations are properly deductible from Federal income taxes.

In the early part of the year track extension to Potter Street was started but no rail could be obtained and only 140 feet of track was laid, however a car load of ties were obtained and several more poles were set and the trolley wire was extended about 200 feet. The track construction project remained dormant most of the year. Operation was started on schedule May 1st and more visitors were registered this year than any year previous. During the spring car 067 had its trucks rebuilt and controller overhauled. Work has started to replace the end cross beam on 067. This beam supports the coupler and was damaged while the car was in service for the Columbus & Southern Ohio Electric Co.

Car 119 received a final coat of paint in the old C&LE colors and many other small but important jobs were done to bring it back to its original status. A bronze plate was also placed in this car giving its history and donors name. A Cedar Rapids & Iowa City Ry. official visited the museum last summer and rode the car and was very pleased with its present condition.

Car 1545 also received an exterior finish coat of paint and some interior painting during the year. The entire end was replaced as it was in very bad condition.

Car 64 received glass in all but five windows and a complete new roof. All side windows received new frames on the lower section. A prime coat of paint was also applied to the exterior of the car.

Car 21 received new deadwood and flooring in the rear vestibule plus other small improvements during the year.

Car 5012 was wired inside for 110 volt lighting system in the engine room and baggage compartment. This was done so as not to put a load on the batteries when the car was not running. The 32 volt lighting system is still in place and can be used. A pipe was run to connect the cooling system with the boiler water storage tank. A pump was installed using a 32 volt motor. We are using the boiler water tank as an expansion tank in connection with the cooling system and with the pump in operation we can pump water from the boiler water tank back into the engine cooling system.

Picnic tables were set up in a wooded area near the car barn for visitors and members.

Spare parts and materials were obtained from the Cedar Rapids & Iowa City Railway and from various other places during the year.

The Line Dept. put up trolley wire over No. 2 barn track and painted all brackets, hangers, and frogs. The Line car also received a partial paint job. A telephone line was also put in operation with phones located at Clinton, Car Barn Switch, Car Barn, and Generating Plant.

The signal Dept. installed a train order signal at the Car Barn. A CTC board was installed in the car barn and it is expected to be in operation this year after all the signals are put up along the line.

The east wall of the car barn was painted and the lower portion of the trusses were creosoted.

Car 3876 of the Detroit Dept. of Street Railways was donated through the efforts of Mr. Robert E. Lee, preparator of the Detroit Historical Commission and Mr. Richard Glaze. Funds for its transportation were donated by the Dearborn Museum (Ford Foundation) in return for the membership of the Ohio Railway Museum

helping them to move a sister car to the Greenfield Village Museum. The movement of car 3876 from Detroit to Worthington by truck was one of the largest highway movements made in Ohio and Michigan during the year and required special permits from both states. The car was moved intact and the entire length of the combination was 72ft and the gross weight was 42 tons. The tractor, trailer and dolly had a total of 22 tires. A police escort was given through Detroit, Dearborn, Toledo and Marion. Special routes had to be followed because of overhead clearances, which added many extra miles. A full week of day and night work was required to load, move, and unload the two cars. Storms and breakdowns hampered the movement as well as lack of the right equipment and general fatigue of the members on the job.

Car 3876 went into operation and some of the rusty spots on the body were ground off and prime painted. Electrical trouble on the car caused it to be pulled out of service several weeks early. It is expected to have new motor leads and new resistance installed before spring.

Rail was finally obtained and construction towards Potter Street commenced and as of Jan. 1st the last 200 feet was being spiked down.

Operation to Potter Street should start May 1st if the ballasting is completed and the overhead finished. There will be more than 2000ft of main track in operation this summer. About twice as much as last summer. Just north of Potter Street the track crosses a concrete ramp and a cinder driveway.

The Museum obtained from the Western Union Telegraph Co. a 3 wheel velocipede, a one man Kalamazoo motor car and a 10x15' steel building. The building will be erected this spring and will be used by the Maintenance of Way and Line Departments.

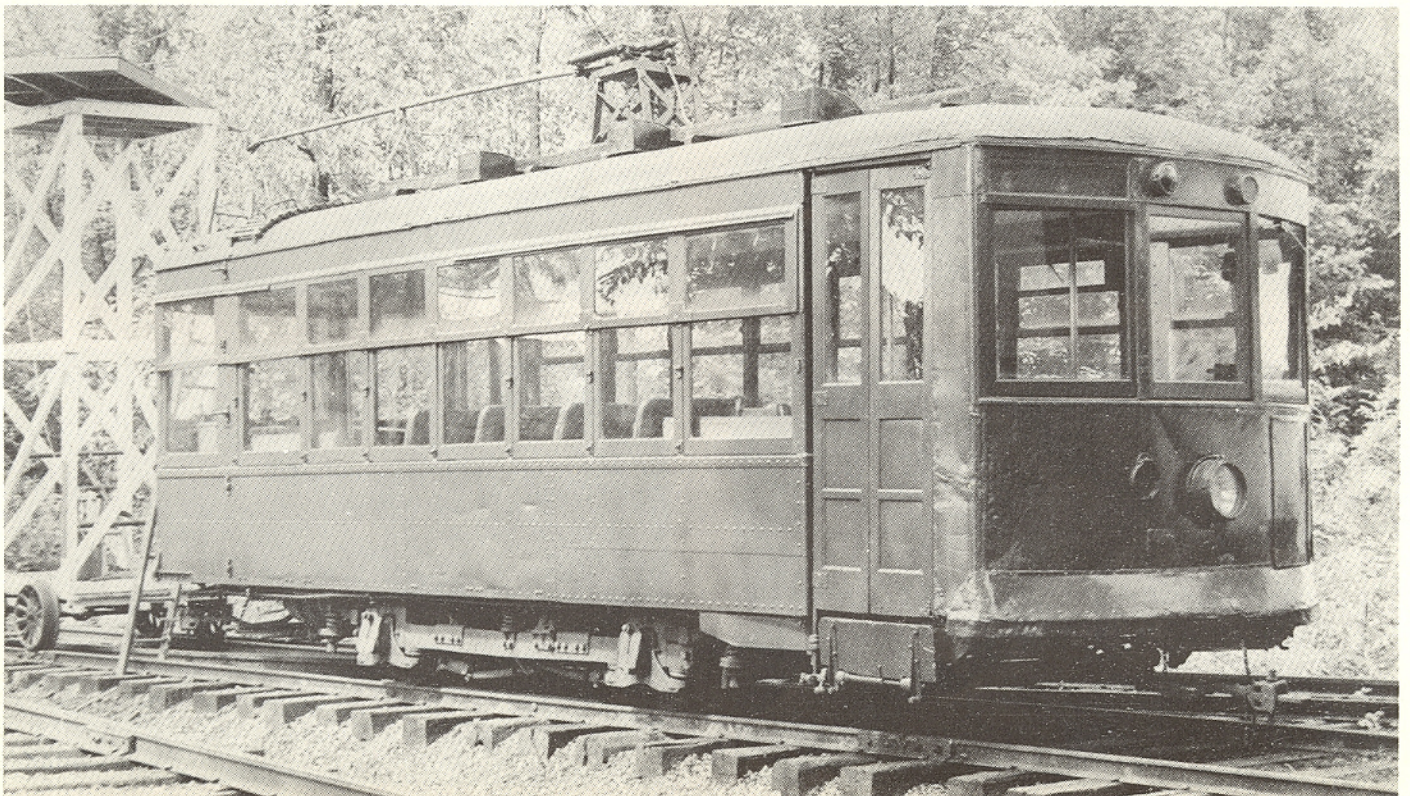
The Maintenance of Way Dept. built a track truck from an old GMC pick up truck using flanged motor car wheels in place of the regular wheels. This truck is used by the track gang for hauling tools and materials for track construction and maintenance. The truck has no cab yet but one is to be built in the near future.

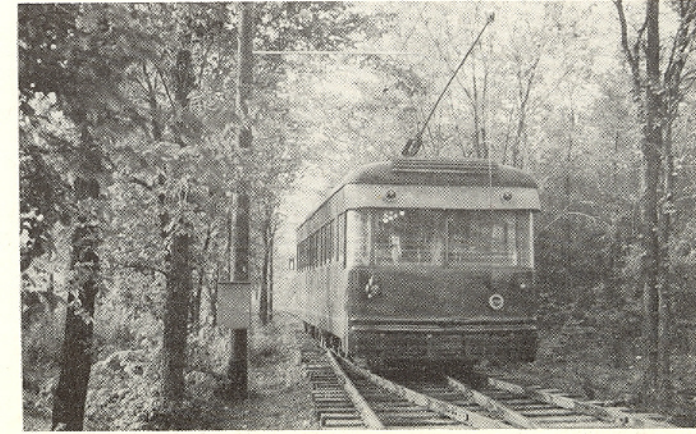
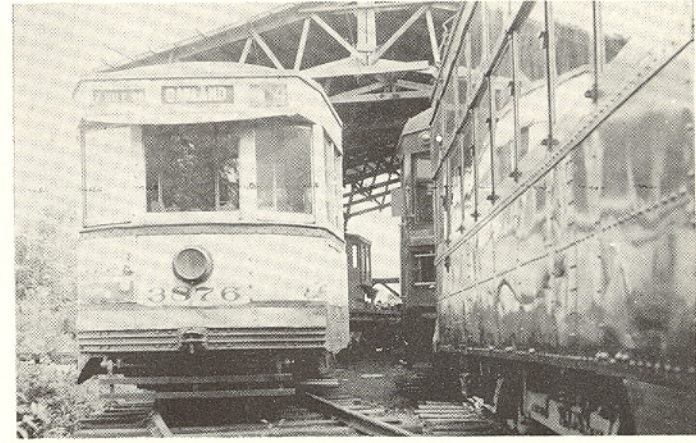
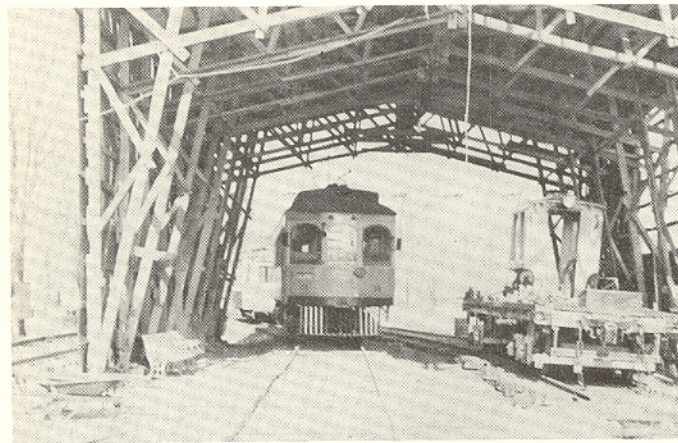
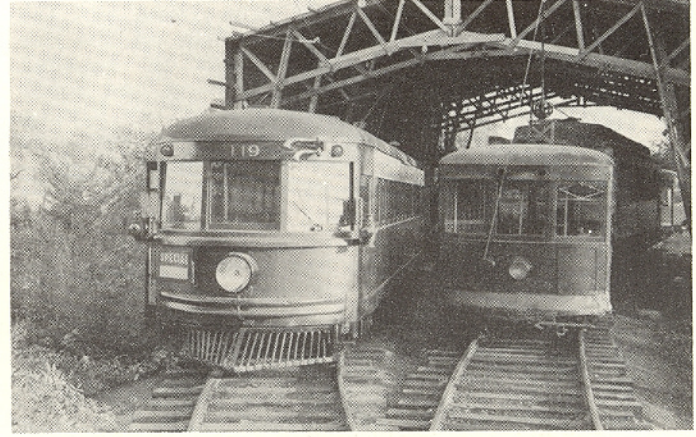
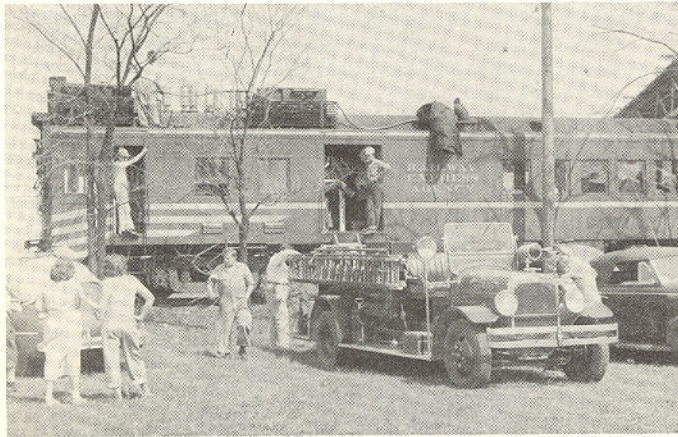
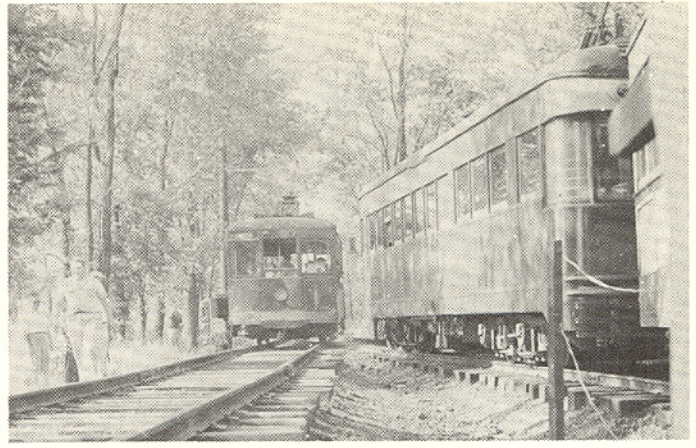
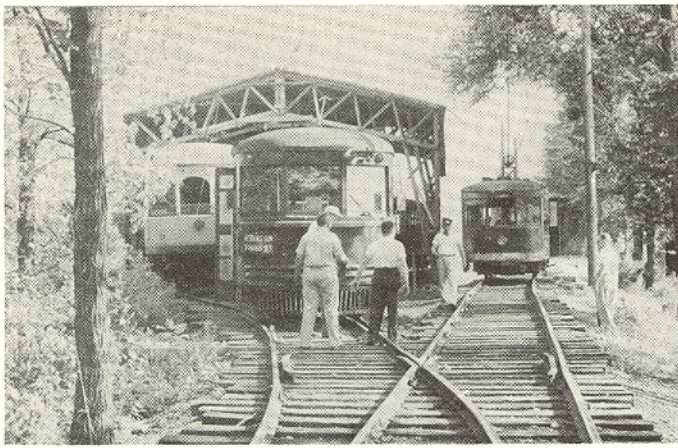
Additional right of way is being purchased and options are being taken on several more sections.

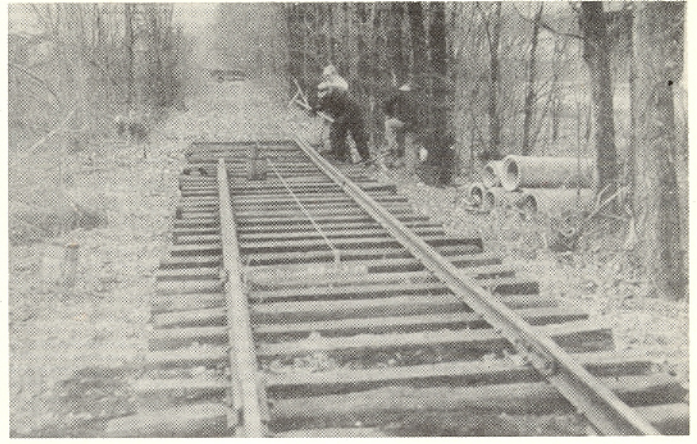
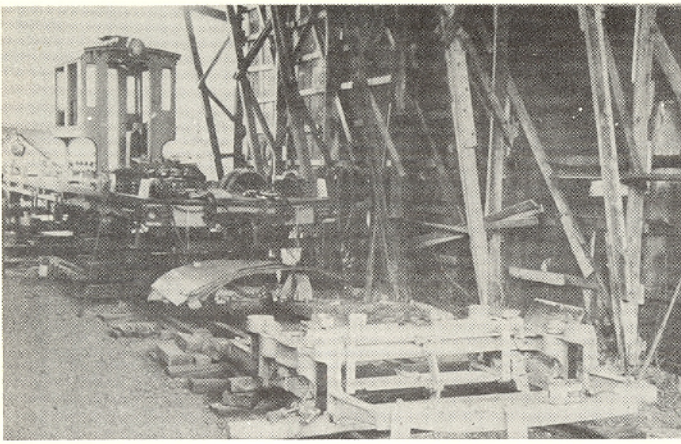
Plans are being drawn for a concrete block shop building which may be started in 1955. When this is completed our present car barn will be used only for car storage and light repairs.

ROSTER OF EQUIPMENT

- 21 51ft Wood Combine acquired from NRHS, 1946. Operated last on Ohio Public Service.
- 067 38ft Center cab work car acquired from Columbus & Southern Ohio Electric Co., 1950
- 5012 72ft Gas Electric car acquired from Erie RR, 1952. Furnishes power for electric cars.
- 1545 4 whl Birney Safety car acquired from Mr. Jay Maeder, 1953. Operated on K.C.P.S.
- 119 Light weight high speed psgr. car acquired from CR&IC, 1953. Operated on C&LE and CR&IC
- 64 Light weight passenger car acquired from Ohio Edison Co., 1953. Operated on O.P.S.
- 3876 Peter Witt type double truck city car acquired from Detroit Dept. of Street Rys., 1954.
- X-1 Old Time Handcar acquired from Chesapeake & Ohio Railway, 1949.
- X-2 3 wheel velocipede acquired from Western Union Telegraph Co., 1954.
- X-3 Kalamazoo one man motor car acquired from Western Union Telegraph Co., 1954.
- X-10 1941 GMC Truck with flanged wheels used for track maintenance. Converted to rail, 1954.







OHIO RAILWAY MUSEUM
 CONTRIBUTORS OF EQUIPMENT SERVICES AND MATERIALS

PENNSYLVANIA R.R.	ALME PRINTING CO. TOLEDO	JOHNSON TRUCKING CO.
ERIE R.R.	WORTHINGTON COAL & SUPPLY CO.	WORTHINGTON FOODS
CHICAGO & NORTHWESTERN RY.	ELECTRIC SERVICE CO.	FEDERAL GLASS
CECAK RAPIDS & IOWA CITY RY.	COBURN BROS. ELECTRIC CO.	HANNA PAINT CO.
CHESAPEAKE & OHIO RY.	WAGNER CAR CO. CINCINNATI	RUSS CONSTRUCTION CO.
NEWYORK CENTRAL R.R.	THE HOBBY MART	
COLUMBUS TRANSIT CO.	THE SEACRAVE CORP.	
OHIO MIDLAND LIGHT & POWER CO.	THE CHASE FOUNDRY	
COLUMBUS & SOUTHERN OHIO ELEC. CO.	HEINLEIN-BRANSON MWD	
OHIO BELL TELEPHONE CO.		

DONATIONS
Thanks →

