

OHIO RAILWAY

MUSEUM

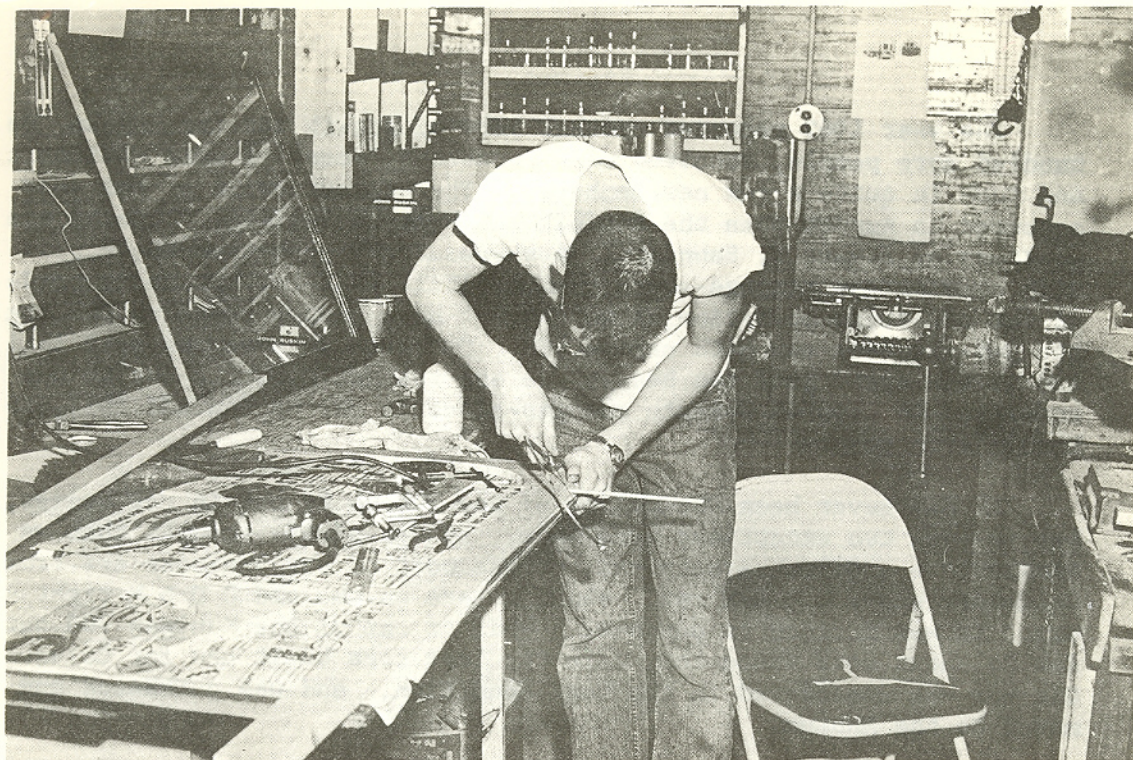
WORTHINGTON, OHIO

1962



N & W COMBINE #1511





BOX CAR SHOP

SOUTH EXTENSION LOOKING SOUTH FROM STATE ROUTE 161



The year 1962 recorded another year of growth for the Museum. We handled more people, received more donations, acquired more equipment and took in quite a few new members. The biggest event of the year occurred in August when the Norfolk and Western Railway, through the courtesy of Stuart T. Saunders, its President, presented the Museum with combination baggage-coach, number 1511. This car was badly needed for our steam operation, as we did not have enough capacity pulling the gas-electric car with engine 578. On steam days we now pull 1511 and if the crowd gets too heavy, we add the gas-electric car to the consist. On days we operate the gas-electric car we can add 1511, to handle more people.

It has never been the policy of the Museum to obtain car bodies, but in 1962 two exceptions were made. It was always thought that we should have a Columbus city car, since most of our visitors are from Columbus, and a C D & M car, since we are on the old C D & M right of way. It was decided to purchase a body of one of the Kuhlman 700 series Columbus cars since they were the last cars built new for Columbus. Car 703 was considered in the best condition, and was purchased and moved to the Museum.

Trucks and electrical equipment have been purchased from the Toronto Transit Commission and will arrive during the summer of 1963. The C D & M 501 is the only remaining C D & M body still in good condition. It is one of the C D & M's two famous parlor cars. We have purchased this body and intend to move it to the Museum within two years, and equip it with trucks and electrical equipment. These are two big projects, and will take many years to complete, but it was a matter of doing it now or not doing it at all as Toronto was about the last place we could get trucks for 703 and the 501 body was put up for sale by its owner who had several other offers for it. We are still accepting donations for both 703 and 501 as it will take a lot of money to get these cars back in service.

More work was done south of Route 161 such as setting poles, ballasting track, etc., and we expect to have a car in operation on this track during the summer of 1963.

Early in 1962 all the old 56 lb rail was replaced with heavier rail between the Car Barn and the Substation. This just about eliminates all the 56 lb rail in the main track.

PROPERTY IMPROVEMENTS:

1. Purchased second coke machine.
2. Rolled parking lot.
3. Dumped another load of stone on station platform.
4. Painted trim on office.
5. Repaired car barn roof.
6. Put lights in track shed and additional outside lights and outlets for 110V and 220V.

TRACK DEPARTMENT:

1. Cut brush and dead trees.
2. Replaced two broken and 1 bent rail.
3. Main track extended 400 feet south.
4. Yard track No. 3 extended 66 feet.
5. Replaced 100 ties.
6. All low joints raised and track lined.
7. Weeds and grass cut or burned.
8. Replaced 56 lb rail on curve between Clinton and Car Barn.
9. Started experimental chemical weed control.

SUBSTATION DEPARTMENT:

1. Painted substation fence and gate.

LINE DEPARTMENT:

1. Finished second telephone wire.
2. Set 15 poles south of Route 161 and put up brackets.
3. Normal overhead maintenance and inspection.

CAR DEPARTMENT:

Car 21:

1. Exterior paint touched up.
2. Roof repaired.
3. Some interior painting and revarnishing done.

Car 067:

1. Replaced several decayed boards in car.
2. Exterior of body repainted.

Car 64:

1. All side window frames replaced, using cherry wood as original.
2. Interior woodwork refinished.
3. Brakes adjusted.
4. Door engines repaired and repiped.
5. All window posts replaced.

Car 1545:

1. Exterior of car repainted.
2. Upper part of south end rebuilt.
3. New battery box constructed.
4. One door repaired.

Car 472:

1. Roof repaired.
2. Seats upholstered.

Car 119:

1. Tiled floor and folding seats installed in baggage section. Baggage section is now completed.
2. Destination sign roll repainted.

Car 3876:

1. Several rusted spots in lower part of body repaired.
2. Four door sections replaced (Front doors).
3. Center door repaired.
4. Several seats repaired and heaters rewired.

Electric Locomotive No. 2:

1. End beam, south end, replaced.
2. Paint touched up.

Steam Locomotive No. 1:

1. Repainted.

Steam Locomotive No. 578:

1. Touched up paint.
2. Some wood replaced on tender.
3. Normal mechanical work done.

Car 703:

Arrived on property December 29, 1962.

Car 501:

Stored at Powell, Ohio.

Gas-Electric Car 5012:

1. Replaced rear cab window frame.
2. Normal mechanical and electrical maintenance.
3. Battery box cleaned.

Combination Baggage - Passenger Car 1511:

1. All window frames in passenger section replaced.
2. Window posts and sills replaced or repaired.
3. Several seats repaired.
4. Started replacement of floor in baggage section.
5. Lights converted to 110v AC
6. Broken brake rod welded.

Box Car 8010:

1. Exterior repainted.
2. Some siding replaced.
3. Additional work bench, shelves and parts bins constructed inside.

Hand Car X-1:

1. Two handles replaced.

Velocipede X-2:

1. Replaced several broken wood parts.

Motor Car X-3:
No repairs needed.

Push Car X-4:
No repairs needed.

Rail Dolly X-5:
No repairs needed.

Rail Truck X-10:
1. Repainted.
2. Body repaired.

In conclusion the Museum experienced a very successful year. The first section of the line south of Route 161 was nearly finished, and operation is expected to start during the summer of 1963. Negotiations were started to acquire additional land for parking and negotiations were continued for additional land for a shop building. We are still trying to get a reasonable agreement with the City of Worthington for the bridge over Route 161 and perhaps 1963 will be the year that this problem is solved.

We wish to thank all our members and friends who have contributed their time and money to the Museum.

1963 IS OUR 16TH YEAR AT WORTHINGTON

OFFICERS

Trustees: G.R.Silcott, V.A.Ketchum, B.J.Kern, F.E.Kern,
and K.R. Walters

Trustees: G.R.Silcott, V.A.Ketchum, B.J.Kern, F.E.Kern, and
K.R. Walters

President: Wm. J. Murphy

Vice-President: Alex J. Campbell

Secretary: V.A. Eberly

Treasurer: K.R. Walters

REPORT OF OPERATIONS

	1962	1961	1960
Car Miles:			
Steam	298	105	153
Electric	1609	1208	1073
Gas-Electric	74	50	60
Coach	267	88	104
Total Car Miles:	2248	1451	1390
Revenue Car Miles:	2166	1331	1237
Non-Revenue Car Miles:	82	120	153
Number of Days Operated:	87	62	51
Work Trains:	7	15	8
Work Train Hours:	28	48	21
Number of passengers carried (approx):	37,488	32,150	15,000
Substation:			
Time in Operation	312 hrs	237 hrs	182 hrs
KWH Used:	8760	7920	9360
Cost per Car Mile:	23.82¢	25.12¢	30.34¢
Cost per mile, steam locomotives, coal and water	80.04¢	216.34¢	131.15¢
Inventory of Equipment:			
Locomotives: Steam	2	2	2
Gas-Electric	1	1	1
Electric	1	1	1
Electric Railway Cars:			
City	4	3	3
Interurban	4	3	3
Work	1	1	1
Locomotives:			
Steam	2	2	2
Gas-Electric	1	1	1
Electric	1	1	1
Electric Railway Cars:			
City	4	3	3
Interbu			
Interurban	4	3	3
Work	1	1	1
Freight Cars: Box	1	1	0
Passenger Cars: Combination	1	0	0
M of W Track Cars: Powered:	2	2	2
Non-Powered:	4	4	3
Grand Total:	21	18	16

OHIO RAILWAY MUSEUM DIVISION OF C.O.R.A., INC.
STATEMENT OF INCOME AND EXPENSE
FOR THE YEAR ENDING DECEMBER 31, 1962

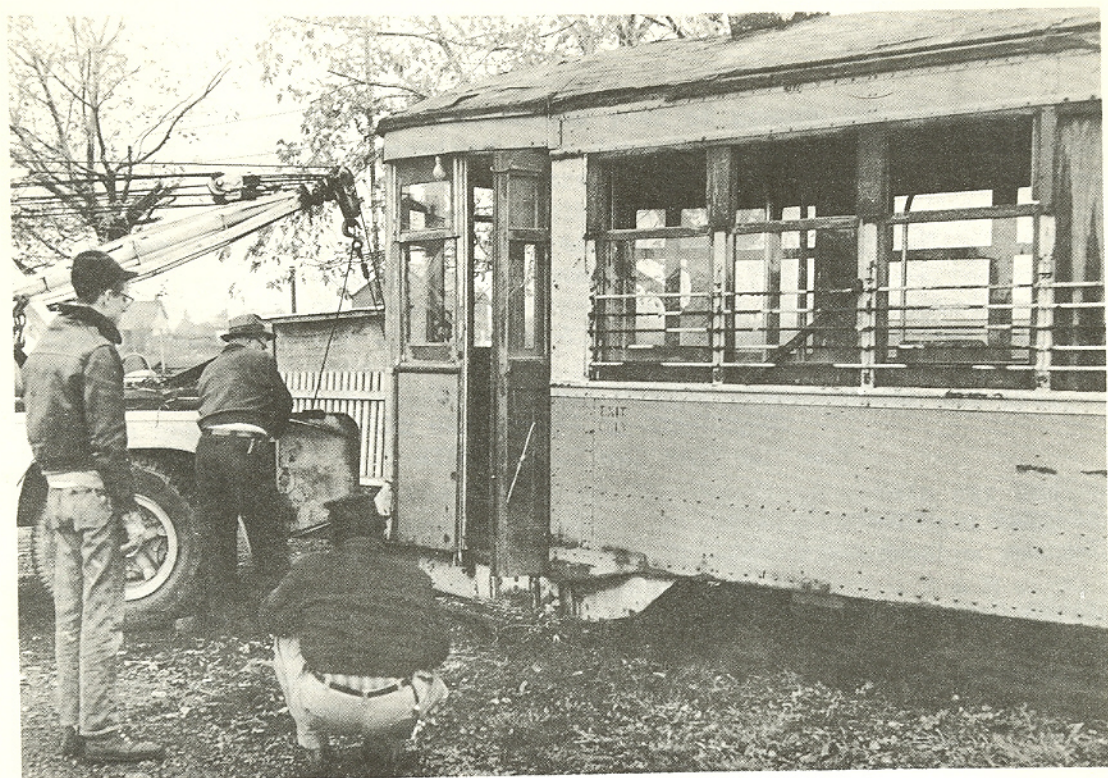
Balance - January 1, 1962	\$ 2,539.73
Income - Dues and Donations	8,949.27
Total Cash Available	<u>\$ 11,489.00</u>

Expenses:

Coal	\$ 238.52
Electricity - regular	92.79
Electricity - substation	383.40
Oil	123.67
Gasoline	115.60
Property Maintenance	2,196.16
Publications	387.73
Insurance	558.36
Taxes	210.14
Fees and License	19.00
Bank Charges	8.67
Postage and Freight	24.00
Telephone	86.64
Coca-Cola	409.09
Dues Refund	6.00
Construction Costs - Right of way	198.90
Acquirement Costs - Car 1511	62.26
Acquirement Costs - Car 703	342.00
Acquirement Costs - Car 501	<u>900.00</u>

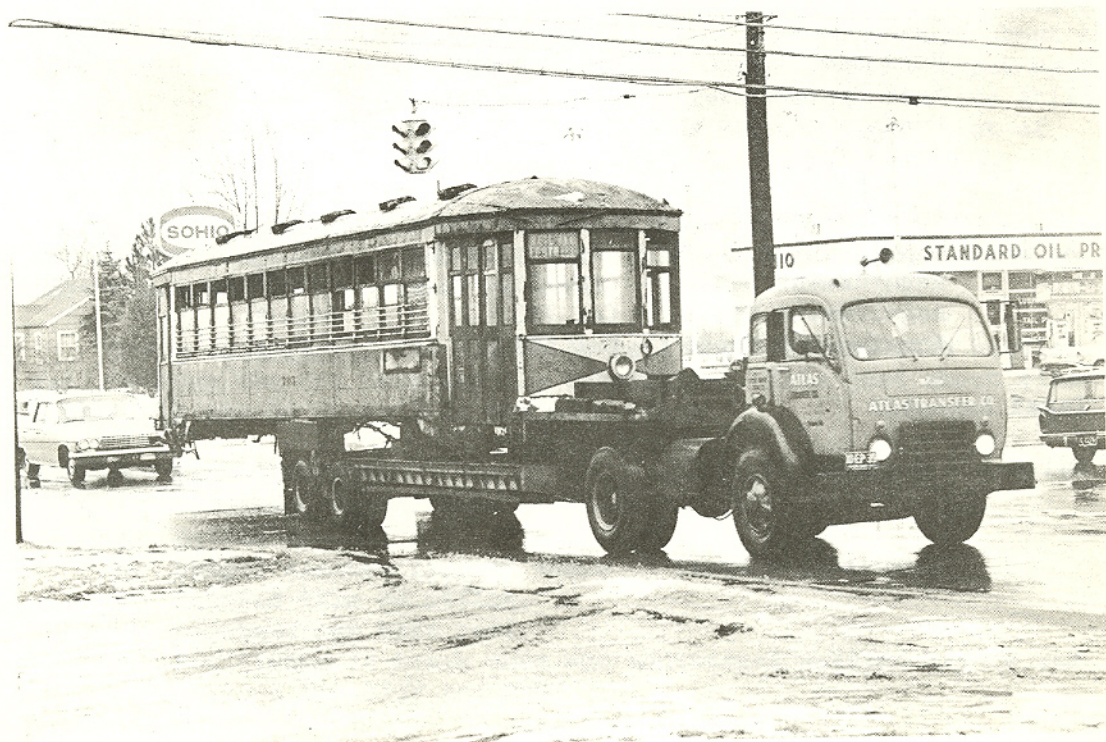
Total Expenses	<u>\$ 6,362.93</u>
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Balance - December 31, 1962	<u>\$ 5,126.07</u>
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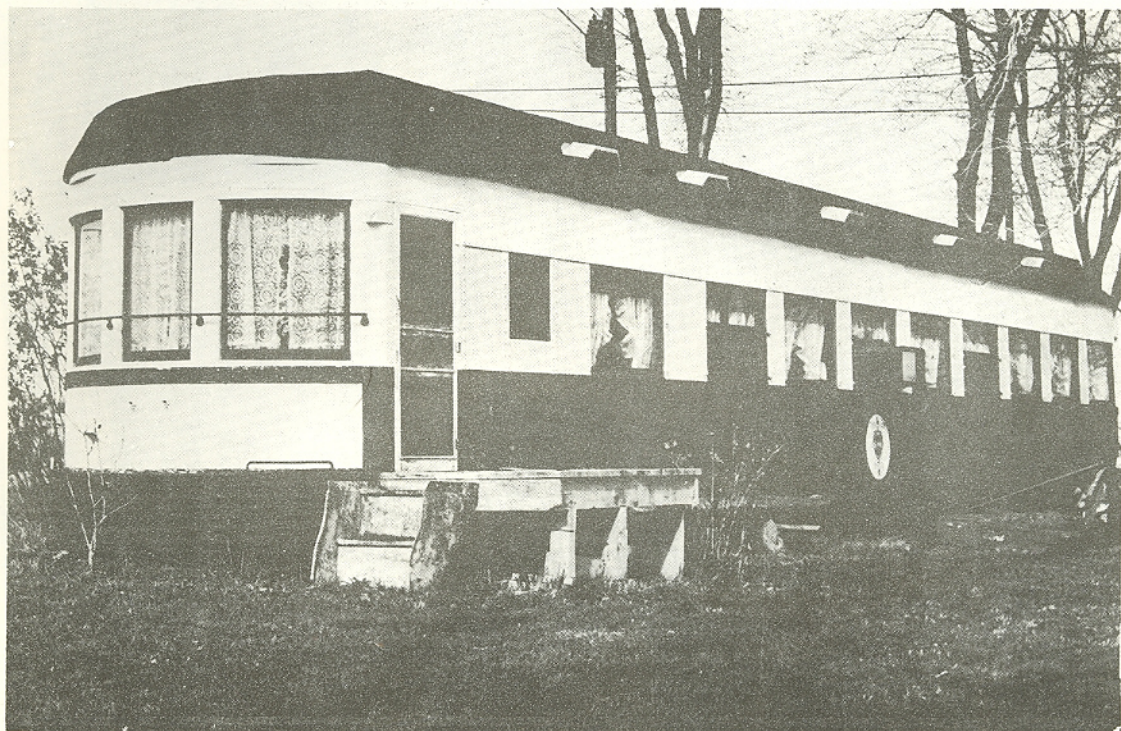
703 BEING BLOCKED AT OBETZ

703 ON MOVING DAY





703 AS TRUCK PULLS OUT FROM UNDER HER AFTER ARRIVING AT
THE OHIO RAILWAY MUSEUM





INTERIOR OF 1511'S PASSENGER SECTION