

OHIO RAILWAY MUSEUM

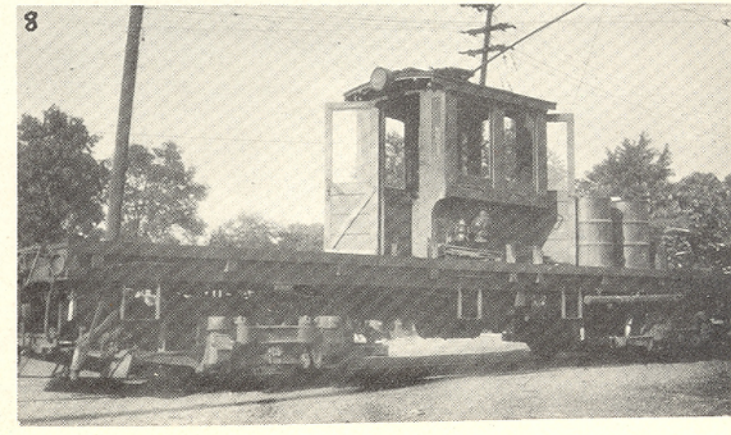
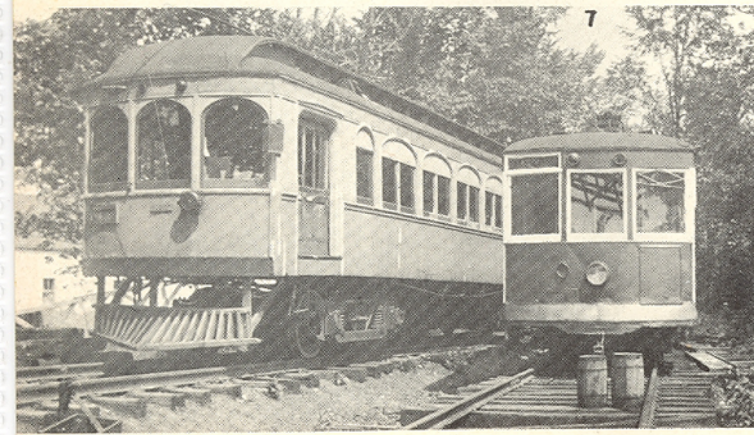
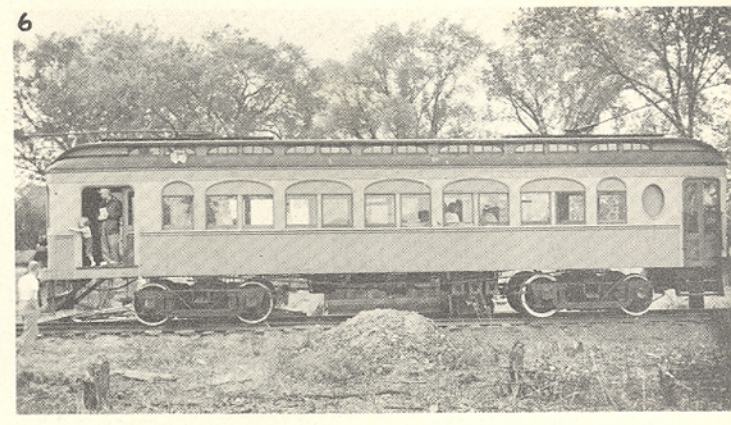
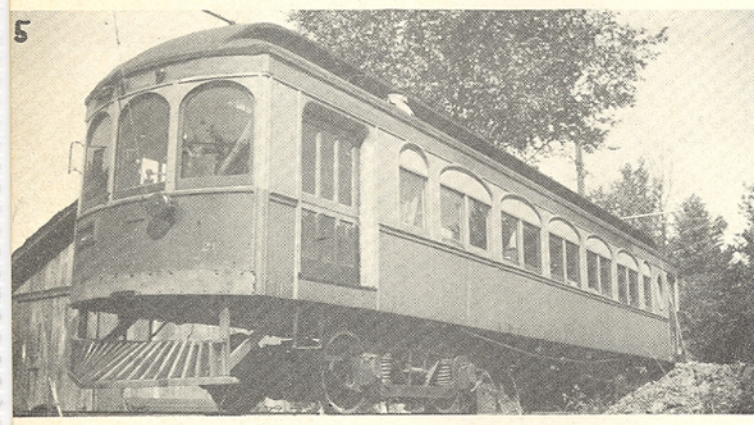
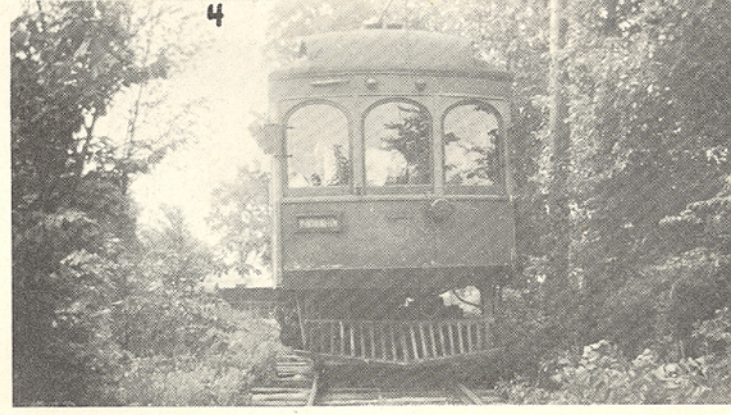
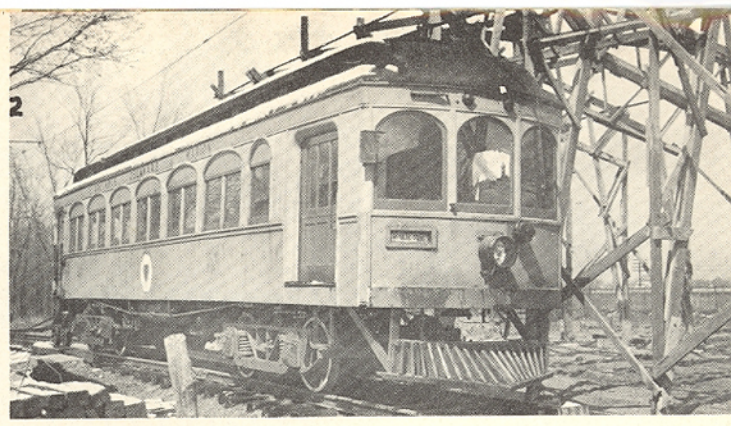
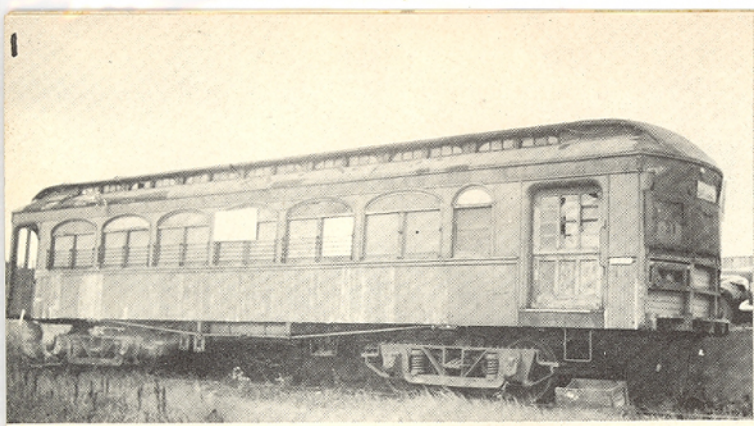
WORTHINGTON, OHIO

PROGRESS REPORT No. 3

1945-1954



**THE ONLY OPERATING RAILWAY MUSEUM
IN THE MIDDLEWEST
OWNED AND OPERATED BY C. O. R. A. INC.
P.O. BOX 206, WORTHINGTON, OHIO**



DESCRIPTION OF PROPERTY

The Ohio Railway Museum owns and operates the Columbus, Delaware, and Marien Railroad as a museum for old railway equipment. It is open to the public and cars are operated every Sunday from May to November. The property consists of 2000 feet of former railroad right of way plus one small lot and one large lot. Upon this property we have constructed 1000 feet of main track, 300 feet of sidings and a 40 x 60 2 track car barn. Cars owned are 5 electric, 1 gas electric car and 1 hand car.

HISTORY

For the benefit of all our newer members and those who did not receive a copy of our 1950 report a short history of the organization is published below. The organization was founded in 1945 by a small group of men interested in railroads and railroading. In 1946 the Eastern Ohio Chapter of the National Railway Historical Society donated Ohio Public Service car #21 which they had previously acquired. This car was moved to a temporary location at the Ohio State Fairground at Columbus. Due to extensive vandalism it was decided in 1947 that the car must be moved to a safe location. In April, 1948 a portion of the former Columbus, Delaware, and Marion Electric Co. right of way was leased at Worthington, Ohio and the car moved there. The car was in such a delapidated condition that the Pennsylvania Railroad shops at Columbus doubted if it could be repaired. Today, however, the car is in fine condition, ready to run another 50 years.

In 1949 the members decided that the land on which the car and track were located should be purchased instead of leased. The purchase was made and the organization then owned 1000 feet of right of way 40 ft wide plus two lots for station and car barn. About this time track construction was starting and Mr. Robert Young of the Chesapeake & Ohio Railway donated an old hand car to help in hauling ties, rail, and cinders. In later years a tower was built that could be placed on this car so it could be used as a line car. From 1948 to 1951 1000 feet of track was constructed.

In 1950 the organization was incorporated, not for profit, under the laws of the State of Ohio and dedicated to building and operating a museum for old railway equipment which would be open to the public.

In 1950 the second car was acquired. This car, purchased from the Columbus and Southern Ohio Electric Co., is a double truck, center cab, work car which was last used as a switcher at the Grandview Pole Yard. It carries Number 067. The car was moved to the Kelton Ave car barn of the Columbus Transit Company where it was stored.

By 1951 the need for a power supply became our greatest problem. Several sources of power were investigated and it was decided that a gas-electric car would be best for our operation. After several months of negotiations Erie Railroad gas electric car 5012 was purchased in January, 1952. The car was delivered to us at the Erie shops at Marion, Ohio where some of our members received instructions in its operation and maintenance.

The car was then delivered to the Pennsylvania Railroad and pulled to Worthington and placed on a siding adjacent to our property. A temporary track was constructed from the end of the siding to our main track.

On June 4th, 1952 car 5012 was first operated and regular operation was established. Operation of the electric cars started in September, 1952, with car 21.

About this time the Franklin County Commissioners granted a permit to cross Proprietors Road at the North end of our present track. The old C.D.&M. rails are still in place in the crossing. To date this permit has not been used but will be if track is extended in this direction.

Plans were now being drawn for a car barn but before construction could start 150 feet of main track had to be relocated and our tool shed moved. Actual construction of the car barn was started Sept. 15, 1952. Footers were poured and 9 wooden trusses were constructed. The trusses were completed and raised in the spring of 1953.

Early in 1952 an additional 1000 feet of right of way was purchased extending South to Potter Street.

In December, 1952 car 1545, a four wheel Bikey Safety car was donated by Mr. Jay Maeder. This car had been kept on his property at Avon, Ohio. A crew was sent to Avon to make temporary repairs and the car was moved to Worthington free of charge by the Johnson Trucking Co. in June, 1953.

During the winter of 1952-53 the first switch was constructed leading off the main track into the car barn. Points and frog were furnished by Fritz-Rumer-Cooke Co., contractors.

One of the Winton engines in car 5012 was overhauled during 1953 and after other repairs were made the car is now in much better condition than it was when received from the Erie R.R.

The first barn track was completed in July, 1953 and on Sunday, August 23, 1953 we helped Ohio celebrate its susquicentennial by having a program at the museum. During that day 2000 people rode the cars and inspected the property. Cars 5012, 21, and 1545 were in operation.

In September 1953 car 119 was donated to us by the Cedar Rapids & Iowa City Railway. This car was moved to Worthington on a flat car via the Chicago & Northwestern Railway and the Pennsylvania Railroad without charge. The temporary track was again built to the Pennsylvania siding and the 119 was unloaded from the flat car and towed over the temporary track into the car barn by car 21. Crandic also sent four rails and a number of spare parts with the car and it was in operation a few days after its arrival.

During October 1953 we completed the second switch and barn track which will be ready for operation as soon as the trolley wire is put up this spring.

During July and August 1953 the broad gauge wheels were removed from car 067 at the Kelton Avenue shop of the Columbus Transit Co. where it was stored. These wheels and axles were then taken to a railroad shop and pressed to standard gauge. While the wheels were in the shop the car was given a finish coat of paint and the trucks, motors, etc., were cleaned and painted. Necessary mechanical changes were also made so the standard gauge wheels could be put in. The car was then re-assembled and moved to Worthington during October.

Also during October 1953 the Ohio Edison Co. donated car #64 which was located at Port Clinton, Ohio. This car was former Ohio Public Service, Mansfield-Shelby Division #41 and later Ohio Public Service #64. It was moved to Worthington one week after 067. This car is in very poor condition due to years of exposure to the elements. Work has started on this car but it will be several years before it is completed.

The roof and side walls of the car barn are completed and it is planned to construct the doors during 1954. Cars 21, 067 and 1545 are now kept in the car barn.

On December 15, 1953 construction was started on the main track extension to Potter Street. When this track is completed there will be 2000 ft of main track in operation.

OPERATION

The operation of our cars has presented many new problems, most of which have been solved without much difficulty. Three men are required on each car and one man must be in the power plant at all times. When two or more cars are operated at the same time a dispatcher is also on duty. We now have a Rule Book similar as a standard railroad rule book which govern operations. As yet train orders are little used but will be used more when the line is completed. We do not have a block system as yet but plans are underway for one. We also hope to have a telephone system in operation sometime in 1954. Phones will be located at the north end, car barn, and power plant. Cars are operated every Sunday afternoon during the summer months from May to November. All operating problems, operating rules, time tables, etc. are handled by a three man operating committee made up of the trainmaster, chief dispatcher, and general yard master.

FUTURE PLANS

During 1954 we hope to finish the main track to Potter Street and complete the car barn. Other projects being planned for the future are:

- 1- The acquiring of a small steam locomotive.
- 2- Possibly obtaining one more interurban car.
- 3- Purchase of additional land for main track, yards and buildings.
- 4- Construction of a shop building large enough to house one car. This building would contain office, store-room, and pit.
- 5- Obtain more indoor car storage space by constructing another car barn or lengthen the present one.
- 6- Construction of additional main track and sidings.

OFFICERS

Terms expire July 1, 1954

President	Bernard J. Kern
Vice President	Ralph Stuart
Secretary	Virgil A. Eberly
Treasurer	O. M. Hoock
Asst. Treasurer	John T. Morris

TRUSTEES

George R. Silcott V. A. Ketchum Bernard J. Kern

ROSTER OF EQUIPMENT

21

Acquired from Eastern Ohio Chapter N.R.H.S. Moved to Worthington in 1948. This car is a 51 ft. wood combine built by Niles Car Co. in 1904. Operated on the Toledo, Port Clinton & Lakeside, Northwestern Ohio, and Ohio Public Service. This is a single end car. Weight, approx. 57000 lbs., Motors, 4-GE-263A. Controller, K-34D2. Wheel diameter 34". Compressor, West. 3817.

067

Acquired from the Columbus & Southern Ohio Electric Co. 1950. Moved to Worthington 1953. This car is a 38ft center cab work car built by the Columbus Railway Power & Light Co. about 1920 using trucks from an old city car. This car was last used as a switcher at the Grandview Pole Yard of the Columbus & Southern Ohio Electric Co. The car was wide gauge until 1953 when converted to standard gauge by the Ohio Railway Museum. The car is of all wood construction including underframe. It has 4 GE-54 motors, K-12 controller, GE CP-27 compressor, MCB couplers and 32" wheels. The approximate weight is 36000 lbs.

5012

Acquired from the Erie Railroad 1952. This car is a 73 ft gas electric passenger and baggage car and contains two 300 hp Winton gasoline engines. Built by Bethlehem Steel Co., and Electro-Motive Corp in 1931. The car weighs 176252 lbs and is equipped with 4 GE-292353 motors, ET-51 control system, GE-CP130 compressor, MCB couplers, Otis steam heating boiler, and 33 inch wheels. This car was once leased by the Erie Railroad to the New York, Susquehanna, and Western. This car furnishes power for the interurban cars and also operates occasionally by itself.

1545

Acquired from Mr. Jay Maeder, Avon, Ohio in 1953. This car is a 27'6" 4 wheel Birney Safety car which operated on the Kansas City Public Service Co until purchased by Mr. Maeder. This car was built by American Car Co in 1920 and is equipped with 2 Westinghouse 508A motors, K-63BR controllers and 24 inch wheels. Approximate weight 22000 lbs.

119

Acquired from Cedar Rapids & Iowa City Railway in 1953. This car is a 34' 3" light weight, high speed car built by Cincinnati Car Co. in 1930 for the Cincinnati & Lake Erie Railroad. This car weighs 48300 lbs and is equipped with 4-GE-706A motors, PC-10 control system, Westinghouse DH25 compressor and 28" wheels.

64

Acquired from the Ohio Edison Co., Port Clinton, Ohio in 1953. This car is a 40' Kuhlman light weight built about 1924 and operated on the Ohio Public Service Mansfield-Shelby Division and later on the Port Clinton Division. This car weighs 30000 lbs. and is equipped with GE-256C motors, K-35 controller, GE-CP27B compressor and 24 inch wheels. This car was in very bad condition when received and is being rebuilt.

X-1, Handcar acquired from Chesapeake & Ohio Railway in 1949.

LOCATION OF THE OHIO RAILWAY MUSEUM
WORTHINGTON, OHIO

HOUSES



PROPRIETORS ROAD

FAC TORY

LUMBER YARD

HOUSE

FAC TORY

GARAGE

PROPOSED
STATION
LOCATION

PRIVATE ROAD

UNDER CONSTRUCTION

TOOL SHED

DRIVEWAY

LAW BARN

DISCONTINUED TRACKAGE

WOODS

WORTHINGTON
CITY LIMITS

← COLUMBUS

PENNSYLVANIA RAILROAD

LUMBER YARD

SANDUSKY →

← COLUMBUS AND CINCINNATI

NEW YORK CENTRAL RAILROAD

CLEVELAND →

ROUTE 23 1 MILE

TULLER ST

ROUTE 161

POTTER ST

GRANVILLE ROAD

ROUTE 3 3 MILES

PHOTOS

FRONT COVER - Worthington Yard, Jan. 1, 1954

- 1- Car 21 at Ohio State Fairgrounds 1947. Before moving to Worthington. Remaining windows were later broken by vandals before car was moved.
- 2- Car 21, spring of 1953 before summer operation started.
- 3- Car 21, approaching car barn switch, summer 1953.
- 4- Car 21 at north end of line, summer 1953.
- 5- 6- Car 21, summer 1952. First year of operation.
- 7- Cars 21 and 1545 at car barn switch, summer 1953.
- 8- Car 067 while in service on Columbus and Southern Ohio Electric at Grandview Material Yard, 1947.
- 9- Car 5012, spring 1953.
- 10- Car 5012, Summer 1952.
- 11- Car 5012, Winter 1953-54.
- 12- car 1545, arrival at Worthington, Summer 1953.
- 13- Interior of car 1545 while in operation, summer 1953.
- 14- Car 1545 pulling into car barn, summer 1953.
- 15- Car 119 on flat car after arrival at Worthington, summer 1953.
- 16- Cars 119 and 21, summer 1953, while in operation.
- 17- Car 64 on state highway scale just east of Port Clinton, Ohio en route to Worthington, Fall, 1953.
- 18- Car 64 at Worthington before rebuilding started. Nov. 17, 1953. Note condition of car.
- 19- 21- Car barn construction, spring 1953.
- 22- Car barn with roof and sides complete. Cars 21 and 067 inside. Note new paint and paint on car 21 and new paint on car 067.
- 23- First track construction, May 1948.
- 24- Cars 5012 and 21, summer 1952.

Photos by George Silcott, John Malloy, Don Kaiser, B J Kern, and Ralph Stuart.

