

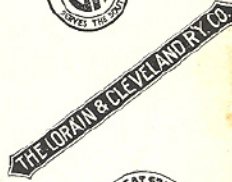
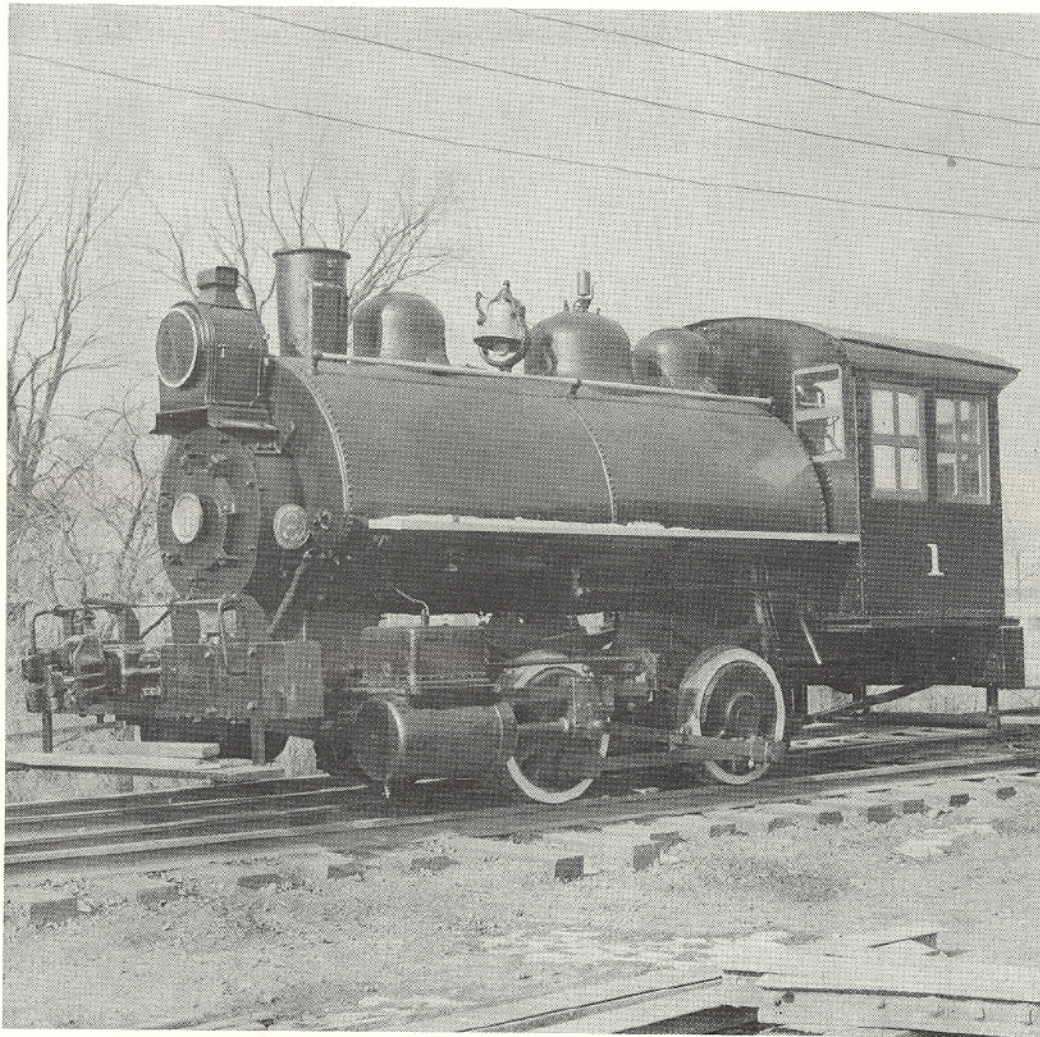
1955

THE OHIO RAILWAY MUSEUM

1956

WORTHINGTON, OHIO

ANNUAL REPORT



ZANESVILLE & WESTERN RAILWAY CO.



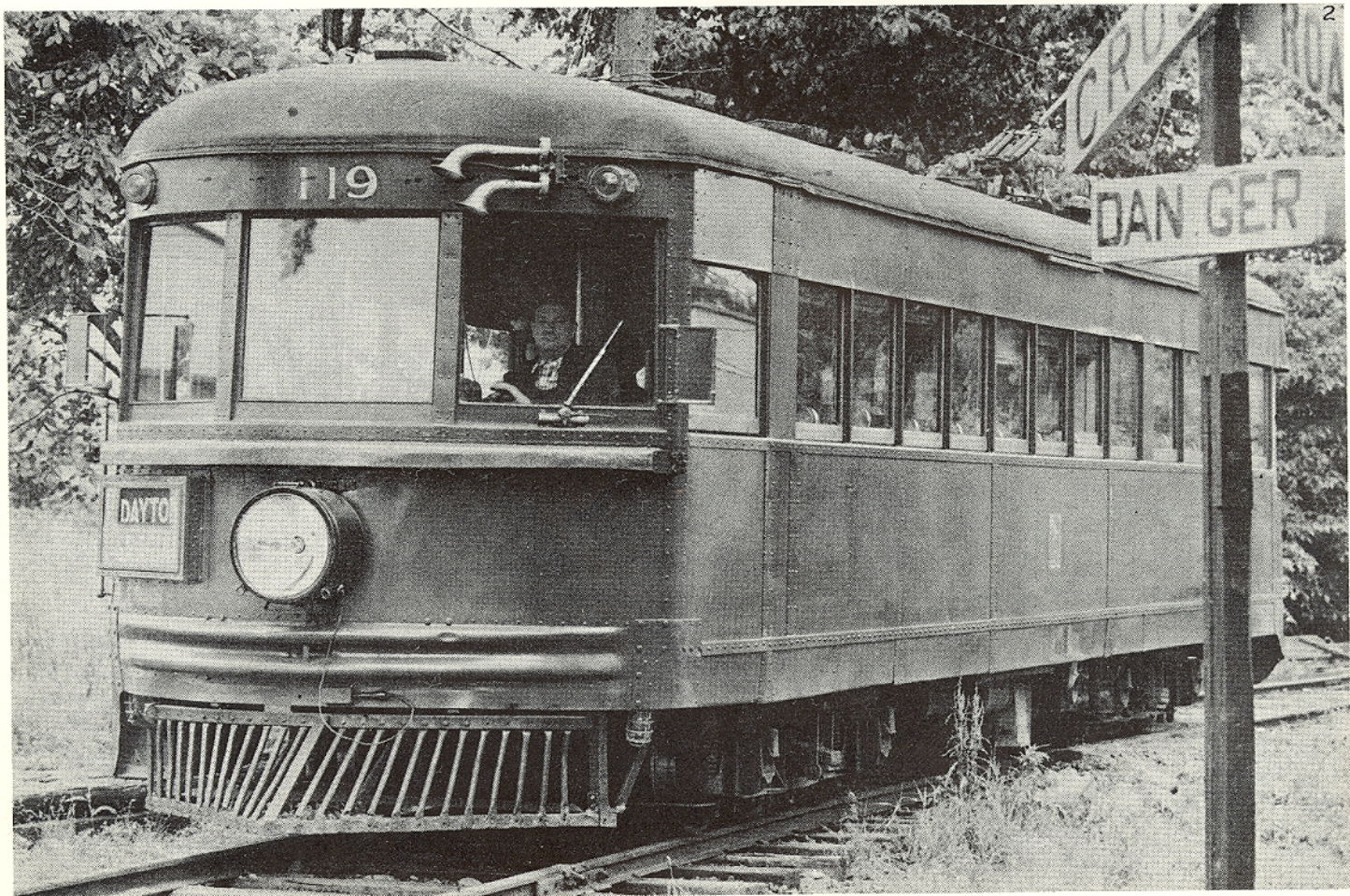
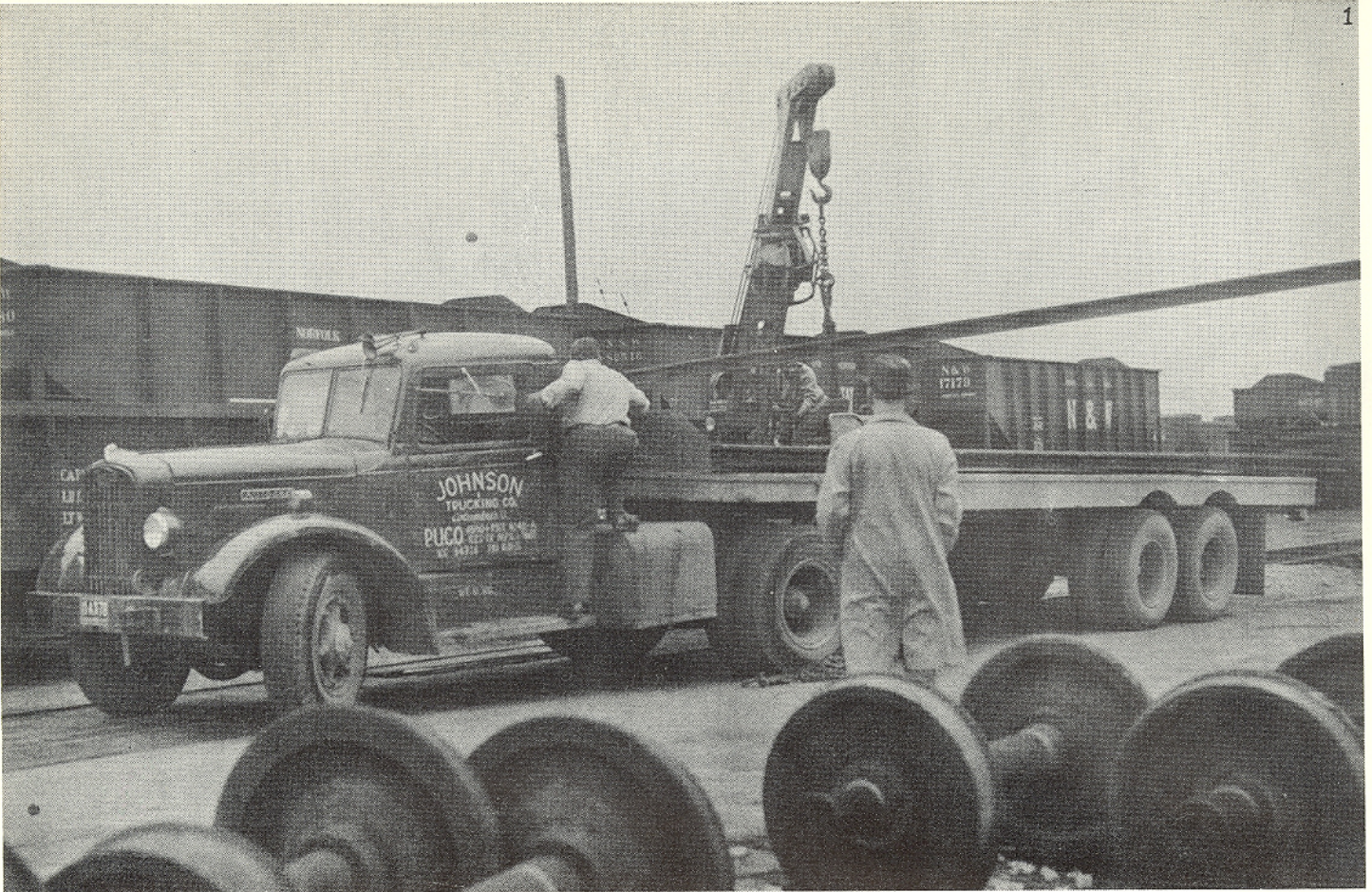
Toledo and Western Railway Co.

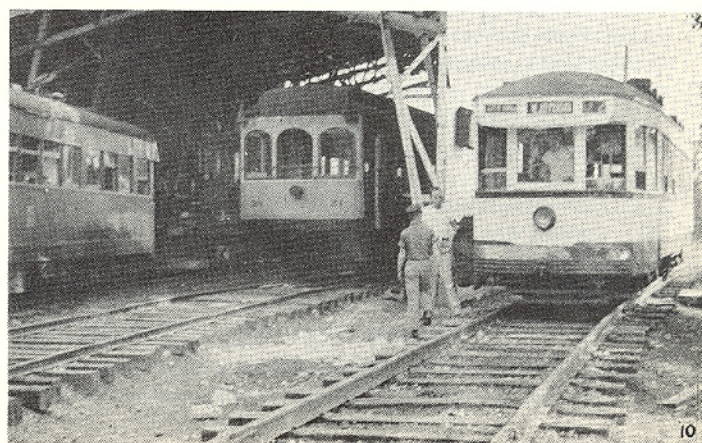
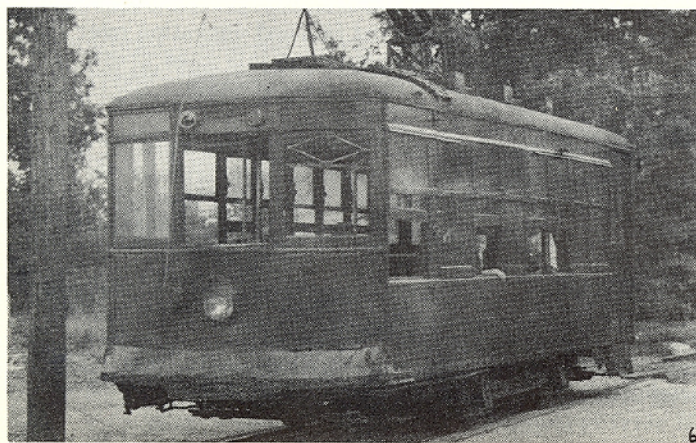
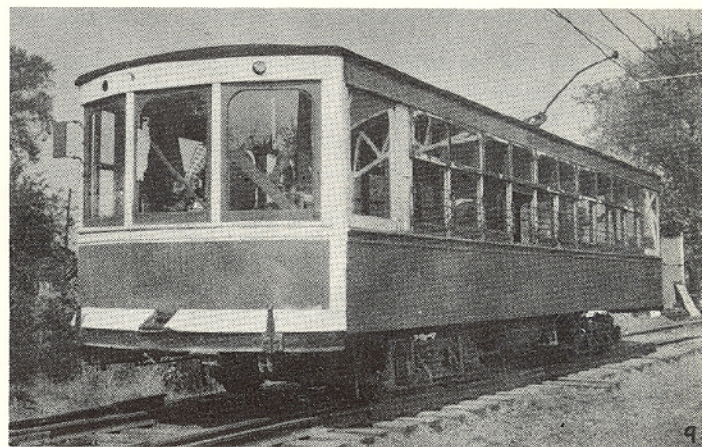
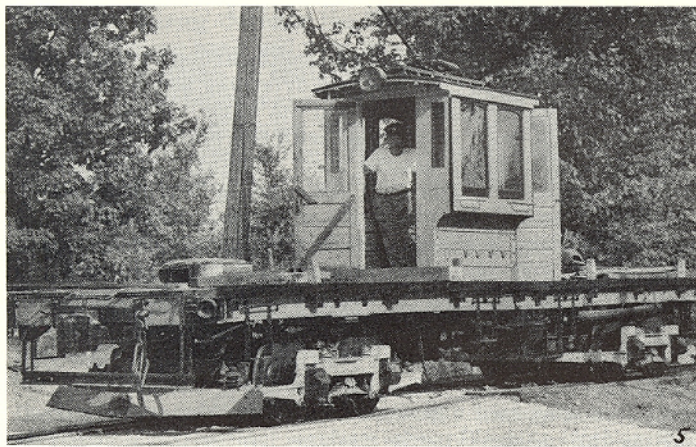
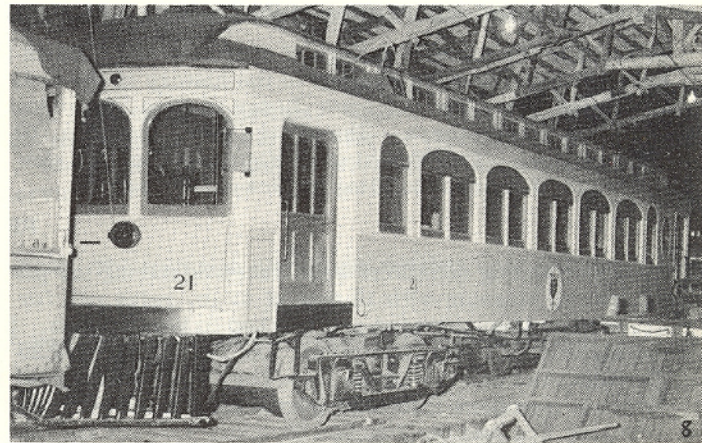
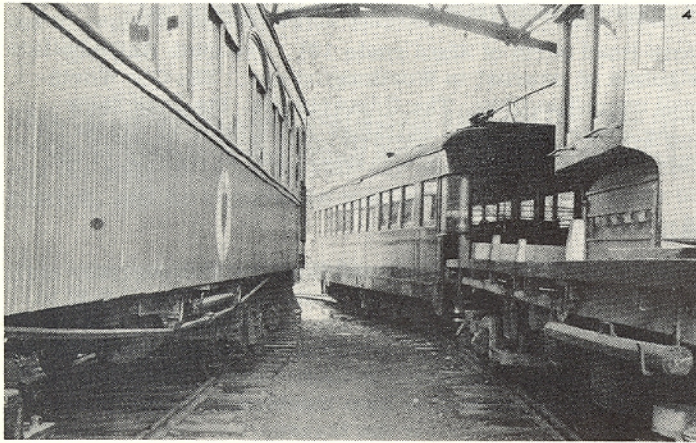
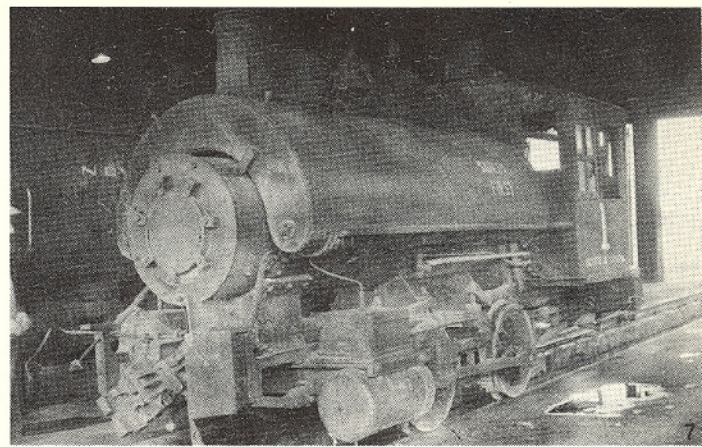
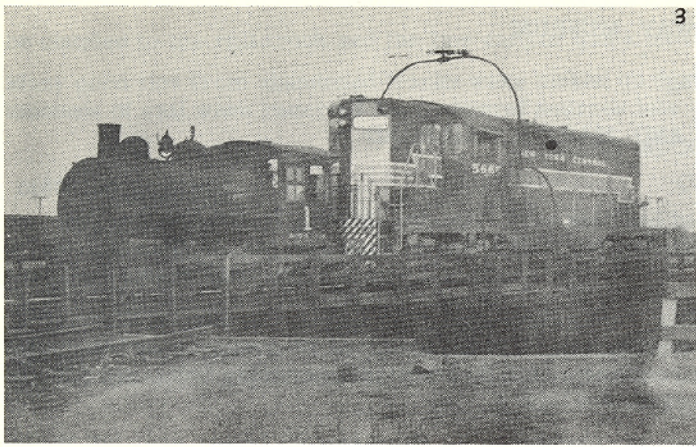


KANAWHA & MICHIGAN RAILWAY.

"HIGHLAND ROUTE."







THE OHIO RAILWAY MUSEUM

Operating

THE COLUMBUS DELAWARE AND MARION RAILROAD

P. O. Box 206

Worthington, Ohio

Information about the Ohio Railway Museum

The Ohio Railway Museum is a non-profit educational organization incorporated under the laws of the State of Ohio for the purpose of creating and maintaining a railroad museum for the education and edification of its members and the public; to collect and disseminate railroad history and items of railroading and to do all things necessary and proper to the foregoing and full understanding of railroads, their past, present and future.

Any person interested in the Museum's project is eligible to apply for membership. Dues are \$2.00 per year for associate members and \$12.00 per year for regular members. All dues and donations are used to buy materials for maintenance and construction of the museum. All donations are properly deductible on the federal income tax.

Situated in the historic village of Worthington, Ohio on Proprietors Road north of state route 161, The Ohio Railway Museum has added its chapter to the history of the area. Other points of interest in Worthington are: The Old Worthington Inn, the oldest Masonic Lodge in Ohio, the oldest Episcopal church in Ohio, The Griswold Inn, the John Snow home and many others. The village was founded in 1803 and all the above mentioned buildings are almost as old as the village itself. The Worthington Historical Society also has a museum which is open to the public and is located in the Veterans Memorial Building on Granville Road.

PROGRESS 1955

Two outstanding donations were received during the past year. Early in 1955 the Norfolk and Western Railway presented the Museum with 10 tons of 85 lb. relay rail for the extension of track. The rail was delivered by the N & W to Columbus, then unloaded and trucked to Worthington. In October the Marble Cliff Quarries Co. of Columbus presented the Museum with its first steam locomotive. It is a 20 ton saddle tank locomotive built by Vulcan Iron Works in 1924. Through the courtesy of the New York Central Railroad the locomotive was reconditioned in their shop at Columbus. Museum members then transported the engine by truck to Worthington. The Museum is also indebted to the Lemmon Trucking Co. and the Johnson Trucking Co. for the loan of their trucks at no charge for the transport of rails, ties and other material during the year.

PROPERTY IMPROVEMENTS

During January of 1955 the track extension to Potter Street was completed except for one rail length through a concrete driveway which was delayed until warm weather. In April the crossing was put in the concrete driveway and poured with new concrete. Steel reinforcing rod was used in this crossing and concrete poured around the rails. When this job was completed the already built but isolated section of track south of this point was joined with the rest of the main track. This crossing was completed over a week end as to not hamper traffic into a nearby plant. A small culvert was constructed just south of this crossing to carry the track over a drainage ditch. Ballasting and tamping was completed on this section in April. The remaining pines on this section were placed and the trolley wire was purchased and hung by the Line Dept. Operation on this extension started on schedule May 1st and it added 1000 feet to the main line for this season's operations.

Early in May the long planned northward extension across Proprietors Road was started. This crossing was also installed during a week end. It was a seemingly impossible task to do in one week end because of the work involved but it was completed although members had to work part of one day in the rain. The rails of the old Columbus, Delaware and Marion Electric Railway were still in the road at this point although several inches below the surface of the roadway. They were set in a solid concrete slab 2 feet thick with steel I beams used as ties. However with a bulldozer and air hammers, furnished by interested parties, it was possible to tear out the old crossing in 8 hours. After the old crossing was removed the old rails were spiked down to new ties (donated by the 5 railroads of Columbus through the Railroad Community Committee) and filled in with crushed rock. The crossing was then paved with asphalt and crossing signs were put up. Construction on the north end has proceeded throughout the summer and fall and operation over the crossing was commenced late in May after the trolley wire was put up. All train movements over this road crossing are protected by a flagman and all trains come to a complete stop before crossing the road. Approximately 700 feet of track has been built on this new extension and the total trackage is now over one half mile.

The last track construction started during the year was a siding leading off the main track about 100 feet south of the car barn and running north along the main track on the west side. This siding is for the steam locomotive and the gas electric car and may eventually be brought back into the main track north of the car barn and used for a passing track. This switch was installed in the main track while cars were running which was quite an achievement in as much as a car passed about every 3 minutes on the Sunday afternoon it was installed.

Early in the spring about 50 small trees on the south extension were cut with a chain saw because they interfered with operation of the cars. As many trees as possible were saved for shade and scenery purposes.

Another addition to the Maintenance of Way Dept. was a push truck donated by the Norfolk and Western Railway. This car received a new floor and a coat of paint and has been very useful in hauling rails, ties and other materials. It can

be coupled to the rail truck and the line car for quick movements anywhere on the line.

Many good ties from abandoned tracks were picked up during the year for tie replacements and new track. Additional amounts of rail were received from several sources late in the year.

ROLLING STOCK IMPROVEMENTS

Car 21

Car 21 had part of the right side rebuilt. This side had been damaged in an accident many years ago and had always bulged out near the baggage door on the right side. The side was pulled back in line and new siding added. New trolley boards were also added during the year.

Car 067

The doors were repaired and put on and the reverse drum in the controller was repaired. New journal bearings were applied and some improvements made on the brakes.

Car 3876

This car received a new finish coat of paint in the Detroit Street Railway colors. Some work was done to free the side bearings and pedestals which had become quite rusty. A new resistance bank was built out of spare parts and installed to replace the one which shorted out last year. Motor leads to No. 2 motor were replaced and a new fare box installed.

Car 119

This car received a new destination sign and the rear door was put in its original condition. Both of these improvements brought it back to its original condition. A fare box was also installed in this car. Exterior touch-up painting and the addition of all outside car numbers was completed in Fall. Revision of body and interior electrical work was started, and its completion will add several worthwhile original services to this car.

Car 1545

This car received a new ceiling and the interior painting was finished. The roof was also given another coat of paint.

Car 5012

A new exterior painting was given this car during the summer. It was repainted pullman green with yellow stripes. Some mechanical improvements were also made.

Car 64

All the remaining windows were installed and the car was primed again. The front end was given a finish coat of its original red and cream to see how it would look. Front marker lights were installed and the front doors removed for repairs. During October the final steps were taken to put the car in operation. New trolley boards were installed and the trolley base and pole mounted and wired. The controller was rebuilt and all wiring was checked and tested. Of the three banks of resistance two were repaired and one new bank installed. The car was rewired for two motors because two motors were missing when the car was received. On October 20th car 64 was pulled from the car barn by car 067 and set on the main line. The pole was put up and the controller opened. Car 64 moved for the first time under its own power since 1939. Another seemingly impossible task had been completed by museum members that day. Much work still remains to be done to this car but we hope to have it in first class condition in a year or so.

During the summer a 10 x 15 ft. steel building was erected to house the Line Department and the track car. The south end of the car barn was painted and several low areas at the north end of the car barn were filled in to facilitate the loading of passengers. When the new siding was started both the new and old storage sheds were moved from their old location west of the car barn to a new location north east of the car barn. During the move a floor of ties was put under the old shed which before had only a dirt floor. A souvenir stand was built and soft drinks and postcards are sold there. More right of way was purchased during the year which will enable us to further extend our main track.

During the year the museum was very fortunate in having the Burdette Oxygen Co. donate acetylene and oxygen for the museum's cutting and welding jobs. We also wish to thank Columbus Transit Co. for their donation of 4 old street railway signals which were used on the North High Street car line in Columbus. These signals were cleaned, repaired and tested by Columbus Transit before they were turned over to the museum.

The Railway Telephone System donated to the museum in part in 1954, has been added to, and line work to Potter St., including the new outdoor telephone box with magneto telephone, has been completed also. This brings the total of telephone locations to four with a fifth to be installed on the new westbound extension.

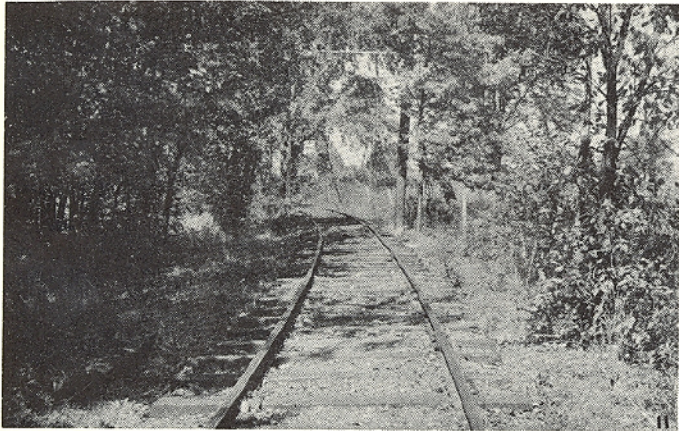
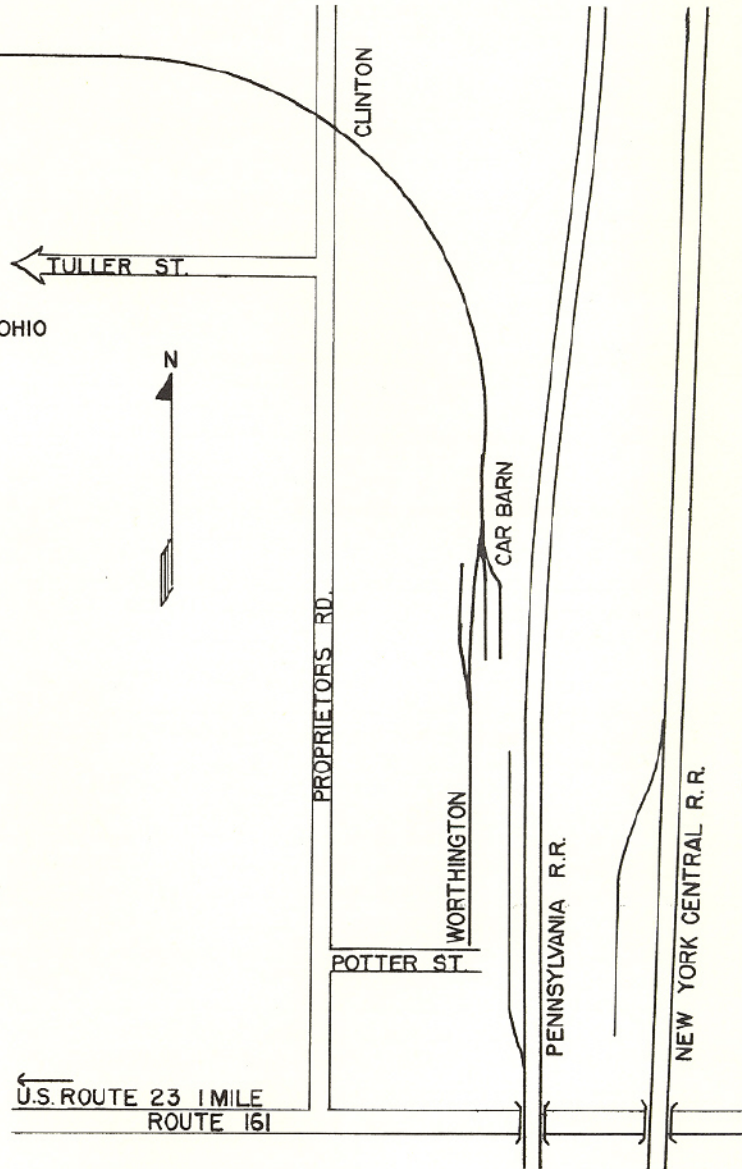
The museum can look back to 1955 as a very successful year and is indebted to those firms and individuals who have contributed in many ways during the past year. Their help along with the work of our members has made it possible for us to preserve a section of American history which is fading fast. The passing of the street car and the steam locomotive would only be a memory if some of them were not preserved. We hope that through our efforts the children of future generations can enjoy seeing and riding our equipment.

- - - 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.
- No. 1 Steam Locomotive, 20 ton saddle tank engine built by Vulcan in 1924. Acquired from Marble Cliff Quarries, 1955.
- 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.

TRACK MAP OF THE OHIO RAILWAY MUSEUM, WORTHINGTON, OHIO



PHOTOS

- Front Cover- Engine #1 at Car Barn
- 1- Loading rails at Norfolk & Western Yard in Columbus.
- 2- Car 119 at Clinton.
- 3- Engine #1 at New York Central shop before rebuilding.
- 4- Interior of Car Barn showing cars 21, 067 and 119.
- 5- Car 067 at Clinton.
- 6- Car 1545 at Clinton.
- 7- Engine #1 at New York Central shop before rebuilding.
- 8- Interior of Car Barn showing car 21.
- 9- Car 64 at Car Barn after making first run.
- 10- Car 3876 at Car Barn.
- 11- Right of Way looking west from Clinton.
- 12- Concrete crossing construction at Worthington.
- 13- Car 21 at Worthington.
- 14- Car 119 at Car Barn (showing switch construction).
- 15- Line Dept. hauling poles.
- 16- Crossing construction at Clinton.
- 17- Crossing construction at Clinton.
- 18- Crossing construction at Clinton.
- 19- Car 1545 pulling car 3876 after breakdown.
- 20- Eng #1 on trailer en route to Worthington.
- 21- Gas Electric car 5012 at Worthington generating power.
- 22- Car 21 at Clinton.

Photos by B. J. Kern, Ralph Stuart, George Silcott,
Russ Schramm, John Malloy.



