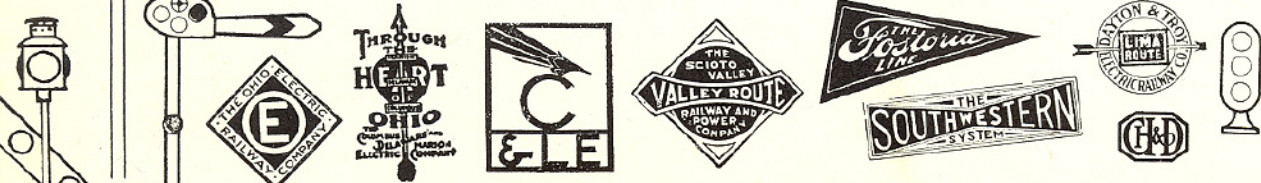
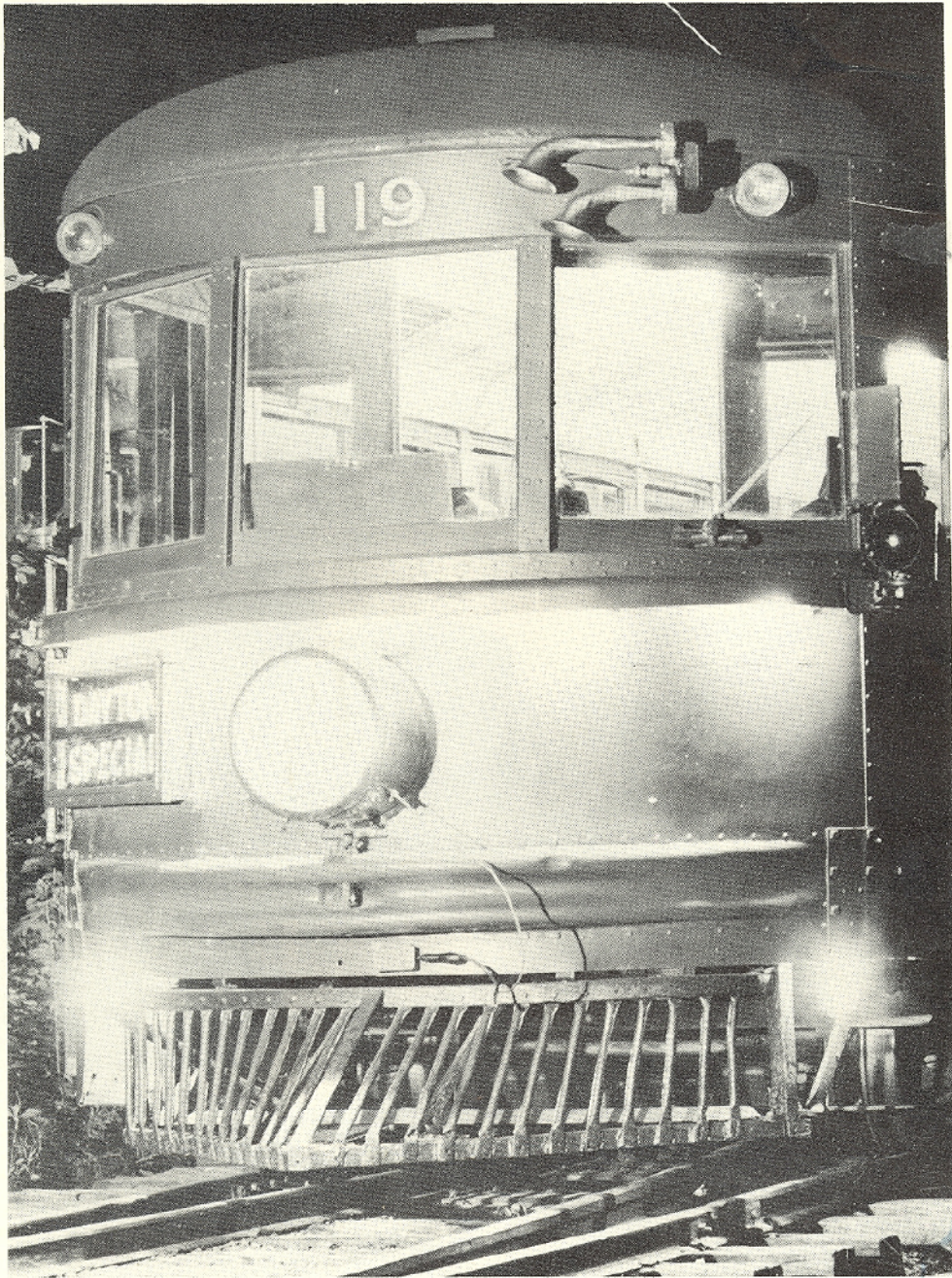


OHIO RAILWAY MUSEUM

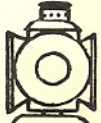
ANNUAL REPORT

1956



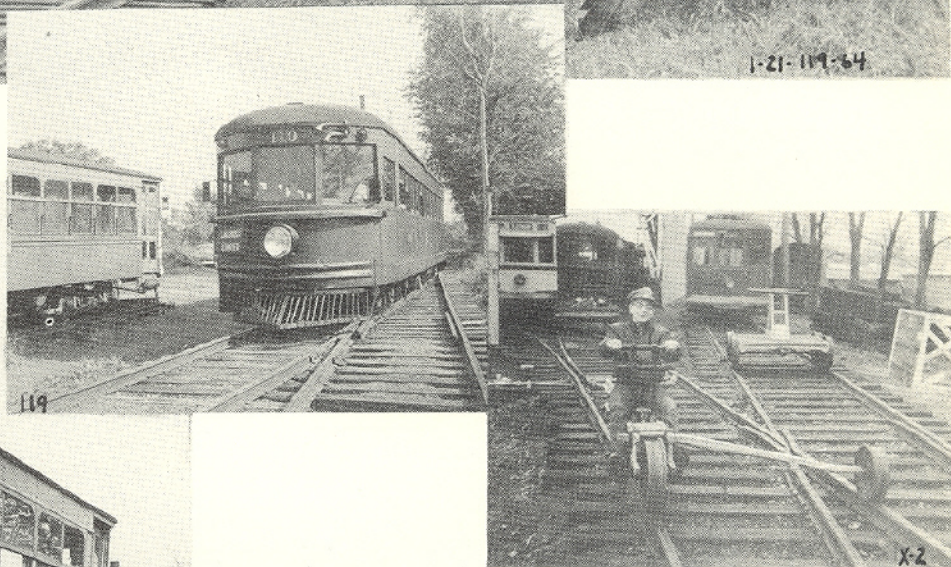
P.O. BOX 206, WORTHINGTON, OHIO

1957





1-21-119-64

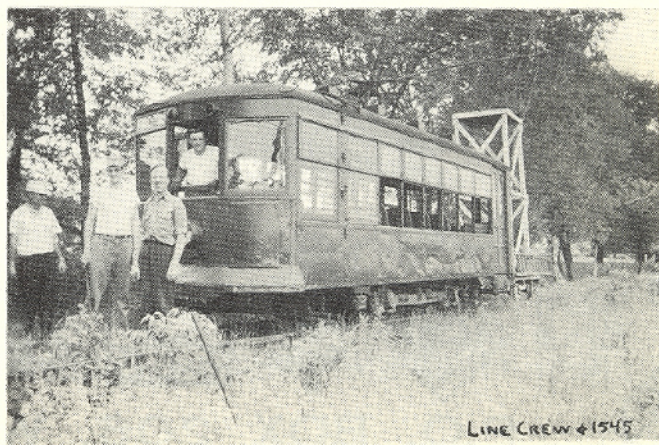


119

X-2



64



LINE CREW 41545

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.

The City of Worthington, long known as one of the most historical towns in Ohio, is becoming increasingly associated with yet another colorful phase of our country's past. As San Francisco is noted for its cable cars, Worthington is becoming synonymous with historic trolley cars and the fast growing Ohio Railway Museum. Articles in national publications during the past year have focused attention on the museum and people from all parts of the country have traveled to Worthington to see and ride these cars.

Many other points of historical interest are to be found in Worthington. Within a half mile of the center of the city one can find the Griswald Inn where the predecessor to the Ohio State Journal was first published, the oldest Episcopal church west of the Allegheny Mountains, the first Masonic Lodge in Ohio, the Worthington Inn, the John Snow house, and the old Girls Seminary School - all dating back to the early 1800's. In the War of 1812, the village was the starting point for the American march on Detroit. Worthington can also claim the distinction of having lost, by a single vote, the public election which chose Columbus over Worthington as the capital of the State of Ohio! The Worthington Historical Society also maintains a museum within the city and with its operation of the old railroad equipment on Sunday afternoons from May 1st to November 1st, the Ohio Railway Museum contributes the transportation phase to an area already rich in historical lore.

Property Improvements

Construction of 900 feet of main track and 150 feet of siding brought the total trackage to slightly less than one mile. This job entailed clearing the immediate right-of-way of brush and trees, construction of a small culvert, and the laying of ties and rail. The placement of ballast and the final alignment of these new portions of track is still being undertaken as rapidly as supplies of cinder ballast become available. Late in the spring approximately 100 feet of the track just north of the Food Plant crossing was raised. This also required reconstruction of the crossing.

The rail used in newly constructed sections of track was part of a total of 1150 feet of track donated to the museum throughout the year by various groups and individuals. The rail varied from 85 to 110 pounds per yard and some of the sections were old sidings unused for years.

One reclaimed siding, in particular, had been partially buried by newer construction work. In the course of some twelve hours on a cold November weekend, a group of the members salvaged the entire siding after digging as much as three feet in some places to uncover the rail. In all cases, usable ties, angle bars, spikes, etc., were also reclaimed.

Working on the heels of the track crew the Line Department set a total of 13 new poles and erected the trolley wire over the newly constructed portions of the main track. Additional work such as repainting all trolley brackets and hardware was done during the year by the Trolley Department.

Centralized Traffic Control was brought one step nearer during the summer as the Signal Department completed an overhauling of the existing signal system as well as the installation of a new signal just south of the car barn.

November witnessed another improvement, immediately south of the crossing at Proprietors Road. A local contractor, with the cooperation of the museum; constructed a new planked crossing to facilitate movement of his heavy equipment to and from the shop and storage area. The crossing sign was relocated and the old cinder crossing torn up and the area regraded and seeded.

Late in the year, a strip of land 150' x 10' was leased for the sum of \$1.00 from the Worthington Foods Corp. and construction begun on a siding for the gas-electric car. When completed, the electric cars will be able to run unobstructed to the present end of the line at Potter St.

The museum is again deeply indebted to the Lemmon Trucking Co. and the Johnson Trucking Co., The Village Lumber Co. and the Wander and Mason Corp. for the continued use of their equipment throughout the year.

Rolling Stock Improvements

No new pieces of rolling stock were added during the year, but the twelve existing pieces of equipment provided more than enough jobs for the members.

Car 21

A new car heater, similar to the original which was inadvertently destroyed years ago, was obtained and installed. Resistance banks underwent intensive repairs and many grids were replaced. Controller fingers, an increasingly scarce item, received considerable attention also. The Trolley Boards were undergoing replacement as the year ended.

Car 067

Repainting of this work-horse was begun. Plans were being formulated and materials gathered in preparation for the job of replacing one of the end beams on this former wide-gauge car.

Car 1545

Several new window frames were installed and gaskets in the deadman control replaced. Doors, suffering from age were rejuvenated and secured with steel straps.

Car 119

In order to replace deteriorated members and to strengthen others, the major job of rebuilding the entire rear end of this famous lightweight was begun.

Car 3876

Installation of new trolley boards and repainting of the exterior put this interesting car in A-1 condition.

Car 64

A coat of paint and major work on the air brake system brought this unique car over a considerable portion of its long journey back from the grave. The body and letter board were painted orange and the window posts cream. The window sash and doors were painted dark red. Necessary repairs to the air compressor were made and the various parts of the air brake system connected. The car was then operated with air brakes for the first time in seventeen years. Considerable work remains to be done on this car.

Gas-Electric Car 5012

During the summer the front pilot was removed and straightened and some air pipes renewed. Several window frames were also completely rebuilt. Upon cessation of operations in the fall a heavy overhauling of the motor-generator units was begun. In the cooling system, the old surge tank was replaced by a new one built by one of the members. Oil, water, and fuel lines were cleaned out and all carburetors overhauled and cleaned. The arduous job of removing cylinder heads in preparation for cleaning and valve grinding and reseating was begun. The task of rewiring the ignition system was also started.

Steam Locomotive No.1

The cab received extensive repairs, including the rebuilding of several windows, and both pilot beams replaced and still #1 was operated with few exceptions every other Sunday afternoon during the summer. Late in the fall the museum was faced with the hapless task of replacing the flues in the boiler.

Maintenance of Way Equipment

The hand-pump car, X-1, received a new floor, was refinished and repainted. The velocipede, X-2, and the push car needed only minor repairs. The fuel system and the motor of our 2 man motor car were given necessary repairs, a muffler and exhaust pipe was added, and the car was operated over the museum's rails for the first time. The track truck, X-10, was temporarily retired from service because of motor trouble.

In addition to the work described above, the roofs of the cars were given one or more coats of roof coating as protection against the ravages of winter. Minor repairs too numerous to mention but, nevertheless, important were continually being made on all equipment. Toward the end of the year negotiations for additional right-of-way and rolling stock were being made.

The year 1956 was most successful. Much was accomplished - much only begun. In 1957 even greater progress is anticipated. The Ohio Railway Museum wishes to express its appreciation for those groups and individuals whose continuing support and interest is vital to our task of preserving for the future, a part of the past.

- - - 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.

CINCINNATI & LAKE ERIE RAILROAD COMPANY	02607
BETWEEN COLUMBUS AND WEST JEFFERSON	
Good for one continuous passage, commencing not later than thirty days after date of sale. Subject to tariff regulations. Form S. T. VicePres. Traffic	

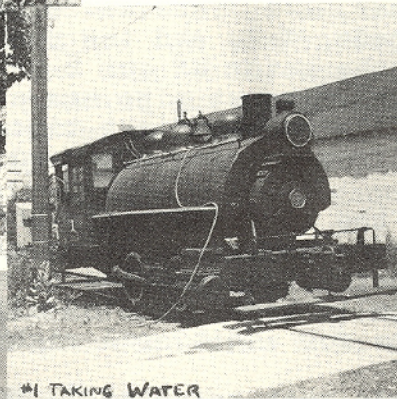
CINCINNATI & LAKE ERIE RAILROAD COMPANY	48866
BETWEEN SPRINGFIELD AND COLUMBUS	
Good for one continuous passage, commencing not later than one day after date of sale. Subject to tariff regulations. Form S. T. VicePres. Traffic	

CINCINNATI & LAKE ERIE RAILROAD COMPANY	74106
BETWEEN DAYTON AND SPRINGFIELD	
Good for one continuous passage, commencing not later than thirty days after date of sale. Subject to tariff regulations. Form S. T. VicePres. Traffic	

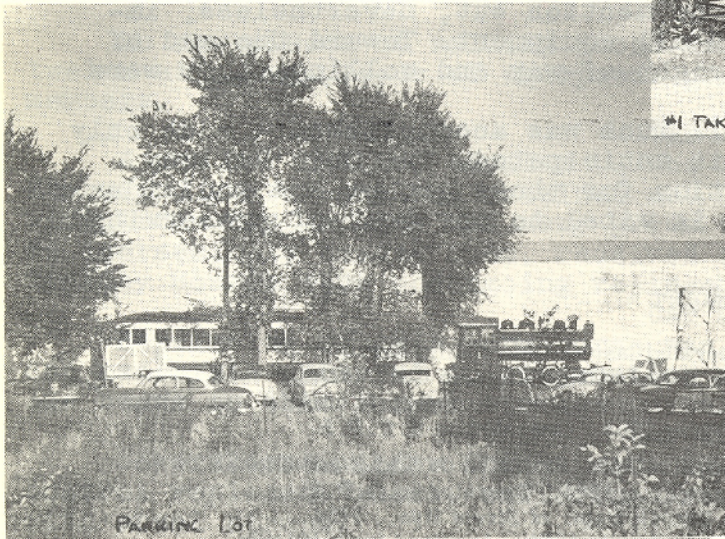
TRACK MAP OF THE OHIO RAILWAY MUSEUM, WORTHINGTON, OHIO



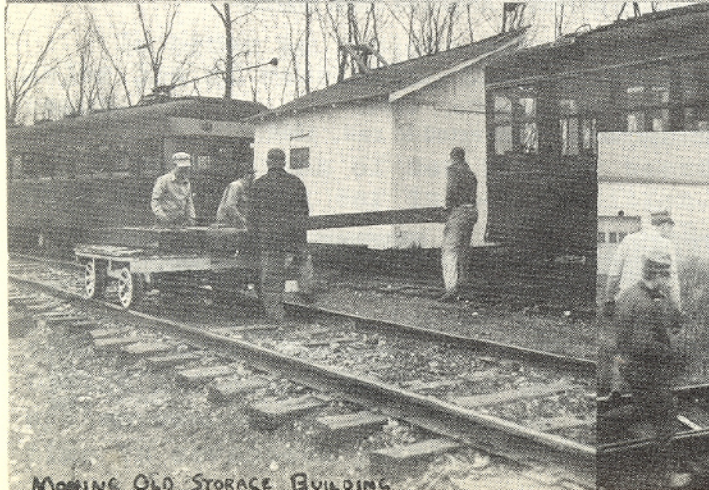
LOOKING SOUTH FROM BARN



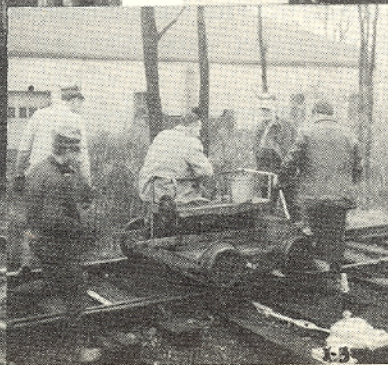
#1 TAKING WATER



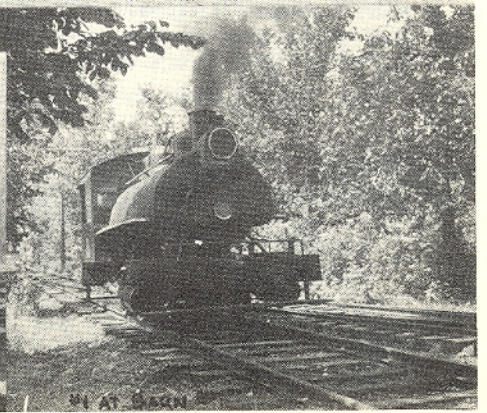
PARKING LOT



MOVING OLD STORAGE BUILDING



1-3



#1 AT BARN

TULLER ST.

N

CLINTON

PROPRIETORS RD.

WORTHINGTON

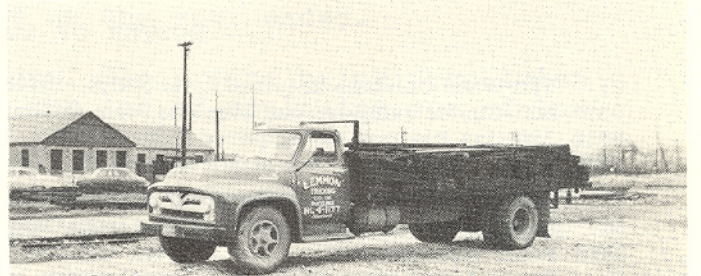
POTTER ST.

CAR BARN

PENNSYLVANIA R.R.

NEW YORK CENTRAL R.R.

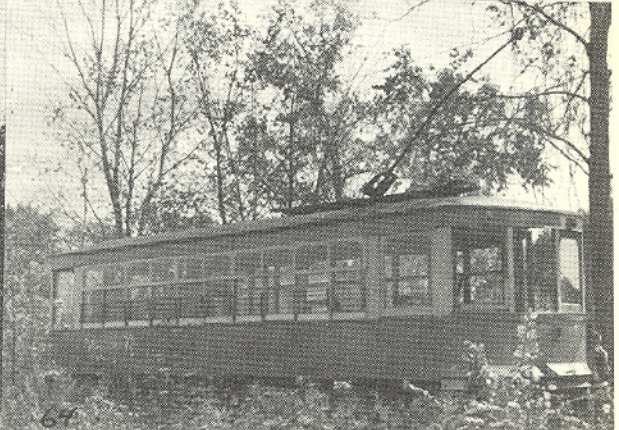
U.S. ROUTE 23 1 MILE
ROUTE 161



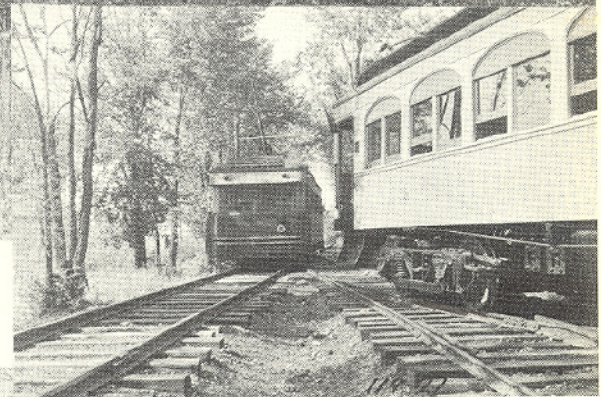
HAULING TIES



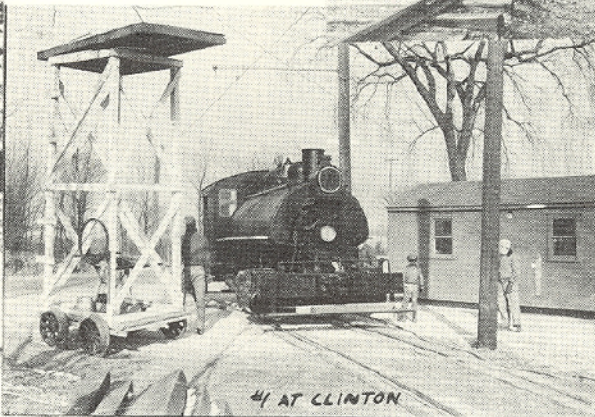
21 ON WEST END



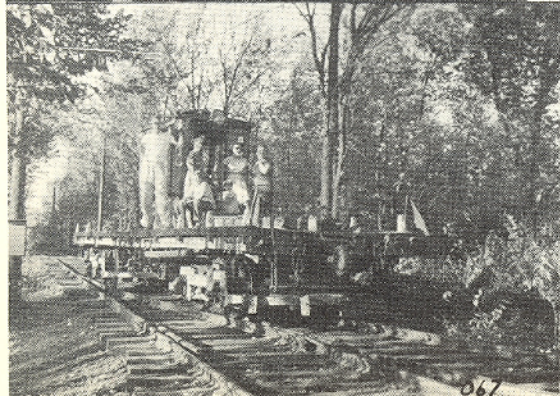
67



21



41 AT CLINTON



67



21 ON WEST END



5012