

OHIO RAILWAY MUSEUM

ANNUAL REPORT

1958



P.O. BOX 206, WORTHINGTON, OHIO

PROGRESS 1958

While the Ohio Railway Museum made great strides forward last year it also suffered a great loss. This occurred October 19th with the death of our Treasurer, Mr. O. M. Hooch. Mr. Hooch had been with the organization since 1945 and had served in various capacities. The most prominent of his achievements was his long term as treasurer and rebuilding and maintenance of car 1545. He will be missed by all.

During the early part of the year the steam engine siding was extended 100 feet. This was laid with rock and cinder ballast and 90 lb rail. Trolley wire was then put up over the siding. Late in 1958 an additional 100 foot extension of this siding was started. Total length will be 300 feet when completed. A large number of trees and brush had to be cleared to start the second extension.

Early in the spring of the year the substation building was started. The footer was dug while snow was still on the ground. The building is constructed of concrete block and is 12 feet by 24 feet. It is located at Clinton where the track crosses Proprietors Road. The building has two doors, one being large enough to move the motor-generator unit through. The roof is flat slightly sloped to the west. A steel drainage pipe donated by Armco Steel Company runs under the building and transformer area south of the building. The floor and the base for the motor-generator are made of reinforced concrete. The motor-generator was moved from Pickaway Station of the Columbus and Southern Ohio Electric Company and placed directly on the base in the building. We are again indebted to the Johnson Trucking Company for their help in moving this unit. After this the switchboard and starting equipment was set up. Transformers to drop the voltage from 13200 volts to 2400 volts were obtained from the Cincinnati Gas and Electric Company and again the Johnson Trucking Company brought these free of charge from Cincinnati. We are also indebted to Wander and Mason for their loan of a crane to unload these transformers as well as their loan of equipment to build the building.

Much remains to be done before the substation can be put in operation including placing the transformers, fencing of the transformer area, setting two poles, and much wiring. We hope to have the substation in operation sometime in 1959.

The next project was to move locomotive number 2, which was donated by the Columbus and Southern Ohio Electric Company along with the motor-generator unit, from Pickaway Station to Worthington. Museum crews went to Pickaway and aided by Electric Company men constructed a ramp to load the locomotive on a trailer. Then returning to Worthington they constructed a similar ramp at Potter Street. Again the Johnson Trucking Company furnished a truck. A steam crane of the Electric Company pushed number 2 up the ramp onto the trailer and it was then taken to Worthington and unloaded with help from gas-electric car 5012. The whole job took only 6 hours including the 25 mile trip. Number 2 went into operation at the museum the following Sunday.

During the summer another $1\frac{1}{4}$ miles of right of way was acquired. The Museum now has $2\frac{1}{4}$ miles of right of way with about 1 mile laid with track.

During the spring track maintenance program 73 ties were replaced including quite a few switch ties. One length of rail was also replaced. The ballasting of all portions of the line was completed.

The Line Department replaced a pole and made many repairs to the overhead. They also repainted the phone boxes and re-hung the phone and signal wires on crossarms in the barn area.

Car work commenced early in the year with the completion of the body on rail truck X-10 and mounting of headlights which can be adjusted in any direction for night work on the track or trolley. X-10 was painted orange and pilots and storm curtains added. It will seat four plus the operator in the cab. The line car was painted and handcar X-1 received some new wood and a complete paint job. Gas Electric car 5012 received several new windows and the roof was repainted. An overhaul of No. 1 engine was started and will be completed early in 1959. Some work on No. 2 generator was also done. Steam locomotive No. 1 received a complete paint job and other mechanical improvements.

Car 1545 was completely repainted. It also had one door and several windows rebuilt. The interior painting of this car was also completed.

Car 3876 had one door rebuilt and some electrical work done on it. Some paint touch up work was also done.

Car 21 received new wood in various places and a new exterior coat of paint. A new air filter was applied to the air compressor.

Car 64 received a coat of roof paint and the upper window sections were caulked and repainted as well as the lower sash. The rear door was refinished as well as some interior woodwork. The resistance was rebuilt and the fender mounted on the front end.

The rebuilding of car 067 which included new main and end beams was completed plus minor repairs to the cab. Car 119 received a new coat of roof paint plus other minor repairs.

The rebuilding of car 068 (472) was started and one end and most of one side was completed including new posts. The steel side sheathing was removed and replaced with wood as the car was originally built. The air tanks and piping was removed as well as the rail grinding equipment. The compressor and air tank will be mounted under the floor. All windows are being rebuilt as the work progresses.

Electric locomotive No. 2 received a complete exterior painting and lettering. New trolley boards were also applied.

The storage of parts was rearranged and made more orderly by the addition of cabinets along the carbarn walls and the storage of various materials on planks across the carbarn trusses. This eliminated some material that was stored in the cars.

The roof of the carbarn and storage shed were painted. Several new signs of various types were put up on the property.

Heavy spring rain flooded the north portion of the line in May but did very little damage. The water reached the top of the rails.

The Proprietors Road crossing was repaved during the year and some brush and dead trees were cut along the line.

In October the start of the southward extension was made by putting in the Potter Street crossing. This operation was carried out in 10 hours on the following schedule:

9:00AM. Air operated tools started breaking up pavement.

9:30AM. Bulldozer cut out portion of road for crossing, 10 ft wide and 3 ft deep.

10:30AM. Dump trucks haul in stone ballast.

11:00AM. Road roller rolled sub ballast.

11:30AM. Ties and rails placed into position.

1:30PM. Rail is spiked to ties.

3:00PM. Track is tamped with air tampers.

4:00PM. Guard flangeways installed.

5:00PM. Final filling with rock started.

7:00PM. Operation completed.

Much preparation and planning was made for this operation and gas electric car 5012 furnished air for the air tools. The bulldozer, roller and dump trucks were supplied by several contractors. The old C.D. & M. ties removed during the operation were found to be in very bad condition. The final asphalt paving followed several days later.

The largest and finest donation the museum ever received was presented in December. This was locomotive No. 578 of the Norfolk and Western Railway. No. 578 is a Pacific type passenger locomotive (Class E-2) which operated out of Columbus for quite a few years. It weighs 285 tons, is 90 feet long and is typical of World War 1 steam power. It was built by the American Locomotive Company at its Richmond Works in 1910. It was in service until December of 1958 on the Clinch Valley district of the N & W between Bluefield, W. Va. and Norton, Va. The locomotive will be moved to the museum early in 1959.

The following projects are planned for 1959.

1. Completion of the sub-station.
2. Completion of overhaul of Gas-Electric car 5012.
3. Track extensions.
4. Barn extension to cover more cars.
5. Completion of rebuilding of car 068.
6. Moving and operating locomotive 578.
7. Refinishing the interior of cars 3876, 119 and 64.
8. Repainting cars 5012, 3876, 64 and 119.
9. Possible start of shop construction if property can be obtained.
10. Clearing property of brush and dead trees.

OFFICERS 1958-9

President: Karl R. Walters

Vice President: Carl Heinlein

Acting Treasurer: Karl R Walters

Secretary: Virgil A. Eberly

Recording Secretary: Richard A. Egan

Trustees: George R Silcott, Bernard J. Kern, V. A. Ketchum



