

OHIO RAILWAY MUSEUM ANNUAL REPORT 1960

P.O. Box 206
Worthington, Ohio



PROGRESS - 1960

The most important project completed this year was the substation which was put in operation May 15th. During the winter and spring the transformer yard fence was built and the wiring completed. A coal stove was installed in the building and kept fired for several weeks to dry out the equipment. The Columbus and Southern Ohio Electric Company again helped us out by sending several engineers out to check the equipment and get the substation on the line for the first time. Their generosity in presenting the motor generator unit and helping to get it in operation has been one of the finest gifts the museum has ever received. After the substation was placed in operation Gas-Electric car 5012 was put on a standby basis for generating current.

In the early part of the year the overhaul of the number 2 generator in car 5012 was completed and this unit was used for power generation on April 24th, May 1st and May 8th. After May 8th it was put in service hauling passengers every second Sunday and alternating with steam operation. On the days engine 578 operates it is used as a coach.

CAR AND LOCOMOTIVE REPAIRS

Gas Electric Car 5012. Roof seams and window sash painted. Bad section of engine room floor replaced. Shop removed from smoking compartment and seats installed to increase passenger capacity.

Steam Locomotive 578. Engine and tender repainted and relettered including graphite and oil applied to smokebox and firebox. Other small mechanical repairs made.

Steam Locomotive No. 1. Repainted and other small mechanical repairs made.

Car 3876. Roof coated. Partially repainted. Other small repairs made to front end.

Car 1545. Roof patched and coated and trolley boards repaired. Ivory section repainted.

Car 067. Windows repainted. Line platform built on south end.

Car 64. All windows and ivory section repainted. Roof coated and new trolley boards applied. Interior stripped on east side and painted.

Car 119. Baggage racks cleaned and repainted. Interior washed. Roof coated.

Car 21. Minor interior and exterior painting.

Car 472 (068). East side completely tore out and replaced (including side beam) with new wood. Extensive repairs made to roof. Rebuilding of south end completed. Work was started on the interior which consisted first of replacing about half of the floor and taking down the ceiling.

Electric Locomotive No. 2. No repairs needed.

Motor Car X-3. No repairs needed.

Velocipede X-2. No repairs needed.

Railtruck X-10. New motor, new spring, new cab curtains and other minor repairs.

Hand Car X-1. Some new flooring and braces and repainted.

Push Car X-4. Minor repairs made.

M of W DEPT.

Main track extension from Potter Street to Granville Road was completed and placed in service May 1st. Two broken rails and 61 ties replaced. The usual amount of brush cut during the winter. A short section of track was laid south of Granville Road. 125 good used ties hauled in December.

LINE DEPT.

Poles, brackets and trolley wire installed between Potter Street and Granville Road and placed in service May 1st. Removable line platform built and installed on Car O67. New pole set at south end of Car Barn.

TELEPHONE & TELEGRAPH DEPT.

Telephone line extended from Potter Street to Granville Road and phone box moved from Potter Street to Granville Road. Telegraph line installed between Dispatchers Office and Substation. Telephone installed in Substation. Extra wire run from Dispatchers Office to Substation for future use. The usual amount of trees and limbs removed from wires.

B & B DEPT.

The general office building was completed and put in use. All dispatching is now done from this building. The south end of the Car Barn was painted. All power tools moved into steel shed and also work bench from Substation. A welder donated by one of our members will be moved from the Substation to the steel shed as soon as a heavier electric service is completed.

The work on the bridge abutments was completed when the backwall of the south abutment was poured. Preliminary work on the two piers was started in the fall and the two pier bases were prepared. All reinforcing steel was purchased and fabricated. At this point due to legal complications with the City of Worthington work was stopped but it is hoped it will be resumed in the near future.

PUBLIC RELATIONS DEPT.

This has been the best year we have ever had for publicity. We wish to thank all the Columbus newspapers, radio and television stations. We especially wish to thank station WTVN for the program they did about the museum and their many spot announcements.

In conclusion the museum generally experienced another successful year. The only thing that marred this was the complications concerning the bridge. The museum of course has achieved the distinction of being the first to have installed its own substation as differed from fuel powered generating equipment. This first will take its place with the other distinctions of being first to operate all types of railway equipment (steam, electric, gas-electric) and being the oldest museum to operate on an uninterrupted schedule (since 1951). The museum will continue its efforts to carry forward and preserve this most important segment of American transportation history.

OFFICERS

Trustees- G. R. Silcott, V. A. Ketchum, B. J. Kern, F. E. Kern, K. R. Walters
President- George Crooks Vice President- Irvin Layton
Secretary- Virgil Eberly Treasurer- Karl R Walters

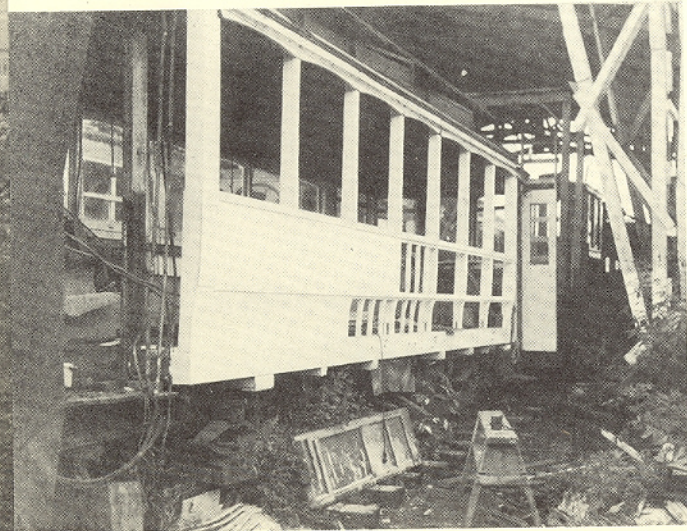
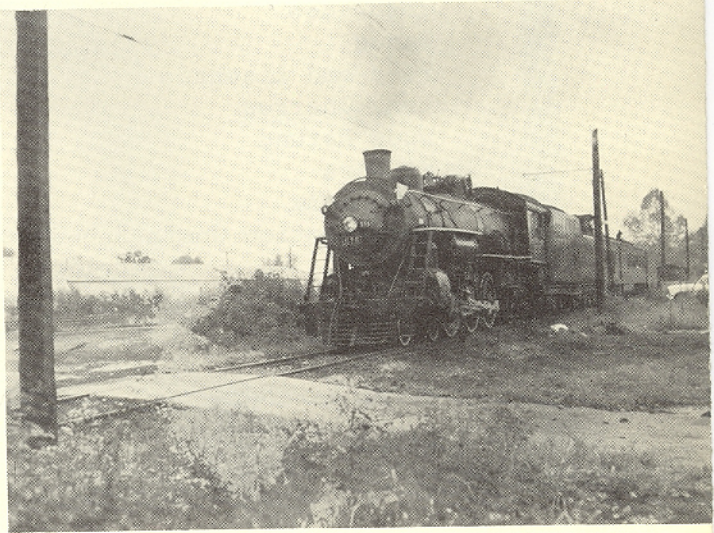
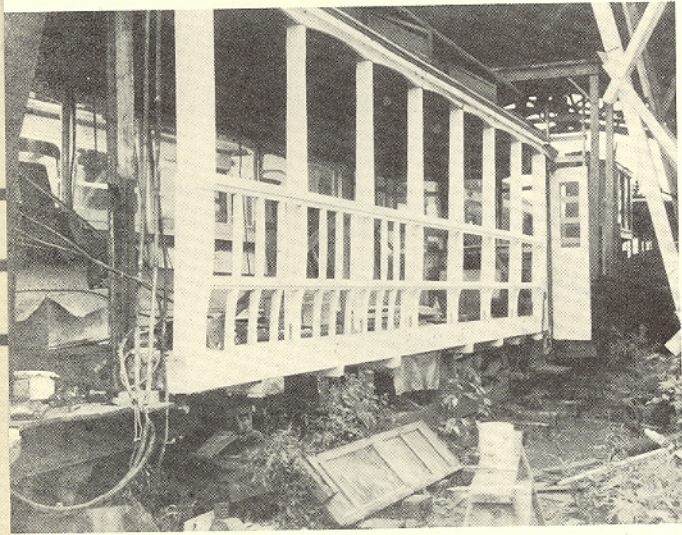
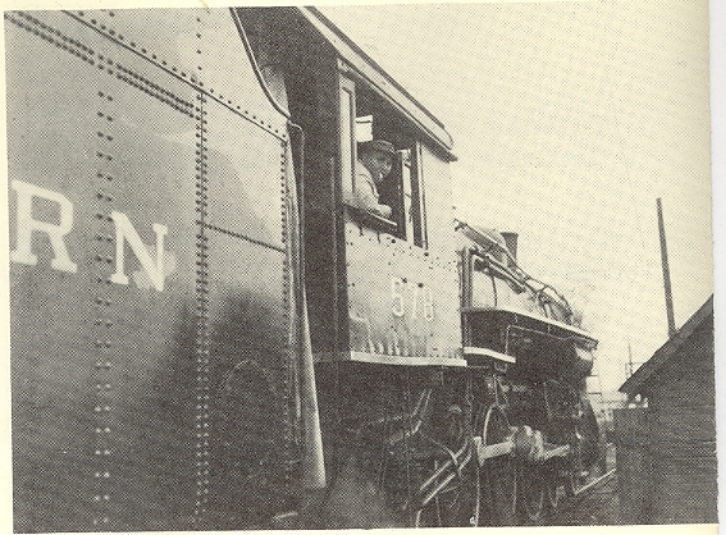
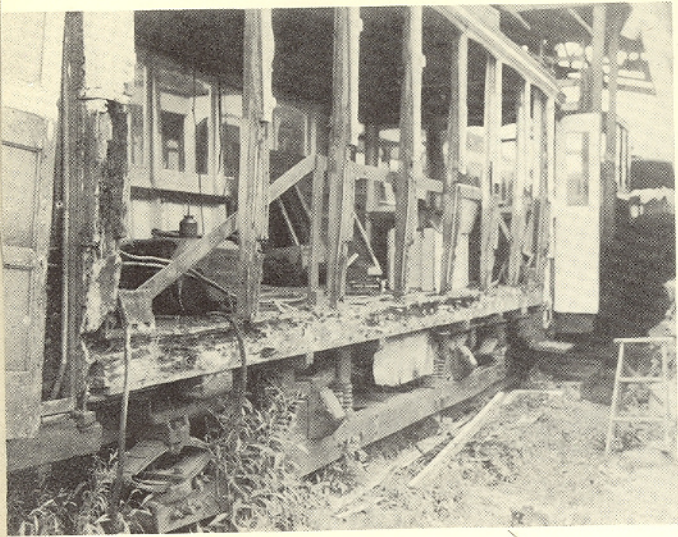
DEPARTMENT HEADS

M of W- G. R. Silcott, Mechanical- Irvin Layton, Insurance- Wm J. Murphy
Line, T & T, Substation- B. J. Kern, Public Relations- Dave Bunge

OHIO RAILWAY MUSEUM
STATEMENT OF INCOME AND EXPENSE
FOR THE YEAR 1960

Balance January 1, 1960		\$1,528.73
Income - - Dues and Donations		3,945.65
		\$5,474.38
Expense:		
Total Cash Available		\$5,474.38
Coal	\$ 138.56	
Electricity	488.23	
Oil	39.71	
Water	62.00	
Gasoline	196.80	
Equipment Rental	15.82	
Materials and Supplies	630.97	
Maintenance and Repair	115.16	
Annual Report	88.68	
Stationery and Printing	105.93	
Freight and Postage	9.00	
Insurance	43.38	
Taxes	3.84	
Fees and Licenses	9.00	
Bank Charges	1.85	
Dues Refund	2.00	
Flowers	25.76	
Coca-cola	279.23	
Construction Costs-Sub-Station	108.68	
" " Bridge	512.76	
" " Track and Right of Way	138.14	
" " Office Building	67.14	
TOTAL EXPENSE		\$3,082.64
BALANCE December 31, 1960		\$2,391.74

Car Miles, Steam- 153, Electric- 1073, Gas-Electric- 164, Foreign Equipment- 4
 Total Car Miles- 1394
 Revenue Car Miles- 1084
 Non Revenue Car Miles- 153
 Number of days operated- 51
 Work trains- 8 Work train hours- 21
 Number of Passenger Trains Operated- 1111
 Number of Passengers carried (approx)- 15,000
 Substation: Time in Operation- 181 hrs 40 mins. KWH used- 9360
 Cost for power per car mile- 30.34¢
 Cost per mile Engine 1 (coal and water)- 87.35¢
 Cost per mile Engine 578 (coal and water)- \$1.19.13
 Breakdowns (Cars)- 9
 Inventory of Equipment
 Locomotives, Steam- 2, Gas-Electric- 1, Electric- 1, Total- 4
 Electric Railway Cars, Passenger- 6, Work- 1, Total- 7
 M of W Track Cars- 5 Grand Total- 16





RAILROAD
CROSSING
ROAD
STOP-LOOK-LISTEN

1545

CLINTON

POWER OFF

KEEP OFF