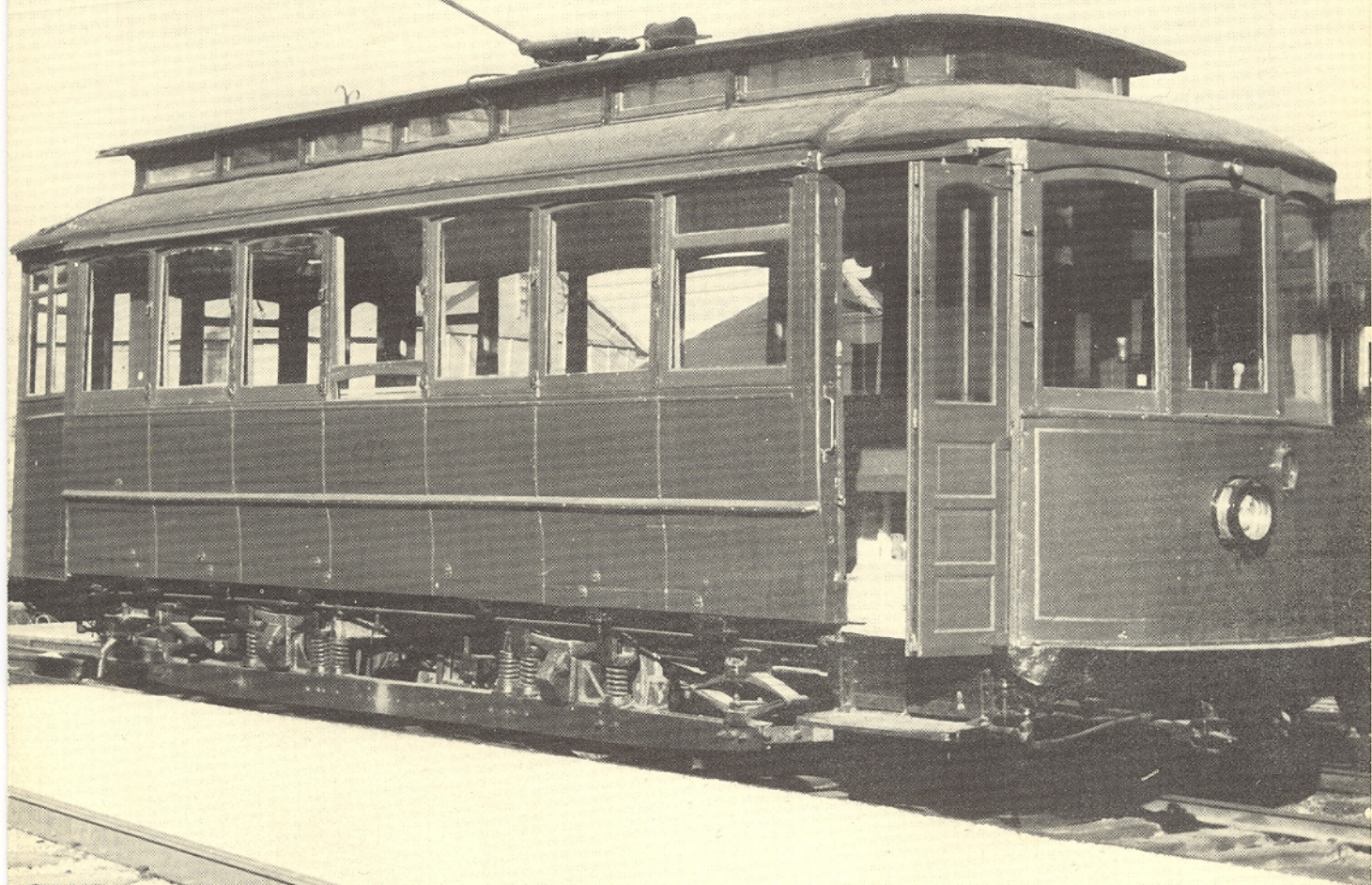


**OHIO RAILWAY MUSEUM
ANNUAL REPORT
1961**



**P.O. Box 206
Worthington, Ohio**

OHIO RAILWAY MUSEUM DIVISION OF C. O. R. A. INC.
STATEMENT OF INCOME AND EXPENSE
FOR THE YEAR ENDING DECEMBER 31, 1961

Balance — January 1, 1961		\$2,391.74
Income — Dues and donations		<u>\$5,435.97</u>
Total cash available		\$7,827.71
 Expense:		
Coal	\$ 190.66	
Electricity	448.36	
Oil	4.69	
Water	36.50	
Gasoline	143.50	
Publications	375.65	
Insurance	497.38	
Fees and Licenses	15.00	
Bank Charges	2.15	
Flowers	43.26	
Postage and Freight	45.38	
Telephone	32.52	
Materials and Supplies	2,590.72	
Maintenance and Repair	49.71	
Construction-Bridge	81.00	
Construction-Right of Way	<u>731.50</u>	
Total Expense	\$5,287.98	<u>\$5,287.98</u>
Balance — December 31, 1961		\$2,539.73

REPORT OF OPERATIONS

Car Miles, Steam: 105, Electric: 1208, Gas-Electric: 136, Misc: 2
 Total Miles Operated: 1451
 Revenue Car Miles: 1331
 Non Revenue Car Miles: 120
 Number of Days Operated: 62
 Work Trains: 15 Work Train Hours: 48
 Number of Passenger Trains Operated: 1298
 Number of Passengers Carried (approx.): 32,150
 Substation: Time in Operation: 236 hrs. 35 mins. KWH Used: 7920
 Cost of Power per Car Mile: 25.12¢
 Cost per mile, Steam Locomotives, Coal and Water: \$2.16.34

Inventory of Equipment:

Locomotives, Steam: 2, Gas-Electric: 1, Electric: 1	Total: 4
Electric Railway Cars: Passenger: 6, Work: 1	Total: 7
Freight Cars: Box: 1	Total: 1
M of W Track Cars: Powered: 2, Non Powered: 4	Total: <u>6</u>
	Total Equipment: 18

DEPARTMENT HEADS

M of W: G. R. Silcott	Line: B. J. Kern	Mechanical: Irvin Layton
Substation: B. J. Kern	Police: G. R. Silcott	T & T: B. J. Kern
Signal: Jim Osborn	Operations: B. J. Kern	Public Relations: Dave Bunge
Rules Examiner: F. E. Kern	Car: Irvin Layton	Purchases & Stores: K. R. Walters
Souvenir Shop: B. J. Kern	Weed Control: F. E. Kern	Insurance: Wm. J. Murphy
Gas-Electric: Alex Campbell	Air Brake: D. C. Ray	Steam Locomotive: Rodney Mackan
Wreckmaster: D. C. Ray	Welding: C. O. Grant	Legal: V. A. Ketchum
Controller Repair: Geo Stultz	Lubrication: Jerry Pruden	Photographer: Dave Bunge
Grading: Phil Thomas	Painting: Roger Rector	M of W Equipment: G. R. Silcott
Publications: B. J. Kern	Yardmaster: G. R. Silcott	Passenger: George Crook

The year 1961 might be classed as a property improvement year although the Museum carried on its expansion program also. Highlight of the year was the presentation to the Museum of one mile of track and four switches. The job of transporting this material including rails, ties, tie plates, angle bars and switch parts was done during three weeks in July and August. Most of this material was piled south of the Car Barn and the remainder was spread on the right of way south of Route 161. The donor of this material wishes to remain anonymous.

In November the North American Car Corporation of Chicago, Illinois presented the Museum with an insulated box car. This car, NADX 8010, was built in 1927 and is in good condition. It will require only minor repairs and painting. It arrived via the Pennsylvania Railroad on December 5th. A temporary track was constructed to the end of the PRR siding and the car was moved by locomotive No. 2. This car will be used as a shop and for the storage of small parts.

A two wheel rail dolly was added to the M of W Dept. rolling stock during the year. It is numbered X-5.

Between October 1st and the end of the year an additional 1000 feet of main track was constructed. This track has yet to be ballasted. Yard track No. 3 was extended another 33 feet.

A gift and souvenir shop was opened July 1st in one end of the office building and is being operated by the Business Car Committee.

A locomotive blower previously donated by the Norfolk and Western Railway was put in service. This aids greatly in firing up engine 578.

PROPERTY IMPROVEMENTS:

1. Parking lot rolled and additional stone added.
2. Station platforms constructed at Car Barn on both sides of main track.
3. Rear wall of office building completed.
4. Wood shed repainted.

TRACK DEPARTMENT:

1. More brush and dead trees removed from right of way.
2. Several bent and broken rails replaced.
3. One mile of track and four switches moved to the Museum.
4. Main track extended 1000 feet south.
5. Yard track No. 3 extended 33 feet north.
6. Replaced 100 ties in main track and sidings.
7. Eight hundred feet of main track raised and reballasted between Car Barn and Potter Street.
8. All low joints raised and track lined.
9. Temporary track constructed from end of yard track No. 1 to end of PRR siding.
10. Two loads of good used ties obtained from Pennsylvania Railroad.
11. Weeds cut and burned.

LINE DEPARTMENT:

1. Electric trolley switch installed at Car Barn.
2. One new pole set just north of office.
3. One pole replaced at Car Barn switch and locomotive blower attached to this pole.
4. Additional span and guy wires at Car Barn switch.
5. Trolley wire raised north and south of Car Barn.
6. 500 feet of 220v 3 phase line put up for locomotive blower.
7. Started putting up second telephone wire.
8. Finished painting overhead fittings on west end.
9. Moved Line Department from steel shed to substation.
10. Two Chapman signals installed on pole at office.

SUBSTATION DEPARTMENT:

1. Rebuilt 2500v AC breaker.

CAR DEPARTMENT:

Car 21:

1. Underbody and trucks repainted.
2. Roof patched.
3. Two new rear windows built and installed.
4. New gong and head light jacks installed.
5. Minor repairs to car body and controller.

Car 067:

1. Interior of car repainted.
2. Trucks repainted.

Car 64:

1. Side panels installed inside of car.
2. Interior of car painted.
3. One brush holder repaired in No. 2 traction motor.
4. Several new windows built and installed.
5. Air bell ringer rebuilt.
6. Exterior and trucks repainted.

Car 1545:

1. Entire new roof applied and painted.
2. Upper part of north end rebuilt.
3. Two door sections replaced.
4. Trucks painted and body touched up.

Car 472 (Ex 068):

The complete rebuilding of this car was completed and the car placed in service. There are a few minor jobs yet to be done but these can be completed without taking the car out of service. Some of the jobs completed this year were:

1. Interior and exterior painted.
2. Floor patched and seats installed.
3. New ceiling installed.
4. New doors installed.
5. All windows rebuilt.
6. Entire air brake system rebuilt including moving air tank and governor, new air compressor, all new air pipe installed, brake valves rebuilt, etc.
7. New type automatic line breaker removed from service and original type of manual line breaker installed on hood.
8. Dead man attachment removed from controllers and replaced with original type of controller handles.

Car 119:

1. New canvas applied to roof and painted original C&LE color.
2. Interior of car repainted.
3. Trucks repainted.
4. Part of ceiling replaced.

Car 3876:

1. Exterior of car repainted.
2. Several rusted spots in lower part of body repaired.
3. Front sign box rebuilt.
4. Rust and grease cleaned off underbody.
5. Trucks repainted.
6. Foot gong installed on rear of car.
7. Roof coated.

Electric Locomotive No. 2:

1. End beam, south end, removed for replacement.
2. Air hose, south end, replaced.
3. Other minor repairs made.

Steam Locomotive No. 578:

1. Touched up paint and painted rods, running board, etc., aluminum.
2. Flues cleaned.

Steam Locomotive No. 1:

1. Both injectors rebuilt.
2. Handrail, right side, repaired.
3. Flues cleaned.

Gas Electric Car 5012:

1. Exterior of car repainted including trucks.
2. Bad section of floor replaced in smoking compartment.
3. Interior of car washed.

Boxcar 8010:

1. Coal stove installed.
2. Car wired for electric lights.
3. All tools, workbenches, etc., moved from steel shed to boxcar.

Hand Car X-1:

1. Several new main sills and some flooring renewed and repainted.

Velocipede X-2:

1. No repairs needed.

Motor Car X-3:

1. Rebuilt including new gas tank, seats, seat supports, handrails, etc.
2. Repainted.

Push Car X-4:

1. Rebuilt including new sills, floor, etc.
2. Repainted.

Rail Dolly X-5:

1. Repainted.

Rail Truck X-10:

1. Brake system overhauled.
2. Side curtains repaired.
3. Minor repairs made to motor.

PUBLIC RELATIONS DEPARTMENT:

We again wish to thank the Columbus newspapers, radio and television stations for the excellent publicity they gave us during 1961.

In conclusion the Museum experienced another successful year. The number of visitors almost doubled. Many improvements were made to our property and rolling stock plus the extension of our main track. There were some difficulties of course. The main one being with the City of Worthington concerning a reasonable agreement on the Route 161 overpass. It is hoped that negotiations can yet be conducted with the council, aided by the sentiment of the community as a whole, to provide the overpass so vitally needed.

OFFICERS

Trustees: G. R. Silcott, V. A. Ketchum, B. J. Kern, F. E. Kern, K. R. Walters
President: George Crook
Vice President: Wm. J. Murphy
Secretary: Virgil Eberly
Treasurer: Karl Walters

