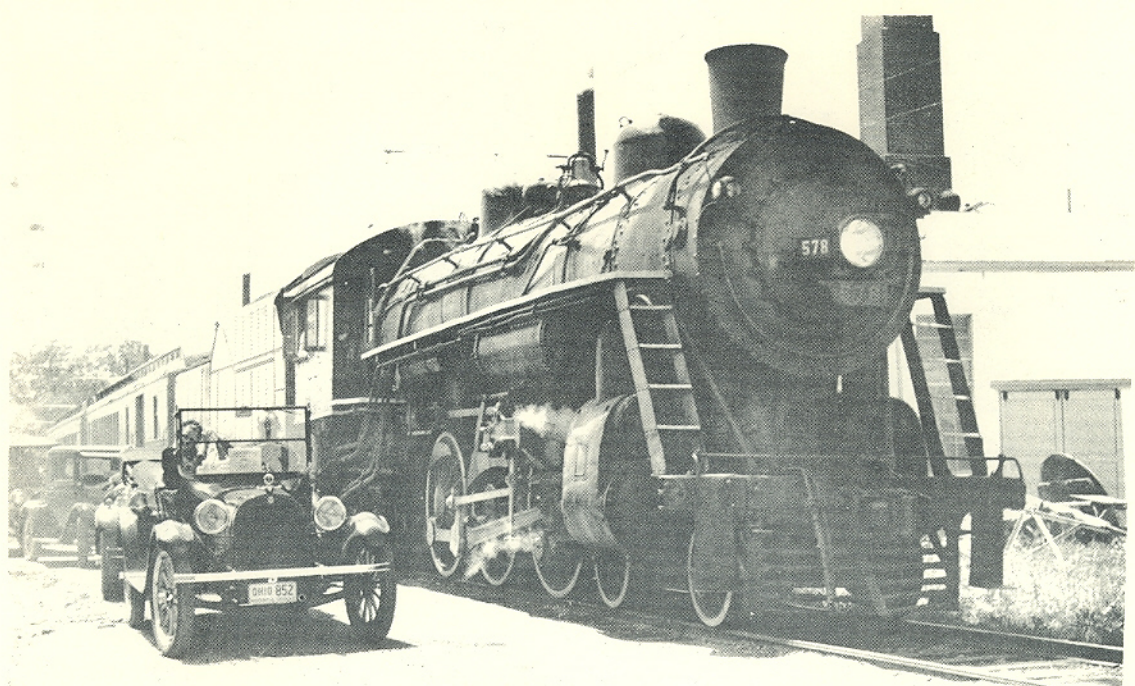


A photograph of a train on a track in a wooded area. The train consists of a locomotive with a black and white striped front and a green passenger car. The locomotive is on the right, and the passenger car is on the left. The tracks run diagonally across the frame. The background is a dense forest of green trees.

OHIO RAILWAY MUSEUM

ANNUAL REPORT

1963



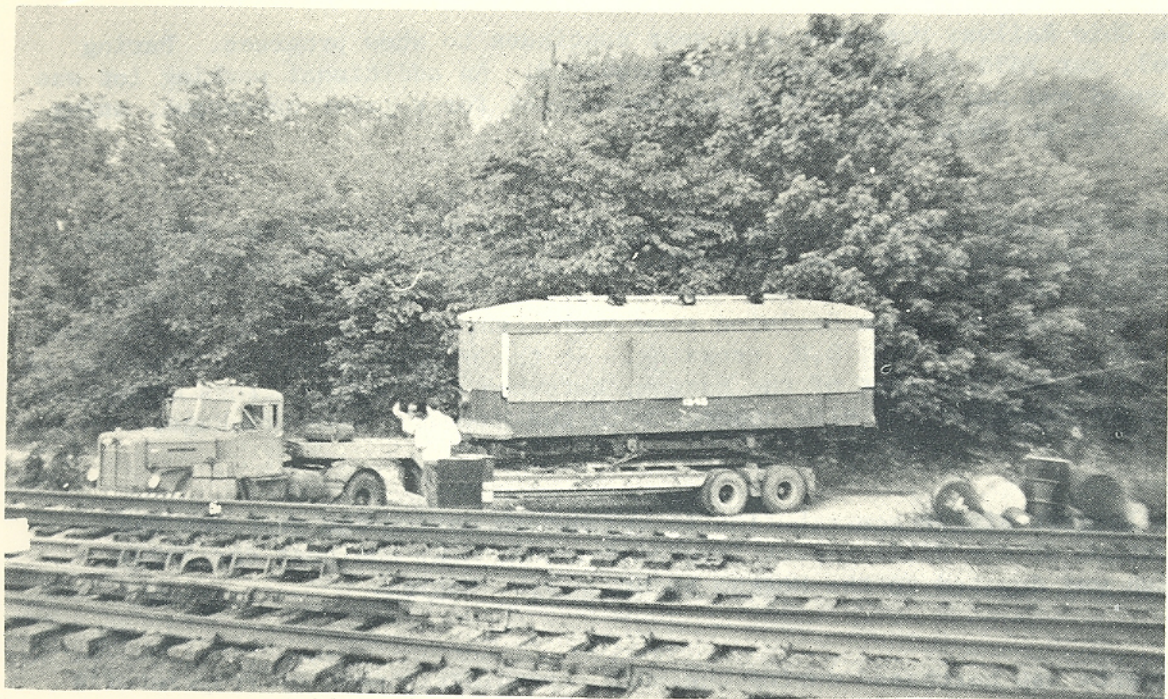
Ex N&W #578 meets several other oldtimers on a Sunday afternoon at the museum.



Two of the museum's honored guests were Columbus Transit Co. President Oscar Hott (who has since retired) and Vice President Edward Pellissier who was Hott's successor.

Cover

A new sight to the O.R.M. a "Meet" between the museum's Birney #1545 and the N.Y.C.'s Budd car on train #329. The photo was taken on the museum's new Southern Division beside the Pennsy-N.Y.C. tower.



Once again the birney (1545) had a truck ride; this time it was a ride to the museum's new southern division which was placed into regular operation this past season.

Photo by Clifford Clements



The Army Reserves at work adding to the #3 yard track with a museum members advice.

The Ohio Railway Museum's 16th year continues to show progress. During 1963, car 7530 (Williamsport) was acquired. An additional parking lot was secured and the Southern Division was opened for regular operation, using Car 1545 on Sunday afternoons.

Streetcar 1545 was trucked to the new Southern Division on May 30th and during the afternoon, operated under her own power for the first time, thus opening the Ohio Railway Museum's new Southern Division for passenger traffic. The Southern Division runs from Granville Road south to the Pennsylvania R.R. - N.Y.C. R.R. crossing. At the present time this trackage is isolated from the rest of the Museum, but when the bridge across Granville Road is completed, it will connect with the Museum's main trackage.

The largest single contribution to the Museum during the year was the donation of the Williamsport (Ex-Pennsylvania R.R. business car 7530) which was donated to the Museum by Mr. A.P.G. Hupfel.

Property was purchased during the year, immediately west of Proprietor's Road and north of the Museum's track. This property will be used in the future as a parking area.

The difficulties (both material and legal in nature) concerning the Museum's proposed bridge across Granville Road (State Route #161) were rapidly being solved by the end of the year. The Worthington City Council has passed an ordinance permitting the construction of a bridge across the highway. When this bridge is completed, the Museum's main trackage and the Southern Division will be connected. The Worthington Jr. Chamber of Commerce has been of valuable assistance, and should be commended for their tireless effort and community spirit.

During the summer months, the 717th Transportation BN., 706th Group, Columbus Detachment Army Reserve Unit held their weekly training sessions at the Museum, and were supervised by the Museum members, along with their Unit Commander Capt. F.E. Walsh. They performed considerable work around the Museum, both on cars and on the track. As a result of this training, this group won top rating in on-the-job training, in the State of Ohio, among other training detachments in Ohio.

Although financial support is improving, expenditures are considerably larger now than in the past, due to several larger and more expensive projects that we are in the progress of performing. Some of these projects are buying and restoring cars 501 and 703, purchase of the new parking lot and the proposed erection of the Granville Road bridge.

Some legal difficulties were encountered during the year, as the area around the Museum is rapidly being developed. Most of the difficulties were solved during the year.

1963 was a year during which central Ohio had a major flood in the late winter, and the Museum did not escape, since about 200 feet of track was covered with water and several feet of ballast was washed away.

The year 1963, while it did present some problems, was for the most part, a year of steady growth and development. The acquiring of additional rolling stock, a future parking lot and the opening of the Southern Division reflect the progress that has been made during this year.

* * * * *

Property Improvements:

1. Purchased land for additional parking lot.
2. Painted east side of Car Barn.
3. Painted steel shed.
4. Repainted picnic tables.

Track Department:

1. Cut brush and dead trees along right of way.
2. Weeds and grass cut, burned or chemically treated.
3. Yard track No. 3 extended 200 ft. to Substation.
4. Replaced 85 regular and 2 switch ties.
5. All low joints raised and track lines.
6. Placed main track in service between Granville Road and PRR Tower May 30.
7. Ballasted 250 ft. of main track south of Granville Road.
8. Build two ramps for loading and unloading cars.
9. Replaced culvert No. 1 with 24" concrete pipe and improved ditch between Potter Street and Granville Road. (Work done by Worthington Foods)
10. Replaced 1 broken rail.
11. Purchased small amount of track tools.
12. Replaced all broken rail bonds.
13. Repaired washout at Wilson Hills.

Substation Department:

1. Installed new 600V automatic reclosing breaker.
2. Repaired 2500V circuit breaker.

Line Department:

1. Put up 1500 ft. of trolley wire from north side of Granville Road to PRR Tower.
2. Installed trolley cut-out switch at Granville Road.
3. Ran ground wire across Granville Road.
4. Normal overhead maintenance and inspection.
5. Bracket installed at Car Barn switch and frog raised about 2 ft.
6. Repainted telephone boxes.
7. Constructed 800 watt portable light that operates from trolley for night work.

Car Department: - Car 21

1. Rebuilt right side of car below belt rail.
2. Painted most of exterior of car.
3. Replaced 1 window sash.
4. Started putting on new roof canvas.
5. Replaced broken resistance grid.
6. Checked electrical system.
7. Straightened 2 brake rods and 1 radius bar.

Car Department: - Car 067

1. Replaced glass in north door.
2. Installed lock on south door.

Car Department: Car 64

1. Stained, varnished and installed the 30 new side windows which were made during 1962.
2. Built, stained and varnished two front windows.
3. Installed original type line breaker.
4. Painted and installed car card holders.
5. Made, stained, varnished and installed lighting strips and lighting fixtures.
6. Replaced builders name, front and rear of car, in gold leaf.
7. Built, stained, varnished and installed partition between smoker and passenger compartments.
8. Replaced part of floor in smoker.
9. Dismantled rear truck, in preparation for installation of motors.
10. Acquired seats for passenger compartment from North Shore 175.
11. Rebuilt trolley coach side seats for use in smoker.
12. Acquired re sistance from Toronto to use when the second two motors are installed.
13. Acquired and installed window curtains (From North Shore Car #175).

Car Department: Car 1545

1. Exterior paint touched up and two roof ventilators repaired.
2. Several window sash replaced.
3. Covers made to put over windows while car is being stored at South end of line.
4. Several floor boards replaced.
5. Trolley base repaired.
6. Several air leaks repaired.

Car Department: Car 472

1. Brakes repaired and adjusted.
2. Roof repaired.
3. Exterior painted.

Car Department: Car 119

1. Put foot gong on rear end of car.
2. Painted roof and cleaned and painted roof ventilators.
3. Started replacement of front window sash.
4. Controller checked and adjusted.

Car Department: Car 501

1. Painted exterior (body)
2. Started dismantling North Shore Car 175 at Anderson, Indiana, and moving parts to Worthington to be used on #501.

Car Department: Car 703

1. Trucks and other parts received from Toronto.
2. Trucks dismantled and wheels taken to PRR shop and changed to standard gauge.
3. One traction motor cleaned, painted and repaired.
4. Cleaning and painting all truck and underbody parts 50% complete.
5. Eight side windows rebuilt or built new.
6. Body patched and rust spots primed.
7. All seats removed and floor work started.
8. Columbus car body 913 dismantled for parts.
9. Job of replacing body bolsters started, using bolsters from 913.
10. Temporary covering placed over roof and windows.
11. Temporary stove placed in car.
12. Started job of replacing folding steps.
13. Second shipment of parts received from Toronto.
14. A GE-CP27 air compressor donated by the Columbus Transit Company.

Car Department: Car 3876

1. Floor painted.
2. Two window glass replaced.
3. Exterior paint touched up.
4. Some body work done.
5. Center doors repaired.
6. Roof repaired.

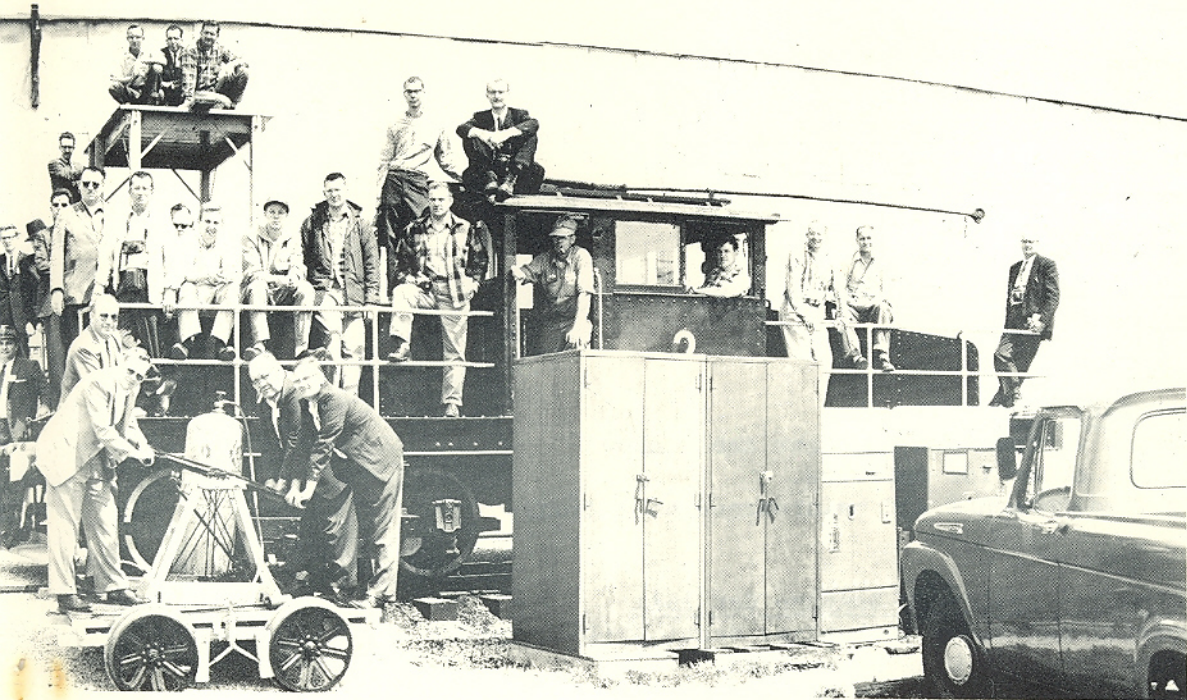
Car Department: Electric Locomotive No. 2

1. Sand pipes replaced.
2. Exterior paint touched up and several windows repaired.



Saturday and Sunday May 18 and 19, 1963, the Association of Railway Museums held their annual convention at the Ohio Railway Museum. Sixty-eight delegates from sixteen museums were represented at this meeting. This was the largest number of delegations that have attended any ARM meeting.

Saturday May 18th, most of the Museum's operable electric equipment ran during the morning and early afternoon. A business meeting was conducted in Car 3876 by B.J. Kern, the ARM President. Mr. Kern is also an ORM member and Trustee. During the latter part of the afternoon, and during the evening, a night operation was staged for the visiting delegations, using Car 119. A movie session in Car 3876 lasted until the wee hours of the morning.



Early Sunday morning, several of the visitors witnessed the firing up of Ex-N & W 578; which is something not usually seen these days, since 578 is the largest steam road locomotive used in any museum operation that we know of today. A brief meeting was held on Sunday morning in Car 3876, then the delegates rode on #578 and watched our regular Sunday operating session with enjoyment.

The 1963 meeting of the Association of Railway Museums was considered by several of the delegations to be the best convention thus far, and we were pleased to have had them as our guests at the Worthington Museum.

Car Department: Steam Locomotive No. 1

1. Replaced one running board.
2. Replaced cab curtain.
3. Touched up paint.

Car Department: Steam Locomotive No. 578

1. Purchased tarp to cover boiler during winter.
2. Patched boiler jacket.
3. Touched up paint.
4. Washed boiler.
5. Headlight lens replaced.
6. Repaired and repainted cab windows.

Car Department: Car 5012

1. Made new window sash for rear cab window.
2. Made new cover for mufflers.
3. Normal adjustments and maintenance to engines.

Car Department: Passenger-Baggage Car 1511

1. Completed new floor in baggage section (10 x 38Ft.)
2. Painted floor in baggage section.
3. Rebuilt three windows in baggage section.

Car Department: Business Car 7530

1. Exterior of car sandblasted and painted.
2. All window sash (42) rebuilt and repainted.
3. New concrete floors in tool boxes on observation platform.
4. Built and installed new vestibule door, front end, east side.
5. New top and new smoke pipe put on Baker heater.
6. Porter's section repainted.
7. Water and electrical systems made operational.

Car Department: Box Car 8010 (Shop)

1. One additional work bench (Number 3) moved in.
2. Air compressor installed.
3. West door screens.
4. Fluorescent light installed over workbench No. 2.
5. New smoke pipe installed on stove.

Car Department: Hand Car X-1

1. Replaced some flooring and repainted car.

Car Department: Velocipede X-2

No repairs made.

Car Department: Motor Car X-3
No repairs needed.

Car Department: Rail Dolly X-5
1. Repainted.

Car Department: Rail Truck X-10
1. Engine overhauled.
2. One new storm curtain.

* * * * *

The Ohio Railway Museum would like to thank the newspapers, radio stations and the T.V. Stations who have helped to promote the Museum during the past year.

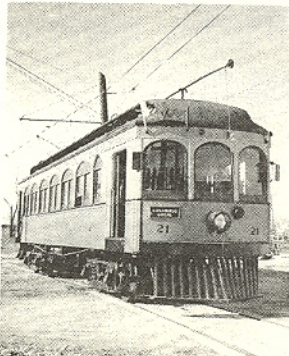
We would especially like to thank the Columbus Citizen-Journal for their many splendid features on the Museum, and Radio Station WRFD as well as T.V. Station WTVN-TV for their outstanding civic spirit, evidenced in continuously promoting the Museum all through the summer and into the fall season. Their cooperation has been greatly appreciated.

* * * * *

OFFICERS

Trustees: G.R.Silcott, V.A.Ketchum, B.J.Kern, F.E.Kern,
and K.R. Walters

President: Wm. J. Murphy
Vice-President: Alex J. Campbell
Secretary: V.A. Eberly
Treasurer: K.R. Walters



#21 at Proprietors Rd., 1963.

CENTRAL OHIO RAILFANS ASSOCIATION
STATEMENT OF INCOME AND EXPENSE
FOR THE YEAR ENDING DECEMBER 31, 1963

Balance - January 1, 1963	\$	5,126.07
Income - Dues and Donations		19,360.05
Total Cash Available	\$	24,486.12

Expense:

Coal	\$	202.25
Oil		18.86
Electricity - Regular		202.90
Electricity - Substation		421.00
Water		36.50
Gasoline		86.70
Insurance		505.94
Telephone		120.03
Freight - Postage		91.96
Taxes		3.62
Fees - Licenses		4.00
Bank Charges		14.37
Flowers		57.59
Coca - Cola		502.30
Publications		1,219.24
Store Fund - Stock for Sale		993.43
Property Maintenance		2,771.88
Acquirement Costs - 703		1,090.04
Acquirement Costs - 501		2,442.13
Acquirement Costs - 7530		3,000.00
Acquirement Costs - Land		5,493.95
Construction Costs - Right of Way		536.96
Construction Costs - Land Payment Fund		660.00
Total Expenses	\$	20,475.65
Balance - December 31, 1963	\$	4,010.47

THE OHIO RAILWAY MUSEUM

DIVISION OF C. O. R. A. INC.

OPERATING THE COLUMBUS, DELAWARE & MARION RAILROAD

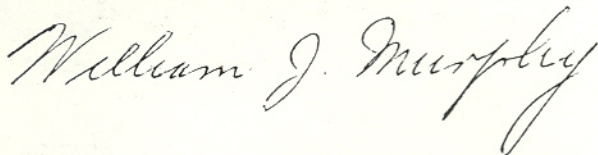
WORTHINGTON, OHIO

As we come to the close of another year we cannot help looking ahead to the future of the Museum. We enter 1964 with a high degree of optimism, for in December 1963, an event took place that will excite the interest of every friend of the Museum.

The Worthington City Council passed an ordinance granting permission for the construction of a bridge over Granville Road, State Route 161. This bridge will permit the linking of 1500 feet of the Southern Division with the mile of track operated north of the highway. It will also encourage the completion of the remaining 3700 feet of track, so that equipment can be operated over the entire two mile right of way.

When the line is completed to Lincoln Road in Colonial Hills, we believe that the Museum will be properly able to demonstrate its equipment to its greatest advantage. Columbus car #703, and CD & M parlor car #501, when completely restored, will make worthwhile additions to the roster of equipment, as they travel the scenic route of the old C.D. & M.

We want to thank all those who have helped or worked for the Museum in the years past. We eagerly solicit the help of those who are interested in preserving a part of the way of life of these United States that will soon become only a memory elsewhere.



William J. Murphy
President



A Pennsy GP7 is shown pushing the 7530 over the Pennsy bridge across State Route 161 (Worthington) enroute to the museum.



The chairman of the O.R.M. business car committee B. J. Kern, and A.P.G. Hupfel, who donated the Williamsport to the museum.

Back Cover

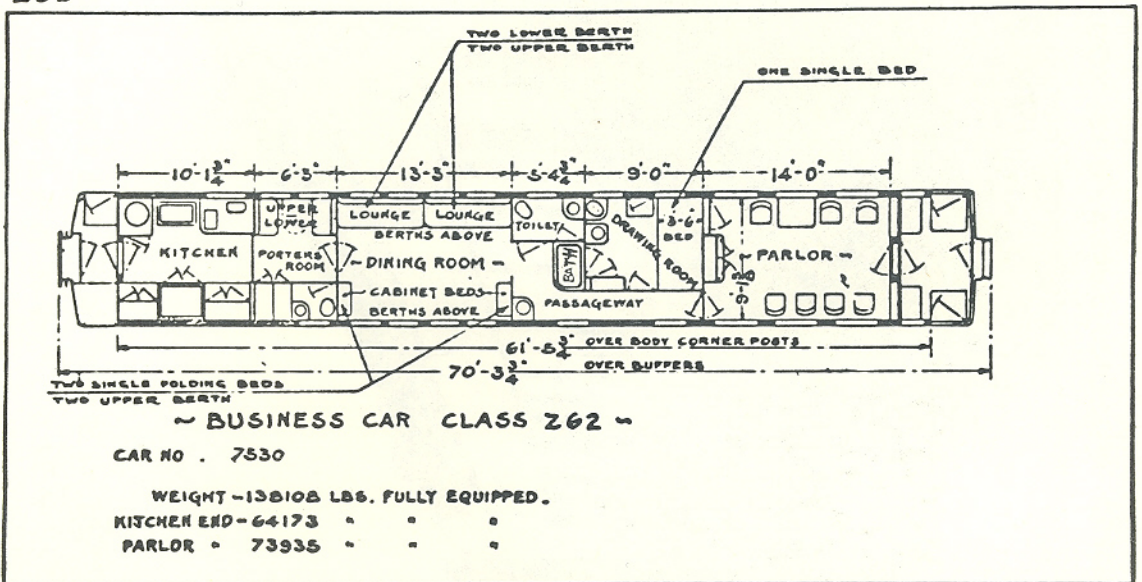
The Williamsport as she looked in the fall of 1963 after having been painted.



Interior of the Parlor section of the Williamsport (7530)

All Photos by Dave Bunge unless otherwise noted.

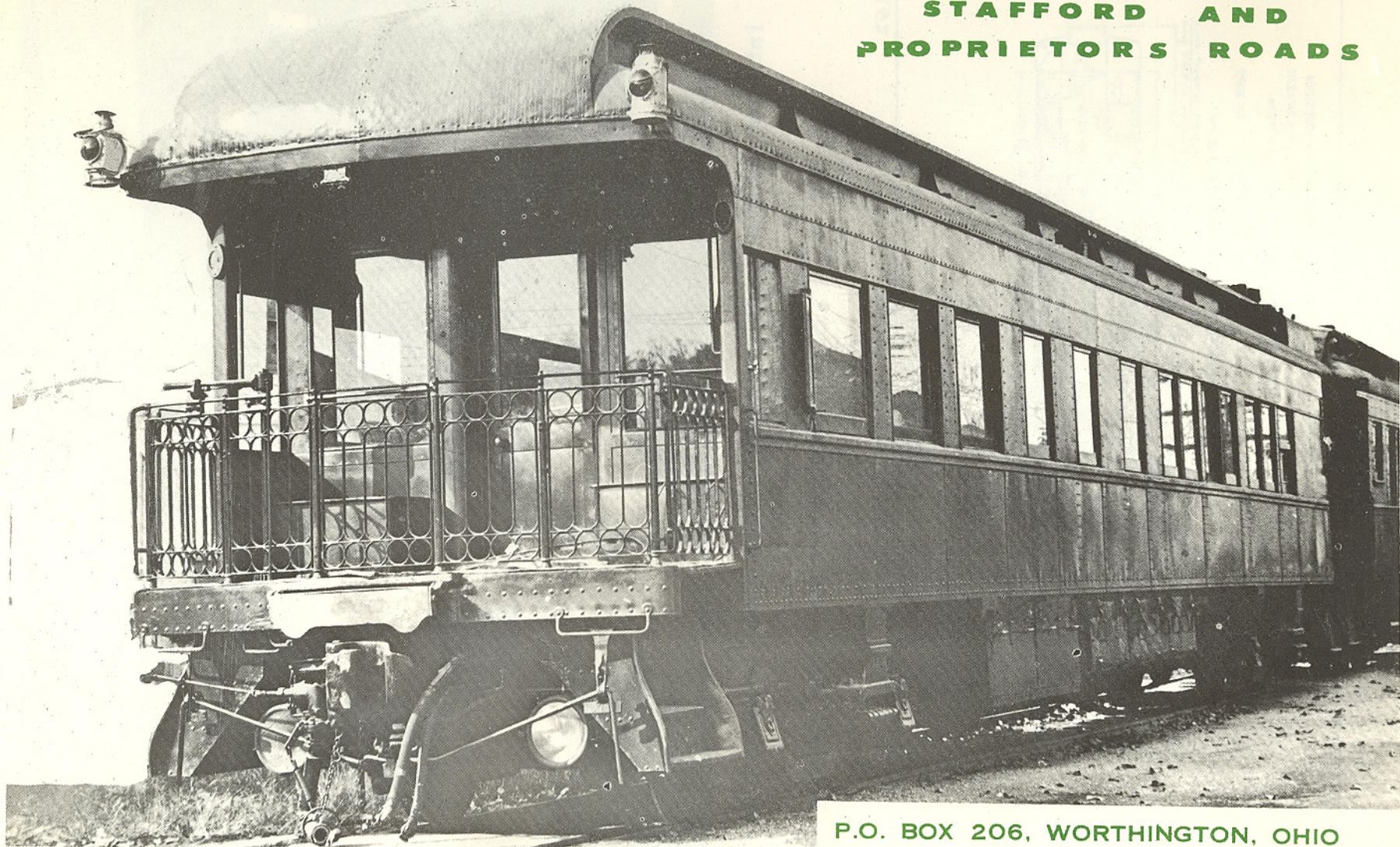
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Floorplan for the Williamsport.

OHIO RAILWAY MUSEUM

STAFFORD AND
PROPRIETORS ROADS



P.O. BOX 206, WORTHINGTON, OHIO