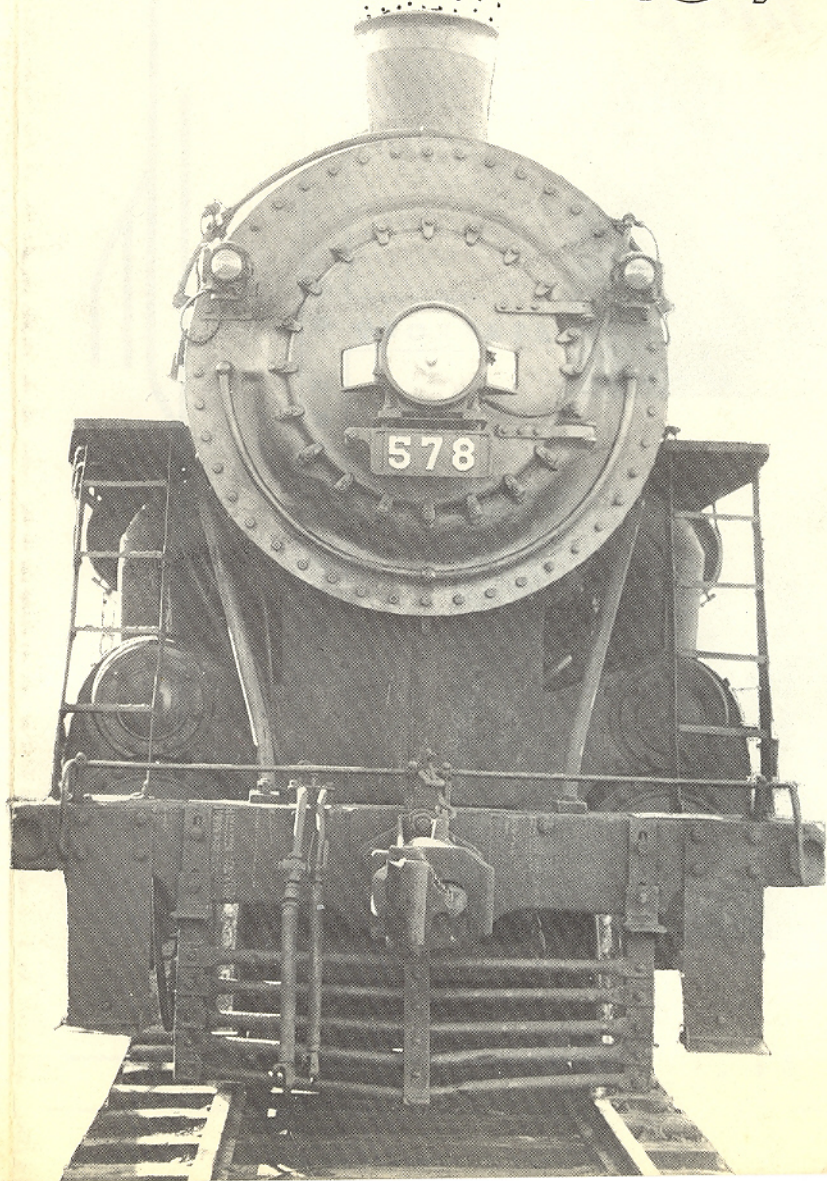
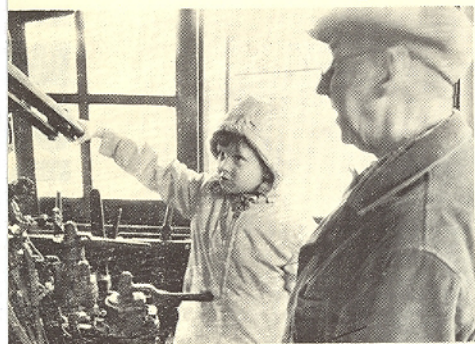


A Date With The  
*PAST*



**OHIO RAILWAY MUSEUM**

# Ohio Railway Museum location and map

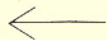


STAFFORD

PROPRIETORS RD.

POTTER

High St.



STATE RT 161

## OHIO RAILWAY MUSEUM

This book is dedicated to O. M. Hoock, Treasurer of the Ohio Railway Museum, who passed away on October 19, 1958. He was one of the original members who founded the museum in 1948, and served the museum throughout the years in various capacities.

### PURPOSE

The Ohio Railway Museum is a non-profit organization dedicated to the preservation and operation of historical railway equipment of all types for the benefit of the public. It is incorporated for this purpose under the laws of the state of Ohio.

Equipment is in operation for the public on Sunday afternoons between May 1, and November 1.

All dues, donations, contributions, and gifts to the Museum are exempted from Federal income and gift taxes by the Department of Internal Revenue. Your contribution is sincerely appreciated.

### HISTORY

The Ohio Railway Museum was founded in 1948 upon the former right-of-way of the Columbus, Delaware, and Marion Electric Railroad at Worthington, Ohio. The first track was constructed on this right-of-way on April 5, 1948. The original car, #21, which formerly served on the Ohio Public Service Company, was moved to the site that year. Additional right-of-way of the former Columbus, Delaware, and Marion Electric Railroad was obtained and additional track laid. Total trackage constructed to date is just under one mile.

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.

As track progressed through the years and overhead trolley line was also constructed to carry current for the trolley cars to operate from, all construction of track and other car building was done by voluntary labor of the membership. The first operation of equipment on Museum track was on June 4, 1952 when gas electric car #5012 was operated under its own power. On September 7, 1952, #5012 assumed a dual role, when its generators were connected to the trolley line and the first electric car, #21, was operated.

A car-barn to store and repair cars was constructed in 1952 and 1953. Two storage sheds for parts and tools have also been obtained. A signal and telephone system have also been installed along the Museum trackage. Three switches and side tracks have been constructed for storage of additional equipment.

In 1957 a motor generator unit was presented to the Museum by the Columbus and Southern Ohio Electric Company. This unit will soon provide current for the operation of the electric cars replacing gas electric car 5012 in that capacity. A concrete block substation building was constructed in 1958 to house this unit.

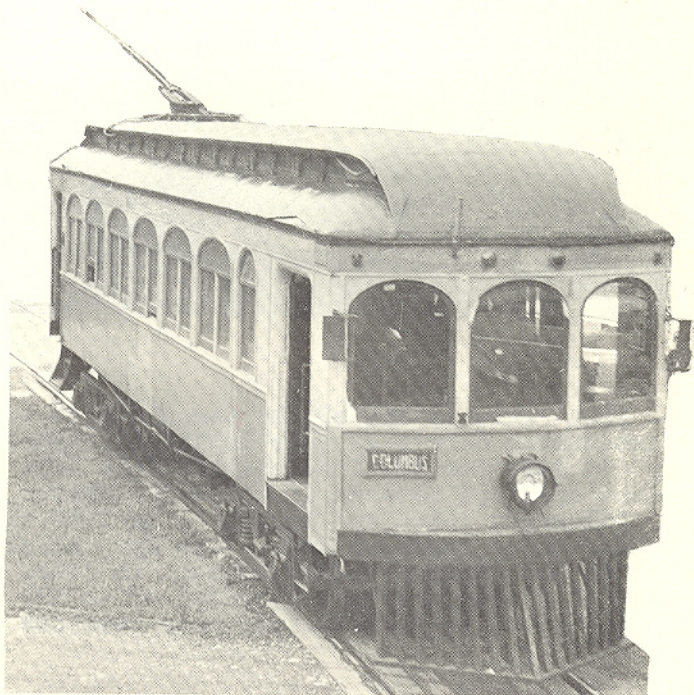
An additional mile of right-of-way has been obtained by the Museum and construction of track upon this will follow in the future.

The Ohio Railway Museum has become an outstanding example of past eras of railway transportation, and promises to be even more so in the future.

#### MEMBERSHIP

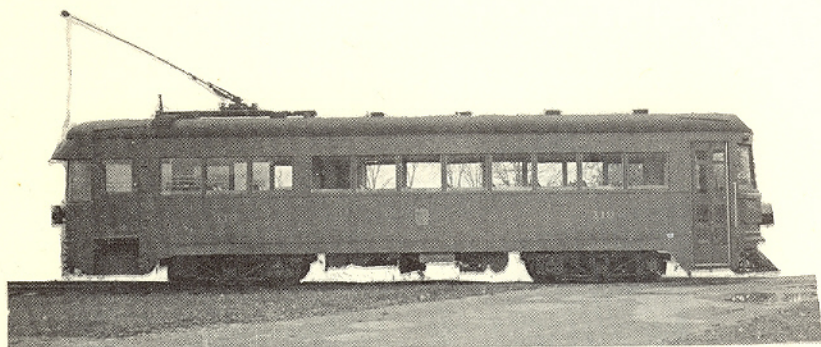
Membership in the museum is available to all males over 16 years of age. Dues are \$12.00 per year for operating memberships. Junior memberships are available to persons between 16 and 21 years of age and dues are \$6.00 per year. Associate (non-operating) membership is available to persons outside Franklin County at \$2.00 per year.

Additional electric and steam railway equipment followed car 21 to the Museum. These cars and the years they were presented are as follows:

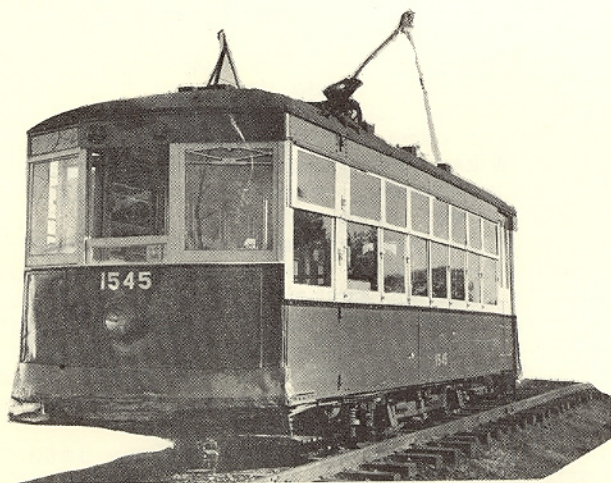


Car Number 21. Built by Niles Car Company, 1905 for the Toledo, Port Clinton & Lakeside Railway. The following is quoted from the December 30, 1905 issue of Street Railway Journal. "The cars are finished in quartered oak, leather seats in smoker and plush with high head rolls in the passenger compartment, continuous parcel racks and pullman shaped windows with art glass above. They are provided with quadruple motor equipments, Peckham 40-A trucks, Nichols-Linten air sanders, Westinghouse air equipment and the Lintern system of marker and classification lights. On the rear end are marker lights over the rear vestibule windows, while on the front end on one side are classification lights with white and green lenses. These lights are operated by separate switches and are controlled by the motorman."

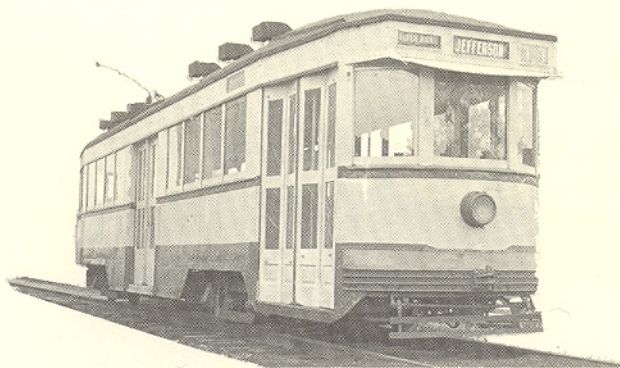
The Toledo, Port Clinton & Lakeside Railway later became the Northwestern Ohio Railway and still later was taken over by the Ohio Public Service Company. This car was the first to be moved to the Museum in 1948 and is a fine example of interurban car construction of the 1900-1910 period. The car is 51 feet long and is equipped with four General Electric number 263A motors, one General Electric type K-34D2 controller and one Westinghouse air compressor. This car has received extensive repairs since its arrival at the Museum and more are planned for the future to restore the car to its original condition.



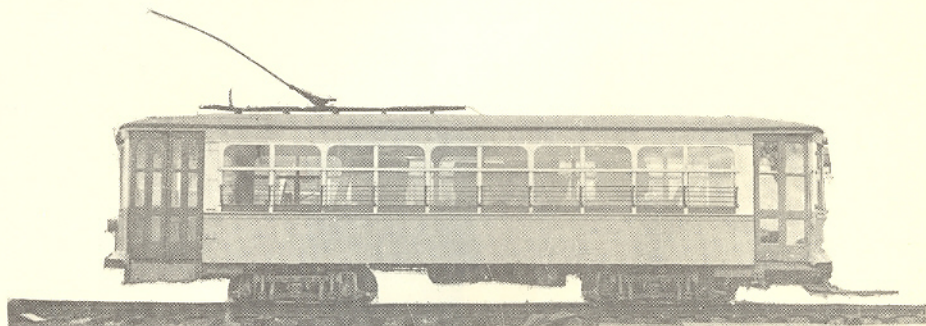
Car No. 119. This is one of the famous light weight high speed interurban cars that were built by Cincinnati Car Company in 1930 for the Cincinnati & Lake Erie Railroad. These cars operated between Cincinnati, Dayton, Springfield, Columbus, Lima and Toledo. In 1938 this car was sold to the Cedar Rapids & Iowa City Ry. which operated it until it was donated to the Museum in 1953. On test runs some of these cars were operated up to 120 miles per hour. Speeds up to 90 miles per hour were not uncommon.



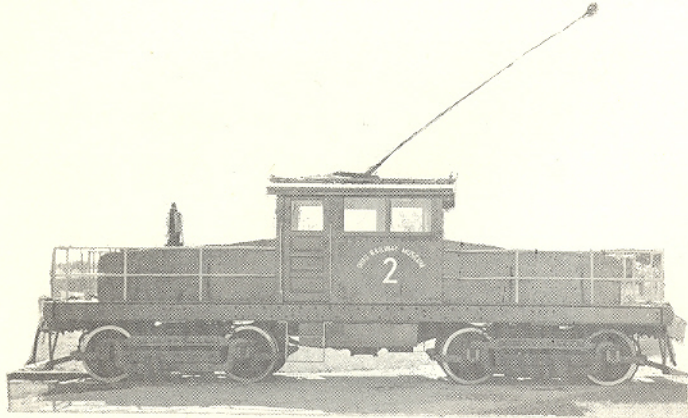
Car No. 1545. This is one of the famous "Birney Safety Cars". Many of these cars were built during the early 1920's for use on smaller street railway systems and on lightly traveled lines of larger systems. This car was acquired by the Museum in 1953 from Mr. Jay Maeder, Avon, Ohio. It had operated on the lines of the Kansas City Public Service Company. It was built by the American Car Company at St Louis about 1920. It is equipped with two Westinghouse 508A motors and two K-63BR controllers.



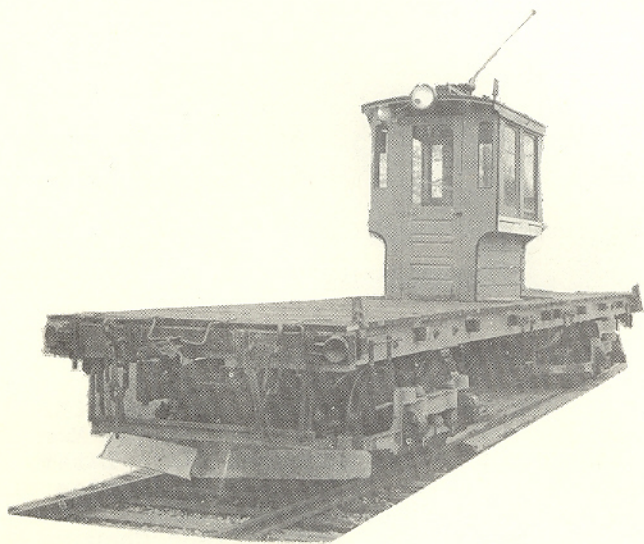
Car No. 3876. This car was built by the St Louis Car Company, St Louis, Mo. in 1931 for the Department of Street Railways, City of Detroit and was donated to the Museum by the Detroit Historical Society. It was moved from Detroit to Columbus by truck and was one of the largest moves ever made over Ohio highways. Transportation for this car and many others by Johnson Trucking Co.



Car No. 64. This is a typical lightweight interurban car built by the G. C. Kuhlman Car Company, Cleveland, Ohio about 1924. This car was built for the Ohio Public Service Company and was first used on the Mansfield - Shelby Division where it was numbered 41. Later it was placed in operation on the Ohio Public Service Company line between Toledo and Marblehead, Ohio. The car was given to the Museum by the Ohio Edison Company in 1953 and was moved to the Museum from Port Clinton, Ohio. Much work has been done to the car and much more remains to be done. The car is in operating condition but will not be placed in regular service until the interior work is completed. This car is 40 feet long, weight, 30,000 pounds and is equipped with two General Electric number 258C motors and with one General Electric number CP27B air compressor.

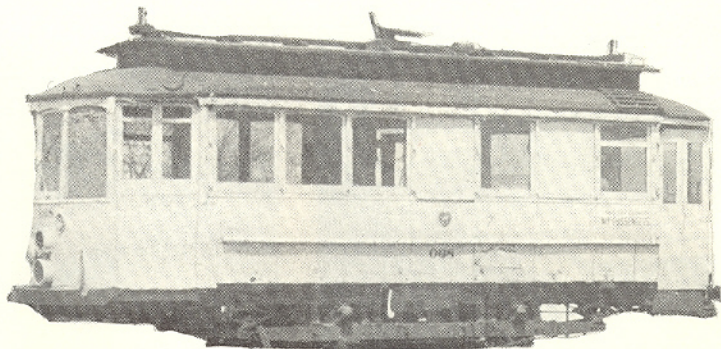


Locomotive No. 2. This electric locomotive was built in the shops of the Columbus Railway Power and Light Company in 1926 for use at the Picway Generating Station which is located south of Columbus. It was donated to the Museum by the Columbus & Southern Ohio Electric Company and moved to the Museum during the summer of 1958. This locomotive is equipped to operate from overhead trolley or third rail. It is equipped with four 65 hp motors and is geared low and can handle ten loaded cars with ease.

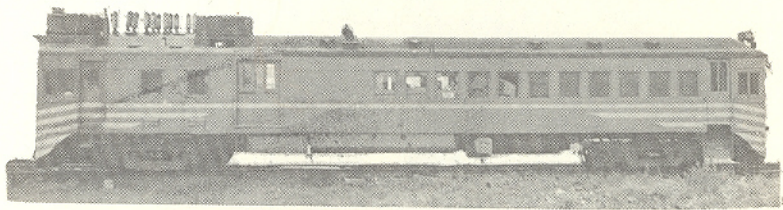


Work Car No. 067. This car was built in the shops of the Columbus Railway Power & Light Company in 1922 using trucks from the old Westerville line cars and other equipment from some old open cars that were being scrapped at that time. Purchased from the C. & S. O. E. Co. in 1950.

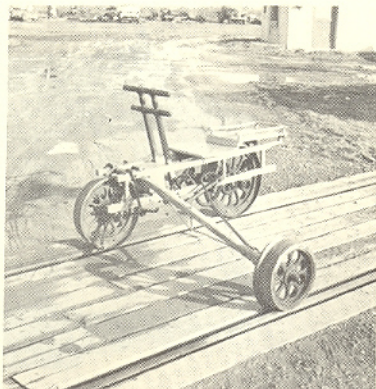
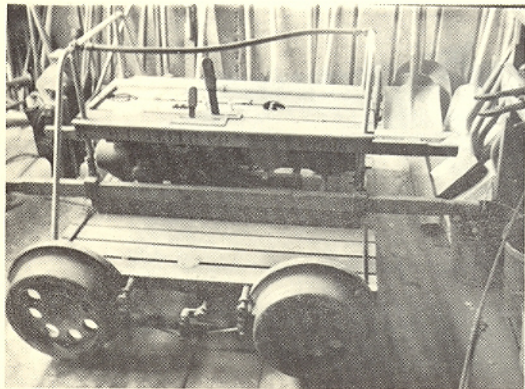




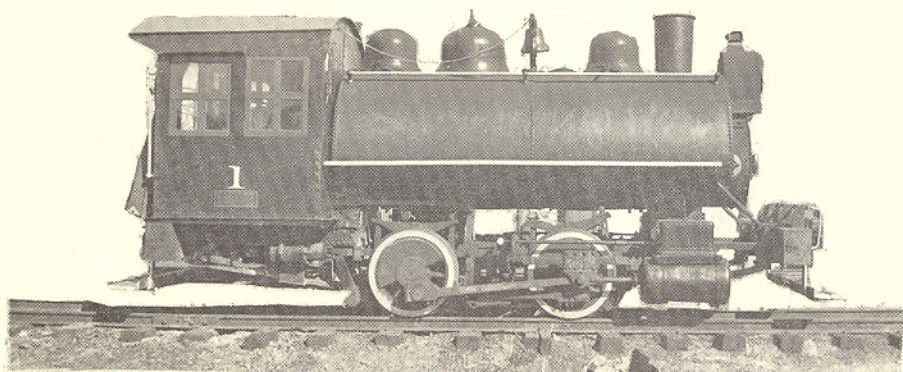
Car No. 068. This car was donated by the Kansas City Public Service Company and was moved from Kansas City, Missouri to Columbus free of charge by the Missouri Pacific, Terminal Railroad Association of St Louis and the Baltimore and Ohio Railroads. This car was built by the Brownell Car Company, St Louis, Missouri in 1900 and is the oldest car at the Museum. It was formally numbered 472 when it was operated in passenger service. In later years it was converted to a rail grinder. When the car arrived at the Museum it was in very bad condition. About 75 per cent of the wood was rotted out. We are now working to rebuild the car and will restore it as much as possible to its original condition.



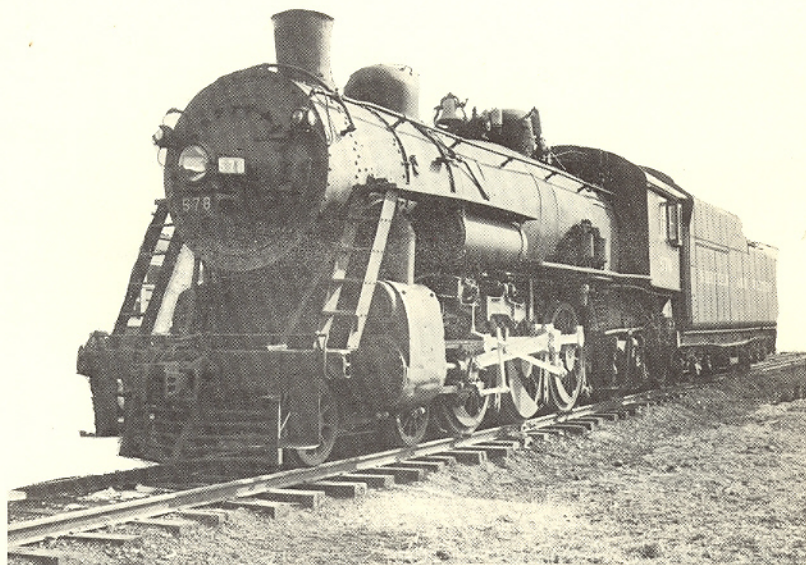
Gas-Electric Car No. 5012. This car was purchased from the Erie Railroad Company in 1952. It has been used mainly to furnish power to operate our electric railway equipment. It was built by the Bethlehem Steel Company in 1931. It is equipped with two Winton 300 hp gasoline engines and four General Electric 150 hp traction motors. This car is 72 feet long and weighs 176,252 lbs. This car was at one time leased by the Erie Railroad to the New York, Susquehanna and Western Railroad. It was last used by the Erie Railroad to pull commuter trains in the New York area. Large numbers of gas-electric cars were in use on branch lines in the 1920's and 30's.



In 1953 the Museum purchased from the Western Union Telegraph Company one Kalamazoo one man motor car, one three wheel velocipede and the steel shed in which they were stored. This equipment was used by the Western Union linemen to maintain and inspect telegraph wires along the Norfolk & Western Railway between Columbus and Portsmouth. Since the Western Union Telegraph Company no longer has any wires along the Norfolk & Western this equipment was purchased at a small price and moved to the Museum.



Steam Locomotive No. 1. This is an 18 ton saddle tank locomotive built by the Vulcan Iron Works, Wilkes Barre, Pennsylvania in 1924. It was donated to the Museum by the Marble Cliff Quarries Company. This locomotive is in operating condition and is operated at the Museum about twice a month during the summer. This locomotive has received a new set of flues since it has been at the Museum and other extensive repairs. The headlight on this engine is an old oil burning lamp that was once used on a switch engine at the Ralston Steel Car Company.



By far the largest piece of equipment presented to the Museum to date is Locomotive number 578. Presented through the courtesy of the Norfolk and Western's president, Mr. Stuart T. Saunders.

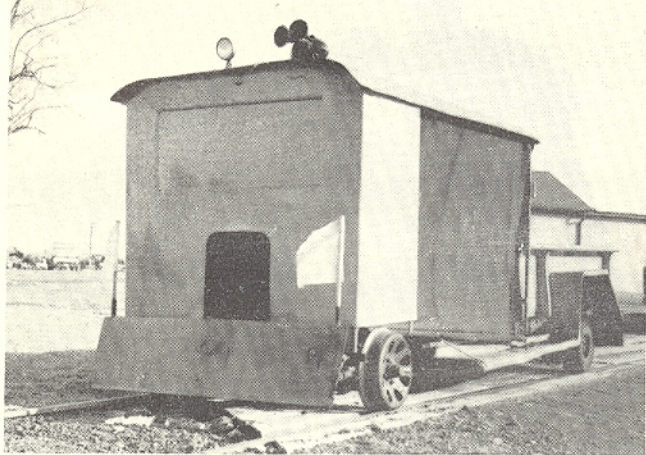
Locomotive 578 will perpetuate the history of the steam locomotive in America and was officially presented to the Ohio Railway Museum on Thursday, February 12th, 1959.

Traveling from Roanoka, Virginia to Worthington to make this presentation were Mr. C. E. Pont, General Superintendent of Motive Power; Mr. W. A. Noell, General Superintendent, Western Division; Mr. R. R. Horner, Manager of the Magazine and Advertising Department of the Norfolk and Western Railway.

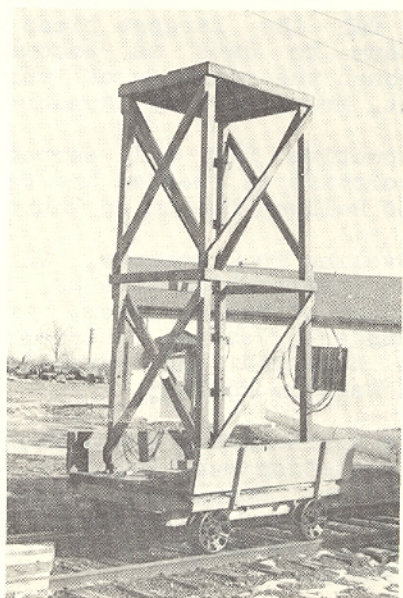
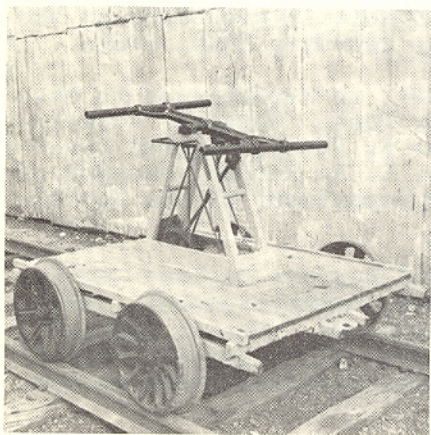
Also representing the Norfolk and Western Railway at the presentation were Mr. A. S. Tabor, Superintendent, Scioto Division, Portsmouth; Henry Robinson, Master Mechanic, Scioto Division, Portsmouth; Mr. E. Crowder, General Foreman, Columbus; Mr. K. C. Sult, Terminal Train Master, Columbus.

Several county and city officials were present at the presentation.

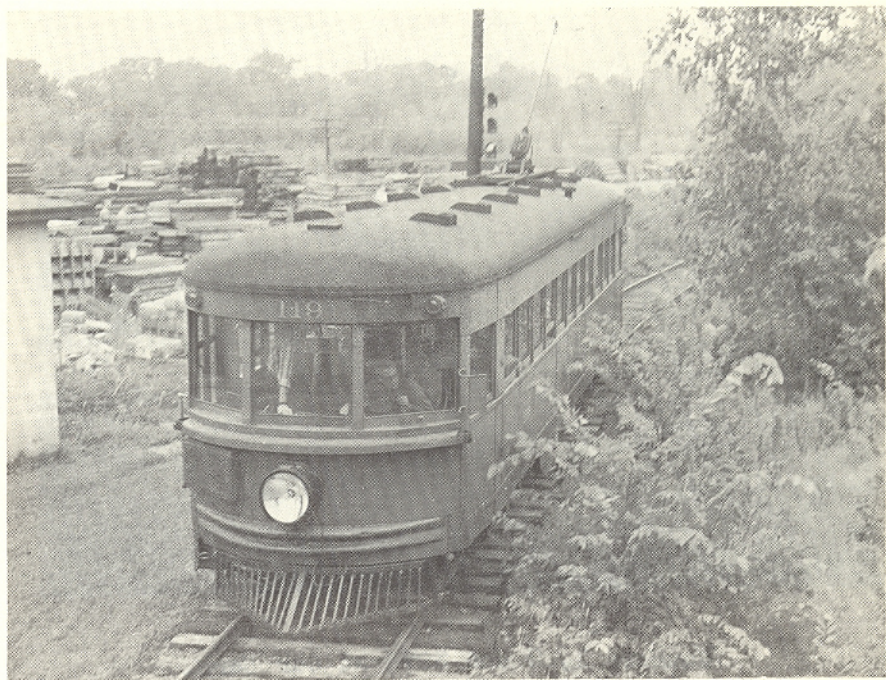
Locomotive 578 built by the American Locomotive Company, Richmond Works, Richmond, Virginia, in 1910 measures 90 feet 9 inches in length, 15 feet 9 inches in height and weighs 285 tons. This engine was retired from regular service in December 1958. It was assigned to the Scioto Division from 1917 to 1944 operating into Columbus.



The Track Truck (Number X-10) was built by the Museum using an old GMC pick up truck with a Chevrolet Motor. It is used by the Track Department maintaining our track.



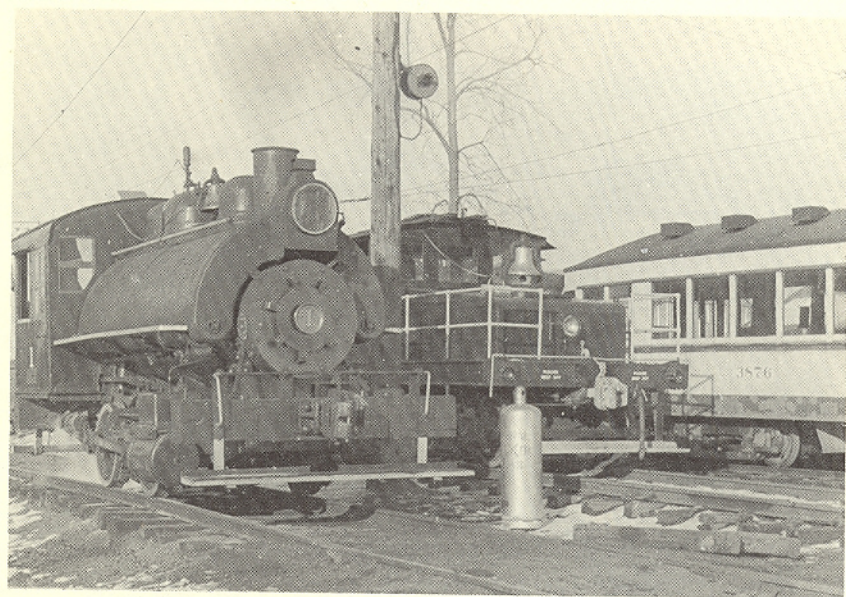
The hand car was donated by the Chesapeake & Ohio Railway and had been in use on its Pere Marquette District. The Line Car was built by the Museum using an old four wheel push car which was donated by the Norfolk & Western Ry. Both of these cars are very useful to the Museum in maintaining its track and overhead trolley wire.



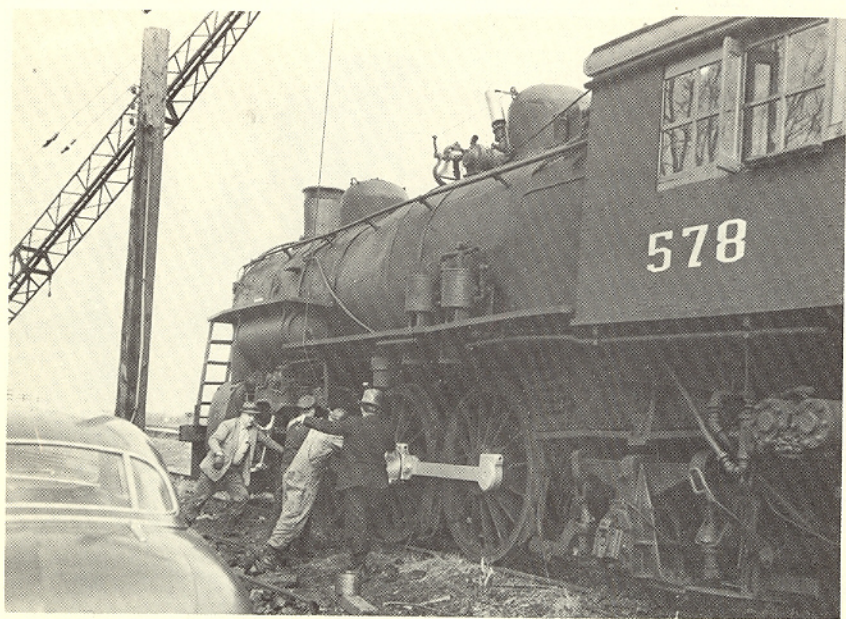
Car 119 on main track just south of substation.



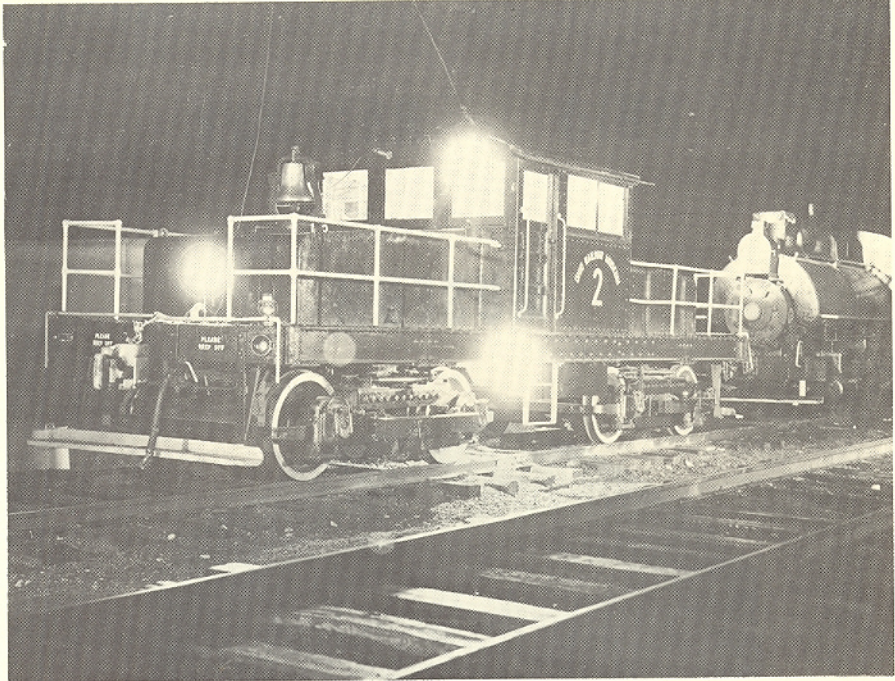
Car 3876 passing substation.



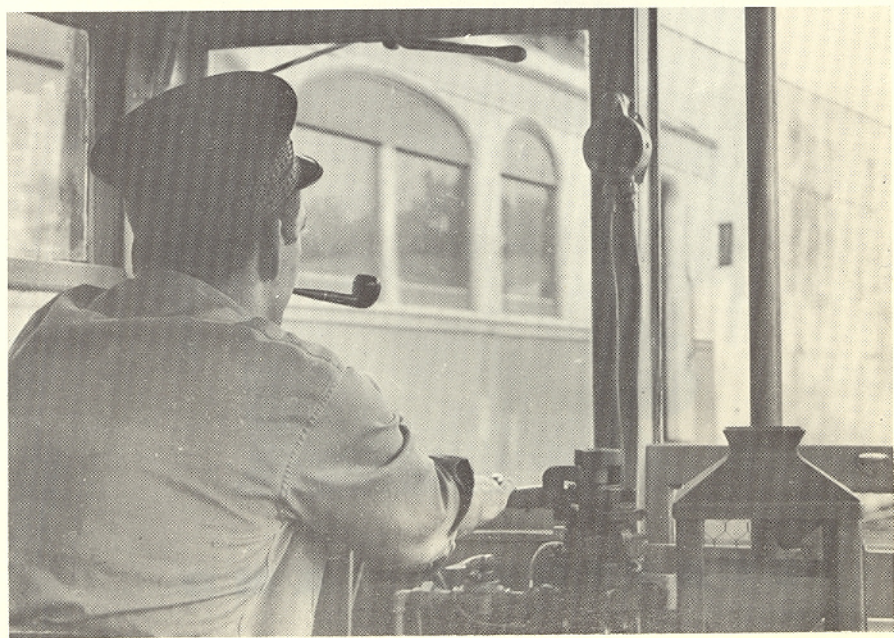
Numbers 1, 2 and 3876 at Car Barn.



Installing main rods on engine 578 at the Museum.



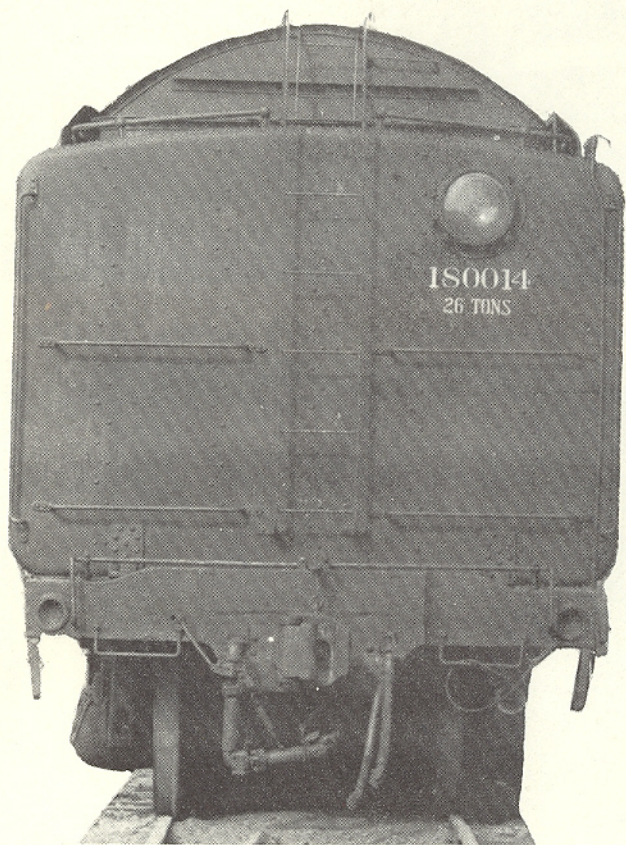
Ohio Railway Museum Nos. 2 and 1 during night operations.



O. R. M. motorman is shown operating car 1545 passing 21.

# OHIO RAILWAY

## MUSEUM



**STAFFORD AND**

**PROPRIETORS ROADS**

P.O. BOX 206, WORTHINGTON, OHIO