



HIGHLIGHTS OF
OUR FIRST
HALF CENTURY

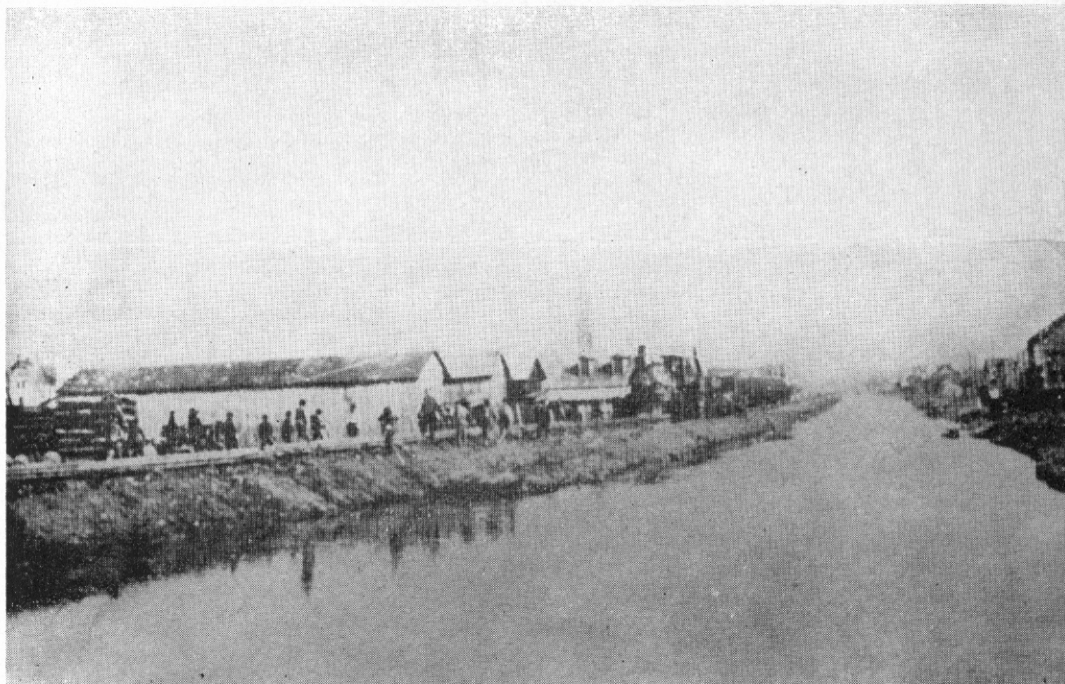


OHIO-MIDLAND LIGHT AND
POWER COMPANY
CANAL WINCHESTER, OHIO



1899 - 1949

Our First Half Century . . .



Track laying gang and work train, East High Street, Canal Winchester, 1903

OHIO-MIDLAND's first half-century is complete. Much has occurred through the rich town and country area served by a parade of workers associated with the firm since the day just ahead of a new century when men banded together to supply a service sought by many.

The Ohio-Midland Light and Power Company was originally incorporated on September 8, 1899, under the laws of the State of Ohio as The Scioto Valley Traction Company. On June 1, 1923, the name was changed to the Scioto Valley Railway and Power Company, and on March 12, 1932, to its present name. Under terms of its original charter, and a certificate of amendment filed on June 26, 1930, the company has the right, among other things, to engage in a general electric light and power business and to conduct general transportation service.

The general offices of the company are located at 10 South High Street, Canal Winchester, Ohio, and the principal officials and operating personnel are as follows:

H. Newell Stevenson, *President*
 Charles F. Helsler, *Vice-President*
 John W. Eakin, *Secretary-Treasurer*
 J. Edgar Cathers, *Manager and Asst. Secretary-Treasurer*
 Mascal A. Haynes, *Office Manager*
 Ray D. Blackstone, *Purchasing Agent*
 William F. Ridge, *Electrical Engineer*
 Glenn E. Wolfe, *Superintendent of Power*
 Dwight E. Pierce, *Asst. Superintendent of Power*
 William R. Walker, *Superintendent of Railway Department*
 Lawrence M. Hatlestad, *Supervisor of Public Relations*

DIRECTORS

H. Newell Stevenson, John W. Eakin, C. F. Helsler, Ralph D. Head, George Ruble

OHIO-MIDLAND LIGHT AND POWER COMPANY EMPLOYEES

ELECTRICAL DEPARTMENT	Robert H. Morris, <i>Lineman</i>
Edward L. Allen, Jr., <i>Meter Reader</i>	Glenna E. Oosterle, <i>Chief Cashier</i>
Paul T. Alspach, <i>Groundman</i>	Jesse R. Ramey, <i>Lineman</i>
Ralph M. Alspach, <i>Lineman</i>	Robert W. Reinhard, <i>Accountant</i>
Marilyn A. Benson, <i>Ledger Clerk</i>	Reno E. Robinett, <i>Lineman</i>
Robert D. Bitler, <i>Appliance Repair Supervisor</i>	John W. Schumacher, <i>Lineman</i>
Rae D. Bradley, <i>Storekeeper</i>	Leslie E. Smith, <i>Load Dispatcher</i>
Edgar M. Brinker, <i>Substation Operator</i>	Miriam L. Smith, <i>Stenographer</i>
Reber F. Brown, <i>Service Man</i>	Kenneth M. Snyder, <i>Tree Trimmer</i>
R. G. Carruthers, <i>Tree Trimmer</i>	Theodore Stevenson, <i>Groundman</i>
Mary C. Caslow, <i>Office Secretary</i>	Lawrence I. Strait, <i>Lineman</i>
Donald E. Cathers, <i>Load Dispatcher</i>	Clarence G. Vance, <i>Groundman</i>
Earl W. Cathers, <i>Meter Reader</i>	John E. Walker, <i>Lineman</i>
Ellen E. Cathers, <i>Accountant</i>	Millard F. Williams, <i>Foreman</i>
Robert C. Cathers, <i>Station Engineer</i>	Floyd Young, <i>Lineman</i>
Alfred G. Christian, <i>Service Man</i>	Theodore Zarnbaugh, <i>Lineman</i>
Charles. Conklin, <i>Auto Mechanic</i>	Gail R. Zeiler, <i>Lineman</i>
Dale R. Darby, <i>Service Man</i>	
James R. Davis, <i>Service Man</i>	RAILWAY DEPARTMENT
W. E. Ferrell, <i>Chief Load Dispatcher</i>	Joseph T. Brodnax, <i>Motorman</i>
Harry W. Finks, <i>Service Man</i>	Charles W. Fields, <i>Track Laborer</i>
Floyd E. Fisher, <i>Service Man</i>	Clarence H. Fields, <i>Track Laborer</i>
Andrey W. Graham, <i>Substation Operator</i>	Bernice M. Herron, <i>Freight Clerk</i>
Paul H. Hartman, <i>Line Foreman</i>	Claude E. Herron, <i>Conductor</i>
Van Haynes, <i>Ledger Clerk</i>	Chester E. Lytle, <i>Track Laborer and extra conductor</i>
Floyd F. King, <i>Line Foreman</i>	Frank W. Sites, <i>Track Laborer</i>
George W. Kruskamp, <i>Substation Operator</i>	Claude H. Vance, <i>Section Foreman</i>
W. H. E. Lawson, <i>Ledger Clerk</i>	Walter E. Wagner, <i>Motorman</i>
Kathryn I. Lisle, <i>Clerk - Supt's. Office</i>	

INCORPORATORS OF THE COMPANY

Wm. F. Burdell, Thomas King Wilson, Wm. J. Weaver, Alexander Renick
 Edward K. Stewart, Herbert D. Bennett

FIRST BOARD OF DIRECTORS

B. Mahler, Cleveland; Edwin R. Sharp, Columbus; Wm. F. Burdell, Columbus;
 Thomas King Wilson, Chillicothe; Wm. J. Weaver, Circleville

FIRST OFFICERS

B. Mahler, *President*; Wm. F. Burdell, *Vice-President*; Edwin R. Sharp, *Secretary-Treasurer*

SURVEYS . . .

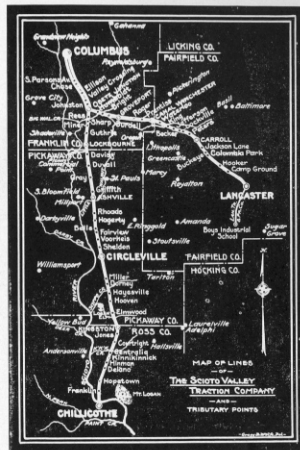
. . . were made by A. W. Jones, who was employed as engineer for the Scioto Valley Traction Company in December, 1900 and who was in charge of all surveys and construction work on the Chillicothe and Lancaster Divisions until September 1905, when the line to Chillicothe was completed and in operation.

In December of 1900, the Scioto Valley Traction Company opened an office in the Board of Trade Building in Columbus.

The first preliminary survey for the Scioto Valley Traction Company, east of the Scioto River, Chillicothe to Circleville, began at Chillicothe December 28, 1900. Another preliminary survey, for a proposed line west of the Scioto River, Chillicothe to Circleville, began at Chillicothe on January 5, 1901.

On January 30, 1901, an office for the engineering force was opened in the Carlisle Block, Paint and Main Streets, Chillicothe.

In the spring of 1901, the first grading on the line as built, was started by W. N. Luchtenberg Company, the contractors, at the sandstone cut near North Columbus Street, Lancaster. Actual earth moving was preceded by a parade of the contractor's equipment, headed by a band. The first furrow was plowed by Col. L. G. Silbaugh, Mayor of Lancaster.



Early Official Map

Grading work was done, Culverts, piers and bridges built during 1901, 1902 and 1903, and steel bridges were erected in May, 1903. The power house was built in 1903 and the first track was laid in South Parsons Avenue and Smoky Road on March 19, 1903.

John T. Adams began laying track on the Lancaster Division at Rager on June 10, 1903, and on July 30, 1903, track was laid through Groveport. Track was laid on the Chillicothe Division in the summer of 1903. On the Lancaster and Chillicothe Divisions, track was ballasted in October, 1903.



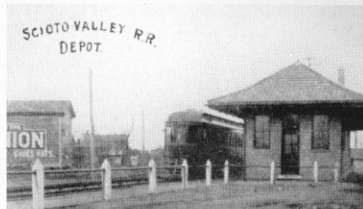
Grovesport Station 1923

The first electric car over this new third rail system was run over the Columbus - Lancaster Division on Tuesday afternoon, July 19, 1904. The car reached Canal Winchester at 3 o'clock, and was soon the object of interest to a large crowd of spectators. Aboard the car on this initial trip were: Messrs. E. R. Sharp and Frank A. Davis, of the Scioto Valley Traction Company; E. W. Baker, of the E. W. Baker and Company, General Contractors of New York; N.

F. Clark, B. C. Edgar, G. M. Barrall, electricians; P. C. Tussing, foreman of the rail bonding crew; and Charley Warner, car attendant.

The car was in charge of Mr. Clark as a motorman, and the trip to Canal Winchester was made without a hitch or hindrance of any kind. At Canal Winchester, a representative of the Times boarded the train and it continued on its way to Carroll with "the ease and grace of a bird and showing astonishing bursts of

Station at Canal
Winchester
1907

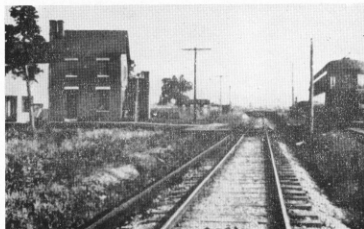


speed." A few miles below Carroll the trip ended, since the third rail was not connected up below the Jackson Road.

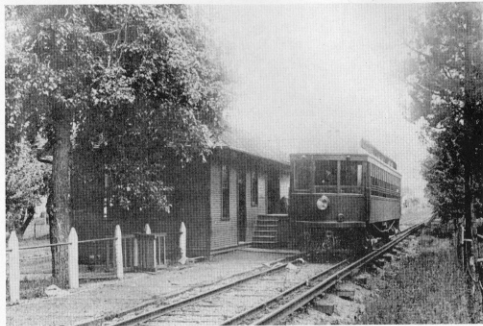
When the car reached Canal Winchester on the return trip, Mrs. Mary E. Bailey, Mrs. B. F. Gayman, and Dr. and Mrs. J. W. Shook were taken aboard and enjoyed a delightful four mile ride to Rager and return. The car then made the return trip to Columbus and "astonishing" speed was recorded. The four miles from Canal Winchester to Grovesport was covered in 5 1/2 minutes. At one

place, the car registered a speed of 62 miles an hour. From Canal Winchester to Obetz Junction—a distance of 8 1/2 miles—the time was only 13 minutes. This trial trip was concluded with a run to the power house at Reese, then to Parsons Avenue and return. The following were the village officers of Canal Winchester, Ohio at the time the right-of-way was granted and when the first car ran through the town:

Members of Council—D. E. Alspaugh, A. A. Chaney, J. D. King, S. H. Saylor, R. J. Tussing, Phil Weber.



Obetz 1905. Obetz Junction the junction point of Lancaster and Chillicothe Divisions



No. 105 at Carroll Station, 1910
At the right—Time Table

Mayor—O. P. Gayman (who rode the first and last car)
Treasurer—E. C. Chaney
Clerk—W. D. Beeks
Marshall—Sam Rush

All members of the Council worked for the road, although it was opposed by some citizens who believed it would ruin business.

On July 21, 1904, the first train sheet for the Scioto Valley Traction Company was made and on July 27, 1904, Thomas B. Singrey, who had been working for the Company on work trains since June 21, 1903, was employed as motorman.

The first regular interurban service was established every two hours the afternoon of July 21, 1904 between South Parsons Avenue, Columbus, Ohio and Canal Winchester. The first regular car was in charge of Conductor Fred E. Abbott and Motorman William S. Brobst. It left Obetz Junction at 12:09 p.m. and returned from Canal Winchester to South Parsons Avenue at 1:00 p.m.

THE SCIOTO VALLEY TRACTION CO.



OFFICIAL TIME TABLES

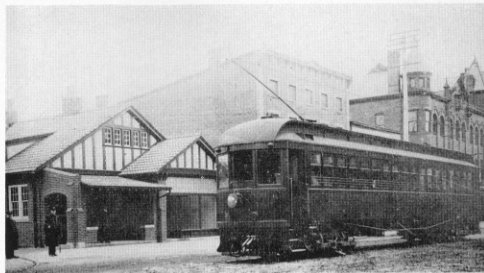
IN EFFECT AT THE DATE OF THIS PUBLICATION,

DECEMBER 1st, 1907.

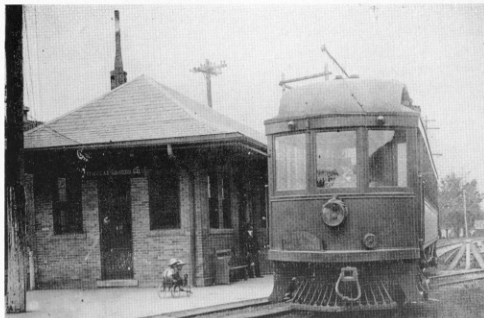
Trains Every Hour Between
COLUMBUS,
CANAL WINCHESTER,
LANCASTER,
CIRCLEVILLE,
CHILlicothe
AND LOCAL POINTS

FRANK A. DAVIS,
General Manager.

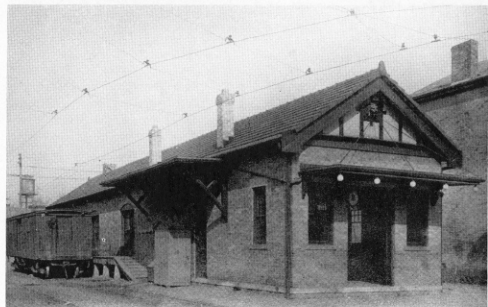
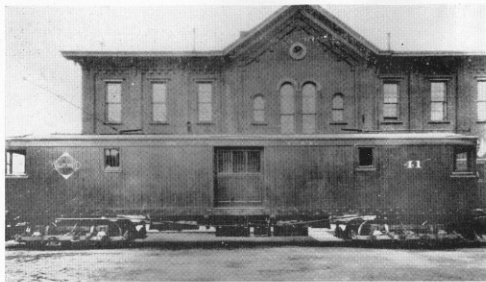
N. E. REES, Pass. Agent,
J. O. BRADFIELD, G. F. A.
COLUMBUS, OHIO.



Circleville station between 1906-1910



No. 105 at Ashville Station around 1910



Pictures on opposite page—

Top—Car No. 41, in Columbus yards 1918. Car 50 feet 3 inches long

Middle—Sub-station and temporary freight and passenger station, Chillicothe 1905

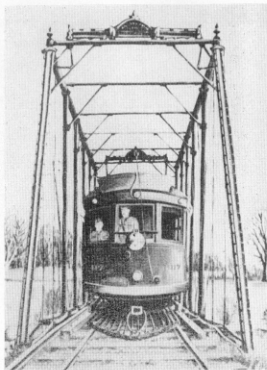
Bottom—Depot of S.V.T. at Third and Rich Sts., Columbus. This had been school house and play yard before purchased. Passenger car at side. Picture taken 1905

Pictures on this page—

Top—Trailers No. 54 and No. 56, Columbus yards Third and Rich Streets, 1905

Bottom—Lancaster Station, built 1906, photo 1919

General Pershing's car on Big Walnut Bridge,
near Ashville, Ohio. General in center



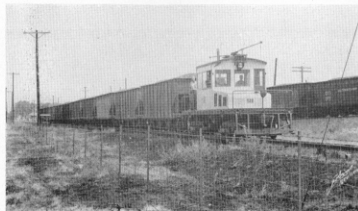
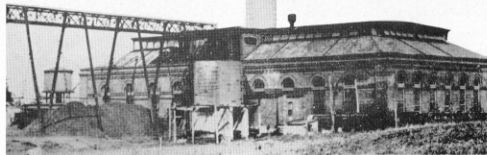
Picture below is the Power Plant at Rees. In
service 1904-28, abandoned March 1, 1928. Torn
down summer of 1941. Picture taken 1906

The first special car with officers and stockholders aboard ran from South Parsons Avenue to Carroll the afternoon of July 23, 1904, and a special car testing the third rail was run through to Columbus Street, Lancaster, Ohio, on July 24, 1904.

The first regular car ran through to Lancaster from Columbus on July 25, 1904, leaving South Parsons Avenue at 10:00 a.m. and arriving at Columbus Street, Lancaster, at 10:51 a.m. Conductor Abbott and Motor-

man Downing were in charge and service was continued every two hours. Hourly service was established between these two points on July 28, 1904.

A special car for officials and guests was run to Lancaster, Thursday, July 28, 1904, leaving South Parsons Avenue at 5:12 p.m. Upon arrival in Lancaster these officials and guests



Electric Locomotive No. 511, equipped with four 125 horsepower Westinghouse motors, hauling coal from the N & W Railway Company transfer track at Obetz, Ohio to the Picway Power Plant of the Columbus and Southern Ohio Electric Company on September 10, 1949

were entertained at a dinner given by Mr. and Mrs. F. A. Davis, at the Mithoff Hotel.

On August 2, 1904, an observation train of three flat cars, drawn by an engine, was run from South Parsons Avenue, Columbus, to Circleville with officials and guests aboard. Two days later, on August 4, a special car was run to Circleville with Superintendent Luke C. Bradley and officials on board and on August 5, two-hour service was established from South Parsons Avenue, Columbus to Circleville, Ohio.

Contracts were let for extension of line south of Circleville, September 30, 1904, and the grading began in October, 1904. Work on the Chilli-

cothe bridge began October 7, 1904, and was finished August 7, 1905.

On Saturday, December 3, 1904, a special car carried Governor Myron T. Herrick from Columbus to Lancaster on a visit to the Boys' Industrial School.

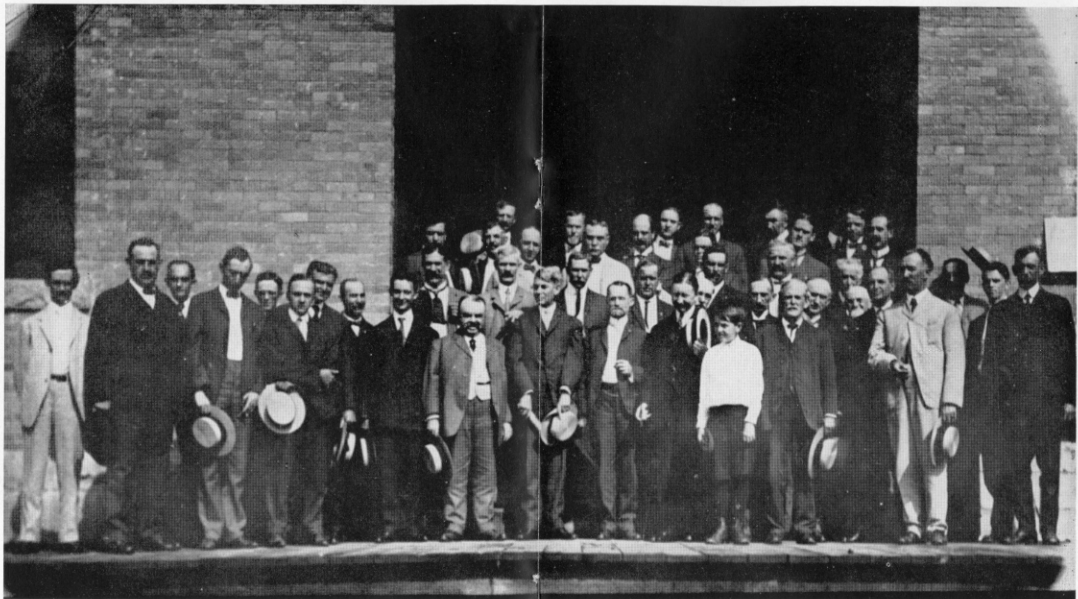
The Scioto Valley Pool turned property over to The Scioto Valley Traction Company in March, 1905, and on March 21 Frank A. Davis, was elected President; W. S. Courtright, Vice-President and Edwin R. Sharp, Secretary-Treasurer.

The laying of track between Circleville and Chillicothe began at Kingston on March 3, 1905.

The first rails were laid to and on



Electric Locomotive No. 500, equipped identically to No. 511, at Rees railway car repair shops on September 10, 1949.



GROUP PICTURE TAKEN AT KINGSTON SUB-STATION—AUGUST 11, 1905

Walter C. Darst, Circleville, Ohio; George Peters, Eugene Gray, Rutherford Fullerton, N. E. Rees, Passenger Agent; Hal Thompson, David Logan, Fred Lazarus, James Gordon Battelle, C. C. Chappellear, Frederick Prentiss, L. K. Liggett, Train Master; Calvin Skinner, Master Mechanic; Cyrus Haling, W. J. Weaver, Edwin R. Sharp, I. B. Cameron, Dr. Rankin, Dr. Clivis Taylor, Frank Dawson, M. A. Hanna, Curtis I. Williams, M. Frantz, L. C. Beardley, Superintendent; John T. Adams, John E. Todd, E. L. Spatnagel, Banker, Chillicothe, Ohio; Henry B. Peters, Banker, Lancaster, Ohio; Frank A. Davis, President; Frank K. Young, Auditor; W. S. Robb, Clerk; George Lathouse, Conductor.



First traction patrons also ride last car, Lancaster, Ohio, October 1, 1930

the Chillicothe trestle by July 30, and the first engine and work train ran to Chillicothe bridge with Messrs. Davis, Daugherty and Bradley aboard on July 31.

On August 5, electric current was turned on from Ashville substation to Kingston. The first special car on the extension, with officials and guests on board, was run to Kingston on August 11, under power from Ashville substation, and on August 14, regular hourly service to Kingston was inaugurated.

On August 25, 1905, the first special car with officials was run to Chillicothe, and regular hourly service to Riverside Street, Chillicothe, began Saturday, August 26.

On October 21, the general offices were moved from Obetz Junction to Third and Rich Streets, Columbus, Ohio.

The old Circleville station was opened on November 15, 1905 and the new station on January 4, 1909. Joe Amicon received the first car of freight to Chillicothe on December 4, 1905.

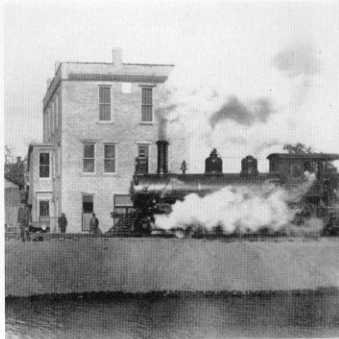
The Scioto Valley Traction Company began using the Third and Rich Streets station for passengers and regular freight service on Tuesday, December 5, 1905.

A special car was run by Superintendent Luke C. Bradley and Ned E. Rees for the Hon. Albert Douglas from Lancaster to Chillicothe in 1906, making a record run of sixty-four miles in 92 minutes.

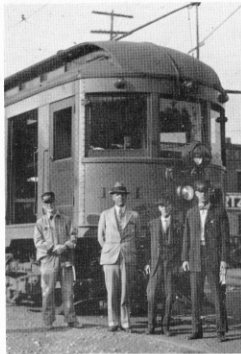
In 1905-1906, a survey was made for a proposed extension from Carroll to Buckeye Lake by Arthur J. Wolfe and Julian Griggs.

In 1906, the Lancaster station was built.

Steam engine used during construction of road bed and track along Ohio-Erie Canal, Canal Winchester, Ohio during summer of 1903. Building in background is the TIMES, home of the weekly publication.



Car No. 124, Columbus Yard, September 30, 1930
Wm. Rigney, P. F. Thompson, Gregg D. Wolfe,
Frank Goff



Lancaster to Nelsonville surveys and maps were made in 1906-1907 under the direction of Julian Griggs as Chief Engineer, for a proposed extension.

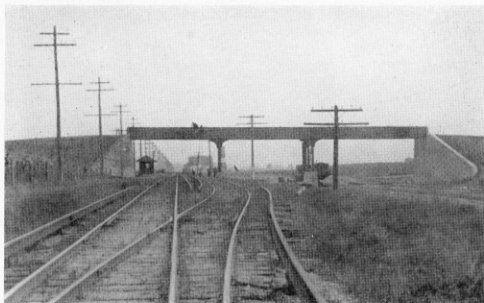
Track was extended to Main Street on Bridge Street in Chillicothe in 1908 and the first car ran to Main Street on October 15, 1908.

The Chillicothe station was built in 1911-1912 and was opened for passenger business on June 27, 1912.

The Ohio Electric Railway station was opened at Third and Rich Streets, Columbus, Ohio on January 6, 1912. In 1913, the Parsons Avenue viaduct was built.

In the winter of 1917-1918, the Obetz Junction station was built and was opened on March 18, 1918.

On December 17, 1919, General J. J. Pershing rode a special car, Motor No. 117, from Columbus to Chillicothe with George Gallegher as motorman in service uniform.



Miller, 1925



Undercrossing with N & W Railway at Kinnikinik, Scioto Valley

In September 1926, the Picway generating plant of the Columbus Railway Power and Light Company began operation.

Limited parlor car service began on the Chillicothe Division on January 7, 1927, with one car making three

round trips daily except Sunday. On July 31, 1927, Chillicothe Division limited parlor cars were changed to two-hour service, five and one-half trips daily. On this same day, limited parlor car service began on the Lancaster Division with one car making



Valley Crossing double track, 1905. Now Groveport Pike



New Station, Chillicothe, built 1912

Contract for Electric Service

Contract made this First day of June, 1916, by and between

The Scioto Valley Traction Company (hereinafter called the Company) and

F. E. Dill

(Hereinafter called the Consumer)

The Company agrees to furnish to the Consumer at

Minor, Ohio

electric energy required or used for 1 - 5850-watt Range

for a period of One year from the date service begins under this contract, and thereafter until thirty (30) days' written notice to discontinue shall have been given by either party to the other.

The Consumer agrees to pay monthly for all electric service at the rates specified in Schedule "G" of the Company's rates on file with the Public Utilities Commission of Ohio.

The contract cannot be transferred or assigned by the Consumer.

All agreements, terms and conditions on the back of this contract shall be deemed a part hereof.

F. E. Dill

Consumer.

The Scioto Valley Traction Company

By *Frank Davis*

man bell

Bills to F. E. Dill,

Mail address Lookbourns, Ohio.

Service location Minor,

Circuit 110-220 volts, 3-wire, A. C.

Issued May 1, 1916.

Effective June 1, 1916.

Photographic copy of the First Electric Range Contract

four round trips daily. Limited parlor car service was discontinued in the Lancaster Division after March 30, 1929.

On March 1, 1928, the power house of the Scioto Valley Railway and Power Company was abandoned and power was purchased from the Pic-

Mr. and Mrs. Frank E. Dill purchased and installed, in June, 1916, the first electric range on the power lines of the Scioto Valley Traction Company, and it was the first one installed on a farm home in the State of Ohio.



way plant of the Columbus Railway, Power and Light Company, and the current was changed from 25 to 60 cycles.

Limited and regular service was reduced on the Chillicothe and Lancaster Divisions in March of 1929 and limited service abandoned to Chillicothe in April, 1930.

On June 20, 1930, stockholders of the Scioto Valley Railway and Power Company voted to abandon passenger and freight service, except freight haul between Groveport and the Picway Generating plant of the Columbus Railway, Power and Light Company.

Passenger and freight service was discontinued on September 30, 1930. The last car, No. 114, left Columbus

for Lancaster at 5:35 p.m. When this car left Lancaster for Columbus at 7:05 p.m. in charge of Conductor James E. Newlove and Motorman H. R. Carroll, there were among the passengers, Ben Antil Confectioner and Frank Wright, 621 N. High St., Lancaster, who rode on the first trip on July 25, 1904; Col. L. G. Silbaugh, former Mayor of Lancaster, who turned the first earth for grading of the railroad in the spring of 1901; T. B. Singrey, a motorman who was with the company from the start and Chief Engineer, Gregg D. Wolfe.

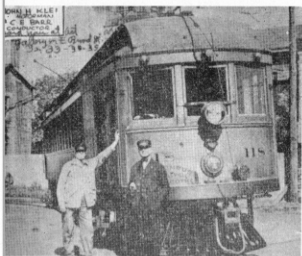
It was estimated that 300 were present at the Main Street station when the last car pulled out and the crew of the last cars were presented with

bouquets of beautiful dahlias by residents of North Columbus Street, and people in the neighborhood gave them a big farewell greeting at the big curve.

As this last car went through Canal Winchester—enroute to Columbus at 7:45 p.m.—the following citizens took a ride: Mrs. Barker, who stopped at Groveport; Miss Faham Ricketts, who stopped at Obetz; Mrs. H. D. Hartman and sons Masters Billy and Jerry; Mr. and Mrs. O. P. Gayman who went to Columbus. Conductor James E. Newlove; Motorman H. R. Carroll; T. B. Singrey, Motorman and Chief Engineer; G. D. Wolfe, autographed the receipts for fare to Columbus.

The last car from Chillicothe left for Columbus at 11:30 p.m. in charge of Conductor Frank Goff and Motorman William Rigney and Motorman William Lytle and Conductor George Gallagher were on the last car out of Chillicothe at 7:30 p.m.

After 26 years of service the cars were discontinued because other means of transportation superseded them. The service's relatively short existence was evidence of the swift-



St. Louis Fair Prize Car, September 13, 1930

Picture on Opposite Page is a Section of transmission line from Midway to the Canal Winchester Sub-station, constructed during the year 1948. Picture taken September 10, 1949

Conductor's Cash Fare Receipt

№A 806639

		BETWEEN	
Wain'THts	Humboldt	COL' MB'T	
Rees	Bright	So Est's	
	Burdell	Chaso	
Sharp	GROV'PT	Ellison	
Miner	Rager	V'l'y King	
Guthrie	Prentiss	Johnston	
Lockb'rme	WIN' C'EG	Obetz Jct.	
	Waterloo	FARE	
Davis	King	Dol. 1	
Duval	Jefferson	ct. Di.	
Gray	Becker	1	
Griffith	Lockville	2	
	Springs	2	
N. Ashville	Peters	3	
ASHVILLE	CAR ROLL	4	
Rhoads	J'n'n Lane	4	
Hagerly	Buckeye	5	
Bells	Col'bia Pk	6	
Fairview	Hookers	7	
Voorheis	C'mp Gr'd	8	
Sheldon	LAN'STER	9	
CIRC'V'IE	HALF-P'IE		Redeems to for 10 use
Miller	TRANS'P'R		If punched here
Dorney	DOG	16	Day
Hayesville	PACKAGE	17	1
Hooven	DRUM	18	2
Elmwood		19	3
KINGSTON		20	4
Jones	1939	21	5
Courtright		22	6
Centralia		23	7
Kinnikin'k	1928	24	8
Hinman		25	9
Delano	1927	26	10
Hope town		27	11
Franklin		28	12
		29	13
CHIL'THE	1926	30	14
		31	15

This receipt should be punched and distributed in the presence of passenger. Amounts punched in this fare ticket are not valid for use continuous ride between stations. Punched on this trip and train only. If an EXCESS fare of 10 CENTS or more is indicated on this receipt by punch mark in space provided, and will be returned an introduction of this receipt to any ticket agent of this Company within thirty days from date of issue.

General Manager

moving advances of the times. The Scioto Valley Traction line is a significant chapter in the history of Ohio's development and progress.

The administrative and accounting offices of the electric department of Ohio-Midland Light and Power Company moved to the remodeled old freight and passenger station at Canal Winchester on June 24, 1932. The old school building at Third and Rich Streets, Columbus was abandoned entirely after being used as a station and for offices since October 21, 1905. The old building was torn down in the fall of 1933. A filling station was built on the site and opened for business by the Gulf Refining Company on February 3, 1934.

The only part of the Scioto Valley Traction line now in operation is that from Groveport to Picway power plant of the Columbus and Southern Ohio Electric Company. All coal and other material for the Picway plant, coming to Groveport on the Chesapeake and Ohio Railroad and to Obetz on the Norfolk and Western Railroad.

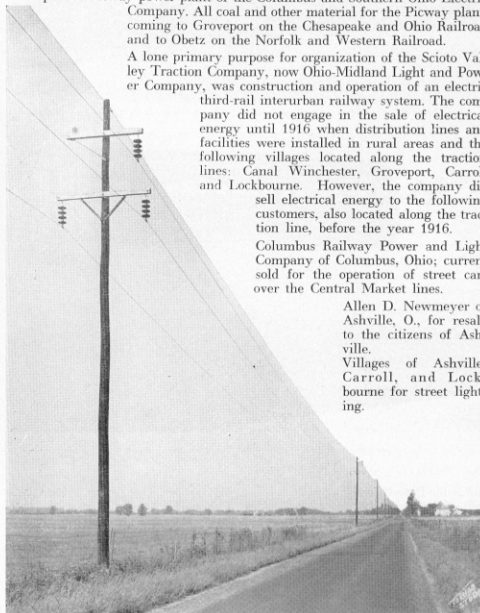
A lone primary purpose for organization of the Scioto Valley Traction Company, now Ohio-Midland Light and Power Company, was construction and operation of an electric third-rail interurban railway system. The company did not engage in the sale of electrical energy until 1916 when distribution lines and facilities were installed in rural areas and the following villages located along the traction lines: Canal Winchester, Groveport, Carroll and Lockbourne. However, the company did

sell electrical energy to the following customers, also located along the traction line, before the year 1916.

Columbus Railway Power and Light Company of Columbus, Ohio; current sold for the operation of street cars over the Central Market lines.

Allen D. Newmeyer of Ashville, O., for resale to the citizens of Ashville.

Villages of Ashville, Carroll, and Lockbourne for street lighting.



Farm use has been a deciding factor in the growth and prosperity of the company and the average consumption of the farm customer is substantially more than the average consumption of the consumers located in the villages, and it is anticipated that the use of electrical energy on the farm will continue to show an increase per customer during a number of years to come.

The company owns and operates 79 miles of 40,000 volt transmission lines, 7 step-down substation from transmission to distribution voltage, 796 miles of distribution lines, all

located in the rural areas of Franklin, Pickaway, Fairfield, Ross and Hocking Counties, Ohio.

All of the electrical energy sold to our customers and used in the operation of the electric railway system of the company is purchased from the Columbus and Southern Ohio Electric Company at their Picway Generating Plant south of Columbus, Ohio.

During the twelve months ended July 31, 1949, the company purchased 51,367,200 kilowatt hours for resale to its customers and for the operation of its electric railway.

LINE BY LINE, this Golden Anniversary booklet has recounted a significant saga of progress. By text and pictures, we have attempted a review of a worthy quest for service by a few for their fellow men. These pages must of sheer necessity disclose but a few of the highlights in a long and fact-filled story. Many a reader will himself, read much between the lines. Associations related to pictures will be recalled by as many more. And through a whole series of reactions, there can come but one conclusion. Service has been the watchword of Ohio-Midland for 50 years. Strictly by virtue of what has been accomplished in the past, the trust of the future must and will be fulfilled with the same sincere drive to render satisfactory services for all customers. This is the continuing goal of all who work to maintain the reputation of Ohio-Midland. We trust those we serve will always share our pride in progress.