

Scioto Valley Traction Equipment Roster

Passenger Equipment

Car Num.	Builder	Year built	Car Type	Notes
101	Jackson & Sharpe (ACF)	1903	Coach	Burned in wreck at Buckeye Park 9/28/1904
102	Jackson & Sharpe (ACF)	1903	Coach	
103	Jackson & Sharpe (ACF)	1903	Coach	
104	Jackson & Sharpe (ACF)	1903	Coach	
105	Jackson & Sharpe (ACF)	1903	Coach	Burned in wreck at Ashville 5/29/1914
106	Jackson & Sharpe (ACF)	1903	Coach	Rebuilt as combine #119 about 1920
107	Jackson & Sharpe (ACF)	1903	Coach	Rebuilt as combine #117 about 1918
108	Jackson & Sharpe (ACF)	1903	Coach	
109	Jackson & Sharpe (ACF)	1903	Coach	Burned in wreck
110	Jackson & Sharpe (ACF)	1903	Coach	Became combine 110, Rebuilt as parlor car " Lord Dunmore " in 1927
111	Jackson & Sharpe (ACF)	1903	Parlor car	First prize at St. Louis World's Fair in 1904, Rebuilt as combine #118 about 1918
112	Jackson & Sharpe (ACF)	1903	Coach	Rebuilt as combine #112 about 1918
113	Jackson & Sharpe (ACF)	1903	Coach	Rebuilt as combine #113 about 1918
114	Jackson & Sharpe (ACF)	1903	Coach	Rebuilt as combine #114 about 1918
115	Jackson & Sharpe (ACF)	1903	Coach	Rebuilt as parlor car " Mt. Logan " about 1927
116	Rebuilt by SVT	1918	Combine	Renumbered from #113?
117	Rebuilt by SVT	1918	Combine	Rebuilt from #107
118	Rebuilt by SVT	1918	Combine	Rebuilt from #111
119	Rebuilt by SVT	1920	Combine	Rebuilt from #106
120	Cincinnati Car Co.	1917	Combine	#120 was a unique center entrance car possible used in local service. Rebuilt as parlor car " Mt. Pleasant " in 1926 or 27. Length 59 feet. Fastest of all the interurbans.
121	Cincinnati Car Co.	1919	Combine	Reused trucks and electrical equipment from original cars
122	Cincinnati Car Co.	1919	Combine	Reused trucks and electrical equipment from original cars
123	Cincinnati Car Co.	1919	Combine	Reused trucks and electrical equipment from original cars

124	Cincinnati Car Co.	1919	Combine	Reused trucks and electrical equipment from original cars
200	Jackson & Sharpe (ACF)	1919	Trailers	Converted to a trailer when #121-124 were purchased.
201	Jackson & Sharpe (ACF)	1919	Trailers	Converted to a trailer when #121-124 were purchased.
202	Jackson & Sharpe (ACF)	1919	Trailers	Converted to a trailer when #121-124 were purchased.
203	Jackson & Sharpe (ACF)	1919	Trailers	Converted to a trailer when #121-124 were purchased.

Freight Equipment

Car Num.	Builder	Year built	Car Type	Notes
11	Jackson & Sharpe (ACF)		Frnt. Motor	Burned in wreck at Buckeye Park 9/28/1904
12	Jackson & Sharpe (ACF)		Frnt. Motor	Renumbered #40
41	Jackson & Sharpe (ACF)		Frnt. Motor	Scraped in 1930
42	Jackson & Sharpe (ACF)		Frnt. Motor	Scraped in 1930
43	Cincinnati Car Co.	Abt 1919	Frnt. Motor	Renumbered #41 per Harriet Wilson. Photos from OML&P era still show number as 43.

1			Tool car	Half box car, half flat car. Converted from a freight trailer
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50			Frnt. Trailer	
51			Frnt. Trailer	
52			Frnt. Trailer	Length – 34 feet
53			Frnt. Trailer	Length – 34 feet
54			Frnt. Trailer	Length – 34 feet
55			Frnt. Trailer	
56			Frnt. Trailer	Length – 36 feet
57			Frnt. Trailer	Length – 36 feet
58			Frnt. Trailer	Length – 36 feet
59			Frnt. Trailer	Length – 36 feet
60			Frnt. Trailer	Length – 36 feet
61			Frnt. Trailer	Length – 36 feet
62			Frnt. Trailer	Length – 42 feet
63			Frnt. Trailer	Length – 42 feet

64			Frnt. Trailer	Length – 42 feet
65			Frnt. Trailer	Length – 42 feet
66			Frnt. Trailer	Length – 42 feet
67			Frnt. Trailer	Length – 42 feet

500			Ballast car	Length – 34 feet
501			Ballast car	Length – 34 feet
502			Ballast car	Length – 34 feet
503			Ballast car	Length – 34 feet
504			Ballast car	Length – 34 feet
505			Ballast car	Length – 34 feet
506			Ballast car	Length – 34 feet
507			Ballast car	Length – 34 feet

600			Flat car	
601			Flat car	
602			Flat car	
603			Flat car	
604			Flat car	
605			Flat car	
606			Flat car	

Notes:

The SVT never had a line car, snow plow or snow sweeper. Per Master Mechanic George Stiles when it snowed "What the cars could not push out, the section [hands] had to sweep out with brooms."

Cars numbered 101-115 were equipped with four 125 hp motors, weight 44 tons and used Type M train control.

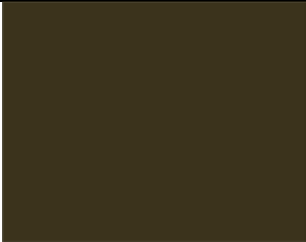


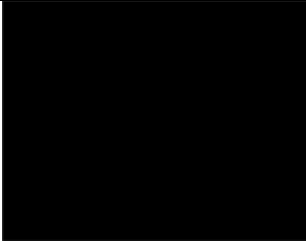

There were four unpowered passenger trailers numbered #200-203. When the all steel combines #120-124 were purchased in 1917 trucks and electrical equipment from some of the original wooden cars were used for the new cars and the old cars became unpowered trailers.

Freight motors #40 and 41 were replaced by Springfield Suburban Railway steeple cabs #500 and #511. The Steeple cabs were in turn replaced by a diesel #512.

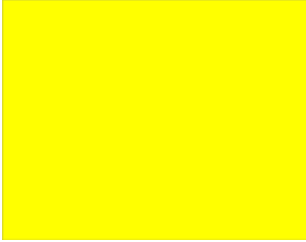

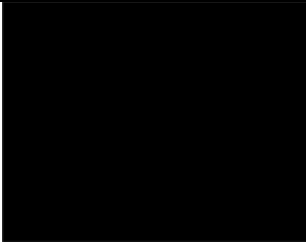
In 1925 two 25 ton steeple cab locomotives, #1 and #2, were built at the Columbus Railway Power and Light Co. shops at Kelton Avenue for use at the Picway Power Plant. The Picway Power Plant was served by the SVT and later the Ohio Midland Light & Power Co.

The Jackson & Sharp plant of American Car and Foundry (ACF) was located at Wilmington, Delaware.

Original SVT Car Colors

 Pullman Green Body	 Maroon Windows, Doors, and Roof	 Gray Trucks
 Black Undercarriage	 Imitation Gold Lettering & Numbers	

1927 Color Variation for All Cars

 <p>Yellow Body</p>	 <p>Maroon Windows, Doors, and Roof</p>	 <p>Gray Trucks</p>
 <p>Black Undercarriage</p>	 <p>Imitation Gold Lettering</p>	 <p>Black Numbers</p>

1930 Color Variation for OMP&L Co. Freight Motors #40 and #43

 <p>Scarlet</p>	 <p>Silver Trim</p>	
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Special thanks to the research of Harriet Wilson (Harriet Wilson Collection, Columbus Historical Society) and Edward Miller.