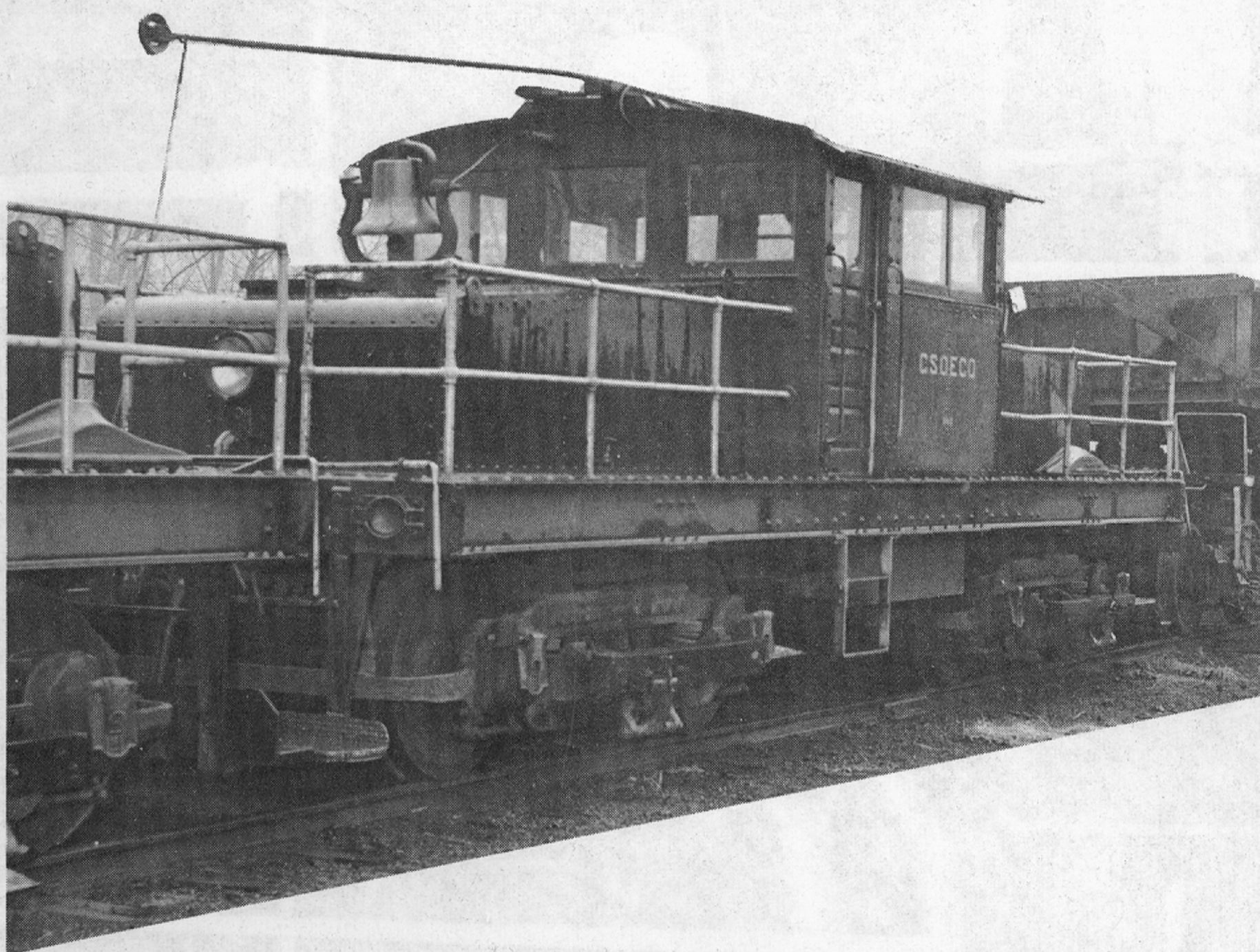


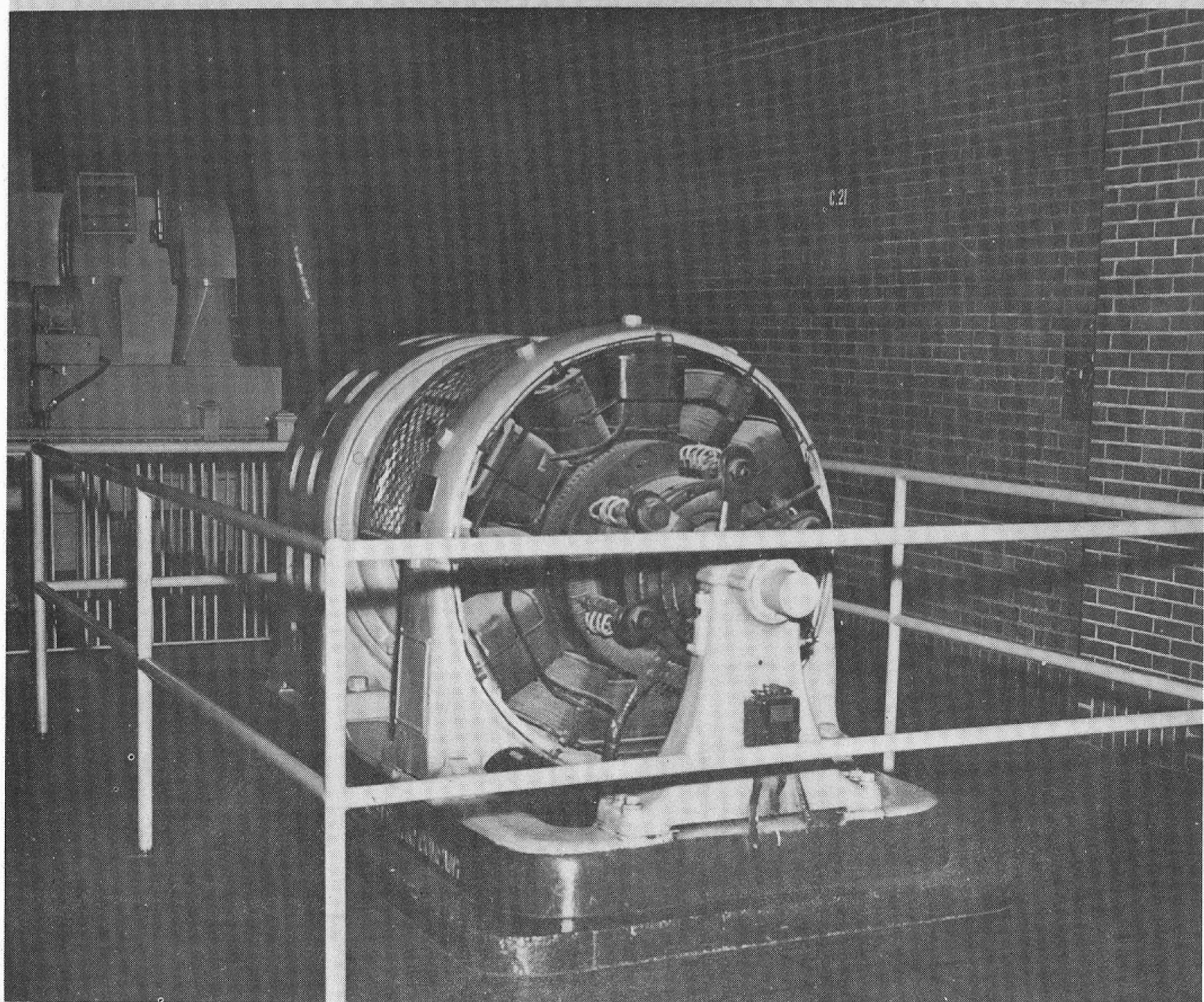
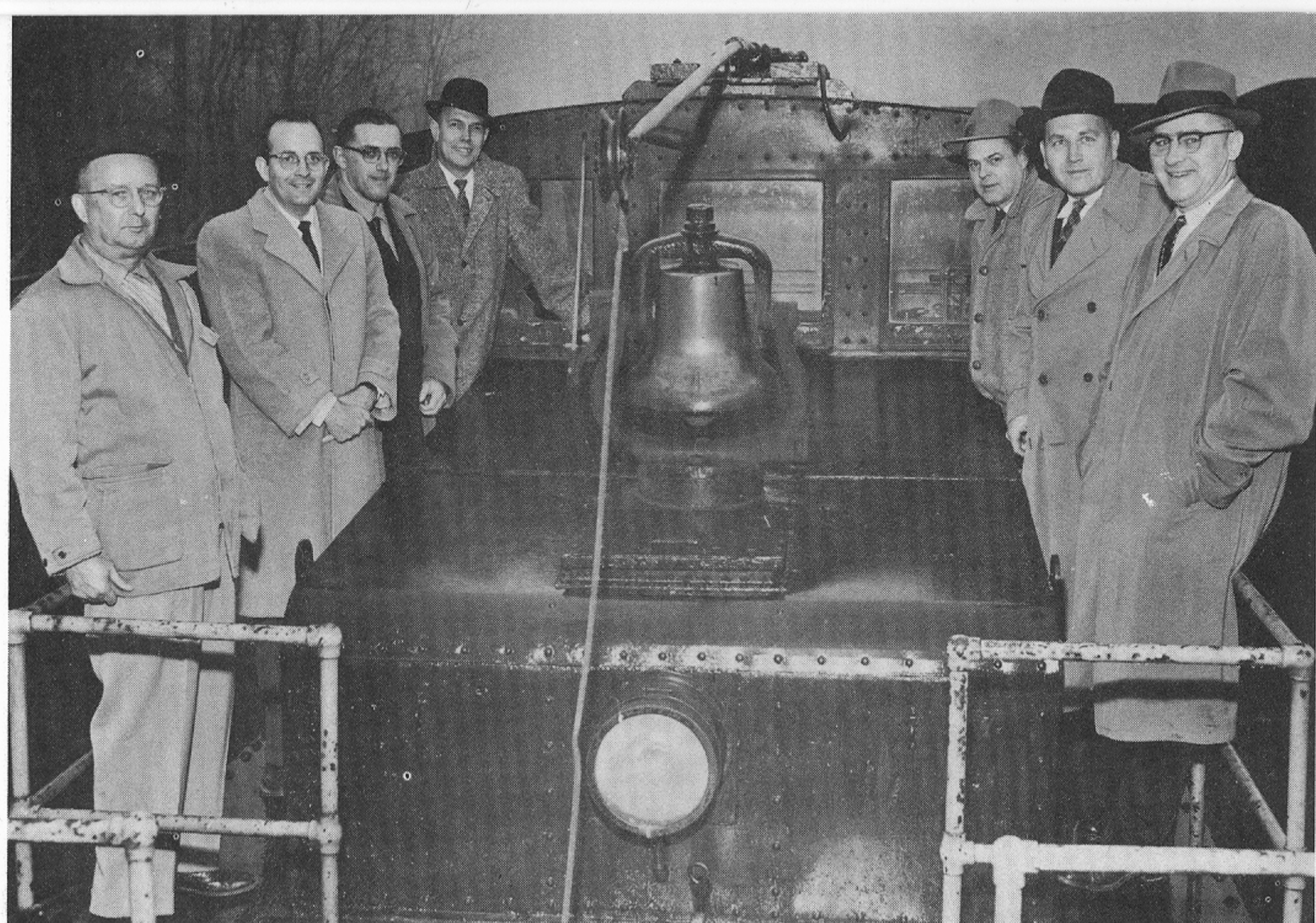
OHIO RAILWAY MUSEUM

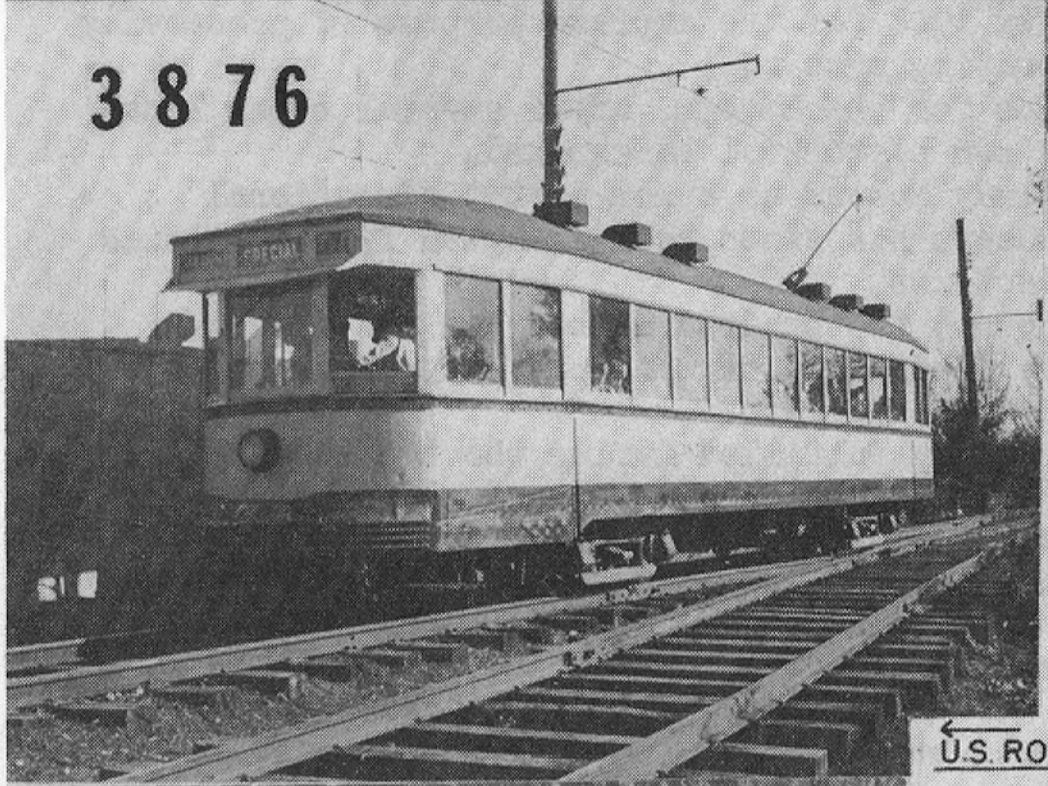
ANNUAL REPORT



10th Anniversary 1948 - 1958

P.O. BOX 206, WORTHINGTON, OHIO





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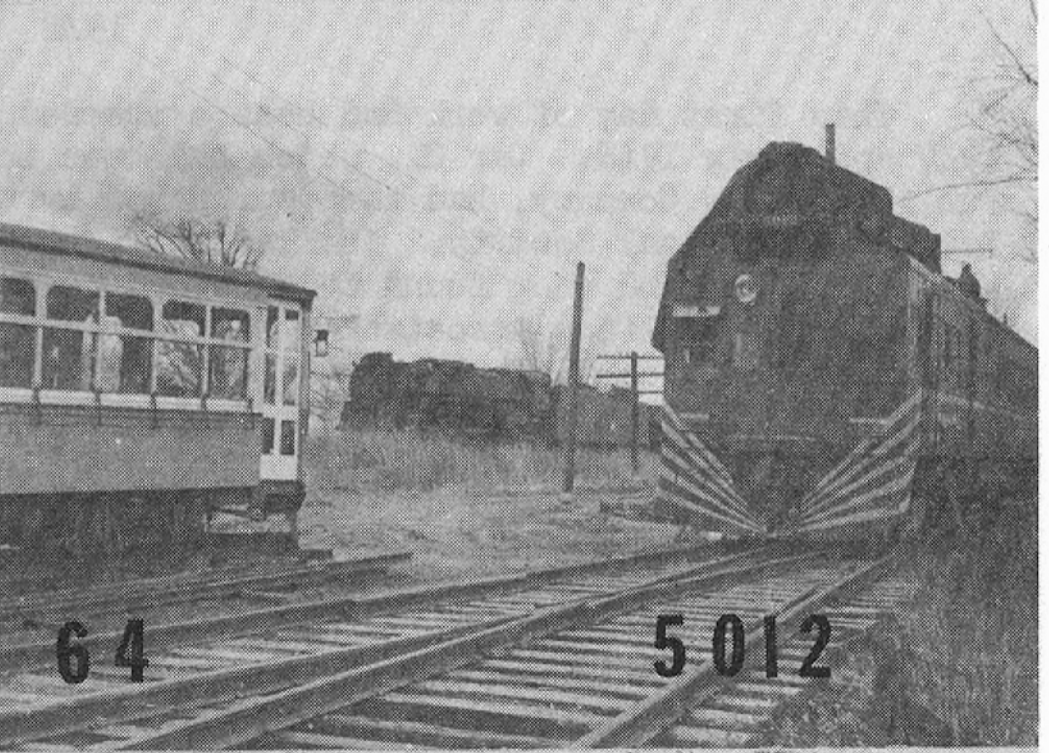
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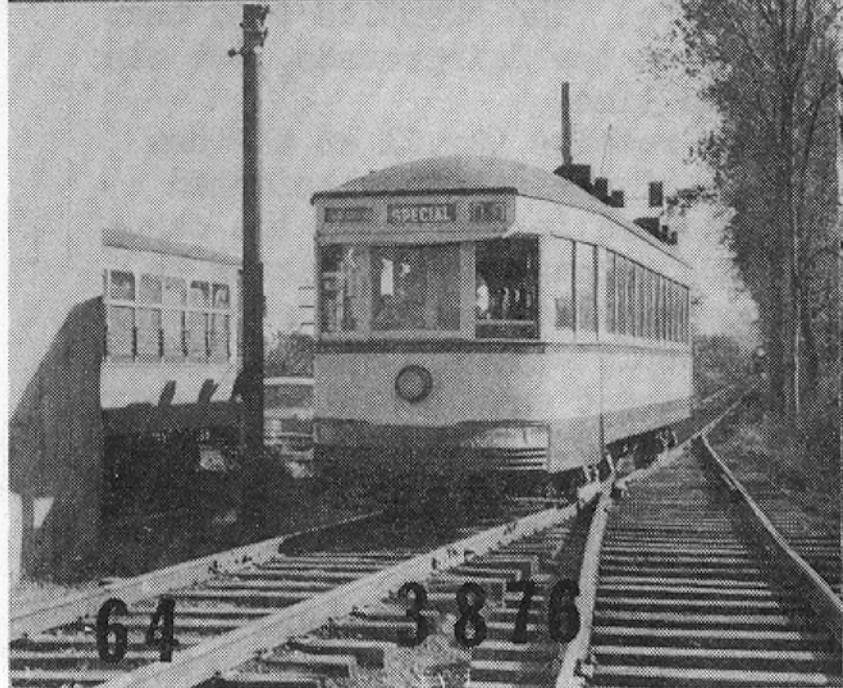


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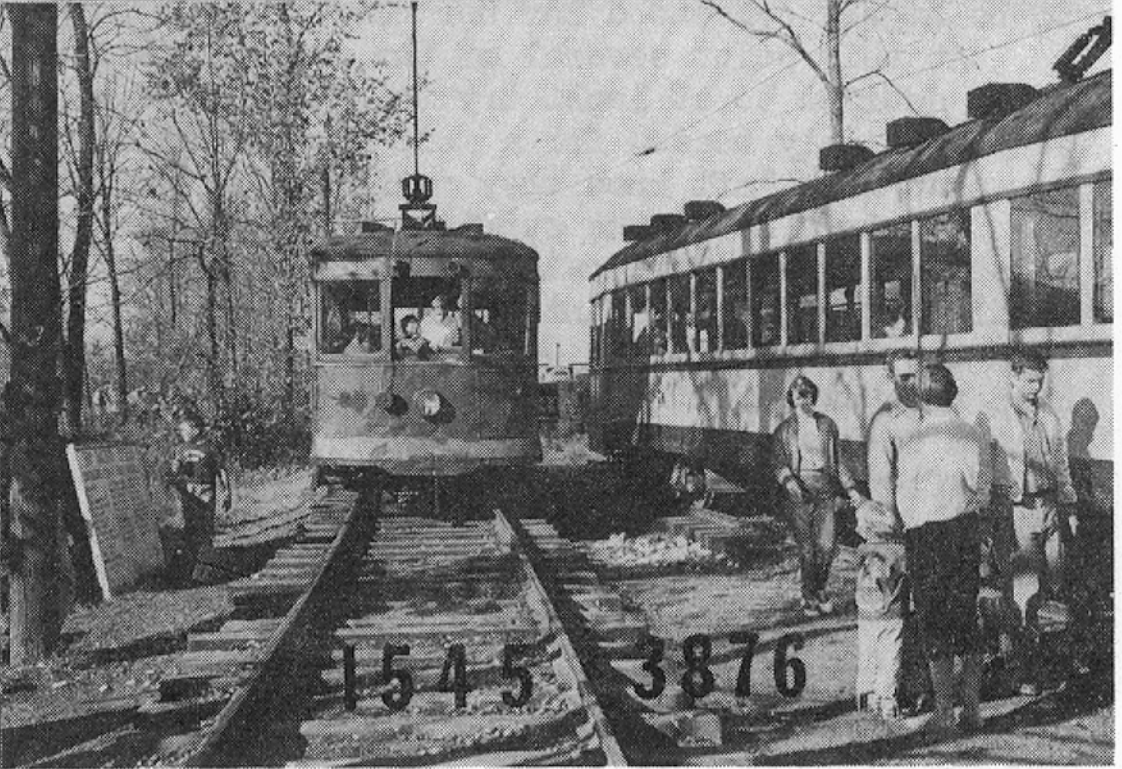
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5012



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3876



1545

3876

It was raw and cold on the evening of April 5, 1948 and there was a hint of snow in the air. To the west the sun had gone behind the horizon leaving only a red tinted glow on the low hanging clouds. Headlights pierced the growing darkness along the abandoned roadbed of the Columbus, Delaware and Marion Traction line east of Worthington. A truck ground to a stop and five young men began to cut brush and unload twenty used railroad ties, the results of an afternoons labor of loading them and hauling them twenty miles.

The sun rose the next morning and shown cold and clear upon a new era in the history of Ohio. The Ohio Railway Museum had been founded. On the right of way of the old interurban line, which had died fifteen years previously, lay twenty ties, neatly aligned and spaced, awaiting the first rails to be placed upon them. The rails followed within a week as did more ties and thus the first section of track was constructed. Those pioneers of that first day have grown a little older in the last ten years but their dreams of preserving a tangible bit of history for future generations to enjoy has grown beyond their best expectations. It has grown into a monument of the faded eras of railroad history, The Ohio Railway Museum.

The Ohio Railway Museum was founded in 1948 for the express purpose of preserving old railway equipment and building an operating museum.

Worthington was chosen as the location for the Museum, after several other locations had been considered, because of its own historical background.

Formal incorporation of the Ohio Railway Museum as a non profit educational institution was completed in 1950. The Museum has since been exempted from all taxes including property, income, gift and sales taxes.

The membership of the Museum has grown to two hundred members in the last ten years as more and more persons realize the importance of this project. Many other interested parties contribute regularly during the year.

The purpose of the Museum has been basically fulfilled during the ten years but much work remains to be done. More extensions of track are planned and several more choice items of equipment remain to be acquired. The job of bringing all equipment up to the finest standards of maintenance remains. Indoor storage for equipment, car shops, depots, offices and other improvements remain to be made. These are the aims of the Museum now that the basic purposes have been fulfilled.

A great honor was bestowed upon the Museum this year when the Association of State and Local History judged the Museum to be the most progressive in its field and an award was made to that effect.

1948

This first day of work had been preceded by several months of planning in late 1947 and early 1948. Car 21, which had been in service out of Toledo on the Ohio Public Service Company, had been purchased by the Eastern Ohio Chapter of the National Railway Historical Society. In 1946 this group was faced with the problem of moving and storing it and they found this beyond their means, so they offered it to the Central Ohio Railfans Association for use as a meeting room. Car Number 21 is a 50 ft. wood passenger car built by Niles Car Company in 1903 and typical of many early interurban cars. It was moved from Oak Harbor, Ohio to Columbus and placed on a track at the Ohio State Fairgrounds. During the next year vandals all but destroyed the car and it was almost decided to junk it. Then came the miracle for which some had hoped. A suggestion that a portion of the old Columbus, Delaware and Marion Traction line right of way near Worthington could be leased. Then Car 21 could be taken to a safe home and rehabilitated.

A section of this old right of way was leased from Mrs. George Black on Jan 20, 1948. Mrs. Black has always helped the Museum with any means at her disposal and is to be highly commended for her help through the years.

At this point several of the members left the organization but a small determined group decided to at least try to give 21 a new lease on life. The skeptics said that they were only headed for a more dismal failure than that at the fairgrounds, but the few that were left knew they could not afford to fail this time.

Within a few weeks sufficient track had been laid to receive Car 21 at the new location, however the railroad refused to move it because of the car's delapidated condition. At this point the Johnson Trucking Company stepped in and moved the car from the Fairgrounds to Worthington. The Johnson Trucking Company has continued to help the Museum through the years, many times without compensation, and their contribution to the general effort has been tremendous and is deeply appreciated.

After the arrival of car 21 the rehabilitation was started and lasted three years. This included new side posts, new siding, a complete new roof including canvas and roof boards, new window frames and glass, refinishing of the interior woodwork, new seats, ceiling, pilot, repair of mechanical and electrical equipment, and several coats of paint and varnish.

As work progressed on 21 so did that on the track. The track became longer as

more ties and rails were received. About this time the Chesapeake and Ohio Railway donated a four wheel hand pump track car which they had discontinued using. It was unloaded at their depot at Linworth and trucked to the Museum. Now, at least there were wheels rolling on the track of the Museum even though they were propelled by muscle power.

During the latter part of the year the land leased from Mrs. Black was purchased. As 1948 drew to a close dirt flew, the track became longer and 21 begin to look like she had in her better days.

1949

During the next year 1949, poles were set to carry the trolley wire and brackets were constructed to put on the poles to hold the wire. The wire was strung over the existing track with a borrowed linecar.

A second car, Number 067 was obtained from the Columbus and Southern Ohio Electric Company, which was also the doner of the new seats for Car 21 and the used poles for the trolley line. Car number 067 is a 39 foot wooden work car built by the Columbus Railway Power and Light Company to handle materials for the maintenance of it's street car lines in Columbus. It was constructed from various parts of older retired street cars at the Kelton Avenue shops of the company. It had been placed in service in 1922 and was later equipped with standard railroad couplers and assigned to switching railroad cars at the Grandview material yard. It was imperative to move this car into indoor storage from its location because the building housing it was to be removed. The Columbus Transit Company generously arranged indoor storage for Car 067 at their Kelton Avenue shops until such time as proper housing could be arranged for at the Museum. Museum members and Johnson Trucking thus returned 067 back to the shops where it had been built 25 years before.

1950

In 1950 the track length had reached 1000 feet and work continued on Car 21. The need for a power plant to generate the 600 volts of direct current required to run the electric cars was the most pressing problem of this period.

1951

In 1951 after several months of negotiations with the Erie Railroad Company their gas-electric locomotive number 5012 was purchased at less than scrap price. Built in 1931 by the Electro-Motive Corporation it was one of the forerunners of the modern diesel-electric locomotive. This unit is equipped with two 300 horse power Winton gasoline engines which are connected to Direct Current generators. Car 5012 weigh's 88 tons and is 72 feet in length and is the largest piece of equipment at the Museum. After 5012 was purchased from the Erie Railroad it was moved from Meadville, Pennsylvania to the Erie Railroad shops at Marion, Ohio where several Museum members were instructed on it's maintenance and operation. It was then moved over the Pennsylvania Railroad to Worthington where it was transferred to the Museum over a temporary track constructed from the adjacent Pennsylvania siding to the Museum track. Since the arrival of 5012 both gasoline engines have been overhauled and one ventilating fan has been replaced.

1952

About this time the Museum obtained from Mrs. Black a small storage shed. This building, which had been loaned to the Museum from the start to store parts was located on the old right of way. It had to be relocated during the following summer to allow the further extension of main track.

During the winter 1951-52 work continued despite the fact that it was one of the most severe winters in the history of Ohio. Spirits were high and new members joined the ranks. Spare parts and materials were obtained from many sources. Track was laid in zero weather and the roadbed was rebuilt to handle the additional weight of car 5012. During the spring many new ties were added under the lightweight rails in certain sections.

The stage was set. The day was June 4, 1952, the place The Ohio Railway Museum. There were tense faces, all eyes were on one thing. The ignition took hold, there was a roar of a large motor, 5012 had come to life. In due time 5012 moved forward under its own power. The Ohio Railway Museum was operating, the dream had become a reality. Tension relaxed and broad smiles covered begrimed faces. Their efforts had not been in vain.

Although operation by electric car was not to be for several months yet, 5012 assumed a regular scheduled operation carrying passengers in it's passenger compartment.

This schedule called for operation Sunday afternoons during the summer months and has continued through every year without interruption.

During the summer, the track was bonded to carry electric current and the hook-up from 5012's generators to the trolley wire was completed. A final electrical and mechanical check was made on Car 21. 5012 was now set for a dual purpose in life, first as a self propelled unit and second as a generating plant.

On September 7, 1952 faces were again tense as the current was turned on. Again the lifegiving electricity flowed through car 21. Would she respond after thirteen years of sleep, a sleep from which most interurban cars never returned? The controller was opened, sparks crackled between rusty wheels and rails; Car 21 moved!, slowly at first, then faster. As the old interurban car moved over the rails of the museum her melodious chime whistle announced the return of the interurban. People in nearby places turned an ear and listened and their memories went back to that fateful evening in 1933 when their interurban had pulled away for the last time into the night. There was a look of nostalgia on the faces of the old traction men present that day because their era, a long forgotten era, had returned, to live again.

More right of way was purchased during this time, but the problem of a building to house the equipment was of prime importance. Construction of this building, measuring 35 feet by 60 feet and of 25 feet in height was started in late 1952 and completed about a year later.

Another trolley car, this time a small four wheeled city street-car was now to find haven at the museum. Car 1545 first ran on the Kansas City Public Service Company lines at Kansas City, Missouri and later on the Milwaukee Speedrail lines at Milwaukee, Wisconsin. When the General Manager of this company, Mr. Jay Maeder, retired he brought the car to his home at Avon, Ohio. He generously donated this car to the Museum and in December, 1952 a crew was sent to Avon to make temporary repairs on the car to protect it through the winter. This 28 foot long, four wheeled Birney Safety car which was mass produced and the twin of many cars seen throughout the country.

1953

As 1953 began car barn construction continued and the first switch and siding into the barn was completed in June.

During June, 1953 car 1545 was moved from Avon, Ohio to the Museum by the Johnson Trucking Company free of charge. It was put into operation shortly thereafter and continued to run as repairs were completed. These repairs included many new windows and sashes, new end posts, a new ceiling and complete interior and exterior painting. Rusted steel panels and a broken spring were replaced. Various electrical and mechanical repairs were also made.

More track extension was carried out during the year including the first road crossing.

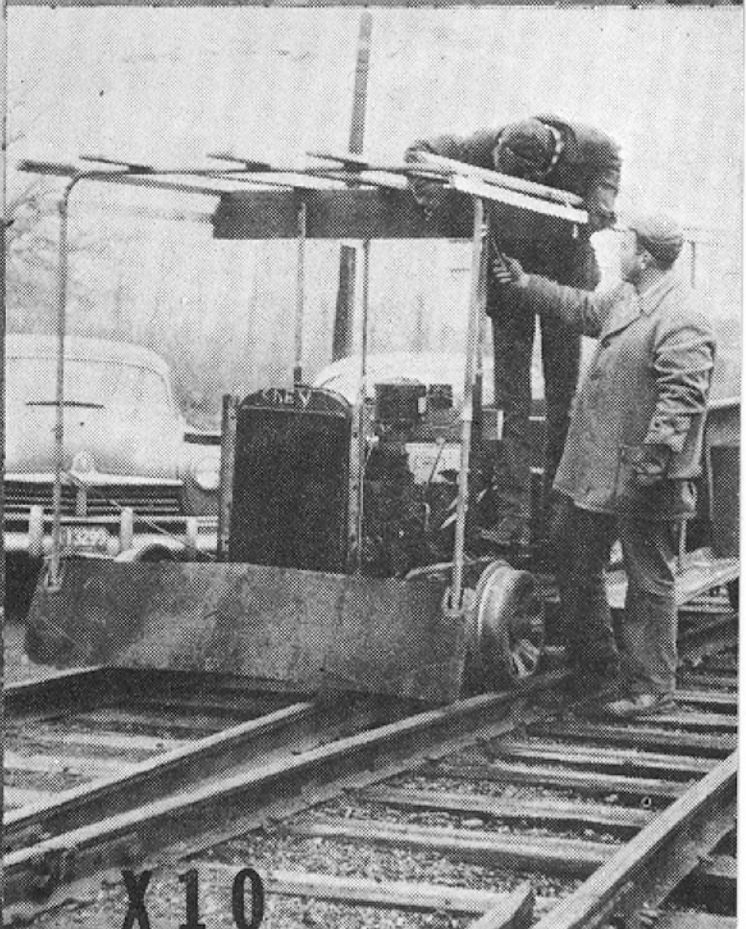
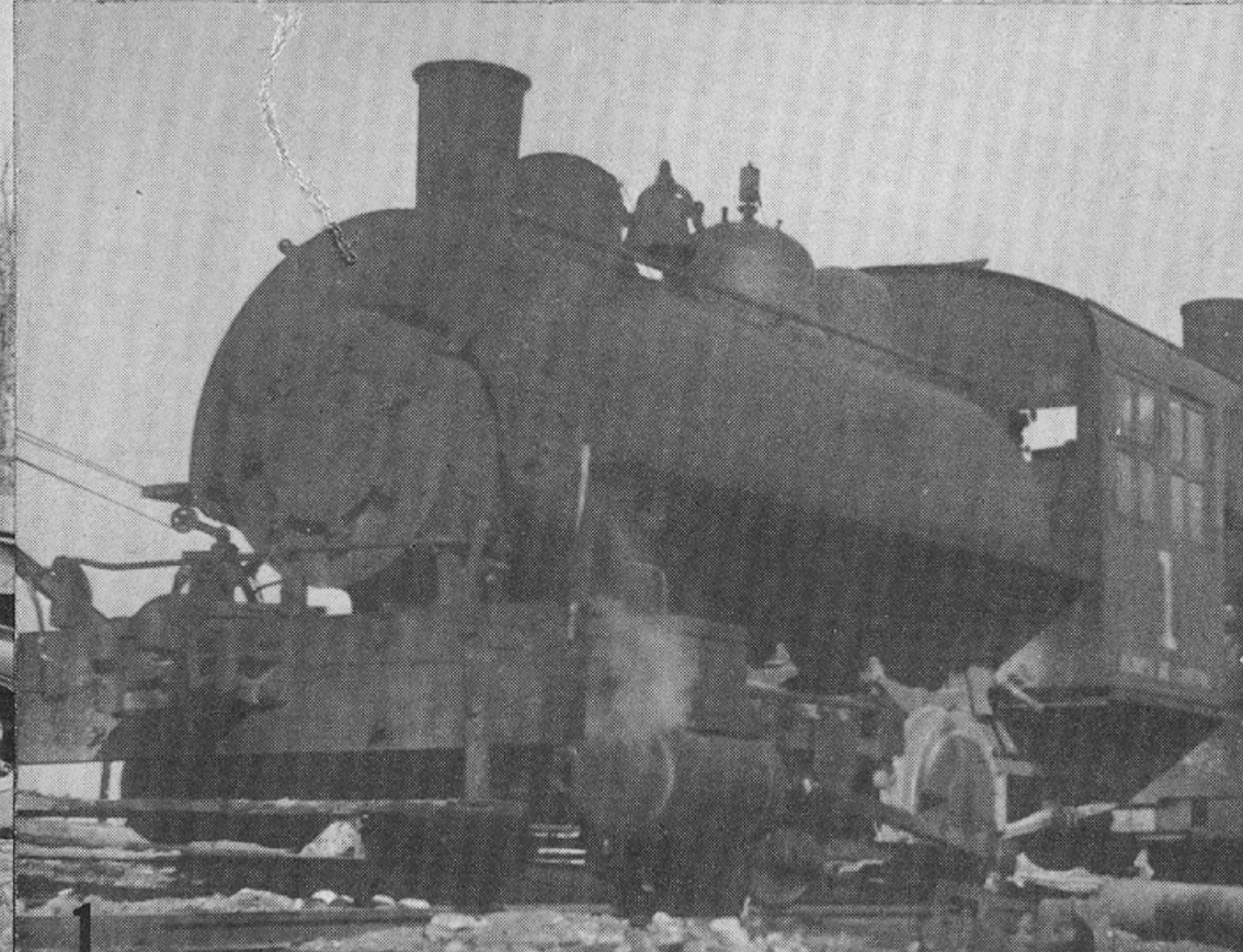
1953 was a significant year inasmuch as the State of Ohio and also the City of Worthington celebrated their sequicentennial that year. The Museum helped observe this occasion in August and on the Sunday assigned to it by the Sesquicentennial Commission, cars 21, 1545 and 5012 handled a crowd estimated at 2000 people.

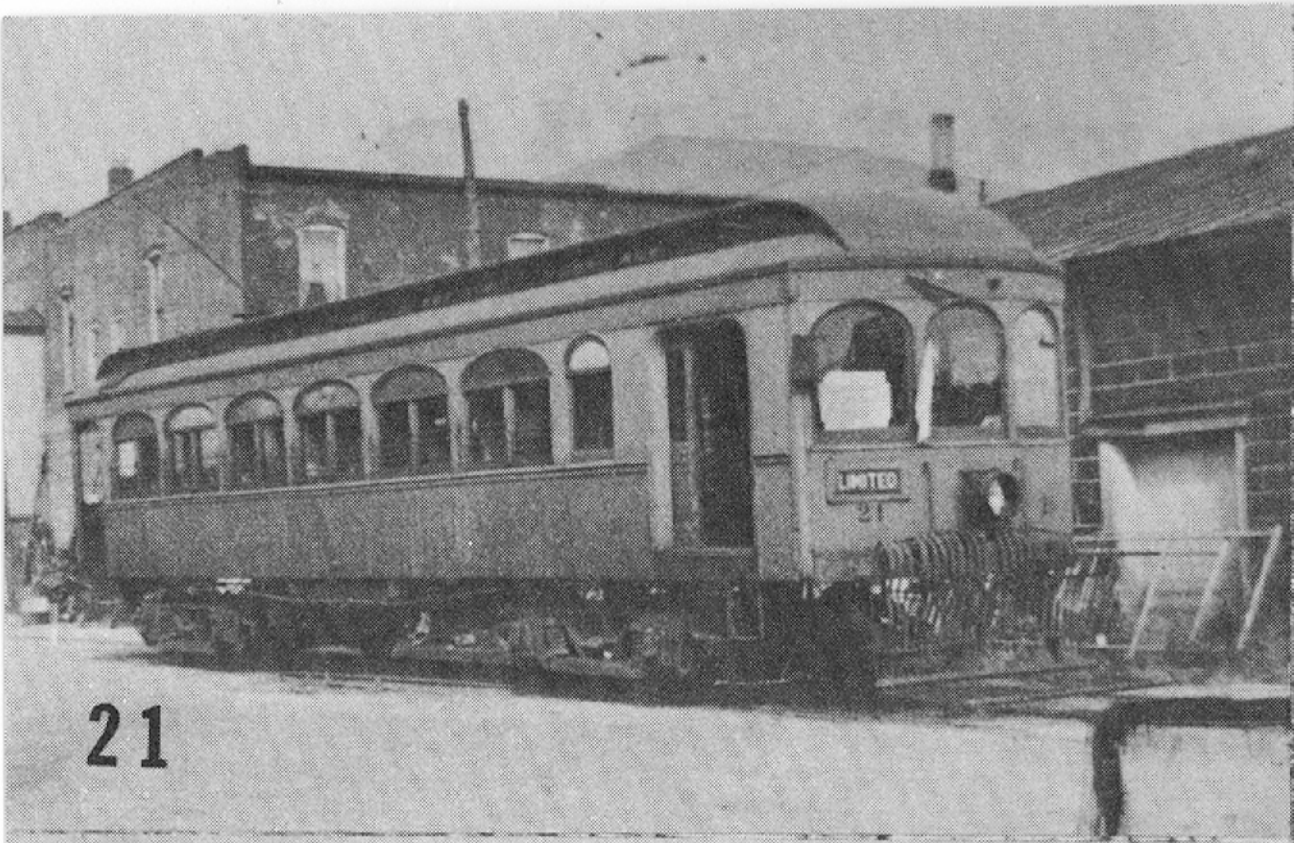
While 1953 was a great year for the State of Ohio, it was the greatest year yet for the Ohio Railway Museum. During this year the car barn was completed with two storage tracks inside. Main track extensions were carried forward and four more trolley cars arrived at the Museum.

First of these was car 1545 previously mentioned. Second came car 119 of the Cedar Rapids and Iowa City Railway, and formerly of the Cincinnati and Lake Erie Railroad here in Ohio. Built by the Cincinnati Car Company in 1930, this car is a lightweight 24 ton high speed interurban. On its runs in Ohio between Cincinnati, Dayton, Springfield, Columbus, Lima and Toledo it operated at speeds in excess of 90 miles per hour. The Chicago and Northwestern Railway and the Pennsylvania Railroad generously transported this car, free of charge, from Cedar Rapids to Worthington. It was shipped on a flat car and upon its arrival at Worthington was unloaded on the Pennsylvania Railroad siding. The temporary track was again built and car 119 moved to the Museum. Car 119 was repainted the original Cincinnati and Lake Erie colors and many other small repairs have been made since its arrival.

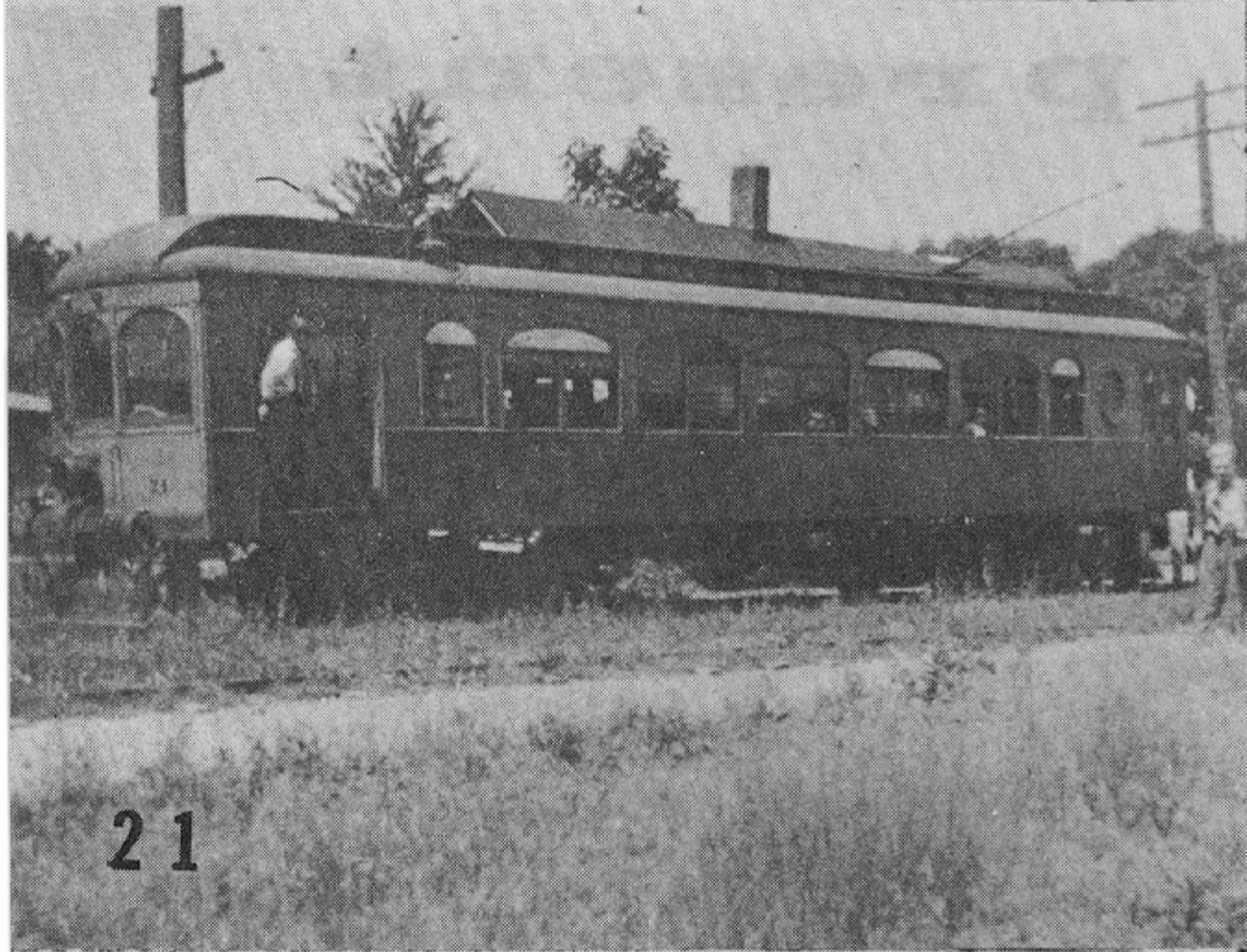
The third car to arrive at the Museum was No. 067 which had been obtained earlier and stored at the Kelton Avenue Shops of the Columbus Transit Company. As the barn neared completion a crew was sent to Kelton Avenue to dismantle the trucks on Car 067, formerly operated in Columbus as a broad gauge car. (wheels were 5ft - 2 inches apart instead of the standard 4 ft - 8½ inches.) After the wheels and axles had been removed they were taken to a railroad shop where they were pressed closer together on the axles to fit standard gauge tracks used at the Museum. Car 067 also received a complete paint job and other repairs at the Kelton Avenue shops. This car was then reassembled and moved to Worthington by the Johnson Trucking Company. After its arrival at the Museum the cars controller was overhauled and new journal bearings applied.

**A portfolio
of the cars
in the past
and present**





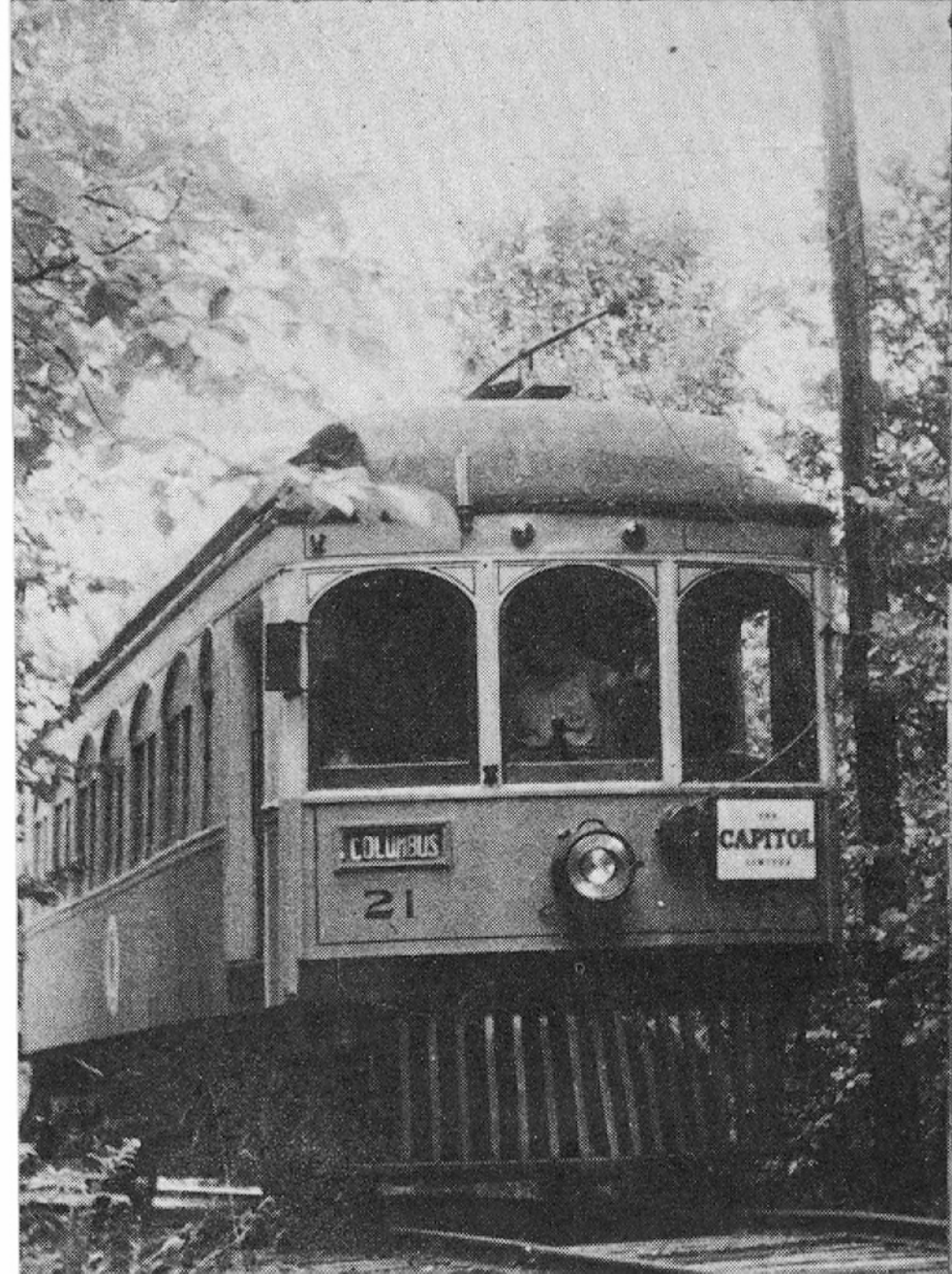
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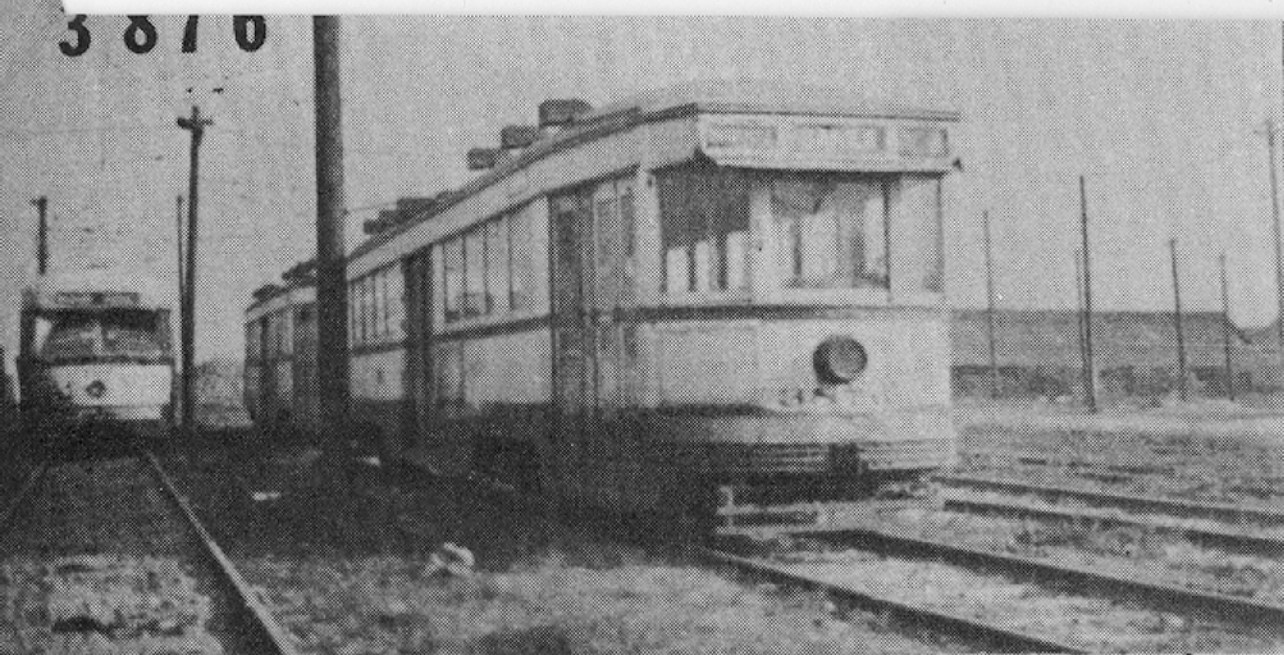


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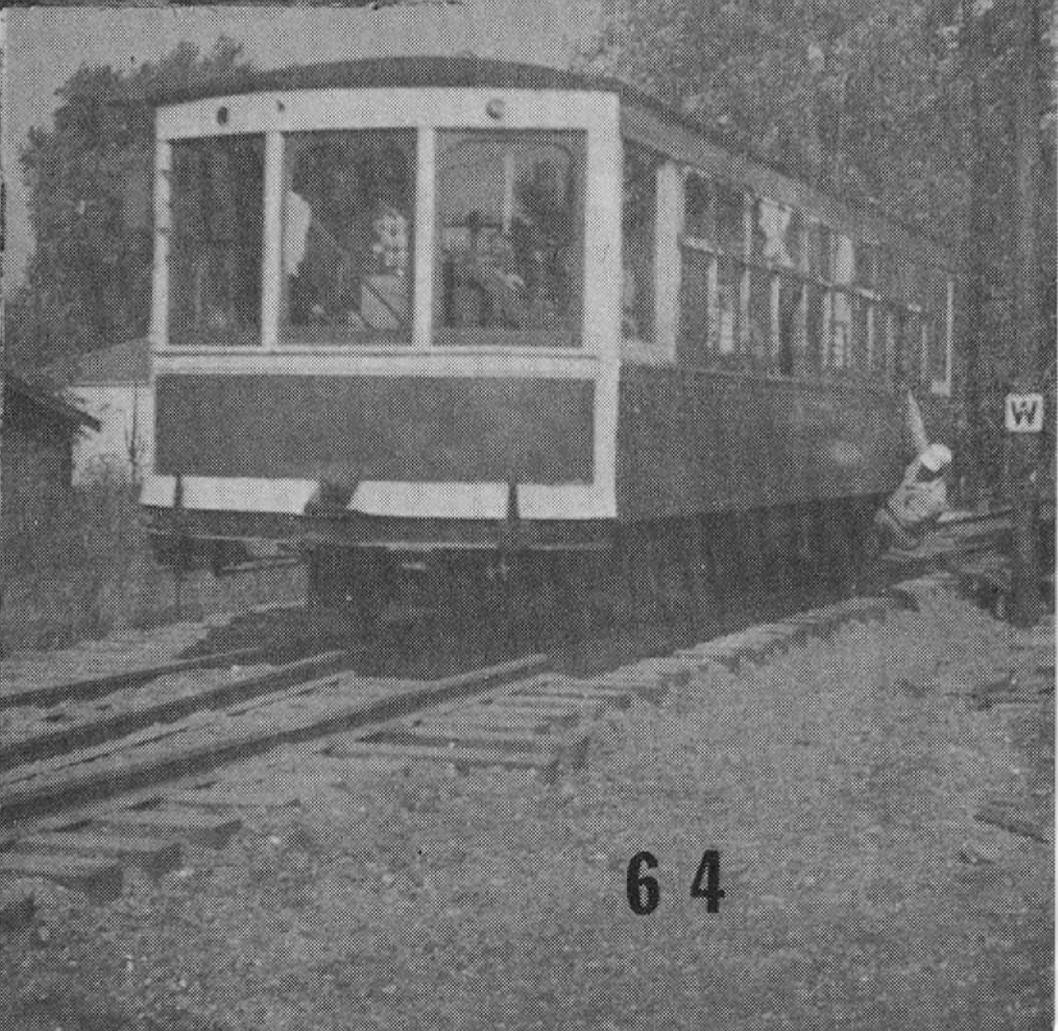
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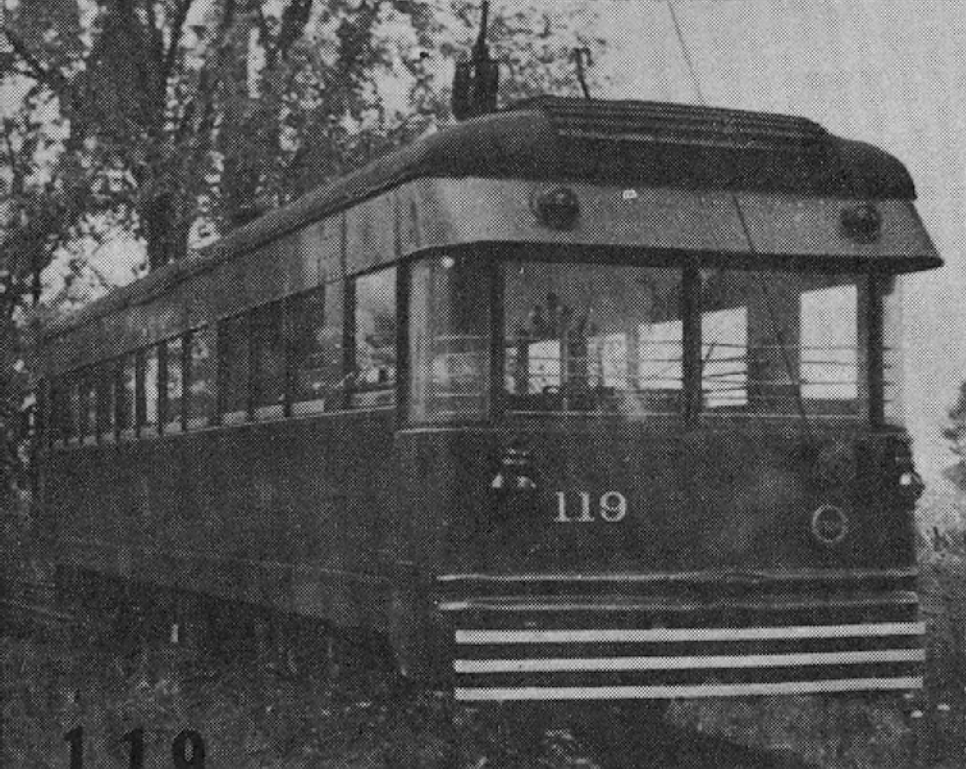
1545



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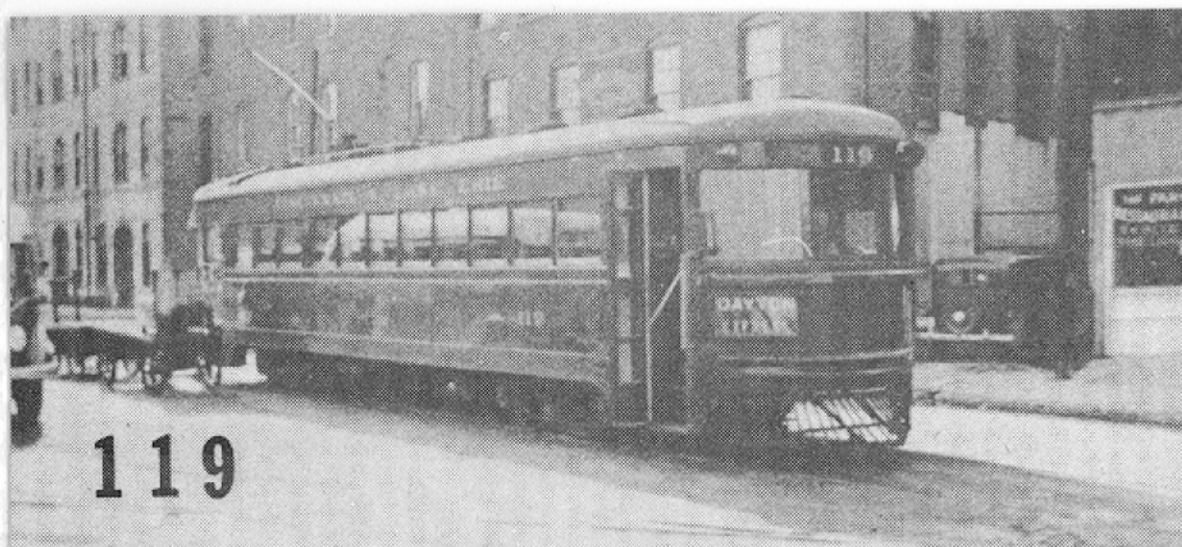


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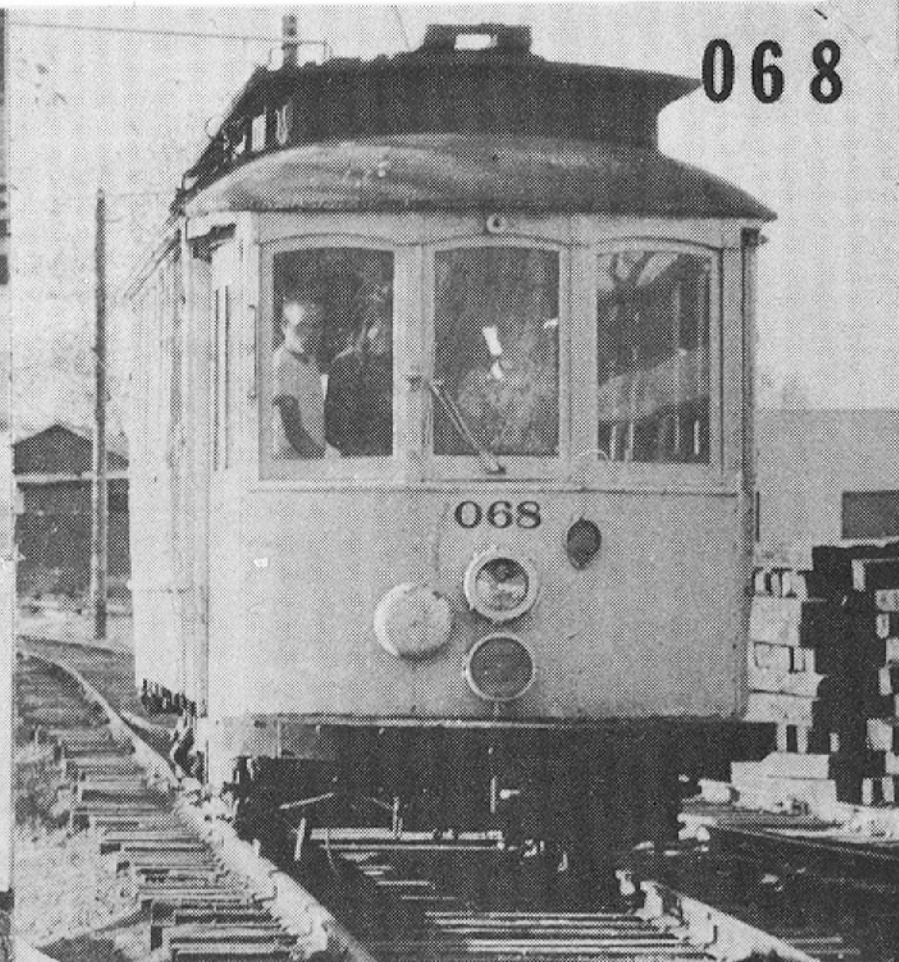


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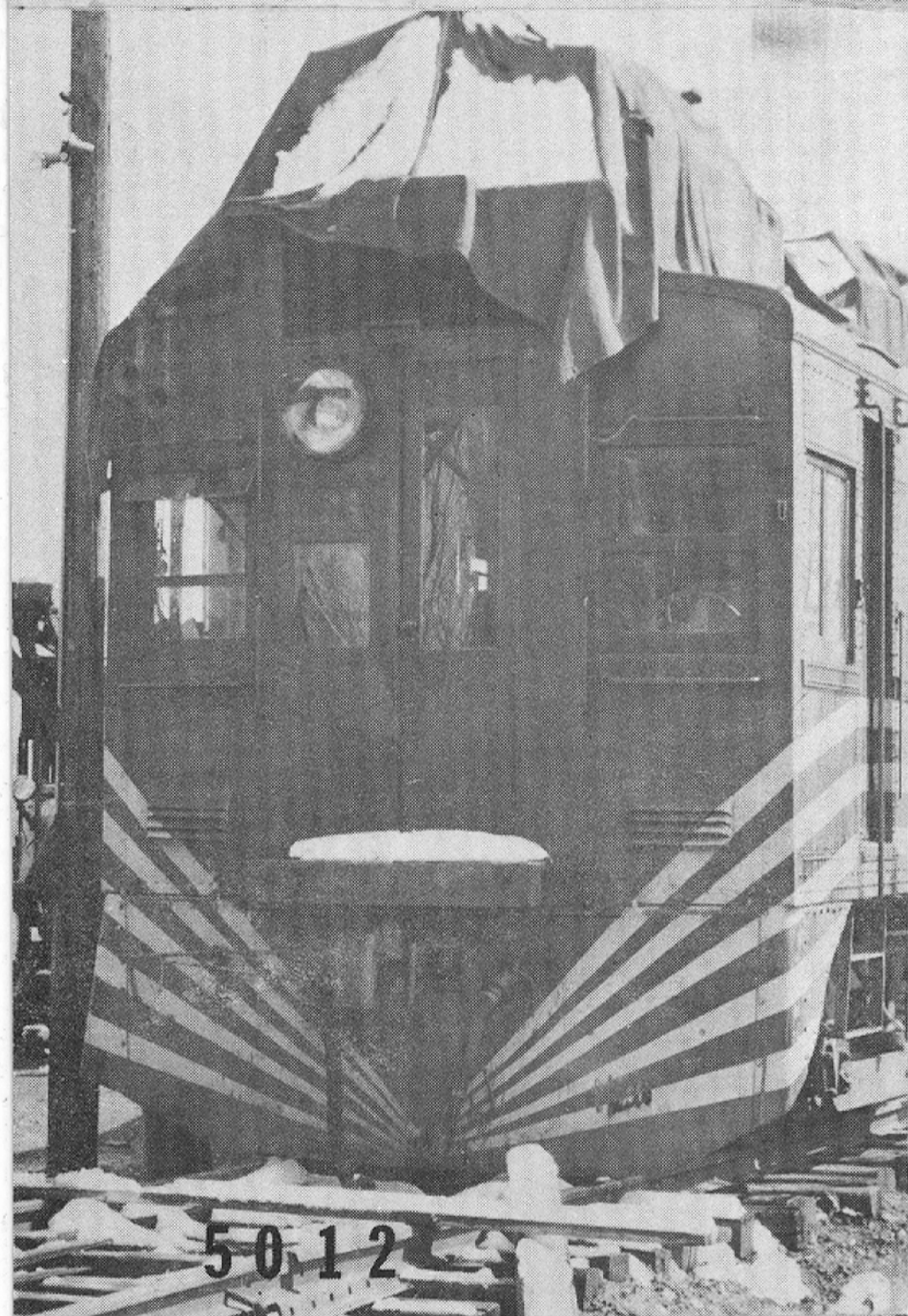
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119



068



5012



876

1545



068

The last car to arrive at the Museum during the year was No. 64 formerly of the Ohio Public Service Company. This car, which had been stored at Port Clinton, Ohio, was donated by the Ohio Edison Company, successor to the Ohio Public Service Company. It is one of the cars which had replaced car 21 in service on the Toledo - Marblehead line in the middle twenties. It was moved by the Johnson Trucking Company. Since its arrival it has received a complete new roof, all new window frames and many new windows, new deadwood, and a complete exterior painting.

Near the end of the year more property was purchased and more track extensions were made. A stationary steam engine was also donated to the museum that year.

1954

During 1954 more track extension was made and two more road crossings were built. Picnic tables were placed on the grounds for the comfort of visitors. Large scale modifications were carried out on 5012 to better suit it for its new type of service. A telephone line was installed to help with the dispatching of trains and phones were placed at five points along the line. Construction was started on a signal system which makes it possible for the dispatcher at the car barn to control color light signals at five points along the line.

From the Western Union Telegraph Company came a three wheeled velocipede and a small gasoline powered motor car. The velocipede is an antique from the earlier days of railroading and was used by Western Union linemen to inspect telegraph lines along railway tracks. Also obtained with these cars was a steel shed to house them. The shed was erected the following year and is used to store track and line tools and parts.

Also in 1954, a 1941 GMC truck was donated by the Worthington Coal and Supply Company, which has furnished trucks for Museum transportation since its start. This GMC truck was converted to operate upon the tracks of the Museum by the addition of flanged wheels. It was to serve as a work car for the track and line departments in the years ahead.

Car 3876, a 50 foot Peter Witt type car of the Department of Street Railways, City of Detroit, was donated to the Museum by interested parties in that city. These parties interested in preserving this car purchased it at scrap price and presented it to the Museum. This car was built by the St. Louis Car Company in 1931. The car was moved to the Museum by the Johnson Trucking Company with the aid of Museum members. While in Detroit with their equipment they also moved a sister car to the Ford Museum at Greenfield Village. The movement of 3876 to Worthington was one of the largest highway movements ever attempted over a long distance in Ohio and Michigan. Car 3876 has received a new coat of paint and a large amount of electrical work since its arrival at the Museum.

1955

1955 was to be another year of track extensions including a new road crossing. Poles and trolley wire quickly followed each track extension.

Large amounts of rail and ties were obtained from various sources during this year and the next year the Norfolk and Western Railway donated a carload of rail for which the Museum is very grateful. They also donated a four wheeled push car to aid in track construction. Several crossing signs were erected at the Proprietors Road crossing.

During the latter part of the year a new siding was begun to hold more equipment. The two storage sheds were directly in the path of this siding and had to be relocated.

Perhaps the most symbolic of all things connected with railroading is the steam locomotive. The "iron horse", as it is called by historians, was the prime factor in railway growth and development. The glory of the iron horse has filled many volumes. The stories of how our great nation was built by the twin ribbons of steel upon which it ran, of Honsdale where it first ran, and of Promontory Point in '69 as our great nation was finally welded together by the combination of steam and steel. Young and old alike had stood in wonderment and watched these great iron steeds. But now in 1955, the iron horse, like the buffalo on the plains it had conquered, was fast disappearing. The objective of the Museum until this time had been to preserve electric railway equipment. Now attention must be turned to steam, for it was fast following the electric car into oblivion. The Marble Cliff Quarries Company of Columbus heard of this effort and presented their Number 1, a four wheeled standard gauge switch engine to the Museum. This locomotive was built by the Vulcan Iron Works in Wilkes-Barre, Pennsylvania in 1924 and weighs twenty tons. Number 1 in later years worked at the Arrow Sand and Gravel Company at Columbus, a subsidiary of Marble Cliff.

The New York Central Railroad agreed to recondition the engine in their shops at Columbus free of charge. The Johnson Trucking Company with the usual Museum crew went to the Arrow quarry and Number 1 was loaded on the truck with the aid of a crane.

The engine was then hauled to the New York Central roundhouse where it was unloaded by their "big hook" and placed on the track. A diesel pushed Number 1 over the turntable and into the shop. There alongside one of the last New York Central steam engines in Columbus, Number 1 received general repairs. Then, looking like new it was pulled from the shops and again lifted by the wrecker onto a Johnson Trucking Company truck. It was then taken to the Museum and unloaded. Since it was the middle of winter and very cold, Number 1 could not be fired up for the last lap of the trip from the unloading point to the car barn. An air compressor was loaned by Wander and Mason Company and the engine made her first trip by compressed air.

During the next summer Number 1 went into regular operation. Steam had joined electric. Running on the Museum's track paralleling the Pennsylvania Railroad it was often seen that Number 1 would be running along side the large Pennsylvania steam locomotives. No small amount of whistling was exchanged as Number 1's bigger brothers saluted her. Yet for these giant locomotives time was running out, their destiny had been set. This year Number 1 will run alone upon the paralleling tracks, her whistle saluting another departed era.

1956

In 1956 track and overhead construction continued. Total trackage now totaled almost a mile. Much ballasting and finishing work was done on the already completed sections of the line. More rail and ties were received. One road crossing was rebuilt and improved. A new water tank was installed in 5012 and the front pilot was repaired.

The cab of Number 1 was overhauled including new windows. The engine also received new end beams on both ends. The siding for Number 1 was completed and the tremendous task of completely reflueing the boiler was undertaken and completed. Handcar X-1 received a complete overhaul and paint job.

1957

1957 was a year of car rebuilding work and this was concentrated upon. Car 1545 received a new end post; car 3876 received electrical repairs; locomotive number 1 was painted; car 21 received some new woodwork and a new heating stove. Car 64 was painted and a new pilot added.

The main project, however, concerned car 119 where the entire rear section of the car was rebuilt including the floor, roof and end.

Car 067 was found to have rotten main beams from end to end, and the task of tearing it down and installing new beams was started. This job is now well on the road to completion; most of the beams have been installed and reassembly of the car has started.

Track ballasting, line and signal work continued through the year. General maintenance both mechanical and electrical was carried on.

During the year a large amount of publicity in newspapers and magazines and by radio appeared. Three television programs by stations WBNS-TV and WTVN-TV featured the museum.

Two other important events also took place during 1957. First: The Kansas City Public Service Company of Kansas City, Missouri was in the process of abandoning its last street-car lines. Somehow through the years car 068, a four wheeled car and one of the first Kansas City street cars, of 1895 vintage had survived. How this car survived while so many others of later vintage had long been disposed of may well be explained by the fact that it had been converted to a rail-grinder car. With a large amount of specialized equipment the car had the task of smoothing worn rails. The body of this car had not been changed very much in its conversion, and the outside appearance was the same as when it was in passenger service.

The Kansas City Public Service Company through Mr. Powell C. Groner, President, donated car 068 to the Museum. The Missouri Pacific Railroad, The Terminal Railroad Association of Saint Louis and the Baltimore and Ohio Railroad agreed to move the car to Columbus free of charge. Car 068 was loaded on a flat car at Kansas City and moved to Columbus via a very unusual route due to the height of the car on the flatcar. In one case three inches caused the Baltimore and Ohio to detour the car three hundred miles. Car 068 arrived in Columbus and was trucked from the freight yards by the Johnson Trucking Company free of charge.

A large number of temporary repairs were made on the car after its arrival, and it was test operated. A complete rebuilding of the car is scheduled to start this year, and with the restoration to its original status it will become one of the showpieces at the Museum.

The second and most important event happened late in the year when The Columbus and Southern Ohio Electric Company had began to dispose of its private electric railway operation at the Picway Generating Station just south of Columbus. On the

property was an old General Electric Motor-Generator Unit, used to furnish power for the electric locomotives. This unit used many years ago by the Columbus street-car lines is composed of a high voltage AC motor driving a DC generator. This type of unit was standard on many trolley lines. Also at Picway was a 25 ton steel center cab electric locomotive which was used to move railroad cars around the plant. This locomotive and a twin to it were the only electric locomotives ever built in Columbus. They were built at the Kelton Avenue shops of the company in 1925.

Through the auspices of Mr. H. M. Miller, President; Mr. J. L. McNealey, Vice President, Operations; Mr. H. C. Vincent, Vice President and Treasurer and Mr. R. E. Minshall, Director of Public Relations The Columbus and Southern Ohio Electric Company presented to the Museum both the Motor-Generator Unit and the locomotive. They will be moved to the Museum as part of the observance of The Columbus and Southern Ohio's seventy-fifth anniversary and the Ohio Railway Museum's tenth. The Motor-Generator unit will be installed to furnish direct current for our operation and the locomotive will take its place among the other historical items of equipment here.

The Ohio Railway Museum has now entered a golden era on its tenth birthday. Some may ask what compensation those five men, and the many that have joined their ranks since then, have received. The answer is not monetary for no money is paid for their services. The answer lies, rather, in the satisfaction of a job well done; in the wondrous looks of the newer generations as they gaze upon the living past; of the older men who knew the era and come once more to recount past memories. The task has been made much easier by the recognition and help of public spirited companies and institutions mentioned through out this story, and many others too numerous to mention here.

Columbus and Southern Ohio Electric Company in a most generous manner, has shown that the work has not been in vain. Their contribution will greatly help in this preservation of a great era.

ROSTER OF EQUIPMENT

- 1 0-4-0 type Steam Locomotive, 20 ton, saddle tank. Built by Vulcan Iron Works in 1924. Acquired from Marble Cliff Quarries, 1955.
- 2 25 ton Electric Locomotive. Built by Columbus Railway Power and Light Company in 1925. Acquired from Columbus and Southern Ohio Electric Company, 1957.
- 21 51 ft wood interurban car built by Niles Car Company, 1903. Operated on Toledo, Port Clinton and Lakeside, Northwestern Ohio and Ohio Public Service. Acquired from National Railway Historical Society, 1946.
- 64 Light weight steel interurban car. Built by Kuhlman Car Co. 1924. Operated on Ohio Public Service. Acquired from Ohio Edison Company, 1953.
- 067 38 ft center cab work car built by Columbus Railway Power & Light Company, 1922. Acquired from Columbus and Southern Ohio Electric Company, 1950.
- 119 Light weight high speed interurban car. Built by Cincinnati Car Company, 1930. Operated on Cincinnati and Lake Erie and Cedar Rapids and Iowa City Railways. Acquired from Cedar Rapids and Iowa City Railway, 1953.
- 1545 Four wheeled Birney Safety car. Operated on Kansas City Public Service Company. Acquired from Mrs. Jay Maeder, 1953.
- 068 Four wheeled Rail Grinder car. Operated on Kansas City Public Service Company. Was old city car. Acquired from Kansas City Public Service Company, 1957.
- 3876 Peter Witt type double truck city car. Built by St Louis Car Company. Operated on Detroit Street Railway. Acquired from Detroit Dept. of Street Railways, 1954.
- 5012 72 ft Gas Electric car. Built by Electro-Motive Corp., 1930. Operated on Erie Railroad and New York, Susquehanna and Western. Acquired from Erie Railroad, 1952.
- X-1 Old time hand car acquired from Chesapeake and Ohio Railway, 1949.
- X-2 Three wheeled velocipede acquired from Western Union Telegraph Company, 1954.
- X-3 Kalamazoo one man motor car acquired from Western Union Telegraph Company, 1954.
- X-4 Four wheeled push car acquired from Norfolk and Western Railway, 1955.
- X-10 1941 GMC truck with flanged wheels used for track maintenance. Converted to rail operation, 1954.

Photos from B. J. Kern, A. J. Campbell, Dave Bunge, Geroge Silcott, Russ Schram, John Malloy, Dick DeWitt, and others.

