

OHIO RAILWAY MUSEUM

ANNUAL REPORT

1959

P.O. Box 206
Worthington, Ohio



Great strides forward were made at the Ohio Railway Museum during 1959 but far the most important event of the year was the presentation of locomotive 578 by the Norfolk and Western Railway. The presentation ceremony was attended by N & W, State, County and City officials of Worthington. Press, Radio and Television covered the event. Locomotive 578 with tender weighs 285 tons and was built by Richmond Locomotive Works (Alco) in 1910. It saw service for many years out of Columbus on the N & W. It is a Pacific type (4-6-2) passenger locomotive and typical of the American passenger locomotive of the World War I era. This locomotive, which arrived at the Museum February 9th, was the only rolling stock acquired by the Museum during 1959.

Locomotive 578 was operated four times during the summer after it was inspected and found to be in excellent condition. Prior to this inspection the steam dome cover and throttle valve had to be removed to permit access to the boiler by the state boiler inspector. On the occasion of its first run one of the largest crowds ever to visit the Museum was present. It was estimated that 5000 people were at the museum that day as well as N & W officials from Roanoke.

Track extension was carried forward during the year when 330 feet of main line track was constructed southward to Route 161. Route 161 was one of the original objectives when the Museum was started 12 years ago. However present plans are to exceed this objective and a large amount of right of way has been obtained south of route 161. The new extension was laid with 100 lb. rail on land given the Museum by the Strietmann Biscuit Co., a subsidiary of United Biscuit Co. In return for the right of way the Museum constructed a 300 ft chain link fence on the new property line, tore down the old fence and cleaned up the property. Prior to laying track a bulldozer was used to clear and level the old C.D. & M. road bed. The Museum thanks Mr. Phil Thomas of Worthington for the use free of charge of his bulldozer. The materials for the new track were moved to the location by equipment furnished by Wander and Mason. First the rails were hauled and laid along the right of way end to end and then the ties were hauled and spread from the forks of a high lift. The rails were then placed on the ties for spiking. With completion of the ballasting and the construction of the overhead this track will be in service.

An additional 100 ft extension of No. 3 yard track to accommodate engine 578 was finished and put in service during the year. Several bad rails were replaced and tie replacement reached an all time low of 38 during the year due to the program of cleaning out small rotten spots and filling them with tar. The results of this program which was started in 1956 are as follows. In 1956 we replaced 186 ties; 1957, 134; 1958, 73; and 1959, 38.

The Line Dept. checked all overhead during the year and installed a section breaker at the sub station so the trolley can be cut off north or south of Clinton. A cutoff switch for the trolley wire over No. 3 yard track was installed so that the wire over the steam locomotives is only hot when electric car movements are made over this track. A 440 volt line going to the Worthington Coal Co. was changed to give proper clearance for the new track south of Potter Street. This included moving a pole and changing about 200 feet of wire. Several trees fell on the trolley, phone and signal wires during storms and the Line Dept. was busy repairing damage done by them. All phone boxes needing paint were painted and new batteries installed.

Preliminary work on the long planned bridge over state highway 161 was started this year. First, several trees were cut around the old C.D. & M. abutments left from the previous bridge. Then with the aid of the Fritz-Rumer-Cooke Co. the south abutment was chipped with air hammers until all the old deteriorated concrete was removed. In some places the

concrete had deteriorated to a depth of 8 inches. A little chipping was also required on the north abutment. After this work was done forms were built and anchor bolts and steel mesh applied over the old concrete. The abutments were then finished with the gunite process with equipment furnished by Fritz-Rumer-Cooke Co. There still remains the backwall of the south abutment to be repaired this year. Prior to this work the abutments were inspected by several engineers and found to be in good condition except for weather deterioration on the exposed portions. Besides the two abutments remaining from the original bridge there are two pier bases next to the street which will be used when the new piers are built. After the two piers are built only the steelwork will remain to finish the bridge for tracklaying. It is hoped more progress can be made on this project in 1960.

The substation project was pushed forward in 1959 with the wiring of the switchboard, motor-generator and starting equipment nearly completed. The fence enclosing the large transformers was started and stone spread in the transformer yard. The switchboard was checked out and repainted. Three small transformers and the AC breaker were donated by the Columbus and Southern Ohio Electric Co. A 30 and a 50 ft pole was set in the transformer yard to bring the 13,200 volt line in to the transformers. A work bench was constructed and placed in the substation. Completion of the substation is scheduled for May 1, 1960.

As a community service museum members oiled water pockets along the new right of way between Route 161 and Lincoln Road. This was done to cut down the mosquito problem in this area.

A gas line was put under the track at Potter Street and a water line at Proprietors Road. The latter project required cooperation between the Museum track gang and the contractors men in restoring the track.

The storage problem was again improved during the year when a small shed donated by the Village Lumber Co. was turned over to the Museum. It is being used exclusively by the track dept. It was placed east of the main track just north of the carbarn switch. After moving this building it was repaired and the roof and trim painted. Museum crews moved the building with equipment furnished by Wander and Mason.

The material stored in the Car Dept. storage shed was completely rearranged and for the first time in 12 years is completely in order.

With the removal of the track tools from the steel shed this building will be used for a woodworking shop. The Line Dept. will still work out of this building for the time being.

A rusted panel in the west wall of the carbarn was replaced and the entire west wall was painted.

Lights were put up inside the carbarn along the east side. These lights will supplement the other lights in the carbarn. A new light was also installed on the first pole north of the carbarn. A new box was put up in the barn for control handles etc.

A large amount of brush and several large trees along the right of way were cut during the summer.

A soft drink machine was purchased by the museum and placed near the carbarn.

The Museum was hit by vandals several times during the year but only once with serious consequences. These vandals were later apprehended by the police.

Late in the year a long delayed project was started. This was the obtaining of some kind of an office on Museum property. An old chicken coop located on property owned by Worthington Foods was donated to the museum. It was rolled over to our tracks on rollers then moved up the main track to a point just south of the carbarn switch on the east side of the main track. The roof was repaired and given a new coat of tar. The old floor was taken up and replaced with plywood. The outside was covered with white asbestos shingles and another window cut in the front.

A new door was obtained and the windows repaired. The building was completely insulated and drywall applied to the interior. The building will be ready for use about March 1st. It will be used both as a general office and dispatchers office.

CAR WORK

Hand car X-1 - New brake shoes, painting and broken handle repaired.

Hand car X-2 - Minor repairs.

Motor car X-3 - No work.

Hand car X-4 - The line platform and sides were removed so it could be used for rail and shed hauling projects. The line platform will be replaced for the 1960 line work.

Railtruck X-10 - was repainted and received a new carburator and battery.

Car 1545 - A plaque was placed in this car which reads as follows: "In memory of O. M. Hoock who restored and maintained this car". Mr Hoock passed away in 1958. One door was rebuilt and the other repaired. Several upper window sections and several side windows were rebuilt. Several roof boards were replaced and the roof was coated. The dash on the north end of the car was removed and all rotten wood replaced and metal parts painted. The dash was then replaced after all dents had been removed.

Car 3876 - Roof was coated. Interior was painted along with most of the exterior. Both front doors were repaired and the door wells were cleaned and painted.

Car 21 - Roof patched in several places. Several missing window latches replaced. One bank of resistance was rebuilt. Headlight plug repaired. All loose seats rebolted to floor.

Car 64 - New rear vestibule window and some interior woodwork done. Part of the roof was coated.

Car 067 - The steel side rails and stake pockets were put back on the car. These had been left off after it was rebuilt a year ago. a new arc chute replaced the broken one on the fuse box. The cab was completely repainted and the roof coated.

Car 472 (068) - Work progressed toward the complete rebuilding of this car. The rebuilding of one side was completed and the rebuilding of the south end was started.

Car 119 - The exterior was painted and lettered and some interior work done. The roof received minor repairs and was coated.

Electric locomotive No. 2 - Roof was painted and interior painting nearly completed. Some rotten wood on cab was replaced.

Gas Electric car 5012 - A sheet metal cover was made to cover the exhaust stacks replacing the canvas that was formerly used. The overhaul of No. 1 engine was completed in April. Repairs to the commutator of No. 2 generator was started in June and was nearing completion at the end of the year.

Steam locomotive No. 1 - This engine was about 60% repainted and the old steam gauge replaced with a new one.

Steam locomotive No. 578 - Several coats of graphite was applied to the smokebox and all rusty areas repainted. The boards under the fireman's seatbox were replaced and all cab windows were repaired and repainted. A new steam gauge was added and a large amount of small mechanical work was done. The top of the tender was scraped and painted.

A water tank was obtained and will be placed next to the main track this year to water the steam locomotives.

A motor driven blower was donated by the Norfolk & Western to help in firing up the steam locomotives.

In conclusion it is apparent that the Museum enjoyed a most successful year with more and varied projects being carried forward. Track, equipment and plant maintenance has reached new and better levels and expansion has been carried forward at an accelerated pace.



