The Columbus, Delaware & Marion Electric Company
Shop at Stratford (Delaware), Ohio

The following information covers
Two Steel Parlor Cars for Interurban Service

GENERAL INFORMATION:

Built by American Car & Foundry Company, Jeffersonville Plant, completed 1926.
Exterior Color Scheme: Crimson Red up to belt rail, Cream above.
Interior Finish: Rich Philippine Mahogany, cream ceiling.
Seating Capacity: 35 -- 12 in removable parlor chairs, 15 in revolving parlor chairs and 8 in enclosed side smoking room.
Weight of car complete but without load: 100,000 lb.
Length over anticlimbers: 62' 0"
Width over side sheathing: 8' 8½"
Height, top of rail to top of roof: 13' 5"
Spacing of truck centers: 39' 0"
Type of truck: Baldwin, Wheelbase: 7'-0", Track Gage 4'-8½"
Wheels: Rolled steel. Nominal diameter: 34"

MOTORS & CONTROL:

Equipment furnished by Westinghouse Electric & Manufacturing Company.
Control: HLF with style 15B3 master controller, single end control.

AIR BRAKES:

Westinghouse Traction Brake automatic air with 16" brake cylinder.
Compressor: Type D3. Equipped with air horn and whistle.

Number series: Cars numbered 500 and 501.

CONTINUED ON NEXT PAGE
SERVICE CONDITIONS:

The Columbus Delaware & Marion Electric Company, primarily a power and light utility, operated an interurban line 49 miles in length between the cities of its name. Columbus, a city of well over 300,000 population, is a busy commercial center as well as the state capital. Delaware has the Ohio Wesleyan University and has about 10,000 population, while Marion has about 30,000 people and is a railroad and manufacturing center (e.g., steam shovels.).

This company had one of the first interurban roads in central Ohio and, with its subsidiary Columbus Marion & Bucyrus Railway, formed an important part of a chain of electric railroads extending from Cleveland to Cincinnati.

The regular passenger rolling stock of the company was of wooden construction of straight passenger and combination baggage-passenger designs, vintage of 1903-1906. In 1924 the company decided to offer the thru traveler a special fast limited service with deluxe parlor type equipment and for the purpose reconstructed from one of the wooden cars. This car, number 41 reproduced below, had an open observation platform and individual parlor chairs, but it was found that the open platform drew in considerable dust at road crossings and in city streets.

However, the new service proved attractive and the two new cars described in this bulletin were obtained. These cars made 5 complete round trips daily except Sunday, and one additional round trip between the terminals and Delaware shop, using the train name "The Capitol" southbound and "The Northern" northbound. In addition to these trains, which stopped only at Prospect and Delaware between terminals, there was an hourly local service using the old cars. The limited cars made the run in 1:40 as compared to 2:00 for the local cars. The local service was reduced somewhat in 1930 and in 1933 the extra fare limiteds were discontinued and service drastically reduced to 3 daily round trips between Columbus and Marion plus one round trip from Delaware to Marion and one round trip was run on the Marion-Bucyrus 18 mile branch. The 500 and 501 were used alternately to maintain this schedule and despite the reversion to local service, the decreased traffic made it possible to cover the 49 miles in 1:30.

Finally, in the summer of 1933 the receivers discontinued all operation on the railroad and dismantled the equipment.

In freight service the company had four motor box cars, numbers 62, 300, 301, and 302; 12 box and three flat trailers, that were used in interline operation with connecting carriers but were not allowed outside the state of Ohio.

CERA BULLETIN 25 MAY 1941
CERA two-page Data Sheets, like this, are available from the Association at 1240 Edison Bldg., Chicago, at 5¢ per copy. Annual subscription-membership, $1.00.