

**LIGHT WEIGHT INTERURBAN EQUIPMENTS ON THE
WESTERN OHIO RAILWAY
FOSTORIA AND FREMONT RAILWAY.**



Car 41, Fostoria & Fremont Ry.

SPECIFICATIONS

CAR BUILT BY THE KUHLMAN CAR CO.
DIMENSIONS

Length over bumpers.....	45 ft. 1 in.
Truck centers.....	24 ft. 0 in.
Truck wheel base.....	5 ft. 2 in.
Rail to step.....	16½ in.
Step to platform.....	15½ in.
Seating capacity.....	48
Width of seat.....	40 in.
Width of aisle.....	20 in.
Wheel diameter.....	26 in.

WEIGHTS

Car body alone.....	14,382 lb.
Trucks per pair.....	9,906 lb.
Motors and control.....	6,674 lb.
Air brake equipment.....	1,500 lb.
TOTAL.....	32,462 lb.

EQUIPMENT

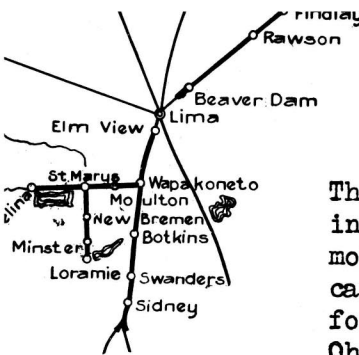
Motors and type.....	4—GE-265-A
H.P. per motor.....	35
Gear ratio.....	62/21
Control.....	GE double end Type K-35
Air brakes.....	GE straight air with emergency feature and CP-27B compressor

CONTINUED ON NEXT PAGE



BULLETIN OF THE
CENTRAL ELECTRIC RAILFANS' ASSOCIATION
CHICAGO, ILLINOIS

BULLETIN 15
f67



10 LIGHT WEIGHT INTERURBAN CARS - WESTERN OHIO RY.

These cars were placed in service in October, 1922 and the order included two cars for service on the affiliated Fostoria and Fremont Railway. These cars were numbered 40 and 41, while the WO cars were in the 50 series. All the cars were later converted for one man operation and the "President" series of the Western Ohio were fitted with double-bucket type seats and each named for a different President of the United States. When the Toledo Bowling Green and Southern Traction Company combined its route with that of the Western Ohio Railway and Power Co. and with the Dayton and Troy Electric Railway these cars were used in a thru service from Toledo to Dayton via Wapakoneta, in competition with the high-speed but less direct Cincinnati and Lake Erie Railroad. The Western Ohio line from Findlay to Piqua was supplemented by a branch from Wapakoneta (location of shops) to St. Marys and Celina, with a secondary branch from St. Marys to Minster and Loramie. Power was generated at St. Marys and fed over a 33,000 volt line to 8 substations of the company. In Lima and for a short distance north of town power was fed from a substation of the Lima-Toledo R.R.

These cars had a balancing speed of 50-53 mph. and operated on a schedule speed of 28.4 mph. with approximately 2 hour headways.

Carload and less-than-carload freight was handled on this railway by freight motor cars, equipped with 125 hp. motors and Westinghouse HL control.

When the TF&F Traction line was discontinued WOR&P interests acquired the portion between Findlay and Fostoria which became known as the Fostoria Arcadia and Findlay Railway and was operated as a part of the system until the Western Ohio Railway & Power Company discontinued railway operations on January 16, 1932. Cars dismantled.

