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Tempest at Tymochtee

One of the AC&Y's worst-ever derailments!





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Front cover: On February 4, 1966, the AC&Y endured a major train derailment at Tymochtee, east of Carey. The crumpled side of PS-1 box No. 3308 is evidence of the wreck's intensity. Jim Robert's photo, Author's collection

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Editorial

From the Editor . . .

This issue's story entitled "Tempest at Tymochtee" is an unexpected and welcome consequence of our Society archival program. It was originally presented in the Summer 2005 News magazine and is republished here with additional color images and new information.

Some years ago I had acquired duplicate color slide transparencies from Jim Roberts. Included were mid-1960's images of two AC&Y train wrecks that Jim had visited not far from his home in Tiffin, Ohio. While the images alone were fascinating, it was not until Spring 2005 that the story miraculously unfolded. Loyal members of the Society assembled to begin the process of cataloging the Archive. Within the vast Norfolk Southern donation of AC&Y records were some fifty accident files. In the process of cataloging these records, Mike Bradley and I were able to associate the car numbers in Jim's slides to two specific accidents. Voila! As a result, the wreck story presented herein is uniquely factual, broader in scope and, I believe, far more interesting.

Lastly, while our News magazine has migrated to a online venue, we welcome new material and articles related to the AC&Y, A&BB and affiliated railroads of Ohio. As the inclement weather continues into 2014, we hope your stories will come to fruition.

Society Archive

From the Archive Committee . . .

You're AC&Y HS Archive collection of photos, financial records, documents, maps, drawings and track diagrams is both impressive and invaluable. As most are aware, the Society has had a secure facility in Akron to house these remarkable records plus our other assets. However, given the migration of the Society to an open membership (no dues) structure and fixed costs for our leased space, we are exploring placement options with several professional archive repositories. We underscore the importance of archival preservation and assure all that decisions regarding our historical materials will be for the benefit of present and future generations. All AC&Y items are significant: newspaper accounts, documents, photographs, negatives, forms, records and personal remembrances. Help us uncover and preserve the history of a fascinating little railroad!

We will soon have an announcement regarding the long-term future of the fabulous AC&Y Archive collection.

Tempest at Tymochtee

One of the AC&Y's worst-ever derailments!

By Bob Lucas



Above: Supervisory personnel, relief workers and by-standers survey the horrific AC&Y derailment that occurred February 4, 1966 at Tymochtee, six-miles east of Carey. Measured by equipment destroyed and financial loss, it was one of the greatest misfortunes ever experienced by the AC&Y. Jim Roberts' photo, author's collection.

**“Railroad iron is a magician’s rod
in its power to evoke the sleeping
energies of land and water”**

Ralph Waldo Emerson - 1842

In railroad vernacular, planning for disaster is not very high-up on the list of operating objectives; nevertheless, derailments are an inevitable and unfortunate facet of surface rail transportation. Sooner or later all railroads experience mishaps and the AC&Y was certainly no exception.

For “Ohio’s Road of Service”, the mid-1960’s were eerily reminiscent of the “Bad Times of 1944”, a year in which the AC&Y endured five major derailments. The last three occurred in a span of just of 35 days at the very end of that War year. (See “The Bad Times of Late 1944” in the Winter 1999 [AC&Y HS News](#)) ►

The “Bad Times” of the mid-sixties began on March 10, 1964 with the derailment of Train 96 at Pandora (See the Fall 2004 [AC&Y HS News](#)). By December 27, 1967, there had been seventeen accidents involving 196 railcars, costing the AC&Y more than \$540,000.

The worst derailment occurred 2:40 a.m. on February 4, 1966 at milepost 61 near Tymochtee. Eastbound train No. 94, with F-M diesels Nos. 502-208 departed Carey with 66 cars and 4458 tons. As the train was approaching the Sandusky River Bridge, six miles east of Carey, a rail broke at the apex of a 5½-degree curve, derailing the rear wheels on engine 502, all the wheels on 208 and the 27 cars following.

Examination of the broken rail indicated a fissure in the web of the rail with 33-inches begin broken out from the initial impact, followed by two other pieces of approximately 36-inches each. Ironically, it was comparatively new rail – rolled in 1964 – laid in December, 1964 and was the high rail of the curve.

Cars Derailed at Tymochtee - February 4, 1966

Order	Road	Number	Car Type	Lading	Consignee	Shipper
1	ACY	6205	Hopper	Fluxing Stone	Wheeling Steel - Mingo Jct., Ohio	National Lime & Stone - Carey, Ohio
2	ACY	6216	Hopper	Fluxing Stone	Republic Steel - Youngstown, Ohio	National Lime & Stone - Carey, Ohio
3	ACY	6286	Hopper	Fluxing Stone	Wheeling Steel - Mingo Jct., Ohio	National Lime & Stone - Carey, Ohio
4	ACY	6345	Hopper	Fluxing Stone	Wheeling Steel - Mingo Jct., Ohio	National Lime & Stone - Carey, Ohio
5	ACY	6552	Hopper	Fluxing Stone	Republic Steel - Youngstown, Ohio	National Lime & Stone - Carey, Ohio
6	ACY	6361	Hopper	Fluxing Stone	Republic Steel - Youngstown, Ohio	National Lime & Stone - Carey, Ohio
7	ACY	532	Covered Hopper	Fluxing Stone	Pittsburgh Corning - Port Allegheny, Pennsylvania	National Lime & Stone - Carey, Ohio
8	NP	37685	Box	Bagged Clay	RCA Rubber Co. - Akron, Ohio	Southeastern Clay – North Aiken, South Carolina
9	SOU	31643	Box	Bagged Clay	Midwest Rubber Recycling - Barberton, Ohio	J.M. Huber Company – Warrensville, South Carolina
10	GATX	18664	Tank	Empty	Goodyear Tire & Rubber - Akron, Ohio	Goodyear Tire & Rubber - Cartersville, Georgia
11	SLSF	18239	Box	Ground Clay	Goodyear Tire & Rubber - Akron, Ohio	Thomson Weinman Company - McIntyre, Georgia
12	SP	173969	Box	Plywood	Ridge Lumber - Rochester, New York	U.S. Plywood - Origin Unknown
13	GN	39166	Box	Potash	Stauffer Chemical Co. - Chauncey, New York	U.S. Borax - Origin Unknown
14	PRR	24786	Box	Lumber	Northern Pacific Lumber - West Springfield, Mass.	Northern Pacific Lumber – Burns, Oregon
15	ACL	37783	Box	Plastic Bottles	Hood Chemical Co. - Medina, Ohio	Texize Corporation – Mauldin, South Carolina
16	MP	37081	Box	Shelled Corn	Farmers Grain - Afton, New York	Farmers Grain - Pandora, Ohio
17	SLSF	19816	Box	Shelled Corn	Ohio Farmers Grain - Riverpoint, Rhode Island	Farmers Grain - Pandora, Ohio
18	WRX	9518	Reefer	Canned Vegetables	F.W. Albrecht Co. - Akron, Ohio	Larsen Company – Green Bay, Wisconsin
19	CN	440123	Box	Potash	International Mining & Chemical - S. Willington, Massachusetts	International Mining & Chemical - Yarbboro, Saskatchewan
20	CBQ	41697	Box	Paper Bags	PPG - Barberton, Ohio	Union Bag - Savannah, Georgia
21	FWD	8298	Box	Ground Clay	Firestone Tire & Rubber - Akron, Ohio	Thomson Weinman Company - McIntyre, Georgia
22	GATX	63018	Tank	Rosin Sizing	Goodyear Tire & Rubber - Akron, Ohio	Hercules Powder – Brunswick, Georgia
23	C&O	109173	Hopper	Coke	Ford Cleveland Foundry - Cleveland, Ohio	Citizens Gas – Indianapolis, Indiana
24	ATSF	9059	Box	Crude Rubber	Phillips Petroleum - Trenton, New Jersey	Phillips Petroleum – Borger, Texas
25	GATX	31574	Tank	Rosin Oil	Goodyear Tire & Rubber - Akron, Ohio	Glidden – Jacksonville, Florida
26	ACY	3308	Box	Empty	AC&Y Agent - Brittain, Ohio	Unknown
27	ACY	Stores #10	Box	Company Material	AC&Y Stores - Brittain, Ohio	Unknown

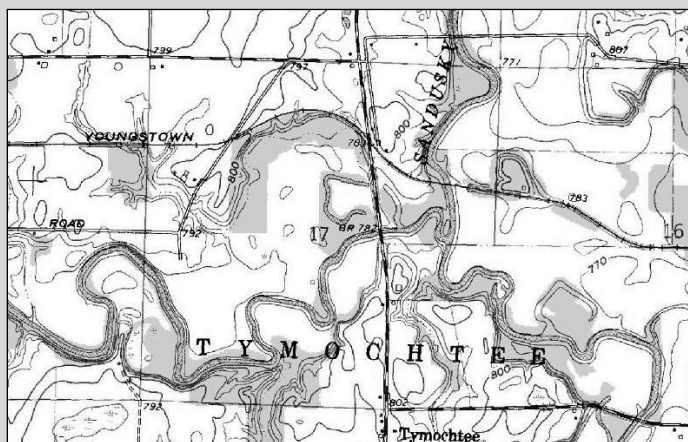


Above: Looking southeast are “dominoed” freight cars. The C&O hopper with coke for the Ford Motor Cleveland Foundry was a total loss. The Santa Fe box contained crude rubber destined New Jersey. The load was transferred. The car was home-shopped. Eighteen of 27 cars involved were destroyed. Jim Roberts’ photo, author’s collection.



TYMOCHTEE TOWNSHIP lies in the northeastern portion of Wyandot County. Organized in 1825, it was inhabited by enterprising settlers, principally from the southern part of the State. Tymochtee, pronounced “Ty-Mock-T”, got its name from Tymochtee Creek, which in the Wyandot Indian language denotes “the creek or river round the plains.”

The Sandusky River meanders gently across the township in a generally northern course. The AC&Y main line traverses the river on a 569-foot, nine-span deck plate girder – bridge No. 400.



From Carey, the AC&Y is primarily tangent (without curves) in its six-mile advance to the Sandusky River. Between mileposts 60-61 and split by State Route 53, the right-of-way makes a tight double “S-curve”– first, a 4-degree turn left, followed by an extended 5-degree arc right and a 5-degree turn left. The track occupies a fill, a short cut and another fill, while approaching the bridge on a ½-percent descending grade.

Despite ongoing track maintenance, rail replacement and resurfacing, this particular alignment has been an operational hazard for years. There have been several other mishaps at this location, although the derailment of February 4, 1966 was the nastiest.

Above: The derailment took place at milepost 61, between Route 53 and the Sandusky River Bridge.



Above: Both GATX tank cars, the Glidden car in the foreground and the Goodyear tank behind were a total loss. The Southern box contained bagged clay destined Barberton. It was not repairable and was scrapped on site. Other boxcars are unidentified, but appear to have been casualties as well. Jim Roberts' photo, author's collection.

Why was this derailment so catastrophic? Consider the dynamics of 66 cars and 4458 tons moving at train speed (40 mph was the restricted limit) – it is easy to see that railroad track is a relatively delicate, precisely balanced system. On tangent (straight) track the active forces at work are not troublesome; however, are greatly exemplified when curves grades occur together.

To compensate for the effect of centrifugal force, the outer rail on a curve may be raised (super-elevated) to tip or “cant” the train inward. The maximum super-elevation or “banking” of six-inches compensates for centrifugal forces of a train moving 45 mph through a 5-degree curve. AC&Y's track diagram shows three-inches super-elevation on the curves at milepost 61.

Rail rolled from high-quality low carbon steel can last as long as 60-years. A small number of rails develop “transverse fissures”, fatigue cracks starting inside the rail head and growing gradually until repeated stress of train tonnage triggers a catastrophic failure. Heavier 100-ton freight cars introduced about 1960 also exacerbated metal fatigue and broken rail incidents. ►

The “Tempest at Tymochtee” also occurred before the introduction of Type E “shelf” couplers which greatly reduce disengagement of cars in a derailment.



Above: Fortunately, AC&Y's F-M diesels Nos. 502-208 remained upright, though No. 208 was derailed. The mishap occurred near bridge 400, visible beyond the lead engine. Jim Roberts' photo, author's collection.

Car Dispositions / Loss & Damage Claims

No	Road Number	Car Type	Car Dispositions	Loss Value	Lading	Lading Claim Status
1	ACY 6205	2-Bay Hopper	Destroyed - scrapped at site	\$1,825.42	Fluxing Stone	Claim by National Lime & Stone
2	ACY 6216	2-Bay Hopper	Destroyed - scrapped at site	\$2,053.85	Fluxing Stone	Claim by National Lime & Stone
3	ACY 6286	2-Bay Hopper	Destroyed - scrapped at site	\$1,944.95	Fluxing Stone	Claim by National Lime & Stone
4	ACY 6345	2-Bay Hopper	Destroyed - scrapped at site	\$1,287.14	Fluxing Stone	Claim by National Lime & Stone
5	ACY 6552	2-Bay Hopper	Destroyed - scrapped at site	\$3,219.26	Fluxing Stone	Claim by National Lime & Stone
6	ACY 6361	2-Bay Hopper	Destroyed - scrapped at site	\$1,295.42	Fluxing Stone	Claim by National Lime & Stone
7	ACY 532	2-bay C/H	Destroyed - scrapped at site	\$1,846.17	Fluxing Stone	Claim by National Lime & Stone
8	NP 37685	40' steel Box	Destroyed - scrapped at site	\$3,543.10	Bagged Clay	Claim by R.C.A. Rubber
9	SOU 31643	40' steel Box	Destroyed - scrapped at site	\$5,131.30	Bagged Clay	Claim by Huber Company
10	GATX 18664	Insulated Tank	Destroyed - scrapped at site	\$2,752.27	Empty	N/A
11	SLSF 18239	40' steel Box	Destroyed - scrapped at site	\$6,327.63	Ground Clay	Claim by Goodyear T&R
12	SP 173969	50' steel Box	Temporary repairs made at Brittain, returned to SP	\$2405.27 final repair?	Plywood	Abandoned by shipper Sold as salvage
13	GN 39166	50' steel Box	Temporary repairs made at Brittain, dismantled by GN	\$605.19	Potash	Forwarded to destination No freight claim made
14	PRR 24786	40' steel Box	Temporary repairs at Brittain, later by PRR	\$4,685.57 final repair	Lumber	Forwarded to destination No freight claim made
15	ACL 37783	50' steel Box	Temporary repairs made at Brittain	\$2,680.28 final repair	Plastic Bottles	Forwarded to destination No freight claim made
16	MP 37081	40' steel Box	Destroyed - scrapped at site	\$6,347.54	Shelled Corn	Claim by Ohio Farmers Grain
17	SLSF 19816	40' steel Box	Temporary repairs made at Brittain, returned to SLSF	No claim	Shelled Corn	1694 bushels sold as salvage Claim by Ohio Farmers Grain
18	WRX 9518	40' wood Reefer	Temporary repairs Brittain, returned to GBW, scrapped	\$650.91	Canned Vegetables	Load transferred to MDT 1902 Claim by Larson Company
19	CN 440123	40' steel Box	Temporary repairs made at Brittain	No claim	Potash	Forwarded to destination No freight claim made
20	CBQ 41697	50' steel Box	Destroyed - scrapped at site	\$9,198.51	Paper Bags	Contents total loss Claim by ??
21	FWD 8298	40' steel Box	Destroyed - scrapped at site	\$3,570.24	Ground Clay in Bags	Contents total loss No freight claim made
22	GATX 63018	Insulated Tank	Temporary repairs made at Brittain, returned to GATX	\$12,895.20 final repair?	Rosin Sizing	Contents total loss Claim by Hercules Powder
23	C&O 109173	40' steel Hopper	Destroyed - scrapped at site	\$5,434.88	Coke	Claim by Ford Motor Company
24	ATSF 9059	50' steel Box	Temporary repairs made at Brittain, returned to ATSF	\$6,693.27 final repair	Crude Rubber	Load transferred to ATSF 9060 No freight claim made
25	GATX 31574	Insulated Tank	Later deemed destroyed – tank shell sold for scrap	\$1,493.95	Rosin Oil	Contents total loss Claim by Glidden Company
26	ACY 3308	40' steel Box	Destroyed - scrapped at site	\$5,478.46	Empty	N/A
27	ACY #10	40' wood Box	Destroyed - scrapped at site	\$294.89	Company Material?	Unknown



Above: Six AC&Y two-bay hoppers and one two-bay covered hopper, all loaded with crushed (fluxing) stone, were destroyed. The Pennsylvania box contained lumber destined New England. Temporarily repaired at Brittain, PRR 24786 was sent on to its destination and later rebuilt at the Altoona shops. Jim Roberts' photo, author's collection.

Some may recall AC&Y scenes recorded by Emery Gulash in the Greenfrog Productions video entitled The Nickel Plate and Akron, Canton & Youngstown. In the video, the AC&Y train switching at Carey was "chased" to State Route 53 where it negotiates the double "S" curves at milepost 61 near Tymochtee.

The derailment file (#4-217) does not contain a Form 71 accident report, required to be completed by the conductor and enginemen. The identities of the train crew are not shown. It is believed that there were no injuries. Most information is from excerpts in a letter under signature of A.W. Hochberg, VP – Operations:

"An Extra train and engine crew were called at Brittain at 7:15 a.m. on February 4th to handle the N&W relief outfit from Spencer to the derailment." The C&O relief outfit was requested from the C&O at Columbus to work west end of the derailment. (Editors' note: The file does not state why the AC&Y relief outfit at Brittain was not dispatched).

"A delay in calling the crew at Brittain was caused by inability of conductor to find a telephone to notify the dispatcher that train had derailed, as the line side telephone line was knocked out at time of derailment. Wrecking operations commenced at 4:30 p.m. on February 4th and last car was cleared from main track at 11:00 p.m. on February 7th. The mainline track was in service at 6:15 a.m. on February 8th." ►

"Eighteen cars were totally destroyed in this derailment. Detour was arranged via the NYC – Sycamore – North to Berwick – South to Carey."

"Estimated cost of derailment is as follows:

Clearing derailment	\$12,500
Damage to track	\$5,000
Damage to equipment	\$75,000
Damage to lading	\$7,500
Detouring trains	\$4,000
Total	\$104,000"



Above: AC&Y requested relief outfits from the C&O and N&W. C&O's 200-ton crane WC-24 and seven tool cars, based in Parsons (Columbus), worked four days to clear the wreck from the West, returning again in March. Jim Roberts photo, author's collection.



Above: The “accordion” of freight cars was a scene of utter devastation. Jim Roberts’ photo, author’s collection.

In addition to the C&O relief outfit which cleared the derailment from the west end, the AC&Y summoned the N&W relief outfit from Brewster to work the east end. The N&W outfit was led by derrick X556003 plus two idler cars, a rail car, tank car, tool & block car, kitchen & dining car, bunk car and water car.

The C&O relief outfit deployed from Columbus, featured 200-ton wreck crane WC-24 and seven tool cars. Engaged from February 4–8, the C&O’s wreck train returned again March 16–19 to assist with cleanup. Wreck clearing expenses paid to N&W were \$2065.47 plus \$7433.53 and \$5120.50 to the C&O.

An excavating contractor, Noble Kirby & Sons, was contracted to assist with a dozer, crane and trucking in February and May 1966, those services totaling \$9016.60. Perhaps a reader can offer an explanation why AC&Y’s wreck outfit (X-991 derrick and relief equipment) was not dispatched from Brittain?

Seventeen freight cars were destroyed at Tymochtee resulting in ten truckloads of scrap sold to I.A. Barnett Company, a Barberton scrap dealer, for \$6.00 per gross ton. The total proceeds were \$1372.41. GATX 31574 was later determined to have been destroyed and the tank shell also sold for scrap. Two freight cars, GN 39166 and WRX 9518, were dismantled by their owners having later determined that rebuilding was not economical.

Four others cars, ACL 37783, PRR 24786 SP 173969 and GATX 63018 were eventually rebuilt by the owning roads, the repair costs billed to the AC&Y.



Above: F-M units 502-208 paired at Carey in 1963. No. 502 was involved in no less than six derailments between 1964 and 1967. Author’s Collection.

Only minimal damage arose to F-M diesels 502-208. Repairs totaled \$611.62. Sixteen freight claims were received amounting to \$28,299.42. The AC&Y absorbed \$500.00, the balance covered by insurance. No intended lading claims were received on five cars.

What was the final reckoning for the derailment of February 4, 1966 near Tymochtee? The AC&Y’s accident file shows a total of \$175,559.40.

Tempest at Tymochtee

One of the AC&Y's worst-ever derailments!

By Bob Lucas

.....Continuation with more photos



Above: On February 4, 1966, the AC&Y endured a major train derailment at Tymochtee, east of Carey. A relief wreck crew is working the west end of the derailment. Jim Robert's photo, Author's collection.



Above: AC&Y's non-revenue Stores No. 10, a former Piedmont & Northern boxcar acquired second-hand in 1939, was returning to Brittain yard on Train 94 with company material. It was the last car derailed. Stores No. 10 was previously AC&Y revenue boxcar No. 2015, assigned to the Stores Department in 1955. Relatively undamaged, the decision was made to scrap Stores No. 10, then forty-one years old. Jim Roberts' photo, author's collection.



Above: Nearly all of the freight cars involved in the derailment were Post-War modern steel construction. Yet, one vintage car appears behind the CN box. WRX No. 9518, a 40-ton ice-bunker refrigerator, was one of a small number of cars owned by the Western Refrigerator Line for the Green Bay & Western Railroad. This car was built between 1932 and 1936. Jim Roberts' photo, author's collection.



Above: Another later view of the 1966 Tymochtee derailment shows the right-of-way. The track was likely removed to allow bull dozers to clear damaged equipment so the line could be reopened. Note the new wood floor showing on the overturned boxcar to the right. Jim Robert' photo, author's collection.



Above: Section hands and relief crews had a busy few days restoring the AC&Y main line to service. There appears to be no shortage of supervisory help. Jim Roberts' photo, author's collection.



Above: The C&O hopper with coke for the Ford Cleveland Engine plant was scrapped on site. F-M 501 is working the west end of the derailment with a C&O relief outfit from Columbus. Jim Semon collection.