A.C.&.Y. H.S *News*

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A.C.&Y. H.S. NEWS

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Front cover: The AC&Y News looks as new and snazzy as AC&Y 200 H15-44. This Fairbanks Morse builders photo taken at Beloit Wisconsin in 1949, was the only H15-44 engine the AC&Y bought.

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Editorial

From the Editor . . .

After many years of printing and mailing our newsletter, the AC&YHS Board of Director's have decided to more fully coordinate our resources and deliver our newsletter in a digital format. This should not be thought of as the death of our newsletter, but its salvation.

Why is the AC&YHS going digital with its newsletter? This decision is based primarily on the fact that the cost of printing and mailing the newsletter is a significant part of our budget. While at this time, the Society is not collecting membership dues, except for new members, it is imperative that cost savings measures are being implemented. The printed Newsletter seemed to be a good place to begin because its demise would not mean a cut in services, only a change in medium.

There are many ways electronic publications are redefining how--and what--Societies communicate to their members. Digital publications encourage reader involvement. Instant feedback is just one of the advantages online publications offer membership. To accommodate those who wish to maintain the "look and feel" of a paper copy, the electronic version will be distributed in the portable document format (PDF) file; allowing for a local printout that maintains the traditional paper formatting. Articles can be efficiently stored and retrieved, creating a digital history of the Society and making it easy for members to find previously published stories. The AC&YHS Newsletter will still be available only as a perk of membership. A new section of the acyhs.org will be launched and will require membership with login. Small snippets of the newsletter could be posted to the regular pages of the website to entice new membership.

As always, I welcome your feedback and hope that we can provide a Newsletter that all of our members will enjoy.

Robert Peacock
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Lettering of AC&Y Steam Locomotives

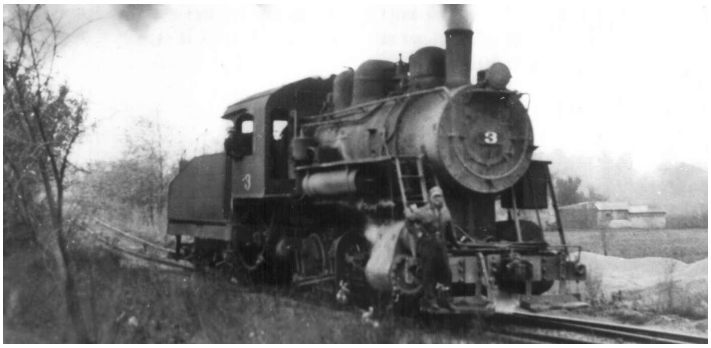
By Bill Hanslik, Jr.

Early Locomotive Lettering Practices:

At first glance, the various lettering and heralds applied to AC&Y's fleet of steam locomotives appear to have little continuity. Although the AC&YHS has been fortunate to acquire a significant amount of documentation regarding the purchase and modifications of the AC&Y's steam power, nothing has surfaced to shed light on the painting and lettering of them. But through a detailed study of the images recorded through this era, we have been able to solve much of the mystery that once surrounded this subject.

The first locomotives arrived at the AC&Y's Brittain Yard in late 1911. These three Class C 0-6-0's came from Lima Locomotive Works and were numbered 1-3. Few images taken of these engines taken prior to the 1920's have survived. In the images we do have from that period, it appears that the only lettering on these engines was the locomotive numbers on the cab sides and the smoke box front. An early picture of an ex-NKP Class P 4-6-0 also reflects an apparent lack of lettering on the tender.

AC&Y's subsequent order of 0-6-0's delivered in 1912 (#21 and #22) the first order of the Class L 0-8-0's delivered in 1920 (#35 and #36), both came from Lima with a block-gothic font. It was first believed that these four locomotives were the only equipment on the AC&Y to ever wear this font. However, this font appears to be the very similar to the one applied to the G.E. (and most likely the McKeen) gas-powered commuter cars in 1919 and 1920. The largest difference seems to be in the spacing of the characters (closely spaced on the tenders and widely spaced on the commuter cars).



AC&Y #3 appears here, without tender lettering, likely sometime prior to 1920. V.K. Neel Collection.



Original AC&Y block-gothic font on this 1912 Lima Locomotive Works photo, Tim Lassan Collection



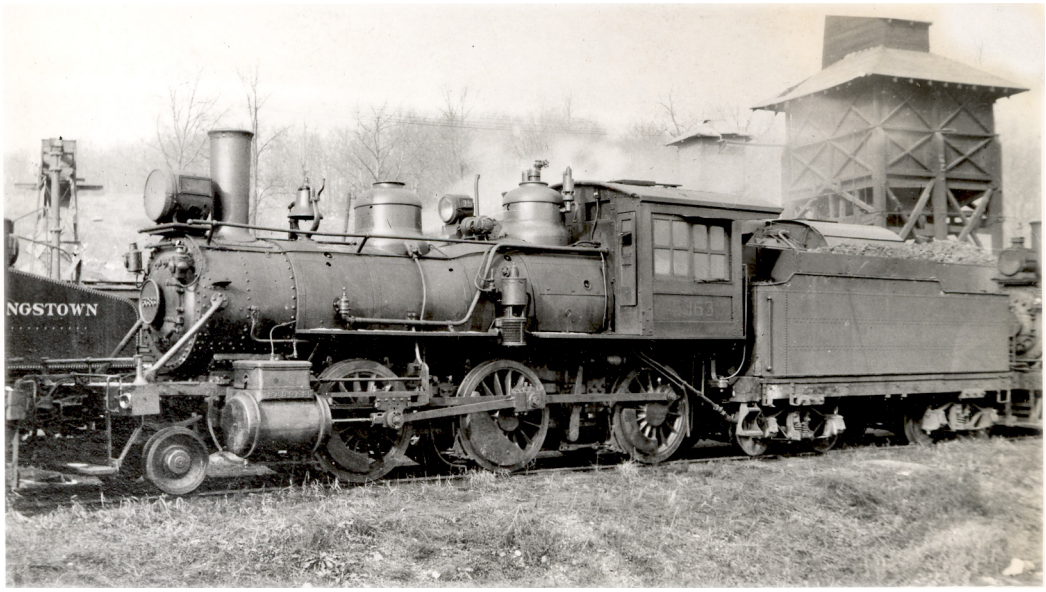
Also delivered sporting the original font in this 1920 Lima Locomotive Works photo, Tim Lassan Collection



G.E. gas-electric commuter car #55 at New London in 1920. Author's Collection

Adopting a Standard Lettering Treatment:

A seemingly insignificant roster photo dated 1921 of AC&Y (ex-LE&W, ex-Northern Ohio) Class E #5363 (below) gives us some very important information. First, we notice that the locomotive has been repainted since being acquired from the LE&W. Barely visible, the NYC-style cab numbers have been painted out and the block-gothic numbers have taken their place. The New York Central System lettering and N.O. initials on the tender have been removed. This combination of block-gothic numbers and a blank tender is reminicent of the early 0-6-0's. Secondly, a look at the left side background shows us a partial view of a slope back 0-6-0 tender with the new-style AC&Y railroad roman-inspired font. This is the earliest image found thus far that shows AC&Y's new railroad roman style lettering.



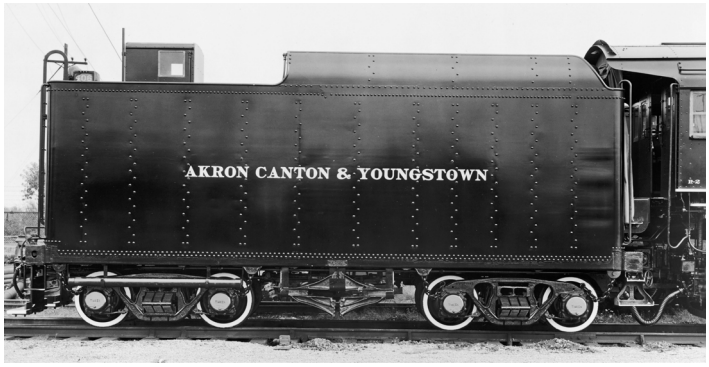
Ex LE&W 2-6-0 wearing block-gothic cab numbers but no lettering on tender. H.K. Vollrath Collection

The first full photograph completely reflecting the new railroad roman lettering treatment is made the following year in the form of this 1922 Baldwin builder's shot of Class M #320. This lettering was the basis for what became the standard treatment for many years. This treatment was also applied to the additional Class M's ordered from Baldwin in 1923 and to the ex-NKP ten-wheelers acquired and rebuilt by the AC&Y in the early twenties.



First to be delivered in new font: AC&Y 320. Baldwin Locomotive Works, Tim Lassan Collection

The guys in the shop apparently did not waste time replacing the block-gothic lettering on the Class L 0-8-0's. An image from 1923 shows three-year old locomotive #35 already repainted and wearing the new font. The new railroad roman inspired lettering was white and the exact nuances of the font appear to be unique to the AC&Y. It is likely the original stencils were hand cut right in the AC&Y shop, thus the person doing the cutting determined the exact details of the font.



Allen County (OH) Historical Society



New lettering with enlarged cab number. Lima Locomotive Works, Allen County (OH) Historical Society

In 1926, the AC&Y received additional new power from Lima in the form of Class L 0-8-0's #37-38 and Class R Mikados #400-401. These locos were delivered in the AC&Y's new treatment with one variation…the size of the locomotive's cab number was increased significantly. This would be the last change in the cab treatment and all AC&Y steam locomotives from henceforth would receive the same lettering treatment on their cabs. This includes both the new locomotives and locomotives painted/shopped by AC&Y forces.



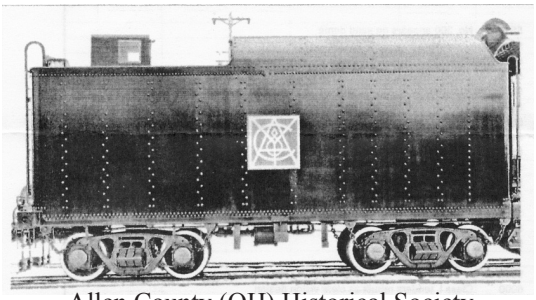


Both Photos Allen County (OH) Historical Society

The picture (below) of AC&Y's one-spot shows the locomotive lettered in the standard AC&Y treatment. This photo, originally believed to be a Lima builder's photo of #1, is now believed to be a retouched photo used to market the locomotive's resale when the AC&Y was retiring the 0-6-0's in 1929. AC&Y also did a similar "rebuild" photo in 1929 to promote the resale of the Class P 4-6-0's. From the delivery of the first Class C, all locomotives delivered new or repainted in the AC&Y shops wore the locomotive's number on the sand dome. Around 1929-1930, this practice seems to have been suspended and virtually no locomotives shopped after that time had steam dome numbers reapplied. One exception seems to have occurred in 1940 and 1941 when AC&Y shop forces shopped the Class O 2-8-0's. In those years, these engines received Alco type-K power reverses, Nathan lubricators, and cab seating for the head end brakeman. When Class O #352 left the shop in April 1940, a "rebuild" photo was taken that clearly shows the reappearance of the locomotive's number on the sand dome.

A Short-lived Departure from Standard Practices:

The first appearance of the AC&Y's square herald dated to the early 1920's. It has been suggested that the herald was created to symbolize the AC&Y's overnight transformation from a 9-mile switching line to a 171-mile Class One railroad. Perhaps the idea originated with H.F. Grewe who had become Master Mechanic in 1920. This theory is further supported by the fact that the first application of the square herald appears to have been on the bay-window cabooses designed by H.F. Grewe. A builder's photo of caboose #45 wearing the new herald received much national exposure when it was published in the railroad trade magazine ***Railway Age*** in 1921.



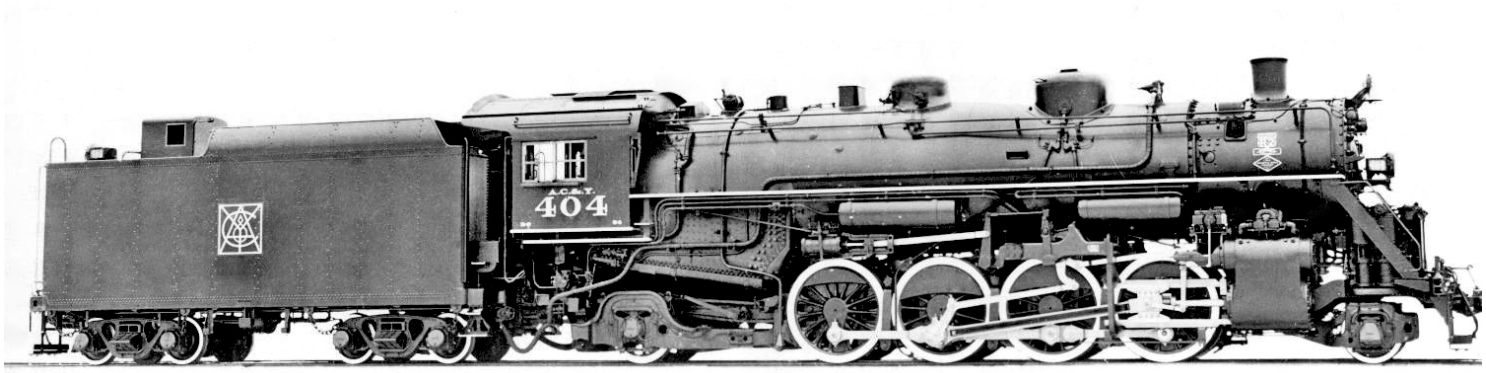
Allen County (OH) Historical Society



Retouched photo of #1 shown in what had become AC&Y's standard lettering. V.K. Neel Collection



The Class L's were the first locomotives to wear the herald. DeGoyler Collection, SMU



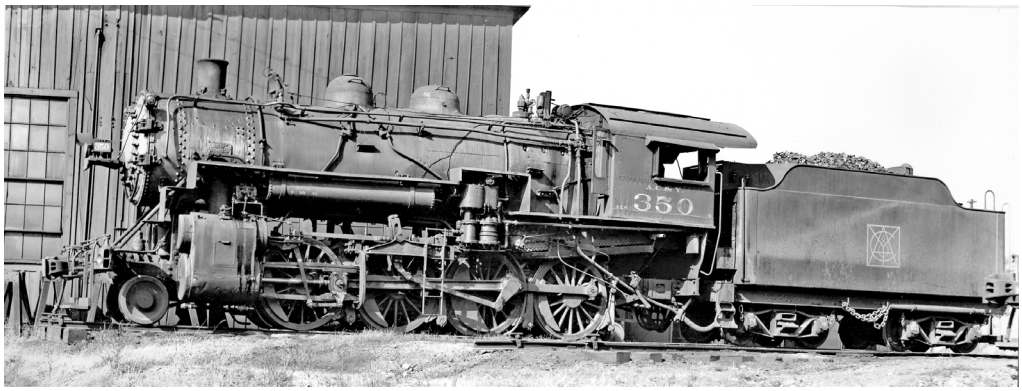
Last locomotive to receive the square herald. Lima Locomotive Works photo

The herald contained the characters AC&Y overlapped and interwoven in a square. The lettering was white against a bright red background. Eventually, the herald showed up on all of AC&Y's wood cabooses, several of the passenger cars and even on the company's letterhead. It was several years, however, before we see the application of the herald on the locomotives. The first departure of the "standard" lettering treatment a locomotive appeared in 1935. In that year, images were recorded of Class L #35 and #38 wearing the square herald on their tender. It appears that the square herald was subsequently applied to all locomotive classes for about four years. It seems as though the Class L 0-8-0's were the first to receive the herald. This is not surprising since these switchers rarely left Brittain yard making them easily accessible for the shop to repaint. Although the square herald had found its way onto the cabooses, passenger cars and locomotives, there are no indications that it was ever applied to any of AC&Y's freight cars.



The Return of the Standard Lettering Treatment:

The return of the road name lettering in favor of the square herald first appears on Consolidation #350 and on Mikado #401 in 1939. **[mention retirement of Grewe in 1937]** Other Mikes photographed the following year also reflect the return to the road name lettering. Curiously, Lima delivered brand new Mikado #404 in 1941 wearing the square herald. Despite this exception, it appears that all other locos starting in 1939 returned to the road name lettering as they were shopped and/or painted. Surviving examples of the square herald continued to appear on tenders yet to be repainted into 1943 and 1944, but we can find no recorded images of tenders wearing the herald after 1944.



Perhaps the last engine to wear the square herald on her tender…Class O at Brittain in 1944. V.K. Neel Collection



Attempting to blend with the steam locomotives? Alco photo, Author's Collection

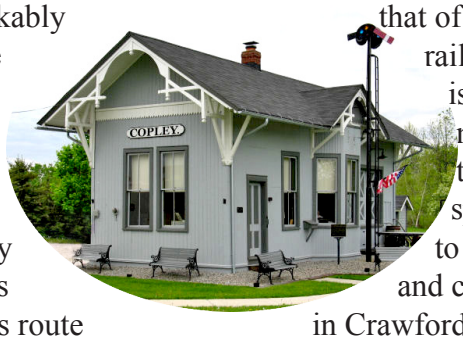
When AC&Y received its first diesel locomotives, D-1 (in 1942) and D-2 (in 1945), they were delivered wearing Alco's standard black paint. The lettering, likely cut at Alco, was very similar, although not exact, to the font used on the tenders. It would seem that the new kids in town (the diesel locomotives) were making an attempt to blend with the existing crowd (the steam locomotives)! Ironically, the delivery of the Fairbanks Morse units saw a return made to a block-gothic style of lettering resembling the font once used on the road's earliest steam locomotives.

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Ohio's Road of Service Today

By Chris Lantz

Although the Akron, Canton, and Youngstown, has been gone for 27 years, its spirit still lives on today, in the roads structures that still stand, it's few remaining freight cars and cabooses, and it's two surviving locomotives. More importantly trains still roll over its right of way which is unmistakably that of a narrow gauge railroad. What is truly fascinating is that the AC&Y never spent money to eliminate grades and curvature and its route in Crawford and Wyandotte counties twist and wind and traverse every undulation in the earth. It is a stark contrast to the other railroad lines in the area, but it gives the railroad it's charm. Despite the challenges associated with the poor engineering the AC&Y moved the freight and moved it well.



Today, trains of the Wheeling and Lake Erie ply the rails of Ohio's Road of Service. In Akron, a long removed connection with the Baltimore & Ohio's CT&V line was rebuilt, and the marketing department continues to bring new customers online. Britain Yard is still busy. Combined traffic of the W&LE and it's subsidiary the Akron, Barberton Cluster includes one yard job and five locals daily on average. Traffic on the line between Akron and Spencer varies with the stone traffic but two and three trains a day each direction is not unheard of in the summer months. Usually, at least one of the trains terminates at Medina. At Medina, a daily local serves shippers in both Medina and Copley, including Owens Corning, Medina Paper, Plastipak, Vexar, Trumbul Asphalt, Tru-Fit, Valspar Paints, Graves Lumber, Multibase and PVS Chemical just to name a few.

Spencer still sees a lot of trains thanks to the crossing of the Wheeling and Lake Erie's line between Brewster and Bellevue. At this location freight from Akron and Medina heads west on the W&LE to Hartland yard in Norwalk. Also, one of the westbound empty hopper trains heads west to Norwalk en route to a quarry on the former PRR Sandusky branch at Parkertown. Also, trains out of Brewster head west on the AC&Y. These trains include a daily freight train to Willard a once weekly run to Lima and both a local to Carey and an empty hopper train with empties from East Canton and Navarre.

West of Spencer, local traffic is light but the interchange with the Ashland Railway (former Baltimore and Ohio) at Plymouth creates substantial traffic. Traffic associated with agriculture such as grains and fertilizer still ship to and from customers at Gardners, New Washington, Lykens, Sycamore, and at Carey itself. Shippers in Carey include, National Lime & Stone, Shelly Materials, New Eezy Grow, and Geshwin Consignment. A yard job is on duty Monday thru Friday to serve these customers. This stretch of track can see up to four trains in each direction a day during the stone season including the Willard train which runs on former Baltimore and Ohio trackage west of Greenwich.



771 westbound at Copley



Brittain yards Superintendant of Motive Power, John Vergis performs rotine work on SD40 4003

Since the absorption of the AC&Y into the Norfolk Southern and in turn the W&LE, the right of way has seen many changes and transformations. Trackage west of Carey to Delphos was removed, and in 1999 the rails were lifted between Hiles and Greenwich in favor of trackage rights over the former New York Central. Over the years the heavy stone trains pounded the light rail producing low joints. As a result by 2005 much of the line west of Spencer was reduced to a ten mile per hour railroad. The slow speeds created the need to re crew almost every train to and from Carey. In 2007 the W&LE began an intensive rehabilitation program that would eliminate the remaining 90 pound rail and increase train speed. The finished result was a 40 mile per hour railroad between Medina and Carey. One crew can now move a train over the line without need of a re crew. Also the siding at Hiles was lengthened to almost 10,000 feet, allowing for the passing of two long trains. Britain yard also saw some much needed ties and surfacing work. Currently, work is in progress to rehab the AC&Y between Medina and Mogadore, increasing track speed to 40mph.

The Wheeling and Lake Erie, in it's attempt to recognize it's predecessor railroads, painted former Southern Railway GP-35 number 2653 into a commemorative paint scheme. In February of 2002 the engine rolled out of the Brewster shop as AC&Y 107. On that day, the W&LE ensured that the memory of the AC&Y would live on. Perhaps as members of this society we can learn from this example and strive to continue to keep alive the memory of the railroad that so faithfully served Ohio and the Nation.



WE 391 backing into Rook Yard. WE 107 is painted for the Akron, Canton & Youngstown. ex-WE 2653, exx-NS 2653, nee-SOU 2653 (built 2/65) Photographer J. Alex Lang



WE 107 at Carrollton Ohio, making the delivery to Fusion Ceramics and Heritage Plastics. Photographer Jack Kuiphoff

Copley Caboose scheduled for repairs

The Copley Caboose, a 1947 International Car Co. train car, will get some much needed repairs courtesy of the Copley Historical Society and Copley Township. Copley Township trustees, at the Sept. 2 meeting, accepted a $7,000 donation from the Historical Society and issued a blanket certificate to cover the estimated $18,000 in repairs and painting. Service Director Mark Mitchell said the caboose is “rusting pretty badly” and needs attention now to prevent more costly repairs later. His $18,000 estimate for repairs included $14,000 for sandblasting and painting and $3,000 for metal. Mitchell said a metal worker would cut away the rusted parts of the caboose and replace them with new metal. Trustees had put the project on hold until they had a better idea of what tax revenue would be for the year. Fiscal Officer Janice Marshall said revenues were “on par” with what had been expected, and trustees approved the expenditure. Trustee Scott Dressler thanked the Historical Society for its “substantial donation to expedite the repair.” Trustees also said they had received a pledge of $1,000 from a private citizen to help with the repairs.



Mark Mitchell has been in consultation with the AC&YHS. They plan to use our authentic stencils to help with the restoration. In the ongoing consultation, we have supplied various photographs depicting different paint schemes over caboose 63’s long career. AC&YHS President Robert Peacock adds “These are situations where our Society really shines, we are pleased that both Copley Township and the Copley Historical Society find caboose 63 important enough to preserve and want to do it accurately.”

The caboose sits on a length of track at the restored Copley Depot near 3770 Copley Road.



Original 1948-58 scheme



Caboose 63 at Spencer 1974



Caboose 63 in it’s present state