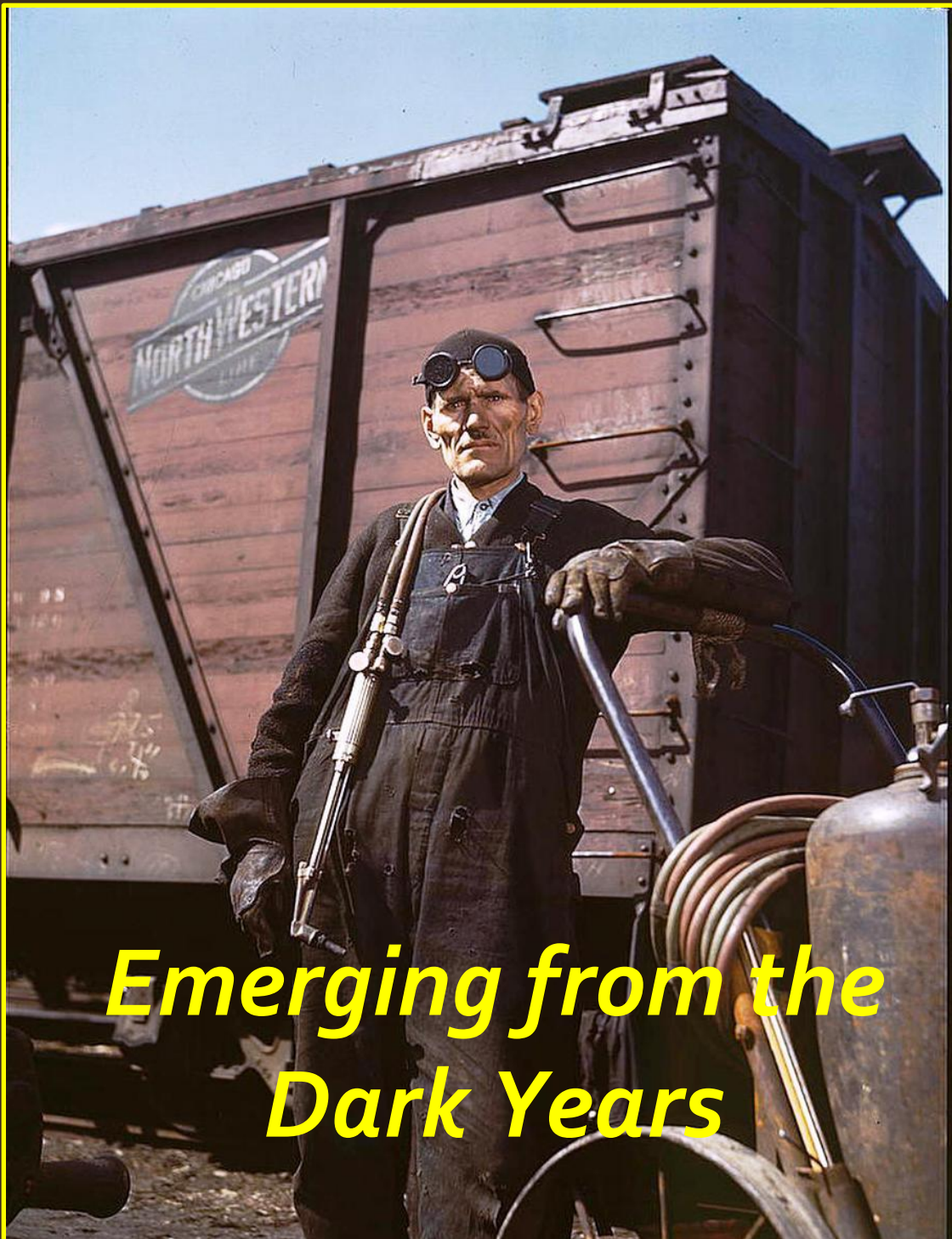


A.C.&Y. H.S.

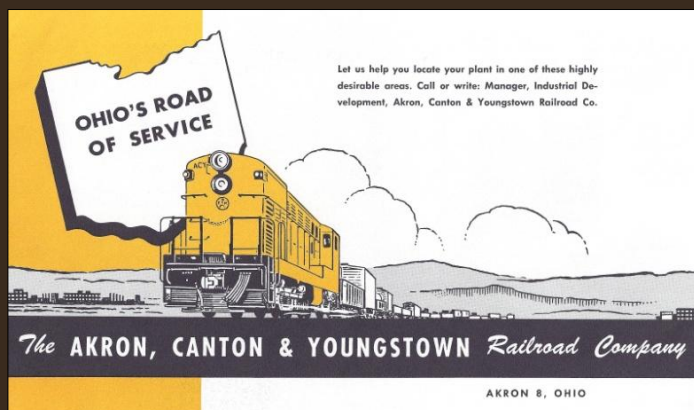
News

Volume XXI Number 1 Spring – Summer 2016



*Emerging from the
Dark Years*

Official Publication of the Akron, Canton & Youngstown R.R. Historical Society



<http://www.acyhs.org>

Front cover: Jack Delano was a respected Russian-born photographer during the Great Depression. He captured rural scenes for the Farm Security Administration, a “New Deal” Agency, though is best known for his striking color photos at rail yards. This photo of a C&NW welder at Proviso yard in Chicago embodies the Nation’s grim mood during the Great Depression years. *Shorpy Collection.*

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Editorial

From Bob Lucas . . .

This issue examines the AC&Y during the Depression years with special focus on the eventual emergence of the road leading up to the onset of World War II hostilities. It’s a period of hardship and turmoil as the AC&Y and other railroads struggled to remain relevant and solvent.

The Great Depression (1929-39) was the deepest and longest-lasting economic downturn in the history of the Western industrialized world.

The causes of the Great Depression in the United States are a matter of active debate among economists. The common belief is that it was triggered by the stock market crash of October 1929. However, there were many contributing factors including rampant securities speculation, rapid asset / commodity deflation and a general loss of confidence.

At the outset, the Depression appeared to be an ordinary, though sharp, recession. While economic indicators had declined almost continuously from August 1929 until the end of 1930, many businessmen seemed to believe that it would be only a short contraction. After all, the Nation had been “roaring” throughout the 1920’s. Demand for rubber products had exploded during the “rubber boom”. Akron’s rubber shops were satisfying these needs.

By early 1933 many banks had closed, manufacturing had slowed greatly and millions of had lost their jobs, money and homes. 25% of American workers were unemployed. Railroad employment alone had decreased 42%.

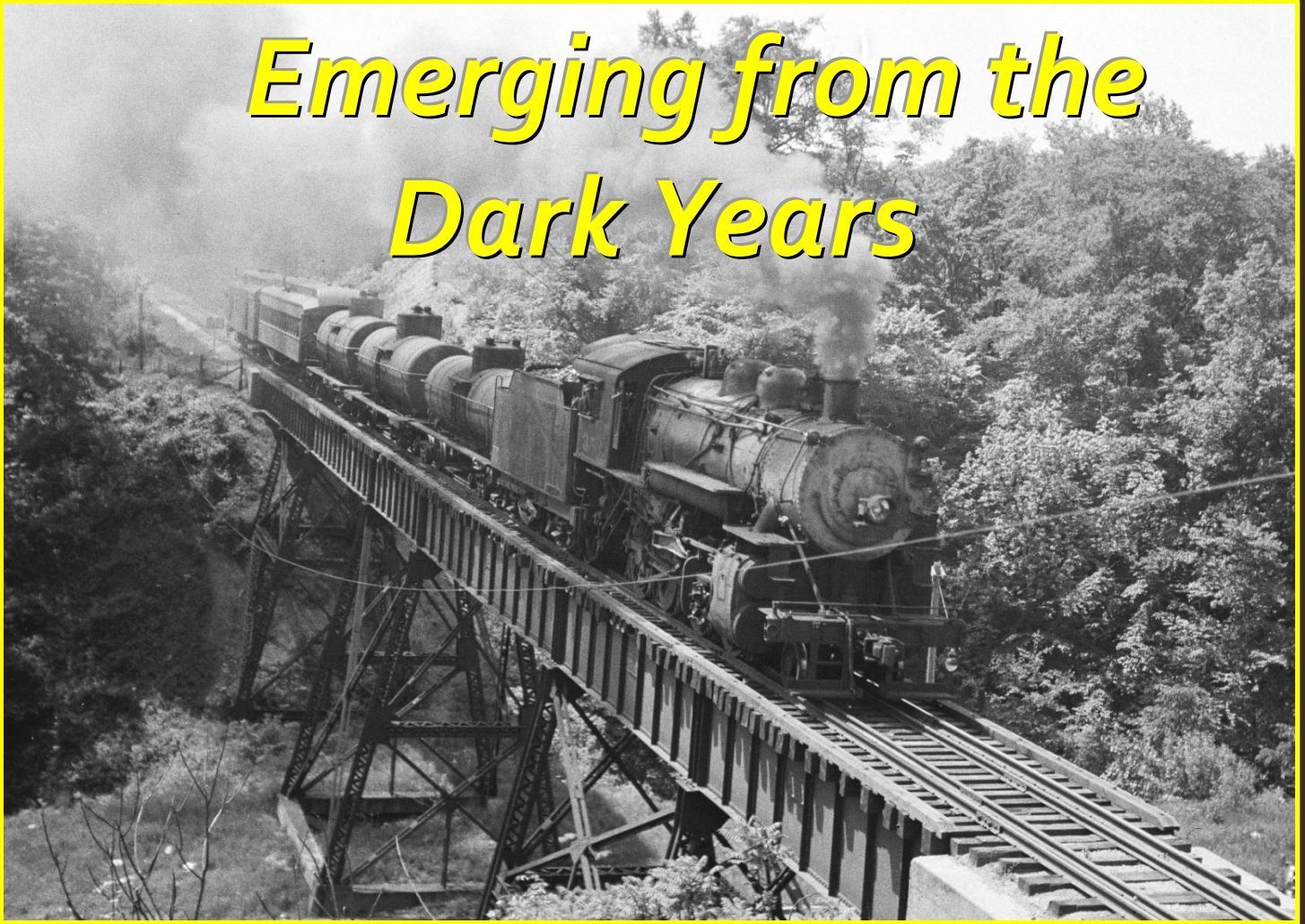
Materials presented in this story embody research over many years. The sources include investigations by Bill Hanslik, Jr., Moody’s Manuals at the DeGolyer Library – SMU in Dallas, ICC and Court testimonies found in the Society Archive along with selected histories. I hope all will find the story interesting. I doubt any other railroad historical society can match the information presented.

Society Book

From the Publications Editor . . .

In early April 2015 Morning Sun Books released of our much anticipated AC&Y-A&BB publication, the culmination of a two year effort by a dedicated team of AC&Y-A&BB enthusiasts. The book is still available with a pre-arranged AC&YHS discount through Chuck Macklin at www.railroadbooks.biz. Morning Sun books are held to the highest standards. All will be pleased with the 128-page publication outlining the captivating history of the AC&Y and A&BB supported by numerous never-seen-before color images. Many rewarding comments and reviews have been received to date.

Emerging from the Dark Years

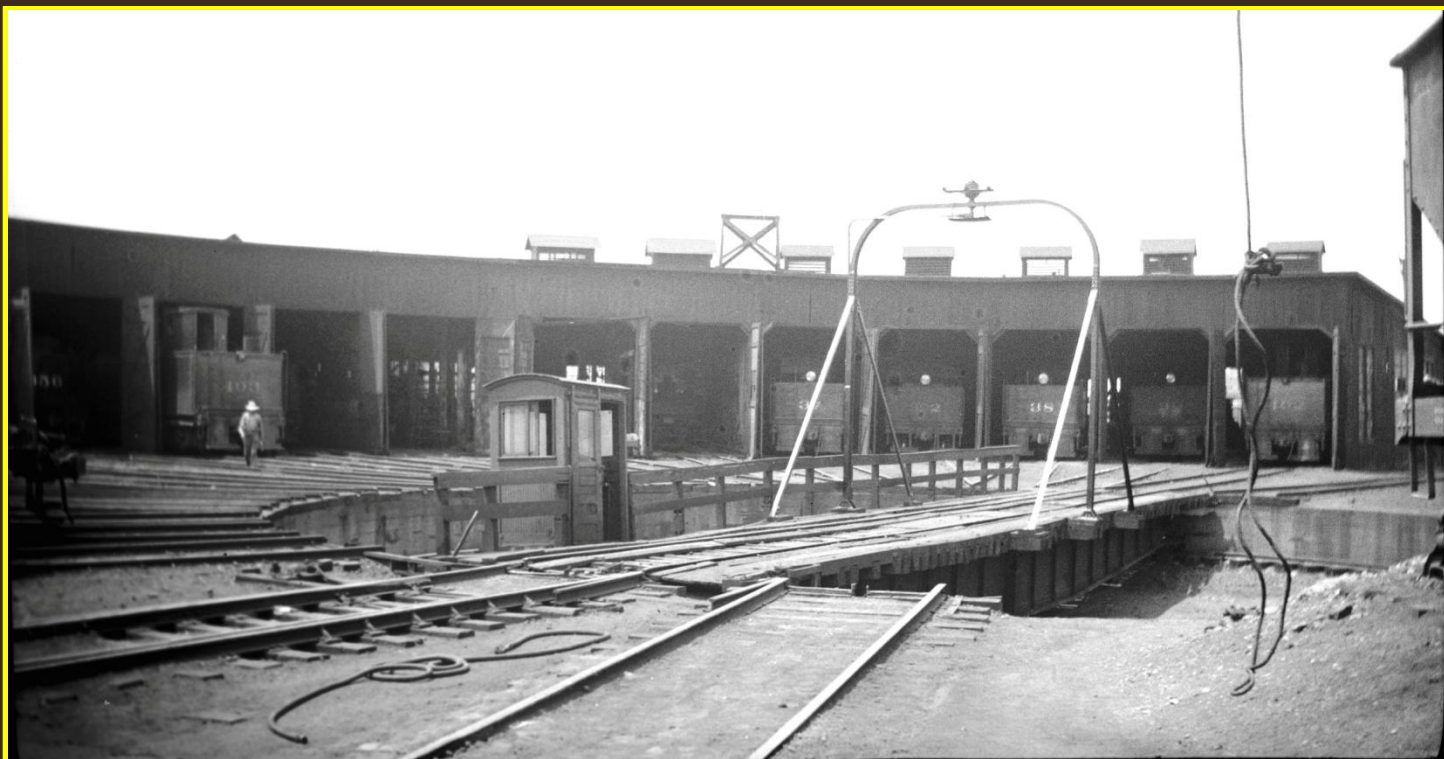


Above: Class O consolidation # 353 sprints across “Black Dog Bridge” above Memorial Parkway in West Akron with AC&Y’s eastbound mixed train 90 in this Depression-era photo. A sign of the reduced business activity, the five car consist is comprised of only three revenue shipments (likely asphalt from National Refining in Findlay, Ohio). The Class R Mikes usually handled the mixed trains. With reduced tonnages, there were extended periods throughout 1934-38 where larger 2-8-2 engines were stored in favor of more economical Class O’s or Class M’s. *AC&Y HS Archive.*

The 1920’s were exhilarating years for the AC&Y. The combined AC&Y-Northern Ohio Railways had a consistent operating ratio of less than 65% and were labeled “in a class by themselves” from an earnings standpoint. The property had been utterly transformed! While the two roads were operated as a single entity, the financial accounting was kept separate. With increased tonnages and a need to improve service came purchases of new and second-hand 0-8-0, 4-6-0, 2-8-0 and 2-8-2 locomotives. By 1930, every locomotive that had been on the roster in 1920 had been replaced with newer more efficient power. Best remembered were the Class R Mikados, which were modern in every way. Large sums were expended on infrastructure including replacements of the two 1890 light rated steel viaducts. With replacement of bridge #93 at Medina and #6 at Akron in 1926, the AC&Y was able to acquire the first Mikes. Nearly 2/3 of the right-of-way was upgraded with 90-pound rail (Akron to Carey), replacing the old 60-pound standard.

Due to light rail restrictions, it would be another decade before the Class R’s could run to Delphos. Under H.B. Stewart’s (pictured) capable leadership, the AC&Y became exceedingly profitable. F.A. Seiberling would continue to serve in various roles until early 1931. However, the “Road of Service” would not be immune to boom–bust cycles. To no one’s surprise, the Depression would have a significant adverse impact on Akron’s industrial base and the AC&Y. While suffering major traffic losses in 1931 and 1932, the road remained profitable by cutting costs faster than revenues fell. In April, 1933, the AC&Y was forced to declare insolvency as funds were inaccessible due to bank closings.



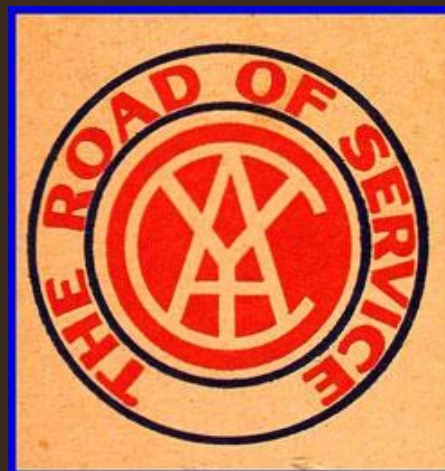


Above: Bruce Triplett visited the AC&Y terminal in 1934 during the depth of the Great Depression. A total of 23 steam locomotives were on the roster. This photograph shows the 11-stall roundhouse and original 75' turntable. Engines visible are #356, #403, #37, #322, #38, #39 and #402. Some 400-series Mikes were stored serviceable during the Depression years, relinquishing road duties to more efficient Class O and Class M Consolidations. *AC&YHS Archive*

The AC&Y's rapid revenue declines early on centered on the road's industrial customers, namely the tire and rubber manufacturers in Akron. Automobile and truck production declined 5.3 million vehicles in 1929 to 1.4 million in 1932. Tire carloads handled by the combined AC&Y-NO declined an astounding 86% from 24,915 to just 3,339. Traffic losses also came from the important steel centers in Pittsburgh and Youngstown. Additionally, the Ohio farm industry, normally immune to economic downturns, was in a poor state due to erratic weather and low market prices for crops. Farm traffic represented the major commodities originated on the Northern Ohio.

Panic withdrawals on banks were widespread during the early days of the Depression. In 1929 alone, 659 banks closed their doors. By 1932, an additional 5102 banks went out of business. Failures increased in 1933. Franklin Roosevelt deemed bank stabilization his first priority as new President. He was quick to act soon after his inauguration, declaring a "National Bank Holiday" from March 6th to March 13th, 1933. All banks were closed until examiners authorized them to reopen and many didn't. Among those to not reopen was First-Central Trust. Aside from being Akron's largest bank, First-Central held much of the AC&Y's money. The AC&Y had no option except to declare bankruptcy which also triggered default on interest due bondholders of \$2,500,000 First Gold 5% Northern Ohio Railway bonds.

Reorganization of the AC&Y-Northern Ohio Railways in April 1933 fell under supervision of the U.S. District Court in Cleveland. To the court's wisdom and credit, President H. B. Stewart, Sr. was appointed Trustee. G.E. Hagenbuch, a Cleveland attorney, would later join Stewart as a Trustee. Stewart retained his capable officers, the same gentleman who combined the AC&Y and Northern Ohio Railways into premiere properties. Trustee appointments were familiar names in the AC&Y's history: J.C. Williams – Chief Traffic Officer; A.L. Graner – Chief Accounting Officer; J.M. Hood – Chief Operating Officer; H.F. Grewe – Supt. Motive Power; H.B. Stewart, Jr. – Purchasing Agent; S.J. Witt – Traffic Manager.





Above: In context of this Depression story, appreciation for this photo is significantly greater! Taken in August 1933, these loyal shop employees convey no sign of the dire economic situation facing the AC&Y. *Dale Fairfax collection.*

As the 1930's marched on, it was increasingly evident the National economy was not going to rebound. Cost cutting took hold in all industries including the railroads. Fixed costs associated with plant and equipment could not be reduced quickly, so variable costs, namely payrolls, became the expeditious means of "balancing the books".

In 1929, total employment on the AC&Y-NO was 746. By 1933, it had been reduced 68% to 443. While the work force slowly recovered in subsequent years (except in 1938 when the economy again contracted), some employees would be furloughed for up to ten years. The similar story could also be found on the A&BB where less than fifty employees remained on the payroll in 1933. Belt line operating revenues had plunged 94% from \$451,313 in 1929 to \$232,647 in just three years.

On the fixed cost side, very little change occurred to either the AC&Y or Northern Ohio physical plant and operating assets throughout the Depression years (1930 to 1940). The 171-miles of road remained unchanged; locomotives in-service varied little (23 to 21) as did cabooses in-service (15 to 12) and MOW equipment (33 to 29). Mixed train coaches and RPO's also remained unchanged (5).

The revenue freight car roster did fluctuate in numbers as the AC&Y had signed up with Mather Humane Stock Car to provide both boxcars and stock cars under demand based leases. The AC&Y had remained frugal throughout the 1920's with little new freight car additions. Most of the original one-hundred ACF-built cars of 1912 remained on the roster, though some had been converted to cabooses or rebuilt. The roster varied from roughly 300 to 650 cars total (owned and leased) throughout the Depression years.

Foreign ownership equipment was frequently requested to fulfill seasonal demands of online shippers, particularly agricultural shipments of livestock, grains and sugar beets. Roads providing equipment were usually favored in shipment routings. With no direct access to the Akron freight market, the NKP was a major participant in this mutually beneficial arrangement. A Society Archive document states "While the NKP has supplied the AC&Y with no open top equipment (hoppers or gondolas), it has furnished substantially 21% of empty stockcar and 19% of AC&Y's boxcar requirements". Limestone traffic was also highly seasonal with peaks in the warmer months. Specific revenue freight car roster additions and retirements will be discussed later in this story.

Major expenditures, both capital purchases and leases, required Court approval after the AC&Y-NO entered bankruptcy in April 1933. The Court affirmed the original Mather lease dated December, 31, 1932 of 300 boxcars, 15 single-deck stockcars and 10 double-deck stock cars for three years @ \$.75 cents per-day. Mather agreed to cancel original lease and enter a new lease effective June 8, 1933 “covering same equipment and fifty additional box cars” under same terms. >

In the three years before AC&Y-NO were declared insolvent, the roads continued to maintain and upgrade the property. The foremost improvement was replacement of the original wood coal dock in 1930-31 at a cost of \$14,000. The new structure was a 180-ton capacity all-steel affair which also included a new sand house. The NO replaced bridges, installed 13 new wag-wag signals along with new interlockers at Sycamore and Arlington.



Above: While constrained from acquiring new revenue freight cars during the Depression, AC&Y shop forces did maintain the road's older equipment. AC&Y #1411, a 40-foot, 40-ton low-side gondola, was rebuilt in December 1934. It was staged with a Goodyear T&R conveyor belt shipment in this publicity photo. The car was acquired second-hand in 1919, one of 67 total numbered AC&Y 1400-1466. *University of Akron Archive – Goodyear T&R collection.*



Above: This Depression-era view of the Brittain RIP tracks show a jam-packed equipment yard of cars awaiting repair, including AC&Y ownership cars. Note the RIP tracks were not tangent (straight) as they are today. *AC&YHS collection.*

FREIGHT EQUIPMENT.

The freight cars of this Company are marked "A. C. & Y." and are numbered and classified as follows:

ITEM NUMBER. M.C.R. Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS.																CAPACITY.		NO.						
			INSIDE.			OUTSIDE.								Doors.					Cubic Feet Level Full.	Pounds or Gallons.							
			Length	Width	Height	Length	WIDTH.		HEIGHT-FROM RAIL.				SIDE.		END.												
							At Eaves or Top of Sides or Platform	Extreme Width.	To Extreme Width.	To Eaves or Top of Sides or Platform	To Top of Running Board.	To Extreme Height.	Width of Open'g	Height of Open'g	Width of Open'g	Height of Open'g											
ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.						
1 FM Flat, Steel Underframe		101 to 115	37	7	9	2	.....	40	1	9	11 1/2	.....	4	.....	6	6	.....	.....	.....	.....	100000 lb.	15			
2 FM " Steel Center Sills		155	36	.....	8	10	.....	37	2 1/2	9	3	.....	4	1	.....	7	.....	.....	.....	.....	80000 lb.	1			
3 SM Stock, Single Deck, Steel Underframe		200 to 224	40	4	8	5 1/2	7 9	41	1	9	6 3/4	10 3/4	5	.....	11	10	12	9	14	1	5	.....	2635	60000 lb.	5
4 SF " Double Deck, Steel Underframe		290 to 299	40	4	8	5 1/2	7 9	41	1	9	6 3/4	10 3/4	5	.....	11	10	12	9	14	1	5	.....	2635	60000 lb.	5
5 XM Box, Steel Center Sills		501 to 534	38	.....	8	6	8	.....	38	3/4	9	5	.....	12	3	12	11 1/4	13	6	5	.....	2448	80000 lb.	17	
6 XM " Steel Underframe		600 to 899	40	4	8	5 1/2	7 10	41	1	9	6 3/4	10 3/4	5	.....	11	10	12	9	14	1	5	.....	2635	60000 lb.	250
7 GK Gondola, All Steel..		1051 to 1096	40	.....	9	6	4	.....	41	4	10	0 1/2	.....	7	7 3/4	.....	8	4	.....	.....	1520	100000 lb.	46		
8 XM Box, Steel Underframe		1100 to 1199	40	4	8	5 1/2	8 6	41	8	9	6 3/4	10 3/4	5	9 1/2	13	0 1/2	13	10 3/4	15	2 1/2	5	0 1/2	8	1	1000	80000 lb.	100
11 GB Gondola, Low Side, Wood Stl. Underframe.		1403 to 1463	40	.....	8	6	2 6	42	.....	9	2	.....	6	6	.....	7	9	.....	.....	.....	2900	80000 lb.	29		
12 HM Hopper, All Steel..		4000 to 4099	30	.....	9	5 1/2	9 5 1/2	31	.....	10	.....	.....	.....	.....	.....	10	4 1/2	.....	.....	.....	850	80000 lb.	97		
13 NM Caboose.....		40 to 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1562	80000 lb.	15		
14 MWI Maint. of Way...		900 to 990	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
Total			600		

THE AKRON, CANTON & YOUNGSTOWN RAILWAY CO.—NORTHERN OHIO RAILWAY—Continued.

PASSENGER EQUIPMENT.

M. O. B. Designation.	KIND.	SERIES OF NUMBERS.	SEATING CAP'CTY.	LENGTH OF CAR.	NO.
PA	Coach	15, 16, 17	Under 70	60 feet	3
MB	Mail & Baggage..	10, 11	.....	Under 60 ft.	2
Total.....					5

RECAPITULATION OF CAR EQUIPMENT.

Plain Box (XM)— Cars of 80,000 lbs. capacity... 367	Stock, Double Deck (SF)— Cars of 60,000 lbs. capacity... 5
Gondola, Flat Bottom (GB, GK, GM, GT)— Cars of 80,000 lbs. capacity... 29 Cars of 100,000 lbs. 46	Flat (All Class F cars)— Cars of 80,000 lbs. capacity... 1 Cars of 100,000 lbs. 15
Hopper (HD, HE, HF, HM, HT)— Cars of 80,000 lbs. capacity... 97	Non-Revenue Freight Equipment— Maint. of Way..... 29 Caboose..... 15 Coach..... 3 Baggage-Mail..... 2
Stock, Single Deck (SM)— Cars of 60,000 lbs. capacity... 5	
TOTAL FREIGHT AND PASSENGER EQUIPMENT CARS.....	614

Report movements and direct car tracers to J. P. Kiernan, Superintendent Car Service, Akron, O.
Report mileage or per diem to J. P. Kiernan, Supt. Car Service, Akron, O.
For per diem balances remit to or draw on A. L. Graner, Treasurer, Akron, O.
Send bills for car repairs to J. P. Kiernan, Supt. Car Service, Akron, O.
Send orders for material for repairs to cars to H. F. Grewe, Superintendent Motive Power, Akron, O.
All reports of cars re-lightweighed and stencilled on foreign roads should be sent to H. F. Grewe, Superintendent Motive Power, Akron, O.

Reports of this Company's cars which are destroyed, or held awaiting receipt of repair material, should be forwarded to H. F. Grewe, Superintendent Motive Power, Akron, O.

For application of embargoes under Per Diem Rule 16 see Embargo Regulations and instructions issued by American Railway Association.

Address embargo notices to J. C. Williams, Chief Traffic Officer, Akron, O.

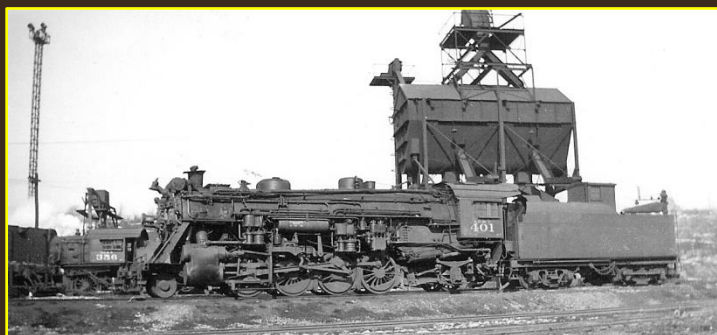
Address embargo reclaims and notices of cars held under Per Diem Rules to J. P. Kiernan, Superintendent Car Service, Akron, O.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Akron & Barberton Belt— Belt Jct., O.....D11 Brittain (Akron), O.....D11	Erie— Akron, O.....D11
Baltimore & Ohio— Akron, O.....D11 Columbus Grove, O.....E6 Medina, O.....D10 Plymouth, O.....D8	New York Central— Arlington, O.....E7 Sycamore, O.....E5
Chesapeake & Ohio— Carey, O.....E7	New York, Chicago & St. Louis— Bluffton, O.....E6 Delphos, O.....E6
Cincinnati & Lake Erie— Columbus Grove, O.....E6	Pennsylvania— Akron, O.....D11 Chatfield, O.....E8 Delphos, O.....E6 New Washington, O.....E8
Cleveland, Cincinnati, Chicago & St. Louis— Carey, O.....E7 New London, O.....D9	Wheeling & Lake Erie— Mogadore, O.....E11 Spencer, O.....D10
Detroit, Toledo & Ironton— Columbus Grove, O.....E6	

July, 1934.

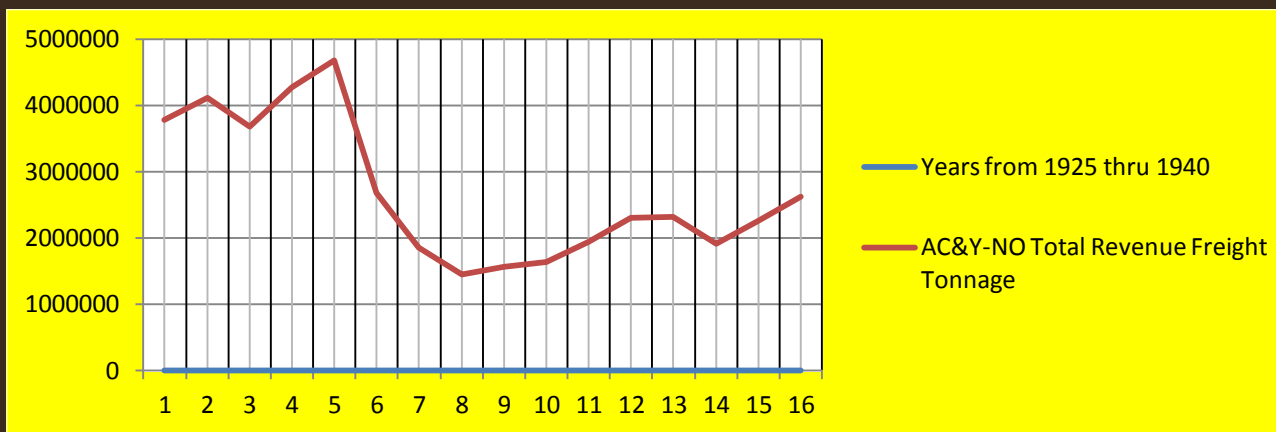
Above: Equipment shown in this July 1934 ORER would change little during the next five years. *Bob Lucas collection.*



Above: At Brittain in 1933 are Class R Mike #401 and Class L-2 0-8-0 switcher #39. The latter was purchased from the Upper Marion & Plymouth in June 1929. Number 401 was built by Lima in 1926. AC&Y's brand new all-steel coal dock also appears. These investments were made just before the onset of the Great Depression. *Bob Lucas collection.*

Revenue Freight Tonnage - Combined AC&Y-Northern Ohio Railways

Years Ending Dec. 31st	Originating on Road and % of Total		From Connecting Lines and % of Total		Total	Years Ending Dec. 31st	Originating on Road and % of Total		From Connecting Lines and % of Total		Total
1925	786,049	21%	2,990,099	79%	3,776,148	1933	458,360	29%	1,111,782	69%	1,570,142
1926	778,746	19%	3,338,738	81%	4,117,484	1934	498,628	30%	1,141,083	70%	1,639,711
1927	746,410	20%	2,932,806	80%	3,679,216	1935	643,594	33%	1,296,345	67%	1,939,939
1928	943,774	22%	3,333,775	78%	4,277,549	1936	745,390	32%	1,555,709	68%	2,301,099
1929	956,002	20%	3,723,973	80%	4,679,975	1937	712,212	31%	1,609,537	69%	2,321,749
1930	701,379	26%	1,981,260	74%	2,682,639	1938	611,327	32%	1,301,544	68%	1,912,871
1931	550,012	30%	1,305,235	70%	1,855,347	1939	689,763	30%	1,575,549	70%	2,265,312
1932	348,454	24%	1,101,183	76%	1,449,637	1940	785,059	30%	1,835,846	70%	2,620,905



Above: The data and chart illustrate the late 1920's growth, precipitous decline and gradual recovery in revenue freight activity on the AC&Y-NO between 1925 and 1940. Note tonnage was increasingly originated online. *Moody's Manuals*



Above: Symbolic of the deplorable Depression-era rail volumes, another Class O consolidation, AC&Y # 351, gallops over "Black Dog Bridge" in West Akron with a sole hopper and mixed train RPO and coach. *AC&YHS Archive.*

Unable to meet their financial obligations in April 1933, the AC&Y-NO soon after filed voluntary petitions for bankruptcy protection under Section 77 of the Federal Bankruptcy Act. Subsequent to the filing, all dividends and bond interest payments were suspended including \$99,500 due Northern Ohio bondholders, payable April 1st, 1933. The Section 77 statute had been enacted a month before (March 1933) to address the flood of corporate failures, many of them railroads. Essentially, the law protected / preserved debtor assets from the customary controlled liquidation / dissolution process in order to allow the classes (groups of bondholders, shareholders, creditors, suppliers) a chance to negotiate a plan for the debtor's reorganization in good faith. The statute seemed tailored to address insolvency of firms who provided goods or services "in the public interest".

The AC&Y's liquidity squeeze (cash shortage) was the result of several factors, including bank closings, rather than deficient earnings. In February 1933, the road applied to the Reconstruction Finance Corporation for a loan, but was turned down. From time to time, the road had made large advances to a subsidiary, AC&Y Terminal Properties, who acquired considerable land in the Akron Freight District for industrial development and new residential allotments. The present rail-served commercial park off Gilchrist Road in East Akron is one of these (Terminal Properties) holdings. What seemingly were good raw land investments in the 1920's turned into quicksand during the Depression. Property values had plummeted and there were no industries who could afford to build new plants. AC&Y was saddled with unpaid internal advances (loans) made to its development arm.

Though AC&Y-NO were unable to meet their financial obligations, the combined roads maintained remarkable operating ratios throughout the Depression. In fact, ratios ranged from 57% in 1936 to 76% in the recession year of 1938, equivalent to the 1920's rubber boom years. Most years, operating ratios were in the mid-60's (%). Moody's Investment service even commented after a study of earnings, it "appeared rather strange" the roads were insolvent as earnings were clearly sufficient to cover bond interest payments and other obligations.

In 1895, the newly formed Northern Ohio Railway issued \$2,500,000 of 5% First Mortgage Gold bonds, due 1945, to retire the securities of the former Pittsburgh, Akron and Western (PA&W) Railroad. The Northern Ohio was immediately leased for 999-years to the Lake Erie and Western (LE&W). The two roads connected at Bluffton, Ohio. The LE&W agreed to guarantee the principle and interest of the outstanding bonds and paid as rental the earnings of the NO less operating expenses, taxes, fixed charges and betterments. In 1900, the LE&W became a subsidiary of the Vanderbilt's New York Central.

A large deficit accumulated in the operation of the moribund Northern Ohio property. In December 1919, after negotiations with NYC and USRA, the lease and all the common stock was transferred to the AC&Y effective at the end of Federal control (March 1, 1920). The Akron company assumed all the NO obligations under the lease and guarantee of the principle and interest on the First Mortgage bonds, except LE&W agreed to pay interest thereon for one year after the effective date.



After years of legal wrangling over responsibility for the Northern Ohio bonds, it was determined the LE&W (who had later merged with the Clover Leaf and consolidated with the NKP in 1923) was not released from the original guarantee. The matter nearly bankrupted the Nickel Plate.

Several reorganization plans were filed with the Interstate Commerce Commission (ICC) and hearings held before that body in January 1937. In August 1938, the ICC issued a formal report prescribing a plan for consolidation of the two railroad properties effective October 1, 1938. Due to other technicalities and disagreements among the various classes, the plan was again referred to the U.S. District Court, who on January 1, 1941 confirmed the plan and ordered it into operation. Other legal troubles ensued until finally, the plan was presented to the U.S. Supreme Court in April 1943. The final plan, affirmed by the highest tribunal, was approved. On February 1, 1944 all of properties of the Akron, Canton & Youngstown and Northern Ohio Railways were merged into the Akron, Canton & Youngstown Railroad Company. We hope to expand this abbreviated version in a follow-up story as more of this epic struggle is understood.



Above: At the North Main Street grade crossing in Akron, the late Bob Richardson captured this late 1930's eastbound train led by Class O 2-8-0 #355 laboring past the AC&Y depot. *Courtesy DeGolyer Library – SMU – Dallas, Texas*

Notes from ICC hearing held Jan. 5-6, 1937 in Washington, DC regarding AC&Y Railway Company (Debtor) Reorganization

Excerpts of Harold G. Watkins testimony – Chief Engineer – AC&Y Railway

- The grade line of the AC&Y Rwy. main track is a maximum rise eastbound of 1.63% and westbound 1.73%. The grade line of the Northern Ohio Rwy. main track is maximum rise eastbound of 1.0% and westbound 0.82%. These are short, but a few hundred feet each. Ruling grade against both east and westbound traffic used for engine purposes is 0.68%.
- On the AC&Y main line 12.84 miles are tangent and 6.8 miles are curved. Average degree of curvature is about 3-degrees, 20-minutes. Maximum curve is 7-degrees, 30-minutes within yard limits, Akron, Ohio. On the Northern Ohio Rwy. main line, 127.95 miles are tangent and 24.38 miles are curves. Average degree of curvature is about 2-degrees, 15-minutes. Maximum curvature is 7-degrees within the yard limits, Delphos, Ohio. All curves of main track outside of yard limits are 6-degrees and under.
- Right-of-way width, Delphos to Carey (55 miles) is 50-feet (originally constructed as narrow gauge); Carey to New London (54 miles) is 66-feet; New London to Akron (53 miles) is 80-feet and Akron to Mogadore (7.6 miles) is 100-feet. Additional land is owned for station purposes and to meet engineering requirements.
- Between Delphos and Mogadore main track is laid with 155.9 miles of 90-pound rail, 6.46 miles of 80-pound and 6.89 miles of 110-pound rail divided as follows: AC&Y – 6.89 miles of 110-pound rail, 4.11 miles 90-pound, 5.85 miles 80-pound; NO – 151.79 miles of 90-pound and 0.61 miles of 80-pound rail.
- All tracks contain approximately 700,000 untreated cross ties. Ties average 18 to the 33 foot panel and tie condition is good, there being very few other than No. 3 or larger White Oak and Chestnut ties in main track. Chestnut ties are confined to tangents.
- 95 miles of main track have not less than 6-inches stone ballast. 22 miles are slag and gravel and the remaining 52 miles are cinders.

- The total length of bridges is 9,900-feet. Major main line structures include 49 steel, 42 concrete (5-feet and over in span) and 60 timber, divided as follows: AC&Y – 12 steel, 11 concrete, 9 timber; NO – 37 steel, 31 concrete, 51 timber.
- At Brittain we are able to take care of all back shop work on our 21 locomotives, as well as running repairs and shop repairs to all other equipment. Passenger cars have been rebuilt and a number of cabooses and work equipment constructed.
- 14-degree wyes laid with 90-pound rail, capable of turning any power on the railroad are located at Delphos, Carey and New London, Ohio. A 74'6" power-operated turntable is located at Brittain.
- 50-ton capacity skip hoist bucket electrically driven coal tipples are located at Delphos, Carey and New London. A 180-ton capacity, two-grade coal tippie is located at Brittain. The Brittain tippie is equipped with bucket-type 10-ton elevated sand tower and steam-jet ash conveyor.
- We have fourteen water stations, of which three are modern 50,000-gallon capacity steel tanks. Anticipated changes at Delphos water station and other terminal facilities at this location are to be made in 1937.

Excerpts of H.B. Stewart, Jr. – General Manager for the AC&Y Trustees

- The rolling stock and other equipment now in the possession of the Trustees is as follows:

<u>No.</u>	<u>Class</u>	<u>Description</u>	<u>Tractive Effort</u>	<u>Est. Avg. Remaining Service Life</u>
5	L	8-wheel yard 0-8-0	51,000	22 years
5	M	Consolidated 2-8-0	31,800	20 years
7	O	Consolidated 2-8-0	42,800	9 years
4	R	Mikado 2-8-2	54,700	24 years

There is sufficient road power to handle present business as well as an estimated 10% increase. However, by reason of shortage of yard locomotives, one road engine has been used in yard service. To protect road power and create proper yard operation, one additional yard engine is required at an approximate cost of \$50,000. By such expenditure and estimated 25% increase in business may be readily handled by road power.

- Freight cars are summarized as follows:

16 flat cars (15 = 50-ton, 1 = 40-ton)
 10 stock cars (5 = 40-foot single deck, 5 = 40-foot double deck)
 237 boxcars (all 40-foot, 40-ton)
 44 gondolas (30 = 40-ton, 14 = 50-ton)
 28 hoppers (all 40-ton)

The 28 hopper cars are remaining from a total of 100 cars rebuilt as used equipment in 1922. They are all of the arch-bar truck-type which will not be accepted in interchange after January 1st, 1938 and their condition is such that it has become necessary to retire them. All are to be scrapped during 1937. The condition of the other freight cars is good.

- Non-revenue rolling stock is summarized:

3 passenger coaches
 2 combination mail and baggage cars
 15 cabooses
 33 work and wreck train equipment cars

All of this equipment is in serviceable condition. 335 freight cars and 73 service equipment cars and a grand total of 408 units of rolling stock is owned by the AC&Y Railway Company except five cars owned by the Northern Ohio Railway and 247 leased box and stock cars. The Trustees and First Central Trust of Akron entered into an agreement whereby the Trustees will lease and eventually acquire 100 rebuilt 50-ton steel hopper cars. The acquisition of these cars is necessary to protect on-line loading of various commodities as well as company fuel shipments.

Excerpts of J.C. Williams's testimony – Chief Traffic Officer for the AC&Y Trustees

Total received from the **B&O in year 1936** is 3085 cars and forwarded is 3456 cars from:

- Akron – 966 cars received and 1960 delivered
- Columbus Grove – 966 cars received and 1086 cars delivered
- Medina – 2035 cars received and 340 cars delivered
- Plymouth – 258 cars received and 340 cars delivered

Total received from **C&O** 3309 cars and delivered is 760 cars, all at Carey.

Total received from **DT&I** is 1153 cars and delivered is 2371 cars, all at Columbus Grove.

Total received from the **Erie** is 476 and delivered is 1673 cars, all at Akron.

Total received from the **NYC in year 1936** is 6849 cars and delivered is 7923 cars from:

- Carey – 2509 cars received and 3291 cars delivered
- New London – 2090 cars received and 3482 cars delivered
- Sycamore – 1369 cars received and 255 cars delivered

Total received from the **NKP** is 4507 cars received and 6911 cars delivered from:

- Bluffton – 1404 cars received and 2155 cars delivered
- Delphos – 3103 cars received and 4756 cars delivered

Total received from the **PRR** 1156 cars and delivered is 1193 cars from:

- Chatfield – 234 cars received and 80 cars delivered
- Akron – 662 cars received and 550 cars delivered
- Delphos – 205 cars received and 318 cars delivered
- New Washington – 55 cars received and 245 cars delivered

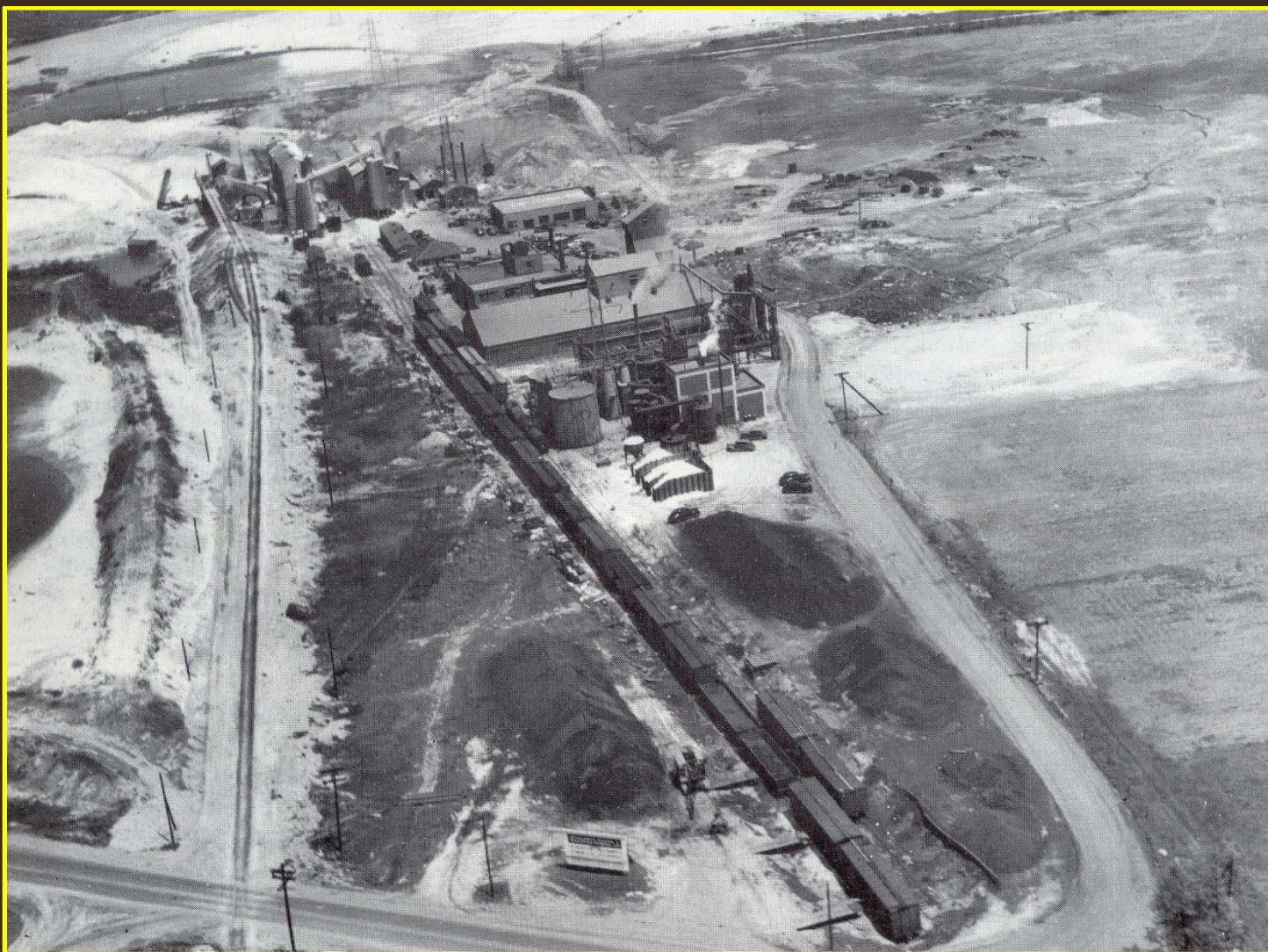
Total received from the **W&LE** is 17702 cars received and 9076 cars delivered from:

- Spencer – 4173 cars received and 4108 cars delivered
- Mogadore – 13529 cars received and 4958 cars delivered

Coal traffic consists of bituminous coal originating in Pennsylvania, Kentucky, Tennessee, Ohio and Western West Virginia. The Ohio and Pennsylvania coals are used largely for steam (generating) purposes and the other coals for domestic (industrial) purposes. The bulk of the steam coals reach us at Mogadore from the W&LE while the bulk of domestic coals reach us at junction points on the Northern Ohio. About 35% of the total coal is domestic use. Other inbound business is made up largely of grain for milling-in-transit and of materials used by the manufacturers of rubber goods, consisting mainly of crude rubber, which is imported through North Atlantic ports; scrap rubber, used by the rubber industry for the manufacture of reclaimed rubber and which originates at points within a 500-mile radius of Akron; cotton fabric largely from points in the South; carbon black from Texas and Louisiana; zinc oxide largely from New Jersey; solvents (gasoline, naphtha) from Michigan and the Southwest. The outbound business is made up of rubber products moving to all parts of the country and to various Atlantic, Pacific and Gulf ports for export; soda products, salt, matches, and machinery to all parts of the country and grain products moving to points east of Akron. It might be interesting to know that of the business of the AC&Y System, local traffic is 1.5%, overhead is 10.8%, traffic originated or destined stations on the Northern Ohio is 8.5%. (The remaining percent is originated or destined the Akron freight district). Now, our stone which is produced on the Northern Ohio is of two kinds: stone for contracting construction purposes, roads, building and so forth. Another class of stone produced by the same concern is known in the trade as Dolomite and is used as a flux in open hearth furnaces. This is marketed in the Iron & Steel territory of Northern Ohio, Eastern Ohio and Western Pennsylvania. Volumes depend on the success of the producer in marketing his product. We have had months when we would have 900-1000 tons of this commodity moved out daily and other months when we would only have a hundred tons of Dolomite move out. 99.5% of LCL tonnage is to and from AC&Y (Akron) proper stations. 25-years ago the dominant commodity was sewer pipe, vitrified sewer pipe and the milled products of the Quaker Oats company. Now, 60% of the tonnage of the Akron district is dependent upon rubber goods.



Above: Near Spencer, this AC&Y twenty-three car eastbound mixed train consist includes C&O coal, Carey stone in gondolas, merchandise freight (most in wood sheathed boxcars) and many tank car shipments. *Courtesy TLC Publishing.*



Above: This birds-eye view of the Minnesota Mining (3M) complex at Copley, Ohio shows the roofing granule plant, iron oxide and sulfuric acid operations. The former was a key source of Depression rail business. *Bob Lucas collection.*

Timeline of Significant Key Events on AC&Y-Northern Ohio 1930 to 1940

1930	Construct joint interlockers with NYC at Sycamore and Arlington.
1930	Retire nine wood bridges and replace with concrete pipe.
1930	Rebuilding three spans of bridge #400 over Sandusky River near Tymochtee.
1930	Install wig-wag crossing signals at thirteen highway crossings.
1930	Retire ex-Northern Ohio rail & tie car #X-981 (previously NO flat #67).
1931	Construct new all-steel 180-ton coal dock and sand unit at Brittain replacing 1918 wood structure
1931	Retire livestock chutes (pens) at Cordelia, New London, Carey and Delphos.
1932	All locals abolished. Four crews operate Trains 90-95 Brittain to Plymouth to Delphos.
1933	Petitioned in U.S. District Court for reorganization of AC&Y and Northern Ohio Railways.
1933	H.B. Stewart, Sr. appointed Trustee.
1933	Bankruptcy Court affirms new Mather lease for 350 boxcars and twenty-five stockcars.
1933	Train 90-95 crews run thru Brittain-Delphos. Three crews assigned pool to operate Trains 94-97.
1933	Retire NOT&L interurban crossings at North Main Street in Akron.
1933	Retire AC&Y flat #156.
1934	Retire and scrap Class P locomotive #312.
1934	Retire and scrap ten AC&Y 500-series 40-ton boxcars.
1934	Retire livestock pens at Sycamore, Lykens and Plymouth.
1935	Positions of Chief Dispatcher and Trainmaster abolished and combined.
1935	Retire and scrap thirty 4000-series (ex-DL&W) hoppers.
1935	Replacement 51-miles of 60# rail with 90# rail between Carey and Delphos.
1935	New fast freight Trains 91-92 put on Daily except Sunday.
1935	Purchase secondhand 160-ton wreck crane X-991 and transfer gondola #1433 to wreck service.
1935	Retire sixteen 1000-series plus fourteen 1400-series gondolas and thirty-seven 4000-series hoppers.
1936	Retire stock pens at Tymochtee, Plankton, Vaughnsville and Sharon Center.
1936	Retire Class P locomotive #300, sold to M&A Railroad.
1936	Test car shipment online fresh vegetables for Chicago via AC&Y-NO-Delphos-NKP-Frankfort-CIL.
1936	Renewal and/or replacement of fifteen bridges.
1936	Application 22, 580 ton of stone ballast various locations.
1936	Retire McMyler steam crawler crane #X-905.
1937	Renewal and/or replacement of nine bridges.
1937	Retire Northern Ohio caboose #44 and AC&Y flat #109.
1937	Trains 91-92 abolished – restored – abolished due to fluctuating business.
1937	Purchase one-hundred 50-ton rebuilt (ex-C&I) hoppers.
1937	Cucumber shipments in pickle cars begin from Vaughnsville to H. W. (Dolly) Madison Pickle in Medina.
1937	Construct new locker room facility at Delphos.
1938	H.B. Stewart, Sr., Trustee and ex-President died January 12 th . H.B. Stewart, Jr. named Trustee.
1938	Relocate McKeen car body from Mogadore to Brittain for MOW lumber storage.
1938	Construct track to serve Central Ohio Light & Power at Bluffton.
1938	Retire and replace track scale at Brittain with new improved type.
1938	Application of Wine door locks to one hundred 5000-series (ex-C&I) hoppers.
1938	Retire and replace four auxiliary locomotive trucks formerly attached to Class R engines, #400-403.
1938	Construction begins on COL&P Woodcock generating station at Bluffton, a new coal customer.
1938	Retire and scrap thirty 4000-series (ex-DL&W) hoppers.
1939	Application of 34,850 tons of stone ballast at various locations.
1939	Purchase Class L-2 switch engine #40, secondhand from A.E. Staley.
1939	Retire wreck derrick #X-990 and idler #X-985, both sold to M&P Railroad.
1939	Purchase and recondition one hundred fifty (ex-P&N) boxcars to become AC&Y 2000-series.
1940	Application of 29,855 tons of stone ballast at various locations.
1940	Retire stock pens at Litchfield, Carey and North Auburn.
1940	Install locomotive sand facility at Delphos.
1940	Retire AC&Y caboose #47 and Northern Ohio caboose #43.
1940	Purchase two new Class R-1 2-8-2 engines from Lima Locomotive, #404-405.
1940	Install floors and roofs in two livestock pens at Pandora.
1940	Replace Adlake switch lamps with improved type Handlan lamps.
1940	Retire ditcher tender #X-915 and transfer tender tank from Class P #313 to #X-983.

The Great Depression deepened in 1933 after the AC&Y-NO filed for bankruptcy protection. The road suspended all capital investments. The only funds expended were those necessary to continue operations. Fortunately, the road had reinvested heavily in upgrading the property. Enormous sums were spent wisely in the previous decade. The railroads were in excellent condition. Motive power had been totally upgraded, bridges rebuilt or replaced, heavier rail laid, new signals installed and operating capacity expanded as needed (e.g. lengthening passing sidings and adding or replacing water stations, etc).

Beyond the drama surrounding reorganization plans and responsibility for the Northern Ohio Gold bonds, the subsequent years could be termed uneventful. The Nation's economy and financial conditions did slowly improve until 1938 when an unexpected economic set back (recession) occurred. The road quickly responded by rearranging train schedules and implementing any necessary cost cutting measures.

All major expenditures required Bankruptcy Court approval which obviously constrained the road from any bold recovery measures such as merger or acquisitions.

Traffic levels in years 1939-1940, on the eve of WW-II rebounded substantially. New equipment designs were introduced. Railroads and their customers were clamoring for new freight cars. The AC&Y was saddled by an antiquated fleet which had not changed much during the 1930's. Two acquisitions of second-hand equipment were made with the Court's approval. The first were one-hundred 50-ton hoppers for stone service, rebuilt by Youngstown Car in 1937. These two-bay hoppers, in two cubic capacities, had been working for the Cambria and Indiana (C&I). They became the AC&Y 4000-series.

A second need was plain XM boxcars for tire and other merchandise, supplementing the cars leased from Mather. AC&Y purchased one-hundred fifty 40' cars that had been working for the Piedmont and Northern, the "Electric Road of the South". After rebuilding by Brittain shop forces, they became the AC&Y 2000-series.

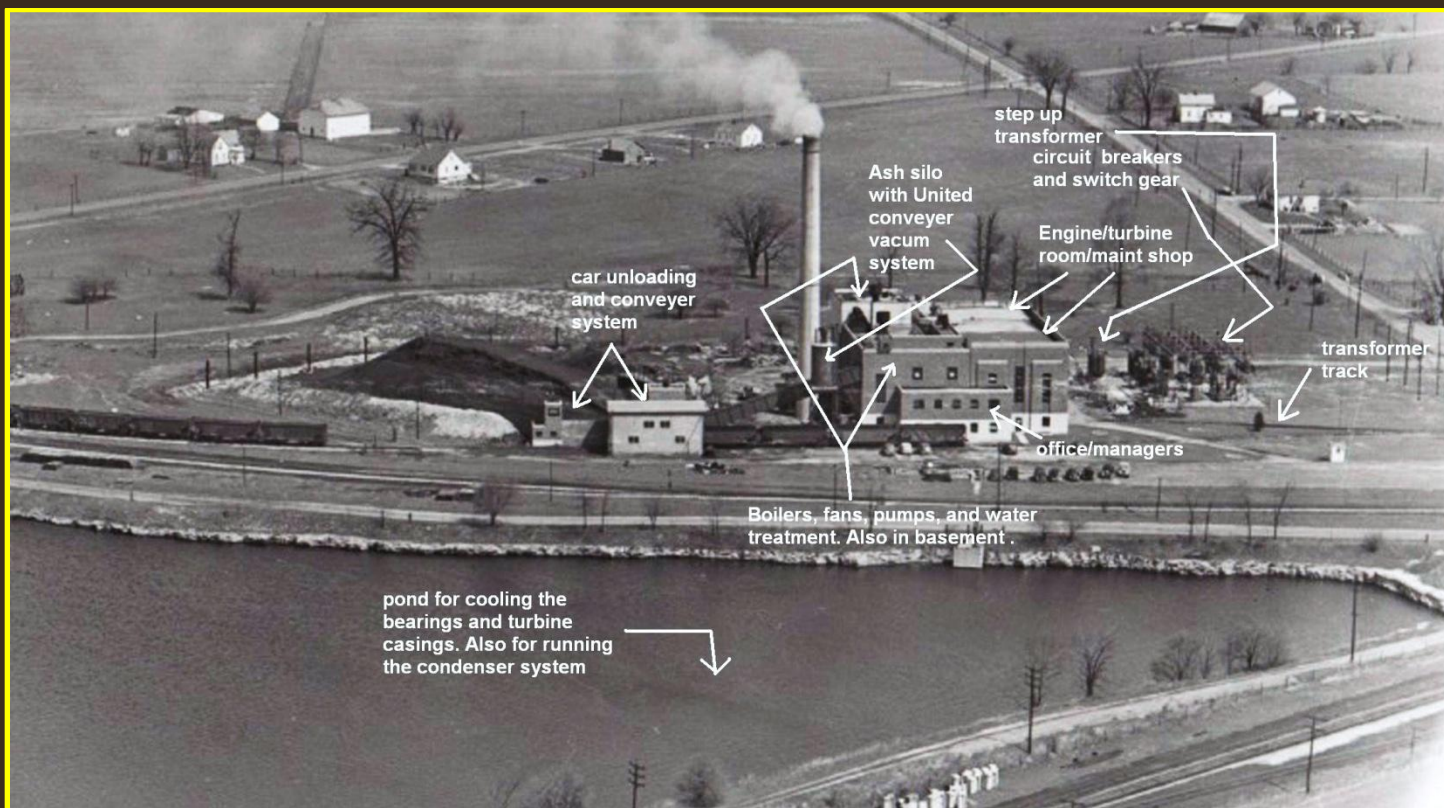
Additionally, a larger (160-ton) relief derrick was acquired second hand in May 1935. This unit became #X-991. A sixth yard switcher was purchased secondhand from A.E. Staley in 1939. Assigned to the Class L group, it was given #40.



Above: Two series of freight cars joined the roster in the late Depression years. The AC&Y 5000-series hoppers and 2000-series boxcars are shown at Akron and Brittain. *DeGolyer Library – SMU – Dallas, TX, AC&YHS Archive*



Above: Pride of the AC&Y, two new light 2-8-2's were purchased from nearby Lima Locomotive in 1940 as #404 and #405. Placed in service in February 1941, they were state-of-the-art engines, modern in every way and a symbol of the post-Depression AC&Y. #405 was staged for public viewing at Summit Street in Akron. *AC&YHS Archive collection.*



Above: In 1938, a north central electric co-op, Central Ohio Light & Power, constructed a new generating station in Bluffton near the AC&Y-NKP interchange. The COL&P Woodcock plant provided a large boost to the AC&Y's revenue with 6-8 carloads of coal daily. Volumes increased in subsequent years. *Bob Lucas collection.*

Comparative Report of AC&Y - Northern Ohio traffic for years 1939 and 1938

		1939			1938	
<u>Commodity</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>
PRODUCTS of AGRICULTURE						
Wheat	426	16,746	\$40.39	424	17,698	\$47.31
Corn	303	10,910	\$42.60	291	9,897	\$47.07
Oats	134	4,724	\$55.16	144	4,677	\$48.64
Barley and rye	5	158	\$31.80	6	187	\$39.17
Rice	19	472	\$49.11	12	517	\$64.33
Grain, n.o.s.	1	30	\$34.00	2	60	\$25.00
Flour (wheat)	932	27,913	\$26.40	550	17,004	\$28.17
Corn meal	24	682	\$26.17	1	20	\$8.00
Flour (edible), n.o.s.	13	294	\$26.00	2	66	\$41.00
Cereal food preps, n.o.s.	63	1,592	\$18.92	43	1,218	\$10.84
Mill products, n.o.s.	132	2,971	\$22.70	52	1,171	\$17.83
Hay and Alfalfa	165	2,042	\$16.57	215	2,644	\$15.51
Straw	1	13	\$6.00	5	73	\$19.40
Cotton in bales	1	26	\$23.00	1	15	\$54.00
Cotton linters, noils, regins	33	801	\$41.39	2	47	\$16.50
Cottonseed oil cake and meal	14	306	\$20.50	18	382	\$23.39
Vegetable oil, cake & meal	16	336	\$21.00	19	397	\$20.32
Apples, fresh	4	49	\$20.75	6	75	\$17.50
Peaches, fresh	1	30	\$30.00	-	-	-
Oranges and grapefruit	16	318	\$29.13	32	611	\$32.78
Watermelons	1	12	\$14.00	7	92	\$12.14
Fruits, fresh domestic, n.o.s.	1	22	\$32.00	-	-	-
Fruits, dried, evaporated, n.o.s.	7	196	\$22.43	16	525	\$37.19
Onions	13	181	\$36.38	10	122	\$22.70
Potatoes, other than sweet	27	517	\$24.19	62	1,125	\$27.60
Cabbage	1	20	\$5.00	3	37	\$23.00
Tomatoes	-	-	-	3	34	\$33.67
Vegetables, fresh, n.o.s.	1	10	\$21.00	-	-	-
Beans and peas, dried	30	1,311	\$20.80	4	99	\$43.75
Products of agriculture, n.o.s.	199	6,148	\$42.21	117	3,563	\$36.50
Totals	2,583	78,830	\$32.56	2,047	62,356	\$34.93
<u>Commodity</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>
ANIMALS and PRODUCTS						
Horses, mules and ponies	-	-	-	21	243	\$33.52
Cattle and calves, single-deck	191	2,096	\$22.70	135	1,514	\$19.19
Sheep and goats, single-deck	30	258	\$20.50	66	638	\$16.59
Sheep and goats, double-deck	1	9	\$15.00	-	-	-
Hogs and swine, single-deck	284	3,105	\$19.11	435	4,709	\$19.25
Meats, fresh, n.o.s.	549	7,478	\$29.39	453	5,671	\$30.23
Meats, cured, dried or smoked	48	563	\$23.50	1	19	\$31.00
Packing house products, edible, n.o.s.	146	3,905	\$45.11	10	170	\$31.30
Poultry, live	1	10	\$25.00	-	-	-
Poultry, dressed	7	76	\$29.29	3	31	\$20.00
Eggs	40	430	\$24.83	7	77	\$26.57
Butter	-	-	-	6	66	\$40.00
Cheese	6	93	\$40.17	9	129	\$39.33
Wool	6	68	\$25.17	3	29	\$26.67
Hides, green	115	3,382	\$30.57	84	1,743	\$32.31
Fish or sea animal oil	15	380	\$33.93	17	421	\$35.06
Animal products, n.o.s.	62	1,662	\$41.69	32	1,109	\$54.25
Totals	1,501	23,515	\$28.29	1,282	16,569	\$25.56

		1939			1938	
<u>Commodity</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>
PRODUCTS of MINES						
Anthracite coal	40	1,570	\$23.40	51	2,111	\$23.55
Bituminous coal	15,807	853,259	\$27.05	13,620	751,867	\$29.14
Coke	153	4,650	\$18.59	137	4,127	\$16.53
Iron ore	19	1,155	\$53.42	-	-	-
Copper ore and concentrates	28	1,237	\$17.50	1	20	\$19.00
Lead ore and concentrates	1	54	\$17.00	-	-	-
Zinc ore and concentrates	64	3,675	\$14.66	313	18,886	\$23.08
Ores and concentrates, n.o.s.	98	4,833	\$38.17	14	451	\$25.21
Gravel and sand	2,266	110,459	\$23.65	1,457	70,242	\$23.54
Stone, broken, ground & crushed	452	25,704	\$31.62	342	19,237	\$34.24
Stone, rough, n.o.s.	23	774	\$31.39	42	1,450	\$30.26
Stone, finished, n.o.s.	10	366	\$59.60	5	157	\$51.20
Petroleum, crude	2	108	\$51.00	212	8,014	\$11.88
Asphalt	1,500	60,938	\$48.67	1,057	42,428	\$50.08
Salt	905	23,370	\$35.60	1,104	29,103	\$33.59
Phosphate rock (crude)	60	3,338	\$10.57	2	60	\$19.50
Sulphur (brimstone)	81	3,155	\$43.79	76	2,757	\$38.47
Dolomite and fluxing stone	2,645	146,753	\$32.29	2,971	164,765	\$30.63
Products of mines, n.o.s.	2,299	99,364	\$38.56	2,130	90,495	\$40.27
Totals	26,453	1,344,762	\$29.88	23,534	1,206,170	\$30.93
<u>Commodity</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>
PRODUCTS of FORESTS						
Posts, poles and piling	64	1,692	\$31.03	57	1,361	\$26.88
Ties, railroad	143	4,362	\$37.20	136	4,605	\$38.65
Pulpwood	16	469	\$18.19	6	191	\$29.00
Lumber, shingles and lath	1,387	37,405	\$33.78	1,099	29,334	\$31.53
Box, crate & cooperage materials	6	120	\$88.67	1	35	\$60.00
Rosin	29	609	\$25.45	11	231	\$26.09
Turpentine	2	38	\$17.00	2	47	\$11.50
Crude rubber	1,163	40,093	\$43.04	903	27,750	\$42.06
Products of forests, n.o.s.	94	2,707	\$37.01	70	1,892	\$33.99
Totals	2,904	87,495	\$37.63	2,285	65,446	\$36.04
<u>Commodity</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>	<u>Cars</u>	<u>Tons</u>	<u>Avg. \$ per car</u>
MANUFACTURERS & MISCELLANEOUS						
Petroleum oils & refined gasoline	2,485	76,775	\$29.64	2,278	66,118	\$34.56
Fuel, road, petroleum, oils, n.o.s.	134	4,053	\$57.69	80	2,467	\$56.43
Lubricating oils & greases	104	1,973	\$29.31	96	2,005	\$30.80
Petroleum products, n.o.s.	17	460	\$76.18	12	318	\$41.75
Cottonseed oil	5	132	\$38.40	5	150	\$49.00
Vegetable oils, n.o.s.	1	6	\$13.00	-	-	-
Sugar (beet or cane)	11	279	\$37.09	9	203	\$26.56
Table syrup & edible molasses	3	97	\$61.33	6	195	\$100.17
Molasses, blackstrap & beet residue	3	139	\$40.67	5	206	\$37.20
Iron, pig	168	12,124	\$43.92	105	5,702	\$39.04
Iron & steel, 6th class, n.o.s.	3	141	\$33.33	-	-	-
Rails & fastenings	17	534	\$33.35	27	936	\$59.22
Cast iron pipe & fittings	45	1,118	\$41.80	34	880	\$33.97
Iron & steel pipe and fittings, n.o.s.	384	11,571	\$42.24	407	12,733	\$41.53
Iron & steel: nails & wire	370	9,492	\$26.31	179	4,527	\$25.65
Iron & steel, 5th class, n.o.s.	1,886	65,925	\$39.10	889	30,751	\$39.99
Copper: ingot, matte & pig	10	342	\$16.30	9	355	\$27.33

Lead & zinc: bar, ingot or pig	126	5,702	\$51.58	150	6,938	\$33.96
Machinery and boilers	404	8,531	\$42.26	264	5,029	\$40.10
Cement, natural or building	669	23,207	\$26.43	558	19,160	\$25.73
Brick, common	90	3,108	\$22.31	60	2,203	\$23.02
Brick, n.o.s. & building tile	46	1,533	\$24.46	60	2,548	\$37.50
Artificial stone, n.o.s.	8	205	\$23.50	3	84	\$32.33
Lime, common (quick or slack)	842	28,032	\$28.98	586	17,307	\$25.26
Plaster (stucco or wall)	88	1,896	\$30.10	83	1,763	\$27.75
Sewer pipe and drain tile	913	16,494	\$20.62	1,109	18,198	\$20.53
Agricultural implements, parts, n.o.s.	10	144	\$30.70	39	721	\$34.00
Tractors and parts	16	243	\$28.06	32	530	\$30.47
Railway car wheels, axles & trucks	8	172	\$33.25	-	-	-
Automobiles (passenger)	6	58	\$16.67	23	176	\$20.30
Autotrucks	3	27	\$27.67	8	73	\$14.63
Auto & autotrucks, K.D. parts, n.o.s.	180	3,589	\$46.62	209	3,960	\$44.39
Auto & autotruck tires	4,515	66,815	\$36.98	3,718	53,064	\$35.34
Furniture, metal	11	116	\$22.91	16	168	\$18.25
Furniture, other than metal	51	435	\$27.41	17	133	\$26.71
Beverages	57	1,236	\$38.04	107	2,156	\$35.54
Fertilizers, n.o.s.	540	19,717	\$27.09	536	19,190	\$25.55
Newsprint paper	102	2,747	\$26.53	139	3,628	\$26.57
Printing paper, n.o.s.	32	705	\$23.13	13	333	\$27.77
Alcohol, denatured or wood	15	254	\$51.67	20	355	\$43.80
Explosives, n.o.s.	8	138	\$45.88	8	154	\$81.63
Cotton cloth & cotton fabrics	158	2,667	\$44.73	131	2,008	\$37.70
Bagging & bags, burlap	13	256	\$36.54	27	344	\$29.48
Canned food products, n.o.s.	190	4,977	\$30.12	113	2,573	\$31.61
Tobacco, manufactured products	3	60	\$9.00	-	-	-
Paints in oils & varnishes	4	56	\$42.25	-	-	-
Furnace slag	261	16,038	\$24.36	356	22,065	\$18.72
Scrap iron & scrap steel	395	15,805	\$36.03	266	12,235	\$39.74
Paper bags & wrapping paper	75	1,729	\$32.53	54	1,181	\$32.61
Paperboard, pulp board & wallboard	533	11,252	\$39.63	277	5,790	\$43.04
Building paper & prepared roofing	49	1,140	\$36.98	74	1,695	\$41.31
Building woodwork (millwork)	8	132	\$27.38	6	118	\$16.33
Soap & washing compound	48	1,073	\$57.42	45	994	\$46.04
Glass, flat, other than plate	2	42	\$28.00	-	-	-
Glass: bottles, jars, jelly glasses	66	1,118	\$25.11	78	1,341	\$25.68
Manufacturers & misc., n.o.s.	6,405	162,722	\$40.33	4,808	116,245	\$39.72
Soda ash	2,103	81,228	\$56.83	1,915	72,506	\$54.47
Scrap rubber	2,480	54,868	\$31.51	1,419	32,063	\$29.95
Totals	27,179	725,428	\$37.04	21,468	556,575	\$36.26
Total Carload	60,620	2,260,030	\$33.53	50,616	1,907,116	\$33.45
Total LCL - Less Than Carload		5,282			5,755	
Grand Total LCL and Carload	60,620	2,265,312		50,616	1,912,871	

Above: The traffic data above was found in the twenty-seventh Annual Report of the Akron, Canton & Youngstown Company and Northern Ohio Railway Company for the year ending December 31, 1939. *Courtesy Ohio Historical Society – Columbus, Ohio.*

NOMENCLATURES:

N.O.S. – Not otherwise specified

Auto & autotrucks, K.D. – Knocked down (unassembled vehicles usually for export)