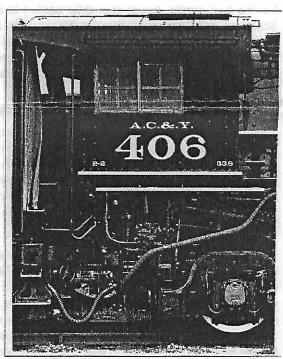
A.C.&Y. Steam Locomotive Lettering Information

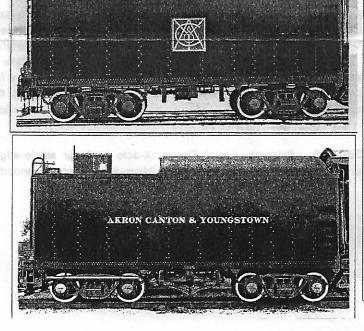
Thank you for acquiring AC&Y steam locomotive decals. AC&Y operated a total of 56 steam locomotives in 13 classes from 1912 until the road completely dieselized in 1955. The roster included Moguls, Ten-Wheelers, Consolidations, Light Mikados, 0-6-0 and 0-8-0 switchers. A complete roster with an information summary to help accurately letter each locomotive class is provided. B&W photographs and locomotive diagram books reveal two primary lettering schemes with several minor variations. From the late 1920's thru WWII, a square herald was most often applied to the center of the tender. The square herald contained the intertwined AC&Y initials in white on a red background. We are reasonably certain that the background was, indeed, bright red. This same two-color herald

appears on AC&Y corporate letterheads throughout the period.

A second lettering scheme was applied to tenders both in the earlier 1920's and exclusively after WWII. The lettering was white with "AKRON CANTON & YOUNGSTOWN" spelled out in unique railroad roman.

Other lettering was standardized. The locations, font styles and sizes of numerals, tractive effort ratings and classes applied to locomotives below the cab window and at the tender rear were very consistent. The "safety first" insignia was applied on the two air pump shields located on the front of Class R Mikes. Note tender coal and water capacities varied for each locomotive class. Refer to the data summary on an enclosed page. The society offers B&W photos of most AC&Y steam locomotives. Please contact the AC&Y HS Company Store for a list of available photos.







Engine No.	Class	Туре	Rating	Tons	Gallons	Comments
1	C 4	0.00	27.0	4.5	4500	Tandar lattering from partial photo
2	C-1	0-6-0	27.6 27.6	4.5	4500 4500	Tender lettering from partial photo Tender lettering from partial photo
3	C-1	0-6-0	27.6	4.5	4500	Tender lettering from partial photo
-	<u> </u>	1555	27.0	7.0	1000	Tortion forcing from pursual priorio
21	C-2	0-6-0	33.7	10	5000	AC&Y spelled in condensed block gothic at delivery
22	C-2	0-6-0	33.7	10	5000	AC&Y spelled in condensed block gothic at delivery
			77 7 7 7 7			
5360	E	2-6-0	18.5	9	3500	No tender lettering - only nos. on cab
5361	E	2-6-0	18.5	9	3500	No tender lettering - only nos. on cab
5362	E	2-6-0	18.5	9	3500	No tender lettering - only nos, on cab
5363	E	2-6-0	18.5	9	3500	No tender lettering - only nos. on cab
5364	E	2-6-0	18.5	9	3500	No tender lettering - only nos. on cab
5365	E	2-6-0	18.5	9	3500	No tender lettering - only nos. on cab
5366	E	2-6-0	18.5	9	3500	No tender lettering - only nos, on cab
5367	E	2-6-0	18.5	9	3500	No tender lettering - only nos, on cab
300	P	4-6-0	21.0	12	5500	No. 300 appears on sand dome
301	Р	4-6-0	21.0	12	5500	
302	P	4-6-0	21.0	12	5500	
303	P	4-6-0	21.0	12	5500	
304	P	4-6-0	21.0	12	5500	
305 306	P	4-6-0	21.0	12	5500	No. 206 appears an good dama
306 307	P	4-6-0	21.0	12	5500 5500	No. 306 appears on sand dome
308	P	4-6-0	21.0	12	5500	
309	P	4-6-0	21.0	12	5500	
310	P	4-6-0	21.0	12	5500	
311	P	4-6-0	21.0	12	5500	
312	P	4-6-0	21.0	12	5500	
313	P	4-6-0	21.0		5500	
314	P	4-6-0	21.0	12	5500	
		1.23		-	3003	
35	L	0-8-0	51.0	16	8000	
	н	0-8-0	"	12	6000	Class L tenders rebuilt as clear vision design
36	L	0-8-0	51.0	16	8000	Since Steman Community and the steman Communit
	0	0-8-0	н	12	6000	Class L tenders rebuilt as clear vision design
					330	
37	L-1	0-8-0	51.0	10	8000	No. 37 appears on sand dome
,	"	0-8-0	п	12	8000	Class L-1 tenders rebuilt as clear vision design
38	L-1	0-8-0	51.0	10	8000	
	"	0-8-0	п	12	8000	Class L-1 tenders rebuilt as clear vision design
					To A	
39	L-2	0-8-0	51.0	10	8000	
	н ,	0-8-0	"	12	6000	Class L-2 tenders rebuilt as clear vision design
40	L-2	0-8-0	51.0	10	8000	
	"	0-8-0	u .	12	6000	Class L-2 tenders rebuilt as clear vision design
320	M	2-8-0	31.8	12	6800	
321	М	2-8-0	31.8	12	6800	
200		0.00	04.0	40	2000	0
322	M-1		31.8	12	6800	Seen rated 35.8 in 1949
323	M-1		31.8	12	6800	
324	M-1	2-8-0	31.8	12	6800	
350	0	200	12.8	12	7500	
351	0	2-8-0	42.8 42.8	12	7500	
352	0	2-8-0	42.8	12	7500	
353	0		42.8	12	7500	
354	0	2-8-0	42.8	12	7500	Clear vision tender - to No. 355 in 1944
355	0		42.8	12	7500	Clear vision tender - from No. 355 in 1944
356	0	2-8-0	42.8	12	7500	
	-					
400	R	2-8-2	54.6	11	8500	Rating w/booster at delivery was 69.0; also rated 65.0.; No. 400 on sand dome
400	"	2-8-2	65.0		9500	Class R tenders rebuilt to increase capacity?
401	R		54.6	11	8500	Rating w/booster at delivery was 69.0, also rated 65.0
401		2-8-2	65.0	16	9500	Class R tenders rebuilt to increase capacity?
				230		
402	R-1	2-8-2	54.6	12	9500	Rating w/booster at delivery was 69.0; also rated 66.0
403	R-1	2-8-2	54.6	12	9500	Rating w/booster at delivery was 69.0; also rated 66.0; No. 403 on sand dome
			2400		11080	
104	R-2	2-8-2	54.6	16	12500	Also noted at 12400 gallons
405	R-2	2-8-2	54.6	16	12500	Also noted at 12400 gallons
106	R-2	2-8-2	53.8	16	12500	Also noted at 12400 gallons
107	2nd R		54.6	18.8	13700	Ex-NKP H6a w/13RA tender? (10-RG lengthened 96" w/ new trucks)
108			54.6	18.8	13700	Ex-NKP H6c w/13RA tender? (10-RG lengthened 96" w/ new trucks)
109	2nd R		54.6		13700	Ex-NKP H6a w/13RA tender? (10-RG lengthened 96" w/ new trucks)
110	2nd R	2-8-2	54.6	18.8	13700	Ex-NKP H6a w/13RA tender? (10-RG lengthened 96" w/ new trucks)
vote: Rating is	ractive effo	ort rating in	n pounds - c	ondensed a	s numerals ste	enciled on locomotive cab below windows.
					6800	Seen take an Bir 1949