



AC&Y
prototype
information for
accurate decal
application

Above: Two classic engines, Alco-GE #D-1 and #D-2 at Brittain yard in 1946. Bruce Triplett photo courtesy Tom Davidson.

D-1 The pre-WWII roster of 0-8-0 steam switchers was strained by new War materials traffic on the AC&Y. Help was needed quickly! In May 1942, AC&Y's first diesel-electric was placed in service, an ALCO-GE 1000-hp S-2 switcher. The new diesel was delivered in gloss black (hood-trucks-underbody-handrails), appointed with diagonal safety and lettering in white. The road name, **AKRON CANTON & YOUNGSTOWN**, was proudly displayed. AC&Y assigned it class-number **D-1** (stenciled on cab sides and illuminated number boards). **D-1** labored 24-hours-per-day switching cars at Brittain and nearby East Akron industries. A durable and reliable workhorse, **D-1** was finally retired in March 1963 after 21-years service.

D-1's specifications included standard Blunt trucks, but with Timken roller bearings vs. friction bearings (square journal boxes). Most scale models have friction bearings. Replace this feature as desired. All early Alco S-2's, including **D-1**, had riveted car bodies. **D-1** had a flush intake radiator-fan housing. AC&Y added an exhaust stack, re-railers, push poles and cab windshield wings. Close examination of photos (reverse) will yield more opportunities for modifications and super-detailing. Paint white the horizontal band along the frame, the lower handrail stanchion supports and bolster ends. Complete all detail work / painting before decaling. Individual end grab irons, if desired, should be added after safety striping is applied. End railings should be temporarily removed to facilitate placement of safety striping. Use photos to orient decal locations. The diagonal fuel tank and front striping are oversized to accommodate model differences. Carefully trim to fit. This is also true for barricade striping on the front and rear pilots. The front hood has six stripes including a small portion adjacent both number boards. The tractive effort rating (69.0) and road class (D) appear on the lower cab. Weathering is to your preference.

D-2 A second diesel from the Schenectady would later join the AC&Y roster. Ordered from Alco in July 1945, it was a RS-1 road switcher, designated **D-2**. The RS-1 machinery is essentially that of the 1000-hp S-2, mounted on a lengthened frame, riding on AAR Type B road trucks. **D-2** had an extended radiator housing. A comprehensive article on **D-2** by Tom Tallant was featured in the Spring 2000 A.C.&Y. H.S. NEWS. The **D-2** also had Timken bearings and a riveted car body. Note push poles mounted on the front walkway next to the radiators, same as **D-1**. Demonstrating remarkable versatility, **D-2** was assigned both switching chores and road transfer runs beyond the Akron switching limits, then operating short hood forward.

The paint / lettering scheme and work steps for the **D-2** are similar to **D-1**. Paint a white band on the frame. There are differences, however, in decal application. The RS-1 fuel tank is deeper. Carefully orient and trim the tank decals. Note the stripe angles relative to the corners. There are five stripes on both ends. Use photos as reference. Add the small (72.0) rating and class (D) on the cab. If desired, add optional items found in MicroScale™ and other decal sets: a small black "F" on the front frame and Alco-GE builder's plates. Weathering is appropriate. **D-2** was retired in May 1964. Both **D-1** and **D-2** were later painted chromium yellow with black lettering. We believe this occurred in the early 1950's. Some suggested scale models are:

Alco-GE	O-scale	HO-scale	S-scale	N-scale
S-2	Atlas #808x or Gilmaur (UK)	Atlas #8070 undecorated	Overland Brass or Railmaster	Arnold / Rapido
RS-1	Atlas #886x or Gilmaur (UK)	Atlas #8101 undecorated (roller bearing)	Railmaster Export (New Zealand)	Atlas / Kato #4401

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