



"At Griggs Road Crossing" with 7371



Visit the adjacent Jefferson Depot Village and in their depot baggage room see a model railroad layout. Marvel at the detail of the towns and factories in the member's individual modules as model trains travel through the layout.

Visit the various historic buildings located on the grounds, including "Church in the Wildwood" 1848, Spafford School House 1838, Hons general Store (reproduction) and the 1888 Victorian house among others. Separate admission from AC&J Scenic Line.



Additionally the ladies of the depot will have a light picnic lunch available with refreshments. Proceeds benefit depot village's ongoing restoration projects.



Viscose Company # 6 on the main line



Map Courtesy of Mapquest.com

NOTE:
Boarding location is 161 E. Jefferson St.
adjacent to Western Reserve Lumber

From Youngstown/Warren/Pittsburgh

Take Ohio route 11 north to route 307 west, turn left off the exit ramp, right on route 46 (307 also goes to the right). At the 2nd traffic light, by the courthouse, turn right onto East Jefferson Street. We are 2 long blocks, cross our tracks and turn left into Western Reserve Lumber, street address 161 E Jefferson.

From Cleveland/Lake County

Use I90 eastbound, you can follow the Erie PA signs. Upon reaching the Ashtabula/Warren (exit 223) at Austinburg go south on 45 towards Warren. One-mile south you will reach 307 east, turn left. At the north end of Jefferson there is a traffic light. Turn right onto route 46, at the 3rd traffic light, by the courthouse, turn left onto East Jefferson Street. We are 2 long blocks, cross our tracks and turn left into Western Reserve Lumber, street address 161 E Jefferson.

NOTE: The adjacent Jefferson Depot Village is independently operated and is open this weekend as a part of the 25th anniversary celebration. Any donation to the Jefferson Village Depot is greatly appreciated and will further on going restoration.

A C & J RAILROAD CELEBRATES ITS 25TH ANNIVERSARY WITH A STEAM TRAIN SPECIAL ON THE AC&J SCENIC LINE



Ride behind a yard steam switch engine
for an hour round trip
from Jefferson Northward and return.

July 11 & 12, 2009 (Sat/Sun)
11:00*, 1:00, 3:00 & 5:00PM

* Available Sunday if demand warrants

Paid Reservations Highly Recommended

440/576-6346

Cleveland (216) 759-5772

A C & J Scenic Line

P.O. Box 517

Jefferson, OH 44047

Boarding Site Adjacent 161 E Jefferson St.

www.familytrainrides.com

info@acjrscenic.net



#6 before restoration.

**25th Anniversary Steam Train Special
Order Form 2009**

Complete Mailing Address: (please print)
Please note we are not handicap accessible.

Name _____

Address _____

City _____

State _____ Zip _____ - _____

Phone () _____

Adults _____ @ \$15.00 _____

Children _____ @ \$10.00 _____
(Ages 2 to 12)

Total # Fares _____ Total \$ _____

Date 7/11 Sat (Circle Time)

11:00am 1:00pm 3:00pm 5:00pm

Date 7/12 Sun (Circle Time)

11:00am* 1:00pm 3:00pm 5:00pm

* Available if demand warrants

Office Use Only: #1 #2 #3 #4

Received _____ Amt _____

Row(s) _____ Seat(s) _____

**Discover, Visa & Master Card
Accepted**

Card # _____

CVV2* _____ Expiration _____

*Last 3 digits of number in signature area on back of card

Signed _____

Total Amount on Card \$ _____ . _____

A History of Our Line.

The A C & J Railroad operates over the last remaining section of what was once known as "The High Grade" line which ran between Ashtabula and Pittsburgh via Youngstown. The "High Grade's" origins date back to 1863, when the Cleveland Painesville & Ashtabula Railroad began work to link Ashtabula Harbor with the coalfields near Franklin, PA. Little track work on the line took place from 1863 to 1869 as the CP&A concentrated on upgrading trackage from Cleveland to the eastern Ohio state line. This included building the infamous 150 foot iron bridge at Ashtabula. The majority of the trackage on the "High Grade" was laid after the CP&A became part of the Lakeshore & Michigan Southern consolidation in 1869/1870 with completion in 1872. The inaugural passenger train arrived at Jefferson on August 6, 1872 with a destination of Franklin PA.

The original "High Grade" ran south from Ashtabula, through Carson, Jefferson, Dorset, Andover, Jamestown, Stoneboro and Franklin and ended at Oil City forming the LS&MS Franklin Division. In 1874 a connection at Andover with the LS&MS owned Mahoning Coal Railroad providing a route to Youngstown. In the 1890's the LS&MS built Carson Yard and the "Low Grade" freight line, which gave a straight, level route to Youngstown from Carson. The "Low Grade" is still in operation by Norfolk Southern. After the completion of the "Low Grade", the "High Grade" was used for local freight and all passenger trains (Ashtabula, Jefferson, Dorset, Andover, and Youngstown).

The New York Central, which merged with the LS&MS, used the line in later years until August 1956, when Jefferson became a flagstop. During July 1957 all passenger service through Jefferson was discontinued. In 1957-58 the trackage between Jefferson and Dorset was removed by NYC and the line from Carson to Jefferson became the "Jefferson Industrial Track".

With freight business dwindling, Conrail (which absorbed Penn Central, part of which was the NYC) in 1983 decided to petition for abandonment of the "Jefferson Industrial Track". This trackage ran from a main line connection at Carson Yard through Plymouth and Jefferson townships and through Jefferson, ending at Spruce Street a distance of 6.3 miles.

The Founding of the AC&J Railroad.

After the passage of the Staggers Act, that allowed railroads to abandon their unprofitable branches, local businessmen all over the state of Ohio alarmed at the prospect of losing rail service approached the state for help. A program known as "Rails for Ohio" was developed to help keep businesses from leaving the state because their rail service was being terminated. ODOT (Ohio Department of Transportation) administered these funds which were to be used to purchase branch lines that were to be abandoned unless there was an operator interested in taking over their operation. This program is now handled by the ORDC (Ohio Rail Development Commission). The ORDC was conceived in 1994 and promotes the continuation of rail service; creates an awareness of, and development of rail service within the state for both freight and passengers.

In Jefferson, a group consisting of an operator for the railroad, concerned businessmen and other citizens and political leaders formed a group called the "Save the Rail Task Force". They approached the state and in June 1984 the AC&J was formed and has provided freight service to business's in Jefferson and surrounding area.

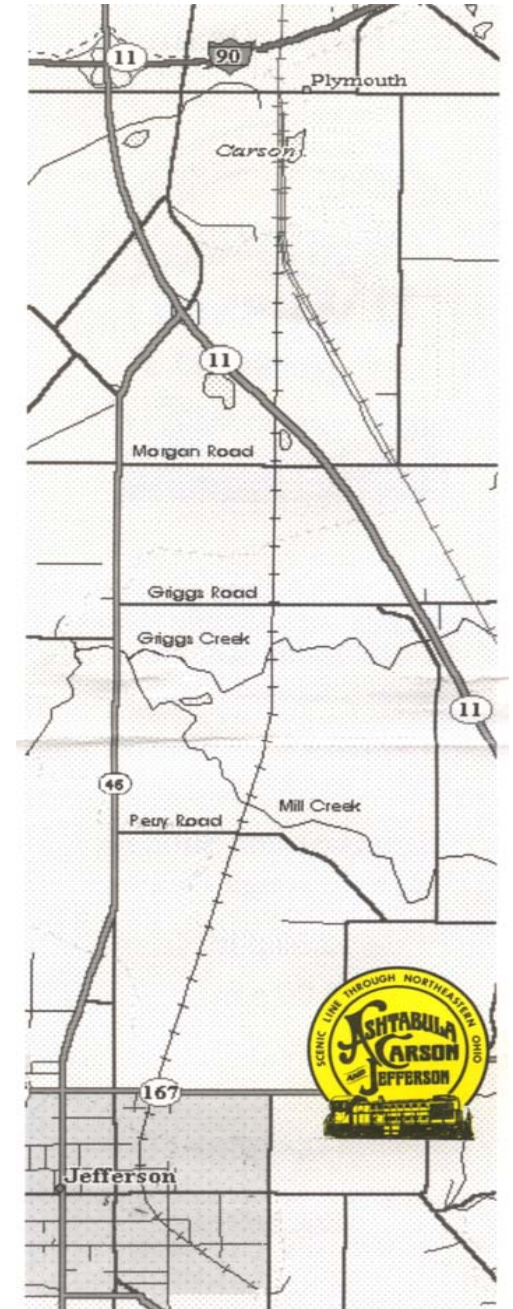
The AC&J Today.

Today the AC&J serves industries on line and others within a hundred mile radius using one of their two trans-load facilities. In 2008 the AC&J serviced ten different customers and continues to search for new opportunities with space available for a customer to be located on line or served by one of our trans-load facilities.

Starting the AC&J Scenic tourist line operation.

In September of 1990 the AC&J Scenic Line began giving rides to passengers using a leased passenger car and a caboose. These rides were successful and have continued until today. After experimenting with different opening dates the Scenic Line settled on opening Father's Day weekend and ending the last weekend of October. Usually our opening weekend co-insides with the adjacent Jefferson Depot Village's Strawberry Festival and craft show.

Other events through the year include our Wild West Weekend, Kid's Magic on the Train, Bandit Hold-up Trains, Kid's Pumpkin Weekends and Santa Trains.



NOTE: Schedules are adhered to as closely as possible, but the railroad reserves the right to alter schedules, change fares, substitute coaches and/or motive power as operating conditions demand. The railroad is not responsible for a lack of sufficient capacity. Only certified guide/service dogs accompanying passengers with disabilities are permitted on train. Sorry, we are not handicap accessible.