



6 on our Main Line

ABOUT THE ENGINE -

American Viscose Company of Roanoke VA had #6, 0-4-0, built in 1925 by Baldwin Locomotive Works Philadelphia, PA. It was scrapped in the early 1960s to Gem City Iron & Metal Company of Pulaski, VA. Number 6 was purchased by Scott Symans of Dunkirk NY in 2004 and completely restored between 2004 and 2007, extending the smoke box and completely rebuilding the cab, with private funds and friends to meet current FRA regulations.

Specifications:

- Construction Number 57994
- Boiler operating pressure 180 PSI
- Piston diameter 22 x 14 inches
- Tractive effort 17,360 pounds
- Engine weight 80,000 lbs
- Saddle water tank capacity 1,250 gallons
- Coal storage on board 2 tons
- Whistle 5 note, possibly from a NYC road locomotive
- Distance possible between refueling/water 25 miles.



6 before restoration



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 Ashtabula/Warren exit route 45, at Austinburg, go south towards Warren. One-mile south, at the 3rd traffic light, you will reach route 307, turn left onto 307 east. 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.

Visit the Depot Baggage room for the model train display and check out our other displays on the platform and adjacent areas. Make it an educational fun afternoon with the entire family.

Picnic foods and cool drinks are available on site.

Internet ticket orders are accepted via our secure web site www.familytrainrides.com

THE AC&J RAILROAD PRESENTS
RAILROAD DAYS
STEAM TRAIN SPECIAL
ON THE AC&J SCENIC LINE



“Return to yester-year”
Ride behind a yard steam switch engine
for an hour round trip
from Jefferson Northward and return.

August 6 & 7, 2011 (Sat/Sun)
1:00, 3:00 & 5:00PM

Open Seating

Advance tickets available by mail
or via the internet
(No phone calls please)

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
E-mail info@acjrscenic.net

**Railroad Days Steam Special
Advance Ticket Order Form**

Credit cards, checks or money orders accepted.
NO phone calls please!

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 8/6 – Sat (Circle Time)
1:00pm 3:00pm 5:00pm

Date 8/7 – Sun (Circle Time)
1:00pm 3:00pm 5:00pm

**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 \$ _____ . _____

**NO TICKETS ARE MAILED, BUT HELD IN "WILL-CALL" AT
OUR TICKET BOOTH. A POST CARD ACKNOWLEDGEMENT IS
SENT, TIME PERMITTING (2 WEEKS OR MORE TO EVENT).**

A Brief History of our Line

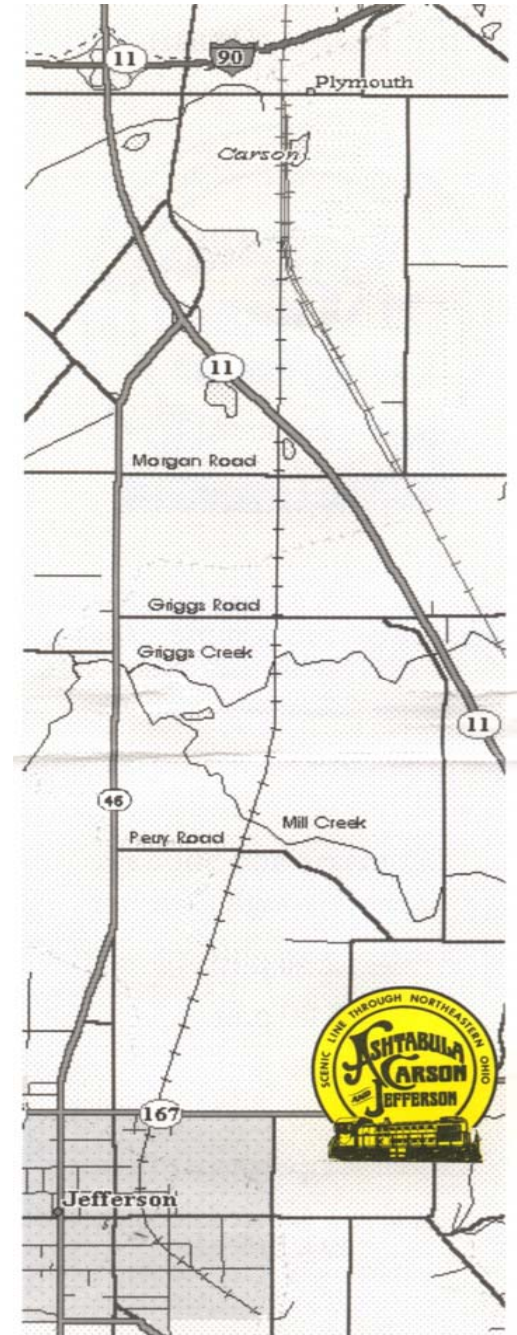
The A C & J Railroad operates over the last remaining section of what was once known as "The High Grade" line which ran between Ashtabula and Pittsburgh via Youngstown. The "High Grade's" origins date back to 1863, when the Cleveland Painesville & Ashtabula Railroad began work to link Ashtabula Harbor 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 Conrail's abandonment of the line in 1984 the AC&J railroad came into existence operating the freight service year round. The AC&J Scenic Line passenger train operates from mid June through October on Saturdays and Sundays was begun in 1990.

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.



NOTE: Our neighbor, the adjacent Jefferson Depot Village is independently operated and their admission is NOT included with your train ticket.