

# L I O N E L



H E R I T A G E 1 9 9 8



## Product Design & Ingenuity!

Pictured at right, our talented team of product development experts. This group of dedicated train enthusiasts work to bring you the latest innovations in technology and styling.

With expertise in industrial design, engineering, modeling, and real-life railroading, this diverse group is committed to excellence and to continually push beyond expectations.

Some of our team members are new to Lionel. Some have been with us for years, even decades. But we all share the same passion for our product and what it stands for. Tradition, family, and fun are values that make our work meaningful and rewarding.

Real trains inspire us. But they represent only the beginning of the design process. We carefully consider real-layout issues, like turning radius, which our customers must contend with. And then we give each product that unique Lionel look that enables you to pick them out from across the room.

Our number one goal is to design and manufacture the finest model trains in the industry, and to uphold the nearly century-old Lionel tradition of bringing quality and innovation to everything we do.

## A MESSAGE TO ALL LIONEL TRAIN ENTHUSIASTS

New ideas. Fresh perspectives. Lots of fun and excitement. These are the things Lionel has always stood for. Which is why we're so excited about this catalog. We're almost 100 years old but we feel like we're 100 years young.

Our products are who we are. We don't just go to a storeroom and pull out all of the items we want to offer in a catalog. We labor and agonize over the selection because we believe we have a responsibility to uphold the precious and unique Lionel tradition. And an

important part of that tradition is a continual search for innovation and new ideas. That's not as easy as it sounds. Our product folks must work in seamless cooperation, continually challenging each other to push the frontiers of what can be done.

We're fascinated by the real railroads. To us, they're bigger than life. But we see them as the starting point, not the finish line. Any manufacturer can take a real life locomotive and just shrink it down. That's just a question of doing the math. We want to improve on it. We want to give it soul. Which is why we toil with the proportions, the lines, and the features of every product we create.

There is a popular trend among manufacturers today to 'Design for Manufacturability.' It's a powerful concept that has helped many manufacturers reduce their production and tooling costs. Can I design this tool to get more than one product out of it? Can I use common components in all of my products? Can I make designs so

simple that anyone can put them together? On one hand, these are worthy objectives. But we think this new religion needs to be kept in check. Taken too far, this approach to design can lead to products that are sterile and bland. They may be inexpensive, but they just don't stir

your emotions the way a well-designed product can.

We think that it is this element of design, the creative phase, which separates Lionel from everyone else. So it is this element of design that we are emphasizing at Lionel today. Take our new Lionel Pullmor Odyssey motor; for example. We could, like most manufacturers, just go out and buy off-the-shelf DC can motors at a fraction of the price of our motors. Instead, we contacted the best motor engineers that we could find and set out to develop a unique motor design specifically for our product, not the appliances in your house. What we ended up with was a breakthrough in model railroading. The new motor will be more powerful, use less power,





have an extremely long life, perform incredibly smoothly at slow speeds, and will be made right in our factory in Chesterfield. It will be more expensive to make than the can motors everyone else uses, but we think that's a price worth paying for a superior product.

And then there is the new Lionel 'wireless' tether – an industry first. As designers, we never did like the idea of a wire running between engine and tender. So instead of spending our effort trying to design another tether, we put our effort into eliminating it. And we did. And we think the product looks a lot better for it.

This kind of commitment to design takes a tremendous investment in design and engineering resources, even before the first tool is cut. Over the last year, we have added many new faces to our product development team. It also takes time. You can't manage innovation by the clock. It's the kind of process that keeps people up at night. But when it all comes together, it's extremely satisfying for everyone involved.

We hope you will agree that our efforts have been worth it and that you share our enthusiasm for the products in this catalog. If nothing else, we hope you catch a glimpse of where we want to go. It's a magical place. A place where dreams endure for generations and fun lasts a lifetime – by design!





## A Technological Breakthrough!

This new motor provides the Lionel enthusiast with the most advanced motor available.

Here are some of the benefits of this new technology:

### Reduced Cogging Forces

The new motor has nine stator poles, versus two on the Pullmor, and eight rotor poles, versus three on the Pullmor. This will give operators incredibly smooth performance at low speeds.

### Increased Power

We told the engineers that we want to pull stumps. So that's what they gave us. We can make big motors that will 'kick out rails,' and we can make smaller versions that will allow us to put brute force in small packages.

### Reduced Power Consumption

Because of an efficiency rating expected to be more than double the Pullmor, this motor will generate more power output while requiring substantially less power input, perhaps as much as half. To the operator, that means you can run more engines in any given power grid, at less strain to your system.

### No Maintenance Required

We think maintaining our motors is part of the fun – but for those who don't share that view this motor never needs oiling.

### Open Frame Design

Unlike a can design, you can see into our motor as it operates, retaining one of the features we find so magical about the Pullmor.

### Made in the U.S.A.

We will make this unique motor right here in our Chesterfield facility.

## INTRODUCING THE NEW LIONEL 'ODYSSEY' OPEN-FRAME BRUSHLESS MOTOR

What defines a locomotive? What makes one locomotive different from another? They're questions we think about a lot. In this case, however, it didn't take long to conclude that the motor is the heart and soul of every locomotive – in real life and on your layout.

So we set out to improve upon the legendary Lionel Pullmor® motor. We put it on a Hysteresis Brake and a Dynamometer and measured its current, power in, power out, rpm, and efficiency. We graphed each of these variables against torque, measured in gm-cm. And we analyzed its startup and its coasting characteristics. What we found wasn't too surprising. The Lionel Pullmor motor is a brute. Very reliable and very durable, it is classic Lionel.

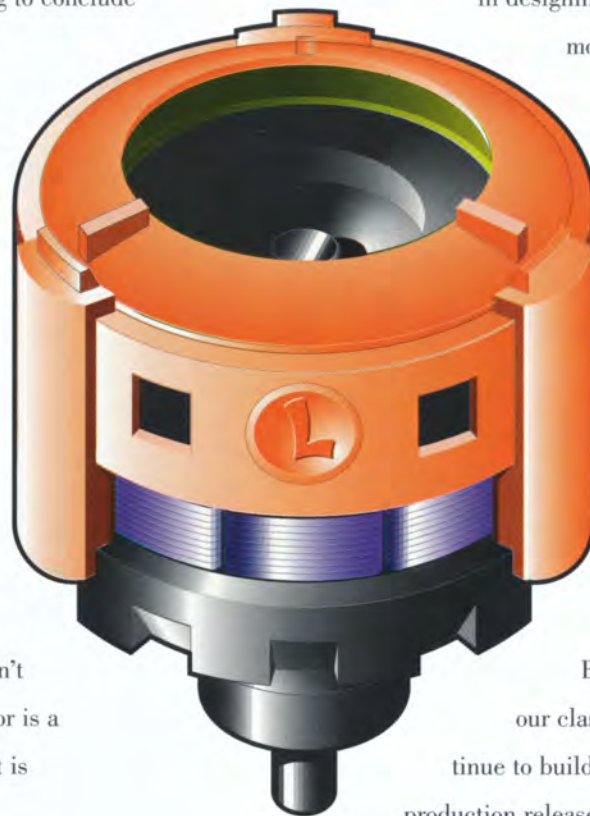
But we weren't content to stop there. We wondered if an entirely new approach to motor design would allow us to enjoy significant improvements in performance while retaining the

durability and the charm of this railroading classic. To help us, we contacted a couple of engineers who had a lot of experience in designing high-performance, precision magnetic motors. And after we listened to their inevitable stories about the Lionel trains they had as kids, we set out on our journey of technological breakthrough.

The result: The Lionel Open-Frame Brushless Motor – the Odyssey™ – a motor designed specifically for Lionel model locomotives.

This new motor design will appear on a number of products in 1998.

But we have no intention of discontinuing our classic Pullmor motor. In fact, we will continue to build on the improvements we made in recent production releases. Call us sentimental, but we think there's still a place for the past. The best of the past and the future. It's a motto we believe in and a principle that we build into everything we do.





# A GUIDE TO LIONEL PRODUCT FEATURES FOR 1998

## OPERATION

### TRANSFORMER CONTROLLED

All Lionel engines have this feature. It means that they can be operated with any appropriate traditional transformer.

### COMMAND READY

The product is upgradable to full Command control with the purchase of a Lionel Command upgrade kit. No soldering or wiring required.

### COMMAND CONTROLLED

The product is equipped to operate in "Command" mode in conjunction with the Lionel TrainMaster® Command control system.

### DYNACHUFF™

The intensity of the chuffing varies with the throttle commands. (Steam engines only.)

### DITCH LIGHTS

NEW! In Command mode, the ditch lights will oscillate when the horn is blown.

### DIRECTIONAL LIGHTING

The product has both a headlight and a backup light. The appropriate light will come on depending on direction.

### ELECTROCOUPLERS™

Electronic couplers that can be activated in Command mode at anytime, anywhere – even underway – without having to arm them.

### MAGNE-TRACTION®

A Lionel invention, this feature increases the engine's track adhesion, increasing its traction and its stability around curves.

### WIRELESS TETHER

NEW! An infrared communication system that eliminates the hard tether between an engine and tender or B-unit.

## SOUNDS

In conjunction with the Lionel TrainMaster Command control system, all sounds can be manually activated "on command" – anytime, anywhere. Some will also activate randomly or in response to engine commands or train movement. Volume can generally be adjusted on the engine or car, or by using the CAB-1 remote controller. All sounds are digitally recorded, and product with a sound feature is acoustically optimized for superior sound quality; listen to what a difference this makes!

### RAILSOUNDS™

Includes the following sounds:

#### MULTIHORN/WHISTLE AND BELL

Horn/whistle sounds actually change with each blast.

#### ENGINE BRAKING

Gives you the sound of screeching brakes.

#### SHUT-DOWN & START-UP

BLOWOFF (Steam engines only.)

#### LETOFF

#### DIESEL RPM'S

Operates from track voltage and engine speed.

#### COUPLER SOUNDS

#### DIRECTION REVERSE SOUNDS

#### DYNACHUFF SOUNDS

#### COMPRESSOR SOUNDS

### SIGNALSOUNDS

Digital signaling sound system that includes horn/whistle and bell.

### TRAINBRAKES

NEW! The sound of brakes operating on any car that is equipped with this feature. Used in conjunction with Engine Braking, this gives a "stereo" effect which makes it sound like the whole train is braking – just like real-life!

### TOWERCOM™

NEW! An audible announcement that includes that engine's road number and/or name.

### CREWTALK™

NEW! The sound of unintelligible walkie-talkie communication. When used collectively, the CrewTalk family of sounds provides the interactive, sequenced sounds of radio communication between different parts of the train. Just imagine – the engine "talks" and the caboose responds.

### CREWTALK CABOOSE™

NEW! Sounds emanate from the caboose, including:

#### CABOOSE CHATTER

#### TRAINBRAKES

#### ELECTROCOUPLER OPERATION

### STATIONSOUNDS™

NEW! Activate this feature in Command mode and hear the arrival sequence: distinguishable station and conductor announcements come from the car and tower-to-engineer communication comes from the engine – all in sequence. Press another button and the departure sequence is activated: TowerCom and StationSounds sequentially announce that specific train's departure. Also includes:

#### TRAINBRAKES

#### ELECTROCOUPLER OPERATION

### CARSOUNDS

NEW! Sounds emanate from the car, customized for each application and are appropriate for the car that includes this feature.

## Special Collector's Edition!

The 1998 Heritage catalog showcases the very finest in Lionel train products. We know that you will eagerly await the arrival of your favorite engines, cars and accessories at your local dealer later this year.

But in addition to the products themselves, we are proud of the presentation of them, too. This catalog showcases a clean, professional design, with fabulous illustrations to highlight our best products to our best customers.

To further feature our 1998 line, we are pleased to offer the first-ever Collector's Edition of the Lionel 1998 Heritage catalog. The serially numbered edition is available in limited quantities. It is specially bound for years of safe-keeping and collectible value. For more information, contact Lionel at 810-949-4100.







X61

X61

61



UNION PACIFIC



61

UNION PACIFIC



# 61 UNION PACIFIC VERANDA GAS TURBINE

In 1948, Alco/GE completed the first gas turbine/ electric locomotive in the U.S. That prototype was tested for a year and a half by the Union Pacific on all kinds of grades and at the head of all kinds of trains. The UP was looking for a brute locomotive to replace the 25 4-8-8-4 Big Boys which were going into retirement. The turbine proved to be the answer. After a successful trial, the UP ordered 10 gas turbines for delivery in 1952 and 1953.

The UP subsequently ordered 15 more gas turbines, dubbed the "Veranda" turbine because of the external walkways which were added. This became possible because of another important change. One of the problems experienced with the first gas turbines was the variability of traction depending on how much fuel was left in the tank. And did they use fuel! It was their prolific smoke output that led to the

'Big Blow' description. To solve this problem, the designers outfitted old steam tenders to carry the fuel and put permanent weight in the engine.



These gas turbines were ultimately

retired between 1968 and 1970 – a short life by railroad standards, but an important transition to the newer high horsepower diesels of today.

*Length: 30" Minimum Radius: 0-54*

**(6-18149) \$1,499.95**



## A New Lionel Legend!

Lionel's finest modern era locomotive ever- the UP Veranda-with our new more powerful motor, offering cutting edge performance, high end styling, and features galore that today's generation of railroaders demand.

### U.P. Veranda Features:

#### Motor

New! – Pullmor Odyssey Open Frame Brushless Motor with 4 Motors in two powerstacks.

#### 16 Wheel Articulated Drive

#### Diesel Smoke Unit

New! – Anywhere, anytime capability

#### Transformer controlled

#### Command controlled

#### RailSounds

#### CrewTalk

#### TowerCom

#### Magne-Traction

#### Additional Features:

Die-Cast Body  
Stamped Metal Frame  
Die-Cast Trucks  
Tender Features Die-Cast Frame and Fuel Tank  
ElectroCouplers Front & Back  
Directional Lighting  
5-Chime Metal Horn  
Finished Cab Interior with Engineer & Conductor  
Separate Grab Rails



## A Scale Brute!

The die-cast boiler and tender tools are the same, but the comparison to our previous 3000 Mohawk stops there. For starters, it's built right here in the United States. And we've outfitted it with our latest electronics, including our newest RailSounds features (see below).

We've even added smoke deflectors to the boiler. Known as "elephant ears" in the trade, they give the locomotive an impressive realistic look.

This unit is so good looking that we just couldn't use a traditional model railroading tether. We've incorporated our latest innovation – the wireless infrared communication system.

### 4-8-2 NYC Mohawk:

#### Motor

Pullmor Classic – Open Frame AC

#### IR Tether

New! – Infrared Wireless System

#### Transformer controlled

#### Command controlled

#### RailSounds

#### CrewTalk

#### TowerCom

#### Magne-Traction

#### Additional Features:

Die-Cast Body, Frame & Trucks  
Die-Cast Tender  
ElectroCoupler  
Directional Lighting  
Nickel Rims  
Firebox Glow  
Synchronized Smoke  
andDyna Chuff

# NEW YORK CENTRAL 4-8-2 MOHAWK L-3A STEAM ENGINE AND TENDER

Manufactured by Lima of Ohio in the late 40s and early 50s, the New York Central gave this engine the Mohawk name in honor of the river it often traveled beside. Most other railroads called this engine the 'Mountain' class. Having the Hudson as their trademark passenger locomotive, the New York Central used the Mohawk as their fast freight hauler. As such, the Mohawk was a common sight on the 'Water Level Route,' in charge of such fast freight trains as the Pacemaker and others.

This version of the Lionel Mohawk has received several upgrades since its inaugural launch in our Standard 'O' Gauge die-cast collection.



It can be Command or transformer controlled, and we've incorporated our signature RailSounds digital sound system. We've also given the tender a die-cast frame and eliminated the wire tether through the implementation of our new wireless Infra-Red (IR) tether system. We've even added smoke deflectors on the boiler, what railroaders affectionately call 'elephant ears.'

This Mohawk is a tribute to high-rail scale railroading at its finest. An inspiring example of the beauty of raw steam power, it takes its place alongside the legendary Lionel 700E Hudson as a standard of majesty and refinement.

*Length: 28 1/4" Minimum Radius: 0-42*

**(6-18064) \$1,399.95**







3000

3000

NEW YORK  
CENTRAL  
SYSTEM

3000

NEW YORK CENTRAL

Pacem  
FREIGHT S

NYC  
174219





7333

7333

SOUTH  
PACIFIC  
7333

COTTON  
BELT

SSW  
64464

103 485523





## SD-40 SOUTHERN PACIFIC 'WARHORSE' COAL SET

The SD40 locomotive was one of a new family of four "special duty" heavyweight, six-axle, high-horsepower diesels introduced by General Motors' Electro-Motive Division in 1966.

It marked the retirement of EMD's venerable 567-series engines and the introduction of its successor – the 645. The SD40 was powered by the 3,000 h.p. V-16 645E3 engine and A.C./D.C. drive and quickly became the family's sales leader.

The SD40 was particularly flexible and versatile. But nothing expresses the functional elegance of this locomotive better than seeing it at the head of a long unit of coal cars winding its way through the hills and valleys of the backcountry.

It seemed only natural, therefore, to create this set as the next issue in our Warhorse series.

Dedicated to those symbols of railroading that distinguished themselves through long histories of proud work, the Warhorse series is weathered in appearance and aged in character. Even the sounds have been modified. In total, it acknowledges the truth that great trains only become legendary trains by the test of time.



*Length: 16 1/4" Minimum Radius: 0-31*

**(6-11940) \$899.95**

**SD-40 S.P. 'WARHORSE' ENGINE ONLY**

*Sold separately with distinct number and sounds.*

**(6-18239) \$549.95**



### Our New Warhorse Set!

Lionel understands that for many railroaders, realism is a must. The weathered look of our 'Warhorse series' has been brought to this SP Coal Set.

This set is lead by our SD40 diesel, pulling four #6446 Cotton Belt Coal Hoppers, with full coal loads, and a #6517 Bay-Window Caboose, all weathered and all in the SP deco.

If you like realism, this set will be hard to beat!

### Southern Pacific 'Warhorse' Coal Set Features:

#### Motor

Pullmor Classic – Open Frame AC – 2 Motors in the SD40

#### Transformer controlled

#### Command controlled

#### RailSounds

#### CrewTalk

#### TowerCom

#### CrewTalk Caboose

#### Magne-Traction

#### Additional Features:

Injection Molded Plastic Bodies  
Die-Cast Trucks  
ElectroCouplers Front & Back (Locomotive Only)  
Oscillating Ditch Lights (Locomotive Only)  
Lighted Caboose  
Dual Pick-Ups on Caboose



## Lionel's New Lash-Up!

This exceptional set of three B&M General Purpose engines is a powered-dummy-powered lash-up (A-B-A), each with its own distinctive number.

These classic workhorses are a great addition to any railroader's system. Versatile and powerful, hook them up to your favorite passenger set or have them haul coal through the mountains; the possibilities are endless.

### **B&M GP-9 Lash-Up Features:**

**Motor**  
Pullmor Classic –  
Open Frame AC

A-Unit with Motor  
B-Unit Dummy  
A-Unit with Motor

### **Command controlled**

### **RailSounds**

### **CrewTalk**

### **TowerCom**

### **Magne-Traction**

### **Additional Features:**

Injection Molded Plastic Body  
Stamped Metal Frame  
Die-Cast Trucks  
Die-Cast Fuel Tank  
ElectroCouplers  
Directional Lighting

# 2 3 8 0 - 2 3 8 1 - 2 3 8 9 B O S T O N & M A I N E G P 9 L A S H - U P

To our eye, there's nothing quite as majestic as a lash-up of powerful diesel locomotives barreling down the pike or muscling a heavy load up a steep grade. And there are few places that can match the mature beauty of New England, whose mountains and foothills were the challenge and the reward for the old Boston & Maine Railroad.

This is a working lash-up. Each marked with its own unique number, what better standard of dedicated and versatile service than the Electro-Motive Division's General Purpose locomotive. Designed by Dick Dilworth and introduced in 1949, over 10,500 units were produced before production finally stopped in 1970.

With two powered locomotives, this set can pull a long freight or passenger train without strain.

Whether you want to creep or thunder, you'll have the power and the traction you need. And with the unique lash-up features available in the Command controlled environment, the lash-up can be operated as a single train, with directional lighting on either end of the lash-up unit, just like real-life.

But whether you're operating the lash-up with digital Command signals, or traditional transformer control, your skin will tingle when you hear the "stereo" effect of two RailSounds systems working concurrently. Each powered unit contains a different engine recording and unique TowerCom announcement. It's railroading at its best. Big, rugged trains that spark the imagination and stir the soul.

*Length: 42 3/8" Minimum Radius: 0-31*

**(6-11843) \$799.95**







Dave Snyder





98

4449

4449

*Daylight*

4449

SOUTHERN PACIFIC

SOUTHERN PACIFIC

9023 ARIZONA BAY

SOUTHERN PACIFIC

1007 HALF MOON BAY



## SOUTHERN PACIFIC 4449 DAYLIGHT LOCOMOTIVE

Considered by many railroad enthusiasts to be one of the most impressive and memorable of the streamlined steam era, the Southern Pacific Daylight engines formed the core of the Southern Pacific passenger fleet for two decades. Developed during the economic depression that faced the nation in the 1930s, the first Daylight was delivered in 1937 and would ultimately be seen on Southern Pacific's entire vast passenger network.



The 4449 is arguably the most famous of the 60 Daylights built. A great example of the streamlined design that graced the first 50 of these locomotives, the 4449 GS-4 Daylight was a common sight on the Coast Route. After a long and distinguished career, the refurbished 4449 was fired-up again on April 21, 1975 to proudly lead the American Freedom Train.

*Length: 23 1/4" Minimum Radius: 0-31*

**(6-18071) \$994.95**

## COMMODORE VANDERBILT HEAVYWEIGHT SLEEPER CARS (2-PACK)

This pair of sleepers will make a magnificent add-on to your N.Y.C. Commodore Vanderbilt. One is decorated with Niagara Falls and the

other with Highland Falls. We've received a lot of compliments about the quality and detail of these cars. Don't miss out on best heavyweight cars in the business.



*Length: 18"*

*Minimum Radius: 0-54*

**(6-19093) \$199.95**

### A Streamlined Legend!

A true Lionel Legend, realistically modeled with the detail and quality that only Lionel can offer. Packed full of your favorite features, this streamlined Steamer is a must for serious railroaders.

#### Daylight Features:

##### Motor

Pullmor Classic – Open Frame AC

##### Transformer controlled

##### Command controlled

##### RailSounds

##### CrewTalk

##### TowerCom

#### Additional Features:

Die-Cast Body  
Die-Cast Frame  
Die-Cast Trucks  
ElectroCoupler on Tender

### Commodore Heavyweight Sleeper Cars!

Add realism to your Streamlined Hudson with this pair of classic Commodore Vanderbilt Heavyweight Sleeper cars.

#### Sleeper Car Features:

Injection Molded Plastic Body  
Die-Cast Trucks  
Classic Paint Scheme  
Interior Illumination  
Working Doors



## Lionel's Finest Diesel!

The Electro-Motive F3, the definitive diesel is packed full of our most popular features and is modeled here in glorious Milwaukee Road Deco.

### F-3 A-B Features:

#### Motor

Dual Pullmor Classic – Open Frame AC

#### Command controlled

#### RailSounds

#### CrewTalk

#### TowerCom

#### Magne-Traction

#### Additional Features:

Injection Molded Plastic Body  
Die-Cast Frame and Trucks  
ElectroCouplers  
Directional Lighting

*A set of passenger cars will be featured in our next catalog.*

### A Proud Tribute to Our Lionel Heritage!

With respect and admiration for the contributions of those who came before us we proudly offer these beloved Madison cars, a Lionel tradition, featuring the Bonanno and Pagano names.

#### Additional Features:

Injection Molded Plastic Body  
Stamped Metal Frame  
Die-Cast Trucks  
Classic Paint Scheme  
Interior Illumination  
Working Doors

## 2 3 7 8 , 2 3 7 8 B M I L W A U K E E R O A D F 3 A - B

Few locomotives have meant as much to model railroading as the Lionel F3. Introduced in 1948 as the 2333 New York Central and Sante Fe AA combinations, the F3 was an engine of firsts. It was Lionel's first diesel, and the first dual-motor locomotive produced after WWII. And it featured Lionel's first diesel horn.

The F3's distinctive classic look has become a design icon of the postwar era. Now equipped with our latest features and motor refinements, the

Lionel F3 represents a total package of beauty and performance. Only imitated, never matched, the Lionel F3 legend continues.



And what better way to celebrate the best of the past and the present than with The Milwaukee Road livery. It proudly served the heartland, fueling and supporting the industrial boom.

*Length: 26" Minimum Radius: 0-27*

**(6-18140) \$599.95**

## L E G E N D S O F L I O N E L M A D I S O N C A R S ( 2 - P A C K )

The Legends of Lionel series continues to salute those who have helped shape the history of this American company. Coach 2653 celebrates the contributions of Joseph Bonnano, Lionel's Chief Engineer; and coach 2654 recognizes Thomas Pagano, the Assistant

Superintendent in charge of Parts Production.

*Length: 14 5/8" Minimum Radius: 0-31*

**(6-19096) \$189.95**







HOTEL

75A

75A

THE  
MILWAUKEE  
ROAD



L WAUK

Dave Snyder



### Lionel's New Vista Domes!

The famous Empire Builder was king of the tourist trains running the scenic route between Chicago, Minneapolis, Seattle and Portland. Never more so than with the introduction of the full domed vista cars.

Lionel's Great Northern Vista Domes are the perfect addition to our Great Northern F3 Diesel, and Empire Builder passenger set, introduced in 1992.

These new aluminum domed gems offer 1950s-1960s style passenger train realism. Full of detailed interiors with individual table lamps, and a true-to-life glowing red marker lamp on the end of the last passenger coach.

### Great Northern Empire Builder Vista Dome Cars Features:

#### Construction

Extruded Aluminum Bodies  
Stamped Metal Frame  
Die-Cast Trucks

#### Magnetic Couplers

#### Interior Lighting

Illuminated Interior with  
Individual Table Lamps

#### Exterior Lighting

Illuminated End of Train  
Marker Lamps

## GREAT NORTHERN EMPIRE BUILDER (2-PACK)

John Budd, president of the Great Northern Railroad, once remarked that the world judges the railroads by their passenger service. Winding its way through the "Big Sky Country" of Montana, through an area that would later become Glacier National



Park, the Empire Builder was a tough route to beat. And there would have been no better way to experience the trip than aboard a full vista dome car. Where the beauty of the surrounding countryside meets the elegance of the cabin interior face to face, these new vista domes will sweep you away in railroading reverie.

*Length: 16" Minimum Radius: 0-31*

**(6-19183) \$249.95**







**64867-60 UNION  
PACIFIC DIE-CAST  
ORE CARS (4-PACK)**

Few heralds symbolize the rugged frontier of American railroading like that of the Union Pacific. And few cars better symbolize the rugged duty to which America's railroads have been put than this exquisitely detailed die-cast ore car.

Pick one up and feel its strength. Put a string of them on your pike and



you'll see the beauty of raw industrial functionality and experience the inspiration of railroading's working heritage. A perfect add-on to the U.P. GP9 unit-train set/lash-up offered in 1996.

*Length: 6 3/4" Minimum Radius: 0-27*

**(6-11844) \$299.95**



**Rugged Heavy Ore Cars!**

Lionel's exquisitely detailed die-cast ore cars are now available at a great price.

Each car is 7" coupler to coupler and weighs a hefty 1.4 pounds. Each car also has its own number. And at this price, this is the best value we have ever offered on these magnificent cars.

With your Command-equipped Lionel engines strategically dispersed in your consist, buy several packs and you can simulate a long real-life ore train winding its way around your layout. Just imagine what a sight that would be.

**Union Pacific Die-Cast Ore Car Features:**

**Construction**  
Die-Cast Body  
Die-Cast Frame  
Die-Cast Trucks

**Additional Features:**  
Authentic Union Pacific Markings and Deco Scheme  
Individually Numbered Cars, in Sequence



### Colorful Fish - Digital Sound!

If you believe in fun, this is the car that belongs on your layout. This all new version of a Lionel classic has the best of the old and the best of the new. The rippled glass and Lionel quality are all there, but there are also some new, fun surprises.

With the touch of a button on the CAB-1, the all new colorful sea mammals begin to swim through the car, and that initiates the digital sound system – and some sounds you may not be expecting!

#### Aquarium Car Features:

Transformer controlled

Command controlled

#### CarSounds

Whale Sounds Version 2.5

#### Additional Features:

Mammals Appear to Swim on Command, Anytime, Anywhere  
ElectroCouplers  
Train Brake Sounds

### Culvert Loader!

This new version of a Lionel classic boasts the meticulous engineering of the original with some great enhancements.

The original was considered by many as one of Lionel's finest operating accessories ever – this new version of a Lionel classic makes a great addition to your working model railroad.

#### Culvert Loader Features:

Injection Molded Plastic and Stamped Metal Body  
Interior Illumination

## GREAT NEW VERSIONS OF EXCLUSIVE LIONEL CLASSICS

### 3435C COMMAND CONTROL AQUARIUM CAR



The newest and best version of a Lionel classic.

This is the highest quality Aquarium Car we have ever made.

Equipped with our latest TrainMaster technology, our engineers have incorporated the latest sound and operation features. With your CAB-1 you can activate this new technology anywhere anytime.



Whether you're a serious modeler, Lionel collector, or just in it for fun – the exciting action, digital sound, and bright graphic imagery are sure to please.

*Length: 10 1/4" Minimum Radius: 0-27*

**(6-19845) \$249.95**

### 342 CULVERT LOADER

First produced in 1956 (pictured at right), the new Culvert Loader will be followed in 1999 by the Unloader.

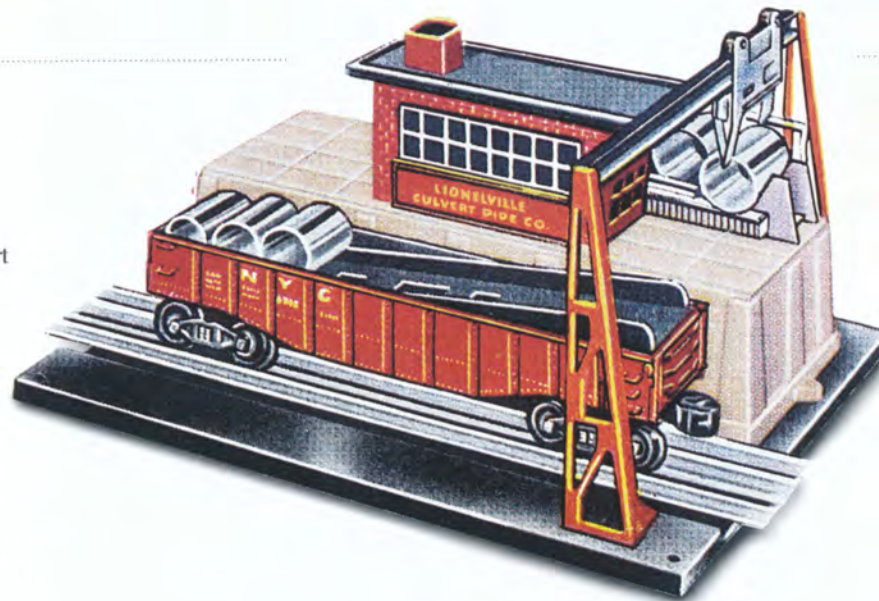
*Size: 12 1/2" Length, 9 1/2" Width*

**(6-12982) \$199.95**



**COMMAND CONTROLLED VERSION**

**(6-22965) \$299.95**





## 6342 CULVERT GONDOLA

Based on the designs for the 1956 original, the new gondola is designed to work in conjunction with the Culvert Loader. Load culverts onto the Culvert Gondola with the new loader. Together these items make a great addition to any Lionel layout.

*Length: 10 1/4" Minimum Radius: 0-27*

**(6-19429) \$44.95**



### Classic Culvert Gondola!

Designed to ride the rails and operate in conjunction with the Culvert Loader this redesigned classic is sure to please.

**Culvert Gondola Features:**  
Injection Molded Plastic Body  
Plastic Frame  
Die-Cast Trucks  
Metal Channel for Culverts

## 49 UNION PACIFIC HIGH RAIL MAINTENANCE VEHICLE

The latest addition to Lionel's Dodge Ram series. Decorated with the Union Pacific shield and colors, blueprint accurate styling and Lionel technology make this Chrysler Corp. licensed product a must.

*Length: 7" Minimum Radius: 0-27*

**(6-18439) \$69.95**



### Great Dodge Design!

This new addition to the Dodge Ram series features the Union Pacific deco. As with prior issues the electronic reverse unit gives you complete freedom with forward-neutral-reverse operation!

**Dodge Ram Maintenance Vehicle Features:**  
Transformer controlled  
Illuminated Head and Taillights  
Precision Can Motor

## 6464 BOXCAR SERIES VII

The next 3-pack in the Lionel 6464 boxcar collector series includes 3 classic names and deco schemes. These three great cars are individually boxed and come packed in a master 6464 set box.

*Length: 10 1/4" Minimum Radius: 0-27*

**(6-29209) \$114.95**



### Quality Lionel Box Cars!

This all new set includes the Great Northern 6464-25, the Boston & Maine 6464-475, and the Timken 6464-500.

**Boxcar Features:**  
Metal Frame  
Die-Cast Sprung Trucks  
Door Guides & Brakewheels  
Magnetic Couplers



## Operating Backshop!

The most fascinating and intricate animated accessory that we have ever produced will delight any train enthusiast with its life-like action.

The backshop is loaded with detail, inside and out! Just pull your favorite engine in through the entrance raildoor and watch the tradesmen go to work servicing all your 'backshop maintenance' needs.

We have even included the finest in digital sound technology to add even more realism to this extraordinary accessory.

### Backshop Features:

#### Detailed Interior

#### Tradesmen Figures

#### Lithographed Tin Plate

#### Operating Die-Cast Interior Equipment

#### Simulated Hearth Fire

#### Accessory Sound

Special Backshop Sounds

#### Additional Features:

Interior Lighting

#### Premiere Edition:

This exclusive edition of the locomotive backshop features a metal building plaque denoting it as the first production run.

## THE LIONEL PREMIERE EDITION LOCOMOTIVE BACKSHOP

Not since Lionel introduced the #96 Manual Coal Elevator in 1938 has there been such a milestone in layout realism and fun.

The Lionel Locomotive Backshop will captivate your imagination and enthrall your guests, a fitting launch to the newest era of Lionel magic.

Run a spur into the locomotive maintenance room. (The operating doors can be raised or lowered remotely.) The clearance is generous enough to accommodate your largest engines.

Once inside, activate the machine shop in front and watch the tradesmen and the machinery come to life. Three industrial machine tools, each in active motion, create an industrial

scene of incredible imagery. Even the hearth has a realistic "glow." A virtual beehive of activity, the illuminated building is also equipped with the sounds of a real-life backshop, creating a multi-sensory experience that makes it easy to imagine you're in a place the railroading public seldom sees.

The walls and roof are beautifully lithographed tin plate. The roof can be lifted off, providing a direct view into the action below. The locomotive backshop can be operated with or without Lionel TrainMaster.

*Structure: 27" Length, 12" Width, 9" Height*

*Door Opening: 5 1/2" Height, 4 1/4" Width*

**(6-22918) \$599.95**







*Paul Snyder*





50625 RICHARD W. BOULEVARD, CHESTERFIELD, MICHIGAN 48051-2493 U.S.A.  
TELEPHONE: 810.949.4100 E-MAIL: LIONELMI@AOL.COM WEBSITE: WWW.LIONEL.COM

Copyright ©1998 Lionel L.L.C. Any reproduction, transmission, or dissemination of the material contained herein is strictly prohibited. Lionel is a registered trademark of Lionel L.L.C. Items depicted in this catalog are prototype models and may be modified in final production. Prices listed are suggested retail.