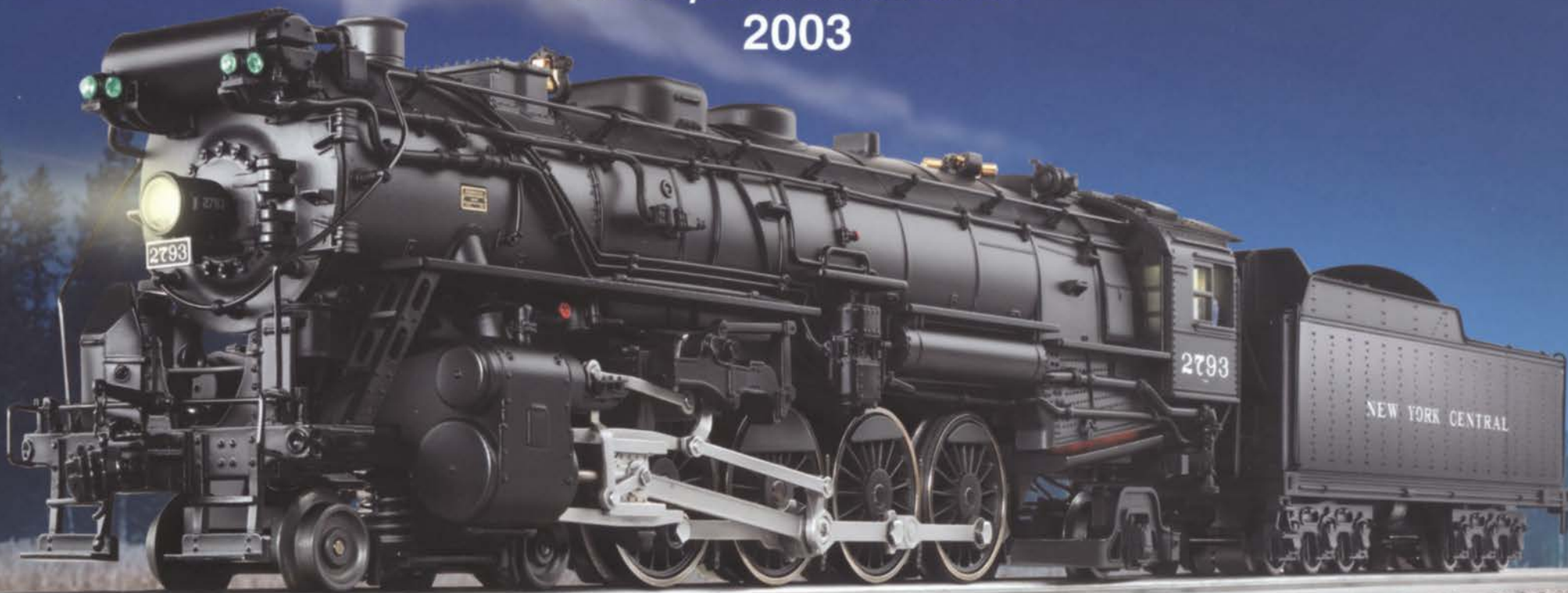




New York Central L-2a Mohawk

First Special Introduction

2003



FEATURES:

- Produced from all new tooling
- TrainMaster® Command Control equipped—able to run in Command Control Mode or in Conventional Transformer Control Mode
- Odyssey® System for speed control, with ON/OFF switch
- Refined Conventional Transformer Control Mode with lower starting speeds, improved smoke output and simplified Odyssey® System controls
- Improved RailSounds™ sound system with CrewTalk™ communication, TowerCom™ announcements and DynaChuff™ synchronized chuffing
- FatBoy™ speaker for the ultimate in sound reproduction
- High-torque Pittman® motor with momentum flywheel
- Wireless Tether™ connection between locomotive and tender
- Directional lighting with operating headlight and back-up light on rear of tender
- Illuminated classification lights on locomotive
- Die-cast metal locomotive body, frame, pilot and trucks
- Scale front coupler with interchangeable O gauge coupler
- Two traction tires
- New synchronized fan-driven smoke unit with improved smoke output
- Separately applied metal details and piping
- Painted exterior valve handles
- Accurate, separately applied builder's plates
- Variable ashpan glow
- Flickering firebox in cab
- Authentically detailed and illuminated cab interior
- Opening cab roof hatches
- Cab window glass
- Engineer and fireman figures
- Die-cast metal tender body and trucks
- ElectroCoupler™ on rear of tender
- Operating marker lights on rear of tender

Minimum Radius: O-54

Length: 25 1/2"

(6-38053) New York Central L-2a Mohawk \$1099.99

**SHOWN
ACTUAL
SIZE**



Authentic tender detailing with RailSounds controls under the water hatch

ACTUAL PRODUCTION MODEL SHOWN

For even more views of the NYC L-2a Mohawk, be sure to visit Lionel's website at www.lionel.com.



Exquisite details include variable ashpan glow, opening cab roof hatches and separately applied piping



The Lionel New York Central L-2a Mohawk marks the debut of this impressive locomotive in die-cast O gauge



With the industrialization of America in the early 20th century, fast freight became a crucial part of the railroad business. Stricter schedules ruled over material entering and leaving a factory or processing center. Hauling loads like merchandise, perishables and livestock required a locomotive that could sustain near passenger service speeds. The New York Central Railroad had come to rely on its K-class Pacifics for this profitable sector of the business, but by the 'teens these 4-6-2s had reached the limits of their design. As timetables became tighter and freight cars became heavier, the New York Central needed a swift new workhorse to get the job done.

The American Locomotive Company (ALCo) came to the rescue with a new 4-8-2 wheel arrangement called the Mountain type. The New York Central received its first 4-8-2 from ALCo's Schenectady Works in 1916. The locomotive tested extremely well, and 185 more were ordered, dubbed the L-1 class. However, the Central's executives thought it absurd to call their 4-8-2s "Mountains," especially since the locomotives would run along the grade-less Water Level Route. Instead these new locomotives were called "Mohawks" in honor of the division on which they were tested and the river that ran along the mainline. The New York Central would have even more 4-8-2s than

their mountainous rival, the Pennsylvania Railroad. During the following four decades, a total of 600 Mohawks were built in four classes, each designated with an "L". Half of these were the four subclasses of L-2 Mohawks.

Delivered in 1925, the first L-2 had many refinements over its predecessors. The L-2 had 27" x 30" cylinders and an increased boiler pressure of 225 pounds. It was equipped with the latest appliances such as a feedwater heater, booster engine and an automatic stoker. This new and improved Mohawk produced a total tractive effort of 72,700 pounds and 3,320 drawbar horsepower. The following year, 99 more of the first new subclass, L-2a, were delivered from ALCo. The L-2a Mohawks became widespread workhorses, running throughout the New York Central System. They pulled long coal drags of offset hoppers and the signature fast freight of the line including bright yellow-orange reefer consists. With their low cabs, high turrets and long tenders, the L-2 Mohawks closely resembled the J-class 4-6-4 Hudsons and typified the style of "modern" New York Central steam power. They served for a quarter century into the early 1950s.

The all-new Lionel New York Central L-2a Mohawk represents the very first time that this important locomotive has ever been modeled in die-cast metal for O gauge. Almost all of the boiler

pipng and appliances, such as the prominent Elesco feedwater heater, are separately applied. Other details include accurate builder's plates, cab window glass and a detailed backhead with a realistic flickering firebox. This scale-sized Lionel locomotive is dressed in the serif "Railroad Roman" New York Central livery of the 1920s and 1930s when L-2a Mohawks ruled the freight along the Water Level Route.

Many of the exciting, high performance features pioneered in late 2002 are included in this new Lionel model. Refined Conventional Transformer Control Mode allows for lower starting speeds, improved smoke output and simplified Odyssey System controls when operating in a non-TMCC environment. The industry-standard RailSounds sound system includes a FatBoy speaker for added depth and clarity. The Lionel New York Central L-2a Mohawk also features the new synchronized smoke system that times wheel rotation with the chuff from the RailSounds sound system and the puff from the smoke unit.

Perhaps even as much as the famed Hudson, the Mohawk symbolized the golden age of New York Central steam power. We are proud to be the first to offer a New York Central L-2a Mohawk in die-cast O gauge, complete with the latest exclusive Lionel features.

The NYC L-2a Mohawk joins this fine stable of top-of-the-line motive power from Lionel!



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Retail prices are suggested.

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