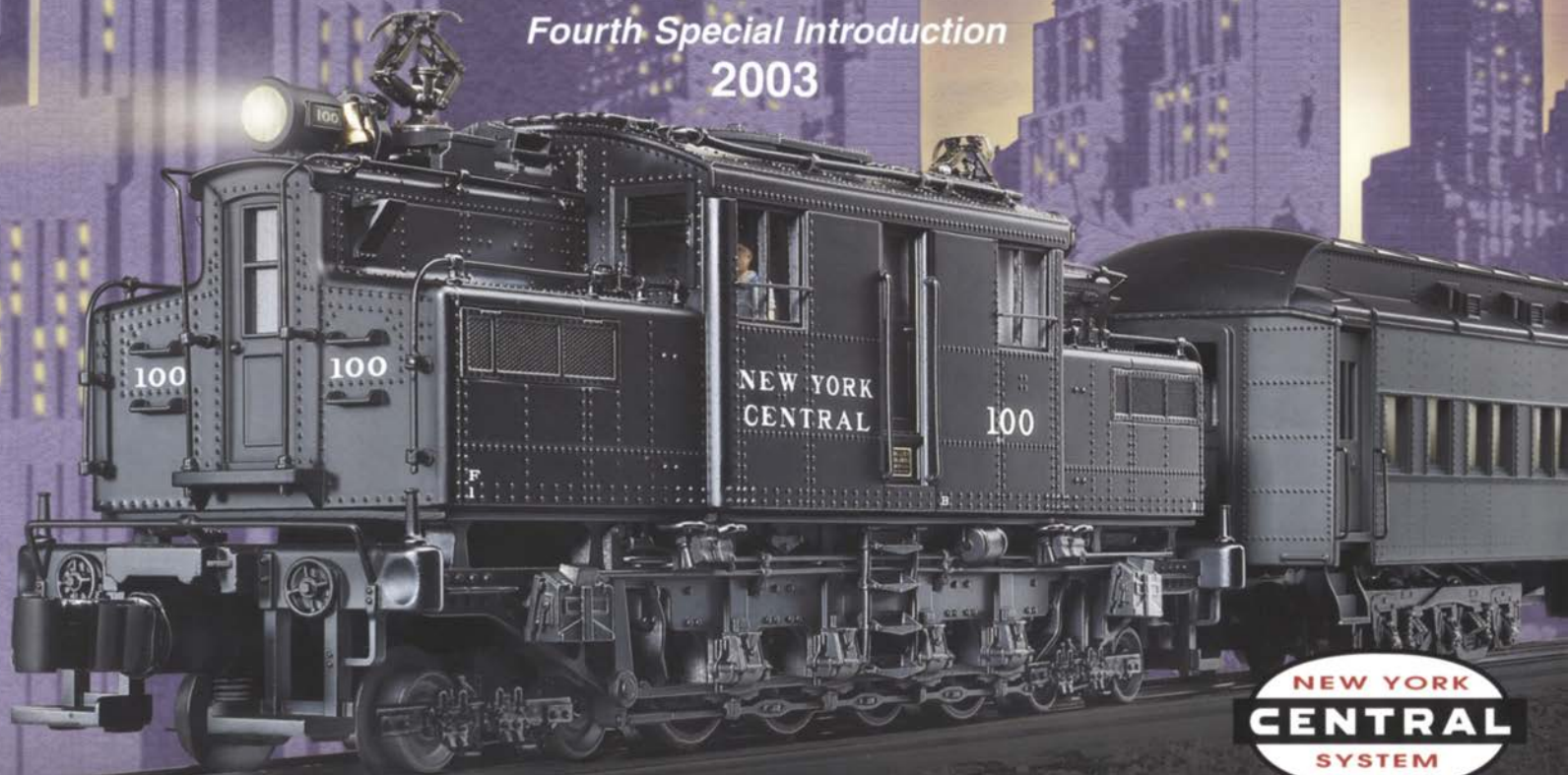




New York Central S-1 Electric

Fourth Special Introduction
2003

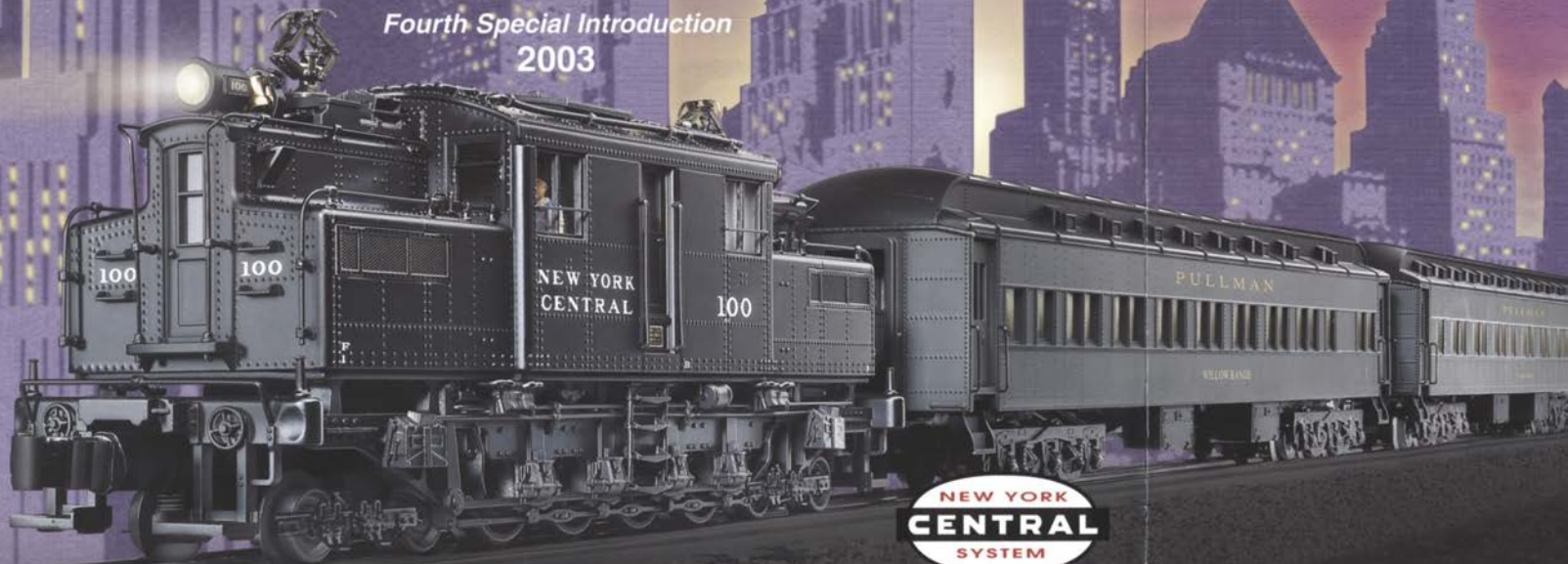


NEW YORK
CENTRAL
SYSTEM



New York Central S-1 Electric

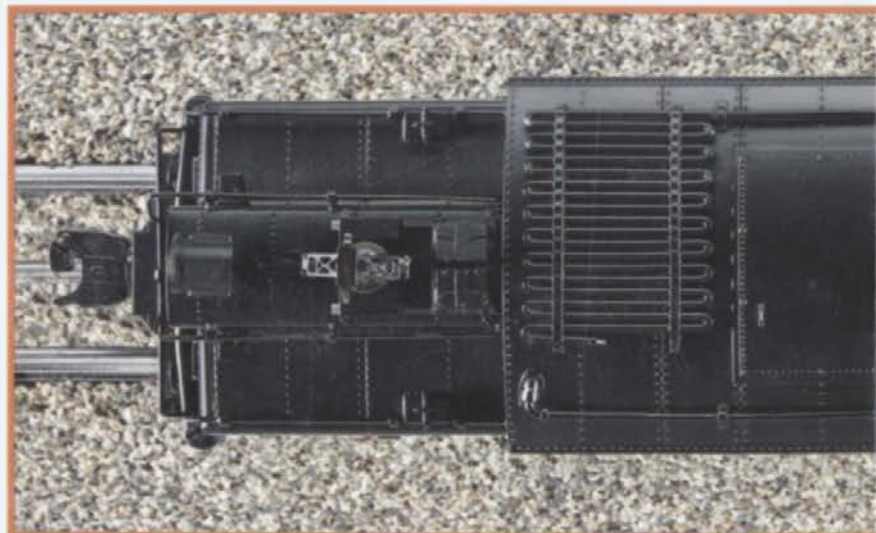
Fourth Special Introduction
2003



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 and simplified Odyssey System controls
- Improved RailSounds™ sound system with CrewTalk™ communication and TowerCom™ announcements
- FatBoy™ speaker for the ultimate in sound reproduction
- Powerful maintenance-free motor with momentum flywheel
- Directional lighting with operating headlight at each end of the locomotive
- Die-cast metal locomotive body, frame and trucks
- Manually operating metal pantographs
- Dual ElectroCouplers™
- Two traction tires
- Separately applied metal details
- Accurate, separately applied builder's plates
- Cab window glass
- Engineer figures
- Minimum Radius: 0-36
- Length: 11 3/4"

(6-18351) New York Central S-1 Electric \$499.99

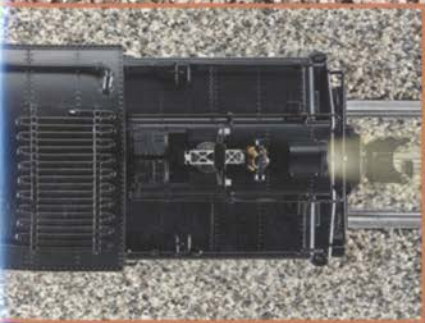


The highly detailed NYC S-1

**SHOWN
ACTUAL
SIZE**

ACTUAL PRODUCTION MODEL SHOWN

For even more views of the New York Central S-1 Electric, be sure to visit the Lionel website at www.lionel.com.



cludes easy-to-access RailSounds controls under a removable roof hatch, accurate builder's plates and sprung metal pantographs

Culminating in the Standard Gauge #402 and #408 models of the 1920s, the New York Central S-1 provided the basis for some of the most prized prewar Lionel locomotives. Never before found in O gauge, the all-new Lionel New York Central S-1 reinvents an icon. Constructed of die-cast metal, the fully-featured S-1 marks the fourth and final Lionel special introduction of 2003.

Missing a red signal obscured by dense smoke, a New York Central steam locomotive rear-ended a stopped New Haven commuter train in the Park Avenue tunnel, causing 15 fatalities in 1902. The following year, the state legislature banned steam locomotives south of the Harlem River effective in 1908. In response, the New York Central set up the Electric Traction Commission, which included Frank J. Sprague, who virtually invented the electric railway in the 19th century. Chiefly through his influence, the railroad chose proven third rail DC power for their electrified zone between Harmon and Grand Central Terminal. An AC system, like that used by the Pennsylvania Railroad, would have required overhead catenary lines.

Other great technological minds led to the creation of the first New York Central electric locomotive. Constructed by a partnership between the American Locomotive Company (ALCo) and General Electric, the drive train design alone led to four patents for G.E. engineer Asa Batchelder. By mounting armatures on the axles and poles on the

frames to reduce axle weight, Batchelder's design marked the first successful use of a gearless motor drive. The associated lack of friction led to less maintenance and increased efficiency.

Generating maximum torque at zero RPM, the unique locomotive could start and stop a train very quickly. The lack of reciprocating parts and constant tractive effort gave passengers a quiet, comfortable ride and lowered maintenance costs. The S-1 could haul a 435 ton passenger train from Harmon to Grand Central in an impressive 44 minutes. Outfitted with TMCC, the Lionel New York Central S-1 pays tribute to its high performance prototype with an Odyssey System-equipped, maintenance-free motor and the unequaled RailSounds sound system.

Unveiled in 1904 as experimental class L #6000, the railroad rigorously tested the ALCo/GE creation before allowing it into service as T-1 #3400 in 1907. Thirty-four virtually identical locomotives, classed T-2, joined the roster later that year. After a deadly derailment, the original two-wheel pony trucks were replaced with a four-wheel design. The locomotives were finally re-classed as S-1 and S-2.

The new Lionel model represents the S-1 during the 1930s after her final renumbering as #100. Built of die-cast metal, the S-1 also features many separately applied parts such as see-through screens, detailed pick-up shoes

and accurate builder's plates. The Lionel S-1 even includes operating sprung pantographs, which were used on the prototype to draw power from the ceiling of Grand Central Terminal where complicated trackwork prevented a constant third power rail.

New York Central S-motors had legendary careers. The powerful locomotives hauled signature passenger trains such as the *Twentieth Century Limited* into Grand Central Terminal. Even as more powerful electrics surpassed them, the S-motors still took on commuter runs and switched passenger consists in Mott Haven Coach Yard. S-1 #100 ran until 1965, when the railroad donated the historic locomotive to the Mohawk & Hudson Chapter of the National Railway Historical Society. A sister locomotive, S-2 #115, was finally retired from Conrail in 1981 after a career almost eight decades long.



FEATURES:

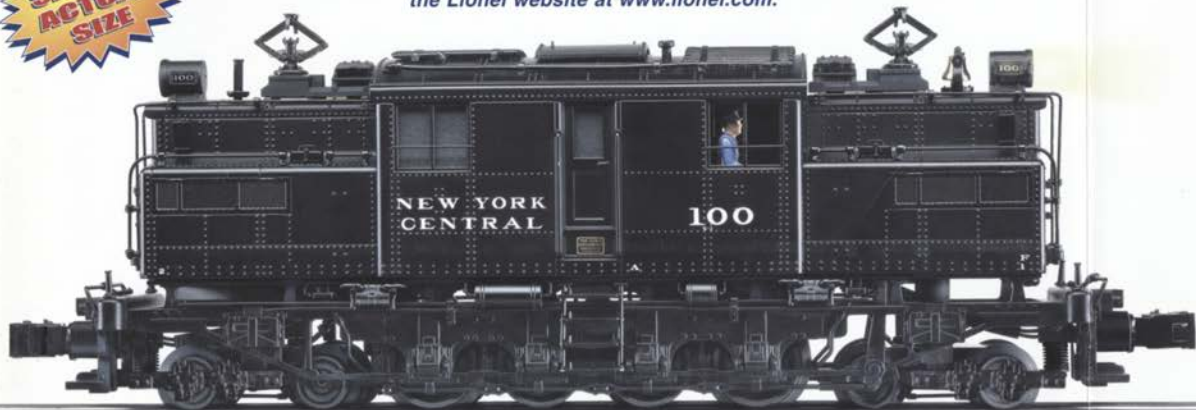
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- Two traction tires
- Separately applied metal details
- Accurate, separately applied builder's plates
- Cab window glass
- Engineer figures
- Minimum Radius: 0-36"
- Length: 11 3/4"

(6-18251) New York Central S-1 Electric \$499.99



ACTUAL PRODUCTION MODEL SHOWN

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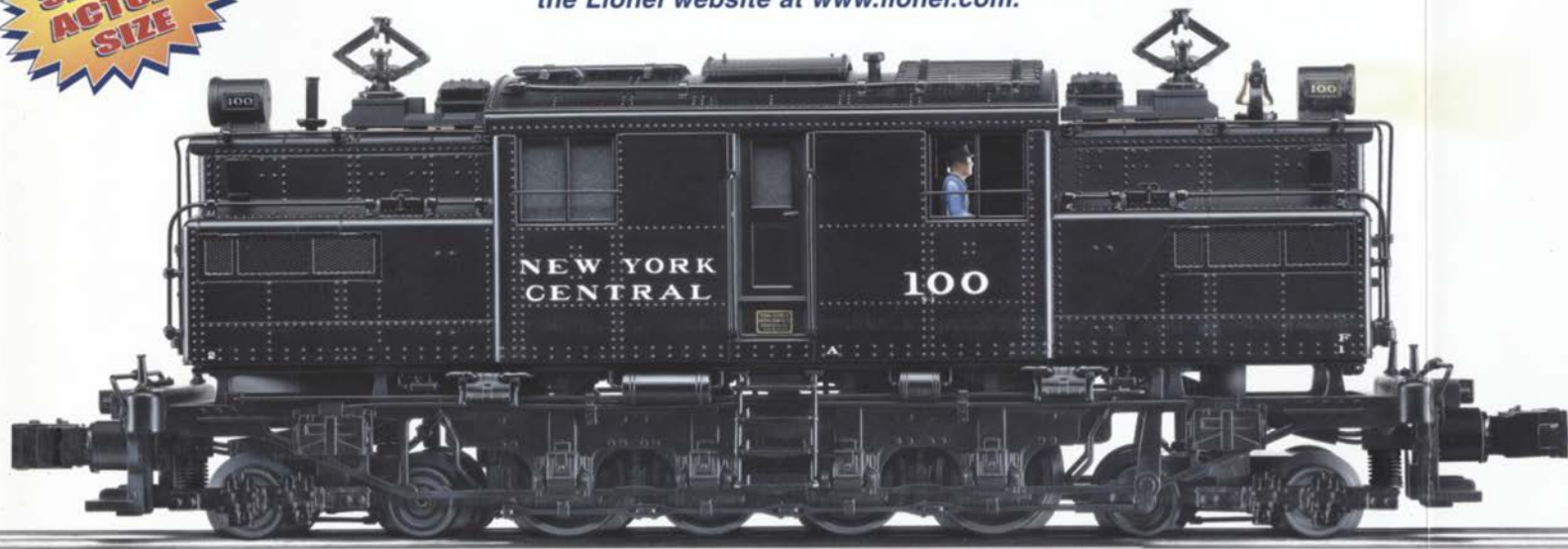


The highly detailed NYC S-1 includes easy-to-access RailSounds controls under a removable roof hatch, accurate builder's plates and sprung metal pantographs

**SHOWN
ACTUAL
SIZE**

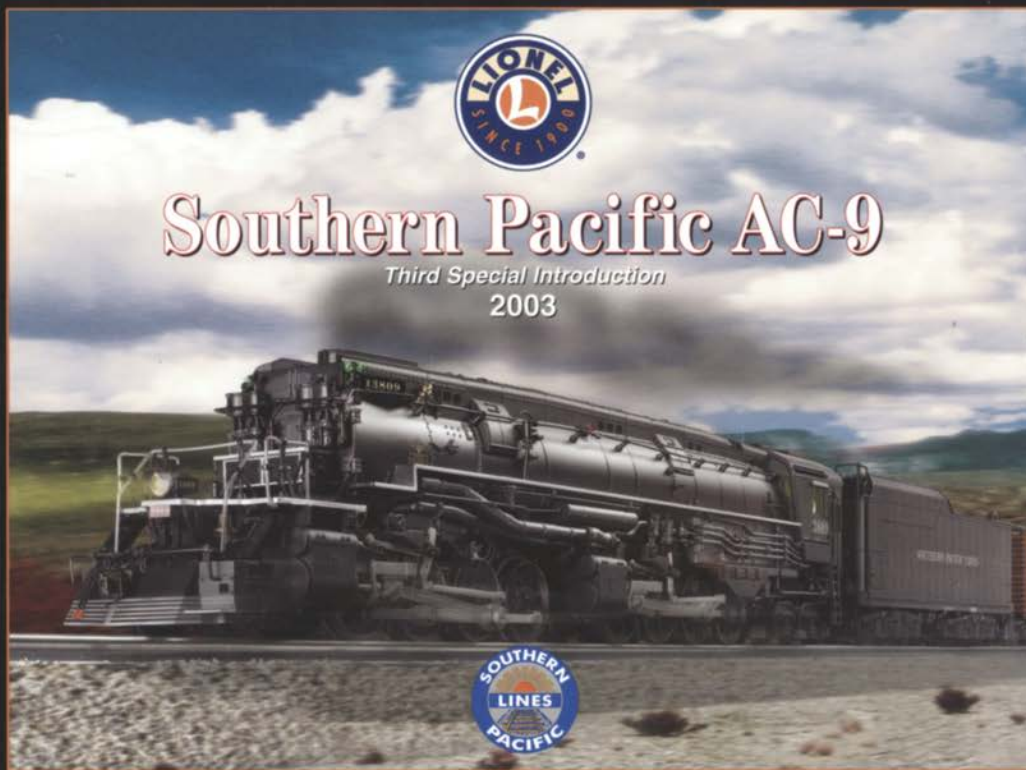
ACTUAL PRODUCTION MODEL SHOWN

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Don't miss the third Special Introduction of 2003, the Southern Pacific AC-9, now available at Lionel Value-Added Dealers!



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