



Southern Pacific AC-9

Third Special Introduction

2003





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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
- Realistic auxiliary air horn sound, activated by the TMCC® CAB-1 Remote Controller®
- Dual FatBoy™ speakers 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
- Illuminated number boards on locomotive
- Die-cast metal locomotive body, frame, pilot and trucks
- Scale front coupler with interchangeable O gauge coupler
- Four traction tires
- Synchronized fan-driven smoke unit with improved smoke output
- Separately applied metal details and piping
- Accurate, separately applied builder's plates, trust plates and superheater patent plate
- Variable ashpan glow
- Flickering firebox in cab
- Authentically detailed and illuminated cab interior
- Two opening cab roof hatches
- Cab window glass
- Engineer, fireman and brakeman figures
- Die-cast metal tender body and trucks
- ElectroCoupler™ on rear of tender
- Operating marker lights on rear of tender
- Minimum Radius: O-72
- Length: 32 1/4"

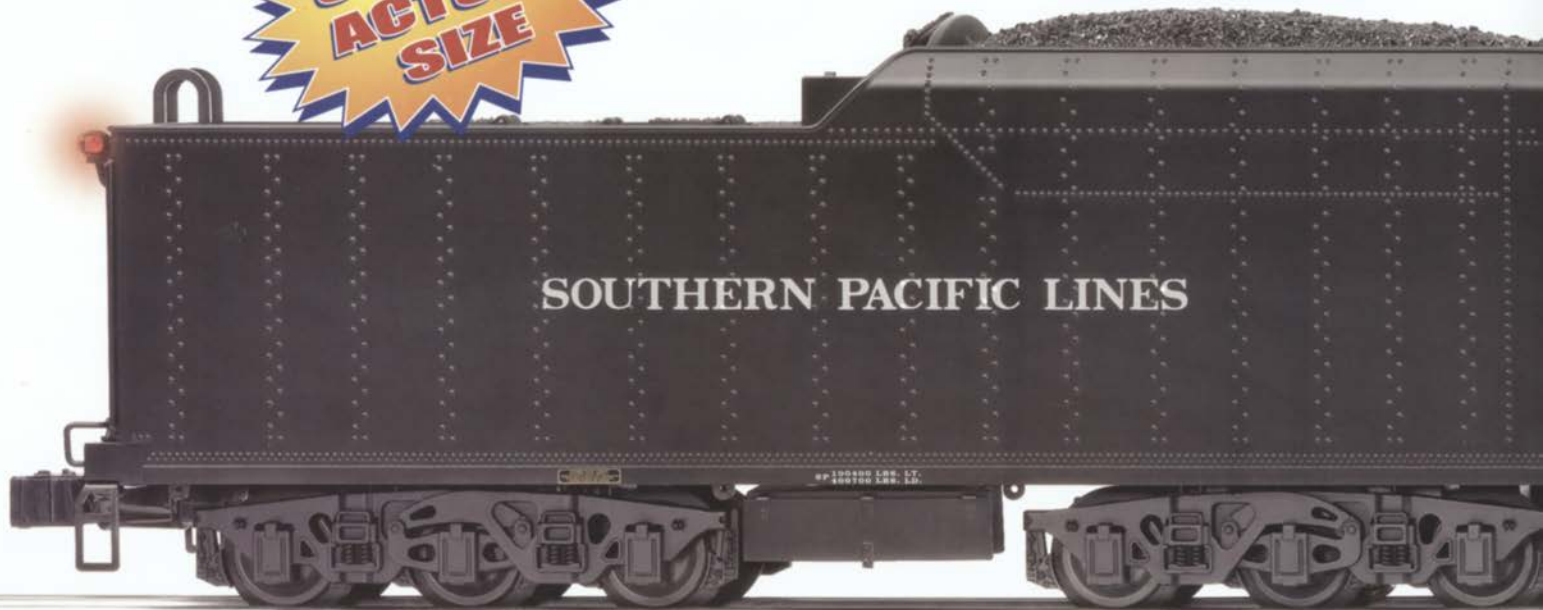
(6-38031) Southern Pacific AC-9 2-8-8-4 \$1499.99

ACTUAL PRODUCT

For even more views of the Southern Pacific

Lionel's website at

**SHOWN
ACTUAL
SIZE**



Tender includes directional lighting, a trust plate and opening hatches that reveal RailSounds controls

The Southern Pacific

ON MODEL SHOWN

Pacific AC-9 2-8-8-4, be sure to visit
www.lionel.com.



AC-9 features many details such as opening cab roof hatches and builder's plates – there's even a brakeman figure in the cab



Left side view of the Lionel Southern Pacific AC-9 2-8-8-4

ON MODEL SHOWN

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AC-9 features many details such as opening cab roof hatches and builder's plates - there's even a brakeman figure in the cab

Left side view of the Lionel Southern Pacific AC-9 2-8-8-4

ACTUAL PRODUCTION MODEL SHOWN

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**SHOWN
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Tender includes directional lighting, a trust plate and opening hatches that reveal RailSounds controls

The Southern Pacific AC-9 features many details such as opening cab roof hatches and builder's plates - there's even a brakeman figure in the cab

Left side view of the Lionel Southern Pacific AC-9 2-8-8-4



The all-new, Lionel Southern Pacific AC-9 represents the first time that this powerful 2-8-8-4 "Yellowstone" type has ever been modeled in die-cast metal O gauge. The big, simple articulated was one of the last Southern Pacific steam locomotive designs. On a railroad known for oil burners and Cab-Forwards, the coal burning AC-9 class proved to be quite a unique and successful motive power fleet.

Like most great railroads, the Southern Pacific was made up largely of smaller subsidiaries that it had acquired over its long history. One such line was the El Paso & Southwestern that ran 332 miles from El Paso, Texas, to Tucumcari, New Mexico. The SP purchased the line in 1924, dubbing it the Rio Grande Division. With it, the SP inherited the advantage of a contract for coal from the mines at Dawson, New Mexico, and the disadvantage of a line that reaches an elevation of 6,724 feet with long 1% grades in both directions. Therefore any train running on the Rio Grande Division was forced to have a helper locomotive pushing on the last car.

By the late 1930s, Southern Pacific management wanted to eliminate the need for this costly helper service. For the task of single-handedly hauling a heavy load over the demanding Rio Grande Division, the SP hoped to develop the next successful subclass of its "AC." An acronym for "Articulated Consolidation" since the railroad thought of this class of giants as a pair of 2-8-0 Consolidation types under one boiler, Southern Pacific "AC" locomotives were usually of a cab-forward design. On many of

the SP's lines, tunnels and snowsheds dominated the route. The exhaust fumes of a conventional locomotive in such an enclosed space asphyxiated trainmen, so the railroad had designers switch the positions of the cab and stack.

On the tunnel-free Rio Grande Division, such concerns were not necessary. The main demand was that the new locomotive could burn the cheap coal provided by the Dawson fields. Such a stipulation dictated that the design must be for a conventional rear cab locomotive, so that the firebox could be stoker-fed from the tender. For the wheel arrangement, the railroad decided not to stray too far away from a good thing. They simply flipped their successful 4-8-8-2, creating a 2-8-8-4 "backward" Cab-Forward. The Southern Pacific turned to the Lima Locomotive Works to build their new AC-9 class.

A few years before the birth of the AC-9, Lima had delivered the famous streamlined GS-class Daylight locomotives to the Southern Pacific. The AC-9 gained some design elements common to the popular Daylights, such as a skyline casing along the boiler top, all-weather cab and silver-stripped solid front pilot. They were some of the only articulated locomotives in the world to have streamlining applied. The Lionel replica accurately models the lines of this special 2-8-8-4, including the accurate pre-1946 "Southern Pacific Lines" livery. Details include many separately applied parts and piping on both the locomotive and tender. Opening water hatches on the tender reveal easy-to-access RailSounds controls.

Many high performance features are also included in this new scale-sized Lionel locomotive. The RailSounds sound system even includes a unique auxiliary air horn sound that is controlled via the TrainMaster Command Control CAB-1 Remote Controller. Dual FatBoy speakers ensure that the sound reproduction is the most realistic in the industry. The refined Conventional Transformer Control Mode provides reliable operation and better control for railroaders who prefer to run their trains on a traditional, non-TMCC layout. In addition, the Odyssey System for speed control now includes a convenient ON/OFF switch, eliminating the need for complicated transformer sequences to disengage the speed control system. Adding to the realism is a synchronized, fan-driven smoke unit. Watch the smoke puff in perfect time to the mesmerizing valve gear and hard-working chuff of the AC-9.

In 1939, twelve of the mammoth 2-8-8-4s were delivered to the Southern Pacific. They hauled heavy freight and passenger trains on the Rio Grande Division throughout the 1940s. With 77% of their 689,900 lbs. weight over the 63 1/2" drivers, the locomotive generated 124,300 lbs. of tractive effort. The AC-9 produced 6000 horsepower and streaked across the Southwest at a top speed of 75 miles per hour. By the early 1950s, diesels invaded the Rio Grande Division. After being converted to burn oil, the AC-9's were sent to the Modoc Line between Fernley, Nevada, and Klamath, Oregon, where they finished out their service. All of the "backward" Cab-Forwards were scrapped by the mid-1950s.



The second special introduction of 2003, the Pennsylvania S1 Duplex, is now available at your local Lionel Value-Added Dealer!



Pennsylvania S1 Duplex

Second Special Introduction
2003



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