

2601 Detroit-& Toledo Shore Line Hopper

by Bill Button

This car was selected for our 23rd Annual Convention held in Dearborn, Michigan. It is the first Standard "O" 2 bay center flow hopper used by any train club to date as a commemorative. The car continues the plan to have all 1990 decade LCCA convention cars in Standard "O".

The number 2601 used for our model is prototypical for this hopper. All slogan and technical data printing on the car is black except for the red and white D-&TSL logo and the builder's information plate. At the brakewheel end of the car the special Convention souvenir notation in 3 lines reads:

"LCCA 23rd ANNUAL CONVENTION
DEARBORN, MICHIGAN
July 21-25, 1993"

This is the first car produced by

Lionel with printing on the chutes. The build date information of "NEW 7-93" is special to coincide with the month of our Convention. Lionel uses "NEW 1-93" for all regular production for this year. There is no "BUILT BY LIONEL" notation on this car.

The car consists of nine (9) molded plastic pieces (not counting the truck assemblies and brakewheel). Included are: Body; Roof cover (with molded hatches); Catwalk; 2 bottom chutes (identical to each other); 2 end braces (one with air brake reservoir and one without); and 2 truck plates (unique to each other since only one has an air brake cylinder).

All the pieces are gray plastic painted a light, flat gray. Snap fit construction is utilized since the

only mechanical fasteners are the two screws used to hold the die cast, sprung trucks to their respective plate assembly. Strongly suggest you do not try to take it apart because of the fragile tabbed assembly design.

The Lionel inventory listing number for the car is 6-52023. (This is the number printed on the end of the box.) The 52XXX is reserved for all various clubs' items produced by Lionel. Previously, the 178XX numbers were used for club cars. The LCCA's East Camden & Highland boxcar listed at 17870 was the first car to use this numerical sequence and our NASA tank car at 17899 was the last.

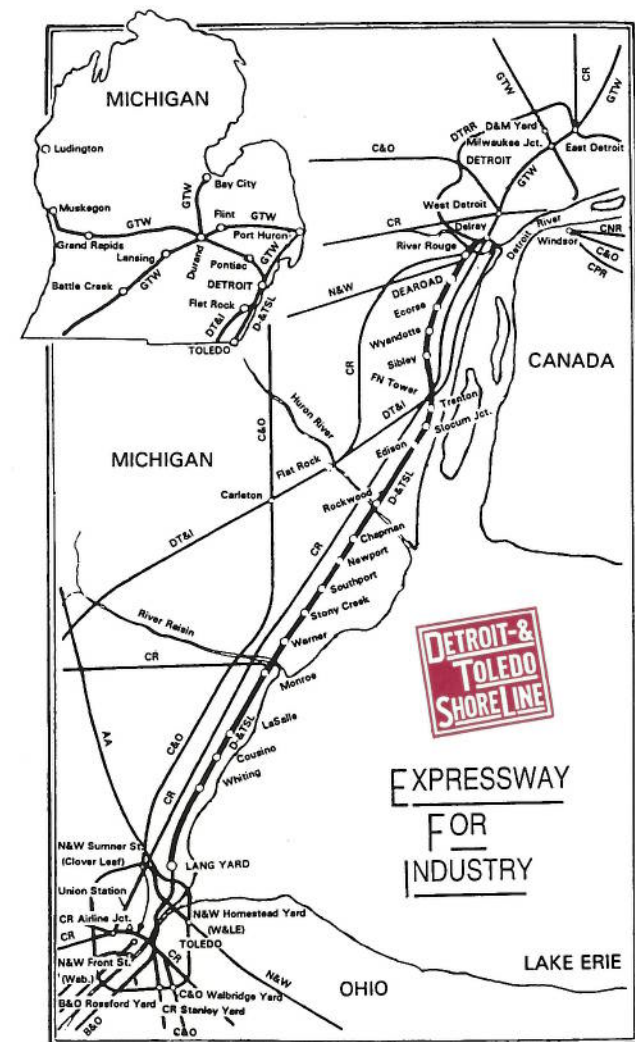
A total of 5,100 Detroit-& Toledo Shore Line 2 bay centerflow hoppers were produced for the Club.

The History of the D-&TSL

Started separately during the 1890's in Michigan as the Pleasant Bay Railway and the Toledo & Ottawa Beach Railway in Ohio, the 2 companies incorporated under Michigan law as the Detroit-& Toledo Shore Line on April 14, 1899. The thought at the time was to have a high speed railroad system to link the interurban lines in Michigan with the Lake Shore Electric in Toledo, Ohio.

Operating with 46.98 miles of track between Detroit and Toledo, the D-&TSL was primarily a bridge route connecting the two cities. Some of the flattest farmland in the United States is along the west shore of Lake Erie and the Detroit River, so describing the D-&TSL would have to be "straight and flat". All the main line was double track, using automatic block before 1964, and was dispatched with centralized traffic control and continuously lit signals.

Through the steam era, the D-&TSL had a small fleet of Mikados, Consolidations and switchers. The first diesels, EMD SW7 switchers, were introduced in 1950. During 1951 the diesel roster grew quickly by adding nine GP7's and another SW9. In November of 1952 two more SW9's were added and the Shore Line obtained its last new locomotive, a GP7, in early 1953. In the Fall of



1952, the last D-&TSL steamer operated. To celebrate our nation's Bicentennial in 1976, a GP7 was renumbered "76" and painted red, white and blue.

The D-&TSL took in most of its revenue from

hauling automotive industry cargo south and coal north, although it did handle a small amount of on-line business. Most of the traffic moved between the GTW in Detroit and the C&O, B&O, N&W and Conrail in Toledo. It connected with roads in

Michigan through the Detroit Terminal Switching District and with Ohio railroads via the Toledo Terminal RR. The Shore Line made three regular road freights daily in each direction along with two regular main line locals.

The D-&TSL headquarters were located in the GTW's office building in Detroit, although all operations were based out of the Lang Yard in Toledo. There, an 18 stall roundhouse handled all locomotive repairs and major overhauls. Rip track crews took care of all light repairs, car modifications and general program repairs.

During 1962, the D-&TSL was owned by both the Grand Trunk Western and the Nickle Plate Road. The NKP was merged into the Norfolk and Western in 1964. In June of 1980, the GTW gained control of the Detroit, Toledo & Ironton and the ICC ordered GTW to either purchase all of the D-&TSL or divest itself of its half interest of the company. N&W dropped its objection to the GTW/DT&I merger in return for the GTW removing its objection to a pending N&W/Southern merger. The GTW announced in 1981 that it had purchased all interest in the D-&TSL from N&W.

Today the Shore Line is another "fallen flag" and part of the CN North America conglomerate operating throughout Canada and the United States.