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HIGHLIGHT:

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Big Boy on the Move

Union Pacific has been busy getting Big Boy 4014 moving. The huge loco and tender has been rolled from its display at Fairplex in Pomona, CA, and moved close to the place where it will exit that site and roll onto the Los Angeles area commuter railroad Metrolink. As part of the deal with the museum, Union Pacific will replace the Big Boy with a SD-40-2 and a caboose. As I write this, the exact date has not been announced, but UP officials promised that notice would be given so that railfans can watch. UP has said the earliest date would be in late January.

The 4014 has been a part of Fairplex for 51 years. As the Big Boy was rolled away from its static display position, employees of the Fairplex hung a banner wishing the 4014 good luck along with the message, “See you at the 100th anniversary of the Los Angeles County Fair in 2022.” When Big Boys were first contemplated by UP, trackage to Los Angeles was prepared for these large locos, but trips to that area never materialized. Now a return trip has been promised.

Lionel’s new Vision Line model of the Big Boy locomotive will be available well before 2022. Seven of the eight locos still in existence will be modeled. Those who are considering purchasing one of these behemoths must decide which one of the seven locos they would prefer. Based on research, here are some interesting facts about each loco.

4004 - Cheyenne, Wyoming

■ Parts from this Big Boy including the cold water pump, water injector and whistle were returned to the UP Steam Program for use on the 4-6-6-4 Challenger No. 3985.

■ Of all displayed Big Boys, this is the only one that is closely fenced in.

■ This Big Boy was preserved through the local efforts of the Union Pacific Old Timers Club. The outdoor display site in a city park was soft earth. The club raised \$2,000 through a raffle to build a concrete slab to accommodate the locomotive’s massive weight — about 933,500 lbs.

4005 - Denver, Colorado

■ This was the only Big Boy temporarily converted to burn oil in a fuel test for UP between 1946 and 1948.

■ Involved in a wreck at Red Desert, WY in 1953 that killed three UP employees.

■ The last Big Boy to move across Sherman Hill.

4006 - St. Louis, Missouri

■ Noted for having racked up the most mileage of the Big Boys during its service - 1,064,625 miles.

■ Posed in 1962 alongside the Civil War “General” locomotive.

4012 - Scranton, Pennsylvania

■ Steamtown USA paid \$6,000 to move the 4012 from Union Pacific’s transfer in Council Bluffs to the museum site.

■ Of all the preserved Big Boys, the 4012 is the most travelled. First arrived in 1964 at Steamtown USA site at Bellows Falls, VT. Moved in 1974 to the Green Mountain Railway. Moved in 1984 to Scranton, PA, as part of relocated Steamtown USA locomotive collection. Moved in 1994 from display in front of downtown hotel to railyard facilities of Steamtown National Historic Site.

4014 - Pomona, California

■ Probably the last accident involving a Big Boy occurred when 4014 was moved to a new site within the fairgrounds. During the moving process, 4014 ran into the tender of Santa Fe 4-6-4 No. 3450.

■ Reacquired by UP in 2013 and slated for transportation to Cheyenne shops for possible restoration as part of the UP Steam Program.

4017 - Green Bay, Wisconsin

■ It was one of the last two Big Boys to receive heavy repair work at the Cheyenne shops in 1959.

■ First Big Boy to go on public display at a museum.

■ When moved to the site of Lensfesty Center in 2000, the exhibition hall was then built around it.

■ Used as a background in the award winning music video, Like a Train, performed by the Celtic rock music band Celi Rain.

4018 - Frisco, Texas

■ This Big Boy was the subject of an ill-fated proposal to restore it for a movie production in 1998.

■ After 48 years in Dallas as a static display, it is now a feature at the Museum of the American Railroad in Frisco.

Made in Two Series

The Big Boys were made in two batches. The first 20 units (4000 through 4019) were delivered beginning in 1941 in time to perform massive war-related transportation services. Five more Big Boys (4020 through 4024) were needed for war work and were delivered in 1944. There is one noticeable difference between the two sets of locos. The first 20 had after coolers mounted on the front handrails. These were found to be troublesome. They were fin-type coolers and had problems with condensation freezing and cracking the cast iron header. When the 1944 series was built a different type cooler was used. It was mounted behind the pump doors at the front of the loco – a much better arrangement. After the war, this new type after cooler was applied to all 20 original Big Boys during the 1948-1952 timeframe. The original after coolers can be seen on early black and white photos. All the color photos I've seen are more recent shots, so the after coolers are no longer on the handrails.

The last Big Boy to operate was the 4015. This loco was also the first of the Big Boys to be torched and scrapped. The scrap value in the early 1960s was \$350 a ton, or about \$18,000 for an entire locomotive.

Some of this information was found in the latest book I've seen on the Big Boys, *The Big Legacy of the Union Pacific Big Boy*, by James J. Reisdorff and Michael M. Bartels, published in 2006 by South Platte Press.

Lionel Service Station Sets



A recent question posed on the Ask the Experts section of the LCCA website concerned Lionel's Service Station sets. While

trying to find an answer to a question about them, I could not find anywhere a complete list of the sets and their contents. So I assembled a list. After considerable searching, I completed the list. This information will be of interest to club members and collectors.

The idea behind the Service Station sets was to provide a special set that would be sold only through Lionel Authorized Service Stations. Many Service Stations did not operate a retail store, so these special sets gave them an opportunity to offer a collectible train set available exclusively through them. The first one appeared in 1971 and came in a generic box with a color illustration of three locos on its cover. The same box was used again in 1972. A red label was used on the cover to identify the contents. For several years, the boxes for Service Station sets were not designed for shelf display. Later boxes were plain with a label attached that detailed the contents of the set.

For some reason, these sets were discontinued after the 1978 set. The program was reinstated in 1986 and continued through 2002 when the program was ended. From 1996 on, the sets came in more typical Lionel display set boxes. Many of the early sets were advertised with one-page flyers. Eventually, the sets were advertised in the catalog and described as available through Service Stations only. The following list includes all of the sets and extras offered and the contents of each set.

1971: 6-1187 – Illinois Central Set

- 8030 IC GP-9 (w/wire handrails)
- 9200 IC Boxcar
- 9211 Penn Central Boxcar
- 9214 Northern Pacific Boxcar
- 9215 Norfolk & Western Boxcar
- 9230 Monon Boxcar
- 9160 IC N5c Caboose
- 12 O-gauge Straight Track
- 8 O-gauge Curve Track

1972: 6-1250 – New York Central Set

- 8206 4-6-4 Hudson
- 9111 N&W Quad Hopper
- 9151 Shell Single Dome Tank Car
- 9707 MKT Stock Car
- 9709 BAR State of Maine Boxcar
- 9710 Rutland Boxcar
- 9162 Pennsylvania N5c Caboose
- 12 O-gauge Straight Track
- 8 O-gauge Curve Track

1973: 6-1350 – Canadian Pacific Set

- 8365 Canadian National Powered F3 A unit
- 8366 Canadian National Non-Powered F3 unit
- 9113 N&W Quad Hopper
- 9723 Western Pacific Boxcar
- 9724 Missouri Pacific Boxcar

- 9725 MKT Stock Car
- 9165 Canadian Pacific N5c Caboose

1974: 6-1450 – Rio Grande Set

- 8464 Rio Grande Powered F3A unit
- 8465 Rio Grande Non-Powered F3A unit
- 9863 Railway Express Agency Reefer
- 9739 D&RGW Boxcar
- 9144 D&RGW Gondola
- 9117 Alaska Railroad Quad Hopper
- 9166 D&RGW SP-type Caboose

1975: 6-1579 – Milwaukee Road Set

- 8555 Milwaukee Road F3A Powered
- 8557 Milwaukee Road F3A Non-Powered
- 9754 NYC Pacemaker Boxcar
- 9132 Libby's Vat Car
- 9119 Detroit & Mackinac Covered Hopper
- 9758 Alaska Boxcar
- 9169 Milwaukee Road SP-type Caboose

1976: 6-1672 – Northern Pacific Set

- 8666 Northern Pacific GP-9
- 9869 Santa Fe Reefer
- 9267 Alcoa Covered Hopper
- 9775 M&St.L Boxcar
- 9776 SP Overnight Boxcar
- 9177 Northern Pacific Bay Window Caboose

1977: 6-1766 – B&O Budd Set

- 8766 B&O RDC Baggage Powered
- 8767 B&O RDC Passenger Dummy
- 8768 B&O RDC Passenger Dummy
- 8764 B&O RDC Passenger Powered Available later in 1977
- 8765 B&O RDC Baggage Dummy Available later in 1977

1978: 6-1868 – Minneapolis & St. Louis Set

- 8866 Minneapolis & St. Louis GP-9 Diesel
- 9213 M&St.L Covered Hopper
- 9408 Lionel Lines Circus Cattle Car
- 9726 Erie Lackawanna Boxcar
- 9138 Sunoco Three Dome Tank Car
- 9271 M&St.L Bay Window Caboose

1986: 6-1632 – Santa Fe Work Train

- 8635 ATSF Steam Switcher
- 5745 Santa Fe Bunk Car
- 5760 Santa Fe Tool Car
- 6272 Santa Fe Gondola with Wire Spools
- 6593 Santa Fe Operating Crane Car
- 6496 Santa Fe Work Caboose

1987: 6-11704 – Southern Freight Runner

- 18802 Southern GP-9 Diesel
- 16607 Southern Operating Coal Dump Car
- 16102 Southern Three Dome Tank Car
- 16402 Southern Hopper with Coal Load
- 16701 Southern Tool Car
- 16504 Southern Lighted Porthole Caboose

1988: 6-11706 – Virginia & Truckee

- 18702 V.&T.R.R. General-type Engine and Tender
- 16010 V&T Passenger Car
- 16011 V&T Passenger Car
- 16012 V&T Baggage Car

1989: 6-11758 – Desert King

- 18608 Rio Grande 2-6-4 Steam Loco and Tender
- 16616 Rio Grande Searchlight Car
- 16105 D&RGW Three Dome Tank Car
- 16206 D&RGW Boxcar
- 16509 D&RGW SP-type Caboose

1990: 6-11712 – Great Lakes Express

- 18611 Lionel Lines 2-6-4 Steam Loco and Tender
- 16027 Mt. Clemens Combo Car
- 16028 Detroit Coach Car
- 16029 Lansing Coach Car
- 16030 Chesterfield Observation Car

1991: 6-11719 – Coastal Freight Special

- Delaware & Hudson RS-3
- 16109 B&O Single Dome Tank Car
- 16335 NYC Pacemaker Flatcar with Trailer
- 19524 D&H Reefer
- 16407 B&M Covered Quad Hopper
- 16525 D&H Bay Window Caboose

1992: 6-11733 – Feather River Set

- 18820 Western Pacific GP-9
- 16234 ACY Boxcar
- 16121 Chicago & Northwestern Stock Car
- 19414 UP Flatcar with Stakes
- 16359 Pacific Coast Gondola with Coil Covers
- 16653 Western Pacific Crane Car
- 16539 Western Pacific Steel-sided Caboose w/Smoke

1993: 6-11738 – Soo Line Set

- 18825 Soo Line GP-38-2 Diesel
- 19536 Soo Line REA Reefer
- 17006 Soo Line Two-Bay ACF Standard O Hopper
- 19416 IC TTUX
- 19604 Goodyear Single Dome Tank Car
- 19720 Soo Line Extended Vision Caboose

1994: 6-11744 – NYC Passenger/Freight Set

- 18835 NYC RS-3 Diesel
- 19819 Poultry Car
- 19263 NYC Double Door Boxcar
- 16903 Canadian Pacific Flatcar with Wood Load
- 19605 Hudson Bay Single Dome Tank Car
- 16066 NYC Combo Car
- 16067 NYC Passenger Car

1995: 6-11749 – Western Maryland

- 18841 Western Maryland GP-20 Diesel
- 16420 Western Maryland Quad Hopper with Coal Load
- 16421 Western Maryland Quad Hopper with Coal Load
- 16424 Western Maryland Covered Quad Hopper
- 16425 Western Maryland Covered Quad Hopper
- 16426 Western Maryland Covered Quad Hopper
- 16427 Western Maryland Covered Quad Hopper
- 16564 Western Maryland Center Cupola Caboose (Shown in Catalog as 16544)

1995: 6-16091 – NYC Passenger Car Set

- 16087 NYC Baggage Car
- 16088 NYC Passenger Car
- 16089 NYC Dining Car
- 16090 NYC Observation Car

1995: 6-19726 – NYC Bay Window Caboose**1996: 6-11912 – Lionel Steel**

- 18515 Lionel Steel Switcher #57
- 51503 Lionel Steel Die-Cast Ore Car
- 51504 Lionel Steel Die-Cast Ore Car
- 51502 Lionel Steel Die-Cast Ore Car Available add-on car

1997: 6-11918 – Conrail Set

- 18566 Conrail SD20 Diesel
- 19287 6464-125X NYC/PC Pacemaker Boxcar
- 19288 6464-200X Pennsylvania/Conrail Boxcar
- 6461 Edison Depressed Center Flatcar with Transformer
- 19608 6315 Sunoco Aviation Fuel Single Dome Tank Car
- 19738 6417 Conrail N5c Caboose

1998: 6-21753 – Fire and Safety Set

- 18444 Motorized Fire Car
- 19853 Fire Fighting Instruction Car
- 19442 Flatcar with Water Supply Tank
- 19854 Extension Searchlight Car
- 26961 Lionel Fire Company Ladder Car
- 26505 Lionelville Fire Co. Rescue Caboose

1999: 6-21758– Bethlehem Steel Set

- 18799 NW2 Bethlehem Switcher
- 16442 Bethlehem Gondola with Coal Load
- 36040 Bethlehem Depressed Center Flat Car with block cut from retired 675 die
- 36041 Bethlehem Ore Car
- 26520 Bethlehem Work Caboose

2000: 6-21952 – Lionel Lines Set

- 26296 Service Station Limited Boxcar
- 17413 Parts Express Gondola
- 36079 Lionel Service Station Flatcar with Trailer
- 26114 Lionel Smoke Fluid Tank Car
- 17626 Service Station Limited Extended Vision Caboose

2001: 6-21789 – Norfolk Southern Piggyback Set

- 28529 Norfolk Southern GP-9 Diesel
- 26004 Conrail Flat Car with Trailer
- 26005 Nickel Plate Road Flatcar with Trailer
- 26006 Southern Flatcar with Trailer
- 26007 N&W Flatcar with Trailer
- 26559 N&W Center Cupola Caboose

2002: 6-28200 – Delaware & Hudson U30C**Toy Train Revue**

You might remember this title from a VHS video series produced by Tom McComas and James Tuohy in the early 1990s. This is now a new DVD video magazine by TM Books and Videos®.

This first of a planned series features a one-hour program of new material covering a wide range of interests and an additional bonus 30-minute program

from the original 1991 tape. The new video covers everything from Standard gauge, postwar, Lionel space and military, hi-rail, to iPad control of your trains with Lionel's Layout Control System. Also featured is a trip to TM TrainWorx® where we see some of the

layouts that Roger Farkash and his team are working on. There's also lesson on mountain carving – a technique Roger excels at. We're promised more lessons from Roger in future editions of this series. The space and military segments feature classic postwar Lionel products and some high-tech digital graphic work that adds quite a bit more flash to rockets firing and boxcars exploding. There's even a scene depicting a North Korean rocket launch that fails and blows up the Lionel 175 Rocket Launcher. These segments are pure fun.

The bonus part of this DVD is an additional 30 minutes from the original VHS series. These classic scenes are great to have in the DVD format. You see a demonstration of Lionel's 1950 D-27 display layout, better known as the Magic Mountain display. We see it operate and also the inside view of just how that long train disappears and then emerges from the small mountain. Another segment features scenes of Madison Hardware in New York when the entire inventory of that store was dismantled, packed up, and moved to Michigan – including the front door of the store!

Also featured in the bonus section is a trip to the Lionel archive in 1991. We see former Lionel VP of Sales John Brady showing off some of the unique pieces in the special room that held the archived products. Many of the items in this segment are no longer in Lionel's possession, so this is a great record of what the archive formerly contained. We even get to see a break-in and theft – all in fun, of course.

Other segments in this section include a hand-built-from-scratch 4-8-4 Northern loco and a proud collector showing off a mint-in-the-box prewar 700E set.

Although I still own the original videotape series, I'm happy to have this bonus section on DVD.

This new disk is 90 minutes in length and sells for \$14.99. Future volumes will be \$14.99 each

if you subscribe to the series or

\$19.99 after they are released. You can see the details at www.tmbv.com.

Images provided by Bill Schmeelk

