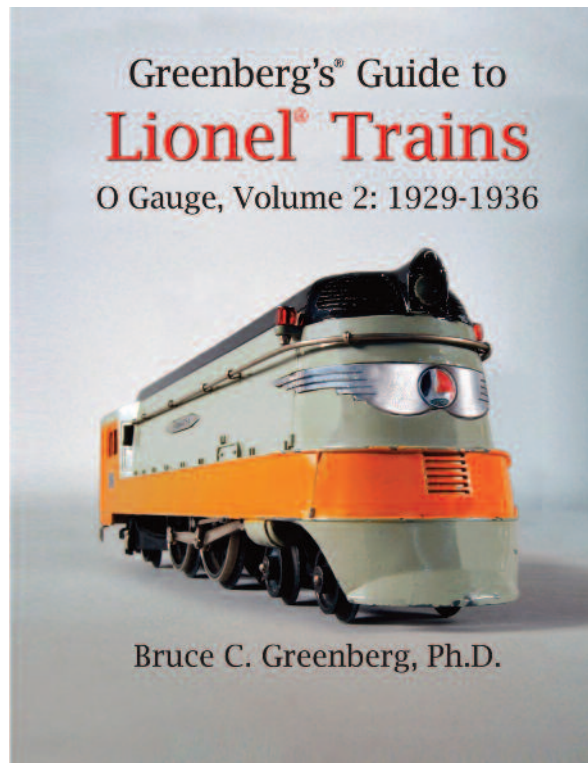


# Book Review of Greenberg's Guide to Lionel Trains, O Gauge Volume 2, 1929-1936 by Bill Schmeelk



## Worth the Wait

Bruce Greenberg has just released the greatly anticipated volume 2 of his "Guide to Lionel O Gauge Trains". This volume covers the years from 1929-1936. This 429-page volume is a masterpiece of research. Four years in the making, Bruce was assisted by a variety of experts, 67 of whom he graciously credits in the beginning of the book. One of Bruce's talents is gathering these contributions, comparing and validating the facts and then assembling them in very usable fashion along with lots of photos. The result is this massive tome containing information that has never been gathered before in one place. I started to count the many photos, but after reaching 200 in just 34 pages, I gave up and will simply say there are well over 1000 photos – most in full color showing many of the small details that differ from model to model and year to year. As in the previous two volumes, many charts provide a helpful guide to locate specific year-by-year variations.

The years covered in the volume include some of Lionel's most innovative products. These were the years Lionel modeled many different streamlined diesels and steam locomotive prototypes, producing trains that ranked from the top of the line, such as the Union Pacific M-10000, all the way to the lowest priced clockwork trains. The lower priced lines included trains made under the Winner line, Lionel-Ives and finally Lionel Jr. I found the discussion of Lionel's attempts at the lower priced market especially interesting. For example, Lionel's 248 loco body was assembled from 31 pieces, while American Flyer's "Suburban" used only two pieces. Lionel's engineers then developed the Winner Line 1010 electric profile loco which was assembled from only two pieces. The Winner Line becomes Lionel-Ives the next year and the year after that is cataloged

as Lionel Jr. Two years after that in 1937, Lionel's lower priced outfits simply become the O27 line. There's very interesting reading with regard to the acquisition of Ives and its transition into the Lionel line. Another very interesting read is the change in Lionel's reverse units and the eventual addition to the line of Lionel's redesign of the Ives R-unit to the Lionel E-unit. Lionel improvements to the Ives unit are substantial. Photos show them all and point out their differences in both operation and manufacture.

I could point out so much more of interest in this book, but let me just encourage those with any interest in Lionel's prewar line to be enlightened by reading the book. The book is divided into 16 chapters and includes a comprehensive index making it a simple matter to locate any particular item.

The work involved in producing this book was obviously quite substantial. Bruce's love of the work involved is quite apparent. His willingness to seek information from others and his drive to document even the smallest details will serve collectors well, and we can all be grateful to Bruce Greenberg for continuing this mammoth task. The third and final volume to this prewar set is due in 2025 – can't wait to see it! The book measures 8 3/4 x 11 1/4 inches and is printed on quality coated paper allowing clear printing of the photos. It sells for \$100 plus \$5 for shipping. This latest volume joins two previously published volumes – one on Standard and 2 7/8 inch gauge and volume 1 of the prewar O gauge line. All are still available and can be obtained from [www.BrinkmannPub.com](http://www.BrinkmannPub.com) or for snail mail at 5233 Bessley Place, Alexandria, VA 22304. If you have any interest in Lionel's prewar trains, you owe it to yourself to seriously consider these books.

*The Lionel Roars*, December 2021.

*The book is available from Bruce Greenberg at [Brinkmannpub.com](http://Brinkmannpub.com) for \$100 plus \$5 shipping.*