

The History of LCCA Convention Cars - Part IV

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Editor's Note: Each issue will cover several of the club's convention cars in order of issuance by the LCCA.



9259X Southern Bay Window Caboose

Bay window cabooses are very popular with many members. No doubt it is a very prototypical piece of railroad equipment. Since Lionel had just reactivated the dies, it was only fitting that the LCCA choose one for the 7th LCCA Annual Convention in 1977 held in the greater Cincinnati, Ohio area.

The body shell is a type I, gray plastic painted red with white lettering. The Seal of the City of Cincinnati appears on the side of the car since the city owns the trackage rights that the Southern Railroad

uses going through the city until the year 2026. The car has plastic Symington-Wayne trucks which were used instead of the 2400 series metal passenger trucks to help keep the cost down.

During the mid 1970's to the early 1980's Lionel produced many bay windows until the extended vision caboose replaced them as the top of the line caboose. Lionel transitioned from type I to type II bay window bodies between 1980-1982.

The convention souvenir notation reads "July 23, 1977 Cincinnati, Ohio". This car has no built date. It also uses all the standard Lionel bay window caboose parts.

This is the caboose to end the LCCA's first decade train set. There were 4,500 units produced that year. The car is not too hard to find and carries a slight premium.

9728 Union Pacific Stock Car

The car for the 1978 8th Annual Convention in Denver, Colorado was the 9728 Union Pacific Stock Car. The body shell is yellow molded plastic with the roof and ends painted silver and red lettering on the sides. It uses the old Lionel 6356-1 two level stock car die. The car has metal door guides and yellow plastic molded doors. On each side



there is a yellow molded plate or sign, that has the Union Pacific shield and convention souvenir notation electrocaded to it. The notation reads "L.C.C.A. July 29, 1978 Denver, Colo." The plastic plate is the same idea that Lionel used in 1978 on the 7808 Northern Pacific Pig Palace Car and on four different HO cars in the mid 1970's. The frame is type II, and the car has Symington-Wayne trucks.

There was a small problem that occurred with this car. Lionel produced them with black doors, which was not discovered until a week before the convention and there was no time to send them back

to the factory. When the members picked up their cars at the convention, they were given one set of four yellow doors with each car. The balance of the cars that were to be shipped after the convention were sent back to the factory and the correct doors were put on. That same year, Lionel was making a 9407 Union Pacific Stock Car for their regular production line, and someone in the factory thought the 9728 was to also have black doors. The club's purchase order called for yellow doors. To remedy the situation, Lionel produced their 9407 with a gray painted roof and ends, black doors and re-arranged

the technical data and lettering. Thus, there is no way the two cars are alike except for the yellow body. The 9728 has a built date of 1-78.

There were 5,500 units produced. The cars were shipped from Michigan to Denver via Amtrack for pick-up to members at the convention. Some members didn't change their doors after receiving them at the convention, which has caused some confusion with the 9407 stock car. This is one of only two LCCA Convention Cars, (9727 TAG and 9728 UP) having consecutive numbers issued by Lionel. This car is easy to find and does not command a large premium.