

The History of LCCA Convention Cars - Part VII

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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.



9460 Detroit-Toledo Shore Line Double Door Boxcar

This car is truly the first officially produced double-door boxcar for the LCCA. It was chosen as the 1982 Convention Car for the 12th LCCA Annual Convention in Dearborn, Michigan. The body shell is a type VII, molded and painted in medium bright blue with white lettering and a dark red logo. The convention souvenir notation reads "L.C.C.A. Dearborn, MI July 24, 1982." This is also the first LCCA convention car to have a built date to correspond

with the convention date. The doors are also molded and painted in the same color as the body. The door guides are metal, and the car has a type III frame with Symington-Wayne Trucks.

The Detroit-Toledo Shore Line is now part of the Grand Trunk Railroad. Many people refer to these double-door boxcars as a double-door auto car, as before the tri-level auto-carriers were used, these boxcars carried automobiles across the country. This was an appropriate selection for this area, "The Motor City."

The 19203 Detroit-Toledo single door boxcar made in 1987 used the same paint mask as the 9460. 3,000 units were produced. This car commands a slight premium and is somewhat hard to find.

6112 Commonwealth Edison Hopper with Coal Load

The car for the 13th Annual Convention held in Rockford, Illinois in 1983 was a 6112 Commonwealth Edison Hopper with a coal load. This is a quad hopper with a snap in black plastic coal



load, an idea that Lionel liked so much that they introduced it into their own line with the 6104 Southern Hopper. A prototype picture of this car was used on the order form, and many members thought that it was going to have an all new body mold. The closest die Lionel already had was the quad hopper body die and it was used as the Commonwealth Edison Car, a Thrall Car (high sided gondola). The car is molded in tuscan plastic with the left third of the body painted black and has white lettering. The body is a type II mold.

It also has the "Little Bill" trademark on the side in white. The body has no builder's plate and it has a hole on each side in the center panel for a spreader bar. The built date of 7-83 corresponds with the convention souvenir notation, "L.C.C.A. 13th National Convention Rockford, IL, July 29-31, 1983." It also has plastic holding plates with Symington-Wayne Trucks.

There were 5,000 of the prototype cars made between 1966 and 1975 to move huge quantities of low sulphur coal from mines in Wyoming and

Colorado via the Burlington Northern Railroad to Commonwealth's five coal burning plants in Illinois. The cars are now operated by the Chicago, Illinois & Midland, a wholly subsidiary of Commonwealth Edison and painted in the CI&M colors.

Only 2,500 units were produced. This car is very hard to find and goes for a high premium. This is probably due to the fact that it was the first quad hopper to have the snap in coal load and its misunderstanding as to a body mold type.