

# 71997 - Chicago, ST. Paul, Minneapolis & Omaha Box Car

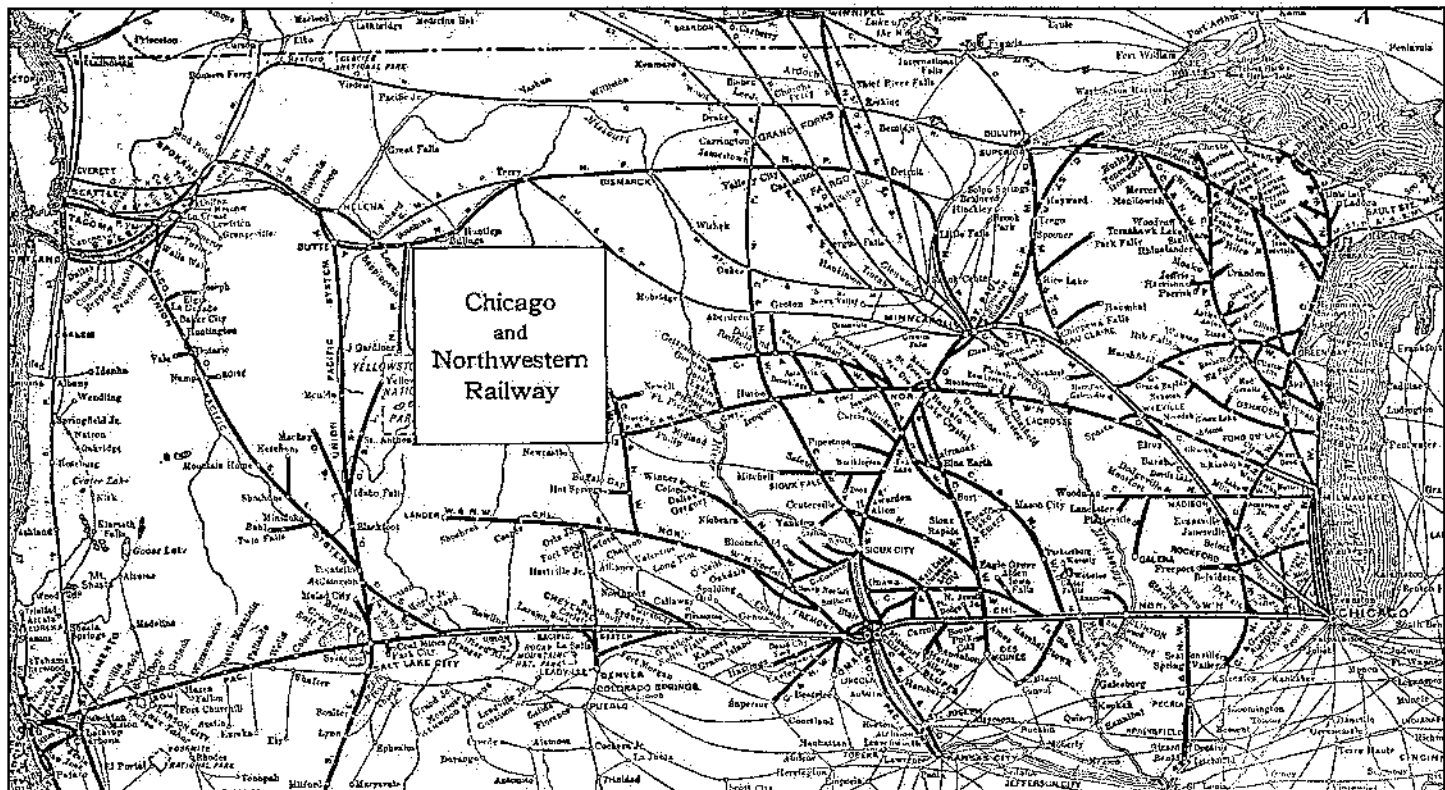
This Car was chosen for the Club's 27<sup>th</sup> Annual Convention held in Bloomington, MN, for several reasons. First of all, the Car is very colorful with its bright yellow and green markings. Secondly, the prototypical railroad's name includes the names of not one, but two cities that are within the same geographical area as the Convention. A third reason is to continue with the plan of having all of the 1990's decade LCCA Convention Cars produced in Standard "O" Scale.

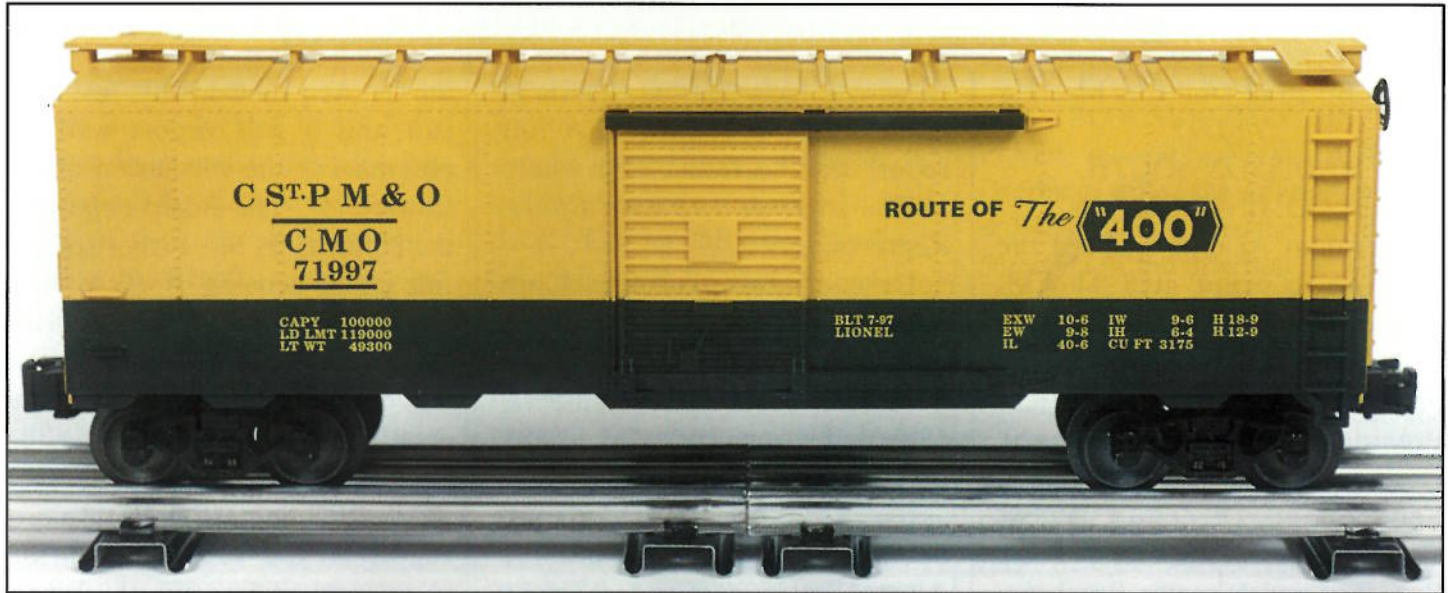


Photo above was taken last Winter and shows a building in the Twin Cities used by the railroad.

As a truck line of the Chicago and Northwestern Ry., the C ST P M & O Railway was a very prominent rail carrier in the upper Midwest area of the United States. Many loads were hauled in this design box car throughout the railroad's history.

And, for more background information about the real railroad which this year's LCCA Convention Car is modeled after, the map below is C & NW's overall trackage these beautiful box cars traveled over.





Plastic parts on the Car consist of seven (7) molded pieces including: body; frame; catwalk; two doors; and two door guides. These plastic parts along with the two die-cast, sprung truck assemblies and a black, metal, one-piece brake wheel complete the list of ten (10) total parts used.

The body, doors and catwalk are all made of yellow plastic. End plates at both ends of the Car's body are blank. The frame and door guides are both black, unpainted plastic. The frame's undercarriage has many details molded into it including a wood plank effect. The top portion of the frame (inside floor area of the Car) is smooth and does not have the wood plank effect on it. A tabbed, snap fit design is utilized to secure the door guides and the catwalk is held in place by a snug fit of tabs into holes on top of the Car's body. There are reinforcement ribs molded inside the Car's body on the top and in two locations on each side. The side ribs are also used to position the body to the correct height on the frame.

For mechanical fasteners, there is a single screw to hold each truck assembly to the frame as well as two screws at each end to secure the Car body to the frame for a total of six (6) screws to complete assembly of the Car. There is a riser molded into the frame at each of these four screw locations so that the screws are recessed from the bottom of the frame. The risers meet up with the shoulders molded into the Car's body to set the body at the right height to the frame.

For decoration, a light, semi-gloss yellow paint is applied first on the body, doors and catwalk with the dark green color painted over the yellow on the body and doors to create the two-tone color scheme. All of markings and technical data on the Car use these same two colors "opposite" each other.

To complete the graphics, on the end of the Car opposite the brake wheel is the special Convention souvenir notation centered, in four lines that reads:

**LCCA  
27th Annual Convention  
Bloomington, Minnesota  
July 26, 1997**



As shown in the photo to the left, the special notation is printed in dark green lettering on the second through fifth outward ribs. Again, like all of our Club's Cars, the notation is very discrete. And, as it has been for the past several years, the Convention notation is put on one end of the Car (rather than on both sides) to give our Car a more prototypical look.

The number 71997 used for our Car signifies the month and year of our 27<sup>th</sup> Annual Convention. This is the ninth time a five digit number has been used on an LCCA Convention Car and the second straight year that the number signifies the Convention date.

The Lionel inventory number for this year's Car is 6-52110. A total of 2,800 Chicago, St. Paul, Minneapolis & Omaha, Standard "O" Scale, Single Door Box Cars were produced for the LCCA to mark the Club's 27<sup>th</sup> Annual Convention.

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