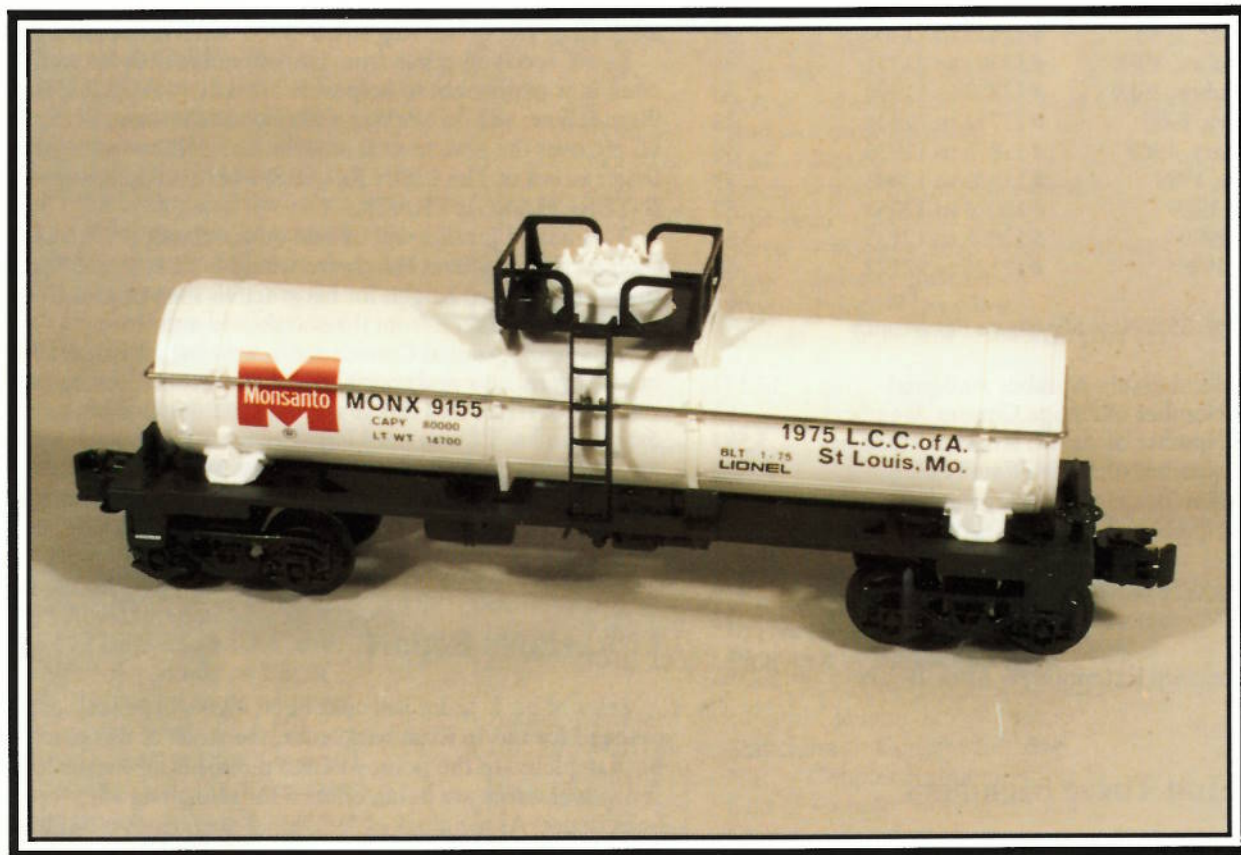


The History of LCCA Convention Cars - Part III

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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.



9155 Monsanto Single Dome Chemical Tanker

At the fifth LCCA Annual Convention in St. Louis, Missouri, the commemorative issue was a Monsanto Tank Car. The tank body is a type I and is white plastic painted white with type II end caps. The dome and end caps are also painted white and molded in white plastic. The lettering is black except for the large red "M" Monsanto logo on the left side of the body shell with a built date of 1-75. The convention souvenir notation reads "1975 L.C.C. of A. St. Louis, Mo.". Standard Lionel parts are used for the ladders, handrails, platform and frame. The car trucks are Symington-Wayne.

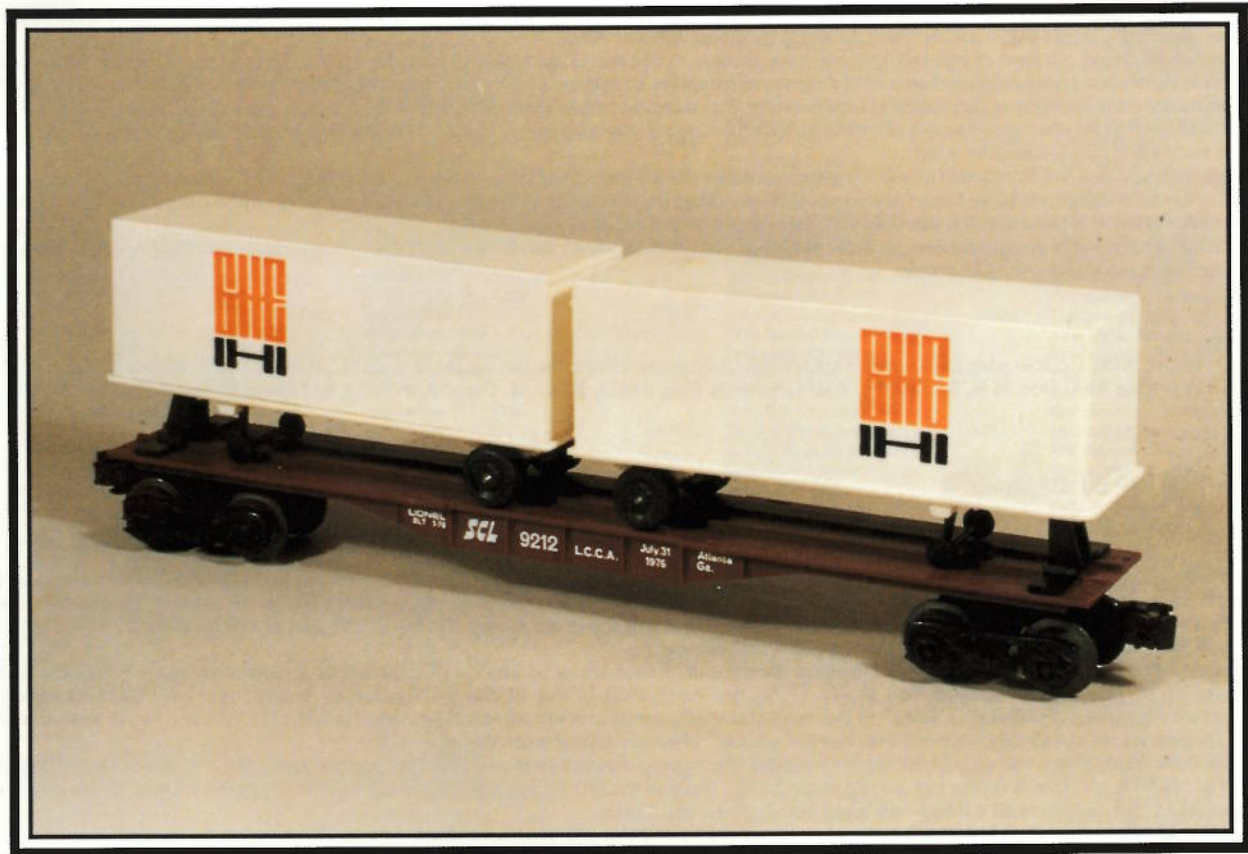
The American Car Foundry originally built the prototype car for Monsanto. The big red "M" logo was later dropped as the cars were being repainted. Approximately 60% of the prototype cars were leased and the remaining 40% were owned by Monsanto.

When Lionel was assembling this car, plant workers wore white gloves to avoid blemishes on the painted white finish, using up to thirty pairs per hour.

The membership number of the original purchaser was stamped on one end of the tank end caps. 2,200 units were produced. This LCCA convention car does not seem to be as popular as others and carries a small premium.



9155 End Rubber Stamping



9212 Seaboard Coast Line Trailer Flat with Georgia Highway Express Vans

This car has caused quite a bit of past controversy. The car was a unique concept and more prototypical than the standard flat with vans that Lionel has used. Picked as the convention car for the 6th LCCA Annual Convention in Atlanta, Georgia in 1976, the body frame is from the 9129 N&W auto carrier, molded in brown plastic with white lettering. The vans are white plastic with orange letters and black wheel & axle imitation. True, Lionel didn't make the vans. The LCCA vendored them out to Lionel specifications (Fundimensions had not yet produced vans). Lionel's

vans are short and round ended. The 9212 vans are square ended, 1/8" longer and 1/8" wider. Lionel vans have a snap on top, while the 9212's have a frame that snaps on the bottom. Both vans use the same rubber wheels, axle and black plastic dolly wheels. Lionel vans have two holes on the bottom (vans produced since 1971) versus four on the 9212. These holes allow for use with the No. 460 Piggy-back accessory set. Lionel vans have a tongue to hold the dolly wheels in place while the 9212's just snap in place. At each end of the car body there is a black plastic van rest that fits into the holes (also used on the tri-level auto carrier) to help balance the vans.

This car has Symington-Wayne

trucks and a built date of 1-76. The convention souvenir notation reads "L.C.C.A. July 31, 1976 Atlanta, Ga.". This was the first LCCA convention car to have the actual convention date printed on it.

For some unknown reason, the car was lettered on only one side of the frame. A program was later run where a member could send in the frame and have it lettered on the other side for a small fee. Either version commands around the same price and both are easy to find. About 3,500 units were produced.

Of final note, in 1988 Lionel released the 16307 Nickel Plate Road Flat with vans but, this time the vans had now become square ended like the 9212's.