Postwar Engine & Tender Combos

by Dennis DeVito **RM 6758**

Tenders are one of the low profile and least understood cars in the Lionel realm. I have for quite some time struggled with understanding tenders, which were which and how they matched up with specific steam engines. I noted early on that most of the literature mentioned tenders by number and made that flawed presumption that the reader understood the difference between the 1130T, a 2466W, or the 2046W. Recent articles have clarified the subject with some of the most serious work done by John Grams in the September 2001issue of *Classic Toy Trains* magazine.

Below is a list of the 71 different post war Lionel Steam Engines manufactured along with the tenders they were sold with. Many engines were available with multiple tenders (over 30 different engines came with multiple tenders). Future articles in *The Lion Roars* will list the tenders, their features, and how to tell them apart.

Over the years it became clear that tenders, especially the postwar ones had quite a few common traits. There are only 6 different basic styles (it took me many years to figure this one out). Both their trucks and coupler types share the same variations as other cars of the period. The length of the connecting rod varied, as did the way the connecting rod attached to the engine. They came in sheet metal (one style), die cast (one style), and plastic (the rest). And most importantly, while the lettering sometimes varied from the usual "Lionel Lines", they were mostly black, looked the same, and even their part numbers sounded the same. Yet, when time is taken to review tender specifics you find many different individual tenders. In fact, there are almost as many tenders out there as steamers. I admit, many are not all that different, but then again they were given individual part numbers.

The post war era started for tenders like most other Lionel items – carryovers from prewar production. In 1945 and 1946, Lionel utilized three types of tenders – all prewar carryovers. New styles were added in 1950, 1953, and 1959. These six styles were the full complement of tender body styles manufactured between 1945 and 1970. Lionel did a good job in mixing and matching their tenders and the six they selected to manufacture seemed to work just fine for the market they were in.

Coupler style followed normal production policy with coil couplers (car/tender number starting with a 2xxx), moving in 1947 to magnetic couplers (car/tender numbers starting with a 6xxx), a few scout tenders in 1948-49, moving on to disc couplers in 1952. Very early units had the flying shoe coupler, quite a conversation piece if you never saw one. Some low-end units came with fixed couplers, others had working couplers. Trucks also followed normal production policy with staple bar trucks, lock trucks, scout trucks, arch bar, and so on. Each variation had a different stock number.

It is easy to see why Lionel gave each specific unit a different part number. The manufacturing process mandates that pieces used in production be accounted for with bills of material (BOM's). Lionel most likely produced product to schedule and to make a tender, the lower level parts had to be scheduled and had to have an assembly bill. Also inventory was tracked, costed and accounted for with this tender number. Service stations needed part numbers to order spare parts, etc. Other than those internal reasons, Lionel had little interest in sharing the tender number with customers.

The result is the hodge podge of post war tenders we see now at meets. Even if you ask if a specific tender was original, you cannot be sure it is matched with an appropriate engine or originally sold with that engine. At meets, swaps, at stores and even with owners, these units were taken out and put back far too many times to keep track of which went where. And this does not take into consideration intentional changes to make engines and tenders match according to the likings of their owners.

Like most everything else Lionel did, tender manufacture and matching to a specific steam engine sometimes did and some times did not follow a pattern. Sometimes low-end steamers came with surprising upscale tenders; sometimes high-end engines came with disappointing low-end tenders. Then of course, there is the whistle. The tenders offered with many steamers came with a whistle.

Listed below are the six body styles of tenders, followed by the years they were available. Five of these styles carried over in one fashion or another beyond 1970. The postwar sheet metal tender was dropped from the line, never to return.

1 The Sheet Metal or Box tender (1946 - 1952)

2. The Coal Tender
   a. Plastic Version – 7 3/8" (1945 - 1952)
   b. Die Cast Version - 8 3/8" long (1946 - 1950)

3. The Streamlined Tender –
   a. Small version (1957 - 1966)
   b. Longer version (1950 - 1960)

4. The Santa Fe Tender (1953 - 1969)

5. The Slope Back Tender (1946 - 1969)

6. The General Tender (1959 – 1962)

As we enter the modern era, beginning in 1970, the number of different tenders proliferate. In the modern era, tenders are often not black and tend to match their engine more closely than with postwar equipment. Electronics in

tenders that feature sounds and the variety of connections that have been used to mate them with their matching locomotives, make switching tenders much less likely in the modern era.

Now what does this all mean — after all most postwar tenders will match up with most locomotives and for the most part will work and look just fine. No matter how interested you may be in the rest of this article, we encourage you to put whatever tender you'd like with whatever engine you think best. After all, if you ever get so inclined, a chart such as the one which follows will let you restore your equipment to its original combination.

I wish to thank those who provided info on custom Bunk and Tool cars for an upcoming article. If you have a comment or question or which to offer a correction, please contact me directly at 574-583-9009 or at omerion@earthlink.com (new info)

Steam Locomotives & Tenders

Engine #	Comments	Manufactured Year (s)	Style	Description	Tender(s) Used
221		1946 - 1947	Streamlined	2-6-4	221T, 221W
224		1945 - 1946	Prairie	2-6-2	2466W, 2466WX, 2466T
233		1961-1962	Scout	2-4-2	233W
235		1961	Scout	2-4-2	1130T, 1060T, 1050T
236		1961-1962	Scout	2-4-2	1130T, 1150T
237		1963-1966	Scout	2-4-2	1160T, 1061T, 1062T, 234W, 242T
238		1963 - 1964	Scout	2-4-2	234W
239		1965 - 1966	Scout	2-4-2	234W
240		1964	Scout	2-4-2	242T
241		1965	Scout	2-4-2	1130T, 234W
242		1962 - 1969	Scout	2-4-2	1060T, 1062T, 1061T, 242T
243		1960	Scout	2-4-2	243W
244		1960 - 1961	Scout	2-4-2	244T, 1130T
245		1959 - 1960	Scout	2-4-2	1060T, 1130T
246		1959-1961	Scout	2-4-2	244T, 1130T
247		1959-1961	Scout	2-4-2	247T
248		1958	Scout	2-4-2	1130T
249		1958	Scout	2-4-2	250T
250		1957	Scout	2-4-2	250T
251		1966	Scout	2-4-2	1062T
253		1966	Scout	2-4-2	1061T
637		1959 - 1963	Prairie	2-6-4	2046W, 736W
646		1954 - 1958	Santa Fe Hudson	4-6-4	2046W
665		1954-1959	Santa Fe Hudson	4-6-4	6026W, 2046W, 736W
670	Not Manufactured				
671		1946 - 1952	Turbine	6-8-6	671W, 2046WX, 2671W
674	Not Manufactured				
675		1947 - 1952	K-4 Pacific	2-6-2 & 2-6-4	2466WX, 6466WX, 2046W
681		1950 - 1951	Turbine	6-8-6	2046WX, 2671W
682		1954 - 1955	Turbine	6-8-6	2046WX
685		1953	Santa Fe Hudson	4-6-4	6026W, 2046W
703	Not Manufactured				
726		1946 - 1952	Berkshire	2-8-4	2426W
726RR		1952	Berkshire	2-8-4	2046W, 2671WX
736		1950 - 1968	Berkshire	2-8-4	2671WX, 2671W, 2046W, 736W
746		1957 - 1960	N&W "J"	4-8-4	746W
671R	Electronic Set	1946 - 1949	Turbine	6-8-6	4424W, 4671W
671RR		1952	Turbine	6-8-6	2046WX
773		1950	Scale Hudson	4-6-4	2426W, 736W, 773W
1001		1948	Scout	2-4-2	1001T
1050		1959	Scout	0-4-0	1050T, 1062T
1060		1960 - 1962	Scout	2-4-2	060T, 1150T
1061		1963-1969	Scout	0-4-0	1061T, 242T, 1060T
1062		1963 - 1964	Scout	2-4-2 & 0-4-0	1062T, 1061T, 242T,1060T
1101		1948	Scout	2-4-2	1001T
1110		1949 - 1952	Scout	2-4-2	1001T
1120		1950	Scout	2-4-2	1001T
1130		1953 - 1954	Scout	2-4-2	6066T, 1130T
1615		1955 - 1957	Switcher	0-4-0	1615T
1625		1958	Switcher	0-4-0	1625T
1654		1946 - 1947	Scout	2-4-2	1654W, 221W, 1654T
1655		1948 - 1949	Scout	2-4-2	6654W
1656		1948 - 1949	Switcher	0-4-0	2403B, 6403B
1665		1946 - 1947	Switcher	0-4-0	2403B
1666		1946 - 1947	Prairie	2-6-2	2466W, 2466T, 2466WX
1862		1959 - 1962	General	4-4-0	1862T
1872		1959 - 1962	General	4-4-0	1872T
1882		1960	General	4-4-0	1882T
2016		1955 - 1956	Prairie	2-6-4	6026W
2018		1956 - 1959	Prairie	2-6-4	6026T, 6026W, 1130T
2020		1946 - 1949	Turbine	6-8-6	2020W, 6020W
2025		1947 - 1952	K-4 Pacific	2-6-2 & 2-6-4	2466WX, 6466WX, 6466W
2026		1948 - 1953	Prairie	2-6-2 & 2-6-4	6466WX, 6466W, 6466T, 6066T
2029		1964 - 1969	Prairie	2-6-4	1060T, 234W, 1130T, 234T
2034		1952	Scout	2-4-2	6066T
2035		1950 - 1951	K-4 Pacific	2-6-4	6466W
2036		1950	Prairie	2-6-4	6466W
2037		1953 - 1963	Prairie	2-6-4	6026T, 1130T, 2026W, 233W, 234W, 6026W, 243W, 6066T
2037-500	Girl's Train - Pink	1957 - 1958	Prairie	2-4-6	1130T-500
2046		1950 - 1953	Santa Fe Hudson	4-6-4	2046W
2055		1953 - 1955	Santa Fe Hudson	4-6-4	6026W, 2046W
2056		1952	Santa Fe Hudson	4-6-4	2046W
2065		1954 - 1956	Santa Fe Hudson	4-6-4	2046W, 6026W
4681	Not Manufactured				
6110		1950	Scout	2-6-2	6001T