

# Lionel Tenders - Part II Tender Details

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RM 6758

As a continuation of the study of Lionel post-war tenders, this work attempts to define tenders by feature and to allow the reader to determine a tender number by comparing the actual tender to a chart. Flow charts have also been put together so that one can walk thru the chart and using simple questions quickly determine what tender number is correct for a given sample. These charts will be offered at a later time. There have been a number of articles and works to relate engines to tenders, less to show how tenders match to engines and even fewer for how to determine tender number.

Of course the simplest way to determine a tender number is to pick it up and turn it over. Many, especially the older ones and the classics are numbered in this manner. Quite frankly, there is little that can be offered to improve on this approach. But the bulk of post-war tenders are not so well marked. Generally speaking, Lionel did many things to help its profitability. Rigidly sticking to a marketing plan or catalog description was not one of them.

Knowing tenders and how to tell them apart is interesting and one of the least explored areas of Lionel collecting. It is safe to say that if you have read this far you have a basic interest in and desire to know more about this terrific period of our hobby. So here goes.

## First a few basics

- Post-war tenders do not have pre-war trucks (obvious but must be stated) nor do they have any of the coupler styles in use during the pre-war era.
- Post-war tenders do not have plastic wheels - this development occurred later.
- Post-war tenders do not have the “fast angle” type wheels where there is a sharp slope on the wheel thread and the two wheels are firmly attached to the axle. This feature also became available after the period in question.
- After the post-war period, Lionel changed the die on the small streamlined tender and created an “oil tender” version by replacing the molded coal load with oil features. These were not produced during the post-war period.

- Generally the post-war tenders came with *Lionel Lines* lettered on them. There were only a limited number of other railroad names used.
- With few exceptions, the only color of the tender was black.

## Couplers/wheels - Post war tenders had a variety of coupler styles

- Flying shoe coil coupler — these rare, interesting and early design couplers are quite fragile. If you see one you will know it is different. This coupler is often found damaged, and was dropped from production.
- Some of the earliest post-war production was made using thick axles with a cut away notch for a special wheel. Again quite rare and interesting to collectors.
- Coil couplers — the one with the pick-up shoe on the bottom and a wire and coil on the knuckle coupler
- Magnetic coupler - the one with a large metal plate which when pulled down by a magnet opens the knuckle. These are found with and without a tab on the side for ease of finger use.
- Disc coupler — this is the coupler with the metal disc which when pulled opens the knuckle and is found on plastic trucks.
- Fixed coupler — used on the lowest cost units; this coupler is molded plastic and does not open. As an after thought, given that some couplers have a tendency to open unintentionally

## Streamlined Tenders

Years of Production	1960-1968
<b>Tender Number</b>	<b>736W</b>
<b>Engines sold with</b>	637
	665
	736
	773

Comments	Large
Body Length	8-1/8"
Color	
Black	Yes
Gray	No
Logo on side	Pennsylvania
Is number on Tender side	No
Bell/Whistle	Yes
Whistle Vents	No
Handrails	No
Types of connecting rod to engine Pin on Tender or Wire from Engine Drawbar	No
Copper Ground Strip	Yes
Water scoop	No
Back-up lights on Tender	No
Coil Coupler	No
Magnetic Couplers	No
Disc Couplers w/wo tabs	Yes
Fixed	No
Scout Couplers	No
Staple end trucks	No
Bar end Trucks	No
Arch Bar	No
AAR	Yes
Scout Type	No
Six wheel Truck	No

when in use, there is something to say for a fixed coupler on any unit that is in continuous service and automated switching is not required.

- Scout couplers, that somewhat useless system established in 1948-1952 to meet marketing demands, were only used on post-war tenders. Fortunately, only a few low-end units were manufactured before the low-end of the line was again compatible with the rest of the line.

## Specifics and Details -

- Sheet metal tender — just a few differences between high and low end. Only one model came with a smooth top without vent holes.
- Coal tender — There is quite a difference between high

end and low-end units. Ignoring the exquisite die cast six wheel truck unit (a true classic), if you look at a plastic low end coal tender and compare it to a high end with hand rails and corner rails, there is no question that the high end looks better. Since this design appeared in the post-war, a purist would be quick to point out the changes made during the war — the vent hole changed as did the stair configuration the look of the coal. But that is another story.

- Slope back tender — another pre-war carryover design. And again the impact between a die cast unit with handrails, and back-up lights or bell clearly show the class distinction between it and the lowly plastic unit

Style Streamlined Tenders - Came in small (7-3/8") and large (8-1/8") body shells

1957-1960 <b>746W</b> 746	1964-1966 <b>773W</b> 773	1951 <b>2046T</b> Export	1950-1960 <b>2046W</b> 637 646 665 675 736	1952-1955 <b>2046WX</b> 671RR 681 682	1951 <b>2671T</b> Export	1948-1951 <b>2671W</b> 671 681	1948-1951 <b>2671WX</b> 736	1963-1966 <b>242T</b> 237 240 242 1061	1959 <b>247T</b> 247	1957-1958 <b>250T</b> 249 250	1960-1965 <b>1060T</b> 235 236 237 242 240	1954-1961 <b>1130T</b> 235 236 241 244 245	1957-1958 <b>1130-500T</b> 2037-500	1964 <b>1130-27T</b> 242 1061
Large 8-1/8"	Large 8-1/8"	Large 8-1/8"	Large 8-1/8"	2046W-50 8-1/8"	Large 8-1/8"	Large 8-1/8"	Large 8-1/8"	Small 7-3/8"	Small 7-3/8"	Small 7-3/8"	Small 7-3/8"	Small 7-3/8"	Girl's train 7-3/8"	Small 7-3/8"
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Pink	Yes
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Norfolk & Western	New York Central	LL	LL	Pennsylvania	Pennsylvania	Pennsylvania	LL	LL	Baltimore & Ohio	Pennsylvania	LL	LL	LL	Southern Pacific
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Yes	Yes	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	Wire	Wire	No	No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No	No	Yes	No	No	Some	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
No	No	No	No	No	No	Some	Some	No	No	No	No	No	No	No
No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Yes	No	Yes	Some	Yes	No	No	No	No	No	No	No	No	No	No
No	Yes	No	Some	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes	Yes
No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Yes	No	Yes	Some	Yes	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No
No	Yes	No	Some	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes	Yes
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No

## Coal Tender

Style	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender
Years of Production	1946-1950	1945-1946	1946	1946-1948	1946-1947	1946-1947	1946	1947-1949	1948-1949	1952-1953	1951-1952	1950-1952	1948-1949
<b>Tender Number</b>	<b>2426W</b>	<b>2466T</b>	<b>2466W</b>	<b>2466WX</b>	<b>671W</b>	<b>2020W</b>	<b>4424W</b>	<b>4671W</b>	<b>6020W</b>	<b>6066T</b>	<b>6466T</b>	<b>6466W</b>	<b>6466W</b>
Engines sold with	726 773	224 1666	224 1666	224 675 1666 2025	671	2020	671R	671R	2020	1130 2026 2034 2037	2026	2025 2026 2035 2036	675 2025 2026
Comments	Die Cast						Electronic	Electronic					
Body Length	8-3/4"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"
Color													
Black	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gray	No	No	No	No	No	No	No	No	No	No	No	No	No
Logo on side	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL
Is number on Tender side	No	No	No	No	No	No	No	No	No	No	No	No	No
Bell/Whistle	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Whistle Vents	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Handrails/corner Rails	HR	HR	HR	HR	HR/CR	HR/CR	HR/CR	HR/CR	HR/CR	No	No	No	HR
Types of connecting rod to engine Pin on Tender or Wire													
from Engine	No	Yes	Some	No	No	No	No	No	No	No	No	No	No
Drawbar	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Copper Ground Strip	No	No	No	No	No	No	No	No	No	No	No	No	No
Water scoop	No	No	No	No	No	No	No	No	No	No	No	No	No
Back-up lights on Tender	No	No	No	No	No	No	No	No	No	No	No	No	No
Coil Coupler	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Magnetic Couplers	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Disc Couplers w/w/o tabs	No	No	No	No	No	No	No	No	No	No	No	No	No
Fixed	No	No	No	No	No	No	No	No	No	No	No	No	No
Scout Couplers	No	No	No	No	No	No	No	No	No	No	No	No	No
Staple end trucks	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Bar end Trucks	No	No	No	No	No	No	No	No	No	No	Yes	Yes	No
Arch Bar	No	No	No	No	No	No	No	No	No	No	No	No	No
AAR	No	No	No	No	No	No	No	No	No	No	No	No	No
Scout Type	No	No	No	No	No	No	No	No	No	Yes	No	No	No
Six wheel Truck	Yes	No	No	No	No	No	No	No	No	No	No	No	No

with no detail. By the way, my last article did not identify that this tender was available in a die cast version.

- Streamlined tender — few feature differences within the large and the small units. But what a difference between the two sizes. The large unit with the water scoop is impressive and diminishes the smaller unit when they are placed together.
- The Santa-Fe tender — little difference in features.
- The General tender — quite similar with the only difference being in color.

### Notes

- Only the coal tender and the slope back tender were available in die cast metal versions, both highly desirable.
- Only the high-end die cast slope back tender came with a bell.
- Backup lights were available only in the long

streamlined unit and only for part of the production run. This was a high-end feature offered early in the period.

- Only the high-end coal tender and the slope back tender were available with separate handrails.
- While most tenders came with “Lionel Lines” logos, there were a few others limited to: Pennsylvania, Southern Pacific (one streamlined unit 1130-27), New York Central (2 metal tenders), and Baltimore and Ohio
- As with most things in life, the population spread of tenders was such that the high end, most desirable units were made in MUCH smaller quantities than the more common mid and low-end units. And this explains why high-end units are rarely seen and if so, valued highly.
- An again as with most things, the condition of the individual unit determines its desirability. There is, of course, the notable exception of a piece with strong emotional attachment - for example, a family member’s unit or one from your first set. As the commercial says, these are “priceless”.

- This study does not address unit boxes. Some units had individual boxes, some were packed with their engines, and some came in set boxes. In any case, boxes are a study in and of themselves.
- Drawbars — most post war tenders had similar drawbars and are interchangeable with different engines. There are exceptions with one engine post variation, and a few switchers that required extra grounding thru the drawbar and so had a spring and the bend drawbars of the General tenders. A few units had electrical wires and plugs between the engine and tender.
- On some tenders, the frame can be and is reversed. This is to say for a coal tender, the whistle hole can be on the right or the left. Only one way is correct for installing the whistle but if the stamping was made backward, the stamping was used on a non-whistling unit. How do I know, I purchased a replacement period frame only to find it was the reverse of the frame which was required.
- It is obvious that all tenders had a drawbar on one end and a coupler on the other.
- It is easy for someone to mix and match components, tops, wheels, couplers etc. This work ignores these possibilities and cautions the reader to be aware of the possibility of post manufacture changes.
- Whistle options were available for most versions. The General units had no whistles available nor did the slope back. The slope back did have a bell. There were two tender models made for export

demands - high end units withno whistles, most likely due to incompatibility of the whistle relay activation system in other countries with different electrical distribution systems.

**Numbering system** - the numbering system given Lionel post war tenders is as confusing as any system in use today (including the system airlines use to determine seat prices).

- All units have a number as given by Lionel itself or established by the hobby where Lionel did not bother to create a number.
- The model life of a specific number tender was limited to a few model years
- There are part number patterns for some units and they are quite predictable. For example an early coal tender, the 2466, becomes the 6466 when the coil coupler is replaced with the magnetic coupler. This change tracks to other number changes for rolling stock with similar coupler changes as the first digit changed to a 6 - the digit assigned to magnetic couplers.

### "Slope Back" or "Switcher" Tender

Style	1960-1961	1959-1961	1963-1969	1963-1969	1955-1957	1958	1946-1948	1948-1949
<b>Years of Production</b>	<b>244T</b>	<b>1050T</b>	<b>1061T</b>	<b>1062T</b>	<b>1615T</b>	<b>1625T</b>	<b>2403B</b>	<b>6403B</b>
<b>Tender Number</b>	244	235	237	237	1615	1625	1656	1656
<b>Engines sold with</b>	246	236	240	240			1665	
		1050	242	242				
		1060	251	251				
			253	1061				
			1061	1062				
			1062					
<b>Comments</b>							Die Cast Metal	Die Cast Metal
<b>Body Length</b>	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"
<b>Color</b>								
<b>Black</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Gray</b>	Gray	No	No	No	No	No	No	No/No
<b>Logo on side</b>	LL	LL	None on some	LL	LL	LL	LL	LL
<b>Is number on Tender side</b>	No	No	No	No	No	No	No	No
<b>Bell/Whistle/Whistle Vents</b>	No	No	No	No	No	No	Bell	Bell
<b>Handrails</b>	No	No	No	No	No	No	Yes	Yes
<b>Types of connecting rod to engine Pin on Tender or Wire from Engine</b>	No	No	No	No	No	No	No	No
<b>Drawbar</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Copper Ground Strip/wire connection</b>	No	No	Engine Spring	Engine Spring	Engine Spring	Engine Spring	2 wires	2 wires
<b>Water scoop</b>	No	No	No	No	No	No	No	No
<b>Back-up lights on Tender</b>	No	No	No	No	No	No	Yes	Yes
<b>Coil Coupler</b>	No	No	No	No	No	No	Yes	No
<b>Magnetic Couplers</b>	No	No	No	No	No	No	No	Yes
<b>Disc Couplers w/wo tabs</b>	No	No	No	No	Yes	Yes	No	No
<b>Fixed</b>	Yes	Yes	Yes	Yes	No	No	No	No
<b>Scout Couplers</b>	No	No	No	No	No	No	No	No
<b>Staple end trucks</b>	No	No	No	No	No	No	Yes	Yes
<b>Bar end Trucks</b>	No	No	No	No	Yes	No	No	No
<b>Arch Bar</b>	No	Yes	Yes	Some	No	No	No	No
<b>AAR</b>	Yes	No	No	Some	No	Yes	No	No
<b>Scout Type</b>	No	No	No	No	No	No	No	No
<b>Six wheel Truck</b>	Yes	No	No	No	No	No	No	No

## "Sheet Metal" or "Coffin" Tender

Style	Sheet Metal 1946-1947	Sheet Metal 1946-1947	Sheet Metal 1948-1952	Sheet Metal 1946-1947	Sheet Metal 1946-1947	Sheet Metal 1940-1949
Years of Production	1946-1947	1946-1947	1948-1952	1946-1947	1946-1947	1940-1949
<b>Tender Number</b>	<b>221T</b>	<b>221W</b>	<b>1001T</b>	<b>1654T</b>	<b>1654W</b>	<b>6654W</b>
Engines sold with	221 1654	221 1654	1001 1101 1110 1120	1654	1654	1655
Comments						
Body Length	6"	6"	6"	6"	6"	6"
Color						
Black	Yes	Yes	Yes	Yes	Yes	Yes
Gray	Yes	Yes	No	No	No	No
Logo on side	NYC	NYC	Lionel Scout	LL	LL	LL
Is number on Tender side	No	No	No	No	No	No
Bell/Whistle	No	Whistle	No	No	Whistle	Whistle
Whistle Vents	Yes	Yes	No	Yes	Yes	Yes
Handrails	No	No	No	No	No	No
Types of connecting rod to engine Pin on Tender or						
Wire from Engine	No	No	No	No	No	No
Drawbar	Yes	Yes	Yes	Yes	Yes	Yes
Copper Ground Strip	No	No	No	No	No	No
Water scoop	No	No	No	No	No	No
Back-up lights on Tender	No	No	No	No	No	No
Coil Coupler	Yes	Yes	No	Yes	Yes	Yes
Magnetic Couplers	No	No	No	No	No	Yes
Disc Couplers w/wo tabs	No	No	No	No	No	No
Fixed	No	No	No	No	No	No
Scout Couplers	No	No	Yes	No	No	No
Staple end trucks	Yes	Yes	No	Yes	Yes	Yes
Bar end Trucks	No	No	No	No	No	No
Arch Bar	No	No	No	No	No	No
AAR	No	No	No	No	No	No
Scout Type	No	No	Yes	No	No	No
Six wheel Truck	No	No	No	No	No	No

This unit came with 15 different engines but the first engine assigned was in 1960 with the 1060 engine.

Never forget that as time passes it becomes harder to verify that a specific tender/engine combination came together. And don't forget that there was never any attention on most dealers, owners or collectors to maintain the rigid definitional patterns listed here. This study is academic and an effort to define events in the past. It makes good reading, was fun to prepare and can provide the basis for many future discussions.

On the charts for each tender there is a list of features and models. Just tab along the features listing and determine the tender. This work was gathered from many sources and observations. And remember, there are always exceptions. The goal of this document is to categorize the actions and intentions of Lionel, not to list each possible tender variation.

The work contained here together with other historic post war data will be maintained and updated on a web site. I have

- Likewise, the 1654T sheet metal tender had coil couplers and staple end trucks. When the couplers were changed to magnetic and the trucks to bar end, the tender number also changed, following suit with other rolling stock with a new number of 6654T.
- But the numbering system is not always what you would expect. An example is that a number 671 tender is a coal tender — while a number 2671 is a streamlined tender.
- Generally, the tender number for a specific unit follows closely the engine number it first came with. Examples include the 736W, first used with the 736 but later the same number tender was used with the 637, 665 and 773. Also the 1061T slope back was used first together with the 1061 engine but later with 6 other similar low-end engines.
- The 1001T scout Tender was first used on the 1001 scout engine and remained the same tender as the engine number changed over the next 4 years to the 1101, the 1110, and the 1120. All of these tenders came with the scout type couplers.
- The tender which came with the most engines is the low end, fixed coupler 1060T small streamlined tender.

## The General Tender

Style	General 1959-1963	General 1959-1963	General 1960
Years of Production	1959-1963	1959-1963	1960
<b>Tender Number</b>	<b>1862T</b>	<b>1872T</b>	<b>1882T</b>
Engines sold with	1862	1872	1882
Comments	O-27	O Gauge	O-27
Body Length	5-1/4"	5-1/4"	5-1/4"
Color			
Black	No	No	Black w/orange
Green	Yes	Yes	No
Logo on side	W&A RR	W&A RR	W&A RR
Is number on Tender side	1862T	1872T	1882T
Bell/Whistle/Whistle Vents	No	No	No
Handrails	No	No	No
Types of connecting rod to engine Pin on Tender or			
Wire from Engine	No	No	No
Drawbar	Bent Tab	Bent Tab	Bent Tab
Copper Ground Strip	No	No	No
Water scoop	No	No	No
Back-up lights on Tender	No	No	No
Coil Coupler	No	No	No
Magnetic Couplers	No	No	No
Disc Couplers w/wo tabs	No	Yes	No
Fixed	Yes	No	Yes
Scout Couplers	No	No	No
Staple end trucks	No	No	No
Bar end Trucks	No	No	No
Arch Bar	Yes	Yes	Yes
AAR	No	No	No
Scout Type	No	No	No
Six wheel Truck	No	No	No

## "Santa Fe" or "Square Tender"

Style	Santa Fe 1961-1962	Santa Fe 1968-1969	Santa Fe 1963-1969	Santa Fe 1960-1961	Santa Fe 1954-1956	Santa Fe 1953-1959
<b>Years of Production</b>	<b>223W</b>	<b>234T</b>	<b>234W</b>	<b>234W</b>	<b>6026T</b>	<b>6026W</b>
<b>Tender Number</b>	223	2029	237	243	2018	665
<b>Engines sold with</b>	2037		238	2037	2037	685
			239			2016
			241			2018
			2029			2037
			2037			2055
						2065
<b>Comments</b>						
<b>Body Length</b>	7-5/8"	7-5/8"	7-5/8"	7-5/8"	7-5/8"	7-5/8"
<b>Color</b>						
Black	Yes	Yes	Yes	Yes	Yes	Yes
Gray	Yes	No	No	No	No	No
<b>Logo on side</b>	LL	LL	LL	LL	LL	LL
	Pennsylvania	Pennsylvania				
<b>Is number on Tender side</b>	Yes-234W	No	No	No	No	No
Bell/Whistle	No	No	Yes	Yes	No	Yes
Whistle Vents	Yes	Yes	Yes	Yes	Yes	Yes
Handrails	No	No	No	No	No	No
<b>Types of connecting rod to engine Pin on Tender or</b>						
Wire from Engine	No	No	No	No	No	No
Drawbar	Yes	Yes	Yes	Yes	Yes	Yes
Copper Ground Strip	No	No	No	No	No	No
Water scoop	No	No	No	No	No	No
<b>Back-up lights on Tender</b>	No	No	No	No	No	No
Coil Coupler	No	No	No	No	No	No
Magnetic Couplers	No	No	No	No	Yes	Yes
<b>Disc Couplers w/wo tabs</b>	Yes	No	No	Yes	No	No
Fixed	No	Yes	Yes	No	No	No
Scout Couplers	No	No	No	No	No	No
Staple end trucks	No	No	No	No	No	No
Bar end Trucks	No	No	No	No	No	No
Arch Bar	Yes	No	No	No	No	No
AAR	Yes	Yes	Yes	Yes	No	No
Scout Type	No	No	No	No	No	No
Six wheel Truck	No	No	No	No	No	No

kept a record of updates and additions (and a few corrections) to the articles I have written. These works will be available. I appreciate the continued flow of information and feedback on my work. If you have a comment or question or wish to offer a correction, please contact me directly at 574-583-9009 or at omerion@earthlink.com (new info). 🚂

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