

# The History of LCCA Convention Cars - Part V

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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.*



## 9733 Airco Single Door Boxcar with Tank Car Body Inside

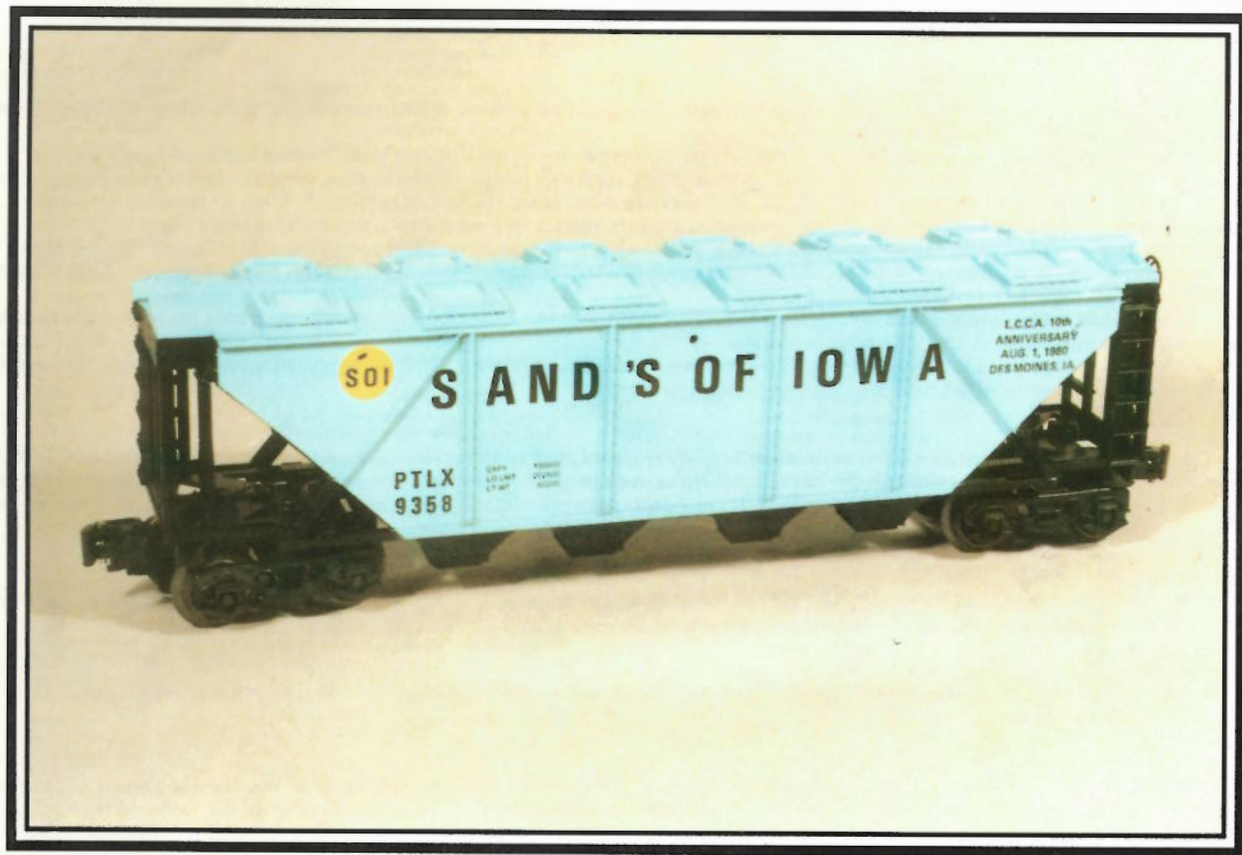
Chosen for the LCCA 9th National Convention in Wheeling, West Virginia, this car is a true classic, a two-for-one convention car. The Airco prototype with the tank body inside the boxcar is to protect the industrial gases contained in the tank from the elements of weather and potential accidents.

The boxcar body shell is a type IX, molded in white plastic with a thin blue stripe across the center on each side and the lower half with a large orange stripe beneath on each

side. The lettering is a dark blue and the doors are white plastic painted the same paint scheme to match the body, with black plastic door guides. The car has a type IV frame with Symington-Wayne trucks and a built date of 1-79. The convention souvenir notation reads — "LCCA July 28, 1979 Wheeling, W. VA."

The single dome tank body contained inside the boxcar is a type II body molded in white plastic with the lower portion painted orange. It has the same dark blue lettering and souvenir notation as the boxcar body but no built date. Lionel placed the number 97330 on the tank body, and this was the first time they used a

five digit number on a car. The tank end caps and dome cap are white molded plastic with the end caps being a type II. The dome cap was packed inside the upper portion of the carton in a plastic bag. The tank car body can be taken off the box car frame and mounted on a standard Lionel tank frame. By adding ladders, handrails, platform and trucks, you have a second convention car. Be sure if you purchase this car that the tank body is still inside the boxcar. When the Airco is already made into 2 cars, expect to pay a premium. There were 6,000 units produced and the car is easy to find.



### 9358 Sands of Iowa Covered Quad Hopper

This car was picked to be the last convention car in the LCCA first decade train set for the 10th Anniversary LCCA Convention in Des Moines, Iowa, in 1980. This was the first attempt by Lionel to paint a hopper in a two-tone paint scheme, having the sides one color and the ladder ends and bottom a different color. The body shell is a type II, black molded plastic painted black with the hopper side panels painted robin egg blue. The lettering is black. The body has no builders plate and car has no built date. The

convention souvenir notation reads "L.C.C.A. 10th Anniversary Aug. 1, 1980 Des Moines, IA."

There is a small yellow circle on the upper left side panel on each side, with the letters "SOI", which is the abbreviation for Sands of Iowa and also the phonetic sound for the word "soy" in soybean. The car has plastic holding plates with Symington-Wayne Trucks. The hatch cover and hatches are molded and painted in robin egg blue. Also, in the center panel of the hopper body, there is a small hole at the top on each side for a spreader bar. The hopper cover and hatches use the same design and method of

attachment as was used since the postwar hoppers.

This car is a model of one of a fleet of 31 jumbo hoppers built by the Pullman Transport in Butler, Pennsylvania, with a portion of the fleet being leased. The 9358 SOI is modeled after a leased hopper, shown by the identifier "PLTX". The company owned hoppers are identified by "SOIX". The same paint mask was used the following year on the 6100 Ontario Northland Hopper and again in 1987 on the 19303 Lionel Lines Hopper for the two-tone paint scheme. 4,500 units were produced, and this car is still easy to find.