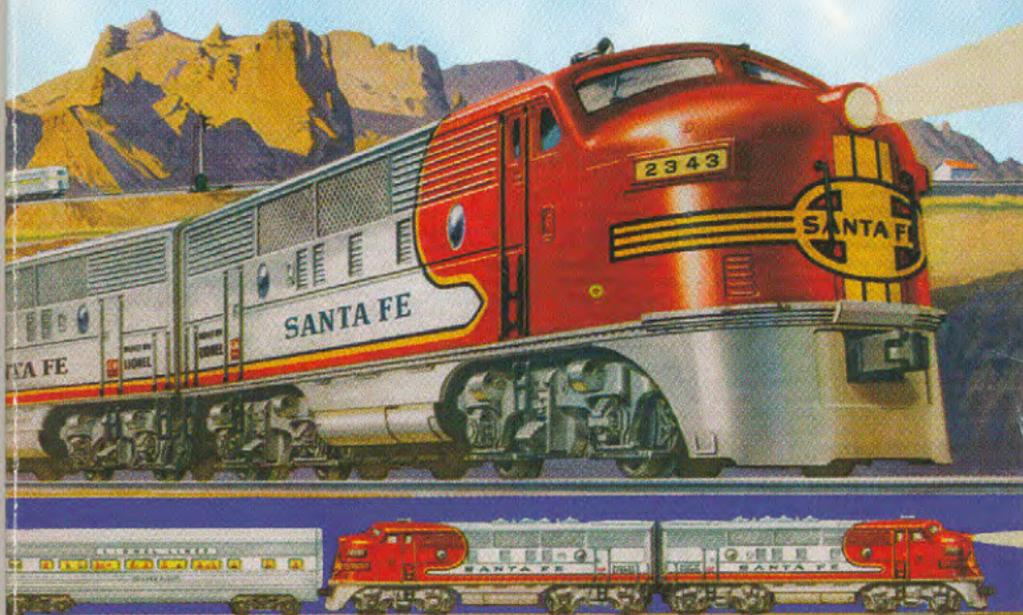


POSTWAR LIONEL REPRODUCTION HANDBOOK GUIDE



STANDARDS COMMITTEE
of the
Train Collectors Association



by Joe Algozzini

TCA

**STANDARDS COMMITTEE
of the
Train Collectors Association
Presents**



**POSTWAR LIONEL REPRODUCTION
HANDBOOK GUIDE
Including
Repaints, Restorations, and Fakes
By
Joseph P. Algozzini**

**Edited by
Roger Carp**

**Proofread by
Christie M. Wilson**

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by Joseph P. Algozzini

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Table of Contents

LEGEND.....	iii
ACKNOWLEDGMENTS	4
INTRODUCTION	5
CHAPTER I: STEAM LOCOMOTIVES.....	12
CHAPTER II: DIESELS AND ELECTRICS.....	17
CHAPTER III: MOTORIZED UNITS	28
CHAPTER IV: FLAT CARS WITH LOADS	32
CHAPTER V: BOX CARS.....	42
Chapter VI: OTHER FREIGHT CARS	49
Chapter VII: SPACE & MILITARY CARS.....	54
CHAPTER VIII: PASSENGER CARS	66
CHAPTER IX: FIGURES.....	78
CHAPTER X: MPC AND NEW LIONEL.....	86
CHAPTER XI: OTHER NON-ORIGINAL MODELS	90
CHAPTER XII: ACCESSORIES.....	101
CHAPTER XIII: MISCELLANEOUS	103
EPILOGUE.....	111

LEGEND

YEAR CAT = Year Cataloged; **ORIG LET** = Original Lettering;
REPRO LET = **Reproduction Lettering**; **h/s** = Heat-Stamped;
r/s = Rubber-Stamped; **rev-out** = Reversed Out;
Blk = Black; **Yel** = Yellow; **s/s** = Silk-Screened; **d/t** = Dry Transfers;
Fig. = Figure; **P/C/S** = Postwar Celebration Series

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INTRODUCTION

You are about to open what may be one of the most valuable books you'll ever read. It has the potential to save you hundreds, if not thousands, of dollars. Most assuredly, it will increase your knowledge of postwar Lionel trains markedly. Incorporating the information shared by experts, and studying the ample illustrations, will help you better appreciate the manufacturing and decorating techniques used by Lionel between 1945 and 1969. No one who seriously collects post-war Lionel can afford to overlook this volume.

The Current Situation

As virtually every toy train enthusiast knows, few areas of any collecting hobby have been as hot as postwar Lionel trains over the past 15 to 20 years. Thousands of individuals have entered this hobby to collect the items they enjoyed as youngsters or dreamed of owning. They have crowded the aisles of train shows, filled auction halls, and increased the ranks of different collecting organizations. Their participation has been a tremendous boon to the toy train hobby and raised its levels of enthusiasm and pleasure.

All the same, this heightened demand for postwar Lionel trains and accessories also has a negative side, one that may undermine the integrity of the hobby. With more individuals seeking Lionel models, and willing to spend top dollar to obtain desirable pieces, the number of fakes and frauds has increased. Whether through oversight or intention, sellers have offered items that are not completely original without informing buyers of their altered status. *Caveat emptor* – “buyer beware” - has become the watchword of the hobby.

Although some collectors see nothing wrong with the current situation, we believe it portends serious problems that eventually will undermine the popularity of this wonderful hobby. Serious toy train collectors, regardless of what era and manufacturer they focus on, have long emphasized that an item must be completely original to be considered authentic. That is, a Lionel 400E Standard gauge steam engine must have all the parts it came with when released in 1930 to be judged original, and therefore deserve the high price tag placed on it. Replacing its wheels with

1932 parts, or repainting the boiler, changes its status from original to restored, and inevitably compromises its value.

Other hobbies, notably antique automobiles, may adopt a Different approach, but toy train collecting never has veered from this strict standard.

Repaints and Reproduction Parts

Of course, value has not always been the top priority for enthusiasts, especially youngsters. Probably from the time Lionel began mass-producing its trains in the first decades of the 20th Century, kids deliberately altered the appearance of their engines and cars. Perhaps the owner of a locomotive decorated for the New York Central preferred the Southern Pacific. Maybe the finish on one of his passenger cars deteriorated over time. In either situation, he had only to grab some paint and a brush, and make the changes he desired.

So what if repainting or replacing a damaged part destroyed the future value of his engine? He had no idea the plaything he was enjoying would ever attract all the interest and money electric trains currently do.

The same wish to have something that satisfied personal interests explains the rise of custom painters in the 1960s. Enthusiasts, particularly those who operated their electric trains, looked to skilled craftsman to modify the appearance of mass-produced models in order to give them unique ones.

Ed Kraemer and Rich Sherry, among others, gained renown because they so beautifully painted and lettered O gauge F3s and Train Masters for railroads other than those cataloged by Lionel. They also reproduced the paint schemes of the most desirable and harder-to-find Lionel models. Today, Len Carparelli, Elliott Welz, and Robert Milli carry on this tradition, and collectors everywhere admire their work. Like Kraemer and Sherry, they label their models so that no one mistakes them for originals.

Similarly, some hobbyists have reproduced assorted parts with which to repair or restore vintage pieces. Collectors would usually prefer to use original parts either sold as such by Lionel dealers or removed from junked models. But the value of top-of-the-line trains and the scarcity of certain parts can make this approach difficult and expensive.

Consequently, a market has emerged in the last 25 years or so for replacement parts and loads.

Among the first items to be reproduced were boiler fronts for steam engines, porthole lenses for F3s, and pantographs for electrics. (Note: We use “reproduction” and “reissue” interchangeably.) There also were decals and dry-transfer lettering to replace faded or damaged heralds and numbers, not to mention rubber figures and loads for rolling stock.

The pioneers in this trade, notably Les Gordon, George Tebolt, and Lew Warren, made it well known that the parts they sold were reproductions, and not Lionel originals.

Emerging Problems

Sadly, however, with demand skyrocketing for desirable postwar Lionel models, the temptation has been great to forget these ethical principles and upgrade certain pieces or modify common ones in an effort to pass them off as top-of-the-line items. Locomotives in good condition have been repainted and relettered and then sold as like-new or mint examples. Reproduction loads have been placed on run-of-the-mill flat cars that are offered as desirable models. Parts made in the 1950s have been added to freight cars cataloged in the 1960s in order to improve their condition. Chemicals have been used to bleach out colors of common cars and thereby create one-of-a-kind items. The list is endless.

As reports of phony trains circulated, hobbyists faced a dilemma. Plainly, it wasn't enough to follow the advice of some collectors and ignore the situation in hopes that each person could avoid the traps placed by disreputable dealers. Something had to be done. Members of TCA's Standards and Frauds Committees were among the loudest voices decrying the spread of fakes, and sharing information about

suspect models. They continue to safeguard the integrity of toy train collecting and recognize the need for a comprehensive guide to reproduction parts and processes.

To be sure, experience is sufficient for detecting a fake. Become familiar with Lionel's methods of decoration in the 1950s and you'll realize that silk-screened lettering on a diesel originally heat-stamped is fraudulent. Pose questions to longtime collectors and you can learn how to guard against buying a 6414 Evans Auto Loader with reproduction automobiles. There's no substitute for ongoing education about what Lionel did and then sharing that knowledge with veteran and novice collectors alike.

However, the amount of knowledge necessary to make unerring decisions can be more than most of us can amass. Not many collectors can become an *Encyclopedia Lionelica* and spit out complete listings of every feature of every postwar model. Neither are they able to lug around half a dozen reference guides as they wander through train meets. Worried about paying hard-earned money for a fake, they suddenly find the joy of discovering something new or unusual has been displaced by suspicions that everyone is out to cheat them.

What's bad about an environment of mistrust, in which individuals feel unable to guard against deception they encounter, is it breeds frustration and anger. Honest dealers are lumped with the crooks, and individuals give up on the toy train hobby. Meanwhile, the people creating the frauds and selling the fakes feel encouraged to go on refining their techniques until it's all but impossible to determine what is original and what is not. Virtually all of us will end up being victimized, and the meaning and fun of collecting postwar Lionel, or any other kind of toy trains, will erode. Trust will vanish and demand will fall as no one feels entirely sure that what they want to purchase is what the seller claims it is.

A Few Solutions

Pretty frightening situation, eh? Well, there's no need to quit yet, not when solutions to this dreadful problem remain. To begin, each of us must pledge never to produce a reproduction part or model without clearly labeling it as such. Second, we can vow not to sell anything as original if we are

aware that it is not. Third, collectors can, through reputable hobby associations, investigate dealers suspected of fraud and refuse to buy from those found guilty.

Admittedly, these three steps won't be followed perfectly, which means that the problems of fakes and frauds will linger. As a result, we are left with a fourth solution, and it is the one that is most likely to be heeded. Each of us can become a better-educated consumer. Just as we read books and consult friends before buying a new car or computer, so must we add to our knowledge about the toy trains that we collect. Reference guides and hobby magazines can sharpen our understanding of what Lionel produced and how to those unmarked reproductions.

PLEASE READ EPILOGUE ON PAGE 111

Better still is this book, the product of many years of research and cooperation. It is devoted solely to unmasking frauds and showing in detail how to distinguish something genuine from a phony. Long believing that postwar Lionel collectors desperately needed help in identifying fakes and reproductions, we have worked with the Train Collectors Association to assemble this easy-to-understand volume.

We've designed it so that anyone, no matter how they've been in the hobby, can quickly locate the information required. In addition, we plan to update this book on an ongoing basis and thereby prevent it from becoming obsolete.

The information compiled here represents the efforts generation of collectors who have spent countless hours observing trains at shows and auctions and in museums and private collections. In doing so, and then sharing what have learned, these individuals are honoring the purposes of the Train Collectors Association, the organization founded in 1954 to further the hobby of collecting tinplate trains.

Among the means of accomplishing the TCA's goal publishing information for collectors, establishing standards on descriptions, and promoting fellowship among its membership (currently numbering nearly 32,000 worldwide).

TCA members are expected to present items in an honest fashion, never refinishing a train to represent something it wasn't originally unless permanently marked as such. They must also properly identify reproduction parts and literature.

Those of us who worked on this book willingly shared our knowledge because we believe in these standards. We had no desire to hide what we knew in the hopes of benefiting financially at the expense of others. Instead, we participated because we think the integrity and long-term stability of this

PLEASE READ EPILOGUE ON PAGE 111

great hobby depend on minimizing fraud and removing the unscrupulous individuals who seek to deceive us.

With your assistance and concerted efforts to educate enthusiasts about what they are buying and selling, we can strengthen toy train collecting and ensure its welfare into the 21st Century. This book is only a beginning, one that the hobby has long needed and demanded.

Using This Book

The materials in this book have been organized according to a simple plan. Steam, electric, and diesel locomotives are covered first, followed by motorized units, rolling stock, space & military items, and then passenger cars. The final chapters deal with the figures Lionel installed on a variety of cars and accessories, the products manufactured by MPC and New Lionel in the 30 years since the postwar era ended in 1970, and other items deserving attention (by "New Lionel," we mean the firms that have been making Lionel trains since 1986).

Within each chapter, we have sought to cover every piece that has caused a problem in the marketplace through fraud and questionable reproduction. We have given special emphasis to those items that are scarce and valuable, as they are most likely to be tampered with and falsely represented.

When providing tips on distinguishing an original piece from a reproduction or restoration, we will highlight those identifying marks that can be recognized without having to remove the shell or other parts from the frame. After all, buyers do not always have the opportunity to scrutinize a model thoroughly, because sellers are usually reluctant to allow their merchandise to be disassembled.

As you use this book, please keep in mind these recommendations. They amount to no more than common sense, but sometimes the thrill of finding what looks to be a unique piece clouds our judgment and we forget them:

1. Know the product you plan to spend money on. Read about it in guidebooks (including this one), magazines, and catalogs so you enter the marketplace informed and aware.
2. Don't be afraid to ask for assistance before buying any item known to have a questionable history.
3. Talk with knowledgeable collectors and operators, especially at train shows, so you can make sound purchases.
4. Obtain the name of the individual making the sale, particularly when you have some doubts about the item(s) being purchased. When possible, also obtain his or her membership number in the TCA.
5. Remember - when your doubts are great, you can always walk away!

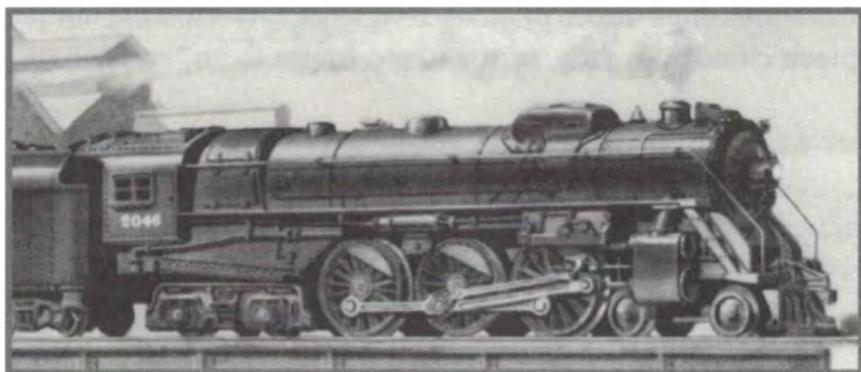
Now you are ready to read and make good use of this book. Let us know if we've missed anything, as ongoing contributions will improve future updates. Each of us is responsible for making toy trains as much fun today as they were when we played with them as kids. By dealing with each

PLEASE READ EPILOGUE ON PAGE 111

other fairly and honestly, we can do just that - and take a small step in making this world a better place to live.

And isn't that what Josh Cowen always told us playing with Lionel trains would do?

CHAPTER I: STEAM LOCOMOTIVES



No collection of postwar Lionel trains is truly complete without having some of the outstanding steam engines produced during that era. Collectors covet the finest Berkshires and Hudsons, and often group them together with Pacifics, Turbines, small Hudsons, and Switchers.

Before buying one of these classic locomotives, you should consider consulting the guidebooks to better understand how a model with the same number differed over time (like a 773 from 1950 and one from 1964), or a model with a different number changed (like a 681 and 682 Turbine).

Also be cautious with a model whose parts haven't aged at the same rate. For example, if a 675 Pacific has a dull or nicked frame, but a shiny and crisp boiler front, the strong possibility exists that a replacement part has been used, and that the steamer is not 100% original.

However, the best way to determine if a steam engine is original or not, is to study its cab section, specifically the numbering. During the postwar era, Lionel made its steam engines out of injection molded plastic or die-cast metal which was eventually painted. This chapter deals primarily with the die-cast painted steamers.

Over the past half century every type of die-cast steam engine has been repainted and renumbered in an effort, legitimate or otherwise, to upgrade it. Sometimes, this process involves altering the number on the cab of a less valuable model so it can pass as a more desirable one.

Even so, studying black paint on a die-cast steamer (the 2037-500 was painted pink - see Figs. 1-2 rarely resolves questions about whether or not a steam engine has been repainted. Why? Because the paint Lionel used varied considerably. It

could be dull or bright, flat or glossy, all in the same time period.

Repainted steamers, especially those modified decades ago, can be indistinguishable from ones untouched since leaving the Lionel factory. Some repaints, especially those done to satisfy the owner and not fool anyone, were done so poorly that no one would mistake them for an original.

On the whole we suggest that you not use black paint as the sole criterion to determine whether a die-cast steamer is completely original or not. Instead, we recommend that you examine the number on the cab. Specifically, we advise that you study it through an illuminated magnifying glass to determine whether it has been masked during the repainting or entirely changed.

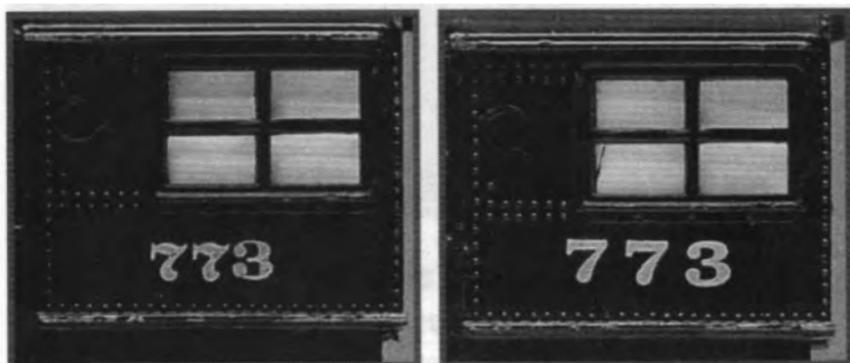
Be aware that Lionel used two processes to add cab numbers to its die-cast steam engines. Prior to 1953, they relied on silver rubber-stamping. Starting in 1953, Lionel added white heat-stamping and white rubber-stamping to its decorating techniques

When repainting a steamer to upgrade its condition one can mask the original cab number or replace it. If someone masks it, they will remove the masking tape once the paint has dried. This leaves a faint, yet discernible, line around the number, and causes the original paint within the numerals to stand out against the newly painted area surrounding them. This faint line, together with the mismatch of original and new black paint, can be a dead giveaway.

If the entire cab is repainted, then the cab number must be replaced. Decaled or dry transferred numerals are most often used, but Lionel never used them on their production line steamers during the postwar era. If you spot this type of numbering, then you know the item is not original.

Sometimes a fraudulent rubber-stamp is made and the numbers are applied post-factory to steamers that originally were rubber-stamped. Naturally, your best bet is to become familiar with Lionel's original style of lettering.

As an example of rubber-stamping, take a look at the 773. It had silver rubber-stamped numbers when introduced in 1950, and white when reissued in 1964. Although many of these engines have been repainted, there's no mistaking the original style of number that Lionel used.

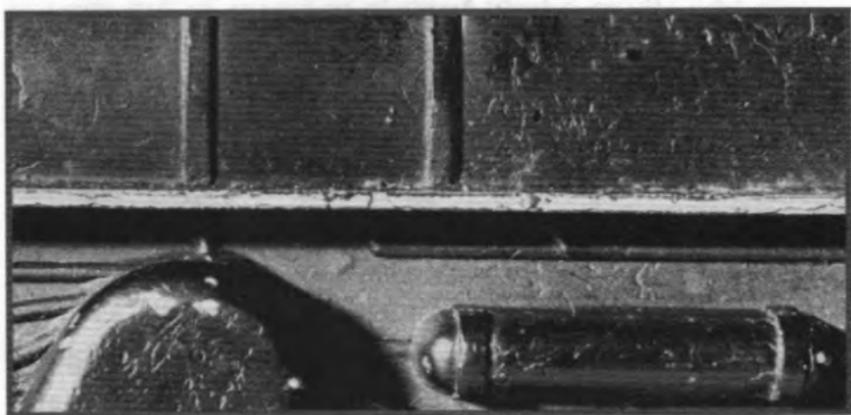


(Left): This 773 with silver rubber-stamped numbers comes from 1950 set 2169WS. (Right): This 773 with heavier, white rubber-stamped numbers comes from 1964 set 13150.

Die-cast steamers that originally were heat-stamped (a process that leaves indentations in the cab) can cause other problems. Again, becoming familiar with Lionel's methods of marking its models can save you time and money.

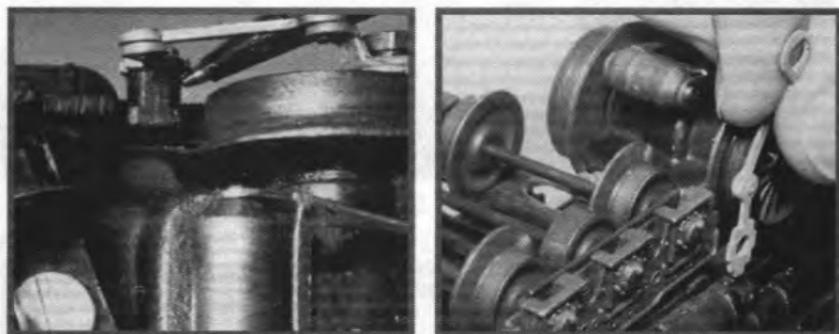
As an example of a heat-stamped steamer, take a look at the 682. This desirable engine is the most valuable of the Turbines, so examples have been faked by modifying a more common 681. The following three clues will help:

1. A white line must be painted along the edge of the running board of a 681 to appear like that on a 682. The white rubber-stamped board on an original 682 was milky or blotched; repaints are solid and crisp.



An original white running board stripe on a 682. As shown, it looks nicked, worn, and chalky. Repainted versions tend to be solid and crisp.

2. A valve gear assembly, eccentric crank, and wheel crank stud need to be added to a 681. This can be done by building up the area on a 681 where the valve gear, assembly would be riveted.



To convert a 681 Turbine to a 682 the valve gear assembly must be added (Left) An original 682 (Right) Here's. where the valve gear assembly would be added once the 681's frame has been built up.

3. The 681's cab number has to be changed to 682. It's done by filling in (with epoxy) and painting over the h/s "1", and using silk-screening or dry transfers to put a "2" in its place.

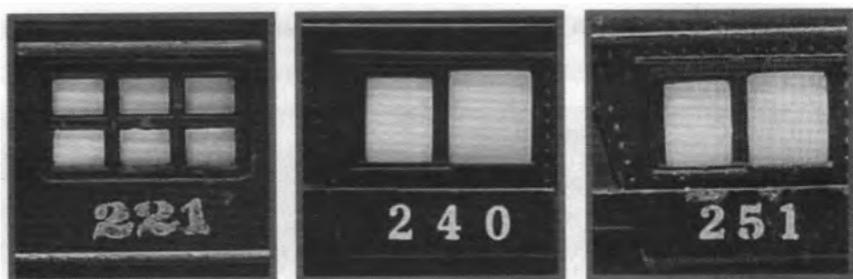


(Left): An original 681 with white heat-stamped numbers. (Right): An original 682 with white heat-stamped numbers.

A pair of 0-4-0 switchers also shows how the cab number of a less valuable model can be fraudulently altered to pass it off as a more desirable one. With either the scarce 1625, or the rare 1050 uncataloged in 1959), all that needs to be done is to take a common engine and fake one of its numerals. The 1625 is made using a 1615; the 1050 is made using a 1060. As with the 682, only one numeral on the cab has to be changed.

We've outlined some of the techniques used to create fakes and have advised you to study Lionel's methods of decoration. Now we'll use photos of original Lionel cab sections to show how original numbers look.

This Cab View section depicts some of the many different styles that Lionel originally used during the postwar era.



(Left to right): r/s 221 (1946); b/s 240 (1964) br/s 251 (1966).



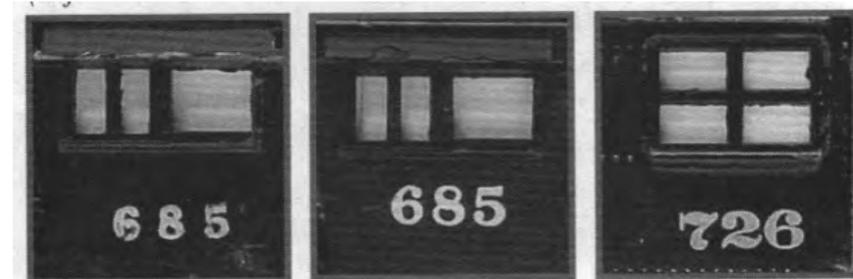
(Left to right): r/s 637 (1961); b/c 646 (1954); b/s 665 (1955).



(Left to right): r/s 665 (1956); r/s 665 (1958); r/s 665 (1966).



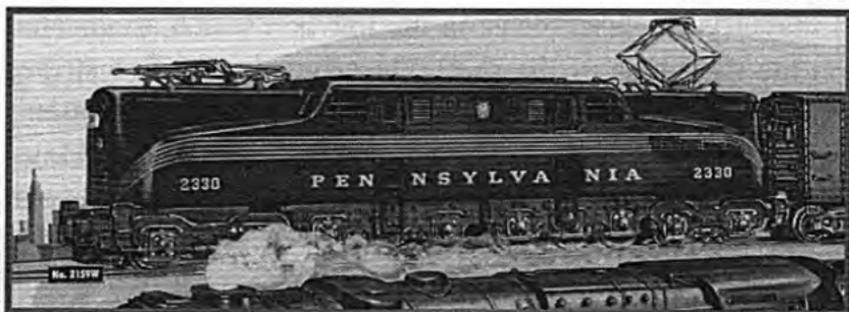
(Left to right): r/s 671 (1948); r/s 671RR (1952); r/s 671 (1952).



(Left to right): r/s 685 (1953); b/s 685 (1953); r/s 726 (1949).

(continued on page 106)

CHAPTER II: DIESELS AND ELECTRICS



Lionel's diesel and electric locomotives are among the most desirable of all the postwar trains. Consequently, problems have emerged with models being altered to improve their condition, especially their paint and decoration.

A. PENNSYLVANIA GG1

Every type of GG1 cataloged by Lionel has been modified in some way. Usually, these green or Tuscan beauties have had their paint, numbers, or lettering changed to upgrade them, and therefore increase their value. We can trace this problem back to the 1970s, when prices for GG1s and most of the postwar diesels began to steadily rise.

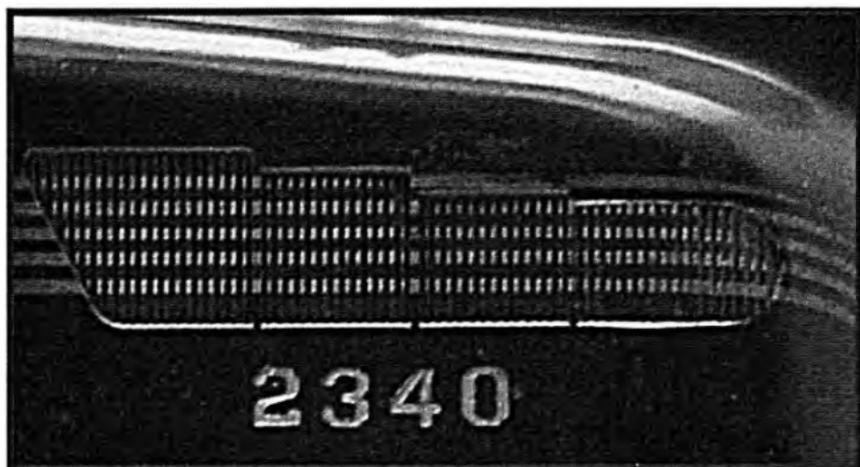
A major concern in distinguishing original GG1s from the fakes is a repainted shell, particularly because the colors can be so closely matched. Also, once a repainted shell has aged and the colors, stripes, and numbers start to show signs of wear and tear, that engine will look more like an original to the untrained observer. Even so, here are some clues for spotting a modified GG1:

1. Once someone has painted a GG1, the stripes, lettering, numbers and so forth, must be added. Those GG1s with five stripes that were cataloged between 1950 and 1958 (2330, 2340, and 2360) had heat-stamped letters and numbers. This process of decoration leaves an impression in the shell.

The silk-screening process is most often used to restore GG1s, but leaves a smooth surface on the shell, as do dry transfers and decals, which also are used. Remember, Lionel never used these three styles for the 2330, 2340, and 2360.

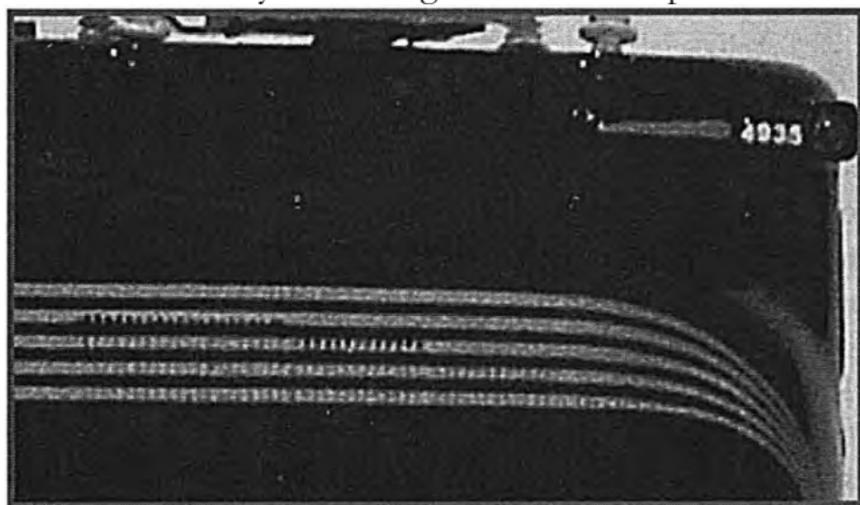
2. The five stripes on GG1s cataloged between 1947 and 1958 (2330, 2332, 2340, and 2360) were all rubber-stamped.

Knowing this, when examining one of these GG1s with a magnifying glass, focus on the louvers, which are located on the right side of the shell. On originals, the five stripes cover the top and upper half or so of the louvers, but aren't below the lower half of the ground surface of the shell. However, the stripes can bleed toward the bottom the louvers.



Original GG1 r/s stripes will rest on the upper half of the louvers, but can also bleed or settle toward the bottom at certain sections.

When the five stripes are silk-screened, they tend to cover the louvers entirely from the ground surface up.



The repainted stripes cover the louvers entirely.

Finally, for information on the single-striped GG1s cataloged between 1957 and 1963 (all numbered 2360), consult the chart on page 25, and Figs. 3-5 on pages 69 and 70.

B. OTHER ELECTRICS

Lionel offered a number of other electric profile engines, all based on General Electric prototypes. Its EP-5s included the

2350 New Haven, 2351 Milwaukee Road, 2352 Pennsylvania, and 2358 Great Northern.

There were also the 520 boxcab and the 2329 Virginian rectifier. For information on how these locomotives were originally decorated and which details to check to determine whether one has been altered, see the chart on page 25.

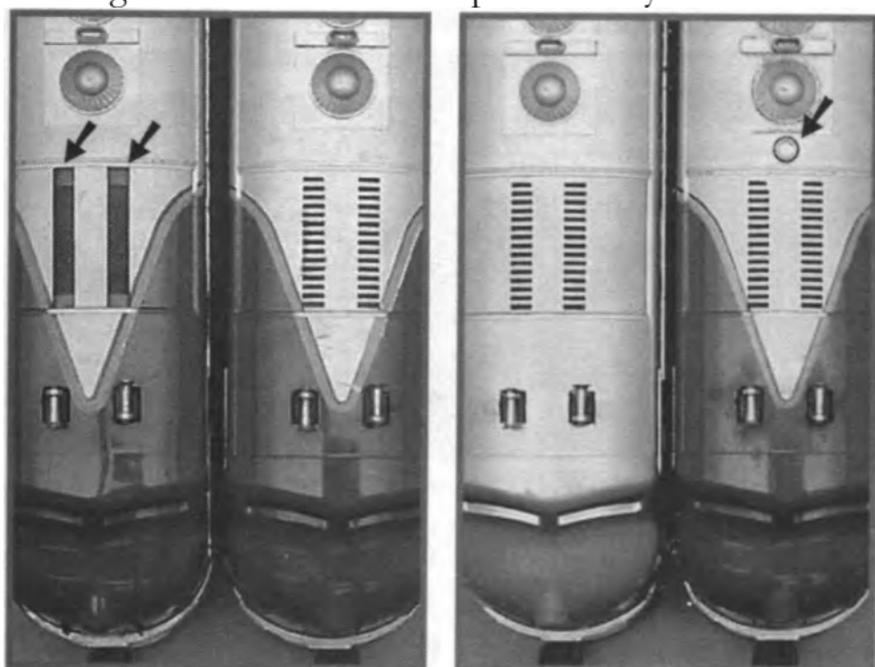
C. EMD F3s (various roadnames)

As you'd imagine with models as popular and desirable as the F3, every one has been modified. Study the chart on page 24 to assist in differentiating an original from a fake. It shows which F3s had heat-stamped lettering and numbers and which ones were rubber-stamped.

Knowing the kinds of changes Lionel made to its F3 shells is also essential. Here are some key modifications:

1. The wire ventilators are replaced by roof vents that became part of the casting starting in 1953.

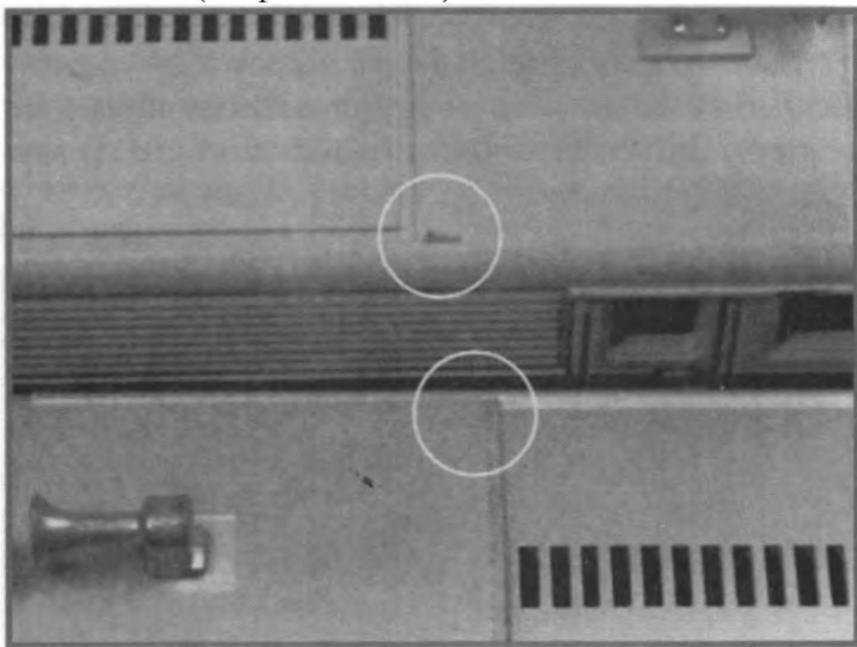
2. A roof dimple became a permanent molded part of the shell during the 1954 production year.



(Left): The wire ventilators (left) were replaced by molded castings (right). (Right): A roof dimple is not part of the 1953 casting of a 2355 (left), but is part of the 2353 from 1954 (right).

3. At the end of 1954's production of F3s, a small nick was made in the tooling, which caused an imperfection on the top

of the cab. The mold was repaired in 1958, and the nick was removed (see photo below).

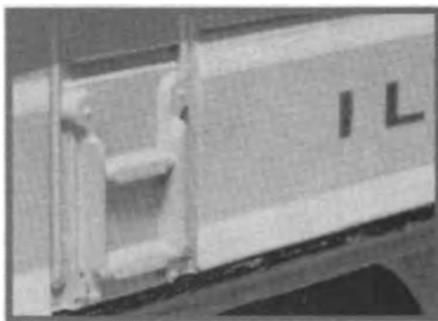


Top) Note the tiny nick on a 2367 Wabash from 1955. (Bottom) The 2383 from 1958 doesn't have the nick.

If you examine an F3 that supposedly was made between 1955 and 1957 and it doesn't have this nick, then it has been either restored or repainted or both, and cannot be considered an original postwar Lionel.

4. Starting in 1955, raised ladders were part of the plastic shell casting (see photo top right).

This new ladder casting replaced the one-piece plastic ladders used from 1948 through 1954.

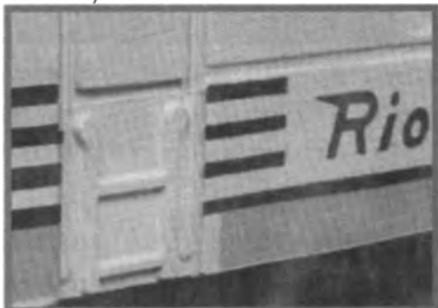


(Top): Raised ladder on a 2363 through 1954. Illinois Central from 1955.

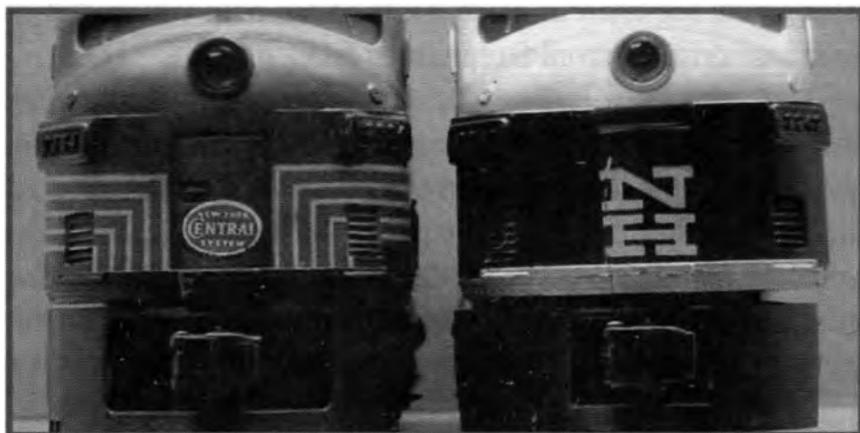
For the 1956 production of F3s, flush ladders became part of the design (see photo bottom right).

The flush ladder clue is important, but you also need to know the precise years each F3 was made.

(Below): Flush ladder on a 2379 Rio Grande from 1957.

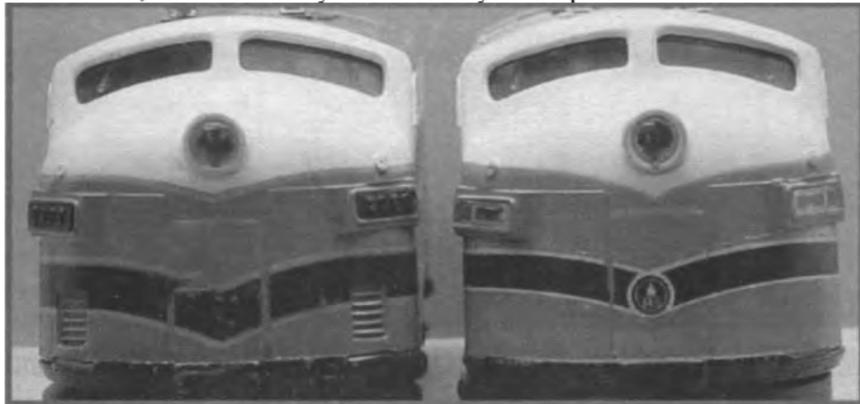


5. The front door handle was removed in 1958 to accommodate the lettering on the new 2242 New Haven. This is very important to remember. Why? Because original replacement shells made after 1958, as well as stripped 2383 Santa Fe shells, were used by the early custom painters to recreate the classic F3s made between 1948 and 1957.



(Left): The 2344 New York Central from 1954 has a molded front door handle. (Right): The 2242 New Haven from 1958 does not.

6. Perhaps the most important detail to examine is the side vents. All original F3s had left and right side vents. Custom painters unable to get original shells often settle for ones made during the 1970s. These shells lack the left and right side vents, and are easy to identify as repaints.



(Left): The 2368 Baltimore & Ohio from 1956 has the left and right side vents. (Right): This Lionel F3 from the 1970s does not.

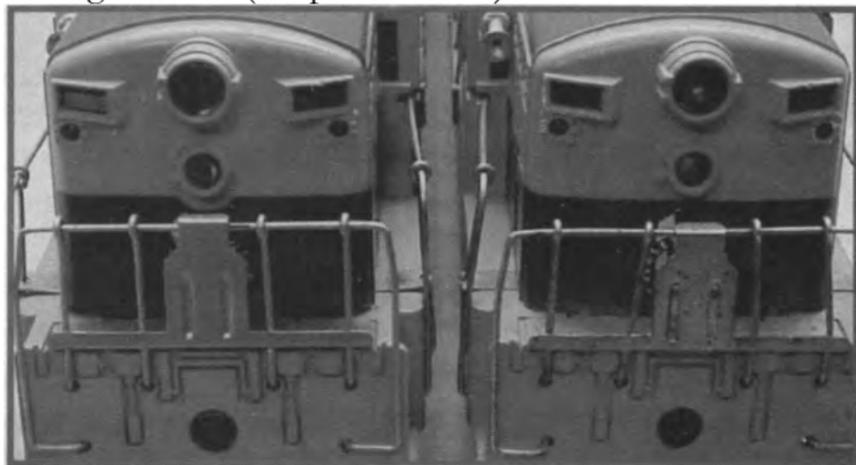
D. FM TRAIN MASTERS (various roadnames)

2341 Jersey Central - This is the most valuable Train Master. Not surprisingly, legitimate examples and frauds appear on the market. Initially, custom painters recreated Jersey Centrals by stripping 2321 Lackawannas because these were the easiest and least expensive models to obtain.

However, they forgot that the 2321 used a gray plastic shell, and the 2341 used a blue shell. Therefore, any Jersey Central painted over a gray plastic shell is not original.

Even so, things got tougher after unstamped blue plastic shells became available. Here are some details to check, and along with the chart on page 24, they can help you to distinguish an original from a repaint or fake.

1. An easy feature to spot is the masked line below the lower front headlight. An original Jersey Central has the masked line scooped-out as it passes under the headlight. On most repaints made during the 1970s and 1980s, the masked line is straight across (see photo below).



(Left): The original 2341 has a masked line that's scooped under the lower front headlight. (Right): This 1970s repaint is straight across.

Even so, some custom painters have made the line scooped under the headlight. Therefore, you must be made aware of a second fact, the one that's most important to remember.

2. The custom painters often use silk-screened lettering and numbers, or dry transfers. As made by the original Lionel, 2341 Jersey Centrals were heat-stamped. Any other form of decoration is not original. We strongly recommend that anyone buying postwar Lionel trains become familiar with heat-stamping and rubber-stamping. Experienced collectors will gladly describe these processes to you.

3. Keep in mind that two legitimate variations of the 2341 exist. One has dull orange paint, and the other has glossy orange paint. The second is more valuable, so sometimes it is faked by using an original dull orange version.

As produced, the unpainted blue plastic band on the glossy Jersey Central was not glossy. Fakes have a glossy coating placed over the original dull orange paint to make it look glossy. However, the coating spills onto the blue band, making it look glossy too. A shiny (glossy) blue plastic band indicates the model is not a legitimate variation.

2331 Virginian - The most valuable variation has a black painted band. To distinguish an original from a repaint, be aware that this variation was originally painted over a gray plastic shell. Anything else is not original.

All original 2331s were rubber-stamped, and the lettering was grainy. Most repaints are silk-screened, although dry transfers occasionally are used. In either case, the repaints are sharp and crisp as compared to the grainy originals.

Furthermore, you need to inspect the right side of the shell, where the letter "G" (in Virginian) is stamped over the side vent. On original 2331s, the left side of the "G" covers only the top of the vent and not the area in between. This is also true where the "G" is interrupted by the door panel lines. Repainted 2331s don't have an interrupted "G".



The left side of an original letter "G" rests on top of the vent, showing some space in between. The "G" is also interrupted by the door panel lines. The repainted "G" covers the vents and door panel lines.

E. EMD NW2 SWITCHERS (various roadnames)

Lionel issued its diesel switcher in several roadnames, each of which has been repainted and redecorated. Originals tended to be heat-stamped. However, the 601 and 602 Seaboards and 621 Jersey Central had decaled heralds.

(continued on page 26)

GUIDE TO ORIGINAL OR REPRODUCTION FEATURES

ITEM NO.	ROAD NAME	YEAR CAT	ORIG LET	REPRO LET	SHELL COLOR	ADDITIONAL INFORMATION
2240	Wabash	1956	h/s	s/s or d/t	Medium Blue	B unit - not a full-length stripe
2242	New Haven	1958-1959	h/s	s/s or d/t	Gray	Front door handle was omitted
2243	Santa Fe	1955-1957	h/s	s/s or d/t	Gray	Some orange shells were used
2245	Texas Special	1954-1955	rev-out	sis or d/t	Gray	Be careful of A units w/o portholes
2333	Santa Fe & NYC	1948	r/s	s/s or d/t	Black	Decals tend to yellow with age
2333	Santa Fe & NYC	1949	h/s	s/s or d/t	Black	Some clear SF shells were made
2343 & 2344	Santa Fe & NYC	1950-1952	h/s	sis or d/t	Blk - Yel - Gray	Decals seem to yellow less with age
2345 & 2355	Western Pacific	1952 & 1953	h/s	s/s or d/t	Gray	Front decals yellow with age
2353 & 2354	Santa Fe & NYC	1953-1955	h/s	s/s or d/t	Gray	Decals seem to yellow less with age
2356	Southern	1954-1956	r/s	s/s or d/t	Gray	Decaled nose herald
2363	Illinois Central	1955-1956	r/s	s/s or d/t	Gray	Decaled nose herald
2367	Wabash	1955-1956	h/s	s/s or d/t	Royal Blue	B units were h/s - very few were r/s
2368	B & O	1956	h/s	s/s or d/t	Light Blue	Some gray shells were used
2373	Canadian Pacific	1957	h/s	s/s or d/t	Gray	Some orange shells were used
2378	Milwaukee Road	1956	h/s	s/s or d/t	Dark Gray	Flush ladders are the key
2379	Rio Grande	1957-1958	h/s	s/s or d/t	Gray	Water-release decal on nose
2383	Santa Fe	1958-1966	h/s	s/s or d/t	Gray	Some orange shells were used
2321	Lackawanna	1954-1956	r/s	s/s or d/t	Gray	Repro handrails are much shinier
2322	Virginian	1965-1966	r/s	s/s or d/t	Blue	Word, Virginian, has a greenish tint
2331	Virginian - Blk	1955	r/s	s/s or d/t	Gray	R/S repros by E. Kraemer
2331	Virginian - Yel	1956-1958	r/s	s/s or d/t	Blue	Rarer gray shells were also used
2341	Jersey Central	1956	h/s	s/s or d/t	Blue	Heat-stamping is the key!

GUIDE TO ORIGINAL OR REPRODUCTION FEATURES

ITEM NO.	ROAD NAME	YEAR CAT	ORIG LET	REPRO LET	SHELL COLOR	ADDITIONAL INFORMATION
2360-1	Pennsylvania	1957-1958	h/s	Silk-screened	Die-cast	R/S stripe touches top of louvers
2360	Pennsylvania	1961-1963	h/s	Silk-screened	Die-cast	Painted stripe covers entire louvers
2360	Pennsylvania	1963	Decaled	Silk-screened	Die-cast	Painted stripe covers entire louvers
520	GE-Lionel Lines	1956	h/s	Silk-screened	Red	Repro pantographs missing spring
2329	Virginian	1958-1959	h/s	Silk-screened	Gray	Decal on cab end only
2350	New Haven	1956-1958	h/s	Silk-screened	Black-Yellow (57)	Normally has adhesive backed decal
2351	Milwaukee Road	1957-1958	h/s	Silk-screened	Yellow	Painted nose doesn't cover rivets
2352	Pennsylvania	1958-1959	h/s	Silk-screened	Yellow	Large Pennsy decal hasn't yellowed
2358	Great Northern	1959-1960	h/s	Silk-screened	Gray	Water release decal on nose
2028	Pennsylvania	1955	c/s	Silk-screened	Maroon	Silk-screened letters are sharper
2328	Burlington	1955-1956	c/s	Silk-screened	Gray	Maroon shell reported by M. Piazza
2337	Wabash	1958	h/s	Silk-screened	Gray	Heat-stamping is the key
2338	Milwaukee Road	1955-1956	r/s	Silk-screened	Orange – Black	See text for Orange-Band version
2339	Wabash	1957	h/s	Silk-screened	Blue	Heat-stamping is the key
2346	Boston & Maine	1965-1966	h/s	Silk-screened	Gray - Black	H/S repros by P. Charewyc
2347	C & O	1965	h/s	Silk-screened	Black	Faked by using a 2365 (see text)
2348	Minn. & St. Louis	1958	b/s	Silk-screened	Gray - Red - Black	Heat-stamping is the key
2349	Northern Pacific	1959-1960	h/s	Silk-screened	Gray Black	Dry transferred letters are sharper
2359	Boston & Maine	1961-1962	h/s	Silk-screened	Gray	WS repros by P. Charewyc
2365	C & O	1962-1963	h/s	Silk-screened	Gray	Heat-stamping is the key

Note (1): See Fig. 10 on page 71 for color photo and added information on the yellow-frame 610 Erie.

Note (2): Real gray-nose 2023 UPs were painted yellow over gray.

(continued from page 23)

The roadname and herald for the 624 Chesapeake & Ohio were decals, as was the 6250 Seaboard's herald. However, the name "Seaboard" could be rubber-stamped or decaled (see Figs. 8-9 on page 71). Be aware that original decals and rubber-stamping tend to fade and flake with age.

F. EMD GEEPS (various roadnames)

Lionel produced a colorful assortment of GP7s and GP9s between 1955 and 1966, and every one has been redecorated for one reason or another (see the chart on page 25).

Especially popular for custom painters and basement bandits are the two most valuable Geeps: the 2338 Milwaukee Road with a solid orange band, and the uncataloged 2347 Chesapeake & Ohio.

2338 Milwaukee Road - The solid orange band variation is among the most coveted of all postwar diesel models.

1. If you consider buying one, remember that originals had rubber-stamped lettering and numbers. The repaints will use silk-screened or dry-transferred letters and numbers.

2. The originals used orange plastic shells that were translucent, and allowed a good amount of light to pass through the engine when turned on. Repaints have an orange-painted band that doesn't let light or glow to pass through.

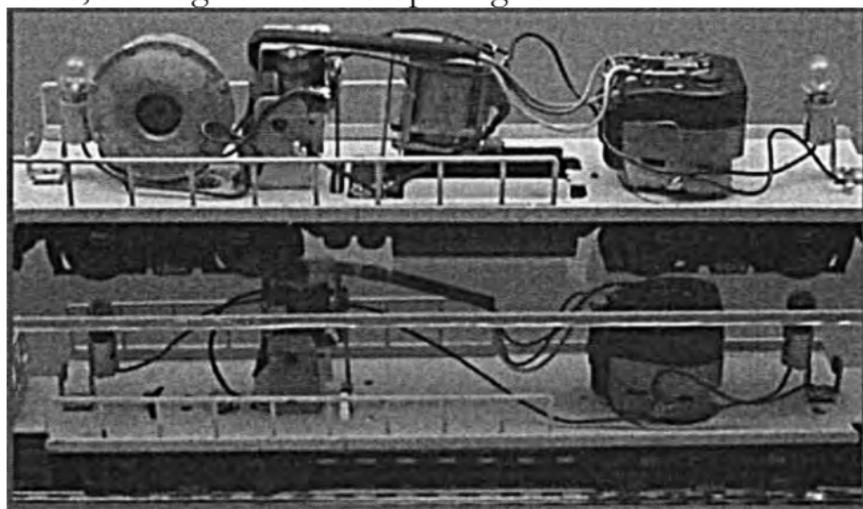
3. Sometimes custom painters will take a regular 2338 and extend (i.e., paint) its orange stripe across the cab. Here too, light won't pass through the shell (see Figs. 6-7 on page 70).

2347 Chesapeake & Ohio - This desirable 0P7 came only in uncataloged Sears outfit 9836 from 1965.

1. Originals were heat-stamped; repaints are silk-screened or use dry transfers or decals.

2. Originals used black plastic shells, but other Geeps did too. Therefore, check the shell and the process of decoration very carefully before buying one of these valuable models.

3. A 2347 is faked by modifying a 2365. First, as explained in the chapter on steamers (see page 15), two of the heat-stamped numerals on the cab ("6" and "5") are filled in with epoxy and replaced by dry-transferred or decaled numerals ("4" and "7"). Then, a battery cover is added to the 2365's frame, although there's no opening for this detail.



(Top): The frame for a 2347 has an opening for a battery. (Bottom): The frame for a 2365 has no opening for a battery.

G. ALCO FA CAB UNITS (various roadnames)

Every type of Alco has been restored. Originals had heat-stamped lettering and numbers. Repaints tend to use silk-screening. Be careful when buying the most valuable models, notably the gray nose 2023 from 1950, or the 212T (USMC) from 1958 (see Figs. 11-12 on pages 71-72).

H. 44-TONNERS (various roadnames) & BUDD UNITS

Lionel cataloged five GE 44-tonners, and also the 400 and 404 Budd units and the 2550 and 2559 baggage and commuter cars. Repainted examples feature silk-screened details, whereas all the originals were heat-stamped.

Final Thoughts

Again and again, we have emphasized that Lionel heat-stamped most of its diesel locomotives. The process left an impression in the shell you can feel. When rubber-stamped, it tended to be grainy or blotched and touched the very top of the shell's vents and door lines (like a mountaintop) but didn't always settle in the valley (like the shell's surface).

CHAPTER III: MOTORIZED UNITS



All of the motorized units have been modified. some altered items have original parts, but most use reproductions. Some have been repainted while others have been faked. Potential buyers should also be aware of which motorized units have been reissued since the postwar era.

A. Industrial Switchers

The most valuable of the regular-production motorized units are the industrial switchers. Not surprisingly, these are the types most often found modified or repaired. Here are the areas you need to examine:

1. Window struts are extremely fragile and break easily. Before reproduction conversion kits became available in all the colors, alteration consisted of just gluing broken struts back in place. This is easy to catch; just examine the outer area with a magnifying glass.

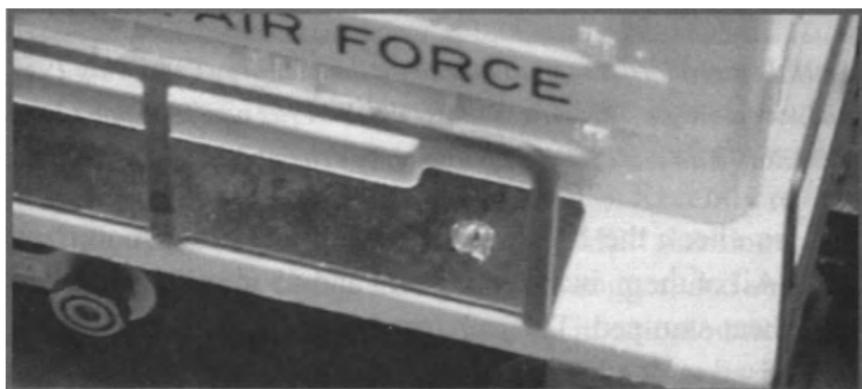
Conversion kits present a different problem because they enable someone to remove the original strut and make the repair from the inside. The inside is used because a repro strut has a molded extended tab (top and bottom) for support and is glued to the inside cab wall. The clue is to inspect for repairs from the opposite side of each cab window.

2. The handrails are another vulnerable area. In this case, common black handrails can be painted a different color and then riveted in place. Originals were uniformly applied, whereas post-factory ones were not (see photos on page 29).

Another way to fake the most valuable units, like the 56, 57, and 59, is by using the shell of a common unit, such as a 41 or 51, or one of the reissues. The shell is repainted and then lettered by using dry transfers or by silk-screening.



Lionel original rivets are neatly and uniformly applied.

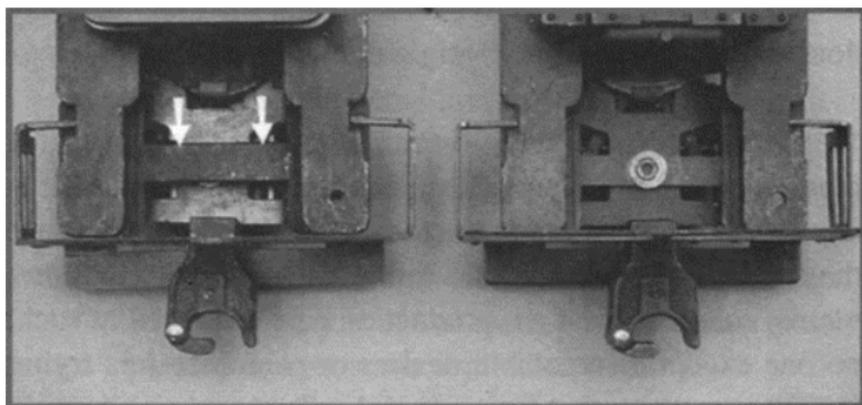


Post-factory rivets are not usually applied as neatly.

(continued from page 28)

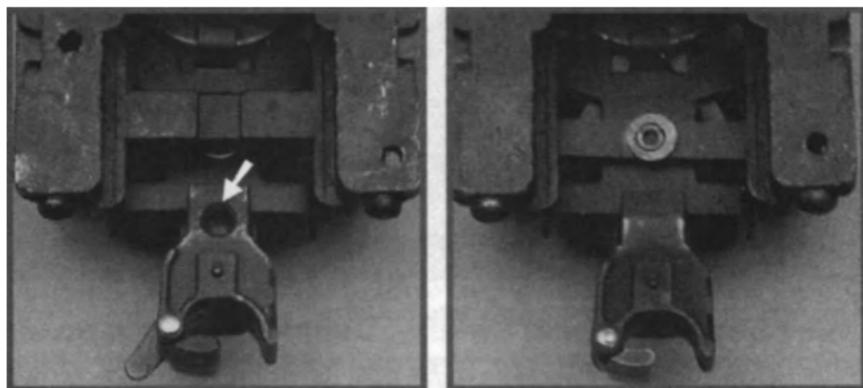
In addition, a 41 or 51 frame assembly can be used to upgrade one of the more valuable units. Although you might think a change of this nature is immaterial, we contend that if the frame has been upgraded, then something else' may also be altered. Here are some clues to further changes:

1. In 1956, Lionel modified the frames for the 41 and 51 by adding a support bar. Frames from 1955 lack this part, and so are easy to spot if switched.



(The 1956 frames have the support bar. (Right): Motorized units from 1955 lack this support bar.)

2. In 1957, a support hole was added to the coupler drawbar. The 41s and 51s made in 1955 and 1956 lack this detail.



(Left): Lionel added a support hole to the coupler drawbar during 1957 production. (Right): Motorized units made in 1955 and 1956 don't have this detail. Also notice the support bar with the photo (left).

3. Also check the lettering and numbers on the motorized units. All of them, including the 44 and 45 missile launchers, were heat-stamped. The only exceptions were the 65 handcar (raised molded lettering) and the 68 executive inspection car (lettering on the front bumper and numbers on the rear one). Therefore, you need to know exactly how Lionel originally decorated each motorized unit.

B Reproduction Parts (marked and unmarked)

Although a few dealers have marked their reproductions with a visible letter “R” (in compliance with TCA rules), most, including the successors to the Lionel Corp., have not.

Unmarked reproduction parts aren't harmless, although some claim these parts are purchased just to repair an item that will be operated. In such cases, they say it doesn't matter whether a reproduction part has been marked, and they don't care if it's not 100% original.

We disagree, because if someone doesn't mind that a reproduction part isn't marked, then they won't mind if it is marked! Also, plenty of collectors do want to know because they desire only items that are 100% original. In other words, no one loses if a reproduction part is marked as such, no one except disreputable dealers or manufacturers trying to foist something that isn't original on unsuspecting buyers.

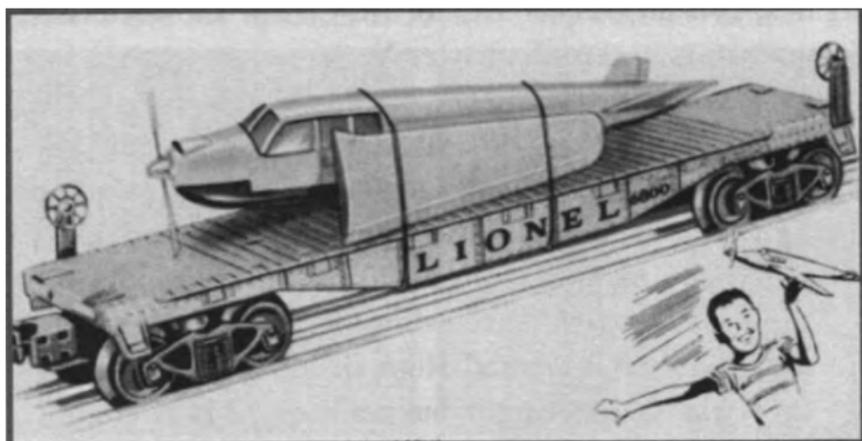
Now let's take a look at the reproduction parts found on motorized units. For further information on reproduction

figures, consult chapter IX; for MPC/New Lionel reissues (reproductions), consult chapter X.

No. Reproductions other than MPC/New Lionel

- 44 Printed control panel and missiles Original plastic control panels project a glare. Known reproductions do not. Original missiles have a hollow shaft with a weight attached inside and the opening to the shaft is tapered. Reproductions come with or without the weight, but neither type is tapered.
- 45 Same as a 44.
- 50 Orange plastic platforms and motor covers. Reproductions are marked on the inside (platform with "MB CO". and cover with "MB"). Recently released reproductions omit the "MB" markings.
- 52 Bumpers, compressor, hose, outrigger, and seat have been reproduced, usually in colors noticeably different from the original (see Fig. 15 on page 73).
- 53 Originals had a yellow plastic snowplow that's easy to distinguish from those made of die-cast metal. Another repro made in a darker yellow plastic had "DUD-DEE" and "53-10" on the back in raised letters. Newer repros are molded in a lighter color.
- 54 Cab front, tamper assembly, and the antenna. All parts are also reissued (reproduced) by New Lionel.
- 55 Front cab and wooden ties have been reproduced.
- 60 Mounting clip, pole, and window strips. Reproduction red plastic roofs are shinier than the originals and lack Lionel's original craftsmanship.
- 65 The red plastic handles have been reproduced and lack Lionel's original craftsmanship.
- 68 Front and rear bumpers have been reproduced.
- 69 Black plastic platform, gray plastic motor cover, gray plastic top structure, and "danger" sign. The reproduction platforms come with and without the "MB CO" markings. Original danger signs were molded in red plastic with heat-stamped lettering. Known reproductions are maroon plastic, and the lettering is not heat-stamped. There are also metal, painted danger signs available.
- 3360 Hook and yellow plastic boom have been reproduced.
- 3927 Reproduction bottles are molded shut, while the originals will open.

CHAPTER IV: FLAT CARS WITH LOADS



Virtually every load and “accent piece” associated with Lionel’s postwar flat cars has been reproduced by any number of outside vendors, and nearly all of them have been reissued by MPC and other succeeding companies. Here in chapter IV we will discuss what outside vendors have made. In chapter X, we talk about what has been reissued.

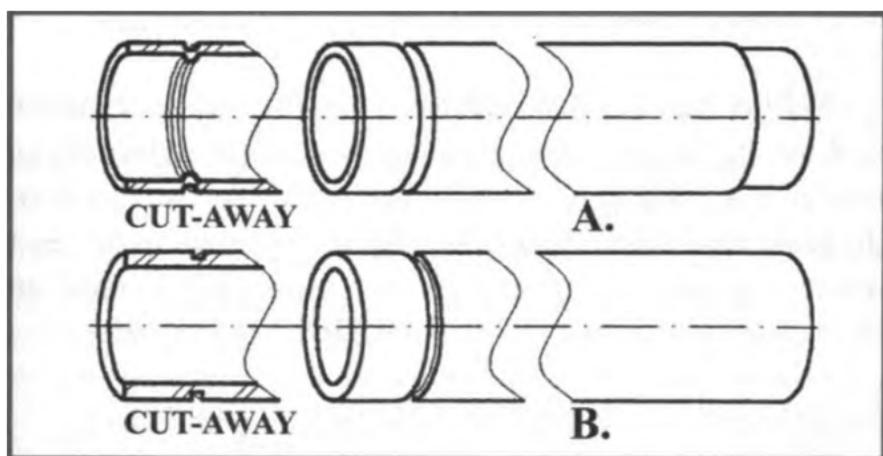
Read the explanations carefully and keep in mind that everything on an original model - flat car, load, and accent piece - will age in a consistent manner. A car that looks old and faded, but has a bright or shiny load, should cause you to think twice if someone claims it's 100% original.

1877/1887 Flat Car with Horses

1. Short and long brown fences (1877) and yellow fences (1887) - Reproductions and reissued fences are usually, though not always, shinier than originals. Some smaller fence reproductions are molded with thicker ends and won't fit between the slots of an original long fence section.
2. Plastic horses (two black, two brown, and two white) - Originals were made for Lionel by Bachmann Bros., which also included them in their Plasticville line. Consequently, they are impossible to tell apart. However, original plastic horses have “BB” stamped on their underside, although some have an obliterated BB logo. Known reproductions and reissues lack the Bachmann Bros. logo.
3. Silver brace located underneath an 1877 or 1887 - It has been reissued and also reproduced, and is very difficult to distinguish from an original that was usually shinier.

2411 Flat Car

1. Metal pipes introduced in 1946 - Original pipes are easy to identify because the cutting process formed a deep, wide groove on the outside and a ribbed groove on the inside. Reproductions come with or without the wide groove, but omit the inner ribbing (see drawing below).



(Top): An original pipe (A.) has a noticeable grooved end. (Bottom): Early reproductions lacked this detail, though recent ones (B.) have it. Note: So far, the reproductions lack the inner ribbing.

2. Wooden logs from 1947-1950 - Originals came stained or unstained. However, many reproductions are so good that recognizing them is nearly impossible. Measuring them can help: originals are 7 inches long - $\frac{5}{8}$ inches in diameter.

2461/6461/6518/6818 Transformer Cars

1. Transformers for all four cars - Original 2461 transformers were painted black or red over marbled plastic, and the original decals tend to yellow with age. Original 6461 transformers were painted black over marbled plastic, and the original decals also tend to yellow. Original 6518 and 6818 transformers were dull black plastic, as compared to the shinier reproductions and reissues. The repros are also different from originals, as they have different mold marks underneath the part (see photo on page 41).

2. Insulators for all four cars - Reproductions tend to be whiter than originals. A rule of thumb when buying one of these cars is, the earlier the original, the more the insulators tend to yellow. Also, the bottom of an original has leftover flashing where the part was separated from the sprue.

3361/3364/3461/3461-25 Operating Log Cars

Logs and metal stakes - Reproductions can be difficult to evaluate without having a legitimate original for comparison. Interestingly, the logs used on a 3364 were larger in diameter and reproductions haven't been reported.

3362 Helium Tank Unloading Car

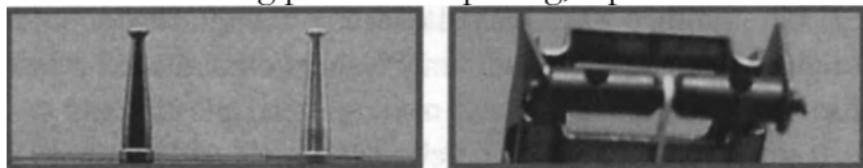
Helium tanks - Reproductions are difficult to evaluate without having a known original to compare. Generally, they're cut a bit longer than originals, while recent reproductions tend to be duller. All the same, originals weren't uniform in height, probably because Lionel also offered an HO scale version, and reissued the 3362/3364 in 1969.

3460/6405/6430/6431/6440/68 10/Flat Car with Vans

Roofs on vans - Originals were gray, green, white, or yellow, and had Lionel Corp. data stamped underneath the roof in raised letters. Known reproductions omit the data.

3512 Operating Fireman and Ladder Car

Nozzles and windlass drum - Key parts on this car have been reproduced in almost the exact, same colors. However, original nozzles were probably brass and then nickel plated because they have a bright finish (repros are aluminum), and original black plastic windlass drums have holes left and right of the center string placement opening; repros do not.



(Left to right): Compare in size and shape an Original nozzle and a repro nozzle; an original windlass drum has two holes. Remember original nozzles are probably nickel plated - repros are aluminum.

6121/6311/6408/6477/6511 Flat Car with Pipes

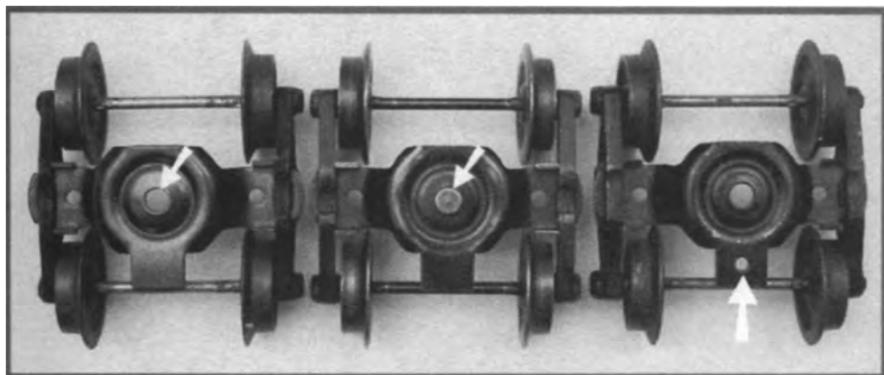
Plastic pipes - Originals tend to crack more easily than reproductions or reissues. Also, originals are more likely to attract mildew, or oxidation sets in as caused by the mold release agent used in the process of removing the part.

6151 Flat Car with Range Patrol Truck

Truck - Made for Lionel by the Pyro Corporation, the originals had "Lionel Ranch" and a circle-L heat-stamped on the cab. Known reproductions have only "Ranch" in large print (see also Fig. 40 on page 65).

6362 Railway Truck Car

Trucks - The load is often incorrect because the wrong trucks are placed on original cars. Correct trucks are the type made in 1955 (the first year this car was cataloged) or later. Also wrong are trucks with pivot studs and any made after the 6805 atomic energy disposal car was introduced in 1958 with a new wiring hole.



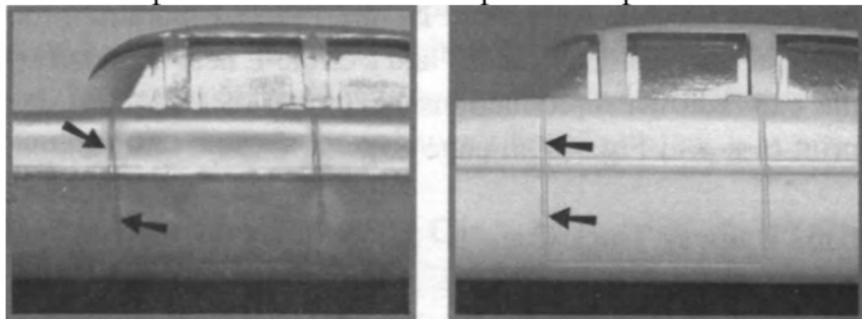
(Left to right): An original truck for a 6362 will have an opening; incorrect ones have a pivot stud, or an extra hole in the drawbar.

6414 Auto Loader

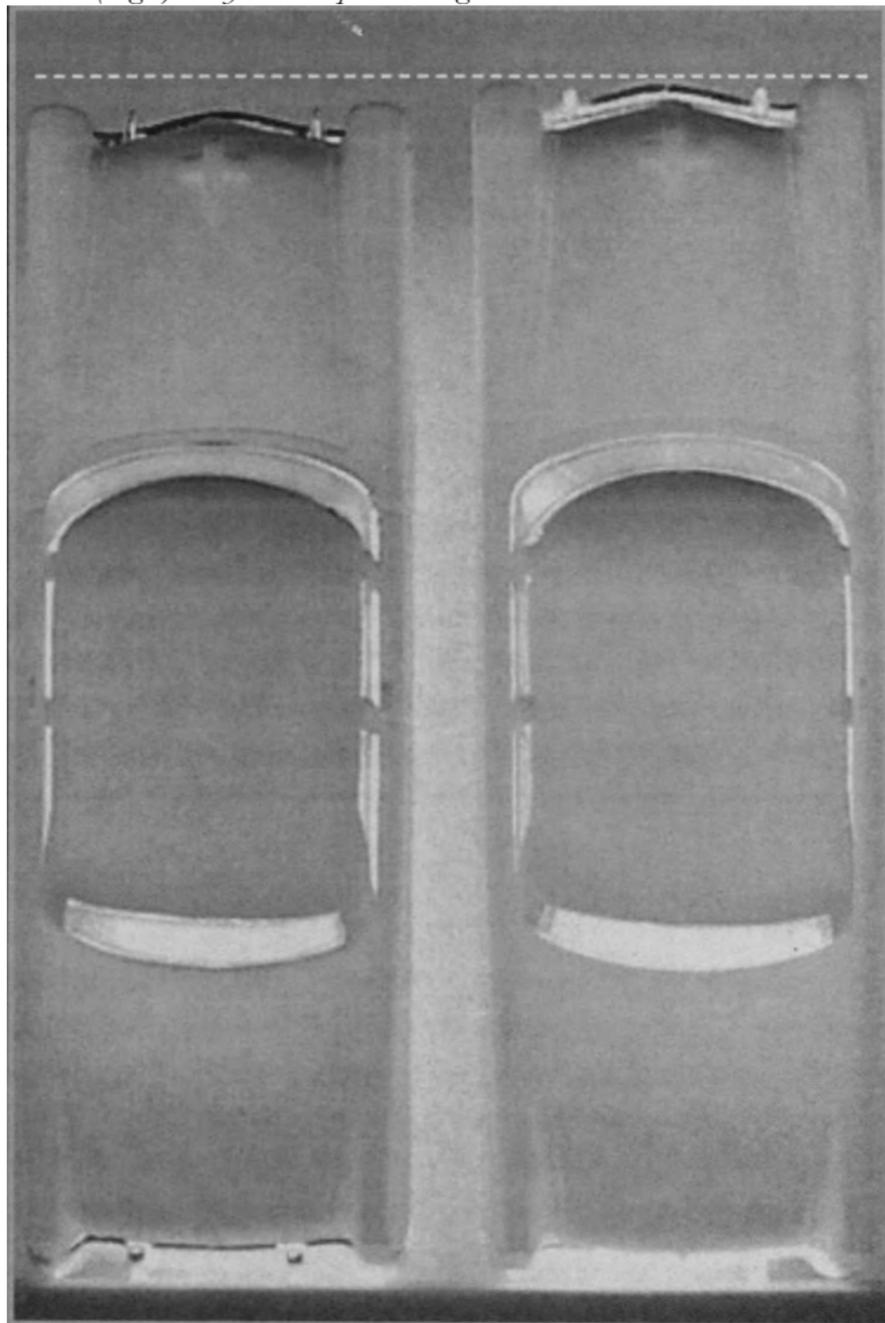
1. Deluxe automobiles - When first cataloged in 1955, the autos came in four colors: blue, red or maroon, white, and yellow. They also had chrome bumpers. Gray bumpers were introduced in 1960 with the 6404 flatcar with a single (red) auto, and the gray bumpers soon became the norm. A yellow auto with gray bumpers was new for 1961, and green or brown autos with gray bumpers came out in 1963. The 641485 with four "cheapie" autos was new in 1964.

Reproductions of the four deluxe autos with chrome bumpers can be traced to the late 1970s. Offered by Madison Hardware Co. in New York, these autos were deceiving mainly because they had Lionel Corporation data stamped on the bottom of their frames, just as the originals did.

However, these reproductions are shorter than originals, and their door panel lines don't line up from top to bottom.



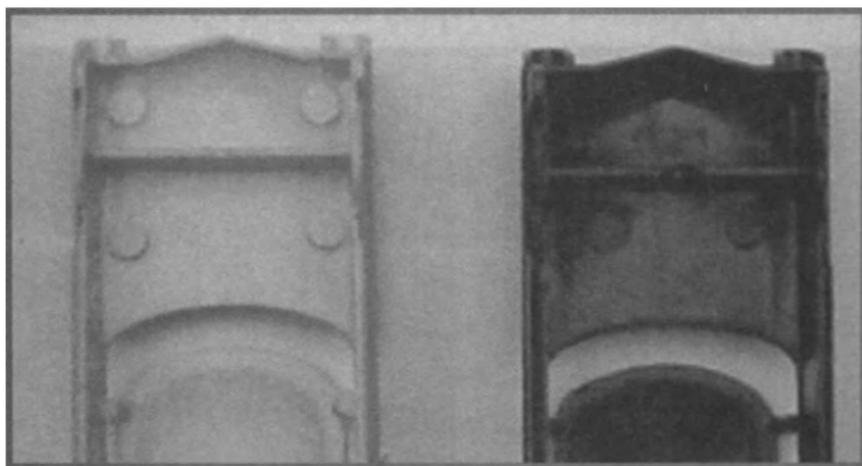
(Left): On this reproduction auto, the door panel lines don't line up from top to bottom. (Right): They do line up on an original auto.



The reproduction auto (shown actual size) on the left is shorter than the original auto on the right.

Unfortunately, we're not out of the woods yet, as reproduction autos in yellow, green, and brown were also made, and come with or without the Lionel data on the frame. On these reproductions, the door panel lines line up better, but the autos are still shorter than the originals.

2. "Cheapie" autos - The originals were molded in red or yellow-orange plastic, while reproductions are brown and yellow. More telling, they're shorter than originals, have four rather than two molded pin marks, and lack a Lionel part number. Of course, the next run could always change.



Reproduction "cheapie" autos have four molded pin marks. (Right): Originals have only two pin marks.

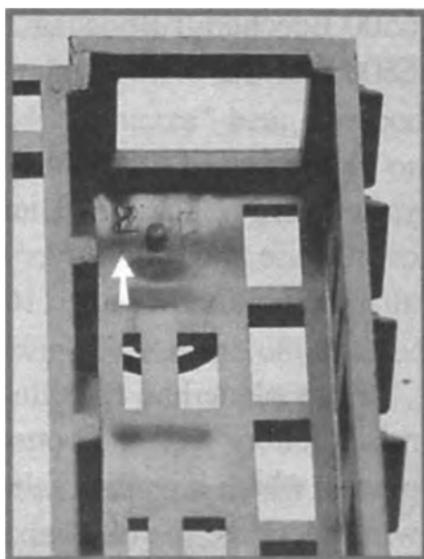
6416 Boat Loader

Boats - Originals were made for Lionel by Athearn (see the chapter on MPC/New Lionel - page 87).

6467/6477 Bulkhead Cars

Bulkheads - The originals are easy to identify because a "1" or a "2" was stamped inside the bulkhead.

Known reproductions do not have the "1" or "2" stamped inside the bulkhead.

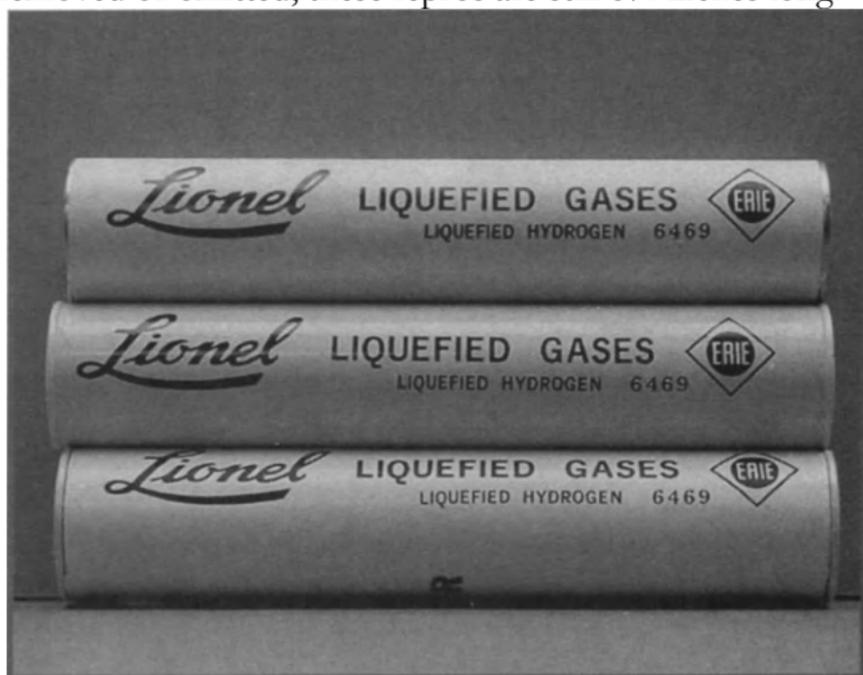


(Right): Original bulkheads have a "2" or even a "1" stamped on the inside part.

6469 Liquefied Gas Tank Car

Tanks - The originals are 9 inches long, whereas reproductions tend to be $8\frac{7}{8}$ inches long. Originals used a dull glossy white paper, and the ends were painted shiny white. The earliest reproductions used bright white paper, and the ends were unpainted silver.

Late 1980 reproductions used bright white paper, but the ends were painted yellow. Most were stamped with an "R," and it will smear if removed. However, whether the "R" is removed or omitted, these repros are still $8\frac{7}{8}$ inches long.



(Top): This early reproduction is shorter than the original (middle) and has shiny tank ends. (Bottom): This more recent reproduction has painted ends and a reproduction ("R"), but is still shorter.

6500 Beechcraft Bonanza Transport Car 6800 Flat Car with Airplane

Airplanes - Lionel introduced the black-over-yellow and yellow-over-black 6800 airplanes in 1957; the 6500 red-over-white and white-over-red planes debuted in 1962 (see also the bottom of page 110).

Each plane had four lines of Lionel Corporation data in raised lettering on the bottom of the fuselage. The 6500 airplanes, which are more valuable, had four rivets securing the wing sections; the 6800 airplanes had only three.

Although all four airplane combinations were reproduced during the late 1980s, the manufacturer made some changes that are easy to spot.

First, the second line of stamped data, "The Lionel Corporation," was missing on most of the reproductions.

Second, on those reproductions that have all four lines of stamped data, check the single piece of molded plastic that horizontally separates the opening to the left of the Lionel data. Originals had a noticeably thicker (wider) strip of plastic than the reproductions do.



The original airplane shown in the top photo has four lines of Lionel data stamped on the bottom of the fuselage, and the strip of plastic to the left is thicker (wider) than on the reproduction below.

Third, the 6500 airplanes had "Bonanza" heat-stamped on the top of the fuselage and "N27 42B" heat-stamped on one of the wings. The reproductions use dry transfers or decals to add these decorations

Fourth, the 6500s used four wing rivets; the 6800s used three. Repros use three rivets for both types of planes.

More information and color photos appear in the January 1990 issue of the *Train Collectors Quarterly*.

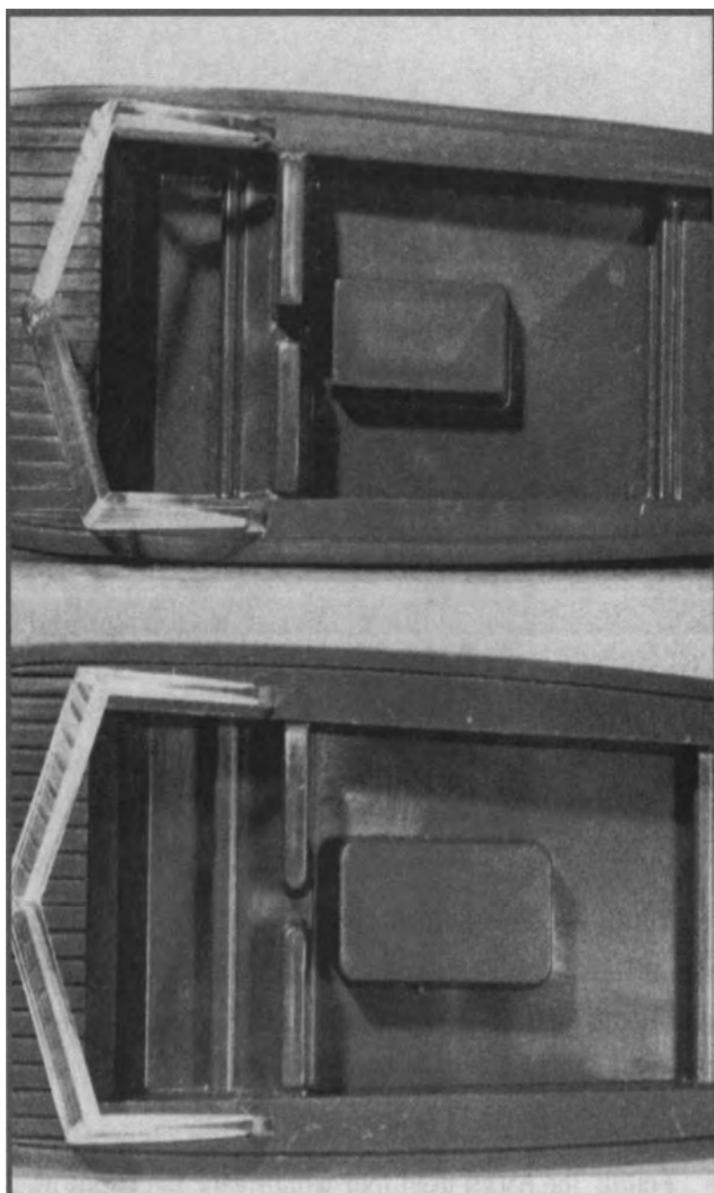
6801/6801-50/6801-75 Flat Car with Boat

Boats - Lionel made three boats: the 6801 (brown deck, white hull), 6801-50 (white deck, yellow hull), and 6801-75 (white deck, blue hull). All three have been reproduced.

Yellow and blue-hull originals had their decks embossed with Lionel Corporation data in raised lettering. The reproductions omit this data entirely.

Brown-deck originals had no embossed data, and neither do the reproductions.

Even so, original motor housings are noticeably smaller than the reproductions. They're also squared, and the seat edges are rounded. The reproduction housings are rounded, and the seat edges are squared.



(Top): An original boat has a smaller motor housing that's squared, and seat edges that are rounded. (Bottom): A reproduction has a large, rounded housing, and the seat edges are squared.

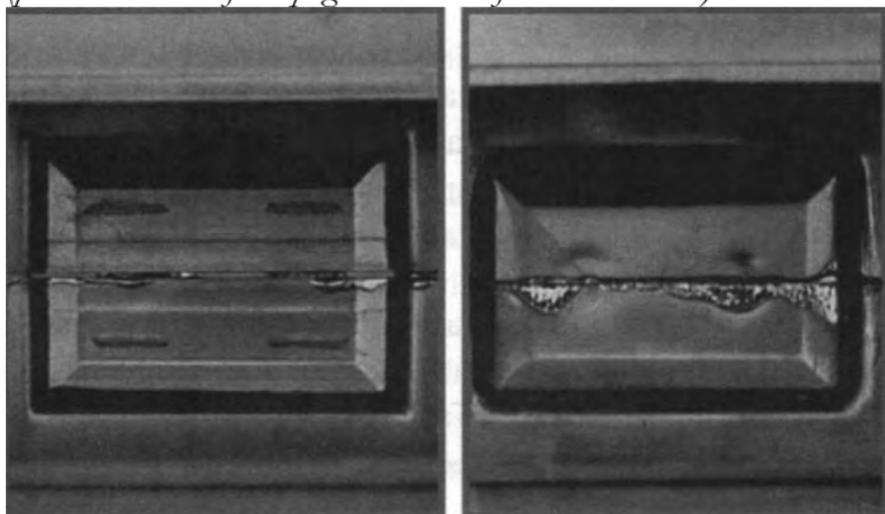
6826 Flat Car with Christmas Trees

Christmas trees - Distinguishing an original from a reproduction is extremely difficult. In fact, rumor has it that the repros, like the originals, were picked from a swampy New Jersey grassland.

Of course, we all like a good story, but differences have been noted. The bare stems on original trees tend to be less than 2 inches long, whereas the reproductions generally are longer. Also, the foliage on original trees tends to be fuller, look more alive, and usually fill the entire length of the flatcar. The repros usually look blander and are shorter.

Finally, original trees were banded together when packaged, so they should be pressed in somewhere toward the middle. When packaged for sale, the reproductions don't have that crunched-in look. Having said this, we'll warn you to watch for the rubber bands to start coming out!

(photo mentioned from page 33 - Transformer Cars - 1.)



*(Left): Notice the mold marks (four straight lines) at the bottom of a reproduction.
(Right): Originals don't have these four marks.*

Final Thoughts

Although not every load ever made was covered, every effort was made to highlight the most important ones. Therefore, we recommend that, in addition to reading the Epilogue on page 111, everyone buy from a reputable TCA collector or dealer, one who will stand behind his product, and knows where it originated.

CHAPTER V: BOX CARS



Fraudulent boxcars and similar rolling stock began to appear on the market in the late 1960s. Their numbers grew over the next decade and into the early 1980s, as prices for rarities steadily rose and less-informed collectors pursued "one-of-a-kind" items without carefully studying them.

We caution all buyers to beware of fakes. The adage, "If it sounds too good to be true, it probably is," still makes a lot of sense. Pay attention to details and use this book to help you avoid getting burned.

3435 Aquarium Car (gold circle-L)

The most common 3435s are rubber-stamped in yellow. However, three desirable variations are heat stamped in gold, with the rarest having a gold circle around the Lionel "L" as well as "Tank No 1" and "Tank No. 2" stamped at the bottom of the car (see photo above).

Typically, gold lettered cars that lack these rarer details are used to fraudulently create the variation that has them. Dry transfers are used for "Tank No. 1" and "Tank No. 2," and the gold circle is painted. An illuminated magnifying glass will help you examine these details. Be sure they're heat-stamped before you consider buying one of these cars.

3484-25 Operating S.F. Box Car (black lettering)

The most common examples of the 3484-25 have white lettering. A rare variation, new in 1954, has black heat-stamped lettering. To avoid fakes, keep these clues in mind: 1. Originals were stamped over a Type I body shell that had four complete rows of rivets to the right of the sliding door. Known fakes use a Type II shell that has only three rows.

2. On originals, the heat-stamped lettering perfectly fills the recessed area in black and doesn't cause that area to expand. The lettering also matches every heat-stamped car made by Lionel in 1954. On fakes, the black ink appears to be forced into the recessed area by a hot instrument; this causes that area to expand. Further, these fakes have a "common denominator," as explained in chapter XI (see page 90).

3. In 1956, the 3484-25 had a Type IIb shell, which had a visible line on the roof, left of the brake wheel, that's caused by Lionel's altering the mold in 1955 to accommodate the hatch on the 6352 Ice Car. Some black-lettered examples have surfaced with this type of shell, but whether or not they were made by Lionel has yet to be proved.

The stamping on (3.) cars above isn't the same as on other cars from 1956, and it's not obviously fraudulent as the car described in (2.) above. Also, these cars don't have a common denominator. However, the jury is still out as to whether these 3484-25s are actually legitimate. See Fig. 13 on page 72 for two 3484-25 examples.

3454/3854 Operating Merchandise Cars (packing cases)

Repainted 3854s often use dry transfers. Original packing cases came in red, burgundy, or black plastic, and each was engraved with "Baby Ruth." Repros come with or without the "Baby Ruth," and are dull, instead of shiny.

6044-IX McCall's-Nestle's Box Car

The "6044-1X" appears stamped on the box only. The paper label decorating this plug-door boxcar has been reproduced. You must carefully examine the details on the label to distinguish an original from a fake. See Fig. 14 on page 72 for a full-color illustration (close-up) of both labels.

6464-25 Great Northern Box Car (decal)

In the late '60s, an individual attempted to move unsold stock by placing a GN decal over the heat-stamped logo (see photo right). Such post-factory creations are collectible as curios, but are not postwar Lionel originals.



6464-50 Minneapolis & St. Louis Box Car (painted green)

The Tuscan-painted 50 had white heat-stamped lettering. In the early 1970s, a car was painted green and made to look original - but isn't a legitimate piece. One known green-painted car that has gold heat-stamped lettering may be a one-of-a-kind model. Be wary of green-painted cars and check for silk-screened or dry-transfer lettering. Make sure the heat-stamping properly fills the recessed area.

6464-275 State of Maine Box Car (B.A.R. only)

The 6464-275 was new in 1955 and replaced a year later with an operating version, the 3494-275. In 1957, the 6464275 returned to the line where it joined its operating cousin. Although both cars had their respective numbers stamped on the shell, early 3494-275s came with only "B.A.R." Lionel soon corrected this oversight and added "3494275."

Unfortunately, individuals have taken these B.A.R. only shells and placed them on 6464 frames in an effort to make a 6464-275 variation. These put-togethers are fraudulent, not to mention illogical from Lionel's perspective.

6464-300 Rutland Box Car (solid-shield)

The "solid-shield" variation from 1955 outfit 2243W is the most valuable of the Rutland boxcars, but has been reproduced and also faked. The reproduction, made in 1999 by RGS, is painted over an entirely different body shell, so you shouldn't have any trouble identifying this reproduction (or repaint) from an original.

Fakes, which began surfacing in the late 1970s, are more difficult to identify. Here are some clues:

1. When originally produced, rubber-stamped lettering was used on a Type II body (see 3484-25 No. 1 on page 42), and the green paint was very glossy. To fake this car, a common version is used, and then the herald is removed and replaced with a fake "solid-shield" that is treated with a glossy coating that stains the green paint and spills over onto the unprotected yellow plastic. Using a magnifying glass will make it easier to spot as a fake.

2. Early fakes can be identified because the solid-shield herald added on the right side of the car does not match the r/s lettering on the left side because the ink (paint) is different.



(Top): The word "Rutland" was left intact. (Bottom): A fake solid-shield herald has been added to the right side of the car but it doesn't match the ink used for the rubber-stamped lettering on the left side.



(Top): On an original! 6464-300, the rubber-stamped word "Rutland" perfectly matches the original rubber-stamped solid shield herald on the right side of the car (bottom) because the ink (paint) is the same.

3. Counterfeiters have since made less-obvious frauds by removing the rubber-stamping from both sides of the car. However, the fake stamping still doesn't match the rubber-stamped lettering used by Lionel when first producing the 6464-300 - both rare and common variations.

4. The glossy paint of an original, sometimes called "Super-Glossy," reflects light much more clearly than a fake does.

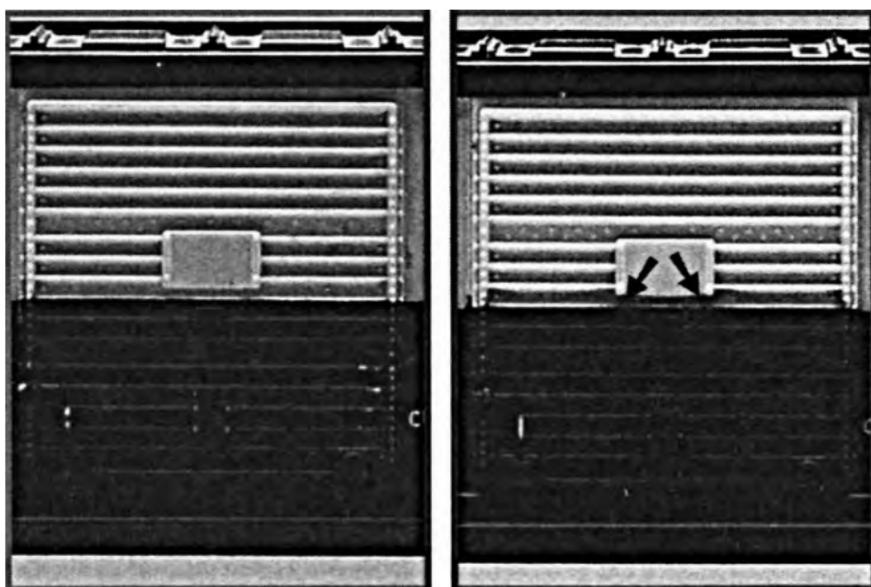
6464-300 Rutland Box Car (split-door)

This desirable variation may be the most difficult to spot when faked. To differentiate an original from a fake, we start with a known original dating back to 1961 by its owner, Sid Brown, and then work up to the late 1970s, when fakes started to hit the market. Here are some clues:

1. The green paint of an original "split-door" closely matches the green paint of its body, unless it was held out until the next production run.

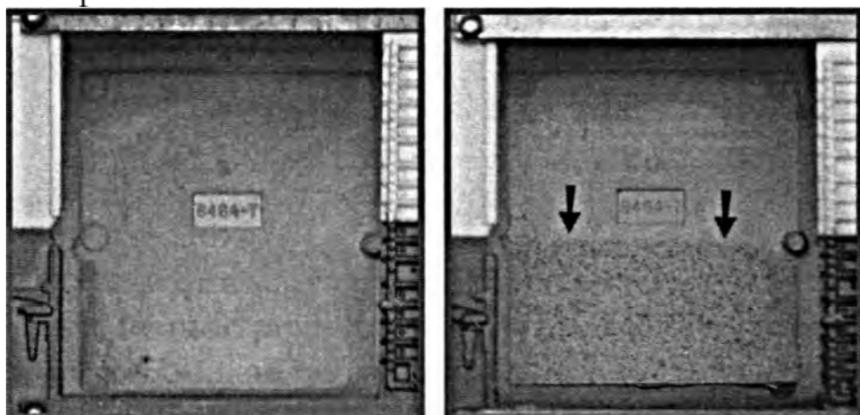
This could happen, states Thomas Pagano, a supervisor at Lionel in the 1940s and 1950s, because "Liberties were often taken in the production painting process. Often the required masking fixture to produce two colors was not available, due to necessary repairs or cleaning/stripping of paint overspray. During such a period, one color was used and the door component was sent to the assembly line."

2. When the mask was removed, an almost straight green line (from left to right on an original) ran across the top of the painted door. Originals have small amounts of leakage occasionally evident; fakes have much more leakage.



(Left): On an original, the masked line is almost straight across the top, and small amounts of leakage or bleeding can be seen. (Right): The masking on a fake is a dead giveaway.

3. The reverse side of original doors usually has just a small yet noticeable amount of "overspray," or "bounce back." A fake split-door has much more.



(Top): On an original! 6464-300, the rubber-stamped word "Rutland" perfectly matches the original rubber-stamped solid shield herald on the right side of the car (bottom) because the ink (paint) is the same.

4. Madison Hardware Co. had original doors in stock into the early 1980s. Although the cars it sold were post-factory production, collectors wanted them because of the doors.

6464-375 Central of Georgia Box Car (red-painted)

The rare, red-painted variation came off the production line at Lionel in March of 1966 with a Type IV body. The reproduction, made in 1999 by RGS, is beautifully painted, but uses a different body shell and is easy to identify.

6464-450 Great Northern (without yellow lines on doors)

This variation features doors that lack the two yellow lines painted on the common version. These doors probably missed out on the last part of the painting process and were bought by Madison Hardware, who sold them individually or as a post-factory assembled car. Therefore, rather than consider this version as a fake, we'll call it a "put-together" item. Admittedly, Lionel may also have assembled and sold some Great Northern box cars without the yellow lines.

6464-510 New York Central Box Car

6464-515 Missouri-Kansas-Texas Box Car

These two cars, originally painted in pastel colors for the 1587S Lady Lionel in 1957, have been legitimately and fraudulently repainted. Ed Kraemer painted both cars for his

reproduction Girl's Train. Both cars were heat-stamped, but the "Built By Lionel" data was omitted and an MPC shell was used. Fakes tend to use body shells made in the late 1980s or 1990s and rely on dry transfers for the lettering.

6464-650 Rio Grande Box Car (yellow-painted roof)

Like the red-painted 6464-375 already mentioned, this variation of the 6464-650 was produced in March of 1966 with a Type IV body. Although no known reproductions have been reported some individuals have removed the silver paint from the roof of a common car from 1957 or 1966. They leave only the yellow plastic roof showing, which is easily distinguishable as a fake.

When a roof is repainted yellow, it's usually done over the original silver and is easy to identify. If the silver has been removed, the yellow doesn't match the rest of the car.

6464-1967 TCA Convention Box Cars

For the Train Collectors Association National Convention in 1967, member Bill Vagell, owner of the Treasure House in Garfield, New Jersey, went to Lionel and purchased 601 No. 6464 boxcars. A special door was installed on each of these, courtesy of Jack Harling, and a unique souvenir was created. These doors, said to be brass, were actually brass-plated aluminum on which were printed the TCA logo and information about the 1967 convention.

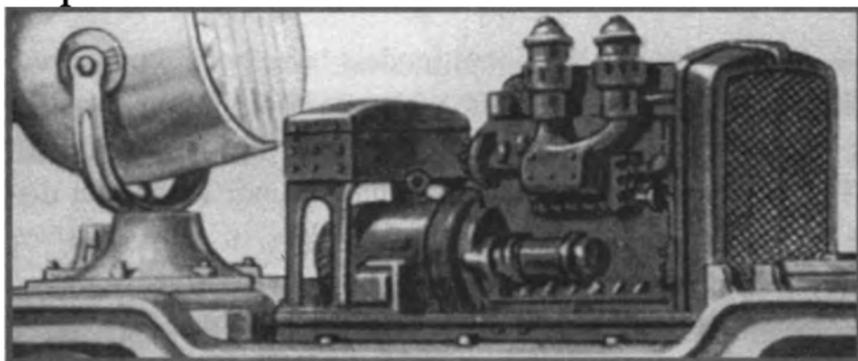
Although the door is not an original Lionel part, it has been reproduced and thus caused problems for collectors seeking original convention cars. Known reproductions are solid brass and can easily be identified as fakes.

6468-25 New Haven Auto Box Car (Tuscan-painted doors)

To create something different, Madison Hardware Co. installed Tuscan painted doors on a number of regular-production New Haven double-door boxcars. Such post-factory assembled cars are collectible in their own right and probably not intended to deceive anyone.

Even so, they are not original Lionel production cars.

Chapter VI: OTHER FREIGHT CARS



Box cars are not the only cars reproduced over the past 20 years or so. Fake tank cars, cabooses, and many others have also appeared. They are discussed in numerical order.

2419/2420/6119/6420/6429 Work Cabooses

Tool boxes and cab assemblies for these different work cabooses have been reproduced. Early boxes were painted; later ones were molded in plastic like the repros, but come with or without an "R." Those without the "R" still have a part number, 2420-8 stamped, but it's larger than the original part number stamped by Lionel. Become familiar with it!

Early cabs were painted; later ones were molded plastic like the reproductions. Some repros are marked MTSI and others aren't marked at all. Either way, the lettering stamped on the cabs is noticeably different from Lionel originals.

2465 Sunoco Tank Car (center decal)

The variation of this rare car that has its Sunoco decal in the center is faked by stripping a common 2465 and then repainting it and applying a reproduction decal in the center.



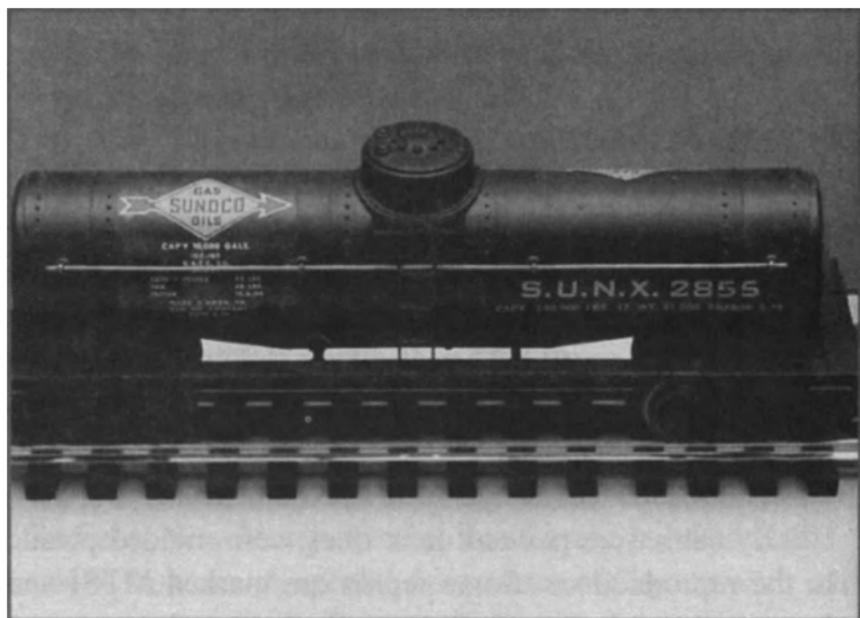
(Left): This was one of the first Sunoco decals used in 1946. (Right): Another Sunoco decal used during 1946 production.

2460/2560/6460/6560 Crane Cars

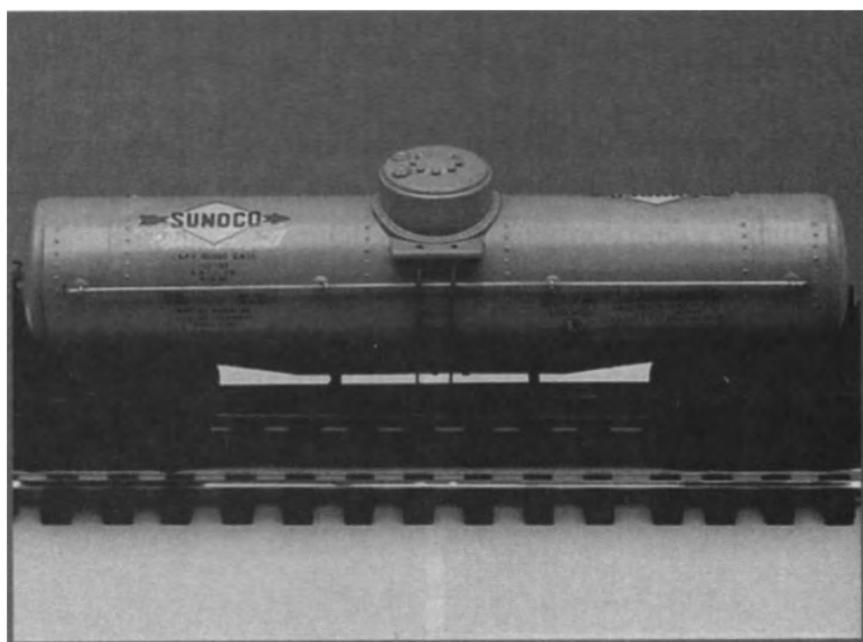
Booms for all the Lionel models have been reproduced. The repro 2560 booms come with or without "Lionel" on the part, but either way are not molded the same as the originals. The other crane car booms also have minor flaws that distinguish them from the Lionel originals.

2855 Sunoco Tank Car (black or gray)

Fakes can be difficult to identify; study the photos below.



An original black-painted 2855 Sunoco tank car.

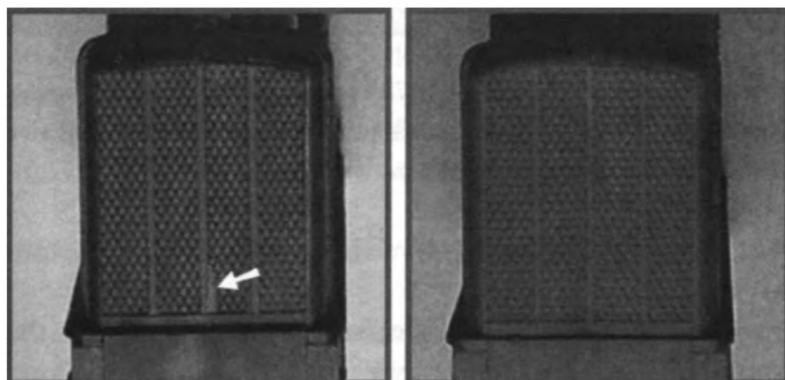


An original gray-painted 2855 Sunoco tank car.

3520/3620/6520/6822 Searchlight Cars

Reproductions of the searchlight housing have been made and are easy to distinguish from originals. The latter had an "L" on the back of the housing, and the repros do not.

Reproduction green, maroon, and orange generators were also made. They have a small mold mark on the front of the generator that exposes them as reproductions.



(Left): Reproduction searchlight generators, regardless of color have mold defects. (Right): Originals do not.

6357-50 Santa Fe Caboose

A 6357-50 is faked by using a 6017-235 Santa Fe caboose. But be aware that a 6357-50 was originally illuminated, and the 235 was not. Someone making a 6357-50 by using a 235 shell, fills in the "0" and "1" in 6017 with epoxy, and then adds a dry-transfer "3" and "5" in their place. Next, a die-cast smokestack is installed. The fake is ready to sell.

6417-50 Lehigh Valley Caboose (Tuscan)

The Tuscan Lehigh Valley caboose has been reproduced by Lionel LLC and also faked. Here are details to examine

1 Originals were heat stamped frauds use silk-screening or dry transfers. Also, beware of rubber-stamped lettering.

2. In the late 1970s, a fake was made that appeared to be an original gray Lehigh Valley that was stripped and then repainted and relettered in almost a perfect match. However, as one collector remarked, "It has too much paint within the heat-stamped area of the lettering" (see photo on next page).

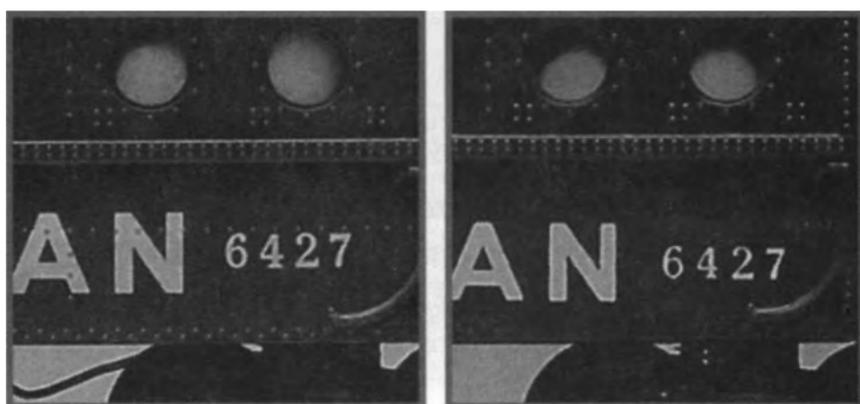


If you look closely at this 6417-50 Tuscan Lehigh Valley caboose under a magnifying glass, you will notice what appears to be an excessive amount of paint in the recessed lettering.

6427-60 Virginian Caboose

A repainted 6427-60 was offered for sale as early as the spring of 1975 through Madison Hardware Co. The following clues should help:

1. Originals used a black plastic shell that was painted blue and then very lightly heat-stamped in white. Because of this, some were mistaken as rubber-stamped variations.
2. Repainted versions were painted blue over an original, brown-painted 6427-1 Lionel Lines caboose. Since then, the blue paint has chipped to reveal the brown underneath.
3. Originals were heat-stamped over the rivet detail, a process that sheared off the rivets. On fakes, the rivets are sanded down and silk-screened letters are applied.



(Left): On an original 6427-60, the rivet detail is sheared off. (Right): On a fake, the rivets are sanded down and then painted over.

6427-500 Pennsylvania Caboose

The first known reproduction of the caboose from the No. 1587S Lady Lionel set were done by Ed Kraemer, who purposely removed the Lionel "L" from his repaints.

Fraudulent reproductions try to match the paint and the lettering as closely as possible. However, dry-transfer lettering is used, whereas Lionel originals were heat-stamped.

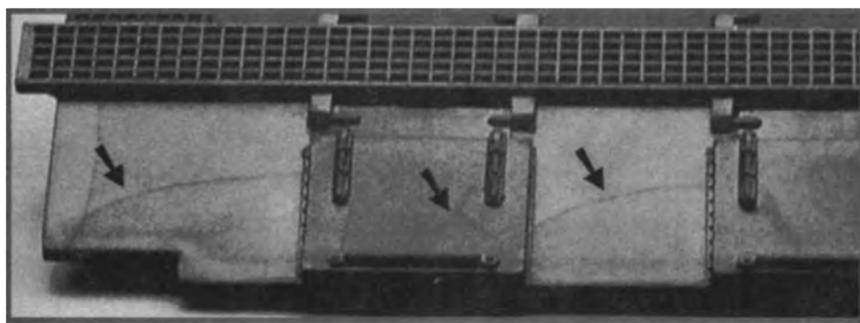
6436-500 Lehigh Valley Hopper

Reproductions and fakes for the Girl's Train hopper are the same as explained for the 6427-500 above.

6446-60 Lehigh Valley Covered Hopper

The rarest and most valuable of the covered hoppers is 6446-60, that was cataloged as part of 1963 set 13118.

1. This red-painted hopper had "New 3-55" heat-stamped on the side, just like the regular production 6436 from 1963.
2. The roof cover for the 6446-60 was painted red.
3. MPC reissued different color roof covers with matching roof hatches in the early 1970s. The red reissues have been added to 6436s from 1963, but are easy to identify because they are unpainted plastic with stress marks present.

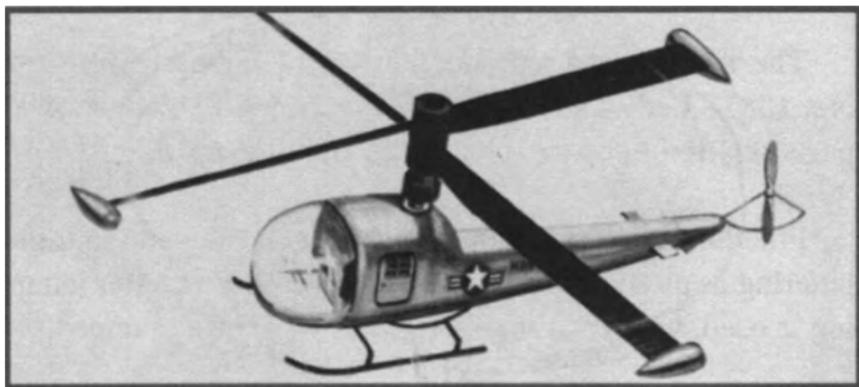


Notice the stress marks on this MPC reissue from the early 1970s. Original roof covers don't have these marks.

6462-500 NYC Gondola

Reproductions and fakes for the Girl's Train gondola are the same as explained for the 6427-500.

Chapter VII: SPACE & MILITARY CARS



Almost every item in this category has been reproduced, and those items are listed numerically in this chapter. Related information is in the MPC/New Lionel chapter.

3309/3349 Turbo Missile Launching Car

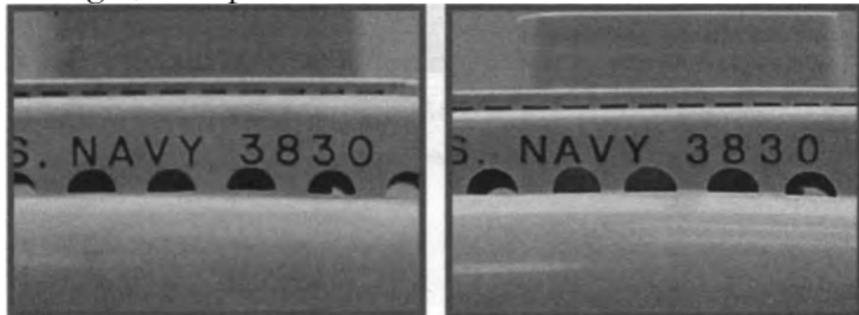
An original turbo missile can be difficult to distinguish from a reproduction, especially since at least two different vendors have made them. Here are some clues:

1. An original plastic missile is creamy ivory with a medium-red plastic center; reproductions are bright white, and the center is a darker red plastic.
2. An original missile would break if squeezed; reproductions can be squeezed softly without breaking.

3330/3820/3830 Operating Submarine Car

Every part of the submarine has been reproduced, so take extra care when buying one. Here are some clues:

1. On original submarines, the top portion of the number “3” is straight; on reproductions the “3” is rounded.



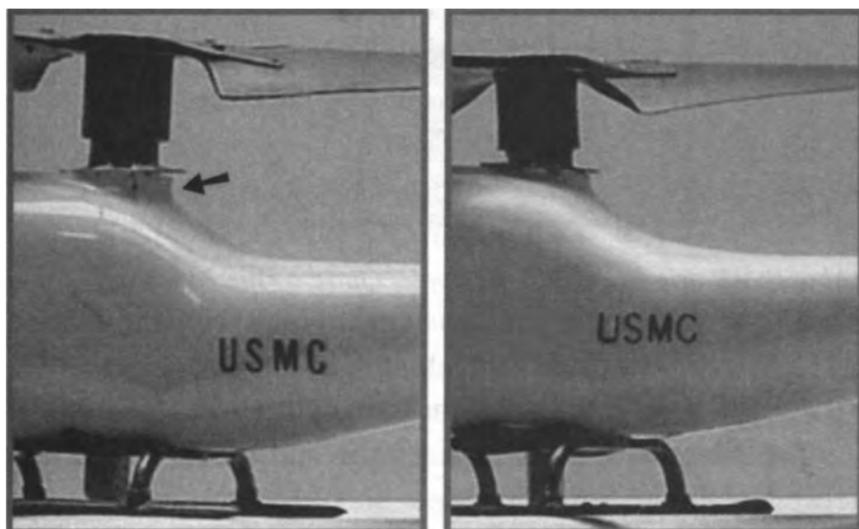
(Left): The original “3” is straight. (Right): The repro is rounded.

2. Reproduction submarine bodies and gray accent pieces are noticeably shinier than originals. Please make a note!
3. Original induction tubes (called periscopes) were molded in red plastic; reproductions are solid black plastic.
4. Original propellers were half red and half black plastic; reproductions are solid black plastic.

3409/3410/3419/3429 Operating Helicopter Cars

The Navy and USMC helicopters were reproduced in the late 1980s. Here are the identifying features:

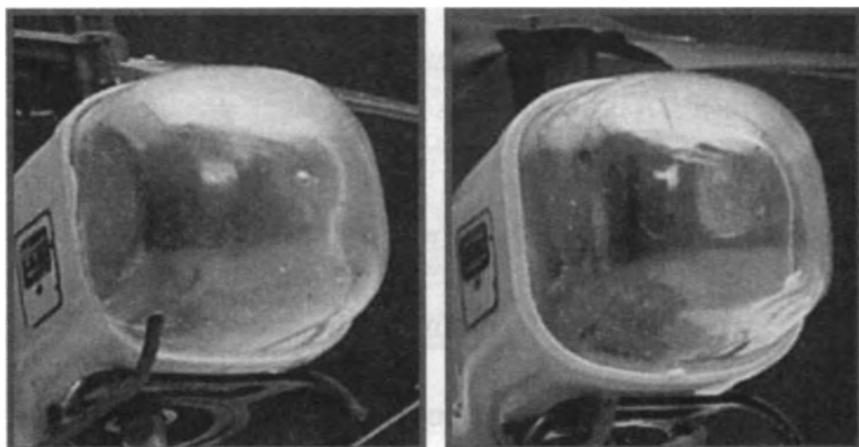
1. The first reproductions had a heat-stamped “R” on the bottom of the helicopter; removing this letter would almost certainly damage the helicopter.
2. On reproductions made without the “R”, check the neck, just below the silver clip that secures the plastic shaft. It has a different slope than an original.



Left): The slope of an original helicopter's neck is noticeably different from that on a reproduction (right), and is a valuable clue.

3. Original yellow or clear plastic tail sections have “Built By Lionel” on them; reproductions omit this detail.
4. Reproduction double blades are so flexible you can bend them together and touch the tips; originals will break.
5. Original clear plastic noses yellow with age; the reproductions are almost crystal clear.

Also, the originals have a more rounded nose; reproductions have a flat spot.



(Left): The front nose on an original helicopter is noticeably rounder (Right): By contrast, the reproductions have a flat spot.

6. In 1960, Lionel made a change that left a tapered hole as a permanent part of the helicopter's design (see also 6820).



(Above): All original USMC helicopters have a tapered hole.

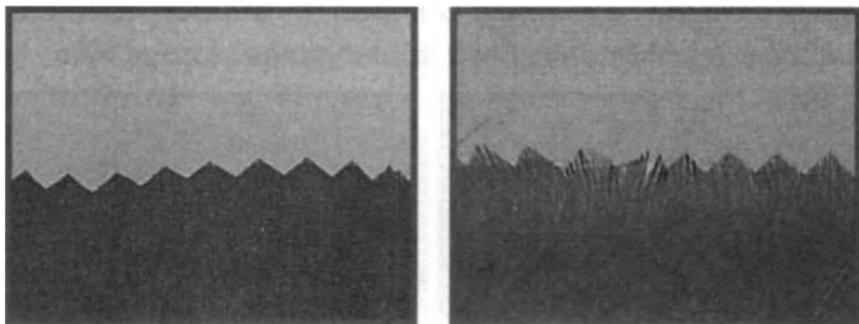
3413 Mercury Capsule Launching Car

The Mercury capsule, parachute, and rocket have been reproduced. The following clues should help:

1. Original rockets are creamy ivory (yellowish-white); the reproductions are bright white.
2. The base of an original rocket is lighter red plastic than that of a reproduction. Inside that base, there are four red plastic molded ribs about 1/32 inches high; on the reproductions, the ribs are almost flush with the inner wall.
3. Original capsules are soft and can be squeezed together; reproductions are harder and can't be squeezed as easily.

4. Original parachutes appear to be silk; the reproductions are probably polyester or rayon.

5. Repro parachutes (darker red) have a heavier, distinct pattern at their edges; originals have a much softer pattern.



(Left): This reproduction parachute has a distinct pattern at its edges. (Right): The pattern on an original is noticeably different.

3470 Aerial Target Launching Car

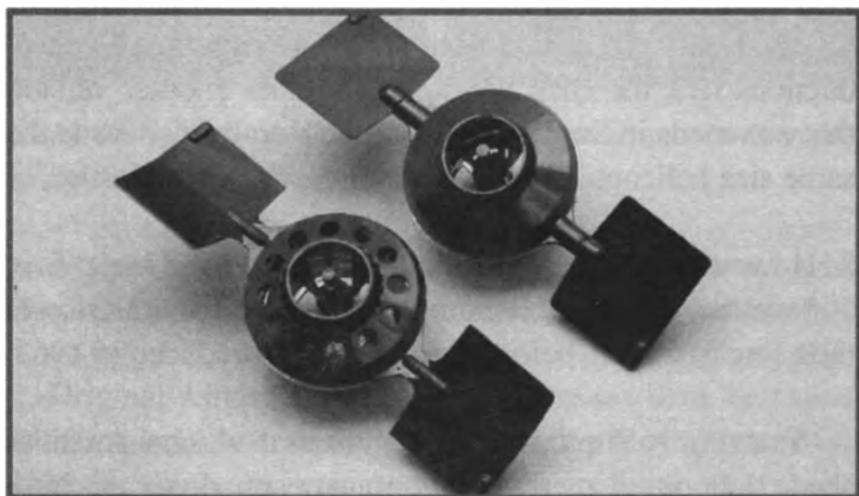
Before buying a 3470, check the following clues:

1. Original French ultramarine blue plastic baskets are shinier than reproductions, which are a dull navy blue. Also, original switches are medium red plastic; repros are darker.

2. Original balloons, stamped “Lionel” in red, become dried out over time and can fuse together. Reproductions were made without “Lionel” or with “Lionel” in brown lettering.

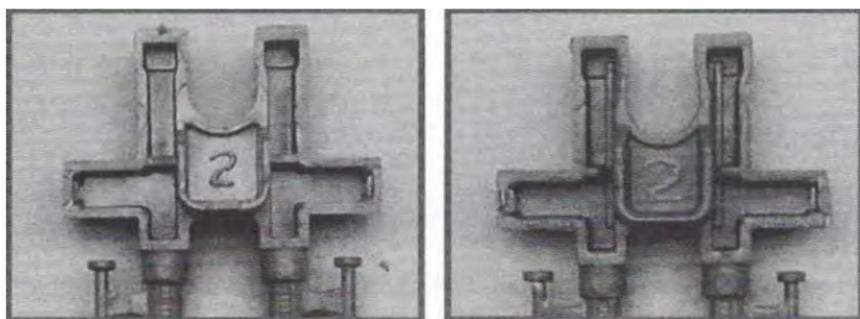
3509/3510/3519 Satellite Launching Cars

Original satellites (bottom left photo) have 12 holes on the base; reproductions (bottom right) have a solid base.



3535 Security Car with Rotating Searchlight

The gray plastic machine gun has been reproduced. The originals were stamped “1” or “2” on the part; the first repros were stamped with an “M,” but newly released versions have the “2,” which is noticeably different from that on the original (see the 6800 military units on page 63).



*Left): An original machine gun; note the size and shape of the 2.
(Right): The 2 on this latest repro has a different size and shape.*

3540 Operating Radar Scanning Scope Car

3545 Operating TV Monitor Car

See the MPC/New Lionel chapter on page 88.

3619 Reconnaissance Copter Car

The black plastic roof sections and red plastic helicopter have been reproduced. The following clues should help:

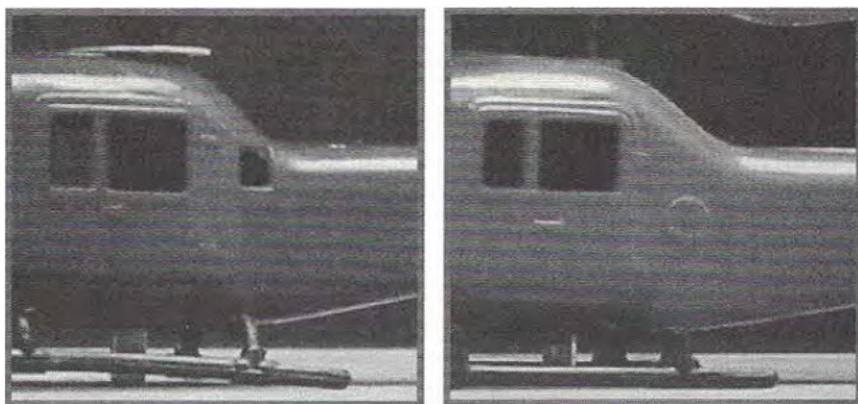
1. Original roof sections were stamped “3665-12” on the bottom of one section and “3665-13” on the other; known reproductions omit these part numbers.
2. Original helicopters have “Built By Lionel” (BBL) stamped on the tail section in raised letters; known reproductions lack the BBL detail, and so does another version that was made in England by Hornby. Hornby also made the same size helicopter in yellow plastic, and green plastic.
3. However, a red plastic helicopter exactly the same size, but without the BBL, became part of the Lionel HO scale train line two years before the 3619 was introduced in 1962.

Studying 3619 production samples in the Lionel Archives sheds light on what can be a confusing situation. One 3619

from 1963 has BBL stamped on it while another does not. Therefore, logic dictate that examples from '62 should have the BBL stamped on them; later ones could or could not.

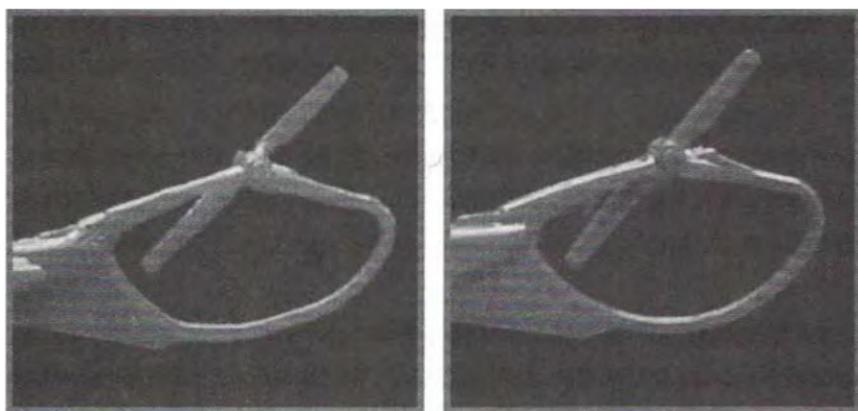
Here are additional clues regarding the red copters:

4. Hornby helicopters lack a small rear window and have other details in its place.



(Left): This original Lionel helicopter has a small window to the right of the main window. (Right): The Hornby helicopter does not.

5. The reproduction helicopters are molded in a lighter red plastic than originals. Also, the tail section is not as full as an original, and their design lacks the quality craftsmanship of a Lionel original.



(Left): The reproduction tail section is thinner and not as well-crafted as the original Lionel helicopter on the (right).

6. Original clear plastic windshields have yellowed with age; reproductions and Hornby copters haven't yellowed.

7. Original windshields have rounder noses than the reproductions, which have a flat spot, as is true with the 3419 reproduction helicopters (see top photo on page 56).

3665 Minuteman Missile Launching Car

3666 Cannon Firing Box Car

The blue plastic roofs for both the 3665 and 3666 have been reproduced, and the clues are the same as provided with the 3619 on page 58. The silver shells for the 3666 (actually 6651) were reproduced, and are noticeably larger than the originals (see *Fig. 62* on page 65).

6175 Flat Car with Rocket

Original rockets have yellowed with age and were also stamped “Built By Lionel”; the known reproductions are a bright white, and come with or without the BBL. Tips on original rockets have deteriorated over time; reproductions usually are full and intact.

6401 Flat Car with Tank

Original tanks were made by Payton Products of New York and shouldn't be confused with other tanks in Payton's own product line. The tank for the 6401 was 5 inches long and molded in forest green (see *Fig. 63* on page 65).

1. Reproduction tanks usually are shorter than originals and come in dark green, medium green, blue, and gray.
2. Original turrets have a raised impression; most reproductions do not (see *Fig. 64* on page 65).

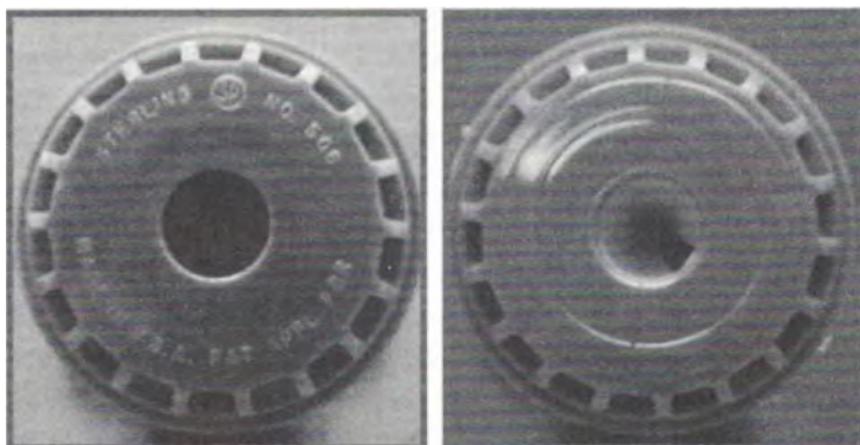
6407 Flat Car with Missile

Original missiles and Mercury capsules were made by Sterling Plastics of New Jersey and shouldn't be confused with similar products in Sterling's own product line.

1. The original missiles tend to yellow over time and were stamped with Sterling data and “529” at the bottom. Sterling's own product missiles have the data but also include “Sterling Astronaut Pencil Case”. Lionel missiles do not. The known reproductions lack the Sterling data.
2. Reproduction missiles have light to medium red accent stripes; originals were a much darker red.

3. Original blue plastic capsules almost perfectly match those in Sterling's line. However, Lionel's are a bit darker and lack the pencil sharpener, a key feature of the Sterling product (capsule) aimed at school children.

Whether a pencil sharpener was included is uncertain. I wouldn't buy a 6407 with a pencil sharpener unless provided with conclusive evidence that it originally came this way.



(Left): The original 6407 capsule made by Sterling has raised letters and numbers on the bottom. (Right): Known reproductions do not.

6413 Mercury Capsule Carrying Car

Original capsules had “2” stamped at the bottom; the repros come with or without an “R”. Either way, they are more gray in color; originals were more silver. Also, more information is needed with capsules stamped “1”.

Original wire bars holding the capsules in place take on the appearance of a used “staple”, one keeping an envelope sealed for many years; repros are bright silver and new.

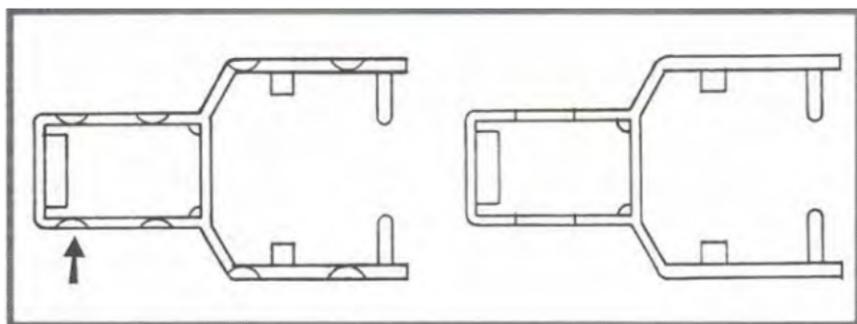
6448/6470/6480 Exploding Target Car

See the entry for 6448 on page 88.

6512 Cherry Picker Car

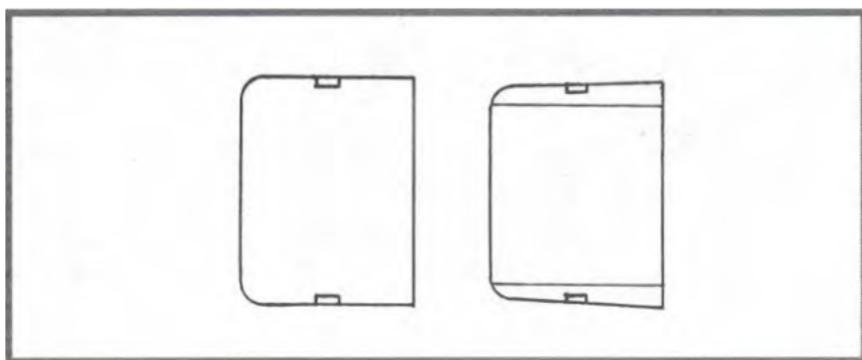
Besides the figure (see Chapter IX), reproduction orange plastic baskets (cages), platform, and yoke have been made.

1. Original yokes have eight ejector pin marks; known reproductions do not (see drawing below).



(Left). The original yoke for a 6512 has eight ejector pin marks. (Right): Known reproductions do not have the same marks.

2. The top of an original cage differs from a repro which has a noticeable ridge running along each edge (drawing below).



(Left): The top of an original cage has two openings where the yoke attaches. (Right): Reproductions may also include two ridges.

3. Original pins securing the platform to the cage are black; repros are orange (although they can be painted black).

6544 Missile Firing Trail Car **6844 Missile Carrying Car**

Original white plastic missiles have a weight at the top; early repros lacked this detail; recent ones have it. At the bottom of originals, the opening of the round shaft is tapered; on repros the opening is not tapered. Original 6844 missile stands were shiny gray molded plastic; repros are dull gray or black plastic. Also check the rivets securing the stands, as described in Chapter III, page 28, No. 2.

6630/6640/6650 Missile Launching Cars

See the entry for 6630 on page 88.

6651 USMC Cannon Firing Car

Reproduction shells are the same size as originals, but are dull in comparison to shiny originals. Reproduction shells are more pointed at the top and often are mistaken for shells for the 3666 Cannon Firing Box Car.

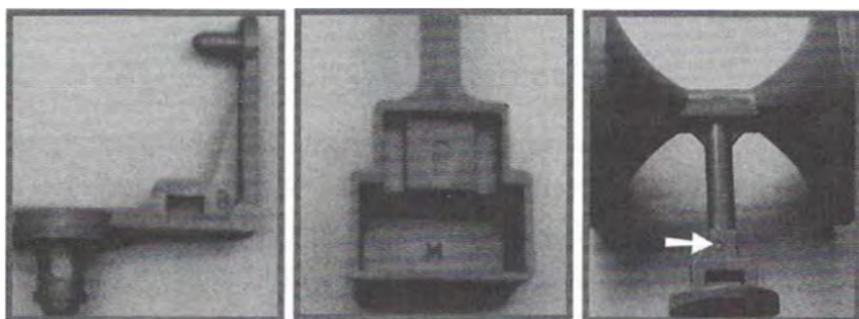
6803/04/06/07/08/09 Flat Cars with Military Units

Original gray plastic units were made by Pyro Plastics of New Jersey and shouldn't be confused with similar products in Pyro's own product line. Reproductions were made for each unit, but are easily distinguishable from originals.

1. Original, trucks included a Pyro logo and part number under the cab's roof; the "Duck" had its Pyro logo on the underside. Known reproductions have a part number, but no Pyro logo. However, the logo appears rubbed out on the medical units and the 6151 (see page 35). For further help in identifying repros, see *Fig. 40* on page 65.

2. Original "radar units" and "yokes" are stamped with a number; repros are stamped "L" and "B," respectively. Reproduction radar units that have the Pyro "L" also have the logo on the back; others omit both the "L" and logo.

3. Original "operator's seat" and "sound detectors" have numbers stamped; repros have "M" and "R," respectively.



(Left to right): Reproduction yokes are stamped with a B; operator's seats have an M; sound detectors have an R. All the originals were stamped with a number instead.

4. Original "searchlights" are stamped with a number; the reproductions have the letter "L" on the inner center wall. Reproduction "anti-aircraft guns" are explained with the 3535 (machine guns) on page 58.

6805 Atomic Energy Disposal Car

See the chapter on MPC/New Lionel (page 88).

The white 6814 and olive drab 6824 included two white plastic stretchers, a white plastic oxygen tank, matching trays, and a rubber figure with painted face and hands.

1. Original tanks and stretchers have yellowed with age; reproductions are bright white, and some have omitted the red cross on the stretcher and tabs on the oxygen tank.
2. Original olive drab trays were painted over white plastic, whereas the reproductions are molded in olive plastic.

6819 Flat Car with Helicopter

Original non-operating helicopters came blank or with Navy markings. For more information, see the entry on the 3409/3410/3419/3429 helicopters on page 55.

6820 Flat Car with Missile Transport Copter

The helicopter, red plastic missile rack, white plastic missiles, and red plastic afterburners have been reproduced.

1. Original helicopters have a tapered hole to attach the missile rack (see photo on page 56, under No. 6).
2. Original missiles omitted the weight, and the opening of their shaft was tapered (see also 6544/6844 on page 62).
3. Original missile racks have a depressed area on the part; known reproductions do not.



(Left): Original missile racks for a 6820 had a depressed area. (Right): Known reproductions lack a depressed area.

4. Original afterburners have a small hole at the end of the part (photo top right).



5. Known reproductions, also made in yellow plastic, don't have a hole at the end of the part (photo bottom right).



Fig 37. (Left to right): Original shells for the 347, 3666 and 6651. Notice how the 1 7/8 inch reproductions matches the 6651.

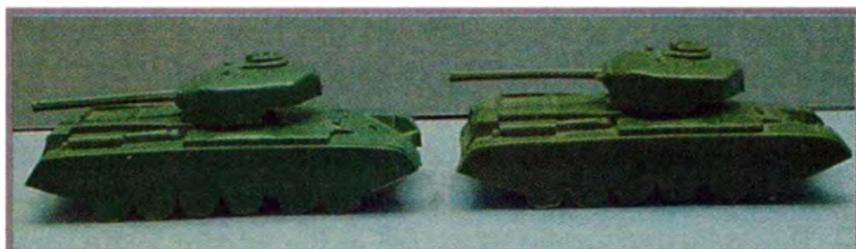


Fig 38. (Left to right): Original 6401 tanks had a raised impression on the bottom of the turret. Most non-originals do not.

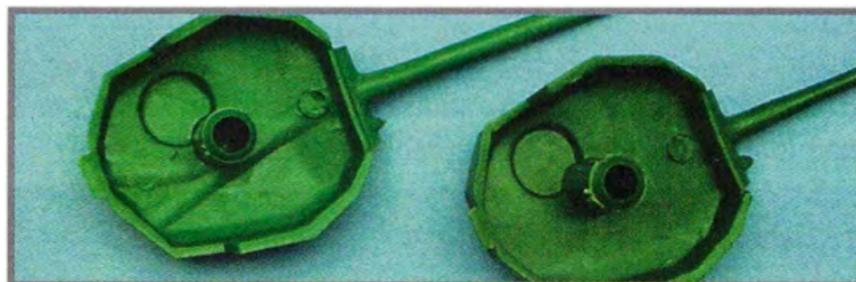


Fig 39. (Left to right): Original 6401 tanks had a raised impression on the bottom of the turret. Most non-originals do not.

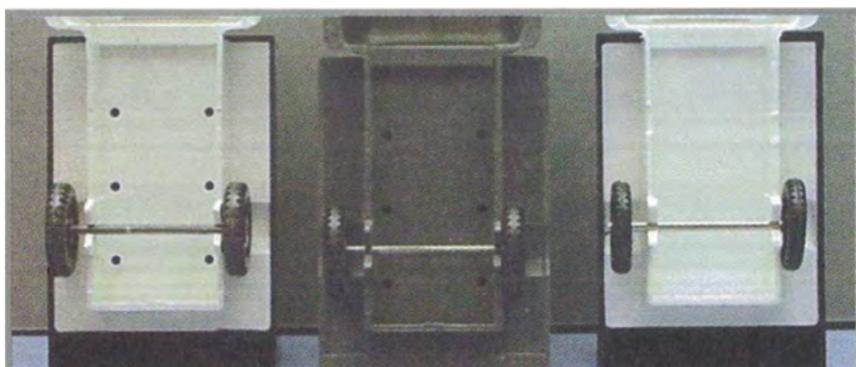
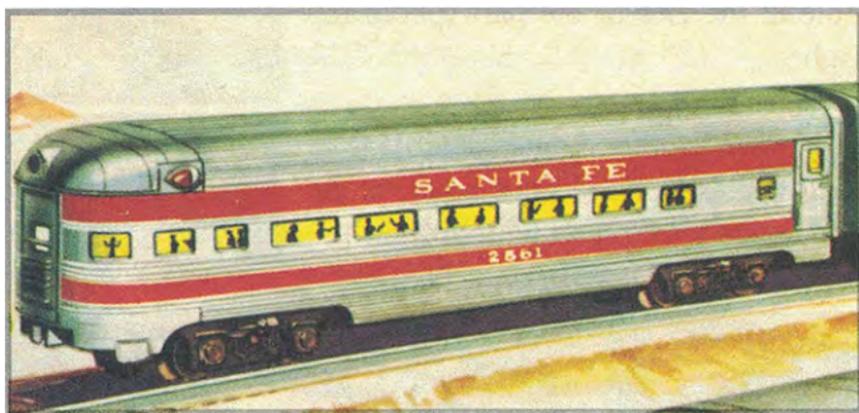


Fig 40. (Left to right): An original 6151 and matching medical units have six noticeable holes. Known reproductions do not.

CHAPTER VIII: PASSENGER CARS



The passenger cars made during the postwar period have been repainted and restored in both legitimate and fraudulent ways. The information in this chapter will make spotting reproductions and fakes easier.

A. 2500 Series of Extruded Aluminum Streamliners

The plain aluminum cars cataloged from 1952 through 1960 haven't been a problem, but striped cars, like the Congressional or Santa Fe, have caused some problems.

Reproduction stripes appeared in the middle 1970s, and they can be difficult to spot without having an original on hand for comparison. Be aware that original replacement stripes are legitimately used to restore original cars. However, they can also be added to unstriped wide channel cars that are then falsely claimed to be original.

Consult the following photos of original striped cars for style of lettering to compare before purchasing similar cars.

1. Pennsylvania RR Congressional Cars (1955-1956)



Partial view from an original 2544 Molly Pitcher from 1955.



*Another partial view from the same Molly Pitcher from 1955.
Notice the absence of glue above the words "Molly Pitcher".*



Another partial view of the same Molly Pitcher from 1956. Notice the amount of glue above the words "Molly Pitcher".



Partial view from an original 2542 Betsy Ross from 1955.



Partial view from an original 2542 Betsy Ross from 1956. Notice the amount of glue above the word "Betsy Ross".



Partial view from an original 2543 William Penn from 1956. Notice the absence of glue above the wordy "William Penn".

2. Canadian Pacific Cars (1957)



Partial view from an original 2552 Skyline 500 from 1957.



Another partial view from the same Skyline 500 from 1957. Notice the absence of glue above the words "Skyline 500".



Partial view from an original 2551 Banff Park from 1957.



Partial view from an original 2553 Blair Manor from 1957



Partial view from an original 2554 Craig Manor from 1957

3. Santa Fe Cars (1959 - 1961)



Partial view from an original 2562 Regal Pass from 1959.



Another partial view from the same Regal Pass from 1959.



Partial view from an original 2563 Indian Falls from 1960.



Another partial view from the same Indian Falls from 1960.



Notice how the stripes and roadname were not correctly centered on this 2563 Indian Falls from original 1959 set 2544W

4. Presidential Cars (1962 - 1966)



Partial view from an original 2521 President McKinley from 1962.



Another view from the same President McKinley from 1962.

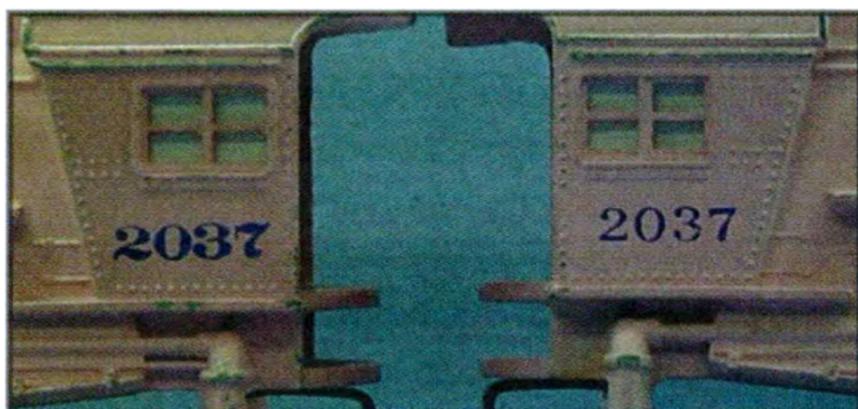


Partial view from an original 2521 President McKinley from 1963.



Partial view from an original 2521 President McKinley from 1966.

(continued on page 108)



*Fig 1. (Left): Original rubber-stamped 2037-500 from set X-738.
 (Right): Original heat-stamped 2037-500 from set 1587S.*

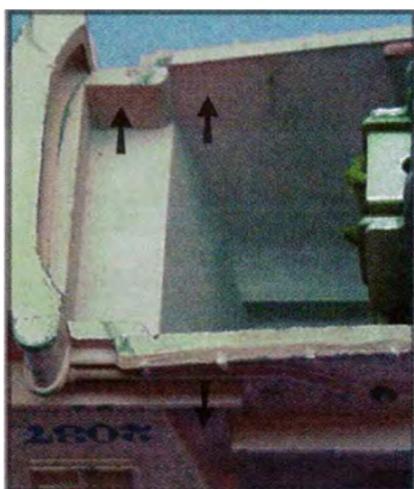


Fig 2. Left): Take notice of this original 2037-500 clue.

Fig. 3 (Right): Original 2360 from 1957 with rubber-stamped stripe.

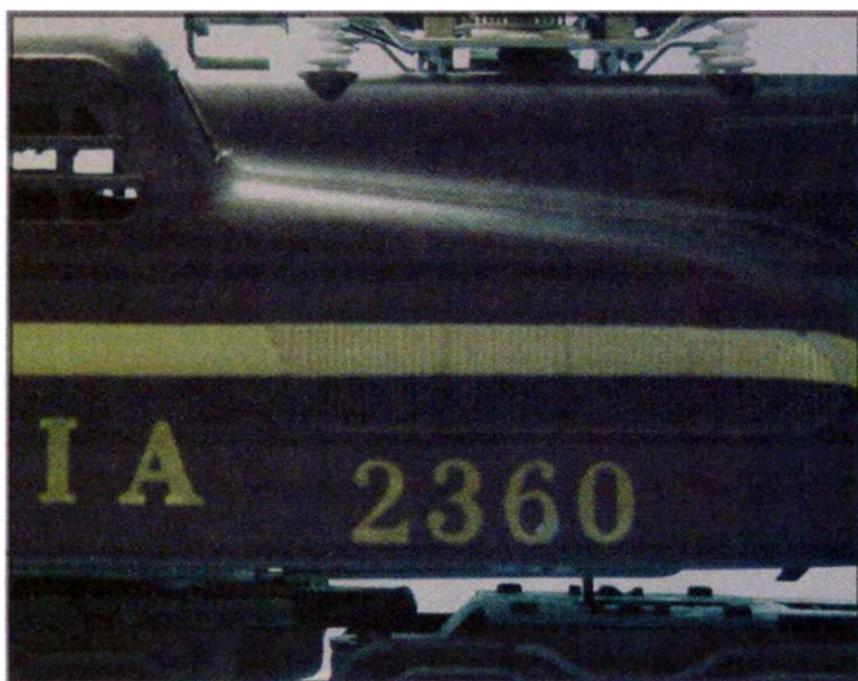


Fig 4. Original 2360 from 1961 with a painted stripe.



Fig 5. Original 2360 from 1962 with decals and a painted stripe.



Fig 6. Original "All-Around" or "Orange Band" 2338 with r/s logo.



Fig 7. (Left): Original "All-Around" with a reproduction decal. (Right): "Glow" from an original "All-Around" 2338.



Fig. 8 (Left): Original decal'd 624 and 6250 (right).



Fig. 9 (Left): Original large rubber-stamped 6250. (Right): Original small rubber-slumped 6250.



Fig. 10 (Left): Lionel Archives yellow painted 610. (Right): Notice how the original rivets lack any yellow paint overspray.



Fig. 11: An original gray-nose 2023 from 1950

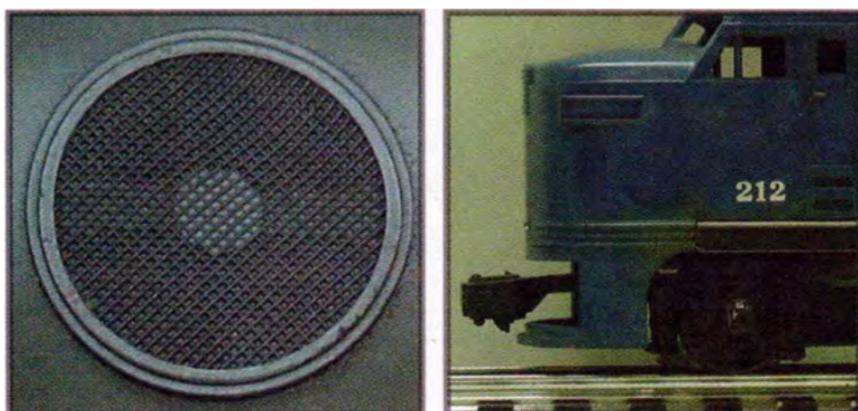


Fig. 12 (Left). Paint properly fills the recessed roof vent of an original gray-nose 2023. Most repaints fill the roof vents with way too much paint. (Right): An original faded 212T USMC from 1959.



Fig. 13 (Left): Original black, heat-stamped 3484-25 from 1954. (Right): A fake heat-stamped 3484-25 with Type II body.



Fig. 14 (Top): Original 6044-IX label. (Bottom): Because a repro is a rescreen off the original label, it loses detail and has shadow effects.



Fig. 15 (Top left): Original postwar 52; (Top right): New Lionel 18445; (Bottom left): Original postwar 54; (Bottom right) New Lionel 8578; Notice the difference in colors, numbers, and roadnames.

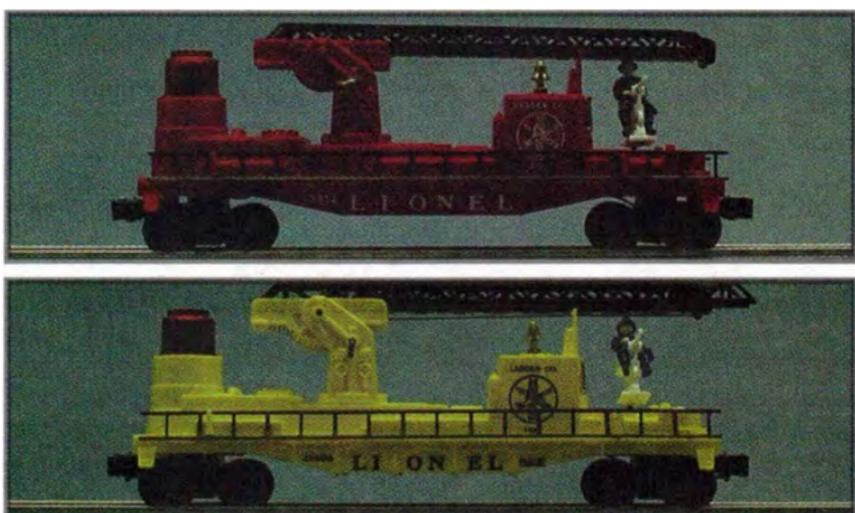


Fig. 16 (Top): Original postwar 3512; (Bottom): New Lionel 16660; Notice the difference in color and number.

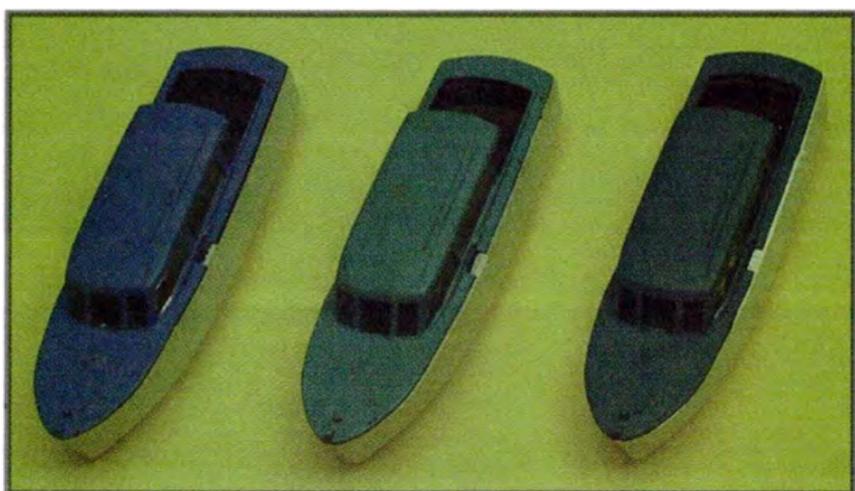


Fig. 17 (Left to right): Dark blue Athearn from the late 1960s; Light blue Lionel from 1961 set 2573; Paler medium blue New Lionel "PW".

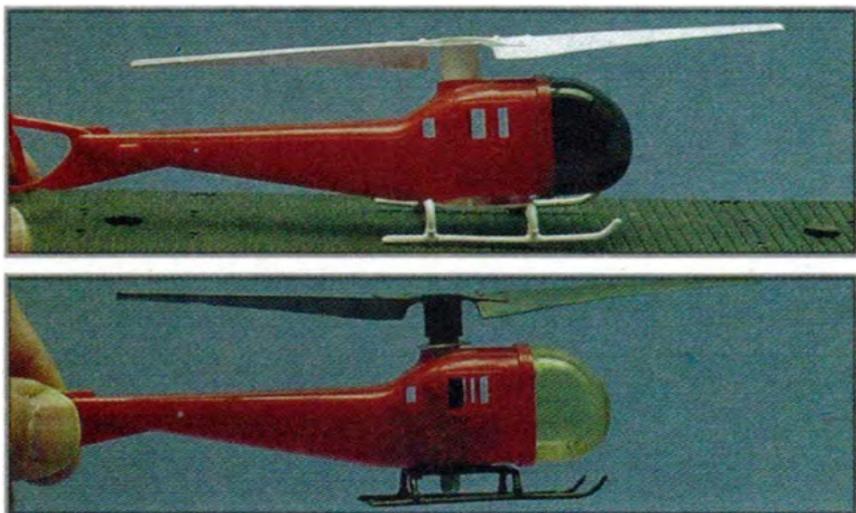


Fig. 18 (Top): Original UPC copter with Correct color accent pieces from the LASER. Set. (Bottom): With postwar decoration added.



Fig. 21. Chemicals changed this yellow 6356 to white.

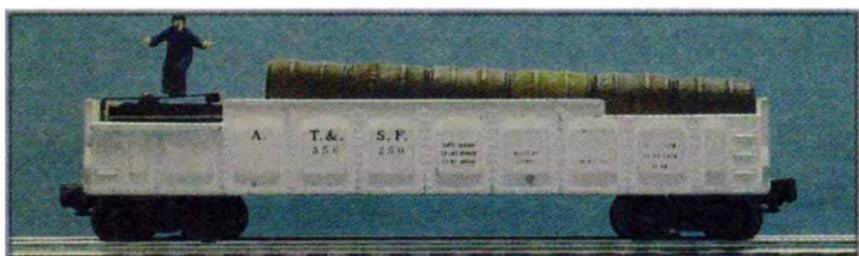


Fig. 19: 3494-550 Monon and 6464-825 Alaska on MPG shells.



Fig. 20: Chemicals created this white 3562-50 operating barrel car.



Fig. 22: Chemicals changed this orange 6464-725 to white.



Fig. 23: Chemicals changed the yellow lettering to white.



Fig. 24: Chemicals changed the yellow lettering and stripe to white.



Fig. 25: Chemicals changed the red plastic to brown.

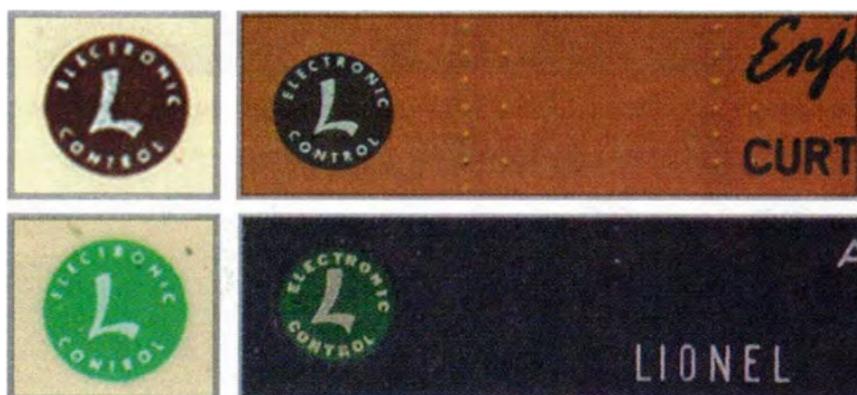


Fig. 26 (Top left): Rebro 4454 decal. (Top right): Original decal. (Bottom left): Rebro 5459 decal. (Bottom right): Original decal.



Fig. 27 (Left): Repro 4357 decal. (Right): Original 4357 decal.



Fig. 28 (Left): Original -heat-stamped 6424. (Right): The style of number for this fake 6424 is different and doesn't line up.

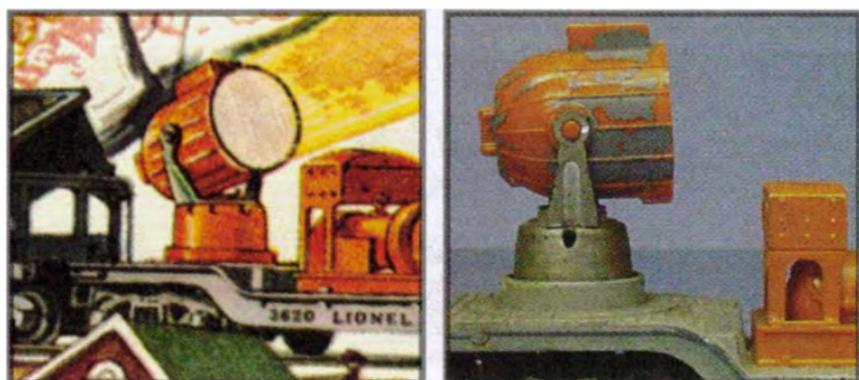


Fig. 29 (Left): Orange searchlight illustrated in the 1954 catalog. (Right): Original searchlight with the gray paint flaking badly.



Fig. 30 (Left): Original generator and decal. (Right): Original red plastic generator with blue paint stripped and fake decal added.



Fig. 31: Uncataloged 6475 with "Pickles" only.



Fig. 32: This pink-painted 6464-125 Pacemaker is a repaint.

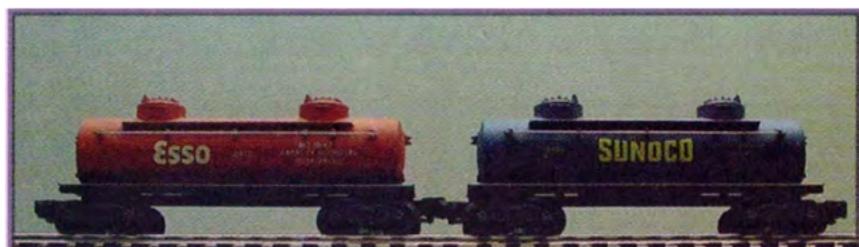


Fig. 33: The Esso (left) and Sunoco (right) were created to add additional roadnames, but were not original postwar Lionel.

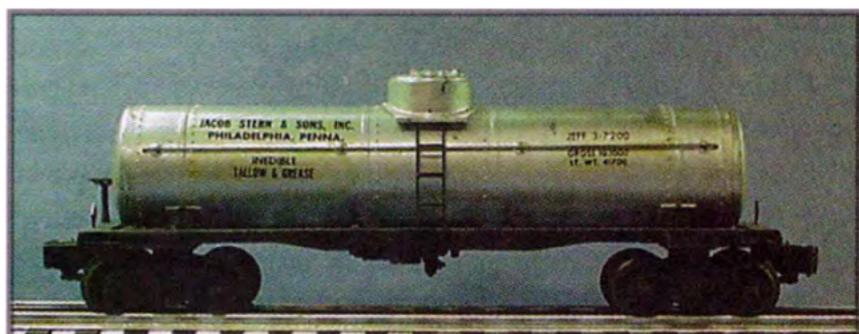


Fig. 34: The Jacob Stern tank car was not original Lionel.

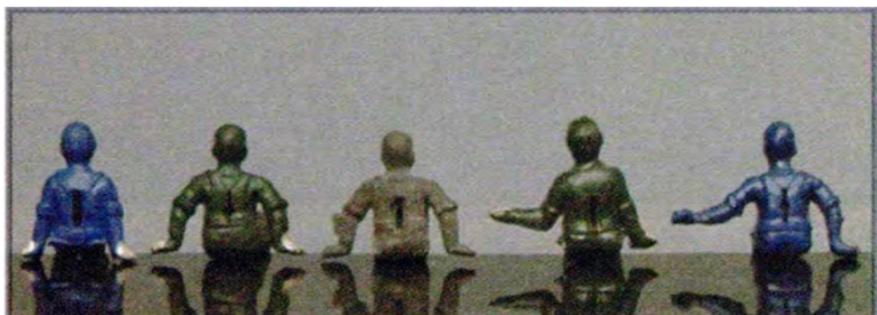


Fig. 35 (Left): Original and reproduction 356 baggage cart and man. (Right): Correct 3927 bottle color and a chemically changed bottle.



Fig. 36 (Left): This side of an original 51 Navy switcher spent the summer in a child's sandbox. (Right): This side faced the sun.

CHAPTER IX: FIGURES



(Left to right): 1954 swivel man with arms straight, close to body, and a wide opening in his back; 1954-1955 swivel man with arms away from body and a narrower opening in his back; 1954-1966 swivel man with arms away from body, and a wide opening in his back; 1954-1955 fixed man with a wide opening and his left arm at almost a right angle to his body; 1955-1964 fixed man with a narrower opening in his back and arm almost straight across.

Figures representing railroad workers of all types appeared throughout the postwar era. Each type has been reproduced, sometimes by more than one vendor as well as MPC and its successors. Reproductions can be difficult to identify, especially if you don't have a genuine original on hand to compare. Typically, reproductions differ in color.

50 Gang Car

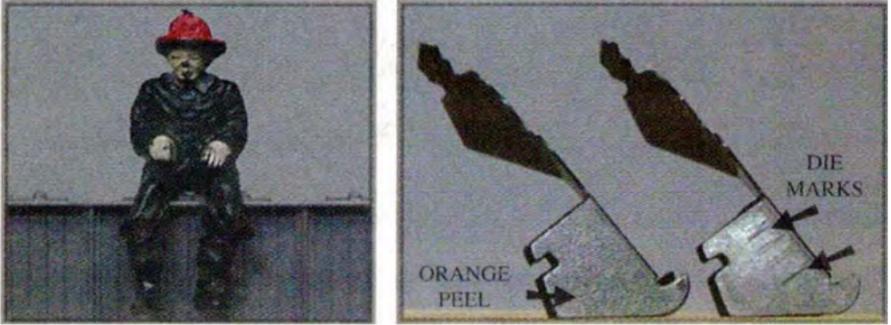
Original swivel men (part 50-83) and fixed men (50-84) were introduced with the Gang Car, but also used with the 3540, 3545, 6814, and 6824. Original rubber figures had tan-painted face and hands; reproductions usually have white-painted features, and some were even, die-cast metal. 1956 swivel men attract mildew, or possibly oxidation, due to the release agent Lionel used to remove the part from the mold. Although reproduced, the back and front sides of originals are unmistakable (see both photos on this page).



(Left to right): Front of original figures from the photo above.

52 Fire Fighting Car

The original black rubber figures (part 52-26), which were also used with the 3512, had tan-painted face and hands and a red-painted hat; known reproductions are blue and have white-painted features (see also Fig. 15 on page 73).



(Left): An original 52 fireman. (Right): A reproduction and an original 60 motorman. Note the difference in shape at certain points, although "orange peel" is a major reproduction identifier.

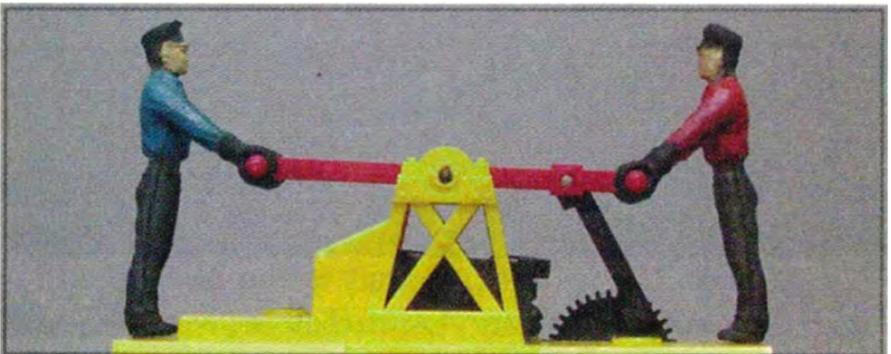
60 Trolley

Original metal motormen are rare and valuable, and difficult to distinguish from reproductions. They probably were made from pre-finished stock because die-marks are visible; reproductions are chemically treated after being cut, so die marks aren't as noticeable.

The known reproductions have "orange peel" (originals do not). Reproductions also differ in shape and radius at certain spots (see photo above).

65 Hand Car

Original blue men (part 65-40) and brown men (65-41) were actually painted blue and red.



(Left to right): Original blue and red figures for the 65 Hand Car

COLOR PAGE



Fig. 41 (Left to right): Original and reproduction bobos for the 3357 Cop and Hobo Car.



Fig. 42 (Left to right): (Top): Original white and blue figures for the 3424 Brakeman Car and spaceman for the 6512 Cherry Picker Car (Bottom): Reproduction 3424 and 6512 figures.



Fig. 43 (Left to right): An original 3464-17 figure from 1949 and a 3562-17 figure from 1955 and another from 1960/1961; Madison Hardware "original man" from the 1980s.

114 Newsstand with Horn

Original 1957 fixed man (blue rubber) from 50 Gang Car (part 50-74) was used (see page 78).

118 Newsstand with Whistle

Used the same 1957 fixed man as the 114 above.

192 Railroad Control Tower

See 415 Diesel Fueling Station (part 415-20).

264 Operating Fork Lift

Original blue rubber figures (264-57) had tan-painted face and hands; known. reproductions use lighter paint and are easily identified.

352 Operating Ice Depot

The color of the repro Ice Man is nowhere near that of an original, and neither are the MPC/New Lionel reissues.

The Greenberg postwar accessory reference guide shows the correct colors for both the figure and the depot. Our recommendation is to become familiar with those correct colors, as well as all of Lionel's postwar accessories. Other reissues like the 128 and 334 follow the same pattern.

356 Operating Freight Station

The original blue rubber figures (part 356-28) were about 1 1/4 inches high, and the face and hands weren't painted at all; reproductions sold by Madison Hardware Co. in the 1970s were purple, stood about 1 1/8 inches high, and had painted face and hands (see Fig. 35 on page 77).

362 Operating Barrel Loader

The original rubber figures (part 362-73) came in off-white or gray-blue and weren't painted; repros are "shoe polish" white or French ultramarine blue and have pink-painted features; more info is needed on die-cast figures.

415 Diesel Fueling Station

Bright blue rubber originals (415-20) had tan-painted face and hands and were also used with the 192; known repros are purple with lighter-painted face and hands.

445 Operating Switch Tower

Original medium blue rubber figures (445-25) were unpainted; one had a lantern bead (445-51) attached with a straight pin; original replacement figures were noticeably darker; known reproductions are bright, shiny blue (almost purple) with pink-painted face and hands. Also, the original figures have different tab openings at the bottom of the part from those used with the 415.

Original figures (445-25) were also used with the 55 Tie-Jector Car. Another 445-25 figure was used with the 54 Track Ballast Tamper, but this figure's face and hands were painted, and a new figure (445-62) was created.

460 Piggy Back Transportation Set

Original light blue rubber figure (460-60) had decent facial details and a short rear tab (about 1/16 inches long); known reproductions are bright, shiny blue with poor facial details and a slightly longer rear tab (about 1/8 inches long).



(Left to right): Facial detail (enlarged photo) of an original 460 figure; facial detail of a reproduction figure.

461 Platform with Truck and Trailer

The same original figures as the 460, except they were a darker blue rubber with a longer rear tab (about 3/16 inches).

3356/3366/3656 Operating Horse/Circus/Cattle Cars

Original 3356 horses were dull black rubber; reproductions

tend to be shinier and include other colors than black (brown or orange, for example). Original 3366 horses were dull white rubber; reproductions tend to be shinier; Original 3656 cattle were dull, black rubber; repros tend to be shinier, and other colors, like brown or orange, were made.

3357 Cop and Hobo Car

Original cop (3357-21) and hobo (3357-16) were painted blue and brown (see Fig. 41 on page 80); reproductions are noticeably darker. Originals have face and hands painted a mix of orange and pink; reproductions are painted white.

3370 Sheriff and Outlaw Car

Original outlaw (3370-16) had blue-painted shirt and pants, and black-painted hat, facemask, holdup bag, gun, and holster. Original sheriff (3370-17) had mustard-painted shirt and holster, and brown-painted pants, hat, and gun. Both original figures had tan-painted face and hands.

3424 Operating Brakeman Car

Original rubber figures came white or blue; repros are "shoe-polish" white or French ultramarine blue (see Fig. 42 on page 80). Originals had tan-painted face and hands; the reproductions have white-painted face and hands.

3428 Operating Mail Car

Original gray rubber figures (3428-15) and blue (3428-18) had painted face and hands; recent reproductions do not.

3434 Operating Chicken Car with Sweeper

Original unpainted blue or gray rubber figures (3434-10) had tan-painted face and hands; repros are much lighter with white-painted features or unpainted slick gray rubber.

3444 Animated Gondola Car

Original gray rubber hobo (3444-31) had light or dark tan-painted face and hands, red-painted sack, and a red patch on one or both knees; most repros are unpainted gray rubber.

Original blue rubber policeman (3444-32) had tan-painted face and hands; repros are darker blue with pink-painted face and hands; some have brown-painted nightsticks.

3462/3472/3482/3662/3672 Operating Milk Cars

See the entry for 3462 and 3662 on page 89.

3464/3474/3484/3494 Operating Box Cars

3562 Operating Barrel Cars

These two are grouped together because the 3562 blue rubber figure would replace the 3464 figure in the product line during the 1955 and 1956 production years.

In 1949, dull blue figures (3464-17) stood about 1 1/4 inches high and had tan-painted face and hands (see Fig. 43 on page 80). Reproductions usually are bright blue rubber with or without white-painted face and hands.

In 1950-52, the same figure continued, but had unpainted features. In 1953, dull blue figures (3464-17) had a noticeably different shape, stood about 1 3/16 inches high, and had unpainted face and hands.

In 1954, the same dull blue figure continued and was also included with the 3562. Early figures were unpainted; later ones had tan-painted face and hands:

The 3562 figure (3562-62) was introduced at the end of 1955 production. It was darker blue, stood about 1 1/4 inches high, and had tan-painted face and hands (see Fig. 43 on page 80). Reproductions are usually bright blue rubber with unpainted face and hands.

In '57, a darker blue figure (3562-62) stood about 1 3/16 inches high with tan-painted features. In late 1959, the bottom of the figure changed to a T-shaped; all prior figures had a single-slot instead. This change accommodated the new 6812 Track Maintenance Car (see also page 110).

Other items using the T-shaped figure included the 44 and 45 Mobile Missile Launchers, the 69 Motorized Maintenance Car, and the 6822 Night Crew Searchlight Car.

Reproductions of the smaller figure with the single or T-shaped slot vary; most are purple, though some are brown; most have white-painted face and hands.

Many of the problems collectors face with repro figures can be traced to Madison Hardware and the “original man” that it sold in the 1970s and 1980s. Hobbyists assume that this purple rubber figure (see Fig. 43 on page 80) standing about 1 1/8 inches high with white-painted face and hands is an original Lionel figure. He is not, and Madison never advertised him as such, only as an “original man”.

Original Plain wheels for Milwaukee ea.	19.95
Metal Stakes for Flat or Lumber Car	
.40 ea. per doz.	3.95
Original Complete Coupler & Coil Assembly For Trucks. Will fit #2400 Series, #2600 Series, GG-1, Diesel Trucks, etc. ea.	4.95
Original Man—Will Fit Most Cars & Accessories ea.	2.75
Double the Pulling Power of your 773 Locomotive Easy-To-Install Over-Sized Armature and Field Available	49.50
Original Chassis for #622	49.95
Original #1656 Cab	79.95

Madison Hardware advertisement for “original man”.

Unfortunately, the so-called “original man” has been added to boxcars and barrel cars in place of the correct 346417 and 3562-62 figures described in this chapter.

Therefore, besides your common sense, use the information and photographs in this chapter to identify the reproductions. Another valuable identifier is once again the Greenberg volumes. They contain plenty of full-color photographs that will help postwar collectors.

3512 Operating Fireman and Ladder Car

See the 52 Fire Fighting Car on page 79.

6512 Cherry Picker Car

Original gray rubber figures (6512-11) stood about 1 1/4 inches high and had an orange painted face; known reproductions are, silver, stand about 13/16 inches high, and have a white-painted face (see Fig. 42 on page 80).

CHAPTER X: MPC AND NEW LIONEL



Starting in 1970 and continuing through 1986, Lionel trains were manufactured and marketed by General Mills, specifically, a division known as Model Products Corp. Hobbyists refer to it and this 16-year period as “MPC”.

In 1986, Richard Kughn purchased the train line and manufactured Lionel trains under the name Lionel Trains Inc. (LTI). In 1995, he sold control of LTI to Wellspring Associates, which reorganized the firm as Lionel LLC. Collectors refer to the years since 1986 as “New Lionel”. We will use the terms MPC and New Lionel throughout the TCA Handbook.

Trains made by MPC and New Lionel have caused confusion among collectors of postwar Lionel trains. Until recently, most of that confusion stemmed from reissues (reproductions) of accent pieces. In the past few years, however, Lionel LLC has used many postwar numbers and given models colors and lettering that look like postwar originals.

Collectors must become knowledgeable about the colors of postwar trains. Examining items in the collections of reputable individuals, and studying the colors of items in reference guides, are the best ways of gaining this knowledge.

Here we’ll consider the problems that items from MPC and New Lionel have caused collectors and operators.

A. Steam and Diesel Locomotives

The Postwar Celebration Series (P/C/S) has brought back a few postwar classics. However, all such locomotives are marked "PW" to leave no doubt that they are reissues by New Lionel and not postwar Lionel originals.

B. Motorized Units

Until recently, the shells of these units came in different colors and used different numbers and roadnames than postwar models. Generally, accent pieces also were molded in different colors (see Fig. 15 on page 73). A few are the same and have caused problems: white seat for the No. 52, yellow plow for the No. 53, and antenna for the No. 54.

The P/C/S brought back the 55, 57, and 58. Each shell is stamped “PW”. A darker red 68 and blue-painted version of this unit were made, but neither is marked “PW” on the outside shell. Only time will tell how they will affect the hobby.

C. Flat Cars with Loads

Most flat cars, superstructures, and loads are molded in different colors or use different roadnames than postwar predecessors (see Fig. 16 on page 73). However, some postwar numbers are used, and a few accent pieces (like 3512 nozzles, for example) can confuse collectors.

The 6469 paper label was reproduced by Ed Kraemer as an authentic, LTI-licensed reproduction. However, it’s not interchangeable with the label on the postwar car because it’s shorter and brighter (see 6469 on page 38).

The P/C/S has brought back a few flat cars, and so far they’re stamped. “PW”. The loads, however, might confuse collectors, so the following clues will help.

1. The P/C/S has reissued the 6414, and the frame is marked “PW”. Although the autos aren’t marked “PW”, they are molded in a lighter red plastic than the originals, and their frames are marked “Made in China”.



The New Lionel 6414 has “PW” stamped on its frame (right side).

2. The P/C/S has also reissued the 6416, and that frame is marked “PW.” However, the boats, which are interchangeable with postwar models, may be more difficult to identify.

New in 1961, the Lionel boats were made by Athearn, a manufacturer of HO scale trains. The Lionel originals had a dull white-painted hull with a light or medium blue-painted deck, as did Lionel's HO version introduced in 1959.

Athearn's HO product line boats had a whiter-painted hull with a darker blue deck. The P/C/S boats have a whiter hull, but a paler medium blue deck (see Fig. 17 on page 73).

D. Box Cars

Early MPC doors were interchangeable with postwar doors, though the colors didn't match. Reissued doors in the new 6464 series are stamped "10-9248-015" on the inside; postwar doors were stamped "6464-7".

E. Other Freight Cars

No problems reported to date, as the cars reissued in the P/C/S have been stamped "PW" and year of release.

F. Space & Military Cars

Items that copy postwar models usually are given new colors and stamped with MPC or New Lionel numbers. These include the 3540, 3545, 6448, 6630, and 6805. Also included are helicopter and submarine cars.

In 1981, MPC introduced the L.A.S.E.R. Train, a set that included a red plastic helicopter. The helicopter seemed to have been made from the same mold that produced a yellow helicopter for the 419 Heliport, 3410 Helicopter Launching Car, and 3419 Operating Helicopter Car in 1962.

All helicopters had "Blt By Lionel" in raised letters on the tail section. However, postwar models had a clear nose, black blade, and black skid, the MPC version had a dark nose, white blade, and white skid. Therefore, don't be fooled by fraudulent "rare" helicopters made by inserting postwar accent pieces on MPC models (see Fig. 18 on page 74).

The 6650-80 missile has been reissued and reproduced. Postwar versions were dull plastic with blue rubber tips; newer ones are shiny, usually with purple tips.

G. Passenger Cars

The only problems reported to date are stripes for the 2540 Congressional Series cars. Originals were maroon (see Chapter VIII); reissues are burgundy.

H. Figures

Reissues tend to be darker than postwar examples, and painted skin tones are usually white; postwar examples are tan or unpainted.

The 3462 and 3662 figures for the Operating Milk Cars have been reissued and reproduced. Postwar versions were ivory (yellowish); newer ones are more white or glazed.

I. Accessories

Nearly all the postwar classics have been reissued, but so far no real problems to report. Only the roofs have caused any real confusion, especially with the automatic gateman, which has been cataloged almost every year since 1970.

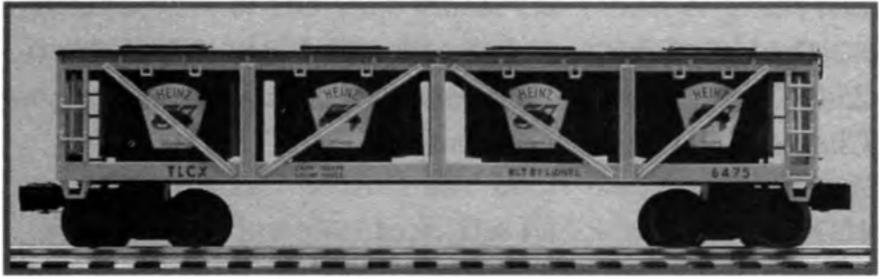
Collectors must become knowledgeable about the colors of postwar accessories (and trains). Examining items in the collections of reputable individuals and studying the information and full-color photographs in the Greenberg accessory volumes (or any postwar volumes providing full-color photographs and information for that matter) are some of the ways of gaining this knowledge.

J. Miscellaneous (unauthorized production)

A few rare cars (less than six of each are known to exist) were made during the 1970s. Collectors refer to them as “unauthorized production”, or “lunch time specials”. These models (usually box cars and hoppers) used MPC shells, but were stamped with postwar numbers (see Fig. 19 on page 74) and then sold at high prices by an MPC employee.

Although these cars were not authorized, they were made at the Lionel factory in Mount Clemens, Michigan, and so they must be considered original MPC production.

CHAPTER XI: OTHER NON-ORIGINAL MODELS



A. Chemically Altered Models

In the late 1970s, a technique was found (probably by accident) by which certain colors of painted plastic could be chemically treated to alter those colors. When applied to Lionel models, common items were transformed into unique ones that could be proclaimed one-of-a-kind color samples or some other kind of preproduction rarities.

Every painted item, especially rolling stock that was yellow or orange or had yellow or white stripes and lettering, was fair game to this new scam. The best-known creation was the white 3562 barrel car made from a yellow-painted 3562-50 (see Fig. 20 on page 74).

Sales of chemically altered frauds continued until the practice was exposed in an October 1983 Train Collectors Quarterly article, "Look Who's Picking Your Pocket Now." This article, along with others, helped curb this scam. To learn more, watch the video *Stop Look & Listen: Vol. II* (available from the TCA business office).

To reveal these chemically altered items as fakes, independent studies were undertaken. First, they recreated many of those items. Second, they discovered a "common denominator", as they traced almost all the items described in this chapter to the same source. By talking with collectors who owned examples, investigators learned who they had bought them from. This was especially important when two or more of the same item surfaced, all coming from the same source.

1. Yellow-Painted Items (example is a 6356 stock car)

After removing all the metal hardware from the shell, this common New York Central was chemically treated to create an all-white stock car (see Fig. 21 on page 74).

Inspection of the model revealed chips, discoloration, and other flaws in the white paint that weren't consistent with regular Lionel production. Although the black lettering appeared unchanged, it actually had been lightened.

2. Orange-Painted Items (example is a 6464-725 box car)

After removing all the metal hardware from the shell, this common New Haven was chemically treated to create an all-white box car (see Fig. 22 on page 75). The chemicals first turned the orange paint to yellow and then to white.

Inspection of the model revealed chips, discoloration, and other flaws in the white paint that weren't consistent with regular Lionel production. Although the black lettering appeared unchanged, it actually had been lightened.

3. Yellow Lettering (example is a 6464-825 box car)

This Alaska RR box car was chemically treated to change its yellow lettering to white, while its yellow stripe remained unchanged by being masked (see Fig. 23 on page 75).

Inspection of the model revealed chips, discoloration, and other flaws in the white lettering that weren't consistent with regular Lionel production.

4. Yellow Lettering and Stripe (example is a 2329 engine)

This desirable Virginian Rectifier was chemically treated to change its yellow lettering and stripe to white. (see Fig. 24 on page 75). Inspection revealed chips, discoloration, and other flaws in the white lettering and stripe that weren't consistent with regular Lionel production.

5. Red Plastic (example is a 55 tie-jector)

This desirable motorized unit was chemically treated to change its red plastic to brown (see Fig. 25 on page 75).

Having described the different types of chemical alterations made, we offer a concise listing of many of the fraudulent items currently known. Three groups of altered items are presented. First are items of which two or more examples are

known, and every one can be traced to the same source. Second are items of which only one item can be traced to the same source. Third are items whose source is not known.

1. Two or more examples (all traced to the same source)

<u>Number</u>	<u>Original Color</u>	<u>Altered Color</u>
2365	Yellow Lettering	White Lettering
2454 Baby Ruth	Orange-Painted Shell	White Shell
3562-1	White Lettering	Yellow Lettering
3562-50	Yellow-Painted Shell	White Shell
6356	Yellow-Painted Shell	White Shell
6464-225	Yellow Herald	White Herald
6464-450	Yellow Stripe	White Stripe
6464-450	Yellow Lettering	White Lettering
6464-500	Yellow Plastic Shell	Tan Plastic Shell
6464-515	Yellow-Painted Shell	White Shell
6464-525	Red-Painted Shell	Purple Shell.
6464-525	White Lettering	Yellow Lettering
6464-725	Orange-Painted Shell	White Shell
6464-825	Yellow Lettering	White Lettering
6464-825	Yellow Stripe	White Stripe
6636	Yellow Lettering	White Lettering

2. One example (traced to the same source)

<u>Number</u>	<u>Original Color</u>	<u>Altered Color</u>
41	White Lettering	Yellow Lettering
55	Red Plastic Shell	Brown Shell
2329	Yellow Lettering	White Lettering
3356	Yellow Lettering	White Lettering
3484-25	Orange-Painted Shell	Tan Shell
6352	Orange Plastic Shell	Peach Shell
6427-60	Yellow Lettering	White Lettering
6436	White Lettering	Yellow Lettering
6736	White Lettering	Yellow Lettering

3. One example (source is not known)

<u>Number</u>	<u>Original Color</u>	<u>Altered Color</u>
2348	White Lettering	Yellow Lettering
*3376	White Lettering	Yellow Lettering
.3435	Yellow Lettering	White Lettering

*Original 3376 Giraffe Cars with yellow heat-stamped lettering were cataloged in 1969 and are considered rare.

Frauds are made by chemically treating shells of models from 1960. However, those shells differ from ones used in 1969. Furthermore, cars from 1960 had different frames, trucks, and couplers than those from 1969.

Final Thoughts

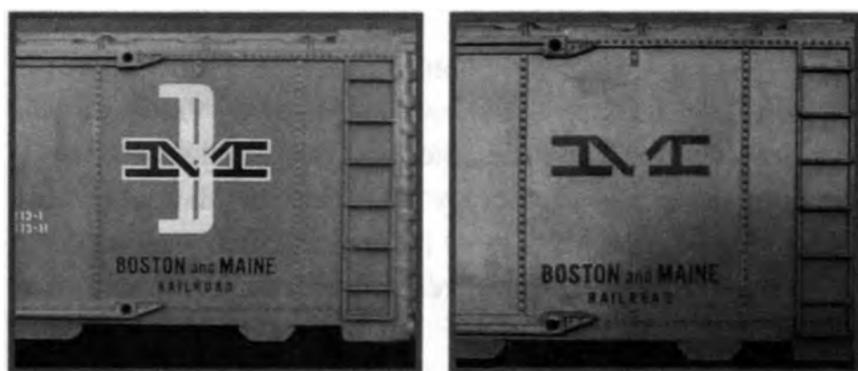
There are probably other chemically altered items not mentioned in the text that exist. Even so, a general rule-of-thumb used by experienced collectors is, “If the color hasn’t been reported to the Greenberg guides by now, it probably isn’t original postwar Lionel production”.

And finally, when the fraudulent nature of chemically altered items was exposed, the input of altered items into the hobby from the known source immediately dried up!

B. Blank Shells and Frames

During the postwar era, Lionel stamped the shells of locomotives and cars, and frames if necessary, with the appropriate heat or rubber-stamped lettering and numbers. Occasionally, mistakes were made, as items might be stamped on only one side, or part or all of the designated stamping might inadvertently be omitted.

If discovered in time, these “factory errors” were removed from production and corrected (if possible) or discarded. Some errors escaped detection at the factory or were sold to dealers, notably Madison Hardware. A number of them have made their way to today’s market.

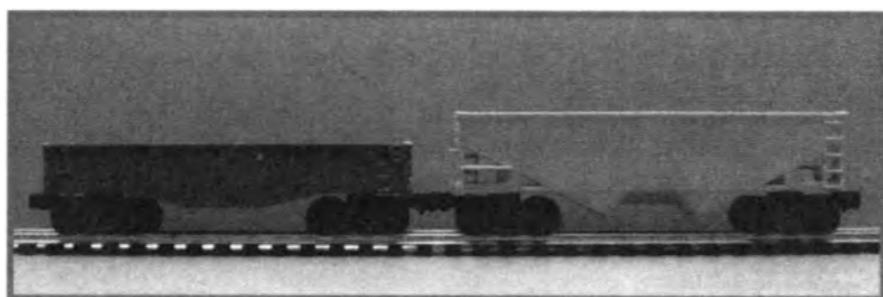


(Left): The right side of this 6464-475 boxcar was stamped correctly. (Right): However the appropriate white lettering was not stamped on the reverse side.

Our concern here is who finally assembled the incorrectly stamped or unstamped items. Specifically, were they finished at the Lionel factory or later by dealers or collectors? When evaluating factory errors, we classify them as either intentional or unintentional production.

1. Intentional Production (blank shells)

During the mid-1960s, Lionel made inexpensive outfits that included unpainted cars that had no markings. One set, 11430 from 1964, had a blank gondola and a blank hopper.



(Left to right): An unstamped plastic gondola and hopper from outfit 11430 from 1964; both were left intentionally unstamped by Lionel.

2. Unintentional Production (blank shells)

Sometimes, however, top-of-the line locomotives and rolling stock were unintentionally left unmarked on both sides. Examples include unpainted and unstamped plastic shells for 6464 boxcars and 6419 work cabooses. It doesn't seem likely that Lionel would have permitted such shells to be used. Therefore, assembled models having unmarked shells of this type are post-factory production.

Final Thoughts

What then do we say about items such as the 6464-475 Boston & Maine box car shown on page 93? One side was correctly stamped, and the other was missing the white heat-stamped lettering. Obviously an error could conceivably been overlooked at the Lionel factory and then packaged and sold. Of course, we'll never really know for certain.

Even so, that shell is still very collectible in its own right as an incomplete product that Lionel didn't reuse or destroy.

What about a 3376 Giraffe Car that was stamped on one side

but not on the other? Again, such a mistake could have made its way through production and been boxed at the factory. Now, how about another 3376 that wasn't stamped on either side? If you really believe that Lionel assembled and packaged it this way, we have a bridge in Brooklyn we'd like you to consider!

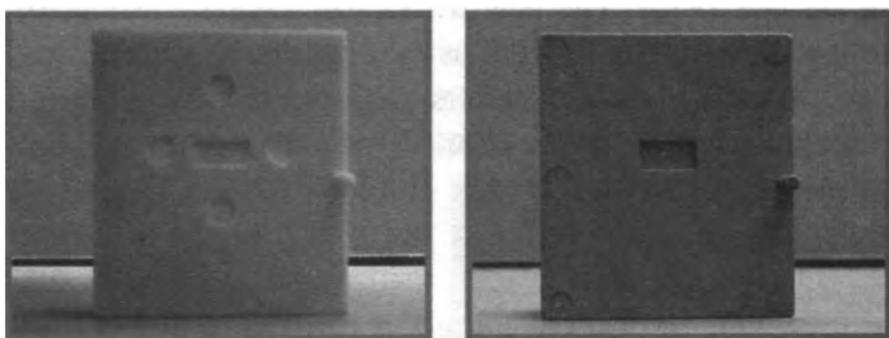
C. Fraudulent Use or Reproduction of Lionel Parts

1. Box Car Door Swapping

Counterfeiters have tried to create boxcar variations by fraudulently swapping doors of different colors. Doing so is simple, so beware.

Start by becoming familiar with legitimate variations by consulting the reference guides. When considering novel items, check the door guide rivets to see whether they have been removed, as the counterfeiters often leave scratches and scrapes on the blackened rivets (and door guides).

In addition, MPC/New Lionel have reissued 6464 boxcar doors (see page 88 - D. Box Cars). Also, reproduction 6464 box car doors were made in the early 1990s, but were easy to spot because they had different pin marks. East Coast Train Parts also handles newer 6464 doors; examine them closely to distinguish them from postwar originals.



(Left): This 1990s reproduction 6464 box car door has four noticeable pin marks. (Right): Originals don't have these marks.

2. Reproduction Decals for Electronic Control Set

The original color-coded decals had sharp, crisp letters and vibrant colors. The reproductions lack these traits, which makes them easy to identify (see Fig 26 on page 75 and Fig. 27 on page 76).

3. Fake Heat-Stamping

During the early 1980s, red as well as black flat cars that had “Lionel” heat-stamped in white were used to fake a number of cars, as someone fraudulently heat-stamped the numbers of postwar cars to the left or right of “Lionel”.

These fakes included red plastic flat cars heat-stamped “6424” and black plastic flat cars heat-stamped “6414” and “6416”. Other numbers were likely used, too, so examine oddball flat cars using these tips:

1. Trucks were removed from the frames before the fake numbers were stamped. When the cars are reassembled, the rivets aren't uniformly applied (see photos on page 29).
2. Fake numbers don't line up with the “Lionel” and differ in size and form from the numbers stamped by Lionel during the 1950s and 1960s (see Fig. 28 on page 76).
3. Frames, trucks, and couplers used on some fakes aren't consistent with those used on the actual cars produced.

D. Midgetoy Trucks

The red-painted trucks used with the 6431 with trailers and tractor (cataloged in 1966) were reproduced or reissued in the late 1980s. The new trucks had the same Midgetoy data stamped under the roof as the original. However, items from 1966 had duller interiors and tend to have more red overspray than the newer, ones.

E. Paint Removal

In the late 1970s, counterfeiters stripped paint from certain parts in an attempt to create one-of-a-kind paint samples and other oddball variations. Any painted item was fair game, but three stand out:

1. The 3620 searchlight car as pictured in the consumer catalog with outfit No. 2221WS from 1954 had an orange searchlight cap. To fake this rare variation, individuals strip the gray paint off a rare cap molded in orange plastic (see Fig. 29 on page 76). Some collectors contend that unpainted

orange searchlight caps could have been used at the Lionel factory or even sold to authorized service stations. While this scenario is possible, keep in mind that the intended color for the searchlight cap was gray, not orange. Also, every known example of an orange cap examined during this time had flecks of gray paint inside.

2. The 397 operating coal loader generally came with a generator painted blue over plastic whose color differed. Of course, stripping the paint can fake a rare variation. While this isn't difficult, affixing an original GM decal over a stripped generator is (see Fig. 30 on page 76).

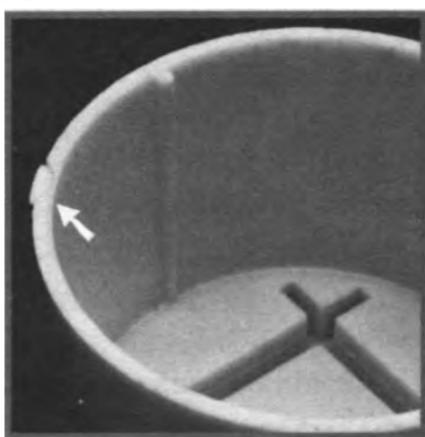
3. The 2460 and 6460 crane cars came with painted plastic booms that have been stripped to fake a rare variation. Here as with other oddities, be very careful!

F. Pickle Car Creations

Lionel introduced the 6475 pickle car in 1960 and cataloged it through 1962. The next year, Lionel offered a version of this car decorated Libby's crushed pineapple that was included in uncataloged outfit 19263. In 1965, Lionel brought out another uncataloged variation that had yellow plastic pickle vats with only "Pickles" heat-stamped in red (see Fig. 31 on page 76).

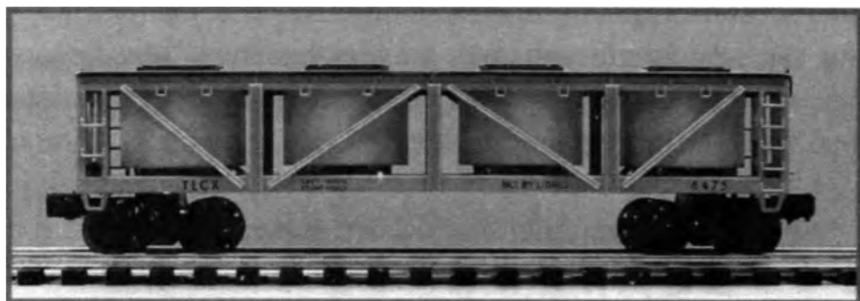
1. Blank Pickle Vats

During production of the yellow plastic pickle vats, an unknown number suffered chipped bases, probably caused by ejector pins used to remove the plastic vats from their mold. These "factory rejects" were eventually sold to Madison Hardware and other Lionel dealers, who in turn offered them at \$4.00 or so each. In time, however, some unscrupulous individuals have assembled pickle cars with four of these vats and sold them in excess of \$100 each. Of course the



(Above): Note the semi-circular chip and inside of a probable factory reject pickle vat.

damaged vats are 100% original Lionel parts, but the cars made from them are not.



A post-factory 6475 Pickle Car with four unstamped (damaged) vats.

2. Heinz Pickle Vats

In the middle 1960s, Joe Ranker (a collector and dealer) sought to move unsold inventory of the cataloged version of the 6475 pickle car by modifying their vats. He ordered approximately 250 labels with "Heinz" on them and affixed them to the vats on these cars. Damage to the labels meant fewer than 60 Heinz cars (see photo on page 90) were completed, which he sold as his own products and not Lionel's for less than \$10 each.

Years later, some counterfeiters, thinking Ranker's cars were original Lionel production, tried to fake them by taking vats from MPC's 9128 Heinz Pickle Car (introduced in 1974) and putting them on common 6475 cars. Their fraudulent scheme failed because postwar Heinz cars were not rare Lionel variations but creations of a dealer.



An original MPC 9128 Heinz Pickle Car

Final Thoughts

Did MPC make the 9128 to broaden its line or to imitate what Ranker had done? We'll probably never know for sure.

G. Repainted Cars - Legitimate and Otherwise

1. Versions of the 6464-125 New York Central Pacemaker have been faked by painting regular-production cars in pink (see Fig. 32 on page 77), gray, and other colors.

2. Rumors that Lionel made a special run of 0-27 gauge tank cars in the late 1960s continue to circulate. Individuals try to prove this by pointing to cars with a 1967 built date on them (tape or decal). These items were not original Lionel production but yet another creation sold through dealers like Madison Hardware of New York City.

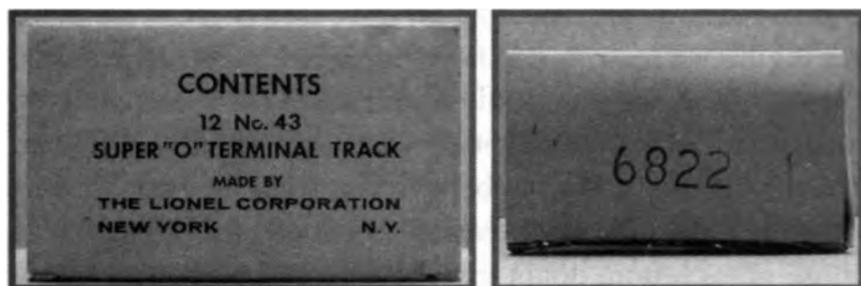
Among the repainted and specially decorated models are tank cars lettered for Esso, Sunoco (see Fig. 33 on page 77), Shell, and others. Nearly a dozen of these cars are shown on page 128 of the fifth volume of *Greenberg's Guide to Lionel Trains, 1945-1969*.

3. Collectors have also been confused by tank cars lettered for Jacob Stern, the parent company of Acme-Hardesty, a firm in Philadelphia. These were promotional items that Jacob Stern gave to customers as gifts or incentives around 1949 or 1950 (see Fig. 34 on page 77).

Lucien Katzenberg, Jr., the owner of Jacob Stern at the time, instructed the advertising department to purchase between 20 and 30 Lionel O gauge tank cars and repaint and re-letter them for his company.

H. White Boxes - Legitimate and Otherwise

1. During the 1960s, Lionel occasionally used plain white boxes to package some of their products. Some items, like the 43 from 1962, had pre-printed information on the box, while others, like the 6822 from the late 1960s, had only the item number rubber-stamped (see photos below).

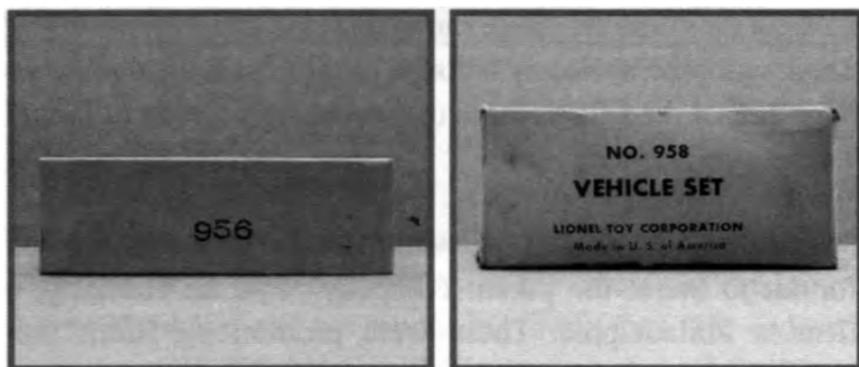


The 43 had pre-printed data, while the 6822 was rubber-stamped.

2. Unfortunately, collectors have also been confused by plain white (jewelry-type) boxes that are rubber-stamped on the outside with a Lionel Plasticville number. Offered by Madison Hardware, these boxes are not original Lionel.

As explained by Lenny Dean, who was part of a team assigned by Lionel in the late 1960s to dispose of leftover inventory, “Those plain white boxes with rubber-stamped Lionel Plasticville numbers were never offered by Lionel”.

However, pre-printed Lionel Plasticville boxes, like the 958 Vehicle Set from 1964 uncataloged Sears outfit 9807, was 100% original postwar Lionel.



(Left): This plain white (jewelry-type) box that's rubber-stamped with a 956 isn't original Lionel. (Right): The 958 is original Lionel.

I. Concluding Remarks

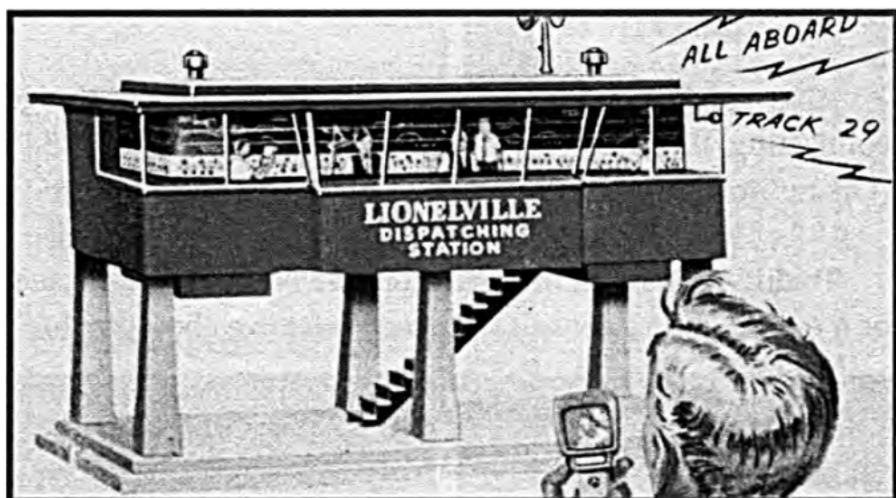
Under the title of “Non-Original Models”, we’ve lumped together quite a range of items. What these have in common is that they were not assembled by Lionel at its factory during the postwar era. They may contain legitimate parts or be derived from regular-production models, but they cannot be considered the products of Lionel’s factory. Do not purchase them under this assumption.

Some of the models, such as the special items created by Madison Hardware, Joe Ranker, and Jacob Stern, were made for legitimate reasons and never intended to delude potential owners. Madison constantly took Lionel parts and came up with versions of familiar cars that were slightly different. Customers might want to believe that what they bought was original Lionel factory production, but careful inspection of those items left no doubt that they were “post-factory”.

Jacob Stern, meanwhile, was probably one, of many private firms that redecorated Lionel models for its own use and never intended future collectors to think otherwise.

(continued on page 110)

CHAPTER XII: ACCESSORIES



Reproductions made since the 1970s have been the parts needed to repair or replace a particular item. As such, they haven't caused much of a problem - so far!

Most of these reproduction parts are slightly or completely off in color when compared with their postwar counterparts. For example, several vendors have reproduced the swinging gate for the 362 Barrel Loader, and every known example is off in color, especially when viewed after being installed on the accessory.

Be aware that some parts can be used on more than one accessory. For example, the yellow plastic antenna and speakers for the 465 can also be used with the 365 and the 419. However, the original plastic was dull as compared to the shiny reproductions.

Reproduction roofs cause problems because few are marked as reproductions and different vendors have made them. The roofs for the 156 and 164 aren't marked, but the one for a 138 is (with "WMT"). Fortunately, all of these reproduction roofs differ in color from the originals.

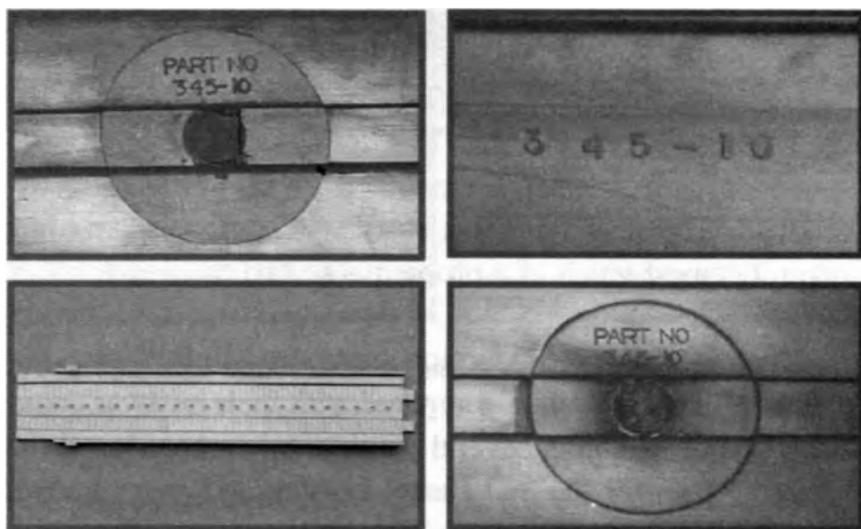
Some roofs, like other parts, have been reissued by New Lionel. In some cases, as with the roof for a 128, the reissue is marked as an LTI product. In others, there is nothing to indicate the part was made by MPC or its successors.

Among all reproduction parts, two have caused confusion. Original 356-35 baggage carts are a shinier plastic than reproductions, and original, unpainted figures were larger

than reproductions that have painted face and hands (see Fig. 35 on page 77 and also 356 on page 81).

Also causing problems is the 345-10, the plastic bridge connecting the 342 (Operating Culvert Loader) and 345 (Operating Culvert Unloader).

To differentiate an original from the New Lionel reissue, or a reproduction, consult the accompanying photographs.



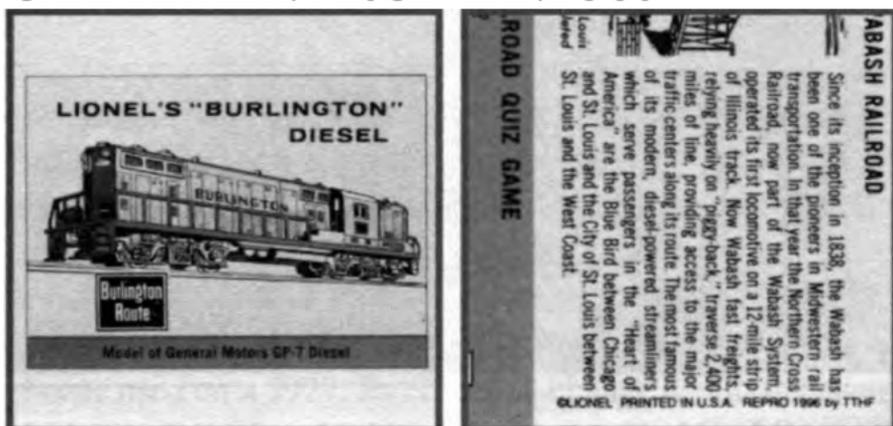
(Top left): Original 345-10 bridges were medium gray. (Top right): Repros from 1980 were light gray and have the part number in a different location. (Bottom left): Repros from 1990 duplicate those from before. (Bottom right): The most recent reissue is dark gray and has its distorted part number in the same spot as the postwar version.

Final Thoughts

Admittedly, reproduction parts haven't caused many problems to date because their colors don't match the originals. Still, we advise you to become familiar with how postwar originals looked, especially their color and the location of their part numbers. This information will be critical if Lionel LLC continues to bring back postwar accessories and doesn't label each part as a reissue (reproduction).

Our best advice? Consult this book and study Greenberg reference guides and other postwar Lionel train guides with full-color photos and information. Also talk with a Lionel dealer you can trust, someone who can provide information about what's been reissued (and possibly has some inventory samples to study) and what's in the works for the future.

CHAPTER XIII: MISCELLANEOUS



(Left): Front view of an original Lionel promotional card from 1959. (Right): Rear view of a reproduction card identified as such.

We conclude by covering a few other assorted items that were made by Lionel during the postwar era and have since been reproduced. Not all of these items fit the definition of a train, but each requires discussion in a book of this nature.

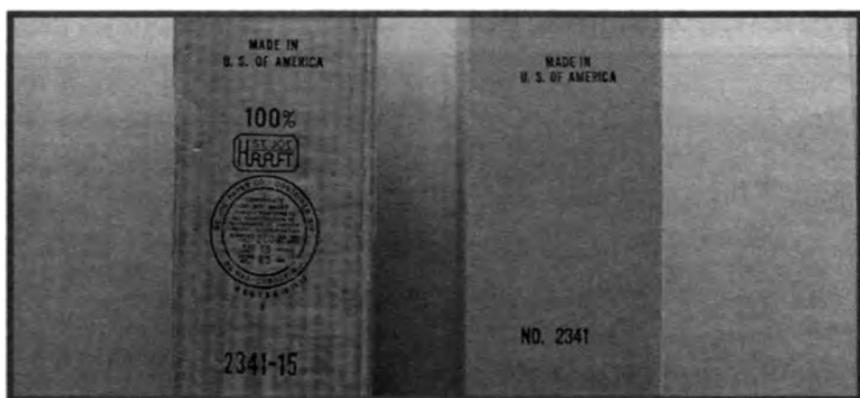
A. Promotional Cards from 1959

Although no one has verified these cards were issued in 1959, five of the 24 locomotives featured made their debut in that year. Sets of these cards were packed in uncataloged outfits dating from 1959 and from 1963, which adds weight to the earlier year being the time of their introduction.

In 1996, Toy Train Hall of Fame released reproductions of these very collectible cards. Those repros differ in notable ways from originals and this was done purposely so no confusion could result. In fact, each of the more than 24,000 individual cards was permanently marked on the back as a reproduction. Additionally, repros are much darker than originals. They have black-and-white pictures on the reverse side; originals were orange and white with black type.

B. Reproduction Boxes

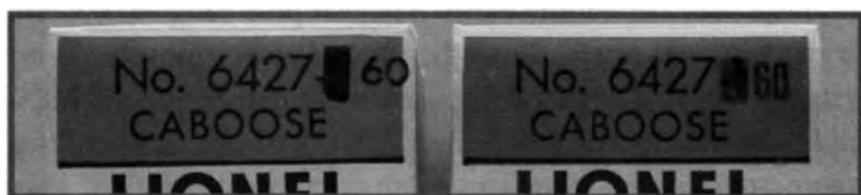
Since the late 1980s, demand for original Lionel boxes has increased dramatically, so it's not surprising that reproduction boxes have been made. Among the earliest repro boxes, those made for such big-ticket locomotives as the F3s and Train Masters didn't cause problems because they were noticeably different from originals (see photo on next page).



(Left): Original boxes for a 2341 Jersey Central included the box part number and manufacturer's seal. (Right): Early reproductions did not.

Unfortunately, recent repro boxes are more difficult to spot unless you're familiar with Lionel's original style of printing, use of seals, dates, and sealing tape. Not all repros are marked with the letter "R." Worse yet, some even duplicate the seals and dates used by the original box manufacturers even though this information is not accurate for the reproductions. Such duplication constitutes outright fraud. Learning about original items is the best way to avoid fakes.

On page 52, we discussed how the 6427-60 Virginian caboose has been faked. Its box has been counterfeited, too. Original models came in boxes that first were used for 64271 cabooses. The "-1" was blacked out and replaced by "-60" done in the same blue letter-press style. Reproductions use rubber-stamping to fake this marking.



(Left): Original boxes for a 6427-60 caboose had the number blacked out in the same letter-press style. (Right). Repros are rubber-stamped.

C. Reproduction Instruction Sheets

Among those being made, only one vendor - Train Enthusiast Inc. - marks its sheets as reproductions. Other vendors try to pass off their creations as original. However, you shouldn't have much trouble distinguishing most originals (usually folded, worn, yellowed, and tattered) from reproductions (sharp, crisp, and white).

D. Color of Plastic

The white plastic Lionel used to make shells in 1959 often yellows with age. This may have been caused by a mold release agent. Of course, other plastic shells have changed over time, especially those directly affected by the sun, basement furnaces, smoke, and ultraviolet light.

One example of plastic changing over time is the empty bottle used on a 3927. Its color can change due to the chemical reaction caused when it's filled with Life-Like track cleaning fluid (see Fig. 35 on page 77).

Another example is the 51 switcher shown in Fig 36 on page 77. This poor engine spent a summer in a child's sandbox long ago. The side buried in the sand is still blue, but the one exposed to the sun has faded dramatically.

B. Care and Cleaning

Cleaning rolling stock like the 3366, 6376, 6464-1 with red lettering, and 6646 can remove paint and lettering. Use extreme care lest you wind up with, not a one-of-a-kind variation, but a horribly faded model!

Final Thoughts

Whether you're making a reproduction item or purchasing one, one point should be clear. These items need to be clearly marked as such. No one should be confused or duped into believing that a reproduction item or a reissue is a postwar original. All the promotional cards made by Toy Train Hall of Fame were marked so collectors couldn't get burned. All the people who bought sets knew exactly what they were getting and bought them at prices they could afford. Along the way, the manufacturer made a few honest dollars.

Therefore, you probably won't be surprised to learn that the manufacturer of those reproductions is also the author of this handbook. If I had made each and every item listed here, I would have marked all of them as reproductions to protect my fellow collectors and the hobby I love. Let's hope others follow my lead and eventually make it unnecessary for TCA to have to compile a book like this to help its members.

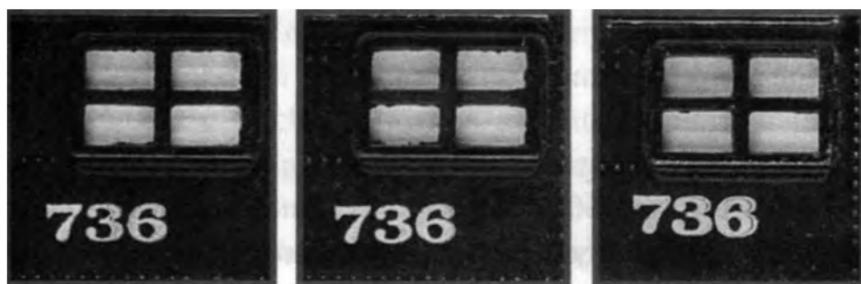
(continued from page 16)



(Left to right): r/s 726RR (1952); r/s 736 (1950); r/s 736 (1951).



(Left to right): b/s 736 (1954); r/s 736(1957); r/s 736 (1961).



(Left to right): r/s 736 (1962); r/s 736 (1963); r/s 736 (1966).



(Left to right): b/s 1050 ('59); 1061 paper label ('69); r/s 1615 ('48).



(Left to right): r/s 1625(1958); r/s 1656 ('48); r/s (smaller) 1656 ('48).



An original 746 with a (grainy) r/s number on running board.



(Left to right): h/s 1882 (1960); r/s 2025 (1949); r/s 2035 (1950)).



((Left to right): r/s 2065 ('54); h/s 2065 ('56); Backup light bulb ('48).

Tender Shells

The various tender shells used by Lionel during the postwar era have been reproduced. Although some are permanently marked as such, most are not. Some that are marked have either “R.W.G.” or “Made in Korea” stamped inside the shell, while others have removed the name Lionel from anywhere on the shell.

However, whether the reproduction shells are marked or unmarked, most have two things in common – they’re usually not painted, and also shinier than originals. These are important clues to remember.

Therefore, you need to know if original Lionel tender shells came painted or unpainted, and any other of their identifying features. The various postwar Lionel reference guides, especially *Greenberg’s Guide to Lionel Trains, 1945-1969*, would be most helpful in that respect.

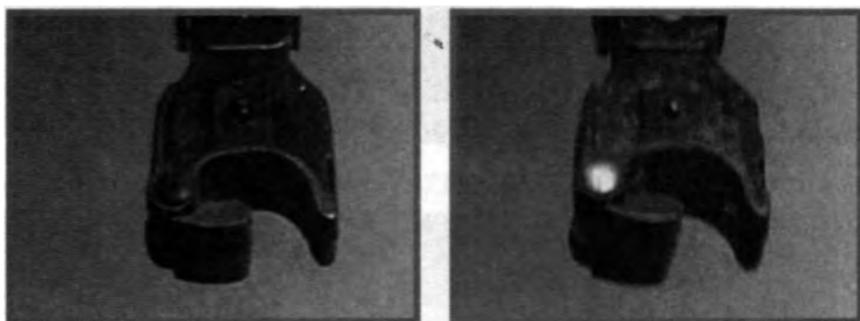
Finally, some early 2671W tenders (usually with a clear plastic whistle housing) came equipped with backup lights that fit the three openings in the rear of the tender. The middle light was hit with red ink, and the light bracket attached to the rear (see last photo this page). Madison Hardware sold original backup lights through the early 1980s, but the contact wires were too short and the red ink wasn’t applied.

(continued from page 68)

General Information

All passenger cars made in 1955 had black knuckle pins. During the following year, unstriped aluminum cars had black pins until a transition occurred with the carryover of Congressional cars, as shiny knuckle pins were also used.

Any aluminum passenger cars cataloged after 1957 that has a black knuckle pin obviously has had its truck(s) or frame changed. Please make a note of it!



(Left): The knuckle coupler for this 1955 Congressional car has a black knuckle pin. (Right): This 1956 version has a shiny pin.

The 1955 and 1956 Congressional cars had Tuscan red stripes with gold lettering. Lionel applied that lettering in such a way as to cause an indentation in the stripes that resembles heat-stamping. Original replacement stripes were made the same way, with the exception that some brown ones lack the indented lettering.

The Canadian Pacific cars had chestnut stripes with gold lettering. Lionel applied that lettering in such a way as to cause an indentation, thereby resembling heat-stamping.

The Santa Fe cars had red stripes with silver lettering, but Lionel altered the striping process so an indentation was no longer caused. The Presidential cars had gold stripes with black lettering, but few differences emerge between the cars cataloged in the various years.

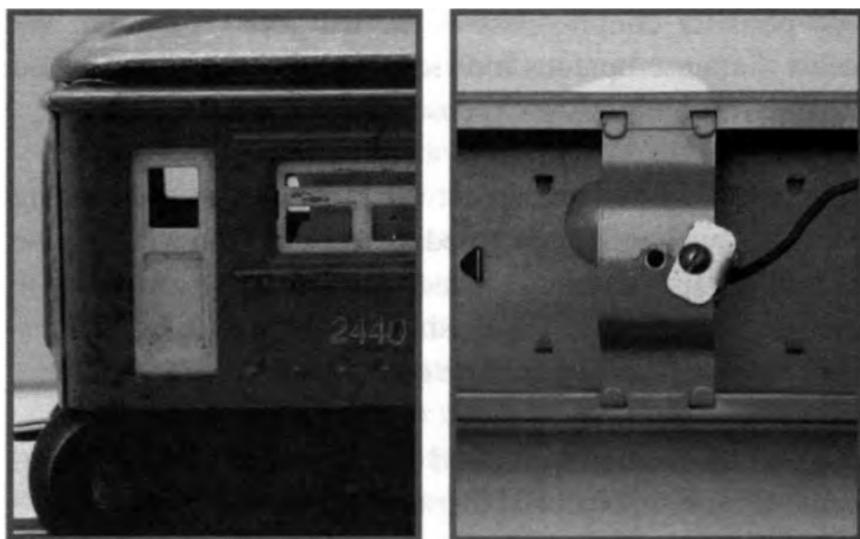
B. 1800 Series of General Cars

These old-time plastic cars were heat-stamped. To date, alterations have not been reported.

C. 2400 & 6400 Series of Tinplate Cars

In 1946, the 2400 series cars were rubber-stamped, but heat-stamping was also used during the last run. The 2400 series from 1947 and 6400 series introduced in 1948 were heat-stamped. Repainted cars have silk-screened or dry-transfer lettering, and aren't that difficult to recognize.

When only the roof has been repainted, differences appear between its color and condition and those of the car-body. Check as well for bent or chipped tabs, where the accent pieces are attached to the frame (see photo below).



(Left). The exterior of this 2440 from 1946 shows plenty of wear. (Right): However, its interior still looks great because it hasn't been touched. Notice the tabs aren't bent or chipped, which suggest (a valuable clue) that they haven't been removed or repainted.

D. 2400 Series of Plastic Streamliners

These cars were heat-stamped; repainted models tend to have silk-screened lettering and numbers.

Reproduction roofs were made, but known examples were marked with the manufacturer's name.

E. 2600 Series of Plastic Heavyweight Cars

These cars, known as Irvington or Madison cars, were made from compression-molded plastic. They had heat-stamped lettering, whereas the repaints usually are silk-screened or-use dry transfers.

(continued from page 100)

But most of the items described in this chapter have different origins. They were created with the intention of deceiving collectors into believing that these were rare items from Lionel's engineering department or assembly lines that somehow made their way out and into the arms of the person selling them.

These methods of deception are nothing short of criminal. Using chemicals to alter colors, faking the stamping on cars, removing paint and then adding another shade, substituting odd parts for common on - the list goes on and on. We know that unscrupulous individuals will continue to try and make a fast buck at the expense of trusting collectors.

Short of giving up on postwar Lionel trains and moving on to snowboarding or breeding eels we have only one choice. Each of us must expand our knowledge and exercise greater caution when purchasing collectible trains, particularly those advertised as "rare and unusual".

The information contained in this chapter and its companions represents a solid beginning to broadening what we know. You are responsible for using this information wisely to avoid being defrauded of your hard-earned money.

One More Thing (a never-ending story)

As the TCA Handbook was going to press, we became aware of repainted platforms (6812-6) for the 6812 Track Maintenance Car. Since original platforms weren't painted, this shouldn't be a problem. Also, the bottom of each original platform was stamped "PART NO. 6812-8". The known reproductions were made without the Lionel part number.

Another item is New Lionel's reissue of the postwar airplanes. Although the 6500 colors are off, the 6800 are almost a perfect match (at least each uses four wing rivets).

Even so, the bottom of each airplane has the four lines of original Lionel Corporation data - New York, N.Y. Naturally, we are a bit confused. We thought the Lionel LLC factory was still in Mount Clemens, Michigan!

EPILOGUE

Now it's your turn! Everything you've read in the previous 13 chapters represents hard-earned knowledge gained over the past 30 years. We gladly shared this information in hopes of preventing you from spending money on what are misrepresented as original Lionel items. Counterfeits and frauds, such as repainted and relettered trains not identified as such, unmarked reproductions, and the like, undermine the credibility of collectors and dealers. Buying faked items robs us of the pleasures of collecting postwar Lionel trains.

The next step, however, belongs to you - dealers, manufacturers, and collectors. As vital parts of toy train collecting, each of you has responsibilities that relate to protecting the integrity and building the future of this wonderful hobby.

Dealers: We look to you to sell as original Lionel parts and trains only those items that you can verify as such. No longer is it enough to claim you don't know the source of what you're offering or that you don't owe your customers anything. After all, we can trace virtually every item mentioned in this handbook - whether it be an original or reproduction, a repaint or fake - to its original source. So can you!

Manufacturers: Whether you're making small quantities of parts in a basement or huge runs of completed products in a factory, we need you to mark your products clearly and openly so that no one can mistake them for original Lionel items. No matter what you call your products - reissues, reproductions, or updates - you have the obligation to label and market them as a recent production of something originally made between 1945 and 1969 and nothing more.

This obligation has its greatest impact on firms bringing out new versions of items originally produced by Lionel during the postwar era. MPC/New Lionel have "reissued" various items, and MTH and Williams have "reproduced" other ones. These companies need to ensure that today's collectors and those a generation or two in the future cannot confuse what they make and sell with original Lionel pieces. Adding identifying marks in prominent locations is essential to preventing confusion and avoiding fraud. When Lionel LLC added the P/C/S, they marked almost all entries with "PW".

Collectors: To start, please be aware that none of us, regardless of how much experience and knowledge we have accumulated, could compile a guide that covered every part that has been reproduced or item that has been faked. This fact should be obvious, especially in light of how many new reproduction parts hit the toy train market each year and how many reissues of postwar models come out. In other words, this handbook is neither perfect nor complete; it is a first step.

For other steps, we look to you, the thousands of TCA members who attend train meets, visit hobby shops, search the Internet, and purchase parts and trains. You are constantly gaining information about reproductions, frauds, reissues, and so forth. You can expand our base of knowledge so that we, the people who enjoy this hobby, stay ahead of the individuals who, intentionally or otherwise, harm it. We need your vigilance. This is how you can be of assistance:

Please report any new reproduction items, especially those not marked as such. Please report any reissued items, especially those that can be confused with prewar or postwar originals. Please report any information in this book that may be wrong, incomplete, or unclear. Please report any models being faked that were not described in this edition.

Collectors: You need to make this handbook the beginning of an ongoing effort to expose and eradicate the creation and sale of improper-reproductions and reissues. Send to us what you learn or what you want to know. We will publish that information in future issues of the Train Collectors Quarterly and incorporate them into further editions of this handbook.

Write to: Train Collectors Association
 c/o Standards Committee Chairperson
 300 Paradise Lane
 P0 Box 248, Dept F & F
 Strasburg, Pennsylvania 17579

Only with your cooperation can we ensure the well-being of the hobby of collecting and operating vintage toy trains into the 21st Century.

WORDS OF WISDOM

From the TCA Standards Committee

As noted throughout this handbook, unmarked reproduction parts, inadequately labeled restorations, chemically altered items, and other frauds are undermining the integrity and destroying the pleasures of collecting postwar Lionel trains. What can you do to protect yourself? Read this handbook!

Prepared by Joe Algozzini, widely acknowledged as an expert on postwar Lionel, this handbook tackles these difficult issues to provide our membership with a resource that will make purchasing original Lionel trains and accessories safer and more enjoyable.

This handbook represents the start of an ongoing campaign to gather knowledge about distinguishing originals from reproductions and reissues. It is one tool among many that are essential to safeguarding the integrity of our hobby.

Be sure to use this handbook while consulting experts and other reference materials to protect yourself against buying counterfeit items at the price of originals. Know the person(s) selling to you and find out whether they will stand behind their product. When in doubt, you can always walk away.

If we work together, we can strengthen toy train collecting for many years to come.

