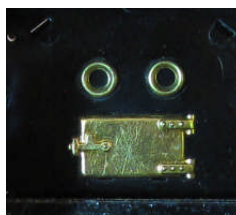


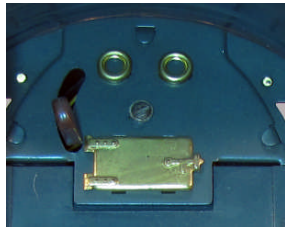
Lionel Class Era Steam: 384, 385, 390, 392, 400

Classic Steam Data Collection Form. Version 1.7

1. Reporter names _____ Date: December 26, 2012 6 pm
2. __384, __384E, __385E, __390, __390E __392E, __400E, __1760, __1770, __1770E __1835E
3. Collection _____ Collection reference no. if any ____
4. Cab plate: __black 384, __red 384E, __black 390, __red 390E, __black Ives 1760, __red Ives 1760E, __black Ives 1770, __red Ives 1770E, __L in circle, __LL in brass keystone __LL in nickel keystone
5. Boiler color: __black, __lighter blue, __blue, __darker blue, __green, __dark green __light gunmetal, __dark gunmetal, __crackle black, __other color ____
6. Frame color: __black, __lighter blue, __blue, __darker blue, __dark green, __light green __light gunmetal, __dark gunmetal, __other color ____
7. Frame edge color: __black, __orange, __cream, __lighter green, __green __blue, __darker blue, __light gunmetal, __dark gunmetal, __red, __other color ____
8. Pilot: __part of frame __red, cast iron with slot, __blue, cast iron with slot, __red, stamped steel,
- 9a. Pilot wheels: __2 red, spoked; __2 black spoked, nickel rim; __2 blackened spoke, nickel tire, __2 black spoked, blackened rim; __2 black solid, __2 red solid, __4 red, spoked, __4 red solid; __4 black spoked, nickel rim; __4 black spoked, blackened rim; __4 blackened spoke, nickel tire, no rim
- 9b. Pilot truck finish: __black, __blackened, __nickel,
10. Trailing truck: __none, __2 red, spoked, __2 black spoked, nickel rim, __2 black spoked, blackened rim, __4 red, spoked, __4 red solid, __4 black spoked, nickel rim, __4 black spoked, blackened rim
11. Four drivers with spokes: __red, original; __red, reproduction; __black with nickel rim; __black with blackened rim; __black, no rim, no tire, __other _____
- a. If Lionel replacement, __black spokes, blackened rim; __other _____
- b. If reproduction: __4, __2 on gear side, __2 on brush side, __other _____
13. Cab interior switches: __none, __chugger, __other _____
14. Cab interior decoration: __Type 1, __Type 2, __Type 3 __Type 4 __Type 5 same as Type 4 with lever, __T6 chugges knob 400E __T7



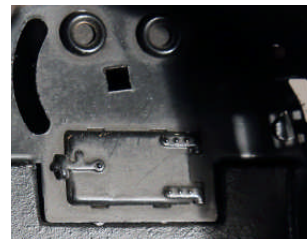
T1, 390 black



T2, 385 gunmetal



T3, no slot, black 1835



/T4, slot, black1835

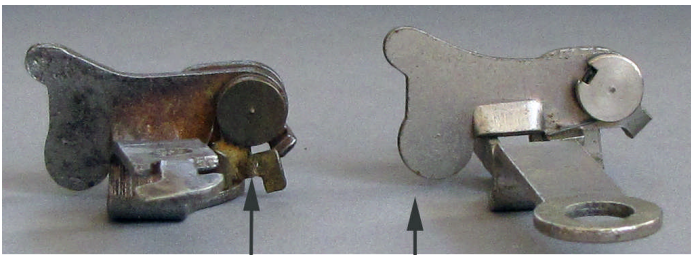


T7, no slot, gunmetal 385

Lionel Class Era Steam continued, p. 2

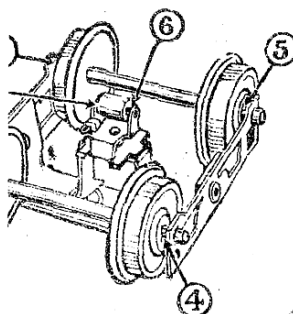
- 15a. Pickup assembly types. (photos page 3). ___Type 1, ___Type 2, ___Type 3, ___Type 4, ___Type 5
- 15b. Pickup assembly, number of studs: ___0 ___1, ___2.
16. Motor types (See pages 5-7 for photos) ___Type 1, ___Type 2,
17. Stack, sand and steam dome finish: ___copper, ___brass, ___nickel, ___blackened ___other

18. 384, 384E 390, 390E, 392E, 400E large pipe on side: ___brass, ___copper, ___blackened
19. Reverse unit: ___manual, lever on lower side; ___manual lever in front of motor (384) ___pendulum reverse, lever _____; ___modern E unit, lever through top of boiler; ___modern E unit, lever under ___
- 20a. Boiler handrails: ___fastened by brass clips, ___fastened by nickel clips, ___turned brass posts, ___turned black posts, ___turned nickel posts, _____
- 20b. Boiler handrails: ___brass, ___blackened, ___nickel ___other _____
21. Boiler bands: ___none, ___brass, ___copper, ___gunmetal ___nickel, ___blackened copper ___matches boiler color _____
22. Windows: ___brass, ___green, ___cream, ___nickel, ___blackened
24. Tender: ___not available, ___unmarked, ___384T, ___385TW (chugger in loco whistle in tender), 385W, ___390T, ___390X, ___390TX, ___392T, ___392W, ___400T with whistle, ___400 no whistle ___1835T,
25. Tender coupler: ___T2, ___T3



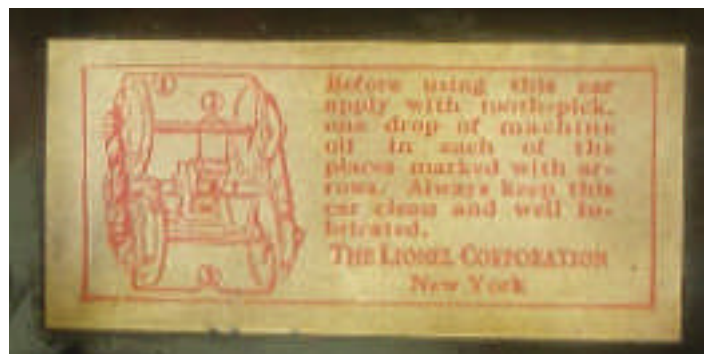
Type 2 with brass spring retainer

Type 3 with notch in rivet



**BEFORE USING THIS CAR
APPLY WITH TOOTH-PICK,
ONE DROP OF 3-IN-ONE
OIL IN EACH OF THE SIX
PLACES MARKED WITH
ARROWS. ALWAYS KEEP
THIS CAR CLEAN AND
WELL LUBRICATED.**

**The Lionel Corporation
New York**



26. Tender oil label types: _____Type 2 (above) _____Type 3 (above)
27. Tender color: ___black, ___crackle black, ___blue, ___gunmetal-light, gunmetal-dark ___dark green, ___light green
28. Tender pickup rollers: ___0 ___1, ___2.

Lionel Class Era Steam continued, p. 3

Pickup Assembly Plates



Type 1, "Bild-A-LoCo", gold plate, gold lettering, studs with holes for cotter pins, gold finished bottom assembly. The plate was introduced in 1928 with the Bild-A-LoCo motors, one year before the 390. Source: 390E black, orange stripe, Clement Collection, Ref. 2340



Type 2, "Bild-A-LoCo", black and gold plate, two lines of type below gold band, studs with holes for cotter pins, gold finished bottom assembly. Source: 390 with black frame edge, Warrington Collection



Type 3, "Bild-A-LoCo", three lines of type below gold band, studs with holes for cotter pins, gold finished bottom assembly.. Source: 392 black body, copper domes, Riley Collection, Ref. 392-1



Type 4, "Bild-A-LoCo", three lines of type below gold band, no studs, nickel finished bottom assembly. Source: 400E blue body, copper domes, Riley Collection, Ref. 051



Type 5: "Standard Locomotive" rather than "Bild-A-LoCo", three lines of type below gold band. Trucks fastened by wavy washer rather than cotter pin, nickel finished bottom assembly.. Why did Lionel change the wording? To solve an electrical connection problem, Lionel soldered the pickup assembly connection. This change meant that the motor was no longer a Bild-A-LoCo motor. Source: 385 gunmetal, nickel domes, black drivers. Clement Collection, Ref. IMG 2316. Also found: 392 light gunmetal, Gordon Collection, Ref. 009



Type 1: Black sans serif lettering (Lionel 384E)



Type 2: Black serif lettering (Lionel 385)



Type 3: Brass letters on black background (385 tender)



Type 4. Nickel letters on black background (late 385)



Type 5: Thick gold serif letters black background (400E)



Type 6. Thick silver serif letters on red background



Type 7: Ives 1770, black letter, brass background

Continued on next page

29. Tender side plate: ___Type 1, ___Type 2,
___Type 3 ___Type 4, ___Type 5, ___Type 7

30. Boiler front number plate: ___red lettering, white
background. ___white lettering, black background

31 Tender trucks: ___no tender available
___ six wheel trucks. Or check type below.

200 Series: ___T1, ___T2, ___T3, ___T4

T1: 1924-26, no spreader bar, 8-32 screw attachment

T2: 1927-28, spreader bar, painted spreader ends, stud
with hole for cotter pin, axle ends not swaged

T3: 1929-34, spreader bar, unpainted spreader ends,
stud with hole for cotter pin, axle ends not swaged

T4: 1935-39, spreader bar, unpainted spreader bar ends,
stud for 0 clips with radial cut, no hole for cotter pin.

500 Series ___T1, ___T2, ___T3, ___T4

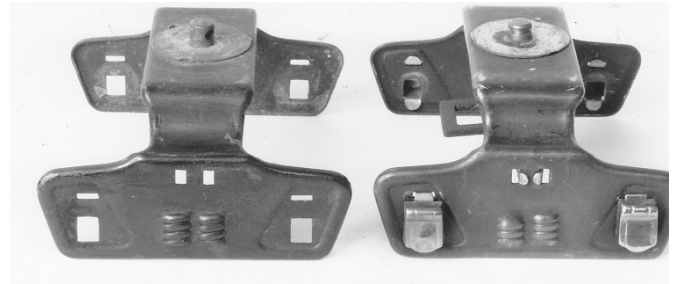
T1: 1925-26, large rectangular hole in side panel, no
spreader bar

T2: 1927-28, two small rectangular holes in side panel for
spreader bar. Spreader bar with painted ends.

T3: 1928-30: two small rectangular holes in side panel
for spreader bar. Spreader bar with unpainted ends.

T4: 1931-34: two small rectangular holes in side panel
for spreader bar. Spreader bar with unpainted
ends. Springs on side frames are now angled to bottom
of the truck and are more compressed as if the car were
full.

T5: 1934-39: similar to Type 4 but mounted method
changes from stud with hole to a stud with a radial
groove cut into the side of the stud..



500 Series trucks Type 4 (left) and Type 5 right. Both
have small rectangular holes above the springs for fas-
tening the spreader bars. The spreader bar is missing
from the left truck but appears on the right one. Both
have slightly angled springs on their sides; the major dif-
ference between the two is the mounting stud. Type 4
has a hole in the stud; Type 5 has a radial cut in the stud.

32, Tender truck journals: ___ nickel, ___ brass,
___blackened

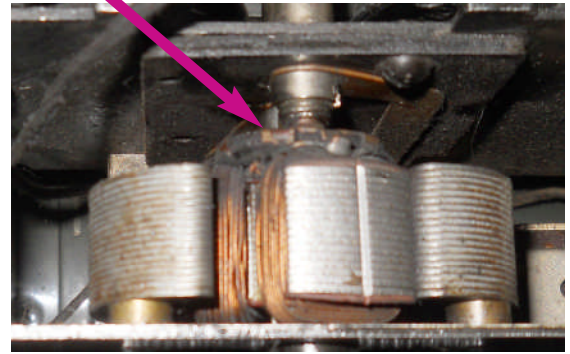
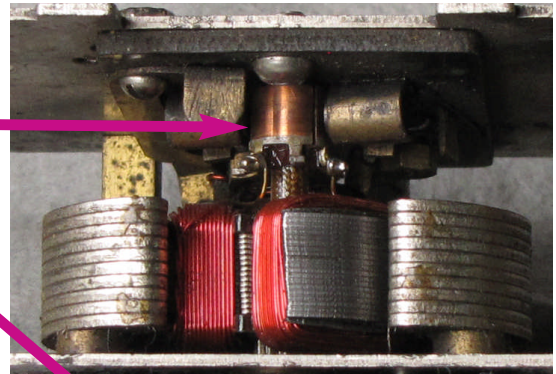
Motors



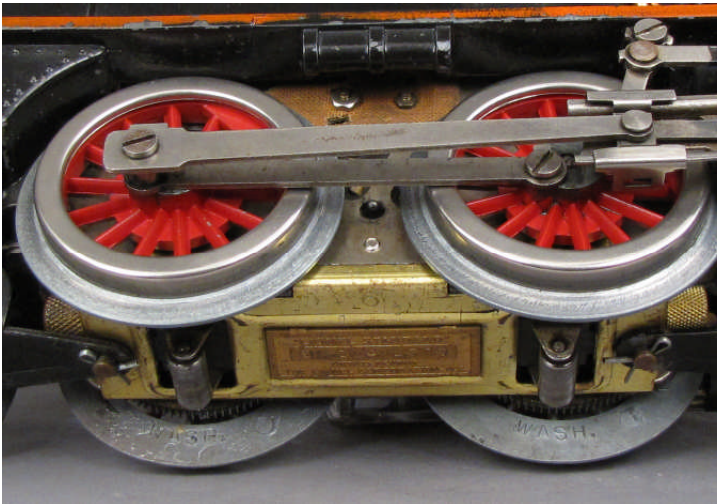
Type 1 Motor, left side,
gear cover.

Drum style commutator

Disc style commutator



Upper: Type 1 Bild-A-Loce motor showing the drum style commutator. The armature has been rewound with bright red wire. . Lionel replaced the drum style commutator with a disc style commutator, creating more space between the motor sides. Lionel used this space to increase the size of the armature and field to increase the power of the motor.
Lower: Type 2 motor with disc commutator that created more space for a larger armature and field. The Type 2 motors with larger armatures and fields drew more current than the Type 1 motors. The contact assembly between the pickup assembly and the motor included a spring which sometimes failed from the higher current. Lionel replaced the contact assembly with a soldered wire for some Type 4 pickup assemblies and likely all Type 5 pickup assemblies.. Lionel then changed the pickup assembly information plate from Type 4 Bild-A-Loce Locomotive to Type 5 Standard Locomotive.



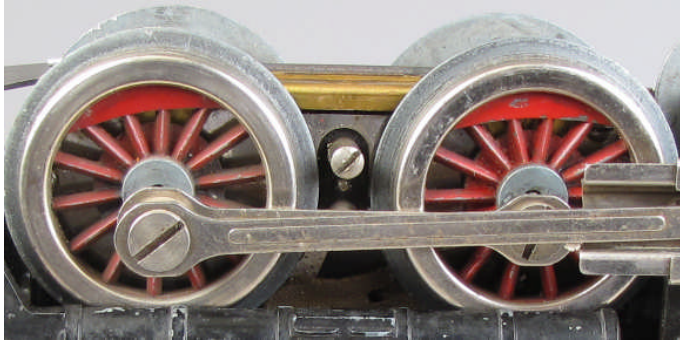
Type 1 Motor, right side with brushes, drum commutator, Type 1 Motor Pickup assembly, 390 locomotive. .
On Type 2 motors, brushes were on the left side.



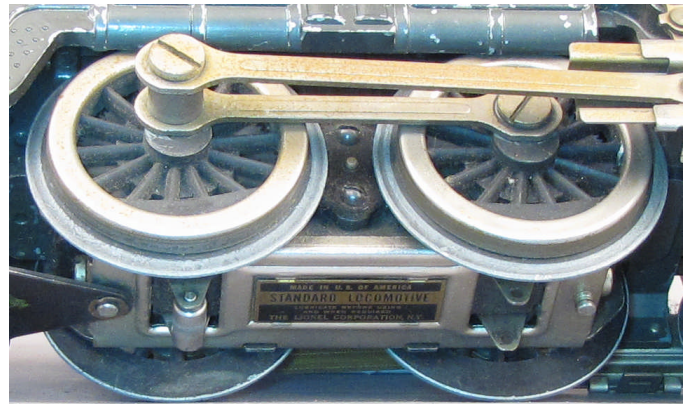
Type 1 Motor, right side, brushes, drum commutator, manual reverse lever, 390 locomotive

Lionel Classic Era Steam continued, p. 6

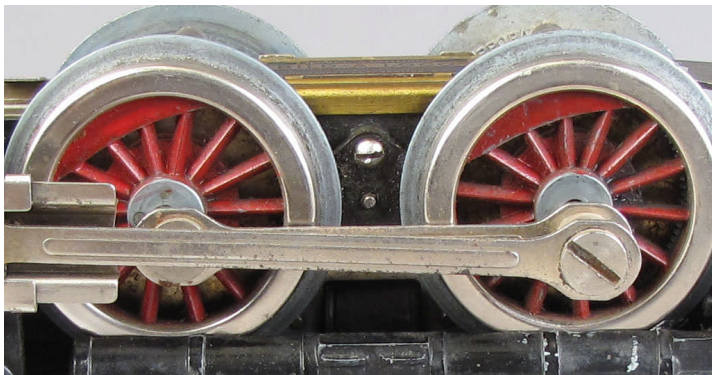
Motors



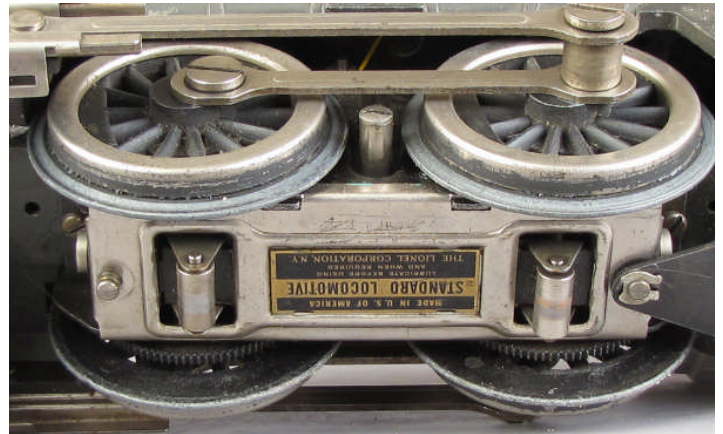
Type 2: motor left side, brushes holders, disc commutator, brass pickup assembly, Riley Collection, Ref 392-1, black 392



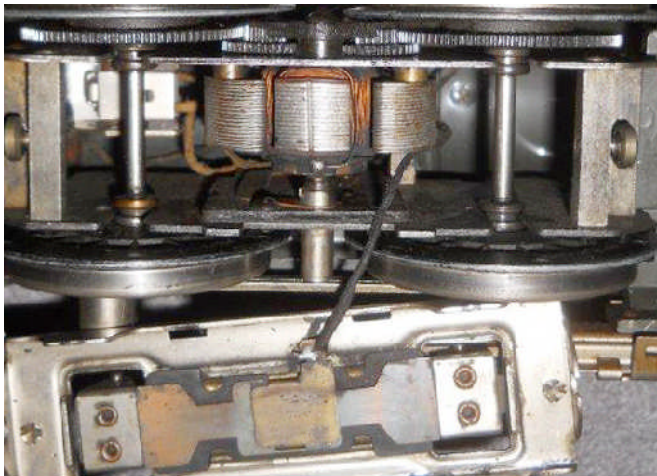
Type 2: motor right side, dark gear cover, two studs with indented area, nickel finished pickup assembly with Type 4 identification plate: Standard Locomotive., Ref. 392 gunmetal, nickel domes, stack, black spokes wheels, .



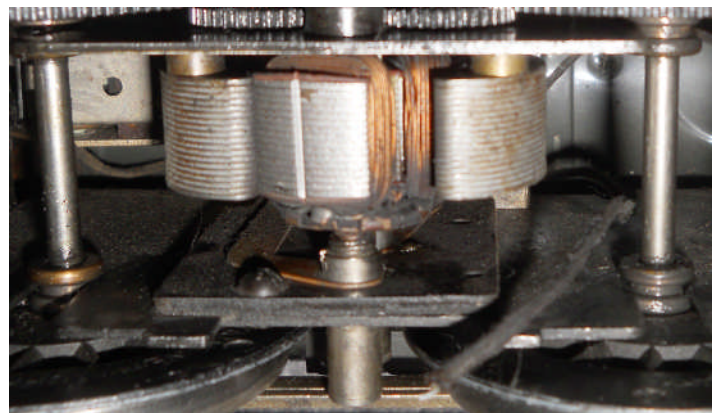
Type 2: motor right side, dark gear cover, brass pickup assembly, Riley Collection, Ref 392-1, black 392.



Type2: motor left side, brush holders, nickel finished pickup assembly with Type 5 identification plate, disc commutator, two studs with indent for retaining washer. No holes for cotter pin, Riley Collection, Ref.392-2, 392 gunmetal, black spoked wheels.



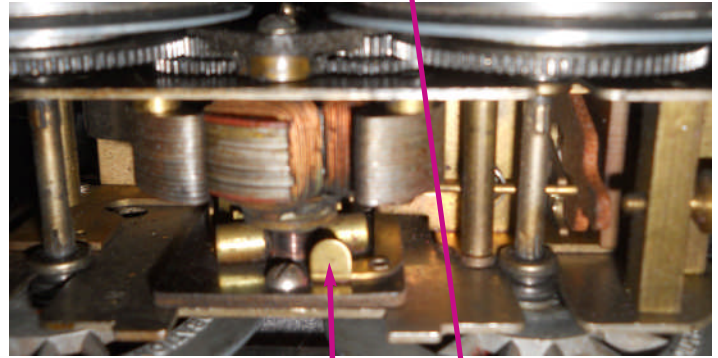
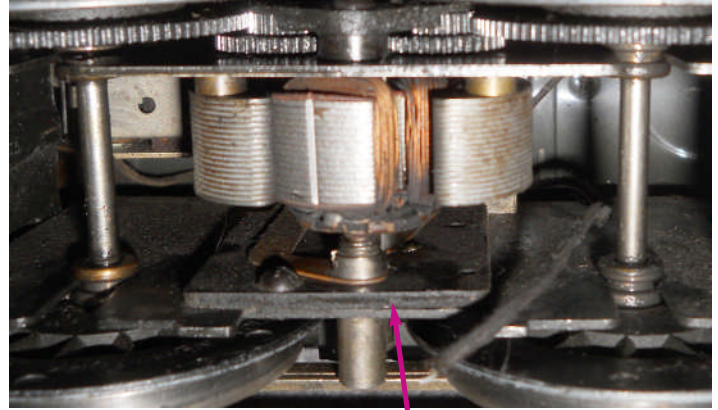
Type 2 motor with Type 4 Pickup assembly that is nickel finished and marked Bild-A-Loce, 3 lines of type below gold band, studs with holes for cotter pins. For some Type 2 motors, Lionel discontinued the use of the subassembly to make contact with small plate because the spring in the subassembly collapsed from the heat caused by the larger load for the larger motor.. Current is carried by the wire soldered to the pickup assembly and fastened to a terminal inside the motor. C. Clement Collection, gunmetal 385 with copper finished top trim.



Type 2 motor: Note the increased size of the armature and field made possible by the disc commutator which takes up less space compared to the drum armature.



Type 2 Motor from gunmetal No. 392E Locomotive with full nickel trim, Type 5 nickel pickup assembly that is not marked No. 6 as are earlier assemblies. The pickup assembly name plate is marked STANDARD LOCOMOTIVE not BILD-A-LOCO. The studs have slots for the floppy washers.

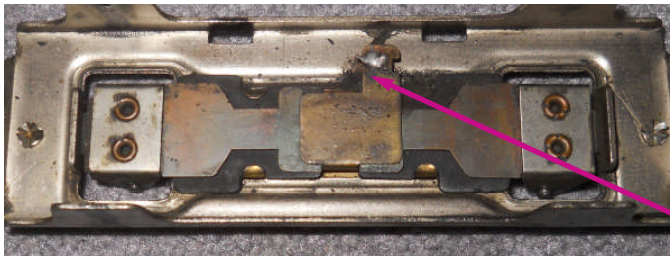


Contact plate. No contact plate

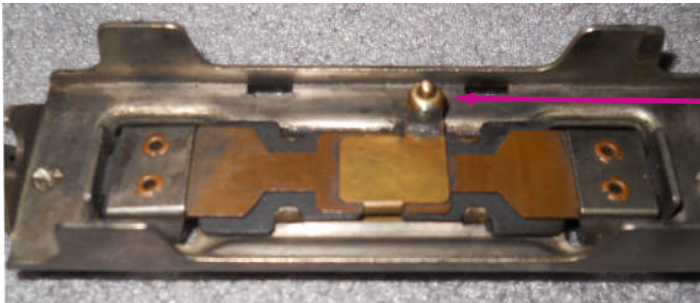
Top: Type 2 motor: Note the absence of the contact plate for the subassembly contact. Bottom: Type 1 Motor with contact plate.



Type 5 nickel finished pickup assembly with pickup plate label "STANDARD LOCOMOTIVE"



No contact subassembly



Contact subassembly

Upper: underside of Type 5 nickel finished pickup assembly. This type does not have the contact subassembly that makes electrical connection with the small plate that is riveted to the brush holder assembly. **Lower:** Type 1, 2 or 3 assembly with contact subassembly. The subassembly consists of a brass tube fastened to the underside of the assembly by soldering as well with two fold over securing tabs. Inside the tube is an entrapped spring and a cup. The cup actually contacts the small plate described that is riveted to the brush holder assembly. The brush holder assembly is fastened to the motor side frame.