

All Train Sets of the Blue Era (1966 - 1979)

Sets sorted by number

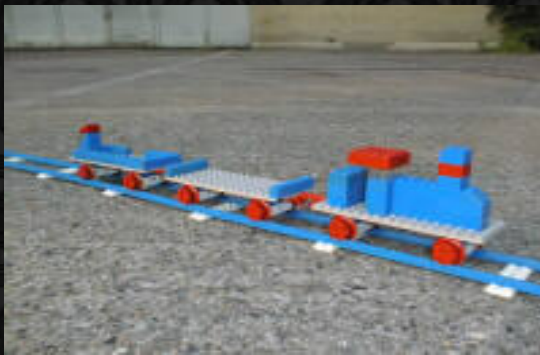
Click on any image to get a larger picture

080:



This train was part of the basic set **080** from 1966 and it is identical with the set 114 push along train. In 080 there is no paper building instruction for this train, but the train is single packed in a box within the 080 box. On this box the instruction is given on one of the longer narrow sides as a black and white print.

111:



In 1966 Lego® invented their trains. This is the first train set ever released by Lego®. It was numbered as **111**. The set could be motorized by adding set 102: 4.5 V motor with batterie box. Nearly the same combination was sold as set 115 "Starter Train Set with Motor" in the same year.

NOTE: the hook couplings exist in two versions: as 2x2plate

with eye (or hook) and as 2x4 with eye (or hook). My theory about these is: first there have been possibly all sets with 2x2 couplings (080, 111, 112, 113, 114, 115). Then Lego noticed the problem with bricks falling apart too easily and they invented the more sturdy 2x4 ones and put them at least in the updated 112, 113, etc sets. But possibly some trains have never been produced in a second way... Any input on this topic is welcome!

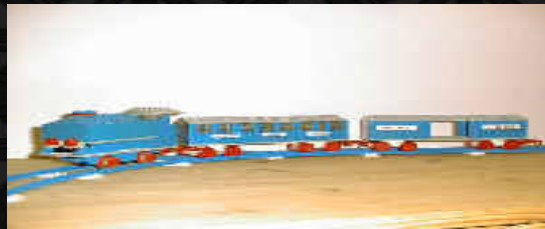


112:



This powerful steam engine was the first motorized engine by LEGO®. It came out with the set number **112** in 1966. With its hook couplings and the battery box as heavy ballast on the driven wheels it's LEGO®'s strongest engine ever! And here comes additionally information (really surprising in my eyes!): a Co-AFOL here in Germany found a sealed **101** set (battery box only). He opened it and out came a blue box with a definitely WHITE bottom part! So even if no one has ever found a 112 (or 111, 113) with any white parts like the motor framing plate, maybe they have existed as well? At least they existed as prototypes for catalogue pictures in the mid-sixties.

113:



This is very first motorized train set from 1966. The same blue steam engine as in set 112 above. The only difference is the missing front coupling of the **113** engine. Very rare parts are the printed bricks with 'Hamburg', 'Basel' and 'Genova' and 'Post'.

As now known for sure, there have been 2 versions of the 'Post' bricks: the others have an old-fashioned horn beneath the letters (as given in [Clark's gallery of printed bricks](#)). Such a train is to be found in perfect condition in a toy museum in Mechelen/Belgium. (Sidenote: the UK version of the 113 has had 'London', 'Manchester', 'Glasgow' as train destinations and 'Royal Mail' instead of 'Post'.)



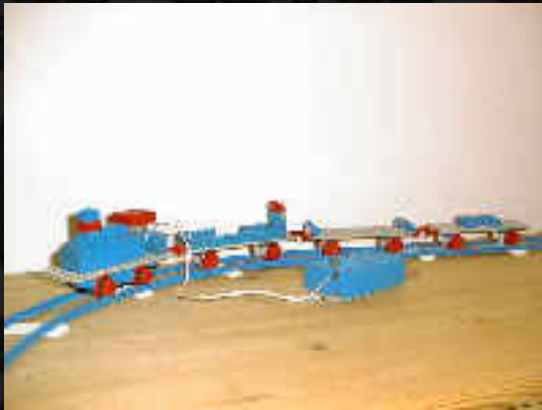
The 1x2x1 transparent bricks in the picture on the left are probably the only correct version: all 'perfect' 113 models (I have ever heard of) have had the bricks without center cylinder inside - in that condition the set is stored within the LEGO® archive in Billund as well. The set included hook couplings of both types: with 2x2 and with 2x4 plates. (Footnote *)



114:



This small and very primitive train has the set number **114**. It's kind of a narrow gauge train. In 2004 Stefan Gustavson from Sweden published a building instruction (so this paper really exists, which was doubted for long time). It comes without number, but Stefan still remembers about getting this train in 1968 (bought at Kastrup International Airport in Copenhagen/Denmark). Surprisingly the instruction includes written text in Danish and Finnish language, so it might have been sold only in these countries. The pictures tell how to motorize this small train and they show hook couplings with 2x2 studs plate while Stefan's set actually had 2x4-plates.

115:

(=> compare with **080** above for more info).

In general very similar to set 111, but this train is motorized ("Starter Train Set with Motor" **115** from 1966). It's the only set, which comes with a handheld battery box. But the third wagon might have been meant to carry the box when the player is tired to run after his train.... Take a closer look at the cable contacts: they really had no electrical isolation in these early years.

Set 115 has not been available all over Europe. There are some nordish catalogue pictures, the set appears now and then in the Benelux countries and it is printed in Austria's 1966 catalogue.

Hint:

Since the 115 building instruction is still unpublished in brickshelf, there has been a wrong picture at this page for quite a long time. At last I got a scan from a Co-AFOL from the Netherlands and was able to publish a corrected picture.

116:

Starter train set **116** from 1967 was the first black steam engine and has one of the rare high type 4.5 V motors and battery boxes like the ones from set 102 but in black. (Notice: at least in Belgium the 116 train has been in the catalogue in an updated version with 103 motor, spoked wheels and magnet couplings. Same couple has been in some international catalogues as set 127 but I doubt, it has ever been available here. All sets 127 - I ever have heard of -

have been located in the UK.)

Additional note on 116:

This set has been sold in at least 2 versions: the first as seen above, a second has had spoked wheels, motor and batterie box in set-103-style and as a special highlight this later version has had goldprinted bricks with the number 116 on them (and again of these gold bricks there exist at least 2 version: center 116 print and print out of center).

For the windows of the passenger coach it seems there have been used both brick types: those 1x2x1 with center cylinder (the one in the LEGO archive in Billund is of that type) and those without. The hook couplings of 116 have been changed as well (see footnote *).

117:



In 1967 Lego® brought out this **117** steam engine without motor which was the first engine in a more realistic shape and colour.

Note on 117:

The 117 has been sold in two versions. First with hook couplings and 4-stud-wheels, later like seen in the picture above).

118:



This picture shows number **118** Electronic Train from 1968. This engine is quite similar to the later 138, but it uses the characteristic old type motor and batteriebox as they were

still in use 1968 when this set was released (but in fact a very special one - the red dot marks where to attach the red plugs). You can control this train and let it drive forward and stop again by whistling in a certain high tune. That specific whistle lies in front of the track. Find out more about that electronic on the [motor history site](#).

Note on 118:

As all the other sets with the black 102 type motor, the 118 set has been sold as a updated version also. But only in this special case the second version was concerning just the batterie box, which got updated, while the motor left unchanged in the second version. The white microphone got modiefied too: the picture on the left shows the first version, the [picture of 138](#) the later version as also used in 118.

One of my favorite sixties sets: The 4.5V Prairie Train (**119** from 1968). I love the design of the waggons and the engine with its rail guard is great as well. A special piece of this set is the polarity changing switch (sold separately as **157**) underneath the batterie box (first type with grey bottom). The engine has another switch mounted at the downside: it stops the train, when it runs along a signal with 'trip switch' in 'stop'-position. Two of those signals where part of the 119 set as well as a point and a level crossing.

Note on 119:

First version like seen in the picture above, later with the



119:



103 motor and batterie box and spoked wheels. You will find both building instructions uploaded at brickshelf. The level crossing of 119 has been a special one: it has not the free middle for 12V conductor rails, but is to be used with 4.5V track only.

120:



This nice little train is from 1969. It has the cute gold printed set number (**120**) on its side and was called 'Complete freight train set with tipper trucks'. There have been included two of those tipper trucks, but there was the possibility to buy more of them separately as set 125. This was the first set with the 'new' spoke design wheels.

122:



This steam locomotive with tender (set **122** from 1970) was the last one which used a grey motor baseplate. Except from the gold printed number bricks there is nothing exciting about this model. The design is quite similar to all other engines of this time, only the use of transparent bricks in this amount is a little different.

123:



Here is the first Lego® passenger coach (set **123** from 1969) which was to be bought as a single wagon. It has in difference to



engine 727 no stickers, but printed bricks with the 'INT. EUROPE' logo. They are quite rare these days too.

124:



First goods-wagon by Lego®; numbered as set **124** from 1969. Like many old blue bricks, these ones have also become some stained, but that gives this model only a more realistic appearance of an used freight wagon.

125:



This is the tipper truck from set **125** (1969). It was also used in the train set 120, but has a different colour (here red, in 120 in black) of the 2x4x1 brick above the wheel holders.

126:

Another push along steam engine. But in comparison of the earlier 117 and the later 133, this one (set **126** from 1970) has got nice gold printed bricks, like all the other trains from that time too.

127:

Train set **127** (1971) is just an updated version of 116. It has magnetic couplings, spoked wheels and the new type of motor and battery box (like from set 103). This set has been sold just in one year and not in every country. As one can find in the brickshelf scan of the belgium catalogue from 1971, the 116 has been still available there in 1971, but with updated spoke wheels etc....

128:

In 1971 there was invented this first primitive crane waggon (**128**). It's one of the first waggons with the new one-part-chassis; kind of juniorization in the early seventies.....

Note on 128:

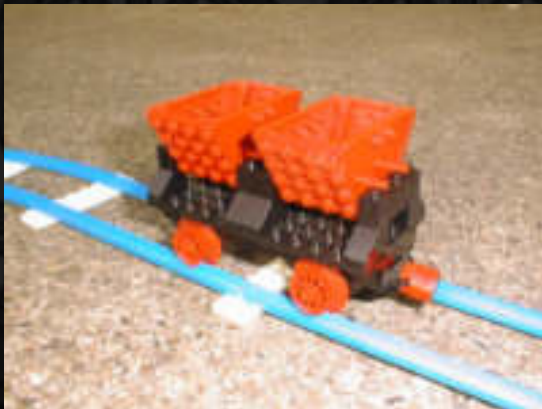
A first version of this set did not use the one-part-cassis, but

was built out of groundplate and separate magnet and wheels.



Another note on the year **1971 changes**: it is proven by a opened MISB-sets (Mint In Sealed Box) set, that till at least 1971 all axle pins have been of **brass type**. Later till the end of the 70ies all sets came with **aluminia type** axle pins.

130:



Set **130**: wagon with double tipper from 1972

131:



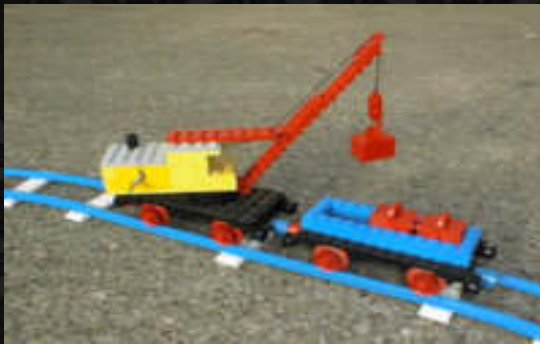
This was LEGO®s second attempt of a passenger coach (set **131** from 1972). It's a little similar to the waggons of 119 prairie train, but in a totally different colour scheme. Rarest parts of this set are the red fence doors in 3x1x2 studs. As one can see easiely the wagon in this picture has even it's stickers in good condition.....

132:

"Port Crane and Flat Wagon (**132**)" from 1972. Part of the crane are two transparent sloped bricks in 1x2x1. The printed bricks on this wagon are the same as used in set 124 (see above).

133:

The next generation of push along engines: the set **133** from 1975 uses the nice yellow rods. This one has even its old stickers applied since its first days then.

134:

Another early crane wagon in a couple with a flatbed, the set **134** from 1975. But no printed bricks any longer...



136:



Here is the first tanker wagon (set **136**, 1975). It was the first in a long line of further shell and later Octan tank wagons.

137:



This **137** sleeping car from 1975 seems to be one of the often sold sets of the blue era, since you can find it quite often in eBay auctions.

138:



The electronic train **138** from 1969 was a highly expensive train those days, but it has a great feature: it starts to work when a whistle is blown, but nearly all kind of loud noise will do the same. Then it starts to drive in one direction, after a second whistle it stops again. A long signal makes it

drive rearwards and next makes it stand still again. A very special part of this rare set is the transparent electronic block, which was sold also as set 139 in combination with the white microphone (here on back of the the tender). The cable with the red plugs is used just in this set (preliminary set 118 uses similar, but singulary plugs. Only the later original plugs should have the 'Lego' logo visible) The outlets on the electronic block and the microphone have dots in blue and red to mark the right cable assembly. Above you can see the blue point on the white microphone quite well. (But the red dot on the battery box is missing). If you like to learn more about that electronic, please visit the [motor history site](#).



147:



Set **147** from 1976: 'Refrigerated Car with Forklift' with two of the armless pre-minifigs.

152:



These are the waggon platformes **152** and **153** pulled by the engine 112 (all from 1966). At least the hook couplings of an old sealed 153 set have been in the old 2x2 style - maybe



even all sets 153 came with those?

162:



Push along diesel locomotive **162** from 1977 with the hard to find black wheels. Only 727 comes with these engine wheels in this amount. 725, 396 and 182 have each 1 single wheel at the front of the boiler.

163:



Here is the main model of set **163** (1977): A crane waggon with a small flatbed car.

163b:



This is the alternative model of set **163** from 1977 including



a tank waggon and the very rare grey tipper waggon.

164:



In comparison with the 137 passenger car, this one (set **164** from 1978) seems to be quite rare. That might be because it was the first to come with minifigs and was only sold for two years. With the new grey track and completely new train stuff in 1980 this set wasn't continued.

166:



This set seems to be build out of common bricks only, but set **166** Flat Wagon from 1978 (or 1979?) contains the very rare yellow helmet.

167:

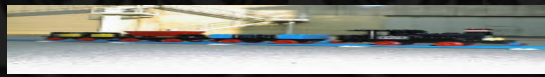
One out of two sets with a yellow helmet. But even harder to find are the black fence doors from the car transport wagon and loading ramp (set **167** from 1978/79?).

170:

Small push along play train **170** from 1972. Original it came without any track. The translated german name of this was 'Fairytale Train'. That might be an explanation for the strange appearance of this thing...

171:

From the same year, but somewhat more realistic than the one above: push along train **171** from 1972.



180:



This train set **180** from 1972 has had a remarkable advertising in 1974, which I still remember: 'Pulls 20 waggons!' Due to the quite high friction forces of the old waggons I never believed this, but I never made a test to proof it. This set has also a very hard to find part: the fencedoor in the backside of the engine (not visible in this picture) is in the size 1x4x2 and has a bottom part fitting for this seize. The fence door itself is used also in 167, but the bottom part is just saold in this very set.

181:



Another early steam engine from 1972 is this set **181**, which seems to be the small brother of 180: very similar, but less cars and less hard to find pieces... The locomotive is followed by a red battery car, that is tarded as a closed goods waggon, a small open goods waggon (just the same as used later in 726 Western Train, but in different colour combination) and a red tipper car with break housing.

182:



Set **182** (form 1975) is the biggest 4.5 Volt train by Lego®. It has a rare black battery car and the long motor baseplate for an 8 wheeled engine. The blue passenger car was sold separately too: as sleeping car 137.



183:



This is another very small train of the 4.5 Volt sets. It's numbered as **183** from 1976. I got this by a friend of mine in Sweden as a still sealed in box set! I really had to ask myself, if I could dare to open the box, but finally I did. The engine was the last to buy pre-assembled in it's box.

The numbers from 720 up have been 12V trains:

720:



The set **720** from 1969 (my year of birth) was the first 12V powered train by Lego®. It has nice printed bricks on each waggon, which can be loosed quite quickly as you know. But here was no danger in loosing parts, because the bricks of this waggons are glued together, since this model was an original show model by the Lego® Group. The engine is in top condition, since it was bought later. But it is absolutely identical with the engine from set 721, except from the brick with the gold printed number on it.

721:

Here is a closeup of the single sold **721** engine (from 1969). As said above it was identical to the engine of train set 720 except from it's brick with goldprinted number.

722:

Last missing train set in my whole collection has been this small steam engine with tipper waggons (**722**, released in 1970). But in spite of it's primitive design it has some utterly rare parts: 722 had a sort of short couplings (fixed to the **704** sliding contacts of the 12V motor), that have been used exclusive in this single set. Same with the black tippers and of course the goldprinted bricks. Even the engines roof is a special part: a 6x5x0.33 plate in black like used in other colours in the trucks with steering.

Another special thing about this train set is it 'narrow gauge' appearance: although it uses same track as any other Lego® train, it looks like a narrow gauge train, because most parts of the engine and the rare black tipper waggons come with a wide of only 4 studs.

723:

Here one can see the first version of the **723** engine from 1970. By the way: This model was the first diesel engine



LEGO has ever released. The small shunting engine has been sold in two versions also: first with red 8x1x1 studs goldprinted bricks as seen above, later with stickers and with the newer motor baseplate including the magnets. Only this second version has had buffers.

724:



Here is one of the first diesel engines Lego® ever released: set **724** from 1972. The train is completed with a tipper and a crane wagon. It has a very primitive crane with a funny working principle. You have to turn the crane to let the hook go up and down.

Note on 724:

The picture above shows the 724 as I got it, but there is one mistake: the real 724 has always had the glued none-printed doors from the latest generation of the trucks with steering. You can easily recognise this by looking at the door handle, which should be in horizontal direction instead of vertical.

725:



Although the **725** train set (from 1974) was the first I ever owned - I won it in a Lego® building contest in 1980 - I really never loved it. When I got it, there have been the new released (and much cooler) grey trains (like 7740, 7750, 7760) new in the stores.

Set 725 seems to be the best selling 12V train set from the blue era - quite often to be found in auctions.



726:



After a longer time of seeking after this second Lego® Western Train (set **726** from 1976) I've got first a not 100% complete one, and finally another one complete and including all stickers! In comparison to the 119 Prairie Train this one is a little too shrill, but with the pre-minifig cowboys it's a nice train especially for an open air track layout.

727:



This is the set **727** from 1977, but if it is a diesel or an electric engine, that's the question. I tend to call it diesel. It was the latest release of an engine in the blue era which ended 1979.

hook_coupling:



Footnote (*)

there appear to be 3 types of hook couplings, plus two further ones which are cross combinations of the first two



types.

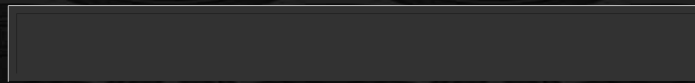
Obviously LEGO started in 1966 with couplings that used 2x2 studs as connection to the train bases. The hook itself consisted out of two parts which have been glued together. Second ones (probably released in 1967) had 2x4 plates and used a slightly different hook design with an extra rim for more strength.

In a third design version the hook got moulded from one part. That could be connected to the plate with "eye" by a new included slot in that plate. That same plate was used since 1968 for the red and blue magnet couplings.

More old train sets like **146** Level Crossing, **148** Central Station or Shell refueling station **149** can be found separately under the section 'Train Buildings'.



How the development went on: Grey Era from 1980 - 1990.



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visitors since sept.-20th-2002