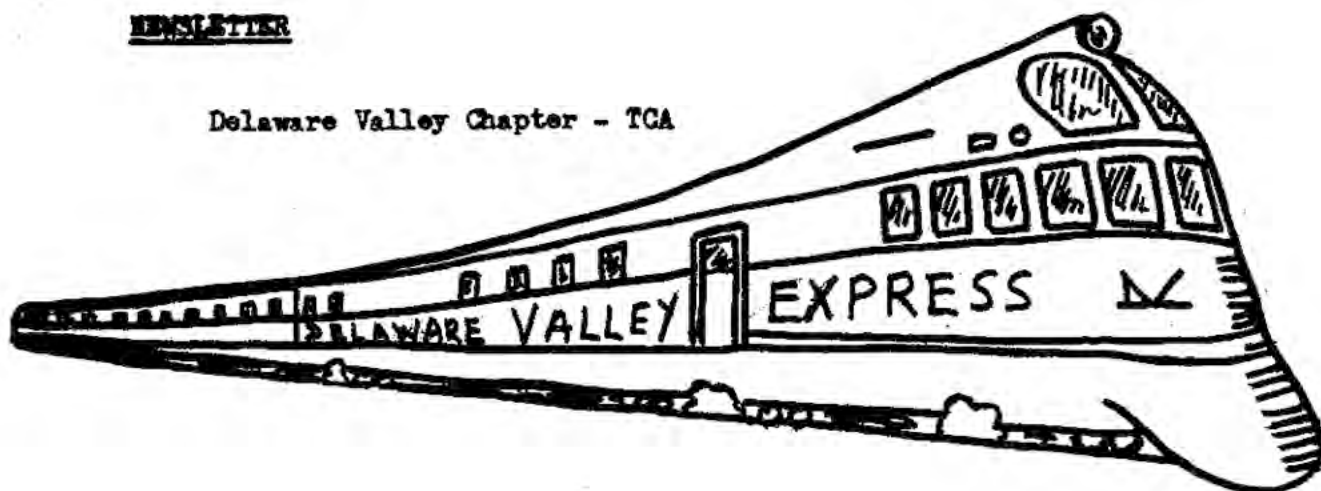


NEWSLETTER

Delaware Valley Chapter - TCA



Volume I - Number 1

December, 1970

PRESIDENT'S COLUMN

This newsletter marks the start of what we hope will grow to be the finest club publication available. We seek your contributions -- don't be bashful!

Chapter plans for 1971 are now being formulated. In addition to some special activities, we have scheduled two major meets (open to all TCA members) and two mini meets (open only to Delaware Valley Chapter members), as follows:

Sunday, January 24, 1971	- Major Meet
May 1971	- Mini Meet in New Jersey
July 1971	- Major Meet
November 1971	- Mini Meet

Please note the enclosed Meet Info Sheet supplied by Vice-President Dave Allen. Plan now for our first official meet:

POLAR BEAR MEET (Open to all TCA members)

Sunday, January 24, 1971 - Doors open at 8:30 am
David J. McDonald Labor Lyceum
Ridge Pike, Conshohocken, Pa.

As required by the By-Laws, our first Chapter business meeting will be held during this meet.

Starting with this newsletter is the first part of a serialized article on the Lionel 6464 series cars - researched and written by Chuck Weber and Bob Fox. We appreciate their efforts - the newsletter needs more of the same -- enough said. (Continued on next page)

PRESIDENT'S COLUMN (Concluded)

One of the prime duties of TCA membership is to further the fellowship of train collecting as stated in Section 5C of the TCA By-Laws. It appears to me that those TCA members who organize and run bandit meets for their own personal profit (and to the detriment of Division and Chapter meets) are not fulfilling their obligations as TCA members, but rather are using their membership for personal profitable gain only. However, since TCA National has not laid down any ruling or guideline on these bandit meets, we as a Chapter should not attempt to discipline or criticize these bandit organizers either. We can, however, ignore these individuals and their activities.

On behalf of the Chapter officers and directors, I would like to thank all of you for your help and cooperation in organizing the Chapter this past year and wish everyone a Merry Christmas and a Happy, Luck-filled New Year.

Bob Robinson Jr.

CHAPTER OFFICERS AND BOARD OF DIRECTORS

President	- Robert Robinson	Director	- Stewart Bearn
Vice-President	- David Allen	Director	- Jogn Boyle
Treasurer	- Richard Robinson	Director	- Percy Rossel
Secretary	- Nick Ladd	Director	- James Singley
Editor	- Ed Pinsky	Director	- Glenn Stinsen

See your TCA Directory for addresses.

Dues are only
\$1 a year

If you are not a
member, contact
Secretary Nick Ladd



OUR CHAPTER NEEDS

YOU

LIONEL NAME TRAINS

By Ed Pinsky

Lionel, like other manufacturers, identified many of its passenger sets with specific names. These names (some real, some fictional) were in addition to the catalog numbers and code names by which the sets were designated. The practice appears to have started for standard gauge sets in 1929 and continued until 1939; for O gauge sets it started in 1935 and continued until 1941.

Although there was much uniformity, many inconsistencies appear in Lionel's roster of Name Trains. For example, the same combination of locomotive and cars can be listed under different names. (Example: 381 loco and State cars was called both "The Olympian" and the "Transcontinental Ltd."). Conversely, the same train name was assigned to different locomotive and cars combinations. (Example: the "Penna. Ltd." applied to both the 390 and 392 locos with Liberty Bell cars). Finally, the actual name designation did not always appear in the catalog for all years in which the loco-cars combination was offered. (Example: 408 loco and State cars is designated as the "Transcontinental Ltd." only in 1930 although the same loco-cars combination was cataloged in other years.

To further compound the inconsistencies, catalog numbers and code names assigned to the sets varied from year to year. In the following chart, the catalog number indicated is the one most frequently found in the catalogs.

Train Name	Loco	Cars	Cat. #	Yrs. Cataloged
Transcontinental Ltd.	408E	State	411E	1930
Transcontinental Ltd.	381E	State	411E	1929
The Olympian	381E	State	409E	1931 to 1934
Twentieth Century Ltd.	400E	State	433E	1931 to 1933
The Blue Comet (A.C.Exp.)	400E	Blue Comet	396E	1931 to 1939
The Blue Comet	390E	Blue Comet	396E	1930
Pennsylvania Ltd.	390E	Liberty Bell	368E	1931
Pennsylvania Ltd.	392E	Liberty Bell	375E	1932 to 1933
Broadway Ltd.	392E	Liberty Bell	378W	1935 to 1937
Washington Special	385E	Transition	367W	1935 to 1937
The Red Comet	264E	603-3-4	278E	1935 to 1936
North Shore Ltd.	253E	607-7-8	296E	1935 to 1936
The Blue Comet	263E	613-14-15	283W	1936 to 1939
The Pennsylvania Torpedo	238E	600-1-2	298W	1936 to 1938
The Commodore Vanderbilt	265E	600-1-2	274W	1935
The Blue Streak	265E	619-17-18	295E	1936 to 1938
The Flying Yankee	616E	617-17-18	267E	1935 to 1939
City of Denver (Overland)	636W	637-37-38	299W	1936 to 1939
City of Portland	752E	753-53-54	758W	1938 & 1941
The Hiawatha	250E	782-83-84	755W	1935 to 1941
Rail Chief	700E	792-93-93-94	709W	1937 to 1939

THE LIONEL 6464 SERIES BOXCAR

By Charles Weber

Drawings by Bob Fox

An increasingly growing interest among train collectors for post-WWII trains, Lionel in particular, has made the Lionel 6464 series of boxcars about the most sought-after and the most studied single group of toy train equipment ever. This is the first of a progression of articles that will attempt to bring the most complete compilation of known variations of these cars to the attention of the casual collector and the 6464 specialist alike. Every car in the list has been reported in the collections of reliable Lionel postwar collectors. In addition, have personally authenticated a large proportion of these cars. This first installment will deal largely with defining various factors that we investigate in these boxcars, but we hope to spend more space dealing with the specific cars in subsequent installments. Comments and verifications from readers are very much desired.

The first factors to be considered are the body and door mold types which are shown in figure #1. It will be noticed that there are rows of rivets molded into the car every 11/16" except on the area of the left where the lettering is found. This we call type I, production beginning in 1953. The second rivet row from the right and a small part of the second rivet row from the left were then removed in order to allow the stamping of larger heralds. This we call type IIa. It was introduced in 1954. Type IIb came about 1956, or so, when a flaw or break in the mold was repaired to produce a rectangle on the roof that we call an "ice hatch marking." Type III probably came about 1958 when, for reasons unknown, a 1/8" piece of the missing rivet row (second from right) was again molded onto the car. Type IV (about 1960) is similar except that the third rivet row from the left has been removed. There is also a type V rivet style (not illustrated) that is found only on the 6464-1970 TCA special and the #9203 Union Pacific boxcars. All rivet rows are gone except 1/8" nubs on the top and bottom and a 1" row first right from the door.

Although there are minor variations in the door molds, only two types are recognized. The first has only two panels and we call it the "1953 type." The second type has five panels on it and was produced in order to facilitate lettering the 6464-275 State of Maine door. Although this took place in 1955, we had incorrectly dated this door as 1956 so we called it a "1956 type." Since this nomenclature has been accepted by the 6464 collectors, it has been retained here.

Some of the 6464 series boxcars are wholly or partially unpainted so the mold color affects the color of the car. The shades of colors are easily discernable and they are considered variations. Since mold colors are collected when they affect the appearance of the car, it easily follows that some of us collect mold color variations when the car is painted. This brings us to the problem of describing these mold colors. The following is a list of the mold colors, with a definition of each, that are encountered when studying the 6464-1, -25, -50, -75, -100 and -175 boxcars.

Clear- This plastic is just that - perfectly clear and transparent. When a car made of this plastic is held up to a lightbulb, the light passes thru the paint easily and the outside detail can be seen from the inside. When viewed from the outside, paint chips show a glossy black appearance to the mold.

Opaque White- This is a translucent plastic that looks very light grey or whitish where there are paint chips. Holding such a car up to a lightbulb allows some light to pass thru, but not as much as the clear one.

Light Green- Same as above except chips show a light yellow green.

Light Gray- Much darker than the above opaque white and passes little light, if any.

White or Black- Self-explanatory, passes no light to speak of.

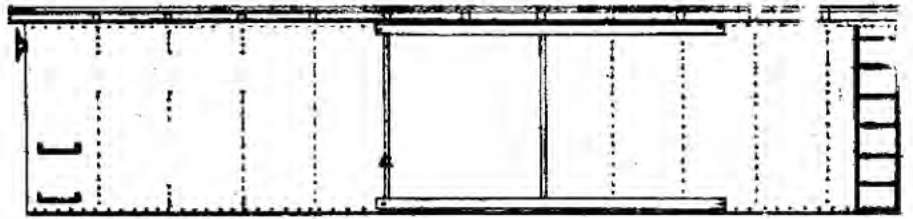
(Continued on next page)

LIONEL G464 BOX CAR VARIATIONS

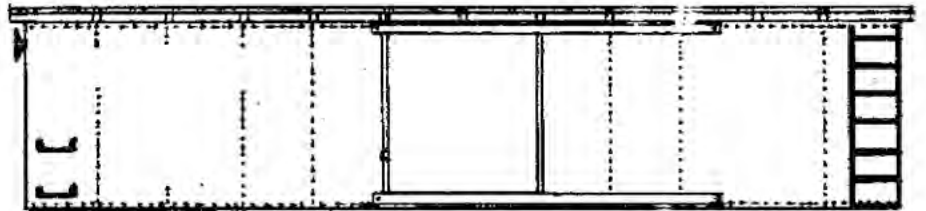
NOTE PLACEMENT & ABSENCE OF RIVETS



1953 DOOR
(3-PANEL)

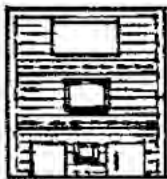


TYPE I (SIDE)

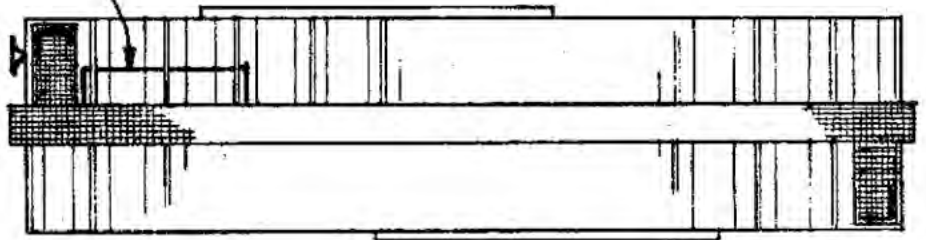


TYPE IIa (SIDE)

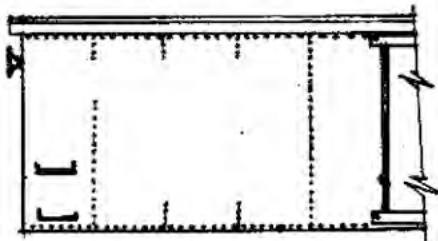
TYPE IIb SAME AS IIa EXCEPT
THE ICE HATCH MARKINGS
ARE PRESENT



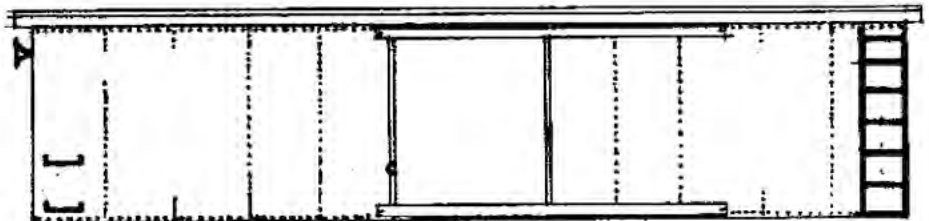
1956 DOOR
(5-PANEL)



TYPE IIb (TOP)



TYPE IV (SIDE)
PART NOT SHOWN -
SAME AS TYPE III



TYPE III (SIDE)

NOTE:- TYPES III & IV ARE NOTICEBLY LIGHTER
IN WEIGHT & ROOF RIBS CAN BE SEEN ON
THE INSIDE.

HALF FULL SIZE DWG. BY ROBERT FOX

6464-1 Western Pacific (Catalogued 1953-4)

No.	BODY MOLD			DOOR MOLD			LETTERING		
	Type	Color	Paint	Type	Color	Paint	Decals	Color	HP or RS
1	I	Opaque white	Silver	1953	Black	Silver	No	Bright blue	HP
2	"	Clear	"	"	"	"	"	"	"
3	"	Lt. Grey	"	"	"	"	"	"	"
4	"	Black	"	"	"	"	"	Medium blue	"
5	"	Clear	"	"	"	"	"	"	"
6	"	Lt. Grn.	"	"	"	"	"	"	"
7	"	Lt. Grn.	"	"	"	"	"	Dark blue	"
8	"	Black	"	"	"	"	"	"	"
9	"	Clear	"	"	"	"	"	"	"
10	"	Opaque (bluish)	"	"	"	"	"	Red	"
11	"	Clear	"	"	"	"	"	"	"

6464-25 Great Northern (Catalogued 1953-4)

12	I	Opaque white	Gloss Orange	1953	Black	Gloss orange	No	White	HP
13	"	White	"	"	"	"	"	"	"
14	"	Clear	"	"	"	"	"	"	"
15	"	Black (marble)	"	"	"	"	"	"	"
16	"	Grey	"	"	"	"	"	"	"
17	"	White	Flat orange	"	"	Flat orange	"	"	"
18	"	Clear	"	"	"	"	"	"	"
19	"	Black	"	"	"	"	"	"	"
20	"	Grey	"	"	"	"	"	"	"

6464-25 Great Northern (Continued) ***The following three variations are of dubious authenticity. All have the same small red and green decal over the hot pressed herald on the right side of the car. It says "Great Northern Railway" rather than the "See America First" herald of the hot pressed lettering. I have seen many of these and only one looks authentic. That is, only one showed no evidence of the presence of a hot pressed herald being underneath the decal.

No.	BODY MOLD			DOOR MOLD			LETTERING		
	Type	Color	Paint	Type	Color	Paint	Decals	Color	HP or RS
21	I	Clear	Flat orange	1953	Black	Flat Orange	Red & green	White	HP
22	"	Black	"	"	"	"	"	"	"
23	"		Gloss orange	"	"	"	"	"	"

6464-50 Minneapolis & St. Louis (Catalogued 1953-6)

24	I	Opaque white	Flat tuscan	1953	Black	Flat tuscan	No	White	HP
25	"	Clear	"	"	"	"	"	"	"
26	"	Black	"	"	"	"	"	"	"
27	"	White	"	"	"	"	"	"	"
28	"	Opaque white	Gloss tuscan	"	"	Gloss tuscan	"	"	"
29	"	Lt. Grey	"	"	"	"	"	"	"
30	"	Clear	"	"	"	"	"	"	"

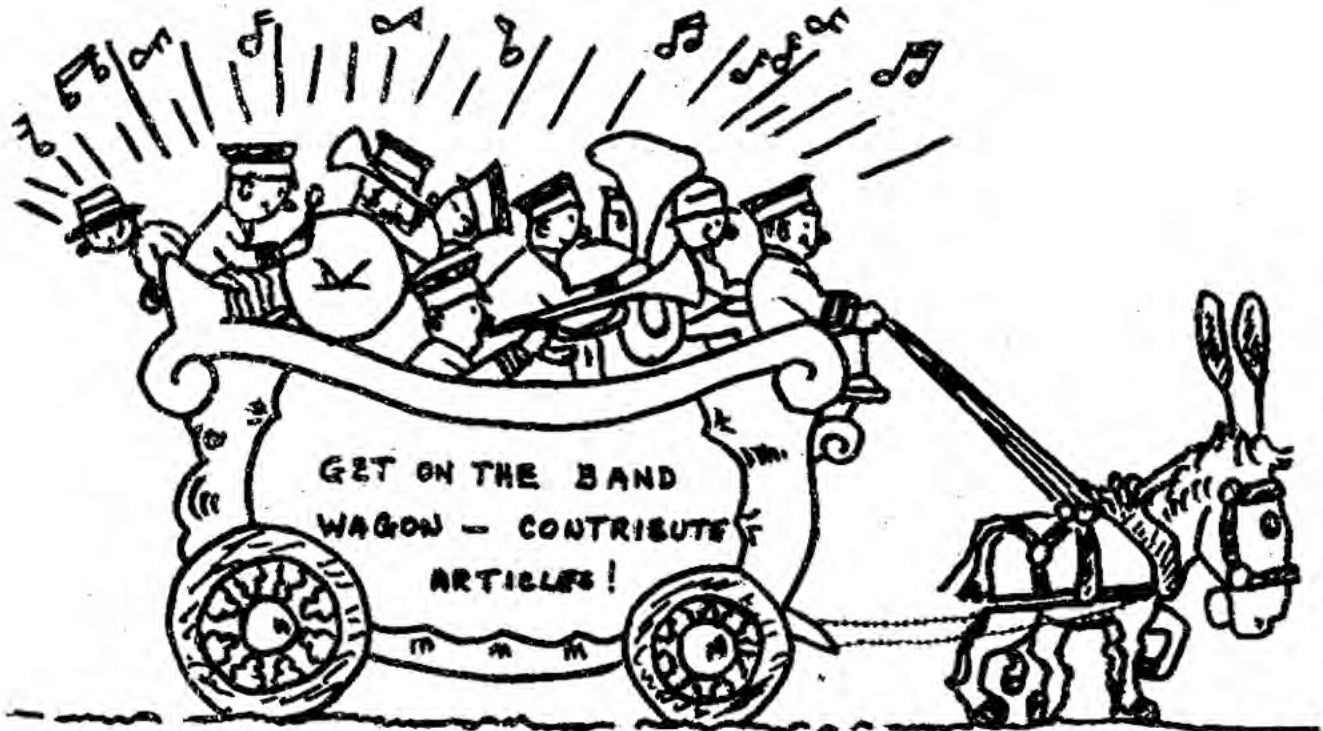
6464-75 Rock Island (Catalogued 1953-4 and 1969)

31	I	Clear	Gloss green	1953	Black	Gloss green	No	Gold	HP
32	"	Grey	"	"	"	"	"	"	"
33	"	Clear	Flat green	"	"	Flat green	"	"	"
34	"	Opaque white	"	"	"	"	"	"	"
35	"	Grey	"	"	"	"	"	"	"
36	IV	Green	"	1956	Green	"	"	Bright gold	"

Continued in next issue.

EDITOR'S COLUMN

With this modest first issue we begin a publication which will -- hopefully -- fill a few gaps not supplied by our national publications. We seek not to replace older, established newsletters but rather to supplement them by means of more personal and informal articles. Our format will be less sophisticated and easier for you -- the contributors -- to write for. Yes, we're asking for help. We want articles of any type. In the near future we expect to be able to reproduce photographs, but in the meantime, start those articles coming in.

SWAPPERS' COLUMN

Starting with our next issue we will have a free column for Chapter members to offer or ask for train items. Send ads to the Editor and specify whether For Sale, For Trade or Wanted. Deadline for ads: February 1, May 1, August 1 and November 1, respectively, for each of the quarterly newsletters.

