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T C A

# *Bulletin*

*Southern California Chapter*

T C A Bulletin  
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President - Wes Frye  
Vice Pres - Al Shadler

Secty - R. Wheeler  
Publicity - G. Nesbitt

Gordon Nesbitt - Editor

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- PRESIDENT'S REPORT -

Before going into this month's report, I would like to publicly thank Harrison Bemis for all the time and effort that he has devoted to the Bulletin. At the present time he feels that he just can't continue with our Paper because of other pressing matters so we reluctantly give into his request that another Editor be appointed. We have asked Gordon Nesbitt to take over the job and he has accepted.

As the pre World War Two trains become scarcer and more difficult to find, some of the collectors are getting a little discouraged. However, I am going to suggest three ways to bring back and maybe even surpass the interest and enjoyment that our hobby once afforded us.

Since there are some very excellent replacement parts on the market today, why not turn some of those old shoddy looking locomotives and cars in your collection into real show pieces? You will not only be proud of your accomplishment but you can spend some very enjoyable hours at this project.

Another thing you might do is to set up an operating layout, either individually or as a group. Those beautiful old engines and cars could be overhauled and made to run like new, thereby bringing back memories of those happy days of long ago when we were kids.

As a third alternative why not go after some of the more interesting post war items? In S Gauge, there is the circus train, the metal die cast locos, the cast aluminum stream line passenger cars, the standard Pullmans, and the Road Name box cars. Lionel has a wide variety to offer - the GG1's, the 773's, the early Berkshires with the big die cast metal tenders, the Lackawannas, Virginians, and Jersey Centrals, and the #6464 Box Cars to name just a few.

And then of course there is Marx, German, Italian, and Japanese tinplate too.

Fellows, the surface hasn't been scratched yet in our Hobby!

Wes Frye

### " EDITOR'S COMMENTS "

Undoubtadly most of you who read this little paper enjoy reading it. In the past it has come to you through the efforts of those who wanted to contribute their time and effort so that this paper could be published and sent to you. Their thoughts no doubt were that it would make the interest of toy train collecting more enjoyable for them and all of us.

Now, the situation has changed to some extent. Let me explain it to you as I see it from this vantage point of being the new editor.

Those who published this paper before me have for several reasons found they cannot continue to do so, and I have accepted the task with a reservation, that being that if I could not convince the membership as a whole to contribute time and effort in some manner toward this publication that it will have to be discontinued. With this in mind I will be calling on each and everyone of you for a little help, perhaps not for the next issue but a future one. Now those who refuse to help will be exposed in the "Editor's Comments" column with their excuses. When the membership roll has been combed through, with no results, there will be no more publication. I'm sure this will not happen, because I feel there is plenty of talent among our members to keep us going indefinately, and on that basis I accepted to act as the editor of the Bulletin, which means it will be my responsibility to gather the facts, figures, gossip,

or what have you, together for the succeeding issues and put it up in a presentable manner for your reading.

I would like to also mention that my editorial policy will be flexible, and if anyone of you have any criticism to offer, either good or bad it will be published with as little editing as is practical. In this same vein I would suggest to some of you, and I know there are some, who have criticism of our hobby itself and how it is operated by some of us, and this will be published, just send it to me.

Gordon Nesbitt

#### Points of Interest

On a recent business trip your editor had the pleasure of spending some time with two rather avid collectors in the mid-west area. Earle Haier in the outskirts of Kalamazoo, Mich. has in his basement some very nice items. If you are in the vicinity I'm sure he would like to have you drop in on him to talk trains.

In Anderson, Ind. (your editor's home town) is a most hospitable enthusiast, Bob Vickers. He has been interested in our hobby for some 20 years and actively collecting for over 12 years. Just recently purchased some very nice pieces from the Hertenstein collection. He has in his basement along with an extensive operating layout in std. gage are many items that most of us desire. It is well worth your time to stop in and visit with Bob.

WHAT IS A TRAIN COLLECTION?

By George A. Sirius

An answer to this question is outlined in this article. Of course these comments must be taken in the spirit of an expression of what pleases the writer and not in the sense that this is the correct and only way to have a toy train collection.

Each collector has a different personality and approach to life. In the case of the writer, being a Certified Public Accountant, plans, budgets, quotas, debits and credits are an everyday experience and these could not be overlooked even in a toy train collection. To a great degree the train collection reflects the personality of the collector.

As a youngster, only the free Lionel, American Flyer, Ives and Dorfan catalogues were available - and these were saved since 1927. The best sets had special appeal. The lesser windups and small o gauge sets were frowned upon because they were compromises. The Lionel 381 with green State Cars and the 408E with 418, 419, 430 and 490 and also the brown State Cars were tops. The American Flyer, Presidents Special and Ives 3243 and 3245 sets were also greatly admired as a boy. But, only a small o gauge American Flyer Passenger Car set materialized! This is why the o'gauge trains were ruled from the toy train collection.

This acted as a way of boiling down the collection. Another specification was that only trains made from the time that there was awareness of such things would be included - so this chopped off the real early trains before 1920.

At first about six of the top train sets offered by Lionel, American Flyer and Ives were to be the goal. But, more thought on the subject brought about the concept of collecting only the "premium sets catalogued". This expanded the Lionel section to 38 sets.

A definition of "premium sets catalogued" was arrived at. It was felt that a distinction had to be made between certain medium priced expanded sets and the lower priced larger sets. Again the thought in mind was to place some restriction or limitation. It was felt that the classification of "premium sets catalogued" couldn't rest with locomotives but instead on the rolling stock that was used in the set catalogued. Some medium priced locomotives came with the larger cars or with the smaller series. The latter, of course, were made up to meet competition at lower prices, therefore, could not be considered premium sets. Where the larger series cars were used, they were priced higher to meet the demand of the "haves" rather than the "have nots".

The result of this line of thought is briefly summarized to include all sets having rolling stock as follows:

#### FREIGHT CARS

10 Series  
200 Series

#### PASSENGER CARS

18, 19, 190  
29 (Day Coaches)  
418, 419, 490 (with 10 series trucks)  
418, 419, 431, 490 (with 6 wheel trucks,  
Mojave and Apple Green)  
428, 429, 430 (with 200 series trucks,  
Green and Orange)  
412, 413, 414, 416 (Green and Brown State Cars)  
420, 421, 422 (Blue Comet Cars)

The next step was to review Lionel catalogues from 1921 on and to prepare a schedule of trains and their components, i.e. locomotive number and cars. I prevailed upon my good friend Rus Hafdahl and examined his older catalogues and the list was compiled. Here it is.

LOCOMOTIVE				ROLLING-STOCK
ELECTRIC-STEAM	NO.	FREIGHT-PASSENGER	NUMBERS	
Steam	51	Passenger	29 (2 day coaches)	
"	6	"	18, 19, 190	
"	7	"	18, 19, 190 (orange)	
"	6	Freight	11,12,13,14,15,16,17	
"	7	"	11,12,13,14,15,16,17	
Electric	42	Passenger	29 (2 day coaches)	
"	42	Freight	11,12,13,14,15,16,17	
"	54	"	11,12,13,14,15,16,17	
"	42	Passenger	18, 19, 190	
"	54	"	18, 19, 190 (orange)	
"	42	"	18 (2 coaches)	
"	402	"	418,419,490 (10 series freight trucks)	
"	380	"	18 (2 coaches)	
"	380	Freight	12, 14, 15, 17	
"	380	Passenger	18, 19, 190	
"	402	Freight	11,12,13,14,15,16,17	
"	380	Passenger	18, 190	
"	402	"	418, 419, 490	
"	380	Freight	(6 wheel trucks)	
"	380	Passenger	211, 213, 215, 217	
"	402	Freight	428, 429, 430 (green)	
"	408	"	211,212,213,214,215, 216,217	
"	408	Passenger	211,212,213,214,215, 216,217	
"	380	Freight	418,419,431,490 (mojave)	
"	9	Passenger	212, 217, 218, 219	
"	408	"	428,429,430 (orange)	
"	381	"	418, 419, 431, 490 (apple green)	
Steam	390	Freight	412,413,414,416 (green)	
Electric	381	Passenger	212, 217, 218, 219	
"	408	"	412, 413, 416 (green)	
Steam	390	Freight	412,413,414,416 (brown)	
"	390	Passenger	211,212,213,214,215, 216,217	
"	400	"	420,421,422 (dark blue)	
"	400	Freight	418,419,490 (apple green)	
"	400	Passenger	212,217,219,220	
"	400	"	412,413,416(green)	
"	400	Freight	420,421,422 (lighter blue)	
"	392	Passenger	211,212,213,214,215, 216,217	
"	392	Passenger	420,421,422 (lighter blue)	

With respect to American Flyer and Ives, the pattern is about the same. The exception being that all trains manufactured during the first three years of American Flyers are listed including the first freight cars put out in Standard guage by American Flyer which consists of 10 series Lionel bodies with early American Flyer swivel trucks without journal boxes. Of course, inclusion of the Mayflower and Prosperity Special may be impossible to achieve - but one can hope!

Once compiled, filling the listings appeared to be an impossible task - but in about three years the majority of the items have been obtained. Of course, this method of collecting involves getting the items primarily from other collectors which means paying the price - at retail! But this is the penalty for being specific in ones wants. A "Heinz 57" collection may involve much less in cost. So gentlemen, you pay your money and you take your choice!

June Meeting. - We had 53 attending, with the guests and wives, this was probably our largest meeting to date. A lot of swapping, buying and selling took place in the Nesbitt's back yard before the meeting started. The movie shown to us by Kieth LaBar was a humorous, nostalgic English flicker type. Old lantern slides from Dick Wheelers collection of trains of the past were shown. This type of entertainment we all appreciate, Thanks, Kieth & Dick. The auction lasted until 2 am and approximately \$423 worth of toy trains and related items changed hands.

## LIONEL "6464" SERIES "O" GAUGE BOXCARS

by Mark L. Dees

There's little doubt in the minds of most of us that the greater amount of the tinsplate items produced by The Lionel Corporation since 1950 have lacked much of the charm and quality (to put it mildly) of earlier days, and some, of course, would put the fatal date much further back. However, there are a few late items which merit the attention of collectors, particularly those which I term the "6464" series boxcars, in which group I include not only boxcars with that basic number, but also certain cars with other numbers which use the same basic plastic body casting.

The "6464" series presents 35 to 37 different combinations of color and heralds on one basic car. To arrive at this number I have included the 6468 B & O and the 6464-25 New Haven automobile cars, which have bodies identical to the 6464 series except for an extra wide door opening and two sliding doors instead of one. I'm vague on the precise number because I don't know if 6464-50 (M & St. L.) was made in green, as shown in the 1953 catalog, as well as the red displayed in subsequent catalogs and all the many examples I have seen. Also, I don't know whether 6464-200 (Pennsy) duplicates the appearance of 3484 (Pennsy) operating boxcar, which was certainly made but which I have never run across. At any rate, no other series of cars in tinsplate history comes close to the "6464" series in variety of heralds and colors, although the whole line-up was never produced at one particular time.

Some of the combinations turned out in this series are really stunning, such as the "State of Maine", Central of Georgia, Rutland, GN "See America", Timken, D & RGW, and others. To the best of my knowledge, all colors used are prototype, which makes the case even more remarkable.

The first "6464" cars appeared in the 1953 Lionel catalog and have been produced ever since with their numbers more or less in chronological order. 6464-900 and 6464-735 (last model, in spite of the number) appeared in 1961 and 1962, respectively, and are continued in the 1963 advance catalog.

## LIONEL "6464" SERIES "O" GAUGE BOXCARS

<u>NO.</u>	<u>Road</u>	<u>Basic Color</u>	<u>Remarks</u>
6464-1	WP	Silver	
" -25	GN	Orange	
" -50	M & St. L	Red	Green too?
" -75	Rock Island	Green	
" -100	WP	Orange	"Feather" herald
" -125	NYC	Red-Grey	"Pacemaker"
" -150	MP	Blue-Grey	"Eagle"
" -175	Rock Island	Silver	
" -200	Pennsy	Tuscan	See note #1
" -225	SP	Black	"Overnight"
" -275	B & A	R-W-B	"State of Maine"
" -300	Rutland	Green-Yellow	
" -325	B & O	Silver-Blue	"Sentinel"
" -350	MKT	Red	
" -375	Central of Ga.	Red-Silver	
" -400	B & O	Blue-Yellow	"Less-Carload"
" -425	New Haven	Black	
" -450	GN	Orange-Green	"See America "
" -475	B & M	Blue	
" -500	Timken	Yellow	"Roller Freight"
" -525	M & St. L.	Red	Large Letters
" -550	D & RW	Yellow-Grey	
" -735	New Haven	Orange	Numbered "6464725"
" -700	Santa Fe	Red	"Shock Control"
" -825	Alaska	Green	
" -900	NYC	Green-White	
" -510	NYC	Light Blue	"Girl's"-ugh!
" -515	MKT	Light Yellow	Ditto
6428	U.S. Mail	R-W-B	

## Operating Cars (Opening Door w/ brakeman)

3484	Pennsy	Tuscan	See Note #1
3484 - 25	Santa Fe	Orange	
3494	NYC	Red-Grey	See Note #2
3494 -150	MP	Blue-Grey	See Note #3
3494 -275	B & A	R-W-B	" " "
3494 -550	Monon	Red-White	
3494 -625	Soo	Red	
3424	Wabash	Blue	Brkman on roof walk
3428	U.S. Mail	R-W-B	See Note #4

- Note #1: Do 6464-200 and 3484 have identical heralds?  
 Note #2: 3494 is same color and has same heralds as 6464-125  
 Note #3: These three cars have same color and heralds as  
 6464 cars with same suffix numbers.

# "6464" Series Boxcars (Cont.)

Prototype for the series is the standard A.A.R. steel boxcar, so at 9 13/16 inches from one end of the roof-walk to the other the car is somewhat under scale size for "O" gauge. Nevertheless, a complete string of all herald-color combos will be over 30 feet long, a train length that I for one will probably not be able to fit on my proposed O-72 layout. The best idea would appear to be a loop around the top of the room a la Russ Hafdah1 or one could be a killjoy and run two sections.

Diligent searching will probably turn up nearly every example in hobby shops and train stores at the present time, so there is not yet any justification for a premium price on these cars unless one runs across a variant from what I have listed or a green M. & St. L. This situation may shortly change, since it looks as though Lionel "O" is on its way out. I'll predict that the two "6464s" in current production and the GG-1 will be the swan song of the once proud line.

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Your editor would like to hear some opinions from the membership concerning what we should do about our monthly meeting places. Is there a problem ? Rumors are making the rounds.

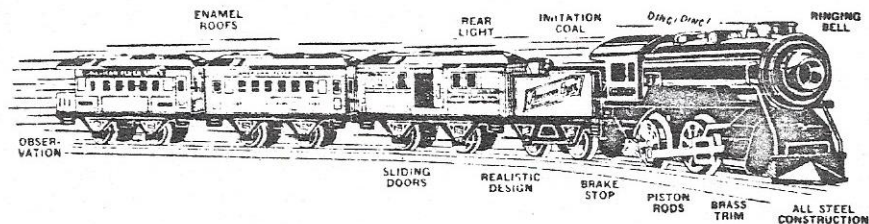
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Our next meeting in July will be at Bill Harris', we had planned to go to Shadlers but we will have to wait awhile yet since he isn't quite ready for us. It will be worth waiting for I assure you. In August we go to Dick Wheelers.

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Gordon Nesbitt has a #10 with 3 coaches (peacock green) for sale or trade. Needs a A.F. #4040 green baggage, also in "O" gauge #605 & 606 coaches.

## THE LIBERTY BELL



All steel locomotive with ringing bell. Train is 32 inches long. The new all-steel locomotive features ringing bell, piston rods, brake, solid brass and copper decorations and bright enamel finish. Tender has coal and tail light. Cars are each 5½ inches long. Baggage car has sliding door. Eight curve and two straight pieces of track.

**No. 72 Liberty Bell** Wind-up train ..... each \$ 2.45



2206-4206



2230-4230