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Southern California Chapter

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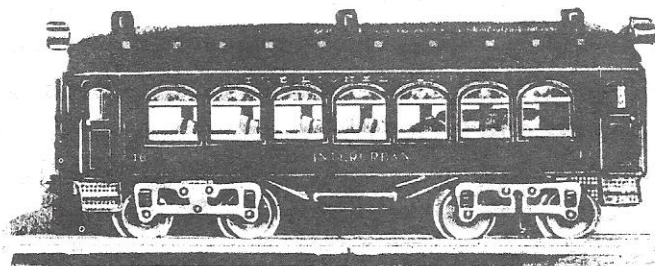
 -PRESIDENT'S REPORT-

BEGINNING WITH THIS ISSUE WE ARE PUBLISHING A SERIES OF ARTICLES OF DOCUMENTARY IMPORTANCE. EACH COMPOSITION WILL BE ABOUT A CERTAIN ITEM OF TINPLATE COLLECTOR INTEREST. THESE WILL BE WRITTEN BY OUR OWN MEMBERS AND WILL FOLLOW ALONG EACH WRITERS PARTICULAR FANCY. WE DO NOT CONSIDER OURSELVES PROFESSIONAL WRITERS OR TO BE INFALLIBLE BUT ARE WRITING ALONE TO FURTHER THE KNOWLEDGE OF TINPLATE COLLECTING. SHOULD A DISCREPANCY BE FOUND IT WILL BE APPRECIATED IF YOU WILL LET US KNOW. WE WILL CONSIDER COMMENTS AS CONSTRUCTIVE CRITICISM AND WILL PRINT THEM IF THE STAFF FEELS IT BENEFICIAL.

OUR FIRST ARTICLE IS A FINE ONE BY HERB MORLEY IN WHICH HE DESCRIBES THE LIONEL NO. 10 SERIES INTER-URBANS.

-PACIFIC COAST CONVENTION NEWS-

A COMMITTEE WAS FORMED BY MEL ROBERTS, DICK THOMPSON, WES FRYE, EVAN MIDDLETON AND HARRISON BEMIS TO HANDLE THE DETAILS OF THE COMING CONVENTION AT KNOTT'S BERRY FARM TENTATIVELY SET FOR THE WEEK END OF JUNE 23TH TO THE 25TH. ART VARNEY AND RAY NELSON OFFERED THEIR SERVICES TO THE COMMITTEE WHICH CERTAINLY IS APPRECIATED. THERE WILL BE A FULL REPORT OF PLANS AT THE NEXT BUSINESS MEETING.



-INTRODUCING THE LIONEL #10 INTERURBAN-

DURING THE YEARS OF 1906 THRU 1915, THE LIONEL MANUFACTURING CO. PRODUCED A LINE OF TOY STREET CARS THAT CLOSELY RESEMBLED THOSE THAT WERE BEING USED ON THE STREETS OF NEW YORK.

ONE OF THESE TINPLATE TROLLEYS, DESTINED TO BECOME A FAVORITE AMONG TOY TRAIN COLLECTORS, IS THE #10 INTERURBAN. THESE WERE PRODUCED FROM 1910 THRU 1915. ALTHOUGH THE BASIC DESIGN REMAINED THE SAME, BEING A $15\frac{1}{2}$ INCH, CLOSED, SEVEN WINDOW, DOUBLE TRUCK CAR, MANY VARIATIONS WERE PRODUCED.

THE FOLLOWING INFORMATION WILL GIVE AN INSIGHT AS TO SOME OF THE MORE OR LESS BASIC VARIATIONS OCCURRING DURING THE PRODUCTION LIFE OF THE #10 INTERURBAN. MANY MORE VARIATIONS EXIST DUE TO THE USE OF PARTS ON HAND WHEN NEW PARTS WERE DEVELOPED.

THE INTERURBAN OF 1910 WAS COMPLETELY SOLDERED TOGETHER (ROOF OR FLOOR NOT REMOVABLE) WITH A SOLID CLERESTORY AND THREE HIGH DOMES ON THE ROOF. A SLIDE-ON HEADLIGHT WAS USED MOUNTED ON A BRACKET SOLDERED TO THE ROOF OF THE CAR. THE HANDRAILS WERE OF WIRE AND THE DOOR KNOBS WERE TURNED. THE UPPER HALF OF THE BACK OF EACH PASSENGER BOARDING STEP WAS PERFORATED BY 20 TO 22 SMALL HOLES. COUPLERS COULD BE EITHER SHORT STRAIGHT OR SHORT CRINKLE HOOK TYPE. THE ENTIRE CAR WAS MAROON INSIDE AND OUT. GOLD TRIM WAS USED ON THE

HANDRAILS, DOOR KNOBS, WINDOWS, STEPS, COUPLERS AND COUPLER SUPPORTS. THE TRUCK FRAMES COULD BE OF THE SOLID OR OPEN THREE RIVET TYPE. WHEELS COULD BE ALL TINPLATE (EARLY DISHED TYPE) OR WITH TWO CAST IRON WHEELS USED ON THE MOTOR TRUCK. THE REVERSE COULD BE OF THE RING AND DRUM TYPE OR THE RING AND DISC TYPE. AT THIS POINT LET ME SAY THAT MANY COMBINATIONS EXIST IN MOTORS, SUCH AS BRASS OR PLATED STEEL SIDE FRAMES, MANNER OF MOUNTING THE PICK-UP SHOE, NUMBER OF FIELD LAMINATIONS, ARMATURES, ETC. NO ATTEMPT IS GOING TO BE MADE TO DESCRIBE THESE IN THIS ARTICLE.

NEXT CAME THE SAME CAR EXCEPT THAT THE FLOOR WAS REMOVEABLE BY THE USE OF TWO BOLTS AT THE BASE OF EACH SIDE OF THE CAR. THIS CAR COULD BE ALL MAROON OR HAVE A GREEN EXTERIOR WITH MAROON DOORS TOGETHER WITH THE USUAL GOLD TRIM. TRUCKS WOULD BE OF THE OPEN THREE RIVET TYPE AND COUPLERS OF THE SHORT SPRINKLE HOOK TYPE. AT THIS POINT WE CAN NOW HAVE PASSENGERS DUE TO THE REMOVABLE ROOF. THESE FIGURES (WAY UNDERSIZED) WERE CATALOGED BY LIONEL AT 60¢ A DOZEN IN 1910 TO 70¢ IN 1915.

THE NEXT CHANGE WAS TO A SOLID BOTTOM AND A REMOVABLE ROOF WITH AN OPEN CLERESTORY AND NO HIGH DOMES. HANDRAILS WERE OF THE PRESSED TYPE THAT WERE USED INTO THE 1920'S. TRUCKS WERE OF THE OPEN THREE RIVET TYPE WITH TWO CAST IRON WHEELS ON THE MOTOR TRUCK. THE REVERSE WAS OF THE RING AND DISC TYPE. THE HEADLIGHT WAS STILL BRACKET MOUNTED. THE PASSENGER STEPS WERE OF PERFORATED DESIGN. THE CARS HAD A GREEN EXTERIOR, MAROON INTERIOR AND MAROON DOORS WITH PRESSED HANDLES. TRIM WAS THE USUAL GOLD. THE COUPLERS WERE OF THE LONG STRAIGHT TYPE.

NEXT WE COULD HAVE AN ALL GREEN CAR WITH MAROON

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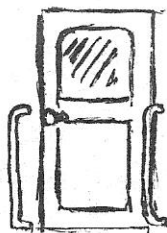
SLIDE ON HEADLIGHT
BRACKET MOUNTED-SOLID
CLERESTORY-ROOF KNOBS



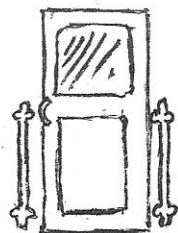
WING MOUNTING-
1ST. OPEN CLERESTORY



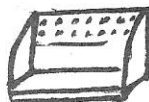
PEDISTAL TYPE HEADLIGHT
2ND TYPE OPEN CLERESTORY



WIRE HANDRAILS
TURNED DOOR
KNOBS



PRESSED
HANDRAILS
PUNCHED
DOOR
HANDLE



PERFORATED
STEP



3 HOLE
STEP



RING &
DRUM



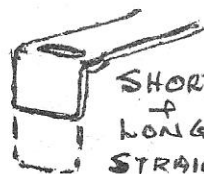
RING &
DISC
REVERSES



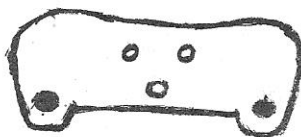
DOUBLE
DISC



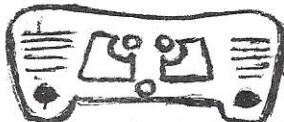
SHORT
+
LONG
CRINKLE



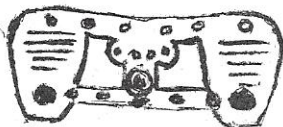
SHORT
+
LONG
STRAIGH



SOLID 3 RIVET



OPEN 3 RIVET



OPEN SINGLE RIV.

DOORS. THE HEADLIGHT WAS OF THE SLIDE-ON TYPE MOUNTED TO THE ROOF BY TWO TABS, OR WINGS, PUNCHED IN THE CAR ROOF ITSELF. THE FAMILIAR THREE HOLE PASSENGER STEP WAS USED TOGETHER WITH OPEN SINGLE RIVET TRUCKS. FOUR CAST IRON WHEELS WERE INSTALLED ON THE MOTOR TRUCK. LONG CRINKLE COUPLERS WERE INCORPORATED.

THE LAST VERSION WOULD BE ALL GREEN WITH MAROON DOORS, GOLD TRIM AND PLATED LONG CRINKLE COUPLERS. ALSO INCLUDED WAS A PEDESTAL-TYPE HEADLIGHT AND A BINDING POST ON THE END OF THE VESTIBULE FOR INTERIOR LIGHTING. TABS WERE ADDED TO THE CLERESTORY OPENINGS TO HOLD WINDOW MATERIAL. THE POWER TRUCK WAS OF THE OPEN SINGLE RIVET DESIGN INCORPORATING THE DOUBLE DISC REVERSE.

THE PRECEDING EXAMPLES ARE JUST THAT. AS YOU CAN SEE THERE COULD HAVE BEEN WIDE SPREAD USAGE OF THE PARTS ON HAND IN THE FACTORY BINS, RESULTING IN A MULTITUDE OF COLLECTABLE VARIATIONS. THIS MAKES POSITIVE DATING OF EACH INTERURBAN EXTREMELY DIFFICULT.

TO BROADEN THE INTERURBAN LINE LIONEL ALSO MADE THE #1010 TRAILER. THESE WOULD MATCH THE #10 OF THE PERIOD. NO TRAILERS WERE CATALOGED IN 1915 NOR WERE THEY PRICED SEPERATELY BUT WERE SOLD AS A SET WITH THE #10.

IN 1910 THRU 1912, LIONEL ALSO CATALOGED THE #1011 TWO MOTORED INTERURBAN AND THE #1012 TRAILER. THESE WOULD MATCH THE #10 OF THE PERIOD.

THE PRICE RANGE OF THE #10 WAS \$10 TO \$12, AND \$13.75 TO \$16.50 FOR THE POWERED UNIT AND THE #1010 TRAILER COMBINATION.

THE PRICE RANGE OF THE #1011 WAS \$15 TO \$18, AND \$18.75 TO \$22.50 FOR THE POWERED UNIT AND THE #1012 TRAILER COMBINATION.

THE GET TOGETHER AT GEORGE SMITH'S WAS A REAL NICE AFFAIR. THE GENIAL MRS. S. CERTAINLY DID SPREAD A BEAUTIFUL TABLE FULL OF REFRESHMENTS.

THE AUCTION, WITH BILL HARRIS DOING THE CALLING, WAS A PARTICULARLY INTERESTING ONE. JIM ROGERS MADE SOME VERY UNUSUAL OFFERS. THAT 260E, 238E, AF ZEPHYR STREAMLINER, ALL BRAND NEW, ALMOST STOLE THE SHOW. BUT GEORGE SMITH'S 256, 261, 248 SET, AND IVES "O" GAUGE CARS ALONG WITH MEL ROBERT'S MAERKLIN AND BING STUFF WERE HIGHLIGHTS, ALSO.

THIS IS THE KIND OF MEETING THAT REALLY DRUMS UP INTEREST, SO LET'S KEEP IT UP!

-MINATURE TRAIN SHOP SOCIAL MEETING-

THE LAST SOCIAL MEETING AT THE MINATURE TRAIN SHOP, KNOTT'S BERRY FARM, HOSTED BY RUSS HAFDAHL, WAS UNUSUAL TO SAY THE LEAST. BESIDES OUR USUAL "BULL" SESSION AND AUCTION, WHICH FEATURED A BUDDY "L" TRAIN WITH SIX CARS, EVAN MIDDLETON MADE ARRANGEMENTS FOR COMPLIMENTARY RIDES ON THE NEW MINE TRAIN. EVAN IS THE ENGINEER FOR TRAIN NUMBER 1. TALK ABOUT A SWELL RIDE, WELL THIS IS IT. WITH REALISTIC NOISE AND EXCITEMENT THE CEILING OF THE MINE COLLAPSES, ROCKS COME OUT OF CHUTES, ELEVATORS ARE GOING UP AND DOWN, MINERS ARE AT WORK; IN SHORT IT IS FABULOUS. DON'T MISS IT THE NEXT TIME YOU ARE AT THE FARM.

THE NEXT SOCIAL MEETING WILL BE AT DICK THOMPSON'S. ALL OF YOU "400E" FANS DON'T FORGET THIS ONE.

WHEN - FRIDAY APRIL 14

WHERE - 2901 E. 4TH STREET, LONG BEACH

PHONE - GENEVA 8-3983

-WHO AM I?-

I WAS BORN JUNE 29, 1912 IN ST. LOUIS, MO. ALTHOUGH I DIDN'T HAVE A TRAIN OF MY OWN, AS A BOY, A FRIEND OF MINE, WHOSE FOLKS WERE VERY WEALTHY, HAD A LARGE STANDARD GAUGE LAYOUT IN A ROOM 20 BY 40 FEET AND WE SPENT MANY HAPPY HOURS RUNNING HIS TRAINS. IT WASN'T UNTIL AFTER I WAS MARRIED THAT I HAD AN ELECTRIC TRAIN OF MY OWN. MY DAUGHTER, CAROLINE, WAS CONFINED TO HER BED WITH A BAD CASE OF THE MEASLES AND EXPRESSED A DESIRE FOR A TOY TRAIN SET, SO I BOUGHT HER A USED MARX 999 TRAIN SET. I BECAME SO FACINATED WITH THE LITTLE RASCAL THAT I WENT OUT AND GOT SEVERAL MORE AND THEN BRANCHED OFF INTO LIONEL. AT PRESENT, I HAVE A LARGE LIONEL SCALE LAYOUT WITH 8 HUDSONS AND 4 #8976 SWITCHERS AND ABOUT 200 FREIGHT AND PASSENGER CARS. IN THE PAST YEAR MY HOBBY HAS BECOME MY BUSINESS, TOO. WHO AM I? SEE BOTTOM OF PAGE

— Trading Post —

- JIM ROGERS HAS A NUMBER OF LIONEL GG-1'S FOR SALE. THESE ARE NEW AND IN BOTH GREEN AND MAROON.
- IF YOU HAVE AN EXTRA ^{200F} TO A 1700 SERIES LIONEL PASSENGER CAR HARRISON BEMIS WOULD LIKE TO BUY IT.

(#10 INTERURBAN CONTINUED)

SO HERE IS A SKETCHY INTRODUCTION TO THE LIONEL #10 INTERURBAN FAMILY.

YOURS IN A STATE OF CONFUSION,
HERB MORLEY

NOTE: SHOULD ANY TCA MEMBERS OF OTHER DIVISIONS DESIRE A COPY OF THE BULLETIN, PLEASE SEND A FOUR CENT STAMP, TO COVER POSTAGE FOR EACH ISSUE DESIRED, DIRECTLY TO THE EDITOR.

JIM ROGERS