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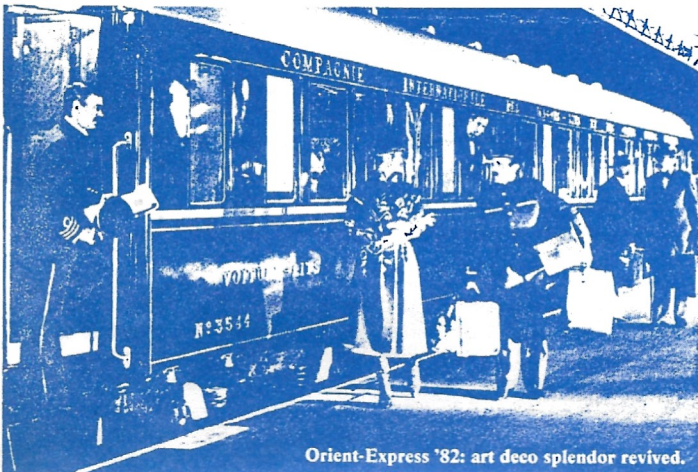
## A ticket to a bygone era—the Orient-Express

If your train of thought about travel hasn't been derailed by money problems, consider a trip back to a bygone era. On May 25, about 200 of the world's wealthiest travelers will heed the "all aboard" call and give the conductor their \$550 one-way ticket on the Venice Simplon Orient-Express, newly restored in all its art deco splendor.

When Agatha Christie immortalized Europe's luxury train in *Murder on the Orient Express*,

dining cars a perfect setting for gourmet meals. The backdrop for lunch is the lush Kent countryside, and the charm of Paris adds extra flavor to dinner. The gently swaying sleeping cars have delicate inlaid woodwork, drop tables and linen sheets.

Such splendor would have pleased the original owner, George Nagelmackers, who first put the Orient-Express on the rails in 1883. When it stopped running in



Orient-Express '82: art deco splendor revived.

it was considered the magic carpet to the East and often made Istanbul its last stop. Today, it leaves London's Victoria Station en route to Venice via Paris and Milan. Departing just before noon, the train takes 24 hours to make the 926-mile trip, including a 90-minute English Channel crossing.

What makes jet-setters willing to slow down to turn-of-the-century speed? The rich experience of traveling on "the king of trains and the trains of kings." Today's Orient-Express provides the same regal style that comforted Britain's King Edward VIII (and his Mrs. Simpson), Mata Hari and F. Scott Fitzgerald. The Pullman parlor cars have been restored with painstaking care. Silk moire shades, upholstery in flame-stitch tapestry and mahogany panels make each compartment a deco dream. Authentic Lalique crystal panels make the

May 1977, the train had gone from grand dowager to frayed frump. A passenger on one of the last trips, James Sherwood, decided to preserve the memorable "Magic Carpet." Sherwood, president of Sea Containers Group, a London-based shipping company, also owns hotels in Vail, Colo., and Venice, and is renowned as a gourmet. He picked up two sleeping cars at a Sotheby auction and it's taken him five years and \$20 million dollars to collect and repair 35 train cars, a fraction of those used in the Orient-Express' heyday.

So have the butler call the travel agent and reserve your sleeping berth on this museum on wheels. And have the maid pack your best clothes and some of the novels that Christie, Graham Greene and Ian Fleming have written about mystery and romance on the Orient-Express.

## JULY SW DIVISION MEET

RESTORATIONISTS DELIGHT ON THE SECOND FRIDAY NIGHT! Our first meet of the summer months will feature a fun contest to see who can bring in the biggest pile of junkers, parts (used or abused) and miscellaneous piles of rubble for our fellow TTOSers to buy, beg or steal for their pet restoration jobs. Let's help our kit-bashers and rehabilitationists to find their needed parts and have fun in the process. To enter the contest, you must bring along at least a cigar box full of goodies and inform Joe Lovi that you want to have your junque judged. We will award prizes just before the auction to those of you who have brought the biggest pile of stuff, the most interesting junk heap and the most unusual.

## NEWS OF OTHER DIVISIONS

In the June issue of the Canadian Division's "Car Barn", Alan Cruickshank reported on their recent two day meet/excursion which was held in Victoria. Most of the Canadian members live on the mainland and took the ferry at Tsawwassen over to Victoria. Along the way they caravanned but lost one of their members for several hours. One of the features of their big two day event was a trip of about 7 kilometers on an open air railway through the Sooke River Canyon area. The little train was hauled by a "speeder" which pulled the open-air trailer. It uses old and abandoned Canadian National right-of-way. The trip was beautiful and they passed streams, canyons, woods and forests--some people got a little scratched from the overgrowth coming in the open car. A near mishap, which ended OK, was when the trailing car lost its link-and-pin coupling. Frantic yelling by the passengers alerted the "speeder" engineer and he backed up and re-coupled with the trailer. The members, and their families, that came over from the mainland, boarded with TTOS members on Victoria and visited their collections, layouts and then went to a number of excellent eating establishments on the Island. Their story sounds inviting. It sure would be nice if the Canadians would host a convention!

Many of our Divisions around the country are planning summer meets so, if you are going to be taking a vacation, just look inside the front cover of the TTOS Bulletin for the name of the President of a Division that might be on your way. Give him a call and try to attend their meets if possible.

Submitted by Fred Nix, Editor  
TTOS SJV DIVISION CRIER

*American Flyer*  
1907 1982

CREATE AND CURATE  
by Dave Otth, Chairman  
TTOS Museum Committee

So, let's have a TTOS Museum. Wow! Sound crazy? You're right, but why not? After all, Santa Claus brought us our first electric train many Christmas's ago so stepping out on a new limb of faith is good for morale. I can visualize it all so easily -- an historical showcase of the best trains from earliest beginnings to the MPC years -- deluxe operating layouts in various gauges -- giant Lionel posters and American Flyer banners -- sound movies of rare toy train films, slide shows and much much more. Sounds way out for TTOS but perhaps a quick view into TTOS National activities will stir some excitement into your mind and museum bells will begin to ring.

First, we must lay the foundation for even thinking of such a fantastic task for TTOS in the Los Angeles area. The key catalyst is the need of a long range plan for TTOS to balance the cost of services to its members with additional income. Members receive our monthly Bulletin and Order Board plus a Directory and occasional reprints for the low annual sum of only \$15 in dues. If you are new to our Society, you should know that the cost of all these great aids to collecting far exceeds the \$15 in dues each year. Then, how do we exist, you might ask? TTOS uses the sales of reprints, back Bulletins and profits from National Conventions to offset the red ink. Oh yes, I forgot, we also have income from the sales of Convention cars. I left that last for a reason. Years ago, Convention cars were hot items and supported the mis-match of funds. Now, the sales of Convention cars is somewhat slower and, as Lionel production prices continue to advance, their use as a financial corner stone for keeping TTOS in the black is vanishing. TTOS is a service organization and the cost of services has been steadily rising even though the dues have not. Offsetting this trend is the major long range "action item" for the TTOS National Board of Directors.

Museums cost a lot of money and, if we need to conserve, why think of such grandiose plans? Let's look at what TTOS has in the way of assets. Play these against what we need and what attraction the Los Angeles area would bend over backwards to have. First, we have our many talented members who possess fantastic trains, historical knowledge and, a desire to share with the lay community their objects d'art. TTOS could, through its membership, stock any museum chock full of classic items that would make the "man on the street" drool. Kids too, especially if they could operate certain designated trains on fantastic layouts. We are the Toy Train Operating Society, aren't we? Now, keep in mind that toy trains have an almost universal appeal, so let's include members of local and state governments into that fraternity.

Hmmm? We have the goods, knowledge and desire but poor little Los Angeles hasn't. This realistic and recognizable need could be met by TTOS. The greater Los Angeles area, with its 8 million people from which to draw upon, would financially support a museum and its curators -- that is TTOS, if you haven't already guessed. All TTOS needs is the use of land and one or more buildings, a little something that the local governments have. Can we make a deal?

In a nutshell, the above idea was brain-stormed by Dan Aikens and myself a few Cal-Stewarts ago. Not to let the dust settle, I made a request to Bob Cloud, our 1981 National TTOS President, for the formation of a special investigation committee to think things through in an official way, attack the real world and see what TTOS might obtain. After all, it sounded too fantastic. The Museum Investigation Committee became a reality when endorsed by the National Board of Directors in the November of 1981 and, besides myself as acting chairman, comprises Dan Aikens, Hilly Lazarus and David Nissen. The Committee was continued this year under the current Board of Directors.

So, what has happened since the creation of our Committee? Plenty! The overall plan is to have TTOS satellite displays in numerous California locations on a semi-permanent (sort of long-term temporary) basis to show our sincerity, capability and assertiveness to the public and private funding groups. Current locations under review are the Los Angeles museums, the Los Angeles Union Station destined for a grand re-newal project, and the new Sacramento State Historical Railroad Museum. Once the satellite displays are implemented, as a show of serious intent, then a proposal will be made to local governmental bodies and private institutions to "grant" the necessary funds for a public toy train museum of educational and historical value to the community. TTOS would then become the curator and operator of the museum and perhaps we can then have the TTOS Museum as the home for our National Offices.

But, it all sounds unreal? Maybe so, but an International Society was also unreal in the mind of Bill Harris, our founder in 1966 and soon, we will be publishing the 200th issue of the TTOS Bulletin which Bill started. For starters, Hilly Lazarus has been very active in promoting TTOS membership in the Sacramento area in the hopes of stimulating a new Division there for TTOS. It is now about to happen with Tom Gibson as the new President. One of the TTOS members in Sacramento is Barry Garland who is also the Display Chairman for the Sacramento Railroad Museum. He is a good friend to our Committee and also has a great respect for Ward Kimball who helped so much in the formation of the Sacramento Railroad Museum. When you visit the museum, be sure to see Ward's caboose on the second floor. Anyway, the Sacramento Museum, through the good offices of Barry Garland, has opened its doors to us with a big listening ear and what they want to hear is what we can do for them at the museum with layouts and displays. The opportunity for TTOS to be a part of such a top notch railroad museum is indeed rare and the museum itself is ideally situated in the heart of historic Old Towne Sacramento. Do you hear museum bells yet? You just might as our newly proposed Sacramento Valley Division of TTOS wants to host the 1985 National Convention of TTOS and you just may be able to see a TTOS layout and display at that great event. Anyone for museum booster souvenir cars?

END OF TRACK FOR PIONEER MARX

by Al Bailey

Eighty-five years of a full, happy and productive life ended in February for Louis Marx, pioneer manufacturing tycoon and the daddy of Marx trains.

Naturally, he had humble beginnings, as did many of the industry giants who are fast leaving today's scene. Son of German immigrant parents, Marx didn't learn English until he was six, but he developed a lifelong love affair with reading. His knowledge came from such disparate camps as Greek and the gutter. He had a habit of marking words in dictionaries that he wanted to add to his vocabulary, and then transcribing them into notebooks which he read while jogging, believe it or not!

Marx started his career as an office boy in a firm that ignored his advice. But it was the firm that lost, for it went bankrupt. Among Marx' accomplishments were:

...the manufacture of the yo-yo after he saw an old man whittle a disc from a block of wood and roll it up and down a string.

...the start of manufacture of toys from polyethylene after people complained that the more brittle plastics broke too easily.

...taking last year's products, adding a new gimmick and turning them into the next year's best sellers (converting a truck into an ice truck by loading it with plastic cubes; repainting submarines to turn them into rockets).

...and of course, building the Marx line of toy trains that provided a lot of boys with trains when some of the other makes were too expensive.

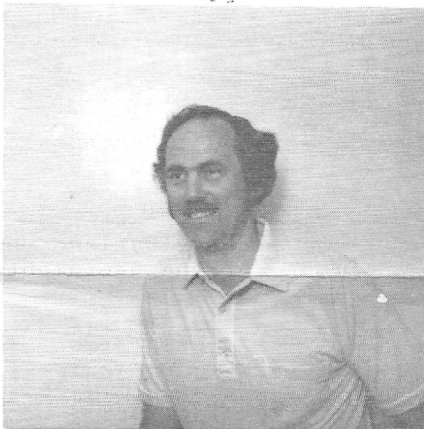
The company that went bankrupt was the Ferdinand Strauss Co., which was making a climbing monkey and a clockwork minstrel, the first mechanical toys to be mass produced in the United States. He became manager of the firm after three years but was fired when he suggested the owners of the company give up their retail stores and concentrate on manufacturing.

When Marx returned after his service in World War I, he found that Strauss was bankrupt, so he and his brother Dave bought the manufacturing dies for the monkey and minstrel. They re-introduced them with new colors, and voila, they sold eight million of each and became instant millionaires.

Marx was the first to design a motor that could power more than one model toy, among the first to accept Japanese toys into an American line, and the first to distribute inexpensive toys on a massive scale. To the aficionados of tin plate trains, the variety and quantity of rolling stock provides a never-ending array of opportunities for collecting. Especially so, now that some of the other brands are selling at such astronomical prices.

The Marx company grew to a worth of more than \$100 million, but foreign companies began to flood the market after 1955, and its value went down by almost half. In 1972 it was purchased by the Quaker Oats Co., for \$52 million.

For you who want further information about this pioneer, Louis Marx was the subject of a Time magazine cover story in 1955. Might be worth looking it up in your neighborhood library.



Pictures by Merv Lew



TOM GIBSON  
PRESIDENT ELECT  
PROPOSED SACRAMENTO DIVISION

BARRY GARLAND  
DISPLAY CURATOR  
SACRAMENTO MUSEUM

Gannett Westchester Newspapers  
Monday, February 8, 1982

# Louis Marx, 85, toymaker, dies

Louis Marx of Scarsdale, who was sometimes called the Toy King of America, died Friday at White Plains Hospital. He was 85.

Mr. Marx, who turned a two-person toy business into a multimillion-dollar empire, began the company with his brother, David, during World War I, when imports from Germany, then the nation's major supplier, were stopped. The company was sold in 1972 to the Quaker Oats Co. for \$52 million and has since become part of Dunbee-Combex-Marx Ltd.

Marx was a long-time friend of the late President Dwight Eisenhower, who was godfather to one of Marx's sons.

Marx's daughter, Patricia, married Daniel Ellsberg, who provided newspapers copies of the Pentagon Papers outlining American involvement in Vietnam.

That relationship was brought up at Senate Watergate hearings. Former White House aide John D. Ehrlichman told the hearings that FBI Director J. Edgar Hoover, since deceased, was a close friend of Marx's and refused to get involved in any investigation of Ellsberg.

Marx is survived by six sons, three daughters, a brother and sister, 15 grandchildren and three great grandchildren.

A private funeral was scheduled.

Newspaper clipping submitted by Dick Stafford of Indianapolis, IN. From the REPORTER DISPATCH of White Plains, New York.

Muppets

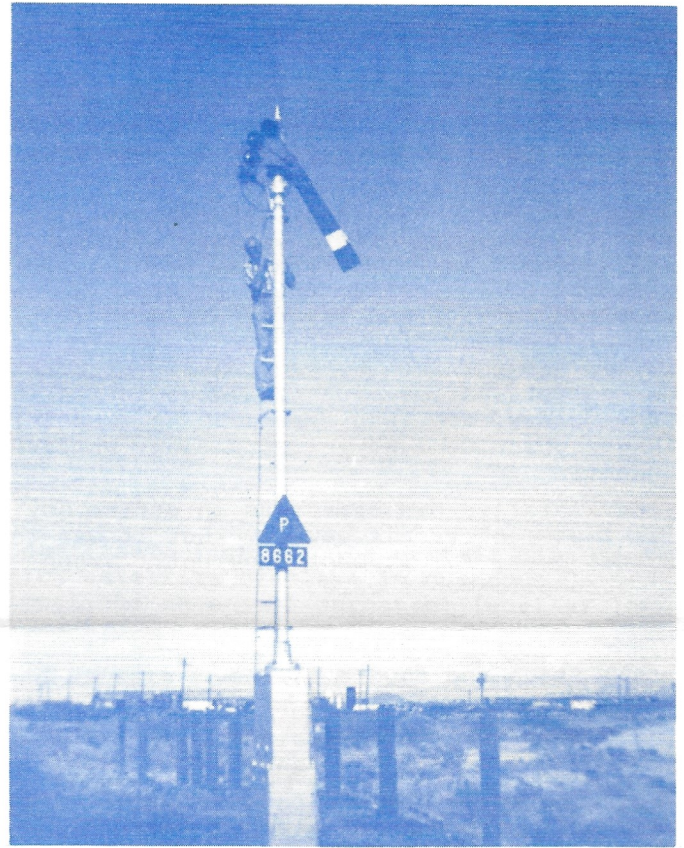


Cartoon from Fred Nix, Editor, SJV Division "Crier"

## WATT'S UP DOC?

by Christopher Watt

One of the highlights of my recent trip to Phoenix, for a TTOS National Board of Directors meeting at the site of the 1983 convention, was the discovery of actual working semaphore signals somewhere in the Arizona Desert! I am a signal nut. So thrilled was I that I shot up the ladder of one of them, as shown in the picture. I believe this to be a section of Union Pacific track that is still controlled by automatic lower-quadrant semaphores. In one direction, a single 'home' signal; in the other, a 'home' and 'distant'. With the passage of a train, both the 'home' and 'distant' would automatically raise to the danger (horizontal) position and stay there until the train CLEARED the next 'home' signal down the line (one block). Once the train was well past the next 'home' or stop signal, this (our) 'home' signal would clear but the 'distant' signal arm would remain at caution until the train had passed the next 'distant' signal. Then this 'distant' would also clear to the double clear position you see in the photograph. With this type of signalling (use of 'distant' arms), the engineer would expect to see a 'distant' at caution before encountering a 'home' at stop -- in brief: the amber color light signalling.



HICKORY DICKORY WATT

Semaphore signals in England, Europe and, indeed, much of the world are still commonplace but I was not aware that they were still being used in this country, especially the west. Anyway, it took my mind off the 100 degree heat, an empty gas tank and a 400 mile drive!

## SW DIVISION DIRECTORY

We are planning a new directory for SW Division and need to hear from you right now if you do not want your name or phone number listed. Write to Hilly Lazarus, 14547 Titus St., Panorama City, CA 91402.

## HOT BOX ADS

WANTED: Diecast body for 700T and skylight for 115 station. Bruce Markus (213) 783-2033.

