

# THE SOUTHWESTERN LIMITED

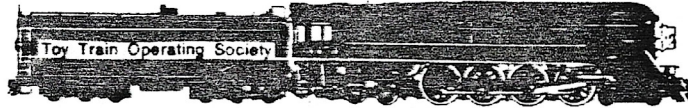
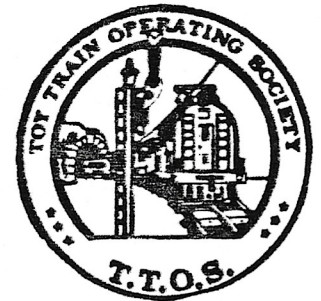


VOLUME 2  
NUMBER 10

OCTOBER  
1983

JOE LOVI  
PRESIDENT  
(213) 242-7215

HILLY LAZARUS  
TEMPORARY EDITOR  
(213) 762-3652



## CAL-STEWART MEET

NOVEMBER 18-20



### BARE FACTS ABOUT A BEAR RAILROAD

By Al Bailey

TTDS SOUTHWESTERN DIVISION



Canadian  
Pacific

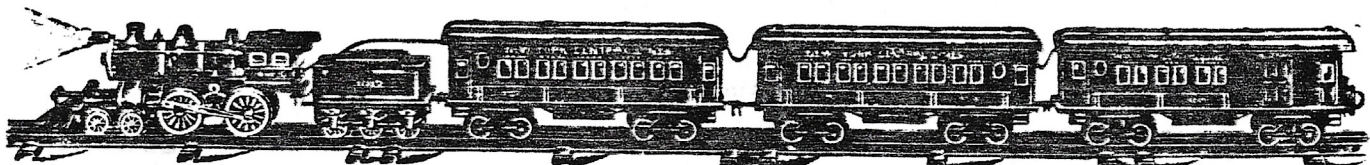
You've heard of Churchill, no doubt -- I mean the town. It's located on Canada's Hudson Bay, a thousand miles north of Winnipeg. You can make the trip by train: the VIA Rail Canada's Hudson Bay Explorer makes the run twice a week. It leaves Winnipeg at 5:30 P.M. You may find as many as 14 cars, including a dining car with linen-covered tables, bar-lounge, and an assortment of roomettes, bedrooms, drawing rooms, upper and lower berth sections and coaches. The first morning out there's a 90 minute stop at The Pas, which offers an opportunity to stretch the legs and see a few of the local sights. This is basically a Cree Indian village founded well toward the first of the last century.

On the train again, and you enter the region of the tundra where the ground never completely thaws. It has a mushy surface which causes the train to rock up and down as well as to sway sideways. You'll pass through towns, if they may be called that -- they're really shacky villages -- with Indian handles like Sipiwesk, Wekusko, Orok, and Pikwitonei. For meals in the diner, during your two nights and one day trip, you'll eat the likes of roast buffalo and Ukranian specialties of the region (an ethnic characteristic of Manitoba). Ever tried koubassas? Holupshis? Perogies? They are sausages, cabbage rolls, and a sort of tacos in everyday language.

The town of Churchill, and the Churchill River that enters the Bay here, were named after John Churchill, the first English Duke of Marlborough. You can spend the day and leave that night on the returning trip; or you can stay longer, taking a later train. During spring and summer, there are migrations of birds, seals and whales which defy the imagination. And, oh yes, the polar bears! Churchill and the railroad are smack in the middle of their migratory route every fall. Here's the place to really see wild polar bears up close. And, if I may say so, that's one animal that really bears watching!

## THE BING MINIATURE RAILWAY SYSTEM

1910



NO child has ever been locked in overnight at F. A. O. Schwarz, the toy store, either accidentally or on purpose, in all its fifty-plus years at Fifth Avenue and Fifty-eighth Street. Occasionally, an adult has a reason to be there after hours, when all is silent on the second floor except the pendulums in the miniature grandfather clocks. The second floor no longer quite feels, as it always used to, like a tucked-away room set aside for the private examination of treasure. In the last year, the winding marble staircase near the back that led you there from the ground floor has been replaced by a giant hole in the floor crisscrossed by twin escalators. Escalators don't slow down at the final step to let you catch a glimpse while you catch your breath, and without that moment the second floor—at first—now seems no more than a mezzanine. But, way up front, the trains are still where they were, and if you are looking at one of the train layouts, which these days are German trains—Märklin and L.G.B.—then this must mean, as it used to, that you haven't been stopped by anything you've passed on either floor: not by dolls or stuffed animals or cars or puzzles or electronic games or mechanical bears that blow a whistle. And if you are an adult looking at a set of small trains in the silence of the night, and if it has not happened already, an old sense of pleasurable contemplation of things brand new may return: *What could I do with this if it were mine?*

Late last month, when Schwarz's was preparing for a special event, its First Annual Train Exhibit, we got to go twice to the second floor after closing. The first time, we talked to a group, who were spreading brown felt and grass paper—a fuzzy green paper good for using under Christmas trees—on display shelves, and then opening thirty- and forty- and fifty-year-old boxes and, in deft slow motion, removing steam engines, diesels, parlor cars, boxcars, all of which they picked up only by the wheels. These collectors collect American toy trains, mostly Lionel and American Flyer, and the toy trains they were setting out were their gems—their, as they say, pristine, like-new, big-ticket items: trains gleaming with bright enamel paint, unchipped, undented, unbrushed, unplayed-with. The second time, we

went to look at some remote-control Lionel freight cars—a milk car, a cattle car, and a Bronx Zoo car with giraffe—from the collection of Ron Hollander, a contributing editor to *Town & Country* and the author of a recent and authoritative history, "All Aboard! The Story of Joshua Lionel Cowen & His Lionel Train Company." Push a button, and the door to the white milk car flings open and a tiny man in a white uniform slams a minute steel milk can onto a freight platform. Push another button, and the platform that some black cows are standing on starts to jiggle and they wobble toward the open door of the orange cattle car. Without even a button, the giraffe in the Bronx Zoo car pulls his neck down to avoid a low bridge. Mr. Hollander also sounded the Lionel steam whistle for us—a commanding hoot that dies away lingeringly, breathily, and is produced by a wisp of a fan blowing air through two minuscule pipes.

We went back a third time, too—early one morning, before business began—to watch Albert Korponay, an optical engineer, and his son, Steve, a mechanic, connect two hundred and forty wires and put together three four-foot-by-eight-foot panels that make up his operating layout of European trains cresting the Austrian Alps to reach Seewinkel, a hidden village with a sawmill, a church, street lights, chalets, cows, and horses and wagons, and travellers waiting on the station platform. Everything in the layout except the trains and the track was made by hand; each of twenty-two hundred samples on the station roof was glued on individually. The reason the Alps themselves look so real is that after four tries Mr. Korponay hit upon a miniature-mountain technique no one had thought of before—crinkled aluminum foil, then plaster spread like icing, stretched burlap over that, then more plaster, then a dozen different colors of paint. It works. It took Mr. Korponay two years to make all three panels. Steve Korponay, as engineer, can run as many as six trains simultaneously on the layout. His father began the project as something to do when he was laid up after an accident.

There is so much interest now in small trains, and interest of so many different kinds, that talking to collectors can make you think, before you sort things out, of a train, a plane, and a bus all trying to occupy the same right-of-way.

The prices of the old toy trains being collected have chugged steadily upward for the last ten years. Many of the new members are younger adults, who played with trains in the fifties—the last decade in which high-quality toy trains were available in this country on a mass-market basis. But some collectors—like Frank Camileri, who is fifty-two, who runs the back-office operations for a firm of Wall Street stockbrokers, and who helped organize the collections displayed at Schwarz's—couldn't afford trains when they were kids. Some run trains as well as collect them—like Charles Romeo, a New York printer, also represented in the Schwarz exhibit, whose trains run through little holes in a wall of his apartment so they can traverse both the living room and the spare room. Some are in collecting to make money, either by investing in trains or by dealing in them, and you hear stories about a man who bought two beach houses in the Hamptons, a Mercedes, and a Seville from trains. You hear rumors about rock stars who buy hundreds of thousands of dollars' worth of never-used trains just to play with them. There are scholars; there are hunters; there are detectives who look for fakes. There are distinctions between prewar and postwar toy-train collectors—W. Graham Claytor, Jr., the new president of Amtrak, specializes in trains from Carlisle & Finch, a Cincinnati firm that now makes maritime lighting devices and hasn't made toy trains since 1915—and between American and European toy-train collectors. There are further distinctions between all toy-train collectors and model railroaders—model railroads being more exact replicas of real trains. Some toy-train people collect only catalogues; some make spare parts for others; some run the train meets—the get-togethers where collectors buy and sell.

And there are also those who remember as if it were this morning the great war for toy-train supremacy which took place around Madison Square just after the Second World War, when Dr. A. C. Gilbert, graduate of Yale Medical School, co-winner of the pole-vaulting event in the London Olympics of 1908, inventor of the Erector Set, and head of American Flyer, challenged Joshua Lionel Cowen, the man who had built one of the earliest electric toy trains in this country and claimed to have invented

LAST CHANCE FOR SOUVENIRS--ONLY 2 WEEKS LEFT

# CAL-STEWART



Toy Train Operating Society

# CONVENTION

NOVEMBER 18-20

## CAL-STEWART SOUVENIRS

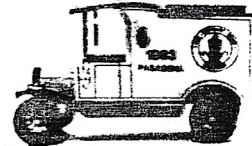


**CAPS**  
Fully adjustable \$6.00

**T-SHIRTS**  
All sizes \$7.00

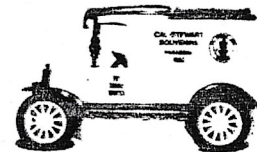
### DIE CAST MODEL-T FORD VANS

Genuine MATCHBOX "MODELS OF YESTERYEAR" C. 1912 VAN, Suitable for "O" and "S" Gauges



\$15.00

Genuine ERTL c. 1913 Van Suitable for Standard and #1 Gauges.



\$15.00

SEE REGISTRATION FORM FOR ORDERING DETAILS

Deadline for pre-orders, which must accompany your registration, is October 20, 1983. We thank you for supporting Cal-Stewart.

REGISTRATION---PLEASE PRINT LEGIBLY

PLEASE NOTE THAT THE DEADLINES FOR REGISTRATION ARE FOR THE DATE WE RECEIVE YOUR REGISTRATION AND NOT THE POST MARKED DATE YOU CAN SAVE MONEY BY REGISTERING EARLY. SOUVENIR ITEMS WILL ONLY BE AVAILABLE ON A PRE-ORDER BASIS AND MUST BE ORDERED ALONG WITH YOUR REGISTRATION. NO LATER THAN OCTOBER 20, 1983 PLEASE FILL OUT THE COLUMNS AND BOXES BELOW INDICATING WHAT YOUR FEES ARE AND THE QUANTITIES AND COSTS OF SOUVENIRS.

REGULAR REGISTRATION RECEIVED BY 10-20-83 is \$12  
LATE REGISTRATION RECEIVED AFTER 10-20-82 is \$15

\$ \_\_\_\_\_  
amount

TABLES ARE UNLIMITED AT \$10 each. How many? \_\_\_\_\_

\$ \_\_\_\_\_  
amount

MATCHBOX fords at \$15. How many? \_\_\_\_\_

\$ \_\_\_\_\_  
amount

ERTL FORDS AT \$15 How many? \_\_\_\_\_

\$ \_\_\_\_\_  
amount

CAPS AT \$6. How many? \_\_\_\_\_

\$ \_\_\_\_\_  
amount

T-SHIRTS AT \$7. Mark quantities \_\_\_\_\_  
under each size in boxes below:

\$ \_\_\_\_\_  
amount

ADULT SIZES	S	M	L	XL	XXL
QUANTITY DESIRED					

SOUVENIR ORDERING DEADLINE IS 10-20-83

DO NOT SEND CASH. PLEASE MAKE YOUR CHECKS OUT TO T.T.O.S., S.W. DIVISION AND MAIL TO BRUCE LAZARUS, REGISTRATION CHAIRMAN, 4858 DUNMAN AVENUE, WOODLAND HILLS, CA 91364.

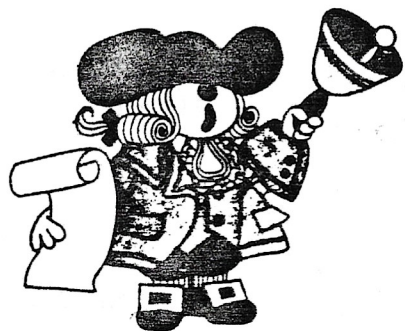
NO CONFIRMATION OF REGISTRATION WILL BE SENT YOUR CHECK IS YOUR RECEIPT. PICK UP YOUR BADGES AND SOUVENIRS AT THE REGISTRATION DESK WHEN YOU ARRIVE. THANK YOU.

FOR OFFICE USE ONLY		CHECK NUMBER	CHECK AMOUNT	GUESTS
MATCHBOX	ERTL	TABLES	SHIRTS	CAPS

\$ \_\_\_\_\_  
amount enclosed

KEEP THE OTHER PORTION OF FORM WITH YOU

PLEASE COMPLETE THE OTHER SIDE OF THIS TEAR-OFF FORM



# CAL-STEWGRAM

**ERROR:** Printing error in the Cal-Stewart Schedule. The John King parts starts at 7 P.M., NOT 6 P.M.

**NOTE:** Do not add the \$2 UPS charges, as shown in the Cal-Stewart registration form, if you will be at Cal-Stewart to pick up your own souvenirs. We only bought a gross of the Matchbox Vans and it now looks like we may run out of them quickly--so, first come first served. Better send in your orders right away.

**FOOD, FOOD, FOOD:** PLEASE CALL ED GARACOCHEA AND OFFER TO BRING SOME GOODIES TO THE JOHN KING MEMORIAL COCKTAIL AND RAFFLE PARTY. A FRIENDLY REMINDER TO LEAVE SOME FOOD FOR OUR GUESTS---WE ARE THE HOSTS, NOT THE GUESTS. NO PIGGIES PLEASE. WE NEED TEN POUNDS EACH OF: POTATO CHIPS, PRETZELS, CRACKERS, ETC. COULD USE SOME GALLONS OF POTATO AND MACARONI SALADS AND THAT SORT OF THING. DOES YOUR SPOUSE HAVE AN APPETIZER SPECIALTY? WE WOULD SURE APPRECIATE HELP. FOR THOSE OF US WHO ARE UNABLE OR UNWILLING TO VOLUNTEER SOME WORKING TIME, BRINGING FOOD IS A GOOD WAY TO MINIMIZE YOUR GUILT FEELINGS. (213) 399-8957.

**RAFFLE PRIZES:** WE ALWAYS PROVIDE BETWEEN TWO AND THREE THOUSAND DOLLARS OF VERY NICE RAFFLE PRIZES FOR CAL-STEWART BUT ARE A LITTLE SHORT THIS YEAR. IF YOU FEEL GENEROUS AND CARE TO CONTRIBUTE SOME TRAIN RELATED ITEMS FOR PRIZES, CALL ROY BELL OR JERRY BLAINE. THANKS IN ADVANCE.

**DISPLAY THEME:** FOREIGN MADE TRAINS. BOB WALL INVITES YOU TO PARTICIPATE IN OUR DISPLAYS THIS YEAR. NOT MANY OF US HAVE AN ENTIRE FOREIGN COLLECTION SO IF WE EACH CONTRIBUTE ONE OR TWO TRAINS, IT WILL CERTAINLY ADD TO THE DISPLAY. UNFORTUNETLY, PAUL VOLPP AND MEL ROBERTS, WHO HAVE NICE FOREIGN TRAIN COLLECTIONS, WILL NOT BE ABLE TO HELP THIS YEAR SO THIS IS A "BEG" FOR HELP. HELP!

SO YOU LOST YOUR CAL-STEWART BROCHURE AND NOW ARE PAST THE EARLY-BIRD \$10 DEADLINE. NEVER FEAR. HERE IS A DUPLICATE FORM. SEND THIS IN TO BRUCE LAZARUS RIGHT AWAY FOR THE \$12 FEE AND SOUVENIRS. IF HE GETS YOUR REGISTRATION AFTER OCTOBER 20, THE FEE GOES UP AGAIN TO \$15. SAVE US WORK. DO THIS NOW!

FIRST NAME: \_\_\_\_\_ M.I. \_\_\_\_\_ PH ( ) \_\_\_\_\_

LAST NAME: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TTOS NUMBER: \_\_\_\_\_ IF NOT IN TTOS, WHAT IS YOUR CLUB AND NUMBER? \_\_\_\_\_

Your spouse and your children, under the age of 18, are admitted free. Other guests who accompany you are welcome at the regular fees but are NOT allowed to buy or sell. Write Bruce Lazarus for guest registration forms.

CLEARLY PRINT HERE (AS YOU WOULD LIKE THEM TO APPEAR ON NAME BADGES) THE NAMES OF YOUR SPOUSE AND MINOR CHILDREN WHO WILL ACCOMPANY YOU TO CAL-STEWART:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

I hereby agree to be bound by the rules of the Toy Train Operating Society and the Cal-Stewart Meet in regards to buying, selling, ethics and behavior. I further agree that, in the case of a dispute, the decision of the Meet Chairman, or an impartial referee appointed by the Meet Chairman, shall arbitrate the matter and render a binding decision. I shall, upon the direction of the Meet Chairman, in the case of a disputed sale, refund a buyers money

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

## SACRAMENTO MUSEUM UPDATE

Since the last newsy release about the TTOS display and layout for the California State Railroad Museum, your Museum Committee has been busy at local meets and the TTOS National Convention in Phoenix, Arizona, raising the necessary project funds. With an estimated \$4,000.00 needed to build Victorian "Store Front" showcases and an adjacent operating layout, Committee members quickly solicited support from TTOS members while in Phoenix and during the Southwestern Division September All-Day Meet. A special note of thanks goes to Gary Keck who provided the MPC Union Pacific set that was auctioned by-the-piece by Allen Drucker for \$350.00. Also, Hilly Lazarus has contracted to set up a toy train display for the L.A. offices of the Transamerica Corporation during November and December and is donating his \$500 stipend to the museum fund. Our funds and pledges now exceed \$1,800.00---almost half way to our goal.

Seventeen members have now donated the \$50.00 or more required for their names to be added to the brass "Founders Plaque" next to the display in the State Railroad Museum. There is still room for many more names and we encourage you to make a donation now before the exhibit is installed around the first of the year.

A generous offer has been extended by Lyle Cain, Sr. His well made reproduction of the 1930 IVES water tower sells for \$150.00. For all who buy it through our special offer, Lyle will donate \$50.00 to our Museum Fund and the buyer's name will go on the Founders Plaque. Lyle will also make these available at our regular October meeting.

The "1984 TOY TRAIN CALENDAR", by our own Ward Kimball, is just off the press. Greenberg Publications has printed this for us and will give it wide publicity and sales. The calendar features Ward's TTOS National Bulletin front covers. The calendars will retail for \$5.95 plus postage and the Museum Fund will get \$1.00 royalty for each calendar sold. These fine works of art will be available at Cal-Stewart so please support the Museum Fund and buy one for yourself and consider some for Christmas gifts for your friends and relatives, other collectors, and business associates.

The Museum Committee warmly thanks all who have contributed and those who plan to do so soon. Our present "FOUNDERS" are: Lyle Cain, Sr., Bob Cloud, Bill Corsello, Phil Haffen, Hilly Lazarus, Bruce & Dick Mayer, Margaret & Roger McDaniel, Jim Menichetti, Phil Maddox, La Rue Shempp, Allan Strand, John Thousand, Bob Thon, Cliff Ballard, Lennie Marvin, Robert Wall and Robert Stromberg. Thank you all.

Dave Otth, Chairman

GOAL

\$ 4000

\$ 3000

\$ 2000

\$ 1000

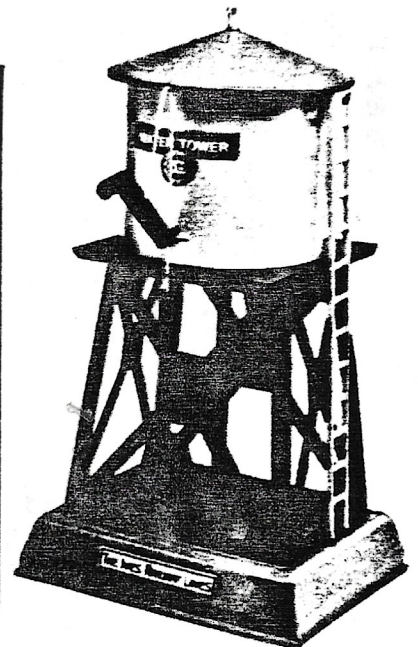


### SUPPORT THE TTOS MUSEUM FUND

An operating tinplate layout plus a victorian showcase of vintage toy trains is in progress as a promotional display for TTOS at the popular California R.R. Museum in Sacramento, CA. Delivery is scheduled for early spring 1984 and the total cost is estimated at \$4,000. The project will gain new members for TTOS and is funded through member contributions or via the purchase of special items below. Contributions received to date total over \$1,200, so your support is greatly appreciated which will directly affect TTOS growth. Mail your check today to TTOS Museum Fund c/o TTOS National, 25 West Walnut St., Pasadena, CA 91103.

I'll gladly help TTOS Grow with:

- My \$..... monetary contribution.
- \$50 and add my name to the Brass Founder's Plaque next to the museum display.
- \$150 for an IVES Std. gauge Water Tower and add my name to the Founder's Plaque.
- \$5.95 plus \$1.00 postage for 1984 Toy Train Calendar by Ward Kimball published by Bruce Greenberg.



T.T.O.S.-SOUTHWESTERN DIVISION  
A NON-PROFIT ORGANIZATION

STATEMENT OF INCOME & EXPENSES

FOR THE PERIOD 09/01/83 TO 09/30/83 09 MONTHS

	CURRENT-PERIOD		YEAR-TO-DATE	
	AMOUNT	RATIO	AMOUNT	RATIO
<b>INCOME</b>				
DUES RECEIVED - CURRENT YEAR	\$ 29.00	2.31	\$ 3,869.00	38.67
AUCTION FEES	451.40	35.91	2,766.90	27.65
BADGES	8.00	.64	37.00	.37
TABLE SALES	672.00	53.45	2,088.00	20.87
SNACK BAR	11.00	.87	121.00	1.21
INTEREST INCOME	75.76	6.03	562.96	5.63
MISCELLANEOUS INCOME	10.00	.80	560.30	5.60
<b>TOTAL INCOME</b>	<b>\$ 1,257.16</b>	<b>100.01</b>	<b>\$ 10,005.16</b>	<b>100.00</b>
<b>COST OF SALES</b>				
RAFFLE	\$ 461.00	36.67	\$ 2,946.00	29.44
RAFFLE PRIZES	( 242.00)	19.25-	( 1,712.00)	17.11-
<b>TOTAL COST OF SALES</b>	<b>\$ 219.00</b>	<b>17.42</b>	<b>\$ 1,234.00</b>	<b>12.33</b>
<b>GROSS PROFIT</b>	<b>\$ 1,476.16</b>	<b>117.43</b>	<b>\$ 11,239.16</b>	<b>112.33</b>
<b>OPERATING EXPENSES</b>				
BUSINESS PROMOTION	.00	.00	9.38	.09
PRESIDENT'S EXPENSES	.00	.00	237.55	2.37
SECRETARIAL EXPENSE	41.00	3.26	409.60	4.09
BANK CHARGES	5.85	.47	16.50	.16
RECRUITING EXPENSES	.00	.00	64.76	.65
HONORARIUMS & GIFTS	.00	.00	56.53	.57
FILM & PHOTOS	.00	.00	52.00	.52
TABLE MAINTENANCE	75.00	5.97	430.00	4.30
SOWESTERN LTD. & PRES. LETTER	171.00	13.60	2,180.47	21.79
PRINTING & STATIONERY	8.60	.68	831.16	8.31
POSTAGE EXPENSE	161.15	12.82	1,189.25	11.89
OFFICERS EXPENSES	.00	.00	120.35	1.20
BOARD MEETING EXPENSES	.00	.00	150.35	1.50
TELEPHONE	2.00	.16	182.37	1.82
METER RENTAL	.00	.00	273.19	2.73
ALL-DAY MEET EXPENSES	.00	.00	244.54	2.44
CAL-STEWART EXPENSES	1,618.54	128.75	3,863.41	38.61
XMAS PARTY EXPENSES	.00	.00	76.70	.77
AUTO EXPENSE	.00	.00	56.03	.56
RENT	250.00	19.89	2,050.00	20.49
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 2,333.14</b>	<b>185.60</b>	<b>\$ 12,494.14</b>	<b>124.86</b>
<b>NET INCOME (OR LOSS)</b>	<b>(\$ 856.98)</b>	<b>68.17-</b>	<b>(\$ 1,254.98)</b>	<b>12.53-</b>

SEE ACCOUNTANTS COMPILATION REPORT

09/30/83

Prepared by Vic Gerendasy,  
Southwestern Treasurer.  
(Unaudited)

STATEMENT OF FINANCIAL CONDITION  
SEPTEMBER 30, 1983

	ASSETS
<b>CURRENT ASSETS</b>	
CASH - BANK OF AMERICA	\$ 39.33
SAVINGS - BANK OF AMERICA	8,893.44
INVENTORY	228.00
INVENTORY - CONVENTION CARS	1,264.00
INVENTORY - CAL-STEWART	952.00
ACCOUNTS RECEIVABLE	233.00
<b>TOTAL CURRENT ASSETS</b>	<b>\$ 11,609.77</b>
<b>FIXED ASSETS</b>	
TABLES	1,897.66
DISPLAY CABINETS & STANDS	275.79
<b>NET FIXED ASSETS</b>	<b>\$ 2,173.45</b>
<b>OTHER ASSETS</b>	
<b>TOTAL OTHER ASSETS</b>	<b>\$ .00</b>
<b>TOTAL ASSETS</b>	<b>\$ 13,783.22</b>
<b>LIABILITIES</b>	
<b>CURRENT LIABILITIES</b>	
DUES RECEIVED IN ADVANCE	1,824.00
<b>TOTAL CURRENT LIABILITIES</b>	<b>\$ 1,824.00</b>
<b>NET WORTH</b>	
NET WORTH, JANUARY 1,	\$ 13,214.20
NET PROFIT (OR LOSS)	( 1,254.98)
<b>TOTAL NET WORTH</b>	<b>\$ 11,959.22</b>
<b>TOTAL LIAB. &amp; NET WORTH</b>	<b>\$ 13,783.22</b>
<b>CAL-STEWART INCOME (NOT YET RECORDED)</b>	
<b>CAL-STEWART EXPENSES</b>	
ADVERTISING	\$ 394.87 3.95
BADGES	211.50 2.11
PHOTOS & PUBLICITY	33.00 .33
PRINTING - BROCHURES	869.04 8.69
POSTAGE COSTS	749.50 7.49
RENTAL EXPENSES	1,605.50 16.05
<b>SUBTOTAL</b>	<b>\$ 3,863.41 38.62</b>
<b>NET INCOME</b>	<b>(\$ 3,863.41) 38.62-</b>

## TOY TRAINS (continued)

the flashlight. Cowen didn't think at first that he had built a toy train—he thought he had constructed a device that stores would put in their windows to attract attention to their merchandise. He changed his mind when people started playing with the trains. The Lionel showroom, with its vast layout, was on the second floor of 15 East Twenty-sixth Street, on the north side of Madison Square. A block and a half away, on the west side of the square, was the six-story Gilbert Hall of Science, with a train display eighty feet long on which nine trains, including steam engines that puffed smoke and made real choo-choo sounds, could run simultaneously. (The building is still standing; a firm that sells holiday decorations now occupies it.) Cowen won the fight hands down—and then both were swept away by television watching, Sputnik, miniature-slot-car racing, and the sixties.

Listening to the talk around us at Schwarz's, we could think of one reason for the current fascination with trains—a reason having to do with scale. Trains form more of a continuum than many things do. The tiniest of them—Märklin's Z-gauge, or Mini-Club, trains—have tracks a quarter inch apart. The biggest—such as the broad-gauge trains of Spain—have tracks five and a half feet apart. But the biggest toys, known as live steam trains, with tracks twelve and three-quarters inches apart, are mighty close in size to the smallest real trains—like the Romney, Hythe & Dymchurch Railway, in Kent, England—which run on tracks fifteen inches apart. It is hard to know just where, or how high, you stand.

Frank Ribando, Sr., a collector represented in the Schwarz exhibit, who works as night manager and maitre d' of P. J. Clarke's, told us his reason for collecting: "I started buying thirteen years ago, when my older son was born. He had trains to play with later on as well, but this was a collection I was building for him to keep. You don't give kids watches or antiques, but you do give them something they can look at. As they look, they become aware of what they own. It's the *awareness* that you're teaching them. They learn to value, respect, and take care of the things they live with. My parents couldn't afford trains for me, but they taught me to respect anything in the house. What you have you take care of."

## COMING EVENTS:

- OCTOBER 2 TTOS PNW DIVISION MEET, HILLSBORO, OREGON. CALL GEORGE KIRKWOOD.
- OCTOBER 7 TTOS MUSEUM COMMITTEE MEETS WITH THE SACRAMENTO MUSEUM CURATOR IN SACRAMENTO.
- OCTOBER 7 TCA WESTERN DIVISION OPEN HOUSE, 6 PM, EL MONTE MASONIC HALL, 4017 TYLER, EL MONTE. CALL BOB SPELLMIRE.
- OCTOBER 8 TTOS SACRAMENTO DIVISION GIANT OPEN HOUSE AND ALL-DAY MEET, AS BIG AS OUR ALL-DAY MEETS. YOU'LL COME!
- OCTOBER 14 TTOS SOUTHWESTERN DIVISION ARCADIA MEET. 6 P.M. CLOSED BOX RULE. BRING A GUEST AND SIGN HIM UP FOR SW DIVISION & QUALIFY FOR A PRIZE.
- NOVEMBER 6 TTOS (PROPOSED) SILVER STATE DIVISION MEET AND BANQUET, LAS VEGAS. ONLY \$10 FOR A PRIME RIB DINNER; SELLERS TABLES ARE \$2. CALL JACKIE REELEY IN LAS VEGAS FOR DETAILS. YOU MAY ALSO LIKE TO SUPPORT OUR NEWEST GROUP BY JOINING FOR A MERE \$5.
- NOVEMBER 11 TTOS SW MEET CANCELLED IN FAVOR OF CAL-STEWART, NOVEMBER 18-20.



**PRIZES FOR MEMBERSHIP CONTEST:** Wes Frye is sponsoring a contest for us to bring in new National TTOS members between now and Cal-Stewart. He has donated the following prizes for the people who bring in the most new TTOS members plus Southwestern Division will add more prizes, including some Convention Cars and Souvenir Items. For 2 new members: TTOS "HO" cars and train books; for 3 new members an "S" gauge A.F. handcar; for 5 new TTOS joiners two McCoy Standard Gauge cars and an "S" gauge Little Joe train set; for 10 new members a Lionel pre-war "O" gauge #252 loco---and more for anyone bringing in one or more members by November 20. We have sent out 1,500 invitations to train collectors who are not in TTOS in order to attract them to Cal-Stewart---hopefully some will be willing to join TTOS and our Division. Please be a good host at Cal-Stewart and, if you meet a person who is not affiliated, sign him up at the registration desk. Wes will process all applications and keep track of who the sponsors are.



LADIES WITH NICE  
PAIR OF TANKS  
AND KNEE ACTION  
RAISE CAIN

TTOS NATIONAL CONVENTION  
PHOENIX 1983

Chicago Tribune, Friday, August 19, 1983

**Obituaries**

Sent in by Simon V. Chaplan

# Mario Caruso; developed toy train

JACKSONVILLE, Fla. [UPI]—Mario Caruso, an Italian immigrant who developed the Lionel model train, died Thursday at his home in Arco Felice near Naples, Italy, said son-in-law James Teahan. Mr. Caruso was 96.

Mr. Caruso took the primitive battery-powered box on tracks invented by Joshua Lionel Cowan and produced the most successful toy train ever sold. He also invented the first transformer for use by children.

A native of Messina, Sicily, Mr. Caruso came to the United States in 1904 as a boiler-room apprentice on an Italian ship. He jumped ship in Brooklyn, N.Y.

"He was the classic example of a rags-to-riches success," Teahan said in a telephone interview from his home in Gainesville. "He had 50

cents in his pocket when he arrived at the Italian Settlement House in Brooklyn."

TEAHAN SAID his father-in-law went to work for Cowan as a power-press operator in New York, then worked with him to develop the model train.

After the train became successful, Mr. Caruso left Cowan and worked for A.C. Gilbert of Erector Set fame in New Haven, Conn. There he invented the Erector Set electric motor, Teahan said.

Before World War I, Mr. Caruso returned to New York and became a partner with Cowan in the Lionel Manufacturing Co.

Soon after the war, Lionel moved its headquarters to Newark, N.J. In 1920 it moved to its present offices in Irvington, N.J., and became the Li-

onel Corp.

In 1925, Mr. Caruso founded an electrical parts company near Naples called La Precisa, where he developed the idea for the three-rail Lionel track. La Precisa was taken over by Mussolini during World War II and produced munitions for the Italian army.

MR. CARUSO, principal stockholder and secretary-treasurer, sold his interests in Lionel in 1945. He next founded Eastern Electric Corp., which sold the first electric cigarette vending machines and later automatic food vending machines.

Teahan said Mr. Caruso had been in ill health for the last year.

Mr. Caruso is survived by his second wife, Teresa; a son; five daughters; 12 grandchildren; several great-grandchildren; and two sisters.