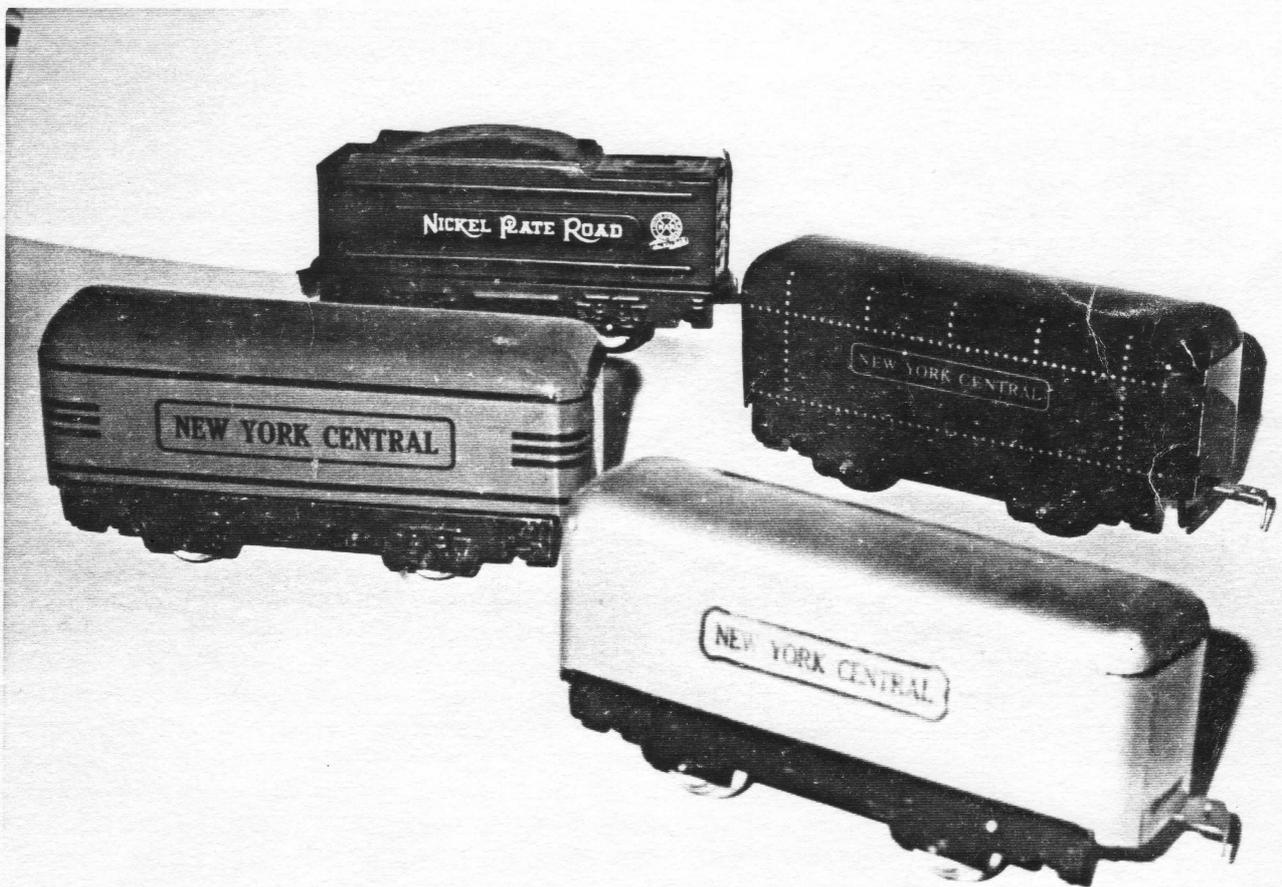


COLLECTING WITH MARX

Issue 4

April 1995



Have You All of Them?

COLLECTING WITH MARX

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This month on the cover.....

Four of Louis Marx's more scarce cars. Four tenders that were on my want list for what seemed to be forever. Come inside and read about them!

Hi Everyone,

This thing is getting very exciting! We're growing faster and faster, thanks to all of you who are spreading the word. If you're interested, I have a brochure I can FAX to you to copy for the literature table at your toy and train shows coming up. Some of you have already done this.

It's been an exciting Winter for me for two reasons. The first reason is that by the time you read this I may be a Dad for the first time. Our new addition is due on the 15th of April! The second reason is that because I advertised in "Collecting With Marx" I found two pieces that before now had been evasive. I am getting to know people around the country that I knew were out there but I had no idea who or where they were. I finally landed a nice 967 light blue side dump and a 6" brown high-side gondola.

I'd like to shed some light on three very coincidental situations that have happened to me in the last 60 days. The first one is about the #967 light blue side dump car. You see I had called a friend about something I saw advertised elsewhere. He told me he new someone who had just acquired a 967 and maybe I should call him. I called him and we made a trade for something he had seen on my "For Sale" list. Well, just three weeks later in Kansas City I waited for a fellow to unpack his stuff and as he did I helped him set them out on the table. One of the last sets was a mint set including the 967. After almost 20 years of collecting I had never been able to add this car to my collection and now I have two.

The next situation is similar in that I got a call from a friend who had seen my "Wanted" ad in "Collecting With MARX" for a 6" high side brown gondola. He said he had one but the condition wasn't the greatest, nevertheless, we agreed on a price and I bought it. At a toy show recently I walked in the door to find a dealer that I had spoken to about five weeks earlier. He called to say he had about 40 pieces of MARX trains he had found in an old attic that were in great shape. I remember thinking at that time that there could have been a high side gondola in the bunch. Well it happened---I walked in and there it was. Two in 2 months after looking for years.

One last situation also dealing with 4 wheel plastic. Years ago I pieced together a 5 piece set with all "Marlines" four wheel plastic cars. I bought a single piece at different places all over the country.

At yet another toy show I went in to find all four cars for the set but no engine in slightly better condition than at home but not much. I met my best friend about an hour later and he had the blue boxcar in very nice condition to help me upgrade mine. That in itself was quite a coincidence! I went home and the next night I got a call from another friend stating that he had a "cheap" set for sale and the only reason he called me was because it was in such nice condition in an unusual box. Guess what it was - the five piece "Marlines" four wheel plastic set brand new in the box. I went absolutely crazy!

As a result of the first exciting thing above I will need all the help I can get for the June issue. If you have thought about doing something for "Collecting With MARX", now would be a good time to put something together.

Don't forget it folks --- The people who read "Collecting With MARX" have the stuff you are looking for and you have the stuff they are looking for!

Marx

LOVE ME TENDER

On the cover of this month's "Collecting With Marx" are pictured four very common tenders. NOT! In my opinion these are four of the toughest tenders MARX ever produced, if not four of the toughest pieces ever produced!

I remember how and where I got all four tenders as well as how much I paid for them. What I don't know, however, is what they came with.

The first tender in the picture is a Joyline Silver tender with a rubber stamped New York Central on the side. The rubber stamp rubs off fairly easily so I can't handle it much. I bought this tender in 1989 with a silver Commodore Vanderbilt engine. The key was wrapped in original paper and stuck under the nose of the engine. It's my belief that these engines, which also came in early Joyline swing pin and tender with Joyline couplers, never were produced in sets. There aren't many out there to find so it's highly likely that there was only one 16 piece run for engine and tender.

Next is the gray wagon top tender with black stripes. This tender looks very nice with either the gray electric Commodore Vanderbilt or the gray electric Mercury. I have seen four others besides mine, one of which had sliding tab and slot couplers which would be great with either of my gray Commodore or Mercury windups. Does anyone out there have a set that included this tender?

Next is the black wagon top tender with blue rivet detail. This tender looks great with a blue Mercury set. I have two blue Mercury sets. One with the gray striped tender and one with the white rivet detail but there are rumors of a blue Mercury set with black frames. Picture this. A blue Mercury engine with this black tender and blue rivet detail, two blue coaches and blue observation all with black frames. Begging an answer to this question---does anybody have a set with this car in it?

Last but most certainly not least a Nickel Plate Road wedge tender which we know a little bit more about! This one is known to have come in one set. Set #9912 consisting of a 999 with ribbed pilot and four very common 7" cars. We also know it came out in 1950, 51 or 52, thanks to an article written by Tasker Brush in Toy Train Review. Does anybody have this tender in another set?

Tough isn't the word for these tenders. I think you'll agree that the word rare has finally found a proper home when attached to these four. These train pieces are still out there to be had, but they are few and far between. I've said it before and I'll say it again --- those that continue to leave no stone unturned are the same ones that continue to find the items on there want lists. Happy hunting!



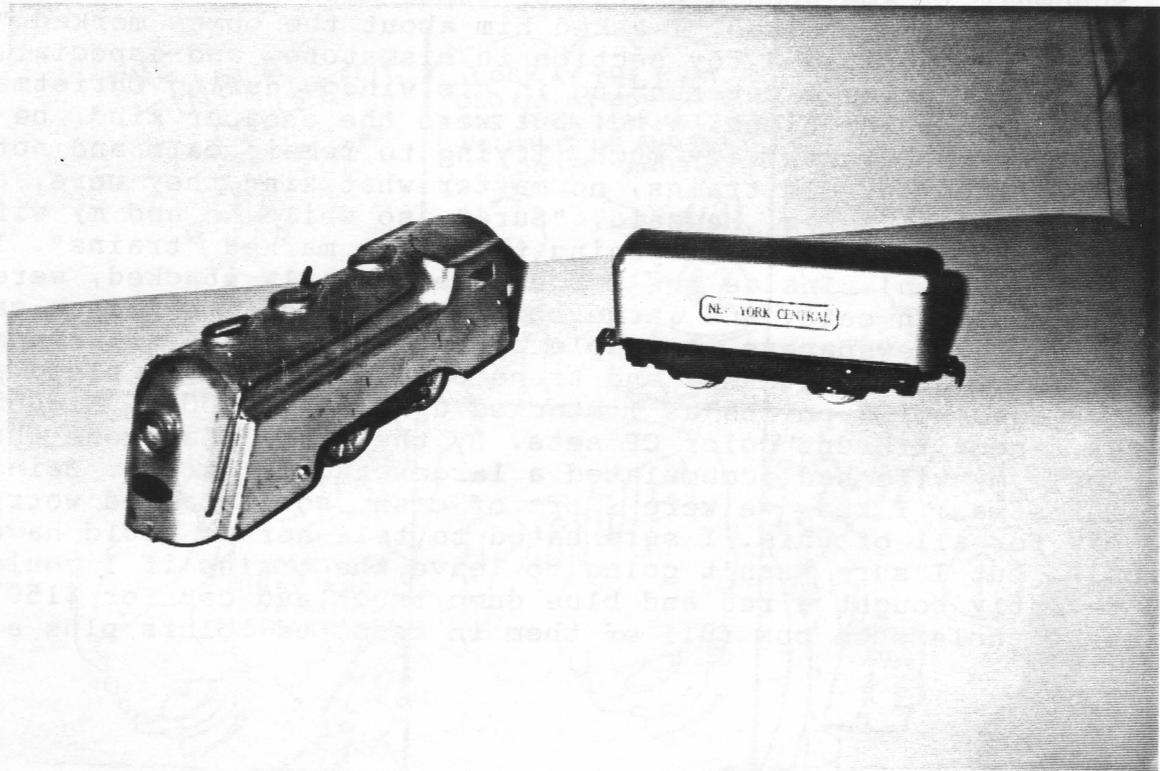
SURPRISE SURPRISE
By: John Torgerson

Several years ago when I was avidly pursuing Erector sets, one of my sideline interest's, I advertised in our local paper to purchase Erector sets. One nite, a fellow called me and indicated he had three Erector sets and two Marx train sets he would like to sell. We had dealt with each other before and he knew I collected Marx trains. After discussing the Erector sets, he agreed to bring everything to my house for inspection. He also indicated the Marx train sets were nothing to get "hot" about.

The nite arrived, and so did the Erector sets and Marx trains. We proceeded to the basement and looked over the Erector sets, and to arrive at a price. Now it was time to check out the trains. The first one was a 6" CP freight set. Ho Hum! After removing it from the storage box and lifting off the cardboard seperation, my hands started to shake, voice couldn't work, eyes crossed, you all know the feeling! There in the bottom of that old cardboard box was the prettiest rubber stamped Silver Commodore Vanderbilt set I'd ever seen!

After composing myself. I turned and asked him what he wanted for the set. His reply, "It's a Marx windup. Who would even want such a thing?" We arrived at a price which made both of us happy. He departed and I startled my son by yelling "YIPPEE".

That set still graces one of my display shelves and is a prize set in my collection. A footnote, Marx trains sometimes turn up in the least expected places. Finding a silver CV set when I was looking for Erector sets was the farthest thing from my mind that nite. Good hunting!



From Wild Goose to Golden Goose

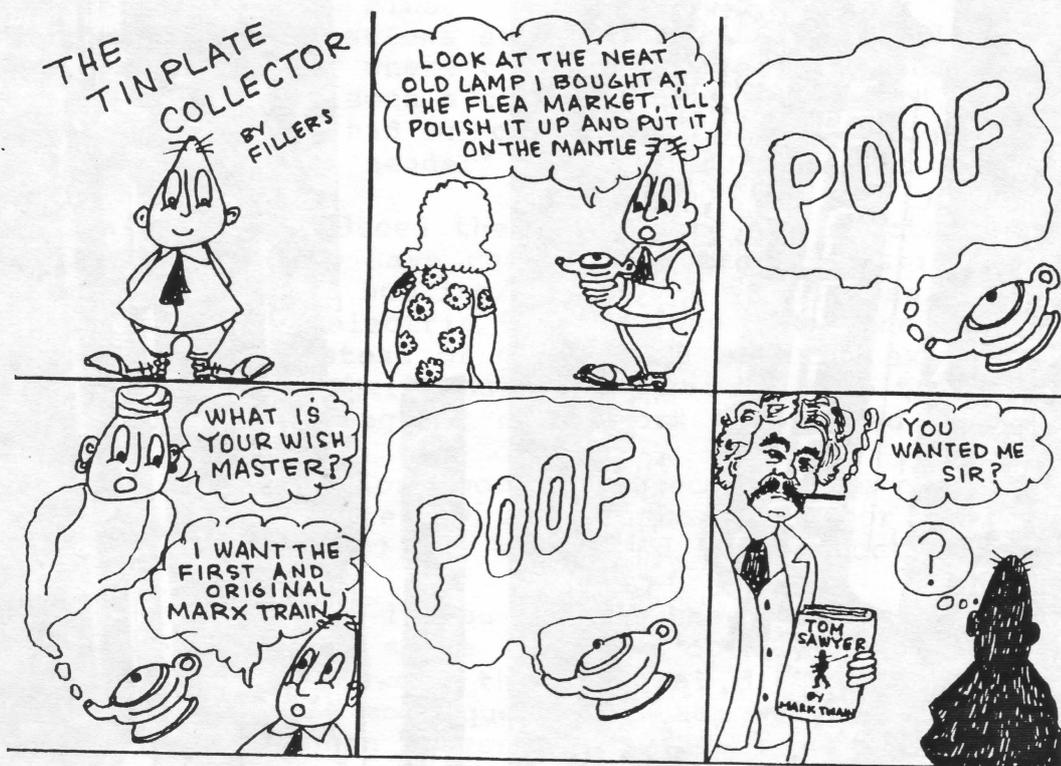
by Fred B. Fillers

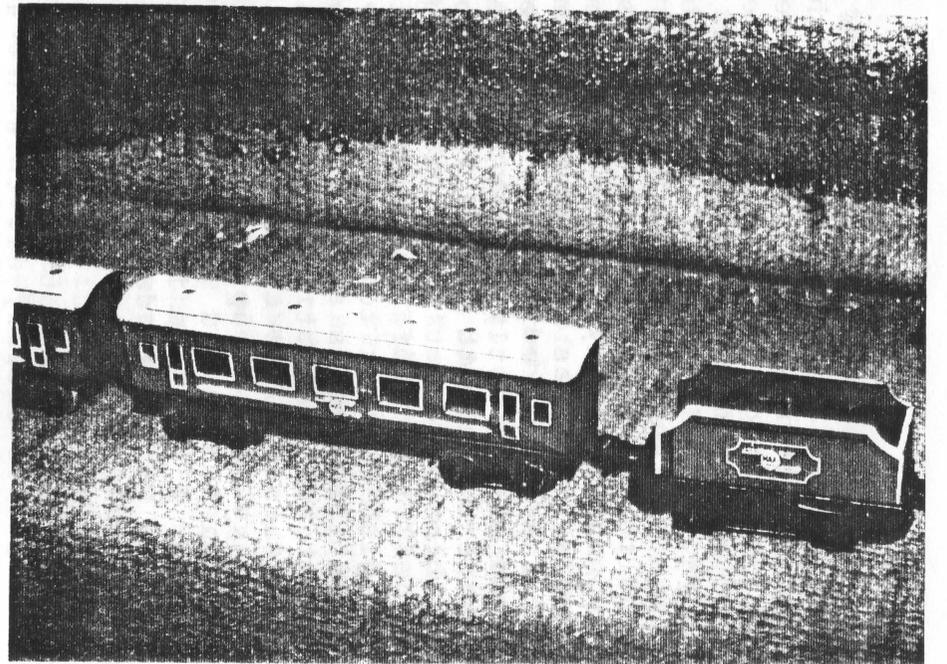
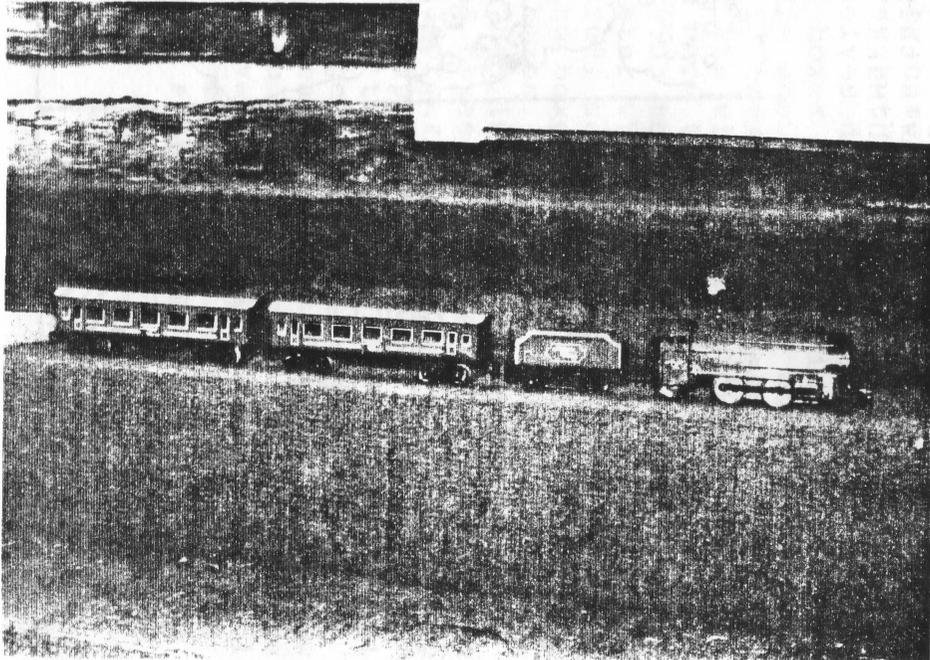
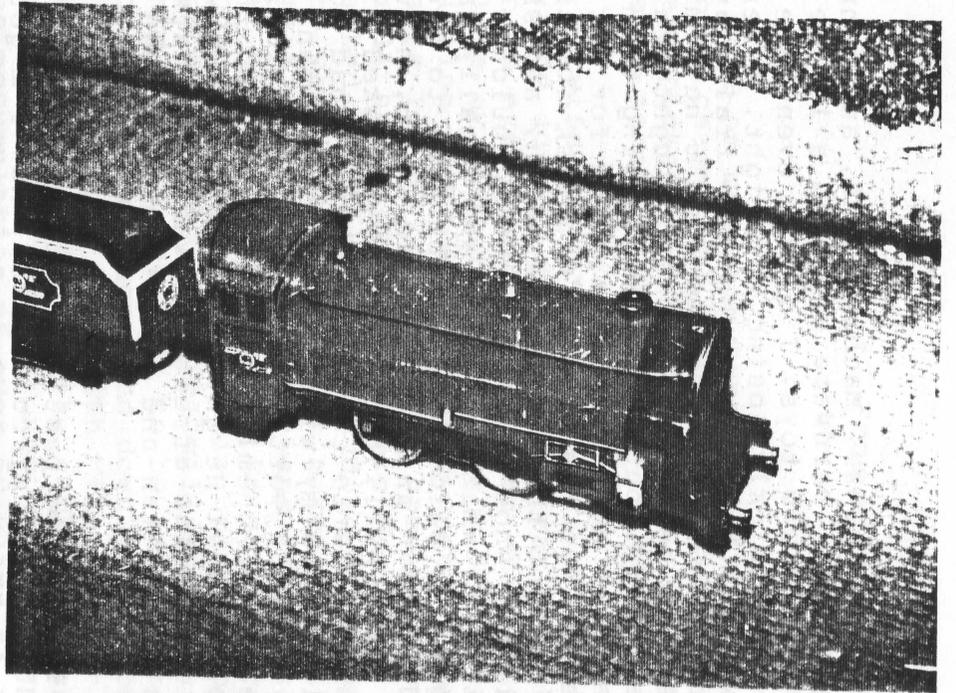
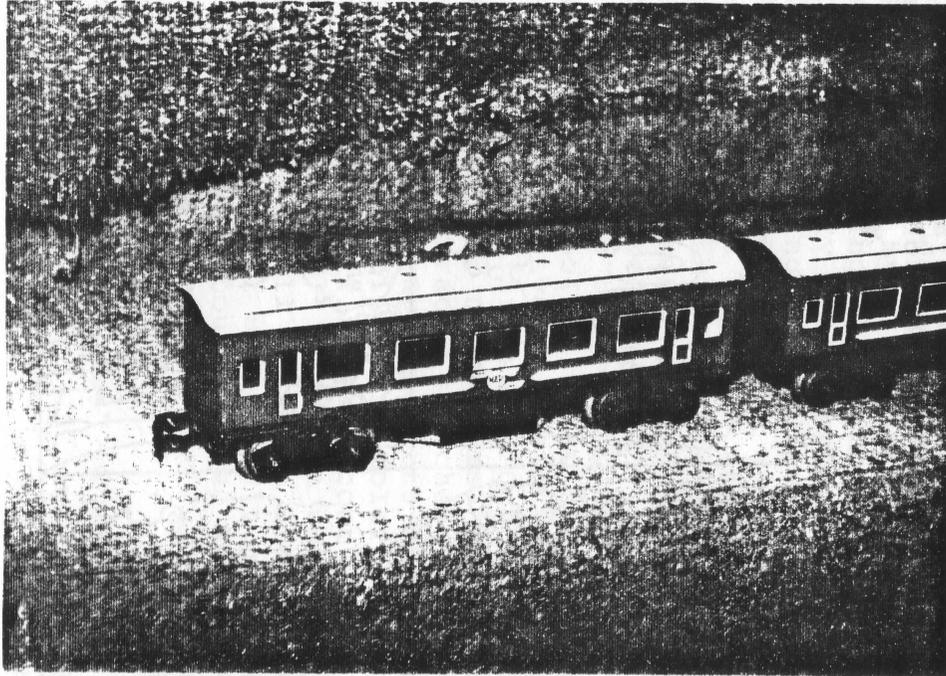
Most of my train hunting trips here in Arkansas turn out to be real wild goose chases. I have driven all over the state following leads that I have picked up on Marx trains, and haven't captured very many geese yet. Well, recently, I finally found the goose.

My wife collects old tools, and we had bought a few of them while taking a ride down in the southern part of the state. We stopped in a small cafe in an even smaller town, and while waiting for our meal, were looking at a plane my wife had just bought in a near-by town. Well, an old gentleman sitting alone at the table across from us heard us talking, and said he had a lot of old tools at home. Seems as though his brother had owned a small hardware store before World War II, and when he was drafted, had packed up all his merchandise, and had stored it in his barn until after the war. Well, he didn't make it home, and his brother didn't have the heart to sell any of it, and it was still all packed away in boxes up in the hayloft of the barn. He said there were a lot of old tools, unused, and a lot of them in their original boxes. He said he was all alone now, and guessed he would be willing to part with any of them my wife wanted. This sounded too good to be true, but we followed him way out in the country to his home and down to the barn, which was not being used and was mostly covered over with vines. After we climbed up into the hayloft and became accustomed to the semi-darkness, we could see scores of old cardboard and wooden boxes stacked on the floor and shelves covered with the accumulation of over 50 years of dust. On the side of each box was a list of it's contents, painted neatly by his brother over 50 years ago, while he and my wife started going through the boxes marked "tools", I started looking at the boxes on the shelves down at the other end of the barn. Suddenly I came upon a number of boxes marked "trains" and "toys". without looking too excited, I asked him about the boxes marked "trains". He said his brother had a toy section in his store, and especially liked trains, always having a set running in his window during Christmas. He said they weren't the Lionel kind, but were the cheaper kind, he thought, Marx, that weren't worth very much. Trying to remain calm and not faint, I told him I liked any old trains, no matter what kind they were, and could I look through the boxes. He said, "Sure", so while he and my wife started stacking up tools, I started opening the boxes marked "trains". I had died and gone to heaven! Inside the large boxes, neatly stacked, were boxed, prewar, Marx train sets. One large box had individual six inch cars wrapped in 1942 newspapers. A couple of boxes contained all kinds of accessories: track, switches, and transformers. I knew my blood pressure must have gone up 20 points as I stacked up mint M10000's, M10005's, CV's, Mercurys, and different color CP sets. By the time I had gone through all the boxes, my wife had accumulated a large stack of tools. Being right after Christmas, I knew we were short of cash, so I started worrying how I would pay for all of this. I sure hated to tell her we would have to leave the tools, but I sure wasn't going to leave the trains if I could help it. I had recently bought a red and blue dump truck and car for \$150.00 and here was a whole shoe box full of them in assorted colors plus a number of

airplanes, there was another box full of tanks, machine guns, and cannons. All this time I kept wondering why a small hardware store in a little country town would have all these trains and toys. I didn't even have time to go through the toy boxes as we were quickly losing our light. After I had repacked everything, I asked why his brother had so many trains and toys. He said, "We were pretty poor when we grew up and didn't have many toys, so when my brother got his store, he just bought and bought trains and toys." He said he never did sell many, but just liked having them around. I let my wife and him come to an agreement on a price for her tools first, as this would give me an idea how much he might ask for the trains. He asked my wife what she thought the tools were worth, and she said she honestly didn't know. Well, he shot her an amount I couldn't believe. We both looked at each other in amazement, and she finally said to him, "are you sure that's enough?" He said it was about time to get rid of all this stuff and since he didn't have anyone to leave it to, he would be glad for her to have and enjoy them. Well, breathlessly, I asked him about the trains and told him I would like to come back when we had more light and look at the toys. He said, since my wife had bought so many tools, and since the trains really weren't worth very much, he would let me have them cheap if I would take all of them! I had finally found the goose, and it had just laid the golden egg! He gave me a price which was so low I was sure it would put me in cardiac arrest. It was after dark before we had loaded all the boxes in our van and my wife had written him a check.

It has been a lot of extra work for me the past month building more shelves to display all this new addition to my collection. Now I'm getting excited thinking what I might find in the boxes marked toys, when we go back there this spring. How's this for an April Fool's story for the April edition of "Collecting with Marx"?





ENGLISH MARX
HAVE YOU ALL OF THEM?
Who knows? --- How would you?

English MARX trains have been a favorite collectible of mine for many years, but they can be very elusive. I own 90% of all the English MARX I have had a chance to buy in 20 years and thats not much.

Featured in this issue of "Collecting With MARX" is a beautiful set of which I only have the coaches. The pictures on the opposite page were submitted by Kenneth Nesvik.

One of these sets showed up at the MARX meeting at York a couple years ago. This set was absolutely gorgeous in fine condition. The engine is red with a black nose. The tender is red with creme colored trim and the Marlines logo on the side with a formed black coal pile. The coaches are identical and are red with creme trim and tops.

Several sets were produced in England from the 1930's until at least the 1960's. The largest collection I've ever seen was in Texas. The man had more colors and variations than I've seen anywhere else. He traveled abroad extensively and obviously took time from his schedule to scout out MARX trains. He has more boxes for his sets than anybody else has sets.

There are a few people around the country that own English MARX and it would be a welcomed addition to our newsletter if they could shed some light on the subject. Does anybody have any English paper? Feel free to send anything you have!

+++++

Thanks for the recent issue of Collecting With Marx. Great articles, neat magazine. Sure glad you had such a great idea.

Enjoyed the 999/666 article by Jim Norton and your follow up with questions. Neat to see my little ole 666 pictured. Jim's looks to be in much better shape than mine.

To answer a few questions about these 666/999. I looked at mine and it too has the "nubs" where the open spoke pilot should have been but is broken off. I've seen a couple others and the pilot is intact. It should, indeed, have had an open spoke pilot. It was more than likely dropped or took a "header" off a train table and lost its pilot some time in the past.

Could Marx have produced the clock work and electric engines at the same time? Could he have changed numbers to distinguish between the two for his internal booking/inventory? It's possible. If Marx was not thinking, of an electric 999/666, why didn't he put the on/off lever thru the shell instead of going thru all the extra tooling to put it in the cab? The shell could just as well have been cast with a slot in the top and the regular clock work motor used instead of the fancy "Joy line" style.

I believe both the clock work and electric were produced side by side but the 666 was apparently very short lived for a very limited market that didn't sell well at all. I'd say production was part of 1940.

One final curiosity. If you look at the last production 999 with the logo on the cab, the smoke stack is open, just as in the early wind-up 666. Did Marx rework the original die to produce the last 999? Seems we've raised more questions than we've gotten answers to original questions! ---John Torgerson

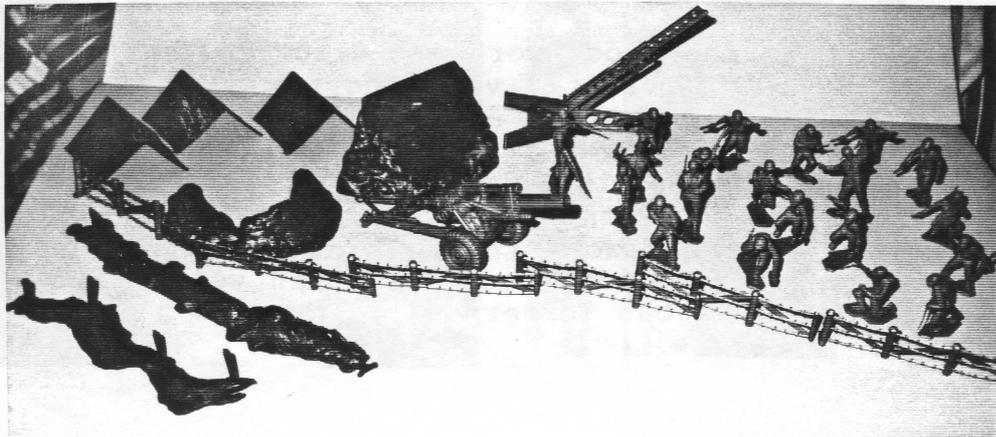
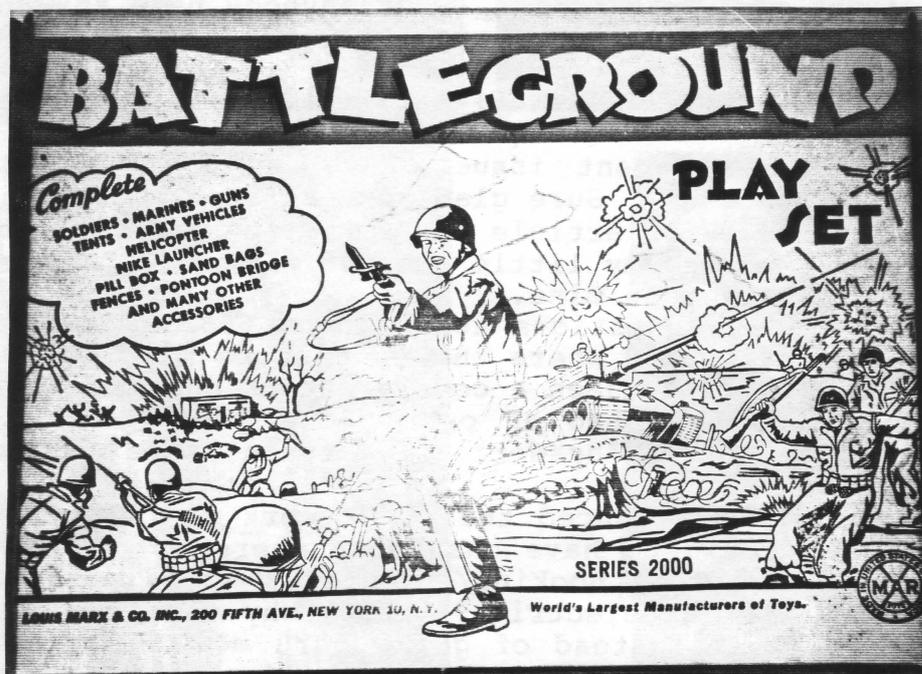
A BATTLEGROUND OF FUN

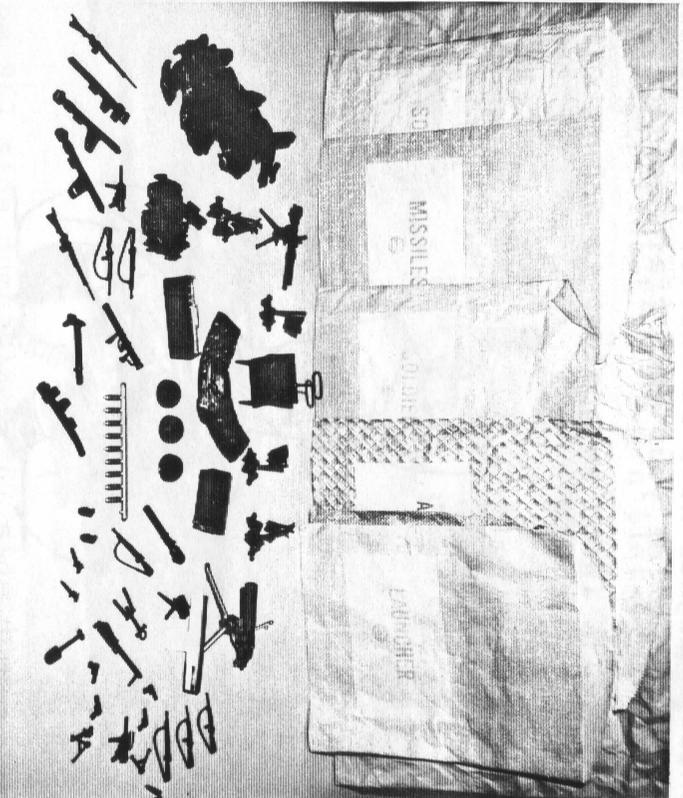
Those of us who were kids between 1940 and 1970 at one time or another had a toy of some kind associated with one branch or another of the U.S. military. Hundreds of toys, including cars and trucks, dolls, trains and playsets filled the counters of department stores and toy shops around the country.

When I was a kid I watched a show called Combat. A very life-like show staged on the battlefield acting out each week another episode in the life of an American soldier. I loved it! It provided much of my inspiration.

It's no wonder that MARX military playsets were as popular as they were. Everybody had someone they knew or were related to that was a part of some branch of military service. As a kid MARX military playsets were about as entertaining as anything we could have.

Our featured playset for April is a #4752 Battleground set which sold for the 1958 Christmas season. This set included 192 pieces and originally sold for \$5.87 through the Sears Christmas catalogue. A later Battleground was sold with the same number in 1971 for Montgomery Ward. A kid could command his own battalion from his own sandbox with the 80 soldiers, three long-range missiles, tanks, buildings, etc., that came with this set. Add a post war MARX military train set and your "Battleground" was complete. So many toys and so little time!





CARMARX THE SWAMI PREDICTS

In the last issue Mr. Harris Spainer asked the question, "What are Marx collectibles?" As any collector of the many products of the Marx Toy Company can tell you--It is whatever flops your mop, crumbles your cookie, sails your boat, etc. In other words, there are so many categories of Marx toys that any thing from the 1930's thru today's current production can be a collectible item.

Several years ago a good friend of mine asked the same question. At that time the six inch four wheel tinsplate cars could be purchased by the boxful from under the table at any train show. In those days many of these little "gems" sold for as little as fifty cents. Today, some of these are selling for \$25.00, \$50.00 and higher. My prediction at that time was that these funny looking, out of scale, cheap, tin plate cars would really become valuable. I advised my friend to buy and collect them. Luckily he took my advice and today enjoys an almost complete collection that is a real joy to behold.

CARMARX PREDICTS:

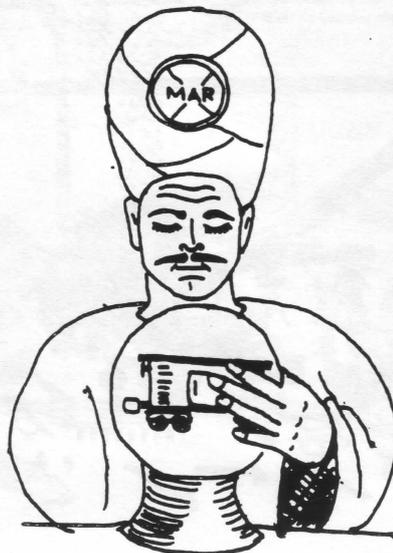
The next "hot" collectible will be the light weight plastic four wheel cars that characterized the last production years. Today these fragile examples are sneered at and ignored. Now is the time to build a collection of these while they are still out there and available at a reasonable price. The scarcity of these cars will be the result of many factors. First, the production and sale of these train sets suffered because the electric race car sets were the hot items on the toy market. Second, they were fragile and quickly found their way to the trash heap. Third, train collectors did not want these flimsy, cheap, funny looking train sets.

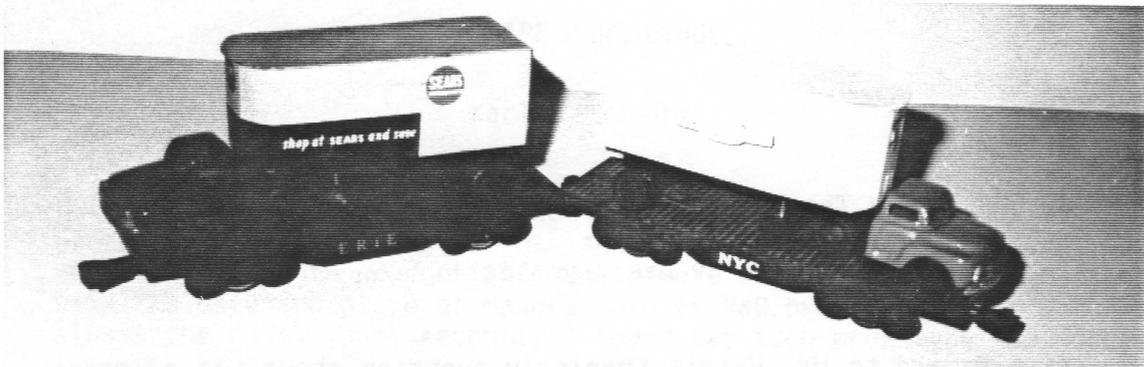
One other interesting possibility for the future is the new production of Marx trains by Jim and Debby Flynn. These "jewels" are being produced using the methods and quality controls that characterized the 30's and 40's Marx trains produced in the United States. Not only are these new trains excellent examples of design, lithography, production and assembly, they are reasonably priced. Some of the early cars are already out of production and out of stock. Rumor has it that these new trains will be included in future Greenberg price guides. These new trains offer an opportunity to be in on the ground floor to build a collection at a reasonable price.

I hope these thoughts have stimulated your thinking and will help you to start a new facet of your Marx train collection.

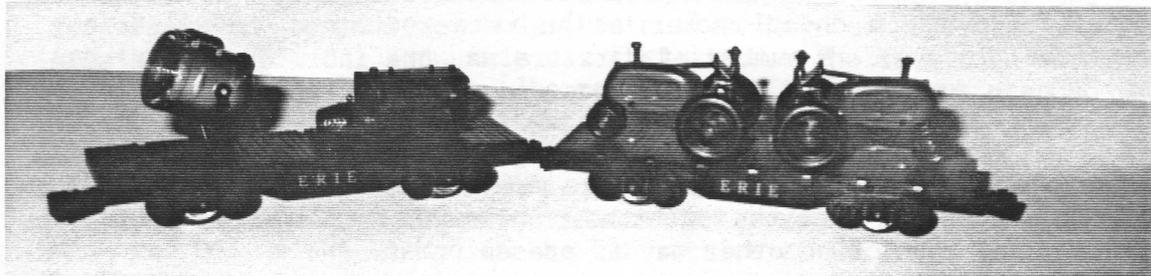
CARMARX HAS SPOKEN!!! (With an apology to Johnny Carson)

Contributed by:
James Norton

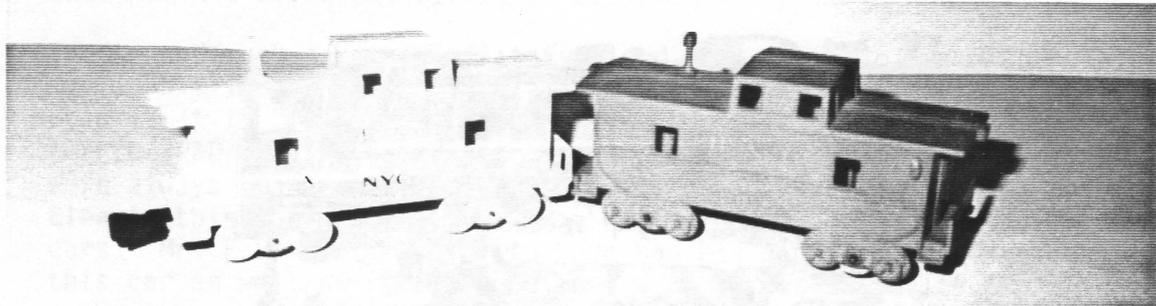




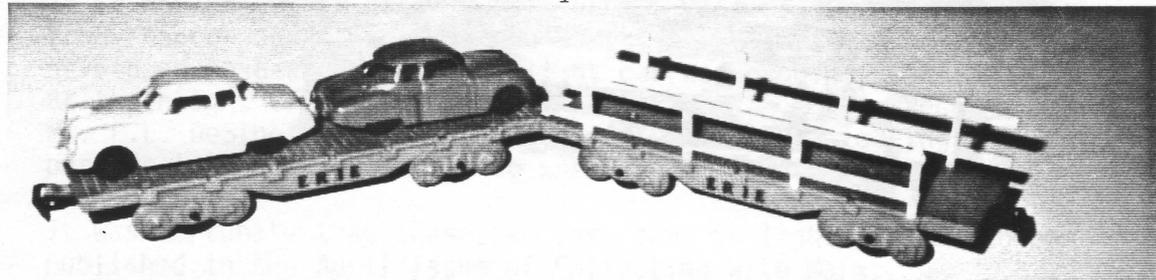
Sears trailer w/black cab NYC trailer on NYC flat w/cab



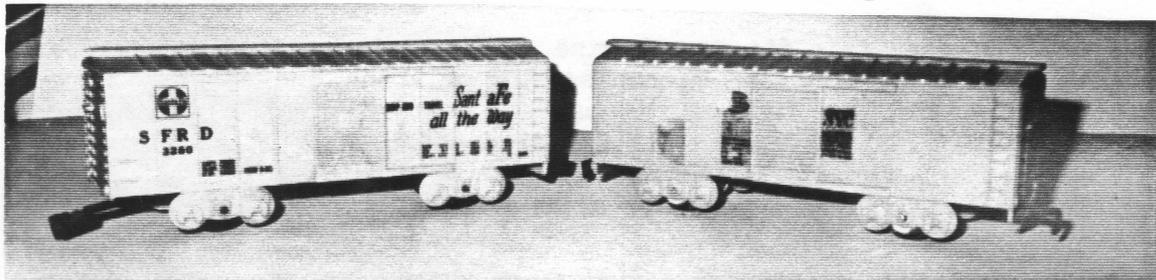
Searchlight-generator car-Red tractors on Erie flat



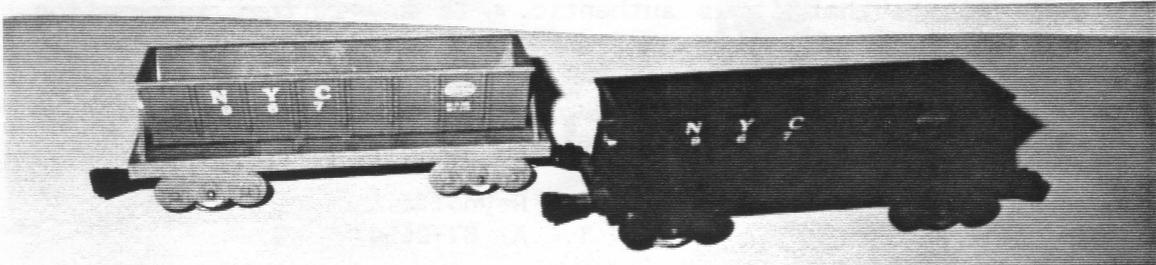
NYC white caboose and very elusive blue B&O caboose



Erie lt grn auto flat-Erie lt grn flat w/ylw stakes



Yellow Santa Fe boxcar-Yellow boxcar plain w/decals

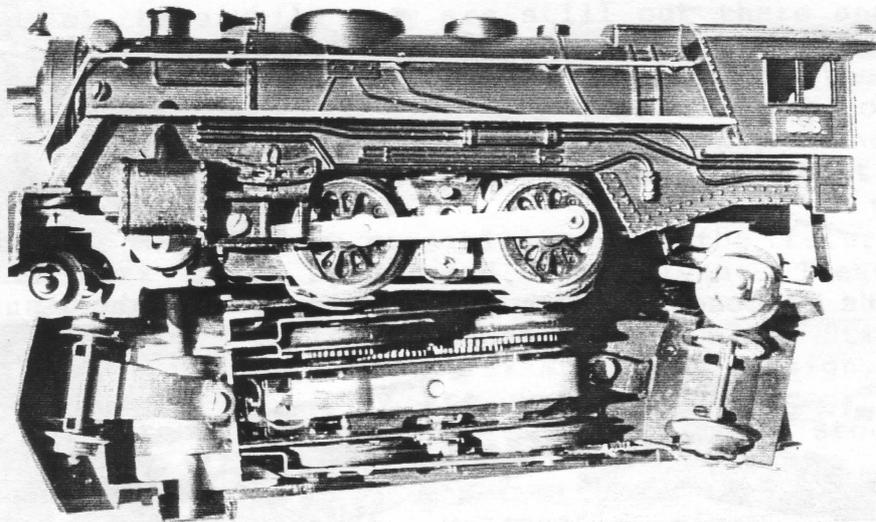


Light blue 967 side dump-Black 967 side dump

The Die-Cast Steam Chest Smoker

by Lee Reynolds

With regard to Mr. Harris Spanier's question about the existence of a die-cast 666 steam chest smoker (Issue #3, Feb. 1995), I bought the pictured 666 steam chest smoker at an estate auction in Sweetwater, Tennessee, in 1988. A number of Marx trains were included in the sale; they were broken up into separate lots and were auctioned by category--that is, a box of plastic boxcars, a box of plastic cabooses, a box of track and transformers, etc. I realized at the time what a mistake was being made by not keeping everything in sets but was powerless to prevent it. It's possible that the auctioneers themselves found the trains in disarray and knew of no other way to present them.



At any rate, this die-cast engine, photographed tilted on a mirror to show both side view and mechanism, is pristine and appears to be factory authentic. If that is the case, I certainly wish I could have seen the set it came in before all was dispersed. At the time I bought this engine, the pickups showed no wear and the engine actually smelled new, suggesting, at least, that it might have been stored in a box.

In summation, I can verify that a die-cast 666 steam chest smoker exists, that it came to me exactly as shown, and that close examination strongly suggests that it is authentic. If any further information regarding this type of engine comes my way, I shall be glad to pass it on to the Marx readership.

Happy collecting, and with greatest respect,

Lee Reynolds
T.C.A. 87-26547

TWO RARE MARX FINDS

Karl L. Wandry

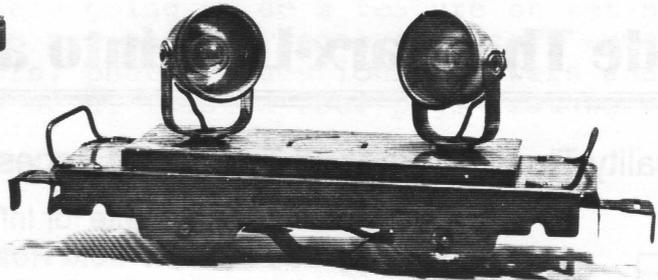
HOLD THE PRESSES! As we all know the Marx factory turned out many prototype models of cars, locos, and accessories that, unfortunately, never made it into production. While most were marked on the bottom with the date and place of manufacture as R&D prototypes this was not always the case. Just recently I found two such prototype R&D models.

The first is a 6" work caboose/floodlight car that made use of the rear half of a 556 caboose body (Photo 1). The stock body was shortened and the conventional end piece was installed on the shortened end where it would normally be found. The rear half of the body was used so that the cupola would be part of the car. On the open end of the car a floodlight was installed using the coupler rivet as the mounting mechanism. A modified end railing completed the R&D model. While there is no known record as to who designed the car rumor has it that it was Mr. F.L. DeSine who worked in the R&D section at Girard. He was known in the company to specialize in reworking existing production models into new and different pieces of equipment.

The second such car is a military floodlight car in olive drab. This car is similar to the (559) civilian floodlight car except for the color. It is clear from the photo (Photo 2) that the basic car used for the R&D model started out as a searchlight car. The Marx people were always resourceful using items that were on hand whenever possible. Clearly this car was meant to be a companion to the other 6" military cars. Mr. F.L. DeSine seems to have had his hand in the development of this car as well as floodlights seemed to be his specialty.

It is not precisely clear when these cars were developed. Judging from the component parts of the car my guess is the caboose was developed post-war. The floodlight car was probably developed pre-war at the height of the 6" military production of Marx. Records show that Mr. F.L. DeSine was employed in the R&D department during those time periods lending credibility to when the cars were developed.

It was fortunate that these two cars came to light in time to be published in the April issue of *Collecting With Marx*.

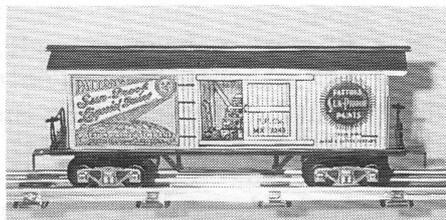


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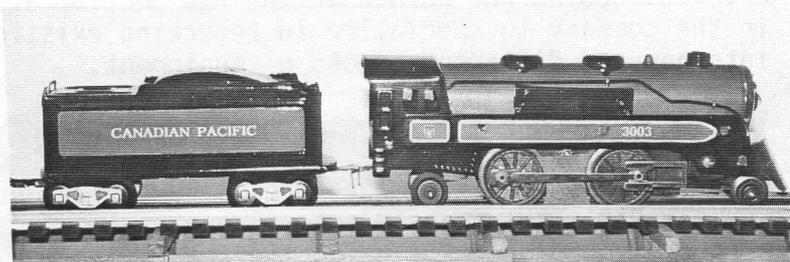
MARX TRAINS

TM

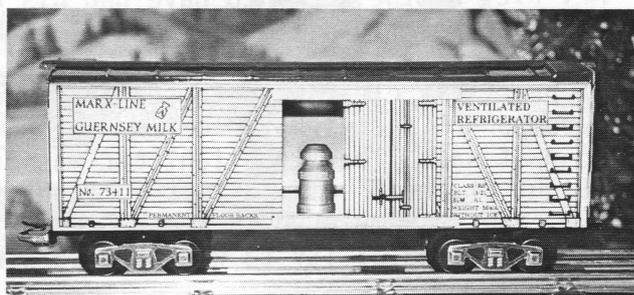
1860



1930



1950



1990



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FOR CHILDREN



WANTED

Flatcar for military #5 tank, English pieces-or sets, KC Southern 7" cabooses, 6" Fruit Growers yellow boxcars, 7" B&O cabooses, 6" Pacemaker boxcars, Brown & yellow 6" boxcar. I would trade any or all of the items below for MARX playsets.

417-833-3840

FOR SALE

- | | |
|--|---|
| <p>6 inch tin cars</p> <ol style="list-style-type: none">1. Red Bogota silver frame C-6 15.002. Red Bogota C-3 5.003. Red Observation C-2 5.004. Lited Monclair C-2 5.005. Red frame-Blue 554 C-6 15.006. Silver frame 552 C-6 5.007. Red frame 553 Tank C-6 15.008. Red frame 8-wh 553 C-7 25.009. Red frame 8-wh 554 C-6 25.0010. Red frame 8-wh 556 C-5 15.0011. UP Brown frame caboose C-6 10.0012. UP Brown frame caboose C-5 7.0013. 37961, 37963, 37972 C-6 10.00 EA14. Bessimer 90171 Red&Silver C-7 40.0015. Bessimer 90171 Red&Silver C-4 20.0016. Bessimer 90171 yellow C-4 20.0017. Bessimer 90171 Brown C-4 15.00 <p>7 inch tin cars</p> <ol style="list-style-type: none">18. South Pacific caboose C-3 5.0019. Pacemaker Caboose 20120 C-7 20.00 <p>3/16 Scale Cars</p> <ol style="list-style-type: none">20. NIAX Silver tank C-7 10.0021. NIAX Silver tank C-4 5.0022. Cities Service tank C-4 7.00 | <ol style="list-style-type: none">23. Pacemaker Box 174580 C-3 5.0024. B&O Gondola C-6 10.0025. B&O Gondola C-3 4.0026. 20102 & 92812 C-3 Both 5.00 <p>Plastic Cars</p> <ol style="list-style-type: none">27. Gulf tank 4wh C-6 15.0028. 4528 W/Red Tractors C-7 25.0029. 2246 W/3 original loads C-3 25.0030. UTLX heat stamp, replace couplers C-5 5.0031. ATSF 4427 Tuscan W/White C-8 15.0032. ATSF Red, Yellow & Gray 1977 C-7 15.0033. Pac Frt Express White C-8 10.0034. Pac Frt Express White C-7 7.0035. MO PAC Red cattle car C-8 10.0036. Great Northern Green C-4 5.0037. WECX Searchlight Middle C-3 10.0038. Pennsy Gon Gray & Red C-8 5.0039. Santa Fe Tender C-8 5.0040. Blk Erie Gon Deluxe C-8 10.0041. Blk Erie Gon C-6 5.0042. OD ordinance Boxcar C-7 400.0043. Brown L&N Gondola C-8 250.0044. MO PAC 4wh set C-9 250.0045. Marlines 4wh Boxcar C-3 10.0046. Marlines 4wh Gondola C-3 10.0047. Marlines 4wh Caboose C-3 10.00 |
|--|---|

APRIL FOOL!

Some of you knew by the photos for the Karl Wandy story that they were not factory originals. Those two cars were fabricated by a Jim Delaney. I have to admit that the work caboose with searchlight is very nice.

How can you tell if an engine is a smoker?..... By it's yellow teeth!
Irene Foster

COMING NEXT ISSUE...

For next month's issue we are going to do a feature on set numbers and sets not listed in the first set book. Please inventory some of your stuff and contribute numbers, photos, questions, answers and send it in soon! This will probably be at least a four page feature so I will need your help.

TELL YOUR FRIENDS ABOUT
COLLECTING WITH MARX!

FOR SALE

Items 1-21 are from the Feb 95 list and some prices have been reduced and all grading has been revised to reflect the scale in the last issue.

1. ALLSTATE diesels. Power A missing 1 step C-7; B unit C-8; Dummy A rear overhang chipped C-7. \$350.00.
2. 5545 CBQ w/original Erie girder and tie downs. Brake wheels missing. Deluxe. C-8. \$50.00.
3. 347100 PRR gray w/red lettering, deluxe, C-8. \$15.00.
4. 18326 PC Cab, med, tuscan, C-8. \$10.00.
5. 43461 PFE, white, med, w/blue man. C-7. \$25.00.
6. 3280 SFRD, Deluxe, orange, C-8. \$20.00.
7. ~~54099 MP stock, green w/black bull, deluxe, operating door chipped (does not open auto), other door repro, one door frame chipped, C-5. (looks better than it sounds). \$65.00.~~
8. 5532 ALLSTATE, deluxe, turq, C-7. \$10.00.
9. 1998 ATSF, maroon, w/sound, C-8. \$100.00.
10. 13975 SF, deluxe, yellow, roof walk chipped one end, C-5. \$40.00.
11. ~~147815 RI box, deluxe, tuscan, C-8. \$50.00.~~
12. 4566 CWEX, med blue, orig gray reels and ties, deluxe, C-8. \$85.00.
13. ~~Erie flat w/2 red tractors, med, C-6. \$30.00.~~
14. 21429 LV, black w/orange heat stamp, deluxe, C-7. \$25.00.
15. ~~1998 UP yellow tan, C-8. \$70.00.~~
16. 4528 Erie, w/rails, deluxe no load, C-7. \$15.00.
17. 13975 SF, yellow stock, deluxe, C-8. \$90.00.
18. 467110 BO, blue, med, C-8. \$10.00.
19. 249319 Marlines, red, deluxe, w/blueman, C-8. \$35.00.
20. 249319 Marlines, white, med, w/blueman, C-7. \$30.00.
21. 1095 SF, stenciled gray, C-8. (1096) B unit, C-8. \$100.00.

Following items added since last list.

22. ~~347100 PRR gray w/red letters, med, C-8. \$15.00.~~
23. ~~21913 LV, black/orange letters, med, C-8. \$15.00.~~
24. 51170 Erie, gray/blue letters, deluxe, missing one end, C-4. \$15.00.
25. 1998 ATSF, maroon, C-7. \$85.00.
26. 13975 ATSF, brown, deluxe, C-8. \$15.00.
27. 588 NYC maroon, C-7. \$150.00.
28. 5543 Cities Service, 2 tanks, deluxe, C-7. \$60.00.
29. 4590 ATSF red, type D trks, C-7. \$25.00.
30. 4590 ATSF tuscan, deluxe, C-8. \$30.00.
31. 4556 SP, tuscan, delue, C-8. \$10.00.
32. 4546 NYC, no num. on car, red, deluxe, miss. smoke stack, C-7. \$150.
33. ~~702 WP green/gold, C-8. \$25.00.~~
34. 2532 CS, green, deluxe, C-8. \$10.00.
35. 564 Allstate, deluxe, C-7. \$15.00.
36. 4556 SP red, med, C-7. \$10.00.
37. C-635 NH black/w/orange, deluxe, C-7. \$40.00.
38. ~~18326 NYC, white, med, C-8. \$25.00.~~
39. 3900 UP orange/black, med, C-7. \$10.00.
40. 18326 NYC, tuscan, deluxe, C-7. \$10.00.
41. 1977 ATSF, red, med, C-8. \$10.00.
42. 18326 PC, green, med, C-8. \$10.00.
43. 5553 Allstate, blue, triple dome, deluxe, C-8. \$40.00.
44. SF Pass; 2-3152; 1-3197, litho windows, type D trucks, short metal couplers, C-7. All three \$120.00.
45. 961 NYC, slope, med, C-6. \$10.00.
46. 147815 RI, red, deluxe, C-7. \$35.00.
47. 284 UTLX, 3 dome, C-7. \$10.00.
48. Same as 47.
49. 2532 CSOX deluxe C-8. \$10.00.
50. 4571 WECX deluxe C-8. \$30.00.
51. 1015 ICG, med C-7. \$40.00.
52. 4586 UP med C-8. \$30.00.
53. 24 ICG, med C-8. \$40.00.
54. 4590 ATSF, tuscan, C-8. \$25.00.
55. ~~2246 USA flat w/armor car and sedan, med, C-7. \$50.00.~~
56. 234 USA med C-7. \$35.00.
57. 1951 USA med C-7. \$30.00.
58. 666 Army OD, C-7. \$75.00.

All prices plus postage. Call for availability before 10:00pm.
James A. Norton, 1300 Fifth Ave, Leavenworth, KS, 66048. 913-682-2071.

BUY-SELL-TRADE

WANTED

6" FGEX Refrigerator box cars; 6" Pacemaker box cars; 7" KC Southern cabooses. Bob Rosenberg, 37 Turner Ave., Edison, NJ. 08820. 908-494-2164.

Deluxe Delivery 4" Truck. John Torgerson, 2712 Del Ray Ave, LaCrosse, WI. 54603. 608-783-3785.

Black Commodore Electric with black side plates.; 551 and 553 Early 6" cars with joy line couplers.; 7"-4484 BAR Box, 36000 C&O.; Scale-2700 flat, 3152 solid. All C-6 - C-10. Charles Scheltens, 1532 N. Oak Ave., Round Lake Beach, IL. 60073.

Marx Billboards; 6"-4 wheel tab and slot NYC crane and other loads, searchlights. Michael Straughn, 1812 4th Ave So Apt 206, Birmingham, AL.35233.

572 Truck OD. Or, Red Patrol. Railcar complete. #572 ST Tank, #5 Tank flat. Milk truck on flat. Vincent Rosa 28 Arthur Ave., Blue Point, NY. 11715. 516-363-5502.

FOR SALE

Marx set #9631. Complete except auto carrier only 1 car. Allstate vans, loading ramp are there. Box is fair. Overall E-. \$250.

Marx set #50350. Big Rail Work Train. Everything works. Complete. Overall E. \$135.

Marx set #5850. Complete. Box is fair. Missing one corner, tape marks on side but printing is legible. Overall E-. \$100.

Jack Reid 91-34267, 13817 Beverly Park Road, Lynnwood WA. 98037. 206-742-5615. Anytime.

Parts for Marx trains and accessories. Please send a LSASE with one stamp on it for my latest parts list. Robert Grossman, 857 E. 237th St., Euclid Ohio. 216-261-0531.

Cape Canaveral 4wh & 8wh individual pieces. Wells Fargo stage coach, engine, & 8wh cars. B&O power & dummy with caboose. Wanted: B&O #508 tin caboose, R.I. "1998" switcher with white letters. Send SASE for sale list. Will Dukes, 8394 Inspiration Ave., Walkersville, MD. 21793. 301-845-8522.

Don't forget - the people who have the items you want for your collection read "Collecting With Marx"

MY GRADING SCALE

- C-1 Worthless except to recondition.
- C-2 Poor - Rusty and /or scratched good for parts.
- C-3 Fair - Desirable only til another comes along.
- C-4 Good - Played with - scratches - dings -wear - parts missing.
- C-5 Good - Played with - scratches - dings - wear.
- C-6 Very Good - nice collectible - much play wear.
- C-7 Excellent - moderate play wear.
- C-8 Excellent Plus - very light play wear.
- C-9 Like new - very light wear in original packaging.
- C-10 Mint - Unplayed with in original packaging.

FIRST CLASS

55075

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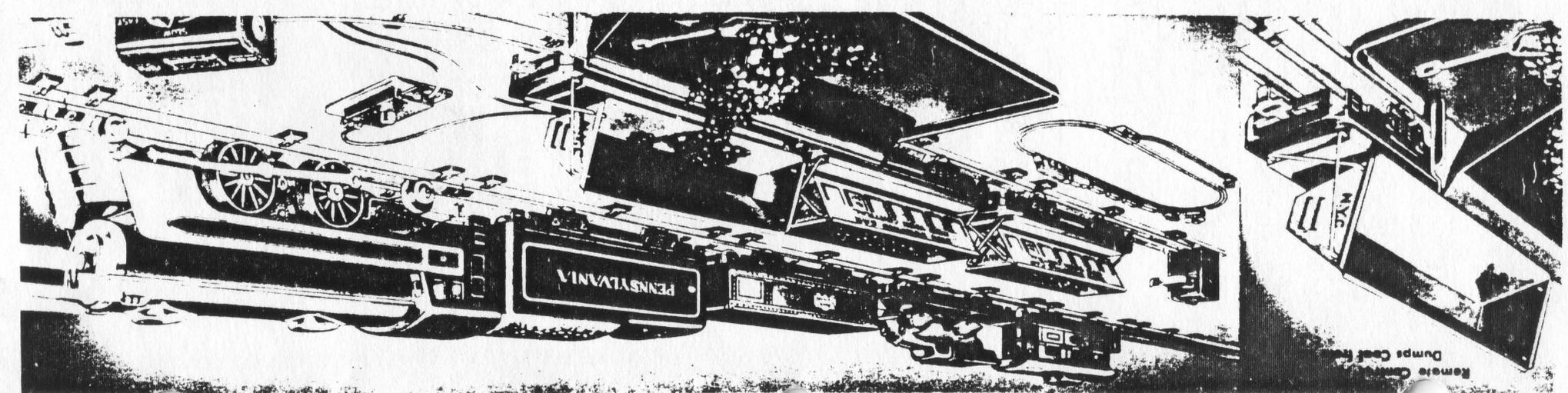
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448 T 133—Electric Dumping Train, Ship, wt. 12 lbs. \$7.45
former for use with 110-volt 60-cycle A.C. Entire train 55 in. long. Movable.
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Coal car measures 190 in. around. Sliding has dead-end stop. Hand-thrown switch.
Coal car and unloading platform. 22 feet long. 13 straight, 9 curved.
Used separately. Dumping unit includes 3 6-in. coal cars. Remote control panel,
Gondola and Flat Car, each 6 in. long. Dump truck on flat car can be unloaded and
it included. You even get a model to load it back into the car. This electric train
unloading platform and deposit their load. A play ton of black imitation coal
press the button again and the second and third coal cars in turn stop before the
Coal car lifts and the coal automatically goes tumbling down the chute onto the
platform (see close-up picture at left, above). Move the empty car up on ahead,
Switch your coal cars opposite the big metal loading platform. Press a button.

LOOK! It Dumps Automatically!
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Please send name & address for next Marx train list.