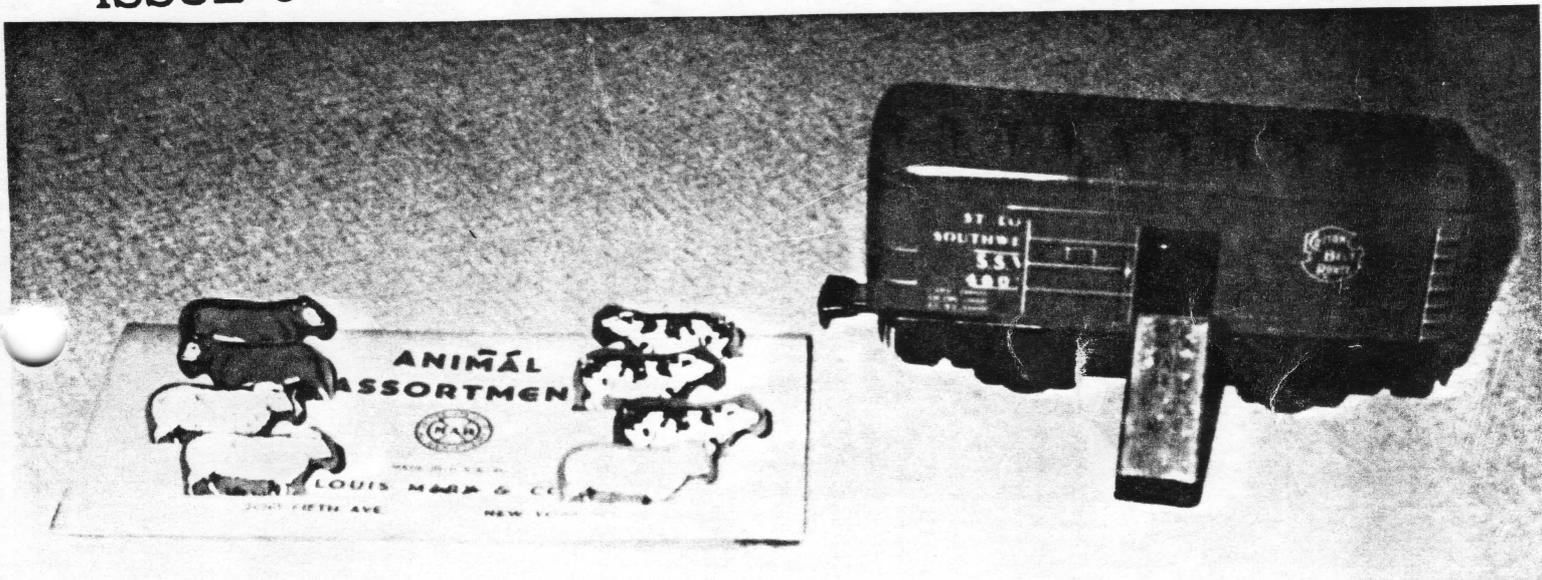


COLLECTING WITH MARX

ISSUE 9

FEBRUARY 1996





READ CAREFULLY
OPERATING INSTRUCTION SHEET ON INSIDE OF THIS PACKAGE

WHISTLING
Streamlined
Mechanical Train

Made by
LOUIS MARX & CO. 200-5TH AVE. NEW YORK, NY. U.S.A.

COLLECTING WITH MARX

SUBSCRIPTION RATES: \$18.00 per year
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NOVEMBER 5 -----DECEMBER
JANUARY 5 -----FEBRUARY
MARCH 5 -----APRIL
MAY 5 -----JUNE
JULY 5 -----AUGUST
SEPTEMBER 5 -----OCTOBER

FOR ISSUE

· COLLECTING WITH MARX
P.O. BOX 614
SPRINGFIELD, MO. 65801-0614
417-833-3840
6-10 P.M. CST or leave message
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On the cover...

Here are some of the most sought after accessories to MARX Trains ever produced. Here are the pressed tin animals on the original card used with the metal fence and ramp. Also a piece I had never seen before, a 6" boxcar with a pressed tin ramp. The perfect prewar accessory for the perfect prewar train. This one belongs to Richard MacNary. Wow! What a find!

and...

The box cover to Larry Chernow's discovery; a very unusual set headed by a red Commodore Vanderbilt with a black nose.

Here's hoping your holidays were as enjoyable as ever. I trust your Christmas tree was loaded with all of those special trains and accessories you've always wanted. Speaking of all those trains you've ever wanted, it seems as though the items I'm looking for have dried up and blown away. It could be however, that the items I'm looking for now may be the ones that have been scarce all along. I used to get lists from all over the country on a weekly basis and it was a rare occasion when I didn't find something I wanted to buy. Now I don't even get the lists.

Don't ever think that there isn't a beautiful MARX train out there to buy, because "MARX Trains" is producing some fantastic trains everyday. Give them a shot if you haven't. You'll be glad you did.

Here at "Collecting With MARX" we want to hear from you. Call or write to let us know what you're finding. I'm hearing from people on a regular basis and it's what makes collecting MARX trains great. Thanks to all of this issues contributors and here's hoping those of you who haven't put something together will do so for our April issue.

The holidays are over but to me it's prime train season. I have two shows coming up in February and March and I'm looking forward to finding something to add to my collection. Since the last time I talked with you I have added a 6" Pacemaker boxcar and a 6" Fruitgrowers reefer to my collection. I also came across 3 Colorado and Southern boxcars. One was a solid blue door and the other two were light blue door guides one on an eight wheel frame and one on a four wheel frame.

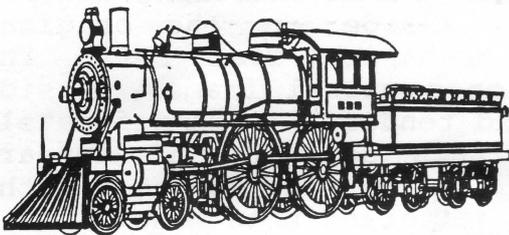
My son Louis Marx received a nice MARX train for Christmas and two or three others for his room and around the Christmas tree. I'm really in trouble if he doesn't like trains when he gets older. He's got train banks, ornaments, shirts, hats, and toys. I bet I didn't have 10 toys before I was five years old.

Watch the back of your magazine for the words "LAST ISSUE RENEW NOW". That means your subscription has run out. Send your \$18.00 for renewal ASAP so as not to miss out on the next issue! Keep in touch and happy collecting!

ATTENTION !! MARX OPERATORS

AT LAST FORK STYLE COUPLERS CAN BE

OPERATED MAGNETICALLY
(Patent Pending)



JUST LIKE COMPETITIVE KNUCKLE COUPLERS !!!
NO MODIFICATIONS TO TRUCKS, CARS OR COUPLERS
JUST CLIP IT ON AND ITS READY TO OPERATE USING
THE "IN-TRACK ELECTROMAGNETIC UNCOUPLING SECTION.

AVAILABLE FOR D,E,F & G STYLE TRUCKS WITH PLASTIC COUPLERS (W/OUT 3rd RAIL PICKUPS). ADAPTORS FOR 3rd RAIL PICKUPS AND B & C STYLE TRUCKS AVAILABLE AT A LATER DATE.

\$2.00 each - \$3.50 / Pair (Add \$1.50 S & H) TO: R. L. REICHARD, 326 ENSLEY AVE.,
AUBURN, IN 46706 PHONE: 219-925-2320

THE WHISTLING STREAMLINED MECHANICAL TRAIN

By: Larry Chernow

While visiting a friend several years ago and looking thru his Marx collection, I spotted something unusual and which I never thought existed - a windup red Commodore Vanderbilt engine with a black nose. My friend, who is a very knowledgeable Marx collector, wasn't sure whether or not this engine was legitimate. There is no listing for it in any of the Marx books or price guides.

Last year I received a train list and while looking thru it, lo & behold there was a red and black windup whistling Commodore Vanderbilt! The price was fair, so I decided to try it, as I had not seen another since being at my friends house several years before.

When I received the engine I examined it and I feel it is definately original. It had the thick enamel finish with paint drip marks that were from the vats of paint the engines were originally dipped in. I found some unusual characteristics inherent to this engine: The black nose was dipped with the headlight ring attached. The body was dipped with the sand dome attached, as that is also red. It is very unusual to find an engine like this, as the engines were usually assembled after they were dipped, not before. The engine has the flat contour nose which indicates it was produced after 1941. The most unusual feature about this engine is the whistle. This was the only Commodore Vanderbilt produced with a mechanical whistle. Marx produced whistling units in the blue Mercury engine and the black Mercury freight engine between 1948-1950. I wonder why more whistling Commodore Vanderbilts were not produced maybe it was too costly with this intricate mechanism?

Now my curiosity was getting the best of me! I asked all my friends and fellow collectors if they owned this engine or knew anybody that did. Four collectors had the exact same engine with the red sand dome and black headlight ring and one friend had an original boxed set.

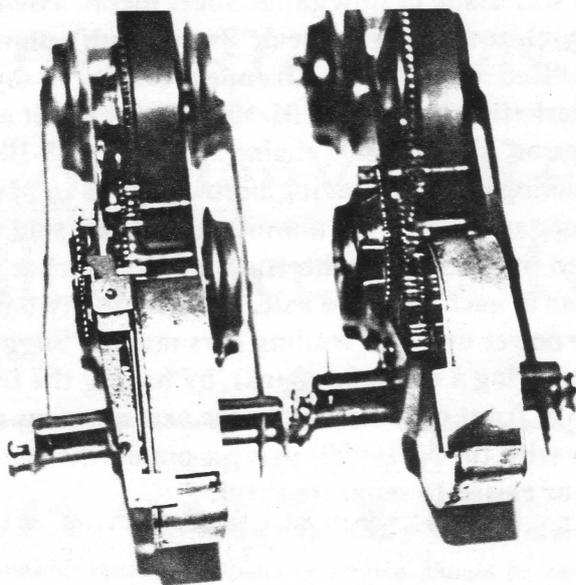
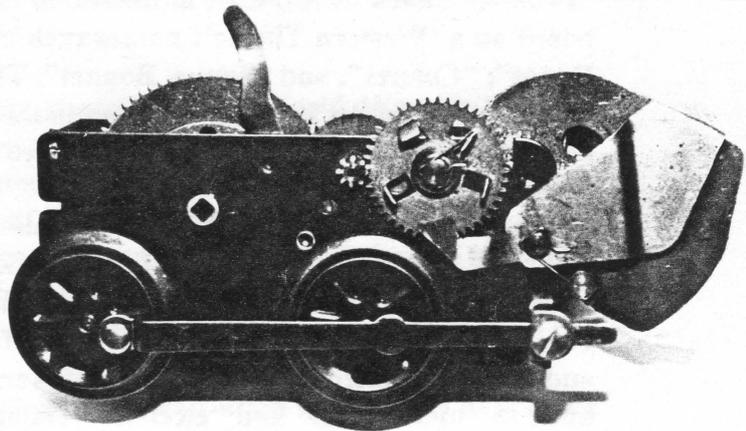
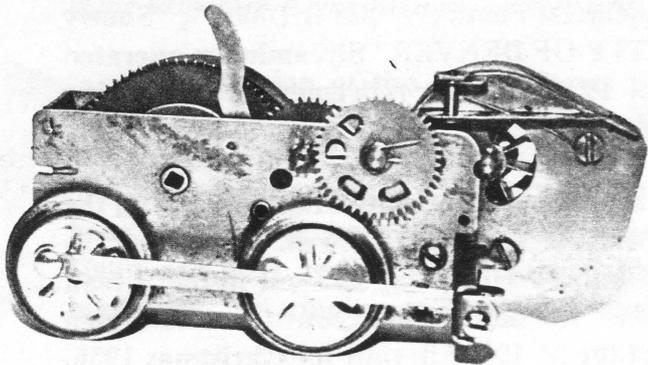
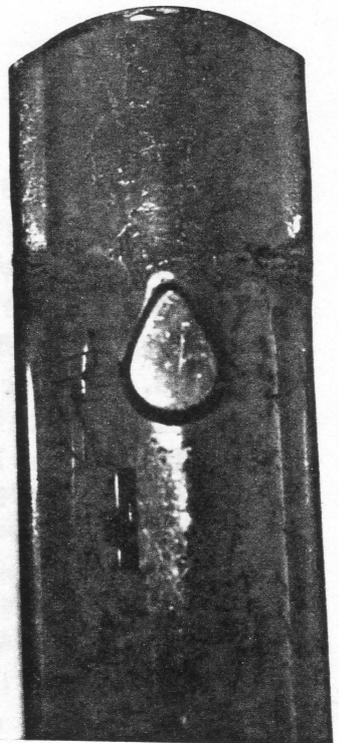
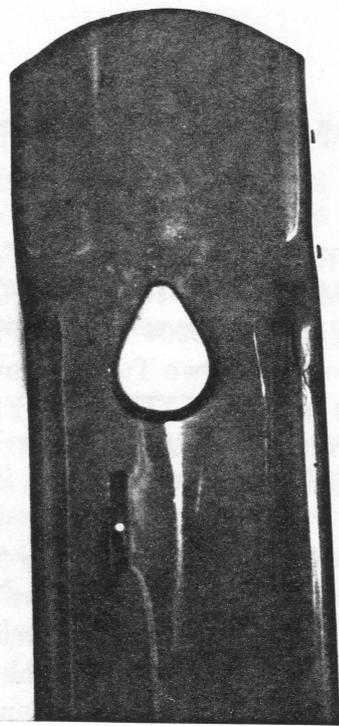
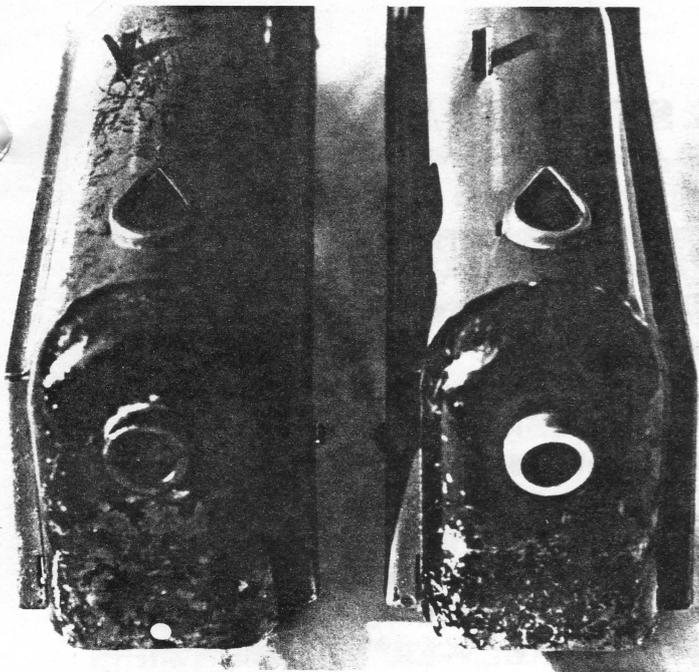
Luckily, the friend with the boxed set lives close by so I asked him to bring it to a local train meet so I could borrow it to photograph. No, he wouldn't sell it to me!

The set number is 863, with a printing I've never seen before. The box is flimsy yellow cardboard with the words "Whistling Streamlined Mechanical Train" across the top. Inside was the original instruction sheet for the "Marx Whistling Mechanical Train Set". The set consisted of 2 Santa Fe tank cars (1 on a nickel frame), a side dump car, and a 556 caboose, and a red band tender. It is definately strange that a nickel frame car was in this set, but it appears original as all cars have the same amount of wear. The engine was the red and black Commodore Vanderbilt but was different then mine.

The engine in this set has a nickel sand dome and headlight, unlike the others that were dipped along with their respective parts. The engine mechanism itself has the nickel wheels and a very different whistling mechanism, as you can see by the photo. The set may have beenearlier than my engine as it has the nickel wheels. Has anybody ever seen this variation before?

The mechanism of the engine in the set is different than any mechaism I've ever seen due to the fact that the gear that engages the whistling arm is different and the mechanism that regulates the whistle sound is also different. The whistle housing covers are also different - the one from the boxed set has screws and mine has small brass bolts. See photos.

If any one has any info about these unuaual engines, I'd be glad to hear from you and compare notes! Phone 516-496-8422. TCA# 91-34187.



MARX'S M-10005 STREAMLINER

By: Jim Bennett

Following the unprecedented success of Union Pacific's first Streamliners (M-10000 "The CITY OF SALINA"; M-10001 "The CITY OF PORTLAND"; M-10002 "The CITY OF LOS ANGELES"; and M-10004 "The CITY OF SAN FRANCISCO"); the railroad on June 18, 1936 placed in service two Twin Streamliners, the M-10005 & M-10006 (The FIFTH & SIXTH TRAINS) as "The CITY OF DENVER", on a daily overnight schedule between Chicago and Denver. This was the fastest long distance daily schedule in the United States, covering the 1,048 miles between the two cities in 16 hours for an average speed of 65 mph.

The twin trains, built by Pullman-Standard and painted in UP Streamliner colors of Brown and Yellow, were powered by two 1200 HP diesel-electric units with "automotive-styled" cabs which pulled ten streamlined, lightweight cars which were wider and higher than those of the earlier Streamliners. The twin "CITY OF DENVER" Streamliners offered the latest in modern Coach and Pullman accommodations as well as beautifully designed Dining, Lounge and Observation cars. Unusual was the interior of the rustic-designed "Frontier Shack" Club Car, authentic in every detail! The passenger cars were all named, based on a 'Western Theme'; names such as: "Cache La Poudre"; "Silver Dollar"; "Snowy Range"; "Colores"; and "Squaw Bonnet". The "CITY OF DENVER" Streamliners operated over 5-Million miles between their inauguration in 1936 and their retirement in 1953, being replaced by more conventional Streamlined equipment.

The "CITY OF DENVER" Streamliners had attracted great attention not only in the Railroad World, but in the Offices of Louis Marx & Company as well. MarX was so impressed with its sales potential that Girard's Chippy Martin was sent out to the Union Pacific's offices in Omaha to obtain a set of plans for the new trains. Girard's rapid design and tooling enabled MarX to market its version of the M-10005 in time for Christmas 1936, both in "mechanical" and "electric" versions at very reasonable prices. The 1937 Ward's catalog offered a four-unit mechanical set for as low as \$.98 cents!

MarX's M-10005 was made of thin gauge sheet metal, assembled with tabs and slots, lithographed in four color schemes: prototypical "Brown and Yellow"; "Green and Cream"; "Green and White"; and "Red and Silver"-- (from experience in toy production MarX knew that color was a great marketing tool). The M-10005 power unit and cars were shorter and smaller than their predecessor, the M-10000 engine and cars. (M-10000 toy train production had ceased in 1937, the tooling and dies having been shipped to MarX's British plant where several varieties of articulated trains were manufactured and sold in Britain). The M-10005 power unit was supported by the motor wheels alone, the coaches and observation cars had only two wheels at the rear of each car. The axle, holding the two wheels, was supported by the lower body skirt. The power unit and trailing cars merely "suggested" the articulation of the prototype (two cars sharing a common truck) by having the front of one car fit into the slot at the rear of the car in front of it, similar to the arrangement of today's "Talgo" trains. The cars were coupled (as with the M-10000) using a pin on the car roof that was dropped to couple the cars together or raised to separate them.

The M-10005 Power Car followed the sleek "Automotive Styling" of the prototype, distinctive with its "raised cab", "radiator grill" and "portholes", lettered UNION PACIFIC and M-10005. Trailing cars were all lettered UNION PACIFIC. Intermediate cars were named either: REA/RPO; OMAHA; DENVER; LOS ANGELES; or (*a very rare car*) DINER. The tail car was named SQUAW BONNET, (same name as a mid-train Sleeping Car in one of The CITY OF DENVER trainsets).

Lionel's O-gauge "CITY OF DENVER" Streamliner (Catalog number 636W-Power Car; 637-Coach; 638-Observation), was finished in prototype colors of Yellow and Brown, but unlike the MarX model, was not lettered for the "Union Pacific", but carried traditional "Lionel" markings instead. The die-cast Power Car (while not 100 per-cent to scale) was remarkably close in appearance to the 1200-HP M-10005/M-10006 Diesels, however Lionel's sheet metal cars (coupled into 4-wheel vestibule/trucks) looked somewhat less like the prototype than did MarX's 2-wheel lithographed cars!

In 1938 MarX experimented mating the M-10005 cars to a streamlined steam engine with matching articulated tender, thus developing the highly popular MERCURY set (*which is the subject of a companion in-depth article*).

Production of the M-10005 sets was interrupted during World War II, however production resumed after the War. MarX knew that freight sets usually outsold passenger sets, therefore the M-10005 Power Car was adapted to run with freight sets either in a single "A" configuration or in an "AA" back-to-back configuration (with an interesting "dog-bone" connector!); both configurations using tab and slot couplers to pull freight cars. M-10005 sets were generally widely available both in Passenger and Freight sets well into the mid-1950's, continuing to be highly popular in the toy train field.

MarX collectors today treasure the M-10005 sets, they can often be found in near-mint condition, their simple but sturdy design, coupled with their colorful and realistic lithography, have endeared them to operators and collectors alike.

INSTRUCTIONS

City of Denver Remote Controlled Electric Train Set



MADE IN U. S. A. BY

LOUIS MARX & CO., INC.

All inquiries regarding repairs or service, should be addressed to
SERVICE DIVISION, GIRARD, PA.

READERS WRITE.....

I picked up a set from a fellow and the set is near mint all cars, tender and loco. They all show the same amount of wear which is almost none. It is a combination set with no box. If this is an original set would you know the set number also approx. year it was built. -- John Hedeem.

John -- The set you described is very close to set number #5954(B). The only difference in your set and this set is the boxcar. You reported Pennsylvania Service Merchandise boxcar and this set has a State of Maine boxcar which could have been changed by the factory or by someone.

Set number #5954(B) I would guess was produced in either 1960 or 1961. Your set with the Penn. boxcar could have been produced earlier. In my opinion the knuckle couplers would confirm approximately the same date.

Seasons Greetings, The book arrived, the artical on boxcars is great, but have a few additions to make:

3280 SF orange/black letter. Type II does exist.

3280 SF white/black letter. Unpainted trucks. Type I exists.

161755 NYC mustard yellow Type I.

174479 Green NYC white letters. Type II exists.

467110 B&O white/red letters. Type II.

Marlines. Dark blue, light blue, light green all Type I 8 wheel.

467110 B&O royal blue Type I exists.

467110 B&O Tuscan red Type I.

Also, two items I picked up: A dark blue 51100 with dark orange upper structure and a 490 set with blue engine and gold accent trim. Does anybody have these? -- Stan Troski.

Stan -- Thanks Stan for your additions. No I've only seen your 51100 in orange and I've never seen a blue 490. Please, if anybody has either of these let us know.

Happy New Year to you and yours! Hope you had a great Christmas with lots of "you know whats" added to your collection.

Came across a 7" C&O gondola with the Plastimarx logo on the ends exactly like the one on the 7" NYC caboose that Dick MacNary wrote about in issue #8 in December. The color brown is a lighter color shade than found on US production of this car. Unfortunately, it looks like the car has had another frame put on it and so it is hard to tell if the T&S couplers would have been a different style as Dick mentions in his article. -- Ted Valis.

Ted -- Between you and Richard MacNary you have the entire MARX world picking up every piece of common MARX on every table looking for a PlastiMARX emblem on the end. I don't own any. I have looked at hundreds of pieces to find some. Keep us informed. I guess Jerry Cirinelli has quite a collection of PlastiMARX.

In reference to the 556 caboose with no lower coupler support; Gary Anderson reported it was a observation frame. I checked all my observation's and found none that has been punched with the two slots for the bottom of the ladder to be tabbed to the frame. The observations I checked were the following, three from mechanical sets with plastic wheels punched coupler, two from mechanical sets with metal wheels twist coupler, two from electric sets, metal wheels of course riveted couplers with solid brass railing at rear and one with metal wheels riveted coupler and red plastic drumhead lens on railing. One of the last two observations is window lighted and drumhead lighted,

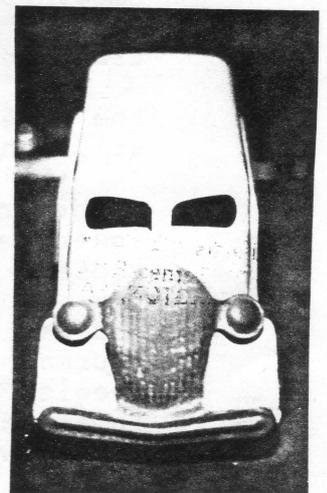
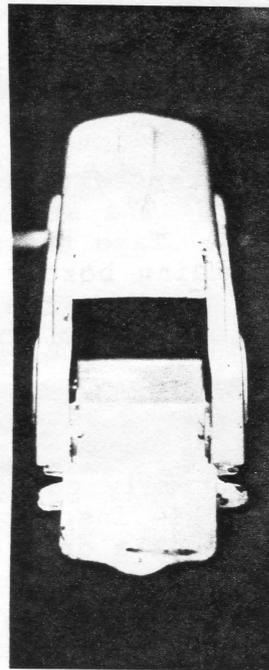
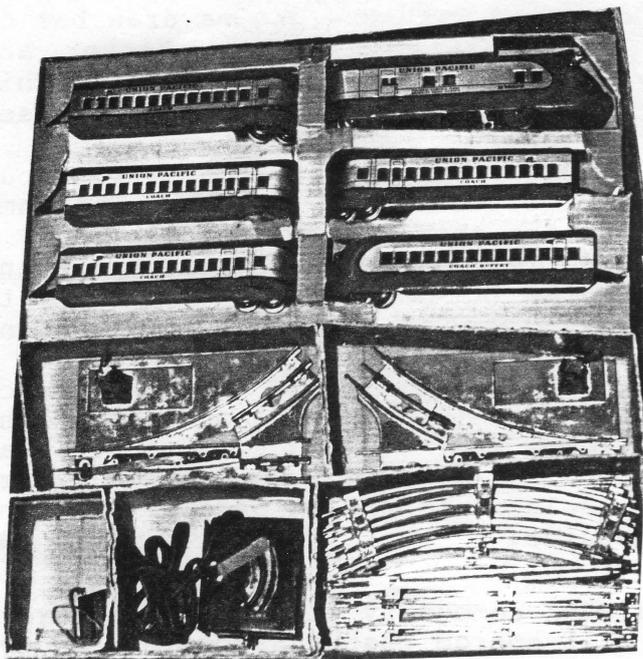
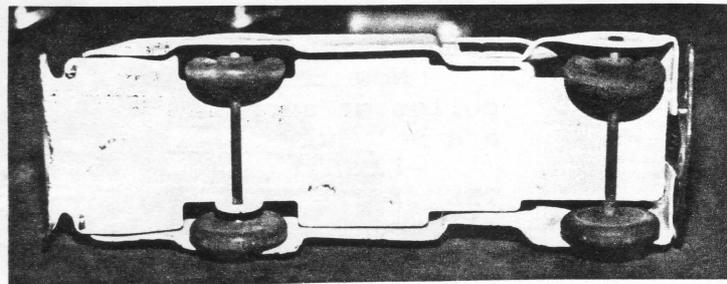
(2 bulbs). I'm not trying to make a big thing of it. Just reporting what I find. -- Vince Baniewicz.

Vince -- Without seeing this particular frame I would have to guess that it must be a factory misstamp. There may be others out there and maybe there aren't. It may be like my Pennsylvania cattle car, it was simply misstamped. Nevertheless, I'd hold onto it! Does anyone have the answer?

Congratulations to Vies Szalanski of Delta, British Columbia, Canada for a 3rd prize in the TTOS Presidents 4x8 layout contest. His layout is full of beautiful MARX accessories and is complete with two very rare MARX Canadian Pacific Passenger sets!

Enclosed please find photos of a couple finds:
The Lumar Dairy truck I assume is Marx it is about 6½" long. This was found at a flea market.
The M10000 went through about 4-hands at last spring York meet before I bought it from one of our Fort Pitt TCA members.
Also picked up a Blue Delivery van 3½" at an antique shop this past Saturday. Keep up the great work. -- John Hedeem.

John -- Yes, John lumar was one of the many names used by MARX. Three very nice finds. Keep looking and don't forget to keep in touch.



RE-MARX ABOUT NEW-MARX BY CARMARX

By: Jim Norton

In the December 1995 issue of "Collecting With MARX", Ben Bittner wrote looking for information about the new MARX trains. While the advertisements in the model/toy train magazines are not complete, they do provide some information. If you are not on the MARX TRAIN mailing list or do not belong to the MARX Train Collectors Club, here are the addresses: MARX TRAINS, 209 East Butterfield Road, Suite 228, Elmhurst, IL., 60126.

MTCC publishes a quarterly pamphlet titled "MARX LINER" that describes current and planned new MARX trains. Membership is \$39 per year that includes a car available only to members. Their address is: MARX TRAIN COLLECTORS CLUB, PO Box 111, Bakerstown, PA., 15007

I have often felt concern about the obvious division of effort in the MARX community. Yes, it would be great if there was a single, consolidated source of information about the original and the new MARX trains. But each of the factions in the MARX community have a separate and distinct set of goals, often that are in conflict with the other factions. For example, MARX TRAINS is interested in producing and selling a product; MTCC is basically a sales outlet for MARX TRAINS and "Collecting With MARX" is a collector, hobbyist publication. Then there are the separate groups within the collectors community. There are the ones that attend the York meeting and those that boycott it. Then there are the ones I classified as collectors, operators and investors. Bringing all these separate factions together in a single consolidated, cohesive group would probably result in a loss of research and development that comes as a result of competition. Enough philosophy for this article.

Now to some practical observations about the new MARX. As a collector/operator of both old and new MARX I hope some of these hints are helpful.

1. First and foremost, when you purchase a new MARX train. READ THE INSTRUCTION SHEET. It describes the new-age AC/DC motor and the electronic reverse unit. Two important points: A) NO jack-rabbit starts and stops and B) be careful with the oil.

2. The Winter 1995 issue of MARX LINER states that the new motor requires a complete drop to zero volts to cycle the reverse unit. The MARX #1859 and #1409 transformers do not drop to zero and will require a separate ON/OFF switch to operate the unit.

3. When I received my PRR engine and tender I was disappointed in the pulling power. I had always connected with the engine draw bar on top of the tender coupler. The new engine will pull better and smoother with the tender coupler on top of the engine draw bar. This places the tender pull weight on the drive wheels and gives increased traction.

4. The new cars with automatic couplers have the same problems as the 3/16th cars. The shoe drags thru switches and sparks. The same solutions apply. Tape the shoe, bend the shoe or amputate the shoe.

5. The sliding boxcar doors will open and close while operating and eventually scratch the side of the boxcar. One solution is to insert a cardboard shim in the door track so that the door remains closed.

6. When you unpack and start to operate the new cars check each and every wheel to be sure it turns freely. The axles must be in the journal holes and the truck side frames must not bind the individual wheels. Be extremely careful in bending the side frames so they are in alignment. This inspection of wheels is important because just one locked wheel places a drag on the engine.

CARMARX PREDICTS:

The separate interests in the MARX community will remain separate. Hopefully a spirit of cooperation will emerge that enhances our hobby. The operating improvements in the new MARX will generate an increased interest in developing layouts and the satisfaction of watching the trains run.

TRACK CLEANER

Photo's 1 and 2 are of a track cleaning car that works very well. The load is a small brick of lead I cast then scored with a utility knife to look like a wood load. The parts that are under the flat car are plexi glass the upper pc just fits inside of the frame, the lower one just a tad wider to cover tracks. I used duco cement to fasten the green scrubby pad to bottom plexi & to glue plexi to itself.

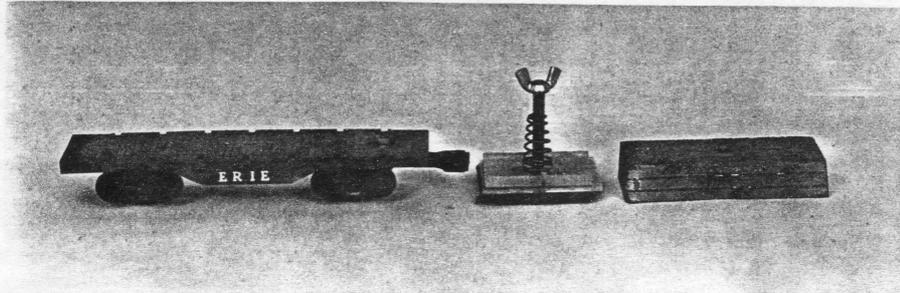
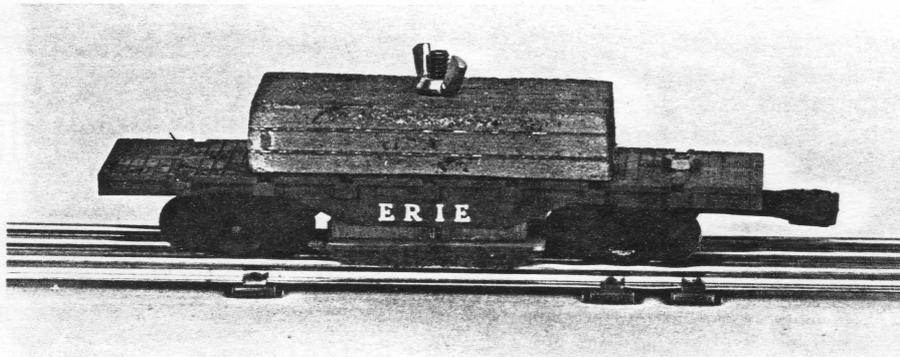
The plexi is $2\frac{1}{4}$ " long the lower $1/8$ " plexi is counter sunk to keep the head of the $\frac{1}{4}$ x2 fh machine bolt below surface the $\frac{1}{4}$ " plexi tapped $\frac{1}{4}$ -20 for bolt to thread into. Use any suitable spring to exert down ward tension I used a Lionel fixed knuckle coupler as you need a pretty powerful unit to pull it but it works super.

Photo 3 of Marx switch controllers .

#1 controller on left works usual switches

#2 or middle has a center button for uncoupling

#3 or right side has 2 buttons in middle (white dots on buttons) what was this one for? Happy Railroading. --Harvy Tremper.



THE SAMPLE TRUCK

By: John Torgerson

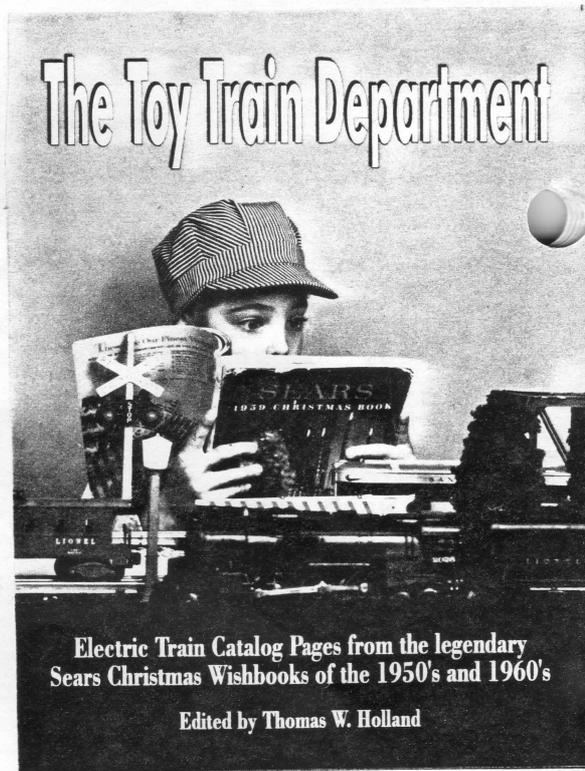
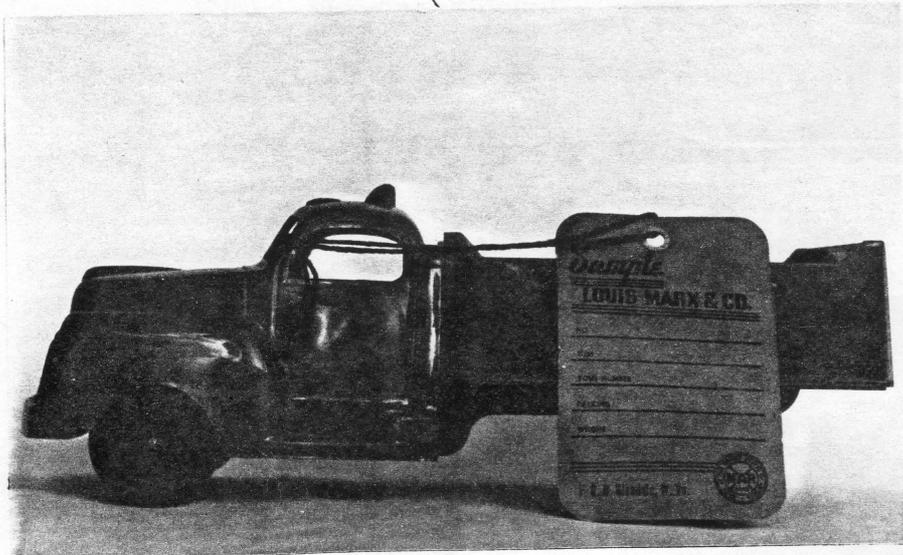
I've enclosed a picture of a green plastic dump truck with wooden wheels and metal axles. I purchased this truck at the fall York meet of 1995. Walking down the aisle of the Red hall, scrounging under the tables later in the day.

Of course, all the good buy's were done already so I never expected to find anything. Seeing the front peeking out, I picked it up and the blue "Sample" card dangled from the windshield post.

About this time, my friend Steve Eckel came walking along. After we both put our eye's back into their sockets, Steve indicated I better purchase the truck or he would be more than happy to! Guess who now owns the truck with its "Sample" tag? (A hint, if you said Steve, wrong!)

In the last "Collecting With MARX", Harris Spanier asked a question about MARX hand car colors. I've made a habit of collecting these little gems. To date, I've noticed 5 different shades of brown and recently one that leans toward gray, and of course the red. But the red always seems to be the same shade.

In issue #3 of "Collecting With MARX". I wrote a short article dealing with general maintenance of these great little machines. Maybe that would help Harris enjoy his hand cars as a running item on his layout. Happy Hunting!



An exciting new book from Windmill Press called THE TOY TRAIN DEPARTMENT has just been released containing authorized reproductions of all the Wishbook's electric train catalog pages from 1950 through 1969, the heyday of electric train marketing. The 8½ x 11" softcover book is 160 pages, and included is a year by year commentary on Sears' electric train marketing which shows, sadly, how electric trains were nearly made extinct in the Sixties by slot cars and spy toys.

THE TOY TRAIN DEPARTMENT costs \$19.95 (plus \$3.50 shipping) and can be ordered directly from Windmill Press, P.O. Box 56551, Sherman Oaks, CA 91413.

In fact, if readers of "Collecting With MARX" order the book and tell us that they heard about it in your publication, we'll pay the shipping and handling cost (normally \$3.50) on their order. This offer is valid until April 30, 1996.

ENGLISH MARX

I've always enjoyed the diversity of MARX trains. From colorful plastic sets produced by the Quaker-Dunbee era all the way back to the earliest Joyline sets actually produced before Louis MARX had his hand in the works.

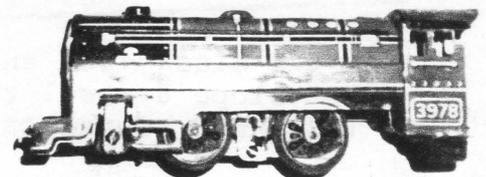
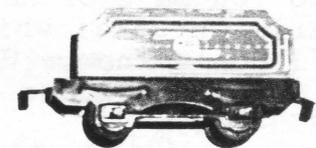
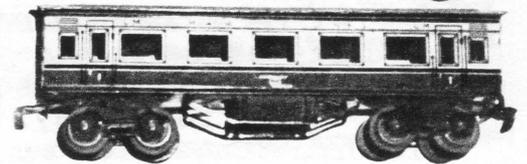
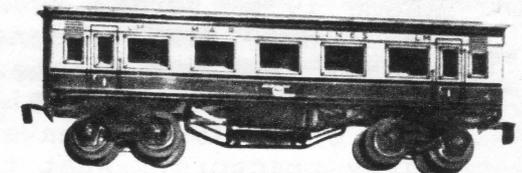
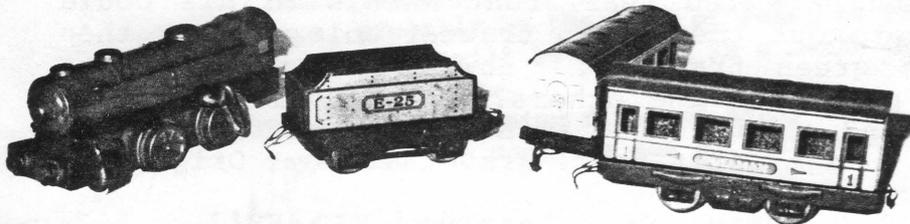
Years ago while looking through the 1975 MARX book by Eric Matzke I came to learn that MARX had production in England. It was hard for me, in those years, to find any of the more difficult-to-find MARX items for several reasons. I hadn't seen them either in picture or in person and I hadn't made contact with any of the early MARX people that followed the items as they were produced. I basically picked items because I had never seen them before and if they were in nice enough condition I would buy them. At that time they were almost all cheap.

While browsing through that first MARX book. I realized that there was a whole line of MARX trains that I may never have the good fortune to see - let alone own. The years have been good to me however and one set I picked up from a friend in Texas is the one photographed here. A Joyline set "Made in England" complete with buffers and the "MARX" Made in England logo. To me this said that MARX not only made trains back into the late 20's but they made them in England since then as well. I have learned as well that some of the parts for English trains, such as motors, wheels, etc were made in the USA.

This Joyline engine is red with a black frame and the tender is red with black lettering and a black frame. The coaches are creme with red and black trim. Now a variation of this coach is red with creme trim and some have made in England and some don't. There are color and number variations of the same tender. Since I picked up this set I have also learned of a cast iron English Joyline engine. They come in green, blue and red and red being the most scarce. If you ask me they are all pretty scarce.

Included here is a photograph of a set that is very attractive. Engine #3978 is medium blue with black trim. The tender is the same color and is a variation of the "original" English tender. The coaches are half again as long as the short Joyline coaches and are creme and maroon. This same set comes in a mostly red paint scheme and is a very beautiful set. I have seen a pale green version which has been reported in several places around the globe. It is said that it is probably a very limited test run.

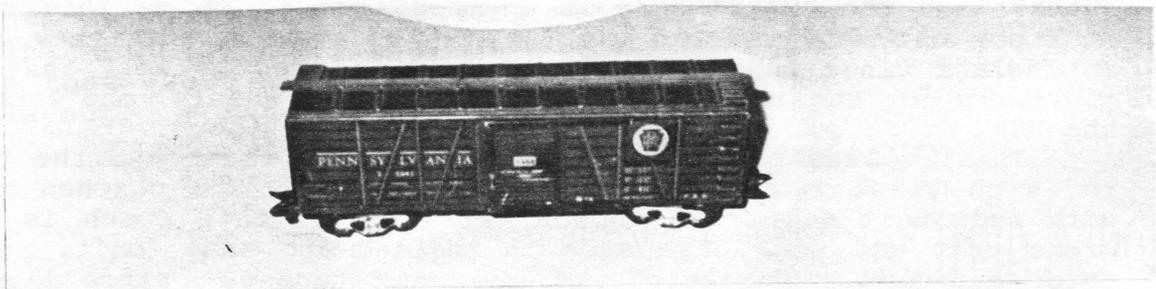
If you know much about English MARX please write and let us know what you're finding!



A VERY UNUSUAL PENN CATTLE CAR

Shown here is a very unusual Pennsylvania cattle car, which is in very nice condition. Many of us own a #53941 car but this car is unusual in that it has only been stamped or slotted on one side. The other side is smooth and uncut while both doors operate, as usual, and the car has all of the characteristics of a prewar 3/16 scale MARX car.

The story about this car goes like this. I was at a show about 6 or 7 years ago. I was looking for a nice Penn cattle car for my shelf and hoped to find one in the "reasonable" price range. I approached a table and noticed the man had only MARX on it. I proceeded to look over the merchandise he had to offer. I picked up a Penn cattle car which at the time was selling for about \$175.00 and commented to the fellow. "This is in nice condition isn't it?" He replied, "Yea, but they made a mistake on it so it's not worth much." I looked at the price tag and sure enough it wasn't worth much to him. To me it was worth more than one that had been stamped on both sides. I proceeded to purchase the car and was glad I did!



THOSE LITTLE MARX TRACTORS

An addition to the list of tractor variations:

red/orange body
black front

white rear wheels
soft plast

The hard-soft plastic type is determined by the squeeze-ability of the two sides of the body cavity. If the sides can be squeezed together a little, it is termed 'soft plastic' type. The hard plastic tractors do not squeeze.

My survey of the Marx Sets Book Volume III by Greenberg show some 19 different sets with tractor flats. The problem is the book does not clearly identify the tractor load colors. Sets 4225(B) and 56824 list red tractors; set 9633(B) has gray tractors; and set 9638 is the orange Erie with 2 green tractors. Are we then to assume that the other 15 sets have red tractors? Is there only 1 set that carried gray tractors? What tractors do you have on the flat in your set?

I recently purchased boxed set 9550 (not listed in the book) with 2 dark yellow tractors with dark red rear/front wheels. This could suggest there are other sets out there with tractor colors other than the usual red, gray, and green tractors. How about sharing that information so it can be passed on the others? What load variations do you have or have you seen? I purchased an Erie tractor flat (white Erie letters) which had 1 red tractor and 1 gray tractor. Original - I don't know. What do you have?

Write: Duane Ford, 500 N. Grace St., Lansing, MI 48917. 517-323-6409.

Set 9550

2-4-2 black 1666 engine
NYC slope 8 wheel tender
18326 NYC tuscan caboose

21913 LV black 8 wheel hopper
Erie 8 wheel tractor flat
2 dark yellow tractors- dark red
front & rear wheels

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Home Office 200 FIFTH AVENUE, NEW YORK

AIR MAIL MESSAGE

June 19, 1942

Mr. R. B. Ripin
c/o Louis Marx & Co. Ltd.
Dudley, Worces. England

Dear Bob,

The writer has some very close friends for these many years, in the United States Army and some of these men, from time to time, will be going over to England, and of course, I am anxious to make their stay over there as far as I can, more pleasant, and to be of any help that we possibly can be.

These gentlemen involve two or three of our Generals to whom I will give a letter addressed to you, and when they phone you to come down to see them, by means of this letter you will understand the basis of such telephone call, and will be prepared to extend them any favors requested, within our ability.

In the old days, this routine used to be a matter of friends, but these days all of one's friends are in the Army or Navy, so the scene shifts from the civilian to the military, and of course, I feel ten times as anxious to do something for someone who is in our armed forces as I would for any civilian, and as you know, I have always been very anxious to do that.

If some of my old friends are around in London, and any of my military friends should find any spare time on their hands, I would thank you to introduce them, for instance, particularly old Johnny Bett if he is in London. I am very sorry that Charlie Hubbard is not there, although I have seen Charlie off and on; right now, he is in Nassau. Likewise some of these friends of mine would no doubt like to meet Mr. Stevenson or Mr. Simon Marks, or both of them, if they are in London, and also I repeat, if these men happen to have any spare time (which is doubtful) but if they do, you can go to these gentlemen and arrange for the introductions.

Incidentally, it is possible that one of my friends will be leaving in a few days, probably by the 25th of June, so you may hear from him quite soon, and another one will be leaving in a month or so; maybe sooner.

Everything is going fine and dandy here. We are switching from manufacturing toys into war work the end of this month.

Sincerely yours,

Louis Marx

LouisMarx:ER

Louis Marx

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NEXT MONTH...

We're going to do a feature on vehicles that are pressed steel and are the size of the ones seen in MARX sets and with MARX toys. These are dump trucks, stake bed trucks, delivery trucks, fuel trucks, buses, metro vans, milk trucks and sedans. I want to know from you the color variations you have and if you have any that read something besides "Made in USA" or nothing at all. I want to know what you have written on some of the lettered vehicles and last but not least I want to know what toys you have that have vehicles like these included as part of them.

These cars and trucks have become very desirable over the years and I would like to know just what is out there.

I've heard stories about a used car lot. Does anybody know what vehicles came with the early used car lot?

There are many of you who own several of these vehicles. Please sit down while reading this and make a list and send it right back to me. I need it as early as I can get it so as to compile the information. Maybe you could fill out the survey and send it back too! Thanks! And Happy Collecting.

HAVE YOU ALL OF THEM?

This is a survey. Only a survey to see just how uncommon these cars really are. Can any MARX collector pick up these if they look long enough? Look this list over and put a check by the ones you have in your collection. I would like to hear from as many of you as feel comfortable in doing this. This will not be published except to say how many of each item was reported. You will not be contacted about anything.

1. Joyline 350 engine
2. Yellow top Joyline coaches
3. Joyline observation w/drum-head
4. Power house transformer
5. Bunny train
6. Canadian Pacific coaches
7. Earliest twin 6" searchlight
8. Blue Mercury set
9. UP M10003
10. Prewar English sets
11. Postwar English sets
12. Gray NYC tender
13. Silver Commodore & tender
14. Battery Red NYC articulated set
15. Unlighted Copper Mercury set
16. M10005 Diner car
17. Seaboard B unit
18. KC Southern 6" Caboose
19. Red NYC tender Orange stripe
20. Windup Canadian Pacific style engine
21. Airplane 6" flat with load
22. 6" brown highside gondola #738701
23. 6" fruit growers express boxcar
24. 6" Pacemaker Boxcar
25. Green Commodore Vanderbilt
26. 6" flatcar with #5 tank load
27. Electric 897 Military engine
28. Small tin tank found with dump car
29. Deluxe Delivery truck/trailers
30. 8 wheel 6" military cars
31. Mickey Mouse train
32. 7" KC Southern caboose
33. Windup 666 or (999)
34. Pennsylvania Cattle car 53941
35. PFE 35461 w/red ends
36. Nickel Plate 6" tender
37. Silver NYC coaches Blue lettering
38. 400 engine w/baking powder ball
39. 2130 USA work caboose
40. Plastic ordinance boxcar
41. Rock Island switcher w/white lettering
42. Penn Central 4000 no stripe
43. Allstate Blue Switcher
44. 2124 Budd Car
45. SP 39520 Maroon drop center
46. CWEX Blue yellow reels
47. Western Auto Piggyback
48. Sears piggybacks
49. Walgreen piggyback
50. Montgomery Ward piggyback
51. Orange flat green tractors
52. Yellow L&W gondola
53. Brown L&N gondola
54. NYC flat w/piggyback (4 wh)
55. Exxon tanker
56. Milk tank car
57. Gulf twin tanks
58. 51100 Blue flatw/dark orange structure
59. Red 51100
60. 967 Blue
61. 967 Black
62. Great Northern 18918 brown
63. Blue Allstate bay window caboose
64. Orange Allstate bay window caboose
65. Orange 147815 RI boxcar
66. Any cars with decals or stickers
67. Blue Missile launching car #1796
68. Large Deluxe NYC caboose red no #
69. 504 B&O caboose
70. Cape Canaveral set any
71. CP 33934 tuscan gondola
72. CP plastic set
73. Champion set
74. Mohawk set
75. Alleghany set
76. Marlines red engine 198
77. Set with above with yellow or blue coaches
78. Red handcar w/yellow men
79. Plastimarx cars-tin
80. Sidedump shanty tin
81. Military Floor train
82. Authentic Marx prototype

QUESTIONS ON "UNBELIEVABLE VARIABLES"

By: J. B. Gilmer

In view of the fact that Louis Marx was known to have used any and all old stock and materials in introducing new items, wasting nothing, and in view of the fact that the interesting handout "Unbelievable Variables" of the April 1995 Marx meeting seemed to indicate that the targeted items from the various pages of Greenberg's Marx, Vol. I., were either questionable, wrong or "just couldn't be", the following questions are raised.

- | <u>No.</u> | <u>Page</u> | |
|------------|-------------|--|
| 1. | 61 | The author requests confirmation of the five flatcar motor vehicle loads on P. 61, but as a practical matter are any or all of these loads known to be wrong or merely that they have not been observed in a documented set? |
| 2. | 68 | The red frames were apparently introduced in 1938. When was the red 554 hopper introduced?
Maurice Demers (CTT 7/93, P. 62) indicates 1939. |
| 3. | 70 | Exactly which cars were in the post-war, 6" military trains with knuckle couplers? Was the gondola car not one of them? |
| 4. | 74 | When was the solid, lithographed, slot stock car introduced? |
| 5. | 76 | When was the nickle plated frame introduced? |
| 6. | 76 | Would it not be possible that some left-over yellow tank bodies could have put on the new nickle frames? |
| 7. | 78 | When wer the silver on red baggage cars introduced? |
| 8. | 79 | Dark red open window cars were made through 1936-37 and the SB frame came out in 1937 (Demers). Q: Could there not have been some overlapping?
(Demers says "Transition" and Pictures Such a Set (CTT 5/93, PP. 20-71) and calls it Group 1 Series 4.) |
| 9. | | When were solid, litho door, boxcars introduced, other than the "man in door" refrigerator cars, introduced? |
| 10. | 84 | When were the "salmon red" color boxcars introduced? |
| 11. | 85 | Both the man-in-door boxcar and the 8 wheel frames were pre-war, produced at the same time. Why could not one have been put of the other?
Or is it merely that such a combination has never been observed in a known set? |
| 12. | 86 | Brown B&LE 90171 boxcar: When was that body introduced? I have such a car in nearly new condition. |
| 13. | 86 | When was the so-called "cobalt blue" introduced?
What is the difference between that and any other dark blue body of the pre-war era? |
| 14. | 87 | When was the Guernsey milk CRIP 548 gondola introduced?
If by 1938, why could it not have been on red frames, or even later? |
| 15. | 90 | When did the flat end tank cars come out?
Demers (ibid) suggests about 1939.
Was it not out by 1938 on 8 wheel cars? (I have several of both kinds.) |
| 16. | 105 | Of the CP locomotives, the 391, 396 and 397, are the two dome, round stacked locomotives and apparently differ only in marker lights. 391 and 397 come with and without drive rod guides. What is to say the 396 (with the "ear flap" marker lights) may not have had the same?
The only difference seems to be the celluloid number board. |
| 17. | 114 | When did Baldwin drivers come in for Marx trains? |
| 18. | | When were black (gunmetal blue) wheels used on 6" cars? |
| 19. | | Same for track? |
| 20. | | Were the couplers for the mechanical train cars on the early SB-1 frames sliding or riveted? |

WANTED

Caboose #x467 "Rocket Computing Centre" (4 wheel). Flatcar #1796 "Rocket Launcher" (4 wheel) with missile loads and launcher. Gondola #1799 USAX gondola with missile load (4 wheel). Send me your "Marx for sale" lists. John Bisek, 425 Willth St., Alberthea, MN 56007.

Corral chute and bunkhouse from Roy Rogers' Rodeo Ranch playset. Any version of bunkhouse acceptable. Bryan Robbins, 850 Finley Gulch Rd., Colville, WA 99114. 509-684-3573.

Marx coal dumper #1614. Also any information on same. Did it come in a box?, with a car?, 4 or 8 wheel? John Hedeem, 201 Barnes Rd., New Kensington, PA 15068. 412-795-0126.

Six-inch, four-wheel observation, interior lighting, black frame. Brown and yellow M10000 coach and observation. Metal ramp for plastic trailer flat. Exterior trim parts from your broken William Crooks windup shell for repairs. -- Bob Burgio 410-997-9390.

FOR SALE

Send a LSASE for a current list of Marx trains and accy's also Marx playsets and accy's. Rich Saulinski, 7741 W 157th Pl., Orland Park, IL., 60462. 708-614-9219.

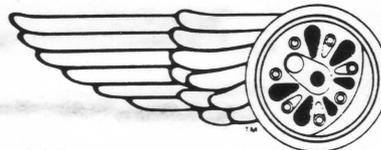
English Marx steel floor train cars. "Open Truck" gondola red/silver frame. "Cattle Truck" really baggage car P97 bottom of page 1985 Marx book 2 for \$150 / boxes tattered. Gary Anderson, 218-478-2711.

Marx Pro Bowl live action football game #6970 Gd & Ob, instructions complete - 6" red & yellow figures 65 plus UPS - R. Fletcher, after 6pm. 201-579-5308.

Mercury Copper Non-illuminated set. Good, plus. \$225. NYC track cleaning caboose, VG, \$95. SP #39520 silver and black, EXC, \$115. Allstate blue bay window caboose, VG, \$120. Call or send SASE for Marx sales list. Will Dukes, 8394 Inspiration Ave., Walkersville, MD., 21793-7803. Eve., 301-845-8522. Day 301-309-3246.

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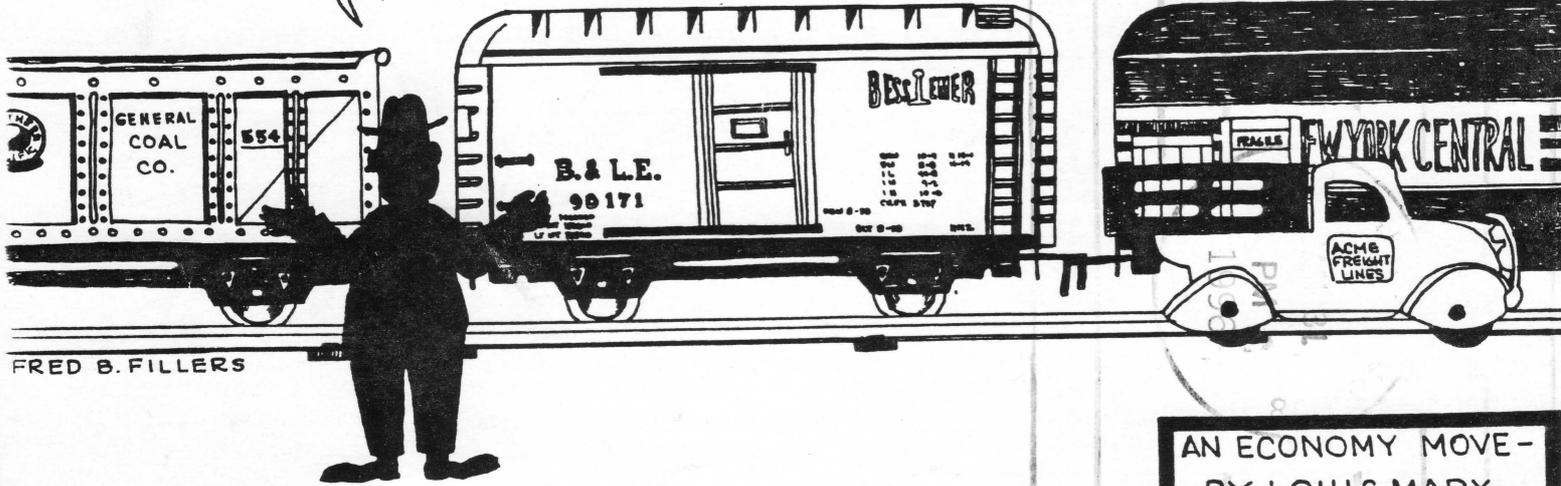


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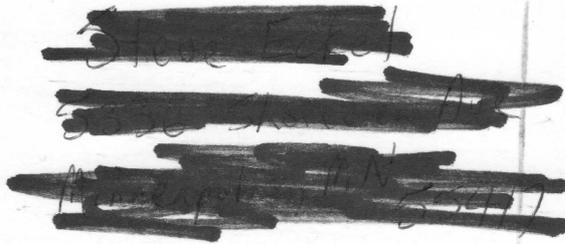
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