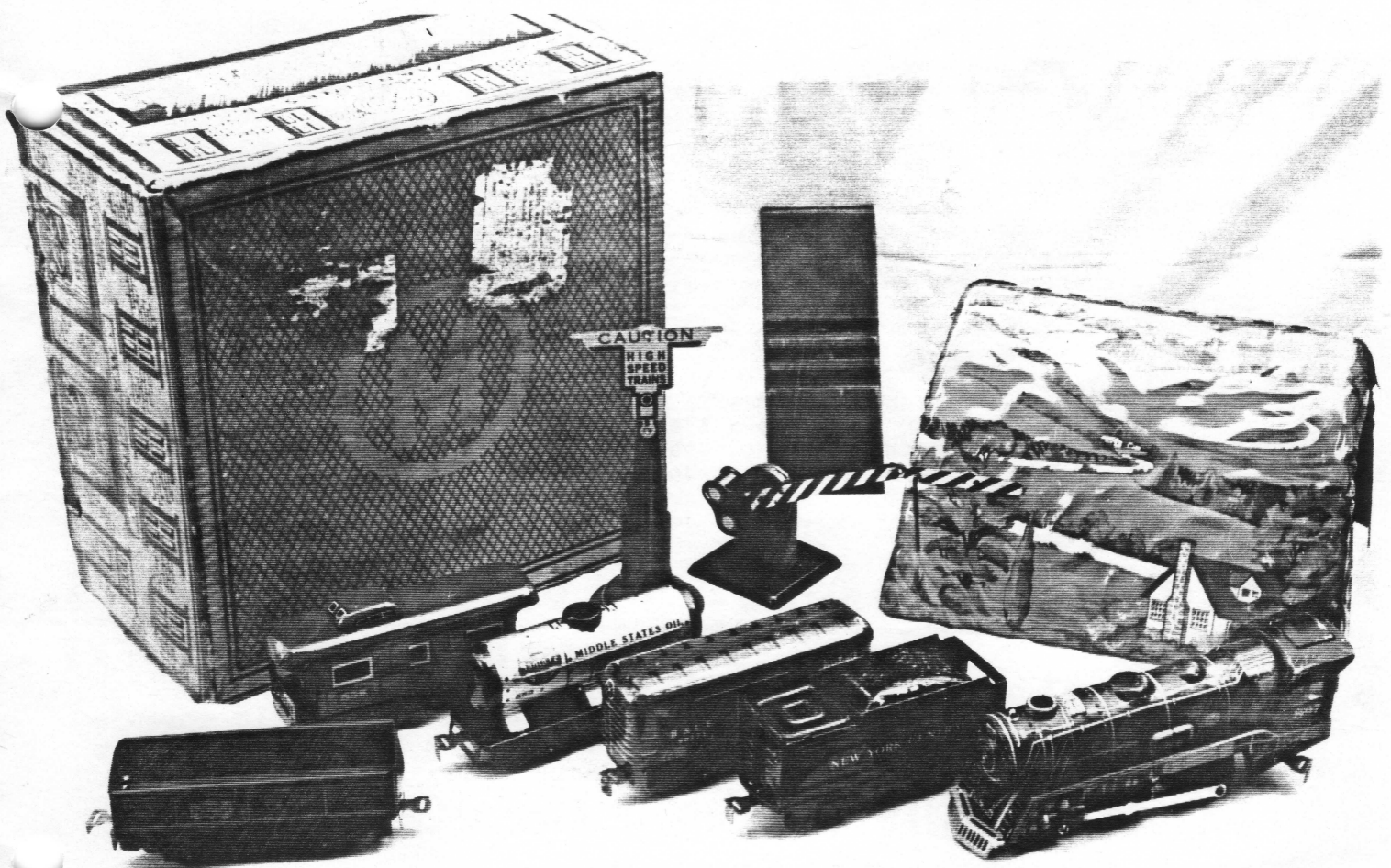


# COLLECTING WITH MARX

ISSUE 12

AUGUST 1996



COLLECTING WITH MARX

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ON THE COVER

A beautiful unnumbered set in a square lithoed box. It dosen't appear that it would all fit inside but everything has a place. Jim Norton discovered this set and gave me an opportunity to purchase it. I hadn't seen one exactly like it!

We have really had a good time putting together this August 1996 issue of "Collecting With MARX". Collecting MARX trains just seems to get better and better. I meet so many people with a common goal and that's to scout out and play with MARX trains and toys. I get calls and letters from so many new enthusiastic collectors and it keeps me pumped.

I added to my collection this time a red freight Mercury set with an all red engine that includes the gold decal on the nose. I can verify along with Lee Reynolds who described this engine in issue #3. My engine is exactly as Lee described.

I also added the eight wheel flat for the long tank in 6" to complete all six different cars in this series. I really have seven if you count that I have a gondola with black inside and one with olive drab. This flat car was thanks to my good friend Jim Norton.

This time we did a little tribute to Louis Marx in that he would have been 100 years old this month if he had still been alive. His creations have given me a whole lot of good times and I am deeply indebted to him for the many toys he released over the decades of production. Thank you to the "Toy King" Louis Marx.

Recently I was running some trains around my living room floor and was trying to impress and get the attention of my son Louis Marx. I ran a couple of English sets and a couple of passenger sets. I had never seen them all running at the same time so I put an olive drab Commodore Vanderbilt with a wedge 952 olive tender on the track and proceeded to add all seven different eight wheel six inch military cars behind them. My heart was pounding and undoubtedly my eyes were bugging out. I hadn't had this much excitement in a long time! I looked to see how Louis was enjoying it. He was in the corner with a book paying absolutely no attention to me at all. I think this goes back to buying a kid an expensive toy and all he wants to do is play with the box. I can only hope that he will enjoy playing in the future.

It is always good to hear from each and every one of you whether by letter or on the phone. Keep those articles coming in. Also be sure to use your free ads. Our readers tell me over and over how they are looking for something in particular and how they would like to find it in the want ads of "Collecting With MARX"! Send them in! If you've used yours, remember classified **FOR SALE** ads are always free, and if you want to place a larger ad it's cheap! Also watch the back cover to see if your subscription has run out. I do still have a few back issues at \$3.00 each. Call or write for availability. When they're gone they're gone. Keep in touch and happy collecting.

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## Wind-up Commodore Vanderbilt with Battery Headlight

I know this exists, but I have never seen a complete one. Most of us have seen early "swing-peg" Vanderbilts with the extruded, threaded hole on the right side of the front skirt. I have examples of this loco in black, dark red and green. I even have one black one with paint filling the hole to prove this boiler stamping outlived its intended use.

I recently found a beautiful boxed set (worthy of a feature article on its own) containing a clean, green Vandy with the thumb screw still in place. The other light parts were missing. However, the front screw hole showed that a light bracket had been mounted to it. This is as close to a complete lighted wind-up as I have gotten.

Does anyone have a wind-up Commodore with this light assembly complete? If so, would they describe and publish pictures of it in "Collecting With Marx"? It is my understanding that the battery fit crosswise in the loco front, aligning with the thumb screw. The thumb screw, I assume, was used to secure the battery and complete the electric circuit.

The set my green CV is in is a boxed freight from 1934, stamped "#5122 Complete Set" on the side. Contents include: the green CV, black NYC tender, yellow C&S boxcar, red CRIP gondola, yellow SF tanker, tan NP hopper, red NYC caboose, green-base caution signal & semaphore, 12-2 rail curves, 4 straights and a crossover. All items fit perfectly as the inserts are still in place. This set is listed as set #114B in the blue Greenberg set book.

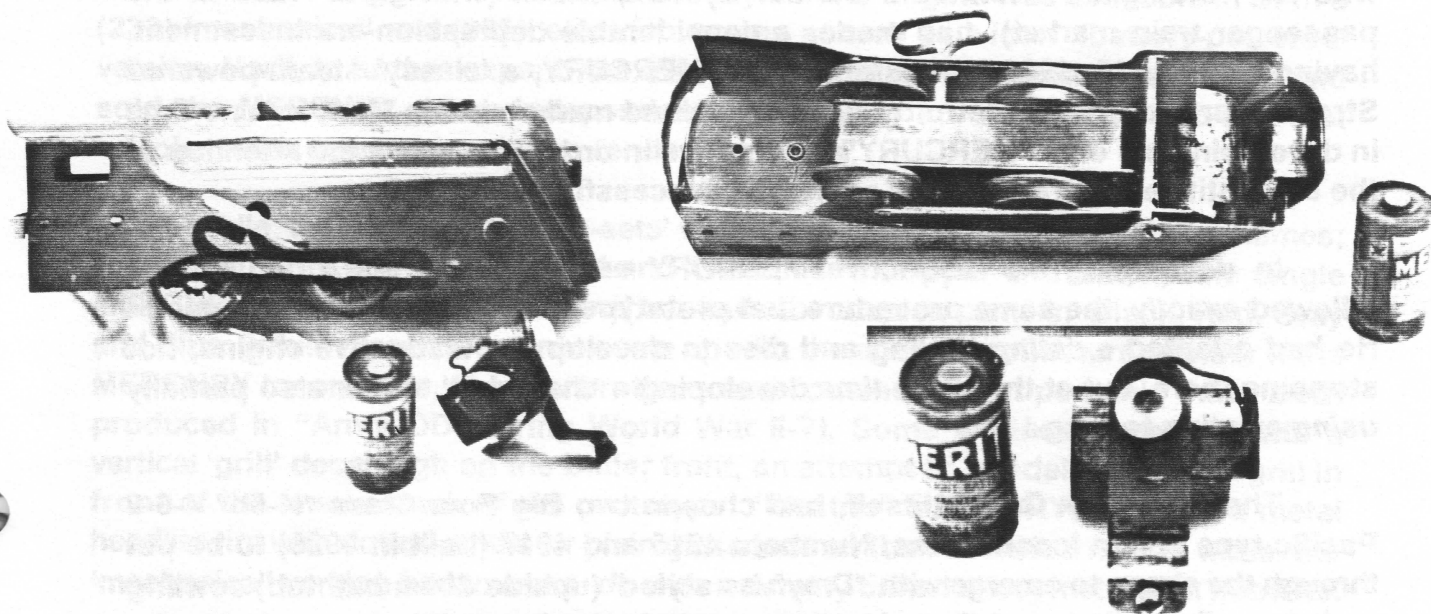
Submitted By: James R. Flynn.



Jim, it seems odd to me that I would be sharing information with you. I have long considered you and Debby two of the true MARX train experts. There are only a handful around the country, but the two of you have undoubtedly handled thousands of trains and contributed so much to the MARX community.

Now to the important stuff! It definitely does exist! Below are a couple of photos showing the battery set-up. It is very simple. It is two pieces of tin stamped, bent and attached. The socket for the bulb is attached and the thumb screw does complete the circuit. Jim Norton is the owner of this particular unit and was kind enough to allow "Collecting With MARX" to photograph it here.

Set #5122 was our feature set on the cover of issue #5 along with the introduction of my son Louis Marx Claussen.



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# The MarX Mercury Locomotive

by Jim Bennett

**T**he Louis Marx & Co. "0-27 version" of New York Central's MERCURY locomotive had to be--! Louis MarX made it his business to continually stay abreast of the latest developments across the nation in the railroad industry. Marx, in 1936, sat right next door in New York City to those who ran the giant New York Central System, which (with great faith in the passenger train market) had made a considerable depression-era investment, having on July 15, 1936 inaugurated THE MERCURY, a 'classy' steam-powered Streamliner serving the Detroit-Toledo-Cleveland market. Louis MarX lost no time in developing his own "MERCURY" locomotive in order to capture the attention of the competitive toy-train market as he had successfully done before.

In developing his distinctive MERCURY engine, Louis MarX had craftily followed *exactly* the same procedure that prototype New York Central had used--! He had adapted *existing* tooling and dies to develop the distinctive engine; not stopping there, but at the *same time* developing a 'matching' tender also partially *using* existing tooling--!

The New York Central itself, had chosen two Big Four Class "K-5b" 4-6-2 Pacific-type steam locomotives, Numbers 4915 and 4917 (built in 1926) to be put through the shops to emerge with 'Dreyfuss styled' (upside down bathtub) cowling and streamlining that contributed to the smooth look of speed that appealed to the public eye. The two engines, finished in conservative gray with scratch-brushed aluminum, powered the seven matching 'Dreyfuss-styled' cars (Coaches, Buffet-Lounge, Diner, Parlor and Parlor-Observation) which had been re-built into stunning, ultra-modern Streamlined beauties by the railroad's Beech Grove (Indiana) shops from old commuter cars.

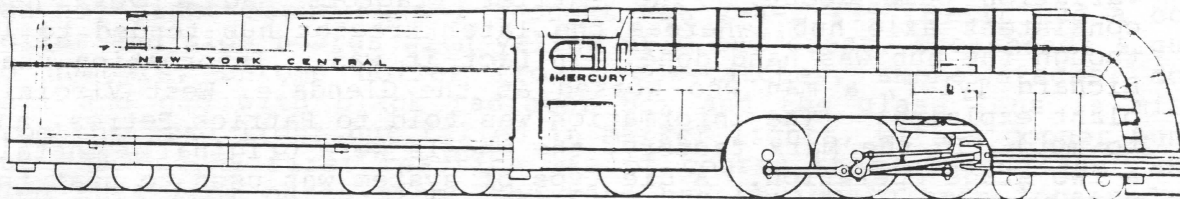
MarX's Mercury locomotive, produced from 1938 through 1952, made its debut together with a 'new' streamlined 2-wheel articulated tender designed to mate with and match the 'newly-styled' articulated MERCURY cars, which MarX had easily developed from his existing M-10005 cars simply by changing the lithography to 'mirror' the Streamlined MERCURY cars. The result was what has been described perhaps as "*one of Marx's most beautiful train sets*". (The fact that prototype New York Central's MERCURY cars *were not* articulated apparently did not seem to bother MarX, for the exterior appearance of the 'recycled' M-10005 cars so closely resembled the prototype that buyers did not seem to object to the articulated cars with their 2-wheel 'Talgo' trucks).

MarX had wisely utilized his existing "Commodore Vanderbilt" tooling and

dies in developing his MERCURY engine (at a tremendous savings in cost -!), which like the "Commodore", never had other than a simple 0-4-0 wheel arrangement -- apparently neither a pony nor a trailing truck was ever considered. MarX planning and major engineering included the development of a 'new' rounded MERCURY boiler front with the familiar NYC oval emblem, proper handrails, a slight rounding of the rear of the cab window (with the addition of a "MERCURY" nameplate below), and of course, a redesigned coupling plate to mate with the articulated tender. These changes completed the transition from the "Commodore Vanderbilt" style to the MERCURY engine's own distinctive style. The engine was available in both a (233) 'mechanical' and (635) 'electric' version as well as a later 'battery-powered' version. MarX, to further expand the marketability of the locomotive, produced and sold the MERCURY as an independent engine with a conventional tab-and-slot coupler to be used with existing tenders and cars.

While the MERCURY 'train-sets' were produced in just three color schemes; prototype Gray and Cream; Red and White; and Copper and Black; the single MERCURY engine, with conventional tab-and-slot coupler, came in Black, Red, Gray and Blue. (While research has not come up with the answer, collectors wonder if the MERCURY locomotive, like its "brothers and cousins" might possibly have been produced in "Army-OD" during World War II-?). Some engines appeared with a vertical 'grill' decal high on the boiler front, an attempt to 'model' the intake grill in front of the smokestack of the prototype. "Electric" MERCURYs sported a metal headlite rim with dotted amber or plain glass lens on their rounded fronts, while the 'mechanical' version had to make do with a dummy tinned sheet metal disk headlite.

Several variations in MERCURY production existed. Serious collectors note particularly the smokestack and the number of domes on certain models; the 'whistle' on some clock-work motors; the brass 'choo-choo' mechanism; black, tinned or spoked drivers; and perhaps further diversification in manufacturing that has since been brought to light. Such discovery adds greatly to the interest of MarX collectors in their unending search for the 'rare and unusual' in MarX MERCURY locomotive production.



Different types of 591 engine

Wind-up - battery power - electric

Through the years - 1953 to 1959 Marx produced a stamped steel engine with a molded boiler front of die cast metal or plastic "vaguely" resembling it's top of the line engine??? The 333!! Made in - variety - of types from wind-up to battery to electric motors - all with marker lights!! 4-4-2. As listed below:

Wind-up motor

1. Bell-battery headlight-plastic boiler front-piston rods-no hand rails-16 spoke die cast wheel.
2. Bell-2 speed motor-plastic boiler front-piston rods-no hand rails-16 spoke die cast wheel.
3. Bell-sparking-plastic boiler front piston rods-no hand rails-stamped steel wheel.
4. Bell-sparking-plastic boiler front-no piston rods-no hand rails-16 spoke die cast wheel.

Battery motor

1. 2 way D.C. can motor-plastic boiler front-no piston rods-no hand rails-16 spoke die cast wheel.

Electric motor

1. one way motor-die cast boiler front-no piston rods-no hand rails-16 spoke die cast wheel.
2. One way motor-die cast boiler front-piston rods-no hand rails-baldwin wheel.
3. One way motor-plastic boiler front no piston rods-no hand rails-16 spoke die cast wheel.
4. Reversing motor-headlight-plastic boiler front-piston rods- hand rails-baldwin wheel.
5. Reversing motor-headlight-die cast boiler front-piston rods-hand rails- baldwin wheel.
6. Double reduction motor-headlight-die cast boiler front-piston rods-hand rails-16 spoke die cast wheel.

There is mention of other variations as to---

A. Single axle simulated front truck?

B. Type without marker lights?

This is what we could find!

Can you add to the list?

If so -- let us know!

Dr. Marxson asks -- "Do you have them all?"

Harry Coons - with help from - Main St. Irregulars - Vince Baniewicz & Lori Coons

THOSE LITTLE MARX TRACTORS

I have recently come across information regarding how the axle bubble variation came about. The earlier tractors had a very neat and consistent axle hub, whereas the later tractor hub tended to look as though the hub was hand done. In fact it was. Information shared by Richard Tyler, a man who worked at the Glendale, West Virginia Marx plant explains. (The information was told to Patrick Petros, and thus to me.) In the Marx factory, the wheels were originally installed in a two stage operation. A die type of system was used to heat the axle and form the axle hub - the rear wheels in one operation, the front wheels in another operation. This produced a very neat and consistent axle hub. But the die used essentially wore out, and because of cost, was not replaced. Subsequently, the later tractor axle hub was formed by hand using a soldering iron method. This was done at the Marx factory itself and explains the more crude axle hub appearance. According to Tyler, most of the tractors and accessories were made at the Glendale plant.

I have a box Marx roadbed track, recently purchased. The box label reads, "36 ea. 702 Curved Track w/Roadbed." The label says:

Maury D. Klein  
Orange City WHSE.

Duane Ford



**NEVER GIVE UP**  
**By: Fred B. Fillers**

"Most of my train hunting trips here in Arkansas turn out to be real wild goose chases." This is the way I started my last article in "Collecting With MARX". This was my April Fool's story, which appeared in last year's April issue. Unfortunately, this opening line to the story, usually turns out to be much too true. Well, a couple of weeks ago, we took a trip up to the Fort Smith area, and visited a few antique malls and flea markets. We were looking for treasures to sell at our two different antique malls in which we have spaces. Of course we are always on the lookout for Marx trains, but really don't expect to find very much. When we do, they are usually way over priced, and they look like they have been found in a junk yard. Well, this winter I had found a Joy Line Everfull tank car at one mall which I did not buy because it was just a little too rusty for the asking price. As we were leaving that same mall a few weeks ago, the lady who owns the mall asked if we were looking for anything in particular, and I replied that I hadn't found anything this time, but just in passing, I told her I had almost bought a MARX train car the last time I had been there. She said, "I have a few more MARX pieces pieces up here on a shelf you probably didn't see". She reached way up on a top shelf and brought down a red bench that goes with the Glendale station. My wife had already bought a bench some time ago for her station from the Nortons at the Kansas City show, so she didn't get very excited, but said she would like to have another one since the price was reasonable. While she was looking at the bench the lady reached up and brought down the little dolly, which was a different color than the one she had also bought at Kansas City, also from the Nortons. Of course she wanted it also. Then the lady got me excited when she brought down the trunk which I had never even seen. Then she reached up and set another one down on the counter. I was getting quite excited by then, and I knew my wife was about to come unglued, because she had always wanted the trunk and suitcase for her station, and now she had 2 trunks. I was about to get out the smelling salts for my wife, when the lady said, "One more thing", and laid out the suitcase. We both passed out.

It pays to speak out, because we would have never seen these MARX goodies up on the top shelf where they were, and if I hadn't mentioned the MARX car we had seen before, they would still be there.

Yesterday at our mall here in Little Rock I found my wife another dolly. There are things out there if we just keep looking.

**CP LOCOMOTIVES--YET ANOTHER VARIATION?**

I was updating my collection, not long ago, when I noticed something was not right about what I thought was 2-4-2 #397(E) it had a copper boiler and side boards with yellow trim and crest, crossheads & guides no numbers, chrome boiler front, cow-catcher, smoke stacks, domes, bell and cab with black radiator box and the glass lens is missing from the head light but filled in marker lights, with a copper punched out "397". My first reaction was of course that someone just assembled this from parts since the tabs had obviously been loosened (but after reviewing GREENBERG'S GUIDE TO MARX TRAINS by Eric Matzke from 1978, which only listed 34 versions of CP Hudson's and then comparing it with his more comprehensive rewrite of 1989 Vol. #1 page #104 that now includes six styles and 50 versions). I began to wonder could this be yet another variation? I have yet to find a 397(D) or blue grey boiler versions as depicted in his book on page #105 from Howard Diehl's collection (Diehl who on his only visit to my home assured me it was not authentic). If you have an identical version or the others I am missing as mentioned herein, please contact me on the net at - - kilborn@bosshog.arts.uwo.ca or fax me at 1 519 284 2223. Prof. Wm. Kilborn.

## CARMARX

By: Jim Norton

We don't often think of any danger involved with MARX collecting and operating. However, for the operator there is one hazard that is particularly dangerous. We are lured into a false sense of security because we look at our layouts and collections as "toys". That danger, particularly for the operator is FIRE. Closely associated with fire the fumes and smoke produced by burning and melting plastic and insulation.

MARX accessories, such as block signals, transformers, switches, etc were produced under different safety requirements than are in effect today. In addition, over the years solder joints have loosened, insulation has deteriorated, the piece has many times been stored in wet or damp basements, or has been subjected to abuse and use. All these factors change a completely safe item into a hazard.

Look under a typical 4 foot x 8 foot layout, with several switches, lights, accessories and block wiring. What do you see? Probably three or four hundred feet of wire, cut into short lengths and spliced at many joints. Probably when the layout was built these splices were soldered and taped. As time goes by and revisions, additions and repairs are made these carefully wrapped splices become twisted bare joints. Two of these in contact will produce a very "hot" connection and eventually a fire.

The top of the layout is also a potential for an electrical short and fire. Any piece of metal that connects the center rail with an outside rail produces a short. Controls for operating accessories are often to the track with leads running under the track, giving a potential for a short. Plastic buildings are wired for lights and the heat from the bulbs may cause the plastic to melt, smolder and catch on fire.

MARX transformers were engineered and built to operate one train. They were never intended for large layout operation. In addition, they were never designed to be left plugged in if not in use. Remember the operating TIP from MARX Train Collectors Club about the new MARX engines that require a complete OFF for the reverse unit to operate. Transformers left plugged in, even when turned to the slowest or OFF position, continue to draw current and generate heat.

Most of you reading this are saying to yourself -- "That's just common sense. I would never let these things happen". That's exactly how CARMARX felt until we were running the trains for the grand children and we noticed an awful smell, saw smoke and a small fire. One of the operating block signals had shorted out and the insulation was burning. Luckily it was on the top of the layout. It could have been underneath and remained hidden until later.

Just a few common sense recommendations:

1. Have a smoke detector by your layout.
2. Keep a fire extinguisher that is rated for electrical, paper/wood and grease fires. (Identified as an A/B/C).
3. Have a master switch with indicator lights and preferably a current breaker for the entire layout.
4. Securely tape, and solder if possible, all wiring joints.
5. Inspect operating accessories to insure the insulation is good.
6. Use a transformer that is rated for your size layout.
7. Keep metal objects off and out from under track.

CARMARX predicts: Following a few simple rules will add to the enjoyment of your hobby. Maybe save your house and possibly your life.

THE INSIDE STORY  
By: John Torgerson

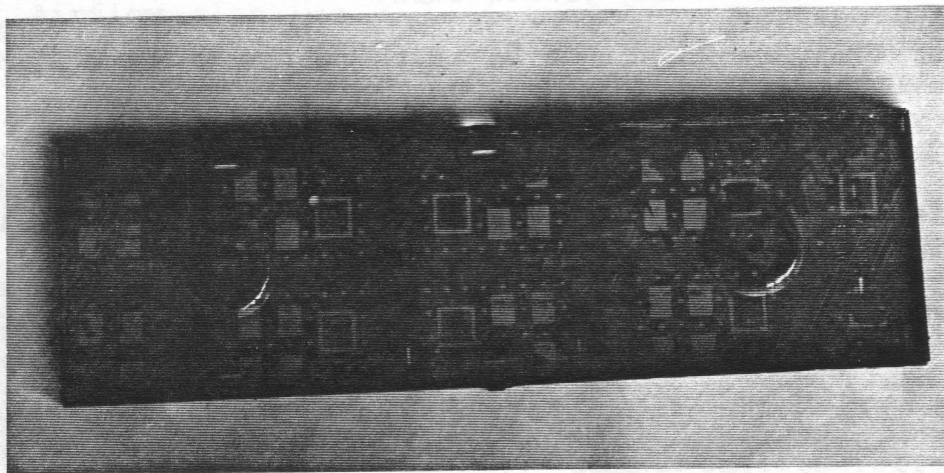
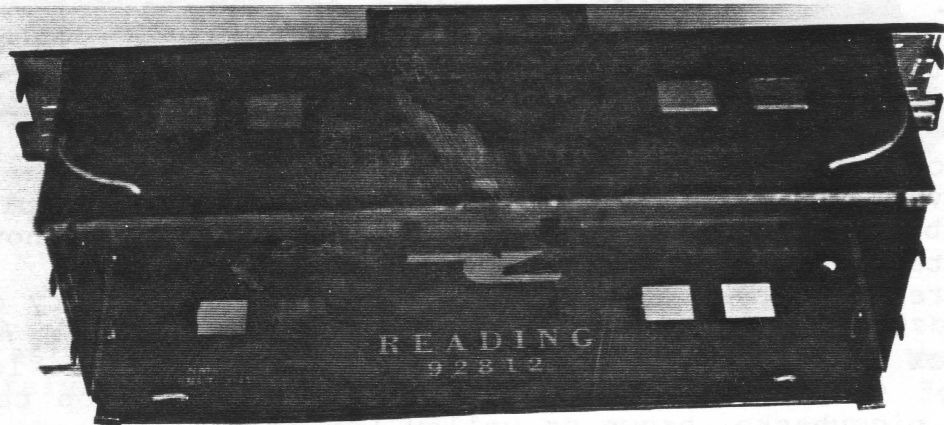
All of us Marx collectors over the years have collected items of dubious quality with little or no value. Sometimes these items are used to fill out sets, run on layouts, given to needy children, sold at train shows or in some cases, taken apart to gain access to items needed for other items.

Occasionally, some of us even repaint items for our own pleasure (Oh, how terrible! Repaint a Marx litho caboose! I should be hung at dawn!) If any of you have ever "opened up" a caboose, either 6", 7", or 3/16, I'm sure you've found other items lithographed on the inside. The most famous being the pre war pin ball game with pistol and 6" caboose written about in CTT by Jim Flynn a few years ago.

Recently, I had occasion to take a Reading 3/16 caboose apart, and what should be inside? Well another Reading 92812 caboose, of course! Those Marx workman needed the inside painted (litho'd ??!!) as well!

Some time later, I had need of a frame for that same caboose style. Having an old discarded one lying around with no trucks attached, I decided to strip it to metal, prime and repaint for a project I was working on. Well, thank goodness, the stripper was weak. What appeared was the door litho for the 1935 Mail Car! One very quick trip to the basement sink to remove the stripper and I saved the "hidden" doors.

So, all you renovators, restorer's, and redoer's beware. Maybe beneath that next litho remover job might be the rare M10005 Diner, or maybe a green SSW boxcar?!!



## WHO'S GOT WHAT?

Obviously we have different tastes and preferences in our collecting, but if you do this seriously there are some pieces that seem to be on everybody's want list. One thing that is high on my priority want list right now is English MARX pieces. Not many reported having much English.

Going through the reports that seemed endless, it was very interesting to see who had what? I'm going to start with the earliest stuff and progress through to the latest. You can count yourself lucky if you have many of these pieces at all. But you (according to the reports) are extremely lucky if you have any of the following:

Starting with JoyLine count yourself very fortunate to have Yellow top coaches, a power house transformer and a lighted drumhead observation.

Progressing to items that were made from JoyLine to World War II. Boy, were there hundreds of different items made! But count yourself lucky to have the following: English sets, Yellow and Brown 10005 with Diner car, a civilian airplane flat with airplane intact, a 738701 brown highside gondola (not a hopper), the flatcar for a #5 non-rollover tank. The tank is much more prevalent than the flat car. It is commonly believed that the #5 tank with the rollover mechanism did not come on the flatcar. More tough pieces include: eight wheel military 6" cars (the most common of which is the gondola), Deluxe Delivery truck with trailers, a cast iron 999 with the number boards made in 666 and decals shown with 666 and a windup mechanism, 6" Nickle Plate tender, red 6" eight wheel lumber car or how about a 3000 style Jubilee in windup.

From the postwar era which includes two basic categories. Tin and plastic. Much of which was mixed consist in set boxes and differences right on the piece. Many sets were sold with plastic engine and tin cars and vice versa. A few engines were sold with pressed tin and plastic pilot, and tender with tin shell and plastic coal pile.

But...count yourself lucky if you own any of these postwar tin pieces: seven inch Kansas City Southern caboose (multiple number series), Seaboard B unit, Fruit Growers Express reefer or how about a 994 with battery headlight or whistle.

There are many items on the plastic side that are very difficult to obtain. These may include the Ordinance boxcar or Army work caboose, Rock Island switcher especially with white lettering, variations of the Penn Central units, 39520 maroon drop center SP, Western Auto piggybacks, brown or yellow L&N gondola, orange and blue Gulf twin tanker, Canadian Pacific tender, caboose and boxcar, four wheel cars with decals, Marlines Red 198 engine and coaches, or maybe even a 490 or 401 with baking powder bulb.

There are variations of common cars and variations of not so common cars that may be as scarce as anything but we have listed items in this survey that just are hard to get in any variation.

Now if you will allow me to I would like to list for you the pieces that I believe to be the toughest pieces MARX produced. I'm not going to include all of them but here is a good showing from what I have experienced along with about 76 of you who took time to return your surveys. Here we go!

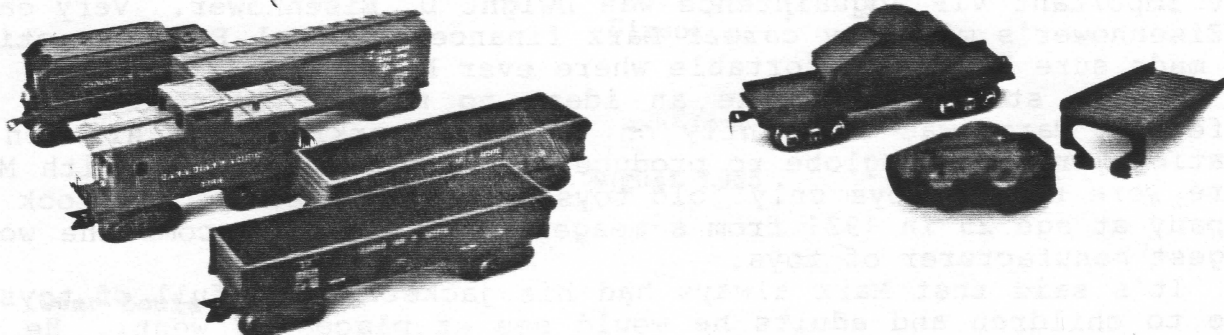
JoyLine cast iron engine with electric motor, English cast iron engines (3 colors), JoyLine dummy engine and connector (to be pulled behind red over black engine, English JoyLine pieces or sets, JoyLine twin searchlight, Power House transformer, Canadian Pacific windup engines, Red 995 engine and Nickle Plate Road tender, Gray NYC 6'tender with black stripes, NYC coaches scale with uncut windows and blue lettering, English Green Link set, English Coronation set, English (I call it "red set") engine, tender, two coaches all red,

Military floor train, small tin tank painted with wooden turret seen sometimes on automatic dump eight wheel flat, Seaboard 6" light blue gondola, Montgomery Ward gray tractor-trailer piggyback, 51100 blue with orange upper structure, Orange Rock Island Boxcar 147815, plastic 504 caboose eight or four wheel, and tuscan Allstate baywindow caboose.

These are a good representation of some items some people would not even care to have in their collections but there is an area included here for every collector. I have in my collection around 95% of the items we surveyed but there are still many items I would like to add to it. Variations such as trucks or couplers or stripes are not taken into consideration too much here, but for example, the Penn Centrals while not common at all, have at least three variations, one of which is very scarce while the other two can be purchased if you have enough money.

What is the single most scarce or rare item MARX made? How would anyone ever know? The items we have surveyed obviously are not filling the tables at every train or toy show we attend. If I had to pick an area in Louis MARX train production that is the most difficult to obtain today, I would say the foreign pieces both made in Great Britian or Swansea and the tin plastimarx pieces made in Mexico. The pieces manufactured in the US have been listed here for the most part.

As always, my motto is if I haven't seen, heard about, read about, or at one time or another been able to purchase, the item for sale and/or available to me I am going to buy it. Happy Collecting.



Here are two examples of very difficult pieces. On the left a six piece plastic Canadian Pacific set and on the right two of the red tanks rarely seen from early Marx military.

Oops!!! In my story and report about the pressed steel vehicles I reported that the dump truck and the stake bed truck were the only two original loads. My mistake. Karl Wandry sent a reminder that the Chrysler Airflow also was a load vehicle. I must have had a brain out. These reports are what we need. Please, if I make a report that you know or feel is incorrect please don't hesitate to let me know. Although I am no expert I want to make all reports as correct as possible. Thanks Karl!

#### **Warning Marx on the net:**

I picked this up from your magazine (but I can't find the issue) and I have corresponded with the group for about six weeks until I realized the TRAINMASTER was hogging the show and not sharing buy or sell leads, when I questioned him on the three points (I listed and underlined in yellow) he got quite upset nor would he answer my reply when I offered to help out. My point to your readers is simply this - a discussion group on the net needs continous access and shared names for interest within the hobby Bill Maddy is not operating on an EVEN PLAYING FIELD like your magazine or the TCA.

## A TRIBUTE TO "THE TOY KING"

I spent my early years thinking "MARX Toys" were named after me since my given name is Marx and it's what my friends and family call me to this day. Who was this man named Louis Marx? Why did the toys with my name on them get in other children's toy boxes? It's because of "The Toy King" Louis Marx. After browsing through some of his personal letters it's easy to see that not only did other children have MARX toys but they were all over the world.

We know that Marx was born on August 11th 1896 and we know his office was in New York and there are many factual black and white things we could say about him, but lets try to think about him personally.

Marx was a kid from Brooklyn who only dreamed of having toys himself. He may have been like many of us. I personally didn't have much as a kid and I'm making up for it now. When you don't have things or money you value them more highly when they do come.

Marx spent time in the military at age 21 only after managing a plant for J. Strauss and Company. His military experience explains two things. One was his fascination with men and machines of the US military and the other was his desire to produce toys that are said to be very accurate duplications of the original equipment in many cases.

Marx had many friends in high places. Sports figures, television personalities and political figures to name a few. But perhaps his most important VIP acquaintance was Dwight D. Eisenhower. Very early in Eisenhower's military career Marx financed several European stints and made sure he was comfortable where ever he was.

Always striving to take an idea, no matter who's it was, and perfect it Marx was constantly on the move working with his men in locations around the globe to produce the next big seller. With Marx there were no new toys only "old toys with new twists". He took his company at age 25 in 1921 from a meager beginning to become the world largest manufacturer of toys.

It's said that Marx always had his jacket pocket full of toys to give to children and adults he would see at places he went. He was always sending his friends the latest production toys for their pleasure and inspection. It's said by many that you could see his sense of humor in the toys he produced. Like my Mother he never wasted anything. Everything was used up in one way or another. He always wanted to produce the best possible toy for the least possible price.

As early as the early 30's Marx went abroad to continue the success he had enjoyed in the US in Swansea, Wales. There our Joyline British sets were produced. These sets are so scarce today that most of us have never even seen them. It didn't however stop there. Marx went into countries all over the globe. There's no doubt who was the boss at Louis Marx and Company. It was Louis Marx. He was well liked and respected by his workers and was a promoter of patriotism and pride in what you do. He was a competitor and was constantly looking to produce something better. He was charitable and quite a family man. He enjoyed rubbing elbows with the elite but always remembered where he came from. Because of this and the fact I am a hopeless fanatic collector of MARX products, prompted me to name my first born son after "The Toy King". However I didn't think that Toy King Claussen would sound so hot so I named him Louis Marx Claussen.

# LOUIS MARX & COMPANY LIMITED

MANUFACTURERS OF  
MECHANICAL TOYS

WADDAM'S POOL WORKS

DUDLEY

DIRECTORS:

LOUIS MARX (U.S.A.) ROBERT B RIPIN (U.S.A.)  
LAWSON ROUND A.C.A.

Telephone: DUDLEY 2042.  
2105.  
Telegrams: MARX, DUDLEY.

27th October, 1942.

OUR REFERENCE RER/D.  
YOUR REFERENCE .....

Major E. R. Lee,  
Head Quarters U.S. Army,  
20 Grosvenor Square,  
LONDON.

Dear Sir,

*7 m*  
I am enclosing the cheque, as requested, for  
General Eisenhower.

Yours truly,  
LOUIS MARX & COMPANY LIMITED,

*R. B. Ripin*  
Director.

JDE/nmr

8 August 1945

Dear Louis:

Thank you very much for your note of July 27.  
It is entirely possible that some friends of  
mine might be coming through New York at al-  
most any time. If they should happen to be  
particularly good friends I will take advan-  
tage of your generosity and ask them to get  
in touch with you.

Beetle is much improved in health but he did  
give me a bad scare for a week or two. I  
think that if he will only take care of him-  
self he should be all right. I don't know  
what I would do without him.

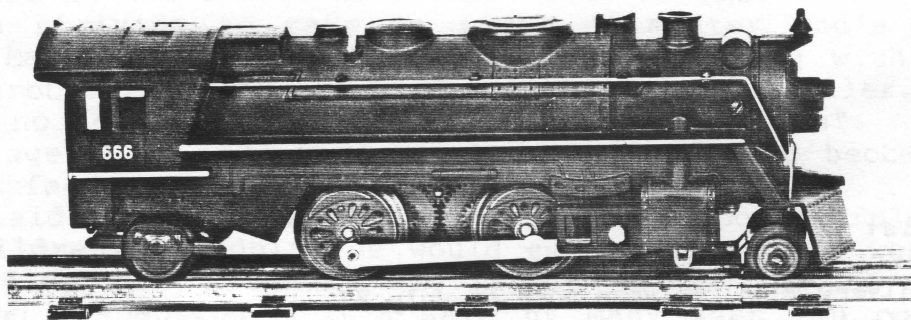
With warm personal regards,

Sincerely,

Mr. Louis Marx  
200 Fifth Avenue  
New York 10, N.Y.

Just got done reading my second issue of Collecting With MARX, I just love reading what other Marx fans have in their collections. I've heard of things I never knew Marx produced before. Until very recently I never knew Marx made any die cast locos til I ran across the 2 #999's and the NYC #666 I have in my collection. I'd love to hear from any collector who can tell me just when the Marx #1666 series steam engine first appeared on the market. I know they're at least as old as I am, and I'm an old 61 model. But I want to know when the #1666 first came out, and what was the name of the train set it first headed. How time flies! Seems like only yesterday I was in the floor that Christmas morning when I got my first Marx train set just playing away! Now here I am not far from the 40 mark. I would also really love to find a Marx early 1960's battery operated pioneer mystery action bump and go type loco that runs on the floor. I am so glad I found Collecting With MARX. -- Marx Man Gary.

Just a quick note regarding 666's with steam chest smoke. I have 2, one I got from Karl Wandry who confirmed it to be original. The second I picked up in an antique shop for \$10.00 it was thrown in with a box of track I never even noticed it had steam chest smoke till much later. The one in the antique shop was used and abused and hadn't seen the late of day for ages its rough but runs well. One other nice find I had was a mustard 1998 w/roar, missing front truck, \$10.00 at a Greenberg show in Buffalo. Also a complete 333 non smoke painted with white house paint \$10.00. -- Harv Tremper.



I enjoyed reading the last issue as I have the other previous issues. I have a couple of questions for you and the other "Collecting With Marx" readers.

1. Why and how was the 1935 US Mail car lithographed in yellow and green at a time when Marx only had lithograph presses that could make black and one other color lithographs? According to Greenberg's book production of this car started in 1935, but Marx did not get lithograph presses with the capability to more than one color and black until 1937. If Marx did have this capability prior to 1937 why is this the only pre 1937 car that is not black one other color?

2. In Greenberg's book the Fruit Growers Express boxcar series is listed as prewar and post war where as all of the other "series cars" are only post war. Are these cars really only post war? Was only one number prewar and the rest postwar? Was Marx planning to bring out multi number car series in the prewar period, but the Fruit Growers Express was the only one that made it out before the war?

Thanks for your help with my questions in these two areas. -- Arnie Dowd.

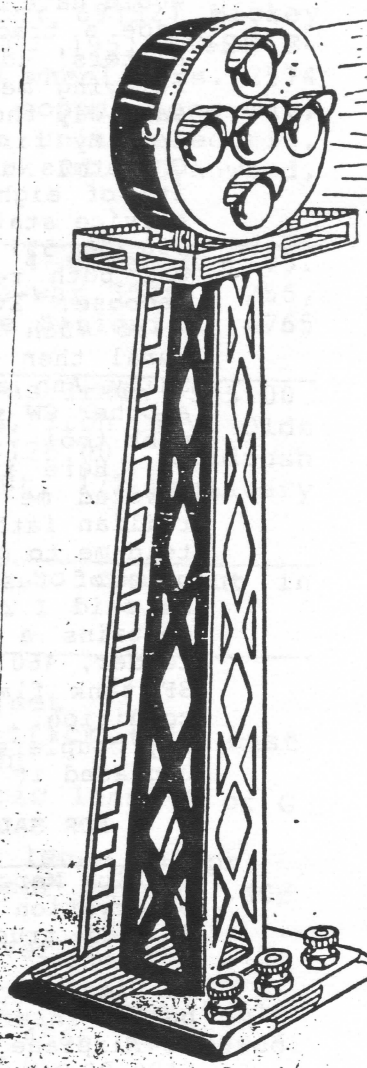
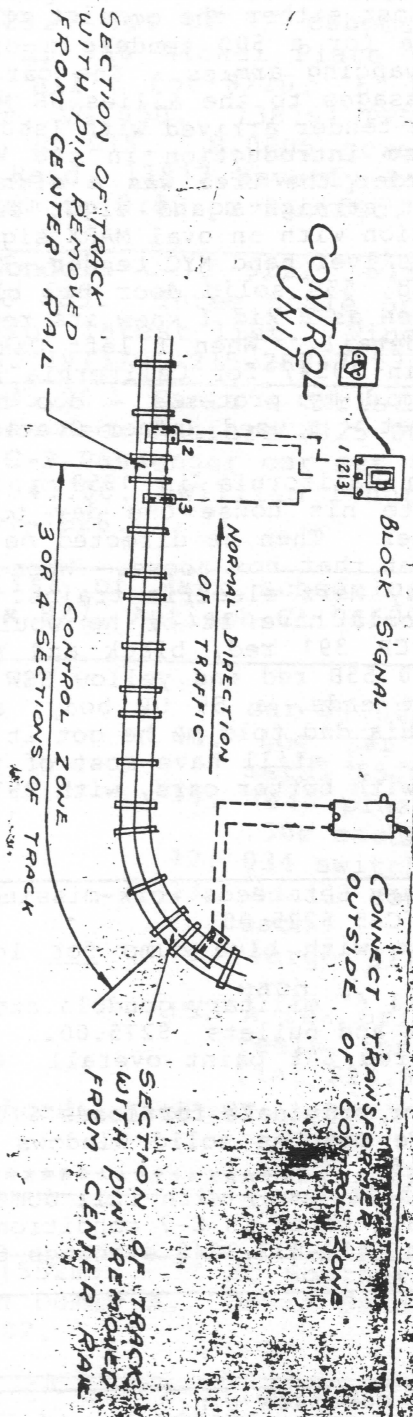


# Instructions for 1404 Marx Automatic Block Signal

1. Refer to diagram shown on box.
2. Place signal beside track facing direction of traffic.
3. The special section of straight track, and special section of curved track, with pins removed, included with this set are to be placed in your track layout, with one or two sections of track connected between them. It will be necessary to remove one regular section of straight track and one regular section of curved track to make room for these sections. This forms an insulated length of track which is called the control zone. The length of this zone can be varied, depending upon the number of sections of track which are placed between two special sections but for best results it is recommended that the control zone does not exceed four sections.
4. The track connection terminal stamped with "3" and the single connector clip, is to be connected inside the control zone, by inserting the upright blade into the groove on the under side of the center rail.
5. The track connection terminal, stamped "1" and "2", with two clips on the plate, is to be connected to the track in the same manner, but must be connected outside of the control zone.
6. The transformer must also be connected to the track outside of the control zone.
7. Connect the wires from the track terminals "1", "2" and "3" on the Block Signal Base, as indicated in the diagram.
8. After the transformer is turned on, the vertical lights, or horizontal lights, may be turned on by moving the control lever located on the control unit to the proper position.
9. When the block signal lights are turned to a vertical position, the control zone receives current through the No. 3 terminal and the train will proceed past the block signal.  
When the block signal lights are turned on to the horizontal position, the control zone will not receive current, and the train will stop when it reaches the insulated sections of track called the control zone.
10. After the train has been stopped by the horizontal lights, it can again be placed in motion by turning on the vertical lights.

LOUIS MARX CO., 200 Fifth Ave., New York City, N. Y.

(FB-103)



(FB 103)

Ever try to wire up a 1404 automatic block signal without instruction? Jim Norton has and he was glad to finally find this boxed 1404 which has the instructions right on the box.

I cannot believe how much I enjoyed your great magazine especially issue #11. A while ago I purchased a boxed (25000/12) military set minus the 500 tender. What is a train without a tender? Where in the army-field is the engineer to get fuel to fire the thirsty boiler? We would have lost either the consist or fall to axis powers! I recently made a trade for a 500 tender in order to beat the axis powers and Hilters' advancing armies. One car, the radio car has been busily relaying messages to the allies US Military Railway Service. On the same day the tender arrived with Issue #11. We won WWII!

My first introduction in the World of Marx was in 1951. At Christmas under the tree was a giant outfit (my mom has pictures of it) of eight straights and eight curves around a large litho Marx service station with an oval MARX sign at the top! The consist was an 898 CW, 551 silver band NYC tender, 738701 PRR ore car, 554 NP hopper car both red, 555 solid door B&O blue box, and as usual a 556 NYC caboose. Even as a kid I knew its reporting marks on the Beano boxcar - so much detail. When I left Oak Lawn, Illinois, which was very rural then in 1954, for California my folks gave my train away to Sally Ann amid my protests - boo hoo! Just before I left I got another CW set - a used Hafner Overland Flyer UP streamline set. It went too!

Here in California in 1959 a friend of mine, polio crippled, invited me to his house one day to see his HO layout-all by his railfan father. Then he directed me to the leaky garage in back and told me to get that box above. When I brought the box down it was a pile of rusty Marx electric trains. My first electric freight set. He said I could have it or he would toss it in the dustbin! It contains a CP 391 red, black and silver engine, matching 8 wheel tender, 46010 55B red and yellow SSW box, red 554B NP hopper, 553B-SF tank flat ends, a 59 UP body, and a 556B caboose, all in fair condition. His dad told me he got it in 1942. A deluxe set with one way couplers. I still have most of it. After joining TTOS in 1966 I upgraded it with better cars, with 897 engine. --Robert Verre.

#### FOR SALE

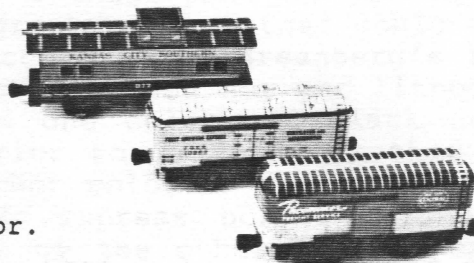
1. Blue Mercury Set needs work-missing stack, Engine, tender, Bogota, observation C-5 \$225.00.
  2. Red truck with blue dump for load flat in excellent condition \$125.00.
  3. Eight wheel 6" military gondola excellent condition including repro bullet insert and bullets \$275.00.
  4. Airplane red 80% paint overall C-5 condition. They are scarce! \$100.00.
  5. Red tractor originals for loads \$10.00 each or 2 for \$15.00.
  6. 2 Sante Fe coaches solid windows with observation \$75.00 overall condition C-6.
  7. Santa Fe half dome, with full dome car and observation. All three lighted and all three in C-7 condition. All for \$140.00.
- Marx Claussen 417-833-3840 evenings 6-10pm central.

#### WANTED

1. KC Southern cabooses tin.
2. Need B&O cabooses #504, 506, 517.
3. Fruit Grower Express 6" reefers.
4. Pacemaker Freight 6" Boxcars.
5. State of Maine Boxcar #4493.
6. 6" Chicago Northwestern boxcar brown.
7. Empty set boxes.
8. English Blue Cornation set.
9. English Green link set.
10. English Joyline cast iron engine any color.
11. 6" flat for #5 army tank.
12. All red 6" log car.
13. Red 994 style engine & tender.
14. Marx Playsets.

Marx Claussen, P.O. Box 614, Springfield, MO., 65801-0614. Call 417-833-3840.

Please send ideas for cartoons to Collecting With Marx so that we can pass them along to Fred Fillers.



FOR SALE

SF bay window caboose #2225, missing antenna, VG+, \$40. #82 Monon, 8 wheel B unit, red paint partially rubbed off in two places on 1 side. Remainder of unit is VG/E, \$29. Set of 7" cabooses: 691521 Mickey Mouse E, C-514 B&O hi-trucks E, 956 Nickel Plate VG, 1951 AT&SF E, 3855 Monon E, 20118 NYC E. All 6 for \$220. 6" 8 wheel cars, 2574 barrel car, repro barrels, t&s, VG \$50. 738701 PRR hopper, one way, VG- \$30, 556 caboose one way VG \$15. M10005 power unit, electric, brown & yellow, VG \$45. Jack Reid, 13817 Beverly Park Rd., Lynnwood, WA. 98037. 206-742-5615 anytime to 9:00 pm Pacific.

Monon "B" C-7 \$40. 44572 Gondola C-10 \$22. 643 4 wheel C-6 \$8. Green/white M10005 4 piece C-6 \$85. Three scale pre-war 35461, 256, 25000, C-6 \$40. Send LSSAE for latest list. Vince Baniewicz, 4765 Richmond St., Philadelphia, PA. 19137. 215-288-7357.

Mexican Sets - Blue Comet - \$35.00. Santa's Christmas Train -\$55.00. Rock Island - \$75.00. All three Beer Reefers \$125.00, Iron City, Olde Frothingslosh, American. New C-P Passenger car set \$125.00. Goldrush playset \$38.00. Sears Boxcar \$40.00. William Tyhurst, 172 Monastery Ave., PGH, PA., 15203. 412-431-1526.

Send two stamps for large list of Marx scheduled to come out in September. Karl Wandry, PO Box 827, Antioch CA 94509.

- |  |   |  |
|--|---|--|
| 1. 4pc load 6" car                           | } | car \$1.00/set   |
| 2. 6pc sq load \$1.50/set                    |   | 10. Log car track trip cast metal \$5.00                               |
| 3. 6pc load plastic car                      |   | 11. 1640 plastic lense R or G .50¢ each                                |
| 4. 6pc flat cut                              |   | 12. 034 switch lense .50/pr  |
| 5. repro billbd lite \$7.50                  |   | 13. small copper missile .40¢ each                                     |
| 6. 417 bulb cover specify blk or grey \$1.50 |   | 14. large silver missile .75¢ each                                     |
| 7. Coal train tray, ramp, and shovel \$25.00 |   | 15. A few original grey cable reels for 4566 depressed flat \$24.95/pr |
| 8. 1614/1615 tray, ramp and shovel \$30.00   |   |  |
| 9. 4566 wire to center reel on               |   |  |

Harvey Tremper, 5074 Nipher Road, Bath NY 14810. 607-566-8310 7-9:30 EST Daytime by chance.

\*\*\*\*\*  
WANTED

6" 4 wheel Ordinance gondola (552m). 7" KC Southern Caboose any No. 6" 4 wheel SSW Boxcar. Monon Dummy A. David Sand, 3704 Blue Mound Dr. N.E., Cedar Rapids, IA 52402.

C-6 or better. 6" 556 illum, 6" 20102 illum, 201 observation (cut-out windows), OD 897. Hal Wilson, 23908 Y St., Grand Rapids, OH 43522. 419-832-2516.

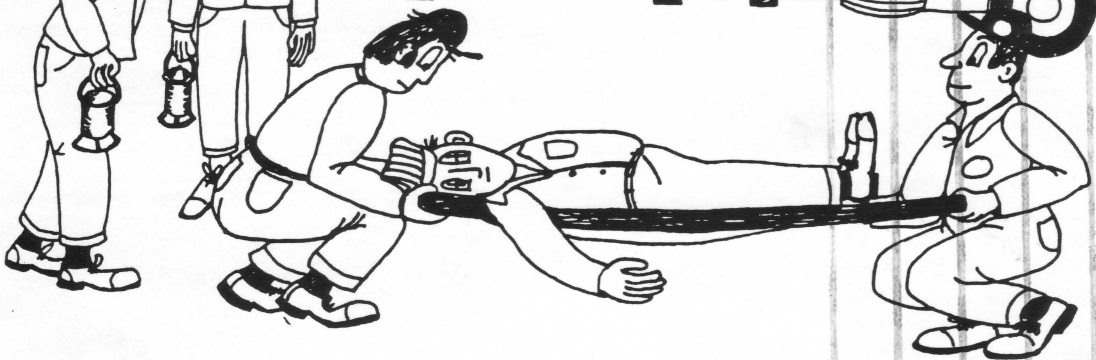
Remote control uncoupling unit #1602, for one way automatic (scissors & post) couplers. George Kerle, 76 First St., Melrose MA 02176-4025. 617-665-9348 Anytime leave message.

Scale cars and accessories. Interesting transformers with controll on side. Offering repair and restoration Marx, Flyer motely will do Lionel. Have copies of instruction sheets and accessories, box instructions (original) and reproduction. David S. Lamont, 110 Washington St., Ithaca NY 14850. 607-277-5351 evenings best or machine.

5553 Allstate dark blue 3 dome tanker, 2225 SF bay window caboose, 1829 engine only, 552G grocery gondola 4 wheel, legitimate, 553 Exxon tanker. Robert Verre, 743 E Palm St., Altadena, CA 91001.



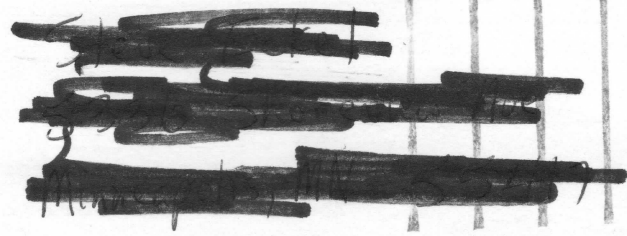
I' TS THOSE NEW CARS WITHOUT HANDRAILS- HE FORGOT AND SWUNG OVER THE EDGE AND FELL CLEAR TO THE GROUND.



AN ECONOMY MOVE  
BY LOUIS MARX  
FRED B. FILLERS



COLLECTING WITH MARX  
P.O. BOX 614  
SPRINGFIELD, MO 65801-0614



FIRST CLASS