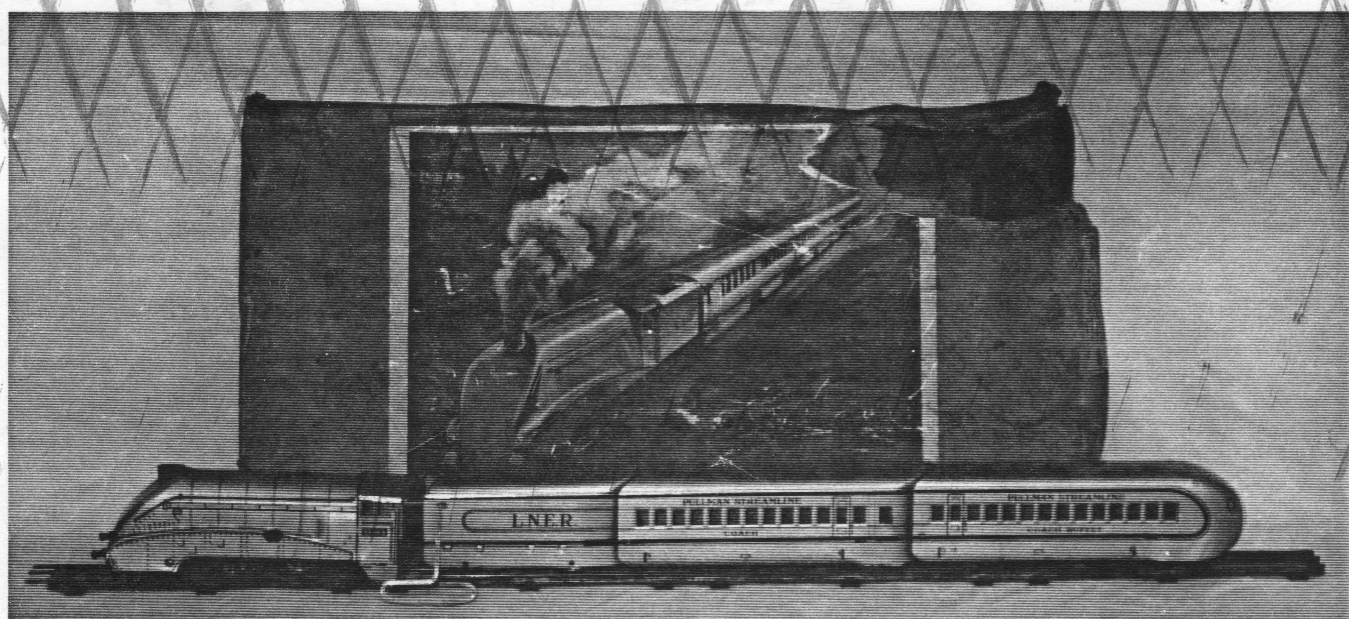
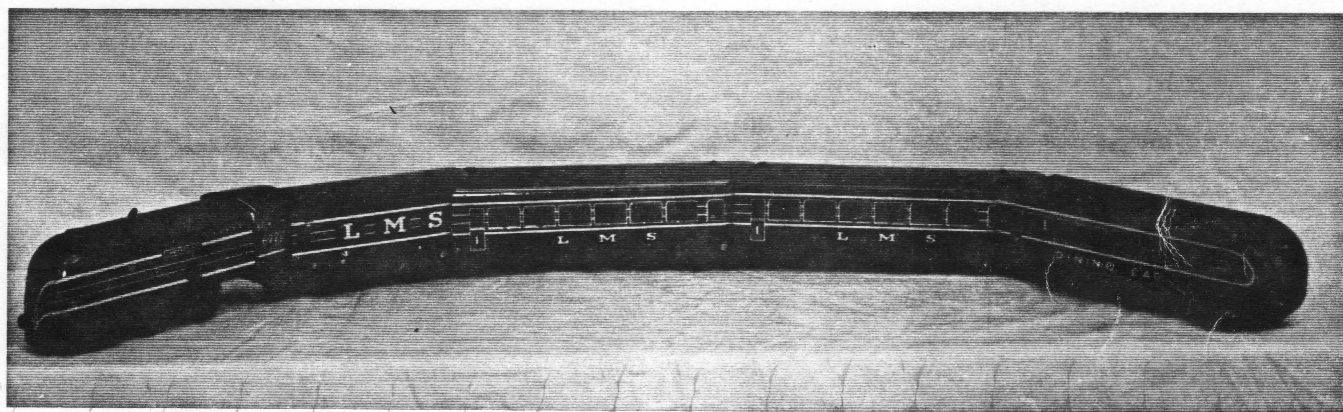


COLLECTING WITH MARX

ISSUE 13

OCTOBER 1996



COLLECTING WITH MARX

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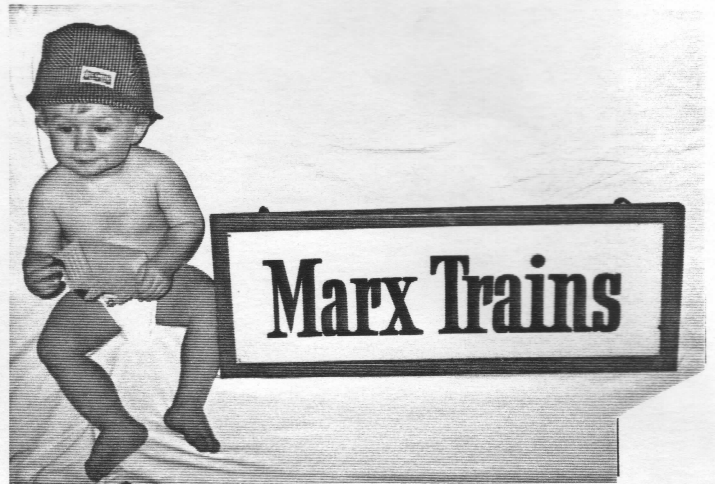
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AD DEADLINES:	FOR ISSUE
NOVEMBER 5 -----	-----DECEMBER
JANUARY 5 -----	-----FEBRUARY
MARCH 5 -----	-----APRIL
MAY 5 -----	-----JUNE
JULY 5 -----	-----AUGUST
SEPTEMBER 5 -----	-----OCTOBER

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6-10 P.M. CST or leave message
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Here are two photos of Louis Marx. The one on the left is Louis with a black plastic hat I recently ran across at an antique show. The photo on the right is of Louis with the back lighted hobby shop window sign that dates back as far as 1946.

At this very moment MARX collectors across the country are making those last minute plans to attend the single largest train show of the year. It's the Train Collectors Association's semi-annual train meet in York, Pennsylvania. If you ever have time or a lot of extra money you should make the trek. I have found some of the toughest MARX pieces known. I'm sorry to say however I won't be able to make it myself. Our second baby is only a few weeks old and my wife said I could absolutely not go to York. You don't know how rough I have it! (A word from his wife, who types everything, Big Boys do sometimes make up their own minds as to stay home or go!!)

Recently I made a quick trip to Canada to visit a friend. I would like to thank him for his hospitality. His local model railroad- ing club has a fantastic layout in HO, S, O27 and 0 gauge. The O27 portion of the layout is approximately 30 feet x 60 feet. If I only had a layout with the size of theirs. Can you imagine a 60 feet straight track with a MARX lighted passenger set cruising along.

I am asked on a regular basis where I think the MARX train prices are going. Are they leveling off? Are they starting a downward trend? Are they still on the increase? It's my observation that when there is a train piece I am interested in it is priced at least at the upper part of the scale. Generally speaking, as usual, the premium pieces will always fetch a premium price and the more common merchandise brings a common price. To be a little more specific, starting with the earliest stuff, Joyline in nice condition is on the increase. There seems to be more of a demand and in turn the prices are increasing. Prewar trains from articulated to military seem to be holding very solidly with the better military bringing prices unheard of. Post war tin, to me, seems to remain in the "who cares" column with the exception of number series cars. Demand is ever increasing on the number series cars especially Fruit Growers, Pacemakers and 7" KC Southern. Plastic, if anything, may be slightly down. My observation is that the MARX collecting community is slightly afraid of plastic because of all the reproductions available. Possibly the phrase "cutting off our nose to spite our face" may be in order. Some are slightly afraid of tin now as well. It's my opinion that everything released whether new cars, sets or parts should be clearly marked in a manner as to have no question to it's origin. As a general rule MARX trains are holding steady if not increasing in price. This can be good or bad depending on which side of the table you are on!

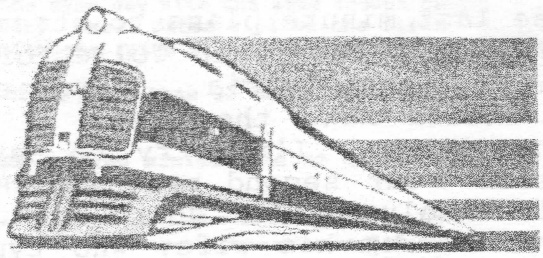
In the past two months I have been very fortunate to add some pieces to my collection. The English (Blue) Coronation Set shown on the cover, a nice Super Heros zig-zag train, a blue airplane with canopy, boxed English trains, another 6" Nickle Plate Road tender, and a set with 198 engine, short black tender and two blue plastic coaches made in America but sold in a box stating made in Canada. I had always heard of a blue Commodore Vanderbilt but never seen one. The one I picked up was not in great shape but the color was more blue than gray. My wife calls it steel blue.

Hope this issue finds you finding more MARX trains. We're beginning our third year at "Collecting With MARX" and our hope beginning this new year is that more of you will contribute more for the good of our magazine. I'm not the expert here, you as the reader are the expert because you are continually collecting information. Keep in touch and happy collecting.

Marx

Some Streamliners

MarX Missed



By Jim Bennett

The Toy Train Manufactures, caught up in the "Streamlining" craze of the 1930's, produced some of the most interesting and collectable trains ever marketed in the USA. Not to be caught 'asleep at the switch', Louis MarX & Co. responded in time for the 1934 Christmas Season with his *very close to scale*, tin lithographed "O-Gauge" M-10000, modeled after the Union Pacific's new lightweight, articulated M-10000 'CITY OF SALINA' Streamliner. So successful (*and popularly priced as low as \$1.59 for the wind-up model*) was MarX's M-10000 that design and production resulted in MarX's M-10005 model of the later twin Union Pacific 'CITY OF DENVER' Streamliners being ready for the 1936 Christmas Season (*for the bargain price of .98 cents for the wind-up model!*).

By 1938 almost every large (and several small) railroads had new Streamlined Trains already in service or on order. The nation's car builders were busy turning out new custom-built cars and trains such as Union Pacific's *CITY* fleet; Burlington's *ZEPHYRS*; Santa Fe's *CHIEFS*; Rock Island's *ROCKETS* and others. At the same time, several enterprising railroads were turning out 'home-built' Streamliners in their own shops that matched the luxury of the new trains emerging from the car builders in every respect. Notable among these 'home-built' luxury trains were the New York Central's *MERCURY* Streamliners, a model of which Louis MarX had on the market in 1938 (*again offered at .98 cents for the wind-up model*). MarX utilized his existing M-10005 tooling together with a newly-designed *MERCURY* steam-type locomotive (modified from his 'Commodore Vanderbilt' engine) and articulated tender, which when coupled to the gray lithographed *MERCURY* cars, produced what has been described as "*one of MarX's most beautiful train sets*".

As innovative as Louis MarX and his engineers were, it is surprising that toy train models of more prototype Streamliners of the late 1930's and early 1940's were not produced by the MarX factory.

Thus, several *STREAMLINERS THAT MARX MISSED* come to mind:

THE GREEN DIAMOND, Illinois Central's famous two-tone green Streamliner, placed in service in 1936, making a daily round trip between St. Louis and Chicago. Closely patterned after Union Pacific's *CITY OF SALINA* (Union Pacific's Board Chairman W. Averell Harriman also sat on the Board of Directors of the Illinois Central Railroad), MarX's M-10000 could have easily been lithographed in two-tone green and lettered *THE GREEN DIAMOND*, and doubtless would have sold well, not only throughout the Midwest, but nationally as well.

THE FORTY NINER, Union Pacific's steam-powered heavyweight, modernized all-Pullman extra-fare 'Streamliner' that was put in service in 1937 operating five times a month between Chicago and San Francisco, running opposite the Streamliner "City of San Francisco" and the extra-fare "Treasure Island Special", all for the benefit of visitors to the "Golden Gate International Exposition" on Treasure Island located in San Francisco Bay. The Union Pacific had modernized two steam engines with shrouding, roller bearings and other improvements, with tenders dressed out in Union Pacific "Streamliner colors" of leaf brown and yellow with red striping. MarX could have utilized his *MERCURY* locomotive and tender, suitably painted and lithographed, along with the M-10005 articulated cars lithographed in two-tone gray with Union Pacific lettering, for a highly marketable (especially out West) train set.

THE ROCKETS, Rock Island's fleet of famous Streamliners were placed in service throughout the Midwest beginning in 1937. MarX could have utilized the M-10005 articulated cars and with modification to the M-10005 power unit, could have produced a near-likeness of these popular trains. New lithography of red, maroon and silver on the power unit (which somewhat resembled the Rock Island's six original 1200-HP 'TA' Diesels) and silver lithography (and proper car names) on the trailing cars would surely have attracted many customers across the country. And *think how collectable* this set would have been today with the demise of the Rock Island!

THE ZEPHYRS, Burlington's fleet of articulated Streamliners that raced across the Midwest, beginning in the late 1930's, would have made a wonderful (and collectable) Streamlined train set for MarX to produce. First, by modifying the M-10005 power unit to represent a ZEPHYR 'shovel-nose', then by the application of ZEPHYR lithography and "Silver" prefix names to the M-10005 articulated cars, a highly marketable ZEPHYR train set would have resulted.

SANTA FE STREAMLINERS, (*The Chief's and their kin*), could have been produced by MarX with slight modification (*again*) of the M-10005 power unit being lithographed in the distinctive SANTA FE red and yellow "War Bonnet" color scheme, with the beautiful (but 'hard-to-pronounce') Southwest Indian names being applied to the silver lithographed trailing cars. Such a set would have sold well, for witness the over-whelming success and popularity of rival Lionel's classic F-3 Diesel, and MarX's competitive and highly successful tin lithographed Santa Fe #21 FT Diesel and the later plastic E-7's, often found in Santa Fe colors.

THE DAYLIGHTS, Southern Pacific's immensely popular Streamliners running along the Pacific Ocean between California's two largest cities. The MERCURY engine, tender and cars would never have been more '*bright, colorful and certainly marketable*' had they been offered in 'DAYLIGHT' Orange, Black and Silver lithography.

NOTABLE among other Streamlined Trains of the era, certainly worthy of consideration were:

Frisco's 'home-made' **FIREFLY** Streamliner, resplendent in blue and white, running between Kansas City-Tulsa-Oklahoma City (and later, Dallas); **The Milwaukee Road's** fleet of 'shops-built' **HIAWATHA's** which covered the Midwest; **Chicago & Northwestern's** famous "**400 STREAMLINER**" fleet; **The TWENTIETH CENTURY LIMITED** and **THE BROADWAY LIMITED** of the New York Central and **Pennsylvania Railroads**. Add to these the **FLORIDA STREAMLINERS** of The Seaboard; **The Atlantic Coast Line**; and **The Florida East Coast Railroads**, and others such as the **Baltimore & Ohio's ROYAL BLUE**, and don't forget the **Alton Railroad's ABRAHAM LINCOLN and ANN RUTLEDGE** (Government-financed depression-era Streamliners); also the **REBEL's** of the tiny **Gulf, Mobile & Northern**; and the Northeast's **FLYING YANKEE** and **COMET** Streamlined Trains.

Collectors today are indebted to the toy makers, such as Louis MarX & Co., for their foresight in recognizing the business potential by investing scarce 'depression-era' dollars in reproduction of some of the nation's beautiful Streamlined Trains.

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LOUIS MARX & CO., INC.

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SERVICE DIVISION, GIRARD, PA.

TO USE REPOS OR NOT TO USE REPOS THAT IS THE QUESTION
By: Steve Anderson

If you ask ten different people what they think about repo parts you will get 10 different opinions. Over the past few years there has been a steady increase in the availability and production of repo parts for Marx Trains. Some people use repo parts all the time and think nothing of it. Others use them only if they have to and still others wouldn't be caught dead with them. I for one use repo parts only when I have to until I can find the original part or an original piece to replace it.

Just the fact that repo parts exist opens up many ethical and financial questions. I have always been honest when selling a piece with repo parts. If I have used repo parts or have made repairs to a piece I always inform the buyer. But I have seen things for sale and there was no mention made of repo parts when it was quite obvious that they were used. I have even confronted people on several occasions about repo parts and they said as far as they knew the piece was all original. This got me to thinking about what happens to pieces that are resold after I have sold them. Has the fact that there are repo parts decreased the value of some pieces. I believe they have. Just the fact there are people like me who might settle for a repo part until I can find it cheaper will cause the prices to go down. I also help people try to identify repo parts before they buy pieces at shows if I can. I feel that we as a group must help educate each other. I would like to see the manufacturers of these parts either to mark all of them or help us as a community of collectors identify them. To the credit of the producers of these parts some of the parts are marked. There are several other repo parts that I have found simple tricks for identifying.

REPRODUCED PART

Van load for auto car

Studebaker Car Load

Cable reel

Military Loads

Gondola Ends

Boxcar Doors

HOW TO IDENTIFY IT

original has wipers, hood ornament, license plate, the repo has none of these

Repo has large front windows, small PP stamped inside. Originals have bumpers that stick out far, headlights have vertical stripes, underside of car oval shape repo rectangular shape.

Marked with an R for repo on the inside there is a seam where the two pieces fit together, original is one piece.

The repos are not stamped MARX and they come in colors other than gray, but they also come in gray.

Repos have 4 mold marks that the originals don't seem to have.

Door plate in the middle of door is larger and raised, the lower plate is smaller, door latches are thinner and more detailed.

There are many other items that are being reproduced but I'm not sure how to tell the repos from the originals. I would like to hear how other people tell them apart. There are also parts that I'm not sure it makes a difference if they are original or repos. For example the pick up assembly, rivets, springs. I guess it's up to each person to decide where you draw the line. I would just like to see us all better informed on repo parts and how to identify them.

CARMARX DROPS SOME HINTS

By: James Norton

The summer season continues on at a fast pace. Seems like the older you get, the faster time goes by. Having followed some of my own advice from an earlier column, I have been looking for that really fantastic find and buy -- and think I made one. But, just like all the others, there is always that lingering question -- Is it real?

I was reading thru some of the mail lists I had sent for and came across an entry that read "transition-piece" a 6" side dump car on a 3/16th frame with metal fork couplers. The price was not consistent with the rarity of this item and the entry in the price guides of NRS (no reported sales). Well, I thought, it is probably gone - or a fake - or mis priced on the list. Several days went by and I finally called to check on it. Yes, it was still there; yes, that was the right price and yes it was an authentic price. Thinking that Columbus took a chance, I decided that I should too.

A few weeks later the car arrived and I started to examine it. Some things to look for:

1. Overall appearance. Is the condition of each part of the item consistent with the general age, usage and each other. In other words, are the trucks, wheels, frame, coupler, super structure, etc., all consistent in appearance. If one or more components look much better than the rest it may be a "put together" or replacement parts may have been used.

2. Paint. Many shades of paint exist for each color that MARX used but again the individual parts of the piece should be consistent. If the boiler, can and pilot are red -- do they match. Examine a known genuine piece and look for the paint pattern. For example, the Commodore Vanderbilts were painted before the draw bars were attached. A repaint usually differs in the paint pattern. Look for "orange peel" where spray paint dries in a muddled pattern. Are there blobs where paint has run and globbed. Original pieces were usually dipped and do not exhibit over spray or runs. Is the surface consistently smooth? Is there evidence of primer being used? Originals were painted on bare metal without primer.

3. Scratches. Examine the underside of the tin plate items closely. "Put togethers", where super structures are assembled on different color frames or wheel arrangements can often be identified by the scratch marks made to lift the tabs and remove the top piece. The re-assembly of the piece often leaves scratches also. Close examinations of the tabs will reveal stress marks where the tabs have been lifted and re-bent. The ink may show tiny lines indicating it has been lifted and moved.

4. Rivets. Trucks were attached to frames with various size brass rivets. The rivets should exhibit a color and condition consistent with the age of the piece. Rivets that are too shiny are probably replacements. Rivets that are stretched or torn have probably been removed and replaced.

5. Plastic. Evidence of tampering with these pieces is basically the same. Look for consistent color. Look for stress marks where parts have been removed and a different one substituted. Look for excessive glue where plastic has been reassembled. Most plastic pieces were heat welded for assembly. The disassembly of these heat welds are evident on examination. One other hint for plastic. Look for "fine lines" where broken parts have been repaired. For example - the corners of caboose over hangs or aprons on the rear of plastic diesels often get broken off. These can be replaced by cutting off the broken area and repairing it with a replacement piece.

The above are just a few hints for examining an item. The old adage "If it is too good to be true - it probably is", usually applies. There are fakes, repairs and replacements out there. The best advice is to know the dealer, look the price over and if you really want the item - go ahead. There are really good buys out there and CARMARX wishes you "Happy Hunting".

THE LUCK OF THE ENGLISH?

I talk to many MARX collectors almost world wide it seems and it's such a pleasure conversing with so many people who have a common goal. And of course we know what that goal is. Adding a sought after MARX piece to our respective collections.

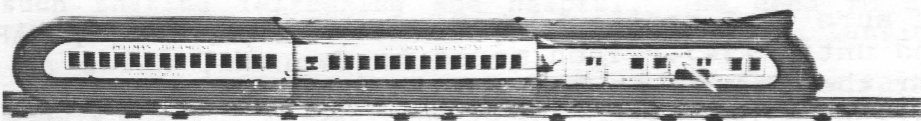
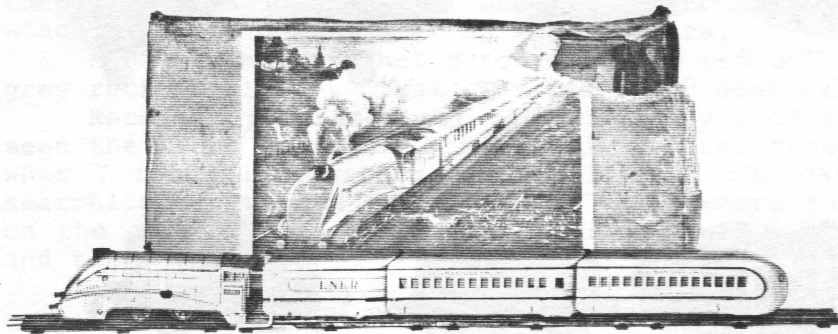
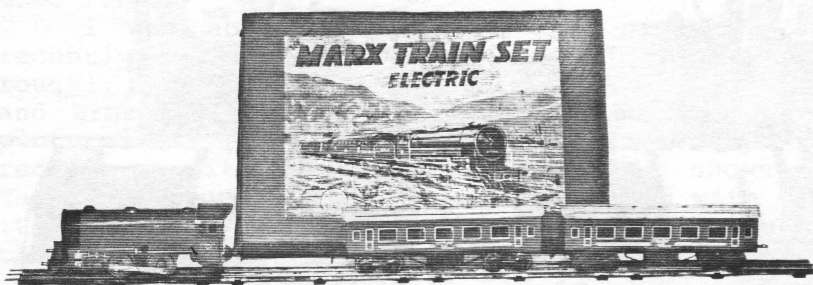
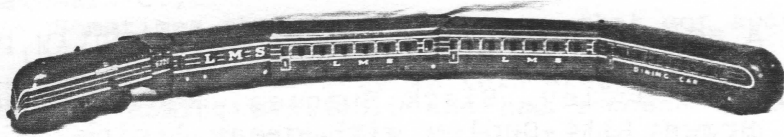
I have been so fortunate in my collecting career to have found so many great pieces. Recently I added a set to my collection that I had only dreamed about. Photographed on the cover of this issue is the Coronation set which evidently is a prewar English set that is not hard to find-it's nearly impossible. To my knowledge there are no other sets that use this engine design even in another color or name. The dies that made almost all of the English trains were destroyed in World War II. I, unfortunately, was not able to obtain a box for this particular set but I was able to purchase three other sets in their original boxes.

The freight set is absolutely like new. One question I had about this set is the caboose. I had one answer about the validity of this caboose in this set. An absolute and non hesitating no way. His basis was two fold. First the English never used cabooses and secondly this caboose is a "Made In USA" 556 caboose which was included in thousands of sets for decades.

Now lets go to the other side of the coin. This set is known to have been issued, without a doubt, with the cattle car shown in the next photo, however, we are dealing with Louis Marx and Co. In this poor 556's defense I must say that one of our hobby's most esteemed collectors confirms he has seen this car in this set before. Also in this car's defense, if you will examine any 556 caboose you can find they will all be cut from a slick sheet of lithographed stock. The frame on this caboose which has never been removed is not lithographed but rather has been dipped just like the rest of the set. Now the frame is not English but it has been dipped. Since it's mine I'll act like I know what I'm talking about and call it what I want! (Na Na Na Na Boo Boo) I'm going to say, MARX trains of England ran out of cattle cars. Of course on hand were many pieces of the balance of the set. What did Louis Marx say to do? Slip those good fellows some 556 cabooses to stick in the remainder of the sets on order. That's my best guess!

Also photographed in this segment are a couple other sets. The first one is of a set we have had in this magazine before. Engine and tender are blue and coaches are cream and maroon. Next is red engine and two red coaches minus the tender. Trying to piece together an English set is like nothing else. Anybody out there ever comes across any spare pieces please let me know.





LOUIS MARX
200 FIFTH AVENUE
NEW YORK 10, N. Y.

December 29, 1954

Dear Ike,

I have an idea which will not interfere with any other solicitation of campaign funds and will collect \$5,422,500.00 during the year of 1955; note the attached memorandum.

In the event that you are drafted, we will have to win, too, and the time to prepare is NOW.

I am contacting Jock Whitney, Hap Flanigan, Sidney Weinberg and Tex McCrary and we can easily secure the Life Members.

I am sure within the year we can bring this plan to complete success, without fail. The time element, particularly, permits it to be done and the interest can be sustained by proper followup to accomplish this result.

This, very briefly, is the idea and there are any number of auxiliary stimuli with which I will acquaint you. I hope you like it.

All the best.

Sincerely,

Louis

President Dwight D. Eisenhower
The White House
Washington, D. C.

We're in the midst of an election year so I took the liberty to photocopy a letter from Louis Marx to Dwight D. Eisenhower. It looks like Marx knew how to make money in more ways than one!

28 October 1946

5 November 1946

SPECIAL DELIVERY

Dear Mr. Marx:

This is to confirm our telephone conversation. I will have four tickets for the Army-Notre Dame game sent to you by special delivery and registered as soon as they are received here, which we anticipate will be about November 2nd. You can count this as "mission accomplished."

Many thanks for your kindness in offering to assist us whenever we are in New York. If the occasion develops, you can rest assured I will take advantage of your generosity.

Sincerely,

(Sgd) JAMES STACK

JAMES STACK
Lt. Colonel, ADC
Aide to General Eisenhower

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

Dear Mr. Marx:

I am enclosing the four tickets for the Army-Notre Dame game, which should be a great spectacle. We are anticipating, of course, that you will root for the Army.

Best wishes,

Sincerely,

(Sgd) JAMES STACK

JAMES STACK
Lt. Colonel, ADC
Aide to General Eisenhower

Mr. Louis Marx
200 Fifth Avenue
New York, New York

Also football season is in full swing and I thought maybe you could join me for a game between Army and Notre Dame. I would just imagine that these tickets are not in the nose bleed section!

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DON'T EVER FORGET TO HAVE FUN.SM

DUAL DUTY BOXES

There are so-o-o many areas in MARX train collecting that most MARX collectors have no idea even exist. After collecting for nearly 20 years there are so many areas of MARX that I still don't know about. Now verbatim quotation of dates and rivet counts and things that are so specialized are great for some people but for me owing 32 versions of a 556 caboose is not what this is all about. What I enjoy is searching out and finding things that are not known about or are not quite as plentiful as other items.

Shown here are 4 different MARX set boxes all of which are red and green lithographed. It's my understanding that there are several others not shown here. Maybe as many as 8-10 others with some done in colors other than red and green. I have heard of one that is done olive drab for an early military set. It is also my understanding that all of these boxes were produced before World War II. You know if you stop and think about all of the items MARX produced in trains alone between 1930 and 1943 (in only 13 years) it is absolutely mind boggling. When you have a few minutes sit down and make a list of as many items as you can think of that were produced during this time. You'll see what I mean. Shown here are four examples of those lithographed boxes we were talking about earlier. These are but a few more items you can count yourself lucky if you own them. They are pretty tough to come by.

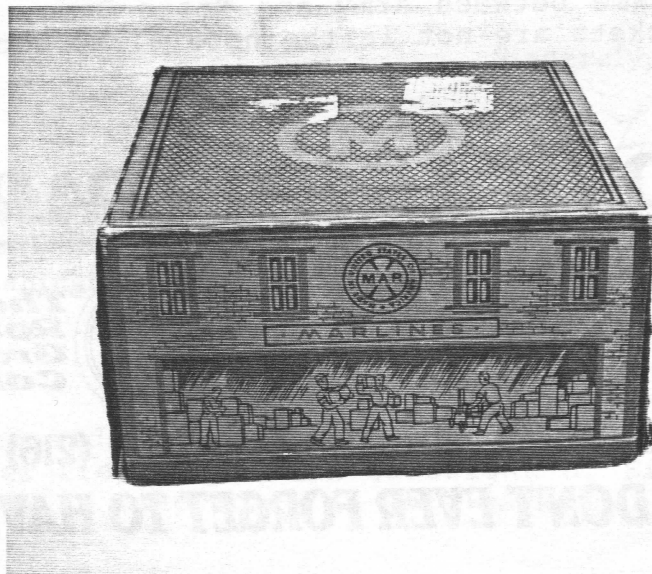
First the box found on the cover of issue #12. It is two levels and it measures about 12 inches square.

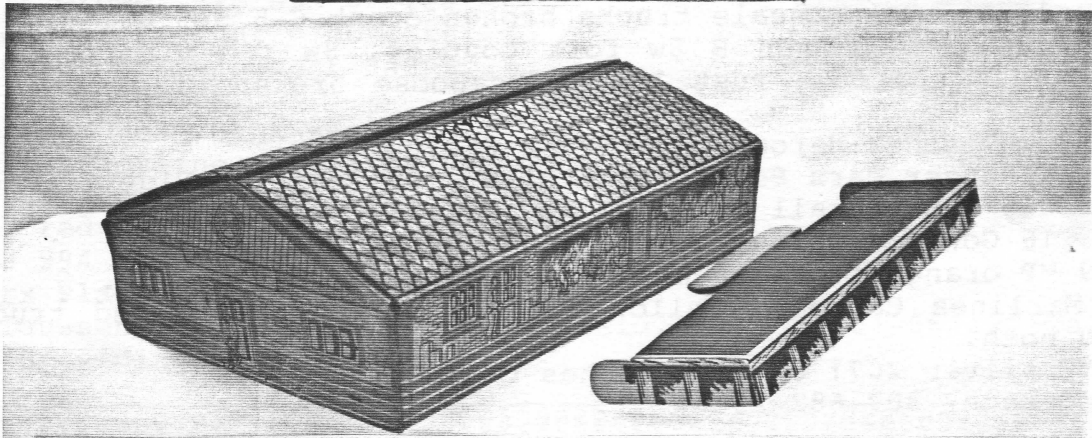
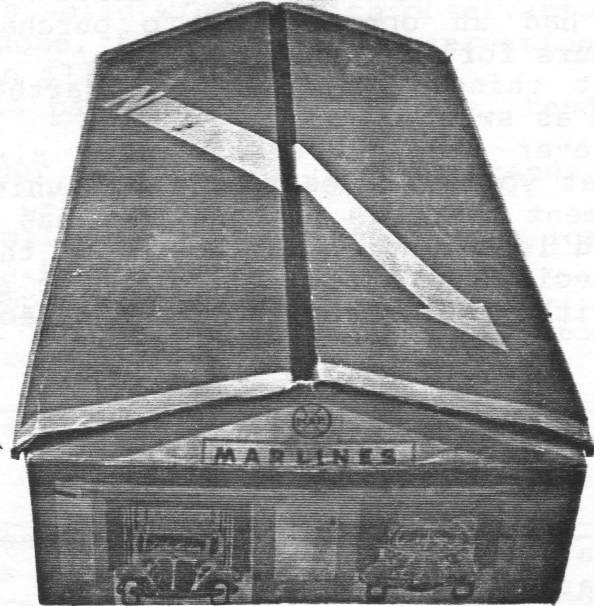
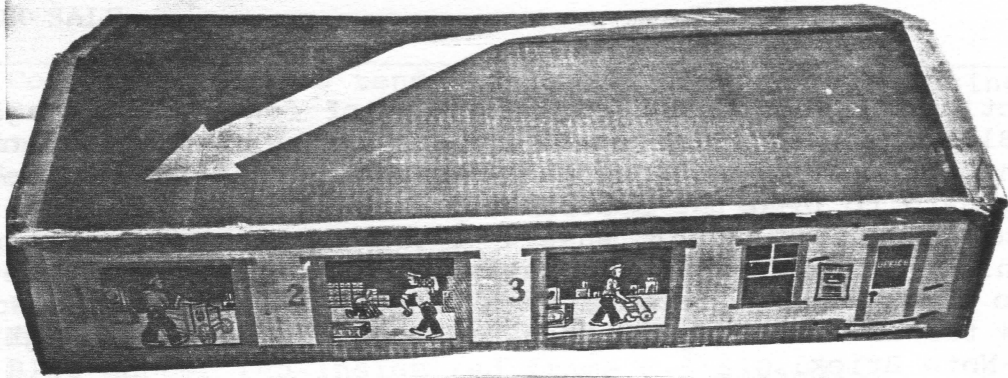
The second and third photos are of a box that has a pitched roof and has an airport arrow on it.

The fourth picture is of a terminal with a pitched roof and has included a platform that slides into the side of the box.

The fifth photo is of another double decker box that measures about 13 inches by about 24 inches. It also has an airport arrow on top.

Three things that these boxes all have in common. They are all red and green, they are all freight terminals, and they all have the word "Marlines" somewhere on the box. Another thing they all have in common is that they are all not numbered and each box may have housed many different sets. Many different sets may have been released in each of the boxes. If you have a chance to purchase a set in one of these boxes there is no way of knowing if your set is the set that's supposed to be in it!





Collecting has continued to be a lot of fun with my major find being the Blue Comet set, tender, 2 Bogotas and Observation, original in excellent shape at an antique mall for \$42.60. Although good items are getting hard to find the search continues to be a lot of fun.

I also picked up an 8 wheel, 6", 556 caboos with one way couplers which was lighted. The car was part of an 8 wheel set but I can find no description anywhere of such a car. The car also looks like it was tampered with. Did Marx ever make an 8 wheel, lighted 556 caboos? --Norm Brickl.

Norm-- Thanks for your letter and congratulations on your excellent find. I recently had an opportunity to purchase a blue set for \$475.00. You got yours for less than 10%.

I do agree that things are fewer and farther between but the search is still just as sweet.

Now, I have never seen an eight wheel six inch lighted 556 caboos. I hope that yours is legitimate but unless it is something from the R&D department there is not one that has been mass produced. Does it have any hand lettering on the bottom of the frame? If so, it may be something special. If not, as you have already said it may have been tampered with. Norm keep looking and keep in touch.

FOR SALE

-
1. PRR Merchandise Cars 64,65 C-5 \$15.00 each.
 2. PRR Merchandise Cars 60,70,67 C-4 \$10.00 each.
 3. NYC Red 3/16 Crane scale trucks broken crank C-5 \$45.00.
 4. 81 Monon A, 82 Monon B 8w fork coupler, 8w red plastic caboos. A unit C-6, B unit C-4 rust 1 side, caboos broken stack C-6 \$75.00 all 3.
 5. 588 NYC switcher Maroon/yellow C-6 \$50.00.
 6. Blue Passenger cars Bogota, Montclair, Observation Blue frames, T+S couplers C-5 \$150.00 all 3.
 7. T+P 3/16 Gondola Texas+Pacific spelled out C-5 \$20.00.
 8. 54099 MP orange stockcar no doors and guides C-5 \$70.00.
 9. Red Marlines Caboos, Yellow Gondola chipped simulated trucks C-5 \$15.00 both.
 10. 3 NYC silver 2071 6" tin coaches C-5 \$90.00.
- Steve Anderson, 307-682-2504.
-

MY GRADING SCALE

- C-1 Worthless except to recondition.
- C-2 Poor - Rusty and /or scratched good for parts.
- C-3 Fair - Desirable only til another comes along.
- C-4 Good - Played with - scratches - dings -wear - parts missing.
- C-5 Good - Played with - scratches - dings - wear.
- C-6 Very Good - nice collectible - much play wear.
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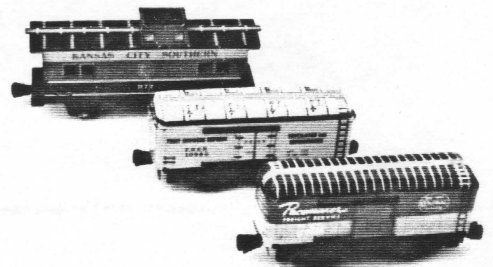
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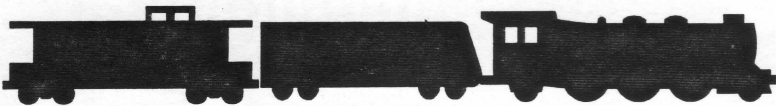
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