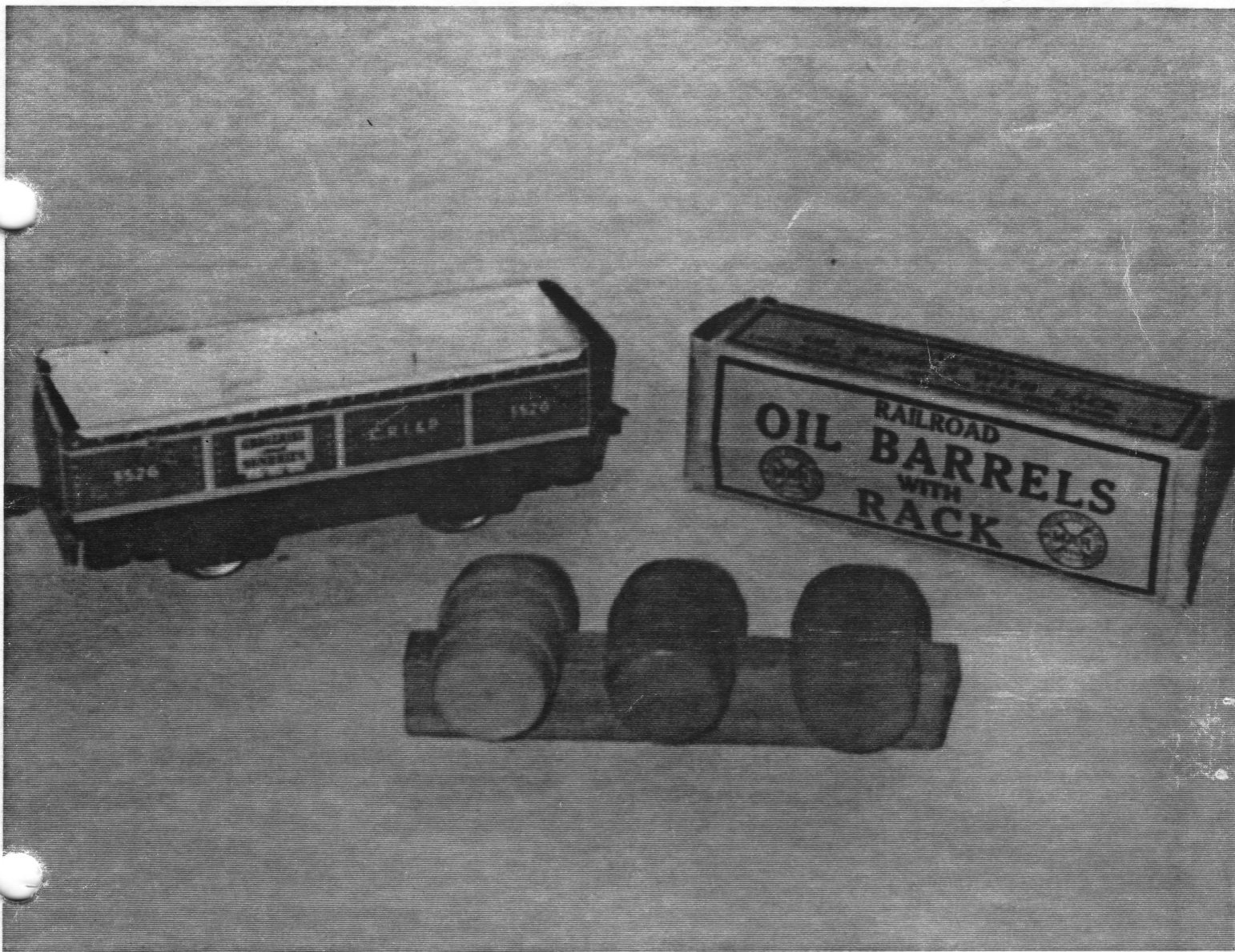


COLLECTING WITH MARX

ISSUE 19

OCTOBER 1997



COLLECTING WITH MARX

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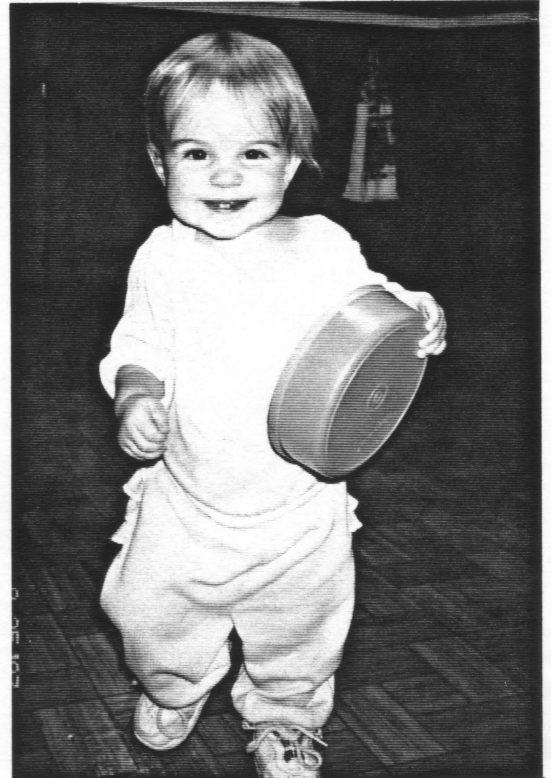
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ON THE COVER.....

Bob Grossman sends this photo of yet another MARX car and load that is so scarce you are very lucky if you own it. A few years back Steve Eckle showed me a picture of this load however both of these pictures originated with our friends Jim and Debby Flynn. VERY uncommon, very colorful and very desirable! Thanks to all of you!



Here is Louis on the merry-go-round at our local amusement park. And our 1-year-old girl, Lauren. She has to do everything Louis does. We have finally decided to make the trip to York the second week of

Hello everyone! The weather in Springfield is getting cooler and that means it's getting closer to York time. At this point I'm still planning to attend but I won't know until we get there. I think this year just as much as looking for that prized piece to add to my collection I am looking forward to just getting away. The fall foliage, the cool air, a fresh crisp apple and the fellowship and interaction with my fellow MARX collectors.

Today I was at Toys R Us with my wife, Louis and Lauren. We were looking for a birthday gift for Lauren. (Who's already one year old.) I ran across a MARX Toys rider type engine like the ones from the early 60's. This one is blue and it has electronic push-button sound. I personally wanted one but I have every variation of the same from original. My son has a lightning express engine tender combo from the 30's in fair condition that he rides everyday. It's one that will never die as it is pressed heavy gauge steel. I almost forgot --- we bought a gondola to go with it back earlier this year.

I noticed the new TCA car is available for order as well as the set with the trestles from MARX Trains. I would like to hear what everyone is finding. We need current and interesting information for the newsletter. You may think what you want or are finding is too insignificant or not any big deal but believe me there are many new MARX collectors subscribing to our newsletter that would love to hear your story.

I got a call from Dave Gord in Iowa about a set he saw at a show recently. I had never heard of such a set. This set was in a box that measured approximately 3 feet long x 2 feet wide by 18 inches deep. It contained several boxed plastic MARX buildings, a pair of switches, a pair of crossing signals and a pair of tin Santa Fe 21 diesels and the 4 or 5 cars that were in the set. That is the best look Dave got at the set but it sold for \$650.00. I'm sorry folks but there would have to be a lot more to that set than that for \$650.00. Granted it was like new condition in a very different set box but there would have to be much more. Now the box was very large so there probably was more in the box. Dave said he didn't think there were any more trains however. I would be interested to know if anybody else has seen a box this large before!

My friend Jim Norton recently bought me a set sold through Fingerhut at some point. The set is a Christmas train and contains four cars. I believe it is probably the same set advertised by Wil Dukes and Gary Anderson. Through Jim also I will add a 6" Pacemaker boxcar and an FGEX reefer to my collection.

About this time it is only about 10 or 11 weeks until Christmas. Most of us have that special someone to find that special train toy for. Or we are looking for that special piece for our own collection. Fall and Winter shows are traditionally very good. If you don't find something there don't forget that you can add a brand new MARX Train to your Christmas tree display just by calling them. Here's hoping your holiday train season is prosperous happy and healthy. Keep in touch.

Marx

HOW DO I KNOW WHAT MARX IS AVAILABLE?

I tend to get this question more and more all the time. Is there a book that shows everything MARX Trains manufactured? Does anybody really know everything MARX made? What kind of references are available? I not only can't find books and references, I don't see many nice, clean MARX pieces around. Where do you go to get them? What should a person look for in a MARX train? What kind of price should I expect to pay? Did MARX manufacture many different pieces? Now these questions are very good ones and I'm sorry to report that I don't have a good answer for most of them. However we can attempt to put some answers together.

In about the last 20 years we have been blessed with a man by the name of Eric Matzke and another man by the name Robert Whitacre. Between these two men we have been given most of the factual and accurate information that has been recorded. Eric Matzke put together our first book back in 1978, which at the time was done in both paper back and hardback, and at least gave us a few pictures and gave us a basic outline of what was available from MARX Trains. Now bare in mind that within just a short time of this book was about the time MARX Toys had problems and sold out. This book evidently was the MARX Trains bible for several years as it was all we had until about 1985. I personally didn't own this book until after the second book was in production. I had tried to purchase it but it was out of production. I now own a soft and a hard bound copy of the first book but it is itself a collectors item today.

It all had to start somewhere and looking back at this book now there really isn't much information in it but Mr. Matzke saw this and continued gathering information and in 1985 he came out with his second book. This book was definitely my bible on MARX Trains for several years and at one time I could quote entries from it. It was mostly very inclusive and quite factual as Mr. Matzke obviously enjoyed what he was doing and did a very nice job. This book included several photographs and in my limited view is the book that gave the MARX collector it's best available reference even to this date. It was the first book to list every color variation, coupler variation etc, known at that time. Very few have been added to this day.

The next set of books to rear their ugly head was what most people refer to as "The Yellow books". These books were colorful and included our best pictorial look at MARX trains that hadn't been seen by many of us. In my mind I wish that these books could have been edited by more of the MARX collecting community. There are so many inaccuracies included both in print as well as in picture that this book viewed by future generations will simply be a book that misleads the reader.

My favorite book of all is the last book authored by Robert Whitacre. The only source for information on sets that has ever been put together. The book includes beautiful pictures of sets maybe so scarce that a collector may never get to see them outside this book. This book is possibly the only one still available outside of acquiring one second hand. All of the books we have can work together to give a collector the best overall picture of what MARX made and what could be found. Nobody knows everything that has been made but we know about an overwhelming majority of them. Unlike other train companies Louis Marx did not keep a lot of records. At least they haven't been released yet. Other references that are available are "Classic Toy Trains" magazine, TCA quarterly and miscellaneous publications and catalogues from the various retail outlets such as; Woolworths, Sears, Montgomery Wards, Western Auto and many others.

Word has it from collectors all over the country and several other locations around the world that clean, desirable MARX trains are

few and far between at shops and train shows. My recent experience tells me that large auctions occasionally have a nice set. There are several nationally advertised houses that take collection consignments. These houses can sometimes be expensive as they may require the purchase of a catalogue to bid or a buyers premium. And you can bet if a nice set is selling at a nationally advertised auction your probably not going to get a bargain. The TCA and TTOS occasionally sponsor a member's auction. It's a great place to purchase a set because a portion of your purchase goes to help your local club. And don't discount your local train show. I have purchased many beautiful, desirable and hard to come by sets at my local meet. There are untold numbers of MARX trains available so try to find a book or two and get familiar with them. Look at auction brochures and go to shows. Find your niche and pursue it. There are several styles and colors. Tin, pressed steel, cast iron, plastic and combinations of these are available to be purchased. The same goes for what to pay for an item. It's best to do some research and have a general idea of what you would want to pay. Ask friends that are more knowledgeable than yourself. Take them with you. A price guide can give you a general idea of what to pay but sometimes they can be misleading as well.

Above all pinpoint the items that you like best and look for them. This is a hobby to enjoy. I have seen people who don't really enjoy this hobby come and go because they really had no interest in this type of hobby. Just enjoy!

Thanks for the June issue, I enjoy them all.. A few notes. page 11 the picture of a track contactor looks like AF 0 gauge to me 1930-1937. --Tony Hay.

I just purchased a boxed set that is giving me some grief on identifying. The box is marked #4222 and Whitacres book volume III says this should have #400 0-4-0 loco, 1951 tender, 4484-4500 B+A boxcar, highside gondola #738701 PRR, and 20102 NYC caboose. Does'nt say what transformer. The set I got in box 4222 is #1209 transformer #81f Monon FM diesel loco #4494 Maine boxcar, #19847 Sinclair tankcar, #31055 Monon caboose (red, gray and yellow is much lighter tan loco) all are tab and slot coupler, 4 wheel cars, metal wheels, plus a #86000 highside with plastic knuckle coupler! The cars and loco are all in very nice condition with the slightest rust on wheels.

This came from an estate auction and didn't have my book with me! Was this set "cobbled" together by "nefarious forces" to con this old Norwegian???? or some unsuspecting Dane or Swede??

Could someone write about minor restoring and repairs, etc? Paul Nettland

Paul, I must put the ball back in your court to make the decision on this set. I can say both sets are from about the same period and I have several seen sets with the same set number with different contents. And just the opposite. With MARX anything is possible. How about this? Do the contents fit the box nicely or not. Was the estate an original "pure" estate with most of the stuff from the 1950's era? Most times if the set is out of an estate where there is basically a complete run of items in every category of life you may have an original set. The car with plastic couplers could have been added from the dime store counter at a later date or it is possible that the whole set is a fake. I think you have to be the judge.

READERS WRITE.....

I always enjoy reading, "Collecting With MARX" when it comes. Being a 3/16th scale collector, the article by John Torgerson on the Santa Fe cattle car with brown doors stopped me in my tracks. "Another piece to look for!" After examining John's picture and looking at my scale PRR box cars, it's obvious the doors are from either the New Haven or PRR box cars. Are they prototypes, first runs or did the production line just run out of cattle car doors? I don't think anyone will ever no for sure.

John says he knows of a few more like it, in any case it will be a difficult piece to find. This led me to thinking: how much is this piece worth and how much would I pay to own one? I'm willing to pay collectors prices for rare pieces such as the PRR cattle car or the PFE Refrigerator car with red ends. With this piece I would have to give serious thought if I should spend more than a car with the usual doors, the reason being that this variation would be easy to forge. All some unscrupulous dealer or collector would have to do is snap the brown doors in from a damaged box car, a task that wouldn't take more than a few seconds. If the price should go to \$200 or \$300 dollars, like some of the other rare pieces; I would be very careful from whom I would buy it from. The worst part is that there is no way to tell a factory piece from a forged piece. MARX collectors: "Be Careful"! - Al Schindler.

Al-- Exactly right Al and I appreciate your comments on the article. We would very much like to here more just like yours.

I enjoy Collecting With MARX very much and have learned a great deal to help me with my collecting. I particularly enjoy articles about special finds, variations and things that expand my knowledge about MARX trains. I continue collecting and enjoy the hunt and find more than ever. Although things are getting harder to find they are still out there. At flea markets this summer I found a Mickey Mouse loco and gondola for \$100 and a man in the door reefer car for \$10. I also found a Burlington and New York Central tractor and trailer and a additional tractor for \$15. They were in separate pieces from five different vendors. It helps to know what you are looking for. The articles in your paper are helpful and I'd also like to thank the many fellow collectors who have spent time helping me understand more about MARX. I have also developed an interest in collecting MARX HO trains. I recently picked up a MARX Green Giant promo train in its original box and it included the sign so often missing. I also have other items. I don't believe I have seen any articles in the magazine about MARX HO and I would enjoy them and also hearing from other MARX HO collectors. One last piece to this letter has to do with some identification help. I picked up a single piece at a rummage sale in excellent condition. It has no company name or mark that I can identify. It is a pale blue Sand and Gravel gondola, road name is New York Central Lines with the road name and Sand and Gravel in gold on each side. The car number is 31400 and has that number and NYC on each end of the gondola. It has original joy line couplers and a base and trucks that look like Joyline except it has raised leaf springs. The wheels are made in the same fashion as the Joyline wheels. Its overall length is approximately the same as MARX six inch cars. Any help you could give me in identifying the car would be most appreciated. Thanks again for the wonderful magazine. I look forward to each issue. --Norm Brickl.

Norm-- Thanks for the nice comments. Sounds like you are finding a few helpful pieces at great buys I might add. You and other collectors like you are what keeps us going. The gondola sounds like possibly American Flyer. Maybe someone reading will know for sure.

READERS WRITE CONTINUED.....

My wife and I collect tin trains, mostly MARX. We had plans to go to a train swap in Milwaukee on Sunday. (We live in Green Bay.) Well, we stayed out late Saturday night and Sunday morning I didn't feel like driving that far. My wife said if we aren't going to the train show, then let's go to the flea market in Darboy, a small town about 25 miles south of Green Bay. It's a small flea market, about 50 vendors and it's free. So I said okay let's go. We went to the flea market and went up and down the aisles to the last row and didn't see a single train thing. At the end of the last row, I saw it, a 4001 green tin Seaboard B unit! No other train stuff, just that. I walked over, picked it up and started to check it out, 16 dollars! It's in very good shape with a few minor scratches. The vendor came over and asked if he could help me I said yea, I'd like this but with these scratches would you take \$10.00. He said "No", he couldn't let it go for less than \$12.00. I said well okay. My hands were shaking when I paid him, but I got it! What a deal! How does someone have just one train item to sell and be one so rare? I'll never know. --Jerry Wixon.

Questions from Greenberg's price guide:

1. 4001 Seaboard B unit is \$150 to \$200 in 7 years of collecting, I've only seen one other one for sale. It was at York for \$600.00. Isn't this guide pretty far off? Where do they get prices when you don't see them? How long ago?

Jerry--I think much of this is that we are trying to arrive at a price that would be a ready sale to the average collector.



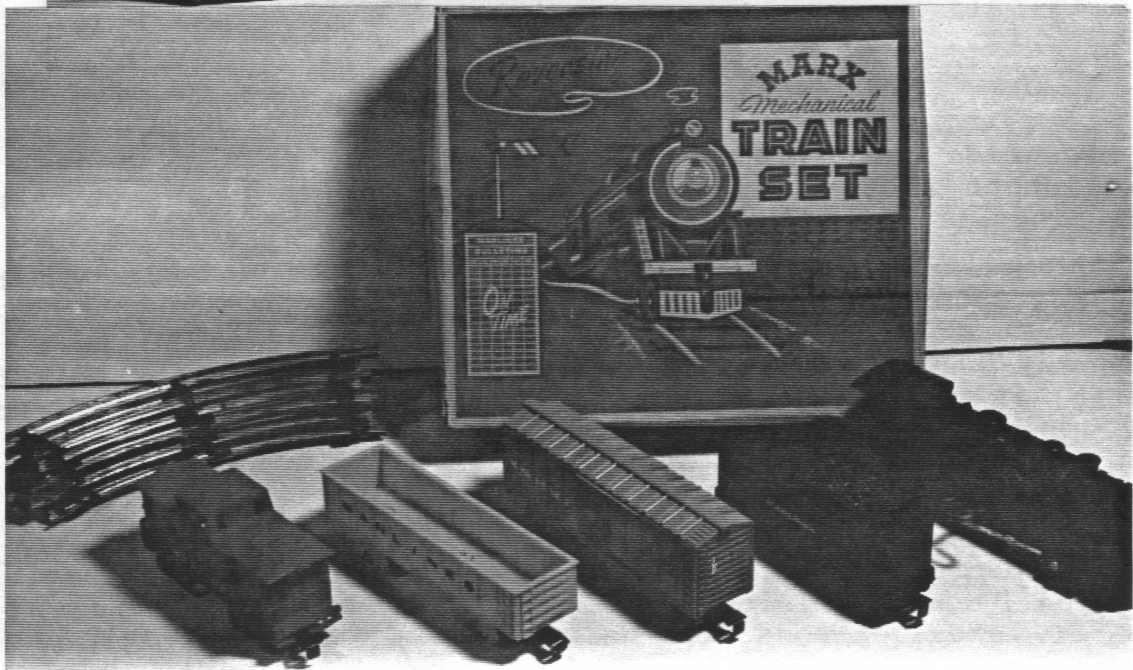
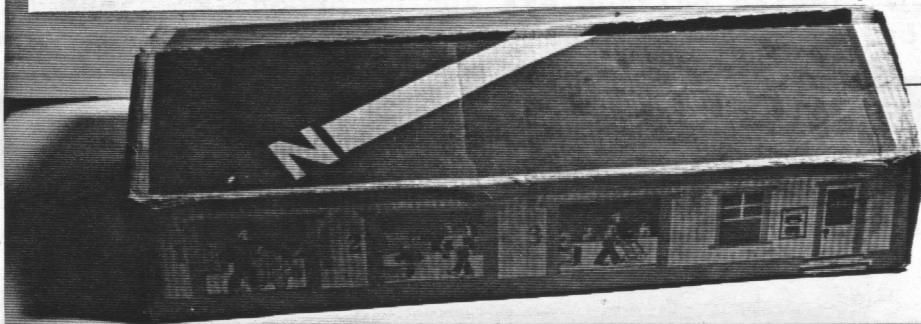
2. Priceguide used to have 3551 "1st Div. St.P. & PRR" 1962 tender its no longer in the newer guides. Why not and does anyone know its worth? This is the 6" tender with litho logs on it.

Jerry-- I'm sure this is just an oversight. My guess is between \$50.00 and \$100.00 depending on condition.

3. The wind-up red Commodore Vanderbilt with the black boiler front (whistle) has been talked about in "Collection With MARX". It's not in the price guide either. Does anyone know it's worth" (I have one).

Jerry-- This is one that is not very available. It is hard to put a value on an item that few have. I believe you could get \$300.00 for an original in very nice condition.

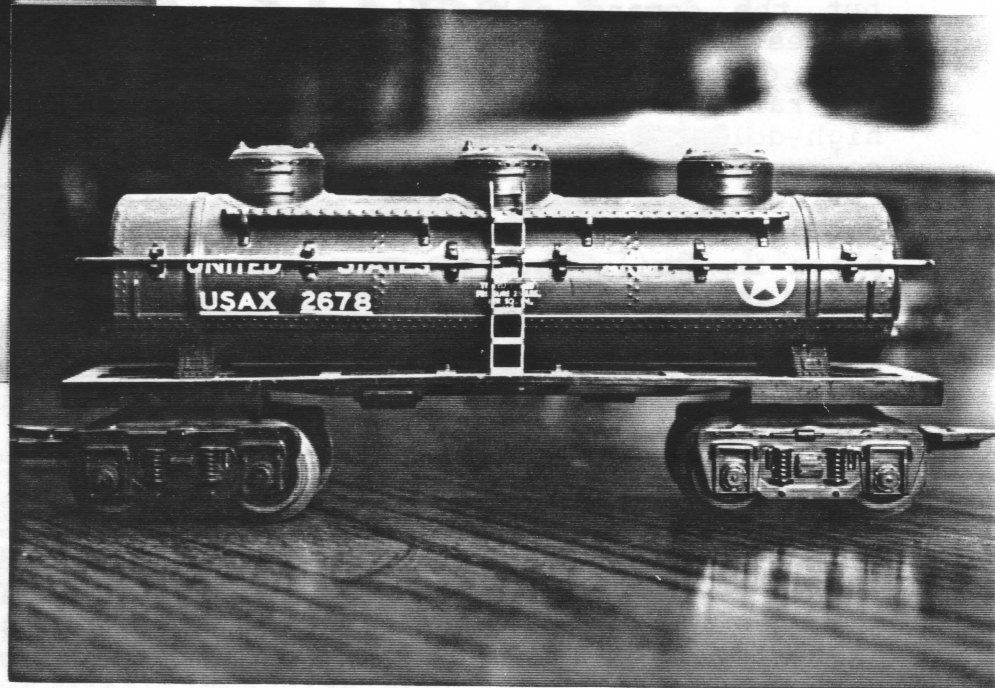
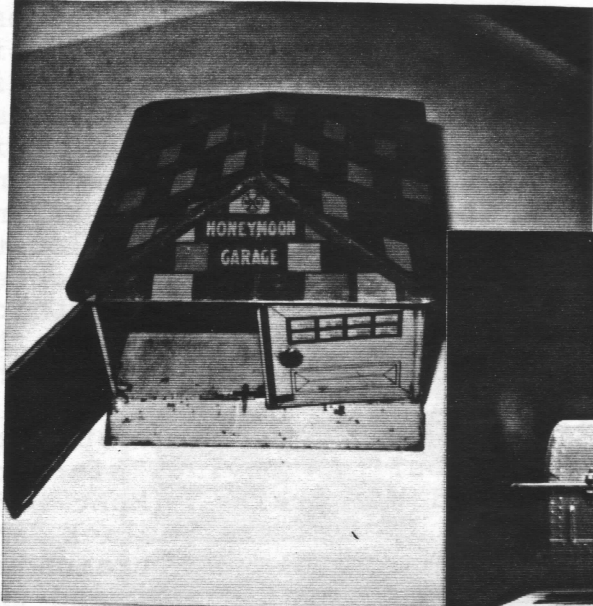
Here are some pictures of some very clean boxed sets sent to us from Glenn Johnston. Glenn I am interested to know the contents exactly of your freight station box. First is set #3994 a very common set but exceptionally clean as well. Secondly set #3997M in like new condition including gray boiler Jubill style engine and red and yellow Canadian Pacific tender. Next is the terminal box and last but not least a good number 1469 on the Marlines plastic 4 wheel set.



READERS WRITE CONTINUED.....

What can you tell me about the Honeymoon Garage? Was it part of a set? The roof looks like some early gas stations made by MARX etc. etc.. I haven't had any luck with this one. --Marvin Jacobson.

Marv--I have seen this garage with a heavy pressed steel automobile about 6" to 8" long. I believe the light blue walls to be some of the earlier ones.



I like Jim Norton's layout. Good mix of vehicles and buildings and accessories. Must be a joy to watch it run and operate with all the lights, movement, sound and smell of a tinplate layout. Neat!

Among the most desirable of MARX trains are the military pre war. After the war, MARX waited quite a few years before again producing anything in the military line. Even then the next generation of military was quite limited in comparison the the prewar selection.

Gradually, however, MARX did produce a better selection in the then current and revolutionary plastic. But he didn't quite go far enough again. All those tanks, trucks and ducks loads needed fuel to keep running and his fuel supply lines were very limited.

One evening a few years ago I was looking around for a project to do. Thinking about a tanker, the idea struck me to repaint and decal a UTLX 284 beat up tanker from the junk box. After obtaining some military decals and a little OD paint the result is USAX 2678 providing a good supply of fuel to all those vehicles which were running short. General Patton would have been proud! Happy Hunting. - John Torgeron.

John-- Absolutely John, another great example of one that should have been done. It makes me wonder why the line wasn't expanded to include other types of cars. Thanks John.

WHERE IS MARX?

For the past year it seems that MARX trains are suffering from a lack of collector buyer and seller interest. It is almost a return to the 1980's when MARX trains were under the table, ignored and joked about. Remembering back to those days, they were sold by the box full or at best for almost what ever the buyer wanted to pay. What has happened to the MARX train collecting hobby? CARMARX doesn't have the answer but here are some thoughts.

First the age group that remembers MARX trains from their youth are now approaching middle age and/or senior citizen status. They remember MARX trains and the happy hours playing with them. Those that wanted to collect and operate those trains provided the emphasis for MARX trains to grow in popularity. As interest increased, so did prices due to supply and demand. As the supply dwindled, prices rose sharply and soon they approached the level of other manufacturers in price. By this time the average collector had acquired the lower and middle priced items. Now the prices for the entire line had risen, but the demand only existed for the rare and difficult to locate prices. At the last two train shows I talked to dealers that agree that demand for MARX trains is back to almost no demand (except for the rare pieces). In fact, most of them only unpack and display the high-dollar rare items. Those that do unpack and attempt to sell the common items all agree that there is no market.

What is the solution? The obvious answer is to interest more collectors in MARX trains. Who could they be? An obvious starting place is family involvement in dad's hobby and his trains. Most kids are fascinated by the movement of trains, the clickety-clack and flashing signal light. Another avenue could be display of trains at local museums, charity events, etc, so that the general public and the train collector groups can become aware that MARX trains are fun, inexpensive, colorful and they run.

Another approach is for knowledgeable collectors to promote MARX trains by supplying the hobby magazines with articles and photos. How many articles about MARX trains appear in TTOS, TCA, O Gauge RR, Classic Toy Trains? Not very many in comparison to the multitude of articles about LIONEL and a few about American Flyer.

Associated with this lack of exposure is the lack of information about MARX trains. While not the most accurate descriptions of MARX trains the Greenberg publications at least served as a starting point for the beginning collector. It is my understanding that these are now out of print leaving a void for beginners to gain information. One solution would be for us to provide information and assistance to those beginning the hobby. We need to realize that we did not have all the answers when we started - and still do not.

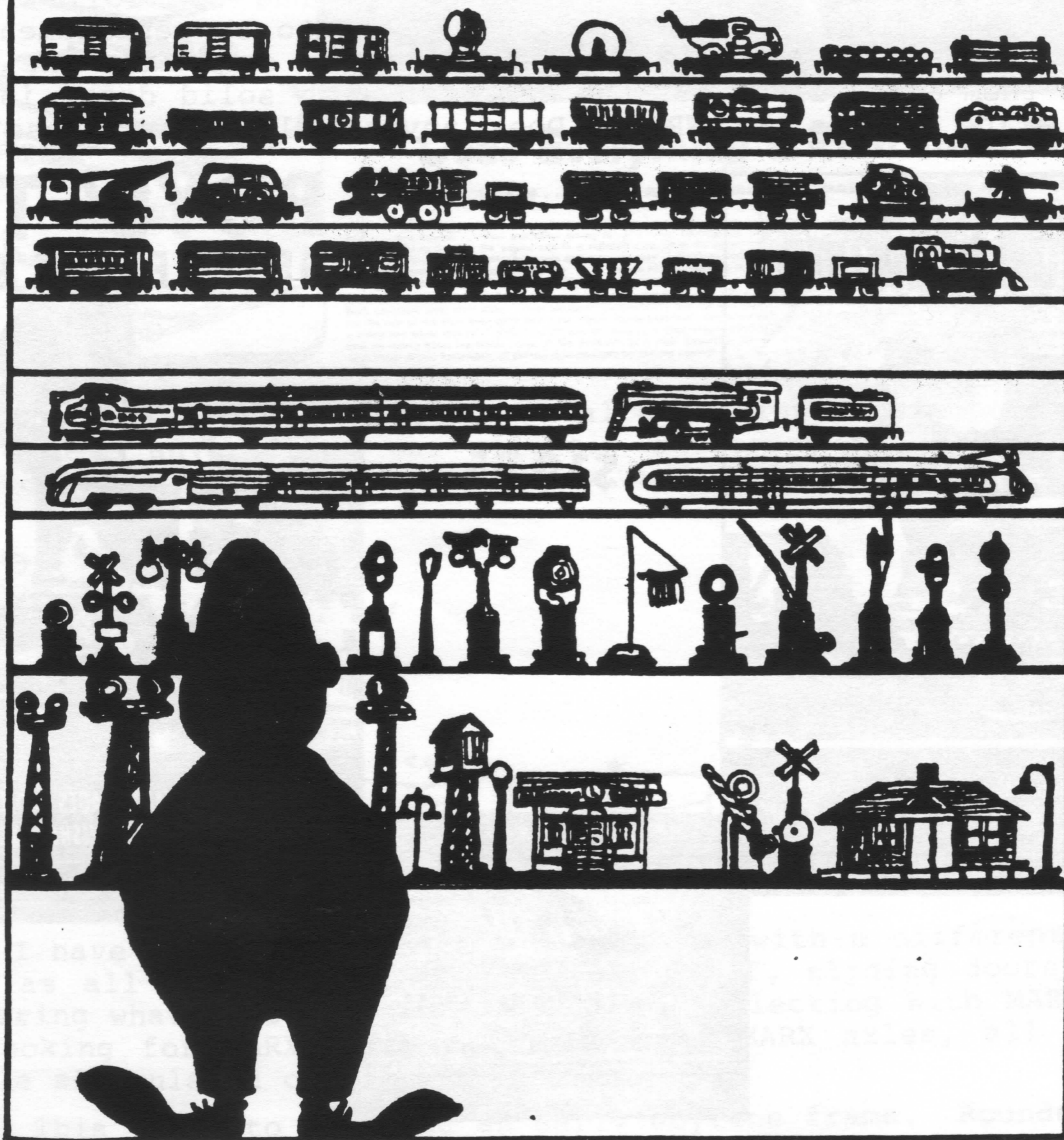
CARMARX concludes that if MARX train collecting is to retain its popularity, we must interest newcomers in the hobby, publicize the merits of MARX trains and help these beginners appreciate MARX trains.
By: James Norton.



THE QUINTESSENTIAL MARX COLLECTOR BY FILLERS

NUMBER TWO IN A SERIES

HE COLLECTS MARX!




This week I became the owner of an "Electric MARX Mobile", "Electra-Matic" ride on car. My problem is there is no info as to the type of batteries or what voltage it operates on. Also the lighter and key are missing. If anyone has any information I would appreciate hearing from them. Call collect 602-265-0373.

I was able to attend the TCA National convention here in Phoenix. There wasn't as much MARX as I had hoped for and what was here was priced up there. (I went broke in other words). I was able to pick up a few pieces including a nice "BUDD" car.

Still enjoy the magazine very much. Keep up the good work. -
-Ken Barnes.

I hardly thought about trains since the June issue of CWM. Then the August issue arrived and I got the bug again. I stopped by the local flea market, and wouldn't you know, I found a nearly complete set of all the early 6" cars on lithographed frames including a swing peg reversing CV. Only the tender, Observation, and double search light cars were missing. Interestingly, not only did the Mail car have solid green doors, but the Baggage car had one solid red door (the other was missing). They do not appear to be replacements, but it is always a possibility. Neither of these cars made the CWM "Do you have them all?" list, but the mail car with solid doors is listed in the price guides as NRS. Does anyone else have these? --Dan Schmatz.




The Toy Train Department

Electric Train Catalog Pages from the legendary Sears Christmas Wishbooks of the 1950's and 1960's

Edited by Thomas W. Holland

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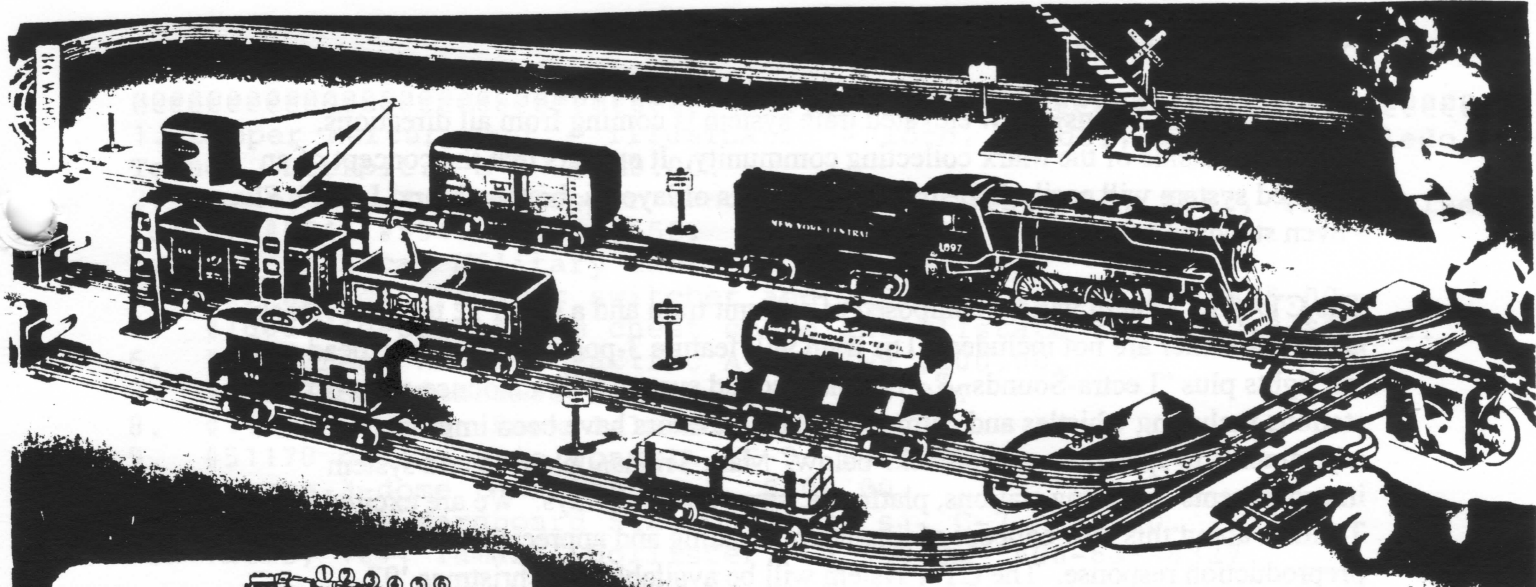
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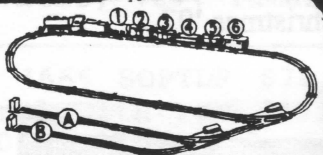
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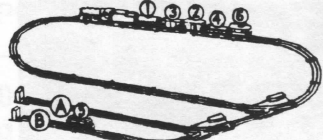
For those of you who are looking for a source of information to help you with what MARX made at least sold by sears, here are two books that can help. For only 1995 you can get an invaluable book to add to your library. With not much available from anybody else it may be your only source.



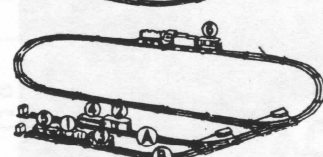
Problem 1
Start with Train as shown. Drop Cars 4 and 2 on Track A, and Cars 5 and 1 on Track B. Finish with balance of Train on main oval. You should do it in 13 moves.



Problem 2
Start with Train as shown. Switch Car 3 between Car 5 and dead end bumper on Track B. Switch Cars 2 and 1 to Track A with Car 2 next to dead end bumper. Finish with balance of Train on main line. This problem takes 24 moves.



Problem 3
Make up Train and leave on main track with Cars in this order: Engine and Tender, Cars 1, 2, 3, 4, 5 and 6. Can you figure this one out in 19 moves?



Make engine go far or low forward or backward by remote control

Make flying switches shunt cars into siding cut off one or more cars

TWO automatic switches with TWO ideas switch any car AUTOMATICALLY

Sit at the control and couple and uncouple cars without touching train

Does Everything a Real Train Does

SWITCH CARS . . . COUPLE AND UNCOUPLE . . . MAKE UP TRAIN AUTOMATICALLY

\$22.95 VALUE

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\$2 DOWN

Terms Page 163

Brand new 1942 Railway System . . . an improved Electric Train outfit that gives you more fun . . . more Realism . . . than any other selling for \$10 more. Running this Train is almost as good as being in the engine cab in a railroad yard. Sit at the controls and without touching the train automatically couple and uncouple cars . . . back up train . . . drop a car on one switch, pick up cars on another . . . or change location of cars in train. Make the engine go backward or forward . . . as fast or as slow as you wish.

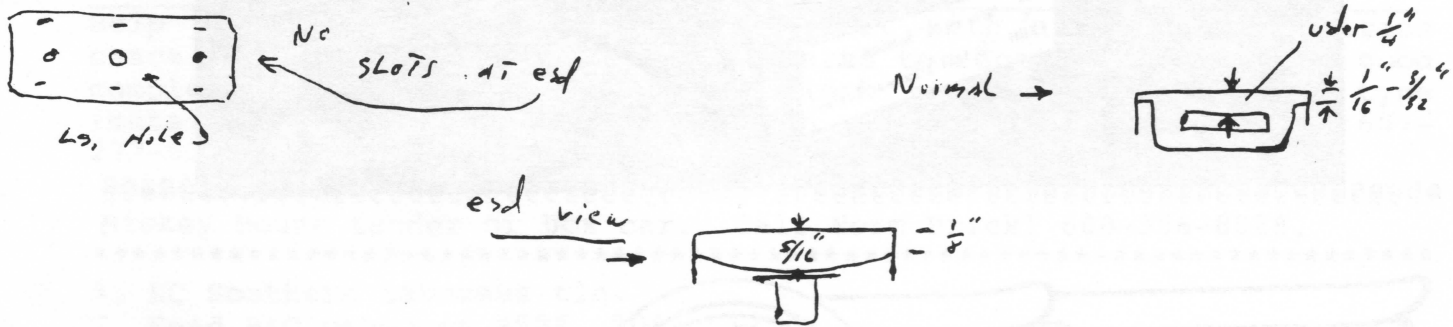
Train has oval track and TWO automatic switches with two sidings, each with a dead end. Back complete train onto either siding, uncouple automatically any car you please, then run the rest of the train back onto main oval. Make "Flying Switches", too. Shunt cars onto a siding and while they're in motion cut off one or more cars. Stop engine dead, let loose cars go rolling down the track. Solve all the problems of a train dispatcher, for example work those at left. Remember, all shunting must be done by remote control.

Overall length of Train 55 in. Steam-type engine, finished dull Black, has electric head light with Red and Green side reflectors. Oilless bearings. Combined length engine and tender, 15 in. Six cars include Gondola Car, Oil Tank Car, Cool Car, Box Car, Lumber Car with lumber, and Caboose. Each 6 in. long. Also, there is a Derrick loader, 2 sand bags, 2 "Reduce Speed" signs, 3 "Uncouple Here" signs. Grade crossing made of wood. Crossing gate raises and lowers automatically as train passes.

20 sections straight, 8 sections curved "O"-gauge Track. 2 Electric Remote Control switches. 3 Automatic uncouplers. Complete with 50-watt transformer (Underwriters' Approved) for use with 110-120 volt 60-cycle AC. Remote control panel, all necessary connections. Main oval 27 by 72 in.; width with sidings, 47 in. Circumference of main track, 173 in. For best performance, mount track layout on wallboard.

44R T 14R—Electric Uncoupler Train. Ship wt. 18 lbs. Mailable. . . \$11.95

Here's a look at a late 1930's catalog showing an eight wheel freight set. There advertising was slightly different than the more common Sears catalog. We don't see so many Wards early ads.



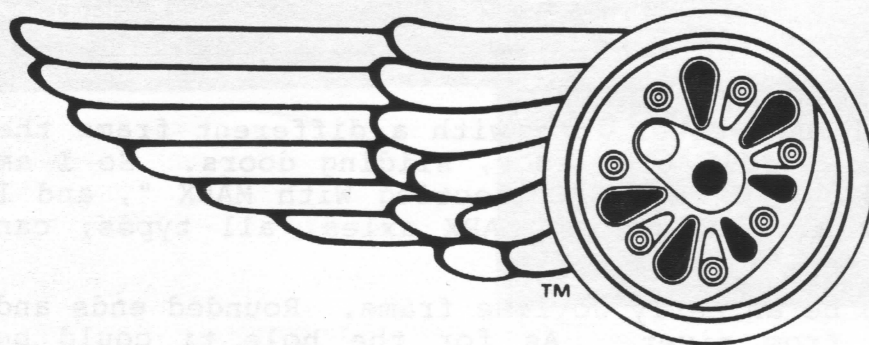
I have a 6", 4 wheel MARX elect, car with a different frame the same as all my other car. #555 blue roof, sliding doors. So I am wondering what this could be. I enjoy "Collecting With MARX", and I am looking for MARX pieces. I am making MARX axles, all types, can reaxle articulated car. --Ira Keeler.

Ira-- This looks to me to be an early Joyline frame. Rounded ends and hook coupler just hangs from rivet. As for the hole it could be something cut for another type of car such as the on/off switch for the light in the observation or at least a coach. Hard to say for sure without seeing it! Anybody have any other ideas.

News Release of CTA Set

Interest in Marx Trains™ new elevated train system is coming from all directions, including outside of the Marx collecting community. It appears that the concept of an elevated system will easily find space on all forms of layouts, be they Marx, Lionel, Flyer - even standard gauge.

The CTA "L" system will be composed of a 3-unit train and a set of 12 trestles. Track and transformer are not included. The train will feature 3-position reversing, head and tail lights plus "Lectra-Sounds™". This new sound system will announce eight different stations including whistles and chimes. Trestle elevators have been improved to allow adjustments to span one or two tracks below. Marx Trains™ plans to add system improvements including stations, platforms, signs and stairways. We are excited at Marx Trains™ about this new concept of tinplate railroading and appreciate the tremendous preproduction response. The CTA system will be available for Christmas '97.



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NEW MARX TRAIN PARTS CATALOG \$ 4.00

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- #####
1. Copper Mercury set - illuminated - loco, tender, US Mail, Toledo, Toledo, Detroit. C-7 \$350.00.
 2. Copper CP Loco & Copper Tender 6-inch cars #552, #552, #555 (blue roof), #554, #554, #553, #556. C-7 \$250.00.
 3. #5 mechanical Military tank C-8 \$125.00.
 - 4 #799 Western Pacific switcher and #643 WP caboose C-8 \$75.00.
 5. #1666 die-cast steam chest smoke and Allstate tender C-8 \$75.00.
 6. #901 Green Western Pacific A-B-A C-9 \$200.00.
 7. #20053 Red Seaboard Boxcar C-8 \$50.00.
 8. #147815 Tuscan Rock Island C-7 \$35.00.
 9. #51170 orange Erie gondola C-9 \$75.00.
 10. Exxon 3-dome tank car C-8 \$200.00.
 11. Wardville Cardboard Station (1930's) C-7 \$50.00.
- Ted Valis, 1211 Tamara, Hollister, CA 95023. 408-637-8327.

Grey 1666 SOPTDR \$70.00. 2920 Tower parts or fix \$15.00. 801 ILL Central with rev \$45.00. 6000 AA \$35.00. 4583 Searchlite repro top \$35.00. 4566 reel cars various colors \$35.00. SASE for list. Harvey TRemper, 5074 Niper Road, Bath NY 14810. 607-566-8310. 7-9pm.

#4000 NYC short flag C-8 \$125.00. Santa Fe engine C-7. Cape Canaveral building C-6-7. Call Dave Gord, 515-448-4684.

2561 MD military searchlight VG+ SALE \$140.00. 2451(A) CP 8-wheel tender VG \$35.00. 8 cars: NYC wedge tender, 384299(B) (sliding door), 567(C), 550(D), 552,553,554,and 556 4-wheelers VG+VG \$120.00. 4 cars: 552, 553, 554, and 556 VG/VG- \$40.00. Dan Schmatz, 248-588-3361.
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WANTED

3 car PFE 35461 for operating on layout at a reasonable price,3/16 scale. Robert Verre, 743 E Palm St., Altadena CA., 91001.

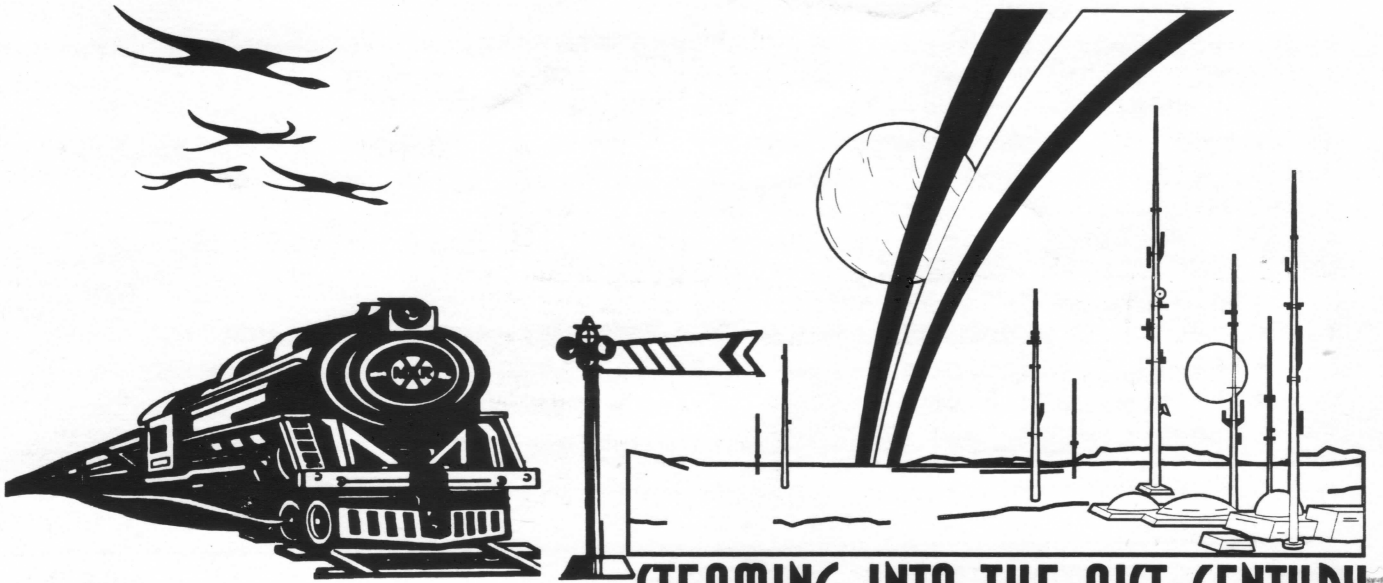
Help I have a 1614 Automatic Dump Unit with a bad/poor condition shack, and base. I need a 1614 for parts to repair my unit, or a good complete 1614 to purchase. 1404 block signal position light type (metal). D. Lamont, 110 Washington St., Ithaca NY 14850. 607-277-5351, evenings best.

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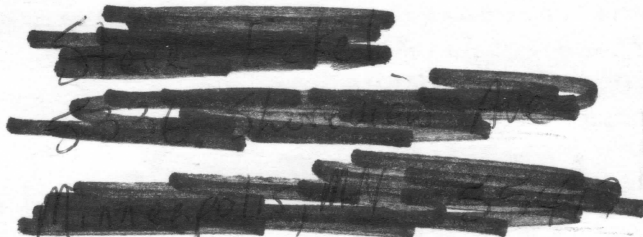
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