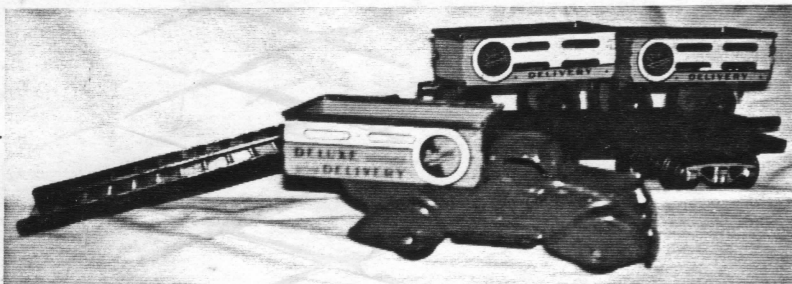
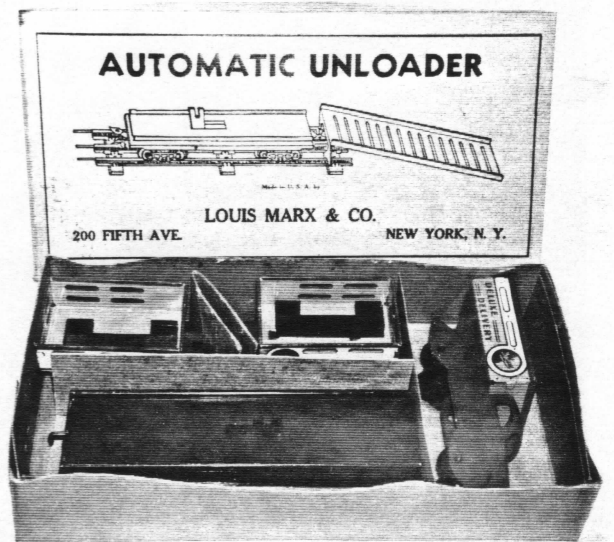
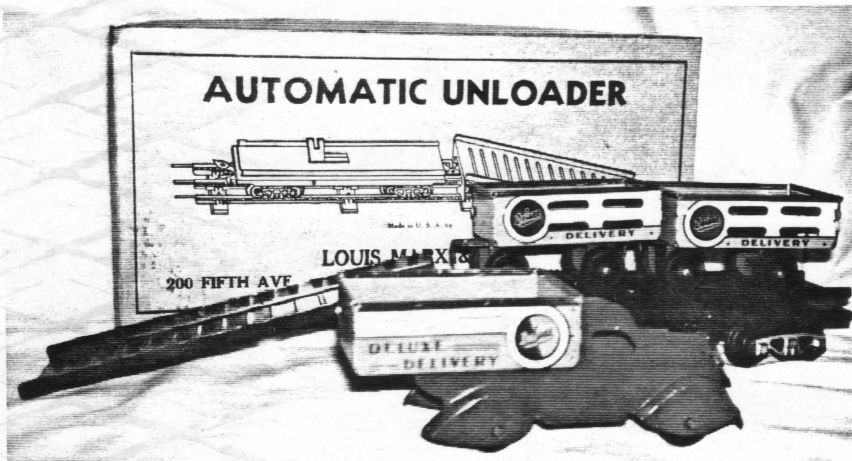


# COLLECTING WITH MARX

Issue 22

April



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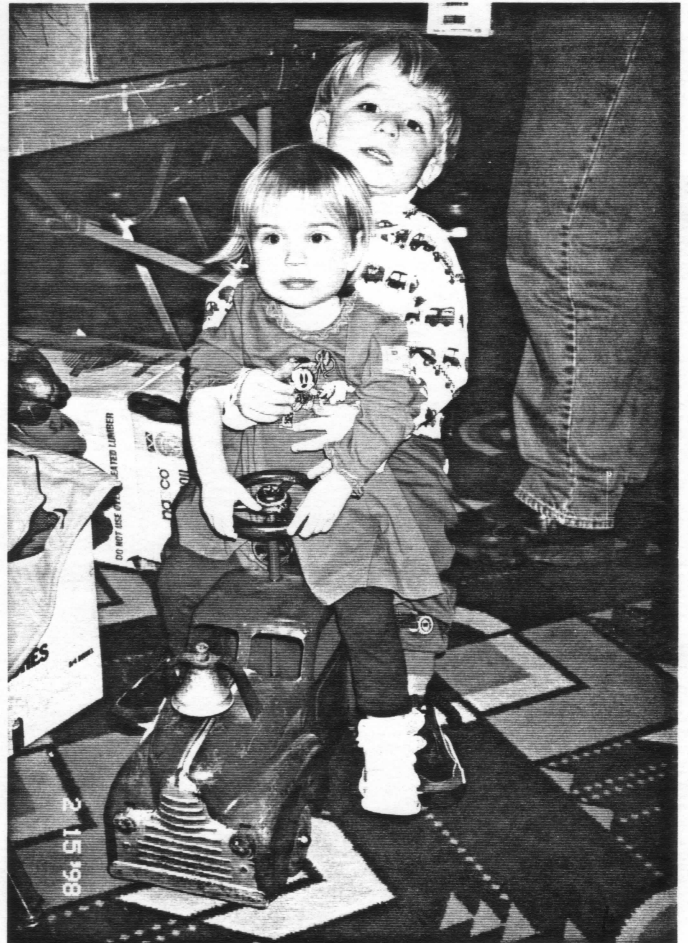
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Here are Louis Marx and Lauren enjoying their trains and toys. They are getting so big and so independent. No matter how much more advanced the world is today, MARX toys continue to give and give and give. You can't kill them!

Encouraging words never cease to reach "Collecting With MARX" and I am amazed at the many great finds that happen daily across the country. I hear just as regularly that "MARX is all collected up". Granted, it's getting more and more difficult to find that tough piece, but looking at it from the other end of the spectrum, there are hundreds of new collectors out there and what used to be fairly common is uncommon today. In addition to this is the dollar amounts we see on sets and individual pieces are becoming astronomical. Some of us this makes a difference and some of us it doesn't, but really what is interesting to me in this day and time is that the reward is always in the search. I have, for instance in the last few years seen an item which would be coveted by most MARX collectors especially with the flat car it goes on. That item is a green airplane. I have seen this airplane in recent years a few times and the range of prices scare people. I saw it sell at one place for \$1200.00 and another for \$700.00, but on my own home turf it was purchased in excellent condition at my local show (and it wasn't me!) for a mere \$5.00. By the way it was the nicest, shiniest and cleanest of the three. This is the encouraging part of MARX train collecting. Keep beating those paths and it will come to you!

Switching gears now I would like to share the experience of playing trains with your children. Believe me with a 3 year old (on April 11th) and an 18 month old girl. Grandpa Norton gave Louis Marx a train set which was headed by a 400 locomotive and various other cars. Well every night I hear "Dad, I wanna play chooch!". Well we were playing "chooch" almost every night and learning how to take care of our chooches and how to put them together and take them apart and put them away. One night not long ago we were putting our engine back in the box and we dropped it and broke the heat pressed motor mounts. All we need to do is glue it back but this is great family fun. Now Louis already has two prewar sets and also the "New MARX Trains", and I might add this engine/tender combo is beautiful, Louis Marx engine and tender. If you haven't seen New MARX Trains they really are beautiful.

There are many good sets still out there and many good pieces also. I spoke to a man at an auction house about 8 MARX sets that were selling at their next auction. I thought surely that there would be something in 8 sets that I would have to have. The auctioneer told me to get more detail I would need to call the owner so I did! I called and spoke to the owner and learned that he had 60 sets of MARX trains! He said he had just picked them up over the years and had decided to get rid of all of them except the one he had as a child. Jackpot!

He said he had them listed and that he wouldn't mind going down the list since it was my nickle. It was mostly the very common of everything. I bought a couple of pieces. A Walgreen trailer, a closed spoke 999 and an 8 wheel tab and slot gondola.

When you receive this magazine it will be time for the spring York, PA meet. I will not be in attendance but plan to attend again in the fall. I wish you all happy collecting and please keep in touch. Don't forget our new address and phone: Collecting With MARX, 7475 E. State Hwy YY, Springfield MO. 65802. 417-866-1068. Don't forget to send pictures, stories etc. I have the fax machine ready at 417-866-1068 to receive your submission. When the phone picks up by machine or by human just hit start and we will get it. Happy Collecting.

*Marx*

Readers, so many are asking about back issues. Here is a list of available issues: #2, #5, #6, #8, #15, #16, #17, #18, #19, #21. They are \$3.00 each postpaid. They are first come first served.

Many collectors are complaining that there is not much **MARX** out there. I disagree. There is much overpriced **MARX** out there. However, I picked up some nice sets this past year at very affordable prices.

Enclosed are photos of three sets. First is a nice 4065 Military Set purchased from a friend. All loads are original. Missing are a flag pole, two tents and several soldiers, but the set is excellent. Second is a 4365 Cape Canaveral Set found at a train show. Third is my favorite. After a discouraging day of flea markets and a few "antique" shops, my wife and I stopped at a tiny antique store in Erie, Pennsylvania. There, on the floor against a wall, was a cardboard suitcase with **HO MARX** on the upper left corner. Inside were two beautiful MARX HO Santa Fe F-7 units and the long sought (by me) 30246 Combine, 90971 Coach and 71875 Observation with track. The low asking price was a shock. When I carried it to the counter to pay for it, the owner asked if I wanted the "transformer" to go with the set. Of course I said, "Yes!" The owner included a 6049 Deluxe HO Powerpack in its original box. It took the rest of the day for me to come down to earth.

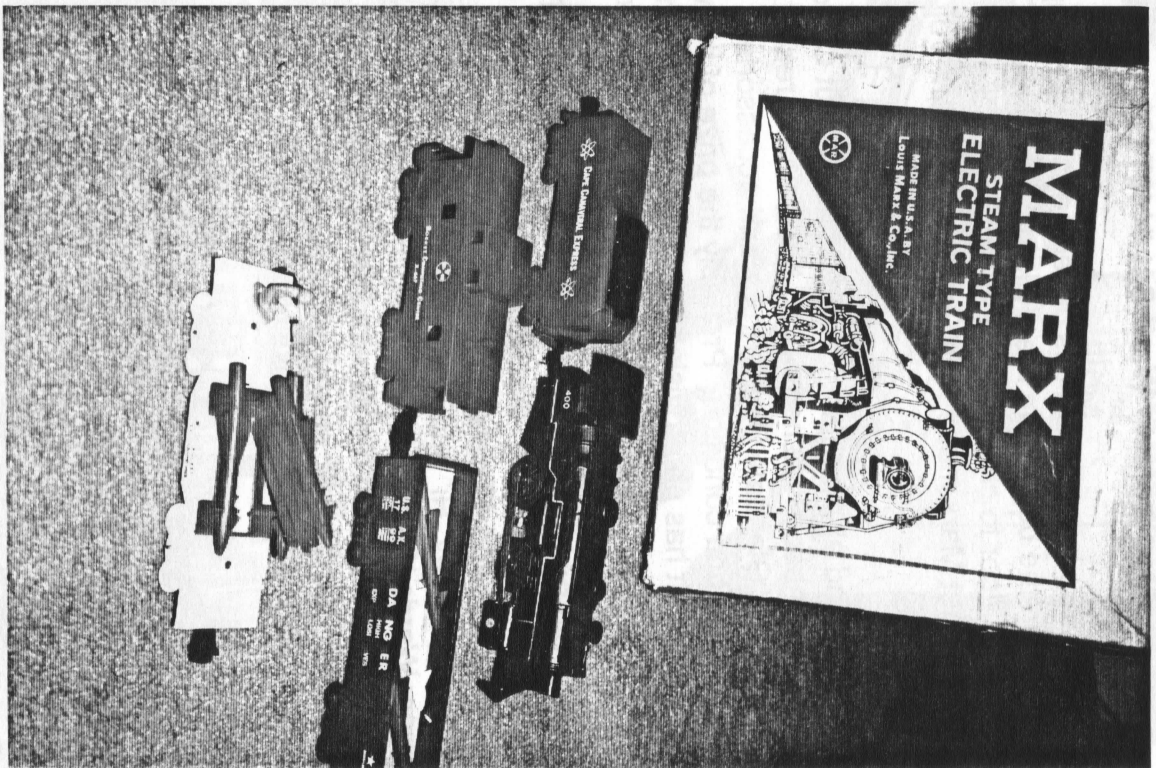
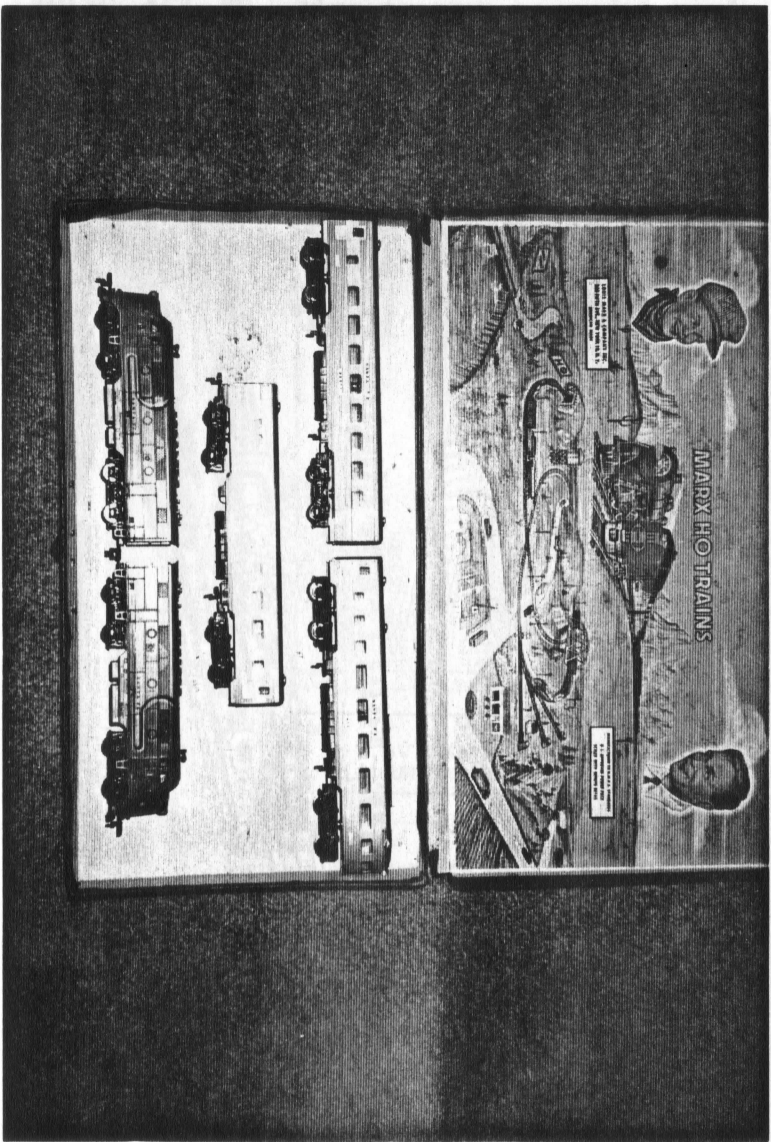
Other nice, but inexpensive, things found recently include a \$20 red airplane load found in a St. Paul, MN, flea market; a 4032 set (light weight plastic set not in Whitacre's set book) with 400 locomotive, NYC tender, 2532 tank car, 18326 caboose, telephone poles, track, transformer and instructions; and a 52455 Ward's Sound-O-Power set complete with everything including original autos on flatcar, water tank, billboards, etc., pictured on page 99 of the Whitacre set book.

Happy collecting!

*Don*

Donald I. McLeod





## Montgomery Ward Set #448T123

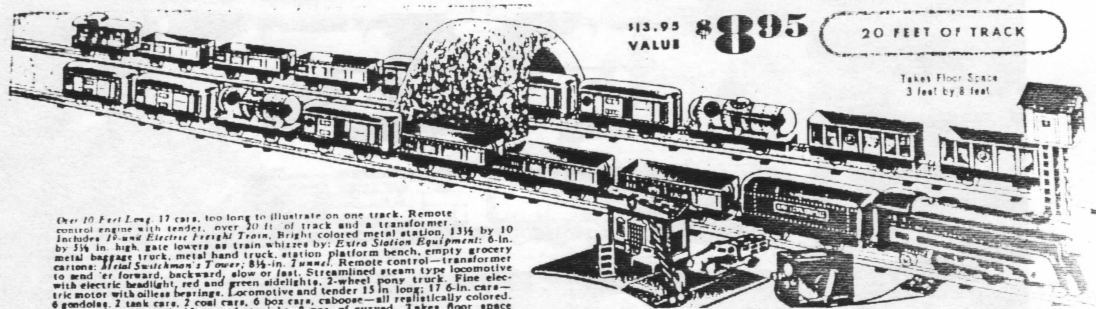
About 5 years ago I purchased this boxed set at a Minneapolis toy show. It was such a jumble in the box, I didn't really know what I had. Once at home and spread out on the floor to check out the full contents, the light went on!! This looks like the longest set Marx made (see Greenberg's Marx Volume II page 121) WOW!!!

Engine, tender and all 17 cars accounted for in about C-8 condition. Box is about C-8 but set number is washed out so badly I can't read it. Most track is missing as is the tunnel, Glendale Depot, truck and accessories. Transformer #709 is working and in good condition. Probably the prize of the whole set is the #413 switchman tower. It has no provision for electrical operation -- total dummy unit. Also in the box was an IS-15 instruction sheet in very good condition.

We had the train running on the Marx display at the 1993 TCA Convention in St. Paul, Minnesota. Believe me, that single reduction CP 494 with front and rear weights pulls tender and 17 cars very well!!! During the convention, Dave Garrigues stopped by to say "Hi" and check out the set. He told me he had a 1939 Montgomery Wards Wishbook page showing the set and would mail me a copy. Since then, I have located the correct Glendale Depot (non-electrical), the baggage truck, bench, hand truck, empty grocery cartons, correct amount of track and the camouflaged tunnel. Thanks for the catalog page, Dave!!!



### 10½-Foot 17-Car Electric Freight Train

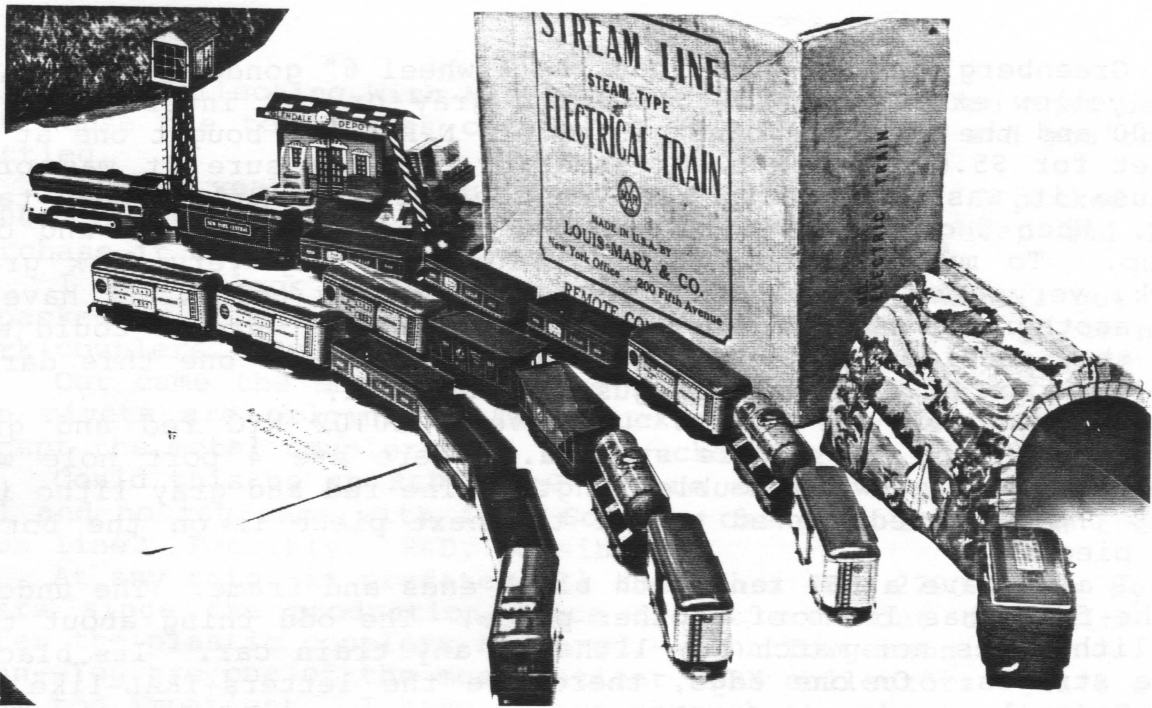


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INSTRUCTIONS FOR AUTOMATIC UNLOADING SET  
 1. Refer to sketch and place Unloading Ramp into position, at the end of the track, with the legs of the Ramp hooked into position inside the last car of the train. Track Locks should be slipped over the ends of the track, adjusting them on the last two sections of track, in order to hold the train in place when unloading.  
 2. Assemble train, with the Unloading Car the last car in your train. Place toy in position on top of car, with rear axle of toy resting in slot of the bracket across unloading ramp from the platform of the car.  
 3. Back train slowly against the ramp until trip lever at end of Unloading Car strikes the Unloading Ramp, tilting the platform of the Unloading Car, and releasing the toy which will travel down the runway.

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 AUTOMATIC UNLOADER  
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## AUTOMATIC UNLOADER



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INSTRUCTIONS FOR AUTOMATIC UNLOADING SET  
 1. Refer to sketch and place Unloading Ramp into position, at the end of the track, with the legs of the Ramp hooked into position inside the last car of the train. Track Locks should be slipped over the ends of the track, adjusting them on the last two sections of track, in order to hold the train in place when unloading.  
 2. Assemble train, with the Unloading Car the last car in your train. Place toy in position on top of car, with rear axle of toy resting in slot of the bracket across unloading ramp from the platform of the car.  
 3. Back train slowly against the ramp until trip lever at end of Unloading Car strikes the Unloading Ramp, tilting the platform of the Unloading Car, and releasing the toy which will travel down the runway.

Enclosed are photos of the Deluxe Delivery ramp car set (automatic unloader) in original box. I included a photo copy of the box cover (shrunk it slightly to fit 9x11 page).

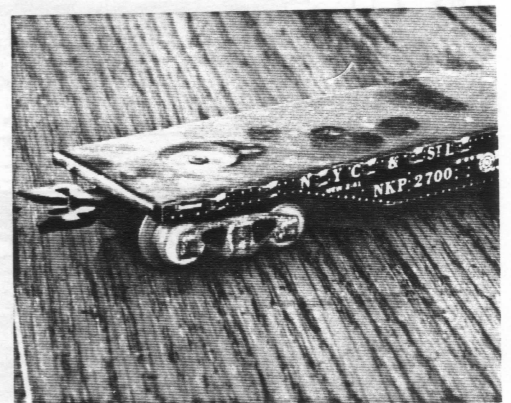
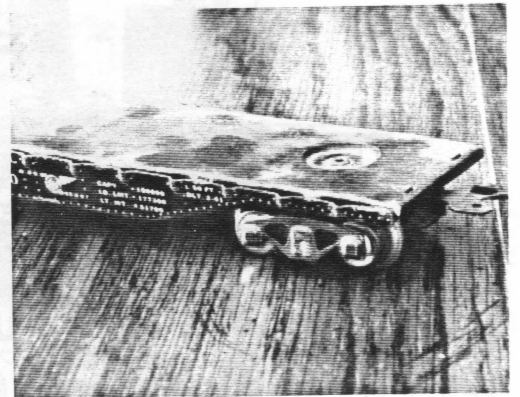
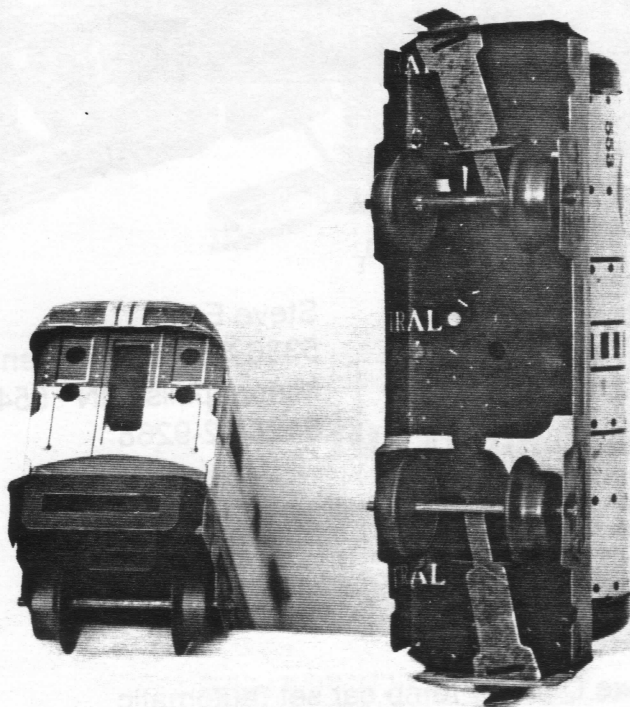
Greenberg's price guide has the 4 wheel 6" gondola #241708. They have yellow exteriors and the common gray or red interiors, \$4.00 - \$10.00 and the uncommon black interior, N.R.S. I bought one at a flea market for \$5.00 with a black interior. I was sure it was original because it was very dirty and you could see it hadn't been tampered with. When I got it home, I got out some soap and water and cleaned it up. To my surprise, the interior was very very dark gray not black, very much darker than the gray mercury color. I have never seen another one this dark. They are always light gray. Could this be what they considered black? Does anyone else have one this dark gray that you know of? Or is this just an odd duck?

Speaking of odd ducks. I have a 20102 NYC red and gray 6" caboose with one end double stamped. There are 4 port hole windows and the door window is double length. The red and gray litho is also up so that the red curved top of the next piece is on the bottom of this piece.

I also have a 553 tank with black ends and frame. The under side of the frame has litho of another piece. The odd thing about this is the litho does not match any litho of any train car. Its black with white stripes. On one edge, there are the letters-TRAL-like in New York Central.

I am sending a picture of the last two cars. Are they more collectable because of these oddities? Is there a market for these odd ones? --Jerry Wixon.

Jerry--I think the dark gray is fairly common but I believe there are black ones. It's always neat to see one of the cars made from reused material. The tanker was probably made from something MARX produced but just what is anybody's guess. The caboose is just a double stamp. I personally would like to have both pieces in my collection but as far as a big market for them I don't think there are so many.





Good Collecting With MARX magazine as usual. You must be in your new house due to address change. Hope all is well and you're getting settled.

Several years ago at a train show in St. Paul, I picked up a NKP 2700 flat with out stakes. The price was dirt cheap and I had to purchase it even though I already had one.

I didn't look it over too well at the time. When I got home and unpacked my goodies, something struck me as odd. The piece had metal fork couplers. My first reaction is I had bought a home-made item.

Out came the magnifying lens and a lot of looking. It turns out the rivets are original. The trucks have not been "filed" down to accept the metal couplers and the trucks have not been changed.

Could this be an R&D item? There are no markings on the car at all and no tag came with it. Someone changing things on the production line? Possibly. R&D, possibly.

At any rate, it predates all the other NKP 2700 flats by several years since the production piece didn't come out til quite a while after the plastic couplers appeared.--John Torgerson.

John--You are one of the most patient MARX collectors I have ever met! I am too impatient. I have to run through the shows quickly to try to find that absolutely rare or scarce item before anybody else. Or make that steel or buy of the day! This is a piece that must be an R&D piece. What do you think readers?

Locating good MARX items is especially difficult out in our area, but I have had some success. Found a lift bridge, pair of prewar switches, and a boxed 3/16" scale set a couple of weeks ago at the local TTOS meet. Also found a boxed prewar military set in excellent shape last year (not cheap). Keep up the good work! --Dean Lawry.

Dean--It's good to hear from you. Which prewar set did you find. They are very hard to run across today. I have had other collectors from your area say the same thing. Keep in contact with those who may be able to help you find something. Above all write CWM and tell us what you do find when you find something.

In "Collecting With MARX" you have always said to keep looking, to be patient, and to let you know what we find. Well, I had not had any finds lately and began to think the only MARX still out there was the fairly common items. Then, in just one month, I found several prewar 6" 4 wheel boxcars, all in very good or better condition. They are the 46010 St. Louis Southwestern with an orange body; the 51998 Chicago and Northwestern with yellow body; the sliding door 90171 B&LE with an orange body, a blue body, and a yellow body; and a 384299 B&O with a red body and yellow lettering. I also found two auto loads on 6" 4 wheel flat cars that I did not have. One is a red truck with a yellow dump body and the other is a red truck with a red stake body. Like you said it does pay off to keep beating those bushes and to be patient if you go through a dry spell.

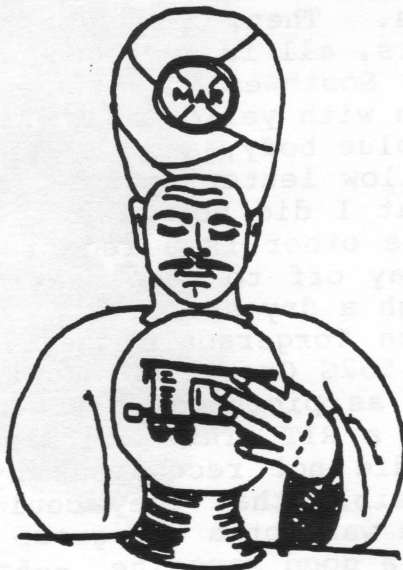
In response to John Torgerson's question about the boxes. The boxes that came with my 552G Groceries and Sundries gondola included a SOS scouring pad box as pictured in Greenberg's vol 1 book pg 67, but the other boxes are a RIT tints and dies box and two PAL single edge blade boxes. I did not recognize any of the boxes in John's picture, but it is possible that they could have been used by MARX because it appears there was not a set group of boxes that MARX always used. Thanks again for a good magazine. --Arnie Dowd.

## CARMARX: "A PROPHET OF DOOM"

By: James A. Norton

There used to be a popular song that went, "Where have all the flowers gone?" Soon that song may be, "Where have all the train shows gone?" Several months ago CARMARX wrote an article about the current trend in state laws that would treat hobby shows as full-time retail dealers. It is not only the train collectors that are being targeted but it applies to toy shows, automobile swap meets, flea markets, etc. Here in the midwest eight states have formed a cooperative agreement to enforce retail sales tax laws. It is an attempt to force independent hobbists that set up at shows to collect, account for and remit sales tax. For years these states have issued temporary permits so that these dealers could report on a show-by-show basis. There was no requirement to have a tax number, maintain records, and account for sales to non-tax paying customers. CARMARX does not deny the right of the state to levy and collect tax. However, there is a point where the collection of these taxes is not only burdensome to the individual sellers, but is not cost effective for the state. In fact, as these requirements are imposed on the individual sellers, many will stop attending and the tax base will disappear. At the last two train shows in K.C. a state tax enforcement officer has been on site informing everyone they must apply for a tax number and then comply with the applicable portions of approximately 50 pages of accounting and reporting requirements. One of the agents has privately admitted that the cost of administering this law far exceeds any revenue that may be collected. As a result many of the hobby dealers/collectors are dropping out. If this trend continues the hobby shows as we know them as trading, fellowships and pleasurable gatherings will disappear and the shows will become a show place for the full time retail dealers.

CARMARX hopes that each of you that attend the shows or set-up at the shows will start to become informed and involved in what is happening in your state. The future of our hobby will be partially determined by the impact of these new laws and procedures.



Enclosed is a picture of a set I purchased recently. The set number is 9629. As the picture shows, it is a B&O consist, all units in very good condition. The 4 wheel B&O caboose is #C514. There are three sets listed in Whitacre's sets book, but all have steam engines, as shown on page 84.

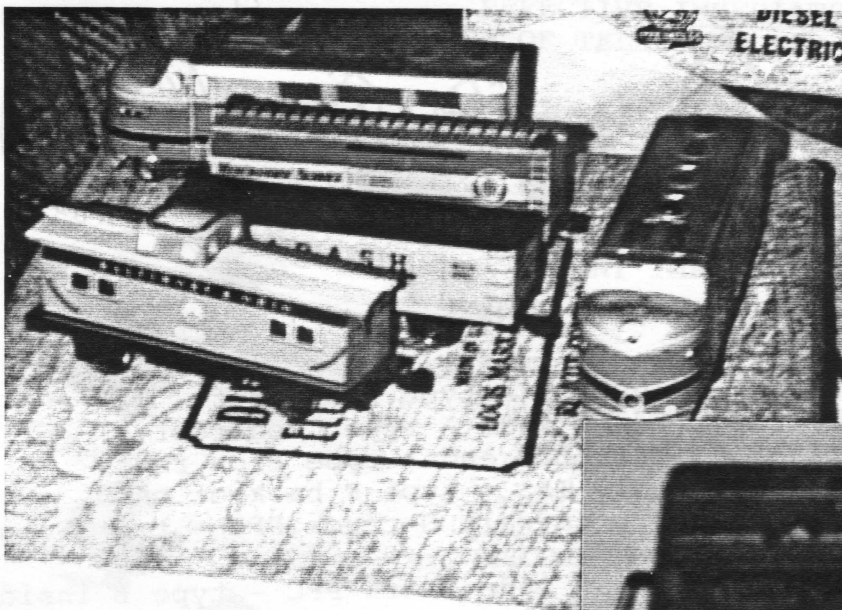
The other day I saw another MARX set. It was numbered 15000 BT. The contents are similar to set 15000N on page 48 of the sets book. The engine is a 391, CP tender, black with silver boards. There is a 553 SF tank (flat ends) still in the sleeve; a 552 CRI&P green gondola still in the sleeve; a 555 C&S refrigerator car with red frame; a 556 caboose. All cars have the one way couplers. Also included is a pair of lighted remote switches and a 1605 remote uncoupler. Also track and transformer included. I haven't purchased this set (yet); the price is a little steep considering the condition of the engine and reefer. Question: What does the BT stand for? I've not seen this designation before.

I am enclosing a picture of an 81 Monon power A unit. It has a factory installed coupler at both ends.

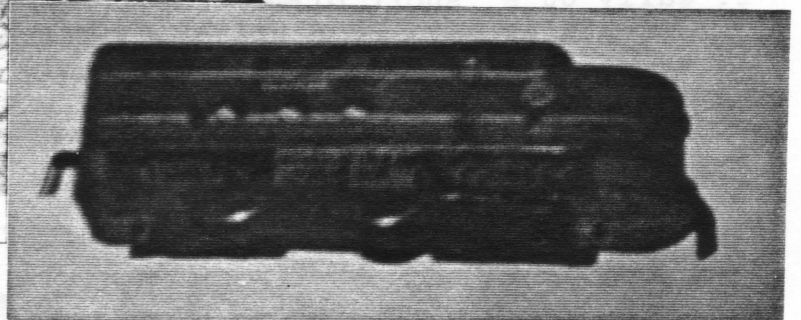
I have obtained a second (572 MG) Machine Gun: one has the yellow and black lithography on the barrel; the other is a silver barrel, (although much of the silver paint has gone somewhere else). But they are different. The crank is on opposite ends and one has a sparker unit, the other does not and never did. The crank gearing is different with no room for a sparker. The nonsparker is shown as an 8 wheel army piece on page 91 of Vol. 1 in Greenberg's book. Mine is a 4 wheel piece. On page 71 of Vol. 1, the other machine gun is shown. Notice the gear at the bottom. (This is not shown on page 91, nor does that unit have such a gear). I have been told that there is also a red barrel machine gun car out there somewhere. Does anyone have one? Thanks for the interesting magazine. I enjoy it very much. - Duane Ford.

Duane -- I would be very interested to see photos for the next magazine of the military and the set with the sleeves. These are very thought provoking. Thanks.

Readers please help us with the BT on the set box. Most times once you hear what it means it makes perfect sense.



ONE ONLY NO. 000



## DR. MARXSON & THE MYSTERY OF X MARX THE SPOT

As Dr. Marxson and his friend sat around a warm, cheery fire, in his flat on Main St., the topic of conversation turned as always to the Dr's passion "trains"! As his friend was browsing through the assortment of Marx trains on the shelves in the study, he turned to the Dr and queried, "Have you noticed the different types of logos stamped on the trains?"

This set into motion Marxson's hunt to "type & date" the different logos!

These types of logos were all taken from "postwar" trains only. I have also found different types of logos on MARX accessories and toys, which, Marxson will not go into now. These are not in chronological order. Help! Define more closely - weather a car or engine, is of an early or later production run.

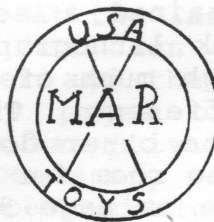
TYPE



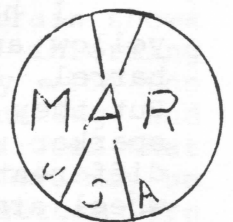
A



B



C



D



E



F



G



H



I



J



K



L



M

1. year 1952 example -long pilot 1095 SF - type B on roof
2. early 60's short pilot rubber stamp 1095 - type C on roof.
3. late 60's 1095 SF B unit R.S. T&S both end - type E on roof.
4. 1972-72 4 wheel Yellow SCL gondola T&S - type F back of car.
5. 1970's 8 wheel red boxcar with rib catwalk G truck PFC - type F end of car.
6. 1955 8 wheel GRN 2532 CSOX tank Flat ends F-trk PFC - type L inside of body.
7. late 50's 400 reverse C/W loco - type C below cab.

8. 1956 GN 54099 stock car 8 wheel F truck RFO PFC - type D end of car.
9. 50's 8 wheel MAR SOU 51100 auto car F truck PFC - type M back of car.
10. Early run body late run frame 8 wheel red NYC 18326 caboose G truck PFC body type B frame type G.
11. late 60's 401 battery loco - type E below cab.
12. 1954 8 wheel blk LV 21913 G truck PFC - type B end of body.
13. ? 8 wheel blk NYC wedge tender G trk PFC - type B end of body.
14. 1973 8 wheel BRW 56 flat car G trk PKC type F back of cab.
15. early 70's 8 wheel blu LV 21913 hopper G trk PKC - type F end of body.
16. early 60's 8 wheel blk "Tales of Wells Fargo" TDR. G trk PFC - type G on frame.
17. 70's 8 wheel Blk "STP&PRR" tdr G trk PKC - type F on frame.
18. early 60's 8 wh "STP&PRR" coach G trk PFC - type G on frame.
19. late 60's 4 wh blk Penn Central TDR. pkc - type E inside body.
20. 50's 8 wh tus Allstate work caboose F trk pfc - type M back of car.
21. 50's 4 wh "STP&PRR" coach pkc - type J on frame.
22. 50's 81 Monon diesel - type I on back door.
23. ? 8 wh wht Allstate rocket fuel F trk pfc - type J inside body.
24. 50's 2124 B&M RDC diesel - type H car end.
25. ? 8 wh 1951 NYC heat stamp tender B trk pfc - type G on frame.
26. 50's 4 wh STP & PRR coach pkc - type K end car body .
27. early 60's UP (52) power A unit pfc - type C on roof.

A better way to date items? Perhaps. Looking for a more definitive system? Maybe? or - why didn't MARX just use one universal logo on all items! So why all the different styles of logos? This is the mystery.

Dr. Marxson - AKA Harry Coons with help from Main St irregular Lori Coons.

"One forms provisional theories and waits for time or fuller knowledge to explode them. - A bad habit - but human nature is weak" --Sherlock Holmes.

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**DON'T FORGET!!!!**

Enclosed are pictures of some of my creations. Picture #1 is of a 4-6-6-4 made from 333's and only the back engine is powered, but it has plenty of power. It hangs out in front, but will take 031 curves. I have made a cab forward similar to this one. The B&O tender I found long ago and I think is original - has anyone seen another?

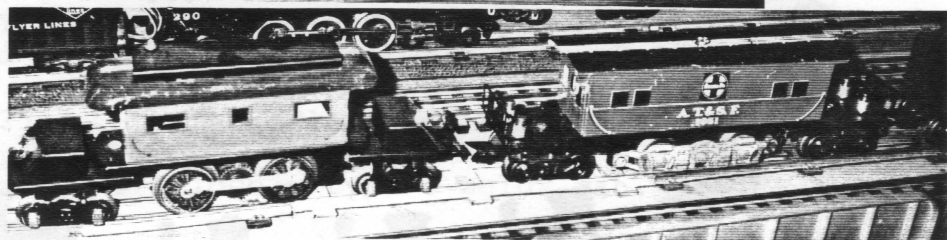
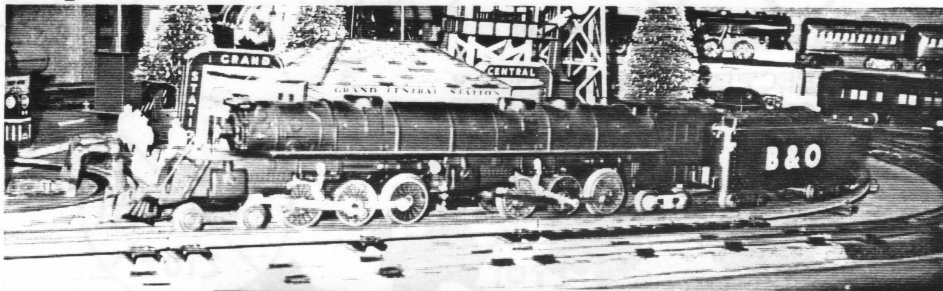
The 2nd picture shows what can be made from extra plastic cars: 6" plastic shorties. The center cab is made from 2 switchers.

The 3rd picture shows 2 boxcab electrics. The UP uses the 6" caboose body and single reduction motor with siderods. It has tab and slot couplers and looks good pulling 6" cars.

The AT&SF boxcab used the long caboose body and motor with side frames from the 21 diesel. It usually pulls the scale freight cars. Both can be made from extra parts found in your junk box.

I read Stan Troski's comment in February's CWM on MARX's pricing with interest. Stan felt that MARX pieces, especially scarce items, are too cheap. Stan is right that some MARX pieces are just as scarce as Lionel, but what he does not take into consideration is demand. Demand depends on the amount of people collecting in this area. As an example, our local club used to have about 100 members. Of these, about 75 were Lionel, 15 Flyer, 5 MARX and 5 with other interests. The demand for Lionel was 15 times higher than for MARX. Any of the older MARX collectors remembers being the only one in his area collecting MARX.

Originally, MARX items sold for less than Lionel. So if the original price is lower, (meaning lower resale) and less people are collecting MARX than Lionel, these MARX prices will be lower. Also most MARX collectors are used to paying less and will not pay the big bucks. Try selling your high buck item at a normal show and more than likely, you will take it home, unless you lower your price. I see the peak in train collecting interest already happening, and with our present members growing older and numbers becoming less, and trains still coming out of the woodwork, prices generally may fall. Most of us never bought with the thought of making money on them. Those who are investing in MARX, may be disappointed in the return. Anyway Stan brought up a subject, that many MARX collectors are concerned about. - Gary Anderson.



FOR SALE

#####  
Bronze "Mercury" electric trainset: Lighted loco, tender, "U.S. Mail-Baggage". "Chicago" and obs "Detroit". Cars illuminated, except "Chicago" missing light unit. C-4. \$250.00. Ted Cover, 314-894-6760. E-mail TCover616@aol.com.

897 OD loco, no tender, runs needs cleaning, GD - \$185.00. Tin litho building and accessories for the Cape Canaveral set #26750 - VG+/EX+ \$125.00. Call on these for more info. Richard D. Fletcher, 60 Fredonia Road, Newton, N.J. 07860. 201-579-0028.

New MARX #'s 5192, 5193 CP Cut-out window coaches (4 car set), \$100.00 each set. Roland Brouillard, 3953 Orchard Ave. No., Robbinsdale, MN 55422. 612-533-2739 after 6pm CT.

#####

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\*\*\*\*\*  
1404 Metal block signal, 1430 station, 1830 station and 1460 gantry crane. Phil Coduti, 3001 E Columbus Drive, E. Chicago, Indiana, 46312. 219-399-6111.

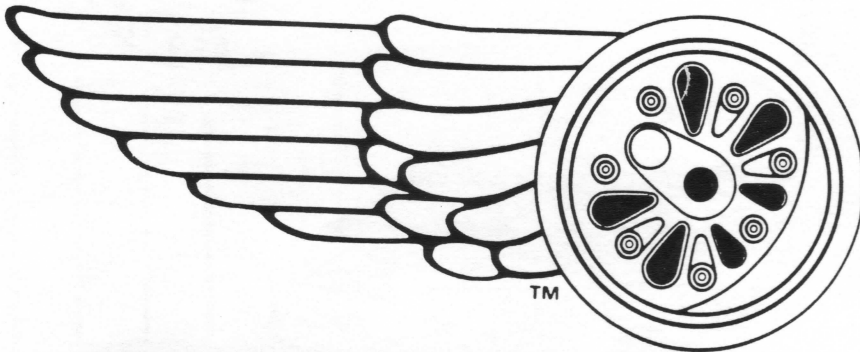
Help! I need a C-6 or better gray electric Mercury freight engine to complete a duplicate of my 1937 Christmas present--thanks. Bob Osburn, 240 SW 298th Place, Federal Way, WA 98023.

HO Santa Fe work caboose with tank. Robert Verre, 743 E Palm St., Altadena, CA. 91001.

\*\*\*\*\*

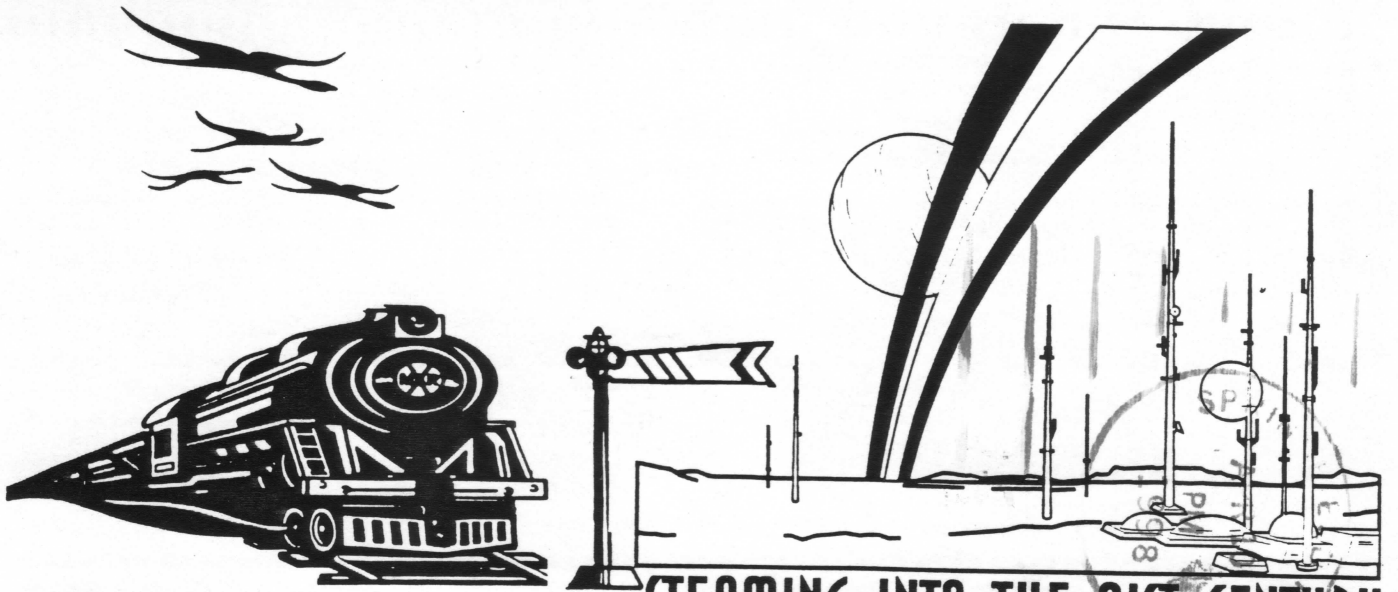
1. KC Southern cabooses tin.
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4. Pacemaker Freight 6" boxcars.
  
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