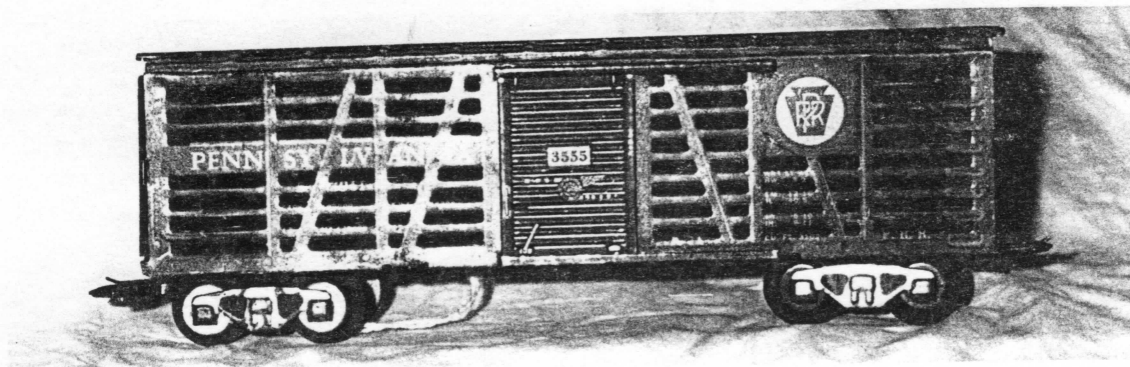
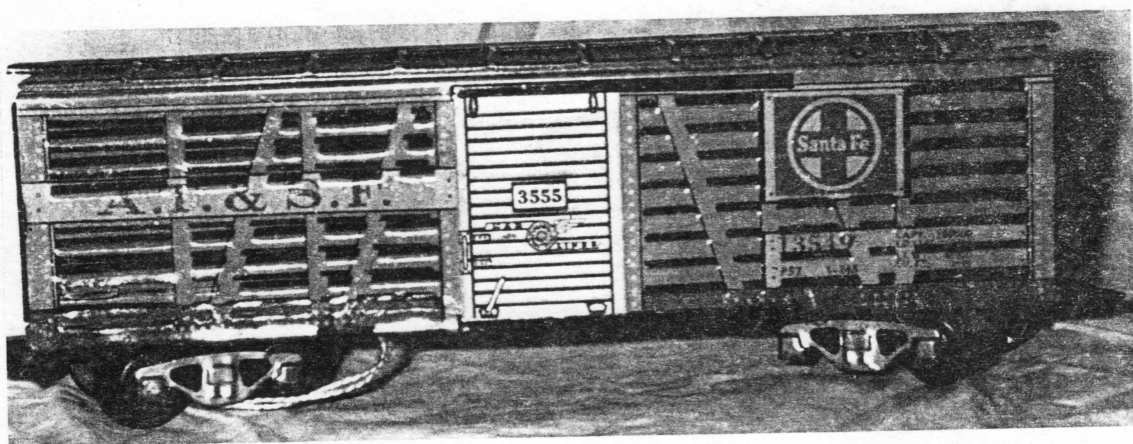
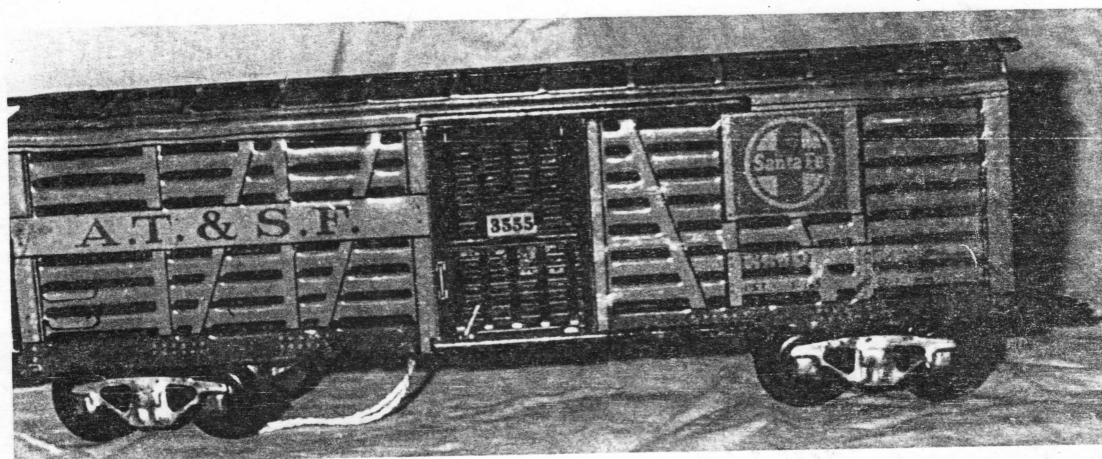


COLLECTING WITH MADRX

Issue 24

August



COLLECTING WITH MARX

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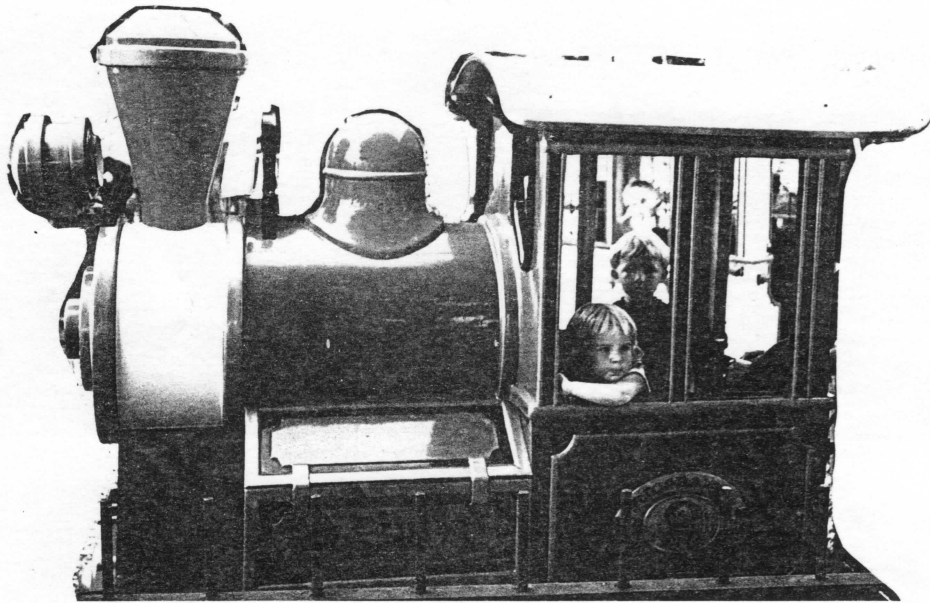
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All aboard!!! Louis and Lauren are the engineers for the "Old Timer"
Express in Branson, Mo.

It's always a pleasure quietly sitting to write a few words about the hobby I enjoy so much. It allows me to escape for a short time into another world and it also allows me to become a kid again. The drive that each of us has to add something to our collections originates differently in each of us because of our motivation. Some of us want a piece because somebody else has it. Some are trying to obtain every piece from a certain era. Some of us just want to impress others. Some just want passenger sets because we associate something from another time. Some are trying to replace or upgrade something we had as a child. Some seek to add those one of-a-kind items or look strictly for variations from a certain era or line of toys or trains. Others look to only buy mint-in-box items while many will only buy an item if it's a bargain. Price is not a factor to some if an item is scarce or mint and a collection is extremely clean and desirable as a result. Some have layouts and some simply collect and show (or maybe just collect). Some would like to have one of everything MARX Trains manufactured. Whatever your motivation might be they are all good reasons if it's what you personally want.

I personally started collecting MARX trains because I didn't think there were many and I would be able to collect all of them in a reasonably short time and I could operate and have all of them on my shelf. When I started collecting MARX I had no reference materials and I had nobody in my area that knew much about them. I simply relied on my local train shop to get a set in from time-to-time. He didn't have any idea how many many trains MARX made and in most cases didn't think they were worth anything. Never-the-less I continued to buy sets and pieces whenever I could add something I didn't already have.

Recently one of the large auction houses had an auction from which I received a catalogue. I proceeded to pick about four catalogue numbers that I would like to have for different reasons. Now these items were very desirable in excellent condition but they were in poor condition. I thought even if I had to redo the pieces that they would still be usable and I could combine them with some I already had and they would be great. The items were C-3 which on a scale of 1-10 10 is the best, so I bid accordingly. The items sold for 3 times what I had bid and quite frankly they will never be worth what the buyer paid. Pure and simple ignorance was the motivation behind the buyer of these items. Now if you think about it there had to be at least one other bidder to drive it up so high. An item in poor condition that is manufactured in lithograph is not restorable. Rust or missing lithograph is not replaceable to the original lithograph print or pattern. Now things such as solid colors can be matched well and become very presentable. I'm not the least upset about not being able to buy the items, I am upset because there are more and more idiots with more money than brains buying things in today's world. I'll pay \$2000.00 for a mint boxed set but I won't pay \$2000.00 for the same set in scrap condition. WOW what a revelation!

We are planning our trek to the mecca of all toy train collecting, York, PA. in October and all reservations are completed. We look forward to meeting and conversing with all of you in attendance. Feel free to stop me and chat. I am looking for a few of the number series cars in Fruitgrowers, Pacemaker, KC South and a B&O caboose or two. I also need a few of the flat tin soldiers and any English sets or pieces you may have. Please call and maybe we can work out something prior to the shows.

Marx

DOORS, DOORS, DOORS

Karl L. Wandry

In a recent article in CWM John Torgerson told of an ATSF 13549 stock car with brown doors. I have several variations of the same theme on a variety of cars. Some are unique and some have several known examples. John related that he was aware of 4 or 5 more of the type he has.

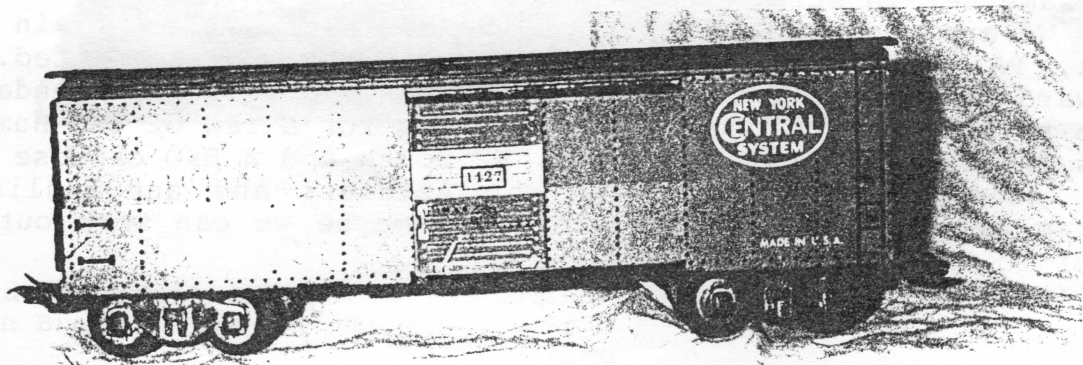
John's example (Issue 18) has the solid brown box car doors on the SF stock car. The example I have has the brown box car doors punched just as the stock cars would have been (Photo 1). I have personally owned two of the punched door type and know of at least three other examples. A second example of an unusual door/car combination is the SF stock car with a solid PFE 35461 reefer door (Photo 2). This car has been examined quite carefully to determine if the doors are original or just somebody's idea of creating a variation. I am convinced the car came from the factory as is.

The PRR 53941 stock car didn't escape the "musical door syndrome" either. Photo 3 shows this car with the brown unpunched box car door from the PRR box car. This is the same door that appears on John's example of the SF car and is not simply an unpunched stock car door. The PRR stock car door is different from the PRR box car door in that the stock car door is lettered PRR and carries the car number in the center of the door. The box car door carries the number 3555 and the Marx logo centered on the door. Both Photo 1 and 3 illustrate this feature.

The jury is still out on the last example shown in Photo 4. It is the NYC 174580 Pacemaker box car with a 7" PRR 37950 series box car door. This looks legit but I know of no other examples of the car with this door. Maybe others will turn up.

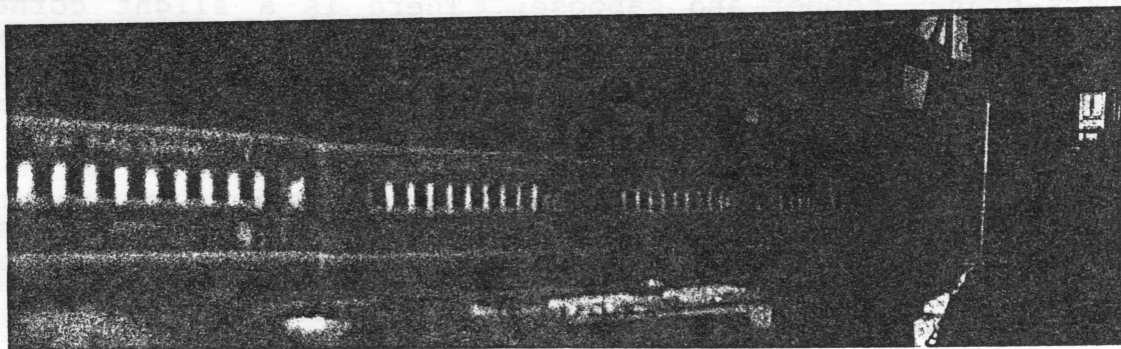
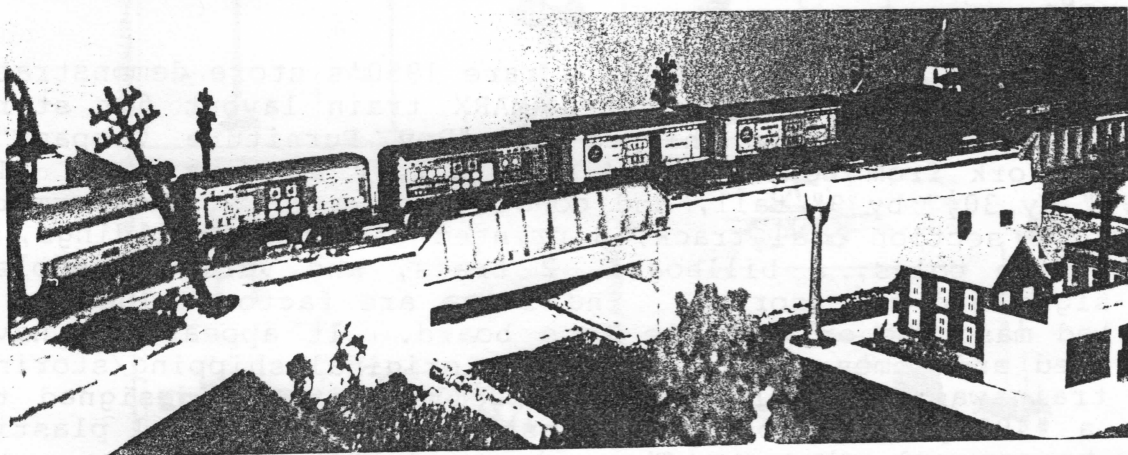
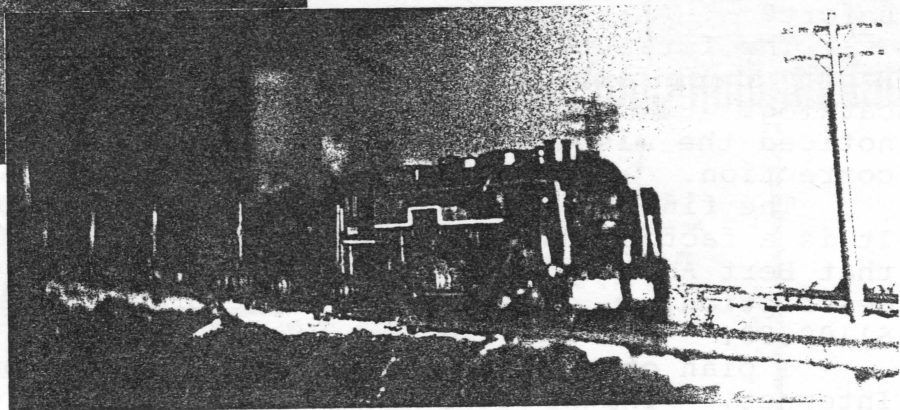
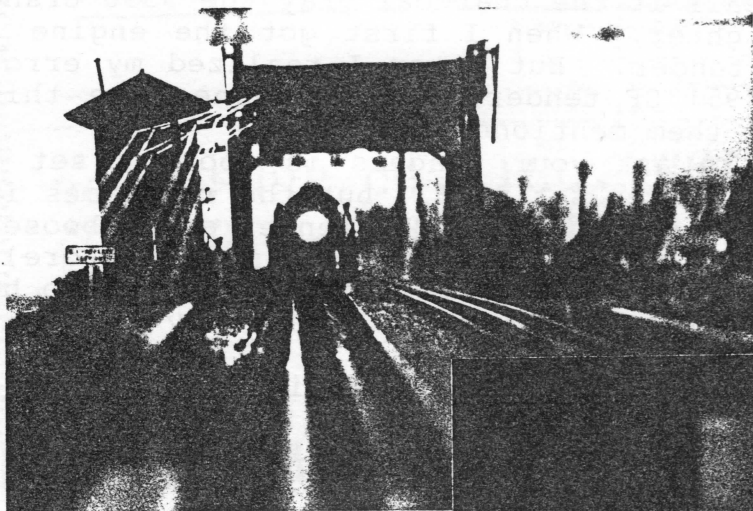
The question remains as to how these door variations came about. The answer, quite likely, is the one that answers most of the questions about Marx variations. Marx was in the business of making toys for a very large market made up of many major vendors: Sears, Wards, Woolworths, etc.. In order to keep the assembly lines rolling and orders shipped, parts were merely substituted when the appropriate part ran out. In the cases noted above the door that fit was simply installed and the cars shipped until the appropriate door was restocked. In the case of the punched box car door on the SF stock car it appears the punch machine operator ran out of PRR stock car doors and substituted the PRR box car door, resulting in a variation in doors before the part ever reached the assembly line.

However they came about the variety of doors on some pieces of equipment provide an interesting aspect to the collecting of Marx trains.



Enclosed are some black and white photos I've just taken of my Marx-based 0-27 layout, the Toledo, Port Clinton, and Lakeside that I thought you'd enjoy. I've combined realistic prototype-based scenery with Marx. My Marx-collection combines six-inch equipment and scale. The theme is the late '30's-early '40's at Port Clinton, Ohio along the south shore of Lake Erie. I spent the first eight years of my life in Port Clinton, and got my first Marx train there (which I still have and run on the TPC&L). -Theodore Cover.

Mr. Cover, It's neat to me how what happens to us as children effects the things we like and remember fondly as adults. You have a great layout and the readers of CWM thank you for sharing with us.



We haven't had a chance to talk in a long time so I thought I'd drop you a line. I've got several questions and a couple of things to share. The first thing I'd like to ask your readers is about a piece Jim Flynn listed on his spring list. It is a black Santa Fe 961 slope tender. Jim said he thinks it came from a Goldblat's Department store set. I have one but it always seemed odd to me to see SF on a black 961. Do many other people have this tender?

While I was looking for that tender I came across another odd engine and tender I had forgotten about it in a 1666 and a 1951 both in a dark gray. I guess I'd call it the charcoal gray the 5590 crane comes in maybe a little bit lighter. When I first got the engine I put it with a sound of power tender. But later I realized my error and put it with the matching 1951 SF tender. Does anyone have this engine and tender? I never see them mentioned.

The last thing I'd like to ask your readers is about a set I picked up this year. It is a Crusader set #4363, but the roadnames in the set don't match the normal set. It has a BLE tender and cabooses, and also has a White 4w B&O boxcar (I've never seen this one before). Other than that it is a normal Crusader set. I believe this set to be original. Does anyone have this variation or have they seen it before?

The first thing I would like to share is something I found in a Radio Shack set. It is a printed correction to the 1974 MARX catalog. I have looked at the catalog several times and I never noticed the mistake. I have included a copy of the catalog and the correction.

The final item I would like to share is an item off the Internet. It is a factory made store display in a box. This is not the same set that Bert Adair had, but a totally different set. I have included the description, a couple of bad pictures. The layout went for over \$1100.00.

I plan on trying to do a regular report of MARX happenings on the Internet. Thanks for all you do to make collecting MARX fun. -
-Steve Anderson.

FOR THE ADVANCED COLLECTOR!!! This is a rare 1950's store demonstrator (4915-SD3). It is a factory produced MARX train layout for store display. It was originally shipped to "Roy Furniture Company", Syracuse, New York from Louis Marx & Co. factory at Girard, PA. It measures 39 $\frac{1}{4}$ " by 30 $\frac{1}{2}$ " by 9" tall, and consists of a #309 transformer, a three rail 10 section oval track, 8 printed cardboard buildings, 6 plastic telephone poles, a billboard, 2 trees, and various people, shrubbery, signs and accessories. The items are factory glued on a green speckled masonite or particle type board. It appears to have never been used and comes complete with its original shipping/storing carton. A train was not included but we believe it was designed to demonstrate a #400 plastic loco, NYC plastic tender & 4-wheel plastic cars-crane, hopper and cabooses. There is a slight corner upturn to the layout and one telephone pole has a bend to it. Both would be minor adjustments to correct. One corner of the shipping box is split. I would classify this as a rare find in Mint unused condition. Additional photos can be available per Email request. Bid high on this once in a lifetime opportunity. Cash, Check or Money Order is fine. The winning bidder is to pay shipping and assumes all risk unless insurance is desired. New York State residents must include 7% sales tax. Thank you for your consideration. --Steve Anderson.

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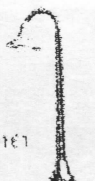


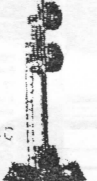


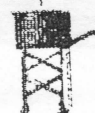




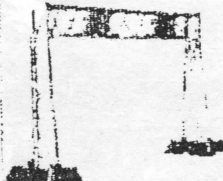


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<p>WATER TOWER</p>  <p>085</p>	<p>GIRDER BRIDGE</p>  <p>1303</p>	<p>SEMAPHORE AUTOMATIC</p>  <p>4390</p>	<p>W.C. HO AND BEAR FOR MORE REAL FUN</p>  <p>2022</p>	<p>TUNNEL</p>  <p>300</p>	<p>TRIPLE GATE IN N.Y. STATE AUTOMATIC</p>  <p>4180</p>
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No. 1320 - Trestle Bridge is a No. 1303 Girder Bridge

No. 1303 - Girder Bridge is a No. 1320 Trestle Bridge

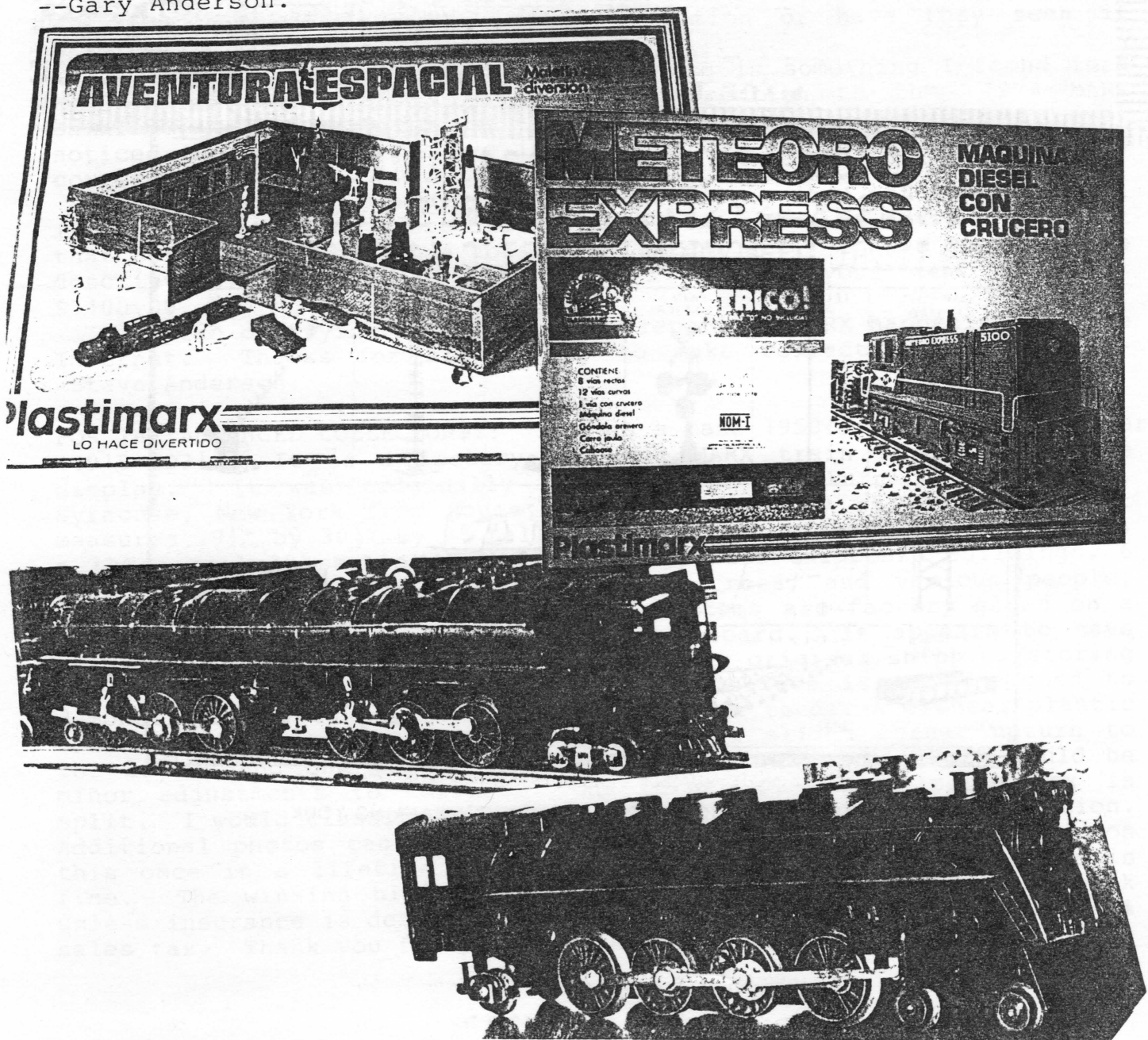
Responding to John Torgersons letter in April CWM about the scale flat cars. John mentioned finding a NKP 2700 without stakes and metal forked couples. I'm not sure if John meant all scale flat cars or just the stakeless 2700 being unusual with the metal fork couple. I have two with MFC? NKP with stakes and a B&M. The Greenberg MARX book lists these flats as having metal fork couples so they may be hard to find but not rare.

Enclosed are two photos of MARX playsets. The 1st is the CAPE KENNEDY and its PlastiMARX companion. They both have the same accessory pieces; men, rockets and trucks. Note the PlastiMARX also has the U.S. Flag.

The next picture is of the PlastiMARX Meteoro Express box showing that the switcher was made by PlastiMARX. The loco on the cover has markings similar to the L.V. in the U.S. This engine is battery operated.

Last month I sent a picture of my 4-6-6-4 mallet. This time it is of a cab forward 4-6-6-4. The motor behind the cab is powered. It too will take 031 curves - but does overhang.

The 4-8-2 is made from 2 -666 diecast tops with an A.F. boiler front. I pieced together the motor from two six wheel 333 motors and it does have smoke. Really a husky looking engine.
--Gary Anderson.



I was parting out several rough 666 locos recently and noticed the brass rear truck screw head was round unlike all others I've seen that are hexagon. I figured someone had rounded it off with a wrench but on close examination it was machined perfectly round.

I recently purchased a #9716 Allstate boxed set. The blue erie log dump had a teal blue rack, much darker than the lower platform or frame. I think Duane Ford had reported this a while back in CWM.

Page 76 of Greenberg's Guide to Marx Trains Volume III -- 588 NYC Diesel in left center of picture has white grille on front side - never seen this before.

Marx may not have used set numbers on freight depot and warehouse boxes because the same boxes were used for other toys such as the truck trains and the pull toy trains of the 30's and 40's (see photo copies from Sears & Wards wish books -- 1939 and 1942.

Steve Eckel
5336 Shoreview Avenue South
Minneapolis, MN 55417-1949
612/722-9268



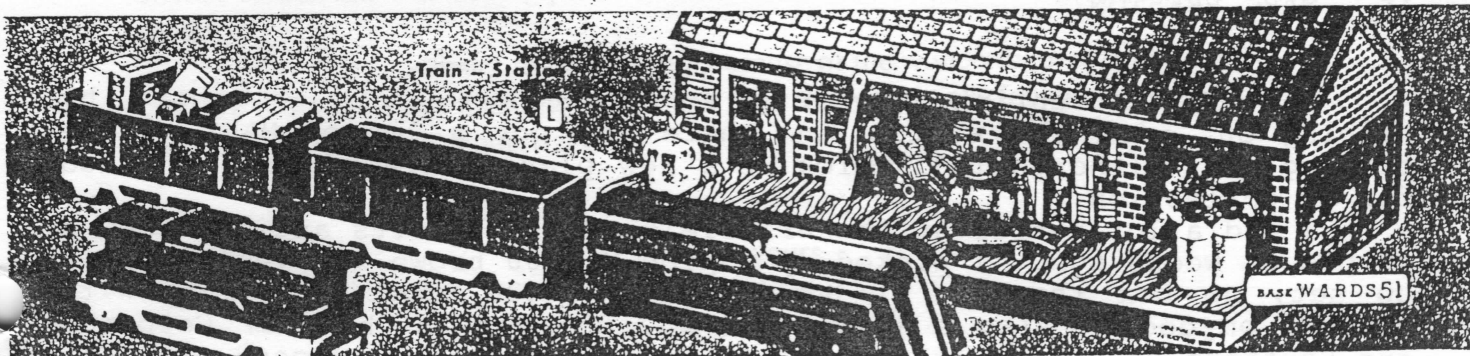
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Over 20 play pieces. Heavy gauge steel truck and trailer bodies, wooden wheels are easy on floors. Cardboard carton box sets up into a freight house with an unloading platform. Includes empty food boxes, motor market trailer, one trunk and baggage wheelbarrow with the baggage express. Construction trailer has steel wheelbarrow and spade. Block of ice and tongs with ice trailer.
79 V 6139—Shpg. wt., 5 lbs. . . 89c

89c
Complete
Outfit

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① 4-Car Pull Train over 3 ft. long and Station (Below). The streamliner train pulls into your station with lots of freight: 2 wood milk cans, 8 wood blocks, glass "ice" with tongs, 2 wood barrels, shovel, hand truck and many cartons of "groceries." Four-Car Train includes: 11-in. Locomotive; two 8-in. Gondola

cars; 8-in. Caboose—made of steel, no sharp edges, enameled in bright colors. Bell rings as you run train on floor—no tracks necessary. Packing carton forms gayly colored station. Pipe Cleaner Workmen included. (see opp. page).
48 T 1238—Streamliner Pull Train and Station. Ship. wt. 5 lbs. . . . \$1.19

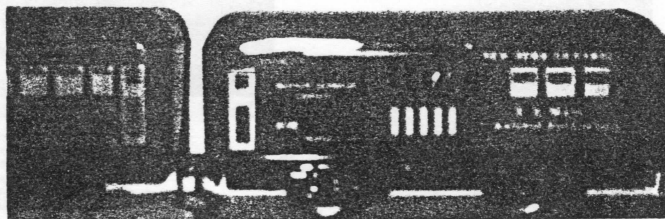


1942

I have a question for you and the readers of Collecting With Marx. I recently bought the freight station boxed set that was mentioned by Robert Rogers in Issue 20 and by Norman Goff, James Flynn and Steve Eckel in Issue 21. My set was incomplete though and some one had tried to recomplete it. It did have the 897 loco, the Pennsylvania tender, tank car with black ends and dome, slotted stock car, and caboose with the National Defense scene inside, all with black wheels as described by the others in their articles. The other cars that came in my freight station box were a cable car, a lumber/pole car (no load), a flat car with an auto which had a red body and blue dump, and a wrecker car. All of these have silver wheels so obviously do not belong to this set.

Also the crane car in Norman Goff's photo had a orange body with the word wrecker on it and a black roof. The crane car that was among the cars that I bought has the word "wrecker" omitted on it. The only crane car with the word "wrecker" omitted on it in Greenberg's Volume 1 book has a red body with a green roof. Mine has a red body with a black roof. My question to you and the readers is my crane car a true variation or is it just home-made variation? The tabs that hold on the roof do not appear to have been rebent. Does anyone else have this variation of crane car? I know that not all of the car variations that exist are in Greenberg's books. The variation of the slotted cattle car with black runners and tab and slot couplers that is in the previously mentioned freight station boxed set is not in Greenberg's Vol. 1 book either. --Arnie Dowd.

Arnie-- Readers please send your opinion to Arnie for the next magazine. My opinion is that these boxes contained many different pieces. The crane is a good car and not home-made. I have seen several in collections. Arnie the book is a reference - not the gospel. I think there are many errors in the books and many omissions. With MARX all things are possible.



To all collectors; Please be careful when dealing with "THE TOY TRAIN EMPORIUM" in Mt. Laurel, NJ. Conrads version of a little rust is quite more.

I recently hand produced a 6" red RPO US MAIL car, black frame, with T&S couplers. It goes with my electric set. The 56 hours of work was worth it. The black frame sets off the dark cherry red nicely. I numbered it 6122 in sucession with the 5000's of the blue US MAIL cars. Several MARX collectors have seen this item and tried to buy it but it is not for sale at this time. Here is a picture of it. -MARC PRESTON.

The TCA convention was very successful. I did my share by helping out with the auctions. There was not a lot of MARX at the trading hall although I did pick up a few plastic train cars I needed for my collection.

I did a lot better at the Brimfield, Massachusetts antique show a couple of weeks ago. I picked up a nice M10000 brown and yellow wind-up set, no box though. I bought a No. 1420 crossing shanty with gateman on door. Also a blue roof No. 555 man-in-the-door Colorado and Southern Refrigerator car, all at very reasonable prices. The C&S refrigerator has a different color blue. I now have a royal blue and a teal blue car. I will bring them to the MARX show and tell at York this fall. I will also report back on my finds the summer. --Ray Cox.

Of particular interest to the Marx collecting community is a red Commodore Vanderbilt loco with swing peg coupler which I recently acquired. Its' overall condition is (C6) very good. I don't know of any others in existence as of this date. Perhaps this is a "one-of-a-kind"!

Unable to make the Marx meeting at York this past April, I showed it to a few Marx collectors at the York parking lot sales — some who felt it was original; some who weren't quite sure.

However, I believe it to be original because it is an early Commodore Vanderbilt body with the early screw in key mechanical motor — features common to other swing peg locos made during the 1934–1935 period. More convincing, the swing peg has left its mark on the inside cab floor when the loco was painted and left to dry. I've seen this feature on original green and black locos.

With these factors in mind and knowing that Marx started making red Commodore Vanderbilts in the mid-1930's, it is not unusual that this was one of their earliest red loco variations.

I'd be interested in knowing of any others out there.

Ted Valis

Its been some time since I have written but collecting Marx is as exciting as ever. Although my collecting has reached the point where success is counted in pieces not sets I believe the enjoyment is even more because the search is generally longer and more intense. Before I list some of my finds I would like to request that someone do an article on the fall train show at York ~~for~~ novices like myself. My wife and I will be making our first trip to York in October and it would be very helpful if there could be an article in the magazine about things to make sure to take in and things everyone should know about York.

As for my finds they come from all kinds of places like flea markets, individual trades, antique malls and just plain luck. The key is never to give up and always keep on looking. I have found a Cape Canaveral # 4365 set complete in the original box in excellent condition except it is missing two rockets (\$60), # 5 tank, 979 KCS caboose, Olive Drab Ramp car without the ramp, Streamliner 400 car, black short and long base Joyline tender, and a CV swing per loco with the Black NYC all black short wheelbase tender.

The hobby continues to be great fun because of the wonderful people I have met who are willing to share their knowledge and skill. I am especially looking forward to York for all I can learn about Marx.

Sincerely yours,

Norm
Norm Brickl

MY ENCOUNTER WITH MARX H.O.

By: Robert Verre

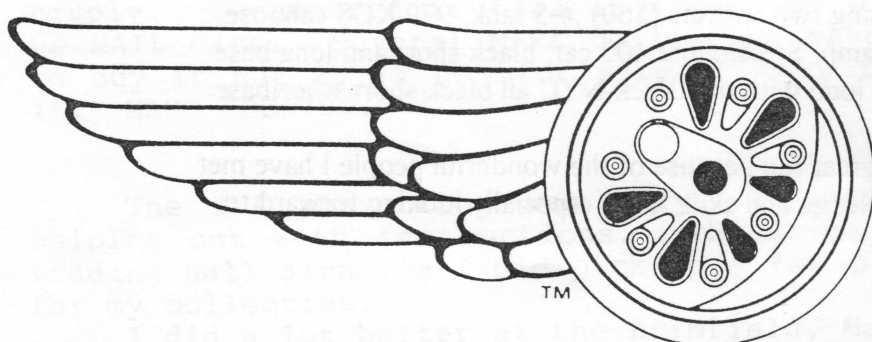
At Cal-Stewart November 1997 I picked up another 999 engine with tender for my collection, a 1946 model with closed spoke cowcatcher, 3 piece pickup, for fifteen bucks. A while back at TTOS meet I had found a complete set of 3/16" MARX freights with 999 closed pilot, (no spokes) spoked drivers, one piece pickup on a trade of a plastic set I had. I now have '46, '47, and what appears to be a '48 - '49 engine with Baldwin drivers, boiler like '47 model, and the tender has fine coils on truck sides. All equipment has metal fork couplers. This completes my collection.

I lost a dear friend in December 1988, a fellow tinplater, and I had known him 15 years. In February 1989 went to swap meet (held in Pasadena City college every first of the month) and spotted a lonely HO scale train set with a small sign \$5.00 on it. It needed a good home and was very dirty. I bought it, upon taking it home it was a MARX product. On the last visit of my old friend just before he passed away he bought three Hornby 00 2 rail locos for me to run for him on a circle of track I had years before. He suggested that I start collecting HO British, but too late-but I took his word. The HO MARX (diesel) then ran well. I first saw MARX HO in those AHC catalogs sent to me in 1959. My grandmother bought me a Varney MKT boxcar in 1955, and then three Comet freight kits, and my first true HO set- a Revel ACL diesel set plus a 3'x3' plastic blow model layout. The engine never ran well. So I am back to tinplate "O" MARX - ya know it always runs well.

So grandma with her monthly \$20.00 annuity check pitched \$4.98 to buy a #10 industrial switcher in green by my favorite brand MARX. I still have it but with MARKLIN couplers on it to go with early PIKO, Fleissmann, etc.

Through the years 1989-1992 Pacific Train shows held many shows in LA county fair. I bought a lot of MARX HO along with Varney. I bought all the boxcars by MARX except the REA and the Pacemaker. Pacific Train show may have changed to GATS Limited as other scales crept into it so Varney and MARX have all but dried up. O gauge and S gauge and now G have overtaken the train shows. I have not yet found work caboose with a tank on it.

I use Kato diesels to pull a long string of MARX boxcars, tanks, hoppers on my plate rail layout perimeter of my room using 30" radius curves. Does anyone have an HO work caboose with tank to sell?



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Q. - In your vast knowledge of antiques and collectibles, surely you will be able to tell me why Marx electric trains are not held in high esteem. Many price guides cover American Flyer, Lionel and Ives. The only Marx items listed are its windup toys.

RINKER ON COLLECTIBLES

by Harry L. Rinker

I have a complete Marx #9923 freight train set, consisting of engine #999 with light tender, NYC; cattle car, Union Pacific #59; side dump car #552; and caboose, NYC #556; plus track, transformer and period box. The box is taped at the corner. What is its value?

I did find a Marx #10005 engine set listed in the current Schroeder's price guide, though whether or not the period box was included in the value was not indicated. From reading your column, I know the box is important.

I look forward to reading your answers. - JB, LaPorte, Ind.

A. - Let's deal with the easy part of your question first - the value of your set. Eric J. Matzke authored and George Denzene edited a two volume set on Marx Trains: *Greenberg's Guide to Marx Trains, Volume I* (Greenberg Publishing, 1989; 128 pages, \$29.95) and *Greenberg's Guide to Marx Trains, Volume II* (Greenberg Publishing, 1990; 144 pages, \$29.95). Although containing no information or values for Marx sets, *Volume I* provides information and values for your engine and rolling stock. Caption information suggests your set dates from the late 1940s or early 1950s. *Volume II* has a small chapter on Marx sets. Your #9923 set was assembled by Marx for exclusive sale through the Sears, Roebuck catalog.

Using the ranges provided, the total value of your engine and rolling stock is between \$40 (good condition) and \$65 (excellent condition). Adding additional value for your track, transformer and period box, your set has a value between \$55 and \$85.

As I was reshelving the Matzke/Denzene volumes, I discovered Robert C. Whitacre's *Greenberg's Guide to Marx Trains, Volume III: Sets* (Greenberg Publishing, 1991; 160 pages; \$35.95). Whitacre lists a #9923 Steam Freight Set consisting of: "Locomotive: 999, 2-4-2, black, die-cast; Tender: (951), NYC, metal, wedge; Cattle Car: 59, UP, brown; Side Dump Car: 567, NYC, yellow; Gondola: 552, CRI & P, green; Caboose: 556, NYC, red; Cars have tab and slot couplers. Also reported with

floodlight car instead of 567 side dump car. Unusual to have 6-inch cars with 999 locomotive. Set includes track and transformer." Whitacre values the set at \$45 in good condition and \$85 in excellent condition, very close to the value that I arrived at by adding the value of the individual pieces.

As you noted in your letter, these values are a far cry from those for American Flyer and Lionel sets from the same time period. Why?

I called Bruce Greenberg (7566 Main St., Sykesville, MD 21784), toy train consultant, to obtain his insights. Bruce began our conversation with this statement: "Goods that were wished for but could not be had or afforded are the ones most passionately sought by adult collectors." From the 1930s until the end of the 1970s, Marx produced the least expensive, mass-produced toy trains. In some years during this period, it is believed that Marx's sales volume exceeded that of Lionel. Marx toy trains were sold by Sears, Roebuck, Montgomery Ward, Grants, Woolworth, and many other mail-order catalog and mass merchandisers.

Marx trains are not held in high esteem by collectors because they represent the low-end of the market, the train you received if your parents were not in the financial position to buy you American Flyer or Lionel equipment. Marx maintained high production standards for its diecast, lithograph tin, and plastic toy trains. Although inexpensive, the toy trains were high quality. There rests the tragedy. Marx does not deserve the collector negativism associated with its products. Yet, reality has dictated otherwise. Will this ever change? The answer is no. Except for a small handful of devotees, the collecting future for Marx toy trains is not a bright one.

FOR SALE

- | | | | |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|
| 1. | #994 Black Loco (No Tender) — w/Decals..... | C7 | \$100 |
| 2. | #494 CP <u>Red</u> Loco — Rare Color..... | C5 | \$75 |
| 3. | #384299 Blue B&O Box Car — 6 Inch/4 Wheel..... | C6 | \$40 |
| 4. | #3855 Monon 7 Inch Caboose..... | C7 | \$30 |
| 5. | #C506 Baltimore & Ohio 7 Inch Caboose — D Trucks..... | C8 | \$40 |
| 6. | #567 NYC Dump Car — 6 Inch/4 Wheel..... | C6 | \$15 |
| 7. | #567 NYC Dump Car — 6 Inch/3/16 th Scale Trucks..... | C7 | \$20 |
| 8. | #553 Yellow Tank Car — 6 Inch/4 Wheel/Rounded Frame..... | C6 | \$10 |
| 9. | #951 NYC Wedge Tender — 4 Wheel/ <u>Plastic</u> Top..... | C7 | \$10 |
| 10. | #547 Red & Black Baggage — 6 Inch/4 Wheel..... | C7 | \$75 |
| 11. | #901 WP Dummy A&B Units — Yellow and Gray..... | C7 | \$175 |
| 12. | Red Cape Canaveral Tender — Cracked Truck Facade..... | C6 | \$35 |
| 13. | #174580 NYC Box Car — 3/16 Scale/B Truck..... | C7 | \$10 |
| 14. | #2731 Santa Fe Tender — Deluxe/E Trucks..... | C7 | \$15 |
| 15. | AT&SF Red Work Caboose — No Cab/D Trucks..... | C7 | \$8 |
| 16. | #4571 WECX Red Searchlight — F Trucks..... | C7 | \$20 |
| 17. | #3197 Silver Santa Fe Observation..... | C7 | \$25 |
| 18. | #4566 CWEX Blue Reel Flat Car — Original Reels/D Trucks..... | C7 | \$40 |
| 19. | Erie 8 Wh Plastic <u>Short</u> Searchlight Car w/Generator..... | C7 | \$45 |
| 20. | #3824 UP Bay Window Caboose — Missing Antenna..... | C7 | \$35 |
| 21. | #18326 Tri-Color NYC 8-Wh Plastic Caboose..... | C8 | \$10 |
| 22. | #C-350 Monon Red Plastic Caboose — G Trucks..... | C7 | \$25 |
| 23. | Set — #3000 CP Loco and Tender (Copper Boiler & Blue Sideboards),
#554 Hopper, #552 Gondola, #553 Tank, Log Car, #556 Caboose.
6 inch/8 Wheel Freight Cars..... | C5/C6 | \$150 |
| 24. | Outfit #56834 (8 Wheel Plastic Set)
#1829 Loco & #961 Santa Fe Slope-Back Tender
#54099 MoPac Orange Stock Car (Rare) — Cat Walk Chipped
#4528 Erie Farm Tractor Flat Car (Red Tractors)
#5545 CB&Q Maroon Flat w/2 Burlington Trailers
#339234 CP Brown Gondola
#1977 Santa Fe Tuscan Caboose
Track and Transformer..... | C7/OB | \$375 |
| 25. | Outfit #9619 (Allstate 8 Wheel Plastic Set)
#1666 Loco & #961 Allstate Tender (Steam Chest Smoke)
#5532 Allstate Blue Gondola
#2824 USAF Yellow Missile Gondola (No Rocket)
#54099 MP Red Cattle Car w/Platform
Allstate Searchlight Work Caboose
Track and Transformer..... | C7/OB | \$175 |

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WANTED

Copy's of all and any instruction sheets, I have a few so far. All telephone poles w/only broken insulators, paying 50¢ each. #59 cable cars w/o slots, the more scratches the better, but must include doors and guides. One 4-4-0 William Crooks in C-7 or better shape. 572ST olive flt w/brace for tank 4 wheel w/couplers. 566 cable spool car with or without rope. Marc Preston, 3017 W. Euclid, Spokane, WA. 99205-2224. 1-509-328-4858, 7am or 8pm PST.

#2124 B&M Budd car. George Keele, 76 First St., Melrose, MA., 02176. Phone 781-665-9348.

A buyer of all Hafner Trains. Will pay top cash. Robert Alvarez, 6432 Navajo Ave., El Paso, TX., 79925. 915-778-0777 after 6pm MST. Fax 915-775-1218.

2940 Grand Central Station. Track Master Photos, Phil Dullinger, 801 14 Ave So., St Cloud, MN 56301. 320-251-8550.

- 1. KC Southern cabooses tin.
- 2. Need B&O cabooses #504, #517.
- 3. Fruit Growers Express 6" reefers.
- 4. Pacemaker Freight 6" boxcars.
- 5. English Green Link Set.
- 6. English Joyline cast iron engine
- 7. 6" flat for #5 Army tank.
- 8. All red 6" 8 wheel log car.
- 9. Red 994 style engine and tender.



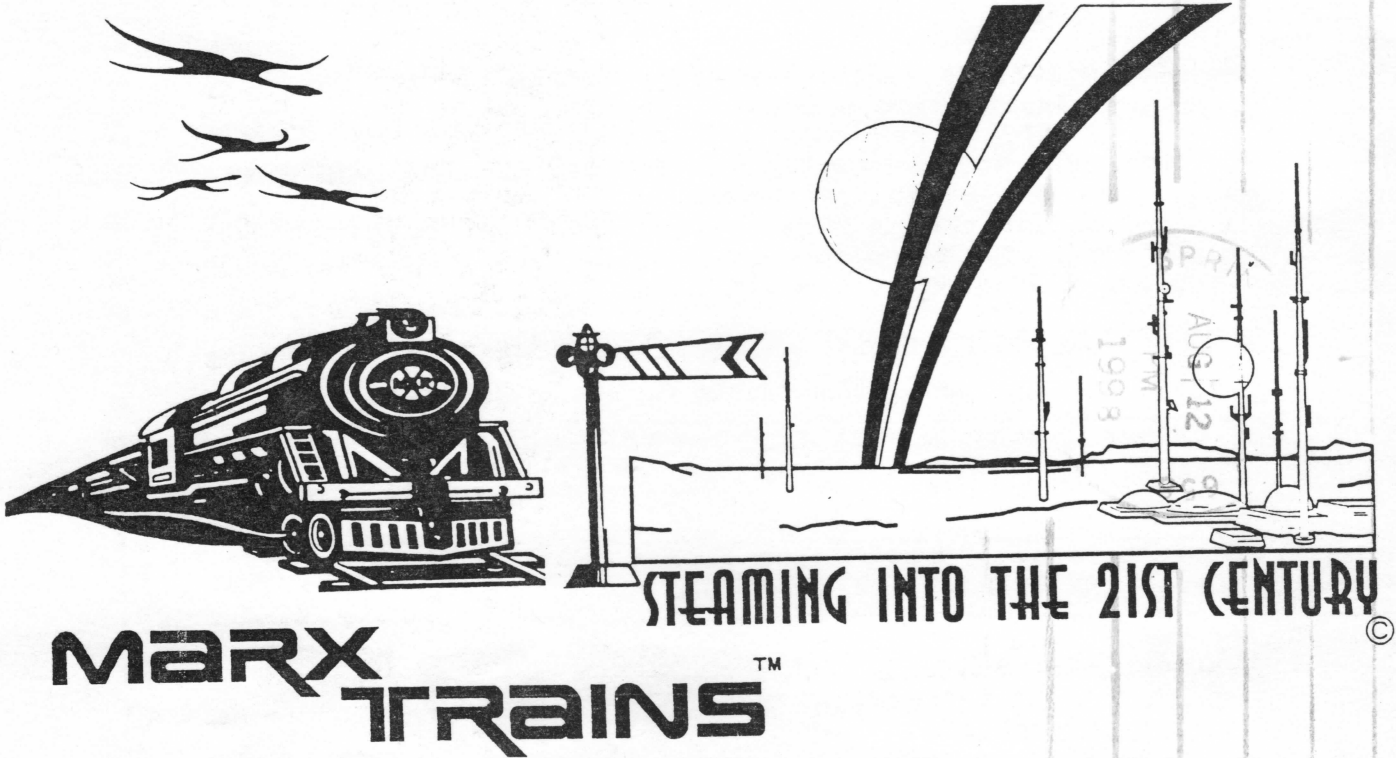
Marx Claussen, 7475 E. State Hwy YY, Springfield, MO., 65802. Call 417-866-1068 evenings 6-10pm central.

FOR SALE

Cape Canaveral ICBM building and 17 accessories from set #26750 \$125.00. NOS Patio and Bar or kitchen and bath MARX doll house furniture \$12.00 each. Richard D. Fletcher, after 6pm 973-579-0028. 60 Fredonia Road., Newton, NJ., 07860.

Militart set #4065 includes- blk 400 loco C-8, 1951 tender blk NYC 4 wheel C-7 to C-8, 4 olive flats (3 are dark) repaints, recliped, riveted with repro loads (silver), official car is C-7 due to scratches on frame and tarnished nicked gate but body looks vg. The units are plastic knuckle couplers (pkc). 12 pieces of new K'line track, #329 25 watt green transformer, silver armored car, abphibian duck, open top dual axle trk, searchlight trk. The box is brand new from MARX and numbered 4065 by me. I am asking \$170.00 includes shipping. Wind-up set; 591 loco C-7 with hand rails, P.C. tender black plastic wheels C-7 to C-8 is 1951 type, 21913 black plastic hopper is C-4 w/repaiored crack in body yellow letters, gray 347100 gondola w/red print letters and two mane inside, green southers caboose w/solid plastic axle, wind-up key included, no box, repro IS71. \$59.00 Shipping/included. Marc's wind-up keys like the 500 MARX w/u key are available now. for \$2.50 each or 10 or more 2.00 each shipping included. 51100 Southern Maroon flat w/4 repro studebakers. \$31.00 w/ shipping. Kitbshed scale bulk-head flatcar. Reading #1361 w. lumber load, at \$24.00 shipping included. Call for other available black-heads flats. Marc Preston, 3017 W. Euclid, Spokane, WA. 99205-2224. 1-509-328-4858 7am or 8pm PST.

5 inch wheel car, red upside down "embossed" frame, no reported sales, original G. \$155.00. Red Commodore Vanderbilt with black front, w/up set, original VG. \$525.00
Prototype Army Field-gun car, 8-wheel, dated 1941, original VG+. \$525.00. Harold Lauritano, 33300 Mission Blvd., Apt #216, Union City, CA., 94587. 510-487-9171.



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