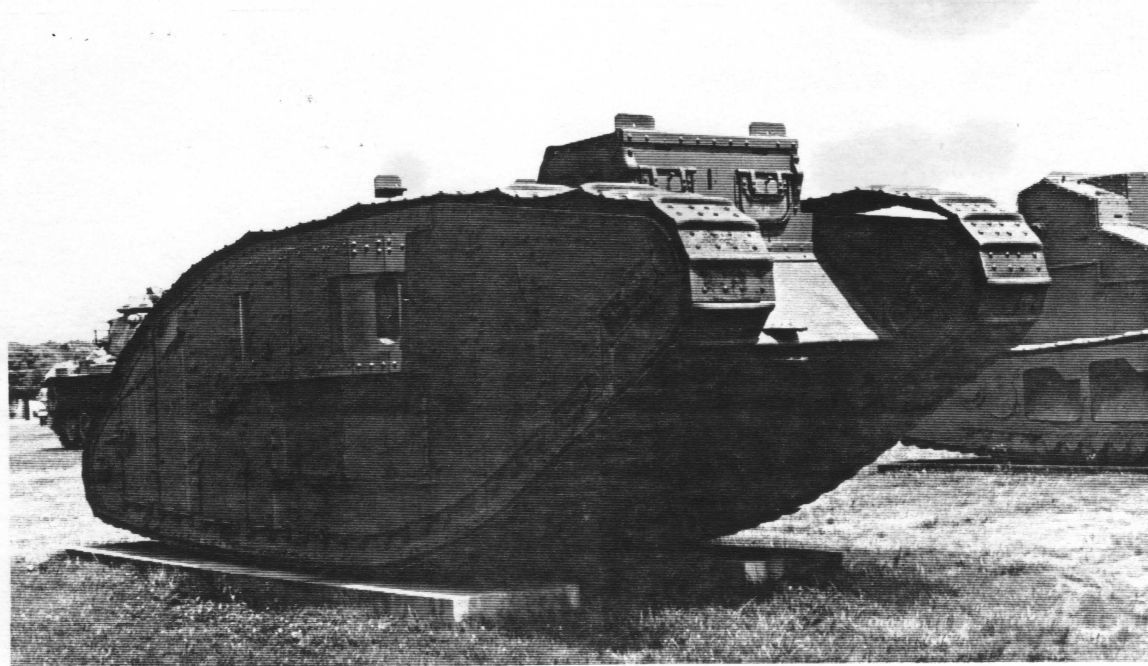
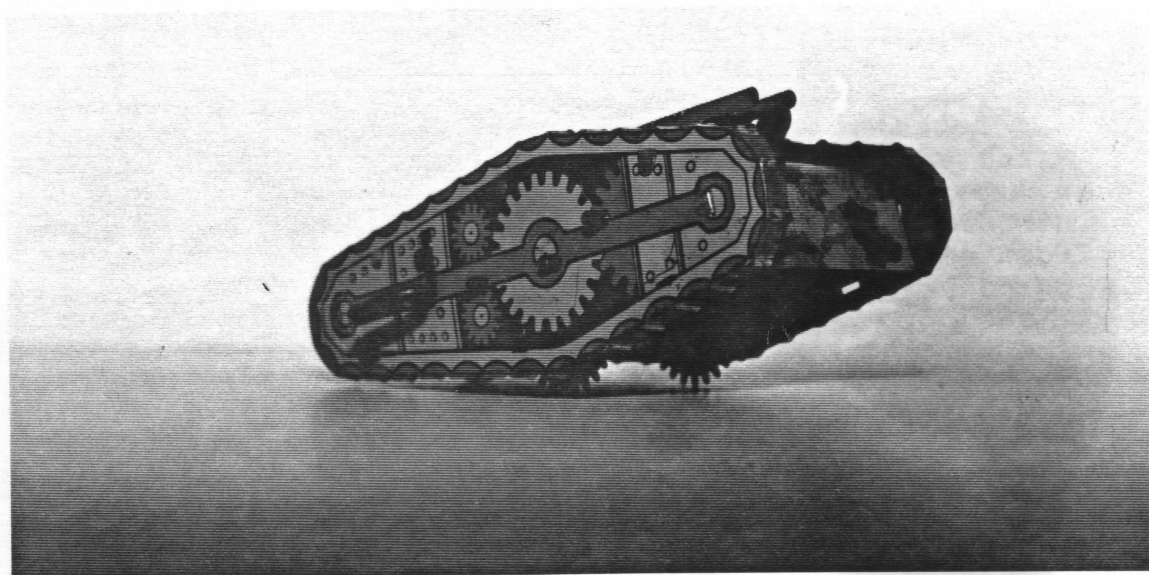


*COLLECTING WITH*  
**MAORX**

Issue 25

October



COLLECTING WITH MARX

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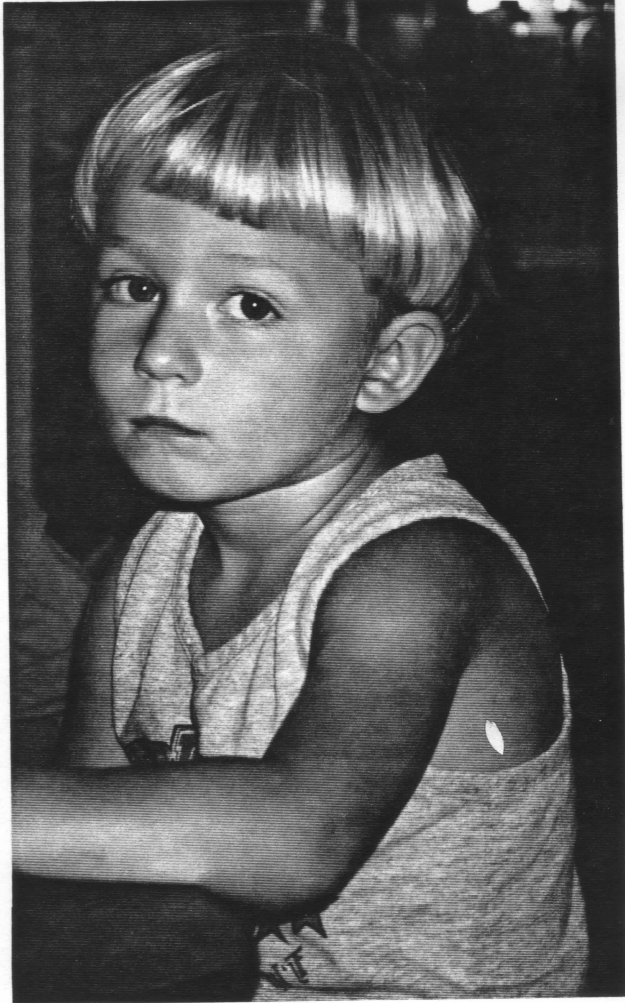
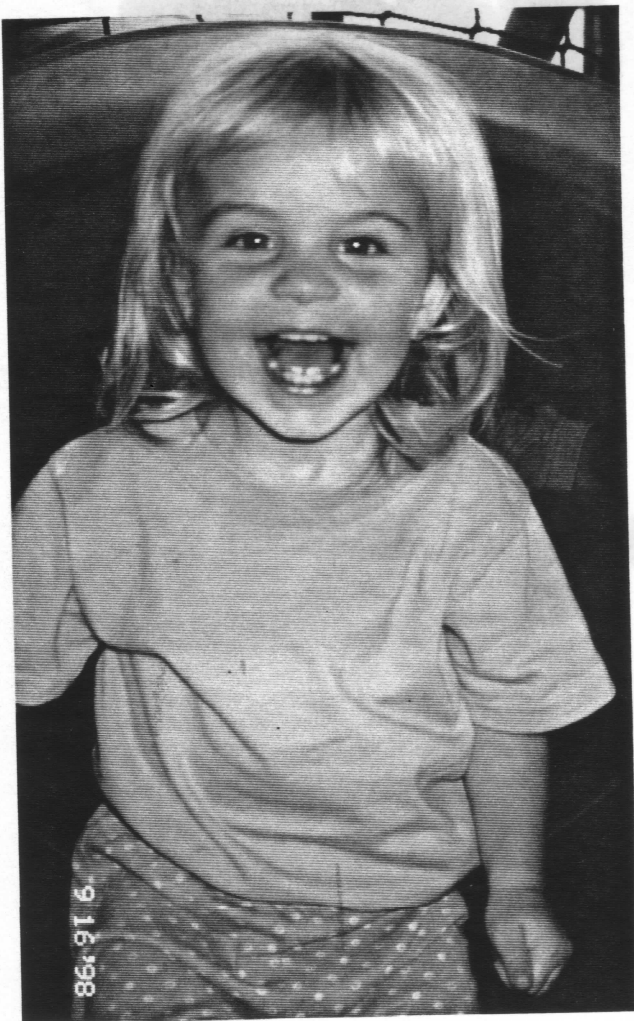
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Finally! The weather has broken from the extreme heat of the summer of 1998. When that first cool front moves in there is a hint of Fall in the air and Fall in the air triggers the beginning of the new train collecting season. When you receive "Collecting With MARX" I will be preparing to leave for our annual trek to York, PA. I'm really looking forward to the fall foliage and meeting new friends and visiting with old friends.

At the top of my want list are several things. Odd colored airplanes, flat cars for airplanes, cars and tanks, English MARX items, and several number series cars. I also need several of the flat tin soldiers. At York there is always a pleasant surprise of some kind that you don't ever expect. It may be something you thought you would never see, or something you may never have heard of. One year I attended the TCA portion of York in one of the halls at the fairgrounds. I was that lucky one that happened across a man who had collected for years. He had cars both tin and plastic that I thought I would never see. The good thing is that he was very reasonable and the bad thing is that he limited the amount of items you could buy. Kind of like the soup Nazi on Seinfeld if you followed that show. You can really hit the jackpot at York or you can have a moderate show. Either way it's a whole lot of fun.

I enjoy having dinner with old friends buying and swapping things with old buddies and a few toy dealers are nice enough to allow me to preview their wares. I collect small Linemar toys that are approximate scale to the trains and plastic and tin MARX vehicles so the toy dealers usually come up with something for me.

There are so many museums and train things to see and explore it's awesome. There is a model railroad layout museum, the TCA museum, a huge museum that houses vintage railroad equipment, a live vintage train that makes a run a few miles down the track, a caboose motel and a retail outlet that has a dining car restaurant and a used train equipment shop. There are restaurants everywhere some better than others of course.

I have purchased just a few items this time and will share in future issues some of those finds. I have been in enough shops without buying anything lately that my time is coming. Keep looking and beating those paths and you'll find something you want.

Mark

The big day has finally arrived. You have decided to go to the big "Train Show in the Sky" or to the TCA train show in York, PA. For years you have talked about it, dreamed of it, anticipated going, listened to everyone who has been there and now it is going to happen.

But what do you need to know. Maybe CARMARX can provide a few valuable tips that will prepare you for the big adventure. First, you must realize that although the TCA show is only a two day event, the action really begins on Monday with buying, selling and trading taking place all week.

Where are you going to stay? The train show takes over York for a week in April and a week in October. Motel reservations are usually made by the frequent attendee a year in advance. Some motels take applications and raffle off reservations. Others just do not accept reservations except from previous customers. If you decide to go to York the first thing you must do is start trying for a room. Rooms are usually available in Harrisburg and Hershey. These are acceptable motels, at reasonable rates, all along I-83 going north from York. There are few accommodations with reasonable driving times in any other direction. In addition to scarcity, the rates are raised to holiday rates at all the motels in York. If you do go to York and think you would want to go again, register at various motels for the next year so that you will be on the list for cancellations. CARMARX recommends that you make your reservations as early as possible.

The weather in Pennsylvania, in April and October, is very unpredictable. Take comfortable walking shoes and be prepared for hot, cool or wet weather.

On Tuesday trading begins in the motel rooms and some of the motel conference rooms. By Wednesday York becomes a toy train heaven.

The earliest organized show is at the Valencia Ballroom and begins setting up Monday afternoon. It continues thru Wednesday evening with dealers coming and going. The ballroom is a prime example of the Big Band Era. It has been restored and is worth going to see just for its historical value.

Tuesday evening dealers begin setting up in the conference room of the Holiday Inn motel. Buyers are not permitted in until Wednesday morning. At day break the parking lots and grounds are taken over by sellers and buyers. Buyers arrive before day break and scurry from one booth to another as the unpacking begins. This part of the week is referred to as "Billy Bobs" and is a hi-lite of the week. Remember that these markets are not part of the TCA show and are not governed by their rules and regulations. These markets are usually cash and carry with no guarantees and everything is sold "as is".

At noon on Wednesday the largest out door flea market at York opens at the Holiday Inn west. It takes over the parking lots and, all available indoor space. There are probably 200 dealers set-up with just about every toy train brand available. Dealers come and go both days so that there is always something new to see.

The MARX collectors meeting takes place on Thursday night usually at the Valencia Ballroom with about 75-100 dedicated MARXISTS who gather to see old friends, make new ones, exchange information and learn more about MARX items. The high light of the evening is a "show and tell" where anyone may bring and present unusual MARX pieces.

On Friday the entire York County Fair Grounds becomes the world's largest toy train show. Admittence is limited to TCA members and guests as specified in the packet sent out by TCA. Be sure and pre-register and have your badges sent to you. If you wait until you arrive at the fairgrounds you may wait as much as 2 hours just to get your badge. This badge is checked at the entrance to every building. The doors open at exactly 9:00am for buyers and sellers. CARMARX recommends that you arrive as early as 7:00am to get a parking place. Do not park in a "No Parking" space or your car will be impounded.

There are several places for breakfast on the fair grounds. Lines start to form for entrance to the buildings at about 8:00am.

What ever building you start at will be a mass of humanity. Many of the buildings have one way aisles, extremely narrow with sellers on both sides and they cannot unpack untill 9:00. If you see something you want, buy it then. You will probably never get back to that booth and if you do, the item maybe gone. Look your selection ober very carefully and question the seller about repairs, repaints and recon-struction. If you question the legitimacy of the item there are TCA officials in every building who are qualified to insure that things are as they are represented. If you are buying an expensive item, get the sellers name, address and TCA number. Most sellers will take checks if you can produce your TCA membership card. A few dealers are able to accept credit cards but most prefer cash or check. A hurried trip thru all the buildings will take about 4 hours.

If you want to leisurely go thru the show plan to go thru in the afternoon. Or, go thru the show on Saturday. There will be new dealers on Saturday and different items on display.

Friday night is auction night. A consignment auction is held on the fair grounds and your badge is required for admittance. There will be many unusual and rare items, some one of a kind. If you are expecting to buy you should arrive early enough to inspect the items before the sale begins.

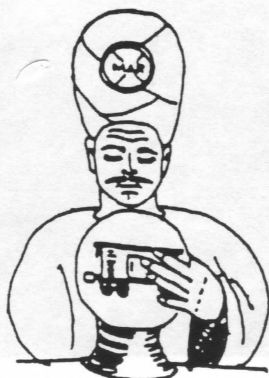
So far we have only discussed your trip as a buyer. If you want to sell at the TCA meet on Friday and Saturday you must pre-register and meet the requirements outlined in the show announcement. If you violate these rules TCA will take action. If you want space at the flea markets you must reserve a space, usually pre-pay and meet the Pennsylvania sales tax requirements. CARMARX recommends you attend the show one time as a buyer before going as a seller.

Although the TCA show is the main event there are many other train related things to do and see. The TCA museum is a short drive and contains an outstanding collection of toy trains. It deserves a visit if you have the time. The MARX collection is not as impressive as we would like it to be, but it is growing all the time.

The Strasburg Railroad is a short-line excursion ride that operated restored passenger cars with steam power. It runs thru the Amish country side with their extremely neat and clean farms, fields and live stock. At the RR station are several gift shops and snack bars.

Across the road from the Strasburg RR is the Pennsylvania Train Museum. This is a modern facility built to house and display many completely restored antique engines and rolling stock. On the grounds are many more engines waiting restoration, with some in various stages of rebuild. Most of the equipment is from the once large Pennsylvania Railroad.

A trip to York is a unique experience that most people find exciting and enjoyable. Good luck and good hunting. -- CARMARX.



Dear Marx:

Enclosed are photographs of a British MARK IV tank, circa 1918, that I took recently at the Army Ordnance Museum (Aberdeen Proving Ground) here in Maryland.

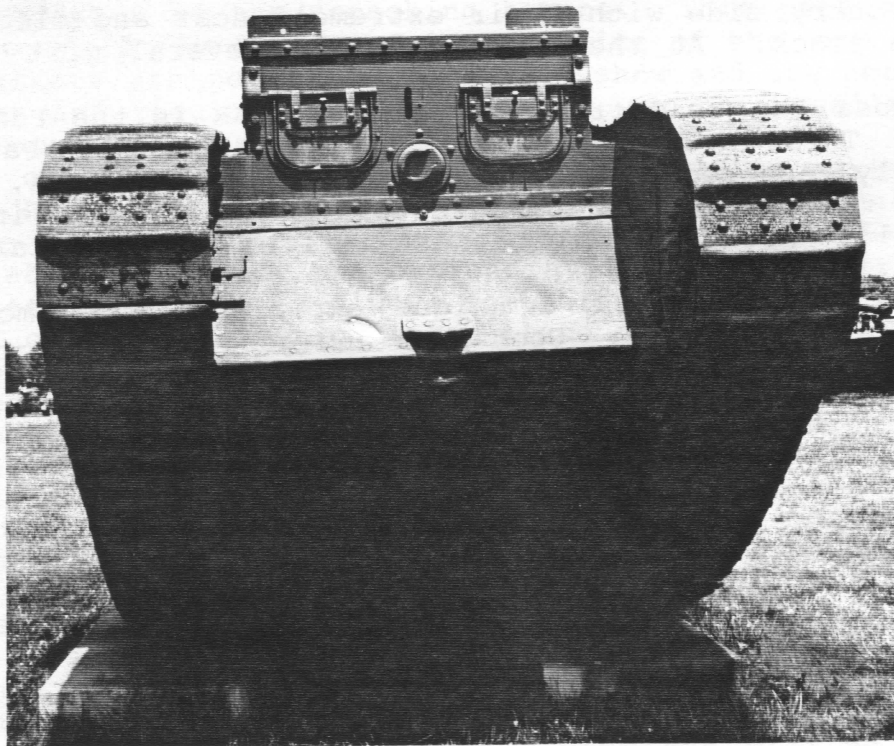
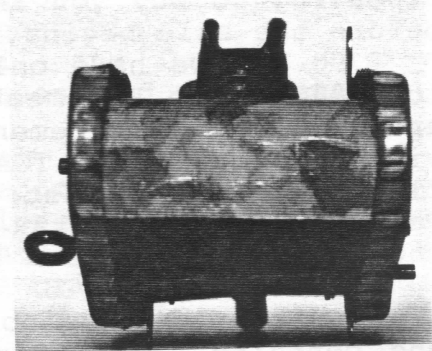
This tank could have been the inspiration for the Marx 5 1/2 inch Midget Tank. Both tanks, when viewed from the side, look like an elongated diamond. The Marx tank shows the driving mechanisms while on the MARK IV tank, all driving parts are protected.

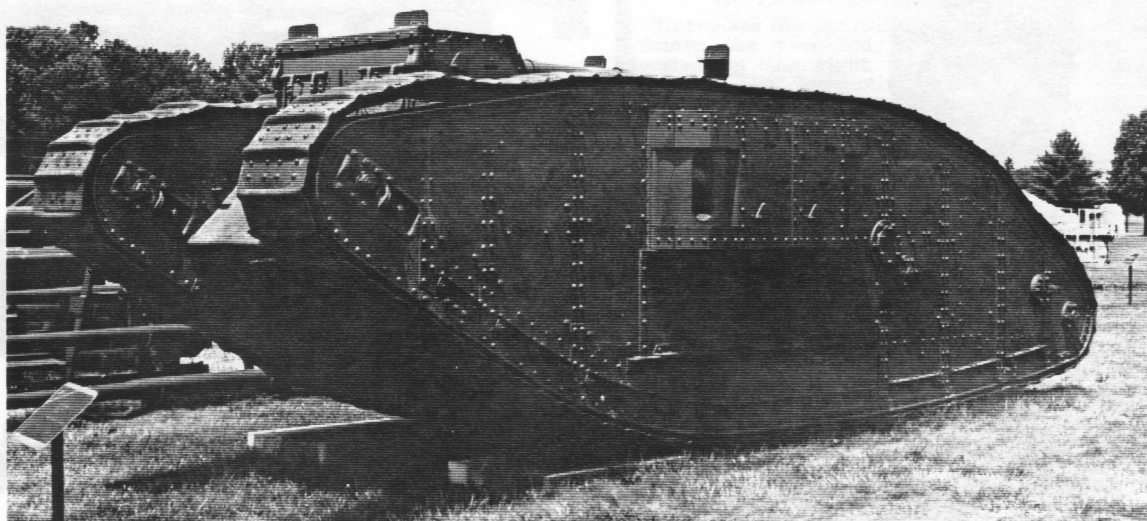
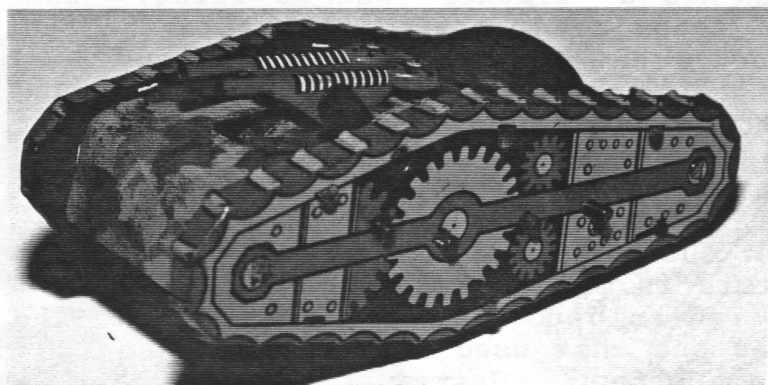
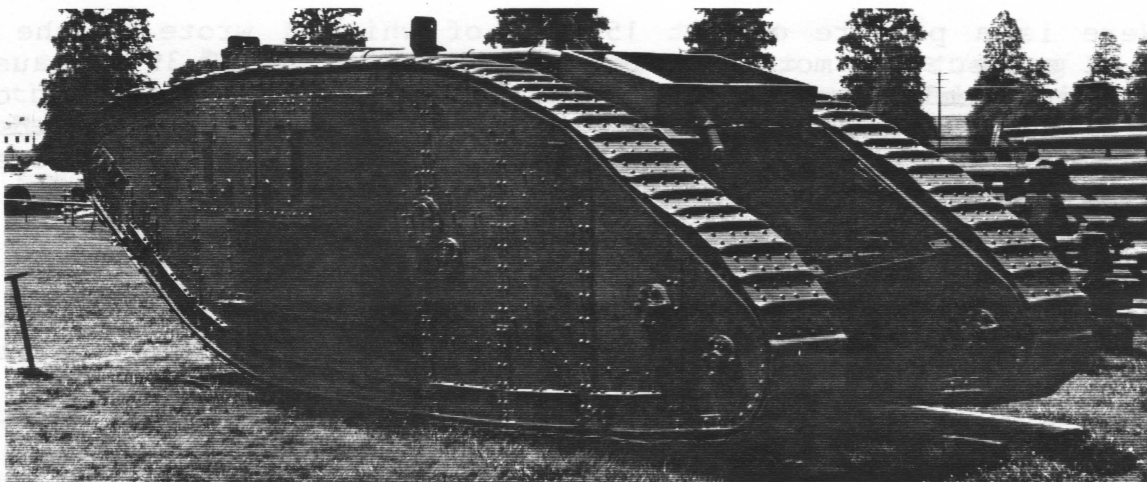
The MARK IV tank may or may not have a low profile gun turret. The top of the tank was too high off the ground to see any turret details if any existed.

Sincerely,

*Bob*

Bob Burgio





I haven't talked to you since Feb. in Kansas City train show. I haven't found anything good to shout about. I go to alot of auctions sometimes find a few odds and ends. Tried to buy a small floor toy train that had a small plastic engine and 3 tin cars that where all pinned together. It was not in great shape. I enjoyed pictures and story about the Montgomery Ward trailers I couldn't believe their could be that many of them in one place. Keep up the good work and hope to see you in December Kansas City train show? --Dave Gord.

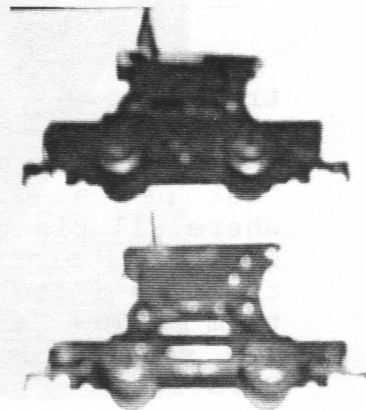
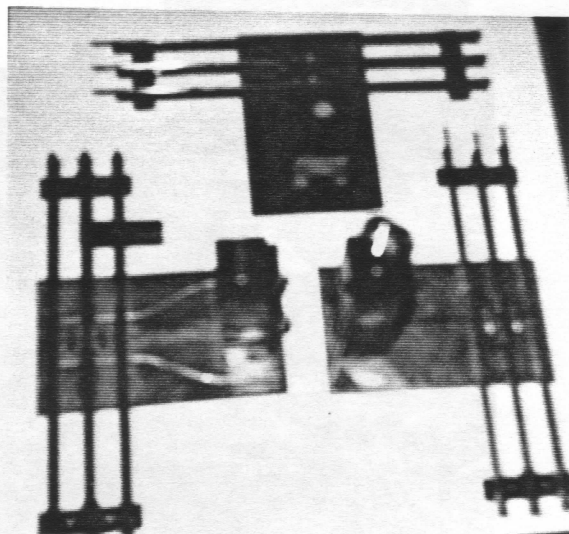
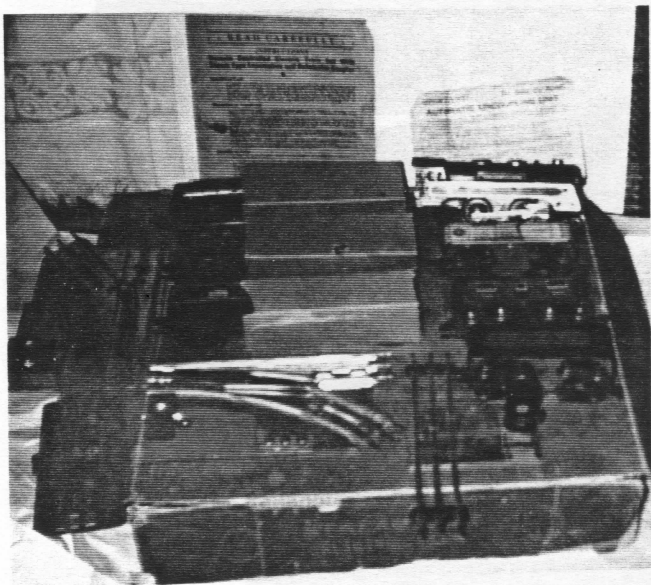
Here is a picture of set 15000BT of which I wrote in the last issue. I suspect the motor has been replaced in the CP 397 because it has Baldwin wheels rather than spoked drivers. I have several other CP 397's which have spoked drivers. Note that three of the cars are in original sleeves. The 555 C&S box has a red frame; the others are all black. I do not know if this has been changed or exchanged.

Here are 3 different 1605 remote control uncoupler units. The more common one, I believe, is lighted with a cover cap and showing the two grooves in base. They may have been so grooved to add strength to the unit. Next to it is the same 1605 except that the base is not grooved. This one came in set 15000BT. The third is an unlighted version.

As per my item in the previous issue, I have included a picture of the two different (572 MG) Machine guns on 4 wheel frames. They are geared differently, and the cranks are at opposite ends of the gun body. The picture does not show this very well, unfortunately. The lower machine gun has a 'clicker' but no flint; the top one has a flint unit. Also the size or gears which activate the unit are very much different, but I have found a way to photograph this difference, short of complete disassemble (no way!).

The next picture is of a boxed and unassembled MODERN KITCHEN SET by MARX, #63. I believe it to be a rather unusual item in this kind of condition. It was sold at York, and then purchased by me from the fellow who bought it at York. It probably would be a lot cheaper to go to York and cut out the 'middle' man!

Another picture is of a boxed No. 1438 Automatic Crossing Gate. This unit uses a red bulb to flash when activated. The man from whom I purchased it has one that used a clear bulb and red circle inserts to produce the same effect. Just a little variation. Thanks for the joy of the MARX magazine. --Duane Ford.

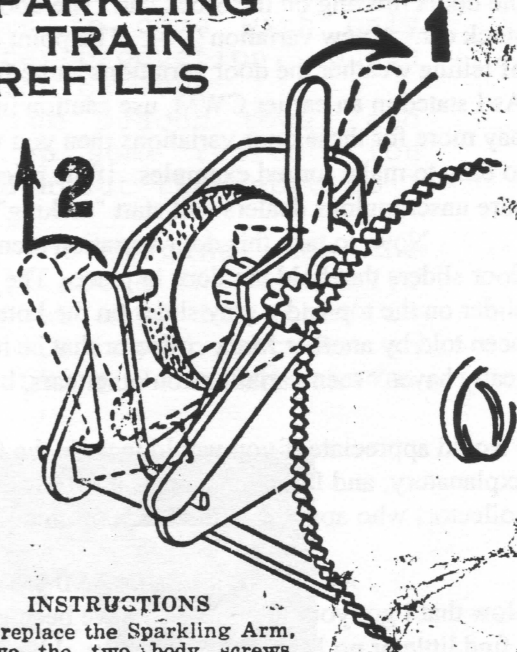




I found this empty envelope as I was going through some reference material that I received from Paul Gailey, some time ago.

The illustration may help someone that is attempting to repair a Mercury motor. --Bob Grossman.

## NO. 695 SPARKLING TRAIN REFILLS



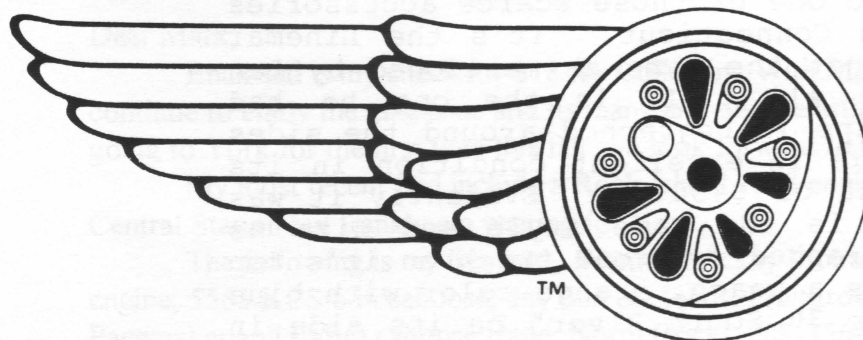
### INSTRUCTIONS

To replace the Sparkling Arm, remove the two body screws, located on the right and left sides of the locomotive, near the front. Move motor forward a little, and pull down and out of the body. Pull back on lever (1), located at top of motor. The Sparkling Arm (2), can then be removed by turning the arm until the flat lugs will pass through the slot in the motor side. Replace with entire new Sparkling Arm.

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Your little ones are growing up fast.

I just got back from Vacation and Issue # 24 was waiting for me. As usual, loaded with interesting articles about Marx. I found the article by Karl L. Wandry on doors especially interesting. I am a scale series collector and never really paid attention to the doors on Marx freight cars until I read the article by John Torgerson in an earlier CWM. I have never found any of the door variations described, but at least I will be on the look out for them. The first example that Karl gave of the SF Stock car, with the stamped solid brown door, unquestionably came from the factory. The other examples also probably came from the factory because as Karl stated, Marx was in the business of selling toys and would substitute, if an appropriate part ran out.

However, there is another scenario why some Marx cars could have the wrong doors installed. -- A child outgrows his trains and they get stored in the attic for 20/30 years. The parents move and sell the trains. In 30 years the PFE Refer has completed rusted, and they find the doors missing on the Stock car. The doors on the refer are still good, so they install them on stock car. A new variation?!. -- The point I am trying to make here, there is no 100% sure way of telling whether the door variations came from the factory or were done outside of the factory. As I stated in an earlier CWM, use caution in purchasing these variations. I would advise not to pay more for these door variations than you would pay for a regular version of the same car. It is easy to make forged examples. If the price on these variations goes over \$100.00 each, I am sure unscrupulous dealers will start "making" some.

Now, to take this door variation theme one step further. There are also variations on the door sliders that hold the door in place. The 174580 NYC Pacemaker normally came with a red slider on the top and a gray slider on the bottom. I have a version with black sliders. I also have been told by another Marx collector that he has seen versions with two red or two gray sliders. I really haven't seen variations on other cars, but I will keep my eyes open from now on.

I would appreciate if you would include the following announcement in the next CWM. It is self explanatory, and I hope I can pull it off. It would be a pleasure to have a show with all Marx collectors who appreciate the Marx product.

**ALL MARX TRAIN AND TOY SHOW IN NEW YORK CITY AREA.**

Now that I got your attention-- I have been attending numerous train shows in the New York area. I find little or no Marx at these shows. I have spoken to dealers with replies such as "I don't have room for Marx on my table." or "I left the Marx at home, it don't sell". etc.,etc. I would like to organize an all Marx show in the New York City area. Before I do the legwork, I would like to get some feedback, and see if I can get a large enough turnout to have a show. The first show would be probably be in the spring of 1999. The show would be in mid-Queens in a safe neighborhood and with easy parking. I need your help! Please let me know if you would attend and if you would be interested in a table. Here is my address. Al Schindler, JFK Airport Station, P.O. Box 300451, Jamaica, NY 11430-0451, -- Tel./Fax (718) 460-3587  
e-mail 103347.2717@CompuServe.Com

AL Schindler

Well, I just found one of those scarce accessories at an antique shop in Connecticut. It's the Linemar dock side crane, but not the same as mentioned by Dan Fenstermaker in issue #14. It is the one he had mentioned with the ships lithographed around the sides of loading dock. It is in excellent condition in its original box at a cost of \$150.00. Evidently it was sold seperately. It is the same style and size as Dans. The deck lithographed railroad track on it's top side. The crane cab is a peach, orange color with blue windows. It has "Pier 30 South River" on its side in red. It has "Automatic Dockside crane in white and red printed on the roof of the cab. The boom is red and black. The palat is yellow with 3 wooden logs, and has the MARX logs next to key.

If it weren't for CWM and Dan's write up in Issue #14, I would have most likely passed up this great find. --Ray Cox.

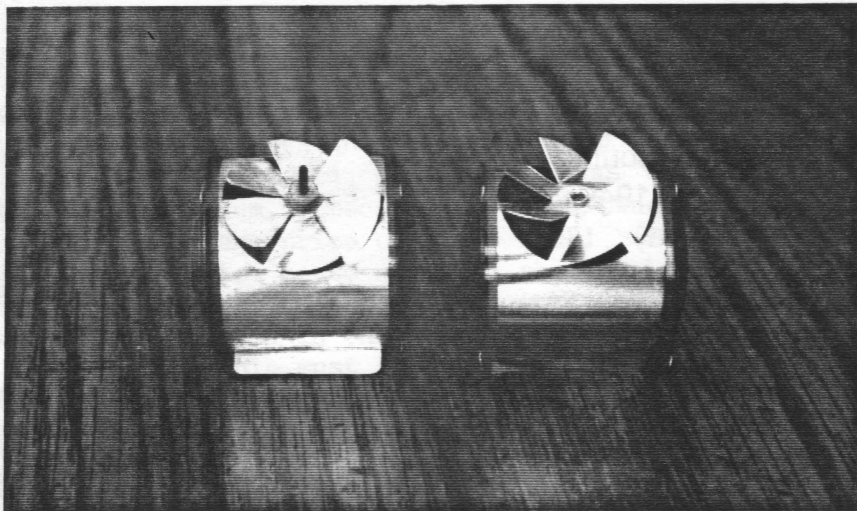
Been a while since I wrote so thought I'd better let you know I had'nt left the country or been kidnapped!

Last couple of CWM's have been great as usual. Enjoyed Karl Wandry's addition to my 3/16 cattle car variation. As usual, there's no end to what the collector can find with enough digging.

Gary Anderson had also written with a question concerning the 2700 NKP flat with metal couplers. I wrote to Gary to let him know I was indicating the flat without stakes only. The staked flat has both metal and plastic couplers and, in some cases, tab & slot also. The non staked car seems to come with only plastic forked couplers due to later production. Guess mine is either very early production or ???

In doing some research on the beacon tower and bridge, I had occasion to pick up some reproduction tops. Something struck me as odd about the repro so I dug out one of my originals.

As you can see from the photo, the original has the center pin protruding thru about  $\frac{1}{4}$ " above the assembly. There are a couple other differences also but that is the quickest and easiest way to distinguish between an original and repro top. --Happy Hunting John Torgerson.



Dear Marx,

Enclosed is my check for \$18 for Collecting With Marx for another year. I continue to enjoy the magazine and its many and diverse articles. My wife and I will be going to York for the first time this fall and look forward to the trip.

My most recent find include a Rock Island 1998 engine and dummy and a Grand Central Station but frankly am waiting for York.

The following is my free add. Wanted Mickey Mouse Boxcar, 897 Olive Drab engine, 5563 KCS 6 in caboose, any 6 in car loads, Fruitgrowers Express 6 in. Have Pacemaker and C-BO caboose trade. Norm Brickl 608-356-8028.

Looking forward to the magazine.

Sincerely yours,

*Norm*  
Norm Brickl

Several weeks ago at a local toy show, I purchased an interesting set. Unfortunately unboxed, but all there, including the windup key and in C-8 condition.

#833 windup loco glossy black, hand rails, tinned stack, bell, sparkler, black tin drivers and large motor mount screws

#551 wagon top tender - black with blue rivet detail

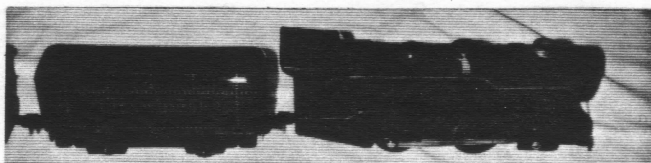
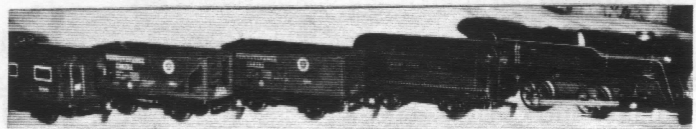
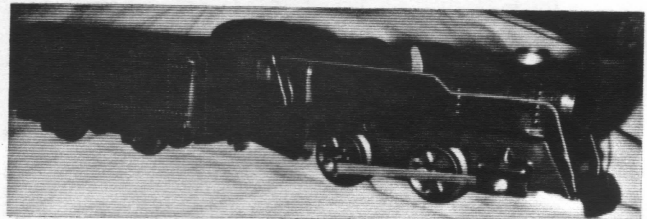
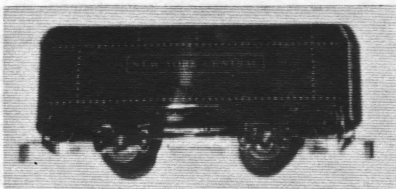
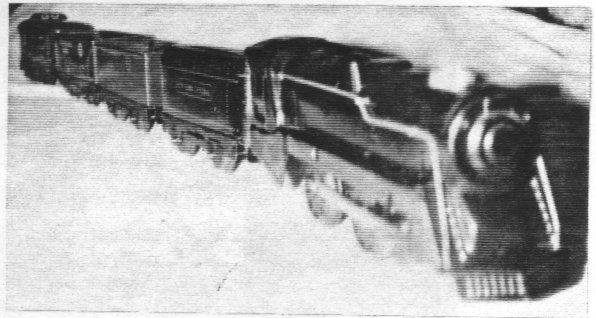
#738701 Pennsylvania red highside gondola -- yellow inside

#738701 Pennsylvania brown hopper -- brown inside

#556 Second series caboose no ladder/railing with logo on side

All cars have black plastic wheels and twist tab couplers. All frames appear to have been produced at the same time as they all have the same flaws in the side frames due to stamping die damage. I've tried to date the set per Greenberg's Marx Volume 1 (it's quite contradictory). Appears to be about 1947 manufacture.

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



## MARX REMARKS - PART I

By Art Bink

Attending six Marx auctions during late 1977 and early 1978 had to be some of the highlights of my train collecting life. Had I bought nothing, it would have still been one of the most educational and fascinating of all train collecting experiences. The Parke Bernet auctions of New York, to me, were nowhere near as exciting as the Maurer auctions at Lionville, Pa. as there were more 'toys' than 'trains' in New York. I was fortunate to come away from the auctions with over 200 pieces, about 60 of which could be considered prototypes. This quantity is very low compared to the quantities which some luckier individuals carried away.

Many thoughts crossed my mind as I stared at the masses of prototypes and the 'new' old stock lined up in rows and boxes on the tables in the Lionville firehall during those auctions. It was a shame that the entire mass could not have been photographed and recorded in book form prior to the sales, for never again could representative pieces of 40 years of production be brought together. I did realize that time was short and business had to be done, so thus it went.

The most popular of all Marx train sets were probably those containing the Commodore Vanderbilt, Mercury and Canadian Pacific locomotives as well as the little sheet metal 6" lithographed cars that went with them. Hence, I thought how great it would be to have the prototypes and factory variations of these most popular locos, so bid I did, and since I was willing to pay more than anyone in the hall for them, I became the proud owner of a generous number of them for an amazing average price of \$3.84 each! (Sure pays to buy in lots!) These acquisitions prompted me to document the Vanderbilts and Mercurys and their variations. There are no doubt more variations as I cannot assume that I have every one, but listed in chart form are no less than 34 different locomotives! I feel that this must be a goodly percentage of the varieties out there, but one must realize though that some of these are 'one-of-a-kind' models and should not represent something that can be dug out of attics and cellars all across the country.

In another article I shall discuss the bullet-nosed Canadian Pacific Jubilee locomotives, along with those which have a full-length fin down the boiler reminding one of the helmet of a gladiator. Some were ugly and obviously rejected by Louis Marx for production, and some were handsome and one wonders why they were never mass produced. But that is for another time.

I was never too proud to admit that I collected Marx, although some ten years ago whenever someone in our little group of South Jersey collectors came across a Marx set to resell and I grabbed it, they looked at me sort of funny. They even used to bring me FREE boxes of Marx parts (big joke!). Well, times have changed and what used to delight me then, delights a lot of people today.....the word is out; Marx has come into its own!

Editor's Note: The chart that Art alludes to is an ambitious one indeed. He has identified 34 different Vanderbilt and Mercury locos and classified 22 different features for each one! So if you can visualize a giant chart with 748 blocks, you have an idea of what is in store for the next issue.



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