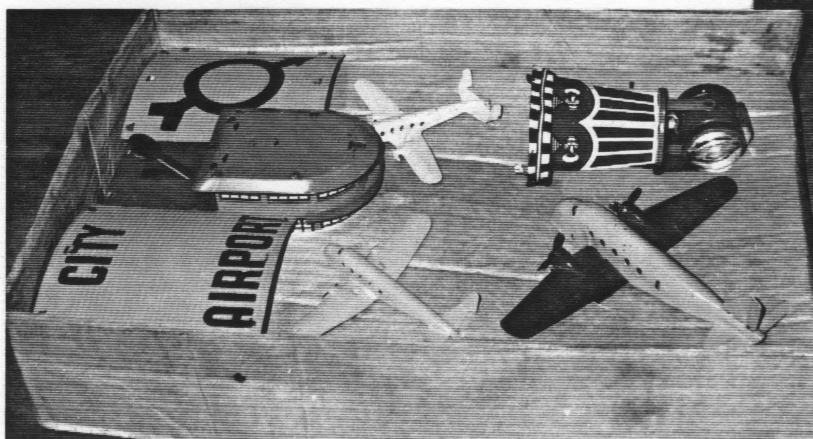


# COLLECTING WITH MARX

Issue 26

December



Mint boxed Airport -- Walt Hiteshaw.

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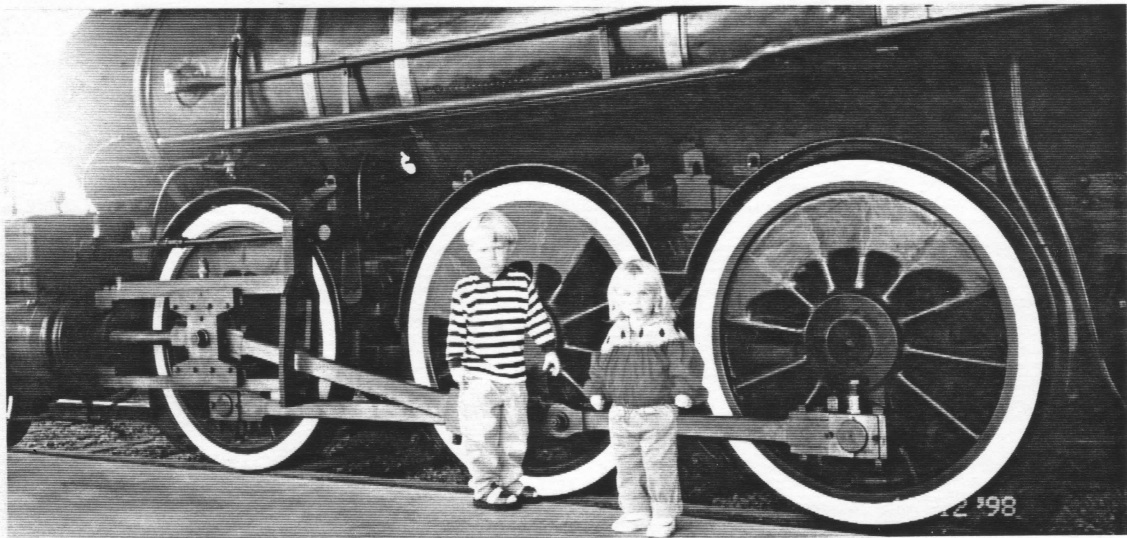
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Louis and Lauren having a good time playing on the handcar at Strasburg. Boy these trains are really big at the Pennsylvania Railroad Museum

A lot has taken place the last couple of months. We made the trip to York in October and were able to obtain a couple of number series cars. The only series I have left to complete are KC Southern Cabooses, Fruit Growers Express reefers, and Pacemaker NYC Boxcars. Of course these are the three toughest cars to obtain. Will Dukes found the last B&O caboose I needed and was kind enough to offer it to me. If any of you have extras of the ones I need please let me know.

At York show and tell one of the highlights was a close to mint boxed airport complete with all the inserts. What was unique about the set was that it not only contained the two small airplanes but also included a 6" wing span plane in two tone green. The cardboard insert had a place for the tower and everything had its own place. The first one I have been fortunate enough to see in that kind of condition. There were a few R&D or factory hand painted pieces which are always a thrill to see and most in attendance brought a piece to show off or at least share with the rest of us. Allan Miller had yet another large ride-on type vehicle I had not seen before. All in all a great show and tell.

I also was able to obtain from a friend a tin set by MARX "Made in Mexico". It's a five piece set very similar to the Mexican MARX that Jerry Cirinelli had at show and tell a few years back. I have a picture of a set box which might have held this very set.

Don't ever let anybody tell you it's impossible to find anything anymore! I was in the blue hall at York and walking through with my son Louis MARX on my shoulders. I came to a table with all MARX stuff on it. Upon closer inspection the table contained only MARX tenders and cabooses maybe a few very common cars besides. Everything was priced at \$15.00 per car and nothing on the table was worth more than \$5.00, if that much. I touched one of the tenders in the back just to humor the woman running the table and when I did a wedge tender rolled out from behind another tender. The tender said "Nickle Plate Road". The very uncommon 6" tender was the same price as the rest of the cars and I was able to get it for \$5.00 less than the others. My kind of find!

As many of you remember Ian Paterson, a long-time MARX collector passed away after a long time illness. He contributed greatly to the hobby and we will all miss him. After he passed away his family sent me a catalogue from the Auction house that sold his collection at auction. I was the successful bidder on one lot and it happened to be a great one. I bid on the lot because of several tenders Ian had. There were a couple of sets and several odd pieces. I purchased three tenders that completed sets I have. Several toy pieces including two different colored plastic floor trains, two mint boxed pressed steel floor train pieces and the boxed pioneer set some of you may be familiar with. These are all English pieces and I feel very fortunate to have obtained them.

It's such a pleasure especially at this time of year to be a MARX collector. Friends and fellow MARX collectors bring much to make us have that warm fuzzy feeling that makes it all worth while. It is my distinct pleasure at this holiday season to thank each and every one of you for allowing me to come into your homes six times a year to share with you a little more of the MARX happenings. Merry Christmas to all of you and to all a happy train collecting season!

*Marx*

JOYLINE 106 E AND 106 F DUMMY

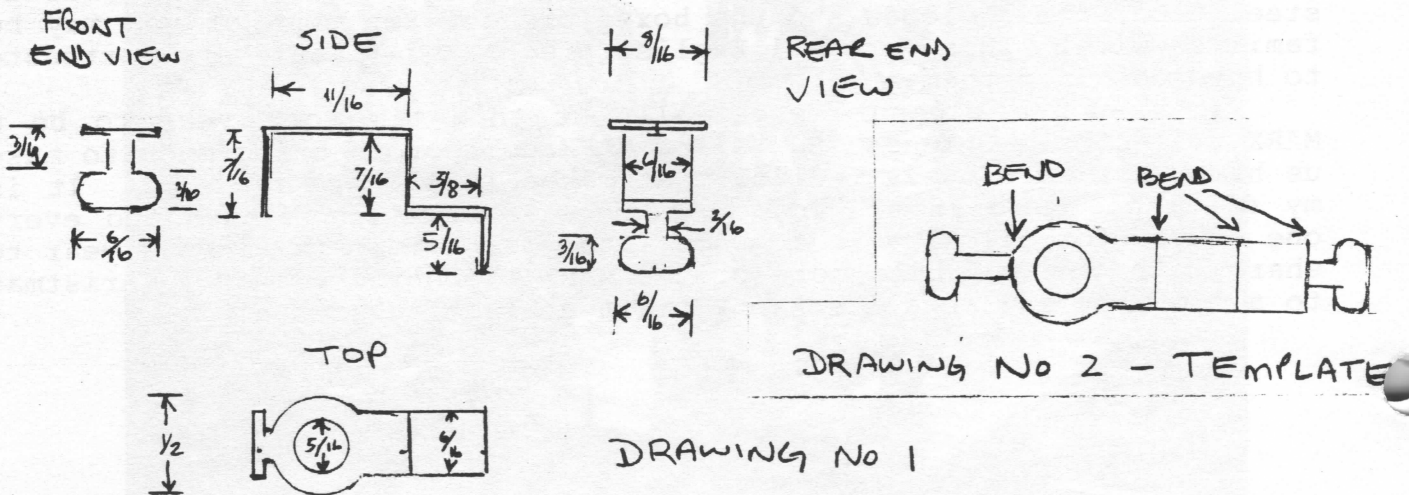
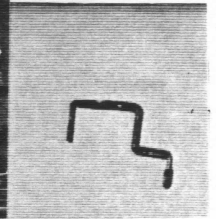
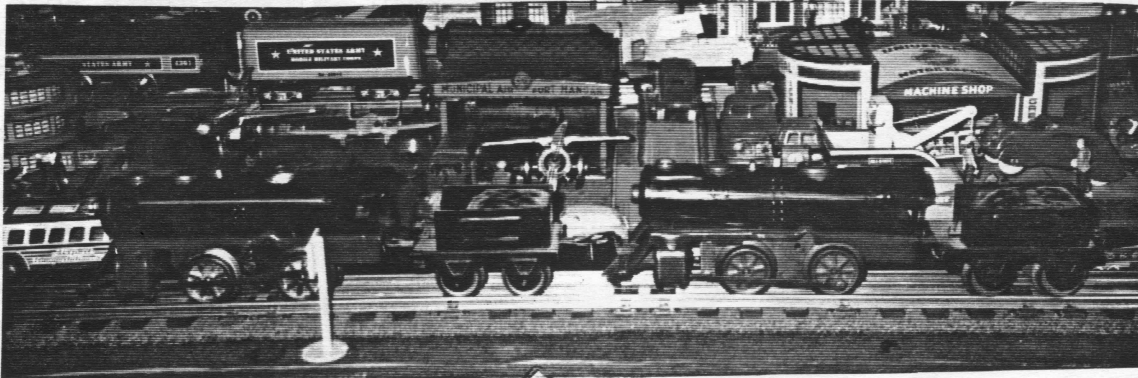
By: James A. Norton

At the October 1998 meeting of the MARX collectors club, held in York, PA, a discussion was held concerning the 106 E and F and what coupler was used to connect the two. Greenberg's Guide to MARX TRAINS, Vol 1, page 46 shows a photograph of the two engines coupled together. I believe that both engines should have a tender as the coupler is constructed to permit matching with a tender. Photo 1 shows the two connected. The pair cannot be operated as shown in the Greenberg book because the coupler slides off the draw bar of the forward engine.

The description given of 106 F is accurate. The motor housing resembles a wind-up case except it is engraved "PAT No 1,621,266" on the right side. Looking at the motor from the bottom, where a spring would be in a wind-up, is a bell. If you should be lucky enough to find one, do not pass it up a "home made" item until you examine it thouroughly.

Perhaps harder to find than the 106 F is the coupler. It is made of sheet metal at about the same guage as the boiler. Photo 2 is a picture of the coupler. Note how the coupler is "stepped" to permit coupling with a tender. The front (or left side) is a "tab" that mates with the Joyline coupler. The right end (or lower tab) fits in a seat on the pilot of the 106 F.

Drawing No. 1 is approximately true size and the dimensions given are reasonably accurate. A reproduction coupler could easlily be made from light weight sheet metal. Or, a long shank Joyline coupler could be re-built to fit the dimensions. Drawing No. 2 is a template that could be used as a pattern for forming the coupler.



We have been away visiting one of our daughters and, regrettably, missed the **MARX Show and Tell Meeting** at York. I also missed finding some **MARX** treasures and meeting old friends at the York meet.

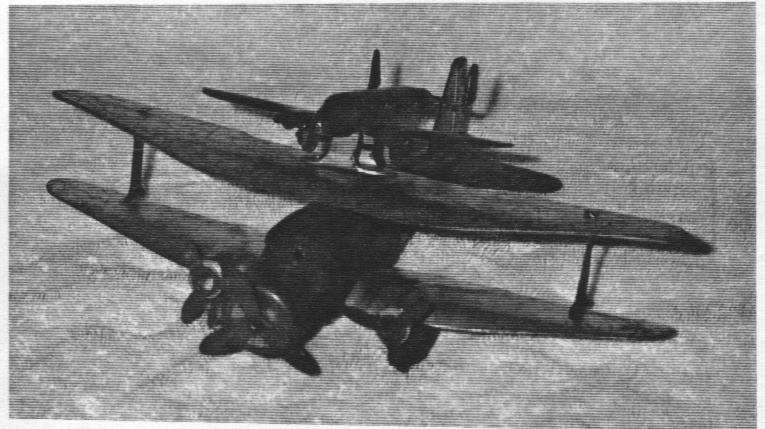
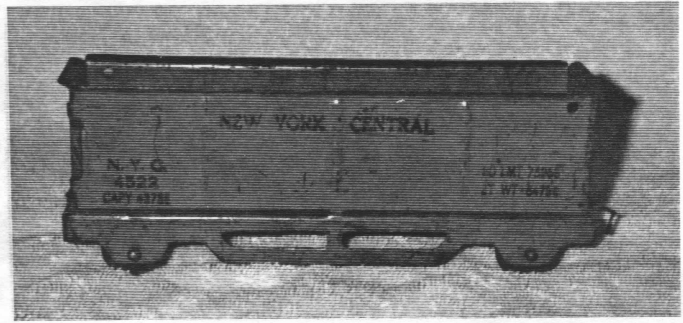
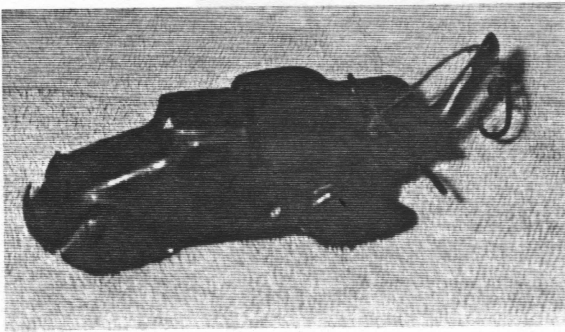
The last few months have not been unrewarding, though. I visited the Allan Millers and their wonderful **MARX** collection at **The Kruger Street Toy & Train Museum** in Wheeling, West Virginia. **MARX** enthusiasts should not miss.

Enclosed are photos of some interesting **MARX** finds. The first picture is of an all green tow truck not listed in the April 1996 **CWM** issue. The body and bed are green and the windshield square. There is a crank and the price was low.

Next is a **LUMAR** floor train gondola. Not only is it a scarce **New York Central** but it is blue on a blue base. Is the blue base common?

Last is a 1939 **Piggy Back Airplane** that I picked up last spring. There are still interesting items out there at reasonable prices.

Donald I. McLeod



PHONE # 216-745-1111

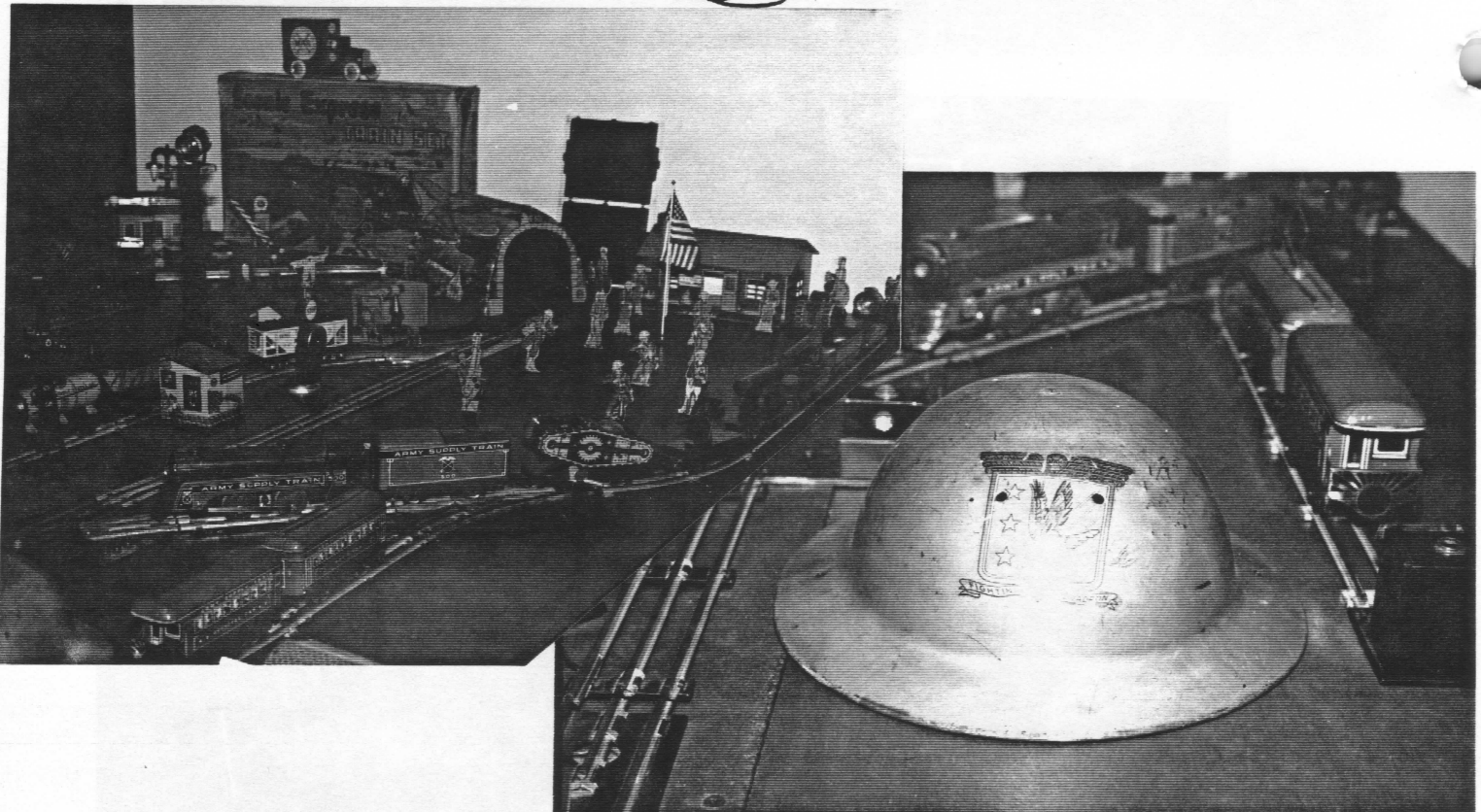
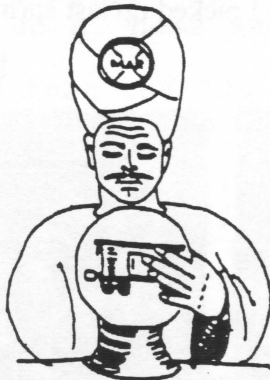
NEW MARX TRAIN PARTS AVAILABLE

MERRY AND HAPPY HOLIDAYS FROM CARMARX

Our trip to York was a lot of fun and we enjoyed seeing all of our friends. Seems like York is becoming the gathering place for the MARX community. I'll not comment more on the trip because I'm sure Marx will.

Anyway, one thing is becoming more obvious. The states are looking at the train collecting hobby more and more as a business enterprise. For the commercial vendors this has little impact, but to those of us that still consider it a hobby it is becoming more and more complicated. Here in the midwest the coalition of seven states to pass retail information back and forth is proceeding. At York, there was a warning by the York Police that vendors would be required to buy a "Peddlers Permit". I strongly recommend that we start discussing this with our locally elected officials. There should be some procedure to separate the commercial side of the hobby from the average collector.

Hope the holiday and gift giving season brings health and happiness to all and that one in a million MARX trains becomes yours.



Recently I was looking through Greenbergs set book and noticed 2 holes in the emblem on the MARX Fighting Squadron helmet with holes in approximately the same area. I suppose they were for ventilation but interesting to wonder about the purpose of the holes.

I have enclosed photos of the helmet and military area on my layout. -  
-Norman Goff.

I found an interesting MARX set in the box at a Mall in Adamstown on Thursday before the train show at York. It has a CP type loco that has a black boiler front and pilot. Decaled grill and plain glass headlight. A RED boiler and a black cab with a gray fire box. Also the blue side boards by the boiler with the blue Canadian emblem, yellow #3000 and yellow outline. All the cars are 4 wheel, and the motor is a H wheel with black 10 spoke wheels. No pilot wheels on loco. The tender is the CP style with the blue back ground and yellow lettering and yellow outline stripe. The cars are common cars. #555 Northern Pacific hopper, blue exterior and red interior, on red Montclair coach with stippled window shades and a #556 cabooses. Also 8 curved and 4 straight track and a #709 transformer. Unfortunately the set # is faded. I can just make out what I believe is 3427 and what looks like 2 letters. Set about C-8. Bob Thomas.

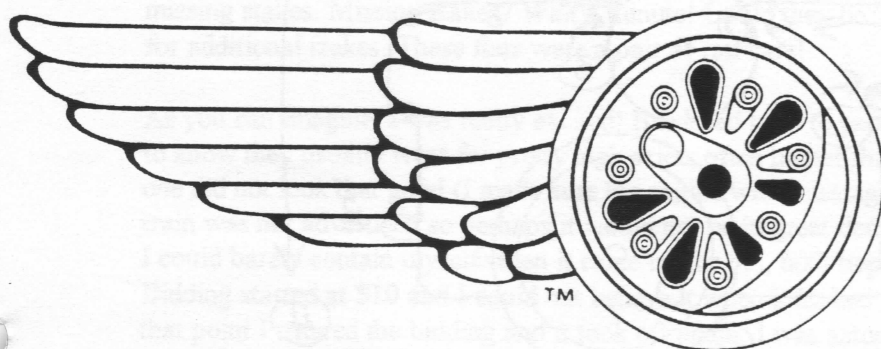


I'm writing to let you and the collectors know that *now* is the time to buy those Greenberg Marx books published by Kalmbach. I wrote to both companies, asking for help in locating a copy of "Collecting Marx Trains, Volume 1" by Eric J. Matzke. The letter I received from them bordered on the ridiculous. They said that they didn't know it was so hard to find, etc.

I talked to a large book dealer at the San Antonio train show two weeks later. The dealer was upset, because at the East Coast shows, he sees the "folks from Sykesville", selling the books the books he is told are unavailable. He was then told that no more Marx books were going to be printed.

I've purchased two of each of the books that remain. The "Accessories Guide" is out of print, according to Ron's Books and Amazon.com. I bought two copies recently at the "Gandy Dancers" train store in Chamblee, GA. They still have two or three copies, if anyone cares to order from them. Do you think it would do any good for the subscribers to write to the publishers?

Robert J. Casares



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## MARX COLLECTORS CONVENTION

The Kruger Street Toy & Train Museum in Wheeling, West Virginia will be hosting a MARX Collectors Convention on June 4-6, 1991! For more information, contact us at: 144 Kruger Street, Wheeling, West Virginia, 26003. Phone: 304-242-8133. e-mail Museum@ToyAndTrain.com

### MECHANICAL MOTOR

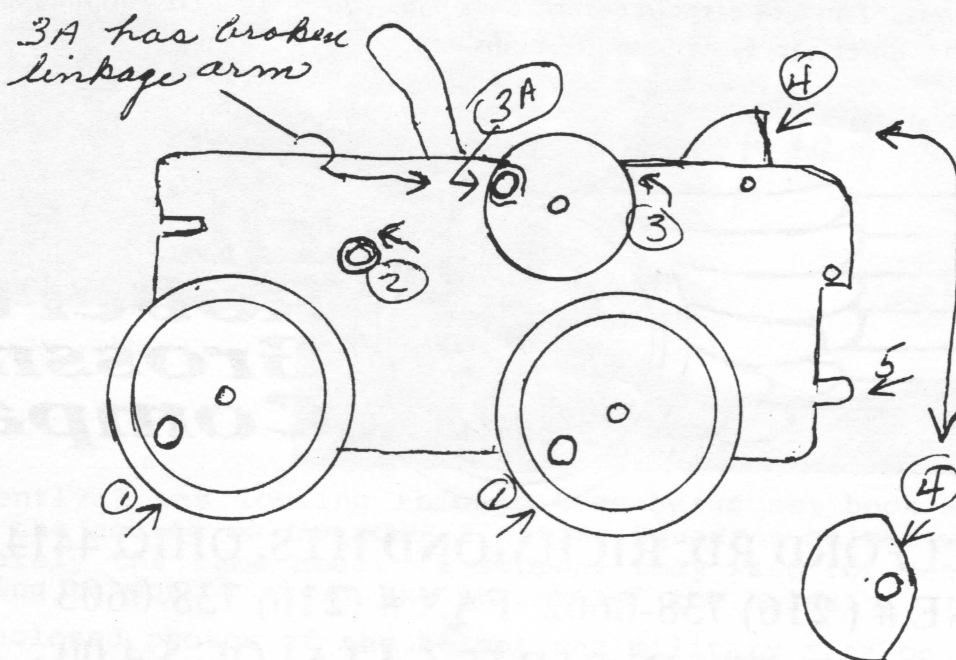
1. Tinplate spoked drive wheels, all 4 wheels have holes where drive rods would have been rivited (boss).
2. Brass (threaded) collar for screw in key.
3. Round wheel w/boss rivit holding some kink of linkage arm. 3A. Driven from cluster gear (just forward of brake).
4. Odd shaped wheel driven by shaft that usually turns abrasive wheel for sparkler.
5. Tabs on front of motor sideplates that usually hold motor cross-piece have never been bent. Has ringing bell, but no governor inside bell.

Do you know what power unit this came with?

Also an electric motor, pre-war w/no R.C. reverse unit, cast metal drivers, 3 pc pick-up assembly, steel shoes & shoe springs, axle bearings are notched where side frames hold them from turning. They are free to turn, but these side frames don't have the tabs to keep them from turning. This motor has a motor crosspiece same as 898 type loco, never been removed, no marks on tabs.

Could this be from a low-priced economy set?

Any help on these motors will be appreciated. --Vince Baniewicz.





I "dream" of attending York, "but" it's miles away. Has anyone taken pictures or movies? Would be interested in buying a VCR tape.

Attend the Lincoln NE TCA show 8 hours and driving across NE just to be there. The first large show I have attended. Enjoyed myself but not alot of MARX. Was able to buy a 333 loco and 3 passengers. Silver Santa Fe (2) 3152, 3197. One dealer had MARX and all cars were sealed in vacuum packaging. I'd like to be able to get a better look at what I'm buying. Is this normal packaging? There was a lot of Lionel, AF and etc, T-shirts. No MARX. Is there anyone that makes Marx collector stuff?

Need: a 3991 tender for my 333 also back wheels and axes for a 1829 locomotive. Thanks. Happy Training to you all. Train Lady. Norma Obermiller, 308-327-2813 phone or HC81 Box 99, Rushville, NEB. 69360.

Good to see your family and others at the recent York meet. The meeting Thursday nite was great as usual. Lots of neat goodies people have found over the past year.

I've been thinking about a chart of some kind geared to color's and variations involving the two wheel hand truck, small metal bench and the airplanes. I'm afraid my collection of these items is rather limited. Do you or any other member have a collection they could refer to and compile such information in a future issue? Maybe something along the lines of the plastic tracter list Duane Ford put together. Happy Hunting. John Torgerson.

I'm puzzled by the very high prices on new MARX by the Flynn's Guess it's okay if they can get it. Ben Bittner.

After having subscribed to Collecting With Marx for several years I thought I would write and let you know how much I enjoy the publication. It is great having a publication specifically devoted to the trains and toys I enjoy the most. Like many collectors I started collecting Marx trains because that is what I had as a kid.

I also want to tell you about a find I had earlier this year. My wife Linda operates an antique shop (in which we also have trains) and so we often go to antique auctions searching for items for the shop. We were at an auction for which trains were not advertised. As I looked things over before the auction started I spotted a small cardboard box with a Marx tin train with four wheel cars. The train pieces had been ignominiously dumped into the box. They were rather dirty but in pretty good condition. As I looked through the box I found a red 494 0-4-0 locomotive. It had two missing drivers, but I could replace the whole motor unit with an identical one. There was a red tender, a 566 reel car with the original string, a 550 wrecker car, a wheel car, and, of course, a caboose and the usual pile of track and a transformer. Altogether a nice find. Oh, and a couple of flatcars with missing stakes. Missing stakes? Wait a minute! Could they be? Yes!!! The cars did not have holes for additional stakes. These flats were a pair of rail cars!

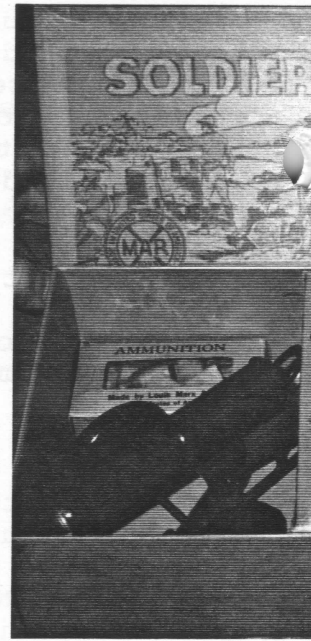
As you can imagine, I was really excited! But I had been to enough auctions where trains were sold to know they usually went for pretty high price, often higher than collectors will pay, although this one did not look that good (I made sure the engine with missing drivers was laid on top). Also, the train was not advertised so perhaps it would not be in great demand. Linda knew I was excited and I could barely contain myself when it came up for bid, both hoping and fearing what might happen. Bidding started at \$10 and I could not believe it when it looked as though it would stop at \$25. At that point I entered the bidding and it took off again. I was astonished and delighted when the auctioneer said "sold" and the train was mine for only \$50. Apparently no one else in the room knew just what was in the box. I took the train home, cleaned it up, replaced the motor in the locomotive, and it looks good. There are still exciting finds out there!

Sincerely,

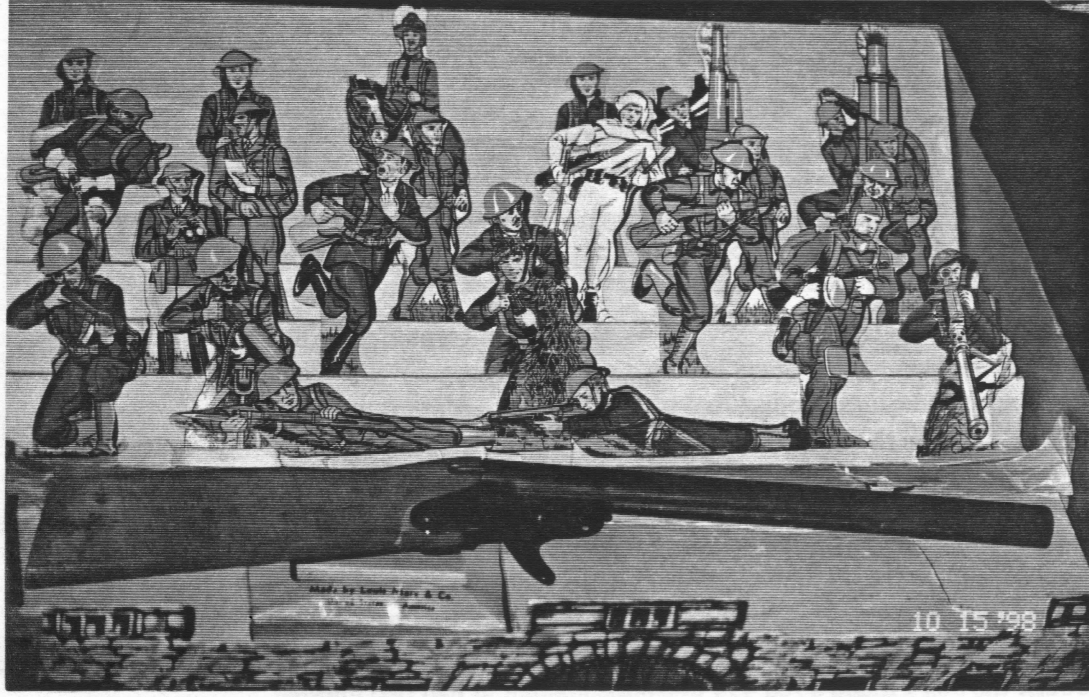
*Bob*



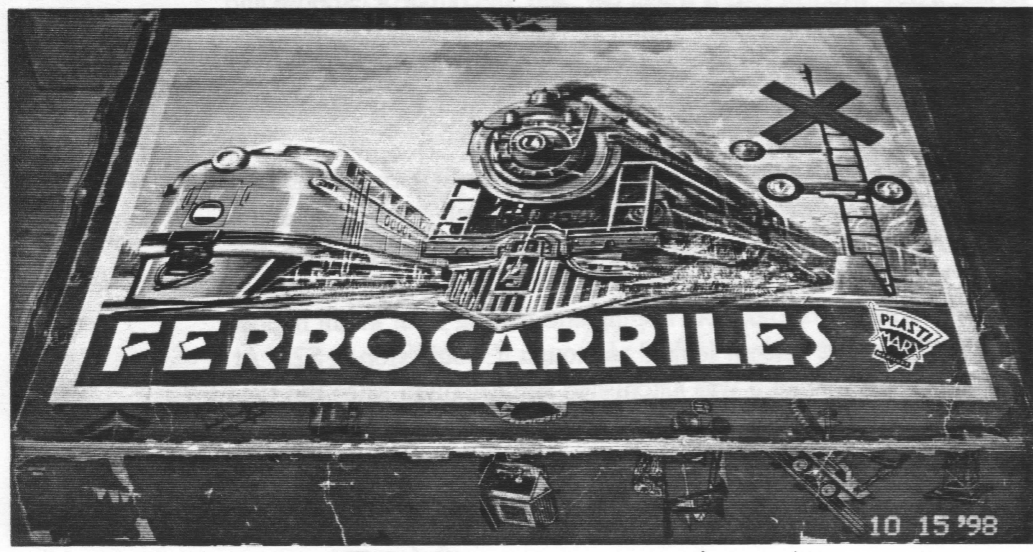
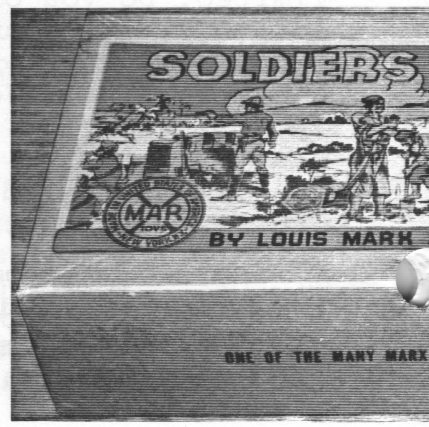
R&D Army Pistol in box -- Larry Chernow.



Boxed Mint Soldier



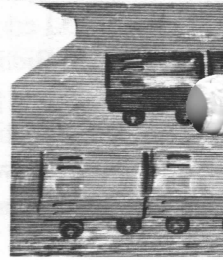
Boxed soldier of Fortune set -- Bob Rosenberg.



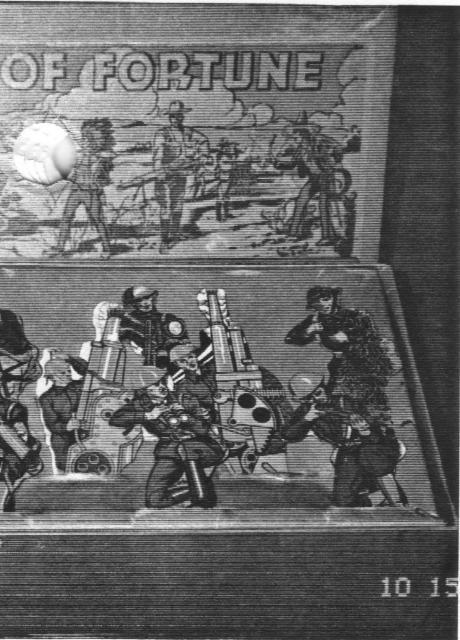
Box for Plastimarx train set.



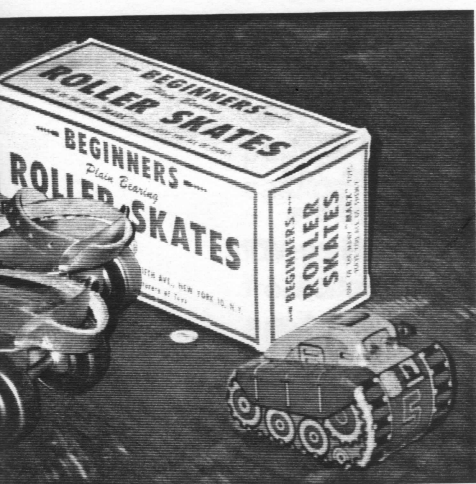
MARX roller skate



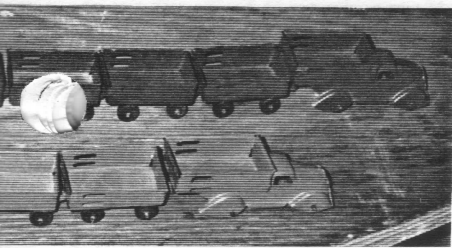
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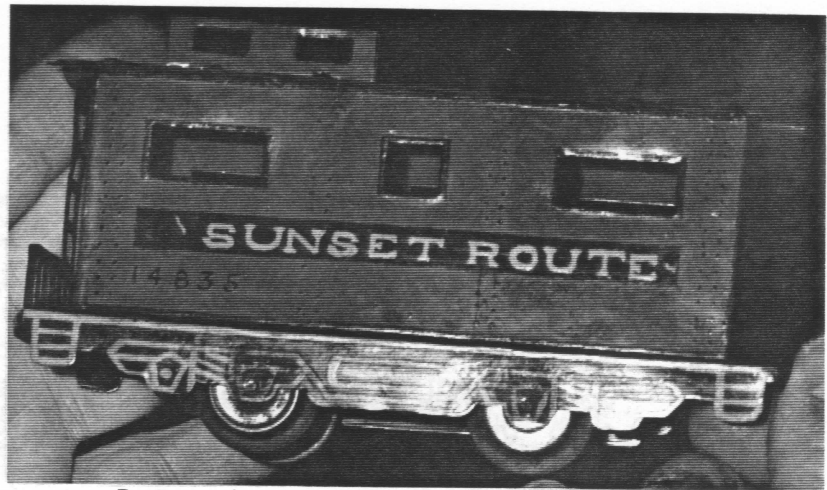
of Fortune -- Tom Moran.



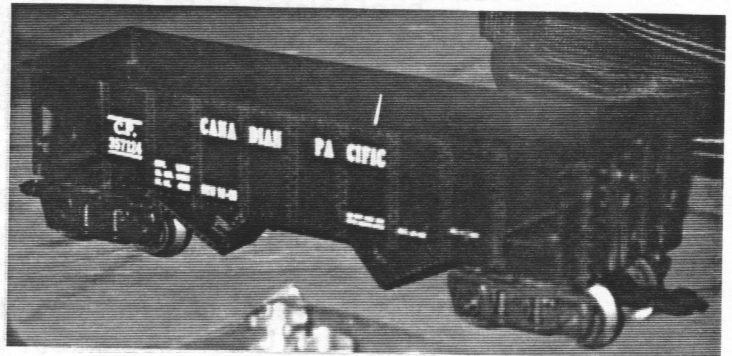
and English military #5 tank.



s -- Bob Rosenberg.



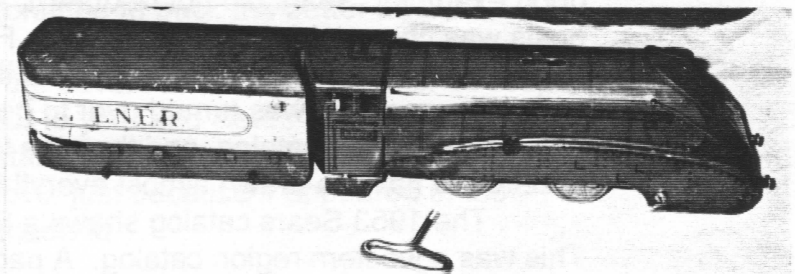
R&D caboose -- Glenn Johnston.



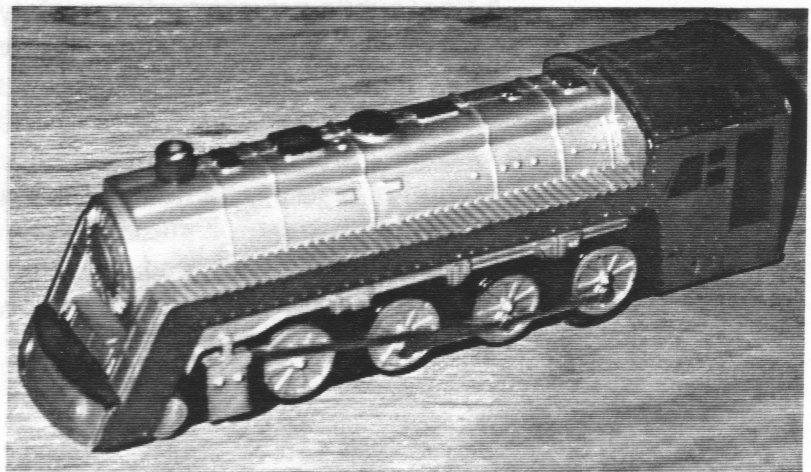
Deluxe plastic Canadian Pacific Black Hopper -- Bob Grossman



Made in Cuba truck for truck train -- Bob Rosenberg



Engine - tender for Green Link set.



Floor train plastic injection mold.

The Toy Train Department  
A review by Al Osterud of the two books from  
Windmill Press

Windmill Press has issued two books of toy train Christmas catalog pages. Volume 1 was issued in 1996 and covered the Sears catalog from 1950 through 1969. Volume 2 has just been issued and covers Montgomery Ward's pages for the same years. While both books are very neat, some portions of the Sears book have previously been covered by other publishers. The Ward book, however, covers completely new ground. No publisher has done anything on Ward's catalogs before this. While some of the Sears original Christmas catalogs are hard to find, some of the Ward catalogs approach being impossible. And they are all here! In order!

These books are invaluable to the Marx collector. The Lionel and Flyer fans have the manufacturer catalogs. We Marx collectors have had very little that will actually accurately date the trains. The combination of these two books opens the door to a level of information we have not had before.

Some comments on the two books follow:

Looking at the 1950, '51 and '52 Sears catalogs, you will note both the 6000 Southern Pacific F-3 diesels (1950 & 1951) and the 1095 Santa Fe E-7 diesels (1952) are clearly pre-production prototypes! The lead time on the catalogs was long, and the final product obviously was often not done at deadline time.

You will also note it appears Sears spent less money on illustrations than Ward did. Sears often used illustrations over, even if the pre-production illustration from the first year was incorrect. The Girard Whistling Station is a good example. Sears did not re-draw it, even though the location of the terminal posts was changed from the prototype. From 1956 on, an altered 1955 Oak Park illustration was used. Page 371 of the 1958 Sears catalog shows a 666 set where the negative was turned over to get the train facing the other way from the prior Fall & Winter catalog, and then the lettering was fixed by hand. Ward appears to have re-drawn almost everything every year.

The 1953 Sears catalog shows a Santa Fe E-7 diesel set on page 244. This was a western region catalog. A page from an eastern catalog from the same year is shown in Windmill Press' Boys' Toys book, and it has the New York Central E-7 diesel. Otherwise the rest of the sets on the page were identical.

A very subtle pre-production prototype is shown for 1955. It appears in both catalogs, but Ward's picture is clearer. The very first 666 locomotive was designed to have a boiler front that was flush with the locomotive body. But the designers forgot to leave room for both the smoke unit and the headlight bulb. (There was only room for one or the other.) The solution on the first few engines was a section of pipe the same diameter as the boiler as a spacer. Very quickly that extension was included in the boiler front casting, the bell platform was extended back to the boiler, and the protruding front carried on to the end of Marx production. The 1956 catalogs show the revised boiler front.

Both Sears and Ward had a pre-production William Crooks to work from in 1957. Sears did re-draw it for 1958 (perhaps the changes were just too great).

The 1950 Ward catalog shows a Rock Island tin litho diesel. Was this the Unique unit, or is it a pre-production alternate to the #21 Santa Fe. I think it was another road name for the Marx FT diesel that never made it to production.

The 1955 Ward C&O switcher is one we only saw at one of the Marx archives auctions. Why was the C&O unit never produced? Which engine was actually packed with Ward's sets, a Santa Fe? Does someone have this Ward set and can they enlighten us?

My favorite train set of all appeared in the 1952 Ward catalog, and unfortunately never existed. The 1952 Santa Fe Diesel freight set with scale cars and 7 plastic buildings is a stunning set. (The original catalog picture is in color which makes it even more striking.) Unfortunately, a careful reading of catalog numbers from 1952 and 1953 reveals that Ward's photographer or artist mixed up the contents of the sets shown on pages 178 and 181 for 1952. The scale truck cars came with the NYC 333 set on page 181, and the Santa Fe E-7 set on page 178/179 was packed with the high truck cars. (How much trouble do you think the photographer was in after that!)

Ward carried Varney HO in 1956. In 1957 the Marx HO trains were ready or nearly ready, and appeared in both the Sears' and Ward's catalogs. The extent that Marx copied Varney's diesel is readily apparent from Ward's book. (In spite of all of the press to the contrary, the vast majority of Marx HO trains were made in Girard, Pennsylvania.) Sears offered the Marx HO line with Marx HO track. In 1958, and perhaps 1957 as well, Ward refused to accept the Marx HO track (smart call in my opinion), and offered their sets with Atlas track. The Marx name on the HO trains did not appear in Ward's catalog until 1959 when they capitulated and offered the Marx track as well. Perhaps the price difference with Sears was too much for Ward to continue to pack the better track.

This is just a hint of what lies between the covers of these two books. A couple of cautions: Comparing prices from year to year and Sears to Ward is still not easy, because prices in West Coast catalogs were generally higher than in other parts of the country. And, as noted above, just because it appeared in the catalog, does not mean Marx actually made it!

These books are available at many hobby shops. Or you can order them direct from the publisher for \$19.95 each plus \$4.00 shipping per order plus sales tax if applicable, from:

The Windmill Group  
P.O. Box 56551  
Sherman Oaks, CA 91413  
Credit Card Orders (800) 470-5540

I have been trying to talk editor and publisher Tom Holland into doing the 1940's next!

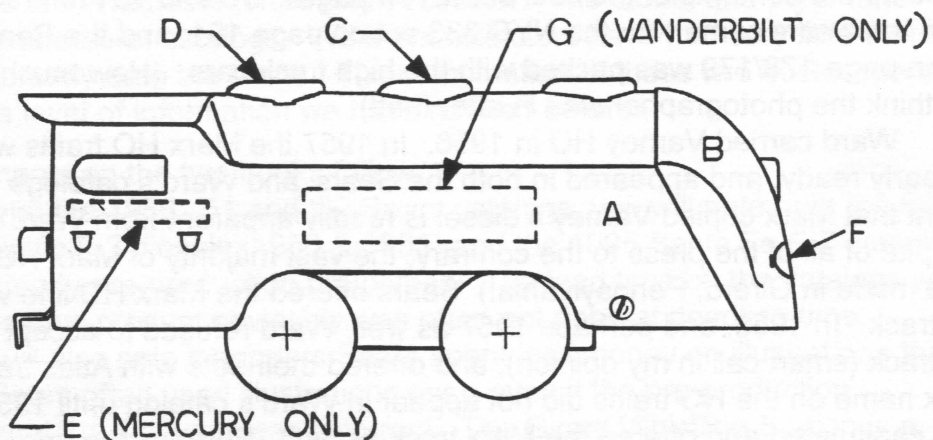
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M A R X   R E M A R K S - P A R T   I I
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By Art Bink

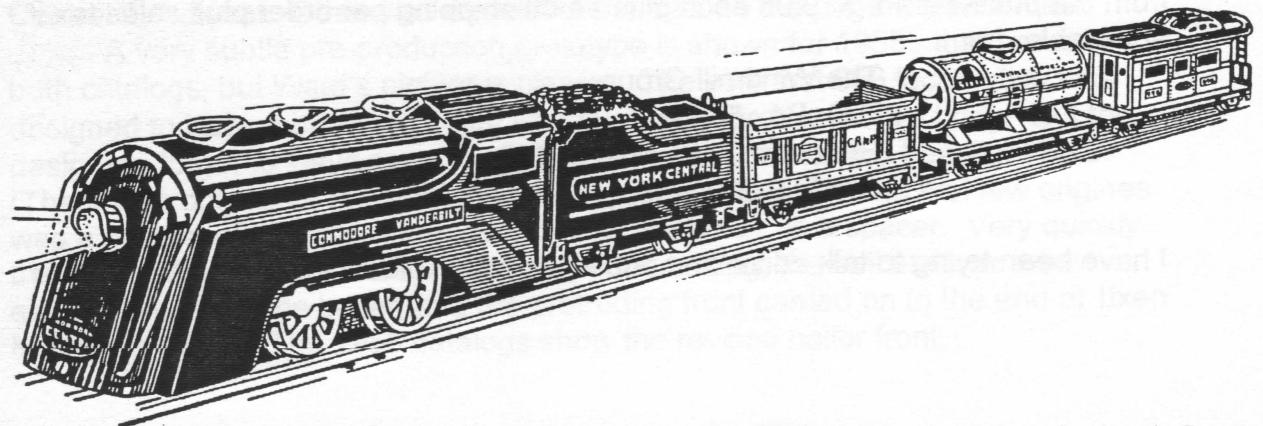
In the last installment, I told how attending six different Marx auctions resulted in my acquiring 34 distinctive variations of the Commodore Vanderbilt and Mercury locomotives. The chart which follows indicates the features of each loco.

A word about the chart: Because of its size it had to be printed on three separate pages. For easy reference, the first vertical column on each page (numbered #1 to #34) indicates the 34 locomotive variations. The composite illustration shown below represents either a Vanderbilt OR a Mercury loco.



There are additional minor differences for which no columns exist since it is felt that these are not of major external cosmetic or functional consequence. An example would be the shape of the headlight lamp bracket resulting in a vertically or horizontally positioned bulb.

If any of you out there have a Commodore Vanderbilt or Mercury that is not on this list, if you let me know, I will send you a copy of the updated list. This may result in a list of 134 locomotives instead of 34, knowing Marx!



See Chart Starting On Next Page

#	BODY COLOR		HEADLIGHT		SMOKESTACK RIM COLOR	SMOKESTACK TYPE	MOTOR	SPARKLER LEVER SLOT (for engagement of sparkler)
	A (BODY SHELL)	B (FRONT)	RIM COLOR	LENS TYPE				
1	chrome plate	chrome plate	tin plate	dotted glass	black	ORPH	EL	next to smokestack
2	chrome plate	black	tin plate	plain glass	black	ORPH	EL	same as above
3	flat silver paint	chrome plate	copper	dotted glass	tin plate	ORRP	EL	no sparkler
4	dark blue	chrome plate	copper	dotted glass	tin plate	ORPH	EL	no sparkler
5	black	chrome plate	black	plain glass	copper	ORRP	EL	no sparkler
6	black	chrome plate	black	plain glass	tin plate	ORRP	EL	next to stack (no sparkler)
7	black	black	tin plate	solid metal	tin plate	ORPH	WU	none
8	light blue	light blue	tin plate	solid metal	tin plate	ORPH	WU	none
9	light blue	light blue	tin plate	solid metal	---	SC	WU	none
10	grey	grey	tin plate	plain glass	tin plate	ORPH	EL	none
11	red	red	tin plate	solid metal	tin plate	ORPH	WU	sparkler but no slot
12	black	copper plate	black	dotted glass	copper	ORRP	EL	none
13	black	black	tin plate	solid metal	tin plate	ORPH	WU	none
14	copper	copper	black	none	black	ORPH	WU	sparkler but no slot
15	grey	grey	tin plate	none	tin plate	ORRP	EL	none
16	flat silver paint	flat silver	tin plate	none	tin plate	ORPH	WU	none
17	black	black	tin plate	none	tin plate	ORRP	EL	none
18	red	red	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
19	black	black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
20	black	black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
21	black	black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
22	black	chrome plate	black	none	tin plate	ORRP	EL	none
23	black	chrome plate	black	none	tin plate	ORRP	EL	none
24	red	black	black	none	tin plate	ORPH	WU	none
25	red	red	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
26	black	black	tin plate	none	tin plate	ORRP	EL	none
27	black	black	tin plate	none	---	SC	EL	none
28	black	black	black hood	none	tin plate	ORRP	EL	none
29	green	green	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
30	grey	grey	grey hood	none	tin plate	ORRP	EL	none
31	olive	olive	olive hood	none	tin plate	ORRP	EL	none
32	flat silver paint	flat silver	tin plate	none	tin plate	ORPH	WU	sparkler but no slot
33	black	mottled black	tin plate	none	---	SC	WU	none
34	mottled black	mottled black	tin plate	none	tin plate	ORPH	WU	sparkler but no slot

MARX REMARKS

(Continued)

NOTES

SMOKESTACK TYPE

ORRP - Open Rim/  
Red Plastic

ORPH - Open Rim/  
Plain Hole

SC - Solid Cap  
(Closed Stack)

MOTOR

WU - Wind - up  
EL - Electric

STOP/GO LEVER SLOT

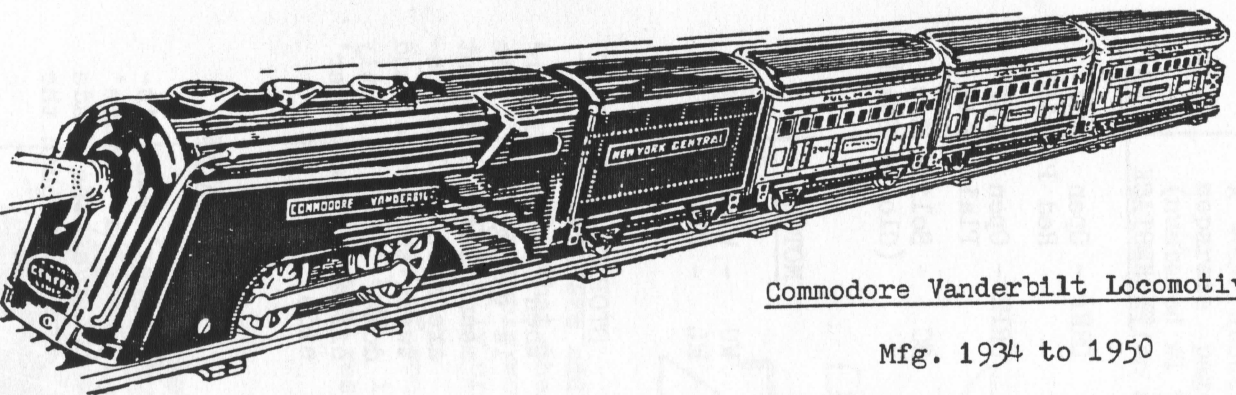
When 'on top of cab' is designated, this means lever and slot are atop boiler, between smokestack and dome 'D', slightly offset to 'passenger' side.

NAMEPLATES

'Copper' also includes a 'brass' color as the shade varied through the years.

## MARX REMARKS

(Continued)



Commodore Vanderbilt Locomotive

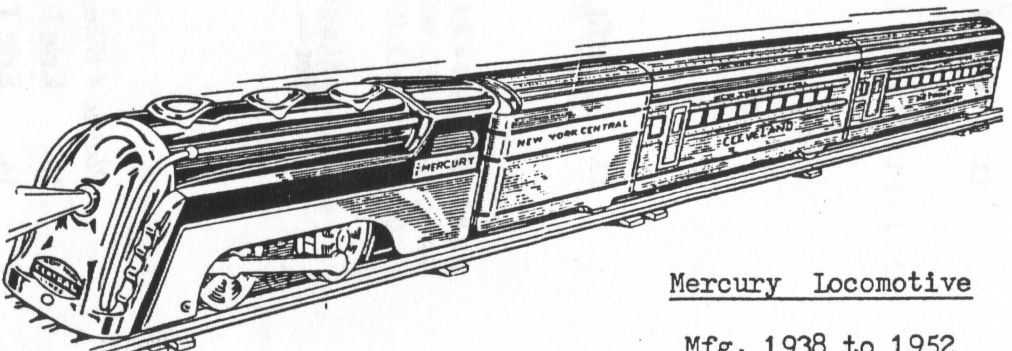
Mfg. 1934 to 1950

#	STOP/GO LEVER SLOT	DOME C	DOME D	GRILLE DECAL ABOVE HEADLIGHT	NAMEPLATE E (or G) COLOR (SIDES)	NAMEPLATE F COLOR (FRONT)	COUPLER TYPE	ELECTRIC REVERSE
1	none	none	none	yes	grey	black	hook slot	yes
2	none	none	none	yes	grey	black	hook slot	yes
3	none	none	none	no	copper	copper	hook slot	yes
4	none	none	none	no	copper	copper	hook slot	yes
5	none	none	none	no	copper	copper	hook slot	yes
6	none	none	none	no	black	black	hook slot	yes
7	on top of cab	none	none	no	copper	copper	hook slot	no
8	on top of cab	none	none	no	copper	copper	hook slot	no
9	on top of cab	none	none	no	copper	copper	hook slot	no
10	none	none	none	yes	grey	black	talgo type	yes
11	on top of cab	none	none	no	none	none	talgo type	no
12	none	copper	copper	no	copper	copper	talgo type	yes
13	on top of cab	none	none	no	copper	copper	hook slot	no
14	on top of cab	black	black	no	none	black	hook slot	no
15	none	tin plate	tin plate	no	copper	copper	hook slot	yes
16	on top of cab	tin plate	tin plate	no	none	black	swing pin	no
17	none	tin plate	tin plate	no	copper	copper	hook slot	yes
18	on top of cab	none	tin plate	no	none	black	hook slot	no
19	on top of cab	tin plate	tin plate	no	none	black	hook slot	no
20	on top of cab	none	tin plate	no	none	none	hook slot	no
21	on top of cab	none	tin plate	no	none	copper	hook slot	yes
22	none	tin plate	tin plate	no	copper	copper	hook slot	yes
23	none	tin plate	tin plate	no	copper	copper	hook slot	yes
24	on top of cab	none	red	no	none	none	hook slot	no
25	on top of cab	none	tin plate	no	none	none	hook slot	no
26	none	tin plate	tin plate	no	black	black	hook slot	yes
27	none	tin plate	tin plate	no	black	black	hook slot	yes
28	none	tin plate	tin plate	no	copper	copper	hook slot	yes
29	on top of cab	tin plate	tin plate	no	none	black	swing pin	no
30	none	tin plate	tin plate	no	copper	copper	hook slot	yes
31	none	tin plate	tin plate	no	copper	copper	hook slot	?
32	on top of cab	tin plate	tin plate	no	none	black	hook slot	no
33	on top of cab	none	tin plate	no	none	none	hook slot	no
34	on top of cab	none	tin plate	no	none	none	hook slot	no



MARX REMARKS  
(Continued)

#	Mechanical Whistle	Nomenclature Printed on Art Factory	Special Equipment	Procured from Marx Auctions?	Mercury (M) or Vanderbilt (V) Type?	Hand-Railings?
1	none	S-7; 5-27-46	none	yes	M	yes
2	none	none	none	yes	M	yes
3	none	none	none	yes	M	yes
4	none	none	none	yes	M	yes
5	none	15-B	none	yes	M	yes
6	none	# 15	none	yes	M	yes
7	yes	635	none	yes	M	yes
8	yes	635-J	none	yes	M	yes
9	yes	none	none	yes	M	yes
10	none	none	none	no	M	yes
11	none	none	none	no	M	no
12	none	none	none	no	M	yes
13	yes	none	none	no	M	yes
14	none	none	none	yes	V	yes
15	none	JAN. 10, 1940	none	yes	V	yes
16	none	none	none	yes	V	yes
17	none	Jan. 10, 1940 No. 597	none	yes	V	yes
18	none	none	none	yes	V	no
19	none	none	none	no	V	yes
20	none	none	none	no	V	no
21	none	none	none	no	V	no
22	none	none	none	no	V	yes
23	none	SPECIAL-FOR SIDING SET L-117 Track Layout	Red Lever in front of drive wheel to lock reverse in & out	yes	V	yes
24	yes	none	none	no	V	no
25	none	none	none	no	V	no
26	none	none	none	no	V	yes
27	none	none	none	no	V	yes
28	none	none	none	no	V	yes
29	none	none	none	yes	V	yes
30	none	none	none	no	V	yes
31	none	none	none	no	V	yes
32	none	none	none	yes	V	yes
33	none	none	forward & reverse	yes	V	no
34	none	none	none	yes	V	no



Mercury Locomotive

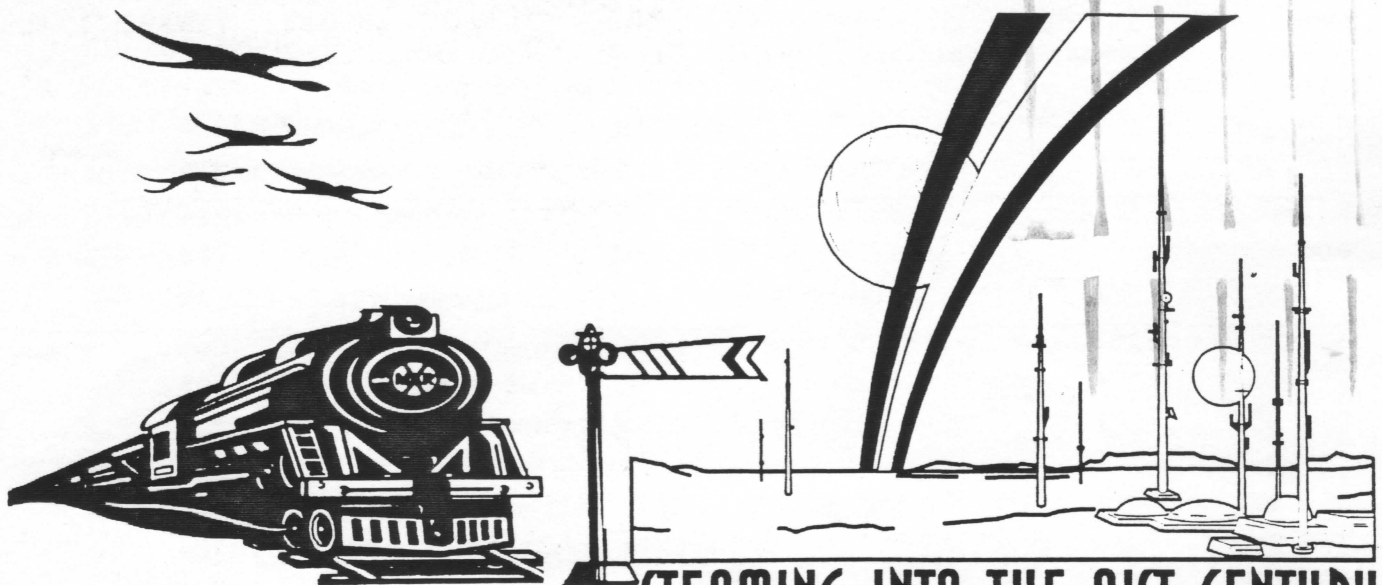
Mfg. 1938 to 1952

## FOR SALE

- |     |   |            |       |
|-----|---|------------|-------|
| 1.  | #333 Steam Loco & NYC Die-Cast Tender .....                             | C8.....    | \$125 |
| 2.  | #1829 Smoking Loco & #961 Santa Fe Slope-Back Tender .....              | C7.....    | \$100 |
| 3.  | #494 CP Loco <u>Chrome</u> Cab & 8 Wheel Wedge Tender .....             | C6.....    | \$50  |
| 4.  | #13079 Black LNE Hopper — 3/16" Scale (Earliest Version) .....          | C7.....    | \$75  |
| 5.  | #33773 B&M Black Flat Car — 3/16" Scale (Earliest Version) .....        | C7.....    | \$40  |
| 6.  | #901 WP Diesel Dummy A&B Units — Yellow and Gray.....                   | C7.....    | \$150 |
| 7.  | #54099 MoPac <u>Orange</u> Stock Car (Rare) – Cat Walk Corner Chip .... | C7.....    | \$135 |
| 8.  | #4528 Erie Farm Tractor Flat Car — Original Red Tractors.....           | C7.....    | \$50  |
| 9.  | #5545 CB&Q Maroon Flat — w/2 Burlington Trailers .....                  | C7.....    | \$100 |
| 10. | #1951 Plastic 8-Wheel Tender — Rare NYC Lettering.....                  | C7.....    | \$30  |
| 11. | #425 Circuit Breaker — Decal Excellent.....                             | C8/OB..... | \$25  |
| 12. | <b>Outfit #24522 (3/16-Scale Plastic Freight Set)</b>                   |            |       |
|     | #400 Black Steam Loco & #1951 Black Santa Fe Tender                     |            |       |
|     | #2532 Green Cities Service Tank Car                                     |            |       |
|     | Gray NYC Crane & Erie Maroon Flat w/railings                            |            |       |
|     | #467110 Orange B&O Box Car  |            |       |
|     | #13975 Yellow ATSF Cattle Car   |            |       |
|     | #347100 Gray Penn Gondola   |            |       |
|     | #4556 Red Southern Pacific Caboose                                      |            |       |
|     | Set Box.....  | C8/OB..... | \$250 |
| 13. | <b>Outfit #9616 (4 Wheel Plastic Set)</b>                               |            |       |
|     | #558 Black NYC Diesel Switcher  |            |       |
|     | #467110 Red B&O Box Car   |            |       |
|     | #357100 Gray Penn Gondola   |            |       |
|     | Red NYC Caboose   |            |       |
|     | Rare <u>Brown</u> Girard Tin Station (Missing Roof)                     |            |       |
|     | Track, Transformer, Plastic Accessories — Set Box.....                  | C7/OB..... | \$150 |
| 14. | <b>Set — #400 Plastic Mechanical Smoke Bulb Loco</b>                    |            |       |
|     | #551 NYC Litho Top Tender — 6" Tin                                      |            |       |
|     | #28500 Green Lehigh Valley Hopper — 6" Tin                              |            |       |
|     | #174585 NYC Pacemaker Box Car — 6" Tin                                  |            |       |
|     | #20102 NYC Caboose — 6" Tin .....                                       | C8.....    | \$175 |
|     | <i>Plastic 4 Wheel Freight Cars</i>                                     |            |       |
| 15. | Erie Dummy Searchlight Car — Blue Generator.....                        | C7.....    | \$50  |
| 16. | Erie Tractor Flat Car — No Tractors .....                               | C7.....    | \$25  |
| 17. | #174479 Green NYC Box Car .....   | C8.....    | \$25  |
| 18. | Blue Marlines Box Car — Cat Walk Corner Chipped .....                   | C6.....    | \$25  |
| 19. | #3280 Orange SFRD Box Car .....   | C8.....    | \$25  |
| 20. | Allstate Motor Oil Tank Car — Deep Blue .....                           | C8.....    | \$40  |
| 21. | #C-350 Brown Monon Caboose .....  | C7.....    | \$40  |
| 22. | #18326 Turquoise NYC Caboose — Smokestack Broken.....                   | C7.....    | \$40  |



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