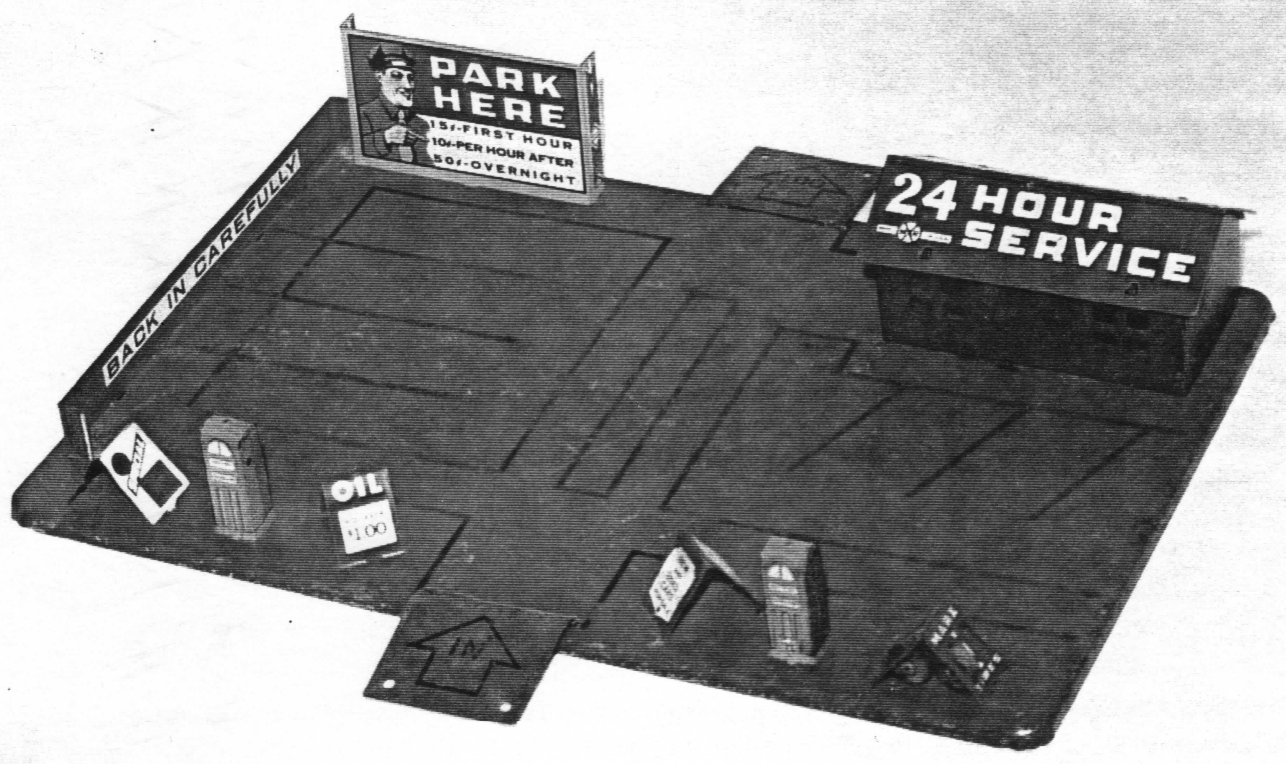


# COLLECTING WITH **MAIRX**

Issue 26

February



COLLECTING WITH MARX

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Louis and Lauren clowning around in the puzzle house we built.

We finally got a good snow that would pack together to make a snowman. This was Lauren's first snowman and Louis's second.

**ON THE COVER.....**

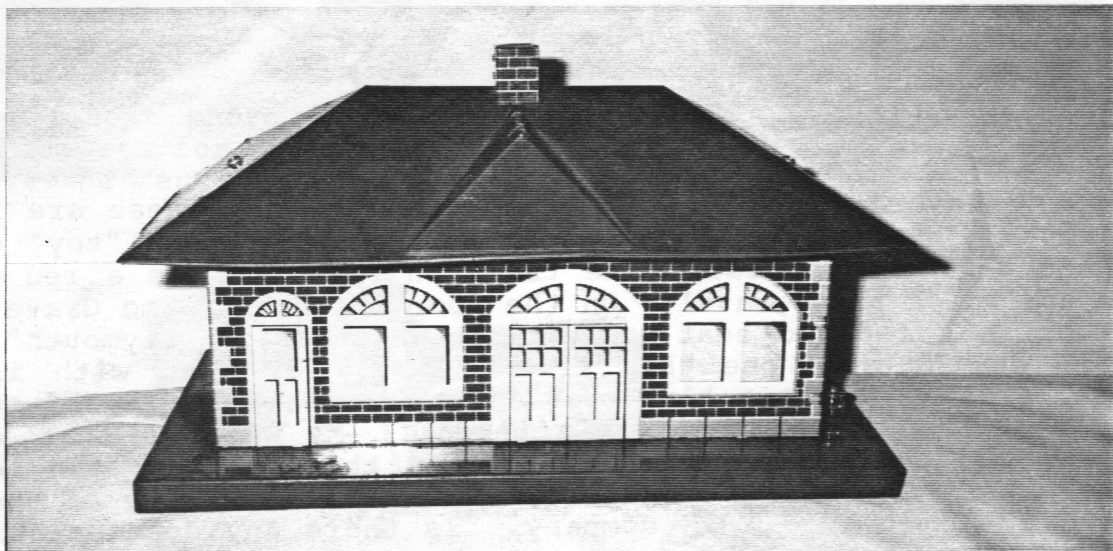
The very scarce Prewar MARX Parking Lot. Auctioned mid-February with a minimum bid \$1950.00.

Hello once again all you crazy MARX people! I am resting assured that you all had the best of Christmas and holiday seasons. If you have never spent a Christmas Eve and Christmas morning with a two and a three year old you have really missed one of lifes ultimate pleasures. The bright eyes and innocent expressions are the very essence of Christmas memories. Thanks to those who sent Christmas greetings and thanks also for allowing me to enjoy the MARX collecting community and collecting MARX trains as I do.

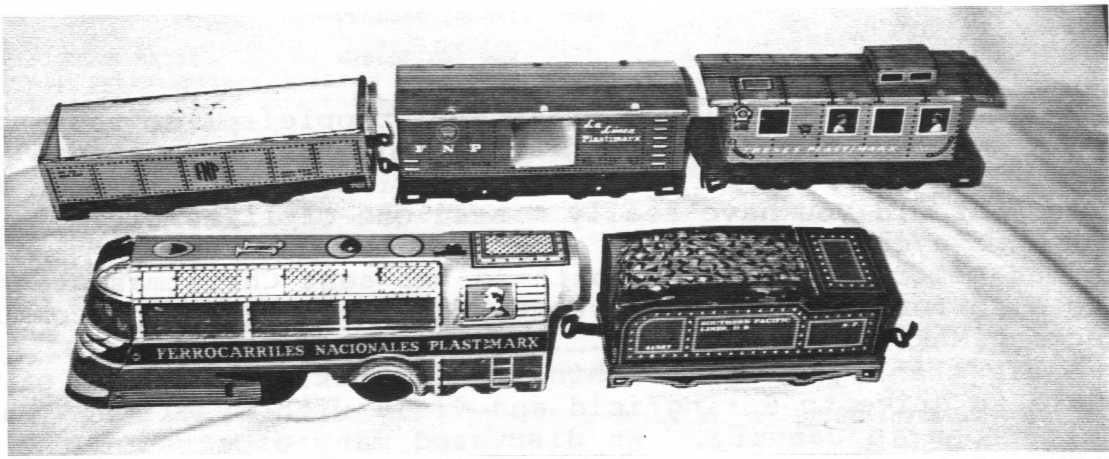
A big thank you to Al Schindler for taking time out of his busy schedule to drive to Springfield and visit with myself and Jim Norton one afternoon in January. We discussed many aspects of the spectrum of MARX. It's always a pleasure to talk.

I have decided to share through photography some of the items I have added to my collection since October. In all frankness, when I add an item to my collection at this point it's something very desirable to the MARX community. The items are so scarce that condition is not always important. Just the fact that you may own one of these items is all that matters. You may be hard pressed to find another collector that has even seen one of them. However, they are not necessarily worth a whole lot of money. The demand at a high dollar may be very limited.

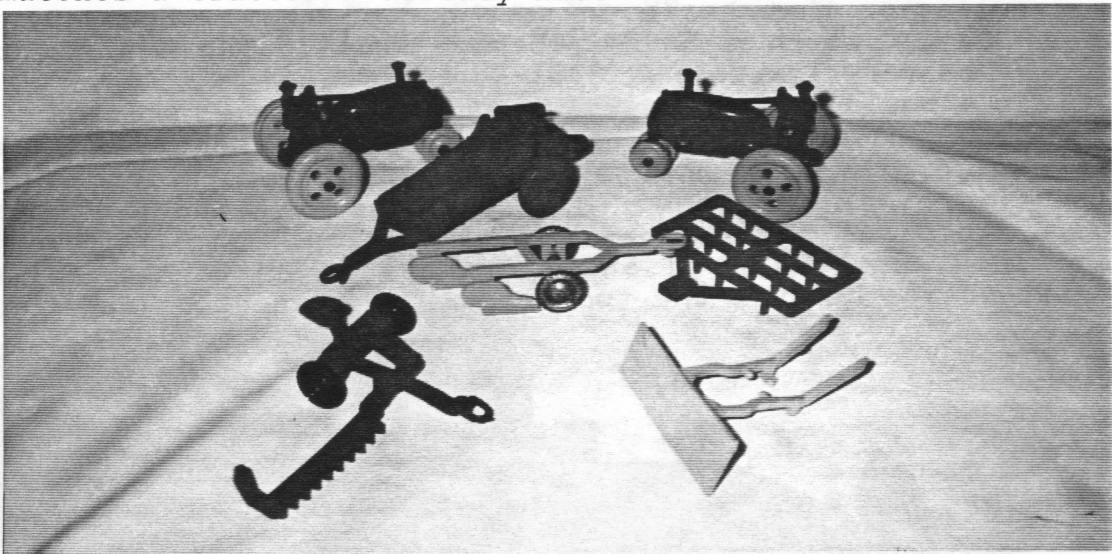
First I would like to share an unlighted Girard station. This is one of two I have with similarly lithographed schemes. The hipped roof is solid gray with no pattern and dormer protusion is solid red but the chimney is like the regularly lithoed chimney. The main part of the building is the same as any production building. The base on this building is solid red and there has never been a noise making mechanism inside however the two electrical connectors are there.



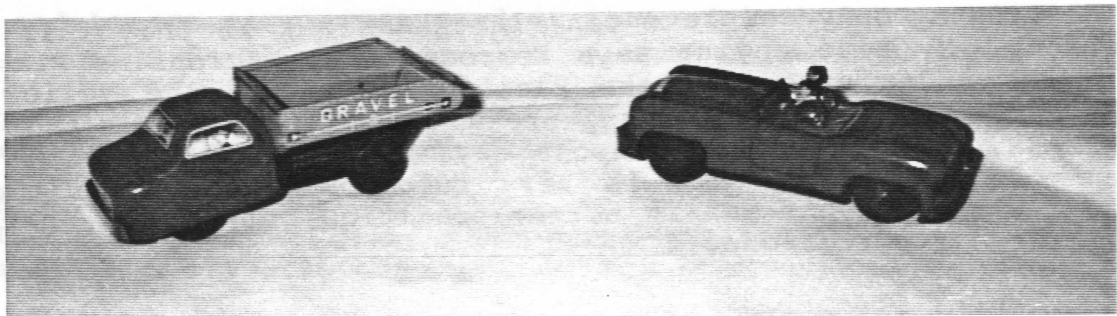
Next is my only complete tin PlastiMARX set in only fair to good condition. My Blue engine says Ferrocarriles Nacionales PlastiMARX. The green tender says Southern Pacific Lines and the yellow hopper simply says FNP. The orange-brown boxcar says FNP and LaLinea PlastiMARX, and the yellow caboose says Trenes PlastiMARX. This set is one of those sets that is very uncommon in any condition. Of course I wish this one was in better condition but it will have to do until I find a better one.



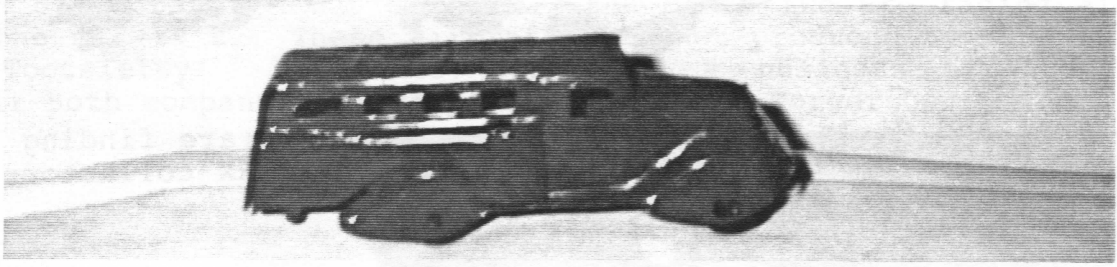
The next picture is a good example of how things are found in pairs sometimes. At York in October I bought a blue tractor from a man that keeps his eyes open for items for me. He needed \$50.00 for it by itself. The next day I found one just like it with everything else in the picture for \$10.00. I find that these things sometimes come in pairs. The plow in the middle is yellow with silver wheels which matches a tractor I already had.



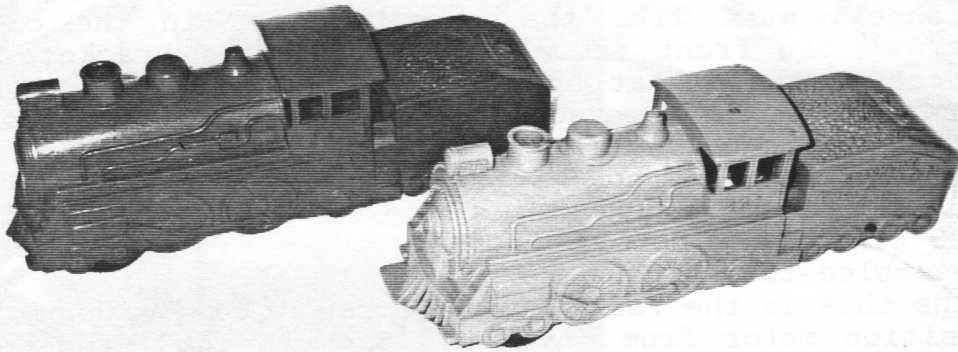
Some of my favorite collectibles are shown next. These are Linemar toys about  $3\frac{1}{4}$ " long and are lithographed tin with great "toy" detail, color and collector appeal. The truck on the left has a red cab and yellow bed which says gravel. On the door it reads "Acme Gravel". On the right is a red two seat convertible which reads "Plymouth" on the back and is the only one this size I have ever seen with inserted people. A man wearing a blue suit and a woman wearing a red suit and hat. These are so much fun it's unreal. My wish is that we knew somehow how many sizes, shapes and colors these Linemar tin vehicles came in. I believe that we will never know just how many of them were imported for the Louis MARX company. Is there any documentation out there on these? I found these on the way to York at Antique and Flea shops.



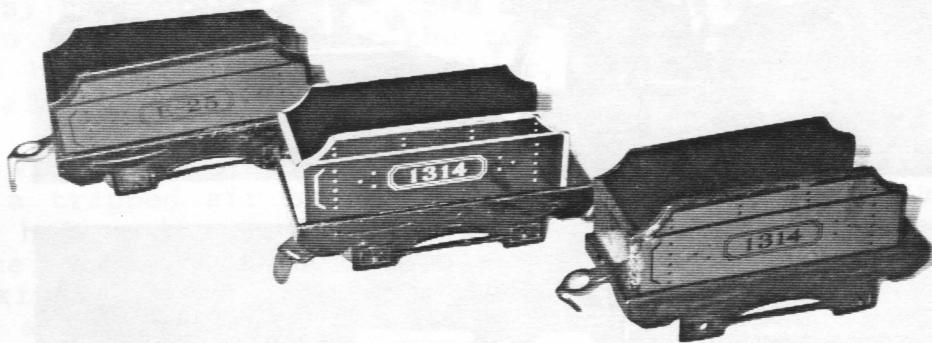
Next is a picture of a very clean and very desirable red two piece 3½" bus. This one was acquired from my friend Jim Norton. I had two blue buses and Jim agreed to trade a blue for a red. Many of my quality items have come from Jim. The story about this one is as follows. Jim and Ginny, his wife, were in an antique mall in my city when Jim spotted this red bus. This is a market I frequented weekly to find just this type of thing. I missed this one!



Here are pictures of a pair of MARX made in Great Britain floor trains. My American made ones are red, black and medium blue. These two are dark blue and light blue. I mentioned an auction in last issue that I was successful on one lot. The lot included these and all of the following and more.

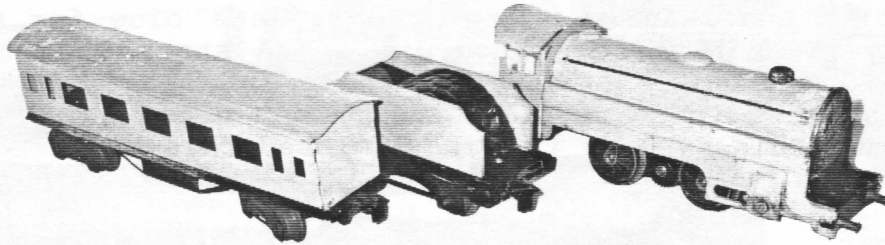


The next photo is of three English MARX tenders, two of which complete sets for me and the third ( a green 1314 is one I would like to have the rest of the set).



And last but surely not least is a pale green three piece English set that is very rare. This set is one that is not documented anywhere but is like one I passed up at an auction in Connecticut a few years back. One just like it sold for \$3500.00.

Last issue I mentioned in the center spread a proned figure that Bob Rosenberg owns but as Richard MacNary pointed out I didn't tell why it was photographed. This one is a color until now had not been seen. It is green?



Guys and Girls please let me know what you are finding and send pictures so we can share them with our fellow MARX collectors. Don't forget you can fax information to 417-866-1068.

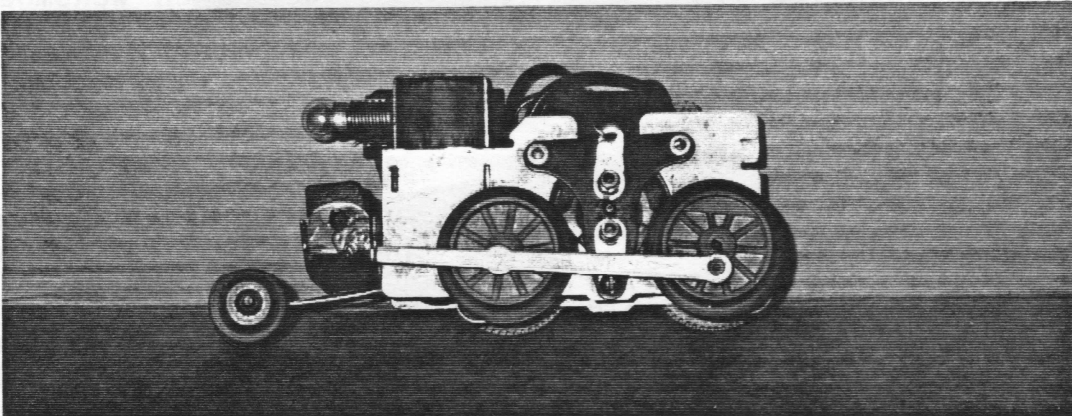
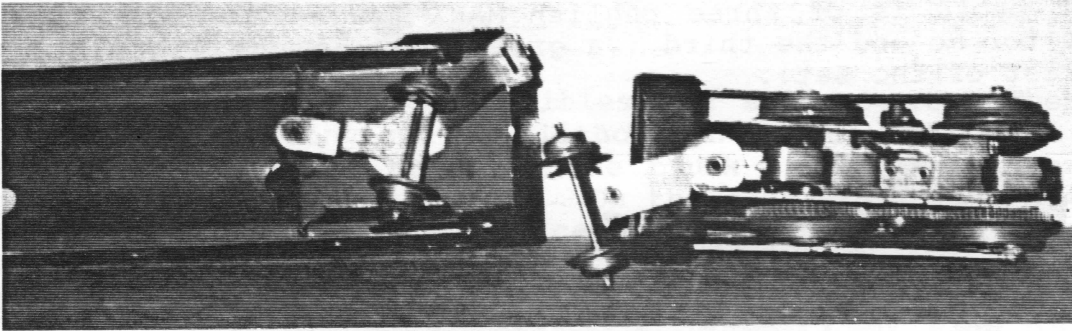
### IS THIS REAL?

By: James A. Norton

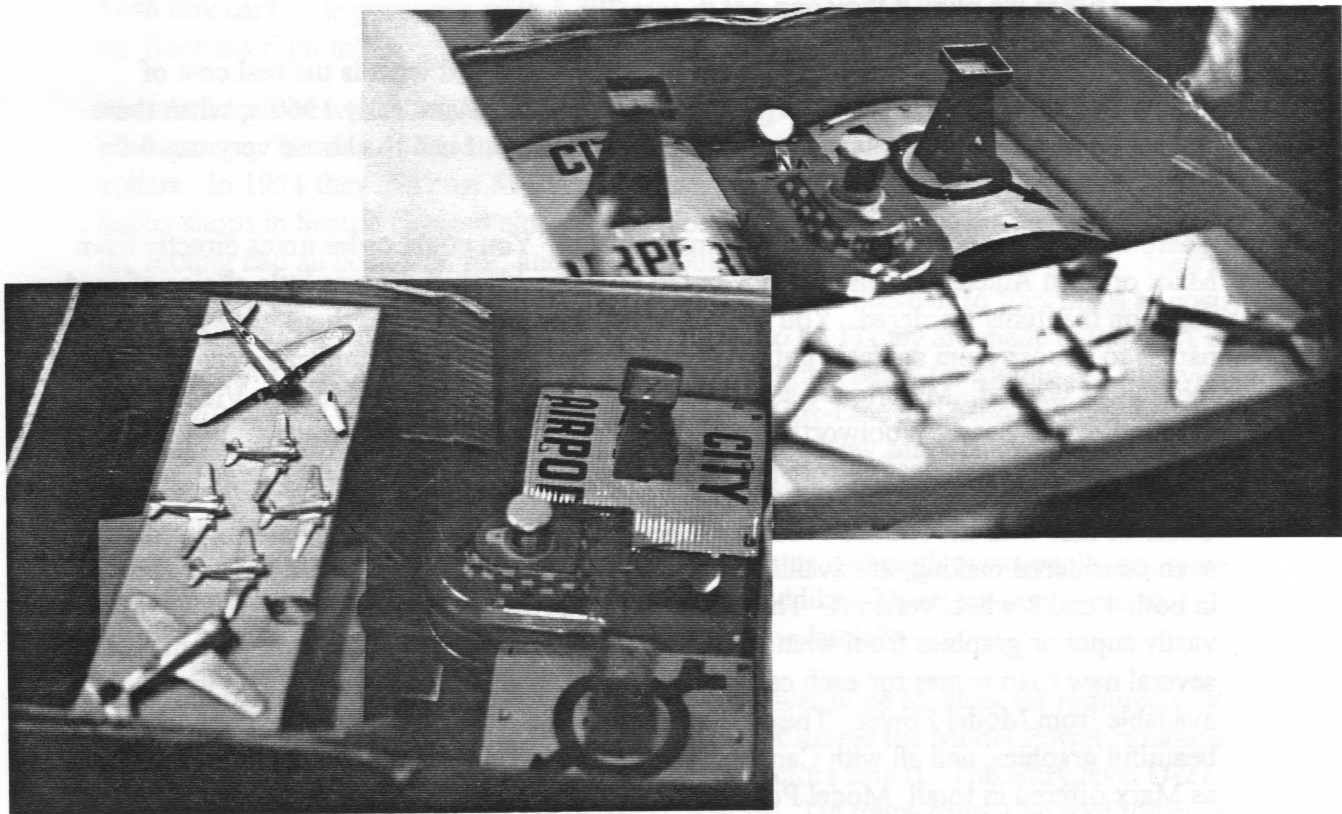
Last month I was doing some "horse trading" with MARX and acquired a 3000 engine. While discussing the trade I turned the engine over to look at the collector and wheels. The first thing I noticed was the leading and trailing trucks. They are made from a thin tin sheet, much like the material used in the old Joy Line freight cars. The front truck is mounted on a bracket attached to the steam chest with a flat spring on top of the mount. (Photo 1 and 2). The rear truck looks exactly like the light sheet metal on the 999's except it is also of tin (Figure 2).

The brush frames and holder resemble those on the M-10000's. The brass holders are small and look like the M-10000. (Photo 1) I examined 25 other MARX motors in, 3000, 999, CV, and others and none of them resembled this brush frame.

Perhaps this is the result of a "screw driver mechanic" or it may be a transition motor from the early days to the later motor. Does anybody know?



Very much enjoy what you and everyone contributes to Collecting With MARX. Been a great year. In the last issue you had published some pictures of a MARX airport. When we held the meetings at the Holiday Inn, a gentlemen brought the airport pictured in the accompanying photos. This has been several years ago so don't know if you were in attendance or not. If you look closely at the boxed set, you will notice 6 aircraft. Four are DC-3, the other two are racing aircraft from the mid 30's. These aircraft were not produced by MARX but they were Tootsietoy! Apparently MARX had a business arrangement to benefit both companies. --Happy Hunting, John Torgerson.



In Issue #26 Ben Bittner is puzzled by the high prices of new MARX. These trains are built with a lot of quality and good workmanship and run great. If you compare them to other quality, American made trains, the prices aren't that high. They are not plastic!

Norman Goff wonders about the two holes in the fighting squadron helmet. I have 4 helmets; (2) silver, (1) red and (1) whitish gray, all original and all have the two holes. (I'm still looking for the olive drab one.) Inside two of them, below the holes are a quarter size spot with no paint. It looks like the helmets were dipped in paint and a trapped air bubble made the spot. If the helmet was hung by the two holes, the angle would be right to put the spot there. I believe the holes were used to dip the helmets in paint. There are also two kinds of emblems. One helmet has an eagle on it and the other type a lion on it.

I have a question about the 1934 lucky piece, Union Pacific/Pullman Aluminum coin that came with the early M10,000 sets. I found a coin in a flea market, not with a train and I thought I found a needle in a hay stack. As time went on I have seen a lot more of them in many places. Obviously they were given out with more than just toy trains. Do you know how else they were distributed? --Jerry Wixon.

It is my understanding that these coins or at least some like them were given when passengers rode the real train. If anybody can shed light on this please contact me.

## **Are the Flynn's New Marx Trains Expensive? (or, These are truly the best of times!)**

Comments by Al Osterud

In Issue 26 of *Collecting with Marx*, Ben Bittner made an interesting comment as follows:  
I'm puzzled by the very high prices on new MARX by the Flynn's.  
Guess it's okay if they can get it.

I decided to look at this question further, as I have wondered what is the real cost of buying new trains today. I do know that during the 1950's and early 1960's, when there were a lot of new Marx trains I would have liked to have, I had to choose very carefully what I bought. I did not buy very many new items.

There was also a limited selection of items available. You could order items directly from Marx or from Allied Toy Distributors, but in my experience, there was little choice of road name on the items I ordered. You got what they shipped. Not that there were many road names to choose from anyway, but I do remember trying to avoid duplicates and still get the trains I wanted. My primary sources for Marx trains ended up being St. Vincent De Paul in Seattle, Sears, Woolworth's, and the other kids in my neighborhood. When the scale series cars disappeared from the stores after 1954 I was very disappointed.

Contrast that with the situation today. Scale series cars, in more road names than Marx even considered making, are available from Jim and Debby Flynn. So are the 6 inch cars in both 4 and 8 wheel versions. The De-Luxe plastic line is available from K-Line with vastly superior graphics from what Marx was able to produce 30 years ago. K-Line offers several new road names for each car each year. A greatly expanded Marx HO line is available from Model Power. They recently released a new series of 8 Box Cars, all with beautiful graphics, and all with Canadian road names. That is almost as many HO boxcars as Marx offered in total! Model Power even also occasionally releases the 4 wheel plastic cars from Mexico (although with lettering no better than what came out of Girard).

So, are the Marx trains of today expensive compared with Marx of the past? I decided to use the Consumer Price Index to make a series of comparisons. (I have used 1997 figures because the 1998 data is not yet available.) After looking at this, the answer, in my opinion, is no!

Clearly today's Model Power HO cars are a bargain at an average asking price of under \$5.00 per car. Marx HO cars were 4 for \$4.99 in 1960 at Sears. In 1997 dollars that would be \$6.72 each. How can they be so cheap today? The answer is they are made in China, and the only new tooling cost is for the lettering. Everything else, including trucks and couplers, is identical to the last production (although I am not sure if Marx or Model Power revised the box car door tooling).

What about the De-Luxe line from K-Line? The new B&O and Nickel Plate Bay window caboose bodies are out of the Marx mold. K-Line had to tool a new floor, new end railings and ladder (much nicer than the originals), and have included great lettering, interior lighting, and, on the B&O car, updated, costly die-cast sprung trucks. The B&O car sells for \$25.95 today. The plain unlighted Western Pacific Bay window caboose



shown in the yellow 1958 Marx brochure at \$3.50 would be \$19.48 today. How does K-Line hold the price so low? Again, the car is made in China, uses old tooling for the most expensive parts, and is made in large volumes. (And, if you want to see more of these cars in more road names, you better buy a B&O K614-1091 Caboose or a K-1806 Nickel Plate set. If these two low priced Bay Window cabooses don't sell, they will likely go the way of the depressed center flat cars!) Have you really looked at the K-Line Missouri Pacific 5146 box car? It is gorgeous, with 5 different colors on the car! And an old Marx box car floor fits right in!

Then let's look at what the New Marx Trains is doing. A scale series car cost \$1.79 at Montgomery Ward in 1943 when they were brand new. That would be \$17.22 in 1997 dollars. In 1954 they still cost \$1.79, and that would be \$10.49 in 1997 dollars. In 1954, hobby shops in Seattle charged almost 40% more than Wards for the same car. By then the tooling had all been paid for, and Marx should have done well at those prices. New Marx Trains' scale cars at around \$40.00 each are two and one-half to four times as costly as the prices at Wards. Why? The key factors have to be 1) they are made in the USA at today's labor rates, 2) all of the tooling is new (No original Marx tin tooling has survived), and 3) production volumes are a small fraction of what K-Line and Model Power produce. It is apparent that the Flynns are not getting rich making New Marx trains. Jim still holds down a full time job that has nothing to do with trains, and Debby still works for the company that she worked for before they ever started on the trains. They are making enough to pay for some new tooling and new litho plates, although occasionally not quite as much new tooling as some of their customers would like. These are very close to custom made trains -- and have you priced one of those lately?

Would the New Marx Trains sell enough more at a lower price to allow for required cost reductions? I doubt it. The entry level HO market subsidizes the Model Power offerings. (Actually I don't think Model Power knows any collectors exist!). The entry level O-27 train set buyer subsidizes the K-Line (Marx) collector. Tin trains cannot be sold today as toys due to metal construction with exposed metal edges, so that potential market is closed to the New Marx Trains. They could probably sell them cheaper if their trains were made in China. Asian wages are a tiny fraction of US wages. But if they did that how many customers would they lose? I think quite a few! Maybe even most!

Finally, compare the price of any of the New Marx trains to the current price of a new-in-the-box old Marx item. The New Marx items are no more expensive, and for the scarce items they are considerably less. Then look at the beautiful litho on the New Marx 7374 MKT old time refrigerator car. In my opinion this is the best looking Marx car ever, new or old.

Thus, I believe these are the greatest times ever for the Marx collector and for the Marx operator. The only problem is most of us cannot afford to "have all of them" as the well-known logo asks.

Al Osterud  
February 3, 1999

## MARX REMARKS - PART III

By Art Bink

As Part II of this series went to press a few months ago containing my chart cataloging 34 variations of Vanderbilt and Mercury locomotives, the quantity had already gone up to 42, but it was too late to include the additions. I expect that by the time this article goes to press, that number will have increased too, and perhaps this will become an eternal thing! Some of the minor differences not discussed in the chart will become the subjects of this article. I don't doubt that if every minor variation above and beyond what the chart contained was reason for a special column, we could have a list of maybe 300 or 400 locos, and this without getting involved with motor variations and gearing!

Wheels? Well, there are die cast wheels and there are hollow stamped steel sheet metal ones. The stamped steel ones come in a nickel plate or a black oxide finish. The inside disks on some hollow wheels have 3 slots and turned down tabs to space the 2 separate shells of the wheel apart. Forward hollow drivers for wind-up motors may or may not have holes for side rods, but rods were never used on front drivers. Rear drivers MAY or MAY NOT have holes for mounting rods, and while most locos had rods, some had none as assembled at the factory.

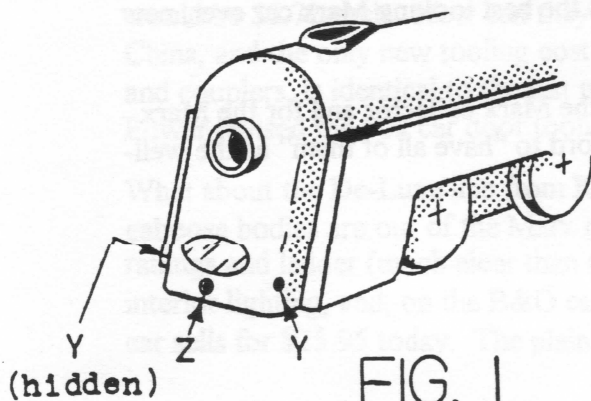


FIG. 1

In the front piece (boiler front) of the Vanderbilt, there are up to 3 holes near the bottom (see Fig. 1). The Z hole, like the Y holes, appears in some and not in others. The Z hole is required when a headlight is installed. The Y holes (for handrails) may appear in the front piece, but not the body. The presence of Y holes does not necessarily mean handrails are missing. The front piece itself structurally has its own variations. The two 'bottom view' profiles of the Vanderbilt front are shown in Fig. 4. They were traced by resting the front (cow-catcher area) of the loco on a sheet of paper placed on the edge of a table. Tabs were added to show how some were bent over and some were twisted (a practice commonly used by American Flyer). Two distinctly different stampings occur as front pieces. One is the more common 'flat' version (Fig. 4-a) and the other is the more bulbous looking 'round' version (Fig. 4-b).

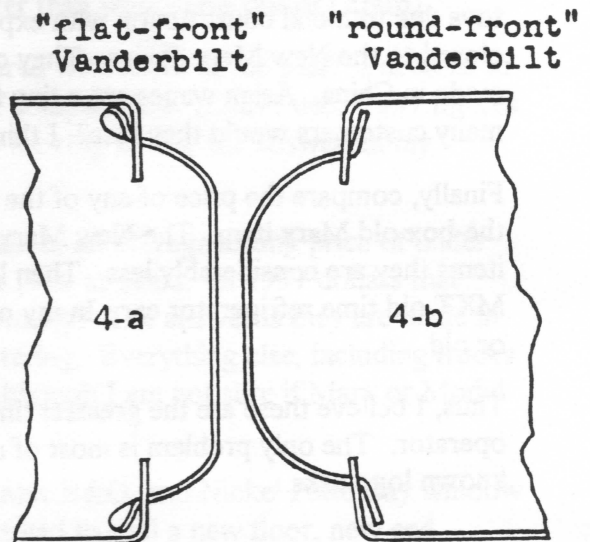


FIG. 4

(traced from actual locos)

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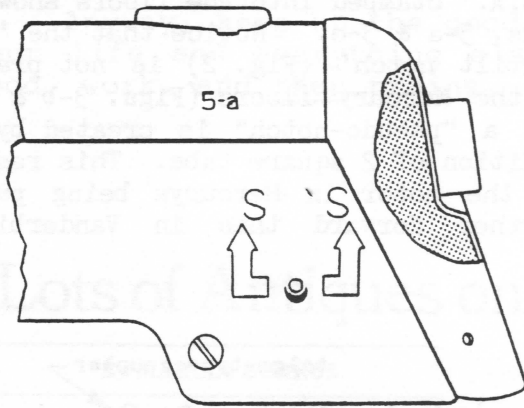
MARX REMARKS - PART III

(Continued From Preceding Page)

The Vanderbilts also show two different front piece SIDE PROFILES; one (most common) has a recess for the headlight to mount in (Fig. 5-a), and the other (rarer) has simply a slanted front with the headlight rim being cut at an angle to mate with it (Fig. 5-b). Also, on the passenger's side ONLY, on some locos there is a strange extruded hole (purpose unknown) in the 'steam chest' area (Fig. 5-a & Section S-S). On some locos it is

small and NOT extruded (simply punched out) while on other locos the hole is extruded (raised). It appears mostly on Joy Line Vanderbilts and the earliest Marx locos (pre-1939 as I have models dated 1940 from the factory without this 'feature'). While we're on the sides of the loco, I might mention that there may or may not be slots for nameplates. The presence of these slots does not necessarily mean nameplates are lost, as some appear filled with paint. However, slots on top of the boiler were always used for domes; empty slots here mean a dome cap IS lost. Slots on the 'boiler front' were apparently always fitted with an oval NYC nameplate.

Aside of the Vanderbilt floors with swing-pin couplers, Fig. 2 shows the 'standard' Vandy floor. Various holes appear (X, V & W) other than the normal coupler hole (M). Their use is unknown to me, but they were not used in any way for the earlier Joy Line swing-pin coupler. Interestingly, cab floors appear



SECTION S-S

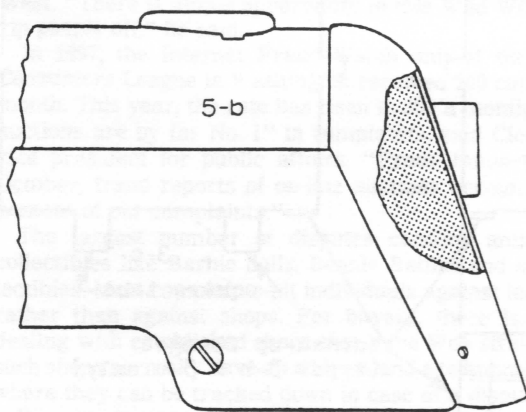


FIG. 5

(shown here 75% of full size)

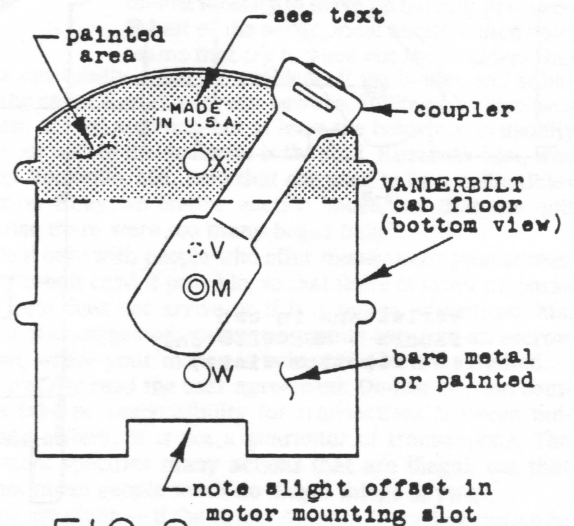


FIG. 2

(traced from actual piece but shown here 75% of full size)

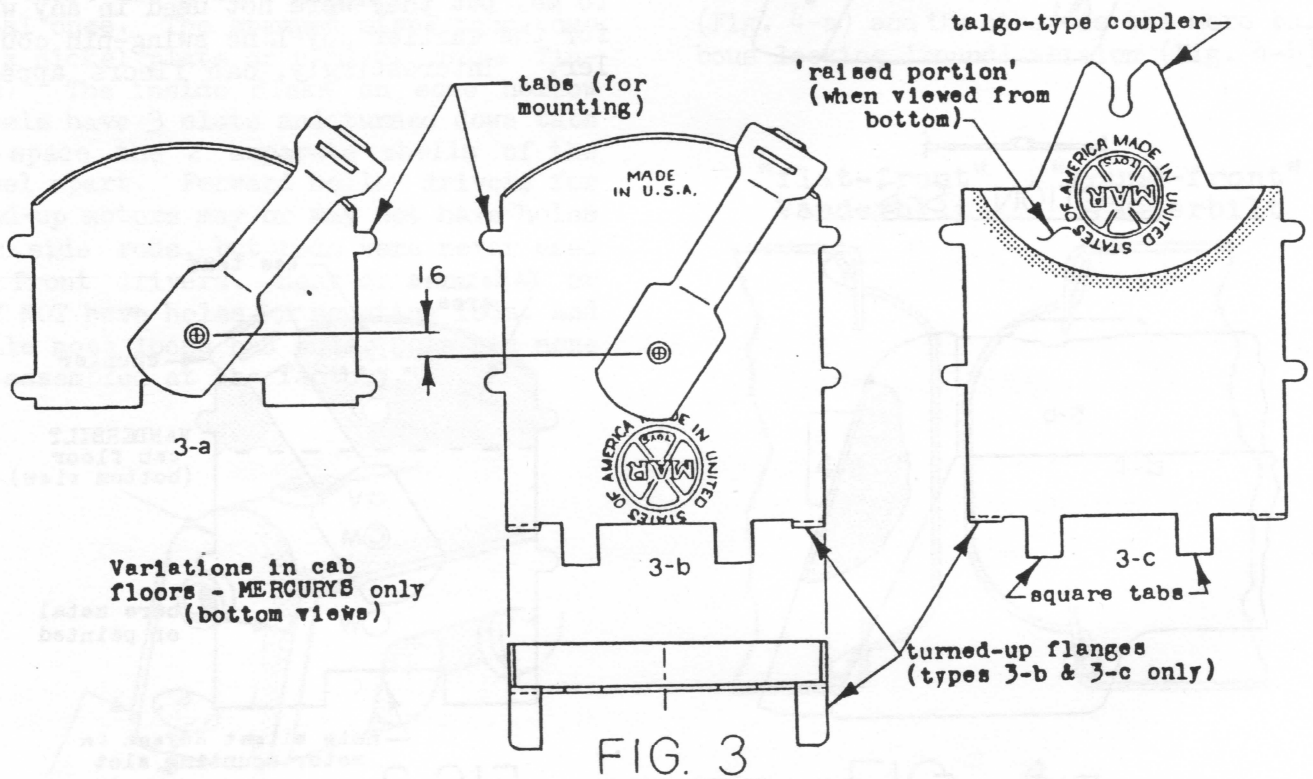
MARX REMARKS - PART III

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with the following combination of holes (along with the coupler hole M): No other holes, X only, X & W, or X, V & W. In addition, the X hole can be a large OR small hole. Confused? Well, let's try something simpler. Paint: The Vanderbilt cab floor can be fully painted, or only the portion behind the dotted line (Fig. 2) may be painted, the rest being bare steel. Again the reason is unclear, but might have been convenient for paint dipping. This 'masking' is not limited to one color loco as I have seen it on red, grey and black. The 'MADE IN U.S.A.' nomenclature is stamped in some floors, omitted in others.

shown in Fig. 3-b. Tabs are in the same positions as the Vanderbilt, but the Mercury has additional turned-up half-round flanges at the front as shown in the end view of Fig. 3-b. The strange holes that adorned the Vanderbilt floors are absent on the Mercurys. The MAR circle emblem shown in Figs. 3-b & 3-c appears on some Mercury floors and not in others. Likewise the 'MADE IN U.S.A.' nomenclature appears on some Fig. 3-b floors, but never WITH the MAR circle on the same piece as shown. I've never seen the 'MADE IN U.S.A.' stamped into the floors shown in Figs. 3-a & 3-c. Notice that the 'Vanderbilt notch' (Fig. 2) is not present on the Mercury floors (Figs. 3-b & 3-c) but a "pseudo-notch" is created by the addition of 2 square tabs. This results in the motor in Mercurys being pushed farther forward than in Vanderbilts.

As stated, with the Vanderbilt there was one major cab floor design. With the Mercury there were three (Fig. 3). The common one used with freight cars is



Variations in cab floors - MERCURY'S only (bottom views)

(traced and/or measured from actual locos but shown here 75% of full size)

Continued → → →

I really enjoy your magazine and I wish I had more to contribute. Unfortunately, I don't turn up anything uncommon very often. If I do, I will write in.

A lot of MARX sets have been showing up at local auctions here in Pennsylvania, but most are very common. I buy them, if the price is right, just for something to buy. Occasionally I will give one to a family who will play with them. Hey, a train set for \$50.00 has a lot of play value. Some plastic sets go a lot cheaper.

My best acquisitions were a Greyhound bus terminal with two of the small pressed steel buses in blue. It is missing a ramp and a sign. I also acquired a fire house without vehicles, I already had the fire chief and patrol vehicles - so this was a nice addition to my collection.

I went to York in October. Unfortunately or fortunately live far enough away - yet close enough - that it is not worth getting a motel. Therefore, I attend the show on Friday - but I have never been to the MARX collector meet the night before. Thanks for reporting what goes on at that meet. I find it very interesting. My best find at York was an orange B&O 6" eight wheel boxcar with T&S couplers. Someone had the body off to repair a loose truck, but for \$85.00 it wasn't bad.

Anyway, keep up the good work! Put God and Jesus Christ first in your life and everything else will follow - wife, family, shelter, food, work. and then trains. -- Daniel C. Fenstermaker.

## Lots of Antiques on Line, but Not Many Rules

By MARIAN BURROS

**T**RADING for antiques on the Web offers the opportunity to view, if not touch, an inexhaustible supply of items in a short time. But when it comes to buying, Mike Putzel, president of Trysail, a consulting concern that seeks to make technology easier for nontechnical people, warns that "www" stands not only for World Wide Web but also for Wild Wild West. "There is ample opportunity in this Wild Wild West to rip people off," he said.

In 1997, the Internet Fraud Watch unit of the National Consumers League in Washington received 100 complaints a month. This year, the rate has risen to 300 a month. "On-line auctions are by far No. 1" in complaints, said Cleo Manuel, vice president for public affairs. "From January through October, fraud reports of on-line auctions accounted for 65 percent of our complaints."

The largest number of disputes concern antiques and collectibles like Barbie dolls, Beanie Babies and sports collectibles. Most complaints pit individuals against individuals, rather than against shops. For buyers, there is less risk dealing with established shops that have Web sites, because such shops normally have an address and a telephone number where they can be tracked down in case of a dispute.

Here are some guidelines for buying at auction on the Web:

- Don't take the seller's word about an item's condition or pedigree. If you are suspicious, send the seller your questions by E-mail; if the seller cannot answer, shop elsewhere.

- Know your merchandise.

- Check the seller's Web site for feedback from other



bidders. And hope they are authentic. As Ms. Manuel put it, "We have seen reports of planted information."

- Print out descriptions of items from the site. "If there is a problem," Ms. Manuel said, buyers "have a written statement - documentation of their side of the story."

- Watch for shilling, the practice of colluding with someone else or creating a false on-line identity to drive up bidding prices on behalf of the seller. Most auction sites have teams that try to weed out shill bidders, but

no site can totally avoid the problem. If the bidder and seller have the same E-mail address, beware. Shilling can also be a problem at real auctions, but at least the bidders can usually figure out who in the audience is the shill. Elizabeth List, who lives in Rockville, Md., said that she used to be a collectibles dealer on Ebay, an on-line auction house, but that she quit "because there were too many bogus bids."

- Deal only with people who offer money-back guarantees. Pay by credit card if possible, so that there is some recourse if the item does not arrive or if it is not as advertised. Ms. Manuel also suggested making payments only into an escrow account, where your money is held until you are satisfied.

- Carefully read the user agreement. On-line auction companies take no responsibility for transactions between bidders and sellers; it is not a guarantor of transactions. The agreement specifies many actions that are illegal, but that does not mean people won't do illegal things anyway.

If you are stung - if the object does not fit its description or fails to arrive - provide negative feedback to the auction site; the National Consumers League, whose Web site is at [www.natconsumersleague.org](http://www.natconsumersleague.org), and the Federal Trade Commission, whose Web site is at [www.ftc.gov](http://www.ftc.gov).

## FOR SALE

- |     |   |       |       |
|-----|---|-------|-------|
| 1.  | <b>Olive Commodore Vanderbilt Loco</b> — Rare Color .....                   | C6    | \$250 |
| 2.  | <b>#4528 Erie Orange Tractor Flat</b> — No Tractors .....                   | C7    | \$100 |
| 3.  | <b>#1998 U.P. Yellow Diesel Switcher Powered &amp; Dummy</b> .....          | C7    | \$225 |
| 4.  | <b>#2124 Powered Budd Car</b> .....   | C8    | \$200 |
| 5.  | <b>#3558 Silver Lighted NYC Observation</b> — Rare Car .....                | C6    | \$125 |
| 6.  | <b>#4589 NYC Track Cleaning Car</b> .....                                   | C7    | \$100 |
| 7.  | <b>#643 Western Pacific Bay Window Caboose</b> .....                        | C7    | \$85  |
| 8.  | <b>#54099 Green MoPac Cattle Car</b> — G Trucks .....                       | C8    | \$150 |
| 9.  | <b>#13079 Black LNE Hopper</b> — 3/16" Scale (Earliest Version) .....       | C6/C7 | \$65  |
| 10. | <b>#13079 Black LNE Hopper</b> — 3/16" Scale (Second Version) .....         | C7    | \$75  |
| 11. | <b>#33773 B&amp;M Black Flat Car</b> — 3/16" Scale (Earliest Version) ..... | C7    | \$30  |
| 12. | <b>#901 Western Pacific Diesel Dummy A Unit</b> — Green & Yellow .....      | C6    | \$30  |
| 13. | <b>#54099 MoPac Orange Stock Car (Rare)</b> — Cat Walk Corner Chip .....    | C7    | \$135 |

### COMPLETE SETS

- |     |  |        |       |
|-----|--|--------|-------|
| 14. | <b>Outfit #40352 (Plastic 8 Wheel Set)</b><br>#4000 NYC F-7 Diesel (Short Stripe)<br>#21913 Blue Lehigh Valley Hopper<br>#X246 White Rocket Fuel Tank Car<br>#347100 Red Pennsylvania Gondola<br>#18326 Brown NYC Caboose<br>Track & Transformer — Set Box .....                       | C8/OB  | \$175 |
| 15. | <b>Outfit #40342 (Plastic 8 Wheel Set)</b><br>#4000 NYC F-7 Diesel (Long Stripe)<br>#2532 Cities Service Green Tank Car<br>#347100 Gray Pennsylvania Gondola<br>#21913 Black Lehigh Valley Hopper<br>#18326 Black, White, Turquoise NYC Caboose<br>Track & Transformer — Set Box ..... | C8/OB  | \$175 |
| 16. | <b>Outfit #15630 (Sears Pioneer Express)</b><br>William Crooks Loco & 1 <sup>st</sup> Division Tender<br>#56 Lumber Car<br>#45 Caboose<br>Track, Bumper, Switch & Transformer — Set Box .....  | C10/OB | \$250 |

### PLASTIC 4 WHEEL FREIGHT CARS

- |     |  |    |      |
|-----|--|----|------|
| 17. | <b>Erie Dummy Searchlight Car</b> — Blue Generator .....             | C7 | \$35 |
| 18. | <b>Erie Tractor Flat Car</b> — No Tractors .....                     | C7 | \$10 |
| 19. | <b>#198A Marlines Plastic 4-Wheel Tender</b> — Large Lettering ..... | C8 | \$50 |
| 20. | <b>#198A Marlines Plastic 4-Wheel Tender</b> — Small Lettering ..... | C8 | \$50 |
| 21. | <b>Allstate Motor Oil Tank Car</b> — Deep Blue .....                 | C8 | \$40 |
| 22. | <b>#C-350 Brown Monon Caboose</b> .....                              | C7 | \$40 |
| 23. | <b>#18326 Turquoise NYC Caboose</b> — Smokestack Broken .....        | C7 | \$35 |

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  3. Wm Crooks passenger set. C-8 \$225.00.
  4. SP generator car, C-6 \$85.00.
  5. SP maroon, drop center flat, C-8 \$195.00.
  6. Erie orange flat #4528 with 2 green tractors, C-6 \$295.00.
  7. Allstate orange power E-7 (okay for shelf) C-5 \$75.00.

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  4. 5545 CB&Q flat with bridge Girder \$35.00.
  5. AT&SF white letters Caboose \$20.00.
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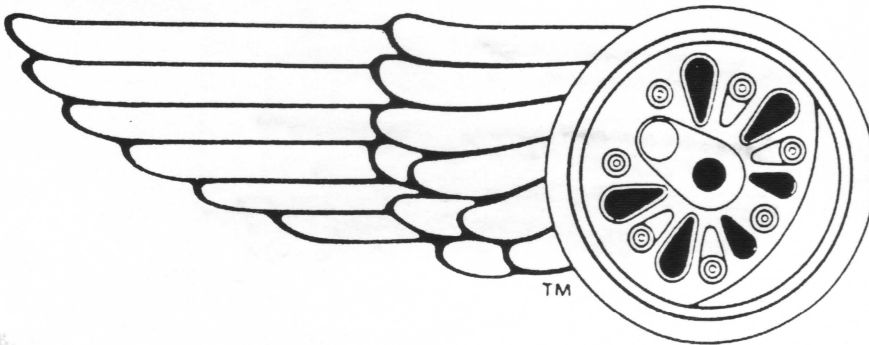
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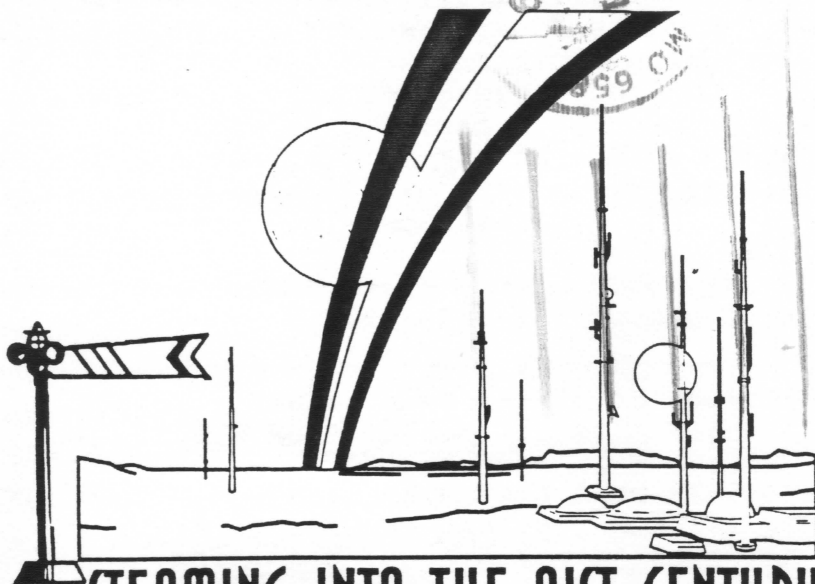
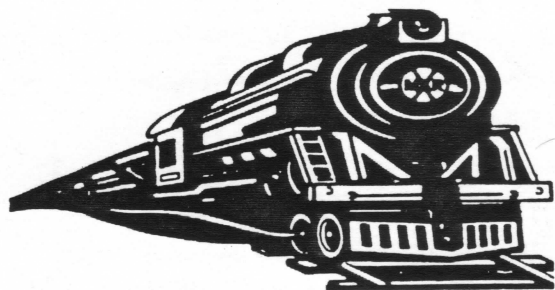
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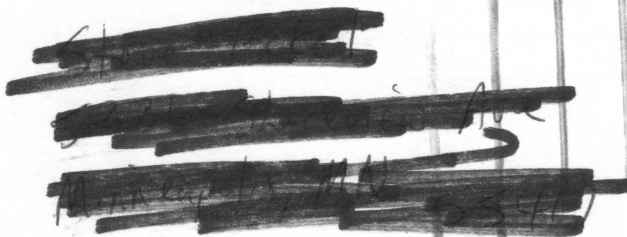


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