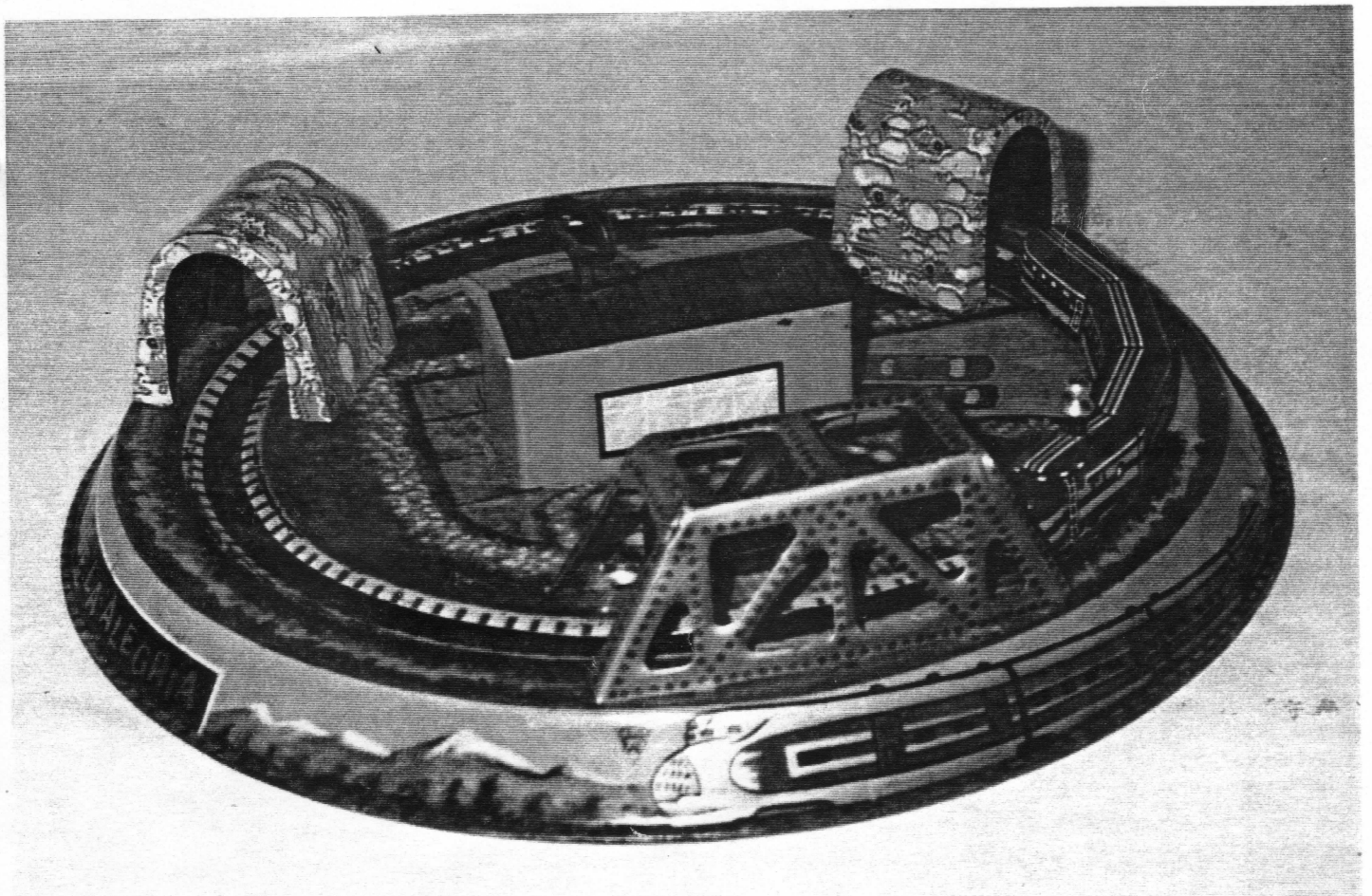


*COLLECTING WITH*

# MAIAX

Issue 28

April



COLLECTING WITH MARX

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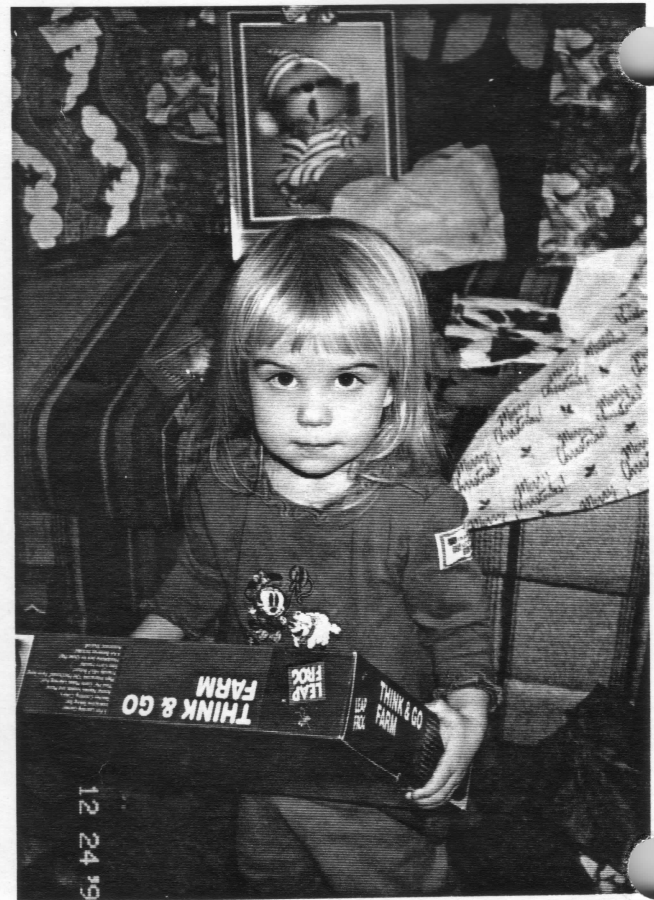
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Louis shows off one of his Christmas presents, Thomas the train track. Lauren is going to play on her new Leap Frog Think and Go Farm. We had a great time celebrating Louis's 4th birthday April 11th.

I hear so many people today telling how there is so little time in a day. We are all working to have something that we didn't have as children or maybe trying to achieve something our parents either didn't have or something they didn't achieve. I'm afraid we are going to get down to the end of our respective roads and wonder where all of our time was spent. Hopefully we will all be able to say we enjoyed every minute of every day and every day of every year we lived. For many of us collecting is going to be a large part of what we remember from our time spent on planet earth. It has been a very pleasurable time spent by me and I count my blessings each and every day. I have collected since I was a small boy. I collected pocket knives, keys, trains, rabbit tails and many other things. If the truth be known I own just about everything I have ever had in my entire life.

As my children become older and more demanding my collecting tends to get pushed back a bit into the background but it is still on my mind. I think about things such as, should I try to find things for each of them to put away until they get older, or will they be interested in what some people may call "my pile of junk?", or will they wish they had never seen any of my stuff? Only time will tell but I have a sneaking suspicion that they both will be collectors of some kind.

In the past two months I acquired a PlastiMARX Honeymoon Express in excellent condition from a friend. I guess this PlastiMARX stuff is every bit as hard to get as the English stuff. It simply boggles the mind to try to think of how many toys were produced by Louis MARX and company from beginning to end.

On the cover of this issue I have a picture of the "Honeymoon Express" I obtained. It of course has the PlastiMARX logo with the train station with Guadalahara on it and is in excellent condition. I am extremely fortunate to have been offered this particular item.

I now have a computer and will announce in the next issue my e-mail address. I have been playing around with the internet and the opportunities are endless. Trains and toys are endless and from what I have seen you can buy most anything. The quality I see is only good on some of the items. Most of the items are very common, however they are selling. Which leads me to believe that there are so many new collectors out there it's unbelievable.

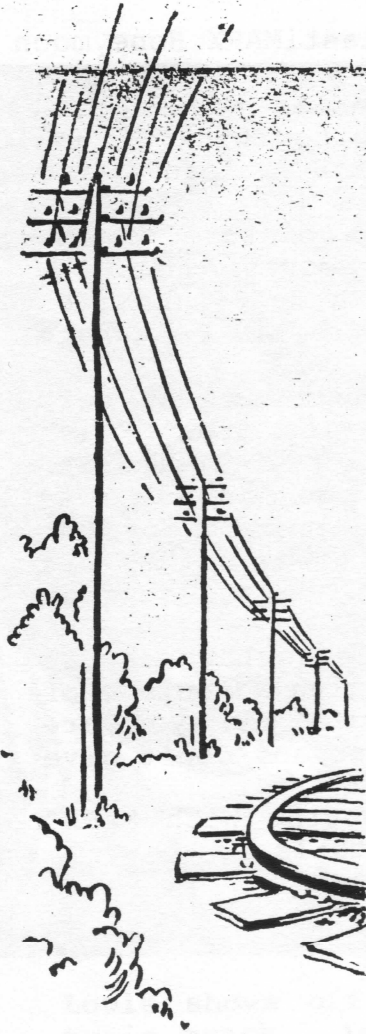
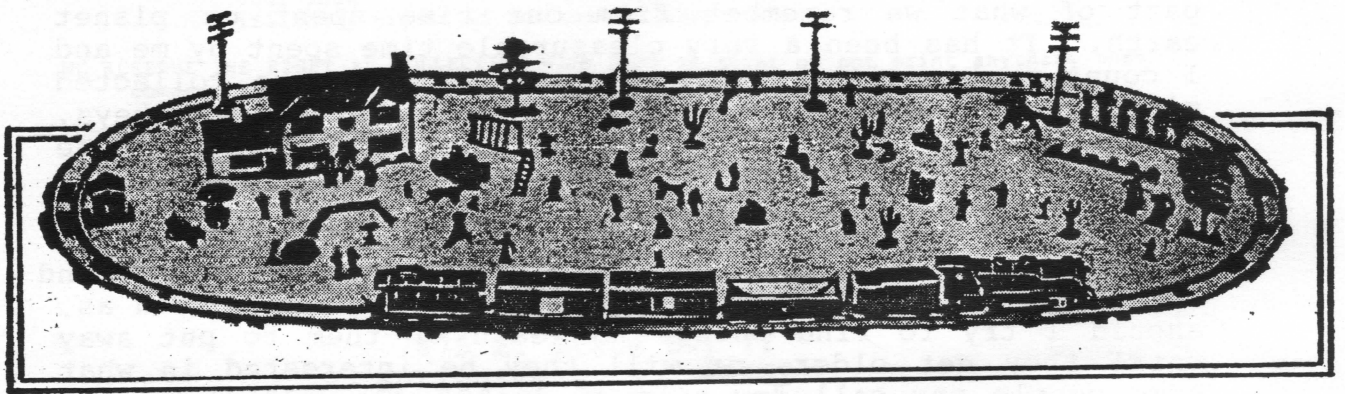
What is obvious to me is that every security measure must be taken to insure that you are not taken advantage of. In most cases on the net you have no idea who you are dealing with. Don't give credit card number and don't give more information than they need to know.

Be sure to let us know here at "Collecting With MARX" what you are finding. Send pictures and details.

*M Marx*

# FERROCARRIL PLASTIMARX

PARA PILAS ELECTRICAS



La ilustración que presentamos en esta hoja, dará una buena sugestión a los niños, para armar este equipo en forma muy atractiva.

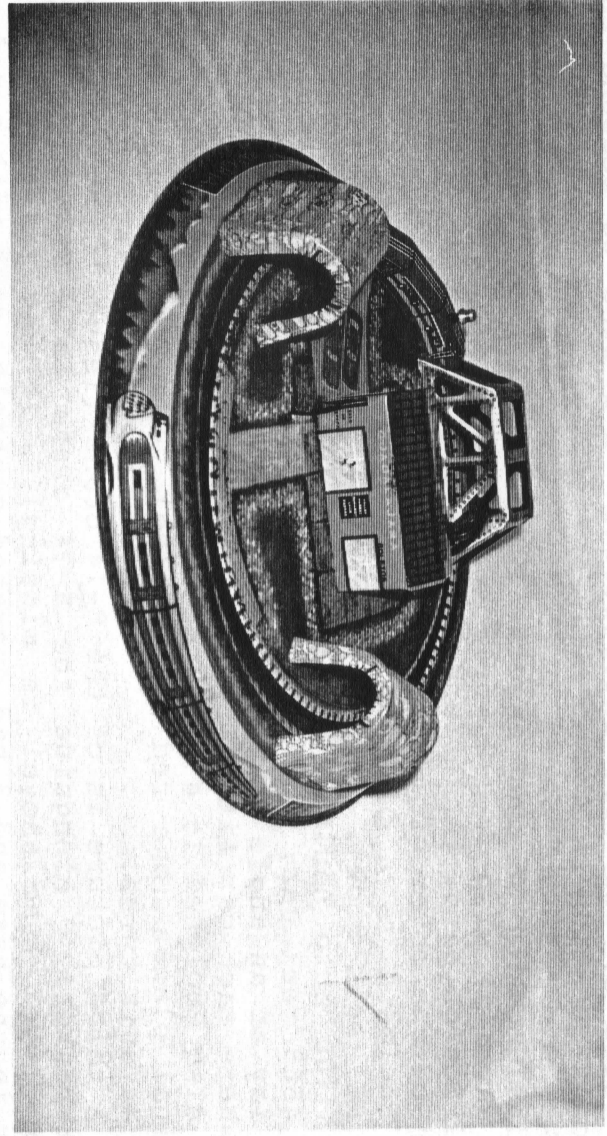
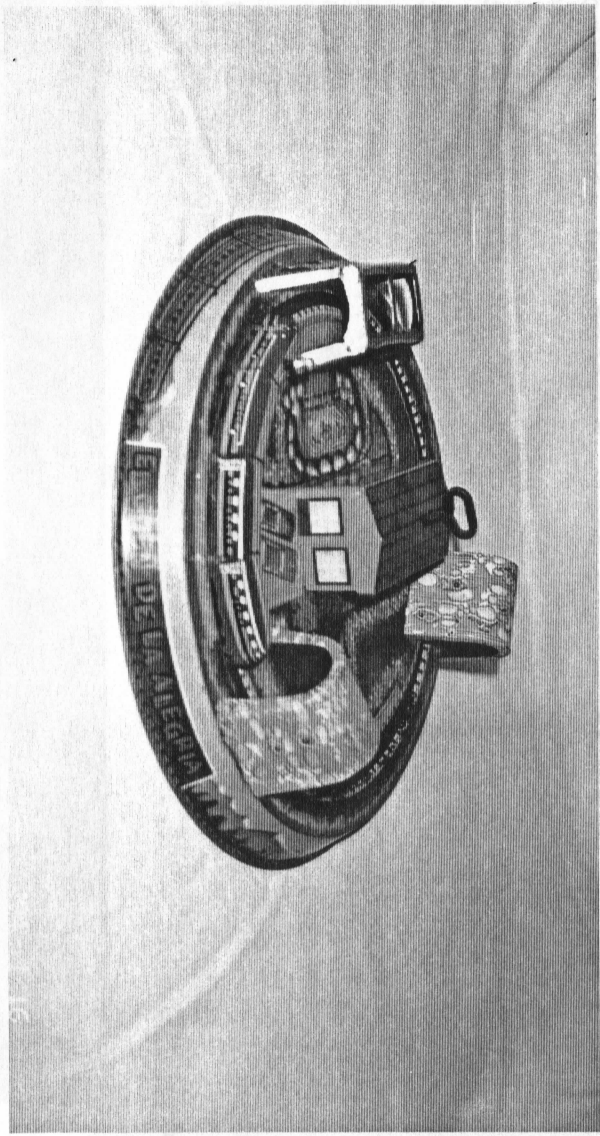
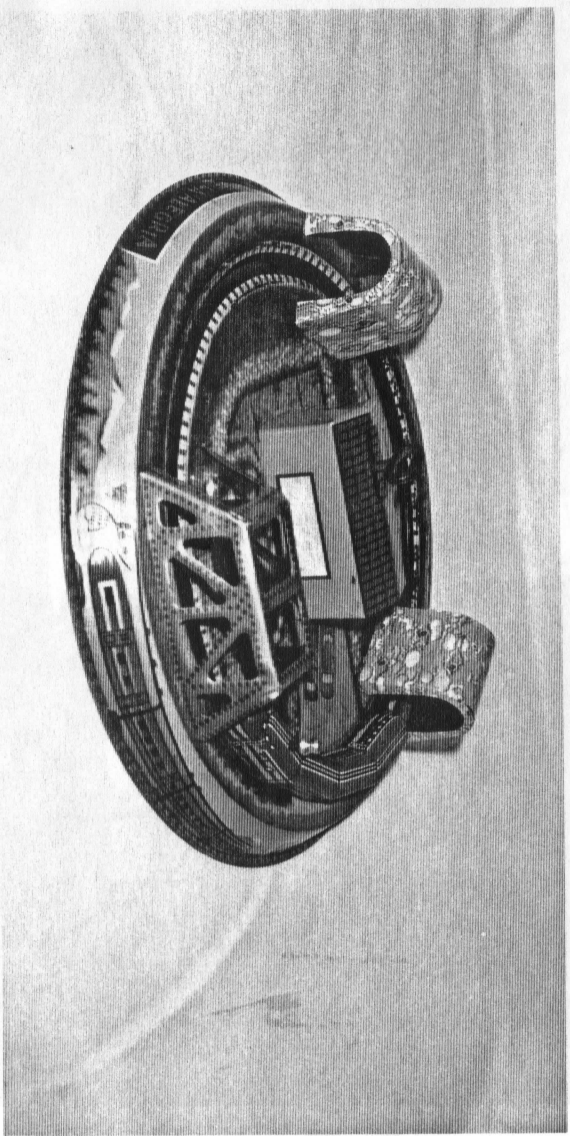
Presentámos el óvalo formado por diez rieles rectos y ocho curvos.- Los tramos de rieles deben conectarse correctamente metiendo los alfileres que cada tramo lleva en uno de sus extremos, en los huecos que lleva el otro riel. Véase que en esta operación se haga con toda firmeza.

Ahora hay que armar el edificio.- Las cuatro paredes llevan en sus extremos, dispositivos fáciles de entenderse para trabar entre si.- Los techos son igualmente sencillos de armarse, así como es fácil la colocación de puertas y ventanas.

Los rancheros, los caballos, los pasajeros, los árboles etc., se colocan distribuidos graciosamente, dentro del área que enmarcan las vías.- Con ello obtendremos un conjunto tan atractivo como nos lo muestra la ilustración.

Las locomotoras de PILAS (baterías), deben llevar dos No. 950 EVEREADY, o las equivalentes de cualquier otra marca. Se colocan insertándolas por la parte trasera de la cabina, levantando el retén de alambre para que entren y luego sujetando este retén en la parte trasera de la pila de afuera.- Para que el tren marche o se detenga, empléese la palanca que va sobre la locomotora.

**MANUFACTURAS PLASTICAS, S. A.**  
Manuel J. Othon 261, México 8, D. F.



Issue 26 was very interesting. I'd like to respond to James Norton's question on the CP 3000 engine. I have two of them and the trucks are just as James pictures show them. I believe they are original. Both of them are the same CP 3000; one of them came in a set (no box) with 5 - 8 wheel Canadian Pacific passenger cars. The condition on cars, tender and engine is all the same. This is the set shown on the cover of Issue 11 CWM.

Enclosed is a picture of set 51285 (not listed in Greenberg's Vol. III sets book). The set includes 666 engine; SP sloped tender; SOU 51100 auto hauler; red B&O 467110 boxcar; blue with grey reels CWEX 4568 reel car; and SP cabooses. What is interesting is that the cars lay at an angle in the set box. And the car silhouettes show what and where each car fits.

Also enclosed is a picture of the SKY HAWK #18 windup tower with original planes (one red - one blue). It works and the propellers spin as unit turns.

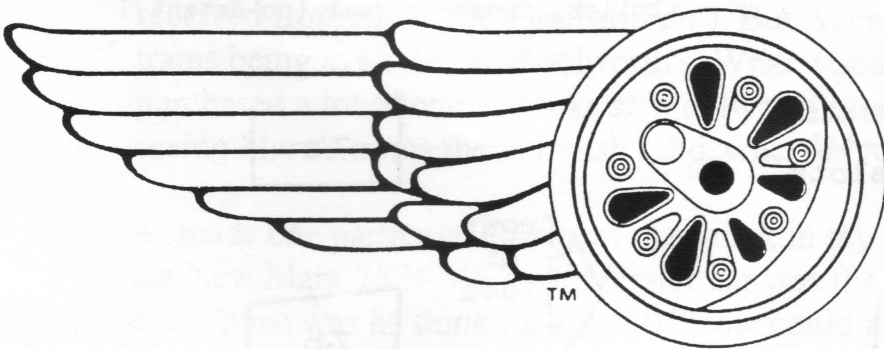
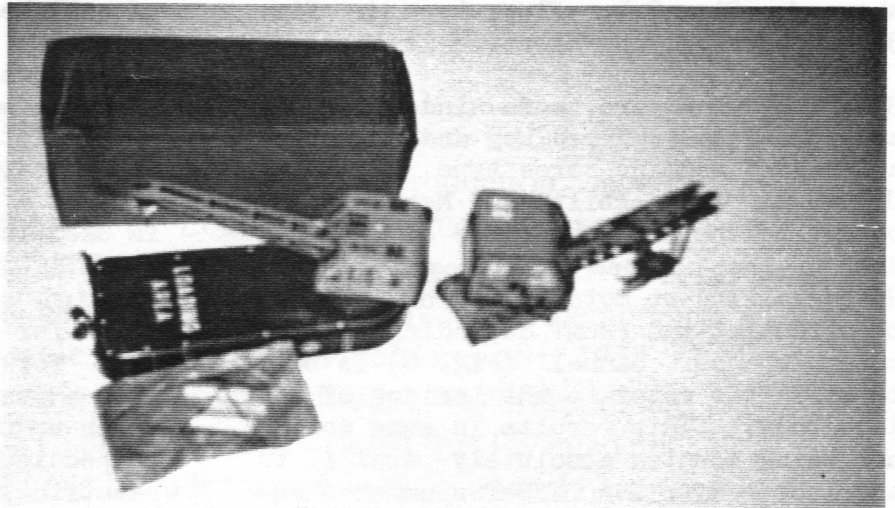
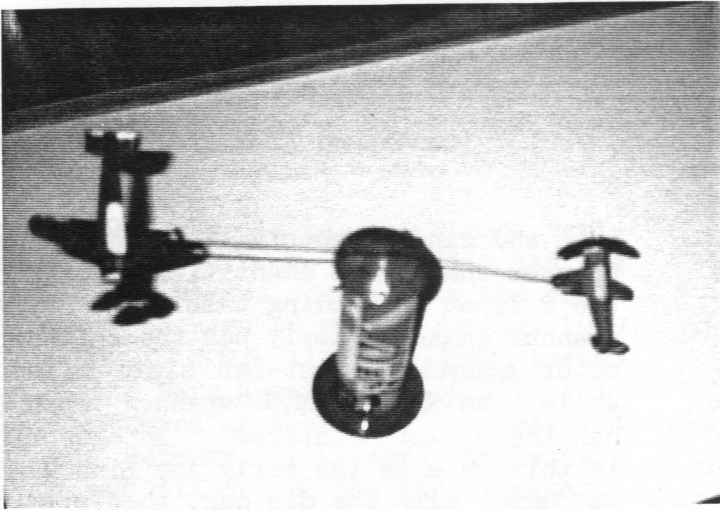
A third picture is of the B-14 crane (Issue 14 Dec. 1996 by; Dan Fenstermaker). Alongside the B-14 crane is a Linemar Construction Power Shovel (the shovel is missing). It has friction wheel type motor in the base and 3 had operated controls, each with a red plastic grip. The shovel housing is the same as the B-14 crane. I saw a very good B-14 crane at a recent train meet, missing the load, no box, but very clean. It was priced at \$165.00. I passed on it since mine includes the box and load.

I have recently obtained a second set of the Deluxe Delivery truck and 2 trailer units (from Flynns). They are just a little different. The trailer hitch on one set is painted red; the other is plain, unpainted (though showing some rust).

I have several of unloading ramps (silver), but not the army OD one. Are there any other color possibilities? And, does anyone have an army OD for sale?

I have two of the Fighting Squadron helmets of which Norman Goff writes. (One OD, the other silver; both with a seated, roaring lion. However, I don't find the air bubble spots of which Norman wrote. So I don't know what the holes are for! --Duane Ford (517-323-6409).





**The  
Robert  
Grossman  
Company**

1967 CHELFORD RD. RICHMOND HTS. OHIO 44143  
PHONE # (216) 738-0602 FAX # (216) 738-0603  
NEW MARX TRAIN PARTS CATALOG \$ 4.00

MARX REMARKS - PART III

(Continued From Preceding Page)

Figs. 3-b & 3-c show the motor offset to the left (remember that these are BOTTOM views) while Fig. 3-a shows a notch offset to thrust the motor to the RIGHT. This is because the motor in Fig. 3-a is put in BACKWARDS with the gears on the opposite side (the reason for the offset) and the normal motor-mounting 'twist-tabs' face the rear instead of the front! This is done to make room for a sparkler mechanism and headlight apparatus at the front. The coupler in Fig. 3-a is .16" farther rearward than the commoner style shown in Fig. 3-b. Floor type in Fig. 3-a appears only on electric locos.

Speaking of motors, some wind-up motors accept a square-shanked key and some take a threaded machine-screw type. All WIND-UP motors (Vanderbilt and Mercury) are offset to the driver's side at the REAR due to the notches in the cab floors. However, wind-up motors MAY or MAY NOT be offset at the FRONT depending on what motor 'spanner channel' (Fig. 6) is used to affix the motor to the insides of the loco body. This results in some motors not being mounted absolutely parallel to the loco body. The OFFSET spanner channel is identified by 2 protruding tabs (see Fig. 6) and is used with both elec-

tric and wind-up motors. The SYMMETRICAL spanner channel is identified by lack of the 2 front protruding tabs. The OFFSET spanner channel simply has the 2 (inner) motor mounting twist-tab slots offset, while the SYMMETRICAL spanner channel has these slots centered. An exception to this rule is the early Joy Line wind-up Vandy with the die cast wheels; its spanner channel lacks the two front protruding tabs even though it is OFFSET (not offset because of gearing, but because of a governor disk between the back of one wheel and the motor frame). This channel is much thinner in gauge than its successors, but such is the anatomy of Marx pieces. One might notice that there are 4 slots in each spanner channel; the outer 2 are used when drive rods are inserted. A similar but  $\frac{1}{4}$ " shorter channel is used in the M10005 streamliner. The SYMMETRICAL spanner channel is only used on wind-ups since it has no offset to allow for gears. Some mechanical locos have forward/neutral/reverse operation with a push-pull "L" shaped lever which moves up or down (3-position detent type) perpendicular to the boiler. While many electric motors have electric reverses, some have mechanical hand-lever actuated lock-outs for one-way operation as well as "off" (center position). This lever moves in a position parallel with the boiler, front-to-rear (no detent).

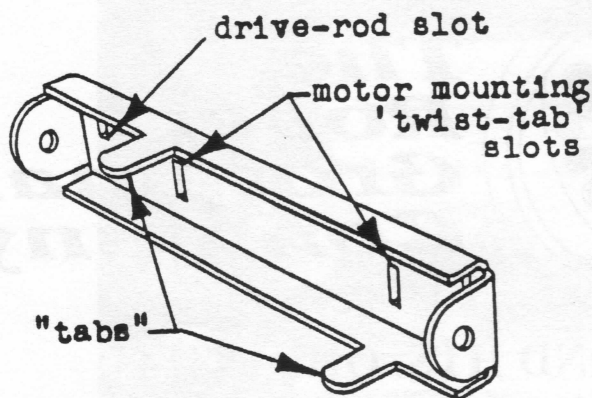


FIG. 6  
Spanner Channel

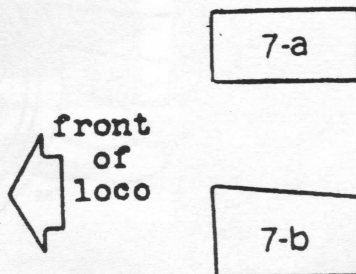


FIG. 7  
(traced around actual window)



MARX REMARKS - PART III

(Continued From Preceding Page)

Vanderbilts come in two cab window variations (Fig. 7). No Vanderbilt has the rear of the window curved like the catalog photo on page 10 of the Spring, 1979 ATLANTIC DIVISION EXPRESS (last issue) containing Marx Remarks - Part II. This window, curved at the rear, was reserved for the Mercury. Likewise, the Mercury never had either of the Fig. 7 square-cornered windows.

Bells appear to be randomly placed in

wind-up locos.

Some couplers are nickel-plated and some have a black oxide finish applied. Some are even factory-painted black.

Had enough? We'll let the typewriter cool down and perhaps say a 'little' more another time!

PART III CONCLUDED

In the Feb. issue of CWM Mr. Al Osterud writes a very informed and well researched letter relating how the price of current production Marx Trains compares to the cost of the original Louis Marx productions in to-day's dollars. I enjoyed reading his arguments and seeing how he arrived at his conclusions ( I agree with him ). I was fascinated by Al's remembrance of the disappearance of the scale series cars from the stores after 1954. I had received my first electric train for Christmas 1952. I was disappointed because my letter to Santa Clause had clearly stated that I wanted an American Flyer train and I had included a picture from a local newspaper advertisement so that there would be no mistake. I understand now why my parents ( opp's I meant Santa ) purchased the Marx train set instead and I am grateful now that they did because of the tremendous play value that I received from my Marx ( and still do ). But Al can still remember these trains being available at Woolworth's. What wonderful memories to have. I purchased a lot of comic books at Woolworth's but sadly I do not remember seeing Marx's trains there. I wish I did. Cherish your memories Al.

Al made one particular comment that stuck in my mind when he stated that the New Marx 7374 MKT refrigerator car was the best looking Marx car ever. What was he thinking about !!! How could it possibly be better looking than my cherished A.T.& S.F. 13549? The brilliant orange and yellow colors...now that was perfection. Take another look Al. It's a beauty.

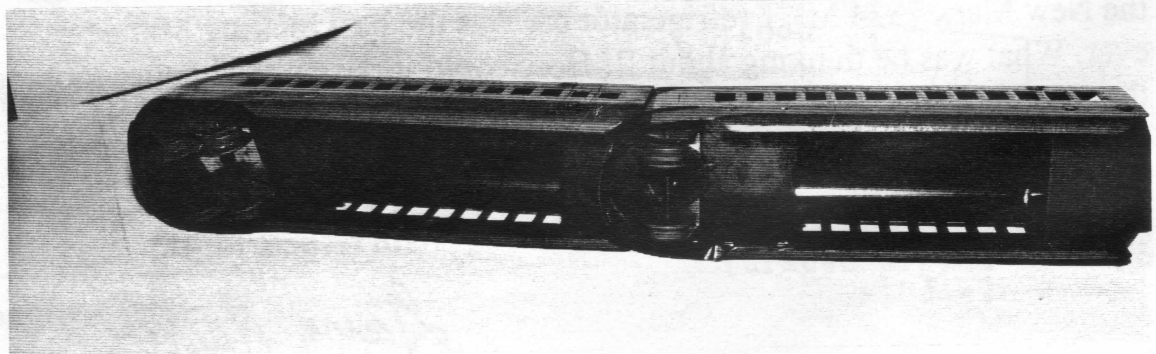
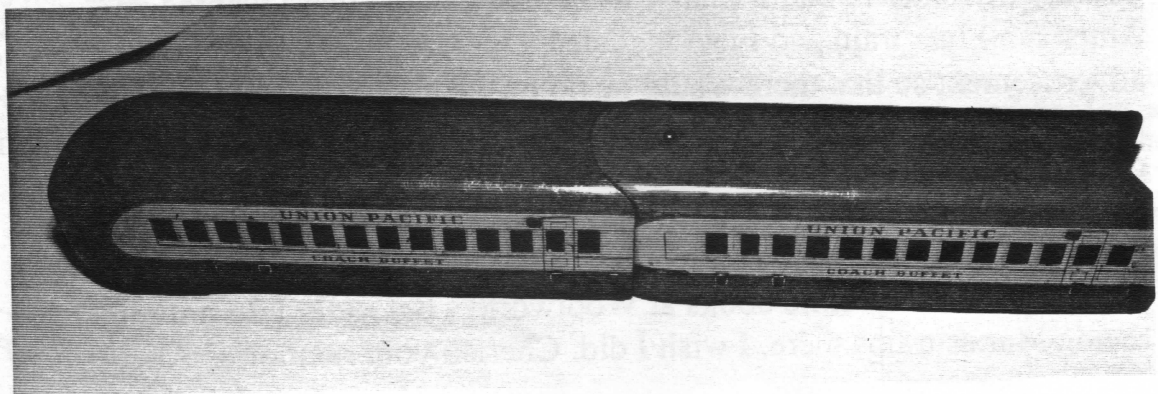
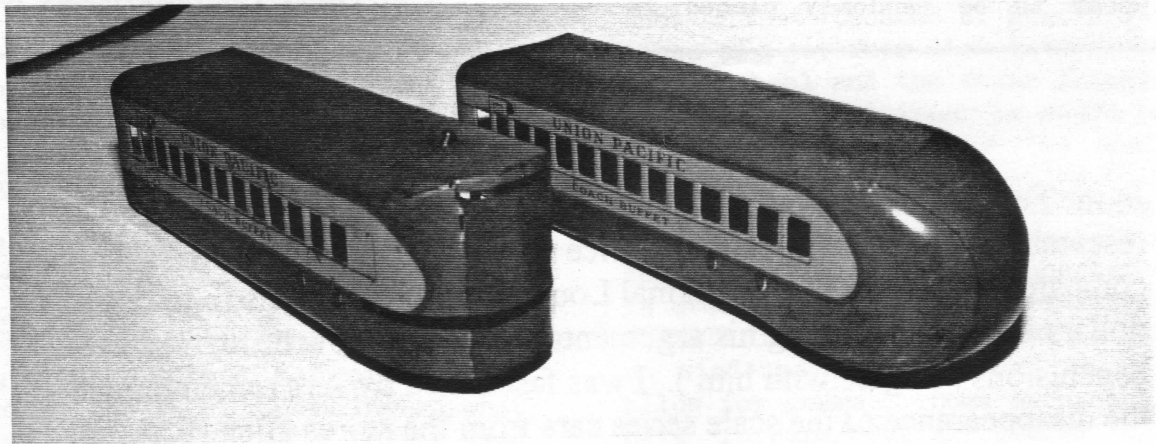
With respect to Al,

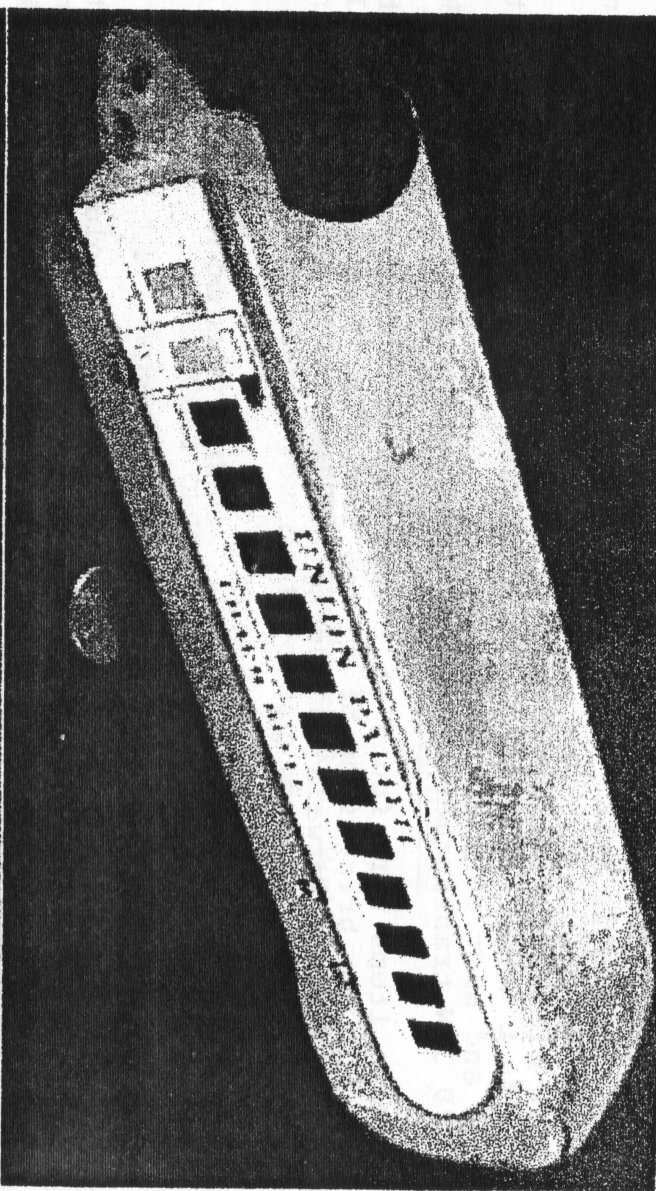
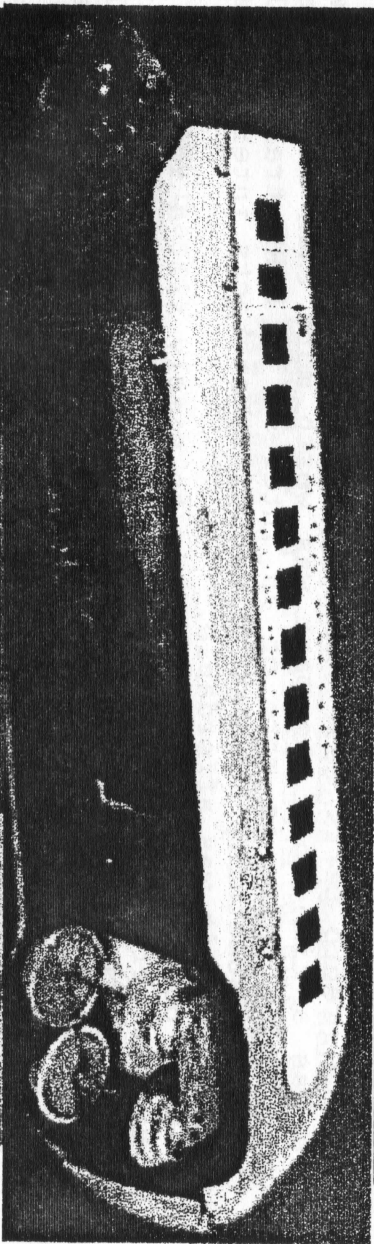
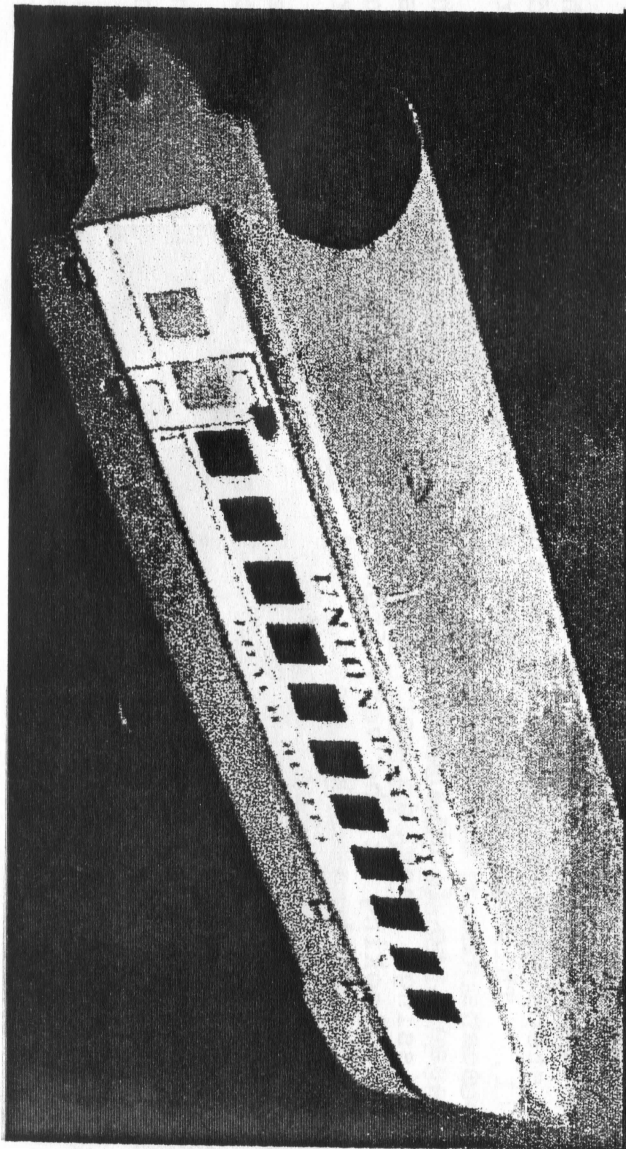
*Gary Hindle*

As per my recent telephone conversation with you about the subject Coach, I mentioned that I purchased the 3 piece set with a Red engine. The person from whom I purchased the set did not know much about MARX trains. The lithography error immediately caught my eye. I have never seen this type of Coach Buffet. I contacted several knowledgeable MARX train collectors who never saw the subject coach. I enclosed several pictures for you to examine. If you could print a small article in Collecting With MARX about this coach, some of your readers might have some information about this COACH BUFFET (coach).

Just a little side note I just picked up British MARX set blue 3978 engine & tender and 2 coaches in excellent condition from an antique dealer at a bargain price. - Jerry Alexander.

Jerry -- This is a very interesting observation you have. I can only say that I believe it to be an error. Do any of our readers have information to lend this subject?





Your magazine is really a great source of information about rare items I did not know existed. For instance, the parking garage on the cover of CWM issue 27 Feb 99. Following is a list of some of my finds in the past few months. Some are rare (not listed in Greenbergs books), all are interesting.

1. 1305 Blue Pennsylvania girder bridge with RR name and two small decals.
2. 1305 Blue Walbash girder bridge with RR name and two small decals. (made of much lighter metal).
3. 561 6" searchlight car, black frame, 4 wheel, red deck, red light casing, red handle, but with an orange yoke.
4. 556 6" 4 wheel NYC illuminated red caboose.
5. 90171 6" 4 wheel B&LE brown boxcar with yellow lettering and sliding doors.
6. 5545 CS&Q flat car with two orange Allstate trailer boxes.
7. 20102 6" 4 wheel NYC gray and red caboose, silver frame with punched tab and slot couplers.
8. Model 719 35W transformer, no cord, has two prongs as shown in CWM issue #21.

All above items were found at local train shows at very reasonable prices. I plan to bring some of my new finds to "York Show and Tell" this April. Looking forward to seeing all you MARX train collectors at York. --Ray Cox.

I CAN'T STAND THOSE REPRO PARTS  
By: Robert Grossman

There is nothing better than original used or new old stock parts when making a repair on any MARX train. A lot has changed in recent years and as original replacements are becoming harder to come by, more repro parts are being produced.

Actually, repro parts have been around for about 20 years now, but there was a time when the part was worth more than what it was going on. Today there is more of an interest in MARX trains. It seems that once something becomes valuable, it attracts interest that was not there when it was affordable.

The whole purpose of a repro part is to simply fill a void when a part is broken off or missing. It in no way increases the value of the item that it is going on. Once the integrity of a plastic shell is broken. It is of a much decreased value, no matter what is glued back onto it.

A major area of interest is the E-7 diesels, here is how you can tell if the unit that you are looking at has repro parts or not.

All of the steps should be flush with the body shell. The replacement steps have a lip to allow them to be glued to the inside of the shell. This is the most important part, because if they are present, it means that the shell is broken.

It's unusual to find an E-7 with its original horns. If the horns are missing, they do not affect the shell, as they are just press fit. By looking at the very front of the horn, an original one is slightly pointed at the seam, and the replacement horns are completely flat.

Original silver sideframes are painted and replacement sideframes are solid silver. The lines next to the bearings are curved on original and straight on a replacement.

The most important thing to consider is the condition of the shell. You can usually find original parts, but you can increase the value of a broken shell.



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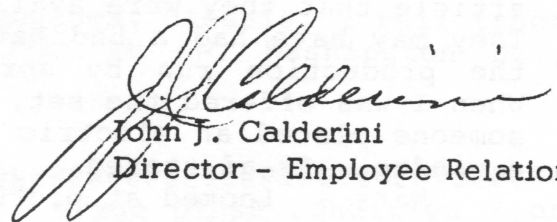
TO: ALL MARX EMPLOYEES  
FROM: JOHN J. CALDERINI  
DATE: OCTOBER 22, 1973  
SUBJ: PRESSURE SENSITIVE WINDOW STICKERS

Attached is a 'dual purpose' window sticker. We'd appreciate it if you'd put this inside your right rear auto window.

It's 'dual purpose' in that:

1. Within some of our Corporate parking lots some confusion exists as to who 'belongs', who the visitors are and proper utilization of assigned parking spaces.
2. We are proud to be a part of a new viable organization with a logo that reaches millions of homes daily through T.V. or purchase of one of our toys. We'd like to have our symbol 'get around' even more.

Many thanks.

  
John J. Calderini  
Director - Employee Relations

ms

P.S. HOW TO APPLY:

Note that the brown paper protective face protects the logo. This sheet has a slit in it; peel this off, place decal on inside of window, applying from center out.



In issue #26 Jim Norton asked about the early CP 3000 motor with the "flat spring" leading truck. These are the very early (first) motors used in the maroon/gold trimmed CP engine which pulled the CP passenger cars. They had the tube brush holders, with coiled brown springs. Later CP engines pulling the 8 wheel CP passenger and freight sets, used two wires holding the front truck and later style brush holders.

In Art Bink's comprehensive CV and Mercury engine variation listing, he mentioned that the bottom of the CV cab floor were partially painted. I've noticed on my 20 variations that the electrics are either unpainted or  $\frac{1}{2}$  painted, while the windup shell cab floors are painted. There may be exceptions, but I think it may have been used to tell assembly people which motor to install - electric or windup.

After looking at the CV cab floors I checked my windup blue and black Mercurys and electric red and grays having tab and slot couplers. They too are painted on windup and  $\frac{1}{2}$  or unpainted on electric.

I discussed this lack of paint with AØ Osterud who has a reason for this characteristic which he will write to CWM about.

Article also mentioned the slight offset in the motor mounting slot on CV cab floors. The earliest were centered, probably due to windup motor frames being centered between the wheels. Electrics have wheels on one side that are wide with years cast on, moving the frames off center.

I drooled over your pictures of the English MARX you bought at Ian's Auction. We were bidding against each other. My bid stopped right before your winning bid. How much higher would you have gone? I originally passed up your pale green 3 piece English set for \$100.00. Ian then bought it. In Ian's CTT May 1997 article he does list it and refers to an ad where it was offered for sale. They are rare but probably some left in England. The \$3500.00 set at auction you mentioned was listed as a prototype which it wasn't, it was a production run. Ian notes in his article that they were available in red, blue or green. They may have had a bad batch of litho and decided to save the production run by spraying sets red, blue or green. When I was offered the set, there was no motor-either Ian or someone placed an electric motor in it. Probably should be a windup. As ad stated.

Marx - Looked at picture of your PM metal set.

1. Does your blue/silver engine have a wheel gauge wider than 027? Usually this engine comes with plastic wheels. They break and "someone" places on metal engine wheels. The axels on the Wyandotte engine are wider and smaller in diameter than MARX, so new gauge is wider.

2. Your tender usually comes with the black BO 591 engine. Multicolored frame tenders should pull multicolored frame cars. like the passenger car on list I sent you - correct tender for blue silver, engine is blue silver tender. Hard to find alone.

3. Guessing by looking at picture your boxcar has crude repro doors. Doors easily lost, I've had several with repro doors.

4. Usually blue/silver engine came with red caboose, your set has yellow.

Always look forward to CWM. --Gary Anderson.



