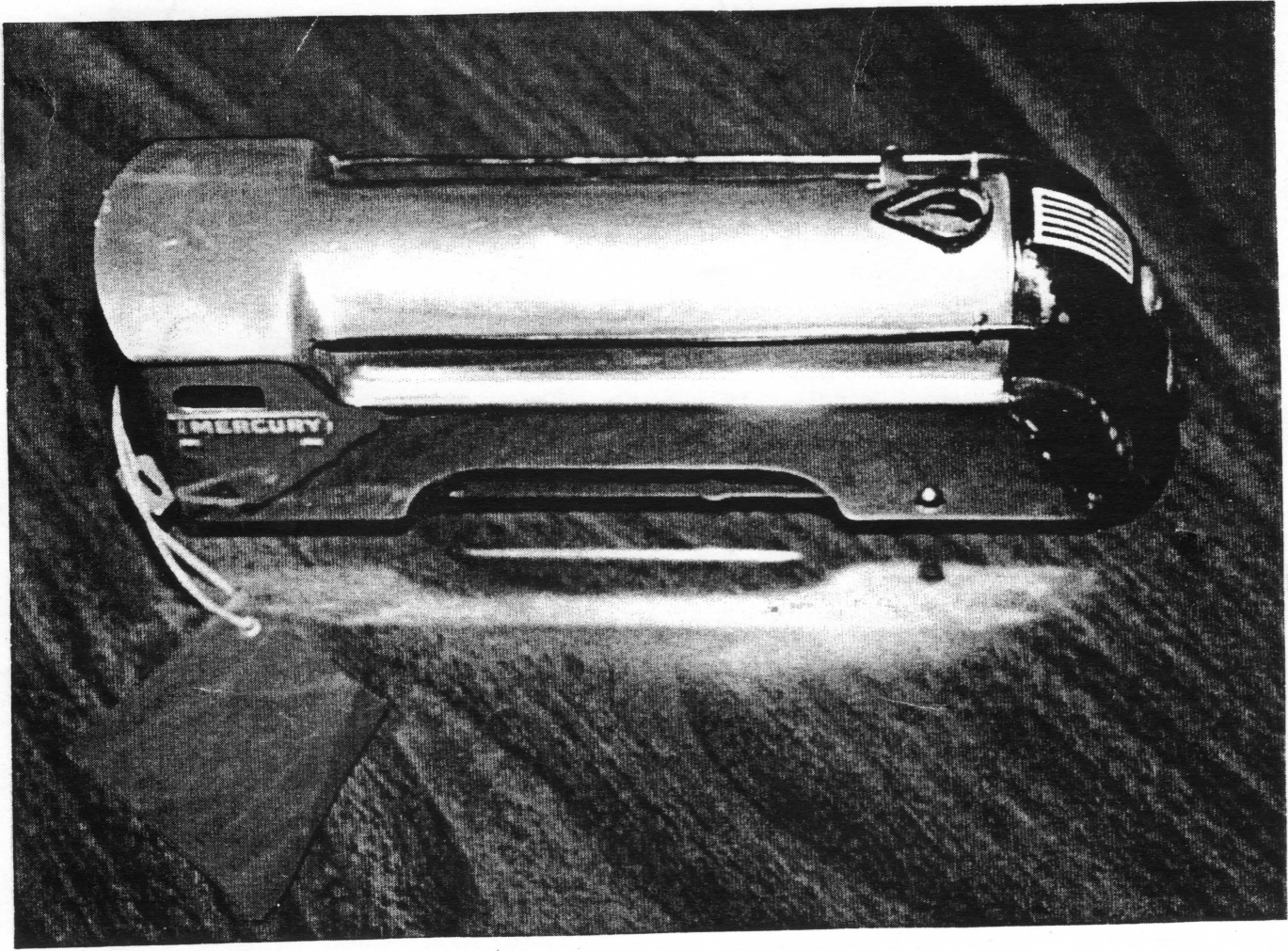


*COLLECTING WITH*  
**MAJRX**

Issue 29

June



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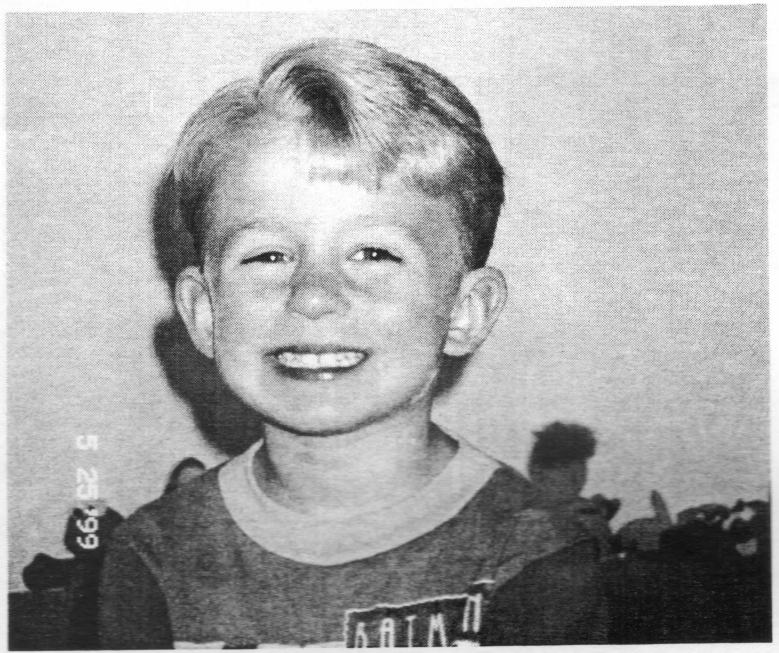
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Lauren Micah and her new friend (our new puppy) Poppy Sam Trusty. Poppy is 13 weeks old here and growing rapidly.

Louis Marx shows off his new haircut and looks so grown up at age 4.

Hey all you MARX train and toy collectors. I'm now available for E-mail and you are welcome to send your thoughts and keep me abreast of what's happening in the world of MARX trains.

My email address is [louismarx@worldnet.att.net](mailto:louismarx@worldnet.att.net) feel free to use it at anytime.

While I am usually a step behind all the time I can say now from first hand experience that we have entered yet another era in the world of MARX train collecting. From the beginning of MARX it has been the poorman's train set and the "throw-away" in the hobby industry. Very few collectors felt that MARX was a "prize" to have in his or her collection, however we have readers who have collected literally for over 50 years.

The hobby remained pretty much the same from it's inception through post war plastic sets, but all companies had the same problem which was trying to get plastic trains to be desirable enough to for collectors to buy them. The big three did very well and collectors continued to buy trains well, but in the mid to late 1970's the MARX trains company ceased manufacturing and from 1980 when you basically couldn't give a MARX train away to 1995 or so MARX trains escalated to unbelievable prices and desirability. Since then prices have leveled off and declined in most areas but there are still many very desirable pieces that several collectors would pay big dollars for.

Now, and it's really nothing new, we have the internet. Toy and train show attendees alike are finding plenty of MARX to buy on the internet and so what's happening is that the attendance by dealers as well as buyers is delining. Tax people and the internet may at least temporarily be the demise of the train and toy show and sell as we now know them.

What's available on the net? Anything you would care to buy, or at least most of the common stuff. Occasionally there is an item available that is hard to find but not very often. It's very obvious when an item is hard to get and this can be a very good lesson to those who care to watch as to the prices that are being paid as to the relative value of an item. It's also very obvious that many of you are watching those clean items that are harder to get because the last few minutes they tend to rise rapidly.

It's a great place for the beginning collector to find things and even the advanced collector, but it's almost a waste of time for the collector who is looking for that special piece that is scarce or rare.

I have bid on two items in a month that I really would like to have had and I didn't get either one of them. You really have to bid out of sight to be insured of buying an item and even then you may not get the item.

What's next for the MARX community?

This month I have to thank Bob Burgio for sending some things for us to look at. Please feel free to sent articles and pictures and cartoons and notes and anything you might be doing in the MARX collecting community. Will MARX continue to be a collectible worth looking for? I think it all comes down to what the collector like to play with and collect. If we don't enjoy it we won't buy them.

Let's try to get a buy, sell, trade section going with ads to be taken on the fax at 417-866-1068 or on email at louismarx@worldnet.att.net just 5 days before publication date which is the 5th of every other month. So get them to me by the 1st and we can get them in!

Send your email address for a special listing of your wants, and your interests. It's free.

*Momy*

In the past you have included some interesting surveys in CWM, such as the one detailing truck loads for six inch cars.

How about doing one on airplane loads? I used to think that airplanes came in red and olive drab only, but it turns out there are other colors. I have two green ones (one with a lithographed canopy), and at a Butterfield & Butterfield auction in San Francisco the other day, an Army Supply Train set contained an OD flat carrying a yellow airplane with canopy. I believe Robert Grossman is showing a blue airplane on his website. And, on eBay awhile back, I saw what appeared to be a cream/white airplane as part of a city airport set.

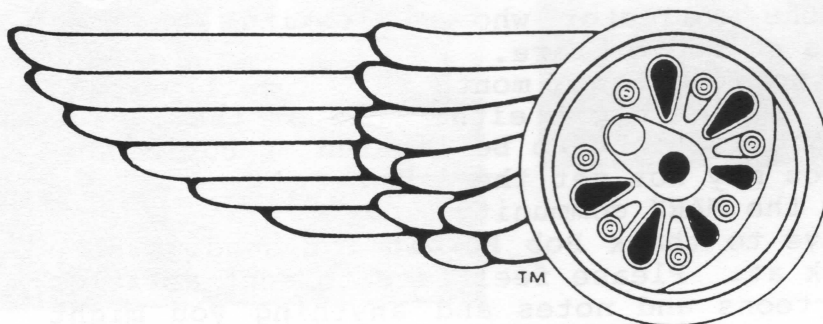
Just an idea... You reach a lot of collectors, and a more or less formal survey could net some fascinating results on these great little airplanes.---Jim Tucker.

Received April Issue of CWM. Great articles again. Always look forward to receiving the next issue.

Last summer I was on vacation in the eastern part of the country visiting my brother-in-law. On the way home I went thru a few antique shops from Pennsylvania to Wisconsin.

At one of these stores, very large to say the least, I was looking thru all the glass show cases. In one area were a large number of farm accessories, tractors, plows, wagons, etc. There among all the Ertl items was a small RED 4 wheel wagon for the deluxe delivery style loads. Needless to say I went directly to the front counter for assistance to open the case and purchase that wagon for a very reasonable price.

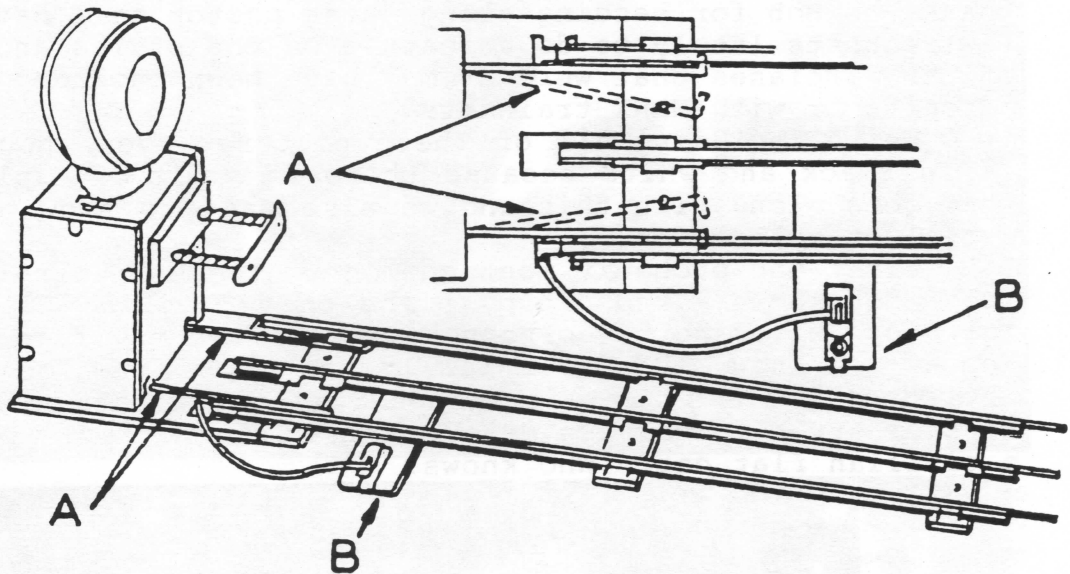
Now I have the red truck and one red trailer. If anyone has an extra red trailer, please let me know. Sure would like to complete my set. -- John Torgerson.



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NEW MARX TRAIN PARTS CATALOG \$ 4.00

## DEAD END BUMPER



### Instructions for ELECTRIC DEAD END BUMPER

- 1—Insert end of rails into grooves on base of Dead End, (as indicated in sketch).  
Fasten clamp wires "A" into place by snapping over the top of the tie, and this will hold track and accessory together firmly.
- 2—Place Track Connector Plate "B" into position by inserting the upright blade on the plate into the groove on the underside of the center rail.
- 3—To replace bulbs, remove bulb guard by turning to left and use 12 volt bulbs for replacement.

**This Accessory Has Been Made To Give Long And Efficient Service. Handle It With Care To Avoid Any Damage Which Might Result From A Fall Or Other Rough Handling.**

Manufactured by  
**LOUIS MARX & CO.**

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New York, N. Y., U. S. A.

This scarce instruction sheet is courtesy of Bob Grossman. In our last issue Bob wrote an article about reproduction parts. The last line of the article should have read, "You can usually find original parts, but you can't increase the value of a broken shell", which is what the article was all about. My apologies to the writer and the readers.

## A MAN AFTER MY HEART!

Bob Burgio sends along these photos in which he displayed at the recent York show and tell in April. Many thanks to Bob for sending along these photos as I have had a few requests lately to do a feature on the styles and colors of the airplanes that were or may have been included in MARX airports or with MARX trainsets.

We're including all of these pictures even though this is in black and white because there is a bit of explanation that goes along with this and we also want to show off this excellent collection.

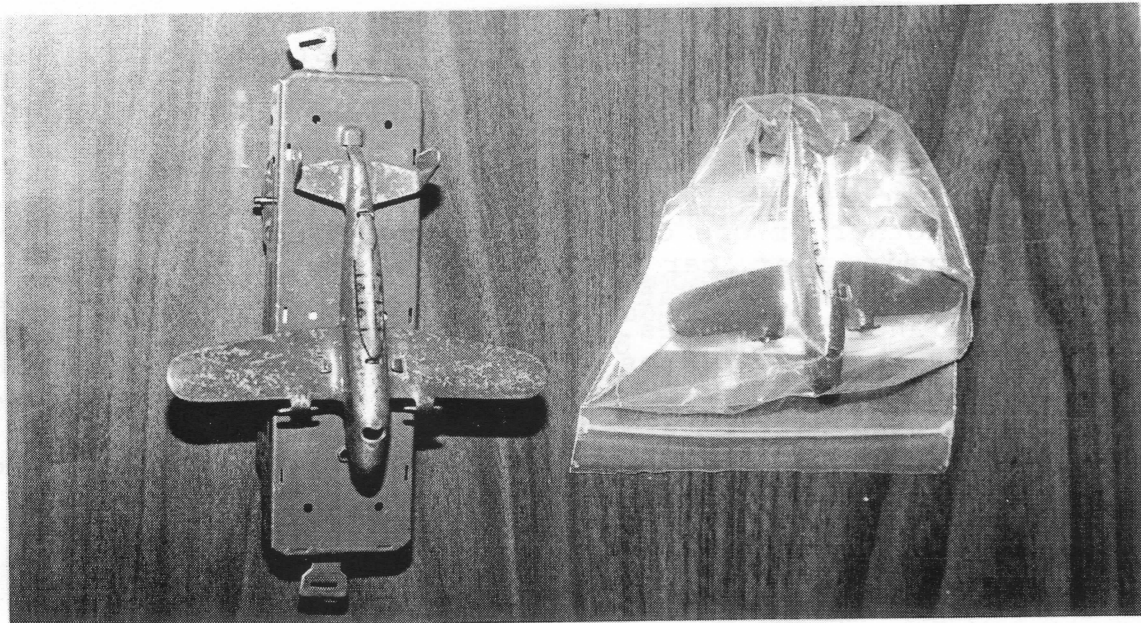
First and probably most common of the MARX airplanes is red. Bob shows a red canopy plane on a civilian flat train car along with another canopy plane and two civilian planes. Now as you know MARX never really had much rhyme or reason. The canopy planes are lithographed with military pilots and fighter style appearance. So why a military style plane on a civilian flat car? Who knows?



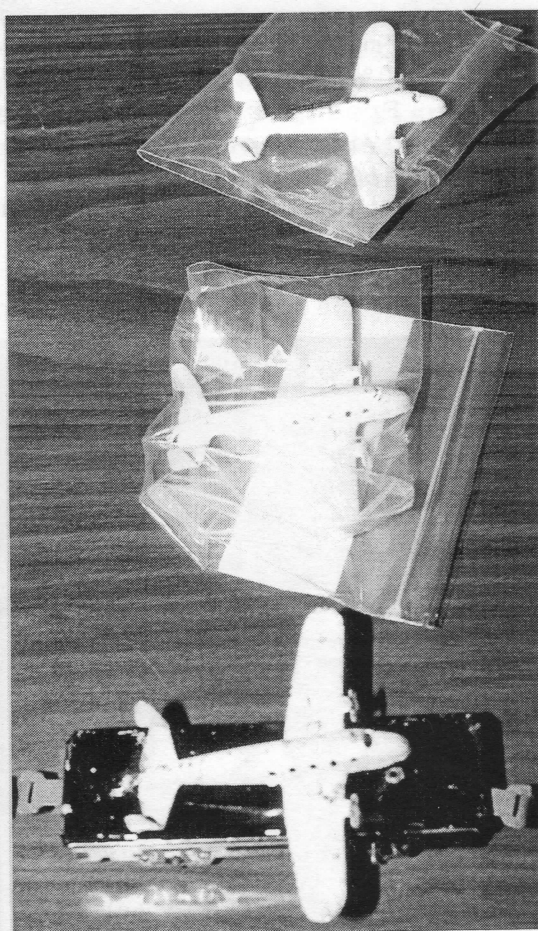
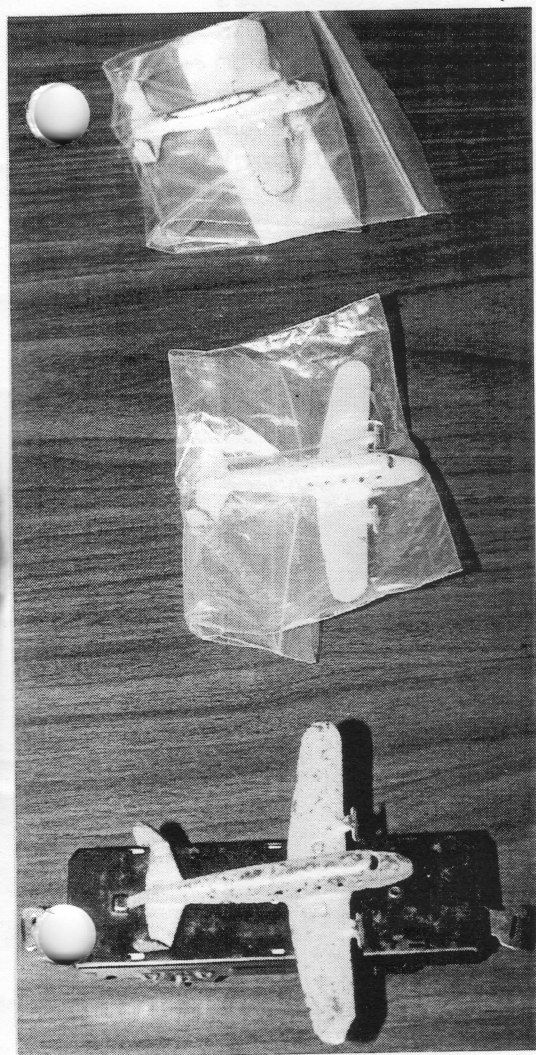
The second picture includes what I would say are the second most common planes on the left which are blue and Bob shows also both styles in military and civilian. In the same picture are two airplanes that have eluded me the military and civilian planes in green.



The third picture is of the olive drab planes both in military style with canopy one of which is shown on an olive drab flat car. These, one would think would be the color you should see if you are thinking of a military airplane. I have never seen a civilian airplane in olive drab so if anyone out there has one please let us know.



For me all of the rest of the planes are equally as hard to find. Bob shows us two civilian and one canopy yellow airplane, then two civilian cream colored airplanes and a white canopy. And last but not least two silver civilian airplanes and three military style canopy planes. These are actually a very good color that emulates the original passenger airplanes. Many airplanes of the period were silver.



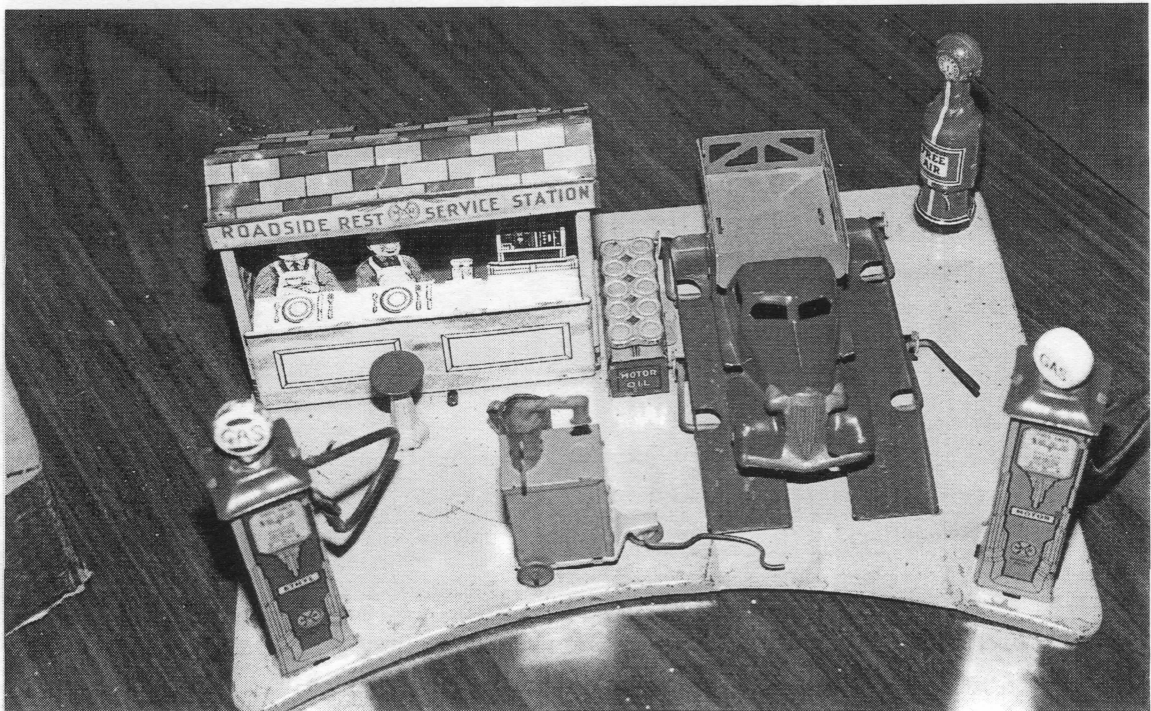
For most of us MARX toy and train collectors all of these are very hard to find today and any of the colors are a great addition to any collection.

Now what many of us may not have considered is that rarely yet occasionally we run across an airplane of one style or another or one color or another but how often do you see the train flat car that one of them goes on? My personal opinion is that the flatcars are harder to find than the planes themselves. This fact may be attributed to the fact that more planes were produced for airports and other toys than for railroads I have also seen this same plane as a piggyback on a larger plane.

Once again thanks to Bob Burgio for the pictures of the airplanes. Great Collection, Bob!

### REAL AMERICANA      PORTRAYED AS TOYS

This "Roadside Rest Service Station" is 1930 to me. Everything about this toy is special and looks to be all original with the exception of the gas light bulb on the right. I have seen this one with an automobile instead of a stake truck. This one has a creme colored base instead of the usual red, green or blue, and the pieces that sometimes are missing are there. Inside the building are Laurel and Hardy serving the customers that stop for a rest and to refuel at either the "motor" or "Ethyl" pump. The orange and blue oil cart "100% Pennsylvanis Oil" is there and in excellent condition. Free Air is available and the 10 pack case of motor oil provides oil to go! The red lift is complete with an excellent red, blue and green stake bed truck. Overall C-8 plus condition and a rare example at that. Just a prime example of early to mid 1900's toys. Beautiful.

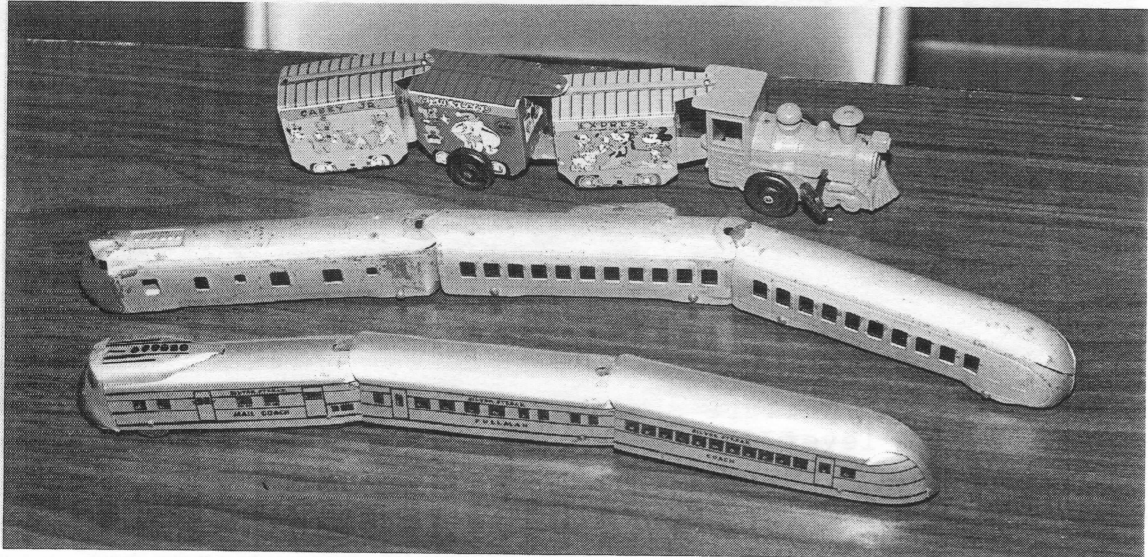




Three miniature trains tell the viewer of three eras in toy train collecting. I'm not sure of the manufacturer of the center one which is gray with a red nose, but appears to be mid to late 30's. The front train has been thought of as a MARX train but I have never seen one marked. It may or may not be MARX but it's a nice silver with black trim train marked "silver streak".

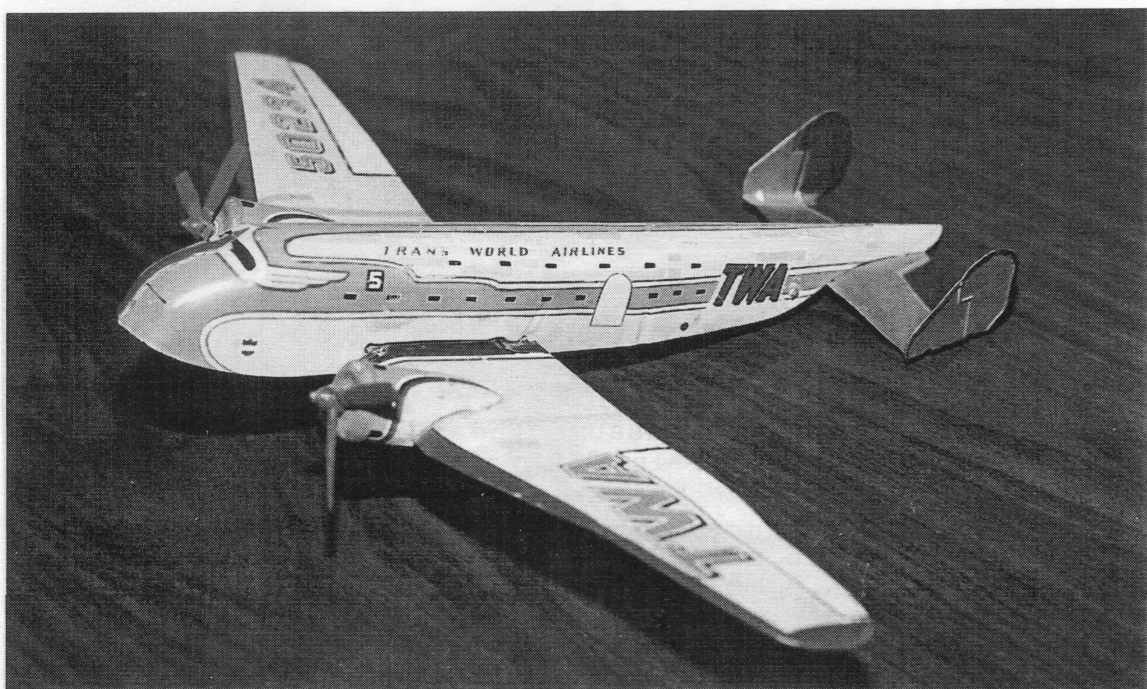
The last piece is fairly common however with a green or red engine. This one has a blue engine. It's called the Casey Jr. Disneyland express and is from the mid 1950's.

Three examples from three eras in American miniature train collecting.



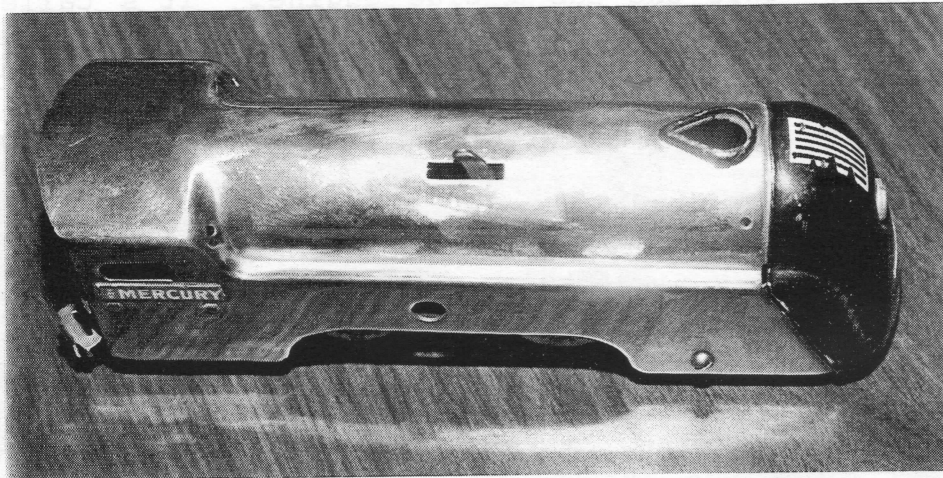
The third photo is a great example of a Trans World Airlines twin propeller passenger cruiser. It is red, white and blue and the lithography is crisp and aerodynamically designed to appear even more streamlined than the plane design itself. This plane is flight number 50234 and was produced around 1957 to 1960 by MARX toys in the United States.

These toys are from exciting eras in the history of American toy manufacturers. Thank you Bob Burgio for a walk through history.

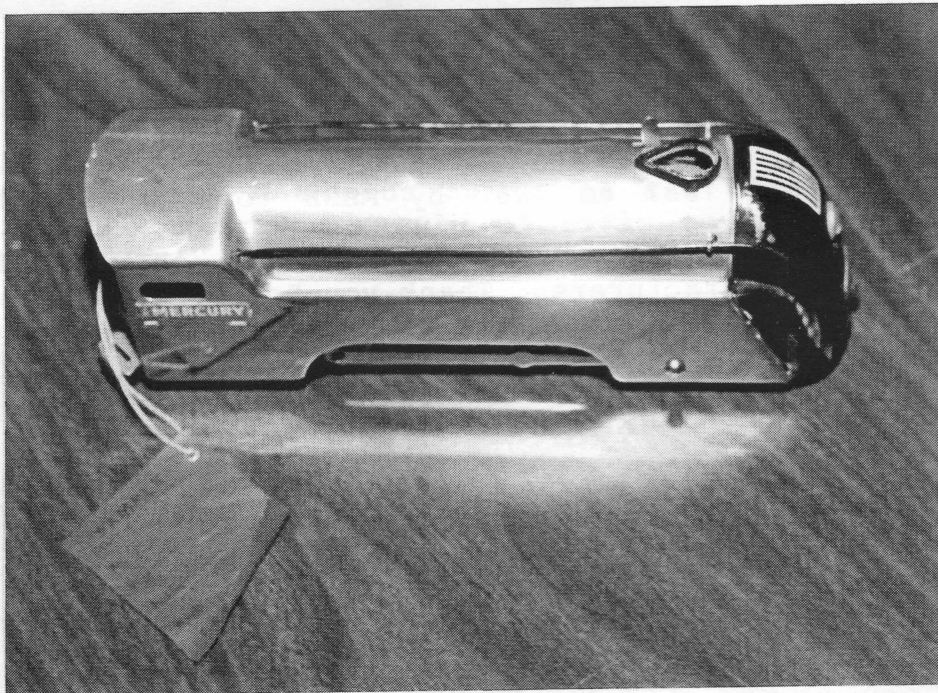


AND FROM THE R&D DEPARTMENT...

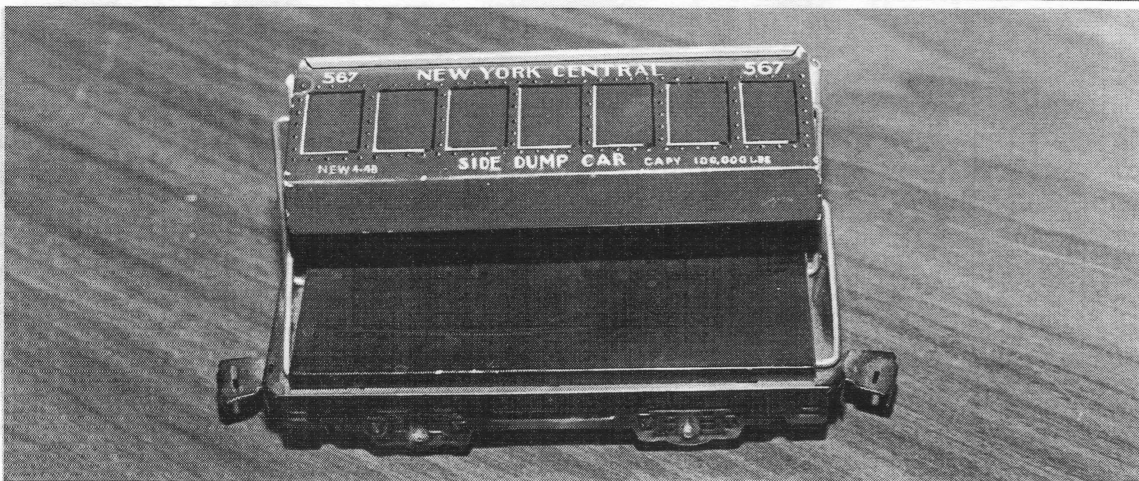
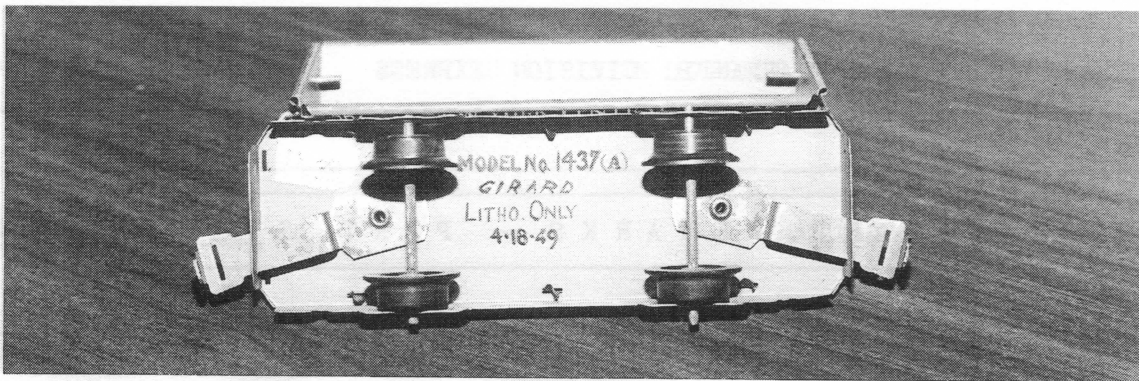
At first sight I thought these were the same engine but upon closer inspection they are two different engines with the same color scheme. They are both natural polished steel with black noses and decals. The first picture is a clockwork engine with no hand rails and a black trimmed stack and key hole on the side.



The second picture shows the same engine in an electric version with lever by the stack for the sparkler. The second one has a sample tag and both engines are in exceptional condition to be almost 50 years old.

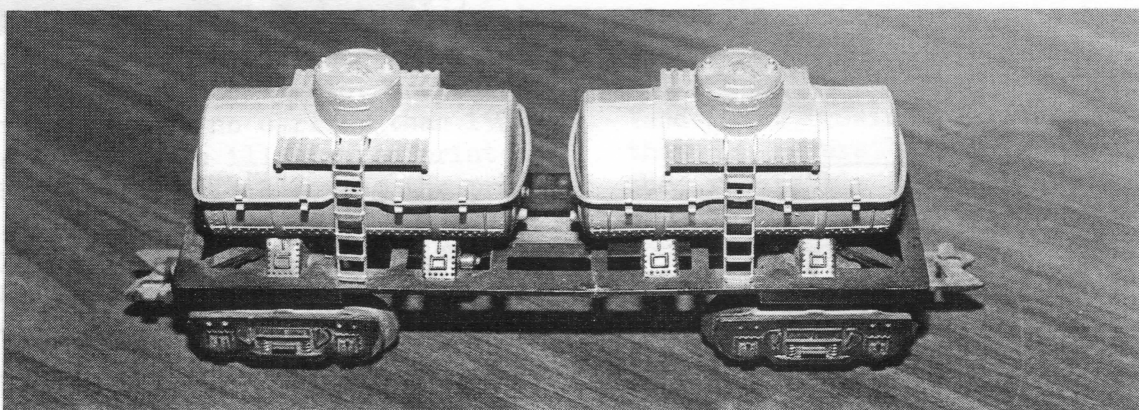
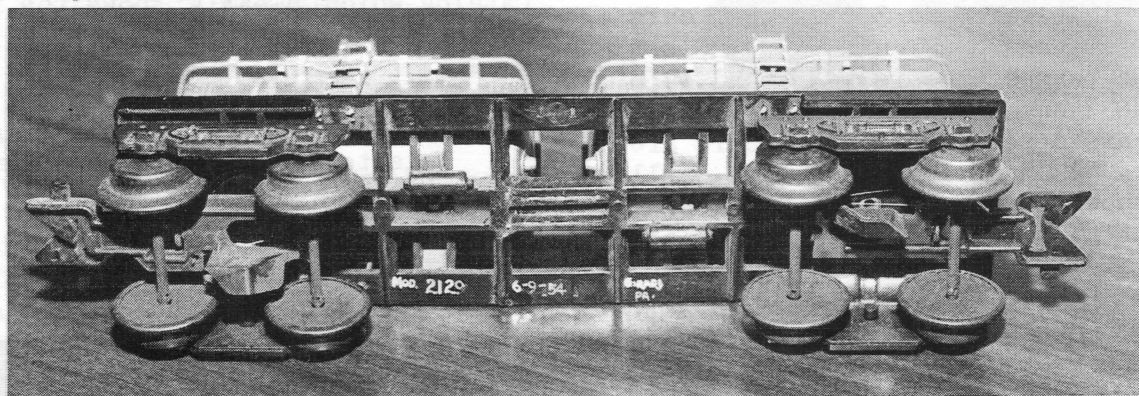


Next we have a "side dump car" dated 4-18-49 and the model shows #1437(A). I assume the "Litho Only" means that the upper car was done in "49" and the upper left corner shows 39 which could be when the bottom was done. This car has plastic wheels and looks to me to have been done by the same artist who did the 2071 and 2072 passenger cars. This car is blue with white and/or silver detail. The blue is similar to the blue on the 6" boxcars i.e. B&O, Cottonbelt, Bessimer, etc.



For all you plastic collectors here is the UTLX tank car without the UTLX. This one is also from the Girard plant and is dated 6-9-54. Model 2129 appears to be in perfect condition undoubtedly is the predecessor to all of the twin tank cars to come, however the bases changed on later cars.

These R&D models are always very exciting for me to see because they are the original models that were put together in the factory by the hands that crafted and designed all of the models that we value so dearly today! Thanks to Bob Burgio for taking the time and effort to pass these along.



## MARX REMARKS - PART IV

By Art Bink

Well, here we go again, only this time let's keep in mind that Marx did a lot of crazy things. We can't take them too seriously, and since these are just toys, nothing critical hinges on either their publications (especially now) or mine!

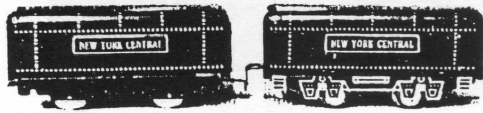


Figure 1

The Fall/Winter 1934 Sears Catalog shows three Joy Line sets with the standard red enamelled Joy Line stamped steel steam loco (not the early lithographed #350 or Vanderbilt): the two wind-up sets contain 3 freight cars and 3 passenger cars respectively, and the one electric set contains 5 passenger cars (#357 and #458 type). NO round-cornered (Fig. 1) tenders or cars appear yet, as ALL cars are the older, shorter Joy Line type. All tenders shown are of the #351 "KOAL KAR" variety (Fig. 2, left), but painted black

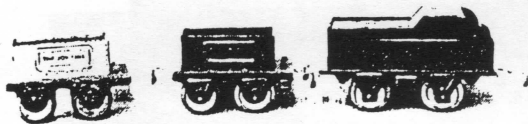


Figure 2

instead of being lithographed (Fig. 2, center); these tenders up until recently were thought to have been phased out by 1931. The earliest round-cornered tenders (and cars) made their debut in late 1934...too late in fact to appear in the 1934 Sears Catalog. The early rounded tenders (and cars) of late 1934 and 1935 had Joy Line couplers. (The Fall/Winter 1936-37 Sears Catalog shows short-wheel-base lithographed frames on the rounded tender and cars, with Joy Line couplers, but hook-&-slot couplers were also used during these years as much, if not more.) The Fall/Winter 1935-36 Sears Catalog shows a wind-up 3-car passenger Joy Line set (a la the 1934 catalog). It also shows the "NEW MARX ELECTRIC VANDERBILT TRAIN" with 5 of the new rounded passenger cars replacing the 5 Joy Line cars of 1934. The tender is shown as a nondescript "box" and the illustration of the whole train is relatively inaccurate as opposed to the more photograph-like picture in the Fall/Winter 1936-37 Sears Catalog which clearly shows the rounded tender (and cars).

Now, enter the square-cornered black 4 13/16" long bi-level tender (Figs. 4 & 5). This tender is shown on the front

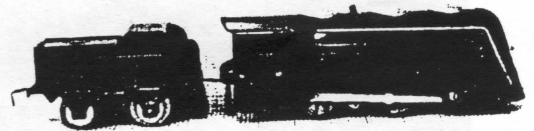


Figure 4

(Continued on next page)

MARX REMARKS - PART IV

(Continued from preceding page)

cover of the 1949 Louis Marx catalog where its 1932 Joy Line set is compared to a modern Santa Fe diesel set. The tender base is a typical older Joy Line frame (like that on a #357 Joy Line coach) but with different cutouts in the floor. The rear coupler is the typical sliding Joy Line coupler, and the front coupler is either a sliding coupler or is riveted in place in the extended position (Fig. 3). This tender is said to

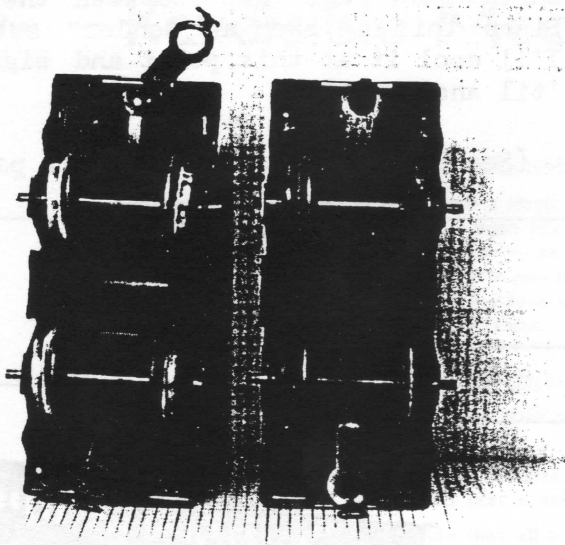


Figure 3

have been made in 1932 and 1933 but here the mystery deepens. The first Commodore Vanderbilt loco came out in late 1934, but the instruction sheet in this article shows a Vanderbilt with this bi-level tender. There is no date on the 4-page instruction sheet, the covers of which are shown with this article. Pages 3 & 4 of the instructions (not included here) show cars of the later long-wheelbase type (rounded) with hook-&-slot couplers, making the brochure no earlier than 1936 or maybe 1937, since illustrated printed matter has a habit of following the production of manufactured goods or their prototypes (except in the case of artist renderings). Also, by the time these instructions came out, the swing-pin Vandy

was gone, since item 2 in the ASSEMBLY INSTRUCTIONS says to "hook the tender coupler OVER the loco rear coupler." This is impossible if the loco has a swing-pin coupler. The loco illustration backs this up by showing not a swing-pin but a standard hook-&-slot coupler.

A wind-up reversible Vanderbilt loco is somewhat hard to find, and even scarcer is the instruction sheet, but here it is with the "surprise" tender. Notice that the coupler in the illustration appears to hinge up; in reality this does not happen. Also in the illustration the tender frame profile appears to be a later Joy Line type (Fig. 1, right) but I doubt the existence of this hybrid due to the incompatibility of body tabs and frame slots. To add to the confusion, we all know that Joy Line couplers do not mate with hook-&-slot couplers (see Fig. 5) because of the difference in height.

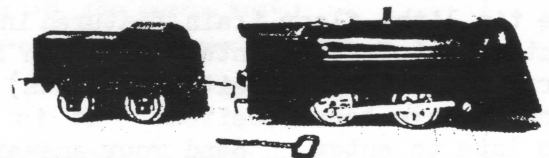


Figure 5

Joy Line couplers are too high for hook-&-slot couplers, even on architecturally similar round-cornered cars. Thus, only an early Vanderbilt with swing-pin couplers will combine with this tender, like the reversible electric shown in Fig. 4. BUT I have never seen a wind-up Joy Line Vanderbilt (swing-pin coupler loco) that is reversible; only electric! All the reversible wind-up Vanderbilts I have ever seen have had hook-&-slot couplers, generally making them 1936 mo-

(Continued on next page)

MARX REMARKS - PART IV

(Continued from preceding page)

dels or later. Earlier technology probably had not advanced to the point where the reversing mechanism was involved in 1934 or 1935.

Conclusion: The square-cornered bi-level tender in question could have been made into 1934 Or 1935 to go with remaining swing-pin Joy Line Vanderbilts as a tender contemporary with the round-cornered tender. Interestingly, Lionel ALSO used a square-cornered #261 tender with THEIR Vanderbilt locos contemporary with the round-cornered #265 tender in 1935. I do not believe the tenders in Figs. 1 & 2 were involved in a single line of evolutionary descent, one replacing the other,

but I believe there were transitional overlaps, timewise. This is borne out by the fact that the 1934 Sears Catalog shows the tiny #351 tender (Fig. 2, center), and the 1935 Sears Catalog shows the rounded tender (Fig. 1, right), seemingly leaving no time slot in between for the bi-level tender (Figs. 3, 4 & 5). Most puzzling of all is the use of the later reversible Vandy (1936?) with this tender, tending to widen rather than shrink the age gap between the two. Since this is such a "tender" subject, I'll cool it at this point and sign off 'til another time.

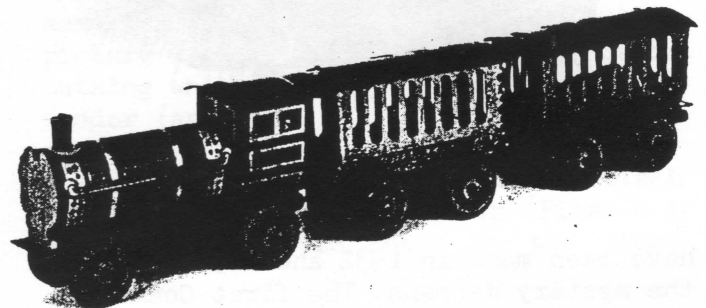
☺ ☺ ☺

(See Instruction Sheet on next page)

## WHAT IS IT ?

To date no one has positively identified the tin litho floor train featured in our Winter What Is It? contest although some very interesting (albeit suspicious) responses have been received. It is not too late to enter. Send your answer to the Editor and include your TCA number.

☺ ☺ ☺



## PRESIDENT'S MESSAGE

Thanks to my fellow Officers, Directors and especially to you, the Membership, for ten years of support and encouragement. Together we have built the best

fraternity of train collectors in the world. No other words need be said or written.

*Bob Robinson*

MARX REMARKS - PART IV

(Continued from preceding page)

Form 15-1

... READ CAREFULLY ...

## INSTRUCTIONS

# Commodore Vanderbilt Reversible Mechanical Train Set



### Assembly of Track

1. Assemble the sections of track into a circle or oval by inserting the pins of one section into the ends of the rails of the next section. Push the sections together as far as they will go. Do not squeeze the rails together or spread them, as this may change the gauge of the track. After the track has been set up and taken down a number of times, the sections may not fit together as tightly as when new. If desired, the sections can be held together by a heavy rubber band, looped around the end ties of the adjoining sections.

### Assembly of Train

1. Place the cars on the track, starting with the locomotive and coupling each car separately until the entire train is on the track.

2. For best results, hook the tender coupler, OVER the locomotive rear coupler, and front couplers of the following cars OVER rear couplers of preceding cars. (See diagram below.)

3. Inspect the train carefully to see that all cars and locomotive wheels are in proper position on the rails before starting to operate the train.

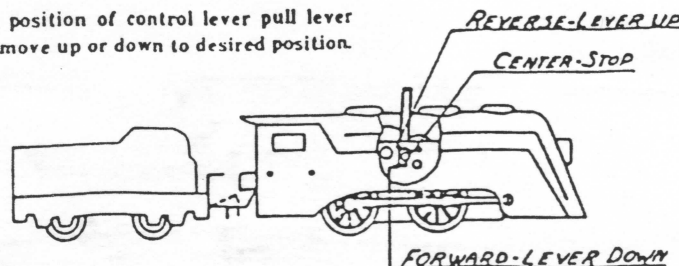
### Operation of Train

1. Insert winder key into the winder bushing through the hole on the right side of the locomotive.

2. Turn key to right to wind locomotive.

3. Locomotive control lever is located on top of the boiler, and has three positions, lower, upper and center. When in lower position, train will run forward, when in upper position train will run in reverse, and when in center position train will stop. (See diagram below.)

4. To change position of control lever pull lever back and then move up or down to desired position.

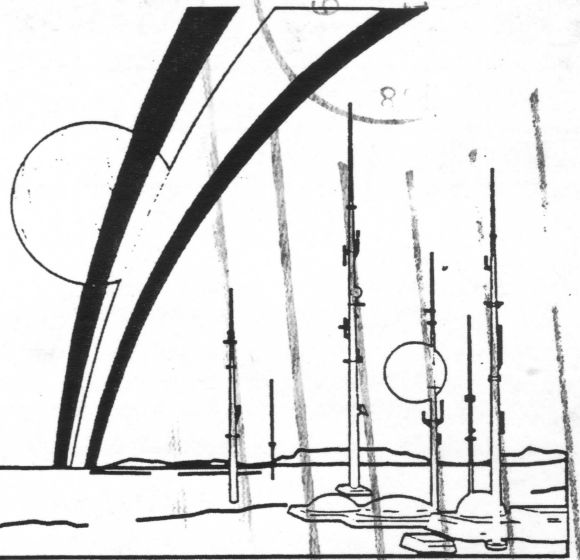
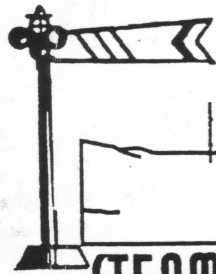
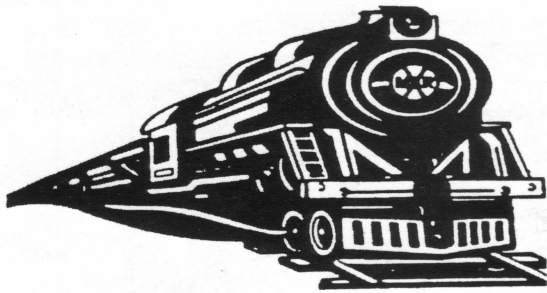


5. It is best to have control lever in center position when winding locomotive.

6. Train will run faster after locomotive has been broken in by running a few times.

7. If locomotive runs too fast, do not wind up completely.

Marx Instruction Pamphlet, undated, possibly 1936 or 1937. Composite of page 1 and part of page 4.



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