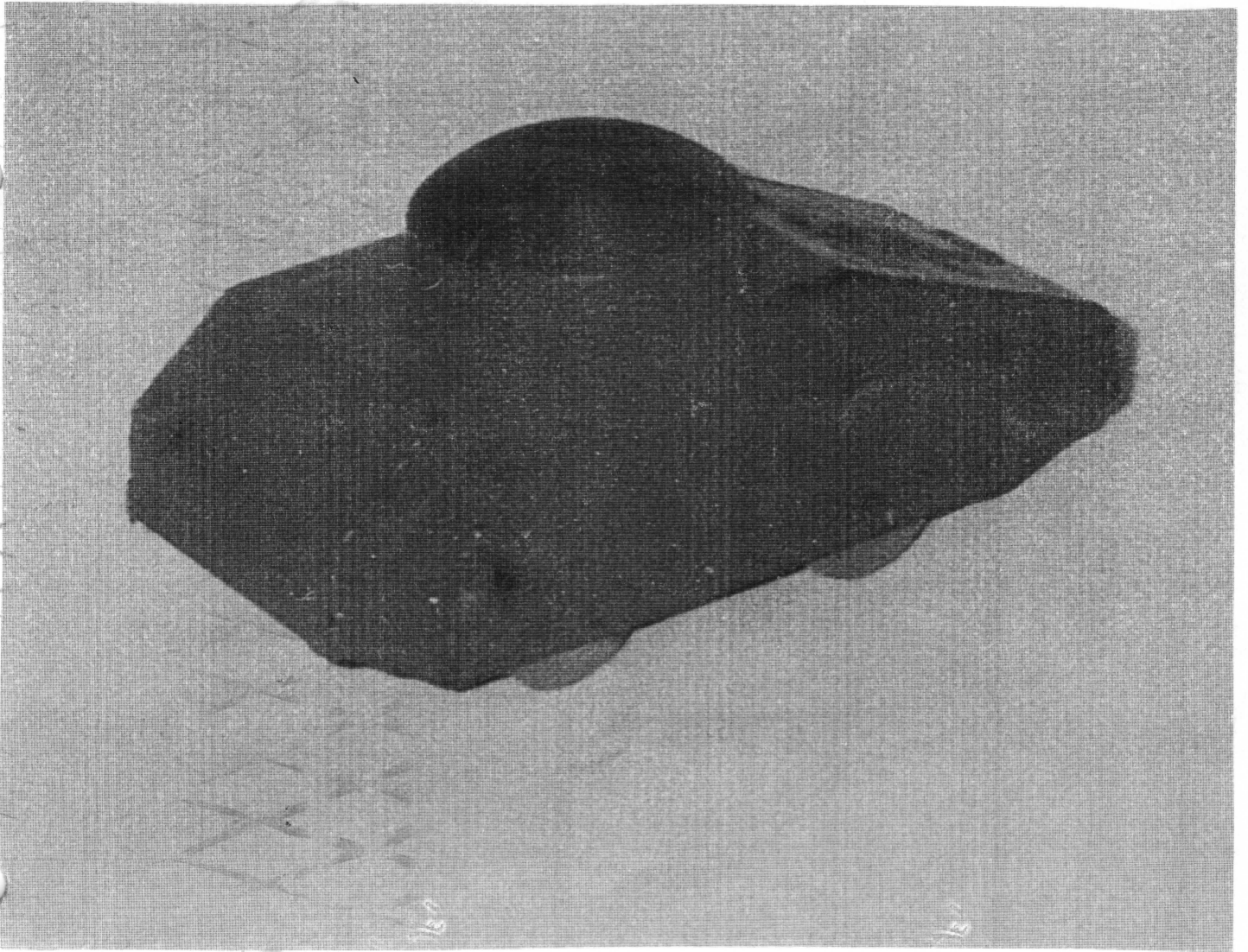


COLLECTING WITH

MAJRX

Issue 36

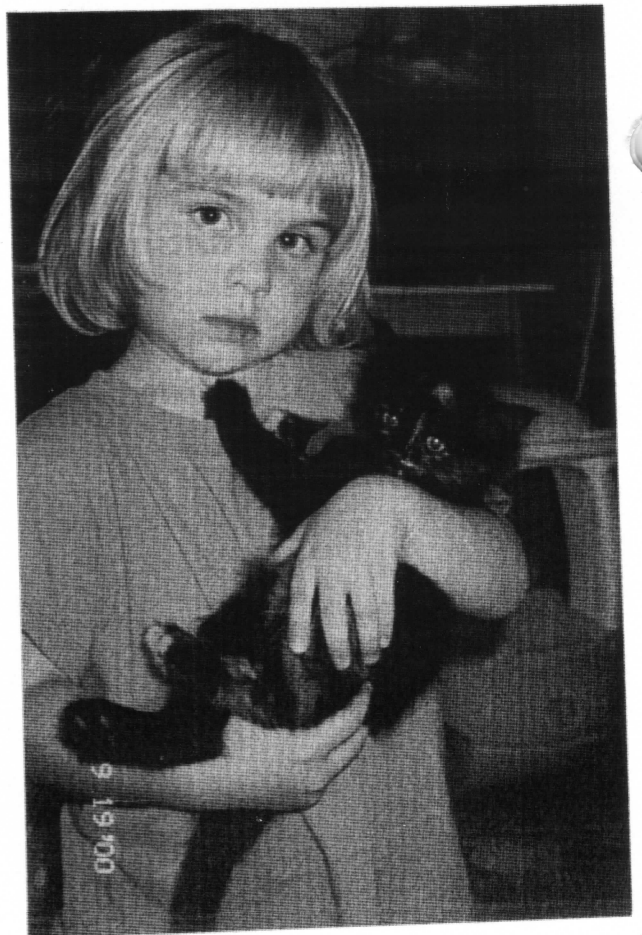
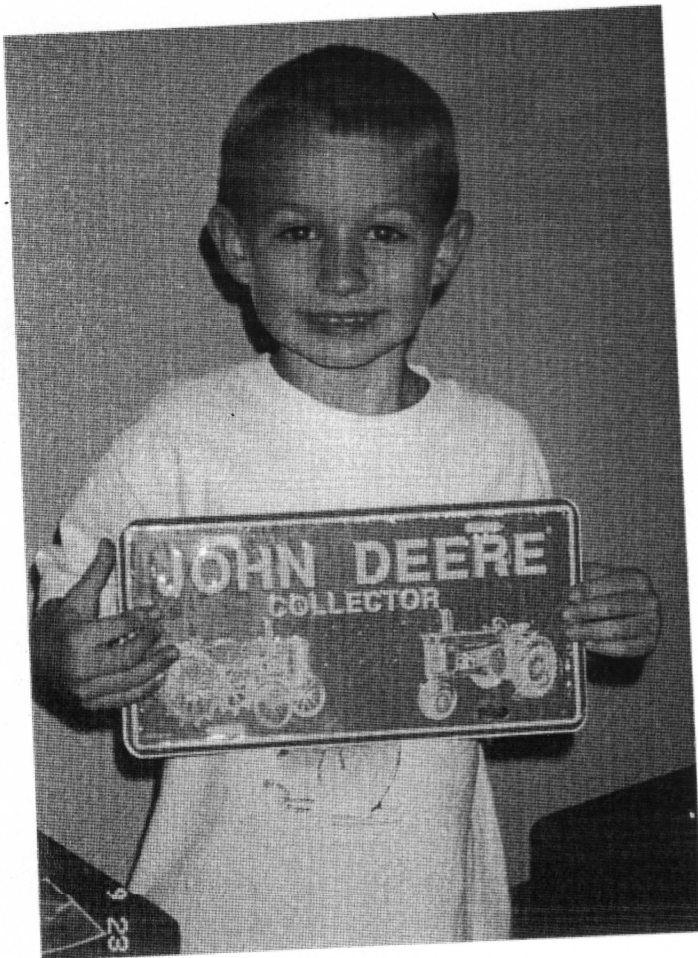
August



Collecting With MARX

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On the cover of this issue is a prewar tank that was found on a flat car with military sets and very difficult to find. I am offering my third one to the highest bidder before October 25th. The overall condition is a C-6 on a scale of 1 to 10.

Wow! Is it ever warm in this area of the country. It's been a rather slow summer for Marx collectors in general. There isn't much at the shows and there aren't many shows. The internet is extremely slow as far as uncommon items go.

I have to say that if it were not for Gary Anderson, Allan Miller, and John Torgerson the last issue would have been very scarce, so I thank all of them and several others that contribute regularly. I do appreciate those of you who write and send information about the Marx that is on your mind.

It amazes me that items that once were called absolutely rare to find, meaning that only a few existed, seem to turn up more and more. This makes me think that for sure Marx was a mass-producer of toys and trains and chances are if the item in question is a production piece it was mass produced. It would be interesting to me to find out the top five or ten items.

My good friend Jim Norton and his lovely wife Ginny spent the last weekend with us and I must say that when we get together it always seems to revitalize my enthusiasm about the hobby I love so much. I believe you can have all the stuff in the world and if you don't have anyone to share it with it doesn't mean a thing. We talk about who says what and what has been seen lately and about prices in general. We talk about what is on the internet and what was in the last issue of Collecting With Marx and shows that we are planning to attend in the future. And every once in a while we even find something that is hard to find or maybe even something even rare.

We visited our local hobby shop and were proud to say that it is absolutely beautiful. It is new and very large but not one of those franchise places where everything is in a certain place and there is no variation. We have a large scale outdoor layout, a Thomas the Tank layout, an N gauge layout, an HO layout and a large O and O27 layout. There is a place for memorabilia, a place for new equipment, a place for used equipment and a place for general hobby stuff. The best thing of all is that the outside of the building is made to look like an old train station. The inside is also designed to look like a train station with pictures and benches luggage and ticket counter.

I can see Louis and Lauren spending time at our local train station regularly. Really this is what it's all about. Beion with friends in a place you want to be. Happy Collecting!

Marx

My fellow collectors I am writing this letter of appreciation to all of you for having the heart and desire to know more about Marx toys and trains. I have finally produced the final issue of the _____ year for Collecting With Marx. It has been a lot of fun and I hope you have enjoyed it as I have.

I would like to take time now to thank the people who have helped me and without whom we wouldn't have been able to produce as many of these as we have. I have fallen behind and now have missed the time frame for August. But now I would like to sincerely thank those people who have been a great help.

First and foremost I would like to thank my best friend and inspiration for enthusiasm and the perfect example of what it is to enjoy Marx train collecting and that is (Carmarx) Jim Norton.

Secondly I would like to thank Steve Anderson for his phone calls over the past many years. He has been an inspiration as well as just fun to talk with. I look forward to future times to be together with him and future phone calls.

Next I want to thank John Torgerson for his contributions and his knowledge and friendship and being what our hobby is all about.

Also I want to thank Gary Anderson for his contributions to the hobby over the past decades in TCA and in Classic Toy Trains and many other places. He has taught me a lot over the years and has always been willing to share.

To Allan Miller for his insistence for accuracy and honesty in the hobby and of course for his contributions to many publications and his exceptional knowledge and desire to share with the community at large.

I want to thank Larry Chernow for his friendship and Dick MacNary for his sense of humor and contributions through the O'Brien books and Al Osterude for sharing his one of a kind collection with us and to Ivan Kling for his ability to make those tough pieces surface, to Hansford Diehl for showing us things we would like to have but helping us make up our minds without spending thousands, to Ray Cox for his enthusiasm, Bob Rosenberg for his desire to collect and show and seek out those really exceptional items, to Eric Matzke for getting the knowledge started, to Robert Whitacre for his diligence in producing my favorite book that has been written, the set book, and Tom Moran for his friendship and desire to find those tough items.

My goal with Collecting With Marx was to show off my collection with my fellow collectors and try to bring the Marx collecting community together. Through my efforts I have found that there truly is a hunger for knowledge in the

Marx community and I have also found that we as collectors don't have much free time. We have lives we have to live and as a collector once said, My work and life get in the way of my collecting. I agree completely.

With all of this said my time has not been my own since I started this adventure and as hard as I try I have never been able to do it the justice that you all deserve. I no longer have the time or frankly the money of desire at this time to do this. It pays for itself sometimes and sometimes it does not. Believe me it was a labor of love and maybe one day I will be able to do it again.

I'm sure I have left several people out of the thankyou's but I thankyou all and I am not going to disappear into the woodwork. I love collecting and hope to continue. At this time my desire is to be with my family and my church and hope to do some mission work. I'm sure I will be in touch with several of you in the future. Please keep in touch with me and I truly feel that I will be able to enjoy the collecting thing more again.

thanks again Marx Claussen

The June issue of *Collecting With Marx* included as the last article a letter from Arnie Dowd which discussed original price stickers found on Marx items. My information on the three names mentioned is as follows:

Noah's Ark - This was an automobile parts store that also sold toys. I remember that they had stores in Rochester, NY during the 1940s. This chain of stores either went out of business or changed its name around the late 1940s or early 1950s (probably bought out by Western Auto). The chain was in New York state, however I am not sure if it was a northeast or national chain.

Hess Brothers was a large department store in downtown Allentown, PA that sold toys. I remember shopping there in the 1960s and 1970s. Unfortunately, I wasn't into Marx at the time for those \$.50 accessories! The store expanded to other locations but eventually went out of business.

G. C. Murphy Co. was a competitor of Woolworths and Kressges five and dime stores. A Murphy's store was in the Columbia Mall here in Columbia, MD until the early 1980s. All three store chains sold toys. I am not sure if this chain still exists anywhere. However, I believe Kressges became K Mart.

Several years ago I purchased boxed plastic freight cars from a Marx dealer; the boxes were marked with the name Two Guys. This was a discount chain in the northeast. The Two Guys store I remember was located in Bethlehem PA during the 1960s and 1970s.

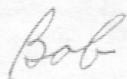
Marx produced the New York Central Pacemaker caboose as a Seven - Inch Car and numbered them from 20110 through 20124 (15 cars). The car body was painted red and gray with a black roof and the car was given the *Pacemaker* logo.

According to the book Caboose Of The New Haven and New York Central Railroads, Caboose Data Book No. 1A, the New York Central did have Pacemaker cabooses. Only five existed and they were numbered 20112, 20117, 20127, 20132 and 20133.

The New York Central prototype cabooses were converted wood box cars with plywood sheathing. The cupola was offset to the rear. There were three windows on each side of the caboose. Each caboose was painted with red and gray sides, a black roof and lettered NYC with the car number. The word *Pacemaker* did not appear on the car.

Marx did a nice job in recreating this NYC caboose.

Sincerely,

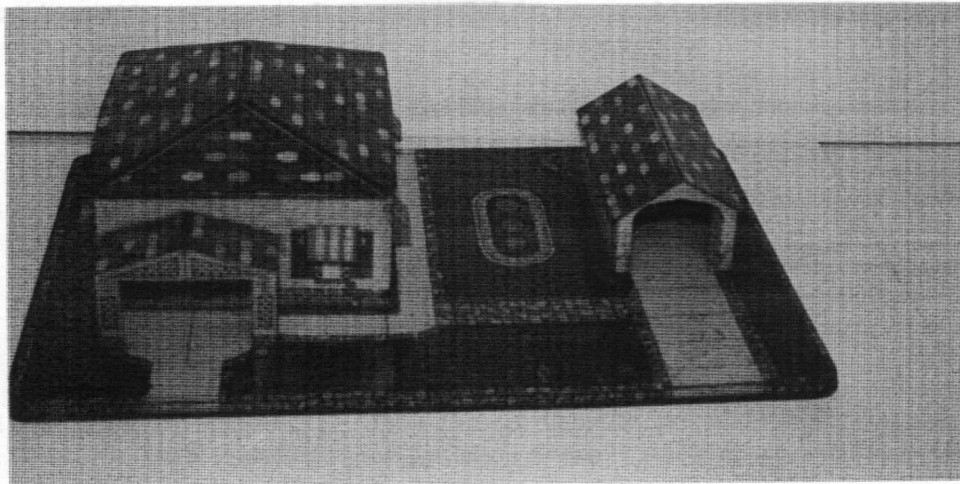

Bob Burgio

The Curator's Corner: Miniature Real Estate

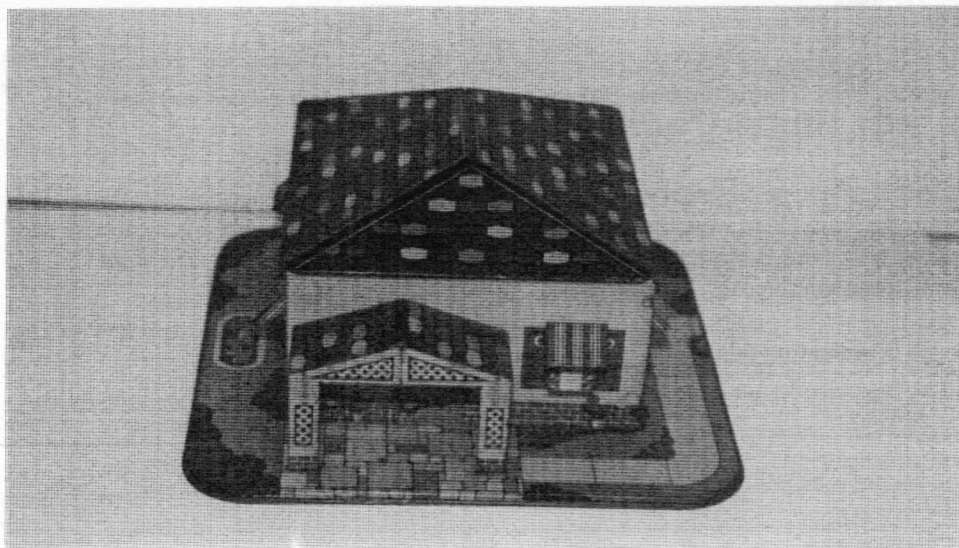
by Allan Miller

Many of us who collect the classic Marx trains branch out into other area of Marxdom, theoretically to pick up "accent pieces" to display with our trains. This is how many a Marx toy collector got their start, as those acquisitions tend to take on a life of their own! This issue's article is about just such a diversion.

Early in my collecting years, around 1985, my father and I were browsing in a Wheeling area antique shop. More correctly, it could be called an antique landfill, as the proprietor believed in the display method best described as the "heap of trash" method. In rooting through the pile, I pulled out a tin house with a garage on a plot, made by Marx. Father and son agreed that this would look neat on some future layout, so we called our realtor, negotiated a \$30 price on the piece, and became the proud owners of our first piece of Marx tinsplate real estate.

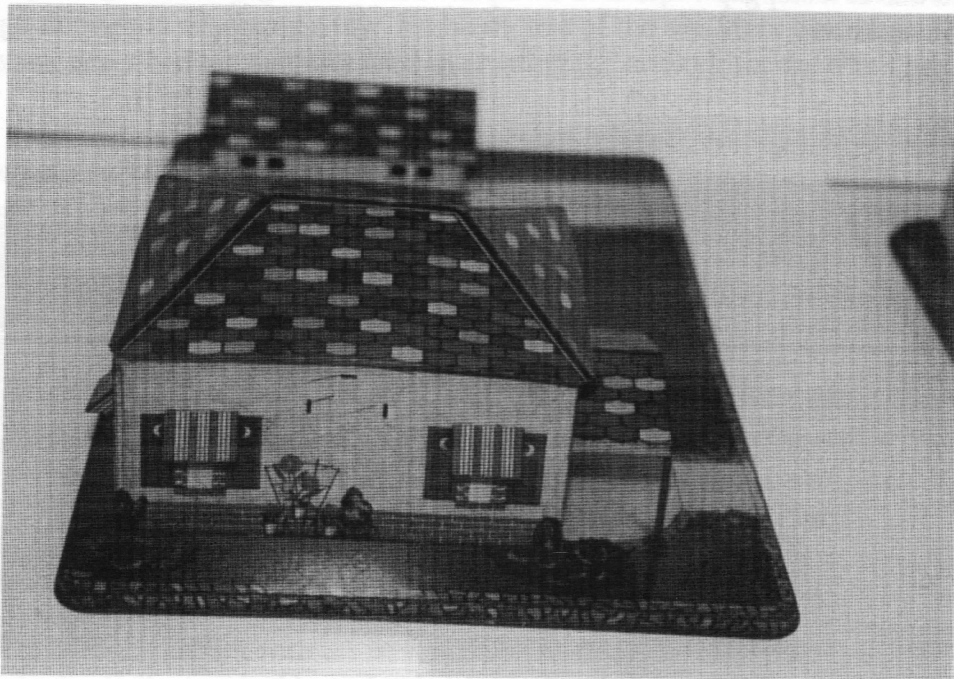


Fast forward to 1999 and the internet. In a back alley of eBay, I ran across our little house again, though this time it was the "starter home", with no garage and a reduced plot size. Due to the sellers flair for description ("Old Tin House"), I was able to pick up the piece at what I thought a bargain (\$40), and then the mystery began.

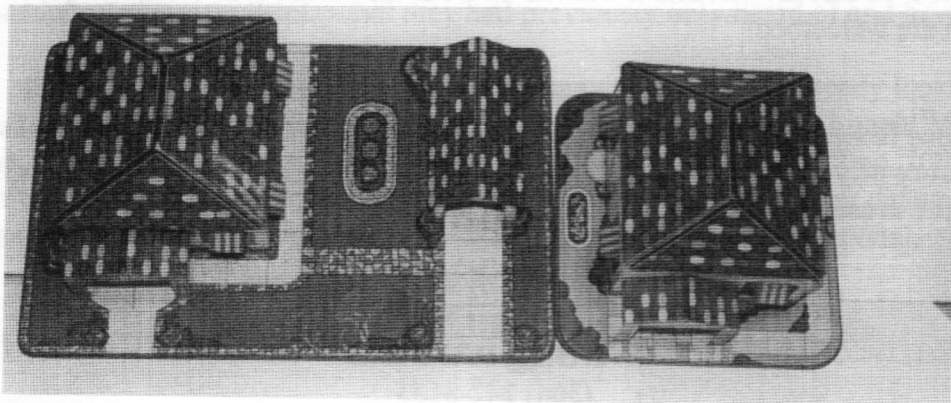


As you no doubt can tell from the photos, our first acquisition was what some call the Marx Honeymoon Cottage, though I have seen it described in other terms as well. They aren't too plentiful, but one surfaces from time to time. Until 1999, I thought this piece existed in two versions – lighted and unlighted. When I lived in Maryland, Trip Riley showed me one of the lighted versions. It was identical to the unlit one in my own collection except for the added light, which was the same as the light in the large “Grand Central Station” also made by Marx in the late thirties. Trip's was boxed, and contained Tootsietoy furniture. I have seen several plots since with Tootsietoy furniture, and believe they came from Marx that way.

The larger station has a garage on the plot sized just perfectly for the Airflow Chrysler (of 6” flat fame). The yard is lithographed to simulate flowerbeds and shrubbery, along with a driveway and sidewalks. In fact, if you place two plots back to back, the walkways line up, so miniature tin neighborhoods could be planned! Toss in a Grand Central Station and perhaps the Gull Gas Station, and you are well on your way to a miniature town!

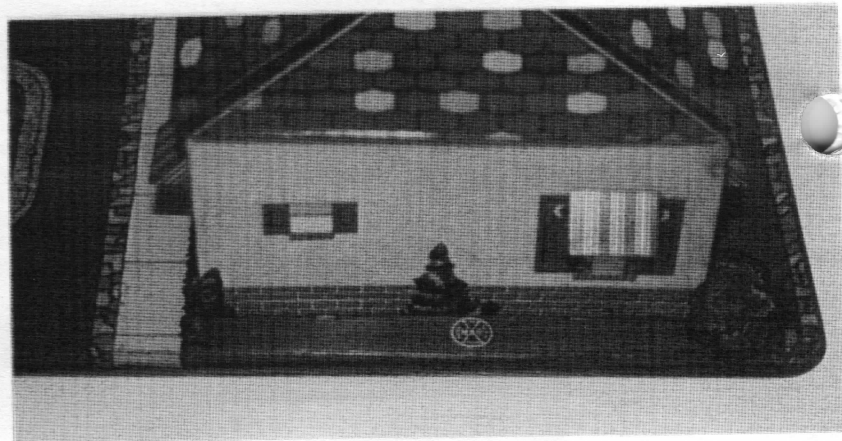
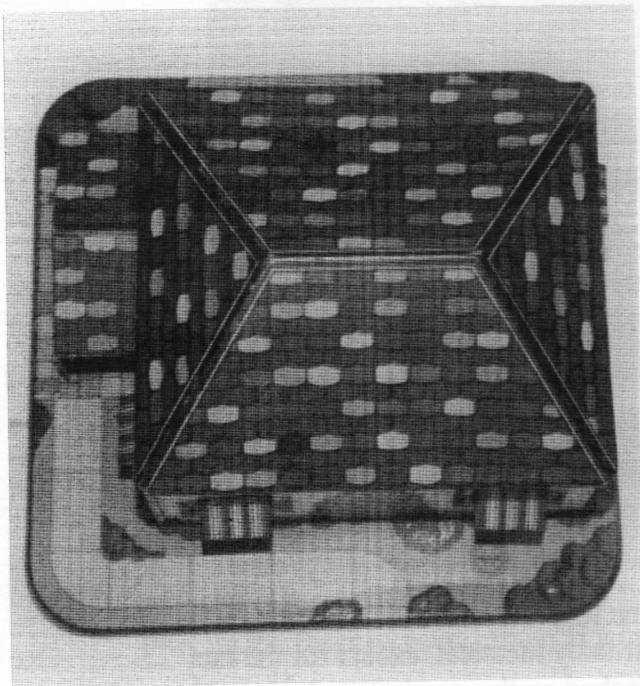


However, if we compare this building to the one with the house alone, some interesting features surface. The two tin houses are virtually identical, except for the fact that the slots to install the light accessory were not punched on the stand-alone house. If you look at the photo of the end of the larger plot, you will see that the slots for the light were punched, although this is an unlit house. Ditto for the roof, which is the same on both buildings, and is the roof used on the Grand Central Station accessory.



However, when you look at the scenic plot, differences abound! The front walkway, appearing like concrete on the larger plot, has been replaced by a stone patio. The white sidewalks to the side of the house are now yellow in color, and the layout of the landscaping (shrubbery, etc.) is entirely different. In fact, the base for the stand-alone house is shorter in width, which is natural due to no garage, and also shorter in depth! The larger plot measures 17" x 11", while the smaller one is roughly 9½" on a side.

My first thought on these two was that some retail outlet had asked for a cheaper version of the plot, leading to the creation of the smaller house. Closer inspection reveals that the Marx logos on the two properties are entirely different, with the logo on the smaller plot being of much later vintage. It is my belief that this is another case of the Marx designers resurrecting an earlier toy to milk additional life out of it! Perhaps they saw the success of Plasticville and other kit buildings with the O gauge crowd, and introduced this as a stopgap while their own plastic kit buildings were being designed! We may never know.



One final question: has ANYONE seen another plot with just the house on it? I haven't seen another, and have yet to find another collector who has? The plot is not hand painted, so I doubt that this is a mock-up from the model room. As always, your comments are welcomed!

I would love to hear your comments, additions, ideas for future columns, or just get to meet more of you! I can be reached via email at Allan@ToyAndTrain.com, or through the museum at:

**The Kruger Street Toy & Train Museum
144 Kruger Street
Wheeling, WV 26003
(304) 242-8133**

SECOND ANNUAL MARX COLLECTORS NATIONAL CONVENTION A SUCCESS!

The Second Annual Marx Toy & Train Collectors National Convention was held in Wheeling, West Virginia on June 16 and 17, 2000. The Kruger Street Toy & Train Museum, host site of the convention, received over sixty Marx collectors from as far away as Texas and California for two days of fun, socialization, and above all, Marx toys and trains!

Things got underway on Friday the 16th, with a talk by former Marx Company model room employees Harold Loy and Robert Emblem, who reminisced about their days at the Marx Glendale, West Virginia plant. Loy, a modelmaker who also worked for Ideal and Deluxe Reading Plastics for a while, related the processes that modelmakers would go through in designing a toy. Emblem, one of the top Marx box artists for years at the plant, described the methods used in creating the artwork for the Marx boxes.

Later that day, a large contingent of conventiongoers ventured down to the hallowed grounds of the Marx factory in Glendale, West Virginia, just a few miles from Wheeling. Those who went on the tour of the plant site were given a special treat when the new owner of the building took our group through the main plant building for a personal guided tour! Walking the grounds where many of the classic stamped steel vehicles, playsets, and other Marx toys were made was an experience many of us will fondly remember for years to come!

Friday evening brought with it the opening of the all-Marx swap meet. Over thirty tables piled high with Marx toys of all types were met by an equally eager group of collectors to purchase them! Many a person commented that this show brought out more Marx, and better pieces, than many of the larger East Coast shows usually do! The mix was good as well, with virtually all areas of Marx collecting represented.

On Saturday, along with the continuation of the swap meet, we held the all Marx show and tell. Collectors had brought along some prized pieces. The gem of the show for the playset crowd was a Giant Blue and Gray set demonstrator board, while toy and train folks enjoyed a few prototype pieces, along with Wayne Beachy's custom made Marx circus train!

Throughout the two day event, visitors were also treated to tours of the Kruger Street Toy & Train Museum, with its expansive collection of mostly Marx toys. Many commented on pieces on display that they had previously only heard of and never seen.

The convention was such a success that many attendees are already looking forward to next year. The dates have already been set, with the Third Annual Marx Toy & Train Collectors National Convention slated for the 15th and 16th of June, 2001. If you couldn't make it out this year, we hope you can make it next June; if you did attend, we promise to make next year's convention even bigger and better than this one!



Photo 1: Some of the attendees at the Second Annual Marx Toy & Train Collectors National Convention got together for a group shot on Saturday.



Photo 2: The All Marx Swap Meet, which brought out piles of goodies to please just about any Marxist!

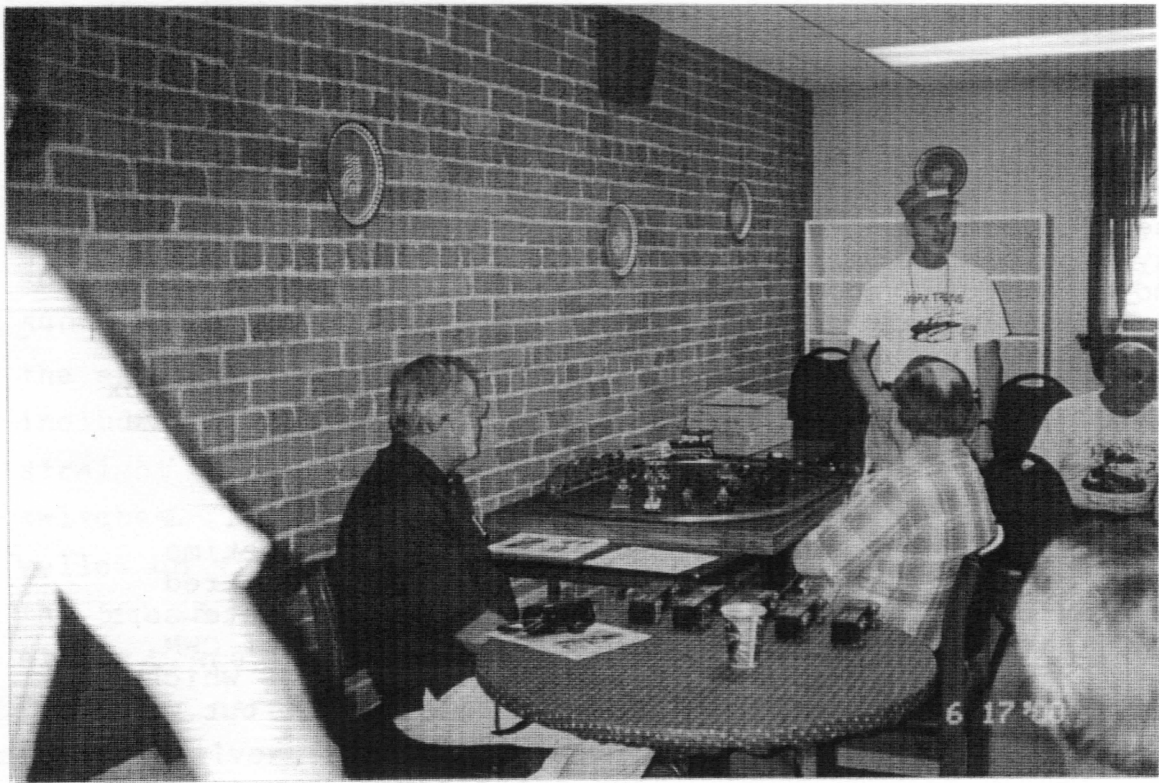


Photo 3: Wayne Beachy explains how he created his Marx Circus Train. You can see more of Wayne's train in an article on the set in *Classic Toy Trains!*

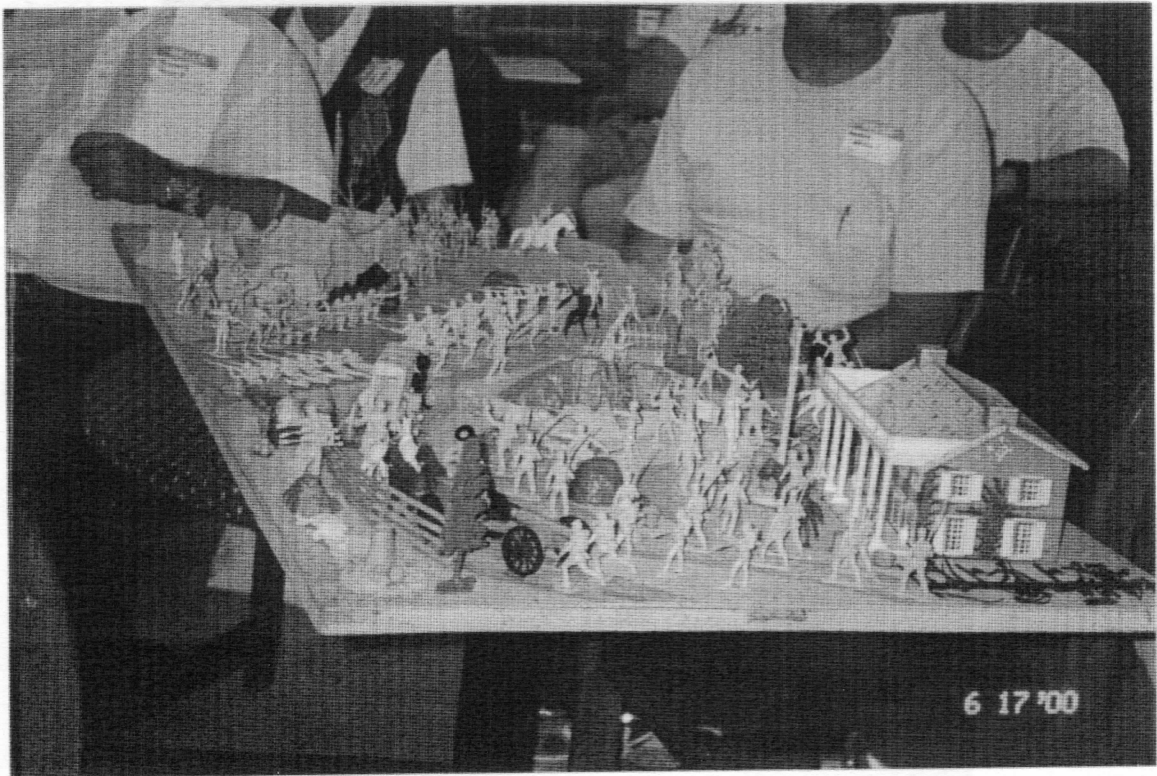
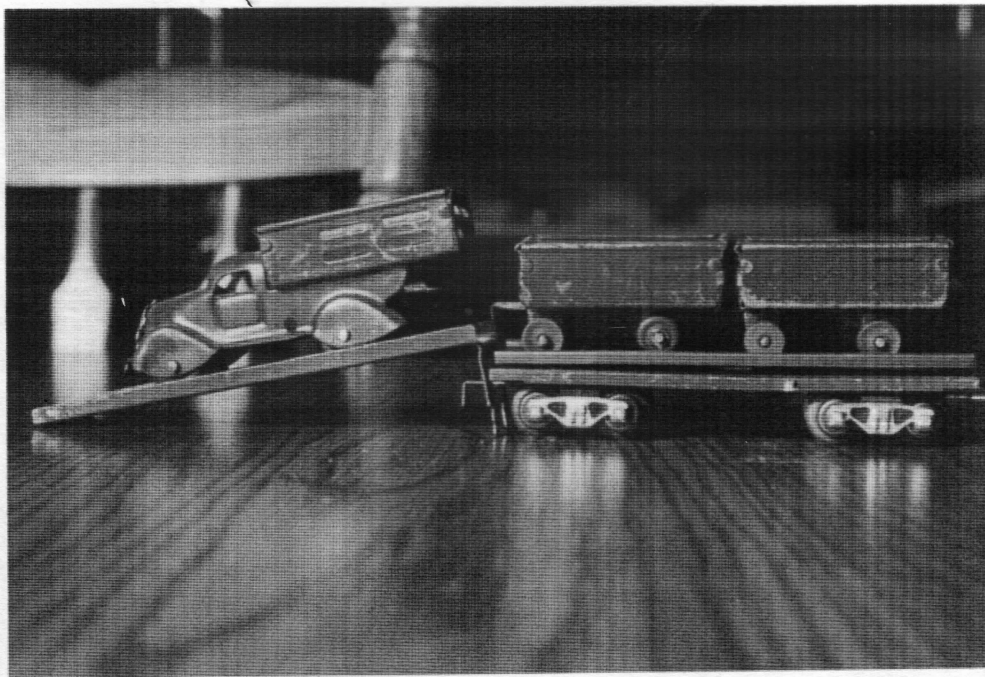


Photo 4: A Civil War Set store demonstrator model was just one of the goodies which were brought to the Convention Marx Show and Tell, held on Saturday afternoon.

In the continuing saga of the green box car, could you have seen the other one at York in Fred Pauling's 6" boxcar display a number of years ago? If so that one was mine. We removed one of Fred's and put my green one in it's place. The car is definately green and not some faded color. To my knowledge, min is the only one to show up with this odd number of 90172 as the SSW are 46010. Strange car. The box full of odd colors you mentioned in 6" box cars. I believe it was sold to a collector at York a number of years ago. Moarx oddities never end!

A few years ago at a toy show outside of St. Paul, I came across the red truck for the delivery set. Sometime later, (like several years!) I managed to find a lone red trailer for this set. Of course we all try to complete sets of this nature and as I stated in an earlier issue of CWM, Ken Nesvik helped to complete my red delivery set of which is pictured here. I don't have the blue pieces yet but maybe someday. Many thanks to Ken!

John Torgerson



Gary's Marx Train Video is now for sale, new and improved. Two hours long. Low budget, out of focus, one man show. Mainly on Joyline, M10,000, Army, Mexican and British Marx, plus some odd sets and custom made items. \$17.50 post paid, Gary Anderson, Box 143, Stephen, Mn, 56757.

Hello Marx:

On our vacation trip back through the Upper Peninsula in Michigan, a stop at an antique store produced a non-boxed CV set with some difficult pieces. On page 20 of the Sets Book, Vol. III, the 540 Steam Freight Set is described. It states: "Some versions of the set may be on silver frames." Well, that is the set I found, including 12 pieces of 2-rail curved track, 4 pieces of 2-rail straight track, a 90° crossover, and a pair of manual 2-rail switches. I believe the 552G, Groceries and Sundries, (brown and yellow on silver frame with tab & slot twist couplers), and the 553 SF Middle States Oil tank car (silver with bullet ends, on silver frame, tab & slot with twist couplers) are hard to find. Two other cars in the set are the tender: 551, NYC, black rivet detail (silver frame, tab & slot twist coupler), and the caboose, 556 red NYC (frame & couplers as above). The set even had the original windup key.

I am also sending a picture of 3 versions of the Marx Super Market plastic building which I have. One is an all red version, with cream colored SM and SUPER MARKE™, and cream colored window displays. Another is a cream building, with a red roof, red SM and SUPER MARKE™ Letters. The window displays are red. The third is a cream building with a cream roof, red SM and SUPERMARKE™ letters, with red window displays. It is also interesting that the shrubbery on the sides of the building are all different colored. The cream building/ red roof has green shrubs. The all red building has red shrubs, and the all cream building has cream shrubs.

Thanks for the fine information on Marx trains.

Duane Ford



As mentioned during an earlier email message, I've enclosed some photos of two "HO" sized sets I've found this year. One is the battery operated Hudson set, and the other is a 1959 Allstate set. The photo's did not turn out as well as expected, and I'll reshoot them. These are for your enjoyment or amusement. I like to find strange and unusual Marx and most Marx owners I know just shake their heads when I mention Marx HO.

Robert John Casares



