



The Villager

The official newsletter of the Plasticville Collectors Association

Volume 5

February 2006

Number 1

PCA 2006 Officers

The officers of the Plasticville Collectors Association for 2006 are Joe Kutza, President, Doug Gilliatt, Vice President, and Christine Niehaus, Secretary/Treasurer.

As no nominations were received the Executive

Committee voted to forego the mailing of ballots and to continue the current slate of officers.

Although not an elected position, John Niehaus has agreed to continue as editor of *The Villager* for 2006.

Unknown Color Cape Cod Discovered!

The accompanying photo was recently sent to Joe Kutza by PCA member Chris Matthy. It is of a red Cape Cod! The walls are definitely red while the roof is green. It is definitely red molded plastic as Chris informed Joe that he had scraped a bit on the inside of one of the walls to ensure it was not painted.

The building is not in the best of shape. It is missing the chimney which we would presume to have been the same color as the walls, red. One short wall also has a rather large melt mark along the bottom of it in addition to both windows in the wall showing sign of damage due to melting.

Joe contacted Bill Nole, Sheldon Wotring, and Glenn Bowman and none of them had ever seen a red Cape Cod before. It is speculated that it may be Canadian Plasticville. If anyone can shed additional light on this color Cap Cod house please let us know.



A Tip on Printing the ePCA Newsletter

By John Niehaus

You may have noticed that the print in the last newsletter seemed smaller than usual. It seems that the printer used a setting inside Acrobat that shrunk the entire newsletter contents down to fit inside margins smaller than those of the original newsletter.

The newsletter is formatted with 1 inch margins top and bottom and 1/2 inch margins on both sides. The following steps should help ensure those margins are retained when you print the newsletter from the web.

Click *FILE* on the menu bar, then *PRINT* or click the printer icon. Now click the drop down arrow to the right of the words *PAGE SCALING*. Select *NONE* from the drop down menu. The newsletter should then print with the same margins as with which it was created.

I have found that the only time that I need to set Page Scaling to something other than None is if I know that the printer I wish to use cannot print the same margins as are on the original document.

The Villager

Published quarterly by the Plasticville Collectors Association.

President: Joe Kutza

Vice President: Doug Gilliatt

<http://www.plasticvilleusa.org>

Secretary/Treasurer: Christine Niehaus

Webmaster: Joe Kutza

Newsletter editor: John Niehaus

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Contact secretary@plasticvilleusa.org for advertising rates or by mail at PCA, 601 SE Second Street, Ankeny, Iowa 50021-3207

Special Color Two-Story House, Update

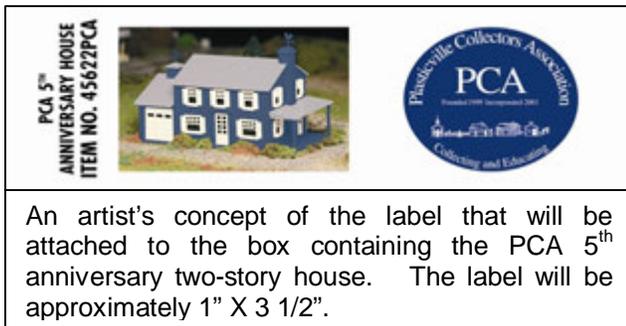
By The PCA Executive Committee

The Executive Committee is pleased to announce that an order has been placed with Bachmann Industries for the special color O scale, kit version, two-story house commemorating the 5th anniversary of the PCA.

The buildings are scheduled to be delivered in late spring or early summer. An order form will be mailed to you with your May issue of *The Villager* or separately to you if you are an ePCA member.

There will be a limit of one piece per member as the quantity being produced is quite small. We feel that you will be very satisfied with the price that will be listed on the order form.

It is our understanding that the building will be packaged in the standard production packaging. We are presuming that to be the large, predominately green or blue box but with a special commemorative label as shown in the accompanying illustration.



Shipping survival tests have been made by mailing a still in the box, current Police Station with Police Car kit across the country repeatedly in order to determine a safe method of getting your kit to you undamaged. We even shipped it during the height of the Christmas package rush! The packaging we have settled upon should ensure you that your kit arrives safely.

Look for your order form included with your May issue of *The Villager* or sent separately if you are an ePCA member. We may even put a special label on the envelopes "warning" you that the order form is included.

The PCA Corner Store Items for sale by the PCA

Visit the PCA website to view all of the items offered.

Send payment and the description of item desired to Plasticville Collectors Association, Christine A Niehaus, 601 SE Second Street, Ankeny, IA 50021-3207 unless noted otherwise noted.

Personalized address labels

A sheet of 30, personalized, high-quality color labels are available from the PCA. The labels will include the PCA logo in color and up to four lines of address. Each label is a generous 1 x 2 5/8 inches. \$1.00 per sheet plus 50 Cents P&H regardless of the number of sheets ordered.

PCA T-shirt

Navy blue 100% cotton, short sleeve shirt T-shirt with the PCA logo printed on the front in white. Sizes available are Small, Medium, Large, X-Large, XX-Large, and XXX-Large. The prices are \$18 for small through X-Large, \$19 for XX-Large and \$20 for XXX-Large, shipping included, for each shirt. Please order the next larger size if you are concerned with fit. An order form is available on the PCA website, or request a form from the Secretary at the address listed above.

Back Issues of *The Villager* on CD

Each CD contains all four newsletters for the specified year. The newsletters on the CD are in PDF format. The cost for each year is \$12, postpaid. A link and instructions on how to download Acrobat Reader is also included on each CD

Additional items with the PCA logo

Do you have an idea for an item? Contact Christine Niehaus at secretary@plasticvilleusa.org or mail your suggestions to her at the address noted above.

We are currently looking at a cloisonné pin, baseball caps, and embroidered patches.

Member Help Needed

President Joe Kutza received the following email message from charter PCA member Jonathan Morse. ...My wife received a call from a disabled vet. It was a recorded message from this man. My wife unfortunately did not let the message play through and it was lost. I don't know who it was from but he was looking for help

with Plasticville. My question is do we have any people in PCA who are disabled vets (I'm a Nam vet. Luckily I am not disabled) that I may contact to see if who called me? Any help would be welcomed. If anyone has any information that may help Jonathan please contact him at: ashemorse@comcast.net or call him at 508 291-2653.

From the President's Desk



Hello fellow PCA Members! The PCA executive committee is looking forward to an exciting and prosperous new year for our Association. If you, or someone you know has not yet renewed for this year, please contact our Secretary, Chris Niehaus, right away (secretary@plasticvilleusa.org). In addition to maintaining our membership, I bring up the topic of renewal because only PCA Members will be eligible to purchase our special edition, PCA Fifth Anniversary two-story house in "PCA Blue". We hope to have the final ordering information available in the May edition of *The Villager*. Information on this special item will also be posted to the PCA web site.

I recently received an e-mail from member Chris Matthy about an interesting find he made. Chris found a Cape Cod house with red walls, a green roof, and white trim. The chimney is missing, but we assume it would have been red to match the walls (see the article on the first page). There are no interior markings. Having never seen a Cape Cod with red walls, Chris scratched the interior a little to confirm that it wasn't just a coat of

paint. No paint. He also noticed after one of the doors came out that it appeared that the white door was originally glued to red plastic. This also confirmed that this is an authentic red Cape Cod. Chris e-mailed me to see if I had any further information on this color combination. I too had never seen one, so I sent out a few e-mails and even the most avid and knowledgeable members of the PCA had never seen one like it. That's when this got really interesting. What could this be? A test shot? Canadian Plasticville? Or just a super rare color version of a common Plasticville item? The red and green colors indicate a Christmas theme, but we don't really know for sure. We know very little of the short-lived Canadian Plasticville line; that could be the answer. Well, now it's in your hands! Are there any members out there who can help with this interesting dilemma? Has anyone out there ever seen this version? Do you have one in your collection? Maybe you have a new theory on where it came from? Any thoughts or information would be greatly appreciated. Please contact me directly at president@plasticvilleusa.org. (See the article on the front page of this newsletter for a picture of Chris' red Cape Cod. Ed)

Vice Presidential Insights

Well another new year has begun, I hope that all the members made it thru the Holidays and a belated Happy New Year to everyone!

It is gratifying to me that our members continue to send in their articles, stories and pictures that make the Villager the great publication that it is. It is always with great interest that I await the next issue to see what new things I can learn. Hopefully our existing members continue to support our organization by sending in articles/photos etc. of interest to our members.

As I have said many times before in the Villager, it is the hope of all of us that our organization continues to grow and attract new members which will allow us to be as vibrant and interesting as it is today into the future. While new membership is essential to the continuation

and expansion of our organization we must all continue be a source of interest/learning to our existing membership.

As a personal note my wonderful wife did present me with a Red Roofed PO for Christmas this year (What a surprise)!! I even managed to go to a GATS in Sacramento in Jan and pick up a few pieces, met Yvonne Flory one of our members there also. I hope everyone finds a great deal this spring as the Garage Sale season picks up to enhance their collection.

Also, I want to remind everyone please remember to patronize our advertisers that support the PCA
PCA Vice-President
Doug Gilliatt

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Selling on eBay? Tell the Buyers You Are a PCA Member!

By John Niehaus

I am unaware of a better way to promote the PCA than through eBay! Thousands of bidders view millions of auction lots each and every day. Not all bidders look at Plasticville but some may end up unintentionally viewing Plasticville when they click on the "View seller's other items" option or they perform a search on that subject.

Adding your PCA member number to the description may also entice hesitant bidders. There have been new membership applications received and requests for the new information packets due to members promoting the PCA in their auction descriptions.

I have seen many toy train lots with the TCA, TTOS, or LCCA member number as part of the auction description. Why not put your PCA member number in your auction description? We know it works as here is what prospective member Jim Tennesson wrote when

requesting a membership application through the PCA website. "Hello! Back when I was a child, my parents gave me an American Flyer train set, which I still have. A few years after that they gave me a City In A Box, which I also still have. About 15 years ago, I brought the train out and started operating and collecting American Flyer trains. I have since joined the T.C.A. (95-41109). Out of the closet came my Plasticville along with the train set which was set up around our Christmas tree. Over the last six years or so, I have bought various Plasticville pieces.

As I near retirement, I have a dream of setting up a train layout and a city within and around it. Today, through **an eBay seller's site**, I've learned of the PCA. Now, I hope to become a member in your group also. Thank you!"

Railfan Antics

Some Railroad Terms

By Gordon C Kelley

(Gordon Kelley recently retired after over forty years service as a railroad engineer. I have received three articles from him relating foolish actions of some railfans he encountered during his time with the railroad. He has promised to send more. Gordon uses many railroaders' terms in his articles. Here are definitions of some of the terms you will see in his future articles. Ed)

Local: A train assigned to local switching and to service industries along a main line a short distance from its home terminal.

Cut of Cars: The total number of cars cut off of a train and set onto another track or the total number of cars cut off a drag of cars which were placed on a yard track.

Drag: A group or number of cars pulled by a switch engine off another track or yard.

Switching: Getting certain cars off yard tracks to make up a train or to make up a cut of cars to spot an industry.

Spot an Industry: To place a specific car (specified by car number) at a specific door, pit, or location on a track.

Cutting in the Air: Make (connect) air hoses and open angle cocks to let air pass through the train of cars.

Pumping up the Air: Pumping air pressure up to 80 PSI on freight cars so that the brakes can be released, the cars moved, or the brakes set.

Pull the Pins: Lift the pin and raise the pin lifter bar so that the knuckles open and the car uncouples.

Track or Train List: The list of cars per car number that are on specified tracks or trains.

Pickeling: The conversation between the conductor and the clerk in which info as to what cars were switched out, returned to storage tracks, or were placed on made up trains. This info is placed in the computer for track and train lists.

Die for Time: A train crew reached its 12 hours of work. The crew must stop where it is – it can do no more work. The crew must be picked up and driven back to the yard office.

Make a Cut: To uncouple a specific number of cars to switch them out or to have enough cars to spot an industry.

Cut Off the Engines (Power): Uncouple the Engines (Power) from the train.

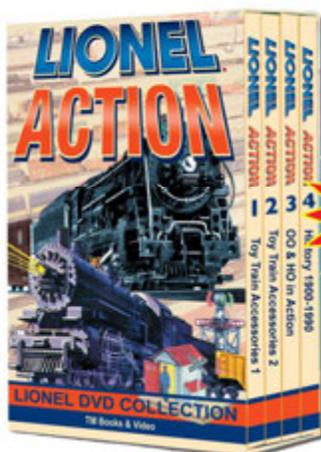
Do you have a train related business?

Have you ever considered advertising it in *The Villager*? An easy way to reach over 300 plastic building and model railroad enthusiasts is with an ad in the newsletter.

Business card sized ads are only \$3 per issue. A full page ad is only \$15 per insertion! A half page is \$12 and a quarter page is \$10. We will even help you create a full, half, or quarter page ad at no additional cost. Contact villagereditor@plasticvilleusa.org or by mail at the address on the first page for ad sizes and pre-payment discounts.

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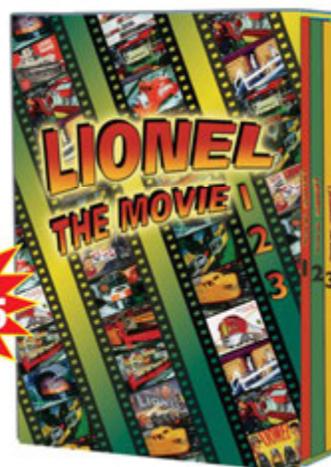


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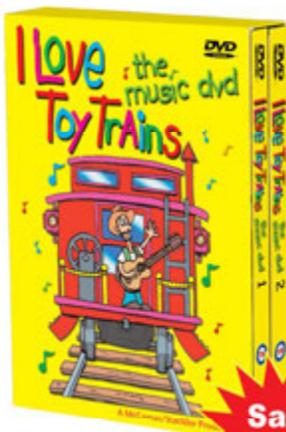
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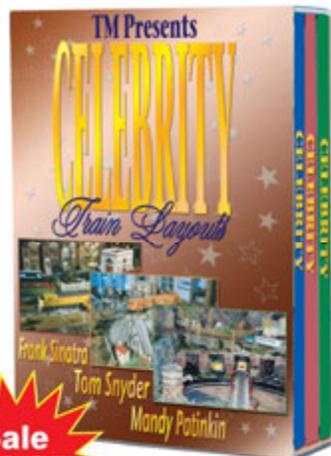
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Plasticville on the Board

Mixing and Matching

By John Gottcent

Time for another episode of “Plasticville on the Boards.” This is the column devoted mainly to using/displaying our village pieces to best effect. It’s designed especially for those who are new to, or just returning to, the hobby, though we hope some ideas will appeal to experienced folks as well!

One of the nice things about *The Villager* is the opportunity it affords to share and exchange ideas. So before turning to this issue’s theme—mixing and matching Plasticville with other types of buildings—I’d like to share some ideas submitted by reader John Torgerson in response to our last column about using lights. John writes:

“I read with interest the article by John Gottcent about lighting our Plasticville buildings. An easier, safer way comes to mind & one I’ve used through the years on different train layouts.

We’ve all had in our possession at one time or another the mini Christmas tree lights that come in strings of 10 - 100. They can be bought at almost any store including even grocery stores. These bulbs are low voltage & will operate off our train transformers.

If you cut the strings apart & leave, say, a 6" wire pigtail on each bulb/socket, tie them together under the table in groups of three in series, and control them with a simple toggle or slide switch. The effect is the same as the 110 volt bulbs, but with hardly any heat generated. At such low voltage, you can hold them in your hand & not get burned or burn your Plasticville buildings. Using enough of these in series can light an entire layout.

If more power is needed, simply install another circuit & an additional transformer. They can be controlled with either the fixed voltage or the variable part of the power for gradual increase of lighting effect.

Smaller transformers can be had for very little money at most train meets & the strings of bulbs/sockets can be found at garage sales everywhere.....for almost nothing. No heat, no damage, no money to speak of. What more could we ask for? Thanks, John Torgerson.”

Thanks to you, John. If other readers have similar suggestions, pass them on to me and I’ll include them in future columns, now, on to this issue’s theme.

One of the challenges facing model villagers today is whether to integrate older plastic structures (like Plasticville) with newer, often ceramic structures (like Department 56), and if so, how to do it.

In the ‘50’s, unless you were into scratchbuilding, virtually all model structures for train or Christmas layouts were plastic. For their time they were innovative, cheap, easy to set up and disassemble, and relatively realistic. Bachman’s Plasticville line led the way, but

Marx and other manufacturers also offered buildings advertised as “O or S scale.”

Given that not many modelers were worried about perfect scale dimensions (after all, even Lionel trains were almost never to scale), that last descriptor hardly mattered. Today, however, many hobbyists are bothered by the fact that most Plasticville is really closer to S scale (3/16th inch to the foot) than to O scale (1/4th inch to the foot). And this represents one of the problems in mixing older plastic with newer, usually O-scale size, buildings—your town may seem out of sync with itself.

Another problem involves degrees of realism. Plasticville buildings strove toward some semblance of reality, but they were originally designed as toys. It didn’t matter, therefore, that the average P’ville citizen could hardly fit into a typical P’ville auto which in turn would have had trouble squeezing into the P’ville small gas station’s service bay.

Also, the garish colors of some buildings (who would want a house with a red roof?) were accepted in the spirit of fantasy and play. But when blending those buildings with today’s offerings, most of which aim toward much greater degrees of realism, the eccentricities of Plasticville design tend to stand out.

So how to respond? Let’s start with the pros and cons of the old versus the new. Traditional plastic buildings are still readily available. The ease with which they can be assembled and disassembled makes them easy to store. They often carry a strong nostalgic value. And speaking of value, some of the vintage structures have proven quite worthwhile financial investments.

That last idea is a two-edged sword, however. The high prices commanded by some rare old buildings probably discourage hobbyists from actually using them on layouts, lest they become damaged. And it certainly discourages folks from painting, decorating, or (heaven forbid) kitbashing with them.

Which leads us to some advantages of the newer structures. First, there’s quite a variety out there, both in manufacturers (besides Department 56 and similar ceramic offerings, there are modern plastic structures from MTH, Walthers, Ameri-Towne, and even Lionel itself), and in building type (today one can find many items never made in O/S scale by Plasticville, including movie theaters, auto showrooms, and brand-name fast food outlets). Many of these structures are built-ups, requiring no assembly. Most include their own lights. And typically, they are true O-scale buildings with high degrees of realism.

As usual, though, with the sugar comes the salt. Built-ups are nice when it’s set-up time, but not as nice when it’s storage time. Most of the ceramic buildings are

permanently decorated for Christmas—OK in December, but a problem if you're trying to model some other season. Also, since many of the buildings are permanently marked with the manufacturer's town name (Lionelville, Railtown, etc.), the names will clash with the preprinted "Plasticville" on your older buildings, giving your village an identity crisis.

So what can be done? First, you need to decide whether realism or nostalgia is more important to you, and lean toward modern buildings in the former case, older ones in the latter. Second, determine how open you are to painting and otherwise adapting your buildings to help them blend with one another.

However, it is possible to have some of your cake and eat it, too. You can make most of your village vintage Plasticville, for instance, but reserve a section of town for

newer buildings. Ironically, many of these more recent offerings actually model older, more run down structures, so they fit nicely into your "urban blight" area.

Most importantly, when selecting items to buy, choose structures and accessories that fit with the tenor of your village, regardless of whether they are new or old. A newer item like, Lionelville's "Harry's Barber Shop" fits pretty well, size-wise, with most P'ville, for instance. If a building looks much larger than what you've already got, however, either choose something else, or place that building near other, similarly-sized structures, so it won't stand out like the proverbial sore thumb.

Well, that's about it for this time. Again, please contact me (jandjgott@juno.com) with comments, ideas, and suggestions for future topics in the Plasticville on the Boards column. Meanwhile, happy villaging!

Selling on eBay? Tell the Buyers You Are a PCA Member!

By John Niehaus

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A Katrina Survivor's Story

By Ed Van Auken, courtesy of Joe Kutza

Attached to a mid-November message from Joe Kutza was a letter to Joe from a person who was affected by hurricane Katrina. I feel that letter is worth sharing with you members. Although we did not have any members in New Orleans we did have some in neighboring states who were affected by the hurricane. Ed's story brings a new appreciation of what the residents of New Orleans endured in the aftermath of the hurricane. Editor

Joe wrote to me:

Ed Van Auken, from New Orleans, contacted me this summer about some trains and plasticville/marx buildings that he was looking to give to a good home. Nothing special, but he wanted them to be used, if possible. I said that my sons could use a set to run from time to time and that I'd make sure things were taken of. He didn't want any money, but I sent him enough to cover the shipping costs. We exchanged a few e-mails for a while and when Katrina/Wilma came around I wondered what had happened to him. He's about 60, has emphysema, but really liked living in New Orleans. I finally got the guts to send him an e-mail.... I had thought about it before, but was afraid that I might never even hear back from him.

I thought you might like to read his story. Clearly the area was hit hard, but it brings it closer to home when you hear a personal story.

Mr. Van Auken wrote:

Hello, Joe. Pleasant surprise to hear from you. How am I doing? Got 5 hours? I am now temporarily in Tucson, living with my sister Kathy and her two sons Joseph and Alan. I still keep the N.O. email address active so I wouldn't lose touch with everyone. It forwards to my temporary (3 months free) MSN email account.

I have attached a photo of my apartment in New Orleans. I ran out of there when the water started rising. Apartment filled up with 7 feet of water. Lost everything. There were only a few things that I grieve over: some articles that my carpenter Grandfather made, a painting my mother made and my whole history that I wanted to leave for my family after I 'go'. I had stuff from childhood to the present. Man, I am SO glad that my childhood train was not part of it. Maybe avoided an "innocence lost" kind of thing? Lost the computer, of course. Had years of financial and medical records in it. With my emphysema, and figuring that I only had a few years left, I was all settled into a neat apartment. I expected my last years to be peaceful until it was rudely interrupted by Mother Nature having a pissy fit. The response from FEMA, Coca-Cola (where I worked), family, friends, a couple of strangers and my Brothers (I used to be a Priest 1973-1981) in and out of ministry have been mind-boggling--over \$26,000. I heard from people that I haven't seen or heard from in 20+

years. The moral support has been my strength. I caught bronchitis from 4-5 days at The Convention center from hell and finally got that cleared up here in Tucson. But it did advance the emphysema up a notch.

All in all, I stayed through the hurricane, trapped in my apartment complex for 2 days, rescued by boat to a staging area, then by truck to The Convention Center, 4-5 days there, helicopter to the airport, jet to Arkansas Fort Chaffee refugee center, couple days there and then my sister and nephew Joseph drive 20 hours straight to get me out. Stayed at a motel there (first bed, shower, real meal and clean clothes in 9 days) then 20 hours straight back to Tucson. Got here September 7th at 3 am. Hurricane was August 29.

All in all, besides lacking the comforts of home for 9 days (no working toilets, no washing, no REAL food or drink, the hardest part was no control over your life. You had no options. You had to go with the flow and keep looking for a way out, but there were none. Even when you were rescued, your life was in the hands of others and I am pretty independent and self-sufficient. I like problem-solving but there was no solutions available until the rescuers came. You had to have Faith that tomorrow would be better, but each day got worse and worse. You had to fight despair and keep reminding yourself that it would not last forever. But you had no idea how long it would last and for how long you had to hang on. It's like running a long-distance race and you had no idea where the finish line was. So you did not know how to pace yourself. You just shut down emotionally and repressed your feelings. Numbness. After I got to Tucson, what I repressed starting coming out: dreams of me in crowds (I dislike crowds), water imagery, tearing up when they showed dead bodies on CNN, irritability at little things (anger). But, it worked itself out after a week or so. I used all my nine lives on this one. I couldn't go through it again. I don't organize as well as I used to and I loved doing that. I am more sensitive to hardship and don't want to hear stories about Iraq tragedies and violence. The experience really beat me up. Like someone keeps hitting you in the arm and it gets sensitive after that. This beat up my soul. And seeing so much suffering around me and unable to do nothing for them. You just hold yourself together. Now, it all seems like a bad dream that happened long ago.

FEMA called me and said that HUD has some trailers set up in New Orleans for people to return. We can live there while our houses are being repaired or give us a place to stay while searching for an apartment. I was going to go, but remembered that I had better stabilize my medical conditions first. Besides, I don't know if my doctor has returned to N.O. yet. His office was in Chalmette which was under 20 feet of water (and his

office was on the first floor). Other than him, I don't know if even the hospitals are even open or if other doctors have returned so I can get the care I need. Right now, I am low maintenance but I still need medical attention at least. Goes with the territory: "every reward has a price"--smoke 40+ years and you get the bill from the devil later.

My neighbor got sent to San Antonio to their refugee center. He was there for a few weeks and everything was provided. Now, he has an apartment paid for by FEMA for 18 months and gotten free furniture, food stamps and about \$9,000 from various agencies. He is on disability also, so he gets his social security disability check deposited in his account every month and hardly has to touch it. He is the "Frank" I mention in "The Story". He is going back this weekend with a truck to see if he can salvage anything from his second floor apartment (not touched by the flood but may be toxic mold). He plans on staying in San Antonio and not going back to N.O. to live. So, fortunately, he and I haven't lost jobs and have our disability income coming in. Others are not so fortunate.

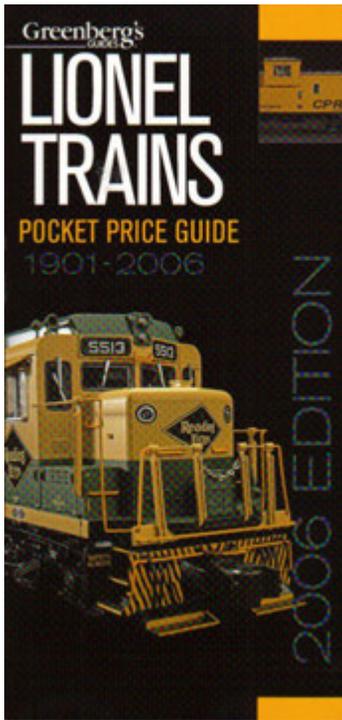
Could you please send me your address again? I wrote a story about my hurricane experience and I would like to send it to you. I used my Confirmation name "Joseph" as I do for my writings. I have been a celebrity, it seems. I sent the story to some friends, they sent it to others. The local TV station interviewed me for 3 minutes on the news, some guy from England working on a Discovery Channel piece on Katrina called and interviewed me. The story has been passed around to people in NY, NJ, NC, AZ, MN, WI, Washington DC (other sister/nieces), TX, and CA. I wrote The Story out of a nagging compulsion to tell people what happened and I think that it was good therapy for me. I think that the shrinks call it "Writing your way out of darkness". Though I have gotten some attention, it was the message that is the point, not the messenger. One of my old high school classmates wanted to send The Story to Opra. I asked her not to. I do not want to be the "poster child" for Katrina refugees--"Triumph of the Human Spirit" and all that. I just want to spend what time I have left in peace.



Ed left his apartment when the water started rising. The apartment filled up with seven feet of water. This is what greeted him upon his return. He lost everything.

Greenberg's Guides Lionel Trains Pocket Price Guide 1901-2006

By John Niehaus



The Greenberg's Pocket Price Guides for 2006 have been available for some time now. It is in the same 4 x 8 1/2 format as the many previous years although it is getting almost too thick to carry in a hip pocket. One thing I did notice was that the Good, Exc, and Cond/\$ headings in the postwar section are again lined up over their respective columns rather than radically shifted to the left as was the case with the 2005 edition.

I have been using the Lionel guides for quite some time. I

even have first editions of the large format guides that were published in the early 70's. It is interesting to look at the values Bruce listed for some key pieces then and the catalog values of those same pieces now. With that in mind, thought it might be interesting to compare the listed values in the 2006 edition to the 2005 edition.

I performed a comparison of values for about twenty pieces of various scarcity. What I found was a bit surprising. Pieces that I felt should have appreciated stayed steady. In some cases the best condition value listed for a piece went up while the lower condition value stayed steady. An example is the 2343 double A Santa Fe diesel set. The good and excellent values listed in the 2005 guide for this piece were \$175/\$350 while the 2006 guide lists \$175/\$400. Values for a 746 with long stripe tender were listed at \$550/\$900 in 2005 and now lists for \$550/\$970 in the 2006 guide. Surprisingly the values for the five stripe number 2360 GG1 remained the same.

About the only conclusions I can draw is that the general market for Lionel trains seems to be quite steady except for some very desirable pieces in excellent or better condition.

One thing that did go up is the cost of the guide. It is now \$16.95, up a dollar from last years' edition.

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Along the “HO” Line Running Out of Room?

By Dominic St. John

Greetings to everyone in Plasticville. Winter is two thirds done. That is a good thing. February is a short month and March may come in like a Lion but let's just hope it goes out like a lamb. I know I am looking forward to the spring and what it will bring.

Now it is always challenging to come up with an interesting, I hope, topic for the Villager. I always feel I haven't anything else to talk about. When the pressure is on and the deadline is fast approaching, or just past, it seems something always comes to mind. The subject in this issue is a little more general and not so much related strictly to the HO line. It does, however, find the solution better suited to the HO collector. So let's see if you are running out of room.

When looking for a reason for this month's Villager, I found myself sitting at my desk with computer in front of me and a blank stare on my face. Some would say that is my normal condition. More from my wife Jeanne later! Gazing around the downstairs family room my dilemma begins to unfold. To the left of me and on the shelf, that wraps the perimeter of the room, I can see six Plasticville HO boxes with kits inside. There are Ranch Houses, Gas Stations and Cape Cods sitting pretty and bothering nobody. Or so I thought. Did I mention my wife Jeanne? Just to the right of that stack are another three boxes and kits. We find another Ranch, Gas Station and Cape Cod. Looking over my shoulder and to my rear is a group of loose House Trailers along with some boxed House Trailers. Are we getting the idea yet? Of course among the Plasticville HO, and between some assorted trains related items, is my wall of Gilbert HO trains. I guess you can say I have taken over the room. Let me tell you what my wife Jeanne has to say about this!

I will begin by saying; maybe I shouldn't repeat all of what she said. I can say she wants some of her room back. She is also not happy that I have taken up most of the two closets we have downstairs in our family room area. Okay so I can't be the only fellow with a train related collecting obsession that has a wife yelling, or should I say explaining, that I have gone nuts! Yep, that's my wife Jeanne. Of course I can't blame her for putting up with me. She has put up with me for just over thirty years. I guess she knows it is not easy getting me to change. I also know she is right and I have to get things in order around here. Well in her own little way she has helped me with a solution.

It is wonder how much room these little Plasticville HO houses take up. I can't imagine what you collectors of the O&S kits do to store your kits nor can I wonder how much room it takes. No doubt if you collect the larger scale kits you must also be collecting O or S gauge trains. I would bet that you too are running out of room.

In my collection I know I have surpassed the 100 kit mark. Just how far past I have gone is a mystery. In the beginning I was good at keeping track of them. Now I have lost track of them. I needed to find a way to store them in as little space as I could. It is here that my wife Jeanne came up with an answer to my little problem.

Like all good wives mine likes to shop. Not the one to pass up a bargain she will bring home the most helpful of items for around the house. She put her mind to work and searched for a way to get “those darn things out of here”. What she came home with was a number of stackable plastic containers, with snap on covers, which can fit a nice cozy grouping of Plasticville HO boxes. These plastic tubs are perfect for keeping out water, moisture and any other calamity that might befall your plastic toy homes.

Well I went about packing up as many of my kits as I could fit into these great space savers. I continued to fill every inch of closet space that I could claim. I am still using too much room in the closets but at least things are a little more organized. Once I filled the closet space I found myself looking for more room. The only place left was out in the garage. Not for me but the Plasticville.

I had one more trick up my sleeve though. That old bedroom set, that we have had since we were first married, came in quite handy for finding a little more room in a not so large area. After buying a nice new bedroom ensemble the old but beloved furniture went down to the garage for disposal. I couldn't find the courage to throw these things away so they sat for a while looking sad. Well one day the most obvious answer came to me along with a way to hold on to the old stuff for a little longer. My old bureau and my wife's old dresser had a number of empty drawers just waiting to be filled again. So, I went back to my chore and proceeded to fill up all the space I could. A lot of the loose and unboxed houses found their own acreage inside those empty drawers. I still have more to store. I can see I also have more than I need. That fact might get me to thin out the collection. I'm sure I will get to that sooner or later. Probably the later!

Well, maybe I've given somebody an idea. Maybe I was able to get somebody out of trouble. Hopefully, if you have been running out of room or already have, like I did, my little story can be of some help. I am certainly glad I was able to get another submission for *The Villager* and I hope I can follow with more in the future. Till then, happy house cleaning.

If anyone has any questions or comments related to the HO line it might be interesting to send them along. It could be useful for future articles. It is always nice to hear what others have to say. Maybe somebody has a new item in their collection and would be willing to share it with the rest. Thanks for listening everyone. Dominic

What Members are Saying

The following are comments received from members during the past few months:

I regret that my computer is totally frozen and therefore unable to get on line at all. I've been shut out of email over 2 years. Now I can't even get the word processing program, to its back to pen and paper.

I enjoy the newsletters a lot. Until I read about the hospital w/cardboard floor and furniture I didn't know they existed. About 1 mo. after reading about it, I saw one at a train show & immediately bought it. (John O'Deay)

I am happy to send you my renewal. One item I would like to see is a Members Only embroidered arm patch (first choice) or pin that we could wear to shows. (Ralph Abildnes)

Hello fromCheshire.... I look forward to every one (*newsletter*) that comes, always something new..... (Stan Troski)

Please renew my membership to the Plasticville Collectors Association for 2006. Enclosed find my check to cover the dues and for postage for us snail mailers. (Michael Estock)

Sorry I'm late getting this to you, but I moved to Japan (military move) last year and changed emails, so I kind of forgot about dues. (Ken Klier)

Here are my 2006 dues. Thanks for a great club. (Anna Manson)

First would like to thank you and president and your staff for taking the time out to print me a copy of *The Villager*. I enjoy every copy that you send me. As for me I am getting a computer, but no on line as yet. Will let you know soon what my email address is. Also enjoy stamps on envelope as well.

As for this month you have some very interesting articles. One I like is your feature column, *Plasticville On The Board*, also new column from Dominic St John's *Along the HO Line*. His article on the 2616 house trailer was of special interest to me.

.....I am having a hard time on finding info in Plasticville HO items. Such as who has parts, empty boxes, values, years kits were available. Can anyone help me?

Once again, you and your staff are doing a great job, keep going. (Robert W Johnson)

Thanks for all you do. (Carolisa M Ray)

I am an ePCA member already – the pen was very nice (thank you) and the e-newsletter is great! Keep up the wonderful work for all of us in the PCA. (Ray Frederick)

Enclosed check is for my 2006 dues to PCA. Great job that you are doing. (Fred Pheiffer)

I would like to renew my PCA membership so I can receive *The Villager* on line. I'm sorry that I missed John at York this October there were some great Plasticville buys this time. I hope I can see both of you at the Spring Show. And once again thank you for doing such a great job for the PCA. (Victor Koenig)

Thanks for all you have done for the hobby and us all. (Robert Spivey)

Thanks for the PCA letter and also for my membership card. My E-mail address is tjprice108@aol.com. I have the RA-6 Railroad Accessories Unit Box and set. The contents on the box says there was 1 Evergreen Tree, 8 Telephone Poles, 2 Warning Gates, 2 Billboards, 2 Lamp Posts and 1 Maple Tree. There was a ? mark next to the contents on the PCA website.

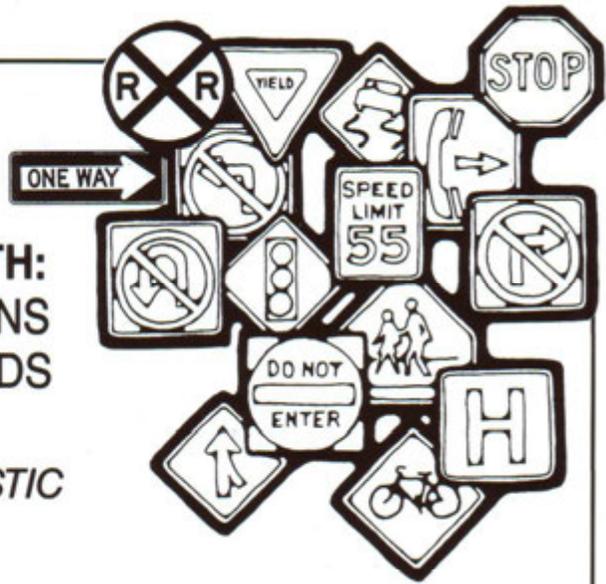
Also, I have a Miniature PLAY SET by MARX "Sunshine Farm" in its original box. Does PCA have or want any information on this set. There is glue on some parts, some parts are cracked and some parts may be missing. The Box is in good condition but I may be missing some of the fences, trees and miscellaneous accessories that were suppose to be in the box. I hope some of this information helps. Take Care. (Tim Price)

Happy New Year! I recently acquired a Plasticville 2-story house build-up (45305). After looking at it for a few minutes, I realized that the antenna and weathervane are reversed. A look at an existing 2-story shows that the weathervane won't even fit in the chimney cap. So they must have enlarged the hole. Then I looked at the illustration of it on the box (which is really 45622) and noticed it too shows them reversed.

I was then looking at the November 2005 Villager. The artist's rendering of the PCA 2-story shows them reversed. (This looks like the Bachmann illustration with the colors changed. Even John Niehaus' article in the same issue "New Built-Up Packaging" indirectly acknowledges this by saying "...I discovered that the weathervanes were broken off of the chimney on both pieces." This sounds like something that should be included with "Did you ever notice" on the PCA website. I attached a photo of my house to put on the website. (Tom Fritsch) *It has also been noted that the built up split-level does not have the plastic "curtains" installed in the windows. ed*

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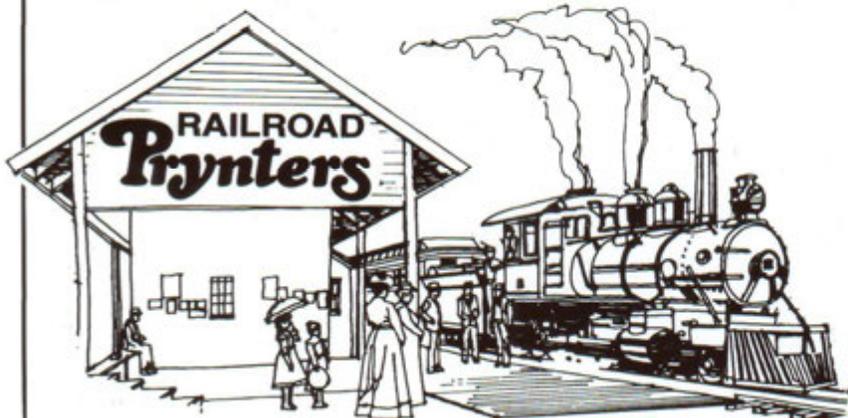
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A LAYOUT ON WHEELS

By Alan Sakalas

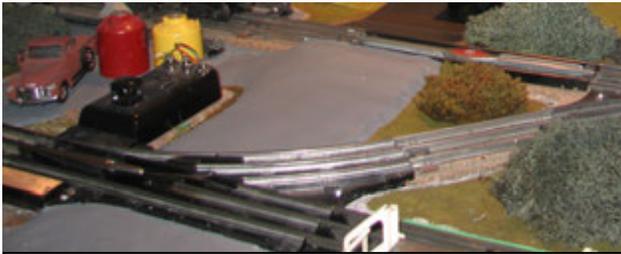
Editor's note: Alan sent in a two part article. This is the first part of his article. Due to its' holiday nature the second part was printed in the November 2005 edition of The Villager.

In August of 1989 I moved my wife, daughter and son (and my dachshund) into a brand new house. It took one moving van and its staff of four to move all our worldly possession. Not wanting to damage my trains and layout, I decided to move them a day earlier with the help of my friend Harry. It took five trips in an 18' U-Haul and the better part of 10 hours to get everything from the basement of my old house into my new one. Little did I know it would destroy my friendship with Harry or launch me on a quest of nearly 15 years to complete my O gauge layout.

My old layout was modular and with Christmas soon to arrive, I couldn't bear the thought of not having my trusty trains running for Santa. So every evening and weekend from September through mid December I worked in the basement reassembling and restoring my layout. The trains were running by Christmas and as I amassed a modest collection of vintage postwar trains, accessories and Plasticville, my trainroom grew and grew...into a mess. In 2002 I realized that I couldn't show my trains in a cold, drab concrete room and decided in January of that year I began to layout a plan to finish the basement.

Once I got approval from the Director of the House Finance Committee aka my loving wife Sally, I drew up the plans and began to order lumber, wire, insulation and everything I needed to complete the room. Then I realized I had to find a way to dismantle my layout again during the construction process.

Up to this point my planning was pretty good. Heck, I even had the foresight to have the builder install a side entry into the basement with a wide sliding glass door.



The inclusion of both O and O27 track resulted in a customized arrangement for joining the two different heights of track.

As I explained to my wife that this entry would keep me from nicking the walls while I brought in my layout but really it was designed so I could smuggle my trains and Plasticville into the house without arousing suspicion. In fact every time my wife visits the train room she asks, "Where did that come from?"

In desperation I hit on an idea to disassemble the layout into two 3' x 14' sections and put each on casters. My engineering experience came in handy as I quickly jacked up the sections and installed wheels on all of the legs. The layout was built with 1x6s and bolted so it was strong enough to accommodate a move or two. Once the sections were "portable" I moved them to one side in the room and completed Phase 1, installing outlets every 4 feet around the perimeter, adding wiring to the ceiling for layout lighting and finally installing a drop ceiling. That process took about two months. Once it was done, I rolled the layout into the finished side and went onto Phase 2. In another two months I added a Trainman's bathroom and completed the remainder of the room. Now



The factory hides a custom designed drop-down popout.

it was time for the floor.

Again the layout sections were rolled to the other side and a tile floor added to that section. Another move and the floor was completed. This entire transformation took a little less than a year and considering that I was the only contractor, it went quickly.

Once the room was complete, I set about redesigning the layout. I decided to scrap most of the original design and scrap my HO layout entirely. The new design would incorporate several features lacking in my old layout and look much like a showroom layout with popouts. I opted to create two separate rail lines on the layout. One line for my newer engines with wider O72 curves on the outside and O54 on the inside loop. I used Atlas' computer design system to lay out the grades. This line is elevated for half its' run along the rear of the layout. The other section would be for my vintage Lionel and Marx equipment and utilize standard tubular track. The outside loop would be O gauge with the inside loop being O27. Given the space requirements of the Plasticville village and the operating accessories I wanted to feature resulted

in a customized arrangement forcing me to design a way to integrate the two different rail heights. I succeeded by adding a quarter inch riser under the O27 track and fashioning special track pins to go from the O to O27 track.

For the outside loops I used Atlas' 21st Century Track. This part went together quickly however I wasn't so fortunate with the Lionel section, which I continued to design while I completed the rough landscaping of the outer section. One feature of this section is a huge tunnel which is totally lined and contains infrared sensors at each end hooked to signals at the opposite end. I custom cast my own lower portals from plaster and carved them with dental tools. It took 3 months to complete the tunnel and mountain. Meanwhile the Lionel plan was taking shape.

With the outside sections roughed in I added the Lionel tubular track. During Christmas of 2004, the trains were running again.

Now all that was left was to complete the pop outs. Here is where things got touchy as I also have a collection of WWII aircraft models. These 1:48 beauties hung down from the bare ceiling beams of my old trainroom and now with the drop ceiling, were a barrier for me to have the pop outs raise up so I opted to have them drop down. I tried several schemes to fill these glaring empty spaces and finally found one that worked. By June 05 I had firmed up the design and installed both popouts. By July I was ready to complete layout by adding my Plasticville city, Alantown.

WELCOME TO ALANTOWN (revisited)

By Alan Sakalas

Editor's note: Two of the pictures accompanying Alan's article in the November issue did not reproduce well due to problems at the printers and were not noticed until the complete

newsletter print run had been completed. They are reproduced here again. My apologies to Alan and the members for their quality in the previous newsletter.



The street is held in place by the scenic'd boulevard and its four #71 Lionel lampposts.



My dad lived for the holidays and loved to decorate so it was only fitting that I created Leo's Christmas Tree Lot as a tribute to him.

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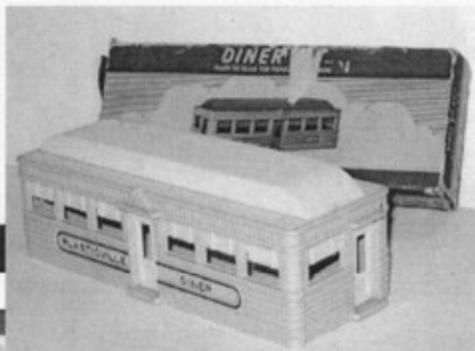
Thousands of fine people lost their lifetime hobbies in the recent hurricane season. Collectibles ranging from all kinds of plastic collectibles to basement model railroad layouts and paper ephemera were sadly destroyed. Did insurance help many of these victims? In too many cases, the answer was, "NO."

I've been a collector all of my life—even before I became the owner of a firm that specializes in providing insurance for thousands of collectibles. I know what it's like to lose the treasures of a lifetime hobby. Here's a lesson I learned that I'd like to pass along to you: Homeowners insurance is rarely, if ever, adequate for your cut glass collectibles. Take a minute now and call, write or e-mail us for brochures that can help your peace of mind.

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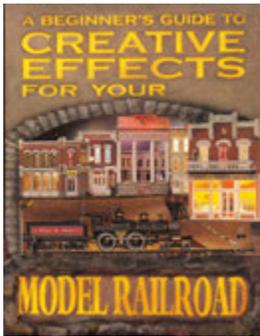
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Product Reviews



A Beginner's Guide to Creative Effects for your Model Railroad, by Paul M Newitt, published by J-T Publishing, Concord, CA. \$28.95. 200 Pages, 8 1/2 X 11 format, perfect bound, black and white illustrations.

The book contains ten chapters plus an introduction. The introduction is unique in that it contains photos and

brief biographies of the author and other major contributors to the book. It also has a letter of welcome from the author, a few pages on how to use the book and an index. It is very heavily illustrated throughout.

The first chapter introduces the reader to simple but very basic electrical principles. It very adequately describes such things as power, current, amperage, voltage, and resistance. It additionally describes switches, fuses, relays, and diodes just to name a few. I found it very easy to read and understand.

Chapter two builds on the first by addressing wiring in all aspects. There is a list of tools one may need when wiring a layout. This is followed by a discussion of wire sizes. Numerous illustrations in this chapter will assist the beginner in how to correctly remove insulation from wires, how to correctly attach wires to a power pack or to terminal blocks. It concludes with instructions and illustrations on soldering wires.

The next two chapters address lighting of all types and adding trackside effects such as adding train detection devices to trigger trackside accessories such as crossing signals and gates. Four pages in the lighting chapter are on simulating fire. There are also two pages showing in step by step photos how to add lights to a vehicle.

After you have added all the lighting and trackside effects you need then continue on to chapter five to add animation to your layout. The brief introduction to chapter five states that it is the "heart of the book" and that using the illustrations and techniques described will allow you to make your own personalized animations. This chapter describes both out of the box animated accessories and also how you can turn just about any static display into an animated piece. My favorite part of this chapter dealt with animating HO scale carnival rides

and how simple it seemed to accomplish. Obviously one will need motors, gears, and gearboxes if they are to animate an accessory. Descriptions of the various types of motors and gears along with their various applications are covered in this chapter.

The chapter that really struck me was chapter six – sound effects. Most of the time the only sounds heard on a layout are the chugging, honking, and bell ringing of the various motive power. How many layouts have you seen with crickets chirping quietly when all of the trains are silent or the roar of water over the waterfall? This chapter really opened my eyes to some very real possibilities. Not only does it make suggestions on sounds but it also has a good discussion on acoustics and how to place speakers for the best effect.

Chapter seven touches on scenery effects. It includes subjects such as visual effects with mirrors, generating a fog, and other effects that need the subtle touch. Chapter eight will assist you in determining the optimum way to place room lighting to best effect. Chapter nine delves into ways to bring all of your work created through the information in the previous chapters together. Suggestions include making your own remote control box along with DCC.

Sometimes the last is the best. In this case I feel that the last chapter, 10, is the second best for beginners being surpassed only by chapter one. It is a wealth of resources including names and addresses of model railroad manufacturers along with power supplies and lighting effects sources just to name a few.

The question that came to my mind when I first saw ads for this book was how much could a beginner actually get out of a book with such a title. I was also curious as to just what the author meant by creative effects. It is my belief that this book does a very good job of starting a person on the road to adding some very creative animations to their layout.

A Beginner's Guide to Creative Effects for your Model Railroad may be purchased from any of the hobby shops listed at <http://www.modelrrcreativefx.com/>. It may also be ordered by mail at Just-Trains, 5650-H Imhoff Dr., Concord, CA 94520. The mail order price is \$28.95 plus \$3.00 via 4th class mail or \$7.00 Priority mail. You may Order with MC/Visa card by phone at: (925) 685-6566. It may also be available at your local hobby shop.

Train Links 1630, Train Tips 773, and Building Ideas 1000+, published by Hughes Research. These are the last three of the five CDs Bob sent for review. I am combining them as they all fit into the category of reference material.

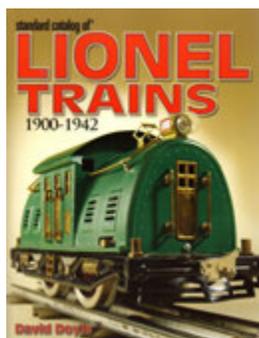
Train Links 1630 is just that, a CD chock full of over 1600 train related inks. There are links to clubs, both

local and national. Additionally there are links to manufacturers, retailers, and software just to name a few.

Train Tips 773 contains over 700 helpful one page through multi-page documents to help you build a better layout. These documents include simple hints such as airbrush troubleshooting, how to create a realistic

backdrop, and hints on how to buy and store cyanoacrylate glues.

The **Building Ideas 1000+** CD has over 1000 pictures of both real and model buildings in various categories along with a few wiring diagrams. Some of the categories of buildings are country buildings, restaurants and business buildings.



Standard Catalog of Lionel Trains 1900-1942, by David Doyle, published by kp books of Iola, Wisconsin. \$29.99 (U.S.), \$41.99 (CAN). 398 Pages, 8 1/2 X 11 format, perfect bound, color illustrations throughout. This book is the companion to **Standard Catalog of Lionel Trains 1945-1969** reviewed in the August 2005 edition of *The*

Villager. It is of the same high quality with all color illustrations.

The book is laid out a bit differently than the postwar edition. The first chapter is the introduction while chapter two contains information on how to use the catalog along with some additional Lionel history. The remainder of the book is broken down into sections containing information on a specific gauge. The sections are 2-7/8 gauge, Standard gauge, O gauge, and OO gauge.

The fifth section lists accessories, catalogs, and toys and novelties. My first impression was that the accessories would have been better placed in each section. In retrospect since some accessories could be used for different gauges their placement in a single section seems more appropriate.

Each section is broken down in the same manner.

Train Links 1630, Train Tips 773, and Building Ideas 1000+, may be purchased for \$14.95 each directly from Hughes Research. There is a plus \$3.00 shipping charge regardless of whether you order one or all three CDs. Payment may be sent to Bob Hughes C/O Hughes Research, 6630 Parrin Court, Riverside, CA 92506-5654. Be sure to specify which CD you wish to purchase.

There is a brief overview at the beginning of the section. The remainder of each section is then broken down into chapters by type of piece - steam locomotive, electric locomotive, etc., followed by rolling stock. The rolling stock is further broken down into chapters for a specific type of car - cabooses, passenger cars, tank cars, etc.

There are two appendices at the end of the book. Appendix 1 explains how to clean and prepare trains for running after they have been stored for a period of time. Appendix 2 contains basic information on how to set up a train along with general troubleshooting information.

Bringing up the end of the book is an numerical index of all pieces illustrated in the book along with a single page glossary of toy train terms.

To the best of my knowledge this is the most comprehensive book as far as listing variations since the early Greenberg books. The inclusion of over 1,000 full color photos makes this an excellent reference book.

I recommend this book even if you are not a Lionel collector. The information in the introduction, the prefaces to each chapter, and the listing all the variations of a single piece makes this book worth its price.

Standard Catalog of Lionel Trains 1900-1942 may be purchased from kp books and yes, their name is all lower case letters. The mailing address is 700 East State Street, Iola, WI 54990-0001, 800 726-9966. The price is 29.99 plus shipping.

It may also be ordered on line at www.krause.com.

Welcome New Members

The following individuals' names have been added to the Plasticville Collectors Association membership roster

William F George, Wentzville, MO
David F Donahue, Buffalo, WY
Keith B Erickson, Bloomington, IL
James D Cathcart, Arvada, CO
Kevin Corbett, Newtonville, MA
Tito Davila, Yorktown Heights, NY
Jack Swab, Fallston, MD
Wendell Rushton, Orange Park, FL
Douglas R Wynne, East Walpole, MA

as of Jan 1, 2006. Their names are now listed in the on line roster.

Chuck Donovan, Ohatchee, AL
Roy Inman, Lenexa, KS
Marlin L Plank, Liberty, PA
Joseph A Brear Jr, Methuen, MA
Mark M Martini, Stanhope, NJ
Arnold Crawford, North Royalton, OH
James Deacon, Forest Park, IL
Russell Haines, Denton, TX
Robert W Dohman, Camp Hill, P

Proposed Members

The following have applied for membership in the Plasticville Collectors Association. The names of all proposed members must be published for the review of

the general membership before being accepted as members in accordance with the bylaws of the PCA. All names listed below will be added to the Plasticville

Collectors Association rolls if no objection to such action
Charles T Nadraus, Mastic Beach, NY
Ben Lanari, Nazareth, PA
Edward Johnson, Brooklyn, NY
Henry DeJong, Holland, MI
Paul Angeli, Halifax, PA
Robert S Drake, Alexandria, VA
Garth P Monaghan, E Fallowfield, PA
Willima S Rogers, Grand Haven, MI
Ralph R Richards, Glouster, NJ
Michael T Daley, Zelenople, PA
Timothy J Price, Canton, OH
Katherine J Hodgins, Austin, TX

is received prior to April 1, 2006.
Donald J Heck, Ronks, PA
Patrick, A Celani, Sterling Heights, MI Gary Waeltz,
North Hills, PA
George E Edwards, Birmingham, AL
David L Lukatch, Hazelton, PA
Dan L Longenette, Orient, OH
Lesley H Samsel Sr, Nescopek, PA
Dennis J Bartley, Brigantine, NJ
Jim Smoldt, Oakland, CA
James D Tennessen, Port Washington, WI
Lee A Johnson, Sheboygan, WI

Notes from the Secretary Treasurer

2006 is starting out as a great year for the PCA! Our membership has risen to 300 and continues to grow. Remember when you plan to attend a show or a meet; you can request PCA Membership packets from me or the editor. They will be sent to you at no charge so you may

hand out to sellers or buyers to help promote the PCA. It is an easy way to get the word out about the PCA, and to attract new people to the club. Please do not hesitate to contact us for help or for any questions you may have.

The Villager Classified Ads

Note:

Member information such as name, address, email address, and member number should not be considered part of the word count. Telephone numbers will be included in the ad only if they are part of the submitted ad.

Classified ads run for four consecutive issues unless a change is made to the ad or notice is given to remove it.

The month and year at the end of each ad notes the last

For Sale

1804 Greenhouse LN Box VG, \$110.00 or best offer,
1900 Turnpike LN Box VG TO EX, \$120.00 or best offer,
1624 House under construction, LN Box VG \$165.00 or best offer,
LH-4 2 Story Colonial LN Box VG \$40.00 or best offer. clfil@nycap.rr.com #04-318, Fil
Fillion, 20 Westcott Rd, Troy, NY 12182-4408, (518) 235-3774 (May 06)

1627 Hobo Shacks, OB, \$90.00; Gingerbread house, chocolate, rhyme, OB \$200.00 OBO; 3 Men in Tub, rhyme, OB, \$150.00 OBO; Gingerbread house, no rhyme, no figures, OB, \$60.00 OBO. chuckaboom@juno.com, #02-183, Charles Swanson, PO Box 33042, Knoxville, TN, 37930, (865) 693-5740 (Aug 06)

For Trade

Have Storytown Old Woman and Yellow Shoe w/repai red chimney need Red shoe. Have Green walled Humpty Dumpty w/broken piece on body back, need Yellow walled Humpty. Have Storytown Old Woman, pogo

issue in which that particular ad will appear.

It is suggested that the names of pieces being offered in the classified ads follow the names found in reference material such as price guides or catalogs.

Ads may be edited to conform to both the suggested naming convention and to bring them to fewer than 50 words if payment for the excess words is not included with the ad.

Reasonable priced Plasticville for sale. Currently selling lots of 100 clean parts for \$40.00 plus shipping. I also have many complete buildings boxed and not boxed for sale. Call, e-mail, or write. plastic1@fuse.net, #01-25, Bill Hunter, 1333 Ashford Dr., Florence, KY, 41042, (859) 525-7183 (Aug 06)

New England Rancher, scenic type, sealed, \$25.00 plus shipping; White maple trees, glued, \$15.00 each plus shipping. #02-93, Gerry Fuglewicz, 11262 Sunrise Dr, East Aurora, NY, 14052, GFuglewicz@aol.com 716-655-0223 (Aug 06)

stick, girl, little boy, boy w/baseball glove (see wants). chuckaboom@juno.com, #02-183, Charles Swanson, PO Box 33042, Knoxville, TN, 37930, (865) 693-5740 (Aug 06)

Wanted

Union Station roof, red rooster for 2 story, barn weathervanes, N.E. porch. 2 story porch and awning, water tower ladder, white mansion chimney, general store (Littletown) insert, white light fixtures, swing seats, water tower spout, shanty light fixture, signboards, schoolhouse weathervane, stakes, fire nozzle for truck. Will pay by trade. #02-154, Robert Spivey, Box 33484, Decatur, GA 30033. (404) 633-6777 (Feb 06)

Wanted – your unwanted or extra Plasticville Kits, complete or partials, in excellent or better condition. One kit or a truck load, doesn't matter. I will also buy nice clean boxes. glennb@triconcounty.net, #03-219, Glenn Bowman, 301 Buffalo Creek Rd, Newport, PA, 17074. (Feb 06)

Wanted: Black Plasticville telephone poles. State price, condition, and number available. #02-150, James Starosta, 4957 South 81st Street, Greenfield, WI 53220-4215 or phone after 6:00 PM 1-414-282-7692. (Feb 06)

Switch Tower in Ex 1631 box and/or 1951 box. Watchman's Shanty in Ex 1633 box and/or 1816 Ex box. Ranch House in Ex 1812 box. Cape Cod in Ex 1630 box. Station Platform in Ex 1200 box. Signal Bridge in Ex 1632 box. Contact Joe Kutza at jkutza@comcast.net or 301-528-6679 (May 06)

Seeking WHITE farm animals from #1617 'Farm Building and Animals' set. Interested in purchasing individual pieces or entire set. #05-349, Raymond Phillips, 40 Whispering Pine Road, Sudbury, MA 01776 Please contact Ray at rayphill@comcast.net. (May 06)

Well, I am in need of a white corn crib base for one of my sets that I bought at the TCA convention. Does any member out there have a spare? trainsfan@aol.com #00-02 Doug Gilliatt, 956 W Sherri Ct, Gilbert, AZ 85233, (480) 633-2731 (May 06)

1701 box, 1614 Police Station box, 2 1/2 story house w/charcoal roof, Make 'N Play items or pieces, Firehouse w/red side/white roof. Storytown figures for Old Woman in the Shoe; girl spilling warer, girl w/doll, boy on rope. chuckaboom@juno.com, #02-183, Charles Swanson, PO Box 33042, Knoxville, TN, 37930, (865) 693-5740 (Aug 06)

I'm looking for a Littletown #405 business unit. It contains 2 corner stores, general store, supermarket, gas station, and street accessories, in a decent shape box. Suemark689@msn.com, #05-373, Mark Martini, 14 Beech St, Stanhope, NJ, 07874, (973) 691-6419 (Aug 06)

Spirit of 76 (Commemorative Series) State of Virginia boxcar (Must be new or of limited use). Arnold.douglas@us.army.mil, #02-86, Arnold Douglas, 3 Violante Ct, Eatontown, NJ, 07724, (732) 935-9574 (Aug 06)

Porch roof and porch floor for red w/dark grey roof LH4 2-story Colonial house. 2 yellow farm implement wagon stakes. K-Line catalogs. Figures and accessories for K-Lineville buildings. Loading dock roof for K-Line factory. Assembly instructions for signal bridge or any other pieces. johnln@netins.net #00-3, John Niehaus, 601 SE Second St., Ankeny, IA 50021-3207 (Nov 06)



Become an ePCA member and a pen like the one shown will be on its way to you. The pen has the new "soft grip", comes in fine point with black ink and gold-tone accents and three lines of gold engraving. Send a note to secretary@plasticvilleusa.org indicating that you wish to get your newsletters from the PCA website instead of printed copies through the mail. She will send you the pen along with a user name and password for access to the Members Only section of the website as soon she gets your message. (Please note that the light stripe along the blue area is from camera flash. It is not on the actual pen.)

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