



# The Villager

The Official Newsletter of the Plasticville Collectors Association

Volume 12

May 2013

Number 2

## Information Again Sought on Dark Green Roof / White Wall BN-1 Barn

The PCA has been made aware that a dark green roof with white walls Plasticville BN-1 barn was recently sold on eBay. Unfortunately, the person making us aware of this was not the lucky buyer.

We have been led to believe that this particular auction lot included a BN-1 box with the correct, rubber stamped, color code on the front panel.

The PCA would be extremely grateful if the buyer of this piece would contact us at [pca@netins.net](mailto:pca@netins.net) so that we can coordinate their providing us with pictures of the barn and the front panel of the box. The buyer of the piece will remain anonymous unless they

desire to be recognized.

We are very much interested in contacting the buyer of this piece as we wish to acquire photos of the barn, as well as the rubber stamping on the box, for inclusion in the Plasticville Collectors Association website photo archive and a probable article in the Plasticville Collectors Association newsletter.

Whoever purchased this rare piece, please share your wonderful purchase with the Plasticville Collectors Association members as well as assist us in "confirming" a piece currently listed in the Unconfirmed Variations section on our website at [www.plasticvilleusa.org](http://www.plasticvilleusa.org).

## Bachmann Reissues Two Old West HO Building Kits

By John Niehaus



For those of you who have been following our serial articles on our visit with Lee Riley in March of last year, 2012, you may remember that there were comments regarding Bachmann re-issuing vintage pieces but that we were sworn to secrecy as to what they might be.

Well, I can now tell you what they were, along with pictures, and that they should now be available at your local hobby shop or can be ordered directly through Bachmann's web store.

The re-released buildings are numbers 45161, Marshall's Office and Cafe and 45162, Saloon and Barber Shop.

These two buildings as well as three others and a Rock Assortment were first catalogued in 1976. The Marshall's Office and Cafe was 2911. The Saloon and Barber Shop was 2912. I do not have these pieces in my collection but as best I can determine from the 1976 catalog illustrations the Marshall's Office and Cafe came with medium gray walls and a light brown roof.

The Saloon and Barber Shop is illustrated with what seems to be either an extremely light gray or sand color walls and a light gray roof.

The new Marshall's Office and Cafe has light tan walls, a chocolate brown roof and windows, and black doors and accessories. There is also a set of labels with white drop-out letters on a black background reading U.S. Marshall bracketed by a single star on either side as well as a black letters on white background *The Chuck Wagon* sign for the cafe.

The new Saloon and Barber shop has white walls with a medium brown roof and chocolate brown doors and windows. There is a label sheet in this kit that includes one for each business plus a rectangular one of diagonal red and white stripes for attaching to the included barber pole.

The Marshall's Office and Cafe was a snap to assemble. The interlocking lugs on the walls were such a snug fit that in pressing two of the walls together my fat fingers popped out a window. I had this building assembled, using the well illustrated assembly instruction sheet, in about fifteen minutes. That even included very carefully adding the sticker signs to the Marshall's Office hanging sign and Cafe signboard on the front wall.

See REISSUES, page 5



### The Villager

Published quarterly by the Plasticville Collectors Association.

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**Vice President:** Doug Gilliatt

**Webmaster:** Joe Kutza

[www.plasticvilleusa.org](http://www.plasticvilleusa.org)

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## From the President's Desk



Greetings from Syracuse, NY. A lot of medical news at the Plasticville Hospital.

Their new Heart Care Center had me as a patient on March 7 until March 27 for open heart surgery. I had a quadruple bypass and then got an infection in my leg from the surgery.

I was told by my doctors that I contracted the infection during the vein removal part of the surgery. I have started physical therapy and am gaining

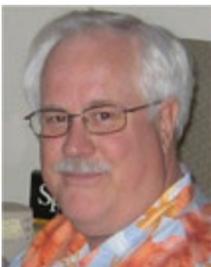
strength every week.

I missed the York Show, as most of you already know. I am spending time sorting Plasticville pieces to get ready for my next show which will be in September in Clayton, NY.

We are having some beautiful spring weather now and I hope it continues and that we all can have an enjoyable and healthy summer.

Jim Dawes,  
President

## Vice President's Musings



My wife and I are looking forward to attending the TCA convention in St. Louis this year and I am looking forward to seeing old friends and making new ones. I plan on reporting on the sights and sounds of the convention and hopefully on the availability of Plasticville and other manufacturers. Hopefully I will have something to report on as over the last few years the quantity has

been a bit scarce and when even the common pieces are found it seems to be priced as if it is a red roof post office (grin)! Hopefully I will be bringing home a few small odds and ends and one good find with me on this trip.

I continue thinking about an informal Dinner at the TCA annual convention coming to St. Louis this year? I believe that Friday June 28th might work the best as it is on a night there are no TCA events scheduled for that evening of which I am aware.

Please send me your thoughts and if I get enough interest I will try to arrange something in the upcoming months. I would enjoy meeting more of our members and swapping stories of our finds. This would be an informal dinner at some restaurant downtown since I, for one, am not familiar with what is available. So far I have had only one member express an interest but would like to see a few more of our members. I have to admit I am very bad about checking the email to the PCA VP so please send a reply directly to Trainsfan@AOL.com.

We have a secondary reason for going to the Convention this year and that being I get to visit my relatives in Western KY that

I have not seen for years. This of course will allow us to hit a few antiques stores in some of the small towns on the way and you never know what might show up.

I hope that all of our members and their families have a safe and happy summer. We have already had our 1<sup>st</sup> 100 degree day so summer is here in the Valley of the Sun.

I hope that some of our members hit a local garage sale/flea market or train show and come away with a prize they would like to share with the membership. So if you bought something recently or received a gift and you believe that it would be of interest please write a short article and maybe a picture or two for publication in *The Villager*. Sent the photo as an attachment with your article to villagereditor@netins.net. I would also ask that you send any photos, again as an attachment, to webmaster@netins.net do that they can be placed in the PCA website photo archive.

As I have said many times before and continue to say 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 to be a source of interest/learning to our existing membership.

And as always, I want to remind everyone please remember to patronize our advertisers that support the PCA

PCA Vice-President  
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## Notes From the Editor



I received an email from Jim Dawes, the wife of our PCA President, on March 27 informing me that that Jim had undergone quadruple bypass surgery on March 7th. She said he had just returned home on that day and was doing as well as can be expected. Please keep him in your prayers.

If you have a get well/thinking of you greeting card lying around why not send it to him at: Jim Dawes, 426 Plymouth Dr., Syracuse, NY 13206. I am certain he would appreciate hearing from Association members.

This is the year for nominating and electing officers for the years 2014/2015. Do you feel that you would be a good candidate for any of the three elective offices. Do you feel that you know of someone who would be a good candidate for one of the three offices? It is definitely not too early to start thinking of nominations for the elective offices of President, Vice President, and Secretary/Treasurer. Your current officers have all been in their positions for a good many years. Some of them have had their position since the incorporation of the Association. My feeling is that the only way that an organization of any size can grow is with the infusion of new officers now and then to give a new perspective to the direction of the Association.

I have recently been asked by publishers and other associations if the PCA would share member information with them, their intent being to solicit either subscriptions to their magazines or membership in their organizations. Rest assured that the PCA DOES NOT share member information outside the Association.

There seems to be some confusion regarding the benefits of an ePCA membership. In a nutshell: ePCA members have all of the benefits with the exception of not receiving a mailed hard copy newsletter. If you are not receiving a hard copy newsletter and believe that you are a black & white or color hard copy member please contact me for verification.

I am hoping that those members who renewed late in the renewal period, after the February newsletter was mailed, that they enjoyed the multitude of postage stamps on their newsletter envelope. I also hope that they hung onto the stamps and will send them back for me to pass on to the gentleman who conducts a stamp collecting program for elementary school youngsters in the rural St Louis, MO area.

The TCA convention is being held in St Louis, Missouri this year. PCA Vice President Doug Gilliatt, #00-02, will be there and has offered to coordinate an informal dinner at a local restaurant for PCA members and guests on June 28. Contact Doug at trainsfan@aol.com for more information. If you live in the St Louis area and plan to attend a PCA dinner why not contact Doug and assist him in selecting a venue for the dinner. Look for an ad for the convention on page 35.

The NMRA convention is being held in Atlanta, GA this year. PCA member Gary Connor, #07-497 has offered to coordinate a PCA , Dutch treat, breakfast on July 17. Check out the NMRA convention ad on page 35 for more information.

I wish to thank Dan Gills, Buddy Mead, and Scott Hickam for responding to my plea for the instruction sheet/s for the 2916 and

45434 HO Drive-In Hamburger Stand. The instructions were actually needed by Bachmann. I have a sneaking suspicion that we will see a reissue of that piece in the next year or so.

Speaking of reissues, The two reissued Old West Buildings are quite nice. Read about them on the front page. Take heart you HO collectors it seems that sometimes our cajoling Bachmann pays dividends.

Be sure to read the last installment by Anthony Rudgers regarding the Marx/Model Power Log Cabin. Anthony surely put considerable time into researching the information he presents in these articles.

If you subscribe to either of the Yahoo plastic village or Plasticville discussion groups you may have seen a post asking that the purchaser of a recent dark green roof/white walls BN-1 barn please contact me. The box, supposedly, is rubber stamped to indicate a dark green roof. If we can verify that it is marked such and authentic then we are that much closer to moving this particular piece from the Unconfirmed Variations section of the website into the barn photo archive. If you purchased the barn, please contact me. Ownership will not be revealed unless you desire.

He's a star! Well maybe that is taking it a bit too far, but Jim Steed's layout is one of those featured on TM Video's *The Golden Age of Toy Trains 1945-1966*. I even spotted a dark blue with gray roof two story house on his layout that sure looked like the PCA 5th anniversary piece. Look for a review of the video in a future edition of *The Villager*.

We now have HO parts in *The Parts Bin* thanks to a generous donation from one of our members. One thing to please keep in mind is that some of the parts are not pristine. Some may be missing a locator pin or a corner. Some may have glue residue. I try to send you the best piece available if there are duplicates.

If you are a Monty Python fan you will remember their catchphrase, "And now for something completely different". One of our members has suggest that we expand *The Parts Bin* to include boxes. This sounds like a good idea, sharing unneeded boxes with fellow members.

My main concern is how well the boxes, especially the first generation ones, would fare in their travels to me and then off to the person needing them. If you have boxes that you do not need go ahead and send them to me. They do not need to be Plasticville. Any manufacturer, any vintage will be accepted. I will follow up with the ultimate recipients to determine if a *Free Box Bin* is a viable activity.

As with every February and May issue of *The Villager* I am tasked with reporting the passing of members. During the last year, or a bit more, we have lost members Chuck Donovan, #05-370, and Daniel Wysocki, #10-660.

Please let me know if you become aware of the passing of a PCA member as I generally do not know until I make my call to determine why a member has not renewed membership and am told by their survivor that they have passed away.

If you have suggestions, comments, or wish to become a contributing editor of *The Villager* please contact me at villagereditor@plasticvilleusa.org.

**It's Not Too Soon to Begin Thinking About Officer Nominations for 2014/2015**

## REISSUES

The Saloon and Barber Shop was a different animal. The lugs on the walls did not have as tight a fit as did the other kit. Again, I followed the assembly instruction sheet but found that due to the looser fit of the wall lugs I needed to enlist a fifth hand to install the balcony. The addition of the balcony and the second floor walls greatly added to the stability of this kit.

I must restate that both kits include a well illustrated sheet of assembly instructions. These include step by step instructions as well as pictures of each piece from different angles. The walls also have alphabet characters molded into them to further assist with assembly.

The photos on the front page are taken from the Bachmann website. The photos on this page are of the actual buildings sent to me for review.



## **A Visit With Lee Riley (to be continued)**



The names in bold below relate to the following participants in the visit with Mr. Riley:

**Lee Riley**, Vice President of Product Development, Bachmann Industries

**Doug Blaine**, Vice President, Marketing, Bachmann Industries

**Joe Kutza**, PCA founder

**John Niehaus**, PCA Secretary/Treasurer

*Issues with the transcription of the audio visit with Lee has prevented the continuation of the visit in this issue. Our visit with Lee will continue in the August edition of The Villager. Editor*

## **Are You a Boxed or Master Set Collector?**

We are looking for a member who has a knowledge of the larger Plasticville boxed and master sets.

We need an associate editor for both the O/S and HO sets. If either of these sets are your area of expertise, please consider sharing your knowledge of the sets with fellow members through articles in *The Villager*.

Contact [villagereditor@plasticvilleusa.org](mailto:villagereditor@plasticvilleusa.org) for more information on how you can become a contributing editor for these sets in *The Villager*.

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# April 2013 Executive Committee Meeting Minutes

The April Executive Committee meeting was canceled due to member scheduling issues.

## York Report, April 2013

By Joe Kutza

The TCA Eastern Division York meet can never come too soon for me. I'm one of the lucky ones who are able to attend the meet twice every year, and I never get tired of it because you never know what you will find. The thrill of the hunt, seeing fellow PCA Members and other friends, a day off from work, it has it all. The weather was nice enough, though quite windy.

After my usual check-in with John Niehaus near the Silver/Blue halls, I decided to mix things up just a little by starting in the Red Hall. For some reason I tend to do pretty well in the Red hall, but not this time. It was time to head next door to the White Hall. Here I was able to pick up a few parts, and a couple of red telephone poles, though still nothing very exciting. At this point I texted my wife to say that it was looking to be a cheap day at York, though that was about to change.

I had a tip about some interesting items in the Purple Hall, so I headed in that direction only to run into John Niehaus coming out of the back door. He told me where to look in the Purple Hall, and said he had just left PCA Member Charles Swanson there. I figured whatever was there must have been picked clean by now, but not quite... I quickly found Charles and started looking through everything. It was a nice collection indeed. There were many clean, complete, boxed items, though I already had most in my collection. However, I was able to find an absolutely beautiful large scale Grandstand in a great box with mint stickers and pieces inside for only \$60.

I also found a Skyline Penn-Valley House in what was, by far, the best Skyline box I have ever seen. Skyline boxes, if you find them at all, are notorious for being in sorry shape, with the top always torn off. I then found a really nice box of Poplar Trees, and a bag full of random pieces and parts (always fun) which included three of the Commonwealth Plastics lamp posts with mailboxes, though only one of them (a black one) was in good condition with the other two (1 blue, 1 black) missing the street signs. I finished this purchase with a couple of President and Mrs. Eisenhower figure sets by Marx. All told it was nice little haul, for relatively little money.

I then did a quick run through of the Orange Hall before lunch. A very quick run through indeed. But I was able to pick up a #1028

dealer box of fence and a display unit from Dave and Scott Horner.

Maybe you saw the Styrofoam train-front display unit they had. It's the same one as on the cover the 1967 Plasticville catalog. Sure, it had some issues – at one point the top was broken off and rather messily glued back on, the Plasticville sign coming out of the smokestack was a (nice) reproduction, but I figured, hey, I've never see one of these before in any condition, yet alone one for sale right in front of me. So, I bought it. I now have it next to me, here in my home office, with a few small items on the display shelf. It looks great!

Lunchtime! I look forward to the PCA luncheon as much as the rest of the meet put together. We always have a nice turnout way in the back of the White Rose Room and the show and share event always has many interesting items. Some we can't figure out, some we've never seen before, and some are common items in awesome condition or different colors. When someone pulls out a box and says, hey, take a look at this... there's a sense of anticipation that's a lot of fun.

After lunch I took a whirlwind tour through the Silver and Blue Halls finding just a couple of small items, but not too much. I left rather early, yet on the way home I was already thinking about the Fall York meet. I hope to see you there.

Lastly, here's my Gold Bar Rating for the April 2013 York Meet. Based on my completely subjective opinion of all the prices that I saw, I assigned a rating of 4 gold bars to the spring meet. That's up from the 3.5 rating that I assigned to the fall, 2012 York meet. And that's a solid 4 bars in my opinion. I almost gave it a 4.5! That's not to say bargains couldn't be found, but something is afoot in Plasticville pricing; let's keep an eye on it.

The Gold Bar rating (from 1 to 5 bars) is meant to provide an assessment of how much people generally think their plastic village items are worth. A high rating means people think the items they have for sale are worth their weight in gold. The Gold Bar rating represents my opinion only!



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## Along the Other line - the K-Line

by Ken Honick #10-628  
Buena-Vista, PA



Spring greetings to all after a long, long winter. My focus in this news article is K-LINE Super Service Station. It is a good rendition of a true American good old service station back when customer service meant true service, not like this self service that you are on your own with today.

It measures 8 inches long, by 4 inches wide by 3 inches high, with a oblong front door and side windows. The one I am featuring is white with orange lifting garage doors, front entrance door, and a car rack or lift - whatever you call it in your neck of the woods.

It has two gas pump islands; one with a new tire display, one with an oil can display, and six service station attendants doing several customer service acts. These include cleaning your window, opening your hood, two attendants bring you oil or other auto fluid needs, one guy rolling a tire to a guy and another putting air in your tires. Wow, their actions are for real! I should know this because we had a real service station in my home town that really did this! Some people might find this hard to believe, but it is true, service station attendants actually did these things for customers.

When K-LINE came out with building, they did a very good job. Oh, I forgot to mention that it has a small triangular double sided sign above the door that reads K-LINE.

I have seen other color combinations of this station with most having white walls. Some come with red garage doors and front doors, some green, and some yellow. On T M videos I have seen other versions and also at train shows in my area.

These service stations or gas station as they were called, were in service from the 1920's to the 1970's, when most became self-service.

I remember the service station in my area, while growing up, that was similar to this K-LINE rendition. It was in operation from the late 50's into the 70's. I have since learned that the ones from the 50's and 60's were the golden age of super service, super clean gas stations. Oh that air line across the lot that rang the bell when

you pulled in! I miss that sound. You knew when you pulled in that you were a treasured customer as the attendants came running.

Above the garage doors, there are orange add-on signs. The sign over the left garage door reads; LUBRITORIUM. The sign over the right garage door reads; WASHING. As these are add-on signs they could be reversed by the person assembling the station.

I remember signs like this on service stations from my younger years. Now where do you find that today? Well, come to think of it, I have seen a few of them east of me in PA.

My family and I try to make it to Gettysburg every other year. I am also a big civil war buff. I take my little one with me. She loves it there. I want her to have the knowledge of what happen there 150 years ago.

Back to the service station. There are a few of this vintage on the way to Gettysburg and Lancaster PA. I have also seen some on my local PBS station, which is WQED in Pittsburgh. They did a special on the history of the Lincoln highway. It is just a few miles away from my home here in PA.

I was in the gas station business right after high school. If I would have had better luck with the business, I would have had a classic one like my K-LINE super service station.

Well, for now I have this one thanks to K-LINE. It makes a great addition to my Christmas town display that I put up every Christmas season. I am going to Gettysburg this summer and I will be on the lookout for vintage service stations. I will snap some



photos for a future story.

That is it for now. It is nice to know that some of these classic service stations are still out there. I have seen the ones on Route 66. They're great. Just think real service and that service, with a smile!

Thank You, Ken Honick

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# Creative Use of Damaged Parts

## *Junction*

By Edward L Johnson

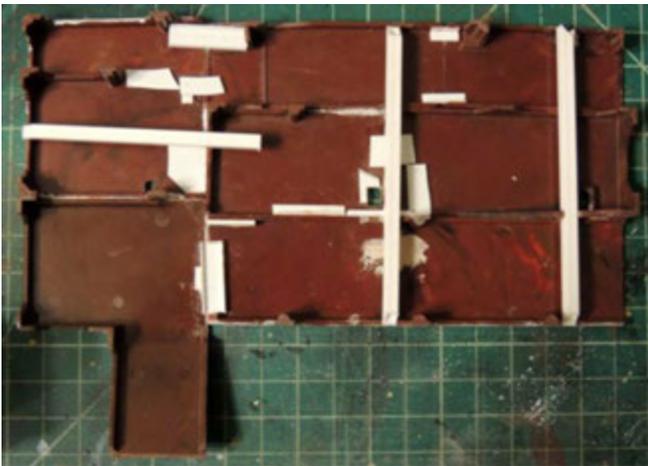


Being an apartment dweller there is no space for a permanent layout. A minimal portion of my collection is displayed on shelves. However, the majority of my collections are kept in a storage locker on the ground floor of my apartment building. I have a vague idea of where almost everything is. That is everything except what's stacked in a corner of the locker. To solve this mystery I removed several boxes blocking access to the corner.

Searching the corner were discoveries of "I didn't know I had three of these" or "So this is where it is" or "Good thing my wife doesn't know about this junk", etc. Then in an old shoe box was a hodgepodge of Plasticville Station platforms. Not nice neat platforms but bits and pieces of broken platforms and a Switch Tower. Why or how long these pieces were there was unknown. But something should be done with them. So let's follow along.



This is the hodgepodge of platforms I found. All odd sizes with cracks and missing supports. The switch tower has no lower door.



This photo shows the under side of the platform. All the pieces were cut and fitted together. Odd piece of scrap plastic are used to reinforce the joints.



After filling joints and sanding the platform was complete. First coat of paint was thinned white. Followed by Testors wood, then washes of different shades of Brown.



A Plasticville roof and the Switch Tower complete the model. It is lighted. The roofs were painted Testors Panzer Green. The tower retained its original gray color. The lower door was cobbled together from whatever scraps were on my work table.



Tower side of the model. Landscaping was done by first covering the base with Life-Like Mountain Paper\* Grass and Sand textures are from Citadel.



Back of the station. There is a figure in the tower. More landscaping using Citadel products. The car is in the "employees parking" It is an old Heller model. The oil tank on the left was scratch built.

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Platform side. The figures are by several manufactures. Great British Products. Circus Craft, HeroClix and one unknown. I have had them for years, now they have a place.



Trackside. An old porter switcher pulls into the station. It's a vintage (1950's)Northwestern plastic model.

Those old and broken pieces were finally put to good use. There were others I discovered while rummaging in the storage locker. Eventually they will be put to some practical use. Till next time

*That's all folks!!!!!!*  
*Eddie J.....*

### *Epilogue; Rapscallion Bank*

By the way the Governors are elated to show their new signage for their branch office.



*That's all folks!!!!!!, again*  
*Eddie J.....*



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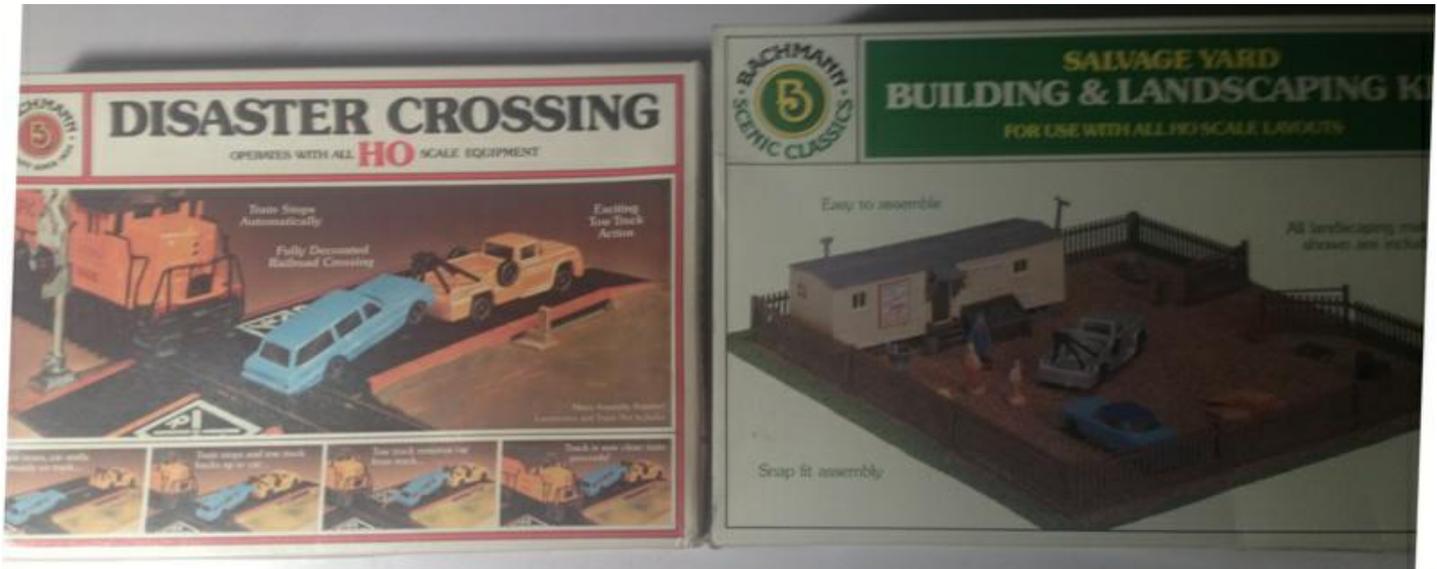
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# Along the "HO" Line

## Disaster Crossing and Salvage Yard

By Todd Hendrickson



Welcome back to **Along the "HO" Line**. Spring is here and I must say this is my favorite time of year. Nothing more relaxing after a long day's work than to come home, have a couple of beers, and tend to my flower gardens. Soon it will be time to uncover the grill and start grilling steaks and hamburgers on the back porch.

A few newsletters back I wrote about the Disaster Crossing kit. I did not own one at the time but my luck has changed and I recently won the kit on eBay. The kit comes with a painted module



base with wire and metallic rail joiner. It also includes a tow truck, automobile, crossing signal and one plastic rail joiner. You will need a nine inch straight track, not included with the kit, to set up this accessory.

You slowly snap the track section into the painted base making sure the metal clips are touching the metal side of the track. Your terminal track must be at least two track lengths away from the module.

Remove one of the metal rail joiners. In its place insert the metalized rail joiner at the end of the wire coming from the module. Two tracks away in the opposite direction replace the metal rail joiner with the plastic one and it is ready to operate.

Before the locomotive enters the five track area, move the car onto the tracks. The locomotive will stop automatically. Push a lever and the tow truck will back up and hook up to the car. Push the lever the opposite direction and the tow truck pulls the automobile off the tracks. Once the crossing is clear the locomotive will continue automatically.

The module will work just as well with the locomotive going either direction, but don't back up! The only drawback I see with the kit is the limit to where it can be set up, still a great way to add action to your layout.

The next kit is #2557 Salvage Yard from the Scenic Classics line. Long time readers will know that these are my favorite kits and most of my collection.

This kit is based on the classic kit Rail Road Work Car with Accessories. Which is an old box car which was converted into an office along with an assortment of yard items; coal bin, wash stand, tree trunk and firewood pile. The Salvage Yard kit also contains a tow truck, automobile, three figures, and picket fence set. There is also an assortment of yard items including hand trucks, barrels, drums, boxes, and bags. Landscaping items included are a grass mat and a bag of earth.



I put these two kits together in this article as I feel they complement each other well and tell a story.

For even more detail add the Woodland Scenic kit D205, Assorted Junk. It includes an automobile frame, engines and other junk.

I wish everyone a great spring and will see you next time.

Any comments or questions contact me at [Mortemobire@yahoo.com](mailto:Mortemobire@yahoo.com) please put PCA in the subject as I get lots of E-mail

# Plasticville on the Boards

## Learning From Ads

By John Gottcent



I've always enjoyed looking through old magazines. The ads are especially appealing to me, since they often reflect what life was like back in the '40s and '50s, even more than the articles do.

For that reason, I especially appreciate the annual holiday "gift" we receive from our editor, John Niehaus, when he includes old Plasticville advertisements in the November issue of the *Villager*. This past year (2012) he included two very similar ads from the December 1962 and 1964 issues of *Boys' Life* magazine.

The ads were similar, but not identical, and on closer examination, it was the differences between them that really interested me. John has agreed to reprint those ads in this issue so you can easily see what I'm talking about. See the next page for the two ads.

The first thing I noticed is that the address for Bachmann Brothers in 1962 was Philadelphia 5, Pa., but two years later it was Philadelphia, PA 19105. Clearly it was between '62 and '64 that the post office instituted zip codes and standardized two-letter state designations (Pa. vs. PA).

A more obvious difference is the presence of a young lady in the '62 ad and her absence two years later. This may be a simple case of airbrushing, but it's interesting to remember that it was in the late '50s and early '60s that folks in the train hobby tried to interest girls in their products. The most famous case involved Lionel's "girls' sets," with pastel colors for train engines and cars.

Though collectors now highly value those sets, at the time they proved a marketing disaster, and by the middle '60s attempts at gender neutrality in the hobby were abandoned. Hence by 1964 we have only a young man playing with his Plasticville.

In '62 the ad's text referred only to railroad pikes, and gave equal attention to O-S and HO scales. In fact, you had to specify which scale you worked in for there were apparently separate catalogs

for each. The new building mentioned, a roadside fruit stand, was available in both scales.

By '64, however, both scales were blended into one catalog, and the emphasis in the text was now clearly on HO. The two new buildings described and illustrated in sketches—a contemporary house and a new car showroom—were available only in HO and in fact have never to this day been produced in the larger scale.

Also, headline and text references in '64 were made to not only railroad, but road racing accessories, something absent from the earlier ad.

What this change reflects is the slow and steady decline in the O-S train hobby by the middle sixties. Two years later (1966), S scale would disappear, as the American Flyer train line was bought out and (for a good while) buried by its arch rival, Lionel. And three years after that (1969), Lionel itself would stop making trains and license the right to do so to the same company that made Wheaties and Cheerios.

Fortunately for us, this was only a temporary hiatus, for as we hobbyists grew older and a little more affluent, O and S scale trains returned with a vengeance. Wisely, Bachmann never totally abandoned those lines and so continue to produce buildings in those sizes today.

You'd think a mere two year period between almost identical advertisements would produce little noticeable difference. But these ads came at a critical time in our hobby and remind us both of the way things were and of the ways in which they were about to change.

So thank you, John, for sharing the ads with us, and please keep it up as long as you can.

If you've got comments or suggestions for future columns, contact me at [jandjgott@gmail.com](mailto:jandjgott@gmail.com). Meanwhile, happy villaging.

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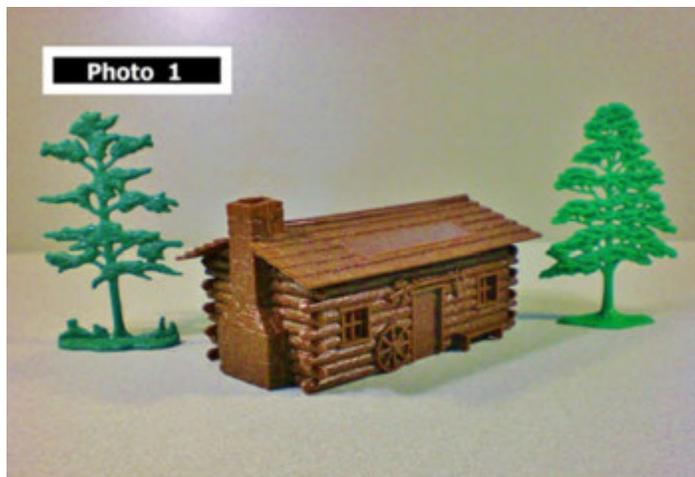
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# The Marx “Made in Mexico” Log Cabin - An Update

## Part 2: Reconstructing a Collector’s History

By Anthony J. Rudgers, #02-139

Thanks for sticking with me, all you Readers of *The Villager*, for what I hope will be the concluding chapter of my attempt to tell the full story, as far as it can be known, of the Marx Davy Crockett Log Cabin. (Although I’m sure, many knowledgeable village collectors will step forward in the future to add their insights to the narrative regarding this most interesting village item.) My first, and best, example of this Cabin is that shown in Photo 1.



When we last left our story, a quarterly *Villager*-issue ago, I was just beginning my adventure out on the World Wide Web in an attempt to learn as much as I could about the vintage Log Cabin I first reported on, (just a bit naively, as I now realize) in the November, 2012 issue of *The Villager* (Vol. 11, No. 4), and about a modern incarnation of this item by Model Power, which I described in a subsequent *Villager* article (Vol. 12, No. 1). As I said at the end of that latter *Villager* article, however, a blow-by-blow, fine-grained account of my subsequent Internet investigations of the “Log Cabin of Interest” would be out of the question, and I meant it. So what follows is intended to be a “rationalized synopsis” (I think I know what that means!) of my search for the full story behind the Marx-developed, Plastimarx produced and marketed, and Model-Power reintroduced Davy Crockett molded-plastic Log Cabin, rather than a detailed account of all the “ins and outs” of my investigations of this item. Even in abbreviated form, however, the full Log Cabin story is more than a little complex and involves many players with important roles—Reader be warned!—but it’s my hope that I can make this very tangled tale interesting to you from a village (and toy-train) collector’s perspective. We’ve all observed over the years how the vast army of dedicated Lionel enthusiasts has gone deep into the history of every facet of Lionel items, including, not just toy trains and toy-train accessories, but also fishing reels, 3D cameras, and even ship’s binnacles! I believe that I once saw a Lionel-made pelorus, with OB, on special exhibit at a TCA train show. Likewise, every aspect of Lionel corporate affairs throughout the history of that illustrious company has been recounted with the utmost detail by devoted Lionel scholars. Not even the most minute details of anything with the name “Lionel” attached to it seems to have been neglected by those who focus on this “iconic” brand-name. Surely, we village collectors, Plasticville enthusiasts,

and Marx *aficionados* can’t allow those Lionel guys (and gals, of course, where applicable) to have all the fun of getting a little deep into things!

However, despite the fact that the old saying goes “It’s not the Destination!—It’s the Journey!,” one ought to have some idea of where they’re headed when they set out on said journey. I don’t intend to give *Villager* Readers a “Magic Mystery Tour” here, where they don’t know where in the heck they’re going until they finally step off the motor coach at the end of the tour. So here’s a brief look at my conclusions about the Davy Crockett Log Cabins, which I am, and have been, writing about. To begin with, I maintain my conclusion that my first Log Cabin, the one I bought at the Ocala train show, is not just a nonboxed example of the Cabin found in a Model Power No. 6100 Kit, but comes with a different pedigree. I also believe the Ocala Cabin predates the 1998-2011 marketing years of the Model Power No. 6100 Kit. The “HENCO EN MEXICO” sticker is the most important evidence of separate lineages for my Ocala, and for my Model Power, Log Cabins. Model Power Cabins, although “Made in Mexico” (in many instances! But see what comes toward the end of this article.), do not bear such a label. Also, there’s, what I should like to call, the “collector context” of the Ocala Show Log Cabin—the particular circumstances in which this item was bought. The Ocala Log Cabin was one of a number of plastic buildings that the Dealer was offering that day, which all seemed to me to have been once part of a single “box ‘o stuff.” What I mean by this is that it looked as if Mr. Dealer had bought an entire “lot” of “village” items, all at one time, which were once part of some individual’s now-“deconstructed,” train layout. The Davy Crockett Log Cabin in question was one of those salvaged items that Mr. Dealer put on his table in company with the other items that he bought in the same “lot.” Unfortunately, at the occasion of the Ocala show, I didn’t have any reason at the time to observe closely all the other “village” items Mr. Dealer had there on his table, along with the Log Cabin that I purchased from him. My recollection of that distant day is that these other (rather nondescript) items were neither particularly old nor particularly recent. So my best guess as to their “age” would be that they dated no earlier than the 1970s, and certainly no later than the very early 1990s. Using the same reasoning that archeologists use to date an object found “in context” with other objects that can be dated with some certainty, I would date my Ocala Davy Crockett Log Cabin to the 1970s or 1980s. The very early ‘90s is possible for this item, but appears unlikely *imho*. That, to me, now pretty much rules out my other, earlier, conclusion, namely, that my Ocala Log Cabin is a “true” Plastimarx item—by “true,” I intend reference to an item made and sold under the “Plastimarx” brand name only, and not to other items made using Plastimarx tooling, but sold under a some other brand name or trade name. Instead, I’d now characterize my Ocala Davy Crockett Log Cabin as, most likely, a “Plastimarx Heritage” item. The Model Power Log Cabin in the No. 6100 kit is another such “Plastimarx Heritage” item, but one distinct from the Log Cabin “line” from which my Ocala Cabin descended. Just what it is I mean when describing items as being of “Plastimarx Heritage” turns out to be what this present *Villager* article is, in

essence, all about. So now that I've given all you *Villager* Readers some idea of what our final destination looks like, please climb on board the (rhetorical) motor coach, relax, and enjoy your "Collector Tour" while the (many!) "items of interest" along the way are pointed out

My first line of Internet inquiry about the Log Cabin, of course, involved search phrases involving the word "Plastimarx," which, as expected, largely yielded websites where people were trying to sell something that was at one time, or might've been, a Plastimarx product. I noted that, among the many items offered for sale, there were a large number of plastic toy soldiers in various sizes, but that fact made little impression on me at the time. This search effort, however, soon turned up one website of real interest. This was the blog *Soldados de juguete fabricados en América del Sur y México* (roughly, "South American- and Mexican-Made Toy Soldiers"), authored by the scholar Diego M. Lascano of Colonia del Sacramento, Uruguay, who's a collector of toy soldiers and related items. This blog is found at the website [www.soldaditossudamericanos.blogspot.com](http://www.soldaditossudamericanos.blogspot.com). Mr. Lascano's section in his blog about Plastimarx military figures proved to be illuminating in several respects. In addition to some quite useful information on Plastimarx history and trademarks, it's related in this blog that, in 1972, the same year in which Quaker Oats Co. of Stamford, CT purchased Louis Marx & Co., the Quaker firm decided to divest (read "rid," or perhaps, "purge") itself of so-called "war toys" because of the perceived negative public reaction to the Vietnam Conflict (as well as for other unstated reasons related, principally, to concern for that good-old corporate "bottom line."). This 1972 decision by Quaker Oats Co. mirrored much earlier actions of many toy makers around the world, who ended production and sales of anything of a military nature after the horror of World War I. As a consequence of this 1972 decision by Quaker Oats, much tooling for Marx toy soldiers, toy guns, and related "military" items apparently migrated either to the Quaker Oats subsidiary it inherited in Mexico, namely Plastimarx, or was sold to toy-making firms elsewhere. It's likely that other non-military, but "unused," tooling found in storage at Louis Marx & Co., suffered similar sale to other toy companies, or else, was "banished" to Mexico, because it was, at the time, deemed "obsolete" by the corporate "suits," who were newly arrived at Marx from Quaker Oats and from Fisher-Price—another well-known toy company, which Quaker Oats had also acquired just before buying Louis Marx & Co. in 1972.

At the same time I was trying to get a handle on "Plastimarx-Dé Mexico" (I'm not sure now just what that means!), I was wondering how the Marx Log Fence and Rodeo Animals also wound up in Mexico and, once there, were all put together with a '50s-vintage Davy Crockett Log Cabin to compose the Model Power No. 6100 Kit. This led me to a number of web searches on Marx-related molded plastic figures (even including all the wonderful plastic dinosaurs once made by Marx!). It was both instructive and pleasurable, from a general toy-collector standpoint, to wallow in the extensive lore of Marx and Marx-related collectable figures. There were many bits and pieces of useful information about my village collection that I discovered as a result of this endeavor. For example, I learned to recognize my Marx "Fence Birds"! (These, I might add, could, perhaps, better be referred to as Marx "Birdbath Birds"—see the December, 2008 issue of *Miniature Collector* magazine (Volume 34, No. 8, page 19.) That would be *Marxvillia avium birdbathii* (a binomial designator superseding *M. avium fencenarum*) for all you biologists lurking in the PCA crowd. However, this effort on the

Internet, for quite a while, didn't really give me any clear picture of how all the tooling for the Model Power items in question might've gone South of the Border. In the end, though, this line of Internet inquiry actually did prove to be most fruitful.

One major online source of collector information about (mostly) nonmilitary molded plastic figures and other related Marx Playset items is the blog known as *Marx Lane* found at the website [www.marxwildwest.com](http://www.marxwildwest.com), which is authored by Eric Johns. As its Web address suggests, this blog puts emphasis on Marx Western Playset figures. I happily surfed around at this rather extensive site for a number of hours, on more than one occasion, before focusing attention, somewhat as an afterthought, on a list of links and "other references" found on its introductory page. Among these links and references was a citation of the book, *Marx Western Playsets, The Authorized Guide*, by Jay Horowitz, along with a brief (and, as I later discovered, somewhat misleading) description of this book's contents. I determined that, although this book is now out of print—it's a Greenberg Publishing Co. product from 1992—copies are still available for a reasonable price from its author at American Classic Toys, Inc., in Sebring, OH. Thinking at the time that this book would be a good backup reference on Marx Playsets (which I've recently been paying more than a little attention to, as you *Villager* Readers may have noticed), but of no real help with my Davy Crockett Log Cabin research, I went ahead, anyhow, and ordered a copy from Mr. Horowitz. The link I found at the *Marx Lane* site to Mr. Horowitz's book was [www.americanclassictoy.com/westernbook.htm](http://www.americanclassictoy.com/westernbook.htm).

This book, however, (which I'll refer to as *Marx Western Playsets* in what follows) actually proved to be a most valuable reference for my investigation of the Plastimarx connection to the Davy Crockett Log Cabin. I should also suggest it as an important reference work for collectors of any sort of Marx toys, trains included. I believe that *Marx Western Playsets* presents the best and most complete history available to collectors of Louis Marx & Co., including that of Plastimarx in Mexico, as well as all the details of the sale of Louis Marx & Co. to Quaker Oats in 1972, soon after which, the Louis Marx enterprise was renamed "Marx Toys" by Quaker Oats. *Marx Western Playsets* also details the chain of events that took place after this sale, events which led to the dispersal of much of the Marx tooling and other assets. Mr. Horowitz, the author, really "knows his stuff," and he ought to. On the first day I had my copy of his book in my hands, I learned that Mr. Horowitz is the man behind American Plastic Equipment, Inc., a company that he founded in 1978, and which exists to this day. Collectors familiar with the history of Louis Marx & Co. know that in 1976 Quaker Oats sold its Marx assets to the British "conglomerate" corporation, Dunbee-Combex, Ltd. (except for those in Mexico, as I learned from reading *Marx Western Playsets*—Quaker Oats retained its Mexican subsidiary, Plastimarx, and placed it under the management of another of its subsidiaries, Fisher-Price). However, the Dunbee-Combex enterprise (which was renamed Dunbee-Combex-Marx after its Marx acquisition), despite well-intentioned and timely efforts to get Marx production back on track after it was largely derailed under Quaker Oats' ownership, failed in its efforts and, consequently, filed for bankruptcy in 1980. After this bankruptcy, the Marx assets of this firm were eventually awarded by the Bankruptcy Court in New York to Chemical Bank of New York in 1982. American Plastic Equipment purchased these Marx assets from this bank that same year, and, in 1988, also acquired Marx trademarks, patents, and other intellectual property from Chemical Bank. So Mr. Horowitz is also the man behind much of the Marx

tooling as well as the Marx brand in recent times. Incidentally, Mr. Horowitz's connection with Marx goes back to even earlier days than those when American Plastic Equipment obtained the Marx assets. From its establishment until the 1960's, Louis Marx & Co. had never utilized independent distributors for their products, preferring to market directly to the retailer. One of the earliest such independent distributors, when Marx sales policy was broadened, was the firm S. N. Horowitz & Son of New York—the principals of which were Mr. Horowitz's Granddad and Dad. Throughout this article, I'll incorporate what I learned from reading *Marx Western Playsets* into the narrative, sometimes, though, without specifically citing that reference when it would be awkward or pointless to do so.

Subsequent to acquiring my copy of *Marx Western Playsets*, I contacted Mr. Horowitz by email, and he was gracious enough to respond to a number of questions I put to him about things that have bearing on this *Villager* article. Mr. Horowitz answered all my questions, with the only caveat being that he was relying on memory alone to provide his answers. He said he no longer had so-called "documentation" at hand to verify his recollections. In this article, I'll also incorporate Mr. Horowitz's recollections, whenever possible, but sometimes without specific attribution. I'm certainly in his debt for helping me make this present article in *The Villager* "all that it can be." Some of my conclusions and opinions herein, however, may conflict with those of Mr. Horowitz. I may be right or wrong in them. I would, in any case, welcome further discussion or clarification from Mr. Horowitz or, indeed, from any knowledgeable Member of our PCA.

At this juncture, a word of caution ought to be given to both village and toy-train collectors, because the story of the "diaspora" of the Marx molds & other tooling and properties is hardly a simple one. Mr. Horowitz suggests in *Marx Western Playsets* that all the Marx tooling that was put in the hands of Chemical Bank by the Bankruptcy Court in New York wound up being acquired by American Plastic Equipment, Inc., in 1982. This acquisition of all these Marx assets, it would seem, was true only "in theory." Maury D. Kline, who founded MDK, Inc., in 1978, to manufacture and sell the wonderful array of K-LINE products, offers us a somewhat different perspective. My source here is the book, *K-LINE Electric Trains, Collector's Guide; Volume 1: Trains 1985-1998* (MDK, Inc., Chapel Hill, NC, 1999), specifically, the chapter "K-LINE Company History." The anonymous writer of this chapter recounts both business history and some of Mr. Kline's personal recollections of how he gained possession of the tooling that produced K-LINE items. It is noted that Mr. Kline traveled to New York in order to purchase the tooling for all the K-LINEVILLE buildings (which formerly had been used to make the wonderful "Marxville" product line), as well as the tooling for a number of related accessories. These assets he acquired from Chemical Bank. This acquisition must've taken place in 1980, because MDK began cataloging, making, and selling K-LINEVILLE items in 1981. Although American Plastic Equipment was the winning bidder for all the Marx assets held by Chemical Bank when these were auctioned off in 1982, the tooling obtained as a result of this auction was, apparently, not all of the Marx tooling that was available for sale world-wide. For example, Mr. Kline bought the molds for the plastic freight car bodies in the Marx Deluxe Series as well as tooling for a number of Marx operating accessories from Quaker Oats, likely in 1981. These items were actually, it appears, the property of Plastimarx, but held by Quaker Oats at that time as some sort of "collateral." MDK, Inc., cataloged these operating accessories in 1982. Also, in the

chapter on K-LINE corporate history, there's a lengthy and interesting narrative relating to a visit Mr. Kline and his plant manager made, one cold and snowy winter day in 1984, to a large Fisher-Price warehouse near Buffalo, NY. Their purpose that day was to search out train-related tooling from among the great quantity of old Marx tooling items stored there. That visit resulted in Mr. Kline and his manager saving the tooling for the Marx die-cast No. 333 steam locomotive, that for the Marx No. 1829 plastic steam locomotive, as well as that for several Marx diesels. And "saving," indeed, is the critical word here, because the warehouse Mr. Kline visited was decrepit—without climate control, even without electric power, and with gaps in its roof to let in the weather. (The warehouse interior that day, Mr. Kline remembers, had a dusting of snow.) The Marx tooling in that warehouse was well into the process of being totally destroyed. What happened to all the Marx tooling in the Fisher-Price warehouse, which Mr. Kline left behind that day long ago, has not been reported, at least to my knowledge.

It was pretty early in the game of Internet search and collateral reading when I came to understand clearly that I, myself, wasn't now, or likely ever, going to comprehend fully the heritage of all the Marx collectables out there, nor to delineate the vast diaspora of Marx tooling, let alone write a detailed report on these subjects for other collectors. A definitive historical account of Plastimarx, as a toy provider, in connection with the Davy Crockett Log Cabin, was "out" as the subject of an article in *The Villager*. Short Plastimarx histories have been offered by others, more knowledgeable than I, and it remains for someone to collect and collate their results and fill in missing details. Also, as far as telling a comprehensive and coherent story of the Marx tooling that once produced (and still produces) the myriad of objects we, in present times, collect goes, that's another really Gargantuan (Godzillan?) project. After all, Louis Marx & Co. was an early example of what we've now come to call a "global corporation." Although its three main toy production sites were in the U.S.A., Marx had both foreign subsidiaries and manufacturing connections in many other countries. In addition, Marx had many contractors and licensors in the United States, and probably some in Mexico, via Plastimarx. One should keep in mind that not every item bearing the Marx logo and the "Made in U.S.A." declaration was an in-house product of the Louis Marx-owned factories in Girard, and in Erie, Pennsylvania, and in Glen Dale, West Virginia. Marx contractors and licensors also produced Marx toy items, as well as components for Marx products, elsewhere in the United States. Louis Marx toy production was once "Big Business" in America! And Louis Marx, himself, everyone should remember, got his start, and earned his early fortune in the toy business, by contracting toy production to various manufacturing firms. Even when Mr. Marx owned his own toy-production empire, he, still didn't neglect "the Girl he brought to the Dance"—Marx & Co. still relied on its many contractors.

As I found out from my on-line and from my "book-learning" research, Plastimarx toy manufacturing and sales was also "Big Business" in Mexico at that time. Marx collectors should take note; Plastimarx was no two-bit player in the toy business—just some little backwater Mexican outlet where Louis Marx & Co. outsourced its marginal business, as I, myself, had once imagined from my previous readings in the collector literature. No indeed. Plastimarx, in actuality, was a sophisticated and large-scale manufacturing and marketing enterprise. At one time, 'most every kid in Mexico either possessed, or had played with, at least one Plastimarx toy. Older folks South of the Border, to this day, fondly

ownership of this firm in 1952, and a new partnership was born—under the name “Plastimarx.”

What then ensued, with regard to Marx tooling, once Quaker Oats bought Louis Marx & Co. in 1972? Some Marx tooling was sold, some tooling was banished to Mexico, and, possibly, some was also sent or sold to other foreign Marx subsidiaries and partners. We know from Mr. Kline’s experience that much Marx tooling was also sent into “cold (pun intended) storage.” What of all the Marx-owned and Marx-licensed tooling that was located in non-Marx plants scattered around the Country? Did Quaker Oats or Fisher-Price, the firm which was put in charge of the Marx Toys operation, make any attempt at all to recover these scattered Marx assets? With apologies to the highly regarded “Money Honey” of cable-TV’s CNBC Channel, we might inquire, “It’s closing time at Louis Marx & Co. Do you know where the Marx assets are?” The long answer here is exactly like the short answer—“No.”

Up to this point in my, “Let’s-find-out-whatever-it-is-we-need-to-know-by-going-on-the-Internet!,” investigation of a collector’s history for the Davy Crockett Log Cabin, my efforts had all been directed either to trying to trace the route of the livestock items found in the Model Power No. 6100 Kit to Mexico, or else, to tracing the migration of Log Cabin tooling to Mexico by delving into the corporate history of Louis Marx & Co., and of Plastimarx. Studying Marx Western Playset items had taught me much of general interest. Pursuing the histories of Louis Marx & Co., Plastimarx, and those several other companies that had important connections to these two Marx firms had also greatly expanded my knowledge as a toy-train and toy-village collector. However, these efforts didn’t really add significantly to the specific job at hand, namely, finding out some definite information about the provenance of my two Davy Crockett Log Cabins. One could conclude, after studying (at length!) all this intertwined corporate history, that it just might be time for me to think about “packing it up,” as they say. As far as tracing the history of Davy Crockett’s little Cabin was concerned, things were beginning to look to me more and more like the old “Needle-in-the-Haystack” problem. Well, I didn’t want to call it quits just yet, and so I plowed on with my investigations. Then, *Voilà!*—back at the *Marx Lane* blog, I was rewarded for my persistence. Near the very end of “Wild West Page 7 Uncommon and Other Miscellaneous Figures,” I hit upon the section “Romper Room Figures and Accessories.” “Heavens to (Old) Betsy!,” as Davy Crockett might’ve exclaimed. Right there was a picture of the very Log Cabin I’ve been writing about in all these *Villager* articles. And, what’s more, the Cabin pictured was actually identified as a Davy Crockett Log Cabin. Right above the picture of the Cabin, is one of the molded plastic figures associated with this Cabin, and the main such figure—it’s the Man, himself, Davy Crockett. That it is indeed Mr. Crockett, and not just some “Generic Pioneer” (*i.e.*, some old-timer who happened to tote a Flintlock rifle and own a ‘coonskin cap), is clear from the molded-in-place words on the figure’s base: “DAVY CROCKETT.” These two pictures of Marx Romper Room items, as well as pictures of other Romper Room items at the *Marx Lane* site, which I’ll talk about in a moment, were posted there by collector Mark Hegeman.

“Romper Room” here, of course, refers to the (once) well-known television series that ran from 1953 to 1994, which was designed to please an audience of tiny tots. (I believe “preschoolers” is the Politically Correct way to refer to these small citizens nowadays.) “Romper Room” was unique in TV programming history, in that its broadcasts were both syndicated and franchised. “Romper Room” was created and owned by Burt Cluster Enterprises in its

early years. If you search the Internet, however, using such search terms as “Romper Room Toys” or Romper Room Play Sets,” however, you’ll find links to sites connected to Hasbro toys only, not to Marx toys. This is because Hasbro, Inc., purchased Burt Cluster Enterprises in 1969, just after this latter firm started in to manufacture its own line of Romper Room toys. Like Louis Marx & Co., Hasbro, Inc., is another giant of the U.S. toy industry, with a long and colorful history. Hasbro has produced, over the years, many of the “classic” toys that are now avidly sought by collectors (for example, think “GI Joe”). This firm was founded in 1923, incorporated as Hassenfeld Brothers, Inc., in 1926, and began producing toys in 1930.

But, as I discovered, it was Louis Marx & Co. that got there first to capitalize on (and promote!) the Romper Room brand name. The basic Marx Romper Room toy offering was a giant container of “Western-themed” molded-plastic figures, which were produced in a variety of colors, although those shown in the *Marx Lane* blog are mostly made in some shade of tan or brown. By “Western figures,” I don’t just mean a wide assortment of “Cowboys ‘n Indians” (er, “NativeAmericans” for those who wish to be “PC”—actually, I, personally, much prefer the Canadian “First Nations” appellation; this, to me, has a certain quiet, ageless dignity to it). Here, figures also include cacti, tepees, trees, totem poles, Western wagons, hitching posts, etc. (even a tiny log cabin!—but this was not that “Cabin of Interest” being considered in the article here). It should be noted that these figures are not typical of the Marx plastic figures that most collectors are familiar with. All the figures here are what toy-soldier collectors refer to as “flats.” Flats are two-dimensional figures mounted on a base. In profile, their cross-section resembles the inverted letter “T,” the (narrow) cross-member of the “T,” being the profile of the figure’s base. The *Marx Lane* site shows a big (6 in. X 11 in.) plastic bag of such figures closed with a two-sided cardstock header colorfully lithographed in red, yellow, and blue. The header describes the figures: “DO BEE ROMPER ROOM 101 PIECE WESTERN FRONTIER SET.” (For the record, “DO BEE” refers to Mr. Do Bee, a giant bumble-bee character seen on “Romper Room,” who not only promoted their branded toys, but also frequently urged “Romper Room” viewers to adopt a wholesome lifestyle.) A Marx logo is also found on the cardstock header along with the above message.

Another blog, *TOY SOLDIER HQ INC*, found at the website [www.angelfire.com/biz/toysoldierhq](http://www.angelfire.com/biz/toysoldierhq), shows on the page, “Marx Western Toy Soldiers, Figures and Animals for Sale,” a small advertisement from the Canadian Simsons-Sears, Ltd., department store’s 1957 Christmas Catalog. In this ad, an illustration shows the Romper Room Western figures spilling out from what appears to be a large cardboard cylinder. The text accompanying this illustration identifies the item as a “Western Frontier Set” and states that it contains “Approximately 100 pieces.” It further declares that the “figures are of plastic about  $\frac{3}{4}$ ” high [emphasis added].” This set sold that Christmas for 98¢. On the *Marx Lane* blog, Mr. Hegeman notes that a collection of Romper Room Western figures also came in a “boxed set” that included the Davy Crockett figure mentioned above and such a Marx Davy Crockett Log Cabin as is the subject of our interest in this *Villager* article.

So Louis Marx & Co., having missed out with their Davy Crockett plastic Log Cabin as a big-market (Sears, Wards, etc.) Playset item, owing to the brief interval over which the national Davy Crockett “craze” flourished, nevertheless, actually made later use of the Log Cabin tooling in at least one other product line in the mid-1950s—in the Romper Room series of Western-themed

play sets. Whether or not the Log Cabin also made other, later appearances in some line of Louis Marx & Co. toys, I've been unable to ascertain (but not for lack of effort!). In any case, the conclusion I drew in my first *Villager* article, about transfer of the Log Cabin molds to Plastimarx down in Mexico, was clearly erroneous. In that article, I proposed that, because the Davy Crockett craze was so brief, Louis Marx & Co. would have found its recently developed Log Cabin tooling suddenly useless and would, consequently, have sent it off, without delay, to its Mexican subsidiary, where it could begin to generate some profit for Marx. However, I learned from reading my *Marx Western Playsets* that Louis Marx & Co. didn't operate like that as a business. Marx did not, as a rule, rid themselves of tooling, which the company was no longer using, in the manner I'd suggested in my earlier article. Since such tooling was so expensive to develop and produce (See *Marx Western Playsets*), it was always carefully husbanded at Marx. Tooling for items no longer being manufactured at a particular time, would be labeled, carefully inventoried, and placed into storage in such manner that it could be readily retrieved from that storage, if it could be utilized again at some future date. For sound business reasons, it was the practice at Louis Marx & Co. to reuse their older tooling as much as possible. For example, you can find examples of molded plastic items, which were components of Marx Farm Playsets in the 1950s, turning up again in Marx Train Sets of the 1960s. Other examples of Marx tooling reuse abound, if one observes the many component items in Marx Playsets over the multiple years of their production.

It's almost certain, then, that the tooling for the Davy Crockett Log Cabin wasn't banished to Mexico "under Louis Marx & Co.'s watch," but by Quaker Oats at some time after they took over Marx in 1972. My early guess, as to when this banishment occurred, was 1972, when Quaker Oats got rid of the tooling for all their "unwholesome-for-children" "war toys." After all, along with the Log Cabin in the Marx-produced Romper Room Playsets, as well as in any similar Western-themed Playsets that Marx may have been produced using the same "Romper Room Log Cabin tooling," there were a whole bunch of little Cowboy Americans and little Native Americans all shooting it out with each other! (Gasp!) I posed this idea of a 1972 "de-accession" date of the Log Cabin tooling to Mr. Horowitz, who responded that, while this date is certainly plausible to some degree, he was of the opinion that this de-accession took place sometime later. It's to be noted that, between 1972 and 1975, Quaker Oats got rid of the tooling for many product lines that had successfully produced profit for Louis Marx & Co. in the past (and could have, if retained by Quaker Oats, produced profits for Marx Toys in the future!). Mr. Horowitz is of the opinion that the Davy Crockett Log Cabin tooling likely could've gone to Mexico, along with a considerable quantity of Marx toy-train tooling, at some later time, most probably in 1975. When Mr. Horowitz, himself, worked with Plastimarx on projects in Mexico in the mid-1980s, this latter firm had an extensive array of Louis Marx & Co.-originated train tooling. The original tooling for Louis Marx & Co. toy-train products was somehow split by Marx Toys management between Plastimarx in Mexico and Fisher-Price in New York. Mr. Horowitz also states that train tooling wasn't among the Marx assets he purchased in 1982.

Of course, the decision to send the Davy Crockett Log Cabin tooling to Mexico might have had nothing at all to do with either the purge of "war toys" or with the disposal of toy-train tooling. It could've been simply a routine part of the wholesale (and magnificently misguided!) "house-cleaning" that took place at Marx Toys during the period from 1972 through 1975. One can

almost imagine some unknowing and very junior manager at Marx Toys, fresh from the environs of Fisher-Price, coming upon the carefully inventoried Davy Crockett Log Cabin tooling in some dimly-lighted Marx storeroom and exclaiming: "Holy C—p! Romper Room! That's not Marx! That's Hasbro! Get rid of it!" At any rate, regardless of the reason behind the action, it's likely that the tooling for our little Log Cabin was sent off to Mexico sometime during the 1972-1975 span of years.

Your rhetorical motor coach has now come to a fork in the highway. Overhead signs point out to your coach-driver/tour-guide (that would be me!) the two choices available. These signs read "Going Nowhere" or "Toward Toy-Train Territory." So naturally, we'll head toward Toy-Train Territory. Choosing this route, your driver/guide promises you, will shed more light on the heritage of the Davy Crockett Log Cabin (since he's been over the route before). Photo 2 shows a Model Power train set that I bought at a now-defunct train store in Oldsmar, Florida, way back in August, 1998. It was one of two different, but similar, Model Power sets being offered for sale that day. Both sets comprised a battery-powered plastic-shell GE 70-ton switch locomotive (derived from the Marx tooling for a similar unit), 3 ea. 4-wheel plastic freight cars (again derived from the tooling of Marx cars of similar types), and a lot of sections of molded-plastic O-gauge track. There were several of each of the two Model Power battery-operated train sets on the shop's "Closeout Bargains" display rack. I chose an example of the No. 652 "Santa's



Christmas Train" Set, shown in Photo 2, over the other Model Power Set offered, because the cars in the Santa Set, which I recognized as Marx Heritage items, were colorful and seemed to have some unique "character," whereas the cars in the other set, as I thought at the time, were more or less bland. I left the train store with my newly purchased set (as well as with a few other "on sale" items), feeling a bit guilty about spending "train-collector money" on something most "serious train collectors" (all self-appointed, I suspect) would regard as having "no collector interest," as that familiar phrase goes. But I'd only paid a pittance for the set, I was curious at the time about the items in it because I knew them to be in some way "Marx," and I wanted to see if I could learn more about them, after I got the set home. And besides, there was my most important "collector" reason for buying the Model Power Santa Set that day—I liked it! It's significant to note that I bought the Santa Set new, but at a "close-out" sale in August, 1998. That likely means that it was left-over merchandise from the 1997 Holiday Season.

At the time I purchased the Model Power Santa Set, I already had two (slightly different) examples of another Marx Heritage train set in my train collection. I bought these two sets (each in what is euphemistically called “Used” condition by certain online vendors) at different times during my earlier train-collecting days on the “Garage-Sale Circuit.” Again, I bought these sets because I recognized that the train items in them were somehow “Marx” in origin (and so I was instinctively(?) curious about them). I believe that I bought the first of these sets in the 1993-1995 period, and the second set a year or two later. If I had to make a guess as to when these sets were sold new, I would venture that they were marketed in the mid-to-late 1980s or, perhaps, in the very early 1990s. One of these two sets is shown in Photo 3. It is the



5-unit-consist “Rock Island Toy Train Set,” MOD. 51010, and is “Distributed by Great Lakes Promotions.” I believe I’ve seen two different, but both rather cursory, articles about this “Great Lakes Set” in the *TCA Quarterly* in past years, and I’ve also noted some recent scuttlebutt about this set on the Yahoo! Marx Train Group website. Printed on the Great Lakes Set box is the legend “MADE IN MEXICO”. This legend is important in the investigation being presented here. Moreover, if you, once more, examine the box for the Model Power No. 652 Santa Set, you’ll find, printed on one of the box’s side-panels, the three-line legend: “PRINTED IN HONG KONG,” “COMPONENTS MADE IN MEXICO,” “ASSEMBLED IN U.S.A.” On the opposite side-panel of this same set box, there’s another three-line legend printed underneath the Model Power logo that’s located near one of its ends. This legend reads “180 SMITH STREET,” “FARMINGDALE, N.Y. 11735,” “MADE IN MEXICO FOR MODEL POWER.”

I’d long suspected, and Mr. Horowitz confirmed with many examples, that Artefactos Plásticos, S.A. produced a great number of toys sold, not only under the Plastimarx brand name down in Mexico, but in the U.S.A. under a variety of other brand names. Many of the toys sold in the U.S.A. were quite similar to the Plastimarx-branded toys that Artefactos Plásticos, S.A. sold in Mexico. The train sets shown in Photo 2 and in Photo 3 are clear illustrations of this. Can there be doubt any longer as to just who produced the train consists found in these Marx Heritage Sets? It’s certainly most unlikely that it is any firm other than Artefactos Plásticos, S.A. (I could go a good deal deeper into this topic, but I intend writing here about village collecting, not about train collecting, so I will forgo all the pleasure of that exercise.) Not only are these train sets Marx Heritage items, they’re clearly Plastimarx Heritage items as well.

I think it correct to view the provenance of my two Davy Crockett Log Cabins in the same light as the provenance of my two “Made in Mexico” train sets described above. Artefactos Plásticos, S.A. made both the Model Power No. 6100 Kit components, as well as the original “Henco en México” Log Cabin I bought at the train show in Ocala, Florida. Like the “Great Lakes Train Set” is distinct from, and predates, the Model Power No. 652 “Santa’s Christmas Train” Set, the Ocala Log Cabin is distinct from, and predates, the Log Cabin found in the Model Power No. 6100 Kit. I also now believe that the Ocala Log Cabin isn’t a Plastimarx “original” that somehow made its way from Mexico, where it was first sold, to Florida, where I purchased it, but rather is an item that was purposely made for sale in the United States. I suspect, but can’t yet prove, that the Ocala Log Cabin was originally, either part of a Western-themed play set, or else, was a component in an “economy” train set, perhaps one like the Great Lakes Set. I believe that, while the items in such a train set, or in such a play set, were manufactured in Mexico, the set itself was intended for sale in the U.S.A. You can bet that, in the future, I’m going to be out there looking for a boxed 1970s-1990s train or play set that has a Davy Crockett Log Cabin in it, so I can learn more about this most interesting item. I hope other village collectors will be joining me in this hunt and will be reporting their findings in future issues of *The Villager*.

Now, you might think at this juncture that your Collector Tour has, at last, wound its way to an end, and that it’s finally time to step off the motor coach (de-bus?) and go home to a late supper. It is with pleasure or regret (I can’t decide which) that I must inform all passengers that the tour has one more “item of interest” for them to view. This is the “Museum of Salient Ancillary Facts & Important Loose-Ends.” The “collection on display” at this “Institution” is small, but viewing it is quite important to carrying out the mission of constructing a collector’s history of the Davy Crockett Log Cabin. In early December of last year, I “got on” eBay (for the very first time in my fairly new “Home-Computer Career”) and soon registered myself as a “Buyer.” Among my several early purchases was a “Buy It Now” paperback book, which comprised in one binding all the back issues of the *Plastic Village Gazette* magazine. I’m sure many PCA members once, subscribed to, and enjoyed reading and contributing to, this journal. I’d long known of this magazine myself, but I’d never seen an actual copy of it (Hey! Remember. I live in Florida!) until I received my paperback from the eBay vendor, a Mr. “Hmm, That-Name-Sure-Sounds-Familiar.”

I immediately delved into my newly acquired *Plastic Village Gazette* tome with more than a little gusto. Early in my hours of “reading pleasure,” I came upon a most interesting two-page article, which is directly pertinent to the discussion here. This article, which appears in the April, 2001 Issue (Vol. 1, Issue 3), is titled, “Marx Davey [*sic.*] Crockett Log Cabin?,” and is authored by Mike Cedro. In his article, Mr. Cedro describes two boxed Model Power No. 6100 Log Cabin Kits he’d recently bought. Mr. Cedro recognized immediately that he had come upon an item of Marx heritage, and that the Log Cabin could, without doubt, be connected to the Davy Crockett “craze” of the mid-1950s. Mr. Cedro, too, speculated in regard to the way the tooling for this Log Cabin found its way to Mexico. One particularly interesting fact Mr. Cedro reported about his two Cabins, is that their boxes bore different country-of-origin markings. One box bore the double legend “Made in Mexico” and “Litho in Hong Kong,” just like the markings on the box of the Model Power No. 6100 Kit that I reported on in the previous issue of *The Villager*. The second of

Mr. Cedro's Model Power Kit boxes, however, had printed on it "Made in China."

Ever since mid-August, 2012, I'd been searching on-line for a vendor from whom I could buy a "New in OB" Model Power No. 6100 Log Cabin Kit, for a reasonable price, so that I could examine it before completing my article about this item and submitting it for publication in *The Villager*. I failed in this endeavor. To my surprise, I found that online train-accessory vendors around the Country were all "sold out" of this Kit. I finally found a vendor who reported the No. 6100 Kit to be "in stock" (purportedly), and I ordered a Model Power Log Cabin from him. After several weeks of waiting for my Log Cabin Kit to arrive in the mail, I contacted the Seller, who informed me that the item was on "backorder"; he was awaiting a fresh shipment from his "supplier," and he'd no idea when this supplier might ship No. 6100 Kits to him so he could fulfill my order. I learned as a result of this contact, however, that Mr. Seller's supplier was the Model Power, Co. I refrained from informing Mr. Seller that his supplier was no longer cataloging this item for sale, and simply cancelled my order. Consequently, I had only the one Model Power Kit that I'd bought at the Jax TCA Train Show to study before making my report on this item in the last quarterly issue of *The Villager*. I continued my efforts to buy a second example of the No. 6100 Log Cabin. However, the details of my further vicissitudes in seeking out an affordable "new in the box" Model Power Log Cabin Kit would serve no purpose, so I'll "cut to the chase," so to speak. Another of my recent "Buy It Now" eBay purchases was a pristine No. 6100 Log Cabin Kit, still all sealed up in plastic film. So I now have a brand-new Log Cabin specimen to study, and it's fortunate that I do. The box for my newly acquired No. 6100 Kit, like one of Mr. Cedro's boxes, has the "Made in China" legend printed on it. The only difference between this "Made in China" No. 6100 Kit and my "Made in Mexico" No. 6100 Kit, which I reported on previously, is that the "Made in China" Kit does not include an Instruction Sheet. (Sure, I opened the sealed packaging to look at my Log Cabin! What's the point of buying toys if you don't dare play with them? Sealed packaging, *imho*, is for Speculators, not Collectors.)

The fact that Model Power No. 6100 Kit Boxes bear a "Made in China" legend implies that the tooling for the Davy Crockett Log Cabin, as well as the tooling for Marx Log Fence Sections and for the several Marx-designed Rodeo Animals, has now been moved from Mexico to China. And note that this move isn't a recent occurrence. Mr. Cedro reported on his "Made in China"

Model Power Log Cabin Kit in the April, 2001 Issue of the *Plastic Village Gazette*. This suggests that the tooling in question was located in China at least as early as the year 2000. It implies also that any "Made in Mexico" No. 6100 Kits predate, in manufacture, the year 2001.

We all know that Bachmann Bros., Inc., moved all its Plasticville tooling to China. Such movement of plastic-molding tooling from North America to China appears to be widespread and ongoing in recent times. This phenomenon has many implications for collectors of plastic toys, and is a worthwhile subject of study by village collectors. I, myself, won't be dealing with it further here, however. If an interested and curious village collector wants to look deeper into this migration of plastic-molding tooling to China, however, there might be no better place to begin than with the "Bachmann Bros." article in *Wikipedia*.

In view of the considerable difficulty I had in buying, on the Internet and at a reasonable price, a "new in the box" Model Power No. 6100 Log Cabin Kit, other village collectors, too, might not find it easy to obtain an affordable Davy Crockett Log Cabin for their own collections by going on-line. My Little Brown Mare pointed out to me that all those interested village collectors, who couldn't buy Log Cabin Kits, then would not get the chance to see her perform her trick! (Little Mare as much as neighed out "See—I told you you should've let me show people my trick in your last Villager article!!!!".) I want neither to short-change my Little Mare nor *Villager* Readers. Photo 4 shows the Little Brown Mare doing her trick! Interested flocks of the colorful *Plasticvillis avium*, Kutza keenly observe the action. All passengers remaining on the motor coach may now depart. Your Collector Tour has concluded.



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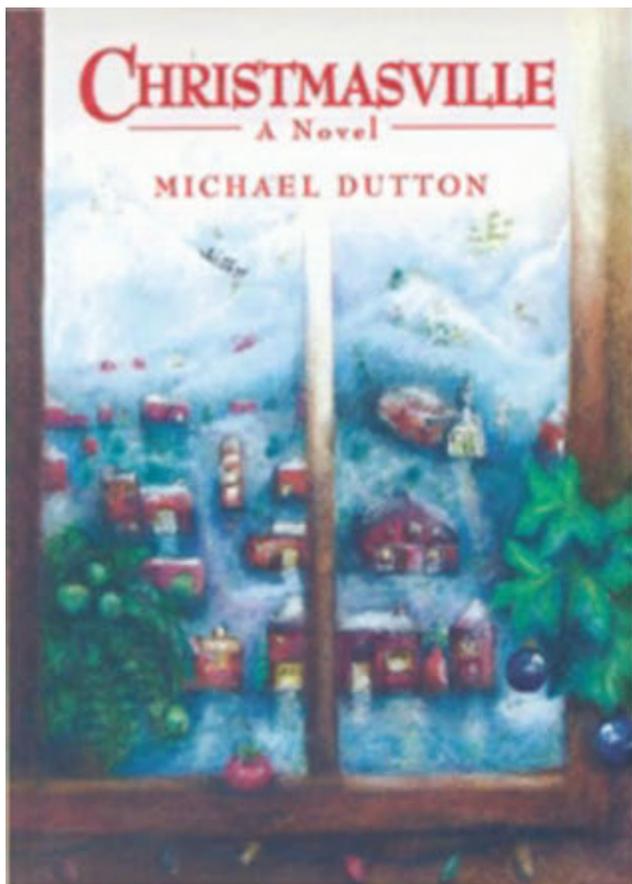
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## **Book I and Book II of The Christmasville Trilogy**

by  
**Michael Dutton**

PCA MEMBER #03-236

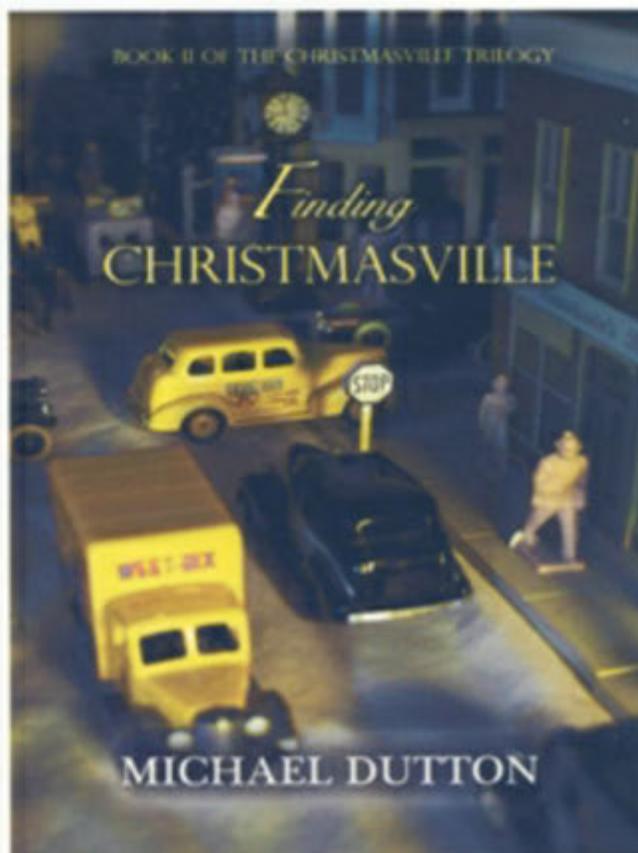
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Both novels are available on amazon.com.  
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## What Members Are Saying

Hi John I forgot to mention that I like the smaller margins. less unused space looks much better. Also enjoyed pics of Ron Schlicht's modules as well as all of the contributors. Joseph Mace #01-56

Hi, I loved the Feb 2013 Newsletter! I have one small concern about the new smaller margins. The extra content is great, and it is a clever way to get more info in an issue. My only suggestion would be to leave the left side margin at 1" as it was before. The smaller left side margin makes it tough to read when printed & placed in a binder.

I have an ePCA membership and I have been printing out and binding my issues in Staples brand report covers, it works out great, print the issue, punch the holes and you can fit 1 years worth of *The Villager* in one cover. Easier to read back issues than using a 3 ring binder. You don't need to print on 11"x17" and fold & staple to make a book either. I like to read for relaxation at home on printed paper far away from a computer, I use one all day long at work.

If anyone else is interested they are Staples part #18111, you get 5 covers for about \$7.00 they hold about 100-125 sheets (enough room for 4 issues of the Villager) and....you can get them in "PCA" Blue. Keep Up the Good Work! Jason Rackawack #12-787 *(Unfortunately the left margin will have to remain at one-half inch through this year due to the display ads being currently set at 7-1/2 X 10 for this year. Hopefully, I can work with the advertisers to change their ads to 7 X 10 for next year. editor)*

Just got the quarterly newsletter. Just thumbed through it quickly. Thanks for putting 2012 tree photos in. Great to see them. I send the photos each year hoping you will see something interesting in my villages. I know you cannot run the photos all of the time ... but thanks (for) when you do. ... Thanks again and I'll look for you at York. Chuck Neuman #08-528

... I got you e mail hours ago and have been surfing the web site since, especially the current and past issues of "The Village" in brilliant living color on my I Pad. I will work on an article with pictures of me and my brother circa. 1951 with our layout including much Plasticville. Also my current layout with Plasticville. What had been lost between then and 2007, when my wife and I reentered the hobby, I have replaced with help of PCA members. R Dennis Breda #11-709

Thank you so much for your help. I got signed on 1st try!!! I got to the new news letter, and printed it out 2 sided, in color without problems. Boy it's slow with all the graphics. Again, Thank you and good fortune in your tasks with the PCA. Paul Lansing #11-723 *(Paul contacted me as he was having difficulties accessing the PCA website. Send an email to secretary@plasticvilleusa.org if you have access issues and the secretary - me - will respond as soon as possible even up to the point of giving you a telephone call if access issues persist. editor)*

A note to Ken Honick, author of Along the Other Line -- the K-Line. Ken said he doesn't have one, but understands that Plasticville had a church with an actual bell in the steeple. If you go to the Plasticville website and look up Churches under the Plasticville O and S descriptions you'll find it -- number CC-8, introduced in 1950, making it an early production item. This was

known as "Country Church", "Church" or "Church Kit". The little metal bell is inside the plastic belfry, which is a separate piece that goes below the steeple. A lower priced kit, CC-7, does not have the belfry and the bell, but all the other parts are the same. All of these kits came with white walls and gray or brown roof and trim. Plasticville produced three other O/S churches, none of which had a bell.

Congratulations on your successful redesign of The Villager pages with wider columns, bigger pictures and better use of art and photos on the front cover. The pictures are now just the right size to capture details we could not quite see in the past. The Villager instantly looks more professional and I think that will help the membership bell ring more often. The February 2013 issue was excellent for other reasons, including investigations into previously unknown items or color combinations. I saw some uses of broken parts that I have done, but also some that I had not thought of.

Your visit with Lee Riley is giving us some of "the inside story" about the factory. I really love to learn this kind of stuff. Real Life in plastic! Thank you, Lee!

I get The Villager black and white edition in the mail and rush through it. Then I look at the color edition on the PCA website. I'm still reading the issue, so I might have more comments.

Thanks so much for the PCA PEN for my PEN-TIP. I will use it for my plastic building article notes and I will cut down the box to make cardboard LCL [less-than-carload] freight car loads. I'll even reuse the heavy envelope.

The Spokane spring train show was last Sunday (*March 10, editor*) at the fairgrounds. ... I saw one disturbing problem. A dealer with about 15 Plasticville O/S buildings in early boxes put sticky price tags on the front of the boxes. We at PCA should develop guidelines for doing pricing without damaging original boxes. We should publish the guidelines and make them into a one-page flyer that can be handed out at shows explaining how adhesive price tags can easily damage cardboard boxes, even tags that are supposed to be non-permanent. Mike Denuty #04-311

I was wondering if anyone has any empty boxes to donate to the Parts Bin. Maybe you could change the name of the part bin to include a reference to boxes. Concerning these boxes - I think it would be a good idea to as far as boxes in the coluym on Plasticville parts to have another column listing boxes available. I NEED A TON OF THEM RIGHT NOW. Only good boxes (Both end flaps). Chris Rossbach #01-81

I was wondering, as I tried to reconstruct a 2 story house from various parts suppliers, whether or not, anyone has ever assembled a color chart of all the colors (or shades thereof) of all the products made by Bachmann Brothers over the years.

Included would have to be color samples so that correct descriptions of a color could be made i.e. is it tan, or buff, or bone, or beige or cream, or .....? I suppose a close collaboration with Bachmann Brothers would be imperative for such a task. Anthony Lewis #07-464 *(You pose a very good question The short answer is, NO. Glenn Bowman created an actual piece color chart for the two story house, I believe. There are even some minor variations between the same color for the same building. A prime example of this is the gray school house roofs. We have a photo on the website showing nine variations of roof colors – all noted as gray. Here's the link:*

<http://www.plasticvilleusa.org/membersonly/plasticville/os-scale/individual/Resources/school-roofs.jpg> editor)

I want to tell you that Bob Persing sent me the stools for the frosty bar and the chimney for the Cape Cod house. Those were the most important parts that I needed. Thanks again Joe Wesoloski (Joe contacted me as he wanted to "restore" his childhood Plasticville pieces for use in his Christmas Garden. Even though a non-member I referred him to Bob and others hoping they had the original or repro parts as a PCA goodwill gesture. editor)

I am interested in listing the color variations for the Plasticville 2 story house similar to the listing published in "The Villager" in

August 2009 for the ranch house

I have six such variations as follows: (Anthony's chart has been removed due to space considerations. editor)

Unfortunately I have no boxes, so I have no stock numbers for the 2 story houses. I invite members to contribute any variations other than those listed above, to submit their own color combinations. ( I know there is a white walled one).

Anthony Lewis 07-464 (I referred Anthony to the Ranch House listings on the PCA website. All current members have access to the photo archive on the website. Contact [secretary@plasticvilleua.org](mailto:secretary@plasticvilleua.org) if you have misplaced your user name and password for the site. editor)



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## Are You A Collector of Marx Buildings?

If you are collector of Marx plastic buildings why not consider sharing your collecting experiences with your fellow PCA members. Contact [villagereditor@plasticvilleusa.org](mailto:villagereditor@plasticvilleusa.org) for more information on how you can become a contributing editor of *The Villager*.

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## Welcome New Members

The following individuals' names have been added to the Plasticville Collectors Association membership roster as of April 1, 2012. Their names are now permanently listed in the on line roster.

Donald L Orr, Rockwall, TX  
Joseph Polchopek, West Seneca, NY  
Jim Kennedy, Nesconset, NY  
Michael R Mills, Altamonte Springs, FL  
Jason Rackawack, Catasauqua, PA  
David C Petritz, West Lafayette, IN  
Gene C Dawson, Weatherford, TX  
Dennis M Denk, Sayreville, NJ  
Thomas VanVoorhis, Ocala, FL  
David M Harris, Harrisburg, PA  
Frank L Martinll III, Fort Wayne, IN  
Mark R Pletcher, Lake Hopatcong, MK  
Joseph Troyan, Folsom, PA  
John D Pelton, Carmel Valley, CA  
Fred L Peltz, New City, NY  
Daniel R Dahling, Kings Mills, OH  
Frederick H Hachmeyer, Maywood, NJ  
Jonathan B Wagner, Levittown, NY  
Ralph R Oswald, Crestwood, MO

## 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 permanently added to the Plasticville Collectors Association rolls if no objection to such action is received prior to July 1, 2013.

Sandra Buch, Florence, OR  
Eugene M Caffey III, Port Deposit, MD  
Robert A McKanna, Inverness, IL  
Alan W Halvorsen, Chicago, IL  
Anthony LaFace, Parlin, NJ  
Leon Viands, Herndon, VA  
John C Alleger, Bartonville, PA  
Fred G Kantrowitz, Dover, MA  
Vincent M Quinn, Quakertown, PA  
Norman G Bott, Pittsburgh, PA  
Joseph A Wesoloski, Scranton, PA  
Kenneth G Puller, New Cumberland, PA  
James C Crowther, Cincinnati, OH  
Harold B Simms, Hampton, GA  
Marianne T Nagrant, Farmington Hills, MI  
John Smith, Jr., Bemus Point, NY  
Rich J Kotowski, Angels Camp, CA

## The PCA Corner Store

### Items for sale by the PCA

Send payment and the description of item desired to Plasticville Collectors Association, John L 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. The price is \$1.00 per sheet plus \$1.50 P&H for up to three sheets. Please add 20 cents per additional sheet over three.

#### **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.

#### **PCA ballpoint pen**

PCA dark blue barrel with black soft grip, black ink ballpoint pen with gold accents. The pen is imprinted in gold tone with three lines:  
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[HTTP://WWW.PLASTICVILLEUSA.ORG](http://www.plasticvilleusa.org)  
FOUNDED 1999 - \$4.00, postpaid.

#### **Coffee Mug with PCA logo**

White ceramic 11 oz. ceramic mug. PCA blue or black logo. \$9.95 or two for \$13.95, postpaid. Please specify your color choice when ordering. Only 24 pieces of black logo mugs were produced.

PCA ball caps coming soon!

#### **Additional items with the PCA logo**

Do you have an idea for an item? Contact John Niehaus at [secretary@plasticvilleusa.org](mailto:secretary@plasticvilleusa.org) or mail your suggestions to him at the address noted above.

## Future Train Meet Dates

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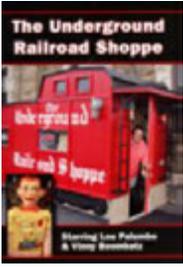
2013: October 17, 18, 19  
2014: April 24, 25, 26 - October 16, 17, 18

### Cal-Stewart Meets

2013: March 8-10, Santa Clara

Send your information of future non-commercial meets to [villagereditor@plasticvilleusa.org](mailto:villagereditor@plasticvilleusa.org) for free publication here  
TCA, LCCA, LOTS, and other non-commercial meet dates accepted.

## Product Reviews



**The Underground Railroad Shoppe DVD** Approximately 40 minutes. Produced by TM Books & Video for The Underground Railroad Shoppe, \$14.99.

This video is an audio and visual history of Lou Palumbo's store, The Underground Railway Shoppe. Lou narrates the majority of the time but is asked questions off and on by his puppet, Vinny Boombatz. The questions Vinny asks are wide-ranging and even touch on religion. Lou goes to church every Sunday, unless there is a train meet. Then he tries to go on Saturday evening.

Lou's shop is in the basement of an old schoolhouse. And what a schoolhouse it is - a beautiful brownstone. The main floor of the building is used for offices and with the basement not being used in the same manner, Lou and his partner decided to build a layout in the empty basement. One thing led to another and in 1985 the Underground Railroad Shoppe was opened for business.

The entrance to the shoppe is probably one of a kind. It is a three dimensional model of an American Flyer bay window caboose. When entering the shop it is as if one is walking in the rear door of a caboose.

Lou notes that the layout has gone through changes over the years. His initial layout had a large assortment of Plasticville but

it has now given way to Department 56 buildings. The overall size of the layout is 16 X 26 and is so crammed with everything that Lou states that there is no place on it where one could lay a 3 x 5 card down flat without touching something. There are six levels and 14 trains can run at one time.

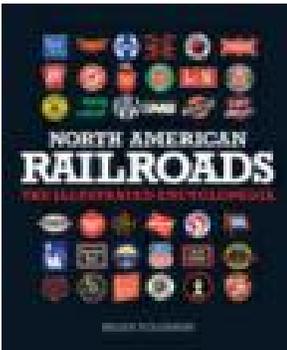
There is a huge amusement park with numerous operating rides, a 4 hole golf course, a handmade Fort Apache with about 80 characters, a lumberyard scene that starts with the standing tree and concludes with the boards offered for sale in the lumberyard.

Almost the entire video is action shots of the layout. The only instances otherwise are when Vinny asks Lou a question or when Lou points out something near and dear to him on the layout such as his rendition of Ebbets field which consists of a Department 56 facade and scratchbuilt ball field and grandstand.

The final few seconds of the video are Vinny telling corny railroad jokes such as, "Why can't the engineer be electrocuted? Because he's not a conductor!" You will have to buy the video to hear the remainder of his corny jokes.

I have read every one of Lou's columns in Classic Toy Trains and thus was curious as to the content of his video. I was not disappointed and you will not be either.

**The Underground Railroad Shoppe** can be purchased directly from The Underground Railroad Shoppe, 1906 Wilmington Rd, New Castle, PA 16105. Phone 724-652-4912.



**North American Railroads; The Illustrated Encyclopedia**, Brian Solomon, 318 pages, 9 1/2 X 11, \$40.00; color and black & white photos throughout.

Mr. Solomon has created another coffee table book. This one contains short histories of 100 historically significant railroads, both historic and contemporary.

The introduction is lengthier than most. It stretches to approximately

15 pages. Essentially, it is an extremely concise yet very informative history of American railroading. Some of the subjects include gauge issues, consolidation, and as expected a brief touch on the transcontinental railroad.

As noted above, this book presents, in condensed form, a history of 100 railroads. Each railroad is treated to a four to six page discussion. There is, usually, a nearly full page of text relating the history of the railroad. Each chapter is copiously illustrated with vintage black and white photos, where applicable, as well as color photos. All are captioned with related historical facts. In some instances, the photos take up almost the entire page. All photos are attributed to the photographer or current owner. These attributions may entice me to do some "Google" searches for additional information on the photographers.

There are also illustrations of route maps, timetables, freight schedules and advertisements for the general public. Again, all of these items contain an attribution as to the owner.

Each chapter also includes a sidebar of what the author calls,

"fleet statistics". As he states in the introduction these statistics are not the current statistics for the railroads but are from a relevant time in that railroad's history.

The book concludes with a bibliography, an index, and acknowledgements.

Merriam-Webster defines encyclopedia as, "a work that contains information on all branches of knowledge or treats comprehensively a particular branch of knowledge usually in articles arranged alphabetically often by subject". This book seems to be a bit short on the "comprehensively", but understandable, as Mr. Solomon states in his introduction to the book, "space limitations have not allowed for a complete listing of North American railways". The railroads included in the book are in alphabetical order, though.

I would be remiss if I did not mention the very attractive cover on this book. Nicely arranged above and below the book title on the front cover are 18 logos of the railroads included in the book. There are an additional 24 logos on the back cover.

I would have liked to have seen the current or historic logo of each railroad included with their chapter but that omission does not detract from the quality of this book. All in all this is another highly informative and visually pleasing book from Brian Solomon.

**North American Railroads; The Illustrated Encyclopedia** can be purchased from Voyageur press from their website at [voyageurpress.com](http://voyageurpress.com) or <http://qbookshop.com>. You can also order by telephone at 800 458-0454. This book was originally published at \$40. It is currently listed on both websites at \$26. The website also lists four other sellers if you prefer to make a purchase through a preferred seller such as Amazon. For you more tech savvy people the websites also lists nine different e-book purchase options.

**Don't forget to mention you saw the review of their product in the newsletter of the Plasticville Collectors Association when placing your order.**



**Lots & Lots of Trains**, Vol. 1, 2, & 3; and **Lots & Lots of Big Trains**. DVDs, Volume 1; 45 minutes, Volume 2; 45 minutes, Volume 3; 90 minutes, **Lots & Lots of Big Trains**; 60 minutes. Each of the videos are unique with very little, if any duplication of video segments. I enjoyed watching these four videos and will certainly watch

them again. At a price of \$39.95 for the four DVD plus a music CD I feel it is a great value if you enjoy prototype train operations. Here is a very brief listing of what you will see on each DVD:

**Lots & Lots of Trains, Vol. 1:** there are numerous run-bys at the beginning of the DVD. It includes both United States and European trains. These run-bys include steam, diesel, and electric as well as various consists such as passenger, coal unit trains, and mixed consists. You will see Shays, a cog railway, a doubleheader, and even a tripleheader steam. One sequence even highlights the unsung heroes - the track inspection vehicles.

**Lots & Lots of Trains, Vol. 2:** This video has what seems to be trains navigating the famous Tehachapi loop and the famous horseshoe curve in Pennsylvania. Also on this DVD is footage of one of the only Burlington Zephyrs still operational. It is located at the Illinois Railway Museum in Union, Illinois. Also included

on this DVD with footage of this iconic consist is footage of the various streetcars, trolleys, and interurban cars in this museum's collection.

**Lots & Lots of Trains, Vol. 3:** Another great DVD. This one contains cab rides, which I personally enjoy. It also includes a few scenes of inspection cars. I have never seen, as is shown on this video, hand sanding tracks to give an engine the needed traction. There is some nice footage of EMD E and F units. The highlight, for me, was the footage of Budd RDC cars. I have never seen these cars "on screen" before.

**Lots & Lots of Big Trains:** This DVD is unique in that it allows one to decide whether they wish to view the DVD with only the sounds of the trains or, additionally, with a musical background. I chose the background music as there were times that when watching the run-bys the music added to my enjoyment. As with the other videos, there is a smorgasbord of trains. This was, again an entertaining video.

**Lots & Lots of Trains, Vols. 1, 2, or 3** and **Lots & Lots of Big Trains, Vol. 1** are list priced at \$19.95 on the publisher's website but are currently on sale at \$9.95 each. The publisher also currently offers a DVD/CD package of **Lots & Lots of Trains, Vols. 1, 2 and 3, Lots & Lots of Big Trains, Vol. 1** plus a free audio CD.

The single DVDs or the DVD/CD package can be purchased from Marshall Publishing via their website at [marshallpublishinginc.com](http://marshallpublishinginc.com). It can be ordered from them by phone at 888 300-3455. I also found all four videos offered on Amazon's website but, uncharacteristically, the prices for new products there were equal to or higher than those on Marshall Publishing's website.



**O27 loads for Lionel Postwar two-bay hoppers and gondolas.** St. Charles Model Works, P.O. Box 27 Claytonville, IL 60926.

St. Charles Model Works offers lightweight loads for the 2 Bay, Series 6456 and 6476 Postwar hoppers and the 6462 Lionel Postwar gondolas.

As one would expect, the loads for the hoppers are coal but with a variety of two, three, or four hump loads. I did not find any other

type loads on their website or their eBay store. These loads are listed at \$8.95 each

Loads for the gondolas are varied and include the pictured railroad scrap, scrapped railroad wheels, shredded metal scrap, and sand to name a few. The rusted loads are created with rusting powders and then followed with a fixative to prevent the rust powder from rubbing off on ones hands or other items. These loads are \$11.95 each.

These loads will also fit any MPC or newer cars if they are off the "same" mold as the postwar cars.

All loads are made from high impact expanded polyurethane resin. This makes them lightweight. "How lightweight"?, you ask. The pictured hopper load is only eight-tenths of an ounce while the larger gondola load is 1.8 ounces. I would presume that adding either of these to one of your consists would not severely reduce the number of cars your are pulling. Just imagine the impression your vintage Alco will make on visitors to your layout when they see it pulling a half dozen full hopper cars, instead of empties. As the manufacturer of these loads likes to quote, "Your railroad isn't making money pulling empty cars."

The loads can be purchased on St. Charles Model Works' eBay web page at <http://stores.ebay.com/Saint-Charles-Model-Works>. You should also be able to order directly from them at St. Charles Model Works, P.O. Box 27 Claytonville, IL 60926. Phone 815 457-2453. I recommend you review their eBay store to view the large selection of items including some unique detailing pieces.

# The Parts Bin

## A PCA Membership Benefit

The parts listed on this page are offered free to members on a first come first served basis  
 The only cost is the packaging and postage cost to mail the pieces requested  
 Send an email to [secretary@plasticvilleusa.org](mailto:secretary@plasticvilleusa.org) listing the pieces you wish  
 or send your list to the address on the front page of this newsletter  
 Please specify part color, front, rear, left, or right walls in your request if applicable

**UPDATED!**

**Check Out the Listings in Bold, They're NEW!**

<p>Cape Cod - walls, roofs - specify color          Coaling Tower pieces - request by letter on part          Suburban Station - platform, roof - green, white w/brown door wall, rear and side walls          Motel - roofs, front walks, walls - specify pink or white and w or w/o doors &amp; windows          Small Super Market or Small Gas Station - side &amp; rear walls - specify side needed          Hospital - red letters, steps - missing 1 pin, walls, - specify by wording on wall          Bridge &amp; Pond - dark green          Station Platform - roofs, platforms - specify light or dark brown          School House - all walls - red - white lettering          School House - roofs - light gray - note that the color is not consistent from one piece to the next          School House - cupola - white          AD-4 Airport Admin Bldg - walls, roofs          Signal bridge - specify parts needed          BN-1 Barn - specify parts and colors needed - no silos or caps          Colonial Mansion - chimney half - no pins          Fire House - roof, walls          Footbridge - missing one side          RH-1 - Ranch House walls - white w/light blue trim          New England Rancher - walls - specify needed and color          2 Story House - back wall, red          Frosty Bar - roof, wall - white          Passenger Station - in box, no signs or chimney          Littletown Cape Cod wall - no window or door          Marx - General Store front wall - no window displays</p>	<p>Marx Ranch House front wall - white          Marx Ranch House center wall - white          2 Story House - gray roof          Ranch House - left wall, -yellow          Littletown House - garage front wall          Littletown House - chimney          Gray tank water tower w/glued on roof - ask about condition          Coaling tower roof - dark gray          Town Hall - front door &amp; window assembly          Town Hall clock side - specify 4 or 2 lug side          CC-9 bell tower side - flat or notched bottom          Cathedral front door - red          Suburban Station small freight door - gray</p> <p><b>ALL PARTS LISTED BELOW ARE HO</b></p> <p>Ranch house &amp; Cape Cod patio, parts &amp; full w/details - ask          Cattle pen - specify parts, some missing pins          Cape Cod roof - gray          Cape Cod rear wall - White w/dark gray door &amp; windows          Cape Cod &amp; Ranch House patio furniture - specify needed          Super Market - vertical marquee - white          Super Maarket - side/back walls &amp; gray roof          Union Station - front canopy - green          RR Work Car - specify parts desired          Ranch House - turquoise walls - specify needed          Ranch House - window and awnings - white          Barn - burgundy walls, light gray roof - specify needed          Mailbox w/base          Crossing gate          Early Super Market insert</p>
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**Donations to The Parts Bin are a Win-Win proposition!**

Donors receive an in kind receipt from the PCA for the parts they donate.

Members have the opportunity to acquire needed parts.

Let's keep it going! What is in your "junk" box just taking up space that another member may need?

## The Villager Classified Ads

### Note:

Member name, address, email address, and member number should not be considered part of the word count.

The telephone number will be included in an ad only if it is 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.

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 in the For Sale or Wanted categories must be plastic village related. Items other than plastic village pieces such as trains or

non-plastic accessories are not allowed.

Ads in the For Trade category may contain toy trains or other items providing plastic village pieces are being traded or sought as one side of the trade. (Plasticville for trains or Department 56 for Plasticville.)

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.

The month and year at the end of each ad notes the last issue in which your ad will appear.

### For Sale

Look for my business card ad elsewhere in this newsletter. #02-121, David Allen, 318 Wheatsheaf Dr, New Castle. DE 19720 visit my website at plasticvillekitsforsale.webs.com (Aug 13)

Small collection and accumulation of Plasticville for sale. Prefer to sell as a lot rather than piece by piece. Send for list or request list by email at factlf@verizon.net. #02-87, Lawrence Fachler, 6 Bosko Dr, East Brunswick, NJ 08816-4542 (May 13)

Long-time collector thinning out collection. Have Plasticville, Littletown, Marx, Storytown. Call or email me your wants. All pieces complete with nice boxes. Some rare pieces. #01-39 Richard Sipes, 541 Sandy Valley Rd, White Haven, PA 18661 Phone 570 721-8028, richsipes60@gmail.com (May 13)

Small collection of Plasticville for sale. From the 50's & 60's. No boxes. Eight buildings and misc pieces. Prefer to sell as a lot. Email for photos. tripletmom@oregonfast.net #13-802 Sandra Buch, 2218 Willow Loop, Florence, OR 97439. (Feb 14)

### For Trade

Fits perfect with Plasticville or Dept 56. Fleischmann Magic Trains (Discontinued in 2008) Euro style 2 axle bogies. Locomotives 0-4-0. All in original boxes. Over 100 pieces. Runs on HO track similar to ON30 size. Will trade for plastic village pieces I desire. #11-660 Harold (Hal) Seitz, 5141 NW 84th Ave, Fort Lauderdale, FL 33351. hal5141@comcast.net (May 13)

Marx Fire House Roof. Have light gray roof. Want red roof. #09-572 W Douglas McHan Jr, 113 New Milford Tpk, New Preston CT, 06777. robbie\_eggs@yahoo.com Put Marx Fire House in the subject if sending an email. (August 13)

Gray 1626 Corner Store roof for white roof. #01-03 John Niehaus, 601 SE Second St, Ankeny, IA 50021 515 771-6888 after 7:00 PM (Feb 14)

Do you have buildings that you would like to sell and without the hassle of Internet auction sites?

Do you have parts that you would like to sell and without the hassle of Internet auction sites?

Do you have buildings that you would like to trade?

Do you have parts that you would like to trade?

Do you have buildings that you want that don't seem to be available on Internet auction sites?

Do you have parts that you need that don't seem to be available on Internet auction sites?

As a member you may place up to a 50 word plastic village related classified ad in **each** of the three classified ad categories:

For Sale, For Trade, and Wanted, at **no charge!** The 50 word maximum does not include your contact information, but only the body of your classified ad.

## Wanted

Set of shrubbery for the Marx School House. Marx preferred, but K-Line OK. Cap for the Marx School House in light gray. Five basic fence pieces for the Plasticville #1623 Cattle Loading Pen. #99-01, Joe Kutza, 13301 Pepper CT, Germantown, MD 20874 Phone 301 528-6679 (May 13)

Roof for Split Level House, roof for red and white barn silo, felt or paper church stained glass window inserts, roof for Ranch House. Items are for O scale buildings. #01-81, Chris Rossbach, 135 Richwood Dr, Gloversville NY 12078 Phone 518 725-4446 (May 13)

1640-100 Presidential kit that came with set 1640W Campaign Special passenger train. Need banners, Plasticville figures, and packaging including box. #12-757, James Amato, 601 Broad St, Box 333, Sewickley, PA 15143 (May 13)

Looking for O/S scale parts and boxes. Need box for 1906 Factory, 1501 Bank, 1402 Switch Tower. Parts: need signal heads, brackets, all lenses and one upright for Signal Bridge; Gray ladder for 1615

Water Tank; one piece white wheels and axle for Automobile. #12-787, Jason Rackawack, 503 Race St, Catasaugua, PA rack776@yahoo.com (Nov 13)

LIONEL Plasticville in LN/OB to M/OB condition. Need some of the harder pieces such as 964 Factory, 987 Town set. 772-285-2388 9:00 AM-9:00 -PM EST Scott Gasiorek, 67 N River Rd, Stuart FL 34996(Feb 14)

Various parts and boxes. Email me for a list. #12-747 Patricia Mills, 427 Birch Rd, Hellertown, PA 18055-1901 donald.a.mills@verizon.net (Feb 14)

Brown/black marbled water spout for 1615 Water Tank. Jet Plane nose wheels (2), 1951 Plasticville catalog. Buildings from K-Line train sets. #01-03 John Niehaus, 601 SE Second St, Ankeny, IA 50021 515 771-6888 after 7:00 PM (Feb 14)

Red floor jack for #2807 Gas Station with Tower#10-628 Ken Honick, PO Box 515, Buena-Vista, PA 15018 (Feb 14)

## Are you going to the NMRA Convention?

It's an ideal opportunity to meet fellow PCA members



**PEACHTREE EXPRESS**  
NMRA NATIONAL CONVENTION  
[nmra2013.org](http://nmra2013.org)

Join fellow PCA member Gary Connor and other PCA members for Breakfast  
Wednesday, July 17, 7:30AM  
Renaissance Waverly Hotel Atrium Restaurant  
Cobb Galleria

## Meet Them In St. Louie

Want to meet fellow PCA members?

## Try the TCA Convention!

St Louis, MO - June 22 – 30, 2013



Send an email to PCA Vice President, Doug Gilliatt, at [trainsfan@aol.com](mailto:trainsfan@aol.com) if you will be attending the convention and would like to spend a pleasant dinner and evening with fellow PCA members.  
Guests are most welcome

**Plasticville**  
USA



# CHECK INTO THIS MOTEL

Bachmann's O scale Motel Building Kit is now being offered in a crisp white and blue paint scheme. And you'll want to provide nearby services to your motel's hungry guests with our classic *Plasticville*® U.S.A. Diner, Frosty Bar, and Roadside Stand Building Kits. Make your reservations now to check out the Motel's colorful paint renovations at your favorite hobby dealer.

Item No. 45616 Motel MSRP \$24.00

**COMING SOON!**



Diner  
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Roadside Stand  
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