



# THE VILLAGER

The Official Newsletter of the Plasticville Collectors Association

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Number 3

## MASTERPIECE: A LOOK AT PLASTICVILLE ORIGINAL ARTWORK

JOE KUTZA, FOUNDER

The news passed around fairly quickly – there was an auction coming up that featured original Plasticville artwork. Sounds exciting, but wait, what is “original Plasticville artwork”? I suppose I never really gave it much thought. My focus had always been on the Plasticville piece itself; what is the color combination, is it complete, what is the box number, what condition is it in? I never considered the art other than to confirm the box type and number. Well, it was time for me to get educated; to learn about these masterpieces of modern art.

For those familiar with the Plasticville Box Guide on the PCA website, this article focuses on Types 4, 5 A&B, 6, and 8 A&B. Art and photos for the other box types are for another day. The focus is on those box types because most of the artwork available at the auction appeared on these boxes. By “original artwork” I mean paintings of the items, with background, that were then used for the picture of the item on the box. The auction itself was held at Stout Auctions in West Middlesex, PA on May 5<sup>th</sup>. The auction featured items from the collection of the late H. Lee Riley who was Vice-President of Product Development at Bachmann Industries. I had the pleasure of meeting with Lee in Philadelphia a few years ago when John Niehaus and myself had the opportunity to visit Bachmann HQ on Erie Avenue. Lee, along with Doug Blaine, gave us rock star access to the facility and talked with us for more than 90 minutes about Bachmann and Plasticville. Sadly, Lee passed away on March 4, 2016. For a bit more information on Lee’s career, there is an online article in Cowcatcher Magazine dated March 8, 2016. Also see Volume 11, Number 3 of The Villager.

The day’s auction was filled with items from Lee’s personal collection. Trains, memorabilia, railroad items, a few pieces of Plasticville including some test shots, and of course, the artwork and associated items. The test shots only raised half an eyebrow as they were all in commercially available colors, tests before



actual release to market as opposed to the rare test shots that appear in all one color such as the all black Greenhouse that is on the cover of Bill Nole’s most recent Plasticville guide, or the all clear animals and playground pieces that I have in my collection. I was lucky enough to be able to attend the auction in person even though it was the weekend of our 20<sup>th</sup> wedding anniversary. We found a stunning bed and breakfast in nearby Sharon, PA called Buhl Mansion. With the beautiful grounds, the on-site spa, the constantly flowing champagne, and the two-person jacuzzi in our suite, it more than made up for the fact that I’d have to spend a few hours at the auction house. Hey, it’s original Plasticville artwork. How often do you see that up for sale? Never, that’s how often.

Being on-site made all the difference in the world. There were only a handful of people there at the site, but plenty more bidding live on-line. Being on-site let me get a good look at the artwork. Yes, there were pictures on the Stout Auction website, but they didn’t do justice to the size and quality of the available items. I went in thinking that the artwork would be the same size

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### The Villager

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**Vice President:** Frank Ross

**Webmaster:** John L. Niehaus

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

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*Did You Know?* Recently I received a question about which issue a specific article appeared in. While I am happy to help, there is also a self-help option. On the PCA website hover over the 'Newsletter' tab then pick 'Article Index'. You can search this document by author or title. Use 'Ctrl + F' on Windows or '⌘ + F' on a Mac.



## FROM THE PRESIDENT'S DESK



The saying goes that the only thing constant is change. So it appears that we are on the horizon of change -- big change -- for the PCA. Unfortunately I missed our last Executive Committee, but from the minutes it is clear that the membership model of the PCA will be coming to an end in the near future. As proposed in the last issue

of *The Villager*, it looks like the PCA will be morphing, for the most part, into a mostly digital resource that will no longer have areas of access restricted to members, because there won't be members as such, either..

Let me add a personal observation, which may not be agreed to by all. It is possible that this was the future of the PCA sometime in the future anyway. But I believe we arrived here sooner than later specifically because we could not find warm bodies to take up the many and various tasks currently done by our secretary/treasurer -- and no one has come forward to offer to fill the other offices, either. This isn't sour grapes, just blunt reality. We could no longer continue to function in our present form, so, having decided the PCA is still an asset to the collecting world, things must change. I hope those changes help the value of the PCA remain high for you.

So, on another topic, a number of articles back I had written about the various Pville buildings that, both in O/S and HO, were offered by other manufacturers. A recent eBay offering of the American Flyer 590 Control Tower brought this back to mind. On the box it states that the 590 is a scale model of a real tower. Interesting!

The sources of inspiration for Pville buildings is a matter of great speculation, since many of them are generic renderings of the buildings many of us saw around us in the 1950's and '60's. But there are some hints. The common story about the large Gas Station, for example, is that it was modeled after a station across

the street from the Bachmann factory on Erie Ave. in Philadelphia. However, I have heard an alternate story, that it was modeled after a station right over the city line in the suburb of Cheltenham. And then there is the later version of that station that, in fact, replaced the molded-in Plasticville name with Cheltenham stickers. Things that make you go ... hmmm. By the time I saw that station it was a retail plant store -- and of course, not being immersed in Pville at the time, I didn't take any pictures, and it is gone now.

Anyway, since I had a few moments, I went on-line to search for pictures of railroad control towers in the northeast, thinking I might find a prototype for the Pville Switch Tower. Many different railroads, and many different tower styles, but nothing really close. And then I stumbled across some pictures of old towers in Texas -- and suddenly there were multiple images of square, four-or-five windowed towers with the right roof and the right stairs and, most importantly, with the ring of shake shingles under the top windows. Was this the inspiration? And if so, why would a designer in a northeastern city choose a southwestern prototype to model. Then again, I've never seen a barn in Pennsylvania that matches the original Pville Barn, but I've seen them all over Ohio.

But the fun of Pville (and the other plastic villages) is that we can make our own home town any way we like it, with just enough generic hints that viewers of our layouts will feel they are looking at something familiar to them. And that is the magic of toy trains and villages and layouts, isn't it? In the long run, I'll bet most of us PCA members are Pville *users* as well as collectors. And hopefully, whatever direction the PCA takes, we can continue to share those joys with one another and the larger world.

Chris Matthy  
PCA President

## VICE PRESIDENT'S REPORT



Well, here it is in the middle of summer, and I'm spending a minimum amount of time outdoors due to the high temperatures steadily occurring in my part of the country. Thankfully I've been busy in my cool basement reassembling my train layout. When I dismantled my layout last October in PA, I kept the major side framing of my seven tables intact, and just removed the 2X4 cross-braces running across the top of the tables. This plan has saved me major time getting the tables reassembled.

Our Secretary/Treasurer has received a packaged production sample of our Frosty Bar. He reported at our Quarterly Executive Committee meeting that this unit matched in colors the pre-production sample that he received a few months ago. We still do not have an official delivery date from Bachmann, but I'm hoping and betting we will get them sometime in September. Unfortunately, I don't know if the trade war turmoil we are currently experiencing will have any impact on scheduling and/or cost issues. We were assured by Bachmann a while back

that our cost would not be affected by any trade talks, but things may have changed since then. Also, for any member who ordered two kits, they will be shipped to you in a different box than was originally planned.

It was also reported in the meeting that we had terrific response with the garage sale. Of the 53 different kits for sale, 38 of them have been sold. The remaining kits will be again published in this newsletter.

There is still an early call for nominations for the officers in our club. I'm not aware of any nominations coming in yet, but I'm hoping that we will get enough members to step forward to keep this organization functioning as is.

As Lou Palumbo always says, "Keep Searchin".  
Frank Ross  
PCA Vice President

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## NOTES FROM THE SECRETARY



I can see again! Not that I couldn't see before. It is now better than just after my cancer surgery. My eye doctor (DO) had told me that I was gradually developing cataracts but passed it off as I had no vision issues other than glasses for reading and close up work before my surgery. My eyes flip flopped, after surgery, from needing reading glasses to needing distance glasses!

The weekend after my surgery was Mother's Day and the wife was driving due to my activity restrictions. I told her that the Interstate signs were blurry. They had never been that way before. I went to my eye doctor and he prescribed a set of distance glasses. That did not set well with me as I had never needed driving glasses before my surgery. He also suggest that I investigate cataract surgery. My driving permit expired and when I went to get it renewed I failed the vision test without glasses. That was the last straw. My right eye received surgery July 8 and, wonder of wonders, I didn't need the distance glasses to drive. My vision wasn't quite "perfect" but I did not need the distance glasses anymore. I have now had surgery on the left eye and am very pleased with the outcome. Heed what your eye doctor (DO) says if cataract surgery is suggest and "go for it!". I now need to wear my expensive non-prescription sunglasses that have been sitting in my glove box for over three years.

Bob Dylan's song *The Times They Are A Changin* seem to be apropos to what is happening with the PCA. I have been your Secretary/Treasurer, anniversary piece coordinator, advertising coordinator, Parts Bin coordinator, as well other duties for over 20 years. It was I who suggested to our founder that he should incorporate the Plasticville Collectors Association name and

ultimately work towards being acknowledged as a 501(c)3 Federal tax exempt organization.

As our President did not have any nominations nor our current officers receive inquiries as to the duties of those offices up for nominations the Executive Committee feels that it has become necessary to change the PCA's format.

The most noticeable to the change will be the dropping of membership dues. With the dropping of the dues requirement the PCA's website will be opened to the general public. You will not receive a membership renewal notice for calendar year 2020 because of this change. If you have prepaid past calendar year 2019 I will be sending a letter to you asking if you wish to donate your prepayment to the PCA to help continue the PCA website as the only accurate website for plastic village information or if you wish a refund of your prepaid dues.

Other things will obviously change. I refer you to the Executive Committee minutes for additional information regarding this transition. You may also contact me at [secretary@plasticvilleusa.org](mailto:secretary@plasticvilleusa.org) if you have questions or comments.

I received an email from the sister of Edward O Morgan, 11-685 informing me that he had passed away and asking me to contact her regarding the disposition of his collection. I was contacted by his sister for help in placing a value on his collection as he did not have a list. Do you family a favor and create a list of not only your plastic village holdings but a list of anything and everything else that you collect. They will definitely thank you for taking the time to create the list/s.

John L Niehaus, Secretary/Treasurer

## EDITOR'S COLUMN



Another issue is finished and it seems like I was just working on the June issue! I am a bit disappointed to read the news that no one has yet stepped up to take on any of the open positions.

It is a real shame, John and crew have worked hard over the years to build this into a successful organization. I fear that the newsletter may end shortly after the organization disbands due to a lack of involvement. I have enjoyed working on this for the last few years and hate to see it come to an end so quickly. If you have a few hours a month to give to the PCA I would urge you to step up.

I had a chance to see an interesting display in Albuquerque this past June. I was there just before the TCA convection for work. My flight home was canceled and I couldn't get a flight out until late that night. I had a chance to stop at the National Museum of Nuclear Science and History. It was an interesting museum, it used to be on Kirtland AFB but was moved off the base after 9/11 so that it could remain open to the public. There was a large display of nuclear related train cars and accessories. I was surprised at just how many there were. It was on loan from an individual. I'm not sure if this was just for the TCA convention.

Matt Harvazinski, *The Villager* Editor



# WELCOME NEW MEMBERS

The following individuals' names have been added to the Plasticville Collectors Association membership roster as of June 1, 2019.

- #1069 Robert Klaus, Barrington, NJ
- #1070 Richard T Schunk, Canton, GA
- #1071 Jerry L Summerfield, Oklahoma City, OK
- #1072 Phil F Piscitello, Edgerton, WI
- #1073 John E Laudont, South Elgin, IL
- #1074 John E Moore, Middletown, MD
- #1075 Jill A Shelenske, South Milwaukee, WI
- #1076 Gregory L Chambers, Fredericksburg, VA
- #1077 Anthony M Pagano, Middle Village, NY
- #1078 David Barsottini, Beaver Falls, PA
- #1079 Jeff N Moeller, Downers Grove, IL
- #1080 Frank L Pete, Fairbault, MN
- #1081 James L Hardman, Lake Wylie, SC
- #1082 William D Vasilion, Palos Park, IL
- #1083 John M Miller, Paradise, PA
- #1084 John R Kestler, North Versailles, PA

- #1085 James E Rohrer, Rochester, MN
- #1086 David M Holt, Apollo, PA
- #1087 Rodney L Huff, South Mountain, PA
- #1088 Howard H Toll, Brecksville, OH

# PROPOSED MEMBERS

The following individuals have applied for membership in the Plasticville Collectors Association as of August 1, 2019. 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 on June 30, 2019 if no objection to such action is received prior to that date.

- #1089 James E Trever, Albuquerque, NM
- #1090 William M Trust, Jr, Lake Ariel, PA
- #1091 Barbara Berger, Long Branch, NJ
- #1092 William K Longcor, Newton, NJ
- #1093 Marilee B Hagemeyer, Iowa City, IA
- #1094 John O Cook, Jr, Phoenix, MD
- #1095 Matthew Drennan, Woodstock, IL

## GARAGE (STORAGE UNIT) SALE

### LAST CALL

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Listed below are pieces that have been donated to the PCA and are currently in The Parts Bin storage unit. All are complete and unbroken. Every precaution has been taken to ensure that all pieces are original but considering the time that excellent reproduction pieces have been available there is no guarantee, especially on the smaller parts. Prices do not include packaging and mailing. It is suggested that you consider a minimum of \$6 for packaging and mailing.

Orders may be placed either by email or U.S. Mail. Specify which numbers you wish to purchase. You will be informed as to which pieces you have successfully purchased. An invoice will be mailed to you as soon as possible after placing your order.

- |   |   |
|---|---|
| 4. Model Power Log Cabin - excellent box - \$9              | 29. BN-1 barn, white walls - no box - \$2   |
| 6. Fire House, no engines - no box - \$4                    | 30. BN-1 barn, white walls - no box - \$2   |
| 7. Log Cabin, no chimney type - no box - \$6                | 31. BN-1 barn, white walls - no box - \$2   |
| 8. Dairy Barn, red w/grey roof - Fair box - \$7             | 34. Ranch House, white/ lt. blue roof & trim - no box - \$3                       |
| 14. Ranch House, salmon/white roof & trim - no box - \$4    | 35. CC-8 Church, small door - no box - \$3  |
| 17. Fire House, no engines - no box - \$4                   | 36. BN-1 barn, white walls - no box - \$2   |
| 24. Switch Tower, grey walls - good box - \$6               | 44. BN-1 barn, red walls, cream roof & silo cap, white ventilators - no box - \$6 |
| 25. Fire House, glued siren, no engines - no box - \$3      | 48. Bridge & Pond Unit - fair box - \$3   |
| 26. Ranch House, white/ lt. blue roof & trim - no box - \$3 | 53. CC-8 Church, gold cross, grey roof - no box - \$6                             |

**Bill Nole PLASTICVILLE for Sale**  
**570-343-2236 (Bill or Kim)**

**319 Oak St., Dunmore PA 18512**  
**E mail Address: pvmayor@cox.net**

**Boxed Kits, Complete**

1981 Farm Building Scenic Classic \$35  
0400 Mobile Home (Blue or Cream walls) \$10 Mint  
0500 KING Apartment House (Brown) \$30  
0550 King Add A Floor (Brown or Red) \$8 each 3/\$20  
1983 Colonial Mansion Scenic Classic \$20 Mint  
1984 Colonial Church Scenic Classic \$25 Mint  
1986 New Eng. Ranch Scenic Classic \$20 Mint  
1987 Barn Scenic Classic \$18 Mint  
45985 LCCA Air Admin Bldg Orange/Blue, \$20 Mint  
1618 TV Station with RARE Decal \$95

1923 Roadside Stand \$20 Mint  
1809 Loading Platform \$15 Mint  
DE-7 Diner \$10  
1504 Trailer \$30  
1624 House Under Construction \$30  
1804 Greenhouse, \$30  
45986 LCCA Hangar, \$20 Mint  
ON-5 Outdoor Necessities \$35  
SC-4 School with RARE red weathervane \$75

**No Box Kits, Complete**

Railroad Work Car \$10, Suburban Station \$8, Mobile Home (6 different colors) \$12 ea or 6/\$60  
Barn \$8, Hobo Shacks \$15, School \$10, Fire Department \$10, Turnpike (green walls) \$15  
Diner \$8, Add-A-Floor \$6 each 3/\$15, Colonial Mansion (red roof) \$15, Colonial Church \$15

**Accessories**

Telephone Booth \$4 each or 3/\$10, Outhouse (brown) \$4, 2 RED Fire Trucks \$10 per set  
Street Corner signs with original tags 6 for \$8 24 Shrubs 3 each of 8 different colors \$20  
Green Bus, Green or Yellow Ambulance \$5 ea, BBQs 5/\$10

**PLASTICVILLE PARTS - \$1.00 ea unless otherwise noted** (Reproductions unless noted as original.)

Factory(#1988): original walls, brown platform, Union Station (1958): original walls, roofs, canopies, platforms, steps, Hobo Shack: original walls & roof (brown or dark grey), original rear canopy \$5 (brown or dark grey), original door, original window, Railroad work car: original walls & roof, original canopy \$4, original steps \$2, House Under Construction: shovel, rake, hoe, bucket, Hospital: desk chair, straight chair, 2 Story House: porch post, Fire Dept: red chimney cap, Police Dept: green chimney cap, Turnpike: white lens holder, 2 lenses(Red or Green). Cattle Pen: crossbars  
Turnpike: white cones 4/\$3, green sign \$3, Post Office: flag \$5,

**PLASTICVILLE PARTS - \$1.50 ea** (Reproductions unless noted as original.)

Airport: windsock, Log Cabin: chimney, Hospital: siren, Fire Department: siren  
Bank: large or small canopy, House Under Construction: sawhorse (3 pieces)

**STORYTOWN PARTS - \$1.00 ea** (Reproductions unless noted as original.)

Jack & Jill: pail, Ginger Bread: brick, 3 Men: oar, Old Woman: clothesline, Goosey Gander: castle flag, chain

**PLASTICVILLE BUILDING INSERTS \$1.00/SET** (Reproductions unless noted as original.)

Corner Store: original Hobby, News, or Sport, Factory: (#1988), original decal, Union Station: original decal, Motel flowers, Large or Small Gas Station, Large or Small Supermarket, 5 & 10 Store, Hardware Store, Post Office, Suburban Station: roof signs (2)

Plastic Village Gazette RARE Issue #1, \$2 each, Issues 5 or 6, \$1 each

Dealer inquiries welcome for Plasticville Guides and Plasticville parts listed above.

Shipping: Boxed Plasticville \$7, No Box Plasticville, \$5, Parts, \$4

# 2019 THIRD QUARTER EXECUTIVE COMMITTEE MINUTES

The 2019 third quarter Executive Committee meeting was called to order on July 29, 2019 at 7:35PM Eastern Daylight Time by Vice President Frank Ross. Those in attendance were, Vice President Frank Ross, Secretary Treasurer John Niehaus, Immediate Past President Doug Gilliatt and founder, Joe Kutza. Absent was President Chris Matthy. A motion was made, seconded, and unanimously approved to suspend the bylaws for the duration of the meeting.

## Old Business:

### 20th anniversary piece

Secretary Niehaus reported that he has received a packaged production sample of the Frosty Bar. He reported that he compared the colors of this piece to those of the pre-production sample and that they matched. He stated that it still is not known when the pieces will be shipped but that his last conversation with Bachmann projected a September shipping date, the date Bachmann will ship them to the PCA.

Secretary Niehaus noted that he could not put two Frosty Bars in the box that had been selected for mailing the kits thus necessitating mailing kits where members ordered two in separate boxes. A check of box sizes showed that it was more cost effective to order two different size boxes, one size for a single order and another size for a double kit order. This option reduces the postage cost to ship the double order kits.

### Early call for nominations for the 2020-2021 term

Secretary Niehaus will contact President Matthy to determine if he received any nominations.

### Parts Bin complete buildings (Garage Sale)

Secretary Niehaus reported that 35 of the 53 pieces in the garage sale were purchased by members. A motion was made, seconded, and unanimously approved to offer the remaining pieces in the September newsletter.

## New Business:

### Changing of the PCA from a paid membership

It was determined that the requirement to pay dues for access to various sections of the current PCA website would be eliminated and the entire website to be opened to the general public.

The following subjects were discussed regarding this change:

### Articles of incorporation

Secretary Niehaus stated that he believed that no changes were necessary.

### Revision of the current bylaws

It was agreed that the bylaws will require considerable revisions. Secretary Niehaus volunteered to review the bylaws and pass his recommendations on to the Executive Committee for approval.

### Removal of Article III from the Constitution and modification of Article V

Secretary Niehaus will make proposed revisions to the Constitution and pass his recommendations on to the Executive Committee for approval.

### Refunds to prepaid members or donate them

Members who have prepaid for calendar years 2020 and beyond will be sent a letter asking if they wish to donate their prepayment or whether they prefer a refund of their prepayment.

### Revision of PCA home page and others as required

Founder Kutza reported that he has been in contact with our web developer regarding the changes that will need to be made to the website, including the removal of the need to log to visit the current Members Only information.

### Legal officers as of 1 January 2020

It has been tentatively agreed the Founder Joe Kutza will assume the additional office of President and John Niehaus will continue as Secretary/Treasurer. The office of Vice President is unfilled at the present.

### Continuation of newsletter

The newsletter will continue to be published but only in electronic form. This is possible only as our current editor volunteered to continue to edit the newsletters.

### Continuation of The Parts Bin

The Parts Bin will continue but may be suspended for a time during the transition.

The meeting was adjourned at 8:03PM Eastern Daylight Time

Respectfully submitted: John L Niehaus, Secretary

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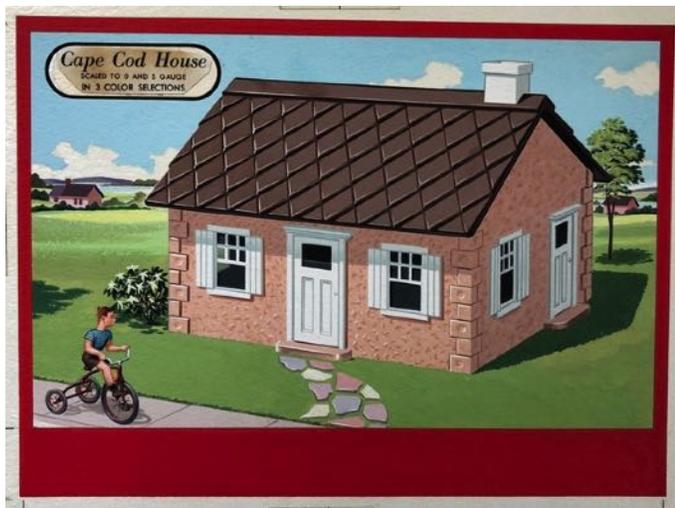
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## AMOS ADVANTAGE

as a typical Plasticville box. Boy was I wrong! Most of the box mock-ups, and just a few pieces of art were about the size of a Plasticville box, and the majority of the art was much larger – up to approximately 14 x 28 inches. At that size, the detail and the color really jump out at you. While walking around, everyone was in awe of what they were seeing. Each of us had a favorite piece. The auction house owner told us that the story from Lee’s family was that Bachmann wasn’t interested in keeping the artwork, so Lee brought it home. It was found under his bed and was almost thrown out by mistake. I thought, under his bed? But now as I look at the artwork on the floor next to me in my home office, it makes perfect sense. Where else can it be effectively stored? It won’t fit in a closet. I can’t hang all of it in my house. It’s going under my bed too!



At the auction, the unspoken question we all had was “how much will it go for?”. Before the auction, on-line bidding ranged from just \$50 - \$125. I figured at that amount, I’d be able to pick up several items. But what if the price skyrocketed? In my mind I kept going back and forth between being able to buy it all and having to place all of my eggs in one basket just to get one piece, but which one piece would I want? It was driving me crazy. The relaxing champagne and massage from the day before being well worn off by now as the auctioneer chatter kept coming fast and furious. At the end of the session, the seventy-seven items related to original artwork whether it was original artwork, box mock-ups, photo negatives and positives sold in the range of \$50 to \$1000 with most going between \$300 and \$600. The most expensive being the HO Frosty Bar and HO Watchman’s Shanty original artwork each going for \$950 and the Autumn Trees artwork sold at \$1000. Although I managed to win several items for my collection, I did not win one of those high price items. Of the 17 items I won, the Split Level artwork at \$700 did the most damage to my bank account and the extensive set of artwork and proofs for the birthday candle holder assortment sold for just \$50. I spent more than I expected overall, by far. But I don’t regret anything. This was truly an amazing opportunity.

After coming down from my auction high and smooth-talking my wife over the amazing collection I just amassed (she came around eventually, somewhat!), the next part of my education was to figure out who did the artwork, and how the process worked. One piece I purchased was the original artwork for the

Greenhouse (wow!). On the artwork, and if you look closely at the commercially available box, you can find an artist signature “Rudisill”. I found that signature on one or two other items as well. Thank goodness for the wonders of the internet as I was able to find Anthony Rudisill’s web site, send him an e-mail, and eventually talk with him on the phone. I was thrilled to find him and with his willingness to talk with me. I mean, this is like almost 60 years after some of the artwork was done. Tony was gracious enough to explain the process to me and tell me a bit of his own story.

Tony was a young freelance artist at the time, doing almost any work that came along to make some money to support his family – married with kids on the way. In addition to Bachmann, he also did a lot of work for Aurora and Pyro. However, he didn’t work with Bachmann directly, instead, he mostly worked with a company called George Burt Printing in Fairton, NJ. Bachmann worked with a representative from George Burt, and likely other similar printing houses to get the artwork done. Bachmann would provide a model to work on and Tony had free range to the setting he could develop around the item. He always wanted it to be realistic and accurate. He did virtually all of the artwork for the Bachmann Mini-Planes series (at least 60 planes) and he always researched each plane to ensure that he had the markings correct. He knew someone would complain otherwise! At that point I asked if Bachmann ever rejected a piece of his work – maybe sent it back for a revision – and he said that never happened. Tony did mention that he learned early on to try to place his “Rudisill” signature somewhere near the middle of the art as if it was near the edge, it would inevitably be cropped out. Good job!



After the auction, I took as many pictures of the items that I didn’t win as I could. Of all of them, most were not signed. I did see one other signature “Mort Kunstler”. Again, the miracle of the internet put me in touch with an associate of Mort’s. The story I received was that Mort did just one piece of artwork for Bachmann, the HO Motel scene. He was planning to do more, but he then had an opportunity to move to Mexico for an extended period of time to do some work, and he never had the opportunity to work with Bachmann again. I sent them the picture that I had as they said it was one of the few of Mort’s pieces of work for which they had no picture.

That wraps up the story of the artwork and the auction. There were other artists in the business that remain nameless. Tony looked at the pictures I have and was only able to claim a few of them as his own. It is a fascinating aspect of Plasticville that I am happy to know more about. You may have seen some of my pictures on the PCA Facebook page. I will look to have them uploaded to the PCA website as well. As always, questions are welcome, and I'll do my best to answer them.

List of Items Available at the Auction unless indicated otherwise, the item is an original artwork:

1. 1707 Loading Platform
2. 1616 Suburban Station
3. 1806 Roadside Stand
4. 1627 Hobo Shacks
5. 1907 Apartment House
6. 5600 Church
7. 1904 Cathedral
8. 1900 Turnpike
9. 1800 Gas Station
10. 1402 Switch Tower
11. 1502 Cape Cod House
12. 1629 Bungalow
13. 1908 Split Level
14. 1913 Motel with Autos
15. 1626 Corner Store
16. 1906 Factory
17. 1504 Trailer
18. 1804 Greenhouse
19. 5607 Interceptor Squadron
20. 5000 Telephone Poles
21. 2413 Poplar Trees
22. 1628 Shade Trees
23. 2975 Autumn Trees
24. 5002 Picket Fence
25. 1705 Ranch House
26. 1403 Signal Bridge
27. 1605 Five Kit Assortment Drawings, Typography and Box Mock-up
28. 1611 Drug and Hardware Store
29. 1624 House Under Construction
30. 1704 Barn
31. 1626 Corner Store
32. Crossing Signals, Block Signals, and Fence
33. 2412 Windmill
34. 2804 Roadside Stand
35. 2805 Cross Over Bridge
36. 2801 Factory
37. 2605 Suburban Station
38. 2405 Chain Store
39. 2607 Movie Theater
40. 2803 House Under Construction – box mock ups
41. 2902 Two-Story House
42. 2901 Split Level House
43. 2976 Contemporary House
44. 2905 Men's Store
45. 2409 Fire House
46. 2608 Gas Station
47. 2025 Six Kit Assortment Drawings and Typography
48. 2610 Freight Station
49. 2977 New Car Showroom
50. 2400 Frosty Bar
51. 2904 Federal Savings and Loan
52. 2900 Union Station
53. 2402 Switch Tower
54. 2403 Motel with Pool
55. 2604 Church
56. 3604 Church
57. 2800 Cathedral
58. 2612 Farm Buildings and Animals
59. 2404 Supermarket
60. 4603 Paint by Number Play Set
61. 2921 Independence Hall
62. 2950 Town Hall – Artwork and Positive Images
63. 2411 Watchman's Shanty
64. 2407 Post Office
65. 2602 Barn
66. 2414 Railroad and Street Signs
67. 2200 Telephone Poles and 2302 Animals
68. 2417 Bridge and Pond
69. 2408 Police Station
70. 2613 TV Station
71. 2802 Covered Bridge
72. 2401 Colonial House
73. 2611 Cattle Loading Pen
74. 5010 StoryTown Goosey Ganders Castle – black and white cut outs for box mock up
75. 9010 Electric Road Racing – black and white cut outs for box mock up
76. Birthday Candle Holder Assortment – progressive color proofs
77. Mickey Mouse Candle Holders – artwork, die-cuts, overlays, letter from Disney to Bachmann



## THE WRATH OF HURRICANE FLORENCE

In response to a question to Don Huovinen, member #11-714, as to whether he was going to be at York in October I received the following replies. Don lives in Wilmington, NC.

John,

I am planning on being in York. I need to get away from the hell that is my house post Florence. I had a large limb pierce my roof, probably at the beginning of the storm, followed by 24" of rain into my dining room. I didn't get to my house until Monday (the storm hit Friday) because of high water at the entrance of my subdivision. A sight you don't want to see is tree branches hanging from your dining room ceiling. Of course no power. Since I don't live in my house (I live at Kay's which is where we rode out the storm) What do I keep in the dining room? My best trains! LOL! I pulled everything out and hauled them to Kay's hose but unfortunately much of the cardboard items did not survive or were severely damaged. For instance my master box for the K-Line JC Penny buildings from 1990 was soaked. As well as the individual boxes included in the set. Not exactly a common item. And some of my other K-Line and Lionel sets. I put a patch on the dining room ceiling and as soon as power was restored I turned on the air conditioning. But the house stinks to high heaven. Pulled out the carpet, pad and tack strip and threw them into the back yard. I temporarily patched my roof with the help of a friend and there is now a tarp on the roof. My insurance company's claim agent is supposed to be here tomorrow at 10:30 am to review the damage. I don't know what he'll say. I talked to the folks who installed my roof less than 3 years ago and we joked about how long it would be until they could make permanent repairs. Then there are all the repairs to be done to the interior: new ceiling, insulation, underlayment, sub-flooring ?, underfloor insulation?, pad carpet, paint, etc. Needless to say there are no storage facilities to put my dining room furniture in which will be required to make the repairs. And contractors to do the work are non-existent. Oh well there are lots of people who are worse off so I just try to grin and count my blessings but boy is it tough to do sometimes.

...

Lest you think that I am the only one with their best trains in the dining room: I was reading James Pekarek's book "Windup Train

Repair" and note in the information about the author that "James still lives in southwest Missouri with his wife Karin. They have...a dining room full of O gauge windup trains".

So there's at least one other!

...

Certainly not my first Hurricane but the first with real damage. The offending tree is now down and the stump ground down to ground level. In a few years you'll never know there was a tree there. I had 5 other trees taken down as a (hopefully) preventive measure. But as I wrote my children, you should never have a pine tree closer to your house than it is tall. These trees were probably 60 feet high or so. Still have a number of trees tall enough to hit the house if they fall but only one which has branches that could conceivably hit the roof.

...

Just finished repairing the roof yesterday so now rain is no longer a concern.

But the challenge now is finding contractors who can do the inside repairs at a reasonable cost. And within a reasonable time. Lots of fly by night contractors in town taking advantage of people affected by the storm. One older couple I look after (she's in her late 80's and he is 93 I believe) had some tree work done by out of towners and they damaged their roof (put a hole in it but fortunately over the soffit) and damaged her fascia.

The local University is re-opening tomorrow but two of the dorms are too damaged to let students return to so they are putting them up in hotel rooms (until there were no more rooms available) and the rest will be sleeping on cots in the gym.

I sent in my claim for my damaged trains today. I know I won't hear back until at least mid-week as Monday is a holiday. They wanted to know what I paid for them and when I bought them. I keep pretty good records but frankly haven't been as good at it lately as I used to be. We'll see what happens.

Really looking forward to York!

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# MISCELLANEOUS BUILDING AND ACCESSORY SET PACKAGING



DONALD W. HUOVINEN #11-714

All toy train enthusiasts are aware of the rotary beacons produced by Lionel, American Flyer, Colber and Marx. Many of the rotating beacons are heat driven. They use a special dimpled bulb to center the pin of the beacon head assembly. The heat from the bulb causes the air to rise through vanes on the beacon top, turning the top. The top had red and green lenses. To say that the operation was problematic would be an understatement. There are numerous recommendations on how to improve the operation of these beacons. Suffice to say, seemingly everything has to be perfect. Lionel's version, No. 394 Rotary Beacon, is the most common, being produced from 1949-1953. In 1954 Lionel introduced the No. 494 Rotary Beacon. It used a vibrator mechanism which is far more reliable. The vibrator mechanism, first used on the No. 3520 Searchlight Car in 1952, would be adapted for use on many other accessories.



Photo 1

The Marx version, No. 0446 Revolving Beacon Tower, first cataloged in 1950, used the same heat driven mechanism as the Lionel version. The lenses on the top were red and green.

When K-Line introduced its version, No. 132 Revolving Beacon, in 1986, it was not unsurprisingly identical to the Marx version as it used the same molds. The beacon may have been made in two color variations. One had a black base, tower, platform and railing. The beacon top was stamped from very light metal with red and green lenses. It had a nickel plated ladder. This variation is shown in the 1986 and 1987 catalogs (same photo) but the writer has never seen one. The second variation was identical except the tower was silver. This version was first shown in the 1988 catalog Photo 1 shows the second version. The box stated, "This realistic beacon tower may be placed anywhere along the track, near a town or rail yard. The heat from the bulb causes the beacon to rotate slowly casting red and green shadows over the layout". The top of the box is shown in Photo 2. This beacon was cataloged through 1996.



Photo 2

K-Line subsequently adapted its Revolving Beacon to the more reliable vibrator mechanism. In the 1999 2nd Edition catalog K-Line showed the K-0132EX Rotating Beacon. The catalog states, "A vibrating motor attached to rubber feet causes the beacon to rotate slowly casting red and green shadows on your layout". This would continue to be cataloged through the 2004

1st Edition catalog. The writer has never seen this beacon. Did K-Line make it?

Rather K-Line did make another K-132 Rotating Beacon, but this one was completely different from the earlier version. This beacon had a black tower; black base, platform & railing; a black plastic light housing w/ two green lenses and a nickel plated metal ladder. This is shown in Photo 3. It was equipped with the vibrator mechanism and both lenses on the beacon were green. The box states, "This realistic beacon tower may be placed along the track, or near a town or train yard. Electro magnetic rotation of the lenses around the bulb casts green shadows over the layout." The top of this box is shown in Photo 4. The instruction sheet included with the beacon is for K-0132 Rotating Beacon with a copyright date of 1999. Talk about confusing the issue! Two beacons with the identical number but with completely different mechanisms.



Photo 3



Photo 4

K-Line also cataloged another revolving beacon, the K-013201 Coca-Cola Operating Revolving Beacon, in the 2005 First Edition catalog however the writer has never seen one. The illustrated beacon is shown in Photo 5. Was it produced?

On a related matter, many toy train enthusiasts place their beacons on mountain tops as aircraft warning lights. Although this is eye catching, this is not prototypical. Airport beacons are actually sited at airports to help pilots identify the type of airport

by the combination of light colors. The most common combination is white and green which identifies a civilian land airport. There are other combinations however there are no stand-alone red and green or green and green combinations. Conventional wisdom is that mothers were the ones making the toy train purchasing decisions, especially at Christmas, and bright colors sell so green and red it was!

As usual I welcome your additions, comments or corrections. Please e-mail me at dhuov@aol.com.

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Photo 5



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# PLASTICVILLE BOXED SETS 304

Lionel – 1958

ROBERT SPIVEY #02-154



During the mid 1950's Bachmann Bros and Lionel Corp were forming a combined effort to produce Lionel Plasticville. Each manufacturer was well known in the toy train market for their competitive spirit. To say the least, neither played well with others. But Lionel Corp contacted Bachmann Bros because Lionel had a need that was not being met. For years Lionel had left the fabrication of scenery for their trains mostly to the individual. Originally Lionel had concentrated their efforts on producing illuminated and operating accessories. All the while, Lionel for the most part only recommended building practical realistic structures to add scenery to their trains. For instance, Lionel helped create instructions for hobbyists to construct typical buildings in articles which were worked into their own "Model Builder Magazine". Additionally, a Lionel inspired Bantam book titled "Model Railroading" also presented how to build and use buildings in chapter 16 of that book. Meanwhile Bachmann Bros was advancing in a manner that would not have been possible without the popularity of Lionel Electric Trains. Bachmann, a pioneer of plastic injection molding, developed a way to make simple and inexpensive structures for O gauge trains. Bachmann also had the means to distribute their product in every city in America. Their success was linked with Woolworths 5 & 10, among others. Lionel customers were crossing over, and Plasticville U. S. A. had been selling very well. Lionel responded by seeking a relationship. It is not clear in which executive offices that presentation was made. Lionel would have wanted to be perceived as the dominant manufacturer. For instance, Lionel Corp had already set up a cooperative effort with Pyro Plastics to make flatcar loads, but they did not say that these were actually not Lionel products. Lionel Corp was also reaching out to other manufacturers, such as Riverossi, to create Lionel HO for their 1958 catalog. The Lionel Corp - Bachmann Bros relationship likely developed gradually. For instance, during the mid 1950's, Lionel Corp might have sent feelers out for preliminary meetings with Bachmann Bros at the New York Toy Fair. The New York Toy Fair was an opportunity for company executives to network across company lines, as well as present their products to buyers. In like manner Lenny Dean and Al Redless could have met at the New York Toy fair well before 1957. "I hear you are doing very well", Lenny Dean might have said, "With your plastic buildings around our train sets." Al Redless might have responded favorably. Then meetings between the two manufacturers might have proceeded later on at the company management level. Bachmann would have wanted guarantees in order to provide an efficient production run. Lionel Corp probably wanted boxes sent from one of their own vendors, like Star Company, to Bachmann Bros in which to fill and ship the products. This chapter will expose some clues that the installation of Lionel Plasticville was an erratic learning process, at least on behalf of Lionel Corp. Therefore, Bachmann might have had to respond to some unexpected repercussions. As time went on the development of Lionel Plasticville became solidified. The sets which are covered in this chapter are those

that were included in the 1958 Lionel Catalog. These sets were classified as "for O-27 and Super O". The 1958 sets never included instruction sheets. Most of them were limited to 5000 production units.



No. 951 Farm Set included a pick up truck, a Jeep, a tractor with a plow, a harrow and a hay wagon. The only structure was a footbridge. The set was animated by 3 horses and 3 cows, two of which are standing. The vehicles were often green with yellow trim. The set was packaged in a late Classic dark orange box measuring  $7 \times 3 \text{ \& } \frac{5}{8} \times 1 \text{ \& } \frac{3}{4}$  inches.





No. 952 Figure set included 24 flesh colored citizens and railroad characters with no paint, a fire hydrant, a fire alarm box, two mailboxes, and two benches. The set was packaged in a late Classic dark orange box measuring  $3 \frac{5}{8} \times 7 \times 1 \frac{3}{4}$  inches. This set number was not issued again, but the widely produced No. 953 Figure Set was available for several years, and citizens were also included in the Lionel outfit 1640W (1960) within the 1640-100 "Kit for Presidential Special".

No. 955 Highway Set was the first of many sets to include the Plasticville vehicles. Lionel had already incorporated better vehicles on their Evans Loader freight car, Marine Corps flat cars, Range truck, and other examples. The No. 955 Highway Set included one automobile, and two dark blue buses, 7 street corner signs, with 10 yellow traffic signs (the "+" sign, and the speed limit sign were omitted), and 7 telephone poles. The set was packaged in a late Classic dark orange box measuring  $6 \frac{1}{2} \times 6 \times 2$  inches. The set number was issued again as part of Sears Allstate outfit 9807, in 1964. This set is a major source of the dark blue buses. When that fact was realized in the late eighties, the resale price of this set became unstable. The price to presently acquire this set if the blue buses are switched out should be about the same as any other Lionel Plasticville set from 1958.



No. 957 Farm Building & Animal Set is the first set to include some other items that will be offered in many other Lionel Plasticville sets. The set included a machinery building, a corn crib, a chicken coop, a dog house, a trough, a water pump and twelve sections of small fence and gate. The set was animated with 16 fowl & domestic animals, and one horse. The set was packaged in a late Classic dark orange box measuring  $3 \frac{5}{8} \times 7 \times 1 \frac{3}{4}$  inches. The set was made up of components from four separate original Plasticville units.



No. 958 Vehicle Set was a lot like the No. 955 Highway set. The product selection of some of these Lionel Plasticville sets was not well planned. These vehicle sets were both cross purpose detractors, so one of them was destined to sell poorly. The No. 955 Highway Set is among the scarcest sets to find. That could indicate that these sets were both early choices for merchants to "break up" and sell individually. The No 958 Vehicle Set included three automobiles (red, green and yellow), a dark red fire engine, a dark red ladder truck, an orange ambulance, a gray bus, a fire hydrant, a fire alarm box, a traffic light, and all the 12 yellow traffic signs. The set was packaged in a late Classic dark orange box measuring  $4 \frac{3}{8} \times 9 \frac{3}{8} \times 2$  inches.

First impressions are the most important ones to secure achievement. That opportunity was lost, because the first five Lionel Plasticville sets were merely accessory items. The only fully enclosed building in those five sets was a chicken coop. To be sure, the roll out of Lionel Plasticville boxed sets was beneficial mainly for those hobbyists who already had some Plasticville on his layout to match up with. It seems like Lionel may have given the job of selecting the products to an inexperienced employee when it needed to be handled at the executive level. But after the introductory phase of Lionel Plasticville that original designer

may have been removed from the project. There is an indication that these first five sets were a stand-a-lone effort, because the box materials for the next five sets were apparently from a different production run. Those first five boxes may have been already ordered well in advance of the printing of the 1958 catalog, making the sets which were merely accessory items necessary to have been included rather than to have been just switched out. Also, the quality of the paper stock for the production run of following five sets was improved by using a more compressed material which did not tear as easily; and because the surface of the box was not as porous as before then the orange pigment dried to a somewhat lighter hue. If nothing else the box shift shows that some changes were being made in time for the printing of the 1958 catalog. Lionel Plasticville had a rough beginning with a lot to overcome. Most importantly these next five sets showed many better qualities. The boxes were not as weak, and the contents were actual structures with accessories that made up specific themes. These five set titles featured mostly government and infrastructure buildings.



No. 959 Barn Set included a slide together red dairy barn, two black horses, 4 black pigs, with the 16 fowl and domestic animals but no fence. The set was packaged in a late Classic medium orange box measuring  $6 \frac{1}{2} \times 6 \times 2$  inches. It is made up of components from three original Plasticville units. This set's main building will be offered in several other sets. The set's box size will become the primary box type for the Lionel HO Plasticville sets and also for many other Lionel 0-27 Plasticville sets.



No. 962 Turnpike Set included a toll booth with 4 road cones, four automobiles (red, yellow, blue, and green), a gray bus, an orange ambulance, 5 telephone poles, and all 12 yellow traffic signs. The set was packaged in a late Classic medium orange box measuring  $11 \times 6 \frac{1}{4} \times 2 \frac{1}{2}$  inches. The production order for this set was only 3500 units.



No. 966 Firehouse Set included a fire station, a fire hydrant, an alarm box, a dark red fire engine, a dark red ladder truck, an

orange ambulance, a gray bus, three automobiles (red, yellow, and light blue), a stop sign, no left turn, "+", slow, "watch children" sign, a bus stop, twelve standing citizens (the milk man, the housewife, and the two seated figures were omitted), 6 telephone poles, 8 press together pine trees, a lamp post, a mail box, a bench, and a traffic light. The set was packaged in a late Classic medium orange box measuring 11 x 6 & 1/4 x 2 & 1/2 inches. The set was made up of components from six various original Plasticville units. This is the most comprehensive set from 1958. The production order for this set was only 3500 units.

No. 967 Post Office Set included a Post Office building with a mail man and a security policeman, a mail box, two benches, three automobiles (red, green and yellow), a traffic light and a lamp post, a stop sign, a "+" sign, parking limit, keep right, slow school, no passing sign, a news boy, a school boy, a nurse, housewife, preacher, gas station attendant, and a farmer. The set was packaged in a late Classic medium orange box measuring 9 & 3/8 x 4 & 3/8 x 2 inches.

No. 968 TV Transmitter Set included a W P L A Television Station with a security policeman, two automobiles, a Jeep, 12 sections of house fence, 4 press together pine trees, a fire hydrant and a mailbox with a mail man, the florist, the housewife, the suit, and the news boy. The preferred variation for collectors to acquire this set is the reverse colors variation with the red light atop the tower, but it does come both ways. The jeep is not pictured in the catalog but it is actually listed in the description. The set was made up of components from six different original Plasticville units.

The debut of Lionel Plasticville was primarily about two manufacturers coming to terms with their similarities and differences to reach a common goal. That goal was a simple enough product. The components were "to order" production runs of ordinary Plasticville items. Two things are certain. Lionel was quite particular about the color of their products, such as if a color changed for a freight car then the number changed also. Secondly, Bachmann liked to make dedicated production runs of any single color variation all at one time, well before going on to the next line of production. The vast amounts of production runs for each

Lionel Plasticville set were supposed to be limited to specified color combinations. But, when it suited Bachmann's needs then infrequent substitutions were made. Some long time collectors remember getting sets with mixed colors inside, such as different farm vehicles, animals, and cars. Efficiency was with the rule, and Lionel Corp. may not have actively been involved in quality control. For that matter, the original Bachmann inspection slips were not apparent, either. But Lionel did act decisively about matters that were substantial to fulfill their commitments. For instance, one problem of a disadvantageous nature was aggressively halted. The Lionel HO train sets in 1958 were manufactured by Rivarossi and that did not go well for Lionel Corp. The delivery schedule from Rivarossi (in Italy) was inconsistent. What if Lionel Corp sold HO accessories in 1958 for which there were back ordered HO train sets? If Lionel had suspected that the Lionel Corp - Rivarossi agreement might collapse, they would have been smart to delay any combination of accessory items for Lionel HO, until the Lionel HO train sets were efficiently supplied to their clients. The cooperation between those two manufacturers did fail, and the very next year Athearn was making Lionel HO train sets. At that time Bachmann began to supply Lionel Plasticville HO boxed sets. There were no Lionel Plasticville HO boxed sets in the 1958 catalog.

**Hunting for strange and unusual Plasticville.**



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# A HISTORY OF PLASTICVILLE: PART VII 1954–1956

TOM FRITSCH #01-4

## AIRPORT ADMINISTRATION (AD-4, 1903, 45985)

The Airport Administration building was first produced in 1954. The AD-4 issue only came with white walls and blue roof. Over the runway-side doors were two “glow in the dark” globes that disappeared with later issues. The #45985 series of 1997 came with a gray roof and an unpainted sign and clock. The name was changed to Airport Terminal. The clock on the runway side of the building reads 12:22. The #1903 catalog number was never manufactured.

In 1999, the Lionel Collector’s Club of America made an agreement with Bachmann to produce a limited run of both the Airport Administration building and the Airport Hangar in Lionel’s classic colors of orange and navy blue. Reportedly, only 996 of these sets were produced.

## 1955

### TRESTLE BRIDGE (BR-2, 1604, 45975)

The Trestle Bridge was introduced to the Plasticville line in 1955. It is a very fragile piece. It featured “faithfully simulated rivets, brace plates and cross trusses.” The following year Bachmann changed the number to #1604 and gave it a new colorful box. In 1997, it was reissued as #45975 and the color changed from black to dark gray.

### LARGE GAS STATION (GO-3, 1800, 1909, 5800)

“Spic and span – furnisher of fuel – fixer of flats, and a place to park! Look ‘er over, it’s plenty smart! White is the keynote color. Red is featured for the trim. Special picture window inserts.” When this Gas Station was released in 1955, it bore the designation of GO-3, but a year later, it was released in a more colorful box identified as #1800. The large Gas Station is supposedly modeled after one in found in Philadelphia (perhaps Cities Service). It included two pump islands with two pumps each (REGULAR and HI-TEST) and an oil rack (the pumps and oil rack were previously used on the small Gas Station), a window insert and an Automobile (until 1967). In 1963, a Pliofilm bagged version was issued as #5800. In 1967, the number was changed to #1909, but the box was identical to the earlier #1800 from 1956. However, this release included a design change that came to be known as the “Cheltenham Variation.” When Bachmann released the #1909

version of this Gas Station, they had redesigned the front and replaced the Plasticville marquee with a flat area that was designed to accept a decal that said either “CHELTENHAM SERVICE CENTER” or “CHELTENHAM GARAGE.” This is presumably named after the Cheltenham section of Philadelphia, near the Bachmann headquarters. Additional decals were provided that could be placed along the edge of the front wall. The clock on the front of the tower reads 5:00. The large Gas Station uses the same basic design as the 5 and 10 Cent Store, Post Office, large Super Market and Hardware and Pharmacy. Only the front wall and the colors are different.

The Lionel “Town Set” #987, issued in 1962, included a large Gas Station, Bank, Church, Corner Store, one blue Automobile, twelve Street Signs and five Telephone Poles.

### BANK (BK-1, 1801, 1960, [0700-King], 45311 45960)

Introduced in 1955 as BK-1, the Bank came with gray or blue-gray walls and a green roof. The front lights had a red base. These were the same “glow in the dark” lights earlier used on the School House Police, Department and Post Office. The clear front door is the same as the one used on the Post Office, large Super Market, TV Station and Factory. In 1956, the catalog number was changed to #1801 (this box is the most sought after by collectors). In 1987, when Bachmann reissued this kit under #1960, the front lights had a white base and the lettering on the front was no longer painted red. The bank was issued in 2005 as #45311 “Built-Up.” This version had slight color modifications.

The Lionel “Town Set” #987, issued in 1962, included a Bank, Church, Corner Store, large Gas Station, one blue Automobile, twelve Street Signs and five Telephone Poles.

### TOWN HALL (PH-1, 1776, 1905, 2921, 2950, 45303, 45503, 45614)

This structure was introduced in 1955 and was patterned after Independence Hall in Philadelphia, the hometown of Bachmann. Several variations in the name are used on this hall. First, it was titled “PLASTICVILLE HALL” and given the designation PH-1. The walls were tan with a red roof and white trim. The following year, it was available as the #1776 “INDEPENDENCE HALL,” and the walls were colored red with a light gray roof. This same year saw the release of the red sided “PLASTICVILLE HALL.” This variation also came with a light gray roof that is found in the #1905 box (the hardest box to obtain). In 1975, for the U.S. bicentennial, Bachmann issued the #2921 “INDEPENDENCE HALL” in a different box with tuscan colored walls with a dark gray roof. Lastly, when the #2950 tuscan sided “TOWN HALL” version was released it was the first time that this structure’s imprint actually matched its description. These tuscan sided variations came in kits that were labeled as “H0” scale, but they were made from the same molds that had been used on all of the previous “0-S” scale versions. The #45614 version, issued in 1999, comes with a silver-gray Flagpole and has maroon walls (with no sign over the door), dark gray roof and cream trim. In 2005, the Town Hall was issued as a “Built-Up” (#45303) with brick red walls, a light gray roof and off white windows. This version also has no sign over the door. It, too, was issued with a silver-gray Flagpole. The latter two versions were made in China. The four clock faces on the tower read 12:02.

### CATHEDRAL (C-18, 1904, 45308 45981)

The Cathedral was introduced in 1955. It was initially made for a period of five years. The walls are held together by locking tabs located at each edge. The “edifice walls and vestibule simulate white granite.” “Church windows on all four sides are brightly tinted with ‘stained glass’ inserts. In the belfry hangs a ‘gold’ bell—and mounted to the top of the spire is a ‘gold’ cross.” The more recent issue of this church has a silverized/chrome bell.

Normally this church came with dark gray roof sections. However, a light gray color variation is considerably rarer. This version also has the bell tower, square bell tower support and bell clapper molded in the same light gray color. The #45981 release of 1997 had no "stained glass" window inserts. The #45308 release of 2005 was a "Built-Up" version and the name was changed to Country Church.

#### 1956

#### FARM IMPLEMENT SET (1302, 1981, 45603)

First appearing in 1956, the Farm Implement set came in color combinations of green, yellow and red. The six farm vehicles in this set include a tractor, hay wagon, harrow, plow, Jeep and pickup truck. The #1981 Farm Buildings & Animals "Scenic Classic" contains Farm Implements in various color combinations of dull green, yellow and dull red along with Farm Buildings and Animals. The #45603 issue of 1998 featured new color combinations and included a windmill. This issue was made in China.

Lionel issued the #951 "Farm Set" in 1958, which included some Farm Implements, Farm Animals and a Footbridge.

#### FARM BUILDINGS AND ANIMALS (1617, 1981, 45604)

Farm Buildings and Animals were introduced in 1956. Four buildings were included in the set – corncrib, chicken coop, doghouse and tractor shed – in red walls/white roof or white walls/red roof. The small slant-sided corncrib with gable roof was very common throughout the eastern U.S. in the late 1800s.

The inward-slanting sides afford weather protection and assist with unloading.

Also included with the farm buildings set were a feed trough, four domestic animals (dog, cat, goat and rabbit) and twelve fowl (one rooster, two ducks, three hens with heads down and six hens with heads up). These animals were generally all brown, but a few #1617 kits contained rarer white animals. The #1981 Farm Buildings & Animals "Scenic Classic" contained white walls/red roof Farm Buildings along with Farm Implements. Sixteen domestic animals were included with the #1987 Barn "Scenic Classic" in 1982. The buildings in the #45604 issue of 1998 have white walls/brown roofs along with sixteen domestic animals. This last issue was made in China.

The Lionel-released "Farm Set" #965, in 1959, included red trimmed Farm Buildings and equipment, a red with gray trim Dairy Barn, domestic and Farm Animals, Rustic Fence and Yard Pump.

#### TURNPIKE INTERCHANGE (1900, 45601)

The Turnpike Interchange, issued in 1956, is almost identical to those originally found on the Pennsylvania (New Jersey?) Turnpike. The #1900 version was issued in only one box style. The piece itself was originally available only in one color combination with blue walls, and white roof and islands. In 1998, the box style was changed with the release of #45601. The Turnpike Interchange was changed to green and white and was made in China. The time on the side walls reads 12:02.



The advertisement features the Lionel Trains logo on the left, which consists of a stylized 'L' inside a circle. To the right of the logo, the text "LIONEL TRAINS" is written in large, bold, red capital letters, and "MOUNTAIN LAKES, NJ" is written below it in bold, black capital letters. Below the text, there are two train sets: a black steam locomotive with "SANTA FE 4193" on its side, and a red diesel locomotive with yellow and white accents. The steam locomotive is on the left and the diesel locomotive is on the right. The background is white.

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The Lionel "Turnpike Set" #962, released in 1958, included a Turnpike Interchange, Telephone Poles, Street Signs, four Automobiles (yellow, red, green and blue), one orange Ambulance and one gray Bus.

UNION STATION (1901, 1958, 45318, 45958, 45976)

The Union Station was introduced in 1956 as "a scaled replica of the famous urban stations." It only came with white walls, green roof and gray platform. The only variation that occurred concerned the clock. The clock part originally snapped into the front of the station and included the words "PLASTICVILLE STATION" in red underneath. With the release of the #1958 kit in 1981, this part was replaced with a decal, which read "UNION STATION" in black. The earlier molded clock reads 12:02; the newer decal reads 4:58. This later release also removed the "PLASTICVILLE" name from the platform side of the building. In 1997, the Union Station was released as #45976. Also in 1997, Bachmann produced a "gold" version of the Union Station that

was presented as a table prize at the Train Collectors Association national convention in Phoenix, Arizona. This version, released as part of the "Golden Anniversary for Plasticville," has tan walls, brown platforms and gold roofs. There were only 212 units of this version produced. In 2005, a "Built-Up" version of the Union Station was released as #45318.



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## MENARDS TUBULAR TRACK

JIM STEED 01-55

Menards is coming on the train market strong with various types of railroad accessories, railroad cars and recently O gauge track. Their track comes in many lengths and curve diameters. The curves range from the classic O31 and 10" straight to super wide flowing curve diameters. That being said, I decided to build a new layout, but not the common layout found deep in our basements. Gayle said, "Why do you want to build another layout, Dear, you have your huge layout here at home. Why another"? Well, you see, we have a small "get-away" cabin just 12 minutes from our home here in Blairsville, Ga. in the north Georgia mountains just north of Atlanta. Gayle likes to go over there to "camp"! I wanted a layout that I could run while over at the cabin, not at home.

The picture pretty well describes the layout. It is elevated over all the windows and doorway. I operate it with a MTH Z-4000 transformer as I want to run postwar and modern trains in conventional form. I built the base out of sturdy 1 X 12 white pine with stained wooden brackets for support, nothing new here. But to get the 14 gauge wires from the transformer up to the layout is another story. When we built the cabin, I had wires run from a low location in the room up through the interior wall, out of sight, that could easily be soldered to the tracks when the rails were laid. Works like a snap. Got that one by Gayle, fast too.

Now for the track. I am an old type operator, runner, sometimes collector. I really like postwar, the old green plywood tabletop, Plasticville and tubular track. But finding new Lionel O gauge tubular track is not an easy task these days. Older track is available, but it needs work to support good running of trains. Seeing the Menards advertisements in OGR and CTT train magazines, I decided to check out the Menards track. First, I had to measure the room, which came out to be 13' X 15'. But especially I had to calculate the corner requirements as to track diameter. With a 12" wide base all around the room, I could have two tracks all around. On the back most visible wall, I made the base width 24"

to accommodate a freight and a passenger station, a gateman, and perhaps a few other accessories. For the inside curve, I calculated a O42 would work. For the outside curve, a O54 would work. For the straights, I noticed Menards made 30" straights, (pictured) perfect. They, of course make the 10" straight, but I did not need any, as I would just cut off what I needed from the 30" straights. I sent off my order for about 110 feet of Menards O gauge track as above. It came in less than a week. Great packaging. I found no defective pieces in opening the long 36" shipping box. I could not wait to start laying track. I told Gayle, "Dear, We've got to go camping,, I've got to lay track". Sure enough, inspecting and evaluating the track, it looks just like the original. The pins are a little bit blunter and the insulating cardboard is slightly lighter. But my overall impression is it's as good or better than JLC's. As I laid the track and pushed the pins together, it resulted in a good tight fit. It lays on the base perfectly. And for cutting, I use the old faithful hacksaw and vise. Only a few cuts were necessary, but the cuts were normal, and with a little brush work on the emery wheel, all was smooth and even.

When all the track was installed and the 14 gauge wires soldered to the track, it was time for the true test of running trains. I secured the track to a thin indoor-outdoor carpet that I installed on the base to quite the noise of the trains. I used hot glue to secure the ties to the carpet base. Throttle up both lines, slow to start and medium speed all around the two loops. Perfect. Noise minimal as planned. I increased to a safe speed. No mishaps, no derailments. In fact, the trains ran smooth as silk.

Bottom line, I am very impressed with the quality and results of the Menards O gauge track. Would I do it again, Yes! And it's not that expensive. The price of the 10" straight is \$1.59. And if you purchase the 30" straight, of course the price goes down from there. And again, Yes, I'm a satisfied customer.

## WHAT MEMBERS ARE SAYING

... I have a quick question, how do you remove windows from the bungalow? I have tried to put pressure on the nubs on the inside but have very limited success. Is there some original glue in there? I hope there is some magic that you know of. Paul Rorer. #17-1032

To the best of my knowledge they are not glued in place. They are held in place by the pins on the windows being a few thousandths larger than the hole in the walls. Careful, gentle pressure on the pins should release the window. I suggest that you place the wall upside down over a coffee cup or mug big enough in diameter the allow clearance for the window and then try pushing on the pins. Using this method will add greater stability to the area around the window and possibly prevent breaking the wall. (John)

The cup offered good stable resistance and I used a flat head screw driver as the pusher. I did then get them out (4 with both nubs and 3 with one nub). These did have a little glue on them and I could actually smell the glue when it broke loose. I do not know if this was factory or the past owner. The bungalow was white walls, grey roof, green trim and a Cape Cod chimney, so it was real doctored up. Anyway thanks for the advice and I can put the windows in the building I have.

My preference is to use a nail that has had the end ground flat or a standard pin punch slightly smaller than the pin one is pushing against. I have even used a large paper clip in a pinch. (John)

## DISASSEMBLING SPRUCE TREES

JOHN L. NIEHAUS #00-3

**H**ow many times have you seen the half of a spruce without the base broken into two pieces? Probably more times than you wish. This breakage is most likely caused by someone trying to take the tree apart. I know it pains me to see them split in two when there is a fairly simple method to disassemble these trees.

First a bit about the physiology of the two pieces. The half with the base and the slot at the top has a small protrusion on one side of the tree about  $\frac{1}{8}$  inch long and about  $\frac{3}{8}$  of an inch immediately below the bottom of the slot. I hope you can see the protrusion in photo 1.

The slot in the half without the base is not an interrupted straight slot, from its bottom to its top. There is an approximate  $\frac{1}{8}$  inch long by less than a  $\frac{1}{32}$  of an inch widening of the slot, on both sides of the slot about  $\frac{3}{8}$  inch down from the top of the slot. Photo 2 illustrates the configuration of this part's slot.

The pieces lock together through this slot and tab arrangement. Attempting to aggressively pull the two pieces apart many times cause the splitting into two the piece without the base or the breaking off of one side or the other of the top of the piece with the base, or both. With a little care and patience this damage can be prevented in the majority of cases.

The first step is to determine which piece has the base and which does not. Hold the assembled tree by the base with the "limbs" horizontal and vertical and attempt to move the horizontal set of "limbs". See photo 3. The piece that moves is the one without the base. That is the one you want for the next step.

Hold the assembled tree with the base away from you. Position the "branches" on this piece ( the one without the base) so that they form a horizontal plane as shown in photo 4.

Here's the tricky part. Place your index fingers against the tree base between the base and its "branches". Photo 5 shows how to hold the tree. Now, ever so slightly horizontally pull the branch-

es of the piece without the base, the horizontal branches, apart while pushing the tree base away from you, using its tree branches as a lever. Once you have started to move the two pieces apart then grip the two pieces as shown in photo 6 and pull the pieces apart. It may take a bit of a tug but you should not break either piece now.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

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# THE HUNT FOR VARIATIONS II – THE AQUA HOUSE

MATTHEW HARVAZINSKI #11-682

What is the hardest Bermuda Ranch house to find? Most people will answer the dark blue walled house with white doors and a dark grey roof. Despite the prominent display of the dark blue house on the front of Bill Nole's *Classic Guide to Vintage "O" Plasticville* I believe that the aqua house is far more difficult to find. Here is some data based on an eBay search for "Plasticville 1852". Six results, 2 dark blue, 2 medium blue, 1 yellow, and 1 white. No aqua! Expanding the search to "Bermuda Ranch" yields no aqua results, and adding in completed auctions over the past 90 days shows no aqua results. The last several years at York I have seen at least two dark blue houses for sale, but I have never seen an aqua house for sale.

Shown below is the dark blue ranch house on the left and the aqua house is on the right. Both houses have a white garage door



and a white front door. The chimney on each house matches the wall color. The roof for the dark blue house is charcoal while the roof on the aqua house is dark grey. In Plasticville lingo charcoal is darker than dark grey but lighter than black.

The dark grey roof can also be found on the medium blue Bermuda ranch house, which is shown in the next photograph. Medium



blue is on the right and aqua is in the center. Side-by-side it is fairly straightforward to distinguish between the three colors. At a show or on eBay where you have no idea what type of lighting the photo was taken under it might be more difficult to decipher. I would bet that at least one reader has passed up an aqua house not realizing what it was!

One way to help distinguish which is which it to examine the box. Both houses are found only in the 1852 box, but they are found in different box types. The dark blue house will come in a 1852 type one box. The type one box is a larger version and features the yellow Bermuda ranch house on the front. The 1852 type two box is the later version. The Type one box is on the left and the type two box is on the right. The type two box is smaller



and shows the generic Plasticville cityscape on the front. Unfortunately many sellers will just throw the house in any box so you can never be too sure. I have seen the Dark Blue house in an RH-1 box before! The type one box is the more common version. Like all boxes of this era the color is not marked on the outside. If you find a sealed box the only way to determine the color is to open the box. Use caution in paying a high price for sealed box, the very common yellow and medium blue walled versions are commonly found in the 1852 box.



Hopefully your eye is now trained on the aqua color! I am constantly on the lookout for aqua houses but have only found one so far. I would estimate that the aqua house is 50-100 times more difficult to find compared with the dark blue version. The good news is that many people don't know about it. Everyone knows that the dark blue ranch is rare as a result you pay dearly for it, aqua, not so much. I believe that the aqua house is more difficult to find than the early tan version of the Bermuda ranch house. That may be a topic for a future article.

Considering only production items, not one of a kind or test samples, I would rank the aqua house in the top 4 or so of difficult items to find. This would put it on par with the marbled railroad work car, red roof New England rancher, red roof post office. The price of the aqua house is much lower than those other items, so it is obtainable. You may be able to get it for a steal, let's hope so!

One final comment, the aqua is the same color as the aqua car which can be found in the 1913 motel.

I would be interested in your comments, especially if you have seen a lot of aqua houses, or disagree with any of my opinions, after all I am just one observer.

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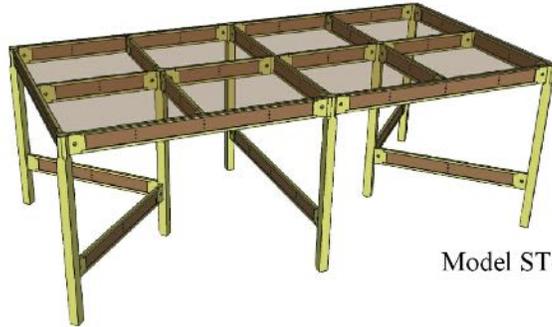
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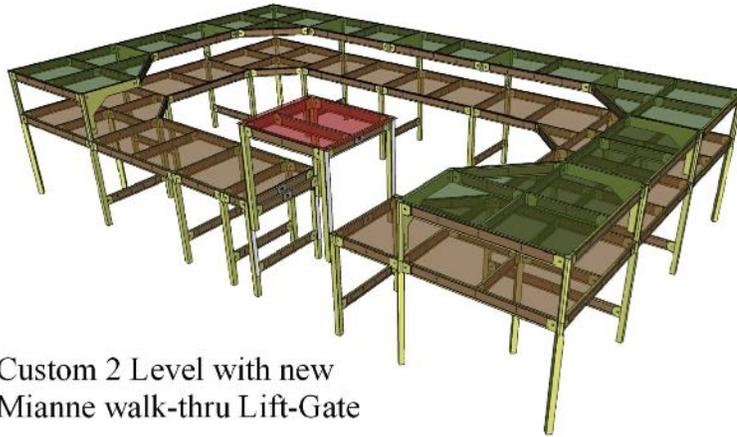
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There are no complete buildings in the listings below - only parts.

### Examples of requests that will be processed:

Switch Tower - roof - brown w/o slots

Motel - rear wall - white

Coaling Tower - Part C



### Examples of requests that cannot be processed:

Bungalow - Yes

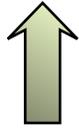
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Ranch House - Whatever you have

O/S Miscellaneous Window Inserts	House Fence Gate	Union Station
O/S Misc doors & windows	House Under Construction	Watchman's Shanty
12-A Railroad & Street Signs	Large Gas Station	Water Tank
Airport Administration Building	Large Super Market	Windmill
Airport Hangar	Log Cabin	Wishing Well
Apartment House	Maple Trees	
Bank	MISC street & rr signs	
Billboard frames	Mobile Home	HO Miscellaneous Window Inserts
BN-1 Barn	Loading Platform	HO Misc doors & windows
Bridge & Pond	Motel	HO Barn
Bungalow	New England Rancher	HO Cape Cod House
Cape Cod	Picket Fence	HO Cathedral
Cathedral	Picket Fence - no posts	HO Coaling Station
Cattle Pen	Picket Fence - posts only	HO Colonial House
CC7 & 8 Church	Playground Equipment	HO Contemporary House
CC-9 Church	Police Station	HO Factory
Chain Store (5&10)	Post Office	HO Fire House
Christmas Tree - no bases	Railroad Work Car	HO Freight Station
Coaling Tower	Ranch House	HO Frosty Bar
Colonial Church	Roadside Stand	HO Gas Station
Colonial Mansion	Rustic Fence	HO Hardware Pharmacy
Corner Store	Rustic Gate	HO Hobby Shop
Covered Bridge	School House	HO House Under Construction
Crossing Gate	Signal Bridge	HO Motel
Dairy Barn	Small Gas Station	HO New Car Showroom
Diner	Small Super Market	HO Police Station
Drug Store	Split Level	HO Post Office
Evergreen Trees - no bases	Spruce Tree	HO Railroad Work Car
Factory	ST-1 Street Accessories	HO Ranch House
Farm Buildings	Station Platform	HO School House
Fire House	Street Lights	HO Signal Bridge
Flagpole	Suburban Station	HO Split Level
Footbridge	Switch Tower	HO Suburban Station
Frosty Bar	Telephone Poles	HO Super Market
Greenhouse	Town Hall	HO Switch Tower
Hardware & Pharmacy	Trestle Bridge	HO Theater
Hobo Shacks	Turnpike Interchange	HO TV Station
Hospital	TV Station	HO Two Story House
House Fence	Two Story House	HO Union Station

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## Last Call Parts

## First Call Parts



HO Watchman's Shanty	Marx Supermarket	CH-8 Church and House Unit
K-Line Chicken Coop	Marx Telephone Poles	HP-9 Cape Cod
K-Line Church		AD-4 Airport Administration Building
K-Line L-Shaped Ranch	Skyline Church	1906 Factory
K-Line Ranch House	Skyline Ranch	LH-4 2 Story Colonial House, marked red
K-Line Suburban Station		AP-1 Airport Hangar
K-Line Two Story House	Frosted Flakes billboard - no feet or lights	7851 HO Custom built Ranch Home
Littletown Barn	Frosted Flakes street signs	7852 HO Custom built Colonial Home
Littletown Cape Cod	Frosted Flakes traffic signs	1803 Colonial Church - poor
Littletown Church		5200 Roadside Rest
Littletown Corner Store	American Flyer Scenic Panel bridge	1408 Windmill
Littletown Gas Station	American Flyer Two Story House	1776 Independence Hall
Littletown General Store		1406 Playground
Littletown Loading Platform	Auburn Log Cabin	PF-4 People with Color Kit
Littletown Ranch		1624 House under Construction - poor
Littletown RR Station	Block City fence	12-A Road Signs, no insert - poor
Littletown School House		HO-70 Frosty Bar (HO box) - fair
Littletown Southern Colonial House	Lionel RR & Street Signs	2606 Contemporary House (HO box) - poor
Littletown Super Market		1701 RR Work Car (HO box) - good
Marx 3 rail fence - oval feet	EMPTY BOXES	45526 Joes Pizza & Video Shop (HO box) - excellent
Marx 3-rail fence - triangle feet	1600 Church	45534 Pink Lady Boutique (HO box) - excellent
Marx Accessories	1901 Union Station	2300 Cape Cod (HO box)
Marx Barn	1618 TV Transmitting Station	2410 Pine Trees (HO box)
Marx Church	1876 Grandstand (Large Scale)	2600 Water Tank (HO box)
Marx Colonial House	SC-4 School House	K-Line K-4150 L-Shaped Ranch, illustration sticker on box - excellent
Marx Diner	1964 TV Station	Lionel 6-12711 Water Tower
Marx Factory	1958 Union Station	Lionel 9758 BOX (possibly repro)
Marx Firehouse	1963 Apartment House	#10 Twinkletown Houses build it yourself kits
Marx General Store	1915 Citizens	#30 Twinkletown Houses build it yourself kits
Marx House Fence	MH-2 New England Rancher	#50 Twinkletown Houses build it yourself kits
Marx House Fence Gate	SW-2 Switch Tower	Aurora #301 Patton Tank
Marx L Ranch House	1402 Switch Tower	Mantua Busy Little B
Marx Railroad Station	1402 Switch Tower - lift off lid style	
Marx Ranch House	LC-2 Log Cabin Rustic Fence and Tree	
Marx RR & Street signs	SG-3 Signal Bridge	
Marx Rustic Fence - specify color	1403 Signal Bridge	
Marx School House	1953 Split Level House	
Marx Statue of Liberty base	1623 Cattle Pen	
	1700 Two-story Colonial	



# THE PCA CORNER STORE



## ITEMS FOR SALE BY THE PCA

Send a description of item you wish to purchase and a check or money order, payable to Plasticville Collectors Association for the total amount to Plasticville Collectors Association, 601 SE Second Street, Ankeny, IA 50021-3207.

### Personalized address labels

A sheet of 30, personalized, high-quality color labels are available from the PCA. The labels 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 \$3.00 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. 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. \*\*\* Only Small and 3X are currently in stock \*\*\*

### PCA ballpoint pen

PCA silver barrel with blue soft grip, black ink ballpoint pen with silver accents. The pen is imprinted *Plasticville Collectors Assn, www.plasticvilleusa.org* in two lines in blue lettering. \$4.00, postpaid.

**\*\* SOLD OUT \*\* Coffee Mug with PCA logo \*\* SOLD OUT \*\***

White ceramic 11 oz. ceramic mug. PCA blue or black logo. \$9.95 or two for \$15.95, postpaid. Please specify your color choice when ordering. Only 24 pieces of black logo mugs were produced. 1 black remaining.

### PCA Ball Caps

Dark Blue, Velcro-back ball cap with white PCA logo embroidered on the front. \$13.00 postpaid. 10 remaining

### Billboard Inserts

Printed on white cardstock. \$5.00 postpaid or emailed as a PDF for free. Two versions available:

1. "Welcome to Plasticville" billboard inserts Six identical inserts, sized to fit Plasticville billboard frames depicting a 50's vintage auto passing a billboard on its way into town with the same greeting.
2. Seven different subjects plus one "Welcome To Plasticville" inserts including Friskies dog food, Motorola, Mercury and Lincoln autos, Sunoco and Gulf motor oil, and Eberhard Faber pink erasers. All are mid-fifties vintage.

*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.*

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# PRODUCT REVIEWS

JOHN L. NIEHAUS #00-3

**Baldwin Locomotives, Record of Recent Construction, Nos. 21 to 30 Inclusive**, 322 pages, hardcover, 11 ¼ × 8 ¾ format, \$39.99. Published by Schiffer Publishing.

If I am not mistaken what is in this book is actually a log of locomotives built by Baldwin as well as technical papers presented by their representatives and others in 1901.

I was disappointed when I first started to read this book. The first thirty three pages were illustrations of a steam engine on the left hand page and an extensive listing of its general dimensions. The dimensions included cylinder size, boiler tube size, wheel base, heating surface, weight, boiler info; including boiler diameter; working pressure, sheet thickness, and fuel, amongst other pertinent information. Pages thirty four through thirty nine brightened my day. Those pages covered the various features of any steam engine including the throttle, reverse lever, fuel, and cabs. Then it was back to more photos and their significant specifications. Oh well, it was good while it lasted. But wait!

What is this I see on page fifty nine but the start of another information section. It is a paper read by Cornelius Vanderbilt discussing locomotive boilers with many illustrations of various fireboxes and the Vanderbilt boiler. This discussion covers thirty pages. Then it's back to more photos and specifications - for a short while. Then there is another what I will call information section.

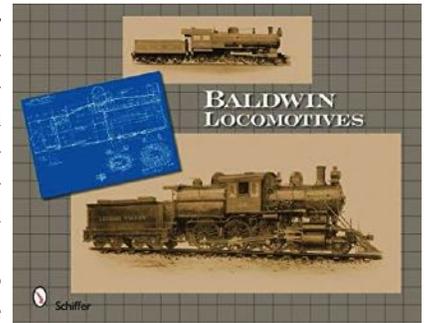
**Ghosts of Gold Mountain, The epic story of the Chinese who built the Transcontinental Railroad**, Gordon H Chang, 312 pages, hardcover, 6 ¼ × 9 ¼ format, \$28.00. Published by Houghton Mifflin Harcourt.

It was a real surprise when I received this book. It was a Father's Day gift from my daughter. My wife found a review of it in the New York Times and felt, justifiably so, that it would be of interest to me.

The title caught my eye. Why would a book about the Transcontinental Railroad have a title with the word gold in its title. I found through reading the book that "gold mountain" was a term the Chinese gave to first California, especially the San Francisco area, but expanded to British Columbia, and becoming a Chinese colloquialism for a person leaving his homeland to seek his fortune "on gold mountain".

I was surprised to learn that the majority of the Chinese railroad workers came from an area in China of approximately 75 square miles. That fact and others regarding the area are the subject of the first chapter. Chapter two relates the journey from China to San Francisco by three cousins, one of whom died during the transit. Chapter three starts into the actual narrative about the building of the railroad. The following six chapters discuss significant points along the railroad's path. Some of these include the foothills of the Sierras, the High Sierra. One of the chapters details the strike of June 24, 1867.

This time it is a paper read by Samuel M Vauclain regarding locomotives of the 19th and 20th century. He is credited with being the inventor of the compound cylinder locomotive. Later on in the book two more of his papers are published.

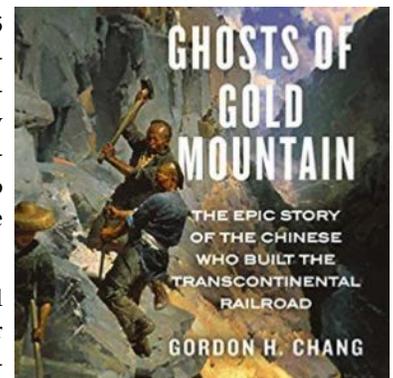


One last information section has the title, Building of a Modern Locomotive. It is a reprint of an article in the February 1901 issue of the Brotherhood of Locomotive Firemen's magazine.

My first impression of this book was definitely misguided. The illustrations of the locomotives and their specifications were interesting but the various articles along with the illustrations were well worth my time reading this book. The book is a great read both for the information on the various locomotives as well as the articles.

**Baldwin Locomotives** is available from the Schiffer Publishing at <https://www.schifferbooks.com>. I also found it on both Amazon and Barnes & Noble's websites, both sites listed hardcover only.

Included in the book is a 15 page introduction, acknowledgments, fifty pages of notes referenced by the page to which they relate, two pages of photo credits, and a twelve page index.



This book is extremely well written with only one or two places where the author was maybe a bit over-

board in expressing his personal feelings rather than staying objective. It is well researched and should be an enjoyable read for anyone with an interest in the "Railroad Chinese" as the workers were called. I highly recommend it.

**Ghosts of Gold Mountain** is not directly available from the publisher. I found it on Amazon's website in hardcover format for \$16.80, Kindle format for \$15.99, two different Audiobook formats are also offered. Barnes & Noble lists it on their website in hardcover for \$23.24, Nook format for \$15.99, and an Audio-book CD for \$30.

**Landmarks On The Iron Road, Two Centuries Of North American Railroad Engineering**, William D Middleton, 194 pages, softcover, 8 1/2 x 11 format, \$34.95. Published by Indiana University Press. Black and white photos and illustrations throughout. All photos are heavily captioned and attributed.

The book begins with a preface which incorporates the usual introduction as well as the acknowledgements into one. It is followed by five chapters. The chapter subjects are based upon whether the subject structures are: *Across the Waters*, *Across Great Mountains*, *Railroads Below the Ground (tunnels)*, *Yards, Docks, and Terminals*, or *Lost Landmarks*. Each chapter is prefaced by a lengthy introduction. The first chapter also included brief biographies of four of the most prominent bridge engineers. There are additional biographies interspersed throughout the book where appropriate.

The usual landmarks are listed including the Moffat Tunnel, the Horseshoe Curve, and the Tehachapi Loop. Historical physical information is provided for each subject in the book. The author prefaces the historical information with relevant engineering facts. A *Getting There* paragraph is included giving instructions on how and where the subject can be viewed. Following the chapters is a bibliography as well as an index.

I have always been in awe of the multiple arch bridge that crosses the Susquehanna River near the commercial airport that

**Images Of Rail, Florida East Coast Railway**, Seth H Bramson, 128 pages, Softcover, 6 1/2 x 9 1/4, \$21.99. Published by Arcadia Publishing. Black and white photos throughout.

I have always had a soft spot for the Florida East Coast Railway so when I became aware of this book I decided I had to have it. I am happy that I did. As with many other Arcadia Publishing books it is a photographic essay. Every photo has a caption of two or more sentences describing its historical significance. Interspersed throughout are timetable covers, magazine covers, and menus. I had to look up the definition of one menu item. Have any of you eaten steamed samp?

There are a total of nine chapters. These are preceded by the usual Acknowledgements and Introduction. Each chapter has a multi-paragraph introduction. The first chapter delves into how Henry Flagler developed a railroad to serve the east coast of Florida from Jacksonville and south. The second chapter chronicles one of the most, if not the most, ambitious railroad engineering projects in history, the railroad across the sea to Key West. The photos in this chapter definitely give one the understanding of this project. Were you aware that the FEC was in receivership for approximately 30 years? There is a combined chapter on the introduction of streamliners in 1939. There is a chapter on the strike by the non-operating unions that started in 1963 and lasted nearly eight years. That chapter includes photos of FEC security personnel including a one showing a firearm on the officer's belt. The final two chapters bring us up to date on the railway and its plans for the future.

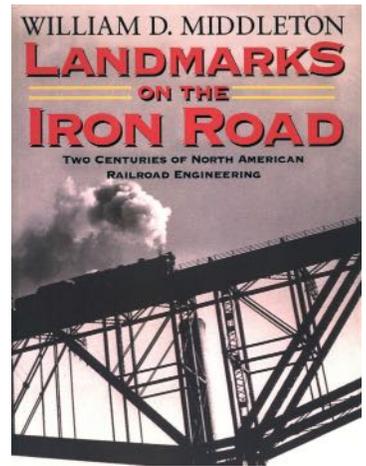
This was another very interesting book from Arcadia publishing. It is one that will stay in my library.

Here is some trivia for your next model railroad club meeting:

serves Harrisburg PA. Thanks to this book I now know that it is called the Rockville bridge and is comprised of 48 arches with a span of 3820 feet. It is the longest railroad stone arch bridge in the world. My looking it from a distance and from a moving automobile I had thought that it had been abandoned only to read that it is still in use today.

With both the history of each subject as well as its engineering aspects presented in this book I found it to be highly informative and hope that you will also.

**Landmarks On The Iron Road** is available from the Indiana University Press at [www.iupress.indiana.edu](http://www.iupress.indiana.edu). I found it listed on Barnes and Noble's website at the same price of \$34.94. It was listed on Amazon but a bit confusing as it lists not only a softcover but also a hardcover. A hardcover edition is not listed on the publisher's website.

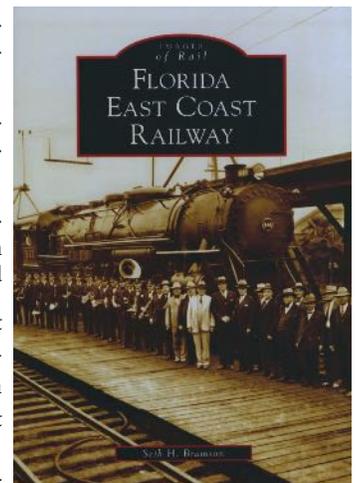


- The Florida East Coast Railway has never been the Florida East Coast Railroad
- The FEC has never been purchased or absorbed by another railroad entity
- The FEC was the only railroad to have a passenger train with a swimming pool aboard

Images of Rail, Florida East Coast Railway can be purchased directly from Arcadia Publishing's website at <https://www.arcadiapublishing.com>. Type the text string

*Florida East Coast* into the search box and click on the magnifying glass to be taken to the page showing the book. I found it on Amazon listed at around \$18 when factoring in shipping and listed taxes. It is listed on Barnes and Noble's website at \$20.99.

Afterword: Arcadia Publishing has numerous "Images of" subjects. I performed a search on the town in which I currently reside and found an "Images of America, Ankeny" publication. Based on the description it is definitely a book on the city in which I live. Why not check out if they have a book related to your current or hometown.



# THE VILLAGER CLASSIFIED ADS

## FOR SALE

Ending September 2019

MINT SEALED O/B Independence Hall #2921, asking \$100.00, shipping \$5.00. I have a second clock tower for Independence Hall, \$10.00, free shipping. #09-586 Sylvester Jordan Jr. 1120 Hwy 107, Quitman, AR 72131-8932 Ph. 870-656-3931.

Independence Hall built up #45303. \$29.95 plus shipping. This is a **first edition** built up. It can be identified by having no acetate film covering the front opening of the box. To remedy this, Bachmann added a clear sleeve that surrounds the box front, top, bottom, and back. The building is complete. The weathervane which has been broken off the cupola is included. Either in transit or by a previous owner both the building and the included 50 star flag has been removed from its clear preformed packaging. That packaging is also included. As a bonus, it will be packed in a 45602PCA 10th anniversary Dairy Barn shipping carton. All previous labels other than the original Bachmann shipping label has been removed. Proceeds from this piece will go into the PCA treasury as it is the property of the PCA. Please contact secretary@plasticvilleusa.org if you wish to purchase it.

## WANTED

Ending September 2019

Make 'N' Play, complete boxed sets. Fire Rescue, Jungle Attack, & Farm. #11-682 Matt Harvazinski, 4115 W. Ave. J7, Lancaster CA, 93536. Ph. 518-421-1130 villagereditor@plasticvilleusa.org

Ending March 2020

Need green plastic Christmas tree for Royal and/or NOMA Hard plastic snowman or Santa's Vintage 1950s Christmas decoration. #10-626 Bryan Bennett, 759 Turj Ave NE, Palm Bay, FL 32907 Ph. 321-725-5973.

LITTLETOWN: farmer's wife, seated man, man with grip, cream roof sign for General Store, Loading Platform grey smokestack yellow roof support, red Railroad Station Roof sign, Spruce tree, Boulevard light, red trash can, red mailbox, telephone pole.  
PLASTICVILLE: complete Maple trees. #00-03 John Niehaus, 601 SE Second St, Ankeny, IA 50021 Ph. 515-771-6888 johnln@netins.net.

## FOR TRADE

Ending June 2020

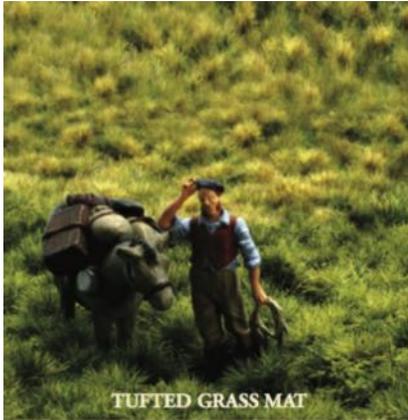
FOR TRADE: My marbled water tank, hobo shacks, watchman's shanty, and railroad work car pieces. Pieces you need for what I need. #00-03 John Niehaus, 601 SE Second St, Ankeny, IA 50021 Ph. 515-771-6888 johnln@netins.net.

FOR TRADE: Your citizens molded in color for my citizens molded in color. #11-682 Matt Harvazinski, 4115 W. Ave. J7, Lancaster CA, 93536. Ph. 518-421-1130 villagereditor@plasticvilleusa.org

## THE FREE PCA CLASSIFIED ADS BRING RESULTS!

- Do you have buildings or parts that you would like to sell and without the hassle of Internet auction sites?
- Do you have buildings or parts that you would like to trade?
- Do you have buildings or parts that you want but don't seem to be available on Internet auction sites or at train meets?

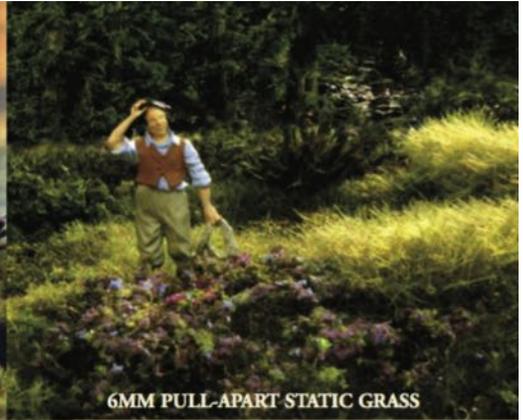
Use your Classified Ad membership benefit and place a classified ad if you answered YES to any of the above questions. You can download the member classified ad form from the PCA website or send a letter requesting a form to PCA, 601 SE Second Street, Ankeny, Iowa 50021-3207. Classified ads run for four consecutive issues unless a change is made to the ad or notice is given to remove it.



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