



# THE VILLAGER

The Official Newsletter of the Plasticville Collectors Association

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Number 2

## YELLOW FENCE DEALER BOX #1002

PAUL RORER

While at York in October 2021 there was a surprise for me, 36 pieces of Plasticville yellow large picket fence. I was skeptical at first. I thought they could be white and got yellowed from a smoker's home or excessive light or even painted. The lighting in the hall was not too good to look at this difference. I moved for better lighting and looked closer and was convinced it was indeed yellow and was not smoke, discoloration, or paint. I then noticed the small box they were packed in. It looked like the dealer boxes I have seen in the past. Then the clincher was, the left end side was labeled "#1002-2 Dozen, YELLOW". It was an immediate sale!



The foot under the post is the smaller style and the length of the fence is 3/16" less than the larger white fence but I know both sizes were produced by Bachmann. The post contains four holes, two on the side to make the fence go



straight and two on another side to have the fence turn a 90 degree angle.

The Yellow Picket Fence is packed in a dealer's box of 24 pieces all fence, no gates. The tan box measures seven and three quarter inches wide by six inches deep by three inches high. This box is a one piece box that is top opening with a three inch tuck-in to seal the box. The stamp printing on the outside, on the smaller left end side, says "#1002-2 DOZEN" and on the same panel to the right is stamped "YELLOW". All marking is in black. I was once told they were made for the Storytown line of products but I do not see any type of fence that is on any of these six products.

*Editors Note: A similar box marked "GREEN" is known to exist which contains turquoise colored fence. No gates in either green or yellow have surfaced.*

### The Villager

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## EDITOR'S COLUMN



I hope everyone enjoys this summer issue. There are some very interesting articles from some relatively new contributors. We also have great articles from our long time contributors. Hopefully this summer you are enjoying some time off and have time to spend on your hobby. As always we continue to encourage new submissions, as short articles with a photo, or longer submissions. Two free gifts are available to readers that contribute to the newsletter once your submission is published.

Just a reminder we will again have three issues this year, the next issue will be published between Thanksgiving and Christmas. I hope to see many of you at the York meet in October.

Matt Harvazinski, *The Villager* Editor  
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# DOES ANYONE REMEMBER SARAH, PLAIN AND TALL?

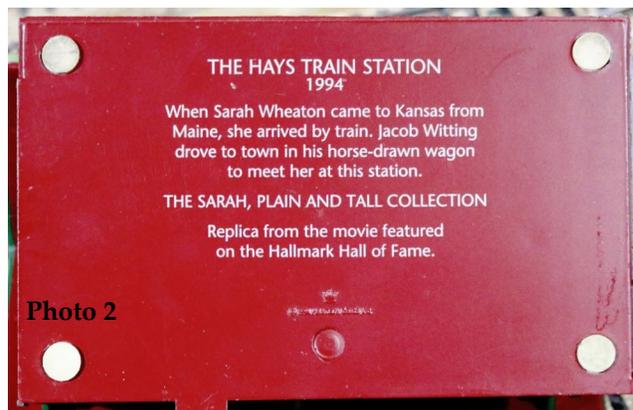
ERIC MALGREN

The PCA hardly seems the proper arena for a discussion of Hallmark collectibles. When it comes to toy trains, the first thing that comes to mind is their Christmas ornaments. There was a set of annual tin locomotives back in the 70s. I purchased all but one of them. I skipped one year because the wheels looked plastic. I was wrong, but I have never thought it worth the effort to invest in the missing piece. Then there were the globes with the moving trains. I have several. It wasn't long before the gears went bad on one. Others no longer seem to work either. Those that do are very noisy, little more than an irritant to other members of the family. Some time in the late 80s or early 90s they were offering battery operated traffic lights and railroad crossing signals that were perfect for O/S. I bought a few for the Christmas train. They are fragile and break easily. I am not sure I have a good pair of either any longer. Not long ago I spotted a pair of tin freight car ornaments from 1992 in our local thrift store (Photo 1). In recent years, the emphasis seems to be on mini reproductions of Lionel trains to hang from the tree. However, if you are into HO, back in 1994, Hallmark produced five detailed structures that rival any of the current off the shelf, ready to place items offered by Bachmann, Menards and anyone else producing for the scale.



The buildings are based on locations in the Hallmark Hall of Fame movies *Sarah, Plain and Tall* (1991) and its sequel *Skylark* (1993). The made-for-TV films were based on novels by children's author Patricia MacLachlin and "sculpted" by Kansas native Tim Bauer. According to information I found on the web, MacLachlin later wrote three additional stories in the series. Information on Bauer and his work is also available on the internet. I will not go into a lot of detail about the story. I see copies of the VCR tapes in thrift stores all the time and they air regularly on the Hallmark channels. However, in summary, the heroine travels from an unspecified fishing village on the coast of Maine to the small farming community of Hayes, Kansas in response to an ad placed by a widowed farmer looking for a mother for his two young children. That

Hallmark produced this set of collectibles should be no surprise given the popularity of films. My family loved them and we watched them many times as the kids were growing up.



According to Hallmark's blurb on the back of the boxes, "The heartwarming tale of Sarah Wheaton comes to life in these handcrafted miniatures of actual scenes from the frontier-days movie, *Sarah, Plain and Tall*, a Hallmark Hall of Fame production. Designed with authentic architectural detailing and holiday decorations the Sarah, Plain Tall Collection features five unforgettable scenes: Sarah's Prairie Home, The Country Church, The Hays Train Station, Mrs. Parkley's General Store, and Sarah's Maine Home. On the base of each building in the Collection is a brief description of the significance it had in Sarah's story." The holiday decorations were fairly simple. The farm house has evergreen boughs around the porch rails and door frame. A wreath hangs to the left of the door. There are also candles in all the first floor windows. The country church has evergreens around the door frame and a small wreath on each door. The station has holiday bells molded into one end and a tree on the platform. Mrs. Parkley's has a tree out front. As for the Maine house, there are boughs draped from the balcony. All the windows in all the buildings have "glass." The bases, in addition to their descriptions, have four round soft plastic tabs or feet which, I assume, are intended to protect the surface they are displayed on (Photo 2). The store also has some shallow interior detailing behind the front windows.

The boxes are a one piece marbled maroon, or so it appears. On closer inspection the marbling graphics are actually sprigs of holly. The box fronts (Photo 3) have a gold trimmed picture of the enclosed building. The name of the building appears within the frame arching above the picture. Below the oval, but encroaching on it is a

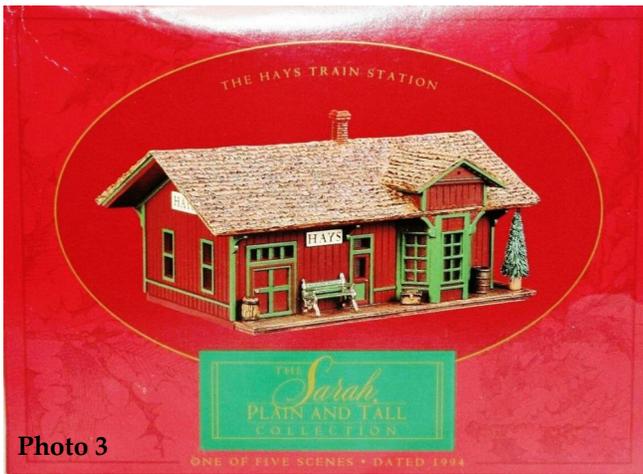


Photo 3

green rectangle with the words “The Sarah, Plain and Tall Collection”. Below all of this is a line reading “One of Five Scenes - Dated 1994.” The rear (Photo 4) has the complete text describing the collection from which the quote in the



Photo 4

previous paragraph is taken along with an oval photograph displaying all five structures (Photo 5). “Sculpted by Tim Bauer” is printed below the photo. The top displays only Hallmark Crown trademark. A UPC code appears in a white rectangle on the box bottom and includes information that the contents were made for Hallmark Cards in one of 3 different countries. Based on the few boxes I have observed, the station was made in Sri Lanka, the church in Thailand, and the houses and store in China. All the box lettering is in gold except for the UPC code. The box ends are blank except for the maroon graphics. Inside is a pair of clear plastic inserts designed to fit over

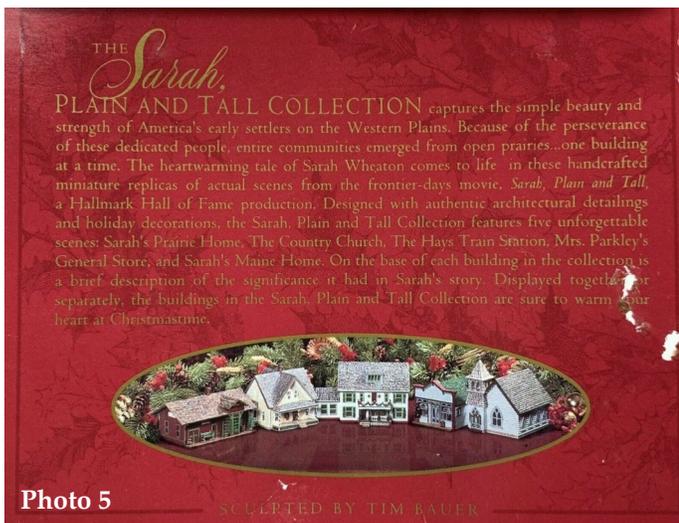


Photo 5

the building ends and hold it suspended away from the box sides. The tab that holds the box together is glued to the outside rather than to the inside. This is probably because it was designed to include a tear-off price tab (Photo 6). This would have an advantage for the gift giver since there would be no need to damage the collectable’s container scribbling or scratching out the price of the gift. The tab also makes it clear that Hallmark was attempting to cash in on the popularity of the movies to get fans to buy other items. The price tab reads “\$7.95 with any Hallmark purchase.”



Photo 6

The plan seems to have worked. My wife agreed to get me the station and the store for my birthday (a week before Christmas). We decided to take our chances on getting the other buildings half price after Christmas. There were a lot of Hallmark stores in our area at the time, but we were only able to come up with a Maine house from a display shelf (no box).

I worked the station and store into a corner of my Christmas layout that first year. They were out of proportion with the New Bright Christmas train and everything else that went with it, but they looked okay tucked in that corner. They were eventually stored away with rest of the Christmas trains as movement from place to place made it difficult to set up each year. A lack of space was the major factor and we have yet to overcome it.

Jumping ahead to 2008, with a bunch of HO stuff given to me by a friend, a new HO Thomas set to go with it, and some space in the basement of the house we were renting, it was time for a small layout. That’s when I remembered Sarah, Plain and Tall. My forays on eBay were limited to nothing in those days, but I decided to take the plunge and see if I could locate the remaining two buildings in the set, the farm house and the church. I got lucky. Someone was offering a complete set, no boxes, with a starting bid of \$5.00 and \$5.00 for postage. They appeared to be in excellent shape and individual items in the collection had opening bids of at least that much. I have no idea why no one else bid on the set. It was mine. I now had 2 stations, 2 stores, 2 Maine houses, a church, and a farm house with which to set up a town.

As I look at the pictures of that “Thomas/Sarah, Plain and Tall” layout, it was rather stark – sawdust glued to particle board, a loop of Bachmann track, a loop of Life Like track, No switches (too expensive for my purposes), one set of



Photo 7

the Sarah buildings plus the extra Maine house, a plaster cast windmill from a thrift store (I was running Thomas after all), a Plasticville barn, pine cone trees, a Styrofoam

tunnel, and my surviving Matchbox cars (Photo 7). Looking at pictures of that layout, I do not remember it being as bare it appears. However, being a “runner” not a “modeler,” it was layout that provided hours of hypnotic enjoyment. Round and round and round... until it had to come down because we were moving again. The buildings went into storage with the rest of the HO stuff. First a garage, then a basement provided opportunities for my American Flyer and Plasticville to rise again. That is, until recently.

The basement was in Baraboo, WI. We had to return to the Northwest. We kept the house, but the layout came down. More boxes. More storage. A very small N gauge layout that never did perform well. Hats off to those who model in that scale. Then, courtesy of a fellow employee, a Marklin prefabricated HO layout from the mid-eighties. Her husband had died and no one in the family wanted the trains. Time had taken its toll on most of the structures. There were boxes of broken pieces, but the plastic table was solid and the type M track was in decent shape. We were soon to be heading back to Baraboo and I figured I could do something with it when I got there. It proved to be a smart move. One of our daughters made it back months before we did. My train corner had been commandeered for her crafts. I was relegated to some space behind the stairs. There was no way I was going to set up my Flyer and move around. The Marklin fit, so I decided to see what I could do with it.



Photo 8

In the end, there were five working Marklin locos, five unbroken pieces of Marklin rolling stock, a lot of banged up buildings and no stations. I have HO two station kits, but not the time or the patience needed to do a good job gluing either together. That is when I again remembered Sarah, Plain and Tall. After digging the collectibles out of

storage, I began experimenting with them on the layout. I knew I wanted the main part of town in the center (not much choice there). However, the combination of the church and the general store did not create the look I wanted. There are only three lots on the hillside that are large enough for any of the buildings, but only one could hold a Maine house. The church had to go in town because there was no lot suitable for its size and shape if I was to use a Maine house. Of the remaining two lots, the farm house would only work on one. The remaining lot turned out to be just right for the country store (Photo 8). This was good since it did not fit in with the feel I had in mind down on the flat. There was only one place in town where a station would work (Photo 9). However, there is a trestle that rises between the track closest to the station and the outer loop, isolating it from that station. As it turns out, the second Hayes station is just the right size to squeeze into the corner below the residential hillside (Photo 10).

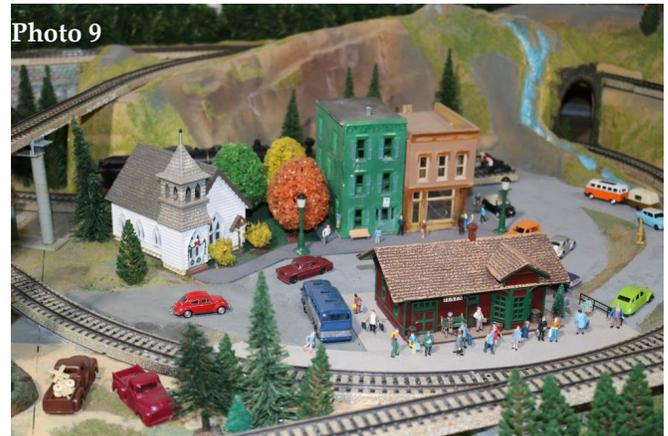


Photo 9

So, from the coast of Maine and the plains of Kansas a small collection of Hallmark memorabilia finds itself in an alpine setting distinct from both. Not Plasticville, Sarahville. A small community nestled in the rugged Marklin Mountains. For the toy train operator, some nice looking structures at a nominal cost with virtually no effort. For the collector, there are only five pieces, easy to acquire, easy to display and not too bad to look at.

And, no, you cannot have my Plasticville.

Or my Flyer.



Photo 10

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# K-LINE HIGH TENSION POLES



DONALD W. HUOVINEN

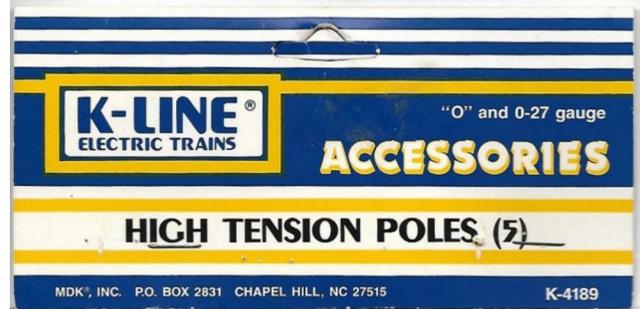
The K-Line High Tension Poles had an interesting history, especially when it comes to their catalog number.

When produced by Marx they were numbered 068/6 and consisted of a boxed set of 6 High Tension Poles. The poles were molded in dark brown plastic.

K-Line would first catalog these as K-4177 High Tension Poles (10). Cataloged as "NEW IN 1983", the poles were molded in gray and came in the larger Type 1 box. These are shown in Photos 1 and 2. These Poles would only be cataloged for 5 years, their last appearance being in the 1987 catalog. However they continued to be listed in Price Lists through 12/1/89. The price was shown as \$7.50 in the 6/1/87 Price List. It jumped to \$8.25 on the 7/8/88 Price list and further increased to \$8.35 on the 2/1/89 Price list, where it would remain until the final Price List



er has never seen this item. Reader input is especially invited.



To further complicate the issue, in 1995 K-Line manufactured set K-1525, the "Conoco Collector Edition Train Set, Manufactured Exclusively For Conoco". The flyer for this set is shown in Photo 4. This set included 5 High Tension Poles described in "The K-Line Connection" as "K-4177 5 High Tension Poles". At the time K-Line was offering the 5 poles for separate sale as item K-4189, previously described. Was this a misprint? The packaging offers no clue as there was no label for these poles. They were packaged in a plastic bag and were included with other small accessories in a cardboard box within the set box. Furthermore, the pictured flyer stated the set included "5 telephone poles". An obvious error. This is understandable as many, many, K-Line sets included 5 telephone poles and 12 railroad yard signs.



K-Line would subsequently re-issue the poles, this time as K-4189 High Tension Poles (5). The item number changed presumably because there were only half the number of poles previously included. The writer has not found a catalog listing for this item although it does appear on the 1991 Suggested Retail Price List with a suggested price of \$7.65. The price dropped to \$7.50 in 1992 where it would remain until 1997 when the price was raised to \$8.75. The writer has only observed these items in Header Bags 1 and 1A. The front of the header bag label is shown in Photo 3.

Interestingly in the 2005 First Edition Catalog "Also Available" was "K-4177 8 High Tension Poles" with a list price of \$9.95. The item number reverted back to the previous item number even though there were 2 fewer poles than were previously offered with this item number. The writ-



As always I welcome your additions, corrections or comments. This is a work in progress and if you are interested in K-Line buildings and wish to assist please e-mail me at dhuov@aol.com.

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# PLASTICVILLE IN MOTION

JOHN GOTTCENT

As attractive and enjoyable as Plasticville buildings may be, one thing you have to admit is, they don't DO anything. With the possible exceptions of a few playground items and maybe the windmill, PV structures don't move. Even the exceptions require the constant use of your finger to produce any action.

So a while back, I began to search for ways to introduce motion into our favorite model village. My inspirations were the O-gauge freight cars labeled for Plasticville produced a few years back by Williams by Bachmann.



Photo 1

These attractive cars—a three-dome tanker and a covered hopper—proudly bear the Plasticville name (Photos 1 and 2). Yet by themselves, they still don't move. Where to find the motive power?



Photo 2

I found an answer in a Chicago & Northwestern NW2 switcher made by Lionel in the mid '90s (Photo 3). It features a headlight, horn, and forward/neutral/reverse operation. Equally important, its green and yellow color scheme matches nicely with the PV freight cars' colors.

Of course, every freight train needs a caboose, and I found mine in a C&NW steel caboose from MTH (Photo 4).



Photo 3



Photo 4

Though to a purist its color shades are slightly different, its green and yellow appearance is a close enough match to provide "closure" to the train. Plus, it has a light, so when you run the train in a darkened room, the haunting glows from it and from the engine's headlight provide a neat effect. Blow the horn and you might approach Plasticville heaven!

The result is a nice little outfit that looks good as a display unit (Photo 5), or better yet, chugging around a tight curve in Plasticville itself.

Like all trains, this can be added to over time. A nice add-on component might be the bright yellow Plasticville boxcar made by Lionel in 2001 (Photo 6), though its rarity and current asking price are almost equal to the cost of the rest of the train.

A less expensive option might be the motorized Plasticville Construction Company van made by Williams as part of its EZ-Street collection (Photo 7). This group of vehicles was designed to run around the streets of town



Photo 5



Photo 6

just as a train runs around its track. Though the Streets themselves have become hard to find, with a little ingenuity, you can disguise some sections of 027 track to serve the purpose and bring more movement to your village.

A final note. I'm in the process of downsizing, so if you have difficulty locating these components, know that mine are for sale. Contact me at [jandjgott@gmail.com](mailto:jandjgott@gmail.com) or 812-306-5050 for details.



Photo 7






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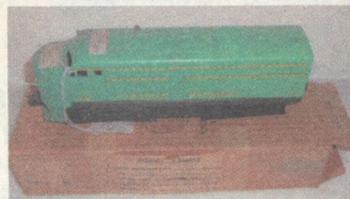
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# PLASTICVILLE ROADSIDE STAND TO THE RESCUE



ED BERG

The Freight Platform project was fun but my micro-layout needed more buildings. Specifically, it needed a building which would fit in the small spaces that were already allocated and in place on the layout. Again, it was Plasticville to the rescue! This time their Roadside Stand was in the spotlight as it fit into the narrow confines of the space on my layout. Here it is in rough form – assembled, not glued – and in-place on the layout



Another in-place shot is below.



Bracing was added to the corners as most of the interior pieces that add structural support won't be used. Those familiar with the kit will notice that the locating lugs on the bottom middle of the wall have been taken out.



The base is ugly – it's so full of protrusions, indentations, wells, knobs and what not, it's got to go! A new one is constructed from sheet basswood.



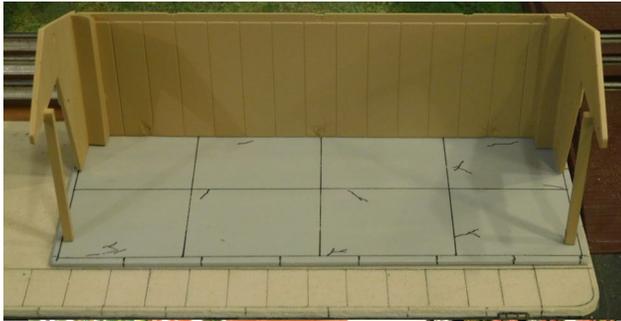
Plasticville kits are made to be put together quick-&-easy and this facilitated by lots of knobs and protrusions stuff sticking out just about every piece -arrgh! You see all those huge bumps sticking out on the produce racks and meant to easily place the barrels and crates on? Yeah, those got lopped off in a hurry!



After acquiring a whole bunch of items from different sources I'm making my own version of a farmer's market. Here's a rough idea of where I'm going with this.



The new base is painted and temporarily in place. The interior walls have now been painted with Krylon spray paint. The exterior walls have now been painted, again with Krylon spray paints. The project is shaping up!



The whole layout is somewhat of an homage to my Wisconsin roots and place names were taken from there. By this time, I've decided to call this little enclave "Deer Crest" – a reference to Deer Crest Lake in Wisconsin where my sister used to live. The fruit stand/farmer's market/produce stall (whatever you're comfortable with) has been called the "Deer Crest Fruit Ranch" and a custom sign made for it. Now of course I've heard the inevitable jokes about rounding up wild herds of watermelons and lassoing carrots LOL BUT, when I was growing up in Milwaukee there was in fact a place called 'The Fruit Ranch' which was an awesome grocery store specializing in fresh fruit and veggies. Today, the large locations in the area have long since shut down but the descendants carry on the name with a small gift basket business.

Enjoy!

Weathering - both inside and out – has been applied.

Ed "ICE" Berg, Las Vegas, NV



# ANOTHER APRIL, 2022 YORK REPORT

CHARLES SWANSON

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I just read the April newsletter. I attended York this April, after having not attended in believe 7 yrs. but didn't see anything listed on York Train meet site, that Plasticville was having a meeting. I asked few staff members with York, and they didn't seem to know what I was talking about. So sorry missed meeting you all for lunch as had brought a few interesting things. Not sure when I will get to York again.

I saw guy in the silver hall who was selling bunch of boxed sets, some ok shape. Before I arrived he reported having sold one of city in a box set, with colored plastic citizens. He said the box was poor, but that did have colored citizens. I believe he said he sold it for \$150 dollars, which I probably would have paid, to get the citizens. I did buy a Turnpike set, box very poor, but had all the contents, and only wanted \$40 dollars, so after I add up all the contents inside, believe got about 80 dollars worth of contents.

I think I saw that same guy's Littletown church which he said was complete, but didn't see the cross or crosses, so went on.

I was mainly into looking for postwar and early MPC car variations this time. I did buy some common Plasticville pieces if really cheap, I picked up a Police station, with light grey fire house siren. Person was selling Plasticville, so knew it was worth something. Think they had \$65 on it, but accepted my offer of \$50 so said what the heck.

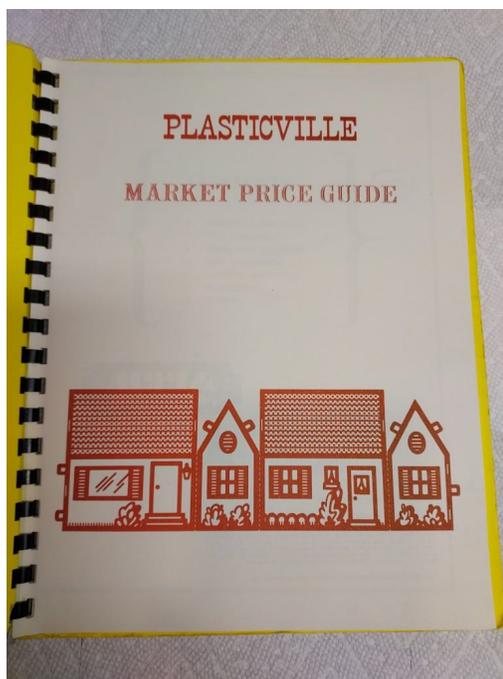
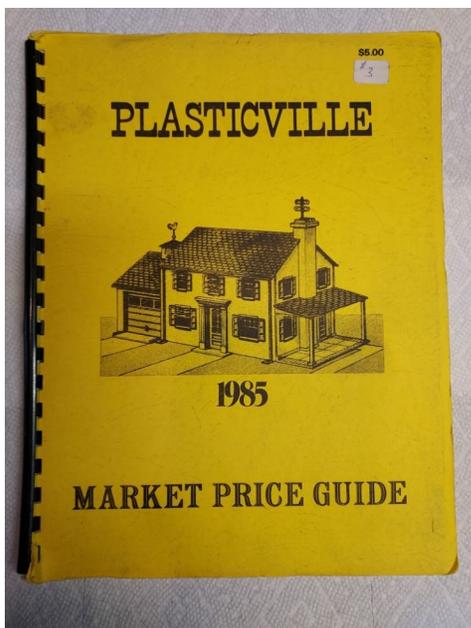
In the red hall I saw someone selling two of the Road Racing grandstands, one with unused contents, and other with stickers partially used. Think person had sticker price of \$50 dollars, I decided to not pursue. The better one was gone when I went back through the next day. I was hoping to find the other Road racing items, at York, but didn't see any others besides the two grandstands.

## BLAST FROM THE PAST!

TIMOTHY PRICE

---

Tim shared two photos from the 1985 Market Price Guide!



# WELCOME TO STUCCOVILLE

ERIC MALGREN



**P**lasticville. Is it Plasticville? Or should it be “Stuccoville?” Plasticville or Stuccoville? Stuccoville? Yes Stuccoville.

“Treason!” “Heresy!” “Sacrilige!” you say. Not really, just a tactless, in-your-face way of getting your attention. So rack your pitchforks and douse your torches all you PlaVilophiles. I love my Plasticville as much as the next person. I am just pointing out something we are all aware of, but probably have not given much thought to. For the good citizens of our favorite community, stucco has been the primary siding of choice since its founding in the late 1940s.

I am not exactly sure how I got off on this kick. First, there are the “Welcome to Plasticville” billboard inserts. Then, there are the Cape Cod houses. I have always observed they were stuccoed. However, one day I was looking at a couple my daughter found me at a yard sale and it occurred to me that I can’t recall ever seeing a stuccoed Cape Cod house. I live in a neighborhood of Cape Cods built during World War II to provide housing for workers at a nearby ammunition plant. Many, like ours, have been modified over the years, but the only stucco around here is on a couple of foundations. From there, my mind drifted to my other Plasticville structures. The next thing I knew, I was picturing a line through “Plasticville” on that billboard with “Stuccoville” overprinted on it instead. I am not an expert on Plasticville history, but let’s take a little tour of the community’s development and its use of the material in question.

Plasticville started as a post-war housing development in the late 1940s, a few Cape Cod houses, all stuccoed. A church soon followed, also stuccoed. It wasn’t long before they had a store and a gas station. Both were stuccoed on their sides and rear. A fire station was built in 1950. It was stucco all the way around. The railroad added its suburban station about the same time, more stucco. By 1951,

Plasticville must have been an incorporated town because a police station and a school were put up that year. The police station matched the fire station, stucco front, sides and rear. As for the school, it may be red, but it’s not brick. Nor is it large enough to justify steel reinforced concrete. Smooth stucco with some cast detailing.

Main Street exploded in 1953. Plasticville got its own post office. A five and dime, hardware, a drug store, and a new modern supermarket also appeared as the area exploded with new housing. All these stores and the PO were built with stucco on three sides. The newer houses tended to use more appealing siding with two exceptions. The smooth sides of the two story colonial style homes are a stucco. Then there are the ranch houses. The indentation in the rear is the same smooth stucco found on the two story colonials. Evidently, they continued to build cape cods with stucco siding since there is clear evidence of construction going on at the turn of the sixties. The TV station erected in 1957 was another smooth stuccoed structure, probably the last.

Lest I be accused of seeing stucco on every smooth sided building, there are some that if this were the real world would have to be steel reinforced concrete. The bank has stonework around the base. The columns were likely cast in concrete. The remainder of the superstructure is likely steel and concrete. The same can be said for the design of Union Station. I grew up in the Pacific Northwest. There were – are Union Stations in Seattle, Tacoma, Spokane, and Portland. All are brick, as is Seattle’s King Street Station. You have to go to Vancouver, BC to see a poured cement passenger facility. Still, I really like the of the Plasticville design. Then there is the factory. I live in a world where many small factories are made of concrete blocks or have steel sheet siding. The Plasticville factory, on the other hand, is probably concrete above its stone block base. The airport terminal is small, but concrete seems to be the norm for airports of the era. The hospital appears to be steel reinforced concrete as well. I’m not sure why, but every time I look at it, I think of Seattle’s Veterans Hospital as it existed when my grandmother worked there in the fifties. It was a concrete edifice, but the similarity ends there. Maybe it’s the furniture, the old bed design they used.

Design, now there is something that really needs to be considered when talking about our stuccoed toy structures, any toys for that matter. Some years back I was looking at a small cheap plastic toy soldier with movable

arms. At that moment, I found myself thinking about the engineering that had to go into making what I saw as a piece of "junk." Someone had to design the figure, then, someone else had to do whatever they do to make the precise mold so that the pieces would not only fit, but would both stay in place and be moveable and that in addition to the other details that make it look like a soldier. That led me to remember all the *Legos* we had around. The basic blocks not only have to lock together so that they stay together, all the sizes and all the odd pieces have to be able to work together. There is no margin for error. A hair or two off and a piece is worthless. The point is, I may be harping about the use of stucco on so many Plasticville buildings, but I doubt very much the texturing was a matter of convenience, Otherwise we would be looking at more structures with large areas of smooth sides, like the two story colonial, the bank, the factory, and the Union Station. I am not sure what the process was to produce the molds in the late forties and the fifties, but I am sure it was not computer controlled. Please don't hesitate to correct me if I am wrong, but I suspect someone had to painstakingly create the texture and get it converted into a mold.

I have scorned stucco since I was a teen watching an apartment go up in my neighborhood. Chicken wire and goop was installed on the exterior. It was the first time I gave stucco any thought because it was the first time I ever saw the stuff go on. How on earth could it ever stay put? In that particular case, it didn't. Shortly after the building was occupied, large portions fell off. That is not going to happen in Plasticville. A lot of care went into the creation of those once inexpensive snap together accessories we have enjoyed for decades. Stucco or no stucco, I intend to keep enjoying them for years to come.

Oh yes, lest I forget:

I have included photographs of a pair of houses taken down the street from where we live. Standing side-by-side, one looks a lot like the classic Plasticville Cape Cod, the other, the Littletown/Plasticville Bungalow.



## Hunting for strange and unusual Plasticville.



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 mattharvazinski@gmail.com

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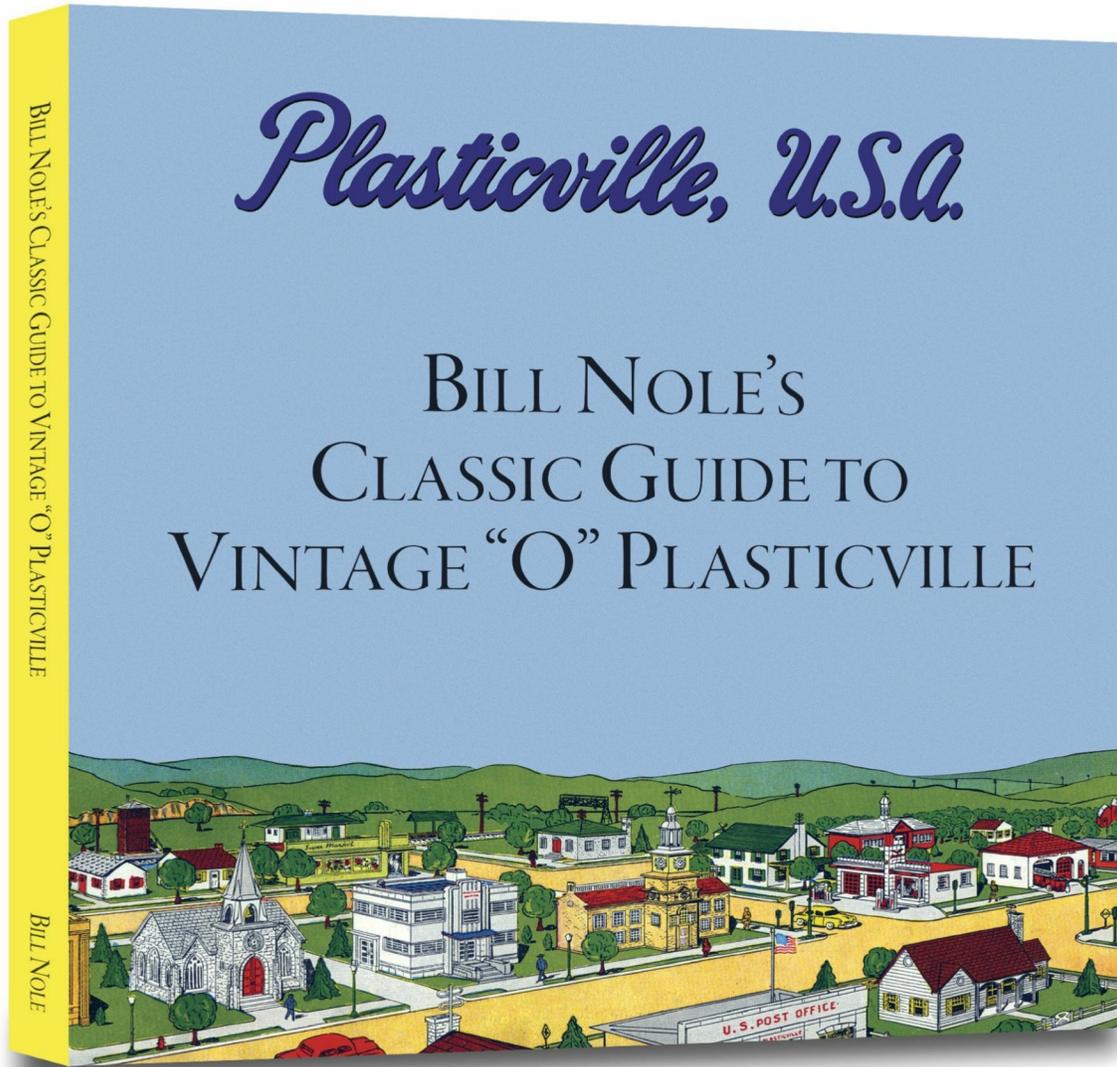
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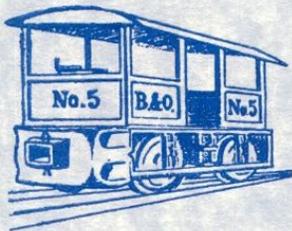
**VISIT [PLASTICVILLEGUIDE.COM](http://PLASTICVILLEGUIDE.COM) TO ORDER**

# HAVE YOU NOTICED?

TIMOTHY PRICE

The original log cabin, LC-2, can be found in two different sized boxes. The dimensions of the sturdier, heavy duty box are 2.5" high, 6.750" wide and 6" deep. The dimensions of the lighter gauge box are 1.5" high, ~6.5" wide, and 6" deep. The artwork on the front is similar, you can see differences on the front facing side. The larger box has text on it "Log Cabin", "Rustic Fence & Tree" and "For Child Play the Year Around", while the smaller box has just the rustic fence graphic. The larger box is also shown in its counter display style.

Also shown is the counter display style of a very nice 1-C Christmas fence box. Notice that this box has the hard-to-find green cardboard insert.



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## WHAT MEMBERS ARE SAYING

---

I was so glad to get your email. I thought the PCA had come to an end. While, out of necessity, my train layout size has become much smaller and the number of Plasticville buildings has been reduced, I still like to read and keep up on new information.

One thing I have been doing for the last few years is including Hallmark building ornaments on my S scale layout. They have not done it for the last couple of years, but before that, they marketed a commercial building in their ornament collection every year. Some were good for N scale, some HO and some even large enough for S scale. These may still be available on web pages that specialize in resale of Hallmark.

Wayne Beachy - long-time PCA member

I recently received the following email communication with a person who discovered our website after asking about the footprints of Plasticville buildings.

Hello, Is there a list available that gives the Dimensions of the various Plasticville buildings and accessories?. Preferably LxDxH but at least the footprint of the structure.

I want to incorporate a number of Plasticville buildings in an American Flyer layout which I am in the planning stages at the moment.

*The PCA does not have a chart listing the sizes of the various pieces. The sizes of the pieces are listed for each piece in Bachmann's 2021 catalog. The direct link to download the catalog is:*

<https://resources.bachmanntrains.com/bachmann2021/html5/index.html>

Hello,

I recently "discovered" the PCA website and your Villager Newsletter. PCA is a great resource. And the Newsletter is a fun and informative read.

I have an idea for an article or other PCA posting about a project I have in mind using the Union Station model in a different manner than intended. I am seeking your opinion to see if this is something that would be of interest?

I plan on using the Union Station as town admin offices. My plan is to create a sign for each door indicating a different office - Town Hall, Police, and Post Office. There are two reasons for this project: space and layout concept.

My inspiration for my American Flyer layout is the Tallulah Falls RR. It was a shortline railroad that ran from the

late 1880's until 1961 in the mountains of NE Ga and NC.

The TF's origination point was a connection with the Southern Rwy mainline at Cornelia, GA, a town about 90 miles north of Atlanta. Cornelia has a typical small town station. The Union Station is too large to be appropriate for that setting; however, Cornelia has a number of large commercial and government buildings.

Would an article about my project with pictures be of interest for publication in the Villager Newsletter?

*What a great idea for using the Union Station in a manner other than its original design. Go for it! Please send your article as well as accompanying photos to our editor at [villagereditor@plasticvilleusa.org](mailto:villagereditor@plasticvilleusa.org)*

I attended my first ever York show this past weekend. I got there at noon on Thursday just as the National Anthem was playing. In the second row back of the blue hall a man had about 20 Plasticville structures with a sign saying "All Plasticville \$5". I thought it too good to be true but it was legit. No one was directly behind the table so I asked the next man over if they were his, but he could help me. I asked him why the cheap price and he shrugged and said he just wanted to get rid of them. I picked out a small Switch Tower, a Loading Platform and a Suburban Station. They were all complete and the boxes were decent. I wanted to return Friday to meet up with all the PCA people but my knees were to swelled and painful. Wish I could've seen you. I did make it back Saturday to finish up the Orange Hall and got to meet Hal Miller, the Editor of Classic Toy Trains magazine, and tell him how much I enjoyed his magazine. He's a very nice man. I picked up a Station Platform, a 1915 Citizens box and a BL-2 Bridge and Pond box, all for good prices. I was pleasantly surprised at all the Plasticville available at this show. A good bit was priced quite reasonable while some was outrageous. I'm glad I got to the Blue Hall early for those \$5 bargains. I'll try not to wear myself out at the next show so I can meet the PCA.

Jim Bennet, Hutchinson, Pa.

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1981 Farm Building Scenic Classic \$35	1923 Roadside Stand \$20 Mint
0400 Mobile Home (Blue or Cream walls) \$10 Mint	1809 Loading Platform \$15 Mint
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0550 King Add A Floor (Brown or Red) \$8 each 3/\$20	FH-4 Fire Dept W/LIGHT GREY SIREN \$75
1504 Trailer \$30	1987 Barn Scenic Classic \$18 Mint
1983 Colonial Mansion Scenic Classic \$20 Mint	1624 House Under Construction \$30
1984 Colonial Church Scenic Classic \$25 Mint	1804 Greenhouse, \$30
1985 Log Cabin under boxed \$30	45986 LCCA Hangar, \$20 Mint
1611 Hardware & Pharmacy (Rare Art Deco box) \$45	ON-5 Outdoor Necessities \$35
45985 LCCA Air Admin Bldg Orange/Blue, \$20 Mint	

**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, Colonial Mansion (red roof) \$15, Colonial Church \$15  
KING Add A Floors (red or brown) sealed \$4 each, 3/\$10

**Accessories**

Telephone Booth \$4 each or 3/\$10, Telephone Booth(Never assembled) 7 pieces \$6 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: original walls, roofs, canopies,  
platforms, steps, Hobo Shacks: original walls & roof (brown or dark grey), original rear canopy \$5  
(brown or dark grey), Railroad work car: original walls & roof, 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, Cattle Pen: crossbar, Turnpike: white lens holder, 2 lenses(Red or  
Green), Turnpike: white cone 4/\$3, green sign \$3, Post Office: flag \$5, Frosty Bar: stool \$1, Sign \$5

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

Airport: windsock, CHIMNEY: Log Cabin, Switch Tower, Loading Platform, Watchman's Shanty,  
Suburban Station, Cape Cod, Ranch House, Factory: railing Colonial Mansion: half chimney, New  
England Ranch: half chimney, ANTENNA: 2 story colonial, New England ranch, Police station, Police  
Station: antenna base WEATHERVANE: Barn, School, Independence Hall, Hospital: siren, Fire  
Department: siren, Barn caps, Church cross, Split Level downspouts, Watchman Shanty light, Bank:  
large or small canopy, House Under Construction: sawhorse (3 pieces)

**STORY TOWN PARTS - \$1.00 ea (Reproductions unless noted as original)**

Jack & Jill: pail, 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

# BACK IN THE BOX / A CONTINUING SERIES ON REPACKING PLASTICVILLE

1804 Greenhouse

JOHN L. NIEHAUS

Let's go with an easier piece this time. My concern with the greenhouse has always been that it is somewhat easy to damage the "flowers". The method below seems to help minimize that risk.



Photo 1: place the base, top up, in the front left corner of the box.



Photo 2: place the long walls back to back with one top up and one top down, alongside the wall at the back of the box. The pieces will sit on the bottom of the box, not on the base.



Photos 3 & 4: place the rear wall, top side up, between the large walls and the base. It will rest on the base. Yes, the piece in the picture shows damage from disassembly.



Photo 5: put the roof section inside to inside and place in the box on top of the base and pushed back until touching the wall segments.



Photo 6: place the back wall and front wall into the box with their peaks in opposite directions. Push them back until they are touching the wall segments.



Photo 7: place the front wall, face down, into the box with the wall to the outer edge of the box.



Photo 9: place the remaining two sets of flowers on top of the front and back walls. This will, hopefully, minimize damage to the flowers.



Photo 8: place two sets of flowers, face up, between the front side of the box and base. They will be resting on the bottom of the base. It is your choice of color.

The photos with this article are my step by step process to get it "back in the box". I would like to hear from anyone who has other methods for getting this piece, or any others, "back in the box".



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# PLASTICVILLE IN THE 2022 BACHMANN TRAINS CATALOG

JOHN L. NIEHAUS

The 2022 Bachmann trains catalog is now available as a PDF download - eventually - and in hard copy. See my comment regarding Bachmann's website later in this report. A hard copy catalog can be ordered for \$14 plus shipping and handling from their website: <http://www.bachmanntrains.com/home-usa/index.php>. Again when the website is available.

I can now say with great certainty that Plasticville will no longer have its own listing in the Table of Contents as again this year it has been included elsewhere. It is again listed in a smaller section called Buildings and Accessories under the greater listing of Landscapes, Buildings, Figures, and Accessories.

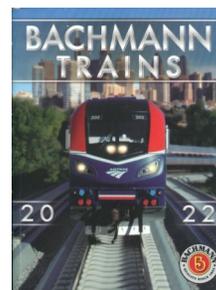
The same N scale pieces that were included in the 2021 catalog appear again in this year's issue. There is a total of eight. The price of each piece increased, based on the piece, by \$2.00 to \$2.50 over the 2021 catalog price.

The twenty seven HO pieces listed in the 2021 catalog are still in this year's edition. The Cape Cod, School House, Police Station, Signal Bridge, Water Tank, and the commercial buildings, as well as some of the other pieces increased in price by \$1.50. The Cathedral and Coaling Tower shows an increase of \$2.00.

I am pleased to report that all twenty seven O scale pieces in the 2021 catalog are included in the 2022 catalog. As with the N and HO pieces they were not spared a price hike. The price hikes were either \$1.50 or \$2.00. There did not seem to be any correlation between the price increase and the complexity, number of pieces, or size of any

specific piece. They seemed a bit haphazard.

Happily the inclusion of a footprint of a piece seems to have become standard practice as they are listed again in this year's catalog for all three scales. Some are still embedded in the illustrations but, at least, they are available.



The Bachmann Trains website was unavailable while I was writing this report. The 2022 catalog will be free to download on Bachmann's website as a PDF as soon as the site is back up. All of the Plasticville listings are lumped together making it quite easy to access them. I do not have the direct link but Bachmann's home page is [www.bachmanntrains.com](http://www.bachmanntrains.com). Navigate to the 2022 catalog and hover over the down arrow at the top, center, of the page then click the download option. Select PDF when prompted. This will start a download of the complete 2022 catalog. Be patient as the entire catalog is over 300 pages in PDF format.

The Plasticville listings begin on page 267 in the hard copy catalog but due to the addition of the front cover and other odd pages the Plasticville listings more than likely begin on page 279 in the downloaded PDF version. My suggestion is to enter 275 in the "go to page number" field to navigate close to the first page of Plasticville listings. From there merely scroll down until you find the Plasticville pages.

## Plasticville Collectors Association Anniversary Pieces



5<sup>th</sup> Anniversary  
336 total pieces made  
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10<sup>th</sup> Anniversary  
240 total pieces made  
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Items are from the Plasticville Collectors Association Archives  
Proceeds will be used to support the continuation of the  
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Quantities are limited

All buildings are in their factory sealed packages

Contact: [secretary@plasticvilleusa.org](mailto:secretary@plasticvilleusa.org) or mail to PCA, 601 SE Second St, Ankeny, Iowa 50021 to arrange purchase and shipping

# GREENBERG'S 2022 LIONEL POCKET PRICE GUIDE

JOHN L. NIEHAUS

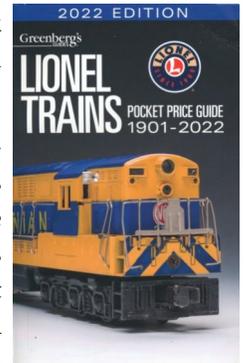
The Lionel Greenberg's pocket price guide for 2022 is now available from Kalmbach books. No American Flyer guide was published this year in a continuation of what seems like an every other year occurrence for the Flyer guide. The Lionel guide is again in the larger format of approximately 5 ¼ x 8 ¼ inches x ¾ inches thick. It contains 445 pages. Obviously it is not going to fit into your back pocket. The shading of every other listing is a great help in reading across from the number and description to the values listed.

The values, compared to last year are a bit odd again this year. All of the modern pieces retained their 2021 values except for the 8801 Blue Comet 4-6-4. Its value in both good and excellent condition increased an insignificant \$5 for both conditions. Some of the postwar pieces fared a bit better, but not all.

The real winner in this group was the 746 4-8-4. The 2022 values are \$462 and \$968 for good and excellent condition, respectively. The 2021 values were \$409 and \$924. The 2360 Tuscan 5 stripe GG-1 increased \$14 in good condition but lost \$25 in excellent condition. The green version lost \$7 in good condition but a whopping \$96 in value.

The two prewar pieces that I track have retained their values for quite a few years.

I have been tracking ten different Lionel pieces since 2007 and was curious as to the change in values over the years. The chart below shows the ups and downs of the values for the last five years. Red indicates a drop in value over the previous year. Green indicates an increase in value over the previous year. Yellow indicates no change in value from the previous year.



The 2022 Lionel guide is available from Kalmbach Books, 21027 Crossroads Circle, Waukesha, WI, 53186. It is listed on their website: <https://kalmbachhobbystore.com> then enter the text "price guide", without the quotes in the search field. The listed price is \$22.99. Their toll free number is 800-533-6644 Monday through Friday, 8:30 a.m. - 5:00 p.m. Central Time.

The guide is available on Amazon in new and used condition at the publisher's price for new condition. It was not found on Barnes & Noble's website.

	2018		2019		2020		2021		2022	
	Good	Excellent								
2343 AA	143	438	143	438	178	438	178	438	200	428
2343 B - type B	73	183	73	192	78	192	72	174	68	149
746 long stripe	493	983	493	983	493	983	409	924	462	968
2360 Tuscan - 5 stripe	570	1253	570	1253	570	1252	537	1326	551	1301
2360 green	374	823	374	823	396	824	360	857	353	761
8 Maroon	130	250	130	250	130	250	130	250	130	250
700E	1400	2950	1400	2950	1400	2950	1400	2950	1400	2950
8100 N&W 4-6-4	360	402	360	402	360	402	360	402	360	402
8702 Southern 4-6-4	280	398	280	398	280	398	280	398	280	398
8801 Blue Comet 4-6-4	380	500	380	500	380	500	380	500	385	505

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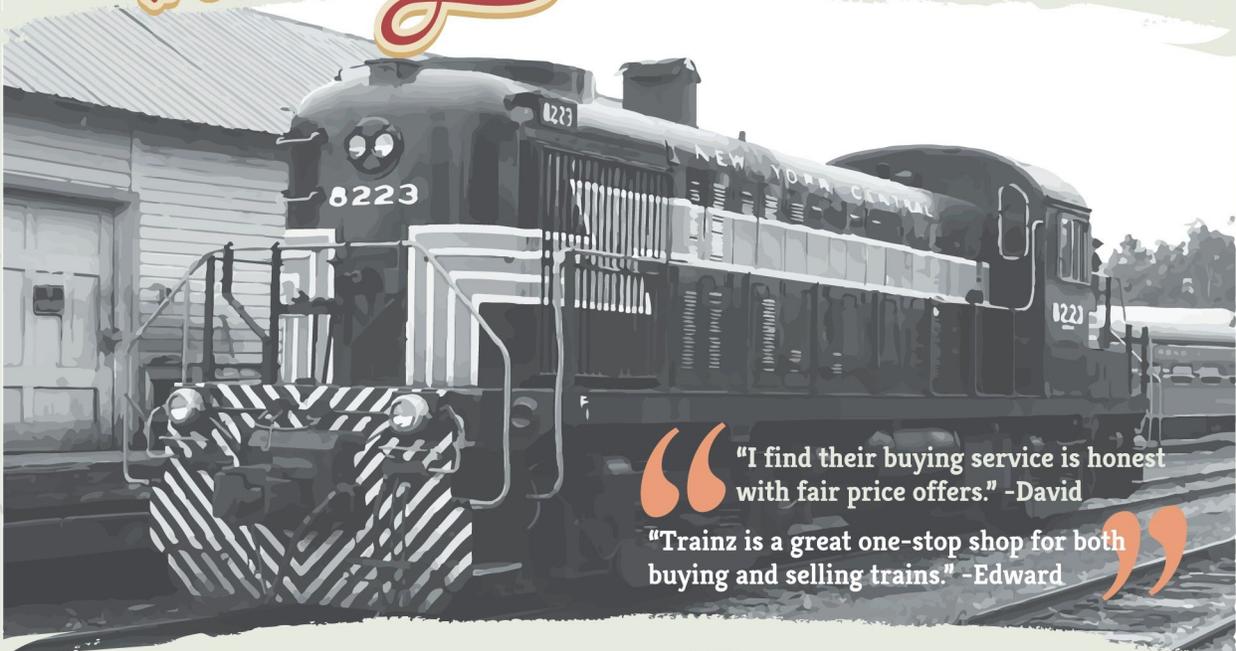


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## THE PCA CORNER STORE



### 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.

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A sheet of 30, personalized, high-quality color labels are available from the PCA. The labels will include the PCA logo in color and up to four lines of address. Each label is a generous 1 x 2 5/8 inches. The price is \$1.00 per sheet plus \$1.50 P&H for up to three sheets. Please add 20 cents per additional sheet over three.

#### PCA T-shirt

Navy blue 100% cotton, short sleeve shirt T-shirt with the PCA logo printed on the front in white. 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 size M is 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

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**The Villager is looking for new contributors. Contact the editor to find out how to participate and share your knowledge.**

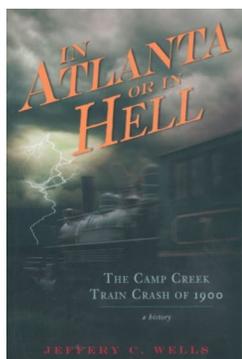
### *Did You Know?*

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



## PRODUCT REVIEW

JOHN L. NIEHAUS



**In Atlanta or in Hell, The Camp Creek Train Crash of 1900**, Jeffrey C Wells, 90 pages, softcover, 6×9 format, \$17.99. Published by The History Press. Black & white photos throughout.

In Atlanta or in Hell is only part of what the engineer said when he was informed that the conductor wanted him to proceed to Atlanta from where the train was stopped in McDonough, Georgia, a distance of approximately 30 miles. The complete phrase was, "We'll either be having breakfast in Atlanta or in Hell". The train had been held in McDonough due to torrential rain as well as waiting for another train whose coaches were to be added to the train. The conductor decided to continue on when he realized that the train was not going to arrive.

At 9:45PM, the conductor ordered the engineer to proceed towards Atlanta. That is when the engineer uttered the "Atlanta or in Hell" phrase. The train crashed shortly thereafter into the extremely rain swollen Camp Creek. The rain had swollen creek to nearly a river and almost completely washed out the supports for the trestle. The

engine, tender, and all cars ended in the creek. The wreck was one of the worst, if not the worst, train wrecks in Georgia.

The author provides the usual acknowledgements and introduction. These are followed by seven chapters, the first being a bit of history about McDonough and the county in which it is located. He then gives a brief history of the railroad and how it came to pass through McDonough. The next two chapters address the time just prior to the crash and the crash itself. Heroes, Victims and Survivors are presented in the next two chapters. The title of the last chapter is, *Aftermath*. There is an epilogue, an appendix of victims and survivors, a few notes, and a bibliography to complete the book.

This book is the right size and its ease of reading makes it perfect for reading over a long weekend. I enjoyed it and hope that you will also.

**In Atlanta or in Hell** is available through The History Press' website at: <https://www.arcadiapublishing.com/Products/9781596298262>. Amazon offers the book in paperback, hardback, and Kindle. Barnes and Noble's website offers it in paperback and hardcover. Hamilton Books offers it in paperback only.

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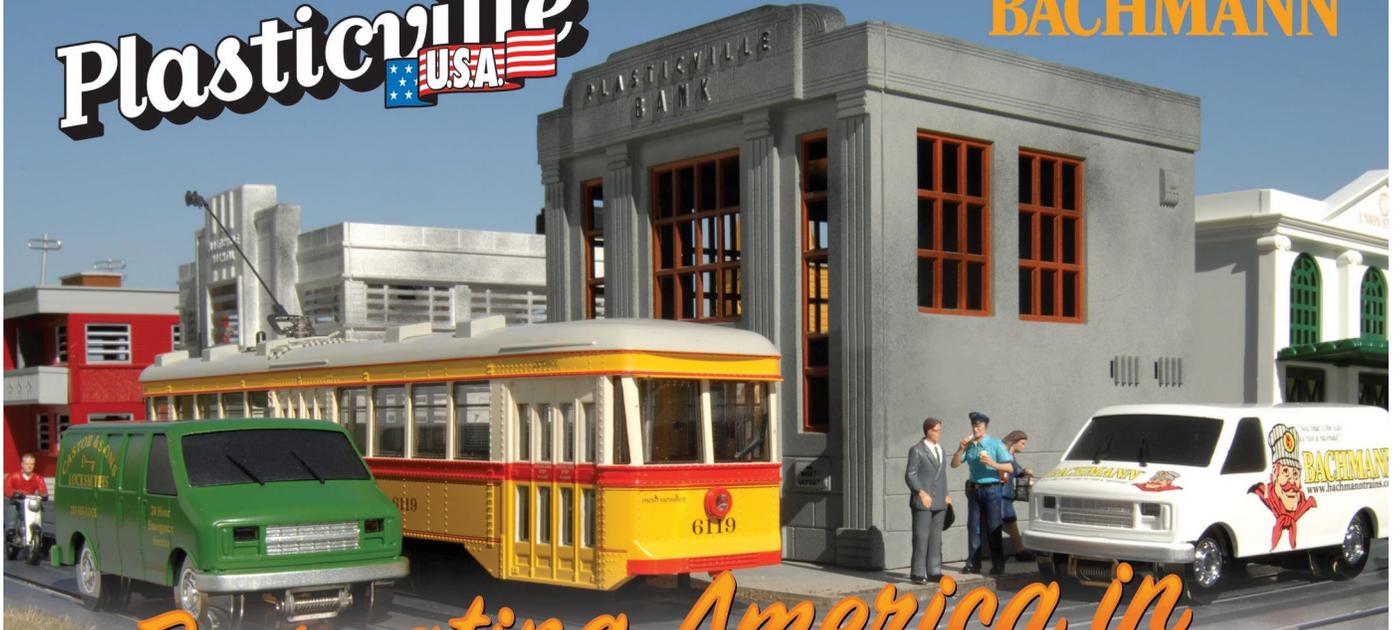
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