



KEY LOCK & LANTERN NEWS



July 2012

Issue No.15

Fifty Years of Steam Excursions on the Arcade & Attica

In the early summer of 1962, the sound of a steam whistle echoed across the valley near the rural western New York village of Arcade. Steam locomotives had been retired for well over a decade on most railroads, but the puffs of smoke rising over the cornfields revealed that it was in fact a steam engine undergoing testing on the Arcade & Attica Railroad.

The 1950's had been a difficult decade for the A&A. During the first quarter of 1951, the small shortline only carried eight passengers in its mixed train service, and LCL business was in decline. Little argument was needed in order to convince the Public Service Commission to authorize the railroad to discontinue its passenger and express service. In 1957, a large washout severed the line's connection with the Erie RR at Attica, along with its switching contract for Attica Prison.



This season is the 50th year that the Arcade & Attica has offered nostalgic rides through the rural countryside.

With its route cut back to the town of North Java, NY, and only a handful of customers remaining in Arcade, the A&A was headed toward bankruptcy.

In 1962, Arcade & Attica RR management came up with an unusual plan to supplement the line's freight revenue. A few railroads had been operating special passenger excursions, and A&A general manager Richard Cartwright thought that the line might be able to profit from the growing public interest in steam engines. Unfortunately, the Arcade & Attica no longer owned one! The railroad's last steamer had been



Former Boyne City RR No. 18, a 1920 Alco product, has been pulling Arcade & Attica excursions since 1962.

disposed of in 1948, after the line purchased its second GE 44-tonner (making the A&A one of the first railroads in the country to completely dieselize).

A suitable locomotive was located on the Boyne City RR in Michigan, and after some restoration work, Engine No. 18 was making test runs on the A&A. The 2-8-0 locomotive had been built by Alco in 1920, and had no trouble pulling the two circa-1915 DL&W coaches that were purchased for the excursion train. On July 27, 1962, the first train pulled out of the Arcade depot, carrying railroad officials and members of the press. The following week, regular excursions began, offering passengers a nostalgic ride through the countryside.

What was considered to be a gamble by A&A management turned out to be a huge success, with most trips sold out

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Railroad History is a Relative Thing

I was about eleven years old when I started collecting railroad memorabilia. After picking up a few 25-cent timetables at a model train show (and discovering that there were *free* ones at the Amtrak station), I started saving up to buy a \$10 New York Central lantern from a local antique shop. The days of the Central were ancient history to me, and railroadiana from the 1950's seemed extremely old. A Dietz Vesta marked NYCS was most certainly an antique!

Having been born several months after the Penn Central merger, the New York Central will always be a lifetime away for me. It is difficult to imagine that some of the retired Conrail engineers that I used to ride with started their careers on steam locomotives. On the other hand, it still seems like yesterday that I was taking Amtrak's Rohr Turboliner home from college. The New York Central had hardly been gone for 12 years when I bought that "antique" lantern, and the turbos quit running almost 20 years ago!

When it comes to railroad history, everything is relative. At the recent KL&L convention slide show, one of the younger members referred to a photo as from "years ago, back in the 1980's." Good grief, that's when I hired out on the railroad! Many of the railroaders that were working when I started are the "old timers" now, and the first lantern that I used is almost 25 years old (would that be "vintage" on Ebay?).

In recent issues of the *Key, Lock & Lantern* magazine, there have been articles about what many of us would consider to be modern subjects. However, even 1970's railroading is now a part of history, and the transportation world continues to change. As we hunt for relics of the steam era, don't forget about the more recent periods in railroad history. Gather the stories of today's "old timers" while they are still around.

As always, suggestions, comments, and contributions for the magazine and newsletter are appreciated!

Dave Hamilton

KL&L President & Editor

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Railroadiana Show & Auction Calendar



- Jul 14** **DeLand, FL** - Florida Rail Fair. Volusia County Fairgrounds.
Info: www.gserr.com.
- Jul 14** **Lancaster, PA** - Lancaster Lock Show. Host Resort & Convention Center.
Info: www.lancasterlockshow.com.
- Aug 5** **Buena Park, CA** - California Express Railroadiana Show. UCFW Hall.
Info: www.californiaexpress.net.
- Aug 11** **Atlanta, GA** - Atlanta Railroad Show. North Atlanta Trade Center. Norcross, GA. Info: www.gserr.com.
- Aug 11** **Cincinnati, OH** - Summerail 2012 Train Show. Cincinnati Union Station.
Info: www.cincinnatiirclub.org.
- Aug 11** **Lynchburg, VA** - Lynchburg Rail Day. Boonsboro Ruritan Club.
Info: www.blueridgenrhs.org.
- Aug 19** **Niles, OH** - Northeastern Ohio Railroad Show. McMenemy's Banquet Center.
Info: www.gserr.com.
- Sep 8-9** **Buffalo, NY** - Central Terminal Train Show. Buffalo Central Terminal.
Info: www.buffalocentralterminal.org.
- Sep 15** **Springfield, IL** - NAOTC Convention Railroad Paper Show & Sale. State House Inn.
Info: www.naotc.org.
- Oct 6** **DeLand, FL** - Florida Rail Fair. Volusia County Fairgrounds.
Info: www.gserr.com.
- Oct 13** **Brookline, NH** - Railroadiana Consignment Auction. Brookline Auction Gallery.
Info: www.tagtown.net.
- Oct 14** **Golden Spike Enterprises** - Railroadiana Mail Bid Catalog Auction.
Info: www.gserr.com.
- Oct 20** **Walnut Creek, CA** - San Francisco Bay Area Railroadiana Show. Walnut Creek Elk's.
Info: www.sfbayrailroadianashow.com.

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Scarce Colorado Memorabilia Commands High Prices in Railroad Memories Catalog Auction

Scarce memorabilia from the Denver & Rio Grande RR was the star of the show in the recent Railroad Memories catalog auction. Mail & internet bid Auction #83, which closed on May 25, 2012, included several rare locks and lanterns from this popular Colorado line. A variety of lanterns and other railroadiana from eastern companies was also offered, along with the usual broad selection of artifacts from western roads. The “big ticket” items were a six lever DR&G Train Box lock, which sold for \$3135, and a DR&G fancy cast heart lock that went for a high bid of \$3467. Lanterns also brought solid results, with several tall globe models pushing the \$200 mark. There were a few good deals to be found, as well, with several pieces of china selling for reasonable amounts. A good selection of keys was also included in the catalog, with some scarce railroads bringing in high bids. Several postcard lots, and another group of railroad sheet music rounded out the sale. For a complete prices realized list, visit www.railroadmemories.com. *All photos, prices, and descriptions are courtesy of Railroad Memories.*



This Denver & Rio Grande 1895 Adams & Westlake lantern with clear cast globe brought a high bid of \$1725.



A rare Denver & Rio Grande Railway six lever “Train Box” lock, with no manufacturer’s mark sold for \$3135.



This interesting Northern Pacific Railroad “Hot Water” pot sold for a reasonable \$60.



A bid of \$284 took home this pass from Lehigh Valley predecessor Geneva, Ithaca & Sayre RR.

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ALCO Heritage Museum Holds Grand Opening Celebration

In 1969, the last ALCO locomotive rolled out of the company's huge erecting shop in Schenectady, NY. While ALCO designs continued to be produced at the Montreal Locomotive Works, the closing of the Schenectady plant marked the end of an era in locomotive building. After years of leadership in the motive power market, ALCO could no longer compete with General Electric and EMD.

Decades later, a number of ALCO locomotives still remain in service on shortlines, attesting to the quality of their design and construction. A favorite of railfans, they serve as a functioning reminder of an earlier period in railroad history. In an effort to preserve the company's legacy, the ALCO Historical & Technical Society has been gathering artifacts, photos, and memorabilia for several years, with the goal of establishing a museum.

On June 10, 2012, the plans of the society became reality, with the opening of the American Locomotive Company Heritage Museum in Schenectady. Housed in a spacious and modern industrial building, the museum contains a variety



Visitors to the ALCO museum inspect a Reading FA locomotive cab, that was discovered in an area backyard!



The ALCO museum contains exhibits of memorabilia from many different eras in the history of the company.

exhibits that convey the story of this former industrial giant. A huge crowd lined up at the doors on the first day, showing that the history of ALCO is not only significant to railroad buffs, but to the surrounding community, as well.

The museum explores the significant role that ALCO played in the development and production of locomotives over the years. From the Civil War era steam engines of its predecessors, to the modern diesel locomotives of the 1960's, the exhibits guide visitors through the history of the company. The well arranged displays include a variety of original ALCO memorabilia and photographs.

Eventually, the museum's exhibits will include rolling stock on a track adjacent to the building, and a recreation of a diesel locomotive erecting shop. Currently, ALCO fans are

able to inspect a former Reading FA locomotive cab, that was discovered in a nearby backyard and was donated to the museum. Volunteers are working on restoring the cab to house a simulator that will allow visitors to have the experience of operating a train.

In addition to being a major supplier of locomotives to the railroads over the years, ALCO also played an important role in our nation's defense. During World War II, the company produced armored vehicles and marine engines for allied military forces. A "Patton" tank produced by ALCO is on loan to the museum, and forms the centerpiece of an exhibit about this aspect of its business.

The ALCO Historical & Technical Society recognizes that the preservation of the company's history involves more than just collecting artifacts and photos. An important program

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Opening day crowds enjoy the displays at the American Locomotive Company Heritage Museum in Schenectady.



Norfolk Southern Heritage Locomotives to Gather in North Carolina for “Family Portrait”

Norfolk Southern’s Heritage locomotives will gather for a “family portrait” at the North Carolina Transportation Museum (NCTM) in Spencer, N.C., during the Fourth of July week. All 20 locomotives painted in the color schemes of predecessor railroads will be on display July 3rd and 4th.

“This is the first and probably only chance we’ll have to get all these locomotives together in one place at one time,” said Norfolk Southern CEO Wick Moorman. “We’re proud of the role railroads play in keeping the country’s economy strong, and July 4 is an opportune time to showcase that heritage of service and safety.”

“Having these engines gathered together is a phenomenon, not just an event,” said NCTM Executive Director Samuel Wegner. “And the N.C. Transportation Museum’s Bob Julian Roundhouse is obviously a great place to frame this ‘family portrait’. It’s a great partnership with Norfolk Southern to host this historic occasion.”

Norfolk Southern is producing the Heritage fleet as part of the company’s 30th anniversary celebration. Norfolk Southern was created June 1, 1982, with the consolidation of Southern Railway Company and Norfolk and Western Railway Company, but both of those trace their lineage to hundreds of predecessors dating back to the early 1800s.

The North Carolina Transportation Museum is on the former site of Southern Railway’s Spencer Shops, a steam locomotive servicing facility. Tickets are \$30 for adults and \$20 for children the day of the event. For the latest schedules and information, visit NCTM’s web site at www.nctrans.org or call 704-636-2889, ext. 237.

In a related event, on Saturday, July 7, 2012, the Virginia Museum of Transportation in Roanoke, Va., will unveil the refurbished Norfolk & Western 1776 locomotive, which was painted in a star-spangled color scheme to commemorate the nation’s bicentennial in 1976 and has just been restored to its original luster. For additional information about the Virginia Museum of Transportation, and schedules for this and other events, visit the museum web site at www.vmt.org.

Union Pacific Railroad Museum Reopens Its Doors Following Installation of New Exhibit

The Union Pacific Railroad Museum has once again opened its doors, beginning on May 12, 2012. The museum has been closed for a month while the first floor was transformed into a new exhibit, “Building America,” which is dedicated to sharing the history of the Transcontinental Railroad.

Through immersive design and innovative technology, visitors will be transported to the 1860s as they learn about frontier life, the monumental work needed for constructing the railroad and the communities that were created along its route.

The Union Pacific Railroad Museum is the first museum to use the recently released X-Box full-body gaming technology to create an authentic experience for visitors. In addition, more than 200 of its most precious artifacts are on display, including a 55-piece firearm collection and sixty railroad lanterns. Union Pacific Railroad provided funding for this renovation, with assistance from the Iowa West Foundation, The Friends of the Union Pacific Railroad Museum and the City of Council Bluffs.

Located in the former Carnegie Library in Council Bluffs, Iowa, the museum is the repository for documents, photos, and artifacts from the Union Pacific Railroad Corporation. For additional information, visit the Union Pacific Railroad Museum web site at www.uprrmuseum.org.

National Association of Timetable Collectors to Hold Annual Convention in Springfield, Illinois

The National Association of Timetable Collectors will hold its annual convention over the weekend of September 15, 2012, at the State House Inn in Springfield, Illinois. Activities for NAOTC members include a timetable trading session and a program about Illinois Terminal Railroad timetables by Dale Jenkins on Friday, and the annual banquet and railroad slide show on Saturday evening.

On Saturday, September 15th, a timetable and transportation paper show & sale will be held from 9am to 3:30pm. This event is open to the public, and usually includes numerous NAOTC members and dealers offering a wide variety of timetables and ephemera from railroads, transit companies, steamships, and airlines.

In addition to the convention, there are numerous attractions of interest to history buffs in Springfield. The Lincoln Library & Museum is within walking distance of the State House Inn, and the railroad station used by Abraham Lincoln has been preserved. For current convention schedules and information about membership in the NAOTC, visit their web site at www.naotc.org.

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Remembering the RoadRailer “Empire State Xpress” by David Hamilton

The crickets in the field along the tracks were chirping, as the sun sank closer to the horizon on a warm summer evening in western New York. There was a brief lull in traffic at Milepost 425 on Conrail’s mainline from Buffalo to Albany, with no headlights in sight on the almost 30 miles of tangent track to Batavia. It was near this spot in 1983 that the New York Central’s Empire State Express set a world speed record of 112 miles per hour, but for the moment, all was quiet in 1983.

I was passing through the area and had stopped briefly at Ransom Road crossing, in hope of seeing some mainline trains. With nothing in sight, there wasn’t much point in waiting around, though. Suddenly, the stillness was broken by the distant sound of a whistle, and the nearby defect detector announced over the radio “Conrail, Lancaster, New York. Track 2. No dragging equipment.” The engineer’s answer of “Conrail RRT-34, roger, nothing dragging at Lancaster,” only momentarily preceded the appearance of the headlight of an approaching eastbound.



An eastbound Conrail RoadRailer train departs from Buffalo, at CP-431 in Depew, NY. Don Rohauer photo.

Beginning in November of 1982, this unusual train made a weekday trip in each direction between “Railports” in Buffalo, Rochester, and New York. Operated by Conrail under contract for Road Rail Transportation, the Empire State Xpress provided service that was competitive with trucking companies, but still offered the efficiency of intermodal transportation.

Each evening in Buffalo, just like clockwork, the crew of the RoadRailer train could be heard over the radio, calling the operator at Tower 47 for permission to depart. Road Rail



Two “modern” trains that are now a part of railroad history. The Empire State Xpress RoadRailer train meets Amtrak’s Rohr Turboliner at Depew, NY. Don Rohauer photo.

The single U-36-B locomotive was followed by a long line of intermodal trailers riding on steel wheels, coupled so closely together that there seemed to be almost no space in between them. With the setting sun reflecting off its low profile, the train looked like a metallic serpent, as the engineer exited the curve and opened the throttle for the speedway to Batavia.

In the blink of an eye, the train was gone, dashing off on its overnight run to the Bronx. Marketed as the “Empire State Xpress,” this unique train was made up of RoadRailer trailers, that were capable of operating on both the highway and in a train. While the 70 MPH speed of the train was somewhat below engineer Charlie Hogan’s record, its innovative concept and tight schedule perhaps still made it deserving of being the namesake of the Central’s famous passenger train.



A Conrail Trailvan train passes its new competitor, as the eastbound RoadRailer train is assembled at Buffalo’s Stock Yard intermodal terminal in 1983. Bob Seemuller photo.

Transportation soon formed a partnership with Overland Express trucking, to extend the highway segment of the service into Ontario, and plans were made for additional railroad routes. The Empire State Xpress was off to a strong start during its first full year of operation.

In early 1984, KL&L member Bill Moll went to work as dispatcher for Road Rail Transportation, at Highbridge Yard in the Bronx. “The RoadRailer concept was a great one,”

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A bid of \$1100 was needed to take home this Great Northern silver 6 1/2" food cover with 9" tray.



A scarce Chicago & Northwestern Western Division key by the Chicago Railway Lock Works sold for \$590.



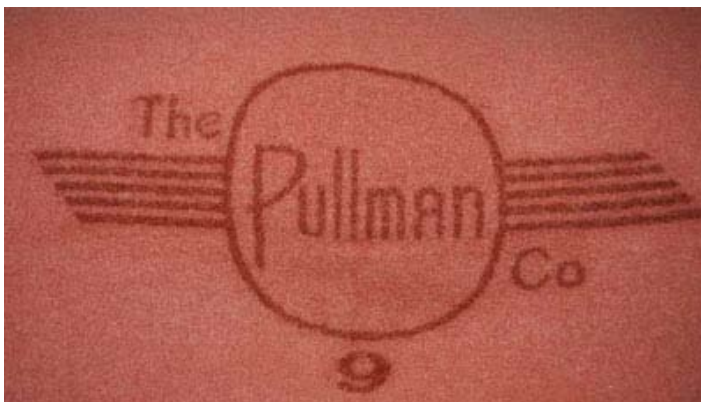
A nice Long Island Rail Road lantern by Armspear, with an insulated bail and red cast globe, sold for \$170.



A rare cast iron 1865 Central Pacific Railroad boxcar builders plate went for a high bid of \$1650.



This fancy cast Denver & Rio Grande Railroad brass heart lock with key brought a high bid of \$3467



This Pullman blanket by North Star Mfg. also included an "AT&SF RY" stencil in the corner, and sold for \$110.

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A Handlan-Buck lantern marked "CCC&StL RR" for the Big Four, with an unmarked globe, sold for \$127.



A rare one for baggage tag collectors: this Union Pacific & Central Pacific Emigrant tag sold for a high bid of \$1112.



A \$65 bid took home this 5 1/2 inch Wabash Banner pattern bread plate by Syracuse China.



This rare Colorado Midland Railway switch key went to a new home for a high bid of \$825.



For only \$20, the lucky bidder will be the envy of the railroad golf outing, with these Santa Fe logo balls.



An unusual Southern Pacific lock sold for \$100, while a Union Pacific lock with some damage went for \$125.

ALCO Heritage Museum

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at the museum involves gathering oral histories of former ALCO employees and their families. The impact of the company on Schenectady and the surrounding community is also explored in the museum's exhibits.

For railroaders collectors, there is plenty of memorabilia on display, from builders plates to locomotive parts. Original ALCO documents, tools, and plans are among the many unique artifacts that were acquired by the society over the years, and have been incorporated into the exhibits.



Displays at the ALCO Heritage Museum include photos, tools, documents, and other original artifacts.

railroad history buffs will certainly appreciate the displays, they are also broad enough in nature that other family members will enjoy them, as well.

While the museum's larger scale exhibits are still under development, the current displays are extensive enough to make a visit worthwhile today. The American Locomotive Company Heritage Museum is located near the original site of the ALCO plant, at 1910 Maxon Road, Schenectady, NY. The museum is open on Saturdays and Sundays, from 10am to 5pm, and a small admission fee is charged. For additional information, and current event schedules, visit the ALCO Historical & Technical Society web site at www.ahts.org.

 For Additional Photos, Visit the KL&L Page on Facebook. Use the link at www.klnl.org.



The ALCO Heritage Museum explores the impact of the company on the railroad industry and the community.



A special visitor to the museum's grand opening celebration was the "Black Beast," a race car produced in 1909 by the American Locomotive Company in Providence, RI.

Arcade & Attica Railroad

Continued from Page 1

for the remainder of the season. In 1963, additional coaches were acquired, along with a 4-6-0 Baldwin locomotive that had last been in service on the Escanaba & Lake Superior Railroad. Built in 1917, the “new” engine No. 14 alternated with No. 18 on the excursion runs.

The novelty of the train rides never seemed to wear off, and excursion ticket sales kept the railroad in business as freight traffic disappeared. In 1970, the Borden milk plant in Arcade, which had been one of the A&A’s largest shippers,



The 1963 Arcade & Attica Railroad advertising brochure outlined expanded excursion train services.

permanently discontinued all operations. Eventually, the Reisdorf Brothers mill in North Java was the sole remaining freight customer. During the 1970’s and 1980’s the line’s tourist trains remained popular, and they became the main source of revenue.

This season marks the 50th year that passengers have enjoyed a trip back in time on the Arcade & Attica Railroad. While the scenery on the route is more accurately described as pastoral than spectacular, the atmosphere has changed very little from the railroad’s days as a narrow gauge road.

Constructed in 1880 as the 3-foot gauge Tonawanda Valley & Cuba Railroad, the line connected the Erie RR at Attica with the Bradford, Eldred & Cuba RR at Cuba, NY. At the time, a large network of narrow gauge lines was spreading



The Arcade & Attica remains in business as a freight railroad, due in part to steam excursion revenue.



The Arcade & Attica Railroad excursions include many “family friendly” activities, such as live onboard music.

out across New York’s southern tier, and the oil and timber lands of northern Pennsylvania. By the early part of the 19th century, the oil and logging booms had ended, and most of the narrow gauge railroads were abandoned.

However, part of the TV&C route was saved as the Buffalo, Attica & Arcade RR, which was reorganized as the standard gauge Arcade & Attica in 1917. Often in financial trouble, the A&A never fully modernized its operations. Apart from rebuilt trestles, and the addition of stone ballast, the Arcade & Attica right-of-way retains much of its narrow gauge flavor. Sitting in a wicker seat, with coal smoke wafting in through the open window, it is easy for a passenger to imagine that he is taking a trip on the TV&C or the BE&C, not a tourist excursion.

For those who aren’t interested in the “1880’s narrow gauge experience,” the ride is enjoyable for other family members of all ages. A popular feature of the excursion has always been the open air car, where passengers can stand only a few feet away from an operating steam locomotive. The trestle over Cattaraugus Creek provides a thrill for younger riders, as the train seems suspended in air as it slowly passes

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Key Lock & Lantern Issue #166 is Mailed to Members

Issue #166 (Apr/May/June 2012) of the *Key, Lock & Lantern* magazine has been mailed to current KL&L members. New members who have recently joined for the 2012-2013 membership year will start their magazine subscription with the next issue (#167).

In this issue, KL&L member Bill Moll recalls his days as a dispatcher for RoadRailer in the Bronx, and shares photos of some of the Empire State Xpress RoadRailer memorabilia in his collection. We also get a front row seat for a race between the RoadRailer and Amtrak's Lake Shore Limited, as told by former Conrail dispatcher Greg Lund.

Heading west, our Railway Guide column examines the history of the Kansas City, Mexico & Orient Railway, with photos by Jeff Slosser from his collection, and the displays at the Railway Museum of San Angelo. In the days before NAFTA and intermodal service, the KCM&O was formed to connect the U.S. heartland with the Pacific coast in Mexico.

There were many excellent exhibits at this year's 40th Annual Key, Lock & Lantern Convention in Albany, NY, and this issue provides a closer look at some of the railroadians that



was on display. The Lake Shore & Michigan Southern and the Erie Railroad were featured in two excellent exhibits, and memorabilia from these displays is included in this issue. There are also new questions in our "Q&A" column, and we take a look inside the caboose on a Chicago & Northwestern train in the "Photos from Along the Line" section.

Individual copies of this issue are available for \$7.50, which includes postage. For ordering information, contact KL&L VP-Membership Marie Brainard at j944wb@aol.com.

Arcade & Attica Railroad

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over the open deck bridge. Wandering musicians make their way through the train, and certain runs include activities for children. In addition, several special events are planned this year, in recognition of the 50th year of steam excursions.

A recreation of the original ribbon cutting ceremony will be held on August 4th, and exhibits of photos and memorabilia are planned. The Arcade depot contains several permanent displays of railroad artifacts, and a train of vintage equipment is parked along the line, across the street from the Arcade station.

Whether you are a steam fan, a narrow gauge history buff, or just someone who wants to take a relaxing ride, a trip on the Arcade & Attica Railroad is an enjoyable way to spend a weekend afternoon. The A&A is located on Main Street in Arcade, NY, about 35 miles southeast of Buffalo. Most trains are pulled by steam power, but one of the 44-tonners may be substituted if needed. For current event and train schedules, and further information, call 585-492-3100, or visit the A&A web site at www.arcadeandatticarr.com.

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Lewis, Edward. *Arcade & Attica Railroad*. Elma, NY: The Elma Press, 1972.



Vintage equipment on display at Arcade includes the railroad's first GE 44-tonner from 1941, and a caboose.

Railroad Museums & Historical Societies

Send in news & photos to

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For more information on how KL&L can help promote your organization or museum, contact Dave Hamilton at transportsim@aol.com



For Additional Photos, Visit the KL&L Page on Facebook. Use the link at www.klnl.org.

The Empire State Xpress

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Bill recalled, “trains operated without the need for flat cars, thus reducing train tonnage and lowering the center of gravity, and no cranes or “piggy-packers” were required.” As the second trick dispatcher, he handled the makeup of the westbound train, prepared the paperwork, and supervised its departure from the Bronx.

Bill remembers the train’s nightly race with Amtrak’s Lake Shore Limited. “The Conrail conductors, Jimmy Barton in particular, always wanted to have the paperwork for the train as soon as they walked in the door, so that they could contact



A westbound Empire State Xpress train departs from Highbridge Yard in the Bronx, NY, under the watchful eye of Conrail car inspector Joe Izzo. Photo by Bill Moll.



Conrail conductor Jimmy Barton waits for the timer on the electric lock switch, for the RoadRailer train to enter the main track at Highbridge Yard. Photo by Bill Moll.

the operator at “MO” Tower and get out of Highbridge ahead of Amtrak #49, the Lake Shore Limited.” With a light train and no stops, the RoadRailer was often given priority by the Conrail train dispatchers.

Apart from the fact that it was his first full-time railroad job, working in a New York City railroad yard was an experience in itself for Bill Moll. “I can’t say I was excited to be working in the Bronx, but it did get my foot in the door with the

rail industry,” recalled Bill, “Working at Highbridge, I saw things that I had never seen before, nor have I seen since.”

Unfortunately, there was an imbalance of traffic between New York and Buffalo, with loads being carried eastbound, and mostly empty trailers returning west. After almost two years of attempts to make the train profitable, Road Rail Transportation ceased its operations in New York State. Bill Moll oversaw the departure of the final westbound Empire State Xpress train from Highbridge on July 30, 1984, before he made his way home through the streets of the Bronx for the last time.

The concept of the RoadRailer was a sound one, but it may have been slightly ahead of its time in the New York market. The next generation of RoadRailer equipment eventually found a home. It briefly returned to New York State several times, in Norfolk Southern’s Triple Crown network, and on the rear end of the Amtrak Lake Shore Limited. However, it is The Empire State Xpress that will always have a place in railroad history as a pioneer of modern RoadRailer service.

In KEY LOCK & LANTERN ISSUE #166....

Read more of Bill Moll’s stories about his days with RoadRailer in Highbridge Yard, from making up the train, to his encounters with crime in the Bronx.

See examples of RoadRailer memorabilia in Bill’s collection, along with more photos of equipment and trains, including the last westbound run.

Then sit down on the Upper Hudson Desk with former Conrail dispatcher Greg Lund, for a race between the Empire State Xpress and Amtrak’s Lake Shore Limited.

All in the latest issue of the KL&L magazine.



A RoadRailer trailer is loaded with a shipment of flour, in Buffalo’s Burrows Lot Yard. Bob Seemuller photo.

Steamtown Receives Collection from Syracuse University

Steamtown National Historic Site has received a significant archival collection dealing with three railroads that served the Scranton area. Park Superintendent Kip Hagen reports, "We would like to announce the transfer of ownership of the archival collections of the Delaware, Lackawanna and Western, Erie and the Lackawanna and Wyoming Valley Railroads, as well as the papers of Samuel Sloan from Syracuse University.

"We originally approached Syracuse with an offer to help process some of their collection tied closely to northeast Pennsylvania to make it more accessible to the public," says Hagen. Senior Director of Special Collections at Syracuse University, Sean Quimby, after visiting Steamtown and inspecting its facilities countered with an offer to transfer these collections outright. "I am pleased that these collections will reside in a repository well known to the railroad history community and anticipate they will see great use."

Park Historian and Archivist Patrick McKnight states, "This addition will almost double the archival collection at Steamtown. We already had a good collection of regional railroad archives, now we have a great collection. I hope we can continue to build on the good work Syracuse has done with the collection."

"This acquisition will be a research tool for our region. I am sure our local partners in preservation, institutions of higher education, rail historians and the general public will find these documents of particular interest," adds Mr. Hagen.

Located in downtown Scranton, PA, the Steamtown National Historic Site includes the former DL&W RR roundhouse and adjoining shop buildings. It contains numerous displays of historical railroad equipment and memorabilia. In addition, Steamtown offers regular steam train excursions around the museum complex. For more information and current excursion schedules, visit the park web site at www.nps.gov/stea, or call 570-340-5200.

Wanted: Factory marked ICRR tall lanterns by Defiance, Universal Spinning & Stamping, & Prier Brass Co. Globe not important. Must be complete and in good condition. Also still looking for Dietz Inspectors from RDG, C&O, B&O, NYO&W. Larry Davis, 5110 Hollywood Ave, Shreveport, LA 71109. Phone: 318-469-7825.



Future Use of Toronto Railway Museum Site is Threatened

The Toronto Railway Historical Association (TRHA) has appealed directly to the President of Toronto Hydro-Electric System Limited to enter into good faith discussions with the TRHA over the future of the Roundhouse Machine Shop, which has been intended to house Toronto's Railway Museum. The Machine Shop, an integral part of the historic Roundhouse Park in Toronto, ON, constitutes the only remaining space available to the TRHA on this National Historic Site to fulfill its mandate of establishing the Toronto Railway Museum.

The museum will tell the story of Toronto's rail history through a display of artifacts and images, and will include a learning centre with extensive archives, research library and school tours lecture space. In 2008, Toronto Hydro announced its intention to construct a transformer station on a portion of the Roundhouse Park immediately below the Machine Shop. At that time, Toronto Hydro stated that the transformer station would be an unmanned, underground station with the Machine Shop made available for museum purposes.

In November, 2011, the utility reversed its position and declared that the transformer station would occupy 60% of the Machine Shop above grade and that any remaining space would only be made available to the TRHA on a number of occasions throughout the year. "We understand that Toronto Hydro must satisfy current and future electrical power requirements and, in that spirit, we have proposed two reasonable alternatives for their consideration. They have completely ignored our attempts to discuss these further with them," said TRHA Project Spokesperson Glenn Garwood.

The TRHA contends that the loss of the Machine Shop will adversely affect both proposed and current programs and attractions. "If we lose the Machine Shop, we lose the opportunity to complete a much needed attraction and to tell the story of Toronto's rail history. It means we negate all the time, money, hard work and effort that have been invested in that site for more than a decade," said TRHA president Orin Krivel.

For more information about current events and activities at the museum, and updates on this situation, visit the Toronto Railway Historical Association web site at www.trha.ca.

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Railroadiana Show & Auction Calendar

Continued from Page 2

- Oct 21 Kingston, NY** - Kingston Railroad Hobby Show. Murphy Midtown Center.
Info: kingstonmts@aol.com.
- Oct 21 St. Charles, IL** - Chicago Railroadiana Show. Kane County Fairgrounds.
Info: www.chicagorrshow.com.
- Oct 27 Indianapolis, IN** - Railroadiana Show & Sale. Ramada Inn East.
Info: nupaldepot@aol.com.
- Nov 4 Gaithersburg, MD** - Railroadiana Show & Sale. Montgomery County Fairgrounds.
Info: www.gserr.com.
- Nov 11 Batavia, NY** - Great Batavia Train Show. Batavia Downs Raceway & Gaming.
Info: www.gsme.org.
- Nov 17-18 Buffalo, NY** - Greater Buffalo Train Show. Erie County Fairgrounds Event Center.
Info: www.wnyrhs.org.
- Nov 17 Chatham, IL** - Chatham Rail-A-Rama. Chatham Railroad Museum.
Info: www.chathamrailroadmuseum.org.
- Dec 1 Marlborough, MA** - New England Model Train Expo. Best Western Royal Plaza.
Info: www.hubdiv.org.
- Dec 2 Albany, NY** - Great Train Extravaganza. "The Egg" at the Empire State Plaza.
Info: www.gtealbany.com.

Send show listings to: transportsim@aol.com

There is no charge for calendar listings. Train shows must include dealers of authentic railroad memorabilia, and auctions must include at least 20 lots of railroadiana to be included in the calendar. Events are listed space permitting, at the editor's discretion. Check show web sites before traveling.

Time to Renew Membership In Key, Lock & Lantern

Membership renewal forms were mailed out with the most recent issue (Apr/May/June 2012) of the *Key, Lock & Lantern* magazine. The new 2012-2013 membership year runs from July 2012 until the end of June 2013, and includes four issues of the quarterly printed magazine. If you already renewed your membership early, then no further action is needed.

To determine your current membership status, check the mailing label on the envelope that the magazine was sent in. The number of the last issue that you will receive is printed above your address on the label. If it says "#166" then you are due to renew. If you have any questions, please contact VP-Membership Marie Brainard at j944wb@aol.com.

As noted in the last issue, the dues rate for the 2012-2013 year is now \$30 in the USA, and \$40 for other countries. The contributing membership is now \$35, which includes a small donation to help support the expansion of KL&L. Additional donations are always appreciated, and can be included with your dues payment.

Please take a moment to send in your dues for the coming year. These days, we are used to getting multiple renewal notices for our magazine subscriptions, that seem to start many months in advance. Sending dozens of extra mailings would drain our treasury of funds that are needed to keep KL&L on track for growth. As a result, your mailbox won't be flooded with renewal notices. Please don't forget to send in your dues!

We have many interesting articles lined up for future issues of the magazine, and we hope that you will stay onboard for another year. The mission of Key, Lock & Lantern is to preserve and share information about railroad history and memorabilia, and we look forward to your support in achieving our goals.

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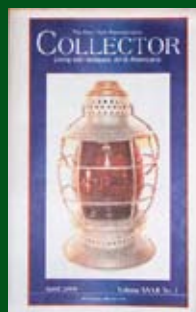
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WANT ADS & ANNOUNCEMENTS

Want Ads are FREE to Key Lock & Lantern members on a space available basis, in the KL&L Magazine and the KL&L News. E-mail to j944wb@aol.com or mail to: John & Marie Brainard, 35 Nordhoff Place, Englewood, NJ 07631

For Sale

For Sale: *Railroadiana II: The Official Price Guide for the Year 2011 and Beyond*. Softcover, \$65 + shipping. Railroad Memories. 303-759-1290. www.railroadmemories.com.

For Sale: Railroad Artifacts & Memorabilia: Everything from a toilet paper holder to keys, locks, china, paper, and more. Jane Silvernail. Website: <http://timestreasures.rubylane.com> or contact by e-mail at tmstrsurs@logical.net.

For Sale: *Lanterns of the Western Maryland*. By Mike Yetter. 50 page book w/color photos. \$20 + \$4 postage. Send cashiers check or money order to: Mike Yetter, 1423 Kensington Drive, Apt. 204, Hagerstown, MD 21742. E-mail: myetter@myactv.net.

For Sale: Switch Lamps, Marker Lights & Parts. Website: JerrysRRStuff.com. Phone: 206-778-0386. E-mail: jerry@JerrysRRStuff.com

For Sale: CB&Q RR Special Police badge and CB&Q RR Special Watchman badge. Will consider trade for other RR police badges. Dan Pottebaum. windsor5207@yahoo.com or call 712-274-8847.

For Sale: Keys, Locks, Lanterns, Ephemera, etc. Mostly NE including ME narrow gauge. Jerry Devos, PO Box 376, Towaco, NJ 07082. 862-222-5264. jdevos99@aol.com.

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Wanted

Wanted: Fare tokens from North American electric & street railways, interurbans, elevated lines, trolleys lines, etc. One or a collection. Josh Linenbroker, 98 E. Market St #F9, Hyde Park, NY 12538.

Wanted: Switch keys from the L&HR, WVRR, SRR, NY&ERR. Stock Certificates: Wawayanda RR, Mine Hill RR, Pequest & Walkill RR, and Southfield Branch RR. Phil Simms, 8 Still Waters Drive, Campbell Hall, NY, 10916. Call 845-427-5051.

Wanted: Looking for small hardware items from the Northhampton & Bath RR such as keys, badges, brass time/tool checks or any other significant small item. Have some interesting items to trade from US Steel roads. Contact Jeff Wolfe at lobowolf@aol.com.

Wanted: Memorabilia from the New York & Greenwood Lake Railway. Jerry Devos, PO Box 376, Towaco, NJ 07082. 862-222-5264. jdevos99@aol.com.

Wanted: Factory marked inspector lamps. Must be complete and in reasonably good condition. Marked globe a plus. Need RDG C&O B&O GCT SOURY (or S RY) Erie Acme model plus others I may not be aware of - Larry Davis, 5110 Hollywood Ave; Shreveport, LA 71109. 318-469-7825.

Wanted

Wanted: Diesel builders plates, especially EL and other northeastern US railroads. Have plates to trade. E-mail: RBombel@aol.com.

Wanted: PRR Macbeth #220 pearl glass globes with straight letters 3/4" in height, "PRR" in rectangle. Need clear and red globes. Have traders or cash. Joel Shaw, 31 Sandle Drive, Fairport, NY 14450. Phone: 585-385-3776.

Wanted: Keys, locks, lanterns, fly fishing leader boxes, passes, buttons & other from the Denver, South Park & Pacific Ry - Denver, Leadville & Gunnison Ry - Union Pacific Denver & Gulf - Colorado & Southern Ry. Leonard Walmsley, 11044 Claire Circle, Northglenn, CO, 80234. 303-429-8674.

Wanted: Photo of NY State Railways Syracuse Lines car #1024. Also any photos of Syracuse trolleys on Irving Ave and around Syracuse University. Also, globe for an SG&L Lake & River lantern, large "government" style. Dave Hamilton. transportsim@aol.com. 518-439-8392.

Wanted: Switch key for the PCRY (Pacific Coast Railway), not PCRR (Penn Central), probably made by Fraim. Contact Steve Mott at 805-544-5339 or by e-mail at sjmott2359@sbcglobal.net.

Wanted: Brass burner for a Dressel double wire tall globe railroad lantern & twist off font with burner for a Dietz 39 Vulcan wire frame. Also buying Western Maryland locks, keys, lanterns & globes, and C&PRR items. Joseph G. Hauger, 401 2nd St., Terra Alta, WV, 26764. E-mail address: whiteoak4@verizon.net or phone 304-789-2229.

Wanted: Hardware items from Gary Railways, EJ&E and CLS&E, NYCL oiler keys, NYC Subdivision tags and livery and dray badges. Contact Jeff Wolfe at lobowolf@aol.com.

Wanted: Lanterns, globes, locks, keys, hat badges, RR PD or RR Fire Dept items, Long Island RR & Staten Island Rapid Transit. Bob Myers, 36 Pine Hollow Lane, Greenlawn, NY 11740. 631-757-9540. robertrail@yahoo.com.

Wanted: Items from the Surry, Sussex & Southampton Ry. Jerry Rakes, PO Box 384, Tappahannock, Va 22560.

Wanted: B&O Yale signal locks, cast B&O or Y&T Butler, Charleston, Delphos, Ohio River & Shenandoah divisions. David W. Robinson. dwrbtno@aol.com. 540-820-8998.

Wanted: Factory marked ICRR tall lanterns by Defiance, Universal Spinning & Stamping, Prier Brass Co. Globe not important. Good condition & complete. Larry Davis, 5110 Hollywood Ave, Shreveport, LA 71109. 318-469-7825.

For Trade

For Trade: W&ARRCo brass top wire bottom 1878 model A&W. Also, switch type key marked SRRR, possibly Sandy River RR. Walter Sulowski at walter-sulowski@msn.com.

KEY LOCK & LANTERN

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KL&L Membership Form (July 2012 - June 2013 Membership Year)

Please make check or money order payable to Key, Lock & Lantern, Inc. and forward to:
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Membership in KL&L includes 4 issues of the magazine, and the annual membership period begins in July of each year. New members joining before April will receive all previously published magazines for the year, and will be due for renewal in July. New members joining in April, May or June will have their dues applied to the next membership period, beginning with the Jul/Aug/Sep issue, unless otherwise requested.