



KEY LOCK & LANTERN NEWS



Sep/Oct 2012

Issue No.17

Something for Everyone at Buffalo Central Terminal Show

The cavernous main concourse of the former New York Central Railroad station in Buffalo, NY was once again filled with people over the weekend of September 9th, when the Central Terminal Restoration Corporation held its annual train show. From nostalgic local residents, many of whom had passed through the depot decades ago, to railroading collectors and modelers, large crowds of railroad enthusiasts lined up each day to visit the huge terminal.

When Buffalo Central Terminal opened in 1929, over 200 daily passenger trains arrived and departed from the station's fourteen tracks. As the replacement for New York Central's downtown Exchange Street Station, the terminal allowed through trains to stop in Buffalo without making a backup move from the mainline to the branch into the city. However, the station's somewhat remote location was always a source



The main concourse of the Buffalo Central Terminal was filled with railroad memorabilia for the annual train show.

of discontent among area travelers, and this ultimately led to the closure of the building by Amtrak in 1979. After Conrail moved its remaining offices out of the terminal a few years later, the structure became a target for vandals and looters.

Following a decade of neglect, the building was placed under the care of the Central Terminal Restoration Corporation in 1997. With the realistic goal of cleaning up and stabilizing the building, this non-profit grassroots organization has been successful in preventing further damage, and has opened the



The imposing office tower of Buffalo Central Terminal has been an area railroad landmark since it opened in 1929.

terminal for tours and events. The popular train show has been held here each year since 2006, and as with all events at the terminal, admission and dealer fees directly support the preservation of this landmark structure.

This year's show had something for everyone, from model train layouts, toy train dealers, historical society displays, and numerous tables of railroading. As with many general railroad hobby events, the Buffalo Central Terminal show attracts a variety of local vendors who do not exhibit at the national and regional railroading shows. For serious collectors, this type of show provides an opportunity to find memorabilia that is not offered anywhere else.

Several dealers offered lamps and lanterns (at reasonable prices) and locks, keys and china were found at other tables.

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Key Lock & Lantern Needs Your Help!

I think that most members will agree that KL&L is on track for growth, with an expanded magazine, a digital newsletter, and highly successful conventions over the past few years. If we can keep our momentum going, we can have an even larger magazine (with the return of color sections), more extensive web site content, and additional services for our members. All we need is your help.

The most important thing that we need to accomplish is increasing our membership. If we have more members, the "per unit" cost of producing the magazine is lower, which essentially means that we can have more pages at the same dues rate. There are plenty of people out there who have an interest in railroad history; we just need to introduce them to our part of the hobby, and to Key Lock & Lantern.

I'm sure that each of us knows at least one person who would enjoy being a member of KL&L, but for whatever reason has never been involved with the organization. During this membership year, let's each bring at least one new member on board. The future of the hobby is in our hands, and this is an easy way to help promote its growth. Thanks for your ongoing support, and I look forward to achieving our goals for the 2012-2013 membership year.

Dave Hamilton

KL&L President & Editor

KEY LOCK & LANTERN

2012-2013 Membership Year

Renewals Are Due!

Membership Forms Were Sent in KL&L Magazine Issue #166

If You Have Any Questions About Your Membership, Contact Marie Brainard at: j944wb@aol.com

Visit Key, Lock & Lantern Online:
www.klnl.org



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E-mail editor Dave Hamilton at transportsim@aol.com

Railrodiana Show & Auction Calendar



- Oct 5** North Little Rock, AR - MoPac Historical Society Convention. Wyndham Hotel.
Info: www.mopac.org.
- Oct 6** DeLand, FL - Florida Rail Fair. Volusia County Fairgrounds.
Info: www.gserr.com.
- Oct 6** Terryville, CT - Lock Museum of America Annual Lock Collectors Show.
Info: www.lockmuseumofamerica.org.
- Oct 13** Akron, OH - AC&Y Historical Society Convention. Saint Sebastian Church.
Info: www.acyhs.org.
- 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** Stratford, NJ - Stratford Train & Railroadiana Show. Samuel S. Yellin School.
Info: www.stratford.k12.nj.us.
- Oct 20** Walnut Creek, CA - San Francisco Bay Area Railroadiana Show. Walnut Creek Elk's.
Info: www.sfbayrailroadianashow.com.
- Oct 21** Kingston, NY - Kingston Railroad Hobby Show. Murphy Midtown Center.
Info: kingstonmts@aol.com.
- Oct 21** Lorain, OH - 1st Annual Train Show. Lorain Party Center.
Info: <http://norwalkandwesternrr.com>.
- Oct 21** St. Charles, IL - Chicago Railroadiana Show. Kane County Fairgrounds.
Info: www.chicagorrshow.com.
- Oct 25-27** Enid, OK - Railroadiana Estate Sale. Collection of Robert Chester. Nottingham Sales.
Info: www.nottinghamsales.com.
- Oct 27** Indianapolis, IN - Railroadiana Show & Sale. Ramada Inn East.
Info: nupaldepot@aol.com.

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Key, Lock & Lantern Members Receive Issue #167

Railroad Safety Goggles

By the late 19th century, the railroad industry had become a major force in the nation's economy. As a result, the need for safety goggles became increasingly apparent. In the early 1800s, railroad workers used simple goggles made of wood and leather. These goggles were often made of two pieces of wood, one for each eye, with a strap to hold them in place. They were often made of a material called "cat's paw" wood, which was known for its strength and durability.



Another view of Quattle goggles by American Optical Company, listed for the New York Central Lines.

Modern railroad safety goggles are made of plastic, and are generally more comfortable to wear than the early models. They often have a wide field of vision and are designed to protect the eyes from dust, dirt, and other debris. They are also designed to be comfortable to wear for long periods of time.



A close-up view of the NYCC Lines markings on the Quattle goggles. The word "Quattle" appears to be a standard marking, with each owner's initials added in the top right corner.

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John Brainard, proprietor of the Chicago & Northwestern Depot, wore goggles like a super 1840 photo by Jack O'Brien, Library of Congress Photo and Photographic Division, P&A&C Collection, LC-USZ62-1636.



Original Illinois Goggles package. As noted on the box, the goggles had two owners: the safety equipment dealer.

The Story of the Chemung and The Peanut

While there is little agreement that Jay Gould was a delinquent shareholder, who refused to pay his share of the company's debts, he was always a general financial genius, particularly in the domain of railroad construction. He was a man of vision, and he was a man of action. He was a man who was not afraid to take risks, and he was a man who was not afraid to lose.



Canandaigua & Elmira RR lock. This and the C&NRF lock are the "big" two" keys. Collector of Lynette & Paul Gray & Niagara Falls RR on April 24, 1877. The inclusion of Niagara Falls in the company's name was a reference to a lawsuit filed by the Canandaigua & Elmira RR.

The Canandaigua & Elmira RR was organized in 1847, and was one of the first railroads in the state. It was a company that was organized to build a railroad from Canandaigua to Elmira. The company was organized by Jay Gould, and it was a company that was organized to build a railroad that would connect the two cities.



Drive 1848 lock from the second passage Canandaigua & Elmira RR. Collector of Lynette & Paul Gray.

Key, Lock & Lantern magazine Issue #167 was mailed to current members in early September. This edition contains a variety of interesting articles about railroad history and memorabilia, and is illustrated with many detailed photos of railroadiana from our members' collections.

Railroad safety goggles might not be one of the first things that come to mind when considering the many "tools of the trade" of railroaders. However, they were an important part of steam era railroading, and many goggles were marked with railroad names. In this issue, we examine several safety goggles from the collection of John Brainard, and also explore the history of two of the more prominent manufacturers of safety eyewear.

Most railroad historians are familiar with Jay Gould's exploits as president of the Erie Railway, including his stock manipulation and misappropriation of the company's funds. Gould was more than just a robber baron, though; he was actually a skilled manager, who started his railroad career as the superintendent of the Rutland & Washington Railroad. In an article about the famous railroad financier, we follow his early career from his teenage years as a surveyor, to the 1860's, when he discovered the world of railroad stocks and bonds. Photos of a rare Rutland & Washington pass, signed by Jay Gould, and an employee timetable that he issued, illustrate this fascinating story.

One railroad that Jay Gould made a personal fortune on, at the expense of the company, was the Chemung Railroad of Elmira, NY. The story of the Chemung, and the connecting "Peanut Line" provides a look at the interesting world of railroad construction, finance, and competition during the expansion period of the 1850's and 1860's. Memorabilia from most of these short-lived lines is somewhat rare, but we tap into the collections of several KL&L members for some photos of railroadiana from lines such as the Canandaigua

& Elmira and the Canandaigua & Niagara Falls RR, which gave the New York & Erie a route to the Suspension Bridge at Niagara Falls. The battle for control of these lines eventually added \$2 million to Jay Gould's fortune.

The subject line of the Illinois Central RR report simply reads: "Collision trains 1 and 83, Vaughan, 4/30/00." At the time, the IC superintendent who submitted the report didn't know that this wreck would become one of the most famous events in railroad folklore. In this issue, we have reprinted the entire contents of the report involving the wreck that resulted in the death of engineer John L. Jones. The legend of Casey Jones is known far and wide, but this report gives the actual facts surrounding the accident.

Additional photos of lanterns displayed at the 2012 Key, Lock & Lantern Convention are included in a new "Second Section" column in this issue, and several questions in our popular "Q&A" section have been answered. A nice studio portrait of a St. Joseph & Grand Island conductor rounds out this edition in our "Photos from Along the Line" column.

There is more interesting and unusual material, that won't be found anywhere else, lined up for upcoming issues of the Key, Lock & Lantern magazine. The printed magazine is only sent to members, and is not available for download. If you are not currently a member of KL&L, there is no better time than the present to join. A membership application is included on the last page of this newsletter, and is also available at www.klnl.org.

Anyone who is interested in railroad history and collecting railroadiana (of all types) will benefit from membership in Key, Lock & Lantern. KL&L is on track for growth, with ambitious plans for the future. Get on board with your fellow railroad historians and collectors, and join or renew your membership in Key, Lock & Lantern today!

Railroad Memories Launches Online Bidding for Auction #84

Collectors who visited the Railroad Memories web site to view the lots in catalog auction #84 found a new way to place their bids last month. An online bidding function, similar to those found on internet auction sites, has been added to the bid submission options. While the Railroad Memories catalog has been available online for a number of years, this auction was the first one in which participants could view current high bids and update their amounts accordingly.

The catalog included the usual variety of railroadiana, with a good selection of keys, locks, and dining car items. Several locomotive number plates and passenger car fixtures were among the higher priced artifacts, along with some rare locks and lanterns. There was also plenty of less expensive memorabilia for the budget minded collector. For a complete prices realized list, visit www.railroadmemories.com. *All photos, prices realized, and descriptions are courtesy of Railroad Memories.*



A Chicago, Burlington & Quincy "Adams" lantern with a clear cast globe brought a high bid of \$1600.



This nice Ashcroft locomotive steam pressure gauge went to a new owner for a high bid of \$180.



A nice Milwaukee Road conductor badge, with a small amount of enamel loss, sold to the high bidder for \$80.



A high bid of \$900 took home this Chicago, Rock Island & Pacific Railroad brass heart switch lock.



A high bid of \$2750 was needed to acquire this rare pass from the Colorado Springs & Cripple Creek District Ry.

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Robert Chester Railroad Collection Estate Sale

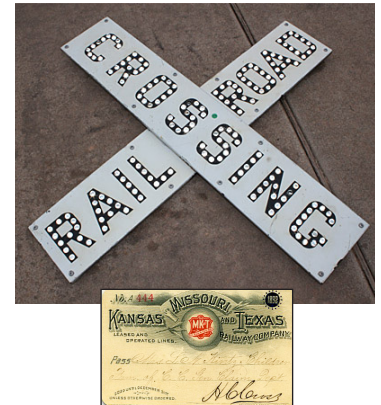
October 25, 26, & 27, 2012
(Thursday-Saturday)

3805 North Lincoln, Enid, OK

Held by Nottingham Sales of Enid, OK
580-234-7321

www.nottinghamsales.com

Visit the website to see photos of the items—
this will be updated, so check back often



Robert Chester is a founding member of the Railroad Museum of Oklahoma, located in Enid, OK and has been collecting railroad memorabilia for 50+ years.

He has recently moved to North Carolina and must part with most of his collection.

This is a wonderful opportunity for other collectors to pick up some unique items.



INCLUDED IN THE SALE

Over 150 lanterns & lamps, many globes, 400+ locks, 250+ keys, 400+ passes ranging from 1863-1960s, paper fares dating 1867-1873, a complete conductor's kit, playing cards, menus, silver & china dining car items, glassware, lantern & locomotive candy containers, oil cans tall & short, torches, tools, fire buckets, considerable tinware, ticket punches, stock certificates, drawers of railroad timetables, lots of large cast & metal signs including RR crossing signs,

LOTS of railroad books, encyclopedias, maintenance manuals, insulators, all of Jim Beam RR Decanters in original boxes, HO gauge cars & locomotives, artwork, mirrors & framed posters, hundreds of street car tokens, depot furniture, cabinets & ticket cases, railroad mechanical & wood pencils, spittoons, calendars, souvenir items, tie & bridge date nails, fraternal awards, badges & medallions, car seals, uniform badges, caps, baggage rack, brass baggage tags, railroad belt buckles, antique brake wheels, scissor desk phones & scissor with telegraph sounder box, Enid street car coin fare box, passenger counter 15,000+ postcards—mostly RR—includes depots from all 50 states plus Mexico, Canada & Europe

...and MUCH, MUCH MORE! This is a sale not to be missed! 3 Days Only!



Railroadiana Auction - **Saturday, Oct 13, 2012**

Brookline Auction Gallery LLC - Ronald Pelletier, NH License #2177

32 Proctor Hill Road - (Route 130) Brookline, NH 03033

Free online catalog in Sept, 2012 – Gallery of photos: www.tagtown.net

Scott Czaja - Sales Manager (978) 779-2904

an auction by a collector for collectors – no reserves



Phase 3 of the Dater Die collection

A nice collection of New England timetables

William Young Collection – Builder's Plates

NKP Berkshire Number Board #774

Phase 2 of the Bernard Collection: Timetables

Egan Collection: Locks & 170+ Switch Keys



We accept absentee bids via: email, mail, phone - Free online catalog

Consignments are welcome for future sales – competitive rates - call Scott or email: sczaja@hotmail.com

Advance Planning Considerations for Collectors

By Mike Cather

While most of us would rather not think about it, there will come a day when our collections will be passed along to the next caretakers. Mike Cather originally wrote this article for the B&O Railroad Historical Society, after witnessing several unfortunate incidents involving members' collections. He has been kind enough to allow us to share his insights with the readers of the Key, Lock & Lantern News.

Let's pause to focus on what lies ahead for us all - the end of the line. Eventually we will pass from this life. The trick is to exit gracefully. Serious decisions and actions must be taken well in advance so we can protect our loved ones, our wealth, and our collections. Tales of woe from fellow members and their families illustrate quite well what we're talking about. Fore-warned is fore-armed.

Horror story #1: The B&O Railroad Historical Society had a superb modeler who was well known to many in the model railroad industry. He was a "go-to guy" that brass manufacturers sought out when they needed info on motive power or rolling stock of the B&O and other roads. He was renowned as a machinist and accomplished in other areas. Like all of us, he didn't expect to die suddenly, or so soon. But he did. And it was a mess. One member had loaned him expensive metal dies of B&O passenger car-sides. There was no documentation of the loan or any markings on the dies to indicate ownership (a simple peel-n-press return mail label works). When he passed, the dies became part of his estate - and the actual owner was left out in the cold.

Another member had loaned many 35mm slides of passenger cars. All the books, models, equipment, photo's, slides, the dies included, were now at the mercy of a daughter with no idea what the stuff even was, who it belonged to, or its true value, and a legal system that follows exacting probate requirements. There were no written directives to tell the heirs and legal system what to do with a lifetime collection of railroad materials. A strong legacy was cast to the winds. A high bidder got his books, another his models, and only by some magic did the B&O Museum get his paper artifacts. For heaven's sake, don't let this happen to your family, your friends and your collections. Proper planning while you are well can prevent such a disaster.

First, state your wishes for all of your assets, including your collections (models, railroadiana, slides, documents, negatives, photographs, etc) in writing, in a will. Lawyers can draw up a will for a couple of hundred dollars. Only large complex wills are expensive. Call and ask lawyers what it costs, shop around, they don't mind that you call. Many of us have heard tragic tales of what happens when a guy dies and a family dispenses with "Grandad's silly old railroad junk."

Many collections of lanterns, locks, historical items, archival papers, and brass loco's have been sold to "dealers" for pennies on the dollar. Wonderful old paper or photo collections have even been relegated to dumpsters. DON'T

let this happen to you. This is YOUR collection. Think NOW. What should become of it when I pass? Don't let your widow or offspring get taken by slick-talkers who make fat livings on the estates of others by offering pennies on the dollar for superb railroadiana collectibles and exquisite models.

Second, if you loan things to others or borrow from others, mark them, and execute a written loan agreement. This assures the item returns to its rightful owner if either passes away. This also applies to collections of model trains, many of which (brass especially) have been good investments. The \$79.00 Akane models of the 1960's or 1970's now fetch hundreds of dollars in the open market.

It pains us to see tragic endings like the true story above. No one cares what your wishes are for your models or other collection(s); just be sure to earmark it for distribution, auction or any way you wish. Many collections are put to good use at museums, either as archival additions or as fund raisers.

Horror story #2: The Tragedy of Long Term Care (LTC). This one is about paying for LTC, mostly nursing home care. Medicare does not pay for LTC. Medicare only pays for up to 90 days of nursing home care provided you meet a number of their criteria, but even so, after 90 days you're on your own to cover LTC costs that now average \$150.00 - \$220.00 per day, or \$1000.00 - \$1500.00 per week. My mother's nursing home care cost \$6000 per month, plus medicines, and that was ten years ago.

Medicaid may pay for LTC if you medically qualify and if you spend down your net worth to about \$2500.00 (the price of one good brass articulated model). Rules on Medicaid vary between states, but generally you must sell your assets and spend the cash until you have only about \$2500 left, and only then will Medicaid help you. Medicaid allows you to prepay funerals and not count that as part of the \$2500.00, but that's little consolation. You may enter a nursing home with your spouse living in the family home and Medicaid will pay the nursing home (after all other assets are sold off) and the state then puts a lien on your house while your spouse lives in it. If you last long enough in the nursing home before expiring the state may end up owning your home after your spouse vacates it.

Basically, you have to be a poverty case before Medicaid helps - essentially bankrupt before Medicaid steps in. You are to cash in your life insurance policies that have cash surrender value, sell most assets and stock market holdings, etc. This situation is called "spending down to Medicaid" and many people get caught in this trap. You need good sound legal & financial advice to avoid this disaster to your wealth. There are ways around the trap if you plan ahead. One way to avoid Medicaid impoverishment is with long-term care insurance (LTCI), which offer varying coverage that can extend for years, even for life. The average woman

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Most railroaders vendors had timetables, rulebooks, maps, and other paper for sale, and a variety of books were also available. Many of the model train dealers had a few items of railroaders mixed in with their other merchandise, requiring a close inspection of all tables. Sometimes the best deals are found at a “toy train” booth!

Organizations such as the Morse Telegraph Club, National Railway Historical Society, the Western New York Railway Historical Society, and various model clubs all exhibited at the show. There were plenty of operating layouts and other family-oriented activities, and local food vendors offered visitors the chance to try a real Buffalo roast beef sandwich.

For those of us who really didn't need to add anything to our collections, the show provided an opportunity to wander through the terminal and see the progress that is being made



Several historical groups, including the Morse Telegraph Club, exhibited at the Buffalo Central Terminal show.

on its restoration. Fresh paint, cleaned tiles, and replaced fixtures were evident throughout the main concourse. While there is still a long way to go, it is obvious that the hard work of the CTRC volunteers has paid off.

Overall, the show was enjoyed by all who attended, and it brought in much needed funds for the further restoration of the station. Other events are held at Buffalo Central Terminal throughout the year, including guided tours of sections of the building that are usually inaccessible. For more information, visit the Central Terminal Restoration Corporation web site at <http://buffalocentralterminal.org>.

Railroad Museums & Historical Societies
Send in news & photos to
KEY LOCK & LANTERN
e-mail: transportsim@aol.com



The information booth clock is one of the many lost fixtures that have been returned to Buffalo Central Terminal.



Sometimes the good railroaders is hiding among the other merchandise on a “toy train” table. That's a Buffalo, Rochester & Pittsburgh Ry cast globe between the models!

Photos Continued on Page 9



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



Over the years, several different Buffalo statues were displayed in the Buffalo Central Terminal.



Several dealers of authentic railroad memorabilia set up tables at the 2012 Buffalo Central Terminal train show.



Collectors hunt for railroad memorabilia where New York Central agents once sold tickets for the Great Steel Fleet.

Corrections Department



In the initial mailing of *Key, Lock & Lantern News* #16, the report on the William Kratville Estate Auction stated that the Union Pacific Big Boy number plate sold for \$3800. The actual price, which was subsequently included in a corrected internet edition, was \$4300. Perhaps the editor was wishing that he could get one for a lower bid.

Also, in the Road Railer articles in *Key, Lock & Lantern Issue* #166 and *Key Lock & Lantern News* #15, a letter “e” was omitted from Bob Seemueller’s name in the photo captions. The editor evidently collects the letter “e,” as he also left one out of Joe Van Hoorebeke’s name back in Issue #158. KL&L apologizes for these typographical errors.



An Adams & Westlake light fixture from Denver & Rio Grande narrow gauge coach #95 sold for \$2750.



A high bid of \$2750 took home the number plate from Northwestern Pacific Baldwin 4-6-0 Number 108.



One of many nicely marked keys in the auction, this switch key from the Burlington Route sold for \$190.



The Kansas City, Mexico & Orient Ry was featured in KL&L Issue #166. This pass sold for a reasonable \$20.



The subject of recent discussions in the KL&L magazine, a Milwaukee Road Dining Car Cellar lock sold for \$275.



A promotional ashtray for the New York Central Railroad's "Early Bird" fast freight service sold for \$20.

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A cracked globe didn't discourage a high bid of \$650 on this Atchison, Topeka & Santa Fe "Adams" bell bottom.



Someone will be the envy of the neighborhood with this Dietz platform lamp displayed in thier yard for \$220.



A high bid of \$300 took home this North Pacific Coast Railroad key by the Eagle Lock Company.



Collectors were obviously interested in something that was a little different, as this Santa Fe blanket sold for \$800.



A high bid of \$1800 was needed to purchase this rare Union Pacific Railroad "Oil Box" pancake lock.

Union Pacific 150th Anniversary Train Heads for Texas



The *UP 150 Express*, now being pulled by steam locomotive No. 844, will be heading to Texas on the next leg of its trip around the Union Pacific system. The last steam locomotive built for the Union Pacific, No. 844 was sidelined with mechanical problems earlier in the year, but has now returned to handle the train.

The *UP 150 Express* train includes the Promontory, a former baggage car that has been transformed into a state-of-the-art traveling museum. The displays closely replicate the Building America exhibit at the UP Railroad Museum in Council Bluffs, Iowa. Displays include original artifacts, and multi-media programs that immerse visitors in the history of the Union Pacific. A feature story in *KL&L News #16* provides more detailed information about the special train and its exhibits.

The next two stops include Marshall, TX on October 20th, and Houston, TX on October 27th & 28th. Information and event schedules are available on the Union Pacific's special 150th anniversary web site at www.up150.com. For updates on the location of Union Pacific's steam locomotives, visit www.upsteam.com, and follow their current progress on Facebook and Twitter. *Photo courtesy of Union Pacific.*

Advance Planning For Collectors

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is in a nursing home for 2 years and the average man for 4 years. Can you afford \$60,000 - \$90,000 per year for nursing home care? Doubtful. Can you afford \$3000 per year for LTCI? Probably. LTCI is sold by many companies. Instead of working directly with a LTCI provider (who sell only their own products) work with a firm that sells a variety of LTCI products, as they can match a policy to your specific situation, regardless of the provider.

Your employer may offer optional group LTCI benefits as part of your employee package. Before making a decision, discuss the important differences between "tax qualified" and "non-tax qualified" policies with a knowledgeable agent who represents companies which offer both forms of policies. With LTCI, one rarely has to "spend down to Medicaid" and rarely has to lose their assets. The more you're worth the better the deal LTCI is.

Another way around the Medicaid problem is to give your assets to your children. It's legal, but some don't have children, and some are not on good terms with their family. Medicaid allows this "gifting" of assets, but you must do it at least 5 years before you apply for Medicaid assistance, else they refuse your claim for a certain period of time, during which you or your family must pay the bills. Waiting until you start to lose your health to begin gifting your assets is a financial form of Russian Roulette.

Medicaid trusts are a better solution. You put your assets into a trust, Medicaid allows this, but you must work a trust at least 5 years before you apply for Medicaid assistance. All of this points out that preparing for old age requires careful advance planning, and you need to visit a professional for good advice, either a certified financial planner or an

attorney specializing in "elder law," preferably both. When protecting your financial assets from the trap of Medicaid impoverishment, be sure you protect your railroad and other collections as well.

Planning Steps to Consider: Railroad historical societies or museums can accept collections as a bequest through a will or an outright donation. Collections of photographs or slides are put to excellent use for historical research and the publication of books and articles. Model collections can be auctioned to raise funds; there are auction houses that handle model train collections as well as railroad china, lanterns, paper and other railroadiana.

There are many ways to dispense your collection(s) and we urge you to investigate them now during your planning process to preserve their value. Consult your family attorney, financial planner, personnel department, local social services agencies, or even the yellow pages for assistance and advice. Plan ahead now and prevent the kind of disasters that strike all too many American families, and have struck some of our model and collector families.

Many of you already know these things, but for those of you who didn't, we hope that by arming you with some facts that we've helped you to better prepare for getting vital affairs into proper good order. A legal will, advance directives, powers of attorney for health care and financial decision making on your behalf, and LTCI are easy to put in place and keep you financially well when the worst things happen. Protect yourself, your family, your assets, and your railroad collections.

Don't get caught with your plans down.

Railroadiana Show & Auction Calendar

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- Oct 27** **Phoenixville, PA** - Railroadiana Auction. Maurer Auctions. Ridge Fire Hall.
Info: www.maurerail.com.
- Oct 27** **St. Louis, MO** - GM&O Historical Society Convention. Holiday Inn Southwest.
Info: www.gmohs.org.
- Oct 27-28** **Troy, NY** - Greenberg Train Show. Hudson Valley Community College.
Info: www.greenbergshows.com.
- Nov 2-4** **Gaithersburg, MD** - Railroadiana Show & Sale. Montgomery County Fairgrounds.
Info: www.gserr.com.
- Nov 3-4** **Syracuse, NY** - New York State Model Train Fair. Sponsored by NRHS. NYS Fairgrounds.
Info: www.modeltrainfair.com.
- Nov 10-11** **Allentown, PA** - ATMA First Frost Train Meet. Allentown Fairgrounds.
Info: www.allentowntrainmeet.com.
- Nov 10** **Stamford, CT** - New Haven RR T&HS Reunion & Train Show. Sheraton Stamford Hotel.
Info: www.nhrhta.org.
- Nov 11** **Batavia, NY** - Great Batavia Train Show. Batavia Downs Raceway & Gaming.
Info: www.gsme.org.
- Nov 11** **Poughkeepsie, NY** - Hudson Valley RR Society Train Show. Poughkeepsie Civic Center.
Info: www.hydeparkstation.com.
- 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.
- Nov 18** **Albany, NY** - Train Show at the Albany Polish Community Center.
Info: <http://albanyppcc.com>.
- Nov 18** **Lansing, MI** - Lansing Train Show. Michigan State University Pavilion.
Info: www.lmrc.org.
- Nov 24** **Joplin, MO** - Joplin Museum Train Show. Joplin Museum Complex.
Info: www.tristatamodelrailroaders.com.
- Nov 24-25** **Edison, NJ** - Greenberg Train Show at the Raritan Center.
Info: www.greenbergshows.com.
- 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.
- Dec 8** **Columbus, OH** - Buckeye Railroadiana Show. Ohio Expo Center.
Info: www.gserr.com.
- Dec 8-9** **Middletown, NY** - Greenberg Train Show at the Orange County Fairgrounds.
Info: www.greenbergshows.com.
- Jan 26-27** **Springfield, MA** - Railroad Hobby Show. Eastern States Expo.
Info: www.railroadhobbyshow.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.

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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, Markers & 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.

For Sale: Original steam, electric & diesel locomotive builders plates. Currently wide range of N&W diesel plates in stock. E-mail for current list: rjmuldowney@comcast.net or call Ron Muldowney at 609-397-0293.

Wanted

Wanted: Vesta style globes marked "USRA", any color. John Stewart, 86 Bonnie Brae Ave, Rochester, NY, 14618-1802. (585) 704-8885. E-mail: rgvrr@s363.com.

Wanted: 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 Northampton & 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: 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

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 6x6 "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.

Wanted: Railroadiana from Huntington & Broad Top Mountain RR (and Coal Co.). PA shortline 1850's-1950's. John Houpp - call 610-745-2923 or e-mail jdhoup@hotmail.com.

Wanted: DL&W keys & locks. Bill Roberts. 8812 Mourning Dove Court, Gaithersburg, MD 20874. E-mail: whadynrob@aol.com or call 301-977-3025.

Wanted: LV, D&H, CV switch, signal, mechanical, motive power dept. lock sets. Uniform cap badges. Anything northeast. Chuck Hall. 315-824-1674. E-mail: mollymussonhall@yahoo.com.

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.

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