



KEY LOCK & LANTERN NEWS



May/June 2014

Issue No.27

The Bi-Monthly Digital Supplement to Key Lock & Lantern Magazine

2014 KL&L Convention Guide



Central Square
Station Museum

Adirondack Scenic
Railroad Wine Train

Book Review:
Clear the Tracks



KEY LOCK & LANTERN NEWS



The Bi-Monthly Digital Supplement to Key Lock & Lantern Magazine
WWW.KLNL.ORG

May/June 2014

Issue #27

From the President's Desk	3
Railroad Event Calendar.....	3
Utica Offers Historical Sites & Modern Railroad Action.....	4
KL&L Convention to Feature Displays & Swap Meet.....	8
Key Lock & Lantern Fundraiser Auction.....	9
Book Review: Clear the Tracks by Joseph Bromley.....	10
Central Square Station Museum Preserves RR History.....	12
Adirondack Scenic Railroad Wine Tasting Train.....	14
Finding Your Way Around Utica, NY.....	16
Utica Union Station Celebrates 100th Anniversary.....	18
Want Ads & Announcements.....	23
Membership Application	24

KL&L News Editor.....David Hamilton

The Key, Lock & Lantern News is published bi-monthly as a digital supplement to the quarterly Key, Lock & Lantern magazine. Recipients may repost or forward complete and unmodified copies of this newsletter to other hobbyists and websites, but its content may not otherwise be copied or distributed without the permission of the KL&L Board of Trustees. Copyrights are held by the respective authors and photographers. Excerpts of news items may be published with the credit line "Key, Lock & Lantern News"

Annual membership dues for Key, Lock & Lantern are \$30 for residents of the USA, and \$40 for outside of the USA (by money order or electronic payment in US funds). Members receive four issues of the quarterly KL&L magazine, delivered via first class mail. Memberships for additional family members are \$5 each (only one magazine is sent per family). Applications for membership & address changes should be forwarded to the VP-Membership at the e-mail address listed at right. Online membership forms and dues payment via Paypal are available at www.klnl.org.

Contributions of articles, photos, and news may be forwarded to the editor at the e-mail address listed at right. Hard copy articles should be written on 8 1/2 x 11" paper, and typed or neatly printed. Photos should be sent with a caption card attached which includes the contributor's name, phone number, and description. Photocopies of advertising and supply catalogs are acceptable. The submission of material in digital format is preferred, with text files in DOC, TXT, or PDF format, and images in JPG, TIF, BMP or GIF format. Digital files may be sent by e-mail or on a computer CD or flash drive. Please contact the editor regarding optimum file sizes and formats.

By submitting material to Key, Lock & Lantern, the contributor grants permission for use in any edition of the KL&L magazine, digital newsletter, websites, and other publications. All material will be retained by KL&L for future use, unless the contributor specifically requests that it be returned, and includes a suitable, self-addressed, stamped envelope. Current deadlines are listed in the Key, Lock & Lantern Advertising Guide, which is available on the KL&L website at www.klnl.org, or by contacting the editor.

Key, Lock & Lantern

A non-profit membership corporation dedicated to the preservation of transportation history and railroad memorabilia

The mission of Key, Lock & Lantern is to gather and publish information on the history of the transportation industry, and to support the preservation of railroad artifacts. KL&L members have an interest in all aspects of railroad & transportation history, from research and preservation projects to the conservation and restoration of all types of historical memorabilia. Originally formed in 1966, Key, Lock & Lantern, Inc. was officially incorporated in 1988 as a non-profit, educational, membership corporation in the State of New Jersey, under the provisions of Section 501(c)(3) of the United States Internal Revenue Code. Membership is open to anyone with an interest in transportation history and in achieving the goals of the organization.

Officers & Trustees

Chairman of the Board

John Brainard
j944wb@aol.com

President & Editor

David Hamilton
transportsim@aol.com

VP- Membership / Treasurer

Marie Brainard
j944wb@aol.com

Secretary

Sandra Shaw-Van Hoorebeke

Chaplain

Vacant

Counsel

Jeremy Tuke

Historian

Peter Gores

Trustees at Large

Cal Bulman, Lyman Gray, Patti Gray, Sam Lombardi, Joel Shaw, Sam Ferrara, Mike Sullivan, Phil Simms, George Shammass, Leonard Gordy, Bob Lipman, Randy Bushart

www.klnl.org



For Current News
"Like" KL&L on

facebook

All Aboard for the 2014 Key Lock & Lantern Convention!

The 2014 Key, Lock & Lantern Convention is right around the corner, and over 30 exhibitors are registered for table space, making this one of our largest events in recent years. With a new location of Utica, NY, it is exciting to have a change of scenery, and the opportunity to explore the railroad history of the region. Although advance registration is now closed, and table space is sold out, all railroad history buffs and collectors are welcome to register at the door on Saturday, June 7th, for admission to the displays, swap meet, and fundraiser auction. The KL&L Convention is not a typical "train show," but instead it is a gathering of serious historians and collectors, where sharing knowledge is just as important as trading memorabilia. While it is difficult to attend without finding something to buy, it is the educational and social aspects of the convention that make it unique.

For those who are still undecided about attending, in this issue of the *KL&L News* we have included information about the many historical railroad landmarks around the Utica area, and the events that are planned for this year's convention. Our new location is less than a 90 minute drive from Albany, so if you have taken a day trip to the convention in the past, it will only involve a little additional driving (or less, for some) to attend this year's program. Our new location in the Hotel Utica is also within walking distance of Union Station, so arrival by train or bus is an option. With plenty of modern railroad action, historical sites, and antique shops in the area, it is well worth taking a trip down the scenic Mohawk valley to Utica. Make plans to come for the day and see why the KL&L Convention has been an essential part of the hobby for over 40 years!

In addition to the convention's main role as a forum for railroad historians and collectors, in a setting that is more comfortable than that of the big train shows, it is also a fundraising event for the organization. Each year, KL&L holds an "auction" (and we use that term somewhat loosely) of donated railroad memorabilia, where all proceeds go to support the activities of the group. If you have something to donate for the auction, please remember to bring it to the swap meet on Saturday; a table will be set up for auction items this year, so that they may be previewed during the day. Your support of this event is greatly appreciated.

It is looking like the 2014 Key, Lock & Lantern Convention will be a memorable one, and I look forward to seeing the many KL&L members who will be attending.

Dave Hamilton

KL&L President & Editor

On the Front Cover:

New York Central Railroad Alco steam locomotive #6721, preserved by the Utica & Mohawk Valley chapter of the National Railway Historical Society, is on display at Union Station in Utica, NY, and may be viewed at the Key, Lock & Lantern Convention. David Hamilton photo.

Railroad Event Calendar



Upcoming historical society conventions, special events, railroadiana shows & auctions. Listings subject to change. Check show web sites before traveling and visit www.klnl.org for updates. See submission guidelines at the end of the calendar.

- Jun 6-8** **Utica, NY** - Key, Lock & Lantern Convention.
Hotel Utica & Utica Union Station.
Info: www.klnl.org.
- Jun 7-8** **Clifton Forge, VA** - C&O Train Show.
Clifton Forge Armory.
Info: www.cohs.org.
- Jun 7-8** **Tampa, FL** - Tampa Rail Fair.
Florida State Fairgrounds.
Info: www.gserr.com.
- Jun 8** **St. Charles, IL** - Kane County Railroadiana Show.
Kane County Fairgrounds.
Info: www.kanecountyrshow.com.
- Jun 10-14** **Springdale, AR** - NRHS Annual Convention.
Holiday Inn Northwest Arkansas.
Info: www.nrhs.com.
- Jun 14** **Franklin Park, IL** - Railroad Daze Train Show.
Tower B12 Railroad Park.
Info: www.vofp.com.
- Jun 15** **Willamantic, CT** - Rail Fair & Flea Market.
Connecticut Eastern Railroad Museum.
Info: www.cteastrrmuseum.org.
- Jun 21** **Bradford, OH** - Bradford Ohio Railroad Museum Railroad Festival.
Info: www.bradfordrrmuseum.org.
- Jun 21** **Charlotte, NC** - North Carolina Railroad Show.
Metrolina Expo Trade Center.
Info: www.gserr.com.
- Jun 21-22** **Dayton, OH** - Miami Valley Rail Festival at Carrillon Park.
Info: www.railfestival.com.
- Jun 22** **Wayne, NJ** - Wayne Train Show at the Wayne PAL Hall.
Info: www.eastcoasttrainparts.com.
- Jun 28-29** **Titusville, PA** - Oil Crekk & Titusville Train Show.
OC&TRR Station.
Info: www.octr.org.

Continued on Page 26

Utica, NY Offers Historical Sites and Modern Railroad Action



Located near the western gateway to the Mohawk River valley, Utica, NY has occupied a key place in this important transportation corridor since French batteaux first navigated the river in the early 1700's. Construction of the Erie Canal began in nearby Rome, and by the 1820's Utica was on its way to becoming one of the booming industrial centers that developed as the result of canal commerce.

When the pioneer railroads of New York State laid their first tracks in the early 1830's, Utica began to develop into a railroad hub. The Utica & Schenectady started running trains on August 1, 1836, and the connecting Syracuse & Utica line opened on July 3, 1839. These little railroads later formed the backbone of the New York Central, which joined the chain of railroads across the state in 1853.

The papers for the creation of the New York Central Railroad were still being drawn up, when a connecting line to the Thousand Islands region was proposed. The Black River & Utica RR was organized on January 1, 1853, and opened for service to Boonville on December 18, 1855. After several years of operation as a local route, the company was reorganized as the Utica & Black River in 1861, and work began on extending its tracks toward Lake Ontario. After completing its mainline to a

A westbound CSX intermodal train passes the New York Central locomotive on display at Utica Union Station, while an Adirondack Scenic RR train prepares for departure.

connection with the Rome, Watertown & Ogdensburg RR at Philadelphia, NY in 1873, and absorbing several other regional railroads on its northern end, the U&BR itself was leased to the RW&O on April 14, 1886.



In the meantime, work was progressing on lines that were projected to the south of Utica. The Utica, Chenango & Susquehanna Valley Railroad was formed on December 18, 1865, and opened to Waterville in late 1867. As work on the line continued southward, the Delaware Lackawanna & Western RR took an interest in the company, and leased it on April 19, 1870. A connection to the DL&W at Binghamton was finished and the line opened as a through route by the end of that year.

The Utica, Clinton & Binghamton RR was formed on May 25, 1868, to expand the Utica & Waterville horse car line as a steam railroad. Generally following a route similar to the competing Utica, Chenango & Susquehanna Valley line, the UC&B reached a connection with the New York & Oswego Midland RR at Randallsville in 1872. The NY&OM leased the line upon completion, but then encountered

Continued on Page 5

financial troubles, and was forced to find another operator. During the late 1870's and early 1880's, the UC&B was operated at times by both the DL&W and the Delaware & Hudson Canal Company. The successor to the New York & Oswego Midland, the New York, Ontario & Western Railway took control of the line back in 1886.

By the late 1880's, growing traffic on the Rome Watertown & Ogdensburgh made it an attractive candidate for a takeover by one of its connecting lines. Brief control of the RW&O by the Lackawanna was perhaps a cause for worry by the New York Central, or it may have been the competing RW&O route to Niagara Falls. In any case, the Central leased the Rome, Watertown & Ogdensburgh RR on March 14, 1891. With a connection to the almost complete Mohawk & Malone line into the heart of the Adirondacks, the former Utica & Black River line soon became the trunk of the New York Central's service on this route. As a major junction point between the New York



The New York, Ontario & Western Railroad arrived in Utica in 1886, with its acquisition of the Utica, Clinton & Binghamton Railroad. The O&W freight house still stands just west of Union Station, now used by a regional produce distributor. The taller building to the left is the classic Hotel Utica, where the 2014 Key, Lock & Lantern Convention will be held. Dave Hamilton photo.



Farther west along the former New York Central (now CSX Transportation) mainline is the Lackawanna Railroad freight house, now used as a yard office and shop by the regional New York, Susquehanna & Western Railway. Both this structure and the old O&W freight house may be easily viewed and photographed from public property along Water Street. Photo by Dave Hamilton.

Central mainline and its Adirondack and Saint Lawrence Divisions, Utica became a hub for the transfer of traffic between the different lines. A large yard and roundhouses were constructed near the connection with the U&BR, and a new Union Station opened in 1914.

The West Shore Railroad was another New York Central property that served the Utica area. Constructed by the New York, West Shore & Buffalo Railway in 1883, as a competitor to the Central, the West Shore was acquired after only a few years of independent operation. As it did with many major cities along its route, the West Shore skirted downtown Utica and drifted off toward the south. When the New York Central took over the line, it built a connection at Schuyler Junction, just east of the city. For a brief period at the beginning of the 20th century, third rail cars of the Oneida Railway ran over the West Shore from Utica to Syracuse.

While the New York Central expanded its operations in Utica, the DL&W and NYO&W largely remained branch line

Continued on Page 6

Utica, NY: Railroad Hub

Continued from Page 5

operations, with connections to their main routes to the south. Always at a disadvantage when soliciting traffic, the O&W was never on firm financial footing, and it was the first line to go when difficult times arrived for the railroad industry. The entire New York, Ontario & Western was abandoned in 1957, although the DL&W took over some of its trackage in the Utica area.

The Lackawanna continued to enjoy a healthy amount of freight traffic on the Utica Branch, which continued after its 1960 merger with the Erie Railroad. However, business had declined by the time Conrail took over the EL in 1976, with local service on the branch cut back and through trains eliminated. Both the former DL&W Utica and Syracuse branches were sold to New York Susquehanna & Western Railway in 1982. After a period of fairly heavy traffic, the Utica Branch was damaged in a flood, and is currently out of service for through train operations.

The lines that extended north of Utica were also destined to end up in the ownership of shortline and tourist railroads. The former Utica & Black River mainline was operated by Conrail as a branch for several years, but was sold in the early 1990's to Genesee Valley Transportation subsidiary Mohawk, Adirondack & Northern RR. The old Adirondack Branch was abandoned by Penn Central in the early 1970's, and eventually fell under state ownership. After a brief attempt to revive passenger service for the 1980 Winter Olympics in Lake Placid, the line fell dormant until 1992, when limited tourist runs were operated from Thendara. The Adirondack Scenic Railroad grew out of this



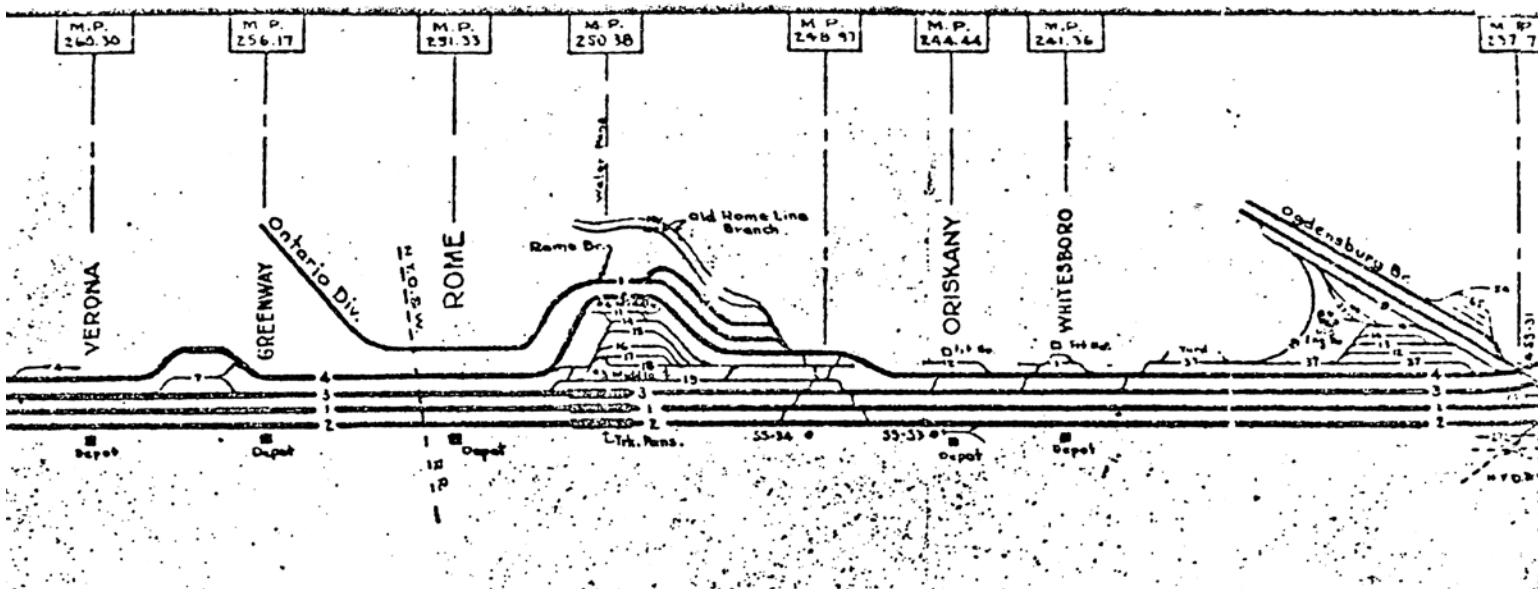
When the New York, Ontario & Western Railway was abandoned in 1957, the DL&W took over a small section of the Utica Branch to continue serving a few local customers. About two miles remain in use today by the Susquehanna Railway, near New Hartford, NY. Note the old O&W Milepost 272 in the yard adjacent to the tracks.



small operation, and now runs trains from Utica to Remsen, Thendara, and Big Moose, and between Lake Placid and Saranac Lake. Work is currently in progress toward the goal of restoring through service over the entire line.

The New York Central Railroad mainline through Utica has continued to serve as a key route for successors Penn Central, Conrail, and CSX Transportation. Eight Amtrak trains a day stop at the restored Utica Union Station, with cross platform transfers possible to certain Adirondack Scenic Railroad runs. CSX Transportation sends dozens of freight, unit, and

Continued on Page 7





After the New York Central phased in CTC in the late 50's and early 60's, many interlocking towers survived in other roles for the next three decades. By the late 1990's, though, most had been demolished, leaving Signal Station 30 in Utica as a rare example of the towers that could once be found across the railroad.



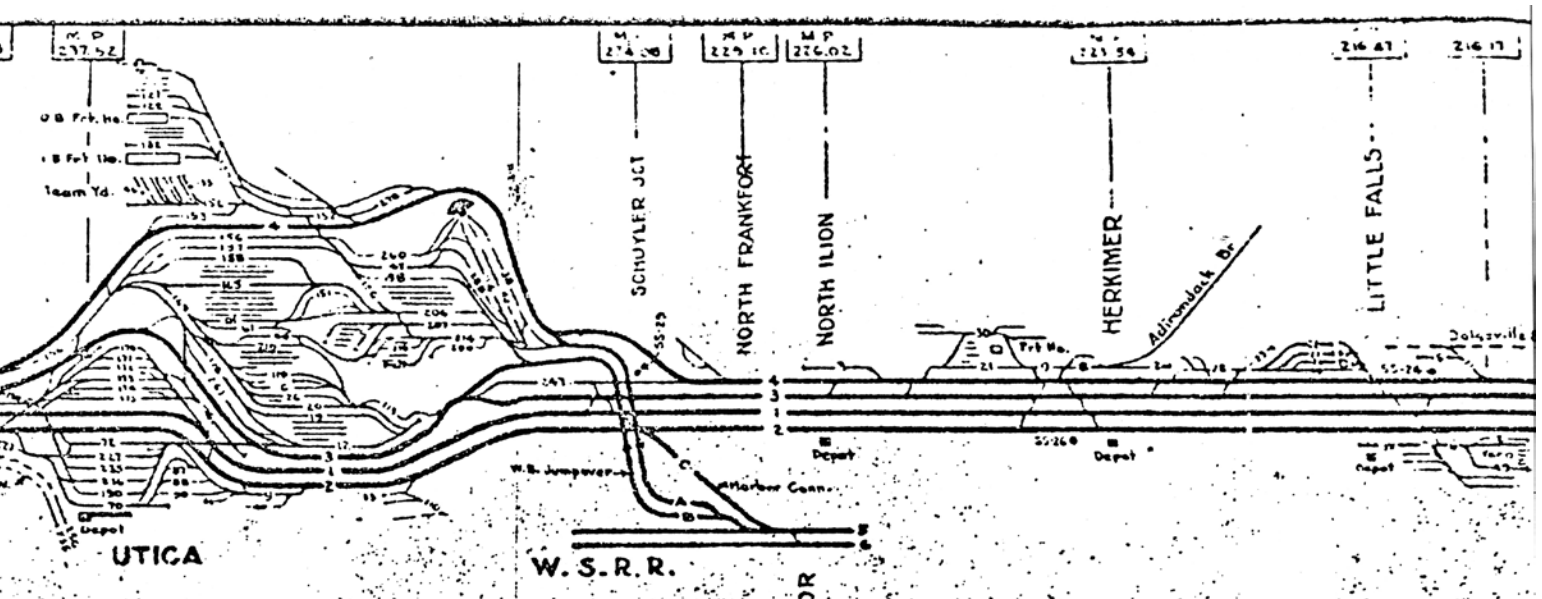
intermodal trains through Utica each day, with some stopping to exchange cars with the NYS&W or MA&N. Both regional railroads operate on an “as needed” basis, usually several days a week. Service on the West Shore dwindled during the early Conrail years, and most of the line through Utica was abandoned by the early 1980's.

Many reminders of the “glory days” of railroading can be still be found in Utica and the surrounding area. The most prominent landmark is Utica Union Station itself, which was

narrowly saved from the wrecking ball in the late 1970's. Built during the same period as New York's Grand Central Terminal, the atmosphere in the station is reminiscent of its larger cousin at the eastern end of the line.

While only a few tracks remain in the yard, the roundhouse that once serviced locomotives for the St. Lawrence and Adirondack Divisions still stands, now used for industrial purposes. It is located west of the station, and may be viewed

Continued on Page 21



KL&L Convention to Feature Railroad History Exhibits and Railroadiana for Sale

The Key, Lock & Lantern Convention has been rapidly growing over the last several years, with the demand for display and swap meet tables exceeding the capacity of the exhibit hall in our traditional Albany location. When the convention committee received the news that we would have to move this year, it seemed like the perfect opportunity to add additional table space for our exhibitors.

The 2014 KL&L Convention will be held at the Hotel Utica, in downtown Utica, NY, with an exhibit hall that is almost twice the size of the one in Albany. At the close of the advance registration period, all 35 available tables had been reserved, making this our largest event in recent years! Many KL&L convention regulars will be displaying memorabilia



Leonard Gordy is a regular exhibitor at the Key Lock & Lantern Convention, seen here at his table at the 2014 Railroad Hobby Show in West Springfield, MA.



Many KL&L members display railroadiana from their collections at the convention. John Stewart received the 2012 "Best in Show" award for his exhibit of memorabilia from the Lake Shore & Michigan Southern Railway.

from their collections, along with some newcomers and "old timers" who haven't been to the convention in many years. Several KL&L members who are planning to attend are well-known dealers of railroadiana at the big train shows, and convention attendees will have the chance to peruse their tables without getting jostled by the train show crowds.

Exhibits in recent years have included memorabilia from the Lake Shore & Michigan Southern, the New York Central and affiliated lines, horse car lines of New York City, the Delaware Lackawanna & Western, the Buckeye Lantern Co., railroads of Elmira, NY, the NYO&W, baggage tags of the northeast, and displays of everything from timetables to dining car china. A "Best in Show" award is presented each year to the member whose display receives the most votes from those attending the convention.

For the first time this year, a limited number of additional tables were available to those who registered early, allowing for members to both arrange displays and have an extra table

for the sale of railroadiana. Several of our exhibitors have taken advantage of this option, so look for extra items for sale in the swap meet this year.

The exhibits and swap meet will be held in the Hotel Utica Saranac Room on June 7th. Set-up and early admission for KL&L members who have registered in advance begins at 9:00am, and "at the door" registration for all railroad buffs and collectors starts at 10:00am, with a \$7 fee per person. The annual meeting and fundraiser auction will take place in the exhibit hall around noon, with the exact schedule to be announced in the morning. The exhibits and swap meet will remain open until 2:00pm.

Photos Continued on Page 9




Bill Sternitzke always has a nice selection of both railroad hardware and paper for sale on the train show circuit. His table is always a popular one at the KL&L swap meet.



Need parts? There is a good chance that someone at the convention can help you find what you are looking for.



There is plenty of time at the convention to enjoy the displays and discuss railroad history with other members.

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

KL&L Fundraiser Auction An Annual Convention Tradition



Each year at the KL&L Convention, members donate surplus items from their collections to be sold during the annual meeting, with all proceeds going to support the activities of the organization. Following the general membership meeting, the good, the bad, and the ugly railroading is displayed on a table for inspection, and then sold in an auction-style sale.

With the purpose of the sale being to raise money for KL&L, the "auction" is more fun than serious, although bidders generally get some good deals on interesting memorabilia. All convention attendees are encouraged to bring something to donate for the auction, and to bid high and often during the sale.

The auction will take place around noon, with the exact time to be announced during the morning. Thanks to all of the KL&L members who provide support for this event, and we can look forward to some entertainment at this year's sale. Don't forget to bring your donations!



***Clear the Tracks!* by Joseph Bromley Remains One of the Classic Narratives of Railroad History**

As long as I can remember, railroading has been in my blood. The first sounds that registered in my ears were the whistles of the New York Central trains hooting for a crossing. They drifted over the hill to the farm, calling me to follow the iron pike.

So begins *Clear the Tracks!*, Joseph Bromley's account of working on the railroad out of Utica, NY during the 1880's. The first time that I ran across an excerpt from this book, it was in one of those typical collections of railroad stories that turn up in almost every railroading auction. At the time, I was working as a brakeman on the former DL&W Syracuse and Utica branches, and references to familiar towns caught my eye. Although it was my connection with the local setting of the story that got my attention, I was immediately hooked on Bromley's tales of old time railroading, and soon located a copy of the book, originally published in 1943, at a local flea market. I immediately read it from cover to cover, spending hours immersed in the world of wood burners, boarding houses, and branch line locals.

From his start as a call boy in Utica, NY, to firing on the Utica & Black River, and hauling anthracite on the DL&W, Bromley gives the reader a first hand look at the days when the railroad could be a rough and dangerous place to earn a living. While railroad historians with a specific interest in these two lines will find plenty of historical tidbits, anyone who enjoys a good story about railroading will appreciate this book. Bromley's easy-going writing style puts the reader right in the cab of the locomotive, on the carpet in the Master Mechanic's office, or at the union hall dance.

From comical adventures in the bunkhouse to fighting his way through a raging blizzard, Bromley covers every aspect of life on the rails. While the tales of wrecks and runaways are more exciting, his accounts of visits by the pay car and wiping locomotives in the roundhouse make for equally enjoyable reading. Bromley's well crafted narrative adds a splash of color to our view of railroad history, and a copy belongs in the library of every railroad buff. *Clear the Tracks* is currently out of print, but is still available from many used book shops and online dealers.



For our members who will be riding on the Adirondack Scenic excursion at the KL&L convention, we invite you to enjoy a brief excerpt of Joseph Bromley's account of his first trip on the Utica & Black River's crack passenger train from Utica to Watertown:

Gently, we backed into the train: four bright yellow coaches trimmed with black, a mail car, and on the tail a "combo." The head shack dropped the coupling pin, and we strutted into the station. I could see the passengers waiting on the platform: fashionable ladies in bonnets, their parasols fluttering; and men with broad hats and waxed mustaches; summer people going to the Thousand Islands. But I was grand as they; for I was not yet seventeen and I was firing the fastest scorcher on the line.

After we got the highball and Baldy eased us out, picking up the slack without a bump, he nodded to the steam gauge. "Now, Nobby, you keep your eyes on the steam and see that we carry a hundred and forty pounds. You'll have to fire like hell to pull us up to Remson." Didn't I know it! On that hill I had slit my fingers almost to the bone. Marcy, Stittsville, Holland Patent - we made short, impatient stops, and I took advantage of every one to stoke the fire. As we hooted in the outskirts of Remson, Baldy shouted to me, "open the firebox door." I threw it open and watched anxiously as the steam went down.

I had not seen Remson at train time, so I leaned out of the window and watched the people walking up and down the platform. There was a great bustle of climbing off and on the coaches, cabbies shouting, and people milling about the hacks and private carriages standing at the hitching-rail. Opposite me, a girl with long curls under a flower bonnet was standing beside a pony cart. I waved, and she smiled shyly back at me. "Look, papa, look," I heard her say to the man beside her. "That's just a boy." The man glanced at me and smiled too. When we pulled out, I shouted good-by and waved again.

That night, it was a long time before sleep came. My veins boiled with a heady exultation, and I saw myself firing an incredibly big engine, pulling up a mountain in the night, her runners pounding like thunder and her stack belching a plume of sparks as long as a comet's tail.



Just Reading the KL&L News? You're Only Getting Half of the Story!

Don't Miss The Quarterly Key, Lock & Lantern Magazine, With In-Depth Articles About Railroad History & Collecting - Sent Only to KL&L Members!



Articles in Recent Issues Include: Winter in Chicago, The Bundy Lantern, Southern Pacific Badges, New Haven Line vs. The Squirrel, Switch Lock Diagrams, Lanterns of the Western Maryland RR, Railroad Slang, Monument to the Prince of Erie, Long Island RR Badges, Early Punched Tin Lanterns, Ticket Dater Maintenance, Q&A Column, Members Displays, and More.

Join Today with Online Dues Payment at www.klnl.org

Central Square Station Museum Preserves History of Central New York's Railroads

During the 1860's, the New York & Oswego Midland RR was feverishly pushing new tracks across New York State, in an effort to establish a competitive route between New York City, the Great Lakes port of Oswego, and beyond. Bypassing the major population centers in order to achieve a more direct line, the NY&OM passed north of Syracuse, through small towns such as North Bay, Cleveland, Constantia, and Central Square. When the railroad opened in late 1869, these communities celebrated the arrival of their first train.

Central Square was not a one-railroad town for very long, though, as the Syracuse & Northern railroad opened in 1871. Crossing the Midland at Central Square, the town became the transfer point for passengers between the two



Built in 1909 and the junction of the NYO&W mainline and the New York Central route to Massena, the Central Square station has now been restored as a railroad museum.



A variety of rolling stock is on display at the Central Square Station Museum, including this narrow gauge 0-4-0 saddle tank locomotive that worked in the quarries in Leroy, NY.

for CSX Transportation between Syracuse and Montreal, with freight, ore and intermodal trains using the line. And while many stations in New York State have fallen victim to the wrecking ball, the Central Square station somehow survived over the decades. After serving as an ambulance garage and office for many years, it is now a museum dedicated to the preservation of the history of railroading in central New York.

A project of the Central New York Chapter of the National Railway Historical Society, the Central Square station has largely been restored to its original configuration, with the addition of an exhibit gallery of railroad memorabilia.

Continued on Page 13

railroads. Even more trains began to roll through town when the Syracuse & Northern RR was taken over by the Rome, Watertown & Ogdensburg in 1875. Later, when the RW&O was leased to the New York Central in 1891, the line became a major route for traffic to Massena and Canada.

In the meantime, the NY&OM had been reorganized as the New York, Ontario & Western Railway, which had completed a network stretching from New Jersey and Scranton, PA to Oswego, NY. Coal trains thundered through Central Square on the way to be transloaded to boats on Lake Ontario, and wayfreights switched area industries. While not competitive for long distance travel, local passenger service was popular on the line, and a new station was built at Central Square in 1909, at the crossing of the O&W and the New York Central.

Today, the O&W mainline has disappeared, abandoned in 1957, although a few short segments remain in use across the state. The old RW&O RR continues to serve as a main route



Railroadiana from the NYC and O&W, and other local lines is on display at the Central Square Station Museum.

Visitors can once again watch trains pass by through the telegraph office window, and explore the waiting room where passengers once changed trains between the O&W and the “Hojack.”

While all types of railroadians are on display, the museum exhibits have an emphasis on the local operations of the New York Central and the NYO&W. Another exhibit in a former circus train car explores the history of the “greatest show on earth,” and a variety of rolling stock is displayed along the old O&W right of way. While serious railroad history buffs will find plenty of interest to make a visit worthwhile, the equipment displays and model trains make the museum an exciting destination for the entire family.

Some of the pieces of rolling stock that currently call the museum home are a narrow gauge 0-4-0 saddle tank steam locomotive that once served the quarries in Leroy, NY, a 23-ton General Electric switcher used by Wickwire Brothers in Cortland, and a former Pennsylvania Railroad Brill



Visitors to the Central Square Station Museum are able to watch trains pass through the bay window of the restored telegraph and ticket office. Photos by Dave Hamilton.



Syracuse “Peter Witt” style trolley car #1036, built by G.C. Kuhlman Car Company in 1916, was one of the last cars in operation when buses took over service in 1941.

“Doodlebug” car. One of the last trolley cars to operate in the City of Syracuse is on display, along with a caboose and several track speeders, including one used on the New York, Ontario & Western Railway. Most of the equipment has been cosmetically restored, while some are a work in progress, and several are open to visitors.

All New York Central and NYO&W fans should put the Central Square Station Museum on the “must see” list and anyone who is interested in railroad history will enjoy a visit. The museum is located on Railroad Street, just off Route 11 in Central Square, NY, a short distance from I-81 Exit 32 (about a one hour drive northwest of Utica). Hours are Sundays from Noon to 5pm from May through October. For more information, visit the website of the Central New York Chapter of the NRHS at www.cnynrhs.org.

Photos Continued on Page 20



Younger visitors to the Central Square Station Museum will enjoy the extensive exhibit of circus memorabilia located next to the main building in a former circus train car.



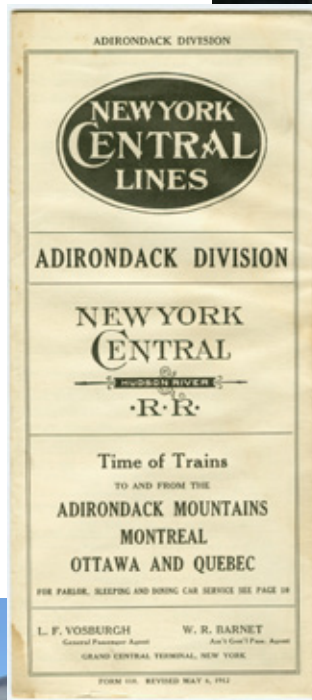
For Additional Photos, Visit the KL&L Page on Facebook. Use the link at www.klnl.org.

Adirondack Scenic Railroad Wine Train Traverses Former Utica & Black River Line

At several recent conventions, KL&L members have made the suggestion that a train ride or tour be added to the lineup of weekend activities. As part of our move to Utica, NY for the 2014 Key, Lock & Lantern Convention, for the first time this year we are offering a train excursion as an optional part of the registration package. On Friday, June 6th, we will be riding the Adirondack Scenic Railroad's Wine Tasting Train.

While the opportunity to sample local beers and wines is an attraction for most riders on this train, KL&L members will no doubt find equal enjoyment in traveling over former New York Central trackage, that was once a part of the St. Lawrence and Adirondack divisions. Originally the Black River & Utica Railroad that opened to Boonville in 1855, and later reorganized as the Utica & Black River RR, the railroad was leased to the Rome, Watertown & Ogdensburg RR in 1886. When the New York Central took control of the "Hojack" line in 1891, the U&BR route soon became the main stem of the New York Central's new line into the Adirondacks. While the Adirondack Division actually began in Herkimer, most through trains bypassed this leg, and used the former RW&O between Utica and Remsen, NY.

Our excursion train will depart at 6:30pm from Utica Union Station on platforms that are shared with Amtrak trains, and briefly follow the Water Level Route mainline before turning northwest across the wide marshes and heading toward Marcy. From Marcy, the line turns north, and the train will begin its climb into the foothills of the Adirondacks. It was this stretch of railroad that once tested the skill of fireman on the U&BR in the days of the wood burners.



Passing the old Holland Patent station and crossing the high fill near Trenton Falls, our train will continue on the old Utica & Black River route to Remsen, and the former junction with the Adirondack Division.

At Remsen, while the power runs around the train, passengers can visit the reconstructed depot, or inspect the water tank and the site of the turntable pit. After a short layover, we will return to Utica, arriving at around 8:30pm.

The Adirondack Scenic roster consists of a large variety of historical equipment, including Alco and MLW locomotives, F- units, and passenger rolling stock from several different lines. An open car is part of the consist, along with a snack bar car that offers additional beverages for those who have enjoyed the samples.

KL&L members who have ordered train tickets as part of their convention registration package should plan to arrive at Utica Union Station for boarding at 6:00pm. Please meet in the station waiting room near the Adirondack Scenic ticket office, and convention committee members will be on hand to distribute tickets. The station is located about 1/4 mile from the Hotel Utica, and is an easy walk, but keep an eye on the weather, as thunderstorms often pop up in the Mohawk valley on a warm June afternoon. There is also plenty of free parking available around the station (see map on page 16), for those who are planning to drive. All aboard (literally) for the KL&L Convention!



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



All Aboard for the 2014 Key Lock & Lantern Convention!

June 7, 2014
at the historic
Hotel Utica
102 Lafayette St
in downtown
Utica, NY

90 mi. west of our previous Albany location



**Railroad History Exhibits - Railroadiana Swap Meet
Annual Meeting - Adirondack Scenic RR Excursion**

All Railroad History Buffs & Collectors Are Invited to Attend!

***Registration is \$7 at the door for admission to displays &
railroadiana swap meet, 10am to 2pm on Saturday, June 7th.***

All Authentic Railroad Memorabilia & Displays Related to Railroad History:
Lanterns, Books, Locks & Keys, Photos, China, Timetables, Tools, Badges,
Postcards, Hardware, Advertising, etc.; NO toy trains, models, or souvenirs

**Visit the Key, Lock & Lantern Web Site at
www.klnl.org**

For Full Weekend Schedule & Train Excursion Information

Finding Your Way Around Utica, NY

Our new convention location this year in the Hotel Utica is conveniently located less than two miles from New York State Thruway Exit 31. Anyone who has been to Utica in the past, but hasn't visited in the last ten years or so will find that the downtown area is undergoing a transformation from the typical declining upstate industrial city, to one that is more oriented to today's economic environment. The housing projects that were located just west of downtown have been torn down, factory buildings are being converted to retail use, and the entire area has a more pleasant atmosphere.

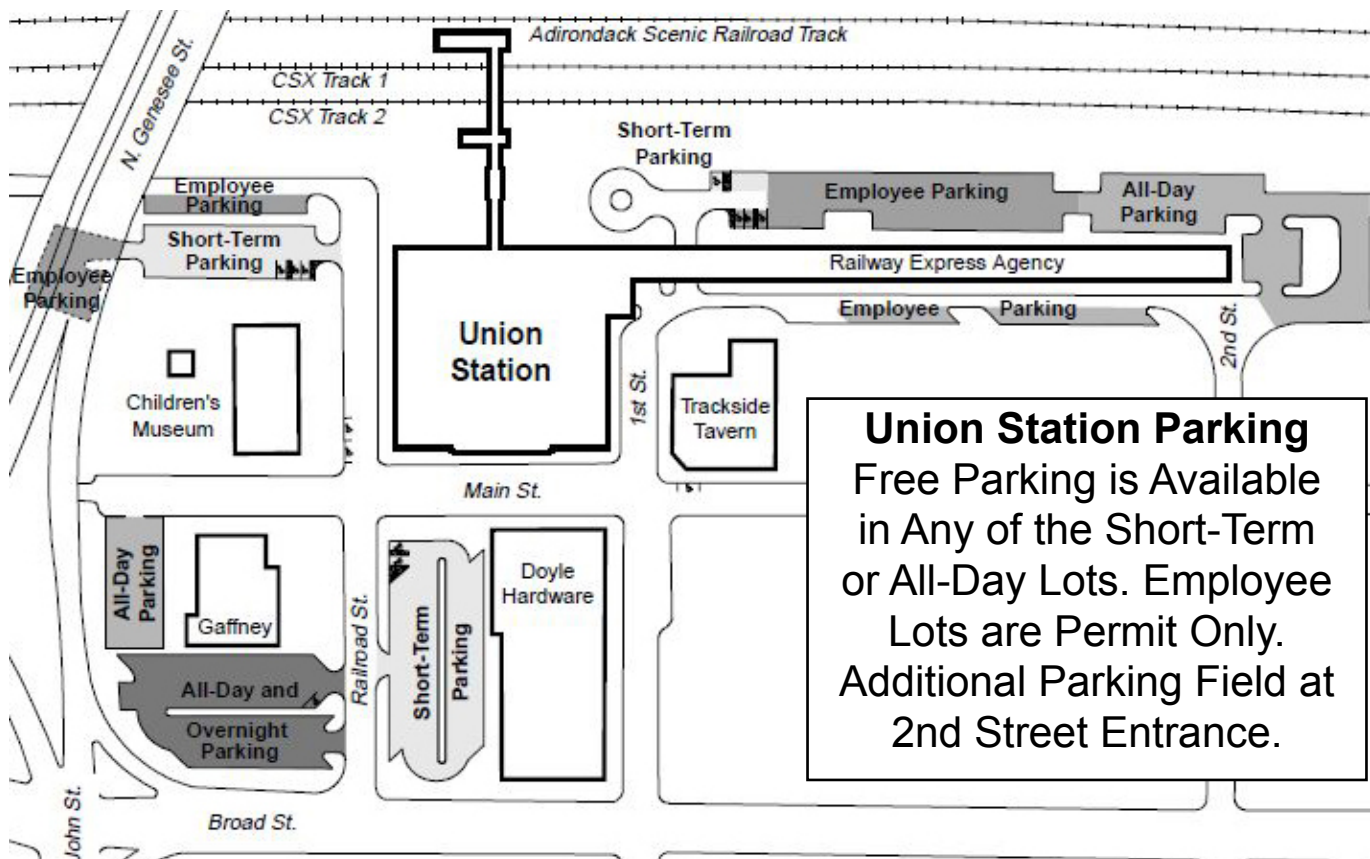
The Hotel Utica is located at 102 Lafayette Street, just south of Oriskany Boulevard (Route 5S), and a block west of Genesee Street, which is Utica's "main street." There is a free parking lot for the use of hotel guests on the west side of the building. The hotel is about 1/4 mile from Union Station, for those arriving by bus or train. There are a variety of shops and restaurants on Genesee Street in the downtown area, all within walking distance of the hotel.

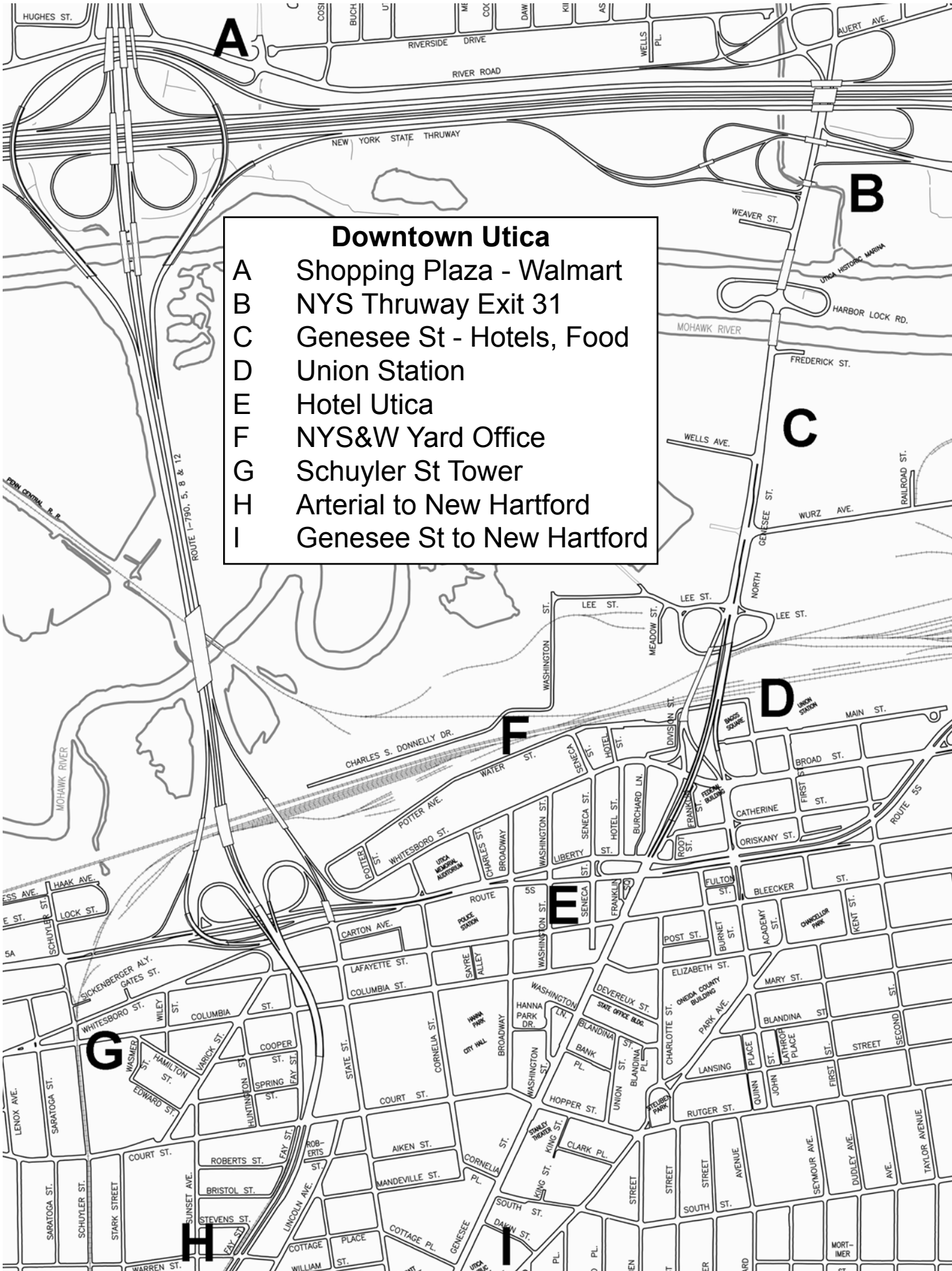
Utica Union Station is located just off Genesee St, which crosses the tracks on an overpass, requiring driving on some side streets to reach it (see map below). Parking is available on all sides of the building, with the exception of certain spaces that are reserved for workers in the station's offices. If all lots are full, there is a parking field for Adirondack Scenic Railroad passengers, east of the paved lot near the 2nd Street entrance. If the weather is good, it is a relatively short walk from the hotel to the station.

There are a number of restaurants on Genesee St. between the Thruway exit and downtown, ranging from fast food to finer dining. Several hotels are also located in this area, for anyone who wishes to stay overnight and did not reserve a room at the Hotel Utica. For shopping needs, and additional fast food options, there are several pharmacies, sub & pizza shops, and a grocery store located on Genesee Street, about two miles south of the hotel, near Burrstone Road. A Walmart and several other stores may be found on the northwest side of town, off Routes 8 & 12.

A variety of stores and restaurants are located in suburban New Hartford, which is about a ten minute drive from the hotel. Follow Route 5S west from the hotel, to Route 5A and the shops on Commercial Drive. Alternatively, the Arterial Expressway (Routes 5, 8, & 12) may be taken south from Route 5S to the New Hartford area. Follow Route 5 west to reach the Sangertown Square Mall and Commercial Drive.

As a reminder, our convention this year is in an urban area (compared to our somewhat isolated Glenmont location), so please remember to lock your vehicle between loading trips and overnight, and use common sense when exploring local railroad sites. If you require additional directions or assistance, see the hotel desk clerk, or one of our local KL&L members. The Utica & Mohawk Valley NRHS chapter will have a display at the convention, and railfans from the area are always happy to provide information about local train operations, historical sites, and photography locations.





Downtown Utica

- A Shopping Plaza - Walmart
- B NYS Thruway Exit 31
- C Genesee St - Hotels, Food
- D Union Station
- E Hotel Utica
- F NYS&W Yard Office
- G Schuyler St Tower
- H Arterial to New Hartford
- I Genesee St to New Hartford

A

B

C

D

E

G

H

I

Railroad Preservation & Museum News

Utica Union Station Receives National Railroad Landmark Designation on its 100th Anniversary

On May 24, 1914, the New York Central's new station at Utica, NY opened its doors to travelers. Built during the same period as the railroad's magnificent Grand Central Terminal in New York, the station's interior architectural features were similar to those of its larger cousin. In addition to passenger facilities, the station also contained ample space for the railroad's Mohawk Division offices, and a Railway Express Agency wing. With dozens of mainline trains stopping at Utica, making connections to local runs on the St. Lawrence and Adirondack divisions, the city finally had a station that could meet its needs.

The following year, the building became a "Union Station," when trains of the Delaware, Lackawanna & Western and the New York, Ontario & Western Railway moved in. For



On May 29, 2014, Oneida County Executive Anthony Picente unveiled two historic marker plaques in the station, with the Mayor of Utica and representatives of the NRHS and the Utica Landmarks Society joining the celebration.



Opened on May 24, 1914, Utica Union Station has served as the railroad gateway to the city for over 100 years.

the next five decades, Utica Union Station was the gateway to the city, witnessing the departure of soldiers in two World Wars, vacationers to the Thousand Islands & Adirondacks, and business travelers to New York and Chicago. From its inner offices, train dispatchers directed movements on the Mohawk Division, the heart of the "Water Level Route."

It was the general decline of railroads during the late 1960's that eventually threatened the existence of Union Station. The NYO&W was abandoned, and passenger service on the DL&W branch and the St. Lawrence and Adirondack divisions disappeared. By the time that Amtrak took over the operation of passenger trains in 1971, only a few "Empire Service" runs still stopped in Utica. In an effort to cut costs and modernize service, Amtrak began moving out of the big city terminals, and in many cases they were quickly torn down. Utica Union Station was facing demolition when the



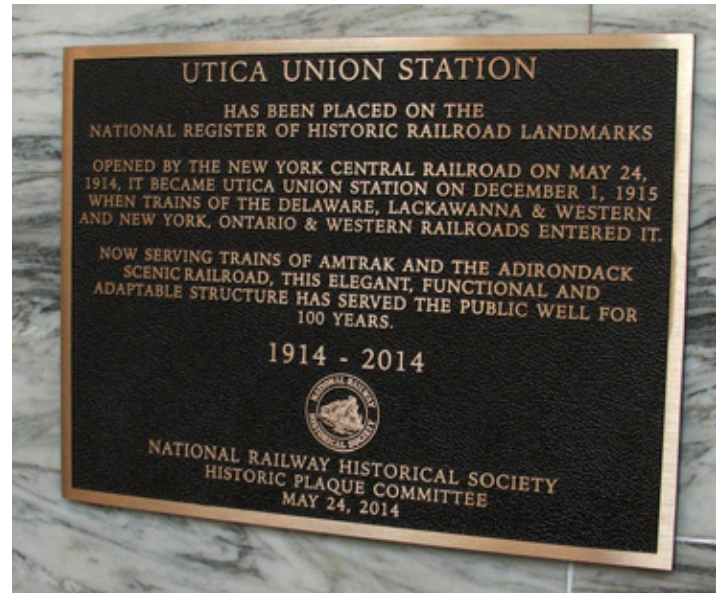
The interior design of New York Central's Utica Union Station utilized architectural features similar to those found in New York City's famous Grand Central Terminal.

Continued on Page 19

Landmarks Society of Greater Utica was formed in 1974. The first major project of the society was to save the station from destruction, and start it on the path to renovation and expanded use.

After Conrail moved out in the late 1980's, plans were developed to make use of the vacant office space. Today, several state and county government agencies have local offices in the Boehlert Center at Union Station, which still serves as a station for Amtrak's Empire Service and intercity bus lines. As the 21st century began, Utica became a "union station" once again, as service on the Adirondack Scenic Railroad was inaugurated to Thendara.

With a rich past and bright future, local preservationists felt that the historical significance of Utica Union Station should be celebrated. The National Railway Historical Society sponsors a program where unique historic railroad landmarks are recognized, and a place on the National Register of Historic Railroad Landmarks is granted to those locations that played an important role in railroad history. Members of the Utica & Mohawk Valley Chapter of the NRHS nominated Utica Union Station for this honor, and that station was selected for inclusion in 2014.



A plaque mounted on the waiting room wall at Utica Union Station commemorates its addition to the National Register of Historic Railroad Landmarks on its 100th Anniversary.

In celebration of the station's 100th anniversary, the plaque commemorating the addition of Utica Union Station to the register was delivered at a ceremony on May 29, 2014. Oneida County Executive Anthony J. Picente also presented a proclamation and plaque, recognizing the role that the station has played in the development of the region over the last 100 years. He was joined by other government officials, and representatives of the National Railway Historical Society and the Landmarks Society, in unveiling the plaques on the waiting room wall.

While the ceremony was taking place, passengers strolled through to board arriving Amtrak trains and buses, and local residents hurried to appointments in the state offices. Some paused for a moment to see why television crews had set up their cameras, but then went on their way to catch their train or dine in the Trackside Restaurant. More than simply a historic site, Utica Union Station is still a transportation and commercial hub. With work underway to convert the express wing into space for a farmer's market (currently held in the parking lot) and plans to expand service on both Amtrak and the Adirondack Scenic Railroad, it will be exciting to see what the future holds for the station.



An Amtrak conductor assists passengers as they step off a train at Utica Union Station on May 29, 2014, in a scene that has been repeated daily for the last 100 years.

**Railroad Museums &
Historical Societies
Send in news & photos to
KEY LOCK & LANTERN**

**E-mail KL&L Editor Dave Hamilton at:
transportsim@aol.com**



Displays at the Central Square Station Museum include an original NYO&W track speeder, a 23-ton General Electric industrial switcher, a former PRR Brill Doodlebug, and railroad memorabilia from the central New York region.

FOR SALE: ANTIQUE RAILROAD PASSENGER CAR INTERIOR HARDWARE

Ideal for a Museum or Historical Society Restoration Project

Mostly brass (some Victorian - Eastlake?) original antique hardware pieces, salvaged from a scrapped railroad passenger car. Items include sash locks, sash lifts, sash lock stops; door lock parts, handles, pr. hinges, and knobs. Two pieces have "B&O" cast on them. Over 100 pieces in all. Condition varies from broken/missing parts, bent, to useable, and some nicer pieces. Some have the Adams & Westlake Co. hallmark. Also available separately is a Northern Electric wooden dovetailed RR telephone ringer box.



Call Phil Simms, Campbell Hall, N.Y. at (845) 427-5051 for more information.

from the Adirondack Scenic Railroad train or from across the CSX mainline from Water Street, near the NYS&W yard office (see map on page 16, for this and other locations).

At one time, former New York Central interlocking towers could be seen across the state, still in use as track offices or storage buildings. One by one, they were torn down by Conrail, until only a handful remained. Tower operators in Signal Station 30 once controlled train movements into the east end of Union Station, and the structure survived as a yard and signal department office until it was closed in the late 1990's. Still in reasonable shape, the building may be viewed from public property by driving east of the station along the Adirondack Scenic RR parking field.

Several DL&W structures remain standing in the Utica area, including the freight house on Water Street, which is now used by the New York, Susquehanna & Western Ry as a yard office and car shop. One interesting feature of both the Utica and Syracuse branches was the use of crossing towers, and the one protecting Schuyler Street was still in operation into the late 1980's. While no longer controlling signals, the



Schuyler Street Tower once protected highway traffic on the north end of the DL&W's street running territory in Utica.



There is no doubt which railroad constructed the River Rd underpass in Little Falls, as part of the mainline relocation project following the tragic Gulf Curve wreck of 1940.

tower still stands at the north end of the street, which is also shared by the railroad (check out the switch for the FX Matt Brewery in the middle of the road). Other DL&W buildings in the area include South Utica station on Genesee Street near New Hartford, and the suburban Chadwicks station.

Fans of the NYO&W will find several reminders of this fascinating railroad around the Utica area. The O&W freight house is now used by a local produce dealer, and may be found just west of Union Station. The O&W right of way is visible where it crossed the West Shore near New Hartford, and a small stretch of the line in that area is still used by the NYS&W as an industrial spur (complete with an original mainline milepost). A number of depots remain standing in the rural communities south of the city, as well.

Of course, these historical sites only scratch the surface of what may be found in the region. The former New

York Central (now Amtrak) station at nearby Rome is worth visiting, as are the towns east of Utica in the Mohawk valley. A small monument marks the location of the infamous Gulf Curve in Little Falls, where the tragic derailment of the Lake Shore Limited occurred in 1940, and the nearby West Shore right of way has been converted into a bicycle path. Canal buffs will find literally dozens of places to explore, and many villages are populated with little antique shops. Little Falls (east of Utica on Route 5) and Bouckville (south of Utica on Route 20, west of Route 12) both offer a number of multi-dealer shops.

For relaxed railfanning, the constant parade of CSX and Amtrak trains can be viewed from Utica Union Station's platforms and overhead walkway. Of course, there are many scenic photo locations in the area, and NYS&W and MA&N trains operate at speeds that permit chasing. Members of the Utica & Mohawk Valley NRHS chapter will be exhibiting at the convention, and can direct visitors to some of the more interesting locations.

With modern railroad action and plenty of historical sites, Utica has something for almost every railfan and railroad history buff. Enjoy exploring the area!

Railroad Event Calendar

Continued from Page 2

- Jul 12 DeLand, FL** - Florida Rail Fair.
Volusia County Fairgrounds.
Info: www.gserr.com.
- Jul 19 LaCrosse, WI** - LaCrosse Rail Fair.
Copeland Park.
Info: <http://4000foundation.org>.
- Jul 19 Lancaster, PA** - Lancaster Lock Show. Host
Resort & Convention Center.
Info: www.lancasterlockshow.com.
- Jul 19-20 Williams Grove, PA** - Railroad Flea Market.
Williams Grove Show Grounds.
Info: <http://wghsea.org>.
- Aug 2 Milford, NY** - Railfan Day on the Cooperstown
& Charlotte Valley Railroad.
Info: www.lrhs.com.
- Aug 9 Atlanta, GA** - Atlanta Railroad Show. North
Atlanta Trade Center. Norcross, GA.
Info: www.gserr.com.
- Aug 9 Cincinnati, OH** - Summerail 2013 railroadiana
flea market. Cincinnati Union Terminal
Info: <http://cincinnatiirclub.org>.
- Aug 9 Lynchburg, VA** - Lynchburg Rail Day.
Boonsboro Ruritan Club.
Info: www.blueridgenrhs.org.
- Aug 17 Wayne, NJ** - Wayne Train Show at the Wayne
PAL Hall.
Info: www.eastcoasttrainparts.com.
- Aug 23 Marion, OH** - Train Show - Union Station.
Info: [https://www.facebook.com/
MarionUnionStationAssociation](https://www.facebook.com/MarionUnionStationAssociation).
- Sep 6 Perris, CA** - Fall Swap Meet. Orange Empire
Railway Museum.
Info: www.oerm.org.
- Sep 6-7 Houston, TX** - Big Texas Train Show. George
Brown Convention Center.
Info: www.bigtexastrainshow.com.
- Sep 19-20 Phoenix, AZ** - National Association of
Timetable Collectors Convention.
Info: www.naotc.org.
- Sep 27 Rutland, VT** - Rutland Railway Assn Show.
Holiday Inn Rutland/Killington.
www.therutlandrailwayassociation.org.
- Oct 5 Griffith, IN** - Blackhawk NRHS Swap Meet.
American Legion Post 66.
Info: www.blackhawknrhs.org.

- Oct 25 Indianapolis, IN** - Railroadiana Show.
Ramada Inn East.
Info: www.indyrrshow.com.
- Nov 1-2 Gaithersburg, MD** - Railroadiana Show & Sale.
Montgomery County Fairgrounds.
Info: www.gserr.com.
- Nov 1-2 Syracuse, NY** - Great NYS Model Train Fair.
New York State Fairgrounds.
Info: www.modeltrainfair.com.
- Nov 9 Batavia, NY** - Fall Great Batavia Train Show.
Clarion Hotel.
Info: www.gsme.org.
- Nov 9 Poughkeepsie, NY** - Annual Railroad Expo.
Mid Hudson Civic Center.
Info: www.hydeparkstation.com.
- Nov 15 St. Cloud, MN** - Granite City Train Show.
National Guard Armory.
Info: www.granitecitytrainshow.com.
- Dec 6-7 Marlborough, MA** - New England Model Train
Expo. Best Western Royal Plaza.
Info: www.hubdiv.org.
- Dec 7 Albany, NY** - Great Train Extravaganza. "The
Egg" at the Empire State Plaza.
Info: www.gtealbany.com.

Send listings to: transportsim@aol.com

There is no charge for calendar listings. Train shows must include dealers of authentic railroad memorabilia or related material, and auctions must include at least 20 lots of railroadiana. Other events must be directly related to railroad history (special exhibitions, lecture programs, conventions, limited excursions, etc.). Regular monthly group meetings, model train meets & scheduled tourist train trips are not eligible, unless related to a special event. Events are listed space permitting, at the editor's discretion. Listings are subject to error or change. Always check show web sites before traveling.

Visit www.klnl.org for Updates

The New York-Pennsylvania COLLECTOR

Living with Antiques, Art & Americana

A Monthly Publication Featuring News &
Articles About Antique Collecting & History



Auction & Show Listings
Club Meetings & Events
Identification & Fakes
Antique Restoration Tips
Museums & Historic Sites
Dealer & Flea Market Ads

Subscription & Advertising Information:
1-800-518-0875 www.nypa-collector.com

KEY LOCK & LANTERN

Can Help Promote Your
Auction, Show or Event
Contact KL&L Editor Dave Hamilton at
transportsim@aol.com

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: Railroad Artifacts & Memorabilia: Everything from keys, locks & hardware to china, paper, and more. Jane Silvernail. Website: <http://timestreasures.rubylane.com> or contact by e-mail at timestreasures@sohotechnical.com.

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.

For Sale: Old (1850's-1890's) New England railroad paper items. Lots of old name railroads, also Rutland, Central Vermont, Housatonic, Fitchburg, etc. Most in good to excellent condition. Contact Chuck Hall at 315-824-1674.

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: Lanterns: BR&P, D&M, B&A, NYNH&H, CRRofNJ, B&M, CCC&StL, PPCo. Paul Pietrak. marypaulp@aol.com.

Wanted

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 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 NY & Greenwood Lake Ry. 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 - Contact Larry Davis, 5110 Hollywood Ave; Shreveport, LA 71109. Phone: 318-469-7825.

Wanted: Pennsylvania RR 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: Delaware Lackawanna & Western keys & locks. Contact 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.

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 or call 303-429-8674.

Wanted

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@frontier.com 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: Cast brass fancy back railroad switch locks. Instant cash paid for any lock not already in my collection. I also have a list of approximately 125 rare cast switch locks for sale or trade. Contact Warren at 239-440-4254 (new number) or warrennyergesjr@hotmail.com.

Wanted: Lanterns, locks, timetables & passes of all types from Southern Ry, Richmond & Danville, East Tennessee Virginia & Georgia Ry, Washington & Old Dominion, Washington Ohio & Western, Washington & Ohio, Alexandria Loudoun & Hampshire. Contact Andrew Ramsay at aramsay@ieee.org.

Wanted: Diesel locomotive builders plates from the following: Canadian National / Northern Alberta Ry London built or Pointe St. Charles rebuilt GMD-1; Canadian Pacific Montreal Locomotive Works RS-18; former Pacific Great Eastern / British Columbia / BC Rail locomotives; former Northern Alberta Ry / Canadian National GP-9; any EMD NW-5 plate. Contact Corey Panchyshyn at bcr_766@hotmail.com.

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

Wanted: Railroad Horse Car Bells. Will buy one or an entire collection, or have bells to trade. Contact Roger Plaquet at rplaquet@ciaccess.com or call 519-354-4538.

For Trade

For Trade: LC&N Co Casey lantern, 6" Penna Co globe, D&RGRR cast lock by Dayton, SRRR, GF&ARY, C&A Ry tapered keys, T&OC dessert knife by R&B. I collect southern lower Michigan and also want 6" colored globes. Walter Sulowski at walter-sulowski@msn.com or 313-295-7306.

Upgrade to Display Ad for as little as \$15. Visit our website for details.

KEY LOCK & LANTERN

Index on Computer CD

Index of all KL&L Magazines from Issue #1 through Issue #151 in searchable Acrobat (PDF) format. \$7.95 postpaid. Contact:

Marie Brainard
35 Nordhoff Place
Englewood, NJ 07631-4810

Membership Brochures

Are Available in PDF Format for Printing & Distribution at Railroadiana Shows, Historical Museums, Railroad Club Meetings & Other Events

Download the Current Version at www.klnl.org



All submissions for the KL&L magazine, news items for the digital KL&L News & general inquiries should be sent to:

KL&L President & Editor
David Hamilton
244 Elm Ave
Delmar, NY 12054
E-mail: transportsim@aol.com

Send membership applications, dues payments, address changes & want ads to:

KL&L Chairman John Brainard & VP-Membership Marie Brainard
35 Nordhoff Place
Englewood, NJ 07631
E-mail: j944wb@aol.com

Join or Renew Your
KEY LOCK & LANTERN
Membership Online at
www.klnl.org

KL&L Membership Form (July 2014 - June 2015 Membership Year)

Please make check or money order payable to Key, Lock & Lantern, Inc. and forward to: Marie Brainard, KL&L Membership, 35 Nordhoff Place, Englewood, NJ 07631-4810

Name _____

Representing (business or museum, if applicable) _____

Address _____

City _____ State/Prov _____ Zip/Mail Code _____

Phone _____ E-mail _____

Basic membership at \$30 per year (1st Class mailing in USA) or \$40 per year (non-USA).....\$ _____

Contributing membership at \$35 per year, to help support KL&L(1st Class mailing in USA)..... \$ _____

Additional family members at \$4 per person (only one magazine is sent per family).....\$ _____

Additional Donation.....\$ _____

Enclosed is my check / money order payable to Key Lock & Lantern, Inc. for.....\$ _____

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.