



# KEY LOCK & LANTERN NEWS



Nov/Dec 2014

Issue No.30

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



**2014 Gaithersburg  
Railroadiana Show**

**New York State Proposes  
Changes to Adirondack RR**

**Walter G. Rich  
Collection**



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WWW.KLNL.ORG

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

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## 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.*

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## Passing the Torch of Railroad History & Preservation

Attending the recent Walter Rich estate auction was an interesting experience for me. It was strange to see the board room table where I had attended meetings, pictures that had hung on the wall outside of the dispatcher's office where I once worked, and the collection of books that I remembered from Walt's library, all sold at auction. For the "old timer" KL&L members, it is probably a more familiar experience, seeing a fellow railroader or historian's collection all boxed up for sale, but it was new (and somewhat sad) to me.

As often pointed out by our past editor, the late Dick Barrett, we are just temporary caretakers of the memorabilia that we collect. The artifacts, photos, stories, and information that we gather are all an important part of transportation history, and we have taken on the task of preserving it. The mission of Key, Lock & Lantern is to support this effort and insure that the results of our hard work are passed on to the next generation of railroad historians. One of our biggest fears seems to be that the younger generation will not have an appreciation of memorabilia or an interest in continuing our work. With membership in various historical groups and attendance at shows & events down in recent years, it seems to be a legitimate concern.

However, I don't think that things are as bad as they might seem. I recently spent an afternoon with several younger railfans, visiting a railroad display at a local museum and then stopping for some train watching along the mainline. They seemed to really enjoy the museum trip, discovering a new aspect of the hobby that they had perhaps not considered before. It doesn't take much to spark an interest in history in someone who has a fascination with modern railroading.

While waiting at trackside, it was evident how railfanning has changed over the last decade. From internet scanner feeds to Facebook postings by other trainwatchers, today's railfan knows when the trains are due, what their power is, and when the next train is called. And to think that I used to sit for hours at a crossing waiting for a train that never came! One thing that is obvious is that the railroad hobby is not in a state of decline, it is just undergoing a change brought about by the current generation's attachment to technology.

Since KL&L started our online newsletter and a Facebook page, we have reversed a decline in membership and are growing again. While the print magazine will always be a part of KL&L, it now has a different role in the organization, primarily serving as a permanent record of the results of our research on railroad memorabilia and history. Our digital resources now provide a channel for communicating news, promoting railroad preservation, and connecting our members. And despite the growth of social media, there is still something about getting together for the annual KL&L Convention that can't be replaced.

So never fear, Key Lock & Lantern is keeping up with the changing times, and will insure that the (virtual) torch of railroad preservation is passed along to the next generation.

*Dave Hamilton*

KL&L President & Editor

## 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](http://www.klnl.org) for updates. See submission guidelines at the end of the calendar.**

- Dec 6-7 Marlborough, MA** - New England Model Train Expo. Best Western Royal Plaza.  
Info: [www.hubdiv.org](http://www.hubdiv.org).
- Dec 6-7 Oklahoma City, OK** - OKC Train Show. State Fairgrounds Transportation Building.  
Info: [www.okctrainshow.com](http://www.okctrainshow.com).
- Dec 6 Phoenixville, PA** - Railroadiana Auction. Maurer Auctions - Ridge Fire Hall.  
Info: [www.maurerail.com](http://www.maurerail.com).
- Dec 7 Albany, NY** - Great Train Extravaganza. "The Egg" at the Empire State Plaza.  
Info: [www.gtealbany.com](http://www.gtealbany.com).
- Dec 13 Columbus, OH** - Buckeye Railroadiana Show. Ohio Expo Center.  
Info: [www.gserr.com](http://www.gserr.com).
- Dec 13-14 Rochester, NY** - RIT Tiger Tracks Train Show. RIT Gordon Field House.  
Info: [www.rittrainshow.com](http://www.rittrainshow.com).
- Dec 20-21 Tampa, FL** - Tampa Railroad Show. Florida State Fairgrounds.  
Info: [www.gserr.com](http://www.gserr.com).
- Jan 10-11 Deland, FL** - Florida Rail Fair. Volusia County Fairgrounds  
Info: [www.gserr.com](http://www.gserr.com).
- Jan 11 Catalog Auction** - Railroad Memories Online Railroadiana Auction closes.  
Info: [www.railroadmemories.com](http://www.railroadmemories.com).

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### On the Front Cover:

An Adirondack Scenic Railroad excursion train, pulled by a former New York Central Railroad Alco diesel switcher, prepares to depart from the Thedara / Old Forge, NY station in August, 2014. Photo by David Hamilton.

# New York State Proposes Abandonment of Segment of Adirondack Rail Corridor

At public meetings held during late October and early November in communities along the line, the New York State Department of Transportation and the NYS Department of Environmental Conservation jointly announced a proposal to revise the management plan for the Remsen - Lake Placid Travel Corridor, over which trains operated by the Adirondack Scenic Railroad currently run. The revision to the plan would involve the abandonment of an active segment of the line between Lake Placid and Saranac Lake, and the removal of rails between Saranac and Tupper Lake, in order to allow for the construction of a recreational trail.

The travel corridor extends from Remsen, NY, near Utica, through the heart of the Adirondack Mountains to the village of Lake Placid, site of the 1932 & 1980 Winter Olympics. Abandoned by Penn Central in 1972, the line is comprised of much of the former New York Central RR Adirondack



*An Adirondack Scenic RR train prepares to depart from the Lake Placid station. This stop would be eliminated under New York's proposal to abandon this segment of the line.*



*The natural beauty of the Adirondacks, as seen from an Adirondack Scenic RR train between Lake Placid and Saranac Lake. Under New York State's proposal, this view would no longer be available to railroad travelers.*

Division, and the branch jointly operated with the Delaware & Hudson to Lake Placid. The railroad was purchased by New York State in 1975, in order to preserve it for future use as a transportation route. The line briefly served this purpose during the 1980 Winter Olympics, when trains of the Adirondack Railway carried travelers over its entire length, but the need for extensive track rehabilitation resulted in the discontinuance of trains after one year of operation.

Volunteers from local railway historical societies revived operations on the line during the summer of 1992, when the Adirondack Centennial RR began offering short trips that originated from Thendara, the station serving the resort town of Old Forge. These trips were intended to be a special event commemorating the 100th anniversary of the opening of the

railroad, but their popularity sparked an interest in exploring the reopening of the entire route. With this goal in mind, New York State developed a management plan in 1996 that supported the incremental restoration of train service over the rail corridor, while also allowing for recreational use.

In order to accomplish this goal, the non-profit Adirondack Railway Preservation Society, which had helped to coordinate the project to run trains in 1992, organized the Adirondack Scenic Railroad as its operating arm. Over the next two decades, hundreds of Adirondack Scenic RR volunteers and a small full-time staff worked to restore historic rolling stock, reopen facilities, and perform track maintenance. With the additional support of \$12.9 million in federal transportation funding, seasonal passenger train service was gradually restored in sections between Utica and Big Moose, and between Lake Placid and Saranac Lake.

Current operations include tourist excursions that originate in Lake Placid, Saranac Lake, and Thendara, along with round trips between Utica and Big Moose. The trains from Utica not only serve as sightseeing runs, but also provide an actual transportation service, through a connection with Amtrak's Empire Corridor trains at Utica Union Station. Although these trains only operate at around 30 mph, they

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# Adirondack Scenic Railroad

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still offer a competitive transportation alternative to the congested two-lane state highway that winds its way through the woods to Old Forge. Beyond Big Moose, the current northern limit of through train operations, the line cuts through a vast wilderness that is only accessible by train, before entering Tupper Lake and the Lake Placid region.

It is the goal of the Adirondack Scenic Railroad to connect its Lake Placid excursion operation with the south end of the railroad, and reopen the entire line for through service. It would then be possible for passengers to arrive in Utica on an Amtrak train and step across the platform to board an Adirondack Scenic RR train for a trip to Lake Placid or a visit to the remote regions of the Adirondack forest. With a combination of hard work by volunteers, revenue from the tourist trains, and government transportation funds, progress toward reaching this goal has been steadily made.



*An Adirondack Scenic RR passes a rehabilitated crossing between Saranac Lake and Lake Placid. If this line is abandoned, New York State would be required to repay the federal government up to \$2 million in grants that were used for highway grade crossing improvements on this segment.*

due to the fact that this money was received in FHWA grants for grade crossing improvement projects that would be dismantled upon abandonment. The proposal did not indicate the source of funding for the trail project.

In examining the viability of a recreational trail alternative, the state compared the proposed Adirondack trail with the existing Genesee Valley Greenway. This trail utilizes the former right of way of the Pennsylvania Railroad branch between Rochester and Hinsdale, NY. On its north end, near a connection with the Erie Canalway, this trail sees over 70,000 annual users in the Rochester metropolitan

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*Trains of the Adirondack Scenic RR traverse remote areas of the Adirondack wilderness that are only accessible by rail. This rock cut is one of several on the recently reopened section between Thendara and Big Moose, NY.*

However, snowmobile clubs and trail advocacy groups in the communities along the north end of the line have lobbied for the removal of the tracks and the replacement of the railroad with a recreational trail. As a result, the two state agencies that manage the corridor (DOT & DEC) held public meetings during 2013, in order to gather opinions regarding the use of the line. From these meetings, it was determined that there was significant local interest in the communities between Lake Placid and Tupper Lake to convert the rail corridor into a trail. In response to these requests, New York State has proposed an amendment to its management plan that involves abandoning the railroad between Tupper Lake and Lake Placid, and building a trail in its place.

In its review, the state determined that the cost to convert the railroad into a trail between these two points would total \$9.8 million. This cost would include \$1.7 million in track removal (including an offset for scrap revenue), \$6.7 million for trail construction, and \$2 million in federal funds repayment. The federal funds payback would be required



*In addition to coach service, the Adirondack Scenic RR provides luxury accommodations for travelers connecting with the intercity Amtrak network at Utica Union Station.*

# Walter G. Rich Railroadiana, Transportation & Sports Memorabilia Collection Auctioned

On October 18th, an unusual mix of railroadiana collectors, sports enthusiasts, and former railroad employees wandered through the old Central Hudson maintenance warehouse in Kingston, NY, for a chance to marvel at the vast collection of the late Walter G. Rich. As president of the Delaware Otsego Corporation in Cooperstown, NY, Rich assembled a unique collection of memorabilia from the railroad lines that he ran, the legendary sports figures that visited the Baseball Hall of Fame, his many political connections, and from his childhood on a rural dairy farm. When the collection was sold by auctioneer Jay Werbalowsky of the JWM Auction gallery later that day, it made for quite an interesting event.

Once the sale was underway, sports memorabilia collectors didn't have long to wait, as the first 100 lots consisted of autographed photos of the Baseball Hall of Famers who had visited Walter Rich following the annual induction ceremonies in Cooperstown. The next fifty lots included photos by Rich's great uncle, famed photographer Lewis Hine. A signed copy of Hine's photo essay, *Men at Work*, brought a high bid of \$2800. Walter Rich's collection of political memorabilia followed, with several rare pieces commanding top dollar. A Ulysses Grant & Schuyler Colfax campaign flag sold for \$4500, while a George Washington inaugural button brought a high bid of \$6250.

About two hours into the sale, the railroadiana collectors began to settle into their seats, as railroad artifacts and memorabilia from Walter Rich's forty year career went up



*The original Manville B. Wakefield oil painting of a Delaware & Hudson train, which was featured on the cover of Shaughnessy's book on the railroad, sold for \$10,500.*

for bid. With a personal interest in the New York, Ontario & Western and Delaware & Hudson railroads, there was plenty of memorabilia from these lines in Rich's collection. He also preserved many artifacts from the lines that he ran, including the New York, Susquehanna & Western Railway, and the Fonda, Johnstown & Gloversville, both of high interest to historians and collectors.

Other railroadiana included a large collection of dining car china and silverware, much of which saw use in the Delaware Otsego's Edgewater Mansion in Cooperstown. Paintings, photos, furniture, and other decorative items that once filled the railroad's offices were also sold. Walter Rich's personal library of hundreds of volumes on railroad history and business were included, along with hardware, tools, and supplies from his various railroad lines.

The auction concluded with local memorabilia, including dairy crates and bottles from the Rich family farm, horse drawn sleighs, and farm implements. A 1927 Franklin auto,



*One of two railroad pump cars in the auction, this somewhat rare Sheffield model sold for \$8500, while a similar one made by Fairmont brought a high bid of \$4500.*

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# Walter G. Rich: Modern Day Railroad Baron

By David M. Hamilton

While most railroaders and railfans in the northeast knew the late Walter G. Rich, those attending the recent auction of his collection who weren't acquainted with him could probably guess that he was not a typical shortline manager. The framed pictures on display in the auction gallery included photos with U.S. presidents, autographs from Baseball Hall of Fame inductees, and an oil painting of him posing in front of an NYS&W train. From feature articles about his success in *Forbes* and the *Wall Street Journal*, to less flattering accounts of his involvement in political scandals, much has been written about the son of a dairy farmer who built a small railroad empire. Regardless of the spin put on his story by the various publications, there is no doubt that Walter Rich made a lasting impression on the railroad industry.

While attending Syracuse University in 1966, Rich began a summer job running a small tourist train operation on the former Ulster & Delaware line in Oneonta, NY. Upon his graduation from law school in 1971, he became president of the Delaware Otsego Railroad, which soon expanded from its original excursion line into a network of shortlines in upstate New York. It was Rich's business skill and his ability to cultivate political support that led to the success of the company, and its eventual acquisition of the New York, Susquehanna & Western Railway in 1980.

By leveraging the NYS&W as a competitor to Conrail for intermodal traffic into the New York metropolitan market, the Delaware Otsego Corporation suddenly became a major regional carrier in the mid 1980's. Operation of the Delaware & Hudson Railway during its bankruptcy in 1988, and control of the Toledo, Peoria & Western during the early 1990's, marked the peak of the company's growth. When the sale of Conrail threatened Delaware Otsego's competitive position in 1999, Walter Rich shrewdly negotiated a deal where Norfolk Southern and CSX financed the privatization of the company. Today, Delaware Otsego has returned to its roots as a highly successful regional network.

Unlike many shortline railroads that operate on a shoestring budget, Walter Rich ran the Delaware Otsego like a small scale railroad empire. He toured the railroad in luxury private cars, with a staff that included an executive chef and personal assistant, and dined with politicians at the exclusive Fort Orange Club in Albany. He hosted meetings of federal railroad policy-makers at the Otsego Hotel in Cooperstown, NY, where he arranged public funding for projects that resulted in the rehabilitation of hundreds of miles of DO trackage. While competing with the Class I railroads on one hand, Walter Rich was negotiating favorable deals for through traffic with them on the other.

When the company outgrew its offices in the former Delaware & Hudson Railroad station in Cooperstown, NY, the Edgewater Mansion on Otsego Lake was purchased to provide additional space. Part of the mansion was set up as Walter Rich's living quarters, and he hosted lavish events for



*A portrait of Walter G. Rich, that once hung in the railroad's executive offices in Cooperstown, NY. JMW Auction photo.*

political supporters and business associates in the luxurious home. The company's Baseball Hall of Fame parties were legendary among local residents, with major sports figures rubbing elbows with national political leaders.

If any modern railroad executive could be compared with the 19th century railroad barons, it would be Walter Rich. Like the Erie Railway's Jay Gould, he worked his way up from humble beginnings, and achieved financial success through perseverance, ability, and no small amount of luck. The parties at his Edgewater Mansion bring to mind the escapades of another character from the Erie, the flamboyant Jim Fisk, who entertained guests of the railroad at the Grand Opera House in New York City.

In other ways, Walter Rich was similar to the Vanderbilts, building a successful railroad empire through foresight and patience, along with a truly ruthless attitude when it came to business. Walter was also generous, though, encouraging railroad preservation through his support of the activities of local railroad historical societies, and assisting students of Syracuse University's transportation management program. His political lobbying not only benefited his own railroads, but helped to shape public transportation policies that were favorable for the entire industry.

On a local level, the Delaware Otsego's railroad lines provided service (and still do today) to many small mills and light industries that are essential to the economies of the communities through which the railroad runs. Many residents of these towns found well-paying jobs with the railroad, that turned into rewarding careers. Regardless of any shortcomings, Rich's work most certainly had a positive impact on the region and the railroad industry as a whole.

Walter G. Rich was truly a modern day railroad baron, complete with the eccentric personality, involvement in scandals, and stories of success, just like the railroad barons of the past. Future volumes on railroad history will no doubt have a chapter on Walter Rich's fascinating life and career.

# Gaithersburg Transportation Memorabilia Show Continues to Live Up to Its Reputation

In an era when much buying and selling of antiques is taking place over the internet, the annual Gaithersburg railroad and transportation memorabilia show always demonstrates that there is still a place for an old-fashioned swap meet among railroad hobbyists. The 2014 event, held during the traditional first weekend in November, attracted large crowds of dealers and buyers from all over the country. The Gaithersburg show has always had a reputation for being the “main event” for collectors of railroad artifacts, and it continues to live up to the expectations of its attendees.

As usual this year, most dealers were set up by Friday afternoon, and an early admission ticket was needed to grab the best deals on Saturday morning. While the four rooms of railroad (and other modes of transportation) memorabilia



*The Gaithersburg Transportation Memorabilia Show is still the “main event” for collectors of railroad artifacts.*

Gaithersburg show is the place to go to fill a “want list.” This year, many dealers had new stock from recent auctions and estate sales, so even the collector who has it all could find something of interest. Prices for more common examples of railroadiana still remain reasonable, making it a good time for new participants to get into the hobby, as well.

In contrast with recent years, the weather was cold and damp, making it a little less pleasant to go train watching at the end of each day. There was plenty of action on the



*Dealers at the Gaithersburg show offer a wide variety of railroadiana, from timetables & paper to china & hardware.*

at the Montgomery County, Maryland fairgrounds were not overly crowded, most of those who paid for a weekend pass were busy making purchases. On Sunday, a small crowd was lined up at the door for regular admission, with plenty of families among them, who no doubt came for the model train show that was held in an adjacent building.

Those who came to the show found the usual selection of all types of railroad hardware, paper and china. From lantern parts to that elusive timetable needed to complete a set, the

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*While collecting is still largely an “old timers” hobby, there were plenty of younger faces in the crowd at this year’s Gaithersburg show - most with one eye on their phones.*

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# Gaithersburg Railroadiana Show

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former B&O mainline adjacent to the fairgrounds and hotels for those who brought their cameras, though. Once things settled down on Sunday afternoon, there was some time to visit with fellow collectors, as well.

Overall, most dealers reported doing fairly well, with their sales largely dependent on having both something new for the regulars and some reasonably priced items for the more casual collector. While prices seem to have recovered slightly from the recent recession, a supply of more common memorabilia from the disposition of several large collections has to some degree kept growth in check. Of course, rare artifacts still consistently bring top dollar.

As usual, Golden Spike Enterprises arranged an excellent show, that lived up to the reputation that Gaithersburg has come to have. The efforts of Alan Altman and Charlie Miller to keep railroadiana shows alive during an age of internet sales and networking are a great service to the hobby. While we are waiting for next year's "big event," there are plenty of other shows to attend, all listed in our event calendar. Be sure to check them out!



*The Key, Lock & Lantern display, next to Jeremy Tuke's lantern table at the 2014 Gaithersburg railroadiana show.*



*From books to buliders plates, there is something for everyone at the Gaithersburg railroadiana show.*



*Looking for a particular timetable? There were plenty available at the Gaithersburg Transportation show.*



*A good crowd showed up at the Gaithersburg show for regular admission hours on Sunday, with many sales made.*

 For Additional Photos, Visit the KL&L Page on Facebook. Use the link at [www.klnl.org](http://www.klnl.org).

## Railroad Preservation & Museum News

# 2015 NRHS Convention Planned for Rutland, VT

Registration is now open and tentative excursion and event schedules are now available for the 2015 convention of the National Railway Historical Society, to be held from June 14th through 21st in Rutland, Vt. In addition to the group's annual meeting, banquet, and railroad facility tours, several rare mileage excursions are planned over the Vermont Rail System, along with the nearby Saratoga & North Creek Railroad in New York.

Scheduled train trips include a Rutland to Smithville, Vermont photographers special, and an excursion from Saratoga Springs, NY to North Creek, NY with an optional Amtrak trip. Another train will operate from Rutland to Bellows Falls over the former Rutland RR. Other trips will depart from Rutland for Burlington, Florence and Hoosick Jct., covering several freight-only lines.

Stops will be made on the trips to tour the roundhouse at Burlington, the North Bennington station, and other railroad facilities, along with local museums and historic sites such as the Shelburne Museum and the Proctor Marble Museum.

Accommodations on the excursions range from standard coach seating, to parlor car service, and seating in the Vermont Railway's business car. Certain trips will also offer dome car seating, and the NRHS Washington chapter's car, the *Dover Harbor* will be making the trip to the convention.

Tours of the nearby Rutland Railroad Museum in the former Center Rutland depot are among the many activities related to local railroad history that are planned, along with railroad history seminars, and local railfanning opportunities. A full day trip to White River Junction is also one of the many activities that are offered. The speaker at the banquet will be former Green Mountain Railroad president Jerry Hebda, who is now vice-president of Vermont Rail System.

The NRHS convention will be based at the Rutland Holiday Inn, with most meetings and related events taking place there. For a full schedule of activities, including ticket sales for the various excursions, visit the NRHS website at [www.nrhs.com](http://www.nrhs.com).



*A rare BL-2 locomotive is the regular power for excursion runs on the Saratoga & North Creek Railroad. An NRHS chartered trip will run over the line in June.*

## California State Railroad Museum Debuts New Exhibit Titled: "See That Lonesome Whistle Blow"

The California State Railroad Museum in Sacramento is proud to announce a new exhibit titled "See That Lonesome Whistle Blow: Mass Market Collectibles With a Railroad Twist," in the Museum's Lobby Gallery. More than 50 steam train-themed mass market items, collectible objects and related artifacts will be on display as part of the new exhibit designed to demonstrate and reflect the widespread nature of railroading in popular American culture.

A wide variety of (sometimes surprising) items will be included in this new exhibit, including the following: a liquor decanter, cologne bottle, lamp stand, flower vase, cigarette lighter, ash tray, tea pot, cracker box, candy container, and bolo tie, to name a few.

Museum visitors will be challenged to examine these types of objects - often called "kitsch" - more closely in an effort to understand how the items reflect popular culture and the period of time in which they were created. In addition, the exhibit will demonstrate the prevalence of stream train-themed artwork and/or designs being used to enhance consumer appeal on products, as well as illustrating the far-reaching impact railroading has had on the mindset of Americans.

The interesting new "See That Lonesome Whistle Blow" exhibit will remain on display at the Railroad Museum until November 6, 2015. More information about the exhibit or the California State Railroad Museum in general is available at [www.csrmmf.org](http://www.csrmmf.org) or by calling (916) 323-9280.

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# National Railroad Museum Offers Tours Of The New Dwight D. Eisenhower Locomotive Exhibit

The Green Bay, Wisconsin National Railroad Museum recently celebrated the opening of the Dwight D. Eisenhower Locomotive Exhibit, a new exhibit featuring the locomotive Dwight D. Eisenhower and cars from the general's World War II command train. The exhibit, which is now open to the public, will also be featured as part of Museum interpretive programming.

The Dwight D. Eisenhower Locomotive Exhibit showcases the British A-4 class locomotive named to honor Gen. Dwight D. Eisenhower and the two London and North Eastern Railway (L.N.E.R.) passenger cars that were used by Eisenhower as part of his command train during World War II. Interactive exhibit elements encourage Museum visitors to immerse themselves in the World War II era as they explore the history and science behind the train.

Visitors are now able to tour portions of the locomotive and cars that were previously closed to the public. You can step into the cab of the Dwight D. Eisenhower locomotive and imagine what it would have been like rocketing down the rails at over 100 m.p.h. Entering the command cars gives you the opportunity to explore Gen. Eisenhower's quarters and experience the tight confines of a 1937 British Pullman sleeper. Recreating the look of the command train included adding armor plating to L.N.E.R. #1592 during the restoration process. The car was armored for Eisenhower's protection during the war.

"Exploring Gen. Eisenhower's command coaches is like stepping into a time machine," commented Bob Lettenberger, Museum director of education. "To think of the discussions held in these cars and the decisions that were made here makes one pause and truly reflect on the world's history."

While highlighting the shared history between the United States and the United Kingdom during World War II, this exhibit also discusses the scientific theories and principles found in the locomotive design. Sir Nigel Gresley, chief mechanical engineer of the L.N.E.R., insisted on a specific aerodynamic shape for the boiler shroud and developed a unique mechanical apparatus to operate the locomotive's three cylinders.



*The Dwight D. Eisenhower, a British A-4 class steam locomotive used by the general during World War II, is back on display at the National Railroad Museum. NRM photo.*

"Dwight D. Eisenhower, the locomotive looks different enough from the outside, with a shape modeled after a British airship and the airplane wing," said Lettenberger. "However, as you further explore this beautiful machine, Gresley's genius as a mechanical engineer shows through in many ways."

Educational programs based on the Dwight D. Eisenhower Locomotive Exhibit are available for groups of all ages. Interpretive programming explores both the historic and scientific stories of the locomotive and command train in an interactive, hands-on manner. Those interested should contact Bob Lettenberger, director of education, at (920) 437-7623, ext-16. Marketing efforts for the Dwight D. Eisenhower Locomotive Exhibit are generously supported through a Joint Effort Marketing grant from the Wisconsin Department of Tourism.

Founded in 1956, the Museum educates the public through programs, exhibits, and preservation projects about the ongoing impact of railroads in our lives. Visiting the National Railroad Museum offers an opportunity to explore our railroad heritage. Located in Green Bay, Wisconsin, the museum is one of the oldest and largest institutions of its kind in the United States. For more information, visit the museum website at [www.nationalrrmuseum.org](http://www.nationalrrmuseum.org)



For Additional News, Visit the KL&L Page on Facebook. Use the link at [www.klnl.org](http://www.klnl.org).

# Convention Committee Working on Plans for 2015 Key, Lock & Lantern Convention

At the Gaithersburg show and several other recent events, a number of Key, Lock & Lantern members inquired about the date and location of the upcoming 2015 Key Lock & Lantern Convention. The convention committee is currently working on finalizing plans for next year's event, and an announcement will be made soon. It is planned to expand the space that is available to exhibitors at the railroadiansa show, and to once again offer additional activities, similar to this year's popular train excursion.

The schedule for 2014 convention was put together on very short notice, as the traditional location of the meeting in the Albany, NY area was no longer available, and the convention was moved 90 miles west to Utica, NY. Despite a registration period of less than two months, and some rough spots in



*Participants in the 2014 Key Lock & Lantern Convention enjoyed a ride on the Adirondack Scenic Railroad's train.*



*Regardless of the location or time of year that it is held, the history exhibits and railroadiana show are always the main event at the annual Key, Lock & Lantern Convention.*

making the transition, the 2014 convention was one of the most highly attended in recent years. Many participants took advantage of an optional excursion on the Adirondack Scenic Railroad, and an informal dinner following the railroadiansa show. The atmosphere of the historic Hotel Utica provided a nice change from typical chain hotel accommodations.

At next year's convention, we plan to combine the best of both locations, by bringing back the evening "room hopping" and the lunchtime refreshment tables that were missing this year, while still offering activities such as the train ride and railfanning trips. Final details are still being worked out, but a tentative schedule and registration information will soon be available. Watch our website at [www.klnl.org](http://www.klnl.org) or "Like" Key Lock & Lantern on Facebook for current news and announcements.

## O. Winston Link Museum Opens Special Exhibition of His Work

The O. Winston Link Museum in Roanoke, Virginia is proud to announce the release of a special exhibition celebrating the life and work of O. Winston Link, on his 100th birthday. The exhibit features works curated from the expansive collections contained within the Link Vault, including artifacts and prints never before placed on public view. They include examples of Winston's commercial, industrial, personal, advertising, & rail photography.

Visitors to the exhibition can learn about the methods and techniques used to produce the panoramic masterpiece S1a Switcher Locomotive, as well as see the original composite Winston assembled by hand prior to creating the version we see in the Link Galleries. They can also see what Winston saw from the highest points of the Verrazano Narrows Bridge Construction Project to stunning Brooklyn landscapes.

"We're incredibly excited to present these prints and artifacts to the public. It is a rare privilege to have such a wealth of wonderful works spanning a life as influential as Winston's," said Mike C. McNeil, Director of the Link Museum. The exhibit opened on the evening of November 14th with a public reception and viewing.

The O. Winston Museum is dedicated to preserving, collecting and interpreting the photographic, audio and video works of photographer Winston Link and his project to document the last days of steam along the Norfolk and Western Railway. For more information, visit the museum website at [www.linkmuseum.org](http://www.linkmuseum.org).



# 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!**



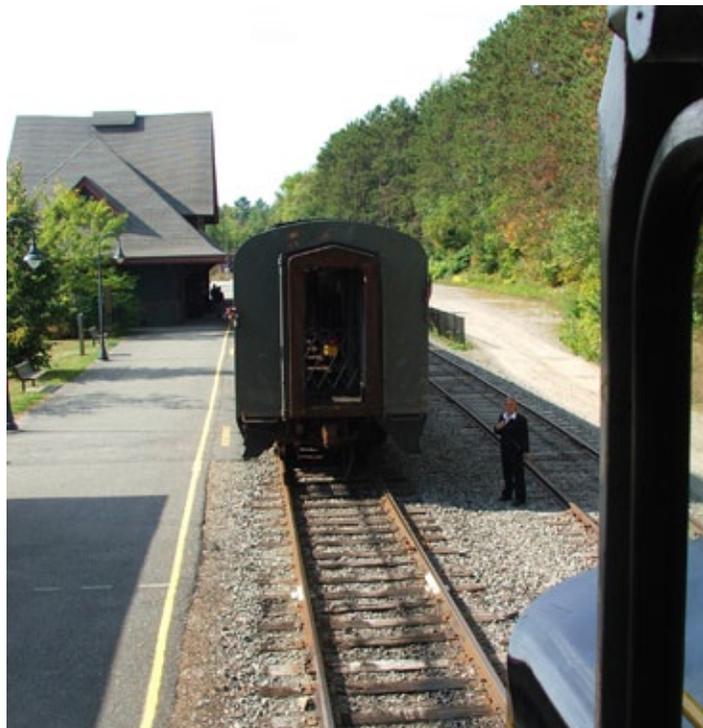
**Articles in Recent Issues Include: Winter in Chicago, The Bundy Lantern, Southern Pacific Badges, New Haven Line vs. The Squirrel, Switch Lock Diagrams, Lanterns of the Western Maryland RR, Railroad Slang, Monument to the Prince of Erie, Long Island RR Badges, Early Punched Tin Lanterns, Ticket Dater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

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area. However, on its southern end, which passes near Letchworth State Park and several college towns, only 2500 people use the trail each year. The population of these rural communities and their surrounding tourist attractions are very similar in character to that of the region between Lake Placid and Tupper Lake. Commenters at the public meetings suggested that this segment of the trail offers a more realistic basis for estimating potential use of a trail on the north end of the Adirondack rail corridor. While a recreational trail would benefit the local residents of the Lake Placid, Saranac



*The view of the High Peaks from an Adirondack Scenic Railroad train near Lake Placid. New York State has made a proposal to abandon this segment of the line.*



*The runaround move at Saranac Lake as seen from the cab of an Adirondack Scenic RR engine. Disposition of the historic station building if the line is abandoned is unknown.*

Lake and Tupper Lake communities, the Genesee Valley Greenway data that was gathered for comparison does not indicate that it would serve as a stand-alone attraction for visitors from outside of the immediate region.

An independently commissioned study conducted by Stone Consulting in 2012 found that the current excursion train services offered by the Adirondack Scenic Railroad do have a significant impact on the tourist economy of the region. It also found that an even greater economic impact would result from the expansion of train service. New York State estimates that upgrades to the existing Lake Placid to Saranac Lake trackage and rehabilitation of the line from Saranac to Tupper Lake would cost \$6.7 million.

Expansion of the tourist train operation on the north end of the line would also serve as another step toward the long term goal of restoration of through service between Utica and Lake Placid. The New York State Department of Transportation evaluated the dormant segment of the line between Big Moose and Tupper Lake, and found that \$11

million of work would be required to return it to service. The total cost of reopening the line from Big Moose to Saranac Lake is estimated at \$17.7 million, which is consistent with a 2012 Stone Consulting estimate of \$16.5 million. The total cost of removing the railroad and constructing a trail over the same segment is estimated at \$21.2 million.

Rehabilitation of the entire line would pave the way for the inauguration of luxury trains between New York City and Lake Placid that have been proposed by Iowa Pacific Holdings. Iowa Pacific operates Pullman Rail Journeys, which offers first-class travel in former Pullman and similar historical equipment that is attached to scheduled Amtrak trains. Iowa Pacific has entered into an agreement with the

*Continued on Page 15*



*An Amtrak train arrives at Utica Union Station, where connections may be made with the Adirondack Scenic RR.*

Adirondack Scenic Railroad to explore the possibilities of expanding this service into the Adirondacks. Preserving the Lake Placid destination would be an essential part of providing this type of service.

Through train service between Utica and Lake Placid would also complement existing Amtrak service, and the high speed rail passenger network that is currently in the planning stages. New York State is in the process of evaluating options that would involve the expenditure of between \$1.6 and \$15 billion on improvements to rail passenger service between New York, Albany, and Niagara Falls. The Adirondack Scenic Railroad has the potential be an integral part of an expanded transportation network, through its cross-platform transfer at Utica.

As a comfortable, energy-efficient mode of transportation, rail passenger service is playing an increasingly important role in intercity travel, particularly on routes such as Amtrak's Empire Corridor that connect major population centers. The vast majority (almost 70%) of the population of New York State resides in the "downstate" area that is served by local



*The Adirondack Scenic train pauses at the reconstructed Tupper Lake station during a deadhead move to Lake Placid. This section of the line requires rehabilitation to allow for revenue passenger service to be resumed here.*

areas of Adirondack wilderness. For those who have the option to travel by auto, train service into the Adirondacks provides an attractive alternative to driving. As a unique transportation resource owned by the State of New York, the Remsen-Lake Placid Travel Corridor best serves the residents of the state and its visitors as an operating railroad over its entire route to Lake Placid. Hopefully, the agencies responsible for its management will reconsider the current abandonment proposal, and instead support its growth.



transit routes that feed into the Amtrak hub in New York City. Another 20% of the population resides in the upstate cities that are served by Amtrak trains. Overall, almost 90% of the population of New York State lives in cities where public transportation is available to provide access Amtrak's intercity rail passenger network.

Perhaps indicating a shift from the "automobile culture" that has been in place for over half a century in this country, residents of urban areas are becoming less reliant on cars. Current U.S. Census data indicates that in New York City, 57% of households do not have access to a personal vehicle. In the major upstate New York cities, between 25% and 30% of households do not own an automobile. All of these people rely on public transportation for their travel needs.

The Adirondack Scenic Railroad has the potential to tap this expanding rail travel market and provide an environmentally friendly and universally accessible way for visitors to enjoy the Adirondacks. For many elderly and disabled citizens, the train offers the only opportunity to experience the remote

## Public Comments on the Adirondack Rail Corridor Accepted Until December 15

The New York State agencies that are responsible for the oversight of the Remsen - Lake Placid Travel Corridor are accepting public comments on the proposed changes until December 15, 2014. Non-residents have the opportunity to comment on whether a recreational trail or a scenic railroad would most likely attract them to visit the region and spend their tourist dollars there.

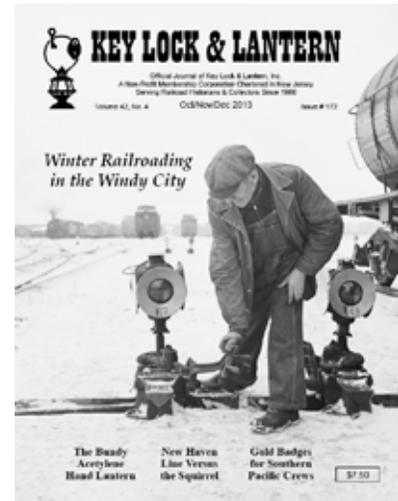
New York State residents may comment on whether they would like the entire railroad line that they own to remain in place, or to have a segment of the line abandoned and converted into a trail at a taxpayer expense of \$9.8 million. The state is also seeking comments on the public interest to fund the expansion of rail service and to improve connecting trails and other recreational opportunities.

Materials from the recent public meetings have been posted on the New York State DEC website, along with information about the proposals, at [www.dec.ny.gov/lands/62816.html](http://www.dec.ny.gov/lands/62816.html). Comments may be sent by mail to: NYS Travel Corridor, NYS DOT Freight and Passenger Rail Bureau, 50 Wolf Road, POD 5-4, Albany NY 12232, or may be sent by e-mail to [nysttravelcorridor@dot.ny.gov](mailto:nysttravelcorridor@dot.ny.gov).



For Additional Photos, Visit the KL&L Page on Facebook. Use the link at [www.klnl.org](http://www.klnl.org).

# Key, Lock & Lantern 2014-2015 Membership Year Has Begun - Now is the Time to Join or Renew!



Issue #175 of the *Key, Lock & Lantern* magazine, which is the first issue of the 2014-2015 membership year, is currently in production. This makes it a perfect time to join KL&L or to renew your membership, if you have not yet done so. The printed KL&L magazine, which includes articles about railroad history and railroading, is only sent to members of the organization and is not available online. With a limited press run, most copies are distributed directly to members, with only a few available for later sale as back issues. Don't risk missing out on the interesting and informative research articles, photos of railroad artifacts, and stories that won't be found anywhere else - join today!

Your membership dues not only bring you the official *Key, Lock & Lantern* magazine, but they also help fund the other activities of the organization, including operation of the KL&L website and publication of the digital *KL&L News*. These resources are the tools that allow Key, Lock & Lantern to achieve its goals of gathering and publishing information about transportation history, and supporting the preservation of railroad artifacts and memorabilia. If the mission of KL&L is important to you, then get on board with us today!

A membership application is included on the next page, and at the end of every issue of the digital *KL&L News*. Online membership forms and payment via Paypal are available on the Key, Lock & Lantern website at [www.klnl.org](http://www.klnl.org). Why not take a moment, and join or renew your membership online while it is on your mind? Your support of KL&L is essential to the continued growth of the organization, and its important role in railroad preservation. Join today!

## Contributions Sought for the Key, Lock & Lantern Magazine

During this past year, the *Key, Lock & Lantern* magazine has doubled in size from 12 to 24 pages. While our basic dues rate covers the cost of printing and mailing a 12-page magazine, the ongoing support of our advertisers and generous donations from our members have allowed us to produce a larger publication. Our plan is to continue this growth, as our resources allow.

One thing that the KL&L editor (who also serves as the layout artist, advertising representative, photographer, and researcher) has discovered is that producing a magazine that is twice as large takes twice as much time. The result is that the publication schedule for the quarterly magazine has lagged behind by several months. While timeliness is not quite as important as in the pre-digital age, now that current information and events are published in the online *KL&L News*, we would still like to return the magazine to its regular schedule. To achieve this, we plan to publish it on a slightly accelerated schedule during this membership year.

Your help in executing this plan is needed. Contributions of quality articles that are "ready to publish" make the editor's job easier, and get the magazine to the printer faster. You don't need to be an expert on a subject, or have the world's best collection of railroading, just the willingness to take the time to sit down and put the results of your research on paper. While we love to see full articles, contributions of all types of information and photos are always welcome.

A large amount of important research is conducted by amateur historians and many significant historical artifacts are preserved by private collectors. The KL&L magazine serves as a forum for sharing and supporting these efforts. Take advantage of it by submitting an article or photo today!

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# KEY LOCK & LANTERN



## 2014-2015 Membership Renewal

*If Your Mailing Label Shows Issue #174, You are Due to Renew!*

It is the time of year to renew your membership in Key, Lock & Lantern! The KL&L membership year runs from July through June, and includes four issues of the KL&L magazine. Issue #174 is the last one in the current cycle. New members who have joined since the convention already have their dues applied to the 2014-2015 year, and do not need to renew. If you have any questions regarding the status of your dues, please contact VP-Membership Marie Brainard at [j944wb@aol.com](mailto:j944wb@aol.com).

We have had some great photos and articles contributed by our members in the last four issues, with plenty more to come. We hope that you will stay on board for the coming year, so that you won't miss a single issue of *Key, Lock & Lantern*. Your support also allows for the publication of the digital *KL&L News*, and the operation of the KL&L website, all of which are essential components of our ongoing mission to support the preservation of railroad & transportation history and memorabilia.

Please return the attached membership form, along with your check or money order payable to Key, Lock & Lantern, Inc., to Marie Brainard, KL&L Membership, 35 Nordhoff Place, Englewood, NJ 07631 or renew online with Paypal or credit card at [www.klnl.org](http://www.klnl.org).

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Regular 2014-2015 Membership (\$30) (\$40 outside USA)..... \_\_\_\_\_

or

Contributing Membership w/ extra donation (\$35) (\$45 outside USA)..... \_\_\_\_\_

Family Members (list on back) (\$4 each) (one magazine per family)..... \_\_\_\_\_

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# Walter G. Rich Collection

Continued from Page 6

which sold for \$6500, and a rare Sheffield railroad pump car, which brought \$8500, were among the many larger items. Unlike a typical estate auction, where there are many “deals” to be found, this sale brought out some serious bidders who knew what to expect with this collection.

And although many of those who attended the auction were friends and co-workers of Walter Rich, and had previously seen certain items in his collection, it was impressive to view the variety and depth of his interests all gathered into one place. While the disposition of the estate was not without controversy, without a doubt the many artifacts in Walter’s collection went to new homes where they will be appreciated.

*All prices realized are as recorded by KL&L at the auction, and do not include buyers premiums or tax. Photos and lot descriptions are courtesy of JMW Auction Service.*



*An \$850 bid took home this Baldwin Locomotive Works plate, reportedly from Delaware & Northern Railroad steam locomotive No.1. Other Baldwin Locomotive Works builders plates in the auction sold for \$500 each.*



*A collection of 21 pieces of Delaware & Hudson Railroad Canturbury china went to a new home for a \$1500 bid.*



*An original set of 25 D&H Canal Company 12x16 photos sold for \$9500. A \$1000 bid took home a book of Albany & Susquehanna Railroad hand drawn track plans.*



*Part of the large collection of dining car silver that went on to serve railroaders in the Delaware Otsego dining room, this Union Pacific water pitcher sold for \$700.*

Continued on Page 19



One of several station signs in the auction, Margaretville, NY on the Delaware & Northern Railroad sold for \$900. The New York, Ontario & Western Railway signs from Delancey and Merrickville went to high bidders for \$500 each.



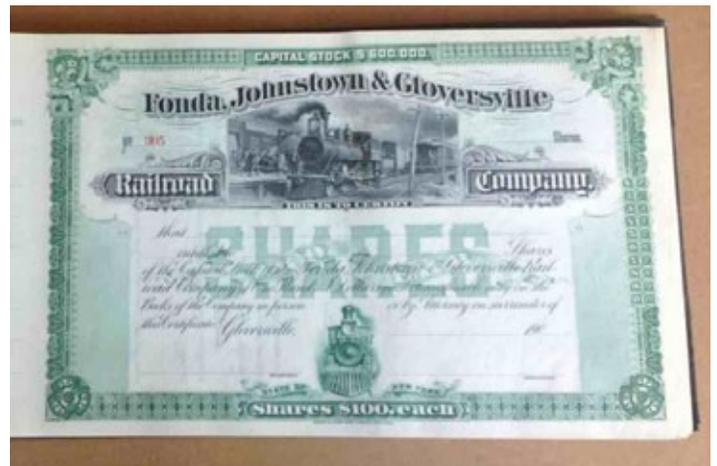
Walter Rich's collection did not include many lanterns, but there were several scarce examples among them. This NYO&W Dietz #6 with clear cast globe sold for \$400.



A \$1300 bid was needed to purchase this Seth Thomas clock, with documentation that it was removed from the Clinton, NY station on the NYO&W Utica Branch.



One can only imagine how many important decisions were made at this board room table, originally from the Delaware & Hudson Railroad headquarters in Albany, NY and later used by the Delaware Otsego in Cooperstown. A bid of \$1600 and a large room were needed to take it home.

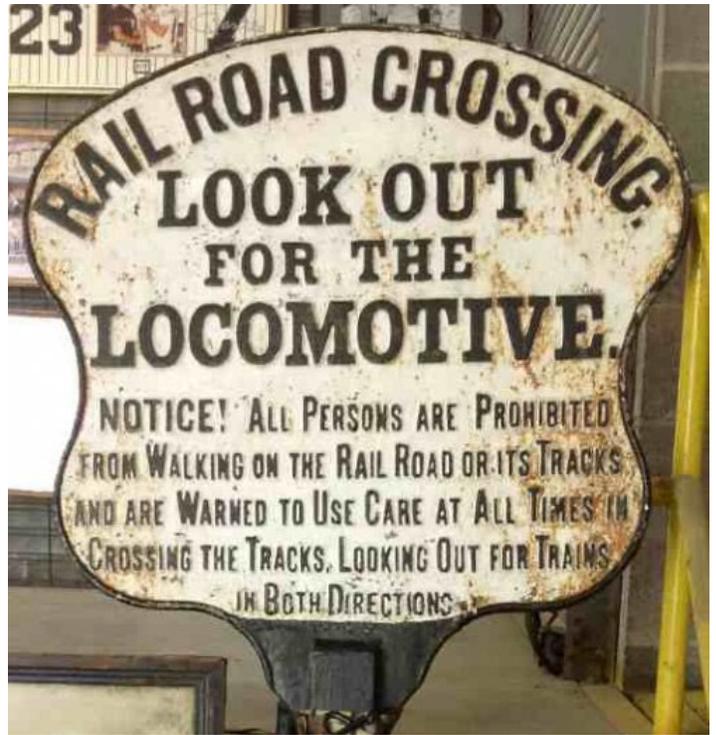


A full book of circa 1900 unissued Fonda, Johnstown & Gloversville Railroad stock certificates sold for \$500. A variety of paper from DO predecessor railroads was offered

Continued on Page 20



A high bid of \$500 was needed to take home this Dressel switch lamp marked for the New York Ontario & Western.



Past visitors to the headquarters of Delaware Otsego in the Cooperstown depot will remember seeing this cast iron sign on display, which sold for a high bid of \$1300.



Evidently several bidders were aware that this unidentified bronze steam locomotive bell came from the New York Central Railroad, as it brought a high bid of \$1400.



One of the many unique items in the sale, the original CTC machine from the NYO&W, later used on the Western Maryland Railroad, sold for a reasonable \$375.

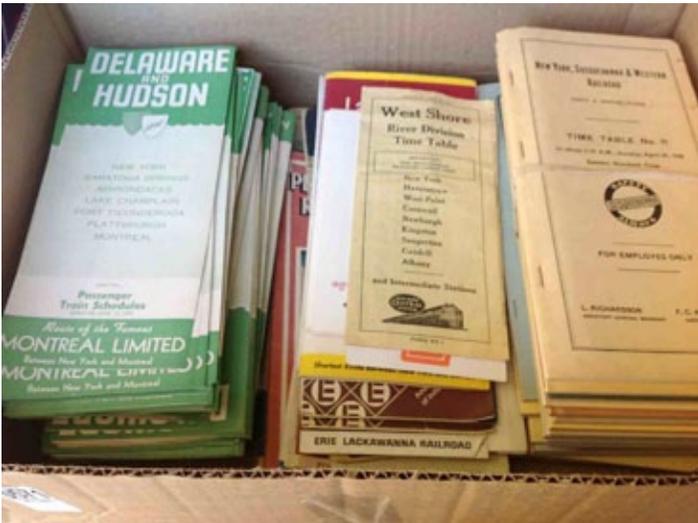
Continued on Page 21



A high bid of \$325 was needed to take home this nice pair of Ulster & Delaware Railroad switch keys.



A scarce Trainman cap badge from Catskill Mountain regional line Ulster & Delaware RR sold for \$550.



Over 100 box lots of books and paper were sold, including this group of D&H and NYS&W timetables, which went for \$250. Several sets of scarce books brought top dollar, including the Connecticut River Railroads history for \$1300 and a set of Nimke's Rutland Railroad for \$750. Other lots included O&W, U&D, and D&H postcards and photos, which all brought high bids in the \$100-\$500 range.



Those who knew the miniature D&H conductor when he lived in the Cooperstown office will probably notice that several years in storage were not kind to him. Despite the fact that he lost his hat somewhere along the way, he still brought a \$275 high bid. Probably the creepiest item in the auction, his eyes seemed to follow bidders around the room, perhaps still looking for the NYS&W Railway employee who spilled correction fluid on his uniform.



Track velocipedes are somewhat scarce and usually command top dollar when they surface. This example from the Rahway Valley RR went to a new owner for \$2500.

# Railroad Event Calendar

Continued from Page 2

- Jan 17 Atlanta, GA** - Atlanta Railroad Show. North Atlanta Trade Center.  
Info: [www.gserr.com](http://www.gserr.com).
- Jan 18 Utica, NY** - TTCS Annual Train Show. Utica Union Station. <https://www.facebook.com/TTCSUticaTrainShow>.
- Jan 18 Vermillion, OH** - Train Show. German's Villa.  
Info: [www.norwalkandwesternrr.com](http://www.norwalkandwesternrr.com).
- Jan 24-25 Springfield, MA** - 2015 Railroad Hobby Show. Eastern States Expo.  
Info: [www.railroadhobbyshow.com](http://www.railroadhobbyshow.com).
- Jan 25 Catalog Auction** - Golden Spike Enterprises Mail Bid Railroadiana Auction.  
Info: [www.gserr.com](http://www.gserr.com).
- Feb 14-15 Buffalo, NY** - Greater Buffalo Train Show. Erie County Fairgrounds Event Center.  
Info: [www.wnyrhs.org](http://www.wnyrhs.org).
- Feb 14 Jacksonville, FL** - Jacksonville Rail Fair. Prime Osborn Convention Center.  
Info: [www.gserr.com](http://www.gserr.com).
- Feb 14 Portland, OR** - SP&S Railway Historical Society Swap Meet. Airport Holiday Inn.  
Info: [www.spsrhs.org](http://www.spsrhs.org).
- Feb 21-22 Allentown, PA** - Spring Thaw Train Show. Allentown Fairgrounds Ag Hall  
Info: [www.allentowntrainmeet.com](http://www.allentowntrainmeet.com).
- Feb 21 Houston, TX** - Greater Houston Train Show. Stafford Center.  
Info: <http://sanjac.leoslair.com>.
- Mar 15 Clark, NJ** - Jersey Central NRHS Train Show. Mother Seton High School.  
Info: [www.jcrhs.org](http://www.jcrhs.org).
- Mar 15 Stockton, CA** - Winterail 2013. Scottish Rite Masonic Center.  
Info: [www.winterail.com](http://www.winterail.com).
- Mar 29 Batavia, NY** - Great Batavia Train Show. Clarion Hotel.  
Info: [www.gsme.org](http://www.gsme.org).
- Apr 11 Brookline, NH** - Railroadiana Consignment Auction. Brookline Auction Gallery.  
Info: [www.tagtown.net](http://www.tagtown.net).
- Apr 11 DeLand, FL** - Florida Rail Fair. Volusia County Fairgrounds  
Info: [www.gserr.com](http://www.gserr.com).
- Apr 11 Pine Bluff, AR** - Arkansas Railroad Museum Railroadiana Show & Sale.  
Info: [www.arkansasrailroadmuseum.org](http://www.arkansasrailroadmuseum.org).
- Apr 16-18 York, PA** - NRHS & ATRRM Joint Conference.  
Info: [www.atrrm.org](http://www.atrrm.org).
- Apr 18-19 Calgary, AB** - Super Train Railroad Show. Genesis Centre.  
Info: [www.supertrain.ca](http://www.supertrain.ca).
- Apr 23-26 Dallas / Ft Worth, TX** - Katy Railroad Historical Society Convention.  
Info: [www.katyrailroad.org/](http://www.katyrailroad.org/).
- Apr 25-26 Norwood, NY** - Rutland Railroad Historical Society Convention.  
Info: [www.rutlandrr.org](http://www.rutlandrr.org).
- Apr 25-26 Ottawa, ON** - Ottawa Train Expo. Ernst & Young Centre.  
Info: [www.ottawatrainexpo.com](http://www.ottawatrainexpo.com).
- Apr 30-May 3 State College, PA** - Pennsylvania Railroad Tech & Historical Society Meeting.  
Info: [www.prrths.com](http://www.prrths.com).
- May 1-3 Utica, NY** - New York Central Historical Society Convention. Hotel Utica.  
Info: <http://nycshs.org>.

## Send listings to: [transportsim@aol.com](mailto:transportsim@aol.com)

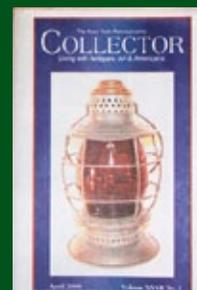
There is no charge for calendar listings. Train shows must include dealers of authentic railroad memorabilia or related material, and auctions must include at least 20 lots of railroadiana. Other events must be directly related to railroad history (special exhibitions, lecture programs, conventions, 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](http://www.klnl.org) for Updates

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# WANT ADS & ANNOUNCEMENTS

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

## For Sale

**For Sale:** 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](mailto:timestreasures@sohotechnical.com).

**For Sale:** Switch Lamps, Markers & Parts. Website: [JerrysRRStuff.com](http://JerrysRRStuff.com). Phone: 206-778-0386. E-mail: [jerry@JerrysRRStuff.com](mailto: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](mailto: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](mailto: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](mailto: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](http://www.railroadmemories.com).

**For Sale:** Lanterns: B&M, B&A, Erie, B&O, D&H, NYO&W, CCC&STL, CRRofNJ, Rutland, IRY Co, LS&MS, West Shore. Paul Pietrak. [marypaulp@aol.com](mailto:marypaulp@aol.com).

## Wanted

**Wanted:** Oil type cab lamp with shade. Contact Aubrey Keller at [akeller@utm.edu](mailto:akeller@utm.edu) or call 731-587-4723.

**Wanted:** New York Westchester & Boston Ry Signal lock and other hard to find signal locks such as Long Island and any I do not have. Contact Jeff Irvin 2524 Big Bear Ln. Indianapolis, IN 46217 - [j.irvin@sbc.global.net](mailto:j.irvin@sbc.global.net) or 317-882-2336

**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](mailto: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](mailto: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](mailto: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](mailto:mollymussonhall@yahoo.com).

## 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 or call 303-429-8674.

**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](mailto: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](mailto:whiteoak4@frontier.com) or phone 304-789-2229.

**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](mailto: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. [dwrbo@aol.com](mailto:dwrbo@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](mailto: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](mailto: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](mailto: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 [bc\\_766@hotmail.com](mailto:bc_766@hotmail.com).

**Wanted:** Diesel builders plates, especially EL and other northeastern US railroads. Have plates to trade. E-mail: [RBombel@aol.com](mailto: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](mailto:rplaquet@ciaccess.com) or call 519-354-4538.

**Wanted:** Photo of NY State Railways Syracuse Lines car #1024. Also any photos of Syracuse trolleys on Irving Ave and around Syracuse University. Dave Hamilton. [transportsim@aol.com](mailto:transportsim@aol.com). 518-439-8392.

## 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](mailto:walter-sulowski@msn.com) or 313-295-7306.

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