



KEY LOCK & LANTERN NEWS



Sep/Oct 2017

Issue No.47

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

**Gaithersburg
Community
Museum**



**North Creek Depot
Museum Rail Fair**

**Adirondack Scenic
Receives Court Ruling**

**California State RR
Museum Programs**



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WWW.KLNL.ORG

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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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Train Show Season Returns

After what seemed like an extended summer across most of the northeast, the cool weather is finally creeping in. As the days get shorter, the KL&L train show calendar gets longer. The upcoming holiday season means that it is time for the railroad hobby shows, which attract the general public with displays of model trains and “family friendly” activities. As always, I would like to encourage everyone to set up a table at your local show - it is a great way to introduce our aspect of the hobby to new participants. And, don't forget to hand out KL&L brochures (they can be printed off our website)!

Of course, a trip to one of the big railroadians shows is a “must do” on the schedule of most serious collectors. There are fewer “memorabilia only” shows these days, but it is usually worth the time and expense to attend at least a couple. There is always the chance that you will come home with that scarce artifact, and if you are a regular attendee then dealers know what you are looking for.

One event that is excellent for expanding your network of fellow collectors and railroad historians is the Key Lock & Lantern Convention. It doesn't fall in the category of “big” shows, but the people who attend are among the most active participants in the hobby. And while plenty of buying, selling and trading goes on, the main purpose of the convention is to act as a forum for the exchange of information.

If you attend the KL&L convention, there is an excellent chance that you will go home with something new for your collection, and will find a new home for something that you are ready to part with. And, there is a 100% chance that you will learn something new and find someone else who is interested in what you have to share.

The 2018 KL&L Convention will once again be held in the Radisson Lackawanna Station Hotel in Scranton, PA, over the weekend on June 1st through 3rd, 2018. Mark your calendar now; registration information will be coming soon.

Speaking of coming soon, KL&L magazine Issue #180 is at the printer and should be arriving in your mailbox during the second week of November. I apologize for the recent delays in getting the magazine out, and I hope that you will find that it was worth the wait. Of course, memberships are not due for renewal until everyone receives four issues, so it is not yet time to send in your dues. I am still planning to publish the next two issues on a shorter interval, in order to get back on track - hopefully it will work out this time!

I plan to fit a couple of shows into my tight schedule over the next few months, starting with Gaithersburg. I hope to see some of our members there - stop by the KL&L table and say “hello.” As always, thanks to everyone for your ongoing participation and support!

Dave Hamilton, KL&L President & Editor

On the Front Cover:

A restored Baltimore & Ohio Budd RDC car enjoys retirement at the Gaithersburg Community Museum in the Olde Towne district of Gaithersburg, Maryland.

Railroad Event Calendar



Upcoming historical society conventions, special events, railroadians 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.

- Nov 2 Timonium, MD** - Railroadiana Auction - Richard Opfer Auctions.
Info: www.opferauction.com.
- Nov 3-5 Meridian, MS** - GM&O Historical Society Meeting & Train Show.
Info: www.gmohs.org.
- Nov 4 Topsham, ME** - Falls Model Railroad Show - Mt. Ararat High School.
Info: www.greatfallsmodelrrclub.org.
- Nov 4-5 Syracuse, NY** - Great NYS Model Train Fair.
New York State Fairgrounds.
Info: www.modeltrainfair.com.
- Nov 5 Gaithersburg, MD** - Transportation Artifacts Show. Montgomery County Fairground.
Info: www.gserr.com.
- Nov 5 Lansing, MI** - Lansing Train Show Michigan State University Pavilion.
Info: www.lmrc.org.
- Nov 8-11 Santa Rosa, CA** - Southern Pacific Historical & Tech Society Convention
Info: www.sphts.org.
- Nov 11-12 Allentown, PA** - Allentown Train Meet - Allentown Fairgrounds.
Info: www.allentowntrainmeet.com.
- Nov 11-12 Forest Hill, TX** - Forest Hill Train Show - Forest Hill Civic Center.
Info: <http://twmrc.org>.
- Nov 11 St. Cloud, MN** - Granite City Train Show. National Guard Armory.
Info: www.granitecitytrainshow.com.
- Nov 12 Batavia, NY** - Fall Great Batavia Train Show. Quality Inn.
Info: www.gsme.org.
- Nov 12 Land O'Lakes, FL** - Golden Spike Enterprises Catalog Auction bidding closes.
Info: www.gserr.com.

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Gaithersburg Community Museum Explores Local Railroad History



It is probably fair to say that most members of Key Lock & Lantern are familiar with Gaithersburg, Maryland. The town is the home of the Montgomery County fairgrounds, which hosts the Golden Spike Enterprises railroad, steamship, and transportation memorabilia show each November. This is the biggest show anywhere for collectors of railroadians, and it is easy to spend the entire weekend at the fairgrounds and adjacent hotels. However, it is also worth taking a short trip into the center of town, to visit the Gaithersburg Community Museum.

As the centerpiece of the Olde Towne district, the museum complex includes the 1884 Baltimore & Ohio freight station, the surrounding “History Park,” and several pieces of historic

railroad equipment. The adjacent passenger station is still in use, serving MARC commuter train passengers with a ticket office and coffee shop.

The freight station serves as the main museum building, with permanent and rotating displays that explore the history of the area. Some of the exhibits include a recreation of a local general store, a one-room school house, and the 1891 First National Bank of Gaithersburg. A variety of original artifacts related to the history of the community are displayed, along with photos and hands-on activities for students.

Railroad enthusiasts will be most interested in the rolling stock that is on display around the History Park, though. The first thing to greet visitors as they arrive at the museum is Buffalo Creek & Gauley RR steam locomotive #14. A 1918 product of the Alco Schenectady plant, the engine worked on several different shortlines, ending its career on the coal hauling BC&G in West Virginia in the mid-1960’s.

For many years, a B&O “wagon top” caboose was displayed with the locomotive, along with a WWII troop car. However, both of these pieces of equipment were in need of extensive restoration, which exceeded the museum’s budget. A deal was made with the Hagerstown Roundhouse Museum to trade the cars for a newer caboose which was less costly to renovate for exhibit and program space.

In 2009, the B&O caboose was trucked away, and a former Chesapeake & Ohio 1970’s-vintage bay window model took its place. Museum visitors can now tour the fully refurbished caboose, which houses displays and a “Railroad Learning Center” with activities for children and school groups.

Continued on Page 5



While less historically significant than the “wagon top,” the current caboose provides more program space, which better suits the museum’s mission, and allows for the B&O cabin to be preserved at a nearby place where it will be appreciated.

The latest addition to the museum’s collection is a B&O Budd RDC car, which was acquired in 2012. Once in regular service on the Metropolitan Subdivision, the car was constantly exposed to vandalism and weather damage during many years of storage following its retirement. With a grant from the State of Maryland, it was fully restored by Worcester Eisenbrant, Inc at the B&O Railroad Museum in Baltimore, before being trucked to Gaithersburg.

While steam fans may disagree, the Budd car could now be considered the highlight of the museum. The exterior has been completely restored and repainted into its original paint scheme, with all windows replaced. Inside the car, luggage racks, seats, and fixtures have all been restored or replaced, returning it to almost “as delivered” condition. Exhibit space has been incorporated into the restoration project, which currently houses several small displays of railroadiana.

The Budd car now enjoys a quiet retirement, in view of the modern commuter trains which still stop at Gaithersburg during the weekday rush hours. Amtrak’s Capitol Limited

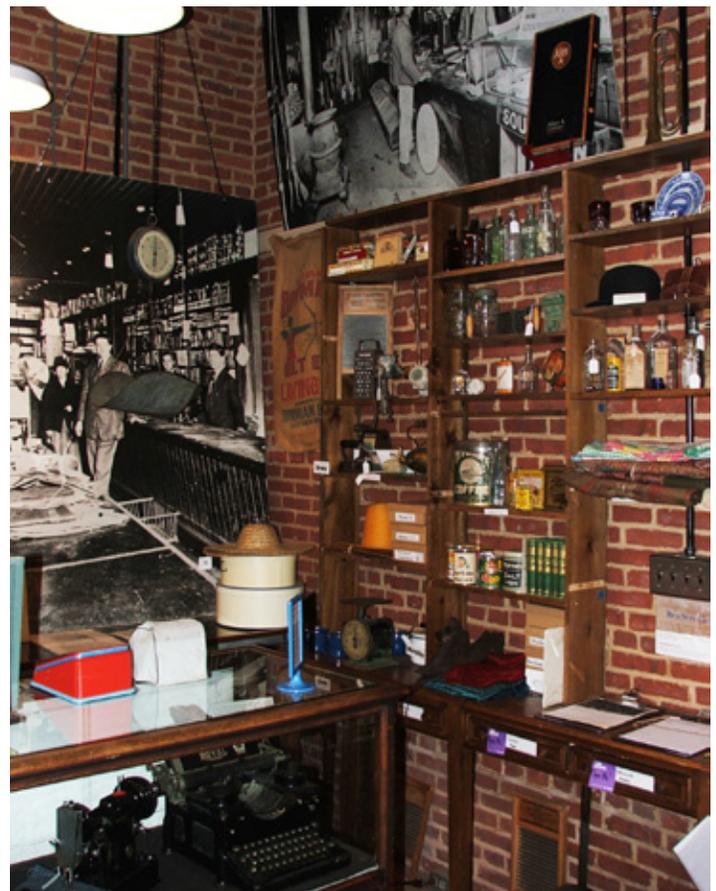


Buffalo Creek & Gauley Railroad steam locomotive #14 greets visitors as they arrive at the Gaithersburg Community Museum complex. Dave Hamilton photo.

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B&O china is displayed in an exhibit area on the restored B&O Budd Rail Diesel Car. Dave Hamilton photo.



The former B&O freight house now houses displays of artifacts related to local history. Dave Hamilton photo.

Gaithersburg Museum

Continued from Page 5

also passes through town, but the long-distance train doesn't make a station stop. With walkways and benches, the museum's History Park is the perfect place to sit and watch the non-stop action on the B&O, which today mostly consists of CSX freight trains. It is a great place to see both past and present railroading.

The museum building and rolling stock are open Tuesday through Saturday from 10am to 3pm, with the History Park and grounds open round the clock. It is located on South Summit Avenue in downtown Gaithersburg, with short-term parking adjacent to the museum, and a parking garage located across the tracks. A 2017 project to improve the parking area is nearing completion, but may result in a reduction in spaces in the meantime.



The newest addition to the Gaithersburg Community Museum collection is this restored B&O Budd RDC car.



A constant parade of CSX, MARC, and Amtrak trains passes Gaithersburg on the Metropolitan Subdivision.

Of course, the museum is accessible by train, when MARC service is operating during the week. The regional transit bus service also operates from several locations near the fairgrounds to the train station. For updated information, visit the Gaithersburg website at www.gaithersburgmd.gov or call 301-258-6160.

The Gaithersburg Community Museum is a great place to stop for an hour, watch some trains go by, and visit some nicely restored historic railroad equipment. There are also some excellent restaurants in the neighborhood, offering an alternative to the commercial strip near the hotels. For a change of pace from the "in and out" train show routine, a trip to Gaithersburg's Old Towne district is just the ticket.



Several exhibits at the Gaithersburg Community Museum explore the history of local railroads. Dave Hamilton photo.



KEY LOCK & LANTERN

Can Help Promote Your
Auction, Show or Event

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B&O RAILROAD COLLECTION OF

MARK ALAN TOLL ESTATE AUCTION

INCLUDES

RARE WHITE BULBOUS PITCHER
SAMPLE CHINA

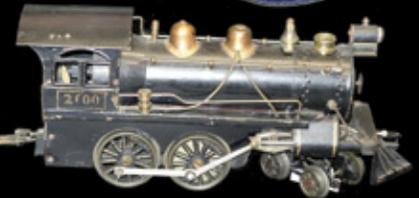
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WHITE TRANSFER WARE
GLASSWARE & SILVERPLATE



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1-GAUGE LIVE STEAM; HO TRAINS,
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LGB TRAINS; and many items for the
TOY & MODEL TRAIN ENTHUSIAST!



Join us for our auction on
November 2nd, and while you
are in town, visit the 40th
Annual Gaithersburg Railroad,
Steamship, and Transportation
Show and Sale on the
following Sunday!



Preview: Wednesday, Nov. 1st Noon 'til 7PM;
Thursday, Nov. 2nd Noon through Auction,
or by appointment

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California State Railroad Museum to Hold Model Train Show and Honor Veterans

The California State Railroad Museum in Sacramento has exciting plans to dazzle and delight visitors with a special “BIG Weekend of Small Trains” on Saturday, November 4 and Sunday, November 5, 2017.

Typically held the weekend after Thanksgiving, this family favorite small train extravaganza has been moved earlier in the month and will serve to help to kick off the holiday season this year. The special event showcases a magical assortment of trains, hundreds of feet of track and an array of buildings and accessories.

For the “BIG Weekend of Small Trains,” local organizations and devoted enthusiasts will set up shop in the museum, filling the roundhouse with model and toy train layouts of every description while being surrounded by impressive full-scale locomotives. Visitors of all ages will marvel at the variety of locomotives that pull pretend passengers and scaled-down shipments through all kinds of scenery, whether modeled on real places or created in the imaginations of the collectors.

“BIG Weekend of Small Trains” visitors are also encouraged to explore the museum that is home to 225,000 square feet of exhibits and beautifully restored railroad cars and locomotives that illustrate railroad history in California and the West. All “BIG Weekend of Small Trains” activities are included with regular museum admission.

The following weekend, to honor the service of veterans and celebrate the Veterans Day holiday, the California State Railroad Museum is proud to offer veterans and active military personnel complimentary steam train excursion rides behind Granite Rock #10 and complimentary museum admission on Saturday, November 11, 2017.

With patriotic music playing aboard the trains, veteran and active military personnel are encouraged to wear their uniforms with pride while enjoying an excursion train ride offered at 11 a.m., noon, 1 p.m., 2 p.m., 3 p.m. and 4 p.m. on Veterans Day.

Excursion train ride guests will delight in the sights, smells and sounds of an authentic, working locomotive as it rolls along the levees of the Sacramento River for a six-mile, 45-minute roundtrip excursion. Appealing to all ages, the train features a combination of vintage closed cars and open air gondolas.



The California State Railroad Museum will be offering free train rides for military personnel and veterans, pulled by steam locomotive Granite Rock #10, along with complimentary museum admission on Saturday, November 11, 2017.

All excursion trains depart from the Central Pacific Railroad Freight Depot in Old Sacramento (located on Front Street between J and K Streets). Advance train ride tickets are available at <https://www.californiarailroad.us/intro/home/purchase-tickets/november-2017/> as well as in-person if space is still available; please note that first class service is not available that day.

To receive complimentary Museum admission on this celebratory day, veterans and active military personnel must show their current military ID or proof of discharge under conditions other than dishonorable or bad conduct. Regular excursion train tickets cost \$12 for adults, \$6 for youths (ages 6-17), and ages five and under ride free. Regular Railroad Museum admission is \$12 for adults, \$6 for youths, and children ages five and under are free. More information on both events is available at 916-323-9280 or www.californiarailroad.museum. *News and photo courtesy of the California State Railroad Museum.*

KEY LOCK & LANTERN
Ads Reach Serious Collectors
Contact KL&L at transportsim@aol.com

Railroad Memories



Offering Quality Railroadiana Since 1987

I have had the pleasure of selling many amazing pieces over the years and have proudly realized record prices! Below is just a sample of some of the stars sold in my most recent auctions. I am approaching Auction 100 and plan on opening that issue in December 2017 with a closing date in early January 2018. If you are interested in consigning any quality pieces to this historic auction please contact me.



Great Northern Green
Cast Globe \$4900



Silver Otto Mears Pass
Price Realized \$7250



CRI&P BT Lantern
Price Realized \$4300



D&RG Red Cast Globe-
Price Realized \$5750



H&BVRY Key
Price Realized
\$1600



NP Milk Bottle
Price Realized \$3600



TPA Silver Pass
Price Realized \$3200



Santa Fe News Service-
Price Realized \$2800



Heisler Builders Plate-
Price Realized \$4200



Colorado & Southern-
Price Realized \$3100



GNRY Dwarf Cup
Price Realized \$1300



D&RG Demi cup
Price Realized \$3300



UP Egg Cup
Price Realized \$3600



Union Pacific Sign
Price Realized \$1400



SA&AP Cast Lock
Price Realized \$1250

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KL&L Magazine Issue #180 Goes to Press



Key Lock & Lantern members who have been checking their mailboxes for the next magazine will be rewarded for their patience within the next week. Issue #180 has gone to press and will be mailed to current members soon. With a variety of articles, we hope that it is worth the wait.

Tom Stranko shares with us a story of how a locomotive bell was hiding in plain sight at his church in New Bern, NC. He also offers a mystery globe for our consideration, with an unusual PS&N "Railway" marking. Long-time badge collector Chip Greiner provides a history of the United States Railroad Administration police force, and Phil Simms

poses a question to the membership: have you seen a Corbin switch lock? The so-called "Sullivan" reproductions keys have been surfacing in auctions lately, and Kent Sprecher gives us tips on how to spot them.

We've all seen the Northern Pacific baked potato souvenirs, and Dave Hamilton tells the story of how this promotional program came about. Larry Davis has provided several more excellent "Photos from Along the Line," and we have photo galleries of memorabilia from the New York Central and the Boston & Albany, along with the unique Buckeye lantern. Keep an eye on the mailbox - Issue #180 is on the way!



Railroadiana Auctions - Spring & Fall - Brookline, NH

Railroadiana Consignment Auctions Held Each Winter, Spring & Fall
 Brookline Auction Gallery LLC - 32 Proctor Hill Rd, Brookline, NH 03033

Auction information including photos: www.tagtown.net

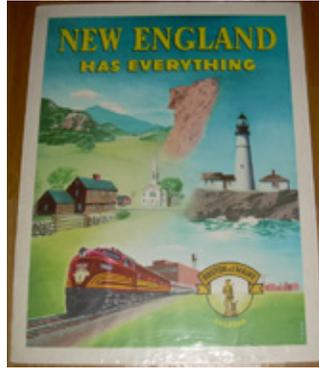
Scott Czaja - Sales Manager (978) 779-2904

an auction by a collector for collectors

Some Highlights of Recent Sales



Concord RR Thompson Lantern: \$1700,
 Triple Marked Boston & Albany New
 England Glass Lantern: \$1750



Boston & Maine Railroad New
 England Travel Poster with
 Minuteman Logo: \$410



Grand Central Station Lantern with Green
 Cast Globe: \$3100, New York New Haven &
 Hartford - Hartford Division Thompson: \$2500



Cast Iron Railroad Crossing Stop,
 Look & Listen Sign: \$400



Nickel Plate Road Berkshire #774
 Number Board: \$2200



St. Albans Street Railway Dock
 Master Hat Badge: \$625



Lehigh Valley RR brass top marker lamp: \$700
 New England RR Fancy Cast Lock: \$1100



Boston & Maine RR Silver
 Casserole Dish: \$800



Grand Trunk Railway Brass Lock: \$1800
 Pennsylvania RR cast fixed globe: \$2900



Pennsylvania Railroad Gate Sign: \$400



New Haven RR Winsted, CT
 Wax Sealer: \$1100



Central Vermont Railway Ticket Office &
 Pullman Reservations Sign: \$675

Now on LiveAuctioneers.com - We also accept absentee bids via: e-mail & mail
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Visitors to North Creek Enjoy D&H Rail Fair



The weather in the Adirondacks can be unpredictable in the month of September, but for this year's D&H Rail Fair at the North Creek Depot Museum, it was more like a mid-summer day. Bright sunshine greeted visitors who came to the museum on September 16th, for the annual celebration of the history of the Delaware & Hudson Railroad, and its branch from Saratoga to North Creek and the remote ore mines at Tahawus, NY.

Originally planned by the Adirondack Railway as a segment of a projected line through the mountains and onward to the Great Lakes, construction never went beyond North Creek.



Saratoga & North Creek equipment takes a spin on the North Creek turntable during the 2017 D&H Rail Fair.

A Saratoga & North Creek train arrives at the North Creek Depot museum, with historic equipment on display at the adjacent engine house during the annual D&H Rail Fair.

When the Delaware & Hudson Canal Company began acquiring railroads in the region, the little railroad became one of its branch lines. During World War II, an extension to the nearby ore mines was added. Shortly after the mines closed in the late 1980's, operations on the north end of the line ceased and the railroad lay dormant for almost a decade.

In 1998, Warren County purchased the line from Hadley to North Creek, and tourist trains operated by the Upper Hudson River Railroad began running from the newly opened North Creek Depot Museum. After freight service ended on the south end of the branch in 2006, that segment was also purchased, and in 2011 the Saratoga & North Creek Railway was awarded a contract to operate passenger trains over the entire route to Saratoga Springs. After briefly experimenting with a plan to connect with Amtrak trains, the SN&C has settled into a schedule of higher-end sightseeing trains from Saratoga and local tourist runs from North Creek.

The North Creek Depot Museum is filled with exhibits about local and railroad history, including displays of memorabilia from area ski resorts and industries. The story of Theodore Roosevelt's midnight ride to the presidency is also told - it was on the North Creek station platform that he received

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North Creek Rail Fair

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the word the President McKinley had died, and he boarded a special train to Buffalo there. A model train layout in the museum is the most popular exhibit among younger visitors, bringing local railroad history to life.

During the annual D&H Rail Fair, the museums exhibits are supplemented by temporary displays of memorabilia from the Delaware & Hudson Railroad, which are set up in an adjacent warehouse building. During this year's event, the more common items, such as lanterns and oil cans, were joined by a variety of scarce artifacts related specifically to



A Saratoga & North Creek train pulled by a rare BL-2 locomotive departs from the North Creek Depot Museum.



Visitors to the 2017 D&H Rail Fair shop for model trains, railroad books, and authentic railroad memorabilia

the North Creek Branch. Photos, a mail sack, train orders, and ore samples were among the local memorabilia on display. Collectors of railroading from the D&H were not disappointed with the nicely arranged exhibits.

As in previous years, several vendors of model trains and railroad memorabilia set up tables in the area adjacent to the displays. Visitors were able to purchase memorabilia from the D&H for their own collections, or get a good deal on



model rolling stock and railroad books. Key Lock & Lantern was among the exhibitors, providing information about the organization to prospective members.

The arrival of the Saratoga & North Creek Railway train from Saratoga brought additional visitors to the Rail Fair, and provided some photo opportunities for those who were attending the event. A rare BL-2 locomotive was part of the train's consist, and the crew spotted a caboose on the turntable for a demonstration of its operation. Historic Alco locomotives were on display for photos at the engine house adjacent to the station.

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Above, the highlight of the Rail Fair each year is Bill Bibby's presentation about railroad history. At left is one of the Delaware & Hudson Railroad memorabilia exhibits.



As always, the highlight of the Rail Fair was the railroad history lecture presented by retired D&H conductor Bill Bibby. His program includes demonstrations of lantern signals, the use of the train order fork, and stories about growing up on the North Creek Branch. Bill's railroad career started informally when he began hanging around with his car inspector father at the North Creek depot. He later skipped school to ride with the crew of the mine run to Tahawus, a job which he would later hold as conductor. Following the closure of the North Creek Branch, he finished his career with CP Rail, working out of Saratoga Yard.

After the exhibits closed and the S&NC train departed for Saratoga, past and present railroaders hung around the now empty building and shared stories of working on the high iron. The 2017 D&H Rail Fair was enjoyed by all who attended, and everyone is looking forward to next year. In the meantime, check out the North Creek Depot Museum website for other special events (and for its regular hours) at www.northcreekdepotmuseum.com.



During the D&H Rail Fair, the North Creek Depot Museum exhibits are supplemented with displays of memorabilia from the Delaware & Hudson RR, in a nearby warehouse.



Railroad Preservationists & Modelers Enjoy Annual Buffalo Central Terminal Train Show

Although there was disappointment earlier this year, when it was announced that Buffalo Central Terminal would not be selected as the new Amtrak station for the city, efforts to restore the magnificent structure have not been deterred. The non-profit Buffalo Central Terminal Restoration Corporation continues to guide a volunteer effort to renovate the historic building, which once served as the hub of New York Central passenger service in Buffalo, NY. While a suitable plan for redevelopment is being sought (the most recent one did not come to fruition), the group continues to host community events at the vacant terminal.

On September 9th and 10th, the annual train show was held in the main concourse. Dozens of exhibitors and vendors set up tables where crowds of passengers once hurried to catch a ride on the Great Steel Fleet. Model trains raced around loops of scale tracks, while show attendees hunted for good deals for their own layouts, out of print books, and original railroad memorabilia. Even those who managed to get away without making a purchase enjoyed having the opportunity to wander around the station a view the progress that is being made on its restoration.

In addition to the train show, other events held at the terminal include ghost hunting tours, Oktoberfest and Dyngus Day celebrations, and movie filming. For current event schedules, updates on renovations, and information on how to volunteer, visit <http://buffalocentralterminal.org>.



There is probably no better place for a railroad hobby show than the main concourse of a historic railroad station.



Dozens of vendors of model trains, books, and railroadiana filled Buffalo Central Terminal for the annual train show.

Railroad Museums & Historical Societies

Send in news & photos to

KEY LOCK & LANTERN

E-mail: transportsim@aol.com

Adirondack Scenic Railroad Receives Favorable Court Ruling



Since the Adirondack Railway Preservation Society was formed in 1992, the officers and members of this group have worked tirelessly to return train service to the former New York Central line between Utica and Lake Placid, NY. The railroad is owned by New York State, which purchased it from Penn Central in the late 1970's as part of a plan to offer passenger train service to the 1980 Winter Olympics. While trains briefly ran over the route, unrealistic expectations regarding the amount of funding required for the rehabilitation of the line saw the end of the public-private partnership with operator Adirondack Railway, and it remained dormant for over a decade.

Deadhead equipment enroute to Lake Placid passes Tupper Lake Junction on the Adirondack Scenic Railroad.

In 1992, members of several local NRHS chapters made arrangements to operate trains over a short segment of the line in Thendara, NY. Dubbed the "Adirondack Centennial Railroad" in recognition of the 100th anniversary of the opening of the railroad, the rides proved to be extremely popular with tourists. Encouraged by their success, plans were made to expand operations, and the Adirondack Railway Preservation Society was born.

Since that time, train service has gradually increased, and it now includes long-distance trains from Utica to Big Moose, short runs from Thendara to Otter Lake, dinner and theme trains from Utica to Remsen, and a Lake Placid to Saranac Lake sightseeing run. Operating as the Adirondack Scenic Railroad, under an agreement with New York State, the group has continued to work toward reaching its goal of running trains over the entire railroad again.

During the winter months, when seasonal tourist trains are not running, New York State allows local snowmobile clubs to maintain trails on the right of way. With milder weather in recent years, the snowmobile season has been shorter, with the rails often exposed during periods of lighter snow. The worsening of this situation led to the organization of the Adirondack Recreational Trail Advocates group, which has pushed for the abandonment of the railroad and its conversion into a year-round trail.



Passengers of all ages and abilities enjoy the scenery from an Adirondack Scenic RR train near Lake Placid, NY.

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With the backing of several politically influential residents, who have a “not in my back yard” attitude regarding trains, the ARTA group pressed state officials to revise the plan which allows the railroad to operate. Use of the railroad line is governed by the Adirondack Park Agency master plan, and a 1996 Unit Management Plan covering what is formally designated as the “Remsen-Lake Placid Travel Corridor.” The plan calls for the eventually restoration of train service over the entire line, while allowing recreational use of the right of way during periods of non-operation.

In 2013, the New York State Departments of Transportation and Environmental Conservation began public hearings to examine the possibility of modifying the Unit Management Plan. Pressure from the ARTA group and its local supporters



This view from the train would be lost if the plan to remove the railroad in Lake Placid was implemented by the state.



The 2016 “last run” from Lake Placid and may in fact not be the final trip, thanks to a favorable court ruling.

was met with opposition from other elected officials who favored keeping the railroad. The issue became a political football, with additional complications caused by the fact that multiple state agencies were involved in the decision making process. In the end, New York Governor Cuomo placed his support behind the trail advocates, and it became obvious that the railroad faced a difficult challenge.

In 2015, the New York State DOT and DEC announced that a “compromise plan” would be adopted, modifying the Unit Management Plan to include both a trail segment and a railroad segment. Trains would continue to operate between Utica and Big Moose, with an eventual extension to Tupper Lake Junction, and the line from that point to Lake Placid would be abandoned and converted into a trail.

Although this plan called for the immediate removal of the tracks on the trail segment, there was no indication when the track rehabilitation would take place on the south end of the line. Given the slow pace of previously approved projects, many rail supporters had doubts that the expansion of train service would ever take place. In addition, without the popular destination of Lake Placid as a northern terminal, it

would be unlikely that a long-distance train into the region would be successful. The so-called “compromise” plan had more of the appearance of a pro-trail plan.

The Adirondack Park Agency approved the plan in 2016, despite the fact that the new use of the route did not fit the definition of a “travel corridor,” and the railroad itself was listed on the National Register of Historic Places. As was expected, the removal of the tracks in Lake Placid was scheduled to commence at the end of the Adirondack Scenic’s 2016 season, and public meetings were held to obtain input on the construction of the trail. It seemed that the end of the line was in sight.

The Adirondack Railway Preservation Society was not ready to accept defeat, though. From the very start, the

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Saranac Lake station, which served Adirondack Scenic trains and Rail Explorer bike tours was silent this season.

entire process had the appearance of being steered toward removing the north end of the railroad. As a result, it was apparent that some liberal interpretations of the various laws and plans were adopted, and important details involving the modification of the Unit Management Plan were only superficially addressed.

In April of 2016, the Adirondack Railway Preservation Society filed a lawsuit which contended that the various state agencies' approval of the amended plan was "affected by error of law, was arbitrary and capricious, and was an abuse of discretion." The case was argued in the New York State District court in Malone, NY, before Supreme Court Justice Robert G. Main, Jr. After several adjournments, and the submission of thousands of pages of documents, the parties were heard on January 30, 2017. Additional information was requested during the next two months, and the court began the long process of reviewing the "voluminous" submissions.



The ruling by New York State Supreme Court Justice Robert Main keeps the tracks in place in Lake Placid.

Justice Main also found that in approving the amendments in the 2016 Unit Management Plan, the state agencies did not comply with regulations which required a mitigation plan regarding the historic preservation protections established by the railroad's inclusion on the Register of Historic Places. In fact, the amendment was approved prior to a review by the Office of Parks, Recreation and Historic Preservation, which only gave retroactive approval and has not yet developed a plan.

In his decision, Justice Main noted that several parcels of land on the trail segment are covered by easements which would expire upon removal of the railroad. This situation should have been addressed by the state agencies prior to their approval of a plan which made use of land on which the state lacked title. He stated that "implementation of the 2016



An Adirondack Scenic Railroad train passes Ray Brook station, enroute from Lake Placid to Saranac Lake.

On September 26, 2017, Justice Main issued his decision, finding that the actions of the New York State agencies were in fact affected by errors of law, and were arbitrary and capricious. He ordered that the approval of the amendments to the Unit Management Plan be annulled, that the agencies develop a UMP that complies with his decision, and that they are restrained from implementing the approved changes to the UMP.

In his decision, Justice Main found that conversion of the segment of the railroad line between Lake Placid and Tupper Lake into a trail would change its classification, so that it would no longer meet the definition of "travel corridor." A Unit Management Plan cannot reclassify an established land designation, and therefore must comply with its intended use. He stated that the rationalization by the state agencies that a trail would retain "travel corridor" status "defies common sense" and is "irrational and hence arbitrary and capricious."

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Several parcels of land occupied by the railroad are not owned by the state - including at Lake Placid station.

UMP, given the status of title currently extant... is irrational.” In effect, the state agencies pushed the plan forward without performing a proper review of its implications.

Based on these facts, the Adirondack Railway Preservation Society prevailed in its arguments, and the court decision effectively puts the plan to convert the north end of the line into a trail on the shelf. The ruling is subject to appeal, but it is unclear at this time what action the state agencies will take on the matter. Any attempt to repeat the process would require the reclassification of the affected portion of the railroad into something other than a “travel corridor,” and would involve a more extensive review under historic preservation laws.

Following the ruling, the Adirondack Railway Preservation Society issued the following statement:

The ARPS has believed from the beginning of the judicial process that the original Management Plan, finalized in 1996, was correct, and would “permit rail uses over the entire length of the corridor, encourage compatible recreational trail uses.” In direct contrast, the 2016 plan called for the removal of 34 miles of rail line, threatening the loss of two businesses (Adirondack Scenic Railroad & Rail Explorers USA), eliminating 40,000 annual visitors and limiting the future potential of the line. From the beginning of this process, ARPS has maintained that a rail and trail multi-use travel corridor best serves public interests while providing protections for this great asset.



The Adirondack Scenic Railroad provides access to the park for all visitors, regardless of ability. Here, passengers are given a view of a beaver pond near Saranac Lake.



Efforts will be made to reach out to the communities served along the rail transportation corridor to begin to build packages which will highlight local offerings and provide for increased economic impact. The Adirondack Scenic Railroad will continue to play a vital role in the tourism industry of the region while continuing the preservation and restoration of the corridor.

Thanks to the hard work of the members of this organization, this historic railroad line which could still serve as a key part of the modern transportation network has been saved. It is likely that the trail advocates will continue with their efforts to convince the state agencies and elected officials that it

would be beneficial to abandon the railroad, so the fight is by no means over. However, this court decision has provided no small measure of encouragement for those who support the preservation of the railroad.

Needless to say, the ARPS has incurred substantial legal costs in bringing this case to court. This is money that could have been spent on equipment rehabilitation, maintenance, and various other projects. In order to return needed funds to the railroad’s operating budget, donations to cover legal expenses are being accepted on the Adirondack Scenic Railroad’s website at www.adirondackrr.com. For those who are able to visit the railroad during a trip to the Adirondacks, every ticket purchased not only contributes revenue, but also helps to boost ridership figures, which will help support the case for keeping the line open.

It is uncertain what will happen next in the ongoing fight to preserve the railroad through the Adirondacks, but for now the plans to remove part of the line have been placed on hold. Hopefully elected officials will pause for a moment and consider the significance of this vital transportation asset and, instead of planning its destruction, will provide the needed funding to realize its full potential.



Mark Your Calendar!

KL&L to Return to Scranton for 2018 Convention

Following the huge success of the 2017 KL&L Convention in Scranton, the convention committee has decided to return to this historic northeastern Pennsylvania city for the 46th annual event. The convention headquarters will once again be the Lackawanna Station Hotel in downtown Scranton, with most activities taking place at the hotel. The 2018 Key Lock & Lantern Convention will take place over the weekend of June 1st through 3rd, with event schedules to be announced within the next few weeks.

As is the tradition, the main event will be the Transportation History Exposition, which will be held in the Lackawanna Station Hotel ballroom on Saturday, June 2, 2018. There will be museum-quality exhibits of railroad and industrial artifacts, along with plenty of memorabilia for sale or trade. The annual membership meeting will take place during the show, and the dinner banquet and programs will be held on Saturday evening. While last year's train excursion will be hard to beat, the committee is working on arrangements for a new trip for 2018. Details will be announced soon.

So mark your calendars now, and keep an eye on the KL&L website convention page at www.klnl.org for registration information. Announcements will also be made on the KL&L Facebook page. The Key Lock & Lantern Convention is once again one of the premier events for transportation historians and collectors - make plans today to attend!



The KL&L Convention includes train excursions, programs, history displays, and memorabilia for sale or trade.



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

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*Photos from
the 2017 KL&L
Convention*

Railroad Event Calendar

Continued from Page 2

- Nov 12 Poughkeepsie, NY** - Annual Railroad Expo. Mid Hudson Civic Center.
Info: www.hydeparkstation.com.
- Nov 18-19 Buffalo, NY** - Greater Buffalo Train Show. Erie County Fairgrounds Event Center.
Info: www.wnyrhs.org.
- Nov 18 Ft Wayne, IN** - Maumee Valley Railroad Club Model Railroad Show & Swap Meet..
Info: <http://maumeevalleyrailroad.com>.
- Nov 19 Fremont, OH** - Annual Fall Train Show. Fremont Community Recreation Complex.
Info: www.norwalkandwesternrr.com.
- Nov 19 Monaca, PA** - Beaver County Model Railroad & Historical Society Train Show.
Info: <http://bcmrr.railfan.net/>.
- Nov 25 Joplin, MO** - Joplin Museum Train Show. Joplin Museum Complex
Info: www.tristatamodelrailroaders.com.
- Nov 25 Sharpsburg, MD** - Hagerstown Model RR Museum Train Show
Info: www.antietamstation.com.
- Dec 2-3 Marlborough, MA** - New England Model Train Expo. Best Western Royal Plaza.
Info: www.hubdiv.org.
- Dec 2-3 Oklahoma City, OK** - OKC Train Show. State Fairgrounds.
Info: www.okctrainshow.com
- Dec 3 Albany, NY** - Great Train Extravaganza. "The Egg" at the Empire State Plaza.
Info: www.gtealbany.com.
- Dec 9 Columbus, OH** - Buckeye Railroadians Show. Ohio Expo Center.
Info: www.gserr.com.
- Dec 9-10 Rochester, NY** - RIT Tiger Tracks Train Show RIT Gordon Field House.
Info: <http://ritmrc.org>.
- Dec 16-17 Tampa, FL** - Railroad Show. Florida State Fairgrounds.
Info: www.gserr.com.
- Dec 30-31 Grayslake, IL** - Grayslake Train Show. Lake County Fairground.
Info: <http://trainshow.com/grayslake>.
- Jan 13-14 DeLand, FL** - Florida Rail Fair. Volusia County Fairgrounds
Info: www.gserr.com.
- Jan 20 Allentown, PA** - Lehigh Valley Train Meet Merchants Square.
Info: www.valleygoto.com.
- Jan 20 Atlanta, GA** - Atlanta Railroad Show. Infinite Energy Center.
Info: www.gserr.com.
- Jan 20-21 Colorado Springs, CO** - Train Expo. Chapel Hills Mall Event Center.
Info: www.tecoshow.org.
- Jan 21 Utica, NY** - TTCS Annual Train Show. Utica Union Station. <https://www.facebook.com/TTCSUticaTrainShow>.
- Jan 21 Vermillion, OH** - Annual Winter Train Show. German's Villa.
Info: www.norwalkandwesternrr.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 railroadians. 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

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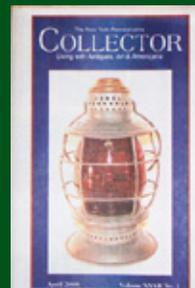
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For Sale

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@outlook.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. Good to excellent condition. Contact Chuck Hall at 315-824-1674.

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

For Sale: Dressel switch lamp, complete, excellent condition, no RR markings, \$250 + shipping. Also have 6-chime Central Vermont whistle & Maine Central counter-top ticket case. Richard Gibbons, 1050 East Brigham Rd, Unit 59, Saint George, UT 84790. gibbons@infowest.com. (435)-634-8205.

For Sale: Disposing of late husband's collection of over 250 railroad lanterns. For a complete list with prices, e-mail: lotusbuzz@gmail.com.

For Sale: Railroad locks, keys and more for sale. For more information, visit website at www.angelfire.com/biz/toysoldierhq/Railroad.html. Kent Sprecher back in the hobby!

Wanted

Wanted: Oil type cab lamp with shade. Contact Aubrey Keller at 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 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 Northampton & Bath RR such as keys, badges, brass time/tool checks or any other significant small item. Have some interesting items to trade from US Steel roads. Contact Jeff Wolfe at lobowolf@aol.com.

Wanted: 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@gmail.com or call 301-977-3025.

Wanted: Keys, locks, lanterns, China, builder plates from Oliver Iron Mining and Duluth area railroads. Email: thornton454@hotmail.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: 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: Postcards - Pre-1930 views of US railroad & trolley depots, also related tracks & structures. Tom Hassenmayer, PO Box 3916, Woodbridge, CT, call 203-387-2877, or e-mail rrtdepotman@yahoo.com.

Wanted

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. 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 484-268-6698 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: 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.

Wanted: Canadian switch keys. Looking for keys from Canadian roads for my collection and display in a small museum. Will purchase or have some U.S. keys for trade. Contact Brad at alco1310@sympatico.ca

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: Amber (yellow) glass 6.5" diameter lens for a Atlantic City RR (Phila. & Reading) Semaphore used about 1890. This is slightly convex un-fluted that fit in the moving three color frame of a semaphore signal. Also need design of fish tail wood blade to replace my mistaken pointed wood blade. W. G. Cook PRR6986@Yahoo.com. 518-784-2137 May be interested in finding a proper home for entire signal including CNJ light unit to power it.

Wanted: Switch keys from The L&HR, NYS&W, M&E, L&NE, NY&GL, Wharton & Northern, Mine Hill RR and other NJ short lines. Premium price paid for NYS&W "fancy back" cast heart shaped lock. Chip Greiner, P.O. Box 125, Bogota, NJ 07603 email rrbadges@aol.com.

Wanted: Railroad Police Badges and Railroad Police artifacts such as police office signs, old police department photos, early uniforms and patches, etc. Need NYO&W RY Police "Lieutenant" rank badge and will pay premium price or trade. Chip Greiner, P.O. Box 125, Bogota, NJ 07693. Email rrbadges@aol.com.

Wanted: Coat button from West Penn Railways (W.P. Ry), southwest Pennsylvania trolley system. Will pay good or trade other trolley line buttons. Also, early PRR buttons with fancy letters. Jim Chew, 900 N. 4th Street, Jeannette, PA 15644, (724) 523-6889.

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 or "No.7" style. Dave Hamilton. 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 or 313-295-7306.

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