



KEY LOCK & LANTERN NEWS

Jan/Feb 2021

Issue No.60



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



**Saving Adirondack
Alco Locomotive #25**

**Flour By Rail Legacy
Project Moves Ahead**

**January Dirk Soulis
Railroadiana Auction**



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WWW.KLNL.ORG

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

Production Facilities.....NY-PA Collector Magazine

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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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The Slow Road to Recovery

In the last issue, I noted that the proverbial “light at the end of the tunnel” was in sight, with the start of the distribution of the COVID-19 vaccine and a path toward returning to normal life. Although things are headed in the right direction, progress continues to be slow. The current unnerving situation and the tunnel analogy made me think of thirty years ago when I regularly traversed the Otisville Tunnel on the former Erie Railroad Graham Line.

Those who have ridden on Metro North “West of Hudson” trains from Port Jervis, NY are no doubt familiar with the two mile long tunnel at the top of the grade east of “Port.” From the head end of the train, a pinprick of light at the far end is visible upon entering the tunnel. Working as a conductor on overnight stack train runs, it was always comforting to see that distant speck of light from the Otisville station platform lamps, indicating a clear track ahead.

However, when the weather conditions were right, a light fog would settle inside the tunnel, blocking the view of the light at the other end. It was easy to imagine a heap of rocks or collapsed brick liner on the tracks ahead, with dozens of loaded SeaLand containers poised to pile up behind us if we came to a sudden halt. On those nights, it was an edge of the seat ride through the tunnel, but the fog always cleared and the light eventually appeared.

The light at the end of the tunnel will be visible soon, but it is obvious that things are unlikely improve to the point necessary for holding the KL&L Convention in May. Like many other organizations, we have rescheduled the KL&L convention to a summer date, in our case over the weekend of August 13-15. We are confident that most people will have received the vaccine by the end of July and travel & meeting restrictions will be loosened up by that point.

Although it is difficult to be optimistic these days, a COVID relief package is making its way through congress, the new Johnson & Johnson vaccine will soon be added to the lineup, and infection rates are declining. I am hopeful that by KL&L Convention weekend, my biggest worry will be that my wallet has already been emptied by all of these killer auctions that have recently taken place and are scheduled to be held over the next few weeks.

With everything going on, the recent severe winter weather almost seems like just another item to heap on the full plate. I hope that all of our members made it through the recent storms in good shape. Going in to work and seeing the snow covered diesels reminded me of some the winter photos in the OWI-FSA collection at the Library of Congress. What a sight it must have been when dozens of steam locomotives were hard at work in a frigid classification yard. I’ve pretty much had enough snow for the season, but we still can enjoy the classic scene shown on the front cover.

As always, thanks for everyone’s ongoing support, and I hope that you will be able to attend our rescheduled KL&L Convention in August. Until then, stay safe & healthy.

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 for updates. See submission guidelines at the end of the calendar.

Events that have been cancelled or rescheduled due to COVID-19 have their date crossed out. Other changes are possible - check the organizations websites.

Look for Advertisements in this Issue & on the Key Lock & Lantern Website for [Events Shown in Blue](#)

- Feb 11-15 Online Auction** - Sweetheart Express Auction. Holabird Western Americana Collections. Info: www.fhwac.com.
- ~~**Feb 13 Jacksonville, FL**~~ - Jacksonville Rail Fair by Golden Spike Enterprises. Info: www.gserr.com.
- Feb 20 Online Auction** - Rail & Road Auctions online railroadiana consignment auction. Info: www.bidrar.com.
- Feb 21 Catalog Auction** - Railroadiana Consignment Auction. Railroad Memories. Info: www.railroadmemories.com
- Feb 26-27 Fletcher, NC** - Asheville Train Show. WNC Agricultural Center. Info: www.asheville-trainshow.com.
- Feb 27-28 Lone Jack, MO** - Online railroadiana auction. Dirk Soulis Auctions. Info: www.soulisauctions.com.
- Feb 28 Catalog Auction** - Golden Spike Enterprises Mail Bid Railroadiana Auction. Info: www.gserr.com
- Mar 20 Lone Jack, MO** - Online railroadiana auction. Dirk Soulis Auctions. Info: www.soulisauctions.com.

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Front Cover: A December, 1942 view of the Chicago & Northwestern Proviso Yard. Jack Delano Photo, Library of Congress collection.



Important: Schedule Change!

Although progress is being made in distributing the COVID vaccine, it has become evident that the situation will not have improved enough to hold the KL&L Convention in May. Therefore, the convention committee has rescheduled the event to the weekend of August 13-15, 2021.

Even if all convention participants were able to receive the vaccine before May, it is unlikely that the current travel & meeting restrictions will be lifted before then. Capacity limits, quarantine periods, and other requirements will not permit us to hold many convention activities.

A scaled-down show could have been feasible in May, but the KL&L Convention is not like typical railroad shows where patrons visit for a short period and then new arrivals take their place. Most convention participants stay for the entire show and wander around the room. It would be almost impossible to monitor and regulate the entry and exit of the exhibitors, weekend registrants, and those who just come for the day.

The elements of the KL&L Convention that make it such a great event are the informal gatherings in the bar or lobby, late night room hopping and bull sessions, having a meal

with friends from other states, and crowding around tables as newly discovered memorabilia is unpacked. None of these things are possible with the current state of the pandemic and the rules that are needed to combat it.

We are hopeful that the situation will have improved by the August 13-15 dates, and all of these traditional convention activities will be able to take place. At this point it is still planned to have a train ride on Friday, the show, dinner, and programs on Saturday, and some type of railfan event on Sunday. It is expected that Steamtown, the trolley museum, the Wayne County Historical Museum, and other railroad historical sites will be open again, as well.

The convention committee is working on the details of the schedule, in light of the new dates, and expects to have a revised registration form and hotel information available by early next month. An announcement will be made on the KL&L website and Facebook page when online registration is open. A paper form will also be sent out to all current members.

So mark your calendars for the weekend of August 13-15, for the 2020/2021 Key Lock & Lantern Convention at the Hotel Anthracite in Carbondale, PA. After over a year of limited opportunities to attend shows and events, we are all looking forward to finally being able to get together again!



KEY LOCK & LANTERN

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

Railroadiana Auctions - Spring & Fall - Brookline, NH

Railroadiana Consignment Auctions Held Each Spring & Fall

Brookline Auction Gallery LLC - 32 Proctor Hill Rd, Brookline, NH 03033

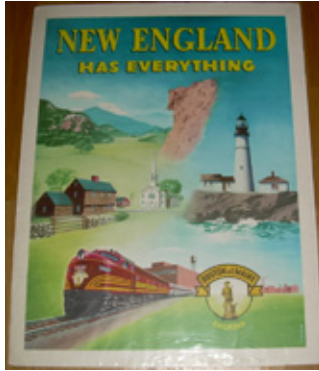
Auction information including photos: www.tagtown.net

Scott Czaja - Sales Manager (978) 779-2904

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

Next Sale: April 16-17, 2021



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
Quality consignments are welcome for future sales - call Scott or email: sczaja@hotmail.com

Railroad Events Continue to be Cancelled, Postponed, or Switched to Online Format

As the pandemic has entered its second and third waves, railroad historical organizations across the country have been forced to cancel or postpone their events. While some smaller shows have taken place in a scaled-down format (see the last issue of the *KL&L News* for an article on how one museum did it), most larger train shows were cancelled this past fall and winter.

Some historical societies moved their annual meetings online, using Zoom, YouTube, and other platforms to stream lectures and presentations. The huge Amherst Railway Society show in West Springfield, MA offered a number of vendor presentations online, hosted by the Virtual Railfan YouTube page. While there was obviously no substitute for attending the big show in person, some of the major model manufacturers were still able to showcase their products.

With the distribution of the vaccine progressing slowly, many spring historical society conventions have now been cancelled or postponed to later in the year. The New York Central Historical Society convention in May will not take place, but online options for programs are being explored. The Pennsylvania Railroad Technical & Historical Society also just announced the cancellation of their May meeting, joining the Norfolk & Western group, which had already cancelled its June convention.



Amherst Railroad Hobby Show – Sunday, 2pm Hour

The Amherst Railway Society streamed online lectures and manufacturer presentations on Virtual Railfan YouTube in place of its Springfield, MA railroad hobby show in January.

convention on August 27-28. As announced in the previous article, the Key Lock & Lantern Convention has been moved from its May schedule to August 13-15 of this year. The location of Carbondale, PA and the tentative event lineup remains the same. Hopefully, the situation will improve by that time, and things will be closer to being back to normal.

As show and convention announcements are made, the Key Lock & Lantern Event Calendar will be updated on the web site at www.klnl.org. Be sure to clear your browser cache



CRHS 4Q 2020 Meeting

A tour of the HO Scale Onondaga Cutoff and several virtual slide shows were among the many events broadcast by the Conrail Historical Society on YouTube for its convention.

The Santa Fe Historical Society is considering options for its convention, while the Milwaukee Road meeting has been rescheduled to August 12-15. The Railway & Locomotive Historical Society has moved its annual meeting from May to October 19-22. The Erie Lackawanna Historical Society has cancelled its spring conference, and the fall event is still under consideration.

Events scheduled for the summer months are still on the calendar, including the NRHS Convention on August 23-28 and the National Association of Timetable Collectors annual



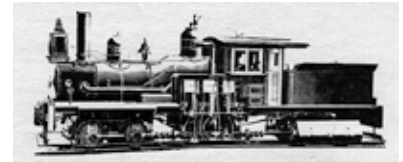
B&ORRHS 2020 Virtual Convention Part 1

Presentations on railroad history were the focus of the Baltimore & Ohio Railroad Historical Society's online convention, also shown on YouTube.

and hit the update button on your browser to view the most current update to the page. Also, event websites should be consulted and organizers should be contacted for last minute information, before traveling.

Readers with information about upcoming conventions, meetings and shows are invited to contact Dave Hamilton at transportsim@aol.com, and they will be listed in our event calendar in this newsletter and on the *KL&L* website.

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.



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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Soulis Auction Kicks Off 2021 Season with a Large Selection of Memorabilia

The railroading auction calendar has been filled with high end collections in recent months, but the poor state of the economy has not dampened the enthusiasm of collectors. The January auction by Dirk Soulis kicked off the year with a variety of rare memorabilia up for bid. Two additional collections are scheduled to follow on February 27th & 28th, and March 20th. *All photos, prices, and descriptions courtesy of Soulis Auctions. Prices do not include any applicable buyer's premium or shipping.*



A 36"x41" Missouri Kansas Texas Lines logo sign made by Veribrite Signs of Chicago sold for a high bid of \$3800.



An \$1100 bid took home this Remington 50-70 rifle marked for the Atlantic & Pacific Railroad on the stock.



There were several "dealer lots" of keys in the sale, with this Santa Fe group selling for a high bid of \$250.



A \$550 bid was needed to purchase this 38" tall signal head made by the Union Switch & Signal Company.

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

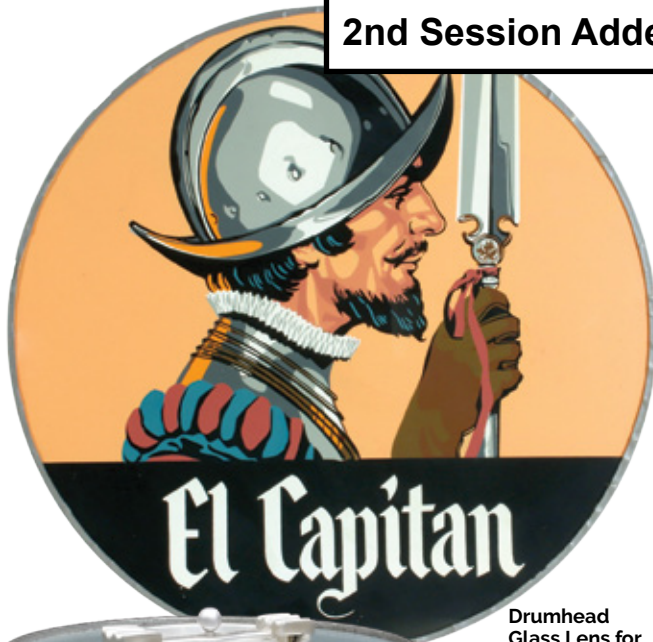
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FEBRUARY 2021

Single-Owner Railroadiana Auction

The Jim and Kim Prokes Collection | Saturday, Feb. 27th at 10 am Central

2nd Session Added on February 28th!



Drumhead
Glass Lens for
the El Capitan



Red to Clear Conductor's
Lantern Signed Crerar Adams



The Jim Prokes Collection
of Rare Timetables



Featuring their collection of Rare Timetables gathered over 40-plus years, along with good Lanterns, Signs, China, Ash Receivers, Step Boxes and Much More.



Kelly Presentation
Lantern Engraved to
F.H. McDermott



Pullman Palace Car
Engraved Globe
Brass Lantern



Two-Color Teal Blue
Engraved Charter
Oak Range F. McG



Located just outside of KANSAS CITY, MISSOURI
529 W Lone Jack Lees Summit Road, Lone Jack, MO 64070
SoulisAuctions.com | 816.697.3830

March Railroadiana Auction

Saturday, March 20 at 10am Central time

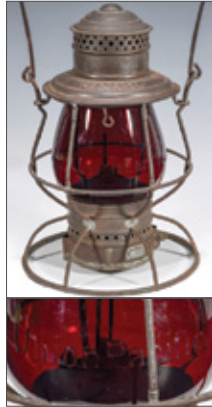
The collection of Steve 'Packrat' Cregut, including a 50 year Collection of Keys, Hardware, Advertising, Ephemera, Buddy L Outdoor Train Set and More – featuring a selection of very, very rare lanterns.



Union Pacific Rail Way with Signal Green Globe



"UNION PACIFIC" Frame with the ONLY KNOWN Cobalt Blue Embossed "Extended Base" Matching Globe



"U.P.R.R.", Brass Top George M. Clark with Extended Base Globe



"B & M. in Neb." Unique Mid-1870s Frame by "M.M. BUCK" with Original Globe



M.M. BUCK Presentation Lantern



Salesman's Sample Rail Car Coupler Circa 1905



A Very Rare "A.T. & S.F.R.R." 1870s Brass Top Bellbottom



Colorado Midland Handlan Buck



1880s Denver & Rio Grande Brass Top Bellbottom with Large Fancy-Letter Globe



Rio Grande Western with Unique Frame signed Star Headlight



A Very Rare "Santa Fe Route" Signal Green Globe ("Backwards U") with Extended Base



Presentation Lantern Inscribed on Frame and Globe

The estate archive of J.A. Burke, supervisor of air brakes who piloted the maiden run of the Super Chief and other high speed trains of the day. Burke, who was born in 1883, is the engineer pictured in countless Santa Fe promotional materials leaning out the cab window of an early Streamliner.



Located just outside of KANSAS CITY, MISSOURI
529 W Lone Jack Lees Summit Road, Lone Jack, MO
SoulisAuctions.com | 816.697.3830

Rail & Road Auctions

Accepting Consignments for Summer 2021 Sale



Original Walter Green New York Central Calendar Painting - Sold for \$9100



Milwaukee Road Hiawatha Coach Logo - Sold for \$775



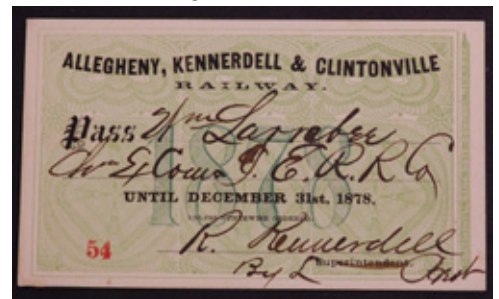
Original Santa Fe Alco Warbonnet Painting - Sold for \$2000



EMD builders plate from PRR, PC & Conrail SD45 #6133 - Sold for \$275.



Pennsylvania Railroad keystone whistle sign - Sold for \$300



Allegheny Kennerdell & Clintonville Railway pass - Sold for \$575.



Chicago, North Shore & Milwaukee Ticket Case - Sold for \$325



Chicago & Northwestern "GD" Key - Sold for \$375



1889 Burlington Route Baseball Theme Calendar - Sold for \$425



www.BIDRAR.com

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Bid Live Online, Phone or Absentee

Saving Adirondack Railway Alco No.25

KL&L members who attended our convention when it was held in Utica, NY will no doubt recall the Alco RSC2 on display across the street from Union Station. With its companion dining car and PRR caboose, the locomotive was a local neighborhood fixture for decades.

Originally a Seaboard Airline unit, the locomotive was sold to the Florida Power & Light Company in the 1970's. It was there that it received an orange paint scheme that resulted in an unusual nickname when it later went north. Purchased by the Adirondack Railway in 1980 to haul passengers to the Winter Olympics in Lake Placid, railroaders dubbed it the "Tampa Tiger" due to its bright colors and Florida heritage.

High operating and maintenance costs forced the original Adirondack Railway to shut down soon after the games ended, and the RSC2, road number 25, was subsequently



Adirondack Railway Alco #25 spends its last day at its home of 30 years in Utica, NY. John Koslosky photo.

With the cost of moving #25 from its display track to an active railroad line amounting to \$6000, it seemed likely that it would be scrapped on site. However, the Remsen Development Corporation, owner of the Remsen, NY depot (which we visited when we took the wine tasting train on the Adirondack Scenic RR) offered to display the locomotive on its property. The Mohawk, Adirondack & Northern Railroad agreed to move the engine over its line, in order to reach its potential new home in Remsen.

The only hurdle to saving Adirondack #25 was the \$6000 needed to place it on a rubber-tired truck, which would haul it across the CSX mainline to the MA&N yard. Neither the Remsen group nor the Utica NRHS had the funds available,



Moved from its trucks to rubber tires, Adirondack #25 awaits movement to active rails. John Koslosky photo.



Adirondack Railway Alco #25 is rolled off its display track at the Utica Children's Museum. John Koslosky photo.

sold to the NYS&W Railway. The Adirondack #25 was used as a parts unit, and after everything usable had been stripped, the locomotive was donated to the Utica & Mohawk Valley Chapter of the National Railway Historical Society.

The chapter painted the unit in the colors of the Adirondack Railway (something that the cash-strapped line had never done while it was in operation) and moved it to a static display track where it sat for the next 30 years. The property was owned by the Utica Children's Museum, which gladly incorporated the locomotive and other chapter rolling stock into its displays.

Unfortunately, last year the museum announced that it was moving to a new location, and the building was sold to a property developer. Needless to say, railroad equipment did not fit in with the new owner's plans, and the chapter found itself facing a serious dilemma.

and time was running short. It seemed that the end was near for this rare surviving example of an Alco RSC2.

Luckily, a few dedicated Alco and Adirondack Railway fans thought that the locomotive was worth saving, and started an online campaign to raise the funds needed to move it. The effort was spearheaded by career railroader Luke Irvine, who mobilized support for the project and set up a Go Fund

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Adirondack #25

Continued from Page 12

Me drive. With many small donations and several large ones, the \$6000 was raised in the short amount of time that was needed in order to get it off the property before the scrappers moved in.

On December 18, 2020, Adirondack #25 was slowly rolled off its track and on to the street, where it was removed from its trucks and placed on skeleton trailer by the crew of Over the Top Construction. The gates across the CSX main were opened, and the locomotive was carefully hauled to the yard on the north side of the station, under the watchful eye of the freight railroad's officials.



The rare Alco RSC2 is hauled down the street and across the CSX mainline at Union Station. John Koslosky photo.

After being placed back on the rails in the MA&N yard, the regional railroad's crews inspected and prepared the locomotive for the trip to Remsen. On December 30th, Adirondack #25 returned to the line where it had last run over three decades ago, this time being pulled by MA&N power. The train crew eased the locomotive into a siding at Remsen, where it awaits final arrangements for display in the spring.

Thanks to the efforts of Luke Irvine and others who helped to organize this project, and the many donors who made it possible, this rare Alco product was saved from the torch for



Over the Top Construction crews used a large crane to reposition #25 on rubber tires. John Koslosky photo.



A Mohawk Adirondack & Northern crew pulls the #25 through Holland Patent, NY. John Koslosky photo.

the second time. It is certainly a testament to what may be accomplished in a short timeframe, using social media and the online tools that are now available.

The next phase of the project is to establish a permanent location to display the locomotive on the grounds of the Remsen depot. Although the fund raising goal of \$6000 has been met, additional donations will assist in covering the costs of setting up the display and possibly moving its former companion dining car to Remsen.

To make a donation online, go to the Go Fund Me page at <https://www.gofundme.com/f/save-the-adirondack-25>. For more information about the project, visit the group's Facebook page at www.facebook.com/savetheadironack25/.



Adirondack #25 is eased into the siding at Remsen, NY, where it will be placed on display. John Koslosky photo.

You Tube Railroading Rambler

Visit the Railroading Rambler YouTube Channel for Videos of Adirondack #25 Being Hauled Across the CSX Mainline & Heading to Remsen on the MA&N

https://www.youtube.com/channel/UCckoYQ3YP8jCU_ipLLuXuNw



Flour By Rail Legacy Project on Track to Preserve an Important Aspect of Transportation History

As the railroad network evolved during the mid-nineteenth century, connections with established Great Lakes shipping lines were a key factor in the development of many routes. Even when parallel railroad lines opened along the shores of the inland seas, the efficiency of water transportation for the transportation of bulk materials gave it a strong competitive advantage over railroads. As a result, many industries sprang up in Great Lakes ports, with raw materials brought in by ship, and finished products sent out by rail.

On Lake Erie, Buffalo was the “Queen City of the Lakes,” with a railroad hub rivaling that of Chicago, and extensive harbor and dock facilities. At one time, every square foot of land along the Buffalo waterfront was occupied by steel mills, coke ovens, refineries, ore docks, and warehouses. The Buffalo River’s deep waters snaked inland for several miles from the harbor, and its banks were lined with grain elevators and mills. Until economic conditions began to decline during the 1970’s, Buffalo was a center of industry and manufacturing.



Elevators on the Buffalo River. circa 1910 photo by the Detroit Publishing Co., Library of Congress Collection.

them in plans for the area. What was once a gritty industrial district is gradually being integrated into an area known for its recreational and tourism opportunities.

In a refreshing change from the urban renewal projects of the past, current efforts have embraced the history of the area, with sites such as the original Erie Canal slips being incorporated into the plans. Proposals for the development of the area along the Buffalo River include provisions for educating visitors about its history.

Continued on Page 15



Burrows Lot Yard in the Penn Central era. Collection of Dave Hamilton, originally collection of Victor Norton, Jr.

Today, there are empty fields where the huge blast furnaces once stood, and traces of Buffalo’s industrial past are slowly fading away. Among those still in existence are the giant grain elevators and mills along the Buffalo River. General Mills still produces cereal in their complex, and several elevators are still used for the storage of grain by other companies. Many of the structures that are no longer in use are still standing, simply due to the high cost of demolition.

In recent years, Buffalo’s downtown waterfront has been undergoing a redevelopment that has slowly worked its way up the Buffalo River into the neighborhood that has become known as “Silo City.” The historical significance of the grain elevators is recognized, and efforts are underway to include



Buffalo’s waterfront development is extending into the “Silo City” area along the Buffalo River. Dave Hamilton photo.

NESTLED IN THE SHADOWS OF THE GRAIN ELEVATORS, THE FLOUR-BY-RAIL LEGACY PROJECT IS A TRIP INTO HISTORY



One important aspect of the history of Silo City that has largely been forgotten is its flour mills. For over a century, a steady flow of grain arrived on ships from midwestern ports and was milled into flour for consumption in the huge population centers of the northeast. Sacks of flour were shipped out by the hundreds of thousands in boxcars interchanged to the trunk lines by the Buffalo Creek Railroad. The little switching carrier that served the industries along the river even had a flour sack on its logo, which could often be spotted on one of the many cars in its fleet.

A conceptual drawing of the Flour By Rail display proposed for Buffalo's Silo City neighborhood. FBRLP photo.

Despite the fact that the flour mills and the railroads that shipped their products are an important part of industrial and transportation history, they have not received much attention from the preservation community. At least not until Charlie Monte Verde came to town.

Originally from western New York, Charlie Monte Verde had been working for Amtrak in Chicago for a number of years, until he recently returned to the area. KL&L members who took our trolley trip during the 2019 Scranton convention may recall that Charlie rode with us to scout out some of the facilities on the line in his new position with Genesee Valley Transportation. While working on Amtrak and GVT lines in western New York, he discovered that some of the boxcars that were once used to haul flour from Buffalo had survived.

Former Buffalo Creek Railroad #3424 was used for storage in Rochester Yard and New York Central RR #43819 was rusting away on Buffalo's east side. Since boxcars are not exactly the most exciting pieces of rolling stock, neither had been identified by any local history groups for preservation. However, Charlie recognized their significance and began thinking about their potential restoration and display.

With plans in the works for the revitalization of Silo City, a display of historic railroad equipment related to one of its biggest industries seemed like a perfect fit. It didn't take long for Charlie Monte Verde to make this connection, and the Flour By Rail Legacy Project was born. The ultimate goal of the project is for a locomotive and several original boxcars to be on static display in Silo City, housing displays about the industrial history of the neighborhood.

A Silo City property owner with a suitable site expressed support for the idea, and it was determined that it would be

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The Flour By Rail Legacy Project has identified several pieces of rolling stock for preservation. FBRLP photo.

By the late 1980's, the Buffalo Creek Railroad had been absorbed by Conrail, and flour shipments were handled in bulk in covered hoppers. As the twentieth century came to a close, Buffalo's flour mills ceased operation altogether and the already obsolete boxcars were mostly scrapped, with a few finding a new purpose as storage or maintenance cars. The huge yards at Ohio Street and Burrows Lot that once served the flour mills stood empty.

feasible to acquire the equipment and move it. With time and the elements taking their toll on the two cars that were initially identified for the project, an immediate fundraising effort for their preservation was started.

A huge boost for the project came in January, when CSX Transportation provided a \$10,000 grant to move the BCK car from Rochester to Buffalo. The Rochester & Genesee Valley Railroad Museum came on board as a partner in the project, by taking ownership of the car. Once details are worked out, the car will move by highway in the spring.

In addition to the former Buffalo Creek and New York Central Railroad cars, other candidates for preservation have been identified. The ultimate goal of the project is to have a Buffalo Creek locomotive and boxcars from three different roads on display.

As Buffalo's urban redevelopment continues to embrace its industrial history, it is exciting to see a railroad preservation project play a role in the plan. To follow the progress of the Flour By Rail Legacy Project, follow their Facebook page at www.facebook.com/flourbyrail, and donate to the project through their Go Fund Me page at <https://www.gofundme.com/f/flourbyrail-legacy-project-phase-i>.



A New York Central Railroad boxcar of the same type as the one slated for preservation by the Flour By Rail Legacy Project. Photo from the collection of the New York Central System Historical Society archives via the FBRLP.

Key Lock & Lantern News & Announcements

Ken Palmer, Jr. 1941-2021

Ken Palmer, Jr. of Callicoon, NY passed away on January 13, 2021, after a short illness. A regular participant in KL&L events during the earlier days of the organization, Ken shared the hobby of collecting with his father, Ken Palmer, Sr. who was a dealer in railroad memorabilia in Port Jervis, NY. Both Ken's father and grandfather worked for the Erie Railroad, so he had a special interest in the line. For further information and to leave condolences, visit the Stewart Murphy Funeral Home website at www.stewartmurphyfh.com.

Membership Renewals

Just a reminder to Key Lock & Lantern members that dues for 2021 are not yet due. A renewal notice for members who joined prior to the current membership cycle will be sent out with Issue #182 of the Key Lock & Lantern Magazine. New members who joined during the current membership year and did not receive four issues of the magazine due to back issue stock being exhausted will NOT need to renew - your membership will be extended. An announcement will be made on the KL&L website and Facebook when renewal notices have been sent out.

KL&L Magazine Issue #182

Key Lock & Lantern Magazine Issue #182 is in production and will be completed soon. Except as noted above, this will be the final issue of the current membership cycle. A notice will be posted on the KL&L website and an announcement will be made on our Facebook page when it has been mailed. Hopefully the current issues with postal delivery will have been resolved by then.

KL&L Advertising Rates

After remaining unchanged for several years, new KL&L advertising rates will be going into effect after the next issue of the KL&L News. An updated advertising guide will be posted next month on the KL&L website. We are also discontinuing advertising in the printed magazine, since almost all of our members have access to our digital publications. If you are interested in locking in the old rates, a year-long advertising package is available. Contact KL&L editor Dave Hamilton at transportsim@aol.com for more information.

Want Ads for KL&L Members

As noted in previous issues, the "Want Ad" section of the KL&L News is undergoing an update to remove outdated notices. If you would like to submit an ad for inclusion in future issues, contact KL&L editor Dave Hamilton at transportsim@aol.com. Basic want ads are free for current Key Lock & Lantern members.

Railroad Museums & Historical Societies

Send in news & photos to

KEY LOCK & LANTERN

E-mail: transportsim@aol.com



A \$1900 bid took home this five chime Wheeling & Lake Erie Style whistle, possibly from Nickel Plate #702.



A New York Central presentation bell believed to have been from Mohawk locomotive #2823 sold for an \$1100 bid.



The Baldwin builders plate from Baltimore & Ohio 2-10-2 locomotive #6224 brought a high bid of \$1700.



A \$400 bid purchased this nicely worn Pennsylvania RR fancy brass heart lock by Fraim, with working key.

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A bid of \$450 was needed to purchase this "Alupalun A.A.M. Co." step box from the Pullman Company.

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



Two of several steam whistles in the sale: a six chime attributed to the Frisco sold for \$3000, and a three chime also thought to be Frisco sold for a \$3800 bid.



Smaller can be better: a 29" high dwarf semaphore signal went to a new home for a high bid of \$3400.



A \$250 high bid purchased this nice pair of Santa Fe lamps that were missing their fonts and burners



A bid of \$800 was needed to purchase the traveling office of Railway Express agent James "Chief" Williams of Kansas City, MO, complete with timetables, first aid kit, ammunition, reports, sealers, and a coffee pot.



Condition issues including major scratching didn't stop this Illinois Central tin sign from bringing in a \$350 high bid.

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An Adlake brass heart lock & key marked for the Norfolk & Western Railway sold for a reasonable \$160.



Something that you don't expect to find in Kansas City: an Adlake Kero lantern from New York shortline Arcade & Attica Railroad, which sold for a high bid of \$225.



A \$2000 bid took home this builders plate from Louisville & Nashville 2-8-4 Big Emma locomotive #1965.



A collection of link & pin couplers found along the F&CC, the KCP&G and the KCS sold for a high bid of \$80.

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Railroad Event Calendar

Continued from Page 2

- ~~Apr 10-11~~ **Calgary, AB** - Calgary Super Train Railroad Show.
Info: www.supertrain.ca.
- Apr 10** **DeLand, FL** - Florida Rail Fair by Golden Spike Enterprises.
Info: www.gserr.com.
- Apr 11** **Monaca, PA** - Beaver County Model RR & Historical Society Train Show
Info: www.bcmrr.railfan.net.
- Apr 16-17** **Brookline, NH** - Railroadiana Consignment Auction. Brookline Auction Gallery.
Info: www.tagtown.net.
- ~~Apr 17~~ **Columbus, OH** - Buckeye Railroadiana Show by Golden Spike Enterprises.
Info: www.gserr.com.
- Apr 24-25** **New Braunfels, TX** - New Braunfels Train Show.
Info: www.nbrmm.org
- ~~May 7-9~~ **Carbondale, PA** - Key, Lock & Lantern Convention. Railroad History Expo
Info: www.klnl.org.
- ~~May 8~~ **St. Cloud, MN** - Granite City Railroad Show St. Cloud, MN.
Info: www.granitecitytrainshow.com.
- ~~May 8~~ **San Luis Obispo, CA** - San Luis Obispo Railroad Museum Train Day.
Info: www.slorm.com.
- ~~May 13-15~~ **Columbus, OH** - Pennsylvania Railroad Tech & Historical Society Meeting.
Info: www.prrths.com.
- ~~May 14-16~~ **Cleveland, OH** - New York Central Historical Society Convention.
Info: <http://nycshs.org>.
- ~~May 26-31~~ **Bryan, TX** - Railway & Locomotive Historical Society Convention.
Info: www.rlhs.org.
- ~~Jun 3-5~~ **Independence, OH** - Norfolk & Western Historical Society Convention
Info: www.nwhs.org.
- Jun 13** **St. Charles, IL** - Kane County Railroadiana Show. Kane County Fairgrounds.
Info: www.rrshows.com.
- Jun 15-20** **Albuquerque, NM** - Santa Fe Railway Historical Society Annual Convention.
Info: www.atsfr.com.
- Jun 26-27** **Dayton, OH** - Miami Valley Rail Festival at Carrillon Park.
Info: www.railfestival.com.

Send listings to: transportsim@aol.com

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

Visit www.klnl.org for More Listings



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KEY LOCK & LANTERN

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

Marie Brainard
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Englewood, NJ 07631-4810

Membership Brochures

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

Download the Current Version at
www.klnl.org



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

KL&L President & Editor
David Hamilton
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Send membership applications, dues payments, and address changes to:

KL&L Chairman John Brainard &
VP-Membership Marie Brainard
35 Nordhoff Place
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KL&L Membership Form (2021 Membership Year)

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Membership in KL&L includes 4 issues of the printed magazine, special member rates for KL&L Convention registration, and access to "members only" content on the KL&L website. New members joining before September will receive all previously published magazines for the year, and will be due for renewal in the following January. New members joining in September or later will have their dues applied to the next membership period, beginning with the Jan/Feb/Mar issue, unless otherwise requested.