



KEY LOCK & LANTERN NEWS



Mar/Apr 2011

Issue No.7

Albany, NY to Host Railroadiana & Historical Conventions

Albany, NY has historically served as the railroad gateway to New England, and has always been a crossroads for the various modes of transportation. Even today, it is a hub for several busy Amtrak routes, and the home of a major freight classification yard. As such, Albany is well-suited to host two upcoming railroad historical conventions.

The Key Lock & Lantern Convention has been held here since 1973, and the tradition continues on April 8th and 9th, with its annual meeting and railroad memorabilia show. All railroadiana collectors and railroad enthusiasts are invited to attend the railroadiana show and swap meet that will be held at the Albany/Glenmont Comfort Inn on Route 9W in Glenmont, NY. The exhibit hall is open to everyone with an



The New York Central System Historical Society's annual convention returns to Albany, NY on April 29, 2011.

Refreshments will be served, and a railroad slide & movie program is once again planned, following the swap meet.

Later in the month, New York Central fans from around the country will arrive in Albany for the annual convention of the New York Central System Historical Society. Activities are planned from April 29th through May 1st, including lecture programs, model layout tours, and an excursion on the former Adirondack Division of the NYC, now operated by the Adirondack Scenic Railroad.

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Collectors share information at the Key, Lock & Lantern Convention's railroadiana show and swap meet.

interest in railroad history, from 10am to 2pm on Saturday, April 9th. An admission fee of \$7 will be collected at the door, from those who are not already registered for the entire convention. KL&L members are encouraged to invite other railroad history buffs and collectors to this event.

The KL&L convention is unique in that only authentic railroad memorabilia is offered by dealers, with no fakes, souvenirs, or toys allowed. As in previous years, all types of railroadiana will be exhibited, generally with a focus on hardware, but also including paper items such as timetables, books, and postcards. The annual meeting of Key, Lock & Lantern will be held in the morning, followed by a fundraiser auction with a variety of railroad memorabilia.



A display at a recent Key, Lock & Lantern Convention.

Still Time to Register for Convention

As this newsletter is sent out, final preparations are being made for the Key Lock & Lantern Convention, which is only two weeks away. There is still time to register for the convention, or to make plans to attend the railroadiana show and swap meet. Don't forget to spread the word about KL&L to other railroad history buffs and antique collectors. Having new faces at the convention makes it all the more enjoyable. I hope that some participants will make it into a weekend trip, and stay for our Saturday afternoon slide program, or visit some of the area's railroad facilities.

Speaking of new faces, hopefully some of those first time attendees at the convention will decide to become members of Key Lock & Lantern. As we travel to auctions and shows this season, or go to railroad historical society meetings, we can all help our organization grow by promoting KL&L. The key to having a thicker magazine and a greater variety of articles is to increase the number of members in our group. If everyone brings at least one new member on board this year, we will be well on our way to achieving these goals.

Another way that our members can help support KL&L is to renew as a "Contributing" member. Membership renewal forms are being sent out early this year, with a new \$30 Contributing Membership level. Our basic dues, along with advertising revenue and donations, cover the cost of printing the magazine, but do not allow for its expansion. If everyone renews at the higher amount, all other funds can be directed to improving our publications. Although most memberships are not due for renewal until the end of June, sending the form in early is also greatly appreciated.

See you at the convention!

Dave Hamilton

KL&L President & Editor

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KL&L News is published bi-monthly for the members of Key, Lock & Lantern, a non-profit organization of railroadiana collectors.

KL&L members may forward this newsletter to other interested collectors, but it may not otherwise be copied or redistributed without the permission of the KL&L Board of Trustees.

Send news items to Editor Dave Hamilton at:
transportsim@aol.com

Railroadiana Show & Auction Calendar



- Apr 2** **Rochester, NH** - Railroadiana Auction. JW Auctions. Info: www.jwauctionco.com.
- Apr 3** **Glen Ellyn, IL** - 30th Chicagoland Railroad Collectibles Show. College of DuPage. Info: mazanek2@comcast.net.
- Apr 8-9** **Albany, NY** - [Annual Key Lock & Lantern Convention](#). Albany/Glenmont Comfort Inn. Info: www.klnl.org.
- Apr 9** **DeLand, FL** - 35th Florida Rail Fair. Volusia County Fairgrounds. Info: www.gserr.com.
- Apr 9** **Griffith, IN** - Blackhawk NRHS Spring Swap Meet. American Legion Post 66. Info: www.blackhawknrhs.org.
- Apr 10** **Poughkeepsie, NY** - Kingston Train & Hobby Expo. Gold's Gym. Info: 845-334-8233.
- Apr 16** **Columbus, OH** - 49th Buckeye Show. Ohio Expo Center. Info: www.gserr.com.
- May 1** **Albany, NY** - New York Central Historical Society Train Show. Ramada Plaza Hotel. Info: www.nycshs.org.
- May 21** **Albuquerque, NM** - 14th Albuquerque Rail Fair. New Mexico State Fairgrounds. Info: www.gserr.com.
- May 22-23** **Allentown, PA** - Great Lehigh Valley Train Meet. Merchants Square Mall. Info: www.lehighvalleytrainmeet.com.
- Jun 5** **St. Charles, IL** - St. Charles Railroadiana Show. DuPage Expo Center. Info: www.gserr.com.
- Jun 12** **St. Charles, IL** - Kane County Railroadiana Show. Kane County Fairgrounds. Info: www.rrshows.com.
- Jun 25** **Charlotte, NC** - 8th North Carolina Railroad Show. Metrolina Expo Trade Center. Info: www.gserr.com.
- Jul 9** **DeLand, FL** - 36th Florida Rail Fair. Volusia County Fairgrounds. Info: www.gserr.com.
- Jul 9** **Griffith, IN** - Blackhawk NRHS Summer Swap Meet. American Legion Post 66. Info: www.blackhawknrhs.org.

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The Mohawk & Hudson: Pioneer Railroad Line

Lately, it seems like many of our railroadiana hunting trips are spent racing to auctions or shows and then hurrying back home in order to go to work on Monday morning. Even museum visits are planned to minimize travel time and fit as much as possible into a short vacation schedule. With more highway mileage and fewer country rambles, we end up missing some of the interesting sights that we used to run across when we headed out on a Sunday drive with no particular destination in mind. Fortunately, many of those places are not located too far from the main roads and can provide a short diversion from the mad dash that is more enjoyable than a stop at an expressway rest area.



This silhouette made by William Brown from first-hand observation is considered by historians to be an accurate depiction of the DeWitt Clinton locomotive and train.

Although early spring may seem to be an unusual season to begin exploring the back roads and side streets, a short stop at a historic marker can be made at any time of the year. One place that is actually better viewed when there are no leaves on the trees is the site of New York's first railroad near Albany. While most early railroad lines have been altered by modern improvements, a small part of the original Mohawk & Hudson Railroad roadbed has by chance remained. Located on the edge of Albany's Pine Bush preserve is a short stretch of railroad grade that is virtually unchanged from the days when early locomotives hauled carriages over primitive strap rails. The story of this line offers an explanation of how this significant historic site has survived. With a large investment in the Erie Canal, the state of New York was not particularly receptive to proposals for railroads that could compete with it. As a result, the first railroad to be constructed in the state was planned to supplement the canal, not replace it. Chartered in 1826, the Mohawk & Hudson Railroad was to operate between Albany and Schenectady, allowing passengers to bypass the more than twenty locks that were required for the canal to climb out of the Hudson



The original Mohawk & Hudson Railroad roadbed, constructed in 1831, still survives near Albany, NY.

River valley. At each end of the line, an inclined plane would be built to hoist cars up the hill using stationary engines and ropes. Construction began in 1830, under the direction of noted civil engineer John B. Jervis, and the railroad was ready to open during the following year.

On August 9, 1831, a locomotive built at the West Point Foundry, and ironically named after canal supporter DeWitt Clinton, pulled the first train to be operated in New York State over the line. Passengers rode in cars that were simply modified stagecoaches and the locomotives were less than reliable, but the superiority of the railroad over other modes of travel was soon apparent. Connecting lines immediately began to spring up in competition with the Erie Canal on a route that eventually extended all the way to Buffalo. In 1853, these companies were consolidated into the New York Central Railroad (*see KL&L issue No.155 for its history*).

With a change from its role as a local canal shortcut to a link in a statewide railroad network, the Mohawk & Hudson's inclined plane system was no longer efficient, and an alternate route was considered in the early 1840's. At around the same time, railroads were replacing wooden



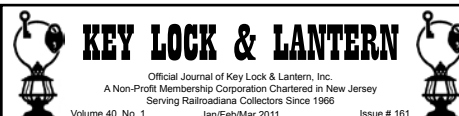
There were no dining cars in 1831, as some eBay descriptions may imply, but this New York Central china pattern appeared during the 1930's and 1940's.

Continued on Page 5

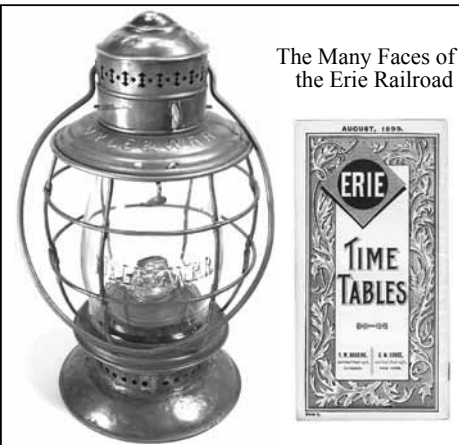
Key, Lock & Lantern Issue #161 Goes to Press

Key, Lock & Lantern Issue #161 has gone to press and will soon be distributed to KL&L members. This issue includes a "Railway Guide" feature about the interesting history of the Erie Railroad, an article about early freight car locks, and a closer look at the car locks of the New York & Erie Railroad in particular. This year is the 40th anniversary of the creation of Amtrak, and we begin a series of articles about this chapter in railroad history, in this issue. Our "Photos from Along the Line" and "Questions & Answers" columns also appear in this edition.

Key, Lock & Lantern covers all types of railroad memorabilia and railroad history, with articles about a wide variety of subjects. Upcoming articles include the continuation of our series on the history of the Dietz Vesta lantern, more



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The Many Faces of the Erie Railroad

In This Issue:
 New York & Erie Car Locks
 Railway Guide: The Erie RR
 History of Freight Car Locks

Photos from Along the Line
 Questions & Answers Column
 End of an Era in Passenger Service

\$6.00
 Single Copy Price

The End of an Era in Intercity Passenger Service

At the end of April, historians across the country will observe what is, to many of us, a somber anniversary. Forty years ago, most privately operated intercity passenger trains in the United States were running out their final miles. Competition from airlines and interstate highways had taken their toll on this service that was once the proud face of the railroad industry. Passenger trains had become a drain on the funds of financially troubled railroads, and a government takeover was the solution. On May 1, 1971, Amtrak assumed responsibility for the operation of intercity passenger trains in this country, and a long era in railroading came to an end.



The Super Chief, from a 1969 Santa Fe public timetable and Norfolk & Western, although service on some routes was later restored. The thick Union Pacific timetable was replaced with one page in the Amtrak system folder, and most of the many trains in Burlington Northern's schedule were eliminated.



Milwaukee Road diner, from a 1950's promotional brochure. Luxury trains, where they still existed, were replaced with those having more spartan accommodations, as part of Amtrak's goal of eliminating the deficits associated with passenger operations. Of course, passenger trains on many railroads had become unreliable and poorly maintained, so their takeover by Amtrak was a positive step, although it took a few years to accomplish. Most notable to the traveling public, though, was the drastic overnight reduction in the number of passenger trains that were in operation. Many of the railroads whose timetables are pictured on this page lost all trains, such as the Grand Trunk, Baltimore & Ohio,




timetables to the brown-box Amtrak microwave holidays. Parlor cars and observation cars disappeared as the fleet was standardized for ease of maintenance. Passengers who were old enough to remember the golden years of train travel no doubt questioned whether this was truly an improvement. However, the American passenger train had been suffering from a long, slow death, and was taking the nation's railroad companies along with it. The creation of Amtrak relieved the railroads of this burden, and saved the intercity passenger train from certain extinction. In the next few issues, we'll celebrate Amtrak's 40th Anniversary by taking a look at some memorabilia from America's nationwide passenger railroad. While it is a sad anniversary in some respects, it also marks the start of a new chapter in railroad history.

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coverage of "modern" railroad history and collectibles, and photos from our members' collections. Our "Conservation & Restoration Tips," "General Stores Department" and "Fakes, Souvenirs, & Reproductions" columns will also return in upcoming issues.

As always, KL&L welcomes contributions from members, including photos, information, copies of catalogs, complete articles, or simply comments about recent features. Answers to questions in our Q&A column are always appreciated, and members are invited to send in additional questions for consideration by our fellow collectors.

Many of our recent submissions have involved railroads from the northeast and midwest, and additional material from these regions is always welcome. However, we would also like to hear from our members in the southern and western states. Despite its name, the Key Lock & Lantern magazine is not limited to articles about railroad hardware, and materials

about timetables, paper, general railroad history topics, and other areas of collecting are sought, as well. Also, KL&L members are invited to submit a photo and information about themselves for a "Know Your Collector" feature. This column is a great way for members to introduce themselves to fellow collectors, and make new contacts with people who share the same interests.

The Key, Lock & Lantern magazine is an excellent reference source for railroad history buffs and serious collectors of railroadiana. Make certain that your Key, Lock & Lantern membership is up to date, or join today!

Freight Car Locks: A Reminder of Railroading's Early Days

by David Hamilton

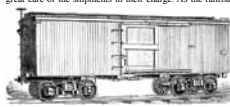

Along with broadside timetables and fixed globe lanterns, the freight car lock is one of the few surviving relics of the early days of railroading. In today's environment, where freight cars travel thousands of miles over many different lines, it is difficult to imagine each car being secured with a specific railroad's padlock. However, prior to the Civil War, railroad freight traffic was handled in a much different manner than it is today, and the freight car lock was an important tool during that era of railroading.

In the 1830's, merchandise freight made up only a small part of a railroad's business. The goods that were shipped by rail were generally carried for short distances, under the direct observation of one train crew. Individual employees were held responsible for loss or damage, and they took great care of the shipments in their charge. As the railroad network grew during the 1840's, freight train mileage began to approach that of passenger trains (which had previously been the primary source of revenue), and specialized freight cars were soon acquired. As an example, in 1845, the New York & Erie Railroad owned only 40 freight cars. By the time the railroad was completed to Dunkirk in 1851, over 1300 cars were in service. Shipments were now covering hundreds of miles, under the care of several different train crews, with numerous stops enroute.

With this change in train operations, and the growth in freight business, came the increased opportunity for cargo theft. The solution to this problem was to secure freight car doors with heavy padlocks. While this practice may seem impractical under today's system of free-running cars, railroads generally did not interchange equipment during this period. In many cases, differences in gauge made it physically impossible to do so. Shipments were usually received at a freight station and loaded into a boxcar, that was locked and sealed by the station agent. If a second railroad was involved in the route, the goods were transferred to a car of the connecting line at the junction point. With the exception of limited pooling arrangements, freight cars and their locks stayed on their home roads.

This system worked fairly well, until a number of changes took place in railroad traffic patterns during the 1870's. As the railroad network continued to grow, shipments were handled over increasingly long distances. The transfer of freight from one railroad's car to another was cumbersome when numerous lines were involved. During the late 1860's, fast freight lines which offered through service over several railroads began to emerge. These companies used a pool of equipment from participating railroads, which could operate over an entire route. The adoption of a standard gauge by most railroads allowed for this interchange of equipment to take place, and rules for the open exchange of freight cars were soon developed.

Also during this period, individual railroad systems began to grow larger. With more employees involved in the handling of freight, more keys needed to be issued to allow them to

Prior to the 1870's, the interchange of freight cars was limited to fast freight pools. Illustration from the 1984 Car Builders Dictionary. Collection of Greg Vaughn.

An early seal press. Once the use of car locks became widespread, car seals were soon introduced. From the 1984 Car Builders Dictionary. Collection of Greg Vaughn.

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Amtrak Plans 40th Anniversary Exhibit Train Tour

Amtrak's fourth annual National Train Day, to be held on May 7, 2011, will include several unique events this year, in celebration of the passenger railroad's 40th Anniversary. A special exhibit train makes its debut as part of the day's festivities at Washington Union Station, before embarking on a year long, coast to coast trip. On board the specially modified Heritage fleet baggage cars will be displays of memorabilia from different periods in Amtrak's history.

Over the past several months, Amtrak has gathered uniforms, dining car china, timetables, and advertising material for use in the exhibit. In addition, photo and multimedia displays are being assembled by volunteer Amtrak employees, that will tell the story of the railroad and its workers. A schedule for the national tour, which will be open to the public without charge, will be announced soon.

Other activities planned for National Train Day include displays of railroad equipment, model train layouts, and cooking demonstrations by dining car chefs. In Washington, a special exhibit presented by the B&O Railroad Museum will tell the story of the Baltimore & Ohio Railroad's role in the Civil War.

Exhibits at several other locations will highlight the impact of the railroads on different ethnic groups, as well as their contributions to the railroad industry. In Philadelphia, the "Great Migration" of African-Americans by rail in the early



Passenger trains have changed dramatically over the last 40 years since the creation of Amtrak. A traveling exhibit train with displays of Amtrak memorabilia will relate the history of this important era in railroading.



Amtrak stations across the country will host National Train Day events on May 7, 2011. The festivities at Washington Union Station will include the debut of Amtrak's exhibit train

part of the 20th Century will be chronicled. Displays in Los Angeles will examine the role of Chinese immigrants on the railroad, and an exhibit in Chicago will recognize the efforts of the Mexican "Railroad Braceros" during World War II.

Other National Train Day events are scheduled at dozens of locations across the country. For more information and event schedules, visit www.nationaltrainday.com. Additional news about the Amtrak exhibit train will soon be available on the Amtrak web site at www.amtrak.com.

Mohawk & Hudson Railroad

Continued from Page 3

strap rails with all iron rails similar to the steel ones now in use. To accommodate these changes, the Mohawk & Hudson constructed a new line in 1844 that gradually descended into the valleys without the use of inclines or outdated track components. After this route opened, the old right of way was never improved and lay abandoned in its original state.

Today, although the rails are gone, those who know where to look can see New York's first railroad line, much as it was when the DeWitt Clinton made its first run in 1831. Over the years, commercial development has slowly whittled away sections of the line, until only a few hundred feet now remain. Located on Washington Avenue Extension across from the SUNY Albany college campus is a small slice of history, surrounded by modern business. A small marker placed by a local NRHS chapter identifies what otherwise looks like a path through the bushes between the Crest Hill Suites hotel and a Dunkin Donuts.

With easy access from the highway, a short visit to this historic site is worthwhile when making a gas or coffee stop on a trip through the area. From New York Thruway exit 24, it is only a one mile drive east on Interstate 90 to exit 2 for Washington Avenue Extension at the SUNY campus. Route 20 passes by the other side of the college, for those who still have time to take a leisurely drive on the back roads. Future development may soon erase the last traces of this significant part of New York's history. For now, though, we can still stand on the old roadbed and picture the DeWitt Clinton steaming through the pine trees on its first run.

(Adapted from an article by David Hamilton)

Albany to Host Railroad Conventions

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On Sunday, May 1st, a railroad memorabilia show and sale will be held from 10am to 3pm, at the Ramada Plaza Hotel (former Clarion) on Watervliet Avenue Extension at Everett Road. This show is open to the general public, and in past years has included a variety of railroadiana, with an emphasis on the New York Central, but including other lines as well.

Membership in the New York Central System Historical Society is required for full convention registration, which includes the excursion, banquet, and other activities. Several lecture programs are planned, covering a variety of topics, ranging from NYC locomotives to the history of local lines and facilities. The Saturday excursion on the Adirondack Scenic Railroad will traverse the southern end of the line, from Utica to Thendara, and return. This route includes a portion of the former Utica & Black River Railroad, as well as the Adirondack Division.

For those interested in visiting historic sites and modern railroad facilities in the area, most are accessible from public property. The waiting area at the Albany-Rensselaer station provides an overhead view of all station tracks, and



Albany-Rensselaer station is the hub for several Amtrak routes. The historic cars in this 2006 photo were taking part in a special excursion to a private car owners convention.

on display. With plenty of modern railroad action, and numerous historic sites, Albany has something of interest for every type of railroad enthusiast. It is certainly a worthwhile destination for a weekend trip to the KL&L and New York Central conventions.

For more information about the New York Central System Historical Society Convention and Annual Meeting, visit the society's web site at www.nyeshs.org. Registration forms and show flyers for the 39th Annual Key, Lock & Lantern Convention are available on the KL&L web site, or e-mail John Brainard at j944wb@aol.com. To participate in the railroad slide show following the KL&L convention, please contact Dave Hamilton directly at transportsim@aol.com.



Albany, NY has historically been the railroad gateway to New England, a role that huge Selkirk Yard still plays.

the shops and yard may be viewed from adjacent highway bridges. Operations at the former New York Central Selkirk Yard, now operated by CSX Transportation, are visible from NY Route 32 and Route 396, and several adjacent roads. Both of these facilities are located within a ten minute drive of the KL&L Convention at the Comfort Inn.

Railroad architecture buffs are able to view the former Albany Union Station and the Delaware & Hudson office buildings, both located downtown on Broadway. Although refurbished to house modern offices, each building has largely retained its original exterior appearance. The 100 year old swing bridge over the Hudson River, and the monumental Castleton Bridge, are each visible from public parks. And, both the New York State Museum and the Albany Institute of History & Art have transportation-related memorabilia

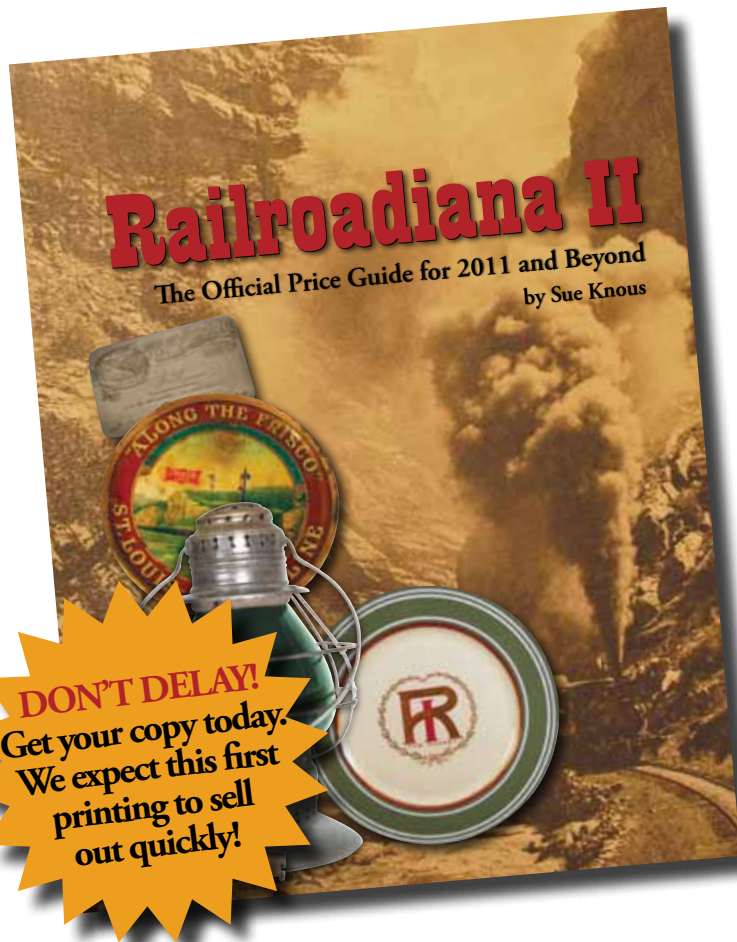


Key, Lock & Lantern convention participants enjoy some of the many displays of railroad memorabilia.

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Key, Lock & Lantern Renewal Forms Mailed Out Early

KL&L membership renewal forms are being sent out with the current issue of the magazine (#161), in an effort to start the renewal process early this year. Several years ago, the KL&L membership period migrated from the calendar year to a mid-year renewal cycle. Most members will receive the next issue (#162), before their membership is due. The last issue number that will be sent is printed on the address label.

All Key, Lock & Lantern members receive four issues of the magazine, regardless of its publication schedule or when the person joined. First time membership applications are applied to the current cycle, and all magazines published since the last renewal period are sent to the new member. New applications received after March 31st will be applied to the next membership period, beginning with the Summer issue (Jul/Aug/Sep), unless otherwise specified.

The basic dues remain unchanged for the next membership year, at \$25, which covers the cost of printing a 12 page magazine. In order to facilitate the expansion of the magazine, and to promote the growth of the organization, a new "Contributing" membership category has been added. Renewing at this \$30 annual membership level will allow revenue from advertising and donations to be directly used to improve and expand the magazine.

It is hoped that many Key, Lock & Lantern members will renew their memberships at the "Contributing" level, and help support the growth of our organization and its publications. Additional donations are greatly appreciated, as well. Please consider renewing at the higher level, and send your form in early, if possible. Thanks to everyone for your continued support of KL&L.

The New York-Pennsylvania

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Railroadiana Show & Auction Calendar

Continued from Page 2

- Aug 7** Buena Park, CA - California Express Railroadiana Show. UFCW Hall.
Info: www.californiaexpress.net.
- Aug 13** Atlanta, GA - 41st Atlanta Railroad Show. North Atlanta Trade Center. Norcross, GA.
Info: www.gserr.com.
- Aug 13** Little Rock, AR - NAOTC Transportation Paper Show. Holiday Inn Presidential.
Info: www.naotc.org.
- Aug 13** Lynchburg, VA - Lynchburg Rail Day. Boonsboro Ruritan Club.
Info: www.blueridgenrhs.org.
- Aug 16** Lancaster, PA - 2nd Annual Lancaster Lock Show. HOST Resort, Lancaster, PA.
Info: www.lancasterlockshow.com.
- Aug 20** Topeka, KS - Topeka Railroad Festival. Great Overland Station Museum.
Info: www.greatoverlandstation.com.
- Aug 21** Niles, OH - 29th Northeastern Ohio Railroad Show. McMenamy's Banquet Center.
Info: www.gserr.com.
- Sep 10-11** Buffalo, NY - 6th Annual Train Show. Buffalo Central Terminal.
Info: <http://buffalocentralterminal.org>.
- Sep 10** Perris, CA - Railroadiana Swap Meet. Orange Empire RR Museum.
Info: www.oerm.org.
- Oct 1** DeLand, FL - 37th Florida Rail Fair. Volusia County Fairgrounds. Info: www.gserr.com.
- Oct 8** Griffith, IN - Blackhawk NRHS Fall Swap Meet. American Legion Post 66.
Info: www.blackhawknrhs.org.
- Oct 8-9** Houston, TX - Big Texas Train Show. George Brown Convention Center.
Info: www.bigtexastrainshow.com.
- Oct 15** Walnut Creek, CA - San Francisco - Bay Area Railroadiana, Mining & Western Artifacts Show & Sale. Walnut Creek Elk's Lodge.
Info: bj620@aol.com.
- Oct 22** Brookline, NH - Railroadiana Consignment Auction. Brookline Auction Gallery.
Info: www.tagtown.net.

Send show listings to: transportsim@aol.com

KEY LOCK & LANTERN

Can Help Promote Your

Auction, Show or Event

Contact Dave Hamilton at
transportsim@aol.com

WANT ADS & ANNOUNCEMENTS

Want Ad insertion is FREE to all current Key Lock & Lantern members on a space available basis, in both the KL&L Magazine and the KL&L News (digital edition). Ads may be e-mailed to j944wb@aol.com or may be sent by regular mail to: John & Marie Brainard, 35 Nordhoff Place, Englewood, NJ 07631

For Sale

For Sale: D&H Schenevus station sign - 13 3/4" x 74" steel with cast iron letters. In very good condition, ready for display. \$500.00. Ralph Gasner, 86 Chappell Dr., Milford, NH 03055. Call 603-673-6125.

For Sale: Moving & downsizing and selling part of collection. Nothing too rare: lanterns, keys, paper. Send for list. Paul Pietrak, 5475 Oakridge Dr., Hamburg, NY 14075. E-mail: marypaulp@aol.com.

For Sale: Railroad Artifacts & Memorabilia: Everything from a toilet paper holder to an 1800's police lantern, keys, locks, china, paper, and more. Jane Silvernail. Website: <http://timestreasures.rubylane.com> or contact by e-mail at tmstrsurs@logical.net.

For Sale: *Lanterns of the Western Maryland*. By Mike Yetter. A spiral-bound, 50-page book containing a detailed history and color photos of lanterns and globes used by the Western Maryland and its predecessors. \$20 + \$4 postage. Send cashiers check or money order to: Mike Yetter, 1423 Kensington Drive, Apt. 204, Hagerstown, MD 21742. E-mail: myetter@myactv.net.

For Sale: Switch Lamps, Marker Lights & Parts. Website: JerrysRRStuff.com. Phone: 206-778-0386. E-mail: jerry@JerrysRRStuff.com

For Sale: Approx 200 brass RR keys, 400 brass & steel RR locks, 75 steel RR keys (Frisco). Perry McDonald, 911 Walker Ave, Caruthersville, MO 63830.

Wanted

Wanted: Switch keys from the L&HR, WVRR, SRR, NY&ERR. Stock Certificates: Wawayanda RR, Mine Hill RR, Pequest & Walkill RR, and Southfield Branch RR. Phil Simms, 8 Still Waters Drive, Campbell Hall, NY, 10916. Call 845-427-5051.

Wanted: Looking for small hardware items from the Northhampton & Bath RR such as keys, badges, brass time/tool checks or any other significant small item. Have some interesting items to trade from US Steel roads. Contact Jeff Wolfe at lobowolf@aol.com.

Wanted: Factory marked inspector lamps not already in my collection. Must be complete and in reasonably good condition. Marked globe a plus. Need RDG C&O B&O GCT SOURY (or S RY) Erie Acme model plus others I may not be aware of - Larry Davis, 5110 Hollywood Ave; Shreveport, LA 71109. 318-469-7825.

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

Wanted: Switch key from the Fort Eustis Military RR. Also photo of USAX engine #7291. This was an army engine that I worked on but never got a photo of. Contact Charles McQueen at 29705 Robert Dr, Livonia, MI 48150.

Wanted

Wanted: PRR Macbeth #220 pearl glass globes with straight letters 3/4" in height, "PRR" in rectangle. Need clear and red globes. Have traders or cash. Joel Shaw, 31 Sandle Drive, Fairport, NY 14450. Phone: 585-385-3776.

Wanted: Keys, locks, lanterns, fly fishing leader boxes, passes, buttons & other from the Denver, South Park & Pacific Ry - Denver, Leadville & Gunnison Ry - Union Pacific Denver & Gulf - Colorado & Southern Ry. Leonard Walmsley, 11044 Claire Circle, Northglenn, CO, 80234. 303-429-8674.

Wanted: Photo of NY State Railways Syracuse Lines car #1024. Also any photos of Syracuse trolleys on Irving Ave and around Syracuse University. Contact Dave Hamilton at transportsim@aol.com or by phone at 518-439-8392.

Wanted: Switch key for the PCRY (Pacific Coast Railway), not PCRR (Penn Central), probably made by Fraim. Contact Steve Mott at 805-544-5339 or by e-mail at sjmott2359@sbcglobal.net.

Wanted: Brass burner for a Dressel double wire tall globe railroad lantern & twist off font with burner for a Dietz 39 Vulcan wire frame. Also buying Western Maryland locks, keys, lanterns & globes, and C&PRR items. Joseph G. Hauger, 401 2nd St., Terra Alta, WV, 26764. E-mail address: whiteoak4@verizon.net or phone 304-789-2229.

Wanted: Hardware items from the Gary Railways, EJ&E and CLS&E, NYCL oiler keys, NYC Subdivision tags and livery and dray badges. Contact Jeff Wolfe at lobowolf@aol.com.

Wanted: Lanterns, globes, locks, keys, hat badges, RR PD or RR Fire Dept items, Long Island RR & Staten Island Rapid Transit. Bob Myers, 36 Pine Hollow Lane, Greenlawn, NY 11740. 631-757-9540. robertrail@yahoo.com.

Wanted: Items from the Surry, Sussex & Southampton Ry. Jerry Rakes, PO Box 384, Tappahannock, Va 22560.

For Trade

For Trade: W&ARRCo brass top wire bottom 1878 model A&W. Also, switch type key marked SRRR, possibly Sandy River RR. Contact Walter Sulowski at walter-sulowski@msn.com.



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