



# KEY LOCK & LANTERN NEWS

Nov/Dec 2022

Issue No.71



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



**Adirondack High  
Peaks Limited**

**Railroad Museum &  
Preservation News**

**Fall Railroadiana  
Auction Results**





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

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

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## Key, Lock & Lantern

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

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

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## From the President's Desk.....

There have been a few comments made recently in several of the Facebook collector groups that interest in railroadiana is on the decline. Perhaps these observations are sparked by lower sale prices for some types of memorabilia, or perhaps by the fact that there are fewer vendors of original artifacts at some train shows. It is true that prices are down on certain things, and that even the major railroadiana shows are a little thinner on dealers.

However, recent auction results for scarce items have been relatively strong, and there have been many new faces in the gallery at in-person sales. Even more common memorabilia brought solid results at the last Brookline auction, and it takes more than one interested bidder to make that happen. And, while there may be fewer tables of railroadiana at railroad hobby shows, those dealers who still set up are usually rewarded for being the only game in town.

It isn't just a bunch of old guys in the hobby, either. There are plenty of younger collectors hunting for number boards and builders plates from diesel locomotives, and digging into the history of the lines that they chase modern trains on. Our four newest KL&L board members fall into the under 40 and under 30 age groups, and there have been more participants at recent KL&L conventions from those brackets.

It is my belief that the hobby is simply changing, and not really in a state of decline. Prices for all types of antiques have always been cyclical, and online sales have altered both the supply and demand sides of the equation in a major way over the last ten years or so. The same goes for train shows; while they are still an important avenue for collecting, they aren't the only place to interact with a favorite dealer anymore.

On the few trips on tourist railroads that I was able to take this season, I noticed that a good number of the volunteers were younger people as well. They may not have the money to spend on rare lanterns yet, but they will have their student loans paid off by the time my collection goes to auction. There is definitely no shortage of interest in railroads and their history; it just doesn't look exactly the same as it did 30 years ago (but then again, neither does the railroad industry).

Attendance figures for the Key Lock & Lantern Convention have been steadily growing in recent years, in part due to the addition of activities that appeal to the younger crowd. The KL&L Facebook page has almost 2400 followers, with some recent posts reaching over 9000 viewers through sharing to other pages. And, one video on the KL&L YouTube channel has received over 78000 views. A blend of old school and more modern ways of serving railfans and collectors has been the key to promoting the hobby.

I'm confident that interest in railroad history will continue to grow and that my collection of train "stuff" will still be of value to someone in another 40 years. In the meantime, the ups and downs of prices don't mean much to me - I enjoy it either way. Keep an eye for 2023 convention information in the next issue of this newsletter, and thanks for your support!

*Dave Hamilton*

KL&L President & Editor

## Railroad Event Calendar



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

**Look for Advertisements in this Issue & on the Key Lock & Lantern Website for [Events Shown in Blue](http://www.klnl.org)**

- Nov 5 Meridian, MS** - Meridan Railfest at the Meridian Railroad Museum.  
Info: [www.meridianmsrailfest.com](http://www.meridianmsrailfest.com).
- Nov 5 St. Cloud, MN** - Granite City Train Show.  
National Guard Armory.  
Info: [www.granitecitytrainshow.com](http://www.granitecitytrainshow.com).
- Nov 5-6 Syracuse, NY** - Great NYS Model Train Fair.  
New York State Fairgrounds.  
Info: [www.modeltrainfair.com](http://www.modeltrainfair.com).
- Nov 6 Gaithersburg, MD** - Railroadiana Show & Sale.  
Golden Spike Enterprises.  
Info: [www.gserr.com](http://www.gserr.com).
- Nov 11-12 Allentown, PA** - First Frost Train Show.  
Allentown Fairgrounds.  
Info: [www.allentowntrainmeet.com](http://www.allentowntrainmeet.com).
- Nov 13 Georgetown, CO** - Railroadiana Consignment Auction. Railroad Memories.  
Info: [www.railroadmemories.com](http://www.railroadmemories.com).
- Nov 13 Lansing, MI** - Lansing Train Show Michigan State University Pavilion.  
Info: [www.lmrc.org](http://www.lmrc.org).
- Nov 19 Albany, NY** - Albany Train Show - TTOS.  
Info: <https://www.albanyppcc.com/event/train-show-1-2/>.

*Continued on Page 29*

Front Cover: The first revenue passenger train in over 40 years prepares to depart from Tupper Lake Jct., NY. Photo by Dave Hamilton.



# Passenger Trains Return to Tupper Lake With Adirondack High Peaks Limited



The sun was beginning to peek over the horizon at 7:30 AM on October 16th, as a handful of passengers who held tickets for Amtrak train #280 began arriving at Utica Union Station. The waiting room is typically quiet on Sunday mornings, but on this day, announcements by the Amtrak agent were almost drowned out by the animated conversations that echoed off the ceiling. A long line of people stretched from the Adirondack Railroad ticket window, all the way through the door into the train concourse.

The cause of the excitement was the impending departure of the inaugural run of the Adirondack Railroad's High Peaks Limited to Tupper Lake Junction, NY. With this trip,



*The operating crew of the inaugural run poses at Thendara Station, where the railroad's revival began 30 years ago.*

Opened in 1892, the line was once the New York Central Railroad's Adirondack Division, which passed through the heart of the Adirondack Park, enroute from Utica, NY to Montreal. Once an important route for vacationers, logging companies, and through traffic to Canada, the last New York Central passenger train ran in 1965. Freight service ended in 1972 and Penn Central quickly filed to abandon the line.

In an effort to preserve rail service to the Adirondacks, the railroad was purchased by New York State in 1974. After lying dormant for several years, an opportunity for a new life was presented to the line, when Lake Placid was selected as the site of the 1980 Winter Olympics. This small resort village was located on the end of what was once a branch of the Adirondack Division, now the terminus of the route since the mainline to Montreal was abandoned.

The newly formed Adirondack Railway Corporation began operations in 1978, working to rehabilitate the long-unused tracks using state funding, and restoring historic rolling stock that had only been one step away from the torch.

*Continued on Page 16*



*Key Lock & Lantern members enjoy the view of Raquette Pond from the dome car on the High Peaks Limited.*

revenue passenger service was scheduled to return to this line for the first time in over forty years. Outside the station, three Alco and MLW locomotives coupled on to a train that reflected the class of the glory days of railroading, consisting of historic coaches, diners, lounges, and a dome observation car. When the train pulled out at 8:30 AM, it marked the culmination of three decades of hard work by the volunteers of the Adirondack Railway Preservation Society.



# Railroadiana Auctions - Spring & Fall - Brookline, NH

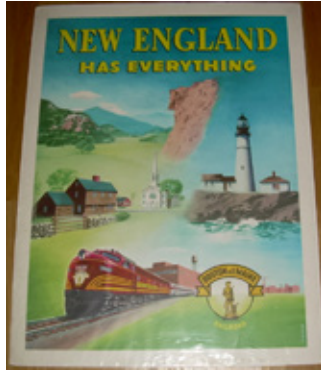
Railroadiana Consignment Auctions Held Each Spring & Fall

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

Auction information including photos: [www.tagtown.net](http://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 21-22, 2023



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](mailto:sczaja@hotmail.com)

# Railroad Memories Continues to Send a Variety of Rare Memorabilia to New Homes

Serious railroaddiana collectors who keep auction catalogs for reference need a fair amount of shelf space for publications by Railroad Memories Auctions. Over several decades and more than 100 auctions, Railroad Memories has gained a reputation for being the premier source of rare memorabilia from western lines and more. Online and catalog auction #113 contained the usual selection of high end lots, with a variety of scarce artifacts finding new homes. *Photos and prices realized courtesy of Railroad Memories Auctions and do not include buyers premiums and shipping.*



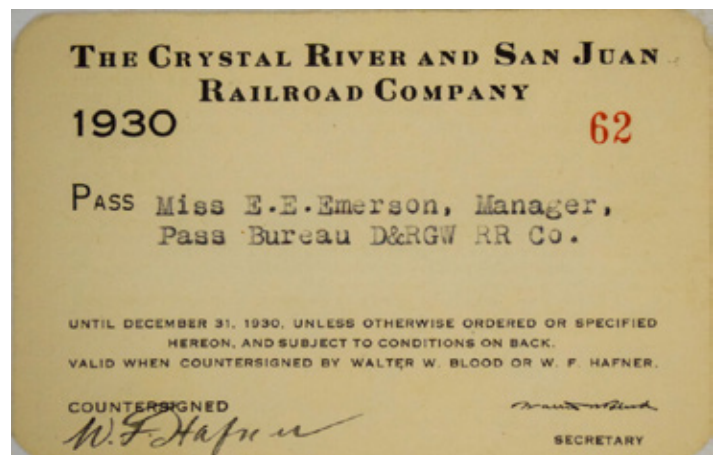
*A \$440 bid was needed to purchase this Union Pacific Historical pattern cup and saucer by Syracuse.*



*A Colorado Midland lantern by Adams & Westlake with blue etched "CMRY" globe went to a new home for \$4100.*



*A Colorado Midland lock by Union Brass with a working CMRY key went to the high bidder for \$1550.*



*A \$1300 bid was needed to buy this 1930 annual pass from the Crystal River & San Juan Railroad Company.*

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# Railroad Memories

## AUCTION CATALOG #114

Bids Begin Closing Sunday November 13, 2022 at 8pm MT



LOT 25



LOT 28



LOT 129



LOT 313



LOT 347



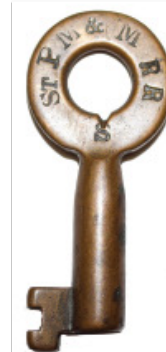
LOT 374



LOT 425



LOT 334



LOT 344



LOT 428



LOT 178



LOT 136



LOT 105

P.O. Box 415; Georgetown, CO 80444  
303-569-5185 fax 303-569-5186

Email: [railroadmemories@gmail.com](mailto:railroadmemories@gmail.com) website: [www.railroadmemories.com](http://www.railroadmemories.com)

# Nordic Auction Enters the World of Railroad Memorabilia With Help of JM Hobby Supply

With 70 years in the business, Nordic Auction has handled railroad memorabilia as part of estate sales in the past, but it recently took the plunge and began holding railroadiana consignment auctions this year. With the help of JM Hobby Supply as its sales manager, Nordic's fall railroadiana auction offered something for everyone, from bargain lots of paper to scarce artifacts from the iron ore roads of the region. Consignments are now being accepted for the winter 2023 sale, and bidders are already eagerly awaiting the catalog. *Photos and prices realized courtesy of Nordic Auction and do not include buyers premiums and shipping.*



A set of New Jersey Transit Rail Operations police Deputy Chief and Lieutenant badges sold for a \$150 high bid.



A \$140 bid purchased this Chicago Milwaukee & St. Paul Puget Sound / Yellowstone Park bear paperweight.



An Atlantic Coast Line Baggage Master uniform cap badge went to a new owner for a high bid of \$130.



A Duluth Missabe & Iron Range Railway "Right" marker lamp by Adlake with mounting bracket sold for \$1000.



A \$130 bid was needed to take home this complete deck of Denver & Rio Grande Railroad souvenir playing cards.

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# JM HOBBY SUPPLY & RAILROAD ARTIFACTS and NORDIC AUCTION

## Presents Our Winter 2023 Railroadiana Auction Saturday, January 14, 2023

Nordic Auction Events Center, 2713 Courtland St., Duluth, MN 55806

Bidding available in-person at the Nordic Auction Events Center, or live, online, via LiveAuctioneers! This auction will also be broadcast live so you can watch & hear the action. Watch for auction postings at: [www.nordicauction.com](http://www.nordicauction.com), [www.jmhobbysupply.com](http://www.jmhobbysupply.com) & [www.liveauctioneers.com](http://www.liveauctioneers.com)

### Highlights of Recent Sales:



C&NW Sign: \$800



GN Mail Car: \$550



DM&IR Nathan: \$2200



St Paul & Duluth: \$1400



GN Paper: \$2350



DM&IR: \$1000



Headlight: \$550



D&IR: \$600



Milwaukee Sign: \$500



Great Northern Wagon: \$450



CNJ Police: \$170



Union Pacific: \$375



GN Menu Holder: \$190



St Paul & Duluth Stock: \$325



Elgin Watch: \$325



From DM&IR Loco: \$500



DM&N: \$1100



NP: \$425

Now taking consignments for 2023 railroadiana auctions! We offer the lowest buyers & sellers fees of any major national railroad auction service! Call us at 920-857-9670 or 218-590-3032 for information.



# Anthracite Railroads Historical Society to Hold 2022 Annual Symposium in Binghamton

The Anthracite Railroads Historical Society will hold its annual symposium on Saturday, November 19, 2022 at the American Legion Post 1645 in Binghamton, NY. A full day of programs is planned, covering a variety of subjects related to the railroads of the region.

The symposium agenda includes presentations about the DL&W Syracuse and Utica branches, the Lehigh Valley RR in Freeville, NY, Baldwin cab units of the Central Railroad of New Jersey, and the Lehigh Valley Buffalo Division. Photos of various railroads in the anthracite region will also be shown, and time to visit with other participants is included in the schedule.



The meeting begins at 8:00 AM, with vendor tables and light breakfast foods served, with presentations starting at 9:00 AM. A buffet lunch is included in the cost of registration, and a cash bar will be available during the lunch break. The deadline for registration is November 10th, and more information is available on the Anthracite Railroads Historical Society website at <https://www.anthraciterailroads.org>.



**Railroad Museums &  
Historical Societies  
Send in news & photos to  
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E-mail: [transportsim@aol.com](mailto:transportsim@aol.com)**



# Rail & Road Auctions

**Now Accepting Consignments for Upcoming Sales**



*Chicago & Milwaukee  
Electric Plate \$1000*



*Leslie Locomotive  
Horn Sold for \$775*



*Railway Express Agency  
Bag Sold for \$425*



*Wig Wag Crossing  
Signal Sold for \$8000*



*NYP&B Brass Top  
Lantern Sold for \$475*



*CB&Q Blackhawk  
Plate Sold for \$475*



*Soo Line Lantern with Red  
Cast Globe Sold for \$1600*



*CTC Machine Sold for \$14000*



*Track Velocipede  
Sold for \$4100*



*Chicago Train Gate  
Sold for \$3200*



*Builders Photo Sold  
for \$2000*



*Flambeau Plate  
Sold for \$625*



*Builders Photo Sold  
for \$550*



*Union Pacific Advertising  
Poster Sold for \$2000*



**www.BIDRAR.com**

**765-588-3400**

**Bid Live Online, Phone or Absentee**

# Union Pacific's Donated Equipment Embarks on November Journey to New Home in Illinois



Union Pacific Railroad today announced two steam engines that are among the last of their kind in existence, including the 1940s-era Challenger No. 3985, will travel from Wyoming to Illinois in November, with other pieces of vintage rail equipment.

Union Pacific donated a small portion of its Heritage Fleet earlier this year to the nonprofit Railroading Heritage of Midwest America (RRHMA), as part of Union Pacific's continued commitment to preserving this nation's rich railroad history. RRHMA plans a multiyear, multimillion-dollar restoration of the equipment, including returning the steam locomotives to operating condition.

"The Railroading Heritage of Midwest America shares our deep appreciation of the role railroads have played and continue to play in building America, and we are proud Union Pacific's legacy will live on for future generations to enjoy and learn from," said Scott Moore, senior vice president—Corporate Relations and chief administrative officer.

The donated equipment, which will be towed to Illinois, will leave Union Pacific's Steam Shop in Cheyenne, Wyoming, on Nov. 11, and will make periodic maintenance stops along the route. The special train is scheduled to arrive at the RRHMA's shop in Silvis, Illinois, Nov. 19. The donated equipment includes: 4-6-6-4 Challenger No. 3985, Class TTT-6, 2-10-2 No. 5511, The Centennial No. 6936, E9B passenger locomotive shell, four 1950s coach cars, a Diner-Lounge car, a Baggage car, a Caboose, and two business cars: the Selma, built in 1912, and the Stanford, built in 1928.

A full schedule of the movement, and online tracking map are available at the Union Pacific Railroad's UP Steam website at <https://www.up.com/up/heritage/steam/index.htm>

Union Pacific plays a leading role in preserving railroad history and maintains the finest heritage fleet in the world, which includes the world's largest steam locomotive, the Big Boy No. 4014, and the fastest steam locomotive, the Living Legend No. 844. Each year, Union Pacific proudly sponsors a steam tour, inviting communities and rail fans to whistlestops and displays across its 23-state network to celebrate Union Pacific's rich heritage and learn about modern rail operations. *News and photos courtesy of Union Pacific.*

## Railroad Museums & Historical Societies

Send in news & photos to

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Reach 500+ readers with news about  
your special events & programs

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# Dirk Soulis Auctions

[www.soulisauctions.com](http://www.soulisauctions.com)

## *Lanterns Sold in Recent Auctions*



AT&SF A&W w/ Red  
Cast Globe - \$18,000



UPRW A&W w/ Green  
Cast Globe - \$15,000



Union Pacific w/ Red  
Cast Globe - \$7,000



B&M in Neb w/ Clear Cast  
Globe - \$9,000



Union Pacific w/ Blue  
Cast Globe - \$42,000



RGW Ry w/ Clear Cast  
Globe - \$13,000



UPRR w/ Red Union  
Pacific Globe - \$13,000



D&RGRR Buck w/ Red  
Cast Globe - \$13,000

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# Key Lock & Lantern to Return to Carbondale for 2023 Convention

Key Lock & Lantern will return to the Hotel Anthracite in downtown Carbondale, PA for its 2023 annual convention. Put the dates of May 11-14, 2023 on your calendar today! The event is still in the planning stage, but it will feature the Saturday, May 13th, Transportation History Exposition with railroad history exhibits and over 50 tables of railroadiana for sale or trade.

The convention schedule will also include the usual lineup of programs, dinner, and other activities - details will be announced on the KL&L website and Facebook page as they are finalized. It is expected that registration forms will be available in the next edition of the newsletter, and online registration will also be available on the website.

To be sure to receive convention announcements, sign up for the KL&L News email list on the "Contact Us" page at [www.klnl.org](http://www.klnl.org), "Follow" KL&L on Facebook, and "Subscribe" to the KL&L YouTube Channel.



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# Adirondack Railroad

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Trains began rolling in time for the Olympics, but the funds that had been allocated for track rehabilitation fell short of bringing the railroad up to the standards needed for consistent operations. Slow orders, derailments, and equipment issues often caused significant delays, and train service became sporadic after the winter games ended. Despite its best efforts, the Adirondack Railway Corporation was forced to file for bankruptcy, and the wheels stopped turning in 1981.

The former Adirondack Division entered another period of silence for the next ten years, with the right of way kept open by snowmobilers in the winter and bootleg track speeders in the summer. As the 100th anniversary of the opening of the line approached, several local railroad historians came up with an ambitious plan to celebrate the occasion.



*The view from the dome car in one of the many parts of the Adirondacks that are only accessible by train.*



*Conductor Bill Moll has volunteered on the Adirondack since it started running trains in 1992. Lynn Willey, one of the trainman on the High Peaks Limited, wore his uniform from his days as a Conrail commuter train conductor.*

In 1992, volunteers from the Utica & Mohawk Valley and Central New York chapters of the National Railway Historical Society began running short excursion trains on a few miles of trackage from Thendara station. Operating under the umbrella of the U&MV chapter, the Adirondack Centennial Railroad initially intended for the trains to be a limited time special event, but their popularity led to discussions regarding the future of the line.



*Several members of the onboard services crew pose with part of the train crew and volunteers at Tupper Lake.*



*Live music, an art show, and vendors greeted passengers upon arrival at the Tupper Lake Junction station.*

From the very start of New York State's involvement with the line in 1974, politics have played a role in its preservation and use. Although Governor Pataki committed funding for the restoration of the line in 2006, subsequent administrations did not follow through. Early in Andrew Cuomo's first term, it became evident that he was influenced by several anti-rail individuals and organizations.

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By 2014, the efforts of the Adirondack Railway Preservation Society had turned from the expansion of the railroad to saving it from abandonment. Several proposals were made by New York State to convert the line into a recreational trail, and for a time it seemed that the end was near for the Adirondack Scenic Railroad. Lawsuits filed by ARPS were the only thing standing in the way of the removal of the rails.

After a 2017 court ruling established that New York's plan to abandon the railroad did not conform to its own policies and laws, the Cuomo administration simply directed the governor-appointed members of the Adirondack Park Agency



to change the rules to allow it. In the end, a compromise plan was adopted by New York State, converting the railroad from Tupper Lake Junction to Lake Placid into a trail, and rehabilitating the remaining line to Utica.

As the rails were pulled up in Lake Placid, many industry observers had doubts that New York State would actually take action on the railroad half of the plan. However, work trains began dumping ties and ballast in early 2021, and Tartaglia Railroad Services track gangs were hard at work



*The open car allowed riders to enjoy the fresh mountain air, mixed with a little Alco smoke for those who like it.*

by that summer. At the start of the 2022 season, tourist trains began running beyond Big Moose to Beaver River, while work trains made daily trips to the north end of the line.

On September 13, 2022, a special inspection train carried government and railroad officials from Thendara to Tupper Lake Junction, where a ceremony was held to commemorate the return to service of the entire line from Utica. Although there is still work remaining to bring the route up to maximum timetable speed, and track reconstruction at Tupper is not yet complete, the Adirondack Railroad (as it is now known) is open for business along its entire length.

The departure of the High Peaks Limited on October 16th was the first time that a revenue passenger train made the run from Utica to Tupper Lake Junction since the Olympic trains ceased operating in 1981. While many passengers on the train had already made the trip to Big Moose, the excitement began to build as the train rolled through Thendara.

Passing through the rock cuts, the train whistled for the crossing at Big Moose, but rolled right by the station that was formerly the end of the line. Next was the remote town

Continued on Page 18



of Beaver River, accessible only by boat or train, and now a regular stop on the railroad again. As the train rolled around the sweeping curve of the causeway over the Stillwater Reservoir, it entered territory that had not seen a paying passenger for over forty years.

Small lakes, streams, and beaver ponds appeared every few miles among the pine trees, with glimpses of distant mountain peaks visible through the disappearing foliage. It was not difficult to understand what inspired the New York Central marketing department to coin the phrase “Magic Windows,” as the ever changing landscape rolled by.



*The train passes through the remote community of Beaver River, NY, which is only accessible by ferry boat or train.*

Arriving on time at 1:00 PM in Tupper Lake Junction, the passengers on the High Peaks Limited were greeted by live music, vendors, and an art show in the station. The station itself is a recreation of the original building, constructed by the “Next Stop Tupper Lake” group in 2007, when New York State had originally announced that the entire line would be returned to service. Following over a decade of seeing only the annual deadhead equipment moves pass by, the station is finally being used for the purpose for which it was built.



*Crossing the Stillwater Reservoir, the train enters territory that hasn't seen revenue passenger trains in decades.*

After enjoying the scenery during what had been a relatively fast run in scenic railroad terms, many passengers could not help but wonder what a trip all the way to Lake Placid would have been like. Adirondack Railroad volunteers who had shuttled equipment to the portion of the railroad



*Many Adirondack Railroad volunteers are current or retired railroaders from major carriers. Here, Bill Moll, George DeAngelo, and DeAndre Walters put their “day job” skills to work while running around the train at Tupper Lake Jct.*

between Saranac Lake and Lake Placid described even more scenic vistas in the out-of-service track. Sadly, the tracks end just north of Tupper Lake Junction now, the victim of a politically-influenced state policy.

Nevertheless, the section of the railroad that survived is now open from end to end, and as the finishing touches are put on the trackwork, it will support 40 to 50 MPH operations. While not the exact outcome that supporters of the railroad were hoping for, the silver lining is that the rehabilitation of the entire remaining portion of the line is taking place as promised, and the Adirondack Railroad now has a secure foothold on it.

After the crew ran the engines around, the first run of the High Peaks Limited departed from Tupper Lake Junction at 2:30 PM for the return to Utica. Passengers in the First Class accommodations enjoyed a meal served at their tables, while coach passengers were able to purchase food in the cafe car as the sun set over the western Adirondacks. Before long, the city lights of Utica were visible on the horizon, as the train descended the grade into the Mohawk Valley.

Continued on Page 19



The entire trip, including the layover at Tupper Lake, took a little over 10 1/2 hours, which was a long day for the train crew, but went by remarkably fast for the passengers who were enjoying the ride. While many railfans took the trip (the local NRHS chapters reserved an entire car), much of the near sold-out crowd on board consisted of people who just wanted to take in the scenery.

Back in Utica Union Station, conductor Bill Moll opened the trap doors and assisted passengers as they detrained, just as he has done for the last 30 years, since starting as a volunteer on the Adirondack Centennial Railroad in 1992. After helping several families with young children, he rolled the lift over to lower a passenger in a wheelchair to the platform. Making the remote areas of the Adirondacks easily accessible to everyone was one of the reasons that New York State acquired the line in 1974, and the Adirondack Railroad has achieved that goal.



*Engineer Mike Waterman backs the locomotives against the train during the runaround at Tupper Lake Junction.*

Next season will see regular train operations to Tupper Lake Junction, no doubt including some shorter runs for those who don't have an entire day to spend. In the meantime, the railroad's Polar Express, holiday, and other special themed trains will continue to run on the Utica end of the line. The popular Rail Bikes will also return next season.

For more information about the various trips offered by the Adirondack Railroad and opportunities to volunteer, visit their website at <https://adirondackrr.com>. After three decades of hard work by hundreds of volunteers, which included both times of uncertainty and moments of optimism, the Adirondack Railroad has become a railroad preservation success story.





A \$525 bid was needed to take home this Santa Fe cap with logo Conductor badge made by A. G. Meier.



Switch keys: Adams Express Eastern Div. (\$360), Alabama Great Southern RR(\$440), Colorado Midland RY(\$420).



An aluminum emblem from a streamlined passenger car in the Milwaukee Road's Hiawatha service sold for \$775.



A Wabash "Follow the Flag" banner logo demistasse set by Syracuse in mint condition sold for a high bid of \$340.



A \$5500 bid bought this Baldwin Locomotive Works number plate from Mason County Logging steam locomotive #7.

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An Atchison Topeka & Santa Fe railroad police badge with logo hallmarked LAS&SCO sold for a \$1050 high bid.



A \$675 bid purchased this 1903 Florence & Cripple Creek Railroad "Gold Belt Line" logo annual pass.



A \$975 bid purchased this Colorado & Southern lantern with a clear etched Denver Northwestern & Pacific globe.



A Denver & Rio Grande Railroad "Manitou" souvenir booklet from 1899 went to a new owner for \$300.



A pair of Chicago & Northwestern Railway tabasco and toothpick holders by International Silver sold for \$400.

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A Santa Fe Sleeping Car Porter Instructor badge with a small chip in the enamel sold for a high bid of \$320.



Switch keys: Chicago Peoria & St. Louis RY (\$420), Chester Perryville St. Genevieve & Farmington RR (\$420), Davenport & Northwestern Railway (\$500).



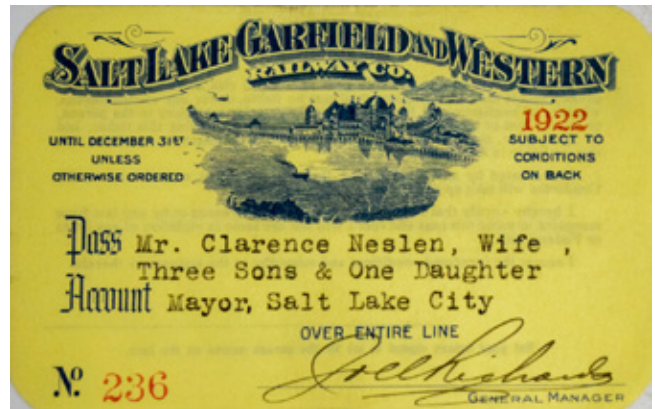
A Denver & Rio Grande Railroad brass heart lock with large letter D&RG key went to a new owner for a \$1250 bid.



A \$5750 bid took home this Baldwin builders plate from Denver & Rio Grande Western narrow gauge #481.



A link stamped CPRR for the Central Pacific and a pin stamped UP for Union Pacific sold for a \$240 bid.



A high bid of \$420 bought this Salt Lake, Garfield and Western Railway Company 1922 annual pass.



An AT&SF Mimbreno pattern 10" oval vegetable dish made by Syracuse in 1954 sold for a high bid of \$440.

Continued on Page 23





A \$420 bid was needed to buy this Denver & Rio Grande Railway brass baggage tag by WW Wilcox of Chicago.



A scarce Brakeman badge from the Colorado Midland Railroad went to a new caretaker for a \$650 bid.



A Denver & Rio Grande Railroad "Section House" brass lock with matching Slaymaker key sold for \$600.



A \$260 bid took home a pair of 4 3/4" etched stemmed wine glasses from the Santa Fe Railroad.



A Rogers Locomotive Works builders plate from Illinois Central 2-8-0 locomotive #755 sold for a \$4800 bid.



Switch keys: Northern Pacific Express (\$575), New York Rutland & Montreal (\$2900), St Paul & Des Moines (\$1350)



A \$280 bid was needed to purchase this Colorado Midland Railway 1899 annual pass with ornate vignette.



A 1907 chromolithograph of the Rock Island Lines Rocky Mountain Limited went to a new owner for \$1200.





A Canadian National lot that included a Porter hat badge and marked CNR railroad police handcuffs sold for \$130.



A \$190 high bid bought this St Paul & Duluth RR stock certificate issued to North Pacific president Charles Wright.



A \$170 bid was needed to buy this Wheeling & Lake Erie Railroad engine base lantern by Handlan with red globe.



A large lot of Great Northern Railway plans, manuals and diagrams went to a serious researcher for \$2350.



A signal from the five railroad Panhandle Crossing near Brighton Park, IL sold for a high bid of \$170



A \$280 bid purchased this steel ore car section with the Duluth Missabe & Iron Range Railroad logo.



A \$150 bid was needed to take home this Central Pacific telegraph insulator from the Transcontinental Railroad.

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A New York Central Lines Conductor uniform hat badge with some wear still brought a high bid of \$100.



A high bid of \$180 sent this Soo Line train announcement chalk board with logo frame home with a new owner.



A 1993 Great Northern prop from the movie "Iron Will," which was filmed in Duluth sold for a high bid of \$150.



A high bid of \$140 was needed to purchase this lot of Duluth Missabe & Iron Range photo employee badges.



A Northern Pacific Railway parlor car smoking stand with an "NP" logo on the base sold for a high bid of \$425.



A \$190 bid took home this lot of Northern Pacific paper, including tariffs, dispatcher order books, and signal prints.

Continued on Page 26





A \$325 high bid took home this working 21 jewel Elgin railroad pocket watch engraved B.W. Raymond.



An Adlake reliable with clear cast Duluth & Iron Range RR globe went to a new owner for a high bid of \$600.



Two oil cans - an NYCS and an unmarked - sold for \$200 and an unidentified signal or milepost marker brought \$190.



A high bid of \$130 sent this Duluth Missabe & Northern Railroad lock by Sargent to a new owner.



A \$1250 bid bought this 24" Great Northern Railway logo decal on steel, removed from a GN locomotive.



A Great Northern Railroad silver menu holder made by the International Silver Company sold for a \$190 high bid.

Continued on Page 26





Some of the many depot and rolling stock fixtures in the sale: the DM&N telephone from the Proctor, MN roundhouse (\$1100) and the coal stove from a Reserve Mining Company wooden caboose (\$170).



A large and unusual headlight with an 1896 patent date went to a new home for a high bid of \$550.



A \$500 bid took home this large Duluth Missabe & Iron Range logo decal from a DM&IR locomotive.



A \$210 bid was needed to buy this Adlake Kero lantern from the Duluth Winnipeg & Pacific Railway.



A pair of Columbus Railway & Light markers lamps sold for \$425 and one from the C&NW RR brought \$210.



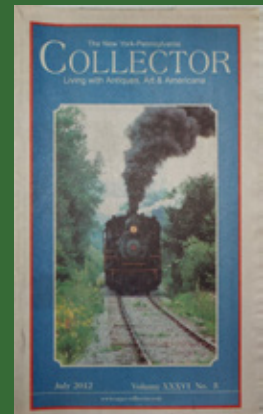
A brass gear mold from the US Steel plant in Duluth, marked DMIR RY sold for a high bid of \$150.



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# Railroad Event Calendar

Continued from Page 2

- Nov 19-20 Buffalo, NY** - Greater Buffalo Train Show. Erie County Fairgrounds Event Center.  
Info: [www.wnyrhs.org](http://www.wnyrhs.org).
- Nov 19 Binghamton, NY** - Anthracite Railroads Historical Society Annual Symposium.  
Info: [www.anthracerailroads.org](http://www.anthracerailroads.org).
- Nov 19 Ft Wayne, IN** - Maumee Valley Railroad Club Model Railroad Show & Swap Meet..  
Info: <http://maumeevalleyrailroad.com>.
- Nov 20 Monaca, PA** - Beaver County Model Railroad & Historical Society Train Show.  
Info: <http://bcmrr.railfan.net/>.
- Nov 26 Boonsboro, MD** - Hagerstown Model RR Museum Train Sale.  
Info: [www.antietamstation.com](http://www.antietamstation.com).
- Nov 26-27 Denver, CO** - Rocky Mountain Train Show. Train Collectors Association.  
Info: <http://rockymountaintrainshow.com>.
- Nov 26 Joplin, MO** - Joplin Museum Train Show. Joplin Museum Complex.  
Info: [www.tristatamodelrailroaders.com](http://www.tristatamodelrailroaders.com).
- Dec 3-4 Marlborough, MA** - New England Model Train Expo. NMRA Hub Division.  
Info: [www.hubdiv.org](http://www.hubdiv.org).
- Dec 4 Albany, NY** - Great Train Extravaganza. "The Egg" at the Empire State Plaza.  
Info: [www.gtealbany.com](http://www.gtealbany.com).
- Dec 10 Columbus, OH** - Buckeye Railroaders Show. Golden Spike Enterprises.  
Info: [www.gserr.com](http://www.gserr.com).
- Dec 10-11 Rochester, NY** - RIT Tiger Tracks Train Show RIT Gordon Field House.  
Info: <http://ritmrc.org>.
- Jan TBA Georgetown, CO** - Railroaders Consignment Auction. Railroad Memories.  
Info: [www.railroadmemories.com](http://www.railroadmemories.com).
- Jan 14-15 DeLand, FL** - Florida Rail Fair. Golden Spike Enterprises.  
Info: [www.gserr.com](http://www.gserr.com).
- Jan 14 Duluth, MN** - Nordic Auction & JM Hobby Supply Railroaders Auction.  
Info: <http://www.nordicauction.com>.
- Jan 15 Utica, NY** - TTCS Annual Train Show. Utica Union Station. <https://www.facebook.com/TTCSUticaTrainShow>.
- Jan 21 Atlanta, GA** - Atlanta Railroad Show. Golden Spike Enterprises.  
Info: [www.gserr.com](http://www.gserr.com).
- Jan 28-29 Springfield, MA** - Railroad Hobby Show. Eastern States Expo.  
Info: [www.railroadhobbyshow.com](http://www.railroadhobbyshow.com).
- Feb 4-5 Colorado Springs, CO** - Train Expo Colorado. TECO 42.  
Info: [www.tecoshow.org](http://www.tecoshow.org).
- Feb 4 Jacksonville, FL** - Jacksonville Rail Fair. Golden Spike Enterprises.  
Info: [www.gserr.com](http://www.gserr.com).
- Feb 11 Sharpsburg, MD** - Hagerstown Model RR Museum Train Show  
Info: [www.antietamstation.com](http://www.antietamstation.com).
- Feb 18 Houston, TX** - Greater Houston Train Show. San Jacinto Model Railroad Club.  
Info: <http://sanjacmodeltrains.org>.
- Feb 19 Buena Park, CA** - California Express Railroaders Show.  
Info: [www.californiaexpress.net](http://www.californiaexpress.net).
- Feb 25-26 Allentown, PA** - Spring Thaw Train Show. Allentown Train Meet Associates  
Info: [www.allentowntrainmeet.com](http://www.allentowntrainmeet.com).
- Mar 11 Harrisburg, PA** - Harrisburg NRHS Railroad Show & Collectors Market.  
Info: <https://www.harrisburgnrhs.org/>

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

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

## Visit [www.klnl.org](http://www.klnl.org) for More Listings

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