



KEY LOCK & LANTERN NEWS



May/June 2012

Issue No.14

Key Lock & Lantern Celebrates 40 Years of Conventions

With more than fifty collectors registered for Saturday's events, a large Friday evening "room hopping" crowd, and a second room needed to accommodate the displays, the 40th Annual Key, Lock & Lantern Convention, held over the weekend of May 5, 2012, was a huge success. Continuing the tradition started by Forbes Hauptman and Irwin Lloyd in 1973, Key Lock & Lantern members celebrated forty years of gathering in Albany, NY.

Most convention attendees arrived at the Glenmont Comfort Inn on Friday afternoon, and many deals took place even before everything was unpacked. After dinner, groups of collectors roamed the halls, getting an early look at what



The Key, Lock & Lantern Convention is smaller gathering of serious collectors, where there is ample time to view displays, trade memorabilia, and discuss railroad history.



2012 Key, Lock & Lantern Convention attendees enjoy some of the extensive displays of railroad memorabilia.

their fellow members had brought, and visiting with both old and new friends. The Friday night "room hopping" session is one of the activities that makes the KL&L convention unique. The meeting of the Key, Lock & Lantern board of trustees was also held that evening, and dues rates and policies for the coming membership year were approved.

On Saturday morning, those who had reserved table space arrived early to set up their displays. Demand for tables was high enough this year that a second exhibit room was added, which also allowed for a comfortable table arrangement in the main room. KL&L members brought a variety of "display only" items, along with plenty of memorabilia to trade.

From lanterns to china, the exhibits covered almost every aspect of railroad history and collecting. The exhibit hall was a sea of lanterns, timetable racks, and display cases. Some

examples of the railroadiana on display included a group of New York, Lake Erie & Western lanterns by the Steam Gauge & Lantern Company with different colored globes, a collection of horse car photos and memorabilia, and a large display of locomotive builders plates. Many members brought parts for sale or trade, and many "want lists" were compared. While there were many excellent displays, John Stewart's combination of lanterns, memorabilia, and historical information about the Lake Shore & Michigan Southern Railroad earned him the "Best in Show" award. This year, the recipient of the award was determined by secret ballot, with each member casting a vote.

The general membership meeting of Key, Lock & Lantern was held at 11:00 AM, and included the president's report on the organization, and the approval of nominees to the board of trustees. After the meeting, sandwiches and snacks were served by Diane Hamilton, allowing convention registrants to take a lunch break without leaving the exhibit hall.

Following the break, the KL&L fundraiser auction was held, with members bidding on donated items for the benefit of the organization. Several well-known collectors were generous in sponsoring younger bidders, and engaged in some rather

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KL&L Convention & Rail Preservation

A big “thank you” goes out to all of the KL&L members who made this year’s convention a huge success. It was exciting to hear the news from John & Marie Brainard that a second room was needed to handle all of the requests for display tables. Even though a few “regulars” were unable to attend (and we missed having you there), the exhibits were excellent, there was plenty of railroadiana for sale and trade, and the auction was pure entertainment. Those members who stayed for the slide & movie show were treated to some great programs, as well. With forty conventions now in the history books, we can look forward to many more to come.

During the Friday night “room hopping” session, there were many discussions among attendees about railroad museums and rail preservation projects. In addition to our personal preservation efforts (collecting railroad memorabilia), many KL&L members are involved with major projects conducted by various railroad historical groups. From the restoration of a piece of rolling stock to the rehabilitation of entire railroad lines, there seems to be no limit to what dedicated railroad enthusiasts can accomplish.

In this edition of the *Key Lock & Lantern News*, we have added a new “Railroad Preservation News” column, to allow our members to share updates on interesting projects. This month, we received news regarding the preservation of a section of the former New York Central Adirondack line. It is encouraging to see a project that was started by a group of NRHS members grow into a major regional economic development effort. The benefits of our railroad preservation projects to the surrounding community should be promoted, and we may gain funding and support as a result.

As always, your contributions of articles, photos, and news items are appreciated. I look forward to hearing from you!

Dave Hamilton

KL&L President & Editor

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www.klnl.org



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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



- Jun 10** **St. Charles, IL** - Kane County Railroadiana Show. Kane County Fairgrounds.
Info: www.kanecountyrrshow.com.
- Jun 23** **Charlotte, NC** - North Carolina Railroad Show. Metrolina Expo Trade Center.
Info: www.gserr.com.
- Jun 24** **Golden Spike Enterprises** 69th railroadiana catalog auction - bidding closes.
Info: www.gserr.com.
- Jun 30** **Big Rock, IL** - Prairie State Railroad Club train show. Plowman’s Park.
Info: <http://prariestaterr.org>.
- Jun 30** **Lone Jack, Mo** - Railroadiana Auction - Bill Kratville Estate. Dirk Soulis Auctions.
Info: www.dirksoulisauctions.com.
- Jul 14** **DeLand, FL** - Florida Rail Fair. Volusia County Fairgrounds.
Info: www.gserr.com.
- Jul 14** **Lancaster, PA** - Lancaster Lock Show. Host Resort & Convention Center.
Info: www.lancasterlockshow.com.
- Aug 5** **Buena Park, CA** - California Express Railroadiana Show. UCFW Hall.
Info: www.californiaexpress.net.
- Aug 11** **Atlanta, GA** - Atlanta Railroad Show. North Atlanta Trade Center. Norcross, GA. Info: www.gserr.com.
- Aug 11** **Cincinnati, OH** - Summerail 2012 Train Show. Cincinnati Union Station.
Info: www.cincinnatiirclub.org.
- Aug 11** **Lynchburg, VA** - Lynchburg Rail Day. Boonsboro Ruritan Club.
Info: www.blueridgenrhs.org.
- Aug 19** **Niles, OH** - Northeastern Ohio Railroad Show. McMenemy’s Banquet Center.
Info: www.gserr.com.
- Sep 8-9** **Buffalo, NY** - Central Terminal Train Show. Buffalo Central Terminal.
Info: www.buffalocentralterminal.org.

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Timetable Collection Featured in Brookline Auction

A large collection of public timetables was one of the highlights of the Brookline Auction Gallery's most recent railroaddiana consignment auction, held on April 21, 2012 in Brookline, NH. Thousands of timetables representing railroads of every region were sold in lots of various sizes, grouped by line and date range. Most contained a few scarce issues, along with a good selection of more common folders.

Contrary to what is typical of large auction lots, many of the timetables sold for what could be considered "retail" prices. One lot of fifteen Bangor & Aroostook RR schedules



A lot of 20 Wabash timetables, including several pre-1915 issues with Niagara Falls covers, sold for \$180.

from the 1917-1936 period brought a high bid of \$370, while 20 Rock Island timetables from the 1903-1922 period sold for \$135. A group of 60 New Haven folders from the late 1950's and 60's, which are often found in the "dollar box" at shows, brought over \$100. While prices were reasonable for anyone who wanted to assemble an instant collection, they were somewhat high for those looking to add to their "trader" stock.

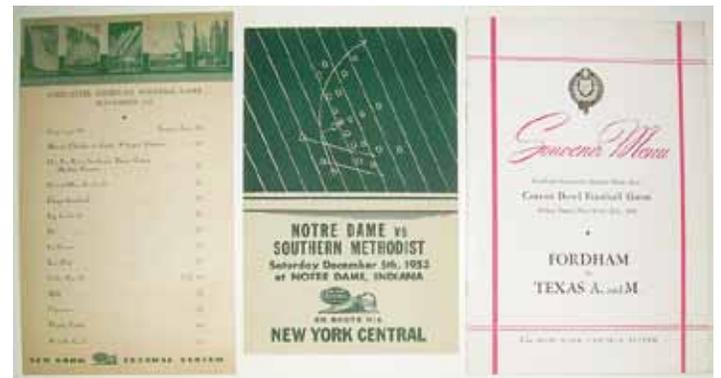
Other paper items in the sale also attracted a fair amount of attention. Several lots of dining car menus brought strong results, including a number of groups of New York Central special train menus. Four circa-1940 Baltimore & Ohio RR



A \$180 bid took home fourteen Florida East Coast Railway timetables from the 1937-1945 period.

menus sold for \$125, while a lot of three NYC football train menus brought \$225. A large collection of books was also auctioned, bringing fairly solid prices when considering the slightly depressed state of the market.

More items from the large New York Central revenue auditor collection were offered, including ticket dater dies and brass audit tags. Many of the dater dies were duplicates of those sold in the last installment, so prices didn't reach the same high levels in this round. Underbidders from the fall sale had a second chance at stations such as Lake Placid, Boonville, and Tupper Lake. Most of the smaller towns sold in the \$50-100 range, while dies from larger stations such as Buffalo and Syracuse went for around \$25 each. Revenue tags brought from \$10 to \$15 each, sold in small groups. Ticket punches remained popular, with a lot of sixteen examples from the American Railway Supply Company bringing in a high bid of almost \$200.



Three NYC college football train menus for Ohio State vs Michigan, Notre Dame vs Southern Methodist, and Fordham vs Texas A&M brought a high bid of \$225.

Fewer lanterns were offered in this auction than at previous sales, but the quality of those sold made up for the lack of quantity. A nice Concord, Manchester & Lawrence "Old English" style fixed globe sold for \$730, while an early Portland, Saco & Portsmouth lantern brought \$615. A rare blue fixed globe lantern from the Concord Railroad (shown above) went to a new home for \$700. Other scarce lanterns in the sale included a New England RR marked Signal Lamp & Lantern frame with a New Haven Globe, that sold for \$390,

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Museum Preserves San Angelo's Railroad Heritage

Photos & Research by David Wood & Jeffrey Slosser

On September 30, 1888, the citizens of San Angelo, Texas gathered along the newly completed Santa Fe Railway line to celebrate the arrival of the first train. While railroads generally meant increased prosperity for communities along their routes, the town's residents probably did not predict that San Angelo would eventually become an important transportation hub.

In 1905, the Kansas City, Mexico & Orient Railway began making progress toward its goal of constructing a railroad from Kansas City to the Pacific coast in Mexico. A Texas division of the company was organized, and funding was



The historic 1909 Kansas City, Mexico & Orient Railway (and later Santa Fe) depot is now home to the Railway Museum of San Angelo. Photo by Jeffrey Slosser



The Railway Museum of San Angelo contains extensive displays of railroad memorabilia. Photo by David Wood.

provided by San Angelo to assist in building the line. In June of 1909, the first KCM&O train arrived in the growing town, which for many years served as a major terminal for the railroad.

A new depot was constructed that year, also housing the general offices of the KCM&O of Texas. The two-story brick building was the second largest in San Angelo at the time, and was the largest station on the KCM&O. A freight station, yard, and roundhouse were erected nearby.

Unfortunately, in the following years, revolution in Mexico resulted in the destruction of much KCM&O property in that country, and slowed further expansion. The line was extended to a connection with the Southern Pacific at Alpine in 1913, but it was never completed across Mexico.

The oil boom came to San Angelo in 1923, and brought an increase in both freight and passenger traffic, but it evidently could not offset the underlying construction debt of the company. In 1928, the Santa Fe purchased the bankrupt Orient Line, and in 1929, it relocated its local operations to the KCM&O depot.

The Santa Fe expanded part of the former KCM&O line, and eventually cut back other sections. San Angelo remained a busy railroad town into the 1960's, when the shops were

torn down and passenger service discontinued. The depot was closed in 1985, and the Santa Fe applied to abandon the entire line in 1994.

Recognizing the historical significance of the depot, the City of San Angelo worked with the non-profit Historic Orient Santa Fe Depot organization to preserve and restore the building. In May of 1997, the Railway Museum of San Angelo opened in the station, with part of the former office space shared, appropriately enough, with the city's transit department.

Today, the museum contains extensive exhibits of railroad memorabilia, and the building has been restored with period equipment and fixtures. From track tools to dining car china,

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The San Angelo depot has been restored with period equipment and fixtures. Photo by David Wood.

Economic Study Supports Restoration of Adirondack RR

On April 24, 1965, the last scheduled passenger train on the New York Central Railroad's Adirondack Division departed on its final run. A national transportation policy that favored the construction of highways led to the decline of rail passenger service in the northeast, and one by one, branchline trains disappeared. The line through New York's Adirondack Park, once the only mode of transportation into this remote region, had seemingly reached its final days.

Fortunately, when the route from Utica to Lake Placid, was abandoned in 1972, the state government had the foresight to purchase this once vital transportation corridor for possible future use. A brief attempt to restore train service for the



An Adirondack Scenic RR train lays over at Tupper Lake on its annual deadhead trip to Lake Placid. The restoration of service to the town's reconstructed depot is planned.



The Adirondack Scenic Railroad now operates through trains between Thendara (Old Forge) and a connection with Amtrak's Empire Service trains at Utica, NY.

1980 Winter Olympics in Lake Placid was discontinued shortly after it began, due to the need for track rehabilitation, and the rails remained dormant for another decade.

In the summer of 1992, in celebration of the 100th anniversary of the opening of the line, the Adirondack Centennial RR began offering short rides from Thendara, NY. These trips proved to be popular with tourists, and demonstrated the feasibility of resuming operations on an incremental basis. The following year, the Adirondack Scenic Railroad was formed to continue the operation of the tourist trains, with the goal of eventually extending their route.

Through a cooperative effort between New York State and the Adirondack Railway Preservation Society (which oversees operation of the railroad), service has slowly been expanded over the last twenty years. The original tourist trains have been supplemented by a Utica to Thendara run, which provides an actual transportation service, in addition its role as a scenic ride. And, another excursion train now makes a round trip on the north end of the railroad, between Lake Placid and Saranac Lake, NY.

With trains running on both ends of the line, the Adirondack Railway Preservation Society has been exploring ways to

close the gap and restore service to the entire route. Although funding was tight during the recession, the society hopes that the potential economic benefits of the railroad will provide an incentive for New York State to make an investment in its rehabilitation.

The proposal for the restoration of the entire line received support last month, with the release of an independent study performed by Stone Consulting on behalf of a coalition of local business organizations. The "Regional Economic Impact Analysis of the Adirondack Scenic Railroad" report

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Tupper Lake residents line up for a tour of the Adirondack Scenic RR train, during special events held on May 18th.

found that through train operations between Utica and Lake Placid would result in \$3,090,761 in annual expenditures by the railroad itself, and would add \$5,464,834 to yearly visitor spending. Overall, the report indicated that expanded operations by the Adirondack Scenic Railroad would have a favorable economic impact on the region, and would justify the expense of track rehabilitation.

The results of the study were announced at a press conference held at the Tupper Lake Junction station, when the railroad's deadhead equipment move stopped there on May 18th. The section of the line through Tupper Lake has not yet been rehabilitated to support regular train operations, but that fact has not prevented the local "Next Stop Tupper Lake" group from making plans for the eventual restoration of service. The Tupper Lake Junction station has been reconstructed, using original New York Central Railroad plans, and serves as a community meeting hall and rental office space, with plans to use part of the building as a train station again.

Tupper Lake is one of many towns along the Adirondack Scenic Railroad that have formed a partnership in support of the line. The North Country Chamber of Commerce, the



The Adirondack Scenic RR is gradually returning train service to the New York Central Adirondack Division.

to bring long distance visitors into the park. The study also found that a fully operational line would create 225 full time jobs in the region. "The Adirondack Railway Preservation Society is happy to find independent confirmation in this report supporting what we see as an obvious benefit and asset for the people of New York State," said Bill Branson, President of ARPS.

With the support of the communities along the line, and a favorable economic impact study, the goals of the Adirondack Railway Preservation Society are well on track to becoming reality. As the "greenest" mode of transportation, and one that is accessible to every segment of the population, it is not surprising that train travel is making a comeback in the Adirondack region. There would be no better way to travel to Lake Placid than in a parlor car, sipping a drink as the wilderness passes by the window. Perhaps within the next few years, that trip will be possible.



The Adirondack Scenic RR passes through many parts of the Adirondack Park that are only accessible by train.

Mohawk Valley Chamber of Commerce, and the Oneida County Visitors Bureau were among the organizations that sponsored or endorsed the study. Gary Douglas, President of the North Country Chamber, stated that the lack of a railroad line "would further isolate a region that already suffers too much from transportation and economic isolation." He added that it is "important to have the economic numbers we now have, to better inform the public and decision makers of the strategic indispensability" of the railroad.

The report noted that an attraction such as a scenic railroad will have a greater economic impact than a passive one, such as a rail trail. The role of the Adirondack Scenic Railroad as a part of the regional transportation network was also considered, with its possible use as the preferred alternative



An Adirondack Scenic RR train departs from Lake Placid, in the High Peaks region of New York's Adirondack Park.



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

Brookline Railroadiana Auction

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and a Thompson's Patent from the Concord RR that brought a high bid of \$1230. A cracked globe on an otherwise nice Pennsylvania RR Adams & Westlake bell bottom failed to keep bidders away, with a \$210 sale price.

A number of unusual items were offered, as well, ranging from a locomotive valve gear model to a freight car wheel shaped paperweight from Dickson of Scranton, PA. A steam locomotive number board of the style used on Canadian railroads brought a high bid of \$680, while a Boston & Maine diesel locomotive bell sold for a reasonable \$245.

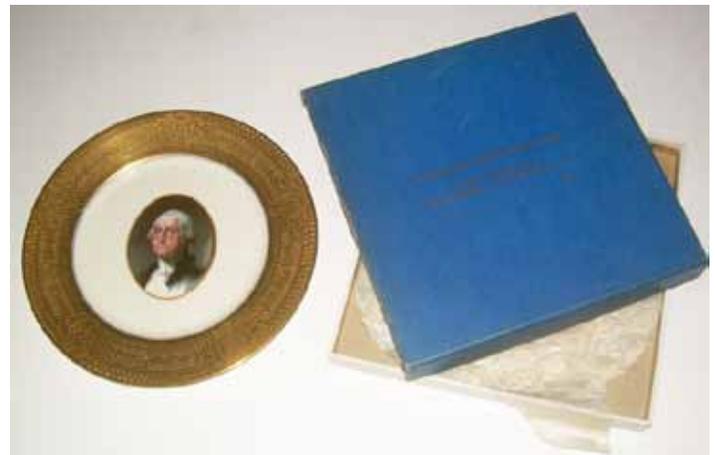


An Angus Sinclair locomotive valve gear demonstration model went to the high bidder for just over \$205.

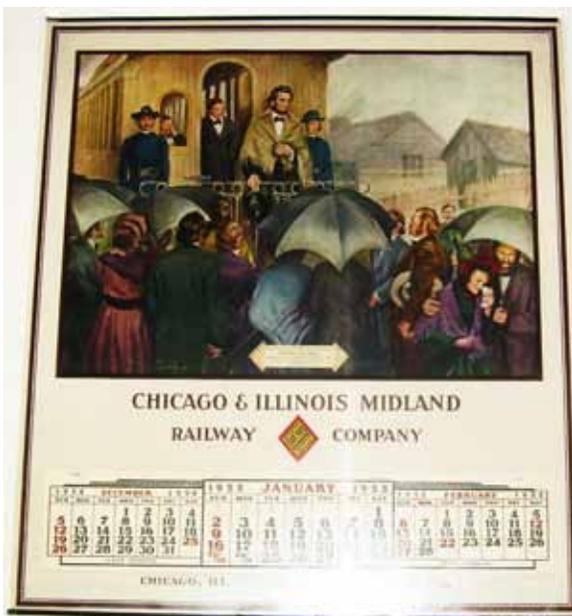
As always, there was also a variety of other memorabilia in the auction, including china, locks, keys, passes, and signs. There were a few good deals, but most of the lots sold for fairly solid prices. The next auction is scheduled for October 13th, with the continuation of several collections, and the addition of new consignments. If the preview of some of the lots that was given at the KL&L convention is any indication, it should be an exciting sale. *All photos are courtesy of Scott Czaja / Brookline Auction Gallery. Prices are as recorded at the sale by KL&L, and include buyers premiums.*



This New York Central System 1954 calendar, complete with date pad, in very good condition, sold for \$95.



A Chesapeake & Ohio George Washington service plate was one of the better deals in the auction at \$290.



A 1955 Chicago & Illinois Midland Railway timetable featuring Abraham Lincoln went for a reasonable \$75.



An Alco / General Electric builders plate from New York Central R-2 electric locomotive #1240 sold for \$560.

Photos Continued on Page 8



A Boston & Maine Railroad "Brakeman" cap and badge, with some wear to the badge, sold for just over \$160.



An ornate, 4 3/8" wheel-shaped paperweight from Dickson Mfg of Scranton, PA brought a high bid of \$335.



One of a several pieces of china at the auction, this Maine Central Kennebec bouillon cup brought \$530.



A lot of twenty Chicago & Northwestern RR public timetables from the 1906-1929 period sold for \$155.



A lot of 25 colorful name train advertising ink blotters from various railroads brought a high bid of \$220.



A scarce New England RR lantern, with a New Haven globe, went to a new home for a high bid of \$390.

a variety of railroadiana is on display. Serious railroadiana collectors will appreciate the exhibits of scarce Kansas City, Mexico & Orient Railway lanterns, keys, passes, and related artifacts. A large gallery of photographs of San Angelo, and its railroads, is another popular feature of the museum.

Several pieces of rolling stock are displayed on tracks adjacent to the depot. The museum's locomotives include a General Electric 44-tonner, originally used on Carswell Air Force Base, and a former Burlington Northern EMD GP-9. The GP-9 was donated by the South Orient RR, last operator of the KCM&O line through San Angelo, and has been repainted into the regional railroad's paint scheme. A Santa Fe boxcar and caboose complete the museum's display train.

Younger visitors to the Railway Museum of San Angelo will enjoy its model train layouts, several of which include scenes along the Orient Line. In addition, various "hands-on" activities for families are held throughout the year. This year's Hobo Festival will take place on June 9th, and "Fry an Egg on the Track" day is scheduled for August 12th.

The Railway Museum of San Angelo provides the opportunity to experience railroad history first hand, and is certainly worth a visit. The museum is located at 703 South Chadbourne Street, in San Angelo, Texas. It is open every Saturday (except certain holidays), from 10am to 4pm. A small admission fee is charged. For current information and event schedules, call 325-486-2140 during regular hours, or visit the museum web site at <http://railwaymuseumsanangelo.homestead.com>.



One of several KCM&O lanterns on display at the museum. Photo by Jeffrey Slosser



Several pieces of rolling stock from the Santa Fe and other lines are displayed on tracks adjacent to the Railway Museum of San Angelo. Photo by David Wood.

Railroad Museums & Historical Societies

Send in news & photos to

KEY LOCK & LANTERN

For more information on how KL&L can help promote your organization or museum, contact Dave Hamilton at transportsim@aol.com

The Orient Line is featured in the next Railway Guide column in Key, Lock & Lantern Magazine Issue #166, with photos of memorabilia from the Railway Museum of San Angelo



Wanted: Factory marked ICRR tall lanterns by Defiance, Universal Spinning & Stamping, & Prier Brass Co. Globe not important. Must be complete and in good condition. Also still looking for Dietz Inspectors from RDG, C&O, B&O, NYO&W. Larry Davis, 5110 Hollywood Ave, Shreveport, LA 71109. Phone: 318-469-7825.



spirited bidding on their behalf. In the end, a few beginning collectors went home with good deals, KL&L took in some needed funds, and several auction house rivals had a good time prodding each other.

After the displays were taken down, the screen in the exhibit hall was lowered for a railroad slide and video program. The original slides and films shot by George Cook have always been a popular part of the show, and this year was



John Stewart received the "Best in Show" award for his display of LS&MS memorabilia. Photo by Marie Brainard.

no exception. George set up a large-format slide projector and shared the results of several trips that he took in search of the last remnants of steam in the 1960's. From industrial switching operations to back woods logging railroads, George discovered some truly unique operations. One sequence was actually shot while he was chasing a logging train on foot, due to the lack of adjacent roads! If that wasn't enough, George then played several DVD's of movies that he shot in the 1960's, of commuter train service in southern New Jersey, including several cab rides.

For the next segment, Lyman Gray presented a slide program about the Erie Lackawanna in its last years before Conrail. Lyman traveled extensively around New York State, at a time when security was a little less tight, and he documented



Scott Czaja offered a sneak preview of some of the items in the upcoming October Brookline railroadians auction.

the operations in yards and terminals, in addition to the more well-known scenic locations. From views of Syracuse and Elmira, to Delaware & Hudson shark nose diesels in Binghamton, Lyman's lens captured it all.

Dave Hamilton then showed two New York Central films: one highlighting the installation of CTC between Buffalo and Cleveland, in the Erie, PA dispatcher's office, and one about the construction of the new Selkirk Yard in 1968. Following a short break for pizza, and a new projector lamp, Bill Moll presented a slide program about the Susquehanna Railway in the 1980's. Bill Sternitzke then shared his "Final Days of Kodachrome" program of slides taken in upstate New York over the last few years. He then pulled out several carousels

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of slides that were recently purchased at Maurer's auctions, with subjects ranging from the Long Island Rail Road in the 1970's, to the construction of the Aldene Connection, and a hirail trip over the EL Delaware Division. Those who stayed until the end of the program were treated to some interesting material in this "grab bag" of slides.

The 2012 Key, Lock & Lantern convention was enjoyed by all who attended, and it succeeded in preserving the spirit of the first gathering that took place in 1973. Even in this "digital age," railroad historians and collectors obviously still value the opportunity to meet in person and share the hobby. The efforts of John & Marie Brainard in organizing the program, and all of the members who participated are greatly appreciated. We'll be looking forward to the next forty years of conventions!



Phil Simms has attended every Key, Lock & Lantern Convention in Albany, NY since it was first held in 1973.



There was plenty of time available to discuss railroad history and collecting at the KL&L Convention.



Collectors examine the memorabilia in one of the many museum-quality displays at the KL&L Convention.



The Key, Lock & Lantern Convention provides a forum for railroiana collectors to meet and exchange information.

Additional Photos of the Displays Appear in
Issue #166 of the

KEY LOCK & LANTERN MAGAZINE



Other Convention Photos Are
Available for Download on the
KL&L Facebook Page.

Use the Link at www.klnl.org

Railroadiana Show & Auction Calendar

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- Sep 15 Springfield, IL** - NAOTC Convention Railroad Paper Show & Sale. State House Inn.
Info: www.naotc.org.
- Oct 6 DeLand, FL** - Florida Rail Fair. Volusia County Fairgrounds.
Info: www.gserr.com.
- Oct 13 Brookline, NH** - Railroadiana Consignment Auction. Brookline Auction Gallery.
Info: www.tagtown.net.
- Oct 21 Kingston, NY** - Kingston Railroad Hobby Show. Murphy Midtown Center.
Info: kingstonmts@aol.com.
- Oct 21 St. Charles, IL** - Chicago Railroadiana Show. Kane County Fairgrounds.
Info: www.chicagorrshow.com.
- Nov 4 Gaithersburg, MD** - Railroadiana Show & Sale. Montgomery County Fairgrounds.
Info: www.gserr.com.
- Nov 11 Batavia, NY** - Great Batavia Train Show. Batavia Downs Raceway & Gaming.
Info: www.gsme.org.
- Nov 17-18 Buffalo, NY** - Greater Buffalo Train Show. Erie County Fairgrounds Event Center.
Info: www.wnyrhs.org.
- Nov 17 Chatham, IL** - Chatham Rail-A-Rama. Chatham Railroad Museum.
Info: www.chathamrailroadmuseum.org.
- Dec 1 Marlborough, MA** - New England Model Train Expo. Best Western Royal Plaza.
Info: www.hubdiv.org.
- Dec 2 Albany, NY** - Great Train Extravaganza. "The Egg" at the Empire State Plaza.
Info: www.gtealbany.com.

Send show listings to: transportsim@aol.com

There is no charge for calendar listings. Train shows must include dealers of authentic railroad memorabilia, and auctions must include at least 20 lots of railroadiana to be included in the calendar. Events are listed space permitting, at the editor's discretion. Check show web sites before traveling.

KL&L Holds Annual Meeting

The general membership meeting of Key, Lock & Lantern was held on May 6, 2012, in conjunction with the annual KL&L convention in Albany, NY. KL&L president David Hamilton reported that the organization is in sound financial condition, and the editorial board is continuing with its efforts to expand the magazine, web site, and other services for members. The KL&L Facebook page recently surpassed 100 "likes" and continues to grow at a steady pace. Social media and the internet now play an important role in achieving the organization's goals, in addition to the printed magazine.

As reported at the last meeting, the Board of Trustees has approved an increase in basic dues to \$30 per year, effective with the 2012-2013 membership year. This action was taken due to increases in printing, postage, and internet expenses. The contributing membership level is now \$35 per year. Each membership includes four issues of the Key, Lock & Lantern magazine, with the "membership year" running from July through the following June.

All incumbents on the Board of Trustees were approved to serve for another year. There were also four nominees for the vacant "Trustee at Large" positions on the board. Due to the fact that the number of vacancies exceeded the number of nominees, a vote by written ballot was not required, and a voice vote was taken at the meeting. Nominees George Shammass, Leonard Gordy, Robert Lipman, and Randal Bushart were all approved to serve on the Board of Trustees.

The reports of the President, VP-Membership/Treasurer, and the Secretary were accepted by the Board of Trustees. Copies of these reports are available to current members in good standing upon request by e-mail to David Hamilton at transportsim@aol.com.

KEY LOCK & LANTERN

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Contact Dave Hamilton at
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WANT ADS & ANNOUNCEMENTS

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

For Sale

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

For Sale: Railroad Artifacts & Memorabilia: Everything from a toilet paper holder to 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. 50 page book w/color photos. \$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: CB&Q RR Special Police badge and CB&Q RR Special Watchman badge. Will consider trade for other RR police badges. Dan Pottebaum. windsor5207@yahoo.com or call 712-274-8847.

For Sale: Keys, Locks, Lanterns, Ephemera, etc. Mostly NE including ME narrow gauge. Jerry Devos, PO Box 376, Towaco, NJ 07082. 862-222-5264. jdevos99@aol.com.

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Wanted

Wanted: Fare tokens from North American electric & street railways, interurbans, elevated lines, trolleys lines, etc. One or a collection. Josh Linenbroker, 98 E. Market St #F9, Hyde Park, NY 12538.

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: Memorabilia from the New York & Greenwood Lake Railway. Jerry Devos, PO Box 376, Towaco, NJ 07082. 862-222-5264. jdevos99@aol.com.

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

Wanted

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

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. Also, globe for an SG&L Lake & River lantern, large "government" style. Dave Hamilton. transportsim@aol.com. 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 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.

Wanted: B&O Yale signal locks, cast B&O or Y&T Butler, Charleston, Delphos, Ohio River & Shenandoah divisions. David W. Robinson. dwrbtno@aol.com. 540-820-8998.

Wanted: Factory marked ICRR tall lanterns by Defiance, Universal Spinning & Stamping, Prier Brass Co. Globe not important. Good condition & complete. Larry Davis, 5110 Hollywood Ave, Shreveport, LA 71109. 318-469-7825.

For Trade

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

KEY LOCK & LANTERN

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