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Railroadiana Collectors Association, Inc.*

*Volume LI, No. 2
Summer 2022*

THE

RAILROADIANA

EXPRESS

\$8.75

Burlington
Route



Railroadiana Collectors Association, Incorporated Proudly Presents...

Dinner in the Diner: A Look at the Evolution of Dining Car Collectibles

Virtual Presentation by John Fowler

Tuesday, August 3, 2022, at 8:00 p.m. (Eastern Daylight Time)

In 2021, RCAI introduced our first round of virtual seminars to great fanfare and support. We hope to build on the first series of programs offered in 2021, and are pleased to announce our second program in 2022! "Dinner in the Diner: A Look at the Evolution of Dining Car Collectibles" will take place on Wednesday, August 3, 2022, at 8:00 p.m. (Eastern Daylight Time)

John Fowler, long-time collector and author of the definitive guide to railroad silverware, *Silver in the Diner*, will present an overview of dining car collectibles. John has a vast knowledge of the history of railroad dining service and the tableware, menus, advertising, and such material associated with it. He will share memorabilia and information from the earliest days of the dining car, up to the advent of Amtrak, including business and private cars.

To register for the Zoom Virtual Seminar please email:

RCAIevents@gmail.com

There is no cost to participate for RCAI Members. The deadline to register is 24 hours before the start of the program. After registering, you will receive an email confirmation, Zoom Link and event reminders to join us on August 3rd.





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PHOTO RUNBY

Chicago & Erie Locks 39

Front cover: Nothing captures the imagination of a time gone by better than a colorful and everlasting porcelain enamel sign. This superb example from the Burlington Route once graced the back of a passenger train, and is forever a declaration of pride in a once proud railroad. —George Tsai collection

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Founded in 1971, the RCAI promotes fellowship and scholarship among collectors of artifacts of railroad history. Many specialize in a particular type of artifact, such as locks and keys, dining car china, time-tables, or hardware. Others concentrate on particular railroads or the roads that served a particular region. All enjoy the rich and colorful history of railroading and strive to preserve this great legacy through conservation of the artifacts that represent it. If you are not an RCAI member and are interested in railroadiana, we cordially invite you to learn more about us and to join. Membership starts at \$42 per year. Renewals should be mailed to the Treasurer.

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FROM THE HEAD END CHAD HARPOLE, PRESIDENT

What was THE item? I'm not talking about your most expensive item, or the rarest item in your collection. I'm talking about the item you received or purchased that started it all. Perhaps it was the first piece of discarded china or silver you found trackside, or a builder's plate passed down from a family member. Maybe you sat around reading or studying an old timetable or an Official Railway Guide as a child.

The item that started it all for me was a simple "short" railroad lantern. My first railroad lantern wasn't anything fancy or expensive. In fact, if it weren't for this column, it would never likely grace the pages of *The Express*. My first lantern was a simple Southern Railway Adlake 300 with red etched SO RY globe and a February, 1944 patent date. There are likely thousands of this very model still in existence; but there is only one of my personal "first ones" that would morph into several hundred railroad lanterns, 25 years later. I received this item from my grandmother when I turned eleven years old. Knowing I had an interest in railroads, my grandmother had purchased the lantern from the late John Farris of my hometown of Georgetown, Kentucky.

More importantly than the features of "my first" lantern came the

story and memories behind receiving the lantern. John Farris is the person I credit the most for getting me into collecting railroading. John was a Kentucky State Trooper in my hometown and would visit my grandfather's local restaurant, and my dad's local drugstore daily. It was at these two locations where he took me under his wing and introduced me to all things railroading and railroading.

I learned the ins and outs of Kentucky railroad history and the vast number of items I could collect, from the hundreds of hours I would sit and listen to Mr. Farris tell stories, while drawing on a Winston Light 100 cigarette. Like a lot of teenagers, my interests in High School and College naturally transferred to the more mainstream and "popular" things one would do growing up, including fishing, hunting and running fast boats; but the passing of Mr. Farris around ten years ago, or so, reminded me of the hobby I was missing. By my mid-30s, I had finally (somewhat) settled down, gotten married to a wonderful (and patient) woman and had a career that afforded me the opportunity to jump into this hobby off the proverbial "high dive."

Looking back on things and the collection I've amassed from lanterns, to builder/number plates, locks and



October 6, 1992 on my eleventh birthday, I received my very first piece of railroading: a Southern Adlake 300 lantern.

keys and signage, there is still only one "first piece." While not even close to my rarest, most valuable or even favorite, there isn't a single piece in my collection that holds a bigger place in my heart. If you're still reading this column, I hope it's prompted you to think back and reflect on your first item and what your own collection and journey has become today. Oh, and as for that little Adlake 300 that started it all for me? It's still proudly and prominently displayed in my collection with the appropriate inventory number of "1." ♦

—Chad Harpole
President, RCAI

EDITOR'S NOTES WESLEY ROSS

The *Railroading Express* is the front door of our organization, the Railroading Collectors Association, Inc. Every member receives a copy of the magazine four times a year. I strive to present a publication that appeals to all of our members as well as serving as a tool to recruit new collectors. It is important to understand that a Railroading collector is not limited to lanterns, locks, timetables, china or a specific railroad. A collector of Railroading may only be interested

in a specific area of Railroading, such as police badges or they may be interested in badges, signs, advertising and hardware. At one time, I counted over 50 different areas of collecting. It is important for our publication to reflect as many areas of Railroading collecting as possible in order to reach our broadest audience. To that end, I have always been interested in receiving articles about any aspect of collecting that interests you. The article need not be a complete treatise on a particular

subject. It might be just notes that I can compile into a whole article or just a caption for a photograph. Your input and your collecting interests and ideas are important because you represent our collector's society. If you feel that your collecting interests are not being represented, please feel free to submit an article. Unfortunately, sometimes I receive multiple articles regarding the same area of Railroading. When this happens, I will sometimes hold an article for a future issue in order to

THE RAILRODIANA EXPRESS TRAIN BOARD

DATE	LOCATION	REMARKS
June 2022	Auction Opens	Railroad Memories Auction 113. Railroad Memories, PO Box 415, Georgetown, CO 80444. For more information: 303-569-5185 or railroadmemories@gmail.com or www.railroadmemories.com
June 12, 2022	St. Charles, IL (Kane County Fairgrounds)	46th Annual Kane County Railrodiانا & Model Train Show & Sale. June 12, 2022. 10:00am to 3:00pm. For more information: Russ Fierce, 847-358-1185, RussFierce@AOL.com or www.RRShows.com
July 9, 2022	Deland, FL (Volusia County Fairgrounds)	77th Florida Rail Fair, Model Train & Railroad Artifact Show & Sale. 9:00am to 4:00pm. For more information: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703-536-2954 or rrshows@aol.com
Aug. 3, 2022	Online Program via Zoom	RCAl Presents: "Dinner in the Diner: A Look at the Evolution of Dining Car Collectables" by John Fowler, 8:00pm, Eastern Daylight Time-No Charge. Please register at: rcaievents@gmail.com
Aug. 27, 2022	Atlanta (Duluth), GA (Gas South District Convention Center)	Atlanta Model Train Show. 9:00am-4:00pm. Gas South District Convention Center, 6400 Sugarloaf Parkway, Duluth, GA. For more information: Charles W. Miller, 3106 N. Rochester St., Arlington, VA 22213; 703-536-2954 or rrshows@aol.com
Sept. 17, 2022	Durango, CO (La Plata County Fairground Event Center)	Railroad, Marine, Airline and Bus Memorabilia Show (National Association of Timetable Collectors, Inc.) 9:00am-4:00pm, The La Plata County Fairground Event Center, 2500 Main Ave., Durango, CO 81301. For more information: go.1955@hotmail.com or Gary Olszewski 630-709-5189
Oct. 1, 2022	Deland, FL (Volusia County Fairgrounds)	Florida Rail Fair, Model Train & Railroad Artifact Show & Sale. 9:00am to 4:00pm. For more information: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703-536-2954 or rrshows@aol.com
Oct. 16, 2022	St. Charles, IL. (Kane County Fairgrounds)	31st Annual Chicago Railrodiانا and Model Train Show & Sale. 10:00am to 3:00pm. For more information: Russ Fierce, 3565 Winston Dr., Hoffman Estates, IL 60192 or 847-358-1185 or russfierce@aol.com
Oct. 29, 2022	Indianapolis, IN (Rodeway Inn)	42th Annual Crossroads of America Railrodiانا Show. Rodeway Inn, 6990 E 21st St., Indianapolis, IN. 9:00am to 2:00pm. For more information: Larry Woodard, 317-506-8186 or nupaldepot@aol.com
Nov. 4, 5 & 6, 2022	Gaithersburg, MD (Montgomery County Fairgrounds)	Annual Gaithersburg Railroad-Steamship-Transportation Artifacts Show & Sale. November 6, 9:00am to 4:00pm. Two-day set-up for both dealers and attendees taking early admission on November 4 & 5. For more information: Charles W. Miller, 3106 N. Rochester St., Arlington, VA 22213; 703-536-2954 or rrshows@aol.com

Brief listings for upcoming events, including contact information, may be sent to Wesley Ross at wesleyross@windstream.net. Acceptable submissions are limited to announcements for shows, exhibits and auctions principally featuring the display or sale of railrodiانا (railroad memorabilia). *The Express* will not be responsible for omissions or errors in TRAIN BOARD listings, which are published free of charge.

PLEASE CHECK WITH THE SHOW OPERATOR
BEFORE ATTENDING ANY SHOW

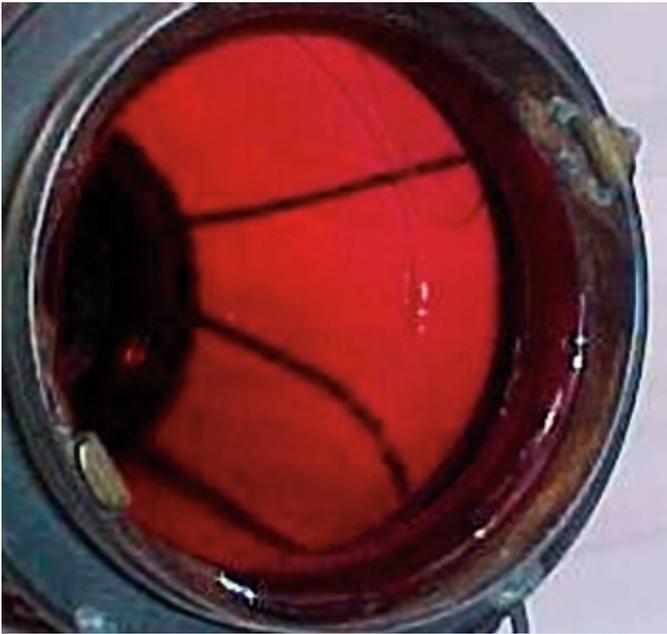
appeal to our entire group.

This issue contains several interesting and informative articles on a wide variety of collecting interests. One article describes in exquisite detail, the collecting of porcelain signs. This article and photographs, by George Tsai, will be of interest to any collector, whether they are railroad related or not. Another article, by Andrew Swoyer, Jr., sheds light upon the railroad lanterns of Kimball, Hallmann and others. This scholarly work details the activities of these individuals in the development of their lanterns. Bill Leistko authors

an interesting article on the beginnings of Rock Island Postcards. Richard Luckin's China Corner, this month, focuses on the Pennsylvania Railroad's *Broadway Limited*. This article describes the last "All Pullman" train in America. Warren Nyerges returns with a fancy back lock from the Chicago & Erie Railroad.

It is my sincere hope that you enjoy this issue of the *Express*. Please remember that I publish material received from members. If you have a particular area of collecting and can commit to ensuring that you produce

an article every quarter, we can discuss the possibility of a recurring column. However, bear in mind that producing an interesting article four times a year with a deadline is not always as easy as it sounds. As noted above, if you feel your collecting interest is not receiving the attention that it deserves, I encourage you to send an article to be considered for printing. That said, if you are enjoying the variety of content currently being published in the *Express*, please let your feelings be known so we can keep doing what we are doing. ♦



Top: Figure 5; Bottom: Figure 6

diametrically opposed to the inside wall of the lantern's bottom cylinder (Fig. 5). These engage brass wire segments soldered diametrically opposed to the inside wall of the base collar (Fig. 6) when the base is affixed to the lower lantern cylinder. A single push-button brass spring labeled J (Fig. 2), seen in fig. 6, provides retention when the base is attached to the lantern and turned to the end point with a "click."

Forest City Lamp Works, Cleveland, Ohio; 1862-1872

The 1863-1864 CCD (see figure 8 advertisement) lists W. M. Kimball and A. P. Prior as co-proprietors



Top: Figure 8; Center: Figure 9; Bottom: Figure 10

and agents of the Forest City Lamp Works, located at 15 Frankfort. Hartmann is listed as "Foreman".

The Prior/Kimball partnership appears to have only lasted until 1864, when James H. Smith bought into the business (figure 9 advertisement), and Prior is no longer listed in the CCD. Smith may have merged his business with FCLW (note two addresses) and continued as agent for the product lines listed in his advertisement in Baker's CCD, 1864 – 1865 (figure 10). It is interesting to note that Smith was also a manufacturer of baggage checks.

In 1871, FCLW took on the business of glass cutting, adding a new department from the business of D. V. Kern, advertising in the *Cleveland Leader* on March 7, 1871, that "Forest City Lamp Works is pleased to announce a new department, the first of its kind in Cleveland. They will do glass cutting and engraving of the highest quality. Ladies are invited to call and see the wonderful process at the works of the Forest City Lamp Co." Several of the RR-marked lanterns shown in this research have wheel cut RR initials in their globes.

Cleveland Lamp Works, Cleveland, Ohio, 1874-1888

The Kimball/Smith partnership appears to have only lasted through 1867, as the 1868-1869 Cleveland Leader City Directory lists the FCLW proprietorship as “Kimball & Co.” FCLW continues as an enterprise until 1874, when a split occurred, with Kilian Hartmann leaving the employ of FCLW to start his own business named Cleveland Lamp Works, located at 70 Frankfort St., moving to 33 St. Clair St., then to 24 Johnson St. (advertisement figure 11), then finally to 25 Bank St. (advertisement fig. 12). At this time, FCLW appears to have been renamed Forest City *Lantern Works*, relocated to 27 Frankfort St., where it continued through 1878. Allen H. Jones is listed as “Agent”, probably the salesman. The 1879 CCD only lists Cleveland Lamp Works as the remainder of the two remaining in business.



Figures 11 and 12

Examples of Lanterns Made by the Enterprises, 1858 – 1888

Many different styles of brass presentation and tin hand lanterns exist as shown in Figures 13 – 33. It’s interesting to note that all of the railroad marked examples are from railroads that operated in the Cleveland area.



Figures 13A, B and C: Beautiful presentation example, engraved “James G. Crocker from the Forest City Lamp Works.” From the collection of Paul Vernier.





RAILROAD MEMORIES

AUCTION 113

Scheduled to open June 2022 with over 500 lots of quality items from several estates and collections. Advertising, Badges, Builders Plates, Baggage Tags, China, Silver, Glassware, Keys, Locks, Lanterns, Wax Seals, Menu's, Passes, Timetables and so much more. If you are not a registered member, be sure to sign up today!



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Above and left: Figures 14a, b: Brass conductor's model with Sangster plug-in fount.



Figures 15 - 17: Cleveland & Erie RR globe model ca. 1868, wheel-cut letters; has W.M. Kimball hallmark and C&TRR (Cleveland & Toledo RR) stamped into the base collar. Also has K&H patent stamp under base. Chimney has C&ERR stamped in. Collection of Andrew Swoyer.





Top-left: Figure 18: Cleveland, Columbus & Cincinnati RR, globe model, C C & C wheel cut on globe. Lantern has separately installed rain cap on top crown. Note the keyhole filigree in chimney and stars in base draft collar. Robert L., and Mickey Sue Buckner Collection.

Top-right: Figure 19: Columbus & Toledo RR, globe model, C&T wheel cut in globe. W.M. Kimball hallmark in side of chimney. K&H patent stamp in underside of base. Robert L., and Mickey Sue Buckner Collection.



Left and below: Figures 20 & 21: Cleveland & Toledo RR globe model, C&T RR embossed on base in thumbprint style. K&H patent stamp in underside of base. Robert L., and Mickey Sue Buckner Collection.





Figure 22, Lake Shore Railway globe model, ca. 1868. This model has double horizontal globe guard and keyhole chimney filigree. W. M. Kimball, Cleveland O, hallmarked in side of chimney; K&H patent stamp in underside of base. Robert L., and Mickey Sue Buckner Collection.



Figure 23, unmarked green globe model; note diamond filigree in chimney and stars in the base collar. Brass top is different from typical FCLW models. Robert L., and Mickey Sue Buckner Collection.



Figure 24, unmarked ruby lantern. Globe shape is similar to Kelly Lamp Co. and Bonnell & Gridley fixed globe models of the mid- to late-1860s. Robert L., and Mickey Sue Buckner Collection.



Figure 25, unmarked brass and tin fixed globe model; similar globe style to Figure 24; note that reflector is brass.



Left and below: Figures 26 and 27, Cleveland & Pittsburgh embossed red fixed globe, C & P R R; note heater tube in fount which many Pennsylvania Lines West of Pittsburgh lanterns used; yet another globe style in this model; ca. late 1860s. Robert L., and Mickey Sue Buckner Collection.



Right: Figures 28 and 29, Atlantic & Great Western Ry; A&GtW Ry embossed in ruby globe, same globe shape as the C&P RR (fig. 26). Note that cage joints are joined by clasps instead of wire tie as on all others; ca. late 1860s. Collection of Brian Maiher.



Far-right: Figure 30: unmarked no. 39 style removable globe lantern; N.Y.S. & W.R.R. embossed globe. Note that verticals attach to top wire by coiled wire. K&H patent stamp on underside of base. Cage joints are wire tied; ca. early 1870s. Collection of Andrew Swoyer.



Above and right: Figures 31 and 32, another unmarked brass and tin model; note this is a removable globe model; brass top, lid reflector, and base are brass, remainder is tin. FCLW hallmark on underside of base, not seen on other lanterns with the K&H patent stamp.





In summary, it can be concluded that all lanterns having the 1859 K&H patent stamp were made by either Prior, Harbick & Co. or the Forest City Lamp Works. The FCLW hallmark stamp was only used on a few known examples to identify the manufacturer.

I'm very interested to learn if there are any additional models beyond those shown here, including RR markings. If you have a lantern with the K&H patent stamp, look over the chimney and base collar carefully for any stamped RR markings, even if the globe is not marked.

Please address any comments or questions to me at brooksloco@hotmail.com.

Left: Figure 33

Large onion-style lantern made by FCLW for the Lake Shore Railway, ca. 1868. Cranberry red globe is gold salt ruby (solid red, not flashed), with beautifully engraved letters "L S R". Collection of Andrew Swoyer.

Many thanks to Robert Buckner of Mount Dora, FL, and Paul Vernier of Canton, OH, for their gracious photographs and information provided on items in their collections. ♦

References:

Cleveland Public Library Digital Gallery; Cleveland City Directories available on their website; <https://cdm16014.contentdm.oclc.org/digital/collection/p16014coll29/>. All research conducted by the author.

Cleveland Newspaper Digest, January 1 – December 31, 1859, page 190.

Cleveland Newspaper Digest, January 1 – December 31, 1871, Page 326.



46th Annual



Kane County Railrodiانا & Model Train Show & Sale

SUNDAY, June 12, 2022

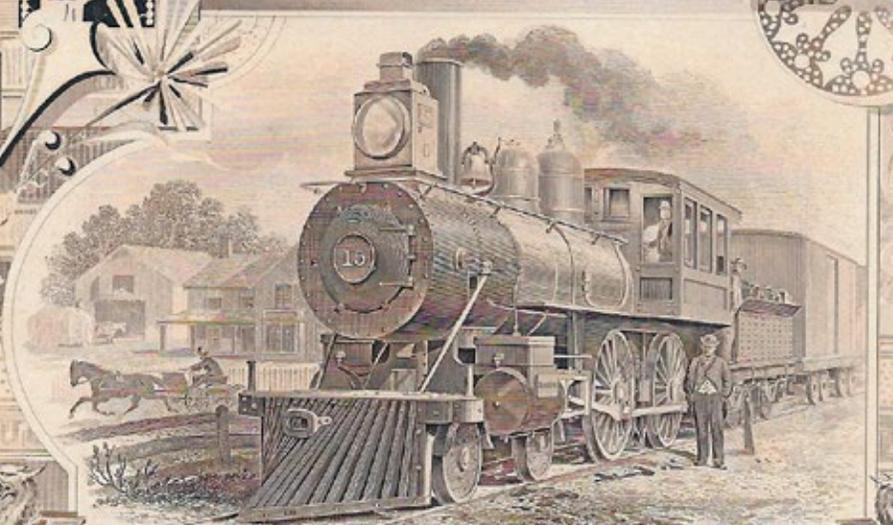
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Russ Fierce, 847-358-1185 RussFierce@AOL.com

www.RRShows.com



FOON'S DIRECTORY

OF

RAILWAY OFFICIALS

1887.

SECOND ANNUAL NUMBER CONTAINING LISTS OF

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COMPILED FROM OFFICIAL INFORMATION

Foon's Railroad Manual

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Effingham Wilson, Royal Exchange.

LONDON.

American Bank Note Company, New York.

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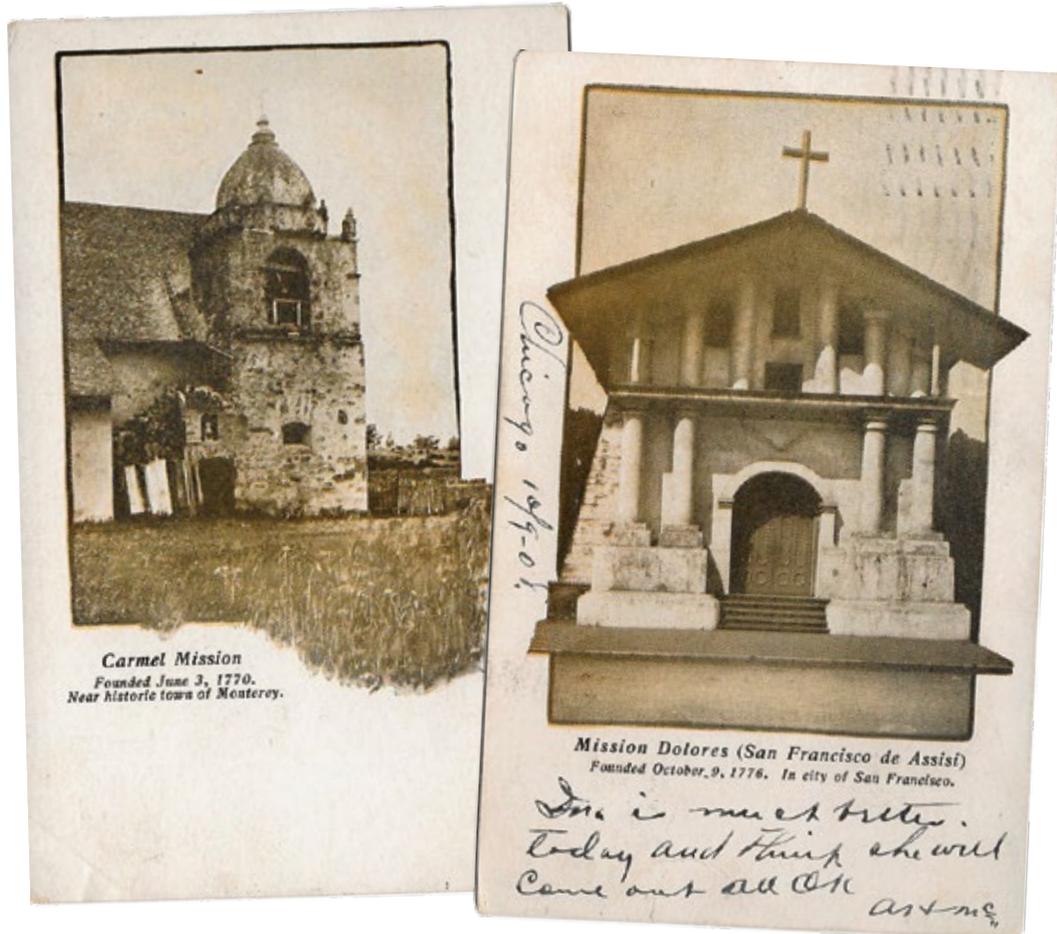
POSTCARD JOURNEYS: ROCK ISLAND COMPANY LOGO POSTCARDS OF THE EARLY 1900s

By Bill Leistiko

In order to survive, businesses need to get their word out. Today, unlike a century ago, you can find just about anything you want on the internet. But, in the early 1900s, most homes didn't have electricity. There was no internet or TV. Radios, in their infancy, were scarce and called crystal sets powered by batteries. So how did the American Railroads get their word to the public?

The best way to advertise any product is by word of mouth. The railroads understood this concept well. They, not only, relied on people telling the story of their journeys to their friends and relatives in person, but they also enabled the traveling public to place a subliminal message in thousands of homes, as people communicated during those journeys, via letters and postcards. While most personal letters are long gone, postcards are quite easy to find, and they tell us a lot about the railroads and the country at that time.

In the early 1900s, the Rock Island Lines began to distribute a number of postcard series aimed at the traveling public. The earliest series of Rock Island advertising postcards that I've found, highlighted Spanish Mission vacation sights, up and down the State of California, and they may very well represent the first official use of postcards as an advertising medium for the Rock Island. These missions were constructed by Spanish missionaries from 1769 to 1823. There were 21 in all. I've





Mission San Diego
Founded July 16, 1769. Six miles from San Diego Bay, in Valley of San Diego Riv.



Mission San Gabriel
Founded September 8, 1771. Nine miles east of Los Angeles. Regular services are still held in the restored church.



Mission San Juan Bautista
Founded June 24, 1797. Near city of San Juan.



Mission San Juan Capistrano
Founded November 1, 1776. Near Capistrano Station, between Los Angeles and San Diego.



Mission San Miguel
Founded July 25, 1797. On Salinas River, ten miles north of Paso Robles.



Mission San Luis Rey
Founded June 13, 1798. Five miles east of Oceanside. Partially restored by Landmarks Club. In daily use.

Anna Revan.
Chico
Calif.

managed to acquire eight of these mission cards. They are even more elusive than the popular, cartoonish bear family postcards that ran from about 1908 thru 1910. I would class these cards as rare.

The *Golden State Limited*, Rock

Island's Luxury Passenger Train to the alluringly magic land of California, began its daily runs from Chicago to the City of Angles in November of 1902. There is a mission pictured in a Rock Island magazine ad in a 1900s Scribner's Magazine. I've

found *Golden State Limited* magazine ads related to missions from 1903 to 1909. But since the cards don't specifically mention the *Golden State Limited*, it's very possible that 1900-1903 is when these cards were made. Before the *Golden State Limited* the



COLORADO

The sportsman's paradise—wild game is plentiful. Hunting is unexcelled, and in no part of the country are gamey trout found in such abundance as in the mountain streams of Colorado.

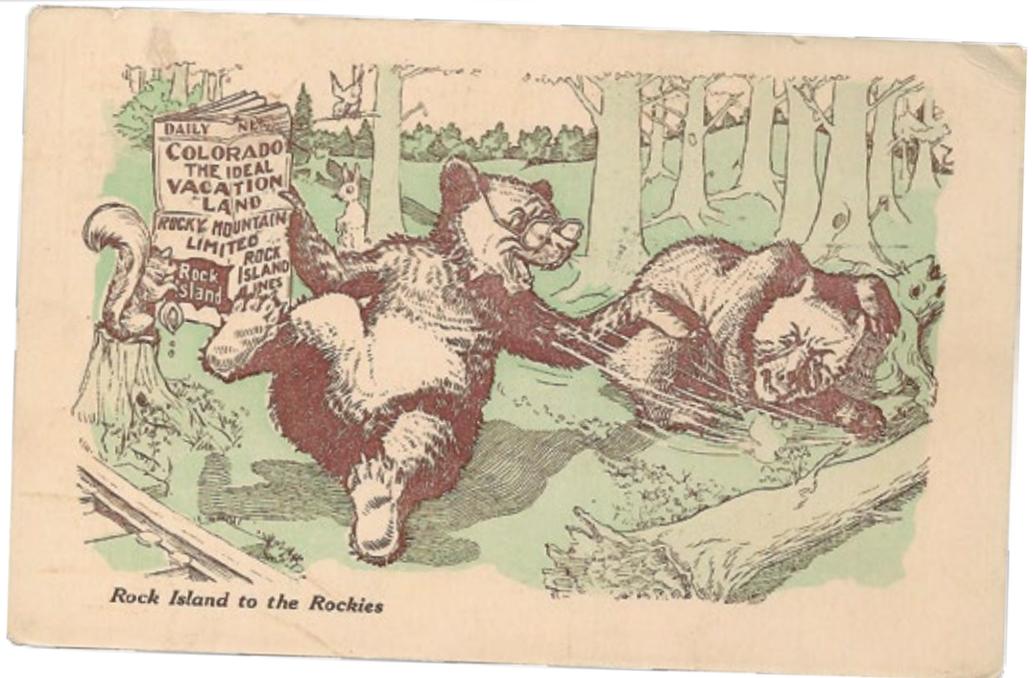
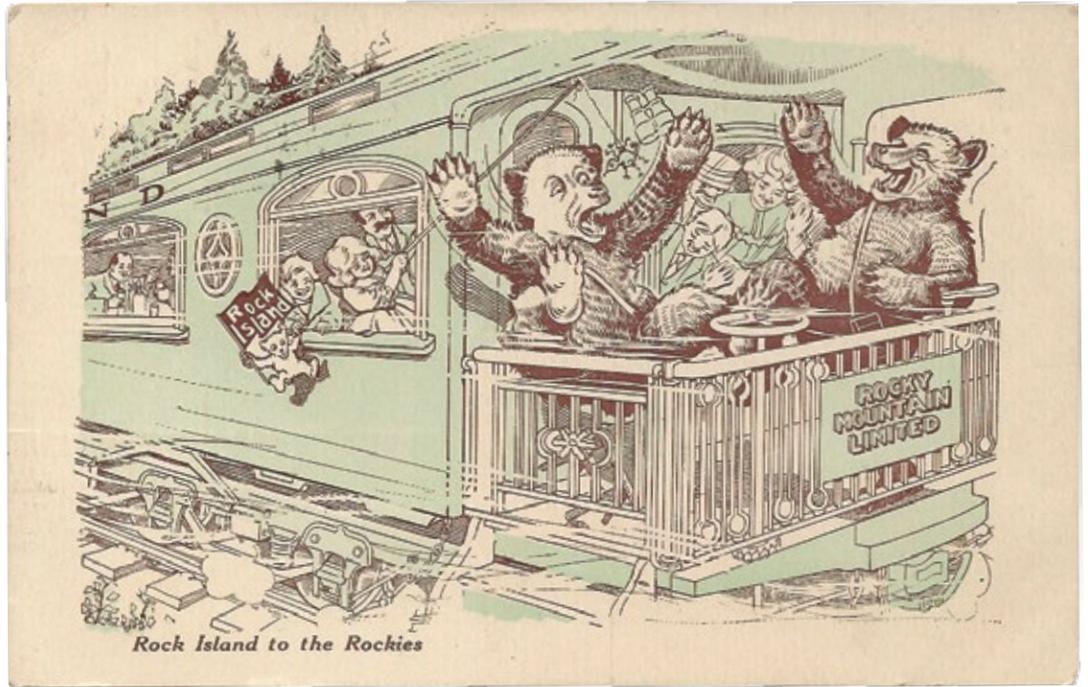
The
ROCK ISLAND
is the way to go

The de lux. Rocky Mountain Limited—the best one-night train Chicago to Denver and Colorado Springs—has been newly equipped throughout, providing every luxury and comfort of modern travel. Several other fast trains daily from Chicago and St. Louis to Denver, Colorado Springs, and Pueblo.

Low summer rates to Colorado effective daily until September 30th, also special rates to all Pacific Coast Points until September 15th.

Send for "Under the Tapering Mt.," beautiful illustrated booklet on Colorado.

JOHN SEBASTIAN
Passenger Traffic Manager
Rock Island Lines,
Chicago

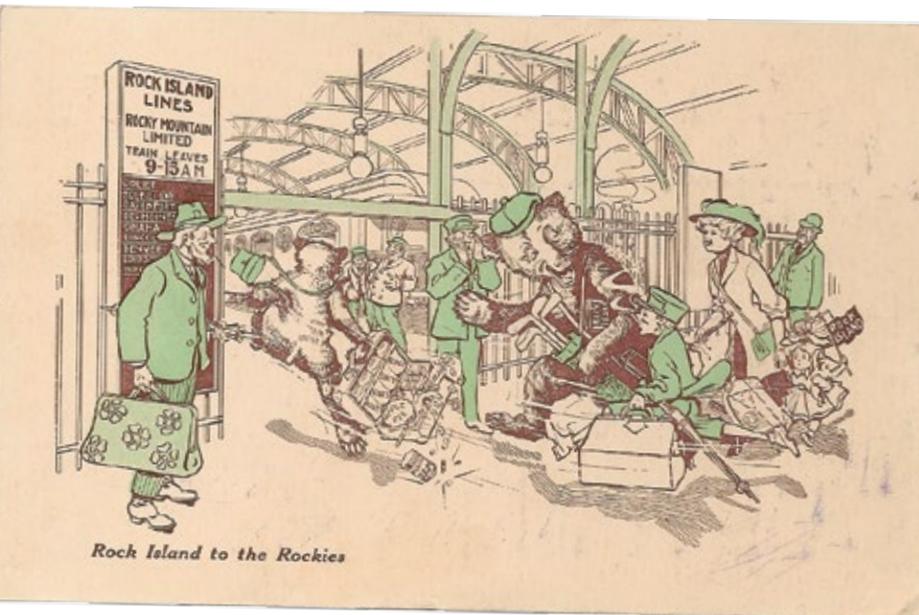
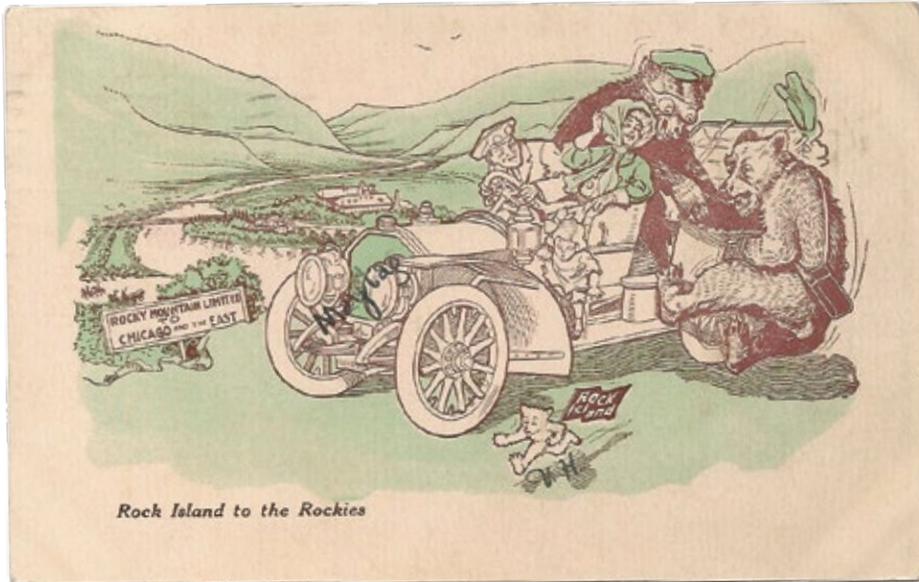



Rock island had passenger connections with the Rio Grande and Western Pacific via Salt Lake City to Oakland and the Southern Pacific to other points in California.

The cards are black and white, printed on card stock, semi-glossy on the picture side, matte finish on the back and have undivided backs, which date them as being from December 1901 through March 1907. Only one of my cards was postally used. It has a 1908 postmark which is into the divided back era. So that doesn't help determine their age. They have the Rock Island herald on the back with a picture and short description of each mission on the front.

The cartoonish Bear Family cards are possibly the second series, created by the Rock to lure vacationers to Colorado, and the mountains on the *Rocky Mountain Limited*. These cards all have divided backs, dating them to sometime after March, 1907. The cards that I have are postmarked 1908 and 1910. I've not seen any postmarked before 1908. So, 1908 is probably the initiating date, and they probably stopped production in or around 1910. The





printer is unknown, and they are printed on shiny surface, off white card stock. All five highlight a family of bears acting like humans. In four of the five, there is a toy bear carrying a Rock Island flag or pennant. The fifth card has a squirrel looking at the railroad herald in a newspaper ad.

All five cards have the Rock Island herald, and the following printed in brown on the back, "POST CARD, This space may be used for message and the address only here". Four cards have different cartoonish scenes depicting a family of bears recommending the Rock Island's *Rocky Mountain Limited*, as the way to get to a Colorado vacation. One card is recommending the *Rocky Mountain Limited* to Chicago and the East. These scenes are all printed in dark brown and light green with the phrase "Rock Island to the Rockies" at the bottom left corner. ♦




RAILROAD, MARINE, AIRLINE and BUS MEMORABILIA SHOW

(Admission Only \$5 per Person)



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COLLECTING PORCELAIN ENAMEL SIGNS

Article and photos by George Tsai

As I sit here and begin to write, I gaze in amazement how vibrant the colors are. I read the text and marvel at the graphics from a time gone by. It is a porcelain enamel sign that I assume is from the 1920s or the 1930s. It was a common place sign with a very ordinary utilitarian function; to point the way to the nearest Chicago, Aurora and Elgin Railroad Station, with a quick pitch about “frequent trains.” It was a sign created to withstand the harsh environment of the elements and still retain its bright appearance for at least 5 to 7 years, guaranteed. Lucky for us, some of these signs are approaching 100 years or more and still look as new as the day they were installed!

A Quick History Lesson

The history of fusing glass to metal has been known to the ancients and was a natural evolution after the discovery of metals and glass. Prior to the 1840, fusing glass to metal was mostly used in jewelry making and for religious artifacts.¹ In the 1840s, German craftsmen began applying powdered glass to cast iron objects, such as cooking pots and bath tubs to protect them from rust.

It was not until the 1850s, that Benjamin Baugh of Birmingham, England, brought the German enameling technology to England and begin applying the vitreous enamel to sheet iron. Baugh had applied for various patents in metal fabrication and enameling processes from 1859 onward.² Baugh started the Salt’s Patent Enamel Works in Birmingham and then the Patent Enamel Company in Selly Oak.

Prior to the 1890, enameling was done on decorative sheet iron panels. It was a laborious and expensive process. By the 1890s, with the advent of inexpensive rolled sheet steel and advancements in porcelain enamel technology, porcelain enamel advertising signs became affordable and their use began to grow in popularity. England is credited as the birth place of porcelain enamel advertising signs (or “vitreous enamel” as the more common place terminology in England).

1. Vitreous Enamel Association, “History of Vitreous Enamel,” Vea.org.uk

2. Baglee, Christopher, *The Art of Street Jewellery*, New Cavendish Books, 2006; also Bruner, Michael, *Encyclopedia of Porcelain Enamel Advertising*, Schiffer Publishing Ltd., 1994.



This is a porcelain enamel sign from the CA&E RR giving directions to the nearest station. These signs would have hung on a sign post at an intersection near the train station. There are two versions of this sign with the arrow pointing left or right, depending on its location relative to the station. This one-sided 3-color sign is 24" x 24" and has thick “shelving” that is indicative of signs made before the 1930s. The CA&E RR was a Chicago interurban railroad incorporated in 1899 and ceased operation in 1957.

The earliest porcelain enamel signs required two coats of powdered glass. The first coat being ground glass mixed with cobalt and nickel. It was known as the “ground coat” with cobalt being the element that allowed the glass to fuse to the steel. This first coat was dusted onto the sheet metal and fired to create a base coat for subsequent colors of glass to be applied. Being cobalt, the early signs tended to have a base coat that is blue or blue-brown in color. The earliest signs tended to have a blue background with a white secondary coat for the lettering.

As the technology progressed, more vitreous colors were invented and porcelain signs began to sport more colors. I have noticed that at some point in time, the cobalt blue base coat gave way to a white base coat. This little tidbit of information can be used to date the earliest porcelain signs from the 1890s.

The first porcelain signs were produced by dusting powdered glass over the cleaned sheet metal. Once the base coat was fired, a stencil was used to form the letters or graphics on the sign. Each color had to be dusted on



This could be one of the first porcelain enamel signs used in the US. The US had no porcelain sign industry until the later part of the 1890s. It has no maker's mark, but would most likely be an English export. This sign exhibits the characteristics of an early sign. It has a cobalt blue background with white dusted on lettering. Later versions of this sign would have the same graphic style, but the ground coat color would be white with the lettering being a "cut-out" letter in blue. The United States Express began business in 1854 and ceased operation in 1914.

and fired separately. The glass powder for each color had a different melting temperature. So the higher melt temperature glass had to be fired first with the lowest melt glass fired last.

It is this dusting process and subsequent firing of layers that creates a ridge between the different colors in the sign. This ridge is known as "shelving" and is a prized attribute of early porcelain signs. There is great pleasure in running your fingers through a sign with "extra thick shelving."

Sometime in the late 1890s, glass slurry was invented and was easier to apply than powdered glass. This fact is worth mentioning, as early powdered glass signs can show "specks of glass powder" near the edges where the base coat and applied colors meet. For example, this is a very early sign for the United States Express Company. I believe this sign is an English export to the US and may have been one of the 1st porcelain signs used in the US. It certainly would date to the early 1890s.

By the 1930s, new screen print techniques replaced the use of stencils. Most signs produced after the 1930s no longer exhibited the deep shelving that older signs possess.

Probably after WWII, the popularity of porcelain enamel signs began to fade as an advertising medium. With the World changing so fast, there was no more need of an enduring porcelain sign, when a cheaper printed cardboard version would suffice.

For a deeper dive into porcelain enamel signs, I would recommend two books. *The Art of Street Jewellery* by Christopher Baglee and Andrew Morley gives a detailed look at the history and manufacturing of vitreous enamel signs. This book is more focused on signs made for the English and European markets. *Encyclopedia of Porcelain Enamel Advertising* by Michael Bruner gives a detailed perspective on signs made for the US market. Both references are useful for comparing real signs to fake signs.



This is a close-up of the letters. Notice the "fuzzy" secondary outline along the white edge of the letter "S." This feature indicates that the letters were dusted on as compared to the use of slurry. The lettering in later signs would have a very crisp and defined edge on the lettering.



This is a close-up of the back of the sign. Much of the original cobalt blue base coat has flaked off. The traces of base coat show many small dimples. These dimples are also characteristic of early signs. In the early firing processes, these signs were placed into the oven flat, on top of racks that resemble a bed of nails. It is the point of these nails that has created these dimples. Newer signs were made with sprayed slurry and hung on conveyors for firing. With this new process, the characteristic dimples disappeared.



This "Big Four Route" sign would certainly be graded as a "6," but to me it will always be a "10." There is so much character in this sign; you can stare at it for hours. Can you imagine crossing a railroad crossing in your Model T in 1920, fearing that you would stall on the tracks, if you did not take the precaution of crossing in second gear? Might be easier to have the wife get out and push.



This "Burlington Route" embossed porcelain sign is a great example of a rare form with embossed lettering. It is at least a grade 9 sign. It has a 1" flanged metal border around the back of the sign with mounting holes drilled into the flanged sides. It is 18" x 23". I believe this sign is a "tail end" sign on the back of a passenger car and lit from the top. It is similar in use as the glass drumhead signs.

Collecting Porcelain Signs

As of this writing, porcelain sign collecting is "red hot!" Every year, automobilia porcelain signs have been selling for record prices; some for over \$100K.

In collecting porcelain signs, the number one factor for value is subject matter. Signs with a subject matter that appeals to popular nostalgia command the highest prices. These signs typically have great graphics and are pristine in condition.

Porcelain signs are graded on a scale from "10" down to "6." Signs that are grade 10 are in "like new, out-of-the-box" condition. If the sign has eyelets, missing ones are okay, but there can be no chipping around the holes. Signs that are grade 6 have led a hard life with significant enamel loss and damage. Target practice has been common for these signs.

Porcelain enamel signs come in a few varieties. Most signs are single sided, but there are double sided signs, die cut signs, curved signs, neon enhanced signs, signs in wooden and metal frames, flanged signs, and signs with raised embossed lettering.

The last style of sign, the "raised embossed lettering" sign is certainly a rare type. I have only seen a few versions of it, as a metal die needs to be made to create the embossed lettering in the sheet metal prior to the application of the enamel. This was an added expense that most advertisers did not want to pay for.

There are two-sided signs inside a wooden or metal frame that is different from a "double-sided" porcelain sign. This "BMT Lines" sign is a good example of this type of sign. It is made from two single-sided signs attached to a metal frame. These BMT signs are usually found as a single sign, without the metal frame. The complete two-sided sign with the metal frame is considerably rarer.

As mentioned before, subject matter does play a big role in deter-

This is a "BMT Lines" two-sided sign for the Brooklyn Manhattan Transit. This sign would have been used at the subway or elevated railroad entrance. An iconic image of the New York City subway entrance will show this sign attached to a pole with a lighted 8-sided street light with green and white glass panels. The white panels had the word "subway" painted on it. Notice that this sign is in an untouched/uncleaned condition. I think it would lose a lot of character if it was cleaned or repainted.



This is a single sided porcelain sign. It is 13" x 17" and probably dates from the 1920s to 1930s. The Canadian Pacific Navigation Company was founded in 1883, providing steamship service to the coast of British Columbia and points west. It was taken over by the Canadian Pacific Railway in 1901.

mining the desirability and value of a porcelain sign. Take this "Canadian Pacific Steamers" sign as an example. Nothing is more evocative of a time gone by, than a cruise to the Orient on a steamer. When I look at this sign, I can imagine myself ready to board a luxury steamship on a months-long trip to the Orient.

The magic of a porcelain enamel sign is that not only is it pleasant to look at, but how and where it was used can provoke a sense of nostalgia for some and fuel the historic imagination for others. No wonder this type of collectible is highly popular!

One of the most prized aspects of a porcelain enamel sign is the vibrant colors that it possesses. I have found that signs with bright reds, deep blacks and vibrant yellows make for a very eye appealing sign. This Chicago & Illinois Midland sign is one of my favorites for its large size and eye-popping colors. Its graphic design also adds to the eye appeal.

There is a sub-class of porcelain enamel signs that I like to collect. These are signs from the early 1900s that have the iconic "pointing finger." I am unsure of the time



At 29 1/2" x 29 1/2", this large C&IM RR sign sure does make a statement. It has all the elements of a great sign with its use of three vibrant colors in a very stylistic design. It can only be truly appreciated seeing it in person. To me, it has the additional appeal of being from a railroad station. This is a scarce sign.

period that the pointing finger was used, but I have seen the icon used in advertising from the 1870s till the 1930s.

As a shout-out to our Canadian neighbors, this "Canadian National Telegraph" sign is the equivalent to our "Western Union Telegraph" sign. It also dates to the early 1900s and has that iconic pointing finger.



This "Up Town Trains" sign was used on the staircase entrance to the New York Elevated Railroad. I believe this sign was used from 1910 to the 1920s. I believe there was an earlier wooden version of this sign. There is also a later version that uses an arrow instead of the pointing hand. The New York Elevated Railway began in 1872. By 1938, the 6th Avenue El was closed, followed by the 9th Avenue El in 1940 and the 3rd Avenue El in 1955. It is amazing that this sign has survived in great shape. Most of these signs were either replaced or scrapped probably by the 1940s. The New York Subway museum has one of these signs in their collection with a third of the sign missing. To characterize this sign as "rare" is an understatement. This sign was made by the Ingram-Richardson Manufacturing Company—an early US manufacturer of porcelain enamel signs.



This rare sign is from the Pacific Electric Railway Main Street Station in downtown Los Angeles. I believe it is a 1905 sign, original to the station when it opened. This sign would have been bolted on to the platform pillars, indicating the specific track in the station. This sign is approximately 9 1/2" x 23 1/2".

The Great North Western Telegraph Company was bankrupt and taken over by the Canadian Government in 1915. The Great North Western became the Canadian National Telegraph and was a component of the Canadian National Railways. This sign is a double sided sign and probably would have hung at the entrance to a medium size station. It is 24" x 36" and would be graded a "9" for the one nail hole damage between the "N's."



This restored Western Union Telegraph sign is double sided and measures 22" x31". It is made by the Ingram-Richardson Manufacturing Company. This sign dates from 1910 to 1920. Signs like this would have hung outside of medium sized stations.



The "Western Union Telegraph" sign with the pointing finger comes in three versions. The earliest version has the same pointing finger, but it has serif letters. The version shown has block letters. The last version has block lettering, but with a white border. I have included this sign, as it is an example of a highly "restored" sign. There are various outfits that

will restore porcelain enamel signs to a pristine condition by repairing all of the damage to a sign. Each outfit will perform the restoration in a different way. The best outfits will conduct spot repairs by building up the areas where there is enamel loss, then color match paint the repaired patch. Some repairs are almost invisible to the naked eye. Other outfits

will completely strip a sign of all porcelain and remake the sign. I do not condone this latter practice, as I do not understand the point...why not just paint a new sign?

To my knowledge, there are currently no restoration techniques that can re-fire new enamel to replace areas of enamel loss. I expect that it is technologically difficult to develop such a process.

I cannot tell if this sign has been entirely stripped and redone or if it was spot repaired. It is a double sided sign and the work that went into restoration was considerable. It is a great sign presentation-wise, but I think it has lost much of its historic appeal. In my opinion, it is best just to leave a sign alone, warts and all.

This next example is a die cut sign. There is an extra step where the sheet metal is die cut into a desired shape before the porcelain enamel is applied. I would not say that these

types of signs are more desirable, but one has to appreciate the extra cost and effort required to produce this sign. It does have the visual appeal of a graphically designed sign with more than just plain lettering. This sign bears the logo of the Key System Route and was a badge of pride on their interurban cars.



Reproductions

With the popularity and subsequent increase in pricing of porcelain enamel signs, there has been a deluge of reproduction signs from all corners of the globe. As far back as anyone can remember; there have always been reproduction signs.

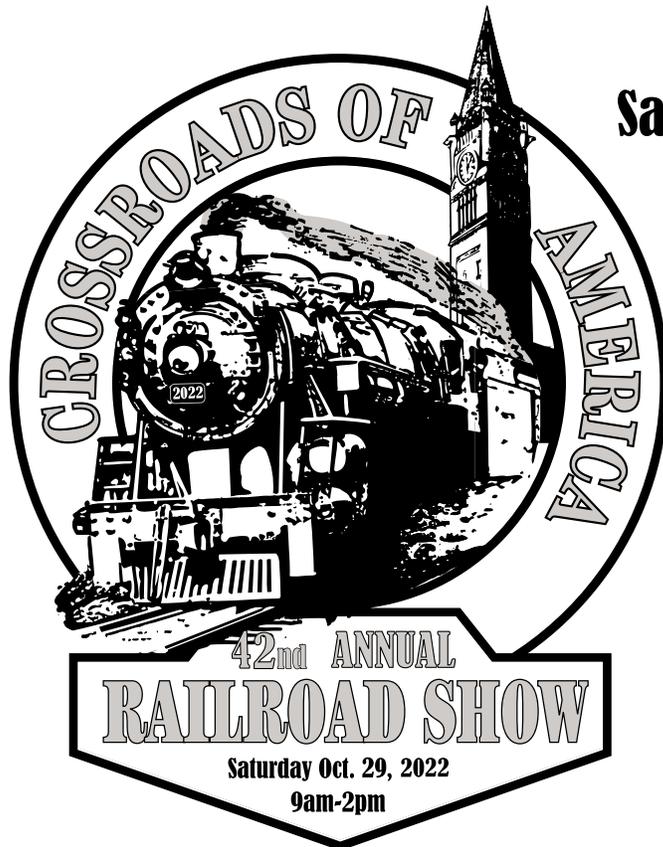
I began tracking reproduction enamel signs in the early 2000s. Before India, I remember some

This is a "Key System" sign for the San Francisco, Oakland and San Jose Railway. The Key System was a network of interurban cars that serviced much of the Bay Area in California, incorporated in 1902. This sign would have adorned the sides of their interurban fleet. This sign would date to the early 1900s and is 17" x 22 1/2" with thick shelving. It is also rare to see a sign with 5 colors!

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Indiana**

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**\$1.00 off \$7.00
Admission with
this card.
2 per card
Children Free**



**Saturday Oct. 29,
2022
9am-2pm**

**INFO:
Larry Woodard
317-506-8186
nupaldepot@aol.com**



This is a small reproduction "UP Overland Shield" sign. This sign measures 9 1/4" x 10" and has very little shelving. No doubt this sign was made by modern screen printing methods. Note the black back color. Many of the reproduction signs that have been made have this similar black back color.

One reliable way to spot a fake sign is to look at the quality of the letters. The close-up below shows the crude unevenness of the letters in the word "Route" in the reproduction at left. Notice the "O" and the "U" lack symmetry, smooth curves and straight edges. Notice how sloppy the "E" is and how uneven the circular border is around the word "Route." Below is a comparison of another reproduction (below-left) and a genuine article (below-right). Note the lettering on the genuine sign has straight edges and graceful curves compared to the imposter.



31st Annual



Chicago Railroadiana Show

SUNDAY, October 16, 2022

Kane County, IL Fairgrounds

Russ Fierce, 847-358-1185 RussFierce@AOL.com

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These are two versions of the fake "Santa Fe Route" sign. Both of these are extremely well made and without a real one for comparison, are very hard to discount as fakes. The size of the lettering for the top sign is smaller than that of an original. The lettering for the bottom sign is almost a dead exactness to a real one. There are subtle differences in the lettering style compared to the originals. Notice the difference in how the top edge of the "U" terminates. Notice how the top point of the "t" is different in each sign. The top sign has a rounded point on the "t." The bottom sign has a sharp point on the "t" closer to that of an original. The location of the screw holes also matter. In the top sign, there are 6 holes like the original. The original sign has a hole pattern of 2 on top, one on each side and 2 on bottom. Notice the maker's stamp on the fake sign on top. The reproductions have been made with fake maker's marks. Notice that the fake sign on the bottom has the incorrect hole pattern of 3 holes on top, 2 at each corner and one in the middle, both top and bottom. It is also missing the maker's mark. The original signs are 14" x 23"; unfortunately, the fakes are sized the same.

With all the reproductions signs, one can get easily discouraged from the hobby. After all, collecting should be fun. So I will end this article by stroking my own ego. What's more fun than collecting signs with your own namesake? Maybe I am too vain, but this is about the 5th "Saint George" sign in my collection. My wife may not think I am a saint, but I do have the signs to prove otherwise!

reproduction signs coming from Brazil. I recall that the small "Union Pacific Overland" baggage cart sign was a popular export. Back then, you could see many listings on eBay. As time went, these signs slowly disappeared, only to be replaced by more popular signs of the day. Without a good record or photograph to compare these early fakes, I find that detecting them today has become more difficult. I can say that the earlier fakes were made with some care compared to the inferior quality of the fakes being made in India, today.

For a time, there were many fake "Santa Fe Route" signs on the market. These signs were fairly well done and have fooled many people today. I am starting to see these fakes being auctioned as real in reputable auction houses.

There is a common theme among the fake signs coming from India. When evaluating signs in-person, one can quickly see that the signs lack quality. The lettering is not crisp, straight and the curves are not graceful. The worse of these signs use very poor quality glass that does not have the smooth texture of a higher quality enamel sign. In making higher quality signs, the sign maker would often polish the metal edges to round them. In cheap reproduction signs, the edges are often left sharp. If the sign has more complex graphics, the reproduction signs will often have sloppy details. These differences are more easily identified when comparing to a known authentic sign. Lastly, some Indian signs have been artificially aged with fake "chipping" of the enamel around the edges. Some of these are so badly and overly done that they are easy to spot... from a first glance, the chipping seems unnatural.

Porcelain enameling is not a lost art. There are plenty of manufacturers in the US and in Europe that can still make high quality signs. These companies have also been known to reproduce signs. These signs are harder to spot and I do not have any good examples of them. It suffices to be warned that very good quality fakes are out there.

All these details can make your head spin, so my best advice is to approach each sign with skepticism and be able to evaluate the sign in person, if possible. Call an expert if you are planning to spend the thousands that it takes to buy one of these signs. Buy from reputable dealers who will stand by their product unconditionally. ♦



China Corner

by Richard Luckin



PENNSYLVANIA RAILROAD BROADWAY LIMITED

Okay, I'll admit it! I've had a love affair with railroad dining car china for over 50 years. Why? Well, it goes along with a passion for riding passenger trains. In the 1960s, it was my the last chance to ride when so many of the trains were either downgraded or eliminated all together.

For some railroads, mainly in the west, there was continued pride in operating first-class passenger trains. I was lucky to have ridden some of them. They included the *Super Chief*, *Denver & California* & *Zephyrs*, *City*

of Los Angeles and our favorite local train, the *Rio Grande Zephyr*.

On one of my mid-west trips I rode Gulf, Mobile & Ohio's *The Abraham Lincoln* enjoying the comforts of the Observation-Parlor lounge car from Chicago to St. Louis.

Having lived near Albany, New York for several years, I experienced being a passenger on the New York Central's *New England States*. Yes, the Delaware & Hudson's *Laurentian* was a wonderful ride, too in ex-Rio Grande equipment. They were pulled

Above, Christopher Transportation Collection.

by ALCO PA locomotives along Lake Champlain. Hard to beat! I experienced fine service on Southern Railway as it proudly operated their *Southern Crescent*.

On one occasion I rode Baltimore & Ohio's *Capitol Limited*. All fine trains, but nothing compared to riding the *20th Century Limited* even near its end of service. You felt special, because you were on a special train.



However, for years the New York Central's competitor was the Pennsylvania Railroad's *Broadway Limited*. I'm sorry I never had a chance to be listed as a passenger. In fact, on the last day of the "Century" in December of 1967, the "Broadway" claimed and was proud to advertise it was the last All-Pullman train in America.

New York Central had added coaches on their "Century" and even Santa Fe's *Super Chief* in the off season was combined with the all-coach train the *El Capitan*. In the late 60s, Illinois Central's famed all-Pullman *Panama Limited* added coaches and called that section the *Magnolia Star*.

Even Amtrak resurrected the *Broadway Limited* for awhile but it was nothing compared to the original train of the same name. On that train, the 1949 equipment was top-notch and so was the dining service. This China Corner will explore the famous Raymond Loewy inspired chinaware. Welcome aboard!

Few railroad china patterns have been produced by a multitude of china companies but PRR-3 BROADWAY is one of them. It was common for a railroad to order china and other supplies from a company that was located on their rail line. Three china makers (Buffalo, Mayer and Shenango) fit into that category. A fourth china company, Scammell, also manufactured "Broadway" china. It was ordered through John Wanamaker of Philadelphia. The Pennsylvania Railroad was headquartered in Philadelphia. In this case, it made sense to deal with a local supplier.

Raymond Loewy, who was responsible for the "Broadway" pattern, was a French-born American indus-

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NEW DINING CAR AND OBSERVATION ROOMS—Charming, spacious new cars with appointments for luxury. Thick, soft carpeting... new chairs and lounge sofas. Mosaic tilework. Better service for refreshments.

NEW WATER BUREAU CAR—Attractive, comfortable and convenient. Right delicious food... attentive service... a view of the passing scene through panoramic windows. Entire car is reserved for dining—with the kitchen in an adjoining car.

SLEEPING CARS—For your personal comfort and convenience. A new, wide-angle bed... extra mattress... comfortable dining... complete water facilities.

REAR SECTION—For your personal comfort and convenience. A new, wide-angle bed... extra mattress... comfortable dining... complete water facilities.

REAR SECTION—For your personal comfort and convenience. A new, wide-angle bed... extra mattress... comfortable dining... complete water facilities.

REAR SECTION—For your personal comfort and convenience. A new, wide-angle bed... extra mattress... comfortable dining... complete water facilities.

PENNSYLVANIA RAILROAD

trial designer. He was born on November 5, 1893 and died on July 14, 1986. Loewy spent most of his professional career in the United States, becoming a naturalized citizen in 1938.

Most of us have been surrounded by or used Loewy-produced designs. Among his designs were: the Shell,



The lunch plate, bouillon cups and fruit saucers shown here are in the "Broadway" pattern with the brown and pinkish belt color.

Exxon and TWA logos, the Greyhound Scenicruiser bus, the Lucky Strike cigarette package, the Studebaker Avanti, and the Air Force One livery, to name a few. But those of us interested in railroading would like to know that Loewy undertook numerous railroad designs, including those for the Pennsylvania Railroad. His career spanned seven decades.

What's important in design is the ability to create what we call, branding. And, that's what Loewy did for the railroad. He created a look, a feeling and promoted progress to persuade passengers to choose the Pennsylvania Railroad's "Blue Ribbon Fleet" over competitors. And, he succeeded!

Several variations of the "Broadway" pattern exist. Rather than rewriting from *Dining on Rails*, I'm

going to use The Railroad Commissary folks who described the variations very well:

"The several variations in coloring found in PRR Broadway pattern china can either make collecting of the pattern more interesting, or it can drive one to distraction. While some suggest that these variations were accidental, this doesn't quite appear to be the case. While there was, no doubt, some variation due to different manufacturers' renderings of the colors, there were also some changes too dramatic to be accidental."

Indeed, there seems to have been at least one major redesign of the pattern, in late 1952 or very early 1953, at which time the color belts turned from brown and pinkish to a rust brown and olive green. Some smaller

pieces, mostly bowls, had only one criss-cross belt – the one that was pinkeye and later rust brown. At some point, at least coffee cups got a more square profile, with nearly vertical sides."

Several railroad china patterns have been reproduced and that includes the "Broadway" pattern. I contacted Tim Stuy of The Phoebe Snow Company which is selling the reproduction. Having worked with Tim in the past, I know he is a stickler for detail and getting it right. The "Broadway" reproduction certainly measures up to those standards. Here are some questions I asked Tim.

Q. How many pieces did you have made and when?

A. We did 12 dozen place settings: dinner plate, salad plate, vegetable

dish and cup and saucer. We placed the order in 2015.

Q. Who produced the reproduction china?

A. Homer Laughlin China.

Q. Do you have any of the reproduction in stock now?

A. Yes, we still have a dozen or so place settings left for sale. (This was as of December 2021.)

Q. What was the biggest challenge in producing the reproduction?

A. At the time, Homer Laughlin was wonderful to work with. We sent several samples of the original pieces and their art department created what I think were excellent reproductions. The time from order placement to delivery was long, but I have never been involved in a china project where that wasn't the case.

Q. Why did you pick the "Broadway" pattern to reproduce?

A. We wanted to do a pattern that we thought people would use. The "Broadway" pattern is attractive and can be enjoyed by non-railroad fans. Also one of our longtime customers is the Railroad Museum of Pennsylvania and they felt it would be a great item to offer in their gift shop. And finally, we were able to provide the china for use onboard the "Catalpa Falls" ex-PRR sleeper/buffet/lounge car currently in Amtrak service.

In closing, the PRR "Broadway" pattern china is worth adding to any collection.

As mentioned before, the variety of pieces and colorization add interest to the pattern. As I lamented earlier, I'm sorry I never rode the *Broadway Limited* nor enjoyed a meal being served on "Broadway" china. I know the meal would have been special.

Thanks to The Railroad Commissary and The Phoebe Snow Company for allowing me to use their information and photos. ♦



These four pieces have the green and brown color on the outer belt. The picture was taken at the Arizona Railroad Museum in Chandler, Arizona.

Dining... a delight on the Broadway!

You dine with soft light and music. Here is excellent service, too. You'll notice it in little things—like the complimentary newspaper at breakfast, or the special care that keeps "hot foods hot" from kitchen to table. You sense and realize the skill and care of master chefs. Menu offers a wide choice of dinner selections ranging from Charcoal Broiled Sirloin Steak and Roast Prime Ribs of Beef Au Jus, to delectable salad platters for the calorie-conscious.



THE RAILRODIANA EXPRESS

Scammell's Trenton China was ordered through John Wanamaker of Philadelphia. This department store was a distributor for Buffalo, Mayer, Scammell, and Syracuse China. The commercial china department ceased operation in the 1980s.



SCAMMELL'S
TRENTON CHINA
MADE IN AMERICA

DESIGN PATENTED
JOHN WANAMAKER

Shenango China produced this plate between the 1930s and 1948. The colored Indian backstamp was not used after 1948.



IVORY

SHENANGO CHINA
NEW CASTLE, PA.
U.S.A.

Through the years, several styles of cups were ordered. This straight-sided 9-ounce coffee cup was also ordered through John Wanamaker.

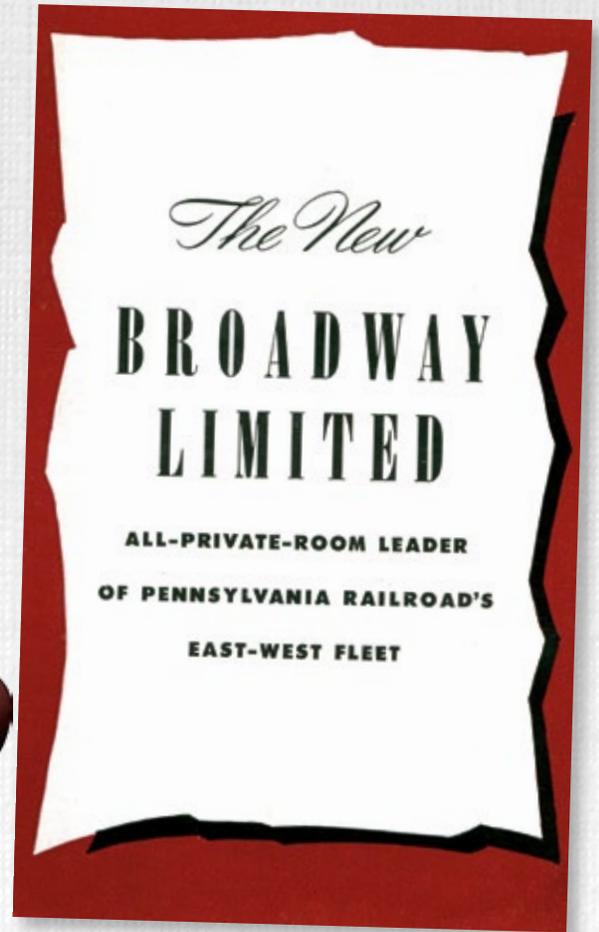


SCAMMELL'S
TRENTON CHINA
MADE IN AMERICA

DESIGN PATENTED
JOHN WANAMAKER

SCAMMELL'S
TRENTON CHINA
MADE IN AMERICA

DESIGN PATENTED
JOHN WANAMAKER



This page: Christopher Transportation Collection.





Both sets, Christopher Transportation Collection.

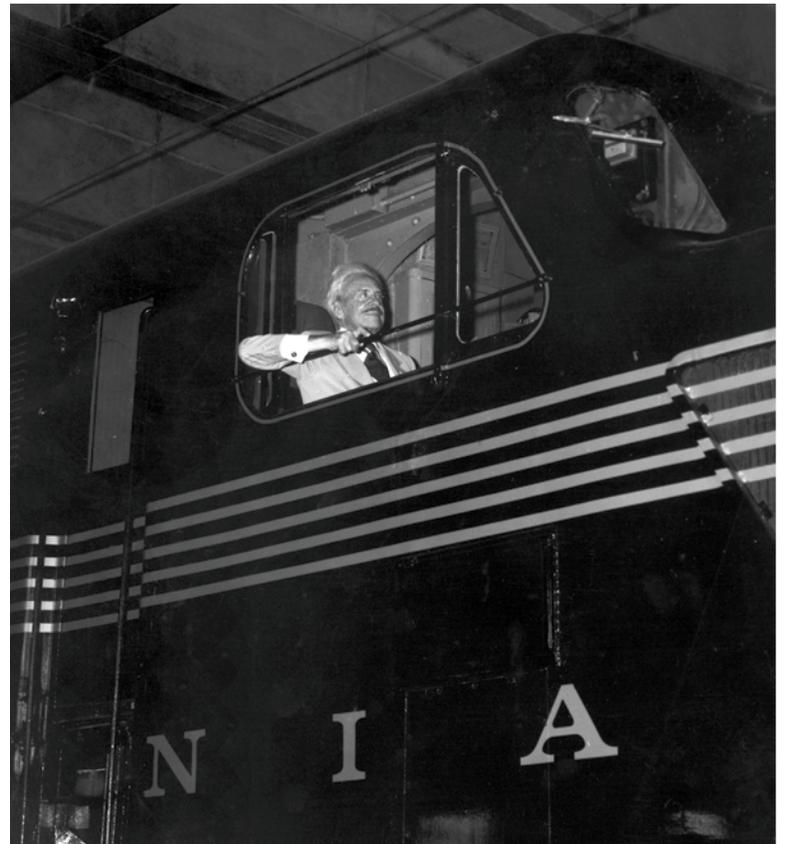


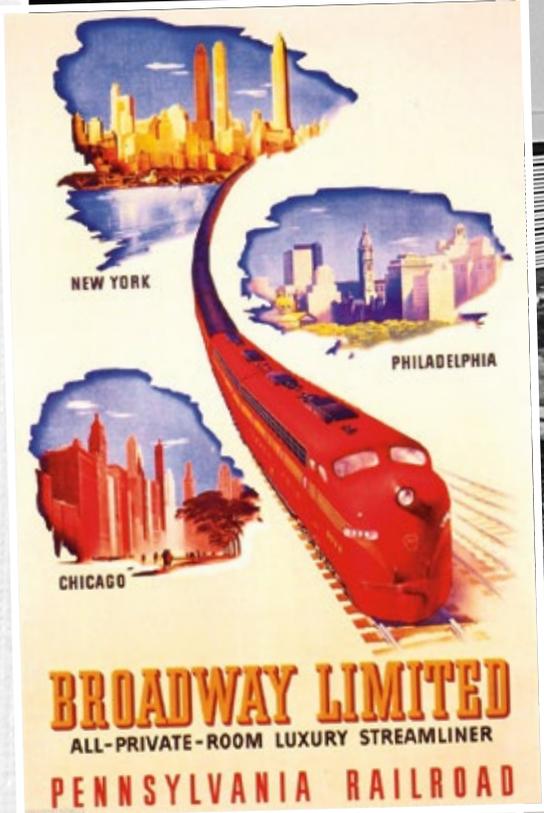
Here are The Phoebe Snow Company's reproductions. They are very accurate except the cup shape does not match the two original styles. When I was involved in producing reproduction china, I learned it was always a challenge to match the cup shape. Years ago china manufacturers offered many styles and shapes. But, such variety is not the case now.



Left: Collectors' always appreciate reproductions that are marked clearly as this is. It also helps to have a date of production as well.

Right: Raymond Loewy in the cab of a Pennsylvania Railroad GG1 locomotive.

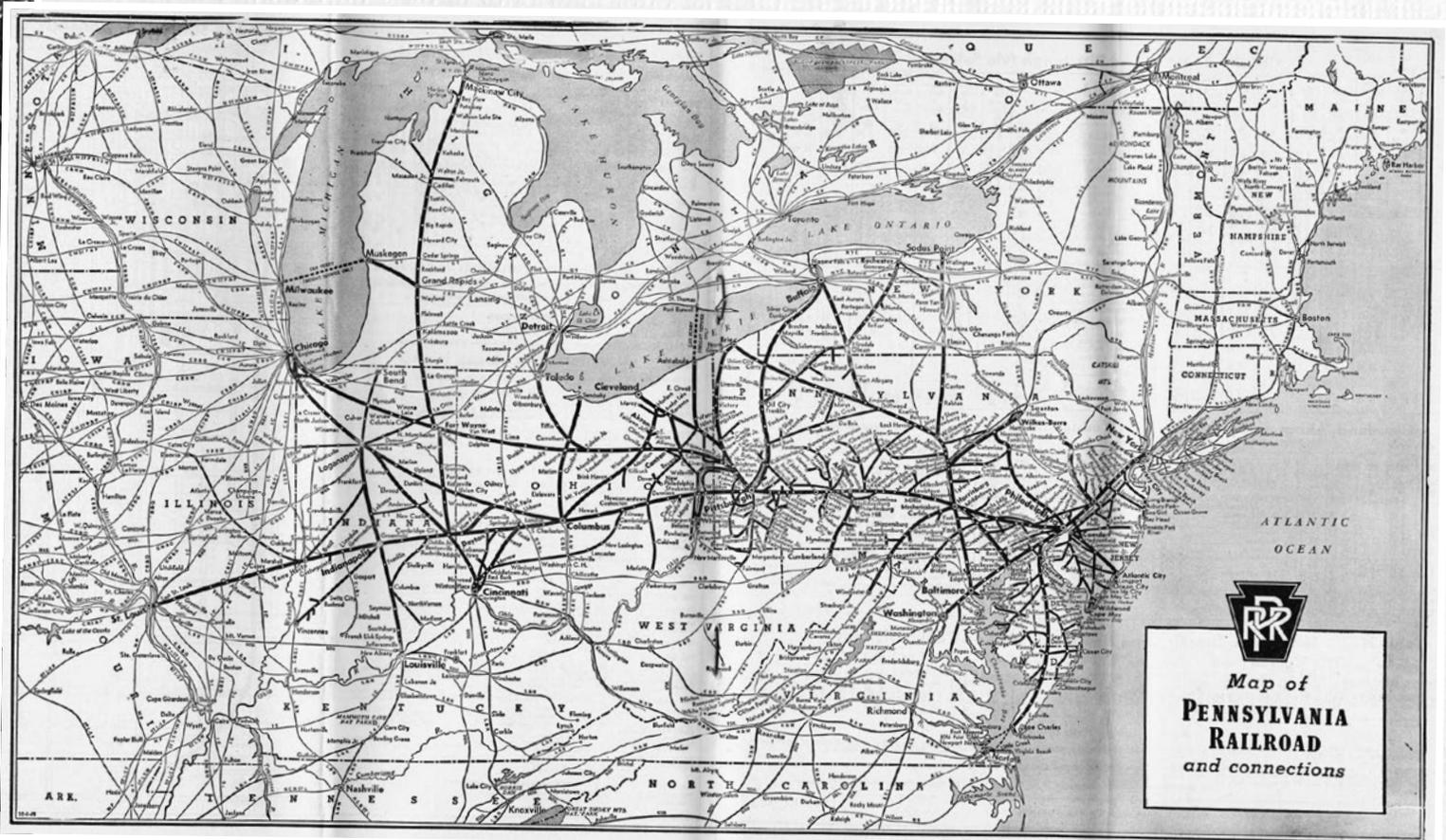




Photos of the china in use provide positive proof that this is railroad dining car pattern. They also show what the pre-Amtrak dining experience was like.



Although "Broadway" is a fairly common pattern, some pieces like the celery tray in the lower right are less common and desirable to collect.



LOCAL FREIGHT

WANTED / FOR TRADE

Will buy Rock Island CRI&P, BCR&N, CK&N, CO&G ink blotters not already in my collection. Please **Email photos & prices**, wigwagtrns@aol.com. Bill Leistikio

I am a very serious collector and I'm always buying cast fancyback railroad switch locks, which are not already in my collection, willing to pay top dollar. I am especially looking for these locks: C&O, BA&P, CNO&TP, B&OSWRR (not RY), GC, LC&N, GF&A, etc. Please **email Warren Nyerges at: warrennyergesjr@hotmail.com**. send picture(s) and asking price or call me at: 239-440-4254

Wanted: Steam builders plate from an L&NE and DL&W locomotive. Also Erie Lackawanna diesel builders plates. **Bob Bombel 201-566-6810 rbombel@aol.com**.

Choo-Choo-Wayne is adding a new page of items being deaccessioned by the South

Dakota State Railroad Museum to his website. Check it out at www.choo-choo-wayne.com and maybe find something you have been looking for as well as help support this fine museum. **Wayne Kerlake, phone 605/351-0370 or email wdkerlake@gmail.com**

RR Signal Items Wanted (Especially near the Chicago Area). Also looking for an outdoor public phone booth. **Russ Fierce: RussFierce@aol.com 847-358-1185**.

UP: Zone, track and spot information book (ZTS Book); Lackawanna (DL&W): Magazines, note pads, maps, brochures and other paper. **Arthur Chaundy, PO Box 381, Sunbury PA 1801 (Please note new address)**.

FOR SALE

Currently have some builder's & number plates available from the following roads: MP, HV, TRRA of St. Louis, CMSTP&P, CN, AT&SF, ACL, SLSF, B&O, PRR, SP, C&O, L&N, LI, UP, N&W, PC,

C&NW, CR, VGN, SCL, NS, CP, others. Also have some great trade plates. Send me your email and I will send you the most current copy of our list. **Ron Muldowney - 609-397-0293 or rjmuldowney@comcast.net**

Huge railroad book collection. Three libraries - hundreds of books. Includes other transportation and collector's reference books too. F.O.B Northern California. Best offer. For more

information, email or call **Brad Lomazzi, bslomazzi@att.net, 916-782-6587**

NOTICE

Vic Ryerson, selling on eBay as "harrimanspecial," specializes in timetables and other paper items, books, dining car china and silver, and esoteric railroadiana. And now on Etsy, too!

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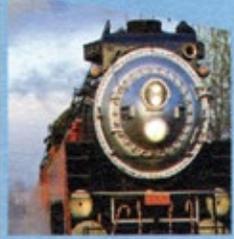
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Wanted: Western US tall globe lanterns, brass locks, keys, builders plates, and other unique items. We'll purchase one item or an entire collection. Don't let fly-by-night auction houses over promise and under deliver. Our consignment services start at just 15% and we offer complete collection management and liquidation services. Give us a call or email us for more information.



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Railroadiana Express

1/8 Page or Business Card (2.25" H x 3.5" W)	\$25.00
1/4 page, VERTICAL (4.75" H x 3.5" W)	\$55.00
1/4 page, HORIZONTAL (3.5" H x 4.75" W)	\$55.00
Half page HORIZONTAL (4.75" H x 7.25" W)	\$95.00
Half page VERTICAL (9.5" H x 3.75" W)	\$95.00
Full page (11" H x 8.5" W)	\$225.00
Centerfold	\$450.00
Inserts supplied by advertiser	(contact us!)

RCAI is pleased to offer a 15% discount to print advertisers who run four consecutive ads in the *Railroadiana Express*. Ads must be the same size; however, content may change per issue. Ads must be paid in full to receive the discount.

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The Short Line Email Newsletter \$200.00 per email

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Both your ad copy and payment (by Check or Money Order payable to "RCAI," or electronically by PayPal) must be received by the Advertising Manager by the deadline date, unless other arrangements are made. RCAI offers an optional electronic payment via PayPal. Please add 3% to the total cost of the ad(s) to cover fees and expenses for electronic payment.

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Classified Ads may be placed for free by RCAI members. Members are limited to one classified ad per issue; each classified ad must be requested individually for each issue. Ads are run as space permits, but in the event of a space shortage, ads accompanied by a monetary donation are printed first. Your donation is tax deductible, and the RCAI will send you a confirmation for your tax records upon request. All donations are greatly appreciated and are used to further our educational goals and improve the *Express*.

Deadlines

Deadlines are listed on Page 3. Thank you for your cooperation! Advertising rates are subject to change upon approval of the Board of Directors.

To place an advertisement, contact:

Jane Silvernail
P.O. Box 185, Niverville, New York 12130
rcai.expressads@outlook.com

NOTE: The RCAI cannot be responsible for the authenticity of advertised items.

PHOTO RUNBY: CHICAGO & ERIE LOCKS

The Chicago & Erie Railroad was a 249 mile-long railroad that eventually became part of the Erie Railroad in 1895. The railroad ran from Marion, IN, to the Illinois State line at Hammond. The line was originally known as the Chicago & Atlantic Railway which went bankrupt in 1890, when the Chicago & Erie Railroad was organized. Through the years, I have seen a few stamped, heart-shaped locks from this railroad. This fancyback version is one of the two locks I know to exist. The lock was manufactured by E.T. Fraim, Lancaster, PA., and appears to have seen little use.

—Warren Nyerges





1902— A 20-HOUR SCHEDULE NEW YORK-CHICAGO!



1927— INSIDE AND OUT...A COMPLETELY NEW TRAIN!



1938— FOR THE FIRST TIME...AN ALL-ROOM TRAIN!

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On June 15, 1902, Pennsylvania Railroad introduced a train between New York-Philadelphia and Chicago—the finest of its day! Now on its golden anniversary, the magnificent all-private-room *Broadway Limited* still sets the standard for dependable travel—a train unmatched in splendor, comfort and convenience. Within the streamlined *Broadway Limited* you'll find an exceptional range of accommodations with six types of rooms varying in size from cozy

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