



The Newsletter of the  
Erie Lackawanna Dining Car Preservation Society

## *City of Lima* Gets a New Coat in Time for Winter

By John Boehner and Michael Steinberg

For the first time in 40 years, Pullman *City of Lima*, NKP 211, has been returned to its original Nickel Plate Road colors. Midwest Locomotive applied the paint to *City of Lima* in late

July and early August. Not since 1965, when the car was sold to Illinois Central, has *City of Lima* worn NKP silver and blue. Now, the car proudly wears its original paint scheme, name and number. We could not have finished this project without the assistance

of several people and organizations. ELDCPS-NKPH&TS member Peter Shepherd put us in contact with Craig Preshler, who was able to provide us with the correct numbering and lettering. ELDCPS VP-Operations John Boehner contacted our paint supplier,



*City of Lima* wears a fresh coat of paint inside the shop at Midwest Locomotive on Aug. 2, 2006.

Finishmaster of Fort Collins, Colo. Branch Manager Michale Chambers was able to exactly match the NKP blue using the formula provided by NKP PA-I 190 owner Doyle McCormack. Finishmaster was able to find a suitable silver for use below the letter board, and an aluminum-silver for the lettering. With the original NKP paint and lettering diagram provided, Midwest Locomotive started prep work in early July. Finishmaster sent 10 gallons of primer to Midwest, followed by the blue, lettering and silver paints for the car.

As of early August, Midwest Locomotive was putting the finishing touches on the paint. The entire car will be wet-sanded to remove any drip marks and imperfections; rough areas of paint will also be touched-up. The car will also receive an updated COTS (clean, oil, test and stencil) date for the brake system. Once complete, the car will be shipped to Illinois Transit Assembly (ITAX) in Madison, Ill., a suburb of St. Louis. ITAX, under the supervision of Ben Butterworth, will complete the interior work on the car. The car report in this issue documents the specific work that will be performed. After interior work is completed, the car will move “home”

to Scranton. *City of Lima* will be the first car to be placed into service by ELDCPS, and we look forward to welcoming our members and friends aboard.

Purists will note that the car no longer has its original stainless-steel fluted siding. Pullman-Standard cars were notorious for developing leaks and rot under their siding, due to water and cleaning products making their way between the stainless-steel siding and carbon-steel side sheets. Over time, this created severe corrosion in the side sheets. When Illinois Central purchased the car, they removed all of the stainless siding, including the polished siding from the belt-rail to the letterboards, and installed new side sheets to repair the damaged ones. Although the original application of the stainless steel was very attractive, we did not want the side sheets to suffer the same fate again. To replicate the fluted siding, we will use a painting process called shadow-lining. This method is very effective, and will give the car sides the appearance of corrugation. Once the car reaches Scranton, we will have the shadow-lining applied.

Remarkable progress has been made in the last six months. In the Spring 2006 issue of *The Diner Digest*, we set

a goal to complete *City of Lima* this year. Not having any funding grants for this car, we knew we had to count on our members and sales to fund the work. Our members came through, as you can see from the photos in this issue. The cost to paint the car was significant: \$23,500 for materials and labor. Moving the car to St. Louis and Scranton will cost an additional \$4000, so please keep sending in your donations. Every donation helps, and we continue to offer the NKP 211 Club and special naming programs for *City of Lima's* roomettes, bedrooms and Pullman chairs. (See Page 7 for details.)

In addition to our members, we would like to thank the great people with the Nickel Plate Road Historical & Technical Society for their assistance with *City of Lima*. During the 1950s and early 1960s, NKP passenger cars were a common sight on Lackawanna and Erie Lackawanna trains between Buffalo and Hoboken. Likewise, DL&W and EL Pullmans and coaches were carried on NKP trains between Buffalo and Chicago. ELDCPS looks forward to a fruitful continued relationship with NKPH&TS.



The painter buffs *City of Lima* after wet-sanding a portion of the car

# From the Commissary

Interestingly enough, we are still making new discoveries of items made for Erie, DL&W and EL dining car service. We decided to reproduce the Erie's "Starrucca" china pattern because it was the standard Erie pattern from about 1948 through the EL merger and until the end of dining car service in 1970. Over those years many different china manufacturers made it for the Erie. This list includes Buffalo China, Iroquois China, Shenango China, Walker China Co. and Warwick China Co. Walker China was an interesting company. It was located in Bedford, Ohio on the Wheeling & Lake Erie. The Walker family controlled the company from 1923 until 1967. From 1948 until 1960 the company advertised its china for use for steamships, railroads, hotels and airlines. Following 1967, there were several name changes. By 1982, the company no longer existed in any form.

Several months ago we found a teapot made by Walker China for the Erie in the Starrucca pattern. The existence of this piece was previously unknown. The date code indicates it was made in 1956. Before finding this teapot, we assumed that the Erie exclusively used silver teapots. We do not know how many of these teapots were made but it would appear to have been a very small production run. Based on photos and personal recollections, it appears these teapots were no longer in service by the early

1960s. The Walker teapot we saw was recently sold for over \$800!

When we first saw this teapot we immediately thought about reproducing it to go with our other Starrucca reproductions. Since Walker China was no longer in business, we asked Rich Luckin of China Concepts. He put us in contact with the Hall China Company. Hall China is located in East Liverpool, Ohio and was founded in 1903. While they make most standard china pieces, they are world-famous for their pitchers and especially their teapots. Hall China has made many different teapots for railroad dining service over the years. (In fact, they made a teapot fitted with an unusual silver lid for the Lackawanna in 1959. We had looked into reproducing these, but International Silver no longer makes the silver lid for these teapots.) Hall agreed to make a limited-edition reproduction of the Walker teapot. They have a teapot style called "Buffet" that has almost an identical shape to the Walker piece. We hope to have these reproductions available for sale by Oct. 1. We are pleased to offer pre-production pricing to our members of \$39.95 plus \$5.05 shipping. After Oct. 1, the member's price will increase to \$43.95 plus shipping. This will be a limited production run so please place your order by mail or at our online store at [www.eldcps.org/catalog/](http://www.eldcps.org/catalog/).



Hall China's silver-lidded teapot made for Lackawanna service in 1959.



Front and side views of the Erie teapot made by Walker China in 1956.

# From The Editor

When I walked into the Midwest Locomotive shop on the afternoon of Aug. 2, I was pleasantly surprised at how good *City of Lima* looked with fresh NKP paint. After what seemed like five long years, we were getting close to having our first car returned to service. As work continued on Diner 741 just outside the shop door, I felt extremely proud and optimistic about the future.

While *City of Lima* definitely looks impressive, there is still some very important work that needs to be completed. We have detailed everything that needs to be done in this issue's Car Report, but we still need additional funds to make this happen. When we asked our members to help us fund the painting of the car, we were pleased with the support we received. Now, we need your help again to get the car to St. Louis, and finally Scranton, where she can begin earning revenue for her continued upkeep. *City of Lima* will be the first of several cars that we will return to service, and we owe it all to our members.

As detailed in the cover story and car report, the cost to complete *City of Lima* will run around \$30,000. We have included information in this issue about our special *City of Lima* Naming Program, which recognizes donations of certain increments. No donation is too small, of course.

For now, enjoy this issue of *The Diner Digest*. But please, after seeing the terrific progress made on *City of Lima* and 741, we hope that you would consider helping us cross the finish line in completing the restoration of our cars with another donation to the ELDCPS. Visit the online store on our web site and order some great EL-themed items and reproductions, the sales of which also go to fund the restoration of our cars. With the necessary funding, we can have *City of Lima* operating in Scranton by next year.

Sincerely,  
Michael Steinberg

# Car Report

## NKP Pullman *City of Lima*

As covered in our feature article, *City of Lima* has now been repainted in its original Nickel Plate Road paint scheme. We are now making plans to move the car from Midwest Locomotive to Illinois Transit Assembly (ITAX) outside of St. Louis, Mo.

ITAX will complete the interior work on the car, and then the car will be sent “home” to Scranton.

Before moving the car to St. Louis, Midwest Locomotive will complete the work listed below:

- COTS (Clean, Oil, Test and Stencil)—Cleaning and testing the air brake system.
- Reinstall all grab irons.
- Repair and adjust vestibule stairs and traps.
- Replace hallway window opposite Bedrooms A & B.
- Inspect trucks and pedestal liners.
- Test all power systems.

We anticipate that this work will be completed by mid- to late-August. Once moved to ITAX, the following work will be performed on the interior of the car :

- Recharge and/or install new fire extinguishers.
- Replace all carpeting with new



carpeting that matches original Pullman-Standard “Fir” pattern as closely as possible.

- Replace all mattresses.
- Prepare water system for operation by identifying and repairing any leaks, and by sanitizing the drinking water system.
- Install first-aid kits in lockers.
- Inspect Microphor waste-retention system.
- Check operation of air-operated end doors.
- Check all Pullman collapsible seats; clean and reupholster where necessary.
- Check operation of Pullman annunciator in hallway.
- Reupholster all seat cushions,

backs and arm supports.

- Replace smoke alarms.
- Clean walls and touch up paint.
- Replace burned-out light bulbs.

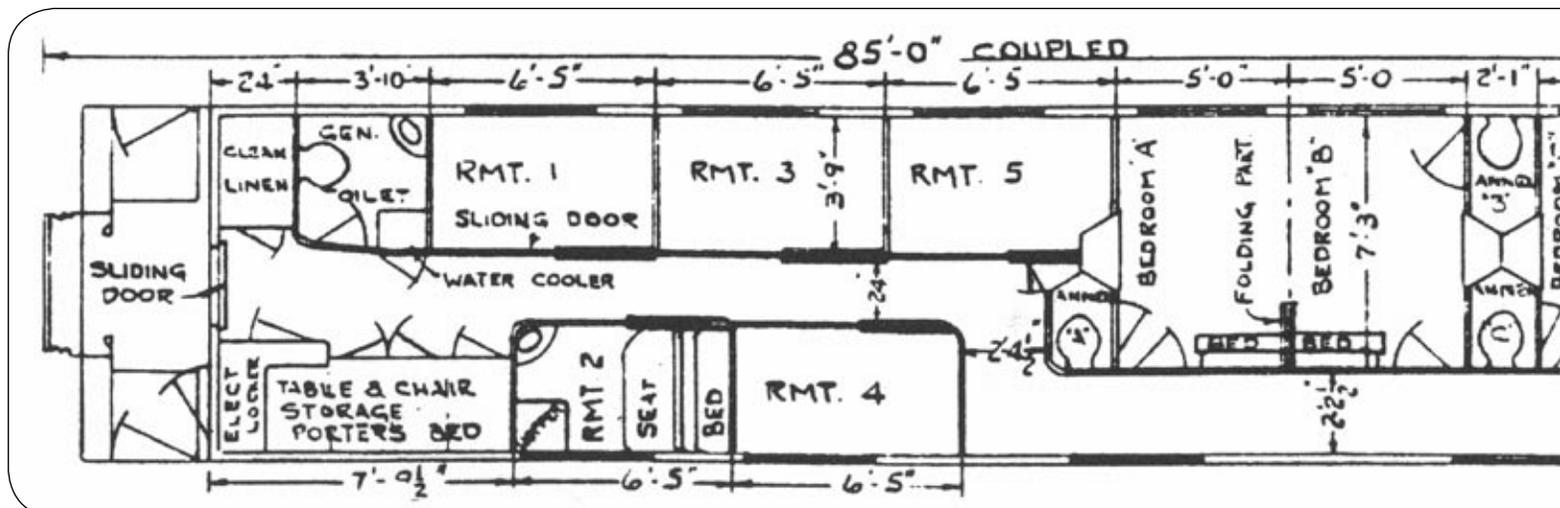
In addition, the following work needs to be completed in the individual rooms :

### **Roomette 1 (Now a bathroom with shower, sink and Microphor toilet)**

- Clean and prepare for service

### **Roomette 2**

- Fan needs to be tested and reinstalled.
- Replace lock in door, or install new door.
- Reattach lid to former toilet.



Original floor plan of *City of Lima*

### Roomette 3

- Plastic window sill needs to be replaced.
- Reattach lid to former toilet.

### Roomette 5

- Replace missing personal belongings pouch.

### Bedrooms A & B

- Replace missing berth ladders.
- Check fans.

### Bedrooms C & D

- Check fans.
- Replace missing personal belongings pouches.
- Upper berth latch needs lubricating.

### Bedrooms E & F

- Repair upper berths—both are stuck in closed position.
- Repair lower berth in Bedroom E—does not latch correctly in closed position.
- Replace missing berth ladders.

### Roomette 7

- Repair or replace berth latch.
- Check fan.

### Roomette 8

- Check fan—fan blade and lower cover are missing.

### Roomette 9

- Check fan.



### Roomette 10 (Now a bathroom with shower, sink and Microphor toilet)

- Clean and prepare for service.
- Replace window in Roomette 10.

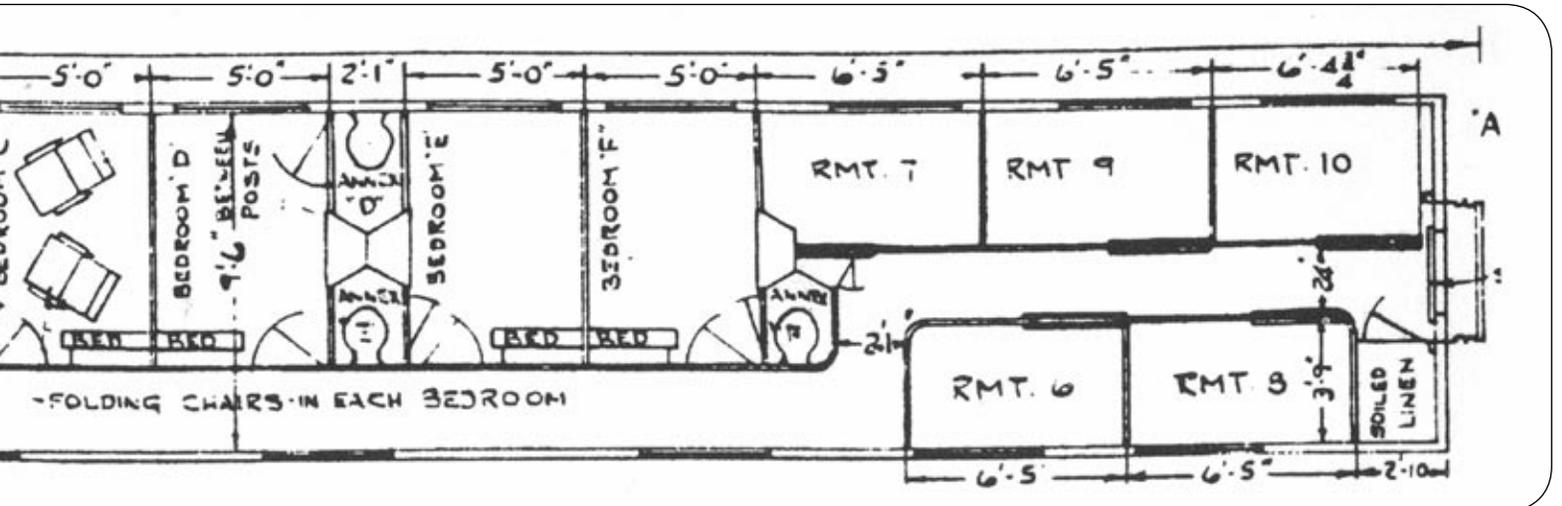
### EL Diner 741

Midwest Locomotive has made steady progress on Diner 741. Metal fabricators have completed work on installing the new side sill in the service doorway on the hall-side of the car. With this in place, they can now weld in new flooring. Metal work along the hallway side of the car is complete, and they are welding in screw heads to replicate the rivets that were removed with the old metal. At the A-end of the car, metal work has been completed on the left



Broken window in Roomette 10.

side, except for the wrap-around trim. Buffer springs have been reinstalled along with the end buffer. Midwest is making good progress, and feels that once they get this area completed,





A sequence of photos documenting the work performed on the end of Diner 741. From left to right, photos taken on Jan. 16, 2006, Aug. 2, 2006, and Aug. 10, 2006. (Photos by Michael Steinberg and Midwest Locomotive)

the remainder of the restoration will proceed much faster.

We have discussed with Midwest where the Genset and fuel tank are to be located, as to make certain the car is well-balanced. Also discussed was the location of the hot water heater and LP gas tanks for the kitchen stove.

In discussing how far Midwest Locomotive will take the restoration, we have agreed on the following list:

- Complete exterior metal work:
  - Enclose closet at lounge-end of car, removed by EL for MoW vestibule,
  - Fabricate and install new kitchen service doors,
- New glazing throughout car,
- Install new kitchen/hallway wall,
- Install new stringers and floor for kitchen and hallway,
- Replicate and install new steward's wall (replicating original trim),
- Remove the UC air brake control valve and install the ABDW upgrade control valve,
- Remove hand brake in vestibule and relocate to exterior of car; adjust, test and stencil brake when complete,
- Install Genset and fuel tank,
- Rollout and inspect trucks, and repair if necessary,
- Paint and letter car, and
- Install rubber diaphragms.

**Electrical**—Midwest Locomotive President Dave Wynn recommends subcontracting the wiring of the car to a commercial electrician. This will also include installation and wiring of the Genset control panel. Both the Genset and A/C controls will fit in

the car's old electrical locker. In a sign of the times, we will install electrical outlets at each table, to accommodate modern conveniences. One of the potential uses for Diner 741 is for business meetings, and having somewhere to plug in laptops, cell phones and other electrical devices is warranted.

**HVAC**—We ordered from ITAX a condenser and separate motor/compressor package for Diner 741. Also included with the new Carrier SF40 compressor was a spare, which can be rebuilt in the future if necessary. The control equipment for the A/C equipment will have to be ordered from Northwest Electric. A commercial HVAC contractor will be called in to set up the piping and perform all tests.

**Genset**—Midwest has the Genset up and running. There is a hairline crack near a freeze plug, which will have to be repaired with a nickel rod weld.

### DL&W Diner 470

An inspection revealed a small amount of water seeping in from a roof vent over the kitchen. Midwest will seal the leak. A peek inside the ceiling revealed the A/C blower motors and condenser in place. This is good news! We hope to start restoration on Diner 470 in late 2007.

Erie Lackawanna Equipment Leasing, LLC

### EL Coach 1318

Owners John and Karen Boehner did some "housecleaning" in 1318, and

the car is dry and secure. On Thursday afternoon, April 27, they discussed the restoration schedule of 1318. Dave Wynn felt that since Midwest is concentrating on *City of Lima* and Diner 741, he could not begin work on 1318 until Spring 2007.

### Pullman Green Bank/ American Way II

*Green Bank* needed to be organized and cleaned out. Owners John and Karen Boehner, with assistance from ELDCPS VP-Communications Mike Steinberg, were able to complete this on April 27. The car was aired out, and ideas for the restoration were discussed. The original plan for the car was to remove the men's lavatory, located at the A-end of the car, and remodel it into a kitchen. The woman's lavatory would continue to serve as a shower/lavatory. However, a train with a good complement of people would require additional facilities. Mike Steinberg suggested that Roomettes 11 and 12 be removed, one converted into a shower, the other into a small kitchenette. With the two roomettes removed, the car would still be able to seat 24 people comfortably in a daytime configuration.

Mike Steinberg and John Boehner replaced the missing window seals in four roomette windows, and John has asked Midwest to replace the seals in the other rooms. A broken window near Bedroom D will also be replaced.

# City of Lima Special Donations

We continue to be impressed with the overwhelming support of our members towards our project. We are nearing the finish line on Nickel Plate *City of Lima*, and once again call out to our members and friends in helping us finish this project. As you can see from this issue, your support has already brought *City of Lima* back from history. With the final work completed, *City of Lima* will once again be a fully operational car. We still need to raise up to \$30,000 to complete the car.

In addition to regular donations, we also offer the following special donations and dedications for *City of Lima*:

## **\$211 donation—**

### **Membership in the NKP 211 Club**

NKP 211 Club members will receive the following:

- A special NKP 211 Club pin produced by Sundance Marketing exclusively for ELDCPS. (Only 211 Club members will receive this pin.)
- A plaque will be mounted in the car with the names of all 211 Club members

## **\$350 donation—**

### **Pullman Chair Dedication**

A Pullman chair will be named in your honor with the appropriate nameplate attached to the chair.

## **\$600 donation—**

### **Roomette Dedication**

A roomette will be named in your honor with the appropriate nameplate installed in the room.

## **\$1200 donation—**

### **Bedroom Dedication**

A bedroom will be named in your honor with the appropriate nameplate installed in the room.

All donors will be notified of the first public trip of *City of Lima*. Donors will receive a discount the first time they ride on the car.

Please send your tax-deductible donation and the name as you wish it to appear on the nameplate/plaque, if applicable, to:

Erie Lackawanna Dining Car Preservation Society, Inc.  
Attn : City of Lima  
P.O. Box 5821  
Parsippany, NJ 07054



ERIE LACKAWANNA  
Dining Car Preservation Society

Our mission is to preserve the passenger and dining car experience on the Erie Lackawanna and its predecessors through the purchase and restoration of Erie Lackawanna passenger and dining equipment.

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City of Lima, as the Illinois Central's "Cynthia," pictured in Detroit, Mich. after purchase by Michigan Railroad Club, July 10, 1971. (Collection of William H. Eldridge.)



"Cynthia," from a different angle. Also in Detroit, Mich. on July 10, 1971. (Collection of William H. Eldridge.)



The Michigan Railroad Club painted City of Lima in the this unique paint scheme, seen here in 1972. (Collection of William H. Eldridge.)



In the late 1970s, new owner Hogtrain, Inc. repainted the car into MoPac "Eagle" colors. Pictured in St. Louis. (Collection of William H. Eldridge.)