

The Diner Digest

SPRING 2007



The Newsletter of the
Erie Lackawanna Dining Car Preservation Society

City of Lima Moved to ITAX

Our Nickel Plate Road Pullman sleeper, *City of Lima*, has arrived at Illinois Transit Assembly Corp. in Madison, Ill. The car was picked up from Midwest Locomotive on Dec. 12, 2006 by Kansas City Southern, and moved to their yard in Kansas City, Mo. The car was placed on the rear of train M-KCES on Dec. 14, and arrived at KCS' ex-Gateway Western yard in East St. Louis, Ill. on the morning of Dec. 15. *City of Lima* was interchanged to the Terminal Railroad Association of St. Louis on Dec. 20, and was delivered to ITAX on Dec. 21. We would like to thank Midwest Locomotive, KCS, TRRA, and ITAX for their assistance in moving the car.



City of Lima at Midwest Locomotive on Oct. 5, 2006. (Photo by Michael Steinberg)



City of Lima at Illinois Transit Assembly Corp. on Dec. 22, 2006. (Photo by Michael Steinberg)

From the Editor

Welcome to another issue of *The Diner Digest*. In this issue, we are proud to introduce two members who have decided to increase their involvement in the Society by becoming committee chairs. John Isaksen and Phil Albano are introduced in this issue, and the Board looks forward to their assistance and input into our project.

ELDCPS is a member-driven organization, and it goes without saying that we would not be anywhere without the financial support of our members. However, as volunteers, the ELDCPS Board alone cannot devote the time and attention we would like to certain society matters. Having members who are willing to assist us is key to our continued success, and we are always looking for additional help.

While the contributions of our members are greatly appreciated, we must continue to look for additional sources of income. Our secretary, Tim Stuy, has fulfilled the role of grantwriter since our inception. Grantwriting is a job in itself, and we are looking for a member who has the experience to assist Tim in researching and applying for the numerous grants that are available.

Getting the word out about our Society and project is also important, and we are looking for someone with marketing experience who can direct us in advertising and media exposure opportunities.

If you are interested in either of these opportunities, please contact me at mjs78@sbcglobal.net or write us at our P.O. Box.

With the continued support of our membership through monetary support and volunteerism, we will continue to succeed.

Regards,
Michael Steinberg
Vice President—Communications

The Erie Lackawanna Dining Car Passenger Club

The purpose of this club is to create ongoing financial support for *The Lake Cities Project*. The recreation and restoration of a 1960s Erie Lackawanna through-passenger train is a costly task. Just think of the benefits while enjoying a slice of pie and a beverage as you travel through the beautiful Pocono Mountains.

This club requires an annual membership. Funds raised from this campaign will be used for moving, maintenance, minor restoration and repairs, and for insurance on the collection. Upon payment of your first annual membership, you will receive the gift associated with your level along with the respective benefits. Your support is greatly appreciated and we look forward to dining with you on the rails.

Giving Levels

The Friendly Service Route

\$50 Annual Donation
Donor receives DL&W Playing Cards, a \$6 value.

The Atlantic Express

\$100 Annual Donation
Donor receives a Starrucca dinner plate, a \$15 value.

The Owl

\$250 Annual Donation
Donor receives a Starrucca cup and saucer, a \$20 value.

The Twilight

\$500 Annual Donation
Donor receives a Krusty Korn Kob pan with three mixes, a \$28.50 value.

The Pocono Express

\$1000 Annual Donation
Donor receives a Starrucca cup, saucer and dinner plate, and one placesetting of EL Grecian flatware, an \$83 value.

The Erie Lackawanna Limited

\$2500 Annual Donation
Donor receives four EL Grecian placesettings along with donor's name engraved on a plaque in Diner 741, a \$148 value.

The Phoebe Snow

\$5000 Annual Donation
Donor receives four placesettings of the following: Starrucca pattern cup, saucer and dinner plate, and EL Grecian flatware. Donor's name will be engraved on plaque in Diner 741. Donor also receives the right to hold an event on the car.* \$480 value.

The Lake Cities

\$10,000 Annual Donation
Donor receives four placesettings of the following: Starrucca pattern cup, saucer and dinner plate, and EL Grecian flatware. Donor's name will be engraved on plaque in Diner 741. Donor also receives the right to hold an event on the car. Donor also receives four meal tickets to a future dinner excursion with prior reservation.*

All membership fees related to this program are fully tax-deductible after the deduction of fair market value of the gifts/benefits. The Erie Lackawanna Dining Car Preservation Society is an IRS-recognized 501c3 non-profit organization.

If you are interested in participating in this new fundraising effort, please visit our website or contact us at :

ELDCPS Passenger Club
P.O. Box 5821
Parsippany, N.J. 07054

*Actual operation expenses of car (i.e. staffing, food, beverage, transport of car, etc.) are not included.

From the Commissary

By Tim Stuy

When we think about the rail dining experience, it usually begins with the memory of being led to a table by the dining car steward. It is the first impression of the table that stays with us: the lustrous sheen of bone-white china, the reflected twinkle of the lights in the polished silver flatware, framed by the soft drape of a linen tablecloth. After we are seated we might notice that the mark of the Erie or the Lackawanna is woven into the center of the tablecloth and the napkin. How subtle a distinction of the rail line you travel.

Finding tablecloths from the railroads is fairly difficult. Typically, they may have survived 100 or so washings and then would have been discarded. Many (if not all) of the linens will have the month and year woven into the edge of the piece. This was done so the railroad would know how long the linen lasted in service. We have seen a few pre-WWII examples, but for now let's focus on what was used after the war and into the Erie Lackawanna era. The Erie used a standard damask pattern known as Oak Leaf. As the name implies, there was a leafy pattern around the edges of the piece and the Erie diamond logo woven into the center. As the years went by, the Erie started to order the Oak Leaf pattern without the logo woven in. These later pieces had the word "Erie" embroidered into a corner of each napkin and tablecloth in red (and later, blue) script.

The Lackawanna also used a standard damask pattern called Fleur de lis. This pattern had a Greek key border, with Fleur de lis populating the interior and the Lackawanna rectangular logo woven in the center.

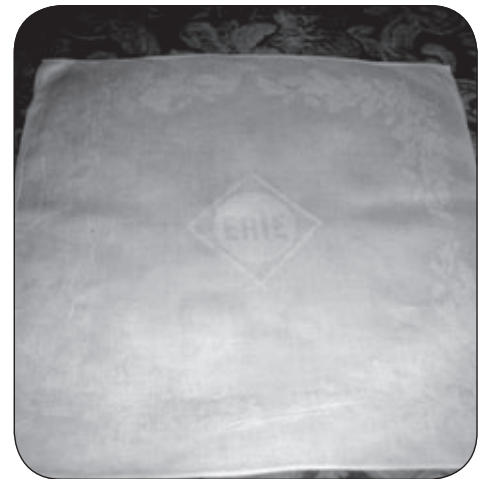
The Erie Lackawanna continued to order the Lackawanna's Fleur de lis pattern linens after the merger. How-

ever, these post-merger items were not ordered with a logo woven in, but with "Erie Lackawanna" embroidered into a corner in maroon script. In later years they were not even embroidered but stamped "Erie Lackawanna" in maroon indelible ink.

After much research, we have found the American subsidiary of the English company that made these linens. Amazingly, the Oak Leaf pattern tablecloth is still a stock item. The Fleur de lis pattern is no longer a standard item, although it is available as a special order. We may consider ordering it in the future if demand warrants it. The Society is currently working towards placing an order for the Oak Leaf tablecloths to be produced for us with the Erie logo woven in, just like the originals. Also, just like the originals, the year of manufacture will be woven into the edge as well. The tablecloths are made of 100% Egyptian cotton linen and measure 54 inches square. We will offer the napkins to match, however due to the huge quantities required to make woven napkins (3600!) we will offer them in the Oak Leaf pattern with the Erie embroidered in script. Eventually, we will reproduce the Lackawanna and Erie Lackawanna style tablecloths as well.



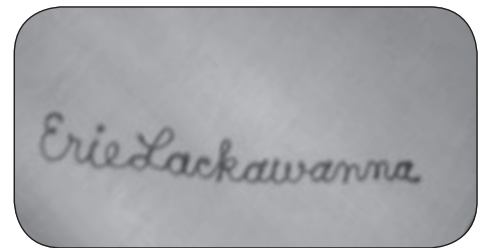
Woven logo on original Erie tablecloth



Original Erie Railroad napkin



Late-era Erie Lackawanna napkin with imprint.



Embroidery from an Erie Lackawanna napkin.

Surviving Equipment Update

Erie/Erie Lackawanna E8 833

Jim Wilson, President of the New York & Greenwood Lake Railway based in Garfield, N.J., has purchased former Erie/Erie Lackawanna E8 833 from Bennett Levin. 833 was constructed by General Motors' Electro-Motive Division (EMD) in 1951 for Erie's through-line passenger service operating between Jersey City (later from Hoboken after October 1956) and Chicago, Ill. Erie 833 was the last E8 purchased by the Erie and was conveyed to the Erie Lackawanna upon the merger between the Erie and the Lackawanna on Oct. 17, 1960. EL 833 continued to work through-line passenger assignments until EL discontinued its last Hoboken-Chicago passenger train on Jan. 4-5, 1970. EL then used the engine along with her sister's in local commuter and occasional freight service until conveyed to Conrail on April 1, 1976. Conrail kept 833 for special service, repainting 833 in CR green and renumbering the unit to 4022. When Conrail was split between NS and CSX, Bennett Levin purchased 833 and stored the unit in Philadelphia.

Jim plans to restore 833, which is in excellent mechanical condition, to Erie Railroad passenger colors of dark green/grey green with dulux gold striping and lettering. He has not revealed specific plans for the unit, however, Jim is looking for another E8 to operate along with 833. If you know of one for sale, please let us know. Jim has generously offered 833 to us for our occasional use with our passenger equipment. We look forward to the day when 833 is reunited with the same passenger equipment she used to pull on former-Erie and Erie Lackawanna main lines!



Top and above: Conrail E8A 4022, former Erie Lackawanna, nee-Erie 833, at Juniata Terminal's shops in Philadelphia, Penn. on Sept. 24, 2003. (Photos by Michael Steinberg)



Control stand on 4022/833.



Steam generator on 4022/833.

Surviving Equipment Update

Nickel Plate Coach 101

By John Boehner

During the NOARS's AMC Convention in Cleveland last September, Mike Steinberg was showing photos of passenger cars which are stored at Illinois Transit Assembly's facility at Madison, Ill. Viewing the photos with Mike and me were Bill Quick (Nickel Plate Road Historical & Technical Society's National Director) and Peter Sheperd (NKPH&TS Publications Director). While we were looking at a former stainless steel sheathed Pullman-Standard coach, I mentioned that it really looked like an NKP 52-seat coach. Peter said that the stainless steel on the car in view ended below the window line, and therefore could not be of NKP heritage, but was most likely C&O. But he noted that the car to the left in the photo was a former NKP car. Upon closer examination, both Bill and Pete confirmed that the car was indeed a long lost NKP stainless steel sheathed 52-seat long distance coach.

After returning home to Cheyenne, I called Ben Butterworth at ITAX, and he confirmed that indeed it was former NKP 101. Mike Steinberg paid a visit to ITAX and took numerous photos of the exterior and interior of the car. This is one of the few existing NKP coaches that retains its original 52-seat configuration, plus its original exterior stainless steel. NKP 101 was one of 10 constructed by Pullman-Standard for NKP in February 1950, and was operated by NKP until sold to the Atlantic Coast Line in August 1964, then conveyed to Amtrak. It was retired and sold to a private owner in 1983. Eventually, the car was purchased by ITAX where it now resides.

The general condition of the car is "rough but restorable," as Ben says. ITAX uses the car for seat cushion storage, as the car has no water leaks. NKP 101 has its original seats, fixtures

and bathrooms. The roller steps in the vestibule were removed for use on another car, but can be replaced.

NKP 101 operated in joint NKP/Lackawanna and later Erie Lackawanna through-line passenger trains between Chicago and Hoboken via Buffalo. The car could be seen operating on Lackawanna westbound Train No. 3 *The Phoebe Snow*, and Train No. 7 *The Westerner*. Eastbound, NKP 101 could be found on Train No. 8 (No. 14 on Sundays), *The New Yorker*. After the EL merger, 101 could be found operating on westbound Train Nos. 1 and 31, the combined *Erie Lackawanna Limited-The Phoebe Snow*, Train Nos. 5 and 5-35, the combined *The Lake Cities-The Buffalo Lake Cities*. The only direct eastbound connection EL offered via NKP through Buffalo was provided by combined Train Nos. 6 and 36-6, *The Chicago Lake Cities-The Buffalo Lake Cities*.

The EL through-line timetable issued Aug. 1, 1965 was the last to list former-NKP Train Nos. 5 and 6, now Norfolk & Western trains due to the N&W-NKP-Wabash merger on Oct. 16, 1964. N&W Trains Nos. 5 and 6 operating between Chicago and Buffalo made their last runs on

Sept. 10, 1965, closing out all through-line passenger service on the former Nickel Plate Road, along with joint Erie Lackawanna service.

Yes, NKP 101 would make a historically accurate addition to our train. However, several hurdles must be overcome before we can consider that option. First and foremost is a mechanical condition report, which I have requested from ITAX. We know that there is corrosion on the side sheets under the stainless steel. The most important question is: Are the side sheets so far gone that an economical restoration is impossible? Once it is determined that restoration of this car is economically feasible, we will need to work on an appropriate funding source. We are dedicated to bringing our current cars back to operating condition before considering any additional projects. We are exploring the possibility of one or more external groups leading a project like NKP 101 joint with our larger effort.

We will keep everyone informed through *The Diner Digest* as information becomes available.



Former Nickel Plate coach 101 (Amtrak 5251) at Illinois Transit Assembly Corp on Oct. 4, 2006..

Car Report

During 2006, the Society made excellent progress with the restoration of two of our cars, EL Diner 741 and Nickel Plate Road Pullman Sleeper *City of Lima*. Although our main emphasis has been the restoration of Diner 741, we have nearly managed to complete *City of Lima* through donations alone! Please read the individual reports for each car. I must emphasize that this work takes money—and lots of it—as equipment restoration is not an inexpensive undertaking. Costs are costs whether you are a railroad, a private owner, or such as we are, a non-profit society. I want everyone to know that your cash donations and purchases through our store are most important and appreciated!

Our mission and vision remains the same. We want everyone to have the opportunity to ride and experience our restored 1960s-era EL through-line passenger train. To get to that point, the equipment must be restored to operating condition. I can assure all of our members and supporters that we are working on that goal as fast as the funding and the shop time will allow.

EL Diner 741

During the late fall and into the winter, Midwest kept up the pace of exterior metal restoration. Metal craftsmen worked along the lower kitchen side completing new sill installation where needed, along with I-beam and side sheet repairs. The section under the rear Lounge window along the sill required new metal and you will see in the photos this has been completed. A doorway which was cut out by EL as an entrance for MoW employees has been sealed up with new sheet metal and a new floor installed. Several small areas at the B-end needed to be welded and this work has also been completed. Safety appliances were to be reinstalled at the area newly



Diner 741 at Midwest Locomotive before metal work was completed on lounge-end.



Diner 741 after MoW doorway has been sealed. (Photo by Midwest Locomotive)

enclosed, including grab irons and stirrup steps. We are pleased to report that by the end of 2006, Midwest had completed the exterior metal restoration on 741.

In early January, Midwest moved Diner 741 into the shop. This allowed them to continue to work as inclement weather approached. Metal workers were installing rivet heads on the new sheet metal to simulate rivets that had been used in the original construction by Pullman. Also a horizontal section of belt rail needed to be installed at the Lounge end where the new metal had been installed. Dave Winn also reported that they were “preparing the surface of the car for



New side and end-sheets at the kitchen end of Diner 741.

paint.” He stated that the surface of the car was very rough and it would take some time to prep before primer could be applied. This is understandable as several coats of paint have been applied over the original Erie colors by Erie, EL and Conrail. They have given us an estimate of \$30 thousand to \$35 thousand to complete the paint job on 741. The estimate includes lettering and numbers.

Our goal this year for Diner 741 is to complete the paint work, then

have Midwest install the new air brake equipment, genset and the A/C equipment. For a complete work list, please see the Fall 2006 issue of *The Diner Digest*, Page 6.

NKP Pullman City of Lima

In late fall, the car was moved via Kansas City Southern from Midwest to Illinois Transit Assembly at Madison, Ill. Ben Butterworth, President of ITAX was able to obtain for us a very favorable rate to move the car. KCS was very professional, and 211 was spotted at ITAX with no problems en route.

In order not to repeat myself, I will ask you to refer to the Fall 2006 issue of *The Diner Digest*, as that issue contains the list of work that will need to be performed by ITAX. Upon arrival at ITAX, Ben noticed several window seals that will have to be looked at and possibly re-sealed. As this issue goes to press, Ben is getting us an estimate for the work including re-carpeting the entire car.

We hope to have this work completed by the end of spring, at the latest.

Lackawanna Budd Diner 470

The car is safely stored at Midwest. Diner 470 is on the back burner until we have Diner 741 completed and ready for service. Our plan for this car is to apply for grants and donations for its restoration.

Erie Lackawanna Equipment Leasing, LLC

EL Pullman-Standard Phoebe Snow coach 1318

We have a commitment from Midwest to begin some work on 1318 this spring. To start, we will have Midwest work over the 4-cylinder Perkins genset. They will then install the unit under the car along with a fuel tank. We will then have an electrical



Top: City of Lima at ITAX, Dec. 22, 2006. (Photo by Michael Steinberg) Above: City of Lima at Kansas City Southern's former Gateway Western yard in East St. Louis, Ill. on Dec. 15, 2006. (Photo by Skip Gatermann)

contractor wire up the genset to the control panel and complete the wiring for the floor strip heaters. With Midwest concentrating on 741, how much progress on 1318 will be determined by how much time Midwest can spend on it.

Pullman American Way II

This car is secure and dry at Midwest. As we want 1318 restored and in service first, Green Bank (which will eventually become EL *American Way II*) will be the last car restored for service.

Respectfully submitted,
John Boehner, VP—Operations, ELDCPS



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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President Paul Tupaczewski
VP—Operations John Boehner
VP—Communications Michael Steinberg
Secretary Tim Stuy
Treasurer Joel Long
Membership Chairman Philip Albano
Event Coordinator John Isaksen
Web/Newsletter Co-Editor Rebecca Marshall

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ERIE LACKAWANNA DINING CAR PRESERVATION SOCIETY
P.O. Box 5821
Parsippany, N.J. 07054
www.eldcps.org

Introducing...

As our membership grows, we need more help from our members in performing the day-to-day operations. ELDCPS bylaws enable the Board to create committees to handle specific parts of the organization's business. We have created two such committees at this time, and would like to introduce you to the chairmen.

Philip Albano, Membership Chairman

Phil grew up in an Erie Railroad family in Lima, Ohio about two blocks from the Erie mainline. He hired out with the Erie Lackawanna in 1974 and continued on with Conrail and Norfolk Southern working as a tower operator, station agent and dispatcher. He graduated from Ohio State University in 1979 with a BS in Business Administration.

One of Phil's early railroad memories as a kid was riding No. 5 & 6, *The*

Lake Cities from Lima to Akron, Ohio to visit an aunt. On one of those trips in the early 1960s the train was so crowded the conductor had him sit in the diner (one of the rebuilt heavy-weight Erie diners) until they reached Marion, where a coach was added.

As Membership Chairman, Phil will be handling new memberships, membership renewals and maintaining our membership database.

John Isaksen, Event Chairman

Born and raised in Brooklyn, John's introduction to EL came in the early 1960s through riding the former Lackawanna MU's on the Morris and Essex line for visits to his grandmother's home in East Orange, N.J.

He has had a lifelong interest in historic preservation and education, with involvement in various Living History and local historical societies.

In the railroad environment, John

served as Vice President of the NYS&W Technical & Historical Society (1989-1992); with Tim Stuy he co-chaired the restoration of NYS&W RDC M-I and participated in the planning, marketing and operation of numerous excursions and special events. Currently, he serves as Vice President of the New Jersey Midland Railroad Historical Society. He also is a volunteer with the Catskill Mountain Railroad, specializing in Maintenance of Equipment and Maintenance of Way.

John is an MIS professional for a Fortune 500 retail company. He and his wife Suzanne reside in Orange County, N.Y.

As the completion of our cars draws near, the possibility of future trips grows. As Event Chairman/Coordinator, John will be our point man in managing the trip, volunteers, and other such activities as needed to support the trip.



P.O. Box 5821
Parsippany, N.J. 07054
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