
The Diner Digest

The Update Newsletter of the Erie Lackawanna Dining Car Preservation Society

Winter 2004-2005



Lackawanna Diner 470 To Be Acquired



Above: EL Diner 770 (former DL&W 470) rests at Hoboken, NJ in the 1960s. The ELDCPS will restore this car into similar paint, but with full LACKAWANNA lettering and its original roadnumber, 470. (Bill Botkin photo)

The concept for forming the Erie Lackawanna Dining Car Preservation Society in the spring of 2001 was to purchase and restore former Lackawanna/Erie Lackawanna Phoebe Snow Diner 470/770. Several of us on the Erie Lackawanna Internet mailing list had become aware that the car was for sale, and our goal was to organize a nonprofit organization to purchase 470/770. The goal was to restore the diner to its former appearance, and operate it on today's Delaware-Lackawanna Railroad (former DL&W) out of Scranton. We were highly motivated by the idea that this car could once again operate over the restored Lackawanna Cut-Off in gray, maroon, and yellow paint. Years of service at Strates Shows had taken its toll on the exterior and interior of 470/770. We knew the car would take a lot of work, but were confident that we could succeed. Many Lackawanna and Erie Lackawanna fans at the time were ready and willing to assist our new organization financially with the asked for donation of \$200.00 per person to meet the purchase price in 2001 of \$25,000. In a truly nonpartisan show of support, the Erie fans also showed their enthusiasm for the purchase and restoration of this very historic stainless steel Budd-built Diner. As we were forming ELDCPS as a nonprofit organization and working on fundraising to save the car, events moved faster than we were able to. The owner of 470/770 sold the car to American Orient Express before we could conclude the deal. Of course, we were very disappointed, but there was little we could do. Larry DeYoung came to our rescue, and pointed out that their might be a former Erie

heavyweight Diner (EL 741) for sale on the Everett Railroad in Pennsylvania. EL 741 thus became the only former EL diner available, and ELDCPS quickly moved to purchase Erie 941/EL 741. As we moved forward with 741, ELDCPS realized that our mission and goal would slightly change. We would embrace the concept of acquiring and restoring enough former EL cars, and related equipment, to recreate an EL thru line passenger train. We have appropriately named this *THE LAKE CITIES PROJECT*. Since that time, ELDCPS accepted the generous donation of former NKP 10/6 Pullman built sleeper *City of Lima* in 2003. This car is in excellent condition, and operated over the Lackawanna/Erie Lackawanna during the thru passenger years. Erie Lackawanna Equipment Leasing, LLC has assisted this effort with the acquisition of 6-4-6 Pullman *American Way II*, and former DL&W/EL *Phoebe Snow* coach 1318.



Above: An interior view of Diner 770 in Hoboken in the late 1960s. (John Boehner)

ELDCPS is well on its way to achieving our goal. Now, ELDCPS is proud to announce that we have signed a contract to purchase the Lackawanna Diner from American Orient Express. We are indebted to AOE, their President, the Chief Mechanical Officer, and to John Suscheck at Missouri Rail Group (formerly Ozark Mountain Railcar) for their efforts in assisting ELDCPS with this very important acquisition. John Suscheck informed us that AOE had placed the Lackawanna Diner up for sale. ELDCPS took quick action to negotiate and secure a contract to purchase 470/770. Our position from the very beginning has been that this very historic car should be owned by ELDCPS, and be made available for all to enjoy once the car is restored to service. However, we want to make it clear that we will finish restoration on Diner 741 before any work will begin on 470/770. NKP *City of Lima* also has priority, as we would like the car to be finished for the convention we have planned for October 2005. We continue to solicit donations for the NKP paint job. The Lackawanna *Phoebe Snow* Diner will be a very important addition to our growing fleet of historic and authentic equipment. Many of you originally wanted to donate funds for the acquisition of 470/770 and we are going to ask all of you again to consider assisting us with this great purchase. We must raise the funds and complete the purchase by the end of March 2005. We will be updating our website with current exterior and interior photos of 470, as well as information on how to donate. Details can be found on our website at: www.eldcps.org. ELDCPS has made a preliminary

decision to restore the car as Lackawanna 470. It is our intention to restore the interior and exterior of the car as it was during the time it operated in Lackawanna service on the *Phoebe Snow*. We can thus portray with 470 the *Phoebe Snow* era, as well as the early E-L era. Lackawanna Diner 470 will return to the "Road of Anthracite," and again serve excellently prepared meals by waiters in historically accurate Phoebe Snow jackets. Our mission is moving forward, and soon we will be able to offer an authentic and historic Erie Lackawanna thru passenger train. Lackawanna Diner 470 will proudly join EL Diner 741, NKP *City of Lima*, and Erie Lackawanna Equipment Leasing's cars to offer a truly authentic train set.



Above and Below: A little worse for wear (and wearing some unsightly, but easily removed graffiti), DL&W 470 sits at the American Orient Express yard near Tacoma, Washington in 2003. (Photos by Rich Pennisi)



The DINER DIGEST is a publication of the Erie Lackawanna Dining Car Preservation Society, Inc.

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MISSION: 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 dining equipment.

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<i>President</i>	Paul Tupaczewski
<i>Vice President-Operations</i>	John Boehner
<i>Vice President-Communications</i>	Mike Steinberg
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End of the Year Status

by Paul R. Tupaczewski,
ELDCPS President

How the time has flown!

It's been about three-and-a-half years since our organization was formed, and the progress to date has been simply staggering, exceeding all of our original hopes. What turned out to be a project to save a Lackawanna Diner has expanded greatly (and as our cover story shows, has come "full circle" with the planned acquisition of DL&W 470). It is still somewhat mind-boggling (and truthfully, rather ground-breaking) that an organization which has its roots in "cyberspace" has managed to accomplish so much in the "real world." Technology of the 21st Century has allowed us to form this organization which will recreate a passenger train experience from the 1960s.

Your Board has been striving hard to not only work towards our mission of recreating an Erie Lackawanna "thru-line" passenger train experience, but also to offer our members value by keeping you abreast of all the details within the organization. To this extent, we are proud to announce that we are planning our first ever Convention for late 2005. As described elsewhere in this issue, the Convention will have a broad slate of activities for members and their spouses/significant others, as well as for Erie Lackawanna Veterans. The breadth and depth of our program should impress most any enthusiast, as we believe our members have come to expect from our organization..

I would also like to welcome Joel Long of Strasburg, PA, who joins us as our new Treasurer (relieving these duties from the over-taxed Secretary Tim Stuy). Joel is well-suited for this position, as in the "real world" he runs an accounting practice. He grew up in Bangor, PA watching Alco Centurys at the shops, and his proximity to the EL main through the Del Water Gap is what kindled his main railroad interests. He is also a member of the ELHS and the Railroad Museum of Pennsylvania.

I regret to inform you all that this will be my last *Diner Digest* as Editor (and "Layout Person"), though I will continue to contribute content to this publication. Due to increasing "workload" put forth by the birth of our new daughter, the newsletter will be put into the very capable hands of Vice President-Communications Mike Steinberg. Mike's layout talents can already be seen on our wonderful website, and you can expect to see an even more impressive *Diner Digest*. Thanks, Mike!

In closing, we would like to thank each and every one of you for your generous support. Together, we will achieve our mission statement in recreating the EL thru-line passenger experience of the 1960s, today! We would like to extend our best wishes to you and yours for a joyous holiday season, and a Happy New Year!

Best regards,

Paul R. Tupaczewski
ELDCPS President

ELDCPS Donations

We believe that the ELDCPS has some of the most energetic, enthusiastic members of any railroad preservation group operating today. We would like to thank the following members for their generous financial contributions:

NKP City of Lima Adopt-a-Roomette

Nickel Plate Road Historical &
Technical Society
The Moeller Family - Herbert &
Elisabeth, Rolf & Carol
Ronald C. Wallace
David B. Allen, Jr.

NKP 211 Club

Tony Koester
Tim & Susan Stuy
James H. Stevenson
Christopher Bujara
William Flock

Other City of Lima contributors

William Kelton
Robert E. Nelson
Pranses Research Services

Lackawanna 470 Phoebe Snow Club

(\$500)

John and Pauline DeRose
James H. Stevenson
Anonymous

Lackawanna 470 Anthracite Club

(\$1000)

Christopher Bujara

Other Lackawanna 470 contributors

Stephen Hussar
Don Dellario
William Flock
Morning Sun Books, Inc.

Remember - it's still not too late to make a "Gift Donation" in someone else's name!



Car Report: Fall 2004
by John J. Boehner,
ELDCPS Vice President - Operations

Diner 741

EL Diner 741 entered the Midwest Locomotive shop after arriving at their facility in early September. John Suscheck met with Midwest President Dave Winn alongside 741 to discuss how to proceed. John and his crew at Ozark Mountain had completed sufficient work on 741, and restoration could actually begin immediately. Dave assigned a sheet metal worker and welder to begin working on 741 from the top down.

The first step was to inspect the curved supports, which the Erie had installed in 1949 to support and provide proper curvature for the curved sheet metal. Any corroded and rusted supports were replaced, and welded into position.



New sheet metal sections were cut and formed to fit exactly like the original sheet metal panels. At the bottom of the new curved roof panels (top of the side sheets), there have been holes drilled in the metal. The Erie originally riveted this portion of the roof to the car sides. John and Dave determined that at the top of the side sheets, the metal was a little thin in some areas. To solve this problem, Midwest has placed horizontal metal strapping between the new roof panels and the side sheets to provide for better support. These are barely noticeable, and help retain the historical integrity of the car. They then welded the new curved sheets to the side sheets through these holes, thus keeping the original "look" of the car in this area.

Where the new roof panels meet the old original

Below: The original clerestory roof, as well as the formed roof arches, are visible on 741 as work begins. Note the holes for kitchen ventilation.



Above: A Midwest employee welds the new sheet metal roof to the end of the 741. Note the visible curved support member. (Mike Steinberg photo)

Pullman roof at the top of the car, they are being tucked under the lip. Using the original holes the Erie drilled in the roof, the original roof panels, and the new curved roof panes are then screwed together. As with the side sheets, the Erie used rivets when 741 was rebuilt in 1949.

Midwest has made excellent progress, and the new curved roof sections on the kitchen side of 741 are almost completed at this writing. The next step will be to reinstall the fresh air vents in their proper position along the roof. While this work is going on, the Midwest crew is currently rebuilding the air conditioning access hatch and roof panel. The new sheet metal at the end of the car on the kitchen end is completed. The new sheet metal at the dining room end of 741 is being installed, and the work in this area should be completed by the first week in December. The corroded and rusted curved roof sheets on the hall side have been removed, and they will begin working in that area shortly.

When the roof work is completed, the entire area will be coated with a rubber-based roof coating. This will return the car to its original 1960s appearance, just like the tar and canvas the EL used at that time to seal the roof, albeit with much better results! With the roof work completed, that area of the car will be completed and sealed against water entering the car

We anticipate that the roof work will be completed by the end of the year. At that point, Midwest will begin to address the car sides, the area where the kitchen floor is attached to the lower side sheets, crash posts, and ends of the car.

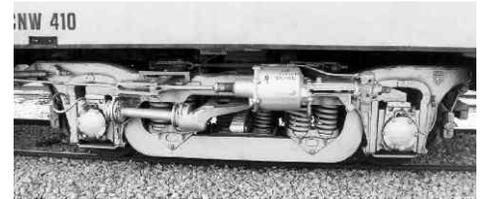
City of Lima

NKP *City of Lima* moved with 741, 1318, and *American Way II* to Midwest Locomotive. Our intention is to move *City of Lima* into the Midwest shop in late January or early February. We have held off on *City of Lima* to allow Midwest to make substantial progress with 741. Continuing where John Suscheck left off with *COL's* restoration, the first order of business will be to have the shop remove the windows and frames. This can be



Above: City of Lima reposes in secure storage at Midwest Locomotive, awaiting its turn for shop time. (Mike Steinberg photo)

accomplished by removing the windowsills, removing the screws, and dropping out the windows towards the interior of the car. There are two spots of corrosion below two of the windows, which will be repaired with minor welding. New gaskets will be installed around the windows, hi-tech automotive sealant placed on the gaskets, and the windows re-installed.



Above: A close-up view of the City of Lima's trucks. (John Boehner photo)

City of Lima rides on General Steel Castings 41-N inside swing hanger, bottom equalized cast trucks. The 41-N truck is the basic pre-war Pullman design that NKP specified this series of sleepers would ride on. Wheel sets are Timken roller bearing, equipped with grease fittings. There are several small gouges in the bottom equalizer on the A-end truck. This in no way affects the safe operation of the car, but the equalizer would have to be addressed if *COL* was ever Amtrak certified. While we are having the car's center plates lubed (trucks rolled out), we will have Midwest take a good look at the equalizer. They may be able to weld the small gouge at that time.

As I mentioned in our last issue of *The Diner Digest*, we will be painting the car in NKP colors, using "shadowlining" to simulate the stainless steel trim which was removed from the car years ago. Through our member's generosity, we have purchased enough Pullman folding chairs for the Bedrooms, but these will have to be reupholstered.

In January, during a visit to Midwest, John will be updating the "Work Report" for *City of Lima*. The remaining mechanical work on *COL* is mostly routine maintenance, as OMR had completed much of the restoration work in Hollister.

EL 1318

After *City of Lima* enters the shop, and as soon as a "slot" in the shop is available, we will again pick up work on 1318. The next step will be to finish the interior wiring and install the relays for the A/C and heating systems. The woman's lounge will have to be reinstalled, along with the sink, Microphor toilet, and related plumbing. The carpeting can then be installed, and that should finish up the interior. All of the welding work was completed at OMR this spring. John will be updating the work list on this car in January, and I will review it in the next issue. Also in the spring issue of *The Diner Digest*, I will go into further detail as to the history of 1318.

American Way II

Pullman *American Way II* is stored with COL and 1318 at Midwest. 1318, COL, and 741 have priority over *AW II*. Not much is going to happen for some time until we have COL and 1318 out of the shop. The car transported from Hollister to Kansas City with no problems. *AW II* has a current air date.

Below: American Way II, wearing its 'DL 1177' reporting marks, sits in the storage line at Midwest Locomotive, coupled to City of Lima (at right), awaiting its turn for shop time. Priority currently goes to the 741. (Mike Steinberg photo)



EL Baggage Car 207

I take much regret in reporting that the acquisition of this car has again moved to the "back burner." Your ELDCPS Directors decided it was more important to acquire the former Budd *Phoebe Snow* Diner then move forward with 207. Understandably, the diner was a much more important acquisition for us. We have not forgotten about 207, and we hope to move on that car when the timing is right. There has been no change in 207's status, and it is still located in Horseheads, New York on a short section of track.

DL&W/EL Budd Phoebe Snow Diner 470/770

Diner 470 is currently located at American Orient Express's storage yard outside of Tacoma, Washington. As I have mentioned, the car is "under contract," and remains the property of AOE until ELDCPS has completed full payment.

The 85-foot stainless steel Diner was built by the Budd Company in 1949 under lot number 9524-029 for the Lackawanna Railroad's new deluxe streamliner, *The Phoebe Snow*. The car can seat 36, and was originally used in service with 4 person seating on one side, and 2 person seating on the other. The net weight of the car is 123,300 lbs. Diner 470/770 is equipped with Westinghouse Air Brake HSC schedule D-22-AR, with Budd disc brakes. The car was originally equipped with WABCO Decelostats, which were placed on the ends of the axles. The system was utilized to eliminate wheel sliding during heavy automatic or emergency brake applications. The car is equipped with its original cast steel inside swing hanger trucks, using Houde shock absorbers. Each truck has two sets of 36" wheels, with 6"x11" Timken roller bearings. Tightlock couplers are at each end of the car. Originally, 470/770's electrical requirements were provided for by a 30 kW Genemotor, which was operated by a cardan shaft. This system has been removed, and we will have to install a diesel genset. The interior aluminum window sash was provided by Adams and Westlake, and is serviceable. Interior lights were incandescent and fluorescent. A Vapor water heater provided hot water for the kitchen. Under Erie Lackawanna, the car was officially called a Kitchen-Diner.

The car is in fair shape considering the years of service with Strates Shows. The kitchen is relatively intact, but will need some upgrading and restoration (e.g., refrigeration, gas stove, etc.) The exterior will need work, as the car has some "dents" in it. The car will require dining room restoration, as well as window work.

After ELDCPS makes final payment for 470/770, AOE will move the car to Midwest Locomotive in Kansas City. Our intention is to apply for a grant to

Below: All things considered, the dining section of DL&W 470, seen here in 2003, is in fairly good condition, over 60 years after it was built - compare with the photo on the cover page. (Rich Pennisi photo)



Above: The kitchen area of DL&W 470 is also surprisingly fairly intact. This view of the sinks is looking towards the galley. (Rich Pennisi photo)

restore this very historic car to its former appearance as DL&W 470. We do not plan on beginning work on 470 until the work on Diner 741 is completed.

Below: The bar area of the 470 is amazingly still in place, almost unmodified! It retains its stylistic flourishes on the facing wall where drinks would be served to waiters for their customers. (Rich Pennisi photo)



ELDCPS Equipment Movement to Midwest Locomotive

by John Boehner

In a phone conversation with John Suscheck in early July, John and I discussed what could be done to speed up work on 741 and *City of Lima*. John was beginning to have problems with the town of Hollister, Missouri where he was doing the work. We thought it would work out for the best if we could locate a shop that was not far away from Hollister that could perform the work. John did some investigating, and we decided on Midwest Locomotive in Kansas City, MO. Midwest Locomotive mainly handles contract work on diesels, but they said they would be willing to take on the work on our equipment. The Company is located in a former GE rebuild facility, and they also have an enclosed paint booth. During August, John performed some minor work to get everything ready to move. The cars were picked up by the Missouri & North Arkansas during the first week of September, and were delivered to Midwest on September 10. There was no charge to ELDCPS for the equipment move, and those charges were paid for evenly between Midwest Locomotive and Ozark Mountain Railcar. *City of Lima*, 1318, and *American Way II* are parked in a very secure area of the shop complex.



Above: The 741 now comfortably rests within the weatherproof confines of the Midwest Locomotive shops. Workers prepare to put the finishing touches on the replaced air conditioning hatch. (Mike Steinberg photo)

John Suscheck is still very much involved with our project, and he has been to Kansas City twice in the last month to provide overall guidance for the work on 741. He will also be providing his expertise when the other cars are moved into the shop.

From the Communications Department

by Mike Steinberg,
ELDCPS Vice President - Communications

I started to think about what to write for this column while visiting our cars in Kansas City. We have made a great deal of progress since our first meeting in March 2001, but seeing the work being performed on 741 at Midwest Locomotive was one of the most impressive sights I've seen yet. With sparks flying, a new roof was taking shape on a 77-year old passenger car. Maybe impressed is the wrong word to describe how I felt... I was in awe. I also thought about all who made ELDCPS possible. Most importantly, of course, are our members - **you** - who are making everything possible. With your donations and support, we are well on our way towards fulfilling our *Lake Cities Project*. For what you have done for us, we want to make sure that we show our appreciation. By keeping our members as informed as possible, we share the restoration with the people who made it happen. To keep you, the members, as up to date as possible, we provide you with this newsletter, and our website, www.eldcps.org.

As a young organization, both our website and newsletter continue to be "works in progress." We are looking for any and all suggestions from our members on how we can improve both forms of communication.

Starting with our next issue, I will be taking over the editing and compiling of the newsletter. Our President, Paul Tupaczewski, has done a wonderful job with it, but as a new father, welcomes some additional spare time! My goal is to make the Diner Digest a top-notch publication, and I look forward to taking this on.

I also have some exciting changes coming soon to the website. We will be implementing a members-only section to the website in early 2005. We want to hear from you as to what you would want to see in this section. We will be launching the members-only section with in-depth restoration updates on Diner 741, special articles, and photos.

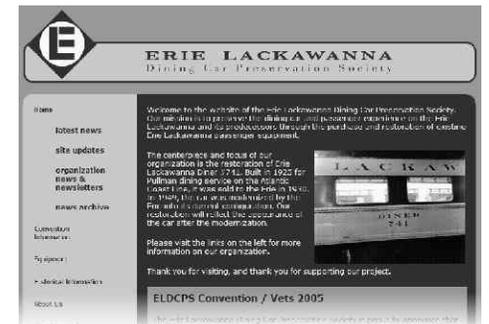
2004 was a great year for ELDCPS, and 2005 is shaping up to be even better. I want to thank all of our members for their continued support, and can't wait to see you all onboard our *Lake Cities*.

Be sure to visit our website at www.eldcps.org for all the latest news and information, and to purchase items from our store to help support our restorations!

From the Past...



Above: During a Nickel Plate open house, officials C.G. Bittner, Mayor Stanley A. Welker, and Charles O. Guy visit the 10-6 sleeper bearing their city's name. (Photo from the book *Nickel Plate Photos: 1943-1952*, Volume 1 by John B. Coms, TLC Publishing, Inc. Reproduced with permission)



From the Commissary

by Tim Stuy,
ELDCPS Secretary

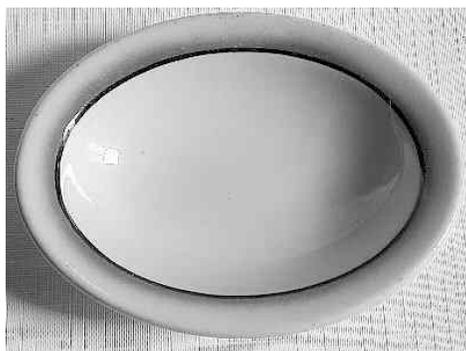


Above: This Erie publicity photo shows the "Akron" pattern (detailed in this column) in use in 1946. (Tim Stuy collection)

Running a dining car department on a railroad was a complex operation. In addition to keeping the dining car itself in top operating condition, the Superintendent of Dining Cars had to employ waiters, chefs, stewards and staff to run the commissary. There were food and beverages to order, store and load. Then there is the part that collectors today search for: the china, flatware, hollowware and linens used to serve the meals.

The Erie and the Lackawanna each used a number of patterns of china and silver over their history. Sadly, the Erie Lackawanna never saw the need to create its own china pattern and only modified an existing Erie flatware pattern with the EL logo. One wonders if anyone ever thought of such a pattern or if any proposals were ever made. Until the end of service in 1970, the Dining Car Department made do with the existing DL&W and Erie china and silver. The supply lasted in part due to the decreasing number of passenger trains (and hence diners) operated. In fact, some china was actually sold as souvenirs on fantrips in the 1960s.

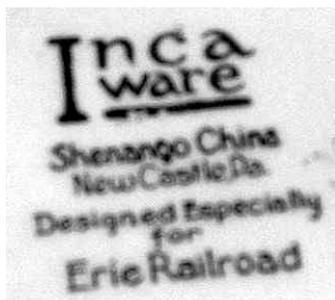
Below: A bowl in the "Akron" pattern. (Tim Stuy collection)



The china and silver used in the dining cars was subject to breakage and loss. A lot of the loss was by passengers looking to take home a memento of their trip. While this was a nuisance for the railroad, today they help us preserve the history of DL&W, Erie and EL dining car operations. This column will help you to identify the various patterns out there and give you a little history of them as well. We encourage your input and feedback as well since there may be items and stories yet to be told.

We are going to start with a short lived Erie pattern. The pattern name is "Akron." The Akron pattern was made by Shenango China of New Castle, Pennsylvania. The pattern was tan with a black inner pinstripe surrounded by a reddish maroon band that fades out as it reaches the outer edge of the piece. From photos we have it appears this pattern was first used in 1946. If it was ordered from Shenango China more than once, it was last ordered no later than 1948. By the time of the Erie Centennial celebration in 1951 it appears all of the Akron pattern was removed from service, if not sooner. The reason this pattern was short lived can be seen in the photos: it was not a particularly attractive pattern!

For the collector this pattern is rather hard to find. It tends to sell for high prices compared to other post-World War II patterns. Every piece was backstamped, meaning that the railroad's name can



Above: The backstamp found on pieces in the "Akron" pattern. (Tim Stuy collection)

be found on the back side of every piece. The backstamp usually says "Designed Especially for Erie Railroad." I have seen non-marked pieces and I do not believe they were ever used by the railroad.

Some of the information in this column comes from Richard Luckin's book *Dining On Rail - An Encyclopedia of Railroad China*. This book is indeed an encyclopedia and highly recommended if you want to collect railroad china. Rich has a few copies left. If you are interested, you can send \$75 directly to RK Publishing Company, 621 Cascade Court, Golden, CO 80403. He will also autograph it for you. Please mention you saw it in the ELDCPS *Diner Digest*.

End of the Year Notes

by John J. Boehner,
ELDCPS Vice President - Operations

To our members and supporters:

I am pleased to report that 2004 was a very good year for ELDCPS. In late spring and early summer, the lull in the restoration process enabled us to review what progress we had achieved so far. But more importantly, we wished to move the restoration process ahead at a quicker pace. Working with John Suscheck, we are confident that by moving our equipment to Midwest Locomotive, the pace of restoration will now move forward much more quickly.

The opportunity to purchase former Lackawanna/Erie Lackawanna *Phoebe Snow* Budd Diner 470/770 in the fall was a goal ELDCPS has sought to fulfill since our organization was formed. The car is currently under contract, and we have an obligation to make full and complete payment for the car by the end of March. I sincerely wish to thank everyone who has already donated towards the purchase price, and I urge all of you to consider sending in a donation. We had to make a very quick decision on whether or not to purchase the car. We "stuck our necks" out with the confidence that the purchase price, as well as additional funds for movement of the car to Kansas City and necessary insurance could be achieved within the time frame.

The concept to purchase an EL Diner in spring of 2001 was first mentioned on Paul Tupaczewski's Internet EL E-mail forum. However, the "concept" of acquiring, maintaining, and operating a set of period passenger cars has been around for quite some time in the United Kingdom. With over 100 main line steam engines, in addition to many historic vintage diesels, the enthusiasts in the UK have demonstrated what really can be accomplished. Vintage passenger car train sets from the 1950-1960 era, representing each of British Rail's former "Regions" are offered for excursions. For example, a complete set of equipment is available from the "Southern Region," reflecting that region's Southern Railway (UK) influence. There is also a set for the "Midland" region, and so forth. One company, Steam Dreams (www.steamdreams.co.uk), offers day trips from London to former Southern Region destinations, using original Southern (BR) Battle of Britain and West Country-class Pacifics, or historic

Below: How the British do historical recreation... in style! Ex-SR Pacific Taw Valley approaches Basingstoke in August of 2004 on a Steam Dreams charter. (Courtesy Mid-Hants Railway)



diesels. I might add that these trains are operated at or above 75 MPH. Merlin Rail (www.merlinrail.co.uk), who is the TOC, or Train Operating Company, provides logistics and qualified operating crews.

My purpose in mentioning what the folks in the UK are accomplishing is twofold: The first is that our concept and mission to restore an authentic EL passenger train from the 1960s is unique in the US, although common in the UK. Unlike the situation here in the US, doing the same thing in the UK is far easier. UK groups are able to sponsor excursions with much greater frequency, over either four-track main lines or sleepy branches. They are also better equipped to cope with steam or diesel hauled passenger excursions. Note the Steam Dreams extensive operating program - they are not the only "sponsor"; others such as Mid-Hants Railway (www.watercressline.co.uk) and Kingfisher Railtours (www.kingfisherrailtours.co.uk) should also be mentioned.

Secondly, we are aware that sponsoring excursions with our trainset, albeit with a few exceptions, will be a challenge. Variables that will affect us are (and not limited to): the cost of insurance coverage, the challenges facing today's freight and commuter carriers with line density, obtaining co-operation, and last but not least, establishing the political connections with public officials who will assist us.

In closing, I would like to thank each and every one of you for your support! Let me wish all of you a very blessed holiday season!

Sincerely,

John Boehner, Vice President - Operations
ELDCPS

741 Funding Update

by Tim Stuy

The ELDCPS has been fortunate to have received major funding for the 741 through the Transportation Enhancement Act (TEA-21), awarded by Lackawanna County and administered by the Pennsylvania Department of Transportation (PennDOT). The current restoration work has been paid for by your contributions and a Phase 1 award of \$28,000 of TEA-21 money. This year we were awarded an additional \$94,890 of TEA-21 funding. At the current pace of work we expect to use up the initial funding by the end of January, 2005. However, the Congress has yet to pass the necessary appropriations bill to release the additional funding. It is difficult to predict when this bill will be passed. It was due to be in place on October 1. You may recall that the funding for the first TEA-21 money did not get released until February. If there is a gap in funding at the end of January we will look at the money we have on hand that is raised for 741 and possibly use some of that to keep the project going. If that is not possible, then we will suspend work and wait for the funding to be released. We do have some minor work to complete on the *City of Lima* before it can be repainted and that work could be done during any lull on the 741.

2005 Convention Info

ELDCPS is planning for our first Convention next year in Scranton, Pennsylvania, and it would be great to have as many of our members as possible in attendance. The Convention will begin on Thursday, October 20, and run through mid-day Sunday, October 23. Along with our convention, we would like to welcome former veterans of the Lackawanna Railroad, the Erie Railroad, and the Erie Lackawanna Railroad to join us for this special event. ELDCPS will get the word out, and we hope to have as many Vets as possible join us in Scranton for several days of camaraderie and reminiscing. Special activities for the Vets and their wives are being organized. We are scheduling a "Vets Only" Hospitality Room for Thursday afternoon and evening. We may have to schedule this again on Friday as well, if the demand is high enough!! We have been working with Delaware-Lackawanna Railroad to sponsor two days of passenger operations on the former Lackawanna main line. Our plan is to use two authentic diesels on the train, and have them look just like EL units from the early 1960s. Of course, we hope to have 1318 and *City of Lima* there as well, but that will be determined on how fast Midwest can get the work finished. We hope to have the Convention program completed and released soon after the New Year. For those of you "online," please watch our website for further details. For our members who are not online we will mail the material to you as soon as we have it completed.

George Miller - Lackawanna Chef

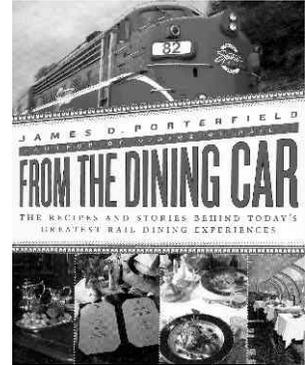
If you have a copy of our EL Recipe book, you may remember the article reprinted from the May 1954 issue of the Lackawanna employee magazine featuring Lackawanna chef George Miller. We have been contacted by George Miller's granddaughter looking for information about him during his railroad career which went from 1925 until about 1960. She is looking for any pictures, letters, or memories our members would be willing to share. Please send them to the Society and we will forward them to her.

We are very pleased to have made this contact. George Miller no doubt worked in Lackawanna Diner 470 and we may have the opportunity for his family to dine in that very same car.

The ELDCPS would like to hear from any former employees of the Erie, Lackawanna or EL dining car departments as well as from their family or friends. So far we have not had any success in finding anybody. If you can supply us with contact information it will greatly help the Society's mission.

"Dinner at Andre's" 2005 with Special Guest

We have set the date for our 4th Annual Dinner at Andre's in Newton, NJ. It will be on Sunday, April 17th. This year we are happy to have as our special guest James Porterfield. Mr. Porterfield writes a monthly column, "On the Menu," in *Railfan & Railroad Magazine*. Jim really began the modern effort to capture and accurately preserve the history of dining car operations and cooking in 1998 with his book *Dining By Rail: The History and the*



Recipes of America's Golden Age of Railroad Cuisine. This book captured the essence of dining car operations and has a number of recipes tested and perfected for home use. His new book, *From the Dining Car* takes a look at the current world of luxury dinner trains such as the American Orient Express and the Napa Valley Wine Train and presents great recipes, chef's first-hand accounts, portraits of classic railroad style and historic details. This book is a great reflection of where fine dining by rail has gone. The combination of current fine dining standards and classic "dinner in the diner" is what ELDCPS strives to do.

Jim has been a great support of the ELDCPS project. Jim will talk about dining on the rails at this dinner and will be available to sign any of his books. If you would like to reserve for this special event at the restaurant New Jersey Monthly declared the "Best in Northern NJ," you can send \$75 per person to us now to make your reservation. We will send out a reservation form early in 2005.

The Society is selling both of Jim's books. The new book, *From the Dining Car*, is 304 pages and is a hardcover first edition. There are over 200 recipes adapted for home cooking. The retail price is \$32.50, but the ELDCPS special members' price is \$25.50. We are also offering the softcover edition of Jim's original work, *Dining By Rail* (which includes recipes from both the Erie and the Lackawanna) for \$12.95 (retail price is \$17.95). Please add \$4.95 shipping for one book and \$2.00 for each additional book. Send your check or money order to:

ELDCPS
P.O. Box 5821
Parsippany, NJ 07054

You can also pay via our website store at <http://www.eldcps.org/store/order.html>



Above left: Erie Lackawanna 1318 is in the consist of Train 1, the Phoebe Snow, as it departs Dover, NJ on April 25, 1965. Note all those boxes of Blatz beer sitting on the freight house platform! Above right: Train 6, the Lake Cities, with EL 1318, pauses at Huntington, Indiana station on May 30, 1968, as an employee checks the baggage car. (Both photos, Railroad Avenue Enterprises)

Historic Vignettes of Relevant Equipment

Below left: Erie Lackawanna Diner 770 is seen at Hoboken, NJ on September 4, 1969. Note that the car is now equipped with window vents - compare with the cover photo. (John Bohner photo) Below right: Sister Diner 769 departs Hoboken on a westbound thru passenger train in the 1960s. (Launcelot Erickson photo)

