



The Newsletter of the
Erie Lackawanna Dining Car Preservation Society

Convention Recap

Celebrating the Past, Present...and Future of the EL

By Paul Tupaczewski

For those who were unable to make the ELDCPS Convention in Scranton in October, here is a recap of the weekend's events.

FRIDAY

Friday morning started with "Air Brakes for Beginners," led by John Bohner and Mike Steinberg. All who attended appreciated this detailed seminar. At 10 a.m., a group of attendees were led across the street to the Steamtown National Historic Site to listen to a presentation given by Pat McKnight, Steamtown's official archivist. Pat described the vast collection of DL&W, Erie, EL and LV material in the Steamtown collection, and the current effort to catalog and archive the documents. Pat is well-known by many on the Internet, as he is an active participant in the Erie Lackawanna Mailing List, often answering questions about DL&W operations in Scranton.

After a lunch break, Park Ranger Tim O'Malley gave a tour for our group of DL&W, Erie and EL equipment on the property, including restored Erie business car Number 3. Tim passed off our group once again to Pat McKnight, who took us to see the newly-restored Mattes Street Tower. We were the first public group to see the tower, so it was quite an honor. Steamtown forces reconstructed a new spiral staircase to reach the



Steamtown tour participants pose at the park entrance. (Photo by Paul Tupaczewski)



Former-D&H RS3 4103 at the Delaware-Lackawanna shop tour. (Photo by Michael Steinberg)

upper floor and completely redid all the woodwork on the window frames and windows. Sadly, the original interlocking machine inside the tower is long gone. As we were in the tower, a

Steamtown excursion passed by giving us a tower operator's perspective. Thank you to Pat, Tim, and Steamtown's Mark Brennan for setting up a great day for us!

From the Editor

Welcome to the first full issue of the redesigned *Diner Digest*. I want to take this opportunity to thank the people truly responsible for the success of ELDCPS...the wives. Obviously, their greatest strength is their patience with us. But Karen Boehner, Lynn Long, Susan Stuy and Gina Tupaczewski have accomplished a lot more behind the scenes, and are just as much a driving force behind ELDCPS than the board members and officers who are fortunate enough to be married to them. Being that this is my column (and certainly not taking anything away from anyone else), I want to specifically recognize and thank my wife, Rebecca, for what's she has done—and continues to do—for ELDCPS. Becca is a graphic designer for the Federal Reserve Bank of St. Louis, and she is also the designer and copy editor behind our website, advertisements, merchandise catalog, logo, convention registration packet and program, and this wonderful redesigned newsletter. Why she puts up with me is anyone's guess, but I will be the first to say that she does a wonderful job.

I hope that everyone enjoys this redesigned *Diner Digest*, and, as always I look forward to your comments and suggestions. Have a happy and healthy New Year.

Michael Steinberg

A bus took us to the Delaware-Lackawanna shop facility in South Scranton. We were originally scheduled to see a presentation by D-L Chief Mechanical Officer Don Colangelo on the "Care and Feeding of Alco Locomotives," but unfortunately Don was out sick. However, the D-L allowed an impromptu tour of the shop facilities. A plethora of Alco diesels of all varieties (ranging from an S6 switcher to a recently-arrived M630) was heartwarming to see. The D-L shop forces were very accommodating and even fired up an RS3 several times for the photographers to shoot. A big thank you goes out to David Monte Verde and the folks at the Delaware-Lackawanna for an excellent afternoon.

That evening, a special cocktail reception was held for the Erie, EL and DL&W veterans in attendance. It was a great opportunity to see old friends and share memories of the railroad.

A special night photo session was held at 8 p.m. at "Bridge 60," just west of Steamtown. The Delaware-Lackawanna was kind enough to provide four Alco diesels for us. John Boehner and Mike Steinberg were pressed into emergency service to pose for the photos. Frank Etzel arranged the poses and ran the session, including lighting the units with his Lumedyne strobe.



At the ELDCPS Banquet. Left to right, former Erie Lackawanna employees: Bill Herkner, Lackawanna and EL Management; John R. Canfield, Superintendent—Susquehanna Division; Bill Kelton, NYD Engineer and former Local Chairman UTU-E; Bob Rose, Chief Road Foreman and last Director of Labor Relations; and NYD Road Foreman Mike Wikmann. (Photo by Karen Boehner)

SATURDAY

Saturday morning began with a detailed presentation on EL signals by John Boehner, and included both DL&W and Erie signal variations. An enthusiastic audience, including several railroad veterans, added significant input to this excellent presentation.

Next up was member Benton Bartlett, who gave a superb presentation on scratch-building Lackawanna's distinctive milk cars. Seen at the front of many DL&W passenger trains, these cars are essential for any Lackawanna passenger modeler. Ben's models are true works of art!

Following next was Bob Pennisi, who presented a series of slides taken by for-



Former Trainmaster and Superintendent John R. Canfield, and former Chief Road Foreman of Engines Bob Rose, performing a duet following the banquet. (Photo by Paul Tupaczewski)

mer-DL&W employee Ed Kennedy. The slides were unique in that they primarily focused on the people who worked on the railroad and their environs, rather than the actual trains themselves. Vets were able to identify many of the individuals seen in the show.

Jay Held then gave an extensive presentation on EL passenger equipment and how to model it. Covering all major variations of EL equipment, this presentation was rich in detail and kept the audience engaged. Jay had so much information that the presentation could not be completed in the allotted time!

After a lunch break, David Monte Verde, President of Genesee Valley Transportation, gave a slide show on operating the Delaware-Lackawanna, which operates trains over the DL&W between Scranton and Slateford Junction (in addition to some former Laurel Line and D&H trackage). The fascinating show allowed attendees to see what is involved in modern railroad operations.

The next presentation was a set of EL 8mm films taken by Frank Etzel. Frank's films were shot in the late 1960s and early 70s, and covered the DL&W side from Secaucus to Scranton; and the Erie side from Jersey City to Binghamton. The show was quite well received by all.

Finally, Bob Stafford presented a discussion of the Bangor & Portland Branch of the DL&W. The level of detail in Bob's presentation surpassed any other presentation this author has ever seen, and his expertise and knowledge of this branch was quite evident.

After a break to relax, the cocktail hour began. Members had a chance to mingle and meet face-to-face other members they have communicated with only via e-mail. After the cocktail hour, we moved into the Banquet Room for an excellent dinner prepared by the Hilton's professional chefs. After dinner, several members were acknowledged for their "above and beyond" support of our organization. To finish off the Banquet, former-EL Superintendent John R. Canfield gave one of the funniest banquet speeches ever heard. John's

sense of humor, as well as his remembrances of his days on the railroad, were priceless.

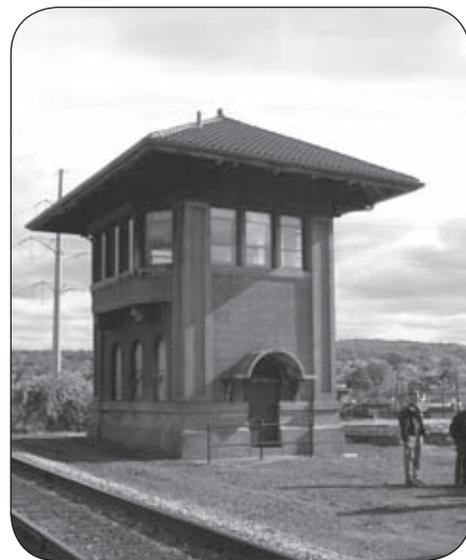
For the true "die-hards," Jay Held returned to the Amphitheater to complete the second half of his passenger train modeling presentation, and many members returned to see it. After Jay's presentation, a carousel of DL&W images from Bob Pennisi's collection were shown to complete the evening. All went to bed that night well-fed and happy!

SUNDAY

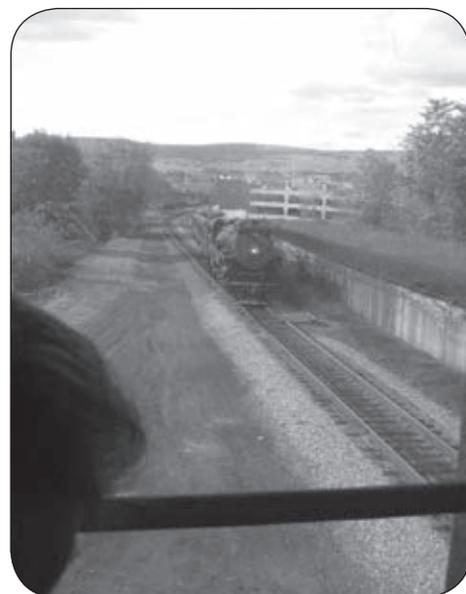
The first ELDCPS member meeting was held at 8:30 a.m. Sunday morning, with good member attendance. After going over details of the organization's finances by Joel Long, John Boehner gave an update on our equipment. Following the member meeting, the EL Historical & Technical Society held its first ever membership meeting.

After the membership meetings, representatives from local railroad historical societies discussed the restoration of the Tobyhanna and Delaware Water Gap passenger stations, concluding the formal convention activities.

Members Bob Mohowski and Rusty Recordon led a motorcade tour after lunch of the area historical sites, focusing on the anthracite industry and abandoned railroad lines of the Lackawanna Valley. A big thanks to Bob and Rusty for a great tour!



Mattes Street Tower. (Photo by Paul Tupaczewski)



Steamtown excursion as seen from inside Mattes Street Tower. (Photo by Paul Tupaczewski)

2006 Convention Announcement

ELDCPS has agreed to participate with the C&O HS, NKPH&TS and PM Society in a joint convention next year. The dates are Sept. 28 through Oct. 1, 2006. The convention will be at the Hilton Garden Inn in downtown Cleveland, Ohio. The Cuyahoga Valley Scenic Railway and the Midwest Railway Preservation Society will be participating with rail trips. We will be sending out details next year when they are available.

Now is the Time to Give a Charitable Contribution to ELDCPS

As many of you know, I am a tax accountant and therefore always looking at ways to save on taxes. Due to the Katrina Emergency Tax Relief Act, the IRS—through an act of Congress—is encouraging us to give to and support charities. A new provision now effectively permits Unlimited IRA and Qualified Retirement Plan withdrawals for gifts to charity between Aug. 28, 2005 and Dec. 31, 2005. The withdrawal could be offset by the 100% charitable deduction. The act does not require that charities receiving gifts from individuals be engaged in providing direct relief to Katrina victims. In fact, it appears Congress intended to encourage donors to continue supporting other charitable interests in addition to their gifts for hurricane relief efforts.

In a nutshell, the act has released the limitation of charitable contributions from 50% to 100% for this small window of time. The rest is simple. If you are over 59½ you withdraw money which is considered income. You then give that sum to ELDCPS as a donation. At tax time, itemize your taxes and you can deduct 100%. It is based on the prior rule which limited contributions to 50% of annual gross income (AGI); now you can give 100% of AGI and have no taxable income. A person could withdraw \$50,000 from their IRA and give it all to the Society and still not pay tax on it

(assuming you are over 59½). Talk to your tax professional before making a contribution.

Guide to IRA/QRP 2005 Gifts

How does this affect IRA/QRP gifts?

When a person over 59½ withdraws funds from his or her IRA/QRP, the withdrawal will be included in the person's taxable income. If the withdrawn funds are given in full to charity, the full gift will then be deductible.

Is there a dollar limit?

The IRA withdrawal and gift option is unlimited. A person can withdraw and give \$1,000 or \$10,000,000.

When is this 100% gift deduction rule applicable?

Qualifying cash gifts must be made between Aug. 28, 2005 and Dec. 31, 2005.

How should a donor make this gift?

The IRA/QRP owner should withdraw the desired amount this year and make the gift by Dec. 31, 2005. Warning—some IRA/QRP custodians take two to three weeks to process withdrawal requests! Please make the withdrawal request by early December to allow time for processing. You must have the cash available by Dec. 31 to qualify for the 100% deduction.

With a large IRA/QRP withdrawal and then gift, will the donor receive a full deduction?

Yes, the withdrawal increases taxable income, and the gift reduces taxable income.

Are there other income tax limits that are affected?

Usually, for higher-income taxpayers, 3% of itemized deductions are not allowed. For cash gifts to charity between Aug. 28 and Dec. 31, 2005, the 3% reduction does not apply. 100% of the gift is deductible.

Will there be other income tax effects?

For some people there may be other effects to consider. When the adjusted gross income is raised, deductions such as medical deductions or casualty deductions with "floors" to the deductible amount may be affected.

Which charities qualify for the 100% deduction?

Public charities generally will qualify.

Which charities or gifts will not qualify?

Cash gifts need to be made outright. With the 100% deductible rule, there are several exceptions: no private foundation gifts, no supporting organization gifts, no donor-advised fund gifts, no gifts of property (such as stock or land), and no gifts with a split-interest, such as charitable remainder trusts, pooled income funds or charitable gift annuities.

The examples and information on this page are for illustrative and educational purposes only and should not be considered tax or legal advice. Please consult with your tax or legal advisor before proceeding with your estate plan. Examples came from the ELCA Foundation Pr. Donald Hallberg.

Charitable Gift Annuity: A way to earn money, save taxes and give to ELDCPS

Have you always wanted to give a sizeable gift to the ELDCPS and not sure you have the funds to do it? Now you can and it even may help your taxes and you can get income from your gift for life. Here is how it works:

- The donor gives a gift of property (usually cash or securities).
- In return, the donor immediately receives an income tax deduction for a portion of his/her gift.
- Beginning on a specified date, ELDCPS begins to pay you or up to two named annuitants fixed payments for life.

- When the contract ends, the principal from your gift passes on to ELDCPS.

The tax benefits of a charitable gift annuity are the following:

First, you will receive a charitable income tax deduction when you create a gift annuity based on the fair market value of the assets you contribute minus the present value of the life-income interest you retain.

Second, if you fund your charitable gift annuity with appreciated securities, no up-front capital gains tax is

due upon transfer.

Third, only part of your monthly income payments will be taxed and a portion will be treated as tax-free return in principal. This increases the effective yield of a gift annuity.

If you have any questions about the gifting opportunities I discussed on this page, please contact me, Joel E. Long, MST, ATP, Treasurer—ELDCPS. E-mail jlong@eldcps.org or office phone 866-261-6703.

Car Report

ELDCPS Vice President's Mike Steinberg and John Boehner accompanied by Becca Steinberg and Karen Boehner visited Midwest Locomotive at Kansas City, Mo. on Friday, Aug. 26, 2005.

The purpose of our visit was to inspect the restoration progress on Erie Lackawanna Diner 741, NKP 10-6 Pullman *City of Lima*, and our most recent acquisition, *Phoebe Snow* Diner 470. We also inspected Erie Lackawanna Equipment Leasing, LLC's former EL (Lackawanna) *Phoebe Snow* Pullman-Standard coach 1318 and Pullman *Green Bank* (*American Way II*).

Midwest Locomotive is located at a former-General Electric locomotive repair facility in southeast Kansas City. The company's core business is rebuilding, upgrading and troubleshooting diesel locomotives owned by Class I and regional railroads. Midwest has the capability to perform almost any type of railroad equipment rebuilding. Dave Wynn, President of Midwest Locomotive, and Debbie Jordan, Office Manager, gave us a warm welcome.

Currently, Midwest is enjoying a very robust business environment, due to the ever-increasing volume of freight moving over the US rail network. Dave informed us that he had started running a second shift, and was making plans to find and hire qualified people for a third shift to cope with the increased workload.

When asked, Midwest will work on passenger equipment, and they can handle everything from basic restoration to full Amtrak certification. However, Dave has asked us to be patient as they may have to suspend work on our cars when necessary to attend to their main business. Even so, Dave has only had to suspend work once so far. During our visit, he assured me that restoration work on Diner 741 would start again by the second week in September.

Our discussions with Dave were most valuable. He took the day to

walk through each of our cars with us, while we discussed what work remained, including a tentative time frame for completion. All of our cars are in a secure area just across from the shop—a bit weedy, but safe.

Diner 741

During spring, Midwest craftsmen removed the worn, sheet metal which the Erie had installed in 1949 to support and to provide proper curvature for the metal turtleback roof. Any corroded and rusted supports were replaced. New sections were cut and formed to fit just as they did in 1949, and welded these in place.

They determined that the sheet metal on top of the roof originally installed by Pullman in 1925 was a little thin in some areas, so Dave recommended that all of this metal be replaced; we concurred (this portion of the roof was under layers of tar). After new metal was installed, seams were smoothed and bonded. The finishing touch was a rubberized coating applied to completely seal the roof. By April, the roof restoration was complete. Although this work was

both tedious and time consuming, the craftsman at Midwest did a great job.

Midwest then started work on the side sills, end sills and crash posts. Rivets were burned off and corroded sheet metal was removed from the side sills under the kitchen and end sills. As necessary, rusted vertical I-beams were removed and new metal was welded in place along the sill. New lower crash posts were also installed. At the time of our visit, this is about how far Midwest had progressed with the car.

We discussed the following restoration work to proceed on 741:

- Continue restoration work on the exterior side sheets, side sills, end sills and on crash posts.
- Enclose unoriginal cut-in doorway at lounge end of car.
- Plexiglas or good quality Lexan windows to be installed in the kitchen.
- Replace two cracked windows in the dining-lounge area of the car with two-paned safety glass. (These windows have been broken for some time.) Continue replacing windows until all are replaced with new glass and seals.



The wall separating the kitchen and hallway of Diner 741. Notice the doorway cut into the wall to access the hallway. This wall will be replaced by Midwest Locomotive. (Photo by Becca Steinberg)



New I-beam supports and a new crash post I-beam to the left have been welded in place. New sheet metal will eventually cover this section. (Photo by Michael Steinberg)

- Dave recommended replacing, rather than repairing the wall separating the hallway and kitchen. This is based on the condition of the wall, including a segment missing when the layout was altered at a later date to include a doorway. Replacement, Dave said, would be more efficient and cost-effective.
- New exterior/interior kitchen provisioning access door in hallway to be fabricated using existing original door on opposite side of car as a pattern. Door to be installed in original position.
- New sheet metal to be installed under stringers in kitchen. Repair inner wall below kitchen windows with new sheet metal as needed. New sub-floor to be installed with floor cement. New kitchen floor to be stainless steel installed on a slight angle with drains to facilitate cleaning.



This is the kitchen end of 741. You can see from this photo the new sheet metal for the roof and the new kitchen vents. The light-colored material on the roof is the rubber sealer. Note the original Erie Lackawanna paint is visible around the kitchen windows. (Photo by Michael Steinberg)

- Clean and sanitize the fresh water tanks that supply water to the kitchen. (Kitchen plumbing to be completed at Scranton.)
- Car end doors to be removed and polished. New rubber door seals to be installed. New hinges, new Lexan windows, and tumbler door locks will be installed in both end doors.
- The original switching equipment in the electrical locker will be removed. A new electrical locker to be installed in the same location with capacity for lights, Gen-set, remote start, A/C and kitchen appliances.
- New wiring harness to be installed to service kitchen. Wiring to be installed to service lighting fixtures in kitchen, lounge-dining area (wall and ceiling fixtures), hallway and vestibules. A/C wiring to be installed as well.
- Hang Gen-set and fuel tank. Have diesel serviced for reliability.
- Install floor heating and wire to control panel.
- Perform truck rollout and inspection; repair any worn parts, as needed.



Looking towards the dining area of 741. You can see the new roof and the supports for the fresh water tanks above. The original kitchen cupboards will be retained in their original locations. Note the kitchen light fixtures. (Photo by Becca Steinberg)



Old rusted vertical I-beams have been removed, and new beams have been welded in place for the side sheets. Midwest will cover this area with new sheet metal. (Photo by Michael Steinberg)

- We may want to upgrade the air-brake system to ABDW from UC; I will be speaking with Pittsburgh Air Brake about this issue.
 - Install locking pin-lifters.
 - Fabricate and replace missing buffer at end of car.
 - Strip and paint interior of car.
 - Strip, paint and letter exterior of car for Erie Lackawanna.
 - Install rubber tube diaphragms.
- Although Dave said that this car needed the most work, he was confident that the above work could be completed by spring 2006.

Work to be completed on 741 at Scranton:

- Kitchen appliances acquired, installed and wired for service.
- Kitchen plumbing and hot water installation.
- Carpeting.
- Steward's Buffet.
- Tables and chairs.
- Install original Pullman ceiling light fixtures and globes already acquired.
- Find a source to reproduce light fixtures for above dining tables using an original we acquired as a template.
- Stock car for service.

NKP Pullman City of Lima

Both Mike and I concurred that we need to complete the work on

this car by spring 2006 and send it to Scranton. Allowing the car to sit unused causes more harm than good. Dave will be painting and lettering the car in NKP blue and silver. Once the car is in Scranton, we can have a local auto body shop that employs a painter who can do the shadow lining. We may also want to have new hallway carpets installed, as well as some re-upholstery completed at Scranton.

The only immediate issue is to replace a cracked hallway window opposite Bedrooms A and B with safety glass and another cracked window in Roomette 10. Work began on this in mid-October.

City of Lima requires normal maintenance issues to be addressed before the car can be placed in service, including:

- Grease coupler liners,
- Lube hand brake,
- Adjust vestibule trap shocks,
- Minor leaks at sinks (to be done in Scranton),
- C.O.T.S. (Current air brake date),
- Replace any worn brake shoes and adjust brake heads for proper travel,
- Service Microphor toilets,
- Repair any room fans not operating,
- Repair coupler carriers at both ends,
- Inspect and rebuild slack adjusters



One of the bedrooms on City of Lima. During the Aug. 26 visit, all debris was removed. City of Lima is very close to completion, and should move to Scranton in 2006. (Photo by Michael Steinberg)



The kitchen in Diner 470. The stove has been removed, but most of the stainless steel is in very good condition. (Photo by Becca Steinberg)



Diner 470 at Midwest Locomotive on Aug. 26, 2005. Diner 741 is coupled to the car at left. This is the first time the cars have been together since the 1970s. (Photo by Michael Steinberg)

- as necessary,
- New pedestal liner in Box 7,
- Replace rubber on truck anchor rods,
- Lube center plates,
- Replace bolts on Gen-set rollout,
- Service fire extinguishers,
- Touch up interior paint,
- Install batteries in smoke alarms, and
- Shampoo bedroom and roomette carpets.

Lackawanna Budd Diner 470

We inspected this car and found it in better condition than originally thought. We did notice a slight water leak from a vent on the roof. Dave said he would have someone look at it and seal it for winter.

1318

The car has one cracked window. I have instructed Dave to replace it. All of the seats and cushions are in the car and, except for some organization, looks OK. John Suscheck completed the cement floor work and the car is ready for carpet. The floor heating units are installed but need to have the wiring completed and hooked up to the main panel.

Overall, Dave agrees that 1318 is in really good shape.

Green Bank (American Way II)

- A water leak in a bathroom vent was sealed.
- Car will be organized during our next visit in the Spring.

Restoration Priorities:

1. Diner 741
2. City of Lima
3. 1318
4. Diner 470
5. Green Bank

From the Commissary

By Tim Stuy

In this issue, I look at flatware patterns used by the Lackawanna. The Erie and the Lackawanna each used a number of different flatware patterns over the years. Even the Erie Lackawanna had a pattern, a version of the Erie's "Grecian" pattern. Interestingly, both the Erie and the Lackawanna each used seven identified flatware patterns in their dining cars.

The list of known Lackawanna patterns, the manufacturers and the approximate introduction years are listed in the table below:

Pattern Name	Manufacturer	Introduction Year
Clarendon	Reed & Barton	1890
Pearl	Holmes & Edwards	1898
Commonwealth	International / Reed & Barton	1910
Cromwell	Gorham / International / Meriden	1912
Sierra	Reed & Barton	1914
Clovelly	Reed & Barton	1920
Zephyr	International	1949

It is difficult to tell exactly when each of these patterns went out of use, so we assume possible overlap occurred. We do know from Reed & Barton that the "Sierra" pattern was ordered by the DL&W as late as 1954. We also know that the "Zephyr" pattern was ordered specifically for the two diners used on the *Phoebe Snow*. I think it is safe to say that all of the other Lackawanna dining cars used the "Sierra" pattern, at least through the mid-1950s.

The "Zephyr" pattern was unique among all of the patterns used by either road. Originally developed in 1937 for the Union Pacific for use with its "Winged Streamliner" china pattern, it was used by 12 different railroads, including the Lackawanna. It was the only post-war streamliner-era flatware ordered.

The first photo shows how the back of each piece was marked with "LACKAWANNA" in an art-deco

style font. Previous silver was stamped "DL&W RR." The second photo shows the front of this sleek and modern pattern.

It is difficult to know when this pattern went out of use. By 1962 the EL had ordered new flatware from International in the reissued "Grecian" pattern. By then, "Zephyr" flatware had been removed from service.

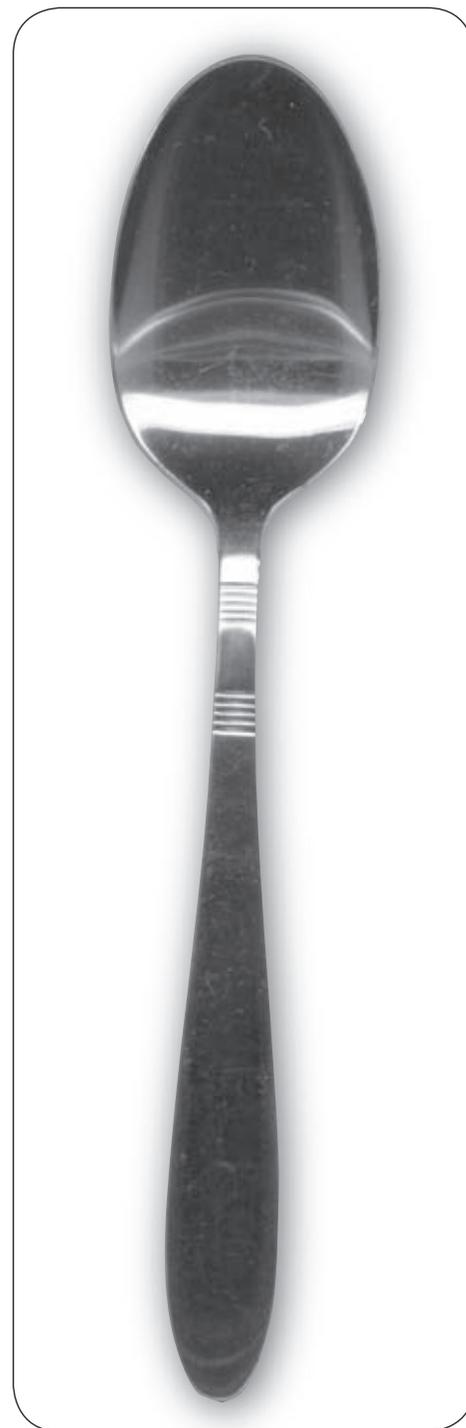
"Zephyr" is the most common Lackawanna pattern a collector can find. Many passengers took a flatware "souvenir" of their trip, so individual

pieces can be found almost anywhere—antique stores, garage sales or eBay. Currently, pieces are priced from \$15-\$35. Do not let tarnish scare you off! Collectors regularly polish their silver; it does not affect the

value. Every piece was backstamped (see photo). Any piece you buy should have a clear, unworn backstamp. Pieces that are worn should not command full prices.

Some of the information in this column comes from the book Silver at Your Service— A Collector's Guide to Railroad Dining Car Flatware Patterns by Arthur Dominy and Rudolph Morgenfruh, published in 1987. It is sadly out of print, but does turn up occasionally on eBay and on used-book lists for \$40-\$70, depending on condition. This book is a comprehensive guide to all of the known flatware patterns used by U.S. and Canadian railroads.

In future issues we will look at other DL&W, Erie and EL flatware patterns.



Photos of Lackawanna "Zephyr" flatware, used between 1949 and 1962. Top: Detail of the Lackawanna backstamp. Bottom: A teaspoon exemplifies the stylistic detail of the "Zephyr" pattern.

President's Message

It has been quite an eventful year for the Erie Lackawanna Dining Car Preservation Society. With the acquisition of DL&W Diner 470, continuing progress on EL Diner 741 and a successful first Convention, we've had a very good year indeed!

It was truly a pleasure to meet many of our members in person at the Convention and to discuss our plans with the membership in a person. To those of you who were able to make it, we thank you for attending, and certainly hope you enjoyed yourselves at this event. Details about the event can be found in this issue of the Diner Digest

Thank you for your support this past year—we have made tremendous progress, and by next year, there will be visible examples of this progress.

On behalf of the ELDCPS Board, I would like to wish you and yours best wishes for this holiday season and a happy New Year!

Regards,
Paul R. Tupaczewski

Membership Renewal News

A number of members have asked about their membership renewals. Up until now we have been extending annual memberships to compensate for the startup nature of the Society. Now that we are moving forward with activities and publications, we will send out membership renewal notices in mid-January. Members who joined the Society after May 15, 2005 will not have to renew until 2007.

We are privileged to have a number of our members enrolled as life members. Each year we give our annual members the option of converting to a lifetime membership for \$180. The Board of Directors expects to increase the price of a life membership early next year, so this renewal notice is your last chance to upgrade to a lifetime membership at the \$180 conversion price.

End of the Year Notes

Our society sponsored our first convention, Oct. 21 to 23, 2005. I was very pleased that the convention was a success due to the excellent groundwork laid by Tim and Susan Stuy. Mike and Becca Steinberg spent time on the convention brochures, website notification and the special convention issue of the *Diner Digest*. Our President Paul Tupaczewski made certain that the program went according to plan. My wife Karen and I enjoyed meeting with our members and supporters in attendance. Jay Held, Bob Stafford and I conducted excellent seminars on EL equipment and operations. Dave Monte Verde gave a presentation on today's Delaware-Lackawanna Railroad. Making the weekend very special were the Erie, DL&W and Erie Lackawanna veterans who attended. Former-DL&W Trainmaster and Susquehanna Division Superintendent John R. Canfield gave an unforgettable keynote speech following the banquet on Saturday evening. I would like to thank everyone who attended, making the weekend a success.

In speaking with Dave Wynn during our August visit, Dave said he believes that Midwest Locomotive will have Diner 741 completed by late spring 2006. I am confident that we will be able to have *City of Lima* and 1318 ready for service and 741 ready to ship to Scranton in 2006. However, I want to reiterate that Midwest is a busy shop, and that we must be patient.

Pullman *City of Lima* is the car that requires the least amount of work. Once we want Midwest to complete work on *City of Lima* so that it can start generating revenue towards its maintenance and for our other cars. As we do not have a grant for *City of Lima*, we will need to use our other available funds to make this happen. Your continued generosity will help us to get this car back on the road. The positive side is that we will have our first car in place at Scranton ready for service. Peter Sheperd and Tony

Koester, both longtime members of NKPH&TS and ELDCPS, have assisted in our efforts with *City of Lima*.

Dave Singleton, a staff writer for the *Scranton Times* wrote an excellent article on our efforts which was published Sunday, Oct. 2. Dave asked Larry Malski, Executive Director of the Lackawanna County Railroad Authority, about their support for our goals. "The Authority is encouraging the Society's efforts, although the details of how and where the dining cars would operate have to be ironed out." Larry also continued on to say, "The concept dovetails neatly with the area's emergence as a rail tourism destination since the establishment of the Steamtown Historic Site." I would also like to add that we have received great support from Dave Monte Verde, President of Delaware-Lackawanna.

In mid-September, ELDCPS Secretary Tim Stuy completed and submitted the grant application for Lackawanna Diner 470. Tim finished the process by making a presentation on Nov. 4. We will know sometime February if we are recipients of the grant money. Midwest Locomotive submitted a cost estimate of \$217,692.50 to restore 470.

2005 has been a successful year for ELDCPS. With our dedicated members and supporters, Midwest Locomotive, and the manufacturers who make our reproductions, we will continue to make progress. I must emphasize that your support through tax-deductible donations and the purchase of store items provides the extra income that continues to make this project possible. I also asked everyone to please understand that all of us are volunteers, with our jobs and families to attend to as well.

Let me take this opportunity to wish all of you a safe and happy Holiday Season.

Kind regards,
John Boehner, Vice President—Operations

ELDCPS INCOME STATEMENT
For the Period ending Nov. 21, 2005

Revenues	
Donations—Unrestricted	12,829.00
Interest Income	35.61
Donations <i>City of Lima</i>	2,233.00
Donations—470	7,744.00
Donations—741	0.00
Membership Dues (included in donations)	0.00
Grants	42,924.31
Convention	6,813.00
Diner at Andres	3,470.00
Merchandise Sales	9,747.58
Total Revenues	85,796.50
Gross Profit	85,796.50

Expenses	
Fundraiser Merchandise	5,780.24
Fundraising Advertising	516.31
Merchandising Fees	248.88
Fund Raiser Registration Exp	30.00
Convention Expense	6,244.67
Andres Dinner Cost	2,697.45
Interest Expense	486.42
Postage	490.36
State NJ Nonprofit Fees	85.00
UMLER	60.00
Office Supplies	98.29
Insurance—470	1,191.75
Transportation—470	5,474.55
Repairs—470	1,600.00
Restoration—470	0.00
Restoration—741	41,845.97
Total Expenses	66,849.89

Net Surplus	18,946.61
TEA Grant Money Paid in 05 (spent in 04)	14,000.00
Purchase of 470 (also paid in 04)	5,000.00
Adjusted Net Deficit	-53.39

EL 741 “Memories” Lithograph

Earlier this year, the Society commissioned painter Christopher Barbieri to depict Diner 741. He produced a fantastic watercolor of the diner at Hoboken waiting for departure, in the consist of the Lake Cities. The painting will be reproduced as a lithograph. Fifty of these lithographs will be special-editions, both signed and numbered by the artist. “Memories of Erie Lackawanna Dining Car Service,” is currently being offered exclusively to our members. You can purchase a special-edition signed and numbered lithograph for \$29.95. The unsigned lithographs are available to members for \$13.95 until Jan. 1, 2006. (After Jan. 1, the members price will be \$15.95.) Please add \$5.00 for shipping and handling. The lithograph is approximately 24 by 18 in. in size. We

expect to begin shipping them in late January. We can provide you with a certificate now if you wish to give one as a holiday gift. The special-edition lithographs will sell quickly, so please order immediately to avoid disappointment. Send your orders to us at the Society’s P.O. Box or order online at www.eldcps.org.



“Memories of Erie Lackawanna Dining Car Service,” rendered in watercolor by Christopher Barbieri.

Unlikely Inspiration

By John Boehner

In early spring of this year, my wife suggested that we clean out a china cabinet that we inherited from my grandmother’s house in West Orange, N.J. My wife suggested that we donate the odds and ends of silverware, which had accumulated over the years in the cabinet, to the church rummage sale. While going through these pieces, I noticed a spoon, in the Grecian pattern. It was not manufactured by International Silver (who had declined to work with us to reproduce the pattern), but by a company named World Tableware. I quickly performed an Internet search and discovered that World Tableware was still in business as a division of Libbey Inc. I telephoned Tim with my findings, and he took it from there. With the reproduction silverware, we are proud to offer the complete Erie Lackawanna dinner placesetting as it was used in the diners during the 1960s. Of course, the placesetting will be used in Diner 741, when completed.



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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