

# The Diner Digest

WINTER 2007-2008



The Newsletter of the  
Erie Lackawanna Dining Car Preservation Society

## Paint the Town (EL) Red ... and Yellow



*Erie Lackawanna Diner 741, fully painted at Midwest Locomotive Service on Nov. 29, 2007. Inset photos: 741 during the painting process.*

While the traditional railroad dining car is disappearing from our nation's passenger trains, a holdover from the golden age of railroading is returning to glory. In November 2007, after almost five years of repairs and restoration, Erie Lackawanna Diner 741 emerged from the shop at Midwest Locomotive Service, once again wearing the grey, maroon and yellow of the "Friendly Service Route."

In September, Midwest Locomotive completed exterior metal work on the car and fabricated two new kitchen access and two new end doors. The door windows do not completely match the original design, however the smaller-than-original windows provide additional security for the car, and all four doors use standard-size window glass. The modern latches will also allow us to lock the car from the outside.

With the metal work complete, the car was prepared for painting. This was no small task, as many layers of old paint had to be removed from areas of the car that did not receive new metal. In addition to Conrail grey, there were visible traces of EL MoW green, EL maroon, Erie two-tone green, and EL Pullman green. While Midwest worked on stripping the paint, ELDCPS VP—

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# Paint

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Research Paul Tupaczewski prepared a diagram with the dimensions of the maroon band, the placement of striping and most importantly the lettering and numbers. This was no easy task, as there were subtle painting and lettering differences between all of the Erie diners. For example, depending on where the car was painted within the EL system, the size and placement of the lettering and numbers varied. Working from multiple photographs and the 741 equipment diagram, Paul was able to give Midwest detailed instructions based on the appearance of the car in its last year in service. At the same time, VP—Operations John Boehner provided to Midwest the Lackawanna paint-color codes from the 1949 Pullman specification list for the 300-series coaches. During the Lackawanna and EL through-passenger era, a variety of paint suppliers were used. The grey, maroon and yellow used on cars varied by supplier. As specified by Pullman-Standard, the 300-series coaches were delivered to the Lackawanna wearing DuPont Dulux exterior enamel. Midwest Locomotive President Dave Wynn contacted DuPont, and using the codes provided, they were able to provide Imron paint in the exact colors used by the Erie Lackawanna.

By late October, the roof and trucks had been painted black, and the body was masked off for the application of the yellow striping. With the stripes in place, the maroon was applied on the letterboards, window bands, car ends and where “Diner 741” is located on the lower side sheets. Using the lettering and numbering information provided by Paul Tupaczewski, vinyl masks were applied over the maroon. Grey was then sprayed on the lower side sheet and letterboard. The vinyl masks were then removed, uncovering the maroon lettering underneath. With all masking removed from the car, Erie Lackawanna Diner 741 was returned to its 1960’s appearance.

With the exterior paint work completed, the next step is installing new windows. At the request of Midwest Locomotive, this work will be contracted out. The estimated cost for new windows will be \$9500. This will include the 16 picture windows, three kitchen windows, two end doors and two kitchen access door windows. FRA-approved double-pane safety glass will be used for all windows, with the exception of the three kitchen windows. Plexiglas will be used for the kitchen windows as this is what was used originally for safety. Vents will be fabricated and installed into the kitchen windows as well. We are launching an Adopt-a-Window campaign to fund this portion of the restoration, and information can be found on Page 8 of this issue of *The Diner Digest*.

Active restoration of Diner 741 began in January 2003, and since then sections of the side-sheets have been replaced, the roof has been completely replaced, support beams and collision posts have been repaired and replaced, interior walls have been removed, flooring has been repaired and replaced and many other repairs have been made. With the car painted, the majority of the overall restoration seems complete, but there is still more work to do.

Once the windows are installed, Midwest will fabricate and install rubber tube diaphragms on the ends of the car. This will complete the exterior restoration of the car. Midwest will then concentrate on completing the interior work we have requested them to do. This will include a new wall between the kitchen and hallway, a new stainless steel kitchen floor, a new hallway floor and re-installing the ceiling throughout the car. Mechanically, a truck inspection, ABDW installation and related pipe work, and Genset installation will be performed. The car will then be shipped to Scranton where the interior work, including electrical and plumbing, will be completed.

We hope that you enjoy these photos of Diner 741 proudly wearing the colors of the Erie Lackawanna, and we ask that you please continue your financial support for the ongoing restoration of this historical car. There are only a small handful of traditional diners currently operating on Amtrak, but with your continued funding, you will soon be able to ride in Diner 741 and experience once again Dinner in the Diner on the Erie Lackawanna.

*For more photos, visit [www.eldcps.org](http://www.eldcps.org).*





Erie Lackawanna Diner 741 at Midwest Locomotive on Nov. 29, 2007.



**ERIE LACKAWANNA**  
Dining Car Preservation Society

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

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# Contribute to ELDCPS Through a One-Time-Only Distribution from Your IRA

The Pension Protection Act of 2006 permits donors of at least 70 ½ years of age to make charitable gifts of up to \$100,000 in 2007 directly from a Traditional or Roth IRA to 501(c)3 nonprofit organizations like Erie Lackawanna Dining Car Preservation Society.

Upon death, **IRA accounts are subject to up to 79% taxes** when you factor in income plus estate taxes. **To whom would you rather give your money?**

For this year only, you can reap the benefits from making sure your hard-earned IRA assets go for charitable purposes rather than income and estate tax. And you can help preserve the heritage of travel by rail for future generations.

**If you are age 70 ½ or older and wish to take advantage of this one-time charity allowance for tax-free donations from your IRA, please speak with your financial advisor immediately.** The rules do not allow amounts to be withdrawn by the IRA account owner and then forwarded to ELDCPS. You will need to request a check payable to Erie Lackawanna Dining Car Preservation Society Inc.

**This is a one-time allowance that ends Dec. 31, 2007,** just in time for you to make a 2007 gift to our cause!

Gifts from your IRA to ELDCPS will not generate taxable income, nor will you get a charitable income tax deduction. However, you will help ELDCPS by supporting the restoration of their historic railcars and the education of the way rail travel once was with eloquent dining car service and Pullman accommodations.

Congress has given a small window of opportunity—donors have until the

end of this year to complete a tax-free IRA transfer.

Please act today, and thank you for your support!

Joel E. Long, Treasurer ELDCPS  
1-866-261-6703 (office)  
717-314-8362 (home)  
[jlong@eldcps.org](mailto:jlong@eldcps.org)

*This is not intended to be legal, accounting or other professional advice. For assistance in planning charitable gifts with tax and other financial implications, the services of appropriate advisors should be obtained. Consult an attorney for advice if your plans require revisions of a Will or other legal documents. Tax deductions vary based on applicable federal discount rates, which can change on a monthly basis. Some opportunities may not be available in all states.*

# Car Report

## NKP Pullman *City of Lima*

In late September, Illinois Transit completed the upholstery and carpeting work, and the car was readied for shipment to Scranton. An air test by ITAX revealed a gasket problem in the application portion of the ABDW control valve, which was subsequently repaired. Norfolk Southern sent over a car foreman to inspect the car and the only issue he found was that the lube dates had not been stenciled on the car. This was quickly taken care of and *City of Lima* was released for movement.

Union Pacific picked up the car on Oct. 1 and delivered the car to the Terminal Railroad Association of St. Louis in Madison for interchange to the NS. The great folks at NS kept a close eye on it for us, and *City of Lima* was soon on its way to the Delaware-Lackawanna at Slateford, Penn. NS delivered the car to the D-L on Oct. 16, and the next day it was moved to Scranton.

*City of Lima* debuted to the public during Steamtown's Lackawanna Railfest, Nov. 3-4, 2007. The car then operated on its first public excursions the following weekend with restored Erie E8 833 and other NY&GL passenger equipment.

Over the next several months, we will continue to make minor repairs and adjustments to *City of Lima*. We still need to check the water system on the car, as well as the air-operated end-doors. The bedrooms and roomettes will be thoroughly cleaned and eventually repainted. We also plan on gradually replacing all of the windows on the car. We will be looking for volunteers to help us with some of these "housecleaning" items, and plan on hosting work sessions during Spring 2008. Although there is still work to be performed on *City of Lima*, it is officially our first car in service.

## Lackawanna Budd Diner 470

Midwest Locomotive continues to store Diner 470 for us while work



*NKP Pullman City of Lima operating on ELDCPS' Pocono Mountain Excursion on Nov. 11, 2007. Photo by Paul Tupaczewski.*

continues on Diner 741. ELDCPS is committed to getting Diner 741 back to Scranton before starting on Diner 470. The car meanwhile remains in a safe location. We are currently exploring funding options for Diner 470, and will pass more information on to our members as we get it.

Erie Lackawanna Equipment Leasing, LLC

## EL Pullman-Standard *Phoebe Snow* coach 1318

A work order was issued in September for Midwest Locomotive to continue work on Coach 1318. The electric strip-heaters will be reinstalled, and the women's lounge will be rebuilt. A set of authentic Pullman side-doors have been purchased to replace the fabricated doors currently on the car.

## Pullman *American Way II*

There are no updates for Green Bank at this time. The car remains securely stored at Midwest Locomotive until work is completed on Coach 1318.



*Fabricated doors currently installed on Coach 1318. These will be replaced by authentic Pullman doors.*

## Further thoughts:

This will be my last Car Report as Vice President—Operations for ELDCPS. I have decided to resign from my position effective Dec. 31, 2007. While I will no longer be responsible for the day-to-day mechanical and safety operations of the organization, I will remain a Board Member and continue guiding the restoration of our equipment.

*John Bohner, VP—Operations*

# From the President

The last few months have been exciting and busy for the Society. *City of Lima* made its triumphant return to revenue service on the Society's first trips, Nov. 10 and 11. A lot of people made it possible for this to happen. First, I want to thank Wick Moorman and Bill Schafer at Norfolk Southern for both coordinating and donating the move from St. Louis to Slateford Jct., Penn. There is a great awareness of heritage at NS and they are willing to help us when possible within the context of running a very busy 21st-century railroad. David Monte Verde of Genesee Valley Transportation, parent company of the Delaware-Lackawanna Railroad, has been a great supporter since the creation of the Society and was key to making our events happen. Without him, saving, restoring and operating our cars would not be possible. Jim Wilson of the New York & Greenwood Lake Railway has made it a personal effort to save and preserve equipment from the Erie. He graciously allowed us to use Erie 833 and his passenger car fleet so that we could field a real passenger train for a great weekend of trips.

The events started with the *City of Lima* on display at Steamtown's Lackawanna Railfest on Nov. 3 and 4. By our estimates, we had over 1,000 people walk through the car that weekend and get a feel for long distance passenger train travel by seeing our sleeping car and learning of our plans for our dining cars. The action started the week before with a massive volunteer effort to make sure our car was clean and presentable for the public. We also had a great sales effort both weekends which generated a lot of needed revenue and attracted many new members. These two weekends required a lot of hard work and manpower. I want to name three individuals who truly made a difference.

Robert Gigliello worked hard to get *City of Lima* clean for the open house.

Phil Albano was our uniformed Trainman for the trips, outfitted in an original Erie uniform. As one passenger remarked, he portrayed the style and class typical of Erie Lackawanna employees and was a worthy representative of the passenger service we are trying to recreate.

John Cannizzaro ran our sales effort during the Railfest weekend as well as help show the general public the *City of Lima*. Then, on the following Friday he helped us assemble the train for that weekend's trips. On Saturday he manned our sales tables on the train as well as made the coffee, tea and hot chocolate for sale. John was supposed to ride as a first class passenger on Sunday but decided to skip out in order to staff the sales and food operation again. John was a tireless and dedicated volunteer. Finally, let me thank all of you, the membership. Your financial support, and now your volunteered time, has made all of our success to date possible, and we thank those of you who came to the first run of *City of Lima* to show your support.

After operating *City of Lima* we have a punch list of things we will need to do to keep the car running and start making improvements. In the spring we will look to have some work sessions on the car in Scranton. Please drop us a note if you are interested in helping.

As if our activities in Scranton were not enough, major visible progress was made on Diner 741 as you can see by the photos in this newsletter. For the first time in 31 years, an original Erie Lackawanna passenger car wears its colors and name once again. We are now launching an Adopt-a-Window program so that the car can be completely sealed from the weather and one step closer to returning to Scranton. I would ask that you consider making a donation to this program so that we can complete this work quickly—as you can imagine, Midwest Locomotive

is a very busy place and the demand for inside work space is great.

The cost of restoring these cars is very expensive and we are constantly looking for ways to fund the work. By now you have probably seen our new color catalog. Our merchandise sales are an important source of revenue for the Society, and also allows all of us to buy unique items associated with dining car service and the Erie Lackawanna. The catalog is being distributed to other groups and was given out at our recent events. We plan to add some really nice products in 2008.

We are also actively seeking out grant money. I am pleased to announce that we recently were awarded \$15,000 by the John and Margaret Post Foundation. We have several promising opportunities coming up. If you know of any grant opportunities for our project, please contact us. We are always happy when organizations can provide us with money but it what is even better is that they then become our friends and supporters. Our Treasurer Joel Long can help you if you are looking to make a year-end contribution based on your tax situation.

Finally, due to work obligations John Boehner has decided to step down as Vice President—Operations. John has been working on our project since the beginning and it would not be possible for us to have gotten where we are today without him. John will remain a board member, and continue to assist us with the restoration of our cars, as well as focus on the ongoing restoration of his cars.

In closing, thanks to all of you for so generously supporting the Society's efforts and for making 2007 our best year to date. I wish all of you a happy holiday season and a prosperous new year.

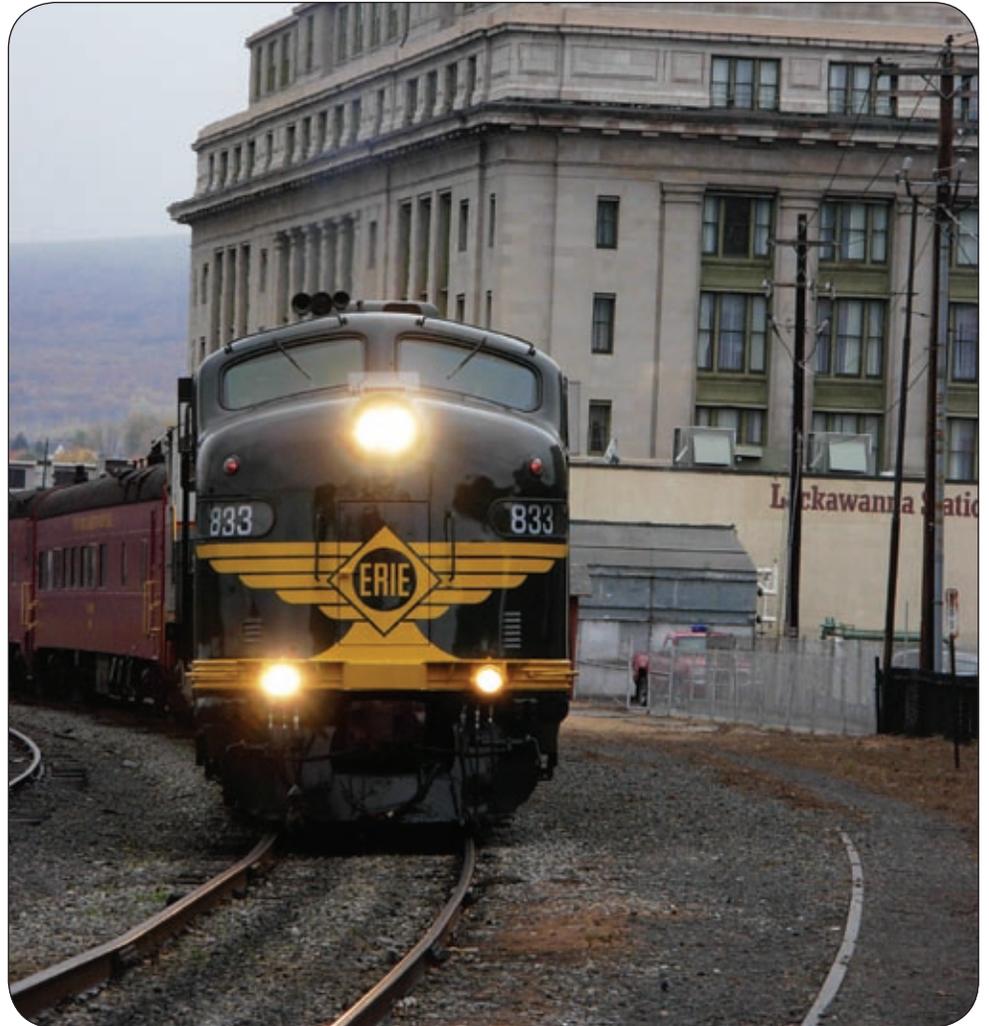
*Tim Stuy*

# City of Lima Makes its Poconos Debut

The Society ran its first excursions ever on the weekend of Nov. 10-11. Departing each day from the former Lackawanna Station in Scranton, the train consisted of the New York & Greenwood Lake's restored Erie E8A 833, NY&GL diner 950, NY&GL table car 2995, *City of Lima*, NY&GL lounge-sleeper *Chestnut Hill*, and NY&GL business car *Pride of the Delaware*. The Radisson held a reception for us Friday night to accompany an open house on the train.

Saturday morning was cold and misty. By the time our morning trip emerged from the east end of Nay Aug Tunnel, the mist had turned into a light snow that blanketed the Poconos. Saturday's trains were run as local trains, making stops at Moscow, Gouldsboro and Tobyhanna, with the afternoon trip going as far as Cresco. Our second trip arrived back in Scranton on time Saturday afternoon. We had another reception for our passengers and friends at the Radisson.

Sunday morning was bright and sunny. The previous day's snow was gone and the lingering foliage created  
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Clockwise, from left: Phil Albano, Membership Chairman, dressed as Erie Trainman; Excursion leaves Lackawanna Station, led by restored Erie E8A; *City of Lima* debuts on excursion. Albano Photo by Paul Tupaczewski; Train photos by Todd Hollritt. For more photos, visit [www.eldcps.org](http://www.eldcps.org).

## Diner 741 Adopt-A-Window

Erie Lackawanna Diner 741 once again wears the proud colors of the Erie Lackawanna, and the exterior restoration of the car is almost complete. In an effort to fund the replacement and installation of new windows throughout the car, we have implemented an Adopt-A-Window campaign.

For a tax-deductible donation of \$750, ELDCPS will install a new window and affix a plaque with an inscription of the donor's choice under the "adopted" window. We are offering sixteen public-space windows up for adoption, and your support will help us complete this crucial part of the restoration.

If you are interested in adopting a window, or making a donation towards Diner 741, please write to us at ELDCPS, P.O. Box 5821, Parsippany, NJ 07054, or visit our web site at [www.eldcps.org](http://www.eldcps.org).

## Debut

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a beautiful autumn day. We made a single round trip to Anomink, which was as far as we could go. On our eastbound trip we made a photo stop at Gouldsboro, allowing our passengers to visit the station, which has just completed a multi-year restoration. We also made a station stop at Cresco, which houses a museum that was open for our passengers. After this stop the train headed back to Scranton. The warm afternoon sun left us with many happy, dozing passengers. We arrived back in Scranton on time successfully ending our first excursion efforts.

We would like to extend special thanks to all of the local groups and museums who helped make our trips successful. We look to continue working with them in the future.

# Holiday Gift Ideas

Still looking for a unique gift for a railroad buff or history enthusiast? ELDCPS has many unique options to choose from for any budget. And every purchase helps support the restoration and ongoing care of ELDCPS' railcars.

Morning Sun Books presents the much anticipated ***Erie Lackawanna Through Passenger Service in Color: Volume 2, 1965-1970***, by ELDCPS' own John Boehner. This hardcover book explores the last years of long-distance passenger operations on the Erie Lackawanna, including the last runs of the *Phoebe Snow* and *Lake Cities*. We are selling this book at a special pre-production price of \$47.98 until Jan. 5, 2008 (regular price \$55.98).

We stock a large selection of our reproduction **Erie Starrucca pattern china** (a). The latest additions to the pattern are the oval platter (\$19.95) and the soup bowl (\$14.95). We also sell 5-piece place settings (\$63) and other individual items, like a teapot (b). *Members pricing shown.*

Keep yourself warm this winter with our popular **Erie Lackawanna Select Blend Coffee** (c). Available in decaf and regular (\$4.95 for a 10 oz. bag), this is one of our all-time best sellers. Pair with a **carousel of chocolates** (\$10.50) for unique gift basket items (d).

We also sell **ELDCPS online gift certificates**. Gift certificates can be used for all online merchandise and do not expire.

All of our offerings including china, flatware,

fine dining accessories, books, videos, HO scale cars and much more can be found at [store.eldcps.org](http://store.eldcps.org). You can also write us at P.O. Box 5821, Parsippany, NJ 07054 to request a catalog. Order online for fastest service. We accept Visa, MasterCard, Discover, Checks, Money Orders, PayPal, and ELDCPS gift certificates.

