



The Newsletter of the  
Erie Lackawanna Dining Car Preservation Society

# On the Road Again

## Diner 470 Moved to Kansas City

As reported in our last issue, ELDCPS signed a contract to purchase the former-Lackawanna/Erie Lackawanna *Phoebe Snow* Budd-built kitchen-diner from American Orient Express. We are very pleased to report that the goal to raise the funds for the purchase price was achieved within the contract deadline, and we completed the purchase in early March. After restoration, Lackawanna Diner 470 will be a very important addition to our historic and authentic train consist. We would like to thank all of you who donated funds towards the acquisition for your generous support!

In late March, AOE moved Diner 470 into their passenger-car repair shop at Tenino, Wash. AOE's qualified passenger-car shop personnel performed required maintenance on 470's air brake system, and made certain the car met all applicable FRA Interchange rules. The car was "In Date Tested" (IDT) and made ready for interchange by mid-April. ELDCPS compensated AOE \$1,600.00 for the work performed (A very REAL bargain for the work performed). 470 was ready for movement to Midwest Locomotive in Kansas City, Mo.

In mid-May, we requested bids from BNSF and UP

for movement. Union Pacific provided a rate quote of \$6,737 for the move, exclusive of Tacoma Rail's portion from Tenino. BNSF trainmaster and ELDCPS member Bob Stafford contacted officials at BNSF, who agreed to move the car for the reduced rate of \$4,300. Tacoma Rail agreed to a reduced rate of \$400.00. We accepted BNSF's bid. A BNSF Tacoma car foreman went to the AOE facility to thoroughly inspect Diner 470. The car foreman performed a complete body, under-frame and truck inspection. The car foreman informed Stafford that the car is "in excellent mechanical shape, [though it] might not look like much." The inspector found no exceptions and authorized the car for

movement with no restrictions. We requested that the car be handled only at the rear of a train, in order to protect the draft gear.

Tacoma Rail picked up the car, and moved it 20 mi. to the BNSF interchange at Chehalis, Wash. The car arrived at BNSF Tacoma yard on June 24. Without delay, Diner 470 was added as the last car on the Q-TACKCKI-23A, a direct train from Tacoma to Kansas City. Departing on June 24, 470 arrived at Kansas City on June 30. The car was interchanged to Kansas City Southern Railroad, and arrived at Midwest Locomotive on or around July 8.



*DL&W Diner 470 sits reunited with Erie Lackawanna Diner 741 (at left) at Midwest Locomotive in Kansas City, MO on August 26, 2005*

# 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-1950's.

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.

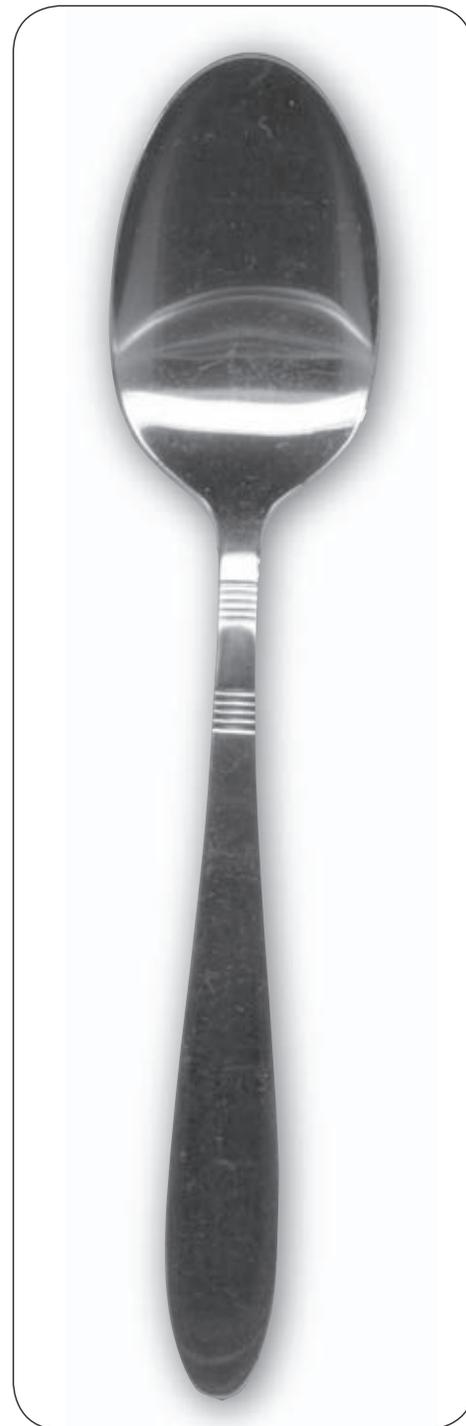
"Zephyr" is the most common Lackawanna pattern a collector can find. Many passengers took a flatware "souvenir" of their trip, so individual

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.

# New Products Are Served Up

The Society has several new products now available for purchase. First, the Society is pleased to offer reproductions of the Erie Lackawanna “Grecian” flatware pattern. The “Grecian” silverware was an early favorite for use on railroad dining cars. Introduced by International Silver in 1913, it was used by the Baltimore & Ohio, Florida East Coast, New York Central, Pennsylvania, and Southern Pacific Railroads. In the mid 1920s the Erie Railroad began to upgrade its dining cars and service—including the purchase of Diner 741—and they introduced the “Grecian” pattern silverware to replace several older patterns then in use. “Grecian” would become the standard pattern for the Erie Railroad.

After the 1960 merger with the Delaware Lackawanna & Western, the new Erie Lackawanna continued to use “Grecian” as its standard pattern, ordering pieces using the EL diamond logo in place of the Erie logo. The “Grecian” silverware was the only flatware used

in EL dining cars that was specifically marked for the Erie Lackawanna.

ELDCPS is pleased to be able to offer fine reproductions of the EL “Grecian” pattern. Made in America by World Silver (a division of Libby, which also owns Syracuse China), these pieces are hotel-grade silver-plate, just like the originals! They are date-coded on the back to prevent misrepresentation of the originals.

We are offering them to you at a special members’ price. We are offering a 5-piece place setting consisting of a salad fork, dinner fork, teaspoon, bouillon spoon and dinner knife.

Regular price is \$48; member price is \$44. A service for 4 is regularly \$185; member price is \$170. We are also offering the classic iced-tea spoon. Regular price is \$12; member price is \$10.

Take this opportunity to own this classic pattern. All proceeds benefit the restoration of the ELDCPS dining cars 741 and 470. Shipment expected by mid-September.

The Society is also proud to announce that it is exclusively distributing a brand-new video from RonRail Pictures, “Erie Lackawanna in the Last Days of the Golden Years.” See the review of this movie in this issue.

We are also offering two other RonRail Pictures videos. First is “Trolley Marathon” devoted to 1960s trolley operations across the United States and a few international cities. The second is “Bygone Days on the Susquehanna” featuring the material of noted Susquehanna fan Bob Underwood with passenger and some freight operations on the NYS&W in the early 1960s. These offerings are available in VHS or DVD-R format at \$22.95 each plus \$3.00 shipping.

To order any of these new products:

- visit us online at [www.eldcps.org](http://www.eldcps.org) and click on “Store,” or
- send your order by mail to ELDCPS, P.O. Box 5821, Parsippany, N.J. 07054

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## Bean Counter’s Corner

Hello All:

It is hard to believe that I am writing this as October is here and anticipation grows towards our first Convention where we will all be together. This has been an exciting year for us so far. Through everyone’s efforts and generosity we have raised the funding for the purchase and the transportation of 470 to Kansas City, where she met up with 741. Thank you all for your continued support as we look forward to her restoration work. The purchase of this car and the transportation were all done through contributions and operating revenues, no funds were borrowed to accomplish this task. Currently the restoration of 741 continues with funding coming from our TEA Grant and member contributions. Our current

financial condition has remained strong as we have been able to meet our operating expenses as well as support new fund-raising projects like the Grecian silverware pattern (see page 2). These projects provide much-needed operating revenue and necessary reproduction items once our diners are in service. Another project that is running very well is the partnership with RonRail Pictures to distribute their railroad videos, which supports ELDCPS. Thanks to you, the membership, for your support of these products as well as referrals to collectors, railfans and historians. These profits provide valuable funding to our organization. We are currently working on some other year-end product releases so please check the online store and the forthcoming paper catalog.

As 2005 comes to a close, please

consider our organization in your tax planning. ELDCPS is a 501c3 non-profit which can accept charitable contributions. In the near future, we will be looking into some long-term funding options which will work hand in hand with estate planning (i.e., Charitable Remainder Trusts). Long-term funding is needed to properly maintain and house the equipment. Another project currently in progress is creating electronic files of the organization’s financial records. This will create more readily-accessible financial records which will be accessible to the membership via the year-end report, internet and newsletters.

*Respectfully Submitted,  
Joel E. Long  
Treasurer, ELDCPS*

# Video Review: Erie Lackawanna in the Last Days of the Golden Years

The video is narrated by Ron Wallace, a former EL and NJT employee (and Society member). The films were all shot by Wallace on 8mm stock. The video covers the line east to west, starting from the cross-Hudson ferries. All New Jersey lines are covered, including some very noteworthy footage shot from and around NX Draw in Newark, the big bascule bridge on the Newark Branch that has been locked in the up position for several decades now. The trains seen are primarily passenger, from the “pre-U34CH-and-Comet-I” era. There are quite a few Sussex Branch-bound trains seen with former Erie express cars on the rear for milk. There is a great sequence of a Sussex Branch train switching out cars at the Becker Creamery at Straders. There is a great variety of equipment, including a sequence of a Boonton Line train at Montclair that has a DL&W heavyweight coach as its first car. There are also a few sequences of MU trains with rare RPO-combines (not just plain combines) at the head end.

There are scenes along the line in Portland, Bangor, Scranton with some

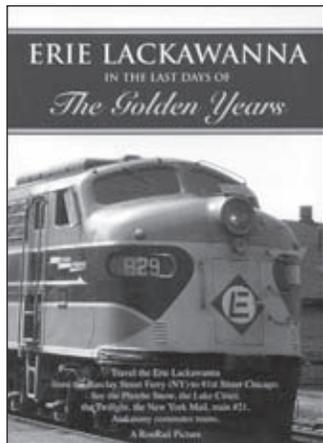
really nice action sequences shot from the vestibule going up Clarks Summit (you can see I-81 under construction). Then it’s on to Binghamton and west, including well-known locations such as Marion, Huntington and Chicago. A neat little segment follows the D&H Baldwin RF16 “Sharks” between Binghamton and Sayre, N.Y. The very last sequence of the video is the “farewell to the MU trip” run in 1984, a fitting farewell to EL passenger operations.

While the majority of the video focuses on passenger operations, we do get glimpses of freight activity here and there.

As a bonus, at the end of the video is a very nice selection of Ron’s still-image slides (made a bit more interesting through creative panning and zooming of the images).

At 92 minutes in length, this is one action-packed video. There will be plenty of “oohs” and “aahs” in there—something for everyone.

*This video is available for \$22.95 for ELDCPS members; shipping is \$3.00 per video. It is available in VHS or DVD-R format. Visit [www.eldcps.org](http://www.eldcps.org) to order.*



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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*Erie Lackawanna Maintenance of Way car 473511, otherwise known as Diner 741, in work-train service — May 2, 1976, Binghamton, NY. Except for a coat of gray paint, this is how Diner 741 appeared when it was purchased by ELDCPS. (Photo by Ben Bartlett)*