

# The Diner Digest

The Update Newsletter of the Erie Lackawanna Dining Car Preservation Society  
Fall 2003

To all ELDCPS Members and Supporters:

This year has been a very good one for ELDCPS, as we were very fortunate to accept the donation of *City of Lima*. Work has progressed on EL Diner 741, and depending on funds, we hope to have *City of Lima* in service by the Spring of 2004.

The goal of our organization is to sponsor an Erie Lackawanna thru-line passenger train, as it would have appeared on the EL system during the early 1960's. I am pleased to report that we are moving forward to achieving that goal. ELDCPS, working with Erie Lackawanna Equipment Leasing, LLC, will be able to couple together two original EL passenger cars: EL Diner 741 and EL thru-line coach 1318. NKP *City of Lima* will also make a correct addition, as NKP 10/6's were a common sight on DL&W and EL passenger trains until 1963. Also to be included when restored will be Erie Lackawanna Equipment Leasing's 6-6-4 Pullman *American Way II*. We will also move forward to obtain an EL baggage car when the timing is right. With the above mentioned cars, ELDCPS will be able to offer an initial seating capacity of 111 in Pullman and coach, plus Lounge and Dining seating in 741. To increase capacity, we may lease appropriate historical equipment, if required.

Our goal is to operate this equipment over former EL lines as soon as it is ready for service. ELDCPS Directors have attended meetings this year and discussed the idea with several of the carriers that now own and operate former EL lines to achieve this goal. I can assure our members that we are working very hard to put something together as soon as we can.

I would also like to thank our members and supporters for their financial contributions. With your continued support, we have no doubt that our goal will be realized. But it takes funding. Please consider a purchase from our line of products, or making a donation today!

In the near future, an EL passenger train will again operate on "The Friendly Service Route". Our gray, maroon, and yellow consist will bring back very special memories, and allow everyone to again experience what it was like to ride the *Phoebe Snow*, the *Lake Cities*, or any other EL thru-line passenger train. Visualize our gleaming consist, sitting on Track 8 in Hoboken, ready to depart for Scranton, or Port Jervis, and maybe beyond. EL Diner 741, restored with its elegant Pullman interior, will be ready to welcome our guests from coach 1318, or the Pullmans, to a comfortable seat in the Lounge, where they can partake in an EL "Swirl Glass" libation before dinner. Passengers will then be able to enjoy well-prepared EL Dining Car specialties, just as it was over 30 years ago, while our consist operates westbound at track speed. *Will we see you there?*

Have a very Happy Holiday Season!

Kind regards,

John Boehner, VP - Operations  
ELDCPS

## Car Report: November 2003

by John J. Boehner,  
ELDCPS Vice President - Operations



Diner 741 is seen in transit to Ozark Mountain Railcar at Union Pacific's Kansas City, MO freight yard on January 23, 2003. (John Suscheck photo)

## Diner 741

Work has progressed on Diner 741, although the pace of the restoration slowed through the summer due to a shortage of funds. This in itself was not a problem that we were deeply concerned about, as we were waiting for our ISTE grant funds to be released. The ISTE grant will be applied towards the exterior restoration of the car body. During the first part of September, the State of Pennsylvania released our grant, and we notified President John Suscheck at Ozark Mountain Railcar.

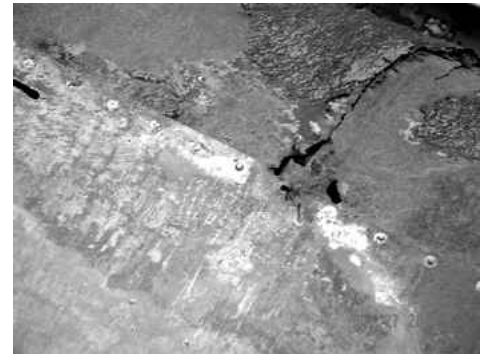
The ceiling in the dining room that was installed by the Erie in 1939 to modernize this area of the car was removed in late spring by OMR. John and his crew needed to determine the condition of the original



The ceiling of the 741 is seen after removal for clerestory inspection. (John Suscheck photo)

clerestory, and inspect for any damage that may have occurred due to water entering this area through leaks in the roof. OMR determined that although some water had leaked into the original clerestory, it was in very good condition. Diner 741 was now ready to have OMR begin the process to seal and restore the exterior of the car.

As John Suscheck and I have discussed, the roof must be sealed to keep water from entering the side sheets. This water leakage has caused the "rust-throughs" and deterioration in the sill area. There are small areas of corrosion in the curved portion of



Roof rust on the 741 found after removing the tar from the roof. These spots will be patched. (John Suscheck photo)

the roof. This is the metal that the Erie welded to the top and sides of the roof to give 741 a more "modern" look during the shopping at Susquehanna in 1949.

Since mid-September, OMR personnel have been removing the 2-inch-thick layer of tar (in some areas of the roof, it is not as thick) from 741's roof. This has been a long and tedious process since OMR does not want to introduce sparks and ignite the original horse hair insulation (Pullman used horsehair insulation for insulation during the heavyweight era). OMR has had to hand-scrape most of it; in some places, they were able to use an air chisel. The end result of removing the tar is that OMR has discovered the rusted through areas in the roof, which is what we desired so those repairs can be made. None are really large, but many small holes are worse to repair than a few large ones. New sheet metal will have to be fabricated and welded in to make the repairs. There are also several holes that were cut in the roof by the EL and Conrail, which will also have to be sealed up.

The old air conditioning hatch has been removed, and a new one will have to be made, as the old one was beyond repair.

As soon as the above work is completed, OMR will then work down to the side sheets, and repair the "rust-throughs" by welding in new metal. New windows and seals will also be installed.

In conclusion, we are very pleased how the restoration is proceeding, and wish to thank Ozark Mountain Railcar for the work accomplished so far. ELDCPS has recently applied for an additional ISTE grant from the state of Pennsylvania to hopefully move onto the next phase of the restoration next year. This will include interior restoration, complete electrical rewiring (HEP), electric heat, installation of the generator set (Genset) and fuel tank, updating the brake system, and kitchen renovation. Through your generous donations, ELDCPS was able to purchase a good-quality used Genset (a 60 KW Cummins) for 741, although we are still paying off the \$4000 balance of the \$6000 price. The Genset powers all the electrical systems on 741, if the car is not connected to either 'standby power,' or a consist which is run by HEP. Normally, these can run \$15,000 plus for a new unit. The one we have purchased is in good operating condition, but will have to be serviced.



Former NKP City of Lima is seen at Ozark Mountain Railcar in Branson, MO. In the distance, Diner 741 can be seen under restoration. (John Suscheck photo)

## - NKP Pullman City of Lima -

In March of this year, ELDCPS was proud to accept as a donation former Nickel Plate Road 10/6 sleeper *City of Lima*. A private owner had purchased this car several years ago from the Union Pacific. UP had acquired the car after the merger with the C&NW, who had named the car *Lake Michigan*. UP surplused the car after it had been assigned to UP's business car fleet for several years.

With the exception of the exterior stainless steel trim, which had been removed by the Illinois Central, the car is in very good condition. COL is HEP-equipped, backup Genset, Microphor toilets, two showers, emergency lighting, and an updated electrical control panel.

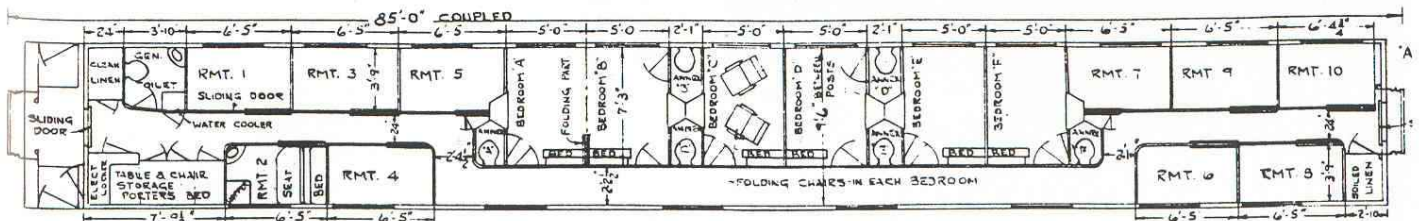
*City of Lima* is in very good condition, but there remains some minor work before the car can be ready for service. So far, with your donations, OMR has completed the following items:

- \* Remove UP-installed electric brake cables
- \* Check for and repair in car electrical number signs
- \* Drill weep holes in side sills
- \* Service and repair heating system
- \* Install missing water tank shrouds
- \* Install end gates
- \* Install new batteries (for Genset)
- \* Service and repair water system
- \* Inspect and service Microphor toilets
- \* Service and repair air conditioner
- \* Inspect and repair room fans
- \* Repair berths UA, LB, UD, UE, and UF
- \* Lube and adjust bedroom walls

Work to be completed:

- \* NKP blue and gray paint job
- \* Install HEP cable cleats on both sides and adjust length
- \* Grease coupler wear liners
- \* Adjust vestibule trap shocks
- \* Perform COTS
- \* Replace all window gaskets
- \* Repair corrosion at bottom of two windows

Below: A diagram of the interior of the City of Lima



- \* Service generator (replace air bags)
- \* Replace bolts on Genset rollout with grade 8 bolts
- \* Repair coupler carriers
- \* Replace rubber on truck anchor rods
- \* Clean interior walls and ceiling
- \* Shampoo carpets
- \* Service fire extinguishers
- \* Touch up interior paint
- \* Purchase sheets, pillowcases, etc.



A view of the very clean interior of City of Lima, looking down the Roomette 1 to 5 section of the aisleway. (John Suscheck photo)

John Suscheck feels that we can finish COL with around \$8,000 in additional funds. If funds are available, we are going to try and have the car completed and in service sometime in 2004. We are offering several "Adoption" programs to help raise money to restore the car; see the "From the Editor" section in this newsletter for more information.

## - EL Baggage Car #207 -

It was our intent to finalize acquisition of this car from the Chemung Valley Railroad Historical Society of Horseheads, New York by early 2003, but the donation of COL caused us to place this acquisition on the "back burner" for the time being.

We firmly feel that an EL baggage car will make a very important contribution to the overall originality of our consist. However, 207 will require a set of roller bearing wheel sets, COTS, and other minor work before it can be interchanged to move to a shop for restoration. There is also the need to have the car moved to live track. Additional funds will be required to repair the corrosion in the sill and side sheets, as well as an EL GMY paint job.

ELDCPS Directors felt it was more important to concentrate our funds on completing COL, which can carry our members, then focusing our short-term efforts on 207. It is our intention to move forward with the baggage car acquisition, when the timing is right.

## From the Editor by Paul R. Tupaczewski, ELDCPS President

I'd like to personally welcome you all aboard to the first issue of our "update" newsletter. The purpose of this newsletter is to keep our members informed as to the progress of our goal, the restoration of Erie Lackawanna Diner 741, as well as the work on assembling an authentic thru-line EL passenger consist. Our progress in the two short years we have been around has been nothing short of astounding, and our accomplishments are the direct result of the generosity of members like you!

You may have noticed some title changes in this newsletter. Our By-Laws call for the election of two Directors each year. Each year the Directors then elect the Officers. We held our Directors election by the members, and then the Directors in turn elected the Officers. There has been some reorganization in the Officer list. Due to personal commitments and a recent move to St. Louis, Mike Steinberg has moved into the role of Vice President-Communications, and will be responsible for the maintenance and updating of our website, the group's "public face to the world." Mike has been doing yeoman work on this site, making it simply one of the best historical society sites out there! John Boehner has taken on a more focused role, becoming Vice President-Operations. John has decades of experience, both with preservation and with railroad operations. As an engineer for the Union Pacific Railroad, he is well-qualified to be our interface to the various railroads we are working with for possible future trips with our equipment. Above all, John's first priority is always *safety first*, and will ensure that our operation is 100% compliant with all railroad safety regulations. I have stepped in as President, and Tim Stuy has filled the "vacuum" left behind by assuming both Treasurer and Secretary responsibilities.

Progress has been terrific so far, but we are very rapidly running out of funds to continue restoration. Our ISTE grant money is coming, albeit slowly, to help continue 741's exterior restoration. The *City of Lima* restoration work is also continuing to have that car in service in the near future. A terrific way to help with the 741 and COL restoration, and possibly to honor a loved one, is our "Adopt-a-Chair" on 741 or "Adopt a Bedroom or Roomette" program for COL. Details of both of these programs can be found on page 4. What better way to contribute than to have a piece of the car with a publicly visible "thank you?" We certainly hope you consider assisting us in keeping the momentum going, and help us bring to fruition the dream of a working EL passenger train experience! What has been lost for over 30 years will once again return!

Best wishes for a Joyous Holiday Season and a Happy New Year!

Best regards,

Paul R. Tupaczewski  
ELDCPS President

*EL Equipment Leasing, LLC  
Car Report: November 2003  
by John J. Boehner,  
EL Equipment Leasing, LLC*



*Coach 1318, in its former Cotton Belt excursion scheme, sits at Ozark Mountain Railcar. (John Suscheck photo)*

**- EL Phoebe Snow coach 1318 -**

We were very fortunate in March of this year to acquire former EL coach 1318. Pullman originally constructed this car for the Lackawanna Railroad in 1949 for the Phoebe Snow as DL&W 318. Of the few remaining Lackawanna coaches in the EL series 1301 to 1325, we believe that this is the only remaining car from the Pullman order that is still in its original configuration.

After purchase, the car was immediately moved to Ozark Mountain Railcar where restoration was begun. Former EL 1318 is in very good shape, but the car will require some work to update and return it to service. Systems that have been already addressed include:

- \* New sub floor installed, repair steel floor.
- \* Electric-heating strips installed.
- \* Wiring completed for heating
- \* Repair slight rust to sill
- \* Remove commercial air conditioner
- \* Install rubber diaphragms
- \* Repair defective spark shields
- \* Repair coupler carrier
- \* Repair nuts on buffer stems
- \* Adjust vestibule traps
- \* Install freeze protection.
- \* Redrill side sill weep holes
- \* Replace vertical shocks
- \* Repair "A" end buffer

Work will continue on installing the new 8-ton air conditioner, installing a Genset and electrical wiring, carpet installation, reinstalling seating, Microphor tank and toilet installation, repairing the water cooler, and last but not least, an Erie Lackawanna gray/maroon/yellow paint job.

We are very much looking forward to EL 1318's return to service in 2004. The coach will really look great operating again with ELDCPS's EL Diner 741, NKP



*The interior of 1318 undergoing minor work. Chairs have been removed on one side.. (John Suscheck photo)*



*1318's end receives some welding repairs at Ozark Mountain Railcar. (John Suscheck photo)*

*City of Lima, and as soon as possible our 6-6-4 Pullman, American Way II, as well.*

**- American Way II -**



*The former Green Bank, wearing a coat of maroon paint, will soon become EL American Way II. (John Suscheck photo)*

As we have been concentrating on coach 1318, work has been temporarily suspended on our ex-CN Pullman *American Way II*. With the donation of *City of Lima* to ELDCPS, we felt that it would be better for us to concentrate on returning 1318 to service. With the coach offering a capacity of 62 seats, it will really complement our capacity, along with *City of Lima*.

*Interior view of the American Way II. (John Suscheck photo)*



## ELDCPS Naming Programs

We have two naming programs in place at the present time: The first one is the 741 "Adopt-A-Chair", which allowed us to purchase the chairs needed for the lounge section of the Diner/Lounge. There are 10 chairs needed and we are pleased to be able to name the following 9 chairs as follows:

*Christopher P. Bujara*

*Pauline J. DeRose*

*Launcelot D. Erickson*

*Joel & Lynn Long*

*Jane and Jerry Kuehn*

*Joseph & Aniela Rysz*

*James H. Stevenson*

*The Steinberg Family*

*Eunice and Cornelius Stuy*

The chairs will have a nameplate honoring these donors. There is one chair left to be adopted for \$300. This donor will also be able to have their name placed on it.

The second program is to have roomettes or bedrooms "adopted" in the *City of Lima*. A plaque will be placed in each room, naming it as requested by the donor. There are 6 bedrooms and 8 roomettes on the car (remember that 2 roomettes were converted to shower/changing rooms). We are pleased to name the first bedroom as follows:

*James H. Stevenson*

The additional 5 bedrooms are available to be named for \$1200 each. We are also pleased to name 3 roomettes as follows:

*In Memory of NKP Conductor,*

*John H. Keller,*

*Lima's railroad historian*

*N. Kent Loudon*

*Peter K. Shepherd*

The additional 5 roomettes are available to be named for \$600 each. Remember that these are fully tax-deductible donations. We believe it is important to get the *City of Lima* completed and in service. It will allow us to generate additional revenue to complete work on the 741. In addition, it will give us visibility and show the general public that we are proceeding in our goal to recreate the Erie Lackawanna long distance passenger train experience.



## 741 In Progress...

Above: The old "retrofit" window frame in the kitchen section are carefully being removed. These will be replaced by the original style windows and frames. Right: A piece of plywood blocks off the vestibule entrance for safety. This opening will eventually be filled in, returning the car to its as-operated state. Lower right: The interior of the kitchen area of the car. Most of the major appliances have been removed so that cleanup and stabilization can take place. (All photos by John Suscheck)



*Be sure to visit our website at [www.eldiner.org](http://www.eldiner.org) for all the latest news and information, and to purchase items from our store to help support the 741's restoration!*

