



The Newsletter of the  
Erie Lackawanna Dining Car Preservation Society

## Car Report: "Riveting"

### EL Diner 741

As we reported in our recent letter to members, we briefly suspended work on Diner 741 to allow us time for additional fund-raising. This was no problem for Midwest, since they are swamped with locomotive work. Dave Wynn explained that their metal fabrication craftsman and welders completed the exterior restoration on the car, with the exception of one small area under a dining room window which will need further attention. The buffer at the lounge end was disassembled, inspected, repaired and reinstalled. By the end of February this year, all the original rivet heads (which were cut off during the replacement of side and end sheet metal) had been replaced by faux rivet heads to give the car its original look. Upon close examination along the belt rail and lower side sheets, we noticed that the Erie and EL apparently used the same technique. To save a lot of tedious manual labor, we have decided not to have Midwest fill in the crease along the side sheet with body putty (probably due to a cornering incident or derailment long-forgotten) nor the rivet heads themselves. This work would have been very time-consuming and expensive. Several coats of Dupont Imron G/M/Y will make this almost unnoticeable. Dave also explained that his shop forces had needle-scaled along both sides of the belt rail on each side of the car to check for metal and rivet integrity.

We were very pleased with the extensive restoration work completed

since our previous visit. Midwest will prep, paint and letter the car. After the car is painted, they will install rubber tube diaphragms at each end. Midwest estimates around \$30,000 for the prep work and paint job. Dave thought that with his backlog of locomotive work, he could not begin to paint 741 until late summer, with a completion date sometime in late fall. Before work begins, Midwest will remove the window frames and old glass. New windows and seals, to be installed after painting, will complete the exterior work. Eventually, we will be running a "buy a window" campaign to assist with new window costs.

Midwest is donating a pair of locking pin-lifters which will be installed on each end of the car for safety. After the exterior paint job is completed, Midwest will install the Genset

underneath 741, a fuel tank and A/C equipment. A new wall between the kitchen and hallway will be fabricated and installed. A stainless steel floor will be installed in the kitchen. The steward's wall will be rebuilt and then the original false ceiling will be reinstalled (the "lowered" ceiling was installed by the Erie in 1940 during the first upgrade of 741). The UC air brake system will be removed and the new ABDW kit will be installed. After this work is completed, along with a truck inspection and center plate lube, 741 will be ready to be moved back to Scranton for completion. With sufficient funding and donations, our goal is to have the car ready to move to Scranton by summer 2008.

### NKP Pullman *City of Lima*

The car is currently at Illinois Transit  
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*The restored belt rail at the lounge-end of the car, where the old MoW door was filled in. Notice the very effective faux rivets.*

## From the President

At the most recent meeting of the Board of Directors, Paul Tupaczewski announced his decision not to continue as President of the Society, due to his career and family commitments. I want to thank him for the great job he did during our growing years. Paul will continue to serve on the Board and in the newly-created role of Vice President—Research so that we may continue to use his many talents. At the same meeting, I accepted the position of President. My goal is to build upon everything we have accomplished since the Society was formed in 2001.

Our biggest challenge is to continue to raise the funds necessary to restore our passenger cars, move them to Pennsylvania, and to operate and maintain them. To date, we have done a very good job of raising funds, especially for an organization this small and in a non-operating development mode. Recently, we were awarded \$2,000 from the Coutts & Clark Foundation and \$10,000 from the ESSA Foundation. At the moment we have over 15 other grant requests pending before a number of grant-giving institutions and private foundations. If you are associated with any such organizations or can recommend one that might review our efforts favorably, please contact me at the Society's address.

We must continue to grow in order to be successful. I welcome your input on attracting new members and generating more publicity. Of course, having our cars available for the public to see will be a great help. We are doing everything possible to bring the *City of Lima* east this fall and to schedule an open house for members.

In closing, thanks to all of the officers and directors for all the work they do and a big thank you to you the members who have so generously supported the Society's efforts.

Tim Stuy

## Car Report

*Continued from Page 1*

Assembly at Madison, Ill. All of the old carpeting has been removed from the car, and new carpet has been ordered. Seat backs and cushions from the roomettes have been removed and sent to the upholsterer to be refurbished. The eight collapsible seats in the bedrooms will also be recovered. We have provided a minor work list for ITAX to complete while the contractor works on the reupholstering. As soon as this work is completed, the car will be moved to Scranton.

### Other equipment

We will cover Diner 470, as well as Erie Lackawanna Equipment Leasing's cars, in the next issue of *The Diner Digest*.

### Some further thoughts:

Paul Tupaczewski, Vice President—Research, is working on the paint and lettering dimensions for both 741 and 1318. Midwest will need to know the spacing of the letters and correct placement of "Erie Lackawanna" on the letter board, as well as the car numbers.

Diner 741 will be the first former-EL through-line passenger car to receive company colors and Erie Lackawanna lettering since the 1960s. This important step will bring us closer to our

goal of re-creating an EL through-line passenger train, *The Lake Cities Project*.

We are on schedule, and we look for much progress this year.

*Respectfully submitted,*  
John Boehner, VP—Operations, ELDPCS



*The Lounge-end of Diner 741 where the Maintenance of Way-installed doorway has been closed off.*



*The transition from the original belt rail (left) and the new belt rail (right). This is at the Lounge-end of the car, to cover the MoW doorway.*



*On Mar. 1, 2007, members Michael Steinberg, Shawn Rhodes and Christopher Faulkner removed all of the carpeting (piled on right) from City of Lima and swept out the car in preparation for new carpet.*

# From the Commissary

Swizzle sticks are an interesting dining car collectible. They are usually placed in cocktails to hold fruit, or merely to stir the drink. Commonly made of plastic, the origin of the name is uncertain but rum drinks, made with sugar and citrus juices, have been called “swizzles” since at least the 19th century.

The swizzle sticks we know today started in February of 1934, just two and a half months after prohibition ended. Jack Sindler sat with a friend in a bar, leisurely sipping a martini. Sindler worked for the Converse Rubber Company and was an avid inventor.

While enjoying his cocktail, Sindler tried to grab the olive at the bottom of the glass using his fingers. It was then that he hit on the idea of a barbed spear to retrieve the elusive olive. Within six months, Sindler filed for a patent for the “Swizzle Stick,” founded the company, Spir-it Inc. and ran an ad in the *New Yorker* magazine, offering to customize his olive spears with the names of his customers’ establishments.

We don’t know when railroads started to buy Sindler’s invention, but certainly cocktails were a big part of dining and lounge service.

To date, we have found four different EL-related swizzle sticks. All of

them have the same shape, leading me to believe they were all created after the Erie moved its long-distance passenger trains to Hoboken in 1957, resulting in the merger of the Erie and the Lackawanna’s Dining Car Departments. The Erie stick is blue with gold lettering and the Lackawanna stick is yellow with gold lettering. The first EL stick is red with white lettering: ERIE-LACKAWANNA DINING CAR SERVICE. The fourth is also red with white lettering and simply states: ERIE LACKAWANNA. I am not sure when this change was made. This last swizzle stick may have only been used in commuter bar car service.

For the collector, the two EL sticks are fairly common. They typically sell at shows for about \$1 each. The Erie sticks are a little harder to find and sell for \$2-3. The Lackawanna swizzle stick is the rare one. I have only seen a few—at prices that seem a little over the top for a plastic stick. I got mine in a large lot of assorted swizzle sticks for a good price.

All of these swizzle sticks date from the late 1950s through the 1960s. We would be interested if anyone has an earlier version from the DL&W or the Erie. If you do, please send us a picture so we can share it in a future column.

## Bean Counter’s Corner

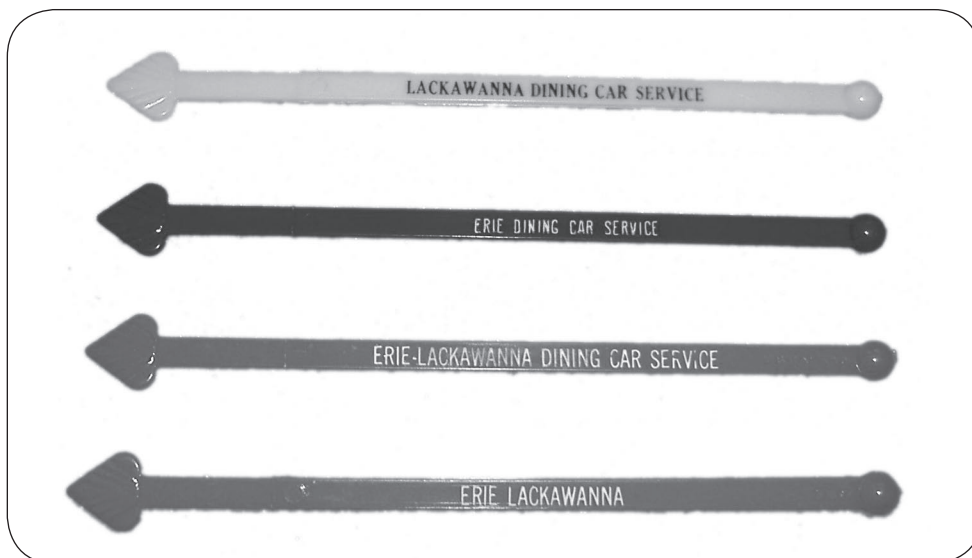
For the first half of 2007, store sales and grants funds have been steady, but conversely, donations have been down. We have just paid to Midwest Locomotive the remaining funds from our TEA Grant for Diner 741, and are seeking additional grants for 741 and our other cars. East Stroudsburg Savings Association (ESSA) and the Nickel Plate Railroad Historical and Technical Society have just awarded us, respectively, a \$10,000 grant for 741 and a \$500 grant for 211.

Our current cash reserves are \$11,626 as of May 24. Along with the ESSA grant and our credit line, we will have enough funds to paint 741 this fall.

To augment our grant efforts and merchandising, we are in the need of more donations. We currently have two giving programs, the ELDCPS Passenger Club and our monthly contribution program, which are gaining popularity. Corporate donations are also needed, so if you work or know of a company looking for a good cause, please put a word in for us.

Expenses for 2007 have been modest. We have very low overhead and most of our expenses have been related to fundraising. Our remaining funds and surplus are going toward maintaining and restoring our equipment. The 2006 year-end financials are available on the web site. If you are without internet access, or have any questions, please feel free to contact me.

*Respectfully submitted,  
Joel E. Long, Treasurer  
1-866-261-6703*



Top to bottom: Lackawanna, Erie, early Erie-Lackawanna, late Erie Lackawanna examples of swizzle sticks.

## American Express GivingExpress<sup>SM</sup> Project

ELDCPS is now a participant in the American Express GivingExpress program. Through this program, American Express cardmembers can now make donations to ELDCPS using their American Express card. Cardmembers can also donate points from their American Express account to ELDCPS. For more information, please visit [www.eldcps.org](http://www.eldcps.org) and click on our Donations page.



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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# New Online Store

One of the primary forms of fundraising for ELDCPS is merchandise sales. The majority of our sales come from our online store, and we continue to improve our store to make it easier for our customers to shop. After receiving a lot of feedback and suggestions, we are proud to announce a comprehensive upgrade of our online store.

While the design and function is very similar to our existing store, there are additional features that make the new store more user-friendly.

When browsing the store, a customer can now create a wish list of items that they are interested in. This wish list can be accessed by friends and family who might be looking for the perfect gift. The customer can easily add wish list items to their shopping cart for purchase.

The new store will now make suggestions based on the item a customer is purchasing, referring the customer to any similar items which would go with the item being purchased. For example, if a customer was to buy a Krusty Korn Kob mold, an additional bag of mix will be suggested. Using these suggestions, we hope to insure that every customer gets what they need, as well as increase overall sales.

Most importantly, the new store now enables a customer to add an ELDCPS donation to their purchase. With the old store, we could not do this because the amount of the donation would be figured into the shipping cost. With the new store, only tangible items incur shipping. In addition to standard donations, the online store also features our special donations, such as naming programs and our Passenger Club.

When it comes time to make a purchase, we have added two new payment methods. While we have always accepted credit card payments through PayPal, we now accept direct credit card payments using Visa, MC, Amex and Discover. We also now accept ELDCPS Gift Certificates, which can be purchased in any amount from the new store. We continue to accept PayPal, checks and money orders as well.

Our merchandise selection continues to grow. We now have two additional pieces of Erie Starrucca china: a 24 oz. soup bowl and an oval serving platter. These items are now in stock.

For our supporters who are not online, we will also accept all methods of payment for our mail-in orders.

To access our online store, please visit [store.eldcps.org](http://store.eldcps.org).

## From the Editor

I wanted to thank all of our members who have signed up for our monthly donation program. The funds raised by our members' donations goes towards everything from this newsletter to the restoration of our cars. The monthly donation program is just another method of raising money, however there are benefits to both the donors and ELDCPS.

A smaller monthly donation may be more feasible for many members. For instance, if every member donated \$10 monthly, much less than a night out at the movies, we would raise the equiva-

lent of Diner 741's paint job in one year.

Monthly donations, in addition to the annual membership dues and other donations, insure some consistent revenue for the organization; money that can help with recurring costs such as maintenance, insurance, etc. No amount is too small, and certainly no amount is too large!

If you would like to participate in the monthly donation program, please visit our web site or contact Joel Long at 1-866-261-6703.

Michael Steinberg