

Carolina Conductor



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Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.

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Preserving the Past Active in the Present Planning for the Future

Web Site: hubcityrrmuseum.org

Facebook: Carolina Railroad Heritage Association & Hub City RR Museum

Meeting Site:

Woodmen of the World Building
721 East Poinsett Street
Greer, SC 29651-6404

Third Friday of the Month at 7:00 p.m.

Hub City Railroad Museum and SOU Rwy Caboose #X3115:

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Spartanburg, SC 29301-2330

Wednesday 10-2 & Saturday 10-2

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Articles can be submitted anytime.

Dinner in the Diner

Books Related to Railroad Dining Car Recipes

By David Winans

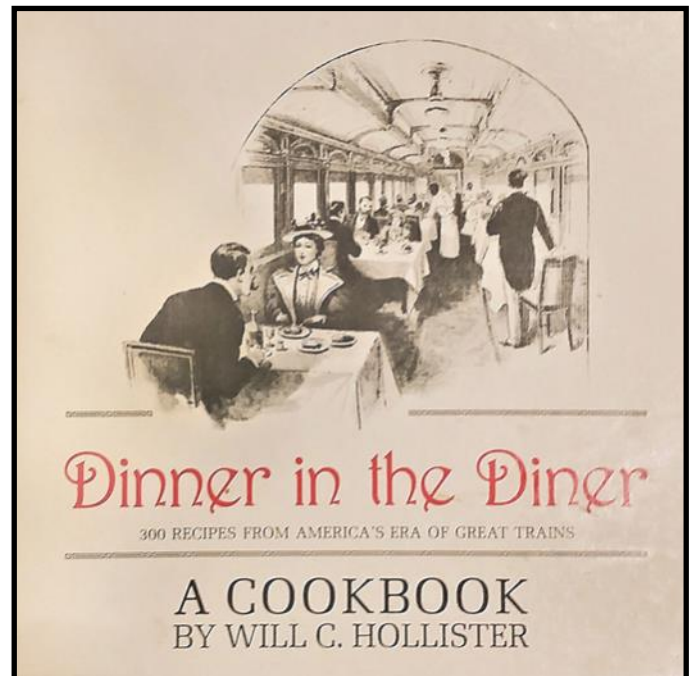
If you know anything about me, you know I am a foodie. Cooking is one of my passions, which Anne lets me practice any time I would like. Along my culinary journey I acquired a few books that tie my second passion, trains, to the cooking

one. What better way to enjoy both hobbies at the same time than to cook using a recipe of a dish that was served on one of the nation's first-class dining cars.

As I am writing this article, I am not sure how long it may be and whether it will need to be published in installments, but I will leave that to

Bruce.

The first dining car recipe book I obtained was *Diner in the Diner*, by Will C. Hollister. The copy I have is the 2nd edition dated 1965. I also have a second copy dated 1990. This book includes 19 railroads and is organized alphabetically from the Atchison, Topeka, and Santa Fe to the Western Pacific. There is fortu-



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Museum Happenings

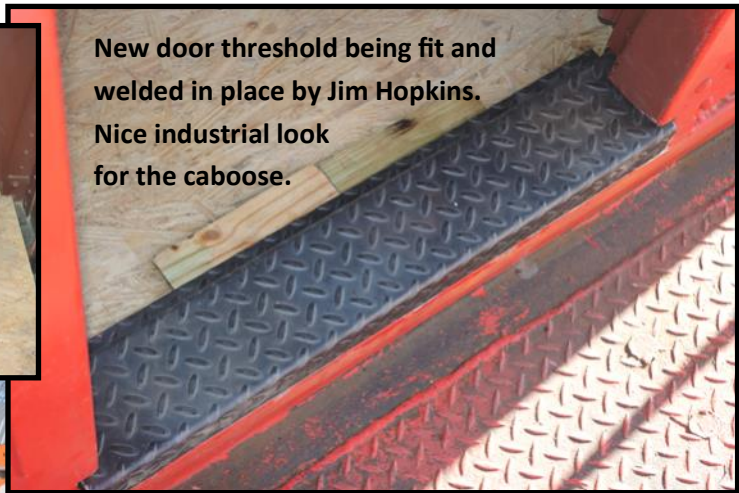


↑ Operator car for reverse moves and excavator carrier.
← Georgetown Rail Equipment locomotive pulling a old tie removal train. Sounded like a GP-9.

Photos by Duane Heard



New door threshold being fit and welded in place by Jim Hopkins. Nice industrial look for the caboose.



← We are not the only caboose in town. Ex-N&W caboose in Hayne yard with old unused tank car for oil storage tank. ↓



Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. Your editor always needs more contributions of local railway history and news.

Continued from Page 1 - *Diner*

nately an index to all the recipes as well. The preface is a short history of dining cars, taking us from the first Pullman diner in 1867 through the 20th century. “It is hoped that home users of these food formulas will be reminded of a time when they responded to the pleasant invitation, “First Call for Dinner” as the waiter marched down the rail car’s isles with his magical chimes, and will be able in some measure to recapture the pleasure of eating aboard our fabulous, luxury dining rooms on wheels.”



Railroad dinner chimes.

Each chapter in this book has a short introduction about the highlighted railroad that typically includes a short history of the line. Well known passenger trains are discussed and the various types of rail cars that had provided food service are discussed. The book includes maps depicting the routes of the specific rail line and photos of the name trains that would have had high-level dining car facilities. Unfortunately, Southern Railway is not one of the railroads included in this book. The closest railroad to our area is the Seaboard Air Line, and only 6 recipes are included. They are: Southern Spoon Bread, Baked Smithfield Ham, Cream of Peanut Soup, Florida Shrimp Creole, Southern Corn Muffins, and Southern Fried Chicken. Seaboard’s dining car service began in 1902 when two daycoaches were converted to diners for service between Atlanta, GA and Hamlet, NC. Southern-style dishes became the features that delighted the appetites of passengers headed for relaxation in the sun.

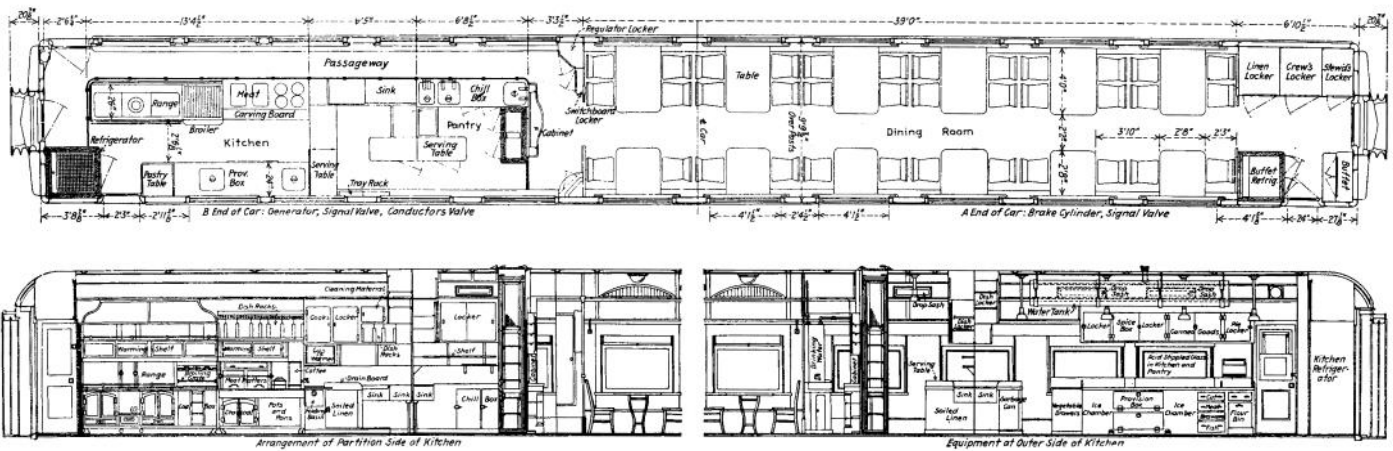
As with most recipes from this era, some of the details that we are used to seeing included in current recipes are missing from the recipes used by the chefs in the dining car kitchens. As shown in the recipe below, you must guess as to what temperature is a moderate

Budd Seaboard diner car.



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Typical heavy-weight diner floor plan from 1922.

oven, how long should it be in the oven, and what size casserole dish works for this recipe. One other missing fact is how many servings does this recipe make? ➤

SOUTHERN SPOON BREAD

- 3/4 cup corn meal
- 1 teaspoon salt
- 2 tablespoons shortening
- 2 eggs
- 1 cup sweet milk
- 2 tablespoons baking powder
- 1 cup boiling water

Mix meal, salt, shortening. Scald with the boiling water. Add well beaten eggs, sweet milk, and baking powder. Bake in moderate oven.

**The Seaboard Air Line
Silver Meteor has seen
better days and is on
its last legs.**



Restored heavy-weight diner interior.



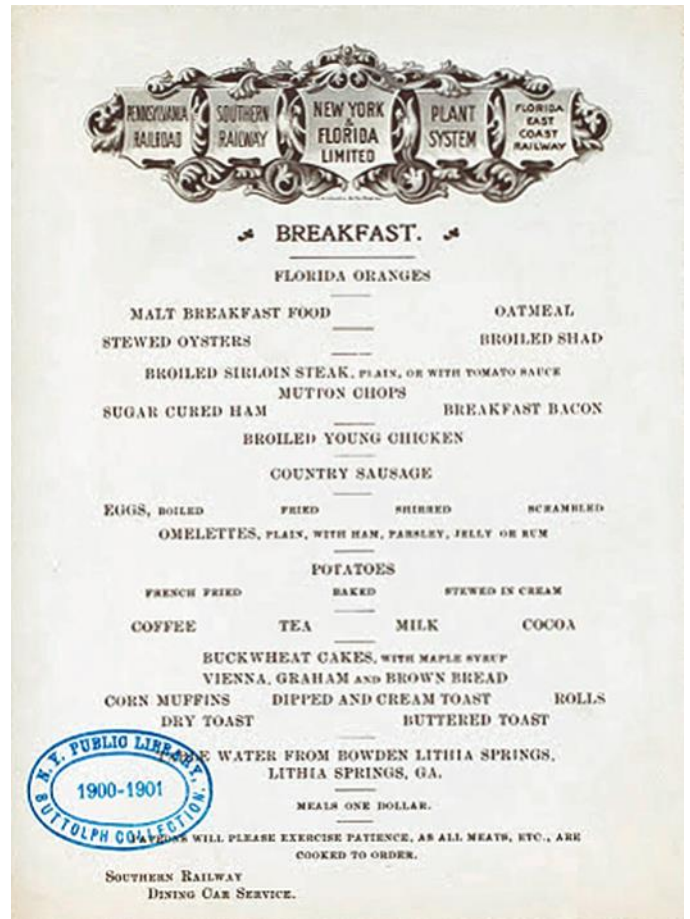
Southern Railway Dining Service

Nothing was better than dinner in a railroad dining car. Food had to be simple to prepare, especially when the kitchen was rolling down the tracks at speeds of up to 80mph. The Southern Railway served the South, and the meals in the dining cars reflected the good, wholesome food from that area. You won't find exotic quiche's in this book, but there are classics such as Fried Chicken Southern Style with Cream Gravy and Southern's Shrimp Creole. There was an added bonus to dinner in the diner, the ever-changing American landscape outside the window. The heyday

of the passenger train may be gone, but the food that helped make getting there half the fun, is still available and easy to make for the average home cook. Thanks to the research capabilities of the internet, I was able to find additional recipes from archives in areas served by the Southern Railway and the result is this second edition.



Book of compiled recipes of the Southern Railway.



Early dining car breakfast menu.

This book and other similar ones from different railroads are easy to find on the web and are reasonably priced. Ed.

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Continued from Page 5 - Southern



Southern Crescent train
↓ menu covers. →



Menu.



THE CRESCENT

New York—New Orleans

All-Pullman Train between Washington-Atlanta

The 4,000 H.P. Diesel-electric locomotives now being used on "The Crescent" between Washington and Atlanta insure smoother operation of this high-class train, and this improvement in operating power will undoubtedly be appreciated by the traveling public.

SOUTHERN RAILWAY SYSTEM

Southern Railway.
 United States Fast Mail.

❁ DINNER ❁

FISH CHOWDER	CONSOMME
CELERY	OLIVES
BOILED HADDOCK, EGG SAUCE	
BOILED CORNED BEEF, MUSTARD SAUCE	
OYSTER PATTIES	
FRENCH TOAST, SHERRY WINE SAUCE	
ROAST BEEF	ROAST CAPON, CURRANT JELLY
MASHED POTATOES	NEW CARROTS IN CREAM
BOILED ONIONS	STEWED TOMATOES
VEAL SALAD	
ICE CREAM	CHARLOTTE RUSSE, WITH PRESERVES
	ASSORTED CAKE
	CANTON GINGER
	ENGLISH AND GRAHAM WAFERS
	FRESH FRUITS
	BUEFORT AND EDAM CHEESE
	WATER CRACKERS
	FRUIT
	COFFEE
	WATER FROM WOLF TRAP LITHIA SPRINGS, WOLF TRAP, VA.
	MEALS, ONE DOLLAR

EXPLICIT CRITICISM OF MEALS AND SERVICE REQUESTED WHICH KINDLY MAKE
 TO CONDUCTOR OF CAR AND ALSO COMMUNICATE WITH J. C. BURROWES,
 SUPT. DINING CARS, ATLANTA, GA.

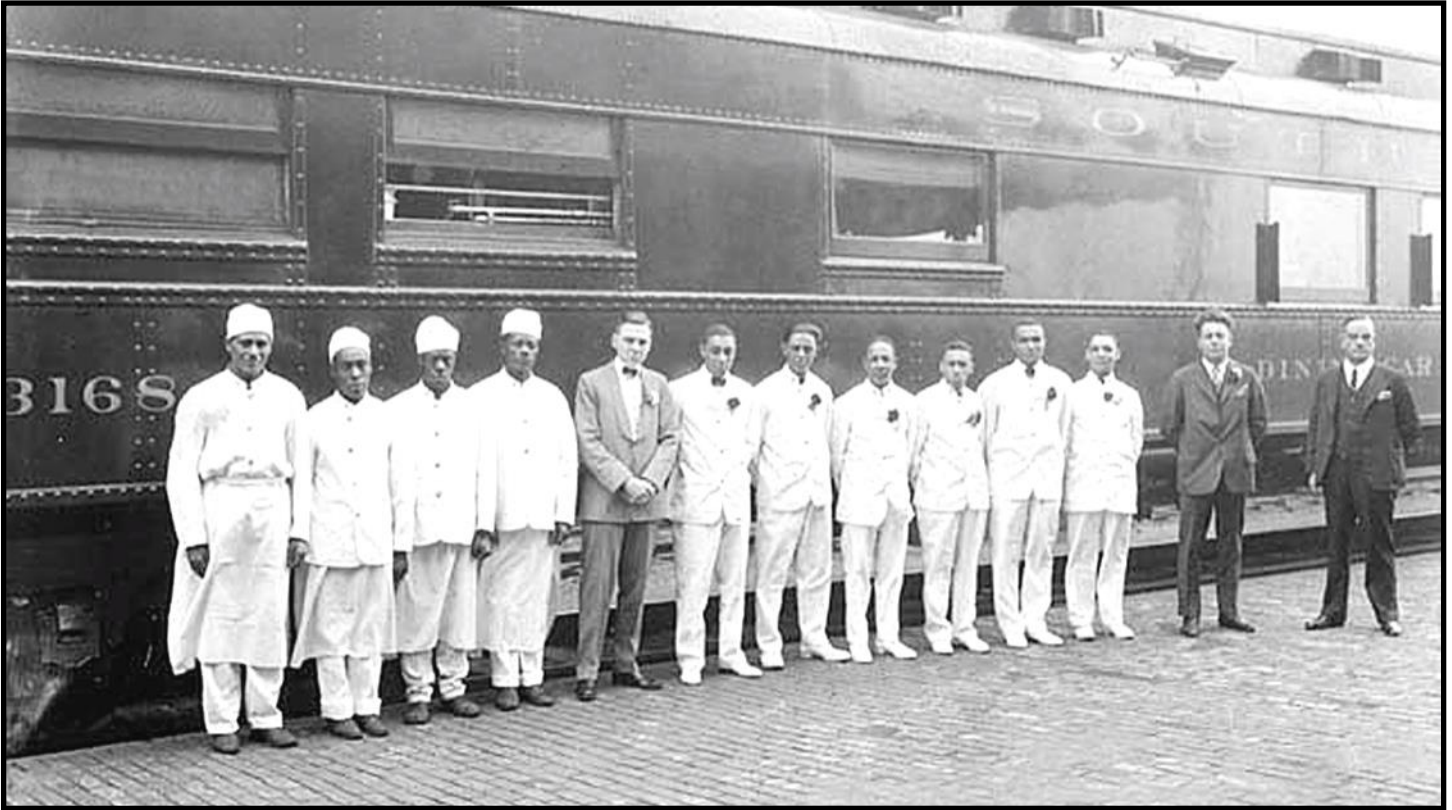
SOUTHERN RAILWAY
 DINING CAR SERVICE

N.Y. PUBLIC LIBRARY
 1900-1901
 SOUTHWEST COLLECTION

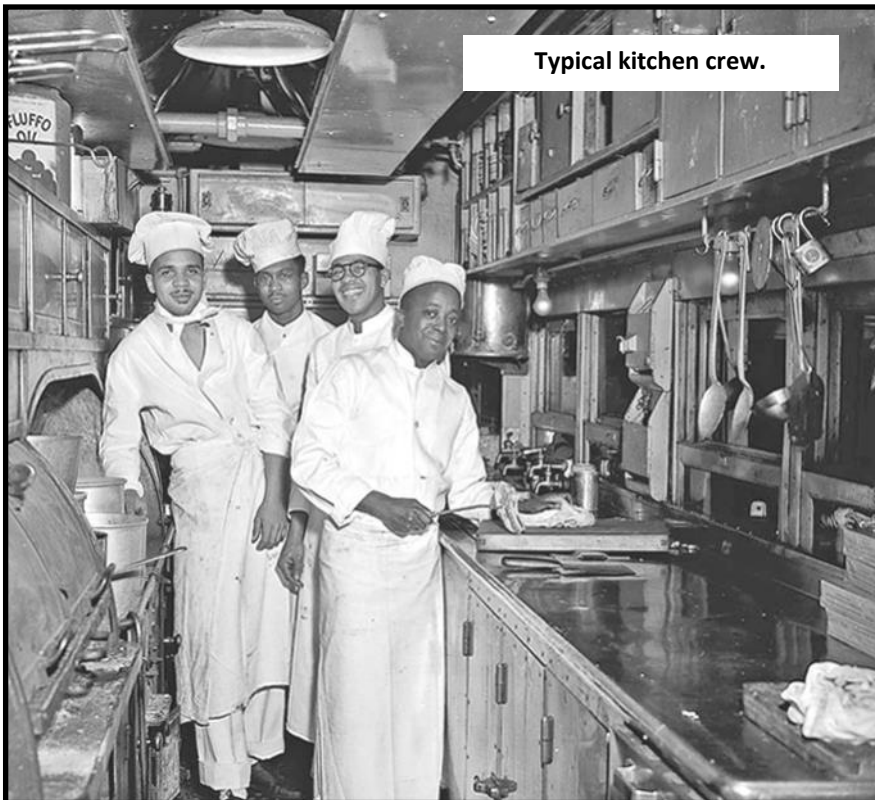
Even the *Fast Mail* had dining car service with a varied menu.

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Continued from Page 6 - *Southern*



Typical dining car crew that would staff a heavyweight dining car.



Typical kitchen crew.



The opulence of the early dining cars gradually faded to functionality.

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Continued from Page 6 - Southern

The dining car's heritage can be traced back to the industry's earliest days. However, as a stand-alone service the car did not find widespread use until the late 19th century, thanks to George Pullman's vision. While this car was originally designed only to keep passengers happy during their long journey by train during the streamliner era many of the railroads' flagship trains like the *Capitol Limited*, *Broadway Limited*, *Super Chief*, *City of Los Angeles*, *Empire Builder*, *North Coast Limited*, *California Zephyr*, *Southern Crescent*, *Seaboard Air Line Silver Meteor*, and others were

serving dishes that would rival the best five-star restaurants from coast-to-coast. Dining aboard these trains became an experience into itself and many passengers rode their trains simply for the food!

Today, some of these dishes continue to be offered at restaurants or on certain excursion trains. While Amtrak continued to serve prepared meals on board after its 1971 start-up, today that is no longer the case with the diner being replaced by snack cars and vending machines on most trains. ✓

Table B.1 American Passenger Cars by Type, 1840-1970

YEAR	COACH	PARLOR	DINER	BAGGAGE	MAIL*	SLEEPING	COM-BINE	OFFICE	SELF-PRO-PELLED
1840									
1850									
1860									
1870	9,000 ^e			3,500 ^e		400 ^{†e}			
1880	12,500	130 [†]	40	4,000		1,300 [†]			
1890	19,000	370 [†]	160 [†]	6,700	3,000 ^e	2,100 [†]	350		
1900	20,000	500 [†]	350	6,000	3,500 ^e	3,500 [†]	4,400	600	
1910	25,800	1,350 [†]	950	8,220	1,500 ^e	4,500 [†]	5,700	780	
1920	29,300	1,570 [†]	1,350	12,100	1,240	7,100 [†]	5,680	950	
1930	25,100	1,760 [†]	1,760	12,900	950	8,500 [†]	5,270	880	3,660
1940	15,200	1,370 [†]	1,530	12,000	1,500	6,400 [†]	2,500	570	4,100
1950	14,200	730 [†]	1,800	13,600	1,750	6,100 [†]	2,000	560	2,650
1960	10,250	300	1,170	11,400	830	2,600 [†]	750	400	2,900
1970	4,030	210	570	3,710	320	800	80	210	2,630

This chart shows the numbers and types of cars in service during the decades.



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WWW.FACEBOOK.COM/GROUPS/CRHA/NC/



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