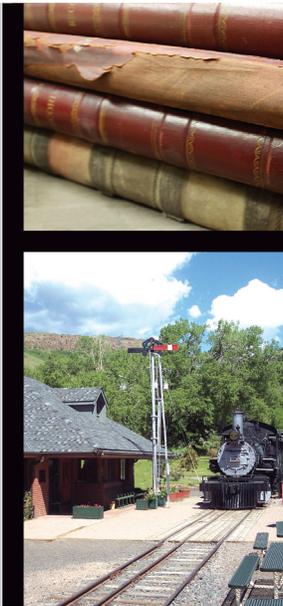


Robert W. Richardson Railroad Library

Built in 1997, the Robert W. Richardson Railroad Library at the Colorado Railroad Museum is designed to look like a small town depot and contains one of the most comprehensive railroad reference libraries in the United States. From timetables to employee records, photographs to engineering documents, maps to books, it offers a wealth of information on railroads across the nation and around the world.

Brochure contents from *Iron Horse News* Issue #231 article 'Coming Soon: Upscale Dining at the Railroad Museum' by Larry Dorsey and *Wheels Magazine* issue March/April 1949. Photographs are from the Colorado Railroad Museum collection, Richard Luckin and *Wheels Magazine* issue March/April 1949.



The Colorado Railroad Museum has many artifacts related to the Dining Cars that ran throughout Colorado including:

China, Original Recipe Books, Dinner Chime, Menus, Linens, Chairs and Silverware

Mission Statement

To acquire, preserve and exhibit to the general public, railroad equipment, artifacts, paper records, books, artwork and photographs emphasizing Rocky Mountain area railroads, to explain and interpret the role of railroads in the history of this region from the 1860s to the present by means of exhibits, a reference library, educational programs, publications and information sharing with other historical groups. Furthermore to provide incentives that will enhance interest in railroads and railroading history.

Colorado **R**AILROAD Museum®

Lose track of time.

www.ColoradoRailroadMuseum.org

UNION PACIFIC DINER NO. 4801



The old song lyric says it all, "Dinner in the diner, nothing could be finer." These rolling restaurants provided a unique experience that combined high-class fare and fabulous moving scenery captured through the window at every table.

American Car & Foundry in St. Charles, Missouri built the Union Pacific Dining Cars in 1949 for use on the *City of Los Angeles*, *City of San Francisco*, *City of Portland* and *City of Denver* streamliners. Diner Car No. 4801 was one of 17 built in the 4800 series of dining cars known as Dry Ice Diners and featured 12 tables with seating for 48 people.

UP Dining Car No. 4801 operated from 1949 to 1971 when it was retired and sold to the Boise Cascade Society in Boise, Idaho. BCS held on to the car until 1979 when it was sold to the Rio Grande as a spare for the Silver Banquet, the original dining car on the Rio Grande Zephyr. The dining car operated for four more years until 1983 when it was sold to the Xanterra Corporation.

In April 2011 the Colorado Railroad Museum acquired UP Dining Car No. 4801 from the Xanterra Corporation.

Dry Ice Diner



The Dining Car Crew

Fine meals were cooked to order in a small galley staffed by a chef, three cooks and a pantryman. Guests were served by a staff of up to six waiters under the direction of a steward.

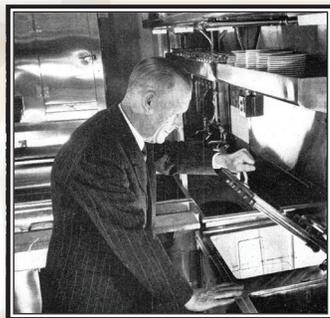
This capable crew served an average of 150 passengers during each meal. Tables were set with *Winged Streamliner* patterned china that was used for all the 4800 series dining cars.

Innovative Technology

Three new innovations made cooking in the kitchen an improved experience for the dining car staff.

Dry Ice Refrigeration

These cars were referred to as Dry Ice Diners because the refrigeration system used dry ice technology adapted from cooling systems used aboard World War II hospital ships. Compared to water-based ice, this pioneering system allowed the dining car to only re-ice once, compared to six times on a trip from Omaha to the West coast.



Sanitizing Dishwashers

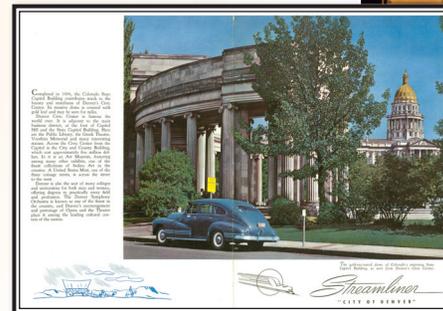
A new mechanical washing system meant no more hands in the dishwasher. The system cleaned dishes using a powerful spray action of very hot water followed by an equally hot rinsing cycle. A Union Pacific spokesperson stated that "there is no hand wiping and the dishes are delivered to the pantry and the range absolutely sterile."

Cleaner Stove and Broiler

Fuel sources used in the cooking equipment aided in keeping the kitchen environment clean. The steak broiler burned charcoal briquettes, while the stove burned sawdust logs that combusted so completely that nearly no ash remained.

Diner Car Costs

A meal in these rolling restaurants cost between \$2.50-\$4, which during the 1950's was about 75 cents more than restaurant fare. Although many considered the prices steep, income from the diner did not cover all the operating expenses.



Due to the limited number of customers that a dining car could accommodate, food and labor costs were covered by the price of the meal. The railroad was left to cover the expense of linens, flower centerpieces, any breakage and maintenance of the railcar.

Interior Decor

Each UP dining car was lavishly decorated with Venetian blinds, gold mirrors, yellow drapes, hand-hammered gold accents, continuous florescent lights, silver-grey leather coverings on the walls and large gold mirrors at each entrance.

Tables were suspended and braced from the side of the car, creating more legroom for guests. Gold portieres—curtains that draped across the doorways—could be drawn to create smaller, more intimate seating sections.

The unique 4800 series diner car housed a kitchen of floor-to-ceiling stainless steel. Special fans forced air through the kitchen, completely changing the air three times a minute, greatly adding to the comfort of the crew.

