

# Harvey House Notes

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## Florence Historical Society



August 2011

2011

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### MISSION STATEMENT

The Florence Historical Society is a non-profit society with membership of individuals interested in preserving the history of Florence, the Santa Fe in Florence and especially the Clifton Harvey House. Our goal is to foster appreciation and understanding of the part history plays in our lives.

## From the President . . .

Time really seems to be flying by, here we are again almost to end of summer with thoughts of fall. As usual, things are busy for everyone – on a whirlwind of activity every week. We really wouldn't want it any other way. But through all the "busyness" of our lives, we can't forget that volunteerism is mighty important also. The success of our local museum relies on that spirit.

Speaking of volunteer spirit, one of our own volunteers at the museum – who has had more spirit than all of us put together – has taken ill. Neva Robinson is recovering from a stroke she had on July 12th. We certainly are praying for her speedy recovery because she is greatly missed. Please send your prayers and cards Neva's way.

With Neva's illness has come a good dose of reality check. We need to take the time and opportunity to say THANK YOU to all those who do attend our meetings, serve as officers, serve as chairman on a committee, help with dinners, work on a project, or just pull weeds and water plants. We continue to need your support both financially and with volunteerism, making it possible for us to maintain and improve our great facility. It is the people behind our museum – YOU who make it what it is. You are the Florence Historical Society and I am proud to be associated with each and every one of you!

Have a great summer and be ready to hit the ground running again this fall.

P.S. Remember, if we don't preserve our history, it won't be here the day your descendants come looking for their past!

— Judy Mills

# Harvey Houses of Kansas

*By Robert Harris*

We know that first lunchroom by Fred Harvey on the Santa Fe was on the second floor of the depot at Topeka and the first hotel was at Florence with a dining room. But there were many more in Kansas after these were opened. I have made a list of the Fred Harvey master list:

<u>TOWN</u>	<u>OPEN</u>	<u>CLOSED</u>	<u>TYPE</u>
Arkansas City	1883	1933	L, D, H
Chanute	1896	1931	L, D
Coolidge	1880	1888	L, D, H
Dodge City	1888	1948	L, D
Emporia	1888	1937	L, D, H
Hutchinson	1883	1946	L, D
Lakin	1879	1880	L, D, H
Newton	1883	1957	L, D, H
Syracuse	1890	1933	L, D
Wellington	1881	1939	L, D, H
Wichita	1914	1935	L, D

(L) means lunchroom, (D) means dining room and (H) means hotel.

The Lakin operation was moved to Coolidge. Many of the above had newsstands also. Lawrence had a dining room and hotel for a short time. Fort Scott had a lunch room, this was on the SLSF Railroad, the Santa Fe controlled that railroad at the time. Towns that had some Harvey operation but are not known of what type are as follows: Augusta, Elk Falls, Halstead, Kinsley, Lyons, Madison, Manchester, McPherson, Ottawa, Pittsburg, Rush Center, Sawyer, Spivey and Winfield

*Thank you!*

We would like to thank everyone who helped with the fish and fries picnic on the lawn — from all those helped prepare the food, brought all the side dishes and desserts. We also have a special THANKS to all that came out and ate with us.

**THANKS AGAIN!!!**

Linda Heath



**Please join us!**

The Harvey House Museum will be open on Labor Day for visitors from 1 to 3 p.m. Come enjoy the parade and visit us in the afternoon.

# The Super Chief

By  
Robert Harris



The story of the Super Chief really starts with the locomotives it used, as it came before the train. In 1934 Electro-Motive Corporation using \$500,000 from its parent General Motors Corporation planned to build a two unit locomotive to test on the railroads on branch and secondary mainlines. Other railroads had begun to operate a few trains that were permanently coupled together, and with diesel power. That is, the locomotive and cars could not be separated, and they were smaller in size than regular trains. It is also interesting that this idea came from the Santa Fe in their motor car M190 which was two piece jointed together to pull eight cars at 80 mph. It was not the success that had been hoped for. The Santa Fe was wanting to have a train that could be changed as needed. If one part became bad ordered it could be removed and the rest of the train moved on, or if more cars were needed they could be added. The other railroads decided to go with these tin worm trains that were smaller and lower and did not last long.

The Santa Fe was aware of this test set of locomotives and decided to get in on the ground floor. Santa Fe President Samuel T. Bledsoe along with his staff made plans to revolutionize rail travel and get in front of everyone else. These men risk everything by the \$360,000 expenditure for one, two unit locomotive, unproven and unseen for a new train that would become the Super Chief. This train was to operate on a 39 3/4 hour schedule between Chicago and Los Angeles in weekly service. Beside the locomotive almost three million dollars was spent on track and signal improvements. The country was still in the depression at this time and money was very tight.

Electro-Motive did not even have its own plant at this time. It designed the locomotive, had the engine built by Winton Engine Company, and the body was built by St. Louis Car company. St. Louis Car also put everything

together. It was delivered to the Santa Fe at Fort Madison Iowa as all of their locomotives were. The two units were the same, two 900 hp diesels with a DC generator on each, two cabs, a smaller engine for an auxiliary generator, one steam boiler for heat in each, and no. 8 brake equipment. On August 30, 1935 these locomotives were delivered to the Santa Fe. This was the very first stand alone road diesel locomotive in the world.

The first trip was Shopton (Fort Madison) to Chicago. After some changes to the locomotives at Chicago, they were ran to Los Angeles on September 9 and returned to Chicago on the 14. It was back to Shopton for more changes and several short trips while there. After being ran to Los Angeles from Chicago on October 16, 1935 the first trip was made at 39hr. 35 min. to prove it was possible to operate a train this fast. More tests were run after this to further test these locomotives. Since the locomotives were untested, they had many problems. One of them caught fire west of Gallup and burned so badly it was necessary to return to Electro-Motive for repairs. On almost all of the tests a Fred Harvey diner went along to feed everyone.

These locomotives were ran at over 100 mph at many places on the railroad and sometimes over 120 mph. To run the Super Chief at 39 3/4 hours Chicago to Los Angeles was faster by over 15 hours than any other train at the time.

The new Super Chief began as train number 17 May 12, 1936 as a heavy weight train of six cars. The new light weight cars were being built by the Budd company at this time. To keep these locomotives running there was always two diesel men on them every trip. These maintainers carried many parts and repaired the locomotives as the train was moving. If a repair could not be made, or it would cause the train to lose too much time, a wire was sent and a steam engine was added to

the train. The headlight worked well, but almost everything else was a problem. The two locomotives over heated most of the time, the wheels cracked from heat, too much dirt got into the engine rooms, and the steam boilers could not furnish enough steam for the cars. The Santa Fe's work on these locomotives set the design for all that came after them. With all of the government regulations that have been put in place in the last few years, it would be impossible to test these locomotives on the main line of a railroad this way.

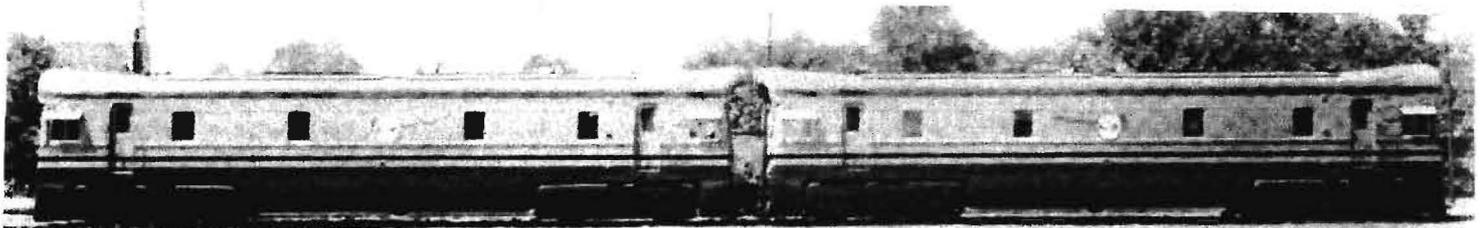
The new cars for the Super Chief arrived from Budd April 17, 1937 and the tests began on them. Next was the exhibition trips, then the trip to Los Angeles and back to Chicago, this trip set a record for speed that was never broken. May 18, 1937 the all light weight, diesel powered Super Chief began service from Chicago at 7:15 p. m. and it set a new standard for the Santa Fe and all of the other railroads. The cars from the Budd company that formed the first Super Chief were one of a kind. The outside, as well the body was all stainless steel, and on the inside it was all special woods. All of the upholstery was specially made for this train. The seats in the observation were made like Navajo rugs and the weave was made to drop a stitch ever so often as the Navajos did. These cars were all given Indian names in keeping with the theme. The Pullmans names were: Luguna, Isleta Oraibi, Taos, Dining car Cochiti, lounge car Acoma, and observation car Navajo. The lounge car: was dormitory, barber shop, buffet (bar) lounge. The observation was two drawing rooms, one double bedroom, three compartments, and lounge observation. Of note, the passenger capacity of this train was one hundred eight people. So successful was the Super Chief that a second train was ordered and placed in service February of 1938, this made service twice a week possible. The

names of the cars for the second train were: Pullmans Chimayo, Talwiwi, Tchirege, Tsanka, Tyuonyi, diner Awatobi, lounge car Agathla, observation car Puye, baggage-lounge car San Aca-cia. In addition a baggage, bar lounge, with a barber shop shower was added to the front of the first train set. The name of the baggage-lounge car added to the first train was San Clemente. Plans were made to make the Super Chief daily, which meant the Santa Fe needed six train sets. It took five train sets for daily operation plus a reserve set at Chicago. Also diners always laid over an extra day in Chicago for cleaning. The entire train was cleaned at both terminals before each trip inside and out. World War II put a stop to a daily Super Chief plans. The Super Chief finely went daily in February of 1948 and remained so until Amtrak came in 1971, the end of Santa Fe passenger service. In the beginning the Super Chief did have some sections in the Pullmans, but it became all rooms ( roomettes, bedrooms, double bedrooms, compartments, and drawing rooms) when it went dally. The services the Super Chief offered besides the diner and lounges: were valet, maid, barber service men's shower, maid-manicure, and women's shower. The Pullman Porter shinned everyone shoes at night as on all Pullman cars, left in the shoe locker. Finger bowls were used on the Super Chief diner until the end.

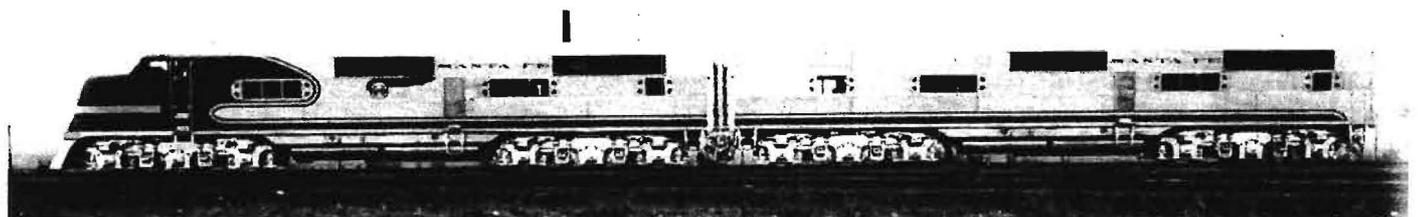
Finger bowls were not used on the Chief diner after 1956. When boarding the train the passengers were ask what time they would like their coffee in the morning and it was brought to them at that time from the dinner no charge. If they wished all of their meals would be brought to their room from the dinner. As a special treat for the passengers. the dinner backed Fred Harvey homemade oatmeal cookies everyday for the passengers and placed them in the lounge car. The Super Chief did have a \$15 extra fare added to the ticket price. The Super Chief that departed the terminals on Tuesday and Friday was so poplar that tickets were made far in advance. Since the Super Chief was so poplar the Santa Fe added a chair car train diesel drawn of up scale to go with it, "El Capitan" was born. The El Capitan made lots of money for the Santa Fe. The Super Chief always got the newest equipment, getting domes, new diners, and new Pullmans in 1950. These dome cars had a private dining room, The Turquoise room, that could be reserved for dinning and parties. The cars were all shopped often at Topeka. This continued to the end getting eleven double bedroom Pullmans new in 1964. The traffic department in Chicago received an hourly report on the Super Chief as to its on time status.

It has been reported that the first thing the president of the Santa Fe ask in the morning was the status of the Super Chief. In the beginning, time on this train was kept to the second, and it was required that Trainmasters ride the train over their territory and keep track of all delays and how the train rode. Any delay of over one minute had to be explained. All of the employees took great pride in this train. If it became over two hours late then the speed limits were suspended to help make up time. The Super Chief was not only the flagship of the Santa Fe but was the best of the best. I hear people compare Amtrak to these trains and laugh. The service offered by the Santa Fe being one then Amtrak is about nine or ten! The Super Chief operated entirely on the Santa Fe, Santa Fe all the way. The other trains that operated on the Chicago to Los Angles route were operated by two railroads. While the Union Pacific did have the same time between these point they never did reach the same level on service.

The Chief operated on the same route as the Super Chief and was a very fine train, but did not have some of the class as the Super Chief. The Chief was all Pullman until 1956 on a slitary longer schedule. It also carried the coast to coast Pullmans from the railroads east of Chicago. For many years the Santa Fe operated twelve trains , six each way on this route and some times more.



Diesel locomotive number 1 for The Super Chief



Diesel locomotive number 2 for The Super Chief



## Recipe Corner

It is entirely too hot to cook, but I'm supposed to provide a recipe, so here goes. I have made these carrots several times for the relish plate at the Harvey House dinners and they are also pretty good cold food for these hot days. I usually make only half the recipe.

### PICKLED BABY CARROTS

2 lbs. fresh baby carrots  
 2/3 c. white wine vinegar  
 1/2 c. honey      2 T. mustard seed  
 2 T. dill weed      1 t. salt

Place 1 inch of water in large saucepan and add carrots. Bring to boil. Reduce heat; cover and simmer for 5 to 6 minutes or until crisp-tender. Drain. In large bowl, combine remaining ingredients. Stir in carrots. Cover and refrigerate for 8 hours or overnight, stirring several times. Serve with slotted spoon. Makes 8 to 10 servings.

I only use about half of the mustard seed – these are a tangy, refreshing treat.

A friend gave me a zucchini squash from her garden yesterday. When trying to figure out what to do with it, I remembered this recipe from the Hays House cookbook.

### ZUCCHINI CASSEROLE

4 eggs, beaten      3/4 c. vegetable oil  
 1 c. biscuit mix  
 1 4-ounce can chopped green chilis, with juice  
 1/2 c. chopped onion  
 1 clove garlic, minced  
 2 c. grated cheddar cheese  
 4 c. grated unpeeled zucchini

In bowl combine eggs, oil and biscuit mix. Stir in chilis, onion, garlic and cheese. Stir in Zucchini. Pour into greased 9 x 9 inch baking pan. Bake covered at 350 degrees for 40 minutes or until done. Serves 8.

— Marjorie Jackson

## From the Treasurer . . .

I'm writing this early so I may not have all the current news. The blooming flowers I mentioned in May are all turning brown. We so desperately need rain.

We have collected some dues since our last newsletter. I didn't get the red dots on the past due members this time, but I will for the next edition.

We had a successful fish fry in spite of the heat. We have discussed moving it to the hall in hopes of better weather. Let us know if you have a preference.

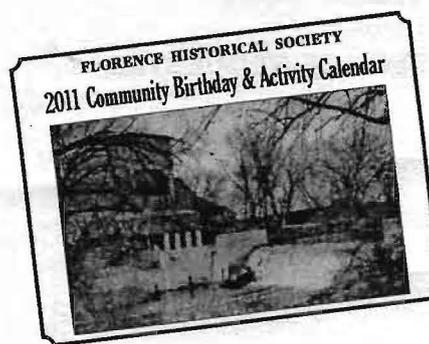
Remember our dues are just \$10 annually and \$100 for a lifetime membership.

*Twilah Williams*  
 P. O. Box 143  
 Florence, Kansas 66851



## NEW SIGN!!

We are excited to report a new sign has been ordered for the front yard. We are expecting it to arrive sometime in September. It will be a wonderful addition to the front yard.



## CALENDAR TIME

If there are corrections or additions to our community calendar for 2012 please contact a Society member so they may be added. We are proud of our yearly calendar and think not only is it a nice service for the community, but it's a good money maker for the museum.



# Come Celebrate Labor Day in Florence, Kansas Sept. 3, 4, 5, 2011



This year's theme is *"Celebrating 150 Years of Kansas History."* Two favorite events return on Saturday — The "King of the Hill" Soap Box Derby and McClain's Kids' Ranch Rodeo. The main attraction on Saturday evening will be T.A. Hamilton's Magic Show, at 6 p.m. The Street Dance will start at 8 p.m. with music by "Justus."

You won't want to miss Bennie Holtsclaw Saturday evening. He will start performing at 5 p.m.

Monday's events feature the traditional events as in the past. Brochures will be available around town with a full listing of all the events. The Grand Marshals for this year's parade will be Bunk and Kathleen Ludwig.

The Florence Historical Society  
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