

A historical map of the Santa Fe Trail, showing the route from Santa Fe, New Mexico, to Santa Fe, Colorado. The map is overlaid with a grid and features various geographical details like rivers, mountains, and towns. The title 'Dining on the Santa Fe' is written in a large, stylized, black serif font across the center. A circular logo with a cross and the text 'Santa Fe' is positioned to the right of the title.

Dining *on the Santa Fe*



National Ranching Heritage Center
Lubbock, Texas

Dining on the Santa Fe

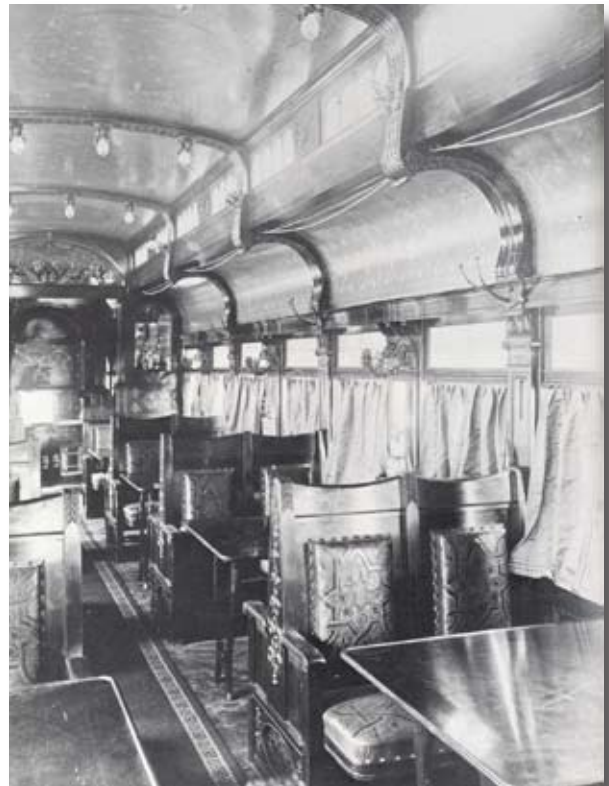
Regardless of the current hardship and the ever-threatening tension in Europe, this trip to Los Angeles gives a much-needed vacation. Walking into the dining car for dinner, the tables are set with fresh linens, white as the snow from this winter. While making way towards the seat, the sunset light gleams off the silver and glass and gives an attractive glow to the Southwestern décor. The waiter is immediately attentive and offers a menu. After perusing the options, the decision is whether to have the lamb chop or the

pork tenderloin, or even possibly the New York sirloin. What luxury the Super Chief offers! Only a short time passes when the waiter comes and serves the famous Fred Harvey food in a professional and courteous manner. The china must be the most attractive part of the experience with the array of pieces and the interesting designs. Mr. Al Dubin was correct when he said, "We're in the money," for the most lavish experience is dining on the Santa Fe!

Establishment of Dining Cars

THE FIRST KNOWN OCCURANCE OF FOOD provided on a train was in 1853 on the Baltimore and Ohio Railroad when caterers prepared and served food upon boards prior to leaving. Harper's Magazine described a later account of this experience as a "dining saloon with a table running the whole length of the car." In 1867, George Mortimer Pullman established the Pullman Palace Car Co. in Chicago. The next year, Pullman created his first dedicated dining car, which he named Delmonico.

As rail travel gained popularity through the latter half of the 19th century, the dining car experience became more opulent with decorations of gold leaf, carved wood paneling, stained glass, mirrors and, later, electric lamps. Passengers affording these luxuries remained on board the train. However, most passengers and crews still ate their meals at Harvey dining rooms or lunch counters during scheduled stops. As dining car facilities became more accessible, on-train dining was more affordable and eliminated the need for meal stops. By 1901, Fred Harvey provided dining service for more than a dozen Santa Fe dining cars.



Beebe: Mr. Pullman's Elegant Palace Car

Interior view of the Pullman Dining Car

Golden Age of Rail Travel

THE SANTA FE, ALONG WITH OTHER RAIL companies, made a bold move at the height of the Great Depression that revolutionized rail travel. The introduction of the “Superliner” brought rail travel into its golden age. These new trains were lightweight and streamlined, often gleaming and brightly painted and featured themes evident in train names like Super Chief, El Capitan and California Limited. A variety of dining and leisure options existed with dining cars, café cars, lunch counter cars, lounge cars, snack cars and observation cars. Dining was still relatively luxurious but affordable to most passengers. A 1949 Super Chief promotional brochure stated:

For more than half a century discriminating travelers have recognized Fred Harvey dining car service on the Santa Fe as outstanding in the transportation world. Fred Harvey food has always meant food well chosen, attractively prepared and carefully served. This famous service reaches its finest expression in the beautiful “dining-room-on-wheels” of the new Super Chief, with its carefully chosen personnel, its gleaming silver and glassware, snowy napery and especially designed china.

As the use of airplanes and automobiles increased, railroads slowly eroded as a primary choice for travel. By the late 1960s, several of the largest railroads were facing bankruptcy. The United States government took over passenger rail service in 1971 with the creation of Amtrak. Amtrak survived despite a wobbly transition, but by the late 1980s, Amtrak service was at least acceptable if not outstanding. The Santa Fe Railway still exists as a freight line, but it merged with Burlington Northern in 1995 to form the Burlington Northern and Santa Fe Railway (BNSF).

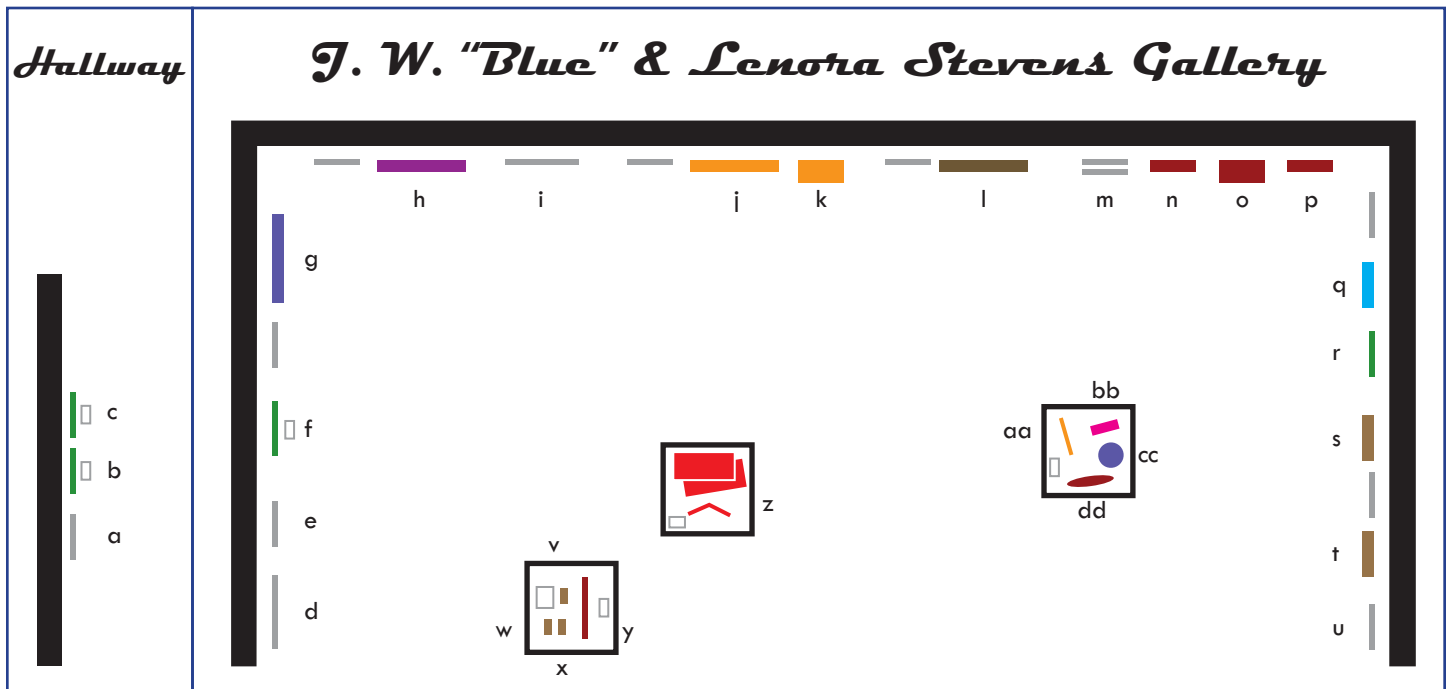


2007 Amtrak Logo
Courtesy of National Railroad Passenger Corporation



Brief Timeline of the Santa Fe Railway

- | | | | |
|------|---|------|---|
| 1859 | “Atchison and Topeka Railroad Co.” started by Cyrus Holliday | 1930 | First air-conditioned cars used on Santa Fe diner #1418 of The Chief |
| 1863 | Name changed to “Atchison, Topeka and Santa Fe Railroad” | 1935 | The Super Chief line started (1935-1971) |
| 1868 | Ground broken to start laying tracks | 1938 | El Capitan line started |
| 1876 | Fred Harvey and AT&SF agree to establish Harvey House restaurants | 1954 | The Scout line ended (after multiple reassignments) |
| 1888 | AT&SF started carrying their own dining cars; Harvey provided the service | 1954 | San Francisco Chief line started (1954-1971) |
| 1892 | California Limited line started | 1958 | El Capitan and Super Chief lines consolidated into one line |
| 1895 | Atchison, Topeka and Santa Fe Railway Co. incorporated | 1967 | California Limited line ended |
| 1911 | Santa Fe de-Luxe line started | 1968 | The Chief line ended |
| 1914 | First all steel passenger cars | 1971 | Amtrak started, taking over all passenger rail service |
| 1916 | The Scout line started | 1996 | AT&SF freight railway merged with “Burlington Northern Railroad” to form “Burlington Northern & Santa Fe Railway” |
| 1917 | Santa Fe de-Luxe line ended | | |
| 1926 | The Chief Line started | | |



Hallway Outside Georgia Mae Smith Ericson Education Room

North Wall

- a. Small introduction panel.....2
- b. Advertisement-“She Came in on the Super Chief” ...5
- c. Advertisement-“Always at Ease on El Capitan”.....5

J.W. “Blue” & Senora Stevens Gallery

North Wall

- d. Introduction panel-“Establishment of Dining Cars”..2
- e. Informational panel-“Brief Timeline”3
- f. Advertisement-“Gee, That’s Eatin”6
- g. Shadow box-Bleeding Blue pattern7

East Wall

- h. Shadow box-Griffon Pattern.....8
- i. Introduction panel-“Golden Age of Rail Travel”.....3
- j. Shadow box-California Poppy-soup bowl.....10
- k. Shadow box-California Poppy-chocolate pot9
- l. Shadow box-Adobe pattern11
- m. Informational panel-“Sample Recipes”.....14
- n. Shadow box-Mimbrenño pattern-sauce bowl13
- o. Shadow box-Mimbrenño pattern-cup & saucer.....12
- p. Shadow box-Mimbrenño pattern-ice cream dish.....13

South Wall

- q. Shadow box-Turquoise Room.....15
- r. Advertisement-“Find Out How Fine a Train...”.....15
- s. Shadow box-Butter dish16
- t. Shadow box-Change tray.....16
- u. Credits panel.....22

Pedestal-North

- v. Wallet calendar card-197518
- w. Wallet calendar card-196718
- x. Wallet calendar card-196618
- y. Super Chief menu from 195917-18

Pedestal-Center

- z. Amtrak dining car menus for 200720

Pedestal-South

- aa. Announcement card-Serving meals in Barstow19
- bb. Santa Fe Chief ticket envelope.....21
- cc. Bowl-Bleeding Blue pattern.....7
- dd. Plate-Mimbrenño pattern12

Additional Resources

- Sources and Further Reading21

Magazine Advertisements



she came in
on the

Super Chief

... of course



People who must be the first always take
The Super Chief. Daily between Chicago
and Los Angeles. Extra fare - and worth
it. For reservations, consult any Santa Fe
or travel agent's office.

Ask us about having a useful re-
sulting for you on board.



The Super Chief carries a through Pullman car between Los Angeles and New York.

This *She Came in on the Super Chief* advertisement was published in the March 29, 1958, issue of the *Saturday Evening Post*.



always
"at Ease" on
El Capitan

Easy dress
Easy comfort
Easy cost

'Come as you are!' on this famous
Santa Fe all-chair-car streamliner.
Just 39½ easy hours between Chicago and
California. Restful club lounge car 'just
for fun!' Fred Harvey meals...Coach fare
plus a small extra fare...
Same route as The Chief
and Super Chief.




122

This *Always at Ease on El Capitan* advertisement was published in the September 26, 1949, issue of *LIFE Magazine*.

Magazine Advertisement

*"Gee,
That's Eatin'!"*



This young man knows a good thing when he sees it.
Santa Fe dining cars are known the country over
for that famous Fred Harvey food... courteous service...
shining silver... linens as white as the snow of the Rockies.

Whether it's beefsteak or brook trout
or pheasant à la Périgueux that catches your fancy on the menu,
you'll have a meal to remember.

In fact, it's almost worth taking a trip just to eat
a Fred Harvey meal on a Santa Fe diner!

May we count on serving you soon?

SANTA FE SYSTEM LINES
Serving the West and Southwest
T. & G. Baker, General Passenger Traffic Manager, Chicago 4



This *Gee, That's Eatin'* advertisement was published in 1947 in the Saturday Evening Post.

Inset: enlargement of text

This young man knows a good thing when he sees it.

Santa Fe dining cars are known the country over for that famous Fred Harvey food... courteous service... shining silver... linens as white as the snow of the Rockies.

Whether it's beefsteak or brook trout or pheasant à la Périgueux that catches your fancy on the menu, you'll have a meal to remember.

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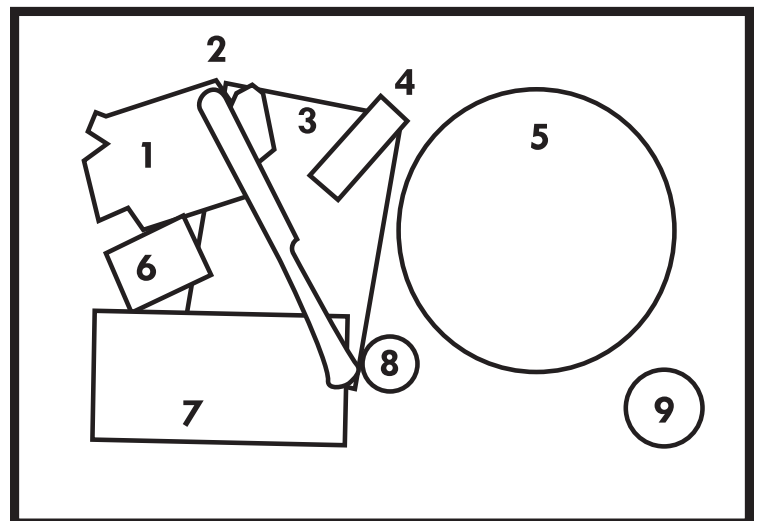
May we count on serving you soon?

Bleeding Blue Pattern

Dates Used: 1920s-1950s

Train Line Used: Unknown

The Bleeding Blue pattern is so called due to the tendency of the cobalt blue ink to blur and run during the production process. Some sources state that this pattern was used between the 1920s and the 1950s. However, Douglas McIntyre who authored the book "The Official Guide to Railroad Dining Car China" stated that the Bleeding Blue pattern was a standard AT&SF pattern manufactured between 1906 and the 1920s. Unfortunately, this widely varied range of dates proved difficult to determine on what line this china was used. The range of individual pieces made include a dinner plate, sauce dish, bowl, butter dish, pitcher, cup and saucer. Also used were a salad bowl, boullion cup, ice cream dish, fruit dish and platter.



Manufacturers backstamp of the Bleeding Blue china



1	Cardboard ash tray
2	Butter knife
3	Beverage menu from The Chief
4	Ticket stub
5	Bowl
6	Sugar packet from The Chief
7	Promotional card for The Chief
8	Decal introducing new superliners
9	Clothing patch
<-	Sauce dish

Griffon Pattern

Dates Used: 1920s-1954 (limited use)

Train Line Used: The Scout (became San Francisco Chief) and de-Luxe

The griffon china pattern had limited use, supposedly only on first-class trains. The griffon pattern is based on a griffin (or gryphon), a mythical creature having the body and tail of a lion and the head and wings of an eagle. The Persians believed the lion to be “king of the beasts” and the eagle “king of the air.” Combined, they believed this animal to be majestic and powerful, often appearing later in medieval heraldry.



Above: Interior view of the Scout dining car as illustrated in a 1941 Santa Fe Scout promotional brochure.

Below: Important notice about rate changes, also from the 1941 Scout brochure.



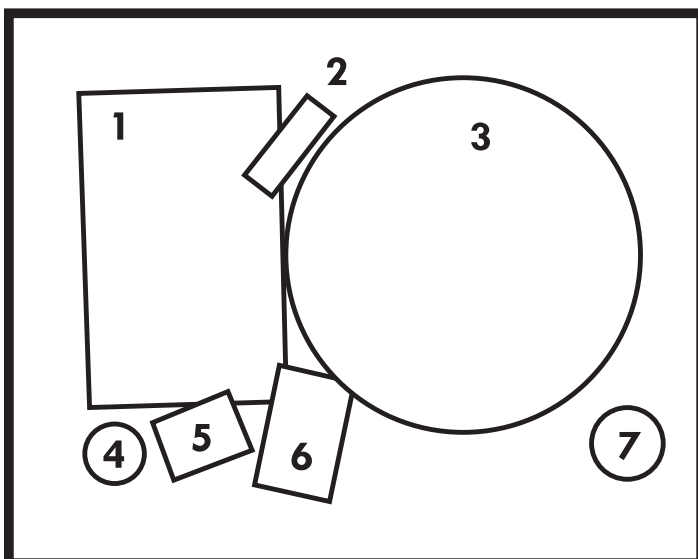
Important Notice

As of February 10, 1942, the rail fares quoted in this booklet were increased 10%.

The table d'hote dining car meals on the SCOUT are now:

Breakfast 50¢
Luncheon 60¢
Dinner . . . 75¢

For changes in the Scout's schedule, and information pertaining to Carlsbad Caverns all-expense sidetrip, consult your nearest ticket office.



1	Breakfast menu
2	Ticket stub
3	Dinner plate
4	Decal introducing new superliners
5	Sugar packet for The Chief
6	Playing card
7	Clothing patch

California Poppy Pattern

Dates Used: 1909-1971
 Train Line Used: California Limited
 (also used in Harvey Houses)

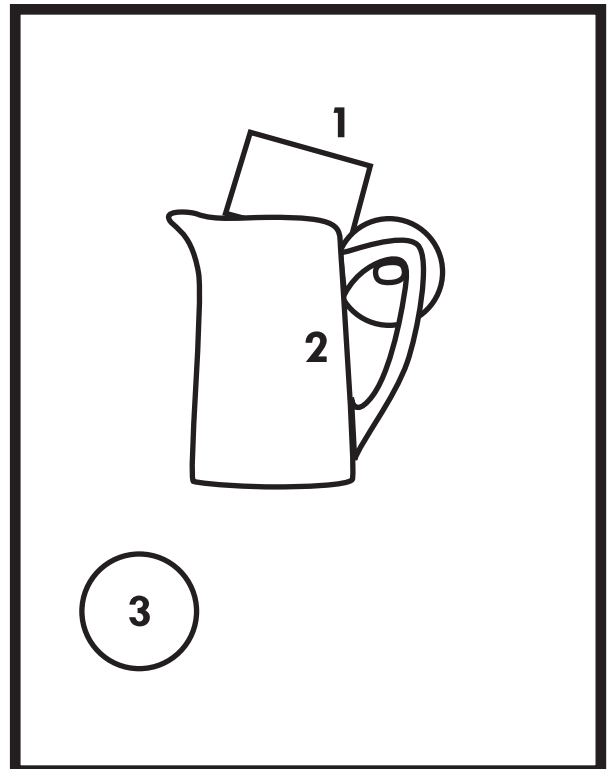
The California Limited served meals on California Poppy china, the longest-used pattern on the Santa Fe. As California's official flower, the California Poppy (*Eschscholzia californica*) ranges in color from yellow to orange and can bloom from February to September. The Barstow Harvey House, and likely other Harvey Houses as well, also used this popular pattern.

California Limited



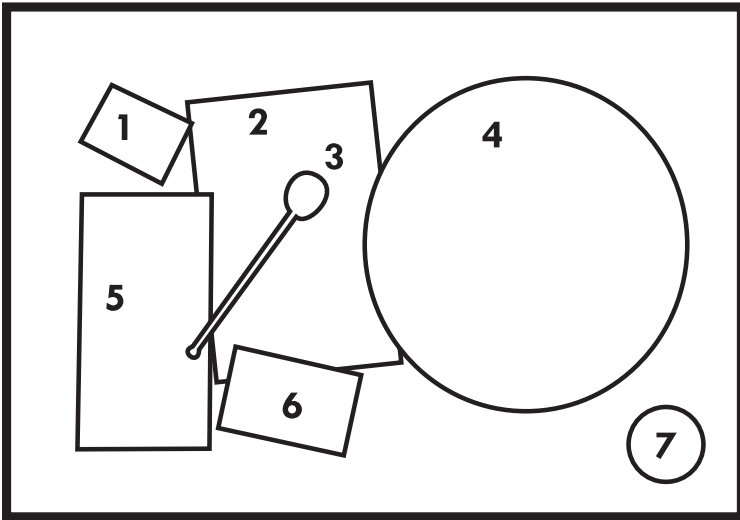
"The History of the Atchison, Topeka & Santa Fe" by Pamela Berkman

Breakfast served on California Poppy china is shown here in this photograph from the 1950s.



1	Sugar packet for The Chief
2	Chocolate pot with lid
3	Clothing patch

California Poppy Pattern



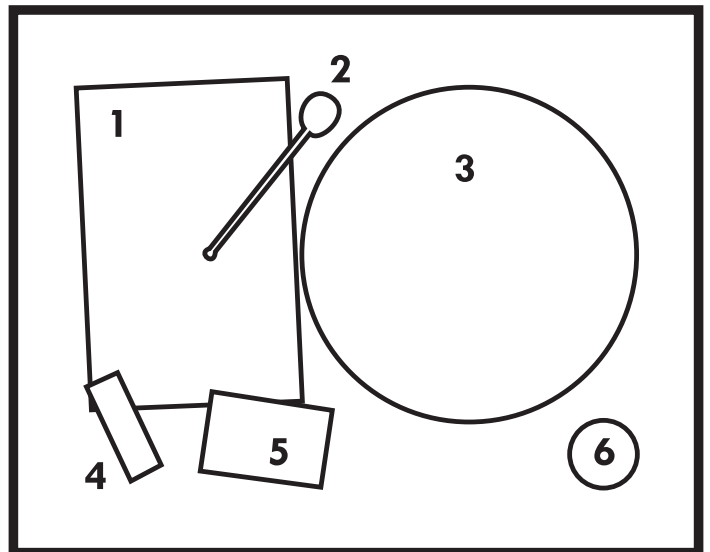
1	Sugar packet for The Chief
2	Beverage menu
3	Swizzle stick
4	Soup plate
5	Message card
6	Playing card
7	Clothing patch

Adobe Pattern

Dates Used: 1938-1971

Train Line Used: El Capitan

The Adobe pattern, created specifically for the new El Capitan line, was a stock item customized with the adobe house and saguaro logo. El Capitan, meaning “The Captain” in Spanish, was the first Santa Fe line to try out then be re-equipped with all lightweight Hi-Level (double-decker) cars. In the dining car, the kitchen was in the lower level of the car while two electric “Subveyers” elevated the food to the 80-person dining room above.



Interior view of the El Capitan lunch counter and dining car as illustrated in a 1941 Santa Fe El Capitan promotional brochure.

1	À la carte menu for The Scout
2	Swizzle stick
3	Dinner plate
4	Ticket stub
5	Playing card
6	Clothing patch

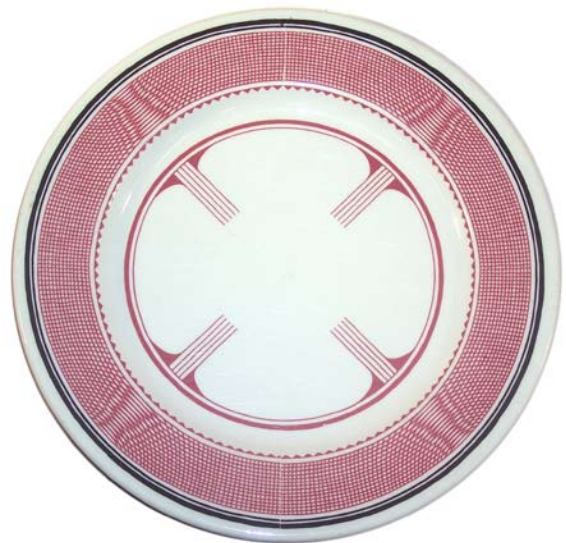
Mimbreno Pattern

Dates Used: 1937-1971
 Train Line Used: Super Chief

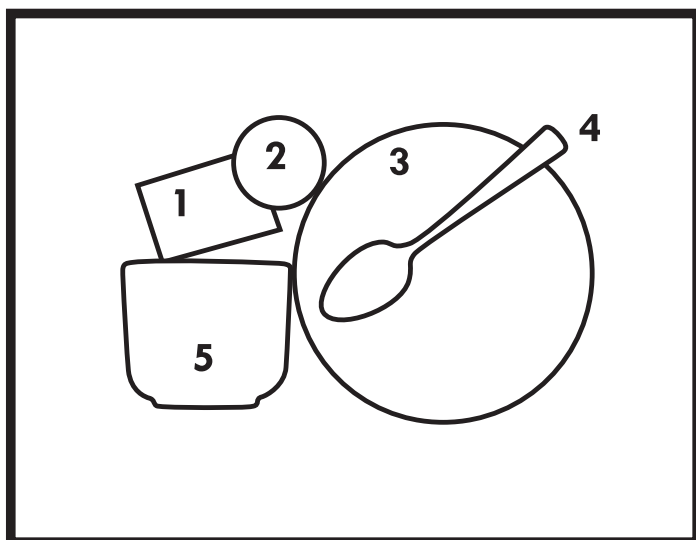
The Santa Fe Railway commissioned Mary Coulter to design a china pattern for the new Super Chief line. She based this pattern on pottery designs made by the Mimbres Indians of New Mexico. This china included a large variety of items, including dinner plates, soup bowls, fruit dishes, creamers, sugar bowls and tea pots. The Mimbreno design was the trademark of the Super Chief dining car.



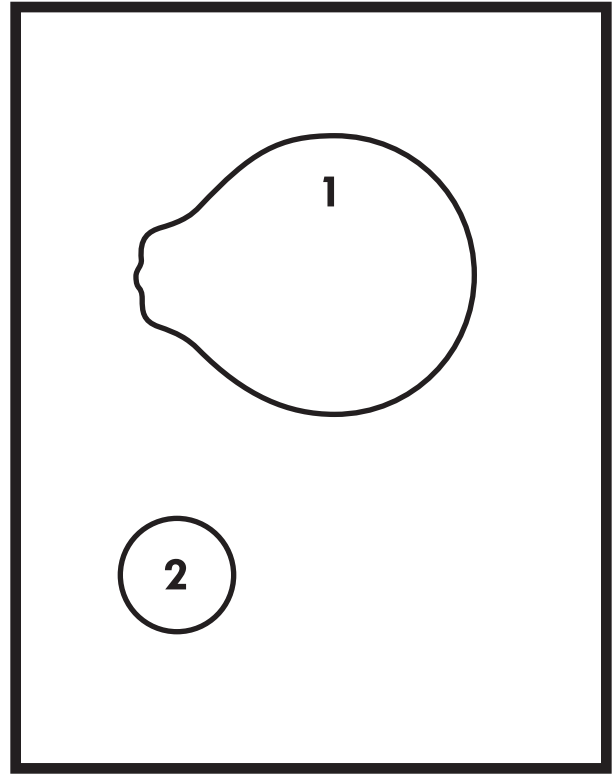
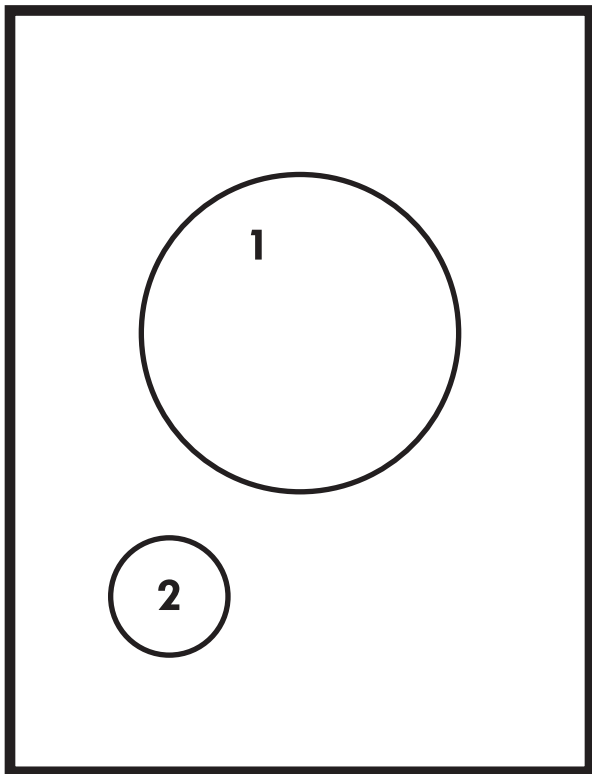
Interior view of the Super Chief dining car as illustrated in a 1949 Santa Fe Super Chief promotional brochure.



Up	Dinner plate (geometric design)
1	Sugar packet for The Chief
2	Clothing patch
3	Saucer (parrot figure)
4	Teaspoon
5	Coffee cup



Mimbreno Pattern



1	Fruit dish (prairie chicken figure)
2	Clothing patch

1	Ice cream dish (antelope figure)
2	Clothing patch

Sample Recipes from the Santa Fe

Braised Duck Cumberland

Chef Joseph Stoesser
Super Chief

1 5 or 6 lb duck	Sauce:
salt and pepper	1 teaspoon all purpose flour
¼ cup chopped onion	1 cup bouillon
3 tablespoons butter	1 large orange
1 cup rice	⅓ cup Burgundy wine
2 ½ cups boiling	¼ teaspoon English mustard
chicken broth	1 teaspoon Worcestershire sauce
¼ cup butter	1 tablespoon currant jelly
½ teaspoon salt	dash cayenne pepper
1 large celery stalk	
1 large carrot	
1 cup water	

Season cavity of duck with salt and pepper. To make stuffing: Cook chopped onion in butter until tender; add rice and cook until rice turns yellow. Add chicken broth, butter and salt. Cover and simmer 20 minutes. Stuff duck with mixture and truss. Place duck on trivet in roasting pan, breast up. Add celery stalk, whole carrot, onion and water. Cook in slow oven (325° F) 25 minutes per pound (about 2 ½ hours), basting duck occasionally. Remove duck from pan; drain off excess fat. Sprinkle flour in pan, add bouillon and simmer about 20 minutes, stirring occasionally; strain. Peel orange, remove white membrane and cut peel into thin strips. Boil 5 minutes, drain and add to hot mixture with wine, mustard, Worcestershire sauce, jelly and cayenne pepper. Separate orange into sections, removing white membrane. Place duck on serving platter; arrange orange sections in two rows over duck. Pour a few spoonfuls of sauce over all. Serve remaining sauce with duck.

These recipes are from "Dinner in the Diner: A Cookbook"
by Will C. Hollister.

Chicken Cacciatore

Chef Louie Sogno
Fred Harvey Service

2 broiling chickens (1 ½ lbs. each)
½ cup flour
1 teaspoon salt
⅛ teaspoon pepper
¼ cup butter or olive oil
1 medium onion, sliced
½ lb. fresh mushrooms, sliced
1 clove garlic, minced
12 ripe olives, whole
1 can tomato puree
(or 1 cup canned tomatoes)
½ cup claret or sherry

Cut chicken in quarters, and dust with flour which has been mixed with salt and pepper. Sauté in butter or olive oil until golden brown. Add remaining ingredients, cover and simmer over low heat 20 to 30 minutes.
Yield: 4 servings.

Stuffed Zucchini Andalouse

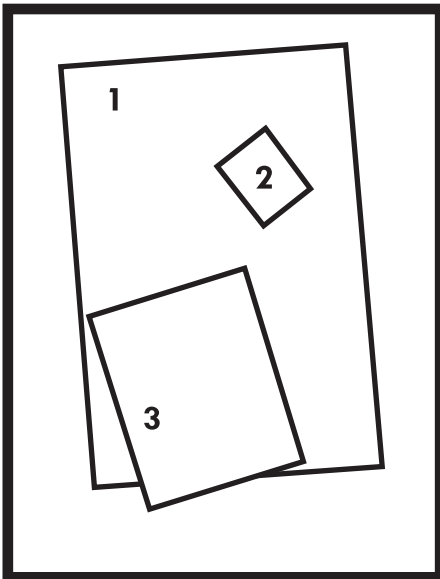
Chef Carlos Gardini
Super Chief

6 small zucchini
2 tablespoons chopped onion
3 tablespoons chopped mushrooms
3 tablespoons chopped green pepper
⅓ cup chopped tomato
¼ cup chopped cooked ham
½ clove garlic, minced

Cook zucchini in salted water 5 minutes; cut in half lengthwise; remove pulp. Combine pulp with remaining ingredients; pile this into zucchini and bake in moderate oven (350° F) 30 minutes.
Yield: 6 servings.

Turquoise Room

In 1951, the Santa Fe introduced to the Super Chief a new split-level lounge car called a “Pleasure Dome.” It included an observation deck at the top level and a small room between the car’s axels beneath. Located here was the Turquoise Room, a cozy, private dining room available for rental and decorated with a Southwest Indian theme. Promotional advertisements proclaimed the Turquoise Room as “The only private dining room in the world on rails.” The Pleasure Dome featured a handrail-like radio antenna located along most of the car’s roof for the train’s music system.



1	Flyer for Super Chief Turquoise Room
2	Match book
3	Glass ash tray

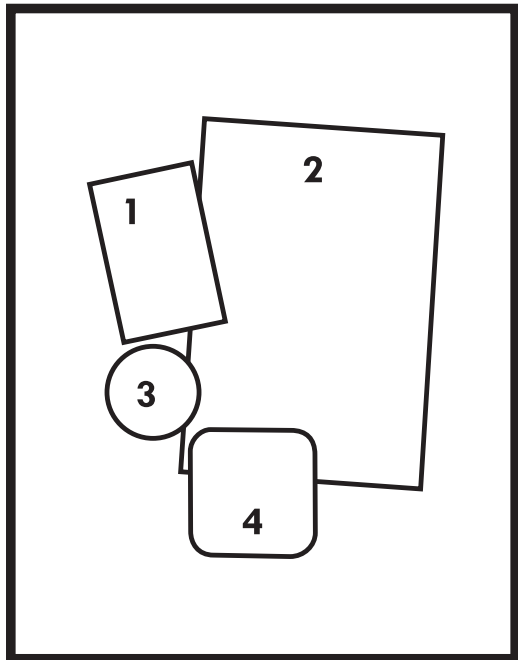
Magazine Advertisement



This advertisement “Find Out How Fine A Train Can Be” shown here was published in the April 13, 1956, issue of Colliers Magazine.

Butter Dish

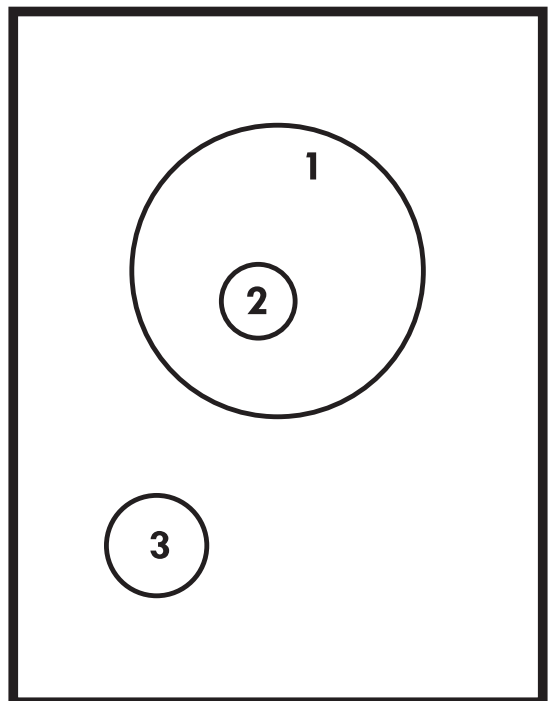
Dining car china collections often included a matching square or round butter dish. However, sometimes they were metal, as shown here. Also shown in this shadow box is a beverage menu. In the Santa Fe Chief lounge car, one could purchase various beverages, seltzers, playing cards and tobacco products.



1	Playing card
2	Beverage menu
3	Clothing patch
4	Silver butter dish

Change Tray

Upon paying for a meal (at a time when cash was the primary method of payment), the diner's change was returned in a silver tray like the one shown here.



1	Silver change tray
2	Plastic token or coin
3	Clothing patch

Super Chief Menu

À la Carte

APPETIZERS

Fresh Shrimp Cocktail 1.20 Spiced Watermelon Cubes 45
 Orange and Grapefruit Supreme 75 Queen Olives 40
 Pascal Celery 45 Salted Cashew Nuts 50
 Ripe Olives 45 Marinated Herring in Sour Cream 65

SOUPS

Cream of Fresh Tomatoes, Puffed Rice, Cup 40; Tureen 60
 Consomme en Tasse, Hot or Jellied 40

ENTREES

Mountain Trout Saute Meuniere 2.20
 Grilled Lake Superior Whitefish, Maitre d'Hotel 2.20
 German Apple Pancake, with Currant Jelly 1.20
 Roast Turkey, Giblet Dressing, Cranberry Sauce 2.00
 Veal Steak Saute Naturelle, a la Holstein 2.10
 Roast Prime Ribs of Beef au Jus 2.85
 Charcoal Broiled Sirloin Steak, French Fried Potatoes 4.85

STEAKS AND CHOPS, ETC.

Sirloin Steak 4.60 Double Sirloin Steak 7.75
 Calf's Liver and Bacon 1.85
 Lamb Chop, Extra Thick (to order 20 minutes) 2.50
 Bacon and Eggs 1.50 Ham and Eggs 1.60

VEGETABLES

Whipped Potatoes 35 Puree of Fresh Spinach, Janette 50
 Hashed Browned Potatoes 50 New Peas 45

PLATE SALADS

Romaine, Pineapple and Cottage Cheese 65
 Chef's Combination 65 Lettuce and Tomatoes 65
 Lettuce with Roquefort Dressing 60

BREADS

Rye or Whole Wheat, per order 15 Dinner Rolls 20 Dry Toast 25

DESSERTS

Vanilla Ice Cream 45; with Cookies 55 Boysenberry Pie 50 Layer Cake 30
 Choice of Melon 60 Apple Pie 40 Pecan Pie 40 Melba Sundae 60
 Fruit Gelatin, with Cream 40 Compote of Fresh Fruit 45
 Fresh Strawberry Shortcake with Whipped Cream 75
 Baronet or Blue Cheese 50

BEVERAGES

Coffee, Pot 40 Tea, Pot 40 Instant Sanka Coffee, Pot 40
 Demi Tasse 40 Milk, Bottle 25 Cocoa or Chocolate, Pot 40

To serve you better and expedite service, waiters are NOT permitted to serve oral orders. Please write your order.

Table d'Hotel Dinner

Price of Entree Determines Cost of Dinner

Pascal Celery Queen Olives
 Cream of Fresh Tomatoes, Puffed Rice Consomme en Tasse, Hot or Jellied
 Orange and Grapefruit Supreme Fresh Shrimp Cocktail (50c. extra)
 Marinated Herring in Sour Cream Chilled Tomato Juice

GRILLED LAKE SUPERIOR WHITEFISH, Maitre d'Hotel 4.30
 ROAST TURKEY, Giblet Dressing, Cranberry Sauce 4.10
 VEAL STEAK SAUTE NATURELLE, a la Holstein 4.20
 ROAST PRIME RIBS OF BEEF au Jus 4.95
 CHARCOAL BROILED SIRLOIN STEAK 6.50

Whipped Potatoes Puree of Fresh Spinach, Janette
 Hashed Browned Potatoes New Peas

Chef's Combination Salad

Dinner Rolls

Vanilla Ice Cream with Cookies Boysenberry Pie Pecan Pie
 Layer Cake Choice of Melon
 Fruit Gelatin with Cream Melba Sundae
 Fresh Strawberry Shortcake, Whipped Cream
 Baronet Cheese

Coffee

2-1-9

SPECIAL - CALIFORNIA RED OR WHITE TABLE WINES

Bottled expressly for
 Fred Harvey Service - The Santa Fe Railway
 Split, 6 ounces (serves two) 75
 (Not Served where prohibited by State Law)

Saccharin available on request.

Steward will gladly arrange for any special diet.

An extra charge of fifty cents each will be made for all meals served outside of Dining Car.

Parents may share their portions with Children without extra charge.

A special menu for Children under 12 years of age may be had on request.

Prices shown on this menu are subject to various state, occupation expense, school and sales taxes.

Santa Fe Dining Car - Super Chief

Fred Harvey Service

This menu offers two dining options: a choice to select food items separately or to have a complete meal, specifying the desired entrée. Veal Steak Sauté Naturelle, à la Holstein is a unique distinction!

Super Chief Menu Cover



Gerard Curtis Delano painted "Navajo Ponies" shown on the cover of this 1959 menu and on the 1975 wallet calendar card. Delano's paintings (along with other artists' paintings) appear on a series of Santa Fe menus and wallet calendar cards. Other Delano paintings shown are "Monument Valley-Arizona" and "Land of the Navajos" respectively.



Informational Card

**Lounge Car and
Dining Car
operates on Trains
23 and 24
only between
Chicago and Winslow**

**We now stop
for meals at
Barstow, California**



Oct. 31, 1965—25M

This informational card announces a new stop of the Grand Canyon line of the Santa Fe for meals at the restaurant in the Barstow Station. This meal stop is reminiscent of railway dining before dedicated cars were available.

**Breakfast stop for
Westbound Train 23**
and passengers on Train 1
en route Los Angeles

Breakfast (the day of arrival in Los Angeles) is served in the Restaurant of the Barstow Station.

Menu features ham, bacon or sausage with eggs and beverage. Hot and cold cereals also available. Prices 75c to \$1.10

Train 23 is scheduled to arrive Barstow 7:00 AM and ample time will be allowed to serve all passengers.

Train 1 arrives Barstow 4:05 AM and Los Angeles cars leave Barstow 7:45 AM.

Passengers are urged to take breakfast at Barstow as we have no dining car service Barstow to Los Angeles.

**Dinner stop for
Eastbound Train 24**
and passengers connecting
at Winslow with Train 2

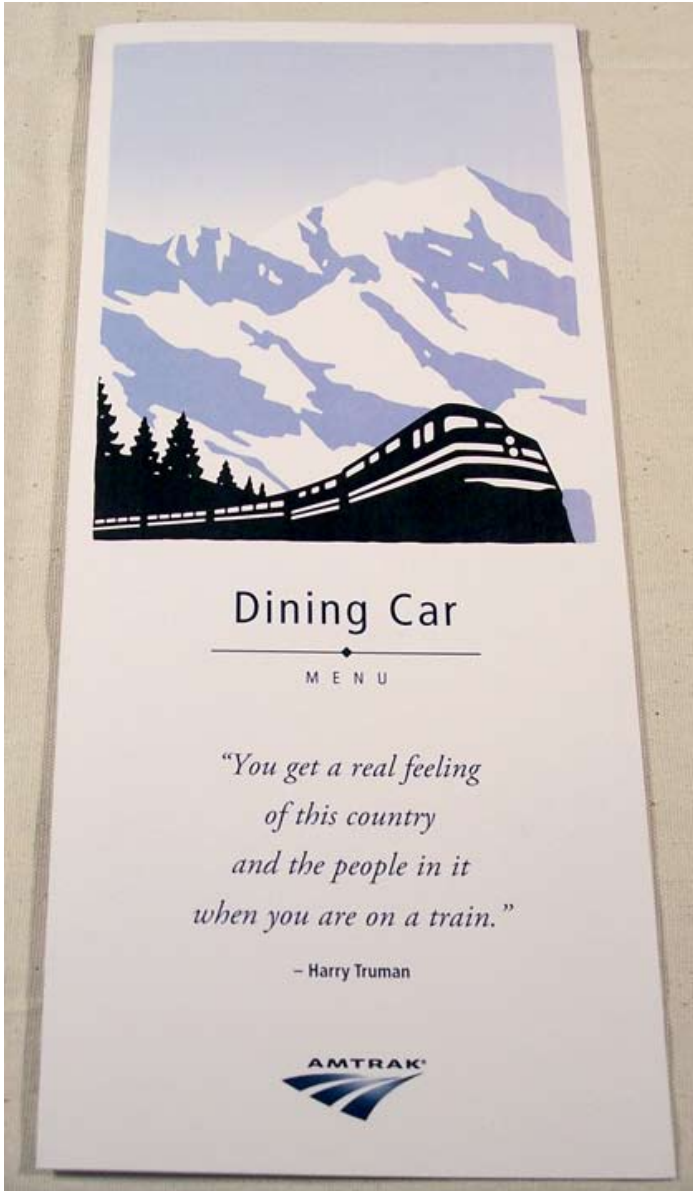
Dinner (the day of departure from Los Angeles) is served in the Restaurant of the Barstow Station.

Menu features such items as breaded veal cutlets, roast beef, ox joints, chops, etc., at prices \$1.60 to \$2.00 (beverage and dessert extra).

Train 24 is scheduled to arrive Barstow 5:20 PM and ample time will be allowed to serve all passengers.

Passengers for train 2 should plan on dinner at Barstow; cars are switched from Train 24 to Train 2 at Winslow.

Amtrak Menu



By federal intervention, Amtrak nationally took over all passenger rail service in 1971. Eventually, it interspersed cars and simplified rail lines to become a distinct rail service of its own style. Meals in dining cars continued to be offered, still using china, silverware and glassware. Even today, the meals in this 2007 menu reflect a touch of luxury reminiscent of the first half of the 20th century.



Sources and Further Reading

“Atchison, Topeka and Santa Fe Railway (AT&SF)” <http://www.bnsf.com/aboutbnsf/history/santafe.html>
© 2006 by BNSF Railway Company, Fort Worth, Texas [online]

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“Fred Harvey: Civilizer of the American Southwest” by Donald Duke
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“The Harvey House Cookbook: Memories of Dining Along the Santa Fe Railroad” by George Foster & Peter C. Weiglin
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© 1973 by Time-Life Books, New York, New York

“A Quarter Century of Santa Fe Consists” by Fred W. Frailey
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“Traveling in Style in the American West” by Jim Pfluger, Article in Ranch Record, summer 2005
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The Chief Ticket Envelope





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