

## F.A.H.P. News, October 24, 2011

**Kennett Kandy Kitchen:** For many years, from about 1930 until the 1960s, the Kennett Kandy Kitchen was the only long-lasting restaurant in Kennett Square. Owned and operated by a Greek-American named Alex D. Cozanitis, who worked about 20 hours a day, it served breakfast, snacks, and full-course dinners, all at very reasonable prices. Alex, his wife, and five children lived on the second floor above the restaurant on West State Street. As the kids grew and attended the public schools in Kennett, they all took their turns at washing dishes, waiting tables, and helping their father make his “homemade” candy. As they were graduated from high school, all sought separate and divergent careers, none in the restaurant business.

In addition to his family, Alex (pronounced “Alec”) had a cadre of faithful employees, including two other Greeks named John and “Little Alec” who worked the sandwich and ice cream counter. John was solid and humorless, his expression never changing no matter what the order or how well he knew the customers. Little Alec (no relation to the proprietor) was nervous and fast moving and the target of many practical jokes. He had no family, but he always had a fairly new car and used it on his days off. Those witnessing Little Alec’s daily morning visit to John Dettori’s barber shop to read the morning paper were in for a special experience. Barber George Rudolph, John’s assistant, who ate at least two meals a day at the Kandy Kitchen, would start off with something like “Did you hear of the woman who got deadly sick last night?” John would say he hadn’t. George would continue, “The doctor said she had food poisoning because she ate at the Kandy Kitchen.” By this time, Little Alec would be restless behind the newspaper, but the discourse between the barbers did not let up until their guest reader would throw down the paper and walk out. On another occasion, when Little Alec needed a haircut or a shave, John Dettori “accidentally” cut off his necktie.

Regular customers at the Kandy Kitchen would usually sit at the counter, even if they wanted a full dinner. There were about 12 four-person booths, however, and several tables and chairs in the middle of the floor. About three waitresses were usually on duty during the dinner hour. In the late 1940s, my father and I ate dinner there frequently when my mother was in Rehoboth. A full-course roast beef dinner, the most expensive thing on the menu, was \$1.75. The Kandy Kitchen’s cream of mushroom soup was outstanding. Many young people, such as Ruth Pierson (Marshall), were treated to an ice cream sundae after a Saturday evening movie down the street.

Alec Cozanitis always had a nice car, such as a Chrysler New Yorker, and one day each week he would drive into Philadelphia to do his buying, mostly from the purveyors along Water Street close to the Delaware River (much of this area is now part of Penn’s Landing). On a daily basis, however, he was always in the restaurant or its kitchen until it closed about 11 P.M. After that, he would make his candy for retail sale in the front of the store. His cream mints in many colors were a favorite. My mother always wanted them on hand for the holidays. The trouble was, Alec gave away all his profit. If any club or non-profit group was having a benefit, he would supply endless quantities of candy without charge, and when Christmas was just ahead, he planned to give away as much as he sold. People like this, who helped build America, are hard to find today.

**Work Nights:** Work continues to progress well on the Model 607. About six members are actively working on this project, headed by Bob Jordan. With the acquisition of correct new bolts, the springs are about to be mounted on the frame, and the steering box is being finalized. The boiler “ring” is in place and partially bolted in. One of the tires has been mounted. The pump box, under-floor boards, and firewall/dash have been painted. We hope to have the leather reinstalled in the body by mid-November. Fran Randolph, Susan’s mother, has made and fitted the seat cover on all three Rauch & Lang cushions.

It was determined that the 725 boiler has another leaking tube, and it does not appear to be practical to continue plugging tubes, so the decision has *almost* been made to change boilers. We have a new 16-inch-high copper tube boiler obtained from Don Bourdon, which was intended for condensing cars, so it will probably be used in the 725. We will think seriously about a “sock” in the water tank to help absorb exhaust oil before the used water is pumped back into the boiler. Art Wallace and helpers readied the museum for our weekend events, and Bill Schwoebel and Jonathan Rickerman did some track work prior to the Auburn Valley Railroad operation. The slide valves and valve seats for the H-5 have been lapped by Jeff Pollock, and Jerry Lucas, and Jim Personti took the valves to smooth them a little more, as there was a slight scratch mark that can be removed. We have the stainless material to make new valve rods, and we plan to have the piston rods hard-chromed. Jim also took the starter motor from our 1932 Packard to get it working properly.

The Models 820 (Mountain Wagon) and 735 were prepared for carrying passengers on Oct. 22 and 23, and all worked well, but the 87 was substituted for the 735 on Sunday, as the pilot vaporizer is cracked on the former car. Steve Bryce and Tim Ward found a lot of sludge in the Model 71’s fuel tank and installed a higher stand pipe on the outlet to provide a temporary solution. This car was used for our firing-up demonstrations both days.

Our new system of having one of four work-session volunteers in charge of each work session on a rotating basis was started this week. Steve Bryce was in charge last Tuesday, and I did it on Thursday. This coming week, Jerry Lucas will lead the group on Tuesday (10/25), and Bill Schwoebel on Thursday (10/27). We know you will give them your cooperation. Thanks. T.M.