

August 7, 2005

Hello, Steam Team:

Ruth and I will be away in Western Pennsylvania from tomorrow until Thursday, so the "News" is a day early this week. Following the format mentioned two weeks ago, this week's story is about our first trips in steam cars.

Our Glidden Tour adventures began in the middle of September, 1947, when we left Yorklyn in the Model 71 and the 735. Both cars had new paint jobs and had been mechanically restored by my father. I started out in the 735 and my dad in the 71, but as the weather got colder, we switched, as the 71 had no front doors. C. E. Simmons of Washington, DC, and Ralph Willis of Penns Grove, NJ, were our passengers, and Roy Bengtson went as far as the starting point in Hartford, CT, and came home on the train. We had an initial banquet in a hotel in Hartford (we took a day and a half to get there), and drove up the Connecticut Valley to Brattleboro, VT, then northeast across New Hampshire to Concord, the first night's stop. There had never been anything like this in New England before. Town after town released the kids from school so they could see the cavalcade of cars go by. In Brattleboro, the sidewalks were lined 3 or 4 deep. That night at Concord, Clarence Huggins, the Buick dealer there and an old car collector himself, allowed our cars to be stored overnight in his garage and shop. The public was informed that they could walk through and view the cars. It soon became necessary to rope off the cars and the long lines continued until after 10 P.M. With cold and somewhat wet weather, we proceeded to Intervale on the southeast side of the White Mountains, and stayed there either two or three nights at a guest house. Staying at the same place were Floyd Clymer and his wife; he was already famous for his motor scrapbooks, so helpful and interesting to our hobby in the early years. Rod Blood, famous for his early Packards, was also at the guest house. We enjoyed our illustrious company. From Intervale, we went to the famous old Wentworth by the Sea near Portsmouth, NH, and the last day to Newport, RI, via Boston and a police escort. The 71 won either the second or third prize on a formula for the oldest car driven the longest distance to the start of the tour. I think a Model A Ford from the mid-west was first. The 2-day trip home from Newport was routine and uneventful, but it had been a great 10 days! I was learning to drive a Stanley, but the operator was in the other car.

Jerry Novak and Emil helped me load the orchestrion Thursday and Bucky and I transported it the next day to the shop of Aaron Stoltzfus near Manheim for maintenance and repair. Aaron says when he finishes it, it will be better than new. He had two orchestrions in his home; one something like ours with a very melodious tone, and one more like a steam caliope with whistles operated by air. I'm not sure he wants to take on new pin-striping customers, but I think he may do

some for us when the time comes. One thing at a time. Steve and his track gang removed more sections to be replaced, Butch, Dale and Jerry Lucas took down the flue and feed water heater on the Model 76, and Butch and I adjusted the clearance between rear gears on the Model CX. Teddy Simpkins updated the licenses on the 8 cars due in 2005, and substituted the new registration cards. Richard and Herman did additional lining in the parking lot with weed killer and paint. Chuck Erikson continued his fine work of reorganizing the shop, and I cleaned up the bench in the garage, transferring the "good stuff" from there to the library in the Museum (it will not be filed until Butch and Gene return to active duty). We had 8 volunteers on Tuesday and 18 on Thursday.

Joe Mosteller has offered to have a good friend of his review our several suggestions for a FAHP Logo. With this in mind, I have tried to find all the suggestions that were submitted. Unfortunately, I've found those from only two sources: the ones submitted by Bob Bruce, a friend of Mike Jones, and the one submitted by Gene Maute. I heard that Willard Robinson submitted one, but I didn't see it. I know there were others, but they've been misplaced. If any of you can help, please ring in. We'd like to have all ideas and sketches by the end of this week. If you think they are here somewhere, please help us find them. Joe also gave us figures on our July 31 event, and comparisons with May and June. Gross receipts were: May \$2,782 plus House Tour \$880, total \$3,662; June \$2,678; July \$4,219. While it depends what expenses are pro-rated, it would be my guess that a fair amount would be between \$2,000 and \$2,500 each month. By far the largest item is insurance, with printing, paper supplies, and gift shop inventory coming next.

As usual, there are busy times ahead! In addition to the work sessions this week, there is an Events Committee meeting at Anne Cleary's home at 7:30 P.M. on Tuesday, August 9. We are waiting for a date when Rose Ann can meet with the Board's Development Committee to establish membership benefits, discounts, etc. On the subject of discounts, we would like to get the Stanley Steamer book to as many members as possible, so we are extending the special discount one more week to August 12. This standard hardback lists for \$79.95, and the special price through 8/12 is \$65 to members. Don't miss out!

There are driving opportunities and fun with the cars for those who can participate. Some of these events are new; some have been mentioned before. For those qualified, please inform us you'd like to take a car; for others, there should be seats available or opportunities for driving experience.

Saturday, August 13: Transportation Show at the Newark Assembly Plant of Daimler-Chrysler, 10 A.M. to 4 P.M. No pre-registration required, free admission. Also, the annual picnic of Brandywine Region, AACA, at Hagley Museum, 12 noon. BRAACA officials tell us we are welcome,

whether members or not. Each family should bring a picnic dish to serve 8 to 10 people. Beverages hamburgers and hot dogs provided. We should leave here by 11:15 A.M. Let us know by Thursday night if you can go and take a car. On Wednesday, August 17, GOVERNOR RUTH ANN MINNER WILL VISIT AUBURN HEIGHTS! She will arrive about 6:30 P.M., and be in no hurry to leave. The Division of Parks & Recreation will probably arrange supper. Naturally, she will be interested in anything we can do, such as run one or two of the cars and possibly one train. I know we can show her a good time. Wednesday, August 17 through Saturday, August 20 is the Annual Threshermen's Reunion at Rough & Tumble Engineers Historical Society, Kinzers, PA, about 30 miles from Yorklyn over back roads. When we've gone in the past, it has usually been on Thursday; this year that would be 8/18. A nice drive and a great day for those who can do it. We should probably leave here by 10 A.M. September events will be mentioned next week. I'm sorry this is "bunched up", but it didn't print out right otherwise. Tom