

November 14, 2005

Hello, Steam Team:

My second Glidden Tour was the "Pennsylvania Glidden" of October, 1948. My father entered the Mountain Wagon, and I entered "my car", the 1914 Model 607. The tour started on a Sunday morning in Fairmount Park, Philadelphia, probably the morning after the AACA Annual Fall Meet at the Devon Horse Show grounds. We drove to Philadelphia and joined the other 40 plus cars on the tour. My father's passengers were Homer Kratz, Leroy Bengel, Sr. and Jr., and Roy, Jr.'s friend Raymond Gochanaur. The Bengel party had to drop off Monday to come home to work. My passengers were C. Tremaine Jackson, Sr. and Jr., from Stormville, NY, old trapshooting friends. There were participants from Michigan (Walter Marr had his 12-cylinder Buick) and Ohio, a few from New England, and a lot from Pennsylvania. Earle Eckel from Washington, NJ, had the only other steamer. We traveled on Sunday out the Main Line past Bryn Mawr, Wayne and Paoli, and took water at Downingtown. The route then followed the Horseshoe Pike (Route 322) through Honey Brook and Ephrata to our night's destination at the Hotel Hershey. In those days, the lower floor of the hotel was a parking garage, and our cars were housed there. NICE!

Monday morning, we drove into Harrisburg, where Joe VanSciver, Jr. (father of our member Joe) had made arrangements for Governor Duff to come out and view the cars. I remember waiting for some time near the capitol, but I don't remember seeing the governor. We had lunch around Carlisle and entered the only section of the Pennsylvania Turnpike then open at Middlesex (this exit is now called Carlisle). The gas stations (I think they were Gulf at that time) with accompanying Howard Johnson table-service restaurants were great places to stop, eat, and take on water. Before dark, we arrived at famous old Bedford Springs, the "summer White House" in President Buchanan's time.

It was a great place to spend two nights with a parade through Bedford the day we were there, and then the tour retraced its steps to Harrisburg and on to Reading. The western contingent headed toward home from Bedford, and missed the final two days of the official tour. The last full day at Reading we had "fun and games" up Duryea Drive to the Pagoda atop Mount Penn. We were told the distance up the drive, and taped our speedometers, then estimated how long it would take us. The one coming closest to his estimate was to be the winner. Starting near the end of the line with the 607, the burner backfired so badly that I couldn't keep it on, and continually had to shut off the fire and let it burn out, then light again without stopping. I was disgusted that I had taken so long when I stopped at the Pagoda, but an official came running up and told me I had won! If the burner had worked properly, the time would have been far less than estimated. My father with the Mountain Wagon and C. W. Kelsey with his '01 Kelsey Motorette (he and Mrs. Kelsey traveled the route in their tiny 3-wheeled car) divided the honors for the "most interesting car" on the

tour.

Last week, activity varied at our work sessions. After another determined try, we have given up trying to mount the clincher tire on the Model H-5. I'd like to ask old pro Mike May to look at it when he's here this week, and unless he has the solution to our problem, I'll call Coker Tire Company and see what they suggest. Chuck continues his excellent work in the organization of the shop, and Dale and Teddy Simpkins have worked on two of our standard-gauge Lionel locomotives, and report that one is doing fine; the other needs a new gear. Bill Schwoebel and his lantern brigade have done a lot of work in getting a number of his kerosene lanterns working for our November 19 event, and he, Richard, Anne, Brian, Ruth, and the Robisons worked on luminaries and other lighting for the evening event. Richard is in charge of the five historians who will be giving walking tours around the property, with each one of the five taking a short 5-minute segment of the total tour. Steve and Bill have done some track work and Steve checked out the locomotives' lights and changed the grate in the 401. Rose Ann, Butch, Ed, Kathy Beck, and their helpers will take care of ticket sales, gift shop, hot chocolate, and popcorn. And of course the steam train operation is in capable hands. Like all special events, November 19 requires a lot of planning and preliminary work, and we hope it turns out well and is well-attended. Remember, Saturday night, 6:30 to 9:00 P.M. This is our last special event of the year- after this week, we hope to get down to productive mechanical projects for the remainder of the winter.

This is "meetings" week again, although at present the Board meeting on Thursday evening, 11/17, and possibly a Collections Committee meeting on Wednesday evening are the only ones scheduled. Tuesday's work session will be focused on another "dry run" for the 11/19 lighting around the grounds, and Thursday's will be tuning up the Museum and roping off the cars. The Board meeting will be in the house, so the Museum will be available for refinement. It's planned to have the Model 76 alongside the house with all gas lights shining during the time our visitors are here for our "Auburn Heights by Lantern Light".

Last week, we mentioned the kind invitation from Rob and Chevonne Robison for a holiday party at their home on Yorklyn Road on Saturday, December 10. Remember they would like to know by December 3 whether or not you can attend, so please let them hear from you.

Lost and Found: From our October 30 "Steamin' Sunday", a stroller, a nice camera case with accessories, a cap, and a pair of sun glasses are unclaimed. In the lost department are a battery drill from the shop, an accompanying flashlight, and the prick-punches from the magnet rack. These are probably around but misplaced. Thanks for all favors, past, present, and future. Tom

