



T – Times

Volume 31 Issue 10
December 2011

Three Rivers Model T Ford Club
P. O. Box 7083
Kennewick, WA 99336

“T-Times” is the publication of the Three Rivers Model T Ford Club and is published monthly solely for its members and exchange with other antique automobile groups. Editorial copy and advertisements should be sent to: Editor 218 NE A Street College Place, WA 99324 by the 25th of the month for inclusion in the next month’s issue.
Email: dpeters0258@gmail.com

The Three Rivers Model T Ford Club is a chapter of the Model T Ford Club of America. Membership is recommended and encouraged. Make membership requests to: MTFCA P.O. Box 126 Centerville, IN 47330. Annual local club dues are \$20. Monthly meetings are held the third Thursday of the month at the Reata Springs Baptist Church, 2830 Leopold Lane, Richland, WA at 7:00 PM.

2012 Officers

Club President Dean Stokes
dwestokes1@embarqmail.com

Vice President Bill Sheller

Secretary Wanda Stokes
dwestokes1@embarqmail.com

Newsletter Editor Dale Peterson
dpeters0258@gmail.com

Board Members

1 Year -- Russ Armstrong
2 Year -- Fred Fraser
3 Year – Jim Elenbaas

Birthday's for December are:

Bill Sheller 12-03, Fred Fraser 12-10, Raymond Lehrman 12-17, Lorraine Williams 12-18,
Lynda Carraher 12-22, Bernice Termaat 12-22, Virginia Lackey 12-25, Jim Elenbaas - 12-28
Happy Birthday to each of you!

Anniversaries for December are:

Paul & Joan Dion - 12-14, Dale & Sharon Peterson - 12-17, Dean & Wanda Stokes - 12-30
Happy Anniversary to everyone!

Three River's Model T Club
November Minutes
November 17,2011

Tonight's meeting was opened by President Marlene Coder. There were 12 members present. The Pledge of Allegiance was said.

Secretary, Wanda Stokes, read the minutes with no additions or corrections. They were accepted as read.

Treasurer, Mike Porter gave his report. We have money in the bank. **Dues for 2012 are due!** If you have not paid next year's dues, please do so soon. The membership dues are \$20.00.

Old Business

Marlene asked Wanda to give a report about the **Tombstone Tales** held at a cemetery in Richland. Wanda stressed this is really worthwhile for everyone to attend for next year. You learn much history about the area and the lives of the people who helped make the Tri Cities area what it is today. It is very well done and excellent.

Marlene asked if would wait until the January meeting to address the issue of monthly, every other month, whatever, for our meetings in the future. Everyone thought this was a good idea and voted to continue this discussion at a later date.

Wanda reminded everyone of the **Christmas party December 15th at 5:00 at the Stokes' home in Sunnyside.** She also reminded everyone attending to **bring either a salad or dessert** and a **gift under \$15** if they wish to participate in the gift exchange. If the weather is bad, the Stokes' can accommodate you so you don't have to drive in bad weather.

There were no reports of Pikes Peak tour for next year. Several members have said that

they think this would be a wonderful tour for next summer.

New Business

The **January meeting for installation** of officers will be at **Applebee's in Kennewick January 22nd.** The time will be **1:00 p.m.** in order for folks to drive home in the daylight if bad weather is expected. Members present said that they like Applebees and thought this will be a good place to have our installation dinner.

Dean Stokes and Jim Elenbaas were the election committee and the following are the results of tonight's voting"

Officers for 2012

President	Dean Stokes
Vice President	Bill Sheller
Secretary	Wanda Stokes
Treasurer	Mike Porter

Board Members for 2012

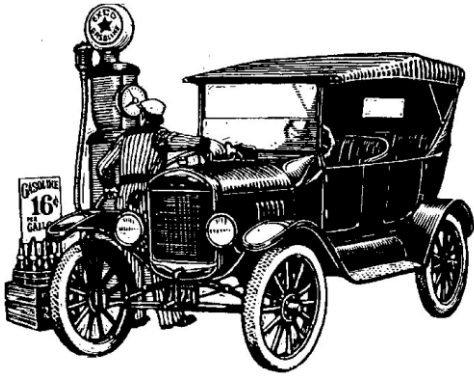
1 year term:	Russ Armstrong
2 year term:	Fred Fraser
3 year term:	Jim Elenbaas

Outgoing President Marlene Coder will be on the board also.

Congratulations to everyone and **Thank You** for helping with the **Three River's Model T Club.** Your help and enthusiasm is appreciated!

With nothing more to come before the members, the meeting was adjourned with delicious snacks provided by Sharon Peterson and Mary Fraser. Hope to see everyone at the Christmas Party and at the installation dinner in January.

Respectively Submitted,
Wanda Stokes, Secretary



Coming Events

Dec. 15 Annual Christmas Party at Dean and Wanda Stokes' home in Sunnyside, 2791 Ray Road. **5:00 PM**

Jan. 2012 Annual Dinner Meeting

June 17-22, 2012 National MTFCA Tour in Lincoln, Nebraska

Over the River and Through the Woods

By Dale Peterson

One hundred years ago, most people, especially the rural ones, did not travel more than 20 miles from their home. The primary reason for this being that was as far as a horse could take you in a day, and get you back. The "horseless carriages" were a play thing of the wealthy which was out of reach of most of the population. Prior to the year 1900, the word "automobile" did not even exist. In 1899 the New York Times printed in an editorial: "The French, who are usually orthodox in their etymology if in nothing else, have evolved 'automobile,' which being half Greek and half Latin is so near to indecent that we print it with

hesitation." They must have recanted, because in the next year the Times changed its index to refer to these vehicles as "automobiles" rather than the previous "horseless carriage."

The average annual salary in 1910 was \$750, and of course the rural populations were living on something less than the average, leaving little spare change for such non-essentials. Many of the automobiles cost from \$4,000 and upward. Though the Oldsmobile was priced at \$650, it was not a very practical vehicle for much more than transporting two people short distances. When the Model T came out at \$680 in 1908 it was still out of the reach of most Americans.

To many, the automobile was a hated annoyance, besides being just plain dangerous. They made noise, spooked their horses, smelled bad, and were driven in a manner that was hazardous to them and their families. During an excursion in 1904 from New York to the World's Fair in St. Louis, C.J. Glidden struck a horse outside Albany and then further along on the tour was stopped by a shotgun holding farmer standing in the road. A previous car had struck and killed one of his chickens. Only after Mr. Glidden had handed over a dollar to cover the loss was he allowed to proceed. Speed limits were placed upon the automobiles, usually in the range of from 4 to a liberal 8 miles per hour in New York City. Some towns outright banned them, others required posting a week's notice they would be traveling through. Registrations were not necessarily honored by adjoining states or even localities. In Missouri, a \$2 registration was required for each county and \$10 for St. Louis. It cost about \$30 to cross the state.

Directions were another story. There were no developed highways at the time. It was not until about 1915 that the rich men's automobile clubs lobbying started to improve the road

conditions and highways began to be marked to one could travel any distance without maps and many stops for directions. These highways included the Yellowstone Highway, the Lincoln Highway, and the Park to Park highways that passed through this area. One could purchase an Official Automobile Blue Book that would give directions for the traveler. But since most would have no reason to pay the \$3 for the book, only travelers through the area would even have access to directions to go further than the local town.

So, with this in mind, consider our get together at the Stokes' for the annual Christmas party. We are to gather in Sunnyside with members travelling from around the area: Hermiston, Umatilla, Granger, Grandview,

Pasco, Richland, Kennewick, and Walla Walla. College Place was not yet a municipality at this time, only the location of a denominational boarding school and college. There was not a bridge 100 years ago to cross the Columbia River Snake Rivers, so travelers from the south had to find a ferry, hopefully there was one at Patterson or those drivers would otherwise need to travel to The Dales to get across. Traveling from Walla Walla, we would have to take a ferry across the Snake River near its confluence with the Columbia. The ferry was operating all times of the day with 50 cents for the crossing. Following is an excerpt from the 1919 Blue Book showing the route from Richland to Sunnyside:

- 60.3 0.3 Richland, bank on right. Keep ahead.
- 61.6 1.3 Turn left with road 60.1 and avoid right-hand road just beyond.
- 62.1 0.5 4-corners; meeting poles, turn right.
- 65.4 3.3 4-corners; turn left, leaving poles. Bear left across wooden bridge over Yakima River. Fork; keep left across irrigation canal and follow winding gravel road across sagebrush country. Cross RR 68.1. Bear right along Yakima River 72.8. Turn right across iron bridge 73.0.
- 73.7 8.3 Benton City, 4 corners. Turn right across RR. Avoid left-hand road 74.1
- 74.3 0.6 Left-hand road; turn left, leaving poles.
- 74.9 0.6 End of Road; meeting poles turn right. Avoid right handed road 75.2 Caution; turn left under RR 82.8.
- 85.3 10.4 End of Road; turn left. Cross RR 85.6
- 85.7 0.4 Right-hand road; turn right.
- 86.8 1.1 End of road, store on right; turn left.
- 87.2 0.4 End of road; meeting poles, turn right.
- 90.2 3.0 4-corners; turn left with poles and travel. Cross iron bridge over Yakima River 91.3.
- 91.5 1.3 3-corners; bear left.
- 91.8 0.3 Prosser (business center to left), store on right; turn right. Cross long wooden bridge 92.0
- 92.5 0.7 End of road; turn left with poles and travel.
- 96.8 4.3 Right-hand road; turn right with branch line of poles.
- 98.3 1.5 4-corners; turn left.
- 99.3 1.0 4.corners; turn right. Cross RR 100.1.
- 100.4 1.1 Left-hand road; turn left with poles.
- 100.6 0.2 4-corners; turn right.
- 100.8 0.2 4-corners, church on right; turn left.
- 100.9 0.1 Grandview. Keep ahead.

101.1	0.2	End of road at lumber yard; turn left across RR.
101.2	0.1	Right-hand road; turn right.
101.8	0.6	End of road; turn left and at 4-corners, immediately beyond, turn right.
103.8	2.0	3-corners; bear right.
103.9	0.1	4-corners; turn right.
104.4	0.5	Prominent 4-corners; meeting poles, turn left.
106.4	2.0	4-corners, Golf Course Casino on the right; turn right onto Ray Road. Cross RR 107.8
109.2	2.8	Stokes' home on right at 2791 Ray Road, turn into The lane and find a parking place among the barns full of old cars and parts.

It is suggested you take along a very good navigator; you need to keep an eye on the road. For those

It is suggested you take along a very good navigator; you need to keep an eye on the road. For those traveling from other towns in the area, I assume that you know how to get to Richland, since that is where we have our regular meetings. You will note that the mileage given in the first column is road miles from Walla Walla. The second column is the miles traveled on that line of the instructions. However, for most of us, these numbers mean little since Ford stopped supplying speedometers with odometers in 1915.

Of course, if you need modern directions, take exit 73 off Interstate 84 then turn right to take the Grandview to Sunnyside Highway west toward Sunnyside. At the Golf Course Casino, turn right onto Ray Road and travel 2.79 miles north to the Stokes' Ranch, a white house surrounded by barns on the right. I hope this helps all of you find your way to the Christmas Party December 15. The fun begins at 5:00 PM.

FACTS about this decade:

- Population: 92,407,000
- Life Expectancy: Male 48.4 Female: 51.8
- Average Salary \$750 / year
- Unemployed 2,150,000
- National Debt: \$1.15 billion
- Union Membership: 2.1 million, Strikes 1,204
- Attendance: Movies 30 million per week
- Lynchings: 76
- Divorce: 1/1000
- Vacation: 12 day cruise \$60

- Whiskey \$3.50 / gallon, Milk \$.32 / gallon
- Speeds make automobile safety an issue
<http://kclibrary.lonestar.edu/decade10.html>.

There were 19 business cycles in the 20th century. As a result, the century experienced periods of very low unemployment and periods of extremely high unemployment. Between 1900 and 1908, the unemployment rate fell below 3 percent. Later in the century, rates above 8 percent were recorded during recessions, such as those in 1915, 1921, 1975, and 1982. The highest rates of unemployment came during the Great Depression, when there were rates above 20 percent for several years.
<http://www.bls.gov/opub/cwc/cm20030124ar02p1.htm>

Needs, Leads, and Parts for Sale

Have T Parts to sell/trade. 15-25 roadster body with top irons, body parts, fenders, hood, radiator and shell, wheels, engine blocks and much more. Also to sell or trade, 27 T touring body, fenders, frame, radiator. Need: distributor and lots of other parts. Call (253) 459-5871.

For Sale: New ring and pinion gear for 1925 Model T. Terry Shegrud. 586-3946.

For Sale: 26-7 frame, strait, sand blasted, and painted with POR-15. Set of 26-7 wire wheel hubs front and rear. Tudor windshield frame. Dale Peterson. (509) 529-0258.



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