

## FAHP News, March 14, 2016

### The Marshall Collection: The Cars that “Came and Went” (Part 2)

Last week, the 30 Stanleys that passed through the collection were listed. The many other cars are listed herewith. Dates are approximate. “R” denotes in running condition when sold.

Description of Car	Purchased From	Sold To
<b>WHITE STEAM CARS</b>		
1905 Model E, Rear Entrance	Wherry Long, 1948	Dr. John P. Miller, 1950
1907 Model G, 30-H.P.	Frank V. du Pont, 1947	Dr. John P. Miller, 1949
1907 Model G Racing Chassis	? 1949	James Melton, 1951
1907 Model H, 20 H.P.	Mechanicsburg, PA, 1945	Holmes-a-Court Museum, Perth, Aus 1980 R.
1909 Model O, 20-H.P.	Murray M. Brown, 1954	Stanley Tarnapol, 1970
1910 Model OO, 20-H.P.	Wherry Long, 1948	Dr. John P. Miller, 1950

### DOBLE STEAM CARS

1924 Model E-11	D. Cameron Peck, 1952	Holmes-a-Court Museum, 1980 R.
1925 Model E-19	Charles Briar, 1955	John D. Cole, 1970 R.
1930 Model E-30? Coupe	? 1957	Robert M. Chambers, 1960 R.

### OTHER STEAM CARS

1901 (or '02) Toledo Jr.	Antiques Dealer, 1945	Carl S. Amsley, 1980
1903 Locomobile	Hyde Ballard (?), 1946	? 1956

### PACKARDS

1911 Model 18 Touring	Louis Woodland, 1950	Arnold O. Sumpter, 1970 R.
1916 First Series Twin Six	? 1952	? 1957 R.
1917 Second Series Clover Leaf	George Gerenbeck, 1947	James Melton, 1958 R.
1917 Second Series Roadster	? 1960	Stanley Tarnapol, 1970 R.
1921 Third Series Touring	? 1956	George duV. Davis, 1959 R.
1921 Third Series Touring	? 1954	Marvin W. Klair, 1971 R.
1922 Small Six Touring	Alexis I. duPont, 1956	Marvin W. Klair, 1966 R.
1929 Model 640 Roadster	? 1958	Stanley Tarnapol, 1970 R.
1929 Model 640 Deluxe Phaeton	? 1958	George M. Hughes, 1970 R.
1929 Model 645 Touring	Burkholder, 1960	? 1964 R.
1932 Model 902 Conv. Coupe	Alvin Storey, 1951	Lloyd Crouse, 1962 R.
1934 Twelve 7-pass. Touring	John Russell, 1959	Stanley Tarnapol, 1970 R.
1938 Twelve Convertible Victoria	? 1961	Dr. in West Chester, 1967 R.
1939 Twelve 5-pass. Sedan	Charles F. Dougherty, 1960	William Johnson, 1967

### OTHER GASOLINE-POWERED CARS

1910 Pierce Arrow 48 Touring	Frank V. du Pont, 1948	William Ball, 1957
1912 Pierce Arrow 36 Town Car	A. Holmes Stockley, 1953	Charles R. Smith, 1957 R.
1912 Pierce Arrow 48 Touring	E. Paul du Pont, Jr., 1960	? 1965
1917 Pierce Arrow 48 Touring	A.H.Kellogg-Clarke, 1951	Carl S. Amsley, 1980 R.
1922 Pierce Arrow 38 Touring	Paul H. Cadwell, 1954	Victor Fowler, 1965 R.
1902 Curved Dash Oldsmobile	? 1946	Burrows H. Gilbert, 1949 R.
1911 Ford Model T Touring	Robert C. Laurens, 1950	Museum of Trans. 1980 R.
1911 Maxwell Touring	? 1947	John Hutton, 1951

1913 Locomobile Touring	? 1961	Stanley Tarnapol, 1966 R.
1914 Chevrolet "Baby Grand"	? 1950	Clarence McGhee, 1964 R.
1923 Rolls-Royce Silver Ghost	Elmira, NY, 1952	Leroy Bengel, Sr., 1953 R.
1928 Isotta Fraschini Roadster	? 1954	Dayton, Ohio, 1962 R.
1929 Lincoln Touring	Paul H. Cadwell, 1958	? 1962 R.
1929 Model A Ford Touring	?	Frank B. Springer, 1965 R.
1955 Chrysler Imperial 8-pass. Sedan	Hershey, PA, 1978	Mr. Rizzo (Wilm.), 1986 R.
1963 Rolls-Royce Phantom V	Lambertville, N.J., 1980	Hagley Museum, 1986 R

**Work Report:** On Tuesday, March 8, 19 volunteers attended the work session in addition to those who attended the Events Committee meeting in the office. At the session were Mark Russell (in charge), John Bacino, Mark Bodenshtab, Steve Bryce, Dennis Dragon, Ken Hilbeck, Bob Jordan, Ted Kamen, Paul Kratunis, Jerry Lucas, Tom Marshall, Brent McDougall, Tom Sandbrook, John Schubel, Bob Stransky, Dave Stransky, Mac Taylor, Dennis Tiley, and Jay Williams.

The hanger strap on the H-5 engine was adjusted by grinding a lock washer for proper friction on the steam pipe. The copper differential cover was correctly relocated, and the engine is almost ready to go back in the car. Considerable work was done on the vertical flue from the bonnet for the Model 735, as the dimensions are different with the 2"-lower boiler with its slightly larger diameter. The switches were tested on the '37 Packard, and the rewiring project continued.

The underside of the tender for Locomotive 401 was painted and the new plastic insert was installed. This tank will hold about  $\frac{3}{4}$  of the original 40 gallons, more than ample for our use. One of the injectors was taken apart and its parts soaked in vinegar. Observation car #870 was prepped for touch-up painting. On the Lionel train layout, a newly-rebuilt transformer was tested, and more track connections were improved. Our original Lionel Locomotive 390 was tested and runs very well again after its rebuilding. Work began to clean out the grease rack room in preparation for removal of the lift to give us another much-needed storage area.

On Wednesday, March 9, five volunteers attended our first afternoon work session. Richard Bernard was in charge with Bill Schwoebel, Jerry Novak, Mike Ciosek, and Tom Marshall helping. Mike installed about a dozen new ties on the Auburn Valley Railroad. Richard and Bill fired up the Model 735 and repaired several small leaks in the fuel system. The new boiler tested out well. The oil pump was set back and will need to be checked when the car is next run. Jerry continued cleaning in the grease rack room, and Tom completed the installation of newly made truss rods for the frame of the Model CX.

On Thursday, March 10, the following 11 volunteers were on hand: Tom Marshall (in charge), Jim Personti, Geoff Fallows, Bob Jordan, Ted Kamen, Jared Schoenly, Steve Bryce, Tim Ward, Emil Christofano, Brent McDougall, and Tom Sandbrook.

An attempt was made to install the bonnet and down-pipe on the Model 735, but the dimensions are not right, and it appears that it will be necessary to fabricate a new vertical flue (down-pipe). Drawings were made for this purpose. On the A.V.R.R., paint was touched up on Car #870 and on the 401's tender, and water screens were cleaned in the delivery lines from tender-to-injector. The "Diesel" was partially prepped for its upcoming use on March 25 and 26.

The old wiring harness, in terrible condition, was removed from the front section of the '37 Packard. With all the bare wires, it's a wonder that things worked at all. The new truss rods on the CX were removed and painted. Rods on the H-5 engine were center-punched to hold their proper adjustment. Engine parts and gears removed from the Model 87's spare engine were taken from the shop to the attic for storage.