

F.A.H.P. News, October 31, 2011

Steam Cars Owned by Our Local Volunteers: When the “Steam Team” began in 1997, it was my hope that some in the active group would want to own a steamer of their own. However, with escalating market values, we have realized that Stanley cars are out of reach for most in our group, and we are grateful for the time and effort these volunteers put in to keep the cars in our collection running and to use them. Despite the above, it has dawned on me that *eight* active volunteers now own *seven* cars of their own!

Before 2000, Bill Rule bought a 1940 Packard steamer, converted in 1941-42 by my father. This car has a Stanley mechanical system, with a Derr water-tube boiler and an atomizing burner. Also, Bob Wilhelm bought Marvin Klair’s 1918 Model 735 Stanley touring and in the next few years gave it an excellent restoration, mechanically and cosmetically. The Maute brothers, Eugene and Gerhard, own an original 1909 Stanley Model E-2, which they took to Newton, Massachusetts, in 1997 to help celebrate the 100th anniversary of the first Stanley.

Jay Williams, now of West Chester, Pennsylvania, 15 miles from Auburn Heights, inherited his father’s 1910 Stanley Model 60 (or 61), and he has been a frequent participant at Auburn Heights, not only in learning the Stanley operation but in helping us with our Lionel electric trains in the museum. Kelly Williams (no relation of Jay’s), famous for his Stanley Roadster, bought from the estate of Ed Gallant a 1910 Stanley replica built in the 1960s by Foster Blickenstaff of Hagerstown, Maryland. Kelly drives this car regularly and has had it on the two most recent Eastern Steam Car Tours. In 2009, Steve Jensen bought a very nice 1911 Stanley Model 62 from an owner in northern New England, and he and his son, Steven, have enjoyed driving this car to local meets and shows.

Finally, a couple of months ago, Bill Schwoebel bought George Hughes’s original 1907 Stanley Model H-5 and has already driven it to the Fall Meet of the Historical Car Club of Pennsylvania on October 16. This was a James Melton car, purchased by Paul J. Tusek of Ohio and driven by him on the 1954 Anglo-American Tour of the British Isles, all before Hughes bought the car in the early 1960s.

So, if I can count, this makes seven cars and eight owners in our immediate group. I congratulate them, and I’m more proud than ever of our unique *Steam Team*.

Work Nights: Steve Bryce and others removed the pilot from the Model 735 and found its vaporizer completely choked with carbon and the original “V” split out at the rear. From some rough castings we had of the “H” fitting, I have machined a new one, and this will be installed with a “U-tube” vaporizer in the next few days. Steve has modified the burner behind the branch forks to accommodate this wider vaporizer unit. The boiler was “cut loose” in the Model 725 by Kelly Williams, Tim Ward, and Bob Stransky, in preparation for lifting it out of the car for installation of a new Don Bourdon boiler. Richard Bernard, Ted Kamen, Bob Stransky, Dennis Dragon, and Art Wallace helped Bob Jordan make real progress on fastening things to the frame of the Model 607. Dave Leon and helpers continued to mount tires on the newly

painted wheels. Jeff Pollock and Brent McDougall cleaned the locomotives from their October 22-23 runs on the Auburn Valley. We welcomed a new volunteer, Tim Nolan, who has now attended two work sessions and our chartered event in the snow on October 29.

The Mountain Wagon and the Model 87 were prepared for the October 29 charter event for the National Railway Historical Society. Despite the chilling rain and snow, these cars gave rides around the property as promised. The group arrived at Yorklyn via the “Doodlebug” (self-propelled rail car) on the Wilmington & Western Railroad and appeared to enjoy their visit, despite the unexpected chill.

Trick or Treat?



Mother Nature must have a sense of humor because throwing snow and sleet into the forecast for a pre-Halloween weekend certainly surprised one and all. The National Railway Historical Society visited Auburn Heights on Saturday to enjoy a tour of the museum and rides in the Mountain Wagon and Model 87. Little did they (or we) know that the visit would include snow and sleet! A stalwart group, they never complained and made the most of all opportunities, proving that our railroading friends are indeed kindred spirits. We hope they enjoyed their visit as much as we enjoyed hosting them. Thanks to Steve Bryce, Dan Citron, Jerry Novak, Tim Nolan, Lee Randolph and Art Wallace for braving the wet and cold to extend to our friends at NHRA a warm (albeit wintry) welcome.