

The **HOUGHTON LINE**

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FEATURES:

A VICARIOUS SUMMER

TIMBERED CROSSINGS STILL APPEAL

STANLEY STEAMER MUSEUM

MR. SHAW TOURS EUROPE

HERBERT B. FOX



**NOT
A
YES-
MAGAZINE**

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to travel about 65 miles. Routes 70 and 73 were flooded hub deep in ten places; how our little chauffeur, Pie, managed to get through I do not know, but he did, although we were nearly stalled and blocked by cars in front of us in ten different places on the way.

We went down again the next weekend and everything was in good order. You would never have thought there had been a storm except for the damaged trees and broken branches on our property. Strange to say, there was not too much damage done at nearby Bay Head and Mantoloking, even on the ocean front.

Except for this brush with Donna it was a vicarious summer, watching others get the exercise I used to enjoy. I should perhaps be thankful that my eyesight, at least, is not impaired. I still manage to read five or six books a week.

Stanley Steamer Museum

LAST fall I received an urgent invitation from T. Clarence Marshall, of Yorklyn, Del., to see his unique collection of steam-driven automobiles, said to be worth over \$200,000.

I would have enjoyed visiting Mr. Marshall's museum, but have not been touring the countryside since my throat illness, so Doug Miner made the trip in November and was much impressed with the antique cars. Most of them are in running condition, and Mr. Marshall, who is retired from active business, divides his time between his cars and a miniature railroad on his country estate.

Marshall once sold Stanley steamers, in the period between 1910 and 1920. He later got into the paper and fiber business, selling out a few years ago to National Vulcanized Fibre. He



Some of the older exhibits in the Stanley Museum: l. to r. 1908 Stanley Model "Ex," 10 H.P. Runabout; 1908 Stanley "Gentleman's Speedy Roadster," 20 H.P.; 1914 Stanley Model 607, 10 H.P. Touring Car.

was president of the Kennett Square National Bank (now a director) and in 1952 served as president of the Antique Automobile Club of America.

They are great traders, those antique auto fans. Shades of David Harum and his "hoss-trading" are recalled as Mr. Marshall relates some of his "deals."

For example, he bought two cars from James Melton, the opera star whose collection was nationally famous and which he disposed of in 1959. Marshall's last deal with Melton was to swap him a Packard for a miniature steam locomotive of the 1900 era, pictured here. The gage is wrong, but Mr. Marshall, who builds engines and cars in his spare time, will fix that.

The oldest steam auto in his Museum is a 1901 Toledo Jr. Next in age is a 1902 Stanley. Perhaps highest in his esteem is the pair of Doble steam cars he now owns. The Doble auto was a



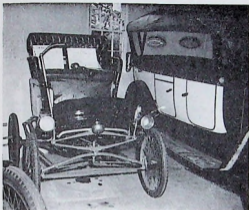
Doble "E-19," 1925, with Rolls-Royce body added after the original had worn out.

project of millionaire Abner Doble, of Pasadena, Calif., who started in the twenties to build steam-propelled cars, but lost his money before he got into production. He actually made 25 cars, and Mr. Marshall owns Nos. 11 and 19, built in 1924 and 1925 respectively.

The 1925 Doble is a beauty. It has travelled 302,000 miles, and has had five bodies in its 35 years—the last obtained from a Rolls Royce, upholstery and all. Tires for those special cars cost \$60 to \$70 each.

The Dobles are each worth \$12,000 to \$15,000, depending on how badly a collector wants them. They still run; in one minute after lighting the gas or kerosene fire under the boiler they are on their merry way, developing 800 lbs. steam pressure at 800°F.

We learned of Mr. Marshall's collection when he came to us for steam cylinder oil, our Cyl-Tal 80, used in volume in the steam era. It is a compounded petroleum oil containing tallow, and Mr. Marshall hopes we never stop making it.



1901 Toledo, Jr. Steam Car, built by American Bicycle Co., Toledo, Ohio. 1921 Packard "Twin Six" to the right.

He owns 22 Stanley Steamers, not as valuable as the Dobles because Stanley made nearly 20,000 of them in Newton, Mass. One of his prize Stanleys is a 1915 Mountain Wagon, carrying 15 passengers, like a sightseeing bus. That has been restored and has covered over 10,000 miles since 1946.

The collection also includes eight twin-six Packards, a 1917 Pierce Arrow, and a 1907 and 1909 White Steamer, the latter having been obtained several years ago from Charles Steinmetz.

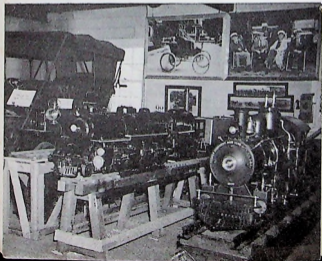
There are five steam locomotives in the Museum, two in running order, which have been built or rebuilt by Mr. Marshall. He buys the castings, valves and fittings from a California specialist in miniature railroads, and assembles them in a mere 10,000 hours, by his estimate.

The engines burn pea coal and are used to pull a half-dozen small cars around the lawn, to the delight of youngsters in that part of the state.

The engines are on a 1 8 scale, the track gage being 7-1 2" wide. The general disappearance of the puffing, snorting steam engine from the American scene makes this portion of Mr. Marshall's collection the more interesting. In fact, he confided that he and some friends have bought two full-sized steam engines from one of the railroads and are hoping to obtain an 8-mile spur line of track now used only a few times a week, and build themselves a historical steam railroad not far from Wilmington.

To top off the Marshall collection, he has a steam-operated corn popper of 1890 vintage, an old coffee mill with 40" wheels (not automated)

l. to r. 1907 Model H White Steamer; 4-8-4 Model Steam Locomotive, 1 1/2" scale; 4-4-0 Cagney Bros. Steam Locomotive, 15" track gauge, built in 1905.



and an old steam country thrashing engine, which used to crawl over the country roads and fields from farm to farm a generation ago.

Mr. Marshall is always interested in talking with antique auto and train fans, and will show his museum to those who are merely curious, but suggests a call or letter for appointment. Sorry I had to miss it, as I could easily have become a "bug" on old cars a few years ago.

Mr. Shaw Tours Europe

EVERYBODY seems to have been abroad last summer except us. We have listened to travel tales and read letters from returned tourists until a trip on our part seemed unnecessary. We have had it all, secondhand.

The Europe that is popular today is not the Europe I knew. The horizons have been broadened. Tourists get in cars and scoot madly about the continent; three months later if you mention a town or scenic view to them, they cannot remember if they saw it. An average of one hour per city sounds high, based on the miles they covered. But at least, they were abroad.

What inspires this comment on kaleidoscopic tours made by so many who try to crowd a summer of travel into two or three weeks, is a long letter received from Ralph M. Shaw, Jr., of Beverly, N. J. Mr. Shaw has made these pages before; he has a rather caustic typewriter, so his Baedeker may not agree with the experience of others. Space does not permit using his whole letter, but here are excerpts:

We landed in Naples, visited Capri, the Amalfi Drive and Pompeii. Then we toured Italy in general, taking in Rome, Florence, Venice, the Lido, Lake Como and Genoa. We were in my Mercedes Benz Diesel which will burn anything you put into the tank. The fuel oil situa-