

## SEPTEMBER 7, 2009 F.A.H.P. NEWS

**Raymond Walker Stanley (1894-1985):** When my father became interested in Stanleys again in the early 1940's, there were two Stanleys of his generation alive: Carlton F. Stanley, the twins' nephew, and Raymond W. Stanley, F. E.'s son. Both were living in the Boston area. Carlton was still making violins, and Ray worked for one of the large banks in Boston. My father never met either of them, but he knew who they were and often talked of them. Neither attended the early steam car tours, although I met Carlton in 1954 near the end of his life.

F. E. and Augusta Stanley were 45 when Ray was born in 1894. Living in a large home in Newton, MA, Ray grew up with a golden spoon in his mouth, thanks to his affluent parents and the success of the Stanley Dry Plate Company. When he was 12, the Stanley "Rocket" achieved the land speed record at Ormond Beach, FL, of 127+ m.p.h. When he became a 'teen-ager, it was natural that Ray would want a steam racer, and over a period of 4 or 5 years his father built him 3 such very fast cars roughly following Ray's designs. Brent Campbell has restored the second of these cars built about 1911, and its performance has dazzled many of us who have had the opportunity to ride with him. Brent is presently resurrecting the 3<sup>rd</sup> of Ray's "racers", probably built originally about 1913, at his home in Florida.

Ray Stanley attended the 1972 Steam Car Tour at Woodstock, VT, and he was well-received indeed by those in attendance, but I was not there. I thought I would never meet him, as he did not come to subsequent tours during the 1970's. However, at the conclusion of the 1980 Glidden Tour, I met him near Portsmouth, NH, and we had a nice talk while he sat in the front seat of our Model 87. I asked if I could come to his home for a more lengthy visit, and Frank Gardner and I took him up on his affirmative invitation in early November of 1980. We spent much of a day and interviewed him on tape while he showed us his many scrapbooks of Stanley Steam Car history. That same fall, his son, Francis E. Stanley, II, stopped at Yorklyn on his way from his father's home in Maine to his own home in Santa Fe, NM. Sarah W. Stanley, one of Francis' daughters, is an FAHP advisor, and helped us design our logo.

I saw Ray twice after that. In 1981 when Frank Gardner, Jim Hancock, and Sue Davis organized the first steam car tour to Kingfield, ME, (birthplace of the Stanley twins in 1849), Ray Stanley was the star attraction, and he, his daughter Joan, and his 13-year-old granddaughter rode with me in our Model 607 into Kingfield to lead the parade. We spent a very pleasant three or four days in the presence of interested Kingfield folks and 8 or 10 steam cars and their owners. Ray was at Kingfield again in 1984 at what many of us call the "second Kingfield tour". This time it was a larger group, and about 25 steamers and their occupants were in attendance. Brent Campbell and I interviewed Ray Stanley on tape, arranged by Dan Davis at #1 Stanley Avenue. Ray died the next year at the age of 91.

Yesterday, September 6, we had our best "Steamin' Sunday" of the year so far. 450 paid attendees, with 103 touring the big house, allowed us to gross over \$5,000. Many volunteers plus our efficient staff are to be thanked, but I hesitate to mention names as I'd be sure to miss someone. ALL OF YOU, probably 50 strong, make these public events rewarding and

financially successful for our organization. One name I must mention, however, is that of Richard Bernard, who chaired three events in a row this summer, and can do it without equal. I would like to thank the 6 people who promoted Sept. 6 in targeted areas during the week before our event, which made up for the lean publicity we received on the radio and in the press this time, and all those who work long and hard in preparation. Experience has taught us that the Sunday of Labor Day weekend is a strong day: in 2007, we had 501 visitors on Sept. 2, and in 2008 the total was 649 on August 31, both without the house being open.

Without the Autocar bus lent to us by Ross Myers, and our Rauch & Lang electric car, now apart for restoration, we used three steamers of different types to give rides around the property: the 1908 Model EX, the 1915 Mountain Wagon, and our 1918 Model 735, 7-passenger touring. Both steam trains ran all afternoon, the popcorn machine performed flawlessly, and the electric trains, as always, were a big hit with our younger visitors. The firing-up demonstration was done with the Stanley Model 78, Walter O'Rourke brought his 1-1/2" scale freight car for the public to view, Lou Mandich came in his 1918 Buick, and our newly-lent White steamer of 1909 was a big hit in the museum. Paul and Joyce Harris were on hand as organ grinders with their monkey, and Ed Lee adds to everyone's enjoyment by riding his high-wheeled bicycle.

This Wednesday, September 9, at about 4:30, about 25 tour operators plan to visit Auburn Heights for a brief period. Since their time is so limited, the plan is to split the group, with half visiting the house first while the other half does the museum and outside things, then switching so that all can see what we have in about ½ hour. A tall assignment it is, but we'll try. Carol Bernard and Dan Citron have been recruiting volunteers to help; we believe about 6 will do it. Next Saturday and Sunday, Sept. 12-13, are Chadds Ford Days, and we have promised 3 cars both days: an early steamer, a later one, and one of our Packards.

On Tuesday, Sept. 15, Richard Bernard and I have been asked to tell the Auburn Heights story at Cokesbury Village at 7 P.M. Dan Citron may help us with the presentation. On Thursday, the 17<sup>th</sup>, the Delaware Valley Region of AACA plans to visit the Museum about 1:30 P.M. We will need about 5 volunteers to help with parking and in the museum. It is not planned to run cars or trains, but a Mountain Wagon ride may be worked in, as it's always popular. Also on Sept. 17<sup>th</sup> at 7:00, the Events Committee will meet with an important agenda. PLEASE NOTE THE CHANGE IN DATE.

The following Sunday, Sept. 20, is the annual Hagley Museum Car Show, this year featuring cars made before 1916, of which we have a few. We plan to take at least six cars, most of which have been registered. Our 1902 Stanley Stick Seat Runabout is supposed to be in one of the parades. Cars must be on the field at Hagley by 9:30 A.M. On Saturday, Sept. 26, two cars have been promised for the Robert Fulton Steamboat Bicentennial at his homestead near Peach Bottom, PA. Finally, on Sunday, Sept. 27, Irene and Barbara duPont have invited us to come to their beautiful estate at Granogue between 2:00 and 4:00 P.M. More details on this will be forthcoming in the next two "Weekly News" editions.

Tom

