

FAHP News, May 25, 2015

Testimonial Shoot for T. Clarence Marshall, 1940: On Saturday, May 25, 1940, just 75 years ago today, a testimonial shoot was held for my father, who had been president of the Amateur Trapshooting Association of America the previous year. Nathaniel C. "Nat" Longmire made his Brinton Lake Gun Club near Concordville available, and the committee promoting the event consisted of three veteran shooters, Charles H. Newcomb of Philadelphia, George D. Baldwin of West Chester, and Clarence L. Walker of Wilmington. Brinton Lake was a wonderful place to shoot, and it had hosted the Pennsylvania State Championships in 1938 when five shooters broke 200 straight on Championship Day. It was also one of the clubs in the Penn-Del Twilight League.

The committee decided on a program consisting of 75 16-yard targets, 25 handicap, and 12 pairs of doubles. Coming out of the Depression, many shooters balked at longer programs, as ammunition and clay targets were relatively expensive compared to their incomes.

The weatherman furnished a perfect late May day, and 65 shooters took part. Paul E. Holloway, a very popular shooter from Pine Valley, New Jersey, had the highest overall score, 120 out of 124. I was pleased with my score when this 16-year-old broke 117.

My father received a sterling silver plaque with the names of everyone who attended engraved thereon. It hung on the wall of his office at Auburn Heights for the remainder of his life.

Before 1940 was over, my dad acquired the "Becker car," a 1913 Stanley Model 76 touring he had sold as a dealer when it was new. As World War II began and progressed, his major hobby changed from trapshooting to antique automobiles. Although he continued shooting and running the Yorklyn tournaments until 1950, there was no question which one was his major interest. The Marshall Steam Museum at Auburn Heights, built originally in 1947, is the result.

We wish a very pleasant Memorial Day to all. Please don't forget its true meaning.

Work Report: On Tuesday, May 19, 17 volunteers were on hand, eight of whom worked on Auburn Valley track replacement. Ted Kamen was in charge followed by John Bacino, Mike Ciosek, Anne Cleary, Karl Jorgensen, Dave Leon, Ed Paschall, Bill Schwoebel, Richard Bernard, Jerry Lucas, Paul Kratunis, Steve Bryce, Dan Citron, Tim Ward, Tom Marshall, Jeff Kennard, and Jim Hoover.

The Mountain Wagon was thoroughly prepped for its use at the Memorial Day parade in Kennett Square on Monday, 5/25. The point on a valve stem was refaced on one of the blow-down valves on the Model 740, and the valve seat was lapped and packing added to the gland. The tank and boiler were cleaned further on the Model 725 and a new sock installed in the tank. The Model CX was fired up, a few adjustments were made, and it appears to be ready for the three-car firing up demonstration to take place on Tuesday, June 2.

The new vaporizer for the Model 87 was begun by threading the stainless pipe on both ends and by machining a new block against which the branch forks are fastened. The hubs for the Model 607 were studied further, and they were taken again by Jeff Kennard to perform the rebuilding of the defective one. The frame of the Cretors popper was spray-painted, but the primer was not compatible with the bare metal, so this will have to be done again with a standard oil-based primer. The orchestrion was worked on again by Jim Hoover, who tuned its piano keys and has it playing.

On Wednesday, May 20, Kelly Williams gave Jared Schoenly and John Bacino a driving lesson using the Model 76. He reported that he is pleased with his students' progress.

On Thursday, May 21, nine volunteers were on hand headed by Dave Leon. The others were Bob Stransky, Brent McDougall, Bill Schwoebel, Devon Hall, Lou Mandich, Tom Marshall, Steve Bryce, and Emil Christofano.

Track work again took place in early evening, with the spur between the turntable and the upper line going toward the pond being put in place and connected. More lamps were polished on the Model 76, preparing it for the May 25 parade. On the Model 740, the second blow-down, an "odd ball" valve of unknown manufacture, was removed for replacement. Lou Mandich gave Devon Hall a driving lesson in our Model T Ford, after which the hood sills were sanded and painted.

On May 22, a new Stanley valve was installed for the left blow-down on the Model 740. The next day, the car was fired up, all was tight, and it is deemed ready for the May 25 parade. Also on 5/23 the 87's new vaporizer was bent to the proper configuration with help from new volunteer Tim Huber. This was refined and finished on May 24.

Nine volunteers and Susan Randolph worked on the railroad on Sunday, May 24. Linda Herman, Mike Ciosek, Anne Cleary, Brent McDougall, Bill Schwoebel, Steve Bryce, and new volunteers Jeff Morrison, Walter Halberg, and Harry Warren took part. In addition to the new track, which is finished except for tamping the ballast, the grade crossing near the front gate was repaired. The turntable had to be ground away slightly at one end to clear the circular wall, and the height was adjusted. At the end of the day the "Diesel" with a loaded train behind ran over the newly installed track. The gauge at the back crossing was adjusted, and all of it needs to be tamped before further operation. More trial runs are expected next weekend.