

**Shenandoah Trip in 1951** (originally shared February 28, 2005) : Our winter is leaving reluctantly, and it's hard to think that before long we must be actively preparing for our spring and summer operations. Thinking of spring, I remember how I used to look forward to taking a Stanley to the first event of the year. That was 55 years ago, and my father would also take one of his cars (he also kept me going when I had trouble). I was always tense the first several miles, but confidence built as the trip wore on. One such pleasant time was a trip to Waynesboro and Staunton, Virginia, to participate in the new Shenandoah Region's Old Dominion Meet. It took us a day and a half each way, and we were there for one day, consuming a long three-day weekend. The steamers were hardly 40 years old then and seemed to enjoy being exercised.

**Shutters Falling Over at Auburn Heights, 1897** (originally shared March 21, 2005): According to my aunt, Anna Marshall Mancill (1883–1986), who was just 14 when she moved with her parents and siblings into brand-new Auburn Heights, the following took place the first night they slept in the big house, and I quote her: “Father was away, and since the second-floor rooms were not yet finished, mother and we children slept on the third floor. In the middle of the night, we were awakened by a terrible crash. The boys wanted to investigate, but mother told them to go back to sleep, and we would find out in the morning. When morning came, the mystery was solved. The painters had been varnishing the inside shutters and had them standing on edge to dry in one of the second-floor bedrooms. Something started them over, and down they went like dominoes.”

### **Work Report:**

The Tuesday, January 29, work session was attended by: Larry Tennity, Bob Koury, Dave Moorhead, Bill Boston, Ted Kamen, and Steve Bryce, supervisor.

- The spare lubricator for the 740 was tested, cleaned and installed. A new top gasket for the oil reservoir was made and installed. The lubricator is ready for the reinstallation of the oil line to the flow indicator.
- The area adjacent to the bad seam on the Mountain Wagon water tank was cleaned to make it ready for solder.
- The AVRR crew continued preparing truck parts for painting.
- The 76 burner was measured for fit up to the car and the last slot for a blowdown connection was marked on the burner pan. This slot will be cut later. A few blinded holes were drilled out on the burner casting

The Wednesday work session included: Bill Boston, Gary Fitch, Larry Tennity, and Stan Lakey as Supervisor.

- The Model 735 was moved to the Museum.
- The Rausch and Lang was moved to the shop. The chargers were moved, the rear batteries removed, and all batteries are charging.
- The rear battery deck and undercarriage were inspected and photographed in order to plan restoration of the damaged wood.
- On the Model 740, the oil gauge was replaced in the dashboard, and a pressure gauge was attached to the lubricator. A new line from the lubricator to the oil gauge will be fabricated and installed.