

August 29, 2005

Hello, Steam Team:

The subject this week is supposed to be trapshooting tournaments at Yorklyn. In introducing the subject, trapshooting and skeet are not the same, although both use the same "clay" targets. In recent times, "Sporting Clays" have been added, also using "clay" targets (which are not clay at all, but are made from coal tar and river silt). Skeet and Sporting Clays were never a part of the Yorklyn Gun Club. Registered shooting was always very much a part of it, however. At a registered shoot, national rules established by the Amateur Trapshooting Association of America (ATA) were in effect and the scores became a part of a shooter's official average.

My father, T. Clarence Marshall, first shot registered targets at the old duPont Gun Club in the middle of what is now the duPont Experimental Station in 1914. At the request of Alfred I. duPont, the club there was terminated the following year, with Mr. duPont building the shooters a new club and shooting ground which became the Wilmington Trapshooting Association at Bellevue. WTA has moved a few times, and for the past 40 years has been located near Glasgow. Clarence Marshall and W. W. Bissett, manager of the Snuff Mill, staged a 2-day registered "shoot" in the meadow owned by the snuff company over the 4th of July, 1916. This was quite possibly the first time clay targets were shot under the lights (a "night shoot" sometimes supplemented the regular day program).

In 1921, my father established the Yorklyn Gun Club on National Fibre Company property then owned by the family. Except for 3 years during World War II, trapshooting tournaments were held there every summer, usually the first full week of August. The Gun Club was on Poplar Hill, about a mile southeast of Auburn Heights. Expert shooters from all parts of the country participated and many records were made here. The last tournament or "shoot" was held at Yorklyn in 1950. Some of the shooters and their records will be described in a future edition.

Our August committee consisting of Emil Christofano, and Jerry and Holly Novak, put on an excellent Back-to-School "Steamin' Sunday" yesterday. They were assisted by Rob and Chevonne Robison who imparted valuable experience from our July event, by the indomitable Rose Ann Hoover (as always), and by 35 volunteers who combined to put on an outstanding Sunday afternoon. Everyone who helped is to be congratulated on a near-perfect performance. Unfortunately, our attendance was disappointing with fewer than 200 tickets sold, certainly due in part to the light rain until 1 P.M. and threatening skys until 2:30.

Events coming along in September include a Finance Committee

Meeting on the 1st, more committee meetings Sept. 14-15, and our quarterly Board Meeting on the 15th. The Kennett Mushroom Festival Car Exhibit is on Saturday, the 10th, the Down Syndrome Association will be here for train rides on Saturday, the 17th, we have been asked to participate in Kennett Square's Sesquicentennial Parade also on the 17th, and the big Hagley Car Show on Sunday, the 18th, is a highlight for many of us. We have 7 steamers and 2 Packards registered for the Hagley event, and in addition we expect Bill Schwoebel to take his '07 Autocar, Don Davidson his '13 Stanley, and Tom Ackerman his '30 Packard. I hope Mike May will drive our Model H-5 and Bob Reilly our 76. On the 25th, we'll have our September "Steamin' Sunday".

On August 25 the Development Committee met with Rose Ann Hoover and the Ad Hoc Committee studying the Executive Director position for FAHP. Suggestions to be presented to the membership and the Board regarding membership policies and benefits, and the possible hiring of an Executive Director were discussed. With this in mind, the general membership meeting taking place this Thursday, Sept. 1, at 7:30 P.M. in the Museum will take up these topics and other things members may wish to bring up for discussion. While no official business will be transacted, the discussion will be very helpful, and we urge you to attend if you can. This is especially important for our volunteers.

Stanley and railroad projects will occupy our work sessions. We want to start ditching for the laying of wire for our signal system on the R.R., and develop insulated splice bars for isolating the circuits. There was interest in working on the 735, newly back from the paint shop, and Rob Robison and the Simpkins' have volunteered to work on this. Jim Sank is planning to stripe the car for us, as well as the hood on the Model 78. A few things need to be put back together: the feed water heater is nearly installed on the Model 76, and the engine case needs to go back on the Model 87. I think some pilot work is required on the Model 78. Sections of track between the turntable and the pond need replacing. Thanks to all! Tom