

F.A.H.P. News, March 14, 2011

Driving a Steam Car over the Road (as opposed to hauling it on a trailer): Records are often boring, so this promises to be a very boring story for the *Weekly News*. I used to tell people I had driven a steamer from Auburn Heights to New England over the road twenty times, so I counted up. Counting the one-way trips in 1946, there are eighteen, with four more slightly modified when a trailer entered into the trip at some point. Here is the list:

<u>Year</u>	<u>Car Used</u>	<u>Destination & Occasion</u>
1946	1915 Stanley Mtn. Wagon	Cochituate, MA, to Yorklyn. Taking delivery
1946	1914 Stanley Model 607	Randolph, MA, to Yorklyn. Taking delivery
1947	1910 Stanley Model 71	Yorklyn to White Mountains, NH. Glidden Tour
1948	1914 Stanley Model 607	Yorklyn to Charlemont, MA. Steam Car Tour
1951	1914 Stanley Model 607	Yorklyn to Wellesley, MA. Steam Car Tour
1954	1913 Stanley Model 76	Yorklyn to White Mountains, NH. Glidden Tour
1955	1912 Stanley Model 87	Yorklyn to Lakeville, CT. Steam Car Tour
1958	1924 Doble #E-11	Yorklyn to Lakeville, CT. Steam Car Tour
1970	1912 Stanley Mtn. Wagon	Yorklyn to Woodstock, VT. Brass & Gas Tour
1973	1913 Stanley Model 76	Yorklyn to Woodstock, VT. Brass & Gas Tour
1975	1924 Doble #E-11	Yorklyn to Chatham, MA. Steam Car Tour*
1976	1912 Stanley Model 87	Yorklyn to Lakeville, CT. Steam Car Tour*
1979	1912 Stanley Model 87	Halifax-New England-Yorklyn. "Trans-Con"
1979	1912 Stanley Model 87	Yorklyn to Bennington-Woodstock, VT. Brass & Gas
1980	1912 Stanley Model 87	Yorklyn to Woodstock, VT. Steam car Tour
1980	1912 Stanley Model 87	Yorklyn to White Mountains, NH. Glidden Tour
1985	1912 Stanley Model 87	Yorklyn to Woodstock-Shelburne, VT. Steam Tour
1989	1912 Stanley Model 87	Through New England to Yorklyn. "Trans-Con"

* Secondary September Steam Car Tours

In 1962, the Model 87 was trailered to Bennington, Vermont, after which it was driven over the road to Woodstock for a Steam Car Tour, thence back to Bennington via Keene, New Hampshire, and Dalton, Massachusetts. In 1981, the Model 87 started from Yorklyn for Sturbridge, Massachusetts, breaking an axle near Stroudsburg, Pennsylvania. A trailer was used to bring it home and take the 607 to Sturbridge, and a few weeks after the Steam Car Tour there, the 607 made the trip to Kingfield, Maine, and return. In 1991, the Model 76 was trailered to Quechee, Vermont, then driven on a twelve-day New England progressive tour around northern New England, and in 1996, the Model 87 began a nine-day progressive tour from Chestertown, New York, through northwestern New England and the Adirondacks. If these are counted, the total is twenty-two, and approximately twelve more New England tours have been attended using a trailer to and from.

Since we are on statistics, our 1912 Stanley Model 87 has been driven in forty-three U.S. States and trailered across two more since it has resided at Auburn Heights. Those where it has not touched the road are Rhode Island, Oregon, Washington, Hawaii, Alaska, Kansas, and

Missouri, but it has been trailered across the latter two. It is estimated that we have driven it about 60,000 miles since 1950.

Work Nights: On Tuesday night work continued on the Model 76 with Tom Marshall, Ted Kamen and Bob Jordan removing the rear wheels to inspect the brakes. Lou Mandich determined the brake shoes and wheel cylinders should be replaced and has ordered replacements. Jerry Lucas painted the 18" burner pan for the museums "hands-on" display. On the Rauch & Lang, Mark Russell began cleaning the rear differential while Emil Christofano and Jeff Pollock worked on the front suspension removing the spring shackles. Many of the components were so badly worn, replacements will need to be sought.

On Thursday, Bob Stransky sanded and applied a second coat of paint to the burner pan and mounting brackets. Steve Bryce and Ted Kamen removed the brake drums from the rear wheels of the Model 76, and Ted began applying a coat of "Quik-Poly" to the cracks/joints in the wheels. Emil Christofano worked on the Rauch & Lang, applying a coat of sealer to the new wheels in preparation for painting. Jay Williams, with help from Tim Ward, attached the upper level track platform to the train layout in the museum.

Last week Tom returned the first lot of newly painted 607 parts from A-9 to our shop. Overall, the job looked good, the parts having a shiny black finish, but there is some "orange peel" that Tom complained about. John at A-9 said they'd come and polish or buff it smooth, but he suggested we might want to put some of this together first and offered to touch up the inevitable nicks and scratches that occur in reassembly.

2011 On-Site Events at Auburn Heights: At last, we've finalized our on-site calendar of events for 2011, so please plan to join us for the following exciting open houses:

- Easter Egg Hunt, Saturday, April 23, 12 noon to 3 pm
- Steamin' Evenin' Ice Cream Socials: First Saturdays of June, July & August, 6-9 pm
- Steamin' Days, 12 noon to 4 pm: June 19 (Father's Day!), July 17, August 14, September 3 & 4, October 22 & 23, November 25 & 26.

Many of the events will have special themes and programs. We'll share details as they are confirmed but are excited by the new programs, new ideas, and new opportunities that 2011 holds.

Steam Team Off-Site Excursions for 2011: FAHP's busy roster of appearances continues to evolve, but following are some of the confirmed outings scheduled through July:

- Saturday, May 7, Winterthur's Historic Autos Display
- Saturday, May 7, Dover Days Festival
- Sunday, May 8, Point-to-Point
- Saturday, May 28, Winterthur's Historic Autos Display
- Monday, May 30, Kennett Square Memorial Day Parade
- Tuesday, June 7, Ice Cream Run
- Monday, July 4, Hockessin 4th of July Parade
- Thursday, July 7, Ice Cream Run