

F.A.H.P. News, April 25, 2011

What *Might* Have Happened in 1905: Israel Marshall was busy in the Marshall Brothers paper mill office one morning, when he sent word up to his wife, Lizzie, at Auburn Heights: “I won’t be home for dinner (in the middle of the day) today, as something has come up, and Warren and I need to go to Philadelphia for the rest of the day. We should be home for a late supper. Clarence can tell thee at dinner time what it’s all about.”

What it was “about” was that Israel got a call from a patent attorney in the city regarding his patent application on a new fibre-processing machine, and this needed immediate attention. He wanted his elder son, Warren, the 23-year-old president of the newly-formed National Fibre and Insulation Company, to be present at the meeting to learn more about such things.

The morning train from Landenberg that would have taken them directly to the B & O passenger station in Philadelphia had long since gone through, so they took the West Chester, Kennett, and Wilmington trolley from Yorklyn to Brandywine Springs, changing in the amusement park there to the People’s Railway electric line into Wilmington. (The West Chester, Kennett, and Wilmington did not touch either West Chester or Wilmington, except through connections at Kennett Square and at Brandywine Springs.) They might have boarded the trolley on the west side of Auburn Heights, but more likely they walked down Creek Road to the Yorklyn bridge, crossed it, and boarded where the line crossed Yorklyn Road, right where the NVF office building is now being razed. The trolley came through in each direction every two hours, so we will assume they left Yorklyn at 11:00 and arrived at Front and French Streets in Wilmington about 12:30, after changing at Brandywine Springs.

Train service on the Pennsylvania Railroad was good, and they may have boarded a through train from Washington to New York (reached by ferry from the New Jersey side of the Hudson), which required a transfer to Broad Street Station at West Philadelphia, *or* they may have found a local train from Wilmington direct to Broad Street Station. Although their arrival there would not have been before 1:30, they may have enjoyed a good lunch before going to their appointment, as the restaurant in the center-city station (15th and Market) was one of the best in Philadelphia.

A city trolley or a horse-drawn cab was undoubtedly used to get around the city, unless destinations were within walking distance. The appointment with the patent attorney was brief, and by 4 P.M. Israel and Warren were ready to leave the city. (It may be pointed out that Israel actually had at least four fibre patents granted between this time and his death in 1911. Much of the machinery in the new fibre mills built 1904–1912 reflected the success of these patents.)

A Landenberg Branch train on the B & O departed that railroad’s passenger station at 24th and Chestnut about 5:15, passing through Wilmington (Delaware Avenue Station) and Elsmere Junction before heading up the branch along the Red Clay Creek. If the train was on time, arrival at Yorklyn would have been about 6:50, and two generations of Marshalls enjoyed Lizzie’s late supper at Auburn Heights.

Work Nights: Last week was a busy one at Auburn Heights. The Drivers Ed program continued with Bill Rule giving a Tuesday night lesson with his students and the Model 725. Wednesday night Kelly Williams had his students in tow with the same car, and Thursday morning, Steve Bryce did the same with the Model 735. On Thursday night, Jerry Lucas also taught with the 735, and Tom Marshall had a session on the Model 740 Thursday evening as well. The 735 was fired up and taken out twice on Thursday; the other cars will be going out for the first time this coming week. Emil Christofano and Lou Mandich worked on the Rauch & Lang, making new leather seals for the front wheel bearings. Tom Marshall modified the brackets holding the burner pan on the museum's engine display, shortening the brackets and tilting the pan forward to improve visibility. On Wednesday, Jerry Novak sanded the splintery areas of "Little Toot," preparing for April 23 and a new partial paint job. Bryan Del Monte, Jonathan Rickerman, and Brent McDougall installed a new grate in the firebox of Locomotive #402, and Bill Schwoebel and four students fired up Locomotive #401 Thursday night and made several trips around the A.V.R.R. in preparation for the Easter Egg Hunt event. Butch Cannard has nearly completed the paint removal from all parts of the Model 607 body. Jay Williams worked Thursday afternoon and evening completing the supports for the upper level of the train layout, and Mac Taylor and Mark Hopkins worked Tuesday on upgrading the displays electrical systems. Jim Personti, Geoff Fallows and helpers fired up the popcorn machine, and Jim checked adjustments on the Model 87 engine and pump drive. Steve Bryce finished preparing the perch pole for the Model 76 for priming and painting; all it should need is a final light sanding. Tom, Ted Kamen, and Steve began assembling the parts for reinstalling the engine in the Model 76. Many thanks to all involved with the Easter Egg Hunt. The railroad crew is to be commended for the smooth operation of both trains and no derailments, and thanks to Susan and her team for the magnificent job they did in running the show, start to finish.

LECTURES & PRESENTATIONS: We wanted to share details on two upcoming talks that may be of interest to FAHP members.

Betty Russell: "Memories of an Army Nurse," May 9, 7 pm, Hockessin Library
At its upcoming annual meeting, the Friends of the Hockessin Library will host Betty Russell, a longtime Hockessin resident who joined the Army Nursing Corps in 1942, serving through 1946. Her memories and stories are vivid, and all are welcome.

Two esteemed FAHP members will be speaking as part of Winterthur's Historic Autos Display in May (where our Stanley Model 71 and 1932 Packard will be displayed, May 7 and 28, respectively). All are invited to hear insights from Greg & Lou:

Greg Landrey: "Built to Outlast: Slogans and Images of Early Automobile Advertising"
May 14, 1:30-2:30, Winterthur Museum Rotunda

Lou Mandich: "Reviving and Preserving Antique Autos," May 21, 1:30-2:30, Winterthur Museum Rotunda