

October 10, 2005

Hello, Steam Team:

It's Yorklyn Industry's turn again this week, and our "News" of August 22 was the first in this series. The original mill site mentioned therein told of the Garrett family and the successful snuff empire that began at the original "Auburn Mills" (adjoining Auburn Heights). When the Garretts sold the site and enlarged their newer mill 1/2 mile downstream before 1820, several owners tried their hands at various types of milling using the ever-faithful water power of Red Clay Creek while constantly improving the dam and mill race. It was a grist mill, a cotton mill, a woolen mill, and even an early paper mill.

In the 1840's Jacob Pusey of Wilmington bought the site, and established his son in the farmhouse next to the mill to manage the operation. Jacob's granddaughter, Emalea Pusey Warner, grew up in the farmhouse and wrote a little book for HER grandchildren, telling them of the good times she remembered at Auburn (the name Yorklyn did not appear until 1872). The Puseys sold the property in the 1860's, but the future Mrs. Warner became a well-known educator and philanthropist, and Warner Junior High School on 18th Street in Wilmington is named for her.

The next owners were James and William Clark. William outlasted James, and had 3 wives. When the first died, he hung her best hat on a peg in the attic of the farmhouse. When the second died, he did the same, on a peg right next to the first. When his third wife was introduced to the house, William showed her the hats of his deceased wives with an empty peg alongside. He told her that peg was for her hat. Her reply: "No, William, an old straw hat will hang on that peg!" She did, indeed, outlive William Clark. William's daughter had married S. Franklin Ewart, and about 1889 they inherited the mill property and all that went with it. The Marshall brothers, Israel and Elwood, of Marshall's Bridge, had become successful paper makers and were operating out of the "Homestead Mill", converted from a grist mill by their father in the 1860's. They needed a larger facility, and entered into an agreement with Franklin Ewart to take over the old Yorklyn mill. The original name was "Marshall Brothers and Ewart", but soon Ewart's interest was bought out and by 1892 (if not before) the mill became simply "Marshall Brothers". Elwood stayed behind at Marshall's Bridge and continued the operation of the Homestead Mill, still known as "Thomas S. Marshall and Sons". Israel, his wife Lizzie, and their 3 children, Warren, Anna, and Clarence, moved into the old farmhouse at Auburn (Yorklyn) in 1890. Paper was made in this mill continuously from that time until 2005, with the exception of 1980-86, when it was shut down.

Many of our members attended the festivities at Hershey this past week, although the approach of very wet weather cut some of the visits short. At our work sessions last week, there were 8 each night,

but progress continued on several projects. Dale Simpkins and Willard Robinson finished sanding the wheels from the Model 735, and these were taken back to the paint shop today for final painting. Rob Robison and Rose Ann took small parts from this car to Hershey, where Rob's reliable contact took them for re-plating. Jerry Lucas removed the rear axle and wheels from the Model EX, and Bob Barrett picked these up on Friday for the installation of hydraulic brakes. He is also going to do a hydraulic brake "kit" for the 735. Emil made an improvement to the exhaust from the popcorn engine, and investigated the poor draft problem on the Model 87. Ted Simpkins worked on the aluminum running board moldings from the 735, and although he has them looking quite respectable, we have decided that new moldings should be fabricated. Chuck Erikson continued to sort on Tuesday evening, and then he was off to Denver again on assignment. Steve continued some track replacement Thursday before darkness overtook him. Friday afternoon, Emil, Cam Yorkston, and I worked on refining the job description for Executive Director, which will be shared with all in due course.

My trip to Winterthur last Saturday was aborted by the nasty weather. Work is continuing on the signal project. I had a very satisfactory ride in the Model K, and was pleased with the burner operation. This coming weekend, October 15 and 16, we hope to be represented by a Stanley at Newtown Square for the dedication of the old freight station as a museum (Saturday), and by several cars at the HCCP Fall Meet near Media on Sunday. Three early Stanleys are registered for the HCCP event (the CX, the H-5, and the K), and we need at least one larger car as there are a few who would like to ride along with us. Today was the deadline for registering, but Bill Schwoebel can probably intercede for us. If our warm weather holds out into early November, I'd like to have our own tour, possibly on November 6, for experienced and wood-be steam car operators, where the "teacher-student" driving relationship can be utilized. Newer members will be encouraged to attend (this event has not yet been approved by the Management Group or the Events Committee).

Bill Rule is doing well, we are pleased to report. His successful operation having taken place last Tuesday, he began therapy on Thursday, and has rapidly learned to move around on his new crutches. While he is still in Temple University Hospital, he has a new room number (816) and a new phone number (215) 707-2133. If all goes well this week, he may be home by next weekend! Best wishes to all. Tom