

June 1, 2005

Hello, Steam Team:

The "News" is late this week, partly because of my deficient knowledge of computer technology. Please forgive.

The 20th-Century additions to Auburn Heights: As most of you know the main house was built in 1897. In 1902, the stable and carriage house, now the garage and shop, was built, eliminating the need for A.H. residents to use the barn down the hill and farther away (this barn was torn down about 1972). The original 1902 structure was of frame construction inside the stone walls with a partition separating the stable from the carriage house. A mechanic working on a Stanley car accidentally set the building on fire in 1914 and the interior went up in flames. It was immediately rebuilt with heavy steel beams and concrete deck above, and so it remains today. Toward the end of World War I, a tiny stone building was built over the well in the back yard which we've always called the "pump house". About the same time, a small unheated room was added just behind the dining room and accessible from the pantry for the purpose of housing an ice box, later converted to an electric refrigerator. When Clarence and Esther Marshall were married in 1921, two major alterations to the main house took place. The partition was removed between two parlors, creating a living room nearly 30 feet long, and the wrap-around outside porch was widened and enclosed on the side of the house to make a sun porch. About half of the loft area above the garage (the rebuilt carriage house) was made into a servant's apartment about this time.

In 1933-34, a single floor addition featuring a new kitchen, pantry and breakfast nook, with recreation room underneath, was added to the rear of the main house. The original kitchen became an office or den, and the old wood cook stove in that room was gone forever. In 1937, Clarence Marshall built an addition to the far end of the garage to house his new shop, which also had a basement. This was the last time stone quarried from the hillside 1/2 mile from Auburn Heights was used. The same year, two small bathrooms were added on the second floor of the big house. During World War II, a "temporary" apartment existed on the third floor, and 5 families in succession used this until 1949. The Museum building, taking in part of an old apple orchard and a new flower garden, was built in 1947. An elevator was added to the side of the big house in 1952. More recent modifications, including the railroad and the Magic Age of Steam additions, will be covered in another News Letter.

Thanks to all of you, we had an exciting and very successful weekend.

Eight special volunteers plus Chazz Salkin, Director of the Division of Parks and Recreation, helped us entertain our Board members, our

Advisors, and their spouses on Friday evening, and on Sunday, 5/29, 44 F.A.H.P. volunteers took excellent care of our grateful patrons. The weather was perfect for both events, and everything went off like clockwork. Our crowd Sunday was just right for "easy flow", although the tickets sold were somewhat disappointing to me, 170 adults, 52 children, about 20 "birthday party" people, and 88 house tours. Adding all together, however, total attendance was a respectable 350, including a few complimentaries. Our gift shop did very well, selling T-shirts, DVD's (thanks to Alan Berry), and one Stanley book.

Jim Mitchell was a hit with his "Steam Oil" Ice Cream. The News Journal in Wilmington gave us a great story on our Sunday event the next day, and we thank reporter Rich Sine and photographer William Bretzger for their excellent work on our behalf. If you liked the article, compliments should be sent to Rich at rsine@delawareonline.com. Special thanks, too, to Brent McDougall and Bill Schwoebel who managed Sunday's event, and all the 44 volunteers who took part and those who helped us prepare for it.

On Monday, Memorial Day, 4 of our cars went to Kennett Square to participate in their 150th anniversary parade. Bill Schwoebel and Anne Cleary took the 1905 Model CX, Butch Cannard took the Model EX, Emil Christofano took the Rauch & Lang electric, and Jerry Novak drove the '32 Packard. Later in the day the Mays, Bob Reilly and the Marshalls made a 15-mile round trip in the Mountain Wagon, stopping at the Creamery at Woodside Farm.

This is clean up and repair week, but nothing serious appears. The throttles need to come off the Mountain Wagon and the Model 71, to be lapped in. Old fuel should be drained from the '02, the Model K, and the H-5, and the pilot on the EX may need cleaning. The feed water heater on the 76 still needs repair, and the Model 78 may need a going-over. The 87 needs to be tested before taking it on any runs or to events. Bill Schwoebel is still trying to get the water tank completely tight on the CX, and a general clean-up of cars used and to be used may be in order. Brian Crozier cleaned one or both locomotives Tuesday evening, but they may need further attention. The popcorn machine probably needs further cleaning. Steve Jensen has several track projects before our next R.R. operation on June 25.

Jerry Novak, Emil, and Ed are continuing electrical work, and Willard Robinson may need help installing lattice around West Yorklyn station.

Upcoming events for June include Wilhelm's Gas Engine Show on June 11-12, the New Garden Air Show on June 12, Fatherfest at the Helicopter Museum on June 19, and the Burn Foundation show at Lehigh University on June 19, for which we have entered the Model 71, with Bill Schwoebel and Butch planning to attend. In addition, Anne Cleary has called an Events Committee meeting for Tuesday, June 7, there will be Board Committee meetings on June 15 and 16, Paul Nicholson is planning a Parks session dealing with Auburn Heights on

June 16, and the Board of Directors will meet in the Museum on the 16th at 7:30 P.M. The Wilmington Rotary Club will have their annual picnic here on Saturday, June 25 from 5:00 until 8:00, and our June 26 "Steamin' Sunday", chaired by Chuck Erikson, will feature Independence Day. Thanks to all! Tom