

September 19, 2005

Hello, Steam Team:

Joseph Warren Marshall (1881-1953) was one of the "people" who lived at Auburn Heights. He was the eldest son of Israel and Lizzie, and lived here from 1897 (when he was nearly 16) until he married Bertha Lamborn in 1907. Warren proved his business ability at an early age, and was an avid reader. Graduating from Wilmington Friends School in 1900, he entered the paper manufacturing business with his father and uncle, and when the National Fibre and Insulation Company (later NVF) was founded in 1904, he was made its first president, a position he held until his death 49 years later. Warren was not mechanically inclined like his brother Clarence (my father) which precipitated the remark from his father "Bertha may learn to drive a car, but Warren never will". While this prophecy proved false, he never drove much except to and from work (the main office of the fibre company was in Wilmington for many years), and preferred to travel by train and steamship.

Bertha T. Lamborn was from a Quaker family in the Kennett Square area, but her father moved his family to Kansas City some time in the 1890's. Shortly thereafter he died, and Bertha's mother, Sally, became quite ill. Her physician told her that if she wanted to live to raise her daughter, she should get away from the Kansas City climate, and he recommended California. So Sally and Bertha moved to Altadena in the suburbs of Los Angeles, and then to Pacific Grove on Monterey Bay. From there, Bertha entered the almost-new Stanford University, from which she was graduated about 1905.

In January, 1906, Warren embarked on a lengthy train trip that took him to several western National Parks and the Grand Canyon. Post cards and letters that he sent home to his parents have been found at Auburn Heights. He would say "I'm having a fine trip", and "the Grand Canyon was beautiful", etc., but the main purpose of his trip was to propose to Bertha. Letters between their mothers indicated that both were very happy at the prospect of marriage between their children. Since Bertha had no immediate family in the west, she and Warren were married in the front hall at Auburn Heights in June, 1907. A number of the invited guests arrived by trolley (mostly from Kennett Square) where the nearest stop was just across the mill race from the west lawn. A heavy thunder shower delayed their arrival and the ceremony, but it took place within an hour of the appointed time. Israel was too ill to attend (however, he lived four more years) but he listened to the proceedings from his bedroom upstairs. Warren and Bertha lived in Kennett for about a year before their new bungalow was ready on the next hill 3/4 mile southeast of Auburn Heights.

A busy week for FAHP concluded last night. In addition to getting cars ready for the Hagley show on Sept. 18, Dale Simpkins

continued to clean wheels from the Model 735, and Rob Robison and Ted Simpkins removed the truss brace from that car's rear axle. Final preparations were made for the visit of the Down Syndrome Association of Delaware on the 17th. It was "Board Meeting Week", too, with Committee Meetings on Wednesday and the quarterly Board Meeting on Thursday, at which there was 100% attendance. The DSA group was small, about 40 people in all, but they enjoyed the train ride, the Mountain Wagon, and our special steam-made popcorn. Thanks to about 10 Steam Team members who staged this event. On Sunday, 7 of our Stanleys, 2 Packards and the Rauch & Lang electric made the round trip to the Hagley show. We were accompanied by Bill Schwoebel in his 1907 Autocar, John Lawrence in his 1925 Dodge Brothers touring, Don Davidson and Sara Stanley in their 1913 Stanley roadster, and Tom Ackerman in his 1930 Packard 7-passenger touring. In addition, Bob Wilhelm was there in his newly-restored 1918 Stanley, and Jerry Novak, one of the officials of the show, had his '25 Chevrolet touring. Jerry, Emil and Dan Muir took good care of us, and we had a nice shady spot on the Hagley grounds for our cars to be displayed.

Bob Reilly and his wife Barb, and Mike May, were here for a few days and participated in the Board deliberations and in getting our cars to Hagley. Mike did several things to the Model H-5, and then drove it successfully over and back with Rob Robison as his passenger. Bob and Barb Reilly took our Model 76. Bill Schwoebel's Autocar, always a hit, was in the first parade at Hagley, and the Model 607 with Anne Cleary and Holly Novak in charge moved the Woman's Suffrage Movement ahead toward their first vote in 1920 by a stellar performance in the second parade.

I have volunteered one or both Packards for a special Winterthur event on Saturday, October 8. This is Hershey Saturday but I have not attended in recent years, so I can take one of the cars to Winterthur. The following Saturday, October 15, there is a steam museum opening in Newtown Square, and we've been asked to bring one or more Stanleys. It's the day before HCCP's Fall Meet, but we should be able to support both events.

On Tuesday, September 20, Anne Cleary is having a meeting of the Events Committee at her home at 7:30 P.M. On Thursday, we'll again prepare the museum, the railroad, etc. for our Sept. 25 "Steamin' Sunday", and rope off the cars. The theme is a "Festival of Music" (or something like that), with dulcimer players, Paul and Joyce Harris with their organ grinder program, and a vocal group. In addition, our Orchestrion is expected to be back and operating well. Rose Ann Hoover, chairperson of the event, needs volunteers to fill a few vacancies including a ticket agent, so please contact her if you can help next Sunday afternoon. And, as always, please take some flyers this week and distribute them in important places! We need to boost our attendance. Best wishes to all, and thanks for your continued help. Tom

