

July 9, 2007

Hello, Steam Team: **A FAST WEEKEND IN A STANLEY:** Before I was 30 (in the dark ages) I didn't claim to drive a Stanley 5 miles in 4 minutes as my father did in his 2-year-old Model K in 1910, but I made some amazing mileage in my 1914 Model 607. In late June, 1951, I worked in the Travel Office until noon on Saturday, went home and fired up, and shortly after dark was in Cumberland, MD, having covered about 220 miles. Leaving Auburn Heights shortly after 1:00, I picked up Elwood Wilkins, III, at Strickersville, PA, and we headed for a weekend meet of the new Allegheny Mountain Region, AACA, in Cumberland Saturday afternoon and Sunday morning. Bill Swigart was the founder of the Region and Dave Davis, who owned a 1910 Oakland, was the most active Cumberland resident. With the possible exception of the National Capital Region, this was the nearest AACA region to us at that time! The next month, my father and I attended another Allegheny Mountain weekend meet at Gettysburg, driving the Model 87 and the Model 607 Stanleys.

Elwood and I drove on 896, 796, 41, and Route 10 to Cochranville, Parkesburg, and Honey Brook, getting on the Pennsylvania Turnpike at Morgantown. We stopped for water at Honey Brook where a young Amish girl was repairing her buggy wheel. The Turnpike was a cinch in those days- light traffic and no problem at 40 m.p.h. or slower, even through the tunnels. The frequently-spaced Gulf stations and Howard Johnson restaurants were ideal for getting water. We got off at Breezewood, proceeded west on Route 30 to Bedford, then south down the valley on Route 220 to Cumberland. We probably bought kerosene at Breezewood, Everett, or Bedford for less than 25 cents per gallon (one place north of Harrisburg sold it for 14 cents). Just below the old resort of Bedford Springs, I stopped and lit the gas lights for the final 20 miles into Cumberland. The day's car activities were over, so we went to the B & O Station and watched a westbound passenger train come through. It may have been the CAPITOL LIMITED for Chicago, and to my dismay it was Diesel-powered. We bedded down in an old hotel with no ventilation or air conditioning, but young people slept well.

Sunday morning, it had been arranged to have breakfast and show the cars at a nearby country club, and there were perhaps 12 to 15 cars there. One of the cars was a nice '32 Packard Standard Eight Convertible Coupe owned by Alvin Storey of Cumberland. I asked him if he wanted to sell it. A few weeks later, my father bought it for \$600. The event was over by noon, and the group dispersed. Elwood and I started for home and my memory fails me as to where we spent Sunday night, but it was somewhere between Bedford and Harrisburg. We were home by noon on Monday and I went to work. I don't recall any problems for 450 miles, and the Model 607 would often roll at 45 m.p.h. with no stress, but the car was only 37 years old. Today, a trip half this long seems like a major undertaking.

The Hockessin parade on July 4 turned out well, with six Stanleys from here taking part, as well as our faithful Rauch & Lang electric with its new batteries. Most of us frequented Woodside Farm for ice cream following the parade. Unlike most Fourth's, it was a cool and cloudy day, with rain interfering with the fireworks that night. A highlight of Hockessin's day, however, was the arrival of an evening double-headed steam special on the Wilmington & Western R.R., its train filled with passengers to view the annual spectacular. Less than a week before, the first steam train in Hockessin since the disastrous flood of 2003 officially opened the line with its six new steel bridges.

Our work sessions were productive with Jerry Lucas, Art Sybell, and helpers removing the engine from the disabled Model H-5, Richard Bernard and Art Wallace discovering the water-pumping problem (and correcting it) on the Model 78, and necessary track work being partially completed by Steve Jensen and Anne Cleary. The starter motor has been rebuilt on the '32 Packard and Bill Rule has bought a new battery for this car. After a small group visits the museum on July 11, we will move cars and clean the floor for painting another section of it. Steve Jensen and Butch Cannard are anxious to move ahead on our R.R. signal project.

Mark Hopkins has advised us of a DuPont Company program encouraging small grants to non-profit organizations like ours on behalf of DuPont employees working as volunteers. We know Jerry Lucas and Mark are employed by DuPont. If we have others within our FAHP membership, please let us know, as the paperwork is minimal to get us some small contributions. This program does not apply to retirees.

On Wednesday evening (July 11) between 6:00 and 7:30, we are expecting a small group of men to tour the Museum. We have promised a Mountain Wagon ride and possibly an electric car ride. They will pay \$5 each, and we believe there are about 20 in the group. Four or five volunteers should be able to handle everything. Can you help?

Bill Schwoebel is calling a meeting of working team managers and other active volunteers to discuss improvements in this trial program begun last winter. It will be Thursday night, July 12, at 7:30, probably in the reception room of the museum.

On Saturday, July 14, we have been asked to have three or more cars on Rockland Road near the Ronald McDonald House from 11:00 A.M. to 4:00 P.M. to benefit the Alfred I. duPont Hospital. This is primarily a Corvette show, but the steamers have been included as an added attraction. Parking is under cover in the shade, and food is available. If any of you can make it, please let Anne Cleary know a.s.a.p. It is about 10 miles from Auburn Heights.

We have planned two ice cream runs before the days become too short. The dates are Tuesdays, July 24 and August 7. Stay tuned!

Tom