

F.A.H.P. News, June 24, 2013

Fathers and Sons: In the world of trapshooting as I knew it in the late 1930s and 1940s, at the Grand American Tournament (called the “World Series of Trapshooting”), there was always a father-and-son (or daughter) event, and as many as 40 or 50 such combinations would compete for the annual championship. Many of the larger State Championship Tournaments also had these competitions. My father and I never won anything, as we were completely out-classed. A father-son championship at the “Grand” might be won by a score of 396 out of 400 or something like that (sample: father 197, son 199, shooting at 200 targets each).

We never had a father-and-son event at Yorklyn, but there were several father-son combinations shooting in this area. In 1949, I decided it would be fun to have the fathers compete against their sons, the idea was approved by my father, and it was included on the program. In addition, the team of fathers would shoot together, as would the sons. A squad of five fathers would be followed by a squad of their sons, shooting at exactly the same positions (example: if my father was #5 in Squad 3, I would be #5 in Squad 4). We had eight fathers competing against eight sons. As was the case with the larger father-son contests, this was shot in conjunction with a 100- or 200-target event open to all. Using the example above, Squads 3 and 4 were filled with five fathers and five sons, but since only eight of each generation were competing, Squads 5 and 6 would have only positions 1, 2, and 3 occupied by these adversaries (positions 4 and 5 would be filled by “regular” shooters).

I think I remember the contestants. George Baldwin and his son George Jr. (Barney) of West Chester, Paul Watkin and his son Paul H. of Wilmington, L. E. Sentz and his son Ellsworth of Felton, Pennsylvania, Doug Gilpin and his son Brooke of Longwood, John Griel and his son Jim of Kennett Square, Ben Myers and his son Merrill of Longwood, Earl E. Twyford and his son Earl S. of Oxford, and my father and I rounded out the competitors.

The outcome was not anticipated, but the sons “clobbered” their fathers. George Baldwin, a longtime Class AA shooter, insisted that there should be a rematch the following year. He, like my father, was getting up in years, however, and by 1949, neither was in his prime. George broke either 94 or 95, and his son Barney broke 97. My father broke 89, and I broke 98, and so it went. In 1950, the rematch was not included on the program, and that was the last year for trapshooting at Yorklyn, so “Fathers vs. Sons” was never repeated.

Work Report: On Tuesday, June 18, 16 volunteers were on hand, as follows: Jerry Novak (in charge), Steve Bryce, Jeff Pollock, Bob Jordan, Ted Kamen, Art Wallace, Dave Leon, Devon Hall, Gary Green, Emil Christofano, Tim Nolan, Dennis Dragon, Ken Ricketts, Jay Williams, Mac Taylor, and Lou Mandich. All wheel lugs were tightened and the hub caps installed on the '37 Packard, and it was taken off its jack stands. After many unsuccessful attempts to start the car, it was pushed to its former display position in the museum, and space was made available for the arrival of our new 1924 Stanley Model 750, donated by Helga Knox, the widow of the car's longtime owner George Knox (George bought the car from T. Clarence Marshall about

1952). The space in our work garage occupied by the Packard during its lengthy brake job was cleaned up. It is possible that our new acquisition will arrive this coming week.

The Model 76 was moved to the museum, and the 735 was brought back to the garage for additional condenser work. The last of the green stanchions were painted black and subsequently returned to the museum.

In fastening the right fenders in place on the Model 607, it was discovered that the spring shackles were reversed, front to back, and this was corrected in order to fasten the main bracket for the rear fender. The gauge glass for the water tank was removed to locate and fasten the right splash apron. A slight modification will be needed to reposition the bottom hardware for this glass with the apron in place. The Lionel electric trains “crew” continued on the sound insulating project under the rails.

On Thursday, June 20, the following 22 volunteers answered the call: Tim Ward (in charge), Bill Schwoebel, Brent McDougall, Jonathan Rickerman, Anne Cleary, Gary Green, Mike Leister, Dave Leon, Devon Hall, Steve Bryce, Tim Nolan, Bob Jordan, Ted Kamen, Jim Personti, Geoff Fallows, Eugene Maute, Gerhard Maute, Linda Herman, Pete Higgins, Bob Stransky, Jerry Koss, and Tom Marshall.

Arriving early, the Auburn Valley Railroad crew leveled sections of the roadbed and cleaned up the “engine house” (the basement of the shop). Bill Schwoebel then called a brief meeting of the railroaders to discuss what needs to be done in the weeks ahead and on a continuing basis. Work on the Model 607 moved ahead with the fitting of the right splash apron and the right rear fender. The condenser was again removed from the Model 735, and all the bolts holding the top and bottom pans to the core were tightened, after which all was put back together. Work continued on filing in the FAHP library. The air compressor for the shop, hydraulic lift, and for firing up the locomotives failed, first from a broken nipple at the tank and then from a faulty pressure switch. All has been repaired.