

## FAHP News, April 3, 2017

**Charles W. Jenkins (1893-1977):** Charlie Jenkins, an avid trapshooter in his earlier years, was a very comical man who never married. His birthday was the same as mine, 31 years before. He was one of several natives of Lewes, Delaware, who came to this area as young men to seek more profitable careers. Two others were Charles H. Mason, and Allan L. “Skutch” Lauritsen. All of them soon had direct or indirect employment from Pierre S. du Pont. Mason married Lauritsen’s sister, became du Pont’s head chauffeur, and was furnished a beautiful home near Longwood Gardens. They had two daughters and one son, all of whom I knew as students at Wilmington Friends School. Lauritsen was a building contractor who built the residential development of Brandywine Hills and had the inside track for much of Mr. du Pont’s work. He and his wife had three blonde daughters, all of whom attended “Friends” when I did. Charlie Jenkins was treasurer and the chief financial man for Lauritsen Construction Co. Mason and Lauritsen were active trapshooters, in addition to Jenkins.

“Skutch” Lauritsen was killed in his private plane in 1934 at the age of 40, and his sister Marguerite Mason died the same year when she was 38. Charlie Jenkins was drawn closer to both families, especially the Masons. He was like an uncle to the Mason children. When the Mason family went trapshooting, “Jenky” was usually with them. When Lauritsen’s company was closed out, he went to work for Benjamin F. Shaw Co. and was transferred to the South (I think it was Birmingham, Alabama) before and during World War II. Coming home to Wilmington at war’s end, he had an apartment over the flower shop of George Carson Boyd on West 10<sup>th</sup> Street next to the Warner Theatre. In 1937, he had won the Delaware State Trapshooting Tournament with 195 out of 200, breaking 99 out of his last 100. He seldom shot well after that, however, and after World War II his shooting tapered off, but not his attendance at shoots. He knew and liked everyone and the feeling was mutual.

In 1948, I wanted to start a travel agency in Wilmington, and “Jenky” said he was interested to be a partner. We investigated what was involved and made several trips to Philadelphia and Washington, D.C., meeting with steamship and travel agency officials. Unfortunately, that effort did not work out, and it was about a year later when I joined with Alexander M. Burton to form Marshall & Burton.

In 1958, it had been eight years since I had done any serious trapshooting, but I wanted to attend three days of the Grand American tournament at Vandalia, Ohio, to see if it would still be fun, so I invited Charlie Jenkins to accompany me. He did not plan to shoot but was glad to go along. Traveling in my ’55 Chrysler Windsor, after three days at Vandalia, we moved north to Dearborn, Michigan, where Jenkins’s niece was the wife of the manager of the Dearborn Inn. We were complimented for lodging and dinner and enjoyed a day at the Ford Museum and Greenfield Village. Then we continued north to Port Huron and on to Mackinac Island, where we had a formal dinner at the Grand Hotel. Returning home through Canada, we visited the Soo Locks, and took in a day at the Canadian National Exhibition in Toronto.

In the years that followed, I seldom saw Jenky except when I attended the Atlantic Indians tournament at Shawnee-on-the-Delaware. While he didn’t shoot much in those years, he never missed attending, and took special care of me when I did go. He had been president of the “Indians” in the 1950s. When at home, he and John B. “Cap” Grier of Rockland, another bachelor (and expert trapshooter) eight years younger than Jenky, usually went to dinner at least one night each week. One such night he dropped Jenky off in front of his apartment. The next day, the latter was found dead on the stairway. He was 84.

**Work Report:** On Tuesday, March 28, 12 volunteers were on hand: Steve Bryce (in charge), John Bacino, Mark Bodensab, Ken Hilbeck, Bob Jordan, Ted Kamen, Paul Kratunis, Tom Marshall, Jerry Novak, Matt Richard, Mark Russell, and Bob Stransky.

A lot more sorting of tools and supplies and the temporary labeling of storage spaces was done in the shop. A final patch was fastened on the smoke bonnet for the Model 87, and insulation of the bonnet was begun. A preliminary sketch for a new flue for this car was made. The original flue from our Model 78 was brought to the garage for comparison. The 87’s feed water heater was successfully tested.

A lower shelf for our newly revamped steel work bench was made and installed. The ignition switch on the '37 Packard was removed and examined. Many parts are worn and we are searching for someone who can repair it. New switches of this type are very expensive.

On Wednesday, March 29, eight volunteers were on hand plus Andy Zych, who stopped by to renew his membership and catch up with friends from the early days of the Steam Team. Working this afternoon were Dave Leon (in charge), Jerry Lucas, Jerry Novak, Richard Bernard, Larry Tennity, Gary Fitch, Tim Ward, and Tom Marshall.

Jerry Lucas, now a member of the Operators' Review Board, went over the Steward program on the Models 725, 735, 740 and the '37 Packard with the stewards of these cars. Work required on each car was reviewed. The steam automatic was removed from the 725, which will be changed out with a good one. The smoke bonnet on the Model 87 was fastened down and insulation work continued.

On Thursday, March 30, 9 volunteers answered the call: Larry Tennity (in charge), Jerry Lucas, Ted Kamen, Bob Jordan, Tom Marshall, Steve Bryce, Mark Bodenshtab, Geoff Fallows, and Jim Personti.

The superheater for the Model 78 was successfully installed after the union ends had been welded to the new stainless tubing. Labeling and sorting continued in the shop. A careful lay-out of parts for the new flue for the Model 87 was examined, measurements taken, and decisions made about the best way to do it and the selection of a shop that can fabricate it for us. Insulating the bonnet continued and is now nearly complete.

On the '37 Packard, all the wires to the ignition switch were labeled, and a source has been found that can rebuild the switch for us. The automatic choke on this car was carefully examined, and through modern photography and enlargement, an adjustment was found for this choke. It was adjusted very slightly richer. Current insurance cards were placed in all our cars.