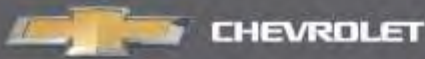




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# WELCOME

Robert Koury, Board President, Friends of Auburn Heights

I am pleased to extend a sincere welcome to the 11<sup>th</sup> annual Auburn Heights Invitational and my first as president of the Friends of Auburn Heights Board. This year we feature Rumble Seats! I hope you have fun seeing cars with this nostalgic feature and enjoy the images of folks riding along with the wind in their hair!

So much goes into the planning and roll-out of this event, our annual fundraiser to support educational programming by the museum, and there are many to thank. As always, we are incredibly grateful to the exhibitors who bring their prized vehicles for display. Among them is Vance Kershner, President and CEO of our presenting sponsor, LabWare. For the last 5 years, Vance Kershner has brought multiple cars from his extraordinary collection to share with our attendees, and this year he has three cars in our feature area on rumble seats. Other exhibitors have been regular participants as well: Bob & Debbie Cornman, Fred Hoch & Bill Walsh and Lamnot Copeland. We appreciate their loyalty!

I also hope you will join us in taking note of and thanking the sponsors and advertisers who support our efforts. They make it possible for us to not only showcase the array of cars on display today but also to expand and strengthen our year-round educational programs. And Lamnot Copeland (and Associates International) once again sponsored the beautifully printed catalog you are holding, and we appreciate all of their hard work that makes us look good.

As always, our food vendors—On the Roll food truck and Woodside Farm Creamery—will satisfy everyone's tastes for savory and sweet treats while Dew Point Brewing once again will provide their signature craft beer that has become known well beyond the boundaries of Yorklyn.

*(Continued on page 4)*

Of special interest in the museum this year is a temporary exhibit, *Changing Tunes: Evolution of Music at Home*, and I invite all attendees to stop in for special live demonstrations of the historic music machines on display. We are fortunate to have Paul and Joyce Harris, who loaned many of their prized artifacts to make this exhibit possible, available to play them for you.

Last but certainly not least, I want to thank our amazing team of volunteers (and staff) without whom we could not make this—or any of our events—happen. They are the foundation that allows our small organization to thrive and grow.

I hope you will enjoy the day and all of its festivities—and that you will participate in our Silent Auction and other activities that benefit the Joseph Boxler Education Fund, which supports educational programming by the Marshall Steam Museum.

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# READY, SET, RUMBLE SEAT!

“There’s... lots of satisfaction, sittin’ in a rumble seat.”

– Lyrics by Harry Reser’s Six Jumping Jacks, “Get ‘Em in a Rumble Seat,” 1928

While this iconic car feature is a favorite, many are unfamiliar with its origins or know the history of the term *rumble seat*. A passing fad that lasted only 40 years, rumble seats have been romanticized in the decades after, though never revived. Nonetheless, people cannot help but smile when they see or ride in a rumble seat!

Car vernacular often derives from horse-drawn carriages, and the *rumble seat* is no different. Originally a seat attached to the back of a carriage, it was intended for servants of the wealthy or even used for luggage. The ride for that person would have been bumpy since the seat was suspended above a live axle as the carriage traveled down inadequate roads.



Pen and ink drawing of a ca. 1830 carriage with a rumble seat. Courtesy the Science Museum Group Collection.



1960s travelers in a 1911 Oldsmobile Autocrat, complete with mother-in-law seat (and mother-in-law). Courtesy ForNoob.com.

Depending on where you lived, a rumble seat may also be called a *dickey*, *spider* or *mother-in-law* seat. The etymology of these terms is difficult to trace, especially given how colorful each sounds. The one that raises the most questions is the *mother-in-law* seat. Used predominately when referring to early automobiles (pre-1920s), these extra seats might be located in the rear or positioned on the side and seemed to solve the problem of “unsupervised” couples in early two-seater cars.

“I know just what it’s like to be a rider ridin’ in the rumbleseat.”

- John Mellencamp, “Rumbleseat,” 1985

Such top car manufacturers as Ford, Chevrolet and Chrysler all jumped on the rumble seat option. It became an inexpensive way for automakers to turn what was essentially a two-seat car into a four-seater. Car body styles that best suited rumble seats were the roadster, coupe and cabriolet.

Ford offered their first rumble seats in 1928 with the new Model A. Their roadsters would have cost around \$480, with the coupe model coming in at around \$550. While Ford offered rumble seats in their new V-8 in 1932, by 1936 they were phased out. Chevrolet offered rumble seats around the same time as Ford, from 1927 to 1937, then revived them for a year in 1940 before discontinuing.

With a market increasingly concerned with comforts on the road, the exposed rumble seat began losing favor. Most American car manufacturers ceased offering them by 1940. The last car to be manufactured with a rumble seat (or a “dickey” since it was an English car) was the Triumph 2000 Roadster, built between 1946 and 1949.

The legacy and romance of the rumble seat has been captured in artwork and song. Has the rumble seat fully disappeared? It may have reemerged when automakers started hiding fold down seats in trunks in later years. These seats were often situated right above noisy exhaust systems, which also caused a rumble.







---

## RUMBLE SEATS



## 1907 STANLEY MODEL K SEMI-RACER

*Owned and presented by the Marshall Steam Museum, Yorklyn, DE*

### **ABOUT THE CAR**

In 1906, the Stanleys developed their strongest power plant ever, using a 4½-inch x 6½-inch engine and a 30-inch-diameter boiler. That year, the same power plant drove their streamlined racer to a world land speed record of 127.66 mph, and in 1907, the Stanley company introduced a light three-passenger vehicle that they termed a "semi-racer"; only 26 were built.

In July 1910, T. Clarence Marshall bought a used Model K and owned it for three years. That vehicle was later broken up and the parts were thrown in the back corner of a machine shop in Avondale, Pennsylvania. In 1945, Hyde Ballard, a personal friend and an active member of the Antique Automobile Club of America, gathered up what he could find and used many of the original parts to rebuild the car. Tom Marshall then acquired and restored the Model K in 1986, and it has been in our collection to this day.

The rear seat, called a "Mother-in-Law" seat, is the precursor to the rumble seat that would gain acclaim decades later.



## 1928 BUICK MASTER 6 MODEL 28-54 ROADSTER

*Owned and presented by Vance Kershner, Wilmington, DE*

### **ABOUT THE CAR**

In the late 1920s, Buick had earned a reputation for building conservative luxury cars, while brands like Cadillac were more extravagant. Around this time, manufacturers such as General Motors began sharing platforms and technology, as witnessed in the Buick Master 6, which has the same wheelbase size and engine as the Oldsmobile Model 30.

Buick's six-cylinder cars were produced from 1914 to 1930, with the Master 6, their high-end offering, produced between 1924 and 1928. The last Chinese emperor Puyi purchased two Master 6s in 1924, solidifying it as China's most popular car. By 1931, newer engine models were replaced with the legendary straight 8.

Power on this car is delivered via a 274-cubic-inch overhead valve straight 6 engine, making 77 mph. The engine was rebuilt by staff of the Indianapolis Motor Speedway Museum during restoration in 2005. This car was featured annually in the Indianapolis 500 Festival Parade, which takes place the day before the Indianapolis 500. The museum sold the car in 2020 to the current owner.



## 1929 FORD MODEL A ROADSTER

*Owned and presented by William Schwoebel, Havertown, PA*

### **ABOUT THE CAR**

The Model A Ford was introduced to the public in October 1927 for the 1928 model year. This also proved to be the last year for the Model T Ford after a 18-year run with 15 million cars built. The new Ford car had a tough act to follow, but the public was demanding a change, as evident in lower sales of the last years of the Model T. The new Model A Ford was equipped with a larger 4-cylinder engine, 3-speed standard shift transmission, electric starting, wire wheels with balloon tires, 4-wheel brakes, and was available in 6 body styles in 6 different colors. The Model A was built for just four years, from 1928 to 1931 and yearly sales totaled more than 1 million cars each year.

The 1929 Model A Ford Roadster had a price tag of \$450 and was the least expensive model built. This four-passenger car had room for two in the car's front seat and two in the rumble seat (although they would be exposed to the elements). Many car owners find this a fun car to drive, as replacement parts are still easily available to run these very reliable "modern" Fords!

This car was originally owned by a Lancaster County, Pennsylvania, farmer and had been stored in a corn crib. Chester Lewis, co-founder of the Rough and Tumble Engineer's Association, heard about the car and purchased it from the farmer. Restoration was completed in time to attend the 1974 Glidden Tour in Florida. The current owner purchased the car in 2010 from the Lewis estate.



## 1929 MARMON MODEL 78 PACE CAR

*Owned and presented by Vance Kershner, Wilmington, DE*

### **ABOUT THE CAR**

Marmon was one of the finest names in automotive history. Its accomplishments included winning the first Indianapolis 500-mile race, pioneering use of aluminum components, as well as designing the first V-16 engine in the late 1920s. In 30 years of manufacturing, they produced slightly more than 100,000 automobiles. Unfortunately, like so many other American luxury automobile companies, Marmon did not survive the Great Depression.

Howard Marmon built his first car in 1902 with an air-cooled V-twin engine, which featured pressure lubrication and overhead valves. With Howard Marmon's engineering advancements and progressively larger engines, Marmons quickly gained a reputation as reliable, speedy upscale cars. They could achieve a top speed of 85 mph with a 217-cubic-inch straight 8 engine under the hood and a 120-inch wheelbase.

Thanks in part to the Model 78, 1928 and 1929 were two of their most successful production years. Thus, the Marmon 78 series roadster was chosen to be the Indianapolis 500 Pace Car for 1928. This car was restored to be identical to the one used to pace that Indy 500!



## 1931 CHEVROLET DELUXE CABRIOLET

*Owned and presented by Thomas & Carol Anderson, Wilmington, DE*

### **ABOUT THE CAR**

Even in the depth of the Great Depression, many who could only afford a low price car set their sights high, wanting a vehicle with more style, power and refinement than the run-of-the-mill economy offerings. They turned to Chevrolet, and some drove off the dealer lot in a 1931 Independence or 1932 Confederate. Chevrolet produced just under 624,000 cars, surpassing Ford in sales, with an estimated 23,077 of them being convertible cabriolets, identifiable by their rumble seats.

The 1931 Chevrolet was powered by a 194-cubic-inch 50-horsepower "Stove Bolt Six." Starting in 1929, with minor improvements over the next few years. It performed much better than its four-cylinder rivals and inspired the slogan "Get a Six for the Price of a Four." The 1931 Independence Series AEs took on a more graceful appearance than their upright predecessors, made possible by a two-inch-longer wheelbase (109 inches) that allowed fine proportions. The body rode on a stronger channel-section frame with four cross members. Suspensions featured Lovejoy hydraulic shocks and for longitudinal semi-elliptical springs. Four 11.5 inch mechanical brakes were fully enclosed for weather protection behind stylish 19-inch steel spoke wheels.

This car was originally owned by George Barczewski. Given to him by his father at age 14, he drove the car to high school and, after its 3rd restoration, to his 50<sup>th</sup> high school reunion. Jerry and Holly Novak purchased the car from George in 2008 and affectionately called it "Georgie." The current owner purchased it from the Novaks in 2021.



## 1931 CHRYSLER ROADSTER M-6

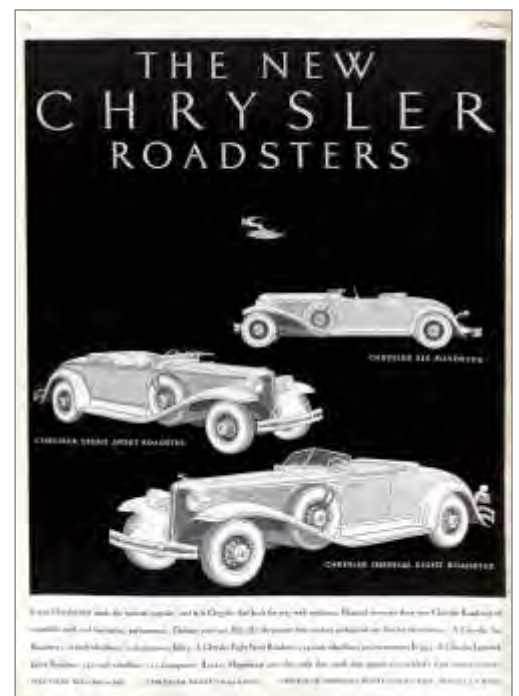
*Owned and presented by Lamot Copeland, Jr. Wilmington, DE*

### ABOUT THE CAR

Walter P. Chrysler founded the Chrysler Corporation on June 6, 1925, after assuming responsibility for reorganizing the failing Maxwell Motor Company. Hired in the early 1920s to overhaul Maxwell's troubled operations, Chrysler launched the well-received Chrysler automobile in January 1924. It included a carburetor air filter, high-compression engine, full-pressure lubrication, and an oil filter—all rare features on most autos of the time. Among the other innovations in Chrysler's early years would be the first practical mass-produced four-wheel hydraulic brakes.

Following the introduction of the Chrysler, the Maxwell marque was dropped after the 1925 model year. With its signature rumble seat and fine style and engineering, this car is the twin of the first car ever owned by the current owner.

The first car Copeland owned in 1948 was two-tone, but he lost it in a fire. You never forget your first love, and he searched for another until 2009, when he acquired this vehicle. It features an older restoration completed in 1978 and won a national senior award at an AACA meet in 1979.





## 1935 AUBURN SUPERCHARGED 851

*Owned and presented by Vance Kershner, Wilmington, DE*

### **ABOUT THE CAR**

The Auburn Automobile Company was established in 1903 and matured into a well-respected builder of reliable cars. The company's reputation and market stature grew when E.L. Cord assumed the company's presidency in 1924. In fact, as the once-buoyant auto market collapsed following Black Tuesday, Auburn's sales continued to increase. By 1931, Auburn was the 13<sup>th</sup> largest American automaker. The victory was short-lived, however, as sales fell drastically in 1932 and 1933. By 1937, Auburn ceased car production.

The Auburn Supercharged was styled by famous auto designer Gordon Buehrig, who also crafted the distinctive Cord 810 and Duesenberg Model J. Buehrig's creation was built cost-effectively, and its attractive body design concealed innovative technology. The Series 851 featured a 150 bhp, 280-cubic-inch L-head inline eight-cylinder engine with a Schwitzer-Cummins supercharger, three-speed manual transmission with a dual ratio rear axle, solid front and live rear axles with semi-elliptic leaf-spring suspension and four-wheel hydraulic brakes. In 2011, Vance Kershner acquired this car completely disassembled, and he fully restored it in 2016.





## 1947 INDIAN CHIEF CRAZY HORSE

*Owned and presented by Richard Julian, Wilmington, DE*

### **ABOUT THE MOTORCYCLE**

The Indian Motorcycle Company has its origins in 1897 with the Hendee Company, which produced bicycles. By 1901, it officially became the Indian Motorcycle Company with their first motorcycle prototype. By the 1910s, it became the largest manufacturer of motorcycles in the world.

The Chief line was the most popular, produced from 1920 to 1953. All 1940s models were fitted with large skirted fenders that became the Indian Motorcycle trademark. After World War II, the company revived and ramped up production of the Chief line only. Some poor business decisions caused the company to close down in 1953. After several attempts to resume production, the leadership was finally successful in 1999 with a merger between nine different companies, forming the Indian Motorcycle Company of America.

In addition to the bonus passenger seat (known as a side car), this motorcycle boasts a 74-cubic-engine, three-speed transmission and was originally owned by Sammy Pierce of Los Angeles, California. The current owner acquired it five years ago.



## 1948 TRIUMPH ROADSTER

*Owned and presented by Bill Tattersal & Dana Mason, Frankford, DE*

### **ABOUT THE CAR**

The Standard Motor Company purchased Triumph Motor Company in 1945 following the total destruction of the Triumph factory during World War II. By 1946, Standard's managing director Sir John Black resurrected the marque with the 1800 Roadster. Black wanted a sports car to compete with the Jaguar and believed he had found it with the Triumph design.

In 1948, the 2000 Roadster followed, and due to a lack of sheet steel after WWII, this car was built from plywood, birch and leftover aircraft aluminum. The model was upgraded with a larger engine, a 2088 cc Vanguard, and the four-speed gearbox was replaced with a three-speed one. The upgrade made it only slightly faster than the previous model, but it took less time (27.9 seconds) to get up to 60 mph.

This car was not made in large quantities and most built by hand. Total production was 2,000 cars (this one is #908), of which approximately 100 were imported to the United States. By 1949, production of the Triumph roadster had ceased, and they became the last production cars in the world with a rumble seat or, as the British called it, a "dickey seat."





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# HISTORIC AUTO DISPLAY



## 1905 FRANKLIN TYPE A

*Owned and presented by Bob and Debbie Cornman, Pen Argyl, PA*

### **ABOUT THE CAR**

The 1905 Franklin was built in Syracuse, New York, by the H.H. Franklin Company. This 1905 Type A Franklin has a four-cylinder, air-cooled, 12-horsepower engine, mounted parallel to the front axle. Franklin was the first four-cylinder car manufactured in America, and thus this type of Franklin is referred to as a "cross engine."

The car sold for \$1,500 and would come equipped with optional lights for \$50 and an optional canopy top for \$100. The transmission is two forward speeds and one speed in reverse, with a claimed maximum speed of 35 mph. The car weighs 1,175 lbs and holds 7 gallons of gas, which gives it a cruising range of approximately 125 miles. Franklin built approximately 1,500 cars in 1905 and more than 150,000 cars from 1902 to 1934, when the company went out of business.

This Franklin was restored by Stan Wilkinson in 1953 at Wilkinson & Sharpe outside Philadelphia. Stan owned and showed this car until his death about 20 years ago. As can be seen, the car has been well cared for since its restoration and was purchased by the Cornman family two years ago and added to their Franklin collection.



## 1913 BUICK MODEL 25 TOURING CAR

*Owned and presented by Stephen & Betsy Hershey, Wilmington, DE*

### **ABOUT THE CAR**

Established by David Dunbar Buick in 1899, Buick was one of the first American automobile marques, and its first two automobiles were made in 1899 and 1900 at the "Buick Auto-Vim and Power Company." The company established General Motors in 1908.

The "Buick 4" was a series of passenger cars produced from 1909 to 1918, available in touring, phaeton or roadster styles. In 1913 the Model 24 was a roadster, and the Model 25 was the touring sedan, with both sharing a wheelbase of 105 inches. This was the last year for right-hand drive in a Buick. In 1913, 8,150 Model 25s were produced.

This car was brought to Delaware (along with several steam cars) by Tom Marshall from Lancaster, New Hampshire, and sold to Leroy Benge, Jr. Benge sold it to the current owner in 1963.



## 1914 OVERLAND MODEL 79 SPEEDSTER

*Owned by Mark & Lori Thompson, West Chester, PA*

### **ABOUT THE CAR**

Founded in 1903 in Indianapolis, Indiana, by Charles Minshall and Claude Cox, the Overland Automobile Company evolved and adapted with the times but was always known for innovation. In 1914, Overland was the second-largest producer of cars in the U.S., behind only Ford. While the Model T was an everyman's car, the Overland was an upmarket model selling for about twice the cost of a T. It was larger, more powerful, and more spacious.

Overland only made the speedster body in 1914, and it is believed that fewer than 50 were produced out of a total production of 45,000 cars. Overlands featured a four-cylinder engine with separately cast cylinder jugs, and an electric starter was available as a \$125 option

The Thompson car was originally purchased in pieces and shipped to their home in boxes. The owners then undertook an eight-year restoration to make it factory correct. They were in luck when Chrysler donated original archival files, including automobile blueprints, to the Willys-Overland-Knight Registry. As a member, Mark was able to access everything he needed to restore his 1914 Overland.

In 2021, this car was nominated for an Antique Automobile Club of America Zenith Award, which recognizes superior restorations worthy of being the best of the year.



## 1925 LINCOLN L MODEL LEBARON SPORTS SEDAN

*Owned and presented by Jared & Jennifer Schoenly, Spring City, PA*

### **ABOUT THE CAR**

George Blank of New Salem, North Dakota, purchased this stately car new (for about \$5,000) and owned it for nearly 40 years. It was a showpiece in his small hometown until the Depression, when it was relegated to the basement of Blank's Ford dealership, where it sat on blocks. Blank's son Phil, born in 1940, would play in the car, pretending to drive and take imaginary trips. When George retired in 1964, the car was sold at auction for less than \$3,000.

Fast forward to 1970, when Jerry Bank, then a high school senior, went in search of a car to drive to school. He found the stately Lincoln in Bismark with only 42,000 miles on it and drove it home during a surprise April snowstorm. Young Bank used the car through high school and then placed it in storage for several years. In 1983, he had it repainted and re-plated, but otherwise, the car remained in nearly original condition, including the hand crank.

Fast forward again to 1992, when the Blank and Bank stories intersect—in Cody, Wyoming. Jerry Bank drove the Lincoln to the Shoshone First National Bank, where it so happened that Phil Blank, who had played in the car decades earlier, worked. When Blank spotted the car sitting outside, he stopped dead in his tracks. It brought back childhood memories of imaginary travels, but surely it could not be the one once owned by his father. When a bank customer introduced the two men, noting they were both antique car buffs, they quickly discovered their connection through the 1925 Lincoln. Two strangers became friends and traded story after story, all thanks to a classic "gas guzzler" that still gets only 8 to 10 miles per gallon.

The Schoenlys were proud to acquire the car in 2021 and continue to share its extraordinary history.



## 1927 CADILLAC 314 PHAETON

*Owned and presented by John & Barbara McCoy, Chadds Ford, PA*

### **ABOUT THE VEHICLE**

Cadillac engaged in a longstanding battle with Packard for luxury vehicle sales and was always striving for innovation. In 1927, Cadillac introduced designer-styled bodywork as opposed to auto-engineered. Prospective Cadillac owners could now choose from 18 Fisher-built bodies.

This car is a four-passenger Phaeton with a limited production custom body by Fisher and was purchased in the early 1990s from a DuPont Company executive. It was originally ordered in Washington, D.C., and the buyer's name (likely a politician) was concealed on the order ledger. The car was delivered in December 1926 at Inglis Moore Uppercu's Cadillac dealership located at Broadway and 62<sup>nd</sup> Street in New York City. The car is mostly original, including the drive-train, mechanical components and the 314-cubic-inch V8 engine.





## 1930 PONTIAC SIX STANDARD COUPE

*Owned and presented by Don Maleta, Limerick, PA*

### **ABOUT THE CAR**

Under General Motors, Pontiac was the first manufacturer to fill the pricing gaps between other companies. For example, Pontiac Sixes were a more affordable version of the Oakland Six by the Oakland Motor Company (1907–31). As a company, Pontiac emerged in 1926 and introduced the Pontiac Six that same year. They offered a two-door, two-passenger coupe or a five-passenger coach for \$825, compared to the Oakland Six's starting price of \$1,095.

The Wall Street Crash of 1929 dramatically decreased Pontiac's and Oakland's sales, and since Oakland was the more expensive option, Pontiac remained. In 1930 the Big Six Series 6-30B was introduced with such features as a rear sloping windshield, beltline molding around the exterior and exterior sun visors above the windshield.

Originally, this car was owned by prolific internal combustion engine builder George Luhr, who made modifications, such as custom hood caps and a grill cover with the proper Pontiac logo. After Luhr passed away in 2014, the car made its way to Don Maleta, the current owner. Maleta's favorite feature is the windshield crank that allows the driver to raise it a few inches and capture a good breeze.



## 1931 FORD PHAETON

*Owned by Fred Hoch and presented by Bill Walsh, Voorhees, NJ*

### **ABOUT THE CAR**

In 1927, after 18 years of the Model T's reign, the Model A was introduced. Ford's factories, as efficient as they were, could not keep up with the demand. The Model A came in a wide variety of styles, including coupes, cabriolets, sedans and phaetons.

The phaeton, a deluxe type of Model A, was only offered from 1930 to 1931 and was one of the most expensive offerings. Only 2,229 were manufactured in 1931, making this car very rare. The Model A lasted until 1932, when it was replaced by the Model B, which featured an updated inline four-cylinder engine.

Features of this two-door Model A include a 201-cubic-inch L-head engine, making 40 horsepower. It was purchased from an owner that lives in Millville, New Jersey.



## 1937 PACKARD MODEL 1508

*Owned and presented by the Marshall Steam Museum, Yorklyn, DE*

### **ABOUT THE CAR**

Purchased new in November 1937 (after the 1938 models had been introduced), this car was a favorite for two generations of Marshalls—Clarence and Tom. Upon arrival, it became the preferred family car for road trips, and for its first extended journey, Clarence, Esther and Tom traveled north to New York, New England and into Maine. The big Packard Twelve ran flawlessly.

When Clarence and Tom set out on trapshooting excursions, carrying all of the accoutrements needed for the busy shoots, Esther often brought along her needlework. The roomy backseat offered a comfortable sewing spot—and its plush wool upholstery made a perfect pincushion!

In summer 1941, the Marshalls set out on a cross-country trip, stopping to see the sights and participate in trapshooting tournaments. They wound their way west to California, then north along the coast, including a jaunt into Canada, before returning home again. During this 12,000-mile trip, the Packard averaged 9.75 MPG, and except for a flat tire or two, the trip proved mechanically uneventful. Later that year, the outbreak of WWII resulted in the rationing of tires and gasoline, so the Packard stayed close to home, making the 1941 summer road trip a treasured adventure for all.



Clarence and Esther Marshall with the 1937 Packard beneath the "Big Tree" at Yosemite National Park, 1941.



## 1938 PACKARD 8 OPERA COUPE

*Owned and presented by Lou & Barbara Mandich, Unionville, PA*

### **ABOUT THE CAR**

From 1899, Packard had been a company that produced prestigious and well-engineered motorcars. Through the 1920s, the “Three Ps” (Packard, Peerless and Pierce Arrow) were the conveyances of choice among the well-heeled gentry. By the early 1930s, the luxury car market had begun to collapse. Packard adapted to the changing market but Peerless and Pierce Arrow did not, disappearing by 1938.

Packard management and engineers had developed a new Packard model that was introduced in 1935—the 120—so named because of its 120-inch wheelbase and 120-horsepower inline 8. With trademark Packard styling, it was priced to compete with Buick and Chrysler and sold as one automotive writer said, “like nickel hamburgers.”

Most automakers offered a two-passenger closed car called a *coupe* almost from the beginning. A business coupe was used by traveling salesman while upscale coupes were offered for doctors or businessmen. An opera coupe, which featured a full front seat and two small folding seats in the rear compartment, could accommodate two small children or two friendly adults. This style was offered through the late 1930s.

This 1938 Packard opera coupe has an inline 8-cylinder engine and a three-speed floor-mounted transmission. Options include twin side-mounted spare wheels, a spotlight, two fog lights, a radio and heater. It followed Lou Mandich home in October 2021 from East Earl, Pennsylvania.



## 1955 BUICK ROADMASTER HARDTOP RIVIERA

*Owned and presented by Bruce Swayze, Chadds Ford, PA*

### **ABOUT THE CAR**

The year 1955 marked the biggest production of Buicks to date, with 738,894 automobiles, of which 28,071 were Roadmaster Hardtop Rivieras. The Century, Super and Roadmaster models all had four chrome "ventiports" on the sides, but the Roadmaster stood out with gold details throughout. Gold could be found on the "gunsight" hood ornament and crest plates under each window vent, with "Roadmaster" script on the grill and trunk.

This vehicle is nearly 19 feet long and weighs 4,250 pounds. The interior fabric is called "cordoveen" and is surrounded by quite a bit of stainless steel. This particular automobile is equipped with power steering, brakes, seat and antenna. Two buttons on the floor by the brake pedal turn on the high beam lights and the radio dial.

Under the hood is a 322-cubic-inch V8 at 236 horsepower with a 4-barrel carburetor. The transmission is "variable pitch" dynaflo and is unique to Buick. It eliminates the shifting sensation and makes a distinctive whirring sound noticeable to the driver. The current owner feels fortunate to possess this car as it was listed in *Hemmings Motor News* but was located just two miles away from his home, where his son spotted it.



## 1956 CHEVROLET BEL AIR CONVERTIBLE

*Owned and presented by William Sharp, Coatesville, PA*

### **ABOUT THE CAR**

Chevrolet's Bel Air models were produced from 1950 to 1975 and are considered icons of the 1950s. Bel Airs were revamped in 1955, gaining V8 engines and two-speed Powerglide automatic options. The 1956 model received a facelift, with a more conventional full-width grille and two-tone bodyside treatments. While the popularity of convertibles remained high in the 1950s, only about 2.6% of Chevy's customers purchased a ragtop in 1956. Nonetheless, convertibles helped boost the public image of the brand, even when they were not top sellers.

This car was specially built for the current owner's mother at Fisher Body in Detroit, where the dream cars were manufactured. After leaving the assembly line, it went to Fisher Body, where it was de-chromed, a special paint job applied, real leather upholstery added, and the first Orlon top ever sent out from the DuPont Company installed. The car boasts 25,000 original miles.



## 1958 FORD EDESEL CITATION CONVERTIBLE

*Owned and presented by John S. Currie, Wilmington, DE*

### **ABOUT THE CAR**

As a high school student, all John Currie wanted was a convertible and to him, it did not matter which one he got. In October of 1962, he finally purchased a 1958 Ford Edsel convertible, and in 2022 he will have owned for 60 years! Originally white, Currie wanted to go with the two-tone yellow and gray while he was later restoring it.

In the 1950s, the Ford Motor Company created a new division to design distinctive cars. The name that was finally selected to pilot the collection was Edsel, the first name of Henry Ford's only son. Spending quite a bit on marketing, the model was introduced in 1958 to fanfare from Hollywood stars, like Bing Crosby, Louis Armstrong and Frank Sinatra. While the car was distinctive, it ended up being too distinctive. The "horse collar" grille, and slim, horizontal taillights were a turn off to most. Comedian Bob Hope famously described the Edsel as looking like "an Oldsmobile sucking a lemon."

The Edsel Citation convertible was part of the flagship collection and there were only 930 made that year, making it the second rarest 1958 Edsel. For the time, the Citation had some innovative features. The steering wheel had a Teletouch system, intended to keep the driver's hands on the wheel. This was also one of the first vehicles to feature warning lights to monitor multiple vehicle functions.





## 1967 CADILLAC ELDORADO COUPE

*Owned and presented by Cliff Ramminger*

### **ABOUT THE CAR**

In order to capitalize on the expanding personal luxury car market, the Eldorado was dramatically redesigned in 1967 to have crisper, more angular styling that offered a distinctive and unique appearance. In addition to the exterior redesign, 1967 was the first year for front-wheel drive and disc brakes in any Cadillac. An energy absorbing steering column and generously padded instrument panel were included to be in line with the new standard safety equipment.

This Cadillac was the only production model to be equipped with concealed headlights behind vacuum-operated doors. Perhaps the most notable feature of this model is the six-foot-long hood—longest of any Cadillac model. The Eldorado was promoted as a “personal” Cadillac. While the list prices were considered high, the company sold 17,900+ units, making 1967 the best sales year for the Eldorado at that time.

The 1967 Eldorado was also the first Cadillac with front-wheel drive, a descendant of the Oldsmobile Toronado from one year earlier. It had a 429-cubic-inch engine producing 340 horsepower. That year also marked the introduction of a self-leveling system to compensate for heavy loads in the trunk, the first availability of front wheel disc brakes and an energy absorbing steering column. The uniqueness of front wheel drive tempted GM to name the car a LaSalle, but better recognition for the name Eldorado won out.

Cliff Ramminger purchased this car in 1989 for \$200 in “rough shape” and undertook an amateur restoration, replacing only what was necessary. The car remains original with the exception of the paint, vinyl top, and carpets. As a testament to the quality of Cadillac engineering, the drive train is original and has never been rebuilt.





## 1969 OLDSMOBILE CUTLASS S

*Owned and presented by Brenda & Jeff Kane, Hockessin, DE*

### **ABOUT THE CAR**

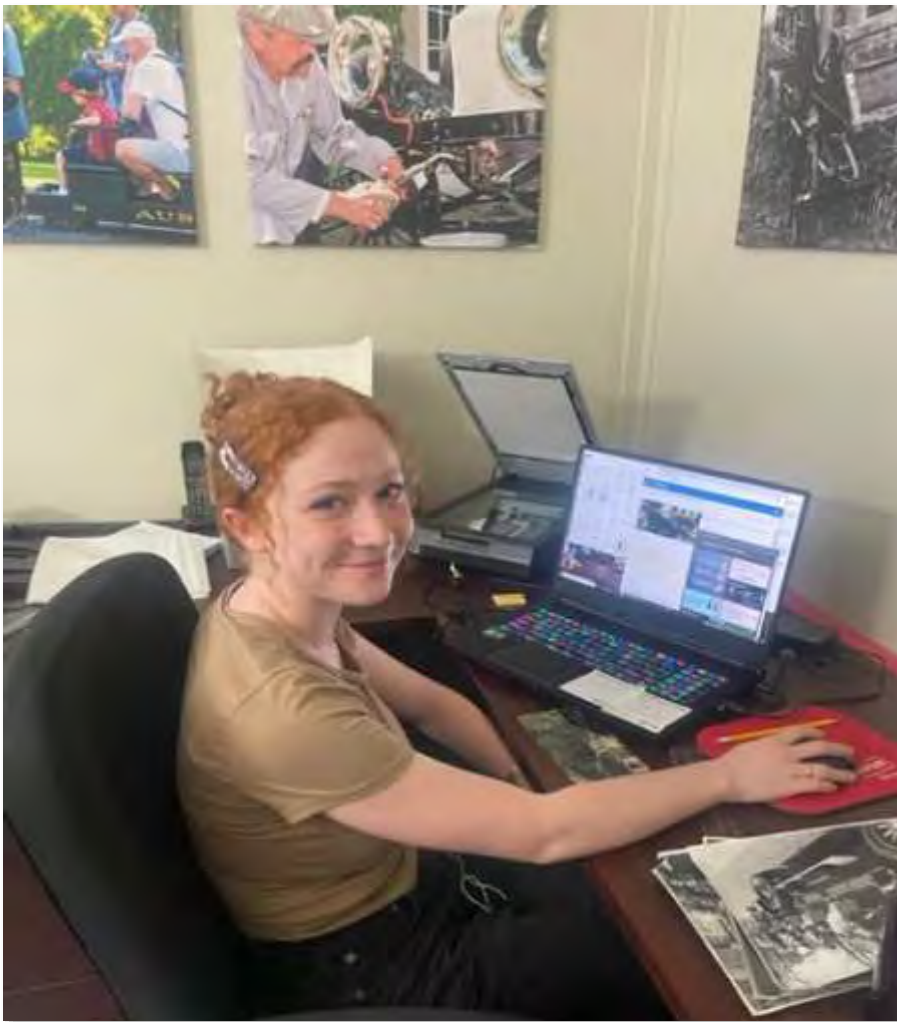
In 1969 Oldsmobile produced only 26 W-31, Cutlass convertibles. One of these was pulled from the Oldsmobile assembly line, along with four other Cutlasses, to form the Smothers Brothers racing team. All five cars were built by Oldsmobile and sent to five key distributors across the United States. This Cutlass was sent to King Oldsmobile in Ft. Lauderdale, Florida, to be driven by Jim Waibel, Division 2 Champion. The King Olds was used in the ribbon-cutting ceremony for the newly opened Gainesville Raceway, Gatornationals in 1969.

The King Olds held the record in G/S for speed and was runner up for class at its first appearance in February 1969 Winternationals. It went on to win class at the Springnationals. This is the only one of the five original Smothers Brothers team cars and one of three W-31 convertibles known to exist. Jim and Margaret Waibel won best appearing team at the 1969 Gatornationals.

The Kanes purchased the car from the Waibels four years ago, and the total restoration to "as raced" condition, was completed in November of 2021.



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# ARCHIVE THIS!

## *My Summer Internship*

by Sophie Zaidman, UD Class of 2022

Over the course of the summer, I had the opportunity to work as a Collections Intern for the Marshall Steam Museum. Under the supervision of the Director of Public Programs, Allison Schell, and the Executive Director, Susan Randolph, I gained practical skills that not only advanced the educational goals of the museum but also contributed to my success as a museum professional.

I spent most of my workdays cataloging the Marshalls' personal collections, which included family photo albums, business documents, newspaper clippings, birthday cards, and family heirlooms. This was my first experience working with objects and handling their organization and digitization, so it was very exciting! After organizing objects, I would number them and input descriptions and metadata into the museum's new digital archive system, CatalogIt. Ultimately, I created an original digital collection for which I standardized entry information—everything

*Above Left:* Sophie Zaidman hard at work cataloging the museum's archival collections.

*Above, Right:* Two items Sophie enjoyed processing: *The New York Jeweler* shopping catalog from 1899 and Esther Shallcross Marshall's 1882 baby fork

“Having the opportunity to hold pieces of the Marshalls’ historical narrative... was my favorite part of this internship.”

– Sophie Zaidman



Above: Images from the Marshalls’ ca. 1912–26 photo album, Marshall Steam Museum Archives.

from historical narratives, creation dates, catalog numbers, measurements, physical condition data, keywords, and more. One of my favorite tasks was photographing the larger non-paper items using a photo box.

My favorite objects included Tom Marshall’s personal copies of Abraham Lincoln biographies by William Herndon (Tom was quite fond of the American president), a shopping catalog titled *The New York Jeweler* from 1899, and an 1882 baby fork given to Esther Shallcross Marshall.

Especially intriguing was a photo album that highlights trips taken by Esther Shallcross and Clarence Marshall circa 1912–26. It includes photos of the couple and their friends, landscapes, buildings, the beach, etc. Because of the album’s size, this project took several weeks to scan and catalog. Aligning with my newly-minted degree in history, this internship experience confirmed my infatuation with old documents and objects, so having this opportunity to physically hold pieces of the Marshalls’ historical narrative from over a century ago was my favorite part of the internship.

Located alongside the Marshall Steam Museum within Auburn Valley State Park is the grand Marshall mansion, completed in 1897, which still holds many of the family’s personal possessions, such as Tom’s childhood toys, photographs, games, books, furniture, etc. Although these collections are owned by Delaware State Parks, I had the chance to tour the home and incorporate stories shared by the Parks interpreter to enliven many of the entry’s and historical narratives associated with my cataloging duties.

To me, the Marshalls were the “royalty” of Yorklyn, akin to the du Ponts who lived nearby; like them, the Marshalls were comfortable sharing their personal lives with visitors. By the end of this internship, I had completely immersed myself in the Marshalls’ personal lives and developed a connection to this family that I had never met. I wondered how it would feel being on the flip side and imagined a hypothetical intern going through my own family’s mementos. Having the opportunity to become acquainted with the Marshall family through personal belongings and stories allowed me to vividly catalog their interests and activities as I helped to build the museum’s virtual archive.

← HUB Search Collections Classifications App



# Marshall Steam Museum

Hockessin, Delaware

VISIT WEBSITE



**Item Count**

**1416**

Less than three minutes from the center of Hockessin, Delaware, the Marshall Steam Museum at Auburn Heights offers visitors the opportunity to step back in time and experience life at the dawn of the automotive age. The now-museum was built by T. Clarence Marshall in 1947 to house his growing collection of antique automobiles. Today, visitors can enjoy the many treasures at

Auburn Heights thanks to the generosity and vision of Clarence's son, Tom, and his wife, Ruth. In 2008, they gifted to Delaware State Parks the estate land and buildings, including a beautiful 1897 Queen Anne mansion that was the Marshall home, while donating to the Friends of Auburn Heights (FAH), a 501(c)3 charitable organization, the extraordinary vehicles of the Marshall collection.

The museum features the world's largest operating collection of Stanley steam cars, a 1916 electric car, a 1914 Model T and two 1930s Packards, in addition to the Auburn Valley Railroad with its 1/8th-size coal-fired steam trains that circle the property.



**Clarence and Esther Trips 1912-1926**

130 Items  
Photograph

This photo album documents trips Clarence Marshall and Esther Shalton Marshall took between 1912 and 1926 with friends and family. The majority of the photographs in the



**Crowell Tape Mill**

101 Items  
Photograph, Object/Artifact

The Crowell Tape Mill is an excellent example of the evolution of the industrial Age as companies reprocessed milk along Red Clay Creek and revolutionized the source of cheese



**Garrett Snuff Mill Demolition**

18 Items  
Photograph

This collection covers all phases from the 1880 demolition of the Garrett Snuff Mill in Hockessin, DE, provided by Edith Marshall.

# CATALOG THAT!

## *The Museum's New Digital Archives*

This year the Marshall Steam Museum embarked on a new venture: creating a digital archives! In an effort to make portions of our collection more accessible to the public, we made the jump to a new collections database, CatalogIt.

What goes into digitizing something? It is not as straightforward as simply scanning or photographing an object (which still takes time!). Items need to be assessed, documented, numbered, labeled, and stored properly in archival housing. As we work through each section of our collection, we will be uploading artifact scans and details into our CatalogIt HUB, found here: <https://hub.catalogit.app/8331>. We hope you will check back regularly to watch our progress and discover the treasures stored safely within the museum archives.

We could not have moved forward so quickly on this project without the help of our summer intern, Sophie Zaidman, and new volunteer Mike Brown. A Yorklyn resident, Mike reached out in early January 2022 to inquire about volunteering with the museum, particularly with the project focused on local history. Little did he know what he was getting into!

We immediately set him to work on a collection of photographs related to the Crowell Tape Mill, which once



*Above:* Volunteer Mike Brown hard at work in the Marshall Steam Museum Archives.

Every day I work with the collection is like a treasure hunt, finding and learning something new."

– Mike Brown



stood along the Red Clay Creek in Yorklyn. Little could be found online about the once-thriving local business so we knew the images recently donated by Robert Adelman would fill a void.

Now several months into his time with us, we asked Mike what draws him come back every week. He remarked,

*Having first-hand experience with the library collection has opened my eyes to what a wonderful legacy the Marshall family has left to our community. While the collection of steam cars and the mansion are quite visible, less well known is the collection of incredible work by Tom and Clarence to record and "narrate" the history of Auburn Heights and Yorklyn through pictures, movies, documents, memoirs and mementos. Every day I work with the collection is like a treasure hunt, finding and learning something new. Tom worked hard to leave us the story of Auburn Heights, and I am excited as I work with Susan and Alli to make the pieces of that story more publicly available.*

On his archival "treasure hunt," Mike told us that his favorite discovery has been the obvious camaraderie within the antique auto community. As he uploaded the entire span of Tom Marshall's *Weekly News* articles and organized documents from car tours dating from the 1940s to the present, he noted the spirit behind the car meets and tours, which served not only as opportunities for antique car owners to show off their vehicles but also for meeting and collaborating with fellow car collectors. Participants routinely swapped stories, parts and advice.



Of special note to car enthusiasts will be our collection of Glidden Tour Revival documents and photographs. Organized by the American Automobile Association (AAA), the original Glidden Tours promoted safer roads and public awareness of automobiles. They often featured notable names in the car community, such as Augustus Post, an original Glidden Tour organizer, and Jerry Duryea, founder of the Antique Automobile Club of America.

Watch our progress on social media and by checking our CatalogIt page to see what gems we unearth in the months ahead!

*Top:* Photograph of key Glidden Tour Revival figures, including Augustus Post and Jerry Duryea, from the 1948 tour. Marshall Steam Museum Archives.

*Bottom:* The first Glidden Tour Revival tour book from 1946. Marshall Steam Museum Archives.

Vision + Passion + Dedication + Generosity...



THE RESULT IS HERE FOR ALL TO ENJOY.

**Thomas C. Marshall** (1924-2019), along with his parents, cherished a lifelong dream at Auburn Heights: to *preserve a way of life from the dawn of the automotive age*. In his later years, he and wife **Ruth Pierson Marshall** found a way to share their dream with the public, and the result of their generosity is all around us today: the *Marshall Steam Museum* and *Auburn Valley State Park*.



We thank Tom and Ruth for sharing their precious dream with us and with future generations.

Kathryn & Mike May

Barb & Rob Reilly

# GAUGE 1 LIVE STEAM RAILROAD

*Coming Soon to Auburn Heights*



## **BUILDING UP STEAM**

The construction of a Gauge 1 Live Steam Railroad will usher in a new era for railways at Auburn Heights, joining the Auburn Valley Railroad (established in 1960). Trains have been part of the Auburn Heights landscape for nearly a century. From the 1930s Lionel model trains of Tom Marshall's childhood to the 1/8<sup>th</sup>-size coal-fired engines that still pull cars filled with happy passengers today, railroads enthralled the Marshall family.

## **ENGAGING GAUGE 1**

Scale matters with model railroading, and Gauge 1 has a standardized scale of 1:32, making it small enough to easily transport in the backseat of most cars. Costing much less than larger scales, it remains accessible for both young and old alike. With no other Gauge 1 track within a 30-mile radius, the new layout will offer live steam enthusiasts throughout the region a welcome location to run their locomotives and trains as well as create a unique attraction for the Marshall Steam Museum's Steamin' Days.

## **FULL STEAM AHEAD**

We must raise \$35,000 to cover Phase 1 of the construction costs to get things up and running. This includes base construction materials, with all labor to be provided by volunteers.



**You can help us reach our goal by becoming a volunteer or donor and by signing up for our newsletter to stay informed.**

**Find out more at [AuburnHeights.org/Gauge1](https://AuburnHeights.org/Gauge1)**





## An Old Friend Returns

### *1909 Waverley Electric Car on Loan*

The 1909 Waverley Model 74 Stanhope displayed at the 2014 Auburn Heights Invitational (*shown above right with Galloway Morris at the tiller of the car owned by his wife, Sandra*) is paying a return visit as a museum loan. It fills a void while we await return of our 1916 Rauch & Lang electric car after a much-needed face lift, which includes new paint and upholstery, and we thank Sandra Morris for sharing her prized vehicle with us.

Built in Indianapolis from 1897 to 1916, Waverley electrics were renowned for their luxury and beauty. The company also touted how quietly they ran, using "Silent Waverley Electrics" as their ad campaign. After 1916, the popularity of electric cars waned, and Waverleys faded silently from the scene.

Average mileage on one battery charge: 38  
Average speed: 5–16 mph  
Original price: \$1,900  
Today's equivalent: \$45,000





*Clockwise from top:* Jacob Plucker adds wood to our steam locomotive's firebox as part of the firing up process; volunteer Harry Warren, who started as a youth volunteer with the AVRR, provides instructions to a new batch of campers; Aiden Klein (a new youth volunteer with the AVRR) tries his hand at removing a railroad spike; Orion Brown hammers in a spike.

# All Aboard!

## Summer Camps Are on Track at Auburn Heights

by Alli Schell, Director of Public Programs

Year 2 of train-themed summer camps proved to be a steamin' success! While success can certainly be defined by the increased numbers (from 5 campers in 2021 to 18 in 2022), something even more exciting arose from these programs. Read on to learn about our big wins!

### A DAY AT CAMP

Our camps are one-day immersive experiences, giving campers a deep dive into all things trains. This summer we offered three camps, capping each at 8 participants for optimal hands-on activity time. We target 10–15-year-olds (with apologies to our “big” train lovers who want their own adult camp!) with the average age being 12.

Each camp day began with a bit of train trivia, and we discovered the incredible knowledge the campers already possessed! Next we jumped right into firing up our steam locomotive, with campers helping do everything from oiling gears to loading the firebox. Their hard work was rewarded when the engine reached pressure, and they enjoyed rides around the site.

After a quick lunch break, it was back to work, with all sorts of activities focused on train tools, roles and signals. A favorite for campers was using historic tools, such as a spike puller (after they first hammer in the spike). Then the moment everyone eagerly anticipates: driving the diesel-style train. Campers take several laps, swapping between engineer and conductor roles and rounding out a very full day.

### INVESTING IN YOUTH

The biggest win of our summer camps was finding enthusiastic and talented youth volunteers eager to help on the Auburn Valley Railroad (AVRR). We took note in 2021 when a few campers stood out, and we officially welcomed two as

youth AVRR volunteers. This year, we recruited two more directly from the summer camps. We believe it is important to provide youth with meaningful experiences. I was once that 15-year-old volunteering in a museum, so it feels especially rewarding to be part of that journey for these rising stars.



*Above:* Benjamin Aukzemas confidently drives our diesel during the 2021 summer camp.



*Right:* Benjamin, now a regular volunteer with the AVRR, instructs camper Keegan Glovier in 2022.

### TRAIN NERDS UNITE!

I use the term *nerd* in fun because this camp brought out the train enthusiast in everyone, including our volunteers. Before the start of every camp, volunteers introduced themselves and shared with campers how they developed their love for trains. Many told stories of how they started with a train set as a child and now have worked on railroads, as a mechanical engineer or other similar jobs. Demonstrating potential career paths that align with campers' interests was an important part of the camp curriculum.

### AROUND THE BEND

New for 2023, we plan to launch a model train camp! In conversation with camp participants from the last two years, one clear fact emerged: almost all campers own or work with model railroads. Given the long history of model trains at Auburn Heights, the introduction of a camp devoted to the topic seems like a perfect fit!



*Above:* Gabe Yancoskie drives the diesel for the first time. Gabe has recently become a volunteer with our model train team.

Next year we will once again offer three one-day camps in June, July and August. Spaces fill up fast, so if you have a child or grandchild interested in any of our camps, email Alli at [education@auburnheights.org](mailto:education@auburnheights.org) or fill out our interest form here: <https://bit.ly/AHTrainCamps>.

## Auburn Heights Invitational Honor Roll

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