

## Tom Marshall's Weekly News, June 11, 2007

**Projects in the "New" Shop, Late 1930s:** T. Clarence Marshall always liked to work on and build things, so he needed some kind of shop. Retiring from daily activity at the fibre mills in 1926, he had a woodworking shop in the basement of Auburn Heights but soon moved it to one end of the garage and upstairs in "the loft" nearest to the present snack bar building. Having built two Eli Terry clock cases and the O-gauge circular railway still in use in the museum, he turned his attention more toward metalwork than to woodwork. He also enjoyed much of the mechanical work required on his Packard cars.

In 1935 he had bought a used 15-inch South Bend lathe with quick-change gear, and this was mounted in the rear of the garage (carriage house) near the glass walk-in door that has not been opened since. He invented and had patented a gasoline-saving device and installed it quite successfully on a 1935 Standard Eight Packard Club Sedan. The mileage was increased from about 12 m.p.g. to 16 m.p.g. When he installed a similar one on his friend Clarence Walker's '36 Packard One-Twenty, however, it gave some trouble, and my father turned his interest to other things.

When the shop addition was completed in late summer 1937, the big lathe, a smaller 9-inch South Bend bench lathe, a new drill press, and a used shaper were moved into the new room, with a power hack saw in the basement driven by a belt from the shaper. A heavy wooden workbench with cupboards below ran the entire 26 feet along one side of the room. There was room for one car in the new shop and removable planks in the middle of the floor made it possible to access the underside from the basement below. I remember a beautiful used 1934 Packard Standard Eight seven-passenger touring with side mounts in the shop (which my father did not buy) and then the '37 Packard Twelve still in our collection when it first came to Yorklyn. Although this 13-year-old had hoped for a Model T Ford, this Packard was long a favorite of my father and me.

The first real project in the shop was the invention of an improved clay target trap. Using parts from older Western Cartridge Company traps (which had been used at Yorklyn) and some special castings, he tested his invention by opening the big door and throwing the targets or "clay pigeons" over the rose arbor and onto the sloping lawn beyond. On a cold January 20, 1938, Paul J. Buxton, chief engineer for Western at East Alton, Illinois, came by train to inspect my father's new trap. Favorably impressed, a deal was made: my father wanted no money but was to get 10 new traps for the Yorklyn Gun Club if, indeed, Western began manufacturing them along the lines of his invention. On a pleasant day in May, this same trap was set up in one of the traphouses at the Yorklyn Gun Club, and Fletcher H. Woodcock, a Western "trade man" from Ithaca, New York, was on hand along with Leo Shaab of Elk Ridge, Maryland, who took care of the Yorklyn traps for Western at the big tournaments. In late June 1938, Woodcock showed off one of the first made by his company at the New York State Shoot held at Johnsonville, northeast of Troy, New York. Eight of these traps were delivered to Yorklyn in time for the annual tournament in early August, and they were used at the Grand American Tournament at Vandalia, Ohio, later the same month. At the end of the "Grand" week, Joe Hiestand of Hillsboro, Ohio, a regular at Yorklyn, completed a long run of 966 straight (unfinished), breaking all 900 single targets he shot at in Vandalia. Coincidentally, my father was elected president of the Amateur Trapshooting Association by a vote of 18 to 10 over "Rock" Jenkins of Orleans, Indiana, that same week. The year 1938 had been a big one for my father in the world of trapshooting.