

Tom Marshall's Weekly News, April 25, 2011

What *Might Have Happened in 1905*: Israel Marshall was busy in the Marshall Brothers paper mill office one morning, when he sent word up to his wife, Lizzie, at Auburn Heights: "I won't be home for dinner (in the middle of the day) today, as something has come up, and Warren and I need to go to Philadelphia for the rest of the day. We should be home for a late supper. Clarence can tell thee at dinner time what it's all about."

What it was "about" was that Israel got a call from a patent attorney in the city regarding his patent application on a new fibre-processing machine, and this needed immediate attention. He wanted his elder son, Warren, the 23-year-old president of the newly formed National Fibre and Insulation Company, to be present at the meeting to learn more about such things.

The morning train from Landenberg that would have taken them directly to the B & O passenger station in Philadelphia had long since gone through, so they took the West Chester, Kennett, and Wilmington trolley from Yorklyn to Brandywine Springs, changing in the amusement park there to the People's Railway electric line into Wilmington. (The West Chester, Kennett, and Wilmington did not touch either West Chester or Wilmington, except through connections at Kennett Square and at Brandywine Springs.) They might have boarded the trolley on the west side of Auburn Heights, but more likely they walked down Creek Road to the Yorklyn bridge, crossed it, and boarded where the line crossed Yorklyn Road, right where the NVF office building is now being razed. The trolley came through in each direction every two hours, so we will assume they left Yorklyn at 11:00 and arrived at Front and French Streets in Wilmington about 12:30, after changing at Brandywine Springs.

Train service on the Pennsylvania Railroad was good, and they may have boarded a through train from Washington to New York (reached by ferry from the New Jersey side of the Hudson), which required a transfer to Broad Street Station at West Philadelphia, *or* they may have found a local train from Wilmington direct to Broad Street Station. Although their arrival there would not have been before 1:30, they may have enjoyed a good lunch before going to their appointment, as the restaurant in the center-city station (15th and Market) was one of the best in Philadelphia.

A city trolley or a horse-drawn cab was undoubtedly used to get around the city, unless destinations were within walking distance. The appointment with the patent attorney was brief, and by 4:00 P.M. Israel and Warren were ready to leave the city. (It may be pointed out that Israel actually had at least four fibre patents granted between this time and his death in 1911. Much of the machinery in the new fibre mills built 1904–1912 reflected the success of these patents.)

A Landenberg Branch train on the B & O departed that railroad's passenger station at 24th and Chestnut about 5:15, passing through Wilmington (Delaware Avenue Station) and Elsmere Junction before heading up the branch along the Red Clay Creek. If the train was on time, arrival at Yorklyn would have been about 6:50, and two generations of Marshalls enjoyed Lizzie's late supper at Auburn Heights.