

Tom Marshall's Weekly News, March 11, 2013

Stanley Owners/Operators in the Early 1940s: When my father bought his 1913 Model 76 in 1940, he did not know others were running Stanleys on a regular basis in many parts of the U.S. and Canada. He did know Fred Marriott was in business at his garage in Watertown, Massachusetts, and soon found out that Fred was still selling and servicing used Stanley cars. Hyde Ballard, a young patent attorney in Philadelphia, had been one of the very early members of AACA in the late 1930s, and his favorite cars were Packards and steamers. Hyde traveled frequently from his wife's home in Merion, where they lived, to her family's summer place at Chambers Rock on the White Clay Creek north of Newark, Delaware. He heard my father had acquired a Stanley and was fixing it up, and the latter was thus introduced to the small but growing antique car hobby and its pioneers around Philadelphia.

Through Fred Marriott, my father learned of Thomas S. Derr, who was building water-tube boilers and other components for Stanley cars and, like most steam people of that time, was intent on "improving" them, with hopes of building a practical modern steamer. He also learned of Brooks Jones, a country schoolteacher of Glens Falls and Corinth, New York, who claimed to be driving his Model 740 roadster all winter while publishing a crude little newsletter called *Steamobile and Ye Olde Time Car*. Other steam people from all over would contribute to this publication, and in some ways it was like an early version of e-mail, precipitating letters back and forth and then further acquaintance. One of the correspondents was a man from Lashburn, Saskatchewan (between Saskatoon and Edmonton), who was running a Stanley in this far-north farming community.

Some of those with whom my father struck up a relationship, either by numerous letters or by actual acquaintance, were Earle S. Eckel (Washington, New Jersey), The Rev. Stanley W. Ellis (Waban, Mass.), Brooks A. Jones (mentioned above), Byron C. Spence (Little Falls, New York), Robert B. Chase (Earlville, New York), George J. Monreau (Cochituate, Mass.), Walt Lewis (Scotia, New York), Joseph B. Van Sciver Jr. (Philadelphia), the Maddox brothers (Archer, Fla.), Mervin Allatt (Three Bridges, New Jersey), Ralph G. Van Dine (Cambridge, Mass.), Donald H. Randall (Randolph, Mass.), Paul A. Bourdon (Woodstock, Vermont), Edwin A. Battison (Windsor, Vermont), Murray M. Brown (Athol, Mass.), and Stanley Allred (Huntington, Indiana). These were all people who were operating or restoring Stanleys in the early 1940s, and there were others.

Of the above, Allatt, Van Dine and Randall were "dealers" who knew where to find long-neglected Stanleys in barns and similar places. Mervin Allatt seemed to devote full time to this endeavor, while Van Dine worked for the Massachusetts Bay Transit Authority, and Randall was a schoolteacher, nicknamed "Mr. Coates" in George Woodbury's 1950 *The Story of a Stanley Steamer*. Mrs. Randall drove our Model 607 during the war; I bought it from her husband in 1946 and drove it home from Randolph in December that year. Allatt was a frequent visitor to Auburn Heights, as was Van Dine, who stopped in his 1926 Elcar en-route to visiting his mother, who lived in Washington, D.C.

Earle Eckel, a former Stanley dealer, drove his 1914 Stanley roadster more than the others, putting 125,000 miles on this car that he had taken in trade for a new car about 1919. Murray Brown drove a Model 740 roadster, then he restored a Model O White, and finally was working on a 1908 Model H-5 Stanley at the time his new wife forbade his steam car activity. Byron Spence, Brooks Jones, Walt Lewis, Joe Van Sciver, Stanley Allred, and Bob Chase were running Stanley condensing cars, and Paul Bourdon and Ed Battison liked Stanleys of the non-condensing period. George Monreau and Ralph Van Dine, both with direct connections to the Stanley factory when it closed, each had a 1913 10-horsepower Stanley. Monreau's was a Model 65 named "McGee," and Van Dine's a Model 64 now owned by Don Davidson. George Monreau, from whom my father bought our Mountain Wagon in 1946, worked for Fred Marriott and was the grandfather of Brent Campbell. This was the corps of Stanley people in the 1940s.