



HENNEY PROGRAM OF PROGRESS

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Are you hungry again *already*?

Last year we tried something new: a Chapter dinner at the PCS International Meet. Several folks came, and the food wasn't burned or anything, and good fellowship was had by all, so why not do it again?

The Genial Tourmaster, Mr. Karsnia, has kindly identified a time that will work for such an idea: 5:30 p.m. on Friday The Rochester tour will be back by 5, and there's a general membership meeting at 7:30 so this does not conflict with any scheduled meet activities.

Location will be the Old Country Buffet, a venue right next to the hotel; this was selected over the hotel restaurant 'cause it's quieter.

No reservations are required, no advance payment, no nothing, just show up Um, well, everyone will be expected to pay for dinner, if it's all the same to you.. We'll have some tables set aside at the restaurant.

Everyone is also invited to bring a table topic.

On the cover: a Henney drive-by pose

Not really an example of a Henney in ACTION, if we stick to Mr. Ruff's original definition of the term. That is to say, it does not appear that anyone is being rescued in this photo. However, it's a nice glamor shot of a federally owned Henney captured, if not in action, in *motion*; and probably at work. Work, in this case, being the Veterans Administration hospital in Beacon Hill, Washington.

Okay, it's probably posed, but we do like the shot.

Unlike the field ambulances

we featured last time out, this one does not carry the service identification, but there is a small federal shield visible on the rear door. It's decidedly upscale in that there are trim rings, cloisonné hub shell covers, a full pelican ornament, and of all things, *rear doors*. The ubiquitous roof ventilator found in other military ambulances, however, is plainly present on the rooftop. Interesting, too, is the lack of any emergency equipment.

Beacon Hill is in southeast Seattle; this hospital is part of the

VA's Seattle Division's Puget Sound Health Care System.

And because the Henney is apparently moving in this photo, we guess that we need to put on the lawyer-driven disclaimers-for-idiots that the cowards put in all the commercials now:

**PROFESSIONAL SAILOR
DRIVING ON CLOSED
COURSE**

**DRAMATIZATION
DO NOT ATTEMPT**

THE HENNEY PROGRAM OF PROGRESS

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We proceed into the new year

The nomination period is over; we received one name in nomination for the exalted leadership of this organization so you have all noticed that no election was called therefore. The previous administration continues for one more year.

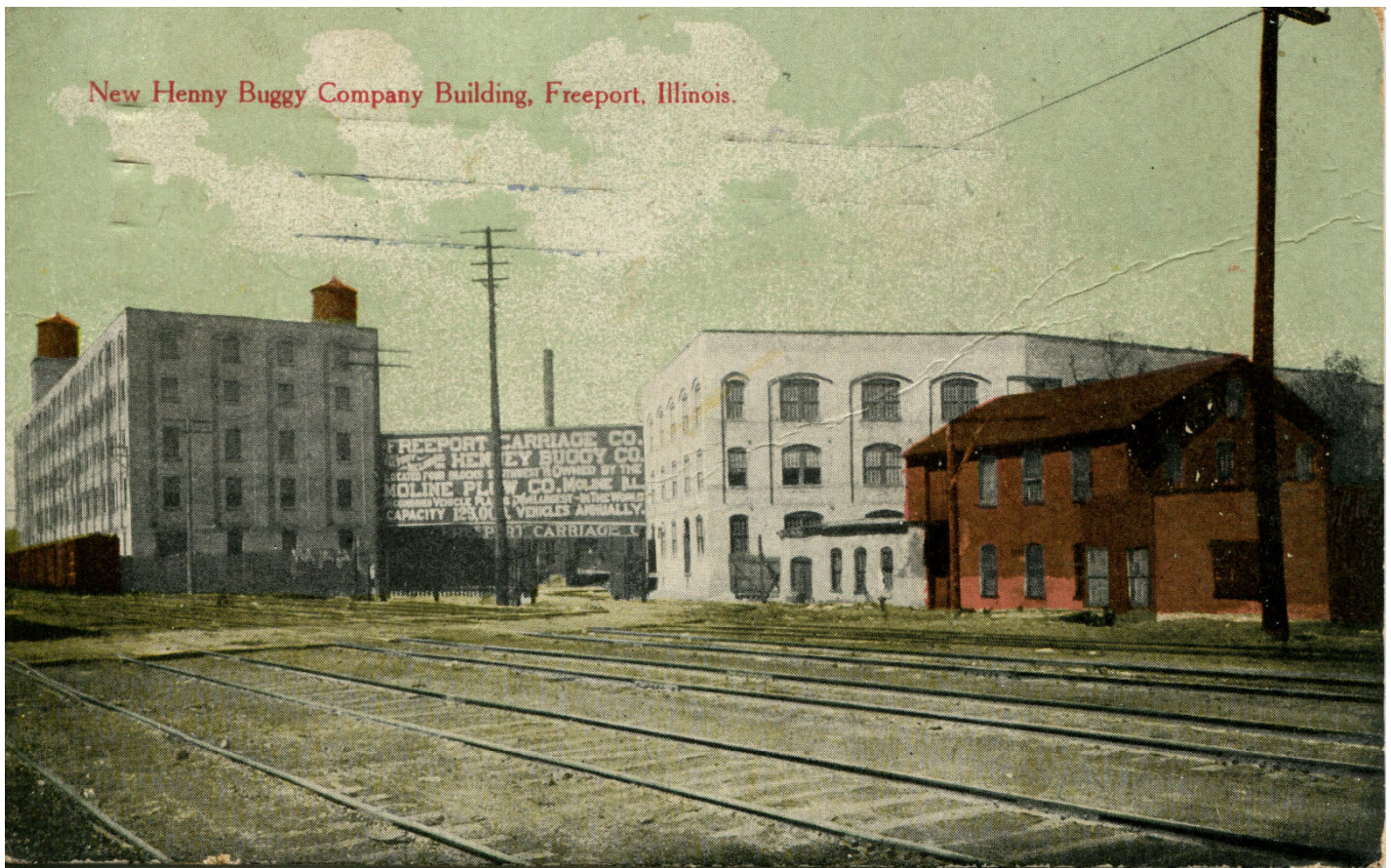
We are beginning to look around at this point, based on the ancient organizational admonition that a group that re-elects the entire board time after time is headed for trouble. That's easy to do in this operation; the board comprises one (1) (i) (uno) (1?) officeholder.

As to money and paper copies, we have

enough of the former for a while and will continue the latter for a while yet. We have been sorely tempted to go the easy way and go exclusively paperless, but those we spoke to on the topic really wanted a printed copy and could not produce one locally, so we still make up a couple of them—but the cost has gone up, not as a method of discouraging them, but to more nearly cover what it costs to run them off.

The paper-copy business will always have some unreimbursed costs, like versions for PCS archives and other administrative requirements.

Postcard of the quarter



There are days when we wonder if the folks at the postcard company had any brains at all; and this is one of those days. In a previous issue we showed you a postcard with the company misspelled as “Henry.” Well, they fixed it. For the new postcard, it’s: “Henny.” Well, illiteracy aside, this one was postmarked in September 1913, and for the record, Myrtle tells her mother she is “feeling fine.” Always good to hear, Myrtle. Read that sign carefully: there’s a lot of corporate structure going on.

Well, it goes to show you never know what you'll...

A tourist sent this one in with no accompanying data. It didn't take much detective work; the license plate's blue-field "D" makes it Germany, and the "L" on the plate localizes it to Leipzig. The area code on the phone number showing on the adjacent abuilding agrees that it's Leipzig.

The car is being used as a portable sign, probably to get around local advertising codes. The address on this monster—and a monster it would be, by German standards—is a business at Gottschedstrasse 13, which the Internet says is An Nam, a Vietnamese restaurant.. The script on the back doesn't look like it says An Nam, but the place might have changed hands since this photo was taken.

Interestingly enough, there's another restaurant on the Internet at Gottschedstrasse 13, but not in Leipzig: this one is Restaurant Wille Brass in Hamburg. Putting eateries on Gottsched Street must be a popular idea, but the same address number—that's kind of spooky.

Anyone finding yourself in the area, let us know if it's still parked outside every day. We'd hate to see the thing go to waste.

We considered—briefly—using this photo on the cover as a **Henney In ACTION**, but the aspect ratio didn't lend itself to that stunt.



Henneycare: Oil changes can be oversimplified

Many years ago we recall a chap who was changing the oil—on a Henney, as it happens—along about Christmastime. It was chilly out, so he went into the house to have lunch while it drained. Then he took it into his head, let's let it drain while we do some other things, really drain all that bad ol' oil out.

Afternoon turned into even-

ing, and the next day he thought, let's let it drain for days, *really* drain all that bad ol' oil out.

Days turned into months.

When he reinstalled the plug and filled the sump next spring, he thought he had done a fine thing. But the resulting engine noise revealed that what he had really

done was to let the car sit empty so long that the oil pump had lost its prime; by the time he got oil pressure again, the engine was making what we refer to in the trade as "money noises."

Just drain long enough that it stops dripping. What's left is so statistically insignificant that it isn't worth worrying about, but if that really bugs

Just drain long enough that it stops dripping.

you, you could pour a cup or so in and let that fresh oil push the black stuff out before reinstalling the plug.

Henneys in New Jersey—quite a few, actually

This started out feeling like “inside baseball,” namely, a short piece about the editor’s car—but we decided that it was historically useful and have expanded it. Several years ago—in 1979, at the Henney Reunion held in conjunction with the PCS International Meet in Freeport—an old Henney hand came up to us with the usual opening: “That your ambulance?” We nodded, and he said: “It came out of New Jersey.” Why yes it did. How on earth did you know?

“I delivered that car,” he replied, “on my honeymoon in 1953.” The company learned that the chap was planning to honeymoon in New Jersey and offered to pay gasoline, tolls, hotel, and return rail if he would deliver the car to the customer. And how did he know it was the same car?

“Because we made only one ambulance in 1953 with rear tunnel lights.”

Well, wow. That, combined with some remarkable research done by Rich Litton

back in 2005 for *The Criterion* of PCS’s Northeast Chapter, eventually led us to the place where this particular car started out: Titusville. We were able to reunite with the rescue squad, borrow the original nameplates from the display case for a photograph, and have what amounted to a homecoming, not a dry eye in the house (more on p. 9).

But the important part, really, is the body of research Mr. Litton put in for his story, and we present it on pages 6-8, slightly updated. It has

“It came out of New Jersey...I delivered that car on my honeymoon in 1953.”

taken him several years to compile all this information, and we are truly impressed. And it does demonstrate, as an aside, that once in a while you can trace a car all the way back if you have enough luck and enough assistance along the way.



The 1962 James Abbott photo, found by Mr. Litton, that started the whole search. The rear tunnel lights were a dead giveaway to what car it was, as was the 3-level signage stack on the front door; we have never seen that many on another car. →



What a pleasant surprise: the squad cared so much for its history that they reserved several mementos and *the original door signage*. To see what these very busy signs looked like in action, see page 9.

Story continues on page 9



The hanging sign out front is gone, a new sign appears on the lawn, the big doors have been modernized, and there are now post barriers instead of wheel blocks to protect the building. The trucks are gone and the red Henney returns in 2005 to pose all alone.

Henneys in New Jersey

Compilation by Rich Litton

| YEAR | COMPANY | CHASSIS | DELIVERY DETAILS | COLORS | NOTES |
|-------|-----------------------|------------|---|---------|---|
| 1927 | Hope Hose, Bordentown | UNK | | | To Browns Mills, 1940-43; to Allentown, 1943-47 |
| 1930s | Midland Park | Packard | | | Ex-NY hospital; had 42-48 |
| 1935 | Ocean Grove | Oldsmobile | | Red | To Lawrence Harbor |
| | Spring Lake | Packard | \$3200 from Sherman | | May not be Henney; to Elberon Squad, 1948-49 |
| | Pompton Lakes | Packard | | | May not be Henney; until 1948 |
| 1936 | Milford | Oldsmobile | \$2550.00 | | |
| 1937 | Raritan | Packard | | | Probably new |
| | Red Bank | Oldsmobile | | | Until 1952 |
| | Roebing | Packard | | | Had 1947-55; junked |
| 1938 | Murray Trout, Audubon | Packard | Geissel | | Possibly to S Bound Brook |
| | S Bound Brook | Packard | | Dk Blue | Had 1940-49 (see above) |
| 1939 | Maple Shade | Packard | | | Year is "likely"; totaled 1944 |
| | Mountainside | Packard | | Dark | Got used, ca 1943 |
| 1940 | Toms River | Packard | Nov 39 | | Until 1952 |
| | Dumont | Packard | | | Had 1941-49 |
| | Haddon Heights | Packard | New | | New purchase "likely" |
| | Glendora | Packard | New | | New purchase "likely" |
| | Murray Trout, Audubon | Packard | New from Geissel | | |
| 1941 | Neptune City | Packard | \$3420 from Geissel, 26 Dep 40 order, Dec 40 delivery | | Backup into 1960s; to Martin Smock ca 1969; to auto shop; ended in salvage yard |
| | Woodbury | Packard | \$2848, Jun 41 | White | |
| | Perth Amboy | Packard | | | Year is "likely" |

| YEAR | COMPANY | CHASSIS | DELIVERY DETAILS | COLORS | NOTES |
|-------|-----------------------|-------------------|------------------|---------------|---------------------------------------|
| 1941 | Cranford | Packard | | | Had 1953-57, ex-"Municipal Ambulance" |
| | Winfield | Packard | | | Had 1950-53 |
| 1942 | Lakewood | Packard CD | Oct 42 | | Until 1953 |
| | Fords, St Johns FAS | Packard | | | Perhaps purchased used |
| 1948 | Murray Trout, Audubon | Packard | Geissel, late 47 | Dark Blue | Same color all their rigs |
| | Spring Lake | Packard | \$6500, Dec 47 | Green | Until 1956, to Matawan Twp |
| | Maple Shade | Packard | | Gray | Until 1955 |
| | Runnemedede | Packard 2213-3671 | | Green? | To Marlton, 1955-60 |
| | Clark | Packard | Apr 48 | | Until 1961 |
| | Cape May | Packard | New | | New purchase "likely" |
| | Scotch Plains | Packard | \$6500 | Red & White | To Callmans, Union Twp, 1959 |
| | Perth Amboy | Packard | | Likely Dk Red | Model yr is guess |
| | Rusling Hose | Packard | | Cream | Got ca 1950; To Florence, 1952 |
| 1950s | Oaklyn | Packard | | | Squad long gone |
| 1950 | S Bound Brook | Packard | | Dark | |
| | Perth Amboy | Packard | | Likely Dk Red | Model yr is guess |
| | Wachtung | Packard | | | Had in 1950s, used |
| 1951 | Woodbury | Packard | | White | |
| | Ocean Grove | Packard | | Red | Likely until 1956 |
| | Perth Amboy | Packard | | Red | |
| 1952 | Long Branch | Packard | | Red | Yr is approximate |
| | Pennington | Packard | | 2-tone | Had Oct 1954-63 |
| | Bellmawr | Packard | | White | Until 1961 |

| YEAR | COMPANY | CHASSIS | DELIVERY DETAILS | COLORS | NOTES |
|------|------------------------------------|-------------------|------------------|-------------|--|
| 1952 | Hope Hose, Bordentown | Packard | | Red | Until ca 1965 |
| | Glendora | Packard | | Green | Prob to new Voorhees squad ca 1967; given back ca 1970 |
| | Stafford | Packard | | 2-tone | Likely got used; kept until ca 1960 |
| | Rusling Hose Co, Hamilton Township | Packard | | 2-Tone | To Wrightstown, 1961 |
| | Princeton | Packard | | Silver/Red | Until 1959 |
| | Red Bank | Packard | | Red & Gray | Colors "likely"; until 1958 |
| 1953 | Haddon Heights | Packard | New | | New purchase "very likely" |
| | Murray Trout, Audubon | Packard | New from Geissel | Dark blue | Until 1957 |
| | Titusville | Packard 2613-2048 | | Red | Until 1969 |
| 1954 | Freehold | Packard | | Dark Maroon | Until ca 1959-60 (& see next line additional unit) |
| | Freehold | Packard | | Dark Maroon | Until ca 1959-60 |
| | Red Bank | Packard | | Red & Gray | To Pequannock, 1961 |
| | Cedar Grove | Packard | | Lt Yellow | Unk if new or used; had into 1960s |

NOTES

This may go without saying, but the Henneys in this feature are all ambulances; the survey was not intended to encompass any other body types. The research was done primarily in the southern and central parts of New Jersey. Sources included squad archives, back issues of *Gold Cross*, and interviews. Units found in other states will be discussed another time.

In addition to the units in the table, Mr. Litton's research also turned up an additional unit in Eatontown between 1950 and January 1954 and a silver-over-red 1953 or 1954 in Hammonton; and Murray Trout units in 1929, 1930, 1932, 1935, and 1940 not further described.

In addition to the Henneys in the table, the survey turned up a 1929 truck-bodied Packard (ID 267391) that went to Tuckerton Squad and was rolled; a 1933 Miller Packard in Lawrence Harbor; a 1936 Miller Packard in Toms River (had until 1940); a 1936 Miller Packard in Metuchen (ex-Craftsman Club, had 1948-55; then to Hillsborough, 1955-56; a 1937 Silver Knightstown Packard 120 in Spring Lake (custom work rig, \$3775, had until 1951); and a 1937 Miller Packard in Cape May.

WONDER IF WE CAN DO ANYTHING RIGHT DEPT: On page 10 of the last issue, there appears the following phrase under tech tips: "the water needs to bide a little time to pick up and remove water." Too many sentence splices caused that. It should, of course, say "pick up and remove heat."



(continued from page 5)

ABOVE: The nice folks at Titusville were so accommodating that they took the nameplates out of the display case so we could reunite them with the car for a photo. We had always wondered about all those signage mounts on the car (six each side), namely, what on *earth* could the original user have mounted there to require three lines of text?

RIGHT: The squad has kept more than just hardware; they also had, and copied for us, some of the original paperwork that went with the car. We reproduce it here because we figured, if we found it interesting, students of New Jersey rescue operations might be interested as well. The bottom card, that's a pretty ordinary registration receipt, but the top piece, we find particularly interesting: a special permit to mount emergency equipment on a vehicle. It's possible that the equipment permit was issued annually, because this is a 1966 version.

The squad's records also indicated that the company paid \$8100 for this car in April of 1953 and sold it in 1969 for...\$200. "We practically couldn't give it away," one of them told us. The new buyer promptly took it to Hershey and sold it there; *that* new owner sold it soon after, at a Packard meet in Flushing Meadows. "I've had my fun," he commented at the time. He then returned to a more lucrative sideline: selling left-over diplomatic plates to residents of the city of New York to use in avoiding parking tickets in Manhattan.

NEW JERSEY DIVISION OF MOTOR VEHICLES

SPECIAL PERMIT R-1046
EMERGENCY VEHICLE EQUIPMENT Red light and siren

Under the provisions of Title 39:3-50 R.S. and 39:3-69 R.S., permission is hereby granted for the installation and use of the above noted emergency equipment on the following vehicle, subject to the regulations printed on the reverse side of this permit.

ISSUED TO Union Fire Co. & Rescue Squad

STREET ADDRESS Rt. # 29

CITY OR TOWN Titusville STATE New Jersey

MAKE, YEAR Packard 1953 BODY TYPE Ambulance

REGISTRATION NO. NFC 586 SERIAL NO. 32048

DATE ISSUED November 28, 1966

Director June Staplecki
 By Albert R. Hodgson
 Lt. Albert R. Hodgson

17-651 A (R3/65)

STATE OF NEW JERSEY

C. of O. No. 3517236Z Reg. No. F 82 NF

NO FEE VEHICLE REG. Dup. or Transfer TRANSFER

License valid until the transfer of ownership or destruction of the vehicle.

Issued to UNION FIRE COMPANY

Street Address RIVER ROAD

City or Town TITUSVILLE N. J.

Name of Car HENNY-PACK Year 1953 Body AMBULANCE

Serial No. 2613 2048 No. of 2

Color 82 IN Cylinders 252 IN Gross 5850

Width 4 16 53 Length IN H. P.

Date of Iss. 9/1 By H. EARLE LEONARD, Agent

We've always wanted to see one of these



The mailbag has again yielded something extremely interesting. Presented for your approval: one 1942 Henney Civilian Defense ambulance, live and in color, recently purchased by member Patrick Martin. There's a long road ahead, but we rejoice that this car exists in spite of the odds and that it has landed in friendly hands.

Stay tuned to this station. Great things are happening in Illinois.

Bettie Page just won't fade away, bless her soul

When we got started on this Bettie Page business, we thought each time would be the last. Mz. Page, you will recall, was one of Richard Arbib's girlfriends and he was

seen often squiring her around New York. We were surprised to see, last year, that posters of this chick were still selling—specifically, at street-rod events here and there..

Comes now a 90-minute movie, "Bettie Page Reveals All." Whether you can rent it locally we do not know (it will have left limited theatrical distribution by the time you

read this), but based on the description we've read, we'd suggest not letting anyone in the family see it who is under the age of, oh, let's say, 43.

Bits and pieces in the news

Just what we need: a new expression is coming on line these days. It's "Public Charter School" and the initialism is what else: PCS. Once upon a long time ago, we found a dictionary of acronyms, abbreviations, and initialisms in a library and learned that PCS has, like, dozens of applications.

Marian Sumar-Hreblay's "Dictionary of World Coachbuilders and Car Stylists," first published as a book in 2003, is now available on CD-ROM. Price is \$40.00 or €30,00; you can order directly from him at:

Agatova 485./0

SK-03104 Liptovsky Mikulas

Slovakia

You can use his bank account at Postova banka (in euros) via IBAN SK456500000000015384326, BIC POB-NSKBA. Inquire at mariansuman@gmail.com

Where else but in California: there are enough electric cars out there now that "charge rage" is developing in the parking lots. Trendy electric-vehicle drivers are finding that there are more of the things than there are charging stations, resulting in unfriendly unpluggings and emails to folks who have hogged the charger too long. We cannot wait to see a news photo of a Henney Kilowatt plugged into one of these things.

Automotive things everyone is wrong about

Well, not Henneyphiles, of course; you're smarter than all those other car folks. But everyone else in the car hobby seems not to know that:

- There was no 1964 Mustang. Ford wanted to get the jump on everyone else, so the Mustang came out in April 1964 as a 1965 model. No, it wasn't a 1964½, either. This wasn't unusual for Ford; the Maverick, which came out in April 1969, was a 1970 model.
- The 1960 Valiant was not a Plymouth. Chrysler treated it as a separate make for one model year, even signing the dealerships that way. And while we're on the subject:
- The 1960 Comet was not a Mercury. Refer to previous paragraph.
- The little Volkswagen sedan that first came to North America was never called "Bug" or "Beetle." It was named "Type 1." Eh? Sure there was a Type 2; it was the Transporter, or in Europe, Kombi. They never used the term Microbus either.
- The 1948 Tucker was never named "Torpedo." Its nomenclature was "Tucker 48."
- Jaguar did not have a model called XK-E. A group called the Rip Chords popularized that terminology in a 1963 song (about a Cobra) but the folks in Coventry called that car an E-Type.
- The 1937 Packard Six was not called "110," but "115" plus a C suffix to match the 120C. The 110 business had to wait for 1940.
- Both the Packard 110 and 120 were discontinued for 1942; the models were Six and Eight. That makes "110" a 2-year designation that some folks stretch out to nearly a decade.
- Stanley never used the word "Steamer" in its name.
- Mercedes is marketing a microcar named "smart," (with no caps, incidentally); not a "Smart Car."
- There's no "pit row" on racetracks. There is, however, a pit road.
- "Open car" means one with no side windows; a convertible, having crank-up windows, is a closed car. There are only four kinds of open cars: runabout, roadster, touring, and phaeton.



A handy company to know about

An outfit named Nostalgic Reflections, out of Veradale, Washington, has reproduced the Henney plate shown at left and markets it for \$185. We don't imagine that these things will be big sellers at this price—and we don't think Henney ever painted them up to look quite this giddy, so some of their customers might start off by dipping the thing in paint stripper. But it certainly looks like a well-crafted piece.



Henneyway, if you need one and can't find it, you can reach them on (509) 226-3522. You can also learn a lot by Googling this outfit, which has an impressive array of products and says it can make nearly anything you like.

And we'll take this opportunity to mention that the chap who is looking for the "designed and built by" plate from 1953-54 (shown at right) still needs one more, so if you find one, please notify the Chapter.

Packard, Henney, and the Miller blood libel

From our friends at The Packard Club comes a piece lifted from the minutes of a special Packard board meeting held 10 March 1939.

The meeting was called to consider, among other items, the granting of a license to the Henney Motor Company to make spring controlling devices under Patent No. 1,963,533 (Svensson) and Patent No. 1,963,690 (Backdahl). The license was limited for use ‘...on hearses and ambulances and being free of royalty when used in connection with chassis purchased from the Packard company, but requiring a royalty of Five Dollars (\$5.00) per vehicle when the chassis is purchased other than from Packard.’”

This entry illustrates, as clearly as anything could, the structure of Henney’s agreement with Packard. It did not, as Miller would infamously claim 15 years later, prohibit Henney from using any chassis other than Packard for its finished product. A Henney alumnus we spoke to many years ago laughed at that idea; “No, no! It was the other way around. We had Packard under contract not to sell chassis to anyone but us.” Unfortunately, the fictitious ver-

sion was run in several Miller ads, entered the lore, and was repeated in several historical pieces over the years. The Miller fabrication, in fact, went even further, claiming that Packard had “served notice” to the professional-car industry that everyone must immediately cease using any chassis other than Packard, and patted itself on its corporate back by claiming that Miller had “refused” the Packard demand and thus gone on to greater glory with a General Motors chassis.

What really happened was that Miller had a mad on after Packard decided not to break the Henney agreement and let Miller do carved hearses on Packards (John Henney thought carved horses were bizarre and refused to build one). Miller put a carved body on a Packard chassis they acquired somewhere, and showed it to Packard management to let them see what they were missing. And in fact, we have seen the car that Miller did to fish for that business; it’s in the hands of a PCS member and turns up at shows occasionally. Packard pondered the idea...briefly.

But Henney got word of the proposal, and determined to put a stop to such

Henney got word of the proposal, and determined to put a stop to such nonsense.

nonsense. The method they chose was to work up a price list for a proposed line of Henneys built on a competitive chassis.

“We just left it lying casually on the table when the Packard folks were in here for a meeting,” retired sales manager Nuell Steinmetz told us. “Not a word was said about it, but you could tell they saw it. They went back to Detroit and there was never another thing said about the carved-hearse business.” He still had the price book, and unfortunately we never got to run a copy of it. It was a professional print job, done exactly in the style the company used for its Packard line. They must have spent a significant amount of money printing two or three copies of that book just to prove a point.



It's out...



Just when you think you've seen them all...



Proving that you don't know what you'll find next, what should turn up for sale but the car above. It's a 1935 Henney Progress hearse—on the inside we call it a Henney Oldsmobile even though the company didn't—for sale in New Mexico. They wanted \$17,000 for it when it popped

up (late January) and it will certainly have a new home by the time we publish, but we thought it was worth space here anyway. The venue appears to be Albuquerque, but very little information came in with the photo.

...and we think you'll want this one on your shelf

Brooklin has done it again. Working with the tooling they developed for the 1954 Henney Packard landau hearse released last fall, they have brought out the truly remarkable 1/43 version of the 1954 Super Station Wagon seen at left. Lots of details that weren't even on the landau are present this time (like the rear license-plate bracket), the colors are true to the actual car, and there's remarkably intricate detail. The model comes with a nice roof rack, though you'll have to install that yourself (it isn't hard).

The model was formally announced at the big Micro-Meet held in Flint this past February and was an instant hit. It had been announced for last September and encountered some production delays, but you can get it now. Don't pass this chance up, and by the way, buying these professional-car models encourages Brooklin to keep making them.

1954 HENNEY PACKARD SUPER STATION WAGON in 1/43, Brooklin BRK-190, \$159.95 from JM Modelautos, +1 (814) 840-4026

Letters—recent topics, revisited by our readers

Thanks so much for remembering me. I'm really swamped with projects this summer but seeing this makes me think I really need to go through my father's old photos. Besides the black-and-white ones in the photo album I already sent to Genealogy Trails, there are lots of them that my father took when we went on our Henney's "drive-away" vacations. We took many vacations by driving a hearse or ambulance or sometimes both to some dealership far away. Sometimes my mother would drive our own car, but sometimes we were delivering both a hearse and an ambulance, so we took the train back. At least once I think we flew. My parents had been doing this well before I was born in 1946, and I think my father did this just by himself.

The problem will be that most of them are slides, and they aren't labeled except the box they're in will say where the ultimate destination was. So you'll get a general idea. I hope to work on this project in Au-

gust. I see your meet is on August 21 this year. I can't make any promises but maybe that might be the date I shoot for.

Bob Rossiter was a young guy in the 1950s, probably around 20 years old or not much older, who I think had just started at Henney's.

I don't know what he did. He may have worked directly for my father. At one point he joined us on one of these drive-aways, and he, and my father and my mother each drove a hearse or an ambulance. I can't remember where we delivered them. I'm sure there are photos.

Alice Horner

We took many vacations by driving a hearse or ambulance, or sometimes both, to some dealership far away.

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Geo: just read your latest installment on Henney's and thought I would send a few pics of Packard at the museum for you to use if you wish. Also there were some questions in the newsletter I thought I'd help with [factory layout, Vol 2 #3].

1. Henney factory: at the museum we have the Sanborn insurance maps from 1935 which also has a shop across the street on Spring to the north and across Van Buren Street to the west was Monroe Chevrolet. These two locations were separate from the main building; I could make copies if you wish.

2. Monroe Chevrolet started in 1927; that's the Monroe in the article. The very first car he sold is just

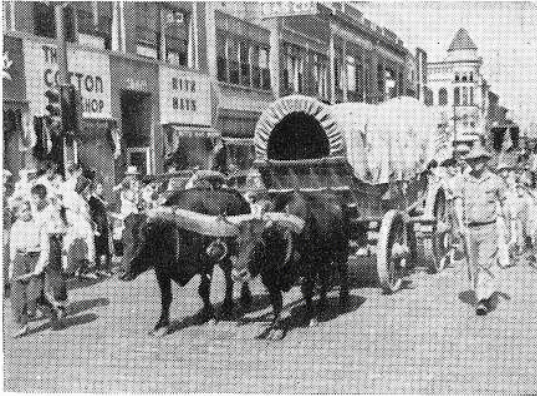
down the street, and a first-class restoration I might add. I used to go out with his daughter Mary.

3. AYP stands for Atlantic-Yellowstone-Pacific; there is a road with that name in Stephenson County. In the late 1800s a group of businessmen were trying to raise enough capital to build a road across America, just like Interstate 80 I guess, but it never happened except a short stretch outside of town. I'm not sure if the garage would be using that name or not, but it's a fairly esoteric initialism to be using for a garage. Just think of the garage in the Great Gatsby.

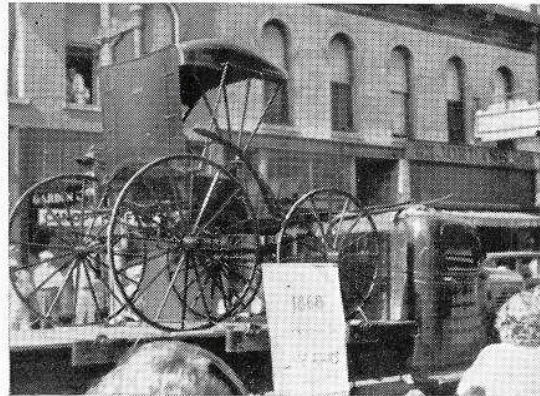
H. L. Wilhelms

THE MARCH OF TIME

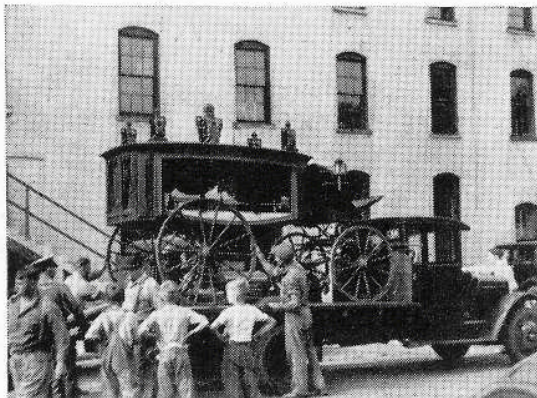
As seen by the Henney Camera



When the Northwest Territory caravan came to Freeport, Henney provided several historic exhibits for the parade.



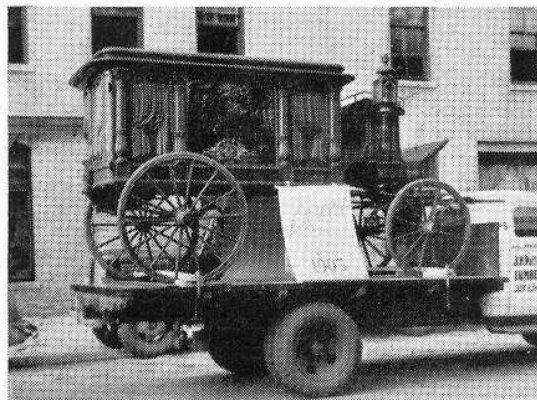
A buggy built by J. W. Henney, Sr., for Jane Adams' father attracted considerable attention.



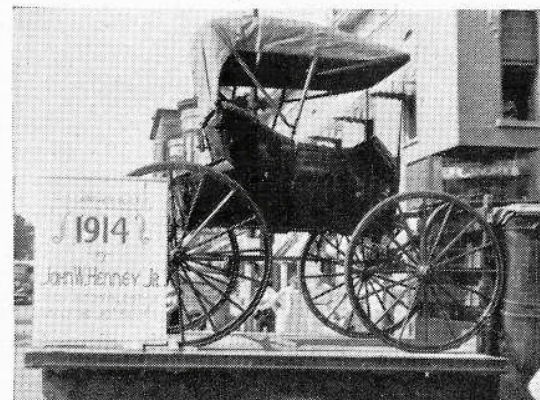
The loading of an ancient "Glass Sider" Hearse drew a crowd.



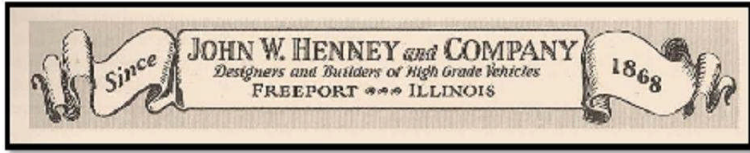
Many spectators saw a hearse of the 1889 vintage for the first time.



A carved hearse such as this one was a curiosity to many who viewed the parade.



This shows the last buggy built in the Henney factory. Note the "auto" type body.



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