



MOTOR TRANSPORT MUSEUM NEWS

Volume XV No. 1

31949 Highway 94, Campo, CA, 91906 - Ph. (619) 478-2492

Spring 2013

Web Site: www.motortransportmuseum.org ♦ E-mail: motortransportmuseum@gmail.com

The MTM will hold its annual Open House and Members Meeting on April 13 at the Mill in Campo, CA. See the enclosed flyer for more information.

Work has been progressing in the refurbishment of our newly acquired buildings on the site of the former Camp Lockett as described below. This is a big project and we need all the volunteer help we can get.

We have also reprinted an article from the Julian Historical Society about a third Julian stage. You may remember that we restored the 1912 Mack, the first of the motorized stages to run to Julian and are in the process of restoring the 1924 Cadillac/Graham Bros. stage that ran some years later. This 1914 Buick must have immediately followed the Mack in the Julian Stage lineup. It would be nice to find the remains of this stage to restore.

Old Smokey

Take a look to your right as you enter the mill grounds next time you visit. The first truck in the first row is a massive white 1954 Diamond T with a plate in the front license plate



"Old Smokey" at rest at the Mill after a long and distinguished career with the U. S. Navy

holder identifying it as "Old Smokey," possibly a reference to the fact that it has a "naturally aspirated" (non-turbo) diesel engine. It retired in 1966 from a long and illustrious career with the U.S. Navy where it spent many years towing landing craft and heavy guns around the 32nd Street Navy Base in San Diego. It has a towing capacity of 80 tons.

Diamond T is a name familiar to older generations as one of the finest trucks ever built. The company was started in Chicago in 1911 and built trucks under its own name until 1967. It was an "assembled" truck meaning that it used components from major suppliers, rear axles from Eaton and Timken, transmissions by Spicer, Fuller and Clark, rather than components of its own manufacture.

"Old Smokey" began life as an "ordinary" Model 921 Diamond T three-axle diesel tractor. It was probably set up for local use, as it is not equipped with radiator shutters, multiple fuel tanks, and other features that would have suggested it was a true long-haul western truck. But at some point early in its life all that dramatically changed. To begin with, its frame was modified significantly; it is now double-channeled and has deep "fish plating" riveted to the outside of the rails, undoubtedly done to support the concentration of extremely heavy "5th wheel" loads. The original differentials were replaced with very heavy-duty Timken worm-drive units on both driving axles. A massive spring and walking beam system was installed in place of the original rear suspension. The wheels and tires were replaced with huge 14:00 x 24 duals on the rear axles and singles on the front. All this had the effect of raising the height of the truck substantially; the roof of the cab is 9 feet above the ground and the 5th wheel height is 62 inches instead of the normal 48 inches.

The outside width of the rear dual tires is 9 1/2 feet, making it an over-width vehicle even without the huge "west coast" mirror arms that had to be removed for the trip to its new home in Campo. The overall length of this massive truck-tractor is a respectable 27 feet, and it stands on a 242-inch wheelbase.

Surprisingly, the original 220 h.p. Cummins diesel was retained. A Fuller RT-910 10-speed transmission replaced the original 5 speed main and 3-speed auxiliary transmission set-up, providing sufficient reduction to allow the old "220" to handle the extreme loads hauled by this truck. Speed was not a priority for this local hauler.

This massive truck remains in very good operational condition although, admittedly, there are very few places that it can be driven. Stop by and see it next time you are at the Mill.

Camp Lockett Stable Buildings

Last year the MTM bought four historic Camp Lockett stable buildings on a 4-acre plot of land about two miles south of the Mill. Our volunteers have been spending time and

resources restoring these buildings to use as an annex for the MTM assets now stored at the Mill.

During February and March volunteers Carl Calvert, Andy Andrews and John Macmongale have been working to get the materials we need on the site to begin the building renovation. Our main effort has been in preparation for the re-roofing of Building 605, the most northeasterly building. This building will be an ideal place store our engines and we could call it the engine shed! This building also has the least roof damage and will be one of the easier ones to re-roof. We are not directing our attention to other items of deferred maintenance such as the window and door repair, plumbing and electrical work at this time as we want to see the building roofs repaired first to prevent further interior damage from the weather.

We have submitted grant requests to three different organizations to assist us in funding the roof replacement and are hopeful some of our requests will be granted. We have also obtained a county permit to replace the first roof along with a permit for temporary power for our tools and an air compressor for the pneumatic tools. We have also ordered a 4' X 3' descriptive sign for the property outlining the history of the site that will be erected on the road in front of the buildings.

We are soon expecting to begin the stripping of the old roof material and repair of the underlayment as needed. This is expected to take several months for the one building. We have several bids for the roofing installation and have not yet selected a roofer. Since the original roofs were green rolled roofing, we are interested in replacing them with a similar type of material for historic authenticity.

We have also prepared a Landscape Plan for the site and have received a donation of 20 Olive and Rosaceae (India Hawthorn) trees 6' to 8' in height. They have been planted in the central area between the first and second row of buildings. We have also finished over 400 ft. of irrigation line to provide water to these trees along with sprinklers and automatic valves. These trees are drought resistant and will require very little water once established.

We especially need more volunteers on this huge project and are working on the project a little at a time. Any additional help will be greatly appreciated!

Foster-Julian Buick Stage

*By Ed Huffman and Albert Simonson
of the Julian Historical Society*

This old photo from Foster came to the Julian Historical Society from a grandson of Julian's George Miller, "the last stagecoach driver in San Diego County." This according to the 5/18/1961 El Cajon Citizen.

Signs atop the canopy reveal this 1914 Buick to be the "Foster-Julian Stage Line." Foster was the railhead located where San Vicente dam was built during World War II near Lakeside. The dam is now being raised, along that long level stretch of highway 67 approaching Lakeside.

Before, stages to Julian went up the Mussey Grade, whose lower portions now are eyed only by fish.

This motor stage model was the last right-hand drive Buick for domestic sale. Passenger cars had already switched over. Both rear wheels had brakes. Bumpers were optional, as were self-starters.

The slogan for the Open Express Body Model 25 that year was the stirringly mercantile "To Deliver the Goods." The high-revving "valve-in-head" four was thrifty while providing a surge of 22 horsepower up the dusty grade from Foster. It was



A 1914 Buick with an Express body used as one of the Foster stages that ran from Foster, CA to Julian

way better than lumbering up Mussey Grade on a 4-horse "mud wagon." The sheer acceleration could almost peel your lips back and the "exhaust emissions" were behind you, not in your face.

Those big 3 1/2 x 32 tires sliced through the horse-plops of Ramona and smoothed potholes and ruts. The motor stage had to pause in front of the Kenilworth hotel where the thrift store now is, for passengers and parcels. Earlier it was the Ricker Hotel. Then you could give a turn to the grease cups on those brass rocker arm castings atop the engine, and check the hypnotic dance of pushrods and valves. With a fine machine costing over a thousand dollars, you couldn't be too careful. Valve covers were not yet in vogue. You needed to keep an oil squirt can under the hood and not forget the fan bushing.

Nowadays you can hardly find any meaningful parts of your engine, much less enjoy their rhythmic motions. This takes a lot of joy out of motoring. The ballet of bobbling valve gear is a lost art form from a gentler time.

Instead of being distracted by cell phones and a bossy GPS voice, you could watch the oil indicator on the dash, a little turbine wheel that spun around as oil flowed through it on the way to thirsty engine bearings – it was a comforting assurance that all was well as you motored through the bucolic back country.

Another stop in Ramona was the general store past the Town Hall. Visit the high-roofed 1888 Verlaque house next

door if you are interested in bees, old tools, Victoriana, doctoring, early radios or just life in general. Ladies will fancy period furniture, dresses and quilts. All will appreciate the adobe French Provincial house, common in Basque country – but rare in this country.

The engine got to cool down a bit just before the Witch Creek upgrade to Santa Ysabel. There, across from a big oak, the Wood family's Witch Creek Post Office and Store stood hard against the south edge of the road. The old store burned in the fire of 2007. Jim Wood saved the hand-carved sign though, and a passerby gave him a photo of the store, fully in flames. For a country boy, it was the end of an era.

There are no remains of the 2-story Witch Creek hotel, but it's not hard to tell where the schoolhouse used to be before it got moved to Julian. In the schoolhouse, you can see a movie of the old school starring some of our neighbors as kids.

Another good cool-down was at the Santa Ysabel store, by the inn and blacksmith shop. It had a grand old oak which is still there. The store has thick adobe walls and holes where the storekeeper could pull up lengths of rope through the floor from coils in the cellar. Neighbor Bob McDaniel remembers it well, his parents once ran the store, and he helped.

This store is again open with nostalgia and informative displays, well worth a visit.

In Julian, the Buick pulled up in front of F. L. Blanc's "General Merchandise." The store still stands. It already had the famed Sherwin-Williams "Cover the Earth" paint sign under the veranda. A vanished annex on the right was the post office and telephone exchange with an operator

New Members

Robert MacMahon of Tacoma, WA has enrolled as a new Life member of the Motor Transport Museum. We welcome Robert to our Museum.

Recent Donations

The following items are among those that have been donated to the Museum since publication of the last newsletter

- An Onan engine and generator set cut-away by Bill



1950 Ford F-3 pickup truck donated by Eric Bense

Jellyman of San Diego

- A 1950 Ford pickup truck by Eric Bense of San Diego
- A Clean Tech parts washer by Alan Gobel of San Diego

The MTM thanks these donors for their generosity in helping the Museum attain its goals.

Upcoming Events.

The **American Truck Historical Society** will hold its Antique Truck Show and Swap Meet on Sunday May 5th. It will be held at the Orange Empire Railway Museum, 2201 S. "A" Street, Perris CA. Show hours are 9:00 am to 3:00 pm. For more information call 951 943-3020 or visit

www.oerm.org

The American Truck Historical Society will hold its **Annual Convention and Truck Show** in Yakima, WA on May 30th thru June 1st. Visit www.aths.org for more information

The Southern California chapter of ATHS will hold its 28th annual **California Antique Farm Equipment Show** at Tulare, CA on April 19th thru April 21st. The show will showcase the agriculture industry's heritage with more than 900 antique trucks, tractors and farm equipment exhibits from throughout California and the United States. For more information visit <http://www.antiquefarmshow.org/>

The **MTM Board of Directors'** meetings for the Spring quarter of 2013 will be held at the Horseless Carriage Foundation Library at 8186 Center Street in La Mesa, CA at 6:30 PM on the following Thursdays:

April 18th May 16th June 20th

Everyone is encouraged to attend.

Get Your Newsletter by eMail

You can donate towards MTM's cause without spending a dime by simply receiving these quarterly issues of the *Motor Transport Museum News* by e-mail. This way MTM can save mailing costs and use the savings towards operating expenses. You will get an instantaneous PDF copy of the newsletter without the Museum spending money on printing and postage. Email us at motortransportmuseum@gmail.com and subscribe.

Hours of Operation

The Museum facility at 31949 Highway 94 in Campo, CA is open to the public every Saturday from 9 AM to 5 PM. Admission is free, donations are accepted.

Remember

Do not attribute to malice that which can be explained by simple stupidity

Author Unknown

MTM Officers and Directors

The officers and directors of the Motor Transport Museum are as follows:

Officers: Greg Long, President
 John Thomas, Secretary
 Bill Fields, Vice President
 Carl E. Calvert, Chief Financial Officer

Directors: Jim Jensen,, Bill Jellyman,

MOTOR TRANSPORT MUSEUM

2013 OPEN HOUSE

Welcome

FOR MEMBERS, FAMILY AND FRIENDS

SATURDAY APRIL 13, 2013

10 AM TO 4 PM

Lunch at noon!

Hamburgers, Hot Dogs, and Soft Drinks provided by the
Motor Transport Museum
A \$3 Lunch Donation

Come and see the restoration progress on the 1924 Cadillac Julian Stage,
Antique Trucks, and Old Gas and Diesel Engines. We also have some sur-
plus vehicles and equipment that will be for sale.

Come out to the Museum at:
31949 Highway 94,
Campo, California
(619) 478-2492

Directions: Campo is approximately 50 miles East of San Diego on State
Route 94. From San Diego, go east on Interstate 8 to Buckman Springs
Road. Go South on Buckman Springs 9 miles to the junction of Highway
94. Turn left at the "T" intersection. Go about 1 mile East on Highway 94.
The Motor Transport Museum is a nine story tall mill building and 2 ½
acres of transportation history and **250 old Trucks**.

While in Campo stop you may also see the Stone Store Museum and exhib-
its from the former Camp Locket of WW II fame. Campo is also the home
of the Pacific Southwest Railroad Museum.

For more information call (619) 478-2492, or (619) 993-1220.



Motor Transport Museum

APPLICATION FOR MEMBERSHIP

New Renewal

Name _____ Spouse _____
Street Address _____ City _____
State _____ Zip _____
Phone _____ E-Mail _____

General Membership	1Yr \$20 _____	2Yr \$40 _____	3Yr \$60 _____
General - International Membership (Non USA Mailing Address)			1Yr \$25 _____
Corporate Membership			1Yr \$75 _____
Life Membership			\$250 _____
Endowing Life Membership			\$1000 _____
Associate Membership - Non Profit organization			1Yr \$35 _____
Jounior Membership - Children under 18 (non-voting)			1Yr \$1 _____
Student Membership - Full time students, 18 - 25			1Yr \$6 _____

I agree to comply strictly with the By Laws of the Motor Transport Museum; to conduct myself at all times in a manner which will support and promote the best interest of the Motor Transport Museum

Signature of Applicant _____ Date _____

PLACE
STAMP
HERE

MOTOR TRANSPORT MUSEUM
81948 HIGHWAY 94
CAMPO, CA 91906

John Thomas, Jim Hamilton, Carl Calvert , Bryan Butler,
Bill Fields, Mike Anderson and Mark Scudder.



MOTOR TRANSPORT MUSEUM NEWS

Volume XV No. 1

31949 Highway 94, Campo, CA, 91906 - Ph. (619) 478-2492

Spring 2013

Web Site: www.motortransportmuseum.org ♦ E-mail: motortransportmuseum@gmail.com
