



# MOTOR TRANSPORT MUSEUM NEWS

Volume XIV No. 2

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

Summer 2012

Web Site: [www.motortransportmuseum.org](http://www.motortransportmuseum.org) ♦ E-mail: [motortransportmuseum@gmail.com](mailto:motortransportmuseum@gmail.com)

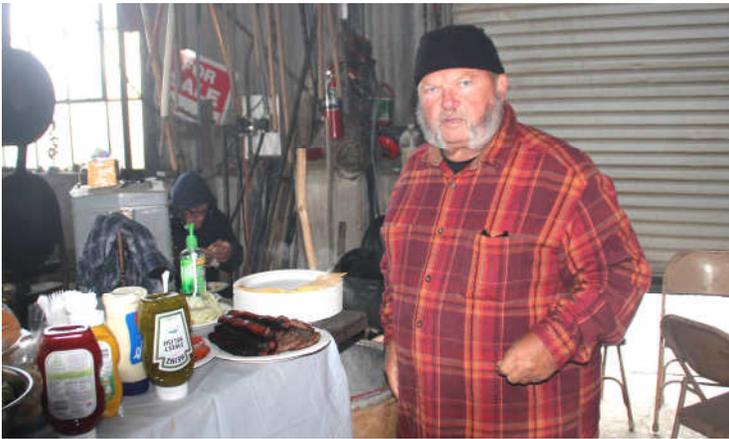
The MTM held its annual Open House on Saturday April 14. Although the weather was cold, windy and wet a few hardy souls showed up. A complete report is contained later in this newsletter.

The restoration of the 1924 Cadillac Stage for the Julian Historical Society is in the home stretch. A description of the progress is given below.

On May 20th MTM held a work weekend which we hope will become a monthly event. The 12 attendees scraped, painted, planted a tree, and loaded and unloaded equipment. A description of the activities is presented below.

## The 2012 Open House

The day of the Open House Saturday April 14th dawned



*Bill Jellyman ready to cook.*

cold and rainy. Then the weather turned bad. Throughout



*Andy Andrews and Gary and Susan Murdock discuss the finer points of inside dining while the barrel stove smokes away in the corner of the Mill.*

the day the MTM facility at Campo experienced an unusual

April storm with rain, wind, hail (yes, hail!) and mud.

Despite the miserable weather about 50 intrepid MTM members and visitors turned out for the annual BBQ and machinery show. Sara Thomas brought her 30-cup coffee maker and we moved the barbeque grill into the Mill and lit



*Frank Ball explains the restoration of the 1924 Cadillac stage chassis to visitors at the annual Open House.*

the barrel stove in the corner. The smoke dissipated into the vast upper reaches of the Mill making the space more liveable.

Life member Bill Jellyman assumed his usual duties as cook and Frank Ball ran the Cadillac stage engine and explained the restoration to members and visitors. The hail drumming on the corrugated steel roof of the Mill occasionally made conversation difficult, but not impossible.

Music was provided by three bluegrass folk musicians discovered by Mike Anderson who played well into the afternoon and were joined by Bryan Butler and his fiddle. A rather small and intimate gathering compared to the large sun-splashed event of last year but very successful nevertheless.

### New MTM Directors

**Mike Anderson, Mark Scudder and Sherman George** have been appointed by the Board of Directors to fill vacancies on the Board. Mike is a life member and former Board member, Mark is a long-time truck, engine and tractor collector and Sherman has participated in the restoration of the Sperry searchlight and the railroad speeder.

We welcome these additions to our Board and are sure all the members will give them their full co-operation in all of the Museum's projects and activities.

### First Monthly Work Weekend a Success

Sunday May 20<sup>th</sup> our first "Work Weekend" was a very productive day with 12 people spending all day sprucing up the MTM yard and buildings. Those attending were Carl Calvert, Frank Ball, Bill Fields and grandson Will Santos, Bill Lockett, Bill Jellyman, Mike Anderson, Andy Andrews, Richard Strickland, Sherman George, Ross Brock and Bryan Butler. Together they were able to scrape off the old paint and apply new paint to the decking around the Library, plant a new tree to replace one that died, unload a

piece of construction machinery from a trailer and reload the Atlas Engine in preparation for moving it to the Branch 22 Tractor Show at the Northcote ranch.

We were also able to do some yard clean up and storage of various items within the Mill. Bill Jellyman flipped burgers and dogs for lunch. We hope to make this a monthly event.

With teamwork so much more can be accomplished towards making MTM one of the finest truck museums on the west coast. The next MTM work day will be Sunday July 15 starting at 10:00 am. Lunch will be provided.

### The 1924 Cadillac Stage

*By Frank Ball*

We are continuing to make slow progress toward the finish of the Cadillac bus known affectionately as the Julian Stage. The body has been returned to Campo from the upholstery shop in El Cajon. It now has interior upholstery and a vinyl weather top to match the shiny blue-and-black paint job done by Jack White in Lake Morena.

The wiring inside the body structure for the dome lights and the driver-alert buttons came back from the upholstery shop with an unwelcome short circuit. We assumed that one of the thousand-or-so upholstery staples had pierced the wiring insulation. The problem was in finding the right staple. Persistence finally won out over method and the culprit was found and extracted.

The cabinet for storing the sundry parts for the project provided a set of dashboard instruments that had been collected by Dick Zerby of the Julian Historical Society during the twenty or so years that it sat in his back yard. The instruments had been put into working condition for the most part so, after some nickel plating; only mounting in the painted dashboard was required. Much of the mounting hardware was found in the cabinet as well. Foreign Speedo on University Avenue in San Diego made a new core for the speedometer cable. The wind-up clock runs and seems to keep pretty good time.



*This instrument group mounted on the dashboard of the Stage. The clock is on the left, the speedometer on the right and the oil pressure, amperes and fuel pressure gauges in the top center. The ignition switch, headlight switch and ignition key are located in the bottom center.*

The work behind the dashboard is much easier done before the body is

again mounted onto the chassis for the final assembly. That work consists of doing much of the electrical wiring and running the copper tubing for the oil and fuel pressure gauges. One more copper line was required for the dashboard-mounted hand-operated air pump that pressurizes the fuel tank to provide fuel for starting the engine.

The storage cabinet provided another interesting prize. That is a "trouble light" accessed from the engine compartment. It is comprised of a long electric cord wound on a spring-loaded spool. The spool is mounted and wired behind the firewall. From within the engine compartment, a small nickel-plated light fixture can be switched on and pulled out to an exact location where bright light is needed. Then, when needed no longer, the light can be switched off. The switch also acts to cause the spring-loaded spool to wind the wire back in for storage. This assembly is mostly hidden from view and seems pretty complex for doing the job of a common flashlight. Although, I suppose, it is less likely to get lost and may have a dependability advantage, but that remains to be tested. The trouble-light assembly was in pretty good condition, although a little rusty. There was, however, one internal part, a fiber insulator, that was brutalized by time far beyond any chance of recovery. A new insulator was made and installed.

The team from Julian came to Campo and helped us a couple of times. They did some finish work in mounting of the decorative walnut-wood liners for the inside of the windows. Details like this make the vehicle interior feel like the "stage" was a classier ride than many of the local population of Julian in 1924 might have expected.

### Recent Donations

The following items have been donated to the Museum since publication of the last newsletter.

•A 1920s air raid siren from the city of Whittier donated by Sue Longfellow of Whittier, CA

•A 1949 GMC truck tractor and a 1925 Buffalo Springfield road roller donated by Duane Pirkl of



*The 1949 GMC tractor donated by Duane Pirkl*

Mesa, AZ. The roller was used in movie and television programs. A more complete description of the road roller is presented below.

•A Pancho lathe with a 12-inch swing donated by the San Diego Railroad Museum of Campo, CA.

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

### The Buffalo-Springfield Road Roller

Viewable from Highway 94 on our new property is our latest acquisition, a 1925 Buffalo Springfield Road Roller.

Although this 10 ton roller appears to be powered by steam, it is actually powered by a 4 cylinder gas engine. It was used in a movie called "The Quest". This was to become a 1979 TV series starring Tim Matheson and Kurt Russell. The roller starred in the episode "The Longest Drive" Part 1. The gas engine was used to maneuver the roller and gave the crew a better opportunity to control the mock steam they generated from its engine.



*The television show "The Quest" had a scene featuring the Buffalo Springfield road roller.*

Production on Americas first powered road rollers by the Buffalo Company in Buffalo, NY began in 1902 and by 1916 the Kelly Springfield Co. and the Buffalo Steam Roller Co. had merged and moved to Springfield, Ohio. Buffalo, also known as the Buffalo Pitts Co, had built extensive agricultural equipment in the late 1800's and ceased operations in 1935.

*Research by Carl Calvert*

### Fence for New Property

Work is progressing on completing the circumference fencing on the newly acquired 2½ acres on the west side of the Mill. A number of gates have been installed including the new

24-foot entry gate. Grading has been completed by Brian Elmore and the gophers are nearly extinct now. Some underground drainage of 8-inch and 12-inch drain pipe has also been installed. Cliff and Rick Northcote donated three sections of plastic 12-inch drain line to us. Soon we will be preparing to move more vehicles onto the site.

### Upcoming Events

National City will hold its 20th annual **Auto Heritage Day** on August 7th at Kimball Park in National City, CA. The classic car parade will start at 8:45 am on the Mile of Cars and the Classic Car show will be held from 9:30 until 4:00 pm. There will be antique cars and trucks, classics, custom cars and motorcycles.

For more information call the National City Chamber of Commerce at (619) 477-9339

The **MTM Board of Directors'** meetings for the Spring quarter of 2012 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:

**July 26th August 16th September 20th**

Everyone is encouraged to attend.

### New Members

**Ray del Pinio**, of Covina, CA, **Danny Miller** of El Cajon, CA, **Christie Isaac** of Ocotillo CA, **Ed Woolley** of Ocotillo, CA, **Larry Isaac** of San Diego and **Ralph Paige** of San Diego have enrolled as new General members of the Museum. We welcome these new members to our museum.

### 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](mailto: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

It does not require a majority to prevail, but rather an irate, tireless minority keen to set brush fires in people's minds.

*Samuel Adams*

### MTM Officers and Directors

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

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

Directors: Jim Jensen, Bill Jellyman, John Thomas,  
Carl Calvert, Bryan Butler, Bill Fields,  
Mike Anderson, Mark Scudder



# 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  
31949 HIGHWAY 94  
CAMPO, CA 91906