



MOTOR TRANSPORT MUSEUM NEWS

Volume XVIII No. 3

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Fall 2016

A wild fire started near the Mexican border threatened the town of Campo in June. The MTM escaped undamaged but others were not so fortunate. A short account of the fire is given below. The MTM hosted a photographer's open house on the evening of September 18th. It was well attended by a crowd of enthusiastic photographers. Bryan Butler has written an account of the activities

Unfortunate Acquisition

by Bryan Butler

On June 19th a fire started along the border of Mexico in the community of Potrero located 9 miles southwest of our museum. Due to undesirable wind conditions it rapidly consumed 7,609 acres of mountainous brush and along its path entered our museums community of Campo. The fire caused



Smoke from the wildfire billows over the hills east of the Campo Mill. Known as the "Border Fire" it destroyed 5 homes and 11 outbuildings.

the mandatory evacuation of more than 700 residents between the Potrero, Campo and Lake Morena areas.

There are many "off the grid" resident mountain folk humbly living off the land of this area. Among them were (*Barefoot*) Jim Keefe and his wife, Kyrie who both tragically died in the fire. Barefoot Jim was a vintage truck enthusiast and a patron of our museum. Knowing how much Jim enjoyed our museum; his family who were removing his belongings from the property came to us for assistance. Barefoot had a massive 1953 truck that they wanted to donate.

The 1953 GMC 740 had been heavily modified and converted into a 25ft dry freight cargo van. The original modifications had been performed by Brown Cargo Van, Inc., a company that dates back to 1946 when Brown Trailers, Inc. of Spokane, Washington, created cargo vans in knockdown form. The orig-

inal modification date is unknown; however the modifications didn't stop with Brown.

The GMC 740 originally had a diesel engine, but according to a metal tag placed on the side of its 604 straight six gas engine: "***This engine has been balanced completely as an experiment. Please leave this tag on engine 3-28-62 N.P.T. Billing***". The cargo hold had also been converted into a living




Barefoot Jim's donated 1952 GMC 740 modified Cargo Van and living habitat.

area equipped with a gas range, refrigerator, sink counter top, dresser drawers, a make shift bed and various other creature comforts! It is also evident that the living quarters had taken various forms by previous owner.

Brown Cargo Van, Inc.'s first truck body was constructed from trailer parts and outfitted as a bookmobile for the city of Spokane. That unit turned out to be the first dry freight cargo van ever made out of aluminum by any manufacturer. Subsequently, the company expanded nationwide and was later sold to Clark Equipment Company of Buchanan, Michigan. Clark manufactured and sold cargo vans and knockdown kits until 1975, when the Ashton-Richards Company purchased the business.

The Ashton-Richards Company operated a truck trailer and body sales and service business in Kansas City, Missouri that was recognized as one of the top independent distributors for these products in the country for over 30 years. Ashton-Richards bought the Lawrence, Kansas facility in 1975 and changed the name to Brown Cargo Van, Inc., directing its ef-

forts toward the manufacture and sale of truck bodies and allied equipment of the highest quality. They still exist today.



Motor Transport Museum
PRESENTS

September 18, 2016
5pm - 9pm
In the light of
the full moon
For Photographers
Please RSVP

**Photographers
Magic Hour**

Scott Dusek

By Bryan Butler

Over the years our museum has become a popular location for photography enthusiasts. As photographer Lee Peterson said in his review: *“The photographic opportunities to work with all the colors and shapes of formed, rusted, painted and twisted metal, worn tires and wheels, curved and splintered wood will overload your creative aspirations and reward you with too many images to edit in one day.”*

Many of our visiting photography buffs have wanted the opportunity to photograph our museum and its collection at dusk and into the night by the light of the moon. These are the “magic hours” for photographers utilizing long exposure settings, lighting tricks and special lens allowing the camera to capture colors richer than you see by eye. So on September 18th the museum hosted an after hour’s event for photographers to exercise their skills.

We advertised this event sending fliers to a few local photo clubs and frequently visiting photographers and within a month had RSVP from more than 70 people. Volunteers hosting the event included Mike Anderson, Bryan Butler, Sherman George who brought snacks and drinks available for the visitors and Greg Long who originated the event. The event yielded approximately 60 photographers and partners including several photo groups, most of which were first time visitors.

The event began at 5pm and was to end at 9pm however it was extended to about 9:45. Sources indicated the evening of the event would reveal a 98% full moon, which appeared around 8:30. By then all but 8 photographers had departed. Those brave photographers who were left got some excellent shots of the mill and vehicles silhouetted by the moon. All who attended were ecstatically grateful for the opportunity and talked about their plans to return with more people in their groups.

Over all, the event was a success gaining us new patrons and a gracious amount of donations. We plan on continuing this event during different seasons and pursuing more special events in the future including quarterly events for members as well.

Repainting the Sign on the Mill

The Campo Mill was built in 1924 by the Standard Sanitary Manufacturing Company of Pittsburg, PA to process feldspar that was mined in Hauser Canyon about five miles away. The feldspar was ground to a very fine powder that was then shipped by rail to Richmond, CA where it was used as a flux in the manufacture of porcelain bathroom fixtures.

The company painted a sign on the south side of the Mill, facing the railroad siding where the cars were loaded. Through



The sign painted on the South side of the Mill. The building is a steel frame with corrugated galvanized sheet steel siding.

the years the sign fades with the weather and has to be repainted. Carl Calvert undertook this job in the past month.

The sign is 40 feet up the side of the 90 ft. high Mill so Carl borrowed a High Lift from the Northcote ranch. The unseasonably hot weather limited the amount of time he could devote to the job during each day so it took about a week to complete.

The mill and the mine operated continuously 24/7 until after World War II. Standard Sanitary Manufacturing Co. closed the Mill after and it was sold several times: repurposed to process mica for use as an electrical insulator and to process quartz and oyster shells for chicken feed. None of these later uses were very successful and in 1989 Carl bought it for use by the MTM.

Recent Donations

The Motor Transport Museum accepts donations of vehicles, tools, literature and miscellaneous items. The Museum is a 501 (c) (3) charitable organization and all donations are



The 1987 Triple E motorhome donated by Sandra Suten.

tax deductible. The following items have been recently donated.

- A 1987 Triple E motorhome from Sandra Suten of Campo, CA
- A 1919 International flatbed truck by Walter Bowles of Shafter, CA
- A 1987 36 ft. Bouncer motorhome by Arnando Silvas of El Cajon, CA



The 1919 International donated by Walter Bowles will be getting new front wheels made by MTM



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

New Members

We have enrolled **Doug Newberry** of Escondido, CA and **Franklin Barnes** of Julian, CA as new Life members of the Museum since publication of the last newsletter. Also **Don Evans** of Bakersfield, CA, **Mike Swall** of San Diego, **Phil Batterson** of Chula Vista, CA, and **Nick Carone** of Gilberts, IL have enrolled as new General members. We welcome these new members to our Museum and thank them for their support.

Upcoming Events

The **Antique Automobile Club of America** will hold its fall swap meet from October 5 thru October 8 in Hershey, PA. This is one of the largest antique automobile shows and flea markets in the United States. It consists of over 8000 flea market spaces and 1,500 show cars. This is the perfect place to find that rare out of stock part you have been looking for. Please visit <http://www.hersheyaaca.org>

The **Antique Gas and Steam Engine Museum** will hold its Fall **Antique Engine & Tractor Show** on October 15th & 16th and October 22nd & 23rd at the museum grounds in Vista, CA. There will be antique equipment and tractor parade, blacksmithing, wheelwright demonstration and train rides. For further information please visit <http://www.agsem.com>.

The **MTM Board of Directors'** meetings for the Fall quarter of 2016 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:

October 20th November 17th December 15th
Everyone is encouraged to attend.

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.

Wednesdays and Fridays are workdays and members are working on projects. Visitors are welcome to come in if the gate is open.

Members! Advertise Items for sale in the Newsletter!

The Motor Transport News offers museum members an opportunity to advertise needs and sales. Got a vehicle, motor or some parts that you would like to sell? Are you in need of some vehicle parts or a particular type of equipment or truck? Now you can reach hundreds of buying and selling sources by advertising in our newsletter, and it's free! Contact us for more information on how you can place your ad in our "For Sale" and "Items Wanted" section. Place ads before the 10th of March, June, September and December.

Remember

Experience is that marvelous thing that enables you to recognize a mistake...when you make it again.

Franklin P Jones

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.

MTM Officers and Directors

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

Officers: Greg Long, President

Bill Fields, Vice President

John W. Thomas, Secretary

Carl E. Calvert, Chief Financial Officer

Directors: Jim Jensen, Bill Jellyman, Mike Anderson,

Bill Fields, John Thomas, Carl Calvert,

Bryan Butler, Sherman George

