

LOG TRUCKER

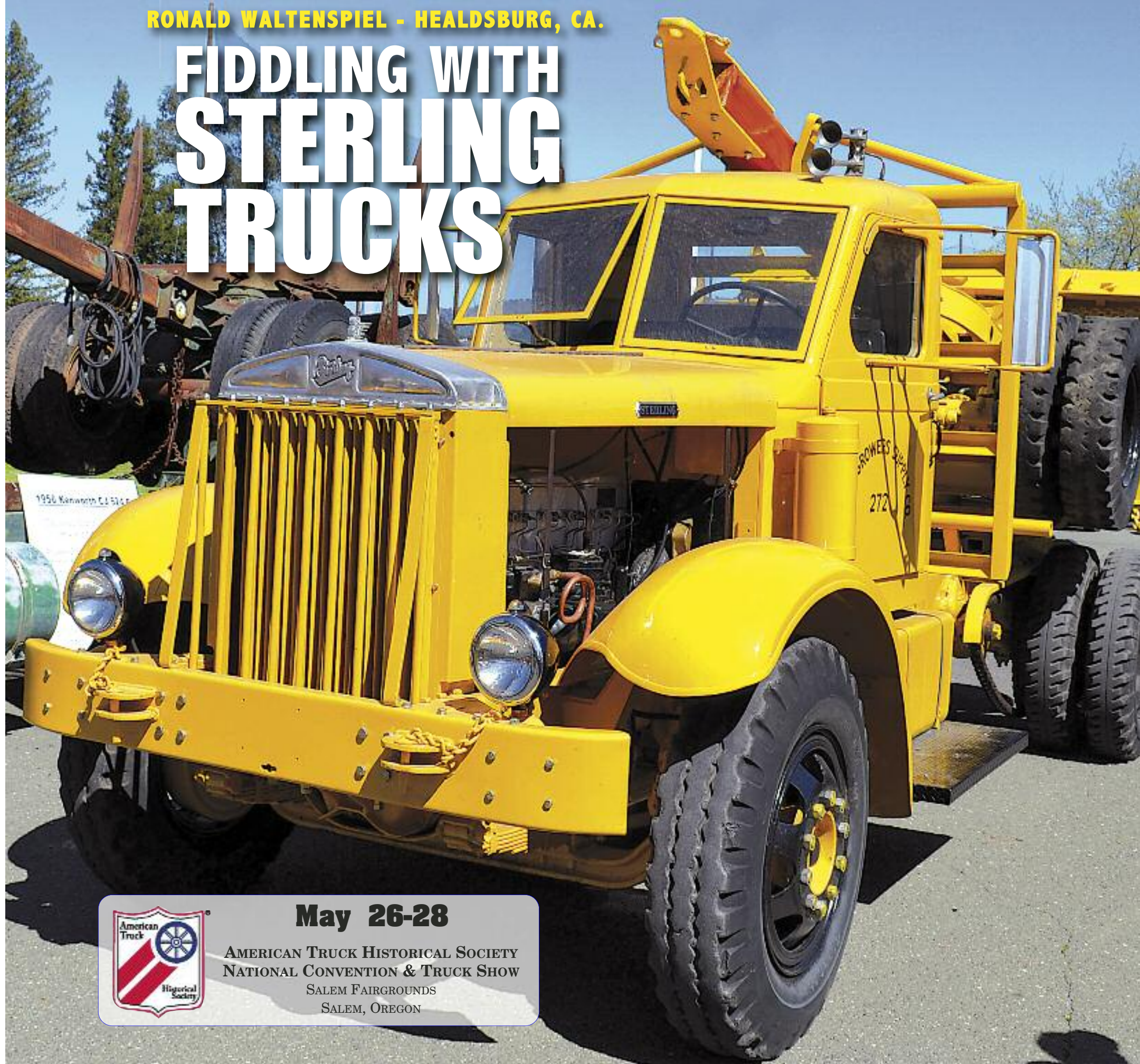
VOLUME 43 NUMBER 5

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MAY 2016

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REPORTING IN FROM...



RONALD WALTENSPIEL

A dry fruit farmer by trade for 58 years, Waltenspiel has **20 Sterling trucks** from the original company's production ranging in years from **1917 to 1953**. He has restored ten of the trucks and has a **full-time mechanic, Stephen Paul**, working on the Sterling trucks. Two of those trucks are Sterling log trucks that have wooden reaches and plenty of stories from years of service.

STERLING TRUCKS

William Sternberg began a wagon company at the turn of the 20th century and eventually started putting engines in them. When **WWI struck**, he tried to sell his trucks to the **French** but they refused the German-named company "Sternburg Trucks Company" so William **changed the name to Sterling** and sold his trucks to the **British**. The company sold to White Motor Company in the 1950s and **production stopped shortly after**. Ronald Waltenspiel keeps the trucks alive in **Healdsburg, CA**.

IN THIS ISSUE



ON THE FRONT: This 1947 Sterling log truck is owned by Ronald Waltenspiel and was on display at the Redwood Region Logging Conference in Ukiah, California. The truck has a Page trailer and a wooden reach. If the reach broke, they always had plenty of wood to make a new one.

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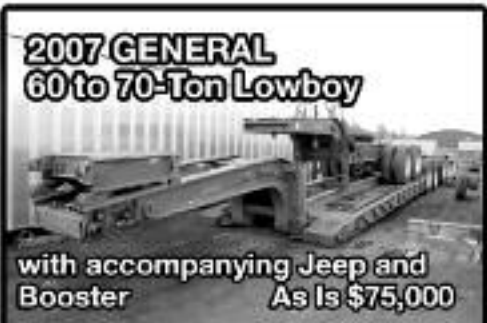
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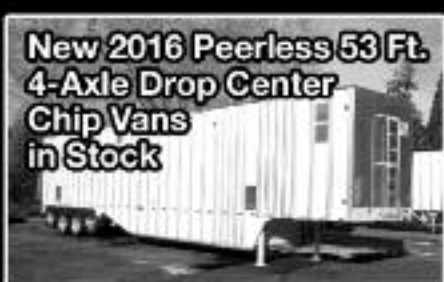
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SITTING IN THE SHOP is a 1948 Sterling truck with modern running gear that Ronald Waltenspiel still uses around his dry farm in Healdsburg, California. The truck has a 350 Cummins engine and Late model KW rears.

“Nobody else was fiddling with them”

A BRIGHT HISTORY

Rare Sterling trucks find home on Ronald Waltenspiel's farm

Story by Brandon Hansen
Photos by Kevin Core
For Log Trucker

The reason Ronald Waltenspiel collects rare old Sterling Trucks is simple.

“Nobody else was fiddling with them,” Waltenspiel, a dry fruit farmer by trade, said.

The Healdsburg, CA resident has a collection of 20 Sterling Trucks, with most of them being stored in buildings he owns around his farm. While he admits that a few are out in the weather, they're all slated to be restored.

Sterling trucks are rare for a variety of reasons. The company was sold to White Motor Company in 1953, and then the line was discontinued shortly afterward. Sterling trucks were complex with a degree of personal craftsmanship that you don't see from a modern-day assembly line - only about 12,000 trucks were made before the merger with White.

Waltenspiel has been collecting Sterlings for about 12 years but the history of the company



THERE'S PLENTY OF CHROME ON THIS 1928 Sterling. The radiator and cap for this truck has a little more style to it than your normal work truck.

stretches back to the dawn of the 20th century when William Sternberg began a wagon company.

“Then they began putting motors in their wagons and went from there,” Waltenspiel said.

In 1916, Sternberg tried to sell trucks to France during the first World War, but they wouldn't bite.

“They said we don't buy

trucks from Germans, for obvious reasons,” Waltenspiel said.

So Sternberg turned his attention to the English - and turned his company name to Sterling.

Waltenspiel found his first old Sterling truck over a decade ago in a truck magazine and decided to bring himself home a project.

“I said to myself I'd better fix it so I brought it in my shop and

tore it all apart,” Waltenspiel said. “My wife came in and asked if I knew where all the parts went. I said no.”

But he persevered and eventually got the truck all back together. Waltenspiel learned a valuable lesson - however - of taking photos of the truck assembled beforehand.

Sterlings range from medium to heavy trucks and Waltenspiel's collection ranges from 1917 to 1953.

“You can't tear things apart and then go down to the autoparts store to get a part,” Waltenspiel said. “A half day can just evaporate working on these things.”

Working is exactly what Waltenspiel plans on doing. He said that his wife Ruth took a class on aging and that in some industries, the average time of people passing away after retiring is a year and a half.

“If something doesn't get you motivated to get out of the bed in the morning, you're going to

(Continued on Page 11)
See “Sterling”

BUILT DURING WORLD WAR 1, this 1917 Sterling truck is one of the first trucks to bear the name "Sterling" as company owner William Sternberg had to change the name from his German last name to sell them to the British.



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ITS A LITTLE DIFFERENT IN THE BACK as Sterling trucks are known to have worm gear differentials that according to Waltenspiel allow the trucks to "climb up a cliff." He is a bit reserved as to getting into them, though. "I would love to take one apart but I don't dare to because I'd never get it back together," he said. "It was expensive to build and maintain. The just couldn't do it. I look at these trucks and you can tell somebody wrote down the plan on paper and used a lathe to build them."



This 1935 Sterling came from Washington state but had previously hauled fruit in California.

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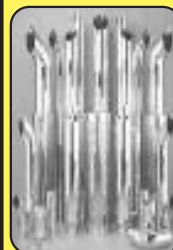
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THE STERLING TRUCK COLLECTION has become a full-time job. "You can't tear things apart and then go down to the autoparts store to get a part," Ronald Waltenspiel (above) says, "A half day can just evaporate working on these things." Waltenspiel has a full-time mechanic, Stephen Paul (right), who works on the trucks with plenty of gusto. "I've known him since he was two-foot tall," Waltenspiel said. "He's a hell of a mechanic."



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BELOW: A 1928 Sterling truck sits at the ready - ready to go back to its career of hauling raisins. "You have to have such a wide skill set to work on these trucks," he said. "Leatherworking, working on sheet metal, lathe work."



ABOVE: The 1941 Sterling tanker truck is just one of 20 trucks in the collection for Waltenspiel. There's no yellow pages if you want somebody to work on these trucks. Waltenspiel has two pages with names of contacts who are skilled enough and willing to work the old trucks.

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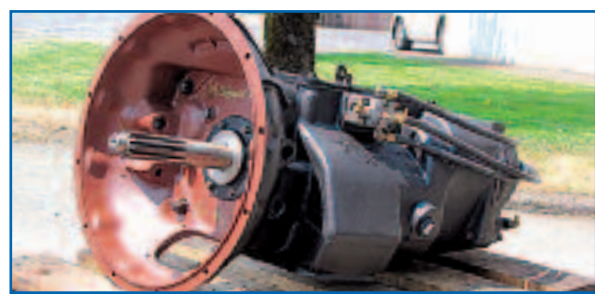
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CHAINING UP HAS A WHOLE NEW MEANING HERE as this 1927 Sterling has a chain drive to bring power to the rear tires. Drivers would bring along spare chains just in case of a breakage. Ronald Waltenspiel even found a belt-driven Cummins engine that was a switch engine on a locomotive. Note the wood in the cab. "I had a guy say he drove a Sterling truck 40 years ago and hated it. Since there was wood in the cab, he couldn't close the doors in the winter because the wood constricted and he couldn't open them in the summer because they expanded. I was like '40 years ago and he still hates them? Boy he holds a grudge'"

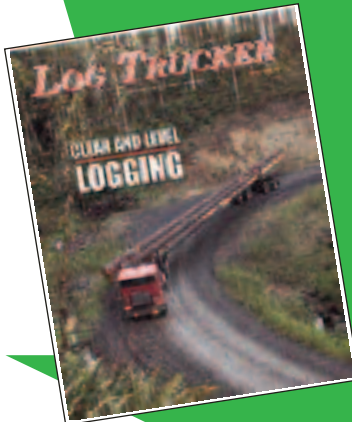


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(ALLOW 5 WEEKS FOR DELIVERY OF FIRST ISSUE)

Sterling

(Continued from Page 4)

pass quickly," he said. "The guys that work at CAT or UPS pass away quickly after retirement. If people had a job that was their whole life and they retire, it's a problem for them because they don't have any hobbies."

And to say collecting Sterling trucks was a hobby would be a bit of an understatement. For example, a 1917 Sterling truck took Waltenspiel years to restore because everything original on it

simple doesn't exist in any parts catalog anymore.

"I had to cast parts," Waltenspiel said. "I had to find a foundry, find the pattern for the part and collecting these is a black hole of money and time."

He even has a full-time mechanic, Stephen Paul, who has bought in on the Sterling collecting fun.

"I've known him since he was two-foot tall," Waltenspiel said of Paul. "He's a hell of a mechanic."

Paul asked Waltenspiel for a job after he graduated high

school and the collector knew exactly what would be the perfect fit for him. Paul went to WyoTech first and now works on trucks that have been around decades before he was born.

"You have to have such a wide skill set to work on these trucks," Waltenspiel said. "Leatherworking, working on sheet metal, lathe work."

He also has two full pages of contacts of people with the ability - and the want - to work on these rare trucks or work on parts for them.

"We had some guys from Cummins come out one time and I asked them a few questions about the engines and they replied 'I've only been with the company for 20 years, you're asking about things that are 50 years old,'" Waltenspiel said with a laugh.

Waltenspiel has been farming 58 years himself and has 10 Sterling trucks restored so far, including two log trucks. The 1950 heavy Sterling trucks he found were "the most beat up trucks of the bunch."

"They were off-highway trucks so this was broke and that was broke when normally it wouldn't be," Waltenspiel said. "The trucks were just loaded heavy and they took a pounding."

He came across one of the log trucks after an old logger died in Oregon and his brother sold the truck. The Sterling log trucks featured wooden reaches and Waltenspiel was able to get the wooden "part" from David Hull Lumber Company.

"Everything had a wooden reach back them," he said. "If it broke you just got another log and made another one."

Some models of Sterling trucks featured unusual rear ends with worm differentials. It was a three limited slip differential with a 12-inch arch. According to Waltenspiel, "they could climb up cliffs."

"I would love to take one apart but I don't dare do it because I'd never get it back together," Waltenspiel said. "It was expensive to build and maintain. They just couldn't do it. I look at these trucks and you can tell somebody wrote down the



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(Continued on Page 13)
See "Sterling"



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STERLING TRUCKS feature Roots blowers which give the vehicles a unique sound. "You can hear that engine barking and coming from a long ways away," Ronald Waltenpiel said. "They sing, especially when you put them under a load." The 275 engines on the trucks had flat cams that held the valves on longer to get more air.



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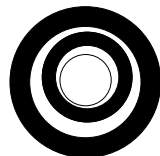
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Sterling

(Continued from Page 11)

plan on paper and used a lathe to build them."

Calling them "hellish engineers," Waltenspiel said you needed a machinist back then that knew how to make them.

"I grew up around loggers and they'd run the rear end until it caused problems, dropped the brass out and flipped it over and ran it a couple more years," Waltenspiel said.

The trucks would also have dual chain drives and drivers could just bring along spare chains in case of a break. Waltenspiel even found a belt-driv-

en Cummins engine that was a switch engine on a locomotive.

The 275 engines on the trucks with Root blowers made a unique noise that isn't something you commonly hear from today's engines. They had flat cams that held the valves on longer to get more air.

"You can hear that engine barking and coming from a long ways away," Waltenspiel said. "They sing, especially when you put them under a load."

Waltenspiel knows more than anyone as he had two restored 1950s Sterlings he uses to haul grapes on his farm. They have modern running gear - well running gear from the 1950s

that Waltenspiel says is modern to him - and haul 80,000 pounds worth of grapes down to the winery from the vineyards.

They have 335 Cummins in them with a five speed main box.

"It's fun to drive them," Waltenspiel said. "You're driving 10-15 miles to the winery and I bring a book or a newspaper while I wait to be unloaded."

Waltenspiel began driving trucks at age 16, delivering oil to farmers but figured after a summer of doing that he couldn't become a long-haul driver. The trips down to the winery, however, are a nice change up.

"I get to meet a lot of different people collecting these trucks and I enjoy the mechanical side of things," Waltenspiel said.

When Waltenspiel's wife Ruth went to University of California Senoma State, she took history while he farmed. He said he's also in the history game by collecting these trucks.

"And she looked at me funny," Waltenspiel said. "But I explained to her after spending 4-5-6 years with these trucks you get attached to these. She went for a ride in one of the 1917

(Continued on Page 15)
See "Sterling"



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<p>2011 DODGE D5500, 6.7 ltr Cummins, New Reman Engine w/Warranty, auto trans, 19,500 GVW, 11' service body, Miller welder/generator, IMT 3016 Service Crane, 6000# @ 20', hyd outriggers, hyd air compressor STK. #5096</p>	<p>NEW 2016 SERCO 160 LOG LOADER, 25' boom, 17797 capacity, 46" grapple STK. #5215</p>
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Sterling

(Continued from Page 13)

trucks and then realized how great it was to be in something nearly 100 years old and it's still running on the road."

People will come up to Waltenspiel sometimes - whether it's the Roots blower that tips them off or just the look of the truck - to tell him that they too use to drive a Sterling truck.

"I had one guy say he drove a Sterling truck 40 years ago and hated it," Waltenspiel said. "Since they had wood in the cab, he couldn't close doors in the winter because the wood constricted and he couldn't open the doors in the winter because they expanding. I was like '40 years ago and he still hates them? Boy he holds a grudge.'"

Sterlings, true to life with their custom nature, would have wood in the cab and wood in the frame. Many were adjusted and made for whatever the buyer needed them for. The line eventually came to an end in the 1950s after being sold to White Motor Company.

"The Peterbilts and Kenworths had adjusted to the markets and continued to change their product while Sterlings stayed the same and eventually they stopped making them."

But at least they have a place nowadays - at the farm of Waltenspiel - and they'll certainly turn heads at the handful of shows that he visits a year.

No bad for something that nobody was interested in.



THE NEXT BIG PROJECT for Waltenspiel is building a 1939 Model J truck from a collection of parts. Waltenspiel has a 3D system and photos of what the truck should look like since examples are pretty rare. Only 100 of the Model J trucks were made in the pre-war period.

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Babich Trucking, Brookings, OR, (2) Brand New 2016 Whit-Log SEWC100 Long Logger with Matching Truck Equipment. Custom Aluminum Cab Rack, Double Taper QC Frame Detach, and Much More... **Thanks Henry!!**



Gyppo Logging, Grants Pass, OR, Brand New 2016 Whit-Log SEWC100 Long Logger with Matching Truck Equipment. Custom Aluminum Cab Rack, QC Insert Stinger, and Much More... **Thanks Mike!!**



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19th Annual Auction A Huge Success

Log a Load For Kids raises \$72,474 for local Children's Hospitals with annual dinner and auction in Lake Chelan

By Sherri Hansen

The 19th annual Log A Load For Kids dinner & auction was held in Lake Chelan, Washington on March 25.

The evening started with dinner, then a presentation from Maureen Wilson, Seattle Children's Hospital and Kirsten Carlile, Sacred Heart Children's Hospital. Maureen introduced the Johnson family from Yakima, their son was in Seattle Children's Hospital.

We sold roses to the attendees at the door and then started the silent auction with 95 item packages and then the famous dessert auction of 13 desserts which raised \$25,250.00, 36 items for the live auction and sold our Log A Load For Kids Toy wooden log trucks.

The auction raised \$72,474.00 for our local Children's Hospitals, Seattle Children's Hospi-

(Continued on Page 17)
See "Log A Load"

THE LOG A LOAD FOR KIDS DINNER AND AUCTION took place March 25 in Lake Chelan, Wash. Log a Load puts 100 percent of the money raised to local Children's Hospitals.



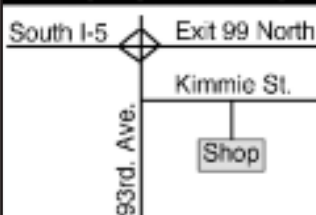
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Log a Load For Kids 19th Annual Auction

AT THE AUCTION WAS ALSO a dessert auction which raised \$25,250 and the total amount raised at the event was \$72,474. The next dinner happens in Tulalip, Washington on March 24, 2017.



Log a Load

(Continued from Page 16)

tal and Sacred Heart Children's Hospital in Spokane. 100 percent of all funds raised goes directly to our local children's hospitals.

The Log A Load For Kids committee would like to thank all of our supporters and we look forward to seeing everyone next year for our 20th annual dinner and auction at the Tu-

lulip Resort Casino in Tulalip, Washington on March 24, 2017.

For more information about Log A Load For Kids Foundation, please visit: www.logaload.org or contact

Sherri Hansen – Chair
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BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD

Leroy Davis sent me these three great old snapshots of some of his family's logging operations out of the Creswell, Oregon country. All of the photos were taken in 1948. He granted permission for me to share them with you. Thank you, Leroy.

AT THE MILL DUMP

This photo shows "Bill Waggoner" at the "Jones and Jones" mill dump. The truck sure looks like a "Mack" to me. The photo shows two common things of that time. First, the hood has been removed or at least part of it has been. This may have been intentional, as those underpowered gas engines worked hard and got hot. Since the truck did not travel too fast, removing part or all of the hood allowed hot air to escape a lot faster and the engine could radiate a lot of excess heat. Second, taking the door off could do two things: it would allow a lot cooler cab, and/or if the driver was on a short haul it made getting in and out all day long a lot easier. When I was a kid, I saw the last of this. I remember trucks in the late 1950's and early 1960's with hood side panels removed and I also saw trucks pulling a hill while the driver had the door wide open. If the sunlight was right, you'd see a massive amount of heat waves coming from the truck. Similarly, the old Yaquina Head Quarries of Agate Beach, Oregon had a fleet of Ford dump trucks. Those hard-working trucks hauled a load out of the pit to the crusher, then moved under the bunker and took a load out to a stockpile before going back to the pit for another load. The driver doors were taken off brand new trucks since the drivers got in and out several times an hour. In the summer, hoods were removed to help reduce heat build-up, and put back on in the rainy season.



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BLAST FROM THE PAST

BY QUINN J. MURK FOR
LOGGERS WORLD

SHORTY GIBBS



LEFT: I really like this photo. It shows "Shorty Gibbs" hauling "Rod Davis" logs on "Howe Lane" near Creswell, Oregon. Notice the incredible load on those cheese block bunks. Before the days of staked log bunks, many old loaders could really put a load together of smaller logs. Two gut wrapper chains are in the load, three logs high, and then the next layer and the peaker are placed on them. It looks like Shorty is all humped over getting ready to throw a chain over the whole mess. Also note that this is a single axle truck with a wooden reach. Back in those old days, those old timers were real truckers, and yes, Shorty was really short. He was a couple of inches less than five feet tall.

LOADED WITH AN "A" FRAME

ABOVE: This is a picture of his father's logging operation near Creswell, Oregon. The truck in the picture is being loaded with the Cat and an "A" frame. Where the "A" frame logs come together, a block is hung, and guy lines are attached. The frame is leaning over the center of the truck. A load line is usually hung on the tow hook on the front of the Cat. Two short lines are shackled to the other end that has been run through the block. Then two "tongs" or a set of "end hooks" are used on the logs being loaded. The Cat skinner facing the truck simply runs the tractor back and forth. The logs are easily pushed to either side of the load where they are needed. Back in its day it was really a very efficient way to load logs, especially with a small crew. By the way, the car is a Ford Model "A" 2-door coupe.

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LOG TRUCKER

MAY 2016

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