



SCRIPPS-BOOTH REGISTER

LUXURIOUS LIGHT CARS

SCRIPPS-BOOTH CORPORATION

981 BEAUFAIT AVE.

NUMBER 16

By Ken Kaufmann, 735 W. Lemon Ave., Monrovia, CA 91016-2507 (626) 358-7327

DECEMBER 2004

Found a 1919 34-S Chassis Nameplate in NZ

March 6, 2004 - Hi Ken, I have recently acquired an identification plate for a Scripps Booth Car. It is a chrome plated oval brass plate with model 34-S Car No. 4202 on it. I wondered if any of your members might wish to exchange this badge for an enamel badge of any make of American car. If interested I could send you a photo of it.

Wayne Stocks Email: wstocks@xtra.co.nz

Hi Wayne, This is the ID Plate off the 1919 Six models and was attached to the side of the right rear frame that could be seen from the wheel well. I will post your message in my next Scripps-Booth newsletter in Dec. '04.

Thanks for contacting me, Ken

Father was a Scripps-Booth Dealer in Montgomery



May 23, 2004 - Dear Sir, I will be glad to pay \$20.00 for the picture with the woman sitting in the Scripps-Booth. I got mixed up on the time to bid. My father was a dealer for Hupmobile and Scripps-Booth from 1918 to 1923 when he was 23 years of age. I was a DeSoto-Plymouth and Chrysler-Plymouth Dealer and now a Honda and Acura dealer here in Montgomery. Thanks - Forrest McConnell Jr, 2740 Fernway Drive, Montgomery AL 36111. Email: F2golf@aol.com

Free 1921 Scripps-Booth Model B Chassis

May 21, 2004 - Hello Ken, I have many parts for a Scripps-Booth believed to be a 1921 model. Most of the body is missing except for some part of the cowl area. Wheels are missing. The engine is missing. There are several buckets of parts; so I really do not know what I

have? I bought the car from a friend who was moving. I did not see it until after I bought it. He claimed that it was mostly there. Had I known he had taken it apart I would not have bought it. Some parts like the frame have been cleaned and painted. I will give it all to someone interested in old autos, if they will come and pick it up, as long as they take the whole thing. Bob Johnson, 6404 Red Fox Ct., Edina, MN 55436-1922 Home 952-926-7521 Office 612-866-3661 Office Fax 612-866-9517.

Question About Scripps-Booth History

January 12, 2004 - I am with The E.W. Scripps Company in Cincinnati. I am wondering if our founder may have had anything to do with the Scripps-Booth car. Do you have a history you can forward my way? Thank you, Sue Porter

Scripps Corporate Communications, 312 Walnut Street, Cincinnati, OH 45202, 800-888-3000 ext. 3030 Email:

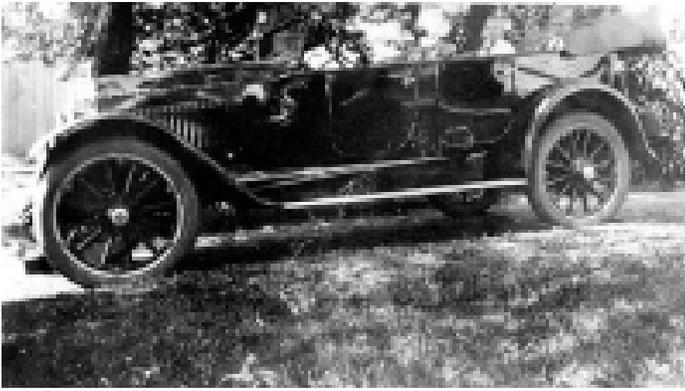
porters@scripps.com

Hi Sue, I copied the short history from my Number 15 newsletter [at the end] from my website:

<http://home.earthlink.net/scrippsbooth/sbrnumber15.html>

I might add that James Edmund Scripps who started the Detroit News in 1873 and your company founder, Edward Willis Scripps were half brothers, with James Edwards being born in London, England in 1835 of James Mogg Scripps and his second wife Ellen Mary Scripps. James Mogg Scripps and his third wife Julia Scripps gave birth to Edward Willis Scripps [called E. W.] in 1854 in Rushville, Illinois. E.W. moved to Detroit and started his newspaper career at age 20 sweeping the shop floors for his older half brother J. E. for \$3 a week. J.E. in 1878 started the Cleveland Press, then the St. Louis Chronicle in 1880, and then in 1881 took over the Cincinnati Post. By 1887 JE wanted to retire and only run only his own hometown newspaper, the Detroit News, and let E. W. have control of all the other Scripps newspapers.

For more in depth references you should get "The Only Think Worth Finding" by Arthur Pound, 1964 which is George Gouth Booth bio, and "Scripps, the Divided Dynasty," by Jack Casserly, 1993. These books are regularly offered on Ebay. Regards, Ken



Grandparents had a Scripps-Booth

March 02, 2004 - Hi, can you tell me if this is a 1919 Scripps Booth touring car?, My dad and uncle are seated in the back of this car, and I know my grandparents had a Scripps-Booth. Thanks, Harrison Wilde Email:

photos@palltimes.com

Harrison, Yes - you are correct - thanks for sharing the photo with me. Ken

Many thanks, I am going to run this in the newspaper and trying to get as much correct as possible. I think it is a great photo. Car looks new in the picture. Harrison

Wants to find a 1915-6 Model C

March 16, 2004 - Hi, Thanks for getting in touch, I'm now getting on well with the Lt.Cdr R.T.Gould story ('The Stargazer') and would like to be clear and correct in my reference to Gould's Scripps Booth? Perhaps I may send you the little I write about it so you can make sure its OK?

What's the latest on Scripps Booths known to have survived? What chance do you think of my being able to acquire one?! I just love the idea of trying out the car Gould drove! All best wishes, in haste, Jonathan Betts Senior Curator of Horology, NMM Greenwich SE10 9NF Tel: +44 (0)20 8312 6756, Email: www.nmm.ac.uk

Hi Jonathan, Sorry I can't think of any Model C being for sale right now - but they do come up for sale ever once in a while. I will try and keep you advise. Regards, Ken

Model D Owner in Norway Report

April 19, 2004 - Hello Ken, I would like to send you a short description of my Scripps-Booth Model D car located in Norway. If it is in your intrest to recieve more information, pictures, or whatever you like, I will be pleased to be at your service.

My Car No. is D-791 located on a brass plate on the right front seat heal board. It was sold new and registered first time the 19 of April in 1917 in Oslo. Changed hands a couple of times and in 1926-27 the engine was badly damaged and since then the car has been stored. In the sixties the car was found and bought by a veteran car enthusiast. Still a couple of owners later I bought/traded it in 1986. By then the car was in parts, but except the engine, it is in relatively good and original condition. As an example, the original leather upholstery will be used. No problem, just work.



At this time in 1986, I was restoring a 1926 Buick touring. Finished in 1990 and given to my oldest daughter in 2003. Today I am on the finishing stage of a 1929 Overland Whippet, and my Scripps-Booth frame is mounted on my garage floor by now, and the car will have a total restoration. Writing English is not my force, but I am satisfied with myself, and you probably understand it.

For some years lately I have learned a little about using a computer and the sites of the Sripss-Booth Registry is studied in this winter. My second daughter is now living nearby after studying a couple of years in Australia. With a digital camera and her will to teach me how to use it, getting pictures right on the computer, sending pictures is no problem.

Back to the SB restoration. My engine with number FS 31 (some punching marks behind) is badly damaged, though I think it is possible to weld it up. Some parts are missing too. Generator needed is a Wagner Model EM-169, starter is Wagner Mod. EM161 Type 36-T, Remy distributor and coil, and the left exhaust manifold. As you can see, another engine would save me a lot of work and probably costs.

The transmission cast numbers are 16 10 16 and 2575F A friend of mine ,travelling much in the USA, bought me what appears to be an original book for Instructions for Wagner Starter and Generator, *Scripps-Booth Cars, Four and Eight Cylinder*. Dated June-1916. No oil on it, almost like new. Attached are two pictures of my Scripps-Booth as found in the sixties. Thats it for today, I have to say you make a good work with thr Scripps-Booth Registry.This letter, with regards, is from Svein Hornset, Skotheia 19 Neset, N4820 Froland, Norway Email:Shornset@frisurf.no

Hi Svein, I am so happy that you contacted me about your Scripps-Booth Model D-791. I will correct your car from the incorect Number 781. I miss typed it in the Scripps-Booth Car Register from what Askel Kopperud told me was your Car No. 791 several years ago. Thanks for conforming that both the location and the "D" was also found on the oval brass plate. Askel also sent a photo of your car showing what nice original interior seat leather

your car has. Is it so neat that you know the complete history of your car since it was purchased too. I question your engine serial number of FS 31, since this is such a low number as compared to the Model D Car No. of D-791? Are you sure there is not a hard to see number that might be found after the 31?

I am rushing now to get my Model G roadster ready for our annual week Chev 4 Tour at Cody, Wyoming in just two short months. I worked on installing a newly fabricated fuel tank this last weekend [need a fuel tank gauge that is missing] and still need to re-install the front timing gear cover with new crankshaft pulley that has the crank receptacle, so I will be able to crank the engine manually. Also need to install a new Chev 490 front cover mounted oil pump and lines in place of the belt driven oil pump that was put on 40 years ago.

Was a Compressed-Fiber Timing Gear Used?

I have a question that comes to mind. This question pertains to the Scripps-Booth cars I noticed that your website seems to have a good deal of information on Scripps-Booth. I will read through the Scripps-Booth newsletters. Knowing that often some car books get things mixed up, I was curious as to whether or not the following is true: According to one book I read, some of the Scripps-Booth cars had a compressed-fiber timing gear for silence.

According to the book, the teeth on the fiber timing gear would wear down quickly, but the four-cylinder overhead-valve engine was nevertheless considered a decent engine. Jack Hamlett Email: JVJHamlett@aol.com

Hi Jack, Yes - this was the 1915-17 Scripps-Booth Model C OHV 4 cyl engine that was built by Bill Little's Sterling Motor Co. What was your source for this fiber timing gear story? I don't remember hearing this before?

Now the Model C Parts List shows both a 1C763 Camshaft Gear [Steel] and a 1C820 Mircarti Camshaft gear [Fiber] as being available for service, just like both Aluminum and cast iron pistons were listed for service. This Sterling engine was known as sort of a lemon, and the first thing Chevrolet did when they took over the control of this company in 1917 was to replace the Sterling engine with a dressed up version of the Chev 490 engine/clutch/ gearbox, and this was sold as the Model G roadster for 1917-19. I own a 1918 Model G roadster, and it is a much improved car from that of the Model C.

Now to add to the issue, there was also a Scripps-Booth Model D 4 pass roadster for 1916-8 that used the smaller, built in Cleveland, FERRO V8 OHV engine. This was the first V8 to have a single piece block casting and used cross flow heads with outboard exhaust manifolds. The Chevrolet Model D V8 was a one piece block and had a single exhaust port off the rear of the heads which added undue heat to the rear of the heads. After Chevrolet was merged into GM in May of 1918, Chevrolet turned over Scripps-Booth to GM in July 1918 and the V-8 car was phased out by GM who used the Oakland Six chassis. Ken

Ken, Do you know if Scripps-Booth was the first, or at least among the very first automobiles, to feature "compressed fiber timing gears"?

Not sure Jack - I see that several gear companies did offer fiber gears to the trade back during that period. The 1918 Chev V8 used a fiber gear as an idler gear between the cam gear and the generator drive gear. I know a V8 owner who had to have a new fiber gear cut for his rebuilt engine because the original gear teeth were badly worn - and my engine has an added external oil supply line directed towards this fiber gear. The 1927 Chev 4 engine was Chevrolet's first use of a fiber crank gear that was changed for 1928 by making the larger cam gear out of fiber and the crank gear back to steel. Of course most higher priced engines used timing chains instead of gears to solve the noise problem. Regards, Ken

Ken, really appreciate you taking the time to answer my questions. I am grateful for all of your help. In my paper, I will definitely properly acknowledge your help with regards to supplying valuable information as well as sources to check into. Sincerely, Jack I am pleased you find my website helpful, Regards, Ken

The Page 3 Girl - Nepotism At Its Best:



August 13, 2002 – Page 3, SAHB Quarterly. Nepotism at its best. The Editor's grandmother with her first motorcar in India. Circa 1915-16. Jermy Bacon Email: Jeremy.Baconsahb@btopenworld.com

Hi Jermy, Thanks so much for sending me the surprise photo of the Scripps-Booth Model C roadster in India - can

you tell me a little more about it? What is SAHB Quarterly?

I have a 1918 Model G Roadster that looks like your grandmother's roadster except about 300 pounds heavier. Regards, Ken

Ken. The Scripps Booth was given to my grandmother by H.G.Procter, my grandfather who ran a Motor Garage in India during WW1. He imported a lot of cars from America to sell to the army officers, but the war ended before they could be sold. To quote my Mother, "He lost a lot of money" - British understatement. The SAHB is a Quarterly magazine - should be mentioned in [Society of Automobile Historians] SAH 199 - the B stands for the UK chapter. This idiot volunteered to edit it. Regards from the keyboard of Jeremy Bacon

Thanks Jeremy for the background data - interesting the India connection. Ken

Whatsit Department



October 28, 2004 - Hello - Wonder if you could give me a year and model, for the Scripps Booth shown here? Ray Scheid Email: RSc6526304@aol.com

Hi Ray, There are at least three of these 1916 Model C that have this red/black paint jobs around - one in a museum in Florida, one in central Illinois, and one in Michigan owned by the grandson of James Scripps Booth. There are also 3 red/black paint jobs 1917-8 model G's around that look like this except the engine hood has side louvers.

I would be interested where this photo was taken? This would help to better identify this car. Regards, Ken

Hello Ken, I took that photo way back in the 70's. The vehicle was part of a large museum collection, at a big hotel in Harrisburg, PA. If you have already been to the AACA Hershey, PA show, each October ... Harrisburg is a short ride away. The museum is long since gone. The cars you mention, this Scripps Booth may be one of them. Ray

Hi Ray, That was the Zimmerman museum in Harrisburg, and this is the first S-B I every saw back in about 1970 at this museum. Scripps Downing in Illinois, who was a Scripps family member, got this car and completely restored it for the second time in the late 80's. I got to ride in this car in the early 90's. He died in the mid

90's and his daughter now has this car in Springfield Illinois. It was at our VCCA Chevy Club 40th Anniversary Meet in Springfield in July 2001. Yes it is a 1916 Model C with the Sterling engine. Regards, Ken

Interested in Buying a Pre 1920 Scripps-Booth

March 27, 2004 - Do you know of any 'teens' Scripps Booths for sale? Any online site showing the models, etc. Thanks, Don Hughes, Sarasota, Email: donwy@aol.com

Hi Don, I don't know of any off hand - sorry. There are a few Model C's roadster for sale in the back issues of the Newsletters on my web page and there are a few museums that have photos posted on their sites. Search "1916 Scripps-Booth." Regards, Ken

April 4, 2004 - I'm still looking for a 4 door Scripps-Booth -- any other sites you could suggest?

Hi Don, I not sure what year or model you are interested in? When GM took over in 1918 - they switch from building the roadster models and upscaled the cars to fit between the Olds and Buick lineup. These are the six cylinder models 1918 to 1922 that were built on Oakland type chassis in 4 door touring models. Regards, Ken

Ken - the model I'd like is a 4 door touring car. Do you mean they weren't made until GM took over. I thought my Dad (passed away now) believed it was earlier than 1918? But it was a 4 door touring car. Thanks for your help. Don

Yes Don, The first 4 door tourings were not shipped until mid-1918 about the time GM made Scripps-Booth a car Division. The 1918-9 models retained the Vee type radiator of the earlier roadsters models - and in 1920 the Model B had a flat type radiator. Ken

Thanks, I guess I'll readjust my search for a 1918/19 Touring Scripps. May be hopeless cause since I've never seen one available. I've also searched as long for a 2 door 48 Caddy Sedanette Model 62. If you ever see one of them, with a Scripps tied to the bumper... Don

Found Wick Dad's 1917 Scripps Booth Roadster

August 19, 2004 - Hi Ken, I was reading the December 2000 edition of the *Register* and came across the letter from Wick who is looking for his (her) father's 1917 Scripps Booth Roadster. We have such a car in rough shape that came from Kansas with a copy of the same "Gasoline Buggy" article from the *Pittsburg Advertiser*. The radiator is flat behind the "V" shell. Papers with the car indicate the following as the owners:

W. Slaten of Pueblo, Colorado in 1918.

Floyd Slaten, Cedar Vale, Kansas in 1929.

James Humble, Cedar Vale in 1937.

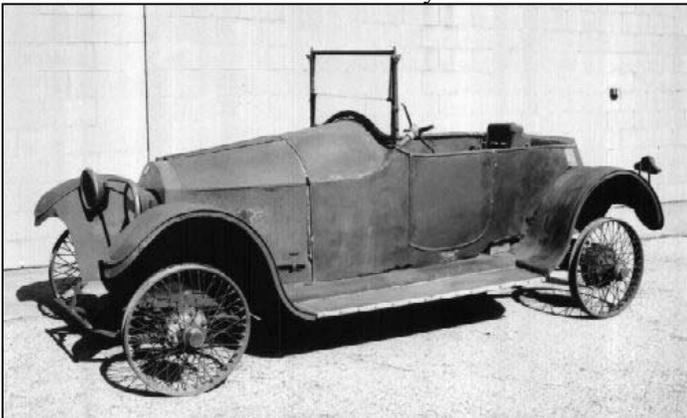
All the above information has been in my files since 1977 when I bought the car. It is tucked in an envelope postmarked Alturus, California 1959. It is addressed to Calvin Barnes of Bartlesville, Oklahoma. The sender is Ida Grace Armor of Alturus. I have just sold this car with a ton of Scripps-Booths parts to Frank Kleptz of Terre Haute, who you spoke with on the phone last night. Please share the above with Wick. Thanks, Pete Kesling

Frank Kleptz called me on the phone the night before I received Peter Kesling email and introduced himself as a veteran car collector, HCCA member, and a long time good friend of Peter Kesling. He said he had just bought from Peter his unrestored 1917 Model C roadster and a bunch of Scripps-Booth parts and engines.

Peter has his Door Prairie Automobile Museum in LaPorte and has a restored 1916 Model C roadster on display. Peter even offered to loan Frank his restored Model C as an example for restoration. I think Peter purchased Wick dad's 1917 Model C in 1977 from Abbott Antique Automobiles in Illinois who was the buyer of this car from Calvin Barnes in the early '60's.

Hi Pete, Thanks for taking the time to relate this car's history to me - very interesting. Unfortunately - my only contact with this Wick guy was by email back in 1900, and I lost all my pre 2001 emails when my computer crashed in the summer of 2001! I will print this story in the next REGISTER Newsletter and hope he will read it on the Internet. Regards, Ken

August 30, 2004 - Dear Ken, It's a shame you lost all your files and no longer can contact "Wick." I would like to send along a few photos of the car in case you wish to include them with the contents of my last e-mail. Pete



Then I got the idea of searching the Internet with the clues I now had from Peter's files and matching them up to the information Wick wrote me 4 years ago. The best clue was that Wick's mom name was Ida Grace Armor from Alturas, California. I found several hits that she was still living in Alturas up to 2001 but nothing that gave her address or phone number. I then search all the Armors in Northern California, thinking that would be Wick's last name - even sent out emails to various Armors in Northern California, asking if they knew of an Ida Grace? It never occurred to me that Wick's father name was James Humble, even though it was reported there was a James Humble who purchased this car in 1937 in Cedar Vale.

I took a 3 week vacation in Australia, and when I got back in mid October I did some more Internet searching, and found that Ida Grace Armor was mentioned in her sister's recent obituary as now living in Chico just the month before. A people search site, People Data, listed her as moving from her 307 Riverside St home to a Shasta

Lake address earlier this year. I thought this address must be a son or daughter home, so that is why I wrote my letter there since I didn't have a Chico address.

November 13, 2004 - Dear Ken, Boy! You could knock us over with a feather! The pics you sent sure look like Jim Humble's 1917 S-B; just about as I remember seeing it in 1957! I'd like to hear the whole story! I had understood from my Uncle Dick Humble of Wann OK that the car had been restored; are these indeed shots of the roadster back forty years ago before restoration, or as it is now? Please do let me know ASAP. I'm sorry you lost my e-mail address; I found yours on my 'favorites' list (same old computer), but I don't use this address much, as I have to use my school address every working day. Here it is: whumble@wombat.chico.cusd.k12.ca.us

Thanks for your perseverance! We wonder: is the old car for sale? Regards, James Wickersham Humble

Wick - The photos were taken I think when Peter bought this car back in 1977. Frank called me several times and is currently restoring this car. By last month he had completed the chassis. Included with the bunch of parts Frank acquired a very good original body. Unfortunately, the body that came with your dad's car was beyond restoration, so it was removed and junked several months ago. I am sure Frank will do a first class job on this car restoration, and I don't think he would want to sell it anytime shortly? That is the rest of the story. Ken

Ken, Thanks for the follow up on dad's Scripps-Booth roadster; the whole family is fascinated. Who'd a thought? I tried an e-mail to you from my home computer, but I have a cheap server and never know when a message gets through, so thought I would try you from my classroom.

You have our appreciation for your follow-up! Ida Grace was really surprised -- I think Jim had stopped driving his car before they met (he was a GI) but she was very happy. Thanks again! Wick Humble

REBUILT STEWART VACUUM TANK

Up to now, I have been running the engine by just pouring fuel in to the vacuum tank reservoir that is mounted on the firewall and let it run down to the carby float bowl. The tank cover assemble with the float control levers were badly rusty and gummed up. I tried to clean up these parts but finally made the decision to use the original 1918 Stewart outer tank, but replace the inter upper chamber with the later, improved, 1925-27 style chamber, complete with the cover and float.

This is a drop in fit and only requires the use of a single cover gasket, in place of the original design, that need a gasket between the inter and outer chamber. This helped since I had to make the gasket by hand. The only difference that can be observed to be different is the later tank cover, is this later design doesn't have the removable 1/8 inch plug that could be removed so the tank can easily be primed with gasoline if it went dry. After painting the tank black, remounting back on the firewall, and then connecting the fuel lines, the moment of truth was here.

The best test I know to see if this vacuum tank will work is to suck on the vacuum line to the tank so it will pull a constant vacuum. If you can not pull a little vacuum with your mouth, there must be a leak somewhere in the tank or fuel line. In my case, I could hear a slight hiss in the tank cover vent line. To verify this is where the leak was, I plug the vent with my finger, and then got vacuum.

So off came the tank top to check out why the air vent valve was not closing all the way? After I removed the air vent tube – it then worked okay. It seems this air vent tube was screwed in too far and the air vent valve could not be moved up enough to seal. I will have to run without the “U” tube vent line until I can find another one that will fit. I have a few spare vacuum tanks around here and most swapmeets there are usually a tank or two to be found.

FOUND LOCAL TOP BOW SOURCE

I need new front and middle top bows for my Model G roadster 2-man top. I contacted the Antique Auto Top Hardware Co in Agua Dulce, CA and received the steam bent oak top bows in about 10 days by UPS.

REPLACED THE CLUTCH LEATHER

Pat McGowen loaned me his pre 1925 Chev 4 cone clutch spring compressor tool, and I thought this would be a 2-3 hour Saturday afternoon job. The easy part was getting the transmission out, since all I had to do was remove 4 nuts and bolts and the conventional open driveshaft was moved out of the way.

The big problem was lining up the pinhole with the spring retainer pin. I basically ended up re-installing the clutch shifter yoke so the clutch hub could be pushed forward – then the pin fell out by itself when positioned at the 6 o'clock position.

Well, I almost got the clutch out, but had to remove the left transmission support, which is fitted pin to the engine flange. It is unbolted, but I needed to drive the two pins out to remove this support to remove the clutch cone.

I got the clutch back in with much effort - it was hard to get the spring rod to center and go into the hole in the spring washer [it tended to droop] when the spring was being compressed. Then I had to again install the clutch shifter yoke and linkage to dis-engage the clutch, and then I was able to install the spring retainer pin up from the bottom 6 o'clock position. The next day I install the transmission, driveshaft, and adjusted the leather expander spring nuts for 0.030-inch clearance. This raised these six contact surfaces slightly to prevent clutch grabbing. I applied some neatsfoot oil to the leather to make it soft.

REPAIRED BENT FRONT AXLE

I have removed both front springs and the front axle from the car. I discovered the bushing in the front springs are made out of hard rubber and that is why there was so much wear in the rear spring shackles because of the spring action at the shackle area.

Since these bushings must have lasted about 40 years, I think I will replace them with Neoprene Spring Rubber Tubes from McMaster-Carr. It comes in 1 inch OD with 5/8" ID by 36 ft long. This material has high tensile strength with a 75 Hardness rating. The spring eyes are

slightly less than the 1" dia. - about 15/16" and the eye bolt is 9/16" - so hope this is a drop in fit after I saw off a 1 3/4" width section. I ordered this rod for about \$10 last night and received them in the morning UPS - but forgot to bring it home from work. So will have to wait until tomorrow evening to see how these rubber bushings work.

The S-B Model G parts book shows replaceable bushings that never had grease fittings on them nor does the lubrication chart indicate any lubing or oiling of these spring eye bushings.

Now that the front axle "I" beam is out, how do you recommend I try and straighten it a bit? Hit it cold with a big sledgehammer?

REALLY BIG PRESS

Pat replied, I thought about your problem last night and today - 2 choices: heat and a big hydraulic press or no heat and a very BIG hydraulic press. I don't think a 20-ton will push it unless you heat it, and then I'm not sure. Do you have access to a big hydraulic press at work?

I replied, so you think some heat on a front axle won't weaken it in the long run? I will check what types of presses we have at work?

I think the rubber bushings are the way to go - just need to dress up the spring eye a little and buff down a chamfer on the bushing OD - fitted two bushings tonight.

Yes, we have a few hydraulic presses at work. First I walked around the Shepherd Component Shop and they have a 300-ton OTC one. Then walked through Shepherd's Tractor Repair area and they have an old, looks shop built, about 12 ft tall, massive press in the undercarriage shop which looks about a 500 tonner? Then walked around our own engine shop and found a 80 ton hydraulic press that I walk by almost every day - I even used it about 25 years ago. This press is the easiest to use, and I will try and bend the axle myself during lunch hour next week. If this does not work, I think I could get one of the welders to take the axle up to the 300 tonner up the street.

HOW STRAIGHT IS STRAIGHT

The hard part is trying to gauge how straight it should be? I used a 1/2" tube that appears straight and laid it parallel to the I-beam center between the spring seats and then measured between the tube and the king pin holes C/L. I think I at least got it bent back enough. I won't know how straight it is until I put everything back together and then measure the wheelbase on both sides to see how close both sides come out. Of course I should have taken this measurement before I removed the axle so I would know how bad the wheel set back was in the first case - I would guess about 3/4 to 1" setback.

This front wheel set back can be up to a 1/4" which is reported as the normal tolerance. I don't know how many tons were applied because the gauge didn't work. I could see the axle bending and then spring back about 1/4".

Merry Christmas and Happy Holiday Greetings

I will be posting this No. 17 REGISTER at my web site in the pdf format, which when downloaded will have a printed page look as the original.

<http://home.earthlink.net/~scripsbooth/>