

Shop Manual

www.badgoat.net/ptcaths

June- July 2012
Celebrating the PTC's 20th
Owls Head Truck Show

President's Message

Greetings - The big news since the last Shop Manual was the 2012 ATHS National Convention and Show at the Eastern States Exposition in West Springfield, MA. It was a terrific show with many Pine Tree Chapter members on site exhibiting their trucks, taking in the show, volunteering their time to help, and even selling truck related merchandise.

The Show's official truck count was 1002, and would likely have been 1100-1150 if Saturday hadn't rained so bad. In the May Shop Manual we reported 408 trucks were pre-registered, not a bad number, however there was some apprehension whereas the Chapter had manufactured about 1150 chock blocks, and we weren't sure what we might do with the extras. They seemed rather expensive fire wood. Of the 1150, the blocks with large splits and splinters were culled from the boxes before the chock blocks were sent to vehicle registration. By early Friday at Springfield we were talking about possibly having to send the project's left over blanks to the engraving shop and mailing chock blocks to exhibitors who didn't get one at the gate.

Fortunately we did not run out; and even had a chance to pass a few culls out for a small donation to the Chapter. The Chapter got many compliments on the chock blocks, and the efforts that went into producing them. A Chapter thank you to John Ellingwood and his band of merry men and women for their tremendous efforts in providing chock blocks to the 2012 National Convention and Show.

Two chapter members, Ralph Balla and Carl Phillips, have graciously stepped up and offered to host the Chapter's Fall Tour. The destination is Greenville and the tentative date is September 15th and 16th. A Chapter thank you to Ralph and Carl for undertaking the Fall Tour.

On a more somber note the Chapter lost two members, Erv Bickford and Jan Phelan; and a good friend, Elaine Thompson, since the last newsletter. In memoriam notices are inside.

The Chapter's premier event, the Owls Head Truck Show - July 21st and 22nd, is just four weekends out. The Chapter will have its' chapter table with Show shirts, hats, pins, etc.; a Saturday raffle; a Sunday 50/50 raffle; and the Sunday Exhibitor's Lunch (open to all Chapter members and their families; and Show exhibitors and their families).

The Museum will be hosting an Exhibitor's "Maine Country Buffet" Dinner on Saturday evening featuring fresh local fare. The Museum will mail invitations to previous exhibitors in the next week or so. If you haven't seen anything from the Museum by July 6th or 7th, and are interested in attending the Museum's Saturday evening dinner contact the Museum at 207-594-4418. Hope to see you at Owls Head. Clayton

Ramblings By Lars Ohman

What a spree since the last "Shop Manual!" Let's see if I can put it in some sort of order. First thing was a complete rebuild of my 14 year old trailer so I could haul the Ford Model "A" to West Springfield behind the '70 Chevy C-30. New deck, lights, repack wheel bearings, and check brakes (actually in acceptable shape for all the use on them). Got that all set, dug out the "A" for a quick oil and fluid check, a dab of grease, and a quick Puff-N-Buff, and got to the Chevy for the same treatment, and things were looking good for the run to MA.

Convention preparations were interrupted by news of the loss of one of our Charter Chapter members, Erv Bickford, of Yarmouth. Erv was also one of our cherished 3/4 Century members. I personally had wonderful memories of bringing the Maine Narrow Gauge Railroad back from Edaville, MA, under the direction and organization of Erv, with help from many others. The second fond memory was being able to haul a Steam Locomotive from Portland, ME to Anaheim CA, again organized by Erv and the folks @ Bickford Transportation. Gary Mahan from Basking Ridge, NJ provided the LTL Mack power unit for the trip west. I ran out with (the late) Gordon Priest of Acton, MA, and Erv and (the late) George Humphrey had the honors of driving the unit back across this great Country. Gordon, George, and now Erv are among the departed, but not forgotten. I am the last one of the four associated with that journey.

At the same time as Erv's passing, we received word of the passing of Jan Phelan, widow of Joe Phelan, of Perkinsville, VT. Jan and Joe were loyal members of our chapter, and instrumental in the formation of the Green MT. Chapter in Vermont. We traveled many a mile with Jan and Joe, and it was always an adventure. Their home was always a welcome haven for ATHS members from many areas, and great feasts and stories around their dining room table took us long into the wee hours of the morning. Terry and I chose to represent the Pine Tree Chapter at her funeral which occurred the same day as Erv's service. With due respect to both, rest in peace, your legacies will long be remembered.

Most weekends of the spring, a select and dedicated crew of Pine Tree Chapter members, worked at sawing, finishing, building, boxing, un-boxing, and transporting and engraving the wheel chocks to be used at the ATHS National Convention in West Springfield, MA.

At first, with storms brewing on the horizon, the total outcome of the National Convention was in turmoil. Lingering questions and discontent over the proposed sale of the WELLINGTON truck, and other internal problems with management threatened the outcome of the show. Last minute changes, including the dropping of the Auction in its entirety set many minds at ease, but still was an underlying boycott of members who made decisions not to show or attend. We forged onward, and produced somewhat over 1,000 chock blocks, and hoped for the best. Predictions of attendance in the 500-600 unit range went out the window and over 1,000 trucks were at the show!

The chock blocks were an instant hit with attendees, and comments on their construction and design made it all worth the effort for the Pine Tree Chapter, and our Corporate Sponsors. The Show was a semi-complete success despite a few glitches, and misunderstandings with one of our National Staff. I had a ball, visited with friends from Arizona, Alabama, and dozens of other places.

I might have seen 1/2 of the thousand trucks, but still had a blast, despite packing up in the rain on Saturday and an adventuresome ride home with the '70 and model "A" in tow. My Chevy has been the basis for many a story on the misadventures of the non-working wipers over the last 27,000 miles. I want to report, thru the efforts of new member Mike Hannigan of Greene, ME, the wipers worked all 400 some odd miles, and despite the downpour both ways, never skipped a beat! Now if I could only concentrate on it not starting when hot... But that's a story for another newsletter.

Now, in 1,000 words or less, Watson's Wheels & Water Show, Father's Day Weekend on Brandy Pond, in Naples. Some folks like to attend the ATCA show in Macungie, PA. We stick to home and go local and have a blast with old trucks, cars, bateaus, race cars, washing machines, one lungers, and a bunch of great people, good food, and interesting conversations on many subjects. Everything from unclassified tractor pulls, to steamboat rides, and browsing the flea market.

Funds from the show go to the Naples Historical Society. Over the 21 years Dana & Merry Watson and families have put this show on; monies have been raised for a permanent museum in the village that is coming along nicely under Merry's guidance. We have many fond memories of gatherings around the camp fire in the rain, and bull sessions into the wee hours of the morning on beautiful moon light nights. Some gatherings have drifted off into the sunset, and I don't or can't remember. All in all, Watson's is the best kept secret of many of the shows in Maine.

Thanks to "The Professa" from Aroura, UT. for providing the correct KENWORTH letters for Daryl Gushee's huge Prime mover @ West Springfield, MA.. It was the hit of the show. That's it for now - Lars.

Your 2012-13 Chapter Officers and Directors:

President - Clayton Hoak 299 East Stage Road, Pittston, ME 04345; (207) 582-3224; email choak@myfairpoint.net

Vice President - John Ellingwood Jr. P.O. Box 683 Waterboro, ME 04087; Home (207) 247-6795 Cell (207) 590-2298; email jellin@sacoriver.net

Secretary - Diane Munsey, Rusty Fender Estates 785 River Road, Dresden, ME 04342; (207) 737-2997; email muns43@localnet.com

Treasurer - Harold "Jamie" Mason 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email haroldjmason@gmail.com

Director - Erv Bickford, Dirigo Restorations - Yarmouth, ME 04096; (207) 846-8662

Director - Peter Mullin 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email wfd44@maine.rr.com

Director - Wayne Devoe Jr. 56 Allendale Road Newport, VT 05855; (207) 318-0323 email wdevoe@comcast.net

Director - Lars Ohman 6 Antique Drive Sabattus, ME 04280; (207) 375-6515; email peckapohl@roadrunner.com

Director - Steve Marshall 77 Murray Road Shapleigh, ME 04076; (207) 651-7115; email srmcam@metro.net

Director - Art Johnson 709 Old Post Road Bowdoinham, ME 04008; (207) 751 3525; email patart1939@aol.com

Obituaries

Erv Bickford, 79, a chapter founding member, longtime Chapter Director and ¾ Century Club member, passed away on May 12, 2012 after a lengthy illness. Erv is survived by his wife, Lyn, three daughters and their husbands, and three grandchildren. Chapter condolences to Lyn and the Bickford family.

Janice "Jan" Phelan, 70. Longtime Pine Tree Chapter member and widow of REO Joe Phelan, passed away on May 16, 2012, after a lengthy battle with cancer. Jan was a founder and, until this year, secretary of the Green Mountain Chapter – ATHIS. Chapter condolences to Phelan family.

Elaine M. Thompson , 75, longtime companion of Frank Hale, died peacefully on June 6, 2012, after a courageous battle with Alzheimer's. Chapter condolences to Frank Hale and Elaine's family.

Owls Head Committee

Thank you to those of you who have donated items to be raffled off at Owls Head this year. A \$100 Irving gas card, \$100 Tractor Supply gift card and a battery charger are just a few of the many items that have been donated this year. Any items received after June 25th, 2012 will be raffled or auctioned off at other Pine Tree Chapter events down the road.

There is also a change in the way in which the raffle will be conducted this year. Tickets will only be sold in the Pavilion (where T-Shirts are sold); each raffle item will have a numbered box assigned to it and you can decide which item(s) you want to take a chance on.

The Owls Head Truck Show is just a few weeks away and we are ready for a great show. I would like to thank the committee for all their hard work to make this show even better year after year. Our next meeting is on Wed June 28th at 5:45 in Freeport. If anyone has any ideas or thoughts please let Nancy Mullin (207)767-6080 or pcnancym@maine.rr.com or John Ellingwood (207)590-2298 or jellin@sacoriver.net know. Our last meeting before the show will be on Tuesday July 10 also in Freeport at 5:45. I hope to see everyone at the Show!!

Member Bulletin Board

Wanted: Set of narrow fenders and a grill for a '71 Chevy C-50 (or 60). Might you know someone who might have these--in good shape? Leads appreciated. Contact Steve Corson at Corson's Auto Parts (207) 596-6554 or email him at corsonsauto@hotmail.com.

For Sale: 1957 Ford T-800 Big Job wheeler; 61,000 miles; 345 (543??) engine; air brakes; 5 & 4 transmission; cab and chassis comes with rebuilt motor with 100 miles on it. Contact Glenn Dyer Sr., 1218 Pequakett Trail, Brownfield, ME 207-935-3637

For Sale: 1949-1951 Pontiac Chief 30 foot Trailer- Looking for a good home for an old camper trailer/mobile home. Restorable condition with all appliances. For pictures please email John Ellingwood jellin@sacoriver.net. or call 207-590-2298

Wanted: 1960's International 4.87, 5.14 or 5.57 gear set for RA-312 (34,000 lb) tandem axle; Fuller CB 10-650 transmission, or Roadranger R-96 transmission for the VF-195A. Contact Clayton Hoak @ 207-582-3224.

From the Workbench

By Peter Mullin

The weeks leading up to the Convention were fairly eventful in and of themselves. I got most of the worst re-current issues with the '66 Chevy C-20 worked out. Much like the windshield wipers on Lars' '70 Chevy; the turn signals on our '66 have long been equally infamous for erratic operation. Well, at long last (after a couple of attempts and some 2nd day air freight) a new re-pop turn signal switch has cured the problem. A new stereo has replaced the unit scavenged a few years ago from a fire truck (where it also didn't work right). The new unit kept Nancy company right up until the fuse for the stereo and CB blew out (somewhere on 495 on the return trip). We decided against the extra effort necessary to take the Model "T" and in the end were much more relaxed for making that call.

Nancy and I did run the '66 up to the Hillcrest Farms show on May 20th. As usual the show was well attended although quite a few of us skipped out a little early in order to make the celebration of life for Erv Bickford which was scheduled for later that afternoon on Cousin's Island.

My dad and I did take his Model "T" out for South Portland's Memorial Day Parade. We attempted to take his Transtar II to the parade as well. Unfortunately the Transtar refused to build air that morning so, it didn't make the run. After some dealer visits, ATHS forum postings, service manual searching and finally technical advice from fellow IH COE owner Carl Phillips the problem was ultimately traced to a sticking exhaust valve on the foot valve. A little bit of penetrating oil and a few gentle taps with a 10 oz. ball peen hammer and a drift and now she builds air like a champ.

We convoyed to West Springfield with Lars Ohman and Barry and Cheryl Billings without major incident. A good part of the run down was spent in steady rain. We did get a few reminders of the state of the highways in Massachusetts. One particularly memorable bridge crossing on 495 had a UPS tractor (bobtail pulling a converter dolly) going by me in the passing lane. The bridge was so rough I don't think the dolly wheels were on the deck for more than 10 feet of a 100 foot crossing. The show was, by all accounts, a rousing success. 1002 trucks registered, awesome Chock Blocks courtesy of the Pine Tree Chapter and excellent weather – at least up until Saturday. My tendency to procrastinate actually paid off this time. I emailed my volunteer form to the powers that be a couple of days before departure and received a "thanks but all our shifts are filled" e-mail from the volunteer coordinator. This left me free to help get fellow chapter member's trucks through the wash/registration/photo process. I had a great time driving Bob West's B-61 and Clayton's VF-190 from the unloading area to the show field. I was even able to catch on quite quickly to the nuances of shifting both of them. I had a bit more of a challenge when trying to shift Barry Billings' B-67. I guess some things never change. I always had trouble shifting that truck when my dad owned it.

While at the Convention I had the honor of accompanying our Chapter V.P. John Ellingwood and fellow Director Steve Marshall as we presented a very special "Sponsor" chock block. This chock block went to Colonel Arnold Briggs. Colonel Briggs was the original mastermind and show chair that came to the Owls Head Truck Show asking for our support what now seems like many years ago. Colonel Briggs is the type of leader that inspires you to want to do a good job simply because you want to make him proud. The look on the Colonel's face said it all. Without saying a word you could tell that he was proud of the job done by all of the ATHS Chapters throughout New England. We had all pulled together despite the occasional controversy and worked through what appeared to

be insurmountable issues with unique solutions to put on a show that I don't think will be surpassed for quite some time. Thank you, Colonel, for giving a small chapter from Maine a chance to step up to the plate and play a part in hosting the biggest event on the ATHS calendar.

Unfortunately we have three obituaries to be noted in this issue. Nancy and I are fortunate to have fond and unique memories of times spent with each of our recently departed friends. Erv, Jan and Elaine; you will each be fondly remembered and dearly missed.

Well, I guess now it is time to ramp up preparations for the Owls Head Show. Hope to see you there.

DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS. Membership in the American Truck Historical Society is required.

Name _____

Date _____

Street _____

Phone: () _____

City _____

E-Mail _____

State _____ Zip _____

Mail to: Pine Tree Chapter ATHS
C/O Harold "Jamie" Mason
104 Falmouth Road
Falmouth, Maine 04105

Pine Tree Chapter Dues of \$10.00 run from January to December.

2012 July – November Schedule of Events; Added Events and Updated Pine Tree Chapter Event Information

- July 7-8 Owls Head Transportation Museum – Fabulous 50's, Sensational 60's Car Meet
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- July 8 Annual Front Street Shuffle – part of Bath ME Heritage Days; 11 a.m. to 4:00 p.m.
Contact Bath Heritage Days (207) 442-7291.
- July 8 ATHS Central New York Chapter 15th Annual Show, Longbranch Park,
Liverpool, NY. Contact: Scott Smith @ 315-687-1165
- July 14-15 ATHS Long Island Chapter 20th Annual Truck Show at the Hallockville Farm Museum
Riverhead LI, NY Contact Dan Ryan (631) 821-4845.
- July 21-22 **Pine Tree Chapter**/ Owls Head Transportation Museum 2012 Annual Truck, Tractor and
Commercial Vehicle Show. Contact: Clayton Hoak 207-582-3224
- July 22 ATCA Uncle Sam Chapter Show - Washington County Fairgrounds, Greenwich NY. Contact:
Clarence Ritchie 518-642-9437
- July 27-29 17th Annual Eliot Antique Tractor Show. Raitt Homestead Farm, 2077 State Road, Eliot, Maine.
Contact: (207) 748-3303
- July 29 ATCA Bay State Chapter 11th Annual Truck Show; Worcester Sand and Gravel; Worcester,
MA. Contact Jim @ 508-789-6571
- August 4 Green Mountain Chapter – ATHS Annual Show – at the High School Route U.S. 5
Bellows Falls, VT Contact: Roger Martin (802) 437-5797.

- August 5 ATCA New England Chapter Truck Show, 9:00 – 4:00, Hudson Elks Club, 90 Park Street Hudson, MA Contact: Bill Semple 978-460-0465
- Aug 4-5 Owls Head Transportation Museum – Wings & Wheels Spectacular & Aerobatic Airshow. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- August 11 Men and Their Machines & Blacksmith's Roundup; Maine Forest and Lumber Museum, Route 178 – Bradley, ME. For more information: 207-974-6278
- Aug 11-12 Northeast Rockbusters Antique Construction Equipment Show and Display, on Route 31 south just south of Route 101, Wilton, NH; 8:00 am – 5:00 pm daily. Contact Bill Weston 508-562-7337 or Bob Rooks 978-490-4138
- Aug 10-12 Brockway Truck Preservation Association 100th Anniversary Celebration. Their goal 200 Brockway Trucks, Main Street, Cortland, NY Contact: 864-677-3453 or www.brockwaytrucks.com
- Aug 19 ATCA - Granite State Chapter Annual "Barrington Old Truck Meet" Contact: Don or Marilyn Smith (603) 664-9761
- Aug 25 Owls Head Transportation Museum – 35th Annual New England Auto Auction. Preview 8/20-8/24. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Aug 26 ATCA Little Rhody Chapter Annual Truck Show- RI-CT Historical Airport, Coventry, RI New Location Contact: Roger Volatile (401) 647-7226. NOTE: DATE NOT CONFIRMED
- Sept 1-2 Owls Head Transportation Museum – Vintage Motorcycle Meet. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Sept 14-16 HCEA International Convention, HCEA Museum Grounds, Bowling Green, OH 419-352-5616
- Sept 22-23 Owls Head Transportation Museum Earth Movers and Shakers Show. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Sept 22-23 ATHS Hudson Mohawk Chapter Antique Truck Show & Flea Market Ballston Spa, NY Contact Dick Linstead (518) 581-1829.
- Sept 15-16 **Pine Tree Chapter** Fall Tour – Greenville, Maine. Details being worked out. Hosts Ralph Balla and Carl Phillips. Contact: Clayton Hoak @ (207) 582-3224
- Oct 6-7 21st Annual All Mack Truck Show at Gerharts in Lititz, PA; Details write: Box 405, Lititz, PA 17543 NOTE: DATES NOT CONFIRMED
- Sep 30-Oct 7 Fryeburg Fair
- Oct 10-13 Hershey 2012
- Oct 6-7 Owls Head Transportation Museum – Foreign Auto Festival Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Oct 27-28 Owls Head Transportation Museum – Great Fall Auction & Flea Market Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Nov 3-4 Higmo's Logging and Music Annual Saw Mill Days; Details to be perfected; Contact: Allen Higgins or Paula Hersom (207) 442-0701
- Nov 17 **Pine Tree Chapter** Late Fall Get Together/ Great Fall Auction Charlie and Rose Huntington's In Newcastle. Details tbd; Contact: Clayton Hoak (207) 582-3224

ROGERS I-BEAM TRAILERS by George Barrett

This issue's article will shift from the previous subject of Detroit Diesel engines and I hope you find it interesting. The idea formed during the ATHS show in West Springfield a few weeks ago when I had a display of various truck models, three of which were lowbed beam type for hauling power shovels in the 1940s.

One of the trailers was displayed attached to the tractor but with the rear wheels removed and placed nearby not far from where they would normally be mounted. This brought up discussion over and over as visitors asked "did the wheels really come off that way" or "why are the wheels off"? Reasonable questions when you consider that it is a system used over sixty years ago and quickly replaced as new technology became available.

Shovels were hard to move, not only were they heavy, they were high. The larger the capacity the more they weighed although the height remained at close to legal limits before putting it on a trailer. Rogers had been building trailers for years where beams were pushed under a piece of machinery and wheels attached at each end to make a full trailer commonly seen during the 1930s

After the war Rogers designed an eight wheel beam trailer with 14.00-24 tires, two sets of four, one for each beam. The walking beam suspension oscillated so that the wheels followed a crowned or rough road very closely and that is why it is affectionally called a "wobble wheel" trailer.

There were two models, 75 and 90 tons exactly the same except for the ply of the tires and 3500 pounds of steel. The flat kickup (gooseneck) was standard but the arch type was offered at no extra cost. Within a few years the removable gooseneck was designed, first with a cable operated ram and then with hydraulic. Eventually stronger steel allowed the building of the drop side "carry-all" where the crane could walk on the trailer but if a few less inches of clearance were needed for a low underpass there was nothing like a beam trailer. The tracks were just a few inches off the road.

I have included four drawings showing the sequence of loading before the removable gooseneck came along. There are still wobble wheels being used with removable goosenecks however the wheels sets still have to come off every so often, to change the inside tires.

The shovel approaches the rear of the trailer aligning itself on center and stops a little before coming against the tires. Blocking is placed under the rear of each the two beams taking pressure off the big pins holding the beams to the tire assemblies. Either wedges could be driven to raise the beams slightly or the shovel could loop a chain around one of its teeth and gently lift a few inches.

The air and electrical connections are disconnected on each side and the pins are then removed. The shovel can now hook on to the lifting eye of each tire assembly raising it off of the beam and swinging to the side, getting them out of the way. Now blocking is placed along both sides of the trailer beams so that when the shovel is run up on the blocking it will be a little higher than its travel height.

The shovel now travels straight onto the blocking, straddling the beams. This would normally be done with the attachment in the working position so the shovel operator has the best visibility and the machine is at its best balance point. When at the proper position over the trailer the shovel stops and swings around to pick up the wheel assemblies and place them directly over the pin bosses on the beams where the pins can now be inserted.

Blocking may be needed under the flat belly of the shovel so that it will be no higher than necessary but high enough to clear the roadway. The shovel is also in a position to lift the rear of the trailer so that the blocking that was first installed under the beams can be removed. The shovel's attachment can now be lowered into the transit position, usually pushing the bucket out (crowding) so the stick is as near flat to the boom as possible.

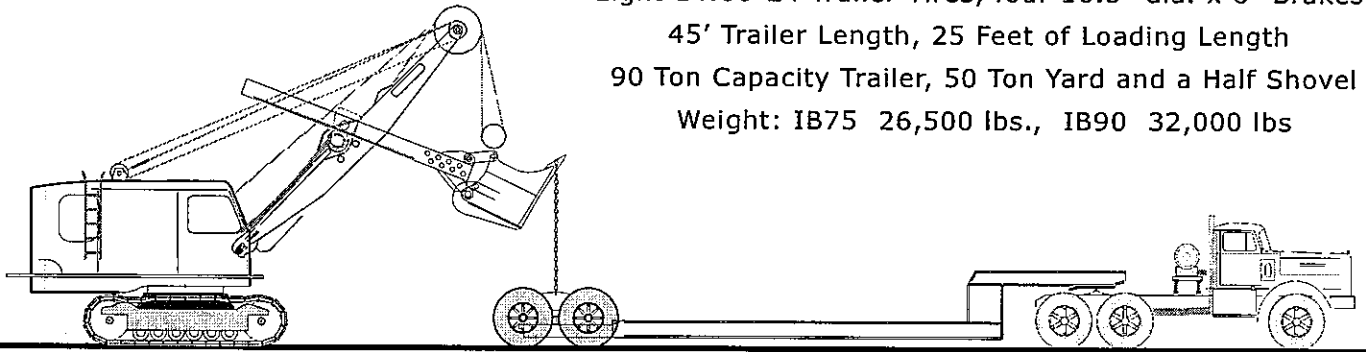
Now the driver and shovel operator have to work together and most likely a spotter would standing out to the left side of the truck so the operation can be coordinated. The shovel operator makes the tracks move ahead as the tractor also moves ahead, thus the shovel moves off the blocking, transferring its weight onto the trailer. Now the whole rig is inspected for the intended journey, brake and electrical lines are connected and tested, the shovel is chained into place, blocking is thrown onto the trailer, and the rig may be pulled onto a cleaner flatter roadway for the final inspection which is to make sure the shovel's tracks are not sagging onto the pavement.

Normally all but the newest of machines have loose tracks either because operator has adjusted them so there's some ability to get rid of the dirt and stones will come up against the sprocket and idler or because the track system is so worn there is no further tightening possible. The two ways to handle this are to use binders to pull up the sagging track or to jam a piece of blocking between the drive sprocket and tracks, turn the sprocket until it will go no further and apply the brake.

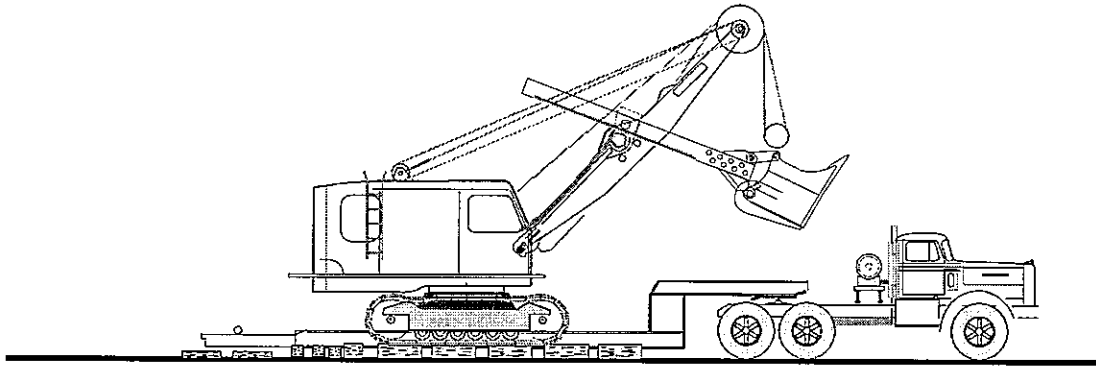
What I've just explained is the best case scenario, firm level ground, a machine that is in good working order, and the proper tools and blocking. The worst case would be loading a disabled crane where the trailer would have to be pulled under the machine and jacks used to lift the beams and manpower used to roll the the tire assemblies in place.

LOADING A 1948 ROGERS I-BEAM TRAILER

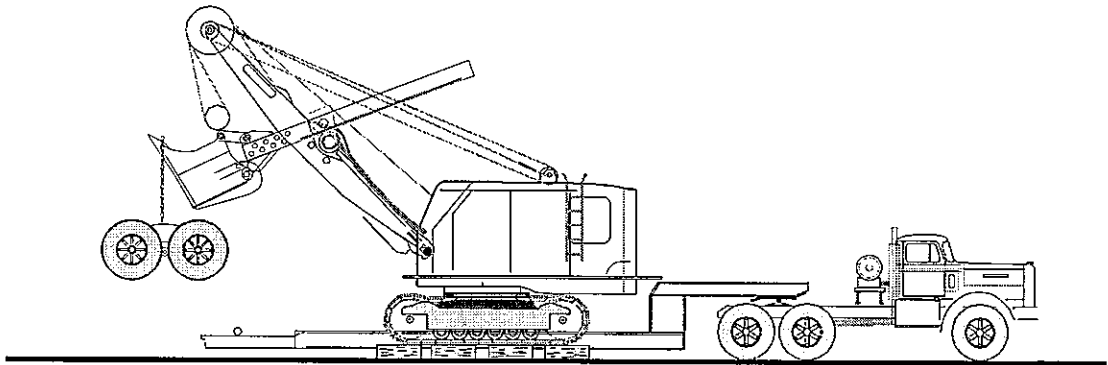
Eight 14.00-24 Trailer Tires, four 16.5" dia. x 6" Brakes
45' Trailer Length, 25 Feet of Loading Length
90 Ton Capacity Trailer, 50 Ton Yard and a Half Shovel
Weight: IB75 26,500 lbs., IB90 32,000 lbs



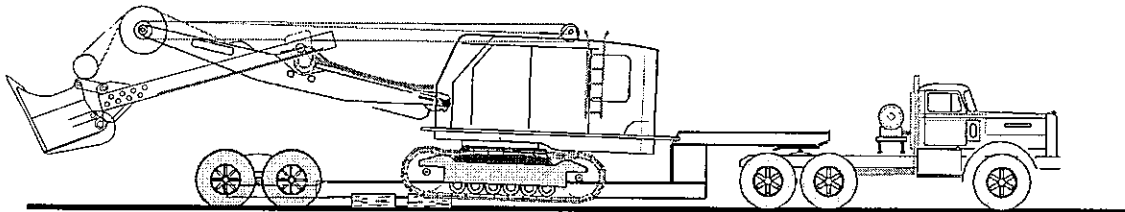
1 *Removing Trailer Wheels*



2 *Moving the Shovel over the Trailer*



3 *Putting the Trailer Wheels On*



4 *Run the Truck and Machine Ahead and Off the Blocking*

WE DID IT!!!

The show is over and was a huge success! I want to thank everyone for their help with the chock blocks. I am sure we can all agree how great it was to have our own blocks officially handed to us. Seeing our blocks at the show, in pictures, and on internet videos even (Thanks to Youtube) is awesome. I think we had an overwhelming majority of chock block workers in attendance at the show as well. If you helped sponsor our chock blocks and have not received your "special gift" come see me at Owls Head. I may have something for you. I had our extra blank blocks engraved for a second run to be given to sponsoring chapters in time for their big local shows. I only received word of one "stolen block" which I quickly replaced. I also received word that one of the show attendees had given a block to someone from Holland. Rumor has it that a Truck Museum in Holland is now sporting an official 2012 West Springfield Convention Block! After hearing that story I promised and delivered a replacement block for that gentleman.

If I may, I need to clear something up as well. Towards the end of the show some remaining blocks were given to the ATHS Souvenir Table to sell. I was a little miffed at how they seemed to be quite happy taking money for blocks when they clearly stated in the beginning that they would not help fund the project. I stated my case to the appropriate people and received word from Bill Johnson and John Vanatta that the chapter will be given proceeds from the sales of those blocks. I am not sure how much we will see of that but I feel the need to let everyone know the issue was addressed and taken care of. Quite frankly the blocks that they were selling were "bottom of the barrel" and had been set aside once for not being show quality. I was also told that we could distribute our extras however we saw fit. People that came to the back of the Perry Transport Trailer with a donation for the chapter received a block with a few splits here and there. \$200 was gained for the chapter.

Thanks again everyone. See you at Owls Head - John Ellingwood

Mr. Majestic's Truck By Pat Johnson

Everyone, or most know Art Johnson, my husband, lovingly known to me as Mr. Majestic. He has been and is a mechanic, except, of course for my car.

So one Thursday we were getting ready to go to the annual truck gathering at Ainslie's Market when Art said "I think I am going to take my big cabover" without batting an eye I replied "that's fine I'm going to take my car." I think he was a little disappointed but I did not let that deter me at all. Then Veronica came up "Bampy I will go with you in your truck." So I kissed her goodbye praying that I would see her again, oh, yes Art too.

They climbed in he started her up revving the engine, revving and revving for about 15 minutes, then without warning he floored it, he left 6 inch deep ruts all the way to the road. I could see Veronica's face pressed up against the back window, mouth open, eyes bugging out of her head. I swear everyone from our house to Richmond could hear that man trying to shift the gears, grinding, moaning back to grinding. Thank God the truck stopped and he was able to get it in gear, off they went.

I went in the house gathered my things and went to my car, driving down the road I kept looking for either the truck or Veronica running for home.

I got there parked went over was saying hi to people when Veronica saw me, she screamed came running up screaming, "nana, nana, I thought we were going to die, I think we almost did." Art came up and said "nah she ran like a little kitten", Veronica said "sure a Saber tooth tiger kitten."

We got ready to leave, needless to say Veronica rode with me. We drove behind Art and that truck wandered, shook, gears grinding, muffler shaking like a hula girls hips, jerking and wandering all the way home. He finally pulled in the drive way. I thanked God for a safe return. We walked to the house and I said "I will never go on a tour with you in that truck." He adjusted his hat fixed the strap on his farmer jeans and said, "Ayah, she needs a little work, I'll do it tomorrow." Those 4 words are going to be on his tombstone.

Me, I just stood there gave another big sigh and walked in the house, wondering how many tomorrows it would take to finish his list. Just another day with Mr. Majestic.

Member Bulletin Board (late additions)

For Sale: 1966 GMC 7500 6 wheel Dump Truck 94000 miles 5-7 yard body 5 Speed Tranny with 2 speed rear V6 engine 3 new tires Call Mike Harmon 207-699-9774

Wanted: Info or Phone # for person who advertised a Balderson Semi-U Blade for a D-4 Cat. Please contact Frank Nudd @ (207) 452-2080. Anyone with a blade not being used, or in the pile outback, contact Frank with what you have, it may fill his needs, and clear out underutilized iron

Member Profile – Feel Free to Add Pages Pictures and Stories

Name: _____ **Date of Birth:** _____

Family: _____

First Truck Driven/Driving Job: _____

Current Truck Driven/Employment: _____

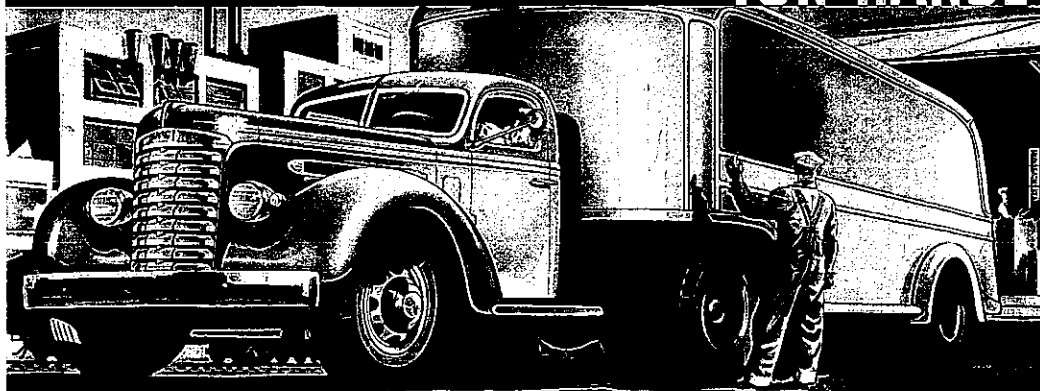
Other Trucks Driven/Driving Jobs: _____

Antique Truck(s) Owned Current or?: _____

Family Involvement in Trucks/Trucking: _____

GMC

3 1/2 TO 8
TON RANGE



MODERN 2-CYCLE POWER

Pine Tree Chapter ATHS
C/o Peter Mullin
200 Stanford St.
South Portland, Maine 04106

Next event: Owls Head Truck Show – July 21st and 22nd ; Owls Head, Maine