



# Shop Manual

[www.badgoat.net/ptcath](http://www.badgoat.net/ptcath)

March 2.021

## President's Message

*Peter Mullin*

It's been a while since the last issue of the Shop Manual went out, and I will take responsibility for that. Behind the scenes we have been continuing to work on the annual paperwork for National and formulating a plan to have elections for Chapter Officers and Board of Directors as well as moving forward with a ratification vote on the revised bylaws. The good news is there is a plan. With the continued inability to have meetings of the size we typically have, we are going to proceed with a Mail-in Ballot. At the moment I am debating (with myself) having a separate mailing for the election vs. including the election materials in a late April/early May newsletter. I am very open to feedback on this so feel free to contact me with your input.

As part of preparing our annual reports for ATHS National, Diane, Clayton and I came to the realization that the Secretary and Treasurers jobs are really too much for any one person. Fortunately Cheryl Billings has volunteered to take over as Treasurer (pending the upcoming chapter election). Cheryl currently serves on the Board of Directors. With the pending adoption of the revised bylaws, we had intended to go from five Directors to seven (current bylaws state five - proposed bylaws do not cap the number of directors). We can move forward with a Board comprised of six members or, if someone else were interested in being on the board we could fill a seventh vacancy. If you are interested in serving as a member of the Board of Directors or in any of the Officer positions please contact our RVP - Clayton Hoak @ 207-522-7088 or 1948reo@roadrunner.com - FYI - as part of the new bylaws all terms will be for 2 years.

The current slate pending election as we have it:

President- Peter Mullin  
Vice President - Andy O'Brien  
Treasurer - Cheryl Billings (change)  
Secretary - Diane Munsey  
Director - George Barrett  
Director - Howard Clouston (new)  
Director - Tom Hudgins - (new)  
Director - Bob Stackpole  
Director - Jamie Mason (past president)

On to the fun news. We are receiving notices of more events "tentatively" happening. With COVID infection rates declining and vaccination rates increasing I am much more hopeful that we will be able to return to having in person meetings, gatherings and shows this summer than I have been in quite a while. I am optimistic about the Owls Head Truck Show (and maybe a Chapter Meeting there) as well as our own Topsham Show being able to happen.

Likely with a few changes from what we have been accustomed to but that's ok with me. ATHS National has recently communicated that, unless the Commonwealth of Virginia deems otherwise, the 2021 Convention in Harrisonburg, VA will happen as scheduled. I think we are all in dire need of some "Old Truck Therapy" and hanging out with our "Old Truck Friends." Until we get there, I will look forward to "seeing" you on Zoom, FaceTime, cellphone and Social Media.

*Peter*

## Ramblings

Lars Ohman

As promised in the last issue, I would continue my views on the old bias ply tires. Over the last month or so, I've heard from a few members with views / opinions on the good and bad of "recaps" on bias ply casings. In Lewiston, the L & A Tire Co. was a prominent retreader, and one of their winter traction tires actually had small amounts of sand added to the tread, which would work its way out over use, leaving small holes to "aid" in traction. They were jokingly referred to as "sandpaper tires"! Quality of the used casings, before buffing down was mostly a visual inspection at best, and on hot Friday afternoons may have been overlooked to meet production quotas. One Chapter member who worked @ Jimmy's Gas station in Auburn, ME stated that some of the tires were so poor in quality that they would blow out on the mounting machines of the day before they ever made it onto the automobile! You got what you paid for. Another long standing Chapter member recalled putting on a set of recaps for a trip to Boston, and by the time they got back to Maine, they were worn out .....tread life was not their strong point. Yudy's in

Westbrook was another retreader of note. They produced a winter tread tire that used sawdust to create minor holes in the tread rubber. Another long standing Chapter member mentioned that if you bought a set of these made with sawdust as a filler, and you had a vehicle with enough horsepower to spin the tires, you could put on a real "smoke show" for the neighbors....thus the term "smokin the sneekers" came to be. Of course, tread life dropped to 50 % of next to nothing at best. The advent of steel belted and radial tires was the end of the recap trade as far as automobiles and light trucks was concerned. Recaps are still used on larger truck tires which are 99% radial casings very closely inspected before retreading with x-ray machines, If kept properly inflated, in most conditions , retreads today will last almost as long as OE treads. I ran recaps on the drives of a fleet of beverage trucks. Some of those casings were recapped four or five times. Light loads, and constant tire pressure monitoring paid off paid off with a very low fail rate for the tread itself.....mostly curb rubs and cuts. That's it for today....be safe, wear your mask, get your shots, and be careful 'chuggin on down the road.... Lars

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## Talking Trucks

Doug Wakefield

Our water hauling gig, out of Bella Luna spring in Lincoln, Maine dried up over the past year, like so many other things, the China Virus slowed down the amount of water Poland Springs sells, so the Lincoln spring is only used as a back up supply now. We normally would haul wood in the winter, but a lot of that work went away after the digester explosion at the Jay mill, 2020, what a year it has been for all of us. My employer also runs a fleet of Flatbeds, and they have been kind enough to let me try to keep up with the young guys, pulling a 48 foot Condasoga covered wagon trailer this winter.

Most mornings, I deliver in southern Maine, New Hampshire or northeast Mass. Most loads are OSB 4 x 8 sheets out of Huber Engineered Woods made in Easton, Maine, 340 miles north of the Maine state line in Kittery. One cold morning a week or so ago, I happened to be empty so at 4 AM I headed north to reload, just above the Medway exit I could see a truck gaining and soon overtaking me It was a cabover Freightliner. The dash said it was 7 below 0 as I

flashed my lights, grabbed the CB mike and asked Mr. Eric Good how the heater worked in the old shacker. I had never met Mr. Good before, but I had heard stories about the tater hauler from Monticello with the cabover. I told him, I am one of the guys that puts together the truck show that give away the truck every year, and we spent the next sixty mile talking trucks like we had known each other for years. He told me that it was very cool that we are giving away a cabover this year, that in fact he had been following the show for a couple of years, that he has known our 20/21 host for years, had wanted to come down to our covid cancelled 2020 show, and looked forward to visiting our 2021 Show. It sure can be a small world sometimes, after forty years of trucking, I still enjoy meeting and making new friends, I sure wish the new generation of drivers today would start to use the CB radios, you can meet some of the nicest people and during bad weather a CB can help you to stay out of trouble, It may even save a life, but all things change. Hard for some of us old school drivers, as we enjoy the voice visits that make the hours go by on a cold February morning. Til next time, stay safe and hope to see everyone again this summer!

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## Eric "Andy" Dow Anderson

CUMBERLAND – Eric "Andy" Dow Anderson, 83, educator, musician and antique car hobbyist, of Cumberland, passed away peacefully on Feb. 10, 2021.

Born Sept. 6, 1937 in Portland, the son of Hilda D. and George H. Anderson, Andy attended Deering High School then served in the U.S. Navy, Patrol Squadron 10, based in Brunswick. After the Navy he attended the University of Maine where he received a Master of Science in Education and became an educator, teaching automotive technology at Southern Maine Vocational Technical Institute (SMVTI). Andy loved music and was very active in the local music community. Over the years he was involved with and played tuba and trombone in many bands including the Masons, Shriners, S.D. Warren Band, Chandler's Band, Hofbrau German Band, Port City Philharmonic Jazz Band, Doc's Banjo Band, and he started TubaChristmas in Maine in 1997.

Andy was active in the community and was a member of the Falmouth Volunteer Fire Department for over 20 years, becoming deputy chief in his final years. His hobbies also included antique automobile restoration and events, and one of his favorites was the Skilin's Raiders antique car breakfast runs on Sunday mornings.

He is survived by his wife, Maryann A. Anderson; sons, Jon K. and his wife Karen, James K. and his wife Barbara, Mark A. and his wife Mihku, and Joseph K.; seven grandchildren; four great-grandchildren.

Due to the pandemic a private service will be held for the immediate family only at this time.

Please visit <http://www.lindquistfuneralhome.com> to sign Andy's online guestbook and to offer condolences. In lieu of flowers, please consider a donation in Andy's name to the Alzheimer's Association or the Portland Press Herald Toy Fund.

# Back Side Of Worley`s Log Book

Larry Worley

In last page I was leaving Mitchell, South Dakota going home, sorta! Just the 51 Oshkosh on board I knew we were loading more goodies and shonuff, the Skipper found another treasure in Souix City, South Dakota. I think it was a 1915 1025 International farm tractor. A strange skinny rig, about 4 feet wide 12 feet long with a big 4 cylinder engine laying flat inline, heads to the back. I'm told it runs but cable it on as there really isn't any real brakes and with the power of the low gearing of the day, it may stop in 3 feet or 12 and we agreed not to stop on the Oshkosh tow plate.

Next was to pickup a rear mount bush mower with hydraulic arm to reach up banking. Turns out to be 4 pallets. Was told by the Skipper to turn the 51 around and pull the rear axle up on the front deck. Lo and behold the battery was dead shorted! Long story much shorter, it took

2 hours just for that. Got to the fab company that made the parts, the pallets were only 18 inches high and would have fit on the front deck with room to spare! That kind of news can make your jaws hurt for a while after that much effort!

Ok! After sleeping off my coma-like rest, it's just stand-on-it to Vermont to deliver the mower to a company that fits dump trucks with snow plows, wings, sanders and such Northern needs, Had a lady fork-lift operator unload the pallets, and good at what she does,

What came next was a nice happening. 3 older guys came out with steel ruler tapes and note paper to measure the old 51 Oshkosh for a new plow and wing set . I love this story for that part alone if nothing else. Those wonderful people did have one due in that morning!

This wonderful 51 Oshkosh is in the collection out back of Gushee Rigging. It's in good shape!

That's it for now, Til next page, Larry

## Odds and Ends from Lars

First off, I want to wish Keith Morrison a very Happy Birthday . The founder of the Morrison Sylvester International Dealership recently celebrated his 91st. birthday with family and friends. As far as I know, and no one has come forward to dispute the fact, Keith is our most senior Chapter member, and well deserving of the honor. We wish him many more.

As most of you now know, the Morrison Sylvester name and operation has changed hands , and I inquired if there was any old printed material that was going to just go by the wayside, and be discarded. Keith's daughter recently handed me a collection of 1985 sales data ( 36 years old ) to be used by the Chapter for research and future articles. Clayton Hoak has accepted the guardianship of it for all to enjoy. Thanks to the Morrison family for the generous donation. Lars

Clayton Hoak dropped off a 1952-3 International Harvester Data Book. It even listed prices ! Just for fun,I took the specs for an IHC R-192 truck of 25,000 GVW, and came up with the following interesting data: This truck, on 10.00 x 20" tires, air brakes, 5 speed O/D transmission and two speed rear axel, BUDA diesel 6DTS 468 engine, and an Anthony 5 -7 Cu.Yd. body could be purchased for \$8642.00.....quite a nice set up truck for its day, considering it was 69 years ago ! The Buda engine must have been a pretty well kept secret....I've only seen one in a yard in Waterboro 25 years ago. It was an ex State of Maine plow truck and the ravages of years of road salt had taken its toll on it. Most were still gas powered. Just for fun, and to get a ball park figure.

I asked a dealer what it would cost to replace that truck today...take into consideration gasoline engines are no longer available in that GVW rating, but with a 6 cylinder diesel, air brakes, 22.5 tires, automatic transmission, and a dump body, you are looking at the near side of \$100,000.00 with taxes ! Back in 1952, diesel fuel was (estimating) \$.25 a gallon and a good driver got \$1.25 an hour our of your



\$6.00 hourly rental rate ! Today.....I won't even begin to guesstimate a drivers hourly rate ( plus benefits, time off, vacation, uniforms ) fuel @ near \$3.00 a gallon, and an hourly rental rate of \$????????.... Something to think about....Just Chuggin on down the road, Lars

As an addition to this story : 1963 Ford T-950 10 wheeler dump with 534 Cu. In gasoline engine, 38,000# rears, 11:00 x 22 " tires, 5 and 3 transmissions; dual 50 gallon step tanks ( You needed both of them some days ! ) and a Gar Wood HD contractors body could be purchased for less than \$14,000.00 ! The rate was \$11.00 / hr with driver, gas was \$.28 a gallon. I put on a pair of Kelly-Springfield RAT steer tires....\$132.00 each with tubes and labor. I never got rich, but it more than paid the bills with a little left over. This truck still works out of the North Shore of MA (summers only) 58 years later ! It's had a few engines and a couple of sets of front fenders, but still FORD TOUGH !

Recently got word thru "THE HUDSON HORN" of the passing of Ernie Lear. Best known to most of us as part of the crew @ The Mahan Collection in New Jersey. Ernie proudly restored, and proudly displayed an immaculate Ford F-1000 of 1960 vintage. This tractor ( I'm pretty sure) made at least one appearance @ Owls Head. RIP Ernie, well earned.... Lars

# International Conco 4170 & F-4170 Trucks

*Clayton Hoak*

"This new concept is called "CONCO 7070". CON is for Conventional – the unit does have a short hood for servicing. CO is for Cab Over – the cab is over the engine and tilts for major service. This concept is not presently available anywhere else in the industry, combines many of the best features of both the CO and Conventional in one unit." stated the undated (likely early 1974) promotional flyer.

The flyer noted ABF Systems had had five CONCO 6x4's in their operations for a year and a half; and UPS had three 4x2 CONCOs in their West Coast Operations to test the market potential for CONCO concept in the heavy duty, fleet orientated highway tractor market. The promotional flyer indicated a modified Transtar aluminum cab would be used, a 4x4 version of the single axle CONCO would be offered, and 100 additional pre-production trucks were being manufactured in San Leandro.

In December 1974 International officially introduced the CONCO in its' Product NewsLetter G-436 – Announcing Transtar 4100 CONCO. The product line name had changed to Transtar 4100 (models 4170 and F-4170). The models featured a cab offset to the left which provided the driver more room and sat lower and further back than in the Transtar II cab over. Only an optional jump seat was available for a passenger, and sleeper cabs were not an option. Available in 4x2 and 6x4 configurations the 4x2's were targeted for the non-sleeper line haul operations

pulling short doubles or triples; and the 6x4's were targeted for operations hauling 45 foot trailers in 55 foot states, and long double trailers on toll roads. A 4x4 version was not offered, possibly a lesson learned from the lack of demand for previous Unistar 4x4 Cab Over models.

The 66 inch BBC dimension cab shared most Transtar conventional chassis components however used straight frame rails. The standard engine for both the 4170 and F-4170 the standard engine / transmission combination was the Cummins NTC 290 with a Fuller RT-910 Roadranger.

Optional 4170 and F-4170 engines were the Cummins NTC 350 and Detroit Diesel 8V-71, 8V-71T and 8V-92s. Optional 4170 transmissions were Fuller RT-1010, RT-9513 and RTO-9513. Optional F-4170 transmissions were Fuller RT-1010, RT-9513, RTO-9513, RT-1210, RT-12513, RTO-12513 and RT-12515. International's 10,800 lb. front axle was the only front axle offered. The 4170 standard rear axle was a 23,000 lb. capacity single reduction, and one optional 23,000 lb. capacity single reduction rear axle was offered. The F-4170 standard rear axle was a 38,000 lb. tandem capacity; four 34,000 lb. tandem capacity and two 38,000 lb. tandem capacity optional rear axles were offered. Per the Product NewsLetter dealer ordered production of the CONCO was scheduled to begin approximately May 15, 1975 at the San Leandro Plant. The plant closed on February 28, 1975 and truck production was moved to Fort Wayne. References and photos of the CONCO can be found in Crismon's International Truck for years 1974, 1974 and 1976, however nothing for years 1977 and after indicating it was a relatively short-lived model. Crismon noted there were no reliable IH model or plant production numbers after 1974.

One would guess relatively few were manufactured. Photos found in brochures, or on the internet, show ABF, UPS, ICX, Gateway and Godfrey Company as owners. One photo found shows a single axle CONCO being used as a mobile home toter. Barnfinds.com. showed Fleet Safety Systems, South Easton, MA had at least one 4170 in its' fleet which was offered on eBay in 2016 for a Buy It Now price of \$8,500. Also a 2008 Red Power forum post discusses a F-4170 owned by an International dealer in Ohio. It appears to be the same truck as in the 2000 AHS Valley Forge Showtime. Locating one today would be an interesting find.

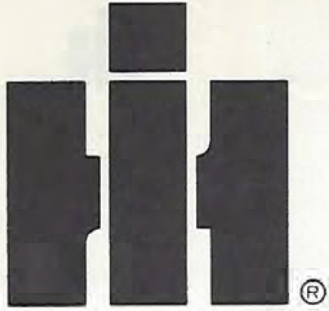
## Announcing



## Transtar 4100 CONCO



# International Conco 4170 & F-4170 Trucks continued

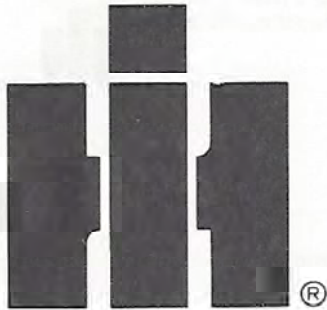


**INTERNATIONAL**

**CONCO  
4170**

**GROSS VEHICLE WEIGHT RATINGS: (GVWR)**

	STANDARD GVWR 29,540		MAXIMUM GVWR w/ADVERTISED OPTIONS 33,620	
FRONT AXLE	FA-329	10,800	FA-329	10,800
Spring	w/Axle	10,500	w/Axle	10,500
Tire	10.00 x 20-12 PR	10,860	11.00 x 22-14PR	12,580
FRT-GAWR		10,500		10,500
REAR AXLE	RA-57	23,000	RA-57	23,000
Spring	w/Axle	23,000	w/Axle	23,000
Tire	10.00 x 20-12PR	19,040	11.00 x 22-14PR	23,120
RR-GAWR		19,040		23,120



**INTERNATIONAL**

**CONCO  
F-4170**

**GROSS VEHICLE WEIGHT RATINGS: (GVWR)**

	STANDARD GVWR 44,500		GVWR 48,500		MAXIMUM GVWR w/ADVERTISED OPTIONS 54,500	
FRONT AXLE	FA-329	10,860	FA-329	10,800	FA-329	10,800
Spring	w/Axle	12,000	w/Axle	10,500	w/Axle	10,500
Tire	10.00 x 20 12PR	10,860	10.00 x 20 12 PR	10,860	10.00 x 20 - 12 PR	
FRT-GAWR		10,500		10,500		10,500
REAR AXLE	RA-351	34,000	RA-355	38,000	RA-399	44,000
Spring	RT-340	34,000	RT-380	38,000	RT-440	44,000
Tire	10.00 x 20 12PR	38,080	10.00 x 20 12PR	38,080	11.00 x 22-12PR	44,160
RR-GAWR		34,000		38,000		44,000



# FWD Tractioneer

*George Barrett*

I got a letter from member Rick Gowen mentioning a number of various interesting subjects but the most interesting to me had to do the FWD truck Rick drove for many years. I've got a stack of FWD literature that I started collecting in the the late 1950s. After a long enjoyable phone conversation with Rick I dug into the folder with the idea of using a few pictures which might recall a few memories since we seldom see or talk about the FWDs of 50 and 60 years ago.

In the late 1950s FWD used the International "comf-vision" (R model) cab. These had differential locking for the inter axle differentials but not on the axles. The "Tractioneer" line which was introduced in the summer of 1961 had locking of the differential on the axles as well as between the axles. FWD's big selling point was full time all wheel drive to all axles in proportion to their capacity. A simple flick of a switch on the dash locked the differentials from doing their normal job and offered positive powered traction to all wheels.

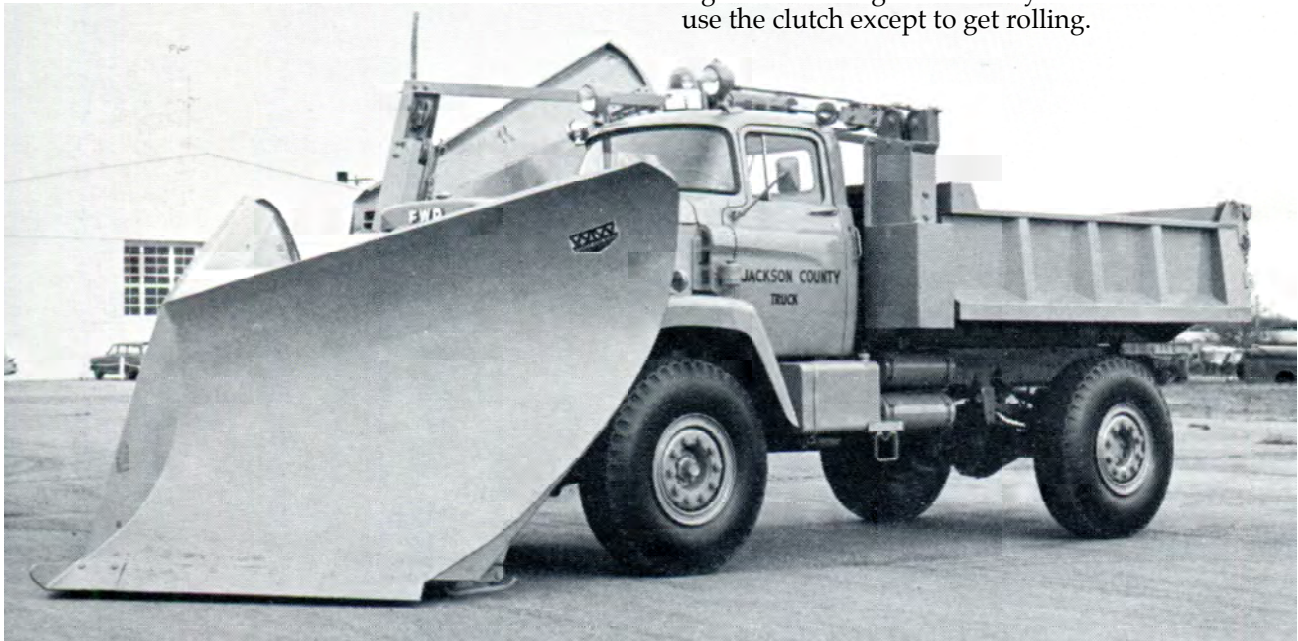
The problem with the system is that the driver had to un-flick the switch when the truck was on a dry paved road. The binding action especially when turning corners was often more than the power train could stand and expensive failures occurred.

The Tractioneer models could be identified by their use of the Dodge cab but there were optional cabs. I didn't notice many FWDs in Maine although there was a dealer in Portland (N.A.Burkitt). In Concord, NH I saw a fair amount of concrete mixers on Tractioneer chassis (Sanel Auto was the dealer).

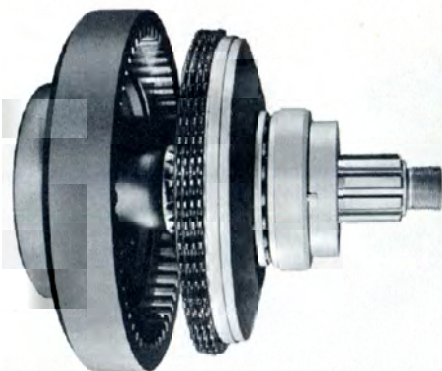
The following two paragraphs are from Rick's letter to me. His work was primarily building communications towers and they were always on the top of a hill. He's got some real interesting stories to tell. The first owner of the truck was a municipality where the primary use was heavy snow plowing.

"I drove a 1967 FWD Tractioneer through out New England for 20 years. It had a V6-71 Detroit Diesel with a Clark 5 speed transmission and a dead stick 2 speed transfer case with inter axle differential and full time four wheel drive. It was an air over hydraulic lock up clutch pack the front axle transfer case and rear axle (true four wheel drive). It had air brakes with maxi and 14.00-24 tires. Chassis GVW was 44,000 lbs. on four tires. It weighs 32,000 lbs. with a crane that will reach up 95'. Top speed is 52 mph

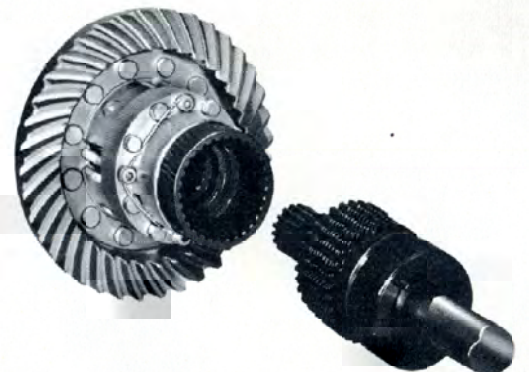
I sometimes towed a trailer with a loader backhoe, excavator, skidder, skid winch or Simons bridge building forms. Sometimes you would start off in low range first gear and end up in high range high gear even though the sign on the Dodge dash said you could not do it. I did not use the clutch except to get rolling.



FWD model B-4-4366 with Wausau "V" plow and wing . From the FWD Tractioneer News probably 1965

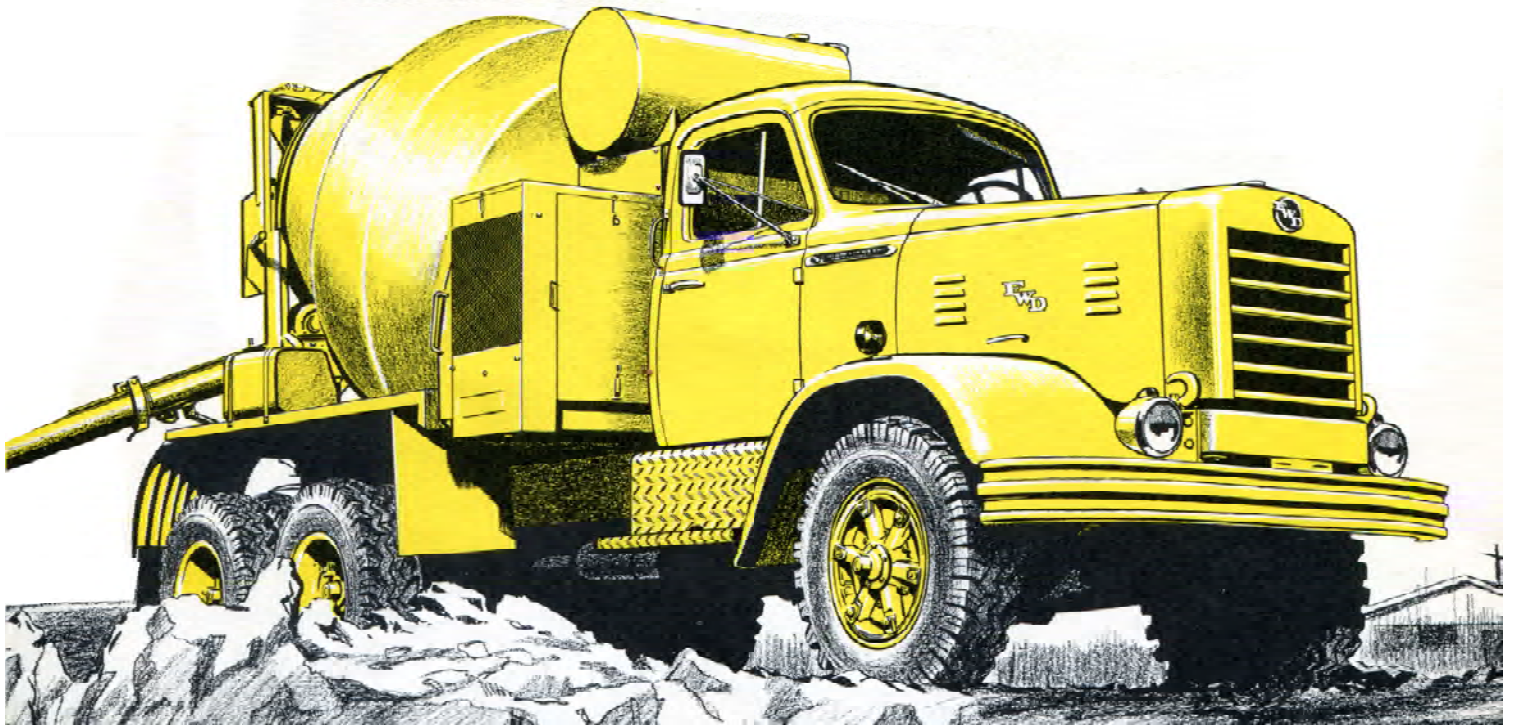


Driver Controlled Axle Tractionlock



Driver Controlled Transfer Tractionlock





FWD with an Internatiomnal cab





## Jon R. Doyle

Jon R. Doyle of Richmond passed away at home on Jan. 30, 2021 as a result of declining health.

Aged 82, Jon was born in Augusta, Maine on Feb. 9, 1938, son of the late Capt. Roger C. and Laura C. Doyle. After graduating from Winthrop High School, he entered the Marine Corps Reserve, which became a very influential part of his life. Jon and graduated from Portland University with his law degree in 1961 (now the University of Maine), while spending his summers working in heavy construction for H. E. Sargent, driving a dump truck and blasting with the dynamite crew.

Jon's 60-year career in the practice of law reflected his love for the people of the state of Maine. He could communicate with people from all walks of life. His practice started in the Maine Attorney General's office in 1961. Before he left the AG's Office, he became deputy attorney general and ultimately represented almost every department of state government, including the legislature. He then entered private practice at 99 Western Ave, in Augusta. His solo firm later evolved to a partnership, and ultimately resulted in the well-known law firm Doyle & Nelson. He was a familiar face in the State House where he represented numerous state and national clients. Jon's career brought out the best of him, and he continued to practice through the last year of his life.

Jon brought his zest, warmth, and humor to his family, friends and clients. We were all the richer for it. He was not perfect but he was the perfect life companion.

He loved people and always had a way of lighting up a room when he entered. He contributed time and resources to many organizations over his lifetime, including serving

on the boards of Jobs for Maine Graduates, the Maine State Museum, the Family Violence Project, Chair of the KV United Way, and the Maine State Troopers Foundation. He could be seen repairing bikes on the Trek Across Maine, supported cats at the PALS No-Kill Shelter, and provided flowers and funds for the Richmond Food Bank. And he worked many hours of pro bono legal services for clients throughout the state of Maine.

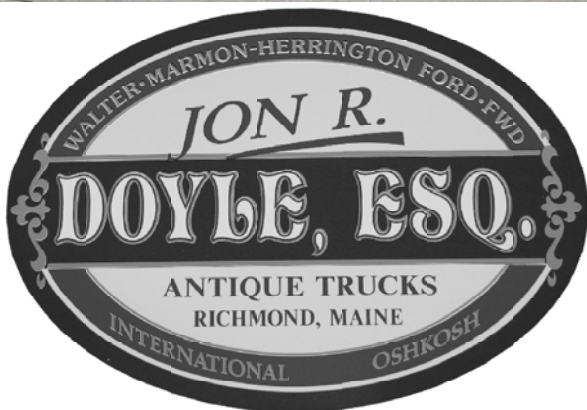
Jon loved the sea, cruising and navigating much of the coast of Maine. Thick fog only made him love it more. He and Terry even received a Coast Guard commendation for night fog rescue off Isle au Haut.

Jon was not afraid to learn new skills in life. He learned to ski when he was in his 50s, becoming a regular at Sugarloaf. He is remembered for his re-invention of the use of ski poles as battering rams to give himself space. It was always safest to ski behind Jon.

Jon is survived by and will be truly missed by his partner and best friend Terry Arford; sons Steven Doyle and Brendan Doyle; his stepson Sheldon Arford; and his grandchildren of Steve and his wife Roberta: Nathan Doyle, Hunter Doyle and Erica James; also two great-grandchildren August and Aria.

While Jon and his family would have preferred a celebration now, for safety reasons we will sadly miss this opportunity with his friends and loved ones until later this year when we can have a burial of his ashes at sea and a proper send-off and toast to a life well-lived.

In lieu of flowers, the family requests a donation to: Jobs For Maine's Graduates - Jon R. Doyle Scholarship (65 Stone St., Augusta, ME 04330); the Richmond Area Food Pantry (15 Spruce St., Richmond ME 04357), or PALS No-Kill Cat Shelter (188 Case Rd., Winthrop ME 04364



This beautifully restored FWD is one of many in Jon's collection.

top left photo - George Barrett  
Top Right photo - Gary Munsey  
Lower Left Photo - Gary Munsey



# 2021 COMING SHOWS AND EVENTS

June 3-5 National Convention and Truck Show Harrisonburg Virginia

June 12 Springtime Truck & Tractor Show, Truck Show for Charity, 24 West Old Main Rd, Lowell, ME 04493

July 24-25 Owls Head Truck & Tractor Show

Aug 1 South Deerfield, MA Craig 413-834-1677 or Doug 413-522-4092  
Yankee Candle Corp Headquarters, Yankee Candle Way (off Rt 5 & 10)

## CLASSIFIED ADS

Kenny and I inventoried Dad's yard and found over 100 mostly junk vehicles, mostly Fords and GM. None of them are diamonds in the rough, but there are a few that I would hate to see scrapped if a collector could salvage them. Specifically, we found 2 Macks,(67 & 73), 5 Whites from the 50's, 5 IH's, a 40's REO school bus, 1 Autocar and 4 Studebakers. Please spread the word among those who you know may be most interested. I just retired, so I am available to conduct a showing. They can contact me at this email or 603-219-2051

Where do I look for establishing value for antique trucks and equipment? Any help you can offer would be greatly appreciated. Thank you very much.

Sincerely,  
Eugene W. Smith

For Sale: 1970 White 4000, color - red, REO gold comet 6 cylinder engine, 5-speed transmission, two-speed single rear axle, Lane truck-needs some cosmetic work. Most likely needs a new battery soon. Has all the paper work, a manual and comes with some spare parts. Located in Milo, ME Please contact Chad Coulter @ 207-951-4672 Or feel free to message him on Facebook

Wanted: Used differential parts for a 1971 Chevy C10 2wd pickup. The differential is a 12 bolt Series 3, open carrier, 3.07 ratio, with 30 spline axles for 5 lug wheels. Contact Gary Allen by e-mail - garymallen1954@gmail.com or call 207-215-3160 (8 am thru 6 pm).

Wanted: 73-87 GM 8' truck bed. Closer to Falmouth, ME the better! 207-949-1360.  
Haroldjmason@gmail.com

For Sale: Two wooden wheels for parts. Believed to be from a 1920's Plymouth. Front wheels with hubs and drums. Good for parts or patterns. Make an Offer: Diane Munsey (207)737-2997 or e-mail munsandi@gmail.com

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### PINE TREE CHAPTER OF ATHS BOARD OF DIRECTORS MARCH 2019 TO MARCH 2020

**President - Peter Mullin** 6 Kinney Rd. Gorham, Me 04038 207-838-5069; email: wfd44@maine.rr.com;

**Vice President - Andy O'Brien** 54 Upper Minot Rd. Pownal, ME 04069 (207) 232-4743 aobrien211@gmail.com

**Secretary / Treasurer - Diane Munsey**, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

**Director - Cheryl Billings** 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email: cherylbillings55@gmail.com

**Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscoth@gwi.net

**Director - Steve Corson** 163 Main St., Rockport, ME 04856 cell phone: 207-542-4192 email: blackdogmack@gmail.com

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I've had this photo for years, don't remember where I bought it. The whole 11x15 picture shows a tank engine (steam engine without a tender) shifting three boxcars on a siding on the waterfront in the New York City area. I just scanned the lower right corner. Judging from the size of the wheels this must be an U-90-T Autocar with 11.25/24 tires and 128" wheelbase, vintage 1940s. GVW is 50,000 lbs. and the engine would be an L head 501 cubic inch 130 horsepower at 1100 rpm.