



# Shop Manual

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

October 2022

## President's Message

*Peter Mullin*

I have some sad news to report. On August 29, 2022 Ken McAvey passed away. Ken was an ATHS member since 1987 and a founding member of the Pine Tree Chapter. Prior to his health declining a few years ago Ken and his wife (of 70 years) Phyllis were very active in the Chapter hosting events, organizing tours and attending shows and tours state wide and throughout the northeast. Our deepest condolences go out to Phyllis and the entire McAvey family.

We had another very successful Pine Tree Chapter Truck Show at the Topsham Fairgrounds a few weeks ago. We registered 72 trucks and received \$360 from the fairgrounds as our share of the gate. Sales of t-shirts and ATHS trinkets was pretty brisk throughout the day. 50-50 ticket sales were particularly strong (unfortunately the total escapes me at the moment). Suffice to say, we raised a fair amount of money for the Chapter treasury over the course of the day. The Towing and Recovery Association of Maine performed some interesting wrecker maneuvers and we again had David Hall and Ron Bisson demonstrating David's Bantam cable shovel by moving some dirt around. These types of equipment demonstrations add an even more interactive component to our show. If anybody has any ideas for other demonstrations that we could add (on whether they involve a truck or not) please let me know.

Over the course of the day at Topsham, I was approached by 2 individuals volunteering to host events in 2023. Allen "Higmo" Higgins has volunteered to host the Spring Stretch at his operating vintage sawmill in East Brunswick. Additionally, Charlie Huntington has volun-

teered to host the Lat Fall Gathering / Fall Auction at his collection in Newcastle. These are both destination we have been to in the past that are definitely worth another visit.

It's been a busy 4 weeks since the Topsham Show wrapped up. Nancy and I (finally) finished emptied out one of our (2) storage units. This puts us firmly into the process of putting away a lot of stuff (dad's book and toy collections) and selling and donating other items - anyone want to buy a wood (cook) stove? We also went to the first annual Central Maine (Chevy) Square Bodies show at O'Connor's in Augusta where we ran into quite a few Chapter Members. They had somewhere around 50 or 60 registered entries, the vast majority being Chevy Square Body trucks. We will definitely be bringing (at least) one of our Square Bodies to next year's event (details in a future Shop Manual). Lastly, Clayton, Charlie and I all attended the AACA fall swap meet in Hershey, Pennsylvania last week. Despite a rainy start, we all managed to come home with a few treasures. Personally, I bought more actual parts and useful tools than trinkets and toys this time around.

While at the Square Body show, I had an opportunity to visit with Fall Auction host, Gary Allen, and it appears we are all set for the event at his shop which will take place just about two weeks after you receive this. This will be our last scheduled event for the year. So, get your truck out for one last ride before winter, dig through your stash and find some interesting surplus items to donate, make a dish for the potluck and come out and join us in Sidney on October 30th. There is sure to be a lot of interesting items to bid on, plenty of good food and quite a few laughs - See you there!

*Peter*

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The Annual Pine Tree Chapter Great Fall Auction will be held at Gary Allen's shop in Sidney on Sunday October 30th. We will gather starting around 9:30 with coffee and donuts supplied by the Chapter. A potluck lunch will be served around noon with an auction of donate items (proceeds to the Pine Tree Chapter) starting no later than 1:00 p.m.

For more information contact: Peter Mullin 207-838-5069 or [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com)

Location:  
G & M Vintage Auto Repair  
307 Pond Rd  
Sidney, Maine

See Map on page 9

## Rambleings

Lars Ohman

This ramblings will be to thank ALL the fine folks that keep this old truck hobby alive in the Pinetree Chapter. After some close observation at the Topsham show, it is quite obvious we are fortunate to have some very capable volunteers who man ( or woman) the registration and sales tables at our various events. We have a mixture of

both younger and more senior members who make the time to see everything goes well, and greet and meet folks who just wonder what we are all about. In speaking with one 94 year old chapter member, our discussion was all about "the new generation" of officers and members who are stepping up to the plate to keep us moving forward. I like what I'm seeing, and just want to extend a big THANK YOU, and you know who you are... Lars

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## The Backside of Worley's Logbook

Larry Worley

Back in the mid 70's I was driving a W900 Kenworth for Stewart and Sons leased to Merrill Transport. Had a 903 Cummins V8. Love that engine!

On this trip I hooked a flatbed with rack sides. Should have known this would be an adventure. On behalf of Funtown Amusements me and a Merrill truck were going to East Providence, RI to load up a carnival ride in the Riverside Park which had closed. Everthing was ready to load. RIGHT!

The thing was still hot! Nothing was disconnected or broken down ready to load! So, from 7:30 to 9:00 had to wait for electricians. The machine itself was a trailer. Everything else, and there was a lot, went on my trailer. Very full load.

The care taker was there all day, too and was taking a nip ever so often, so by 2:30am he was shall we say very calm. He asked us if we would like to see the old merry-go-round. 8 husky men went into the housing around it. We were not prepared for what we would see!

All of the horses and other animals were carved by the same artist as well as the "scrambled eggs" that decorated the whole interior! There was mirrors all around and each had carved borders. NO TWO ANIMALS WERE ALIKE! And this was huge. The locals made it a landmark so it could not torn down. 8 husky men riding around in the wee hours for half an hour! When we left the caretaker was asleep in his chair.

I have been very lucky sometimes and I think about this one a lot.

One of the most unusual trips was to The George Washington Bridge. Had to stop at Dunkin Galvanizing, Everett, Mass to load catwalks and stair sections, which in that yard is a driving test in it's own! Been going there for over 40 years, nothing has changed.

Directions are NYC to Broadway south to 165th street west to the end on Riverside, one way right only, behind the construction cones and see ya at 6:30 coffee in hand! And, shonuff! What was next was continue on Riverside and make our way on to the Parkway north. Now, trucks are never allowed on parkways in NYC with very few exceptions and this is one. As soon as I got to the Parkway I went 45 degrees across 80 mph BMW traffic to a large dirt lot under the G.W.Bridge. This is at the housing of the giant anchors for suspension cables over the bridge.

My contact guy asked one more favor. Could I back through the ten foot knot-hole to the inside yard. It was 12'-8" high so no trouble at all. He said 5 other drivers refused to. It was 200 some odd feet through a tunnel that opened up to a huge area with a medium size Grove crane there.

When I called the Skipper to tell him it sounded like he didn't believe it. Made 4 more trips! That's enough for this page!

Til the next page! Larry



Scott Dudley Photo

Friday before the 2022 Owls Head Truck and Tractor show.

## Ken McAvey

Hermon - Kenneth E. McAvey, 90, passed in Bangor Aug. 29, 2022, after a brief illness. He was born Dec. 30, 1931, in Boston, the son of Carl J. and Ethel L. (Page) McAvey. Kenneth attended Higgins Classical Institute in Charleston, before attending Hermon High School, he then started working in the trucking industry where he made it his lifetime career. He started out hauling for Mack Baking Company in the 1950's, then had a career hauling bread from Brewer to Portland for Nissen's Bakery for over 30 years. Ken was an incredibly hard worker and an entrepreneur at heart. He created a number of businesses over the years to include SEN-CIT Limousines but the most successful was McAvey Transport Ltd. established in 1972 hauling U.S. Mail along with his storage trailer leasing business. Ken always made sure his family was taken care of. His hobbies included boating at the family camp on Branch Lake and eating at Dysart's Restaurant with his long time friend, Sonny Jewett (recently deceased) but his pride and joy were his antique tractor trailer trucks. He was a member of The American Truck Historical Society as a part of The Pine Tree Chapter where he participated in many truck shows and tours locally and nationally. Surviving are his wife of 70 years, Phyllis M. (Thayer) McAvey of Hermon; three children, Dale C. McAvey of Brewer, Sheryl Champagne and her husband, Terry, of Mabank, Texas, and Patti L. McAvey of Maine; three grandchildren, Lindsay Reznicek and her husband, Jason, Beau Champagne and Chelcie Shappy and her husband, Joe; two great-grandchildren, Jase and Reese Reznicek. He was predeceased by his daughter, Lorenda Fowler in

2019.

Kenneth was very fond of his niece, Marion and her husband, John. He was often kept company by his friends, Mike Hamel; driver, Ernie and his partner, Dottie; and his pet kitties, Kona and Hank. The family would like to thank all of the nurses, doctors and staff who were so kind to Ken and the family through the end of his life. He will be sadly missed.

Family friends may visit 11 a.m. to 1 p.m. Friday, Sept. 2, 2022, at Kiley & Foley Funeral Service, 299 Union St., Bangor, where a service honoring Kenneth's life will be held at 1 p.m. as the visitation concludes. Burial will be at Puddledock Cemetery, Charleston and reception to follow after the burial at Dysart's on BROADWAY in Bangor at 4 p.m. For those who wish, memorial contributions may be made to (The Pine Tree Chapter, Diane Munsey (207) 737-2997 - munsandi@gmail.com) Messages and memories may be shared with his family on the tribute wall of kileyandfoley.com.

To send flowers to the family of Kenneth E. McAvey, please visit Tribute Store.

Published on August 30, 2022



left -right Tom Hudgins, Scott Dudley talking to your editor, George Barrett and Jamie Mason with Alice and Henry at the 2022 Topsham show. At the Topsham Truck Show  
*Photos by George Nye*

# Early 50's Cook Bros. Trucks and Equipment

Clayton Hoak

In the collection of early and mid-50's trailer and construction equipment literature I received about a year ago were numerous files on Cook Bros. trucks and equipment. I had heard of Cook Bros. concrete mixers before, and had actually seen the one in Carl Phillips yard many years ago; however I was not aware the Cook Brothers company was so active in the development of trucks and truck components. On the truck side were two distinct trucks – the half cab M-310 dump truck and the conventional cab "Load King", and some variants.

The tandem axle M-310 dump truck was engineered for 15-ton loads legal in many states "yet all component parts for engine, steering mechanisms, axles, transmission and drive units are readily available from local parts dealers everywhere." The set-back 12,000 lb. front axle (or optional 15,000 lb. front axle) was key to the load capabilities. Powered by a 155 HP Ford 317 V-8 the 174-inch wheelbase truck was available with Cook Bros. Dual Gear Drive, Dual Center Chain Drive, or Double Reduction Axle with third axle attachment; and equipped with a Cook Bros. hydraulically operated hoist.

A variation of the M-310 dump truck was the M-310 truck and CHALLENGE mixer combination which was engineered to haul 6 7/8 yard concrete payloads with a total gross weight 46,400 lbs. Engine choices (in 1954) included the Ford 317 V-8, a Reo Gold Comet or Cummins' 150 HP JBS diesel. The M-310 chassis could also be modified with a swing table and outriggers to mount cranes and back-hoes rated at 12 7/8 or 20 ton.

## M-310

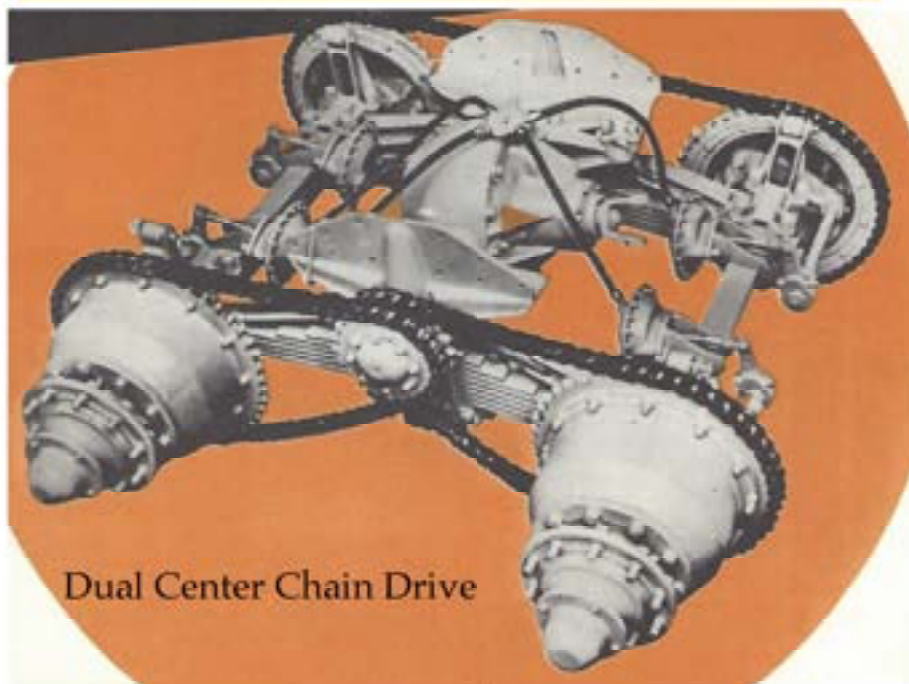
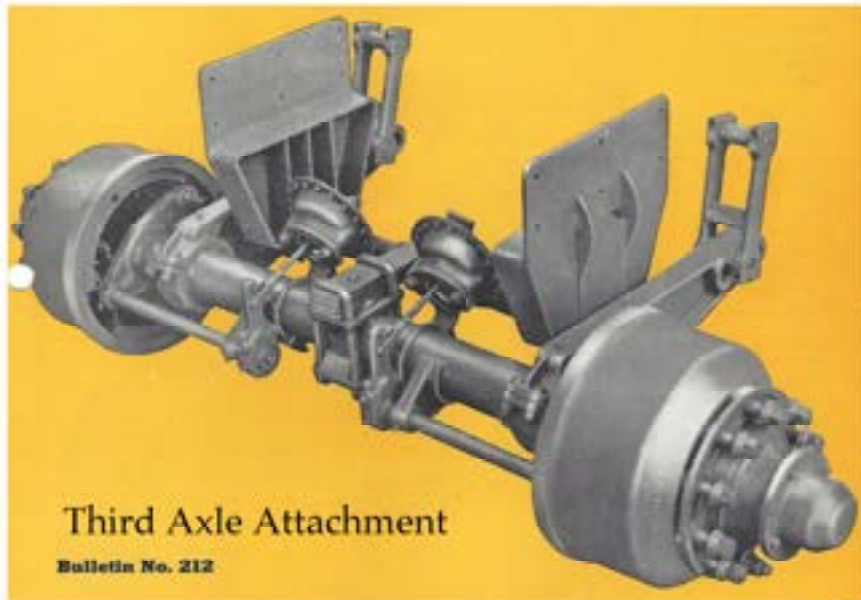
The tandem axle "Load King" truck was engineered for 14-ton loads with the Cook Brothers responsible for the complete truck unit – dump body, mixer or equipment of the purchaser's choice. Front axle choices were 12,000 or 15,000 lbs., engine options were the Reo Gold Comet gasoline or Cummins JBS 600 diesel, and rear driver options were Cook Bros. Dual Center Chain Drives or Dual Gear Drives. Payloads to 26 7/8 ton were available with trailer equipment.

## M-310 CHALLENGE Mixer combo

Other equipment and components the Cook Bros. were involved in manufacturing and distribution included

- Type 55 Semi-Dump Trailers with 18.7-ton payload.
- Dump Bodies with 6 to 30-ton capacities.
- Dual Center Chain Drive Axles with either 150,000- or 250,000-inch pound torque ratings.
- Dual Gear Drive Units for Timken H-150 axles; Eaton 16600, 17501, and 18501 axles; and Ford F-800 and F-900 single speed axles.
- Third Axle Attachments with 11,000, 13,000 and 15,000 capacities.
- Challenge Truck Mixers with 3, 3.5, 4-, 5-





# Gar Wood Truck Accessories

*George Barrett*

I ran across a four page brochure that I thought might be of interest. There's no date but recent research leads me to believe it is about mid to late 1940s

Garfield Wood started selling a hydraulic dump body in 1911 at age 31. Gar Wood Industries, Inc. had a number of various accessories for medium duty trucks, the brochure advertises cranes and mentions, dump bodies, winches, cranes, tanks, tractor equipment, ditchers, shovels, fine graders, spreaders, and truck patrols .

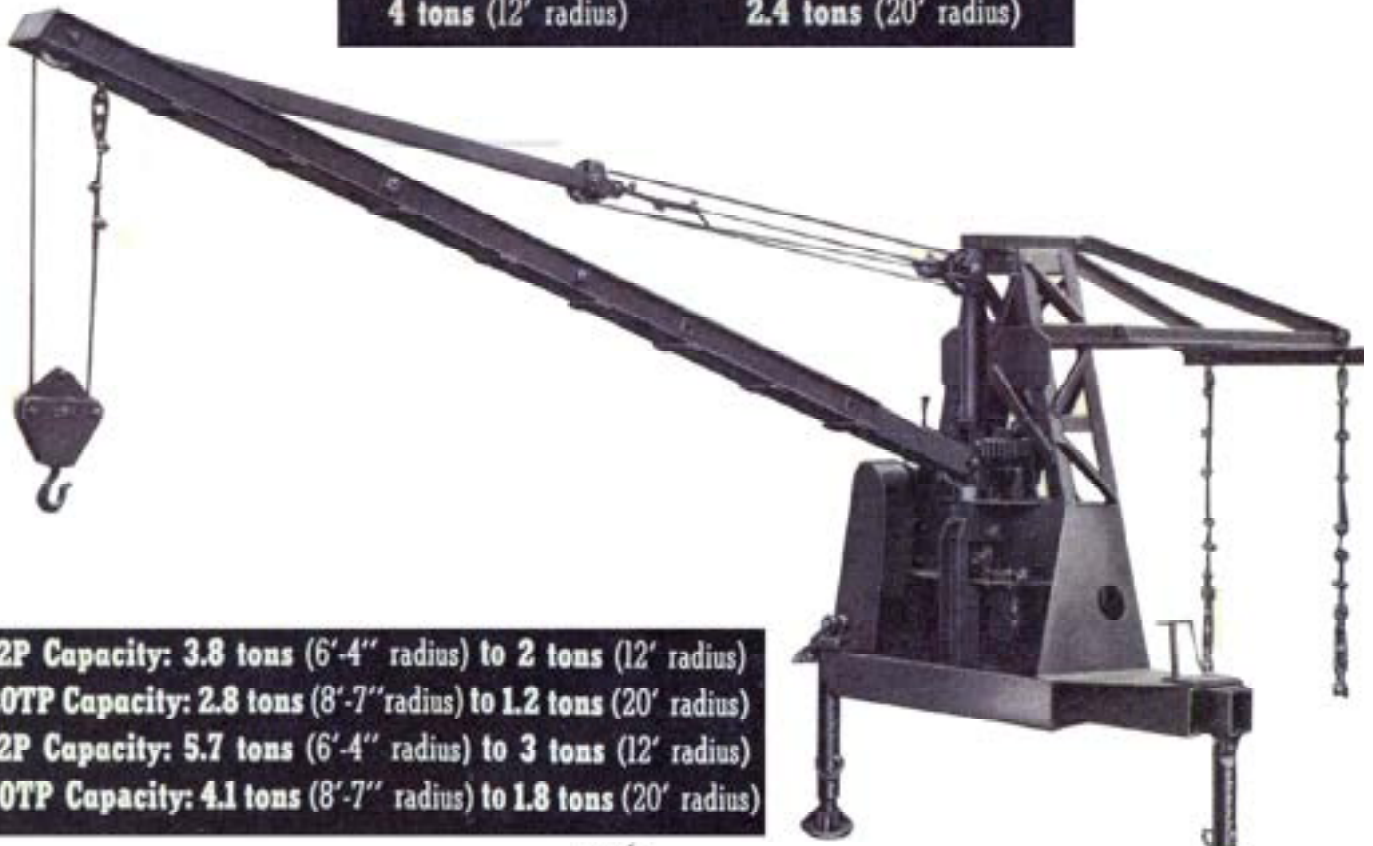
What else was Gar Wood known for? He had a passion for speedboats and fast yachts . He probably had more name recognition from the high quality and beautiful boats he built.

The cranes are furnished full powered. The operations hoist boom and swing, are individually controlled by separate levers located on the side of the crane within easy reach of the operator. Automatic swing cutouts prevent overswing.

The 3600 Series has sliding outriggers for crane jacks. Mention is made that the the crane can be made into a heavy duty wrecker by setting braces from rear end of body to the end of the boom. These braces (not furnished) would double the capacity of the crane.



| Model 4812P Capacity | Model 4820TP Capacity   |
|----------------------|-------------------------|
| 8 tons (6' radius)   | 5.2 tons (9'-3" radius) |
| 4 tons (12' radius)  | 2.4 tons (20' radius)   |

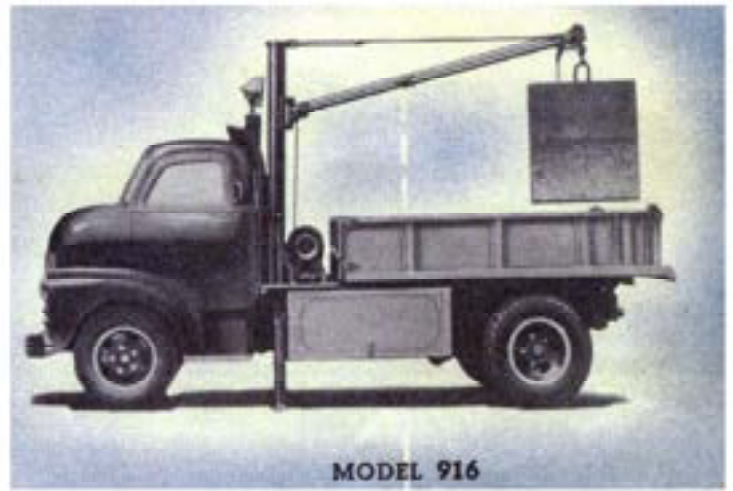


|   |
|---|
| Model 2412P Capacity: 3.8 tons (6'-4" radius) to 2 tons (12' radius)    |
| Model 2420TP Capacity: 2.8 tons (8'-7" radius) to 1.2 tons (20' radius) |
| Model 3612P Capacity: 5.7 tons (6'-4" radius) to 3 tons (12' radius)    |
| Model 3620TP Capacity: 4.1 tons (8'-7" radius) to 1.8 tons (20' radius) |



| Model No. | Max. Radius |              | Min. Radius |       |        |
|-----------|-------------|--------------|-------------|-------|--------|
|           | Cap. Tons   | R H          | Cap. Tons   | R     | H      |
| 1208      | 1.5         | 8'-0" 4'-6"  | 2.8         | 4'-4" | 9'-0"  |
| 1212      | 1.0         | 12'-0" 4'-6" | 1.9         | 6'-3" | 12'-4" |

The last two figures of the model number indicate maximum radius of hoist.



MODEL 916



MODEL 4812P



5. Dual Telescopic Hoist and Rock Body, Down Folding Gate.

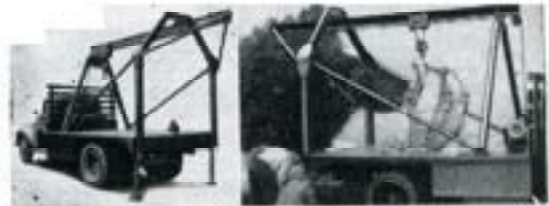


6. Vertical Telescopic Hoist for long Bodies.



7. Tanks for all types of liquids.

12. Tree-Moving Crane.



13. Picks up, transports and resets treeballs.



8. Street Flushers and Sprinklers.



14. Load-Packer—compresses garbage and rubbish. Greater loads—fewer trucks and men required.



19'6" and 24'6" STREAMLINE CABIN UTILITIES - SPEEDS UP TO 40 M.P.H.

Gar Wood Boats as advertised in Yachting Magazine January 1939. Above truck bodies advertised in Powers Road and Street Catalog December 1944



19'6" and 24'6" STREAMLINE CABIN UTILITIES - SPEEDS UP TO 40 M.P.H.



Not an old truck but it's certainly truck history when a load of this size and weight makes a trip from Searsport to Robbins Lumber in Searsmont. Thanks to Scott Dudley for the photos.

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## CLASSIFIED ADS

3/5th Scale R Model Mack tractor on 1978 Dodge D300 chassis. Cummins engine, air ride, stored in a heated garage, asking \$29,900. Limited build information available, please text/call Chelcie Shappy in Hermon, ME to set up a time to view. 207-852-4680

For Sale: 3 +/- Mack B model parts trucks. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

For Sale: Set of 4 NOS 1928-29 Ford Model A wheels with new tires. Been stored inside. New repro wheels alone are over \$500 a piece from Coker Tire. \$2,000 for the set with tires. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

Wanted: Two (or more) 17.5 x 6.75 10-hole budd rims for Dexter 22,500 lb. trailer axle; with or without tires (215-75 R-17.5)  
Contact: Clayton Hoak 207-582-3224 or e-mail 1948reo@roadrunner.com

1963 Michigan 125 loader. Runs and drives well. 6v53 Detroit is getting antifreeze in the oil and leaks a lot. Comes with spare engine. \$4500 OBO

1990 Baskin 44' step deck. Air brakes. Single 15k axle, 15" wheels. New deck and ramps. Ready to roll. \$6500 obo

1963 Diamond T 662. Dump truck. Air brakes. RD450. 5&2. Runs when you pour gas down the carb. \$1500 obo

Delivery available for all three. 207-949-1360  
Jamie

1954 GMC 450 Cab and Chassis, 302, 5&2, Very good overall condition, former fire truck \$1500

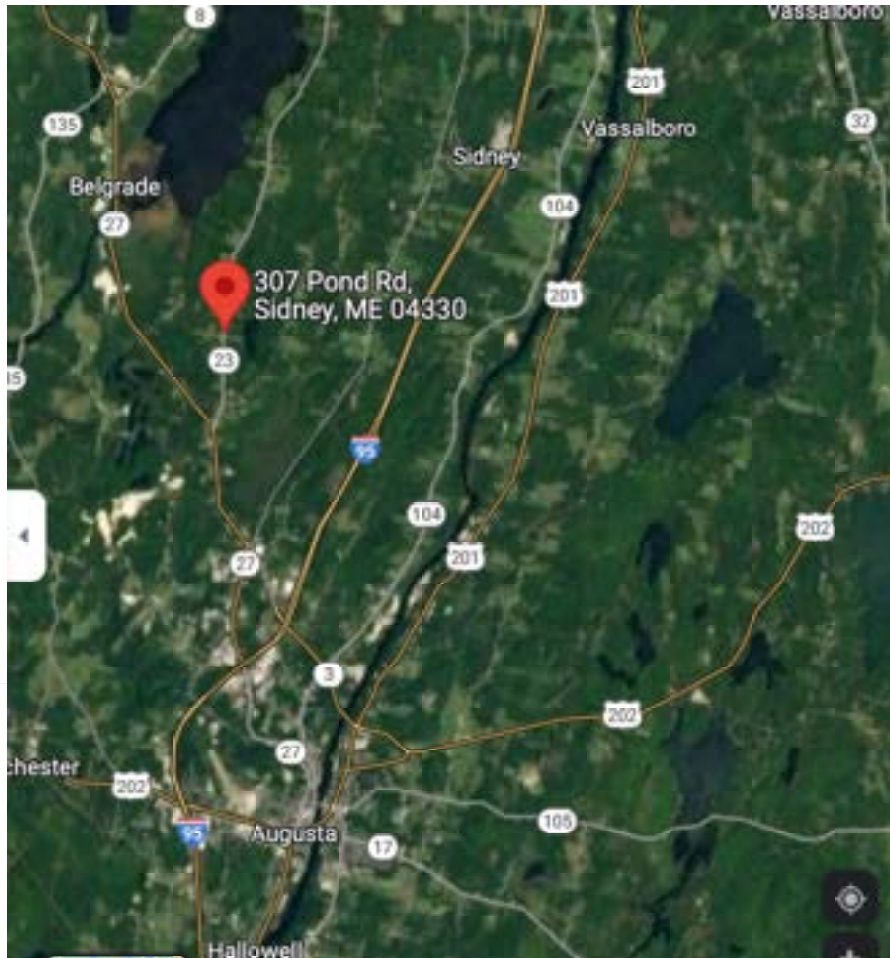
Inner and Outer Fenders for Chevrolet 1.5 ton 1954 and early 1955, Good Condition \$400.

Contact Bob Dore 9207) 242-8751



# 2022 COMING SHOWS AND EVENTS

October 30 - Late Fall Gathering/Fall Auction - G & M Vintage Auto Repair, Sidney, Maine



You can use this map to get to the Pine Tree Chapter's Fall Auction.

Sunday October 30

Take Route 27 North out of Augusta, bear right onto Route 23.

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

**Treasurer - 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: sheepscoot@gwi.net

**Director - Howard Clouston** 1336 Hammond St. Bangor, 04401 phone 207-852-4424 e-mail howardclouston@aol.com

**Director - Chad Coulter** 152 Elm Street 152 Elm St., Milo, ME 04463 (207) 951-4672 e-mail: ford\_man51@yahoo.com

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

**Director - Tom Hudgins** P.O. Box 43, Bradford, ME 04410 207-943-6548 e-mail: tomchristopher71@yahoo.com

**Director - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email: haroldjmason@gmail.com

**Director - Bob Stackpole**, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.com

**Director Emeritus - .. Lars Ohman** 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com...

Pine Tree Chapter ATHS  
c/o George Barrett  
2 Country Charm Rd.  
Cumberland, ME 04021



Autocar DC 10364S-OH 177"W.B. 320 Horsepower