



# Shop Manual

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

August 2019

## President's Message

*Peter Mullin*

Well, the 2019 Owls Head Truck Show is in the books. And boy, was it ever hot! With temps in the high 80's and low 90's all weekend and barely a breeze to be had, Owls Head was actually one of the coolest spots in the state.

All things being considered, it was still a pretty busy weekend. Truck attendance was pretty good (I didn't get a count) although it seems a little light on locals and small trucks and spectator count seems kind of low. Either that or people were hiding out in the hangers, gazebos, and pavilion to avoid the heat. Hats off to OHTM for keeping the gazebos supplied with coolers full of ice water. Thanks to Hannaford Trucking we had plenty of ice water at the Chapter table to hand out to parched members and visitors. Thanks to the combined efforts of the Chapter and Museum I did not see anybody in an obvious heat related crisis all weekend. We all should be thankful for that.

Bob Stackpole kept the crowd entertained both days by demonstrating his Detroit powered Brockway and cable operated dump trailer. As the story goes, this unit was used to haul fill during the construction of Boston's Logan Airport. It was rescued from the Boothbay Railway Museum a few years ago by Jamie Mason (and helpers) then was passed along to Bob for preservation and return to operational status. Hopefully Bob will see fit to bring this combo to Topsham and run a few laps of the horse track or better yet have David Hall load a few scoops of gravel on the old girl and dump it for real.

Once again Bob and Lucy Stackpole hosted (with lots of help from family & friends) a lobster bake and cookout on Saturday Night. As always, whether you wanted lobster, steamers, burgers or dogs; salads, corn, appetizers or chips; pies, cookies or ice cream - if you went away hungry it was nobody's fault but yours. Thanks again Bob and Lucy (and your helpers) for the fantastic hospitality.

On Sunday, you guessed it, HOT again. We were very pleased to make 2 presentations. First we presented a Museum Recognition award for, ATHS to the Owls Head Transportation Museum recognizing OHTM as a Museum of Trucking History. This started with a meeting Clayton Hoak, George Barrett and myself had with the museum's librarian, Sarah Dunne last winter prior to our Chapter's donation to the library earlier this year. Shortly after that Andy O'Brien and I presented Jim Hall with this year's Pine Tree Chapter Truck Show t-shirt picturing Jim's B-61 Mack and Freuhauf stainless trailer. Those that know Jim

know that he doesn't get very excited very often (good or bad) but it was pretty easy to tell that Jim was pretty tickled with having his truck chosen for the t-shirt this year. On the subject of shirts - if we didn't have your size and you would like us to special price order a shirt (or shirts either T or Polo) in your size please contact me as we will be ordering more shirts for the Topsham show. As always the exhibitor lunch was a huge success thanks in no small part to those that volunteer year, after year, after year to prep, cook and serve the best lunch on the mid coast.

Nancy and I would like to extend our personal heartfelt thanks to everyone that helped staff the Chapter tables, sold raffle tickets, donated raffle items, bought raffle tickets, prepped, cooked and served food this year. This year we were extremely busy leading up to the show with the pending sale of my dad's house (should close by the time you read this). We also had a few consistent volunteers missing due to show conflicts and important family events. Fortunately we had some new faces make themselves available to help out (and hopefully share in the fun of getting involved). We hope they had as much fun joining in as we did having them. Last, but definitely not least, special thanks to Dick Brown and Hannaford Trucking for the continuing generosity in donating all of the burgers, dogs, rolls, fixings and 9 cases of bottled water. We appreciate everyone's generosity very, very much.

So, now that the Owls Head Truck Show is in the books it's on to the next. Be it Bellows Falls VT, Barrington (Deering) NH, or our own Topsham Truck Show coming up in September I will see you somewhere down the road. Remember - Old Trucks Are Fun!

*Peter*

### Special Order

We will be placing a supplemental T-shirt (and Polos) in the next week or two so that we will have sufficient stock for the Topsham Truck Show. So, if you want a 2019 Pine Tree Chapter Truck Show T or Polo (Jim Hall's B-61 Mack) in a size we did not order or that we ran out of please contact Peter Mullin - [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com) by August 15th.

Thanks

## Ramblings

Lars Ohman

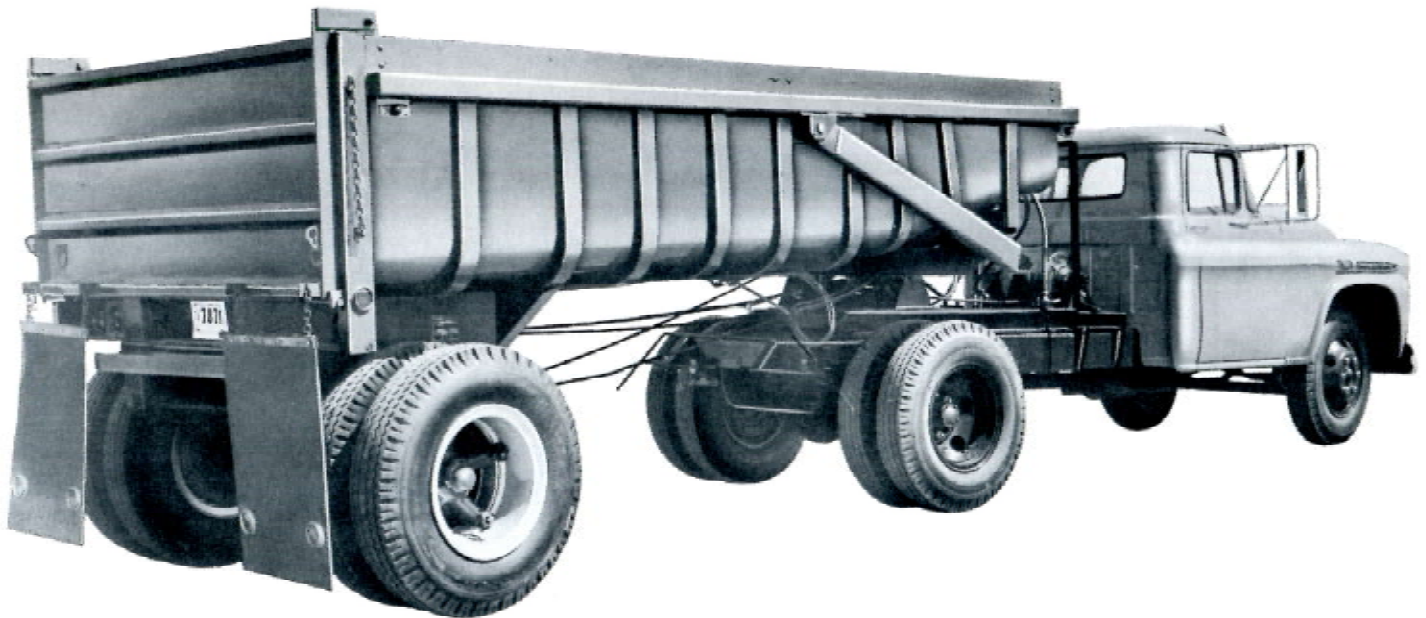
Our annual Owls Head Truck show is now in the books, along with a near record heat wave. Those that did brave the heat were treated to a great array of trucks, and plenty of water provided by the chapter. This year, the water was in bottles, and not in the form of rain! Thank those above for providing a slight breeze to make it a little easier on walking around. Folks from New Jersey, Maryland, Rhode Island, New Hampshire, Vermont, and Conn. came and enjoyed the trucks, and visiting with old friends. Gary Mahan and his crew brought trucks up from New Jersey, some never been seen before at Owls head. Our combined Chapter thanks to all that braved the heat.

Many thanks to Ron Bisson for hauling my '28 "AA" Ford Dump Truck up to the show, it's first official showing since being rescued from its 50 (+) year slumber in a barn @ Jon Schurger's "Sugartop" plantation in New Hampshire. Just about a year ago, Clayton Hoak, Cole Watson, Nicole Watson, Russ Tarbell, Dana Watson, and I rescued it, on almost as hot a day, and brought it to Dana & Coles shop in Naples, ME for a head replacement, and very minor tinkering (Blown tires don't count!) to get it running. It is shown "as found" and will be for ever. It was able to chug around the tarmac at OHTM for a few parade laps until it was pointed out the LR tire had developed a hernia that appeared it might blow at any moment with disastrous results. That is the last one of the four tires it sat on for over 50 years, so I can't blame it for not liking the heat. A new one is on order, as we speak, from Universal Tire Co. ( nice folks to deal with ).

Saturday night, Bob & Lucy Stackpole, complete with assistance of friends, Chapter Members from many Chapters, and local folks, once again hosted a true New England Lobsta Feed, with all the trimmings. Just unwinding, 'chillin out, chatting, and visiting Bob's collection was topped off with a feed few can forget. On behalf of our Chapter, and other visiting show folks, our sincere thanks to the Stackpole family, and assorted help for a great feed and gathering. Sunday dawned just a tad cooler, and a better breeze greeted us. Nancy, Diane, Annette and the girls on the tables did a pretty brisk business according to the numbers reported. Saturday's raffle items donated by many went over very well, and Sundays 50 / 50 went over well, with the winner giving a generous donation back to the chapter, The Chapter food crew served up a great appreciation lunch for exhibitors, a tradition that goes back many years. Speaking as long time Chapter members, Terry and I would like to thank all the crew that makes this show so great. Peter Mullin, as a first year President, deserves a pat on the back for pulling it all together in a smooth operation. Our thanks to the Girls that run the tables and take care of a million things while we guys kick tires and tell stories.

Few more gatherings this year, HCEA Rockbusters show @ Concord, NH next weekend, the New Hampshire gang from ATCA with their show @ Feather Airport, the Vermont Gang's show, and TOPSHAM! Hope to see you there, Last, but not least, a few of our loyal supporting members...just to let you know you were thought of, and wish speedy recoveries to each and all. You know who you are, and we missed you!... Just chuggin along,

Lars



This picture is a little out of order but you'll understand when you get to page six. This is a Fruehauf-Schonrock single axle Frameless Cable Dump Trailer from a Fruehauf Construction Trailer 48 page brochure with the number 1464-R-ET 2459 on the last page. I would judge the publication date would be 1956 since it had 1955 truck cabs pictured pulling the trailers. They were offering at

this date both single and tandem models. The selling points were: less weight, less maintenance, heavy center frame eliminated because the body shell carries the load, and costs up to \$500.00 less than other models. Also mentioned is a lower center of gravity than a conventional center frame would have and that the outside wide spread lifting arms permit a lighter, simpler fifth wheel.

# Back Side Of Worley`s Log Book

*Larry Worley*

In 1953 my dad bought a 154 WHL Brockway. It had a 572 220 hp Continental gas engine, 5 spd Borge/Warner, Tinken axels with 8inch frame, single screw. I say it would be classed near a 750 or 800 Ford. Naturally air brakes. Hauled wallboard out of National Gypsum every working day for 9 years. If I remember correctly she was too lightly built for the new weight allowances. He got away with it the last 3 years then one of the New Hampshire state policemen we knew told Pop he'd have to tone it down until he could upgrade, but soon.

That brought about a major change in our ways. Pop got wind of a damaged 60 International single screw with a little Cummins with a 5 & 2 speed rear. Damaged right front fender right cowling, passenger door, and I believe windshield. Pop was a hell of a great body man. Did a lot of it when times got slow. Had a lot of offers in local shops, but loved his truck more.

This was a strange little beast. Tiny inside as the engine doghouse took up one whole third of the interior. Shift tower was near the back wall. Not much room in the pedal department. Small passenger seat crammed hard against the cab skin leaving room to tilt the engine slightly. A small heater that was never meant for air above 46 degrees and didn't supply much to the driver side or defrost. I did like, however, the hydraulic over air clutch as there was no room for linkage. Worked perfectly, real easy to push.

This one like other the trucks of this period in time were only geared for 65 mph. Had 11.20 Kellys, our choice.

I learned to drive and park trailers with the Brockway with Ross cam and lever steering which felt like power steering compared to this little corn-smasher. I will give proper credit where it's due, though. The Binder gave us no trouble to speak of. Pop could get 10 years out of a broken bicycle, was a damn good horseman so the fact that it came to us and worked so hard says an awful lot from 63 to 68. They only made this model for two years I think, but I've been wrong many times before. It's a BCF-195-DL.

Clayton gets a lot of credit with his recent article. It reminded me of those days.

I got drafted and went to Viet Nam in 68 to 69. The Owner of Orville C. Badger Trucking, Portsmouth, NH made a deal with the union owner operators. He, Norm Crosby, would buy 30 or so 685ST Maxidynes and take them on as company drivers. They couldn't sign fast enough! What made me proudest was out of all the other trucks Norm could have chosen for a spare tractor, he chose Pop's goofy little Binder!!

To answer Clayton's question of where are they all, the folks just didn't like them. Terribly sorry.

Well, that's all the trouble I should get into for this week Till the next page.

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## International V-Line Trucks

*Clayton Hoak*

Following the 2019 Owls Head Truck Show, which featured International trucks this year, it only seemed appropriate to write about an International model in my collection – the V-line conventional.

In 1956 International introduced the V-line series of conventional trucks featuring International's heavy duty V-8 gasoline engines and new grill, fender, and hood sheet metal in front of the Comfo-Vision cab. The V-line trucks were similar in capacity and shared model designations and many suspension and driveline components with the long running heavy duty R-series conventional trucks.

International initially offered the V-line conventional in four four wheel series – V-190, V-200, V-210, and V-220; and four six wheel series – VF-190, VF-200, VF-210, and VF-230. The gasoline engine choices were the V-401 (206 maximum hp @ 3600 rpms; 355 lb ft maximum torque @ 1800-2200 rpms), the V-461 (226 maximum hp @ 3600 rpms; 420 lb ft maximum torque @ 1600 rpms) and the V-549 (257 maximum hp @ 3400 rpms; 505 lb ft maximum torque @ 2000 rpms); LPG engines were also available. In addition to the standard cab a sleeper cab and a space saver cab (96 inch BBC) were offered. 5 speed transmis-

sions were standard; greater capacity 5 speeds, 8 speed progressive and 3 speed auxiliary transmission were available. Cast spoke wheels were standard with tires sizes ranging 10-20 to 12-24 tubed, or 9-22.5 to 12-24.5 tubeless, depending on the model. Disc type wheels were optional. The V-line trucks were offered through 1967 and underwent relatively few changes in their 11 years of production.

One interesting fact is that prior to the formal introduction of the V-line trucks International installed the V-8 engines in trucks with R-line sheet metal to test the motor's acceptance; and then issued a series of testimonials on the engines' performance.

I purchased my 1960 VF-195 A tractor after finding the ad on the For Sale board at the 2007 Colorado Springs show. It is an ex-USAF unit that apparently was stationed in Washington State and used to pull jet fuel tank trailers. The truck has a V-461 engine, a Fuller 10CB 65 married box transmission (direct and under drive), 11.00-20 rubber on the tandems, and an 8.33 rear axle ratio. It is a great old truck that does 42 mph downhill with the wind pushing. And, if 42 mph is not slow enough you can always put into under drive.

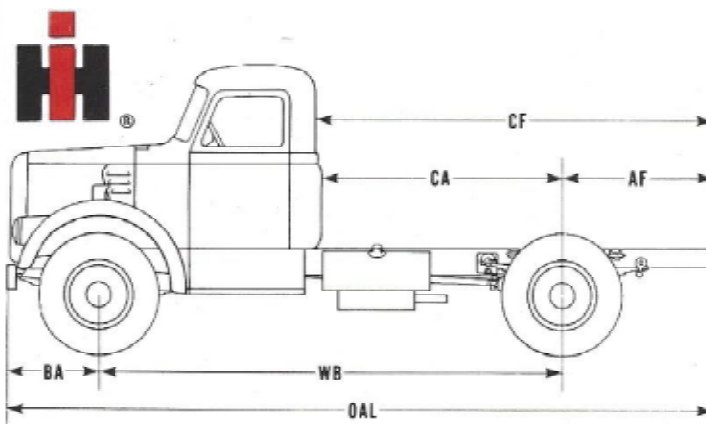
Spec Sheets follow on next two pages.



# INTERNATIONAL® MODEL V-195

MAX. GVW, 24,000 LB. • GCW, 50,000 LB.

MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
V-195	24,000 lb.	16,500 lb.	50,000 lb.



### CHASSIS DIMENSIONS

Dimensions are shown in inches. The following dimensions are the same for all wheelbases with 10.00 x 20 tires:

	Front	Rear
Tread	68 $\frac{3}{8}$	72
Road clearance	11 $\frac{1}{16}$	9 $\frac{11}{16}$
Over-all width	90 $\frac{1}{8}$	94 $\frac{3}{8}$
Height, ground to top of frame, loaded	33	34 $\frac{1}{4}$

Wheelbase (WB)	133	139	142	157	175	193
Over-all length inc. bumper (OAL)	196	202	205	242	266	290
Back of cab to c/l of rear axle (CA)	60	66	69	84	102	120
C/l of rear axle to end of frame (AF)	34	34	34	56	62	68
Back of cab to end of frame (CF)	94	100	103	140	164	188
Bumper to c/l of front axle (BA)	29	29	29	29	29	29
Turning radius inc. bumper (ft.)	24 $\frac{1}{2}$	25 $\frac{1}{2}$	26	28	31	34
Weight with cab, fuel, oil, water, standard Model V-195, approx. (lb.)	7415	7475	7505	7540	7610	7690

### STANDARD SPECIFICATIONS

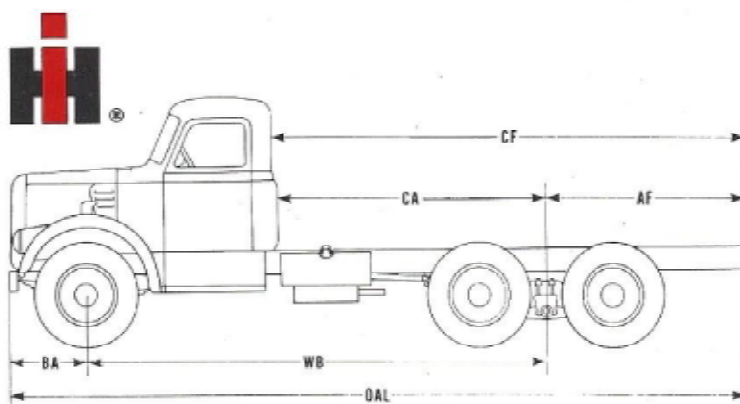


# INTERNATIONAL® VF-190 SERIES

MAX. GVW, 41,000 LB. • GCW, 62,000 LB.

MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
VF-190	30,000 lb.	20,000 lb.	55,000 lb.
VF-191	32,500 lb.	22,500 lb.	55,000 lb.
VF-192	35,000 lb.	25,000 lb.	55,000 lb.
VF-195	41,000 lb.*	30,000 lb.*	62,000 lb.*

\* Only when equipped with optional axles.



### CHASSIS DIMENSIONS

Dimensions, shown in inches, are the same for all wheelbases with 9.00 x 20 tires:

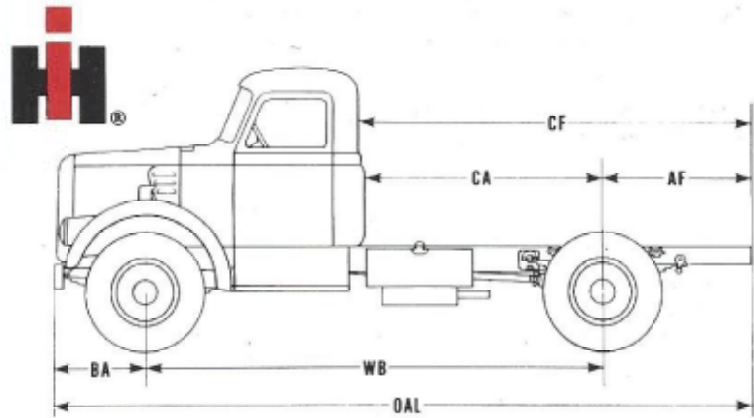
	Front	Rear
Tread	68 $\frac{1}{16}$	71
Road clearance	10 $\frac{1}{2}$	9 $\frac{5}{16}$
Over-all width	90 $\frac{1}{8}$	93 $\frac{1}{8}$
Height, ground to top of frame, loaded	34 $\frac{3}{16}$	37 $\frac{3}{16}$

Wheelbase (WB)	139	145	157	175	193	211
Over-all length with front bumper (OAL)	222	228	240	282	300	336
Back of cab to c/l of rear axle (CA)	66	72	84	102	120	138
C/l of rear axle to end of frame (AF)	54	54	54	78	78	96
Back of cab to end of frame (CF)	120	126	138	180	198	234
Bumper to center line of front axle (BA)	29	29	29	29	29	29
Turning radius with bumper clearance (ft.)	29	30	32	35	37 $\frac{1}{2}$	40
Weight with cab, fuel, oil, water, standard Model VF-190, approximate (lb.)	9615	9670	9825	9900	9985	10080



**INTERNATIONAL®**  
**V-220 SERIES**  
 MAX. GVW, 30,000 LB. • GCW, 65,000 LB.

MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
V-220	26,000 lb.	17,000 lb.	65,000 lb.
V-221	28,000 lb.	19,000 lb.	65,000 lb.
V-222	30,000 lb.	21,000 lb.	65,000 lb.
V-225	30,000 lb.	21,000 lb.	65,000 lb.



**CHASSIS DIMENSIONS**

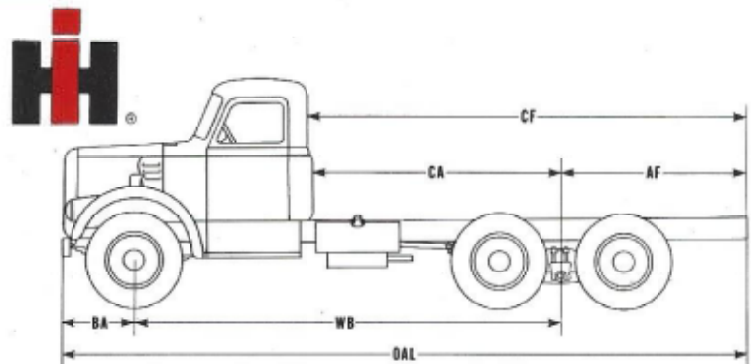
Dimensions are shown in inches. The following dimensions are the same for all wheelbases with 11.00 x 20 tires:  
 Tread: Front wheels, 70 1/4; rear, 72.  
 Road clearance: Front, 10 15/16; rear, 10 1/8. Over-all width: Front, 90 1/8; rear, 95 15/16. Height to top of frame from ground, loaded: Front, 33 15/16; rear, 33 15/16.

Wheelbase (WB)	139	142	157	175	193
Over-all length with front bumper (OAL)	202	205	242	266	290
Back of cab to center line of rear axle (CA)	66	69	84	102	120
C/1 of rear axle to end of frame (AF)	34	34	56	62	68
Back of cab to end of frame (CF)	100	103	140	164	188
Bumper to c/1 of front axle (BA)	29	29	29	29	29
Turning radius with bumper clearance (ft.)	25 1/2	26	28 1/2	31 1/2	34
Weight with cab, fuel, oil, water, standard Model V-220, approximate (lb.)	9110	9125	9205	9280	9355



**INTERNATIONAL®**  
**MODEL VF-230**  
 MAXIMUM GVW, 60,000 LB.  
 (OFF-HIGHWAY)

MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)
VF-230	60,000 lb.	43,600 lb.



**CHASSIS DIMENSIONS**

Dimensions are shown in inches. The following dimensions are the same for all wheelbases with 12.00 x 24 tires:

Tread: Front wheels, 78 1/2; rear, 72.  
 Road clearance: Front 14 1/8; rear, 13 15/16.  
 Over-all width: Front, 92 1/8; rear, 97 1/4.  
 Height to top of frame from ground, loaded; Front, 41 1/8; rear, 45 3/8.

Wheelbase (WB)	175*
Over-all length with front bumper (OAL)	276 1/8
Back of cab to c/1 of rear axle (CA)	102
C/1 of rear axle to end of frame (AF)	66
Back of cab to end of frame (CF)	168
Bumper to center of front axle (BA)	35 1/8
Turning radius, bumper clearance (ft.)	34
Weight with cab, fuel, oil, water and standard equipment, approximate (lb.)	16,850

\*Optional WB available upon request.

## Saving the Brockway and Dump Trailer

*George Barrett*

I can't remember when it started, I've known for years that George McEvoy owned a late 1940s Brockway that he stored in a building at the Boothbay Railway Village. I had seen many times the old dump trailer that was stored outside near the coal pile way out in the back corner of the Railway Village's property. This wasn't just a dump trailer, it was a cable operated dump trailer that George had told me was used to haul material to build Logan Airport in Boston. Erv Bickford knew about it and I think he would like to have had it. At some point Jamie Mason mentioned it as something he might be interested in so I put him in touch with Mr. McEvoy. Sometime in the Spring of 2016 Jamie made a deal with George and became the proud owner of the Brockway with 4-71 Detroit engine and a very weathered dump trailer that nobody had paid any attention to for many years.

In June of 2016 Jamie, Clayton Hoak, and Charlie Hungington went up to get the Brockway tractor. I couldn't get there until it was almost loaded but it was a fair amount of work getting it down the long narrow road from the back corner of the Railway Village property to Route 27. The stack was high enough to make difficult to get under some wires. From Boothbay we went to Charlie's place in Wiscasset to unload the Brockway and park it under cover. No attempt was made to start it at this time.

In August of last year Clayton, Jamie, and I started the project of digging out the dump trailer. By noontime we had it connected to Clayton's tractor and headed down the same narrow road and across Route 27 to a field owned by

the railway Village where it was loaded on Jamie's truck for the trip to Wiscasset and its next rest stop.

Sometime this Spring Bob Stackpole became the custodian of the dump truck rig and before long the word got out that he had it running. And why should anyone be surprised! Bob's got a great story about how he got the Detroit Diesel going that would make a good short story for the newsletter. At the Owls Head Show last week Bob not only had it running but running so well one might think it just came off a job. However, if you were to take a quick glance at the bottom you'd see a very rusted weathered steel sheet full of holes, all those years out in the weather has done the damage. Thankfully the Brockway has spent a good part of its life under cover.

I learned another part of the story at the Owls Head show as Elbridge Giles and AHS member Neil Reny got talking when they saw the truck. Elbridge, a contractor from Boothbay Harbor that I've known for years told us how he bought the truck from someone in the Boston area and drove it back to Maine. He told us how he went up to Whitefield with it to get some gravel from Bill William's pit. Elbridge told us that the loader had to push him out of the pit. At some point Elbridge sold the rig to George McEvoy.

I think the whole story is an interesting one and I'm happy to be a small part of it. I like the spiffy polished restored trucks but I think I like a truck like this Brockway more. To see Bob driving this seventy year old truck and trailer around the show grounds last week was a real treat. It's a real piece of trucking history.



June 10, 2016 Charlie just before starting off for Wiscasset. Notice Jamie's tractor that was used to pull the Brockway onto the trailer.



Clayton inspecting the forklift hooked to the Brockway. Ready to unload at Wiscasset.



August 10, 2018 Clayton at the wheel climbing onto Jamie's trailer. In the field across the road from the Railway Village



Ready to fold up the ramps and get on to Wiscasset



## **July 21, 2019 How A Frameless Cable Dump Trailer Works**

top: Bob has taken a strain on the hoist cables and dumping has started

bottom: showing the trailer in full dump position



# 2019 COMING SHOWS AND EVENTS

Friday - Sunday August 2-4 Rockbusters Show, Antique Machinery and Trucks Moving Dirt, Concord, NH

Saturday August 3 Truck Show Green Mt Chapter ATHS Bellows Falls, VT

Saturday August 3 Truck Show Rochester, NH Fairgrounds, for more info Howard 978-360-4486, trucks, tractors, flea market

Friday & Saturday August 16 & 17, Owls Head Auto Auction

Sunday August 18, Granite State Old Truck Meet, Feather Airport, NH

Sunday September 15, Pine Tree Chapter Truck Show, Topsham, ME, same place as last year, the Topsham Fair Grounds

Friday & Saturday October 4 & 5, Mack Truck Day Lititz, PA

Saturday October 19, Tackaberry Athens, Ontario, Canada, possible PTC organized Trip

Sunday November 3 Pine Tree Chapter Annual Fall Auction, Augusta

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*From Your Editor* - We will publish another News Letter before our Topsham Truck Show so I will be asking for more content by the end of the day Saturday August 31. I'll send out a reminder. I probably got a little carried away with the dump trailer pictures in this issue but I couldn't help it. I'll put more show pictures in the September issue so if you have anything you'd like to see please send or let me know. Will do my best to publish what you would like to see.  
George

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## For Sale and Wanted

**FOR SALE:** 1930 Ford Model "A" roadster Pick Up...ground up restoration, full history available...12 volt conversion, all stock appearance with LeBaron-Boney fold down top. too much to list. Open to reasonable offers....NOT a Rat Rod! Lars Ohman, Sabattus, ME. (207) 376-7993

**FOR SALE:** 1957 International S-180 (only made one year with "R" cab) 308 Cu In Black Diamond engine, 5 speed transmission (direct) with a 5 speed OD and 2 way PTO available. Ex Fire service, twin spotlights, good sheet metal, Dayton wheels with factory 9-22.5 tires, platform body with headache rack and side pockets, hoist available, rear towing hitch, runs, drives and STOPS! estimated 8,500 miles...\$5500.00 or BRO. Contact: T "Bud" Bowley, (207)666-8578..leave message

**FOR SALE:** International L-180 Cab & Chassis....running inline IHC engine, recent brake work, 9:00 x 20 wheels (did not say spoke or Budd) 2 speed rear end, 5 speed transmission with PTO, sheet metal pretty decent, looking for a home.... Paul @ (207) 208-9507, located in Durham, ME. 1950 truck with fair to good rubber.

### **FOR SALE: Thinning out the Herd**

For Sale. 1946 Walter Snow fighter, restoration started, including brake work and wiring. Waukesha power. Best offer.

1956 Walter FGBL. Cummins, restored. \$6.500.

1972 GMC, Detroit 6V53. Engine fine with recent injectors, but truck needs attention. Best offer.

1978 Autocar tandem prime mover, Cummins powered.

Nice old truck. Needs tires. \$5,000 which is what I paid for it.

1957/97 Walter rehabbed by the factory and one of a kind.

Brand new GMC 671 in '97 with almost no hours on it. The factory got too much money in the truck and the town refused it and, even at that, they missed the rebuild of the springs, pins and shackles, which I did last year with about \$5,000 to Palmer Spring. It's in the Walter book. The rebuild was in 1997, but the truck has never been used, because the factory and the town involved got into a dispute and the truck sat and then I bought it. I don't need one more Walter! Best offer.

Contact: Jon R. Doyle at [jdoyle@doylenelson.com](mailto:jdoyle@doylenelson.com) or Cell (207) 242-7414.

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

**President - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 207-838-5069; email: [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com);

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

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

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

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

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

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

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

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

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



Bob Stackpole not only providing entertainment with his Brockway dump trailer rig but with this fire engine as well. And if that wasn't enough, he and Lucy provided a wonderful Maine clambake. Thanks Mr. & Mrs Stackpole!