



# Shop Manual

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

**December 2022**

## President's Message

*Peter Mullin*

The 2022 old truck season has pretty much wrapped up with the exception of a few local holiday light parades attended by chapter members. Ours, in Gorham has been cancelled due to threats of extreme rain.

Shortly before the Fall Gathering George Barrett, our newsletter editor, reached out to tell me of his intention to step down from this role. His desire is for the January 2023 Shop Manual to be his last. First and foremost, I want to formally thank George for the tireless effort he has put in to keeping our newsletter one of the best chapter publications around. So, we are looking for a Newsletter Editor. Anybody interested can feel free to contact me at (207) 838-5069 or e-mail [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com)

The 2022 Late Fall Gathering and Great Fall Auction took place at Gary Allen's shop in Sidney a few weeks ago. With total auction sales of a little over \$1,000.00 against expenses of right around \$250 it was a great success for the Chapter bank account. More importantly this is always a well attended event and usually draws in a few local first time visitors to see what we are up to. This year was no exception. Hopefully we made a good impression. I am quite sure they didn't leave hungry. Bidding was fast paced and quite active on most items. My two auction assistants, Cheryl Billings and Charlie Huntington, were a

huge help in the program running. We did have difficulty keeping up with coffee early on and had to make a quick run to bolster supplies. As we were packing up we noticed that we were missing a small box of sales merchandise that we assume either got kicked behind something at Gary's shop or got mixed in with somebody's auction purchases. If you could, please look through your auction purchases and if you find a small box with license plates, license plate frames and ATHS stickers please give me a call or email and I will arrange to get them picked up.

Per the updated bylaws we ratified in 2021 (creating a 2-year election cycle) all of our Officers and Board of Directors positions are up for election at the 2023 annual business meeting (date TBA). In accordance with the bylaws I have appointed Clayton Hoak to be the Nominating Chairperson. Anyone interested in running for any Officer or Board of

Directors position should contact Clayton at 207-522-7088 or email [1948reo@roadrunner.com](mailto:1948reo@roadrunner.com) by January 10th. A list of nominees as they stand will be published in the January newsletter. Additional nominations will also be taken from the floor at the membership meeting in March.

I think that about wraps up this month's President's Message. I better get this off to George as I am already a day late. Hope to see you at an event somewhere this winter. Until then, Merry Christmas!

*Peter*

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## Announcements

**Job Opening:** Newsletter Editor - the Pine Tree Chapter is looking for a new editor for the Shop Manual. The job requires basic text and photo editing skills, ability to manage a mailing list (in coordination with the treasurer) and access to a printing vendor. We typically publish 8-10 newsletters per year. If you are interested in volunteering or would like more information please contact Chapter President Peter Mullin at 207-838-5069 or e-mail [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com)

**Lost and Found:** Actually just lost - it appears that a small box of chapter sales merchandise (license plates, license plate frames, stickers etc.) May have gotten mixed in with someone's auction purchases. Please check your auction purchases and contact Chapter President Peter Mullin at 207-838-5069 or e-mail [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com) to

arrange pick up of these items.

**Election/Nomination:** It's an election year (but no annoying signs or ads) - all Pine Tree Chapter Officer and Board of Directors positions are open for nomination. An election will be held at the annual business meeting (details in the next newsletter). Anyone interested in serving as an Officer or on the Board of Directors (including those currently serving) should contact Nomination Chairperson Clayton Hoak at 207-522-7088 or e-mail [1948reo@roadrunner.com](mailto:1948reo@roadrunner.com) by January 10th 2023. As always, nominations will also be accepted from the floor at the meeting.

**2023 Events:** Spring Stretch (date TBA) will be held at Higmo's Logging and Lumber in East Brunswick, Maine. Fall Gathering (date TBA) will be held at Charlie and Rose Huntington's home and shop in Newcastle, Maine

## Rambleings

*Lars Ohman*

First off, A happy Thanksgiving to all our friends we have met over the years in the Pinetree Chapter. Second, a big "thank you " to Peter Mullin who filled in for me at the Great Fall Auction and Chow Down up in Sidney. I had a bad spell with a new medication that left me very close to the little blue room, and the comfort of Charmin. I understand, from all reports, there was plenty of good grub, and active bidding on quite a few items that raised a great amount of money for the chapter. Remember, you now get a SHOP MANUAL nearly every month.....twice the postage and printing costs of previous years. Your generosity at the auction, and other fund raisers help defray this additional cost, and we continue to keep our Chapter membership at ( in today's world ) an unbelievable \$10.00. We thank you for your continued support. I can't recall exactly how many "Great Fall Auctions and Chow Downs" we have had, and this is the first one I have ever missed.....and I really missed out on it.....I've enjoyed winding up the bidders ( with great help from Cheryl Billings adding her colorful comments, and pointing out, on more than one occasion, a bidder I had failed to recognize ) ....On a sadder note, I have to mention a non chapter long time associate who has effected many a Maine trucker, many of which are PTC members. Samuel J. "Buzzy" Hanscomb, of Portsmouth, NH passed away on October 17th, at the age of 90. Hanscomb's truck Stop on the old Rt 1 , both Northbound, and Southbound sides has been around since 1954, if my information is correct. I doubt it

there is a handfull of Maine truckers who have not stopped at " Buzzy's" at least once in their life. He had a reputation of fairness, and a helping hand to quite a few who might have been a little down on their luck, and got a helping hand with a few gallons of fuel, or a used tire to get them on their way. I worked for a large beverage distributor, and all three of our over the road trucks ran on new tires, not recaps, and they all came from Buzzy's tire department at very competitive prices. Many a company had a 'house account" long before credit cards. Literally hundreds of owner operators, and 'tater haulers had open accounts and would charge fuel on the way south, and pay off their accounts on the way back north after selling their load. Buzzy's was not only known for good service, a fair deal, a friendly handshake, but mostly known far and wide for the world's home of the Buzzy's green hot dog ! Many a driver from the County would stop for fuel, and a dog or two at the picnic tables, and catch up on all the latest news. In later years, Buzzy's kin opened a small eatery on the Northbound side, and served up some of the freshest seafood and other goodies. As time progressed, the hot dog steamer fell by the wayside, and an era ended. Buzzy's is still open, as far as I know, but the old bypass isn't what it once was, and a new Irving up the street has taken some of the loyals away from Buzzy's, but still to old die hards , Hanscomb's is still the place to go.. RIP Buzzy, and thanks from many a Maine trucker for 68 years of being there for us. In closing, an early Christmas best wish to any and all.....looking forward to hopefully a better 2023, and maybe Santa Clutch will leave some long wished for gift under your tree.....Thanks again for letting me Ramble.....Lars

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### *More From Lars*

A big shout out to Doug Wakefield and his dedicated crew up in Lowell, ME for once again scouting the countryside for a suitable truck to raffle off as a fund raiser for Acts of Kindness charitable donation for those less fortunate. This year's truck is a 1985 Ford LN-8000 rack truck with a 3208 CAT and a Fuller 10 speed for basic specs. The odds of winning this truck are a heck of a lot better than

Power Ball, and the proceeds stay in state with no political connections. Tickets are \$100.00 and can be obtained for the June 10th, 2023 drawing by sending to " Springtime Truck & Tractor Show", care of Doug Wakefield, 24 West Old Main Street, Lowell, ME, 04493. Doug can be reached @ (207) 356-2237 Thanks again to Doug and our Northern members for putting this together.....Good Luck !!!!! Lars

A senior couple were having breakfast, and the wife said..." We need a Model "A" ". The husband promptly left the house, and came back with a Model " A "" ". The wife saw it and said " I said we need MARMALADE ! "

# MERRY CHRISTMAS

# HAPPY NEW YEAR

# 2023 Truck & Tractor Show

*Doug Wakefield*

2023 marks our 11th annual Springtime Truck and Tractor Show. We still remain a moving target and our 2023 Show will be hosted by Ronald (Roscoe) and Rachael Campbell at their home at 679 Roscoe's Ridge, Shin Pond Road, Patten, Maine on Saturday June 10th 2023.

In keeping with our belief that we will always have a no cost event, we have again purchased an antique Truck to fund-raise our show costs and to support our Acts of Kindness, Time of Need donations campaign. Last year we donated eight thousand dollars back to those in need.

Because our antique truck give away has become so popular, this year we will offer a trifecta of three different trucks as prizes. First prize will be a 1985 Ford LN-8000 14 foot flatbed, 225 cat engine/10 speed transmission single axle truck. Second prize is a 1975 International full dress fire truck CO 1910, V-8 gas engine/5 speed Transmission, complete and parade ready. Third prize is a 1960s era International 4 wheel drive snow plow pickup. The pickup has not run or been used in many years so a Five Hundred dollar cash prize will also be offered/winner's choice.

Rules to enter to win the trucks are as always, One Hundred dollar donation per number/chance. Please send your entry donation to The Springtime Truck and Tractor Show, 24 West Old Main Road, Lowell, Maine 04493. Include your Name, Address and your PHONE NUMBER!

As a no cost event, the truck drawing is our only source of income, all food and refreshments at the show will be offered for your donation. No registration or spectator fee will be charged. Your donation to help us continue to help others in need are not required but would be greatly appreciated.



# 1956 REO Competitive Information Charts.

## *Clayton Hoak*

My original intent was to write on the various manufacturer published comparisons of their truck model(s) to their competitor's truck model(s) to promote their products. As would be expected these comparisons generally identified their models' best features and discounted the competitor's models' best features; and often led to a suspect conclusion that their "Truck A" was far superior to the competitor's "Truck B".

For example, in November 1973, International published a Sales Engineering Bulletin comparing International's F-5070 Paystar to Mack's DM-685SX. The Bulletin discusses several model similarities, then outlined the differences in appearance, trim, entry height, floor mat insulation, wiring, air hoses, etc. The bottom line, when sourced with similar horsepower, transmissions, rear axles and tires, the trucks' performances were almost identical bringing the final purchasing decision down to cost and personal preference. (I believe the Pine Tree Chapter would be a tough crowd to convince a Paystar would be a better investment than a Mack!)

While scanning through a 1955-56 REO Sales Data Book looking for information I came across a Competitive Information section that provided accurate information on REO's competitor's products, however did not skew the data for comparison purposes. The section had tables identifying models, GVW and GCW capacities, base engines, front and rear axles, transmissions, standard and maximum tire sizes, base wheelbase and retail prices for REO's competitors. I found the tables very interesting and decided to highlight some of the information in the 1956 REO Competitive Information Charts.

Autocar offered 8 gasoline and 20 diesel models ranging from 32,000 to 65,000 GVW and priced from \$8,750 to \$19,995. The White 390A powered C-10364-OH with 14,000 lb. front axle and 46,000 lb. rear axles was \$17,195. The Cummins HRB powered DC-10364S-OH (171" w.b.) and DC-10464S-OH (191" w.b.) were \$19,995. Chevrolet offered 7 gasoline models (excluding light duty and school busses) ranging from 14,000 to 32,000 GVW and priced from \$2205 to \$6373. Each model had a range of GVWs. Chevrolet's only tandem, the 322 V-8 powered 10403, rated at 24-32,000 lbs., had to be ordered with regular production option tandem package and came with a combination midship 3 speed auxiliary and power divider.

Diamond T offered 52 gasoline and 52 diesel models ranging from 19,000 to 60,000 GVW and priced from \$2,955 to \$24,481. Model designations included letter suffixes for tilt cab (C), diesel engine (N, R & S) and rear axle

(28M, 32M, SLDD, SQW, etc.), hence there were sixteen 921 conventional and twelve 921C (tilt cab) tandem diesel models. Engine choices were Cummins JS-6-B, JT-6-B, H-6-B, HRF-6-B, NH-6-B, NHS-6-B and NHRS-6-B. The 921R-SFD-4600 conventional had a 150 hp Cummins HRF-6-B engine and 50,000 lb. Timken SFD-4600 rear axle.

Dodge offered 12 gasoline models (excluding forward control and school busses) ranging from 15,000 to 46,000 GVW and priced from \$2440 to \$8100. The W-500 4x4 (aka Power Wagon) could be purchased for \$4090. Ford offered 14 gasoline models (excluding school busses) ranging from 16,000 to 42,000 GVW and priced from \$2293 to \$8019. All models except the base F-600 were V-8 powered. Full air brakes were standard or optional all conventional (F), tandem (T) and cab-over (C) 700, 750, 800 and 900 series trucks

GMC offered 43 gasoline and 8 diesel models ranging from 16,000 to 63,000 GVW and priced from \$2534 to \$23223. Model designations included letter prefixes for cab-over or cab-forward (F), diesel engine (D), air suspension (A), 6x4 tandem (W) and hydramatic transmission (M). The 63,000 GVW GMC 503 inline 6 powered W670 with 11,000 lb. front axle and 48,000 lb. rear axle; Spicer 6852G 5 speed transmission and Spicer 8341 3 speed auxiliary cost \$7,390 less than a similarly spec'd GMC 6-71 diesel powered DW970 (\$15,540 vs \$22930)

International offered 70 gasoline and 22 diesel models ranging from 16,000 to 60,000 GVW and priced from \$2189 to \$16,625. Hall Scott gasoline (590, 935G, 1019G) or LPG (590, 935B, 1019B) engines were optional in the Emeryville D-404, D-405, DT-405, DF-402 and DF-405 diesel models. The 335 hp Cummins NRTO-6B was available in the Emeryville DCO, DCOF and DCOT-405 models. (Only International offered the NRTO-6B in 1956.)

Mack offered 38 gasoline and 46 diesel models (excluding mining trucks and school busses) ranging from 17,000 to 65,000 GVW and priced from \$4420 to \$27195. Air brakes were standard on all models except the B-20 and B-30; and optional on the B-30. Mack offered Cummins diesels on some models to provide more horsepower than the Mack diesel engines could put out. (Mack diesels 112 hp to 219 hp; Cummins diesels 200 hp to 300 hp.)

White offered 55 gasoline and 13 diesel models (excluding school busses) ranging from 16,000 to 65,000 GVW and priced from \$3150 to \$20230. Ninety percent of the models were WC- and 3000 series trucks however several 9000 series tractors were offered. White's heaviest







EQUIPMENT TO BE HAULED	WEIGHT	EQUIPMENT TO BE HAULED	WEIGHT
<b>ALLIS-CHALMERS (Wheel Type)</b>		<b>C.M. &amp; E. MFG. COMPANY</b>	
Industrial 40 Loader	5,500	91AB 1½ Ton Tandem Roller	2,900
Industrial 40-Loader-Backhoe	7,500	Empty	4,500
Industrial 60-Loader	8,000	92AB 2½-3 Ton Tandem Roller	5,300
Industrial 60-Loader-Backhoe	10,300	Empty	6,325
D-17 Wheel Tractor w/loader	7,575	Backhoe	6,325
w/loader & backhoe	10,575	93AB 3-4 Ton Tandem Roller	6,325
One-Ninety (Basic Tractor)	8,000	Empty	8,100
TL-10 Tractor Loader	10,650	Backhoe	8,100
TL-12 Tractor Loader	12,200	<b>CASE (Crawler Type)</b>	
TL-14 Tractor Loader	15,300	310 w/Bulldozer	6,550
TL-16 4-Wheel Drive Tractor	16,500	310F w/Angledozer	9,750
TL-16 Tractor Loader	18,500	w/Loader	12,350
TL-20 Tractor Loader	24,300	w/Backhoe-Loader	10,000
TL-30 Tractor Loader	28,500	w/Loader	13,000
TL-54S D Loader	18,000	w/Loader Backhoe	15,500
TL-64S D Loader	25,000	750 w/Loader	18,580
		w/Tilldozer	14,380
<b>ALLIS-CHALMERS (Crawler Type)</b>		w/Angledozer	15,300
HD-3 w/1080 Angledozer	7,879	825 w/Backhoe-Loader	12,350
w/1090 Angledozer	8,258	450 w/Angledozer	10,000
w/1066 Loader	10,300	w/Loader	13,000
w/1066 Loader-Scarifier	10,650	750 w/Loader	15,500
w/Mark V Backhoe	12,825	w/Tilldozer	18,580
HD-4 w/Angledozer	11,200	w/Angledozer	14,380
HD-4 w/Loader & Ripper	13,000	1000 (Series D) w/Loader	24,200
HD-6 EP Angle Dozer	19,000	w/Loader & Ripper	25,700
HD-6G, 1½ yd. shovel	21,500	w/Angling Dozer	18,100
HD-6G w/Ripper	23,500	w/Fill Dozer	16,750
HD-7G, 1½ yd. shovel	25,000	1150 w/Angle Dozer	18,500
HD-7G, 1½ yd. w/Ripper	26,800	1150 w/1½ yd. Loader	25,000
HD-11EP, Angledozer	30,500	<b>CASE (Wheel Type)</b>	
HD-11G, 2¼ yd. Shovel	33,000	430 w/Loader	4,600
HD-11G, w/Ripper	37,000	w/Backhoe-Loader	7,000
<b>AMERICAN CRANE (¾ yd.)</b>		430 Fork Lift	7,400
175C Shovel	34,625	530 w/Loader	5,800
290C Drag	32,545	w/Backhoe-Loader	8,500
Clam	32,445	500WK, Wheel-Loader	9,500
Hoe	36,700	W-7 Front End Loader	12,600
<b>AUSTIN-WESTERN</b>		W-8 Series B Front End Loader	17,500
3½-6 Ton Tandem Roller-Empty	7,000	W-9 Series B Front End Loader	18,500
Ballast	12,281	W-10 Series B Front End Loader	19,500
5-8 Ton Tandem Roller-Empty	11,623	W-12 Series B Front End Loader	30,500
Ballast	19,523	<b>CATERPILLAR</b>	
8-12 Ton Tandem Roller-Empty	16,469	<b>Track Type Tractors</b>	
Ballast	28,645	D4D w/45 Straight Blade	17,500
10-14 Ton Tandem Roller-type	20,092	w/44 Angling Blade	18,200
Ballast	32,277	w/Blade & Ripper	20,000
4-11 Ton Self Propelled		D6B w/65 Straight Blade	23,500
Pneumatic Tired Roller-Empty	8,000	w/64 Angling Blade	24,500
Ballast	22,000	w/Blade & Ripper	27,000
8-11 Ton 3-Wheel Roller-Empty	16,500	D6C w/65 Straight Blade	29,500
Ballast	21,800	w/64 Angling Blade	30,000
10-12 Ton 3-Wheel Roller-Empty	20,300	w/Blade & Ripper	33,300
Ballast	28,300	D7E w/75 Straight Blade	41,000
12-14 Ton 3-Wheel Roller-Empty	24,200	w/74 Angling Blade	41,500
<b>BARBER GREENE</b>		w/70 Universal Blade	42,000
873 Asphalt Finisher	10,200	<b>Track Type Loaders</b>	
879B Asphalt Finisher	22,500	933G	18,500
SA-35 Asphalt Finisher	22,000	955H	26,000
SA-40 Asphalt Finisher	23,500	977H	40,000
SA-41 Asphalt Finisher	26,000	<b>Wheel Loaders</b>	
SB-4J Asphalt Finisher	24,000	922B	17,500
SA-60 Asphalt Finisher	30,500	944A	22,500
TA-30 Trencher	15,000	966B	32,000
TA-50 Trencher	21,885	990	23,500
<b>BLAW-KNOX</b>		<b>CLEVELAND TRENCHER</b>	
P-F-45 Bituminous Paver	13,250	80-92	10,000
P-F-90 Bituminous Paver	25,500	V-95	13,500
P-F-180 Bituminous Paver	25,500	V-110	14,500
P-F-65 Bituminous Paver	15,500	V-140	16,500
<b>BUCYRUS-ERIE</b>		J-26	14,500
14-B Crawler-All Types	24,125	J-36	16,500
to	28,655	J-46	21,000
14-B Super-Crawler-All Types	31,190	(Note: Contact Factory for recommendations on C)	
to	32,675	<b>IOWA MFG. CO.</b>	
15-B Crawler-All Types	27,850	Cedarapids Bituminous Paver	22,000
to	31,860	<b>DAVIS TRENCHER</b>	
15-B Crawler-Heavy Duty-All Types	33,000	Task Force 1000	6,200
to	34,300	Task Force 2000	10,200
<b>BUFFALO-SPRINGFIELD</b>		<b>JOHN DEERE (Wheel Type)</b>	
KT-7A 3-5 Ton Tandem Roller	6,450	JD-300 w/Loader	5,800
Empty	10,530	JD-300 w/Loader Backhoe	9,800
Ballast	12,200	JD-400 w/Loader	7,800
KT-15 A5 5-8 Ton Tandem Roller	16,100	JD-400 w/Loader Backhoe	11,800
Empty	13,900	JD-500 w/Loader	10,500
Ballast	17,600	JD-500 w/Loader Backhoe	14,500
KT-15 A6 6-9 Ton Tandem Roller	16,740	JD-600 w/Loader	14,000
Empty	20,520	JD-600 w/Loader Backhoe	18,000
Ballast	21,140	Above Backhoe Weights	
KT-15 A8 8-10 Ton Tandem Roller	28,177	Figured w/Model 93 Backhoe	
Empty	16,815	<b>JOHN DEERE (Crawler Type)</b>	
Ballast	24,277	JD-350 w/6305 Dozer	9,800
KT-19 A3D & 24E, 10-14 Ton		JD-350 w/Loader	11,500
Tandem Roller-Empty	21,140	JD-350 w/Loader Backhoe	15,500
Ballast	28,177	JD-450 w/6405 Dozer	13,000
KT-24E 8-12 Ton Tandem Roller		JD-450 w/Dozer	13,500
Empty	16,815	JD-450 w/Loader	15,000
Ballast	24,277	JD-450 w/Loader Backhoe	19,000
PSR-10 3-10 Ton Pneumatic Tire		Above Backhoe Wght:	
Roller-Empty	7,000	Figured w/Model 93 Backhoe. Weight of ripper add	
Ballast	20,650	<b>FORD</b>	
PSR-14 7½ Ton Pneumatic Tire		3620 w/Loader & Counter wgt.	9,500
Roller-Empty	15,500	3560 w/Backhoe Loader	9,600
Ballast	28,000	4500 w/Loader & Counter Wgt.	11,200
PSR-30, 10-30 Pneumatic Tire		4500 w/Backhoe Loader	11,500
Roller-Base Weight	23,400	5000 Major w/Loader	7,000
Water Ballast	43,000	5000 w/Backhoe Loader	10,500

## How Much Does it Weigh?

George Barrett

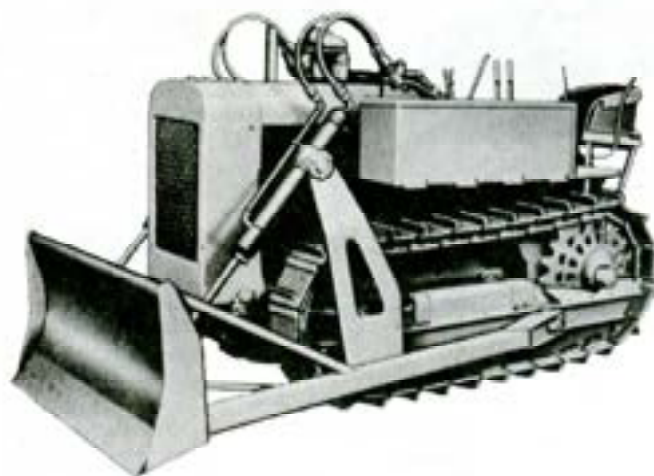
I was looking through my literature files a few weeks ago when a good looking 16 page catalog caught my eye. It looked like new, with bright color and heavy paper with a nice looking yellow trailer and in big print the words Miller Tilt-Top Trailers. The name was familiar to me so I opened the pages to take a closer look.

Their basic selling point is that a flat deck (no beaver-tail) is much safer when loading a crawler machine. There are good examples of various trailers being loaded but what really got my attention were two pages with charts listing the equipment and the trailer that Miller offers to do the job.

I have always been interested in knowing what the accurate weight is because it's a good indication of the ability to get the work done and to know the capacity of the trailer needed to haul the equipment from job to job.

The other feature these two pages have is that they make it clear what accessories the weight includes. How often do you see a crawler tractor without a blade? The date of printing this catalog is 1967.

I may have mentioned before that one of my favorite books is "Military Vehicles", a Department of the Army Technical Manual TM9-2800 dated October 1947. It has 358 pages including a good index. Each page (other than the index) has one truck, machine, car, trailer, or tracked vehicle, sometimes more and always plenty of information for each. I have included five crawler tractors from this book (because I had the room).



CLARK EQUIPMENT COMPANY MODEL CA-1

AIRBORNE BULLDOZER

Weight: 4108 lbs.

Engine: Waukesha 4 Cyl 133 cu.in.

Width Over All: 58.5"

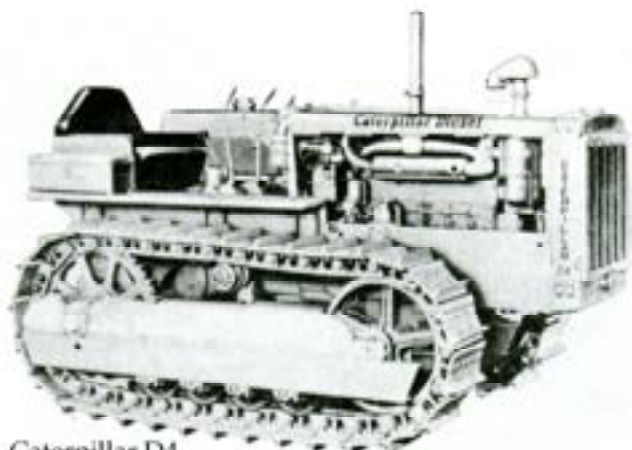
Drawbar HP: 28

Width Track Pads: 7.5"

This has got to be the smallest dozer of it's era



EQUIPMENT TO BE HAULED	WEIGHT	EQUIPMENT TO BE HAULED	WEIGHT
<b>LORAIN</b>		<b>SALIGN</b>	
ML-1538 Moto-Loader	20,230	3-5 Ton Tandem Roller	
ML-157 Moto-Loader	21,380	Empty	6,500
ML-309 Moto-Loader	29,260	Ballast	10,000
<b>MASSEY FERGUSON</b>		4-4 Ton Tandem Roller	
MF-204 w/100 Loader	4,900	Empty	8,000
w/185 Loader & 220 Backhoe	7,800	Ballast	12,000
MF-205 w/102 Loader	5,200	5-8 Ton Tandem Roller	
w/102 Loader & 220 Backhoe	8,000	Empty	12,080
MF-304 w/300 Loader	8,100	Ballast	17,650
w/300 Loader & 220 Backhoe	11,000	8-10 1/2 Ton Tandem Roller	
MF-406 Wheel Loader	8,600	Empty	18,200
w/Loader & 220 Backhoe	11,500	Ballast	21,600
MF-356 Wheel Loader	11,500	9-Wheel Pneumatic Tire Roller	
MF-470 Wheel Loader	11,000	Empty	9,200
MF-2244 Crawler Loader	9,500	Ballast	30,000
MF-204 Fork Lift	8,000	10-12 Ton 3-Wheel Roller, 20" Rails	
<b>MICHIGAN</b>		Empty	20,300
12B Tractor Shovel	6,200	Ballast	25,840
35A Tractor Shovel	10,200	10-12 Ton 3-Wheel Roller, 24" Rails	
45A Tractor Shovel	11,500	Empty	20,780
55 Series 111	13,000	Ballast	27,315
75 Series 111	17,500	12-14 Ton 3-Wheel Roller, 20" Rails	
85 Series 111	20,000	Empty	24,085
125A	31,000	Ballast	29,175
<b>OLIVER</b>		12-14 Ton 3-Wheel Roller, 24" Rails	
550 Wheel Tractor (Basic)	3,550	Empty	24,900
551 Fork Lift	7,300	Ballast	30,615
770 Wheel Tractor (Basic)	5,220	<b>HUBER WARC0</b>	
1800 Wheel Tractor	7,000	3-5 Ton Tandem Roller	
1800 Wheel Tractor (Basic)	10,900	Empty	6,790
1900 Wheel Tractor (Basic)	10,920	Ballast	10,510
550 w/568 Loader	4,910	5-8 Ton Tandem Roller	
550 w/568 Loader & 71 Backhoe	7,550	Empty	12,500
770 w/778 Loader	8,500	Ballast	17,300
888 Wheel Loader	10,000	8-12 Ton Tandem Roller	
OC-4 w/ Angle or Bulldozer	5,410	Empty	16,164
OC-4 Flex-Air-Track	5,400	Ballast	24,500
OC-9 w/ Angle or Bulldozer	12,400	10-14 Ton Tandem Roller	
OC-46 Series B Crawler Loader	8,110	Empty	20,004
OC-96 Crawler Loader	14,570	Ballast	27,406
OC-125 Crawler Loader	17,730	Model E-1214, 12-14 Ton Roller	
OC-15 Bulldozer	23,870	Empty	24,500
<b>P&amp;H—HARNISCHFEGER</b>		Ballast	29,125
155-A-LC Crane	29,350	<b>HEIN WERNER</b>	
315 Crane	38,405	C-10 Hyd. Backhoe	24,000
<b>PAYLOADER—FRANK G. HOUGH COMPANY</b>		C-10 H.D. Hyd. Backhoe	26,000
H-A Tractor Shovel	5,350	C-12 HD Hyd. Backhoe	28,500
H-25 Tractor Shovel	6,250	<b>HYNDI</b>	
H-25 Series B	8,565	680 Hyd. Backhoe	18,500
H-A-H Tractor Shovel	9,600	680 Hyd. Backhoe	32,900
H-30 F Series B	9,850	<b>INTERNATIONAL HARVESTER</b>	
H-30-R Tractor Shovel	9,870	Wheel Tractors	
H-30, Series B, Tractor Shovel	11,300	Cab	1,840
H-30 Fork Lift	11,200	140	2,970
H-40	14,400	2404	3,720
H-50 Tractor Shovel Series B	15,780	w/2000 Loader & Counter Wgt.	6,220
H-60	17,300	w/3140 Backhoe & Loader	9,000
H-65 Series B	17,970	8-414	1,850
H-70 Series C, Tractor Shovel	22,300	w/2000 Loader & Counter Wgt.	6,360
<b>PETTIBONE</b>		w/3140 Backhoe & Loader	9,125
125A Tractor Shovel	17,500	2504	7,140
PM-240 Tractor Shovel	20,000	w/2000 Loader & Counter Wgt.	8,340
PM-245A Tractor Shovel	22,000	w/3000 Loader & Counter Wgt.	10,105
PM-285 AD Tractor Shovel	25,500	w/3140 Backhoe & Loader	5,200
PM-340 Tractor Shovel	25,500	2006	7,600
PM-345 AD Tractor Shovel	30,000	w/2000 Loader & Counter Wgt.	8,800
PM-350 A Tractor Shovel	33,000	w/3000 Loader & Counter Wgt.	10,665
PM-440 Tractor Shovel	32,000	w/3140 Backhoe & Loader	8,210
Multhoe-MDA	18,500	2806	9,800
Multhoe LDA	17,000	3414	5,200
<b>PIONEER (Pavers)</b>		<b>Crawler Tractors</b>	
Model 11	25,000	T-340	5,500
Model 701-A	26,000	w/3040 Loader & Counter Wgt.	8,500
<b>SARGENT (Crane)</b>		w/3140 Backhoe & Endloader	12,000
Model 4100	24,000	TD-6-425 w/6K-3 Skid Shovel	14,765
<b>SCHIEDL BANTAM</b>		w/4 in 1 Skid Shovel	15,075
C-350	24,000	T06 w/60-4 Bulldozer	11,665
C-450	28,500	w/60-4 Bullgrader	12,065
<b>TRAC-PAVER</b>		T09 w/90-4 Bulldozer	15,845
Model 10-C Contour Paver	5,825	w/96-4 Bullgrader	16,330
Model 75 Paver	8,950	TD9-425 w/9K-3 Skid Shovel	18,500
Model 200 Paver	15,040	w/4 in 1, Skid Shovel	20,455
<b>TROJAN (Tractor Shovel)</b>		Model 250 Loader (or 4 in 1)	20,800
Model 114	13,500	TD-15 w/150-2 Bulldozer	27,900
Model 124	15,000	w/250K-2 Bulldozer	27,800
Model 134-A	16,500	w/156-2 Bullgrader	27,737
Model 144-A	17,500	TD-15-420 w/15K-3 skid shovel	30,757
Model 204-A	22,000	w/254 Yd. 4 in 1 Skid Shovel	34,892
Model 254	28,500	Model 175 Loader (or 4 in 1)	27,800
Model 304-A	37,000	TD-20 w/200-2 Bulldozer	36,500
<b>UNIT CRANE &amp; SHOVEL</b>		w/200-2 Bullgrader	37,500
Model 614—Series B—Maximum	29,862	Model 250 Loader (or 4 in 1)	42,000
Model 617—Series B—Maximum	36,467	<b>KOEHRING CRANE</b>	
Model 1020—Series A—Maximum	43,036	Model 205 Shovel	29,500
Model H-201-C	40,000	Model 205 Hoe	33,000
<b>WARNER &amp; SWASEY CO.</b>		Model 255 Hoe	41,000
Hopts 200 SPC Crawler	15,000	<b>LINK BELT</b>	
Hopts 300 Crawler	25,000	LS-58 Hoe	36,500
Hopts 400 C/B Tractor	34,000	LS-68 Hoe	38,000



Caterpillar D4

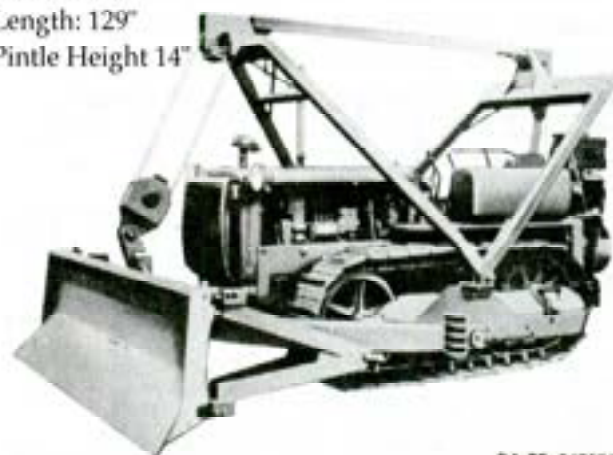
Weight : (lb) 10,709

Width: 11.5"

Length: 129"

Pintle Height 14"

RA PD 347285



Caterpillar D4 with Letourneau Blade

Weight : (lb) 15,935

Width: 117"

Length: 164.5"

Pintle Height 14"

RA PD 347278



Allis Chalmers HD7W

Weight: 17,500 lbs.

3-71 Power



Allis Chalmers HD10W

Weight: 25,500 lbs.

4-71 Power





left Cheryl showing the items above Peter is the Auctioneer, Charlie is about to deliver the goods. below Diane keeping track of the money, Thanks George Nye for the photos.







left Two of the trucks at the Pine Tree Chapter's Fall Auction.  
Thanks George Nye for the photos.



# DUES

DUES are due for 2023

**\$10.<sup>00</sup>**

Payable To  
Pine Tree Chapter

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

**MERRY CHRISTMAS**  
**HAPPY NEW YEAR**