



# Shop Manual

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

December, 2013

*Merry Christmas  
and a  
Happy New Year*

## President's Message

Ho Ho Ho! Santa is that you? No just your President in a goofy looking Santa hat and pink socks. (Don't ask). Let me use this media outlet as my unofficial Christmas card to all of our chapter members. Pretty cheap, I guess but it will have to do. Merry Christmas and a Happy, Safe and prosperous New Year to you all.

As I write this we are getting our first significant snowfall in Southern Maine, coating the KW with a picture perfect dusting of snow. The only thing missing is a wreath on the grill. I always have good intentions of decking the cabover for Christmas but never do. I've also been wondering lately, "What would Santa drive if he used a tractor trailer instead of those tired old reindeer?" Probably something brand new, aerodynamic, fuel efficient, CARB compliant, blah blah blah. I'm thinking an International Prostar, red of course, big unharnessed power for that heavy load he hauls each year. But I also suspect Santa would keep each truck he used from previous years just for posterity. It would certainly make a good museum.

Back home in Maine, I will be hosting the Chapter Officers and Director's meeting at my home at 670 Main Street (Route 202) Waterboro on Saturday January 18. This is a business meeting to discuss the past year's events and begin to plan the 2014 calendar year. Any member is encouraged to attend. It is a good way to see how the chapter operates, if you are interested in stepping up. Also, If you are interested in hosting or co-hosting a chapter event or know a place you would like to visit please contact myself or one of the officers or directors.

The tentative date for the annual membership meeting is Sunday March 16 at the Owls Head Transportation Museum. This will be typical of past meetings with a potluck luncheon, a meeting afterwards and maybe a speaker or two. This is a great opportunity to voice opinions and concerns on chapter activities. Your presence is strongly encouraged. More details and an agenda will be posted in your next newsletter.

Thanks to the entire membership for contributing and participating in all of our events this past year. Without your help the Pine Tree Chapter does not exist.

Merry Christmas

John

## *Ideas for Holiday Family Fun*

Saturday December 21- The **Wiscasset Waterville and Farmington Railway Museum** at 97 Cross Road, Alna, Maine, is hosting a Victorian Christmas. Gates are open from 9 to 5 with steam and diesel train rides from 11 to 4. There will also be sleigh rides (or wagon) from 11 to 3. An appearance from Santa Claus is expected as well. The event is free however donations are appreciated details at [www.wwfry.org](http://www.wwfry.org)

Saturday December 21-The **Boothbay Railway Village** in Boothbay is hosting The North Pole Express from 11 to 2 with steam train rides every 45 minutes. Admission is \$10.00 per person details at [www.railwayvillage.org](http://www.railwayvillage.org)

Through December 23- **Maine Narrow Gauge Railroad** in Portland hosts The Polar Express for kids of all ages. Tickets are selling quickly and may not be available at time of publishing. Contact [www.Porttix.com](http://www.Porttix.com) for train times and availability

## Pine Tree Chapter Calendars

There were a couple errors made on the 2014 PTC calendars. The problem occurs in May and October. The calendar grid that was used is not correct. You might notice April Fool's Day in May as well as Thanksgiving in October. Dale Rand Printing in Portland, who was the original publisher notified us and printed correction sheets for these two months. They are adhesive backed and apply directly over the calendar grid. The folks at Dale Rand were very apologetic and supplied the correction sheets at no charge. They also promised a discount on the next run of calendars in the event that we continue this project. We still have a small supply of 2014 Pine Tree Chapter Calendars available for \$12 each. If you need some correction sheets for your calendar or would like to purchase a calendar, please contact John Ellingwood @ 207-590-2298

## Report on the Fall Gathering

Our last official gathering of the year was another chapter success! About half a dozen old trucks and drivers, (spouses too) braved the cold morning air, with a total attendance of about 50 people. Bob Brann, chapter member and President of the Windsor Historical Society, hosted the event at the Windsor Fairgrounds. The fairgrounds serves as the home for the Historical Society and a large number of historic buildings that have been moved to the fairgrounds for the public's enjoyment. Bob was able to open up some of the buildings and museum for us to wander through. We also had a nice warm kitchen and cafeteria to get out of the cold and enjoy the great food and hold our annual auction. Our auction, thanks to our members, had an over abundance of items with something to peak everyone's interest. We raised just under \$1000 for the chapter from the auction alone! Thanks to the members that participated with good food, good auction items and generous bids. A special thanks to Bob Brann and the members of the Historical Society for hosting this event.

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## New and Effective Penetrant

*Jon Doyle*

As we all know, there's no end to rust and things that are seized. I tell people who want to know what truck restoration is all about that it's basically getting stuck stuff unstuck.

There is a new product I've just discovered. It's not particularly new to the industrial market, however. It's obtainable from Lawson Products and it's called Open and Shut II. If you are just the least bit patient (I'm just barely there!), it will work overnight on some very tough bolts and nuts. I first tried it on the bolts that hold the shackle for a v-plow which were on a 1946 Walter I'm currently restoring. I won't say that they've been there since 1946, but when I looked at them I thought that this ought to be a good test. It was. They came loose overnight and I've just done another test patch on a bolt that holds the bottom wing strut on. The bolt is 1 7/8 inches in diameter with a nut that is 2 1/16 inches. Overnight again. It's not cheap. It's about \$18 to \$20 for a 20 oz. can, but worth every cent. Yes, it's better than Kroil. It's way better than PB Blaster or the stuff I made out of ATF

and acetone.

Here's what I'm going to do. I'm going to give a can to Lars whose reputation for truth and honesty is probably better than your average lawyer/truck collector and one to Jim Hall who is similarly situated and see how they feel about it. It is, in fact, the very best stuff I've every used.

These same folks make some hacksaw blades with two and three tooth counts on the same blade – one after the other. Those aren't cheap either, but they really perform. Here is a description of one of them. Lawson Handflex 12" 26/32 T, Part #51226101.

Lawson's website is at: [HYPERLINK "http://www.lawsonproducts.com"](http://www.lawsonproducts.com) www.lawsonproducts.com and, yes, you can order online and they couldn't be nicer. Their stuff is available for industrial use only and is not on the consumer market. If any of you out there are still using WD-40, may the force be with you. The offerings from PB Blaster, Kroil, and even Liquid Wrench ain't bad. As my father used to say "Do you want to do this the easy way or the hard way?"

*from Lars* RE: Jon Doyle letter via USPS.. Jon has always been on the cutting edge of experimentation with solvents and ideas on rust. Being a collector of Snowfighting Equipment, he is right in the nest of rust and corrosion situations. I do not have a real corrosion / rust project in the work line right now, but I'm sure Jim Hall down @ The Bickford Collection can find something to unstick, and report back on how well it works. I've tried everything from Coke to the blue flame wrench over the years, and about everything in a spray can a guy could buy. The late Reo Joe Phelan was a great believer in Kroll Oil, and for the time, it worked well if you waited long enough. From what Jon reports, this new stuff works faster, and not quite so messy. Perhaps someone else in the club has used it, and will report on it..Let's see what we can come up with for results. Lars

## **Ramblings** *Lars Ohman*

Last Issue, I left off RAMBLINGS in the early 60's in the history of my life with trucks.. Along came the Ford T-950 with a 534 V-8. Ford, at that time, was offering a Cummins Diesel and I think the 6-71 Detroit. The Ford gas engine was proven, and the Cummins of the era had issues, and the additional cost was in question for most Contractors or Owner Operators. The rate for rental of dump trucks in 1964 was \$11.00 per hour for truck and driver.....gas was \$.28 per gallon and a good Kelly-Springfield 1100/22 was \$158.00. I would run that truck on work for various contractors, and at the end of the week would put 1/2 of what it earned directly into the bank, and run it on the other half, paying fuel, small drivers wage, repairs, insurance, and other minor expenses, and made enough money to have a little carry over for the slack winter months. Snow plowing was non ending work, but spotty at best. I plowed from Framingham, MA to Holliston, MA with an 11 foot "Shingle" plow...an old DPW plow that got lost in the shuffle years earlier, and had many additions and extensions added to it. I wailed a few man holes with it, but never broke it up. Life went on, and a guy drove in one day, and just had to own it, and it went to another owner, and a new life. Next truck was an LF Mack with a 510 cu.in gas engine and I think a Mack Mono-Shift transmission. We used it to pull a heavy tag along trailer. It was replaced with an LJ Mack on 24" rubber and a Cummins 743 Cu. In 175 HP single disc pump. We pulled a 25 ton Schertzer lowbed or a 26 yard Freuhauf dump trailer. I think the lowbed came from the Late David Mauro in Marlboro.

The dump trailer came from the infamous "Knocko" Walsh and Brennon. Anyone who recognizes those names could figure out the history of that trailer ! We had a bill of sale and a registration and those were somewhat legal. I don't recall what exactly happened to the old 175 Cummins, but when it ran, with that antique single disc pump, on a hard pull ( which it had many ) it would put out 6" to 12" of flame right out the top of its twin 4" stacks ! We singed the floorboards a few times on hard pulls. It cracked a liner one winter, and got a snoot full of water into the base, and that was it. It got replaced with a 220 Cummins (well used ) and it never pulled as well as with the old 175. Next truck was a newer Mack Twin Screw LJ that ran for the old Pollard Trans, out of Marlborough. We bought it from Buddy & "Diesel Dick " Sherman...they ran it for Roy Bros. out of Billerica, MA and it did many turns to the West Coast for them and hauling general freight. We ran it with the Freuhauf dump trailer, and had moved up to a 35 ton Schertzer detachable lowbed. It served us well, but we moved up to another Mack, an R-600 this time with a Maxidyne 6 cylinder, and a 6 speed. The LJ moved on to Wright Bros. in Marlboro, may have gotten a repower, and hauled oil for them. Last I knew, it wound up out behind Bill Semple's 495 Truck Service, or it might have wound up with the late Chuck "Brillo" Capello....next truck was a 1972 Mack R-700 with a V-8 Maxidyne...but this is a story for next go around. Till then, Seasons Best Wishes from Terry and I. I've turned in my keys, and will not be plowing snow this winter...first winter in 56 years to not be on a loader or a plow truck. A month in Florida may make me change my mind by the time I get home ! See you next year. Lars

# 2013 Pennsylvania Trip

*Charlie Hunnington*

Some of you may remember my story from a couple of years ago about bringing my 1979 IH Transtar home from Washington state. That was quite an adventure and in the interest of full disclosure I'll state upfront that this story is much tamer. After getting the truck it soon became apparent that it was missing one big piece – a stainless steel trailer behind it. I did manage to obtain a drop deck and equip it with a winch. Very handy and practical but I still wanted the classic dry van look as well as the ability to travel to shows without paying for hotels. Besides I prefer the “total immersion: of staying right on the show grounds.

For almost two years I searched eBay, Truck Paper, and Wheels of Time. The trailers of interest I found were either too pricey or too far away. One example is the perfect one I found on the bulletin board at Springfield – unfortunately located in California! Finally in the very early spring of 2013 a Stainless Steel 1960 Fruehauf appeared in Wheels of time. At the same time there were a couple of Great Danes that looked pretty good down south as well. Ultimately the Fruehauf won out. It was located in Linesville, PA (almost Ohio!). The current owner was Tom Mullen who is a VP in ATHS so that made the deal very comfortable. Tom had purchased the trailer from the estate of Fred Craig. Fred was very well know in the Virginia truck circles and was very active in the Mason-Dixon Chapter of ATHS. In fact the trailer is equipped with hand painted signs that replicate Mason-Dixon Truck Lines.

Now that the trailer was paid for, it was time to figure a retrieval plan. One advantage on my end is that my brother & sister both live in PA. In fact they both had a child that was graduating high school in May. Originally both graduations were scheduled on the same Saturday. Thanks to a snowy winter the school years were both lengthened. My sister's daughter was now scheduled to graduate on Sat June 8 in Mercersburg while my brother's son was scheduled for Wed June 12 in Camp Hill. This made it an easy run to bobtail to Mercersburg on Friday, Spend the weekend at my sister's, head to Linesville Monday, overnight on the road, and arrive in Camp Hill on Tues. This plan was great but it gets even better. The big Macungie ATCA truck show started on Thurs and was less than 90 miles from my brother's. All in all, I

couldn't have a better schedule if I had set it up myself!

The trip went largely as planned (I disclosed that there wasn't too much adventure on this one). On the way down on 684 I hit a bump so hard it shorted out my stereo. We got a little rain on the way down and on the way to Linesville. I'm starting to think that the Transtar works better then a rain dance to get the skies to open. However the important part is that there was no rain for either of the two outdoor graduations. Tom Mullen turned out to be a great guy. He had thoroughly gone through the trailer so everything was in perfect working order. I unhooked the trailer at my brother's and bobtailed a little north of Harrisburg and picked up a replacement a new CB for the truck. Later on the way to Macungie I was able to get a replacement stereo as well. The only other small hitches came on Thurs. My nephew locked me out of the house (I slept in the truck). The bushes on the east side of my brother's house seem to have recovered as of my last visit though. The other concerns were early AM thunderstorms as well as a BIG storm predicted for Thursday PM at Macungie. I was anxious to get on the road but the AM storms proved to be minor. Unfortunately they kept me from washing the truck so I arrived at Macungie quite dirty. Macungie turned out to be a GREAT show. The town is a small quaint downtown America type about 3 blocks long. The show is in a park with a public pool about ? block off the main street. The grounds were a little soft from the AM rain but getting parked was no problem. By the afternoon I felt as dirty as the truck but had no shower provisions. I sat in the trailer awaiting the large storm that was predicted. Suddenly flash of inspiration – fill a bucket with soapy water and get the step ladder set up. As soon as the rain started I pulled my shirt off and soaped up the truck. I finished by standing under the corner of the trailer where all the water ran off and cleaned myself as well. Sometimes things just work out for the best. Afterward I found a nice pub in town, had a burger and even got to see the Red Sox on TV (they happened to be playing one of the NY teams so it was on...). Friday the weather was great, lots of trucks, and a great flea market. Tom Hudgins, his brother, and his brother's significant other showed up so there was great company as well. We got lots of people stopping by as they recognized the trailer.

## Driving & Steering

*George Barrett*

Although I got a New Hampshire "chauffeur's license" at age seventeen I never drove anything bigger than a pickup until I enlisted in the Army Reserve upon graduation from college. My best friend and I took the test on an F-600 Ford Avis box truck but after that we could drive anything. I hadn't been in the Army very long, had not even been to boot camp, before I was assigned to be an assistant driver one Saturday morning on a five ton dump truck. This was the typical early 1950s design 6x6, big Continental 602 cubic inch six, five speed with a two speed transfer case.

We were one of about a dozen or more trucks to haul sand to enlarge the parking lot at the reserve center, being loaded by an Army issue two yard Payloader. To the military a five ton truck means a five ton load off road so the body could only hold about five yards, I figure we were grossing close to 36,000 pounds. I rode in the passenger seat for the first two trips and after the third load the driver said he was going to "screw off" for the rest of the day and for me to take over. I never saw him for the rest of the weekend.

The truck was comfortable, drove well, and I couldn't be happier. I was finally driving a truck. The sand we were hauling was what we used to refer to as "dead sand", very hard to drive over after it was dumped, very difficult to pack down. Didn't make any difference if you were loaded or empty, if you attempted to start from a full stop the truck would chatter and shake. I got to thinking maybe I could double clutch it into low range and keep it moving on the fill.

The next trip, upon approaching the fill on hard surface in third gear I pushed the clutch down, pulled the transfer case lever under the seat up to neutral, let the clutch out, came down on the throttle, stomped the clutch in again and immediately pulled the transfer case lever up all the way and let the clutch out. It was so smooth I thought nothing had happened until I accelerated and found out that I was indeed in third gear low range and the truck was very responsive as I pulled onto the fill.

There was a great deal of resistance to moving the truck over that sand so I double clutched into second (didn't have to but it's smoother) and then double clutched into first (had to, no synchro) as I turned to the left to get aligned for dumping. Of course when turning there's even more resistance because you're tending to push that sand and I didn't know if the overrunning clutch for the front driving axle was engaged or not. The engine was maintaining about 1800 rpm, no jumping or chattering, I was making a slow but steady progress and now I was thinking about reverse.

Luck was with me, I put the clutch in and very quickly grabbed reverse and caught it just right, now I'm moving backwards to dump. Within seconds I'd become a big proponent of low gears, the truck was in much better control, and as I'm heading back to

the pit I don't think I put it back into high range until fourth gear.

The Army was fun, especially after I got back from training to be a crane shovel operator at Fort Leonard Wood in Missouri. While there I'm seeing all kinds of machinery, I'm seeing the latest in twenty ton truck cranes, most of which were made by American Hoist and Derrick. Then I see a new one, a little different than the others. It sat a little higher on slightly larger tires and it had a newer look to it. A few days later I had a chance to go over and take a close look.

The carrier was a 6x6 drive, 10' wide, with a Continental 749 cubic inch gasoline engine and Road Ranger transmission with two speed transfer case. The upper works was an American model 2360, the whole rig weighed in at 55,000 pounds. It looked like the Army had thought of every accessory that anyone might want. I was thinking about how I'd rather put this through its paces than the 3/4 yard crawler machines we were shoveling and dragging with. Just before I left the machine I casually asked a nearby sergeant what he thought of the new crane. He was not very familiar with it but he did point out a valve on the glad hand air connection line on the front that, if not left in the open position, would not allow the brakes to release. The connection was to allow a towing vehicle to have control of the brakes on the crane.

Back home at the reserve base in Concord I notice a factory new crane, just like the one seen in Missouri and I'm thinking about who is going to be the lucky guy to move that over the road. Just a little before lunch time I notice four guys walking across the lot loaded with tools heading right for the new crane. I do a slow walk over to the crane and ask the sergeant in charge of the detail what's wrong. He was an older French fellow, a "lifer" and he says "da maxi bound up, headquarters say take all the pieces off, they got new parts coming for the next drill."

I look at the front valve and sure enough it's closed. I walk to the front and turn the lever 90° and tell the sergeant I think it's OK now and he looks at me like I'm crazy, "what you do, Barrett?" I explained. He tells another guy to start it up and try it. As soon as the horn alarm for low air pressure goes off the fellow hit the brake once, puts it in gear and the truck rolls a few inches, obviously everything is fine.

After lunch the sergeant comes over to me and says "Barrett, that crane is yours, you're the only one who is going to run it from now on, what do you have to get it ready for work?" I explain to him that the cable had not been wound on the drum correctly, it was too loose and it needed to be unwound and use the grader to act as a load when we rewind it. He says fine, you tell me how many guys you need and you tell them what to do. His word was good, I was the only one to work that crane until I left New Hampshire to come to Maine five months later.

We did lot with it because we were moving the whole operation four miles across town. The truck was a real joy to drive back and forth across Concord and the crane did its job even though it wasn't a Link-belt. I really "lucked out"

## Book Review

George Barrett

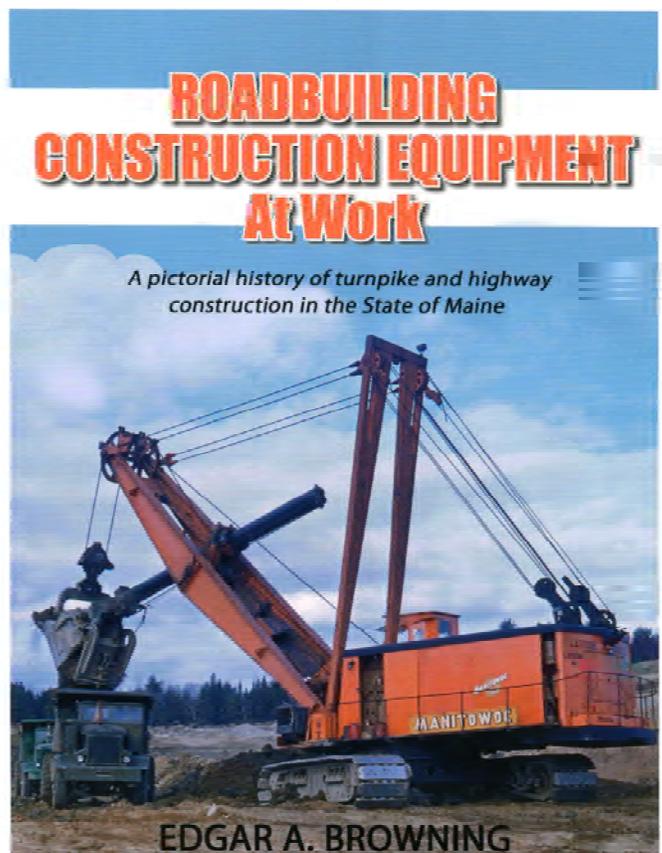
Many of you purchased this book at the ATHS truck show in West Springfield in May of 2012 but the quality and the fact that it's pure Maine makes it worthy of your attention if you don't have it handy to pick up and gaze at a few photos every so often. More than 120 pages, usually two images to a page, lots of trucks.

We have both the Maine DOT and Edgar Browning, the author, to thank for documenting Maine's construction and trucking history of the 40s, 50s, and 60s. The Department of Transportation had the negatives and knew there was no chance of them ever having the funding to put in a book like this for folks to see and they trusted Edgar to scan and explain the scenes. Edgar spent countless hours putting the book together, self publishing, and having it printed in the U.S.A.

Edgar will soon have his 5th book available, same quality and format so you can look at construction activity in Vermont, Connecticut, Virginia, and Ohio. I enjoy the photographs of the machines and trucks at work rather than posed in a manufacturer's brochure. You can reach him 804-932-8232 or [edgarbrowning@browningexcavating.com](mailto:edgarbrowning@browningexcavating.com)

*There are three pictures of the BX Mack (below) that has just hauled in some piling on a pole trailer for a bridge job on the Maine Turnpike. I guess the photographer was really interested in that BX. It appears the lady is the truck's driver and the men are helping her get the trailer ready for the trip home.*

*The F model chain drive Mack on the far right is the one I believe resides in the Bickford Collection. Picture was taken on Frank Rossi's Damariscotta bypass job in 1960.*





Maine Highway Department photo / Edgar Browning

## Sixty Years Ago

### Oiling the Roads on Vinalhaven Island

Looks like the Maine Highway Department is loading their equipment onto a barge to bring it back to Rockland, a fifteen mile trip. The truck is a Marmon - Herrington, probably a late 1940s vintage. Although the cab at first glance would appear to be either an Oshkosh or FWD the main spotting features are the grill and fenders. The M-H name is on the hood sides, unable to be read in this highway department picture.

I'm sure that's a Frink push-frame for winter time work but it has a distributor body for spreading asphalt during the summer. They've got about an hour before the tide comes in and floats the barge making the loading almost impossible.

I'm not going to say anything about how many men are watching, maybe it's a training session. Seriously, it's probably the whole crew that's been on the island for a week. I wish I knew more about it.

I don't know what vessel will tow it back to Rockland, probably the Vinalhaven II which was built in the town of Southwest Harbor on Mt Desert Island in 1943. She was a little over sixty feet long and 18 feet wide, owned by the Vinalhaven Port District until it was sold in 1959 to handle freight in Boston Harbor.

In 1959 the Maine Port Authority was formed and got its first ferry, the Governor Muskie followed by the North Haven, the William S. Silsby, and the Everett Libby. At that point the tide would not have been a factor since there would have been a float bridge (ramp) from the land to the ferry's deck.

Since 1999 heavy vehicles can be transported to any island and landed in a variety of locations by the Island Transporter, a ninety-one foot privately owned ferry based in Rockland.

Photos of the *Vinalhaven II* and the *Island Transporter* on the following page

## VINALHAVEN II



Post Card collection of Steve Lang

## ISLAND TRANSPORTER



George Barrett photo



Edgar Browing / ATHS

Pre War Marmon-Herrington with Silent Hoist Crane



Edgar Browing Collection

Post War Marmon-Herrington

## Hard Working ATHS Member will be Missed

Hi Folks, just passing this sad information on to you all, Al was the center pin of the Nutmeg Chapter and a previous RVP.

His passing will affect many souls and we pray for him and his family.

Please help get this information out to our friends in the antique truck community.

Thank you

Colonel Arnold Briggs

Albert H. Newhouse Jr. 1937 – 2013

EAST LONGMEADOW – Albert H. Newhouse Jr., 76, died Tuesday at home. Albert was born in Pittsfield and had lived in West Springfield most of his life before moving to East Longmeadow 10 years ago. He was a truck driver for 59 years with the Teamsters Local # 404 & 671. He was very active member with First Congregational Church in West Springfield and

the First Church of Christ in Longmeadow serving as a deacon and on many church committees. He was past president of the American Truck Historical Society's Nutmeg Chapter and the Retired Teamsters 404 Association, a lifetime member of the NRA and an avid motorcycle enthusiast. He also served in the United States Army Reserves from 1960-63. Albert leaves three sons Mark A. of Palmer, Todd E. of West Springfield and Albert H. Newhouse III and his wife Nicole of Somers, CT; a brother Edward and his wife Pat of Utah; a sister Carol of Florida; five grandchildren, Todd, Jamie, Naiya, Noah and Emily Christine and two great grandchildren Luke and Alexandra. The funeral will be held at the West Springfield Curran-Jones Funeral Home Monday at 11:30 with a private spring burial in Paucatuck Cemetery. Visiting hours will be held Sunday from 4:00 – 7:00pm. Memorial contributions may be made to the charity of one's choice. For more details please visit [curranjones.com](http://curranjones.com)

# Post-War Medium Duty International Cab-Over Trucks

First in a Series

*Clayton Hoak*

When you first think about post war International cab-over trucks the heavy duty models - W-Series, R-400 Series, Emeryvilles, CO 4000s and Transtar COs, come to mind. However from 1950 forward International has offered "medium-duty" cab-over trucks that could be specified to meet almost any vocational or long haul need.

In theory International offered cab-over trucks since Day 1. The engines in the first Internationals such as the 1907 Auto-Buggy, the 1910 Auto-Wagon, and the 1912 Motor Truck were under the driver's seat. However, a true cab was missing on these vehicles, so perhaps calling them a cab-over is a bit of a stretch. In 1915 International introduced a limited line of new trucks (Models F, G, H and K) where the engine was mounted ahead of the radiator and driver, and a single piece Renault-type hood was installed over the engine for access (1). A true cab was still missing on most models.

Jumping forward to post World War II, the K-Series COE Internationals, offered in 1940-41, were not re-introduced because of low sales numbers. Due to limited customer demand several aftermarket conversions were offered, including an aftermarket conversion by Hendrickson (2).

In 1949-50 International re-entered the medium-duty C-O market with the LC-160 and LC-180 (LC- L Series Cab-over). An LCF-180 was offered in 1952 (F- tandem drive), followed by RC-160 and RC-180 trucks in 1953, and SC-160 and SC-180 trucks in 1955 (2). These medium-duty cab-over trucks were available in straight and drop frame, and tractor configurations; and were used for fuel and beverage transport, rubbish packers, dry goods, bookmobiles, fire apparatus, moving and storage, etc. They appear to have been more cab forward than cab over.

The GVW of the LC/RC/SC 160 series trucks were 14,000 – 17,000 pounds, and the GVW of the LC/RC/SC 180 series trucks 17,000 – 22,000 pounds; the GCW of the LC/RC/SC

160 series trucks 29,000 – 30,000 pounds, and the GCW of the LC/RC/SC 180 series trucks 40,000 – 45,000 pounds (3). Production numbers were low. Fred Crimson reported only 2,544 LC-160s, and 1300 LC-180's were produced from 1950-1953 (2). International's Metro line provided the cab-over chassis for light-duty use.

I have found limited information on the LC/RC/SC 160 and 180 trucks. A quick review of the 1994 to 2013 Showtime books reveals only five LC/RC/SC series trucks have been displayed at the Annual National Convention in twenty years; a 1956 SC-180 in Spokane (1995); a 1952 LC-190 and a 1956 LC-180 in Toledo (1996); a 1955 RC-160 in Kansas City (2002), and a 1952 LC-205 in Pleasanton (2010). Fred Crimson's International Trucks books has a number of references; Ron Adams International Heavy Trucks of the 1950s has a handful of pictures; and I have an SC-160 and an SC-180 specification sheet and a SC-160 Parts Book in my collection.

In 1954 International offered the RC-160 and RC-180 with a six man cab built by the Orrville (Ohio) Metal Specialty Company. The third door was on the curb side behind the passenger (2). The tenure of the LC/RC/SC 160 and 180 series cab over trucks appears to have ended with the introduction of the A/AC/ACO Series Internationals in 1957.

As a side note, Hendrickson built heavier LC prototypes (LC-195 and LC-205) with full tilting cabs in 1951 which International formally offered as RC-195 and RC-205 Tilto Cab tractors in 1953 (2).

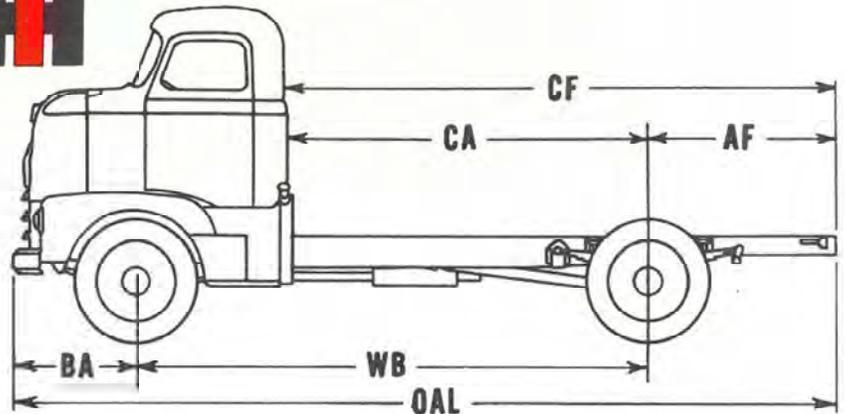
In 1954 introduced the CO-190 / CO-200 / CO-220 lines which, with the exception of the CO-190 (GVW – 21,000 lbs; GCW – 50,000 lbs), were heavier duty than the LC/RC/SC 160 and 180 trucks; and were true tilt cab cab-over trucks. The CO-190, CO-200, and CO-220 line, and the C-O Loadstars will be discussed next issue.

## Sources

*Relics of the Road* – Impressive Internationals 1907 – 1947; 1975 by Gini Rice; Truck Tracks Inc.  
*International Trucks*; 1995 by Fred W. Crimson; Motorbooks International  
*International Truck* SC-160 and SC-180 Specification Sheets

# INTERNATIONAL® SC-160 SERIES

MAX. GVW, 17,000 LB. • GCW, 30,000 LB.



MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
SC-160	14,000 lb.	9,200 lb.	29,000 lb.
SC-162	16,000 lb.	11,000 lb.	29,000 lb.
SC-164	17,000 lb.	12,000 lb.	30,000 lb.

### CHASSIS DIMENSIONS

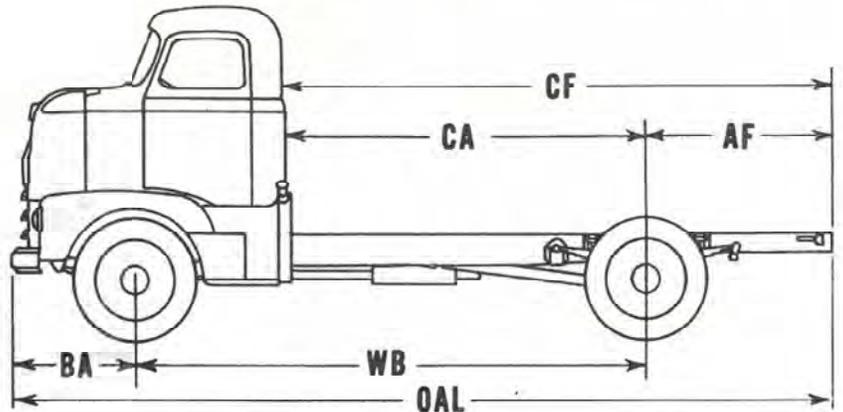
Dimensions are shown in inches. The following dimensions are the same for all wheelbases with 7.50 x 20 tires:  
Tread: Front wheels, 63; rear, 66½.  
Road clearance: Front, 10¾; rear, 9½.  
Over-all width: Front, 80¾; rear, 85¾ except Model SC-164, 88½.  
Height to top of frame from ground, loaded: Front, 29¾; rear, 30¾.

Wheelbase (WB)	106	130	142	154	172
Over-all length incl. bumper (OAL)	171½	195½	207½	246½	264½
Back of cab to c/l of rear axle (CA)	60	84	96	108	126
C/l of rear axle to end of frame (AF)	29	29	29	56	56
Back of cab to end of frame (CF)	89	113	125	164	182
Bumper to c/l of front axle (BA)	36½	36½	36½	36½	36½
Turning radius incl. bumper (ft.)	20	23½	25½	27	30
Weight w/cab, fuel, oil, water, standard Model SC-160, approximate (lb.)	4857	4941	4983	5025	5090

## INTERNATIONAL® SC-180 SERIES

MAX. GVW, 22,000 LB. • GCW, 45,000 LB.

MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
SC-180	17,000 lb.	11,500 lb.	40,000 lb.
SC-182	21,000 lb.	15,000 lb.	40,000 lb.
SC-184	22,000 lb.	15,500 lb.	45,000 lb.



### CHASSIS DIMENSIONS

Dimensions are shown in inches. The following dimensions are the same for all wheelbases with 9.00 x 20 tires:  
Tread: Front wheels, 65½; rear, 70.  
Road clearance: Front, 11½; rear, 10¾.  
Over-all width: Front, 80¾; rear, 92¾, except Model SC-184, 94½.  
Height to top of frame from ground, loaded: Front, 31¾; rear, 32¾.

Wheelbase (WB)	112	130	142	154	172
Over-all length incl. bumper (OAL)	180½	198½	210½	246½	264½
Back of cab to c/l of rear axle (CA)	66	84	96	108	126
C/l of rear axle to end of frame (AF)	32	32	32	56	56
Back of cab to end of frame (CF)	98	116	128	164	182
Bumper to c/l of front axle (BA)	36½	36½	36½	36½	36½
Turning radius incl. bumper (ft.)	21	24	25½	27½	30
Weight w/cab, fuel, oil, water, standard Model SC-180, approximate (lb.)	5653	5745	5806	5867	5984

## PUT ON YOUR CALENDER

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|------------------------|--|
| <b>January 18, '14</b> | <b>Board of Directors Meeting</b> -John Ellngwood's home, 670 Main St., Waterboro. Lunch 11:30, meeting directly after.  |
| <b>March 16, '14</b>   | <b>Pine Tree Chapter Membership Meeting</b> , Owls Head Transportation Museum. Gathering begins at 10:00 with potluck lunch around noon and the meeting at 1:00      |
| <b>May 18, '14</b>     | <b>Hillcrest Farm Antique Truck Meet</b> -741 River Rd., Windham, ME<br>Contact Adam Libby @ 207-651-5769  |
| <b>July 6, '14</b>     | <b>Boothbay Railway Village</b> Antique Engine & Tractor Meet • Operating early antique engines & tractors. Displays and demonstrations of early mechanical devices. |
| <b>July 13, '14</b>    | <b>Truck Show - Bolton Fair Grounds</b> New Location Route 117, Lancaster, MA A.T.C.A. New England Chapter, Bill Semple 978-460-0465                                 |
| <b>July 19-20, '14</b> | <b>Owls Head Transportation Museum</b> , Trucks, Tractors, Commercial Vehicles weekend   |
| <b>July 19-20, '14</b> | <b>Boothbay Railway Village</b> Antique Auto Days  |
| <b>August 6-8 '14</b>  | <b>HCEA Annual Convention</b> and <b>Pageant of Steam</b> , Canandigua, NY   |

### Notices and Classified Ads

**For Sale:** 1951 Ford F-7 Rack Body truck. No Rust, 17,379 indicated miles. 6 new tires. Excellent condition. \$11,000; 1924 Graham Brothers Ice Cream delivery truck. \$25,000 Pictures available on the Owls Head Transportation Museum Barn Fresh Website. Call Toby at 594-4418 for more information.

**Wanted-** A pair of MPG-Maine Potato Growers mudflaps Check those storage trailers in your back yard! Contact John Ellingwood 207-590-2298 or jellin@sacoriver.net

**Transportation** - At some point in the near (hopefully) future I may be hauling two White 9000's to the Sorrento area which is north of Ellsworth and south of Milbridge. This means I may have an empty trailer coming back south. If you have transportation needs in that direction maybe you can help me to justify this

**For Sale** 48 Napa Parts books...Years 1990 to 2004 Passenger car, light & heavy trucks and equipment. Books cover thermostats, exhaust, suspension, brake, air brake, oil seals, bearings, spark plugs, oil filters, drive line, engine and transmission mounts, belts and hoses. This includes the counter rack, that you see used in parts stores. Some of the books cover parts in the years 1950 - 1980 \$125.00  
Ed Gove 207-363-2293

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#### **DUES NOTICE - Membership Renewal & Update Form**

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

Name \_\_\_\_\_ Date \_\_\_\_\_

Street \_\_\_\_\_ Phone (     ) \_\_\_\_\_

City \_\_\_\_\_ E-Mail \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

**Mail to: Pine Tree Chapter ATHS**

C/O Jamie Mason  
104 Falmouth Road  
Falmouth, Maine 04105

## **Your 2013-14 Chapter Officers and Directors:**

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

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