



Shop Manual

www.badgoat.net/ptcaths

November, 2013

President's Message

Seasons change, the furnace gets turned on and the sweatshirts come out. The fairs are almost over and the show season is coming to a close. A great time was had by everyone that attended all or parts of the Fall Tour. I want to thank those that participated all 3 days and those that dropped in when and where they were able. I realize it's a big commitment to attend every day of a tour. It's always nice to see surprise guests along the way. You can read about all of the happenings inside from Director Steve Marshall who took his new W900 on its trouble free maiden voyage with us that weekend. Charlie Huntington has posted photos on the website as well. Special thanks goes to Lyn Bickford and Jim Hall at the Bickford Collection in Yarmouth for hosting our Friday Night Ice Cream Social and to the Smith Family at Apple Valley Campground in Acton, Maine for contributing all of the tasty ice cream and toppings.

It's not too early to start thinking about next year. Just as a heads up to the membership, we would like to visit central Maine and beyond in 2014. We could use suggestions as well as hosts for gatherings and tour stops. Drop me a line if you can help out. Currently Bangor and points North are in the radar. Chapter events are always a hit no matter the venue and there are always people willing to help out if you need it.

But hold on now. Don't park those trucks just yet! We've still got a couple good months and gatherings left. It's a beautiful time to go for a ride. Plan a trip to Windsor Fairgrounds on October 26 for the Late Fall Get Together and Great Fall Auction. Before you go clean out the garage and bring what you don't need or want for the auction. Money collected will be put into the chapter funds for future use.

For those early Christmas shoppers, we will also have available all Pine Tree Chapter Merchandise including Owls Head shirts (past and present), as well as our first edition 2014 Pine Tree Chapter Calendars. At this time there are no plans to do a second run of calendars so get yours now before they run out.

Lunch will be potluck fashion that is sure to fill your belly. Thanks in advance to all of the cooks planning to contribute to the feast.

Higmo's Saw Mill Days 2013

15 Bridge Road, Brunswick

Saturday Nov. 2 & Sunday Nov. 3 8- 4 (Meet & Greet at 8:00) Rain or Shine

Homemade donuts, muffins & coffee to get you started. Fiona's will be serving lunch again

The Range Light Keepers with the Bell and Tower (I heard a rumor that we will be ringing the bell!)

The Twig Lady Susan Perrine - she builds structures & other things out of twigs.

Maine Antique Power Association have new attractions

Logging & Lumbering Demo's Pete Lammert

Kids Activities with Olivia The Maine Forest Service Hay Rides with Uncle Harry

Good friends, Good Food and Good Times.

BRING YOUR ANTIQUE AUTO'S, ENGINES, FARM EQUIPMENT AND WHAT NOTS.

CONTACT PAULA IF IT'S LARGER THAN A PASSENGER VEHICLE. WE HOPE TO SEE YOU ALL THERE!

Report of the Fall Tour

Stephen Marshall

This years fall tour was more on the laid back approach . With a Friday night kick off being an ice cream social. Which was held at The Bickford Collection at Yarmouth Junction. And for those of you who didn't make it, you must add it to your to do list. The main barn has been transformed into a beautiful museum. Lyn Bickford , Jim Hall and Frank Hale were there to greet us. It was a great start to the tour, even though it was pouring cats and dogs.

Saturday morning we met at the Cracker Barrel in South Portland for breakfast . A dozen or so trucks occupied the parking lot . And a hand full more members that couldn't go on tour with us stopped in to have breakfast and see us off. After breakfast we headed towards North Conway with our V.P. running at the head of our convoy and our President keeping an eye on things from the back door. The choice for the leader may not have been the best choice since Wayne didn't know that you don't have to go all the way around the rotary in Gorham. It was a fun little ride to North Conway with a quick stop at the Whistle Stop convenience store and an unscheduled stop for a dash board fire in Wayne's truck. We arrived at the North Conway Fire Station around 10:30 ,and were greeted by two fire fighters that were happy to show us around and answer any questions we had. The ladies walked next door to the Conway Scenic Rail Road and got us a group rate to ride the steam train to Conway and back (Thank you ladies). After the train ride some checked out the local shops and some checked in to the School House Motel where most of us were staying. The owners of the School House Motel couldn't have been more excited to see us . They had there own truck show right in front of the motel. 4:00 pm. we met at the Muddy Moose Restaurant for dinner. They put us in our own room, I think they heard we where a rough and rowdy group. Then back to the motel, the ladies went shopping (so they say) and the gentlemen sat around telling stories and entertaining the owners of the motel.

Sunday morning all of us met at the motel, where we had hot coffee provided by the motel and Dunkin Donuts that Charlie and Clayton ran down the street for. After our good by's to the motel owners and a Chapter calendar as a gift for their warm hospitality we were off to Mt .Washington. It was a beautiful ride up through Pinkham Notch to the base of Mt. Washington. At the base parking lot Charlie Huntington took the opportunity of the morning sun and the back drop of the mountains to take some great pictures of the trucks (glamour shots). A group of us forked over the cash and rode the van up the auto road to the top of Mt. Washington. It was a balmy 36 degrees with a 46 mph wind but unlimited visibility . After our visit at the top we headed back down to the base were I had to say good by. I had to hot foot it back home for my grandsons birthday. The rest of the group stayed and walked through the museum before heading in separate directions . It was a good time had by all.

Thank you Charlie and Rose for the great photo's taken on the tour.

To see photo's of our tour go to [WWW..BADGOAT.NET](http://WWW.BADGOAT.NET) click on Pine Tree Chapter ATHS then 2013 fall tour or any of the chapters events.

From the Editor

This is the first edition coming to you from the new editor who is making no effort to change the style or content from what Peter has been doing for so many years. I welcome any thought about what you'd like to see in the future and will do what I can to pursue and accomplish you wishes. We're about truck history and that to me means collecting photos and information about trucks as well as restoring them so others can view them as they used to be.

The biggest asset we have are our members and I'd like to hear from all of you from time to time. Peter and I have talked about getting more stories from our members and I'm going to make every attempt to persuade everyone to pitch in. I know there's stories out there and with email it's easy to write them up and click on the send button. Let me have your phone number and maybe I'll call you back and dig for more specific details and embellishments, I don't want to stretch the truth but I'll go all the way and then some.

Following up on what I just said I'm going to do now what I should have done at Peter's request a few years ago and start telling some stories that made my life a whole lot more interesting and enjoyable, being around trucks and machinery. Most all of this was years ago, in fact I guess I haven't driven a truck since I drove Cal Pixley's Sterling and that wasn't but a few hundred feet. I love the truck shows and admire the guys who go to the trouble of restoring, repairing, and transporting their vehicles so others can see them. So I guess if I can't drive one and don't have the shop to repair one I'll spend some time writing about them. GB

Ever Hear of Desoto Trucks?

Clayton Hoak

One of my truck interests is collecting vintage sales literature and manuals on several truck manufacturers – specifically Dodge, GMC, International, REO and Diamond REO. When possible I acquire literature on the full line of trucks offered by a manufacture through the decades of manufacture, not just select years and models, and occasionally pick up literature on other manufacturers that are unique or can be traded for something I am interested in.

Did you know that Dodge badged its' trucks headed for export in the United Kingdom, Australia, South America and several other locations as DeSoto's?

While at Hershey I was asked by a literature dealer if I knew of DeSoto trucks. I had heard of the marque, however knew little about them or their manufacture. Most of us are familiar with the Canadian Dodge trucks, badged as Fargos trucks, however there does not appear to be a lot of information available on the DeSoto truck. Wikipedia currently lists the following information on DeSoto trucks:

“Chrysler Corporation introduced the DeSoto brand of trucks in 1937 to provide a greater number of sales outlets overseas for the American-built Dodge and Fargo commercial vehicles. The DeSoto brand was badge engineered sporadically on Dodge trucks made in Argentina, Australia, Spain, Turkey, and the United Kingdom.”

“Chrysler ended its truck operations in international markets. However, both the DeSoto and Fargo brands continue to be used on trucks made by Askam in Turkey. In 1978, Chrysler sold its share in the Askam venture to its Turkish partners.”;

And defines badge engineering or rebadging as “the application of a different brand or trademark to an existing product (e.g., an automobile) and subsequently marketing the variant as a distinct product. Due to the high cost of designing and engineering a new model or establishing a brand (which may take many years to gain acceptance), it is less expensive to rebadge a product once or multiple times than to create different models. The term is an oxymoron in that little actual engineering takes place.”

Another source of information on DeSoto trucks is the website

www.roadkillontheweb.com/truck. The site describes DeSoto Trucks as “a Dodge by another name”. The site notes that not all DeSoto trucks were manufactured in the US and exported; and briefly discusses DeSoto school buses, DeSoto Power Wagons; and DeSoto fire trucks. The picture is from the roadkillontheweb site. US production of DeSoto trucks ended in 1962.

The literature dealer who asked if I knew of DeSoto trucks had two early fifties full line DeSoto truck dealer posters, one light to medium duty, the second heavy duty. They were the first pieces of DeSoto truck literature he had ever come across in 30 plus years of business, and had been part of a DeSoto car literature collection he had purchased for resale. The dealer posters were unique enough to add to my collection and will be displayed at the Fall Gathering in Windsor on October 26th.



Clayton sent along the scan on the following page. My idea to put these two in at the end of his article. Lower image is a 1942 right hand drive ton and a half. GB

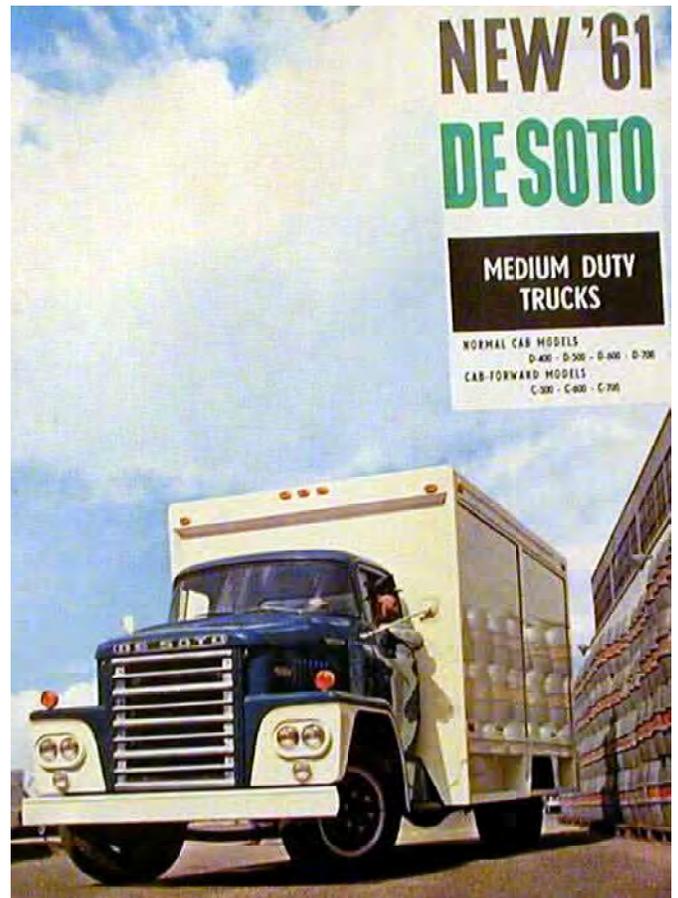
From the Workbench

Peter Mullin

For the first time I find myself writing as a columnist and not as the newsletter editor. Much as I enjoy not having the pressure of the editorial duties it does seem kind of strange at the same time. Much as I have done for the past 13 years or so, I will continue to write on various subjects as the spirit moves. One time it may be safety or tech tips. The next time may be a project I have long struggled with - member profiles. This month's topic is recent events.

A few weeks back, Nancy and I went to North Conway on the Fall Tour. It seemed like the attendance was down a little bit but the feeling I got from all in attendance was that it was thoroughly enjoyed by all that made the journey. I had to work the night before, so we ended up playing catch up on Saturday morning. We actually caught the group at the first stop. Saturday's first stop was at the North Conway Fire Station to view their impressive array of late model fire apparatus. Needless to say I am envious of their equipment budget. It seems that when they were purchasing their most recent new 4wd fire engine (for \$632,000) the town tried to give them even more money, which the department respectfully declined. Lunch was followed by a group ride on the Conway Scenic Railway. Outlet shopping and dinner at the Muddy Moose rounded out Saturday's activities.

Sunday began with coffee and donuts courtesy of one of the mom and pop hotels in the area followed by a run up to the base of the Mount Washington Auto Road. Several chapter member took advantage of the 140 mile visibility and relatively mild (40 degrees) temperature at the summit and ventured up the auto road. Charlie and Rose Huntington drove their Chevy K10 up the auto road themselves. The rest chose to take the guided tour on one of the Mount Washington Stage Lines specially equipped Chevrolet vans. This was the second time I had been to the summit of the home of the "World's Worst Weather". My first trip was from the other side of the mountain on the Cog Railway. The weather while we were there was not too bad - about 40 degrees with sustained winds of 35 mph and gusts to 40 or 45. Visibility was phenomenal - you could see almost all the way to the ocean. It was incredible to see clouds, that we would consider overcast at sea level, passing by at a



level below the summit as undercast. Once everyone was back at the base the tour broke up with everyone heading for home or a local lunch spot. This past weekend Clayton and I went to Hershey, Pennsylvania for the AACA Eastern Regional National Fall Meet and Flea Market. Ok, we go mostly for the flea market, but we do actually go to the judging meet as well. One of the things I prefer about the antique truck side of the hobby is the lack of emphasis on trophies, points and competition on our side. That doesn't mean that I don't enjoy looking at a 99 point restored Packard or a super rare Corvette just that I personally prefer my collector vehicles to be driven as originally intended. Along that line it is interesting that the AACA has in recent years added a new area of judging - Historical Preservation of Original Features. There was a nice original AB Mack moving van in that class this year. Another interesting truck we spotted on the show field was a 1925 Ford model TT wrecker with a period correct aftermarket dual rear wheel conversion. This is the only TT I have ever seen with dual rear wheels. There was plenty of rain (two solid days worth) this year but I still managed to walk almost 22 miles in 4 days. That's about it for now. Hope to see you at the Fall Gathering.

WILLIAM BRADFORD SPARROW

PITTSTON -- William Bradford Sparrow Sr., 76, of Pittston, died at home on Tuesday, Oct. 1, 2013. He waged a hard fought battle with lymphoma for a number of years and had the upper hand on most occasions, continuing to work and travel right up until the last few months.

He was born in Gardiner on Dec. 14, 1936, weighing in at 11 pounds 9 ounces. He was the much loved only child of William Emerson Sparrow and Mina Webber Sparrow. Although he had no siblings, he was surrounded by older cousins and a large extended family who knew him as Billy. He loved trucks and the land from an early age and had a wonderful boyhood in Pittston, roaming the land that he loved and where he would live his entire life.

Bill was a giant of a man, literally and figuratively, and had a tremendous impact on those who were fortunate enough to know him. He was of dominant size, yet was surprisingly soft spoken and quiet. He was a little on the intimidating side, but was truly gentle with a wonderfully dry sense of humor. He was a man of his word with tremendous character, integrity and an unmatched work ethic. He was strict, stubborn and uncompromising, yet at the same time, thoughtful, understanding and kind. He will be sadly missed.

Bill attended schools in Pittston and graduated from Gardiner Area High School in 1955. He was a man who enjoyed learning and practical knowledge, but disliked school. His thoughts were more occupied by trucks, tractors, cutting wood, farming and the dream of owning his own business than by traditional school subjects. He enjoyed reading and American history and, as a Mayflower descendant, was proud of his patriotic heritage. He loved his family, his garage full of trucks and tractors, shopping for parts and equipment, and was especially pleased to have recently repurchased his 1964 Ford T950 with the 1968 Hy-Hoe pulp loader. His father bought him his first Ford truck in 1952. He was very proud to have bought his first new Kenworth in 1966. He was a Ford, Kenworth and Detroit Diesel man through and through.

In 1958, Bill married Lynne Orser, of Gardiner, and together they raised three children, of whom he was very proud, and built several businesses including the one that still bears his name, W.B. Sparrow Inc. Bill earned his family's living cutting pulpwood and deliver-

ing it to mills in his early years. He and Lynne then ran a trucking company in the 1970s that delivered potatoes from Aroostook county to Florida and then citrus and other freight from Florida to destinations all along the eastern United States. He returned to his roots and the logging business in the late '70s, working alongside his son Brad through the ensuing years. Bill never really stopped working, or worrying, and until the end wanted to be sure that the equipment was well taken care of and the loads were delivered.

Bill married Andrea Perron in 1989, and together they enjoyed almost 24 years of marriage. They were able to travel across country after Andrea retired in 2009, and those memories will be treasured forever. Naturally, Bill drove the entire way in his Ford F350.

Bill is survived by his wife, Andrea, of Pittston; son William B. "Brad" Sparrow Jr. and his wife, Nancy, of Pittston; daughter Deborah L. Sparrow and her husband, Marc Cone, of Gardiner; stepson John Perron, of Yarmouth; stepdaughter Susan Perron Jureidini and her husband, Imad, of Arlington, Mass.; and brother-in-law Ozzie Blumit, of Pittston. He is also survived by his former wife, Lynne Sparrow; and grandchildren Elizabeth Chaisson (Travis), Emily Morang (Jesse), and Jacob Sparrow (Heather), all of Pittston, Isac Cone, of Gardiner, Alec Cone, of Uppsala, Sweden, and Camden Cone, of Gardiner, and Thomas, Sami and Margo Jureidini, all of Arlington, Mass.; as well as six great-grandchildren; and several beloved cousins. He was predeceased by a daughter, Patricia Anne, who died in 1984 at the age of 22. She was always in his heart and never far from his thoughts. They are together again.

A celebration of Bill's life will be at 1 p.m. on Friday, Oct. 4, 2013, at Staples Funeral Home in Gardiner. Visiting hours will be held at the same location on Friday from 11 a.m. to 1 p.m. In lieu of flowers, contributions may be made to the Harold Alford Center for Cancer Care or MaineGeneral Homecare and Hospice, and mail to P.O. Box 828, Waterville, ME 04903.

I remember meeting Bill in August just after he got his Kenworth which I believe had a 375 Cummins. I believe the N-950 had a 250 Cummins. Bill was indeed a fine man, I enjoyed my time spent with him and our discussions about how the bigger engines were safer and could get you out of a tough situation. No need to use all the power all the time. I rode with him in the Ford on a few trips down to Wiscasset delivering logs to the mill. His driving seemed to match his personality. My guess is that he might have been the first in Maine to buy such a Kenworth. GB

Ramblings

Lars Ohman

First off, if RAMBLINGS has to be correct, it must ramble.....starting with a big " Thank You, and welcome" to George Barrett as the new Editor of the Shop Manual. George has contributed stories and material on both Cummins and GM Diesels, plus interesting photos from his vast collection of Maine road construction with an invitation to identify just where and when the shot was taken. We wish George well in his new adventure and look forward to his ideas and thoughts.

I have been amiss in the past few months and RAMBLINGS has been passed over in lieu of working in retirement. I had an opportunity to travel over to Henniker, N.H.the other day for Whited Peterbilt, to deliver a walking floor tri-axle chip trailer. The tractor of choice for this trip was a 2009 Peterbilt tri-axle with a 600 HP Cummins and an 18 speed transmission transmission....a bit of overkill for the trip, but stopped in Epping, N.H. to show it to (hopefully) a future customer. 47 years ago, I was driving an old Mack LJ tractor with a 175 Cummins, and a Quad Box transmission, and thought I was setting the world on fire ! I got to thinking of the trucks I have operated over the years, and there have been many thru various jobs and occupations. First truck I ever owned was a '34 Ford Pick-Up, more of a hot rod than a work truck. Then came a Crosley my brother and I used to throw a newspaper route. Next truck was a Dodge Power Wagon @ Boy Scout Camp. I must have been 16 as I had a Texas Commercial license, but most of all, I could double clutch the 4 speed Crash Box transmission. We also had a Chevy 1 1/2 ton rack truck for hauling hay. Then I got a job washing limestone hauling GMC-630's with Shamrock Cable Dump Trailers. I think they had 4-71 Detroit's and a 5 speed and 2 speed rear ends. We could wash and clean them on weekends, and then drive them to the lineup out behind Wilson Bros. Truck Stop in San Antonio, Texas. We could only drive them in 1st. gear, and not allowed to back them up so running them right to the mat in 1st. gear was the norm. I then , unwisely, quit school and went to work for an oil field supply company. I could drive around the yard with International R-210's and the newer RDF-230's with Cummins Diesels.....not much more than 200's or 220's. They had 5 & 4 transmissions, and were big, hot and slow with humungus wheelbases and gin pole bodies and 5th wheels on the trailer (Oil field floats). I could drive (not very well) in state, but not out of state as I was only 17 years old. Suddenly, I began to face the harsh reality that I wasn't as smart as I thought, and moved to Mass. and com-

pleted my High School education, and did a stretch in the Coast Guard, bypassing college. Spent 39 months @ sea, but worked for the late H.J. Lundy on my time off. H.J. was the original recycler and had an old International KB-11 6 wheeler dump (an ex Garden City Sand & Gravel truck) The gas engine gobbled more Gulf Sapphire motor oil than gas, and finally after replacing one rod bearing more times than I can count, it died an ungraceful death. No donor IHC motor could be found in a price range to H.J.'s liking, so an old Cat D-4 with final drive problems became a heart donor for the Cornbinder. My first job was to drill out the firewall @ the upper cab line. I used a 1/4" drill, one hole after another about 5/16" apart 'till we could break it off, and then grind down the ragged edge. We took the Cat engine, machined the flywheel to accept the IHC flywheel (minus ring gear) into the cavity of the Cat flywheel, built an adapter plate of 3/4" plywood (temporary) and mated it onto the IHC double reverse heavy duty transmission, and dropped it in with the assistance of a 125 Michigan (OSHA was no where to be found). Now we had a IHC/CAT conversion, with most of it in the cab with the Pony Motor, and no firewall. Again, hot, noisy, and cramped. We added the air compressor with a slight bulge in the hood made from an old can and sheet metal screws. The IHC nose fit over the CAT cast iron grille/radiator enclosure by removing the marker light assemblies, and we had a reborn site truck. The Cat engine MIGHT have been 75 or 80 HP and turned maybe 1,400 RPM. It was slow, but with a double reduction Timken rear end, and a double reverse transmission, it would push a house (or trees) down. I was big enough, and eager enough, I drew the straw to drive it.....no power steering and 11:00 x 20" tires on a construction project in New Hampshire.....mostly in beach sand. The F-600 Fords of the time (Mid 1960's) with 8:25 x 20" tires were stuck all the time. I'd plow in a few ruts with the IHC, pack it down and the Fords would follow in my tire marks. . Enough RAMBLINGS for now, that gets us from 1956 thru 1964. By the way, after perhaps 8 or 10 years of running with the Cat D-4 for power, she chewed a hole in the air intake tube and ingested a large amount of dirt under a screening plant, and passed away having served three lifetimes, once as a Bulldozer, once as a power source for a 6" water Pump, and in the IHC Dump. I don't think the engine EVER was actually rebuilt in its lifetime. More next Month....1964 thru ??????

I asked Lars to tell us a little about Alan Milbury. Thank, Lars, hope he keeps writing. GB

"He and his wife left the comfort of Maine for Utah. He is quite articulate in his own way, and keeps us up to date on Western happenings of the ATHS. He is in his late 70's and still drives a 1941 IHC back and fro from Utah...rumor has it he comes back to Maine for no more of an excuse than to get his teeth checked, or get a haircut. I would venture an uneducated guess that he has attended a Truck show in all 50 States at one time or another. He is very attentive to the needs of the Iowa -80 Truck Stop Museum, and has taken part in the Interstate Battery Cross Country Run on more than one occasion. He goes non stop 24/7 and may appear at the drop of a hat".

Lars:

Who made me do this? The 2013 ATHS schedule of events, for me, was accompanied by the first line of this message, many times over!

While the series of shows was not really in the form of a schedule I will use that term, for lack of a better one, I suppose. By the way, 2013 ATHS events, for me, were over with/complete/shut down.... as of September 29th. That's the day I got back here from the last bash.

The first trip was to Plymouth, California. Howard Kirkland's location is, without doubt, among the most beautiful locations I have seen, whether for an old truck show or for just-plain-beauty.

The next trip out of here was to travel to Yakima, Washington, to the national ATHS convention. I really had my eyes opened to possibilities at Yakima, when I saw a really nice Ford pickup which sported a Hall-Scott gasser, a 935 CID jobbie, with the exterior looking just-right-and-correct! Oh, there were lots of other nice rigs to see/remember, too. Next after Yakima was the hot-as-possible trip from here to the Walcott Jamboree, the Iowa-80's well-known annual spread. The temps were high when I left here, stayed in the really uncomfortable range the entire rest of the trip, until I was back in these mountains.

From Walcott we (old truck, me) went to a high school reunion in Portsmouth, New Hampshire. Then we were off to Owl's Head. You might ask Don Munsey howinell he managed to scare me so badly as I approached Owl's Head, from 'way across the country; with a safe trip almost completed..... He will probably have some sort of excuse for being smack-in-the-way, probably.

The next ATHS function for us (Mary, me) was to meet the Pine Tree Chapter early Fall tour folks on September 14th, as they gathered

at Cracker Barrel in South Portland, on their way to North Conway. Our presence there is material for another story, another time and place.

The San Juan Mountains ATHS chapter has a really well planned and delivered show in Aztec, New Mexico, and, yes, the old K-1 and this citizen were on that scene. The dates for Aztec were September 20th and 21st. The run to Aztec is due east from here, then south and a little bit east, to cut through the southwest corner of Colorado, into New Mexico, barely above Shiprock. From Shiprock one goes east to Farmington, with Aztec only a few miles further east.

The weekend after Aztec I got (again) into the old truck (yeah, again) and boogied over-the-top of the Rockies, this time to go to the Inter-mountain West Chapter's newly-minted show and location, in Brighton, Colorado. Brighton is really close to the new Denver International Airport. The dates for that one were September 27th and 28th. I got back here at about noon on the 29th. I'm DONE traveling in the old K-1 for this season!

Wow and more, all of it with me to blame. The heat (outdoor temp) was so bad as I left Utah to go to Iowa-80 that I seriously considered returning to my home base to swap the antique torture machine (IHC K-1) for a modern vehicle. I chickened out, though, thinking "if I'm dumb enough to start out in this hot and noisy old rig, I ought to be dumb enough to stick-to-it." And, to prove the above, I DID stick to it!

The 72 year old truck is, right now, on the lift, waiting for the end-of-season check-up. The front bumper always needs stripping and refinishing. I suppose I ought to get it chromed.

Allen M.

Driving & Steering

George Barrett

I grew up in New Hampshire along the Connecticut River valley, an area full of farms where many youngsters first learned to drive trucks. Farming was not the family occupation but our house was built in a small development that was recently a working dairy farm with beautiful pastures. It was the intent of the owners to keep the pastures and therefore made a deal with the local dairy farm, about five miles away, to hay the fields.

I never knew when it was going to happen but after the first time I couldn't wait for it to happen again. First we'd see a lone tractor quietly cutting the high grass, all the time watching out for iron pins left in the ground by the surveyor who had laid out the lots in the development. In a split second that mower's bar could be damaged but replacements were quickly installed and the mower would be on its way again. Next another tractor pulling a "tedder" would follow the path of the mower kicking up all the neatly fallen grass into the air letting it fall in random directions so it would dry. The rake was the next tool of the hay harvesters and from my point of view was a little more interesting, it was bigger, fun to watch the thin tines on the revolving frame move the dried blades of grass into a neat long never ending light brown pile.

All this action was interesting to watch, no TV in the upper valley of NH back in 1955. We always found something to do but machinery fascinated me, the more moving parts the better I liked it. Now the real action was about to start, along comes the baler. I'd seen balers before at the machinery displays at the fairs, not a particularly impressive machine, not at all like was just pulling up in mid morning after all the dairy personal had done their milking and delivered their milk. All hands showed up to get the hay in, this was a big day.

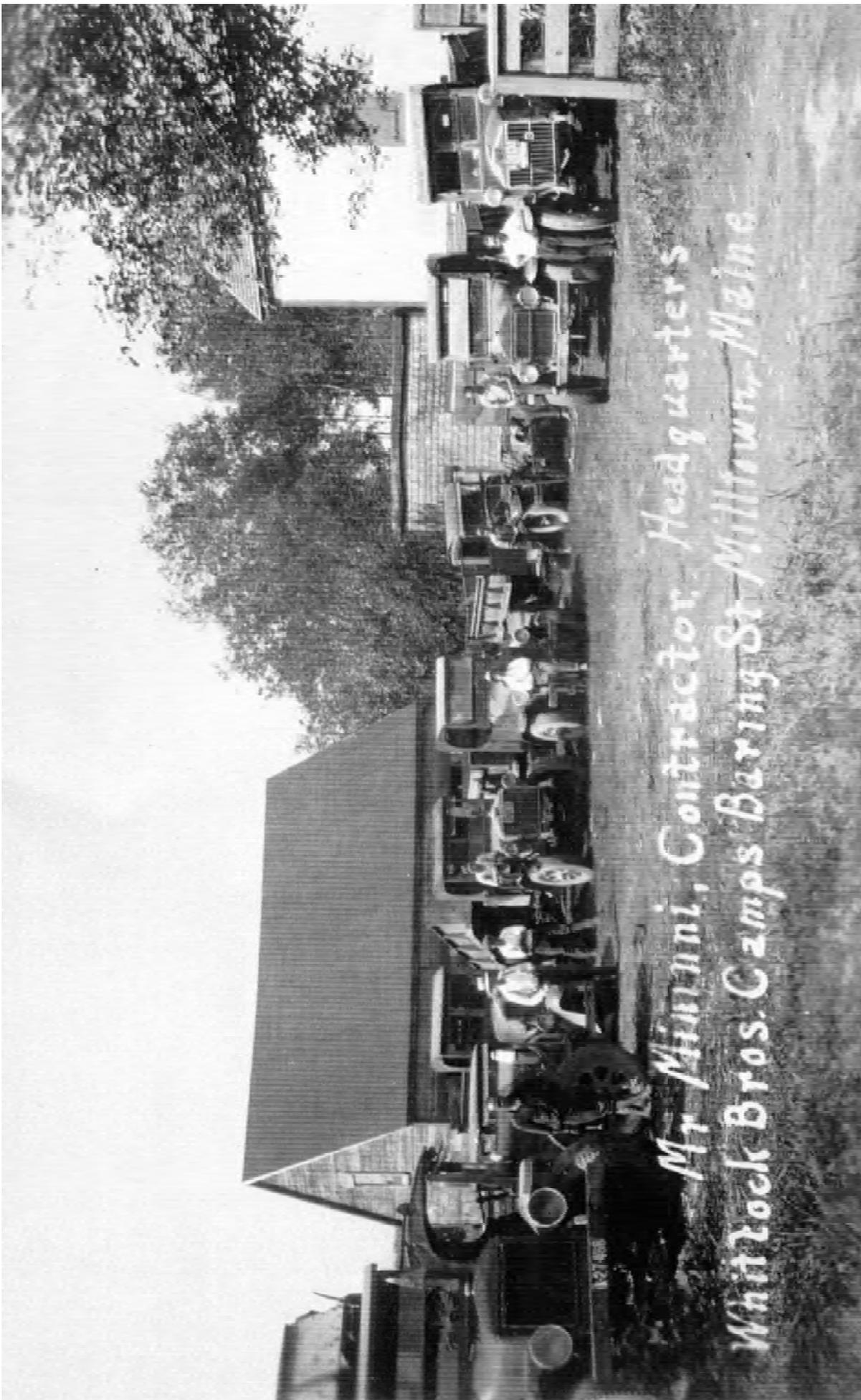
So now you're saying to yourself "I thought this was about trucking." Well there are trucks involved, two 1947 and one '49 Ford with wood flat bodies, I can hear the whine of that creeper gear now. And another truck, the baler. I've never seen another like it. The cab was that of the famous "duce and a half," a full covered cab in this case, not the canvas roof with a fold down windshield. The cab still had its olive-drap WWII military paint with the name Chevrolet stamped in the hood sides. What was different was that it had dual wheels on the front, with chains. And on the front bumper was chained, not on top but on the front face, a big slab of

granite. The rear of the frame had been cut off just ahead of where the rear suspension would have been and clamped to the top was the frame of the baler which was a trailer at one time. No four wheel drive on this rig, just the front. Way ahead of its time!

This rig had been driven down from the farm about five miles away, looked like a monster with those duals on front, engine was quiet as it drove onto the field where the vee four Wisconsin engine with a straight pipe was started. Now things are a little more interesting, we've got some noise. Next the engine's clutch is engaged and the V-4 sounds better, all kinds of shafts and wheels start to turn and then the throttle on the Wisconsin is put against the governor and what a beautiful sound as the machinery accelerated to working speed. A fellow gets in the truck cab, grabs a gear, lets the clutch out, and pulls the hand throttle so that engine is against the governor and away it goes, devouring hay. The up and down motion of the tamping apparatus seemed like the walking beam on a steamboat, the Wisconsin never misses a beat, and hay bales start coming out the chute, not getting thrown into a wagon, they simply fall on the ground.

Now there's more truck action, one of the Fords is following this converted army rig around in the field, men lifting and stacking each bale in place on the truck and when that truck's load is heaped above the cab another takes its place. Somehow I happened to find my way into the cab when I noticed that the truck had no driver. When they had a straight stretch the driver would get out and help throw bales on one of the Fords, I figured I could help keep the pick-up ramp of the baler in line with the windrow of the raked hay and I could if I put all my weight onto that steering wheel. No power steering and those duals wanted to go straight. When it came to the end of a straight the driver would climb back in and make the turn or in some cases back and fill to get started in another direction.

Now, I'm not going to say I was driving that contraption but I will say that that's when the idea of making trucks go got into my head and hasn't left to this day. Some of may have known Bill Williams, a successful contractor in Gardiner with a big fleet of dumps and mixers. One day I asked Bill how many drivers he had. Without thinking a second he said "I ain't got no drivers, only steerers." When I think about steering the baler truck my mind always comes back to what Bill said and yes, I was just steering.



The writing says this is the headquarters of Mr. Mininni, Contractor Whitlock Bros. Camps Baring St, Milltown, Maine. Maybe someone knows more about this contractor in Calis, how long he was in business and more important, did I get his name right. This is from a postcard in the collection of Steve Lang

Temporary Breakdowns

Sorry I have to report that Bob Stackpole had a bad accident with is metal lathe and from what I can tell he is now home and recovering. Lars has been keeping me up to date through emails from Steve Corssen and others. Bob, we all hope you get a thorough and quick repair job and that I can print an encouraging report in the next issue. GB

Bob is supposed to be coming home today if all goes well. You know how it is, they want to make sure you can pee before you go home. They had to stitch a cut on his face in three layers (must have been a very deep cut, he lost a lot of blood), his jaw was broken in a couple of places so they screwed a couple of plates in there and wired his teeth etc in place. It was a 2.5 hour operation. The afternoon after the surgery a nurse was wiping his mouth and asked Bob how that felt--he said he would prefer a Bud Light! Yesterday they gave him some pudding to eat and he told his daughter in law it tasted like shit. They offered him yogurt, which was a mistake, as he does not even like the word yogurt! All that being said, I guess his sense of humor is intact. He must have taken quite a wallop to the face though for the damage that was done. I am going to let family visit this weekend then I will go and see him the first of the week. Knowing Bob, he will not spend much time on the couch if he feels ok--he drives himself pretty hard. It was pretty scary in the beginning but it appears he is out of the woods and now needs to heal up. The toughest part will be eating. Bob loves his steaks and I think it will be a while before he can chomp down on a good steak. I will drop you a line after I see him and let you know how he is doing.

REMINDER

Great Fall Auction - Windsor Fair Grounds Sat. Oct. 26

Higmo's Saw Mill Days 2013 Sat. & Sun. Nov. 2 & 3

The Start of a Great Fleet



In the October issue I wrote a few notes about the passing of Nicholas Manicini Sr. who started and operated Portland Sand and Gravel for the last 50 years. I don't know when the name was changed from Cumberland to Portland but my guess is that the picture, taken by Sullivan Photo of Portland, was the early 1960s when he purchased two B-42s. I'm also guessing he got a longer lower dump box with twin outside frame telescoping hydraulic rams because he was loading with a small half yard shovel. GB

PUT ON YOUR CALENDER

- Oct 26 Pine Tree Chapter** Late Fall Get Together/Great Fall Auction – Windsor Fairgrounds; Details in this issue; Contact: Clayton Hoak (207) 582-3224
- Oct 26-27** Owls Head Transportation Museum – Great Fall Auction & Flea Market
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Nov 2-3** Higmo's Logging and Music Annual Saw Mill Days; Details on page 1
Contact: Allen Higgins or Paula Hersom (207) 442-0701

FOR SALE

For Sale: 1982 Kentucky Drop Frame Moving Van-44' long 96" wide, Inside dimensions 93 1/2 " wide by 112" ceiling height, Air-ride suspension, 3 curbside doors 1 large roadside double door, logistic posts, 9R22.5 tires on Steel wheels. Swing doors on back with 4 latches, belly boxes, spare tire rack, Cosmetic sheet metal damage to right side, roof has slight leak, a few bullet holes, some latches should be replaced, white but needs to be repainted. \$3000 Trailer is in my possession but not available until end of October. Can deliver to Fall Gathering on October 26 Call John Ellingwood 207-590-2298

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.

For Sale 1960 Talbert "Cableneck" 27 Ton Mechanical Detach Gooseneck Trailer, 17 foot well with 7 foot deck over 8- 10:00x20 tires. Original Build Sheet and Gooseneck instructions from Talbert Mfg. included. Tires are poor and lights could stand to be rewired. Trailer is pretty solid overall \$3500 Contact John Ellingwood @ 207-590-2298 or jellin@sacoriver.net

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 _____

Pine Tree Chapter Dues of \$10.00 run from January to December.

Mail to: Pine Tree Chapter ATHS
C/O Jamie Mason
104 Falmouth Road
Falmouth, Maine 04105

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