



Shop Manual

www.badgoat.net/ptcaths

February 2020

President's Message

Peter Mullin

With the holiday season in the rear view mirror it is time to start thinking of Spring projects and truck show season. For me personally that means organizing my workshop at our new home, figuring out the logistics of getting trucks home from various storage locations, and planning the construction of a new garage.

After a false start to the planning season, due to an ice storm that never happened, your Board of Directors met on February 1st. The topics discussed included - Chapter Finances, Events, Newsletter, and Donations. ATHS has directed all Chapters and Divisions to adopt a revised set of bylaws. Fortunately, the Pine Tree Chapter performed a comprehensive bylaw review back in 1998 and subsequently the changes are relatively minor for us. One of the key items is that any future bylaw changes would require the approval of ATHS Headquarters. The consensus of the Directors was that this was a relatively minor change and makes sense whereas we operate under National's tax exempt status. One of the other changes is that the number of Directors is no longer specified and thus is left open to the Board and ultimately the Membership to decide how many Directors we need to serve our members throughout the state. The Board is recommending that the Membership accept the new bylaws and that we proceed with 2 additional Directors to be elected at the Annual Meeting. Copies will be available at the annual meeting and can be e-mailed to members by request.

Currently, all of the Chapter Officers and Directors live south of an east-west line drawn through Augusta. I an effort to provide more balance on the board, and provide closer contact to members in the more northern and eastern portions of the state; I am currently trying to recruit 2 volunteers from the Bangor area (or further north and/or east) to serve as Directors in 2020.

We are also in need of volunteers to host and/or organize a couple of Spring Events. The Spring Stretch is in need of a host - this is a one day Pot Luck event held in mid to late April usually at someone's shop or collection (we have also gathered at a VFW hall, and a firehouse), an interesting diner, pizza place, or sandwich shop with a visit to something interesting would work too. The Spring Tour is also in need of a host/organizer - this is typically a two day event with an overnight (or two) with multiple stops at various interesting locations. It has been a very long time since we have done anything in Washington County. This would be a great location for a Spring Tour if we can find/coerce a volunteer in that area.

It seems that I am a bit long winded this month. So, I will wrap things up. I am looking forward to seeing many of you at the Annual Meeting and at events as the season gets rolling.

Peter

Annual Meeting

Annual Membership Meeting - Sunday March 15th at the Owls Head Transportation Museum. Social time beginning at 10:00 a.m. Pot Luck Lunch will be served at Noon with the Annual Meeting and Election of Officers and Board of Directors to follow.

Volunteers Needed

Volunteers/Locations Needed - Spring Stretch, Spring Tour, Late Fall Gathering-Fall Auction. Please contact Peter Mullin 207-838-5069 or wfd44@maine.rr.com

Nominating Committee

Nominating Committee - Anyone interested in running for a Chapter Officer or Board of Directors position - Please contact Clayton Hoak 207-582-3224 or 1948reo@roadrunner.com

Back Side Of Worley`s Log Book

Larry Worley

This one keeps haunting me and it should haunt the non-driver clowns that passed the 121 anti-skid systems of 1977. Caught some of the different models out through '78 to '82. A lotta guys were lucky enough not have any bad units on their rides. I, on the other hand, was "LUCKY" enough to catch a few. One in particular, a 78 Road Boss 2, which was the very first one I got to see. (I got right underneath, like a creeper ride) Being very fond of the older Whites with tubular crossmembers and classic straight frame rails these 'lightweights' made me feel sick. Thin 'cardboard' cabs, skinny rails had me leary about the stamina of such a soft machine. They were made to take over the rent/lease world, 4 year life expectancy, disposable recyclable.

The ghostly thing about this one machine is somehow I knew that day I was going to get stuck with it. I had no interest to even sit in it!

It gets worse! I went to work for Steel Service Center, Lewiston. After I'd been there 5 weeks guess what showed up with new Steel Service signs on the doors!

Bobby gave it to senior driver Paul St Jean and I breathed a short lived sigh of relief. After 2 weeks of that cab beating his ribs in Paul dove out of the thing like he'd never seen it and happily took back the Dodge cabover which wasn't that bad, Dodge had a 265hp Jimmy and 13 spd. Roadboss had 290 Cummins with something noticably wrong with the fuel pump. The cab of the Boss 2 was made with the cab skins of the Road Commander cabover narrowed up 8 or 9 inches, no cowling and you could see where the grill was supposed to bolt on. Cab mounts were way too small and too close together front to back to hold the cab still. Damn thing shook front to back constantly. After 8 hrs in these my shoulders just throbbled the rest of the day! I was junior member so this was my next 5 years! Oh, and did I mention nonpower steering? 24 to 1 ratio on the steering box.

Back to the 121 system. This truck tried to kill me in Quebec province. I had noticed under heavy loads my 71 Brown flatbed was doing most of the braking. With an 8 inch positive setting on the 5th wheel the front springs should have taken a diving motion when called on heavily but, this one wouldn't do it every so often and it kept getting worse. There was a control box on the passenger side rail that was to shut down the air to which ever axle was sliding on slippery surfaces. It got to where it wasn't coming back on at all; I was leaving ridiculous amounts of room between vehicles. I went through 2 full sets of brakes on that old 71 Brown and still had 80 percent shoes on the Boss 2!

Headed for Montreal (I called it Montrebec !) to the steel houses early morning, on Autoroute 10 at kilometer 70, starting down over a ladder of short hills like a kiddo rollicoaster, slowed way, way down to TWENTY mph as the frost heaves were THAT bad!! Center strip snowbank was 4 ft high and damn near solid rock status. That Cummins instantly came back to idle which started into quick jack knife to driver side. I was on wet ice! Grabbed the wheel cranked it right but not near quick enough to catch up!

I don't know what others think at times like this but I

come from stock cars, done some stunt driving and silly stuff like that. When I saw all was lost I hit the seat belt release, dove over toward the other seat and took my feet with me! Pulled everything that said "emergency-whoa". Thinking to myself "I've got a lot more class in me than to die in this P.O.S.

When I was spinning around like old Tiltawhirl I heard a very loud "BOOM"! I thought "gonna have to fix whatever that was!" When the left steer tire caught the banking it yanked the tractor into very violent knife.

The whole rig got turned drivers door into the left frame rail of the flatbed which cut the cab off the floor and bent the door around the steering wheel, also bent the seat on steering wheel which was a good reason not to be there! the tractor climbed the banking steep enough that the rear frame ends slammed up against the pin plate up front with a scary amount of leverage power that yanked the pin down out of that solid abrasive resistance plate AND up out of that Fontaine fifth wheel in one move. I'm sitting in the floor with granulated rear window in my hair and vest pockets, hot oil from the crushed luberfiner down over my left shoulder. I looked out the back window at an eastbound Freightliner that stopped on the other side, gave him soldier salute and heard him say on the radio (channel 12 up there) "the yank's O K, he saluted me!"

Both fuel tanks destroyed, cab much smaller, front frame rails both bent to the left a couple degrees, the thought was: maybe they will get me a Western Star glider! NOPE! They gave it to Wayne Lolley Repair. Got it back from Lolley, had breakfast with him at Cole Farm and he asked about it. I told him the cab shakes back and forth and he said bring it back, we'll fix it. I told he did, that's what it was like before!

Oh yeah! found the pin packed in the ice next to the inter axle drive shaft! One day coming back from Rockland the brakes on the Boss 2 quit working, no air to the axles, only my old dependable Brown flatbed worked. Got back to Lewiston, dropped the trailer, very gently tiptoed the Boss 2 to the repair place they used. Brought the shop foreman out to show him what wasn't, looking right at the porkchops (slack adjusters) and nothing moved! Nothing moved! Was told he didn't see any problem!

I told the guy that I wouldn't allow anyone to drive it, that I would have the Commercial Vehicle Enforcement guys go through it. The guy told me that they couldn't bypass those systems. I asked if he had talked. He said no. I told him, things have changed! He called. I got a ride back to Steel Service!

I ran across 121s in 3 Macks at Georgia Pacific Mack wasn't hard to work with at all. They always came with something to do for them. Simply turn the sensor ring around in the drum put the sensor tips outboard, no more problem!

The education you get out on the road, you cant buy! Til the next page Larry

Galen Cole

BANGOR - Galen Cole, 94, died January 9, 2020, in Bangor. Born Nov. 29, 1925, in Bangor, Galen was the fifth of seven children born of Albert J. and Amy (Stone) Cole. He had battled prostate cancer since 1993.

A 1944 graduate of Bangor High School, Galen was a combat infantryman with the U.S. 5th Armored Division and lost his entire squad, 5 killed and 8 wounded fighting in Germany on April 2, 1945. A recipient of the Purple Heart and Bronze Star, he served as president of the 5th Armored Division Association and three times hosted the group's annual reunion in Bangor, including its final reunion in June 2012.

He worked 50 years for Cole's Express, including decades as president, growing the company to a regional carrier serving Maine, northern New England and the Canadian Maritimes.

Galen served on and led over a lifetime scores of civic, charitable, military and business groups. He was elected in 1955 to the Bangor City Council at 29, and was mayor in 1958. His life of service included terms as president or chairman of: The Bangor Chamber of Commerce, Bangor YMCA, Target Area Development Corp., Down East Friends of Jackson Laboratory, Associated Industries of Maine and UM College of Business Advisory Board. He served 24 years on the University of Maine Development Council, several as its president. He was an Honorary Alumnus and received the coveted Black Bear Award for outstanding service.

The Military Order of the Purple Heart selected Galen for its National Americanism Award. He was an honorary member of the Maine National Guard and received the Distinguished Service Award from the 101st Air Refueling Wing. He led the Dedication Committee for the I-395 Veterans Remembrance Bridge and was selected chairman for Bangor's celebration and parade marking the 50th anniversary of the end of World War II. In 1994, he helped patriots from Luxembourg form the US Veterans Friends Luxembourg, and served as its honorary president. The Maine American Legion named him Citizen of the Year and later presented him the Distinguished Service Award.

Galen received the Norbert X Dowd Lifetime Achievement Award from the Bangor Chamber of Commerce, the Business Leader of Maine Award from the Maine Chamber of Commerce, the Friend of Education Award from the Maine Education Association and an Honorary Doctorate of Business Administration from Husson University. He served 32 years on the boards of directors of Merrill Trust Bank, Merrill Bankshares and Fleet Bank. He was a board member of Central Maine Power Co. and Eastern Maine Medical Center. In 1968, he served as Potentate of Anah Shrine. Galen served terms on the vestry, followed by service as Junior, later Senior warden, of Bangor's St. John's Episcopal Church. In 1990, Galen and his wife, Sue, created and opened

the Galen Cole Family Land Transportation Museum, which has been visited by more than half a million people from all 50 states, every Canadian province and dozens of foreign countries. Galen considered his highest public honor the gift of 77 Maine antique vehicles even before construction of the Cole Museum was begun. Since its opening and from all corners of Maine, more than 50,000 Maine schoolchildren have interviewed veterans in the museum's Ambassadors of Patriotism program. Maine made maple walking sticks have been given to more than 10,000 Maine veterans of World War II, the Korean War, the Vietnam War and the Global War on Terrorism.

Galen was proud to have the museum grounds the home of several patriotic monuments, among them the Maine World War II Memorial, The Maine Vietnam War Memorial, The Maine Purple Heart Memorial and Bangor's World War II Memorial.

Galen's highest honor was the 73 year marriage to his childhood sweetheart, Suzanne (Welch) Cole, who predeceased him in 2017. Surviving him are their five children, Ann Parke and husband, George, Richard "Dick" Cole and wife, Jane, Garret "Gary" Cole and partner, Patricia Russell, Janet Cole Cross and husband, William, Galen "Len" Cole Jr. and wife, Michele; 11 grandchildren and 16 great-grandchildren. Also surviving is his sister, Dorothy Warren. Galen was predeceased by his parents; brothers, Gerald, Chesley, and Vaughn; sisters, Jackie Wakefield and Winona Sawyer; and daughter-in-law, Marsha Cole.

The Galen Cole Family acknowledges and thanks the dozens of lifelong employees and family members of Coles Express, plus scores of Cole Museum volunteers who have been vital to the museum's ongoing success.

More than 200 veterans of World War II, Korean War, Vietnam War and the Global War on Terrorism have shared for 27 years their experiences with Maine youth through the Cole Museum's Veterans Interview Program. Now 3rd and 4th generation Cole family members are helping assist dozens of Maine Military and Civilian volunteers to assure the continuation of programs for generations to come safeguarding the guiding principle that the Cole Family Foundation will strive always to be Maine's most efficient charitable organization, following Galen's commitment to God in WWII if allowed to return home from that war he would work to leave his fellow man better off than he had found them.

A public memorial service will be held at 11:00 am Saturday, January 25, 2020, at Anah Shrine Center, 1404 Broadway, Bangor, with Dr. Steve Smith, Pastor of the First United Methodist Church, officiating. All recipients of walking sticks are invited to attend and proudly carry and use them. Condolences to the family may be expressed at BrookingsSmith.com.

Published on January 10, 2020

Quick History of White Trucks

Clayton Hoak

In 1980, after years of financial struggles, the White Motor Corporation (Cleveland, OH) went bankrupt. White was a major player in the truck manufacturing industry for many years.

Depending on your age and your interest in trucks in 1980, the loss of White Motor Corporation may not have registered as a significant event. Today, to many of us, the reference to a "white" truck negatively reflects truck fleet owner decisions to save on truck purchase, and paint and repair costs.

There does not appear to be a definitive source on the history of White Motor Company and White trucks. It would be a major undertaking. Below are a few, abbreviated, historical tidbits pulled from various sources.

The White Car company was started in 1900 by Thomas H. White, founder of the White Sewing Machine Company. Sons Rollin and Windsor completed assembly of 50 steam cars in a corner of the sewing machine factory in October, however none were retailed to the general public until April 1901 so the design could be thoroughly vetted to ensure an automobile built by a sewing machine company would not diminish the reputation of the parent company. (1)

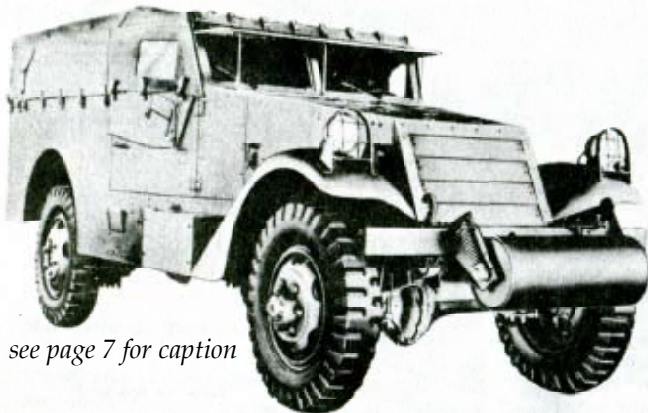
In 1905 White Motor Company becomes a separate company from the White Sewing Machine Company (1) and in 1911 White discontinues the production of steam powered cars and transitioned to gasoline powered cars. (2)

1916 Rollin White, and brother Clarence, start the Cleveland Motor Plow Company, which became the Cleveland Tractor Company (Cletrac) a year later. (1), (3)

Post WWI White decided to discontinue manufacturing automobiles and focus on commercial trucks. (4) City, inter-city and national Park buses were a large part of the White Motor Company business in the late 20's and 30's. (2)(5)

In 1932 the White Corporation briefly merged with Studebaker due to low sales during the Depression, but two years later, they reorganized and became White Motor Corporation. (4)

In 1932 Indiana truck becomes a subsidiary of White Motors. In 1933 production was moved to Cleveland, OH. Indiana trucks were produced until 1939. Indiana truck (Marion, IN), started by the Marion Iron and Brass Bed Company, was an independent manufacturer from 1910 to 1926, and under control of Brockway from 1927 to 1931. (6) At the start of World War II White designed and (with other companies) produced the M3 Scout Car, the standard United State Army reconnaissance vehicle. White also built the later M2, M3, M13, and M16 half-track vehicles. (2)



see page 7 for caption

Post WWII White made the decision to produce only large trucks. (1)

Acquisitions were the name of the game in the 1950's - In 1951 White acquired Sterling trucks.

The Sterling nameplate, unused by White as long as the company owned it, went to Freightliner after the companies' split; it was used from 1997 to 2008, by Daimler Trucks. (2)

From 1951 until 1974 White Motors distributed Freightliner trucks under the co-branded name White-Freightliner. Freightliner largely existed as a subsidiary of the Consolidated Freightways trucking company (CF) and co-branded with White to establish a distribution network for its product line outside of CF. All vehicles produced for CF were badged as Freightliners. (7)

In 1953, White purchased the Autocar Company which was followed by the acquisition of REO in 1955 and Diamond T in 1958. (2)

In 1967, White Motor Company merged Diamond T and Reo to form Diamond Reo Trucks, Inc. White sold this merger of two low volume subsidiaries in 1971. Also in 1967, White started the Western Star division to sell trucks on the west coast. (2)

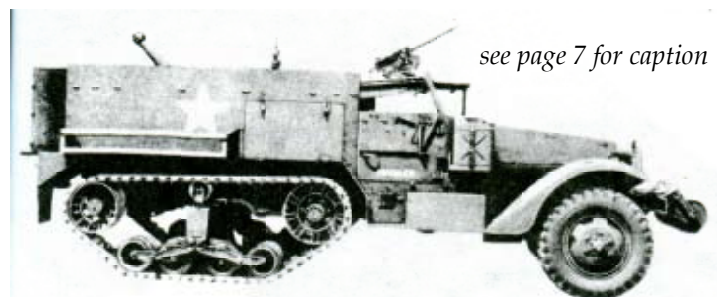
Through the mid 70's White marketed its' brands as "The Big 4": Autocar - Freightliner - Western Star - White. (1)

As previously noted, White Motor Company went bankrupt in 1980. In 1981 A.B. Volvo purchased some of White Motor Corporation's assets to form the Volvo White Truck Corporation, based in Greensboro, NC. At the time Volvo White sold vehicles under the Volvo, White and Autocar nameplates. (8) The Western Star marque continued independently in Canada and the United States, although Western Star re-badged Volvo-White produced high cab-over-engine models for sale in the Canadian market through the early 1990s. (2)

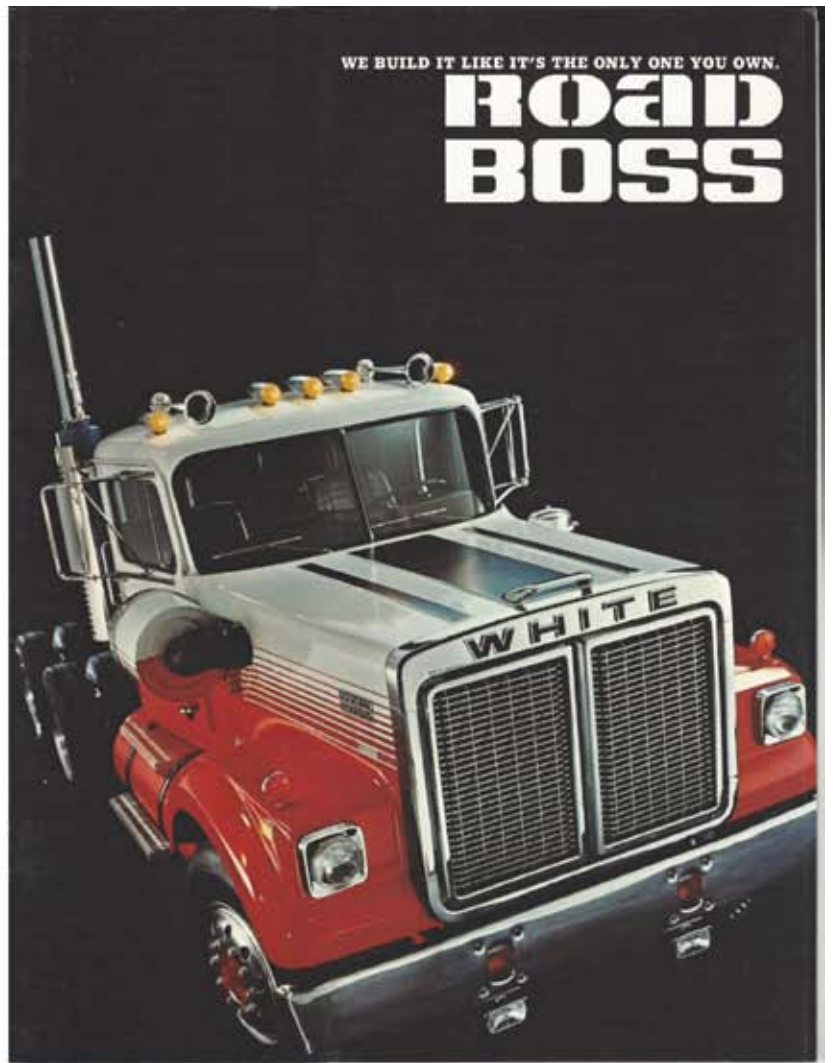
In 1988 Volvo GM Heavy Truck Corp. was formed as a joint venture between Volvo and General Motors Corp. Volvo GM trucks were badged WHITEGMC and Autocar. (8) The WHITEGMC nameplate was discontinued in 1995. (8) This ended 95 years of cars and trucks wearing a White or White co-branded badge.

Sources:

1. https://tractors.fandom.com/wiki/White_Motor_Company
2. https://en.wikipedia.org/wiki/White_Motor_Company
3. <https://case.edu/ech/articles/c/cletrac-inc>
4. <https://www.hammertrucks.com/white-3/>
5. Burness - Ultimate Truck & Van Spotter's Guide 1925-1990
6. http://www.wikimarion.org/Indiana_Truck_Corporation
7. https://en.wikipedia.org/wiki/Freightliner_Trucks
8. <https://www.volvotrucks.us/about-volvo/history/>



see page 7 for caption



THE BIG
4 **AUTOCAR.**
FREIGHTLINER.
WESTERN STAR.
WHITE.
WHITE MOTOR CORPORATION

above and right: 1974 Road Boss 2
below: 1979 Road Boss 2



Maine Truck History Trivia

George Barrett

For many years a bunch of trailers sat along side the road in Union at the B.M. Clark Co. yard. I could tell by the color they were military surplus equipment but I'd never seen any in use, either on the road or in pictures. Easy to recognize that they were of the folding gooseneck type such as Hyster and Martin produced. Warren Bros. Roads had one that saw many time, great idea for moving paving machinery like rollers and pavers. I originally thought they were cable operated but now I know they had some kind of manual hydraulic system.

I used to slow down every time I went by, some may

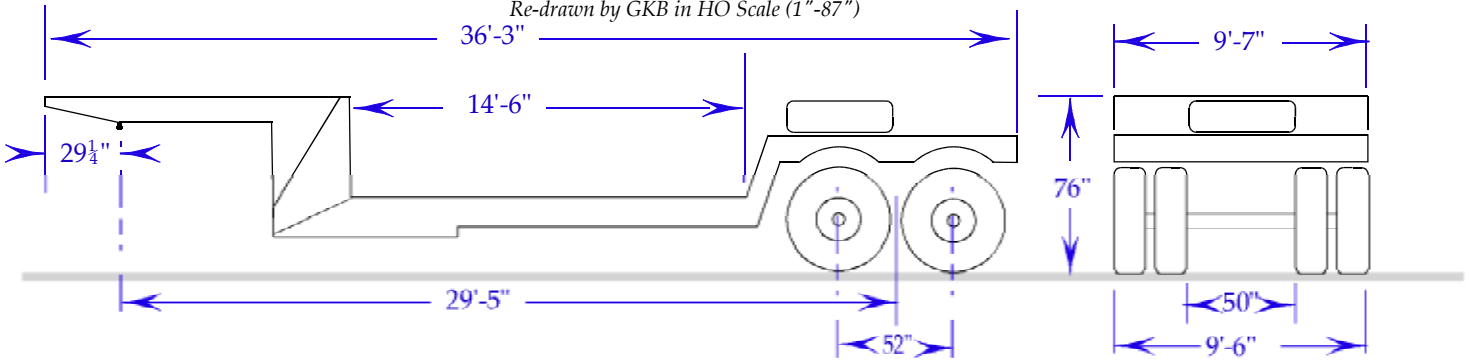
remember that Clark made self unloading chicken feed bodies and trailers there, very nice looking products. I should have stopped by to find out if the trailers were there for resale or modification. I did know that Mr. Clark had worked on the west coast during the war years for Challenge-Cook who had a part in designing and building the big 40 ton tank transporting "Draging Wagon" I originally thought they were cable operated but now I know they had some kind of manual hydraulic system.

If anyone knows where any of these ended up or any further details about these trailers I'd like to know and will write the rest of the story.

SEMITRAILER, LOW BED, FRONT LOADING 20-TON (LONG GOOSENECK) DEPARTMENT OF THE ARMY TECHNICAL MANUAL

from: TM9-2800 **OCTOBER 1947**

Re-drawn by GKB in HO Scale (1"-87")



Manufacturers: La Crosse Trailer Co.; Steel Products Co.; Winter-Weiss Co.; Gunderson Engineering Co.

Classification: Corps of Engineers standard.

Make of vehicle illustrated: La Crosse.

Purpose: Used by Corps of Engineers to transport construction machinery or general cargo.

Body type: Flat bed

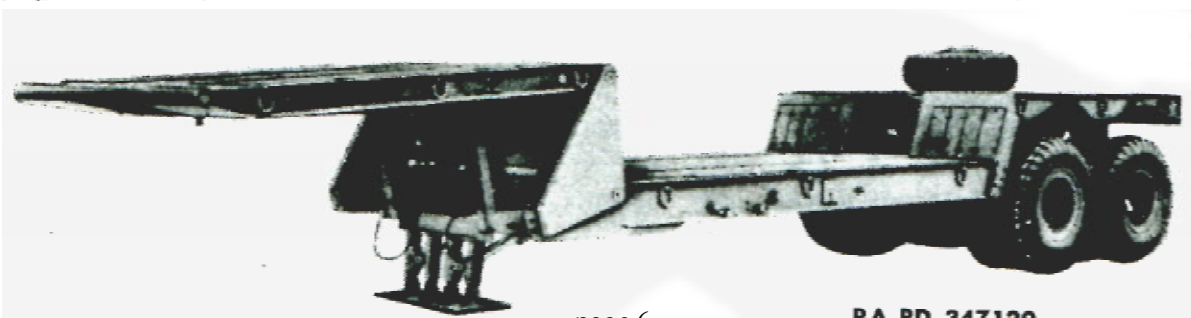
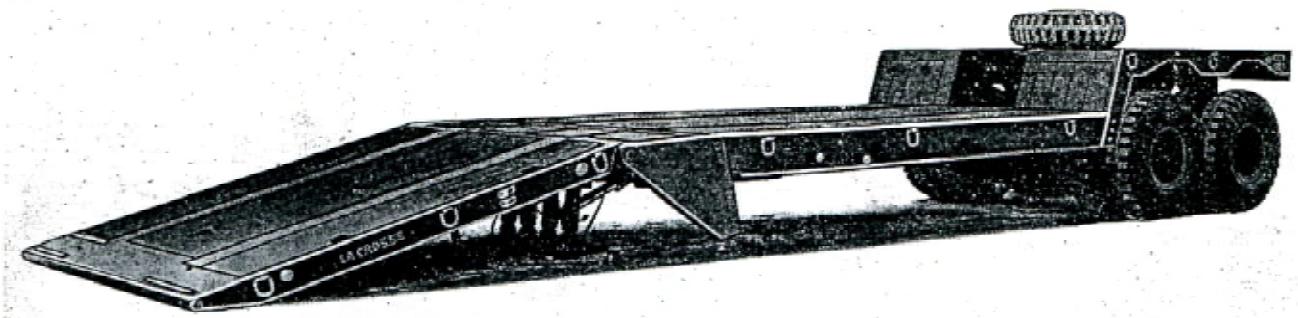
Weight (lb): Net—23,900 Payload—40,000 Gross—63,900

Weight distribution (lb):

Empty 5th wheel—8,000; rear axle—each 7,950

Loaded 5th wheel—23,900; rear axle—each 18,050

Tires: Ply—12 Size—14.00 x 20; spare—1 Operating—8	
Maximum cool pressure (lb)	90
Ground clearance: . . . (in.) 18 1/4	Loading height: (in.) 38
Brakes:	
Service — Bendix-Westinghouse — air; Parking — hand-mechanical	
Towing vehicles to be used: Truck-tractor, 6-ton, 6 x 6	
Shipping dimensions, assembled vehicle: (cu ft) 2,144.5; (sq ft) 338.6	
Bogie wheelbase: (in.) 52	
Pintle heights (in.):	Rear—34
Semitrailer, low bed, front loading, 20-ton (short gooseneck):	
Wheelbase (in.)	342
Over-all length (in.)	424



The information on the right and the photo of the gooseneck in the loading position are from Technical Bulletin 5-9720-15 dated April 1945. The info in the 1945 book which is titled Technical Data For TRAILERS has the tire size as 12.00-20 rather than 14.00 and also leaves off the "long gooseneck" in the description. The October 1947 MILITARY VEHICLES TM9-2800 is considered to be the all inclusive accurate book, superseding the the September 1943 and February 1945 issue. Mine came from Portrayal Press, P.O. Box 1190, Andover, NJ 07821.

Notes for pictures on page 4 and 10:

left Scout Car 4x4, M3A1 manufactured by White Motor Co. Gross weight 13,055, powered by a Hercules JXD 6 cylinder 320 cubic inch 87 horsepower @ 2,400.

right 81-MM Mortar Carrier, Half Track, M4A1 manufactured by White Motor Co. Gross Weight 20,140, powered by a White manufactured engine model 160AX 6 cylinder 386 cubic inch 142 hp @ 3,000

page 10 6 Ton Truck, 6x6 manufactured by White Motor Co. GVW 33,880, net weight 21,530, engine model Hercules HXD 6 cylinder 855 cu in, 202 HP @ 2,150. Notice the "WHITE" badge above the grill, White was told to not to mount these in the future.

1. **GENERAL:** This front-loading semitrailer is a four wheel, trunnion-axle vehicle equipped with dual tires. Landing gears at the front end of the frame are hydraulically actuated. The semitrailer can be pulled by a truck-tractor equipped with a suitable fifth wheel, or, using the dolly, with the dolly drawbar attached to the pintle hook of the towing vehicle. The entire front kick-up can be lowered (by a one-man-operated hydraulic mechanism) to form a ramp for loading.
2. **REFERENCES:** For further information regarding this equipment, refer to: Combined Operator's Manual, Maintenance Manual, and Parts Identification List.
3. **UNDERCONSTRUCTION:** Spring assemblies: 2, main and helper. Type: semielliptical, leaf. Main springs: length 59 $\frac{3}{8}$ in.; width 5 in.; leaves 13. Helper springs: length, graduated; width 5 in.
4. **AXLES:** Make: Standard Forge & Axle. Spindle diameter: 3.4988 in. at inner bearing, 3.3463 in. at outer bearing. Bearings: tapered roller.
5. **BRAKES:** Type: double-anchor, two-shoe, heavy-duty, internal-expanding, Bendix-Westinghouse actuated. Diameter: 16 $\frac{1}{2}$ in. Width: 7 in. Slack adjuster: provides 360° adjustment. Safety feature: emergency valve sets automatically if break-away occurs. Brake adjustment (push rod travel): $\frac{3}{4}$ to 1 $\frac{1}{4}$ in.
6. **WHEELS:** Make: Budd. Type: ventilated disc, 10-stud. Size: 12 x 20. No. used: 8, plus one spare.



2020 COMING SHOWS AND EVENTS

Sun. March 15 Pine Tree Chapter Annual Meeting at Owls Head Transportation Museum

Fri-Sat April 17-18 ATHS – Mack Museum see explanation in box below from Clayton

April TBD Pine Tree Chapter Spring Stretch

Sunday May 3 Western Mass Chapter – ATCA Antique Truck Show, Yankee Candle – Route 5, 10 & Yankee Way South Deerfield, MA

Sat-Sunday May 16-17 Bay State ATCA 19th Annual Show – Bolton Fairgrounds, MA

Thurs-Sat May 28-30 ATHS National Convention and Truck Show Springfield, IL

Sunday June 2 Ocean State Vintage Haulers- ATHS Chapter Show - Johnson, RI

Sat June 6 Springtime Truck and Tractor Show Burlington, ME, Doug Wakefield

Sat - Sunday June 13-14 Connecticut Yankee Chapter – ATCA 20th Annual Show - Bethlehem, CT

Friday - Sun June 19-210 Watson's Wheels and Water, Naples, ME

Fri-Sat June 19-20 ATCA Annual Truck Show Macungie, PA

Friday- Sat June 19-20 ATCA Annual Truck Show & Flea Market – Macungie, PA

Fri-Sat July 30 Aug 2 Rockbusters Antique Construction Equip Concord, NH

Sat - Sun July 18-19 Owls Head Truck & Tractor Show

Sat Aug 1 Green Mountain Truck Show Chester VT 8:00-2:00 at ***Northeast Driver Training, 1987 Rockingham Rd. Chester, VT. INFO: Roger Martin 802 439-5797 or 802-477-2594 e-mail mackltd52@outlook.com *** New site for our show

Fri-Sat Oct 2-3 31st Annual Mack Truck Day - Lititz, PA TBC

Sunday September 13 Pine Tree Chapter 3rd Annual Topsham Show; alternate 9/20/20

Sunday Nov 2 Pine Tree Chapter Late Fall Gathering –

2020 ATHS National Convention & Truck Show Volunteers Needed

If you are planning on attending the 2020 ATHS National Convention & Truck Show in Springfield, IL this May 27th through May 30th please consider volunteering for a shift or two (or more). The Convention's Volunteer Committee is looking for volunteers to help make the Convention a success. Inside volunteer options include Photocard, ATHS Store, Archives, Awards, Membership, Vendors, and Presentation Support (these volunteers need to be tech savvy). Outside volunteer options include Spectator Registration Gate, Volunteer Assignment Desk, Traffic and Gate Control, Truck Unloading, Truck Washing, Truck Registration, Wheel Chock, Photo, Truck Parking – Indoor and

Outdoor, Signs, Volunteer Transport and Water Distribution, and spares.

There are two volunteer shift windows on Tuesday and Saturday – am and pm – times vary slightly depending on location, with shift changes at 12:15-12:30 pm; and three volunteer shift windows on Wednesday thru Friday – am, mid-day and pm, times vary slightly depending on location; with shift changes at 10:30-10:45 am and 1:45-2:00 pm.

Contact Barbara Sloan at 816-77-0689, e-mail barbara@aths.org, or use the (currently under construction) volunteer link on the ATHS website... [www.ATHS.org/ Convention](http://www.ATHS.org/Convention). Thank you for your consideration.

ATHS Town Hall and Mack Truck Museum

ATHS Town Hall 2020 Event - Saturday April 18, 2020
Mack Truck Customer Center, 2402 Lehigh Parkway South,
Allentown, PA

From ATHS President Tom Mullen -

I wanted to take a moment to tell you all about the ATHS Town Hall Meeting that will be taking place on Saturday 18, 2020 at the Mack Truck Customer Center in Allentown, Pa. The purpose of the meeting is to give all of our ATHS members who live in the area the opportunity to attend an open forum information meeting to learn more about ATHS. The day begins at 9:00 am with introductions and then a brief update of ATHS which will then be followed by a question and answer period. After the business meeting we will have lunch on site then a self-directed tour of

the Mack Truck Museum, Mack Theater and Mack Gift Shop with the day winding up at 3:00 pm. The event is free and open to ALL ATHS members and one (1) guest per member due to limited space. RSVP is REQUIRED by April 10th and can be done by visiting <https://aths.org/townhall2020/> or calling (816) 891-9900.

REMEMBER RSVP is REQUIRED BY APRIL 10TH!

For PTC members and guests possibly interested in attending please contact Clayton Hoak if you might be interested in sharing travel and room costs with other members. You are also free to make your own arrangements and we will see you there. Clayton (207)522-7088
1948reo@roadrunner.com

DeCato Bros White WB
out of Lebanon, NH



For Sale and Wanted

FOR SALE: 1954 GMC 450 cab & chassis (former fire truck)
13,000 miles 302 6 cyl 5+2 PTO \$1500

1966 C-10 Chevrolet pickup 8' box 4 speed frame sand-
blasted and painted, truck id disassembled \$2000

1985 GMC half ton 2 wheel drive, rolling chassis, frame is
perfect, includes 5 rally wheels \$500

1982 K-10 Chevrolet 4x4 cab & chassis, frame in excellent
condition \$1500

Power Steering components for GM cab-overs 60s -70s \$200

Inner and Outer Fenders for 1954 Chevrolet 1.5 ton \$400

1966 Chevrolet C-10 cab & chassis short box no drive train
(cab and frame only) good swing arms \$500

4-speed overdrive manual transmission for K-10 with 6.2
diesel, very rare \$100

Bob Dore, Church Hill Road, Vassalboro cell: 207-242-8751

WANTED: I'm looking for an old school Detroit Diesel
mechanic. Portland area or can deliver the truck. 207-949-
1360 Jamie.

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

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

From Your Editor

Please let me know of any changes with regard to the cal-
ender of events for the year 2020. I know there are more
that what I've got listed and I'll put them on the list as
soon as I hear about them.

I also want to upgrade this page of items wanted or for
sale. I've been leaving everything on until I hear that I
should remove it (or I've forgot to remove it). I'd like to
make sure that everything is current.

If there's ever anything you'd like to see for an article on
or to expand on an article or column that's already been
written let me know that as well. And don't forget, if you've
got some news let me know!

George

FOR SALE: Thinning out the Herd

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

1956 Walter FGBl. Cummins, restored. \$6,500.

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

1978 Autocar tandem prime mover, Cummins powered.
Nice old truck. Needs tires. \$5,000 which is what I paid for
it.

1957/97 Walter rehabbed by the factory and one of a kind.
Brand new GMC 671 in '97 with almost no hours on it. The
factory got too much money in the truck and the town
refused it and, even at that, they missed the rebuild of the
springs, pins and shackles, which I did last year with about
\$5,000 to Palmer Spring. It's in the Walter book. The rebuild
was in 1997, but the truck has never been used, because the
factory and the town involved got into a dispute and the
truck sat and then I bought it. I don't need one more
Walter! Best offer.

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

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

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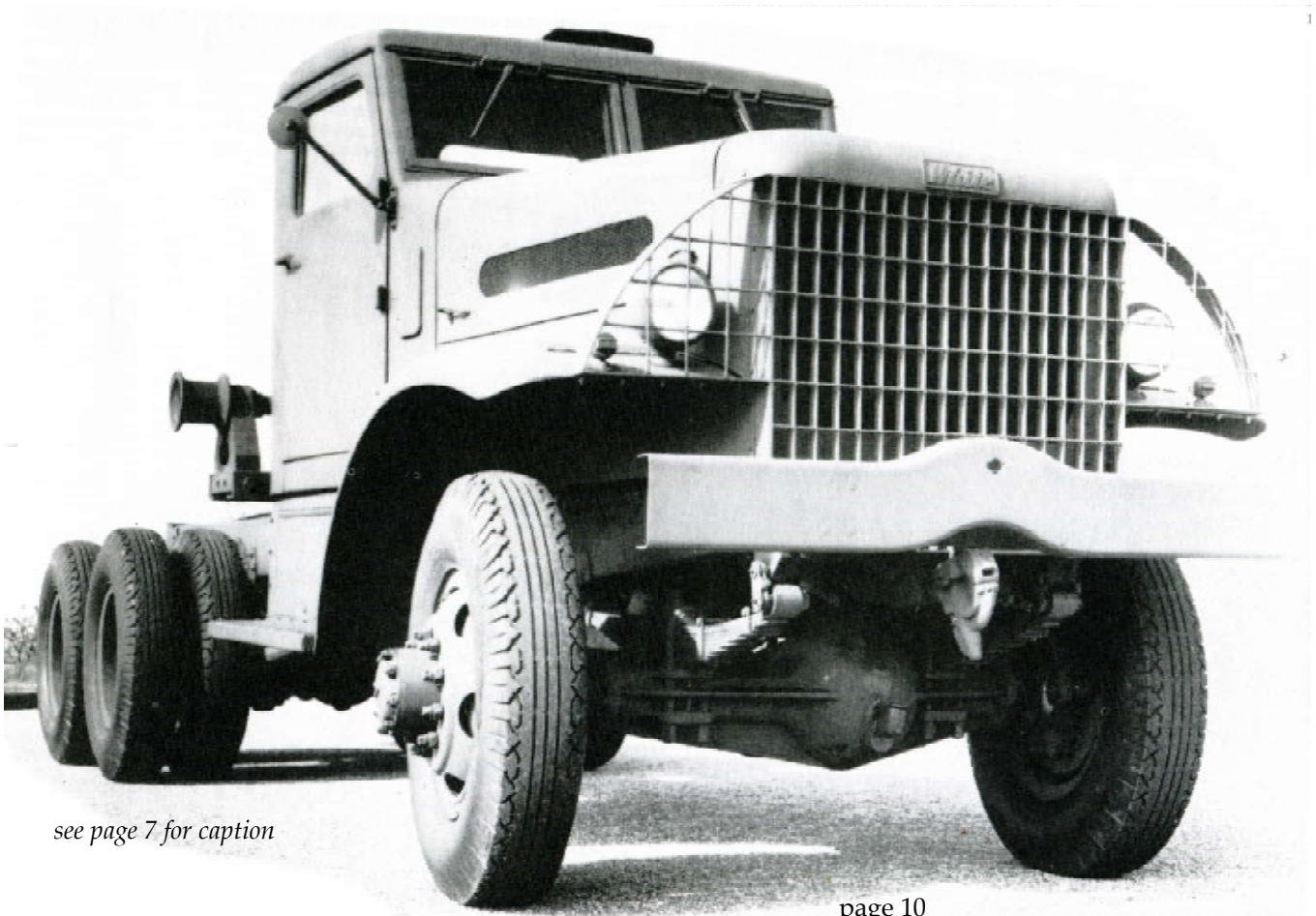
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Pine Tree Chapter ATHS
c/o George Barrett
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see page 7 for caption