



# Shop Manual

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

April 2015

## President's Message

*John Ellingwood*

Good Day Everyone. I hope this newsletter finds everyone with temperatures ABOVE the 30 degree mark. Spring certainly is around the corner. I think I can honestly say about half of the accumulated snow in Scarborough is now gone and the ice dam on the roof has disappeared. I heard lots of stories of mishaps this winter from roof collapses, traffic accidents, house and garage fires. I hope all of you and your loved ones made it through unscathed.

On March 8th the chapter membership joined at The Owls Head Transportation Museum for the annual business meeting. For the most part it was pretty routine with no brawls or other disorder. Thank you all for that! I can't understand why I let myself get so nervous at these things. I have never met such an easier crowd to work with. Thank you all for coming and bringing something to share for lunch. Thank you also to all the staff at Owls Head Transportation Museum for always being so accommodating. They truly are a great bunch.

This year Steve Marshall has stepped down from his position as Director. Steve has been a director for a few years and has always been willing to help out when asked. He coordinated efforts for the first and second run of PTC calendars, and has helped out on a couple tours. I am sure we will continue to see Steve at future events. Thank You Steve.

Filling the empty Director position is none other than Cheryl Billings. Cheryl is the wife of Barry Billings and

they live in Durham with their assorted collection of vehicles. Cheryl has been on our Owls Head Committee for a few years now, comes to almost every PTC event and when needed, is my attention getter. I've never known Cheryl to be shy in a crowd. Thanks Cheryl for stepping up. I am sure you'll be a great addition.

As I said, Spring is around the corner and with that comes the ATHS National Convention and Truck Show in York, PA. By a show of hands at the meeting I would say there is a large number of PTC members planning on attending. It really looks to be an incredible show with some nice tours planned for those that wish to go. Clayton reported that the current registration numbers suggest that this may be a record breaking show. Unfortunately, I have made the decision not to go. It wasn't an easy decision but very necessary. I had several offers to carpool and share rooms. I appreciate all of you that offered and I am sure everyone will have a great time. For those that wish to stay close to home we have plenty in the works for this year.

Plans are in place for our Spring Stretch. Howard Clouston from Bangor will be hosting this event. So get those trucks started, clean out any hidden easter eggs, and prepare for the ride to Bangor. Details are inside and you can be sure to see me there!

Happy Easter!

*John*

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### PINE TREE CHAPTER SPRING STRETCH

Join us in Bangor on Sunday May 3rd for our Spring Stretch. Our Host is Howard Clouston from Bangor. Thank you for accommodating us this trip, Howard. Here are the details:

Sunday May 3rd 10:30am to 2:00pm VFW Hall Parking Lot, 1368 Hammond St. EXT, Bangor, Maine

From I-95: Take exit 182B, Go straight through the first traffic light, Travel about 1 mile to Dorrs Equipment Kubota Dealership (on left) Take a right and another quick right onto Hammond Street Extension. The VFW Hall will be on your right.

There is plenty of parking for all that wish to come. Bathroom facilities and power for those crockpots included. Howard and his "staff" will provide Burgers and Dogs and the chapter can provide the rest for a light potluck luncheon. For more information Contact Howard at 207-852-4424

# 2016 Antique Truck Calendar

Tom Hudgins

On March 8th at the annual membership meeting, I took over the responsibilities for the annual Pine Tree Chapter calendar. John Ellingwood Jr. and I have been in discussion about the volunteering of my photography services. John has seen my photography work online and has given me free reign to put together next year's calendar. I received two copies of last year's calendar and have emailed Dale Rand Printing about the image requirements for next year's edition.

I want the calendar to represent the diversity of truck brands owned by members with an emphasis on promoting the group. After I left the membership meeting, I used one of the calendars as a promotional tool for the society and the chapter. I picked up two aluminum rims plus steer tires in Knox for my Transtar. The seller is an old truck enthusiast and restoring a 1984 Peterbilt 359. He had never heard of us but did know about the Owls Head Truck show. I invited him to check out this year's show in July.

I'll be taking pictures in York, Pa and various shows here amongst the pine trees. I plan to be at the national convention in May. There has been discussion about getting a group picture for members attending the show in York. I have volunteered to take the picture or set my camera up on a tripod and have someone take the picture so I can be in front of the camera. Maybe

we could get one with Alex Debogorski? I will also be available to take photos of your truck or trucks. If you would like some nice high quality photos, I plan on being at the convention all three days. Also, I will be at the Spring Time Truck and Tractor show in June taking any additional pictures I need for the calendar. The show in Lincoln will be the first show where I will take photos and bring my truck. It has been six years but it finally is ready to drive on a few trips without worrying about MayPop tires.

I have received an image for November's featured truck and have archive photos from truck shows to fill in any blanks. I have been in contact with a few members about photographing their trucks once the snow melts either next month or May. If you have images of your truck in digital form and want them in the calendar, send them to me via email to tomchristopher28@gmail.com. Additionally, I can scan photos to digital format if needed on my computer. My home address is P.O. Box 43, Bradford, Me 04410. A self-addressed stamped envelope would be nice to include with your photos. That way, I can scan them and get them into the mail with a fast turnaround time.

I'm looking forward to this project in addition to getting back to work on my Transtar. Thank you to all who have set up the calendar or who worked on the previous ones. It is a great way to promote the chapter or even use as a gift for the old truck nut. I'll update my progress in future newsletter. Looking forward to York!



## From our Secretary

Highlights from the business meeting in March. Meeting was opened by President John Ellingwood with the Pledge of Allegiance. Members introduced themselves. Treasurer's report was read and motion made and 2nd to accept. Donations were discussed and will remain the same as last year. Clay spoke about what his duties are at National. He is on the board of Archives. They are trying to put old memorabilia together for people to see.

Charlie Hunington spoke about having new photos and other stuff on the Web site. Tom and Howard Clouston are working together to put a tour of some kind to the Bangor area. Toby Stinson talked about all the shows com-

ing to Owl's Head this year. They sound great. Nancy Mullins spoke about the truck show committee getting ready to sort all the things we do at the show. Raffles, t-shirts, caps, etc.

Fall tour will be to Arroostock County sometime in late Sept. Fall get-together and Auction is expected to be at Daryl Gushee's in New Gloucester/ I am trying to see about the Rock Busters joining us that day. Chery said that Wayne Devoe Sr. and Jim Hall have an article will be in Hemmings News this month. We are trying to get an enclosed trailer to use for all our supplies.

Diane S. Munsey, Secretary

## Pending Legislation

### Charlie Hunnington

I monitor the bills submitted to the Maine Legislature for the Maine Contractors and Builders Alliance. Since I'm in there anyway, I keep an eye out for anything of personal interest as well. So far there have been 992 bills submitted. I've seen 3 that relate to the automobile/ truck hobby:

LD 596 - "An Act To Allow for the Purchase and Use of Specialty Racing Fuel in Maine"

LD 676 - "Resolve, Directing the Department of Transportation To Study the Use of Calcium Chloride on Roads and Its Effect on Vehicles"

LD 824 - "An Act Regarding Ethanol Motor Fuel"

Hearings for all three of these bills are scheduled for Thurs 3/26/2015 at 1:00

If you want to look at the list of titles you can search a range at [http://www.mainelegislature.org/legis/bills/bills\\_127th/billtexts/](http://www.mainelegislature.org/legis/bills/bills_127th/billtexts/) This lets you click on 200 titles at a time.

Once you ID bills of interest you can track the status by clicking on "search bill status" on the same page.

I'll post this info on the club's website. I'll leave it to you as to if and/or how you'd like to get the information out to the club members in general.

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#### Editor's note:

*Interesting that I wrote my story before I received this from Lars and I know he didn't know what I was going to write. I guess you could say that we both have a love for the old cable operated machines and enjoy reminiscing about them. Maybe he and I will have to form something called the Tangled Cable Club. Although not strictly about trucks, what good is a dump truck if it's not loaded ?*

## Splashing with a Dragline

### Lars Ohman

Early '60's I worked part time on a canal project in Moultonboro, NH, a subdivision on Lake Winnepesaukee. H. J. Lundy had a well used Bucyrus-Erie 22-B which had seen the better part of its life as a back hoe, but also has a shovel front for it. He had purchased a boom from a Northwest and it was reworked to fit the Erie base, and it became a "Northeast", I wore a lot of hats on that job, oiler, truck driver, chain saw operator, laborer, fuel man, and pot whalloper for the cook. My main job was to go to the store every evening and unofficially purchase a few cases of Schlitz to get the dust out of our throat. Along in August, not a drop of rain for weeks, I and another guy were cutting logs and brush to be used as a footing under the sand cast up by the dragline to build a 40 or 50 foot wide canal for "water front lots. It was hot dirty work for us and Mr. Lundy, fondly referred to as "H. J." ran the 22 casting sand up onto what we cut and laid down, and he would walk ahead, and dig again, and we would cut more brush & trees. If you have ever been around an old worn out 22-B you knew they were hot and noisy even with all the doors and hatches open, and that smoke belching 3-71 or 4-71 Detroit was right behind you in the operator's seat. Eries were also known for screeching frictions on the hoist and crowd frictions, and a little oil or grease on them had to be treated with

Fullers Earth (we even used Baby Powder a couple of times....they smelled good, but were just as loud. I had oiled on it, and knew just enough about it to be dangerous operating it, but H.J. was starting to wilt at the controls and decided it was time I learn how to run it. I got in the seat, with H.J. on the 2" x 8" catwalk mentoring me. I swung out over the canal, and awkwardly dropped the drag bucket pretty much at the end of the boom, and brought it in, swung and dropped the load on shore. H.J. put up with that a couple of times and then gently told me I had to swing a little faster, and get the bucket into the middle of the canal so we didn't leave a ridge. I flailed three or four times and began to understand the casting method on the swing and was starting to get the bucket out a little more into the canal. Getting my Swedish courage up I wound up the old Detroit a few more RPM and really laid into the swing and suddenly realized I had way too much swing speed and panicked, and threw the swing back to the right just in time to see the bucket headed right to the swill hole in front of the machine. The heel of the bucket landed about 10 feet in front of the machine due to the slack in the closing line and my confusion. Everything went mud blach and I laid back in the seat to get away from the mud which filled the cab, me, and H.J. on the catwalk. When it was all over, I had the cables jammed up on the drums and the engine stalled. It got very quiet very fast. I looked over at H.J. and all I could see was his Tiparillo sticking out of his mouth, and a lot of mud. He very quietly said "That does it, Swede. back on the chain saw and go get some beer at five o'clock." I never was invited to run the drag line again.

# Repowering a KB

*Lars Ohman*

Back in the early 1960's I was serving in the Coast Guard on a Lightship and had 14 days off every 28, and time on my hands on Liberty. I found work with the late Harold Lundy from Wayland, MA and one of the jobs was driving an old International KBR-11 dump truck he had purchased well used from Garden City Sand & Gravel. He used it mostly on site, but made a few very slow loads over the road. It might have topped out @ 42 empty. It had a IHC Red Diamond 450 for power, optional 5 speed direct transmission with two reverses, and a huge Timkin double reduction rear end with 11: 00 x 20 bias ply tires. GVW may have been 35,000#. , air brakes, and no power steering. During that period of time, Harold & crew took on a job building the roads and sitework & canals up off Rt 109 in Moultonboro, NH.

The old 11 was right at home hauling fill and debris on that job along with Nephew Frank Lundy's F-5 and Jimmy Lee's F-600 dump trucks. With the IHC's massive low end torque and the 11:00 tires was well suited for the sandy soil and soft ground and the double reduction rear end was so worn if you put it in gear with the body up, the drive shaft would make at least a full turn before the truck would move. It survived the first season of long days and full loads from the 125 Michigan loader or the 22-B Bucyrus-Erie shovel. I developed a heck of a set of arm bulling that through sand and swamps. Somewhere along the line, it developed a rod knock that got more serious as the day went on, and decided the next day to drop the pan. Early AM we dropped the pan and the load of Gulf "Sapphire" #40 lube oil. The engine had been apart before, and bearings were already 30 over, so we got one bearing, and a new gasket and made the decision the crank had not been damaged, threw it back together, and ran it for a couple more weeks, and it began to knock again, so down it came again, another single bearing, same oil and filter, and put it back together, and started looking for another RD-450 to replace it.

This time it made it a little longer to the end of the season, and headed back to MA with it at a conservative 30 MPH or so. We got DOT'ed about 6 miles from the MA line for going too slow. We had nothing much for lights, 6 bald tires, no NH fuel permit and some serious oil and air leaks. The DOT guy must have been the last of the Good 'Ol Boys" as he bit on our story that it had been a site truck, and not running on the road. He never looked at the registration ( expired for a year and for another truck all together) He told us he had to go north on patrol, and come back south, and we had better be out of his patrol area or we were all going to jail ! We hooked it up with about 20 feet of chain (wouldn't you love to get away today) and towed it out of NH behind Jimmy Lee's F-600 at about 50 MPH just idling to keep the air system up enough to stop. We cleared the border into MA and my nerves were shot looking at the tailgate of the other truck about 15 feet away. I opted to drive it the rest of the way home by myself, and it started to knock again. Got it home to MA and hauled the engine

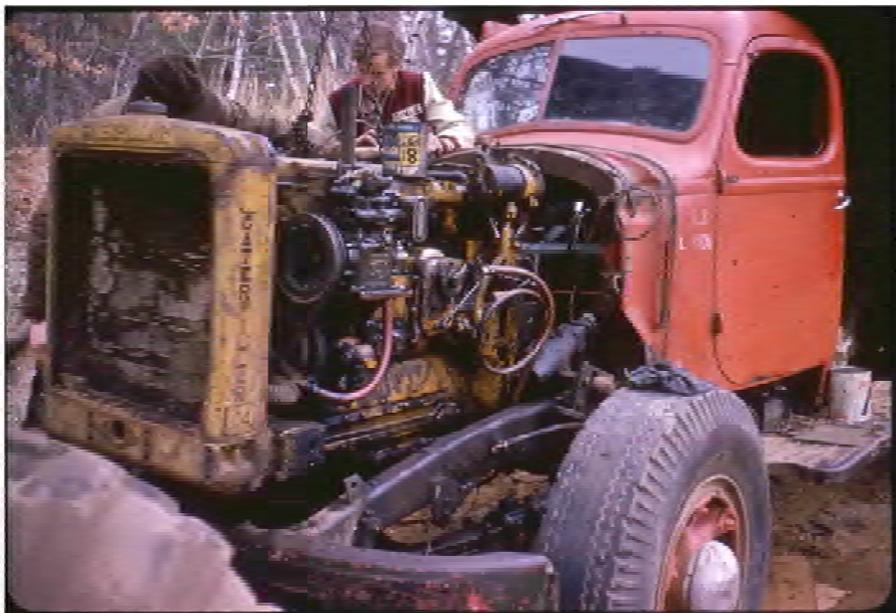
out. The 2nd RD -450 ("ran when parked") tested out to be worse off than our first engine, so scratched that idea. Somehow, "H.J." came up with a D-4 Caterpillar engine that had started life in a 22-B Bucyrus=Erie, then ran a water pump at a wash plant and lost the pony motor so was pulled and set aside. We pulled the pony motor off, replaced the pinion gear and a new ring gear, and the main engine ran like a top on a floor stand.

That fall, we manufactured a new flywheel by taking the ring gear off the RD-450, and machining it into the Cat flywheel to keep the clutch pattern and the Cat starting system. An engine to transmission adapter was made out of plywood, and tried for fit and clearances, taken out and a steel adapter was made out of ( I think) 3/4" steel and bolted up and everything worked, now to get it to fit into allotted space in the truck. My job, being low man on the totem pole was to cut the firewall out from side to side with a 1/4 " drill...no need me telling you that is a lot of holes side by side ! Then I ground it off fairly smooth saving all the air lines & wires and moving them out of the way. We hooked up the engine and transmission to the bucket on the 125-A Michigan, and with the grace of God and a crowbar/sledge hammer set it into place. IT FIT, despite all the naysayers and kabitsing beer drinkers who had assembeled to see this. I went back to sea, and a welder/fabricator was called in to rebuild the front crossmember and the two custom built rear supports. When I got back 4 weeks later, it was running/working, and even had the hood and grille back on (original plan was to just run it with the Cat power unit out in the elements).

Outside of having to take the socket end of the grill marker lights out, and adding a sheetmetal bubble for the air compressor pulley, you would never know it had the Cat under the hood. The back of the engine was now IN the cab, about 12" more than the firewall. To start it, you opened the drivers side door, put the rope on the pony motor flywheel, and pulled, then engaged the pinion and pony clutch and were off and running. (It turned out much easier to just push it with a loader or tow it to start).

We drove it from Sudbury to Needham and had Perkins Caterpillar open the Cat up from 1200 RPM to about 1900 RPM. It was a little faster, but not road legal anymore, maybe 22 MPH. It went back up to NH to finish out another year or so on site.

It was hot and noisy, but in low reverse you could do your own land clearing ..... it just would not stop. knocking down trees and backing through brush piles. H.J sold it finally to a guy with a loam screening operation, and they used it under the plant. Unfortunately, a rubber piece on the air intake chaffed through, she ate a bunch of dirt and died an undignified death, and was cut up for scrap. Hope you enjoyed the story of what you can do with a little determination, a sledge hammer, and a pry bar. There never was a drawing of this, just a piece of cardboard with some measurements done with a string and a carpenters rule, Till next time, Lars



## Driving & Steering *George Barrett*

I recently had an email discussion with Lars about when the last cable shovel was sold which got me to thinking about my last working on and with the wire rope machines. When I started working with machinery in the spring of 1965 rubber tired front end loaders were just starting to be used for loading sand and borrow into dump truck fleets on a big production basis. A year and a half later I sold a six and a half yard Michigan 275 loader to the Dragon cement plant for production loading of rock into off-road end dumps. First one ever sold with a spade nose bucket.

Cable backhoes lasted a little longer than the face shovels, the last ones we sold were in the spring of 1966 and the following little story is why I remember it well every so often. We called them hoes back then, if you said something like excavator people would think it strange.

We had a couple of building contractors in New Hampshire who were very interested in the Link-Belt LS-78, a heavy duty 3/4 yard machine that could be easily converted from hoe to crane and were not a big problem to move from job to job. The idea was they could do the foundation excavation and then put the boom on and pour concrete. No concrete pumps back then.

We ordered in a new LS-78 hoe with a long wide bottom so it had a good amount of crane capacity. It also had independent swing and travel so you didn't have to shift a big jaw clutch to travel, you simply grabbed the the two travel levers right there on the console and you were traveling. This was an option, the standard way of making the tracks work was to use the swing clutches so you were either swinging or traveling depending on where the jaw clutch was set.

I had admired since I was a kid the way these machines worked. Each foot was on a brake working in concert with your hands, one of which was on the hoist, the other on the inhaul. Your left had came off the inhaul clutch to work the swing as your right hand worked the hoist bringing the boom, arm, and bucket out of the hole. Not too hard if you're simply digging but to get a flat bottom to set the pipe on you had to alternate raising the boom and then letting it down as the bucket swept the trench. You didn't get a full bucket until the arm and bucket were in close to you, no rolling the bucket when you wanted to lift the load.

I spent some time after after normal working hours practicing, to get used to the rhythm of the digging cycle. My Army instruction with the shovel was in my mind; hoist, crowd, swing, dump. The drag line wasn't difficult because we didn't have to hold a grade or dump into a truck. I had no experience with a hoe. A backhoe was usually in close proximity to other vehicles and obstacles and you had to lift the whole attachment fairly high in order to dump into a truck because the bucket bottom had to tip toward the ground and be over the truck and if the truck was too close this could be a problem. There was really no reason I needed to run this machine other than I wanted to, the geometry fascinated me.

The salesman handling one of the two contractors calls one morning and asks if the LS-78 hoe is in the yard and if he can bring the executives over and let them see the

machine run. I tell him it's ready to go whenever he gets here. They arrive and look the rig all over, ask questions, salesman asks if they'd like to see it work in the sandy demonstration area in back of the shop. I get in, start it up and walk it a couple hundred feet to an area where we can dig. While I'm walking I'm showing off the independent swing and travel option. I knew the salesman would be bringing this to the customer's attention. The ground was level as I traveled in a straight line swinging left and right while moving the attachment in and out, up and down. It was all motion as the four of them followed me. Then I got into position to dig and dug a deep hole so we could point out how fast the machine pull a full bucket out and up to dump on top of a high pile. First time I'd moved dirt with a cable hoe, I was having fun! Things went pretty well, I tried to be smooth and I was, and before long the salesman waved and motioned to bring the hoe back to the yard.

I start back, I line it up for a straight run and then I notice I'm a little off to one side and will go over a mound that I think had been used as a loading ramp at one time. It wasn't very steep, I had the attachment folded tight with the inhaul block against the stop on the boom gooseneck. This was the safest position and the best looking and although the bucket is low I figured I'd raise it when I got to the mound.

At the right time I released the brake pedals and raised the boom just a little more than I needed to as I started up the incline and kept my feet on the brakes in case I misjudged as I came down the other side. Of course I couldn't resist swinging back and forth, why should I use the house lock if I could travel and swing at the same time. Just as I expected at the top of the mound the rig pitched down but what I didn't expect was that the sliding cab door, which I had neglected to properly latch, came rolling forward very quickly. Before I knew it lost all control as the door hit my left elbow with such force jerking the cab to the right, both feet came off the brakes letting the attachment hit the ground first the bucket and then the boom completely folding the attachment as the tracks are still pushing forward digging the boom into the sand. I did have the sense to throw the travel levers into neutral bringing everything to a stop. Both the boom and inhaul cables were loose on their drums so I had to throttle down, take the master clutch out of engagement so I could get out and look to see how bad things were.

Things weren't that bad and I slowly got the cables tight on the drum, got out a few times to be sure the cable was winding properly. Then I throttled up, picked up the attachment, traveled on and parked the machine in the yard where it had been as if nothing had ever hapened. I don't know how much the contractor saw of the incident as they were out in front but the salesman knew and gave me some fatherly advice later that morning before he left. The contractor did end up purchasing the machine so I'll live by the saying "all's well that ends well" and don't tink I've ever said anything to anyone since.

I don't think I ever had a chance to dig with a cable hoe again, I've loaded and unloaded them as we took them in trade. I used to want to be a good cable operator but by 1968 we were selling Link-Belt's new hydraulic machines and they were easy, not that they weren't fun, but no challenge.

# Revisions and Addendums

*George Barrett*

In the last issue I had a photo of a load on a Merrill Transport lowbed and asked if anyone knew what the load was. I did it on impulse, I guess basically I was looking for feedback, discussion, or to meet someone new to me.

Well it worked. Within two days of mailing the February issue David Hall of Topsham called and told me about visiting and seeing object in question in Cutler, ME where the Navy had big antenna complex that communicates with our submarines all over the world. Had a chance to talk further with David at the Chapter's annual meeting in March and I hope very shortly, during mud season, to get together with him again for some stories for the Shop Manual. Our members are amazing with their interests in trucks, machinery and general history and I'm enjoying meeting a bunch of guys that I probably would not have met had I not been putting the newsletter together.

Merrill mentions in his book that shortly after he took over Chase Transfer in 1959 he won contracts to unload steel from the railroad in Machias and deliver it to the site in Cutler. Also was a contract to erect the four 2750 horsepower diesels for generating power and another to move all the counterweights from the Bath Iron Works to Cutler. The counterweights were to keep tension on the mile long wires as they changed temperature and gained weight from ice. The weights which rolled up and down on an inclined ramp, weighed 37 tons when they were transported to the site but were then filled with the heaviest of concrete He also mentions that he lost \$50,000 on the deal.

One of the interesting things about trucks is the different bodies and trailers that are developed for them to haul their loads and the many items that are hauled. When big projects come along like Cutler it requires the operation of many trucks along with the driver, loaders and unloaders, as well as the supervisory people necessary to organize all the companies involved. I think most of us in the Pine Free Chapter have the same interests and that's why I attempt to fill these pages with stories about the work a truck does as well as the specifications of the trucks of years past. I also believe background information makes good reading.

As you know I was in the heavy business in earlier days and the most enjoyable part of that was meeting the contractors who had to agree to do certain work for set sum of money. The earthmovers were digging ground they could not see until the bucket brought it up. There was no guarantee on the weather, no certainty that the haul roads would hold up, and there was always a question if the sub contractors would do their job or the materials would arrive when needed.

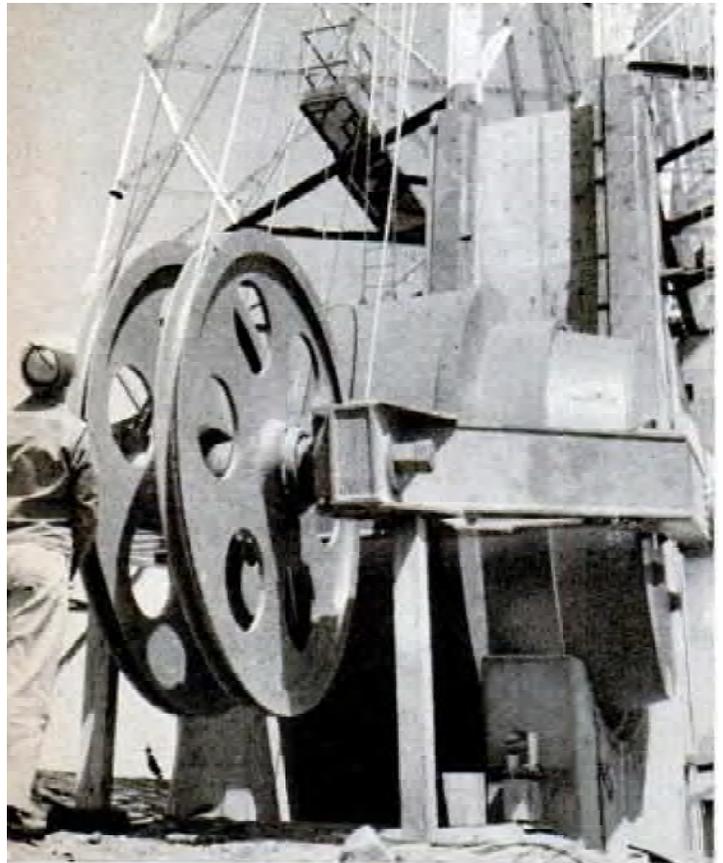
Speaking of materials arriving when the bridge to Westport island was built in the early 70s the steel supplier had all the large girders shipped on a barge to Bath. Made sense, too long to easily transport by rail or truck, there was plenty of room out there on the Atlantic and the Kennebec was plenty large so the barge

arrived as scheduled and tied up just upstream from the bridge where a crane was to transfer the load to trucks for the short trip up Route 1 and 144 to the site.

It was a poor place to tie up but there was no better place. During the night the tide came up and the barge drifted a little closer to shore. As the tide ebbed the bottom of the barge settled on an old pile and as the water fell still more the barge listed more until the steel, secured for what was completely sufficient for an ocean voyage, was leaned beyond what the bracing would hold and every piece fell over. Many went off the barge into the river, others were laying flat on the deck, but all were damaged beyond repair.

I don't remember how it was that I happened to be in Bath early that morning but what a terrible mess. I remember talking to the contractor who was telling us how there was a lump sum payment due from the State on the erection of the steel and now what had been planned for the following month was not going to happen for a number on of months and how was he going to juggle his men and equipment for he had expected to be summer work into winter.

These are the things a contractor goes through and why they sometimes do loose some or all .of their profit.



*Counterweight weighs 220 tons after filled with special dense concrete. When the antenna is up it hangs from the double sheave. from Popular Science Sept 1960.*

# Loading Logs onto Trucks

*George Barrett & Scott Dudley*

Here's a real simplified quick history of loading saw logs onto a truck to get them from the woods to a mill where they would be sawed into lumber. Scott Dudley and his father of Searsmont, have been around the lumber business all their lives know the history of how the wood gets on the truck at the wood yard and off at the mill. We were talking about it at the annual meeting and Scott was kind enough to dig out the photos and send them to me for the Shop Manual.

Prior to about 1960 unless you had a large operation and used a crane you would build a ramp at the side of a road and roll logs onto the truck by hand. Along about 1960 the hydraulic log (and pulp) loaders we now see all over started showing up. Prentice was one of the early ones sold out of Timberland Machinery in Lancaster, NH. I think we got our first one from Beloit in Wisconsin in 1966 and we really made a lot sales of the Barko loader in 1974.

One of my first recollections of this type of machine I think was in 1963 when a fellow named Buxton had a loader on his GMC 860 tractor for unloading utility poles he transported around New Hampshire. Why didn't I take pictures back then? It was a novelty back then, fifty years later you can't along without them.

There's some Maine history that has to be thrown in here. A fellow in Lisbon, Wesley Spear, was known as a man who could and would build about anything he wanted. He built a number of pulp and log loaders and had a big following in the area. He will also be remembered doing a tremendous amount of work for the restoration of Maine's two foot gage railroad in Phillips, ME and other locations in the state. I need to find a guy like him today to do some railroad fabrication work for the Boothbay Railway Village.

Before the hydraulic loader came along Scott was telling me of the "Timber Tosser" manufactured in Canada and sold by the Sprowl's in Searsmont. This rig had arms that rested horizontally on the ground on the right side of the truck's body. After the log was rolled onto these two arms a mechanism was engaged to raise the arms to a vertical position whereupon the log ended up on the body. Where were stakes on the left but from what Scott says you had to be careful not to throw the log with too much force.

Thanks, Scott, for telling me about this contraption and sending the photos. If any of others have more information regarding the work of trucks in the woods that you think might be of interest to chapter members please send them along to me.



1967 Spear log loader mounted on a 1967 Ford T-950.



George and Lee Sprowl demonstrating the Timber Tosser



Here the Spear had been removed from the Ford and replaced with a rebuilt G series Prentice from Timberland in Bangor.

# 1939-1959 GMC 600 Series Trucks

## Clayton Hoak

Several weeks ago I was talking to a fellow truck enthusiast about my 1955 GMC 630 tractor. Yes, the GMC tractor that hasn't seen the light of day for 6 or 7 years, and the first truck in my current three truck - 15 to 25 year restoration plan. More realistically, given my progress to date, the three truck 15 to 25 year restoration plan is a three truck 25 to 35 year restoration plan.

While on the phone I started looking through various pieces of late 50's GMC 600 Series (600, 620, 630, etc.) literature I have and quickly realized the 600 Series was offered in dozens of models and configurations in the 55-59 timeframe.

The GMC 600 Series appears to have first been introduced 1939. GMC changed the styling of their model line-up across series and debuted the "Art Deco" models. The 600 Series, rated as 5 ton trucks, they were badged as AC 600/650 (conventional) and AF 600/650 (cab-over) respectively. Prior to 1939 the 5 ton rated GMC conventional was Model T-33-H, and the 5 ton rated GMC cab-over was Model F-33.

The earliest AC/ AF model s had GMC 308 in-line 6 or GMC 3-71 diesels, rated at 107 and 87.5 hp respectively. The gasoline models used a hydrovac or optional air brake systems, while the diesel models used an air brake system. In 1940 the dedicated highway tractors (AC/ AF 620) were offered with GMC 361 in-line 6 or GMC 4-71 diesels, rated at 118 and 110 hp respectively.

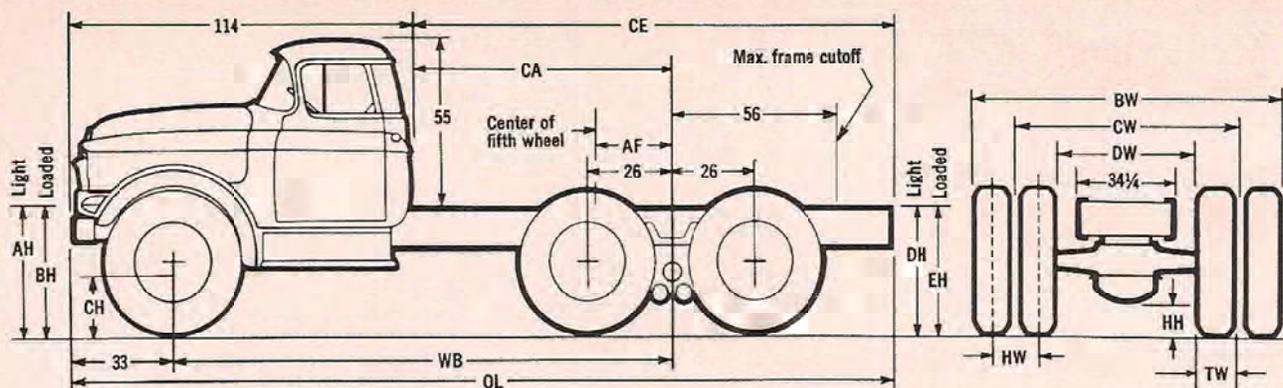
The "Art Deco" styling was used up through 1947. The 5 ton trucks were now rated with GCW's of 22-25,000 lbs, and GCVW's of 36-44,000 lbs. 1948 brought another complete model line-up styling change. GMC introduced their "Advanced Design" models. The early "Advanced Design" series were badged HC (conventional)/HF (cabover) with HDC /

HDF for diesels, and HDCR/ HDFR for road tractors. Three in-line sixes were offered (GMC 318; GMC 360 and GMC 426); and one diesel (GMC 4-71). Depending on the application 5 speed direct or 5 speed with overdrive transmissions were offered, as were 3 and 4 speed auxiliaries. 8 and 10 speed progressive transmissions came into the picture in 1954. Again, depending on the application, single speed, single or double reduction, two speed rear axles, and tandem rear axles were offered.

At the end of the "Advanced Design" series in early 1955 the GVW/ GCVW of the 600 series trucks ranged from 22,000/ 48,000 lbs (a single axle 620 with GMC 360 in-line six) to 45,000/ 70,000 lbs (a tandem axle 630 with GMC 4-71 diesel).

March 1955 brought the GMC Blue Chip model line-up "billed as a new generation of trucks with more than 500 improvements." (Wagner, 2004, Iconografix) Along with the styling change and 500 improvements were a host of additional models from 1955-59. Notable were the models with the GMC Twin Hydra-Matic transmissions (M/ FM/ DM/ DFM/ MW/ FMW/ DWM/ DFWM), discontinued in 1957; GMC V-8 engines (the 324-8 and 370-8); new low cab forward models (F660 / DF 660); and the A/FA-600 models with air suspension front and rear.

In 1959 the GVW/ GCVW of the 600 series trucks ranged from 25,000/ 55,000 lbs (a single axle 630 with GMC 503 in-line six) to 59,000 (standard) - 63,000 (optional)/ 90,000 lbs (a tandem axle 670 with GMC 503 in-line six). The W670 with 5 speed with 4 speed auxiliary and 8.20 or 9.25 rears rated the same as the 1959 DW970 with the GM 6-71 diesel, 5 speed OD with 4 speed auxiliary and 8.20 or 9.25 rears. Top end road speed of the W670 with 9.25 rears, 11.00-24 rubber, at 3000 RPMs in 5th direct would have been around 42 mph. Not fast and certainly heavier than a 5 ton truck.



AW Tread, Front Tires.

LW Chain Clearance, Tire to Spring Clip.

89½ Width Over Front Fenders.

88¾ Width Over Front Hubs.

32¾ Front Spring Centers.

37½ Rear Spring Centers.

WHEELBASE NO.	4	5	6
WB Wheelbase	177	183	191
CA Standard cab to rear axle	96	102	110
CE Standard cab to end of frame	161	169	195
OL Bumper to end of frame	275	283	309
AF Max. distance, fifth-wheel to axle	24	24	25

Tire width and capacity per tire (lbs.) are Tire and Rim Association standards.

Frame heights AH and BH are at front axle; DH and EH are at rear axle and will vary with optional springs or axles.

Light heights (AH and DH) are for chassis and cab.

Loaded heights (BH and EH) are for chassis loaded to rated GVW.

Frame reinforcement recommended when AF distance exceeds maximum distance shown; also for all fluid load operations.

(a) Tube tire, use only with optional double-reduction rear axle.

Tire	PR	Cap.	Rim	Wheel	AW	BW	CW	DW	HW	LW	TW	AH	BH	CH	DH	EH	HH
11-22.5	12	4580	7.50	Cast	73	95½	71¾	48¾	12½	2½	10¾	37¾	36	10¾	42¼	40	9¾
11-22.5	12	4580	8.25	Cast	72¾	95¾	71¾	48¾	12¾	1¾	11	37¾	36	10¾	42¼	40	9¾
11-24.5	12	4880	8.25	Cast	72¾	95¾	71¾	48¾	12¾	1¾	11	38¾	37	11¾	43¼	41	10¾
12-22.5	12	5150	8.25	Cast	72¾	96	71¾	47½	12¾	1¾	11½	37¾	36¾	11¼	43	40¾	10½
12-24.5	12	5480	8.25	Cast	72¾	96	71¾	47½	12¾	1¾	11½	38¾	37¾	12¼	44	41¾	11½
(a)11.00/24	12	5810	7.5	Cast	73¼	96	72	47¾	12¾	1¾	11¼	40¾	39½	13	44¾	42½	12¼

Tube tires of comparable sizes are also available.

### STANDARD CHASSIS SPECIFICATIONS

GVW RATING—59,000 lbs.  
 GVW RATING—63,000 lbs. (OPTIONAL)  
 AIR CLEANER: Oil bath type.  
 AXLE, FRONT: Heat-treated forged steel I-beam. Rated capacity, 11,000 lbs.  
 AXLE, REAR: Worm, tandem-drive. Rated capacity, 48,000 lbs. Ratio, 8.20 or 9.25 to 1. Full-floating; cast steel housing; combined torque and radius rod drive.  
 BATTERY: 12-volt, 72 ampere-hour capacity.  
 BRAKES, SERVICE: Full air. Front, 16¼ x 3½. Rear, 16½ x 7. 7¼ cu. ft. compressor.  
 BRAKES, HAND: Four-shoe, 16 in. disc type on auxiliary transmission.  
 CAB: No. 1758.  
 CLUTCH: 14 in. single plate solid disc type. Frictional area 214.2 sq. in.  
 COOLING SYSTEM: Fin-and-tube type core spring mounted in protective frame; built-in expansion tank with 7 lb. pressure valve; thickness 4 in.; frontal area 544 sq. in. 4-blade fan.  
 ENGINE: GMC 503 gasoline, 6-cylinder, 4¾ in. bore, 5½ in. stroke. Displacement, 502.7 cu. in. Max. gross B.H.P., 217 @ 3000 r.p.m. Max. net B.H.P., 185 @ 2600 r.p.m. Max. gross torque (lbs. ft.), 455 @ 1000-1600 r.p.m. Max. net torque (lbs. ft.), 440 @ 1000 r.p.m. Compression ratio, 6.5 to 1.  
 FRAME: 10¾ x 3½ x ¾ full-depth side rails with channel type reinforcements; section modulus, 26.9Q.  
 FUEL TANK: 17½ gal. back of cab seat.  
 GENERATOR: 12-volt, 30-ampere, voltage and current regulated.

GOVERNOR: Vacuum powered centrifugal type.  
 OIL FILTER: Full-flow; replaceable element type.  
 PROPELLER SHAFT: Tubular with needle bearing joints. Center joints supported by rubber-encased sealed ball bearing.  
 SHOCK ABSORBERS: Direct double acting, front.  
 SPRINGS, FRONT: Semi-elliptic, alloy spring steel. 50 x 2½, 11 leaf.  
 SPRINGS, REAR: Inverted semi-elliptic, alloy spring steel. 52 x 5, 9-leaf.  
 STEERING GEAR: Recirculating ball, nut and sector type; semi-reversible; adjustable. Ratio, 30.51 to 1. Wheel, 20 in.  
 TIRES: 11-22.5, 12-ply rating. Front and dual rear. Tubeless.  
 TOOLS: Wheel bearing wrench and wheel rim nut wrench.  
 TRANSMISSION: 5-Speed direct-in-fifth synchromesh and 4-speed constant mesh auxiliary. Six-stud S.A.E. take-off opening on each side of both units.  
 WHEELS: Cast steel spoke. Spare rim.

#### MAJOR OPTIONS (at extra cost)

63,000 lbs. GVW rating requires heavy-duty (14,000 lbs.) front axle and double-reduction tandem-drive (50,000 lbs.) rear axle options . . . 12 cu. ft. air compressor . . . Heavy-duty (14,000 lbs.) front axle (includes heavy-duty front springs and power steering) . . . Double-reduction tandem-drive rear axle (50,000 lbs.) (includes heavy-duty rear springs) . . . Deluxe cab . . . Increased cooling . . . Cooling system filter . . . Engine alarm system . . . Frame reinforcements . . . Heavy-duty generator . . . Chrome grille and insignia . . . Right-hand stop and tail lamp . . . Directional signals . . . Power steering . . . Front end power take-off drive . . . Tractor breakaway valve . . . Cab corner windows . . . 10-Stub forged disc wheels . . . See chart above for tire options.

- President - John Ellingwood Jr.** Cell (207) 590-2298; email: jellin@sacoriver.net  
**Vice President - Wayne Devoe Jr.** 796 Main St. Waterboro, ME 04087; (207) 318-0323; email: wdjr62@hotmail.com  
**Secretary - Diane Munsey,** Rusty Fender Estates 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com  
**Treasurer - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email: haroldjmason@gmail.com  
**Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscoot@gwi.net  
**Director - Cheryl Billings** 1031 Pinkham Brook Rd; (207) 353-7209; email: cherylbillings55@gmail.com  
**Director - Clayton Hoak** 299 East Stage Road, Pittston, ME 04345; (207) 582-3224; email: 1948reo@roadrunner.com  
**Director - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com  
**Director - Bob Stackpole** RR 1 Box 2000, Cushing, ME 04563 email: stack123@roadrunner.com

**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

**Pine Tree Chapter Dues of \$10.00 run from January to December.**  
 page 10

# Classified Ads

**For Sale:** 1962 Autocar 3 Axle tractor, Model DCV72 Integral Sleeper 903 Cummins(not running) Short nose model, Have title 603-463-5736 - Charlie

**For Sale:** 8' long wrecker body in good condition. 3/8" steel plate construction. No hoist. I have pictures too. 949-1360 call or text. \$550 OBO Falmouth

**Wanted:** Spicer auxiliary transmissions- 8031 or 8341 but interested in whatever you might have laying around. Contact Evan Grass in Mars Hill at (207) 227-3568

**For Sale:** 1977 International Transtar II 4070B single axle (4.44 ratio), Cummins NTC 300 Magnum, Roadranger RTO 9513, sleeper cab with rare rear window option, equipped with "Link Cab Mate" cab air ride, recently repainted in bright red with white stripes, sharp looking nice driving truck. \$15,000 contact Bill Mullin (207) 799-0846.

**For Sale:** 1954/ 55 First Series Chevrolet 6800 with restorable Wayne bus body. Cowl and front end sheet metal rough; running gear unknown. Former L.F. Martin school bus used in North Raymond. Truck is in New Gloucester. Owner asking scrap value for vehicle. Would prefer it not be scrapped. Contact C Hoak (207-522-7088) for pictures. Contact Eric Dacy at 207-926-3752 to view/ purchase.

**For Sale:** 1945 ? Chevrolet 1-? ton truck. Truck is in Windsor. Asking \$3500. Call 207-549-3541for more information.

**For Sale:** 1987 International 9370, 4 1/4 Caterpillar Engine, 15 speed, 76" All American Sleeper, Aluminum Frame with all Aluminum Wheels. Original Owner, taken out of regular service in 2011.

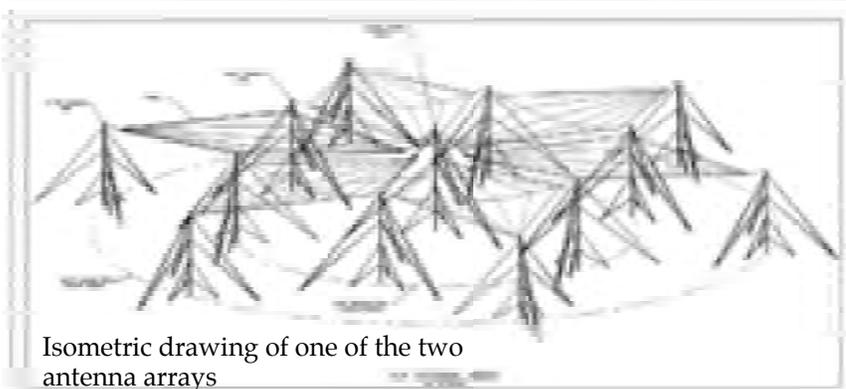
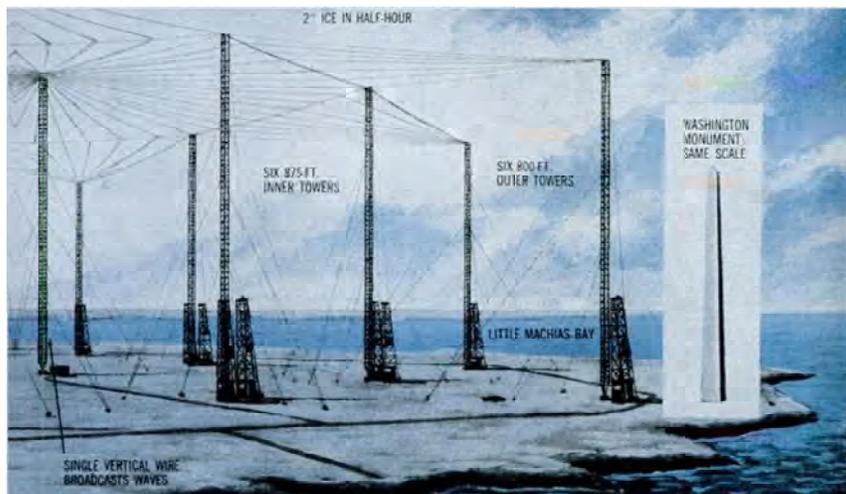
**For Sale:** 1961 Autocar A-75T, 220 Cummins, 10 speed, single axle, \$8500

**For Sale:** 1951 White WC-26, Mustang Gas Engine, 5 speed, single axle tractor \$9500

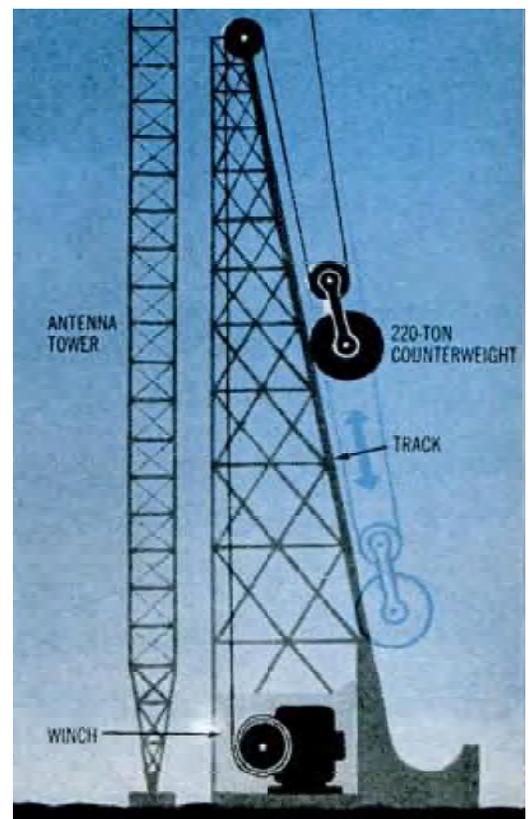
**For Sale:** 1940? Fruehauf 26' Stainless Single axle trailer \$3500

All 3 trucks are garage kept. Contact Ernie York, Mars Hill, 207-551-8888

**For Sale:** 1973 Diamond Reo C-11664DF-110 Heavy Haul Tractor. 8V71 Detroit Diesel, 5 spd main 4 spd aux, 65,000 rears. Low mileage excellent condtion garage kept. Asking \$20,000 contact Scott email sdudley@fairpoint.net.



Isometric drawing of one of the two antenna arrays



Counterweights, riding track, keep antenna cables aloft, compensate for sway in wind

# EVENTS TO PUT ON YOUR CALENDAR

**Sunday Apr 26** Breakfast 10:00 -2:00 ATCA New England Chapter Best Western Royal Plaza Hotel, Rt. 20W, Marlboro, MA, Bill Semple 978-460- 0465

**Saturday May 2** Open House at George Sprowl's in Searsmont. Coffee and Donuts, Lunch available from the Lions Club.

**Sunday May 3** Pine Tree Chapter's Spring Stretch see first page for details

**Saturday, May 16** Maine Professional Truck Driving Championships, Dysert's Trailer Shops, Hermon Contact Randy DeVault 207-623-4128

**Sunday May 17** Hillcrest Farm Truck Meet 741 River Rd., Windham, ME Contact Adam Libby @ 207-651-5769 There will be NO potluck luncheon or Barbecue this year. Limited drinks will be provided.

**Thursday - Saturday May 28 - 30** ATHS National Convention, York PA

**Saturday, June 6** Springtime Truck and Tractor Show Robin Crawford's Garage Lincoln, Me Contact Doug Wakefield @ 207-794-5237 dlwake56@gmail.com

**Fri - Sat, June 19-20** ATCA Macungie Show

**Sunday June 28** ATHS Nutmeg Chapter, Brooklyn Fair Grounds, Brooklyn, CT, John Raymond 860-591-1261

**Sunday July 12** ATCA New England Chapter Truck Show, Bolton Fair Grounds, Rt. 117, Lancaster, MA, Bill Semple 978-460- 0465

**Saturday July 18,** Paris Hill Founders Day and Classic Car Exhibit 207-743-2980

**Saturday and Sunday July 18, 19** Owls Head, Truck, Tractor and Commercial Vehicle Meet

**Sunday Aug 23** Barrington in Epping Old Truck Meet

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