



# Shop Manual

www.badgoat.net/ptcaths

April 2020

## President's Message

*Peter Mullin*

A lot has happened since the last newsletter. Not the least of which is the Corona Virus Pandemic that has shut down pretty much everything including our Annual Meeting and Election of Officers that was scheduled for March 16th at the Owls Head Transportation Museum. We did the best we could to get the word of the cancellation out to as many members as possible with very short notice.

At this point the Officers and Directors are monitoring the situation to determine when it will be prudent to resume gatherings and activities. The current working thought is to combine the Spring Stretch and the Annual Meeting into one event in mid to late May possibly at the Bickford Collection. We will be putting another newsletter out around the first of May with specifics on date, time and location.

ATHS Headquarters is keeping a close eye on the Corona situation as well. For those that haven't seen it on social media, ATHS President, Tom Mullen (no relation) posted a really good video (available @ <https://aths.org/covid-19/>) explaining where ATHS stands with respect to the current health crisis. In a nutshell, the ATHS Town Meet-

ing at the Mack Historical Center has been cancelled. Headquarters is still taking registrations for the National Convention at this time. Given the scope of the crisis and the other events that have already been canceled or pushed to a much later date (Kentucky Derby, Indy 500, and Summer Olympics to name a few), I don't think it would be a huge surprise if the Convention got either cancelled or pushed out several months. My understanding is that ATCA is considering postponing or cancelling their Macungie show (3 weeks +/- after ATHS Convention).

When this is all over, I am sure we will all be eager to get together and share stories of what we were working on and what we got done to pass the time. Rest assured your Pine Tree Chapter Officers and Directors are working hard to insure we have as "normal" an active season as possible. For now remember the garage/workshop counts as responsible "Social Distancing." In the mean time; keep an eye on out for friends and neighbors in need of assistance, go grocery shopping for a high risk family member, and support local businesses.

Looking forward to our first event of the year as soon as we can safely do so.

*Peter*



Jamie putting his new acquisition to work

# Ramblings

*Lars Ohman*

Ramblings.....hoping beyond hope to have more good things to report on than COVID 19. Well, we hear the daily reports on the TV, but I do have some good news on a local level. To the best of my knowledge, at this time, NO members of the Pine Tree Chapter have any signs of the virus ! It must be the diesel fuel, gasoline, and grease that runs in our systems. If you have been out in your shop and puttering, there must be enough grease on your hands to kill anything that would attempt to attach itself to you. Lets all say a silent one we, as a group, can remain virus free, and protect out loved ones by just laying low, and following the guide lines. Enough on that subject.

On a more enjoyable subject, recently, Keith Morrison, of Morrison & Sylvester fame, celebrated his 90th. birthday. I'm thinking he is our most senior member of the chapter, and still comes to work most every day ! If anyone knows of a more senior member, please call me @ 207-376-7993, and we will make proper notation of that person also.

## DUES

Now that we are all housebound, it would be a good time to drop Diane Munsey a note with your \$10.00 dues enclosed. She would enjoy the mail, and a short note, and the Chapter would appreciate your dues. Just a reminder, we remain one of the few chapters with only \$10.00 for dues, a bargain or all you get. Lars

Terry and I headed to warmer climates at the end of the year, and had a great time visiting with the kids. Traveling by auto, I was disappointed that I only saw one old B-61 dump truck chugging along. The working days of the old iron are getting few and far between due to regulations and inspection issues. This does not mean we can't dig them out and show them at our gatherings, once we get back to a normal way of life. I did get up to see Dana Watson upon my return. Got him out of the house and down to Carl Phillip's shop in Gorham where we were entertained by Carl with stories of the past escapades of both of them. Dana is still pretty much house-bound, but keeps up with what is going on in the world. Visitation is out of the question due to this COVID 19 crap, but there is always a phone handy, and if you have a moment, give him a call. In closing, our newsletter staff is attempting to put out a newsletter shortly to attempt to bring folks up to date. As of tonight, (3-27-20) the National Convention is still on.....we shall see.....Till the next time, stay close to home, stay healthy, only shop for what you really need, and reach out to fellow Chapter members by phone... Chuggin to Nowhere ! Lars

Just got word thru Cole Watson of the passing of New Hampshire Chapter member Billy Walsh. Bill was one of those who always seemed to make it to a show despite lingering health issues. He was a supporting member of " The Campfire Boys" @ Watson's Water & Wheels, made appearances @ OHTM, and always at the Barrington Show in NH. His smile and attitude will be missed. Lars

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## Back Side Of Worley's Log Book

*Larry Worley*

Had some more on the 121 anti-skid brake systems. There were a lot of lawsuits on these blasted things. One was from a petroleum transport in NH. Happened near Laconia on the bypass around town. The end coming down hill to the old road had a fairly tight right corkscrew of a ramp ending the bypass. A new Mack under a propane trailer came to the down hill with seasoned driver that used this twice-three times a week. At the time I was working there too, hauling gas to Top Gas stations. Equipment was perfect! This one time the brakes never applied. NEVER APPLIED! Went strait off out in to the air doing a barrel roll. Destroyed the Mack, trailer was rough, but, these tanks could damn near drop from a plane and still survive. Driver lived but had a lot of very serious injuries. Would be years of operations. I won't list damage but would tell that he wouldn't be driving commercial.

Had a box trailer with another version of 121. This was a junction box with an air line on the forward side, 2 wires entering the upper edge, and an air line off the rear going to each of the 2 axles directly to the brake chambers with no motion sensors of any kind. My guess is the sensor

rings from the drums controlled only the junction box which could only shut off the whole tandem set on and off. That was the design on the Road Boss 2. Got me in trouble on the Mass Pike. Needed to stop, wheels locked and sliding if need be. Felt the brake apply, then it felt like we got pushed from behind and standing on the peddle my old faithful #10 International locked 'em but it took another 20 or 30' before the trailer came back! And of course. I needed 1 foot more than I had! Tapped a Volvo. dented the trunk! I was lightly loaded and started for the center-strip but had to abort as there was a F 150 already using that beside the trailer axles. Gave the lady in the Volvo my card and continued to NY state.

I've had other anti-lockers work perfectly And yes I did intentionally test them! I'm still sliding vehicles around to stay in practice so I'm not likely to be caught off guard. It's paid off well over the last 50 years or so. Been able to drive out of situations some might not.

On another note on the cancelled meeting: yes to Lars, Scott Dudley and so many others the order of ginger-snaps to Grammy Frog's Kitchen is filled!

Til the next page, stay well, all. Larry

# RIP - Barry Billings

By Peter Mullin

On a personal note, I consider myself fortunate to have had Barry as a friend of mine. We went to several AHS Conventions together. Starting with the Springfield, Mass Convention in 2012, where we camped bumper to bumper and Cheryl and Nancy fed a fair number of members on a daily basis. In 2015 Barry hauled my '66 Chevy to York, Pennsylvania on his drop deck along with his Mack while Clayton Hoak and I followed with my late model truck as the chase vehicle. In 2018 we made the trip to the Lexington, Kentucky Convention with Barry's KW W-900 and Clayton's IH S2500 (both bobtail). The Lexington trip was an epic adventure. 10 days spent in and around old trucks with great friends and making new friends. It is a memory I will cherish forever. Until we meet again my friend.



Ready to run to the AHS show in York, PA

## Barry Billings

DURHAM – Barry Lee Billings of Durham passed away peacefully on Feb. 18, 2020 after a year long battle with cancer. He was born in Portland on July 19, 1953 to Richard and Elaine (Smith) Billings.

Barry grew up in Yarmouth. He graduated from Yarmouth High in 1973 where he met his high school sweetheart, Cheryl (Foster) Billings. Together, they had two children. In 1998 they moved to Durham where they have lived for over 22 years.

Barry was a lifetime member of the Yarmouth Fire Department. He was also an active member

with AHS Pine Tree Chapter, Owls Head Transportation Museum and the MOALES (Maine Obsolete Auto League).

Barry is predeceased by his parents Richard and Elaine Billings. He is survived by his wife of 47 years, Cheryl Billings; his daughter Erica Burke and her husband Chad of Durham, his son Aaron Billings and his wife Cody of Strong; two brothers; five grandchildren; many nieces and a nephew.

At his request there will be no funeral services. There will be a graveside service in the spring with immediate family.

# International Transtar 4200 - 4300 Conventionals late 1970 -1984

*Clayton Hoak*

The recent Uncle Henry's ad read – "1979 International Eagle F4370 12' dump body, 892 Detroit, Fuller Road Ranger tran, Jake brake, setting for 10 years, not running. Fix or parts, complete now \$2,500 207-437-4751 Albion, ME"

Because a Transtar conventional is one of my bucket list trucks my immediate reaction was to pick up the phone and buy it, thinking - "There might never be another International Eagle F4370 available." Wrong – I had been that route before. In 1994 I purchased a 1958 Chevy Cameo pickup spotted at Champion Auto Sales in Arundel. My thought process, or lack of thought process, at the time was there would never be another vintage truck (of any kind) for sale. Reality - There are always numerous vintage trucks for sale, and I need to finish my current projects before I acquire any more.

My second reaction – contact a Chapter member who owns a Transtar 4300 and see if he needs another donor truck to help progress his restoration. Wrong – apparently the only part he is missing is an ashtray for one of the doors. Reality – a door ashtray is insufficient reason to purchase a donor truck.

My third reaction was to do a story on the Transtar 4200 - 4300 Conventionals for the Shop Manual; especially since my initial story idea was going nowhere.

International introduced the Transtar 4200-4300 series conventional trucks in late August 1970. Designed for both fleet operations and owner-operators the Transtar 4200-4300 series trucks were in the same weight range as the 1961 – 1972 International D-400 series trucks (D-, DC-, DF-, DCF-400). The D-400 trucks were also known as "Duck" trucks. They were rebadged as Transtar 400 trucks in 1966 after Studebaker suspended production of its' Transtar trucks, and all other models, in December 1963.

Four models, two single axle and two tandem axle, were offered to accommodate the wide variety of engines offered. The 4270's/ F-4270's with a 107" BBC dimension were for Detroit 8V-71 (260, 290 & 318 hp) engines and Cummins V-903 (320 hp) engines. The 4370's/F-4370's with a 117" BBC dimension were for Detroit 6-71 (238 hp) and 12V-71 (390 & 434 hp) engines and Cummins NHC-250\*, NTC-270CT (240 & 270 hp), NTC-335\*, NH-230\*, N-927 (270 hp), NTC-350\*, NTA-370\*, NTC-270\* and NTC-290\* engines (\* - hp denoted in engine model designation unless noted). The Detroit 8V-71NE (260 hp) was the base 4270/ F-4270 engine and the Cummins NH-230 was the base 4370/ F-4370 engine. All base models were matched with Roadranger RT-910 transmissions. 12,000 lb. front axles were standard as were 23,000 lb. (single) rear axle, and 34,000 lb. tandems.

The 4270/ 4370 standard GVW/ GCVW was 35,000 lbs./ 80,000 lbs. The F-4270/ F-4370 standard GVW/ GCVW was 46,000 lbs./ 80,000 lbs. The F-4370 could be optioned to 50,000 lb. GVW/ 120,000 lb. GCVW.

In addition to the numerous engine, transmission and axle choices, other options included an all aluminum cab, an integral heater/ defroster/ air conditioner unit, air ride seats, custom interior trim package, sleeper box, aluminum alloy frame rails, 60/80 &100-gallon steel or

aluminum- single or dual fuel tanks, aluminum front and rear hubs, two and three tone and special paint schemes, and, by early 1973, dozens of optional bright finish items. Changes over the years were relatively subtle. Base engines in 1975 were upgraded to the 280 hp Detroit 8V-71 and 290 hp Cummins NTC-290. IH's Turbotorque V-800 (300 & 350 hp), Detroit Diesel's 8-V92T (375, 400 & 430 hp), Cummins' NTA-400 and KT-450, Caterpillar 3406 (285, 320 and 360 hp) engines were added. All earlier, lower horsepower, Cummins, except for the NTC-290, NTC-350 and VT-903 were deleted. In 1975 tubeless tires up to 11-24.5 became available.

In 1975 International introduced the Transtar Eagle packages for their Transtar II cabovers and Transtar 4300 conventionals, primarily for owner-operators. The Transtar 4300 Eagle features included custom sleeper with extra large storage, deluxe burgundy interior, custom high back nylon contoured seats, woodgrain dash, chrome stacks, dual chrome mirrors, dual chrome air horns, aluminum wheels and chrome hubs, aluminum step plates and fuel tanks, stainless quarter fenders, sun visor and 11 standard 4 tone paint and pinstriping schemes.

In 1977 International introduced the medium and heavy duty S-series line which were direct competitors with base Transtar conventionals for fleet operators, however apparently had little appeal to the owner-operator.

Per Fred Crismon (International Trucks, 1995, Motorbooks International) "The conventional Transtar line was given a mild facelift for 1979." Prominent features included recessed headlamps with square aluminum bezels and a much deeper bright-finish front bumper than its' predecessors. Also a 120" BBC cab was available for big bore diesels. The factory brochure notes the 120" BBC was required for 450 hp 3408 Caterpillar; all other 4370 engine options only required the 117" BBC.

In 1980 the Limited Edition Eagle Brougham Conventional was introduced. The Brougham features a two bunk walk through skylighted sleeper with large colorful eagle graphics spanning each side from the nose of the hood to the back of the sleeper.

In 1982 International dropped Transtar from the model designation and referred to the model as 4200, 4300 and Eagle. International's marketing promoted the 4200/4300 conventional's efficiency to drive down the cost of truck ownership – "A new generation of fuel-saving engines, transmissions, rear axles, and other improvements – including an exclusive IH air-deflector design – help make this the most efficient premium conventional that ever wore the International name. (In fact, a new 4200/4300 spec'd for maximum fuel efficiency can save you over \$12,000 per year in fuel cost alone, based on 100,000 miles of operation yearly.)"

Crismon's International Trucks has one photo of 4300 Eagle in the 1983 chapter, however we are reaching the end of the line. In 1984 International introduced the 9370 conventional, marketing it as "The Premium Conventional International". Whether International concurrently manufactured the 4200/ 4300's and 9370's is presently unknown. The first edition of the 1985 Sales Data, printed September 1984, has no references to the 4200/ 4300/ Eagle trucks. Fifteen years as International's premium conventional is not a bad run. Thirty-five years after the last 4200/ 4300/ Eagle trucks were manufactured they still highly sought after and draw attention whenever they are shown.



The new Eagle with optional 60" walk-in double sleeper.

# BASIC SPECIFICATIONS

Model	4270	F-4270	4370
GVWR Std. lbs.	29,000	44,500	29,000
GVWR Optional	31,840	49,500	31,840
GVWR Optional	—	52,380	—
Maximum GVWR Optional	34,680	55,560	34,680
GCW Max. lbs.	80,000	120,000	80,000
BBC	107"	107"	117"
Wheelbase (inches)	152", 162", 174"	150", 162", 174" 186", 215", 240"	152", 162", 174"
Front Axle	FA-139 Center Tread	FA-139 Center Tread	F-A139 Center Tread
Standard	12,000 lbs.	12,000 lbs.	12,000 lbs.
Optional	FA-112 Center point	RA-112 Center point	FA-112 Center point
Capacity lbs.	12,000 lbs.	12,000 lbs.	12,000 lbs.
Optional	FA-136 16,000 lbs.	16,000 lbs.	16,000 lbs.
Optional	FA-228 12,000 lbs.	12,000 lbs.	12,000 lbs.
Front Suspension tailored to load requirements lbs.	9,000 to 12,000 lbs.	9,000 to 16,000 lbs.	9,000 to 12,000 lbs.
Rear Axles Standard lbs.	RA-57 23,000 lb.	RA-351 34,000 lb. Tandem	RA-57 23,000 lb.
Optional with Aluminum Differential Housing, lbs.	RA-73 23,000 lbs. Rockwell R-170		RA-73 23,000 lbs. Rockwell R-170
Optional with Aluminum Differential Housing & Traction Equalizer, lbs.	RA-76 23,000 lbs. R-170 w/Traction Equalizer		RA-76 23,000 lbs. R-170 w/Traction Equalizer
Optional Two-Speed w/Air Shift	RA-197 23,000 lbs.	RA-303, 34,000 lbs. 2-Speed Tandem	RA-197 23,000 lbs.
Optional 34,000 lbs. S.R. Tandem		RA-328 Rockwell SLHD	
Optional 38,000 lbs. S.R.		RA-355 (IH) RA-333 Rockwell SQHD RA-390 Eaton 38DS	
Optional 38,000 lbs. D.R. Tandem		RA-392 Eaton 38DP	
Optional 44,000 lbs. S.R.		RA-399 Rockwell SSHD RA-446 Eaton 44DS	
Optional 44,000 lbs. D.R.		RA-449 Eaton 44DP	
Rear Suspension	18,500 lbs. or 23,000 lbs.	34,000 lbs Steel spring walking beam suspension	18,500 lbs. or 23,000 lbs.
Other Suspensions Available as an Option. 34,000 to 44,000 lbs.	IH Air Ride	IH Air Ride, Reyco, Dayton & Hendrickson	IH Air Ride
Engine Standard	8V-71NE 260 HP	8V-71NE 260 HP	NTC-290 HP
Engine Optional	V-8 Engines Only All Cummins and Detroit Diesel Engines Available up to 434 Horsepower	V-8 Engines Only	In Line Engines See Complete En
Standard T-129 Transmission (all models)	Fuller RT-910, 10 Speed Direct, Steel Case		
Optional T-347 (6 x 4)	Fuller T-905A, 5 Speed Direct, Steel Case		
Optional T-348 (4 x 2)	Fuller T-905B, 5 Speed Direct, Steel Case		
Optional T-420 (all models)	Fuller RT-906, 6 Speed Direct, Steel Case		
Optional T-449 (all models)	Spicer SST-6-1062B, 6 Speed Direct, Steel Case		
Optional T-468 (4370)	Fuller RTO 12513, 13 Speed Overdrive, Steel Case		
Optional T-459 (all models)	Fuller RTO 9513, 13 Speed Overdrive, Steel Case		
Optional T-459 (all models)	Fuller RTO 9513, 13 Speed Direct, Steel Case		
Optional T-405 (all models)	Spicer P-8516-3B, 16 Speed Air Shift, Steel Case		
Auxiliary Transmissions	Spicer Four Way Auxiliary Transmissions Available		
Frame Standard	9 <sup>7</sup> / <sub>8</sub> " x 3 <sup>1</sup> / <sub>16</sub> " x 1/4"	9 <sup>7</sup> / <sub>8</sub> " x 3 <sup>3</sup> / <sub>16</sub> " x 1/4"	9 <sup>7</sup> / <sub>8</sub> " x 3 <sup>3</sup> / <sub>16</sub> " x 1/4"
Frame Optional (Steel)	10" x 3 <sup>1</sup> / <sub>2</sub> " x 5/16"	10" x 3 <sup>1</sup> / <sub>2</sub> " x 5/16"	10" x 3 <sup>1</sup> / <sub>2</sub> " x 5/16"
Frame Optional (Aluminum)	10 <sup>3</sup> / <sub>8</sub> " x 3 <sup>1</sup> / <sub>4</sub> " x 3/8"	10 <sup>1</sup> / <sub>2</sub> " x 3 <sup>1</sup> / <sub>4</sub> " x 1/2"	10 <sup>3</sup> / <sub>8</sub> " x 3 <sup>1</sup> / <sub>4</sub> " x 3/8"
Optional Frame (all models)	Reinforcements and Aluminum Cross Members for steel frames also available		
Brakes, Std., Front	15" x 3 <sup>1</sup> / <sub>2</sub> " wedge	15" x 3 <sup>1</sup> / <sub>2</sub> " wedge	15" x 3 <sup>1</sup> / <sub>2</sub> " wedge
Rear	15" x 7" wedge	15" x 7" wedge	15" x 7" wedge
Optional	16 <sup>1</sup> / <sub>2</sub> " x 7" S-cam	16 <sup>1</sup> / <sub>2</sub> " x 7" S-cam	16 <sup>1</sup> / <sub>2</sub> " x 7" S-cam
Radiator, Standard up to 350 hp Furnished with over 350 hp	1,200 sq. in. 1,500 sq. in.	1,200 sq. in. 1,500 sq. in.	1,200 sq. in. 1,500 sq. in.
Electrical	12V, 65 Amp., 27 SI Alternator	12V, 65 Amp., 27 SI Alternator	12V, 65 Amp., 27 SI Alternator
Clutch, Standard (all models)	14" 2-Plate Spicer Angle Spring		
Cab, Standard (all models) Optional (all models)	Steel Construction, Aluminum Construction		
Hood (all models)	Tilt Hood—Fiberglass Std.		

# My Stacks of Stuff

*George Barrett*

Since I have sold my model making business and have mostly "retired" I have been trying to sort and find out what I've been saving for the last fifty years or so. Too many interests, not enough time to look at it all.

In this issue of the Shop Manual are some of the high quality pictures of fire fighting vehicles that were just too good to throw out. I'll be sprinkling them into future issues, these three were the military vehicles in the collection.

I suggest that you might want to go to the web site so you can see them in color.

1944 International Bean with a 350 gpm high pressure pump and a 250 gallon tank. At the time of publication it was owned by Shelby, NC, photo by Glenn D. Legget



1953 Dodge serves as a brush unit in the town of Mont Vernon, NH. It carries a portable pump and 400 feet of forestry hose. Damien Danis photo.



1955 General Motors M-211 serving the Mountain Springs Volunteer Fire Company in Clark County, Nevada. It is equipped with a 1250 gpm pump and 1000 gallon tank. Chuck Madderom photo.



# 2020 COMING SHOWS AND EVENTS

- 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 CANCELED**
- 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 –**

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## 2020 ATHS National Convention & Truck Show Volunteers Needed



Clement Bros. Portland, Maine

# 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 calendar of events for the year 2020. I know there are more than 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@doynelson.com](mailto:jdoyle@doynelson.com) or Cell (207) 242-7414.

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

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*What Happened?*