



Shop Manual

www.badgoat.net/ptcaths

August 2014

President's Message

John Ellingwood

Happy Anniversary Everyone!

No, don't worry you didn't forget your own Anniversary. No last minute trips to the florist are necessary. This year marks the 25th anniversary of the birth of the Pine Tree Chapter of the ATHS. While I've heard a few variations on how and where the chapter started, the important part is that it did. The Pine Tree Chapter was formed when it was quite evident that there was a growing membership from the New England Chapter (Massachusetts) that resided in Maine. While we represent the state of Maine we have quite a few members "from away". We cherish all of our members. We wouldn't be here today if our members did not step up to keep things going. While I have only been around the last 8 years or so, I have experienced firsthand what has kept the chapter going strong.

We have a growing number of members that put their heart and souls into guiding this chapter. I can't thank you all enough. From recruiting new members, steering special projects, stepping up at events when needed, and helping others in distress (Jamie Mason's flat tire at Owls Head.....) You guys and gals are unbelievable. I'm not sure what the special recipe for a successful chapter is, or if there even is one. Whatever it is we've got it and I thank you all, whether you just signed up this year at Owls Head or you've been with us since the beginning. I hope you're all in it for the long haul and another 25 years.

The Owls Head show was a success yet again. Toby Stinson, PTC member and Owls Head Events Coordinator, presented us with a nice plaque in celebration of our 25 years. This year's T-shirt fittingly honored charter member Lars Ohman. Lars has been a fixture of the chapter since the beginning often with his wife Terry at his side. We thank you both for keeping things rolling over the years. We also had a limited run of 25th anniversary hats. As I type this I am not sure how many shirts and hats are left (if any at all). If you would like one please let me know. My contact information has changed and is updated in the back of this newsletter.

Steve Corson has been working hard to put together the Tackaberry trip. Look inside for more details of some potential changes to the trip. Thank you Steve, for your efforts to putting this one together.

On a personal note, I want to thank our members that have stepped up where and when I have not been available. It's a crazy year for me and I've really needed and greatly appreciated the support in getting things done.

For all you people whining about Summer being over, CUT IT OUT!!! We've still got several weeks of great weather left. Enjoy it! Still lots of activities ahead. See some of you in Barrington on the 17th!





left Toby Stinson is presenting the 25th anniversary plaque to Pine Tree Chapter President John Ellingwood at the Owls Head Truck Show this Summer

There are many great pictures of the show on the web site that Charlie is kind enough to maintain for us. Charlie is also a great photographer and posts his photos for all to see. Thank you Charlie !

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Macungie 2014 *Charlie Hunington*

I've been fortunate this year to have been able to attend some great shows – yes even south of the Kittery bridge! Here's the lowdown – hopefully it will inspire a few more to venture out!

Macungie: You may remember my story last year of buying a trailer in western PA and taking it to Macungie on the way home. Not to be outdone by that adventure, I was able to find yet another new trailer, this time a little further away. It all started when Chris Budke, President of the Ohio Chapter, dared me to buy a former Anheuser Busch horse trailer he found on eBay. Since it matched my Transtar naturally it had to happen. The trailer was located in Ohio and it made sense to combine the pickup with the Macungie show. Chris was able to have the trailer picked up and stored and a friend's shop until I could run down.

I left on Monday PM and made it to the truck stop in Newburg, NY. I was a late arrival but since I was bobtailing I was able to get a spot even at the late hour. Tues it was off to OH. Easy run except for the Western part of I-84 which was rough for bobtailing. I arrived at Vince VanNewKirk's shop "Twins Truck Works" at 5PM. Vince and his twin brother pulled the trailer over from across the street and immediately jumped on it making sure it would be roadworthy for the trip home. We never had dinner till 10 PM! The only thing that was suspect was the vintage antilock brakes which we left not working. Vince's hospitality was second to none, he even left his shop unlocked so I could use the facilities thru the night.

Wed AM it was up and off to Camp Hill, PA to see

my Brother (as well as getting close to Macungie). I stopped at a great truck stop in Hubbard, OH. Fortunately I happened to buy a long funnel while I was there. As soon as I got back on the highway my truck started to overheat. I had a slow radiator leak but hadn't happened on any stop leak in my travels. Anyway I cranked off the next exit, wound around unfamiliar territory but lucked out with a convenience store with a big parking lot. I had my step ladder with me and a wash pail with a lip for pouring. I was able to slide 6 gal of water thru the new funnel. My next adventure was running Rt 322 from I-80 down to Harrisburg. It's a beautiful road but one issue – it goes over a mountain. Soon I saw a sign "Mandatory Brake Check Ahead". I wasn't concerned about my ability to stop the empty trailer but I didn't want to discuss that with the PD. I came up to a pull off full of trucks and repair service vehicles but nobody waved me in, I drove on, up the mountain and into very thick fog. At the top there was a "Stop Ahead" sign. I was relieved that there were no officials around. On this peak it's protocol for all trucks to stop before proceeding down the other side at a posted 20 MPH max. No problems getting down and smooth sailing all the way into Camp Hill.

Thursday AM it's off to Macungie – this is a story about Macungie – remember Macungie?. Weather is a little dreary but with a clearing forecast. Soon enough I was parked in the designated spot and ready for a good truck show.

A little sidebar on the Macungie. This is the national show for the ATCA. It runs from Thursday noon to Saturday PM every year on Father's Day weekend. Macungie is a small "All American" town with a quaint old downtown. The show is in the park ? block off the main drag. It's easy to get to, great setting, just the right length, attracts lots of truck, and is in Mack's hometown. Oh yeah – great flea market! I would encourage everyone to consider going next year – I am! Friday PM brought some showers – Jamie Mason made it just in time for the rain, but we were dry in the trailer. Sat turned out beautiful so there were plenty of trucks in attendance. Early PM Sat it was time to head home. Easy drive, late arrival, but it left Sunday to visit Dad!

Driving & Steering

George Barrett

My days with the National Guard were always interesting because no two were ever the same and I was always around trucks and heavy equipment. What more could a guy ask for? Most of the trucks were gasoline powered back then but some, like the five ton, were big and impressive. The biggest was the ten ton with a Mack powertrain except for the Cummins 785 cubic inch V8 diesel. I spent plenty of time doing inspections and road tests on the 10 ton tractors as they came in new to us before going to the other outfits in the state.

The only trucks I didn't like were the three quarter ton Dodge and the one and a quarter ton Kaiser Jeep. The Dodge was a nice rugged truck but it just didn't sit right for me, a little too cramped. The Kaiser Jeep had the hood of a Jeep Wagoner and a canvass cab without anywhere near enough headroom. My head held up the sag in the canvass and I seemed to be looking at the top bar of the windshield frame. I actually don't think I ever drove one, just sat in it once and stayed clear of it from then on.

The Reo "Eager Beaver" was the nicest handling most comfortable of any vehicle the Army had. This was a 1949 design powered by a Reo 331 cubic inch gas six cylinder engine with a five speed Spicer transmission and a two speed transfer case. Eventually we got some of the newer models with the multifuel engines that were the same truck form a drivers point of view. None of the Army's trucks were overpowered and although the engine was 22 % larger than the 270 cubic inch engine in the WW II duce and a half I wished for more power many times as I drove the wrecker version from job to job fifty miles from Augusta. The four ton capacity revolving crane body version had a GVW of 24,000 pounds and there were many times I'd just pull out the hand throttle and let cars pass me as I got as far to the side of the road as possible.

On one Sunday "drill" after lunch there just didn't seem to be anything for anyone to do. It was a nice April day, nothing needed to be fixed, everything was clean, everyone could sense that you'd better look like you were busy, take something apart so you could put it together and no one could reassign you to something you didn't want to do. I couldn't take my mind off how I thought the wrecker needed a road test, too nice to be inside. Between the four of us that had nothing to do it sounded like a good idea. I made the suggestion that maybe two of them should take the three quarter ton "contact truck" and follow the two of us in the wrecker. You never know on a road test what might happen, the 3/4 ton was like a service truck with a minimal amount of space for tools.

We decided that the road test should be an off road all terrain driving experience and that could happen in an abandoned gravel pit at the other end of the Augusta airport, not far from where we were based. In addition to the road test we'd get to be more experienced soldiers, that's what the Army needs, isn't it?

We weren't able to get much driving experience under our belts before we got into some soft ground and lost traction. We didn't sink in too much, just enough so that the tires couldn't climb out of their ruts. I wasn't bothered, there were some trees about a hundred feet ahead of us so

we'd use the winch to pull us to drier ground, good, we'd finally get a chance to use it. The first pull wasn't successful, the tree came out roots and all, pine tree, no tap root. After we pulled up three more we came to the conclusion that it wasn't doing to work, we didn't want to be in the land clearing business.

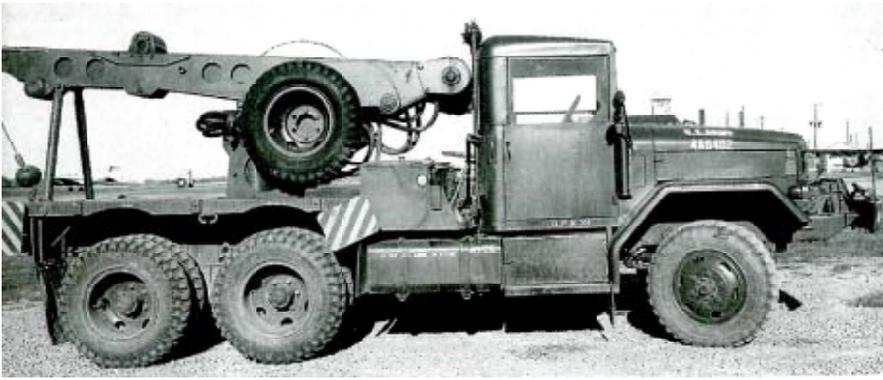
The two fellows in the contact truck left to go back to the shop and get the five ton wrecker. The contact truck came back about fifteen minutes later, the wrecker was out on a job somewhere, no one knew where, so they set out again to get the trucking company's five ton. The armory in Gardiner was the base for the closest five ton, we'd usually see it pulling duce and a halfs around on its drawbar and I always wondered if they had that many broken down trucks or if they were like us, looking for something to do.

The two of us who were waiting with our mired wrecker were discussing what we could do if the contact truck couldn't make contact with another wrecker. We figured another to and a half ton would be too light to act as an anchor for our rear winch to pull on, we couldn't remember if there was any machinery in Augusta that we could bring over, we had just sent the last of the many 10 ton tractors out to their bases a long distance away from us. Then we looked up and saw the trucking company's five ton following the contact truck, one way or the other we'd be pulled out now. The weekend drill was about over and I didn't know how I was going to explain to my sergeant why the wrecker was a mile away stuck in a gravel pit.

The driver in the five ton got out, looked the situation over, turned his wrecker around and backed down toward us, taking directions from the my two friends from the contact truck. After they stopped I could see a lot of moving around in the cab as they figured out how to engage the PTO for the rear winch. Buckey, the experienced guy from the contact truck, told the driver what to do and then the driver and assistant driver came around to the rear of the wrecker and grabbed the hook on their winch line and pulled in an attempt to get the line out to our wrecker. Nothing happened, now I'm getting nervous, maybe their winch didn't work, but then I remembered that we had a winch of our own so we'd be out in a few minutes.

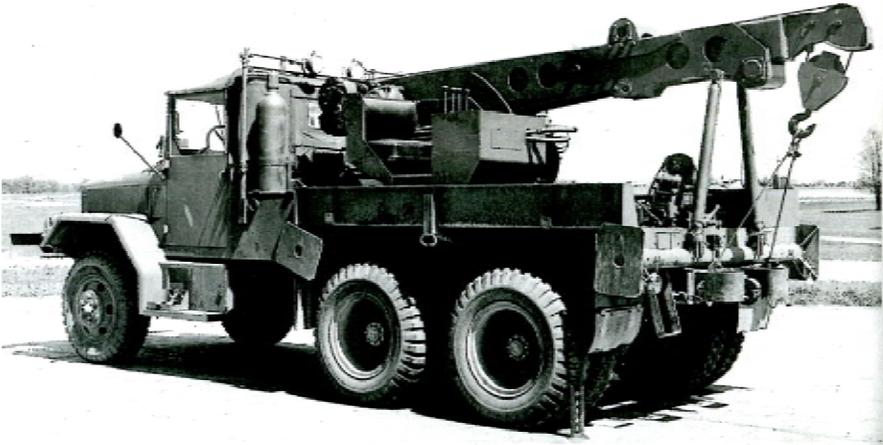
The five ton's crew took their job seriously and were determined to perform the service of pulling us out. They pulled a few more times, the line would not pay out. Buckey slowly approached the five ton's levers and said "usually when we're letting our line out we throw this lever here" and he casually moved it. That winch let the line out like there was a twenty ton load on it. The two guys pulling on it had no time to catch their balance, they both fell flat into a shallow puddle. They were good natured about it as they got up and shook themselves off, I don't think we laughed, until later when we got the truck back to its place in line at the shop.

That was a great day for me. I gained experience, had fun, nothing got broken, no one hurt and we had a little teaching experience for the trucking company's drivers. I caught a few remarks about the fact that the wrecker had not been washed before I left that afternoon, all in good fun. Machines are intended to be worked and practice on the part of the operator enhances the value and safety of the machine. I do chuckle every time I think of those guys tumbling into the water.



Here's some images of the wrecker I just wrote about, what a nice truck. The crane was not at all up to today's standards because it was difficult to operate two functions at the same time. If you were swinging and wanted to lift the boom the swing speed would be slowed considerably and this would cause the load sway back and forth, had to be very careful working around other workers.

I spent the better part of one two week summer camp loading and unloading the sectional concrete boat launching ramps around southern Maine. I learned to feather the controls eventually and could speed up the process.



In the early 1970s, I believe, I sold the State Highway Department two Austin-Western 210P cranes that we mounted on International F-1800s at the Bangor shop. I wonder where they are today. I remember thinking there was little difference from the crane on the two and a half ton Reo of twenty years earlier. I never got a chance to run it, don't know if the hydraulic valves had changed any.



I don't know where I found this photo but I've used it for years to demonstrate to modelers making HO scale trucks the way a nice looking International should be set up.

Since it's a truck based in Maine I'm putting it in the Shop Manual this month as a way of recording truck history in Maine

Starbird Lumber in Strong, Maine was a very well respected and large producer of lumber that I knew in the 1960s. I don't know where the photo was taken or the circumstances surrounding it. If anyone can offer further information please let me know.

Your Editor



Usually when I read the spec sheets for various trucks I would see the type of front axle was a Reverse Elliot. What is a reverse Elliot I wondered. Was there a forward Elliot? I found the answer in an Army Quartermaster Manual. Show below are three different designs and the military's explanation from Technical Manual 10-560

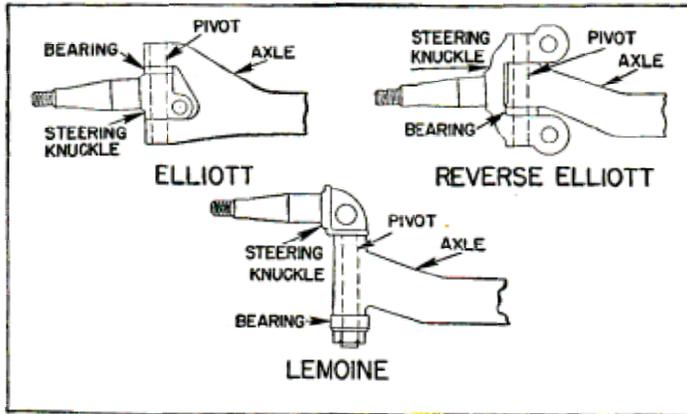


FIGURE 19.—Front axle designs.

26. Front axles.—*a. General.*—The front axle of a conventional motor vehicle is a dead axle. To permit steering the front wheels of a motor vehicle, the front axle is made in three sections joined together. Each wheel is mounted on a spindle contained on the outer swinging section—the steering knuckle; while the middle section of the axle—the axle proper or axle bed—is held in position by springs or torque rods.

b. Designs.—Various axle designs are used for joining the steering knuckles to the ends of the axle proper. Pivot pins, called steering knuckle pivots and commonly known as king pins, hold the knuckles to the axle proper and permit the necessary movement of the knuckles for steering. The steering knuckles should be free to turn about their pivots about 40° either way from the center line of the axle. The steering knuckle pivot is slotted so that it can be held in position by a tapered pin.

c. Elliott.—The ends of the Elliott axle (fig. 19) are forked so that the steering knuckle can be inserted between the forked ends and held there by the steering knuckle pivot, which is inserted through bushings and locked to the steering knuckle by a tapered pin through the slot in the pivot. The Elliott type front axle has not been used much since the introduction of front wheel brakes.

d. Reverse Elliott.—In this type of axle, the steering knuckle is forked and the axle end fits inside the fork (fig. 19). The steering knuckle pivot is inserted through upper and lower bushings in the steering knuckle and is locked in the axle end by a tapered pin through the slot in the pivot. This design is much more adaptable for use with front wheel brakes. It also permits a simpler steering ar-

35. Steering methods.—*a.* In order to steer a vehicle the wheels must be changed from their straight-ahead position. A “fifth wheel” which serves as a central pivot for the entire front axle was an early method of steering (fig. 28). This method serves for vehicles that are pulled, such as trailers and horse-drawn vehicles, but it is not practical for self-propelled motor vehicles.

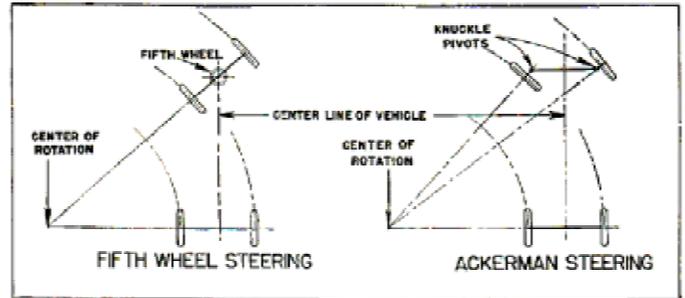


FIGURE 28.—Methods of steering.

b. The Ackerman system is used for automotive vehicles. In this method of steering, the front wheels are mounted on pivoted knuckles, and a steering linkage is used to tie the knuckles together so that the wheels rotate together about their pivots.

Remember the DM - 600



Trucks at Work - just added to the fleet of Frank Rossi, three new DM-600 Macks with a Heil dump bodies. Shown here working at a pit in Poland in 1967. Frank wanted to break in new trucks by working them under a screening plant which was under the supervision of his son Newt Rossi.

All the DMs I remember back then had steel hoods and fenders, both the 600s and the 800s. The U model, a popular highway tractor, had the offset cab like the DMs but it had a fiberglass tilting hood

My recollection also is that Maine contractors generally had DM-600s while in New Hampshire and Massachusetts there were many DM-800s. The exception was R. G. Watkins who had a big fleet of DM-600s that looked to me to be very heavily built trucks. Bill Rogers of Gardiner had close to a dozen DM-600 dumps and I remember him telling me they had the components of a standard DM-800 and their model numbers ended with an X standing for severe duty. Like they say, “you can’t tell a book by its cover.”

Photo from the collection of Peter Rossi



We've got some great looking trucks in the Pine Tree Chapter and among them are some beautifully restored red Mack B model tractors. When I saw Steve Corson arriving at the Owls Head Show his truck really caught my eye and while talking with Steve later he told me that the trailer he was working on was about a day away from

being ready for the road. Well, the following weekend it was in the parade for the Rockland Lobster Festival and it looks more than just ready for the road.

The truck is a 1957 B-61 Steve did a frame off restoration on last year, this year the 1956 Phelan trailer was restored.

Revisions and Addendums

George Barrett

In the last issue I wrote about the movement of the 16" guns for the shore defense of Boston Harbor. A couple of inquiries have been about where the guns came from. The following information came from an article published in the Steamship Historical Society of America magazine Power Ships number 286 Summer 2013 by Philip Sims. Mr. Sims graduated from Webb Institute, masters degree from MIT and worked for 38 years for the Navy Department.

In 1886 the Washington Navy Yard was designated by Congress as the manufacturing center for all ordnance used by the Navy. The construction of naval guns was heavy industry: melting metal, forging, and machining. The gun factory needed to move the guns, some of which weighed over 100 tons, from shop to shop, and the obvious solution of the time was special in-plant railroad cars.

The reason this article was found in a shipping publication was because the guns did have to be loaded on barges and taken down river for testing. This was not an easy task, on to the barge for the trip down, off the barge for testing, back onto the barge and the off again so the manufactur-

ing plant could clean and inspect before shipping to the shipyard or shore emplacement.

When the guns were transported to the ship builders there would be no need to have a truck involved and the aggravation of unloading from a rail car would be a simple matter of having the shipyard crane lift it off. I believe the only time one of these gun tubes would be seen on a truck would be when it was being installed at a shore defense site.

The guns were transported across the country on two flat cars, the tube being supported basically the same way as when moved on the lowbed / pole trailer system seen in the photos earlier. I found one instance where a gun was moved on a level bed eight axle flat car rather than two four axle flats. I don't know how often this happened. The book this particular information came from is "American's Fighting Railroads" by Don DeNevi

GMC B Conventional Trucks

Clayton Hoak

1960 brought major changes to the GMC lineup with only two late 1950's models, the DLR/DFR 8000s (Crackerboxes - introduced in late '58) and the D860 (short conventional diesel - introduced in '57), being carried forward.

Marketed as Operation "High Gear" – the industry's greatest design, engineering and quality control program, the model line-up changes included new conventional ninety incher, new conventional, and new tilt cab models. (1)

In addition to the Chevrolet based sheet metal changes across all models GMC introduced five V-6 truck engines (V-305A, V-305B, V-305C, V-351, and V-401) and the Twin Six (V-702); and replaced the 6-71 GMC Diesels with 6V-71 GMC Diesels. Other Operation "High Gear" changes included new front independent front suspensions and torsion springs (for lighter models), new longer lived stronger I beam front axles with wider spring center and treads (for larger models), bigger brakes for surer stops, new wider vari-rate rear springs, and frames up to 35% stronger. (1)

Operation "High Gear's" new conventional ninety incher was the B Series Conventional, a short conventional cab truck offered in at least 12 model designations. The B Series Conventional shared the cab sheet metal with the standard conventionals, however the bumper to back cab (BBC) dimension was 90-92 inches compared to the 105 BBC dimension of the standard conventional models, and front grill and sheet metal were uniquely different. The standard conventional cab line designation ended at 5000 (24-25,000 GVW / 40-45,000 GCW) while the B Conventional line designation started at B4000 (19.5 -23,000 GVW / 35,000 GCW), and ended at BW9000 (59-64,000 GVW / 90-120,000 GCW).

"...the "B" configuration was broad enough to replace not only the Dual-Purpose 370s and 450s and all the 500-670-series variations, but also every 800-970 standard conventional." (2)

The following models were available in 1960 (B - B Series, A – Air Brakes, VBH – Vacuum Boosted Hydraulic Brakes, W - Tandem, D – Diesel) (3):

Model	GVW / GCW	Engine	Transmission	Brakes
BV4000	19,500 / 35,000	305B V-6 (150 HP)	4 Spd	VBH
BA4000	23,000 / 35,000	305B V-6 (150 HP)	4 Spd	Full Air
B5000	24,000 / 40,000	351 V-6 (180 HP)	4 Spd	VBH or Full Air
B5500	25,000 / 50,000	401 V-6 (205 HP)	4 Spd	VBH or Full Air
B6000	30,000 / 55,000	401 V-6 (205 HP)	4 Spd	VBH or Full Air
B7000	31,000 / 60,000	702 V-12 (275 HP)	5 Spd	Full Air
BW5000	35,000 / 50,000	351 V-6 (180 HP)	5 Spd	Full Air
BW5500	43,000 / 60,000	401 V-6 (205 HP)	4 Spd	Full Air
BW7000	45,000 / 65,000	702 V-12 (275 HP)	5 Spd	Full Air
DBW7000	45,000 / 65,000	6V-71 (205 HP)	5 Spd OD	Full Air
BW9000	59,000 / 90,000	702 V-12 (275 HP)	5 Spd (direct) w/ 2	Full Air
DBW9000	59,000 / 90,000	6V-71 (210 HP)	5 Spd OD w/ 4 Spd Aux	Full Air

Most models had optional GVW/GCW ratings; and some models had optional engines, transmissions and auxiliary transmissions. As the B Series continued through the 1965 model year some models were dropped; however a couple of notable models were added, specifically the DBI7000 and DBWI7000 in 1962, and the DB4000 and DBH5000 in late 1963 (I – In-line 6, H – Toro-Flow Diesel):

DBI7000	30,000 / 60,000	6-71SE (189 HP)	5 Spd OD;	Full Air
DBWI7000	45,000 / 76,800	6-71SE (210 HP)	5 Spd OD;	Full Air
DB4000	15,000 / 35,000	D-478 (150 HP Toro-Flow)	4 Spd	VBH
DBH5000	18,500 / 45,000	DH-478 (170 HP Toro-Flow)	5 Spd	VBH

GMC B Series Conventional trucks were produced through 1965. 1966 brought another complete change in engines and sheet metal in the medium and heavy duty lines of GMC trucks.

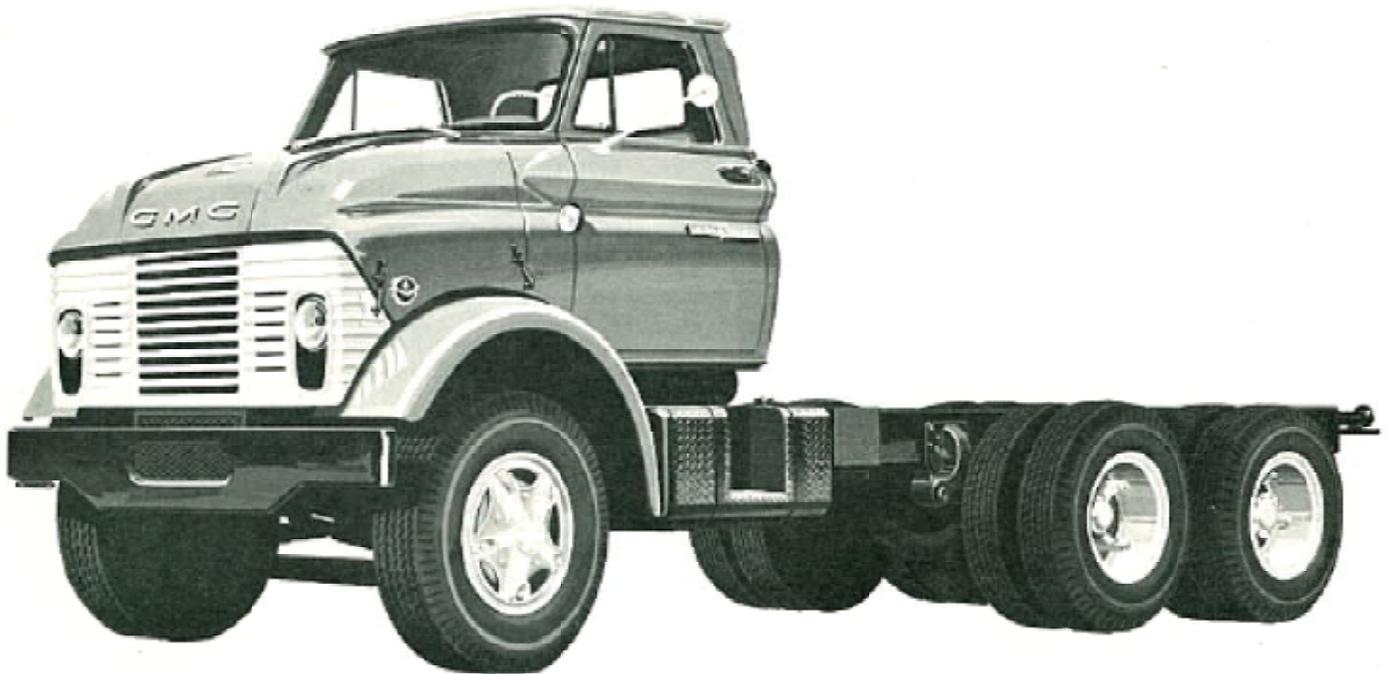
The B Series Conventional models are not popular as collectible medium and heavy trucks. A quick review of the 20 ATHS Showtimes published reveal three B Series Conventionals have been shown at the ATHS National shows since 1994 – a 1960 B6000 in Minnesota (1999), a 1963 B7000 in Baltimore (2006), and a 1961 B7000 in Yakima (2013). None of the Chevrolet versions are in any of the Showtimes.

Most would consider the B Conventional an "ugly duckling". That being said I am into mongrel trucks and wouldn't mind having one in my collection.

- (1) 1960 GMC Marketing brochure
- (2) GMC Heavy Duty Trucks 1927-1987; 2004 James K. Wagner; Iconografix
- (3) various 1959 and 1960 GMC Sales brochures
- (4) 10 speed - Roadranger; 12 speed - Spicer

GMC DBW 7000

**90-IN. SHORT-CONVENTIONAL
6V-71N DIESEL ENGINE**



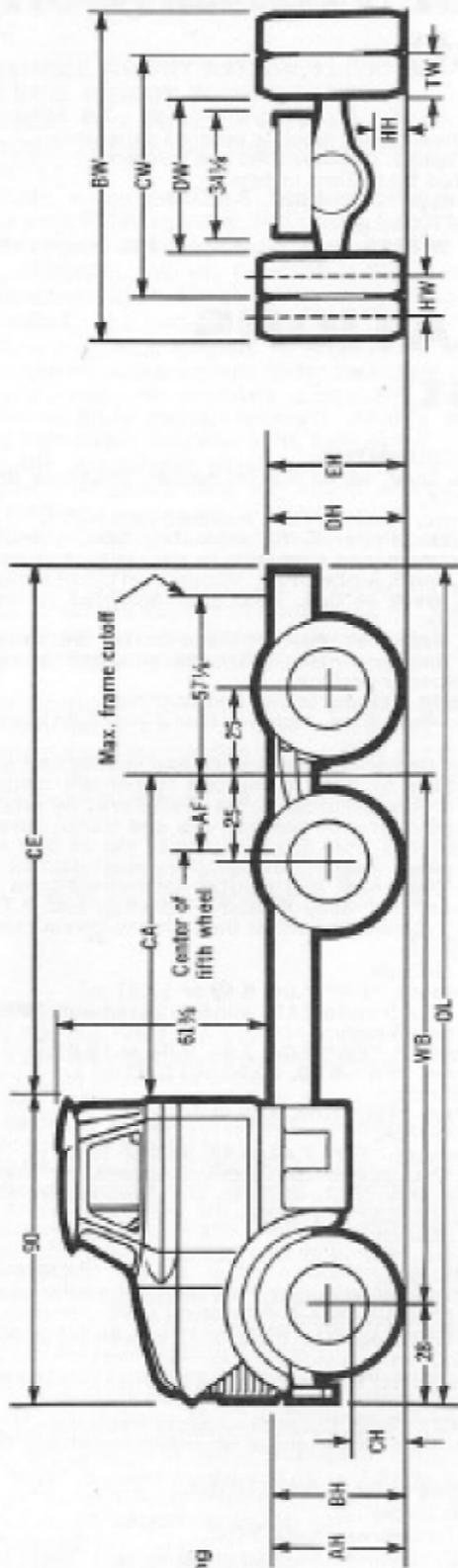
DIESEL POWER, PUSHER OR TANDEM DRIVE . . . As a straight truck this short-conventional 6-wheeler is rated at 45,000 lbs. GVW with optional ratings up to 52,000 lbs. Or, as a tractor is rated at 76,800 lbs. GCW. It is powered by the GM 6V-71N 2-cycle V-6 diesel engine proven over millions of miles of operation by users in all parts of the country. Standard equipment includes many plus value items. For example—11,000 lbs. I-beam front axle; heavy-duty, 5-speed overdrive transmission; 34,000 lbs. Page and Page 50/50 rear suspension with 2-speed pusher drive axle and non-driving forward axle; heat-treated steel frame rails and full-air brakes . . . rear brakes are self-adjusting Stopmasters. Positemp cooling completely eliminates the need for radiator shutters, permits faster engine warm-up and greatly improves cab heater performance. Radiator upper and lower tanks are bolted to core for extra sturdiness and easier servicing. Tri-shield, heavy-duty wiring with triple insulation and Mylar-sealed, printed instrument circuits reduce electrical maintenance. In addition a broad range of optional components and equipment (including tandem-drive rear axles and suspensions) is available, at extra cost, to tailor your truck to your particular needs.

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GMC

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DBW7000 Chassis Dimensions Shown are for Unit Equipped with Standard Specifications



- AW Tread, Front Tires
- LW Chain Clearance, Tire to Spring
- 95 1/2 Width Over Front Fenders
- 93 3/4 Width Over Front Hubs
- 35 3/8 Front Spring Centers
- 39 1/2 Rear Spring Centers

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 when optional springs or axles are used. Light heights AH and DH are for chassis and cab. Load heights BH and EH are for chassis loaded to standard rated GVW. Factory approval of frame strength required when AF dimension exceeds maximum shown. "L" type frame reinforcement or 10% reduction of AF dimension required for all fluid load operations. Special consideration must be given to frame strength required for specific mixer, dump and other severe service operations.

WHEELBASE NO.	05	08	11	12
WB Wheelbase	146	164	182	188
CA Standard cab to rear axle	84	102	120	126
CE Standard cab to end of frame	142	162	205	205
OL Bumper to end of frame	232	252	295	295
AF Max. distance, fifth-wheel to axle—				
45,000 lbs. GVW rating	25	23	23	22
48,000 lbs. GVW rating	21	20	20	20
49,000 lbs. GVW rating	23	22	22	21
52,000 lbs. GVW rating	22	21	20	20

Tire	P.R.	Cap.	Rim	Offset	AW	BW	CW	DW	HW	LW	TW	AH	BH	CH	DH	EH	HH
10.00/20	12	4580	7.5	4 3/8	78 1/2	95 3/8	71 1/4	48	13 1/4	2 3/8	10 3/4	39 1/2	36 3/8	10 1/2	39 3/8	38 1/8	9
10.00/22	12	4880	7.5	4 3/8	78 3/8	95 3/8	71 3/8	48	13 3/8	2 3/8	10 3/8	40 1/2	37 3/8	11 1/2	40 3/8	39 3/8	10
11.00/20	12	5150	7.5	4 3/8	78 3/8	96 3/8	71 3/8	48 1/2	13 3/8	2 3/8	11 1/4	40	36 3/8	11 1/4	40 3/8	38 3/8	9 3/4
11.00/22	12	5480	7.5	4 3/8	78 3/8	—	—	—	—	—	—	41	37 3/8	12 1/4	—	—	—
*11.9/20	16	6900	8.0	4 1/2	79	—	—	—	—	—	—	39	35 3/8	10 3/8	—	—	—

*For use with 15,000 lbs. front axle.

GMC Truck & Coach Division reserves the right to make changes of any time without notice in prices, colors, materials, equipment, specifications and models and also to discontinue models. Data shown above is basic information for the prospective buyer as effective at time of issuance of this pamphlet. Dealer will provide complete up-to-date information on options, specifications, etc., not shown here.

GMC TRUCK & COACH DIVISION, GENERAL MOTORS CORPORATION . . . PONTIAC, MICHIGAN

LITHO IN U.S.A.—ADV. 479—1-65—25M

Many thanks to Steve Corsen for putting together the Tackaberry trip. It takes a lot of effort to make the phone calls and arriving at a date with Mr. Tackaberry. There some of us who thought there might be enough interest to make a coach trip but since there were not a few of us might get together and do it a different way. At this time there are no firm plans.

President - John Ellingwood Jr. P.O. Box 683 Waterboro, ME 04087; Home (207) 247-6795 Cell (207) 590-2298; email: jellin@sacoriver.net

Vice President - Wayne Devoe Jr. 56 Allendale Road Newport, VT 05855; (207) 318-0323; email: wdjr62@hotmail.com

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Director - Clayton Hoak 299 East Stage Road, Pittston, ME 04345; (207) 582-3224; email: 1948reo@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.

PUT ON YOUR CALENDER

August 17 '14	Barrington Old Truck Meet Calef's Field, Barrington, NH Rts 9 & 125 Don or Marilyn Smith 603-664-9761
Sept 6, '14	Tyler's Garage All Truck Drag Race and Truck Show Rain date: September 13 ET Bracket Classes - Big Rig Tractors, Heavy Haulers, Super Diesel, Tuff Truck and Race Truck. Truck Show. contact: Joe Tyler 207-223-0066 or Willy Larrabee 207-323-1786
Sept 13, '14	Don Munsey's 85th Birthday Party Noon Time at Rusty Fender Estates, 785 River Road, Dresden
Sept 20, '14	Carl Phillips Tow Trucks of Yesteryear, 133 Gray Road, Gorham, 8:00 to 3:00. Supports Camp Sunshine
Sept 21 -27, '14	Cumberland Fair would like to have the Pine Tree Chapter display antique trucks, details to follow, contact George Barrett 829-5134
Oct 17, '14	Pine Tree Chapter Tour to the Tackaberry Collection , Unsure at this time what we will do. Not enough interest at this time

A Special Invitation

Lars Ohman

How do I sit and write about a character I've known as long as the Pine Tree Chapter has been around ? This 25 years is just a dent in the life time of 85 year old Don Munsey. I first learned of him from friends who were Island Dwellers, and often talked of the "Mr. Fix-it" of Chebeague Island.

If it was broke, Don knew how to repair, fix, weld, tin knock, or rebuild from items at hand on the Island. It might wind up as a Ford with a Plymouth starter, and tie rod ends from a Cushman Golf Cart that Don had previously "borrowed" the engine to be used as a Pot Hauler on somebody's lobster Boat. One of his enterprizes was " Thick & Thin Lumber" supplier of newly sawed, and salvaged lumber that floated in on the tide. I never actually saw the mill in operation, but from what I have been told, it was a good thing OSHA never visited the Island !

As time went on, I began to know Don as a man of many talents, amongst them, builder, welder, tinkering craftsman, and working mostly full time as a rebuildler, and painter of most of the Peter Pan Bus Lines fleet. If you saw Don after a week of priming and painting a bus, he would have a slight green tinge in his gray hair. I mention that, because he STILL has hair !

The move from Chebeague to the mainland was accomplished with assistance from many folks, barges, lobster boats, and a skiff or two removed much of the Munsey empire to the mainland and to Orrs & Bailey Island. Don continued to fix anything asked to, and a

few things were fixed where others would just back away from the project. The local Fire Departments benefited from his knowledge, and stockpile of saved goodies.

Lets fast forward a bit....Somewhere along the line, Don ran into Diane Savage, and more than welding sparks hooked up the two of them. I've heard a rumor the Manager of Rennies told Diane that Don was to purchase more than a roll of Life Savors and paying with all pennies just to chat with her @ the Cash Out !

Now full time residents of SOUTH Dresden (not to be confused with regular Dresden) at aptly called " Rusty Fender Estates" there is always something being tinkered on, repaired, or just a good bull session in the coolness of the of the garage. The circle of friends is never ending, and no telling who will be in the doorway if you stop by to visit a spell. On September 13th, Diane and a few folks are inviting any and all to stop by and help us "Roast " Don on his 85th year of just being " The Fine Gent from Chebeague", no matter where he hangs his hat. I have been requested to remind all, NO GIFTS...this is a Celebration of The Life of Don, when we can all sit and tell a story or two, have a few laughs and perhaps a bite to eat or a piece of pie. BYOB for those who wish, and a chair to rest your bones if needed. No neckties or sports jackets. Carharts, boney legs, and shorts are well accepted If you need directions, ask anyone in the club. Most everybody has been there at least a couple of times. Hope to see you there. Lars

Classified Ads

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

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: 1982 GMC Sierra 4 wheel drive pick up. 153,000 miles, 350 engine with 4 speed transmission. 8 foot bed in excellent condition with aluminum cap. All original, one owner vehicle bought new at CB Kenworth in South Portland. Normal Body rust that should be expected on a 1982 truck. 4 Good 16" tires with 80% or more tread and no dry rot. Custom fabricated rear bumper for towing with 7 way RV socket. Includes many receipts as well as the original sales brochure. \$1800 Contact John Ellingwood at 207-590-2298 or jellin@sacoriver.net for more information, pictures and to get in touch with the seller. This truck can be seen at the Hillcrest Farm Truck Meet in Windham on the 18th of May

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: 1960 Talbert 27 ton Mechanical Detach Gooseneck-17 foot well with 7 foot deck over rear tires. This trailer needs to go- I do not want to scrap it and hope the next owner doesn't either. Let's talk! Pictures available-email jellingwoodjr@yahoo.com

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