



Shop Manual

www.badgoat.net/ptcaths

August 2016

President's Message

Jamie Mason

As we pass through the (roughly) half-way point of our summer antique truck season, the calendar of truck shows has really just begun. Keep reading for the highlights. In August the Granite State Truck Show should grab your attention on the 21st. Their new location is not as close but I'd like to give our neighbors a chance, and hope you do too. If anyone wants to convoy or make travel plans, let me know.

September has our own Clayton Hoak putting together a fall tour that should keep our wheels turning. In October, Charlie H. is heading up a trip to the Tackaberry Collection that. I went last year and haven't seen anything that impressive since the National Convention. There is also a great show put on by the ATCA New England Chapter the same weekend but located at the Bolton Fairgrounds in Massachusetts.

Finally, in November, Diane and Don are hosting the great fall auction. Conveniently located at the Rusty Fender Estates in lovely down town Dresden, Maine. I've already started rummaging through the garage looking for items to donate. Rumor is Diane might put Don in the auction too! No Reserve!

Now that the dust has settled from the Owls Head Transportation Museum's show, I'd like to thank the Owls Head Committee for putting everything together. The raffle items, 50-50 tickets, Sunday's cookout, and the t-shirts are all part of the committee's function. The PTC and I own Nancy and her crew a round of applause for their hard work.

While on the topic of Owls Head, I'd also like to thank Bob and Lucky Stackpole for their cookout on Saturday evening. They outdo themselves every year and this year was no exception. The amount of hard work it takes to put on an event like this is truly impressive. This was the first year that they opened up the event to PTC members and I hope they found us to be good guests and great company!

With every event, please feel free to get in touch with me if you have feedback from our events. Your Executive Board works hard trying to put together gatherings that our members will enjoy. Not all events will fit every schedule but we try to work around other shows when possible. Until then, enjoy the rest of your summer!

Jamie

Secretary's Report

Diane Munsey

The truck show this year was a great success. The weather was pretty hot on Saturday but better on Sunday. A good turnout of trucks on Saturday and a good mixture of cars and trucks on Sunday. We took in 3 new members and had some dues paid.

Saturdays raffle brought in \$371.00 and Sundays 50/50 brought in \$152.00. Our Sundays lunch was pretty well attended. We made \$422.54. We had good sales on the shirt this year. The shirt had one of John Doyles truck on it. Saturday night we had a wonderful dinner again this year thanks to Bob and Lucy Stackpole. A big THANK YOU to the Stackpoles.

It was nice to see old friends and make some new ones. Hope everyone has a good rest of the year.

Tackaberry Trip 2016

Charlie Hunnington

Last year several of us were honored to be able to tour the Tackaberry Collection in Athens, Ontario, Canada. The Tackaberry Collection is housed in 13 building stuffed with over 200 top quality restored trucks. Quite a bit of other surprises are housed there as well. The Pine Tree Chapter is blessed to be invited to tour this amazing collection once again this year.

The tour will take place on Sat Oct 15. Last year we were able to arrange ridesharing on an informal basis and met Fri evening for dinner. On Sat we met for breakfast and then headed to Athens. Lodging is available in nearby Brockville. I stayed at the Travelodge and was happy with that. If you use an online search you can find other hotel close by as well. If you're interested in going drop me an e-mail and I'll put together a e-mail list to get more specifics out to everyone. badgoat@tidewater.net



Doug Wakefield (*left*), Agent for The Springtime Truck and Tractor Show, Congratulates Robert S. Brann (*right*) from Windsor, Maine as Bob takes the Keys to The White Knight, the antique truck that he won by entering the Show's Acts of Kindness Donation Drawing!

Thanks to Bob and over 80 others that entered our drawing, the Show has again, been able to make several Acts of Kindness Donations to cancer sufferers, their Families and others in need. For all you do, THANK YOU to all that helped to make the 2016 Show a success!!

From the Editor

George Barrett

We were a little light on contributions to the newsletter this issue but with so many antique truck activities this summer it's easy to understand why. We did cram a bunch of history into these pages so I think we've got a keeper. Thanks to all for contributing.

Lars called to let me know that his computer was not answering to the key strokes so we'll get caught up with him next issue. I've got plenty of photos of the Owls Head show that I'll be putting in from time to time. I think it was a great show. The weather was great for photography and I urge you to go on line to see the images in color. Contact me if you want the *Shop Manual* sent electronically.

I'd like to keep a balance of chapter activities, history, and restoring and driving old trucks. Let me know if there's anything you'd like to see in print, questions, looking for or selling, or just a good story.



A Real Piece of History! A 1916 AC Mack "Bulldog" Chassis # 7021, 3.5 ton capacity. Four cylinder gas jug-head engine with a three speed transmission. This was the 21st AC built. The truck was delivered new in March 29,1917 to A. Otto & Sons of New York City. Truck was found by the late Mel Clark at a wood spindle factory near Boston after it had been buried under a pile of wood for forty years.

Purchased by Jack and Marv Comer from Mel over twenty five years ago. Owned and presented by the Jack Comer Collection of Baltimore, MD. Thanks, Gary, for bringing it up to Maine for us to see.

Ramblings

Lars Ohman

Had such a good time @ Watson's Wheels & Water Show I forgot all about doing a write up on a great gathering. Word got out early, and in quantity, and it paid off in new things, and old friends showing up to enjoy a drop dead beautiful weekend of sights, sounds, and fireworks. The Chapter tour that started off @ Don Bibber's place had a cross country tour with stops along the way, and wound up on the shores of Brandy Pond for the Lions Club Bar-B-Q, evening music, and fireworks. All the Watson clan was in attendance to be sure all had a good time.

A collection of Farmall & IHC tractors did a parade run in from its collection barn to start off the gathering of other collections of everything from antique race cars, to lawn tractors and even a 1962 Snowblower (not needed this season). Many old faces and names came up, great visiting and story telling, and a short tour on Sunday to a couple of other collections filled out the venue. Thanks to a great effort on the part of the "younger" Watson, Shelly and Cole, with background help from Merry and Dana, I was glad to see "Watson's" revitalized and get back to the good old days of a very relaxing and enjoyable weekend close to home...Put it on your Bucket List for next year !!!!! Thanks to all who made it what it is.

The Best Kept Secret of all our Maine Gatherings.....LarsHad such a good time @ Watson's Wheels & Water Show I forgot all about doing a write up on a great gathering. Word got out early, and in quantity, and it paid off in new things, and old friends showing up to enjoy a drop dead beautiful weekend of sights, sounds, and fireworks. The Chapter tour that started off @ Don Bibber's place had a cross country tour with stops along the way, and wound up on the shores of Brandy Pond for the Lions Club Bar-B-Q, evening music, and fireworks. All the Watson clan was in attendance to be sure all had a good time. A collection of Farmall & IHC tractors did a parade run in from its collection barn to start off the gathering of other collections of everything from antique race cars, to lawn tractors and even a 1962 Snowblower (not

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Just a quick overview of the National ATHS Convention in Salem, Oregon...Great folks, a great Venue, and interesting things we don't get to see on the East Coast. I started off my visit with meeting up with Chapter Members David and Yvonne Gauley in Prescott, AZ and driving up thru the Western States....I hadn't been "out West" for almost 65 years, and we did the grand tour on our way to Salem. Saw about every type of valley and mountain range from minus 135 feet and 92 degrees to over 6,000 feet and snow along side the roads. Show itself, with thanks to a golf cart was well laid out, lots of trucks we never see around here. One Western Style log truck had just two long at over 50' in length, and close to 100,000 lbs. gross. An awesome collection of old style Sterlings all by one collector. a restored D-8 Cat with a "stinger" log splitter on a Western Type Multi-axle trailer....more shine and glitter, some barn fresh stuff, and an amazing collection of "older" working, but beautifully maintained working logging and hay hauling rigs which no doubt went back to work on Monday morning. First encounter on my way to pick up my much appreciated golf cart was with a chap from Austrailia who knew folks from Maine.....our roving ambassadors from Cushing, Maine, Bob & Lucy Stackpole ! Talk about a small world ! Our Chapter members let it be known there was an East Coast to America, Clayton, Jamie, The Corson's and the Stackpole's did our best to enjoy true Western hospitality, great weather, and beautiful equipment+

. I know I'm late with this...'nuff said, see you @ Owls Head....Thanks to the Gauley's for putting up with me after all these years of friendship !



Tourists from the Pine Tree Chapter were spotted in Salem Oregon at the national convention.

photos courtesy of Bob and Lucy Stackpole

Cummins Diesels of 1961

George Barrett

Looking back 55 years, the chart at the end comes from a 34 page Cummins catalog of 1961 which received in 1962 from filling out a card in Commercial Car Journal. I divide the engines into three groups: the big bore, the new V engines being introduced that year, and the small engines for lighter trucks and machinery. Cummins has basically two categories: stop and go and intercity. I did not include the big V-12 engines.

They advise that the larger bore engines will give better fuel economy and lower maintenance costs because of lower cylinder pressure. Turbodiesel engines are desirable where routes run through high altitudes. Lightweight are applicable to those specialized operations in which reduced engine weight or engine length can permit increased payload.

The larger bore engines we're familiar with all have six cylinders with a six inch stroke and three different displacements of 672, 743, and 855 cubic inches.

In their 1961 annual report Cummins explains their new product:

1. They are equal in size and approach the weight of modern heavy-duty gasoline engines of equal horsepower
2. Their compact size and light weight permit both truckers and contractors to haul larger payloads than possible with other diesels of comparable power and to accommodate more power in a given space and vehicle.
3. They are superior in fuel economy to all competitive diesel and gasoline engines of comparable power.
4. They are naturally aspirated, four cycle, conservatively rated and made of conventional materials. These characteristics plus lower internal pressures and reduced piston speeds, made possible by the new design concept, provide superior life potential over competitive diesel and gasoline engines.

Interesting now to see what actually happened. I have never been a big fan of V engines, just give me the cubic inches in an in-line six. I will say, however, that the Cummins V engines we had in the Clark Michigan loaders performed well and made for a smoother, responsive, and saleable machine.

Before going any further I'll quickly review the three big players that made Cummins the successful manufacturer of engines that it is today. The first is Clessie Cummins (1889 - 1968). His ability as a machinist and passion for diesel engines kept him pushing for a better way to build diesels his whole life. The second is the banker who hired Clessie as his chauffeur in 1910, W. G. Irwin (1866 - 1943). After Mr. Irwin's death a nephew, Joseph Irwin Miller (1909 - 2004) became president. Mr. Miller was a well educated business man and naval officer (WWII). My description of all three is that they were extremely smart decent honorable men who cared deeply about their employees and their home town of Columbus, IN.

All the engines in the 1961 catalog have the relatively new PT fuel pump. From the diesel industry's earliest days fuel injection had been the key technical challenge and to a great extent was the biggest cost over a gasoline engine. Injection systems were large, heavy, and expensive. The single disk pump used until the late 40s weighed 150 pounds. After the war a big V-12 VH diesel was planned

and it was felt that the SD pump would limit the performance of that engine.

The effort to improve the SD started in the early 40s and by the summer of 1946 several hand built prototypes were being tested. The first patent was filed in May 1947 by which time it was called the DD or double disk pump. It was awkward, Clessie Cummins who was working on the design didn't want to release it but was overruled. Clessie liked the concept but said it had turned into a designer's nightmare. The DD pump was always considered a temporary fix. It was costly to manufacturer even though it was about one third the weight of the old SD.

By early 1950 the DD was offered as standard equipment on several models. The more DD pumps the more complaints as output increased from 196 in 1949 to 3302 in 1950. The DD had many of the issues of the SD, limited pressure of about 200 psi limiting the engine rpm and consequently horsepower. As late as 1951 an internal study showed that Cummins would still have to sell more than 8,000 to recoup its investment. Fortunately this never happened. An alternative design was in process during the development of the DD called a pressure time (PT) pump.

The PT dates back to work that Clessie himself secured a patent on in 1921 and was used on the Model U engine of 1928. The model U was a 4.5 x 6 engine with 1, 2, 3, 4 or 6 cylinders producing 10 bhp/cyl at 900 rpm.

440 PTs were turned out by the end of 1953. By mid 1954 a scant 54 of the 1215 PTs had developed and any trouble in commercial operation. Everyone was happy, the SD pump had an average cost of \$268 to manufacture, the DDs were running \$325, and the PT pumps even at the early stages of production were being turned out at \$143 per unit.

By the release date of July 1, 1954 the PTs already working had accumulated more than 21 million miles of service. The PT quickly emerged as the most popular and successful engine component in decades. The PT pump had another advantage, it could be retrofitted to every Cummins engine manufactured since 1932.

I've had a book in my library for about sixteen years titled *The Engine That Could* by Jeffrey L. Cruikshank and David B. Sicilia. It is totally about the Cummins Engine Company, not the engine but the financial and management history of Cummins. The authors put it this way: *Seventy-Five Years of Value-Driven Change at Cummins Engine Company*. I took a quick look at it when I first got it and don't think I've taken it off the shelf since.

The reading is a little boring, almost 600 pages, only 32 pages of photographs, mostly the people involved. Published by the Harvard Business School Press in 1997. With the idea of writing an article for this issue of the newsletter I started looking through the index and sure enough, there was some history that interested and surprised me. I don't think the authors knew what an engine was but that made it more interesting for me, having been following diesel engines for most of my life I could get a sense of what they they were talking about, particularly when it came to explaining some of the negotiations involving proposed mergers with well know manufacturers in the trucking and machinery business.

The 1961 catalog was the first to introduce the new V models By the late 50s everyone connected with trucking was looking for V8 engines. The decade of the 60s was an

reached one billion in sales it was a big deal. In April 1996 the company produced its 500,000th engine.

As far back as the early 50s Cummins became intensely interested in a new kind of engine: a foreshortened diesel with its cylinders of-set in a "V" configuration that made it shorter, lighter, and lower than any existing automotive diesels. Any diesel, inline or V was more efficient than its gasoline counterpart.

By 1959 Cummins management, or I should say the family that owned 63% of the stock, had run out of patience. In 1958 Detroit Diesel had their new series of V engines aimed at every market, especially the light and medium truck markets. In a confidential memo to his top subordinates, Mr. Irwin asserted the "sales and profits lost by this delay and failure to have a commanding product edge are astronomical" Things were so desperate, as Miller saw it, that Cummins could afford to spend "any sum of money required to get this family [smaller V] engines selected and in existence before the end of 1960, and in full production, commercially proven, by the end of 1961." Miller added that money was "absolutely no object" in accomplishing this vital goal. This memo was dated 11/13/59

The V engines went into commercial field testing in July of 1960 when Pacific Intermountain Express put thirty-six 785 cubic inch V-8 engine powered Peterbilt tractors into service on the West Coast. The experiment was judged to be a success. P.I.E. also ordered six small V-6 diesels for city and pickup and delivery service.

Soon frustration was encountered. The Vs were not as fuel efficient as their in-line counterparts and fuel efficiency was supposed to be the main selling point of the diesel engine. The 588 and 785 cubic inch V engines, which hit the market in volume in 1962, were generating major warranty costs in 1963. The average warranty period costs for the old reliable NH engine in May of 1963 was \$61.00; on the Vs the equivalent figure was \$1,285.00. Toward the end of the 1960s Cummins focused on the new V-903 model, which, at 320 hp was exclusively a heavy-duty engine. Cummins was forced to retreat from the light and

medium markets.

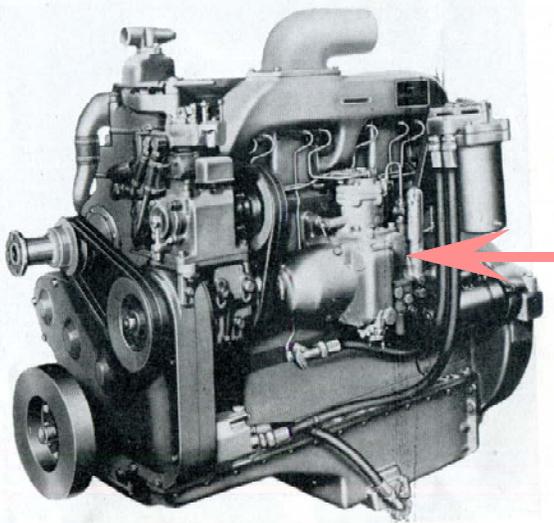
Feasibility studies for a brand new engine dubbed the "K" began in 1968. I remember thinking at the time how happy I was going to be when I had a big 1150 cubic inch displacement engine for some of the machinery we sold. I always liked the Caterpillar idea of more cubic inches. Cummins liked the over square design (stroke less than the bore) for the V engines and everything was on the table for the new 600 hp engine. The lead designer on the "K" project did not like over squared designs, was a firm believer in an in line six. He said "Why? Because an in-line six is the perfect engine. It's simpler and less costly. Everything is balanced."

The engine was scheduled to be available in December of 1973 but external world forces converged on the K engine and undercut its incipient success. Remember the fuel crisis back in the 70s? Fuel supply went down and cost per gallon went up. Speed limits dropped to 55 mph, power in a small package like the KTA-600 was no longer a valuable commodity. Cummins responded by revamping the smaller engines to make them more fuel efficient, lowering the rpms and increasing the torque.

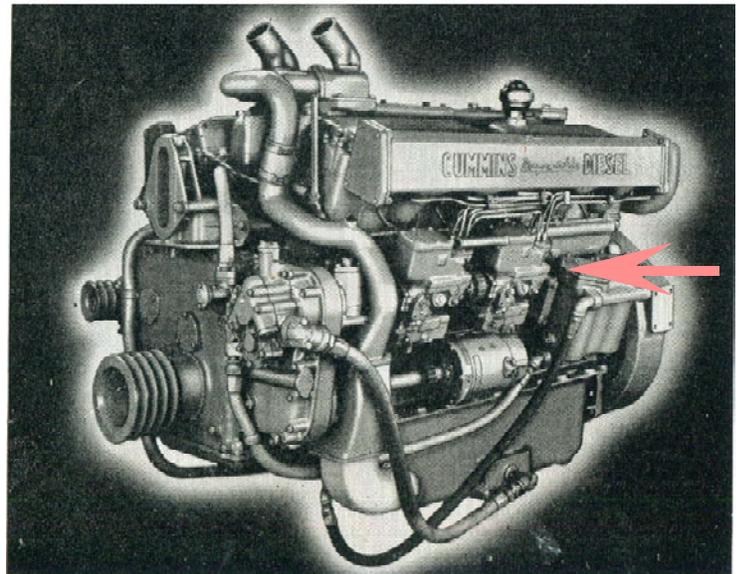
The only K engine in Maine that I know about was in a Brute that Merrill Transport purchased from C-B Kenworth about 1980. I believe it was rated at about 400 hp, maybe a little more. There could well have been other truckers in our state that had the K engines that had no way of knowing about.

All was not lost on the K series engines. As time went the engines were used in mining and marine applications. Following tugboats as I do I notice many being used in V-12 configuration (2300 cubic inches), V-16 (3068 cu. in.) and in V-16s with the stroke increased to 7.5" (3684 cu. in.)

The Big Cam was a huge winner. Increasing the cam in the 855 block from two inches to two-and-a-half permitted a shorter injection period and more efficient combustion. Between 1976 and 1979 overall fuel efficiency of Cummins engines increased some 15 percent.



NHB-600 with old SD Fuel Pump 1949 Diesel Engine Catalog



NVHS-12 with new DD Fuel Pump 1949 Diesel Engine Catalog

CUMMINS AUTOMOTIVE DIESELS

TRUCK ENGINES AVAILABLE 1949

MODEL	Displ.		B x S	HP @ RPM	L x W x H	WEIGHT	Valves per cyl.	NOTES
AA-600	377	6	4 x 6	100 @ 2200	46 28 39	1380	2	1949 Diesel Engine Catalog Vol 14
HB-600	672	6	4 $\frac{7}{8}$ x 6	150 @ 1800	58 30 48	2165	2	1949 Diesel Engine Catalog Vol 14
NHB-600	743	6	5 $\frac{1}{8}$ x 6	200 @ 2100	57 30 49	2500	2	1949 Diesel Engine Catalog Vol 14
NHBS-600	743	6	5 $\frac{1}{8}$ x 6	275 @ 2100	61 33 49	2650	2	1949 Diesel Engine Catalog Vol 14 Roots Supercharger

STANDARD LARGE BORE TRUCK ENGINES 1961

HRF-6-B	743	6	5 $\frac{1}{8}$ x 6	190 @ 2000	60 28 49	2385	2	1961 Catalog
NH-180	672	6	4 $\frac{7}{8}$ x 6	180 @ 2100	60 32 49	2405	4	1961 Catalog, also offered as hoz.(flat for buses)
NHE-195	743	6	5 $\frac{1}{8}$ x 6	195 @ 1950	61 28 49	2435	4	1961 Catalog
NH-220	743	6	5 $\frac{1}{8}$ x 6	220 @ 2100	61 28 49	2435	4	1961 Catalog, also offered as hoz.(flat for buses)
NH-250	855	6	5 $\frac{1}{2}$ x 6	250 @ 2100	61 28 48	2590	4	1961 Catalog
NTO-6-B	743	6	5 $\frac{1}{8}$ x 6	262 @ 2100	61 36 49	2515	4	Cummins Turbocharger 1961 Catalog
NT-280	855	6	5 $\frac{1}{2}$ x 6	280 @ 2100	60 36 49	2670	4	Cummins Turbocharger 1961 Catalog
NHS-6-B	743	6	5 $\frac{1}{8}$ x 6	290 @ 2100	60 31 49	2720	4	Roots type Supercharger 1961 Catalog
NHRS-6-B	743	6	5 $\frac{1}{8}$ x 6	320 @ 2100	60 31 49	2720	4	Roots type Supercharger 1961 Catalog
NT-335	855	6	5 $\frac{1}{2}$ x 6	335 @ 2100	60 36 49	2710	4	Cummins T-590 Turbocharger 1961 Catalog
NT-380	855	6	5 $\frac{1}{2}$ x 6	380 @ 2300	60 36 49	2710	4	Cummins T-590 Turbocharger 1961 Catalog

V SERIES ENGINES NEW FOR 1961

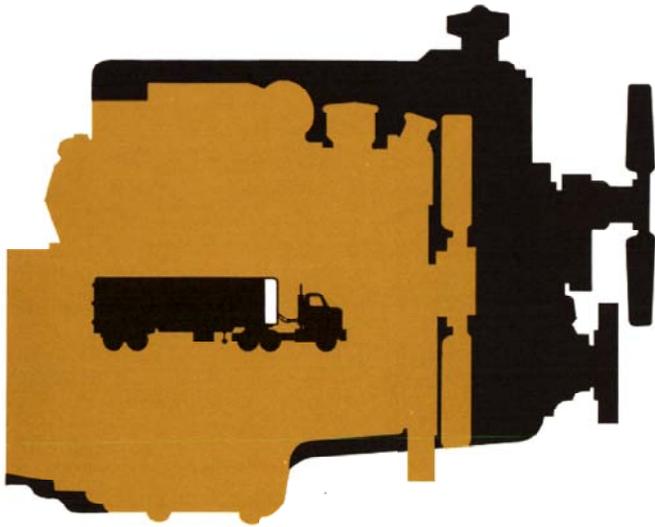
V6-200	588	6	5 $\frac{1}{2}$ x 4 $\frac{1}{8}$	200 @ 2600	36 32 39		2	1961 Catalog
V8-265	785	8	5 $\frac{1}{2}$ x 4 $\frac{1}{8}$	265 @ 2600	43 35 39		2	1961 Catalog
V8-350	950	8	5 $\frac{1}{2}$ x 5	350 @ 2500	57 46 47	2940	4	1961 Catalog Naturally Aspirated
VT8-430	950	8	5 $\frac{1}{2}$ x 5	430 @ 2500	56 40 46	3020	4	1961 Catalog Cummins Turbocharger

LIGHTER DUTY STOP AND GO DELIVERY 1961

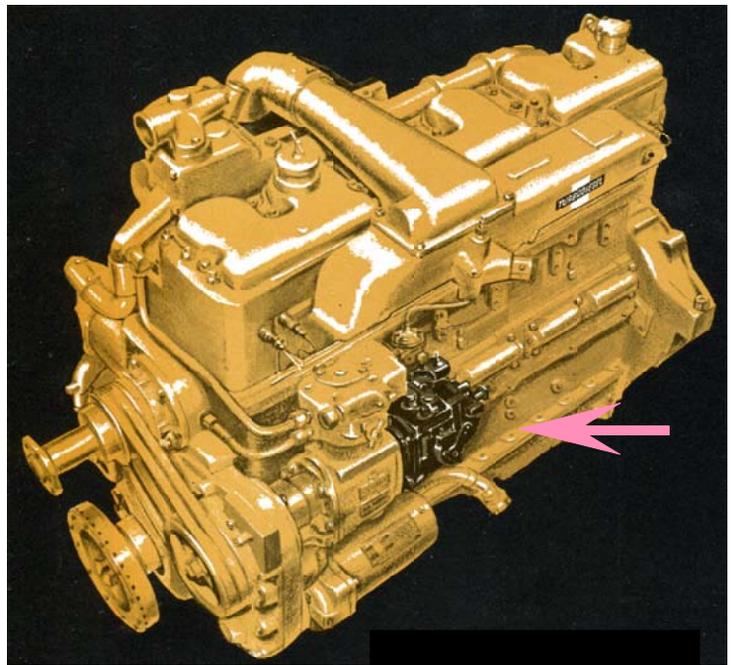
C-90	309	4	4 $\frac{7}{16}$ x 5	90 @ 2000	36 25 42	1300	2	1961 Catalog
C-105	309	4	4 $\frac{7}{16}$ x 5	105 @ 2500	36 25 42	1300	2	1961 Catalog
JN-130	401	6	4 $\frac{1}{8}$ x 5	130 @ 2500	48 25 44	1600	2	1961 Catalog
JNF-130	401	6	4 $\frac{1}{8}$ x 5	130 @ 2800	48 25 44	1600	2	1961 Catalog
C-140	309	4	4 $\frac{7}{16}$ x 5	140 @ 2500	36 25 43	1335	4	1961 Catalog Cummins T-350 Turbocharger
C-160	464	6	4 $\frac{7}{16}$ x 5	160 @ 2500	46 26 44	1600	2	1961 Catalog
CF-160	464	6	4 $\frac{7}{16}$ x 5	160 @ 2800	46 26 44	1600	2	1961 Catalog
C-175	464	6	4 $\frac{7}{16}$ x 5	175 @ 2500	46 26 44	1670	2	1961 Catalog Cummins Turbocharger
C-180	464	6	4 $\frac{7}{16}$ x 5	180 @ 2500	47 28 43	1660	2	1961 Catalog Roots type gear driven Supercharger

LATER MODEL V SERIES BY 1970

V-378	378	6	4 $\frac{5}{8}$ x 3 $\frac{3}{4}$	150 @ 3000				
V-504	504	8	4 $\frac{5}{8}$ x 3 $\frac{3}{4}$	170 @ 3000	44 33 33	1535		
VT-555	555	8	4 $\frac{5}{8}$ x 4 $\frac{1}{8}$	320 @ 3000	48 35 33	2040		"Triple Nickel"
V-903	903	8	5 $\frac{1}{2}$ x 4 $\frac{3}{4}$	320 @ 2600	68 39 36	2880		
KT-1150	1150	6	6 $\frac{1}{4}$ x 6 $\frac{1}{4}$	600 @ 2100	62 40 55	3880	4	



The compactness of the new 265 hp V-8 to the 250 hp model NH. The white area of the trailer illustrates the larger payloads which can be car-



NTO-6-B with PT Fuel Pump 1961 Catalog

2016 Pine Tree Chapter Fall Tour Clayton Hoak

The 2016 Fall Tour will be Saturday, September 23rd and Sunday, September 24th

We will start in Augusta on the East Side in the O'Conner Motors lot at the corner of Route 201 and Route 3. The Saturday schedule is:

8:00 -8:45 coffee and donuts - O'Conner Motors lot
8:45 Depart - Route 3/202 to Paul Clifford Enterprises
4369 Kennebec Road, Dixmont, ME 10:00 Tour Paul
Clifford Enterprises for an hour or so scouting his yard

11:15 Routes 202 / 7 / 69 / 100 to Newport
12:30 Picnic lunch at Sebasticook Valley Recreation (off
Elm and North streets)

1:15 Travel north on Route 7 to Lyle Peirce Milk
Transport

1:30 Tour Lyle Pierces yard and collection of Macks,
Internationals, and others

3:00 Travel -Route 7 South/ Durham Bridge Road/
Palmer Road/ Route 2 North to Bangor VFW Hall (site
of 2015 Spring Stretch)

4:00 Stationary Show until dinner
Dinner will either be at the VFW Hall (availability cur-
rently being verified); or at a local family
restaurant several miles away

Overnight Accommodations:
There are many hotel options in the Bangor area. Cur-

rent bookings, per Travelocity are around 40%, so
there are some deals currently available. Hotels on, or
immediately adjacent to, Odlin Road/ Hammond
Street include:

Super 8 - Odlin Road, Bangor (Travelocity 8/6/16)	\$59.00 plus tax
Motel 6 - Hammond Street, Bangor (Travelocity 8/6/16)	\$71.00 plus tax
Travelodge - Odlin Road, Bangor (Travelocity 8/6/16)	\$60.00 plus tax
Howard Johnson - Odln Road, Bangor plus tax (Travelocity 8/6/16)	\$93.00
Day's Inn - Odln Road, Bangor plus tax (Travelocity 8/6/16)	\$105.00
Ramada Inn - Odln Road, Bangor (Travelocity 8/6/16)	\$127.00 plus tax
Holiday Inn - Odln Road, Bangor (Travelocity 8/6/16)	\$136.00 plus tax

The Sunday schedule is:

7:30 - 8:00 Dysarts for breakfast (for those interested)
9:00 Depart Dysart's for Stockton Springs and Fort
Knox
10:00 Fort Knox Park and the Penobscot Observatory;
fees for the Fort only are Maine Residents 12+ - \$3.00;
Resident Seniors 65+ = \$0.00 ; Non-Residents \$4.50;
Non-Resident Seniors 65+ - \$1.50; fees for the Fort and
Observatory are Maine Residents 12+ - \$5.00; Resident
Seniors 65+ = \$2.50 ; Non-Residents \$7.00; Non-
Resident Seniors 65+ - \$4.00;

12:00 end tour; lunch stops on way home optional

2016 COMING SHOWS AND EVENTS

August 21, 2016 Barrington Old Truck Meet Deering, NH (south of Hillsborough)

September 24 & 25, 2016 PTC ATHS Fall Tour Saturday and Sunday contact Clayton Hoak email: 1948Reo@roadrunner.com, telephone 207-582-3224, see page 7 of this issue

September 24, 2016 Cumberland Fair Likes Trucks to Display contact George Barrett 829-5134

October 15, 2016 Trip to Tackaberry Collection see page 2 for more information from Charlie

October 16, 2016 ATCA New England Chapter, Bolton Fair Grounds, Route 117, Lancaster, MA, 8AM - 3 PM, Bill Semple 978-460-0465, Trucks can be delivered Saturday, Food Vendors, No ATVs, Truck Registration \$10.00

November 6, 2016 PTC ATHS Fall Gathering and Auction, Munsey Residence and Shop, River Rd, Rt. 128, Dresden

Two of Ted Valpe's Trucks at the Owls Head Show



1923 Model H 2 Ton Concord built by Abbot - Downing, Concord, NH



1915 International 1.5 ton Model K Slope Nose

Classified Ads

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

Wanted: Sheet metal / small parts to fit a 1960 R-185 International. Mike Alderman, 783 Augusta Rd. Jefferson, ME (207) 446-9868 (days up till 3:00 PM) E-Mail: dmalderman55@gmail.com

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 207-549-3541 for more information.

For Sale: 1997 GMC Diesel Dump Truck, 3500 series, 5 speed OD, PTO HD hoist, 68 K , 8'-0" Warren HD dump body with new floor, and GVW is 10,000# Price : First \$5,500,00 owns it, many new parts, FOB Sabattus, ME. Lars Ohman (CELL 207-376-7993 or 207-375-6515 leave a message)

For Sale: 1977 International, Loadstar 1600 with 14' heavy steel stake body, 9.00-20 tires, 345 V8. Very good condition except it needs brakes, asking \$2500 OBO, call 207-633-4727, sale benefits Boothbay Railway Village

President - Jamie Mason 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email:haroldjmason@gmail.com

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Director - Lars Ohman 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com

Director - Bob Stackpole, 446 River Rd, Cushing, ME 04563 207-354-2372 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 _____

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

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

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



Here's the early 1950s International "High-Binder" of Ted Valpe's that brings the beautifully restored antique trucks to various truck shows. We are indeed fortunate that Ted and his crew visit us at the Owls Head show every year. The trailer has a set of ramps and an electric winch to pull the show vehicles in. But that's the easy part. Then guys have to crawl under and around inside the trailer to tie the vehicles down. It takes a lot of time and energy and the Pine Tree Chapter appreciates your continued efforts to be a big part of the show, Ted