



Shop Manual

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December 2019

President's Message

Peter Mullin

With Christmas coming up fast and Thanksgiving in the rear view mirror it must be about time to wrap up 2019 and start looking towards 2020. Nancy and I are in our new home in Gorham - moving will continue for a while longer.

The trucks have been stored for the winter. The '66 C-20 and the '89 Kodiak are at I&S headquarters in Wiscasset. The 1925 Ford TT is in a friend's garage in Scarborough while the '80 Chevy dump remains at the house in South Portland. Hopefully construction of an additional garage in the spring of 2022 will bring everything to Gorham.

In the midst of our move, my grandfather, Ted Wainwright passed away in Brewer at age 99. Pop farmed in Cape Elizabeth, South Portland, Scarborough, and Canton, Maine starting at age 17. He and my grandmother made a

couple of trips to the Owls Head Truck Show where they enjoyed seeing the airplanes (he was also a long time pilot) and trucks similar to those they used raising lettuce, strawberries and potatoes. I have included a couple of pictures of his trucks later in this issue.

Nancy and I will be hosting the 2020 Pine Tree Chapter Board of Directors Meeting at our home at 6 Kinney Rd in Gorham on Sunday January 12, 2020. Social hour will be from 10:30-12:00 with lunch at Noon with meeting to follow at 1:00 p.m. please RSVP 207-838-5069 or via email wfd44@maine.rr.com so we can plan accordingly. Plan on discussing 2020 events, paperwork for ATHS National, Chapter Elections, Bylaws Updates, and other Chapter business.

Theodore Wainwright June 14, 1920 - November 22, 2019

Peter



Our Past President's New Truck



Our President's New Truck

Ramblings

Lars Ohman

GREAT FALL AUCTION & CHOWDOWN,,,,,,By all accounts 42 or more members of the Pine Tree Chapter gathered in Augusta at the home of Peabody Tractor Repair to tour the facility, and enjoy friendship and some wicked good chow provided by members, and our hosts, the Peabody Family. Primarily a tractor repair shop, Alden Peabody's fascination with anything mechanical was quite obvious as we wondered the sheds, buildings, and yard. If it was broken, he, and his crew, could find a way to fix it. For our lunch, many crock pots, and other goodies were available to warm us on a cold fall day, and from all observations, once again, nobody went away hungry! An assortment of members brought (new to the club) vehicles recently purchased and seen for the first time. After lunch,

we got to the main point of this gathering.....the Great Fall Auction, and major fundraiser for the Chapter. With much assistance from loyal member Cheryl Billings, and others of our staff, I had the pleasure, once again of being auctioneer for a vast assortment of items generously donated by members. Some folks went home with great items they never thought they needed, but the bidding was most generous and amusing, and I hope all enjoyed themselves. According to Diane Munsey (the busiest Lady in the barn!) we had over 28 active bidders thruout the after noon, and after all was said and done, the auction, and sales of items, and dues paid, about \$1577.00 was raised to support our Chapter needs! A great combined thank you to all who were so generous in supporting our chapter. Now, perhaps a bit early, as I write this, A Happy Thanksgiving, and a Merry Christmas to all.... Just Chuggin' Down The Road, Lars

A CHRISTMAS GIFT

Lars Ohman

Back in the early 1960's, I was home on leave from the Coast Guard, and picking up work where ever I could find a driving slot. I landed a job with C.J. Precourt & Son in Sudbury, MA, and got sent down to Milford, PA to bring back the last load of Bluestone out of a quarry for the season. After loading the Ford F-750 rack truck to the gills, and a tad over the legal limit, I left Milford, PA in a snow squall long before daybreak, and headed home to Sudbury, Ma, on the day of Christmas Eve. Traction was no problem with 10 pallets of stone securely chained down. Wanting to be home for Christmas Eve I ran pretty hard, and somewhere around Springfield, Ma, on the Mass Pike, I blew an outside 10:00x20" on the right drive, found a turnout and pulled off. I had a spare mounted, but with no cell phone, began to change the tire myself in the snow and slush as traffic passed @ 60 MPH, not a nice spot to be in. As I struggled with the tire change, I noticed a set of lights pull into the turnout, and pull up behind me. Out climbed a true "Knight of the Road", and offered his assistance. In the process of getting the tire down off my truck body, we, unfortunately, managed to damage the valve stem, and it was leaking before it hit the ground.....not a good sign, as I only had one spare. Without hesitation, he offered me his spare 10:00x20" from behind the cab of his White 3000. He was running for Allied Van Lines out of Ohio, and on his way to Boston to unload after Christmas. We managed to get his wheel onto my Ford, tightened up, and off the jack. Now, how to get his wheel back to him. As we were both cleaning up, he told me he planned to stop at the Wagon Wheel Truck Stop and Watering Hole in Framingham, not

far from my home in Wayland, Ma. I began to form a plan as he followed me to the next rest stop on the pike. We got inside and dried off, and cleaned up. I called my Folks and informed them, I was bringing "this Good Samaritan" (who had refused any form of compensation so far!) home to have Christmas with us. No way was I going to let him spend Christmas in a Truck Stop, away from his home and family. With some apprehension, he did agree to follow me home, and we showed up in a snow storm, his tractor and trailer, and my Ford F-750 pretty well filled the back yard, but we were off the road and safe, and little did he know at the time, was going to share Christmas Eve dinner with us. We found out he was from Ohio, and he called his wife and told her where he was, and was safely off the road. We had a wonderful Christmas dinner with him, learned of his 7 years on the road with Allied. Mom had sized him up, and as my Dad and I shared coffee with him, Mom wrapped a shirt for him so he would have a present to open with us. The next day, Christmas Day, we went to the Precourt shop and changed out his tire for another spare we had at the shop, and he came back home with us, for yet another great meal, and he and my folks got to talking, and sharing family history, likes and dislikes. My Mom talked with his wife in Ohio and they struck up a friendship, exchanged addresses, and the two families became life long friends through mail and my folks visiting them in Ohio, and they came to Mass once or twice. I lost track of them, but my Mom and Dad kept in contact with them for years until he passed away. What started as an un-requested assistance to a fellow trucker broke down on the road, would up in a lifelong friendship, a true CHRISTMAS GIFT with many repayments... Merry Christmas to all, Just Chuggin on down the road.

Lars

Every so often we see something about these 16" guns that were used for the battle ships and shore defenses during WWII/. Here's what they looked when leaving the Washington Navy Yard. In most cases heading for a shipyard where a crane would unload them and place it on the ship. It was too good not to share it with you. Take a look at how well it is blocked on the bottom and lashed down to the depressed center flat car.



Truck Show for Charity

Doug Wakefield

It's the middle of November and things have finally slowed down, to find time to update you on the 2019 and upcoming 2020 Shows. June 1st was a beautiful Spring day as we gathered At Marty Carmichael's Truck Shop and Home in Greenbush, Maine, for our seventh annual Show. Not our biggest Show with about 30 trucks, but still a fun day. So nice to see so many from all over Maine, and a very good showing of ATHS Pine Tree Chapter Trucks and members that had not made the trip to the national Show in Reno, as many drove up to 150 miles to spend the day with us. Thank You to all that came up to our area.

William Richardson from Felton, Pa won our Acts of Kindness donation antique truck give away, #bigorangemack, a 1973 U-Model Mack. Second place cash prize and Gold Bull Dog Trophy went to Ron Bisson from Brunswick, Maine. Third place cash prize and Silver Bull Dog Trophy went to Marcus Sibley of Glenburn, Maine. We had 172 entries in the Drawing and are pleased to announce that we were able to make several AoK Donations to many in need, plus a thousand dollar donation to both The River of Life Bible Camp and The Reed Family Foundation that give financial support to people that are dealing with cancer. Special Thanks to Marcus Sibley for

donating his 250.00 dollar cash prize to The River of Life Bible Camp. Also a special Thank You to Marty and Pam Carmichael for hosting the Show and the Eighth Grade students from Helen Dunn School in Greenbush, Maine who raised over six hundred dollars to support there class trip by operating the food service trailer and the 50/50 drawing with the help of their parents. In 2019 we once again payed off our truck debt and operating show cost. Made many AoK donations and carried forward a small balance toward future shows.

The 2020 Show is Planned for Saturday June 06 and will be hosted by Sibley and Sons Transportation at their old Shop at Burlington, Maine. This Family owned Trucking Co has been in business for over 100 years and operates a 30 truck/100 trailer fleet out of Bangor, Maine. I'm proud to have known all five generations of this family. We have a 1970 Auto-car as our antique truck give away fund raiser this year and again will add cash prizes to the drawing. Our Show site also includes several local historical buildings that we will ask to have open to view on show day. Stay warm as we work our way through another cold Maine Winter, Make Plans to join us next spring for #thebiggestlittletruckshowinmaine. Thank You to all for your interest and support for The Springtime Truck and Tractor Show!

#backtoourroots2020

#yestheyreallygiveatruckaway.

See you all down the road,

Doug



Frank Plazzi was one of New Hampshire's largest, probably the largest highway contractor of the 1970s and 80s. Looks like the start of the season with new machinery. The LJ Macks are fairly standard for all contractors and here they are, I'm guessing right off the show room floor. Also a good shot of a new Link-Belt K-370 yard and three quarter shovel. Notice the guy under it maybe checking the adjustment of the conical hook bearings to make sure they're turning

The Link-Belt K-360 and K-370 looked very much alike, the 360 was a yard and a half machine. The K-370 had a seven roller side frame for the shovel and the K-375 had nine roller side frames for crane work. Unusual to see such a good photo.

International 210-230 and F-210-F230 Series Trucks -1959 to 1972

Clayton Hoak

The new heavy-duty off-highway line was initially offered in the 230 Series only with single or tandem axles. The 230 Series trucks were available with International's RD-501 cubic inch in-line six – gasoline or LPG (Models 230, F-230), International's 549 cubic inch V-8 – gasoline or LPG (Models 230-V, F-230-V) and (a choice of) six Cummins diesels (Models 230-D, F-230-D) with GVW capacities of 46,000 lbs. for the single axle gas powered units to 73,000 lbs. for the tandem axle diesel units. The model shared the cab, hood style and grille sheet metal with the International V-Series trucks, introduced in 1957, however "the 230 was rather distinctive in appearance in that the front fenders were made of diamond steel plate fenders, and were strictly angular. They also shared an extra heavy bumper and a massive brush guard to protect the front end, which included air-operated radiator shutters."

The Cummins diesel options were the naturally aspirated NH-180 (standard), HRF-6, NH-195 and NH-220; and turbocharged NT-6 and NTO-6. Due to the longer diesel engines, the diesel models have longer hoods and diamond plate fender extensions. Standard transmissions were extra-duty 5 speed constant mesh type, with 3 or 4 speed auxiliaries available. A wide range of alternate 4, 5 and 10 speed main transmissions were available for the diesel models.

All 230 Series trucks had double channel heat-treated side rails with gusseted cross members; power steering, and a full air brake system with a 12 cubic foot air compressor. The model line remained essentially unchanged through 1963 except for updating the Cummins engine options, adding a 15 speed main transmission option (for diesels) and dropping the single axle trucks and the LPG fuel option.

In late 1963 International introduced the 210 Series to offer off-highway trucks of similar quality to the 230 Series with less carrying capacity, however still providing "equal stamina, sheet metal protection and specific off-highway

engineering." The revised model lineup included two four wheel models – the gasoline powered 210 and the diesel powered 210-D; and four six wheel models - the gasoline powered F-210 and F-230, and the diesel powered F-210-D and F-230-D.

The new 210 and 210-D chassis had 12,000 lb. front axles and 29,000 lb. rear axles compared to the previously discontinued 230 and 230-D chassis with 11,000 lb. front axle and 35,000 lb. rear axle, thus dropping the GVW from 46,000 lbs. to 41,000 lbs. The base gasoline engine offered was the RD-450, replacing the RD-501. The Cummins NH-180 remained the base diesel engine. Optional gasoline engines for the 210s were International's RD-501, the V-461, and the V-549. The F-230 and F-230-D model optional 18,000 lb. front axles and 60,000 lb. rear axles allowed for a GVW of 78,000 lbs., up 5,000 lbs. from the previous maximum GVW of 73,000 lbs.

In early 1972 International discontinued the 210 and 230 Series trucks, along with its M-Series trucks, when it introduced the Paystar Series, "a new generation of (diesel powered) on/off highway heavy haulers." The 210 and 230 Series trucks, along with the M-Series, were the last to use the Comfo-Vision cab first introduced on International's L-Series trucks in 1950.

The model line changes between 1963 and 1971 were minimal. Examples include –

- In 1964 the F-210 offered optional front and rear axles to increase the GVW up to 60,000 lbs. (GVW was 50,000 lbs. with standard axles).
- By 1969 all none NH and
- By 1969 heavier optional front (18,000 lb.) and rear (65,000 lb.) axles NHC engines had been dropped (available engines – NH-180, NH-230, NHC-250).elevated the F-230-D maximum GVW to 83,000 lbs. which required the use of 12.00 x 24 tires.
- In 1970 the base diesel engine, the Cummins NH-180, was upgraded to the Cummins NH-200.

While never stylish or fast the 210 and 230 Series trucks were handsome brutes well built for their intended purposes.



above Boston Fire Department F-230 with 850 Holmes Wrecker

to the left Dave Mauro & Son beautiful restored 1961 F-230

Weight Ratings and Dimensional Specifications

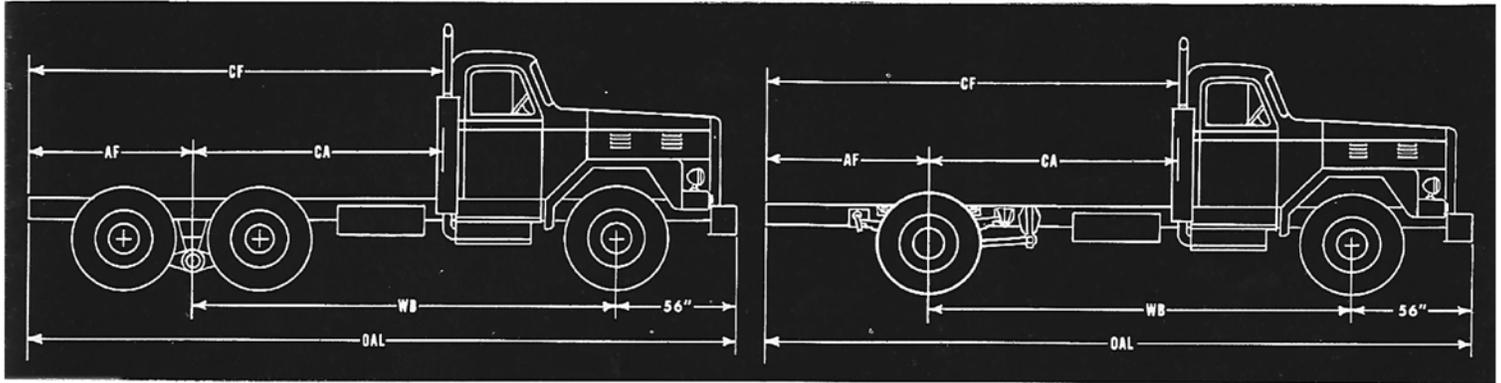
GVW Ratings of All Six-Wheel Models

Axes Used	Standard Rear	50,000-lb. Rear	55,000-lb. Rear
Standard Front	59,000 lb.	65,000 lb.	70,000 lb.
18,000-lb. Front	62,000 lb.	68,000 lb.	73,000 lb.

All Four-Wheel Models

With Standard Front Axle	46,000 lb.
With 15,000-lb. Front Axle	50,000 lb.
With 18,000-lb. Front Axle	55,000 lb.

Dimensions of Diesel Chassis



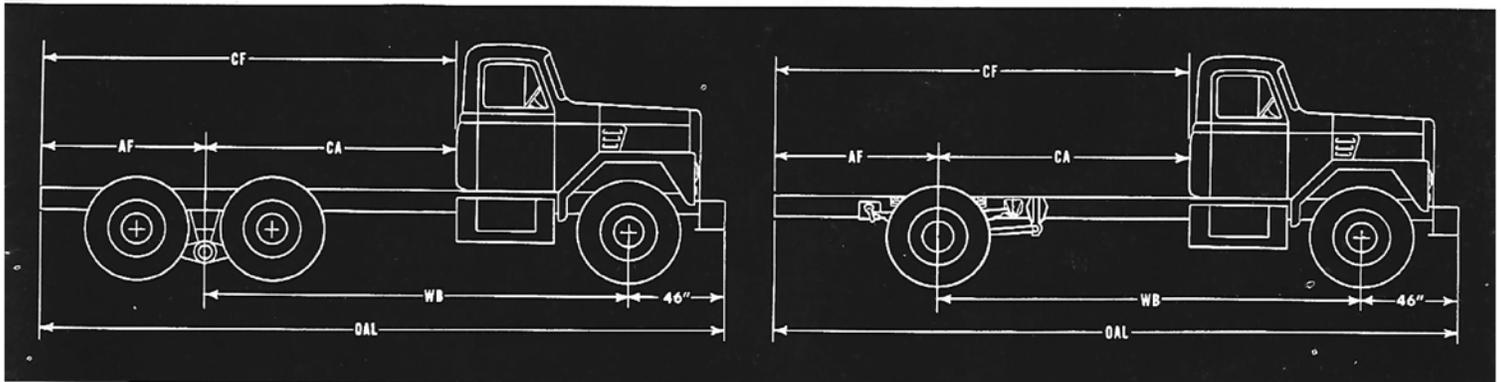
Six-Wheel Model F-230-D

157	175	193	211
267	297	327	363
84	102	120	138
34	66	78	96
138	168	198	234
33½	35	37¾	40
16,650	16,850	17,050	17,450

Four-Wheel Model 230-D

157	175	193	211
269	293	317	335
84	102	120	138
56	62	68	68
140	164	188	212
33½	35	37¾	40
16,350	16,550	16,750	17,150

Dimensions of Gasoline and LPG Chassis



Six-Wheel Models F-230 and F-230-V

157	175	193	211
259	287	317	353
84	102	120	138
56	66	78	96
140	168	198	234
32¾	34	37	39¾
14,450	14,650	14,850	15,250

Four-Wheel Models 230 and 230-V

157	175	193	211
259	283	307	325
84	102	120	138
56	62	68	68
140	164	188	212
32¾	34	37	39
14,150	14,350	14,550	14,950

All Six-Wheel Models

Other dimensions, shown in inches, that are the same for all six-wheel models with 11.00 x 20 tires, regardless of WB, include: Tread—front, 77; rear, 71½. Overall width—front, 92½; rear, 95¼. Ground clearance—front, 14; rear, 14. Height of frame from ground at axle, loaded—front, 41; rear, 45.

All Four-Wheel Models

Other dimensions, shown in inches, that are the same for all four-wheel models with standard tires, regardless of WB, include: Tread—front, 77; rear, 83. Overall width—front, 92½; rear, 114. Ground clearance—front, 14; rear, 14. Height of frame from ground at axle—front, 41; rear, 45.

Editor's Note: Jon Doyle sent the following: This weekend I ran across a glossary of truck terms from about 15+ years ago. I thought it might be worthwhile reprinted in whole or in part or in segments at some point. It essentially is from a larger publication on truck selection.

GLOSSARY OF TRUCK TERMS

- Geared Speed:** The theoretical vehicle speed based on engine rpm, transmission gear ratio, rear axle ratio, and tire size.
- Glad Hand:** The air brake connector between a tractor and trailer.
- Glider Kit:** A complete cab, front axle system, and frame used to update and/or repair a damaged vehicle where the power train (engine, clutch, transmission, U-joints, driveline, rear differential) and rear axle system still have an economically sound, realistically useful life.
- Gradeability:** Ability of a truck to negotiate a given grade at a specific GCW or GVW.
- (GVW) Gross Vehicle Weight:** Actual weight of the entire vehicle including all equipment, fuel, body, payload, driver, etc. This is for the individual unit only such as a truck or tractor.
- Helical Gears:** Gears with slanted teeth, usually used in transmissions. The teeth are positioned diagonally across the face of the gear for quieter operation and more gear tooth contact.
- Horsepower:** A measure of the amount of work that can be done by an engine in a certain amount of time. One horsepower is equal to 33,000 ft.-lb. of work per minute. The horsepower of an engine depends upon the torque and speed of the engine.
- Brake Horsepower:** The actual horsepower delivered by the crankshaft and is measured by means of an electric dynamometer.
- Gross:** The brake horsepower of an engine with optimum ignition setting (manual instead of automatic advance) and without allowing for the power absorbed by the engine's accessory units such as the fan, water pump, generator, and exhaust system.
- SAE, Net:** The brake horsepower remaining at the flywheel of the engine to do useful work after the power required by the engine accessories (fan, water pump, generator, etc.) has been provided as measured in accordance with SAE standards.
- Taxable:** The N.A.C.C. (National Automobile Chamber of Commerce) adopted an arbitrary formula for estimating horsepower to enable comparison of engines on a uniform basis. It assumes that engines deliver their rated power at a piston speed of 1000 ft. per min. and that mechanical efficiency will average 75% Tax. $HP = (\text{Dia. of Bore})^2 \times \text{No. of Cylinders} / 2.5 = D^2N / 2.5$ Advancement in engine design since this formula was developed have obsolete the formula completely as a basis of estimating true engine output. The formula is still used in some states for licensing purposes, however.
- Hotchkis Drive:** Hotchkis drive is a term applied to that type of chassis design where the rear springs are mounted at the forward end in a stationary bracket (not shackled as at the rear end) and all driving and braking forces are cushioned by the springs and transferred directly to the frame side members. Open-type universal joints and propeller shafts are used in this design.
- Hypoid Gears:** Hypoid gears and pinions have a tooth form that permits the drive pinion to mesh with the driven gear below the center of the driven gear.
- Inter-Axle Differential:** Gear device that equally divides power between axles in a tandem assembly and compensates for unequal tire diameters.
- Kingpin, Trailer:** (Sometimes referred to as upper fifth wheel when considered with its mounting). It is a short heavy pin with a locking flange on its lower extremity. This pin is mounted near the front on the underside of a semi-trailer, and when positioned in the fifth wheel of the tractor, provides a flexible connection between tractor and semi-trailer.
- Landing Gear:** The two small wheels at the forward end of a semi-trailer used to support the trailer when it is detached from the tractor.
- Maximum Rolling Grade:** (Gradeability) Greatest grade a vehicle is able to climb while under motion, or the number of feet rise the vehicle can attain continuously for each 100 feet of horizontal movement. Maximum rolling grade is calculated with the vehicle in motion with rated load and with gearshift settings to obtain greatest gear reduction.
- Maximum Starting Grade:** (Gradeability) Greatest grade a vehicle is able to start on from complete stop. Approximately 10% grade loss from the rolling gradeability. (Starting Gradeability (%)) = Rolling Gradeability (%) - 10%.
- Maximum Speed:** Ability of a vehicle to attain speeds under full load conditions. This speed is calculated using level road conditions and with best concrete road surface. When the vehicle power is great enough to exceed geared MPH, the geared MPH becomes the maximum speed. Speeds are calculated in the "best gear" to obtain the highest speed (using a lower gear if necessary).
- Model Weight:** Weight of the vehicle with all items of standard equipment, 150 lbs. per passenger in each designated seating position, and maximum capacity of fuel, oil, and coolant.
- Nominal Truck Rating:** An arbitrary classification of truck capacity in tons, such as 1/2 ton, 1-1/2 ton. Although this classification is still used, the correct rating of truck capacity is gross vehicle weight (GVW).
- OAL:** Overall length of chassis measured from the front bumper to the end of the frame.
- OH:** Overall height of chassis measured from the ground to the topmost point of the cab.
- On-Highway:** Vehicle operation over well maintained major highways of excellent concrete or asphalt construction, level to rolling terrain with uniform grades. Subject to legal weight and dimensional limitations.
- On-Off-Highway:** Vehicle operation over secondary roads of good concrete or asphalt construction with partial operation on well, maintained crushed rock surface or similar material, variable grades. Subject to legal weight and dimensional limitations.
- Off-Highway:** Vehicle operation over private roads or asphalt or maintained crushed rock surface or similar material, variable grades. Not subject to legal weight and dimensional limitations.
- Off-Road:** Vehicle operation over private roads in areas with no maintained hard surface variable grades. Not subject to legal weight and dimensional limitations.
- Overdrive Transmission:** A transmission in which the high gear ratio is less than one to one. This permits the truck, under favorable conditions, to maintain a higher road speed with any given engine speed or a given road speed at a lower engine rpm. The primary use in trucks is for fuel economy on empty return trips.
- OW:** Overall width of chassis from the widest point of the cab.
- Payload:** Weight or commodity being hauled. This will include the packaging, pallets, banding, etc., but does not include the truck, truck body, etc.
- Pintle Hook:** Hook mounted on the truck or semi-trailer used to couple on a full-trailer.
- Planetary Drive:** Gear reduction system with sun gear transmitting reduction through planetary gears to main output shaft. See rear axle section.
- Ply Rating (PR):** A measure of the strength of tires based on the strength of a single ply of designated construction. An 8-ply rating does not necessarily mean that 8 plies are used in building the tire, but simply that the tire has the strength of 8 standard plies.
- Power Curve:** A graphic illustration of maximum output of power and torque at all operating speeds. These curves are established from data obtained by running a sample engine on an engine dynamometer. Curves are established using both bare operable engine and with standard accessories and by using SAE performance calculations. Net power figures are used in vehicle.
- Power-Take-Off:** A device usually mounted on the side of the transmission or transfer case, or off the front of the crankshaft, used to transmit engine power to auxiliary equipment such as pumps, winches, etc.
- Power Train:** A name applied to the group of components used to transmit engine power to the wheels. The power train includes clutch, transmission, universal joints, drive shafts, and rear-axle gears.



Truck and Tractor Dealership

George Barrett

The picture above came via e-mail from Tom Hudgins. It's got great detail, even the trolley track that went from Portland over the Martin's Point bridge and to Brunswick and Bath. The trolley outside of Portland ended in 1933. Maine Truck-Tractor Co circa 1936 at 158 Veranda Street on the corner with Hawthorne in East Deering. Founded by Clarence M Willey at 874 Brighton Ave October 1933, moved to 158 Veranda St circa 1936, relocated to 1079 Forest Avenue circa 1950, by 1957 just an office was at 415 Congress in the Masonic Temple. Built as the Veranda Street Garage in 1918, now Allied Engineering, Inc. In 1950, the Red Rose Tea Co bought the building, later used by

Drake Equipment Co.

The tractor on the far left looks to be an International T-35 that was manufactured from 1936 until 1939. Power came from a six cylinder gas engine with a bore of 3.625" and a stroke of 4.5" with a rated speed of 1750 RPM. The engine was equipped with an IHC F-6 magneto an Zenith carburetor. The dozer blade is a Bucyrus-Erie hydraulic operated of similar design as those used for the next 20 years on IH crawlers. The T-35 and the TD-35 were made from 1936 to 1939, total gas and diesel tractors produced was 5,585. The gas tractor weighed 10,600 lbs. and the diesel was 11,245.

The truck on the far right is a new 1936 FWD M-7 7.5 to 10 ton. The cab an improved design

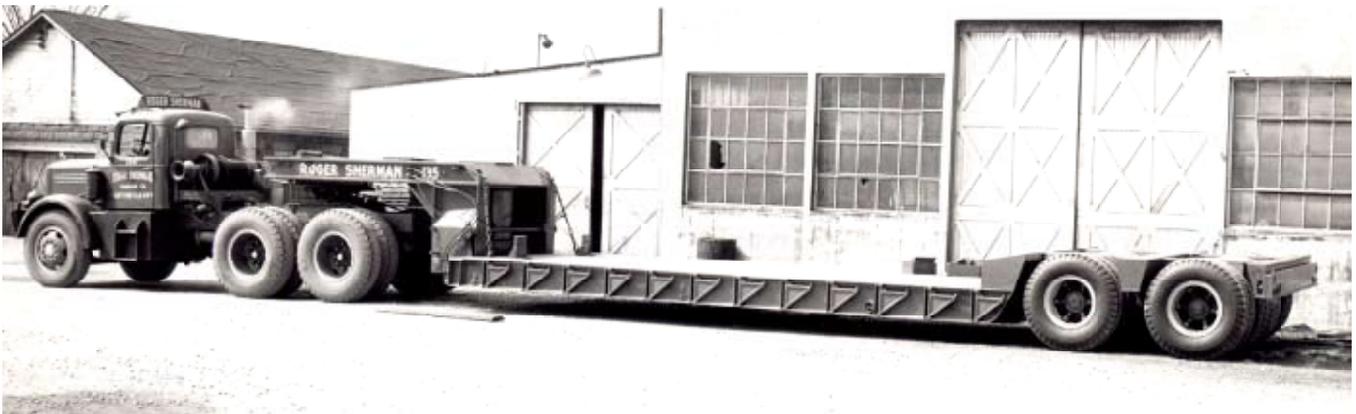


Photo caught my eye, picked up off the internet. The Rogers type "D" trailer has 16 wheels on two trunnions. They are designed to rock lengthwise and crosswise with 8 tires per trunnion. Tire changing, according to Rogers Catalog No.115, presents no special difficulty. Standard tools are used and there is sufficient clearance to permit removal of the inside tire without any dismantling of axle parts.

This is a removable gooseneck trailer either using a cable operated ram from the tractor's winch or a hydraulic pump from the tractor. I don't see a small pump on the gooseneck nor do I see a sheave guiding the cable down to the ram. I can make out the cable coming off the winch and maybe those two levers on the lower part of the gooseneck are for the hydraulic valves. Within a couple of

years the hydraulic rams became popular. Two types of goosenecks were offered; the "arch" type gooseneck is standard, the flat beam type kickup is optional (shown).

The standard catalogs don't have anything larger than the 75 ton trailer specifications listed. For the 75 ton they show 10.00x15 tires, 5.5" wide brake linings, and a total of 1232 sq. inches. The catalog shows the deck as 18' and 8 swinging side ledges where this photo shows 12. My guess is that the deck might be 24'

Without regard to the specifications the tractor and Rogers trailer looks to be a piece of equipment that can get the job done. The Roger Sherman company hauled the biggest loads in southern New England with their sizable fleet of trucks and cranes.



A Sterling at Colonial *George Barrett*

I've had this picture for years, given to me by a good friend who was an avid post card collector and I believe had the photo enlarged to a 7x9 very good quality glossy print. The printing on the door shows the address as 1500 Jericho Turnpike, New Hyde Park, Nassau Branch.

The information that was on the back of the original photo shows (I'm told): FCS210, 210CS603, Heil "Colonial Type" body, 12'-6" x 7' 7.5 cu.yd. & compartment 36 cu. ft. each, wheelbase 180", cab to end of frame 143".

At 36 cu.ft. capacity for each of 7 compartments totals a little over 9 cubic yards for the whole load. This would be a load of almost 28,000 pounds, not bad for a 1931 truck, Sterling rated the truck at 21,000 lbs.

I could not tell if the truck was a chain drive but those who know more that I tell me that it is. In fact it is oldest dual chain drive Sterling left. This truck somehow ended up in California as a tractor working for G. W. Thomas. This Sterling still exists and has been fully restored by Ron Waltenspiel.

I want to thank my Facebook friends Warren Richardson, Jeff Lakaszcyck, and John Pearson for supplying technical information and the history of this truck. They are all members of ATHS. Guys like this make the hobby interesting and fun.



2020 COMING SHOWS AND EVENTS

January 12 Pine Tree Chapter Board of Directors Meeting please see president's message

July 18-19 Owls Head Truck & Tractor Show

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.



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 or Cell (207) 242-7414.

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

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Pine Tree Chapter ATHS
c/o George Barrett
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Cumberland, ME 04021

*Merry
Christmas*

Happy Antique Trucking