



Shop Manual

www.badgoat.net/ptcaths

February 2018

President's Message

Jamie Mason

I hope you all survived the holidays. With the unseasonably cold during the beginning of the year, it has kept me out of the barn and inside feeding the fires. I'm hoping for an early spring so I can clean the messes I left on the workbench and start preparing for 2018. Speaking of 2018, I can't believe it's February already. Just think, in a couple months the snow will be melting and some of us will be preparing for a trip to Kentucky for this year's National Convention. I spoken to several club members and there should be a sizeable group from Maine and New England represented us at the event. This is the "eastern" event, so it won't be any closer for several more years. If you can make it, please find a way to get there! Often you can get a package deal with a plane ticket, hotel room, and rental car for cheaper than you think.

January 13th, the Board of Directors and guests met at my house to make plans for 2018. We had a lot of discussion as to what events we should do and when we should put them on. We're looking to have a lunchtime social event in February, the annual meeting in March, spring stretch in April, spring tour in May-possibly coordinated with Sandy Gushee, National Convention in June, Owls Head truck show in July, fall truck show in September, fall tour in October, and finally, our annual fall auction to wrap up the year. We currently need a location for the fall auction. We'll have more information at the annual meeting.

There are several committees working behind the scenes getting events and chapter functions ready. Charlie Huntington operates the chapter website. He's looking for member pictures with their truck to put on the website.

Please email him a picture of you and your truck if you'd like it on the website. If you can't get him a picture, bring your truck to one of our events and he'll take one for you. badgoat@tidewater.net.

Tom Hudgins is working on the 2019 calendar. If you've got a nice picture of your truck that you'd like to be considered for the calendar, please get in touch with him. Rumor is, he's willing to use his fancy camera and take a nice picture if you don't have the ability to get him one. tomchristopher71@yahoo.com. Jon Doyle is keeping an eye out for potential legislative documents that may pertain to our hobby and related interests. Thank you, Jon for keeping us in the know. Nancy Mullen is looking for volunteers, items, and ideas for the Owls Head Truck Show. She and her team have done a great job throughout the years with innovative t-shirts, fund raisers, and other truck related events. I'm currently heading up the fall truck show that we had at the Topsham Fairgrounds last year. There was a lot of positive feedback from the event and the board of directors have given the thumbs up to doing this again. If you have ideas or helping hands, please get in touch with me.

In closing, if you're planning to go to Kentucky, please let me know. It might be nice to either convoy or share travel ideas so can all make the best out of the trip. I'd also like to get another group picture as we have done in years past. On a sad note, we have provided obituaries for chapter members Daryl Gushee and Dick Rose. Chapter condolences to these two members. Feel free to bring a story, memory, or pictures to share on February 24th and March 18th.

Jamie

Next Event: Lunch and social hour. Saturday, February 24th, at noon. Cheryl has reserved us a venue at Cloud 9 restaurant, at the Senator Inn. 284 Western Avenue, Augusta, ME. They have a sizeable menu that should have something for even the pickiest eater. Bring your appetite, wallet, and some good conversation. RSVP is not required, but if you plan on going, feel free to let Cheryl or Jamie know how many people you'll be bringing.

Annual Meeting and pot luck lunch: March 18th at the Owls Head Transportation Museum. 117 Museum St, Owls Head, ME 04854. Museum opens at 10. Lunch at 11:30 and the meeting will start at 12:30, unless the president is still eating. Feel free to bring items to raffle or donate, food to share, and stories to tell. We will have a 50-50, and a raffle.

Daryl's Story

NEW GLOUCESTER - Daryl David Gushee, 54, of New Gloucester passed away suddenly on Friday, December 29, 2017 at his shop on Route 100 in New Gloucester. He was born in Portland, ME on Friday, August 2, 1963 to David Allen Gushee and Beverly Ann Upham Gushee. Daryl resided with his parents in South Portland and Gorham then settled in New Gloucester in August 1984.

Daryl graduated from Gorham High School in June 1981 and Andover Tractor-Trailer School in November 1981.

Daryl along with Sandra Lee Hanscom established Daryl D. Gushee, Inc. in March 1983 at age 19. Daryl and Sandy married on April 21, 1984. On May 26, 1996 they welcomed their son, Jack Stephen into their lives.

As a young boy Daryl and his father raised prized short-horn beef cattle at the farm they called Limited Edition Farm in Gorham. Daryl was a member of local 4-H Baby Beef Clubs and went on to travel the Maine Summer Fair circuit every year from age 11 until he was 17. Daryl continued raising beef cattle in New Gloucester until 1996.

Daryl was an avid Harley-Davidson motorcycle rider. He enjoyed attending many biker events all over the country. Daryl's favorite ride was his 1951 FL Panhead. Daryl's greatest accomplishment was his Rigging & Heavy Hauling Company. Daryl excelled in his field as a rigger and heavy haul driver due to his extensive knowledge, strong work ethic and fierce desire to be the best. Daryl Gushee was doing exactly what he should have been doing. He started each new day eager and happy to go to work. After 35 years he still loved what he did. Daryl was an avid and enthusiastic antique collector. His passion for old trucks, tractors, construction equipment, snowmobiles, automobilia, rusty iron and whatever else he discovered

had to be dragged home. The first old truck, a 1957 B-422 Mack, arrived on the scene in April 1997 and from that moment on Daryl had caught collection fever. Daryl was a Member of the local ATHS Pine Tree Chapter and a Lifetime Member of the American Truck Historical Society. He was also a Member of the Historic Construction Equipment Association, United Bikers of Maine and the Manufacturers Association of Maine.

Daryl was predeceased in life by his mother Beverly Gushee in 2004. Daryl is survived by his loving wife of 34 years Sandra Gushee and son Jack Gushee of New Gloucester, his father David Gushee and partner Pamela Leone of Freeport, his brothers Vaughn Gushee and wife Kelly of Old Orchard Beach, Duane Gushee and wife Dina of Norridgewock, Chris Gushee and wife Gomathi of Marietta, GA, his nephews Grant Gushee and wife Jessica and David Gushee, nieces Jessica Cieslak and husband Aaron and Mira Gushee, two great nephews and a great niece. Daryl leaves behind his crew Jeffrey Edwards, Michael Sasseville, John Rock, Daniel Burnham and Travis Toothaker.

A Visitation will be held on Saturday, January 27, 2018 from 1 - 4pm at Martindale Country Club, 527 Beech Hill Rd, Auburn, ME with a Time of Remembrance immediately following from 4 - 8pm. In lieu of flowers, Daryl's wishes would be for you to make a donation to:

Pine Tree Chapter ATHS.

C/O Diane Munsey
785 River Road
Dresden, ME 04342

Or

American Truck Historical Society
PO Box 901611
Kansas City, MO 64190

Published on January 6, 2018 Bangor Daily News



Daryl at the Wheel, New Gloucester, December 2002

photo: George Barrett

A Memory of Daryl Gushee

Thomas Hudgins

In May of 2009 I joined the ATHS and bought my first old truck. After finding my 1974 International F4270 on Craigslist in Lisbon Falls, I searched for someone to haul her to the Bangor area. I didn't trust the truck for the drive, nor did I want to have it towed or break down on the way up here. I'm not a mechanic and the best option was to have it trucked up here. Using the old fashioned phone book, I looked for trucking and towing companies and called a few of them. I picked Daryl D. Gushee Heavy Hauling as the closest company to my truck and more affordable than the estimates I got from the Bangor companies. I called them for an estimate and they needed the truck's dimensions for the trip. Once I got the dimensions they would be able pick her up and deliver her to C. B. Kenworth/International for me.

On the Monday after I bought her, I called and asked if they could pick her up that week. I was excited as a kid as Christmas. I got a call and was given a date for midweek. Daryl's secretary Rachel mentioned to me that he was no stranger to delivering old machinery and had hauled an antique truck to a museum in California. I left work early that day and he called me with an ETA to the dealership. I figured an International dealer would be a good start to have my old truck checked out for mechanical issues. My story on that aspect of my truck restoration is for a different time as this is about meeting my first old truck nut in this world of "Iron in the blood".

When I arrived at C. B. Kenworth/International, I walked around back and there was my truck on the low bed, running and ready to be unloaded. I took a few pictures and introduced myself. He was just as excited as me to sit in the old girl. I had no idea at the time that he was a Binder Head or Old Truck Nut. He thought it was a cool old truck and gave me advice about shifting a 13 speed. I had only driving an 8 and a 10 speed before and wasn't familiar with it. His advice, since I was just going to bobtail, was to drive it in Direct and split the last gear. Advice I still remember and utilize today. He asked me how much I paid for it. He also mentioned that the hydraulic pump itself was worth about a \$1000. After paying for the delivery, I waited for him to hook up the truck and the lowbed. I took a picture of the combo for my archives and documenting of my truck restoration. I returned to work and my old truck restoration had a beginning to the process.

On the left is a picture Tom took of Daryl's M-911 Oshkosh that he massively altered and rebuilt. If you'd like to know more about this custom job go to this address on the internet:

<http://forums.justoldtrucks.com/21141/Daryl-Gushees-M-911>

There are a series of photos of the rebuild of the Oshkosh as well as information on a number of Daryl's antique trucks.

Editor

A few months after the delivery, I saw him at the Owls Head show. I recognized him and asked him if he was the guy who delivered my truck. We had a brief conversation. After the show, I interacted with him online on the ATHS forum. In the Spring of 2012, the chapter met at his shop and toured his collection and the grounds. I really enjoyed seeing the old machines and trucks behind his shop. A few months later in Springfield, MA at the convention, he asked me if I still had the old International and I said yes and updated him on my progress. He brought quite the amount of cool old iron to the convention that year.

Later that year, I called Rachel and asked about getting an estimate to pick up and deliver a parts truck for me. Roger Martin offered me the remains of an 79 IH 4300 in Vermont. If a truck was returning empty, someone could pick it up and bring it to Maine. Out of the blue I got a call that a truck and driver were returning empty from New York and could pick it up for me. I wasn't ready to have it delivered and asked if Daryl could hold it there in New Gloucester until I could afford for it to be delivered to my yard in Bradford.. He was kind enough to keep it at his shop yard for a few months. He said it was no problem and it wasn't in his way. A few months later, I got a call stating a truck was headed to Millinocket to pick up a piece of machinery and they could deliver my parts truck. I sent him the directions to my house and left him a check for the delivery in my Super Duty. He always operated in cash or check and I am thankful that he was able to work with me.

I visited his collection again in 2013. A photo of one of his Linns from his new building was featured in one of our calendars. I hoped to photograph a few more old trucks for future inclusion but it never made my schedule. Life got in the way and the last time I saw him was driving into last year's Owls Head show in his black Oshkosh. I didn't get a chance to speak with him but it was great that he was there.

Like in a movie, theater play or great book, memorable characters appear and exit throughout unfolding story. Daryl may have left us but hopefully, we all have our favorite moment when he graced our presence with his spirit and knowledge. He will always be one of the memorable characters I met in the story of my truck restoration and in the old truck world. Hopefully, Trucker Heaven doesn't have any D.O.T or Wide Load Permits. We'll miss you driver!



Ramblings

Lars Ohman

RAMBLINGS.....It comes a time in our lives when we must extend sad news. On December 29th, we lost a friend, a mentor, a very successful businessman, a collector, and a driving force in the Antique Truck and Equipment field. Daryl Gushee, from New Gloucester, passed away at the all too young age of 54. At his Celebration of Life this past Saturday, many folks came forward to relate stories of Daryl's life, both as a Master Rigger, and Heavy Hauler, but also with a humble beginning with a love of livestock, and following the Fairs with his prized cattle. Pressures and demands of his ever expanding hauling and rigging forced him into giving up livestock in 1996, and the business continued to expand and grow every year. He had a strong will and work ethic, and a knack of getting the difficult job, that others were afraid to bid on, get it done, on time, on or under budget, and damage free, which, in turn,

created more opportunities for more difficult jobs for he and his crew to master. He had an impressive collection of specialized equipment, and an outstanding crew of drivers to master these tasks. He also found time to collect old iron and trucks, a chance to get away on his beloved Harley motorcycles, and collect a massive collection of LINN Trucks, and if my mind serves me correctly, he may have the largest collection of LINN trucks in America. Daryl, son Jack, and Sandy worked side by side, day in and day out, and the Company will continue to operate with a vast list of house customers. Sandy is making plans for an OPEN House at a later date, in conjunction with our Pine Tree Chapter of ATHS, the Rockbuster's Chapter of The Historic Construction Equipment Association, and various chapters of the ATCA and others. Daryl's passing will be noted by many, and he will not easily be forgotten for his contributions to his chosen industry, and we lovers of old iron. RIP, my friend, fly right thru those pesky DOT check points! Lars

Here's a little Maine history. J.R. Ciachette, one of the larger contractors in Maine in the 40s and 50s had the contract to build the Bar Harbor airport (Trenton) in 1940. The first part of most contracts is the clearing and grubbing which many times was in the Spring of the year. Many contractors took the dippers of their shovels for repair during the winter and also to use as a crane around the shop. Looks like this Lorain is lifting stumps into the Linn truck.



News

Lars Ohman

Today's Lewiston Sun Journal had an obituary notice for Richard E. "Dick" Rose of Harrison, confirmed by Dana Watson. Dick was a member of our Pine Tree Chapter. In his younger days, Dick worked for Hancock Lumber, worked in the woods on his own, and was a collector and repairer of anything mechanical, maintaining a shop at his home on Rt 35. He passed away on January 30th. at the age of 84. Our chapter condolences to the family.

NORWAY — Richard "Dick" Everett Rose, 84, of Harrison, passed away peacefully on Tuesday, Jan. 30. He was born Oct. 1, 1933, in Bridgton, to Edward and Win-

ona (Allen) Rose. He married Lois Scribner on Nov. 14, 1959, and they spent 39 years together before her passing in 1999. Richard and Lois settled in Harrison where they raised two sons; he retired from Hancock Lumber after 25 years. You would find Richard working in the woods or tinkering in his garage, and always willing to tell you a new joke or story.

He is survived by his children, James and wife, Jolene, of Waterford, and Wendell, of Harrison; grandchildren, Jessica Dolley and husband, Tim, Jason, Kendrick and his wife, Brianna, and Benjamin Rose; great-grandchildren, Colby and Aiden Dolley and Jonah Rose. He was predeceased by his parents; an infant brother; and his wife, Lois.

International Truck Sales Engineering Bulletins

Clayton Hoak

Beginning in 1945 International Trucks started a series of Sales Engineering Bulletins (SEBs) which were used to educate International truck salesmen about new truck models, new truck components, and sales and marketing opportunities; and to provide model comparisons to other manufacturer's models. Examples of the SEBs :

SEB 16 - Oct 1947 - Specifications - Heavy Duty, Off-Highway Models

Models W-4042-OH (4x2) W-4564-OH (6x4) W-6564-OH (6x4) (models)

SEB 177 - Jan 1957 - The New BC- Heavy-Duty Diesels (models)

SEB 169 - Mar 1959 - The International Truck V-8 V-266 - V-304 - V-345 (components)

SEB 608 - Nov 1977 - Big Bore Detroit Diesel Engines Recommended Applications (components)

SEB 122 - Sep 1953 - New Potential Market for Six Wheel Tractors (sales and marketing)

SEB 240 - Apr 1969 - How to Conduct a Motor Truck Demonstration Program (sales and marketing)

SEB 286 - Oct 1974 - Let's Compare - Transtar II vs GMC Astro 95 (comparisons)

SEB 287 - Oct 1974 - Let's Compare - Transtar II vs Ford W/WT 9000 (comparisons)

SEB 291 - Feb 1975 - Let's Compare - Transtar II vs White Freightliner (comparisons)

It appears International Truck published more than 250 Sales Engineering Bulletins between 1945 and 1979. The exact number is unknown, given a break in the numbering system in 1949, and not knowing the number of the last



TRANSTAR II

1. Completely streamlined cab with all-welded construction. No exposed rivets or seams.
2. Flush round head bolts in bumper.
3. Driving lights or fog lights are mounted flush in bumper, giving an attractive appearance and offering protection from road damage.
4. Air intake vent at front of cab guards against roadsplash entry into cab.
5. Windshield washer nozzles are mounted in the wiper arm for better looks and more effective windshield cleaning.
6. Internal hinges on luggage compartment door are protected from moisture and allow easy door opening.
7. Flush-mounted door handles.
8. Dual round anodized aluminum grab handles standard. This not only gives better appearance, but also makes cab entry much easier than ASTRO's.
9. Airfoil mirrors and tubular arms, all made of anodized aluminum.
10. High mounted, modern-looking rectangular turn signals offer greater visibility to other drivers while offering reduced exposure to damage.
11. Drip molding protection around the entire top of cab.

SEB issued. In late 1979 they renamed the documents Product Bulletins - Sales Engineering and used the bulletin title (ie - S-Series Competitive Advantage - S-Series 2200 vs GMC Brigadier 9500) to track the document.

Along with the Sales Engineering Bulletins International released Sales Engineering Newsletters. It appears they generally were 1-4 pages long and addressed a specific vehicle or component (ie - SE Newsletter 156 - Dec 1956 - 145" W.B. RDF-212H Special Tractor/ SE Newsletter 103 - Oct 1953 - Fuller R-45 8-Speed Roadranger Transmission); although some were issued to clarify or correct a Sales Engineering Bulletin.

My collection of Sales Engineering Bulletins numbers about 80 pieces. I am willing to share my list of the SEBs I have and don't have but am aware of (typically located on eBay). Scans or copies of the SEBs can be provided on request. Should you have SEBs that I do not I would be interested borrowing to make color copies.

Below are scans of four pages of the 24 page Let's Compare - Transtar II vs GMC Astro 95 Sales Engineering Bulletin. In addition to the bulletin covers and exterior appearance comparisons shown, comparisons of the cab lift and hold down mechanisms, trailer connections, cab construction, hose & line protection, windshield washers, water hoses, air line hoses, wiring bumpers, mirrors, instrument and controls, battery box, fuel tanks, radiator access door, frame fasteners, air cleaner protection, frames, front axles, engines, transmissions, rear axles & suspensions, and cabs are provided; and the merits of the International over the GMC are highlighted. The other two Let's Compare Bulletins are similar. There may be other similar SEBs like the Dodge 1000, and REO Royale. It would be interesting to see GMC published Astro comparison document to International's Transtar II and the White Freightliner cabover.

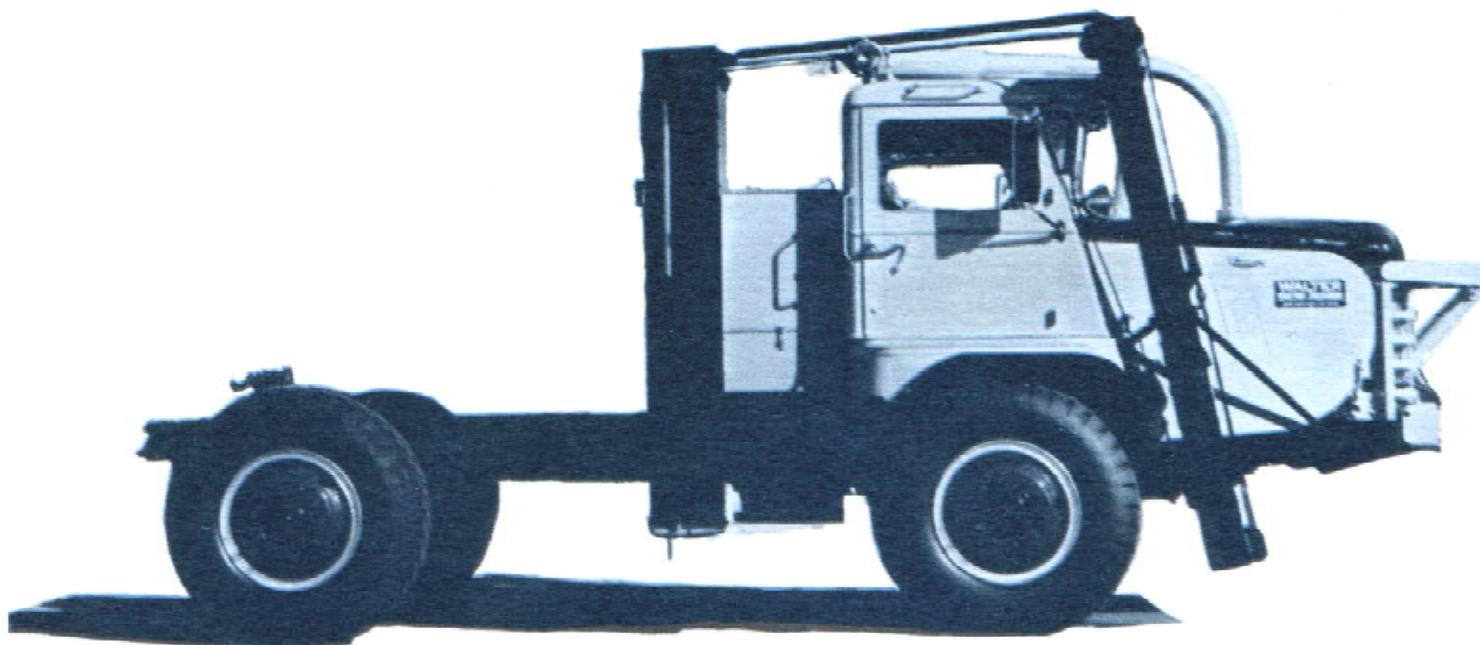


**GMC
ASTRO 95**

1. Exposed rivets and seams detract from overall appearance.
2. Protruding hex head bolts in bumpers.
3. Driving lights or fog lights are mounted below the bumper, detracting from looks and increasing exposure to road damage.
4. Air intake vents in side of door not only hurt appearance of cab, but also allow road splash into cab when opened during wet weather.
5. Windshield washer nozzles mounted on cab are not only unattractive, they are not as effective as the nozzles mounted in wiper arms, as on the TRANSTAR II.
6. The luggage compartment door has an exposed hinge mounted on bottom of door exposing it to the elements. This is unsightly, and allows door to fall if not held while opening. Two hands are required to open luggage compartment door.
7. Door handles are not flush mounted.
8. Painted slanted grab handle is standard, anodized aluminum handles are not available. This grab handle not only hurts appearance, but also makes cab entry much more difficult than TRANSTAR II.
9. Flat sided mirrors and spindly mirror arms.
10. Low mounted, cheap looking turn signals. Too low for good visibility by other drivers and very much exposed to damage.
11. Drip molding protection over door only, offering no protection against water running down cab into bunk vent or luggage compartment, if open.

WALTER SNOW FIGHTERS ■ MODELS QCU

4-POINT POSITIVE DRIVE ■ 100% TRACTION



Don't know the date of this piece of literature, guess it is about 1970 because that's when the V-903 Cummins was introduced. The letters in the model number: Q; wide 84" cab with Allison automatic transmission, C; Cummins Diesel, U; 54,000 lb GVW. In earlier years the U was the heaviest truck with a 42,000 GVW. If there was a fourth letter it had to do with the wheelbase. Editor

MODELS QCU – 320 H.P. DIESEL 54,000 LBS. GROSS VEHICLE WEIGHT AUTOMATIC TORQUE CONVERTER TRANSMISSION

The Walter Model QCU Snow Fighter, 320 H.P. Diesel, 54,000 Lbs. GVW, is an outstanding unit for snow displacement, being the largest and most powerful Diesel offered with torque converter transmission. It has the power, traction, and ruggedness to handle the most severe snow conditions.

These models are offered with large diameter 14:00 x 24 tires, single front and rear or 13:00 x 24 tires, single front and dual rear, which provide greater traction and better rolling ability on all surface conditions. The front axle and tire capacity are more than adequate for any combination of heavy snow plow equipment.

The automatic torque converter transmission eliminates clutch operation by the driver and permits quick selection of speed ranges with finger-tip ease even with the engine under full load. The advantages of torque multiplication and shock-cushioning gained from a torque converter in the drive line allows the modern V-8 engine to operate smoothly at its most effective

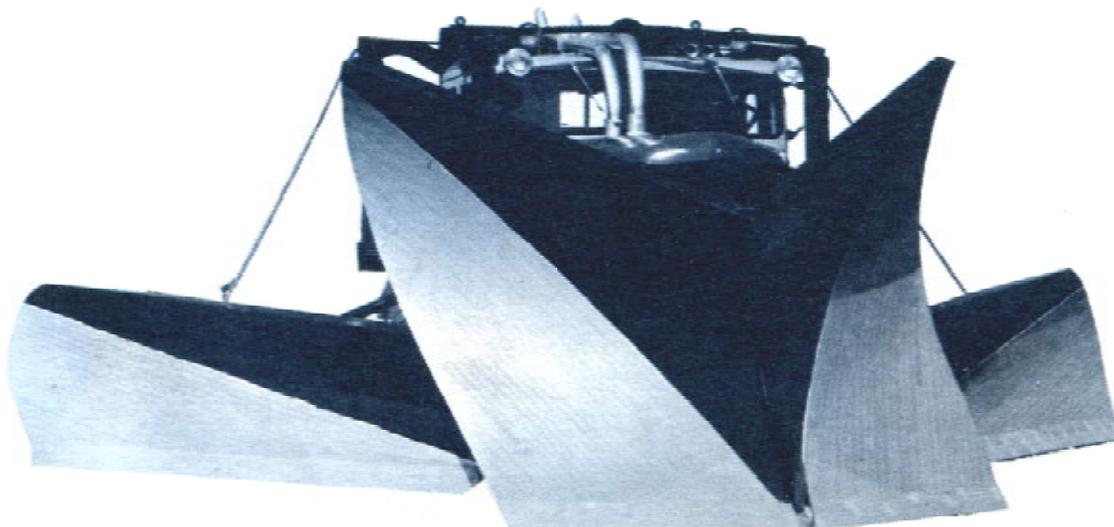
speed for high power output. Six forward and one reverse speed ranges provide flexibility under all operating conditions.

The unique Walter 4-Point Positive Drive with correct automatic differential and driving action between all four wheels, front and rear and right and left, gives maximum traction for all operating conditions.

The Walter Suspended Double Reduction Drive with final reduction through ring gears, and pinions in the wheels, and with constant velocity universal joints, provides high ground clearance, low unsprung weight, low mounted springs and greater reserve strength and wear capacity.

A completely balanced and modern design provides a unit with low chassis height, short wheelbase, proper weight distribution on front and rear wheels, a wide forward mounted cab, and that rides, steers, and stops with minimum effort.

SPECIFICATIONS: WALTER MODELS QCU



320 H. P. DIESEL

ENGINE: Cummins Diesel, V8-903, Four Cycle
Bore: 5.5 In.
Stroke: 4.75 In.
Displacement: 903 Cu. In.
Horsepower: 320 Gross at 2600 RPM
Torque: 705 Lbs. Ft. at 1800 RPM
Valves: Overhead, Dual Intake and Exhaust
Cylinders: Replaceable Wet Sleeve
Pistons: Aluminum, Cam Ground
Compression Ratio: 16.5 to 1
Lubrication: Full Pressure with Full Flow Filter
Governor: Mechanical set at 2600 RPM
Fuel System: Cummins PT, Self-Adjusting
Generator: 12 Volt, 50 Amp.
Starter: 24 Volt
Air Cleaner: Dry Type
COOLING: Fin and Tube Radiator.
Fan: 28" Diameter
Capacity: 15 Gallons
Shutter: Manual

TRANSMISSION: Full Automatic Planetary with Integral Torque Converter, Full Power Shifting.
Speed: 5 Forward, 1 Reverse

Gear	Reduction Engine to Wheels	Miles Per Hour
High	11.3	35
4th	14.0	28
3rd	17.5	22
2nd	21.2	18
Low	36.0	11
Rev		4

TORQUE CONVERTER: Single Stage 3 Element

Stall Ratio: 2.7:1

DRIVE: Suspended Double Reduction Type.

Positive Drive to All Four Wheels.

Center Differential: Walter Automatic Lock and Torque Proportioning Type

Axles: Double Reduction Drive with Pinion and Large Internal Gear in Wheel Hub, Final Reduction Ratio: 5.8 to 1. Walter Automatic Lock and Torque Proportioning Differentials.

SERVICE BRAKES: Full Air with 12 C.F.M. Compressor. Heavy Duty Internal Shoes Acting to All Four Wheels.

Braking Area: 890 Sq. In.

PARKING BRAKE: Independent Mechanical

Braking Area: 190 Sq. In.

54,000 LBS. G. V. W.

WEIGHT OF CHASSIS 18,000 Lbs.
BODY WEIGHT ALLOWANCE 4,000 Lbs.
LOAD CAPACITY 32,000 Lbs.
GROSS VEHICLE WEIGHT RATING 54,000 Lbs.

DIMENSIONS:

Model	Wheelbase	Cab to Rear Axle	Overall Length	Turning Radius
QCUS	138 In.	96 In.	235 In.	26 Ft.
QCUL	150 In.	108 In.	283 In.	28 Ft.

Height: Frame - 42" Overall - 125"

Width: Frame - 36" Overall - 96" (Single Rear)

Tread: Front - 76" Rear - 76" (Single Rear)

FRAME: Heat Treated Alloy Steel, Special C-Z Section.

Total Depth: 14 In.

Width: 3-3/4 In.

Thickness: Two 1/4 In.

SPRINGS: Front - 52" L. x 4" W. Helper Spring.
 Rear - 52" L. x 5" W. Helper Spring.

AXLES: Solid Alloy Steel Forgings.

Ground Clearance: 17 In.

Capacity: Front - 25,000 Lbs. Rear - 30,000 Lbs.

TIRES: Truck Type

Dual: 13:00 x 24 - 16 Ply.

Single: 14:00 x 24 - 18 Ply. (Optional)

WHEELS: Budd Demountable Steel Disc.

POWER STEERING: Ross with Vickers Hydraulic Booster

CAB: Steel Coupe. **Width:** 84 In.

Windshield Glass Area: 1320 Sq. In.

STANDARD EQUIPMENT: Two Headlights, Two Parking Lights, Tail and Stop Light, Two Roof Spotlights, Roof Flasher, Cab Dome Light, Rear View Mirror, Two Sun Visors, Dual Air Windshield Wipers, Heater-Defroster, Speedometer, Tachometer, Ammeter, Fuel, Temperature, Oil Pressure and Air Pressure Gauges, Transmission Oil Pressure and Temperature Gauges, Air Pressure Warning Light, Two 12 volt, 150 amp-hour Batteries, 100 Gallon Fuel Tank, Front Shock Absorbers, Front and Rear Tow Hooks, Rear Pintle Hook, Front Bumper, Fenders and Steps, Reinforced Radiator Guard, Spare Wheel and Rim, Tool Kit, Hydraulic Jack, Grease Gun, Fire Extinguisher.

The Linn Dog Show

H. H. Linn, Owner

Moving Pictures Musical Comedies Illustrated Songs



Holman Harry Linn was born in Washburn in 1877. Around 1909 he came to Alvin Lombard to have this "motor home" built to pull his dog show. Linn died in an airplane crash July 3, 1937. The company ceased operations in 1949.

For those who are wondering why all the pictures of Linn trucks, there's a reason. Daryl Gushee was an avid collector of Linn trucks, parts, and memorabilia.



CLASSIFIED ADS

WANTED: 5th wheel and parts to convert a truck to a road tractor. Jamie 207-949-1360

WANTED: Holmes 750 or comparable components to make a wrecker. Jamie 207-949-1360

FOR SALE Four 1935 Ford wire wheels, Trued up, media blasted, primed and painted..will fit Model "A" Fords. \$475.00 Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE: "Tumble Bug" Scraper, BOCE, near perfect condition for age, no wear. Pull behind small CAT or tractor \$375.00 Lars Ohman, Sabattus, ME. (207) 376-7993



Linn dump truck on display at Clark's Trading Post in Lincoln, NH. George Barrett photo 1990

WANTED: Individual driver and passenger seats out of an International Comfo-vision cab. The Comfo-vision cab was used on L, R, V, M, and 210-230 series trucks. Will recover seats if necessary. If interested I have a bench seat to trade. Contact Clayton Hoak - 207-522-7088, or e-mail 1948reo@roadrunner.com

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

2018 COMING SHOWS AND EVENTS

Saturday Feb 24 Pine Tree Chapter Winter Lunch Augusta

Sun March 18 Pine Tree Chapter annual meeting , Owls Head

Sat May 26 Springtime Truck and Tractor Show Lincoln, ME

Thur May 31 - Sat June 2 ATHS Convention, Lexington, KY

Sat & Sun June 16 & 17 Watson's Wheels and Water Naples

Saturday July 7 Boothbay Railway Village Antique Engine Meet with MAPA and Pinetree Boating Club 633-4727

Sat July 21 Boothbay Railway Village Antique Auto Days with the MOALS 633-4727

Sat & Sun July 21 & 22 Owls Head Transportation Museum Truck Show

Saturday Aug 4 ATHS Green Mountain Chapter, Bellows Falls, VT 20th annual Antique Truck Show Bellows Falls, Vermont at Bellows Falls Union High School. INFO: Roger Martin 802 439-5797 or 802-477-2594 e-mail mackl152@outlook.com

Fri - Sun Aug 3 - 5 Rockbusters Concord, NH

Sunday Aug 19 "Barrington" Granite State Old Truck Meet at Hillsborough, NH

Sunday September Topsham Pine Tree Chapter of ATHS truck show at the Topsham Fair Grounds
More Information Soon George Barrett, sheepscot@gwi.net 207-829-5134 or 207-671-2666 (C)

-
- President - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email:haroldjmason@gmail.com
Vice President - Peter Mullin 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com
Secretary / Treasurer - Diane Munsey, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com
Director - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email:cherylbillings55@gmail.com
Director - George Barrett 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscot@gwi.net
Director - Steve Corson 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com
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.

page 9

Mail to: Pine Tree Chapter ATHS

C/O Diane Munsey
785 River Road
Dresden, Maine 04342

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

YOU COULD WIN THIS TRUCK!



To enter drawing:
Send a 100.00 Dollar Donation to
The Springtime Truck and Tractor Show
24 West Old Main Road, Lowell, Maine 04493.

*Drawing announced on Saturday May 26
at the 6th annual Springtime Truck and Tractor Show
Glen McKechnie Logging
Passadumkeag, Me
Rain Date Sunday May 27th.*

Donations will help our neighbors,
friends and others in need.
Please help us spread ACTS OF KINDNESS.
For all you do, THANK YOU!!!



FIRST 220 DONATIONS WILL BE ENTERED IN THE DRAWING!

After we receive your donation, you will be mailed a confirmation letter with your drawing number/numbers.

Cash prizes will be added to the drawing..after we receive 150 and again at 200 donations.

For Information Call 207-356-2237
tiredironguy56@yahoo.com

*Tom Hudgins
Art & Design 2017*