



Shop Manual

www.badgoat.net/ptcaths

July 2020

President's Message

Peter Mullin

Well it's been another month of shutdowns, cancellations, and not gathering in groups. There has been work going on behind the scenes in an effort to get some sort of limited social activity going. Rumor has it that a few cruise nights have started to open up around the state. I suspect these would be more so North and East of Cumberland, York, and Androscoggin counties. As of this writing the Pine Tree Chapter Topsham Truck Show is still a tentative "GO."

Devin and Renee Fahie are hosting an invitational "Not a Truck Show" at their home in Limington this coming weekend. This is a private non-chapter event and due to space and occupancy limitations RSVP is a must. See further in this issue for details.

Clayton Hoak heard about a "Bobtail Tour" that the Ohio Chapter held a month or so ago, through an ATHS Board of Directors discussion. He suggested that we might try something similar - seemed like a great idea to me. So, we are in the works trying to put together what might be considered 3 or 4 mini tours all going to a common destination with sufficient parking area to allow us to gather while still being socially responsible and keeping all of our members safe (especially those in higher risk groups). More information on this further along too.

Clayton also helped Diane and I wrangle together some (too far) overdue membership reporting for ATHS. As part of verifying that all of our members are actually members of ATHS we are required to send a current roster to head-

quarters every January. We came away from this process with a couple of observations. The first is that we have been far to lax in collecting dues in December and January (they are actually due January 1st) thinking "they will pay at the annual meeting, or Owls Head, or Topsham. The problems with this are twofold. First it makes it virtually impossible to comply with the long-standing requirement that we submit an accurate roster to National in January. Secondly, by cancelling a meeting or a member missing an event folks can quickly become multiple years behind on dues. We have a few members that owe 3 or 4 years dues (our fault for not keeping up). The other practice that has become problematic is "paid ahead" dues. Going forward we are not going to allow dues to be paid more than one year ahead. Those that are on the books as paid ahead beyond 1 year will be allowed to carry forward until we catch up to them.

Congratulations to Charlie Huntington on becoming a Registered Maine Guide this past week. Do they have a specialty classification for old trucks and vintage Pontiacs?

On the home front I have been working on some of my old junk. The engine in my John Deere 140 lost all of its oil and seized a couple of weeks ago - search is on for a Kohler K321. I got my grandmother's '49 Willys Jeepster running the other day. I have also been working on the Kodiak a little bit and planning/gathering quotes for my garage construction project.

That's all for now. Hope to see you at an event as things open up.

Peter

Please Read Dues Notice on page 9

Please Send Dues Check to:

Diane Munsey
785 River Road
Dresden, ME 04342

Ramblings

Lars Ohman

I usually attempt to keep RAMBLINGS on the light side, but with all the shows scratched this year due to the virus, I may have to change the format. Bruce Crawford's CRANKLETTER came the other day. Good news (at least as of today) is the Granite State Chapter of ATCA is still planning on a two day show @ Feather Airport, Deering, NH on August 22 & 23 rd.....Hopefully this virus crap will have subsided by then, and we as members of ATHS and the Pine Tree Chapter, wish them all the luck we can muster. It is not a bad day trip over there, and plenty of room to see everything. They have also invited the Northeast Rockbusters, and other organizations so strut their stuff.

Our next newsletter will have more detailed directions and last minute changes. Also, from the CRANKLETTER was a more detailed obituary for Billy Walsh from the Granite State Chapter. Also, a very nice obituary for Daisy Miller from Broad Brook, CT. She and her husband Kenny were founding members of the Nutmeg Chapter, and long time supporters and vendors at many Eastern shows, including Owls Head. They always had a wonderful collection of " stuff" in the back of Daisy's 1945 Dodge WC-51 Pick Up... on behalf of all the members of the Pinetree Chapter, our sincere condolences to Ken. Due to the virus, services will be at a later date. Just Chuggin on down the road...keeping my distance, Lars

They say the first sign of old age is remembering things from years ago, but can not tell what you had for breakfast.. Going back to the summer of 1957, I was invited to be 'staff' on a Explorer Scout camp construction project in the Hill Country of Texas. Capt. Eddie Rickenbacker had donated part of his ranch to the Scouts to establish an advanced Explorer camp on what was known as " The Bear Creek Ranch" portion of his vast holdings. "Staff " was a polite term for kids from 16 or so to 18 to work under supervision of older Scouts usually home on vacation from College. Texas A & M provided our bosses for the summer, as the new construction projects had an amount of engineering, especially a complete water system for the camp sites.

Part of this project involved getting a galvanized water tank up onto a rise to provide gravity water thru a 2" galvanized line to the five camp sites in the valley. The tank was about 8 feet in diameter, and five feet deep. We had the use of a 1 1/2 ton Chevrolet platform truck used in the ranch haying operation. Thru brute strength, and leverage, we got the tank up onto the bed of the truck. Now to secure a round object onto a hay slicked truck bed became an issue. OK , Boy Scouts tie knots, and we used every trick in the book to tie and secure the tank using "miles" of rope and every knot in the Boy Scout Manual.

Now to get the truck up to the top of the hill was trick number two. The little six cylinder Chevrolet had a four speed transmission, but not much else in its favor, and made it about fifty feet up the incline, lost traction, and came to a tire spinning halt. I had some experience with the ranches four wheel drive Dodge Power Wagon, as most summer help could not master double clutching the rock crusher transmission. We convinced the older staff

we could pull the Chevrolet and tank up the incline. We put the Dodge into four wheel drive, hooked a chain onto the hay truck, and made it about another fifty feet or so, and now both trucks began to spin losing traction in the shale soil, and the hay truck wound up against a small scrub oak tree, not able to back down to get another shot at the hill.

Now, plan # 3 it was decided to run the Power Wagon on up the hill, chain it to a scrub oak, and use its front mounted winch to now cable pull the tank and hay truck up, disconnect, go to a higher spot, re hook, and hopefully get the tank to its destination. About twenty five feet into the cable pull, there was a bang from the front of the Dodge, and the hay truck took off, freewheeling off the winch till the driver got it stopped. Somewhere along the line, someone had replaced the driveshaft coupling bolt with a soft 5/16" bolt instead of the 1/2" bolt required. We had sheered off that bolt. Now we are up on the side of a pretty steep hill, both vehicles pretty much out of commission to go chase the proper bolt, if we could find one, and between a rock and a hard spot. Rooting around in the collection of soda bottles and accumulated trash in the two trucks, I located a rusty screwdriver, and since the coupler was out in the open, we hammered the screwdriver, found a piece of haywire (anybody remember those 80# wire hay bails of years past ?) wrapped the wire around the screwdriver as best we could, and capped it off with part of a roll of very low quality cloth electricians tape. Got everything started up, eased the clutch out, and at not more than an idle, winched the Chevrolet up onto the plateau where the tank was to reside. I remember it was extremely hot in the Dodge, and every turn of the winch I prayed the screwdriver emergency repair would not fly out and we would loose the tank. Boy Scout Motto: " Be Prepared" (with just a little bit of luck)

Thank You to Clayton Hoak for calculating the capacity of the tank at 15,000 gallons. Thanks to the summer heat of Texas, and the one half mile of 2" galvanized pipe, we had hot water 24/7 even if we didn't want it !

Chuggin on down the road, but keeping my distance....
Lars

PS - At last, some good news amongst all the bad news ! Talked to Dana Watson tonight, and he is finally home and in the comfort of his own recliner. He's weathered a rough spell, charmed a few nurses and rehab folks, and I am looking forward to a visit with him next week keeping socially accepted distancing and sharing old memories. I will have more to report on this visit next month.....I promise. Lars

1929 A-B MACK Dump changes hands.....Mr. & Mrs. Frank Crooker have turned over the keys to the beautifully restored '29 MACK A-B Dump lettered up in the old Harry Crooker colors. Ron Bisson, a long time Crooker employee has been given the Mack with the understanding he will show it for all to enjoy when, and where ever this virus stuff subsides. Ron is looking forward to the opportunity to be the caretaker / owner of this beautiful truck. Submitted by Lars Ohman

Back Side Of Worley`s Log Book

Larry Worley

Til next page! Larry

relating to last month`s column

Going back to the previous page there`s more to the story of the 10 little White 9000s, All were not alike. All had 250 Cummins, but 4 were Fuller 10s, 6 were Fuller 13s. Now all had RTE Hendrickson beam suspensions, but all had unique mistake with the main leaves in the springs. The RTE is extended main leaf which is 8 inches longer and when empty rides on it`s own rider, when it is correctly made rides like air-ride. In other words, the leaves needed 4 degrees more curl upward or the rider was located too high to do any good so the spring was hitting on the load rider which became one of the most punishing rides ever!

Now, where we found out the difference was my night driver pounded a piece of curbstone just coming by the pike entrance at Auburn. Broke the three leaves and still delivered in Lewiston. Mcfarland Spring replaced it with proper main leaf and just the one bend correctly made it ride wonderfully.

When I got the chance I went over to Mcfarland and talked to Ozzie and was told they found several more like that evidently made in quantity for White Motor and their quality control missed `em! Highway (Motor Truck) changed only 3 more that I knew of. Wouldn`t admit to it and mostly didn`t want to spend the money even though they had the complaints keep coming in.

I like the Whites; heaviest front steering, strongest cabs, real heaters. Western Star is my favorite, 4000 second. White Road Boss 1 was the 4000 with a better hood! Road Boss 2 is not the same quality and full of shortcomings,

Am looking forward to our next meeting. Been mostly quarantined hear in my barn since third week of March!!

That`s all for now. I will try to put some more together shortly.

I thought about more of the RTE&RU Hendrickson suspensions maybe some owners and drivers may not know. Difference between RU and RT and RTE is RU is U-bolted down over the spring and is 24,000 lb only and should have the extended soft ride main leaf.

RT and RTE have a very heavy adjustable square top. The reason for this is there are many choices of size and depth of springs to apply. There are thicknesses of leaves, different curls with heavier leaves, and my favorite, extended mains in 34,000, 38,000, and 44,000 lb. Both 38,000 and 44,000 are double mains. They were marketed RTE 340, RTE 380 and RTE 440. Sneaky advertising, aye.

I heard a lot of complaints about the " the roughest ride ever" in any truck. I may have said before the E has a separate saddle, or rider back from the main saddle of the shorter leaves and when empty rides on just that and leave`s a slight space between the short leaf saddle and the top leaf. What few notice is the wear of the extended saddle. When the extended saddle wears away 3/8 of an inch or so the extended leaf isn`t enough and the short leaves start pounding the hell out of everything. A simple repair is change the rearmost saddles and the softer ride is back! The second time it wears down it`s time to change the top spring or springs.

I had a lot of worn trucks and got some repaired, some not. Some times I left to solve the problem.

Now, don`t get me wrong. Hendrickson had some rubber ride`s that were really stiff, but were usually under mixers. They also had what I call a dead-ride with just a solid trunion, no spring at all! Roadway had hundreds of them under the long hood 4000s with the rompin` stompin` 318s. Over the concrete interstates they were fun to watch! What did they know. They only had single screws in a tandem set! All about saving money, I guess.

I`ll give you some more on the Mack camelbacks next.

Til next page Larry



CONGRATULATIONS ROB BALFOUR.

Walmart Transportation

Driver of the Year

2019

Fish Hauler to Movie Star"

Toby Stinson

Like many of us confined to our homes over the past couple months I did what so many of us did. I got very bored and started looking through old boxes and found a number of items I thought were long lost. One of those items, which I thought was long lost, was the old company photo album from my father's business. Of course looking through it I quickly became nostalgic. As I looked at not only all of the trucks but the scenes of the work being done I thought it would be fun from time to time to write about some of the trucks in the album. Every truck in this album earned her keep and today, if we had kept them, would probably be quite collectable. "We should've kept that," ran through my mind often while looking through the pages, but especially for this one.

Beaver Enterprises #3 1970 White 4000

While the first two trucks our company had, Transtar Cabovers, were needed for the long distance runs to Canada and along the east coast for long distance fish hauling, the White was needed for more localized and day trip jobs for a variety of reasons. She was more of a Swiss Army Knife you may say. This truck was used to run fish to and from factories from Canada to Gloucester.MA. Served local factories hauling in fish and finished product out and any random job you can think of. Originally it was a Merrill Transport truck, then hauled fuel for Maritime Energy before coming to us. The engine was a 270 Cummins engine with a 10 speed I believe. Off all of the rolls this truck played for us, it was hauling the nastiest substance known to man, in my opinion, for close to a decade. It was all local runs and I got to go on almost all of them and loved every minute.

Not to be disgusting by intention, but you can not avoid it. These were the days when dog fish were heavily fished and processed for food overseas. Old #3 hauled fish in, finished product out and then.... the waste!. Two loads a week, sometimes three all summer long. Old Heil fuel tankers were purchased and converted to hauling a nasty, soupy oatmeal like substance made up of wash down water and ground up fish guts. We would haul the waste from Rockland to Washington, Maine where a farmer would spray it directly on the fields. It smelled horrendous, but it was without a doubt the best fertilizer known to man. I have never seen corn grow so fast and cucumbers so big. I spent a good ten years growing up on these runs, from Rockland to the farm with a stop at Mic Mac Market for a snack on the way home. One of these trips, and thank God I was not in on this one, led to an amazing trucking story of epic proportions.

See when you haul out a load of fish waste, it can not come back. I repeat, it CAN NOT COME BACK!! Well, one day the tanker clogged and it had to be unclogged from the inside. Down inside the half empty tanker my father went, held his breath, dove under and unclogged

the pipe... yeup, exactly. No matter what, when you deliver a load, you have to do what it takes. However it was not this nasty deed that is the focal point, it is how this truck made it home. Those that read this that know my father understand the tolerance of smell one had to adapt to. He smelled so bad on the way home that he had to pull over to throw up and was forced to take off all of his clothes and throw them in the woods. He then proceeded to drive the White 4000 back to Rockland totally naked! When he arrived home that night, still without clothes, we learned of this epic feat in trucking history by his yelling from the pick up window, "GET IN THE HOUSE AND GET ME YOUR MOTHER!!"

But it was not all guts and no glory for our White 4000 as in the early 90's she got her chance for fame and can forever be seen in the Mel Gibson directed film "The Man Without a Face." After some fixing up and repainting in 1990 she looked so good and that was just at the point when the movie crews were looking for the film filmed in Mid Coast Maine. We filmed two full scenes with the truck but in the end only one clip made the film. At the end of the film, in front of the Miss Portland Diner you can hear here slowing down quickly to pick up a young boy hitchhiking home. It was my first time on a movie set and the food was great. Dad could not drive because Hollywood is heavily unionized and the union driver HAD to be in the film. After about an hour of the union driver not being able to drive to Mel Gibson's satisfaction and negotiation was worked out and Dad got to drive. It was with our White 4000 that I got to see Mel Gibson's famous tirades in person. He was not easy on his crew at times and would never talk directly to people, he sent messengers running back and forth. This form of communication was not working well and somewhere around midnight from the cab of a White 4000 my father yelled out so all could hear "I'm about done with this..if Mel wants to talk to me, then HE!!.. can come talk to me." I could see the furry in Mel's eyes as he walked to the truck, I'm talking Braveheart furry eyes, and climbed up on the side and talked about the scene with my father. It was there on that White 4000 that I witnessed a miracle. Mel Gibson totally calmed down, laughed, kept going over and talking with Dad directly and had a blast doing it. They joked and laughed between each take and we finished the scene. It was on our White 4000, old #3 that I saw my father put an angry, yes bully, Mel Gibson in his place and Mel responded to it. You had to see it, it was awesome.

Years went by and we used the White less and less, eventually just shifting trailers with it around the yard. I was 21 and working for the company and I could have just taken it... should have. It still drove SOOO SMOOOTH!! Ugh... But old trucks are old trucks and we were not using it, and it was sold to a person on Vinalhaven to put a pulpwood loader on the back for some logging. I think she is still out there. Who knows what almost 20 more years of salt island air have done to it, but perhaps a scouting adventure is in order.

Please See Photos on Next Page



Beaver Enterprises #3 1970 White 4000

Special Duty Sterling

George Barrett

Here's a truck designed and equipped for a special service for the Commonwealth of Massachusetts. Lately I've been cleaning out old magazines that I used to consider were too good to throw out but before they're put in the trash I go through every one to recall why they've taken up space for years. The information and photos of this Sterling came from the February 1937 issue of Diesel Power and Transportation magazine.

According to the article the Public Works Department had a need for a truck that could rescue the department's other trucks and equipment that had broken down or slid from the road. This truck would have to be no more than 45 feet long so a permit would not be required. The engine was a Waukesha 140 hp diesel with a Bosch fuel system. A 32,000 lb. winch with 500 feet of 5'8" cable could pull 16,500 pounds before it would skid the tractor with the brakes locked.

A 15 ton tandem axle trailer was built by the Walsh Body Company of Cambridge which could be overloaded by 100%. It had pneumatic tires and the axles were spring mounted.

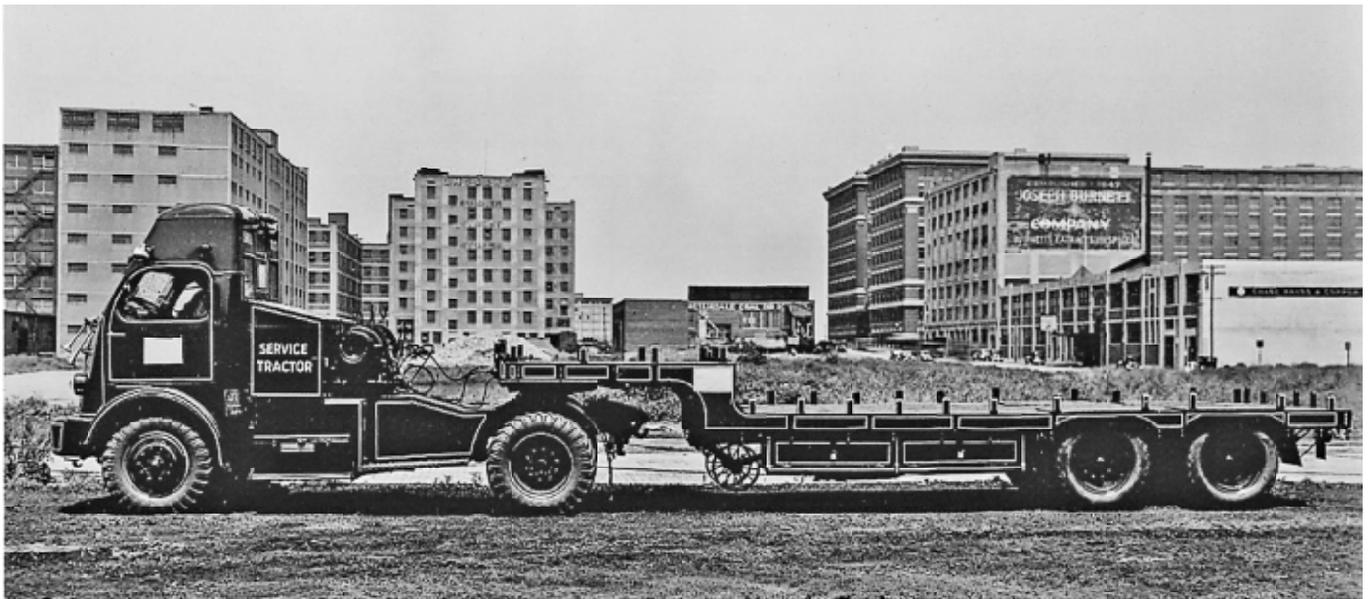
I had a feeling that if I uploaded the little bit of information I had to the Facebook Sterling group that Warren Richardson and Jeff Lakaszczk would come forth with more information and I was right. Warren, along with Fred Perkins, published their Sterling Truck Roster twenty years ago. With over two hundred pages it is full of all

kinds of information about Sterlings as well as past and present owners. I also have the 1991 Roster by Fred Perkins (only 16 pages) that has a small picture on the cover of the this same truck noting that it is a "G" model. In the big year 2000 roster a G model is defined as 1934-1942 cab over engine all sizes including heavy tandem axle chain drive tractors.

Warren Richardson e-mailed back to me "Thank you for posting this information. Much of what you have posted is new to me. I've posted what is in Ernest R Sternberg's "History of Sterling Trucks" on this truck. This is from SAE publication SP-941 from 1993 when E.R. Sternberg (grandson of founder of Sternberg / Sterling) was still active with SAE and presumably White Motor Corp. I have in my notes that this was model GD125D. This information came from a copy of photos loaned to Billy Green (undated - probably late '70s -?) which came from Ernest Sternberg. With the list came the description that the cab was supplied to seat 4 men, the center two had seats above the full length engine housing and they looked out the upper center windshields. A similar cab (similar externally) had been provided with a sleeper berth on the upper level (for another customer) but this truck did not have a sleeper berth since the space was occupied by the upper seating level. The 140HP Waukesha Diesel was a 6DA-140 which was 5" x 5-1/2" (bore x stroke - 648 cubic inch displacement). According to WEHS (Waukesha Engine Historical Society) Sterling used four of these engines in their total production. Not very many. Others in this group have further information, but rather than post their info, I'll let them step in if they choose to do so at this point."

Jeff Lakaszczk posted images of the two different trailers that are included with this article.





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

President - Peter Mullin 6 Kinney Rd. Gorham, Me 04038 207-838-5069; email: wfd44@maine.rr.com;

Vice President - Andy O'Brien 54 Upper Minot Rd. Pownal, ME 04069 (207) 232-4743 aobrien211@gmail.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: sheepsco@gwi.net

Director - Steve Corson 163 Main St., Rockport, ME 04856 cell phone: 207-542-4192 email: blackdogmack@gmail.com

Director - Bob Stackpole, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.com

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

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

For Sale and Wanted

SHARK 3600 PSI pressure washer, on wheels.
Honda powered, Factory remanufactured pump,
extra H/P hoses, nozzles and Turbo Wash
Head.....Lars Ohman,, Sabattus, ME. 207-375-6515
Please add into the ad for the pressure washer,
however you care to word it: This is a Heavy Duty
Commercial Washer with a three stage ceramic
commercial belt driven pump..... Thanks, lars

For Sale: Two wooden wheels for parts. Believed to be
from a 1920's Plymouth. Front wheels with hubs and
drums. Good for parts or patterns. Make an Offer: Diane
Munsey (207)737-2997 or e-mail munsandi@gmail.com

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NEW ENGLAND TRANSPORTATION CO. GMC. TRUCK AND TRAILER 1937

Tractor #5430: Built, 1937 General Motors Corp. Colors: Body red, top of hood, belt rail, fenders and running boards Black. Connecticut electric signal lights mounted on cab roof. All lettering gold.
Fruehauf trailer #101: Body red, roof aluminum letterboard white, lettering and border black, trailer number gold. A view of this truck can be found on Shippers TT #82 dated 4 Apr. 1949 pg. 62. The black Railroad monogram is on a yellow gold rectangle in the upper left quarter of the body. Photo Collection of Charles B. Gunn.

2020 COMING SHOWS AND EVENTS

New Event:

July 18-19 Not a Truck Show - Truck Show hosted by Devin and Renee Fahie. Begins at Noon on Saturday the 18th and runs until 1:00 p.m. on Sunday the 19th. No trailers please as space is limited. There is a \$10 per person charge to cover food and expenses. Limited camping is available as well as sleeping in your truck. This is an invitation only event limited to 50 people - therefore RSVP is a must. To RSVP please contact Devin Fahie 207-653-4131 or e-mail dmfahie@gmail.com

Sat-Sun Aug 22-23 Granite State ATCA Truck Show Deering, NH

The 3rd Annual Gear Jammer Magazine Truck Show has been rescheduled and moved to a new location. The show is scheduled for Sunday, August 2nd from 7:30 AM to 10 PM. The show has moved to Monadnock Speedway, 840 Keene Road, Winchester NH. The show is open to all trucks from antique to modern. I went last year and had a great time. The atmosphere at the show is just like the ATHS Convention. People are friendly and love talking about trucks. All proceeds benefit Autism. \$5.00 entry fee for spectators. Trucks and Combo units are \$20.00.
Tom Hudgins

Sun Aug 30 Bay State (Mass) ATCA Bolton Fairgrounds Re-Scheduled from May

Sunday September 13 Pine Tree Chapter 3rd Annual Topsham Show; alternate date 9/20

October ? Pine Tree Chapter Fall Tour; location and date TBD

Sunday November 1 Pine Tree Chapter Late Fall Gathering; location TBD

Bobtail Tour/Rolling Truck Show:

The Board of Directors, with assistance and inspiration from Clayton Hoak, are working on putting an event together for the weekend of August 15-16 - before the Granite State ATCA Show. The premise is to have 3-4 staging points where small groups could gather and then tour to a common location for lunch and Socially Distanced/Protected interaction. The current active thought is to stage groups in the Bangor, Rockland, Skowhegan and Portland areas with the groups converging possibly at Windsor Fairgrounds (between 1 and 1-1/2 hours from each start point) where there is ample space and a food vendor open on site for the summer. If you are interested in participating, have comments or ideas, or would like to volunteer to host/lead a group please contact: Peter Mullin (207)838-5069 or e-mail wfd44@maine.rr.com

Please Send Dues Check to:

.Diane Munsey
785 River Road
Dresden, ME 04342

DUES NOTICE

Dues Notice: Pine Tree Chapter Dues are due January 1st of each year. If there is a Red "X" on the address label of your newsletter (e-mail recipients will be notified by email) then our records show that you owe dues for 2020 and perhaps further back. Please contact Secretary/Treasurer Diane Munsey (207)737-2997 to confirm the number of years past due as soon as possible.

3/4 Century: We offer free PTC membership to any member in good standing for at least the last 3 years upon attaining 75 years of age. It is, however, the responsibility of the member to notify the Secretary/Treasurer of their eligibility.

Reminder: In order to be a member of the Pine Tree Chapter, either regular or 3/4 Century you must maintain your paid membership in ATHS.

Deadline: Those that owe more than two years (2019&2020) will be dropped after this issue if the situation is not resolved by the time the next issue gets mailed (+/- August 5, 2020).

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



Please See Dues Notice Inside

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