



Shop Manual

www.badgoat.net/ptcaths

June 2014

President's Message

Hello Everyone! I'll keep it short as George tells me we have a lot to cover in this issue and he's right.

We've got some information on the upcoming trip to the Tackberry Collection. Steve Corson has been working hard on all of the aspects of the trip from food and lodging to transportation. Thank you so much Steve! Steve Marshall is putting the finishing touches on our 2015 calendar which we hope to have available at the show at Owls Head. Toby Stinson has been working hard on all of the events at the museum while coordinating some new and interesting things to see at the Owls Head Truck Show. Nancy Mullin and her crew have been coordinating the chapter's portion of the show. Clayton has stepped up to put together a one day Spring Tour in a couple weeks. Information on all of these fun things can be found within the newsletter.

Carl Phillips has also approached me about having the chapter in Gorham for a combined showing of tow vehicles and antique trucks that will tentatively be

held on September 20. I have regretfully not done much work on the idea of an Aroostook County Fall Tour and am wondering if we should put it on hold until next year due to what appears to be an already busy season. Let me know what your thoughts are. I have some new contact information which has been updated in the chapter contacts at the back of the newsletter.

Also, I regretfully need to park the Kenworth for some minor repairs that I have put off too long. You've got to keep them maintained and safe if you're going to play. Either the money goes into the fuel tank or in repairs. Nothing that we aren't all aware of. If you have a truck that you need a driver for, I'll accept the challenge. It might be fun to try something different and help someone get a truck to a show that wouldn't normally be going.

Safe Travels,
John

2014 Pine Tree Chapter "Late Spring" Tour Update

Saturday, June 28th, 2014

This year's Spring Tour is on Saturday June 28th and is a one day event. The tour will start in Sabattus at the Exit 86 Park & Ride (located at the Sabattus Town Office - 2000 feet west of the Turnpike exit on Route 9). We will gather starting at 8:00 and will depart at 9:00 a.m. sharp. Donuts and coffee will be provided. Restroom facilities, if needed, can be found at the Dunkin Donuts on Route 126, approximately 1 mile from the Exit 86 Park & Ride.

At 9:00 a.m. we will depart for the Farmington Fairground (45 miles - approx 1 hour and 15 minutes) where we will visit the Maine Antique Tractor Club's Annual Meet. The cross country route is Route 132N, Leeds Junction Road, Route 100/ 202E, Route 106N, Route 133N and US-2E into Farmington. A detailed route guide will be provided. You may bring a picnic lunch, purchase food at the Fairgrounds, or pick up something as we enter Farmington. There is a Subway, fast food, and a couple o sandwich shops on the way into town. Although not noted on the MATC website there may be an admission charge.

At 12:45, after viewing the MATC exhibits, catching the first part of the tractor parade and having our picnic lunches we will depart for the Skowhegan Fairgrounds (28 miles - approx 50 minutes) and the Maine Antique Power Association's Annual Show. The route will be across Route 2 and up Route 201. Admission is free.

Around 3:15, after visiting the MAPA Show, and possibly a stop at Gifford's Ice Cream Stand, we will head south down Route 201 (13 miles - approx 25 minutes) to the Fairfield Antique Mall and wander around for an hour or so. The shop is advertised as Maine's largest Antiques Group Shop.

Shortly after 5:00 we will depart for Big G's Deli on Benton Avenue in Winslow, Maine; approximately 15 minutes from the Fairfield Antique Mall for our dinner meal. Big G's has a wide variety of plain and specialty sandwiches, several pasta dishes, salad plates, haddock and chicken baskets, fries, onion rings, a dinner special, and infamous deserts. While they do not take reservations we should be able to sit as a group in the rear seating area. Big G's menu can be viewed at www.big-g-s-deli.com. Nobody I know has ever left Big G's disappointed.

To get to Big G's follow Route 201 into downtown Fairfield; take a left at the light onto Route 11 and cross the Kennebec River into Benton; and take a right onto Benton Avenue at the light at the top of the hill. Big G's is two miles down Bento Avenue on the left.

Contact Clayton Hoak @ 207-582-3224, or 1948Reo@roadrunner.com with questions, or for additional information. Hope to see you on June 28th.

Tour the Tackaberry Collection

Stephen Corson

The dates for the trip are October 17th thru the 19th, the 17th and 19th being travel days and the 18th being the tour day. I have saved a block of 40 rooms at the Super 8 Motel in Brockville, Ontario (very close to Athens) with free continental breakfast. The rate at Super 8 whether single or double occupancy is \$83 per night plus taxes-so figure \$100. This would be for a king bed or two double beds per room so folks or even couples could double up if they want to save \$\$.

I have received a quote from Cyr for a coach that holds 55 with TV's and a bathroom. I am budgeting food for 3 days would be about \$50 per person per day so \$150. That being said, if we get 50 people to go we are looking at a budget figure of \$450-500 per single person for the trip. If we only have 30 people we need to add \$55 more for the coach so \$500-550. If a couple (2 people) were to go the cost at the 50 person rate would be \$180 bus, \$200 room for two nights (no change here), and \$300 for food. A total of \$680 which is \$340 per person. If only 30 people go, the total for a couple would be \$110 more for the bus or \$790 --about \$400 per person total.

We may have to brown bag it the day of the tour, or perhaps have a luncheon on site. I will work that detail out with George Tackaberry. I priced the trip with Cyr having an origination and return point being Portland/Westbrook. I will be staying at the Fireside Inn at Exit 48 Maine Turnpike the night before which allows free parking for up to 7 days if you spend a night there. I have spoken to Fireside and they will allow others to park there for \$10 per day if they do not stay. I am working on a group rate from them but

I will need an approximate head count for those who will stay there before I can get a rate. I would estimate somewhere between \$69-99. I am planning an 8am departure time from Maine (Fireside Inn parking lot). Depending on the bus route, we may be able to make one pickup spot on the way somewhere other than Portland. I will talk to Cyr about that when we see who is going.

We need to commit to Cyr by Aug 1 to insure getting a coach so if need be we could have a final push at the Owls Head Truck Show. For deposit purposes we need to collect \$175 per person to secure the coach for a minimum of 25 people, but don't wait or you may miss out. We will issue refunds proportionately to everyone who made a deposit when we get a final number. If we get fewer than 25 I will have to regroup and try another mode of transportation. The deposit for the bus will be non-refundable once we commit to Cyr for the coach.

Attendees will need to make their own motel reservations to avoid confusion. The number for the Super 8 Hotel in Brockville, Ontario is 1-855-875-6215 for October 17 & 18, 2014. Fireside Inn at Exit 48, Westbrook is 207-774-5601 for October 16. Members calling must tell them they are with the "Pine Tree Chapter" group.

Trip deposit checks (\$175) made out to "Pine Tree Chapter ATHS" should be sent to Jamie Mason, 104 Falmouth Road, Falmouth, ME 04105. Attendees must also have a US Passport Book or a US Passport Card. They should also be sure they do not have any outstanding violations or criminal history or they may be waiting for us to return to the border. If anyone has a question they can email Steve Corson at "blackdogmack@gmail.com" or call me weekdays @ 207-596-6554, evenings and weekends @ 207-542-4192.

Tour the Tackaberry Collection

October 17 to 19, 2014

The Pine Tree Chapter of the American Truck Historical Society is setting up a motor coach tour of George Tackaberry's beautiful collection of antique trucks. Deposit checks to secure a place on this tour must be received by the treasurer before Thursday, July 31st

\$175.00 per person deposit

Contact Steve Corson if you have Questions

Send your Checks to Jamie Mason

Cost of Motor Coach could be Reduced depending on how many Reservations are made

Read Details Above

Haulin' Mail

Jim Poole

Back in the early 1970's, I needed a temporary job. I owned a mink farm with 900 breeder females and 200 breeder males. Normally, they would be bred in March and raise 4000 young ones in May and then be pelted in November.

Because of some duck byproduct contaminated by PCB's there were no young ones born. All I could do was keep the breeder herd alive until pelting time in November.

Meanwhile, what to do? I lived in Sudbury, Massachusetts. I knew about a trucking outfit in Fayville on Route 9. They hauled truckloads of US Mail in Massachusetts and out to Albany, New York. They ran Diesel U model Macks with 2 stick duplex transmissions and 40 ft tandem axle trailers.

As new licensing regulations were coming into effect, I applied and was granted a class 1 license under the grandfather clause. At that time, I drove a Ford F-8 dump truck with a machinery trailer once in awhile. Before I was hired there was one truck and one driver based in Springfield and used for the Albany run.

There had been a fatality. A car driven by a woman came all the way across the road into the truck. The mail truck, running bobtail, tried to avoid the on coming car but couldn't and then went behind a telephone pole and between the guy wires. The guide cable wiped out the exhaust pipe. The driver lost

his license for a year because the accident entailed a fatality, even with no fault of his.

Before my first scheduled run, I was asked to ride to Springfield on that run to pick up the tractor that had been fixed in Springfield and drive it back bobtail to Fayville. Plenty of time to day dream about my new job driving a U model killer truck with a nice sounding straight pipe.

The first trip someone rode with me to show me the ropes: Leave the yard at Fayville at 6pm with an empty trailer, head west on Rt 9 up to the traffic light, do a U turn, head east for Boston, South Station, back in to the loading dock and drop the trailer, bob tail down to "D" Street, pick up a loaded trailer and head west on Rt 9 and 280 to the Worcester Post Office. Wait to get loaded for Springfield; back to Worcester back to Springfield; back to Worcester and then to Boston and back to Fayville yard about 4am.

All the truck tractors had a couple of green marker lights on the cab instead of all yellow so as to know it was another Overland Mail truck you were passing. At night, protocol insisted that you turn on the interior dome light so you would know who was driving the passing truck.

Up around Christmas time, you were encouraged to haul an extra which meant 6pm to 6am, fuel up and the next relief driver would be waiting with no warm up necessary. Twelve hours for us drivers, around the clock for Mr. Mack.

We used Rt 9 to Boston unless we were to make a connection to NH or VT, then we used the Mass turnpike. Much easier on the trucks and drivers. Early on, I was at South Station Boston and told to go inside to pick up a certain # trailer. Went inside found the trailer but no way could I hook up and bring it out. Went back to report my failure not knowing that a yard donkey had put it in and would have to get it out.

One special run was to drive to the army base for a

load of dead soldiers, a load of empty mail sacks. Much more mail is sent to service men overseas then comes back, so mail sacks accumulate until a whole container is returned.

Another time pick up trailer # so and so at the piggy back yard in Allston and take it to Framingham. Found the trailer ok but could not back under it. Way too heavy! After jacking up the landing gear was able to hook up to the fifth wheel. Started off ok... this is heavy.. a load of National Geographics.

On some runs, we left Springfield and drove north to Chicopee to pick up pallets of Wall Street Journals at their printing plant. One bundle of papers was put in the cab for distribution outside the USPO System. These were for one of the traffic cops around South Station and others that knew how to read.

During one snowstorm, I was a few minutes late at South Station and got chewed out by the big mucky muck. I told him I worked for the Overland Mail not the USPO. He wasn't pleased but I was there with the mail and in one piece, not off the road.

Another snow storm west of Worcester going down a long hill with a set of traffic lights at the bottom I was tapping the brakes gently to slow down and the trailer wanted to come around and go first. I let up on the brakes added a little throttle, straightened out and started slowing down again with the same results. By now the lights were green and it was time to slow the adrenaline.

"D" Street was an old warehouse for sorting packages with loading dock doors. One day a sorter saw a package for himself but couldn't take it home. It had to go thru the system. A 10 year old Mack short wheelbase cabover for city use was stored there. Never been used. Springfield had two locations, a downtown main PO and the large truck terminal with long conveyor belts for sorting the large canvas bags. At the back of the truck terminal was a main highway east. I dropped off mail at the dock and went around back to hitch up an empty. Destination Boston. Heard two short, "baamp, baamp"s, on an air horn. An Overland Mail truck went by on the highway. Big wave from me. I hooked up and left thru back streets and traffic to Rt 20. In Wilbraham at a coffee shop there was the same truck that tooted ready to pull out. I was up to speed and he had to wait for me to pass and the race was on. I was way out of town but could see him in the mirrors slowly gaining! Two or three miles later he was right behind me. Rt 20 was 4 lanes at that point and hilly and slow. He started to pass and we were so even that we had cars behind us and it took, it seemed like minutes, before he could creep by and I could flick the lights so he could pull into the lane in front. I followed all the way to Palmer losing little by little. Downtown Palmer I catch up. He is in the center lane ready for a left hand turn. Rt 20 turns left for a block then turns right to head east and out of town. I pull up in the right hand lane beside him. Light turns green, he turns left, I go straight and turn left at the next left turn. Its a narrow back alley. At the end of the alley it meets Rt 20 at a set of lights. There he is on the red, I have the green and a tight right turn and the duplex doing the best it can. The exact same race starts all over again. What fun!

Overland Mail lost the mail hauling contract at the end of the year. We were to bring equipment back if possible as the registrations were running out. We all expired: company, drivers, running equipment but not the memories .

Jon's Handy Tips for Restorations

Jon Doyle

Searches for Numbers That are Hard to Read

We know where the numbers are, and most are located, if they are manufacturers numbers, on the frame, left or right, or on the starter, generator or alternator – and they are hard to read. The best way to read them is to wait until after dark or at dusk. Shine a light at a right angle to the numbers and they will pop right out. If they are obscured, squirt them with some Brakleen. If you are looking for numbers which are there, but hard to read such as on fan belts, do not try to clean the dirt off. Just squirt some Brakleen on there and you can quickly read them while the Brakleen is wet.

Jacking and Blocking

I use the rule of three – jacks, jack stands, and blocking. You don't need that truck on top of you.

Starting a Cummins Engine

Told to me by an old Cummins mechanic, it works: crank it for five seconds, wait five seconds. Crank it for five seconds, wait five seconds. Crank it for five seconds, and the third time it will typically start. A little bit of ether is appropriate, because, if you put too much in a Cummins, you may risk losing some equipment in an explosion. You can also get hydraulic lock where the engine simply won't turn over.

Electrical Problems

Most electrical problems are bad grounds. Buy a cheap volt meter, actually buy several, both digital and meter type, and make a habit of using them. You can buy them for \$6.00 or \$7.00 today.

Searching for Parts and Tools

Don't be afraid to Google. Google is your friend and you can source stuff that the local parts store does not have the horsepower or experience to find. There are many cross reference tables. By the way, NAPA is your friend and Harbor Freight is your friend. Even inexpensive tools are better than no tools and notice each manufacturer has a bit of a different angle on the end of an open end wrench. Sometimes you need a different angle, works with life as well.

Rear Fenders for Your Truck

You can buy the expensive ones from truck suppliers for hundreds of dollars or you can go to Home Depot, Lowe's or some other supplier and buy the half circle galvanized 1' or 1 1/2' or 2' wide pieces of corrugated metal which appear to be galvanized and which you drop into the ground to protect your cellar windows. They are just lovely. They are around \$20.00 a piece, typically, and you don't end up spending several hundreds of dollars.

Access to Accessories, Parts

The rule is that it's a truck, drill a hole.

Creepers

There simply aren't any good ones and I have six. You can buy one now which is a vertical kind of a device, typically extendable to 6' vertically with a pad at the top so that you can lean over the top and work on that engine in your prize vehicle. Too, the farmers have a mat that you can lay on the ground under a tractor which works pretty good. They are around \$20.00, typically available at Gempler's. You could go buy a horse mat at Tractor Supply. Cardboard works dandy – refrigerator boxes are the source.

Removal of Stubborn Nuts

My old trick is to use a 1/8" cobalt drill (No. Don't

use the other ones.); drill three holes right across the flat of the hex. You learn after a while when to stop – when you see a puff of gray, stop. That's the threads of the bolt. Hit the line of holes with a cold chisel and you'll either break the nut or distort it and off it comes.

Chocks

Buy the black rubber chocks at Traction. They are \$12.00 to \$13.00 and are far superior to those wooden contraptions and other things that we find for a lot more money.

Penetrant

There's penetrant and there's penetrant. Many of us have read the old test which came out of some machinist magazine and one of the old fashion ones, Liquid Wrench, works fine since 1941. P.B. Blaster seems to work; Kroil is better; and a product called Open & Shut is far superior to any of them, it's available from Lawson Products. WD40 is a great water dispersant, but it stops there. Big cans of it make a nice doorstop.

Hydraulic Brakes

Hydraulic brakes don't work well even after they are rebuilt. Here is the problem. No one ever cleans out the return hole, which is quite small, into the master cylinder; it comes into the back of the cylinder and runs along the bottom of the casting. Clean that out and you won't have to do what I do which is to carry a 3/8" wrench to bleed the brakes every fourth or fifth time you put them on. If you're buying a truck and you have a choice of hydraulic brake or air brakes, do not buy the hydraulic equipped truck. Hydraulic systems corrode, get dirty, and are generally a pain. Air systems can be quickly fixed these days.

Starting Aids

We've discussed ether briefly and the use of too much of it will, not only be a surprise and get you to break out your fire extinguisher, but you can cause some damage. If you've got a Detroit, you probably won't need it. If you've got a Cummins, you'll need more than you've got. There's a great story on the coast of Maine of a fellow who had a 12-71 Detroit in his boat. (We have one on our boat.) They were a great favorite in bigger fishing boats, draggers, and sardine carriers. It was in the winter and it stopped, because he had some other problems, and he didn't have any ether to light it off again. He claims to this day that Right Guard sprayed into the Detroit worked and it immediately started and, of course, smelled good for the rest of the voyage.

Battery Terminals

Do not use those cheap puppies that have the little clip on the end held down by some small bolts. You will regret it and they develop and export lots of corrosion. Use the so-called military style which have bolts to which you hook some real terminals. Use some short 7/16" and 9/16" wrenches called "stubbies" to deal with terminal bolts. They work fine and don't cause shorts, because they aren't long enough to reach from the positive to the negative terminal. I am an expert in making that connection and it's nasty. I take a clothespin, stick it through a couple of stubbies and leave it my tool box and make myself use it to hook up battery terminals.

That's the end of the advice, at least for now.

Moving the Big Guns

George Barrett

Those of us who are heavy haul enthusiasts have been gratified many times we've come across photos of the Wellington FK Macks or a Gerosa rig hauling a big gun. I often wondered how long was the haul, from where to where? A friend had some photos and the description of one trip that was not that far away from us. So in this issue, with the help of a book I believe was authored by Gerald W. Butler who is an authority on the subject coastal defence gun sites, I'll repeat exactly what was written. The photos Mr. Butler has closely resemble those in the Rogers trailer catalog.

The gun's breech end (the bigger end) was set into a rotating saddle in the center of the deck of a type D (16 wheel, lowest bed, probably 90 ton) trailer while the muzzle end was carried on a 16 wheel pole trailer. The gun was a 16" fifty caliber meaning that the length was 50 times the bore thus 67 feet long. The effective range of this weapon was in excess of 20 miles. I believe the whole trailer set-up was engineered by Rogers.

Nahant is almost an island, there is a four mile narrow causeway straight away from the mainland along the beach to reach the small community on a height of land where two of these guns were placed for defense during the war. It's about thirteen miles north of the center of Boston, very possibly you've flown over it as you approached Logan Airport. Interesting to note that the trip started on Monday, April 19, 1943, patriots day which is now a holiday in Massachusetts. When the trailer bottomed out it was about a half mile from its destination. The FK, number 14, that was assisting at this point looks to have a fair amount of granite chained on above the fifth wheel.

I'm sure someone knows which of the saved and restored Mack tractors were used in this move. Hall's numbers may not be Wellington's. It would be nice to add this information to the story. Directly following are the words out of Gerald Butler's book.

During the third week in April 1943, the first of two 143-ton, 16-inch gun tubes arrived at the railroad marshalling yards near the General Electric Plant in Lynn.

They were transported by C. E. Hall and Sons of Somerville, Massachusetts. Two full days were required to correctly block and removed the massive gun tube from the special flatbed rail cars and onto the rugged trailer with its separate dolly units.

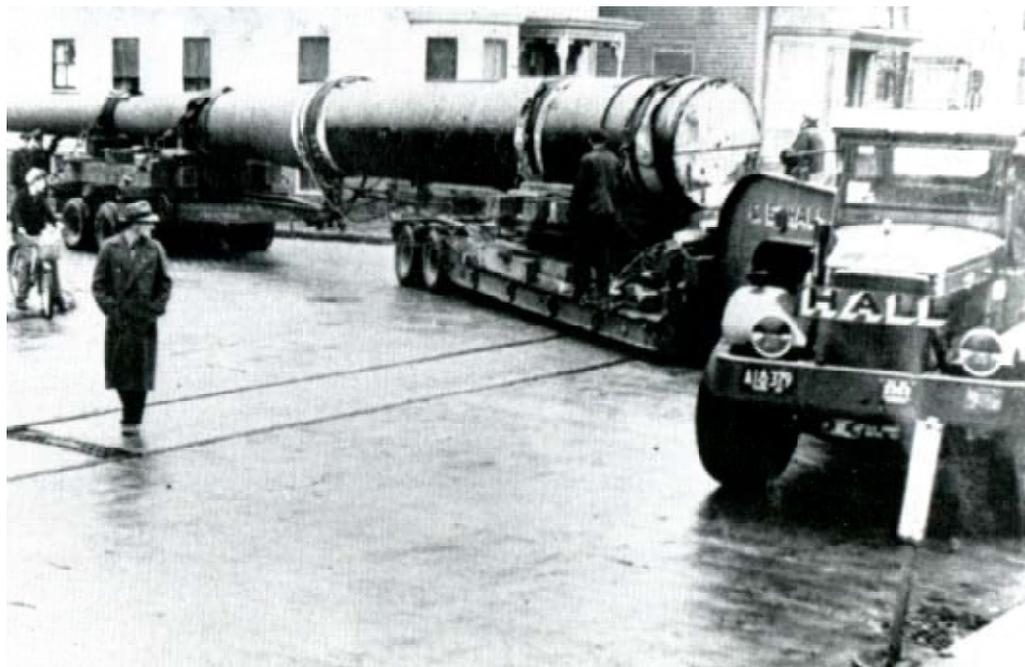
In the early morning on April 19, 1943, driver George Alexander climbed into Tractor 13 and prepared to haul the gun tube from Lynn to East Point. With an entourage of armed military and civilian police, the tractors and trailers left the Lynn yards and swung onto Oakville and Summer Streets. The procession slowly headed toward Broad Street; traffic was halted and intersections were cleared. Agents of the FBI watched for saboteurs or anyone taking pictures of the operation.

The procession slowly turned onto Washington Street and headed across the Nahant Causeway. The weather turned bleak, cold, and windy. As the caravan traveled the Causeway a light rain began making road surfaces quite slippery. The tedious trek across the Causeway ended shortly after noon, and by mid afternoon the tractor neared the final hill at Forty Steps. As it cleared the crest of the hill, a resounding, grinding screech sounded. The tractor's front wheels lifted off the pavement and bounced down; the engine stalled and driver Alexander looked shocked. A quick check revealed that when the tractor's fifth wheel cleared the crest of the hill, the lowbed trailer's gooseneck stayed parallel to the incline and the heavy load dug in, entrenching itself in the road.

Tractor 14 was placed ahead of the towing tractor and upon a signal both powerful trucks labored but could not move the load; the trailers and heavy gun tube were stuck fast. As evening fell the gun tube, trailers, and tractor stayed put, under heavily armed guard.

Early the following morning the tractors, aided by a bulldozer from the East Point construction site pulled and pushed until the trailer broke free. Driver Alexander completed the transport to the gun battery without mishap.

On June 20, the second gun tube was delivered by C.E. Hall & Sons without incident. The firm later delivered parts of the power plant to the construction site.



After two days the gun was transferred from the rail car to the Rogers Brothers Corporation manufactured trailers. It is show here leaving the rail yard in Lynn on thirty eight tires on its way to the causeway, about two and a half miles away.

This same photo was used in the Rogers catalog with some of the foreground and background removed. "Photoshopped" in 1946, can you believe it?

more photos next page



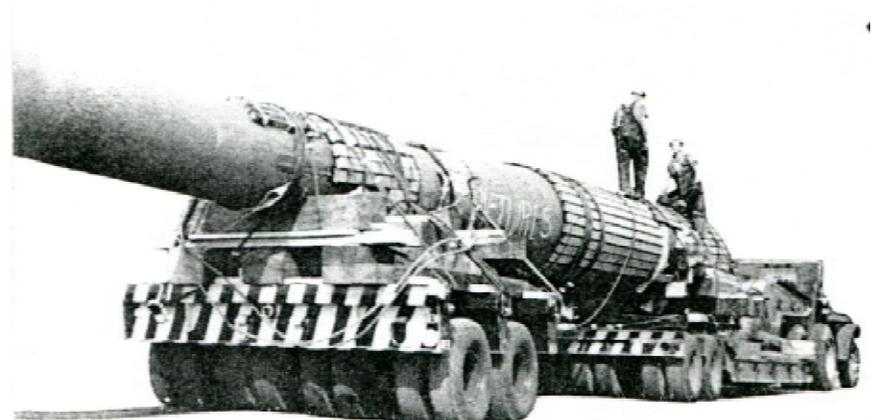
above: Almost there when the trailer bottoms out.

right: Looks like a D-8 with a Letorneau cable blade system is doing some pushing



above: Now it's up the hill within a few hundred feet of its destination

right: From the Rogers catalog, showing the blocking and accessories to secure the load.



Post-War Medium Duty International Cab- Over Trucks (Fourth and Last in a Series)

Clayton Hoak

In May 1970 International introduced the Cargostar to replace the CO-Loadstar models that had been in production since 1963. The Cargostar line offered trucks with GVWs from 17,000 to 44,860 lbs, and GCWs from 30,000 to 65,000lbs depending on the model and options selected. All gas models were International V-8 powered while the diesel models were either Detroit 4-53 or 6V-53 or International D-354, DV-462B, and DV-550B powered (1). The Cargostar cabs were 10 inches wider than the C-O Loadstar cabs and tandem axles were offered for the first time (2). Air brakes were optional on the lower GCW/GVW models and standard on the 1950A and all tandem models. Interestingly International continued to offer the CO-190 and CO-220 for those that wanted trucks with International's in-line 6 cylinder gas engines.

The wide range of power and capacities offered allowed the truck to be specified for both city driving and medium-haul inter-city delivery. Thirteen models were offered in the Cargostar's introductory year (1):

	Std. Engine/ HP	GVW	GCW	Data Year
CO-1610A	V-304/ 193	19,500 – 24,000 lbs	30,000 - 40,000 lbs	1970
CO-1630A	D-354/ 120	19,500 – 24,000 lbs	30,000 - 40,000 lbs	1970
CO-1710	A V-304/ 193	22,000 - 27,500 lbs	35,000 - 45,000 lbs	1970
CO-1730	A 4-53N/ 130	22,000 - 27,500 lbs	none provided	1970
CO-1750	A DV-462B/ 160	22,000 - 27,500 lbs	none provided	1970
CO-1810A	V-345/ 197	24,000 – 35,000 lbs	40,000 – 50,000 lbs	1970
CO-1830	A 4-53N/ 130	24,000 – 35,000 lbs	none provided	1970
CO-1850A	DV-550B/ 180	24,000 – 35,000 lbs	40,000 – 50,000 lbs	1970
CO-1910A	VS-401/ 206	27,500 – 35,000 lbs	50,000 – 65,000 lbs	1970
CO-1950A	DV-550B/ 180	27,500 – 35,000 lbs	50,000 lbs (6V-53)	1970
COF-1810A	V-345/ 197	37,000 – 46,000 lbs	45,000 – 50,000 lbs	1970
COF-1910A	VS-401/ 206	39,000 – 46,000 lbs	55,000 – 65,000 lbs	1970
COF-1950A	DV-550B/ 180	39,000 – 46,000 lbs	50,000 lbs (6V-53)	1970

In 1973 International updated the sheet metal; reduced the model offerings to nine (CO-1630, 1730, 1750, and 1830 were deleted); renumbered the remaining models (CO-1610B, 1710B, ...COF-1950B); deleted the V-304 and 4-53N engines from the line up; and offered CAT 1150/1160 diesels and International RD-406/450/501 in-line 6 gas engines. With the International RD-406/450/501 in-line 6 gas engines now available in the Cargostar it is presumed the CO-190 and CO-220 were discontinued, ending a production run spanning almost 20years.

The following marketing terms were used in International's 1973 Cargostar full line brochure - "Profit Booster"; "Performance"; "Comfort"; "Versatility"; "Reliability"; and "Durability" (1).

Production of the Cargostar, originally introduced in 1963 as the CO-Loadstar, ended in May of 1986. Its' successor was the Nissan chassis based 700 and 900 series trucks "It had never been a spectacular seller, finding only about 4,000 to 7,000 buyers each year (while the conventional Loadstar sold from 40,000 to 60,000 per year), but it had been one of the best available in its specialized corner of the market" (2).

Unfortunately, in the truck world, all good things have to come to an end!

Sources

- Various International Truck CO-Loadstar Specification Sheets
- International Trucks; 1995 by Fred W. Crismon; Motorbooks International





INTERNATIONAL CARGOSTAR® COF-1950A

Vehicle illustrated may include Optional Equipment and does not necessarily include all standard equipment.

GROSS VEHICLE WEIGHT RATINGS: (GVWR)

	STANDARD GVWR 39,000		GVWR 41,320		GVWR 43,000		MAXIMUM GVWR w/ADVERTISED OPTIONS 44,860	
FRONT AXLE	FA-209	9,000	FA-209	9,000	FA-209	9,000	FA-219	12,000
Spring	Standard	9,000	w/Axle	9,000	w/Axle	9,000	w/Axle	12,000
Tire	9.00 x 20 - 10 PR	9,220	9.00 x 20 - 10 PR	9,220	9.00 x 20 - 12 PR	9,520	10.00 x 20 - 12 PR*	10,860
FRT-GAWR		9,000		9,000		9,000		10,860
REAR AXLE	RA-341	30,000	RA-351	34,000	RA-351	34,000	RA-351	34,000
Spring	Standard	30,000	w/Axle	34,000	w/Axle	34,000	w/Axle	34,000
Tire	9.00 x 20 - 10 PR	32,320	9.00 x 20 - 10 PR	32,320	9.00 x 20 - 12 PR	36,160	10.00 x 20 - 12 PR*	38,080
RR-GAWR		30,000		32,320		34,000		34,000

MAXIMUM GROSS COMBINATION WEIGHTS:

Standard	55,000 lbs.*
With 34,000-lb Rear Axle	65,000 lbs.*#
With 12,000 Front and 30,000-lb Rear Axles	55,000 lbs.*
With 12,000 Front and 34,000-lb Rear Axles	65,000 lbs.*#

*N.A. with DV-Engines.

Requires oversize engine and transmission.

* 7.50V Rims

Combinations of optional tires, springs and axles allow a wide range of GVWR selections between the standard and maximum GVWR's shown. See CT-400, Section 30, for library of component ratings and method of calculating specific GVWR'S. Where higher GVWR's are required larger components must be specified.

STANDARD EQUIPMENT

AXLE, FRONT

FA-209 9,000-lb capacity
Heat-treated forged-steel I-beam

AXLE, REAR

RA-341 30,000-lb capacity
Single reduction
Full-floating induction-hardened shafts
Ratios: 5.57, 6.50, 7.17 or 7.80 to 1

BRAKE, PARKING

DCM 12x4 drum type at rear of transmission
Total lining area: 110.3 sq. inches

BRAKES, SERVICE

Air operated with 7½ cu. ft. compressor
Size: 16 x 2½ front, 16½ x 6 rear
Total lining area: 909.2 sq. inches

CAB

All steel tilt cab with safety glass windows
Door locks both sides with safety latches
Spring base full foam rubber driver seat
Single passenger seat
Dual electric two-speed windshield wipers
and electric washers
Gauges: ammeter, oil pressure, water
temperature, fuel
Speedometer and odometer
Inside rear view mirror
Outside rear view mirror, left side
Hand choke; throttle; ash tray

CAB (Continued)

Seat belts (2 sets)
Padded sun visor on driver's side
Fresh air heater and defroster

CLUTCH

14 inch
Hydraulic control

COOLING SYSTEM

Permanent type anti-freeze —20°F

ELECTRICAL SYSTEM

12-volt, 37-amp alternator
Two 6-volt 150 amp-hr batteries
Front directional signals: double face
Dome light
Two front clearance and three identification lamps
Traffic hazard switch; back-up light
Amber side reflectors
Dual stop and tail lamps
Rear directional signals

ENGINE

International DV-550B diesel V-8
Gross BHP: 180 @ 3000 RPM
Gross Torque: 372 lb-ft @ 1600 RPM
550 cu. in. displ.; 17.0 to 1 comp. ratio
Oil bath and dry air cleaner, full-flow oil
filter
Horizontal muffler and vertical tailpipe

FINISH

Chassis, bumper and wheels: black
Cab and fenders: choice of any standard
IH color

FRAME

9 x 3 x ¼"; steel channel straight rail
Frame reinf.—8½" x 3½" x ¼"; comb. sec.
modulus: 16.43

FUEL TANK

35-gallon right side-mounted with in-tank
fuel pump

STEERING

S-63 steering gear
20" diameter steering wheel

SUSPENSION, FRONT

9,000-lb capacity steel leaf springs
Shock absorbers

SUSPENSION, REAR

34,000-lb capacity leaf spring suspension
50 inch steel walking beam

TRANSMISSION

T-54 five-speed constant mesh direct
Ratios: 8.03, 4.61, 2.46, 1.41, 1.00;
8.00 reverse

WHEELS and TIRES

Single front and dual rear
9.00 x 20, 10-PR tires and tubes
Cast wheels with 7.00T rims

OPTIONAL EQUIPMENT

AXLE, FRONT

FA-219 12,000-lb with 12,000-lb springs
and 16½ x 3½" air brakes (requires
power steering)

AXLE, REAR

RA-302 34,000-lb capacity single speed
Ratios: 4.11, 4.33, 4.55, 4.63, 4.87,
5.57, 6.14, 6.50 or 7.17

RA-303 34,000-lb capacity two speed with
electric air shift
Ratios: 3.70/5.05, 4.11/4.33/5.91

RA-328 34,000-lb capacity single speed

Ratios: 4.11, 4.44, 4.63, 4.88, 5.29, 5.83,
6.17, 6.83, 7.20, 7.80 or 8.60

AXLE, REAR (Continued)

RA-351 34,000-lb capacity single speed
Ratios: 4.77, 5.37, 6.14, 6.57, 7.17 or
8.17

BRAKES, PARKING

DCM 10 x 3" drum type:
lining area: 69.1 sq. in.

DCM 12 x 5" drum type:
lining area: 130.8 sq. in.

Ratios: 4.56/6.21, 4.87/6.65, 5.57/7.60,
6.14/8.38, 6.50/8.87

Piggy-back spring-actuated
Extra 462 cu. in. air tank to release
piggy-back parking brake

BRAKES, SERVICE

15 x 3 or 15 x 3½" front wedge air brake
16½ x 3½" front S-cam air brake
15 x 6" wedge type air for RA-302,
RA-303, RA-328, RA-351

15 x 7" wedge type for RA-302, RA-303,
RA-328, RA-351

16½ x 6" S-cam air for RA-302, RA-303,
RA-328, RA-351

16½ x 7" S-cam air for RA-302, RA-303,
RA-328, RA-351

Front-wheel limiting valve

12 cu. ft. compressor

Semi-trailer connections with breakaway

OPTIONAL EQUIPMENT (Continued)

BRAKES, SERVICE (Continued)

valve and hand control valves
Two compartment air tank w/check valve
Alcohol evaporator

CABS and BODIES

Extra mirrors and sun visor
Tinted glass; arm rests
Dual king size rear view mirrors
Air wipers
Fender extensions
Grab handles

CLUTCH

14-inch heavy duty

COOLING SYSTEM

Air operated radiator shutters

ELECTRICAL SYSTEM

12-volt 55, 61 or 62-amp alternator
Four 6-volt 150 amp-hr batteries
Cigar lighter
Dual air or electric horns

ELECTRICAL SYSTEM (Continued)

7-way trailer lighting; socket or cable and socket
Separate switch for trailer lights

ENGINE

DV-550B 200-BHP diesel
6V-53 195-BHP diesel
Cold weather starting aid
Luberliner
Horizontal muffler and tailpipe
Outboard mounted vertical tailpipe

FRAME

Two front tow hooks, one front tow loop
Two front towing loops

FUEL TANKS

35-gallon dual side-mounted safety
53 or 66-gallon left, right or dual side-mounted safety

STEERING

Power steering

SUSPENSION

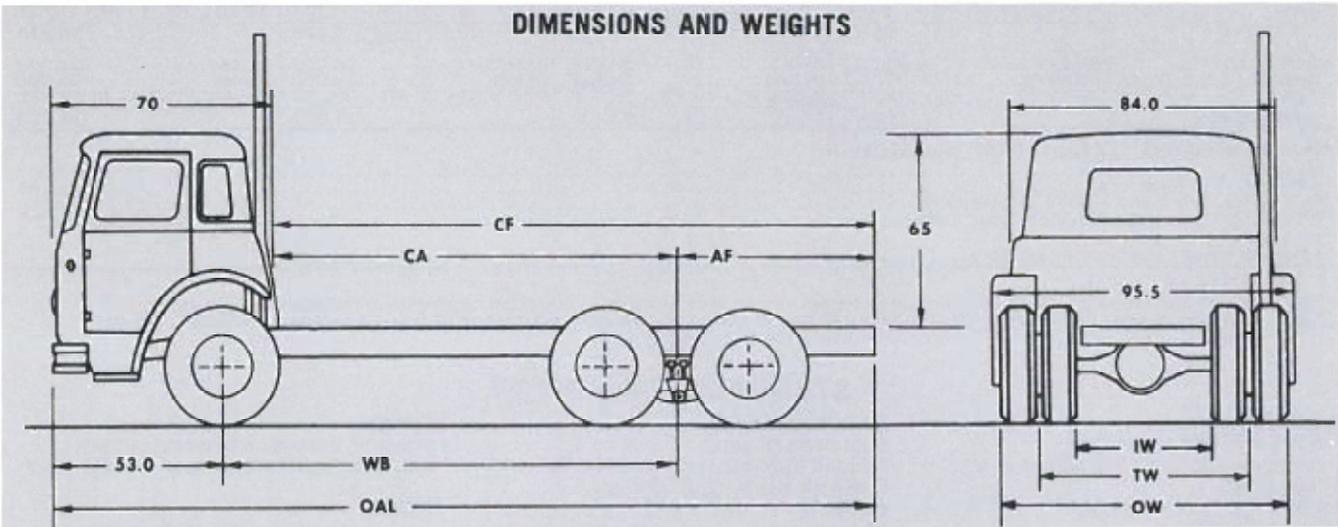
34,000-lb RS-340 Rubber load cushion
34,000-lb RU-340 Steel spring
34,000-lb RUE-340 Extended leaf steel spring; Aluminum walking beam

TRANSMISSIONS

T-68 5 speed direct (5652)
T-88 5 speed direct (5752C)
T-223 5 speed direct (6352)
T-401 5 speed direct (5CW-62)
T-402 5 speed direct (5CW-62)
T-411 5 speed direct (5CW-65)
T-412 5 speed direct (5CW-65)
T-448 10 speed (RT-610)
Six Speed Allison Automatic

WHEELS and TIRES

10-stud disc wheels
Optional tires as shown below



DIMENSIONS COMMON TO ALL WHEELBASES, with 9.00 x 20 TIRES

Overall Width: 95.5" at front fenders	Ground Clearance: 8.0" at front axle 9.4" at rear axle	Frame Height at Rear Axle: 39.2" empty 38.0" loaded
Overall Height: 94.9" at top of cab		

CHASSIS DIMENSIONS AND WEIGHTS

WB	CHASSIS WEIGHTS, LBS.*			DIMENSIONS				TURNING RADIUS**	
	Front	Rear	Total	CA	CF	AF	OAL	To Centerline of Tire	With Bumper Clearance
125"	5,347	5,138	10,485	108"	180"	72"	250"	21 ft. 6 in.	23 ft. 5 in.
137"	5,367	5,158	10,525	120"	204"	84"	274"	23 ft. 1 in.	25 ft. 0 in.
149"	5,380	5,170	10,550	132"	228"	96"	298"	24 ft. 7 in.	26 ft. 6 in.
155"	5,398	5,187	10,585	138"	240"	102"	310"	25 ft. 4 in.	27 ft. 3 in.
162"	5,406	5,195	10,601	145"	247"	102"	317"	26 ft. 2 in.	28 ft. 2 in.
167"	5,413	5,202	10,615	150"	252"	102"	322"	26 ft. 10 in.	28 ft. 9 in.
179"	5,431	5,219	10,650	162"	271"	109"	341"	28 ft. 5 in.	30 ft. 4 in.
192"	5,451	5,239	10,690	175"	277"	102"	347"	30 ft. 0 in.	31 ft. 11 in.

*With cab, standard tires, oil, fuel and water. **With standard front axle and steering.

TIRE DIMENSIONS

Tire Size	CAST WHEELS			DISC WHEELS		
	9.00x20	10.00x20	10.00x20	9.00x20	10.00x20	10.00x20
Rim Size	7.00T	7.00T	7.50V	7.00T	7.00T	7.50V
Rear Outside width OW	94.5"	95.0"	95.7"	94.6"	95.1"	95.9"
Tread TW	72.0"	72.0"	72.0"	72.1"	72.1"	72.1"
Inside width IW	49.5"	49.0"	48.3"	49.5"	49.0"	48.2"
Chain Clearance						
Front Tread	81.0"	81.0"	80.4"	79.9"	79.9"	79.3"

In order that product improvements may be introduced at any time, specifications are subject to change without notice.



INTERNATIONAL HARVESTER COMPANY • 401 NORTH MICHIGAN AVE. • CHICAGO, ILLINOIS 60611

From the Owls Head Show Committee

Well, we are in good shape for a great show but as always looking for good raffle items and some old pictures of past club events and members. We are celebrating our 25th year as the Pine tree chapter so we want to make it better then ever. If you have anything for us please let me know at pcnancym@maine.rr.com.

For those of you who may not know, The Owl's Head Show is a very special event for the Pine Tree Chapter. We work very closely with the Owls Head Transportation Museum to produce an extraordinarily fun time for the whole family. There's airplanes, automobiles, trucks, tractors, and almost anything that has wheels. The location, the people, and the things you'll find there can not be duplicated at any other truck show. Tell all your friends and make your way to the Rockland area on July 19th and 20th
GKB

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

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

Secretary - Diane Munsey, Rusty Fender Estates 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

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

Newsletter Editor - George Barrett 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscot@gwi.net

Director - Peter Mullin 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com

Director - Bob Stackpole RR 1 Box 2000, Cushing, ME 04563 email: stack123@roadrunner.com

Director - Steve Marshall 77 Murray Road Shapleigh, ME 04076; (207) 651-7115; email: srmcam86@gmail.com

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

DUES NOTICE - Membership Renewal & Update Form

Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS.
Membership in the American Truck Historical Society is required.

Name _____ Date _____

Street _____ Phone () _____

City _____ E-Mail _____

State _____

Zip _____

Mail to: Pine Tree Chapter ATHS

C/O Jamie Mason
104 Falmouth Road
Falmouth, Maine 04105

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

PUT ON YOUR CALENDER

- June 28 '14** **Pine Tree Chapter Late Spring Tour**, Gather at Sabattus Farmington to see tractors, Skowhegan to see Antique Engines
-
- July 1 '14** Tuesday, the final Owls Head Committee meeting before the show will be held at 5:45 on July 1st at Antonia's in Freeport. Contact Nany Mullin
pcnancym@maine.rr.com
-
- July 6, '14** **Boothbay Railway Village** Antique Engine & Tractor Meet • Operating early antique engines & tractors. Displays and demonstrations of early mechanical devices.
-
- July 13, '14** **Truck Show - Bolton Fair Grounds** New Location Route 117, Lancaster, MA A.T.C.A. New England Chapter, Bill Semple 978-460-0465
-
- July 19-20, '14** **Owls Head Transportation Museum**, Trucks, Tractors, Commercial Vehicles weekend
-
- July 19, '14** **Paris Hill, Bob Bahre's Collection** Once a year this private collection of automobiles is open for viewing. Adults \$10.00, children under 12 \$2.00 Hamlin Memorial Library 743-2980
-
- July 19-20, '14** **Boothbay Railway Village** Antique Auto Days
-
- July 31, '14** **Deadline for your Reservation for the Tackaberry Tour**
-
- August 3, '14** **Bellows Falls High School** 16th annual ATHS Green Mountain Antique Truck Show, US Rt. 5, Bellows Falls VT, 8:00-4:00 for more info Roger Martin mackltl52@yahoo.com
-
- August 6-8 '14** **HCEA Annual Convention and Pageant of Steam**, Canandigua, NY
-
- August 17 '14** **Barrington Old Truck Meet** Calef's Field, Barrington, NH Rts 9 & 125 Don or Marilyn Smith 603-664-9761
-
- Sept 6, '14** **Tyler's Garage All Truck Drag Race and Truck Show**
Rain date: September 13 ET Bracket Classes - Big Rig Tractors, Heavy Haulers, Super Diesel, Tuff Truck and Race Truck. Truck Show. Antique Trucks Wanted!!!! contact: Joe Tyler 207-223-0066 or Willy Larrabee 207-323-1786
-
- Sept 20, '14** **Carl Phillips** Save the date for a possible combined showing of tow vehicles and antique trucks
-
- Sept 21 -27, '14** **Cumberland Fair** would like to have the Pine Tree Chapter display antique trucks, details to follow, contact George Barrett 829-5134
-
- Oct 17, '14** **Pine Tree Chapter Tour to the Tackaberry Collection**, Details in this Newsletter

Classified Ads

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

For Sale: 1962 Autocar 3 Axle tractor, Model DCV72 Integral Sleeper 903 Cummins(not running) Short nose model, Have title 603-463-5736 - Charlie

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

For Sale: 8' long wrecker body in good condition. 3/8" steel plate construction. No hoist. I have pictures too. 949-1360 call or text. \$550 OBO Falmouth

Wanted: Spicer auxiliary transmissions- 8031 or 8341 but interested in whatever you might have laying around. Contact Evan Grass in Mars Hill at (207) 227-3568

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