



# Shop Manual

[www.badgoat.net/ptcaths](http://www.badgoat.net/ptcaths)

June 2015

## President's Message

*John Ellingwood*

Well, you guys went ahead and did it! You filled my facebook page, cell phone and email accounts full of great pictures and reports of over 1200 trucks. I can officially say, I regret passing up the trip to York, PA. Looks like the weather worked in every ones favor. Such a great location for a show with so much going on. I promised myself after going to the convention in Indiana in 2011 that I would make an attempt to attend every convention. I failed miserably on that one, but appreciate the pictures and stories from those that do go. If you have never been to an ATHS National Convention and Truck Show you must do so. Next year is in Salem, Oregon. I'm pretty sure I'll be there one way or another!

I'm sad to report that we recently lost a longtime member and friend. Bob West from Somers, CT passed away on April 29th at the age of 92. Some of us remember Bob wearing his blue "West Trucking" hat, riding around on his green golf cart with his best buddy Curtis Chase. Bob had a plethora of trucking stories that were a joy to listen to often sparking a laugh about how he got out of different binds that he got in. A true "Old School" business man willing to take on any load or job that his equipment could handle. I had the true pleasure of hauling Bob's recently restored International to the 2011 Convention. That's where I first got to know Bob. He was hot on our heels most of the way out to Indiana (unless it was meal time that is) I don't think he missed many meals but he sure wasn't afraid to work them off either. I don't know a lot of the members in this club and regret not having much to say when some of the more prominent people pass. I

am fortunate to have met and spent time and conversation with Bob. I'll miss him, I think we all will.

Locally, since the last newsletter, we've been to Bangor for a Spring Stretch hosted by Howard Clouston and his daughter. The Clouston's did a fabulous job hosting this event and went above and beyond. I can't say how much I appreciate everyone that steps up to host or help out at any event. I believe we had about 8 to 10 trucks and plenty of food for the 30-40 people that attended. George Sprowl had another enjoyable open house. Doug Wakefield's crew in Lincoln held their Springtime Truck and Tractor show and I'm sure I've missed about 10 other events that occurred.

We, as a chapter constantly get requests to attend more and more events all over the state. While it is near impossible to attend everything, I understand each event has its own importance and opportunity to share our hobby. One member contacted me with a suggestion that I may use to address this. I believe most of our members are proud ones and eager to share what we do and who we are. I'd like to come up with a simple one page pamphlet or flyer for members to carry in their trucks to pass out. It would include a general description of who we are, what we do, contact information and a sign up form.

Read on for upcoming event info and feel free to pass on any events you would like listed in upcoming newsletters. I hope to have a "Pre-Owls Head" newsletter just in time for the big show July 18th and 19th.

Our members are our best resource in so many ways. Thank you all for doing what you do!

*John*

## Truck, Tractor and Commercial Vehicle Meet

### Saturday and Sunday July 18 and 19

Owls Head Transportation Museum

Pine Tree Chapter of the American Truck Historical Society

Antique truck, tractor and commercial vehicle enthusiasts won't want to miss this popular annual event! During this highly anticipated weekend Owls Head is transformed into the center of the universe for antique truck and tractor enthusiasts. Also featured at this exciting two-day event will be commercial and military vehicles, as well as vintage earth-moving construction equipment.

# Bob West 1923 - 2015

Robert B. West, 92, of Somers, beloved husband of Bernice (Staniszewski) West, entered into eternal peace on Wednesday (April 29, 2015) at Johnson Memorial Hospital, Stafford. He was born in Tolland on January 21, 1923, the son of the late Rupert and Sarah (Wilcox) West. Robert authored an article which appeared in "The Wheels of Time" magazine. In it he described his experiences in trucking when he started in the 1940's he enjoyed his work especially when a challenge was involved. He moved a 70 foot log from the Cornwall, to the Mystic Seaport Museum where it was made into a mast for the Charles W. Morgan, a wooden sailing ship. Another unusual move involved hauling a box-car to Putnam for a museum Bob and his truck also took part in moving the Edaville narrow gauge railway from Edaville to the Maine Narrow Gauge Museum in Portland, Maine. He loved dancing, especially the square dances and traveled many miles to attend them. Bob loved parties and was very happy to see many of his friends at his 90th birthday party

which was held at "The Haul of Fame Museum" in Canterbury. He was a member of Tolland Grange where he served as Master for many years, American Truck Historical Society (ATHS), Nutmeg Chapter Founding Member (ATHS), Antique Truck Club of America (ATCA), Granite State Chapter (ATCA), Scantic Valley Antique Engine Club, and many other related organizations in New England. In addition to his loving wife of 62 years, Bernice he is survived by two children Robert B. West, Jr. of Portland, Maine and Susan E. West of East Windsor, a sister Ruth Frankfort in Le Canto, Florida, and many nieces, nephews, and cousins. He was predeceased by three brothers Harold, Byron, and Donald. His family will receive friends on Friday, May 1 from 2 to 4 p.m. and 6 to 8 p.m. at Somers Funeral Home, 354 Main Street, Somers. A funeral service will be held on Saturday, May 2 at 10 a.m. at the funeral home. Burial will follow in North Cemetery in Tolland. In lieu of flowers memorial donations may be made to the organization of the donor's choice.



# Ramblings

Lars Ohman

York, PA was Fantastic !1200+ trucks, great venue, beautiful weather, and many renewed friendships from years past years. Bob Perkins from Greene, ME. and I hooked up the late Stanley Youngs Mack Superliner and an antique camping trailer, met up with Mike Hannigan and his Lady Linda with Mikes B-30 Mack and his camper and struck off South in a two truck convoy, stopped at Buzzy's in Portsmouth NH for a top off of fuel. Ran 'till the wee hours of the morning, found a place of refuge in a Wal Mart parking lot and laid in for a few hours sleep, up early and on toward York. Mike's B-30 only carried 50 gallons of fuel and in the search for cheap fuel in NJ, Mike got past the fuel stop by a mile or so, and ran out on a steep hill. A call to Bob and I and we chased him down, out came a (unfortunately) empty fuel can and a siphon hose, and attempted to pull a few gallons out of the Superliner. After discovering the security cap was still on the foot valve of the siphon contraption, we discovered it worked much better, and Mike & Linda were back on the road , fully fueled, and on our way to York. Minor Glitch.

At York, we did a round-about the Fair Grounds and found our way into beautiful grounds, and friendly folks from the host Chapter who led us to our camp site, dropped the trailers, and set up the trucks. Lots of folks already there on Wednesday evening, did somewhat of a short walk about that evening and turned in later than I thought. Slept well, NO BLACKFLIES or MOSQUITOS ! Early next morning to the accompaniment of exhaust sounds from all sorts of engines, we began looking in earnest. I had called ahead and was assured there would be "plenty" of golf carts available for daily rental, so headed over there...wrong....waiting list for non reserved carts. A Jackson wrapped around a cold beer the night before assured me a spot near the top of the wait list paid off and we had a 3 place cart for the balance of the show. The grounds were vast, and my legs were junk so it more than paid off and was well utilized by not only our group, but also for friends from Prescott, AZ, David & Yvonne Gauley, Pete & Donna Wood from Arab, Alabama, plus others in need of a ride...OK, I'll tell you right out, I did offer a "lift" to a rather stout woman who looked like she was on her last legs headed to the bathroom. I left off our crew to look at a B-61 Mack with a glass nose, and told them and the Stackpoles & Corsons I would be right back. Took her to the closest facility, and waited longer than I thought for her to come out. Then she asked if I could run her over to her pick up for her medications \*all the way on the other side of the fairgrounds\* Did this trip....their must have been 100

maroon F-150 Fords, and she forgot where she parked. Found her truck, not where she first told me she thought it was and then returned her to her son's B-61, which was all the way back where I had first offered her a ride. Now my group of 'friendly truck lovers' really put it to me as to where I had been for an hour and a half with the " plump lady." I assure you, it was a "mission of mercy" my Boy Scout good deed of the day ONLY despite what Bob Stackpole says.... The show was , well fantastic would not do it justice. Well laid out, countless trucks to see in every shape size, brand, and form, even a twin engines MACK railroad switching engine. The inside vendor area and display of trucks was a relief to the sunshine outside, and it appeared vendors did well. I did manage to see our George Barrett but he was busy. Everyone was more than friendly, and the host Chapters did all they could to keep us happy. I've been able to attend other National Shows from here to Arizona, and I'd have to rate this one right at the top.

Unfortunately, Saturday afternoon came all too soon, I know even with all the cart time and visiting folks, we miss many trucks, and could not be everywhere. We packed up, hooked up the campers, and were out of there and up onto the interstate in much shorter time than I thought. Traffic control was helpful towards the antique trucks, and Bob and I in the comfort of the Superliner (thanks to Newway Suspension ) headed our noses North with Mike and Linda following in the B-30. Mikes B-30 is 6BT Cummins powered with an Allison and did not take well to long hill pulls on the Interstate but we managed to choose a less hilly route to help them out. Bob has run all these roads delivering everything from fish to lumber into this neck of the woods, so he was aware of more level routes that kept us off the Interstate, Unfortunately, most of the way home was to the tune of the slap of the wipers. Bob and I talked almost endlessly of trucking in days past, mutual friends we never knew we both knew and passed the time. Ran again to the wee hours of the morning, found a Wal Mart in Rocky Hill, CT and were soon sound asleep to the melody of the wheels on the nearby Interstate. Sunday AM back on the road home. Even tho we packed spare wheel bearings, extra tires and wheels, battery powerd impact guns, battery booster packs, and a generator, none was needed, save a few gallons of fuel for Mikes B-30. I am deeply indebted to Bob Perkins for allowing me to "shotgun" with him on this trip. A great driver, and a book of history of his 62 years on the road ( he actually started driving @ 15 ) so its 47 years behind the wheel. I completely enjoyed the show, and the cab time with Bob, and the accompaniment of Mike Hannagan and Lady Linda. This was her first "real" truck excursion, and I hoped she enjoyed it. Others will have tales to



## Calendar Update By Tom Hudgins

The images are ready and the photos will be sent to the printer on 6/8/2015. It was a pleasure photographing some old trucks and Thanks to Scott Dudley, George Hame and The Ranta family for letting me photograph your trucks. I had a great time hanging out with Scott and his tour of the Searsmont area and it's vintage iron was impressive. Looking forward to next year's calendar and meeting more members with unique vehicles.

# Legislation Update

*Jon Doyle*

There are a number of bills this session of concern to Pine Tree Chapter. They are as follows:

LD 14, "An Act Regarding the Registration of an Antique Motor Vehicle That is the Owner's Sole Vehicle"

The apparent purpose of this piece of legislation was to address the problem of people registering beaters that are more than 25 years old with antique plates and driving them on a daily basis. The legislation provided that an owner could register that vehicle if it was the owner's sole vehicle, as long as the owner provided an affidavit saying that it was not used year round. That was a pretty wimpy piece of legislation. Actually, it was fated to fail, because what does year round mean... the affidavit is easily put together, because no one ever checks them. It got an Ought Not To Pass report out of the committee.

LD 41, "An Act to Require the Inspection of Certain Vehicles Used to Transport Member of the General Public"

This was put in in response to the problems that occurred when some persons were involved in an accident during a hayride being pulled by an old Jeep that was not inspected. It never was quite clear from the press whether it had antique plates or whether it had any plates. The purpose of the legislation was to require that such a vehicle, if it was being used to transport a member of the general public, would have had to have had an affidavit filed that the motor vehicle was inspected and it was determined that its lights and brakes were in working condition. I filed a letter with the committee and with the sponsor pointing out some of its problems, has been subject to some discussion and modification and it was finally reported out of committee with an Ought Not To Pass report.

LD 1057, "An Act to Increase the Safety of Amusement Rides"

This legislation was slated to increase the safety of amusement rides and also was addressed the hayride situation. (Note that LD 41 suffered from a problem in that it had some draftsmanship problems, because the vehicle itself was not used to "transport" any persons, but rather was pulling a trailer.) This bill, which has an amendment pending and a copy is not currently available, required the State Fire Marshal to inspect amusement devices which are to include a hayride. Just as soon as a copy is available, I'll analyze it and give you that analysis. According to the legislative docket, the bill is still in committee and hasn't been report out.

According to the latest press (early in May), the Legislature's Criminal Justice and Public Safety Committee voted to give the Maine State Police and the State Fire Marshal's Office until February 2016 to study farmyard amusement rides. There will be a task force, including representatives from the Maine Farm Bureau; Maine's Campground Association; and others. It's acting on the Nutting bill.

In sum, in spite of four or five bills being put in, it doesn't look like anything of concern is going to be reported out. My concern always is in recent years that the State Police who do the inspections process don't like the fact that vehicles are not subject to inspection. To get into that is to get into a real thrash and assign to folks who inspect modern vehicles every day the responsibility of doing antiques.

My office looks at every bill that gets filed that is of any obvious consequence to our clients, over 2000 of those, so we have to fog through a piece of territory that gets to what happens at the Legislature.

That's a report for now. What I'm going to plan on doing is doing a final report at the end of the legislative session, because this session is going to last at least another month or so, particularly if they don't get a budget quite soon.

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## York, PA Truck Show

Brenda and Bob Carleton

Three days of 90 degree weather with a frequent breeze and sunshine provided perfect conditions for the ATHS National Truck Show this year. Flat walking conditions were a plus and too many golf carts were a menace. Surprised no one got run over.

Really enjoyed the Divco display and older trucks located inside the Utz arena. Tried three times to make connections with fellow telephone truck owner Kevin Malloy. Did eventually find it opened up and found we have lots of the same tools and equipment. We had no problem entering the fairgrounds at 8 am on Friday, however, chatting with folks at the lunch counter, heard they were in line waiting an hour, however, they didn't arrive until later in the day. The powers that be could take a lesson from Mainers in selecting and selling t-shirts and sweatshirts. Didn't think their design was spectacular and they showed

very little interest in helping you.

I'm sure we didn't see it all. Spent about seven hours of one day there and then topped off the day at the local Chic fil A. Headed out to Lewes, De the following morning and an hour out the alternator died on the journey. We were able to limp into the local 7-11 type store off the highway where we were safe. Local wrecker service was efficient and AAA recommended the Jones Junction dealership in Bel Air, MD. Couldn't imagine a dealership with regular repair hours on Saturday but were quite thankful.

About five hours later we were back on our way to Lewes where we spent a couple of days and enjoyed time with our friend and had a wonderful meal at <http://crabby-dicks.com/> in Rehoboth, DE. The usual ten hour trip home turned quickly into eleven with torrential rain on the Garden State Parkway and rain most of the rest of the trip slowing traffic.

Never thought I would say slowing traffic and Garden State Parkway in the same sentence!

# Maine Truck to Stay in Maine

*Scott Dudley & George Barrett*

Good news, a Maine truck will remain in Maine and reside at the Bickford Collection display in Yarmouth. Jim Hall picked it up with the help of Wayne Devoe and Frank Hale the end of May. The last I saw of it there's not much work to make it into a nice show truck.

It is a 1973 Diamond Reo model C 11664DF-HO with a Detroit Diesel model 8V-71 usually called a 318 but in this case the horsepower is set back to 305. It has a five speed main transmission and a four speed auxiliary that gets it over the road at 54.9 mph.

The front axle is a 23,000 pound capacity, rear is 65,000 although the GVW is given as 60,380. Empty weight is 22,500 pounds now but it had more accessories when Merrill Transport had it new.

At some point Merrill sold it to Dunn in Poland and when Dunn didn't need it any longer it was sold to Jim Hall. Jim sold it to David Sanders and upon David Sanders passing his family sold the truck back to Jim Hall who then put it

in the Bickford Museum.

The set-up that Merrill used for it was similar to that used for many years in Maine by contractors like J.R. Cianchette, W.H. Hinman, H.E. Sargent, Bridge Construction, and Chase Transfer whom Merrill purchased in the late 50s. The state would allow a gross weight of 167,000 pounds gross weight under the following rules: three trailer axles at 25,000 lbs. each, three rear tractor axles at 24,000 lbs. each and the front axle at 20,000 lbs. This was according to a chart I have of Cianchette's Sterling Rogers rig.

The picture posed below was staged on Portland's Eastern Prom looking east over Casco Bay towards Yarmouth. The hydraulic hoe on the trailer is a Link-Belt LS-5400 that was picked up at Chadwick-BaRoss specifically for the photo shoot that was used for a calendar.

The black and white picture, a promo shot that was done by Sullivan Photo for Merrill just after he purchased Chase, also at the Eastern Prom. The Talbert trailer shown here behind the LM Mack was later rebuilt into the trailer in the color shot. The lower left picture shows the truck in Dunn's colors, the lower right when David Sanders had it.



*Remember  
it's in color  
on the web site or if  
we send it to  
your email*



# The First "Emeryvilles"

*Clayton Hoak*

When truck enthusiasts think about International Emeryvilles the truck that comes to mind for most are the cab-over-engine DC 400/ DTC 400/ DFC 400 Series trucks introduced in 1956; however they were not the first Emeryville trucks. In 1946 International Harvester opened a new production facility in Emeryville, California and introduced its' Western Model trucks; also known as the W Series.

Designed for the western market the W Series were heavy duty component trucks offered with Continental and Hall-Scott gasoline, Cummins diesel (3 options) and Hall Scott butane powered engines; Spicer transmissions (6 options); Brown-Lipe auxiliaries (6 options) and Timken single (2 options) or tandem (4 options) drive rear axles.

The W Series styling was uniquely different than the K/KB series and featured a three man aluminum cab and numerous optional aluminum components to reduce weight and increase payloads. The optional aluminum components included axle housings, transmission cases, brake components and wheel hub components. An all steel two man cab, labeled as the HFW cab (K series cab), was also offered.

Wheel base options differed slightly from model to model but were generally in the range of 185 inches to 230 inches with the overall lengths between 285 inches to 375 inches. All W-Series trucks used Budd wheels.

The first year model designations were -

W-3042-H 30,000 GVW - 4x2 - intended for highway use

W-4064-H 40,000 GVW - 6x4 - intended for highway use

W-4042-OH 40,000 GVW - 4x2 - intended for off-highway use

W-4564-OH 45,000 GVW - 6x4 - intended for off-highway use

W-6564-OH 65,000 GVW - 6x4 - intended for off-highway use

W-9064-OH 90,000 GVW - 6x4 - intended for off-highway use

Fred Crismon noted in his book "International Trucks" that the Emeryville plant also built a W-3042-L COE tractor. Two photos were provided however the technical data "seems not to have survived."

The W-Series trucks were built from 1946 through 1950. In 1950 the Emeryville plant started producing the LD and LDF 300 and 400 series trucks although some W Series trucks appear to have been built in 1950 also.

## W-6564-OH



**Gross Vehicle Weight Rating** ..... 65,000 lb.

**Chassis Dimensions:** (in inches) **Weights:** (in pounds)

Wheelbase (WB).....	258	Optional wheelbases
Overall length with front bumper (CAL).....	416	dependent upon desired components.
Back of cab to c/1 of rear axle (CA).....	160	
Center of rear axle to end of frame (AF).....	128	
Back of cab to end of frame (CF).....	288	
Bumper to center of front axle (BA).....	29½	

The following dimensions (with 11.00-24 tires) are the same for all wheelbases:

- Tread — front wheels, 78 in.; rear wheels (Timken Bogie), 74¼ in. (International Bogie) 74 in.
- Road clearance—front axle, 16¼ in.; rear axle (Timken Bogie), 12¾ in. (International Bogie) 14 in.
- Overall width — at front, 95½ in.; at rear (Timken Bogie), 103¾ in. (International Bogie) 103¾ in.
- International Bogie dimensions differ from those shown in chassis diagram. Axle spacing, 27 in.; spring centers, 37 in.; frame width, 34¾ in., ground clearance, 14 in.

**Frame:** Heat-treated, straight double channel, 10 x ½ x 3½ in. Main rail, ¼ in. channel insert full length.

**Engine:** (Standard) International-Continental S-6749, gasoline, valve-in-head type, 6-cylinder, 5½-in. bore x 5½-in. stroke; 749 cu.-in. displacement. A.M.A. rating, 69.4 h.p.; maximum brake h.p., 254 at 2600 r.p.m. Maximum torque, 585 lb.-ft. at 1400 r.p.m. Cylinder block cast in one piece; two-piece head; replaceable dry cylinder liners. 7-bearing crankshaft, drop-forged, statically and dynamically balanced; precision-type main and connecting-rod bearings; total main bearing projected area, 54.7 sq. in. Camshaft drop-forged; case-hardened integral cams. Exhaust-valve seat inserts.

**Engine:** (Optional) Cummins NHB-600, diesel, valve-in-head type, 6-cylinder, 5½-in. bore x 6-in. stroke; 743 cu.-in. displacement. A.M.A. rating, 63.2 h.p.; maximum brake h.p., 200 at 2100 r.p.m. Maximum torque, 535 lb.-ft. at 1200 r.p.m. Cylinder block cast in one piece; cylinder heads cast in pairs; replaceable wet liners. Dual intake and exhaust valves. 7-bearing crankshaft, drop-forged, statically and dynamically balanced; precision-type main and connecting-rod bearings;

total main bearing projected area, 64¼ sq. in. Camshaft drop-forged; case-hardened integral cams. Exhaust-valve seat inserts.

**Engine:** (Optional) Cummins NHBS-600, supercharged diesel valve-in-head type, 6-cylinder, 5½-in. bore x 6-in. stroke; 743 cu.-in. displacement. A.M.A. rating, 63.2 h.p.; maximum brake h.p., 275 at 2100 r.p.m. Maximum torque, 710 lb.-ft. at 1500 r.p.m. Cylinder block cast in one piece; cylinder heads cast in pairs; replaceable wet liners. Dual intake and exhaust valves. 7-bearing crankshaft, drop-forged, statically and dynamically balanced; precision-type main and connecting-rod bearings; total main bearing projected area, 64¼ sq. in. Camshaft drop-forged; case-hardened integral cams. Exhaust-valve seat inserts.

**Engine:** (Optional) Hall-Scott HS-400 gasoline, valve-in-head type, 6-cylinder, 5¾-in. bore x 7-in. stroke; 1090 cu.-in. displacement. A.M.A. rating, 79.3 h.p.; maximum brake h.p., 295 at 2000 r.p.m. Maximum torque, 938 lb.-ft. at 1350 r.p.m. 7-bearing crankshaft, statically and dynamically balanced; precision-type main and connecting-rod bearings; total main bearing projected area, 45.69 sq. in. Camshaft drop-forged; case-hardened integral cams. Dual ignition. Exhaust-valve seat inserts.

**Engine Lubrication:** Full-pressure feed to all main, connecting-rod, camshaft and rocker-arm shaft bearings. Gear-type oil pump, oil filter.

**Engine Mounting:** Three-point mounting with rubber-cushioned front trunion and rear supports.

**Cooling System:** Pump circulation, thermostat controlled.

**Air Cleaner:** Oil-bath type.

**Ignition:** 12-volt.

**Generator:** 12-volt, 375-watt. (Optional) 600-watt.

**Battery:** One 12-volt battery with gasoline engine; two 12-volt batteries with diesel engines.

**Starting Motor:** 12-volt; 24-volt with diesel engines.

**Lights:** Sealed-beam headlights.

**Fuel Capacity:** 65-gallon side-mounted tank. (Optional) 57-gallon side-mounted American safety tank.

**Clutch:** 14-in., two-plate. 15-in., two-plate with Cummins NHBS-600 and Hall-Scott HS-400 engines.

**Transmission:** (Standard) Spicer 7741, four speeds forward, one reverse.

**Transmission:** (Optional) Spicer 7751, five speeds forward, one reverse; 7841, four speeds forward, one reverse; 7851, five speeds forward, one reverse; 8041, four speeds forward, one reverse; 8051A, five speeds forward, one reverse. Fuller 5A920, five speeds forward, one reverse; 10B920, ten speeds forward (high and low range), two reverse. Note: Only Spicer 8041 and 8051A; Fuller 5A920 and 10B920 will be supplied with Hall-Scott HS-400 and Cummins NHBS-600 engines.

**Transmission Reductions:**

	1st	2nd	3rd	4th	5th	Rev.
Spicer 7741 (Std.)...	6.27	3.46	1.73	1.00	None	8.15
Spicer 7751 (Opt.)...	6.27	3.46	1.73	1.00	0.67	8.15
Spicer 7841 (Opt.)...	5.24	2.89	1.71	1.00	None	6.81
Spicer 7851 (Opt.)...	5.24	2.89	1.71	1.00	0.69	6.81
Spicer 8041 (Opt.)...	6.25	3.47	1.75	1.00	None	6.39
Spicer 8051A (Opt.)...	6.25	3.47	1.75	1.00	0.83	6.39
Fuller 5A920 (Opt.)...	6.54	3.27	1.76	1.00	.744	6.49
Fuller 10B920 (Opt.)...	6.54	3.08	1.76	1.00	.636	6.49
High and Low Range	8.59	4.04	2.31	1.31	.835	8.52

**Auxiliary Transmissions:** (Optional) Spicer 703, 703A, 8031C and 8031G, all low, direct and overdrive. Rubber-cushioned on special International 4-point mounting. Easily removed for servicing. Note: Only Spicer 8031C and 8031G will be supplied with Hall-Scott HS-400 and Cummins NHBS-600 engines.

**Auxiliary Transmission Reductions:**

	Low	Direct	Overdrive
Spicer 703.....	2.62	1.00	.75
Spicer 703A.....	1.25	1.00	.84
Spicer 8031C.....	2.59	1.00	.75
Spicer 8031G.....	1.29	1.00	.84

# Specifications of International W-6564-OH

**Front Axle:** Drop-center. I-beam, steel drop-forging, heat-treated, reverse Elliott type. Steering knuckle of drop-forged, heat-treated chrome-molybdenum steel.

**Rear Axle Unit:** (Standard) Timken SD-466 double-reduction, tandem drive axle unit with through drive and 8 parallel torque rods. The first reduction is through a spiral-bevel gear and pinion, and the second reduction is through a set of helical spur gears. Full-floating, heat-treated axle shafts. Cast steel housings with brake spiders and sleeves of seamless steel tubing.

**Axle Reduction:** 8.15 to 1.

**Rear Axle Unit:** (Optional) International 6-wheel dual-drive type, connected by heavy equalizing beams. Supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle. Full-floating, double-reduction gear drive. Power is transmitted through spiral-bevel and herring-bone gears. Combination Hotchkiss and torque rod final drive. Chrome-nickel-molybdenum steel drive shafts. Cast steel, banjo-type, one-piece housings.

**Axle Reduction:** 7.988 to 1.

**Steering Gear:** Roller-bearing, cam- and twin-lever type; outboard mounted, easily accessible for adjustment and service; 22-inch steering wheel.

**Brakes:** Service: 6-wheel 2-shoe, double-anchored, internal-expanding, heavy-duty, air-operated with slack adjusters on each wheel. Fully-enclosed. Hand: Ventilated disc, propeller-shaft type.

**Springs:** Front and rear, semi-elliptic. Front, 3 x 50-in.; rear, 4 x 48-in. Rear spring suspension is full-floating type.

**Wheels:** 10-hole Budd disc-type, duals on rear, 13½ bolt circle.

**Tires:** (Standard) 11.00-24 lug-type front and dual rear. (Optional) 12.00-24 lug-type front and dual rear.

# Remarks from the Editor

*George Barrett*

You'll notice that this issue is missing pages 11 and 12. This is because in a few cases the post office has been charging members extra because they claim the newsletter is over one ounce. I know it isn't because I've weighed a package or 25 on the postage scale and done the math. Well, maybe they got wet.

There are some things that I will put in the next issue like the group photos and some of my favorite trucks registered at the big show in York, PA. I invite others to send me your comments and favorite photos. I doubt we'll have the same angle that the photos that will appear in the show issue of Wheels of Time. Remember you can go to the web site and see the pictures in color

As for my own comments on the York show I'll give it to you straight in one word, fantastic. ATHS from what I could see and from what I've gleaned from others did a remarkable job. Of course this could not have happened without the many various volunteers from all over the country. From our Pine Tree Chapter thanks go out to Peter Mullin and Clayton Hoak who I know endured some sun and a rain storm. If there are other members who helped please fill me in so we can recognize them as well.

I expect to get another issue out just before the big Pine

Tree Chapter Show at the Owls Head Transportation Museum. It's a great museum and a great place for a truck show. I hope you'll make an effort to get there and enjoy the fun with many chapter members and people interested in old trucks. There's also the museum, fun for everyone.

From my story in the last issue about losing control of a new Link-Belt hoe as I traveled back from a quick demonstration I found a photograph that I didn't realize had ever been snapped. I guess the secretary must have done it, maybe that's why I got excited. I don't show up in the cab unless I do weird adjustments with the computer but I'm there. You'll notice there's a high gantry on it (folded down) for handling a long boom.



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  - 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
  - Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscoot@gwi.net
  - Director - Cheryl Billings** 1031 Pinkham Brook Rd; (207) 353-7209; email:cherylbillings55@gmail.com
  - Director - Clayton Hoak** 299 East Stage Road, Pittston, ME 04345; (207) 582-3224; email: 1948reo@roadrunner.com
  - 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
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**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.**

# Classified Ads

**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:** 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

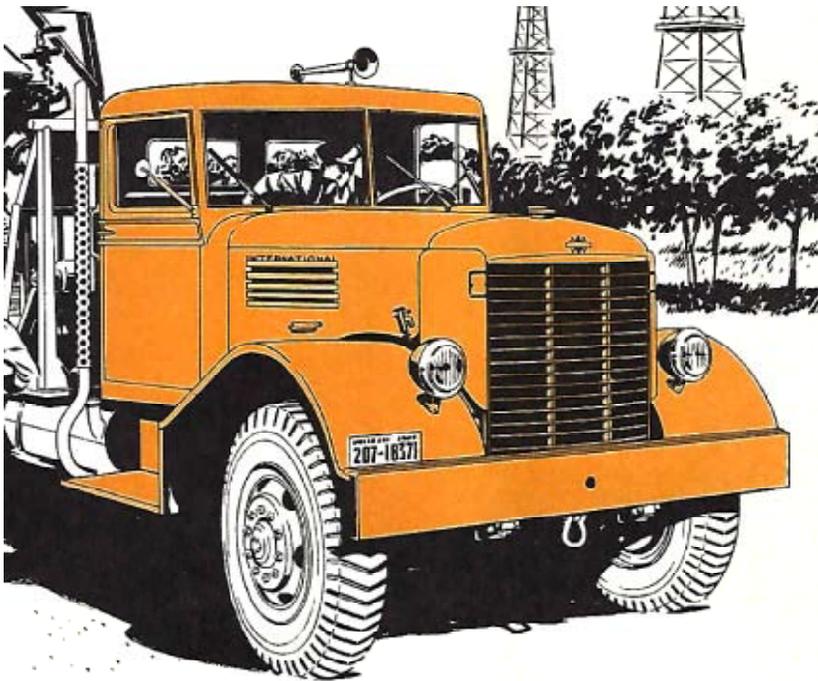
**Wanted:** Spicer auxiliary transmissions- 8031 or 8341 but interested in whatever you might have laying around. Contact Evan Grass in Mars Hill at (207) 227-3568

**For Sale:** 1977 International Transtar II 4070B single axle (4.44 ratio), Cummins NTC 300 Magnum, Roadranger RTO 9513, sleeper cab with rare rear window option, equipped with "Link Cab Mate" cab air ride, recently repainted in bright red with white stripes, sharp looking nice driving truck. \$15,000 contact Bill Mullin (207) 799-0846.

**For Sale:** 1954/ 55 First Series Chevrolet 6800 with restorable Wayne bus body. Cowl and front end sheet metal rough; running gear unknown. Former L.F. Martin school bus used in North Raymond. Truck is in New Gloucester. Owner asking scrap value for vehicle. Would prefer it not be scrapped. Contact C Hoak (207-522-7088) for pictures. Contact Eric Dacy at 207-926-3752 to view/ purchase.

**For Sale:** 1945 ? Chevrolet 1-? ton truck. Truck is in Windsor. Asking \$3500. Call 207-549-3541 for more information.

Continued from page 7



**Cab:** International, 3-man, all-metal cab with integral cowl, fully lined and insulated, safety glass throughout. Cab is 3-point mounted and rubber-cushioned against noise, vibration, road shock and distortion. Extra-wide, 2-piece windshield and large door windows provide exceptionally good visibility. Ventilation features include door-window wings, adjustable rear window behind driver's seat, and screened ventilators at top and each side of cowl. Adjustable driver's seat has foam-rubber cushions; wide, 2-man seat is spring filled; high-quality upholstery. Standard cab equipment includes hot-water heater, fresh-air ventilating system and defroster; dual windshield wipers, dual sun visors, rear-vision mirror and dome lamp. Instruments and controls include throttle; choke; front brake air limiting valve; low-pressure indicator; speedometer; tachometer; ammeter; air pressure, temperature, fuel and oil gauges; light switches; headlight beam indicator; cigar lighter and ash receptacle.

**Standard Equipment:** Cab, front fenders, front bumper, license brackets, battery, electric horn; electric head and tail lights; hydraulic jack and tools.

**Special Equipment:** All chassis will be equipped with the following at additional cost: International-Continental butane engine; Cummins NHB-600 and NHBS-600 diesel engines; Hall-Scott HS-400 gasoline or butane engine; Spicer 7751, 7841, 7851, 8041 and 8051A transmissions; Fuller 5A920 and 10B920 transmissions; Spicer 703, 703A, 8031C and 8031G auxiliary transmissions; 12.00-24 lug-type front and dual rear tires; air brake connections and hand control valve for trailers; 12-volt, 55-ampere high output generator; auxiliary fuel tank; air horn; directional signals; marker lights and reflectors; additional dome lamp; plug-in type trouble light with 25-ft. extension cord (outlets in cab and near rear axle); thermostat-controlled automatic radiator shutter; radio; road sander; guards for radiator grille, headlights, and cab rear window; utility air-operated trailer hitch; aluminum axle housings, front and rear hubs, transmission housings and brake shoes.

**Finish:** Frame and wheels, red. Steps, fenders and bumper, black baked enamel. Grille, hood, and cab, a choice of six standard colors.

# EVENTS TO PUT ON YOUR CALENDAR

Fri - Sat, June 19-20 ATCA Macungie Show

Sunday June 28 ATHS Nutmeg Chapter, Brooklyn Fair Grounds, Brooklyn, CT, John Raymond 860-591-1261

Sunday July 12 ATCA New England Chapter Truck Show, Bolton Fair Grounds, Rt. 117, Lancaster, MA, Bill Semple 978-460- 0465

Saturday July 18, Paris Hill Founders Day and Classic Car Exhibit 207-743-2980

Saturday and Sunday July 18, 19 Owls Head, Truck, Tractor and Commercial Vehicle Meet

Friday July 31 to Sunday Aug 2 Rockbusters Chapter HCEA Antique Construction Equipment, 159 Packerville Rd.Plainfield, CT

Saturday Aug 1 Green Mt. truck Show Bellows Falls, VT Pat Graves 802-886-8435

Sunday Aug 23 Barrington in Epping Old Truck Meet Don Smith 603-664-9761

Saturday Sept 26 Cumberland Fair Trucks Wanted George Barrett 207-829-5134

*Remembering Bob West  
and his fleet of working antique trucks*



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