



Shop Manual

www.badgoat.net/ptcaths

March 2017

President's Message

Jamie Mason

If you were unable to attend the 2017 Annual meeting, you missed a great time. Good times, stories, friends and faces were at every corner. Overall 45 or so people attended from all parts of the state. With a "Thanksgiving" feast, we were able fill our stomachs before getting down to business. The officer reports were read and accepted. The proposed slate of officers and directors as presented was unanimously approved by the members present. Your chapter officers and directors are here to listen to your concerns and keep the chapter running smoothly. Don't be afraid to reach out and ask them questions or make suggestions.

After the elections, we discussed potential events for the spring, summer, and fall. Our first event for the season is the spring stretch on April 29th. Details are enclosed. George, your editor, has put together a list of Pine Tree Chapter and other truck themed events in Maine and New England. With this list, you should be able to keep yourself busy. Please note that Lenny Alder reported that the Tackerberry's are willing to have another group come up in the fall. More details to follow.

Lars Ohman and I are working on a spring tour in the Rangeley area. We are looking for routes, hotels, adventures, dates, and more. If you have a "collection" of trucks or items of interest, or know of any, please get in touch with Lars or myself!

Toby, from the Owls Head Transportation Museum reported that they are already planning for the 2017 truck show. He's looking to have some 5th wheel demonstrations, touch a truck, and to have Mack as the featured brand this year. He'll have more details as

they unfold. On May 21st, the museum is putting on an coastal tour. This is a new event for the museum and should be a big hit. There will be cars and trucks at this event. All the proceeds benefit their internship program. Hopefully a few of you can support this. Please contact me or the museum for more details.

I did suggest, to the group, to do a fall truck show in lieu of a fall tour. Last year, the turnout at the fall tour was not what was expected. We did an informal vote to see what people would prefer and by a small margin, the show had more support. I've assembled a small committee to gather more information and it will be - reporting back in a later newsletter. Peter, your Vice President, has assembled a quick online survey to take and voice your opinion about the potential show and some other items. Please take a minute and fill it out. If you have trouble with the questionnaire, contact Peter or myself.

In closing, there are a bunch of events planned and the more on the way. We are still looking for a location for the fall auction. We were in Dresden last year and had a great time. If we haven't had a chapter event in your neck of the woods, and might consider hosting (It's not difficult), please get in touch with me. I hope if you're planning to go to the National Convention in Iowa, that you have started making travel reservations. Rumor is that the Pine Tree Chapter will be well represented. Several members are flying or driving to the show. We'll take pictures! See you on the 29th!

P.S. Tom Hudgins is still accepting and taking pictures for the 2018 calendar. It sells out every year! Please contact Tom or myself for more information.

Jamie

Pine Tree Chapter Survey please see Page 2

Pine Tree Chapter Spring Stretch please see back cover

Ramblings Lars Ohman

Last month's story by George on the Gold Bulldog (Mack's Maxidyne) brought back fond memories to me. Early on, we had purchased an ex R.G. Watkins steel nosed DM-685 SX from a dealer in Boston. We "puffed & buffed it", gave it a new paint job, and put it to work. As I recall, other than a motor mount stripped out, we had very little trouble with it, considering it was a used fleet truck, and it gave us very good reliable service. We had to 're-program' our minds to let it lug down between shifts, as we had been used to the 2100 RPM Cummins.

Around the early 1970's, Mack came out with the 325 HP V-8 Maxidyne, and we just had to have one for heavy dump trailer and lowbed service, and it worked out extremely well with good fuel mileage, and hauling just about anything we could put in a 30 cubic yard Hill dump trailer. Massachusetts, back then, was a little lax in enforcing weight laws, and loads in excess of 100,000 lbs were not uncommon.

Life went on, and I moved up to Maine. Along the line, I found full time work with Cianbro, and part time work working for a small local contractor here in Lewiston. Their fleet was a mixture consisting of a Western Star, a Kenworth Cab Over, and a very tired ex Herb Sargent Mack DM-685 SX that had seen many hot suppers. I don't recall exactly how they came by it, but I suspect it came from a (very) used equipment dealer in the Augusta area. It didn't look like much, but it did start and run when called upon. It came to them as a tractor, at one time (or more) had a dump body on it, and went back to being a tractor pulling log trailers in and out of the woods. Being a 685 SX, she was very heavy sprung and rode like a cement mixer. One driver remarked you could not be behind the wheel, and even attempt to drink a cup of coffee without a straw! Somewhere along the line, with minimum services, and only breakdown maintenance, and a

once a year oil change, she blew up the Maxidyne engine (the old 237 HP version) We thought it had thrown a rod thru the side of the oil pan, and towed it back to the shop. Upon closer inspection, it was determined she had dropped one of the main caps on the crankshaft! Being on a bit of a shoestring repair allowance, we decided to take a trip to the old Maine Mack on Warren Ave. in Westbrook, and see if we could buy just one cap and a couple of bolts. (FYI - this engine had been apart at least once before, as the bearings were not standard). We were informed that without removing the engine and extensive re-line boring, it would never run properly. We managed to talk them out of a main cap off an old engine in the scrap pile, a couple of bolts, 2 bearing halves, a pan gasket, and we were off and running to see what we could do with this tough old war horse. The oil pan was hammered back into shape, a suitable patch welded over the hole, the bearing halves were installed, the used cap put in place, and torqued with a 3 foot pipe, and the pan reinstalled with a couple of tubes of blue goo. Not knowing if it would even run or not, a fine selection of used motor oil from other engines was dumped in and it started, and had oil pressure! It was babied around for a few days, did not have any odd sounds or vibrations, and went back in full time service. A period of time later, and with no outstanding service repairs, it ate a turbo, and ran off crankcase fumes for way too long until we could block the air intake with a raincoat, and stall it out. I was able to supply a reman turbo out of the stuff I had purchased from a closed Mack Dealership. The physical shape of the turbo was all we had to go by, but had no idea if it was the correct one or not, but it fired up and ran again, non the worse for wear. Right then, I knew Macks were tougher than boiled owl, and just would not quit. It went on in life, had a log loader put on it, and it saw yard duty for more years. Finally, the old cab and suspension were on their last legs, and it wound back at the Used Equipment dealer it had come from. Rumor has it, the truck was parted out, and engine went on to a new life repowering some sort of a loader.....Mack Tough!!!!!!

PINE TREE CHAPTER SURVEY

We have posted an online survey that we would like as many Pine Tree Chapter members as possible to take the time to complete. It is only 10 questions and shouldn't take much of your time. The results of this survey should be a big help to your officers and board of directors in setting up events and choosing locations to visit.

If you receive the newsletter via e-mail you should have a link with your newsletter. The survey can be found at: <https://www.surveymonkey.com/r/BHCYC2R>

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If you have any feedback for us because of or independent of the survey, as always, feel free to contact Jamie, myself, or any of the directors. Thanks, Peter.

Reo Tri-Drive

Clayton Hoak

I was rummaging through some old photos in the basement the other day and came across some pictures of an abandoned REO I had taken in 2003/04 while inspecting the production of tire chips in Bowdoin/Bowdoinham to be used at the new Exit 86 (Sabbatus) Interchange on the Maine Turnpike.

Between 1962 and late 1964 REO introduced a series of tri-drive trucks using Rockwell ELHD, ERLHD and ERQHD tri-drive rear axles - 3 driving wide track axles with an inter axle differential on the 1st axle, and super single wheels. The rated capacities of the ELHD, ERLHD and ERQHD tri-drive rear axles were 42,000, 48,000 and 60,000 lbs, respectively. The standard drive tire/ wheel combination were 15-22.5 14 ply tires on 12.25 rims. Optional tire/ wheel combinations included 16.5-19.5 or 16.5-22.5 16 ply tires on 12.25 rims and 18-19-5 or 18-22.5 16 ply tires on 14.0 rims

The REO tri-drive models available in 1966 are shown on the attached scan. Their maximum GVW's ranged from 58,000 lbs to 77,000 lbs. The E-456/456D and E-556/556D trucks were available with the REO Gold Comet 6 -200 or V8-250 engines; Cummins C-180 or Cummins C-190 engines or Detroit 6V-53N engines. The D-656 and D-752 trucks were available with REO Gold Comet V8-235 engine only (possibly due to the 90" BBC dimension). The E-752D trucks were available with Cummins NHD-180, HRF-6, NHE-195, NH-220, NHC-225, NTE-235 or NHC-250 engines or Detroit 6-71N 218 hp or 238 hp engines. The GH-752D trucks were available with Cummins NH-220, NHC-225 or NHC-250 engines or Detroit 6-71N 218 hp or 238 hp engines. Transmission options included Clark, Fuller

or Spicer 5 speeds with Spicer auxiliary, or Allison 6 speeds on the E-456/456D, E-556/556D, D-656 and D-752 models; Fuller or Spicer 5 speeds with Spicer auxiliary, Fuller 15 speed or Spicer 16 speeds on the E-752D; and Fuller or Spicer 5 speeds with Spicer auxiliary, or Spicer 16 speed on the GH-752D.

The standard frame double side rail channels on the 456/456D, E-556/556D, D-656 and D-752 trucks had to be upsized to accommodate the 48,000 lb tri-drive axle; as did the standard frame double side rail channels on the E-752D trucks to accommodate the 60,000 lb tri-drive axle. The E-752D and GH-752D were available with either set-forward or set-back front axles; the other models were not.

In Canadian dollars an E-752DB (set-back axle); FL901 front axle (18,000), ERQHD Tri-Drive rear axle (60,000, includes frame upsize), Cummins NHC-250 (upgrade from NH-180), twin 50 gallon step fuel tanks, and some cab upgrades would have cost \$38,000.00 excluding Provincial and Municipal Taxes. A similarly equipped E-730D (FL-901, SSHD rear axles, NHC-250 and twin 50 gallon step tanks) would be \$28,000.00. I don't know what the exchange rate was however my parents new 1966 Chevy Nova wagon with a 283, 3 speed, and seat belts was \$2600.00 (US).
Base E-752DB \$ 33,255.0 Base E-730DB \$ 22,940.00

In the late 50's White Motors acquired REO from the Bohn Aluminum and Brass. From 1960 through mid 1967 marketed White, REO, along with Diamond T as standalone truck manufacturers before merging REO and Diamond T to manufacture Diamond Reo trucks. Similar tri-drives were likely offered by White and Diamond T in this time frame; and by Diamond Reo after the merger. Tri-drives are still available. They are marketed by Meritor under the name Tridem.

1966 Reo Tri Drive Models

<h1>REO</h1> 					<h2>E-456 & E-556 TRI - DRIVE TRUCK</h2>																	
<table border="1"> <thead> <tr> <th>MODEL</th> <th>FRONT AXLE</th> <th>REAR AXLE</th> <th>MAX. GVW</th> </tr> </thead> <tbody> <tr> <td>E-456</td> <td>FH-901</td> <td>ELHD</td> <td>58,000</td> </tr> <tr> <td>E-456</td> <td>FL-901</td> <td>ELHD</td> <td>60,000</td> </tr> <tr> <td>E-556</td> <td>FH-901</td> <td>ERLHD</td> <td>64,000</td> </tr> <tr> <td>E-556</td> <td>FL-901</td> <td>ERLHD</td> <td>66,000</td> </tr> </tbody> </table> <p>Suffix letter "D" is added to diesel models.</p>	MODEL	FRONT AXLE	REAR AXLE			MAX. GVW	E-456	FH-901	ELHD	58,000	E-456	FL-901	ELHD	60,000	E-556	FH-901	ERLHD	64,000	E-556	FL-901	ERLHD	66,000
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REO 

MODEL	FRONT AXLE	REAR AXLE	MAX. GVW
E-752D	FH-901	ERLHD	62,000
E-752D	FL-901	ERLHD	65,000
E-752D	FH-901	ERQHD	74,000
E-752D	FL-901	ERQHD	77,000



**E-752D
DIESEL
TRI - DRIVE
TRUCK**

REO 

MODEL	FRONT AXLE	REAR AXLE	MAX. GVW
GH-752D	FH-901	ERLHD	64,000
GH-752D	FL-901	ERLHD	66,000



**GH-752D
DIESEL
TRI-DRIVE
TRUCK**

Experience with the Bolt Buster

Jon Doyle

I just bought a new tool. It's called a "Bolt Buster". What it really is is a heat induction coil kit that heats up stuck nuts to make them let go. I just did my first test of the tool, which runs on 110 volts, and had some great results. I successfully loosened in only a few minutes the 1" nut on a 9/16" bolt which bolted through the truck frame of a Walter into a 7" piece of sheet steel which was a frame reinforcement in the way of the wing tower.

Here are the details.

Theory of Operation

The "Bolt Buster" is a high frequency power inverter and takes voltage, fluctuates its electromagnetic properties, heats metallic objects by subjecting them to a rapidly fluctuating magnetic field which creates currents of electrons in the metal and their energy is dissipated as heat. To more easily magnetize a substance is the greater efficiency of the heat transfer. It's torchless inductive heat. The generator for this is a tube like device about 14" and 2 7/8" in diameter into which one puts an insulated coil device. Think onion rings with legs that plug into two places in the device. There's no flame. It has no effect on glass, plastics, wood, cloth, and other nonconductive materials. You can form custom coils or utilize the ones supplied with the unit.

One puts the coil over the frozen nut keeping a minimum distance between the coil and the nut at all times. Think of wrapping a coil of wire around a big dowel. The dowel represents the nut. The nut will get red hot and, typically, after a couple of applications, at least on the situation I was dealing with which was a 9/16" bolt with a 1" nut, two applications sufficed so that I could put a 1" socket on it and turn it off. When I tell you that it was totally seized before, it was.

NAPA has a sale going on for these right now and I understand from talking with folks who have used other brands that the cost is typically less than \$500, but worth every dime. The machine has a duty cycle of two minutes on and two minutes off, but the trick is to do it for about a minute and then quench it with cold water. (I used Poland Spring, but tap water will do, of course!) One needs to use at least a 14 AWG extension cord, 12 AWG if it's 50' long.

I think it's a great device and I definitely intended to pick out a tough job with lots of surrounding metal to see how well it did. It did extremely well. If you simply have got a nut sticking through something, it's not a very thick piece of metal, it will work faster or you haven't got to heat that frame and the steel reinforcement in the surrounding area as I did. It's call a "Bolt Buster BB2-ACC". I like it because it's pretty safe as opposed to a torch, whether it's oxy, acetylene, or MAPP gas, or otherwise.

If you have any specific questions, you can email me at jdoyle@doynelson.com and I'll do my best to answer them.

Inventing the Jake Brake

George Barrett

When I was a kid I used to go to the local equipment dealer to get sales literature, they weren't a big dealer, not much in the yard but I could keep up with what was new. When I found out about Commercial Car Journal I asked them to hold on to it so I could read it which they were kind enough to do. I can remember back in the late 50s there was talk of retarders but not engine brakes. Hydraulic retarders and how to get rid of the heat. The truckers out west had problems we didn't have in New Hampshire. The altitude robbed them of their power and the long descent from the high altitude wore out their brake shoes. The Williams exhaust brake was available in 1957. It simply was a valve installed downstream of the exhaust manifold that created back pressure and did develop some retarding effort. It was not available for Detroit Diesel or a Cummins with a turbocharger.

Laboratory tests with the Williams in 1955 on a Cummins NH-600 with PT injectors caused problems. Older engines with disc-type pumps were less affected. Back pressure had to be limited to keep the exhaust valves from pouncing. Truckers did use the Williams because they needed something more than truck's normal service brakes for the steep logging roads. Cummins discouraged the use of the Williams brake.

I can remember the day when I learned that big diesels had very little hold back when being downshifted. My buddies (well there were three of us who cared) and I had long talks about why this would be. The retarding effect from a gasoline engine came from the vacuum caused as the cylinders were starving for air. The diesel had no carburetor to restrict air intake and after building up pressure in the cylinder it would push the piston down, no restrictions. The idea of opening the exhaust valves near the end of the compression stroke made good sense to the father and son team, Clessie and Lyle, working on an engine brake.

Clessie Cummins retired from the engine company in 1945 and with his family left Columbus, Indiana and headed to California, San Francisco area. He was fifty six years old and he wasn't really retiring, just getting away so he could work on various projects like developing new fuel pumps. After completing graduate school Clessie's son Lyle went to work for Clessie in 1955. There was a nice office, machine shop, and diesel-engined test vehicle. There were also some yachts with diesels. Clessie had long wanted to convert the diesel engine into a retarder to slow a vehicle on downgrades. Clessie said it was time to "finally catch up with the mule" who could hold back on the wagon going down hill as well as pull it up.

Clessie had not forgotten a terrifying drive down Cajon Pass in 1932 in a truck converted from gas to a Cummins diesel after losing the brakes due to overheating. A retarding system was the next project for the inventor and a 1955 GMC Surban was outfitted with a six-cylinder Cummins model JH rated 125 bhp at 2500 rpm. Even though Clessie's first inclination was to make the engine into a compressor he first tried vacuum but that interfered with the fuel system. All sorts of trial and errors, drawings,

testing, and discussions as to how a driver could quickly make the engine into a compressor and seconds later to bring it back to a source of power. The breakthrough came in a March 1957 telephone call from Clessie who was visiting in Arizona to Lyle in CA. "Hold everything. It hit me last night how we should do it. I don't know why I didn't think of it before." Lyle's mother later told him that Clessie was staring out of their hotel window watching an early evening rain when he turned to her and excitedly said, "I've got it!"

No time was wasted getting the patent protection work going, the first filed in May of 1957. A notice of allowance was received in December 1961 to include all the various changes. Finally on November 30, 1965, U. S. patent 3,220,392 was issued to cover 4-stroke and uniflow scavenged 2-stroke engines regardless of injection methods.

Now the problem of who is going to manufacture the brake. Clessie wasn't the engine company any more. Cummins Engine didn't want it, Clessie had kept them up to date through all the patent work, they'd looked over all the drawings, didn't want it. wanted to make their own. The patent for the engine brake was registered in March of 1959 solely in Clessie's name, he could market his brake to any interested party.

Detroit Diesel was approached but was afraid of drawing antimonopolistic fire from federal regulators, would buy the brakes if Clessie could get them produced elsewhere. White Motors turned them down, as did International Harvester. Finally a solution came from an unlikely source, a distant relative of Clessie's nephew Don's wife's father was the vice president of a small firm in West Hartford, CT. The name of the company, you guessed it, was Jacobs Manufacturing Company. Under the terms of the agreement Jacobs was to manufacture a small number of the brakes for field testing. This testing began in September 1959 and produced promising results. Clessie and Lyle continued to refine the design, the first production models came off the line in July 1961

The Engine Company, in the mean time, could not get their design refined. They were going in the direction of an exhaust brake that needed a new profile to the camshaft. They halted work on this to develop a hydraulic retarder which would pump fluid in through a veined flywheel to open the valves. The market was not waiting and Cummins distributors were growing anxious. Customers were asking for the new "Jake Brake." With the Jake Brake Lyle said "you could go down a 6 percent grade, fully loaded at forty-five to fifty miles an hour and not even touch your brakes." Truckers loved it.

From what I have learned about engines, mechanical devices, and inventors I completely agree with the conclusion of the authors of *The Engine That Could* that I will now quote exactly; "In retrospect, it was simply improbable that Clessie Cummins, working in his California garage in the late 1950s, could come up with a the world's best engine brake. It was so improbable, in fact, that the brightest engineers at the Engine Company (and their counterparts at perhaps a half-dozen other companies) couldn't see Clessie's invention for what it really was - a wonderful product. It was the last time, but far from the first time, that Clessie's inventive genius was underestimated." *continued next page*

The Jake Brake does not hurt the engine in any way. The engine is made to dissipate the heat of compression and combustion so the heat generated by the compressor action is of no consequence. The only problem in today's world is the noise. As Lyle Cummins puts it "rapid blowdown of air compressed above 500 psi is not a quiet process."

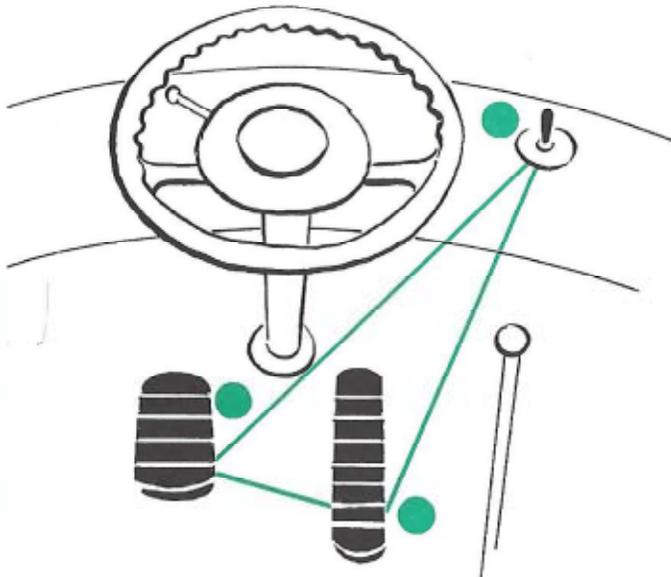
The sketch below was copied from a 1961 copyright operator's manual published by Jacobs and printed in 1974. I have reduced it in overall size and removed the type and retyped in a size easier to read.

My thanks to Clayton who knew I was working on this article and found the operator's manual in his collection

There are two good books that I use when I want the real facts on Cummins. The first is the Diesel Odyssey of Clessie Cummins authored by his son Lyle Cummins which is on the used book market for about \$40.00. There's 400 pages of the life of Clessie by a well educated engineer born in 1930 so he was with his father for the last 38 years of his life. Lyle is an authority on diesel engines.

The second book is The Engine that Could. This is a detailed account of the business and how the Cummins Engine Company operated by Jeffrey L. Cruikshank and David B. Sicilia, published by the Harvard Business School Press in 1997 after four years of research. Almost 600 pages, can be purchased used for a very reasonable price meaning the postage may be more than the book.

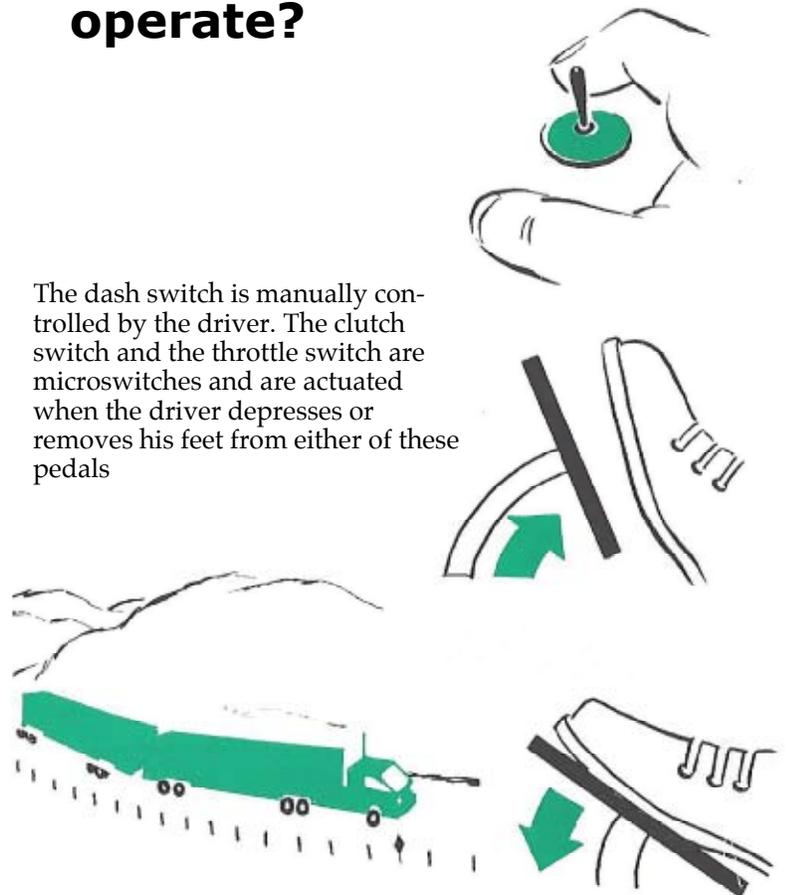
Where are the Engine Brake Controls ?



The Engine Brake controls consist of a dash switch, a clutch switch and a throttle switch. These switches are wired in series so that all three switches must be closed in order to transfer power to the Engine Brake housings.

How do the Engine Brake controls operate?

The dash switch is manually controlled by the driver. The clutch switch and the throttle switch are microswitches and are actuated when the driver depresses or removes his feet from either of these pedals



2017 COMING SHOWS AND EVENTS

Saturday April 29 Pine Tree Chapter Spring Stretch FMI Contact: Peter Mullin H 207-767-6080 C 207-838-5069
or e-mail wfd44@maine.rr.com

Saturday May 6 George Sprowl's Open House

Sun May 7 ATCA South Deerfield, MA

Saturday May 20 Yarmouth Public Works Garage would like to display old trucks 9:00 - 1:00, Free Food, part of National Public Works week. Contact Erik S. Street, Director of Public Works, Town of Yarmouth 207-846-2401

Sunday May 21 Owls Head Transportation Museum Tour Pre-registration required \$50.00 per vehicle covers two box lunches and all fees. Contact Toby 207-594-4418

Thurs - Sat. May 25 - 27 ATHS National Convention Des Moines, Iowa

Sat & Sun June 3 & 4 Owls Head Transportation Museum All American & Muscle Car Show 207-594-4418

Sat & Sun June 10 & 11 ATCA Bethlehem, CT

Sat & Sun June 16 & 17 ATCA Macungie, PA

Saturday June 24th Springtime Truck and Tractor Show Lincoln, ME from 9am to 3pm. The Show is returning to it's original location, The S&S trailer lot at the corner of the Access road and the Chester Road.

Sunday June 25 ATHS Brooklyn, CT

Saturday July 1 Boothbay Railway Village Antique Engine Meet with MAPA and Pinetree Boating Club 633-4727

Saturday July 1 Limington Bicentennial Parade Would like to have trucks and tractors for parade and show
Devin Fahie, 207-653-4131, Dmfahie@gmail.com

Saturday July 15 Paris Hill Classic Car Exhibit 9:00 to 5:00 Robert Bahre's private collection 743-2980

Sat & Sun July 15 & 16 Boothbay Railway Village Antique Auto Days with the MOALS 633-4727

Sat & Sun July 22 & 23 Owls Head Transportation Museum Truck Show

Saturday Aug 5 ATHS Green Mt Chapter, Bellows Falls, VT

Fri - Sun Aug 4 - 6 Rockbusters Plainfield, CT

Sunday Aug 20 Barrington at Hillsborough, NH

Sat - Sun September 30 - October 1 Lititz, PA Gerhart's

Monday October 9 ATHS Pioneer Valley Westfield, MA

Sunday October 15 ATCA Bolton Fairgrounds, Rt.117 Lancaster, MA 8:00 -3:00 contact Bill Semple 978-460-0465,
Trucks can be delivered Saturday, Parking for self-contained motor homes, Vendors, Food Available,
Dash Plaques, No ATV's, No Dogs, Truck Registration \$10.00

Help Needed for the Owls Head Truck Show

Nancy Mullin

Well it's that time again. We will starting our committee meetings soon. As always we are looking for any assistance. Always good to have new ideas. We usually meet on Tuesday nights in Freeport. Also looking for raffle items. Please contact me if you have any ideas. The first meeting is tentatively April 11@ 5:45 Antonia's. As usual you can contact me by email pcnancym@maine.rr.com. Thanks let's make this one of the best shows yet!

This year's Spring Stretch is scheduled for Saturday April 29th starting at 9:30 a.m. (with coffee & donuts) at the South Portland Fire Department's Engine & Ladder 2 Station (20 Pillsbury St. South Portland). The fire company housed here has a history dating back 127 years (2 years more than the city itself)

Please See Back Cover

**Peter Mullin H 207-767-6080 C 207-838-5069
or e-mail wfd44@maine.rr.com**

Classified Ads

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: 1930 Ford Model " A " Roadster Pick-Up....ground up professional built front bumper to tail lights. Stock rebuilt & balanced engine, 12 volt conversion, Brookville cab & body, LeBaron Bonney removable or fold down top, maroon / black, ready to go. Serious inquiries.....Lars Ohman, Sabattus, ME....207-375-6515 or cell 207-376-7993 (This is NOT a Hot Rod or Rat Rod - all stock appearance)

Please contact me with any for sale or wanted items and I'll be sure there's enough space allotted for all.

George Barrett 207-829-5134 or sheepsco@gwi.net

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- President - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email:haroldjmason@gmail.com
 - Vice President - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com
 - Secretary / Treasurer - Diane Munsey**, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com
 - Director - Cheryl Billings** 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email:cherylbillings55@gmail.com
 - Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepsco@gwi.net
 - Director - Steve Corson** 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com
 - Director - John Ellingwood Jr.** Cell (207) 590-2298; email: jellin@sacoriver.net
 - Director - Lars Ohman** 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com
 - Director - Bob Stackpole**, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.com

DUES NOTICE - Membership Renewal & Update Form

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

Name _____ Date _____

Street _____ Phone () _____

City _____ E-Mail _____

State _____

Zip _____

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

Mail to: Pine Tree Chapter ATHS

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

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

PINE TREE CHAPTER SPRING STRETCH Saturday, April 29

This year's Spring Stretch is scheduled for Saturday April 29th starting at 9:30 a.m. (with coffee & donuts) at the South Portland Fire Department's Engine & Ladder 2 Station (20 Pillsbury St. South Portland). The fire company housed here has a history dating back 127 years (2 years more than the city itself).

This is a potluck lunch event (plenty of outlets and full kitchen available) with A plan of eating around 12:00. The after lunch plan, subject to availability, is to carpool/rideshare to the Portland Fire Museum (157 Spring St. Portland) at 1:00 p.m. I am still working to confirm the availability of visiting the Fire Museum as most of the members that I know are still in "snowbird" mode. If that does not pan out we will instead visit the Liberty Ship Memorial and some other sites in South Portland and Cape Elizabeth.

The start point is in the Willard Square neighborhood of South Portland. If you are familiar with the area, Pillsbury Street is a left turn (by DiPietro's Market) off of Cottage Rd. as you head towards Portland Headlight.

Who knows, we might be able to arrange another surprise or two.

FMI Contact: Peter Mullin H 207-767-6080 C 207-838-5069 or e-mail wfd44@maine.rr.com