



Shop Manual

www.badgoat.net/ptcaths

October 2014

President's Message

John Ellingwood

Hello Everyone and welcome to another fun filled edition of your Shop Manual. I hope everyone has had an enjoyable Summer and looks forward to a comfortable Fall season. The last couple months have been pretty enjoyable for me. My son joined me in Barrington for the first time in a long time. He seemed to have fun. At one point he wanted to stay in the sleeper while I visited friends. I had told him if he needed me, to blow the horn but only if it was really important. 5 minutes later he laid on the air horns. I ran to the door to see what was wrong. "Daddy, I can't open this lollipop!" You can't help but laugh at that. I'm glad he is still at an age where a temperamental lollipop wrapper is his biggest problem. I also got a chance to meet with Bill Semple. I've heard his name mentioned several times but never met him. Bill has been a strong presence in the hobby for a number of years. We had a nice chat about the history of the Pine Tree Chapter and the Owls Head Truck Show. Barrington always seems to be a huge success. I had hoped to volunteer this year and help out but it just wasn't in the cards. Count on me next year, Smith family! I also attended Carl Phillips show in Gorham. It was a combined effort including TRAM (Towing and Recovery Association of Maine) and the Pine Tree Chapter. A nice gathering was had with lots of social time. I hope to use chapter resources in the future to add to this event.

I regret to say that we have had to make some changes in our planned fall events. The Tackaberry trip has been cancelled. We just did not get the interest that we thought it would bring. It is a commitment in money and time that I understand is hard to justify. I too would not be able to make it this year. Thank you to those who

showed interest and made their deposit. If you have not already done so, please contact Treasure Jamie Mason for your full refund. A huge thank you to Steve Corson. Steve did a lot of work to put this trip together. We need a larger group to make this worth doing. In the meantime if we hear of another group going we will pass the word on to those that may be interested.

We also have cancelled plans to tour Aroostook County this year. That was primarily my decision and you can throw your rotten potatoes at me at the next event. I feel the county has a lot to offer and the trip deserves a lot of planning and promotion to make it the success that it can be. We have a couple members already helping out with these plans and I hope to schedule a 3 day county tour in Spring of 2015.

We do however have a couple more events for you to enjoy the Pine Tree Chapter people. On Sunday October 19th at 11:00AM we will meet for lunch at the Come Spring Café on Route 17 in Union, Me. These Lunch cruises have become a popular event. It is a nice way to gather together for a few hours and be on our way. Our Fall Gathering and Great Fall Auction will be held in Richmond on November 1st at Wilbur Gilpatrick's Sawmill. Details on both events can be found later in this issue.

As I write this message, the Cumberland Fair has ended and the Fryeburg Fair is just getting underway. Thank you to our members who brought a truck to Cumberland to be on display. We had a nice representation from the chapter with about half a dozen vehicles of all sizes.

Enjoy the fall however you wish, fairs, food, or foliage. Just get out there. It is a beautiful time of year. Best of all, NO BUGS.

John

**Pine Tree Chapter
Fall Lunch Cruise
Sunday October 19, 2014
UNION, MAINE**

Come Spring Café at 1422 Heald Hwy (Route17)

Come join us for lunch. We will be seated at 11:00 AM and will order from the menu. Try to be there on time so we can all be seated close together. After lunch, for those interested we will head to Searsmont for a couple quick visits to Scott Dudley's and George Sprowl's.

Scott has I think he told me eleven trucks, or maybe those are the White trucks he's talking about. One never knows what will be found in George's shop but what ever it is you'll find it interesting.

Coming from Augusta it's about .6 miles beyond where Route 131 comes into Route 17, on the right side.

**Pine Tree Chapter
2014 Late Fall Gathering
Great Fall Auction
RICHMOND, MAINE
Saturday November 1, 2014**

The Pine Tree Chapter's 2014 Late Fall Gathering will be held on Saturday, November 1st, at Wilbur Gilpatrick's Sawmill, 259 Langdon Road in Richmond. Wilbur and his son run a saw mill, planer, and firewood operation in Richmond and have offered to host this year's Late Fall Gathering/ Great Fall Auction. This is a Chapter pot luck event so please bring something to share.

The gathering and lunch will be in the heated shop. Toilet facilities are available. There will be outlets for crock pots. It appears we have sufficient folding tables, however could use some additional folding chairs for the day.

Directions - from the north or south take Exit 43 off of I-295 in Richmond and follow Route 197 east 3.1 miles into Richmond. At the Richmond Middle School take a left onto Alexander Reed Road and follow Alexander Reed Road for 1.5 miles. Then take a left onto Langdon Road and follow Langdon Road for 1.2 miles to 259 Langdon Road. Gilpatrick's Sawmill is on the right.

The festivities begin at 9:00 or shortly thereafter

with coffee and donuts, greetings, discussions, and a tour of the mill facility. Lunch will be around 11:30. The Annual Great Fall Auction will begin between 12:30 and 1:00 with the intent of wrapping up by 2:00 or shortly thereafter. Following the Auction, for those interested, there will be a trip to Jon Doyle's in downtown Richmond (3 miles from Gilpatrick's) to view his current fleet of snow fighters, wreckers, Autocars, and Internationals.

The auction generally has a little something for everyone. Dig into your collection of stuff and bring an item or two you no longer need. Often items get recycled through three or four Great Fall Auctions. The funds derived from the Fall Auction go to the Chapter. Most items are donated with no reserve; however bringing items and placing a reserve on them is acceptable. Who knows what might show up that you can't live without?

Call Clayton (207-522-7088) with questions or for directions.

Virtual Trucking By Charlie Huntington

For many of you this article will be old news but hopefully I can spark some interest in others that the computer age has left behind. For those of you that are computer savvy maybe I can ID something you've missed. Here's a tip of the iceberg tour of trucking on the Internet.

Webpages: These are relatively static sites that display images & information. By static I mean that the content generally remains in place for a long (in the internet sense) period of time. Often these can be visited over and over and used as a reference.

The site I want to shamelessly plug is our club's website [HYPERLINK](#)

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

<http://www.badgoat.net/ptcaths> This site contains a newsletter archive, many photos of past events, and also has information on upcoming things as well. If you have any input right down to spelling corrections, I always take that as constructive!

Another helpful site is the ATHS website. This has a calendar of events, upcoming convention info, and classified ads. Check it out at [HYPERLINK](#)

["http://www.aths.org"](http://www.aths.org) <http://www.aths.org>

Forums: These sites are more like a conversation and are more dynamic than a typical webpage. Since we're an ATHS Chapter, I'll start by plugging the ATHS Forum at [HYPERLINK](#)

["http://forums.aths.org"](http://forums.aths.org) <http://forums.aths.org>

Anyone can follow and/or chime in on a large number of topics posted here.

Another truck discussion site that's getting a lot of traffic is "Just Old Trucks" Visit [HYPERLINK](#)

["http://forums.justoldtrucks.com"](http://forums.justoldtrucks.com)

<http://forums.justoldtrucks.com> This site is very busy and members pull no punches in the input they post. Also hosted on this site is the Old Snowplow group.

Facebook: I confess that I was very hesitant to get on Facebook. Visions of being inundated with far too many details of people's personal lives held me back. Now I have to admit that I'm somewhat of an addict. Facebook is a step beyond the Forums in terms of being dynamic. We have a Chapter Facebook, it's fun but needs more participation (hint hint). Rather than put long links in this article I'll just say that it's easy to type in the search box and Facebook will suggest relevant matches rather quickly.

The National ATHS page is nothing short of amazing. I go on it almost every day (sometimes more than once) and it's hard to keep up with all the postings. Great job on the part of ATHS to take advantage of this popular mode of communication.

Cabover Enthusiasts is another group with a lot of posts. Our own Rob Balfour is one of the admins. While more specific than the ATHS site, it gets a lot of postings.

Overall I can't begin to list the number of truck related pages on Facebook. I'll end with a list of a few I like and hope that gives you the idea you can find almost anything you're interested in. "Old School Trailers", "Vintage Holmes Wreckers" "Rolling Parking Lots" not too mention a page or group for almost any particular truck marquee you're personally interested in.

Hopefully I've given you computer savvy folks a couple ideas you hadn't thought of. More important I hope to have inspired at least one "newbie" to take the plunge. If you find something of particular interest post it on the PTHATHS Facebook page!

Phillips & Sons Tow Show Charlie Huntington

While not an official club event, a large number of PTCATH faces were seen at Carl Phillips' 1st (annual?) Tow Show at his shop in Gorham on Sept 20. The show featured wreckers and tow vehicles old and new. Carl proved to be a great host using his vintage IH A-120 mobile kitchen to serve coffee and donuts as well as lunch time staples as well. Everyone got a ticket for door prizes but in the end everyone got a prize even if their number didn't get drawn. Emma the German Sheppard wore the entire crowd down with her soccer ball. It was fun to watch a couple small boys playing with their trucks in the dirt giving hope that the trucking bug will get passed down to another generation. The only advice that Carl needs to consider when planning next year's show is to check the chapter wedding calendar. Avoiding that conflict will surely double next year's attendance!

More pics of the show can be found at [HYPERLINK](#)

["http://www.badgoat.net/CRH_homepage/Phillips/Phillips_Tow_2014/Phillips_Tow_2014_01.htm"](http://www.badgoat.net/CRH_homepage/Phillips/Phillips_Tow_2014/Phillips_Tow_2014_01.htm)

http://www.badgoat.net/CRH_homepage/Phillips/Phillips_Tow_2014/Phillips_Tow_2014_01.htm

The Rest of the Story Charlie Huntington

I was reminded at Barrington that I left out a key part of my Macungie story published in a previous edition. I apologize for my omission, I wasn't trying to hide anything, just at the end of the story I got caught up in promoting the show and forgot to tie in an important personal event that occurred.

You may recall in the Macungie story that we did get a pretty good rain storm on Friday afternoon. When it came time to pull out, I was hesitant about driving through the large puddle directly in front of my rig. I decided to back up and go out the row behind me. About half way back I started to spin. I'm proud to report that I stopped immediately without digging in. Even with that I was unable to go forward despite it being downhill. Fortunately Roger Martin came to my rescue and pulled me out with his Power Wagon. He even had the tow rope! Some of the crowd teased me about the situation but I thought it was great fun to see an antique truck being used for this purpose. I even gave a card to a photographer in the audience and asked him to send a picture to me. Unfortunately to this date I still do not have a photo. If I ever get one I promise I'll post it on my website as well as submit it for this newsletter.

In conclusion – THANK YOU ROGER!

When I learned of Don's birthday party I asked Lars if he would write the announcement for the August issue. Due to a mix-up of time and days most of you that get the newsletter by way of the mail did not see what Lars wrote. It only appeared in the e-mail version. Thanks, Lars

The photos are from Don's son and PTC member Gary

A Special Invitation *Lars Ohman*

How do I sit and write about a character I've known as long as the Pine Tree Chapter has been around? This 25 years is just a dent in the life time of 85 year old Don Munsey. I first learned of him from friends who were Island Dwellers, and often talked of the "Mr. Fix-it" of Chebeague Island.

If it was broke, Don knew how to repair, fix, weld, tin knock, or rebuild from items at hand on the Island. It might wind up as a Ford with a Plymouth starter, and tie rod ends from a Cushman Golf Cart that Don had previously "borrowed" the engine to be used as a Pot Hauler on somebody's lobster Boat. One of his enterprizes was "Thick & Thin Lumber" supplier of newly sawed, and salvaged lumber that floated in on the tide. I never actually saw the mill in operation, but from what I have been told, it was a good thing OSHA never visited the Island!

As time went on, I began to know Don as a man of many talents, amongst them, builder, welder, tinkering craftsman, and working mostly full time as a rebuilder, and painter of most of the Peter Pan Bus Lines fleet. If you saw Don after a week of priming and painting a bus, he would have a slight green tinge in his gray hair. I mention that, because he STILL has hair!

The move from Chebeague to the mainland was accomplished with assistance from many folks, barges, lobster boats, and a skiff or two removed much of the Munsey empire to the mainland and to Orrs & Bailey Island. Don continued to fix anything asked to, and a few things were fixed where others would just back away from the project. The local Fire Departments benefited from his knowledge, and stockpile of saved goodies.

Lets fast forward a bit....Somewhere along the line, Don ran into Diane Savage, and more than welding sparks hooked up the two of them. I've heard a rumor the Manager of Rennies told Diane that Don was to purchase more than a roll of Life Savors and paying with all pennies just to chat with her @ the Cash Out!

Now full time residents of SOUTH Dresden (not to be confused with regular Dresden) at aptly called "Rusty Fender Estates" there is always something being tinkered on, repaired, or just a good bull session in the coolness of the of the garage. The circle of friends is never ending, and no telling who will be in the dooryard

if you stop by to visit a spell. On September 13th, Diane and a few folks are inviting any and all to stop by and help us "Roast" Don on his 85th year of just being "The Fine Gent from Chebeague", no matter where he hangs his hat. I have been requested to remind all, NO GIFTS...this is a Celebration of The Life of Don, when we can all sit and tell a story or two, have a few laughs and perhaps a bite to eat or a piece of pie. BYOB for those who wish, and a chair to rest your bones if needed. No neckties or sports jackets. Carharts, boney legs, and shorts are well accepted If you need directions, ask anyone in the club. Most everybody has been there at least a couple of times. Hope to see you there. Lars



Driving & Steering

George Barrett

Every so often someone will say to me "I didn't know you were interested in trucks" or "how long have you been interested in old trucks?" The answer is "I can't remember when I wasn't interested in trucks", any kind of truck. I would guess that most of you reading this have had an interest in trucks for a long time. I guess the subtitle should be the trucks of my youth and I hope others of you will send me short write-ups of the trucks that impressed you at an early age.

The first I can recall was when I was about four years old when we moved to where I grew up (I think I'm grown up now although some might dispute that) in Hanover, NH on route 10A that crosses the Connecticut from Vermont and meets route 10 in the center of town. I noticed a Reo tank truck that would go back and forth, up and down the hill, not very fast in either direction, a green 1940s typical Reo cab with a black cylindrical tank but what made it different from the normal fuel delivery trucks was the big pipe hanging out of the back with a valve on it and a big bucket hanging under the end of the pipe.

Turns out this truck, owned by Dartmouth College was bringing heavy fuel oil from the railroad siding in Norwich over the river and delivering it to the college's heating plant in the center of town. It was a nice looking truck then and I'm sure if I saw it today it would look just as good. The proportions were right, tires, wheelbase and tank size all seemed to match.

Not too many years later when riding with my mother over to Lebanon to the new super market just as we turned into the parking lot I see a big tractor and lowbed trailer. Had no idea at that time what it was but I knew it was special and it was there just about every time we went for our weekly visit to the market. I found out later when I finally got a chance to get closer to it that it was a Sterling owned by Carl Moulton, an earthmoving contractor. Much later I learned it was a 1951 HB2001D with a Cummins diesel involved with moving construction equipment for the construction of Wilder Dam for New England Power Co.

The building of Wilder Dam also gave rise to another contractor in the area, Miller Construction. Chick Miller purchased the transit mix concrete business from Ken Curran of Littleton, NH and other than his first few mixers he had the best looking trucks in the area, by far. Miller ran Fords, the biggest, with red cabs and yellow Smith mixers. The drivers names were neatly printed under the windows, not a spec of dirt. Every year a new truck or two which was exciting back in those days because the the cab, or at least the grill changed every year.

At this point in my life we were living south of town just off route 10 and I'd go out near the road just to watch the traffic. Every time one of Millers mixers came up from West Lebanon it was loaded and in order to make the hill into the center of town

they were moving as fast as they could coming down the hill over Mink Brook the heavy pull into town. Those big V8s would go through seven or eight gears before topping the hill into the main street. It seemed like every entrance into town was like an athlete finally finishing the race, they were in a very tight congested area, seemed like the engine lowed down and cooled off, the hardest part of the trip was over, made you want to cheer. And those drivers were good, seldom missed a shift and I watched every one I could. In the early 50s I did see a few of the older single rear axle trucks (a Dodge and a Ford) break an axle on what would have been the last shift. Up until 1965 most of Millers fleet, by now sizeable, were gas job Fords, very impressive because the were new, clean, loved to watch them idling in traffic, the mixer shaking the truck as the drum was turned by a separate engine behind the cab.

The other trucks I used to see regularly were the general freight tractor trailers that for the most part hauled out of Concord about sixty miles to the south. Most of these were Whites with relatively short trailers but those drivers could put them wherever they wanted. They would pull up, you could hear them put it in into reverse and then the driver's door would swing open and he'd be hanging out the doorway looking back and usually without any further forward motion would put the trailer where he wanted it. How those guys could get that done so easily is beyond me but they had to do it that way, those little mirrors were not good for much.

The White seemed like a practical truck, small cab, big tires and I remember the big fuel tanks very often secured to the by heavy pipes on top of the frame rails with the tanks slung below them. Seemed to me like a great way to do it, it certainly wasn't going to twist the frame. I remember in 1950 Willy's Express out of Concord got a 3000 tilt cab, different shape to the cab face but it could really maneuver in tight places.

I was always interested in the military trucks. I could go to the library at the college where there was plenty of literature about Army and Navy equipment because of the ROTC at the college. I can remember the big deal about the Reo "Eager Beaver" two and a half ton going through water with extended breathing tubes.

My first real encounter with seeing a vehicle in operation was an Army five ton pulling a soil boring rig behind it when they were doing sampling for the proposed Cold Region Research building. A friend and I were watching as the driver started pulling and simply jumped down off the cab as the truck continued in the direction it had been pointed in. I asked the driver "what's going to happen when it gets to that big dirt pile there?" No problem, he said and there wasn't. I was amazed what that truck could do.

And then I saw my first Autocar with pit fenders, brand new, owned by a concrete pipe manufacturer named Whitcomb, I remember that day, where the truck was parked, and I've been an Autocar fan from that day on. What a strong looking truck!

Ramblings

Lars Ohman

First off, and direct from Don and Diane Munsey, A big "thank You" from both of them to all the Pinetree Chapter Members who helped Don celebrate his 85th birthday this past Saturday. A guestimate of 90 people gathered for good friendship, gossip, a little "roasting" for the Fine Gent from Dresden, and a generous portion of great food and music.

An unexpected visit from a Grandson all the way up from Georgia was just one of the highlights of the day. A finer day, weather wise could not have been asked for and many a friendship was renewed, or brought up to date. Someone in the crowd attempted to talk the musical group into singing " All my exes live in Dresden" in honor of Don's former wives, but the words didn't blend well. Don & Diane, both most gracious hosts, along with the folks who help serve a great spread made everything go as planned. Our Chapter Members, along with countless friends from all over made for a great gathering, and Don & Diane thank all from the bottom of their heart, or, as the Fine Gent put it: " from the heart of my bottom ! "Happy Birthday, Don, from all of us in the PTC.....

A cloudy & cool day greeted members of the Pine Tree Chapter, and the Towing & Recovery guys and their rigs. Hot coffee and goodies offset the morning coolness. Visiting, yacking and looking were all in order, and Carl's collection in the Back 40 were all taken in by those that choose to. To those who were in attendance, was it only me who noticed so many Dodge trucks on display ? An interesting Mack A-20 wrecker (I should be politically correct and call it a " recovery vehicle") The Tow boys are fussy about that ! Back to the Mack...I got to speak to the owner briefly, and did not get the details of where it had been hiding all these years. I hope we see more of it in the future. It is in very nice shape in it's (I assume) original paint, and body wise, shows it must have been garage kept and out of the elements. Back to the Dodges, I think there must have been 6 or more for all to enjoy, and offset the usual Fords, or Chevys we normally see. Chuck Huntington brought his IHC road tractor and trailer with another Cornbinder "recovery vehicle" on the trailer. John Ellingwood and his dad both brought trucks, Dad with the IHC rack truck and John with the K-Whopper tractor. Andy Anderson ventured down with his "A" Ford pick up and the Watson clan was in attendance with no less than 2 Ford " recovery vehicles". Peter Mullin had his Chevrolet

Pick Up there, and who else did I forget ? Some of the usual members were not in attendance, as Jamie Mason and his (now) bride decided to get married on the same day....Have you No priorities, Jamie ? Congratulations to them both.

Recently, while working escort service for Daryl Gushee Rigging & Heavy Hauling, we had the misfortune to blow a trailer tire on an over dimension load. We stopped in Milo, Me. made some temporary repairs to a damaged light bar, and asked a couple of passing log haulers where we could get our spare tire changed over to the correct wheel (spare tire, wrong wheel) A passing trucker suggested Scott Lander a bit ahead in Dover -Foxcroft. We ran a few miles, found his yard and base of operations. After making contact with Scott, and explaining our dilemma , he offered to give us a hand, tools, torches, and wrenches, and even recruited an additional man to help us. Between Scott, his man " Willie" and Daryl (I'll admit I wasn't much help due to my back condition) we managed to break loose wheels that had been mounted up for 12 years or more, get the culprit tire off, break them down, and remount the spare. Scott provided not only great service, but a new set of Budd nuts to remount the spare, and take some of the kinks out of the light bar. Scott is not a member of ATHS (as far as I know) but I will ask anyone in the Dover-Foxcroft area that knows him, please pass on a huge " Thank You" from Daryl and me. There are still good people in this world, and Scott & Willie are right at the top of the pile. Even with our delay in the drizzle, we made out destination in Berlin, NH with about 10 minutes to spare. Just to say THANKS to great folks.

To my many friends of the Pine Tree Chapter, I am deeply honored to have my three vehicles chosen for the 25th anniversary Owls Head shirt this year. When we formed the Chapter, I think there were 43 members who signed up (somebody correct me if I am wrong) and took a chance we could pull it off. Here we are 25 years later, and due to some very dedicated officers and directors, some passed on, and including our understanding wives and /or girlfriends, we have a chapter that is strong and getting better every year. To have a vehicle (much less 3) chosen for the Owls Head shirt has always been an honor bestowed on those deserving folks and their Pride in their ride they show. To be the first one with all three trucks is the highlight of my association with the Pine Tree Chapter. With most sincere thanks to all.....Lars & Terry Ohman



From the Workbench Peter Mullin

As I sit here by the shores of Trickey Pond writing this in late September the temperature is right around 80 and I have just come back to the camper from a swim in the lake. A day like this makes it pretty hard to think about putting the trucks away and getting out the snowplows and shovels. But, the reality is that a few of us will be headed for Hershey in a week or so and Thanksgiving is just a little over 8 weeks away.

Last Saturday a few of us attended the tow truck gathering at Carl Phillips' shop in Gorham. Attendance was a bit lighter than expected. I think the cold weather was certainly a factor. Also last Saturday, a handful of chapter members attended the wedding reception for our treasurer, Jamie Mason, and his bride, Sheena. I am pleased to report that the entire wedding party arrived at the reception on board Jamie and Sheena's Detroit Diesel powered International Loadstar stake truck. Hopefully I can find a good picture of the two of them with the truck to send to George for inclusion in the newsletter.

On August 3rd my grandmother, Norma Wainwright, passed away. She was 93 years old. She was not the typical farmer's wife, which made sense because she wasn't the typical farmer's daughter either. As a young girl she preferred

working in the fields with her brothers over working in the kitchen with her sister. Later when she and my grandfather married (they were both 19 years old) and started their own farm and family she didn't "just" raise the family and make the meals. She did all of that and so much more. She kept the books, did the payroll, worked on the lettuce packer (my grandfather's design), ran the grading crew in the potato house, ran tractors (JD's from a 110 up to a 4430) and drove truck. She got her fair share of dirty looks (and hand gestures) from male drivers in the 60's and 70's. Little did they know she was helping to pay for the trucks she was driving. Most of the time she drove straight truck. I spent many hours riding in a potato trucks from Canton or Fryeburgh to Cape Elizabeth with either mom or gram (4 round trips a day was the goal). It wasn't unusual for my grandfather to fly up to Canton and drop my grandmother off to drive the Fleetstar or Astro back to the Cape with the lowbed. She lived her 93 years to the limit. There wasn't much that she was given the opportunity to try that she didn't take advantage of. Gram, we love you and miss you.

I'll be looking forward to seeing some of you in Hershey, at the lunch gathering in Union, and the Great Fall Auction in Richmond.

Revisions and Addendums

George Barrett

In the last issue I wrote about my experiences with the National Guard's two and a half ton wrecker and quickly mentioned the two truck mounted Austin Western 210P cranes Chadwick-BaRoss sold to the State about 1970.

I often wondered what became of these and what they were used for. If anyone knows please fill me in. I found the slide I knew I had somewhere so I thought I'd drop it in this issue.



I was at the fair early Wednesday morning with the 470 Railroad Club and thought I'd go over and take a look at the trucks. There were four guys really looking Peter's truck over and talking about it. We had a good display there with Peter, Don, Clayton, Charlie, and Cote Corp. bringing trucks in for the week.

I know it's a pain but I know that Dan Fossett and the Cumberland Farmer's Club appreciate it. More photos elsewhere in this issue

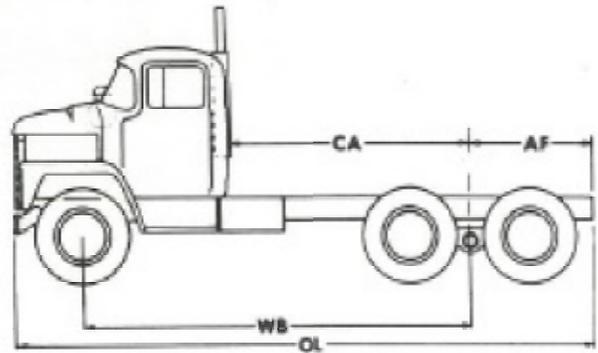
Dodge High Tonnage Power Giants

Clayton Hoak

In 1960 Dodge Trucks introduced the Dodge High Tonnage Power Giants line of trucks. The 1960 High Tonnage Power Giants brochures stated - "The cab and design of the new "C" model Dodge trucks introduces a new concept in truck engineering - maximum service accessibility without the cost and complications which tilt cab designs require."

The high tonnage "C" model Dodge trucks featured a 90 degree opening hood and swing out fenders for engine servicing. The trucks were available with either gasoline or diesel engines, single or tandem drive, and featured GVW's from 27,000 to 53,000 and GCW's from 55,000 to 76,800. The gasoline engines offered were the Dodge 361 V-8 (194 or 204 hp) and 413 V-8 217 or 228 hp; while the diesel engines offered were the Cummins C175 (175 hp), the NH180 (180 hp), the NH195 (195 hp), and the NH220 (220 hp).

Over the years the high tonnage "C" model Dodge trucks changed very little. Capacities remained about the same; the Dodge gasoline engines had marginal hp upgrades; Cummins engines were changed as they were updated; Detroit diesels were added; and different transmissions and rear axles were offered to satisfy customer needs. In 1975 Dodge Truck ceased production of its' heavy duty truck line and the high tonnage "C" model Dodge trucks ended a 16 year production run.



CNT900

WB—Wheelbase.....	146"	158"	164"	182"	200"
CA—Cab to C/L of Bogie.....	84"	96"	102"	120"	138"
AF—Rear Axle to End of Frame..	62"(1)	50"	72½"	84½"	96½"
OL—Overall Length.....	236"(2)	236"	264½"	294½"	324½"

(1) Tractor AF—50"

(2) Tractor OL—224"

BUMPER TO BACK OF CAB—89¼"

BUMPER TO FRONT AXLE—28"



Pine Tree Chapter Trucks at the Cumberland Fair



Two wreckers, left Dan Cote brought the Cote Corp's Mack with a unique fun to talk about wood crane and right, Charlie Hunnington's International



From the left: Peter Mullin's Chevy pickup, Charlie Hunnington's International Transstar II, and Cote Corp's Mack AB



Don Munsey's 1947 Ford Thick & Thin Lumber pick-up and Clayton Hoak's 1960 International VF195A ex USAF fuel tanker



Close-up of the Cote Corp's beautiful restoration



Who knows anything about this truck which I believe was purchased new in 1960 by Jewett of West Baldwin

Congratulations Jamie and Sheena



Mr. & Mrs. Harold J. Mason



the Wedding Party arrives at the Reception

Our Treasurer Jamie and Sheena Marie Bitetti were married September 20, 2014

-
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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

Sunday Oct 12, '14 Truck Show, Mestek Field, Westfield, MA, Contact Don Prifti
413-569-3666 or Fran Judd 413-268-3264

Sunday Oct 19, '14 Pine Tree Chapter Lunch Cruise to Union Details on Page 2

Saturday Nov 1, '14 Pine Tree Chapter Gathering and Auction at Richmond
Details on Page 2

A Note from Steve Corson regarding the proposed Tackaberry trip:
He has cancelled the block of rooms at the Super 8 motel but anyone
who made a reservation should call them to double check
Also, our treasurer will send you back the deposit soon (if the check
is not already in the mail)



Compare the headlight detail with that on page 8

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

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.

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c/o George Barrett
2 Country Charm Rd.
Cumberland, ME 04021