



Shop Manual

August 2024

www.badgoat.net/ptcaths

President's Message

The Owls Head Truck Show is in the rear view and our own Topsham Truck Show will be just under 2-1/2 weeks away by the time you read this.

Great weather at the Owls Head Truck Show last month, translated to solid traffic at the Chapter table. We signed up 3 new ATHS National and Chapter members. Sales of raffle and 50-50 tickets as well as t-shirts and ATHS trinkets were brisk throughout the weekend. The weather also meant lots of airplanes flying and trucks and tractors operating on the grounds and in the skies above the Owls Head Transportation Museum all weekend. Thanks once again to the Owls Head Transportation Museum for inviting the Pine Tree Chapter ATHS to participate in their event on a large scale.

Like I said above, our own Topsham Truck Show is just over two weeks away. I have confirmed that Carl Phillips will be back with some of his wrecker buddies doing wrecker/roll over demos. If we ask really nicely Carl might regale us with the story of a recent adventure he had retrieving a single axle F-750 (previously loaded with gravel) from beneath Babb's (covered) Bridge in Gorham. According to Maine DOT an 18-ton truck on a 3-ton posted wooden covered bridge is not a good combination that's going to work out well for anyone. On the bright side, the driver escaped, wet but otherwise unharmed and there is now about 7 yards of fresh gravel under the bridge.

Returning to the Topsham Show this year are the old iron dirt moving demos by David Hall and Ron Bisson (and other volunteers to be determined) and food trucks (maybe 1 maybe 2). I am also trying to get the gentleman from the Sanford area with the vintage Good Humor truck to come and display his truck and sell us some ice cream. Please support our food vendors! The Squarebodies of Maine (73-87+ Chevy/GMC) group is expected to have a presence at the show as well. We have ordered additional T-shirts and hats and should have ample stock on hand (fingers crossed on hats) for Topsham if we ran out of your sizes at Owls Head.

We are still actively looking for a host for the Fall Gathering/Auction (usually late October or earliest in November). This is a fun and very laidback event that wraps up our season. If you, or someone you know (whose arm you can twist a little) would like to host the Fall Gathering please reach out to me at 207-838-5069 or email wfd44@maine.rr.com.

Both of our fall events last year were negatively impacted by weather and other unforeseen circumstances. Hopefully this year they both go off without a hitch. Hope to see you at one (or both) of these events or elsewhere out on the road. *Peter*

Ramblings

.....Back in the May 2024 issue of our Shop Manual, I wrote about a fifty-lift load of T-1-11 plywood that had a weight of 120,000 lbs. Since that time, I have been researching just how many board feet of material that was. It figured out to about 51,000 board feet. Excluding machinery moves on multi tired and axled and over the smooth road, I dug back in information to 1952, and one of the first reported “super load“ logging moves. We have all seen photos of the heyday of multi cord logging loads on our Golden Road....this was tree length full multi tree loads going to the paper mill to be ground and digested into paper products. Board feet in these loads was never mentioned, cords were not important, but gross tonnage was the big measurement.....all you could haul, plus some and stay out of my way! The Golden Road was privately owned, and trucks had the right of way.

Now, or back in 1952, our western logging friends were concentrating on the giant West Coast Redwoods. In the area of Fort Bragg, California, one sawmill (name long lost in history, at least I could not find it) had the capacity to saw enormous logs, both in diameter, and length, but getting the logs to the mill was one of the major issues. No rivers to float them down, as we did back East before railroad and trucking took over. In that area of California, railroads had begun to phase out, and cutting areas were getting into more difficult areas where trucking was the only answer for transportation. One documented load consisted of three logs, one 7 feet in diameter, one with an 8-foot diameter, and one at 9 feet, and all three of these at 40 feet (plus) length.....420,000 pounds gross!



© Truck Exposure (AaronK)

Photo by AaronK – Taken at the 2012 Brooks Truck Show in Brooks, Oregon

This was all hauled on a five axle rig.....you read me correctly....only 5 axles, three on the tractor, and two on the trailer...a true 18 wheeler. The truck was a brand new, or nearly new Peterbilt Model 390 Heavy Duty....one of only 38 built, according to my Peterbilt historian. Power choices (and it was never determined what this tractor had) were Cummins Diesel, a very few Buda Diesels, even less Waukesha diesels, and the monster Hall-Scott Butane engine of some 1,000 (plus) cubic inches. No data was found on transmission(s) but 5 and 4's with a 2 or 3 speed third transmissions were popular. Rear differentials were mostly 100,000-pound planetary drive. Speed was not a factor, brute pulling power was what was needed on the hilly terrain. Tires.....this will scare some, by today's standards12:00 x 24" bias 16 ply or perhaps 14:00 x 24" if it was a real heavy tractor. (build data on the Model 390 Peterbilt is very rare as there were only 38 of them built). Brakes were massive and supplied by a 3-cylinder 16 CFM compressor (on Cummins) supplied by Bendix – Westinghouse, in fact I understand the entire brake system from compressor to the drums was a B-W item. Multi-air tanks were employed to make sure enough air was available for all conditions. Back in 1952, as far as I have determined, there were no Jacobs Engine Brakes, as the earliest I can find on them is 1961 (somebody correct me if I'm wrong) and as part of the B-W brake system, a massive 250 or 300 gallon water tank was mounted behind the cab, and a system of lines to cool each brake was controlled from the cab.

Enough about the equipment, you get the idea they were massive, and slow, but got the wood to the mill...flat tires and cooling off time after long downhill runs made the trip a three- or four-day event. Now, to the logs, and back to the Board Foot measurement, where I started out. This load of three logs produced a massive 53,000 board feet of salvageable lumber! Considering the redwood had a very thick bark, and waste slabs, there must have been a considerable amount of waste that went directly to feed the boilers, as wood was not ground up back then for landscape work. 53,000 board feet would roughly translate into 11 loads on our current East Coast Tri-Axle log trucks, taking into consideration variable wheelbases and tare weight, and bridge formula restrictions. Also consider this....back in 1952, no power steering, air conditioning, air ride seats, air ride suspension, no Bose sound system, no sound deadening in the cab, just the roar of an old 743 Cubic Inch Cummins, or the deafening roar of a Hall-Scott dual exhaust.. Those men and trucks were tough....and I'm content, just 'chuggin on down the road in my air conditioned '70 C-30 Pick Up.... *Lars*

Special Recognition

If you look closely at the 2024 issue of Show Time you will find 4 photos from the recent AHS Convention in York, PA. including the Pine Tree Chapter Group photo that were submitted by our own Vice President, Calendar Compiler and Graphic Artist, Tom Hudgins. It has been often lamented that not much shows up in AHS publications from Chapters - particularly from New England. The sad fact is that if WE don't send stuff in then they have nothing to publish. AHS editorial staff have long wanted more content from the Chapters. Thank You, Tom for sending these in and congratulations for getting them published and showing everyone what an active chapter we have.

Dues - Dues - Dues - Dues

If there is a **RED X** on the front of your August newsletter our records show your 2024 (and possibly 2023) dues have not been paid. Please reach out to treasurer, Cheryl Billings at 207-319-5167 or cherylbillings55@gmail.com to find out if you owe 1- or 2-year dues. You can mail a check to Cheryl or catch up on your dues at the Topsham Show. Either way if your dues are not paid this will be your last Pine Tree Chapter Shop Manual.

Volunteers/Officers Needed

As was mentioned at the Pine Tree Chapter ATHS Business Meeting this past March our President (Peter Mullin), Treasurer (Cheryl Billings) and Secretary (Nancy Mullin) will not be seeking reelection at the next Business Meeting in March of 2025. Vice President, Tom Hudgins has indicated that he is happy to continue as Vice President and enjoys doing the Calendar and Show Posters but is not interested in being the Chapter President. While the nomination process does not officially kick off until December or so, we have not heard of anyone considering volunteering so far.

It would be beneficial to all parties if we knew who might be interested. To that end all 3 of us currently holding these offices are more than willing to help the future candidates figure out the jobs and how to navigate the required annual reports to ATHS National. It also might be beneficial if interested parties were to take part in compiling the Chapter's annual Reports for 2024 alongside the current Presidents, Secretary, and Treasurer.

Duties for all Officers:

President: Preside over all meetings, gives direction to the Chapter, appoints committee Chairman, is a de facto member of all committees

Vice President: Preside over meetings in the absence of the President, fulfills specific assignments as requested by the President

Secretary: Receives and conducts correspondence on behalf of the Chapter, maintains minutes of all meetings, maintains Chapter Records including membership list

Treasurer: Accounts for all monies received and paid out by the Chapter, Submits annual Financial reports to ATHS National - in concert with the President and Secretary

Other Duties which may fall to or be delegated to any other Officer, Director or Committee member: submitting show insurance requests, soliciting volunteers/hosts to assist with or host various events, coordinating acquisitions of items for sale or raffle (t-shirts, ATHS merch, donated items), communicating Chapter activities to ATHS for inclusion in Wheels of Time etc.

At times in our not-too-distant past, the Offices of Secretary and Treasurer were shared by a couple (married or otherwise) living under one roof. This was seen as having some definite benefit since there is some overlap between these two jobs. Anyone interested in any of these positions or simply wanting to talk more about them please contact Peter Mullin 207-838-5069 or wfd44@maine.rr.com

Late Fall Gathering/Great Fall Auction Host Wanted

The Pine Tree Chapter is looking for a host/location for our Late Fall Gathering and Great Fall Auction. This is a potluck event (usually but not exclusively) hosted by a member at their home/shop/collection on a Saturday or Sunday around either the last weekend of October or first weekend in November. For more information and/or to volunteer please contact Chapter President Peter Mullin at 207-838-5069 or wfd44@maine.rr.com.

46th Annual New England Auto Auction

This past weekend was the Owls Head Transportation Museum's 46th Annual New England Auto Auction. Although I was not in attendance, I was able to source the following information from the Owls Head Transportation Museum and Proxibid websites. This first page, except the 29 Ford Model A pickup, are Friday results from the Proxibid website ([Owls Head Transportation Museum Auction Catalog - 2024 New England Auto Auction - DAY 1 Online Auctions | Proxibid](#)). The rest are Saturday's lots from the Proxibid website ([Owls Head Transportation Museum Auction Catalog - 2024 New England Auto Auction - DAY 2 Online Auctions | Proxibid](#)). Prices are without bidders premium. (* from Proxibid Live webpage). Some trucks offered are not shown.



1985 Chevrolet El Camino – High Bid \$8,500 – Sold



1955 Chevrolet Panel Truck – High Bid - \$8,500 – Sold



1959 Mack B42 Dump Truck – High Bid \$12,000 – Sold



1949 Ford F-2 Flatbed – High Bid \$5,250 – Sold



1927 Model A Roadster Pickup – High Bid \$7,250 – Sold



1929 Model A Pickup – High Bid \$7,500* – Passed



1984 GMC Sierra 1500 – High Bid \$4,000*



1993 Ford F-150 Lightning – High Bid \$21,000 – Sold



1982 Dodge D-150 - High Bid \$10,000* - Passed



1998 Chevrolet Z71 High Bid \$20,00 – Sold



1990 Ford F-150 – High Bid \$14,500 - Sold



1989 Ford LN8000 – High Bid \$11,500 - Sold



1982 Chevrolet C-10 – High Bid \$7,250* - Passed



1951 Ford F-3 – High Bid \$25,000 - Sold



1976 Chevrolet K-10 4x4 – High Bid \$15,250* - Passed



1953 Chevrolet 3100 – High Bid \$9,000 - Passed



1975 Toyota Land Cruiser – High Bid \$30,000 – Sold



1949 Diamond T 201- High Bid \$51,000 – Sold



1949 Willys Jeepster – High Bid \$15,000 – Sold



1951 Mercury M-1 – High Bid \$23,000 – Sold



1956 Ford F150 – High Bid \$25,000 – Sold

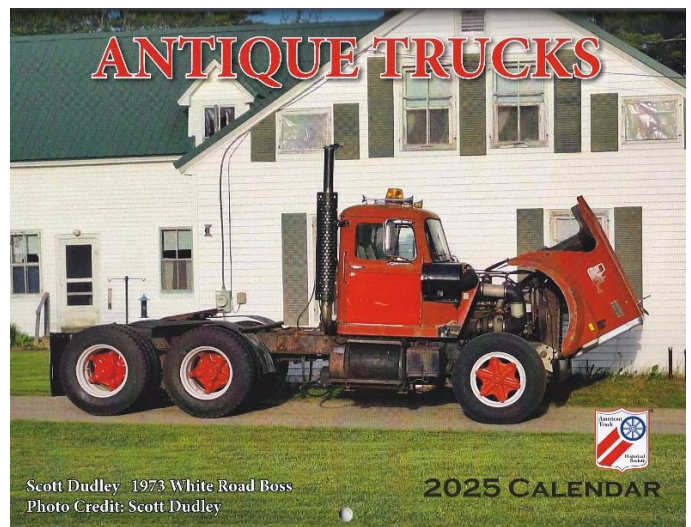


1941 Chevrolet 3100 – High Bid \$17,000 – Sold

Antique Truck Show **7th Annual**
Topsham, Maine Fairgrounds
 September 15, 2024
 8:00 Am to 2:00 PM
 \$5 Admission
Food Truck On Site



Fairground Swap Meet 6:00 AM to Noon
Pine Tree Chapter FMI WWW.BADGOAT.NET/PTCATHS/

Chapter President Peter Mullin presenting Richard Foss the 2024 Pine Tree Chapter shirt with Richard's R Model Mack on the back. Tom Hudgins photo. The 2024 shirts and the 2025 Pine Tree Chapter calendars will be available at the Topsham Show.

Local and Regional Events

Fri-Sun	9/6-8/24	Squarebodies of Maine 4th Annual Shin Pond Squarebody Rally, Shin Pond, ME
Saturday	9/14/24	Mainely Money Pits FB Group 3rd Annual Touch A Truck Event 11-2 Balsam Cove Campground, 286 Back Ridge Rd., Orland, Maine For more information contact Rich Thompson muddin4fun87@gmail.com
Sunday	9/15/24	Pine Tree Chapter 7 th Annual Topsham Show – see flyer on page 8
Mon-Fri	10/7-11/24	AACA Eastern Fall Meet - Hershey, PA
Sunday	10/13/24	Ty Rods Fall Swap Meet Stafford Springs Ct
Thurs – Sat	6/5-7/25	ATHS National Convention and Truck Show – Madison, WI

Classified Ads

Classified ads may be sent or called in anytime. They will generally be run twice unless the ad is pulled by the submitter. An ad will be run additional issues at the submitters request.

For Sale: One pair Webb 5 spoke hubs (#3522) with races and 7 inch brake drums for 22 inch Dayton wheels, no bearings (uses #663s and HM212049s). Off of tag axle. Make an offer. Clayton Hoak 207-582-3223; 1948reo@roadrunner.com

Needed: One, but preferably more, used 8.25-20 tires for 1944ish Chevy G506 off road truck. Contact Gary Allen, Sidney, ME 207-215-3160; email garymallen1954@gmail.com

Wanted: 5th wheel setup for a single axle truck. **Also Wanted:** 5th wheel setup for a tandem axle truck.
For Sale: 1951 GMC 640 4-71 Detroit, 5&2 body in good shape and restoration started. Some assembly required. \$3500 OBO. Delivery available. Jamie 207-949-1360

For Sale: 1946 CAT D-7 cable blade bulldozer with good feet and double winch on rear. \$3999 or BRO. Unit is in Raymond, ME. Call 207-949-7116 or email LCWillis7116@gmail.com for pictures.

Wanted: Mechanic in the Bangor area well versed in older equipment to work on a WWII era military Jeep. Contact: Jennifer Munson, Museum Director, Cole Land Museum, 207-990-3600 or email: jmunson@colemuseum.org

Pine Tree Chapter of ATHS Board of Directors (elected at the March 26, 2023 Annual Meeting)

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

Vice President - Tom Hudgins P.O. Box 43, Bradford, ME 04410; (207) 943-6548; email: tomchristopher71@yahoo.com

Secretary – Nancy Mullin 6 Kinney Road, Gorham, Me 04038; (207) 671-6925; email: nancyjmullin@gmail.com

Treasurer - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222; (207) 319-5167 (NOTE – PHONE NUMBER CHANGE); email: cherylbillings55@gmail.com

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

Director - Howard Clouston 1361 Hammond St. Bangor, 04401; (207) 852-4424; email: howardclouston@aol.com

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

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

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

Director - Andy O'Brien 54 Upper Minot Road, Pownal, ME 04069; (207) 232-4743; email: aobrien211@gmail.com

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

Director Emeritus/Chapter Historian (appointed) - Lars Ohman 6 Antique Drive, Sabattus, ME 04280; cell (207) 376-7993; email: peckapohl@roadrunner.com

Pine Tree Chapter – ATHS

C/O Clayton Hoak
299 East Stage Road
Pittston, ME 04345



DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another year's worth of membership in the Pine Tree Chapter, ATHS. Current membership in the American Truck Historical Society is required.

Name _____ *Date* _____

Street _____ *Phone:* () _____

City _____ *E-Mail* _____

State _____ *Zip* _____

Mail dues to:

Cheryl Billings, Treasurer
Pine Tree Chapter -ATHS
1031 Pinkham Brook Rd.
Durham, ME 04222

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