



Shop Manual

www.badgoat.net/ptcaths

June 2019

President's Message

Peter Mullin

The Spring Tour is in the books and the Owls Head Truck Show is just over a month away (more about that further inside this issue). We started off Saturday morning at the Biddeford Park & Ride with coffee and donuts (as usual), 10-12 trucks and 20 or so members and guests. We then went down to Motorland (a previous tour stop 10 years ago or so) where we got a special preview of the soon to be open to the public Maine Classic Car Museum. We were privileged to get a private tour by Motorland and Maine Classic Car Museum founder Tim Stentiford. After the detailed and highly informative museum preview we got back on the road and headed to the Arundel Diner for lunch. Over the years we have overwhelmed much larger establishments at meal time. Not this time around. My hat is off to the staff at the Arundel Diner. We walked into this little hole in the wall diner in small town coastal Maine with a party of 18 and they just took it all in stride like it was just another Saturday afternoon. Nice job!

After lunch we put a few miles under the tires as we wound across main roads, back roads and maybe a goat path or two as we headed to S.A. McLean Inc. In Limerick. Steve McLean is a collector/salvor/dealer of all types of former municipal, county and state surplus motorized equipment - especially big 4 and 6 wheel drive trucks by Oshkosh, FWD and Walter and former fire trucks. Touring his yard, it becomes obvious that Steve is a very organized person. The roads through the various yards are always well graded everything is organized, even the trucks that are in various stages of being salvaged are lined up in nice neat rows. After touring Steve's yard he took us to a new scenic overlook on Rt. 5 that the Carroll (F.R. Carroll paving & concrete) had donated to the town. It is a beautiful spot with fabulous views of Sokokis Lake and Mount Washington. From there we went on to Limington for a barbecue dinner (this group never misses a meal) provided by Devin & Renee Fahie at their home. Over the course of the day a few members dropped off and a few more came along. I think we still had 20 or so for dinner. Dinner attendees included someone we haven't seen in a while - Former President John Ellingwood Jr. It was great to see you John, don't be a stranger.

Sunday morning we were down to 6 or 7 members that went to Carl Phillips Shop in Gorham where Carl and his wife Marcena had coffee and snacks waiting. Some of us (the ladies for some reason stayed back in the office) wandered through Carl's self proclaimed "bunch of junk" followed by a shop tour and explanation of some of the changes that have been forced upon body shops by DEP and other agencies.

Many thank to our hosts: Tim Stentiford, Steve McLean,

Devin and Renee Fahie, and Carl and Marcena Phillips for their hospitality and to all that attended the Spring Tour. their hospitality and to all that attended the Spring Tour.

Nancy and I had a very interesting conversation with chapter member Devin Fahie over lunch on the tour. Devin has a bunch of great ideas to help increase the Chapter's exposure. He has some ideas for both the Facebook page and website (we have already made him a moderator on the Facebook page). We talked about the possibility of setting up truck specific cruise nights and trying to get the new truck dealers in the state more involved with us. We also talked about increasing the board of directors' involvement within their geographic areas; which ties in nicely with my desire to broaden the board, hopefully by adding a director in the Bangor area and one in York or Oxford County.

In and amongst the ongoing battle to get my dad's house cleaned out, I did manage to get our '66 Chevy out of storage and took it on the tour. It just proves that the more prepared you are (air tank, booster pack, spare fuel filters, brake fluid, anti freeze and oil) when pulling a truck out from its winter slumber, the smoother the process will go. Cranked for 30-45 seconds (without boosting), brake fluid was down 1/4", one tire was 5 psi low and the truck ran flawlessly all the way from Wiscasset home and all weekend on the tour. Today, we had the 1925 Model TT running and out of the garage for the first time this season. We didn't go for a ride, but we could take it down the road if we were so inclined.

See you at Owls Head or somewhere else out on the road.

Peter



Three of our previous chapter presidents Jamie, John and Clayton and our current president Peter on the right. Clayton is our page 1 regional vice president. At the PTC Spring Tour, from Jamie

Ramblings

Lars Ohman

ATHS National Convention...my view. Flew to Phoenix, AZ, and then drove up to Prescott to visit with fellow Chapter members David & Yvonne Gauley. We loaded up David's 1934 Ford dump truck, and struck off for Reno with Cummins Diesel Power in a Dodge Pick Up as a tow vehicle. My loving wife had packed all sorts of shorts and T shirts expecting Reno to be hot.....wrong, had to buy a sweat shirt..... no shorts in Prescott, OR Reno, at least for the first couple of days. Got to Reno, unloaded the Ford, went thru a rather disorganized registration and photo process, and found a parking spot between a huge Pacific Logging Truck and another Long nosed show beauty. Not exactly an ideal spot for a small dump truck. We took the rented golf cart, and did a little scouting on our own, and found a much more desirable spot amongst some smaller trucks near the entrance to one of the show compounds.

As the show was very spread out over acres of lots, we began our touring about to see what had arrived from the lower 48 states and Canada. Ran into Bob & Lucy Stackpole and their Mack all the way from Maine. Folks from near and far that we only see once a year @ the convention, joined us on the cart for a "ride about." Peter & Donna Wood, Chapter members from Arab, Alabama found us and also ran into Gary Munsey, Sr and the Canuzzo twins from Lexington, Ma. Heard reports Roland Turgeon and Carl Phillips were about but never made contact with them. The final count of 974 trucks (the last count we saw) filled every nook and cranny of the space allotted and ran heavy to Peterbilts, Kenworths, and other West Coast configurations we do not normally see back east. Many hay hauling rigs with pup trailers, western style logging trucks, and a mixture of older super show trucks with no rust ! Many owners reported they actually worked the older iron. California officials are really cracking down on older units that do not quite meet modern emission standards. Many very interesting trucks and engines made an appearance rat rods, low rider show trucks, engines from 4 to 16 cylinders. One truck that was parked near David's '34 Ford was a '51 or '52 Ford F-3 Pick Up, a very rare survivor of the era. The owner report-

ed it was rebuilt from only one truck, not a bunch of parts from various trucks. It was flawless, and unique when he opened the hood to show off a monstrous 1,000 (PLUS !) cubic inch HALL – SCOTT gas engine ! I think it was put in with a shoe horn and feeler gages, but a beautiful installation in a flawless truck. It used the stock Ford 4 speed tranny and rear end, and the owner said it was a fun driver. This one was among my personal choices of just where this hobby can go with a little forethought. Oh, the Peterbilts, Kenworths, Pacifics, Macks, and all the other brands are beautiful. Jim Rymes from over in New Hampshire had a great showing of vehicles hauled across the country so the western guys could see what we run. One vehicle I really liked was an unrestored (almost fresh out of the barn !) 1929 Ford "AA" rack truck from Washington State. The folks who had "refound" this gem were anxious to tell their story....very much like my find last year. Their truck had been put away, and forgotten about for almost 50 years. The lady reported her relatives had used this non dumping rack truck to haul 200 loads of road gravel.....hand loading it, and hand unloading it ! (No time-frame was mentioned, but still quite a task years ago !) All in all, it was a good thing golf carts were available(they sold out) as the grounds must have been just short of a mile from one end to the other. Trucks shown inside the building were impressive, but it was very dark lighting on dark carpet. The vendor area was disappointing, to say the least. Very few vendors compared to past shows. Vendor's reported space rental was beyond comprehension, and many never set up. Have we priced ourselves out of reality? In closing, our best wishes to Mike Hannigan who was headed to the show with his trusty B-30 Mack, and had to turn back in Scranton, PA due to a health issue. He and lady Linda are great troopers, and had to make a decision to head home. Enough of my ramblings, many thanks to David & Yvonne Gauley for hosting and putting up with me...a friendship that goes back to the early 1960's and our hitch in the Coast Guard. I missed Chapter tour, looking forward to Watson's Water and Wheels this weekend, and our best wishes to Dana in his recovery from a setback....Almost forgot to mention Regional VP Clayton Hoak, and Past prez Jamie Mason were about in Reno....I know I forgot some others, my bad ! Lars

Colonial Sand and Stone

George Barrett

Here in the Northeast part of the country we see many of the pictures and relics of Colonial Sand's trucks. The reason is that Colonial had a very big fleet and they for the most part were heavy duty Macks and Autocars. With their trucks and a few tugboats and barges they moved a tremendous amount of sand, stone and concrete in the New York City area.

When a book about the family was published nine years ago I was eager to get my hands on it but I quickly lost interest in it because there's seldom anything mentioned about Colonial Sand much less a truck. Because of my interest in Jim Hall's work on the great looking Colonial Mack dump being authentically restored in Yarmouth I kept reminding myself to get the book out again and read it from cover to cover.

The book titled *The Deeds of My Fathers* was

authored by Paul David Pope who is the grandson of Generoso Pope. I found it well written and very well researched and documented, it can be found on the used book market for under \$5.00 today. It was more about the publishing and political society of New York than anything to do with trucks. The story of Generoso Pope from the time he landed in New York and how he built Colonial Sand is well worth the reading. The author certainly did his research and the early days of shoveling by hand and using horses leaves a vivid impression for the reader to digest.

With my avid interest in antique trucks I will have to be content to view the many photos of Colonial Sand and Stone trucks. And I've also had the enjoyment of watching the progress of the restoration.

On page 7 of this newsletter you'll find further information on Generoso Pope. I have many photos of the older Colonial trucks I was going to put in this month but I decided to put in photos of our activities. We'll have space toward the end of the year.

Back Side Of Worley`s Log Book

Larry Worley

A look back at 1969 Vietnam 11th Armored Cavalry days, I'd been taken out of my 113A1 ACAV, (armored cavalry assault vehicle) because I couldn't wear the drivers helmet any more so C troop gave me to S-4 for the squadron (supply) at Headquarters Troop to finish out my last 3 months in country. My First Sargent knew I had big truck experience and that 2 of the drivers rotated back stateside leaving them really short of experienced help. Another wonderful set of adventures was about to take place. This one stands out to me.

My ACAV track blocks were really shot, in danger of breaking at several points on both sides. Just so happened that my third day my assignment was to go to Longbihn Depot and load 2 lifts of track blocks to Thunder Run out to The Red 1, first infantry basecamp to deliver to C troop on a 7 day stand-down for repairs. I talked the sarge at the depot into letting me draw 3 lifts as we had a lot of bad tracks out there, not just mine on Charley 34. Didn't know if they would let me as 2 are H E A V Y!! They brought me a 3rd one 2 of them helped break it down on to both other lifts. The lifts are 4ft high and 2 is a normal load.

Next morning I was told I had to have a "shotgun" ride with me. I was going to run "lonewolf" but, Mr.Yokoyama, a Warrant Officer 1 I answer to insisted. No one else would ride with me (for a few different reasons) so Mr. Yokoyama got the short straw.

Started out from Blackhorse Forward at Bien Hoa across the river from Longbihn to what we called Rte 1-a to Red 1. Half a mile, I found the back end of a Red 1 convoy, 1 mile long. Mr Yoko thought it great, we would be traveling safely. These convoys have very slow light tracked cranes in them almost every time. Stop and go, stop and go. I didn't wanna!

I started passing trucks. Got by 20 or so on this

narrow red clay road in jungle and met an oncoming ARVN convoy. Mr.Yoko is already nervous enough and I've GOT to get back in line! Pulled back in behind another 5 ton like mine just in time to have the Duce and half in front of him decide to stop!

One of the reasons for this story is to let you know how much I hate the idea of HYDRALIC OVER AIR brakes! I stood on the pedal! The hydraulic line snapped off of the slave unit! Pedal hit the floor so hard it hurt! Grabbed the stick out of 4th and crushed it in to 3rd which put that Continental Multi-fuel near 4900 rpm's! Pounded the 5 ton kinda hard, squashed 2 round bumpers on the back of it quite flat. The soldier in the back woke up quickly, thought he would shoot! I pulled out as soon as I could, as they were throwing C rations at my windshield, I finished passing the whole rest of the convoy and realized Mr. Yokoyama hadn't said a word. Asked him about that later and he said "watching you drive, I realized you weren't gone kill you, so I didn't worry about me!"

Got to Red 1 gate and down shifted up to it. These transmissions 5 spd with a deep low stick like 4 wheeler pickups, so bringing down to 3rd, the proper way this time, then bring it back over to 5th, then pull the low stick up from the floor puts it on low side. When I pulled up to the gate the Georgia-boy guard asked "Ya'll like to shift or what?" I told him I'd lost the brakes and he said "the hell you say!" which is a very southern reply. I opened the door and pounded pedal and it went all the way down to the floor and pumped a bit of fluid out for them to see. I could see our ACAVs from there so just rolled on to them and handed the whole rig as I was supposed to anyway.

I was supposed to fly back to Bien Hoa with Mr.Yokoyama, on a chopper we call a Slick, it turned out to be a little Bell 47, the little MASH chopper so I got to stay with C troop, 3rd platoon for the night, drinking adult beverages. Such hazardous duty

Til the next page! Larry



Lars Ohman Logging

From Fordbarn, logging in Washington state in 1939. Piling for Pearl Harbor.

A true story told by my friend Bill.
William Malpas, Pearl Harbor Piling, April, 2014

In 1975 or '76 Parker and I were thinking about logging. He had a cat to skid the logs, but we needed a way to load the trucks. I went down to a heavy equipment auction in South San Francisco to see what they might have in the way of a loading machine. It was a three-hour drive down, and I'd left early, so there was time to kill before the auction started. I went into a coffee shop nearby and sat at the counter. A grizzly old guy next to me looked at my suspenders, "You a logger?" "Yeah, I'm going to the auction next door to find a loader." "I drove truck up in Washington before the war." "Where?" "Up east of Everett." "How did YOU load?" "With a little hoist and a hay-rack boom mostly." "With end tongs?" "Yeah sometimes. Sometimes we muscled them on with peavys, it took a lot of men to get a load on. I'll tell you what the trickiest load was... piling for Pearl Harbor, must have been 1939 or so..."

And he was off, telling one of his good stories to a captive audience willing enough to suspend disbelief. "We built a set of brow logs cross-wise to the road, see. The loading donkey was at one end, so we could yard the piling up parallel to the road. The front truck was no problem, it was a Mack or a Chevy, and had bunks and blocks. But instead of a trailer, we used another truck in back and cribbed up with 8x8s off the frame." "How'd you attach the cribbing to the frame?" "I don't remember, maybe we chained it, but I think we drilled and bolted it. It was tricky, because the cribbing wouldn't pivot like a bunk. So turning tightened and loosened the chains. That was nice timber, no limbs, maybe thirty inches on the butt and eighteen inches at the top, a hundred and sixty feet long – the best logs we'd ever seen. Anyway, we had those trucks positioned, then we got all the men on the show and rolled the piling up onto the trucks with peavys. Butt end forward, the trucks were about a hundred feet apart, so fifty or sixty feet were hanging past the back truck. We could put three on, and that

over-loaded the trucks considerably.

I drove the front truck, and getting down that mountain was scary as hell. The piling rubbed the bank on the outside turns, like to swipe my truck right off the road, and the piling was way out over the canyon on the inside turns, like to twist the cribbing right off the back truck. The trucks would go, but there was no way they'd stop. And they'd get high-centered when either truck went down in a dip, the piling would drag on the road, so we had to pour on the coal. A big problem was crossing the railroad tracks in Everett. The grade was built up from street level, the first time across it broke the wrapper and hung up and we came to a complete stop – blocking traffic and blocking the train. I forget how we finally got loose, maybe the railroad crew had a Simplex jack and we jacked it, pulled forward till the jack tipped over, again and again. The railroad crew had to pound the track back so it didn't de-rail the train in the middle of town. After that we learned to hit that track at a pretty good clip. It still peeled what was left of the bark off the bottoms of the logs though.

Anyway, we were feeling pretty cocky when we pulled into the Navy Yard with that first load, the first of many. Days of work, the limit of all that big steam logging machinery and just about all the men could handle. 'Let's see what you sea stiffs can do with this!' I reported to the Officer of the Day and he told me where he wanted the trucks.

About an hour later, here came the biggest crane you ever saw. As big as a city block with steam hoists all roofed over, a hundred feet in the air, on steel lattice towers mounted on four flatcars, rolling down rails on the dock. It picked up all three of our piles at once like they were match sticks..."

I've been telling, or re-telling this story ever since. Sort of tongue-in-cheek, a west coast Paul Bunyan tale. Not that I doubted that piling came out of the Washington woods and got driven into the coral sand at Pearl Harbor, it's just that I know from personal experience that logging stories tend to get better over time, logs get longer, checks get bigger, wrecks get worse, and this was a good one. And then, almost forty years later, a re-print of an old photo came up on EBay – and there's the old guy's Chevy, there's the cribbing, there he is sitting with his door open, looking at the camera. And there are the smooth bellies of the logs that he so carefully polished on the way down the mountain.



above: Beautiful 1936 Stewart model 34H wrecker owned by PTC member Jim Stewart from the Bangor area. Barry's blue Kentworth in the background. left: Tom Doore, your president, and your editor. Thanks again, Tom Hudgins for the photo on the left.

International AC & BC Series Trucks and Tractors

Clayton Hoak

1957 was the 50th anniversary of International Harvester trucks. To commemorate the occasion International introduced the A-line ("A" for Anniversary) series of trucks which replaced the 1955-56 S-series light, medium and heavy-duty, and SC-series medium and heavy-duty trucks. The A-line models were styled uniquely different from its' L, R and S-series predecessors and shared a newly designed angular cab with a wrap-around windshield and interior running boards. Consistent with International's philosophy to offer a truck for every need the A-line offered three distinct model styles:

The A-series featured single axle light-duty, medium-duty, and heavy-duty gasoline or LPG powered conventional trucks with GVW / GCW's from 5,400 / 0 lbs (the A-110 series) to 23,000 lbs/ 45,000 lbs (the A-180 series). International's Black Diamond 240 (140.8 hp), 264 (153.5 hp) and 282 (140.5 hp) six cylinder engines were used. The torque on the lower hp BD 282 was 20 ft. lbs. greater than on the BD 240. Tandem axle trucks were not offered in the A-series. A-series trucks became B-series trucks in 1959 and 1960.

The ACO-series featured single and tandem axle(ACO- 195 to ACO-220/ ACOF-190 and ACOF-200) heavy-duty gasoline cabovers with a 48" BBC and single axle GVW / GCW's from 24,000 / 55,000 lbs (the ACO-195 series) to 30,000 lbs/ 65,000 lbs (the ACO-220 series). Tandem axle GVW's would have been higher while GCW's would have been similar. International's Heavy-Duty V-8 engines - V-401 (206 hp), V-461 (226.2 hp) and V-549 (256.8 hp) eight cylinder engines were used. The ACO models were named Sightliners given their unique triple windshield design. The ACO-series trucks retained the ACO designation in 1959 and 1960.

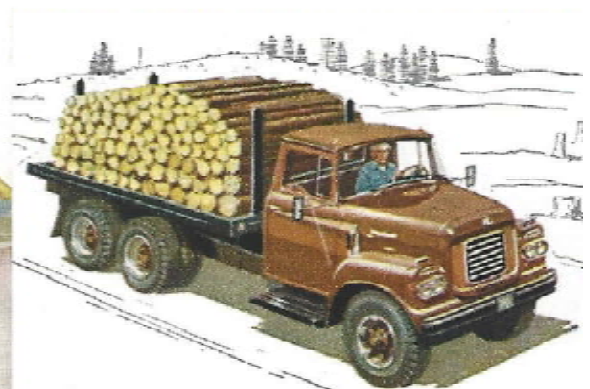
The AC- series, the primary focus of this article, featured single and tandem axle, medium-duty and heavy- duty gasoline, LPG, or diesel powered short conventional trucks. The BBC dimension for the single axle gasoline/ LPG powered AC models was 89-3/4 inches; the tandem axle gasoline powered ACF models was 96-1/2 inches; and the single or tandem axle, diesel powered AC-D and ACF-D models was

90 inches. AC-series trucks became BC-series trucks in 1959, 1960 and 1961. Sleeper cabs and crew cabs were available for the all BC and BCF-series trucks. International's Black Diamond 240 (140.8 hp), 264 (153.5 hp), 282 (140.5 hp) and 308 (154.3) six cylinder engines were used in the gasoline/ LPG powered AC-series and ACF-series trucks. In 1959 International introduced a new line of medium-duty V-8 engines (V-266 / V-304/ V-345) which were offered as optional engines in the BC and BCF-series trucks increasing the available power and torque to 196.7 hp and 309 ft. lbs (V-345). The AC and ACF diesel models were equipped with Cummins NH-180 engines. NH-195, NHE-195 and NH-220 engines were optional in the BC and BCF diesel trucks.

Specific models included:

AC-150 Series - max. GVW - 9,000 lbs; BD 240 standard; 4 speed direct transmission
AC-160 Series - max. GVW/GCW - 19,000/30,000 lbs; BD 264 standard; 4 speed direct transmission
AC-170 Series - max. GVW/GCW - 21,500/36,000 lbs; BD 282 standard; 4 speed direct transmission
AC-1890 Series - max. GVW/GCW - 25,500/48,000 lbs; BD 308 standard; 5 speed direct transmission
ACF-170 Series - max. GVW/GCW - 30,000/40,000 lbs; BD 282 standard; 5 speed direct transmission
ACF-180 Series - max. GVW/GCW - 33,000/45,000 lbs; BD 282 standard; 5 speed direct transmission
AC-160 (4x4) - max. GVW- 16,000 lbs; BD 264 standard; 4 speed direct transmission
AC-180 (4x4) - max. GVW- 20,000 lbs; BD 282 standard; 5 speed direct transmission
BCF-170 (6x6) - no specific GVW; engine; transmission information found
BCF-180 (6x6) - no specific GVW; engine; transmission information found
AC-225-D - max. GVW/GCW - 30,000/76,000 lbs; Cummins NH-180 standard; 5 speed direct transmission
ACF-195-D/ ACF-205-D - max. GVW/GCW - 40,000/70,000 lbs; Cummins NH-180 standard; 5 speed direct transmission

Production of BC and BCF-series trucks ceased in 1961 with the introduction of the venerable Loadstar model in 1962. BC and BCF trucks, gasoline or diesel, are seldom seen at truck shows or in truck collections or museums. It makes me wonder where they all went!



**BCF
MODELS**

COMPACT-DESIGN 6x4 and 6x6 SERIES
170 • 170(6x6) • 180 • 180(6x6)
SIX OR V-8 GASOLINE OR LPG POWER

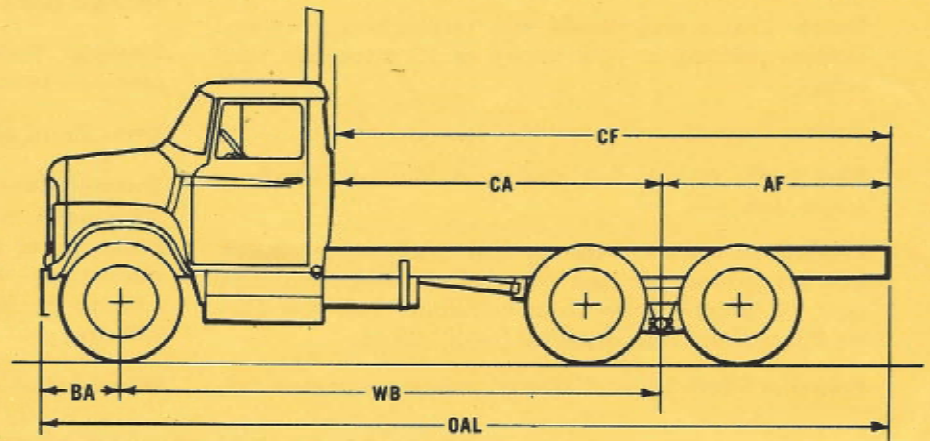
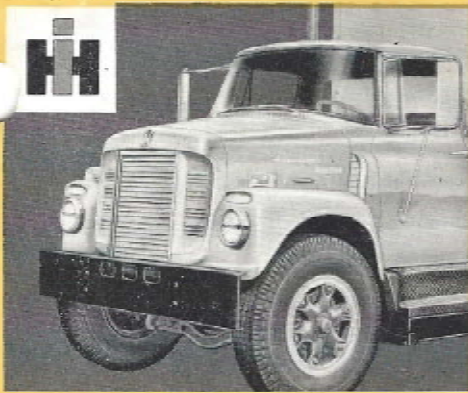
MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
ACF-180	30,000 lb.	21,500 lb.	45,000 lb.
ACF-182	33,000 lb.	24,500 lb.	45,000 lb.

MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
AC-225-D			
Standard	30,000 lb.	18,700 lb.	68,000 lb.
Optional*	30,000 lb.	18,700 lb.	76,000 lb.

MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
AC-1890	21,000 lb.	14,900 lb.	48,000 lb.

INTERNATIONAL[®] MODELS ACF-195-D • ACF-205-D

MAX. GVW, 40,000 LB. • GCW, 70,000 LB.

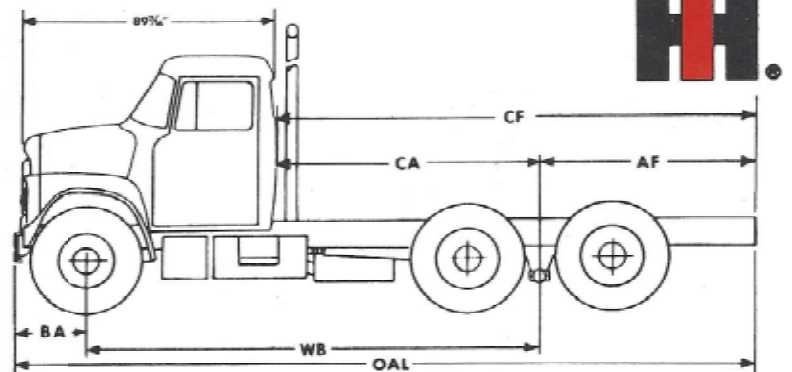


MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
ACF-195-D	40,000 lb.	26,000 lb.	70,000 lb.
ACF-205-D	40,000 lb.	25,500 lb.	70,000 lb.



INTERNATIONAL[®] MODEL BCF-195-DL

MAX. GVW, 43,000 LB. • GCW, 79,000 LB.



MODEL	GROSS VEHICLE WEIGHT RATING	NOMINAL GROSS CARRYING CAPACITY (body, equipment and payload)	GROSS COMBINATION WEIGHT RATING
BCF-195-DL	43,000 lb.	30,500 lb.	79,000 lb.

CHASSIS DIMENSIONS

The following dimensions, shown in inches, are the same for all wheelbases with 9.00 x 20 tires:

	Front	Rear
Tread.....	77 ³ / ₃₂	72
Road clearance....	11 ¹ / ₈	9 ⁵ / ₁₆
Over-all width....	90 ⁷ / ₈	94 ¹ / ₈
Height to top of frame, loaded.....	34 ¹ / ₂	37 ⁵ / ₁₆

Wheelbase (WB).....	147 ⁷ / ₈	153 ⁷ / ₈	161 ⁷ / ₈	167 ⁷ / ₈
Over-all length incl. front bumper (OAL).....	227 ¹ / ₂	233 ¹ / ₂	241 ¹ / ₂	271 ¹ / ₂
Back of cab to center line of rear axle (CA)...	82	88	96	102
C/l of rear axle to end of frame (AF).....	54	54	54	78
Back of cab to end of frame (CF).....	136	142	150	180
Bumper to center line of front axle (BA)...	26 ³ / ₈	26 ³ / ₈	26 ³ / ₈	26 ³ / ₈
Turning radius with bumper clearance (ft.)..	27	28	29	33 ¹ / ₂
Weight (approx. lb.) with cab, fuel, oil, water, standard equipment.....	12566	12596	12646	12782

The Man Behind Colonial Sand

Generoso Papa was born in 1891 in the small village of Pasquarielli, near the town of Arpaize in the province of Benevento, Italy. He was the son of farmer Fortunato Papa and Fortuna Covino. In 1906, at the age of 15, Generoso left his tiny farming village and arrived in New York City with just \$10 in his pocket, no place to stay, and only a few words of English. He landed a job for \$3 a week carrying water to the men who were constructing the Pennsylvania Railroads East River tunnel. He worked as a laborer on construction jobs and toiled in the sand pits for five years while going to night school. In 1911, he joined the newly-formed Colonial Sand and Stone Co., becoming its super-intendent.

When the company was threatened with bankruptcy in 1916, Generoso audaciously persuaded the owners and creditors to give him a chance to restore solvency and strengthen the business. He took personal responsibility for the company's debts in return for full management and half ownership of the firm. Working 12 to 16 hours a day out of a tiny shack, the steadfast, stocky immigrant survived on a daily lunch of a half loaf of bread garnished with green peppers.

Through ambition and brains, he found new customers, fought off the competition, paid the company's debt, and expanded the business. Within two years Generoso had become president of Colonial and by 1926, the company had taken over most of the leading sand dealerships in New York.

Generoso fashioned alliances with politicians who helped him achieve his goal of becoming a key figure in New York politics and the construction industry. At the age of 36, Generoso was the millionaire owner of Colonial, the country's largest sand and gravel business, providing the concrete for much of New York City's skyline, including Rockefeller Center, Radio City Music Hall, airports and subways.

By 1915, he had changed his given name from Papa to Pope, become a U.S. citizen, married Italian immigrant Catherine Richichi, and fathered three children, Fortune, Anthony, and Generoso Jr.

In 1928, Generoso purchased America's largest Italian-language daily newspaper, *Il Progresso Italo-Americano*. By launching a publishing career, he bolstered his influence by becoming the most dominant Italian-born leader in New York. His dominion was so commanding that his blessings were vital to political candidates, civic officials, and religious leaders if they ever hoped to succeed.

Generoso eventually controlled all major Italian papers in New York. His newspapers were the chief source of political, social, and cultural information for millions of Italian-American immigrants.

Through his papers, Generoso became an advocate for America's Italian immigrants. He encouraged his readers to learn English and become citizens and vote, and he extolled ethnic pride and individual achievement. He spent lavishly, sponsoring innumerable banquets, civic and religious charities, and scholarships.

He was prominent in church affairs, and in 1932 Pope Pius XI made him a Knight Commander of the Equestrian Order of the Holy Sepulchre. Francis Cardinal Spellman also appointed him to the Cardinals Committee on the Laity.

Beginning in the mid-1920s Generoso sponsored the celebration of Columbus Day. In 1944, he founded and served

as president of the Columbus Citizens Committee, which organized the Columbus Day parades in New York City. Generoso made a name for himself on the international scene too. In 1929, he returned triumphantly to Arpaize, Italy, with his wife and sons. He paid for a municipal power plant in Arpaize and he personally turned on the switch that electrified the village. Upon returning to the States, he became a member of the New York draft appeals board and the American Committee for Italian Relief. Generoso also was a key member of the American Committee for Italian Democracy, dedicated to preventing the communists from coming to power in Italy. Throughout the 1940s, Generoso often visited the White House, where he acted as an important advisor to the Presidents Franklin D. Roosevelt and Harry Truman.

In 1948, Generoso played an important role in stopping Italy from electing a communist government. When reports from abroad indicated that dispirited, war-weary Italians could favor the communists in upcoming elections, Generoso organized a letters-to-Italy campaign among the readers of his newspapers. Because of his efforts, millions of letters and postcards from Italian-Americans were sent to relatives and friends in the homeland, urging them to reject communism and embrace democracy. With the help of Generoso's campaign, the communists were defeated at the polls.

Generoso died in 1950 at the age of 59 from a heart ailment. Thousands of mourners stood in the rain outside St. Patrick's Cathedral in New York to pay their respects to the man whose newspaper taught a generation of Italian immigrants how to achieve the American dream.



Generoso Pope

April 4, 1891 - April 28, 1950



Thanks to Tom for capturing the truck enthusiasts and the trucks. He patiently waits until his subject matter in the right position before snapping the shutter. On the right a great shot of a man and his truck.



Mike is enjoying the scenery

For Sale and Wanted

FOR SALE : 1947 Ford 3/4 ton (Ford branded) Stake Body truck, beautiful green / cream paint, complete and correct interior and gauge cluster (all gauges work) excellent glass and seals, factory option heater, V-8 Flathead engine with OE correct wiring and accessories, 4 speed transmission., runs, stops, and drives as new. This is an always garaged older restoration, turn key, and ready to drive away. Asking \$12,500 thru Wayne Whittemore @ (207) 743-7519 in Norway, ME. (This is a Richard Bumpas approved vehicle ! I've seen it, it is beautiful) (Lars)This is a cab off restoration, seldom seen, and well documented, being sold by Wayne for an elderly party who is unable to drive it.....

FOR SALE: 1957 International S-180 (only made one year with "R" cab) 308 Cu In Black Diamond engine, 5 speed transmission (direct) with a 5 speed OD and 2 way PTO available. Ex Fire service, twin spotlights, good sheet metal, Dayton wheels with factory 9-22.5 tires, platform body with headache rack and side pockets, hoist available, rear towing hitch, runs, drives and STOPS ! estimated 8,500 miles..\$5500.00 or BRO. Contact: T "Bud" Bowley, (207)666-8578..leave message

FOR SALE: International L-180 Cab & Chassis.....running inline IHC engine, recent brake work, 9:00 x 20 wheels (did not say spoke or Budd) 2 speed rear end, 5 speed transmission with PTO, sheet metal pretty decent, looking for a home.... Paul @ (207) 208-9507, located in Durham, ME. 1950 truck with fair to good rubber.

FOR SALE: 1930 Ford Model " A " roadster Pick Up...ground up restoration, full history available...12 volt conversion, all stock appearance with LeBaron-Boney fold down top. too much to list. Open to reasonable offers....NOT a Rat Rod ! Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE: Thinning out the Herd

For Sale. 1946 Walter Snow fighter, restoration started, including brake work and wiring. Waukesha power. Best offer.

1956 Walter FGBL. Cummins, restored. \$6,500.

1972 GMC, Detroit 6V53. Engine fine with recent injectors, but truck needs attention. Best offer.

1978 Autocar tandem prime mover, Cummins powered.

Nice old truck. Needs tires. \$5,000 which is what I paid for it.

1957/97 Walter rehabbed by the factory and one of a kind. Brand new GMC 671 in '97 with almost no hours on it. The factory got too much money in the truck and the town refused it and, even at that, they missed the rebuild of the springs, pins and shackles, which I did last year with about \$5,000 to Palmer Spring. It's in the Walter book. The rebuild was in 1997, but the truck has never been used, because the factory and the town involved got into a dispute and the truck sat and then I bought it. I don't need one more Walter! Best offer.

Contact: Jon R. Doyle at jdoyle@doynelson.com or Cell (207) 242-7414.

2019 COMING SHOWS AND EVENTS

Sunday June 23 , Nutmeg Chapter ATHS Show, Brooklyn, CT

Saturday & Sunday July 20 & 21 Truck & Tractor Show, Owls Head Transportation Museum

Saturday July 20 Founders Day Paris Hill at the Hamlin Memorial Library & Museum,
includes open viewing of Bob Bahre's Classic Auto Collection

Saturday July 27 3rd Annual Apple Valley Campground Car Show and Vendor Fair 9 to 3 contact Marianne @207-636-2285

Friday - Sunday August 2-4 Rockbusters Show, Antique Machinery and Trucks Moving Dirt, Concord, NH

Saturday August 3 Truck Show Green Mt Chapter ATHS Bellows Falls, VT

Saturday August 3 Truck Show Rochester, NH Fairgrounds, for more info Howard 978-360-4486, trucks, tractors, flea market

Friday & Saturday August 16 & 17, Owls Head Auto Auction

Sunday August 18, Granite State Old Truck Meet, Feather Airport, NH

Sunday September 15, Pine Tree Chapter Truck Show Topsham, ME

Friday & Saturday October 4 & 5, Mack Truck Day Lititz, PA

Saturday October 19 , Tackaberry Athens, Ontario, Canada, possible PTC organized Trip

Sunday November 3 Pine Tree Chapter Annual Fall Auction, Augusta

The Owls Head Truck Show

Saturday & Sunday July 20 & 21

The Owls Head Truck Show Committee has begun meeting and finalizing plans for our participation at this year's show. It would be a huge help if we could know what our members were thinking of donating for raffle items ahead of time. As always we are in need of volunteers to staff the table and to help with preparing the Chapter Member and Exhibitor Lunch on Sunday. Speaking of the lunch Hannaford Trucking is again donating the vast majority of the food for the exhibitor lunch again this year. They have also informed us that their event trailer is available to us if we can come up with a tractor to haul it to Owls Head - Thank You Dick Brown.

Please Contact

Volunteers/Raffle Nancy Mullin - pcnancym@maine.rr.com or cell 207-671-6925

Tractor to haul 28' reefer pup Peter Mullin - wfd44@maine.rr.com or cell 207-838-5069

Chapter Director Steve Corson passed along information related to an opportunity for the Chapter to display a truck (or trucks) and promote the ATHS inside at the Cross Insurance Arena in Bangor on July 28th during the Bangor State Fair. Tom Hudgins has agreed to coordinate this effort. If you are interested in either exhibiting a truck or assisting with telling people about ATHS you can contact Tom via email - tomchristopher71@yahoo.com or cell 207-943-6548 please leave a

PINE TREE CHAPTER OF ATHS BOARD OF DIRECTORS MARCH 2019 TO MARCH 2020

President - Peter Mullin 200 Stanford Street, South Portland, ME; 04106 207-838-5069; email: wfd44@maine.rr.com;

Vice President - Andy O'Brien 54 Upper Minot Rd. Pownal, ME 04069 (207) 232-4743 aobrien211@gmail.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 cell phone: 207-542-4192 email: blackdogmack@gmail.com

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

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

Director Emeritus - Lars Ohman 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com

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



Great Gathering at Greenbush, some antiques and some new, a great mix and a good time.