



# Shop Manual

www.badgoat.net/ptcaths

August 2017

## President's Message

*Jamie Mason*

With summer finally arriving, the old truck hobby has been in full swing at the Mason household. I'm trying to gain on the unfinished project list but I can't seem to make any headway! The current "drivers" always seem to need some little this or that and throw in a few household errands, there goes your weekend! It has only gotten worse because on July 7th, my wife and I welcomed our first child into the world. Alice May Mason arrived at 10:48 AM. She and mom are doing very well. I've been "shifting gears" and spending a lot of time helping Sheena and trying to get Alice to sleep through the night. She's quite the night owl!

I'd like to thank all those that helped with the festivities at the Owls Head truck show. Nancy and her team put together a great booth with excellent fund-raisers and supplies for the fellow truck lovers. They did a lot of behind the scenes work organizing the t-shirts, raffle items, and Sunday's member lunch get-together. I'd also like to point out that Bill Mullin's Transtar looked very sharp on those t-shirts. I purchased two!

I was unable to attend the Stackpole feast and museum but I heard that everyone got enough to eat. Several people came up to me and said what a wonderful event it was. Thank you Bob and Lucy for inviting the Pine Tree Chapter to your wonderful event.

Looking down the road to our next event, the truck

show at the Topsham Fair on September 17th will be coming up sooner than we expect. The committee has some live demonstrations lined up. Currently it looks like we'll have some fire trucks, tow trucks, and a cable shovel for some live action. We hope to have t-shirts, calendars, and novelties available at the show if you did not have a chance to purchase one at the Owls Head show. The fairgrounds will have food vendors on Sunday as well as a swap meet. Something for everyone! We'll also have a cookout the night before (Saturday the 16th) for those that want to show up early. Mark your calendars and I hope to see you there!

Later in the fall, we need locations for the fall auction and possibly another fall event. Please contact me if you have any suggestions. On September 23, 2017, Lynn Bickford has informed me that they are hosting a fundraiser at their facility to support their various educational and truck endeavors. For more information, <http://bec.artascope.com/special-events/>. In closing, we have a bunch of good trucking weather left in the season. If there's a local event you know of that you think the ground would enjoy, please let the editor, George Barrett, or myself know. See you on the 20th and/or the 17th!

P.S. August 20th, the Granite State truck show will be in Deering NH I'm planning on attending if anyone wants to convoy down. I'd like to get there around/after 9 am.

*Jamie*



Pine Tree Chapter Members at Des Moines 2017

# Ramblings

*Lars Ohman*

Ramblings...at a slower pace.....Terry and I ventured up to Owls Head in the '70 C-30 (with new front springs and air bags) for a shake down cruise on Saturday. A more beautiful day could not be asked for....sunny, but with a pretty steady breeze which kept things cooled off, and a vast assortment of new and unseen vehicles. It amazes me, after all these years of our Chapter affiliation with OHTM, there always seems to be something new to see and talk about with old friends. I ramble at a little slower pace these days, and don't pass up an opportunity to find a place to sit and talk. The walks are shorter, and the talks are longer ! Daryl Gushee brought his monster Oskosh Heavy Hauler and was quite obviously, the largest truck at the show. Many new trucks and creations from the Rat Rod Boys show a creative touch to older and rougher iron on late model running gear made up from bits and pieces that may have never made it to a complete stock restoration. Old trucks are old trucks, no matter how you slice the pie, and some amazing talent goes into them.

Seemed to me, the old days of Macks, Macks, Macks

## Thanks *Cheryl Billings*

I want to thank each and every one that helped with raffle items. It is a lot of fun to talk to the prospective ticket buyers. They each want the Winning ticket. I have also learned that I am a wonderful loud speaker. God Blessed me with a booming voice and it comes in handy sometimes, (not just when the kids do something wrong or I needed to get them inside for dinner).

## Owls Head Committee

*Nancy Mullin*

Well, another Owls Head Truck Show is wrapped up. As always it was a great success. I would like to thank the ladies of the committee for all they do and have done to make it happen. You all make it look so easy.

As always the chapter members came through with plenty of raffle items and raised a good amount of

## From the Workbench

*Peter Mullin*

It's been a little while since I have written anything for the Shop Manual. So, I thought I would jot down some reflections from the Owls Head Truck Show.

As many of you know we had a fantastic turn out of Chapter members last weekend at the Owls Head Transportation Museum. The ladies did a great job signing up new members, selling raffle tickets and T-shirts, and keeping everything rolling along all weekend. I never did get a chance to get any feedback on the Touch-a-Truck but I did see a number of kids (and adults) in the museum with the coloring booklets that Cheryl Billings came up with.

The Saturday Night lobster bake at Bob and Lucy Stackpole's home in Cushing has rapidly become a highlight of the weekend. There is nothing quite like sitting down with 100 or so close friends for an amazing old school lobster bake & cookout with more desert options than one can count. From the bottom of our

seems to be getting into the larger Autocars and Whites now. This is not intended to put down the Macks, which I dearly love, but just to show other brands are being dug out of the barn and revived. .

The Fair Lady Gang from our Chapter appeared to be doing a steady business with item sales and our ever popular raffle table items. Chapter thanks to Nancy, Diane, Annette, Cheryl, Mary, and I know I missed someone else, and I apologize....for a great job on the tables. In the evening, Terry and I ventured over to Cushing to the Stackpole's Compound for more visiting, viewing and superb vittles as the sun set in the West. Bob & Lucy, and many other helping hands, hosted, once again a true Coastal New England Lobster Feed, which is pretty hard to top after a super day of viewing trucks and visiting old friends. Bob's barn is turning into quite a collection of Truck and Equipment related parts and signage. I am proud to have part of my collection on his walls for all to enjoy. Once again, our sincere thanks to the Stackpoles for hosting, sharing and visiting. I may walk a little slower, sit a little longer, but still am able to share friendship with great people....Till next time, thanks to all, Lars & Terry

It was a great, fun weekend with great friends. Thanks also to Bob and Lucy for the best meal on earth and also the newly refurbished Cushman. I guess I will have to put up with the color because the seat has been replaced. It was a blast to drive and the new seat for my partner in crime to sit on was a big improvement. We had a very safe trip to and from Owls Head and can't wait for next year!! Until we meet again safe journeys.

money for the Pine Tree Chapter. Thank you!

Now it's time to thank the cooks and helpers that make the cookout so awesome. I believe that most of them have been doing it for 10 years or more. Wow, that's fantastic. Thanks again.

As always if there is something that we can do to improve or change in the future please let us know.

Again thanks to all that made it great. The Owls Head Committee

hearts Thank You to Bob and Lucy and your crew of family and friends that help pull it all together.

Fortunately, Sunday at Owls Head gets off to a little bit slower start. That being said, we always seem to be unloading the last of the food for the Chapter member and exhibitor lunch just in time to fire up the grilles. As always, the usual contingent of dedicated cooks and helpers came around at just the right time and knew what needed to be done.

A group that sometimes gets overlooked is the Museum's staff members and volunteers. These folks (some are PTC Member too but most are not) have always been a big help to us. Whenever we need something from the museum there is always a staff member or volunteer there to help get it done.

So, in an effort to not miss anyone, Thank You to everyone (Owls Head Committee members, OHTM Staff & Volunteers, Sunday Afternoon cooks & helpers and Stackpole family & friends and Exhibitors) for making the 2017 Owls Head Truck Show another huge success.

# Des Moines 2017

Charlie Huntington

“Another Show – Another Piece of Equipment”

that’s going to be the title of a future article. This time we’ll chronicle the trip to the AHS Convention in Des Moines but even that will tie in a couple of purchases. We need to start this tale off by looking back to a trip in July of 2016. I planned to go to the Pontiac Oakland Convention in Bettendorf, IA. Unfortunately this conflicted with the All International Show in Muncy, PA. Since the folks at Muncy are super accommodating I figured I could sneak in with my Pontiac wagon especially if I brought my recently purchased IH Service sign to display outside the car. Worked like a charm, and I had a great time as always in Muncy. I’ll spare the details of the trip from Muncy to Bettendorf as that’s a story in itself and it doesn’t involve a truck (except one ramp truck).

The great coincidence on this trip is that the POCI convention was happening at the same time as the Jamboree at Iowa 80. After Rose arrived in Iowa, I decided to take her to see the Jamboree as well as the Truck Stop. We were accompanied by Tim & Penny Dye who run the Pontiac Museum in Pontiac, IL. Tim is the editor of “Smoke Signals” magazine for POCI. Since POCI also includes GMC Trucks, he was glad to be able to attend his first truck show and take some GMC pictures.

I had been thinking about adding another truck to the collection for some time. Because of the Pontiac tie in I thought a Kenworth similar to the “Smokey & The Bandit” truck would be a good fit. After a little more consideration, I came to the conclusion that it would be more practical to have a larger sleeper. Unfortunately a KW with a large sleeper or an Aerodyne starts to look more like a modern truck. When we went down the last row at the Jamboree, the solution appeared – a 1976 KW Bicentennial edition with a beautiful 1982 Timpte trailer. With that color scream it stood out and was obvious as an antique. Best part is it had a For Sale sign in the window. The next Saturday we left in the middle of the car show (even got disqualified) to get back out to see the KW start & run. I made the owner a close offer just \$2000 under his asking price and left him with my card. That was the last I heard.... We stopped on our trip home to visit our friends Blake Baughman in Auburn, IA and Chris Budke in Findlay, OH. If you remember my Budweiser Trailer story you might remember Chris is the guy who hooked me up with the Bud trailer. Chris had a Fruehauf van that had been converted to a step van with hauling space in the rear and prime living quarters up front. He brought it to York and frankly I was jealous of the rig. He had recently hinted on Facebook that he was thinking of selling. The next morning Rose and I visited again and took a long look at the trailer. A couple of weeks later Chris and I struck a deal. I’ll save the rest of that story for the “Another Show – Another Piece of Equipment” story that I promised above. To finish setting the stage for this story, this spring I called the owner of the KW. He quoted me a price \$1000 under his last year’s price and I told him we had a deal.

My mother always told me that things work out for a reason. I think the reason for the prolonged negotiation on the KW was to make the timing work for Des

Moines. I had decided not to attend due to the length of time it would take for the round trip. Now I was halfway there with the new truck. I flew out Sunday 5/21 to Appleton, WI. I rented a car to get to the hotel and to stock up with stuff for the new truck. Mon AM Larry picked me up and took me to his place in Wild Rose, WI. He spent a lot of time going over the truck and getting me off to a good start. Although the truck was excellent there were a lot of little tinkering projects. The fuel gauge didn’t work, only 1 tank was hooked up, and the cigarette lighter which I needed for the Garmin didn’t work. I had brought a modern stereo to install and there was no CB. The Garmin was my first issue as I headed to Cedar Rapids, IA. I know that 99% of the trip with no Garmin was no problem. The issue is when you get close and need specific help on the last few turns. After running a couple of hours I stopped at a rest area, while there I started playing with the cigarette lighter. It had power at the lead on back, great, it needs a new socket I figured. After playing with it a little longer a small piece of plastic fell out. Seems that the tip of a previous device had broken off inside the socket and I now was in business.

The rest of the trip to Cedar Rapids went smooth. Once there I met up with the group doing the Lincoln Highway Convoy to the convention. This tour was set up by Jon Vannatta and of course I found out about it on Facebook via Chris Budke. After eating dinner with the group, I went out and hung by the truck. I turned on the clearance lights for a short time and soon they were dim. I had one bank of batteries off so I hoped I’d have enough power to start in the AM. I slept a little more restlessly than I would have liked because I was worried about holding up the group. I got up early and headed down the street and within 1 block I found a couple of parts stores as well as a Cummins dealer. The Cummins dealer opened at 7:30 so I hung around until they let me in. They had batteries in stock so I grabbed a couple of group 31’s and schlepped them back to the truck. I had them installed in time to even have breakfast at the hotel. The trip from Cedar Rapids to Des Moines went without a hitch. I only got to run one day with them but it was still a great time! If you search on YouTube (AHS Lincoln Highway convoy) you can find a video of us crossing a historic bridge on Rt. 30.

The Convention was great, I’ll leave out the details to concentrate on the trip. I did get the stereo installed as well as buying and installing a CB at the show as well. The only hitch was trying to get out. I was packed in tight and the 3 trucks in front of me were all owned by the same guy. I told his wife I was getting ready to leave and she said he’s be back soon as he was scouting the staging area to move them to. Unfortunately he moved 2 of them and left the 3rd one in my way. He had room to move it forward but chose to leave me blocked in. Another guy on the other side saw my predicament and moved his trucks so I could go. I had hoped to leave at 2PM but wound up going at 6:30. Despite the late start, I planned to press on to get as far east as I could. At one point I passed a rest area with a few old trucks in it. I figured they’d pull in to Iowa 80. “You only live once” I figured, that’s where I’m going. Turned out to be a good choice, even ran it to Mike Hannigan and Linda Hooker in the store.

The next morning it was time to head to Auburn, IA. I was in sticker shock when I bought this unit so I had made a deal to sell the trailer to Blake Baughman. I go to his place just before a big storm was about to hit. We got the trailer in one bay and even got my truck in the next one. After the immediate threat passed I



headed out to Truck World in Hubbard, OH. I did have to drive through one blinding storm before I got there. The next morning – Memorial Day, the skies were beautiful. I headed out and drove 753 miles home. Only a couple of minor traffic delays, the KW cruised effortlessly at 75, so all in all another great rip in the books!



*Charlie had more trucks at the Owls Head show than any other collector. I enjoy waiting around at the end of the day when the trucks are loaded and spectators are gone because it's easier to take pictures. With a beautiful day like we had I didn't want to go home*

*Your Editor*



## Saturday Evening at the Stackpoles

*Clayton Hoak*

The Saturday evening New England Cookout, hosted by Cushing's Bob and Lucy Stackpole, has become one of the premier events of the Owls Head Truck Show weekend and the dinner on Saturday. July 21, 2017 was no exception.

The S&S Excavating / S&S Equipment Repair yard was transformed into an event center where almost 150 of Bob and Lucy's family, friends, acquaintances and Pine Tree Chapter members gathered for food, drink, entertainment and merriment. It was a perfect summer evening for a lobster bake.

The evening meal included numerous appetizers, clams and lobster for seafarers, burgers and dogs for flatlanders, corn, salads, rolls, and drawn butter. The multiple desert options included apple and blueberry pies, cakes, whoopee pies, chocolate peanut butter bars, ice cream, and desert pizzas. The drink options were beer, wine, soda and water. Most likely there was a coffee pot in the room too.

The evening's entertainment was the lobster bake choreography. This year Bob set up two steam pots for double the fun. Bob notes his guests like to "help" so

he had four pallets of dry Millinocket pine, and four crates of seaweed available, so the "helpers" could chuck the pine under the steam pots, and layer the seaweed in the steam pots, before the pine was doused with lighter fluid and torched with a rosebud burner attached to a 20 lb propane tank.

The meal went from sea fresh to tasty cooked in twenty to twenty five minutes. The choreography included the coordination of several pickups, a Bobcat loader, a fork lift, and a 7 yard loader bucket to move supplies in, and finished product out, without mishap. I could share the precise layering of the lobsters, clams, seaweed and eggs before the pots were tarped, however I have been sworn to secrecy.

While Bob choreographed the bake, Lucy choreographed the dining room, making sure all the food stations were manned, and all had sufficient foodstuffs to ensure everyone could have a taste, or two, of everything, and no one left hungry. Trust me, no one should have left hungry!

A Chapter thank you to Bob and Lucy for hosting this event; and to their family and friends - "helpers", who assist in making the dinner a tremendous success. Hundreds of hours of planning, shopping, preparation, serving, and cleanup go into making this dinner the premier event it has become. They all make it look easy, and it is not.

# The Great Adventure of 2017

## *Bob & Lucy Stackpole*

Our journey started on May 19th on which we planned to be on the road at noon but as usual that noon turned into 3:00 in the afternoon as we were not quite as ready as we thought. Traffic was slow and seemed to stop on 495 so we stopped in Worcester, MA for the night. The next morning we headed down Rt 20, into Connecticut, through Hartford into New York, and on into Pennsylvania. We spent the night in Hubbard, Ohio. The next day we spent zig zagging around the great state of Ohio, Akron, Mansfield, Galion, Bucyrus, Marion "where the shovels began," south to Dublin for a Field of Corn (that would be ears of concrete corn), then east to Zanesville for the worlds largest picnic basket (7 story building with handles and all), then west we visited a rooster with a Top Hat and other such marvels.

Onward thru Indiana and into Illinois where we spent the night in Peoria. Spent the next morning at the Caterpillar Visitors Center, a very interesting stop. Would have liked to have gotten a tour of the factory but just wasn't in the cards for that day. Onward to Le Claire to visit the Pickers establishment, walk the waterfront and then onward to Des Moines.

We arrived at our motel and were greeted by parking lot guards, seems that our motel had changed names and I wasn't sure I was in the right place. The young guard was a little tense and a short on info but was checking his list to see if we were supposed to be there, of course I had to see if I could loosen him up a bit but no chance. An older guard came over and explained that there were parking lot thieves about and if they did not run them off we would have no place to park. I understood but did tell the young fella that it would not hurt to crack just a little smile, Lucy told me to be quite and the young fella found our name, all was good. We checked in and asked about restaurants, one was just down the street so down we went. Now it seems that the motel was right next to a big auditorium that just happened to be having a BIG concert that night, (that's the reason for the guards in the parking lot) and as you may expect the diner on the other side was full with concert goers. We went to the door and the lady told us there would be a 2 hour wait but if we went to the lower parking lot there was plenty of food and drinks and no waiting. Down we went and found there was also no seating, stand only and not much of that to spare so needless to say we continued on down the street till we found another that wasn't full. Turned out to be some of that exercise my doc thinks I really need, and all uphill back to the motel.

Next morning on to the Fairgrounds for registration, truck wash and parking. Just as we got parked some friends that went on the "66 trip" showed up and we had a good visit with them before touring the grounds. Saw many acquaintances through out the day of people we have met in our journeys, (Quite a few that did the 66 trip and it was great to see them all.) The next day we took the bus to tour Iowa 80, the museum had grown about 3 time larger than when we were there in 2012. The truck stop had everything any one may need, (doctors, dentists, chiropractors, churches, movie theaters, laundry and more) and they fed us a very nice dinner. Onward to the storage building and rebuild shop all very impressive. That night Clayton picked Lucy and me up and we went to supper with the rest of the Maine delegation. Friday and Saturday at the show then westward on Sunday.

We headed thru the Sand Hills of Nebraska and came across "Carhenge". It seems that after the creator had spent

some time in England, upon returning home he felt the area should have something like Stonehenge, and so started planting cars and piling them up to somehow resemble Stonehenge.

Onward to Scotts Bluff which was part of the Oregon Trail. A large pile of sand rock of which a winding road thru tunnels was built to the top from which you could see forever. A true National Monument. Near to Scotts Bluff was the Legacy of the Plains Museum featuring old farm implements and things of such.

Heading north to South Dakota thru grazing lands and into the Black Hills made for plenty of wildlife and scenery. We spent the night in Custer, South Dakota and headed for Crazy Horse the next morning. For me, Crazy Horse was a spectacular stop, the project as a whole, the story of how it started and the sculptor were great. The trip up to the top of the arm was also extremely impressive, they were working on the finger nail of which they expect to take 2 and a half years to complete. The only part that I wasn't allowed in was memory lane of all the worn out equipment that has been gone thru so far. Great stop!

Onward thru the Needles Highway, (winding thru narrow tunnels) toward Mount Rushmore we stopped at Norbeck Overlook where a pickup truck pulled up beside us, the lady jumped out and wanted to know where we lived in Cushing, Maine. Turns out they live just up the street in Thomaston, SMALL WORLD isn't it. Visited Rushmore then headed east thru the Badlands, what views for a couple from the east. We stopped at a small truck stop for lunch and got talking to a rancher and his wife, great time comparing our different living places and upon leaving they told us to be sure to stop in Murdo for the Pioneer Auto museum. We did and what a great place it was, and the Pickers were there also getting ready for a show. Onward east and stopped at the Wall Drug Store, quite a tourist stop. Had supper and spent the night.

Onward east Clayton had suggested that a stop in Auburn, Indiana would be a good place so there we headed. We visited the Auto and Truck Museum which was in the old Auburn Factory. Great display of cars, trucks, toys, old garage displays and a Futureliner Bus to name a few. Next door was the Auburn Cord Duesenberg Museum, full of very very nice autos and memorabilia. Excellent stop from excellent advice.

Onward to Dearborn, Michigan for the Ford Museum, having arrived early afternoon we went in the museum for a while and bought tickets for the Village for the next day. That night we talked to our son who had contracted lime and wasn't doing to well so we decided to head for home the next morning. We thought it would be quickest to go up thru Ontario, Quebec, thru Colburn Gore and home so away we went. Stopped the other side of Montreal for the night, little motel but no breakfast, got fuel next morning and seeing no diner in town there was a Tim Hortons in the same building so we thought we would get some drinks and donuts to carry us over till we found a diner. The bill came to a little under 7 dollars so I handed her a 5 and 2 ones, the poor thing came unglued on me and I told her just to use the money as her own. It got worse and she disappeared to return with a manager, seems company policy is to only accept 1 dollar American bills, I looked at Lucy and asked if she had any, no, so we canceled our order and went on our way. Breakfast turned into lunch at 2:30 at Mortons Store in North New Portland, Maine and they took American money no problem. Home for supper at Bullwinkles with the family.

# Trucking in New England 60 Years Ago

*George Barrett*

After thirty six issues of writing something of a page or two in length most of you have no idea of what's coming next. That's because there are many times when I don't know until a few days before deadline where my mind will be. This issue is not so much about writing something as it is about reorganizing something that has already been printed.

Years ago a friend gave me the 1959 Popular Mechanics Trucks Fact Book printed in the same 6.5 x 9.5 inch format as the magazine back then. There's some good truck history, most pages are what's new for '59 with pictures and charts but the last ten pages are appendices, a few of which I have rearranged here for the six New England states. Since the data is for the most part 1957 vintage it gives us a chance to look back sixty years

## NEW REGISTRATIONS BY STATE

	1941	1955	1956	1957
MAINE	5,646	6,198	6,045	5,230
NEW HAMPSHIRE	2,879	3,282	3,798	3,372
VERMONT	2,867	3,030	3,312	2,960
MASSACHUSETTS	15,211	13,879	16,869	12,318
RHODE ISLAND	3,039	3,155	3,103	3,203
CONNECTICUT	7,735	9,071	9,458	7,800

## SIZE AND WEIGHT LIMITS

	Height	Length in Feet				Axle Load in lbs.	Tandem Axle 4' apart	Gross Weight in Pounds		
		Truck	Trailer or Semi Trl.	T.S.T	Other Comb.			3 Axle T.S.T.	4 or 5 Axle T.S.T.	Highest Weight Possible
MAINE	<b>A</b> 12'-6"	50	N.S.	50	50	22,000	32,000	Table 50,000 Max.	Table 60,000 Max.	Table 60,000 Max.
NEW HAMPSHIRE	13'-6"	35	35	45	45	22,400	36,000 <b>C</b>	Table 52,800 Max.	Table 66,400 Max.	Table 66,400 Max.
VERMONT	12'-6"	50	N.S.	50	50	N.S.	N.S.	50,000.	60,000.	60,000.
MASSACHUSETTS	N.S.	35	N.S.	45	N.P.	22,400	36,000	Table	Table 60,000 Max.	Table 60,000 Max.
RHODE ISLAND	12'-6"	40	40	50	50	22,400	N.S.	50,000.	60,000.	<b>D</b> 88,000.
CONNECTICUT	12'-6"	45	45	45	N.P.	22,400	36,000	<b>B</b> 50,000.	60,000.	60,000.

N.S. None Specified, N.P. None Permitted **A** load may extend 1.5' above **B** 2% tolerance on axle and gross weight

**C** 40,000 lbs. allowed on tandem axles of single unit when both are drive axles

**D** weight computed for 3 axle truck -3 axle trailer combination

## TOTAL MOTOR TRUCK REGISTRATIONS BY STATE

### PRIVATELY OWNED

### PRIVATELY AND PUBLICLY OWNED

	1941	1955	1956	1941	1954	1955	1956	1957
MAINE	45,748	65,685	69,073	47,997	66,450	68,796	72,266	73,000
NEW HAMPSHIRE	31,206	38,525	39,395	31,432	41,284	42,113	43,211	44,000
VERMONT	9,729	14,364	14,686	9,880	15,039	15,304	15,670	16,000
MASSACHUSETTS	108,735	169,510	172,408	109,866	180,130	180,756	184,501	193,000
RHODE ISLAND	20,585	37,735	38,509	21,875	37,750	39,093	39,969	38,000
CONNECTICUT	79,256	107,037	120,579	82,241	107,200	111,805	126,162	126,000

# TABLES FOR ALLOWABLE LOADS (IN POUNDS)

DISTANCE between 1st and last axle	MAINE		NEW HAMPSHIRE		MASS
	3 Axles	4 Axles	3 Axles	4 Axles	
	4 feet	32,000			
5 feet	32,000				
6 feet	32,000				
7 feet	32,600				32,000
8 feet	33,500				33,000
9 feet	33,500				34,000
10 feet	34,500				35,000
11 feet	35,500				36,000
12 feet	36,400				37,000
13 feet	37,400				38,000
14 feet	38,300				39,000
15 feet	39,300				40,000
16 feet	40,200				41,000
17 feet	41,100				42,000
18 feet	42,000				43,000
19 feet	42,900				44,000
20 feet	43,900	51,000			45,000
21 feet	44,800	51,800			46,000
22 feet	45,700	52,700			47,000
23 feet	46,500	53,500			48,000
24 feet	47,400	54,400			49,000
25 feet	48,300	55,500	47,400		50,000
26 feet	49,200	56,100	48,300		51,000
27 feet	50,000	56,900	49,300		52,000
28 feet	50,000	57,800	50,400	48,300	53,000
29 feet	50,000	58,600	51,500	49,300	54,000
30 feet	50,000	59,500	52,800	50,400	55,000
31 feet	50,000	60,000	52,800	51,500	56,000
32 feet			52,800	52,800	57,000
33 feet			52,800	54,300	58,000
34 feet			52,800	56,000	59,000
35 feet			52,800	58,000	60,000
36 feet			52,800	60,000	
37 feet			52,800	62,000	
38 feet			52,800	64,400	
39 feet			52,800	66,400	

## How they were Bidding April 1957

<b>Augusta — Bldg.</b>	
A. P. Wyman Co., Waterville .....	\$ 106,473
J. R. Partridge, Augusta .....	110,502
H. E. Callahan Inc., Auburn .....	114,861
Samuel Aceto Co., Inc., Portland .....	122,670
C. W. Bagley, Augusta .....	123,733
<b>Augusta — Bldg.</b>	
A. P. Wyman Co., Waterville .....	\$ 124,717
Harwood-Flynt Const. Co., Bingham .....	131,665
J. R. Partridge Co., Augusta .....	137,455
Hurd & Susi, Inc., Pittsfield .....	151,007
Samuel Aceto Co., Inc., Portland .....	161,214
<b>Ellsworth — Hwy. Work</b>	
H. E. Sargent, Inc., Stillwater .....	\$ 242,865
Thomas DiCenzo, Calais .....	242,888
The Bridge Const. Corp., Augusta .....	249,383
Forest Frederick, Pittsfield .....	258,794
George C. Hall, Rockland .....	263,239
A. P. Wyman, Inc., Waterville .....	271,922
Taylor & Qualey, Winthrop, Mass. ....	275,904
<b>Moscow — Bridge</b>	
Hector J. Cyr Co., Inc., Waterville .....	\$ 38,392
Forest Frederick, Pittsfield .....	39,769
J. E. McEachern, Greenville Junction .....	41,812
Cianchette Bros., Inc., Pittsfield .....	42,163
Reed & Reed, Woolwich .....	42,438
A. P. Wyman, Inc., Waterville .....	42,598
E. R. Comber & Son, Inc., The Forks .....	42,986
Charles D. Bessey, Waterville .....	46,093
Harwood-Flynt Const. Bingham .....	46,609
Joseph Frost & Co., Pittsfield .....	48,378

### News Items 1957

**ROCKLAND**—The Rockland Port District has asked for bids for construction of a new terminal at Schofield-White Park on the Rockland waterfront.

Facilities will include a wharf 260 by 37 feet with vehicle life bridges; a shed for freight handling and offices, 80 by 44 feet.

The terminal will replace facilities rented the past 10 years on the A. C. McLoone Wharf off Tillson Avenue.

Harbor dredging, sought for eight years, has begun. The terminal will be in a protected area at the entrance to Lermond's Cove. It will accommodate large boats when dredging has been completed.

Plans for the project were drawn up by the Fay, Spofford and Thorndike, Inc., engineering firm of Boston.

**CALAIS** — County Commissioner John C. McFaul said recently that he has received a letter from W. Bartlett Cram, Industrial Development Representative for several Maine Utilities, that if a centrally located airport is built in Washington County, plane service will be assured. Proposed site of the airport is in Charlotte on Smith Ridge, about fifteen miles from Calais.

Estimated cost of the project, made by the Maine Aeronautics Commission, is \$500,000. This sum would be split three ways, \$250,000 to come from federal government; \$125,000 from the state and an equal amount from the county.

*the above from New England Construction April 1957*

## 2017 COMING SHOWS AND EVENTS

Saturday Aug 5 ATHS Green Mt Chapter, A

Fri - Sun Aug 4 - 6 Rockbusters Plainfield, CT

Sunday Aug 20 Barrington at Hillsborough, NH

Saturday September 16

Truck Show at H. A. Mapes 9:00-2:00  
152 Pleasant St., Springvale, Wayne  
Devoe <wdjr62@hotmail.com>

Sunday September 17 Topsham

A new Truck Show Sponsored by the  
Pine Tree Chapter of ATHS at the  
Topsham Fair Grounds for more  
information: George Barrett,  
sheepscot@gwi.net  
207-829-5134 or 207-671-2666 (C)

Saturday September 23 Bickford Collection

Sat - Sun October 6 & 7 Lititz, PA Gerhart Machinery

Monday October 9 ATHS Pioneer Valley Westfield, MA

Sunday October 15 ATCA Bolton Fairgrounds,

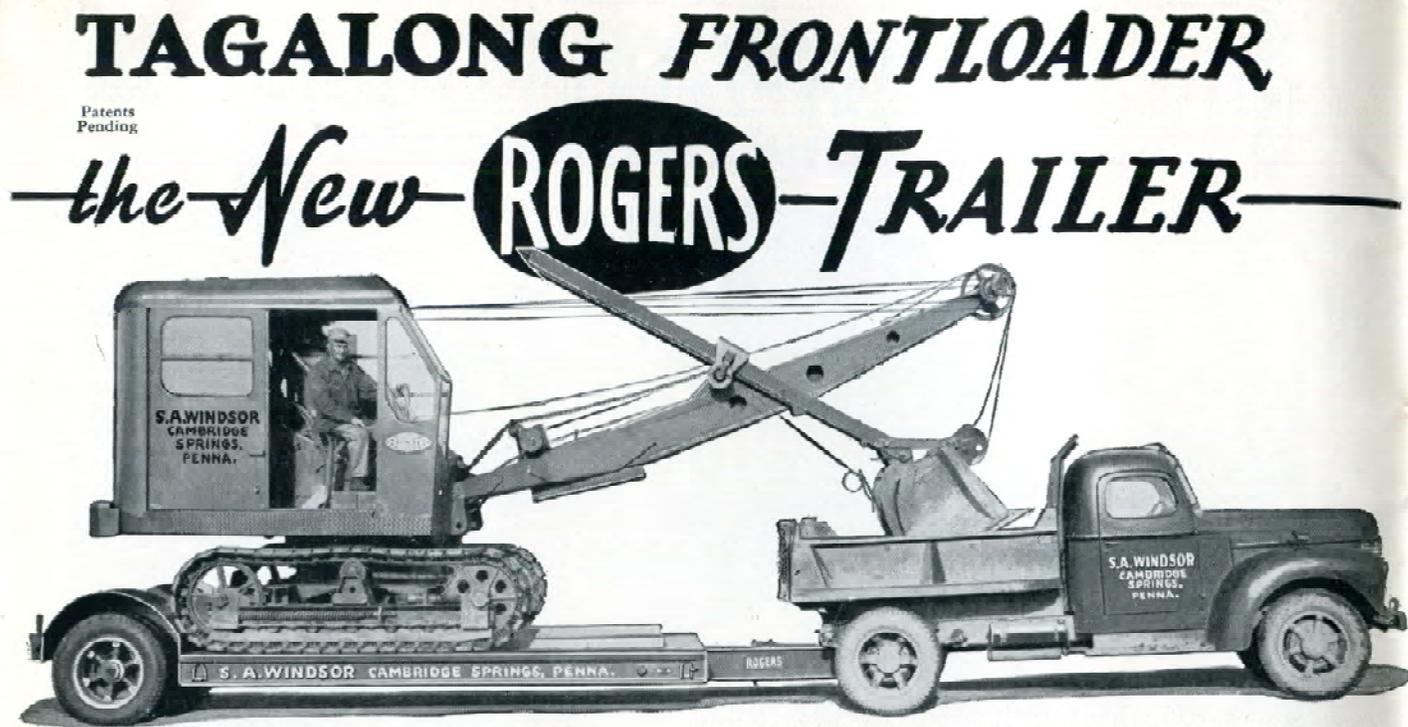
Rt.117 Lancaster, MA 8:00 -3:00 contact Bill  
Semple 978-460-0465,  
Trucks can be delivered Saturday, Parking for self-  
contained motor homes, Vendors, Food Available,  
Dash Plaques, No ATV's, No Dogs, Truck Regis-  
tration \$10.00

Sat October 14 Possible Trip to Tackaberry



*Jamie and Bob milking it for all it's worth in Iowa!!!*

That's right, it's our Pine Tree Chapter president  
Jamie Mason and director Bob Stackpole trying to  
figure out that animal. Got nothing like that in  
Maine. Funny, Bob never mentioned it in his story  
on page 5, wonder what they learned.



This was an ad in New England Construction in the April 1947 issue. I used to think these were "home made", seemed like an unsafe way to hitch up the trailer with just a rod holding the tongue like many of the contractors used to do. Maybe this had a better hitch. I don't think this trailer lasted very long in the Rogers lineup although they were shown in the 1951 catalog in three sizes, capacities not given. A cable and pulley system was used to raise the tongue as the dump body was raised.



Pine Tree Chapter Member Will Hawkes took his Ward LaFrance out back of Bob's shop after the Owls Head show for a little meet and greet with the D-9. Beauty and the beast! Question is, which one is which!

The D-9 was introduced in 1954, first sold in 1955. 18A 2366 is a 1959 machine, the last year of the series. 18A was an oil clutch machine, 19A were torque converter machines. Weight with dozer blade was 31 tons. Engine: Caterpillar model D353 6 cylinder 6.25 inch bore by 8 inch stroke for a displacement of 1473 cubic inches, RPM about 1300. From what I can find out the horsepower was increased from 286 to 320 on the 1959 machine, the engine later rated up to 450 hp in marine use. The oil clutch direct drive had six speeds fwd and rev., the torque converter rig had a 5:1 torque ratio and 3 speeds fwd and two reverse

## Classified Ads

**For Sale:** 1977 International Transtar II 4070B single axle (4.44 ratio), Cummins NTC 300 Magnum, Roadranger RTO 9513, sleeper cab with rare rear window option, equipped with "Link Cab Mate" cab air ride, recently repainted in bright red with white stripes, sharp looking nice driving truck. \$10,500 contact Bill Mullin (207) 799-0846.

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

**Wanted:** Fifth Wheel, call Jamie 207-949-1360

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

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

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

### **DUES NOTICE - Membership Renewal & Update Form**

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

Name \_\_\_\_\_ Date \_\_\_\_\_

Street \_\_\_\_\_ Phone ( ) \_\_\_\_\_

City \_\_\_\_\_ E-Mail \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

**Mail to: Pine Tree Chapter ATHS**

C/O Diane Munsey

785 River Road

Dresden, Maine 04342

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

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

# ANTIQUe TRUCK SHOW

## TOPSHAM, MAINE

*Sunday September 17, 2017*

### Topsham Fair Grounds

Enjoy all that the  
**Freeport - Brunswick - Bath**  
area has to offer

We've got all kinds of activities planned, details forthcoming.

Overnight parking and camping on Saturday and Sunday night.

Saturday evening gathering and supper

Less than an hour and a half drive from Portsmouth.

Museums, Shopping, and Fine Dining for everyone  
within 15 minutes of the Fairgrounds