



# Shop Manual

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

May 2014

## President's Message

*John Ellingwood, Jr.*

Happy Spring Everyone! My planned message (Diversity) will go on the back burner this time due to recent events that are in the fore front of my mind.

On Thursday, May 1, I was involved in a fairly serious accident at work. The good news is everyone is okay. While, I should probably not go into specific details here at this time, I'll give some basics that lead to the focus of my message. I was traveling down the right lane of the interstate in Massachusetts, doing everything a safe, defensive driver should be doing. A young lady and her 5 month old baby were traveling in a 2013 Honda Accord. She lost control, bounced off the median barrier as she passed me and headed directly into the side of my lead trailer (The first trailer in a double trailer configuration). She then bounced off my trailer and went back into the barrier like a pin-ball, and then finally back towards the right side of the interstate where she crashed into an exit ramp sign which broke and landed on the top of the car. I was certain it was a fatal accident. Both Baby and Momma are fine. The car was totaled. The trailer was outfitted with one of those fiberglass "fuel saving" trailer skirts which was cracked and falling off the trailer. I truly believe that piece of fiberglass and the plastic brackets that hold it on the trailer may have saved her from becoming wedged underneath my trailer. We learned about those trailer skirts at last year's Spring Stretch at Atlantic Great Dane. My personal opinion was that their fuel saving promises were minimal at best. You see a lot of those skirts flapping like a chicken wing going down the road, probably catching more wind then deflecting it, but I digress. I truly believe there may be more value to those skirts in safety than fuel mileage when they are of good quality and installed correctly.

Several people stopped but surprisingly, no one else was involved. The investigating officer was incredible. His professionalism and concern for everyone's safety at the scene were

admirable. A lot of us drivers have our preconceived thoughts on Massachusetts State Troopers, but this guy was one of the best. He handled the immediate concerns of the woman and baby while I nervously waited in the truck to find out how she was. He later informed me that both were okay, and I had done everything I could do in the situation. She was 100% at fault according to the trooper and was being cited (for what I am not sure). He helped me remove the trailer skirt and I continued to my destination in Schenectady, NY.

My point, is this. We can be doing all of the right things and in the blink of an eye, stuff happens. We travel at crazy speeds within inches of total strangers and trust them with our lives on an everyday basis. We have all heard these safety messages before and as a driver they can get tiresome and routine, until something happens and all of that education is depended on to do the right thing to avoid or minimize casualty. It's a crazy fast paced world folks. I don't know what caused this girl to lose control of her car and it's not fair for me to speculate. I beg you please, stay alert and attentive when driving. Bring your antique truck to a truck show. But if it's not completely safe to do so, leave it at home and bring your personal vehicle. We have a responsibility to the motoring public and our hobby to promote safety and lead by example. I hope none of us are involved in a serious accident, but if we are, have your act together.

Okay, this lecture is over. Come on over to the Spring Stretch in Bangor at the Maine State Truck Driving Competition and then a trip to Cole's. I will not be competing as planned, but send your Good Luck wishes to my good friend and chapter member Rob Balfour as he represents Wal-Mart Transportation in the flatbed class. Hannaford Trucking should be sending 4 drivers as well as my good friend Nelson Girard from Con-Way Freight. Go get 'em guys!

## **Pine Tree Chapter Spring Stretch Bangor, Saturday, May 17**

7:00 AM-12:30PM Meet at Maine State Truck Driving Competition across from Dysart's Truck Stop in Bangor, Maine. We will have a reserved area for parking our antique trucks close to the driving competition.

Socialize all morning long while watching some of Maine's top commercial drivers compete for a chance to represent the state at the National level.

You may also volunteer to be a judge at the competition. It's a long day but volunteers receive tickets to the awards banquet on Saturday night

12:45 Depart for Cole's Museum

1:00 Arrive at Cole Land Transportation Museum for a hosted tour and visit with Galen Cole.

Limited "Tailgate Coffee" and Donuts will be provided in the morning.

Lunch will be up to the individual members. You may bring a picnic lunch, go to Dysart's, or enjoy the barbecue hosted by the Maine Professional Driver's Assoc at the competition. Hotels in the area may be full. It is suggested if you are thinking about spending the evening you may want to go outside the Bangor area.

Update: Unfortunately, a recent accident (see Pres. Message) has disqualified John from competing this year. Chapter Member Rob Balfour will be competing in the Flatbed class as well as 4 drivers from Hannaford Trucking. Good Luck Everyone!

Questions call John Ellingwood 207-590-2298

## **About the Truck Driving Championships**

*John Ellingwood, Jr.*

If you love fast driving, high speed pursuits, and a total lack of respect for the law, then you'll have to get that from the movies. If you'd like to see 80 to 100 of some of the best drivers in the state have their everyday skills challenged then join us at the Spring Stretch on May 17th. The Truck Driving Championships (TDC's), formerly known as Truck Rodeos, are held annually in almost every state of the union. Top finishers at the state level represent their State at the National TDC in August which is held at a different location every year (just like our National AHS Convention) Commercial Drivers in everything from Stepvans to Tractor Trailers are allowed to enter in any one of nine classes of competition. The requirements of each driver are that they are accident free for the year preceding the competition and that they are licensed to drive the type of vehicle that they will be competing in. One example would be that drivers competing in the tanker competition must have tanker endorsements on their license.

A competing driver's day begins around 5:00 AM at the designated registration area which is always off site from the driving competition. Driver's are checked in and verified in person. Following the procedures for the day is a very strict requirement and may cost a driver points or cause him/her to be disqualified. Drivers are briefed on the days events, questions are answered, or not (depending on the question asked) and the competition begins. Don't start those engines yet though, There's a written test of about 80 questions before you go. This test involves questions about everything from Hazardous materials, First Aid, Safe Driving, Transportation Security, Fire Prevention and Industry statistics. All of the questions come from a book called "Facts for Drivers" which every contestant receives when they register. (early registration means

more study time!)

When drivers finish this test they are allowed to go to the course location to pick the truck they will be using. Most makes and styles are represented. Drivers may pick the truck they want that matches the class they are competing in, but may not pick a truck from the same company they are representing. For example, FedEx drivers cannot pick FedEx trucks. I guess this minimizes a "home team" advantage.

Drivers must also take part in a Pre-Trip Inspection. This is where a truck is intentionally planted with safety defects that would make it unsafe for the road. Everything from a rock stuck in the duals to a loose lugnut may be found amongst other things.

On the driving skills test, there will be 6 different obstacles or maneuvers for drivers to navigate. The course is timed and may involve everything from a simulated Alley Dock to Parallel parking. Most of the judging is based on how close drivers come to barricades without hitting any of the obstacles in place. The basic premise is how well a driver knows where their vehicle is at all times.

All three areas of the competition hold a lot of weight in a drivers complete score for the day. A driver that does an exceptional job on the course may lose ground quickly by a poor score on the written test. Throughout the day a drivers procedure is also judged in how he enters and exit's the truck or how many times he walked back and forth during an inspection. Seatbelt use is mandatory and can cost a driver big points if he doesn't use it.

For the most part the chapter will only see the driving skills test. Your President will be competing and I hope to see a few other members compete as well. Randy Devault from Maine Motor Transport has secured us a parking area close to the driving skills competition. Bring your truck and wish me luck!

## 2014 Pine Tree Chapter "Late Spring Tour"

**Saturday, June 28**

**A One Day Event**

This year's Spring Tour is on Saturday June 28th and is a one day event. The tour will start in Sabattus at the Exit 86 Park & Ride (located at the Sabattus Town Office - 2000 feet west of the Turnpike exit on Route 9). Donuts and coffee provided.

The first leg of the tour will be to the Farmington Fairground (35 miles – approx 1 hour and 10 minutes) where we will attend the Maine Antique Tractor Club's Annual Meet. Around 12:45, after viewing the MATC exhibits, catching the first part of the tractor parade and having our picnic lunches we will depart for the Skowhegan Fairgrounds (28 miles – approx 50 minutes) and the Maine Antique Power Association's Annual Show.

Around 3:15, after visiting the MAPA Show,

we will head south down Route 201 (13 miles – approx 25 minutes) to the Fairfield Antique Mall. The shop on Route 201 is advertised as Maine's largest Antiques Group Shop and wander around for an hour or so.

At 5:00, or shortly thereafter we will depart for our (to be determined) dinner location. We are in hopes of scheduling a location in the Waterville – Winslow area and a 6:00 pm meal; however may have to travel to Augusta.

Additional information (meal location, updated timetable and routes to be traveled in case you want to catch up with us along the way) will be in the June Shop Manual. Contact Clayton Hoak @ 207-582-3224, or 1948Reo@roadrunner.com for additional information.

## Ramblings

*Lars Ohman*

I don't tell a lot of people, I was born on the North Shore of Long Island, NY, raised in Texas in and around San Antonio, and moved to Wayland, MA with my folks, graduated HS and tried 4 weeks @ Northeastern. Dropped out and went in the Coast Guard for 4 years, all in the 1st. District. Did my time 34 months on Cross Rip Lightship and base Boston. Had Ford 10 wheelers on the toll Road extension into Boston for Perini and was a founder with Eddie Perkins of what is now the Perkins Empire west of Boston. After 10 years, packed up the wife and kids and moved to No. Yarmouth on the Baston Rd off 115. Worked for Cianbro, Ryder, back to Cianbro, and on to Central Distributors in Lewiston for 24 years. Always worked two jobs or more, and plowed snow every winter for 54 years, finally giving up the loader work 2 years ago, still plow my own door yard and a couple of neighbors. Charter Member of PTC, Vermont, old and new Chapter of both AHS & ATCA in New Hampshire, ATCA of Mass, and AHS in CT., Caterpillar Owners Club, and HECA.. I only work to pay dues ! I'm coming up on 73, still drive for Whited Peterbilt, Freightliner of Maine, and Daryl Gushee, when needed. Been in pretty good health, other than this recent back issue that does not seem to want to go away this time. Enough rambling.....Lars

From the "Professa"...25 words or less, and hopefully

in time for editing.....Other news from various repair facilities.. Talked with Stan Young up in Costigan, or is it Greenbush, ME. He sounded good, has lots of things for sale, and I was trying to track down an axle for a 29,000# Autocar "G " rear end for Art Chappell over in Harrison. Seems as if they (he and another truck Nut) bought an Autocar down in CT, got it running, and in the excitement, put it in gear with the Maxi's locked up. Blew an axel without moving it an inch. Anyhow, Stan provided a couple of good leads for the needed part. Stan turns Bunki-Bed pretty early these days, so call early with your parts needs. Best wishes to Stan. Second note to hit the computer, compliments of Pete Wood down in Arab, AL. Over in New York State, our friend Dick Lindstat is fighting the odds with medical problems. Our Best wishes to Dick. Back home, New(ish) member Mike Hannigan over in Greene, ME. was in the shop for a new set of injector lines and fuel pump repairs ( not under warranty ) He is recovering at an undisclosed location in Oxford under the watchful eye of his Co-Pilot on hos B Model Mack tractor/ short rack truck. Best get well wishes to Mike. And in closing, yes you have seen me recently with the aid of a cane. Back issues have been bugging me.....found out warranty on this old frame expired..may have to get a cross member welded. Still driving for Whited Peterbilt, just walking is an issue. Till next gathering, Polish 'em up and run 'em ! Lars

## Driving & Steering

*George Barrett*

I hope you'll find the following interesting even though I fear it will be a little longer than normal. Both of these adventures happened just after I took the last issue to the printer. It's part Maine history and part truck history so it falls in line with our mission statement. It also provided an interesting challenge to me and those with whom I come in contact. I hope to find others that can shed some further light on these subjects, fill in the places I'm a little unsure of or maybe wrong.

It starts with a call from Wayne Devoe, Sr. telling me a fellow dropped off a picture at Dirigo Restorations and wanted to know what the circumstances were. I guess some relative, a Mr. O'Donnell was involved and he wondered if anyone could tell what the trucks were and what they were used for. After Wayne explained the photo I couldn't concentrate on what I was doing so I before long I was heading out on the ten minute drive over to Yarmouth.

The photo showed a line of about three dozen trucks lined up on Route 1 in Brunswick just east of the Fat Boy diner. All the trucks were Internationals, ten wheelers with dump bodies. Were they "R" models or the earlier "L"? Could not tell because they had grill guards and from the angle I could not see the vertical bars in the upper portion of the grill, the L had more than the R. The other difference was the the rear window but there no chance of seeing that. Neither Wayne nor I could think of anyone in Maine who would have a fleet of trucks this like this.

My initial reaction was that they must be for the runway improvements at the naval air station. There were markings on the nose but I could not tell what there were even after I brought the photo home and put in on the scanner an enlarged it but it was hard to see any further identification on the trucks. I found an article in my files that was published in Engineering News Record in January of 1952 that gave a complete story of the construction activities at the aie base throughout the 1951 construction season.

W.H. Hinman (later Blue Rock Industries) was the low bidder at \$3,336,000 which was a big job in those days. Today by simple inflation it would be a little over \$30 million and involved grading and paving of the first of two 8000 foot runways along with completely new concrete hanger aprons. The runway was 7000' of bituminous pavement with a 500' concrete section at each end. Hinman got this job about three months after being awarded a contract for three miles of a bypass route around Freeport.

After reading all about the job I'm thinking with all that's going on here Hinman could sure use the trucks but I figured he'd probably use Macks. Hinman's equipment was usually painted red, even the dozers, but I could not tell what color the Internationals were. J.R. Cianchette had a subcontract for excavation but it was more off-road work and he used conveyors for much of the work. With all the aggregate for the concrete and asphalt as well as the asphalt itself many trucks would be needed

Anyway, when I got up the next morning I decided to call Wayne and tell him that it must be Hinman's fleet, which I did but I should have waited. I think it

was the clearance lights on the corner of the cabs and the absence of the three lights in the middle of the cab that made me think the cabs were L models, the corner lights looked old fashioned.

I thought I'd better email my friend Edgar and see what he thought. Within an hour a reply comes back, "that's an easy one, it's O&H, working for Lane Construction who had some large paving contracts with the Maine Turnpike Authority" In 1954 they started adding what was called "the extension" from where it ended at outer Congress St. to Augusta. Then comes the phone call "I thought you knew that!" I said "who the heck is O&H?" "I don't know but they were fronted by Lane so they didn't have to deal with trucks, I got a picture in my book." I'd read the book cover to cover two years ago but thought nothing of seeing a couple of green wheelers hauling asphalt.

I came to Maine in 1965 but I'd been reading New England Construction since probably 1958 and I knew nothing of O&H. A little more digging revealed that the O was for a Mr. O'Donnell who owned, among other enterprises, the Hudson car dealership (later a Rambler dealership) at the location. I recently found out that the H is for a Mr. Hewitt who later went to East Elm St. in Yarmouth across from the Bickford Collection and started Hewitt's Auto Body. Although there may have been a big fleet like this in Maine before or since but I don't know of any. Seeing a long line of trucks is one thing but where do you see all the same year, same model, same body purchased at the same time. My mind keeps drifting back to when Hinman built I-95 around Back Cove in Portland in the early 70s. I have never seen such a steady parade of trucks as were coming out of a pit on Rt. 100 at the base of Morrison's Hill in West Cumberland. Those trucks were spaced no more than a minute and a half apart all the way into Portland, 12 miles. All wheelers as I recall, some were Hinman's but it seemed that every contractor in Maine had a truck working on that fill.

About a week later I get a call from my friend "What color were the MDOT snowplows?" "When, what year?" I asked. "I put a picture up on my Facebook page and said the the truck was orange with black fenders, this guy says I don't know what I'm talking about, he says they've always been brown." Edgar seems a little ticked off, he won't label anything unless he knows it factual.

I ask "what kind of truck is the picture?" "A Mack, wheeler, looks like a RD cab." "Has it got steel fenders and an an off-set cab?" "Yes." "It's a DM-600, got them in in the spring of 1969 I believe and they were orange with black fenders, all Maine Highway Department trucks were painted that way back then."

I remember when the state got the Macks, lots of controversy, family ties with highway department management and Mack but I think they were a

good buy and I'm sure the State got a good value. They had a dump body for hauling road material in the construction season that was removed and replaced with a spreader for winter maintenance. I remember adding up the the total weight when outfitted for plowing with a loaded hopper and wondered aloud if they had to issue themselves an overweight permit.

We got into a long discussion, I was trying to think when they changed color. I could remember when there was a joke going around about what was orange and slept six. The answer was a Maine Highway Department truck (with a four door crew cab). The State was one of my accounts until I went to Vermont in the fall of 1974 and I can remember the guy in charge of ordering the trucks told me that the new color with the stripe was a less expensive paint job that orange with black fenders. The best I can remember the change came in 1974 but I'd love to hear from anyone who does have a more definitive answer.

Who knows about the DM-600 plows, who knows about the color change, who knows about O&H trucking? Maybe I get a little more tangled up in this than most but I get a kick out of the history of transportation and machinery that makes it happen.



Maine Highway Department photo / Edgar Browning

*above:* O&H Trucking's International R models lined up along Route 1 between Brunswick and Cook's Corner ready to go to work for Lane Construction paving the addition to the Maine Turnpike. I believe this was the spring of 1955 because most the earthwork was done in 1954.

*above right:* The State of Maine purchased a fleet of DM-600 Macks in 1969. For winter work the dump body was removed and a spreader hopper was mounted. There was a lot of talk among contractors about how much heavy equipment the state would purchase to do road work during the summer months.

Maine Highway Department photo / Edgar Browning

*right:* an enlargement of the top photo trying to get a better idea of the truck and owner. To see a color shot of the trucks working see Edgar's book page 37 which shows to license plates, top one yellow with black lettering, lower on white with black. Letters on the nose are an O on the truck's right side and H on the left the driver's side.



# How I Got my Class 1 Drivers License

*Gary Munsey*

Let me begin by stating that this story, should you decide to read the whole thing, is not much of a truck driving story that you would find in the more popular Antique Truck publications. It's a story on how I finally got my truck drivers license. My job for the past 27 years as been working for the Railroad and does not require a truck drivers license. I keep the license for any part time driving work I may get involved with.

My story on getting my Class 1 License begins with my induction into the US Army in June of 1975. My dad; we will just call him the "Fine Gent" encouraged me to enlist in the Army and become a Heavy Equipment Mechanic after high school. I wanted to be an operator however. Dear old Dad said to me "you dang fool", be a mechanic and then you can work on the equipment and play with the equipment as well! I listened to Dad this once and enlisted and reported to Fort Leonard Wood Missouri for basic training and advanced training to be a Heavy Equipment Mechanic. I graduated from my basic and advanced and headed off to Fort Lewis Washington (near Tacoma) during late summer 1975. I was assigned to a Combat Engineers unit and was anxious to start working on and driving the heavy equipment!!

Much to my surprise since I was the new kid on the block aka junior private, they assigned me to work in the Motor Pool Tool Room. I issued out tools and diagnostic test equipment and was responsible for calibration of certain items. I did that job so well that they awarded me with a commendation when we passed an Inspector General inspection!! Shortly after I arrived at Fort Lewis, since I was supposed to be a mechanic and supposed to test drive equipment, I needed a Military Drivers License, aka SF46 (DOD standard form 46). I went to the drivers licensing office on the base which was run by civilian workers and I failed the eye test required to get the license. Seems that the Army has strict regulations concerning this and since my left eye was the "lazy eye" since a very young age, the best I could see out of that eye was 20-400. The Army requires at least 20-40 in both eyes. So much for the Military Drivers License. So since I could not test drive the equipment, I did not do much repairing. So getting the tool room in shape in the Motor Pool, my superiors thought that I should move on to learning motor pool dispatching.

Again after getting that office back in shape which included dispatching the motor pool fleet and keeping track of the maintenance records, I received more commendations after more inspections from the IG office. Fast forward the rest of my 8-1/2 years in the regular Army, I was transferred to Alaska in October 1978 and the Engineer unit I was assigned to must have seen me coming because they immediately threw me into their dispatch office to get that back in shape. Same thing happened when I arrived at Fort Devens Massachusetts in November 1981. While at Fort Devens, our unit made a trip every year to Fort Drum New York up near Watertown. We would convoy from Fort Devens to Fort Drum via the Mass Pike, the New York Thruway and Route 12 from Utica NY area north to the base. Almost the same route that George Barrett took in his convoy days! Since I still did not have a SF 46 (drivers

license) legally I was not supposed to drive military vehicles. During one particular convoy, we were headed west on the Mass Pike with the Spec 4 from the motor pool parts room driving our Jeep. The motor sergeant was in the passenger seat and I was crammed into the back seat. The Jeep driver had to downshift from 4th to 3rd on several occasions while climbing the Worcester hills towards Springfield on the Mass Pike. A couple of times the driver somehow managed to upshift from 3rd to 4th but instead ended up in 2nd gear burning rubber on the highway when he let the clutch out!!

The boss had enough of this and told the driver to pull over at the Ludlow rest area and the boss told me to get up front and drive. I quickly reminded him of my lack of an SF46 and he replied "you can drive can't you? Don't worry about the license". So I ended up driving the Jeep with no problems from Ludlow to Fort Drum. For the return trip I was asked to drive a 5 ton "Bridge Truck" back to Fort Devens. Again, "Don't worry about the license". The 5 ton bridge trucks had a large open rack body on the back which carried portable bridge sections. Most of the 5 tons were equipped with multi-fuel engines but the one I drove was an older gas job. At times I was crawling along at 30mph in the Berkshire Hills on the Mass Pike.

I got out of the regular Army in December 1983 and decided to join a reserve unit for a year and try it out. When I reported to the motor pool on Fort Devens, the Motor Officer asked me what I had for a military license. I told him my story and he laughed. He said that we do our own licenses here in the reserves and he popped a blank SF-46 in his typewriter and asked me what I wanted on my license. Wow, I had to wait 8-1/2 years for this day to happen!! I said, put the usual stuff on the license, i.e., Jeep, 2-1/2 ton, 5 ton, 10 ton Truck Tractor with Low-bed, Bulldozer, Grader, Loader etc. It was that easy!! I did not make a career out of the Army Reserve only staying in for one year. My commitment was met with "Uncle Sam" in December 1984. In the summer of 1984 I landed a job as an "oiler" with Hudson Sand & Gravel (a Brox company) at their Hudson NH plant. Again it was supposed to be a mechanics job but after a week, they put me on the lube truck. They suggested that I get a truck driving license in case I left the yard to go out on the road for any reason. This is where the SF-46 from the reserves came in handy.

The drivers licensing agency in my state recognizes an SF-46 as prior experience! All I had to do was take a 20 question written test, give them an extra \$30.00 and I had a Class 1 License. No road test needed!! Not that I would go out and take a tractor-trailer out on the highway without proper training, but I had the opportunity to get the license so I did. I mainly used the license for driving straight jobs, 6-wheelers, 10 wheelers, tri-axles. Working for construction companies, part time Highway Department work and driving Roll-off Container trucks part time, the license was a handy thing to have. I did take the CDL classes when they came around and all I needed was the airbrake portion and a Class B, but I paid the extra money for the Class A CDL

*continued on next page*

*Gary Munsey continued*

I work for the Railroad as my real job now and still work part time for a pair of contractors. I don't really need the CDL anymore but I will keep it and renew it as long as I can. It's getting tougher now for having a CDL especially in my state. You have to have the health card (DOT Physical) and now you have to do what is called self-certification in the state to prove you have the health card. By the way, the first time I drove a tractor trailer since I got the Class 1 license in 1984, was September 2012 when Rick and Ron trusted me to help drive their Mack Tractor and Low-bed on the trip to Ohio and back. Rick was driving and he said he was a little tired and asked me if I wanted to drive. We were on the Ohio Turnpike about an hour and a half from our destination. I said to Rick, I will drive.

After getting on the Pike driving their 1990 Mack Tractor with tandem axle low-bed hauling a Cat 955 Shovel Dozer with a golf cart and Kubota (4 wheeler), Rick reminded me to use extra space when following traffic. When I passed and overtook a slower vehicle, Ricky reminded me to make sure to allow more distance when changing lanes. I then asked Rick if he was tired and he replied, "Yes". I then told him to "Shut up and go to sleep"! Shortly after, Rick was snoozing away in the passenger seat! Don't get me wrong, Rick and Ron are the best teachers I ever had. In closing this story, I just want to commend all the truck drivers who work hard, putting long hours in each day, spending days on the road not seeing their families, and to those who worked even harder to get their truck drivers licenses with the road tests and regulations the way they are today.

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## From the Workbench

*Peter Mullin*

I have only written a couple of columns since George took over editing duties and I couldn't be any happier with the quality of the newsletter since. I haven't really worked on any of the stories I have wanted to get down onto paper but I have certainly enjoyed not having the pressure on me to get an issue out every 4-6 weeks. I think the fact that we have a few more people contributing to the Shop Manual on a regular basis and a few minor format changes have gone a long way towards freshening up our newsletter. Congratulations and thanks to all that have contributed to keeping the Shop Manual up to date.

I think the "mini tours" we have been doing have been a great success and have generated a lot of interest. I think the compressed schedule - meet for lunch, visit before and during lunch, and a short run to visit a museum or collection works great. A total time of a little over 4 hours is sometimes easier to fit into people's daily lives than an all day event, or two day show. They are a whole lot easier to plan than a tour too. So, if you have an idea for a place to meet and grab lunch (or breakfast or supper) and something to go visit

before or after, step up and volunteer to put something together. Generally the volunteer gets to pick a date, time and location that works well for them. I have a couple of ideas that I am going to work on.

I have been pretty busy buying a fire truck for the City of Westbrook. It baffles the mind how comparatively little (almost) half a million dollars will buy these days. At this point it looks like I will be going to Wisconsin in late September to inspect the new truck. That purchase may be quickly followed by another new ambulance for a mere \$230k (equipped) if the City Council approves of that budget item.

On the home front Dad's Transtar II has been out on the road for an early season road test. I still need to turn the air pressure down a little more as the brakes are awfully touchy running bobtail. I ordered a new electronic distributor for the '66 the other day. Chevy 6's are notorious for wearing out distributor shaft bushings. Once that happens it is almost impossible to keep accurate ignition timing. I am pretty sure this is what was causing the difficulties we had on the fall tour last year. I hope to have the '66 home by the end of this week, if construction at home allows, so that I can install the new ignition system and shake it down in time for Adam and Wendy Libby's show in Windham on the 18th. We are really hoping to have both the Transtar and the Chevy there.

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## Owls Head Committee

*Nancy Mullin*

Well, glad to say we are up and running for another successful show. We had our first meeting and have some great ideas. As always we are looking for some raffle items please let us know if you have some things to donate

We are also looking to make a memory board of the past 25 years of the Pine Tree Chapter.

So, we are looking for some pictures from the earliest days of the chapter up to now. If you have any pictures please send us a copy or your original and we will copy it and get it back to you.

The next committee meeting will be 5:45 p.m. Tuesday May 20, 2014 at Antonia's in Freeport.

Well that's all from the committee. If anyone has some ideas please contact Nancy Mullin  
pcnancym@maine.rr.com

# Keystone Tractor Works

*Tom Hudgins*

<http://www.keystonetractorworks.com/>

I had the great pleasure of visiting the Keystone Tractor Works recently during my annual visit to Virginia. I discovered the museum from a posting in an old truck group on Facebook. I had never heard of the museum before this year. After searching for it on Facebook and visiting the official website, I phoned my brother Edward a few months ago and added it to my next visit agenda. I flew into Norfolk on Thursday the 17th and we made a day trip the next day. It was a family adventure with our parents and Edward's partner Crissy Crump. The admission was \$8 and well worth the price. The museum located in Colonial Heights off I-95 exit 53, since 2010 houses and highlights the collection of Keith Jones, CEO of Abilene Motor Express. He started the collection with tractors, old trucks and tobacco product memorabilia. A few tractors are located outside the gray building with a large sign advertising the tractor museum. A lone semi-trailer was also outside advertising for truck drivers. Upon entering the lobby vintage tractors, automobiles and rocking chairs greet you with a feel that you have stepped into a rural farm scene. No manure smell was to be found but I did enjoy the aroma of old trucks and tractors including grease and oil. There is currently a raffle for a vintage 1954 Farmall Super H. Both dad and I bought a ticket. 5 bucks for a chance at winning the running show ready restored tractor. Crissy mentioned it to her dad on her cell phone and he said it could be his excuse to visit Maine and deliver it if I win. I'm not counting chickens yet and it is all up to chance and the luck of the draw.

You enter the museum from the gift shop. On the right as you enter the tractor area, there is a 1959 John Deere 430 Wide tractor that you can sit on and have your picture taken by whoever brings a camera. I took photos of Edward, Crissy and Dad. Afterwards, I asked Edward to snap a few photos of me on the tractor. Our family wandered around as we started to browse the large diverse collection of agricultural machinery. The first tractors that caught my eye and camera were the pulling tractors. Having attended a few Virginia tractor pulls in my youth, the tractors brought back many memories of going with my brother or uncle to the pulls at York Academy in Shackelfords, Virginia.

The tractor collection consists of the major manufacturers, such as John Deere, IH, Case, Ford, Allis-Chalmers, Oliver and many others. Each brand was organized in rows and sometimes included vintage brand signs in great condition. Highlights for me were the 1949 Brockway 49G standard, the 1930s model Case tractors that were painted dark gray, the Minneapolis Molines and Cockshutt brands. I've never heard of the latter and as with any museum visit, I enjoy learning about and discovering new things or in this case unknown brands of tractors.

Before entering the truck section there are nostalgic and toy trucks displayed. A donated Winross die cast truck collection is housed in shiny glass cases with one dedicated to companies that operate or are owned from Virginia. Additionally, one of his employees has an antique bottle and food collection displayed at the museum as well. I asked a gentleman that worked

there about the bottles and found that he was the owner of the vintage food item collection. I also mentioned to him about the need for drivers on the trailer and he mentioned that they "hire five and fire five" weekly. I'll keep my comments to myself about the mythical truck driver shortage that is supposed to be plaguing the U.S. A. A huge trophy wall honors Virginia tractor pullers and the KTW Pulling Team behind some nice and shiny pulling tractors including a Cockshutt Deluxe.

The truck section was divided into two large rooms with vintage large cars in one and fire apparatus/medium sized trucks in the much larger room. The trucks on the front wall were displayed closer together with chains for barriers that didn't allow any viewing of the trucks from the rear or sides. I didn't take many photos of these trucks due to their location and the lack of room for me to get decent compositions. The trucks in the middle of the large room could be viewed closer and were parked so you could walk around the center and get closer views. The brands of truck were well represented with the popular Macks and Peterbilts and diverse brands such as Corbitt, Federal and Brockway. After viewing the 1955 International DFC-405 COE otherwise known as "Wedding Cake Truck" and the 1955 Peterbilt 350 6 x 4. Dad revealed to me that the two trucks were always on his wish list to drive. The 1955 was purchased from the Chan Collection as well as a 1961 International DFC-405 4 x 2. Both were painted in the green, black, white cabs with red frames. Dad also mentioned that everyone back then painted their frames red. I remember him telling me a story about one of his trips to Florida as a co-driver back in the late 1960s. During their down time, they bought a gallon of red paint and with brushes made the frame nice and shiny red. After I finish removing the remaining rust on the Transtar frame, I plan to do the same thing.

Overall, I enjoyed visiting the museum with my family and it was the old tractors that caught my eye more than the old trucks. I look forward to visiting the museum in the future as the old truck section seems to be a work in progress and part of an expansion. The museum also reminded me of The Cole Land Transportation Museum with its diverse nostalgic items and relationship of machines and logistics. I took 330 photos with my Nikon D100 with only a few not making the cut for showing to the internet viewers. My photos can be viewed from a current posting on my blog. <http://thomashudgins.blogspot.com/>



Tractor Tom



KEYSTONE ANTIQUE TRACTOR MUSEUM

## Update for Owls Head

*Toby Stinson*

I can finally see out of my window that spring is finally here and am enthused to hear all of the stories of people getting their trucks out and ready for the season. We are really hoping to have a wonderful Truck Show this year at Owls Head and what makes a great show when you get down to it, are great people and I know you have that covered. Here is an update on the truck show so far.

Rob Fernald, representing the MPDA is going to be sponsoring a blind spot demonstration. Rob has permission to use a Wal Mart Tractor and Trailer to do this. Purpose is education for the public. Put them in the drivers seat to see and understand what the drivers actually have to do and see. I think this is a great public educational opportunity, thanks also goes to John Ellingwood for putting Rob in contact with me.

Touch a truck was a great hit and I would like to ask

for volunteers again. If you have any interest at all please contact me at 594-4418 or [ts@ohtm.org](mailto:ts@ohtm.org). Touch a truck is kids are allowed, with parent supervision, to get inside the trucks and be kids. Many thanks to those who volunteered last year, Adam Libby and Higo's.

Finally, if you know you are going to be around on Friday before the show and have any interest with volunteering with parking please let me know. The goal of asking for this is to make the best use of the space that we have and to make all trucks as visible as possible.

I also know that this is the 25th anniversary of the Pine Tree Chapter, and we at Owls Head are excited to celebrate not only trucks, but the chapter as well.

Toby Stinson  
Owls Head Transportation Museum  
Pine Tree Member.

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## Calendar Reminder

Spring has sprung in Southern Maine, kind of!! Well the snow is gone , I guess that's a start. It's time to get serious about the 2015 calendars. So if you think you might like to see your truck or trucks in the 2015 calendar, then take some pictures and send them my way. This may be the last reminder due to my dead line being the first of June.

For those of you that have already sent in pictures " Thank You" I couldn't be more happy to receive them.

If you need help taking a picture or need someone to do it for you please email me . There's a few members that have offered to help with that part. Thank You, Steve Marshall [srmcam86@gmail.com](mailto:srmcam86@gmail.com)

## Notices and Classified Ads

**For Sale:** 1951 Ford F-7 Rack Body truck. No Rust, 17,379 indicated miles. 6 new tires. Excellent condition. \$11,000; 1924 Graham Brothers Ice Cream delivery truck. \$25,000 Pictures available on the Owls Head Transportation Museum Barn Fresh Website. Call Toby at 594-4418 for more information.

**For Sale:** 1962 Autocar 3 Axle tractor, Model DCV72 Integral Sleeper 903 Cummins(not running) Short nose model, Have title 603-463-5736 - Charlie

**For Sale:** 1982 Kentucky Drop Frame Moving Van Trailer- 44 feet long x 96" wide Air ride on 8 fair 9R22.5 Tires Flat floor over tires (No Wheel Wells) Cosmetic Sheet metal damage down right side. Roof has a slight leak towards rear. Needs Paint \$2600. Contact John Ellingwood @ 207-590-2298 or jellin@sacoriver.net **2**

**For Sale:** 1960 27 Ton Talbert Cableneck Trailer- Mechanically detaches with use of fifth wheel ramps and tractor mounted winch. 17 foot well with 7 foot deck over the rear tires. Wood needs to be replaced on deck. 10x20 Tires in poor condition. No serious rust issues that I have spotted. Would make a nice piece behind a 60's vintage truck hauling vintage construction equipment. Original build sheet as supplied by Talbert Mfg. \$2400 **1**

**For Sale:** 1982 GMC Sierra 4 wheel drive pick up. 153,000 miles, 350 engine with 4 speed transmission. 8 foot bed in excellent condition with aluminum cap. All original, one owner vehicle bought new at CB Kenworth in South Portland. Normal Body rust that should be expected on a 1982 truck. 4 Good 16" tires with 80% or more tread and no dry rot. Custom fabricated rear bumper for towing with 7 way RV socket. Includes many receipts as well as the original sales brochure. \$1800 Contact John Ellingwood at 207-590-2298 or jellin@sacoriver.net for more information, pictures and to get in touch with the seller. This truck can be seen at the Hillcrest Farm Truck Meet in Windham on the 18th of May **3**

**For Sale:** 8' long wrecker body in good condition. 3/8" steel plate construction. No hoist. I have pictures too. 949-1360 call or text. \$550 OBO Falmouth

**Wanted-** A pair of MPG-Maine Potato Growers mudflaps Check those storage trailers in your back yard! Contact John Ellingwood 207-590-2298 or jellin@sacoriver.net

**Ideas Wanted:** Fall Tour will be held in the Aroostook County area. If you have a specific Restaurant or Tour Stop wish while we are up there please let us know. Contact John Ellingwood @ 207-590-2298

*See Some Photos on Back Cover*

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**Director - Clayton Hoak** 299 East Stage Road, Pittston, ME 04345; (207) 582-3224; email: 1948reo@roadrunner.com

## PUT ON YOUR CALENDER

- May 17, '14** **Pine Tree Chapter Spring Stretch**, Bangor, Truck Driving Championships at Dysart's and the to Cole Land Transportation Museum
- May 18, '14** **Hillcrest Farm Antique Truck Meet**-741 River Rd., Windham, ME  
Contact Adam Libby @ 207-651-5769
- May 31, '14** **Springtime Truck and Tractor Show**, Crawford and Sons Woods Co., 95 Access Rd., Lincoln, ME springtruckandtractorshow@gmail.com  
Doug 356-2237, Charlie 794-4547, Dustin 356-5283
- June 28 '14** **Pine Tree Chapter Late Spring Tour**, Gather at Sabattus Farmington to see tractors, Skowhegan to see Antique Engines
- July 6, '14** **Boothbay Railway Village** Antique Engine & Tractor Meet • Operating early antique engines & tractors. Displays and demonstrations of early mechanical devices.
- July 13, '14** **Truck Show - Bolton Fair Grounds** New Location Route 117, Lancaster, MA A.T.C.A. New England Chapter, Bill Semple 978-460-0465
- July 19-20, '14** **Owls Head Transportation Museum**, Trucks, Tractors, Commercial Vehicles weekend
- July 19, '14** **Paris Hill, Bob Bahre's Collection** Once a year this private collection of automobiles is open for viewing. Adults \$10.00, children under 12 \$2.00 Hamlin Memorial Library 743-2980
- July 19-20, '14** **Boothbay Railway Village** Antique Auto Days
- August 3, '14** **Bellows Falls High School** 16th annual ATHS Green Mountain Antique Truck Show, US Rt. 5, Bellows Falls VT, 8:00-4:00 for more info Roger Martin mackltl52@yahoo.com
- August 6-8 '14** **HCEA Annual Convention and Pageant of Steam**, Canandigua, NY
- August 17 '14** **Barrington Old Truck Meet** Calef's Field, Barrington, NH Rts 9 & 125  
Don or Marilyn Smith 603-664-9761

***DUES NOTICE - Membership Renewal & Update Form***  
Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS.  
Membership in the American Truck Historical Society is required.

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

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

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

State \_\_\_\_\_

Zip \_\_\_\_\_

Pine Tree Chapter Dues of \$10.00 run from January to December. page 11

**Mail to: Pine Tree Chapter ATHS**  
C/O Jamie Mason  
104 Falmouth Road  
Falmouth, Maine 04105



see classified ads on page10

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