

Shop Manual

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May 2017

President's Message

Jamie Mason

As the weather gets warmer and the days get longer, old trucks across the state come to life. Well, at least at my house they do. With spring slowly emerging, take time to go over your "to do" list from last year and give your old trucks a close look. Please take time to check the brakes, tires, steering, doors and latches, electrical and other mechanical systems. Please keep a wheel chock and a working fire extinguisher in your vehicle as well. We should strive to be stewards of old truck and vehicle safety. I know you all do this, but the yearly reminder is for a worthy cause.

The spring stretch, put on by Nancy and Peter Mullin, was a hit. Unfortunately, the weather predicted rain all week and I believe that kept people from planning to take the trip to South Portland. For those that did venture out, the weather ended up being mostly sunny throughout the day. The coffee and excellent home made donuts were worth the trip! The fire station had lots of inside space and plenty of parking-perfect for our gathering. Stuffed shells, pulled pork, chopped sue, and Lucy Stackpole's famous rice crispy squares kept me quiet for a few minutes and full for hours! The trip to the Liberty Ship Memorial and South Portland Historical Society building were very interesting as well. I saw several people admiring our lineup of old trucks at the memorial parking lot. Thank you Nancy and Peter for hosting us!

I made several calls in the last few weeks trying to put together a spring tour in the western Maine area. Unfortunately, I only have two Saturdays and two Sundays free in May and June. With a tight schedule and my minimal knowledge of the area, I am postponing the tour until my schedule frees up and some interesting locations become available. If anyone has or knows of interesting spots to visit in western and central Maine, please get in touch with me. If you'd like to help put the tour together, I'd work with you on the logistics.

If you head read the latest edition of the Wheels of Time, you'll notice that we have a new Executive Director. Jim Poage, of Texas, has been tasked with keeping our organization running on a day to day basis and help with the selection of a full time replacement. After reading his bio and doing some investigating on my own, I believe he is a good fit for the position and I hope to meet him at the National Convention in Iowa.

Speaking of National Convention, many PTC members,

myself included, are planning on heading to Des Moines. It's a haul from Maine (and New England!), but we will be well represented. If you are planning to go to the convention, we are looking to take a group picture on Saturday, May 27th, at 11:00 AM. Meet at the ATHS booth located with the other indoor vendors. If you'd like to let me know if you're going to make the picture, send me an email or a text. Look forward to seeing you all out there!

Looking ahead at the 2017 truck calendar (enclosed), on May 20th, Yarmouth Public Works has an open house. I plan on bringing an Oshkosh with a big plow! May 21st, is the Owls Head Transportation Museum's first tour. The cost is \$50.00 but that includes lunch for two. The proceeds go to their intern program. I'm hoping that a little diesel smoke won't ruin their parade! National Convention is May 25-27th, which I plan on attending. The next event I am hoping to make is the ATCA show I'm Macungie, PA. It is Father's Day weekend and does conflict with Watson's Water and Wheels. If Pennsylvania is too far for you, I suggest you head to Naples and have fun with the Watsons! Wrapping up the month of June, please consider heading north to Lincoln, Maine for the Spring Time Truck and Tractor Show. They know how to have fun up there. Please check the calendar for new additions and other shows. I've only presented a few locations of many that are available.

Nancy and her crew are hard at work getting things ready for the Owls Head Transportation Museum show on July 22nd and 23rd. If you have items or gift cards to donate as raffle items, please let her know! From the truck department, I plan on bringing more than one truck to the show. If a group wants to do a truck shuffle the Friday before, or earlier, it might be easier if we carpool back. If you have time, truck, or a trailer that needs to get to the show or is able to move trucks, let me know. Toby is also looking for 5th wheel demonstrations as well as touch-a-truck trucks. I am planning to provide a truck for the touch a truck, but he could use a couple more. Please contact Toby at the museum. 207-594-4418.

As discussed at the annual meeting, we are looking to put on a fall PTC truck show. I've assembled a small committee to help create and implement a day of fun and trucks. Looks like the date will be Sunday, September 17th, 2017, at the Topsham Fairgrounds. Please see the ad and other informative points within the Shop Manual.

Jamie

Finding the Right Truck

Gary Munsey

Let me start off this story by introducing myself. My name is Gary D. Munsey Sr., son of Don Munsey, stepson of Diane Munsey. I am a Pine Tree Chapter member and live in Massachusetts but will always be a native of the "Great State of Maine". When a stranger asks me where I am from, my reply is Maine. I just live in Massachusetts! I work for the former Maine Central Railroad now known as Pan Am Railways and I work as a Train Dispatcher.

My father got me involved with the Pine Tree Chapter early in the 2000's. I have had a few antique trucks in the past after joining the PTC but this story is how I ended up with the "right truck" for me that is. Let's start when I was in my teens and moved in with my father and "then" stepmom "the Princess" as the Fine Gent called her, into her house on Orr's Island Maine. I was a freshman in high school and I have always been fascinated with construction equipment and dump trucks. One of the local contractors from Bailey Island purchased one of the new 1970's Ford L8000 ten wheel dump truck. I believe that when the Louisville's came out in 1970, a few were purchased in the local area including the Bailey Island contractor; Herman "Leo" Coombs and the former Granite Paving of Topsham Maine, now Harry Crooker and Sons. Leo would be driving by stepmoms house and he would stop and pick me up and I would go "haulin" with him! I was in heaven!. That 1970 Ford L8000 had a Cat 3208 diesel and a 5x4 transmission arrangement. I loved the sound of that Cat engine. I remember that Leo's truck was painted yellow with a green dump body and Granite Paving's Ford's were painted blue. Riding with Leo got me hooked on Ford Louisville's.

Fast forward to 1986 when I left my job at Hudson Sand & Gravel in Hudson NH, (a George Brox company) and went to work for Park Construction out of Fitzwilliam NH. I worked as an oiler for Hudson and found out that Park was building a new Lube truck to go on the road and service their construction equipment and were looking for an oiler. I interviewed with the Shop Superintendent on a Saturday and he suggested that I go down to Gardner Mass where the truck was being put together and check it out before I made a decision. I made trip to Gardner and after seeing the truck, I knew right then and there, I wanted the job. The truck chassis was a brand new 1985 Ford L8000 with a Cat 3208 engine and a five speed tranny with a 2 speed rear axle. Park had bought a used van body with roll-up door and hydraulic tailgate and had the body custom fitted with tanks, pumps, racks etc. It was state of the art for its time! The compressor and power washer were run off the trucks PTO. I drove that truck around southern NH and Massachusetts changing oil and servicing equipment at Park Construction's job sites for about a year before I went to work for the railroad.

My first antique truck that I had around 2002 was a 1965 Ford C800 that had a Holmes wrecker on the back. The truck was at my dad's property in Dresden aka "Rusty Fender Estates". I don't remember who the owner was that owned the truck but Dad said it was for sale. The wrecker body was going to cost extra but I did not need a wrecker so I paid for the cab and chassis.

My plan was to put a flatbed body on the back. I would go up to Dresden and tinker with the truck to get it road worthy but gave up on that project when Dad told me that there was a 1966 Ford C850 fire truck for sale. I bought the fire truck and concentrated my efforts on that. I would head up to Dresden on weekends from Mass to work on the truck with Dad. The fire truck did not need much work and soon had Mass antique plates and I was taking it to the truck shows. I took it to several shows and events including Pine Tree Chapter Truck tours, truck shows in Maine, NH, Vermont and Massachusetts. Dad was encompassing a large collection of Ford C cab trucks as well in the early 2000's.

Around 2005 give a take a year or two, the fever for owning a Ford L series truck was starting to kick in. A few visits to Don and Marilyn Smith's place in Barrington NH, aka the Smithsonian of the North, and I noticed a Ford L series truck parked in the yard. The truck was a 1971 LNT900 that had an old flatbed body just sitting on the frame of the truck. I purchased the truck from Don and a few weekend trips to Barrington and I was driving the truck south to Massachusetts. The truck was powered by a Ford 534 gas guzzling engine with a 5 speed main and 3 speed auxiliary transmissions.

The Sunday that I left Barrington with the Louisville was a nail-biting experience. You see, Don Smith used the truck for snow plowing and sanding and the truck did not get much over 30 mph. As soon as I hit Route 125 and got the truck up to 40 mph, the rig starting shaking so I slowed down under 40 and the shaking was not as bad. It was a slow ride home to Pepperell and thankfully a good friend of mine, drove me to Barrington that day with his service truck so I had some insurance following me home!! I started to troubleshoot the shimmy problem over the next few weeks starting with buying new steer tires for the front. I think that they were 10.00-20 tires? That did not solve the problem and with limited resources and no shop at home to work in, the truck just sat in the backyard until I sold it back to Don Smith. I believe the shaking was due to worn our rubber frame mounts on the auxiliary transmission causing the drive shaft to wobble? While I owned the 71 LNT900, I still had the 66 Ford C850 fire truck and that was starting to need a lot of maintenance and upgrades like new tires, some body work etc. The part that I liked about the fire truck, was at most shows, I had the only Ford C-cab truck at the show! It looked out of place with all of the Mack's, Brockway's and Autocar's but my C850 was something different to look at.

After the LNT900 left the backyard, I purchased a 1960 International Harvester V220 six wheel dump truck to add to my IH collection of farm tractors. This truck had the IH 549 V8 engine with a five speed transmission and 2 speed rear axle. I knew that I was going to have to do some engine work because the exhaust manifold gaskets were junk and needed to be replaced. Again my dreams of restoring this truck did not come true. I started a new part time job and did not find much time to work on the V220. In late 2013, I was getting ready to have my part time bosses Rick and Ron Cannizzo pave my gravel driveway. The V220 was in the way and I made arrangements to part with that truck as well.

continued next page

After a while, I decided that I needed a truck that I would not have to put much work and money into so I sold the Fire Truck and bought a 1969 Chevy C30 one ton dump truck from Northeast Rockbusters treasurer Bruce Crawford around the fall of 2011. Being a Rockbuster member myself, I thought that owning a dump truck instead of a fire truck would prove useful in hauling dirt at one of our equipment shows. The Chevy did not need much work, in fact I acquired the truck just before the 2012 AHS National Convention in West Springfield MA so I drove the Chevy to my first AHS Convention. After the national show, I took the truck to a couple of shows including Owl's Head (hailed on a trailer) and the Northeast Rockbusters show in Wilton NH in 2013. After that show, the truck sat in the driveway for some time again without much attention since I was working the part time job in addition to my railroad job.

The last part of this story we can blame on local Pepperell contractor Pete Antosh. Pete being a small time contractor with a backhoe, small excavator, small dozer, and a 6 wheel Ford L8000 dump truck decided to park his 87 L8000 and purchase another slightly newer L8000. The reason for this is that Pete being in his early 70's had bad hips and shifting the manual transmission in the 87 Ford became a problem so he bought the newer truck with an automatic transmission. I would see Pete around town so I asked him one day how much did he want for the 87 L8000. His reply was \$4000.00. I did not have that kind of money hanging around so I knew at that time, that I would never own that truck. Several more encounters with Pete and I asked the same question, "How much do you want for the Louisville"? I always got the same answer hop-

ing that he would drop the price somewhat. Finally in early 2015 when I asked Pete the same old question, his reply shocked me!! This time his answer was \$4000.00 cash or he will trade for my 1969 C30 and my 1949 Farmall C tractor straight across! This caught me off guard since I could easily part with the Chevy but I was quite attached to my tractor. I took the tractor to plow days, and shows and used it to plow my driveway in the winter. I told Pete that I would have to think about this. I saw Pete again at our Rockbusters 2015 show in Connecticut and asked him the same question and I got the same answer about the cash or trade. I asked him about trading my Chevy and how much cash he would want instead of the tractor. His reply, \$3000.00 cash and the Chevy. I am thinking, the 49 Farmall is worth \$3000.00? No way!! I said lets trade.

So now I have an 87 Ford Louisville 6 wheel dump truck with a Cat 3208 engine, 5 speed transmission with a 2 speed rear axle and other than a van body behind the cab, I feel right at home like I was driving that Park Construction Lube truck 30 years ago! I have the truck registered as an antique and so far I have replaced the rear tires with some "newer" used 11.00-20 tires. I need to do a little body work to the front of the hood since Pete hit a tree with the truck when he owned it. The dump body has a few holes in it which may get repaired someday but for now it can haul dirt once a year at a Rockbuster show with no problems. That's the end of this story. As far as I am concerned since I have a passion for Ford Louisville's, I finally have the Right Truck!!

P.S. I hated to part with my 49 Farmall C, but I have another Farmall which is a 1940 B which needed some work so this deal gave me an excuse to work on it.
Gary Munsey

EAST MACHIAS - Ellen L. (Day) Foss, 70, wife of 39 years to Richard of East Machias, died April 8, 2017 surrounded by family, love and laughter after a battle with cancer. She was born on December 31, 1946 to Celia Bannon and Ralph "Buddy" Day.

She is also survived by her siblings, David of Brunswick, Patty of Brewer and Randy of Northfield; Children, Thomas of East Machias, Brenda of Kimberly, Wisconsin, Denise of Leonardtown, Maryland and Heidi of Carmel. Twelve Grandchildren, Two Great Grandchildren and her Special Canine Companion, Baby Girl.

Along with her parents, Ellen was predeceased by her children Baby Bert and Lynda.

Ellen attended Machias Memorial High School. She held positions in Grocery and Food Services including one of her favorites with Ellen & Rocky, at Riverside Inn but her

proudest accomplishment was her partnership with her husband at Foss Transportation.

In recent years Ellen has enjoyed a love of fitness and exercise with a special group of friends. She will be fondly remembered as an amazing cook who loved to host the Foss Friends and Family BBQ.

Please join us for a Celebration of Ellen's Life on August 12, 2017. There will be a BBQ at the Foss Residence starting at 1 p.m. All are Welcome!

In lieu of flowers the family would appreciate a donation in Ellen's memory to the Hospice Suite at DownEast Community Hospital, Attn: Julie Hixson, 11 Hospital Dr., Machias, ME 04654 for the exceptional care and comfort that was provided.

Ramblings

Lars Ohman

Latest issue of WOT had a short piece on the passing of Don Chew, of Colorado, a very long time supporter and believer in the AHS. He definitely was a walking, talking book of knowledge, and a fine gentleman to sit and talk with for hours on many subjects. His knowledge and insight will be greatly missed by all. Second item, and I

will only touch on it briefly, thanks to all who sent cards, e mails, and phone calls to my wife Terry and our daughter Lisa who were in a serious auto accident on the 29th, at Rt 11 & 26 in Poland. Both they, and the dog are mending slowly now that they are out of CMMC, (Larcy, the dog was hospitalized elsewhere) We have always been firm believers of the use of seat belts, and thank god for them and air bags.....Be sure to use yours..... No excuses !
Lars

Signal Truck

Charlie Hunnington

One of the events I never miss is the annual Owl's Head Auction held each August. At the 2016 Auction one of the vehicles going through was a 1916 Signal Truck. I didn't really intend to buy it. I'm a museum volunteer and am friendly with the auctioneer. When he couldn't get a \$500 advance on the bid he cut the increase to \$250. I figured that if I bid that one of the active bidders would advance the other \$250. Wrong! A few seconds later I was the proud (shocked?) owner of the truck.

Upon closer inspection I realized that it had turned out for the best. The truck is very complete, totally done, and on top of that I know the 2 previous owners. The next step was to learn more about Signal Trucks. That's a lot harder then it would seem.

When you search for "Signal Truck" on the internet you find out a lot about truck turn signals! To the rescue comes Clayton Hoak. Clayton has a keen interest in truck literature and spends a considerable amount of time in various libraries doing truck research. He was kind enough to make copies of several brochures for me.

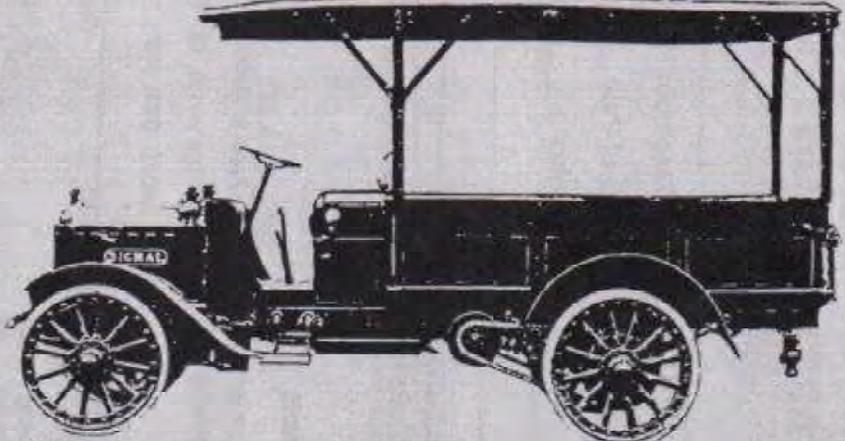
What can we tell about the Signal? Like many vehicles of the era it is an assembled vehicle. A Signal advertisement proudly proclaims "Continental Engine, Stromberg Carburetor, Eisemann Magneto, Timken Axles, Gemmer Steering Gear, Hartford Clutch, Covert Transmission, Russell Jack Shaft" Fast forward to the 70's when GM was taking heat for putting other divisions engines in cars. Times change! The ad pictured is earlier then the 1916 as it has chain drive rather than a driveshaft. Signal made 1, 2, 3, and 5 ton chassis. They were offered in a Short, Long, or Special wheelbase. The 1916 I have is a H series for 1 1/2 ton. It has the long wheelbase (12'). This makes it a HL. The 10' wheelbase was simply a model H and the Special 12' would be a HLS. In a similar fashion Signal used F for the 1 ton, J for the 2 ton, M for the 3 1/2 ton, and R for the 5 ton. One last throwback to earlier times. My Signal is serial number 50. Motor Vehicles should have a great time with that in this era of 17 digit serial numbers!

AUTOMOBILE TRADE JOURNAL. 2

SIGNAL

Fifteen Hundred Pound Trucks

"Fully Guaranteed on Solid Tires"



\$1400
Chassis with driver's seat and standard equipment

Signal Motor Truck with Express Body and Canopy Top.

\$1400
Chassis with driver's seat and standard equipment

Continental Motor
Stromberg Carburetor
Eisemann Magneto

Timken Axles
Gemmer Steering Gear
Hartford Clutch

Covert Transmission
Russell Jack Shaft

DEALERS WANTED

The better class of dealers throughout the country will be quick to realize the possibilities in a truck that embodies all the above well-known and standard units. In addition the capacity and price of the Signal give you a maximum number of prospects, as the great majority of transportation problems are best solved by the use of a truck of this size. We have a very equitable selling arrangement and would like to hear from you in regard to your territory.

SIGNAL MOTOR TRUCK COMPANY

DETROIT, MICHIGAN, U. S. A.

Calendar Update

Thomas Hudgins

Well it is that time again to solicit images for the 2018 Antique Truck calendar. I have about 4-5 months to fill including the cover. I'm available to photograph your truck on weekends or you can send me photos and I can scan them into the computer. If you send photos via snail

mail, please include a S.A.S.E if you want your photos returned. A few members have submitted photos already and I have talked to some Bangor area members about photographing their truck this month. I'll also be at the national convention in Des Moines and hope to capture a few Pine Tree member trucks there as well. You can contact me via email or snail mail: tomchristopher28@gmail.com or PO Box 43, Bradford, Maine 04410-0043.

Some Maine History

George Barrett

My article for this month's Shop Manual is a little different than my previous writings in that I'm not talking about myself and I'm not talking about trucks. What follows is real Maine history that most don't know about and if you stay with me to the end you will find a connection to trucks, albeit small. Sometimes our most important leaders don't draw attention to themselves and get lost in history. These two men should be better known.

What convinced me to put pen to paper was the enjoyable short trip during the spring stretch that Peter Mullin planned to see the memorial to the men and women who built the Liberty Ships during WWII. The park and display was very nicely done and the information on display was accurate and informative but there is the "rest of the story" that I'm going to tell. It's about the Bath Iron Works having to cease operations due to bankruptcy in 1925 and not starting up again until the autumn of 1927. It is mostly about one man, W.S. Newell with some strong help from another, W. S. Wyman. Both of these men were leaders in their field of endeavor and civic leaders of their time. They worked hard with strong honest work so their business could be sustained to this very day.

Everyone thinks of the "Iron Works" as always there, strong as an ox. It never shuts down, the lights are always on. Truth is it was started by a young Civil War General, Thomas Hyde, when he bought a foundry in Bath that made marine hardware in 1865. His idea was to continue to expand the use of iron, he was convinced that soon wooden hulled boats would not be the choice for any watercraft other than small yachts. He was right, many of the early contracts are listed as manufactured by BIW had wood hulls subcontracted with another Bath yard. Hyde intended to manufacture the machinery and he soon became very good at it. Navy contracts in the late 1800s required a certain performance level with regard to fuel consumption and speed before the vessel was accepted. Through the last part of the 1800s and into the 1900s constant improvements were being introduced, better steel, more efficient boilers, changes from coal to much more efficient oil and then, in the very early 1900s, steam turbines started to replace the reciprocating engines, a design first successfully used by Fulton in August 1807 on the Hudson River.

Those of us living in Maine are always hearing about how well built the BIW boats were. Having read enough over the years I believe they were consistently better built boats. Hyde and his engineering team at BIW had an enviable reputation with the Navy for getting the job done right the first time. At one point the Navy published a list of its fastest ships, all the top ten were built at BIW. It makes sense that a small yard in Maine could do a better job if its top management was capable. I believe the Iron Works has always had talented engineering people with an honest attitude and a desire to create a product of which they can be proud.

William Stark Newell was born in 1878 and was brought up in and around Boston. The ships in and around that area interested him and he decided to study naval architecture at MIT. He worked his summers either going to sea or at the Bath Iron Works.

Upon graduating from M.I.T. he worked for a year at the Sparrows Point plant of the Maryland Steel Company

(shipbuilding in Baltimore), spent several months at sea as a cadet engineer, and then went back to his alma mater as an instructor in mechanical engineering for a couple of years. In 1902 he came to Bath as a draftsman and remained there for the rest of his life with the exception of two years when the Bath yard was closed from 1925 to 1927. He never sold his Washington St. home, he apparently loved Maine and the life-style of Bath.

Newell married Caroline Moulton in 1907, the youngest daughter of George Moulton who operated a small foundry and machine shop in Bath where windlasses and ship machinery were built. It was about the time of his marriage that his friends started calling him "Pete" after Peter Newell the famous comic artist of the day. The name stuck and Newell was henceforth always known as "Pete Newell."

In 1915 Newell was promoted to Engineering Works Manager and held that position through the first world war. Bath Iron Works continued to be owned by the Hydes, lock stock and barrel until Mr. John S. Hyde died in 1917. The business had become extremely profitable since 1908 and Mr. Hyde had become a very wealthy man. The business was sold by his estate at the peak of war activity to a syndicate which issued stock for public sale. The newly organized company proceeded from the start to pay dividends on all its issues even though it was so short of operating capital that within two years it was forced to borrow substantial sums of money.

The First World War Program ended in 1920 and with that the worst shipbuilding depression in history set in. The disarmament conference of 1922 sealed the fate of Naval shipbuilding for good - or so it seemed at the time. The Iron Works lost one by one all its key executives through death or retirement. Newell held on as the business went into receivership in 1924, ceased operations in 1925 and was ordered sold to satisfy the bondholders.

Newell thought there was still a chance he could operate the business if he could purchase it. Accordingly he scraped up up about \$175,000 from friends, put in all he had of his own, and proceeded to bid for the plant at the receivers' auction on the Court House steps in Bath on October 1, 1925.

Unfortunately a New York speculator by the name of Friedburg saw a chance to make a quick buck, he knew Newell wanted the yard in the worst way and he knew he didn't have much money. Newell opened the bidding at \$90,000, Friedburg topped him by \$100. And so it went, Newell bid above his available cash and quit at \$193,000 and the plant was sold at \$193,100.

With heavy hearts the Newell family left Bath for New York and Pete joined up with Cox and Stevens, a firm of Naval Architects who were busy designing yachts for the rapidly growing crop of millionaires of the mid-'twenties. A year later he was offered and accepted the position of general manager at the New York Shipbuilding Company in Camden, NJ, one of the three largest shipyards in the United States. This was the most lucrative position Newell had ever held and was to remain so for many years into the future. But he was not happy, his thoughts kept returning to Bath.

For two years there were no ships built in Bath. The boom had gone bust, it was a gloomy time. On July 5, 1927 the land and buildings that were purchased at auction by

Friedburg, stripped of the tools and equipment, were sold to a subsidiary of Central Maine Power, the New England Public Service Company. This included the 14 acres and 213,000 square feet of enclosed shop and office space that constituted what was the Bath Iron Works, Limited. Would Bath's biggest industrial plant soon take on a new life? On August 11, 1927 the property was conveyed to the Keyes Fibre Company of Waterville, who announced that its subsidiary - Rex paper Products - would undertake the manufacturer of simple paper plates where once complicated power systems were built.

After almost two years of working for other shipyards Newell comes back to Maine looking for a place to build ships. He makes contact with Walter Wyman whom, according to Pete Newell's son John, was a lifelong friend of his father. So now let's take a look and see some background on Mr. Wyman.

What eventually would become Central Maine Power was started when two men purchased the Oakland Electric Light Company in 1899. Both Maine men, Walter Scott Wyman (1874 - 1942) was born in Oakland and Harvey Doan Eaton (1862 - 1953) was born in North Cornville. Wyman attended local schools and Coburn Classical Institute in Waterville then spent three years at Tufts College where he studied electrical engineering, geometry, and machine drawing. Eaton attended local schools, Somerset Classical Institute in nearby Athens, Coburn Classical Institute, and then Colby College graduating in 1887. He then took a law degree from Harvard in 1891 whereupon he returned to Waterville and opened a law office.

Wyman had a summer job as an operator at the Oakland Electric Light Company. His first job after college was an inspector and assistant superintendent at the Maine Water Company in Waterville, but he soon moved to the staff of the Waterville and Fairfield Railway and Light Company. When he joined with Eaton in 1899 he was well acquainted with electricity, waterpower, and business operations. Although they both remained strong friends all their lives Eaton left the company in 1924 and Wyman succeeded Eaton as president of Central Maine Power and presided over the financing and execution of a major expansion of Maine's hydroelectric capacity.

There were hydro-electric plants scattered about the State of Maine in 1899 and new ones were constantly coming into operation. For the most part, they were small, isolated units. Necessarily, only communities located on a waterfall could have a plant. Only such communities could benefit from it, and that only according to the capability of the particular power resources at the door of the community. If adequate the year-round, the service would be constant; otherwise, interrupted or curtailed as the water supply varied. These plants generally were unprofitable, and offered little hope of becoming otherwise.

In a sketchy way, this is what Walter Wyman saw in 1899 when he left his job in Waterville and enlisted in the industry. The past twenty years had shown that it was feasible to generate and distribute hydro-electricity with a degree of acceptability. It had not shown any promise of reasonable profit, or of ability to overcome the disadvantages due to the unequal distribution of the natural resources by which it could be generated. Wyman saw this and believed that these disadvantages could be overcome. He resolved to overcome them. That resolution was the secret of the rapid growth of his enterprise. He would create an electric system

which would generate kilowatt hours wherever Nature furnished the fall to turn the wheels and transmit them to wherever man had the need for it, one great, interconnected system, so that the fortune of no community would depend upon the circumstance of its location... This vision drew him into the industry; it sustained his faith from the beginning...

The dam site where Wyman Station now stands was purchased in 1909, in anticipation of a need that only one with Wyman's imagination could have foreseen. The time for this development had not arrived in 1924, but it was rapidly being approached. It meant a \$14,000,000 investment within a few years...

The Middle West Utilities Company, an Insull organization, already was serving, through a subsidiary, a wide area extending across Northern New England... Its holding company system could provide adequate capital. Mr. Wyman interviewed the president of the Middle West. July 8, 1925, the latter company agreed to make an offer to the common stockholders of Central Maine Power Company for their shares. This was done and accepted, almost unanimously...

The other outstanding benefit derived from the alliance with Middle West in the industrial field came through the ability it provided to create the Maine Seaboard Paper Company as an adjunct to the electric development at Bingham. As already noted, Central Maine had acquired the Bingham privileges in 1909. After the Gulf Island (Lewiston - Auburn) 20,000 Kw plant was constructed in 1926, Wyman felt that part of the output of a Bingham plant would be needed as soon as it could be made available, but not enough to justify the cost. Efforts to get legislative authority to transport surplus power outside the State had failed, finally in September 1929.

He then proposed the erection of a paper mill on tidewater which would be a customer for that energy. The Maine Seaboard Paper Mill at Bucksport was the answer. Started in late 1929, financed by New England Industries, Inc., to more than \$10 million, it was ready to take power from Bingham before the Bingham plant, Wyman Station, was able to deliver it.

Three months after the request for authority to export surplus energy was refused in the referendum of September, 1929, provision was made for building the paper mill at Bucksport so that Bingham Dam could be built and its product disposed of. And when it was found that the plant at Bingham and the transmission line to Bucksport could not be completed in time to meet the initial needs of the paper mill, the hull of an unfinished ship started by the Federal Government in the First World War was purchased, converted into a 20,000 Kw floating power plant, the *Jacona*, and anchored at Bucksport to operate the mill in the interim. It remained there until hydro-power from Bingham was available, when it was removed to the Piscataqua at Portsmouth, New Hampshire and served the New Hampshire company until it was taken by the Government in the Second World War.

Mr. Wyman was keenly interested in seeing the Bath Iron Works a going concern again. CMP was in the business of producing power, Wyman was after more industry so he could sell more power. Wyman must have had a great deal of faith that Newell could succeed in the shipbuilding business. There were no deep pockets on Newell's side, he was really a shoe string operation at this point, it

was just Newell and two friends who formed Bath Iron Works Corporation.

One source I have says Wyman promptly agreed to let the new company lease the plant for \$17,000 per year with a purchase option at a reasonable price. Another source says that Wyman was so impressed with Newell's credentials and determination that he worked out a three-way arrangement (with Keyes Fibre as they were setting up their paper plate operation at the shipyard at the time. I guess Wyman must have convinced Keyes Fibre to go back to Waterville, it is very difficult to figure out what really happened. I've never seen a picture of the Iron Works with any indication there were paper plates being made.

All accounts say that getting BIW under way was a great stroke of business for CMP as well as the State of Maine. We all know what happened during the war years, the thousands of people employed in the Bath and Portland area. Within three years of the second start-up BIW was consuming \$50,000 of electricity a year, fifteen years later it was a million-dollar-a-year customer. During the war years Bath alone turned out 82 destroyers (Pearl Hbr to V-J day). During that same time the Japanese Empire turned out only 63.

Newell had the idea of using a basin method of building ships in South Portland long before the Iron Works was involved with the Liberty Ship program. At some point in the early thirties the Russian government was having a very large ship designed by the prestigious firm of Gibbs and Cox in New York. They mentioned to Newell that they had no idea where to build such a ship. Pete knew exactly, he'd had his eye on the site for years. It is very likely that without Newell the thirty Ocean Class Liberties and the 244 American Liberty Ships would not have been built in Maine.

Newell was a man who got involved with professional associations as well as civic responsibilities. I'll only mention a few. He was the president of the newly created

Bath Water District in 1915. He knew every foot of the water system in Bath and even put on a divers suit and went to the bottom of the Kennebec to inspect a broken main when he was nearly fifty years old.

He was president of the Kennebec Towing Company whose only vessel was the well known tug Seguin which he loved with a shipbuilder's passion because of her durability.

He was for years a director of the Bath Trust Company. Just before the bank holiday of 1933 he took over the Presidency of the Bath Savings Institution when no one in town wanted to touch such a frightful task. The bank was as sound as a nut but timid souls weren't so sure in those days with the economic giants toppling on all sides.

During the war period he became a member of the Board of Directors of Mack Trucks, Maine Central Railroad Company, Faye & Scot, Bates Manufacturing, Union Mutual Life, Maine Port Authority, Massachusetts Institute of Technology, and Webb Institute of Naval Architecture. He was elected president of the Society of Naval Architects and Marine Engineers in 1946-47.

I found the 1946 annual report of Mack Trucks and indeed there was Newell, one of nine Directors. I have been unable to find any other reports other than 1936 when he was not on the Board.

Now that we've come to the end of this rather long article I hope you come away with a sense of what a few of the leaders of bygone days were like. As I read history like this I keep thinking how did they move the heavy loads and do the work they had to do. What did they have for machinery. What was life like before trucks.

primary references used:

Bath Iron Works the First Hundred Years, Ralph Linwood Snow 1987

The Light from the River, Central Maine Power's First Century of Service, Clark T. Irwin, Jr.

Newcomen Society in North America, various pamphlets



What does a successful retired businessman with some beautiful restored antique trucks do in his spare time? Pine Tree Chapter Member and Director Steve Corson apparently wanted some companionship around the shop so he created Ward and Wilma. Great work, Steve. Can't wait to see what the children look like

2017 COMING SHOWS AND EVENTS

Saturday May 20 Yarmouth Public Works Garage would like to display old trucks 9:00 - 1:00, Free Food, part of National Public Works week. Contact Erik S. Street, Director of Public Works, Town of Yarmouth 207-846-2401

Sunday May 21 Owls Head Transportation Museum Tour Pre-registration required \$50.00 per vehicle covers two box lunches and all fees. Contact Toby 207-594-4418

Thurs - Sat. May 25 - 27 ATHS National Convention Des Moines, Iowa

Sat & Sun June 3 & 4 Owls Head Transportation Museum All American & Muscle Car Show 207-594-4418

Sat & Sun June 10 & 11 ATCA Bethlehem, CT

Saturday June 10 Maine Antique Tractor Club Show & Shine 351 Waterville Rd, Norridgewock, 9:00 - 3:00, \$5.00 FMI 207-431-2718

Sat & Sun June 16 & 17 27th Annual Watsons Wheels and Water, Naples, call Shelly or Cole Watson @ 207-318-0539

Sat & Sun June 16 & 17 ATCA Macungie, PA

Saturday June 24th Springtime Truck and Tractor Show Lincoln, ME from 9:00 to 3:00. The Show is returning to it's original location, The S&S trailer lot at the corner of the Access road and the Chester Road.

Sunday June 25 ATHS Brooklyn, CT

Saturday July 1 Boothbay Railway Village Antique Engine Meet with MAPA and Pinetree Boating Club 633-4727

Saturday July 1 Limington Bicentennial Parade Would like to have trucks and tractors for parade and show Devin Fahie, 207-653-4131, Dmfahie@gmail.com

Saturday July 15 Paris Hill Classic Car Exhibit 9:00 to 5:00 Robert Bahre's private collection 743-2980

Sat & Sun July 15 & 16 Boothbay Railway Village Antique Auto Days with the MOALS 633-4727

Sat & Sun July 22 & 23 Owls Head Transportation Museum Truck Show

Saturday Aug 5 ATHS Green Mt Chapter, Bellows Falls, VT

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)

Sat - Sun September 30 - October 1 Lititz, PA Gerhart's

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 Registration \$10.00

Pine Tree Chapter Truck Show

The fall show committee is putting together a truck show at the Topsham Fairgrounds on September 17, 2017. We are looking for live demonstrations that will be happening throughout the day. If you have a truck, skill, or equipment that can entertain a crowd, please let us know. We are currently following a few leads but always looking for more! We are reaching out to other organizations as well. Fire trucks, military vehicles, construction equipment, old engines and tractors are just a few of the groups we are looking to have at this event. Forthcoming will be details about food, events, times, and camping. The fair has hookups for many campers if you would like to make the weekend of the event. Prices to follow. On the same date as the show, there will be a swap meet going on as well. The swap meet is from 6 AM to noon. We plan to stay later than that but want to keep everyone informed of the opportunities that the fairgrounds has to offer. Please contact myself for more information.



This and more at Watson's Wheels and Water, Naples
Father's Day Weekend, just stop by, no charge.

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. \$15,000 contact Bill Mullin (207) 799-0846.

For Sale: 1954/ 55 First Series Chevrolet 6800 with restorable Wayne bus body. Cowl and front end sheet metal rough; running gear unknown. Former L.F. Martin school bus used in North Raymond. Truck is in New Gloucester. Owner asking scrap value for vehicle. Would prefer it not be scrapped. Contact C Hoak (207-522-7088) for pictures. Contact Eric Dacy at 207-926-3752 to view/ purchase.

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)

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 sheepscoot@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: sheepscoot@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 AHS
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