



Shop Manual

www.badgoat.net/ptcaths

October 2017

President's Message

Jamie Mason

Since the last newsletter, the PTC has been busy with the old iron. We had participation in a bunch of events across the state. Andy O'Brien and I helped cook burgers with fellow truck enthusiast Jim Gordan, for Lynn Bickford's fundraiser, "art of Wheels" held on September 23rd. There was a bunch of people, paintings, food, and old trucks. Several chapter members showed up to support their fund raiser. Thank you Lynn and Family for your continued support for the old trucks!

H.A. Mapes had a modest showing of trucks on September 16th. Several chapter members made it down (up?) to Sanford to burn some diesel fuel and exchange war stories. I finally got to meet chapter member Dan Rush, from Kennebunk, Maine. He's from "The County" and, not surprisingly, brought a green International pickup. We chatter for a while about trucks and he's got some great stories from his youth. I hope to see Dan and his truck at some more shows in the near future! Thanks, Wayne, for getting this event on to our chapter's calendar.

On September 17th, the PTC hosted the fall truck show at the Topsham Fairgrounds. Weather started our extremely foggy until about 10 am before it started burning off. For a first time show, it was a success. 50 trucks registered and about 60 were there total. We sold many license plates, t-shirts, hats, and various other items. We made some new friends and met up with some old friends. Overall, the fall truck show went smoothly thanks to the hard work of the committee. Saturday night's cookout was delicious thanks to Andy O'Brien. He runs a tight ship, so don't touch the grill unless he says so! For those that went, I hope you had a chance to check out the swap meet at the same time. I know I purchased a couple items. Special thanks to those that came out and committee members Peter Mullin, George Barrett, Clayton Hoak, Andy O'Brien, Charlie Huntington, and Will Hawkes for their efforts.. Your hard work shows.

Not to be forgotten, there were several live demonstrations during the fall show. Maine Towing and Recovery group provided an excellent display for those interested in big tow trucks working their magic.

Thank you Carl Phillips and company for bringing your group to perform live demonstration. Not to be outdone, Dave Hall brought his cable shovel down and loaded Gary Munsey's Ford dump truck with stone dust to be used by the fairgrounds on their racetrack. It was a good match to see them working together. Thank you all for the live demonstrations.

Looking ahead, the GREAT FALL AUCTION is scheduled for Sunday, November 5th. Cote Crane has opened their doors for us. They've got a large warehouse, bathrooms, kitchen/break room, and a heated facility. That should keep people (Diane, Nancy, Cheryl, & Others) warm until auction gets rolling! They've graciously offered to provide coffee and donuts. With such a large facility, the Cote's and your chapter board members and I hope you'll bring your old trucks. They'd love to see them. If the weather looks bad, don't worry. There is enough indoor parking to keep the old trucks inside. From 9-11:30, Cote volunteers will be able to give tours of their facility to those that need to know what's inside and what's out back. From 11:30 to 12:30 we'll have the annual potluck lunch. Please bring something to share, if you can. The auction will start at 12:30. Please go through your kitchens, garages, workshops, and the shed out back to find items for the auction. This is our biggest and possibly most entertaining fund-raiser of the year and we count on member support. Remember to bid high and bid often!

It's hard to imagine, but planning for 2018 has already started. We're looking for places to go and events to add to our calendar. We need locations for a possible winter gathering, spring stretch, spring tour, fall auction, fall event, and a fall tour. The Topsham Fair truck show committee is recommending that we have another fall show. The executive board intend to discuss this and many other options for the 2018 season. We're always looking for volunteers too. The board members are always looking for new faces to take up leadership roles and positions within the chapter. Please let one of us know if you've got a great idea or an interesting collection of stuff that we must see! Stay tuned for more updates.

Jamie

We have just received news of Don Munsey's passing

Please see page 9

Obituary Stanley Young III

GREENBUSH - Stanley "Butch" Howard Young III, 60, made his final trip home on September 23, 2017. Butch was born on March 24, 1957, the son of Stanley Howard Young Jr. and Elizabeth (Madden) Young in Bangor.

He was raised in Vermont but moved back to Maine and started his family. In June of 1987 his daughter Amie, the light of his life, was born. Butch was a long haul over the road truck driver for many years. He was best known for his blue Mack Superliner, "Tailspin". He drove for many years for various trucking companies in the New England area. When Butch was not driving over the road he enjoyed spending time camping and fishing on Sebouis Lake with his family and friends. He also enjoyed attending the Owl's Head Antique Truck shows with trucks that he and his father

restored over the years.

Butch will be dearly missed by his daughter, Amie Lee Young and her significant other, John Sinclair of Bradford; his mother, Elizabeth Young of Greenbush; his brother, Bill Young of Florida; his sister, Wendy Spencer of Vermont; brother-in-law, Larry York of Grand Falls; many nieces and nephews; and a very dear lifelong friend, Jimmy Simpson and his wife, Lori, of Vermont. He was predeceased by his father, Stanley Young Jr.; as well as two sisters, Christine York and Sharon Young.

A private celebration of his life will be held for the family at a later date. Those who wish to remember Butch in a special way may make gifts in his memory to the Owls Head Transportation Museum, PO Box 277, Owls Head, ME 04854.

Published on September 29, 2017



Stanley Young III's truck courtesy of Tom Huggins



Stanley Young Jr's truck (shown at the right) was at just about every chapter event for years.

Ramblings

Lars Ohman

Returning from Albany Twp. , ME. today, ran into a group of antique and older cars on tour down Rt. 5 toward Fryeberg. A couple of 60' & 70's pick ups drew my attention, and a mixture of muscle cars and a '39 or 40 Buick about 20 feet long. I'd say 15 vehicles in all, out for a fall leaf peeping run, a couple of the Mopar's with the tops down braving the slight chill. It's not too late to get together with with a couple of friends, and put together a run of your own.....it doesn't have to be 10 or 15 trucks to have a good time. Been running down to MA for Whited Peterbilt, and we go across Rt 2 from 495 out through Fitchberg and Leominister, the Mohawk Trail.....Lots of dump trailers running in to the Boston area with gravel from out that way. The usual compliment of Macks, Autocars, Peterbilts, Ken-

worths and even an occasional older Ford LTL seen pulling for all it was worth. One truck, I've seen it twice, is a vintage Mack B-75 twin screw with an old Freuhauf tub type dump trailer still doing its duty. It is black, or dark blue with a black trailer, and I'm sure has later running gear in it, but consider that truck is near to 50 years old. If you get up around Worcester, there are still some Mack B-81's running as dump trucks. Tough old birds, still doing their job. On a more somber note, just got word our fine gent from Dresden is in the hospital, and having a pretty tough time. Lets all take a moment to reflect on the life of Don Munsey, and his contribution to this Chapter from day one, and even before we had a Chapter of our own. Our thoughts are with the family, Catch up with you at the Great Fall Auction @ Cote Crane Service right here in Auburn.... Lars

Greater Bangor Truck Adventures

Tom Hudgins

It is the beginning of October as I write this and reflect on my 2017 truck show adventures with my greater Bangor area old truck nut friends. In May, Doug Wakefield and I traveled to Des Moines for the national convention. In June we attended the Massachusetts Diesel Truck Show with Howard Clouston and his lady friend Michelin. After that the Springtime Truck Show, Owls Head and the Granite State Truck Meet filled in the itinerary. George Hames and his son Randy joined us on those adventures and also provided his late 1990s Cadillac as our transportation to New Hampshire. We rode in style down as George and Doug told trucking stories. September came and featured a weekend of truck related activities in the Bangor area.

While many of our members live in the southern areas of the state, the other part of the state is starting to grow with activities relating to trucks. The weekend of the first Pine Tree Chapter show in Topsham was filled with events in this part of the state. Four events on September 16 made a difficult choice of where to go and what to enjoy. Camp Capella held their annual Touch-A-Truck at Speedway 95, Winterport dragway held the big truck drag races, Hollywood Custom Rides held their annual show and the Pelletiers in Millinocket held their annual truck pull. I photograph the Touch-A-Truck every year for Camp Capella and that limited making an appearance at the truck drags or the truck pulls. It was through the Touch-A-Truck and working at Camp Capella where I met my old truck nut - truck show traveling buddy Doug Wakefield. Answering a phone call about the event a few years ago connected me with a kindred spirit and we've been friends ever since. In fact, every truck show I've been to this year has been with Doug. One thing about this hobby is the friendships that form around the old iron.

We meet at Speedway 95 and parked near each other. Doug and I were also asked to be judges for the BBQ contest. Old trucks and BBQ reminds me of our midwest adventure out to Des Moines earlier in the year. Additionally, PTC member Howard Clouston brought his 88 Mack Dm and his lady friend Michelin. He cleared some of the new property for Camp Capella last year and also brought some fill to them to help with parking area. His generosity is well noted and acknowledged by those involved with Camp Capella.

There were trucks and vehicles of all sizes for the children and the adults who still have the child inside of them. The highlights during the day were watching the children honk the horn of Howard's truck. For a few minutes there, every time I tried to have a conversation with him, a child would blow the horn. They were enjoying themselves and having fun! All three of us parked near each other and I could also hear the children talking about Doug's stuffed Kermit The Frog on the back of his old Ford. There wasn't much interest in my truck from the children but I did see a few older adults taking a look at her. Who can compete with shiny fire trucks and rotator wreckers anyway? After finishing my photography duties, we formed a small antique truck convoy for the short distance to Hollywood Custom Rides on the Dowd Road in Bangor. The show at HCR doesn't start until 3 pm and we had plen-

ty of time for a old truck convoy.

Doug led the way in his 1951 Ford F-6, I followed him and the old Mack was behind me. Howard mentioned later that we need a second Pine Tree Chapter banner for the Bangor area events. A good idea and hopefully, the powers that be can make it happen. It has great marketing potential for new members and recruiting the young blood that they talk about on the national level of the hobby. We pulled into the world of chrome and fancy modern trucks with style and blended in perfectly as there were a few antique trucks there. The registration fee was a \$25 suggested donation to the Shriners. You got a goody bag with a tee shirt, a chrome HCR plaque, 5 raffle tickets, a ticket for the dinner and other items. They had a DJ playing a mixture of new and classic Country music and the event was family friendly. It was an international event as there were more than a few trucks there from eastern Canada.

I haven't been to the shop in a few years and they have expanded it to make it a chrome showroom. It wasn't as big as the chrome shop at Iowa 80 that I visited in May but it is a local shop. Maybe someday it will be big enough to house a custom Kenworth or Peterbilt like Iowa 80. I'm in the process of writing a story on my adventure with Doug out to the midwest. Look for it in a future newsletter. My new steering wheel for Binderstein came from Hollywood Custom Rides. Mike's Big Repair who did the swap ordered it from them. They can order most items that are stocked in the truck chrome stores.

The show was well attended with Peterbilts, Freightliners, and Western Stars. I remarked to Doug that "I've seen more Western Stars since I have been living in Maine than in native Virginia". It was great to see the show and hang out more with Doug, Howard and Michelin. In June, we went to the Massachusetts Diesel Show and had a great time there. That is another New England show that is getting popular and it also raises money for charitable causes. It showcases working trucks and antique trucks. There is also a section for pickups and it is well attended.

The next day of the busy weekend was the Topsham show. George and Randy Hames, along with Doug and I ventured down to Southern Maine to hang out with the other truck nuts in the chapter. We arrived at the fairground on a foggy Sunday morning and took in the sights and sounds. It was great to see some trucks from neighboring New Hampshire as well as smaller trucks. The wrecker demonstration was a highlight as well as the old excavator working the pile of dirt and loading it into Gary Muncy's Ford. After the fog burned off, it became humid and Charlie's Trailer became the unofficial shade area. Hopefully, the chapter took good notes and will make next year's show even better. It was great seeing Don Munsey out and about as well as the new addition to the Mason family. In Des Moines, the AHS booth had a sign that read "Come for the trucks. Stay for the people." Very true in this hobby.

I have picture galleries from all of the shows I attended online and if you email me at tomchristopher28@gmail.com, I will send you a link. As October rolls along my truck show adventures have ended for the year. Work on Binderstein continues until the weather gets too cold to work on her outside. Enjoy the fall colors from the windshield of your vintage truck. They are beautiful.

REO 830 OH

Clayton Hoak

For some reason I always gravitate to the largest / heaviest models in the product line. For REO Motors in the mid 60's this model happened to be REO's 830 OH (off highway) truck which, from discussions with George Barrett, was a re-badged Autocar. Please see the bottom of this page. In the near future I will have an analysis so we may all make a better educated guess - George

I am aware of two of the REO badged 830 OH (off highway) trucks in existence, although there may be numerous others. The first one surfaced in the late 90's/early 2000's. Vermont's REO Joe Phelan and I talked about a heavy REO he was interested in that was for sale in upstate New York, if I recall correctly. Joe passed on the truck, in part because he felt he could not afford to do the truck justice if he undertook the restoration. The truck ended up in the George Tackaberry Collection and underwent a very nice restoration. In my opinion the 830 OH is one of the premier pieces in his collection.

Fast forward to 2014, and information on another 830-OH surfaces. In the January-February 2014 edition of the Reo Echo, the REO Club of America newsletter, there was a story about #99 Old Smokey, a 1967 REO F830 DB-OH. The truck was originally owned by

Jefferson County, WI; sold in 1990; re-sold in 1993, ending up in and again in 2011. The current owners are Mark and Barbara Welte of Richland Center, WI. Mark and Barbara have numerous Reos and Diamond-Reos in their collection, including a 1948-49 Reo Model 30 (baby brother to my Reo Model 31); a 1975 Diamond Reo Raider (C-119) and a 1975 Diamond Reo Royale (C-088) (see pages 20, 21 and 65 of the 2017 Showtime). While in need of some tinkering 37 years after its' first restoration (in 1980 by Jefferson County) this 830 OH is still an impressive truck.

The Reo Echo provided the following information on Old Smokey:

1967 REO F830 DB-OH; built 8-14-67; engine - Cummins NHC 250; rear axles: STDD (50 K); transmissions - Spicer, 5-speed main, 4-speed auxiliary; winch: Braden 60-ton. The truck was purchased from REO and FWD Truck Sales, Milwaukee, WI at the bid price of \$21,724.78.

Interestingly this Reo was built after Diamond T and Reo merged into Diamond Reo. The merger occurred in June of 1967. After the merger Diamond Reo did not have a comparable model that I am aware of so it appears they completed the order badging the truck as a Reo. Reos, Diamond Ts, and Diamond Reos were all built in the Reo plant in Lansing, Michigan from 1960 on.

continued on next page



Tackaberry Reo 830-OH George Barrett Photo



Jon Doyle recently acquired this 1962 Autocar DC10364S OH. I went to Richmond to take a close look at it and identified the engine, transmissions, rear end and winch model numbers.

When I got home I dug into my files and compared the 1961 Autocar standard and optional specs as well as the digging into the drive line. This is a nice truck in that it's in good condition and was the standard typical heavy Autocar of its day.

My project for next month will be to compare the details of this truck to the larger Autocar (200) and some Macks and now that Clayton has brought the 830 Reo to our attention I will include that. Being an old salesman the question is what are the important features of the various makes and models of trucks that persuade a potential buyer to sign the order.

George

REO



F-830D-OH OFF-HIGHWAY DIESEL TANDEM TRUCK

MODEL	FRONT AXLE	REAR AXLE	GVW
F-830D-OH	FH-901	STDD or 50M	66,000
F-830D-OH	FL-901	STDD or 50M	68,000
F-830D-OH	FH-901	SUDD	71,000
F-830D-OH	FL-901	SUDD	73,000
F-830D-OH	FH-901	SFD-4640	81,000
F-830D-OH	FL-901	SFD-4640	83,000
F-830D-OH	FH-901	SFDD-4640	81,000
F-830D-OH	FL-901	SFDD-4640	83,000

AXLES - FRONT	Standard	Available
Rockwell model	FH-901	FL-901
Capacity (lbs.)	16,000	18,000

AXLES - REAR	Standard	Available
Capacity (lbs.) - STDD & 50M		50,000
- SUDD		55,000
- SFD & SFDD-4640		65,000

Make	Model	Type	Ratios
Standard			
Rockwell	STDD	Double Red.	7.54, 8.31, 9.37
Available			
Rockwell	SUDD	Double Red.	7.98, 9.00, 10.14
Rockwell	SFD or SFDD-4640	Double Red.	8.08, 9.03, 10.16
Eaton	50M	Double Red.	7.10, 7.74, 9.27

BRAKE - SERVICE - Full Air

	FH-901 & STDD	SUDD	FL-901 SFD & SFDD-4640	50M
Axle	15"x5"	16 1/2"x7"	18"x7"	16 1/2"x7"
Drum size (in.)	15"x5"	16 1/2"x7"	18"x7"	16 1/2"x7"
Lining area (sq.in.)	314	868	912*	950
Air compressor	12 cu. ft.			
Air reservoirs	(3) total capacity 3776 cu. ft.			

*18"x7" brakes standard with 24" tires; not available with STDD axle.

BRAKE - HAND

Type	Standard	Available
	Spring type emergency and parking brake	

CLUTCH

	Standard	Available
Spicer two plate model	14	15 1/2
Diameter	14"	15 1/2"
Frictional area (sq.in.)	423	484

ELECTRICAL SYSTEM - 12 Volt

	Standard	Available
Alternator	55 amp.	65 or 85 amp.
Battery	(4) 6 volt, 23 plate, 160 amp. hr.	

ENGINE

Make	Model	Dspl	Gov. RPM	Horsepower Gross	Net	Torque Gross	Net
Standard							
Cummins	NH-220	743	2100	220	200	606	575
Available							
Cummins	NHE-195	743	1950	195	179	580	555
Cummins	NHC-225	855	1950	225	210	670	640
Cummins	NTE-235	743	2100	235	215	650	619
Cummins	NHC-250	855	2100	250	231	685	655
Cummins	NHCT-270	855	2100	270	250	740	710
Cummins	NTC-280	855	2100	280	260	810	785
Cummins	NTC-335	855	2100	335	320	930	902

Air cleaner Oil bath type
 Oil cooler Standard all engines
 Oil filters Full-flow & by-pass types
 Radiator Stabilized trunnion, rubber cushion mounted with de-aeration feature and automatic shutters
 Water filter Standard

FRAME

Side rails	Heat-treated alloy steel, full depth channel
Dimensions	10 1/2" x 3 1/2" x 5/16"
Reinforcement - full inner channel	Heat-treated alloy steel
Dimensions	9 1/4" x 3 1/8" x 3/8"
Combined section modulus	28.94
Resisting bending moment	3,185,400
Available - (additional to std. double channel frame) - Reinforcement	14" x 3" x 5/16" inverted "L"

FUEL SYSTEM

Fuel tank	50 gal. steel step
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PROP SHAFT AND UNIVERSAL JOINTS

Make and model	Spicer 1700 series
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STEERING

	Standard	Available
Axle	FH-901	Std. with FL & available with FH
Model or type	TE-71	HPS-70
Ratio	28:1	19:24:19
Type	Cam and twin lever	Hydraulic power
Wheel diameter	22"	

SUSPENSION

	Type	Size	Leaves	Capacity at pad ea. lbs.
Front - FH-901	Springs	49"x3"	12	7,000
- FL-901	Springs	49"x3"	13	8,000
Rear -				ground, total
- standard - STDD	Springs	56"x5"	6	50,000
SUDD, SFD & SFDD-4640	Springs	59 1/4"x5"	5	65,000
50M	Springs	38"x4"	12	50,000
Shock absorbers	Houdaille, rotary type			

TIRES AND RIMS

Tire size - standard	11.00 x 22, 12 ply on 8.0 rims
- available - Front & Rear -	11.00 x 24, 12 ply on 8.0 rims 12.00 x 24, 14 ply on 8.0 rims*

*Not available with STDD rear axle.

TRANSMISSIONS - MAIN - See table for recommended power train combinations.

Make	Model	Speeds fwd.	Low	Two fastest	Case mat'l
Standard					
Spicer	7453A	5	6.05	1.00	.83
Available					
Fuller	5H75	5	6.60	1.56	1.00
Fuller	T-905A	5	6.35	1.54	1.00
Spicer	7452B	5	6.58	1.55	1.00
Spicer	8041A	4	6.25	1.85	1.00
Spicer	8051C	5	6.25	1.00	.83
Spicer	8052D	5	7.30	1.56	1.00
Spicer	8016-3A	16	15.00	1.00	.81

TRANSMISSIONS - AUXILIARY

	Standard	Available
Spicer model	8031A	8341C
Ratios	1st 2.59	2.40
	2nd 1.00	1.19
	3rd .84	1.00
	4th -	.84
Case mat'l	Iron	Iron

How Things Get Started

George Barrett

No, I'm not talking about truck engines, just happenings in life. How one minute you've got a task in front of you and within a few minutes something starts to change and then looking back how this change has affected hundreds of people across many state lines in a very positive fun sort of way. The instance I'm writing about is using antique trucks to haul loads for a reason, in this case moving railroad cars.

I look at my job as editor of the Pine Tree Chapter's news letter as putting things together with the theme of old trucks, their place in history, following and reporting on the activities of chapter members as they pursue the hobby of antique trucks, and because we are the Maine Chapter aiming the spotlight on things that happen in Maine. The subject of this and a few more columns over the next few years will be the story of how a large group of antique truck owners got together and moved a complete roster of an antique narrow gage railroad rolling stock and equipment from South Carver, MA to Portland, ME. The result of this team effort formed strong friendships and bonds that many of us are still talking about today. I don't know of anything like this happening before, there could have been, but I thought that now, twenty five years to the month from when it started, was time to record on paper how it came together.

A normal workday for me, I'm working in my shop when a friend and fellow model railroader, John, burst in the door and announced that there was a two foot gauge railroad steam locomotive at the Portland Company down on Fore Street in Portland. What was it doing there I asked. Well, seems that Phin Sprague, the owner of The Portland Company where he had established a yacht business, had learned that the Edaville Railroad that ran around a cranberry bog in South Carver was for sale and had the owner bring the locomotive to Portland for a Chamber of Commerce meeting. John insisted I go down to take a look at it. I said I'd seen it many times when I'd been to the large model railroad show at the Edaville Railroad every June and didn't see the need to take time to take a look at it again just because it was in Portland.

John persisted and next thing I knew I was in the large erecting building of the Portland Company where many such locomotives like as the one from Edaville had been built. In talking to Phin I learned that his idea was to purchase the rolling stock from the owner who leased the land and tracks from the family of Ellis Atwood who built the system to work on his cranberry plantation after the war. Phin wanted to advertise his idea by running the locomotive down commercial street on Columbus Day in October 1992. George Bartholomew, the owner of the locomotive told Phin he had some light weight track that could be placed on the pavement of Commercial Street so the locomotive, with all the sounds and smoke that go with it could pull a coach with people in it.

Sprague mentioned a meeting planned in a few days and invited me to attend which I did. I can't remember who was there, I don't think there was anyone there who was familiar with railroads. We talked a lot about the celebrities that should be invited and who knew who. There were definitely a few problems that

lay ahead of the extravaganza. Getting the forty six foot long coach to Portland was the first and moving the engine down to Commercial St. was a close second. I said I'd work on finding a way to solve the transportation issue.

Right off quick I made a call to Matt Sharp who was one of the most knowledgeable of the few guys who knew narrow gage. I knew he would know the dimensions of the coach, distance between bolsters, wheelbase of the trucks, and truss bars on the belly. Armed with this information I stopped by the dispatching office and garage of Bickford Trans. Back then it was on Route 1 in Yarmouth in an old gas station where the Rite-Aid is today. At this time I'd got to know Erv fairly well over two years, he was at his desk with papers and magazines stacked high, just enough room in the center to write notes as he talked on the phone.

I asked if he knew anything about the locomotive in Portland, he didn't but I could see he was interested. He and I discussed how to get the coach up from Massachusetts. After a good hour and a half Erv had sketched out the design of a "stinger" that would fit over the end of the Landoll trailer to make it long enough to hold the coach and knew how he could winch it onto the deck. As I got ready to leave I remember clearly saying to Erv "We're a small group, don't even have a name, at the next meeting I'll pass the hat, how much should I come up with?" Erv said "I'll take care of it." He also said he'd come to the next meeting.

I called Phin Sprague as soon as I got home to tell him the transportation problem had been solved. He acted like he couldn't believe it was that easy and I must be mistaken. After he met Erv at the next meeting I got the impression Phin was a believer. We didn't have long before the big day, there was much talk and trial and error as to how we were going to handle the "panel track". I think the pieces were 13' long with metal ties. There were odds and ends of rope, finally someone got some good stuff that we could tie a knot with that would hold. We then determined the length, taught people how to tie the proper knot, eight people per panel worked well, six could do it.

On the Friday before the big day Erv sent Harold down to Edaville, I was not around the Portland Company that day, I was under the impression that some were nervous, had another truck ready to go if Harold had trouble. I got to the Portland Co. early Saturday morning and the Bickford Trans. truck was there with the coach. I can't remember the order of business but everything seemed to just happen. No bosses, just workers. George Bartholomew was there with a crew, Paul Hallett was the engineer on the steam loco. After some track was put down Harold lined up with it and we rolled the engine and coach onto it. There was some tight maneuvering both on Commercial St. and especially at the Portland Co, Harold worked hard, there was something or somebody in his way all day long. I seem to remember that local radio personality Bud Sawyer was the master of ceremonies and I believe broadcasting from the train. It was a beautiful day, the place was full of people, I don't think there was a even an injured finger. We never had to wait for help in moving the track. A classic example leave them alone a let it work. We then pulled the coach and locomotive and took them back to the Portland Co. and then the track. I probably left for home about 5:00 hav

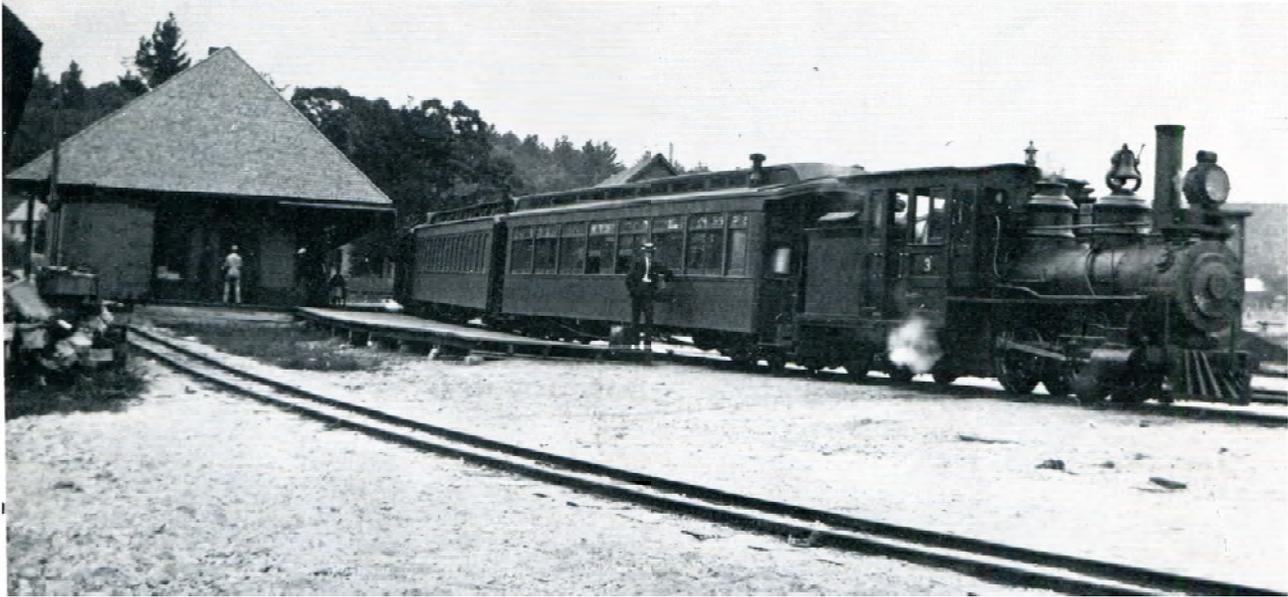
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ing enjoyed the whole day

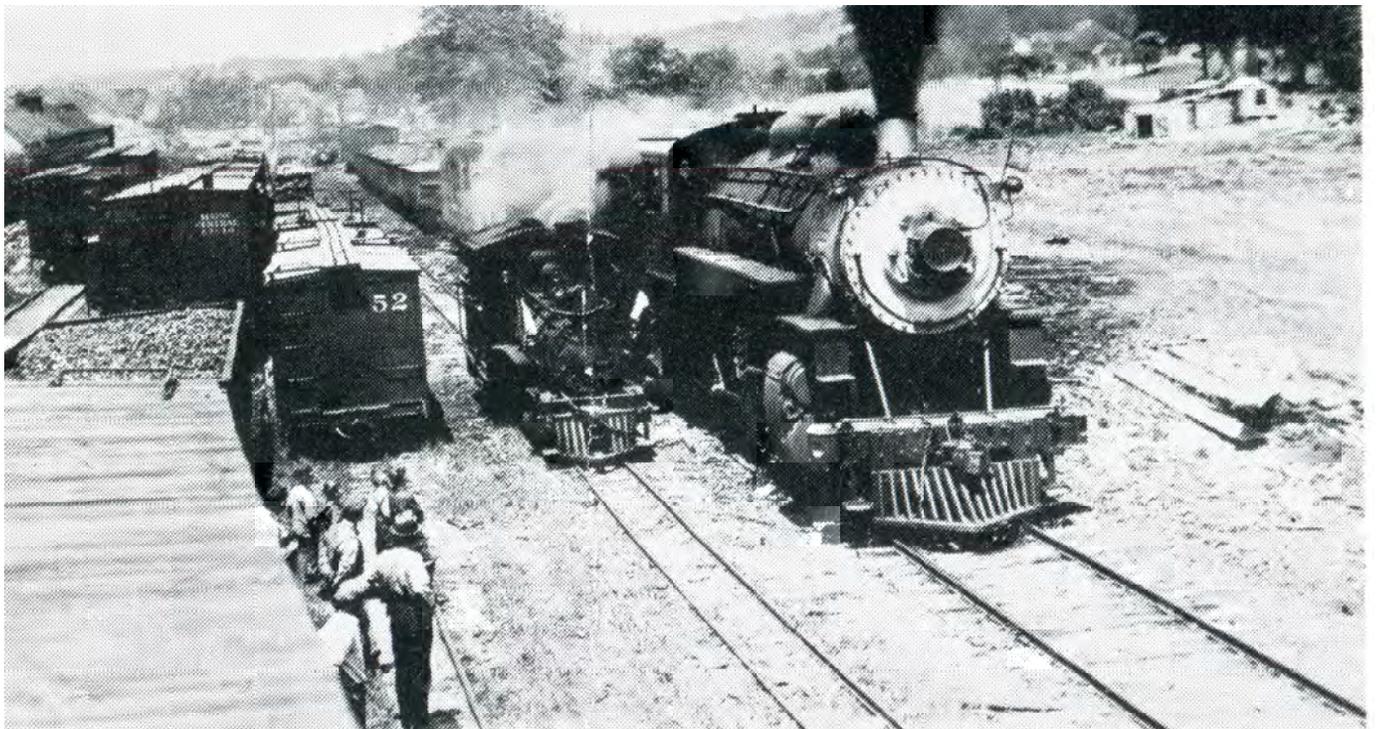
I can't remember the timing but after some meetings and within a few months we laid out plans to raise funds and purchase the collection. The Trust for the Preservation of Maine Industrial History & Technology was created as the parent organization for the Maine Narrow Gauge Railroad Co. & Museum. There's more to tell such as the September 19, 1993 convoy of antique trucks bringing the rail cars back to Maine and Lars driving the locomotive out to California. I've got

to dig out and find photos for a future articles. Erv's idea of bringing the railroad back to Maine gave many antique truck enthusiasts a whole lot of fun as well as saving the museum a great deal of money. The drivers and owners of the trucks had fun but then there were thousands of spectators on just about every overpass waving. And the CB clutter was a hoot!

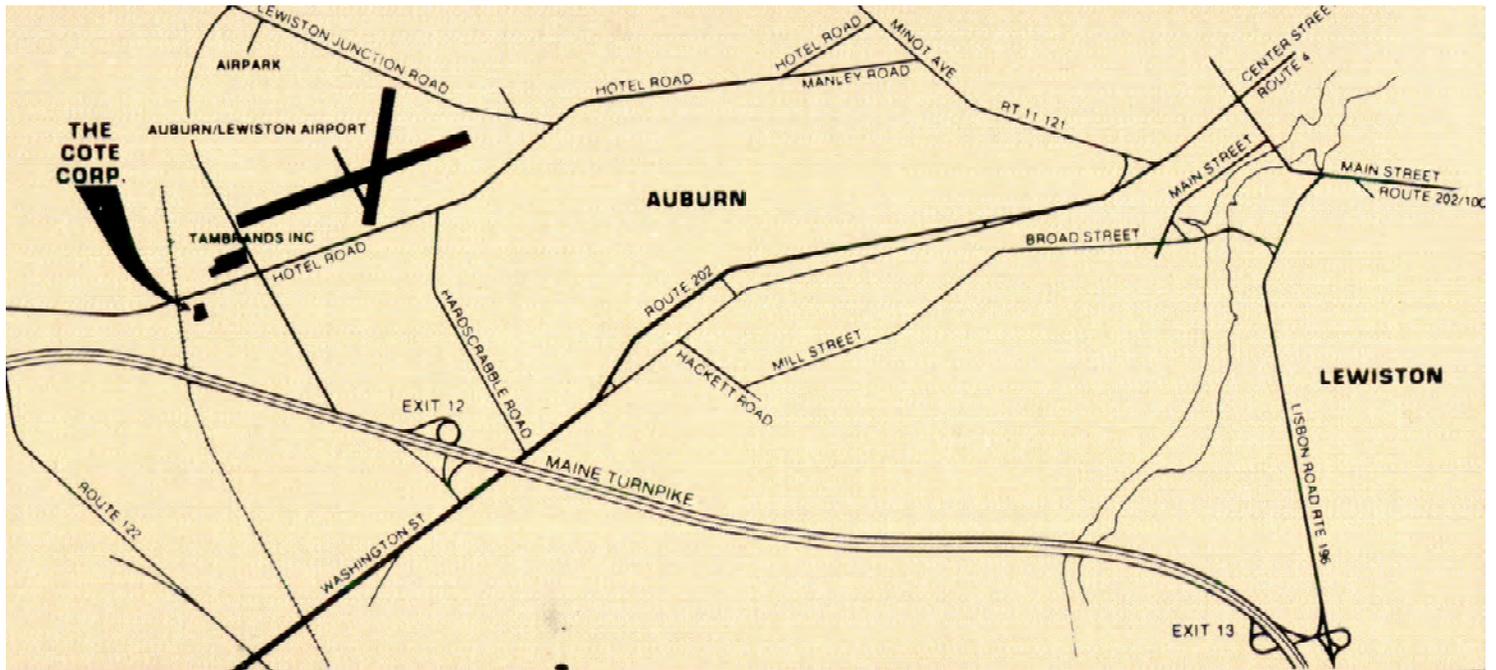
Erv went to to be president of Maine Narrow Gauge for a number of years guiding it successfully through some hard times.



Here's two old photos to give you an idea of what we were attempting to save and bring back to Maine. First to raise the funds to purchase them and then transport them to Portland. Notice the difference in size on the lower picture. The narrow gauge on the left has two feet between the rails, the standard gauge on the right has 4'-8.5"



Pine Tree Chapter Fall Auction at the Cote Corp



From the Hotel Road as you look at the building there is a parking lot near the front to your left. If you've got a truck keep going along the left side of the building, plenty of flat space to unload and park. We'll be using the passage door on the left side of the building.

Sunday November 5



above Thanks to Carl Phillips for arranging the demonstration of how a wrecker recovers a rolled over truck and later loads it on Carl's rollback.

below left Nice to have the two Crooker trucks on display at the Topsham Show. Ron Bisson made arrangements to get Ted Crooker's Ford and Frank Crooker's Mack. Always a pleasure to see these nicely restored trucks.

below right Charlie Huntington had seven trucks and two trailers at the show. You'll notice that the sign on the front of the Cargo Star says "radioactive" but Clayton is in no danger, the camera lens is playing a little bit of a truck on us.





Photo by Tom Hudgins at the Topsham Show September 17, 2017

from Clayton Diane informed me earlier today that Don passed away this morning. She noted he wasn't in any pain right up to the end, and she was with him when he passed. Per discussion with Diane there is not going to be a funeral service, however there will be a celebration of Don's life at a later date, likely in the spring. Information will be published in the newsletter when available.

Diane's contact information: Address: 785 River Road, Dresden, ME 04342
 Phone Number (207) 737-2997 Email: munsandi@gmail.com

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 - Vice President - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com
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 - 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.
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Pine Tree Chapter ATHS
c/o George Barrett
2 Country Charm Rd.
Cumberland, ME 04021

Demonstration at the Pine Tree Chapter's Topsham Show



Dave Hall is shown explaining to his grandson how an old time cable shovel works. It is a Bantam C35 power shovel, a crawler machine rather than a truck mounted version, shown here loading Gary Munsey's truck. The sequence of operation is: Hoist, Crowd, Swing, and Dump. Starting at the bottom of the pile hoisting is lifting the bucket, crowding is forcing the bucket into the bank by extending the dipper stick. When the bucket is full the upper works swings so the bucket can be placed over the truck's body, dump is by releasing the latch that holds the dipper door closed. Thanks to Dave for trucking his machine to the site and operating it and also thanks to Ron Bisson for making arrangements to get the sand from Crooker and getting it trucked to the Topsham fairgrounds. Teamwork made this show a success.