



# Shop Manual

www.badgoat.net/ptcaths

April 2019

## President's Message

*Peter Mullin*

Sitting here writing my first President's Message doesn't seem all that odd since I wrote a column for many years as the newsletter editor. I just haven't had the responsibility to contribute on a regular basis for a while. Having said that, I really enjoy writing and have missed doing this on a regular basis (much to the amazement of my high school English Teachers).

For those that weren't already aware, I retired from my full time job as a Captain with the Westbrook Fire Department last August. As fate would have it, I had a lot more time on my hands just as Jamie was discovering that his family life was about to get even busier. I would like to take this opportunity to thank Jamie for all of the time he has given to the chapter over the years and will continue to give to the chapter going forward as the Past President on the Board of Directors.

I would also like to thank Andy O'Brien who, I blindsided a little bit when I asked him to serve as Vice President. I promised Andy we would be easy on him this year as he has a busy summer ahead with some family commitments. But once the Topsham Show comes along it's game on.

I would be seriously remiss if I didn't mention Lars Ohman as well. Lars graciously agreed to vacate his elected seat on the Board of Directors to make room for Jamie to serve on the board as the immediate Past President (as called for in the by laws). Lars has served the Chapter virtually from the beginning; first along with his wife, Terry, filling the Secretary/Treasurer rolls and more recently a

couple of sittings on the board. At the annual meeting the chapter officially recognized Lars' many years of service and his status as a much valued advisor to the chapter by appointing him Director Emeritus.

This fall I will be asking for volunteers to form a bylaw review committee to look through our bylaws for a couple of purposes - to make sure we don't conflict with ATHS's bylaws and to make sure that our bylaws reflect how we actually operate. I would also like to see the Board of Directors expanded from 5 members to 7. This would allow us to bring some newer members to the board (and hopefully someone from Bangor North) without having to lose any of the current board members in the process.

The truck show calendar is already filling up. Details on the Spring Stretch (May 5 @ the Bickford Collection) and Spring Tour (June 8-9 in Biddeford/Arundel/Limerick/Cornish) are in this issue. We are always looking for hosts for events. At this time I think the Fall Auction has a tentative home but we might still be in need of a Fall Mini Tour organizer. We are always open to a simple meet up at a local establishment for lunch on a Saturday or Sunday. All that takes is somebody with an idea and the time to make a few calls to put it together. Feel free to call me or any of the Officers or Directors with your ideas and we will see what we can make happen.

Last I would like to thank everyone that came to the Annual Meeting and brought food. As always we were well fed, had some laughs, raised some money for the

*Peter*

Please See Page 8 for Details  
on the  
Spring Stretch  
&  
Spring Tour

New England Truck Shows on page 9

# Ramblings

Lars Ohman

Back around the end of Blustery March, Dana Watson mentioned there was yet, another truck rescue mission in the works. This time the rescued vehicle was a monster of an Oshkosh 4 wheel snow plow with a huge "V" plow, and left and right wings, capable of clearing some ( estimated ) 26 feet wide when fully extended. Part of the recovery problem was it was at the top of Hiram Mt. in Western Maine. It was on a deadline to be removed, and had to get off the mountain before the long, narrow, rough camp road turned into spring mud.

A crew, and a plan was put into action and off we ( 7 of us ) struck up a "lane" ( being generous in calling it that ! ). It appeared the longer we climbed the rise to the top of the mount the narrower and rougher the going got. Four Wheel drive was the mode of transport for the crew, blocking, battery packs, great volumes of gasoline to feed the over 1,000 cubic Inch Hall-Scott gasoline engine for the trip home, or at least to a paved road where a lowbed waited to haul it home. Just about the time I thought we would fall off into New Hampshire, we came out into an opening, and there it was, in all its Omaha Orange and black beauty!

First thought was, "how did it ever get up here ?" The single width trail was barely wide enough for a 4 x 4 pick up, much less something that closed up to almost 14 feet with wings hauled in tight !. We looked over the situation, added a large quantity of gasoline, and touched off the massive Hall-Scott with two 4 barrel carburetors that had throats on them like one gallon paint cans. She cranked on her own batteries, belched into life thru the 5" chrome stack and setteled into a deep throated rumble. Wings were hauled in, and off we went, down the single lane road, one pick up leading, to discourage anyone attempting to come up the mountain. as we came down. She hit a few soft spots, but the monstrous 12:00 x 24" tires and four wheel drive never failed, altho we may have left some ruts a Sabaru might get lost in! Going down hill, and using the engine for compression to hold back the 35000#

(estimated) truck was quite a sight as she was putting out about a foot of orange flame from the stack ! It has air brakes, and the driver reported moderate luck in stopping it when needed. Fortunately, with the wings up, and the "V" plow on short chains, we were able to clear most of the narrow snowbanks for the near four miles back to the paved road where the lowbed waited. She got loaded on, and chained down, and at near 14 feet wide, was quite a sight on the narrow back roads. We were "semi-legal" moving this load with an escort vehicle with flashing lights in the lead, and we were followed with lights on the second pick up.

Most people who approached gave us a wide passage and we actually made good time. At one point as we came into a village area, we spotted a County Mounty observing traffic flow.....As we passed, he just seemed to look the other way, thinking: " If these guys are nuts enough to move something like that on a Saturday.....nooooooo way too much paperwork, and where are they going to park it ?" We blew past him with no issues and on over to Naples, where we unloaded it in a school parking lot on Rt # 11.

Unloading was accomplished with one minor glitch when the "V" plow hit a hold down ring on the trailer. She looked good going down Rt #11 for a short distance, belching flame out the stack. The Hall-Scott has dual distributors for spark, and one was acting up, Down a side road to its new home at Chris Pond's shop, where it was placed inside, and shut down. It looked twice as big in the confines of the shop, and we got to look it over more closely. It is believed to be a 1956, and was reconditioned in 1999, as best we can tell. The late Dickie Bard acquired it from an airport, and therefore very little rust...If no road salt. The factory equipped 14:00 x 24" tires were replaced with 4 new 12:00 x 24's in the name of economy, and lighting updates were added for safety. After a time of kicking tires, and crawling all over it, she was properly toasted in the correct New England tradition, and welcomed to the fleet. We have been promised she will make a showing at WATSON's WHEELS AND WATER SHOW on Father's Day Weekend. Come see it for yourself, it is a Monster ! Thanks to Dana for inviting me to take part in the rescue, and to Chris Pond for saving this Keepa ! Lars



## 2020 Calendar

Tom Hudgins

A friendly reminder that I am looking for photos for our 2020 version of the antique truck calendar. My objective for the photography is to represent us as a chapter and our diverse interests in antique trucks. Any truck older than 25 years old is considered an antique and welcome to be included in the calendar. The old iron doesn't need to be shiny or fully restored to featured for a particular month.

Every one has their favorite era of trucks and again any truck that is older than 25 years old is considered an antique. I work with images from my camera and the ones that are sent to me via email or snail mail. I am able to travel on weekends to photograph trucks if needed or if I

attend one of our events I can capture your truck. As always, if a chapter member goes to old truck heaven, send me a truck photo and his/her name. If anyone attends the Reno convention, I could use a few photos of those brave chapter members' trucks who go the distance over to the other coast. Also, If anyone has pictures from last Summer's Owls Head show and our September Topsham show, submit them for the calendar. You can submit images via email: tomchristopher28@gmail.com or through snail mail. My physical address is P.O Box 43 Bradford, ME 04410. If you want your photos returned please provide a SASE.

Tom Hudgins  
Artist and everything else . . .

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## Back Side Of Worley`s Log Book

Larry Worley

Last page I said more on the old Freightliner story for the fireside. I actually just put three more sticks of wood in the old Yotul so now we'll continue.

The last trip I made with old #51, on the way back on old Rte 22 Pennsylvania there is a 6 1/2 mile downhill coming to Altoona to pick up 220 north. Somewhere on that downhill the clutch throw-out shaft broke in the bellhousing. I never use it except at stoplights so at the first red I pushed it down and it went and stayed on the floor! I yanked it out of third and thought about burning a very worn starter up before I would get even halfway home.

Now, remembering how worn out the tourqe rods were back on those Rockwells and with the deep low of 13 speed I figured it ain't gonna hurt it much if you just ever so lightly stabbed in to low. Worked almost as good as normal! Can't learn that out of a class room!

Where the delivery was, was another whole nightmare with a working clutch. Amoskeag Beverage was on an old part of Manchester, NH, an old narrow street off an old

narrow street, night delivery only. No lights, steep skinny driveway. One shot! Usually I could, and this one time it worked out. I could have held a party on that one.

You get to know an old truck like this one and it's like she tells you her stories. In ways would miss the adventures and the old Freightliner, but it was beyond time to go.

I made 2 more rounds for Lake City Beverage, Laconia with the 265 horse Jimmy powered W 100 Ford. Wasn't much heat available out of the 8V-71 which is not earth shattering news! This one came from an auction, previously owned by Hertz Rental before Roger Penskiy took command. If you did much tire work back then (1970s) you would notice the cheap, thin Budd centered wheels. They were prone to cracking between mount stud holes, I caught 2 of them. Had 34,000 lb. RUE Hendrickson which road rather well.

Well, time to add 2 more hunks of maple to the old Yotul. Til the next page.

Larry

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## More Ramblings

Lars Ohman

Years ago, someone told me there was a Nash truck up in the Oxford (ME) area. I did a little poking around, but never found it, altho I knew about where it was. This past winter, the subject came up again, and I got to looking around, and found, what I thought was the Nash, buried under feet of snow, and not readily accessible. Time went on, most of the snow melted, and I was able to get within 50 feet or so, but still could not really identify it. It has lots of patina, mold, fungus, and debris, but there it sat.

FINALLY waded up close to it, and to my surprise, after all these years, ( I must have been drinking Milk of Amnesia ! ) it was NOT a Nash, but a early 1950's Federal dump truck ! So much for the elusive search for what I thought might have been an even rarer Nash. I've located

the Son of the original owner, and yes, he expressed a willingness to haul it out from under the pines, and bring it, as is, complete with mice and whatever resides in it, over to WATSON's WHEELS & WATER SHOW for all to enjoy ! It is an unmolested original....be sure to get over to WATSON's on Fathers Day Weekend to see it.

Also, this year, the Oshkosh we rescued from Hiram Mt. will be on display, along with other oddities that manage to show up, not only the trucks and equipment, but the people !. This year, Cole and Shelly are inviting, along with Merry & Dana, anyone who wants to offer FLEA MARKET space (FREE !), so bring your "stuff" to sell, or swap, or barter for...no 'telling what will show up. Even if you only bring a pick up bed full of goodies, lets help the WATSON's make this a great show. See you there ! Lars

# Reo A to AC Series Trucks and Tractors

## Clayton Hoak

Two, of possibly many, Reo models you may never have seen are the Reo A and AC Series trucks and tractors. Introduced in late 1954 the A Series trucks and tractors were conventional models while the AC Series trucks and tractors were cabover models. The A and AC series were supplied with either Reo Gold Comet V-8 gasoline (or LPG) engines or Cummins JT-6-B diesel engines. The Gold Comet V-8 gasoline and LPG engines were not available in the then current F-Series Reo trucks. The F-Series trucks were powered by Reo Gold Comet six cylinder gasoline (or LPG) engines, Continental T-6427 gasoline engines, or Cummins JT-6-B diesel engines. In 1956 and after Reo offered the AC-403 and AC-503 tractors with Reo Gold Comet six cylinder gasoline engines.

Two Gold Comet V-8 gasoline engines and one LPG engine were offered. The engines options were the O.V.195 (390 cubic inch gasoline with 195 max. gross brake HP and 345 max. gross torque (ft. lbs.); the O.V. 220 (440 cubic inch gasoline with 220 max. gross brake HP and 405 max. gross torque (ft. lbs.); and the O.V. 220 LPG (440 cubic inch gasoline with 220 max. gross brake HP and 405 max. gross torque (ft. lbs.)). The 390 cubic inch O.V.195 was replaced by the O.V. 200 in 1956 and the O.V. 207 in 1958; and the 440 cubic inch O.V. 220 was replaced by the O.V. 225 in 1956 and the O.V. 235 in 1958. All Gold Comet V-8 engines, also introduced in 1954, had replaceable "wet-sleeve" cylinders.

The A series truck/ tractors shared the Reo "Moreland" cab with the F series truck/ tractors. The "Moreland" cab had been introduced in 1938/39 and used on all Reo trucks, with the exception of the 1948-51 Model 30/31 trucks, since that time. The 63 inch bumper to back of AC cab was all new, and the first cabover model for Reo since production of the Reo Metropolitan type C-O-E (up to 14,500 GVW / 22,000 GCW) ended in 1938. Sleeper cabs were available for both A and AC trucks.

Multiple A and AC models were offered from late 1954 through 1959, and AC models were available through 1960 and possibly later. Model designations and capacities included –

A-600/ A700 series single axle trucks – 28-30,000 GVW / 30-32,000 GVW  
A-600D / A700D series single axle diesel trucks – 31,000 GVW / 33,000 GVW  
A-603 / A-703 single axle tractors – 65,000 GCW / 78,000 GCW  
A-603D / A-703D single axle diesel tractors – 60,000 GCW / 60-70,000 GCW  
A-607 series single axle fire truck chassis – 27,000 GVW  
A-620 / A-720 on highway tandem axle trucks – 40,000 GVW / 44,000 GVW  
A-723 on highway tandem axle tractors – 78,000 GCW  
A-630 / A-730 tandem axle trucks – 42-47,000 GVW / 48-52,000 GCW  
A-630D tandem axle diesel trucks – 43,000 GVW  
A-633 / A-733 tandem axle tractors – 65-78,000 GCW / 70-78,000 GCW  
A-633D tandem axle diesel tractors – 60,000 GCW  
A-630-OH / A-730-OH off-highway tandem axle trucks – 42,000 GVW / 48,000 GVW  
A-800-OH off-highway single axle truck – 42,000 GVW

AC-403 / AC-503 single axle tractors– 42-45,000 GVW / 55,000 GVW (w/ 6 cylinder Gold Comet engines)  
AC-603 / AC-703 single axle tractors – 65,000 GVW / 65-78,000 GVW  
AC-603D single axle diesel tractors – 60,000 GVW  
AC-630D tandem axle diesel trucks – 60,000 GCW  
AC-633 / AC-733 tandem axle tractors – 65-70,000 GCW / 78,000 GCW  
AC-633D tandem axle diesel tractors – 60,000 GCW

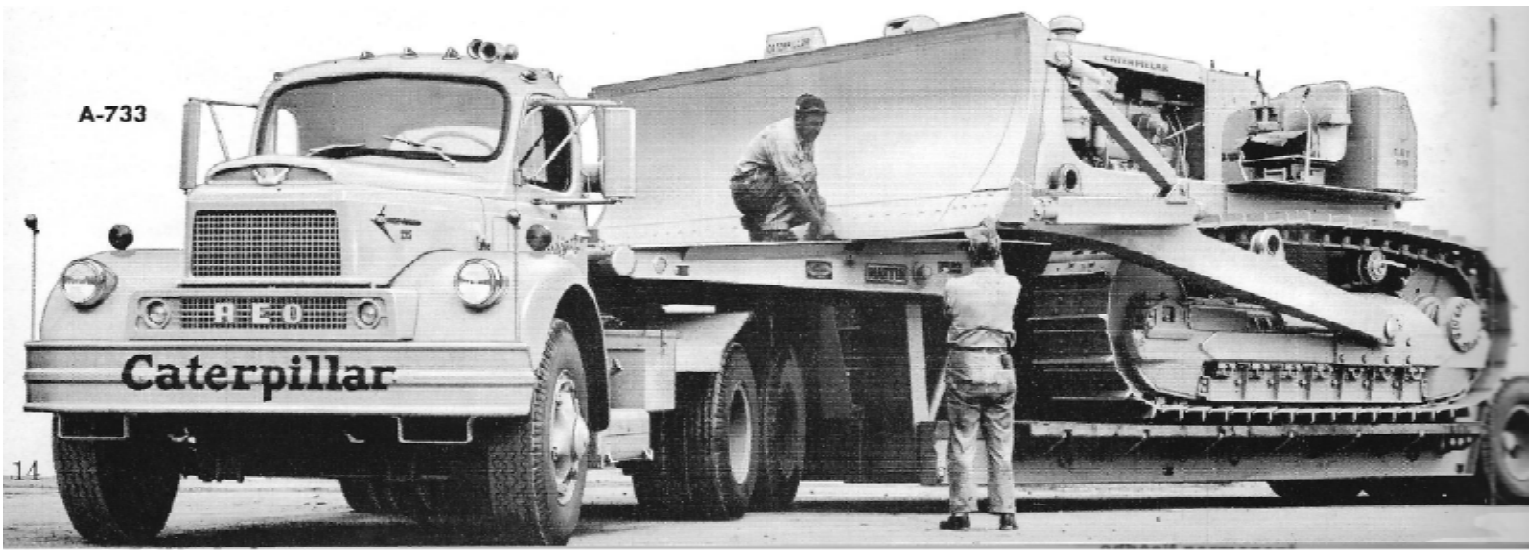
The typical Reo A and AC models had 5 speed Spicer, Fuller or Clark transmissions and several Spicer auxiliary options, Timken front axles, Timken or Eaton rear axles, Bendix –Westinghouse full air brakes and Ross steering. Tire sizes varied with capacity, vehicle use and production year; and cast spoke wheels were standard with 10 hole Budd wheels optional. The Fuller R-46 progressive transmission was available in the A and AC models from 1957 on. Hydraulic brakes were standard on the fire truck chassis, air brakes were optional.

I do not know what the production numbers of the A and AC models were from late 1954 through 1959; however I do know they are uncommon. A quick review of the 25 ATHS Show Times from 1994 forward yielded five unique trucks -

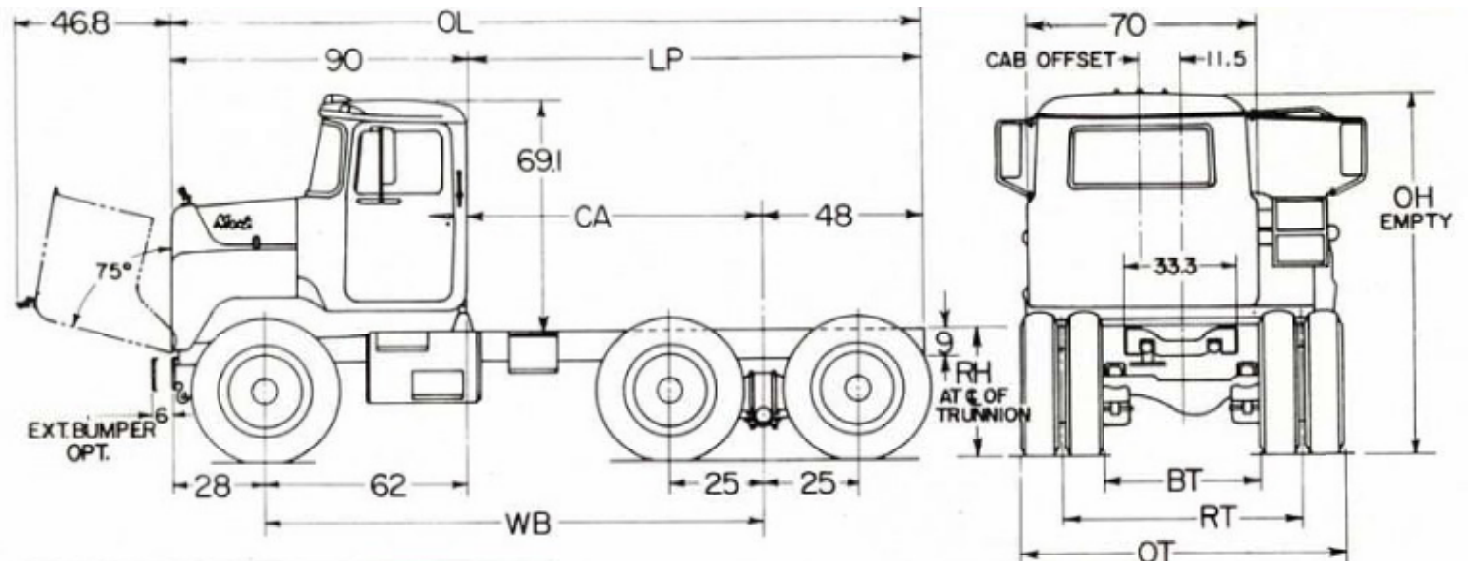
- A 1957 Reo A-607 at the ATHS Convention in Buffalo, NY in 1994;
- A 1959 Reo A-632 at the ATHS Convention in Greensboro, NC in 1997; also shown in Valley Forge, PA in 2000 and York, PA in 2015;
- A 1956 Reo A-603 and a 1958 Reo AC-403 at the ATHS Convention in Valley Forge, PA in 2000;
- A 1960 Reo AC-603 at the ATHS Convention in Reno, NV in 2001.

The Reo Club 2015 – 2017 Membership Directory lists 11 A Series and 4 AC- Series trucks. Four of the A-Series are owned by one collector, and the 1958 AC-403 and the 1960 AC-603 listed above are also in the Membership Directory. George Sprowl owned an AC in the early 2000's. I do not know its' current whereabouts. Should you see an A or AC anywhere please snap a picture or two. Although I am not actively searching an A-Series Reo is one of my bucket list trucks.

*continued with photos on next page*



Please See Page 7 for more specs on the Mack U-795ST



| WB  | LP  | CA | OL  | Turning circle<br>(Outer edge of Tire)<br>Est. |        |
|-----|-----|----|-----|--|--------|
|     |     |    |     | Right  | Left   |
| 144 | 131 | 82 | 220 | 50 ft.   | 50 ft. |
| 147 | 134 | 85 | 223 | 56 ft.   | 56 ft. |

| Tire Size | U-795ST-U-795LST |             |              |                |      |      |      |
|-----------|------------------|-------------|--------------|----------------|------|------|------|
|           | OH<br>Approx.    | RH<br>Empty | RH<br>Loaded | Front<br>Tread | OT   | RT   | BT   |
| 10.00-20  | 108.2            | 39.8        | 37.9         | 76.9           | 95.3 | 71.4 | 47.5 |
| 10.00-22  | 109.2            | 40.7        | 38.8         | 76.9           | 95.3 | 71.4 | 47.5 |

# An Unusual Truck

George Barrett

On June first there will be a drawing for a very rare truck up in Lowell. A first look the truck is easily recognized as a Mack, we've seen them for years, either a U-600 or a DM-600. But when you look a little closer you'll see some differences. If you think the cab is sitting a little higher than normal you're right, the roof is 69.1" off the frame, 5" higher than a DM-600.

One benefit of the higher cab is the increase in size of the radiator, 24% more to keep the 325 horsepower V-8 diesel cool. A closer look shows the changes in the sheet metal to accomplish the increase in cab height. In my opinion a good looking truck, but I've always liked the DM and U models. If I had to drive one much I probably wouldn't think so highly of them but in their day they were designed for the size and weight laws in place. I'm familiar with many contractors that had the DM model Macks and they were praised by both drivers and owners as being a strong and worthy carrier of heavy loads over uneven ground.

According to John Montville's 1981 book *Mack A Living Legend Of The Highways* there were 91 U-795 trucks manufactured from 1970 to 1976. It shows no others in the U-700ST series. It seems that the introduction of the U-700 series was to showcase the new Maxidyne V-8 325 horsepower model ENDT 865 engine with the new Maxitorque transmission. Also introduced at the same time was the new Dynatard engine compression brake system.

The black and white photo to the right which seems to be official indicates that the truck being offered in the drawing on June first is very authentic and unaltered. Should

anyone have any questions I suggest you contact Doug Wakefield at 207-356-2237 or email [tiredironguy56@yahoo.com](mailto:tiredironguy56@yahoo.com).

To refresh our memories I've thrown in a slightly revised list of Mack engines that appeared here a few years ago. The first V-8 appeared in 1962, the second appeared in the truck we're talking about in 1970. The third V-8 was introduced in 1980.

As most of you know, I'm not a collector of trucks but have very avid interest of truck history. This rig that Doug has this year may not have been popular but when you consider its place in history it certainly deserves some attention. I hope there's a big interest and the project raises some generous funding for charity.



U-795ST

*Drawing on Saturday June 1 Springtime Truck and Tractor Show, Marty Carmicheal Truck Shop, 1095 Main Rd (Route 2) Greenbush, for more info: Doug Wakefield, 207-356-2237, [tiredironguy56@yahoo.com](mailto:tiredironguy56@yahoo.com)*

The two digit number on the far left are the second and third numbers in the Mack model number

**10** = EN414A (gas)

**40** = EN464A (gas)

**80** = EN540 (gas) General rule with regard to engine numbers is that even numbers are gas, odd numbers diesel

**26** = EN402 (gas)

**00** = EN707B (gas)

**01** = END 475

**07** = END 673E

**09** = END707 — The END711 engine seems to be the same as as the 707 which fits into Mack idea of having the number as the approximate piston displacement in cubic inches

**11** = ENDT673

**13** = ENDT673A

**11** = ENDT673C

**15** = END864B — First V-8 Diesel introduced in 1962, 864 cu in (5.00 x 5.5) 255 hp @ 2300 rpm.

**19** = ENDT864

**31** = NH230 Cummins

**37** = NHC250 Cummins

**39** = NHCT270 Cummins

**63** = NTC335 Cummins

**65** = NT380 Cummins

**73** = 8V-71N — Detroit Diesel usually rated at 318 hp

**77** = V8-785 — Cummins 785 cu in(5.5 x 4.125) of 1962 rated 265@2600 de-rated to 185hp

**83** = 6V-53N — Detroit Diesel

**85** = ENDT675 — Maxidyne, first of the high torque rise diesels of any manufacturer, late 1966

**86** = EM6 — 672 cu in makes 237 hp @2100 rpm, 906 lb ft of torque at 1200

**95** = ENDT865 — V-8 of 866 cu.in.(5.25 x 5.0) 375hp@2200 rpm introduced 1970, used until 1980 when the third V-8 of 998 cu. in. (5.38 x 5.5) with 400 hp @ 1700 rpm was introduced.



# MODEL U-700ST SERIES

- AMPLE DIESEL POWER
- EXTRA ROOMY CAB INTERIOR
- VERTICAL ENGINE AND TILTING FRONT END FOR EASE OF MAINTENANCE
- QUALITY BUILT COMPONENTS

## STANDARD EQUIPMENT 6-Wheel Tractor (Based on Model U-7955T)

|   |  |   |   |
|---|--|---|---|
| <b>WHEELBASE</b> .....                          | 144" (LP 131"; CA 82")                     | <b>BOGIE: (MACK)</b> .....                  | <b>SWS 56C</b>  |
| <b>ENGINE: (V-8 Maxidyne)</b> .....             | <b>ENDT 865</b>                            | Carriers (Dual Reduction) .....             | CRDPC 92 & CRD 93                                       |
| Type .....                                      | Turbocharged open chamber 90°V             | Ratios .....                                | 3.86, 4.17, 4.50, 4.76, 5.13, 5.73, 6.34, 7.00,<br>7.49 |
| Bore and stroke .....                           | 5¼" x 5"                                   | <b>SPRINGS:</b>                             | Front Rear  |
| Piston displacement, cu. in. ....               | 866  | Size .....                                  | 54" x 3½" 50" x 4"                                      |
| Brake horsepower @ 2100 rpm .....               | 325  | Leaves, no. & thickness                     |   |
| Max. torque @ 1350 rpm .....                    | 1100 lb. ft.                               | (Front left) .....                          | 11 @ .360   |
| Lube oil filter .....                           | Combination full-flow, by-pass             | (Front right) .....                         | 12 @ .323 8 @ 0.625                                     |
| Air cleaner .....                               | Dry type                                   | <b>BRAKES:</b> Type .....                   | Air   |
| Radiator frontal area .....                     | 1,240 sq. in.                              | Front (Cam type) .....                      | 16¼" x 3" (204 sq. in.)                                 |
| Fuel pump .....                                 | Multiple plunger                           | Rear (Cam type) .....                       | 16½" x 7" (868 sq. in.)                                 |
| <b>FUEL TANK</b> .....                          | 50 gal., left side, steel, rect., two step | Auxiliary .....                             | Spring loaded type                                      |
| <b>ELECTRICAL SYSTEM:</b> Generator .....       | 12 Volt, 55 Amp.                           | <b>WHEELS &amp; TIRES:</b> .....            | Cast, spoke; 10:00-20 (12P)                             |
| Starting system .....                           | 12 Volt                                    | <b>STEERING GEAR:</b> Model .....           | <b>SG 46</b>  |
| Batteries (group 4H) .....                      | (2) 6 Volt                                 | Steering wheel diameter .....               | 22"   |
| Plates per cell 23; Amp hr. @ 20 hr. rate ..... | 165  | Ratio .....                                 | 28.14:1   |
| <b>CLUTCH: (MACK)</b> .....                     | <b>CL 75</b>                               | <b>FRAME:</b> Size .....                    | 9" x 3¼" x ¼"   |
| Type .....                                      | 2 plate, dry, 14" O.D.                     | Material .....                              | Heat-treated 110,000 PSI                                |
| Area of engagement .....                        | 144 sq. in.                                | Minimum Yield Strength Steel                |   |
| <b>TRANSMISSION: (MACK)</b> .....               | TRL1078 (w/clutch brake)                   | Section Modulus .....                       | 9.76  |
| Type .....                                      | 5-spd., direct                             | Resisting bending moment .....              | 1,070,000 in. lbs. per rail                             |
| <b>DRIVESHAFT:</b>                              |  | <b>CAB: (MACK)</b> .....                    | <b>CA 361</b> (Incl. rider seat)                        |
| Make .....                                      | Rockwell—Standard                          | Type (98" BBC) .....                        | Off-set, two-man  |
| <b>FRONT AXLE: (MACK)</b> .....                 | <b>FA534C</b>                              | <b>STANDARD CHASSIS WEIGHT (LBS.) EST.:</b> |   |
|   |  | Front 6,980; Rear 6,906; Total 13,886       |   |

### CHASSIS EQUIPMENT

Air intake system, outside—underhood  
Automatic back-up light switch  
Automatic reset circuit breakers  
Bumper, extended  
Cab heater, 37,500 BTU  
Cab roof vent, two-way  
Combination stop tail & rear turn signal  
Headlights  
Hood and fenders, unitized fiberglass (tilts forward)

Horn, electric, single tone  
I.C.C. and Marker lights  
Low air pressure indicator, buzzer  
Rear view mirrors, two, West Coast type (black enamel finish)  
Seat belts  
Side reflectors  
Steering column, adjustable  
Sun visor left side

Tachometer, single hand type  
Tow hooks, front  
Turn signals, front (with 4-way flasher)  
Underframe exhaust  
Voltmeter  
Wheel wrench and handle  
Windshield glass, Solex  
Windshield washers  
Windshield wipers, air, dual, single motor

**MACK TRUCKS, INC.**

ONE OF THE SIGNAL COMPANIES

## Pine Tree Chapter Spring Stretch

The Pine Tree Chapter's Annual Spring Stretch will be held on Sunday May 5th at the Bickford Collection in Yarmouth. Directions: Route 115 to East Elm St., Turn Left onto Yarmouth Jct. This event will start at 9:30 a.m. with coffee and donuts provided by the Chapter followed by a potluck lunch at Noon. After lunch we will take a quick run over to the Bickford Pavilion in-town Yarmouth. FMI contact: George Barrett, 207-829-5134 or sheepsco@gwi.net

## Pine Tree Chapter Spring Tour - York County

Saturday June 8-9 we will gather at the Biddeford (Exit 32) Park & Ride starting at 9:00 a.m. for coffee and donuts. Planned departure from the Park & Ride will be at 9:45. Morning stops may include Motorland in Arundel, Antique Flea Market and Shops in the Arundel area and maybe a surprise or two. After lunch in the Arundel antique area (Cafe at Antique Village or Arundel Diner across the street) we will tour cross country to Limerick where we will visit the various yards and collection of S.A. McLean (well known depository of vintage fire apparatus, FWD, Oshkosh, and Walter trucks). Chapter member Devin Fahie has graciously offered to provide a homemade (smoked) Barbecue dinner at his home in Limington.

Sunday we will gather at 9:30 in the parking lot at Call's Shop and Save on Rt. 25 in Cornish (West of Bay Haven Lobster Pound) and depart around 9:45 to tour the countryside seeing various sites, possibly dipping over the line into New Hampshire - TBD

Barbecue Dinner: 23 Huntress Meadow Lane, Limington, Me.

Dinner RSVP: Peter Mullin 207-838-5069 or wfd44@maine.rr.com by June 1st.

Hotel: Midway Country Lodging, 712 S Hiram Road, Cornish, Me 04020 (207) 625-8835

Camping also available: Contact Devin Fahie 207 653 4131 or e-mail devin@sebagosignworks.com

FMI: Peter Mullin 207-838-5069 or wfd44@maine.rr.com

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## For Sale and Wanted

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

**FOR SALE:** 2 doors and 2 front fenders for a 1954 Chevy pick-up 800.00 obo

For sale: 4 tires (new old stock) Ward-Riverside 4.40/4.50 21" on good model a rims. 600.00 obo

Contact Barry Billings @ 207-319-5166

**FOR SALE:** B-6000 Kabota 4 x 4 Diesel Tractor, with 3 point hitch, log skidding boom, and rare IHC right angle PTO pulley drive for flat belt operation. Included is a 75 year old Sears & Roebuck sliding table cord wood saw on skids. The tractor is about 12 HP on two cylinders with glow plug starting for all weather operation. It needs a good home, I am no longer able to operate it. Make me a reasonable offer I can not refuse... Lars Ohman, (207) 375-6515 or (207) 376-7993 (cell)

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

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

**WANTED** Used 11R22.5 tires for a box trailer. I won't be hauling heavy loads but it will be going down the highway. Jamie 207-949-1360

**WANTED** Caterpillar D-2 electric start, no blade. Jim Ryan (508) 789-6571

**FOR SALE** 1935 Walter truck. Original Maine truck. Rough but complete. \$1500.00 OBO. 1954 Chevy Suburban. California truck that needs a restoration. \$5500 OBO 1946 Chevy 1.5 ton parts truck. \$750 OBO. Jamie 207-949-1360

### FOR SALE: Thinning out the Herd

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

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

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

1978 Autocar tandem prime mover, Cummins powered. Nice old truck. Needs tires. \$5,000 which is what I paid for it.

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

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

# 2019 COMING SHOWS AND EVENTS

- Sunday May 5 Pine Tree Chapter Spring Stretch** at the Bickford Collection, Yarmouth, *More info on page 8*
- Sunday May 5 ATCA Western Mass show** at Yankee Candle South Deerfield
- Saturday May 18 Yarmouth Public Works 9:00 AM open house** old trucks welcome
- Sunday May 26 Boothbay Railway Village Cars & Coffee trucks** also welcome, 7:00 until noon, main entrance and up the hill to the Auto Museum. Last Sunday of May, June, July, August, & September
- May 31 to June 2 American Truck Historical Society, Annual Convention**
- Saturday June 1, Springtime Truck and Tractor Show**, Marty Carmicheal Truck Shop, 1095 Main Rd (Route 2) Greenbush. ME, 9 Am to 3 PM for more info: Doug Wakefield, 207-356-2237, tiredironguy56@yahoo.com
- Sunday June 2 Ocean State Vintage Haulers**, Johnson, RI
- Saturday & Sunday June 8 & 9 Pine Tree Chapter Spring Tour**, York County, *More info on page 8*
- Saturday & Sunday June 8 & 9 ATCA CT Yankee Annual Show**, Bethlehem Fair Grounds, Bethlehem, CT
- Saturday & Sunday June 15 & 16 Watsons Wheels and Water**, Naples, ME
- Thursday - June 13 & 15 ATCA Macungie, PA Truck Show**
- Sunday June 23**, Nutmeg Chapter AHS Show, Brooklyn, CT
- Saturday & Sunday July 20 & 21 Truck & Tractor Show**, Owls Head Transportation Museum
- Saturday July 20 Founders Day Paris Hill** at the Hamlin Memorial Library & Museum, includes open viewing of Bob Bahre's Classic Auto Collection
- Friday - Sunday August 2-4 Rockbusters Show**, Concord, NH
- Saturday August 3 Truck Show Green Mt Chapter AHS** Bellows Falls, VT
- Saturday August 3 Truck Show Rochester, NH Fairgrounds**, for more info Howard 978-360-4486, trucks, tractors, flea market
- Friday & Saturday August 16 & 17, Owls Head Auto Auction**
- Sunday August 18, Granite State Old Truck Meet**, Feather Airport, NH
- Sunday September 15, Pine tree Chapter Truck Show Topsham, ME**
- Friday & Saturday October 4 & 5, Mack Truck Day Lititz, PA**
- Saturday October 19, Tackaberry Athens, Ontario, Canada**, possible PTC organized Trip
- Sunday November 3 Pine Tree Chapter Annual Fall Auction**, Augusta

*The deadline for submitting notices, classified ads and articles to the June issue of the Shop Manual will be the end of the day Saturday June 15. If you want to write an article and need some photos to go with it give a shout. Let me know of any events you think would be of interest to Pine Tree Chapter members. We'll continue with the classified ads wanted and for sale as before. Please also let me know of any articles you would like to see in the newsletter. We're intending to publish eight newsletters this year, more evenly spaced than the seven we did last year. Anticipated deadlines will be: July 20, August 31, October 19, and December 7.*

*Don't hesitate to send an email or give me a call. George.*

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## PINE TREE CHAPTER OF AHS BOARD OF DIRECTORS MARCH 2018 TO MARCH 2019

- President - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 207-838-5069; email: wfd44@maine.rr.com;
- Vice President - Andy O'Brien** 54 Upper Minot Rd. Pownal, ME 04069 (207) 232-4743 aobrien211@gmail.com
- Secretary / Treasurer - Diane Munsey**, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com
- Director - Cheryl Billings** 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email: cherylbillings55@gmail.com
- Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepsco@gwi.net
- Director - Steve Corson** 163 Main St., Rockport, ME 04856 cell phone: 207-542-4192 email: blackdogmack@gmail.com
- Director - Bob Stackpole**, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.com
- Director - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email: haroldjmason@gmail.com
- Director Emeritus - Lars Ohman** 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com

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



Please see details on page 6 so you can make a donation for a drawing to win this unique Mack