



Shop Manual

April 2024

President's Message

www.badgoat.net/ptcaths

President's Message

The annual Pine Tree Chapter Business Meeting took place at the Owls Head Transportation Museum about 3 weeks ago. A small but enthusiastic group attended and took care of some chapter business for the coming year. Tom Hudgins will be putting together a 2025 calendar that we will have for sale at events this summer. I spoke to Sandy Gushee at the meeting, and we anticipate the food trucks returning for the 2024 Topsham Truck Show.

There was no election this year as all Officers and Directors were elected last year to two-year terms. However, I announced at the meeting that some of our Officers would be stepping back at the end of their current terms. The offices of President (myself), Secretary (Nancy Mullin), and Treasurer (Cheryl Billings) will all be open for the 2025 election. All three of us are willing to work with members that are interested in these positions - filling them in on the responsibilities and helping to get folks up to speed as quickly as possible.

The first "official event" of the 2024 season will be the Spring Stretch. This year we are being hosted by the Cole Land Transportation Museum in Bangor on Sunday May 5th. The museum opens at 9:00 but I told them to plan on us arriving around 9:30 and to be cleared out by 3:00. This is a potluck lunch event (served around 12:00-12:15).

Hopefully everyone is making progress on their plans (and trucks) for the 2024 ATHS National Convention in York, Pennsylvania June 6-8. Typically, this is as close as the National Convention gets to us so, I encourage our members to try and make the trip. As a bonus incentive - the ATCA National show is nearby in Macungie, Pennsylvania the following Thursday through Saturday. That could make for a great combo trip.

Although it doesn't look like it outside our windows right now, truck show season really is right around the corner. Many of us and our neighbors are still recovering from a pair of late season snow storms. The second one dumped well over a foot of snow here in Gorham. We made it through the latest dumping without losing power only to have it dumped a day later so crews could safely restore others in our area. Thankfully, our backup generator has us up and running so I can get this typed and sent off to Clayton on time. Hope to see you at the Spring Stretch or somewhere else out and about. *Peter*

Ramblings

I'd guess it is no April Fool's joke, we are due for another Nor-Easter end of the week, before this goes to press. Right now, another major project, at the Editor's request, on MACK LRX's and LVX'S will somewhat limit this writing. Let's see, Annual Business Meeting @ OHTM was well attended, all major items for the year, including gatherings and tours, the Treasury Report was accepted, although we are a few dollars ahead of the previous year, we, as a chapter, have to put forward a concentrated effort to recruit new members into the fold. A privately funded account will sponsor new AHS members with a FREE one year membership in the PTC, so as to sweeten the pot a little....If we could get 10 or 12 new members this year, we could at least keep up with folks who did not renew for one reason or another, or those that have passed on.

Speaking of that, unofficial word has been obtained of the recent passing of long time PTC member John Ware. John was in the oil and fuel business in the Rockland area for many years. Condolences to the family. Let's just take a moment of silence in our busy life to honor those that have gone before us.....

Last but not least.... recent second hand information on Larry Worley ("The Back Side of Worley's Log") is he is still on the mend from continuing medical issue..... he still has the thoughts for the story line, but not the facilities to put it in print at this time. Best wishes to Larry, and HAPPY BIRTHDAY! Just 'Chuggin Down The Road..... *Lars*



MACK LR and LV Trucks

On the ride back from assembling the February Shop Manual Lars started to recall some details about a couple of MACK site trucks he had used when he was with E. H. Perkins. I reached out to him to write a story on the Mack site trucks; and indicated I would provide some technical data on the trucks. First Lar's story....

RAMBLINGS...storm modified version. My love / hate relationship with MACK'S LRX and LVX's started in the early days of being with E. H. Perkins Construction out of Wayland, MA. This was in 1970-71. We were getting heavy into rough sitework and finding it hard to hire owner-operators with older rough site trucks. We got the word Nick larussi from Holliston had purchased a MACK LRX from Carl Badger from Sherborn with a blown MACK 673.

Nick repowered it with a 220 Cummins out of a MACK LJSWX. We looked it over, it ran well and did every function (except start) that we needed it for. Got it home, and decided all it needed was a push start from a CAT 966-B or the CAT 977-H. We used it on many of the larger site jobs. It had a Heil quarry type body with a capacity of 11.8 cubic yards, weighed some 63,000 # and ran on 12-24's on the front and 14:00-24's on the rear, so it had plenty of rubber for the soft jobs land clearing. With a 70-degree dumping angle with power up and down worked well with sticky mud or undesirable material.



It ^{worked} well by itself for a year or so, but most jobs would go better with two off road trucks. We began the search for another 15 -tonner. The second one Carl Badger had was not for sale (the two Badger trucks came from a quarry over in New York). We got wind P.J. Keating was clearing out the back 40 and had some MACK LVX's (22 tonners) of the 1956 vintage they were willing to part with. We looked them over, had Keating's guys get them started for a short demonstration run. We chose the one with the best rubber on it, and 14:00-24's on the front axle and 18:00-24's on the rear were not a cheap thing to buy. Little did we know or understand the 300 HP Cummins (NHRBS) had some power issues P.J. Keating did not elaborate on.

First job we put it on was a wet sandy bottom with about 2' of water we had to haul thru (Don't ever tell DEP!) We thought it was just the soft conditions....she would bellow smoke and grunt and groan, but never pulled the way we thought it should. Had a couple of Cummins guys come and tinker with it.... Being an almost extinct HRBS 743 Cubic Inch engine we decided we could run her 'till she blew up (unfortunately, it never blew up while we owned it).

....As some of the photos indicate , we put the two of them on a job at Akerson's pit up on Rt 128 and 93. Much of the good material out of the pit went to the Toll Road extension, but down back was this knob of solid rock that needed to be used on other low spots in the pit. Hemphill out of Waltham came in and blew as best they could, and another contract (can't remember their name) started loading out the rock with a 6000 Trojan loader. It lasted about two days and one of the loader arms broke. Next machine in was a well-worn (either a Euclid or Terex) model 72-81 that tipped the scale at 106.000#, had a Detroit 12-V-71 of a reported 465 HP and carried a 9 cubic yard bucket. It would work and roarand drip hydraulic oil like a spray gun! The operator had a 55-gallon drum on the catwalk and every so often would shut down and pump like crazy for ten minutes or so, then back to wok producing stone for us, and oiling the pit floor! (Again, don't mention that to DEP!) Our two MACKs survived that job or weeks on end, never broke down, and only occasional greasing required. There were three or four other WABCOs or INTERNATIONALs on the job and a minimum of one a day, out of service for one thing or another.

Life went on and we eventually sold the LVX to Bartlett Greenhouse in Sudbury. They used it on site development, and our Frankin Hamilton eventually hauled it up to Friendship, Maine, and the Friendship Trap Company, to be used reclaiming a Christmas tree plantation.

Due to operator error his five gallon pail of wood and fuel oil for heat tipped over, ran down through the floorboards and set the air and hydraulic lines on fire. The operator bailed out and I last saw it at the bottom of a ravine, burned out. Recovery was going to be difficult as they had nothing big enough to pull it out. Last I heard, Tatco Brothers off Middle Granville NY was trying to work a deal to buy it for parts whereas they wanted the rear end.



The LRV stayed with Eddie Perkins after I left the company, and I understand it served many more years as a yard truck for his Quinn – Perkins operation. Sam Sicchio came across a picture of it next to one of the Quinn-Perkins Autocars just a few years ago. If it was a 1956 build and was still in service in 2023... that would be 67 years of service! Who says MACKs aren't tough.

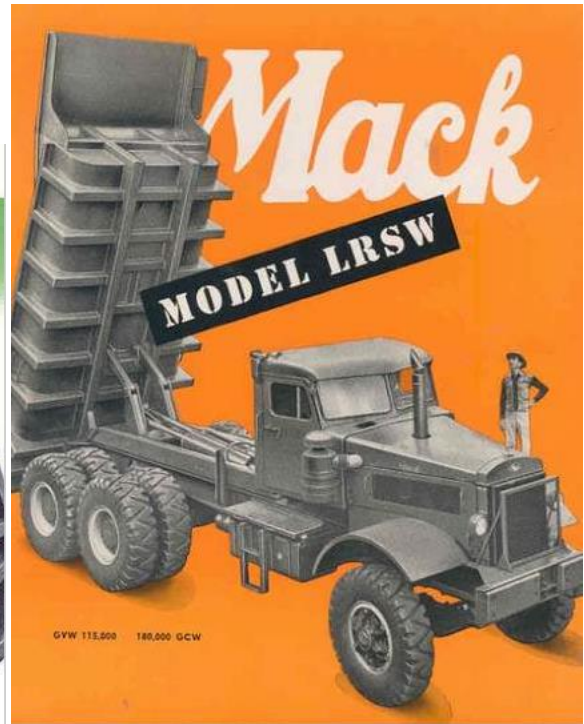
I started by saying I had a love / hate relationship with these rock trucks. I loved the way they would pull thru anything with their planetary rear axles... the LRV had a differential ratio of 17.2 to one, plus the hub reduction; the LRV had a 16.5 to one ratio. One job I recall when we asked them to do the impossible was the fill work on the Lester Ross dam in Berlin, MA. It was an earthen flood control dam of some 5600 feet in total length and the highest point was 45 feet above the floor. We somehow got in on cleaning up after the build crews.

One of the projects was to back out onto the top of the dam on a narrow haul road, dump a loamy/subsoil type fill. Northeastern out of Framingham proved a G-1000 Gradall with extended boom sections, and they would cast the mixture down the face and grade it back up. I backed out carefully guessing my closeness to the edge, dumped and pulled back out for another load. One pass I misjudged, hooked the left rear wheels over the edge and down I went....backwards...I think I drove the brake pedal right through the floorboards with not much luck. The MACK had air brakes, power steering and a trolley valve up by the steering wheel. The emergency brake drum on the drive shaft had long since been removed. The braking system worked fairly well going forward but wasn't worth cat shit backing up! I wound up at the bottom of the 45' slope, stalled it, and when the dust settled, I was still alive, although my pants were stained. Having no electrical system, we had to get a dozer, cut a path level at the base of the slope, drag the LRV sideways and pull it to start... none the worst for the wear. I was much more careful on future trips out onto the high fill area.

Special thanks to the following contributors: Clayton Hoak, PTC Historian and prod to get me to write this; Franklin Hamilton, 49-year employee of E.H. Perkins ventures; Bob Dorey, History Buff from Mass; Sam Sicchio, for photo work and historical data; William Litant, spec sheets on the LRV and LRV; Gary Munsey, SR. for efforts to include this story in a future issue of the RockBusters News; and Terry Ohman, supporter of my writing efforts.

That's about it for the PTC Shop Manual, and for Gary with the Rockbusters Newsletter ... that's it. Just Chuggin down the road, and for the Rockbusters...."as I recall" *Lars*

And now the technical stuff.....The single axle offset cab Mack LR was introduced in 1943 and discontinued in 1964. 1275 units were produced. It had a 15-ton capacity as dump truck (GVW approximately 63,000 lbs.); and 30-ton capacity as a tractor (GCW approximately 93,000 lbs). 1,275 units produced. In 1956 the Mack END 673 gasoline engine was standard and the Cummins NHB diesel was optional. The base price for the dumper was \$23,300.00. The Cummins NHB added \$1230.00.



Mack LV (LR similar – has smaller tires and body and hoist)

Mack LRSW

The single axle offset cab Mack LV was introduced in 1948 and discontinued in 1961. 515 units were produced. It had a 22.5-ton capacity as dump truck (GVW approximately 86,000 lbs.); and 45-ton capacity as a tractor (GCW approximately 125,000 lbs.). In 1956 the Cummins NHRBS diesel engine was standard and the Cummins NRT diesel was optional. The base price for the dumper was \$36,400.00. The Cummins NRT engine added \$530.00.

Mack also produced a 30-ton tandem axle site truck – the Model LRSW with a GVW of 115,000 lbs. and GCW of 180,000 lbs. The base chassis weight was 35,500 lbs.; 55,000 lbs. with body and hoist.

Spring Stretch Sunday May 5, 2024

The 2024 Pine Tree Chapter Spring Stretch will take place at the Cole Land Transportation Museum, 405 Perry Rd. Bangor, Maine on Sunday, May 5th, beginning at 9:30 a.m. Feel free to bring an old truck and take the opportunity get in an early “stretch” of your rigs legs. This is a “Potluck Lunch” event. So, bring a favorite dish, salad or dessert to share. Lunch will be served around Noon.

A Very Unique Reo Followup

Chapter member Ralph Selby, of Englewood, Colorado, called and informed me he was aware of another 1938-39 Reo 1B7M/ 2B7M series cab and sheet metal that had been put on a 1 ton Chevrolet RV chassis, likely 20 plus years ago. The owner, Chuck Miltonburger, was well know =n in the RV circles in his area. *Clayton*

Local and Regional Events – April thru August 2024

Sunday	5/5/24	Pine Tree Chapter – Spring Stretch - Coles Land Transportation Museum, Bangor, Maine
Sunday	5/5/24	ATCA Western Mass Chapter 19 th Annual Show; Yankee Candle Corporate Headquarters, South Deerfield, MA
Saturday	5/18/24	MMTA – Professional Truck Driving Championships (@Dysarts in Hampden) and Professional Technician Skills Competition (@EMCC in Bangor)
Saturday	5/18/24	OHTM – Spring Auto Tour
Saturday	5/25/24	4 th Annual Coastal Cruise in and Fun Day @ Wiscasset Speedway 10-3 FMI go to wiscassettspeedway.com
Sunday	5/19/24	45 th Bonney Eagle Car Show, Buxton, ME
Sunday	6/2/24	Ocean State Vintage Haulers – ATHS 30 th Annual Antique Truck Show; Johnston Memorial Park, Johnston, RI
Thurs – Sat	6/6-8/24	ATHS National Convention and Truck Show – York, PA
Fri-Sunday	6/7-9/24	Squarebodies of Maine Mud Bowl – Spud Speedway, Caribou, ME
Sat- Sunday	6/8-9/24	ATCA CT Yankee Chapter Show; Bethlehem Fairgrounds, Bethlehem, CT
Sunday	6/9/24	ATHS/ ATCA Convoy to Macungie, PA
Thurs-Sat	6/13-15/24	ATCA 44 th Annual Truck Show & Flea Market – Macungie, PA
Saturday	6/22/24	Springtime Truck and Tractor Show – Sibley Transportation Truck Shop, 977 Odlin Rd. Bangor, ME. Entrance across from Lee’s Concrete.
Sunday	6/23/24	Nutmeg Chapter - ATHS Annual Show - Brooklyn, CT
Sunday	6/23/24	Long Island Chapter - ATHS Summer 2024 Truck Fest, Manorville, NY
Thurs-Sat	7/11-13/24	45 th Walcott Jamboree – Iowa 80 Truck Stop - Walcott, Iowa
Saturday	7/13/24	12 th Annual International Motor Truck Gathering – ATCA – Muncy, PA
Saturday	7/13/24	Squarebodies of Maine 3 rd Annual ALL Truck Show - O’Connor GMC, Augusta, ME
Saturday	7/13/24	Boothbay Railway Museum Antique Auto Day
Sat-Sunday	7/13-14/24	Long Island Chapter - ATHS 22 nd Annual Antique, Classic & Working Truck Show, LIAPA Showgrounds, Riverhead, NY
Fri-Sat	7/19-20/24	7 th Annual Gear Jammer Magazine Truck Show – Epping, NH
Saturday	7/20/24	45 th Annual Founder’s Day & Classic Car Exhibit – Bahre Collection, S. Paris, ME To benefit the Hamlin Memorial Library (207-743-2980 / www.hamlin.lib.me.us)
Sat-Sunday	7/20-21/24	Pine Tree Chapter – ATHS Gathering at the OHTM Truck & Tractor Show
Fri-Sunday	8/2-4/24	Northeast Rockbusters Antique Construction Equipment Show, Concord Sand and Gravel Pit / Continental Paving, Concord NH
Saturday	8/3/24	Green Mtn Chapter – ATHS Truck Show – Food on site!! Second year at Connecticut Valley Auto Auction site - 1567 VT RT 14, White River Junction, VT

Fri-Sunday	8/7-10/24	HCEA International Convention and Old Equipment Exposition, at the New York Steam Engine Association's Pageant of Steam, Canandaigua, NY
Sat-Sunday	8/17-18/24	Granite State Chapter – ATCA Annual Truck Show – Location TBD
Weds-Sat	8/21-24/24	44 th Annual New England Auto Auction Week – Owls Head Transportation Museum, Owls Head, ME
Sat-Sunday	8/24-25/24	Bay State Chapter – ATCA 22 nd Annual Truck Show, Bolton Fairgrounds, Lancaster, MA
Sat-Sunday	8/24-25/24	Upper Canada Chapter – ATCA 8 th Annual Athens Truck Show, Athens Fairgrounds, Athens Ontario



Gheez... doesn't that Mack look familiar?

VOLUNTEERS NEEDED AT THE NATIONAL CONVENTION & TRUCK SHOW

Volunteers are needed to make the National Convention & Truck Show successful. If you plan to be with us in York, please consider giving a little of your time. One 3-hour shift makes a big difference! Positions are open in truck parking, traffic control, unloading, gate sales, truck registration, hospitality, ATHS terminal, and photo. To show a token of our gratitude, ATHS provides a \$10 voucher for the ATHS Gift Shop! Contact Brad Patterson with questions (Brad@aths.org or 816-777-0691).

CONVENTION: EARLY BIRD DEADLINE EXTENDED UNTIL APRIL 15

With the Early Bird deadline extended until April 15, participants can enjoy savings of \$10 per registrant, making this event not only financially accessible but also an opportunity for families to fully immerse themselves in the Convention & Truck Show. ATHS members received the registration brochure with their March/April *Wheels of Time*. (If you need a registration brochure, have any questions or need technical assistance to register online, email the ATHS office info@ATHS.org or call (816) 891-9900 Monday – Friday between 8:00 and 5:00 central time).

2024 EDUCATIONAL SCHOLARSHIPS

If you have a child or grandchild seeking financial assistance with higher education, please check out the 2024 ATHS Scholarships — four opportunities totaling \$10,000! Past recipients are eligible. Deadline is May 15th. (<https://www.aths.org/membership/benefits/education-scholarship/>)

Classified Ads

Classified ads may be sent or called in anytime. They will generally be run twice unless the ad is pulled by the submitter. An ad will be run additional issues at the submitters request.

For Sale: 1942 Ford Marmon Herrington with the "SnoGo" blower and power plant; not run in 12 years, with a 1942 2wd rolling chassis from a fire truck. The rolling chassis engine is in my shop on an engine stand. The tires and wheels on the rolling chassis are in very good shape. "SnoGo" and fire truck rolling chassis to be sold as a package deal. \$2500.00 O.B.O.;

Also For Sale: 1944ish G506 dump truck, the cab and dump body are there but rough, the frame is in good shape, the engine and transfer case are missing, with another G506 shortened to pull a cord wood trailer that ran when parked. The trailer is powered by a drive shaft from the shortened 506, includes (formerly) functional capstan winch. Photos available upon request. \$2000.00 for the pair. Contact Gary Allen, Sidney, ME 207-215-3160; email garymallen1954@gmail.com

For Sale: 1988 GMC Brigadier 16-foot flatbed with 250 hp 3208 CAT, five-speed transmission, and two-speed rear axle; former fire truck 31,000 miles, like new condition. Needs to go – Make me an offer. Contact Bob Dore 207-242-8751

Wanted: 5th wheel setup for a single axle truck. **Also Wanted:** 5th wheel setup for a tandem axle truck.
For Sale: 1951 GMC 640 4-71 Detroit, 5&2 body in good shape and restoration started. Some assembly required. \$3500 OBO. Delivery available. Jamie 207-949-1360

For Sale: Mack B-73 LST tandem road tractor – Serial No. 3533 – year unknown (2,520 B-73s were built between 1955 and 1966). Cummins engine; aluminum radiator shell; 5-speed transmission; 2-speed (direct and underdrive) auxiliary; camelback suspension; 10-22 rubber on Dayton rims; fifth wheel. Not running. B-model cab and rubber in poor condition. Nose and fenders in good to very good condition (likely replaced). Truck is in Alna, ME. Asking \$4,500 OBRO. Contact Becky at 207-737-9322 or rdavis@peco1938.com.

Wanted: One Bostrom Viking T Bar seat in good condition or a pair of low mount air-ride seats in good condition for 1957 GMC 630 project. What might you have? **For Sale:** ten 8.25 – 22.5 budd rims in varying condition – gathered from several sources for 57 GMC project; changed plans. Make an offer per wheel or for the lot. Wheel sales monies will be donated to the Chapter. Contact Clayton Hoak at 207-582-3224 or 1948reo@roadrunner.com.

For Sale: 1946 CAT D-7 cable blade bulldozer with good feet and double winch on rear. \$3999 or BRO. Unit is in Raymond, ME. Call 207-949-7116 or email LCWillis7116@gmail.com for pictures.

For Sale: 1954 M37 Dodge Military vehicle – Used in Korea. Stainless steel gas tank - Can hold 2 tons - Teak seat benches in truck bed - original Dodge flat head 6-cylinder engine at 978- with new points, plugs, wires, condensers, distributor cap and regulator. Price reduced to \$13,000. Truck is in Shapleigh, ME. Contact Karin 376-0589; or email johnsondk@comcast.net.

Wanted: Mechanic in the Bangor area well versed in older equipment to work on a WWII era military Jeep. Contact: Jennifer Munson, Museum Director, Cole Land Museum, 207-990-3600 or email: jmunson@colemuseum.org

For Sale: 1953 Brockway Model 154WHL1-17, Continental gas engine model 48B, tandem axle, with fifth wheel and winch, has been stored inside. Good restoration project. Must go \$1,000 or best offer. Contact: Louise Worley 207-998-2845 or 207-449-4698

Pine Tree Chapter of ATHS Board of Directors (elected at the March 26, 2023 Annual Meeting)

President - Peter Mullin 6 Kinney Road, Gorham, Me 04038; (207) 838-5069; email: wfd44@maine.rr.com

Vice President - Tom Hudgins P.O. Box 43, Bradford, ME 04410; (207) 943-6548; email:

tomchristopher71@yahoo.com

Secretary - Nancy Mullin 6 Kinney Road, Gorham, Me 04038; (207) 671-6925; email: nancyjmullin@gmail.com

Treasurer - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222; (207) 319-5167 (NOTE - PHONE NUMBER CHANGE); email: cherylbillings55@gmail.com

Director - George Barrett 2 Country Charm Rd. Cumberland, ME; 04021; (207) 829-5134, cell (207) 671-2666; email: sheepscot@zwi.net

Director - Howard Clouston 1361 Hammond St. Bangor, 04401; (207) 852-4424; email: howardclouston@aol.com

Director - Steve Corson 163 Main St., Rockport, ME 04856; cell (207) 542-4192; email: blackdogmack@gmail.com

Director - Jamie Mason 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email: haroldjmason@gmail.com

Director - Diane Munsey 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

Director - Andy O'Brien 54 Upper Minot Road, Pownal, ME 04069; (207) 232-4743; email: aobrien211@gmail.com

Director - Bob Stackpole 446 River Road, Cushing, ME 04563; (207) 354-2372; email: stack123@roadrunner.com

Director Emeritus/Chapter Historian (appointed) - Lars Ohman 6 Antique Drive, Sabattus, ME 04280; cell (207) 376-7993; email: peckapohl@roadrunner.com

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Brochure circa 1945. Available trucks, built in Chicago, were component trucks – Borg & Beck clutches. Fuller and Spicer transmissions, Timken axles, Delco Ignition systems, etc. 10 models were offered from 15,000 lb. GVW to 28,000 lb. GVW; each model available with either C.O.E. or conventional cabs. All models were Waukesha powered, except for Model 602 which featured a Cummins HB600.

Pine Tree Chapter – ATHS
C/O Clayton Hoak
299 East Stage Road
Pittston, ME 04345

DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another year's worth of membership in the Pine Tree Chapter, ATHS. Current membership in the American Truck Historical Society is required.

Name _____ *Date* _____

Street _____ *Phone:* () _____

City _____ *E-Mail* _____

State _____ *Zip* _____

Mail dues to:

Cheryl Billings, Treasurer
Pine Tree Chapter -ATHS
1031 Pinkham Brook Rd.
Durham, ME 04222

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