



Shop Manual

www.badgoat.net/ptcaths

August 2022

President's Message

Peter Mullin

Well, by the time you read this both the Owls Head Truck Show and the New Hampshire ATCA Truck Show will be solidly in the rear view mirrors. The Owls Head Show was well attended exhibitor wise (although the walk up crowd seemed a bit lighter than usual). We signed up several new members and generated some much needed revenue for the chapter's bank account. The Saturday raffle brought in \$459.00 and the 50/50 on Sunday brought in \$210.00 with Annette Roy donating back her half - thank you Annette. Bob Giles, the vendor that was selling toys, made a \$70.00 donation as well.

I have already seen a few pictures on social media from the ATCA show at the Deering-Feather (NH) airport and it appears that the Pine Tree Chapter AHS is well represented once again. I am sure the troops are diligently spreading the news of our upcoming Pine Tree Chapter Truck Show at the Topsham Fairgrounds on Sunday Sep-

tember 11th. Arrangements are coming together rapidly. I am sure a few of us will be there setting up and hauling trucks in Saturday afternoon and evening. We will have our camper there Saturday evening. I am sure we can find a bit of grill space if someone wants to cook a few hot dogs or burgers. This show has steadily grown in its relatively short run to date. Hopefully the trend continues.

We have a date and location for the Fall Auction. We are being hosted this year by Gary Allen at his shop - G & M Vintage Auto Repair, 307 Pond Rd. in Sidney, Maine. Gary has plenty of space and electricity for crockpots and such for the potluck lunch.

I need to get this off to George along with a couple of other things I need to get to him. So, that'll be about it for now. Hope to see lots of familiar and new faces at the Topsham show and the Fall Auction.

Peter

Topsham Show Sunday September 11

Annual Pine Tree Chapter Great Fall Auction

The Annual Pine Tree Chapter Great Fall Auction will be held at Gary Allen's shop in Sidney on Sunday October 30th. We will gather starting around 9:30 with coffee and donuts supplied by the Chapter. A potluck lunch will be served around noon with an auction of donate items (proceeds to the Pine Tree Chapter) starting no later than 1:00 p.m.

Gary has plenty of parking space and plenty of plugs for crockpots. So, bring a dish for lunch and a few surplus items for the auction. It's always a great time with lots of laughs.

For more information contact: Peter Mullin 207-838-5069 or wfd44@maine.rr.com

Location:
G & M Vintage Auto Repair
307 Pond Rd
Sidney, Maine

Rambleings

Olman

Back in the early 60's I was on leave from the Coast Guard, and picking up work as a hired wrench, or driver as needed. One of my customers in Sudbury, MA had a quarry in Sterling, Connecticut, and the guys that ran it used a '48 Ford dump truck to haul stone from the quarry face down to a hydraulic splitter. They called in and said they had lost the clutch in the old Ford, and needed someone to come fix it. (Their toolbox consisted of a sledge hammer, and a roll of tie wire !). I got called to go down there, and replace the clutch. Another contractor in Sudbury was cutting up some scrap trucks for parts, and had a Ford with a blown engine, but very low mileage on the clutch. This truck was already on it's side, so I went over, dropped the transmission on the ground, and pulled the clutch to use on the quarry truck. At the time, my service truck was an ex Bell Telephone Dodge with a utility body.....my rolling shop. I had changed the drive tires from 6:00 x 16" to 7:50 x 16" to get slightly more road speed out of it. With a three-on-the-tree, it would top out on the low side of 60 MPH with the little 6 cylinder flat-head engine. It wasn't much, but it was mine and I struck off at daylight for the quarry in CT. Got there about 10:30 AM, hot dry, and dusty, with a storm brewing. Started the truck, had a quarryman put it in gear and let out the clutch.....nothing happened, but the clutch felt OK. Being a 22 year hot shot, I (wrongly) determined it was the vacuum two speed Eaton shifter motor. Pulled that off, again had the driver start the truck, and try the two speed shift button on the dash, damn if the two speed motor did shift !. Plan "B".....wedged the rear end shifting fork in high position, let out the clutch, drive shaft turned, no action out of the rear end, tried "low" with same results.....no action in the rear end.....again, using my limited knowl-

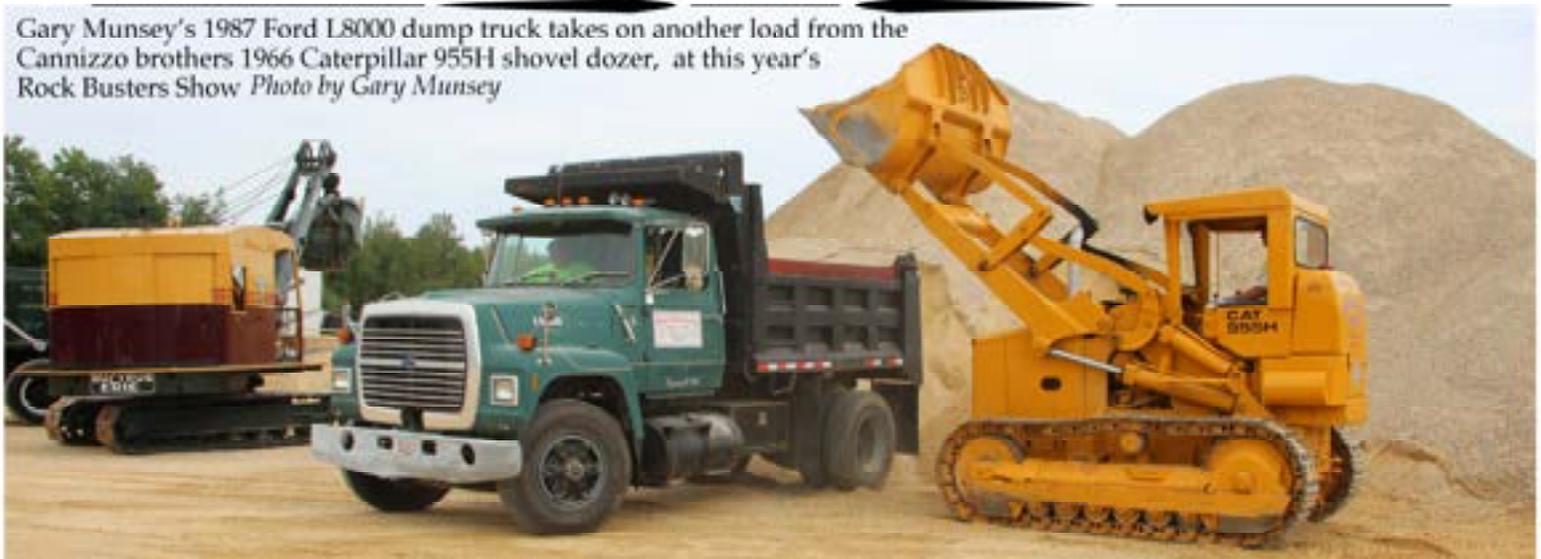
edge, and my trusty Motor's Manual, (figured it was a broken axle ... pulled both of them, before it started to drizzle, and both were in good shape, so now it points toward something in the differential. Raised the dump body, rigged up a tarp to keep the rain off, and proceeded to pull the pig out, and drop it in the mud.....sure enough, no teeth left on the pinion shaft.

The quarrymen had located a truck in a junk yard in nearby Providence, RI, took off @ a blazing 60 miles an hour with the old pig in the back of the Dodge, attempting to get to the junk yard before closing time, which we accomplished. Luck had it the donor pig was just what we wanted, and a price was negotiated (every penny I had on me !) Now back to Sterling, and with help from one of the quarrymen, come along and put the pig back in, bolted it up, hooked up the drive shaft (now soaked to the skin), and went to put in the axles before dark... No matter what we did, they would not go into the pig ! (Eaton made two different splines on the axles, and we had the wrong ones for the newer rear end.....Got a motel for the night, and bright and early next AM, back over to to the junk yard in Providence, and sure as heck, different number of splines on the axel shafts, so had to buy the two axles that fit. Since I had spent every nickle in my pocket, the junkie took our junk pig, AND the two axels in payment, and we were back bound for Sterling, installed the new axles , oiled it up, and back in business.....all this B/S for a reported clutch problem ! . The Dodge made it home on 5 gallons of gas borrowed from the quarry, and what was in the tank . I borrowed a couple of bucks from the quarry guys for coffee on the trip home. I never did a thing to that truck except routine services, despite the abuse it took in it's off the road operation...That's how I remember it, just 'chuggin on down the road. (Thanks to Dana Watson, and Bob Dorey for tech assistance on this story)..... Lars

For the newsletter: Did you ever stop to think how your SHOP MANUAL gets to you ? A very dedicated group of your members get together @ George Barrett's in Cumberland, and do the actual assembly work. George has already done the editing and gathering of stories and sent it on to the printer. The usual crew of George, Clayton Hoak, Peter Mullin, Jamie Mason, Will Hawkes, and Andy O'Brien work in unison to fold, seal, label lick, stamp and set up to go to USPS for mailing. Chatter around the

assembly table brings us all up to date on current events, and plan for future get togethers. . The enjoyable part is a delicious meal prepared for us by Mrs Barrett, topped off by the usual pie and ice cream.pie usually provided by Clayton and Annette, or by a mistry Mrs. Grant....This dedicated crew are the ones behind YOUR newsletterWe do it because we enjoy it and hope you enjoy your Shop Manual each month. I can only take credit for installing stamps in the chain of assembly..... Lars

Gary Munsey's 1987 Ford L8000 dump truck takes on another load from the Cannizzo brothers 1966 Caterpillar 955H shovel dozer, at this year's Rock Busters Show *Photo by Gary Munsey*



The Freightliner - White-Freightliner 1950's Model Line.

Clayton Hoak

The Freightliner - White-Freightliner model lineup was relatively limited compared to other truck manufacturers in the 1950's. This was due to the targeted market and development history of Freightliner trucks. Light or medium duty was not an option.

The first Freightliner trucks were manufactured in an in-house maintenance shop of Consolidated Freightways (CF) for exclusive use by CF after owner Leland James was unable to "find a durable truck that could haul more legal payload than the existing vehicles in his fleet." (Jansen) Consolidated Freightways, also known as Consolidated Freight Lines in the 30's, was founded in 1929 by James. CF was a Portland, OR based LTL freight service initially serving the Portland area, then the Pacific Northwest and California. By 1950 CF had expanded east to Chicago and grown to 1600 pieces of equipment with revenues of \$24 million.

In 1937 the first Freightliner was built on a Fageol chassis. The cab was moved forward to create a shorter tractor that could accommodate longer trailers while still meeting the various state length laws. The trucks underwent changes to reduce weight to maximize use of engine power needed to climb the western mountain grades. (Wikipedia) Established in 1939 Freightliner Manufacturing became Freightliner Corporation in 1942. Truck manufacturing began in earnest after WWII and the first Freightliner truck was sold outside of CF was in 1949. In 1951 Freightliner and White Motor Company entered into a 25-year agreement for the White to market and service Freightliner trucks.

The 51 White-Freightliner trucks retained the Freightliner bubblenose style. Models included:
-The WF-42T (single drive C-O-E diesel tractor) with a 70-inch-deep cab on a 114" to 120" wheelbase. The WF-42T could pull double 24-foot trailers and meet a 60-foot overall length limit.

1951 WF-42T - Owner -Driver-Mechanic Engineered
1951 WF-64T "Transcontinental" with deluxe sleeper
-The WF-64T ("Transcontinental" dual drive C-O-E diesel tractor) with 90-inch-deep sleeper cab on a standard 156"

wheelbase. The WF-64T could pull a 35-foot trailer and meet a 45-foot overall length limit.

-The WF-64 truck (dual drive C-O-E diesel) was available with either the day cab or sleeper and wheelbases from 131" to 260". The WF-64 could be set up with short dromedary tank or box, fifth wheel, and 35-foot trailers or longer dromedary tank or box, no fifth wheel, and a 24-35-foot trailer; or a long wheelbase fifth wheel tractor for heavy haul weight distribution.

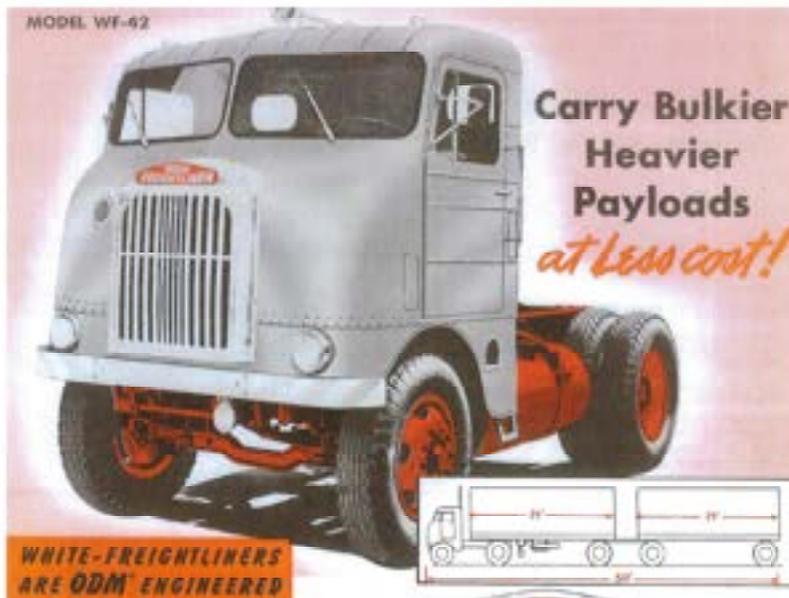
Available engines included three Buda and eight Cummins options; available transmissions included five Fuller and eight Spicer options. The WF-42T used an Eaton 2 speed rear axle while the tandems were White-Freightliner dual drive axles. All models use Westinghouse air brakes, 10.00-22 rubber and lightweight Budd wheels. Aluminum components included cabs, fuel tanks, frame crossmembers, axle housings and hubs. The dual drive axles also had aluminum carriers and brakes. Jansen noted White-Freightliner introduced a new flat-front cab in 1952, although the WF-42T bubblenose tractor was still offered in 1956. Article sources and spec sheets show day cab dimensions of 48", 58", 65" and 70" between 1952 and 56. The 48" cab offered a rooftop sleeper. The flat-front cab sleeper cab measured 75" and offered a 28" deep sleeper compartment. In 1953 the WF-5844T 4x4 "Mountaineer" was introduced to pull doubles through mountain passes.

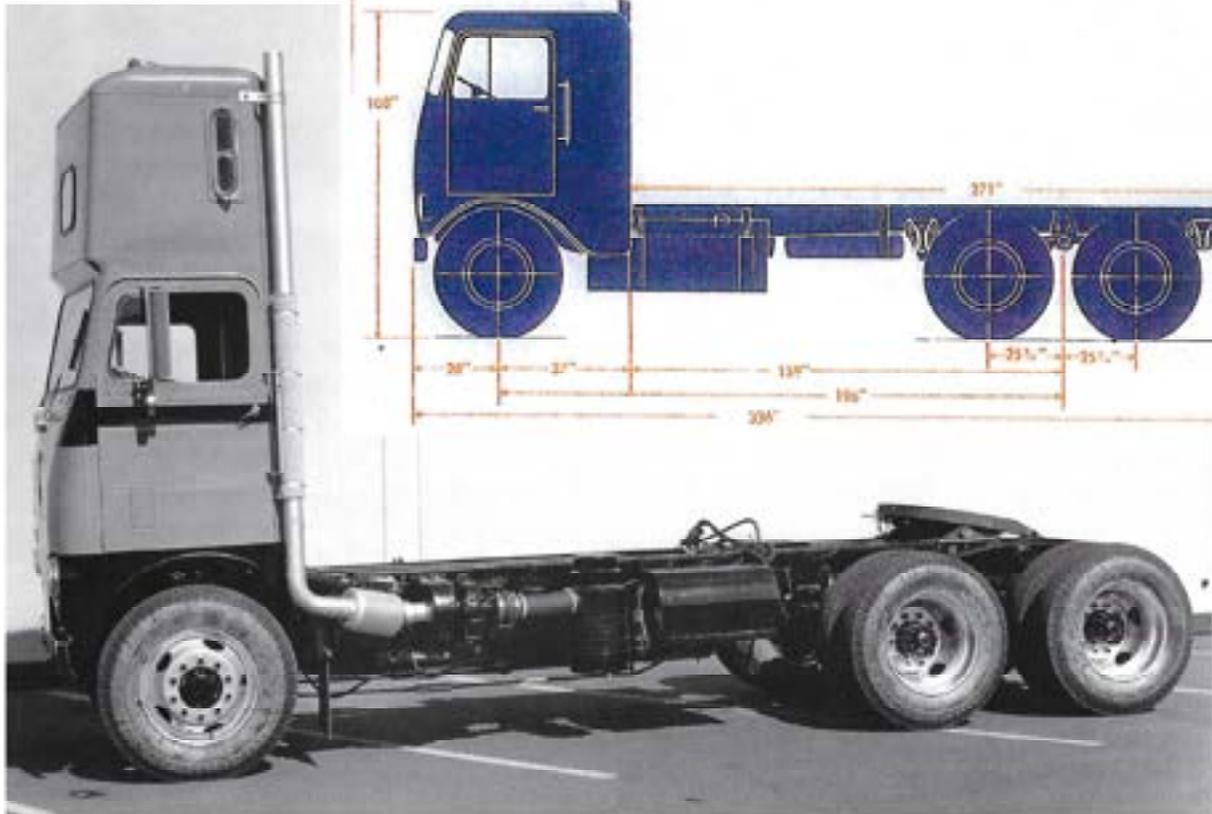
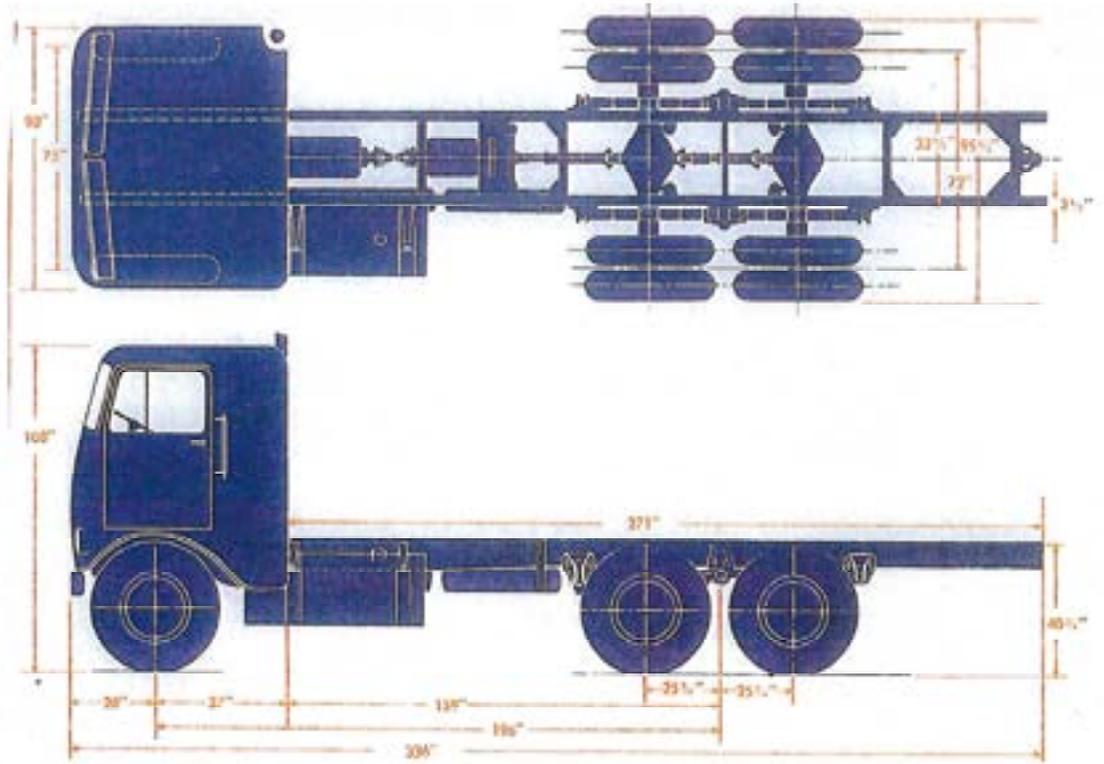
WF4864T with sleeper (Adams photo) WF64 heavy haul truck (Adams photo)

The 1956-57 model lineup included the 58" cabbled WF5842T for pulling double 24- or 25-foot trailers when limited to 60 feet; the 65" cabbled WF6542T for pulling double 24-foot trailers when limited to 60 feet; the 75" sleeper cabbled WF7564T for pulling 35-foot trailers when limited to 45 feet; and the 65" cabbled WF6564 truck for 23-foot dromedary tanks or boxes with 28-foot trailers when limited to 60 feet. In 1958 White-Freightliner's offered its first aluminum tilt cab.

Throughout the 50's the goal was to produce shorter tractors to pull longer trailers; and lighter trucks to haul more payload. A goal met with considerable success.

Sources - Wikipedia - Freightliner trucks; Wikipedia - Consolidated Freightways; Ron Adams - Big Rigs of the 50's; Neils Jansen - Classic American Heavy Trucks; Tad Burness - Ultimate Truck & Van Spotter's Guide





This Year's T-Shirt Truck

Story by George Hames, editing by Thomas Hudgins

It is an honor to have your truck on the Pine Tree Chapter or Owls Head Truck Show T-shirt. An honor reserved for our members who have reached the elder age of 80 plus and this year's featured truck belongs to chapter member George Hames. George has been a Diamond T fan since he started driving in 1954. The first truck he drove was a Diamond T 320. Our love of trucks has an origin story and George's love affair with Diamond T's goes back to the fifties. In 2009, he had an opportunity to purchase a 1953 Diamond T 536HF from Dick Newell of Milford, Maine. It was an unfinished running truck that needed finishing. Dick made a custom bed for the former fire truck and also shortened the frame before it followed George home on a trailer behind his 1984 GMC pickup.

The first items on the George's list were to license, insure and drive it to Brake Service in Bangor. He wanted to have the brake system checked out. Hydra Vac brake systems. It was there for a week and then he had to pick it up. Another company bought out Brake Service. When George went to get the truck, he met Tom Walsh a mechanic at Brake Service and hired him to work on his truck. On and off for two years, Tom worked part time finishing and customizing aspects of the truck. George out-sourced the interior parts for the tan diamond tuck upholstery. G & S Upholstery in Bucksport did an excellent job on the side panels, seat, visors, arm rests and headliner.

Over the next few years, George continued to take parts to

local shops or brought in local metal craftsman to work on cosmetic customization for the final version of the truck. In July 2012, diamond plate running boards were built by Rob Miller. Rob also put a channel iron bumper on the rear with spaces for custom lights. A pressure treated wooden floor for the bed was installed. The rear fenders were taken to a shop a few miles away to Strout's Welding in Charleston to be widened to cover the rear tires. In April 2014, Rick Cormier of Cormier's Bus Service painted the fenders Mercedes yellow. George and his wife Sandy picked out the color for the fenders. That is where George and I met for the first time. The final touches for the truck were finished by August 2014. When it was announced in the newsletter that I was looking for trucks for the calendar, George mailed me a few photos of his trucks for consideration, and I picked the Diamond T as the first one to be in the 2016 calendar.

I joke to George about taking the truck to Owls Head and he says, "He'll need to have a gas truck follow him". The truck has an International XI 501 gas engine with a 5 speed with overdrive. The former fire engine has spot-lights that are functional and toggle switch and a start button. There is still a minor stuck brake issue and a temperature gauge that keeps her from being a neighborhood cruiser. The truck resides in the private Hames Collection Museum full of memorabilia, extra truck parts and other items related to vintage trucks and tractors.

Progress photos courtesy of George Hames, except where watermarked by Tom Hudgins.

Tom Hudgins

See Photos on next page





GMC Fat Cab

George Barrett

For Conventional Models, HC-700 and larger

Type 1698 Cab Illustrated

continued next page

I've been looking at this for a few months now wondering what to do. The scan and print-out wasn't that great but I had the same image of fine quality from a scan of 1950 General Motors advertising. The text should be typed out so it will be easier on the eyes of the reader but who wants to read something like this? Well, it's truck history isn't it and an 81" wide cab is not common.

I've always been interested in the various designs and configurations of the different makes of trucks. My six years in the Army National Guard was enjoyable because I spent most of it driving a wide variety of trucks, military and civilian. Some cabs were comfortable and some were terrible!

I can't remember reading the description of a cab the way this document does. I guess I was too busy just looking at the pictures. The following are the specifications and description of a cab offered by General Motors in 1950.

GENERAL DETAILS: Cab framing of steel construction attached securely to heavily reinforced steel floor. Exterior panels are of formed steel, welded to frame structure. Interior of roof back and rear corners are lined with fiber board.

Ventilator on each side of cowl controlled with manual operating mechanism. Instrument panel bolted to cab frame structure is equipped with accessory compartment. Inside of dash fully insulated and covered with fiberboard panel. Hinged inspection door mounted in dash for easy access to wiring. Rubber insulated mounting of steering column to instrument panel. Telescopic type outside rear view mirror. Rubber rimmed rectangular mirror bead mounted in ball-socket swivel. Dome lamp. Adjustable sun visor on driver's side. Assist handles.

TOP: Formed steel roof panels welded to frame structure. Specially prepared compound used between laps and joints to prevent leaks. Drip moldings over doors.

DOORS: Wide full doors of box-like construction with inner and outer panels of formed steel, securely crimped and welded together. Steel reinforcements on door interior act as stiffeners and supports for heavy duty concealed type hinges. Door check integral with hinge, holds door in fully opened position and prevents overswing of door. Remote controlled door locks operated inside by push rods, outside by tumbler cylinder lock on right and left hand door handles. Drop windows, metal framed non-shatterable safety glass controlled by crank type regulators. Extruded aluminum door window garnish moldings.

REAR CORNER WINDOWS: right and left hand rear corner windows with one-piece tempered safety solid plate glass permanently mounted in rubber.

WINDSHIELD: Slanting V-type, non adjustable, full visibility non-shatterable safety plate glass mounted in rubber.

Dual windshield wipers operated by a single motor mounted on underside of cowl top panel. Vacuum wiper motor on hydraulic brake models. Chrome plated arms and blades. **SEATING:** Individual bucket type driver's seat with four-inch fore and aft adjustment controlled by means of ratchet type mechanism for easy operation. Seat cushion spring unit is covered with jute and sponge rubber pad, then upholstered with high grade extra heavy duty brown imitation leather. Black cushion is well padded and trimmed to match seat cushion.

FLOOR: All steel construction securely welded to body posts and reinforced with substantial steel braces where required. Floor and toe boards in six sections, each portion removable independent of others to gain easy access to a particular chassis component. Floor and toe boards covered with rubber mats. Heat and cold resisting on underside of mats. Underside of sills, floor and toe plates also insulated against entry of heat and cold.

TOOL BOX: Spacious steel tool box in floor along side of seat for convenience in obtaining tools.

MOUNTING: Supported at three points. Front end secured to outriggers protruding from chassis side members. Rear end is center mounted. Mountings are rubber insulated.

PAINTING: Nine standard GMC color combinations. See "GMC Painting Regulations" for color combinations and placement.

DIMENSIONS:

Width of cab --outside, overall 81 in.

Width of cab at body lock post --- inside

at top of seat cushion 71.75 in.

at belt line 61.75 in.

Height of cab from frame to top --outside 57 in

Height of cab from floor to top ---- inside 51.5 in

Width of seat cushion 19 in.

Depth of seat cushion ---- front of cushion to seat back... 17.5 in.

Height of seat cushion from floor 14.5 - 15 in.

Vertical clearance - steering wheel to seat cushion 7.5 - 8.25 in.

Steering wheel to seat back 11.5 - 15.5 in.

Width of door opening 33 in.

Height of door opening from top of floor 45 in.

Weight of cab complete (with integral cowl) average 775 lbs.

NOTE: Cab weight differential -- cab less cowl --is used when calculating cab and chassis weights to avoid cowl weight duplication. Chassis weight and distribution, including cowl or cab, is given on specification sheet covering specific model.

STD. CAB TYPE 1699 . . . For Models HDC-900 and Larger Specifications for type 1699 cab are identical with specifications for 1698 cab with the exception of the following features: Permanent fully insulated engine housing recessed into driving compartment, allowing engine to protrude into cab proper to reduce overall length of vehicle . . . Floor and toe boards in five sections, removable as in the 1698 cab . . . Frame to top of cab (outside) dimension is 61.5 inches . . . Weight of cab complete (with integral cowl) is 800 pounds.

continued next page

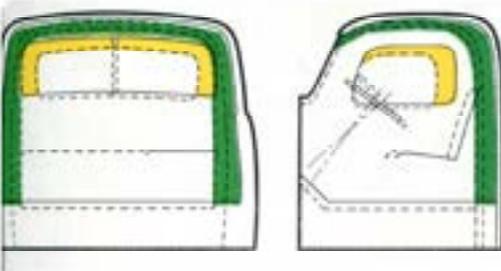


Diagram at left shows how the new C.O.E. and 700-980 series conventional cabs compare with former designs. Note how much wider, higher and longer these new GMC cabs are. Note, too, the remarkable increase in driver vision . . . afforded by new wider, higher, V-type windshields and new quarter windows that better visibility by 50.8 per cent. Areas shaded in green show increase in over-all dimensions . . . those in yellow illustrate the stepped-up windshield and door window area.

CLASSIFIED ADS

3/5th Scale R Model Mack tractor on 1978 Dodge D300 chassis. Cummins engine, air ride, stored in a heated garage, asking \$29,900. Limited build information available, please text/call Chelcie Shappy in Hermon, ME to set up a time to view. 207-852-4680

For Sale: 3 +/- Mack B model parts trucks. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

For Sale: Set of 4 NOS 1928-29 Ford Model A wheels with new tires. Been stored inside. New repro wheels alone are over \$500 a piece from Coker Tire. \$2,000 for the set with tires. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

Wanted: Two (or more) 17.5 x 6.75 10-hole budd rims for Dexter 22,500 lb. trailer axle; with or without tires (215-75 R-17.5)

Contact: Clayton Hoak 207-582-3224 or e-mail 1948reo@roadrunner.com

1963 Michigan 125 loader. Runs and drives well. 6v53 Detroit is getting antifreeze in the oil and leaks a lot. Comes with spare engine. \$4500 OBO

1990 Baskin 44' step deck. Air brakes. Single 15k axle, 15" wheels. New deck and ramps. Ready to roll. \$6500 obo

1963 Diamond T 662. Dump truck. Air brakes. RD450. 5&2. Runs when you pour gas down the carb. \$1500 obo

Delivery available for all three. 207-949-1360 Jamie

1954 GMC 450 Cab and Chassis, 302, 5&2, Very good overall condition, former fire truck \$1500

Inner and Outer Fenders for Chevrolet 1.5 ton 1954 and early 1955, Good Condition \$400.

Contact Bob Dore 9207) 242-8751

2022 COMING SHOWS AND EVENTS

Saturday & Sunday August 27 & 28 **Bay State Truck Show** at Bolton, MA Fair Grounds

Sunday September 11 **Pine Tree Chapter Topsham Show** Topsham Maine Fair Grounds
for more information call George Barrett 207-829-5134 cell 207-671-2666

October 30 - **Late Fall Gathering/Fall Auction** - G & M Vintage Auto Repair, Sidney, Maine

ANNUAL MAINE

Trucking for Kids Convoy

Sunday, September 18, 2022 · 8am-3pm

Line-ups from 8:00am to 11:00am

NEW LOCATION

at the Hannaford Corporate Office
145 Pleasant Hill Rd, Scarborough, Maine

- Drivers Competition
- 50/50
- Raffle Items *(must be present to win)*

- Touch a Truck *(10am-noon)*
- Truck Show
- Food

**The convoy
leaves at 12pm
rain or shine**

Help us carry on
the tradition of
Maine's 24th Convoy!

For more information, contact Jack Roussel at 207-671-0524
or Paulie Rumery at 207-432-3786.

Donations accepted year round mpda.org/trucking4kids

President - Peter Mullin 6 Kinney Rd. Gorham, Me 04038 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 - Diane Munsey, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

Treasurer - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email: cherylbillings55@gmail.com

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

Director - Howard Clouston 1336 Hammond St. Bangor, 04401 phone 207-852-4424 e-mail howardclouston@aol.com

Director - Chad Coulter 152 Elm Street 152 Elm St., Milo, ME 04463 (207) 951-4672 e-mail: ford_man51@yahoo.com

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

Director - Tom Hudgins P.O. Box 43, Bradford, ME 04410 207-943-6548 e-mail: tomchristopher71@yahoo.com

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

Director - Bob Stackpole, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.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



PTC members Rick and Ron Cannizzo's 1989 Mack RD-600 looks great at the Rockbusters show after a recent new paint job! They have a second truck like this, both work every day. Photo by Gary Munsey