



Shop Manual

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August 2020

President's Message

Peter Mullin

This month I am writing from the shores of Tricky Pond in Naples, Maine where Nancy and I have been enjoying our summer vacation for many years.

Unfortunately the effects of COVID 19 on events and gatherings of all forms just keep coming. The Granite State ATCA show was cancelled a couple weeks ago. Now, your Pine Tree Chapter Board of Directors has had to make the tough decision to cancel our Topsham Show. Fortunately we had begun some background discussion of a mini tour/ cruise for August that has since been (fingers crossed) combined with an invitation to have a cookout at the Bickford Museum. The thought is to gather at the Topsham Fairgrounds and cruise from there to the Bickford Museum. Those that wish to do so, could attend the swap meet at the fairgrounds prior to the cruise leaving for Yarmouth. Keep reading for more details in this issue.

We have gotten the reports back from ATHS Headquarters as a result of the roster we submitted last month. Unfortunately we have a significant number of people on our roster that are not current ATHS members. In order to be a member of the Chapter you must be a dues paying (or lifetime) member of ATHS. This is no different than any other local organization that operates under the non-profit status of a larger national organization. We will be mailing and emailing members who are out of compliance with this requirement in the coming weeks.

With all of the craziness this year it seems kind of surreal

that it is already time to get garage construction projects wrapped up and winter storage secured. Hopefully we will break ground by mid-September for occupancy in November just before snow flies. Hope to see you all at one of our (hopefully) upcoming events or somewhere out on the road.

Topsham Truck Show Update

Due to the logistics and concerns for our ability to safely comply with State requirements still in effect as of this writing, the board of directors has decided that we will Not be having the Pine Tree Chapter Topsham Truck Show this year.

In place of the Topsham Show we are working on a tentative plan to have a short "Members Only" cruise starting at the Topsham Fairgrounds and ending with a cookout at the Bickford Museum in Yarmouth. Tentative date is September 20th with departure anticipated at 11:00 a.m. This is the date of the swap meet that has been held at the fairgrounds during our previous shows, so that is available for early arrivals. Because of state mandated gathering limits, an RSVP by September 12th is an absolute must. Please respond to Peter Mullin - PTC President via e-mail wfd44@maine.rr.com or 207-838-5069. We will be sending out another newsletter to confirm (hopefully) and remind of this event the week of the 12th.

Late Fall Gathering - Fall Auction

The Late Fall Gathering - Fall Auction has been tentatively scheduled for Sunday November 1st at Cheryl Billings' home on Pinkham Brook Rd. in Durham. More details in the next newsletter.

Peter

From the Editor:

Please send me an Email and the best phone number to call you. We want to be able to get a quick message to all if we need to change something in a hurry. We have this information for many members, we'd like to have it for all.

Please send to: sheepscot@gwi.net

Thanks, George Barrett

Ramblings

Lars Ohman

All is pretty quiet on the Ohman homefront...keeping our distance, and venturing out only for grub and an occasional visit for a take out meal. I have, however, managed a couple of day trips with loyal Chapter member Dana Watson, and I am quite honored to be able to report, on the last visit, Dana came down the ramp from his house without the aid of his walker, and quite steady on his feet with no assistance ! This is quite an improvement from our visit of a couple of weeks before. But I ramble, let me step back to our second most recent visit to the collection of Joe Brown.

Joe is known to many of us as a purveyor of more automotive things, but has an interest in trucks. Our visit was in the shade of Joe's garage, with correct distancing between Joe, and three other visitors to the bull session. I think it did Dana world of good just to get out of the confines of his home, and be with old cronies for a brief spell. The old racing stories and remembering vehicles of he past was most enjoyable, and by the time I got him home he had a great afternoon full of remembering and exercising his mind.

A couple of weeks later, Dana called and wanted to go

visit another old friend. I got there @ noon, and this is when he walked down the ramp unassisted, got to my truck and again, almost unassisted got himself up into the passenger seat, and we were off to another afternoon adventure and visit with another old friend. This time, we 'took the long way' and I got to travel some back roads I had never been on, or would have occasion to be on without Dana's guidance. Our afternoon visit with his friend was with a spectacular view of the Western Maine Mountains and overviews of lakes and ponds from his friends front deck. Talk of old vehicles and antics of the past occupied most of the afternoon, and again I was pleased to get Dana out for a bit, and see the countryside. With the vast improvement in Dana's mobility and stability, I'm forming plans for us to revisit Jon Schurger over in Danbury, NH.....where my "AA" dump truck resided for over 50 years. During the rescue operation with Dana & Cole, Clayton, and Dana's Granddaughter, and Russ Tarbell, we overlooked the front bumper and it got left behind. If Dana is up to the trip, and I'm sure he will be, it would be a good trip to rescue the bumper and visit with Jon.. I'll keep you up to date. Till then, safety first, keep your distance,,,,,just 'chuggin down the road, Lars

Back Side Of Worley's Log Book

Larry Worley

Now, where was I, Oh yeh! Mack came backs! These were rated 34,000, 38,000, 44,000 up to I think, 55,000. 34,000 had rubber trunion bushings. 38,000 had both rubber and bronze, 2 separate saddle mounts. 44 on up were bronze.

Something some may not realize is they are also steel spring over rubber ride. the main springs are a package of 3 leaves, depending on the year the bottom and 3rd leaves may have a hole or a button on each end. The big square blocks, top and bottom of the leaves will have the opposite so as to clamp together in what I call the spring boxes, or anchor boxes depending. The 2nd leaf has a "I" shape on the ends which sticks out of the boxes as a safety hold to hold the axles in place as a fail-safe. When new most ride fairly good. My source of information, College of McFarland Spring, tells of 5 years of use (abuse) and these bushings start dying. The rubber gets dried up and doesn't have it's original spring rate. When the boxes are clamped together the rubbers isolate springs from axle housings. In this same time the trunion rubbers are giving up and noticeably the axle will show a lot of movement side to side when in tight turning at intersections and the like. Change them all and the like-new condition returns.

Another strange thing I found several times is when the camels break a leaf 99 times out 100 it breaks right behind the big ol' u-bolt! You will notice it sitting slightly lower on that side but won't be able to see it! Apply a water hose for a couple of minutes and you should get a drizzle of rust at the bolt. Worked well for me 6 different times. Usually it's the 2nd or 3rd leaf.

Had drivers tell me they didn't like the feel of the 34 s in cornering. Too wishy-washy. When on crowned roads when the rig leans slightly the camel backs articulate ever

so slightly and helps you stay in the lane. Non power-steering trucks will show you this. I used this to great advantage hauling fuel to Vermont. Going into the turn I would chop the wheel a bit and the Mack would lean slightly and I wouldn't have to hold the wheel so hard to make the turn. At the end of the corner I would use the motion to bring it back out of the turn. The only other suspension to do that with is White Velvet ride.

I had friends in past years who had Diamond Reos. Several had problems with radiators slamming through the top front of the hoods and banging on the cowlings. Seen some fairly drastic measures taken to stop it. Back to rubber bushings! The cab mount bushings on this wonderful truck are huge! When they give up the cab leans very noticeably forward which pushes the x-bracing to the radiator forward and pokes it though the top of the fiberglass (\$2400) hood! I helped one guy change the mount rubbers. Not real easy. Oh! And that what looks like short piece of tubing needs to be in there. It is a depth gauge in between the 2 rebound washers in the assembly. Keeps the mechanic from squashing the bushings to death. I had seen guys who had taken the tube out and clamp the bolt back in tighter. Cant work! The bushing is already junk and doesn't work any better when you do that.

I had probably said before that I had driven most of Mack's transmissions, 5 speed Maxidyne, tri-plex, quadraplex, unishift. These are all Mack's own products and I really like most of them. Maybe not so much on the unishift!

When Mack brought out the Maxidyne they were showing some fuel mileage the other brands wouldn't achieve for years to come. I showed 7 1/2 mpg running Vermont!

That's gonna do it for this round. Til the next page! Larry

Still Playing with Trucks

By Doug Wakefield

I knew that I wanted to be a truck driver, at a very young age. My Dad drove trucks most of his working life and every chance I got I would be in the passenger seat. Most of the trucks used in the woods were gas jobs and I couldn't get enough of watching Dad put his left arm through the steering wheel as his shifted the main transmission and worked the 4 speed auxiliary Transmission with his right hand. The power he could get out of those 366ci Chevrolets really was amazing to me.

He came home in the fall of 1968 with a brand new Chevrolet C-60, about as plain as any work truck around, but it was painted a caramel brown, at that time most all pulp trucks were black, green or a combination of those two colors. Because it was a different color, this truck really stood out, and I thought it was the best looking pulp truck around.

One morning, I believe it was during February school vacation, Dad came into the house just as we were finishing our breakfast and told mom that a man had backed out of his driveway in front of him and rather than hit him he had left the road and put the truck into the woods behind the snow bank. His boss and his friend, the man I was named after, had brought him home to get his pickup so that Dad could meet the wrecker coming up from Bean and Conquest in Bangor at Lincoln to lead him to the

wreck. I asked if I could go with him. He said yes but dress warm as its very cold and we will be a little while getting the pickup started. Because the old pickup had not been started in a while, Dad had his boss hook a chain to it so he could tow it to jump start it. Dad popped the clutch on the old Ford, but instead of starting, the tow chain unhooked and flew back, breaking the windshield in Dad's pickup. Up until now his boss had not said a word about his new truck wrecked, but I never saw a man get so mad over breaking a windshield as he was. We re-hooked the chain and after a short pull the cold old 6 cylinder Ford started, the boss left to go back into the woods and after a warm up period that really didn't warm the old pickup up we headed to Lincoln to wait for the wrecker. We spent most of the morning waiting, but after a while we lead him to the wreck. I almost cried when I saw the truck, but Dad told me its going to be alright no one was hurt and they make trucks everyday. I'll get her back in a little while and she will be good as new. Sure enough in a month or two, it came back and was used to haul many many more loads of pulpwood and logs. After it came back I had to sit inside of the cab to see the nice brown paint that I liked so well because yes you guessed it. The boss had the outside painted Forest Green, just like the other truck he owned,

Soon there after everyone started buying Diesel Trucks, but I never lost my respect for the gas jobs of that era. But that's another story. See you down the road.

Doug Wakefield

Congratulations, Mr. Morrison

Lars Ohman

Recently had a nice sit down visit with Keith Morrison out @ Morrison Sylvester, INC. in Auburn. Our Chapter's most senior member (as far as we know) at 90 years young was at his desk overseeing operations. It is not unusual for Keith to be in on an almost daily visit. We chatted about our world state of affairs and how things have changed since Keith and a Mr. Sylvester first opened the doors at the Minot Avenue location. 64 years of service to the local economy is quite a record in anybody's

book, and the time has come in the Family ownership to pass the torch to someone else. A family spokes person indicated a deal had been reached with Allegiance Trucks to assume ownership of both Morrison Sylvester, Inc, and Portland North Trucks in the near future. I wish all the Morrison Family members the very best in this transition. I don't really have any other details at this time..... Lars Ohman

These International Series were first offered in 1956 when Morrison Salvester INC started business



V-196 introduced in 1956



"Emeryville" DCO-405 introduced in 1956



Thanks, Gary, for sending this note and picture of Ron and the truck that he's brought to many shows over the years. Although Lars mentioned this in last month's newsletter This is a great picture, thank to Ron for taking care of the truck and thanks to Frank Crooker for making sure we'll see more of it.

I talked with Ron Bisson today and congratulated him on receiving the truck. The attached photo is of Ron Bisson with the 1929 A-B Mack at the 2009 Owls Head Truck show.

Ron says that he has assumed ownership of the 1929

Mack AB Dump truck from Frank Crooker with the stipulation that when Ron passes on to greener pastures, the truck goes back to the Crooker family.

The truck is currently stored in one of Frank's buildings but that property has been sold. Ron needs to move the truck to Frank Crooker's Brunswick garage to be kept indoors and show ready!

Hopefully when we can start having truck shows again, we will see the Crooker A-B Mack show up behind Ron Bisson's recently acquired Mack Superliner Truck! Again, congratulations to Ron Bisson.

Gary Munsey
Cell: 508-243-7001

GMC General 1977 – 1987

Clayton Hoak

In 1977 GMC introduced its General heavy-duty conventional series to replace the "long nose" M9500 (114" BBC - 6x4) conventional in production since 1966.

Per GMC historian, Don Meyer, the new model "featured welded aluminum cabs built by the Budd Company and tilting fiberglass hoods. Both short and long hood versions were offered with 108 or 116-in BBCs. Those cabs offered much improved driver comfort and visibility with a lot more interior room. A sleeper cab with a 34 x 88-in bunk was optional. Several trim packages were offered including up-level dress-ups which appealed to owner-operators."

In 1977 four N models (108" BBC) and three M models (116" BBC) were offered –

- NI-9502 – Detroit 6-71N powered (219 net HP) - GVW: 43,000 – 60,000 Lbs. / GCW: 51,000 – 80,000 Lbs.,
- NH-9502 – Detroit 8V-71N powered (242 net HP) - GVW: 44,860 – 60,000 Lbs. / GCW: 57,000 – 80,000 Lbs.,
- NJ-9502 – Detroit 6V-92N powered (258 net HP) - GVW's: 44,860 – 60,000 Lbs. / GCW's: 57,000 – 80,000 Lbs.,
- NC-9502 –Cummins NTC-290 powered (275 net HP) - GVW's: 44,860 – 60,000 Lbs. / GCW's: 57,000 – 80,000 Lbs.,
- MH-9502 – Detroit 8V-71N powered (242 net HP) - GVW: 43,560 – 66,000 Lbs. / GCW: 57,000 – 80,000 Lbs.,
- MC-9502 –Cummins NTC-290 powered (275 net HP) - GVW's: 43,560 – 66,000 Lbs. / GCW's: 57,000 – 80,000 Lbs.,
- MK-9502- Detroit 8V-92N powered (342 net HP) - GVW's: 43,560 – 66,000 Lbs. / GCW's: 57,000 – 80,000 Lbs.

The standard transmission on all models, except for the MK-9502, was the Fuller RT-910. The MK-9502's standard transmission was a Fuller RTO-12513. Standard front axles were rated at 12,000 lbs. on all models, except the NI-9502 which was rated at 9,000 lbs. Standard rear axles were single speed 34,000 lb. Rockwell SLHDs (4.11:1 ratio) on all models, except the MK-9500 which had a single speed 38,000 lb. Rockwell SQHD (4:33:1 ratio). The Hendrickson

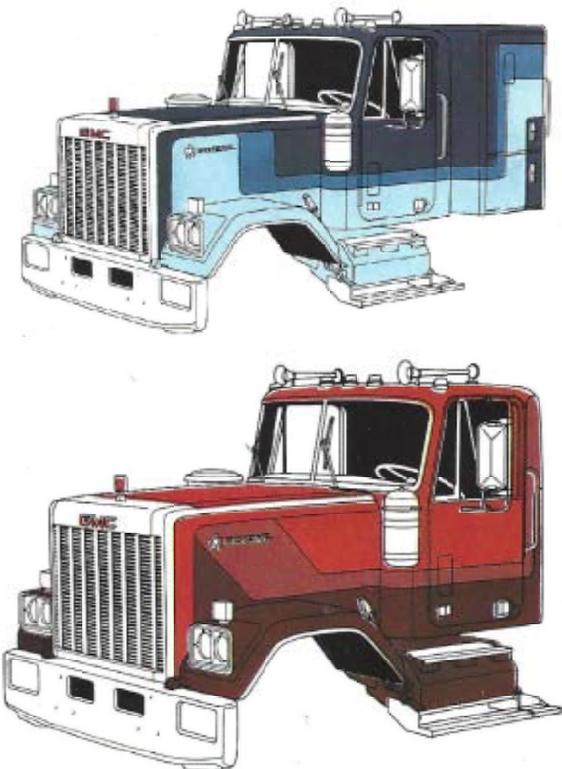
U340 walking beam suspension, cast steel spoke wheels, three-piece demountable rims and 10.00-20F 12 ply tube type tires were standard on all models.

Depending on the model, engine option included Detroit 6V-92T or TT (90 mm), 8V-71 (60 or 65 mm), 8V-71T (65,70 or 75 mm), 8V-71TT (75 mm); Cummins PT 270 or PT 300, Formula 290, and NTC-350. Transmission options included 21 Fuller, 5 Spicer, 2 Allison automatic and 4 Spicer auxiliary units. Rear axle options included 7 Rockwell and 5 Eaton units. 15 optional Hendrickson and GMC's air ride rear suspensions were offered. Steel or aluminum Budd wheels were also options, as was the 34-inch aluminum sleeper box. Generals could be specified up to a maximum GCW of 140,000 lbs. (116-in BBC; 18,000 lb. front axle; 65,000 lb. rear axle; with either Detroit 414 HP 8V92TA or Cummins 384 HP NTC 400; and Fuller RT 01258LL 10 speed).

Multiple custom paint schemes and numerous aluminum and chrome components were available to customize the General.

- Changes through the 11 years of production were relatively minor. Examples include -
- 1979 – Caterpillar diesel engines, single rear axle Generals, General glider kits offered;
- 1980 – Pit fenders offered, lightweight SMC fiberglass doors replaced the steel doors;
- 1981 – E-Z Spec General packages for tractor, tractor with sleeper, refuse truck and stack rack body offered;
- 1982 – "5-Star General" package introduced - upscale appearance/trim to appeal to owner-operators;
- 1985 – Cummins L10 engines added;

- 1986 – Optional 42 inch "Super Comfort" walk-in sleeper offered;
- 1987 – Volvo GM Heavy Truck Corporation is formed; comprising 65% Volvo ownership – 35% GM ownership. A setback front axle General (45-in bumper to front axle) is offered, however few were built before General production end in December 1987.



Hendrickson

George Barrett

I don't know where it came from, I have no idea how long I've had it but it's a nice six page Hendrickson brochure. My guess is that the date of the publication is around 1980 when they were still making trucks before turned to manufacturing truck and trailer suspension systems only. I always found Hendrickson an interesting company never knowing what I was going to see next, it could be a real heavy hauling tractor or a very specialized utility truck.

The following history came from their web site and after that bunch of pictures from my brochure. On page 8 are two pictures of the Hendrickson "Big Henry" working in Maine. On October 20, 1964 the 160 ton stator was moved from the rail siding at Saligo Road across the bridge to Central Maine Power's generating plant on Cousins Island. The first shot is changing a tire just before crossing Route 88 and the second is at the CMP yard at the Wyman Station. 1964 is also the year Big Henry was built

The story was published in the December 2017 issue of the **Shop Manual**.

The Hendrickson story began in 1913 with the founding of The Hendrickson Motor Truck Company by inventor and businessman Magnus Hendrickson. This small Chicago-based manufacturing company built trucks often

equipped with cranes, which were used to haul stone and other building materials.

In 1926, Hendrickson introduced the first tandem truck suspension, which mounted the axles on each end of an equalizing beam. This unique "walking beam" design distributed the truck's load evenly between the two rear axles, which improved traction and greatly reduced the effects of bumps and potholes in the road. The walking beam soon gained widespread acceptance among the industry's new 6x4 "six wheeler" trucks, which allowed more payload.

In 1978, The Boler Company, whose holdings included manufacturers of leaf springs and metal bumpers, purchased Hendrickson. In the years that followed, Hendrickson would expand into or acquire additional businesses in related areas—trailer suspension systems, auxiliary axle systems, springs, metal bumpers, and other heavy-duty components. Eventually Hendrickson sold the truck manufacturing operation to focus solely on suspension systems and related components.

Today, Hendrickson is comprised of state-of-the-art facilities, technical centers and manufacturing centers, in the United States, Canada, Mexico, the United Kingdom, France, Austria, Romania, Turkey, India, China and Australia.

At Hendrickson, we commit to serving the transportation industry with innovative products that help improve productivity and profitability. Across the globe, our dedicated employees champion Hendrickson's proud heritage through creativity, integrity and superior service. Our legacy embodies 100 years as the leading innovator and manufacturer of suspension systems and components for the global heavy-duty vehicle industry.



UNIQUE SQUARE CAB



TRADITIONAL CONTOURED CAB



SEDAN CAB



TILT CAB

Hendrickson Trucks



UTILITY VEHICLES



**SUPERHEAVY HAULERS
AND MILITARY VEHICLES**



DIESEL PRIME MOVER



**SPOTTING TRACTORS FOR
RAIL, TRUCK AND PORT**



1939 HENDRICKSON TRUCK



**AIRCRAFT REFUELERS
AND SUPPORT VEHICLES**





Just a reminder, you might want to get your wood in. There's no truck shows this year.

from an old Post Card

PINE TREE CHAPTER OF ATHS BOARD OF DIRECTORS MARCH 2019 TO MARCH 2020

- 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
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- Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscoth@gwi.net
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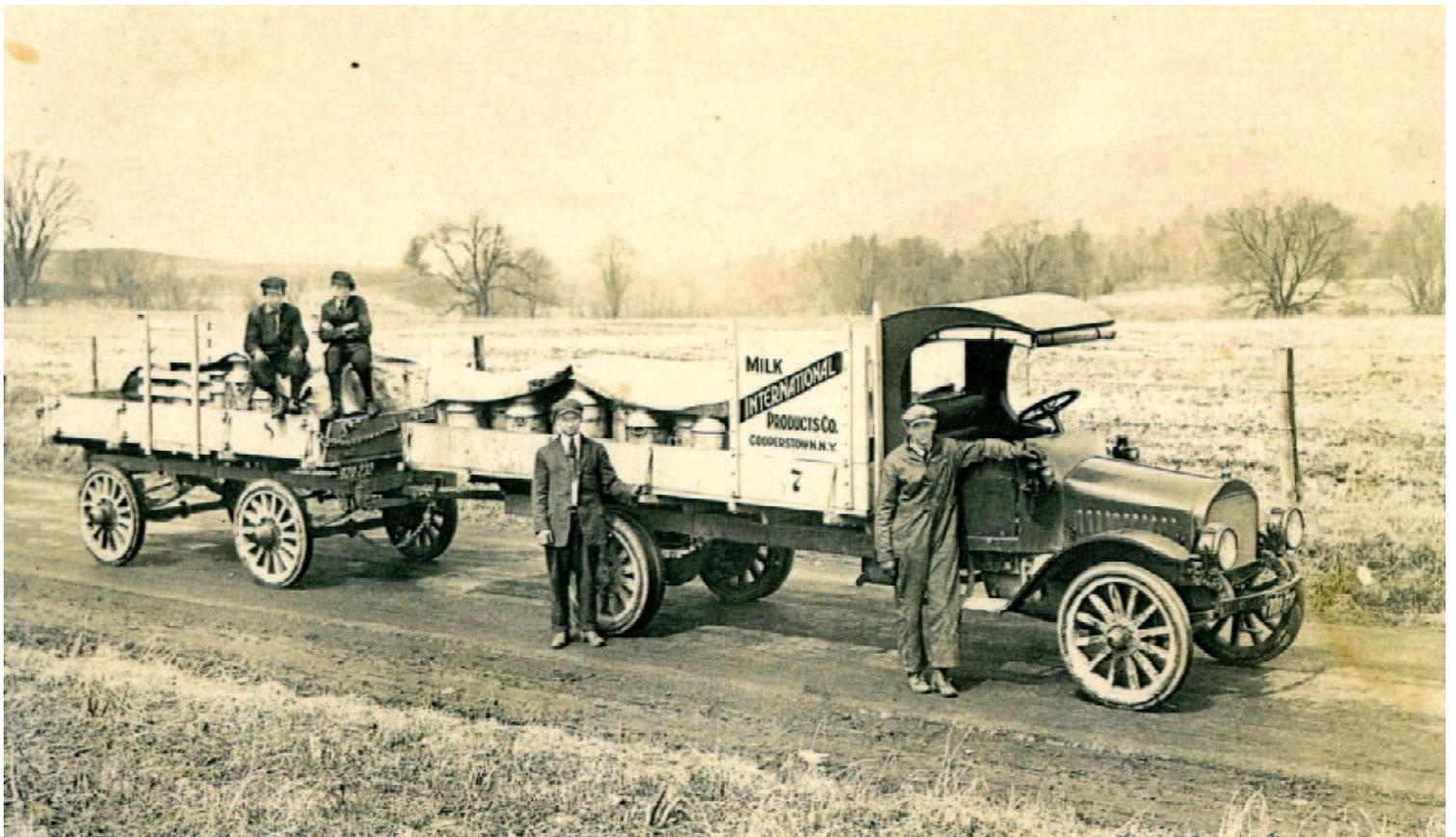
For Sale and Wanted

SHARK 3600 PSI pressure washer, on wheels.
 Honda powered, Factory remanufactured pump,
 extra H/P hoses, nozzles and Turbo Wash
 Head.....Lars Ohman,, Sabattus, ME. 207-375-6515
 Please add into the ad for the pressure washer,
 however you care to word it: This is a Heavy Duty
 Commercial Washer with a three stage ceramic
 commercial belt driven pump..... Thanks, lars

For Sale: Two wooden wheels for parts. Believed to be
 from a 1920's Plymouth. Front wheels with hubs and
 drums. Good for parts or patterns. Make an Offer: Diane
 Munsey (207)737-2997 or e-mail munsandi@gmail.com

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Pine Tree Chapter AHS
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Getting the Milk to Market from an old Post Card