



Shop Manual

www.badgoat.net/ptcaths

September 2019

President's Message

Peter Mullin

As I sit here writing my column for another edition of the Shop Manual, I suddenly realized we will be setting up for the 3rd annual Topsham Truck Show in just two weeks. If all goes well (weather and transportation) I should have the 1925 Ford Model TT there this year. I know at least a couple of members made the rounds at the Bellows Falls and Deering (formerly Barrington) Truck Shows promoting our show. There has also been a lot of traffic on social media and reports of some of our members possibly debuting some new acquisitions at the show.

Speaking of new acquisitions and social media, I hope Charlie Huntington will bring his "new" IH R185 (and Fruehauf trailer) to the Topsham Show. Back in the day, my grandfather ran a very similar combination hauling chip potatoes to Humpty Dumpty Potato Chip's plant in Scarborough. In the 1960's Wainwright Farms was using an IH V-190 pulling a 34' (I think) Highway box trailer. As the story goes my dad picked up the trailer when my grandfather bought it new. Apparently the Maine sales tax laws at the time stated that if a trailer came into the state "loaded" you did not to pay Maine sales tax on the unit. Being the savvy business man he was, my grandfather had my dad stop in Salisbury, Massachusetts and pick up one

pallet of fertilizer so that he could legitimately claim that the trailer came into Maine with a load and therefore was exempt from Maine's sales tax at the time. My only memories of the V-190 are as a stretched out straight truck with a potato body later in its career. The first of my grandfather's road tractors I remember are the new 1969 IH Fleetstar 2010A and the GMC Astro (I will tell that story another time).

Peter



**DON'T
FORGET
THE
TOPSHAM
SHOW
15 SEPT**



Ramblings

Lars Ohman

Just sitting here, backtracking to a year ago when a dedicated crew helped rescue my Ford "AA" dump truck from Jon Schurger's "Sugartop Plantation" over in Danbury, NH. Since that time, minor tinkering, a couple of new tires, and a decision to run it as is, as proven by its appearance @ our OHTM show in July. One person @ the show was quoted as saying: "take all the restored and shiny trucks, and the "AA" had to be my favorite truck because it really shows just how far, without any restoration, an 81 year old truck could be kept in limited service with just an open end wrench, a hammer, and a match book cover to set the points with!" There is a little more to it than just that, but you get the idea. Many thanks to the dedicated crew who helped in the rescue, and to Jon for having the forethought to keep it under cover for all these years.

No need to tell you, this has been a great summer for gatherings, and beautiful weather. The Rockbusters had their show-n-tell show, amongst a "few" showers @ Concord Sand & Gravel. A Ford "T" dump truck was pressed into service hauling away from antique swing shovels, if only one or two buckets at a time. The ATCA show @ feather Airport was well attended, and the VT guys had their show with a reported good turn out. There are also other gatherings, some just on a week night @ the local drive in that our trucks are welcome at. Don't be shy, get out and enjoy them all. Our next outing is @ Topsham on the weekend of September 15th. This show has grown each year, and a nice way to finish off the show season. Saturday nights grub fest has become a treat just to sit back and kick tires, and swat an occasional mosquito (bring

Ron Bisson brought both the Crooker Mack and Lars' Ford to the Owls Head show on his Mack and Rogers low bed trailer rig. Very hot weather both unloading and loading again when the event was over. Picture at right showing pushing the Mack down to a level spot where it can be crank started.

your bug spray or sweat shirt !)

Last issue of THE SHOP MANUAL had an interesting story on Bob Stackpoles cable operated dump trailer. Interesting side note, my first job around anything truck related was washing 4 of these rigs each Saturday morning @ Wilson Bros. Texico in San Antonio, TX. I must have been 16 or 17 @ the time. Another chap and myself would wash limestone dust and mud off the tractors (GMC 630's with 4-71 Detroit's) and what I think were SHAMROCK cable dump single axle trailers. Jim and I would wash four in the coolness of an early Texas morning. Mr. Wilson kept his word, and hired 2 other boys to wash 4 in the PM, thus keeping some of the local youth out of trouble, and giving 4 of us jobs.

As a closing thought, some of our loyal chapter members have suffered various health issues this year. Take a moment to think of them, and wish them well. So, 'till Topsham, Best to all, just Chuggin down the road, Lars



Back Side Of Worley's Log Book

Larry Worley

Had a ride for Valley Fuel in North Hampton NH for Topgas stations. Maxidyne 300s were choice beast, 8900gal tank trailers serving northern New England.

One certain night had a load to Lyndonville, Vt. All went well til we got to the tennis courts before Bethlehem village. As we lined up with building on the left the engine broke! Made a sound like yelling the word CRASH really loud. We're done! Looking the thing over, I couldn't see anything out of place. Then I gave a hard yank on the belts. My hopes sank when the drive pulley with the crank end still in it came up to the water pump pulley with ease making, to me a sickening loud clang! The crank broke off in the front journal Valves are all junk and maybe the heads. A freak thing to happen for sure.

Did the boy-scout thing putting triangles out, one out front two in the rear, proper distances with flags even!

So, here we are wondering what's next, when a cruiser pulls up, parks behind, puts on the blue. We're mostly in the road with NO shoulder. I got to tow it out of there. Two officers walked up and asked if I had a tow service in mind. We didn't. They recommended one out of Frankconia. Also asked if we knew of anyone to haul the tank.

I was about to mention a guy I had worked with back and forth over the years out of Littleton, NH name of Bill Carpenter, when at the same time a cop asked if I knew Bill Carpenter. He called him for me at 10:15pm.

Bill brought me his spare truck. A Diamond T, set back front axle, 903 Cummins, 13spd, RTE 380 Hendrickson. A solid stiff little bus! Bill told me to

use her to Lyndonville, see ya in the morning at his shop. And let him know what I thought about the front tires he'd just put on that afternoon. These trucks were well maintained. Also, Bill and I talked about our different findings about tires, quality, air pressures we had both tried, so we knew each other fairly well. Speaking the same language on something is great! We do that in the Pine Tree Chapter most of time.

Off we go to Lyndonville. That 903 ran flawlessly. Only 290 hp, no turbo. The front tires, not so well. Above 47 mph they jumped up and down, badly made out-of-round. Dropped back to 43 mph to Lyndonville, but only 40 empty. Didn't want to harm me or the little Diamond.

An hour back to Carpenter's shop. Diamond had a benchbox passenger seat. Kinda stretched out for the night.

Next morning woke up to the sound tire hammering. Bill was already at with other tires. Got out, and as I drifted over to the shop momma Carpenter pulled up with a pan of freshly baked muffins. Yah! WOW! Such wonderful luck. His drivers had told me of such things.

We discussed the tires, which Bill said his tire dealer was getting these two back. He had me pull the Diamond up to the door and set to it changing back to her old ones, which were right there, still mounted. If you ever watched one that knew his way around a tire iron, it was Bill Carpenter. Some of us called Bill The Tire Man of Littleton. Waited well into the afternoon for my replacement to tote the tank back to Westbrook, so had a nice visit with them and happy that I could.

I've met many wonderful people over my many years on the road, and our Pine Tree Chapter has many in it! Til next page! Larry



At the 2019 Owls Head Show

GMC Air Ride Suspensions

Clayton Hoak

In 1957 GMC introduced four corner air ride suspension systems in its' heavy duty 550, 600, 800 Series conventional and cab-forward trucks, and 800 and 860 Series cab-over trucks. The new air suspension models were designated with either an "A" or "R" prefix. The GVW/GCW ratings ranged from 25,000 lbs / 50,000 lbs to 33,000 / 65,000 lbs on the single axle conventional, cab-forward and cab-over trucks and was 42,000 lbs / 65,000 lbs on the tandem axle cab-over.

The systems were marketed as "increasing cargo protection and truck life while providing exceptional driver comfort" and was conceptually similar to the design used on the Greyhound Highway Traveler and Scenicruiser buses. (1) Sales literature showed the suspensions be used for perishable produce, fragile freight, fluid loads and live-stock carriers.

GMC's Air Suspension Operation and Maintenance Manual described the system - "Air suspension system (fig. 1) basically is made up of air chambers, air bellows, height control valves, radius rods, and shock absorbers. Suspension supports and air beams provide a means of connecting the suspension system to the axles. Operation of system is completely automatic, maintaining a constant ride-height regardless of load."

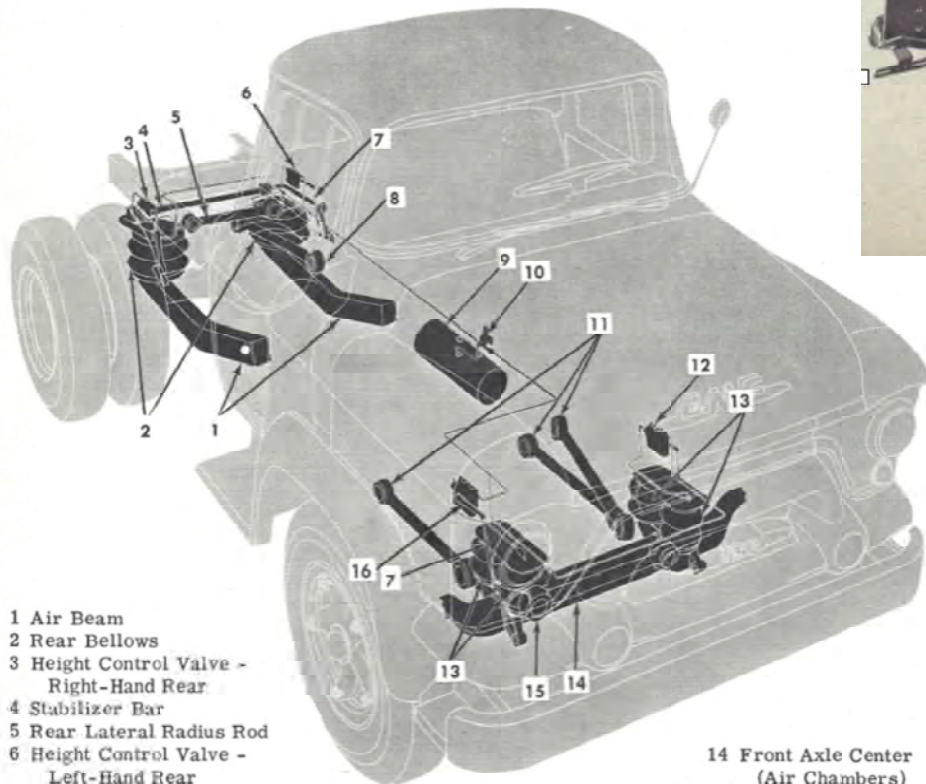
The DR 860 conventional with the GM 6-71 SE was introduced in late 1957 - early 1958, apparently replacing the DR 800 conventional with the GM 4-71 Turbodiesel. In 1958 GMC also offered a D860 conventional with steel

springs. Per GMC Truck Historian Don Meyer (2) - GMC Special Equipment Engineering set up steel springs in place of air springs on the Model DR860 resulting in more sales than the standard air suspension trucks. In late 1958 -early 1959 the first Crackerboxes, the DLR8000 and DFR8000 tractors, were introduced with the air suspension system.

The air ride suspensions never gained much popularity and were gone in a few years. (3)

1957 GMC DR 800 Specifications

- James K. Wagner, GMC Heavy-Duty Trucks 1927 - 1987
- Donald E. Meyer, The First Century of GMC Truck History - July 2015 Revision
- McVey Publications, GMC 1902 -1997



- | | | |
|--|---|--|
| 1 Air Beam | 11 Front Radius Rods | 14 Front Axle Center (Air Chambers) |
| 2 Rear Bellows | 12 Height Control Valve - Left-Hand Front | 15 Front Lateral Radius Rod |
| 3 Height Control Valve - Right-Hand Rear | 13 Front Bellows | 16 Height Control Valve - Right-Hand Front |
| 4 Stabilizer Bar | | |
| 5 Rear Lateral Radius Rod | | |
| 6 Height Control Valve - Left-Hand Rear | | |
| 7 Valve Arm Link | | |
| 8 Rear Radius Rod | | |
| 9 Air Tank | | |
| 10 Pressure Regulating valve | | |

TPM-5122

Figure 1—Phantom View of Typical Air Suspension System

ANTIQUUE TRUCK SHOW TOPSHAM, MAINE

Sunday September 15, 2019

Topsham Fair Grounds

Exit 32 off I-295 and head East on Maine Route 196
(Brunswick - Topsham bypass). Turn South onto Community Way.
From US Rt 1 take the Topsham Exit to Maine Route 196

8:00 AM to 2:00 PM \$5.00

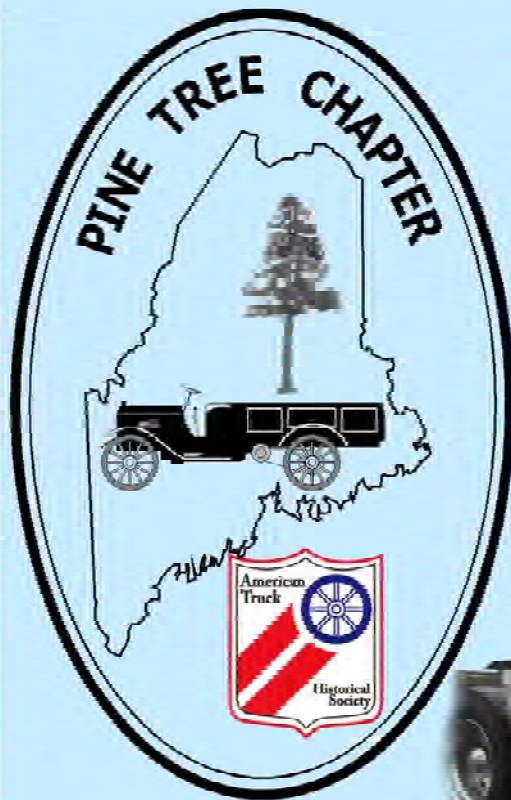
Swap Meet 6:00 AM to Noon

Automotive and Truck Parts sponsored by the Fairgrounds

*Towing and Recovery Association of Maine
Wrecker and Tow Show with Demonstrations*

*Antique Construction Equipment, Tractors,
and Engines are welcome
overnight parking & camping*

Call 207-841-3200 for camping reservations



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Sponsored by:
Pine Tree Chapter
American Truck Historical Society
www.badgoat.net/show

Chapter President
Peter Mullin 207-838-5069
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Hauling the Coastal Defence Guns

George Barrett

We've all seen photographs of the big 16 inch battle ship and coastal defence guns being hauled by various Mack trucks. This short article will give you some information on these guns and how they were handled. As they were used they had to be removed from the battle ships to be sent back to the Washington Navy Yard (WNY) for relining. Trucks were not used in this case. Trucks were only used when the guns were installed at coastal defense sites where there were no railroad tracks or large crane to unload them and set them in place.

All the 16" guns were manufactured at the WNY. Upon completion they were shipped by barge down the Potomac to a testing area and then brought back to the WNY where they were loaded on a railroad car to be sent to either a shipyard where a battle ship was being constructed or a railroad siding where there was space enough to move the gun off the railroad car and onto a trailer system so they could be moved over roads.

The information(upper right) is from the following book:

Navel Weapons of World War Two, by John Campbell. Published by Navel Institute Press,

LARGE COAST-DEFENCE GUN

16" Marks 2/0, 2/1, 3/0, 3/1

BORE	16.0"
WEIGHT INCL BREECH	128.15 Tons
LENGTH OA	68 feet
LENGTH CHAMBER	9.43 feet
DIA. OF CHAMBER	56.5 inches
DIA. OF MUZZLE	26.5 inches
VOLUME CHAMBER	17.23 cubic feet
LENGTH RIFLING	56.33 feet
GROOVES	96
TWIST	1 in 50 inches
WEIGHT OF PROJECTILE	2240 pounds
PROPELLANT CHARGE	648 pounds
MUZZLE VELOCITY	2650 ft/min
WORKING PRESSURE	18 ton per inch
MAXIMUM RANGE	25.5 miles @ 46°





Steve Corsen's beautifully restored 1953 Caterpillar 212 road grader arrives on his Mack powered detachable gooseneck lowbed trailer at the Owls Head 2019 Truck and Tractor Show.

At the 2019 Owls Head Show



1924 International ton and a half from the Daryl Gushee Collection



1930 model T60B GMG from the Daryl Gushee Collection

2019 COMING SHOWS AND EVENTS

Sunday September 15, Pine Tree Chapter Truck Show, Topsham, ME, same place as last year, the Topsham Fair Grounds

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



See Clayton's article on page 4, notice the suspension. This is a 1957 DR802 140" WB 60,000 GCW with a 4-71 Detroit Diesel.

For Sale and Wanted

WANTED: mechanic to install Jakes on an 855 Cummins, Jamie, 207-949-1360

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: 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.

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.

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

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Very nice to see Denis Yaworski's Mack in Maine this year.