

# Shop Manual

[www.badgoat.net/ptcaths](http://www.badgoat.net/ptcaths)

March 2019

## President's Message

*Jamie Mason*

As the days get longer and the weather teases us with quick warm spells, I get excited for the day when I pull all the trucks out and get everything lubed up and exercised for the summer events. Let's hope for an early spring!

Thank you to those that came out for a good showing at Big G's. I counted over 35 members and guests present. Steve Corson won the door price, a ATHS calendar, donated by Clayton Hoak. For those that saw my whoopie pie, you'll be pleased to know that I did take majority of it home and shared it with several family members!

Looking ahead, we have the annual meeting on Sunday, March 24th, the museum opens at 10. Lunch is at 11:30 and the meeting will start around 12:30. Please consider bringing a chips, soda, cookies/dessert, sandwiches, or a crock pot filled with something hot and tasty to this pot luck event. We'll have a formal agenda to hand out at the

meeting for you to review. We are still looking for event locations for the spring and early fall. Please bring ideas!

Last but not least, I regret to announce that I am going to step down as President of the Pine Tree Chapter. With an expanding family and a new job, I have less time to devote to the chapter.

Peter Mullin, our Vice President, has volunteered to step up to the plate. He has a lot of valuable experience and certainly loves old trucks. I hope you will support him and other nominations for leadership positions that will be voted on at the annual meeting on the 24th. I thank you all for your support and look forward to participating in future PTC events.

*Jamie*

---

### Slate of Officers

President - Peter Mullin  
Vice President - Andy O'Brien  
Secretary/Treasurer - Diane Munsey

### Board of Directors

George Barretta Tour of the Museum's  
Cheryl Billings  
Steve Corson  
Bob Stackpole  
Jamie Mason (Past President)

### Pine Tree Chapter Annual Meeting Owls Head Transportation Museum Sunday, March 24

*There will be a tour of the Museum's  
Lang Library at 10:30*

Nominations will also be accepted from the floor at the annual meeting.

The Board of Director's met in January and have recommended the following donations to be discussed and voted on at the Annual Meeting:

\$250 each to the Maine Narrow Gauge Railway and Museum, Waterville-Wiscasset & Farmington Railway & Museum, Boothbay Railway Museum, and Owls Head Transportation Museum.

\$500 from monies donated to the Chapter in memory of deceased members; to the American Truck Historical Society to purchase a "Brick" in memory of departed members of the Pine Tree Chapter.

\$500 from monies donated to the Chapter in memory of deceased members; to the Lang Library at the Owls Head Transportation Museum in memory of Darryl D. Gushee to assist in bolstering the library's collection of books and literature relevant to the mission of ATHS.

Also on the agenda will be a discussion of events and locations for the coming season and any other business the members wish to bring forward

# Back Side Of Worley`s Log Book

*Larry Worley*

This is about memories of 1978, a starving young driver, and a very worn out 68 White Freightliner. Good paying year round jobs weren't plentiful. Maine Leasing (Utterstrom Brothers) had this one, nearing 2 million mile ex-Boston-Buffalo lease-returned rag of a truck setting idle. Nobody wanted anything to do with it. Having just lost my ride (job ended) Mr. Utterstrom spoke of a short timed run I could do for 3 different beer distributors in NH. None of them had steady work, but I could make 3 rounds a week, 2 for Lake City Beverage, Laconia one week, then one for Amoskeag Beverage, Manchester and one for N.G, Guernsey, Keene,

These loads were all out of Rolling Rock, Latrobe, PA. Other transport companies up here wouldn't chase them when needed. So, I collected the Freightliner and a half-eaten Brown 42 footer, 12 foot 8 high, 5 load bars, 3-2 inch load straps for e-track, about a dozen thick cardboard spacers.

Freightliner had a 335 Cummins and a very worn 13 with, get this, White Velvetride. Most unusual under Freightliner, but I was later told it was ordered that way as per lease agreement. A very important part of this suspension is the giant shocks. If they're worn you just bounce all day, nonstop. This is rubber ride, 2 articulating tube beams either side like Mack camelbacks.

The fuel line was junk putting lots of air in the line so if you didn't downshift coming down to the toll gate it would die when you stopped. If you coasted for a ways, when the accelerator was applied there was quite the pause before it came out of it's nap. Ah, the good old days! Tires were at best 30 percent.

I was smart enough to grab 2 double tire chain sets. For those not knowing, PA didn't plow after 4:30pm or before 7am. If you're out there you're on your own!

From Latrobe you came up Rt.981 (skinny cow trail, no shoulder) to PA 22 east to Altoona to 220 north to I-80 east to Rte 209 N known to most of us outlaws as the Ho Chi Minh Trail, north to I-84 east all the way to the Mass Pike. Made 4 trips in snow.

One of the trips came up 209 to the stoplight at Marshall's Creek. Started rolling away, turning right, and the bad welding on the drive shaft tube finally let go and shaft took a 3 inch bite out of the left air tank and there I was, blocking the intersection. The brakes were strong and wouldn't budge!

The guys got me a trooper and called a wrecker, a 750 Ford on air brakes. Towed me 3 and a half miles to Muller's Diner set me down there and came back next morning, heated and pounded the shaft back in shape fried 7 rods on it only charged me \$75. I thought he said \$275. He said again \$75. I was really surprised, then he asked if I would own something like that. You know that answer! He said "I don't either, \$75!

Any way! 2 months of this luck was enough! No money. Went to work nights at Merrill Transport repairing Hendrickson springs, It was safer for me to handle the springs alone, I found out. At that time I could easily have walked away from this sport.

There is more to the adventure, but for fireside telling. Til the next page!

Larry

---

## Ramblings

*Lars Ohman*

I should be all excited about working on the "AA" Ford dump truck. .... but a 3 foot drift in front of the doors, and 300 feet of icy drive way convince me just to THINK about what I want to do with it ! I attempted just once this year to go work on it ... it was supposed to be up in the 40's ... I went up early, lit the wood fire, went back @ 8:30 AM, restocked the firebox with all I could put in it, went back @ 11:30 AM re-reloaded the firebox, came in for lunch, and went back (after a nap !) and it was only 33 degrees inside the garage ! So much for a wheelbarrow full of wood, and my best intentions! I have been visualizing all sorts of little things to make it show / road worthy, but it has been sitting for almost 50 years, and I assure you it can wait a few weeks more.

Other things to think about.....taxes ( UGH ! ) also the upcoming Spring Meeting @ Owls Head in just a few days now. Be sure to bring something for the food table, and a small item to raffle off for our fund-raiser. I'm hearing rumors we may be having a change of command in officers, so If you have a desire to run for office, don't be shy about throwing your hat in the ring. The BOD decided earlier this year the rate of compensation for each position will remain the same as it has been for the past 26 or so

years....personal satisfaction of filling a position on a team that goes beyond the call of duty for a great club.

In other news, the National Convention in Reno, NV is closer than you think. I just made reservations for a golf cart for transportation out there. Remember, even tho it is 9 degrees here right now, it is going to be HOT out there in May. Don't forget your sun screen and hat if you plan on attending, and I'm hearing from many who plan on going. Another show to think about is WATSON's WATER & WHEELS show on father's Day weekend, sunny shores of Brandy Pond up in Naples, ME. Been in early conversations with Cole Watson....a few changes planned for this year are in the works, but no matter what happens I assure you who ever goes has a good time, good chow, and lots of visiting and viewing. It is close by, pet, children, and campers welcome. For Cottage rental information Blair & Susan Watson....207-693-3243 ( book early, they are usually pretty full ) For general information: Cole Watson....207-318-8303, or Dana Watson....207-650-0958. That's it for now folks, back to tax data gathering (or another good nap ! ) See you @ Owls Head in a week or two....Lars

# Osterlund Diamond Reo Giant Trucks 1977- 1993

*Clayton Hoak*

The history of most truck manufacturers includes numerous ups and downs due to war, recession, competition or lack thereof, technological advances, and the ability to compete. This is certainly true of the Reo / Diamond Reo line of trucks.

Reo Motors started in 1904 and produced its' first commercial vehicle, the Model H, in 1908. In the early 50's, due to their limited civilian truck output, and loss of the Eager Beaver military contract to General Motors, Reo started exploring merger possibilities with other small volume truck manufacturers, including Studebaker and Brockway. In late 1954 Reo became a subsidiary of Bohn Aluminum and Brass Company. Bohn sold its Reo subsidiary to White Motor Company in 1957.

White produced White, Autocar, Reo and Diamond T trucks until mid- 1967 when it merged the Diamond T and Reo lines into the Diamond Reo Division. In 1971 White Motors sold the division to F.L. Cappaert to eliminate "overlapping and duplication of heavy-duty truck products and dealerships". Cappaert operated Diamond Reo trucks into late 1974 when the firm filed for bankruptcy protection after several years of limited sales and poor financial performance. Liquidated in late 1975, the company assets were purchased by Consolidated International Company of Columbus, Ohio, now Big Lots!

In 1977 Loyal Osterlund, a former Diamond T and Diamond Reo truck dealer, purchased the name, manufacturing rights, tooling, dies, blueprints and a large number of parts for six Diamond Reo models from Consolidated International. Osterlund also had Spartan Motors, a company formed by former Diamond Reo engineering and marketing employees to construct fire truck chassis, build a prototype Diamond Reo Giant. (The preceding three paragraph history was gleaned from The World's Toughest Truck - The Reo / Diamond Reo Story, Driveline Publications, 2006)

Starting in 1977 the production of Diamond Reo Giant

trucks began in Harrisburg, PA. From the beginning the Osterlund Company focused solely on heavy duty class 8 trucks based on the former Diamond Reo C116 (conventional 116" BBC) model introduced in 1970-71. The C116 model was a C114 model with a larger radiator. The C116 came about after factory engineers field determined a new fleet of Diamond Reo trucks with higher horsepower Cummins engines operating in Tucson, AZ developed cooling issues.

The Giant market was heavy haul tractors, mixer trucks, large body dumps, packer trucks, OTR crane trucks, etc. Typical of the Osterlund offerings in the 80's were 4x2, 6x4 and 6x6 drivelines with set forward or set back front axles; various Cummins engines (PT 240, NTC 300/ 350/400); limited, or no, transmission and axle model or manufacturer options; 20 or 22 inch rubber on Dayton or Budd wheels; one 80 or 100 gallon steel or aluminum fuel tank. The options were limited. Caterpillar engines were not an option until after a Giant dealer installed one for a valued customer.

A December 1980 specification sheet for the C11664DBH (conventional 116" BBC; 6x4; diesel; setback axle; heavy(???) indicates a double frame; Rockwell-Standard 18,000 lb front axle; Rockwell-Standard single reduction 58,000 lb tandem rear axle with 6.83 ratio; Cummins NTC-300 engine; Fuller RTOF 958LL transmission .74 OD; 11:00-22 rubber on six spoke cast steel wheels; delivered in primer; factory weight with fluids, less fuel, was 18,900 lbs.

In 1985 through 1987, and possibly in later years, Osterlund offered the C11664DD and C11664DDT which were 6x4 trucks or tractors with Duetz air cooled 315 horsepower diesel engines. The Duetz's distinguishing feature is the front hood which slopes away from the cab at a 22 degree angle. I presume 4x2 models were also offered, although actual model designation(s) are not known to me. Production of the Osterlund Diamond Reo Giants continued until 1992 or 1993. Assets were sold in 1995 and truck production moved to Somerset, PA for two years. Rights are now under Diamond Vehicle Solutions LLC which now builds medium and heavy duty T-Line trucks, and supplies replacement parts for Diamond T, Reo and Diamond Reo trucks from 1950 forward. Yet another chapter in Reo / Diamond Reo history.



1980 6x4 Truck - Heavy



# Giant

C11664DBT  
C11664DFT



1986 6x4 Tractor

# Giant C11664DDT



1986 6x4 Duetz Air Cooled Tractor

# Giant C11666DB



1986 6x6 Truck

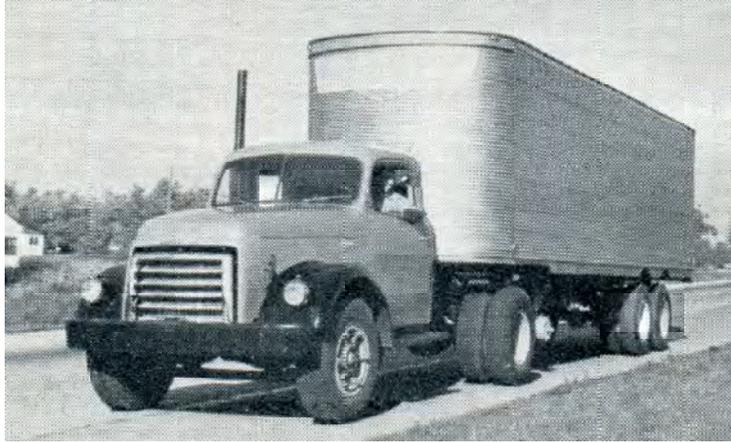
The above picture may show the addition of optional equipment and accessories.



1977-78 C11664DBT Lowbed Unit



1977-78 C11664DBH Ready-Mix Truck



Two scans from a 1950 GMC pocket calendar book sorry for the poor quality, they weren't very big

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

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 949-1360

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



Secretary/Treasurer Diane and President Jamie both photos thanks to George Nye



Your Editor looking for a scoop from Howard Clolston and Bud Davis at the lunch gathering in Winslow

**Mack Cabs off-set to the Left**  
George Barrett



**MACK FC 1938 6X6**



**MACK FC 1938 CHAIN DRIVE**



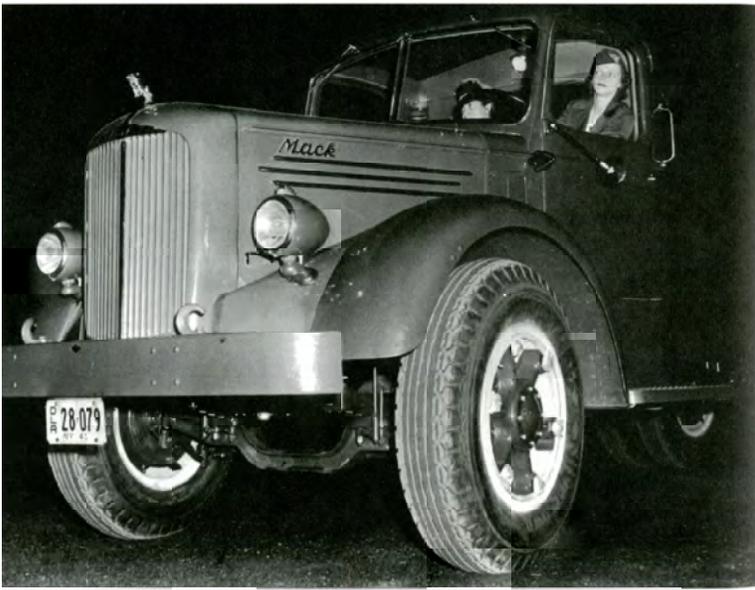
**MACK FC-SW 1938** *above*

Looks very much like the LM until you look closely

**MACK NO 7½ TON** *right*

Four man cab when viewed from this angle looks as if it were offset. The body is 103" wide, just a little wider than the cab. The cab had one seat for the driver, space for five shift, winch, and a brake levers, and then a three man bench seat. Total weight was 29,100 pounds, the winch had a 40,000 lb. capacity. 2051 of these trucks were built during the war. There is a very similar truck to this in the Gushee collection in New Gloucester that I believe worked on the Alcan highway in the very early 1940s. Notice the small differential on the front axle. The outer "knuckle" drives were a Mack design of bevel gears for steering and reduction.





### MACK LM

Biggest of the L series of 1940, conventional series with center mount cabs.

### LMSW-X

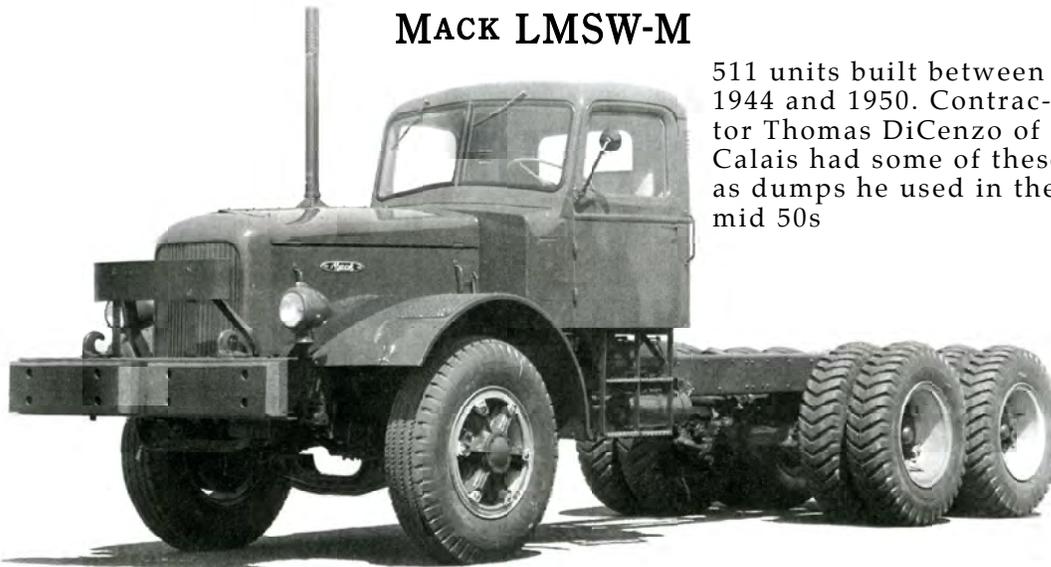


### MACK LMSW-X

Cab mounted on in the conventional position on the center line. Looks like an LJ but the BBC is 6.75" longer, all from the front axle forward. Clutch is 2 plate 460 sq. in. rather than single plate 253 sq.in. on the LJ.

From 1940 to 1956 there were 2,391 LMs produced compared to 13,931 LJs. The LF model ceased production in 1955 after 12,453 were built.

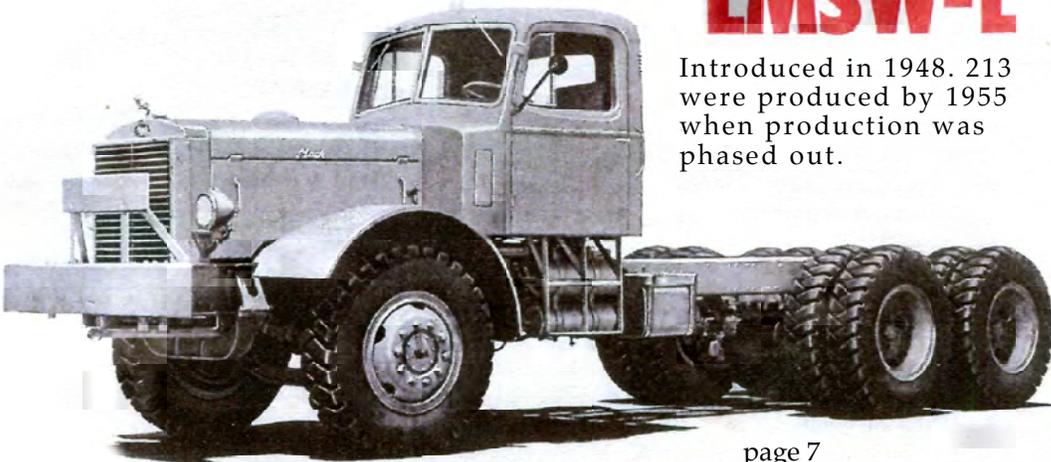
### MACK LMSW-M



511 units built between 1944 and 1950. Contractor Thomas DiCenzo of Calais had some of these as dumps he used in the mid 50s

### MACK LMSW-L SPEC SHEET DATED 7-52

### LMSW-L



Introduced in 1948. 213 were produced by 1955 when production was phased out.

### MACK LMSW-L

*lower left*

743 cubic inch block for 275 or 300 hp Cummins with Roots gear driven supercharger. Height of cab roof above the frame rails is 5" higher with the cab offset to the left than with the center mount. Some of this can be seen under the windshield.

This model has a stronger front frame and cross-member and towing pin reinforcement than any of the other LMs

In Portland Chase transfer had one of these they used to haul the three axle Talbert lowbed with "geep" dolly. When Merrill acquired Chase in 1959 it didn't take him long to rid of any Macks but he kept the trailer.



### **MACK DM-600**

Introduced in late 1965 with steel fenders and hood.

Steel tilt-forward fenders and swing-up hood.



Easy accessibility to all engine components with Mack's full-tilt fiberglass hood and fender assembly.

### **MACK DM-800**

On the Golden Road in Maine



### **MACK U-600**

A Popular Highway Tractor of the late 1960s

# 2019 COMING SHOWS AND EVENTS

Sunday March 24 Pine Tree Chapter Annual Meeting, Owls Head Transportation Museum

Sunday May 5 ATCA Western Mass show at Yankee Candle South Deerfield

May 31 to June 2 American Truck Historical Society, Annual Convention

Saturday June 1 Springtime Truck and Tractor Show, 1095 Main Road, Greenbush, ME,

Sunday June 2 Ocean State Vintage Haulers, Johnson, RI

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 ATHS Show, Brooklyn, CT

Saturday & Sunday July 20 & 21 Truck & tractor Show, Owls Head Transportation Museum

Friday - Sunday August 2-4 Rockbusters Show, Concord, NH

Saturday August 3 Truck Show Green Mt Chapter ATHS 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 April issue of the Shop Manual will be the end of the day Saturday April 20. 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 April 20, June 8, July 20, August 31, October 19, and December 7.*

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

Pine Tree Chapter dues remain at \$10.00 per year January through December. Your required ATHS dues may not be due at the same time although they are necessary to be a PTC member. Please attempt to keep current by sending your dues to Diane Munsey, 785 River Road, Dresden, ME 04342. Should you have

an address change (or a seasonal address) please let me know. To be fair to all members we'll have to drop you from our roster if we haven't received your dues by the first of June. Please make every attempt to keep Diane and me up to date with regard to your address, telephone numbers, and eMail.

*George Barrett, Newsletter Editor*

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

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

**Vice President - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.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: sheepscot@gwi.net

**Director - Steve Corson** 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com

**Director - Lars Ohman** 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com

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

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



On February 23 thirty-five Pine Tree Chapter members and guests gathered at Big G's Deli in Winslow for lunch and mid winter talk.