



Shop Manual

www.badgoat.net/ptcaths

December 2021 President's Message

Peter Mullin

Wow, where has this year gone? Time sure moves a lot faster when we can get out and do old truck stuff with our old truck friends. Despite a late start and none of the usual spring events, I think the chapter did quite well this year. Chapter members attended the Springtime Truck Show where member Doug Wakefield raffled off a GMC Astro for charity. We had our first business meeting in a couple of years (and added some new directors to the board) at the Owls Head Truck Show. We were able to get back to the Topsham Fairgrounds our own Pine Tree Chapter Truck Show and then wrapped up the year with the Fall Gathering/Fall Auction at Cheryl Billings' home in Durham. Chapter members also attended regional and national events including the ATHS Convention, ATCA National Show in Macungie, Pa. and the AACA Hershey swap meet among others. We ended up two or three events short of the norm from the perspective of the chapter event calendar but a lot better than I expected a year ago. Be on the lookout further in this issue for a start on the 2022 PTC Calendar.

Last month 30-40 chapter members and guests gathered at Cheryl Billings' home and barn in Durham for the Fall Gathering/Fall Auction. The Chapter provided coffee and donuts for early arrivals and hot soup to supplement lunch on a chilly day. There were plenty of auction items to pique the interest of the bidders. Despite some technical issues with our p.a. system we managed to raise \$511.00 for the chapter bank account through a combination of auction sales and a couple of new members. Thank you to

Cheryl, your family and everyone that had a part in making this event a success.

Looking forward to 2022, it is time to remind everyone that your 2022 Pine Tree Chapter dues are due January 1, 2022. Because we operate as a sanctioned chapter of ATHS (receiving liability insurance and tax exempt status) it is required that you be an ATHS National member in order to be a Pine Tree Chapter ATHS member. Please see page 9 of this issue for a detachable dues renewal form.

The Officers and Board of Directors will be meeting on January 15th (snow date the 16th) at Nancy's and my home in Gorham to set an agenda and work on a tentative event schedule for 2022.

I have scheduled the Annual Pine Tree Chapter business meeting for Sunday March 13, 2022 at the Owls Head Transportation Museum. As a direct result of the bylaws changes we voted on at our last meeting, we will not need to have an election of officers and directors until 2023. Look for more details on the Annual Business Meeting in the next issue of the Shop Manual.

That just about wraps up the news and chapter business for this month. I hope everyone finds some old truck parts, tools, supplies, or old truck literature under the tree this year. I would like to take this opportunity to thank all of the chapter members, directors and officers that helped out this year and wish everyone a Merry Christmas and a Happy New Year.

Merry Christmas and a Happy New Year

Back Side Of Worley`s Log Book

Larry Worley

Was wondering about the future of the Pine Tree Chapter and antiques we cherish so much. I and others thought about dropping in on a couple of vocational tech schools to see if we might get some interest sparked in our simple, old, dusty, rusty trucks. Daryl Gushee and I agreed that there may be something hipnotic about the fragrance of musty old iron. Maybe the simplicity of the way they are built might my catch a young ambitious eye, Most younger folk may not know a single fan belt with 3 pulleys when they are used to seeing 1 belt, 8 pulleys on 4 wheelers from the last 2 decades or so. Just a thought that comes to mind now and then. Can't help but believe when we're gone these treasures will be gone, too.

Was remembering my days with Highway Transportation hauling oil and kerosene in every winter storm the northeast could throw at me driving 2 stroke Jimmies which were terrible at supplying heat. Couldn't use the defroster as it couldn't clear the windshield, so you let it freeze quickly and the snow didn't stick. You weren't gonna be warm anyway. Heat supply from the Jimmies more like air conditioning than heat. After 3 years we were finally given the Cummins powered Whites Freddy Wilson was promised. Nice and roasty-toasty. To this I say glad I was there, learned a lot, don't wanna go back!

One winter hauled beer out of Rolling Rock Beverage in Latrobe, Pa. Had a 68 or 69 Freightliner with White velvet ride with worn out shocks, a very worn out 335 Cummins, and really quite worn tires. Found out Pennsylvania didn't plow after 4:30 pm nor before 7:00 am! Made up some tire chains out of 4 bad ones with double cross pieces, a cross piece every other link! Heavy as hell but once on I went anywhere I wanted to!

Last trip I had the old Frightliner coming down the 6 mile hill into Altoona at the second light the throw out shaft on the bell housing snapped off! The rest of that trip was fun! When I would come to a light, and there was 8 more, I'd pull it out of gear, and as worn out as the suspension was just put the 13 speed stick near low and tap in gear like you used a clutch. Worked great and I wasn't gonna hurt that one any!

All this talk about winter makes me want more wood on my fire!

That's all for now. Merry Christmas to all! Larry

Rambleings

Lars Ohman

Ramblings starts out as remembering "old time" truck safety equipment, and drifts into a safety "Don't do this at home" story... When I first started riding shotgun with any trucker that would give me a ride, I recall a safety kit about 12" in diameter which contained a spare headlight, marker light bulbs, some BUSS type fuses and Lord knows what else. Another item was a triple set of kerosene road flairs in a metal rack, usually carried behind the cab, or on the running board (remember running boards?) Usually, by the time they were needed, the bottoms had rusted out, and they were stuck together in a solid block. Along came safety reflector kits, usually a fold out type with two vertical reflectors, and then into burning type road flairs, and out ever popular (use once) safety fold out reflective triangles we see today and required by DOT. I've also managed to collect a few old Carbon Tetrachloride brass fire extinguishers. They could put out a fire, but the fumes could kill you! I have one Walter Kiddie FO-MO-CO (FORD branded) and one FORD badged one. Today these have been replaced by Dry Chemical or even CO-2 in some applications... No more headlight kits or small reflectors. I seriously doubt today's Knights of the Highway could change a headlight without a tool box full of specialty tools! Second part of rambleings has to do with

kerosene "smudge pots used around road construction jobs long before flashing strobe lights and modern day barricades. When I was still riding a bike (66 years ago!) we came into possession of one, lit, off a construction job, and decided to tie it to a rope and pull it around the streets. Being round and holding about a quart of kerosene, it skittered all over the place, setting a few small brush fires in the dry grass of Texas. Long story short, it ran out of fuel, and snuffed itself out so we came home, unscrewed the cap and pulled out the wick, refilled it with GASOLINE (Don't ever do this at home).. Replaced the screw on cap / dome and wick, and lit it off, getting ready for another tow around episode. About that time, it blew up and ripped the cap and wick off and up into the air quite a distance, landing in a vacant lot behind our house, and setting the grass on fire! We did not have a hose long enough to reach the fire, and lugging buckets of water was useless. The Fire Department was called to snuff out the fire, and Jimmy grabbed the now extinguished wick and cap and hid it in a trash can. I don't recall how we explained our way out of that....my dad had his suspicions (he was right!). Art Chappell came up with a couple of Smudge Pots for me to use as taillights on my 28 AA Ford dump truck. They will have kerosene in them! To all, belated Thanksgiving wishes, and a Merry Christmas, safe travels.....see you next year... Just chugging down the road, Lars

Brockway Huskiteer 1971-77

Clayton Hoak

Last year I wrote a story on the 1975-76 Brockway Motor Truck Line, and, at the time noted Brockway was a marque I had only borrowed information on and knew very little about. I was recently given a collection of 30 1969-72 Brockway conventional, low-cab forward and cab-over model specification sheets. This addition to my collection provides significant information on that era's Brockway models. Whereas I had no information on low profile-tilt cab models in my last Brockway article I will focus this story on the Huskiteer models.

Introduced in 1971 Brockway marketed the Huskiteer as "a totally new design concept for a multi-purpose truck" noting it was "equally at home as a cargo truck, a tractor or a straight truck pulling trailer". Brockway promoted the Huskiteer as "economical to operate as an inter-city pick-up and delivery truck or as a long haul, over the road, tractor trailer combination."

My April 1972 specification sheets show the Huskiteer was offered in four configurations - single axle tractors (x527T), tandem axle tractors (x527TL), single axle cargo

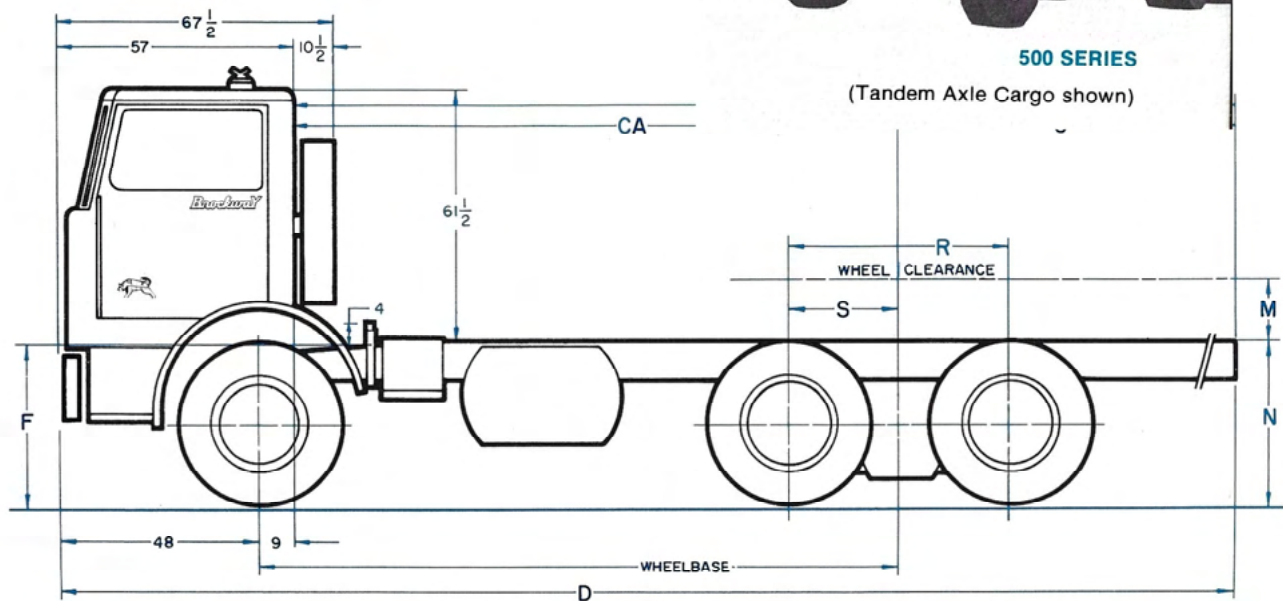
trucks (x527L) and tandem axle cargo trucks (x527LL). Engine options included the 238 hp Detroit 6-71N (prefix E527), the 225 hp Cummins V-555 (prefix J527), the 220 hp Cummins NH-230 (prefix N527 - single axle tractors), the 250 hp Cummins Super 250 (prefix N527 - tandem axle tractors) and the 210 hp Cummins V8-210 (prefix T-527).

I do not know if all configurations were available with all engine options, however it certainly seems plausible. By 1975 the 527 Huskiteer had been re-named the 550 Huskiteer, and Caterpillar 3306 and 1674 engines were available in the 550TL models in 1976. It does not appear the Huskiteer models were overly popular, especially among vintage truck collectors. In a quick



500 SERIES

(Tandem Axle Cargo shown)



Model	Horsepower Diesel* Engine Range	Transmission Speed Range	Rear Axle Ratings (000 Lbs.)	Wheelbase Standard (Inches)	Frame† Rails (Inches)	Gross** Weight (Lbs.) Vehicle & Load
550T	210 to 238 HP	5 to 16	22 to 29	110	9 x 3-1/4 x 1/4	73,000
550TL	238 to 270 HP	5 to 16	34 to 38	130	9 x 3-1/4 x 1/4	73,000
550L	210 to 238 HP	5 to 16	22 to 29	130	** 9 x 3-1/4 x 1/4	34,000
550LL	210 to 238 HP	5 to 16	38 to 65	140	††† 10-3/4 x 3-3/8 x 3/8	53,000

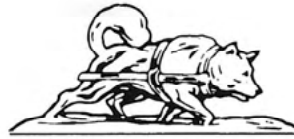
*Engine choice of Cummins, Detroit Diesel, or Caterpillar.

**Above ratings are for standard components, higher ratings obtainable with optional components.

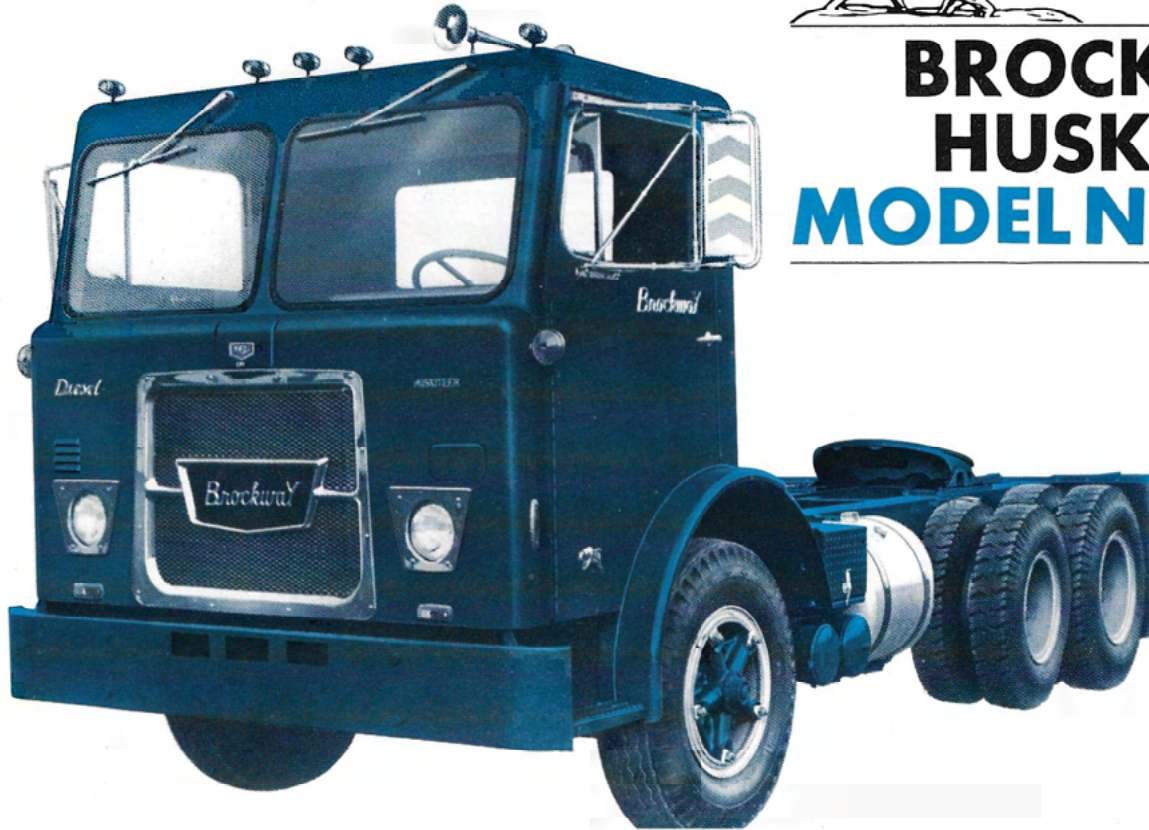
†10-3/4" x 3-3/8" x 3/8" available in all above models, double and triple channel reinforced frames available upon request for extra duty service.

††10-3/4" x 3-3/8" x 3/8" standard on models B, E & N.

†††9" x 3-1/4" x 1/4" standard on model A.



BROCKWAY HUSKITEER MODEL N527TL



Model	Wheelbase	Rear Axle	Ratio(s)	Engine	Trans
E527T	110"	19220 (23,000#)	4.11/5.60	6-71N	Fuller T905C five-speed
E527TL	133"	SLHD (34,000#)	4.11	6-71N	Fuller RTF910 ten-speed
J527T	110"	19220 (23,000#)	6.14/8.38	V-555	Fuller 5CW65T five-speed
J527L	130"	18220 (22,000#)	6.14/8.38	V-555	Fuller 5CW65T five-speed
J527LL	140"	SLHD (34,000#)	6.17	V-555	Fuller RT610 ten-speed
N527T	110"	19220 (23,000#)	6.14/8.38	NH-230	Fuller T905C five-speed
N527TL	133"	SLHD (34,000#)	4.11	NH-230	Fuller RTF910 ten-speed
T527T	110"	18220 (22,000#)	6.14/8.38	V8-210	Fuller 5CW65AT five-speed

1987 Ford L-9000

George Nyet

Irv Bickford bought several tandem axle sleeper Ford L9000 truck tractors, for his tanker operation in 1987, Irv never picked this truck up. It just sat parked outside at Fordland in Auburn Maine. According to Wayne DeVoe, Fordland delivered this truck to Yarmouth several years after Irv paid for it. For 34 years this Ford L9000 has sat idle, never licenced in Maine, mostly outdoors, inside storage for only brief periods.

Jim Hall has talked about "cleaning it up a little" for years. When Jim was going to hook up batteries and start this truck, he observed the air tank had rusted out and was dripping water. After a new replacement air tank Jim Hall and Jim Gordon tackled the headliners in the cab and the sleeper roof. Nasty, rodents had built nests. Fabric, and wood was replaced with new after rustproofing applied.

Next Jim and Jim removed all eight wheels and hand cleaned them with tires still mounted. Next was the prepping on the frame from the back of the cab and rear suspension. They were dealing only with light surface rust and 34 years of stuck on dirt and grime. Proper cleaning, priming, and top coat paint, on this much surface was many hours or labor. Jim Hall removed the dust caps from the front wheel hubs for inspection. What Jim saw was not good. Years of condensation caused pitting rust on the front wheel bearings. Jim and Jim installed new replacement front hubs with new wheel bearings.

The exterior sheet steel of the cab, and the exterior fiberglass of the hood and fenders, and the exterior aluminum of the sleeper was dull and faded. Jim Hall decided that

the surface rust on the roof of the cab and sleeper was severe enough that it required stripping to bare metal and applying new paint. Jim felt the remainder of the truck could be buffed back to a bright shine. I had my doubts. The painting of the cab roof and sleeper roof was to be done outside. Wind gusts and angle of the sun could, and did, stop the painting several times. After the green top coat was applied there were no sags or runs anywhere. Not likely people will be climbing up to check it, Buffing the green paint continued, one small area at a time, for several weeks. Chrome parts started appearing. Chrome quarter fenders, a big wide chrome front bumper, new rear flaps.

This Ford L9000 had been built to haul a tank trailer. It was never fitted with steps or a wire catwalk between the frame rails for the driver to stand on. Jim Hall owns a drill press with an electromagnet to bond the press to any steel surface at any angle. Truck frames are made of hard steel. Jim started with a small diameter hole and increased the size several times. The lowest step is 17" above the ground. Exactly the same as the lowest step on the fuel tank for driver entry. That's the way Jim does everything.

Jim Hall removed the air operated shutters, stripped them clean, then rust preventative primer, and black top coat paint. Jim and Jim buffed, polished and replaced components in the interior. The chrome rings surrounding the gauges take hours to return to a bright shine. With the passing of time this "New" Ford L9000 was no longer new in 2021. Jim Hall, and Jim Gordon made the effort, took the time, to restore this 1987 Ford L9000 to the condition it was in when it was parked, unwanted, at Fordland in Auburn Maine.





above left Jim Hall drills the frame for the step
below left Jim Gordon masks before painting the roof



Kerosene Signal Torch

George Barrett

This is what Lars is talking about when he mentions "smug pots" (see page 2). I had to go to a 1957 257 page Hedge & Mattheis catalog to find the proper name. I remember calling them smug pots.

There were four models, the most popular being the No. 620 "Leader" made with 20 gauge steel it has a capacity of six pints to last 48 hours. The No. 630 "Champion" has the same capacity but is made of 14 gauge steel to withstand abuse.

No. 651 "Model A Sig-nal-ite" is a non-self-righting version of the popular "Leader". It has a slightly larger capacity and is designed for use in positions protected from traffic. The No. 641 "Model F Sig-nal-ite" similar to the previous except reduced in height with a capacity of 4.5 pints.

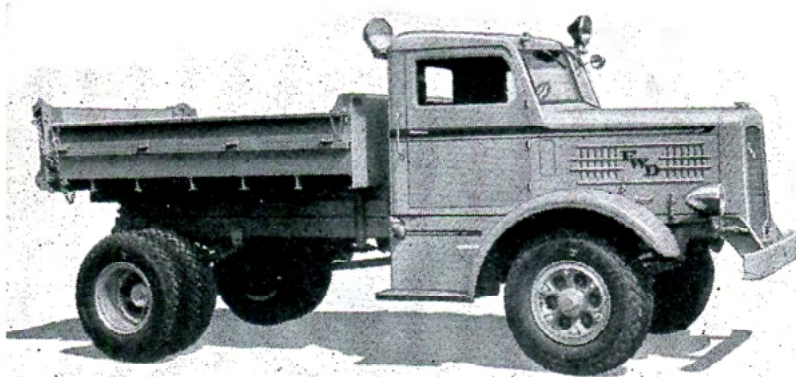
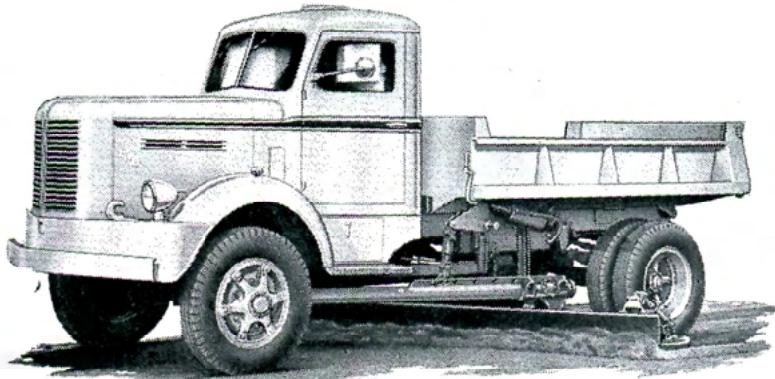
So now, if someone mentions a kerosene signal torch you'll know what it is.



This FWD truck advertisement is from the 1944 issue of the Powers Road and Street Catalog

"H" SERIES

Six models ranging from 15,000 lbs. to 20,000 lbs. gross vehicle weight are now available in the FWD "H" series. Optional engines range from 85 to 100 horsepower. Two series of axles and other variations adapt the "H" series to every highway requirement providing maximum performance with a minimum of original and actual operating costs.



"M" SERIES

Four models in the FWD "M" series range from 30,000 lbs. to 55,000 lbs. gross vehicle weight. Motors range from 126 to 200 horsepower. The entire series is ruggedly designed for the most severe and gruelling service. An extra wide range of performance is secured by a dual range sub-transmission which steps down the gear ratios of the truck, resulting in a unit easily rated as the most powerful truck in the world.



"U" SERIES

Five models ranging from 22,000 lbs. to 27,000 lbs. gross vehicle weight provide a complete range of trucks in the FWD "U" series. Optional engines range from 106 to 126 horsepower. The "U" series features everything it takes for efficient year 'round highway service; abundant power, powered traction on all four wheels, patented free-working center differential, and many other outstanding and exclusive FWD features.

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 – 1967 International 1500A with new, un-decked, flatbed body – former Skowhegan/ North New Portland fire truck.

Less than 7000 miles. 14,000 lb. GVW; 304 ci V-8 (180 net h.p.), five speed, comes with 8.25-20 tires to replace worn 7.50-20 tires. Runs, Drives, Stops. Body is in good condition. Patched fenders need final finishing, paint and re-installation.

Seat is good. Headliner needs replacement. In Farmingdale, ME. Asking \$2000.00. Contact Frank Newell at 207-458-2823 between 7 am & 8 pm or e-mail fpdff@netzero.net

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: Matched pair of good serviceable 11:R22.5 steer tires on Dayton rims. Contact: Peter Mullin, wfd44@maine.rr.com or (207)838-5069

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

Seven yard tires – two 295 R22.5 on buds – worn budd stud holes; three 10.00-22 on Dayton three-piece rims and two 10.00-20 on Dayton three-piece rims. \$10.00 each – monies will be donated to the Pine Tree Chapter. Will help load. Clayton – email 1948reo@roadrunner.com or leave message at 207-582-3224.

For Sale

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

Complete Hood Assembly for 96 Ford LTL. Very good condition, off low mileage truck, \$3000

1954 Ford NAA Tractor, 3 point hitch, PTO, recent restoration, 4 new tires and tubes. \$5000

2 - 9x8 Wood Overhead Garage Door with all hardware \$200

Contact Bob Dore 9207) 242-8751

2022 COMING SHOWS AND EVENTS

January 15 - Board of Directors Meeting - 6 Kinney Rd. Gorham, ME (snow date 1/16/22) FMI contact Peter Mullin wfd44@maine.rr.com or 207-838-5069

March 13 - Annual Membership Meeting - Owls Head Transportation Museum more details in the next Shop Manual

June 4 - Springtime Truck Show - Bangor, ME more details in a future newsletter

July 16-17 - Owls Head Truck Show - Owls Head Transportation Museum details to follow

2022 ANNUAL CHAPTER DUES \$10.00

Name _____

Address _____

City, State Zip _____

Telephone - Land Line _____

Telephone - Cell Phone _____

E-Mail Address _____

Please remember you must be a member of ATHS to be a member of the Pine Tree Chapter and those dues may come at a different time.

Please Mail to our Treasurer

Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222

Merry Christmas and a Happy New Year

Pine Tree Chapter of ATHS Board of Directors March 2021 to March 2024

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: sheepscot@gwi.net

Director - Howard Clouston 1361 Hammond St. Bangor, 044 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...

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c/o George Barrett
2 Country Charm Rd.
Cumberland, ME 04021

