



Shop Manual

www.badgoat.net/ptcath

May 2022

President's Message

Peter Mullin

I made a quick trip to the Bonny Eagle Car Show, where I ran into a couple Pine Tree Chapter members, in the drizzle this morning. What was, for many years, one of if not the biggest car show in Maine seems to be dwindling away year by year. While we have shrunk our calendar by an event or two over the years depending on ATHS National Convention locations and schedules, and (somewhat) swapped out a fall tour for our own PTC Topsham Truck Show, our level of participation remains strong.

Hopefully, some of you will be able to attend the MMTA Truck Rodeo on May 21st at Dysart's in Hermon. Chapter member Wayne Devoe will be competing representing his employer H.A. Mapes. From Wayne Devoe - they usually start the competition around 7:00-7:30 a.m.

Right around the corner is the Springtime Truck Show (details in this newsletter) in Bangor this year. We are really trying to boost the Chapter's involvement in this show this year. Doug and our Bangor area Directors (Chad, Howard, and Tom) are working hard to add a couple of tour stops and meal stops to entice more of us from south of Augusta to make the trip. To be honest, they don't really need to add a thing. It's a great laidback little show with a chance to drive home a new old truck for the price of a raffle ticket (15 or 16 gallons of diesel - this week). If it hadn't been for the Covid shutdown in 2020 and a knee injury in 2021 I would be looking at my fourth consecutive trip to the Springtime Truck Show on June 4th.

Planning discussions are ongoing for the Owls Head Truck Show. The board of directors are discussing the

truck selection for the Chapter's annual T-shirts as well as the future of the Sunday exhibitor cookout. My wife, Nancy, will again be coordinating the Chapter's sales/membership area and raffles. Anyone interested in volunteering or donating raffle items is encouraged to contact Nancy Mullin pcnancym@maine.r.com or phone 207-671-6925.

Plans for the Topsham Truck Show are already underway as well. I received a phone call from Chapter member Carl Phillips this morning. Carl is the new President of the Towing and Recovery Association of Maine. Carl and the rest of the wrecker guys are interested in returning to the Topsham Show with their wrecker demonstrations after being absent for a couple of shows. They have also volunteered to bring a food truck (by donation) or two to the show area. I told Carl we would love to have them return and that adding some form of food service to the show area would be a great addition if we can get the blessing of the fair committee.

With diesel prices going crazy it will inevitably effect everyone's ability to participate (or at least what or how many vehicles they choose to participate with) in cruise nights, tours, and truck shows this year. Along that line, it is more important now than ever to save (fuel money) wherever we can. I recently shopped insurance on our 6 antique vehicles and saved a few hundred dollars per year by switching to stated value coverage (and lower deductibles) through Hagerty Insurance (ATHS marketing partner). It pays to shop insurance.

Well, I think that is about it for now. George is waiting for me to get this off to him so he can get it ready to print. See you down the road,

Peter

Springtime Truck and Tractor Show

Doug Wakefield

Our plans for the show are as follows: We will be at Howard Clouston's home at 1336 Hammond St in Bangor, Maine. We will also use the VFW hall's grounds beside Howard's home for truck and spectator parking. A group of Howard's friends have volunteered to cook hot dogs and burgers for attendees. Cost will be by donation. People should bring lawn chairs.

Some area businesses are offering items for us to raffle off. As of today we have received 160 entry donations for the

truck drawing. We offered 300 numbers/chances but things seem to have slowed down a little lately. With the cost of everything rising everyday, we will give the truck away no matter what the final numbers are.

We are also working on getting a warehouse tour with Sibley Transportation and a visit to the Cole museum after the show or for Sunday Morning for folks that may want to stay over and do that. I will share more info as we get closer. Thanks Doug.

Rambleings

Lars Ohman

Upon checking this AM, I can not find I've sent in RAMBLINGS... Not in my out file.....I did it, and then must have erased it, or sent it into outer space. Here is a modified version, hope it is not too late.... Lars RAMBLINGS : Massachusetts member Sam Sicchio recently posted on FACEBOOK, a shot or two of our old LJ Mack single axel tractor, and it brought back memories of just how much we expected out of an old 743 Cu. in. Cummins. It was a single disc fuel system that was occasionally noted for running away with itself, and over revving 'till you could engage the compression release or stall it out. One episode that comes to mind.....we had been called upon by Utec Constructors to move their Euclid crawler with a cable plow on the rear (looked something like a single shank ripper) We went to fetch it with the LJ and a 25 ton Shertzer fixed gooseneck trailer (8 tires in a row

across the back) The Euclid was about the size of a CAT D-7 and pretty soggy. I had left the barn in haste, and not put the yard stick in the fuel tanks to check level.....it was only a short move (mistake #1 for the day) Loaded up in Saxonville, bound for Sudbury. Coming out of Saxonville is a short steep hill on Elm Street that you could not get much of a run at. The old Cummins was on the pin for RPM and belching black smoke, and pulling her heart out. As I got part way up the hill, she began to sputter and balk, and RPM's began to fall off.....not a good spot for this to happen. Our fuel tanks fed off the front end of the tanks, and being low on fuel, began to suck air and crap off the bottoms of the tanks. I was looking for a place to pull over, and hopefully the brakes would hold as it was not going to make it to the top of the rise. Suddeny, there was a surge forward and the Cummins began to pick up RPM....My first thought was she had over revved and was going to take off on her own (bad thought #2) but she stayed at 2100 RPM and we were suddenly back in the race. I got to the top, and pulled to the side of the road to survey what had happened. Directly behind me was a UTEC military style truck with his front bumper right against the cable plow tooth ! The driver had seen it was in a jam, and had put the bumper against me, and pushed me over the hill !The balance of the run was on the level and no more fuel problems on the way to unloading. We asked every ounce of power out of the old girl, and she gave it to us on many occasions... Once again, just 'chiggin down the road of life..... Be safe..... Larster gathering !!!!! Lars

WELCOME to two new Chapter Members who joined ATHS on a national level, and took advantage of our offer of a free one year chapter membership for new sign ups. Granville Morgan of Lisbon Falls, and Robert Nurse of Bowdoin have joined.....If you know of someone who joins ATHS and would like to take advantage of a one year Chapter membership FREE ! we have 8 openings still available....first come, first served.....

The Chapter's 1985 International Sales Data Book, Available

From the March 2021 Newsletter Ramblings -

"As most of you now know, the Morrison Sylvester name and operation has changed hands , and I inquired if there was any old printed material that was going to just go by the wayside, and be discarded. Keith's daughter recently handed me a collection of 1985 sales data (36 years old) to be used by the Chapter for research and future articles. Clayton Hoak has accepted the guardianship of it for all to enjoy. Thanks to the Morrison family for the generous donation. Lars"

The Binder "binder" has passed through several Chapter members hands and is now available for borrowing to interested IH fans. Contact Clayton Hoak (1948reo@roadrunner.com; 207-582-3224) and we will figure out a way to get it to you.



Back Side Of Worley's Log Book

Larry Worley

I drove for Steel Service Center, Lewiston for 5 years, going to most of the steel companies from Virginia to Quebec province. I learned very quickly how to balance a load properly. If you didn't you got back in line for the crane and re arranged the load til you got it right and that means axle perfect for state side: 12,000, 34,000, 34,000. The second time, rolling the tarp out again you get a whole lot smarter.

I got so that I could balance out a box trailer imagining the spaces I should leave to stretch the load back far enough AFTER sliding the the tandems. I got good at it.

I went to Georgia Pacific next. Out of 8 drivers none of them new what I knew about loading or tarping! The

loads were square and very easy to cover. One of the guys got caught over on the screws (drives). He set the rear 8 lifts of plywood 6 feet forward so he could use the last 4 inch strap. If you put the front 4 lifts against the head-board and the back 4 lined up even at the back end it came out perfect. However, a load of pine plywood was slightly over. When I got weighed with this 4 or 5 times and was told it was 400# over and don't worry.

The load that got caught was 37,000 on the screws. My wonderful warehouse supervisor is responsible for that fine. This fool told me I had to leave the front load back 3 feet and that would solve the problem.

Understand that this man doesn't drive and can't even move the trucks after working there more than 30 years! I didn't even try to get along with him.

That's about it for this one. Til the next page!

Larry

FWD – America's Foremost Heavy Duty Truck

Clayton Hoak

A couple of issues ago I noted I had been gifted a collection of truck, trailer and construction equipment literature. In that collection was a folder with late 40's and early 50's FWD brochures, spec sheets and photos, none dated. Well known for its' four-wheel drive plow trucks and fire apparatus the FWD (The Four Wheel Drive Auto Company) furnished four and six-wheel drive trucks and chassis for utility work, oil field exploration, concrete mixers, rail work, road construction and heavy haul.

This article will focus on the FWD "Fourmaster Series" which I believe to be late 40's information.

Model 141, the series runt at 14,500 lbs. GVW, was powered by a 97 BHP Hercules 6CB-QXLD-3 and fitted with FWD transmission, 2-speed transfer case and drive axles. It was capable of 46.8 mph in high range and 25.2 mph in low range with 7.50 x 20 tires on steel disc wheels. The Model 141 had a 6-volt starting and lighting system. The Model 220 was rated at 22,000 lbs. GVW. Powered by a 128 BHP Waukesha 195GKA and fitted with FWD transmission, transfer case and drive axles, it was capable of 55.7 mph with 9.0 x 20 tires on cast spoke wheels. The Model 220 had a 12-volt starting and lighting system.

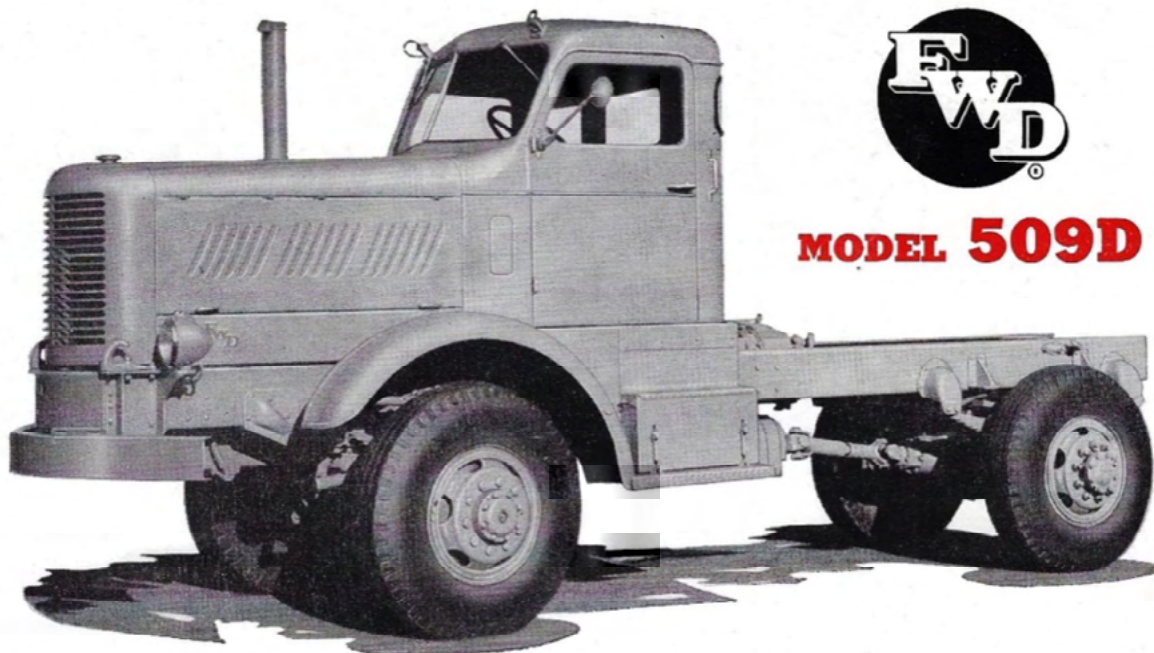
The Model 409 was rated at 40,000 lbs. GVW. Powered by a 240 BHP Waukesha 145GKB and fitted with FWD transmission, auxiliary transmission, transfer case and drive axles, it was capable of 43.8 mph in high range and 15.5 mph in low range with 12.00 x 20 tires on cast spoke wheels. The Model 409 had a 12-volt starting and lighting system.

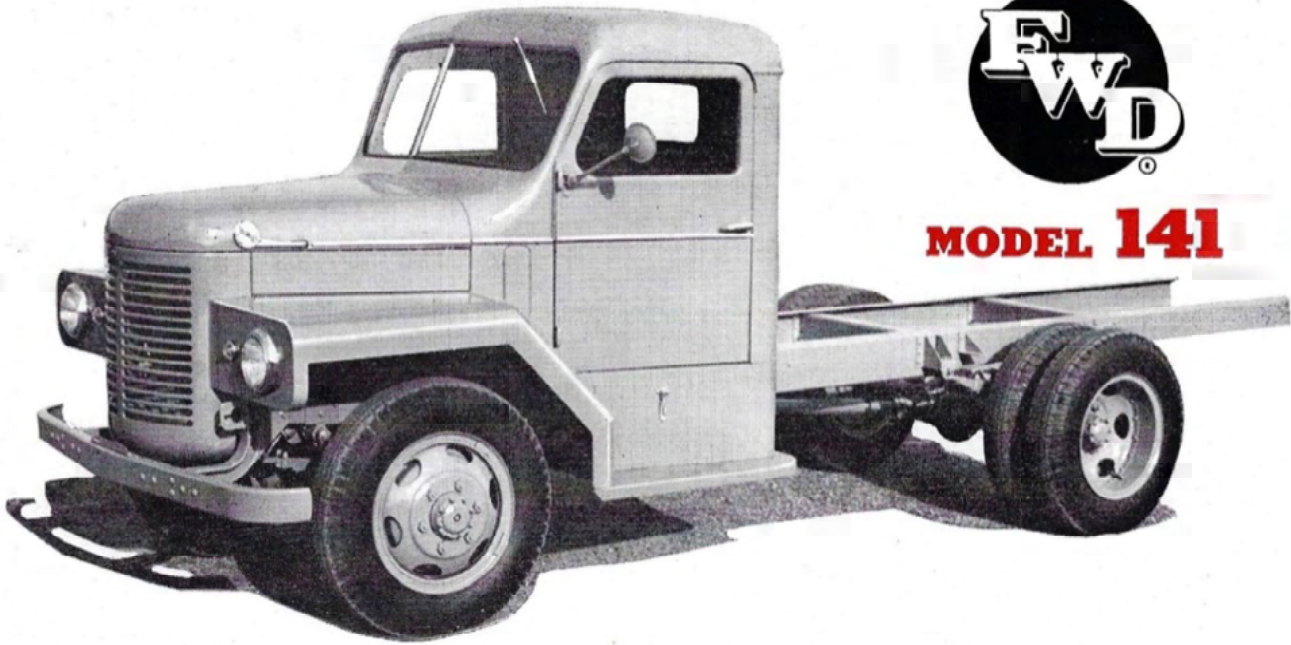
The Model 409D was rated at 40,000 lbs. GVW. Powered by a 200 BHP Cummins NHB-600 and fitted with FWD transmission, auxiliary transmission, transfer case and drive axles, it was capable of 42.8 mph in high range and 15.2 mph in low range with 12.00 x 20 tires on cast spoke wheels. The Model 409D had a 24-volt starting system and 12-volt lighting system.

The Model 506D was rated at 50,000 lbs. GVW. Powered by a 200 BHP Detroit 6-71 and fitted with FWD transmission, auxiliary transmission, transfer case and drive axles, was capable of 43.9 mph in high range and 20.8 mph in low range on 12.00 x 24 tires on steel disc wheels. The Model 506D had a 12-volt starting and lighting system. The Model 509 was rated at 50,000 lbs. GVW. Powered by a 240 BHP Waukesha 145GKB and fitted with FWD transmission, auxiliary transmission, transfer case and drive axles, was capable of 42.7 mph in high range and 20.3 mph in low range with 12.00 x 24 tires on steel disc wheels. The Model 509 had a 12-volt starting and lighting system.

Model 220 and Model 409D look similar
The Model 509D was rated at 50,000 lbs. Powered by a 200 BHP Cummins NHB-600 and fitted with FWD transmission, auxiliary transmission, transfer case and drive axles, was capable of 46.1 mph in high range and 22.0 mph in low range on 12.00 x 24 tires on steel disc wheels. The Model 509D had a 24-volt starting system and 12-volt lighting system.

The Model 141 looked like a hardtop Jeepster with a tandem rear axle. The other trucks in the Fourmaster Series were more conventional looking. All the Fourmaster Series models came with power take-off, a complete set of tools, hydraulic jack (5-, 8- or 12-ton), grease gun, channel type front bumper and spare wheel. Paint color was optional. Two-tone paint was available at extra cost.





MODEL 141



MODEL 409



MODEL 6-220

SIX WHEEL DRIVE



MODEL 262

Mack Truck Data

George Barrett

What will I write about this month Will I be repeating myself? Do I have the information needed? What would the Pine Tree Chapter members enjoy? Will I be repeating something I or someone else has written about. These are the questions I ask myself a few weeks before going to print.

The subject this month will be something that will spread over many issues depending what other "news stories" come up. Although there are many of you that have this information I'm going to print it a little differently, try to make it easy to read and leave room for you to make notes from time to time as you read other publications.

The idea came to me as I opened a three ring notebook with a lot of Mack information in it, in fact, only Mack information. The pages that caught my eye was a list of all the models from the start (1900) and ending in the year 1990. My notes indicate these came from Clayton in an e-mail dated 12-10-21 The only other identification is a single line across the top of the first of eighteen pages "the following is a summary of Mack products that have been built in the period from 1900 to 1990 Current product is not included.

John Montville's book *MACK A LIVING LEGEND OF THE HIGHWAY* published in 1981 is very nearly the same list that takes up two and a half pages but small print.

Of course Montville's book has plenty of pictures and history over its 218 pages, a wonderful book to have for reference.

Since the information will take in excess of twenty pages I would make an effort to have one or two pages in every Shop Manual depending on how much other news comes my way. I want our newsletter to be about truck history and what our members are doing as they follow this interest.

I've changed the format by bringing the model (sometimes just two letters) column from the far left to about the middle of the page. I found it hard to go across an empty area even though there are lines to help. It is easy to write in notes on the left side of the page. You can see my notes on the model LM. Other than the 1940 prototype there were three different parts of the LM Macks: off-set conventional cab 6x4 with soft nose, off-set conventional cab 6x4 with hard nose, and 4x2 cab-over.

It would be very interesting to see the same data for other makes of trucks. Mack is different, heavy duty and they lasted a long time so many are around to be shown. One thing I don't want to happen is for Mack to take over the "Shop Manual". The number of trucks built and when is a big part of truck history. If anyone comes up with similar info on another make of truck please let me know. I like this way of viewing history.



above Mack LMU, my photos at Marv Comer's collection back in the 1990s
below Mack LMSW-M. On the back cover is a LMSW-L.



	MODEL	DATE	BUILT	SUM
Early Trucks				
	S	1913-1917	98	
	T	1913-1917	1	
	1 ton	1909-1915	426	
	2 ton	1905-1915	378	
	3 ton	1906-1913	557	
	4 ton	1907-1916	85	
	5 ton	1909-1915	661	
	6 ton	1910-1916	169	
	7½ ton	1910-1916	344	
	Winch	1911-1915	74	
	1½ ton dump	1912-1912	39	
	2 ton dump	1912-1915	1	
	3 ton dump	1908-1915	5	
	4 ton dump	1911-1916	50	
	5 ton dump	1908-1916	105	
	6 ton dump	1911-1916	10	
	7½ ton dump	1911-1916	84	3,133

Other Makes - International Motor Co. and Reo

	Hewitt	1907-1914	352	
	Saurer 5 ton	1912-1917	1,952	
	Saurer 6½ ton	1914-1918	112	
	Mack Jr Reo built	1936-1937	4,974	7,390

Prewar Trucks

	AB	1914-1936	51,613	
	AC	1916-1938	40,299	
	AD	1919-1919	1	
	AF	1920-1920	1	
	AK	1927-1936	2,819	
	AL	1927-1929	57	
	AP	1926-1938	285	
	BB	1928-1932	700	
	<i>chain drive</i> BC	1929-1933	1,513	
	BF	1931-1939	1,179	
	BG	1929-1937	2,904	
	BJ	1927-1933	1,862	
	BL	1929-1936	502	
	BM	1932-1941	3,030	
	BQ	1932-1937	327	
	BX	1932-1940	3,032	
	CH	1934-1941	478	
	CJ	1933-1941	79	
	QA	1939-1939	1	
				110,682

MACK TRUCK MODEL NO, DATE, & QUAN. BUILT

	MODEL	DATE	BUILT	SUM
Later Trucks				
	DE	1939-1942	2,164	
	EB	1936-1941	134	
	EC	1936-1941	133	
	ED	1938-1944	2,686	
	EF	1938-1950	13,783	
	EG	1938-1951	7,349	
	EH	1936-1950	31,539	
	EJ	1937-1938	762	
	EM	1937-1943	1,584	
	EQ	1937-1950	10,661	
	ER	1936-1941	359	
	ES	1938-1940	75	
	ETX	1950-1950	50	
	FC	1936-1947	273	
	FG	1938-1942	162	
	HF	1937-1941	265	
	FJ	1938-1943	322	
	FK	1938-1941	123	
	FN	1940-1941	150	
	FP	1940-1942	365	
	FT	1941-1950	241	
	FW	1941-1949	63	
	LF	1940-1953	12,453	
	LH	1940-1953	822	
	LJ	1940-1956	13,931	
<i>LMSW-M (511 built), LMSW-L (213 built), LMU was coe off-set cab</i>	LM	1940-1956	2,391	
	LP	1941-1942	55	
	<i>off highway</i> LR	1943-1964	1,275	
	LT	1947-1956	2,009	
	LV	1948-1961	515	
	LW	1947-1947	1	
	LY	1958-1962	65	
	MR	1940-1942	290	
	NW	1941-1941	16	
				116,775
Military Vehicles				
	EXBX	1940-1940	260	
	HT	1941-1943	3	
	NB	1940-1940	368	
	ND	1940-1940	1	
	NH	1940-1941	4	
	<i>cab over engine 5 ton 4x4</i>	NJU	1941-1941	700
	<i>6 ton 6x6</i>	NM	1940-1945	7,236
		NN	1942-1942	3
	<i>7½ ton 6x6</i>	NO	1940-1945	2,053
	<i>Pilot Model for NO</i>	NQ	1942-1942	3
	<i>6x4 10 ton</i>	NR	1940-1945	16,548
	T8-T54	1945-1951	5	
	Various	1952-1969	8,782	
				35,966

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: Former York Beach Maine 1974 International CO1910B Fire Truck with International 345 V8 gas engine and a 5-speed manual transmission. Approx. 25,000 miles; no pump; setup for parades; has some rust/ rot but runs well. Located in Lee, MA. Asking \$1,500.00. Contact Denny Postma e-mail dennyp@vanderhaggs.com or call 712-540-3779

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

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

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



Rocco Hall 06-2012 06-2022

Our dear friend passed recently. Most will remember him, the unofficial Truck Club mascot. He just loved attending the club gatherings, eating his share of hot dogs at the barbecues, and wandering amongst all his friends, most reaching down and giving him a pat.

Rocco was well known at most truck parts stores where he always had the run of the place. Napa employees referred to him as the official greeter. We miss that boxer dog with his stubby tail and his stinky farts.

Here's the group picture I took at our Fall tour to Wilton. I'm sure Roco was telling me to snap the damn picture so he start looking at all the old trucks and machinery.

right: Dave Hall & Roco

Mack BC



2022 COMING SHOWS AND EVENTS

Sunday May 15 **Motor Menders Annual Swap Meet** - Topsham Fairground gates open @ 6:00

Saturday June 4 **Springtime Truck Show** - 1336 Hammond St. Bangor, ME hosted by Howard Clouston phone 207-852-4424 e-mail howardclouston@aol.com

Saturday June 9 - 11 **American Truck Historical Society** truck show and convention in Springfield, Illinois

Friday & Saturday June 17, 18 **Macungie, PA Father's Day Truck Show.**

Saturday & Sunday July 16-17 **Owls Head Truck Show** Owls Head Transportation Museum details to follow

Friday - Sunday August 5 & 6 **Northeast Rock Busters Show** at Concord Sand & Gravel RT 106 Concord, NH

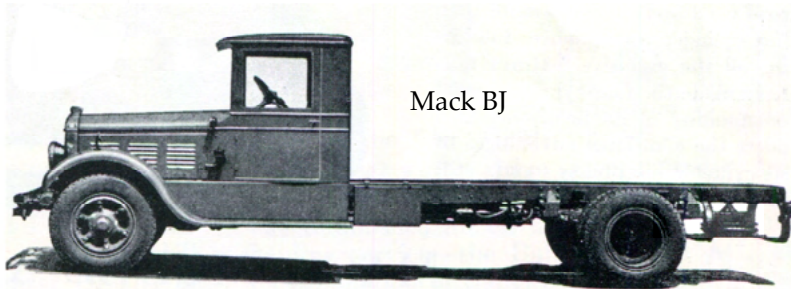
Saturday August 6 **Green Mountain Chapter - ATHS Show** Location not confirmed

Saturday & Sunday August 20 & 21 **Granite State Old Truck Meet**, Deering, NH at the Feather Airport Old Concord Road just off Rte 202 Marilyn Smith 603-664-9761

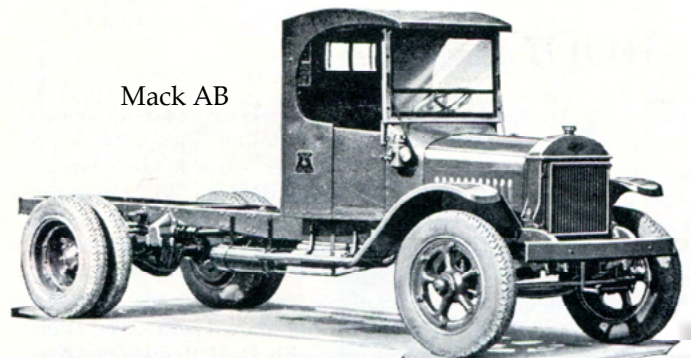
Saturday & Sunday August 27 & 28 **Bay State Truck Show** at Bolton, MA Fair Grounds

Sunday September 11 **Pine Tree Chapter Topsham Show** Topsham Maine Fair Grounds

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



Mack BJ



Mack AB

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: 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



Chase Transfer Corp Mack LMSW-L

Delivering at CMP Wyman Station on Cousins Island. Later owned by Merrill Transport.