



Shop Manual

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October 2020

President's Message

Peter Mullin

Another month has come and gone and now George is after me to get him something for the newsletter. Over the last few days your Chapter Officers and Board Of Directors have been having e-mail discussions to determine the fate of the Late Fall Gathering/Great Fall Auction. Regrettably, we have decided to cancel this event. The rapid onset of colder weather, continued capacity limits (quite low for the available indoor space), the social mingling (non-distanced) nature of a live auction and challenges with providing and handling food made it impractical to go forward with this event. On the bright side, we already have a venue for the 2021 Spring Stretch - Cheryl Billings will host in late April/early May in Durham.

By all reports (and what I saw on Facebook) the BYOL gathering at the Bickford Collection was a solid success. Around 40 people attended on a beautiful early fall day, with quite a few bringing trucks. Jim Hall had quite a bunch of the vehicles from the collection out in the yard as well, providing plenty of space for social distancing.

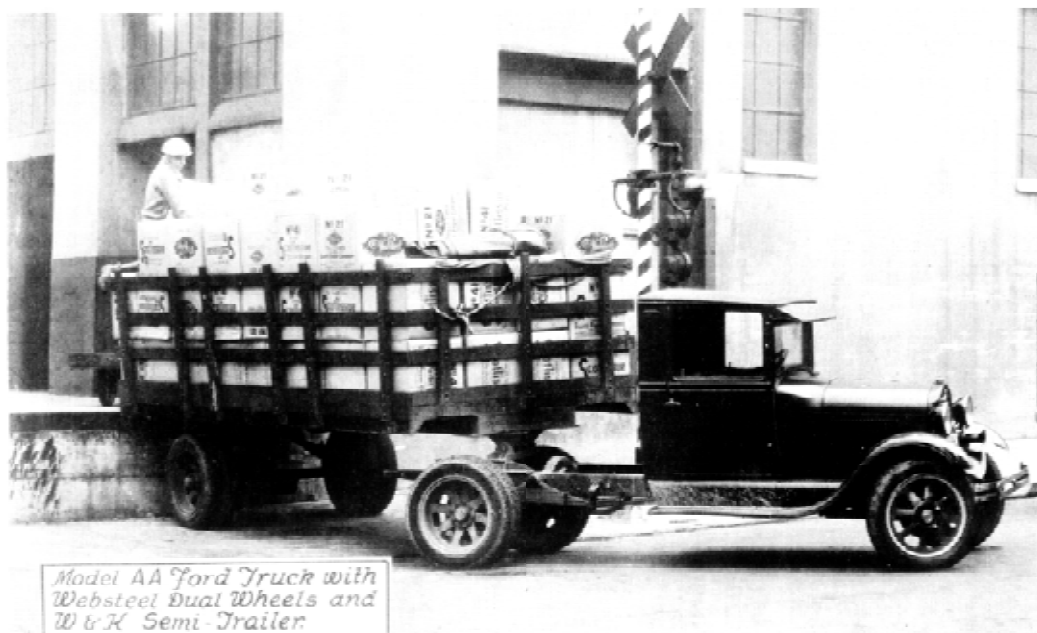
National has been putting up a few more things online.

There have been a couple of Zoom meetings for chapter leadership development (another one in a few weeks). There is also a presentation coming up (also on Zoom) on the history of the Kenworth K-100. There are always new videos on the ATHS YouTube channel for your enjoyment too. If you want more information on these types of opportunities please get in touch with me by email at wfd44@maine.rr.com.

Construction has officially begun (trees cut and stumps pulled) on my new garage. By the time you receive this the frost walls should be poured and the trusses should be within a day or two of getting delivered.

Hopefully, 2021 will be kinder to the Chapter. Until then we will continue to look for ways that we can all safely connect. If you are outside your home area and know your near other members, please reach out, meet up for socially distanced coffee or lunch. Remember, while it's the trucks that brought us together, it's the friendships that keep us coming back. Look out for one another, and we will get through this. See you out on the road, Peter.

Peter



*Model AA Ford Truck with
Websteel Dual Wheels and
W & K Semi-Trailer.*

Ramblings

Lars Ohman

This months ramblings comes with assistance from other contributors. The original story came via a John Archer, whom I do not know, but here we go. John's story goes back to 1949 and a Maine State Trooper in pursuit of a late model Cadillac on the old Rt 1 south of Portland. Speeds reached "over 100 MPH" and reaching its limit for speed and stability. The big heavy Caddy with it's 331 Cubic Inch V-8 @ 160 HP had the jump on (what I assume MAY have been Ford's 239 cubic inch engine at an advertised 100 horsepower) Every time the Ford would get close enough to activate the siren, there would be so much of a voltage draw on the old 6 volt system that it would cut the power to the ignition system, and the engine would spit and backfire and almost cut out ! After a couple of tries, the State Trooper gave up and let the Caddy go on its way. Now, doing a little research and homework some



interesting facts come to life, many of these facts by other contributors. 1949 was a new era for Ford. I mentioned they had changed over to the new " Shoe Box" body style, and horsepower had been upped from the 85 horsepower 59AB engine to a 100 horsepower 239 cubic inch 8BA with better cooling and a little more umph. Little is mentioned about Ford utilizing Mercury's 255 Cubic Inch 8CM engine in 1949, which was a V-8 flathead design, but it was available on "special order" for police use. This package was also offered with a 10" clutch, heavier suspension, a Borg Warner overdrive transmission, and "Police Special" Firestone tires (Maine Troopers specified this tire) and it may have been 6:50 x 16" x 6 ply for our tough road conditions. Late 1949, to overcome the shortcomings of the standard Ford generator, and high electric draws with extra lighting and radio options, ford began to offer a new ALTERNATOR supplied by Leece-Neville. One contributor to this story stated: The massive Motorola radio system took up the whole trunk, had a lunch box sized rectifier behind the grille. The alternator's 85 amp output more than covered the losses by the old generator system. (nothing is mentioned of the alternator drawing more horsepower from the Mercury's 110 horsepower !) The 1949-1950 Fords were a far cry from today's new Police units with multi (low voltage draw) LED lights, radar units, multiple radios, computers, and four wheel drive we've come a long way, Baby !. Thanks go to the following contributors: Jon Doyle, Esq. for first hand info about the Maine State Police units, Russ Tarbell, and his friends on FORDBARN for data, Dana Watson for valuable insight into Fords of the era, and a few others off the wonderful internet who contributed tid bits for this story. Just chuggin on down the road to the Great fall Auction @ the Billings Collection. Lars

Tom Christopher, of our chapter, is a man of many talents. He can be found at many of our events with a camera around his neck documenting our prize . Recently, he did an artist's rendition of my 1928 Ford "AA" dump truck in a painting form, and submitted it to an auction in the Midwest. It raised a substantial donation which was used to assist folks in need in that area. My thanks to Tom for choosing my " Old Crusty" for the subject of his handywork. Look for him at our next gathering.....your truck may just be his next choice for a calendar picture or a photo opportunity. Submitted by Lars Ohman



photo courtesy of Tom Hudgins

Back Side Of Worley's Log Book

Larry Worley

Back in '77 I was hauling fuel oil to Vermont out of Mobil Oil in South Portland and made my breakfast stop at Two Trails Diner in Standish. It was about 6:00 am, first day of hunting season. Met up with friends Roland Junkins and Dave Robbins, ordered coffee and the hunters' special breakfast when a gentleman came in wearing the best of everything from L.L. Bean one would need for the day. He took off a heavy hooded red coat, red-orange safety-for-all vest, and a red fedora hat. also had a red flannel shirt, red suspenders and red wool trousers.

Every morning 3 older horsemen from the area were in for first coffee. Seen them many a time. Chris was quite the character with a loud but clear voice. You knew he was there.

I had started my second coffee as the hunter got up to leave. When he reached the counter Chris couldn't contain himself. He looked him up and down and asked "takin' an awful chance with them BLACK BOOTS ain't ya"

I had just taken a mouthful of coffee and almost sprayed Dave with it, Roland ducked to one side to avoid drowning!

The next year someone had sent the story to Readers Digest! I got a copy but through the years it was traded or what I call honestly stolen. Lost a lot of tools that way.

A tall tail some other cowboys and I heard on the CB one night, just listening to the chatter, some guys were talking about the hunting they were planning and one mentioned moose. We were in Nebraska at this time. Some one asked how big the moose got and how much meat it would dress to. I didn't quite hear the amount but I would guess it was a few hundred pounds.

Some fool broke in saying he was up in Canada and bagged (hang on to your hats) a 5600 pound moose!!

In my young teens I worked with matched teams of draft horses! Teams weighing 3200,3400,3600 and up to 3800 pounds!

These were really healthy boys!! 5600pounds indeed!!

Well! on that goofy note: It was really a wonderful thing to see everyone at Bickford's. I have been in touch with Sandy and Jack Gushee and all is well. they are well and busy and hope all of you are as well!

'Til next page! Larry



This photo is of a Ford LN800 which is a little closer to home in the Pine Tree State. Truck is owned by Harry Crooker & Sons of Topsham Maine. And on another note, it's the plow truck that Chapter member Ron Bisson plows with in the winter time!

Gary Munsey's 1987 Ford L8000 six wheel dump is seen dumping a load of material at the 2018 Northeast Rockbusters show in Concord NH. The truck is powered by a Caterpillar 3208 motor connected to a 5 speed transmission with a 2 speed rear axle.

Ford Louisville Trucks -Part 2

Clayton Hoak

Before starting Part 2, some additional information on Ford's decision to discontinue the L-Line gasoline models and go all diesel in 1985 seems appropriate. Ford's "What's New in 1985" publication stated "Molding a product line to the changing contours of a changing market is a continual process of adding a little here and removing a little there to keep the fit right. And "keeping the fit right" is a key to cost-efficient production and competitive pricing." Ford had seen a dramatic swing to diesel power in the early 1980's, expanded the GVW capabilities of the F-Series, and added an F-Series tilt hood option which had decreased the demand for gasoline powered L and LN Series trucks.

First Series Changes – 1986 – 1995

1987 – Ford offers 82 L-8000, 41 L-9000, and 24 LTL-9000 Work-Ready Performance Packages for pre-specified ordering ease and quick availability. Included with each Work-Ready Performance Package was extended service coverage – full parts and labor for 24 months/ unlimited mileage (except engine) for the L-8000 trucks; and 36 months/ 300,000 miles (except engine) for the L-9000 and LTL-9000 trucks. (Note: the Work-Ready Performance Packages were first introduced in 1986.)

1987 – Detroit Diesel engines were no longer offered.

1988 – Ford reported "A Decade of Ford Toughness" – 354,000 of the 500,000 Class 6 and 7; and 108,000 of the 133,000 Class 8 trucks sold in the 10 years prior to July 1985 were still on the road.

1988 – Ford introduces two L-9000 Aeromax models incorporating previously offered aerodynamic fairings with additional aerodynamic features including aero headlights, air-dam bumper, wheel opening and fuel tank fairings, Michelin 11R22.5 radials, and aerodynamic mirrors. The new Aeromax package averaged 7.88 mpg; 25% better than a 1984 LNT-9000 without aerodynamic features and the modern 300 hp Cummins L10 economy engine. The Aeromax was initially offered in two models – the single axle LA-9000 and the tandem axle LTA-9000 both with a set-back front axle and BBC dimension of 106.3 inches. The GVWR/ GCWR ratings were 33,000 lbs. / 80,000 lbs. and 46,000 lbs. /82,000 lbs. respectively. The standard engine / transmission combination for both was the Cummins L-10 Formula 270 matched to a Fuller 9 -speed direct. There were no fewer than 10 optional Cummins 240-350 hp engines and 3 optional Caterpillar 310-350 hp engines. The LTA-9000 had a Caterpillar 400 hp option also. Optional transmissions for the LA-9000 included 7-, 9- & 10- spd direct, a 13-spd overdrive and a 5-spd automatic. In addition to the LA-9000 transmission options the LTA-9000 offered a 15-spd direct and 8-, 9- & 10-spd overdrive options. Interestingly, the Aeromax tire options included tubed bias ply tires.

The introduction of the Aeromax created a clear visual distinction between L-Line vocational trucks and line-haul tractors. Simultaneously Ford marketed its' aerodynamic LTL-9000 and CL-9000 road tractors and their potential miles per gallon in a promotion named "Ford Aeroforce". 1991 – The Aeromax 120, the LL/LTL version of the LA-9000 Aeromax was introduced with a set-back front axle

and BBC dimension of 121 inches. GVWR/ GCWR ratings and engine/ transmission options were similar to the LA-9000 with the CAT 300 hp 3176 (ATAAC) offered as the base engine. Engines up to 460 hp were offered; and 5-spd automatic transmissions were not available. The traditional square nose LL- and LTL-9000, with or without aerodynamic fairings, were also offered.

1993 - The Aeromax 120's aerodynamic style cab and nose, without aerodynamic fairings, air-dam bumper and fuel tank fairings, was offered on vocational trucks under the LLS-/ LTLS-9000 model designation. The LTLS-9000 could be spec'd up to a 138,000 lb. Turnpike rating. 60 Series Detroit Diesel engines were offered as options.

Second Generation L-Line 1996 to 1998.

1996 - The second generation of Louisville trucks were introduced with restyled hoods and larger cabs. Models included the L-8500 trucks with mid-range diesel power; and the L-9500 vocational and L-9500 Aeromax trucks with heavy duty diesel power. Ford completed the sale of its heavy-truck operations at the end of 1996, selling the rights and production tools of the Louisville, Aeromax, and Cargo to Freightliner.

1997 – Ford offered single and tandem axle models with two or three BBC lengths in each line. Spec sheets dated February 1997 detailed the 1998 model features. A denoted Aeromax.

Max GCW	BBC	L/LT Std GVW	L/LT Std Transmis- ion
L- & LT-8501	101"	31,000/44,000	75,000/80,000
Cummins 210 hp C8.3		Fuller 5-spd direct	
L- & LT-8511	111"	31,000/44,000	75,000/80,000
Cummins 210 hp C8.3		Fuller 5-spd direct	
L- & LT-8513	113"	29,500/44,000	75,000/80,000
Cummins 210 hp C8.3		Fuller 5-spd direct	
L- 9501	101"	33,000	80,000
Caterpillar 305 hp C10		Fuller 9-spd direct	
LT-9501	101"	46,000	82,000
Caterpillar 300 hp 3176B		Fuller 9-spd direct	
L- & LT-9511	111"	33,200/46,000	125,000/138,000
Caterpillar 305 hp C10		Fuller 9-spd direct	
L- & LT-9513	113"	33,000/46,000	125,000/138,000
Caterpillar 305 hp C10		Fuller 9-spd direct	
A- & AT-9513	113"	33,000/46,000	125,000/125,000
Caterpillar 305 hp C10		Fuller 9-spd direct	
A- & AT-9522	122"	33,200/46,000	125,000/125,000
Caterpillar 305 hp C10		Fuller 10-spd overdrive	

Ford ended production of the Louisville/ Aeromax in 1998; the truck lines would re-entered production as Sterling Trucks from 1997 to 2009; with Ford and Freightliner concurrently producing the models in 1998. (Source – wikipedia)

The Kentucky Truck Plant survived the sale of the Louisville truck line to Freightliner, and currently produces Ford F-250 to F-550 Super Duty trucks, and the Ford Expedition and Lincoln Navigator models.

Again, a thank you to Bud Davis for allowing me to access to his Ford truck literature for information on the L-Line

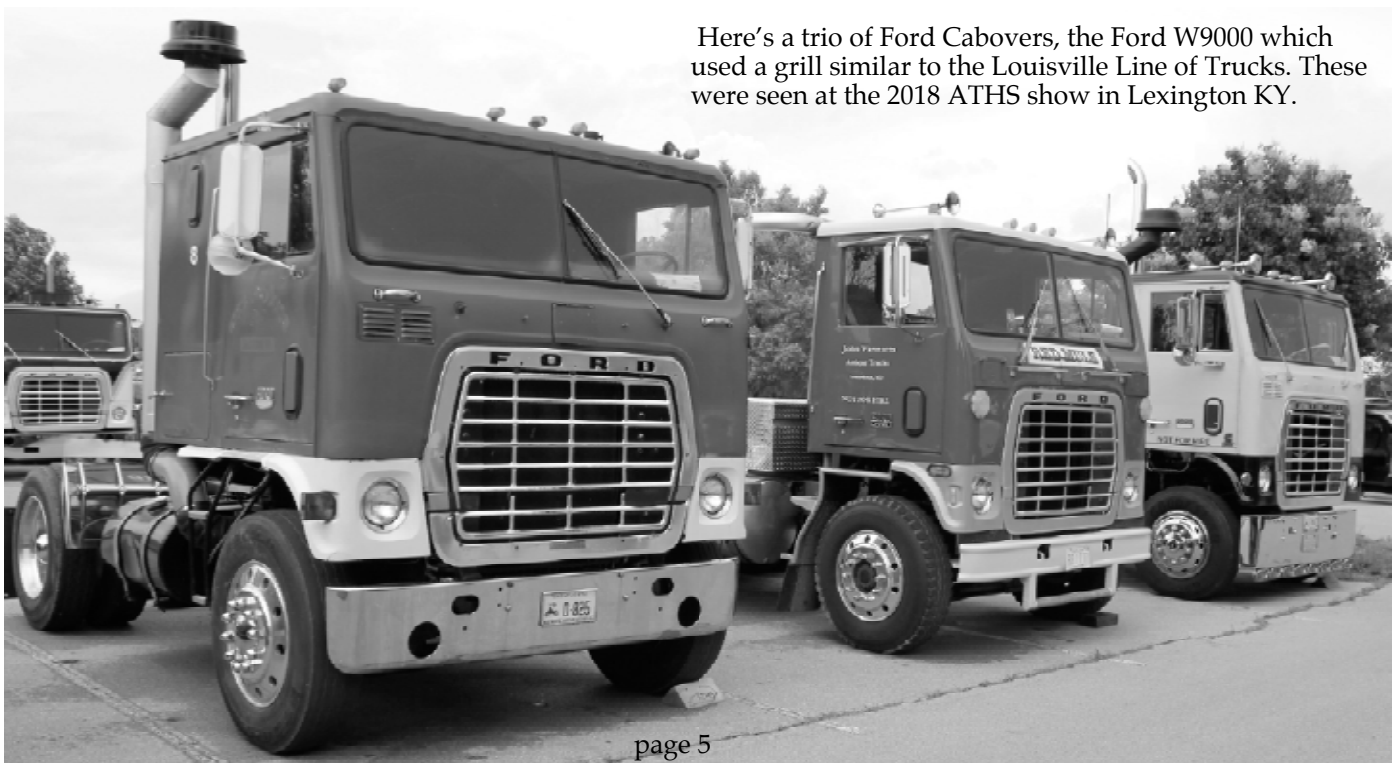


Here's a photo of a Ford LN800 six wheel dump truck at the 2019 Granite State Truck show in West Deering NH.



Thanks to Gary Munsey for his five photos and descriptions to add to Clayton's L series Ford article.

This is a photo of a 1996 Ford Aero-Max L9000 at the 2018 ATCA Macungie PA convention.



Here's a trio of Ford Cabovers, the Ford W9000 which used a grill similar to the Louisville Line of Trucks. These were seen at the 2018 AHS show in Lexington KY.



The Bickford Collection At the Pine Tree Chapter's Fall Gathering

Thanks, Jim for opening everything up and moving a bunch of trucks outside for us to look at





Tom Doore's Ford 4x4 with Bob Brann in the passenger seat



Benedict and Bruce Fabiano, Westport Island



Ron Bisson's Superliner with Dave Hall in the passenger seat



Larry and Frank practicing social distancing



H-65 belongs to Bobby Perkins from Greene, Me. There is an interesting story that goes with it. It came from the West Coast in pretty sore condition. A guy in NY State overhauled it and showed it a few times. Ill health forced him to "gift" it to a guy in CT. who did some more to it. Somehow it wound up in Maine as another "Gift" to a guy who works for Hartt Transportation, and it got to Mike Hannigan's in Greene because it had a shifting problem. It sat @ Mikes for a couple of years, and should have been inside, but the owner hmed and hawed at doing the repairs, and push came to shove, and Mike needed the space (To Store Jamie Mason's projects !)
 Somehow, after Mike fixed the shifting problems, it wound up with Bobby Perkins, and went to Bob's shop in Greene, where it has been "hidden" until our get-together at Bickfords on September 2020



Jay Soule's nicely restored CJ-3 Jeep



This Worcester Autocar delivers building materials throughout central Massachusetts

from an 80 page book dated October 1, 1920 by the Autocar Company advertising motor transportation with a listing of all the owners of Autocar trucks along with specifications of their 1920 products. And plenty of pictures .

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

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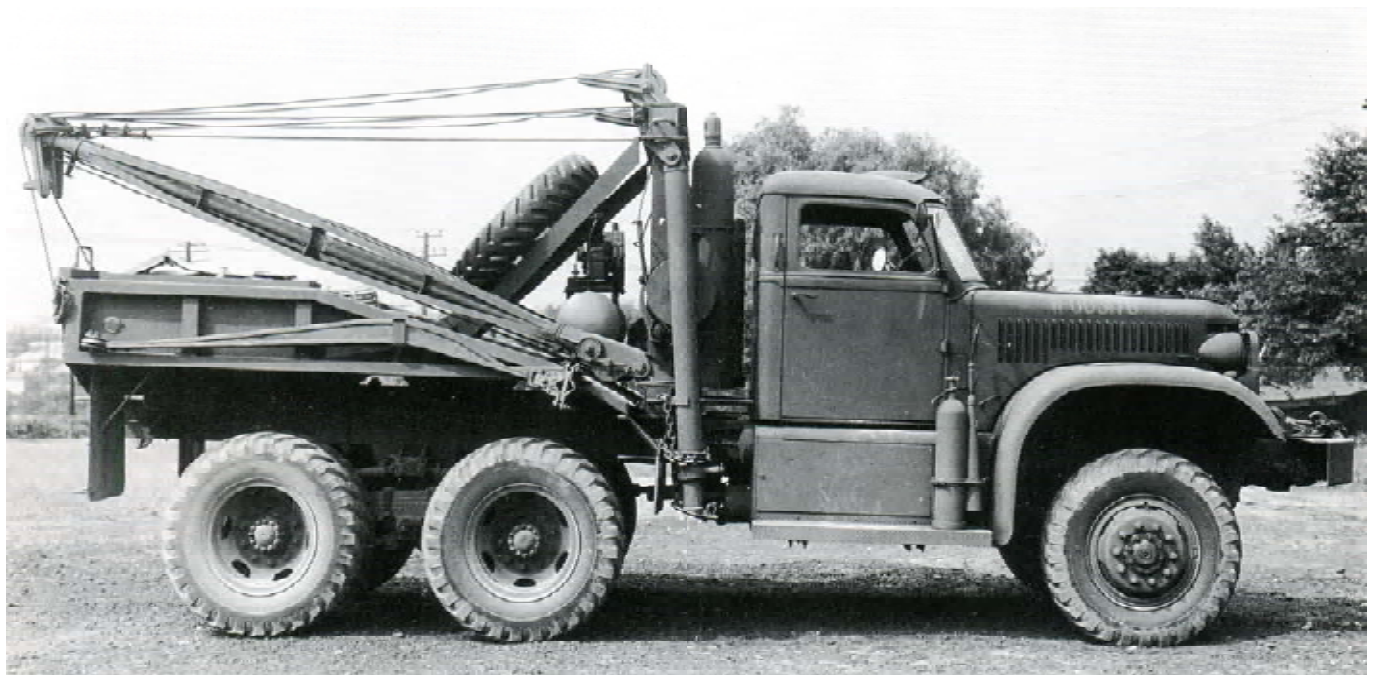
For Sale and Wanted

wanted - a belt driven air compressor for a truck?
Air cooled, preferred. Jamie 207 949-1360

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



Diamond T model 969 1941 4-Ton 6X6 with Holmes W-45 Wrecker crane and Gar Wood body