



Shop Manual

www.badgoat.net/ptcaths

December 2016

President's Message

Jamie Mason

As I tuck all the trucks and other summer projects away for a long winter's nap, I look back at all the events that have been hosted or sponsored by the Pine Tree Chapter (PTC). These events, and the members and friends that attend them, make the PTC what it is today. An excellent example of this was a couple of gatherings at the Rusty Fender Estates to help out Don and Diane sort through some of their museum. Clayton and Lars organized and reached out to several members and held two "cleaning open houses". Thanks to the previously mentioned organizers and all the members that helped out.

Looking to the future, your Executive Board is going to put together a proposed schedule at my house on January 22, for 2017. It would be a great help if you could suggest locations or events that might spark an old truck lover's interest! We'll take your suggestions and make a plan as best we can. We'll try to accommodate all members located across the "Grand State of Maine". Historically, we have tried to provide an

annual meeting, spring stretch, spring tour, Owls Head Truck Show, fall tour, and the fall auction. If there is another event that you feel the chapter should be providing, please reach out to one of your executive board members. If you would like to host, or co-host an event please let us know. Often our events are pot luck and there is minimal prep work required to have a fleet of trucks show up at your door.

In closing, if you're interested in being an officer on the executive board or as a director, please reach out to me. We have several committees that often need a helping hand as well. With this being the last edition of the Shop Manual for 2016, please pay your dues! We are all volunteers and chasing people down often uses up a lot of time. When in doubt, contact the treasurer or myself and inquire. Better yet, just send in \$10 and Cheryl will credit it to your account. Many members pay for several years at a time. Have a safe and happy holidays and New Years!

Jamie

Director's Meeting

Sunday, January 22, 2017

Time: Social hour 10 to 11:30. Lunch 11:30-12:30. Meeting 12:30-2.

Location: 104 Falmouth Road, Falmouth, ME 04105. Look for the big red barn and the old farm house. Park out back or in front of the barn. I'll probably have an Oshkosh in front of the barn. If you would like specific directions, please contact me.

RSVP: Please let me know if you are coming so my wife and I can plan accordingly. This is a pot luck event. If you'd like to bring something, please let me know as well. Jamie 207-949-1360 haroldjmason@gmail.com

Ramblings

Lars Ohman

The much anticipated clean up event @ Rusty Fender Estates in Dresden was pulled off by many helping hands (and donated equipment) over the past couple of days. On Tuesday, after the obligatory coffee and donut planning session, A crew consisting of Roland & Tammy Turgeon, Bob Hanscom, Bob King, Charlie Huntington, Peter Mullin, and the Munsey's new neighbor Gary Handley all pitched in with assistance from a John Deere 4 x 4 Chore Truck and began the clean up and organization of a many year collection of " Stuff" the fine Gent from Chebeague had managed to collect.

Tires were a major portion of the collection, some still with rims had to be hauled out of the woods and stockpiled. Used and abused scrap metal and wood salvage was separated and piled for easy access for removal. The upper level of the Quonset hut was lowered to the main floor and sorted to some degree. I was on the road on Tuesday, and I will pass along that crew did a great job and getting the set up for the major crew ascending on the coffee pot on a beautiful fall Saturday, to continue the clean up. Not to slight anyone, the Saturday crew consisted of Don & Diane Munsey, Gary Munsey, Sr. & Jr., Clayton Hoak, Mike Hannigan & Lady Linda, Bob Hanscom, Frank Rogers; Bob King, Myself, Chuck & Rose Huntington, Peter & Nancy Mullen, and the Munsey's new neighbor, Greg (or) Gary Handley, my apology for not catching his name correctly...he actually was so busy, he could have worn two hats ! The assistance of his John Deere 4 x 4 machine was a valuable asset in the clean up. Anyone who has visited Rusty Fender Estates, know that if it is salvageable, it ALL has to be hauled UP HILL to get to the stock pile area ! Mike Hannigan and his ladyfriend Linda showed up with a vintage / salvaged / repowered Bobcat Skid Steer with a savage looking grapple attachment that earned its keep as a tower /

transporter of all sorts of heavy items. Might I mention here, the Bobcat arrived in style on Mikes very recently (past 48 hours) revived detachable lowbed that came from the Ellingwood Collection. An antique Machine, hauled on an equally antique detachable trailer, hauled by a recently repowered (From a tired 6BT Cummins to an IHC DT-466) B-30 Mack. Utilization of old equipment is half the fun of working on projects like this, and all for the benefit of The Fine Gent and Diane. I had a chance to sit with Don for a spell up at the house. Don had pushed himself pretty hard in the AM watching his lifelong collection.....some things I'm sure he had not seen in years, get sorted out. We all put something away for a later overhaul, and never quite get back to it. With my limitations, I felt it best to clear away from the workers, and spent some time with him, sort of one on one, it was a great visit with a Gent who had done many things with his life. A much enjoyed lunch break and a little re-organizing for the afternoon continuation of activities. An antique rather large Coke cooker was salvaged, and with just a couple of phone calls, a new home was found for it, way too nice a piece for the iron pile ! Mike Hannigan agreed to haul it home on the former Ellingwood lowbed...I should correctly say, to the new owner, not to Mikes ! All in all, a great deal was accomplished and organized to assist the Fine Gent and Diane, and a great Pine Tree Chapter Crew effort to pull it off. I must add a little side note in here. The new neighbor, Mr. Handley, even tho I may have goofed on his first name, is a great neighbor, and his John Deere 4 X 4 was a great help. He had purchased a piece of Rusty Fenders Estates, and had did a little brush hogging to open things up a little. Somehow.....un known to him, he got into Diane's Blackberry Patch with the mower....guess what, NO Blackberry pie for him ! To all that lent a hand, this is what the Pine Tree Chapter is all about, have a good time, a few chuckles, and a bite to eat, and help out a member, in good standing, when needed...It was a great time, on a beautiful fall day.....Best to The Fine Gent and Diane.

Follow up to Rusty Fender Estates Work Sessions

Clayton Hoak

I spoke with Don and Diane on Thursday afternoon - December 9th. The tires, scrap metal and debris that was stockpiled during the work sessions has been removed from Rusty Fender Estates. The Cadillac is also gone, and a home had been found for the 60's vintage Ford truck.

Don has several precious items in his collection he would be willing to part with for the right donation to the Rusty Fender Estates deed owners. The items with their asking prices are:

Box Trailer for Storage \$1000.00

Vintage Maytag Washer \$250.00

Five walk behind Tractors \$500.00 (at least one is a David Bradley

Gasoline Engine driven 12 volt Car Starter \$200.00

4 Ton Portapower \$75.00

Briggs and Stratton motor with Kick Starter \$75.00

Fifth Wheel camper trailer with truck mount plate and hitch \$500.00

4 Wheel Drive Blazer with Sno Plow \$500.00

Don also has two parts campers that are available for free. Free means you take the complete parts camper(s); parting out on site and leaving parts you don't want is not acceptable. Don and Diane can be reached at (207) 737-2997 should you be interested in any of these items.

There will likely be another session or two in the spring to finalize the cleanup and re-construct Diane's garden shed. I will reach out to those who have volunteered with a schedule and needs when I have a game plan.

Last, but not least, Don and Diane want to thank everyone who helped with the cleanup, and wish everyone a Merry Christmas and a Happy New Year.

Postal Van Story

Clayton Hoak

Generally my attention is drawn to, and most of the time I write about Class 7 and Class 8 vehicles. This story is about vehicles of a different scale.

In May 2015 I met Joan Schoenly at the Archives Table at the ATHS Convention in York PA. Joan inquired if I had, or knew where to find, any literature on the mid 50's Dodge/ Fageol postal van. She had a picture of a cute little Dodge-like delivery van painted in bright yellow with green accents. I admitted I did not have, nor did I know where to find, any literature on the postal van, however I would look for some technical information on the truck at ATHS Headquarters or while at swap meets going through Dodge literature.

After the York show I did a little research on the vehicle and came across a story on her truck in a Hemmings Motor News online blog. Per the Hemmings story (<https://blog.hemmings.com/?p=112332>) by Daniel Stroel the Post Office ordered 3000 of the postal vans between 1955 and 1957. The postal vans were built by Fageol on a Dodge chassis using Dodge front sheet metal.

Most of us are familiar with the Twin Coach and Twin Coach – Divco door to door delivery vans (1929-1941), the infamous Divco Model U door to door delivery vans (1937 to 1986) and the International Metroette delivery vans (1953-68); however I was not aware of a Dodge truck door to door delivery van in the 50's, nor of Fageol's participation in door to door delivery van manufacture in the 1950's. The Fageol brothers left the Fageol Motor Company of California in 1927 to form the Twin Coach Company to manufacture buses in Ohio. Twin Coach Company bought the Divco Company in 1936. The Twin Coach door to door delivery vans were re-named Twin Coach – Divco after the Twin Coach Company bought the Divco Company.

In late 1948 Dodge introduced "an entirely



Picture source - <https://blog.hemmings.com/?p=112332> (Version 3)

NEW and different type of vehicle... "Job-Rated" for frequent-stop service". The Dodge vans came in 2 different series of chassis and 3 body sizes with payloads of 1525 lbs to 4000 lbs. They were powered by a 230 cubic inch 6 cylinder and either a 3 or 4 speed transmission. The Hemmings blog noted the author of Motorized Mail, James H. Bruns, called the postal vans Dodges, however (unnamed) others pointed out Fageol actually built the trucks using the Dodge chassis and sheet metal.

Wikipedia has a photo showing a different postal van referring to it as a Twin Coach product. The same picture appeared in the January 12, 2011 ATHS website edition of "What Am I?". Pine Tree Chapter member Daryl Gushee was the first to correctly respond to photo question. Another respondent noted the International comfo-vision windshield on the Twin Coach. The 'What Am I' author, Jeff Lakaszcyck, referenced Fageol's relationship with International in the early 1950's when Fageol/Twin Coach van trucks used IH chassis and drivetrains; and suggested Daryl probably had one of the Faegol Pony Express vans tucked away somewhere in Maine.

The three photos suggest that Twin Coach produced at least three versions of the van for the postal service:

- The first, the Twin Coach "Pony Express" postal van, circa 1953, with Twin Coach sheet metal and the International comfo-vision windshield.
- The second, the Whale Nose half ton, with Twin Coach sheet metal, the International comfo-vision windshield, and Dodge front sheet metal.
- The third, the Joan Schoenly style postal van, with Dodge-like body sheet metal, the Dodge windshield, and Dodge front sheet metal.

The third version appears to have very little Twin Coach influence, except for the right hand drive conversion, and possibly some unknown running gear changes.

All three versions are somewhat unique, and like their base Dodge door to door delivery vehicle, are unknown to most vintage truck enthusiasts.

continued next page



Twin Coach "Pony Express" postal van, circa 1953; Source – Smithsonian Institute (Version 1)



3

The Whale Nose half-ton Post Office truck with walk-in body by Fageol was also built in large quantities in 1955 and 1956.

This truck's short 95 1/2 in. wheelbase made it extremely maneuverable and easy to drive.

FAGEOL PONY EXPRESS

"MIDGET-SIZED" TRUCK *Engineered for Multi-Stop Delivery Service*



WHY OPERATE A 4,000 LB. TRUCK WHEN A 3,785 LB. PONY EXPRESS WILL DO A BETTER JOB... FOR LESS OPERATING COST?

PAYLOAD CAPACITY
1,700 Pounds • 144 Cubic Feet



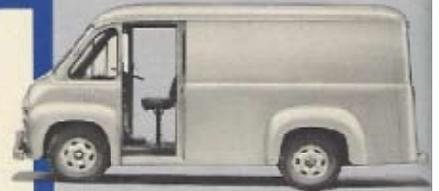
TWIN COACH COMPANY
KENT, OHIO



Model of the left is the new Dodge door-to-door delivery van with a 7-foot body and a capacity of 152 cu. ft. Models measured from driver's seat to rear door (1) has body in standard or Model D12, 112-inch wheelbase, with payload range from 1,000 to 1,700 lbs. Model D11, 102-inch wheelbase, with payload range from 1,075 to 4,000 lbs. Also A1 models illustrated on this page are available with gear guards, shown on this photo, and with other equipment shown on next page below.

Available in
2 different series
of chassis . . .

and **3** body
sizes



Shown above is the 9 1/2-foot body—free door, seat to rear door—with a capacity of 218 cu. ft. Model D11, 117-inch wheelbase, with payload range from 1,075 to 2,700 lbs. Model D12, 117-inch wheelbase, with payload range from 1,075 to 4,000 lbs. This side view shows the interior side door, the unobstructed floor from door to door—the well-housed steering wheel and gear shift lever—the comfortable seat, adjustable up and down and from side to side. The side handle is available on all models.



Featured above is the new 12 1/2-foot driver's seat to rear door—free door to rear door—body capacity of 462 cu. ft. It is available on the D11 chassis, with 142-inch wheelbase and with payload range from 2,475 to 4,000 pounds. The side door is available on all bodies. Like other delivery vehicles in this line, it is available on all models. The floor illustration above gives some idea of the working capacity of these new vehicles—a factor of substantial advantage to you as a user.

Like other delivery vehicles in this line, it is available on all models. The floor illustration above gives some idea of the working capacity of these new vehicles—a factor of substantial advantage to you as a user.

NEW DOOR-TO-DOOR DELIVERY VEHICLES



An amazing new line
of vehicles designed, engineered and
manufactured by

DODGE
and "Job-Rated" for efficient
low cost, frequent-stop service

Review of Detroit Diesels

George Barrett

It was one of four Pine Tree Chapter members having lunch together a couple of weeks ago when the subject of General Motors Diesel signs came up and what were the differences in the various names and models. Although I had written a seven part series on the invention of the "jimmy" diesel a few years ago I thought a simple time line with just a little background might be a good idea for the Shop Manual this month. Like it or not, the two stroke cycle screamer has been an extremely important source of diesel power that came along just in time before world war two and still has its place in contemporary transportation today. To prove this point you have to go no further than East Boothbay to see the state of the art tractor tugs that Washburn and Doughty are building for giant tugboat operator Moran Towing. Same basic design as developed in the 1930s but now owned by Caterpillar.

The biggest reason for the confusion of various names and model numbers was due to success coming to General Motors well before the ten year invention process was finished. The goal was to have a diesel engine from the smallest industrial power unit to large prime movers for railroad locomotives and various watercraft, particularly submarines. As soon as the railroads saw the two diesels being demonstrated at the Chicago World of Progress Fair they were relentless in hounding GM executives to sell them. They could see them working every day, they wanted them to move people and freight on their railroads. They wanted to get rid of steam, too labor intensive. What they probably did not know is that after they were shut down at the end of the day maintenance and repairs went on all night. When asked by a technical reporter years later what kind of problems they were having, Gene Kettering (Ket's son) replied that he couldn't recall anything ever going wrong with the dip stick.

The man behind the engine was Charles Kettering, (1876-1958), fondly called "Ket". Ket develops the electric starter and ignition system for the 1912 Cadillac and starts the Dayton Electric Co. (Delco) to manufacture the parts. In 1916 he sells Delco to United Motors (General Motors) and in 1919 is hired by General Motors to do research. Kettering is at this point a very rich man and tells GM president Alfred Sloan that he'll take the job but there were three conditions: that he would have no responsibilities, no authority, and would never be held accountable for the money he spent.

He develops many new things at the research lab and in 1928 he buys a large yacht, not for relaxation but to use as a laboratory for his work on diesel engines. Discussion concerning diesel engines had started in 1926, experimenting with four cycle as well as two started in 1927, by 1928 GM is investigating engine manufacturers to purchase. On June 1930 they bought Winton, a maker of large heavy diesels for watercraft and stationary power units.

1931 the Navy sets forth two requirements for diesels to power submarines: can not weigh more than 27.5 pounds per horsepower and the engines must be designed as to be able to be manufactured in production lines.

1932 Kettering quotes prices on 550 HP engines in January. In April Ket talks to the Navy about the 201 series, an 8x10 (502.7 cu.in./cylinder) engine at 12 pounds per HP.

1933 Patent filed for Roots blower in March, dyno tests on 8-201 engines show 1000 HP, these engines were set up and demonstrated in May at the Century of Progress Exposition in Chicago. Also in May a patent was filed for a new unit injector. In October an order of 16 16-201 60° V engines were shipped to the Navy, in November the Navy ordered 16 more.

Review of Detroit Diesels Continued

1934 On April 17 the first use of the new engines are a complete success on the railroad. The Fairbanks-Morse opposed engine is first produced, the only real competition to GM's large engines. In June there's a high level strategy meeting of Kettering, George Codrington (Winton Engine Division), Harold Hamilton (Electromotive Division, Alfred Sloan, and Charlie Wilson (president and vice president of GM). This is when it became certain the General Motors would produce diesel power packages that during the war ranged from 50 HP to close to 1700 HP.

Small displacement (71 cubic inches per cylinder) development was also started in 1934. Kettering and Codrington were at odds over four cycle versus two, Winton was not making a strong effort to get the 71 series problems solved. Sloan calls Kettering and tells him he's going to kill the automotive products small engines. Kettering makes a deal with Sloan to bring the development to the research laboratory where he, Kettering, will supervise the project to completion.

1937 Production Planning on small displacement starts. On October 28 there is a big party. Sloan marks the end of Kettering's involvement with the diesel program at GM and they celebrate the fortieth anniversary of the diesel engine.

1938 The 71 series was in production. There was a 6-110 in 1951-66 and a 4-51 in 1954-59 which was a valveless that didn't work out. There was the 53 series in 1958, same year the V series 71 hit the market. The 149 size came in 1966. Still another size happened in 1974, the 92 cubic inch per cylinder series .

If you come upon an engine that you'd like to identify and you can find the data plate the serial number will start with the number of cylinders. If it is other than an in-line configuration there will be letter "V". If it is a 71 series the second or third letter will be "A", "B" for 51, "C" for a 110, "D" for 53, "E" for 149, and "F" for 92.

The model number of the engine could be 4 or 8 digits depending on the age and indicates things like which side the blower is on, rotation, exhaust etc. With a Detroit it could easily have been rebuilt into something different than came from the factory.

Adaptability of the Engine

In designing the new two cycle diesels Kittering wanted it to be adaptable for trucks, marine, and industrial applications with the least possible changes, so that most of the parts could be produced on a true quantity basis. He felt that the two stroke uniflow engine with unit injectors lends itself particularly well to this program. The engine block is symmetrical in design which permits it to be turned end for end and replacing all of the accessories on the opposite side. The cylinder head studs are distributed Symmetrically around the cylinder so that the head can be placed on the block to locate the exhaust manifold on either the right or left regardless of the location of the blower.

There is an idler between the crankshaft gear and the camshaft gear, and the direction of the rotation of the engine can be reversed by merely placing this idler gear between the crankshaft gear and the gear on the shaft running parallel with the at the top of the engine. The crankshaft then turns in the opposite direction while while all other shafts turn in the same direction as before. When the cylinder heads are reversed to change the location of the exhaust manifold the camshaft and balancer shaft are interchanged in position.

This adaptability of the series 71 design is exemplified by the multiple units in which this engine is being offered, the twin six and the quad six. More than 20,000 of the twins were used in tanks during World War II, 10,000 of the quad units were used in landing craft during the war. None of these setups would have worked very well with other diesels.

Review of Detroit Diesels Continued

Now the question what's the difference between a Detroit, Cleveland, and EMD diesel. All three are two cycle, the same design that Kittering came up with. We're familiar with the Detroit. The Cleveland and EMD are much larger, the EMD is used for Railroad Locomotives and over the years, except for a few exceptions in the early years has seen just three cylinder sizes: 567, 645, and 710, The Cleveland engine was what the submarines got along with some tugs and fireboats. Usually it was a 278 series but this did not refer to displacement which was 631. These engines have a different looking exhaust outlet design. During the war LSTs were equipped with 12 cylinder 567 engines like the railroads. The Cleveland name faded out in the early 1950s so now it's either small block Detroit that were manufactured by the Detroit Diesel Allison Division General Motors since 1971 and the EMD presently owned by Caterpillar since 2015 with a few failed attempts between GM ownership and Cat. The Electromotive Division came about because General Motors bought the Electro-Motive Engineering Corp shortly after Winton was purchased.

Electro-Motive was a successful company that matched up gasoline and oil engines, generators, and traction motors to propel passenger cars.

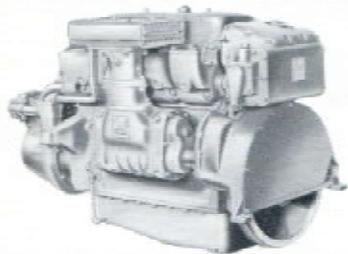
On the following page I have selected a few things from a 1957 piece of Detroit Diesel literature I've had since I picked it up the 1958 Boat Show at the Commonwealth Avenue Armory in Boston. I had forgotten that I still had it but as I was going through my file folders for this article there it was. This has the full line for marine use for the small engines. I like it because it shows the weights and power and the pictures clearly show the set-ups of the twins and quads. Also, a mention of the 4-51 and a section drawing showing the air flow, very rare.

The distributor for GM Diesels in Mass and Maine back in the 50s was Hubbs Engine Co. I had recently seen a picture of their shop at 141 Main St., South Portland. This was before Power Products before they moved up to Route 1 in Falmouth and then to Warren Ave. in Portland. I think the photo date is about mid to late 50s, can anyone identify the truck on the far right side of the picture.

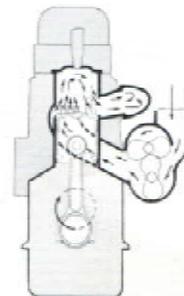


SERIES 51

COMPACT, ECONOMICAL

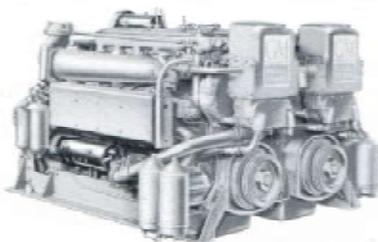


Boat owners can now have diesel safety, economy and dependability where previously only gasoline engines could be used. The small compact "Series 51" diesel with quick acting 2-cycle operation accelerates rapidly and burns fewer gallons of safer, cheaper fuel.

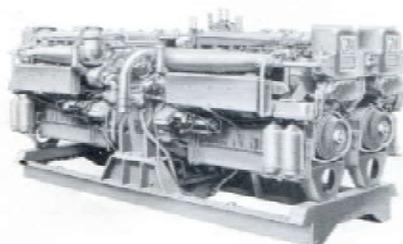


NO. CYL.	MODELS		RATED SHAFT HORSEPOWER	APPROX. WEIGHT
	Stbd.	Port		
4	43200RH	43200LH	87 @ 3000 RPM	1300 lbs.

SERIES 71



Model 12005A



Model 24003

SIDE-BY-SIDE TWIN UNITS

NO. CYL.	MODELS		SHAFT HORSEPOWER		APPROX. WEIGHT With Std. Equip.
	Stbd.	Port	Work Boat Continuous Duty	Rated H.P.*	
12	12005A	12006A	295 @ 1800 RPM	470 @ 2300 RPM	5860 lbs.
12	12007	12007	295 @ 1800 RPM	470 @ 2300 RPM	6400 lbs.

TWIN TURBOPOWER UNITS

NO. CYL.	MODELS		SHAFT HORSEPOWER	APPROX. WEIGHT With Std. Equip.
	Stbd.	Port		
12	12007T	—	600 @ 2300 RPM	6890
12	12009T (aluminum)	—	600 @ 2300 RPM	5410

TANDEM TWIN UNIT

NO. CYL.	MODELS		SHAFT HORSEPOWER		APPROX. WEIGHT With Std. Equip.
	Stbd.	Port	Work Boat Continuous Duty	Rated H.P.*	
12	12003C	—	295 @ 1800 RPM	470 @ 2300 RPM	7550 lbs.

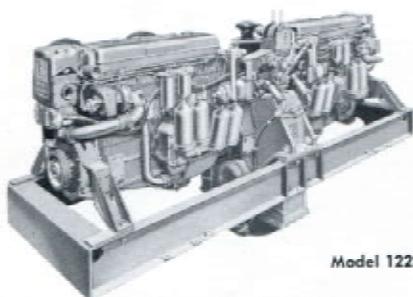
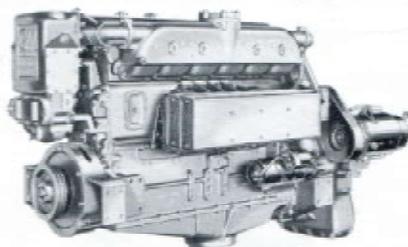
QUAD UNIT

NO. CYL.	MODELS		SHAFT HORSEPOWER		APPROX. WEIGHT With Std. Equip.
	Stbd.	Port	Work Boat Continuous Duty	Rated H.P.*	
24	24003	—	590 @ 1800 RPM	893 @ 2100 RPM	12,850 lbs.

*For High Speed Intermittent Operation

SERIES 110

Model 62206 LB



Model 122206

STANDARD ENGINE

NO. CYL.	MODELS		SHAFT HORSEPOWER		APPROX. WEIGHT With Std. Equip.
	Stbd.	Port	Work Boat Continuous Duty	Pleasure Craft Rated H.P.*	
6	62206RD	62206LB	220 @ 1800 RPM	289 @ 2000 RPM	4235 lbs.
6	62207RD	62207LB	227 @ 1800 RPM	314 @ 2000 RPM	4335 lbs.

STANDARD TURBOPOWER ENGINE

NO. CYL.	MODELS		SHAFT HORSEPOWER	APPROX. WEIGHT With Std. Equip.
	Stbd.	Port		
6	62207 RDT	62207 LBT	364 @ 2000 RPM	4385

TANDEM TWIN UNIT

NO. CYL.	MODELS		SHAFT HORSEPOWER		APPROX. WEIGHT With Std. Equip.
	Stbd.	Port	Work Boat Continuous Duty	Rated H.P.*	
12	122206	—	440 @ 1800 RPM	578 @ 2000 RPM	10,800 lbs.

*For High Speed Intermittent Operation

2016 COMING SHOWS AND EVENTS

Sunday January 22, 2017 Pine Tree Chapter Directors Meeting, Lunch at 11:30, Meeting to follow, 104 Falmouth Rd, Falmouth . Please see page 1 under President's Message

Sunday March 19, 2017 PTC Annual Meeting At Owls Head Transportation Museum

Saturday July 1 Boothbay Railway Village Antique Engine Meet with MAPA and Pinetree Boating Club

Sat & Sun July 15 & 16 Boothbay Railway Village Antique Auto Days with the MOALS

Sat & Sun July 22 & 23 Owls Head Transportation Museum Truck Show

Legislative Committee update:

Jon Doyle will be reviewing the newly filed bills from the Legislature and we will have the committee convene in the beginning of January. More updates to follow as they become available. Jamie

Product Reviews & Recommendations

I'm looking for feed back from members for several items listed below. What types have you had good and bad luck with? What did it cost? Did you buy it online or locally? New or used? Did you make the unit yourself? What parts wear out easily? Call or email me at 207-949-1360 or haroldjmason@gmail.com Thanks, Jamie

Blasting Cabinets Parts Washers Battery Tenders/Chargers
Dashboard Cameras Impact Guns: Air, Electric, other

P.S. I'm also reaching out to PTC members, and their friends, to see if anyone has had luck converting hydraulic brake trucks to air brakes. From just swapping out the axles to swapping out the hubs and backing plates. Any home made setups out there? Any experiences or hands on guidance to provide, please get back to me!

-
- 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 - Diane Munsey, Rusty Fender Estates 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 - Steve Corson 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com
Director - John Ellingwood Jr. Cell (207) 590-2298; email: jellin@sacoriver.net
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

DUES NOTICE - Membership Renewal & Update Form

Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS.
Membership in the American Truck Historical Society is required.

Name _____ Date _____

Street _____ Phone () _____

City _____ E-Mail _____

State _____

Zip _____

Pine Tree Chapter Dues of \$10.00 run from January to December.

Mail to: Pine Tree Chapter ATHS

C/O Jamie Mason
104 Falmouth Road
Falmouth, Maine 04105

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

Merry Christmas



Happy New Year