

# SHOP Manual

February 2011

## Winter Wonderland Edition

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

### President's Message

Greetings. Winter has arrived in full force. This week's storm didn't hit us as hard as predicted, however as the CMP guy says, "There's another storm coming". As I get older my enthusiasm for old fashion Maine winters has waned. I could take up snowmobiling however I would prefer an early spring so I could get the trucks out of the barn.

Speaking of winter, your Chapter Directors decided to participate in this year's OHTM's Winterfest in lieu of having a separate Chapter event. Chapter members are invited to attend the 2011 Winterfest at the Transportation Museum on Saturday February 26 and enjoy their program. The Chapter will provide donuts and make arrangements for coffee for Chapter members and guests on Saturday morning. Lunch will be on your own. The Museum's caterer will be onsite with lunch options. This is a two day event. You may want to attend both days. Vice President Peter Mullin will be the event point man whereas I will be away that weekend. There is additional event information inside.

The Chapter's Annual Membership Meeting is scheduled for Sunday, March 13<sup>th</sup> at the Owls Head Transportation Museum. All Chapter members and their guests are encouraged to attend. The gathering will begin around 10:00; there will be a pot luck lunch around noon and the meeting will begin at 1:00 or shortly thereafter. The meeting's agenda can be found further in.

Of particular interest to everyone is there will be at least two officer changes. Alan Higgens and Paula Hersom are stepping down from the treasurer and secretary positions. One person has expressed an interest in becoming treasurer; other Chapter members are encouraged to let their interest in an officer or director position be known. Additionally there will be some discussion on the Shop Manual and our desire to have additional people involved in contributing articles, and participating in editing and assembly. The current core group is getting tired, and we believe it shows. Newsletters are less frequent than in years past, and the content is often repetitious.

Missing from this newsletter is a preliminary calendar of events for the year. Al Newhouse, of the Nutmeg Chapter, and Bruce Crawford, editor of Granite State – ATCA Crankletter, generally do an excellent job of pulling the dates together; and we simply plagiarize their work. Unfortunately that effort has not come to the top of the pile, yet. We will publish a Chapter Calendar of Events in the March Newsletter which should come out shortly after the Annual Meeting.

Please plan on attending the Winter Gathering and bring some snow removal apparatus – the bigger the better. I hope to see everyone at the Annual Meeting on March 13<sup>th</sup>. Should you be interested in a Chapter Officer or Director position please contact me or one of the other directors listed in the newsletter. – Thanks, Clayton

## Ramblings - Between Snowflakes

By Lars Ohman

We have talked in the past of gathering history and old trucking stories from some of our older members. Right now, our chapter has 30 or more members who belong to our 3/4 century club. Very few stories have been gathered to tell us what these older members went thru just to be trucking in the days before DOT inspectors and complicated regulations. I just lost a good friend at 91, never did get to actually write down his story, so I will attempt to remember what he told me 26 years ago.

Billy Norton, of Pittsfield, ME worked for Cianbro Corp. 34 years as a crane operator, and a damn good one at that, one of the best. Pound for pound, one of the toughest men physically, I have ever met, but had a gentile demeanor, quiet talking, and hard working... a real true Yankee of the first order. Before Billy went to work for Cianbro, he served our great country during the Second World War. After the war, he went into logging, pretty much as a one man show. He cut his own wood summer and winter. Four foot wood was the item of the day, both from a handling and hauling standpoint. There were no huge tri-axle 500 horsepower log trucks with loaders. Bill bought a used 1946 International K-6, fitted it with a log body, and would cut his own wood, load it by hand, haul it to a rail-head, unload it, by hand, into a rail car, and head back to the woodlot before dawn the next day to do it all over again. He only had so many days to produce a full rail car of wood before the Railroad would charge him demurrage on the idle car. Cutting was done by handsaw... no chainsaws yet. 7 days a week was the norm. The old truck had a drop down - pin in place tag axle, and every load needed to be full to the top to fill the car as quickly as possible. One story, in the spring mud season, Bill had attempted to get loaded very early, and get out of a soft field before the frost came out. As he proceeded out, the old Cornbinder got bogged down in the mud. With nobody around with a skidder or a team of horses, he went to work, and pulled the truck ahead to firm ground. He used his chains and binders to pull it about 10 feet to firm ground... that, in itself, is a lot of work one or two inches at a time. Most normal men would have quit for the season, and laid low during mud season. Bill plugged on, filled in the low spots with cross laid logs and brush, and wound up being the only one of a hand-full of one man operators to fill his tickets at the mill. Later, on another lot, he wound up loading late into the night to fill a railcar they were going to take out of the rail-yard at midnight. As he proceeded down into the rail-yard, the fog was quite thick, and the International's 6 Volt headlights were not much more than a couple of candles in the pitch dark. As he proceeded thru the rail-yard to his assigned siding, he cautiously stuck the nose of the truck out between a line of pulp cars and proceeded to cross the tracks next to it. Just then, the tail end of a string of loaded cars came rumbling thru, and hit the truck in the right front wheel, and spun it around into the parked cars. They had to pull Bill out thru the passenger's side windshield. He was stove up some, but with the help of other loggers, and the railroad workers, they carried or transported on borrowed trucks all the pulp to the car that Bill had over 1/2 full, and it made the midnight deadline. Bill then went to the hospital to be treated for broken ribs and two broken fingers, plus cuts and lacerations. Bill now had to lay low for a while... his truck was not repairable, so he cut it up and sold the parts to others who needed repair parts in the post war era. He eventually bought another truck, this time an F-7 Ford and hauled for others 'till 1951 when he went to work for Cianbro. Some of our members today are in the logging business and realize how tough it was back then, just to make a buck. Bill is gone now, but I

just wanted folks to know a little of just how hard it was. Men have spent lifetimes working hard, and we need more people to come forward with stories of the old days of trucking. If you know of someone who would like to sit and talk, let me know... I'll take the notes and do the writing. Lars

### **In Memory Of:**

Longtime Chapter and recent ¾ Century member Robert "Bob" McKay of Eddington, passed away on January 6, 2011. He was a professional truck driver who had worked for Tingley Bread, O'Donnell's Express, Sanborn Express, and as an owner/operator with H.O. Bouchard. Our condolences go out to his wife, children, grandchildren, great-grandchildren, and other family members.

### **Pine Tree Chapter 2011 Winter Gathering/ Owls Head Transportation Museum's Winterfest 2011**

Winterfest 2011 is a two day event- Saturday, February 26<sup>th</sup> and Sunday, February 27<sup>th</sup>. Although Saturday is the Chapter's Winter Gathering Day you may want to attend both days. The following information was recently received from the Museum:

Any Year vehicle with a plow gets in for free as an exhibitor, there will be a plow drop (instead of a horn blow) at noon on both days.

Saturday, February 26<sup>th</sup> - the highlight will be animal demonstrations, horses twitching logs and pulling scoots and dogsled demonstrations by Perry Greene Kennel and Chinooks New England!

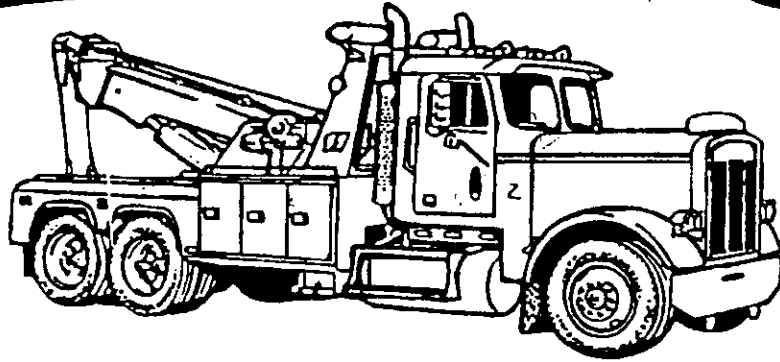
Sunday, February 27<sup>th</sup> - is a mixed bag, with oxen demonstrations twitching logs and with scoots as well as the running of the Lombard Log Hauler. I know you had asked about the Walter Sno-Fighter and the Copelands are leaning toward demonstrations on Sunday. We are trying to see if they can have it here both days though. I am also working on getting some of the Knox County Airport's snow removal equipment on site and possibly demonstrating both days.

Both days will welcome all exhibitors of vintage snowmobiles, any vintage vehicle equipped with a snow plow and feature Model T snowmobile rides, horse drawn wagon/sleigh rides and demonstrations.

Some key concepts for exhibitors and visitors alike include:

- Free Admission to exhibitors of Vintage Snowmobiles (pre-'91)
- Free Admission to exhibitors of ANY vehicle equipped with a Snow Plow
- Free Admission to ANY vintage (pre-'91) vehicle, car, motorcycle, bicycle, etc.
- Free Model T Snowmobile rides for all
- Free Horse-Drawn cart/sled rides for all (St. George Carriage)
- Lectures and Demonstrations both indoors and out
- Hot Grub for sale in the Auto Workshop

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## Western Ramblings

By The Professor - Allen Millbury

Before discussing the rehabbing of the 'W' International which lives here, which I will do for a later issue of the Shop Manual, I will outline more of my tomfoolery with the older, much smaller, 1941 'K' International which also hangs out here. After doing the put-it-on-the-lift stuff described in an earlier Shop Manual, the end-of-season overhaul of the old pickup, I decided that it ought to get some cosmetic work, too. The results of more than 200,000 miles and more than twenty years of reasonably hard charging were beginning to show. So, a visit to a local paint shop resulted in me having to do MORE work to that old rig. And, once again, who made me do it?

The K-1 'lives' in a bay in the shop here, so after the trip to the paint guy, he came to look at it. He would only do the truck in pieces, didn't want (spelled r e f u s e d) to have to deal with 'that damned dog house on the back.' Of course he was speaking of the GEMTOP topper.

When one asks for a service, no matter what it might be that is asked for... He better do the asking in a fashion that will get the job done. In light of that... I quickly agreed to take, in the painter's words... "that dam-awful-contraption" off of the truck. The topper and the sub frame which makes the old fashioned (1941) flared pickup box sides fit up to the modern-style flat mounting flanges, combined, makes the unit too heavy and clumsy for one man to handle reasonably.

The next step for me was to make an upside down bridge, from side-to-side, inside of the topper. A hook was bolted to a strap above the bridge, and then the topper was lifted off with a grasshopper crane. The topper was mounted on a small trailer, by bolting two pallets to the underside of the lifting bridge, then bolting the bottom pallet to the trailer's deck.

Before the trailer was delivered to the painter, both doors were removed from the 'K'. The 70 years of age on the old rig show themselves in many ways, of course. The hinges and pins had, long in the past, become both well worn and worn well. The hinges needed to be drilled/reamed to accept new pins. As difficult as it is to believe; ALL bolts were removed without as much as a hint of 'stuck/froze'. The door post bolts backed out readily; so readily that I really didn't want to try the door halves. Anybody who has ever had to wrestle with stuck **anything**... knows of the feeling-in-gut when the first wrench twist is put onto whatever is to be removed... an awful feeling-in-the-gut. Can you believe that ALL of the bolts, door and door post, all of those babies backed right out! I didn't do it but I did have the feeling that I ought to take the rest of the day off.

The doors, with new hinge pins in the holes, with the check links check-wired (why did I do that? – ask anybody who hasn't check-wired pieces that fall back into the door), the topper and the topper rear panel were delivered to the paint shop. Four days later I got a phone call "come and get your stuff". So, now there is a beautifully painted topper and sub frame, a back panel and two doors, all in the shop.

At this time the 'K' looks sort of odd because as it now stands it has no doors, the topper is off, the windshield has been removed (that painter man again) and the cowl ventilator has been removed. Note: If anybody dares to... ask Carl Phillips about Allen's 'K' cowl ventilator...

and a trip to Denver. If anybody does ask... be sure NOT to ask about an extra seat cushion. On second thought... I dare ya!

I believe it is safe to state that every last piece of that old vehicle has been attended to, in some form or other, in the nearly thirty years I've had it. By some form or other I mean to say that each piece has been removed, serviced and replaced or has been removed and replaced with a substitute. Front bumper; fabbed new. Radiator re-cored, from a KB-5; the OE 'K' radiator couldn't cool the larger engine; was insufficient, even though it had been rodded and rebuilt. Engine, the first one was a worn-out GMC 270, had been beaten unmercifully, toting mobile homes, the second engine was run 160,000 miles. The current engine, a GMC 302 has been driven about 25,000 miles. Transmission(s) the first was a Clark 205 VO, crash box, I drove it close to 180,000 miles, replaced it with a NP 545. Front axle, 1970 IHC half ton. Rear axle, Ford pickup, nine inch. The first one was 3:00-1, second is 2:75-1. Cab, doors, hood, pickup box, rear fenders are OE as far as I know. I replaced the front fenders two years ago, the OE fenders had suffered MANY abuses, were not rusty but were, in several places mis-shaped.

Yes, it has been a long run for the old rig and, if the so-called schedule runs as hoped the 2011 outings will start off by going to the Kirkland Ranch show, in Plymouth, California, then to South Bend, then back to the west, to Walcott, then to a place on the Maine coast, is it Thomaston?? We (K and me) hope to see you along the way.

## **My Grandfather's Kissel**

**By Charlie Huntington**

The Kissel Kars were built in Hartford, WI from 1906 to 1930. I know the make because my Grandfather had one that he restored. His was a 1923 6 cylinder phaeton that he restored in 1957-1958. I remember the car as a youngster in the early 60's when I visited my grandparents in Knowlton, Quebec, Canada. My grandfather found one in Surry, Maine. It belonged to a widow and she offered to give it to my grandfather when he approached her about it. He insisted on giving her \$50 for it. He restored in 1957/1958 as I have a picture of it pre restoration in 1957 and a picture of it at a car show in the fall of 1958.

In order to have the proper frame of reference for the story let me back up and give some of my grandfather's history. His name was Charlie Munn and he was an auto mechanic. He was born in WI which may be the reason he was interested in Kissels. He spent part of his youth in Jay, Maine. Eventually he made his way to MA where he for worked 30 years for Broadway Chevrolet in Somerville, MA and retired as Service Manager. He lived in Reading, MA with his wife and two daughters, the oldest daughter Lillian is my mother. After retirement my grandparents semi-retired to Canada where they were caretakers for a handicapped children's home. I remember visiting them when I was about 5 years old. I have a picture of me when I was up there driving their Cub Cadet tractor. In the late 60's they fully retired and bought a travel trailer and started traveling cross country. This necessitated selling the Kissel in 1967. My Aunt Helen and family lived in San Jose, CA and my mother and our family lived in Augusta, ME. My grandparents spent several years traveling to California for the winter and to Maine for the summer. They rig they wound up with was a 67 International Travelall pulling an Airstream trailer. One other detail is that as a young teenager I used a Raleigh Sports 3 speed bike that my grandfather loaned me.

The next part of the story has a lot to do with Owl's Head Transportation Museum. I've been a volunteer there for a few years now. One year at the fall auction they had a few Raleigh bicycles that I bought. Another year they had a 1967 Airstream trailer that I bought. At one of the show I talked to someone with a Travelall that later called me and I almost bought that. All of this stuff relates to the things that my grandfather had. I've also begun to collect Cub Cadet tractors and will be looking for a model 100 to match the one I drove in Canada.

Now we can proceed with the story of the Kissel – remember the Kissel (Arlo Guthrie reference). I had become interested in finding the whereabouts of the old Kissel. In the fall of 1999 I contacted the Hartford Heritage Museum, home of the Kissel Kar Klub, to see if I could get a list of 1923 Kissel owners. They were unable to help me. The trail grew cold until the fall of 2003. Bob Kinghorn, one of my fellow volunteers at OHTM brought in a poster from 1971 Automobile Quarterly. It was of a 1923 Kissel 6 cylinder phaeton. On one corner it said "from the Delyle G. Beyer collection". Armed with this information I searched the 'net. I found a Delyle G Beyer memorial scholarship at the Milwaukee School of Engineering from the Beyer Construction Company. I searched for the company and found one located in Wisconsin. Their website had a mail link for George Beyer – president. I e-mailed him and this is his response "Yes, indeed, Delyle G. Beyer is my father, and that red Kissel is his. He has owned it since about that time, and I have a vague recollection that the vehicle did come from Canada. The Kissel is presently displayed at the Wisconsin Automotive Museum in Hartford, Wisconsin, where the Kissel manufacturing plant was located. My dad did a complete engine and mechanical rebuild on the car after he bought it and drove it extensively. I remember in particular a "reliability tour" around our state, some sort of competition that the car (and driver) competed against other old cars on a trip of 500 or 600 miles. We won! I was starting the fourth grade at the time, so this must have been in the summer of 1968. New upholstery and a new top was put on some time ago, maybe 15 years ago by now. The black and red paint is still the same as when he got it. (Your grandfather's work?)"

Later I called Delyle and he confirmed that he bought the car in Quebec in 1967. The following summer I wrote a letter to him and he confirmed that he did indeed buy the car from my grandfather. In July of 2004 I was able to visit the car in the museum and met George and Delyle.

## **Technical Article to the Shop Manual**

**By Jon Doyle**

Like most of us, I'm always searching for the best penetrant, but I've gotten a little more focused lately and here's what I've found. I ran across an article on the internet recounting a test that Machinist Workshop Magazine did for penetrants, so we have to credit most of this knowledge to those folks. (The magazine is not currently being published.) They apparently arranged to test popular penetrants by testing the amount of torque that was necessary to remove nuts which had been permitted to rust and they started out with a control with no penetrant requiring 516 foot pounds to get the nut loose. WD-40 (Used in my shop only for moisture disbursement properties.) took 238 foot pounds to loosen. The popular PB Blaster 214 pounds. Liquid Wrench 127 pounds. Kano Kroil, one of my favorites, 106 pounds. A special mix, which we'll discuss shortly, 53 pounds.

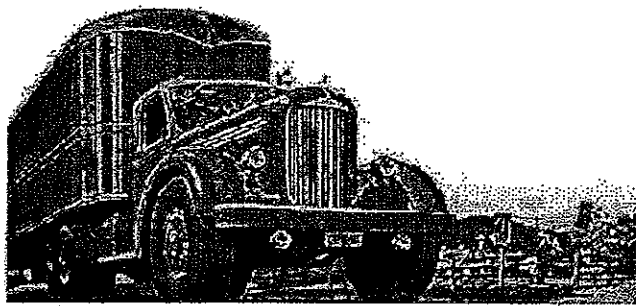
Liquid Wrench is obtainable most everywhere. It's been around for years and the key to its success is that it works really well and is lots cheaper than Kroil which is now around \$49.00 a

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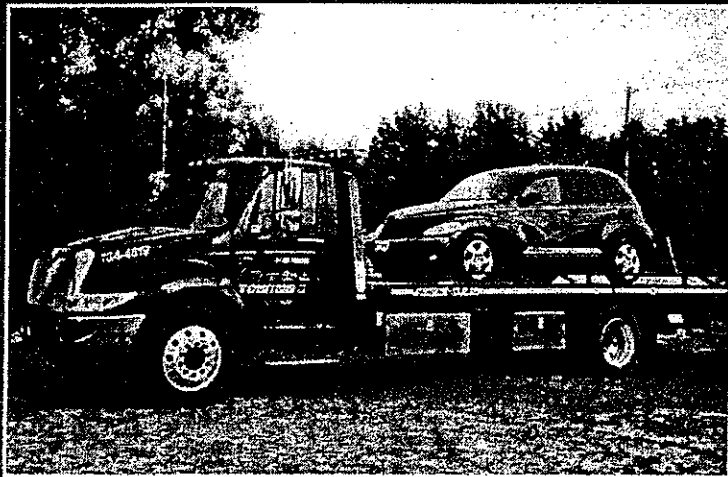
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gallon. Remember, too, when you're using penetrant that 15% to 20% of what you get out of a spray can is propellant, so it's best to use the liquid stuff out of a spray bottle. There's one I've just recently discovered which is called Fluid Film. It's relatively new on the market and used for undercoating purposes and it is better than any of those including Kroil. I got mine at NAPA and its benefit is that it clings to vertical surfaces, so, if you have a bolt that's in a vertical plane, it just doesn't run off the end. It's \$8.00 or \$9.00 a spray can. It's a little pricey, but my advice to you is that it's well worth it.

The very best stuff I've used is something I learned about on the internet which is a 50/50 mix of ATF and acetone. It is, in many ways, sort of nasty stuff and highly flammable. If you decide to use it, you're on your own. I made some and I keep it in a glass jar and spray it out of a #2 HDPE spray bottle. Remember, the acetone doesn't like plastic much, but I haven't had any problems with the spray bottle, although the measuring cup which I used was plastic and I managed to quickly remove the markings. It is great stuff, but, again, be careful mixing it (It doesn't like to initially mix.) and stirring it. Both of its ingredients are highly flammable. In the test, however, the ATF-Acetone mix only took 53 foot pounds of torque and you remember that WD-40 was 238 with Kroil and Liquid Wrench 100-125.

I use penetrant when I need to, but one can always resort to the cutting torch or my trick of boring three 1/8" holes with a cobalt bit across one of the hex flats and then splitting the nut with a chisel. It doesn't take much effort to do that, particularly if you weaken the nut and usually it will break after two or three whacks or you'll distort it so that it will come off anyway. Have fun and be safe. Don't use the ATF and acetone around a source of ignition.

### **A cut above: Local tree farm owner tapped for state award**

**By Seth Koenig - Reprinted from the Times Record**

BRUNSWICK — Allen Higgins — “Higmo” to most — can trace his logging and sawmilling heritage back to his father, but not just because the late Ralph Higgins did some of that same work in the 1950s.

No, it's more tangible than that. The healthy trees themselves are there for harvest, in large part, because of Ralph's vision. When others were clearcutting, Ralph Higgins harvested his wood lot selectively.

As a result, a tree Higmo picks for milling today is available because his dad, very intentionally, left it there for him. Wood lot owners during Ralph's era — and in some places, still — weren't known for leaving sturdy trees uncut.

“He spent almost 50 years in the tree farming field,” Higmo, 41, recalled. “He always saw the value in tree stand management and ecology. He could have made more money by flattening this property once or twice, but he understood the importance of saving trees for future generations. Now I'm reaping the reward of his efforts.”

The reward for Higmo involves working every day outdoors, as his own boss, with his own schedule. Happy. And what better inheritance could Ralph, who died in 2006 at the age of 88, leave his son?

Allen Higgins can't think of anything. But in case people need something on paper — validation — to see value in the Higgins family trees, here's one note: Higmo received the 2011 Maine Outstanding Tree Farmer Award this month from the Small Woodland Owners Association of Maine (SWOAM).

As such, Higgins is a candidate to be named the top tree farmer in the Northeast, and then the nation, by the American Tree Farm System.

With long hair and a carefree appearance, Higo looks every bit the rock guitarist and songwriter he is in his limited free time. But under the wild locks, the 1987 Morse High School graduate articulates a keen appreciation for his industry, its heritage and its future.

Allen Higgins suspects that SWOAM favored him for the state award because of his exhaustive outreach efforts, which center on hosting local students at his 60-acre wood lot for close-up lessons on ecology, forestry and millwork.

Higgins considers the educational work an extension of his father's efforts to pass along knowledge — and respectful management — of the trees.

“We’re exactly the place in the community where ‘old school’ meets ‘new school,’” said Higo, who maintains decades-old iron equipment to run his self-built sawmill. “I don’t know if it’s enough to just grow good trees any more. School kids are lacking a hands-on knowledge of our forests.”

When Higo was young — before he was even given that nickname at age 14 — he worked a dairy farm with his father, who had worked the same farm with his father before him. Ralph Higgins added tree farming to his duties part time to supplement the income from milk sales, and enrolled in the tree farm system during the 1950s.

Higo was proud to announce last week that, with his recent award, he was also given his father's old registration number in the system. The symbolic gesture brought the family story full circle, he said.

About 12 years ago, when Allen Higgins worked for a general contractor, he and his sister, Marcia Lavigne, decided to reassemble an old-style sawmill on the spot where their dad's burned down several decades before.

“We thought we’d throw it together for weekend fun — to learn the art of sawing,” Higo recalled. “Dad was getting old at that point, and we thought, if we’re going to do this, we’d better start.”

So with Ralph Higgins' tutelage, the kids rebuilt the sawmill. By 2003, Allen Higgins had left the contractor job and was running Higo's Inc. — billed as “lumber, music and logging” — full time. With the subsequent addition of Paula Hersom to join Lavigne and Higo, the small operation grew to its current three-person cast of characters.

Allen Higgins said local folks trying to restore old, oddly shaped homes, build boats or repair antique furniture come to him because, with its own mill, Higo's can cut lumber in shapes and sizes that can't be found at many big box construction suppliers.

When building the sawmill, Higo installed a picture window in the office overlooking the blades and rollers, so Ralph Higgins in his final years could see his kids enjoying what he left them: Trees and happiness.

“I think there's a certain freedom to be myself here,” Higo said, contentedly. But with a healthy tree stand left by Ralph, frequent orders for custom cuts and a practice of not letting any part of a tree go to waste, he's not the only one at Higo's Inc. with that kind of freedom.

“I like to think there's some sort of magic in any tree,” he said. “Sometimes the tree tells you what it wants to be, too.”

## From the Workbench

By Peter Mullin

As Clayton mentioned we had a fair amount of discussion at the Board of Director's Meeting in reference to the Shop Manual and the fact that it has gotten to be a bit stagnant and something of a chore of late. I would like to take this opportunity to thank those present at that meeting (especially Erv Bickford and Jamie Mason) for some great support and good ideas of places to look for new/different content. I have been spending more time on the ATHS Discussion Group Webpage (I even had the first correct answer to the "What Am I" a couple of weeks ago) and may be grabbing some restoration tips from a Brockway site Erv recommended. I would also like to thank Allen Millbury, Jon Doyle, and Charlie Huntington for the content they sent in this month. As I was working on this very edition Nancy came up with a great insight to a potential lack of submissions from others – the lack of a publishing schedule/deadline. So, going forward I will be sending a notice to all members that I have e-mail addresses for, to let them know when I need submissions for the next Shop Manual. If you aren't sure if I have your e-mail address and would like to contribute to the Shop Manual once or regularly, please feel free to e-mail me at [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com). Lars sent in a great story as relayed to him (many years ago) by an old timer about logging and trucking "Back in the Day". I too would be more than happy to help get more of these stories down on paper for the enjoyment of our chapter members.

Well I think that is about it for tonight. More plowing and shoveling tomorrow.

### **2011 Annual Membership Meeting Agenda – Sunday - March 13, 2011**

**10:00 A.M. - 3:00 P.M. @ Owls Head Transportation Museum**

- Spring Tour, Fall Tour, Spring Stretch and Late Fall Get Together locations and dates; other "show" dates.
- Owls Head Truck Show; raffles and 50/50;
- The 2011 Chapter budget and submission of ATHS national paperwork;
- Chapter donation recommendations;
- The Shop Manual newsletter;
- Director and Officer elections;
- Other Business - all other business items presented by any Director or Chapter member prior to, or at, the Annual Meeting.

### ***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 \_\_\_\_\_

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

**Mail to:**  
Pine Tree Chapter ATHS  
C/O Allen Higgins  
15 Bridge Road  
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**Your 2010-11 Chapter Officers and Directors:**

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Director- Mike Gladu- 302 Center Drive, Orrington, ME 04474 (207) 825-4729; email [jmgladu@yahoo.com](mailto:jmgladu@yahoo.com)

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Next events: OHTM Winterfest 2/26/11  
PTC Annual Meeting 3/13/11 @ OHTM