

Shop Manual

www.badgoat.net/ptcaths

Less Mud/ More Mosquitoes Edition

President's Message

Greetings. Since the last Shop Manual Leonard Adler hosted the Chapter's Annual Spring Stretch and George Sprowl had his Annual Open House. Unfortunately I missed both events and will rely on others to tell the story of the days' happenings. Lars has penned a story on the Spring Stretch which can be found inside; and we are looking for someone to submit a story on the Antique Express Open House.

On Saturday, April 9th I traveled to the Big E in West Springfield MA for a meeting on the 2012 National Show. Approximately 40 people were in attendance. Don Prifiti (Prifiti Motors, Inc.) has volunteered be the Show's local coordinator. In July 2008 the Pine Tree Chapter voted to support the 2012 show in Springfield. I will be contacting Don in the near future to see how the Chapter can best assist in the planning of the 2012. Given the physical distance to West Springfield running to meetings weekly, or monthly, isn't practical. I am thinking the Chapter may be able to manufacture some of the Show wheel chocks, one of which is given for each registered truck. They estimate needing as many as 1200. The week of the Show there will be plenty of opportunity for everyone to volunteer to assist at the various staging areas. As additional information becomes available we will provide updates on the 2012 National Show.

The Chapter received notice there will be a 30th Annual Antique Truck Show in Hudson Massachusetts. The show, sponsored by the Hudson Elks, is on Sunday, August 7, 2011. For more information contact Bill Semple @ 978-460-0465 or Dennis Zilembo @ 508-335-2992.

The Chapter also received notice there Bay State Chapter – ATCA 10th Annual Truck Show will be on July 31st at Worcester Sand & Gravel, 182 Holden Street, Shrewsbury, MA. For more information contact Mike @508-852-1683 or Jim @ 508-789-6571.

If you are connected and have a few minutes check out the Chapter's website - www.badgoat.net/ptcaths. It is hosted and maintained by Charlie Huntington. The reference to badgoat is not sinister, it is a reference to the Pontiac GTO. Charlie is a Pontiac enthusiast also.

The Chapter has some new old stock Owls Head Show t-shirts from 2008 (DODGE Powerwagon), 2009 (Mack F series dump) and 2010 (REO wrecker). Not all sizes or colors available, however priced right @ \$8.00 each, shipping extra. If you didn't get one, or need a replacement, give Diane Munsey a call at 207-737-2997 to see if she has what you need. Free delivery to Owls Head 2011.

Ramblings

By Lars Ohman

The Spring Stretch @ Leonard Alder's shop in Otisfield was a bit off the beaten path, but well worth the ride over some of Maine's finest frost heaves. Snow was still in the woods up in Western Maine, and some of the ponds and lakes were beginning to show open water.

I had planned on taking the '70 Chevy this year, minus the famous non functioning wipers. The day was so beautiful I could survive without them and left home with high hopes. About a mile from home, the 358 began to sputter and balk at any signs of putting my foot in it. I popped the hood, and the choke was open, but she would not take the fuel. Rather than risk a breakdown, she went back to the barn.

The view coming up Bolsters Mill Road to Leonard's shop was an eye catcher so early in the spring. Packard's, Fords, Buicks, a Diamond T in its original faded paint and lettering, a GMC belonging to our new Chapter Treasurer, Dana Watson's boom truck, A Mack from the Anderson collection, and a yard full of the loyal members and guests enjoying morning coffee and goodies. I almost forgot to mention Art & Emily Chappell's beautiful twin screw Autocar in the front row.

If I missed your vehicle, I apologize. I must have spent too much time peeking into the sheds and the open field collection of things ready to be restored and parts queens. Packard Clippers seem to be Leonard's passion, although there were other brands in the collection too. One that really interested me was a 1929 Ford Model "A" Phaeton in mostly original condition. Not a spit-n-polish show queen, but an honest daily driver to be used to haul the Grandkids to the Dairy Queen.

Lunch was served, and as usual, more than enough offering for all to enjoy. A couple of older photo albums of about 1,000 pictures of past shows and gatherings were available for remembering just how far we have come with this Chapter. Later in the afternoon, a short ride, via convoy, led us to Art & Emily Chappell's collection in Harrison. Art's Cummins powered Autocar led the parade with a deep rumble only a Cummins can put out thru twin stacks. The collection runs heavy to Caterpillar tractors, with a Ford "A" Murray Sedan, an Allis Chalmers grader, a lonely looking Fiat-Allis rubber tired loader, and other interesting pieces. The afternoon sun in the doors of his shop led to a general discussion, and one by one, folks drifted off to head home.

Thanks are in order to Leonard, and his son Jim for hosting, to the ladies (and gents) who provided the layout of food for all to enjoy and to Art & Emily for their contribution to a fun filled spring day. I believe Diane Munsey signed up at least two new younger members to the Chapter. "Till the next gathering... drive with caution." Lars

¾ Century Club Additions

Norm Dyer, of Steep Falls, and Richard Bumpus, of South Paris, have recently joined the Chapter's 3/4 Century Club. Welcome

Spring Tour June 11th & 12th Scarborough/Gorham/Limerick/Biddeford

Saturday June 11:

8--9:00 Gather at Phillips & Sons (Rt. 202 Gorham) for coffee and donuts and wander through the woods. They are hosting a Towing Class that day and we are welcome to observe.

9:30-10:00 depart for the Limerick area with a stop along the way so those that didn't pack their own can pick up lunch.

Noon-ish Picnic and viewing of "interesting stuff" at S.A. McLean's (Oshkosh, Walter, and other big iron dealer).

Possible after lunch stop at F.R. Carroll (paving and concrete contractor).

Tour back to Hotel area & shopping at Cabelas/WalMart/Mall area.

Dinner at the Clambake (Pine Point) at 6:00 p.m.

Sunday June 12:

Gather at Tractor Supply in Scarborough (Rt 1) for a 9:30 departure.

Tour to Motoropolis Museum in Biddeford to view the collection.

Tour concludes with Antique Shopping and lunch options in the Arundel area.

Lodging Options: Econo Lodge Maine Mall South Portland from \$79.99/night
America's Best Value Inn Rt 1 Scarborough from \$69.99/night

For More Information: Peter Mullin e-mail wfd44@maine.rr.com or (207) 767-6080
John Ellingwood e-mail jellin@sacoriver.net

Owls Head Committee

With the show a little over 8 weeks away; the Owls Head Planning Committee is in full swing. We have a few new ideas this year that will help us divide up responsibilities a little better and allow everyone to enjoy seeing the show while at the same time making sure that the things that need doing get done. The first thing along those lines is that we are looking for volunteers to sign up for 2 hour blocks of time to work at the Chapter Tables. Pat Johnson is coordinating this effort and can be contacted via e-mail at: patart1939@aol.com.

Diane Munsey is coordinating the raffle. She would like to know by June 15th what items are being donated to the raffle so that we can properly acknowledge all of our generous donors. Please have this information to her by June 15th. Diane can be contacted via e-mail at: muns43@localnet.com.

John Ellingwood is coordinating the donations, cooking, and serving of the Sunday member and exhibitor lunch. If you would like to donate items or equipment or help cook and serve you can contact John at: jellin@sacoriver.net.

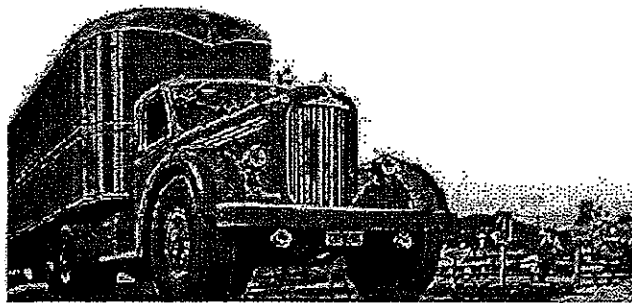
As always, anyone is welcome to attend our meetings. The next one will be Wednesday May, 18th at 5:30 p.m. at the Friendly's in Freeport. If you have any questions or suggestions please contact Nancy Mullin at: pcnancym@maine.rr.com or (207) 671-6925.

Stingray City Collectibles

Diecast Promotions - First Gear - Tonkin - Ertl
Spec Cast - Tonka - Norscot - Hess

Investment Quality Transportation, Agricultural and
Construction Collectibles

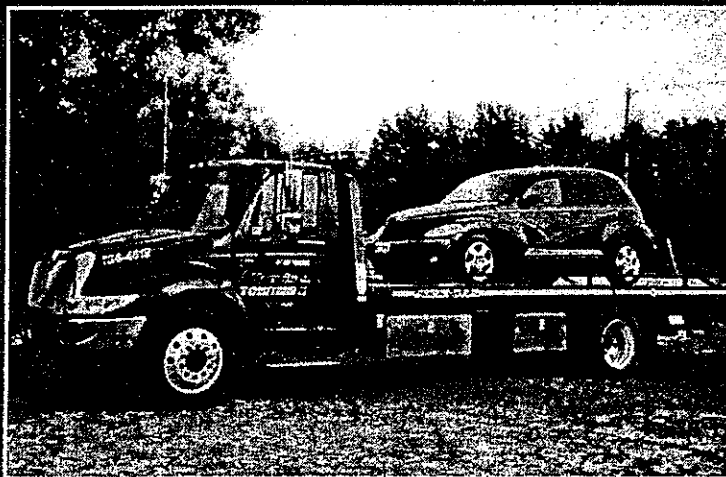
Locator services available for those hard to find missing pieces to
complete your collection.



Peter Mullin
200 Stanford St.
South Portland, Maine 04106
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Email wfd44@maine.rr.com



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May-June Events

- May 22 2nd Annual Hillcrest Farm Truck Show – 742 -751 River Road in Windham, ME
Contact: Adam Libby 207-651-5769 or John Ellingwood 207-590-2298
- May 13-14 Northeastern Forest Products Equipment Expo, Bass Park, Bangor Contact: (315)369-3078
- May 13-15 Granite State Chapter – ATCA Spring Tour – Bus Tour to Coles Museum Bangor
Contact: Don or Marilyn Smith (603) 664-9761
- May 20-22 NE RockBusters Play Day – Washington Fairgrounds, Rt 112, Richmond, RI – Contact: Dave Burnham (401) 294-9259
- May 26-28 ATHS National Convention and Truck Show. St. Joseph County 4-H Fairgrounds, South Bend, IN. Call (816) 891-9900 or see Wheels of Time for more info.
- May 28-29 Owls Head Transportation Museum Ford and Chevy Meet
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- May 29 - June 4 ATHS Post Convention Tour departing from South Bend, IN.
Contact: Terry Dovre (503) 312-0039 for more info.
- June 5 ATHS Metro Jersey Chapter 21st Annual Show – Automatic Switch Company, Florham Park, NJ Contact: (973) 726-4586
- June 5 ATHS Ocean State Vintage Haulers Annual Truck Show. Johnson Memorial Park Johnson, RI
Contact: Ron Rossi @ 401-822-4966
- June 11-12 **Pine Tree Chapter** Annual Spring Tour – Southern Maine
Contact: Peter Mullin @ (207) 767-6080
- June 11 Maine Antique Power Association 38th Annual Show – Skowhegan Fairgrounds, Skowhegan, ME Contact: Joe Kelley 207-862-2074
- June 11-12 ATCA Connecticut Yankee Chapter 11th Annual Truck Show, Bethlehem Fairgrounds Route 61, Bethlehem, CT Contact Pat Archiere @ 203-790-4186
- June 15-19 Watson's Water and Wheels, Naples , ME
Contact Lars Ohman (207) 375-6515
- June 17-19 ATCA 32nd Annual Truck Show & Flea Market, Macungie Memorial Park Near Allentown, PA Contact: ATCA (610) 367-2567.
- June 18-19 Owls Head Transportation Museum - Hot Rods, Customs & Muscle Cars
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- June 24-26 Maine Antique Tractor Club 16th Summer Festival – featuring Cockshutt.
www.maineantiquetractorclub.com or Robert Davids 207-938-3258
- June 26 ATHS Nutmeg Chapter 23rd Annual Truck Show-& Flea Market Brooklyn Fairgrounds, Brooklyn, CT Contact: John Raymond (860) 886-4621.

Chapter Condolences

Longtime Chapter member, James West of Swanville passed away while wintering in Florida. Our condolences to the West family.

Writings on Detroit Diesel Chapter 1

By George Barrett

So how did this screaming diesel come about, this “Jimmy”? It’s in that old landing craft in the harbor, that cannonball with the ten-speed that’s constantly shifting, that twin engine Euclid scraper shaving dirt off the hillside. Back in the 1950s they were everywhere! Strange sound for an engine, not slow and thoughtful like the Cat, not deep throated like the Cummins. But it was not temperamental like the Waukeshas, Hercules, and Continentals. The General Motors Detroit Diesel either won your affection or made you long for a real engine.

For the last sixty years I’ve had a healthy respect for the Jimmy, they weren’t the right choice for every application but back in the late fifties what else would you recommend for a 100 horsepower tractor? What engine would your mechanical people be most able to rebuild and repair? Certainly the 71 series Detroit Diesel with one, two, three, four, or six cylinders would come to mind even if it wasn’t your first choice.

This new column in the Shop Manual will actually be a series explaining the cold hard history of why and how the Jimmy came into being. In the roughly ten years from conception to production I’ll chronicle who did what and why. It’s an interesting story and I believe worthy of putting pen to paper (fingers to keyboard). What other engine in its same basic form is still being produced today, more than seventy five years since it first produced reliable power for something other than a test dynamometer. I hope you enjoy the story and the little diversions that may be either humorous or informative while still part of history.

The ending of this story comes very early in 1938 when the configurations, final model numbers and production facilities were ramped up to full force. Salesmen were trained, engines were sold, and service representatives did everything they could to keep their new customers happy. In many cases there were guarantees that General Motors would buy the engines back if they didn’t work out as promised.

So how did GM get involved with diesels? In the mid twenties the internal combustion engine was not only replacing horses in vehicular power applications but was becoming important in rural areas generating electricity. Delco had made small generators for farms and sold them through Sears-Roebuck. Tractor PTOs were used to make kilowatts (more likely just a few watts) for the farm and manufacturing plants wanted power to run electric motors. Here in New England we had water power but the country was expanding to areas where there were either no rivers or rivers without dams.

Gasoline engines could do the work but were expensive to run. Distillate engines were more economical because they were using a heavier fuel but were still starting the fuel to burn with a spark and fouling was common and the fuel was not as safe as diesel. In 1929 diesel fuel was three cents per gallon compared to gasoline at 15 cents so there was a real incentive to make diesels work. Diesels in cars and trucks were not deemed a possibility in the early twenties, they were too big and heavy. The work that Clessie Cummins did toward the end of the decade changed many minds but truckers were not really interested.

Bus operators and manufacturers saw the need for a more economical power plant under the hood and there's a story about Yellow Coach I'll write about later. General Motors purchased the majority of stock in Yellow Coach in 1925 but didn't purchase all of it until 1943.

Railroads had a strong need for diesels, not for locomotives but for use in rail motor cars. These passenger cars modified with an engine so it propel itself and sometimes a "trailer". Every railroad mechanical engineer thought steam locomotives would handle the long freights and passenger trains for ever, diesels for anything other than the "doodlebugs" and switching locomotives wasn't even a distant dream.

Now, to give us an overview, what about three of the big names in diesels today, what were they doing in the late 1920s and early 30s? Diesel engines appear to have been the hot topic of discussion of the 1920s like gas turbines were in the 1950s.

Caterpillar started to seriously investigate diesels around 1927 and by 1929 was underway on a two year development and testing of an engine for their first compression ignition tractor in 1931. In 1935 they had a complete line of diesels for their tractors as well as power units for contractors, farmers, and rural manufacturers.

Clessie Cummins was a manufacturer of small engines and was working tirelessly to perfect his injection system. His model U diesel seemed to work well in fishing boats and in December of 1929 he installed (shoehorned) one in a new Packard seven passenger limo. In January he hit the road making a number of big splashes in the media of the day

Mack started diesel development in 1928 and apparently put a fair amount of effort into it. Mack engineers kept an eye on Cummins and Buda, using them as customers requested and finally in 1938 introduced their own diesel power. The research and experimentation by Mack for the previous ten years was extensive as they faced the same problems as every other engine manufacturer, do they purchase European patents or invent their own. Highway applications for diesels were a little harder to perfect than for crawler tractors and in the end Mack probably did as well as anyone could to achieve the results they did by 1938.

There was one potential customer looking to buy diesels, Uncle Sam. When the Navy changed from sails to steam power for the larger ships the only issues were making the steam plants more powerful and fuel efficient. Smaller craft could get along on gasoline power but there was one vessel that had to have diesels; submarines. When a sub surfaces the engines must start charging the batteries immediately, a matter of hours to get steam up was not even considered. In the 1920s Electric Boat manufactured a big heavy expensive diesel for the subs it built on the shore of the Thames River in Groton, across from New London.

What you have just read is an attempt to set the stage for the story that will continue through future issues of the Shop Manual. I'll attempt to be brief but there are some stories that are too good to let die. Don't think that I've forgotten about trucks. As we'll see at the end of this series trucks got their diesels as a result of research and development first in small watercraft, then larger boats, then railroads and finally trucks and buses. There's some interesting stories I want to work into this series about Clessie Cummins. He was on the leading edge when it came to highway diesels and he attracted attention from the automotive engineers of his day.

For the end of my writing in this issue let's look at what was going on in Maine during the 1920s. Prior to 1926 when the Federal Highway numbering system went into effect Route 88 was Route No. 24 that went from Portland via Brunswick and Bath to Rockland 80.9 miles. If one were to travel by automobile in the early twenties from Kittery to Rockland they would follow Route No. 20 to Portland and then from Veranda Street follow Route No. 24 which went through Falmouth through Bath to Rockland. In those days Route 1 went from Portland to Belgrade, Route 2 continued on to Rangeley. Route 88 was Bethel to Portland via Waterford, Bridgeton, and Naples.

In 1921 the Bureau of Public Roads coordinated with each state the designation of federal interstate roads so they would correlate at each state's boarder. At this time they also reached agreement on the shape of traffic signs.

In 1925 work began with AASHO (American Association of State Highway Officials) to bring further order by changing the road designation to a uniform numbering system. North/South roads would be odd numbers starting on the East coast and East/West roads with even numbers with Route 2 across the top of the country. By 1926 the new scheme, which is what we've got today, was in place.

Maine's first concrete pavement was put down in 1913 and covered thirteen miles on what today is Route 1 and Route 1A. In other words back then the preferred route was to York then right to York Village, York Harbor, York Beach and finally Cape Neddick. The only crossing over the Piscataqua from Portsmouth was a combination railroad/ vehicular wooden pile bridge that was about 20 feet upstream and parallel to the present Sarah Mildred Long Bridge. It wasn't until August of 1923 that the Memorial Bridge was open to traffic giving the motorist a choice of avoiding the narrow poorly maintained wood plank deck beside the railroad track on the older bridge.

The other big bridge built during the 20s was the Carlton Bridge between Bath and Woolwich putting both the railroad and automobile ferries on the Kennebec out of business. Before the Fall of 1927 the first bridge you came to if you followed the river north was the Gardiner-Randolph bridge. There were not many miles of paved roads in the 20s, certainly not enough to encourage diesel trucking.

When and Where Results

Unfortunately, we don't have room for a where and when this time. The first full correct answer came from Stanley Young with partial credit going to Norman Obrien. The photo was taken in the Gray New Gloucester area working on the Maine Turnpike in 1953. According to George Barrett the photo appeared in "New England Construction" in May of 1954. The article that accompanied the photos stated that the production from the Marion 43M shovel and B-61's was 2200 yards per day. The B-61's were no more than a year old at the time.

Gratitude Expressed

Stanley and Elizabeth Young called to ask we help express their thanks to everyone who sent cards and well wishes while Elizabeth was in the hospital this Spring. Elizabeth is now at home and recovering real well.

From the Workbench

By Peter Mullin

Well, it's that time again. Its time for another newsletter, time to work on household "spring projects" and time to get the old trucks out and ready for the season at hand. I am going to be pretty brief this month as again we have a lot of news and the start of another multi-part story. This time around George Barrett starts us off with some history of the Detroit Diesel. I am still working on a form for our member profiles. Where we are a bit short on space this month I will forgo it for now but I really want to get that up and running as a regular feature within the next month or two.

The Spring Tour is coming together nicely. Dinner Saturday Night will be at the Clambake at Pine Point in Scarborough. Planned stops so far include S.A. McLean in Limerick and Motoropolis in Biddeford. I am hoping to bring the '66 on tour on Saturday and maybe Dad's Transtar II on Sunday if we can get some issues addressed in time. My thanks to John Ellingwood and Steve Marshall for working on the bulk of the tour. It has been a pleasure working with them.

Kirkland Ranch ATHS show, Plymouth, California

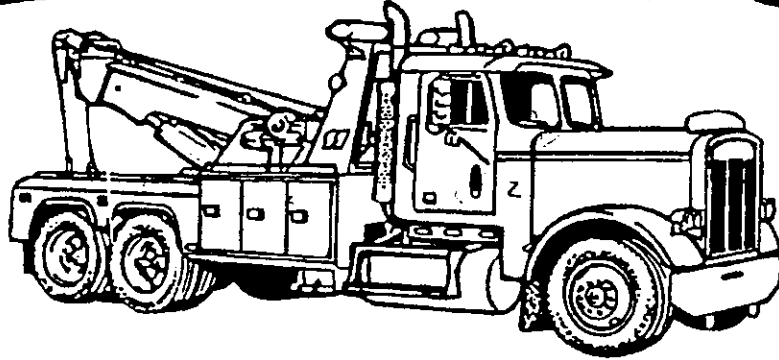
Here we go again. Another antique truck season is under way, at least for this spot-on-the-map. The old International K-1 and this citizen, too, got across the vast open spaces of Nevada and over-the-top of the Sierra Nevada Mountains at Kit Carson Pass, on Thursday, April 28th. The snow accumulation at the Carson Summit is STILL out of sight deep. There's been more snow (2010/2011 winter) along that range of mountains there than ever before. The blower cuts are still sharp and are forever awesome in their depths. Or is it heights? Anyway, as one drives that route there is still a heckuva lot of snow. The return to this side of the mountains, after the Kirkland Ranch show, May 1st was via Sacramento and then eastward on I-80. Truckee, California is still deep in snow, too.

As often happens, as 'stuff' was coming in, spectators always seem to crowd in to the unloading area. Of course, I was one of those; crowded in among the rest, enjoying all of it when there was a loud "WILL YOU LOOK AT THAT" spoken in what amounted to a tone of reverence. The LOOK AT THAT statement was enough to shut all of the gabble-gabble-gabble, always present in such a group flat-out DOWN, quiet.

Here came a GMC, one of the uncommon 900 'A' series, the trucks with a hood out-to-there-long on a lowboy. As the transport stopped it was immediately surrounded, in the manner of a luggage kiosk at a busy airport, immediately following the arrival, you know of the scenario reasonably quiet chaos. Once the crowd had thinned a bit there came the chance to get a good look at this specimen.

As I was walking around the trailer, perhaps 15 minutes after the truck's arrival, there was the strangest sound... a Cummins, being 'spun' with the compression release pulled to the limit; that very distinctive Cummins-only serenade. When the valves closed the engine started, rumbled a bit, then idled evenly. The most strangest-of-all-sounds, though (no, not a typo, most strangest is STRONG) was the undeniable rumble/grumble of a supercharger. A Cummins in an old GMC!

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When the old feller was backed off of the trailer there was another onslaught of gawkers, and, yes, I was among them! The engine installation appeared to have been done in a jewelry shop, everything was as neat and clean as it could have been. Get the following: The cab, on being opened, showed a beautiful A/C installation, carefully tailored to the dash, as if a part of the OE. Next, a look under the truck as well as under the hood showed a power steering system and the A/C compressor; all of that 'stuff' engineered to fit as if completed on a production line.

The better, if such is possible, part of the whole story... is that the truck had been setting/standing/unused since 1975. The cab, doors, fenders, roof, are all in excellent condition. The grille has not a single scratch or dent or hint of damage. There's no paint worthy of mention, the original paint is still there but is 'wore out', if paint can wear out. Don Munsey would know about paint wear, we need to check with him.

I didn't get an opportunity to get enough of the truck's history to allow a reasonable translation, so will put the little I do know aside until there's more to deliver. Speculation, only speculation, is that the truck, which checks out to be a 1949 model, is to be restored, but the man who was transporting it believed that there was still 'no plan'. We'll see, we will.

This little incident gives support to the often-stated "There are still old rigs, they come to light every now and again".

By the way the west-bound run to Plymouth saw very high winds. There were over the highway (electronic) signs at Fallon, Carson City and Minden, Nevada, warning of "High Wind Danger." Nobody needed those signs, NOBODY! The winds were so severe that one needed to be constantly on the alert because of the constant changes... A hard blast, for a few seconds, then calm, then more blasts, for the whole trip. Yes, good exercise. Allen M.

Wanted Correction

It was brought to Lars' attention at the Spring Stretch, that in WANTED section of the last Shop Manual, that the 216 / 235 Chevrolet engine did not have "heads", but had a single piece "head" covering all six cylinders. Lars noted, it proves one thing, our members do read the newsletter and pick up on the little details.

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 Harold "Jamie" Mason
104 Falmouth Road
Falmouth, Maine 04105

Your 2011-12 Chapter Officers and Directors:

President - Clayton Hoak- 299 East Stage Road, Pittston, ME 04345 (207) 582-3224; email - choak@myfairpoint.net

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 – muns43@localnet.com

Treasurer- Harold “Jamie” Mason – 104 Falmouth Road , Falmouth, ME 04105 (207) 949-1360; e-mail – haroldjmason@gmail.com

Director- Erv Bickford- Dirigo Restorations, Yarmouth, ME 04096 (207) 846-8662

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

Director- Tom Heald- 10 Goudy Street, South Portland, ME 04106 (207) 799-5318; email lilbucksaw@yahoo.com

Director- Lars Ohman- 6 Antique Drive, Sabattus, ME 04280 (207) 375-6515; email peckapohl@roadrunner.com

Director- George Sprowl Sr. - PO Box 220, Searsmont, ME 04973 (207) 949-7792 (note new phone number); email gsprowl@fairpoint.net

Pine Tree Chapter ATHS
C/o Peter Mullin
200 Stanford St.
South Portland, Maine 04106

Next event: PTC Annual Spring Tour June 11 + 12 2011
Scarborough, Gorham, Biddeford, Limerick