

Shop Manual

Oct/Nov 2011

Last Fall Events

Edition

www.badgoat.net/ptcaths

President's Message

Greetings. Apparently I was not running on all four cylinders when I wrote my last President's Message. It appears I got two event dates messed up in my message, specifically the week of Cumberland Fair, and the Trucking for Kids Convey Sunday. It also appears no one noticed. I was talking to Peter Mullin the Friday before October 1st and asked him if he planned to attend the Convoy on Sunday. He informed me the event had been held on the previous Sunday, September xx and I had missed it. I apologize if I messed it up for anyone else.

I attended the ATHS Fall Board Meeting the weekend of October 6th and 7th. Details for the 2012 National Show in Springfield, Massachusetts will be in the next Wheels of Time. Don Prifiti, President of the Pioneer Valley Chapter, is coordinating the efforts of the several New England ATHS chapters. Last Spring I committed the Pine Tree Chapter to manufacturing a minimum of 600 wheel chocks for next year's show, and have recently reached out to several previous show chairs for information on their "designs and manufacturing patents". There appears to be a cluster of members interested in helping in the Waterboro area. Once we have a design I suspect there will be a couple of work Saturdays in January or February to get them done. I will keep you posted.

Steve Corson put together a great Fall Tour the weekend of October 15th and 16th. Lars has penned many of the details in his Ramblings. One observation I would like to share is during Captain Jim Sharp's guided tour of the "Sail, Power & Steam Museum, Director Emeritus Don Munsey commented something to the effect the museum owner Captain Sharp "was quite the character". Talk about the pot calling the kettle black!

A Chapter thank you to Steve and all of his helpers for putting together a great tour.

After some minor arm twisting Ken and Phyllis McAvey have graciously offered to host, and cater, this year's Late Fall Get Together/Great Fall Auction at their home in Hermon. The gathering date is Saturday, November 12th. Additional details on Late Fall Get Together/Great Fall Auction can be found further inside. Please call me (207-582-3224) by Tuesday, November 8th so we can furnish the McAvey's a tentative headcount. I hope to see you there.

We've had, and continue to receive, excellent stories to include in the Shop Manual. Please keep them coming. These contributions elevate the quality of our newsletter.

Ramblings

By Lars Ohman

The leaves are falling, and with a nip in the air, the hardy gathered at Steve Corson's NAPA store in Rockland for the fall tour. Friday night's rain downpour and fog gave way to bright sunshine and abrisk.....breeze was met with warm coffee and goodies, and renewing friendships and catching up on who had done what. A good turnout of folks (40+), and trucks (18-19). We had the complete tour of the Fisher Engineering plant and production line. Fisher plows, and their associated line of plows, sanders and special application push frames are known worldwide for quality and durability. I have plowed snow for 53 years, and for most of the years, have pushed a Fisher plow, yet to destroy one despite hitting some pretty solid objects hidden in the snow in the dark of night. I have had the opportunity to use other manufacturer's equipment, but always seem to come back to Fisher.

Next stop was at the windswept waterfront yard of Prock Marine, and a chance to view their Komatsu PC 1000 track mounted excavator on dry land. It is usually barge mounted and has a bucket big enough to swallow up my Model " A " Ford Pick Up. I think the cubic yardage was up around 9 yards. It could load a good sized 10 wheeler dump with a bucket and a half. A lunch break at a little known Town Of Rockland beach area....the wind died down a little, and the sun was out as a few braved an out of vehicle lunch gathering.

The first stop of the afternoon tour was at "Sail, Power & Steam Museum, with a personal guided tour by its owner, Cap'n Jim Sharp. Cap'n Jim is a genuine Down East character and excellent story teller, and has owned and sailed many of the legendary Windjammers of the Down East Fleet. His tour was animated, informative, and amusing. I would personally highly recommend a second tour to revisit this stop. His collection runs the gamut of many things nautical and mechanical related to the sea and coastal history.

From the museum we headed to Tenant's Harbor and Todd Watts' collection of machinery and trucks. Here was a perfect example of a seafaring person (Merchant Marine) with too much time on his hands when he is ashore! His collection is beyond explanation. Some things are beyond salvage and perhaps should have been scrapped instead of collected, but one man's trash is another man's treasure. Trucks, cranes, power shovels, bulldozers.....everything from Cat 10's to D-9's, and all sizes in between, some in multiple examples of the same size, graders, trailers, and support equipment, even a couple of commercial fishing boats. I think all the womenfolk on that segment of the tour will never complain about their husband's collection again!

An evening convoy into Camden, led by Steve Corson's massive Mack B-81, turned a few heads in the twilight as we gathered at the Smokestack eatery in one of the old mill buildings. As a side note for those who expressed concern, Retired Madam Secretary has recovered nicely from her slight interaction with the granite steps leading into the building. We don't have many tall buildings in Sabattus that we can actually look "up" to see. The smoke stack was impressive, but not while attempting to walk "down" steps! The evening accommodations for us who stayed over were comfortable and cozy but 0730 rolled around a tad early for some, but warm coffee and friendship was a just reward for turning out early.

The Sunday morning tour drive up Mt. Battie was met with a beautiful view of Frenchman's Bay and the Islands. Even being a bit on the blustery side, the view from the top was beautiful. A few boats could be seen in the water, nobody had a sail up, but it would have been a good fall day for a brisk sail if you had the nerve. A few more vehicles joined us, including the team of Higmo & Paula. Their trip up from Brunswick and a road breakdown is bait for another story of Yankee Ingenuity. From the Mt, we traveled cross country to the town of Hope, and the home of Andy Swift's Firefly Restorations. We got all the trucks off the road, and most of them thru a puddle or two, and assembled inside for Andy's guided tour thru history of firefighting equipment restoration of the first order. For the Firefighters, and fire buffs amongst us on tour, it was a story line that was technical, informative, and the end product, most beautiful. He genuinely loves to restore this type of equipment, and is known worldwide for his restorations and knowledge of fire apparatus. With a (very) little prompting from Higmo, Andy fired up one of the pieces for all to enjoy. Questions were answered with humor and candor by 58 year old Andy who runs his operation with just a small handful of dedicated help who must surely love what they do. Craftsmanship from frame to engine, to pumps, to ladders and finish paint and brilliant plating is impeccable

From Andy's went on back roads and late fall foliage to Steve Corson's repair and storage facility, near his residence, but just out of view so the Missus might miss him bringing some item or truck home that he had not had the opportunity to mention to her. "Honey, I've been meaning to tell you about....." Visiting, inspecting his collection and just enjoying the early afternoon sun was followed by a picnic lunch provided by the Corson Family, with contributions from the tour participants. Terry and I were the first to depart....# 1 to get home and pick up our dog from her visit to the Day Spa, and # 2, get the Chevy home before dark, due to a lack of tail end lighting. After years of trial and error, we had the elusive wipers in operation for the trip up on Friday, but lost the tail lights after arriving on Friday. Our personal thanks to Steve Corson, for the fantastic tour, great accommodations, and impeccable timing for runs and stops. We didn't lose anyone during the running, and the weather gods smiled on us once again.... "Till the next gathering....Lars

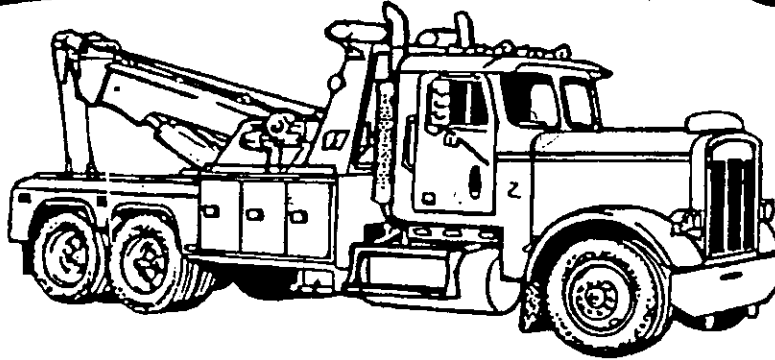
Late Fall Get Together/ Great Fall Auction Information

This year's Late Fall Get Together/Great Fall Auction is Saturday, November 12th at Ken and Phyllis McAvey's, the old Pleasant Hill Dairy complex, in Hermon. Typically a pot luck event, the McAvey's have offered to cater the lunch so crock pots won't be necessary. We should provide a tentative head count. Please call 207-582-3224 by Tuesday, November 8th to reserve your space.

The McAvey's home is at 2277 Union Street (Rt 222) in Hermon which is west (north) off the Union Street/ Rt 222 Interstate interchange. The festivities begin at 9:30 a.m. for coffee and donuts, greetings and discussions. Lunch will be around noon. The Annual Great Fall Auction will begin between 1:00 and 1:30 with the intent of wrapping up by 3:00. The space is heated and there are restroom facilities available.

The auction will have a little something for everyone. The funds derived from our Fall Auction go to the Chapter, although occasionally we do have something on consignment with a reserve price on it. Joe March is donating three War Dept. tech manuals to be auctioned off in memory of Sgt. Major Don Richards; Don and Diane Munsey are putting together volumes of 1980's and 90's Wheels of Time to be auctioned in sets (from the former New England Chapter collection); and there will be a vintage Champion two stage air compressor on the chopping block (bring ramps to load). Who knows what else might show up that you can't live without?

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Writings on Detroit Diesel Chapter 5

By George Barrett

When we left part four of this series in May of 1933 there were two 12 cylinder two cycle diesels working all day generating electricity to power Chevrolet's display assembly line. This was the first real test of General Motor's two stroke cycle design and even though they needed repairs after the day's work was over, the engines were passing the test. They were also attracting attention from many different industrialists and transportation executives.

We take electrical availability for granted today but in the early thirties much of the country, particularly rural areas, were without power. These were the areas that were great distances from the rivers that could generate power or cities that had either steam plants or large heavy diesels to make electricity and thus bring in new industries. Caterpillar was two years away from promoting their new series of diesels the biggest of which was the D-1700 V-8 at 160 horsepower.

Kettering seemed to be content to work the engines and get all the bugs out rather than promote them. His general feeling seemed to be that he wanted to keep everyone guessing, that locomotive manufacturers think nothing will replace steam, they think we're nuts, not to be in the spotlight and we'll perfect our product and when we finally have the package ready we'll put it on the market and no one will be able to touch us. There was one fellow in particular that was not going to give Ket a chance to enjoy the luxury taking such a path.

Ralph Budd was the president of the Burlington Railroad and he had an important problem to solve; how to get more people to ride his railroad rather than the Union Pacific's gasoline-electric streamlined competition that had recently been ordered. Budd thought that Kettering's new diesel might be the answer. Kettering told Budd that the engines were only on display, they were prototypes, cooled by water being pumped out of Lake Michigan. Budd was told that the engines had never been tested in railroad service and prone to frequent breakdowns. Budd persisted and after a few meetings Kettering agreed to deliver two workable 8 cylinder locomotive diesels. On June 17, 1933, Budd ordered the engines from General Motors.

The blocks would be built by Winton, the Research Laboratories would supply special parts like injectors and blowers, and Electro-Motive would take care of the transmission and final installation. The E.G. Budd Company of Philadelphia would build the train itself to be named the "Zephyr" after the god of the west wind.

Ralph Budd (the two Budds were not related) described the proposed train to his board of directors on July 11, 1933 telling them that an order had been placed for a Diesel driven stainless steel train capable of 120 miles per hour. The train would comprise three cars as an articulated unit (one set of trucks between the cars) along aerodynamic lines with a weight of 169,000 pounds and passenger seating capacity of 70. Total estimated cost was \$200,000.

Kettering spent the fall in Europe and missed some frustrating development work. Research engineers found more cylinder wear than they expected in the Century of Progress diesels which they found had come from the high-sulfur fuel. By adding a chemical to the water and raising the water jacket temperature the corrosion was eliminated. Kettering kept abreast of everything by mail but upon his return home he had to cancel his Florida vacation.

After several delays, the Zephyr was finally unveiled in Philadelphia in April 1934. The train toured the Eastern Seaboard for two weeks and then headed west to Denver to start work. On its tour around what we now call the "Northeast Corridor" it was closely inspected by the Boston & Maine and Maine Central and shortly thereafter they ordered what we would see in Maine under the name of "Flying Yankee".

Since February 9, 1935 the "Flying Yankee" ran very successfully in northern New England with various names but kept the B&M number 6000. After 2,735,600 miles it was retired in the spring of '57 as the Budd manufactured RDCs (Budd Cars) fleet took over. Number 6000 has been undergoing a very expensive restoration in New Hampshire for a number of years with no end in sight.

On May 26, 1934 at 5:05 A.M. the Zephyr left Denver for a nonstop run to the opening of the second year of the Century of Progress in Chicago. The train was packed with corporate officials, journalists, and the Burlington mascot, a mule named "Zeph". A hundred thousand people were waiting in Chicago thirteen hours later, when the Zephyr broke a tape stretched across Halstead Street and set a world record. The train had covered 1,071 miles at an average speed of 78 mph, about twelve hours faster than the standard run. Kettering capped the day with a speech to an overflowing crowd in the General Motors Hall of Progress. He talked about the importance of industrial research as a national resource and took a few jabs at the New Deal. The Zephyr's tremendous promotional success convinced General Motors to look at the diesel as a serious commercial product.

In June of 1934 a small group of top executives met to discuss corporate strategy. The committee consisted of Kettering, George Codrington of the Winton Division, Harold Hamilton of the Electro-Motive division, and Alfred Sloan and Charles Wilson, both from the GM executive committee. Kettering pushed for a total commitment to the diesel locomotive. He said \$500,000 would be enough to put General Motors into the business. Sloan suggested that such a sum was too modest, to which Kettering replied "I know, but I figure if we spend that much, you'll come up with the rest." As Sloan said in his book "My Years with General Motors" from where the previous quote came from, he got his money.

If you think this is the end of the story you're wrong. The whole program came very close to being cancelled and I can hear now some readers saying the damn fools should have done that years' ago. So stay tuned for more diesel history.

More Tour Ramblings

Our Fall Tour generated a short story I must pass on.....Paula Hersom and Higmo managed to get away and join us for Sunday. Just as they turned into the driveway for Mt. Battie, the two speed rear axle on the Higmo Logging Chevy rack truck decided, unannounced, to jump between gears, so Hig had neither low or high speed. Being of sound mind, he managed to get out of the flow of traffic, and attempted to get it to electronically shift from high to low with no luck. Being one not to be tripped up by anything mechanical, he pulled out his (partially complete) Leatherman and disassemble the two speed box on the differential. No luck, years of New England's ever popular road salt and steel bolts into the aluminum housing made the turning of the bolts almost impossible. Second choice was a small rock tapping on the housing attempting to force the contacts to force the shifting fork either to "Hi" or "Lo"...and that did not work, so a larger rock was located, and taps turned into a more vigorous attack on the aluminum housing which gave way to exposing the innards of the two speed Eaton. Higmo reached in and wound the shifting screw all the way by hand, and it clicked into what I suspect was high gear, and the next thing they appeared on the top of the Mountain turnout. I think a rag kept things in place for the balance of the tour. Running empty, the two speed was not needed to maintain road speed. Higmo did admit he was a bit embarrassed not having a single tool, other than a partial Leatherman, in the truck,.....Repairs.....another project for another day...

Cross Country Drive - In a Cabover
Part 2 Walcott, Iowa to Newcastle, Maine via South Bend, Indiana
By Charlie Huntington

Day 6, Thurs – Left Iowa 80 bright and early headed to South Bend and the ATHS show. With only 260 miles to cover I figured I'd make great time. As with all great plans there needs to be a hitch. Somewhere in Illinois I ran into a traffic jam and spent 1 ½ hours covering 10 miles. My poor injured clutch leg was very happy to finally reach the show grounds. Once parked in my space for the next 3 nights, I noticed the cab marker #4 had come on during the ride. That evening Clayton Hoak and Annette were kind enough to bring me along for dinner near the Fairgrounds.

Day 7, Fri – Spent the day enjoying the show and working on the Transtar. I started to head out in the truck to go to Walmart but was flagged down by Clayton. He was gracious enough to send me off in his rental car rather than drive the truck. When I returned I was able to borrow a ladder and fix the final cab marker light. I was rewarded by finding a headlight out. During the day I befriended Christian, a fellow cabover owner. Christian, his friend Blake, and I headed to Autozone to get the headlight. While I was there I picked up a headlight switch that would allow me to run the parking/dash lights independently of the headlight. It was not a stock toggle switch but would do temporarily. After stocking up on our parts needs we headed to a Mexican restaurant for an excellent dinner.

Day 8, Sat – Another great day at the show. I installed the headlight only to find the real problem was the feed to it had come out of a connector at the dimmer switch. I did install the new headlight switch to get the functionality I wanted. Towards the end of the day, there was a lot of hubbub in the area where my truck was parked. A fellow Transtar owner explained that the guy jumping into his truck was Robb from "American Trucker". At this point, I had not caught on the show, but enjoyed watching the star struck fans around him. I made a mental note to check out the show when I returned home. The day concluded with an absolute downpour which made us captive to the evening "entertainment" – Elvis/ Tom Jones impersonator.

Day 9, Sun – Headed out to face my longest day on the road. I drove thru Ohio, Pennsylvania, and into New York. I ran into another electrical glitch when I lost battery power to the truck. Turned out the battery disconnect had gone bad. An easy temporary fix was to bolt both leads onto one terminal. The run was getting long in the tooth as I kept rolling across the NY Thruway. I was on the lookout for a good truck stop but no exits seemed to promise one. As dusk approached, I lost my head lights. Finally the Fultonville, NY exit had a truck stop. I pulled into the parking lot and opened the electrical compartment to troubleshoot the light. I removed my glasses for the close work and discovered that I was still wearing my sunglasses! It wasn't quite as dark as I thought. The trouble was easy, a fuse on the new switch was bad. I replaced it with a slightly higher one and was set once again. After a good meal in the Travel America, I settled in for my last night on the road.

Day 10, Mon – Last day on the road and an easy run for home. I ran thru Massachusetts, New Hampshire, and Maine with no problems. In total I covered 3395 miles, 423.6 gallons of diesel, average of almost exactly 8.0 MPG.

Epilog – It was a great trip, the truck ran perfectly with only minor electrical issues. I met some great people and got to see a lot of American scenery. Later on I got a more correct toggle type, four circuit switch for the truck lights. When I went to install it, I pulled up what I thought was a stock circuit breaker from the depths of the dash.

Turned out to be a toggle switch, which I suspect was to turn off the taillights when pulling a trailer. Wish I'd found that earlier, but I was hesitant to pull too hard on anything while on the road. I had a service manual which provided me with the numbers on the stock wires. Wayne Graham from the ATHS forums sent me a correct toggle and trailer light switch. With all this in hand I was able to clean up much of the electrical. I was happy to find that the previous "technician" did not cut the stock wires. When he wanted to reroute something, he made up a wire with a terminal that plugged into the stock one. I was able to plug most everything back like the factory. Now I just need to fix the pesky socket for the left front blinker!

Saw Mill Days 2011

Saturday November 5th, 2011

7:30– 9:00... Meet & Greet, coffee and snacks

9:00 Welcome and introduction from Allen Higgins, owner of Higmo's Inc. and Maine Tree Farmer of the Year 2011

9:15-Noon..... Choice of Two (2)

1. Walk and Talk tour of woodlot with special "What's going on underground" segment.
2. Static & Working Machines pulling logs "Whatever shows up"

12:00-1:00 Lunch

1:00– Till it ends... Forestry and dirt equipment in action with special guest operators

Sunday November 6th, 2011

8:00-9:00 Meet and greet, coffee & snacks

9:00 Welcome and introduction by Allen Higgins, owner of Higmo's Inc. and Maine Tree Farmer of the Year 2011

9:15– Noon Discussion about lumber and wood with Pete Lammert, including antique machine displays and Allen will run the circular sawmill at 11:ish

12:00– 1:00 Lunch

1:00 Sawdust Pile Treasure Hunt for kids 12 & under

1:15 to Whenever it ends.....An afternoon of discussions & conversation around the bonfire

FMI:

- Coffee and lunch will be provided both days unless we are overwhelmed
- There will be axe throwing and giveaways both days
- Maine Antique Power Association "MAPA" will be here
- Feel free to bring your antique machines, wood carvings or any other wood related or farm related "stuff" to have on display. (Please contact us via email or phone if you are bringing something.....email: info@higmos.com or call Paula at 207-837-0608)
- THIS IS A FREE, FUN EVENT SO BRING YOUR HAPPY FACE & HAVE A GOOD TIME
Team Higmo

For Sale: 1953 Chevy dump truck with nice vintage Garwood dump body. 6 cyl engine hasn't be started in a few years now. Dump body is worth the price of admission alone. \$1,500. Charlie Huntington; E-mail badgoat@tidewater.net or call 207- 563-5824

For Sale: Approx 1968 Ford F600 Parts Nice running motor, solid cab, tranny, dual wheel rear axle, International Harvester 1600/1700 series front 4x4 axle under it. \$800 OBO for all. Will separate. Charlie Huntington; E-mail badgoat@tidewater.net or call 207-563-5824

Stephen R. Marshall Member Profile

Born 12/28/65; Family: wife Cindy of 25 years, son Brian 24 years old, also a truck driver , daughter Shawna 22 years old and grandson Chase 4 years old

First truck driven: was on the farm as a kid of maybe 11 or 12. I was too small to throw hay bales but could just reach the pedals on the old Ford F-600 hay truck. I remember one of the first times I drove my dad was up on top stacking hay. I headed down to the lower field and slid off the seat thus standing on the brake pedal. You guessed it, dad flew down over the hood and on to the ground. I still remember the look on his face as he passed by the windshield.

First Driving job: Was in 1985 for Colonial Mobile Homes of Lebanon Me. Drove a 1972 Ford F-700 dump and a 1967 International mobile home toter which was up graded to a 1978 International S-2250 with a 671 Detroit, 5spd and 2spd rear. I was really trucking then. And a new 1986 Chevy C-70 dump with a 8.2 L Detroit turbo.

I bought my first truck, a 1983 International S-2500, 10 wheel dump with a 350 Cummins and 13 spd in 1987. Then I decided to really go trucking and bought a 1985 Freightliner cab- over double bunk , 350 Cummins with a 9 over. What a great truck that was! Then in 1990 I bought a 1988 W-900 Kenworth with a 60 inch bunk, 400 Cummins and a 13 spd. I was leased to Inway Landstar from 1988 to 1998 on their heavy haul division. I sold my trucks in 1999.

Drove for Mcgee's Transport hauling gas and oil, sheet rock and lumber. Maybe some of you remember the old black Freightliner that was half as long as the tank I hauled? Drove for Emery Mills Oil for a few years. Had a new R model Mack there. Drove for Genest Concrete for a summer they had Volvos. Drove and also was a equipment operator for Nevison Excavation. Trucks were 1998 Western Star 10 wheeler and 2000 Western Star tractor with new East dump trailer, new 50 ton low bed and a chip trailer.

Currently driving for Paradigm Windows out of Portland. I deliver windows and patio door to upstate NY, and northern PA with back hauls of plate glass for the window factory. I'm driving the oldest truck in the fleet, a 2005 Freightliner Columbia 70 inch condo.

I got my Class A license in 1985 with my father in-laws 1978 F Model Mack cab over. No power steering, no A/C and a bear to drive in Boston. I know some of you older drivers will remember that old black and red Mack cab over hauling lumber north and bagged cement south down Rt.1 . How can forget Skippy a giant of a man that filled the cab and a hand when he waved to you filled the whole windshield. That could be a story in its self.

Antique trucks I have owned (and loved???- ed.): 1939 Kenworth fire truck, 1939 International D-40, 1941 International K-6s, 1948 International KB-6 and KB-8s, 1965 International V-190 fire truck, 1984 Peterbilt 359 road tractor, 1967 Ford F-800 dump and a few old pickup along the way. I currently have a 1956 B-61T Mack and a 1960 B-613ST Mack.

Late Fall Events

- Oct 29-30 Owls Head Transportation Museum – Great Fall Auction & Flea Market
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Nov 5-6 Higmo's Logging and Music Annual Saw Mill Days; Details to be perfected;
Contact: Allen Higgins or Paula Hersom (207) 442-0701
- Nov 12 **Pine Tree Chapter** Late Fall Get Together/ Great Fall Auction; Location- Ken and Phyllis McAvey's, Hermon, ME; Details in this Shop Manual. Contact: Clayton Hoak (207) 582-3224

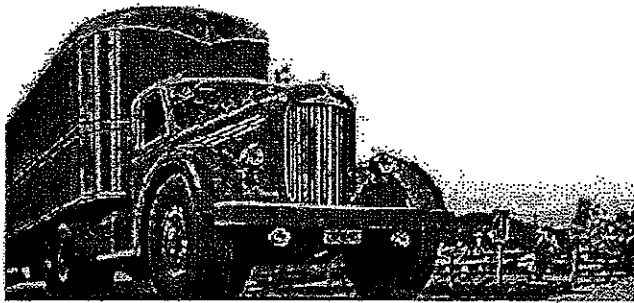
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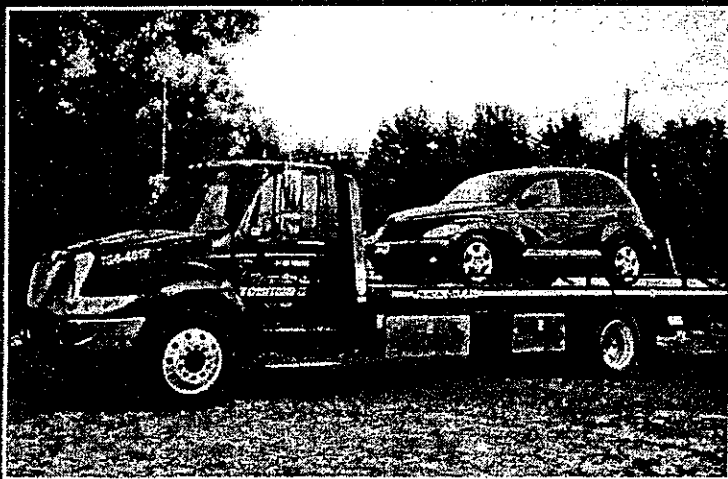
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Your 2011-12 Chapter Officers and Directors:

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

For Sale: 1975 Kenworth W-900-A day cab. Newer 400 Cummins BC-III with less than 75-K . 13 Speed Fuller Transmission, 40-K rears with 3.70 ratio, Aluminum 24,5" tires all @ 75% or better. Three stage Jake, 6" stacks, newer 5th wheel, two line wet system, custom cab interior with bells and whistles. Power Steering, spotlessly clean and well maintained. Same owner 31 years, storage trailers) garage kept. Turn key toy hauler, drive or show. Super fussy owner wishes to sell. \$16,000. David Macleod, Weston, MA. (781) 891-1580 or Cell : (617-281-7787)

For Sale: 1947 Dodge "WC" from the Roy Mace collection. 6 cylinder engine, runs like a top. 4 speed transmission with single speed rear end. Very good 7:50 x 20" rubber; new 12' rack body. Maroon with black fenders, and all new cab interior panels, and seat. Glass is all good. Truck was purchased by a West Coast Buyer who wishes to sell it here. Myron Ogden is the contact person here @ (207) 827-7293, or Roy Mace. Asking \$5200.00 or best reasonable offer.

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 _____

Mail to: Pine Tree Chapter ATHS
C/O Harold "Jamie" Mason
104 Falmouth Road
Falmouth, Maine 04105

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

Member Profile – Feel Free to Add Pages Pictures and Stories

Name: _____

Date of Birth: _____

Family: _____

First Truck Driven/Driving Job: _____

Current Truck Driven/Employment: _____

Other Trucks Driven/Driving Jobs: _____

Antique Truck(s) Owned Current or?: _____

Family Involvement in Trucks/Trucking: _____

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

**Next events: Nov 5-6 Saw Mill Days – Brunswick
Nov 12 PTC Late Fall Get Together - Hermon**