



Shop Manual

September 2023
President's Message
www.badgoat.net/ptcaths

I am sitting down to write my column for the newsletter on Labor Day and realize that the Topsham Truck Show is less than two weeks out. We are pretty sure all of the "I's" are dotted and the "T's" are crossed.

A small but dedicated group have been distributing flyers (designed by Tom Hudgins) at shows throughout New England and at parts stores throughout Southern Maine. These promotional efforts along with a pair of banners (they look terrific) that Sandy Gushee hung in front of her shop on Rt. 202 in New Gloucester. We have ordered license plates from A.T.H.S. headquarters and additional T-shirts from our supplier. The insurance rider should be in my email sometime this week. David Hall, Ron Bisson and company will be doing dirt demos again. I think (not yet confirmed) the towing and recovery group will be back doing the bus rollover demos again as well.

The BIG news for the 2023 show is that Sandy Gushee has arranged some Food Trucks to be in our show area on Sunday serving breakfast lunch and snacks! Please support these new vendors as their success is very important to any plans the Chapter has to expand to a two-day show in 2024.

Save the Date - the 2023 Late Fall Gathering - Great Fall Auction (full details in this issue) will be held on Saturday October 28, 2023 at Charlie and Rose Huntington's home and collection in Newcastle, Maine. If you haven't seen Charlie and Rose's collection of Pontiacs, International Trucks, license plates, vintage signs and (much) more you won't want to miss this opportunity. And if you have you will want to see what's been added since.

As wet as most of the summer has been, suddenly we have had a run of nice sunny days. With less humidity as a bonus it has been pretty nice weather to devote some time to projects, hopefully including some involving old trucks. I managed to stretch a household painting project to include painting the trim around my garage door - I think that should count. With a couple that don't run, a tent shed cover to replace and one with leaky front hubs and new front wheels to be installed I should be able to find something to keep me busy for a few minutes.

Hope to see many of you at the Topsham Truck Show Sunday September 17th! *Peter*



2024 A.T.H.S. York PA Convention Wheel Chock. Bring a truck to York next year (June 6-8, 2024) and get yours!

Ramblings

Half behind the 8 ball, and playing on a tilted table.....here comes RAMBLINGS.....Thinking back to what my Grandfather once told me: “ Learn one new thing every day, that is 365 things a year, and if you can remember one half of them, you have accomplished something “ Grampa Ohman was a Swede right from the old country He once commented the Ford Model “T” was not very popular in Sweden because Swedes did not have three feet to run it ! The Model “A” was much better!!!

Speaking of learning, A recent Facebook story quoted someone at Harrah” Auto Museum stated they had a ‘29 Ford “AA” dump truck with an early “Wood” brand body run by a PTO off the four speed transmission, and it may have been a first for the scissor type lift. I beg the differ. As many of you have seen, my 1928 Ford “AA” (OLD CRUSTY) has a PTO powered off the three-speed transmission thru the Hi-Low auxiliary. The late Dana Watson showed me how to make it work, unfortunately my memory fails me, and I have forgotten the combination of choosing a gear (either first or second) in the transmission, placing the Hi-Lo auxiliary in neutral (I think) and activating the hoist control lever....something like that. I will hopefully have OLD CRUSTY at Topsham, minus its current collection of junk in the body, and will be looking for assistance in getting the hoist to work, once again.

The one-time Dana and I tried it, the body did go up far enough to block it, and add some hydraulic oil to the horizontal piston. Unfortunately, the old packing was bypassing internally bad enough that every time we would get it up off the support blocks, it would creep back down, but got better as we went along, never quite holding its own. I will have tools and additional hydraulic oil @ Topshamhopefully someone can help me get it to work once again.

Also, I’ve been on the search for information on MURPHY diesels mostly used in Northwest shovels and cranes. Did ALL Northwest shovels and cranes use MURPHY engines or was CAT, or Cummins, or some other brand used? One British reply said they had a #6 with a Bedford Diesel, but it may have been a repower. Another (perhaps repower) mentioned a V-12 Detroit of 500 HP or so in a 180-D.....

That’s about it, other than: I don’t like to refer to it as “getting older”, I like to say: “Outliving the Extended Warranty!” ‘Till Topsham.....just ‘chuggin on down the road..... Lars



Pine Tree Chapter Plated Graham Brothers Truck at NATMUS

In mid-August your editor received a call from Steve Deorocki who was at the National Automobile and Truck Museum (NATMUS) in Fort Wayne, Indiana. He was looking at a mid-20's Graham Brothers Truck that had a Pine Tree Chapter license plate; and AHS and Owls Head Transportation Museum stickers on the windshield. His lead in was something to the effect – "I bet you probably know about this truck and its' owner". The Museum did not have any information on the truck, nor did I; and I don't recall seeing the truck when I visited NATMUS in June 2022.

Should anyone have any knowledge of, or information on, the Graham Brothers truck at NATMUS – year, model, history, owner(s), please call (207-582-3224) or email (1948reo@roadrunner.com) me so we can answer Steve's questions. Thank you. Clayton



6th Annual
Pine Tree Chapter
Antique Truck Show

TOPSHAM, MAINE FAIRGROUNDS
Sunday, September 17, 2023
8:00 AM TO 2:00 PM - \$5 ADMISSION
New this year - Food Trucks in the Pine Tree Chapter Truck Show Area
FMI WWW.BADGOAT.NET/PTCATHS/
Fairground Swap Meet 6:00 AM to Noon

The poster features a photograph of two antique trucks, a blue one and a red one, parked in front of a building with a 'GULF' sign. Below the text is a photograph of various antique wheels and tires.

Great Fall Auction Saturday October 28th

The Annual Pine Tree Chapter Great Fall Auction will be held at Charlie and Rose Huntington's, 78 Lynch Road, Newcastle, Maine on Saturday October 28th. We will gather starting around 9:30 with coffee and donuts supplied by the Chapter. A potluck lunch will be served around noon with an auction of donated items (proceeds to the Pine Tree Chapter) starting no later than 1:00 p.m.

For more information contact: Peter Mullin 207-838-5069 or wfd44@maine.rr.com

Passing of Frank Hale

Long-time Chapter member Frank M. Hale passed away July 25, 2023. Frank was born in Salem, MA in 1939 to Dorothy Alicia Faye and Frank Vincent Hale. He graduated from Salem High School in 1958 and Maine Maritime Academy in 1962; and served in the U.S. Navy Reserves from 1963-1967. He married Julie Hale in 1967 and had two children before divorcing in 1997.

Frank had a varied career path. After graduation, Frank sailed around the world working for Grace Lines; and when he was back on land he owned and managed a Pittsburgh Paint store, sold insulation for Homans Associates, crewed escort tugs for the Portland Pilots, and managed Bickford Transportation's fleet of fuel delivery trucks for 13 years before retiring.

His ability to recall names and run into people he knew in the most faraway places was uncanny, and the source of many family stories. His interests included the Portland Yacht Club, the Portland Marine Society, the Maine Maritime Alumni Association, the Maine Narrow Gauge Railroad, and more recently, assisting with the establishment of the Bickford Collection, honoring his dear friend Erv, in Yarmouth. Frank was also a passionate football fan, he was never happier than when watching his NY Giants, Dallas Cowboys, or beloved Pats on a Sunday. He had the thrill of a lifetime by attending Superbowl XX in 1985 with his brother Bob to see the Chicago Bears win.

Frank proudly owned and restored a 1962 Mack B68 Series truck, and a 1939 Ford Tudor sedan. A 44-year member of the American Truck Historical Society, he served as the Regional Vice-President in the early 2000's and as the organization's Second Vice President in 2005-06. He treasured his trips to the Macungie and Owl's Head Truck Shows with his antique vehicle friends who were a second family. Frank was predeceased by his parents and loving and longtime companions Elaine Thompson and Sue Megathlin.

Frank is survived by his brother Robert V. Hale, daughter Rebecca Hale Quigley (Kevin), son F. Matthew Hale II (Samantha), and four cherished grandchildren Hannah, Marin, Nathaniel and SarahJane.

A memorial service will be held at Conroy-Tully Walker Funeral Home, 1024 South Broadway, South Portland, on Friday, September 15, 2023, at 3 pm. The burial will be private.

In lieu of flowers, the family requests that donations be made in Frank's name to the Maine Maritime Academy Alumni Association, 1 Pleasant Street, Castine, ME, 04420 <https://mainemaritime.edu/giving/> ; or the American Truck Historical Society, 10380 N. Ambassador Drive, Kansas City, MO, 64153 <https://aths.org/share/> . (To read Frank's full obituary go to www.ConroyTullyWalker.com)



Antique Trucks Move Train to Maine by George Barrett

Thirty years ago, this month a large group of people raised a large sum of money to purchase a collection of two-foot gauge railroad freight and passenger cars. The collection had spent its early life in Maine before working at a cranberry farm in Carver, MA. Now it would be moved to Portland entirely by volunteers, guys who love old, retired trucks!

It was a beautiful Fall Day in 1991, I'd just finished my lunch when a model railroading friend dropped by to tell me that there was a narrow gauge (2'-0" rather than 4'-8" which is considered standard today) in one of the Portland Company buildings. Apparently there had been a Chamber of Commerce meeting recently and the locomotive was to introduce the fact that the railroad was for sale. My friend was quite insistent that I follow him to the waterfront and Phineas Sprague would tell me all about it. Some friendly banter went on concerning my assertions that who needed to see a mechanical failure that had a hard time staying on the track while my friend recalled that five railroads in Maine had been successful in opening up some of the most beautiful parts of the state. Eventually I agreed to meet him in Portland.

Phin did have a plan, a good plan to form a group to purchase the railroad and assets such as parts and tools to keep the railroad running. To get the public's attention he wanted to run the locomotive down Commercial St. on Columbus Day which was less than a week away. To capture more attention than a single engine could he wanted to pull the parlor car (Passenger) car and give folks a ride. As I remember the only thing holding this plan up was getting the coach from South Carver, MA to Portland, ME. After a thorough Antique and telling Phin that I would do all I could to find a way to transport the coach to Portland and let him know by noon the next day of my progress.

The next morning, I dropped in to see Erv Bickford. His headquarters at the time was an old gas station on Route 1 in Yarmouth where today stands a large drug store. I looked up the dimensions of the parlor car before I left the house, it was 46'-0" overall length. It had a 32'-6" wheelbase and was 10' high. It did not take us long to discover that the coach was longer than the flat deck of Erv's Landoll trailer and our efforts turned to designing a stinger that would slip on the rear of the Landoll Then efforts turned into finding the right size steel from which the extension could be fabricated. It was close to noon time when we were done. As I was leaving, I said to Erv that the group didn't have any money and asked how much I should look for when I passed the hat. Erv just said "I'll take care of it".

The next thing I knew a group of us got together to discuss how to assemble and carry the track. We called them panels, take two or three from behind the coach and bring them to the front of the locomotive. It's easy if you're doing this with a model railroad but real track, even one narrow gauge track panel is very heavy, but our volunteers were eager to make it work.

Saturday dawned bright and clear, a beautiful day to be outside. The owners from Massachusetts arrived and soon had a fire in the boiler. Harold, Bickford's driver, unloaded the coach onto Commercial Street and then went back to get the locomotive out of a Portland Company building. People came and by noon Commercial Street was full, everyone was having a great time. Steam whistles and bells and music. There was no doubt this was a success!

At about three o'clock we started to clean up, by five o'clock things were pretty well back to normal except we now had a coach as well as the locomotive at the Portland Company. Through the Fall, Winter and Spring we organized and advertised. In the Summer Frank Hale and I hit about every truck show in New England, explaining the idea of moving the collection to Maine. We were also looking for low bed trailers that were in good condition and had good tires, Frank knew almost everyone, and I met many future friends. Eventually the purchase was made, and permits were acquired. It's not easy to get three states to agree on all the rules when many of the trucks are oversized, and this is happening on a Sunday. The weekend before the big move we had about 30 guys on site sizing things up clever plans for the next Saturday which would be loading day.

We had six trucks in the convoy that were gasoline powered with fuel tanks too small to get to Portland so Denis Yaworski loaned me two fifty-five-gallon drums for my pickup (and bought the gas) so I could top the gasoline powered trucks off. The Blue Knights motorcycle group had a total of 34 units guarding our convoy. It is amazing how easily they can control traffic with the nod of their head. I can't remember what time we got underway Sunday morning, but it was later than planned. I think there were some details that had to be straightened out with the Massachusetts police.

When we did get started it was dreadfully slow, no more than 30 mph. We finally got up to fifty mph for the rest of the trip. As per Erv's instructions we got off at the Chelmsford rest area to top off the six gas jobs. A few minutes later when we were getting under way Marv Comer's big Mack would crank but not start. Marv and I spent about 30 minutes and finally it started. Marv had five Blue Knights to let him make all the speed possible until he got to Kittery. After being inspected for bridge clearance we moved out quickly for Portland. arrived back at the Portland Company a little before dusk. We were all happy, horns blaring. We knew there was plenty of food inside. Some of the trucks had to unload quickly so the drivers could get to work Monday morning. There were 65 trucks and their loads, The Portland Company yard was one big traffic jam, but a welcome one, and we would not have wanted it any other way. A list of drivers will appear in the next issue.



From L to R: Erving Bickford, Peter Eastman, Phin Sprague, Frank Hale, and George Barrett at the Portland Company waterfront

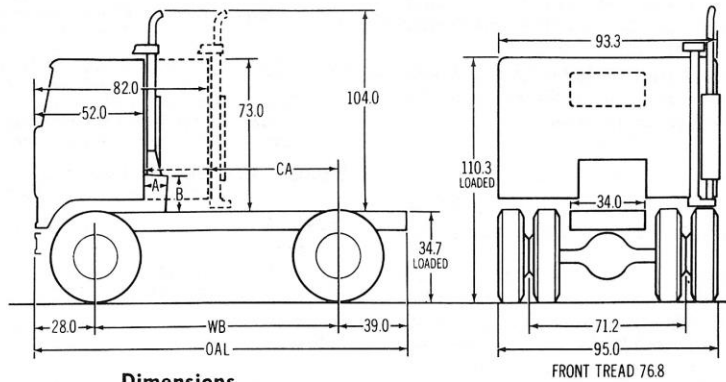
(Editor's note: The story of the two-foot gauge railroads of Maine; and creation of the Edaville Railroad in Carver, MA, where the Maine Narrow Gauge Railroad track and rolling stock was acquired and moved from, can be found in Linwood Moody's book - the Maine Two-Footers (Howell-North Books; copywrite 1959).

1968 Ford W-1000-D Specification Sheet



GCW: STANDARD 65,000 LB.
MAXIMUM 80,000 LB.

| GCW | Minimum Equipment Required for Warranty at Indicated GCW |
|--------|--|
| 65,000 | NH-220 Engine and 5000-lb. Front Springs |
| 80,000 | |



Dimensions

| WB | CA w/ 52" BBC | CA w/ 82" BBC | OAL | Engine Clearance | | | Base Curb Weights | | | |
|-----|---------------|---------------|-----|----------------------|----|----|-------------------|-------|------|-------|
| | | | | Engine | A | B | WB | Front | Rear | Total |
| 108 | 84 | — | 175 | Cummins NH's & NTC's | 13 | 19 | 108 | 6380 | 3575 | 9955* |
| 118 | 94 | 64 | 185 | Detroit 6-71N's | 16 | 5½ | 118 | 6725 | 3590 | 10315 |
| 134 | 110 | 80 | 201 | Detroit V8's | 14 | 13 | 134 | 6870 | 3685 | 10555 |
| | | | | Caterpillar | 6½ | 18 | | | | |

*w/Cummins V8 engine.

Dimensions (in.) are for base models w/standard equipment. Weights (lb.) include standard equipment, water and oil.

STANDARD EQUIPMENT

ENGINE: Cummins NHE-195
Note: 108" wb. available w/Cummins V8's only.

ENGINE EQUIPMENT:
Air Cleaner, Oil-Bath 6 pt.
Air Intake Snorkel-Type
Exhaust System Vertical Muffler and Pipe
Oil Filter Full-Flow Replaceable Element, 1 gal.
Radiator Shutters Automatic Control
Starter Motor Delco 12 volt
Tachometer Mechanical
Water Filter and Conditioner Perry

ALTERNATOR: Leece-Neville 65 amp.—975 watt

AXLE, FRONT: Rockwell FF-903 12,000 lb.

AXLE, REAR: Eaton 19121 23,000 lb.
Ratio 4.88 to 1

BATTERIES, FOUR: 6 volt—63 plates—150 amp-hr

BRAKES, SERVICE: Full Air, Wedge-Type
Front 15" x 3½"
Rear 15" x 7"
(Self-adjusting. Includes 12 cu. ft. Cummins compressor and low air pressure buzzer.)

BRAKES, PARKING:
Rear Wheel Spring-Set

BRAKE EQUIPMENT:
Limiting Valve Front Wheel

CAB: Custom—80° Hydraulic Tilt

CLUTCH: 14" 2-plate—424 sq. in.

FRAME: Single Channel 110,000 psi
Section Modulus 9.95

FUEL TANK: 50-gal. Cylindrical, LH

SHOCK ABSORBERS: Front

SPRINGS, FRONT: Capacity @ Pad 5000 lb.

SPRINGS, REAR: Radius-Leaf Type
Capacity @ Pad 10,500 lb.

STEERING: Gemmer 500

TRANSMISSION: 5-Speed Direct
Synchronized Fuller 5H74

TIRES: F & DR Tube-Type 10.00 x 20 12 PR

WHEELS: Four Cast Spoke
Rims Six 20 x 7.5

ADDITIONAL STANDARD EQUIPMENT:

Bumper, Front—Channel
Heater & Defroster, Integral Fresh Air
Horn, Single Electric
5 ICC Cab Clearance and Marker Lights
2 Front Side Reflectors
ICC Emergency Lamp Flasher, Transistorized
Instruments, Stewart-Warner—Direct Reading
Mirrors, LH and RH—Swing-Away Western-Type
Seat, Driver's Unison 675 w/Roadrunner Suspension
Seat Belt, Driver's
Speedometer, Front Wheel Drive†
Stop, Backup and Taillights, LH and RH—Class A
Towing Eyes—Integral w/Front Springs
Turn Signals—Double-Faced Front, Taillights Rear
Windshield Washers
Windshield Wipers, Air—Two Interchangeable Motors
†w/FF-903 or w/FE-970 w/cam brakes.

W-1000-D

OPTIONAL EQUIPMENT

ENGINES:

Cummins—NH-220, NHC-250 Series, V8E-235, V8-265
—NTC-335 Series Includes 12-pt. oil-bath air cleaner.

Caterpillar—1673B's Includes 8-pt. oil-bath air cleaner, 3-qt. oil filter, Bendix 12-cu. ft. compressor, 50-gal. RH fuel tank (in lieu of std. LH) and glow plug.

Detroit Diesel—6-71N Series Includes 8-pt. oil-bath air cleaner, 2-qt. oil filter and Bendix 12-cu. ft. compressor.

—8V-71N Series Includes 12-pt. oil-bath air cleaner, 2-qt. oil filter and Bendix 12-cu. ft. compressor.

ENGINE EQUIPMENT:

Cold Starting Aids:
w/NH & NTC Manifold Glow Plug▲
w/Cummins & Detroit Air Intake Ether Compression Release Service Aid*
Oil Filter—Bypass-Type Luber-finer
Oil Temperature Gauge Stewart-Warner
Starter Motor: Air (w/NH's) Ingersoll-Rand†
Tachographs (RPM and/or MPH) Sangamo
Warning Lights Oil Pressure and Water Temp.
Water Filter and Conditioner Perry‡
*w/NH and NTC engines.
†Includes one 12-volt 70 amp-hr battery.
‡Std. w/Cummins engines. N.A. w/1673B engines.
▲Includes pressure gauge.

AXLES, FRONT:

12,000 lb. Center Point Steer—Rockwell FE-970
15,000 lb. Rockwell FG-903*
*Includes 17¼" x 3½" cam brakes and 6000-lb. springs.

AXLES, REAR:

23,000 lb. Single-Speed
Rockwell R-171 3.70, 4.11, 4.33, 4.63,
4.88 or 5.29 to 1
Eaton 19121 3.70, 4.11, 4.33, 4.56 or 5.43 to 1
23,000 lb. Two-Speed
Eaton 19221 3.70/5.04, 4.11/5.60, 4.33/5.90,
4.56/6.21 or 4.88/6.63 to 1

AXLE EQUIPMENT: Magnetic Trap Eaton Axles

BATTERIES: Dual 12 volt—174 plates—204 amp-hr

BRAKES, SERVICE:

Full Air
Axle (lb.) Cam-Type
Front: 12,000 16¼" x 3½"
Rear: 23,000 16½" x 7"

BRAKE EQUIPMENT:

Compressor, 12 cu. ft. Bendix
(w/NH and NTC engines only.)

CLUTCH: w/NTC engines 15½" 2-plate—484 sq. in.

ELECTRICAL EQUIPMENT:

Circuit Breakers In lieu of fuses

FUEL TANKS:

Cylindrical—Alum. (in lieu of std.) 50 gal.
Cylindrical, Dual 50 gal. ea.
Cylindrical (in lieu of std.) 60 gal.
Cylindrical, Dual 60 gal. ea.
Rectangular, Dual (steel, saddle mtd.) . . 100 gal. ea.

Notes:

Minimum wb.:
60 gal. cyl.—134" w/air starter
60 gal. LH cyl.—118" w/dual 12-volt batteries
Rect. tanks—134" w/Sleeper cab
118" w/Standard cab
134" w/Dual 12-volt batteries
134" w/NH-NTC engines and Fuller
5-spd. trans. combination
Cyl. tanks avail. steel or aluminum
Dual cyl. tanks are individually mounted
Rect. tanks N.A. w/air starter

SHOCK ABSORBERS: Delete Front
(N.A. w/taper-leaf springs.)

SPRINGS: Capacity @ Pad
Front Conventional
w/12,000-lb. axles 4000 lb.
w/15,000-lb. axles 5000 lb.
w/12,000-lb. axles 6000 lb.
Front Taper-Leaf
w/12,000-lb. axles 4000 lb.
w/12,000 & 15,000-lb. axles 5000 lb.
w/12,000 & 15,000-lb. axles 6000 lb.
Auxiliary 2250 lb.†
†Recommended for use w/high center-of-gravity loads.

STEERING, POWER: Ross HPS 70, Semi-Integral
(Includes 20" steering wheel. N.A. w/FE-970 front axle.)

TIRES: Tube-Type
11.00 x 20 12PR
11.00 x 20 14PR
10.00 x 22 12PR
11.00 x 22 12PR

Note: Select adequate tires for axle loadings.

TRACTOR EQUIPMENT:

Tractor Package All
Adapter Plug 6-Wire

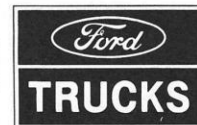
TRANSMISSIONS:

5-Speed Constant Mesh
Fuller 5HA74* Direct-in-Fifth
Fuller T-905B Direct-in-Fifth
Multispeed
Fuller RT-910 Direct-in-Tenth
Fuller RTO-910 Overdrive-in-Tenth
Fuller RT-915 Direct-in-Fifteenth
Fuller RTO-915 Overdrive-in-Fifteenth
*Aluminum case.

*LIGHTWEIGHT COMPONENTS:

Cab, Aluminum 52" or 82" BBC
Starting Motor, Air w/NH Engines
Fuel Tanks, Alum. 50 or 60 gal. Cyl.
Shock Absorbers, Front Delete
Springs, Front—Taper-Leaf 4000, 5000 & 6000 lb.
Transmission, Alum. Case 5HA74
Wheels, Alum. 10-hole Disc
Hubs, Alum. Front and/or Rear
Bumper, Aluminum Front
*See specific option for restrictions and availability.

The specifications contained herein were in effect at the time this sheet was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available on this sheet are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.



Classified Ads

Classified ads may be sent or called in anytime. They will generally be run twice unless the ad is pulled by the submitter. An ad will be run additional issues at the submitters request.

Wanted: Dirigo Restoration is looking to purchase a stake body truck bed built to fit a 1930 Ford Model AA - 1 1/2 Ton truck. This is a restored truck, and only a high-quality bed is suitable. Contact Jim Gordon at 207-415-7952 or Jim Hall at 207-754-2208.

For Sale: Mack B-73 LST tandem road tractor – Serial No. 3533 – year unknown (2,520 B-73s were built between 1955 and 1966). Cummins engine; aluminum radiator shell; 5-speed transmission; 2-speed (direct and underdrive) auxiliary; camelback suspension; 10-22 rubber on Dayton rims; fifth wheel. Not running. B-model cab and rubber in poor condition. Nose and fenders in good to very good condition (likely replaced). Truck is in Alna, ME. Asking \$4,500 OBRO. Contact Becky at 207-737-9322 or rdavis@peco1938.com.

Needed: Title or VIN plate from of a parted-out GMC Crackerbox to register a Crackerbox under restoration, preferably a "F" (tandem axle) title or VIN plate. Any leads to the location of an abandoned or parted out GMC Crackerbox appreciated. Contact Clayton Hoak at 207-583-3224 or 1948reo@roadrunner.com.

For Sale: Chevy 283 engine, last ran on motor stand when purchased in mid-1990's. Asking \$400.00; **Also For Sale:** ten 8.25 – 22.5 budd rims in varying condition – gathered from several sources for 55 GMC project; changed plans. \$40.00 each/ \$300.00 lot – wheel sales will be donated to Chapter. Contact Clayton Hoak at 207-583-3224 or 1948reo@roadrunner.com.

Local and Regional Events – Now through the end of season

| | | |
|--------------|------------|---|
| Saturday | 9/9/23 | The Maine Truck Show, 10:00 a.m., Acton Fairgrounds, Acton, ME |
| Sat - Sunday | 9/16-17/23 | ATHS Hudson Mohawk Chapter 31st Annual Antique Truck Show, Ballston Spa, NY |
| Sunday | 9/17/23 | Pine Tree Chapter Annual Topsham Show; with Fairground's Annual Swap Meet Topsham Maine Fairgrounds 8:00-2:00 \$5.00 Entrance |
| Mon-Fri | 10/2-6/22 | AACA Eastern Fall Meet - Hershey, PA |
| Fri- Sat | 10/6-7/23 | Gerhart's Annual Mack Truck Day - Lititz, PA (source Big Mack Trucks) |
| Sunday | 10/15/23 | Ty Rods Fall Swap Meet Stafford Springs CT |
| Saturday | 10/28/23 | Pine Tree Chapter Late Fall Gathering / Great Fall Auction – Charlie and Rose Huntington's, Lynch Road, Newcastle, ME |

Pine Tree Chapter of ATHS Board of Directors (elected at the March 26, 2023 Annual Meeting)

President - Peter Mullin 6 Kinney Road, Gorham, Me 04038; (207) 838-5069; email: wfd44@maine.rr.com

Vice President - Tom Hudgins P.O. Box 43, Bradford, ME 04410; (207) 943-6548; email:

tomchristopher71@yahoo.com

Secretary – Nancy Mullin 6 Kinney Road, Gorham, Me 04038; (207) 671-6925; email: nancyjmullin@gmail.com

Treasurer - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222; (207) 319-5167 (NOTE – PHONE NUMBER CHANGE); email: cherylbillings55@gmail.com

Director - George Barrett 2 Country Charm Rd. Cumberland, ME; 04021; (207) 829-5134, cell (207) 671-2666; email: sheepscot@zwi.net

Director - Howard Clouston 1361 Hammond St. Bangor, 04401; (207) 852-4424; email: howardclouston@aol.com

Director - Steve Corson 163 Main St., Rockport, ME 04856; cell (207) 542-4192; email: blackdogmack@gmail.com

Director - Jamie Mason 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email: haroldjmason@gmail.com

Director - Diane Munsey 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

Director - Andy O'Brien 54 Upper Minot Road, Pownal, ME 04069; (207) 232-4743; email: aobrien211@gmail.com

Director - Bob Stackpole 446 River Road, Cushing, ME 04563; (207)354-2372; email: stack123@roadrunner.com

Director Emeritus/Chapter Historian (appointed) - Lars Ohman 6 Antique Drive, Sabattus, ME 04280; cell (207) 376-7993; email: peckapohl@roadrunner.com

Pine Tree Chapter – ATHS
C/O Clayton Hoak
299 East Stage Road
Pittston, ME 04345

DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another year's worth of membership in the Pine Tree Chapter, ATHS. Current membership in the American Truck Historical Society is required.

Name _____ *Date* _____

Street _____ *Phone:* () _____

City _____ *E-Mail* _____

State _____ *Zip* _____

Mail dues to:

Cheryl Billings, Treasurer
Pine Tree Chapter -ATHS
1031 Pinkham Brook Rd.
Durham, ME 04222

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