



# Shop Manual

## January - February 2023

### President's Message

With the holidays behind us it is time to close out the books on 2022 and begin making plans for the 2023 season. The chapter officers are in the process of preparing the chapter's annual reports to be sent to ATHS National headquarters. These reports will be available to be viewed by any chapter member at the Pine Tree Chapter Annual Meeting on Sunday March 26, 2023 at the Owls Head Transportation Museum.

Andy O'Brien, our current Vice President, informed me he would not be seeking re-election to his current office. He suggested another member who he feels would be an excellent candidate for this position. I wholeheartedly concur with Andy's suggestion and have reached out to that member, who is giving the thought due consideration. I would like to thank Andy both personally and on behalf of the Chapter for all he has done and will continue to do support and promote the goals of the Pine Tree Chapter and ATHS. He assures me we will continue to see him around, and pitching in, whenever and wherever he is available.

As I mentioned in the last Shop Manual, this is an election year and all Officers and Board of Directors positions are up for election this year. Elsewhere in this issue you will find a report from Clayton Hoak, Nominating Chairperson, detailing which Officers and Directors are seeking re-election and any changes to the list of nominees. Any chapter member interested in running for any Officer or Board of Directors position is strongly urged to contact Clayton @ 207-522-7088 or email [1948reo@roadrunner.com](mailto:1948reo@roadrunner.com) ASAP. In accordance with the bylaws, nominations will also be accepted from the floor at the meeting.

In the last newsletter I also mentioned the George Barrett would be stepping down as our Newsletter Editor after this issue goes to print. Due to unforeseen circumstances, this transition is actually starting with this issue. George has indicated a desire to remain on the Board of Directors and will continue to contribute to the newsletter on a regular basis. When you see George at events this year, please be sure to thank him for his dedicated work in keeping the Shop Manual one of the best chapter newsletters around.

I am happy to announce that long time newsletter contributor, Clayton Hoak, has agreed to take on newsletter editing duties going forward. I would like to thank Clayton for stepping into this vital role. I believe the Shop Manual is really the glue that holds the Pine Tree Chapter together.

A few chapter members recently attended the inaugural meeting of Squarebodies of Maine. This is a new group of antique truck enthusiasts based out of the Augusta/Waterville area dedicated to "Squarebody" (1973-1991) Chevrolet and GMC trucks. Several of us attended their show at O'Connors in Augusta last fall and a couple of their organizers were at the Fall Auction. On their meeting agenda for discussion was the suggestion of this new group participating in our annual Topsham Truck Show this fall. We look forward to working with this new organization and any other marque specific groups of overlapping interest that should arise. As an owner of three Chevy trucks, 2 of them falling in the squarebody realm, I am looking forward to their future successes as well as their participation with the Pine Tree Chapter.

It seems like mud season hit early here in Gorham. At the very least winter has quite literally been hot and cold. I am already looking forward to visiting with old truck friends at the Annual Meeting and warm (dry) spring days in the garage. My New Year's resolution is to, more often than not, get my stuff into the editor on the due date. So far so good. Hope to see you soon. *Peter*

Lars and Terry are currently off on a winter cruise in the Caribbean. The Ramblings below is re-printed from the January 2008 Shop Manual.

## **Ramblings (2008 Vintage)**

By Lars Ohman

A night off from snow hauling, and if I can keep my eyes open long enough, I'll get this to Peter, before it snows again on Friday. The trailer dumps are going under the Lewiston snowblower tonight and that leaves us loader guys without enough transport vehicles to keep us busy.

The Chapter's Director's meeting was this past Sunday in beautiful semi-downtown Pittston, with good attendance, and something for all to enjoy. Clayton had his shop open, full from stem to stern with his collection. Most of us who poked thru his operation realized, no matter how big you build a shop, you could always use another bay!

I have enjoyed the comfort of my shop this winter a little more, especially with a good wood pile, and a suitable stove. The addition of cable TV, a refrigerator, and a recliner (just there for winter storage, it really belongs to Tom Heald) make it quite comfortable. The "A" Pick Up and the '70 Chevy Pick Up share space with me. I have thought over the future location of benches and equipment placement many times... usually nodding off in the recliner and dreaming of next summer cruising along on a tour with other chapter members... just to visit someone else's shop to see how they lay out their operation.

Back to important things at hand, be sure to attend our annual business meeting at OHTM to learn more about our chapter plans for the year. As usual, the most important thing is the pot-luck lunch. We are actively looking for locations and volunteers for either day events, or tours. Rumors flew about a gathering in the York County area for the spring. We are always open for suggestions if you have a spot or event in your area you think would be of interest for our group to visit.

I just got a call to go to work. No loader time tonight, but a mechanical problem with the power take off on the tractor that pulls the dump trailer. It never ends. I thought after 50 years of snow work, I had seen it all, but there always seems to be something new. I'll send this on to the Editor, and try to add something tomorrow night if time permits. SPRING IS THAT-A-WAY... Lars

## **From The Backside of Worley's Logbook**

Very sorry I missed the last 2 pages. Been having more health scares and kept me busy. Result is my heart is back out of timing again. To explain the rate is faster but weaker and the blood goes through the lungs too fast to collect enough oxygen for normal motion. Like being stuck in 1st gear. The rule is DO NOT PUSH IT. Stay slow, breathe easy so you won't stroke out! Good copy, as we say on the old CB. I'm retired so I can do that much.

One of my favorite trucks I drove was the early Maxyline in the R600. Smooth simple 5 speed and the little 237 got better fuel mileage before the other brands could pronounce it. The mid-torque engine was another one they had to catch up to.

My favorite was the 379 Pete I had for Emerson under low beds. Had a 15 speed. I liked the regular reverse for the long range backing I was doing. One was 2 1/4 miles uphill to a signal tower site with excavators. After 40 years I should be able to do that without stopping, don't you think?

My favorite job of all was my years with Daryl and Sandy Gushee. The work was hard and challenging but I loved it all. Sandy said often that they wished I had come to them 35 years ago. I agree. I loved the challenges, the adventures, and them!

Hopefully I can get my timing re-set in the next 4 or so weeks. 'Til the next page! Larry

## 2023 Officer and Director Elections

Per the Pine Tree Chapter By-Laws adopted at the Annual Membership Meeting in July 2021 at the Owls Head Truck Show 2023 is an election year. The term for all Officers and Directors is two years.

All current Officers and Directors have agreed to serve for the upcoming two-year term (Annual Meeting 2023 to Annual Meeting 2025), if re-elected, with some responsibility changes. Andy O'Brien is stepping away from the Vice-President position however would like to remain a Director; and Tom Hudgins has said he is giving "serious consideration" (his words) to accepting the Vice President nomination.

Current nominees are:

President - Peter Mullin, Gorham, ME

Vice President - Tom Hudgins, Bradford, ME

Secretary - Diane Munsey, Dresden, ME

Treasurer - Cheryl Billings, Durham, ME

Director - George Barrett, Cumberland, ME

Director – Howard Clouston, Bangor, ME

Director - Chad Coulter, Milo, ME

Director - Steve Corson, Rockport, ME

Director - Jamie Mason, Falmouth, ME

Director - Andy O'Brien, Durham, ME

Director - Bob Stackpole, Cushing, ME

As of January 22, 2023 no other nominations have been received. Chapter members may contact Clayton Hoak to express their interest in any position before the Annual Meetings. Additionally, nominations for any Officer or Director position can be made at the Annual Membership Meeting. No member can be elected to an Officer or Director position without their consent.

Clayton Hoak – Nomination Committee

Note: I intend to be away from February 6<sup>th</sup> through March 5<sup>th</sup> or 6<sup>th</sup>. I should be available by cell phone (207) 522-7088; or email [1948reo@roadrunner.com](mailto:1948reo@roadrunner.com) at any time while I am gone.

## 2023 Chapter Dues / Chapter ¾ Century Club Membership

Chapter dues are \$10.00 annually and run from January 1<sup>st</sup> through December 31<sup>st</sup>. All Chapter members must be current members of the American Truck Historical Society.

Chapter members who 1) are 75 years old (or older), 2) have been dues paying Chapter members for at least three years, and 3) are current members of the American Truck Historical Society are eligible for the Chapter's ¾ Century Club. If you are a ¾ Century Club member your annual Chapter dues are waived. Note: ¾ Century Club membership is not automatic. You must advise the Treasurer you meet the membership requirements. Once accepted, your ¾ Century Club membership continues provided you maintain your membership with the American Truck Historical Society.

If you have not done so already, please mail your 2023 Chapter dues to:

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

If questions contact Cheryl by phone (207) 353 – 7209; or email - [cherylbillings55@gmail.com](mailto:cherylbillings55@gmail.com) .

## Annual Meeting March 26, 2023

The Pine Tree Chapter of the American Truck Historical Society will hold its Annual Business Meeting and Election of Officers on Sunday March 26, 2023 at the Owls Head Transportation Museum, 117 Museum Street in Owls Head, Maine. Schedule as follows:

Social/setup time: 10:00-12:00  
Pot Luck lunch served: Noon(ish)  
Meeting: 1:00

## Other Upcoming Events

ATHS Convention & Show - Reno June 8-10, 2023  
Springtime Truck & Tractor Show – June 10, 2023  
ATCA Macungie Show – June 15-17, 2023  
Owls Head Truck Show -July 15-16, 2023

## Mike Hannigan Obituary

GREENE – It is with great sadness that the family of Michael W. Hannigan announces his passing, at home, on Dec. 23, 2022. Mike was born in Pleasanton, Calif., the oldest child of Wayne A. and Marilyn (Warman) Hannigan. He grew up in Ludlow, graduating from Houlton High School in 1973. In 1975, he married the love of his life, Debbie Sewall, and they eventually settled in Greene.

At a young age, Mike had a very inquisitive nature and enjoyed taking things apart just to see what made them tick. This curiosity served him well as he went on to build his heavy equipment mechanic's shop, JDM, alongside his wife and son, Jason. For approximately 30 years, Mike was a school bus mechanic for several of the local communities as well as the 'go-to' guy for construction companies, independent wood cutters and truck drivers.

Mike's diverse interests lead him down many paths which he always embraced wholeheartedly. He enjoyed time as a volunteer fireman, a trail groomer for a local snowmobile club, an antique tractor club member, a gardener, an antique truck club member and the owner/operator of a sawmill. Mike's love of learning never waned, and his latest endeavors had

him canning his own relish and building a woodworking shop – with the groundwork being completed less than a month ago. By far, one of his proudest accomplishments was the restoration of his 1955 Mack truck which he happily displayed in local parades and celebrations with Linda.

Mike's generous and kind spirit will be missed by many.

He is survived by son, Jason and his wife, Monique of Monmouth; his life's companion for the past 11 years, Linda Hooker of Oxford; his siblings, Colleen (Doug) London of Houlton, Gary Hannigan of Ludlow, Lori Smith of Bradley, and Brian (Nicole) Hannigan of Houlton; and a very special friend, Kevin Woodbury. Mike also leaves behind several nieces and nephews.

A celebration of life will be held at a later date with a spring interment in the Ludlow Cemetery.

While Mike was passionate about many things, he felt very strongly about young people learning a trade, so in lieu of flowers, donations in Mike's memory can be sent to Sabattus Regional Credit Union, which will provide scholarships to Oak Hill High School seniors who plan on entering a vocational or trade school. (Source – Lewiston Sun Journal)



## A few memories of Mike Hannigan

Tom Hudgins

I met Mike at a tour of the Dudley Collection in Searsmont sometime within the last 10 years. We were on the annual chapter Springtime tour, and I was impressed with his B model Mack. I connected with him on Facebook, and he had an album of the build and what used to be an International school bus became a customized restomod B Mack. The single axle truck with a fifth wheel and flatbed combination caught my eye for the versatility of the truck. You could pull a trailer or haul cargo that didn't require a trailer.

As much as I am going around photographing trucks, I am also photographing modifications or customizations for visual reference. I had a few conversations with Mike at shows and online about helping me design a similar system for my Transtar. I haven't gotten around to that part of the project but the other day, I was scrolling through my phone contacts and came across his number. I reminded myself that I will need to delete the number as he has moved onto the heavenly skies.

He was always pleasant to talk to at shows and a few of my favorite memories are related to the 2017 convention in Des Moines. Doug Wakefield and I volunteered to help out with the truck photography section of the show. I was given the task of directing the trucks to the photo area.

Earlier that day, I had photographed Mike and Linda in their golf cart with their permission. The area was very busy with pedestrians, golf carts, side by sides and incoming trucks. I happened to turn my head during one part of my shift and saw a golf cart being towed with a rope by another one. I looked and it was Mike and Linda in their rented golf cart. It had broken down and they still had smiles on their faces because it didn't seem like a big deal.

The second memory I have from the show is photographing his Mack on the first day of attendance. When I attend the big national shows, I usually set my Sony a58 to Black and White mode and capture my experience. I posted the photo online amongst the others I shot that day and Mike thanked me for taking the photo in black and white. He said he didn't have time to get the truck washed

before entering the gates. I think there was a long line in the wash area at the time. I do have a color one somewhere in my archives but the black and white one will always be part of the 2017 Des Moines ATHS photography adventure for me.

Mike will be missed around the circles, and I hope he is feeling no pain from health issues and enjoying his new wings. My condolences go out to his son Jason and his life partner Linda. I hope they continue to join us around the old truck circles and continue their involvement in the chapter. Here are three photos of Mike's B model including the one from Des Moines. I have others in my archive, but these are amongst my favorite of Mike's very cool truck.



## Shop Manual Editor Change

As noted in the last Shop Manual George Barrett intended for the January 2023 Shop Manual to be his last issue. I volunteered to take over and met with George Thursday afternoon, January 19<sup>th</sup>, to review procedures and discuss co-editing this issue. Unfortunately, George fell and broke a hip Friday morning. As I draft this Editor Change on Sunday p.m. George is currently recuperating from surgery and awaiting his first PT session. Your patience is appreciated as I try and perfect the basic text and photo editing skills required in the job description. Hats off to George Barrett for his nine plus years of the Shop Manual editing. *Get well soon.* I may need help! Clayton



Recently your new editor came across a GOFKAUF'S Winter 1935-36 Catalog. It is an automotive business I had not heard of. I do not recall when or where I acquired it. It reminds me of a J.C. Whitney catalog with less inventory.

GOFKAUF'S specialized in auto accessories, tires, tubes, radios and radio supplies among other things; and in Winter 1935-36 had fifteen Massachusetts, six New Hampshire and four Maine locations - Augusta, Biddeford, Portland, and Waterville.

The catalog featured name brand and generic suppliers. A Trico automatic windshield "cleaner" (vacuum wiper motor) was \$1.89 with exchange; generic wiper blades were \$0.08 each. Dupont No.7 Top Dressing (paint) was \$0.39 per ½ pint; generic brand top dressings were \$0.17 per pint. A 600 x 20 – 6 ply truck tire could be purchased for \$13.30.

GOFKAUF'S also specialized in Ford and Chevrolet mechanical parts. Ford "V-8" Brake Shoes, 4 piece, exchange, were \$0.78 per set; 1930-32 Chevrolet brake shoes, 4 piece, exchange, were also \$0.78 per set.

If anyone has additional information on, or knowledge of, GOFKAUF'S and what became of the chain, please contact Clayton at 207-522-7088 or 1948reo@roadrunner.com.

An advertisement for Brunswick Truck and Bus Tires. On the left is a large, detailed illustration of a truck tire with a tread pattern of diagonal sipes and rubber-tipped beads. A smaller illustration of a vintage truck is positioned at the bottom left, partially overlapping the large tire. The text 'BRUNSWICK STANDARD' is written vertically along the sidewall of the large tire. At the top center, the text 'IT'S EASY TO SAVE AT GOFKAUF'S' is written in a small font. Below this, the slogan 'BIG · HUSKY · TOUGH ·' is written in large, bold, outlined letters. Underneath the slogan, 'BRUNSWICK TRUCK and BUS TIRES' is written in a stylized font. A section titled 'Note These Great Features' lists seven bullet points describing the tire's construction and benefits. At the bottom, a table lists prices for various tire sizes and truck tubes.

IT'S EASY TO SAVE AT GOFKAUF'S

**BIG · HUSKY · TOUGH ·**

**BRUNSWICK TRUCK and BUS TIRES**

**Note These Great Features**

1. A tougher and wider tread;
2. Heavy, non-skid shoulder design;
3. Rugged sidewalls resist curb and rut wear;
4. Double chafing strip guards against rim cutting and protects sidewalls;
5. TWIN BEADS; a better balanced seating of the plies;
6. Extra shock absorber cord plies protect against road shock and form a stronger bond between tread and fabric;
7. Rubber tipped beads; insulates the head wire and prevents chafing of the cords.

30 x 5- 8 Ply	32 x 6- 8 Ply	32 x 6-10 Ply	600 x 20-6 Ply
<b>16.65</b>	<b>21.85</b>	<b>28.30</b>	<b>13.30</b>
<b>TRUCK TUBES</b>			
30 x 5	32 x 6	32 x 6	600 x 20
<b>2.25</b>	<b>3.45</b>	<b>2.25</b>	<b>2.25</b>

## International Glider Kits

Clayton Hoak

I find information on “glider kits” very interesting so in my search for truck literature I try to locate pieces I do not currently have. Here is an introduction to several International glider kit brochures produced over the years.

The earliest International glider piece I have in my collection is a photocopy of a 1957 International Diesel COE Front End Sections brochure “for rebuilding or modernizing any make or model truck” I got from Bud Davis. Interestingly the Diesel COE glider was based on International’s Emeryville DCO/DCOF 400 series that was introduced in 1956. The standard cab was the hydraulic tilt 72-inch BBC non-sleeper. Optional cabs were the hydraulic tilt 50-inch BBC non-sleeper and 72-inch and 80-inch BBC sleepers. Front axle wheels and tires were not included. Set up specifically for Cummins engines the use of other engines required the installation “be worked out locally”. I couldn’t find any pricing information on the glider kit however the list price of the DCO 405 and DCOF 405, both with Cummins HRB-600 engines with standard cab, was \$13,935.00 and \$17,350.0 respectively.

**The Easy, Money-Saving Way to Rebuild Wrecked Trucks or Bring Old Units - Any Make or Model - Up to Date**

The International DCO-405 Series COE front end sections with short BBC hydraulic tilt cab offer a most advantageous means of transforming your old trucks into profit-producing units of latest design. All used trucks in the weight ranges upward from 30,000 pounds GVW and 68,000 pounds GCW can be modernized by replacement of the components included in the front end sections as listed herein. This is true of International models, models of other manufacturers, conventionally styled or COE four and six-wheelers.

The end results in all cases will be new-appearing, safer, better operating trucks accommodating maximum payloads at much lower cost than for all-new models.

**INTERNATIONAL HARVESTER COMPANY**  
180 NORTH MICHIGAN AVE. • CHICAGO 1, ILLINOIS



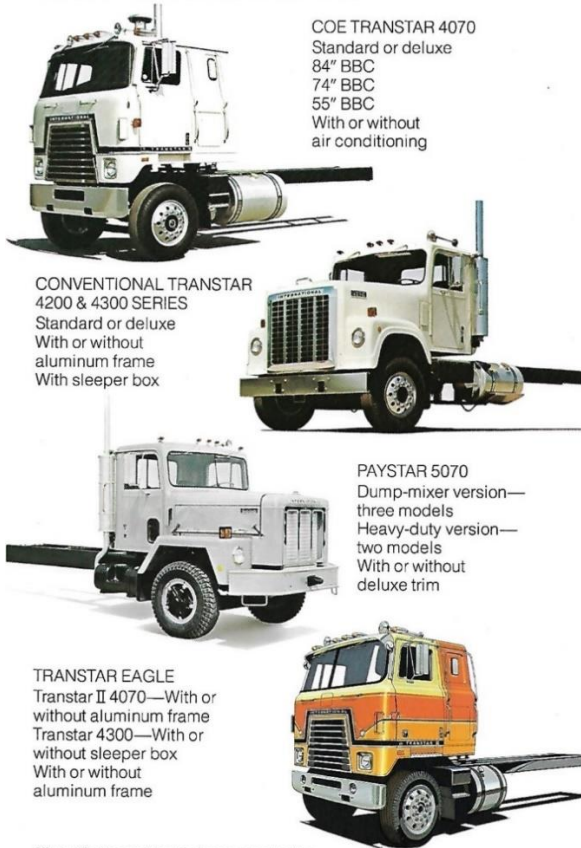
Fast forward to the early 70’s and International’s glider kit focus was on the CO/COF Transtar 4070A. Offered as a 51-inch BBC non-sleeper and 74-inch or 80-inch BBC sleeper unit with standard or custom interior, the glider could be set up for most Cummins and Detroit engines, and came with front wheels and tires.



**INTERNATIONAL  
TRANSTAR<sup>®</sup>  
CO-COF 4070A  
(GLIDER KIT)**

By the mid-seventies the glider kit options had expanded to include the Transtar conventional and Paystar models. In 1976 International offered 24 different glider packages with standardized specifications and limited options for immediate order and production. The brochure stated “Kits are fully assembled on the same production lines as new trucks, except for engine mounts, engine accessories and your power-train components.” The brochure noted, if you had specialized needs, International had the capability to produce specialized models with only a slight delivery delay.

**TWENTY-FOUR DIFFERENT MODELS.**



**COE TRANSTAR 4070**  
Standard or deluxe  
84" BBC  
74" BBC  
55" BBC  
With or without air conditioning

**CONVENTIONAL TRANSTAR 4200 & 4300 SERIES**  
Standard or deluxe  
With or without aluminum frame  
With sleeper box

**PAYSTAR 5070**  
Dump-mixer version—three models  
Heavy-duty version—two models  
With or without deluxe trim

**TRANSTAR EAGLE**  
Transtar II 4070—With or without aluminum frame  
Transtar 4300—With or without sleeper box  
With or without aluminum frame

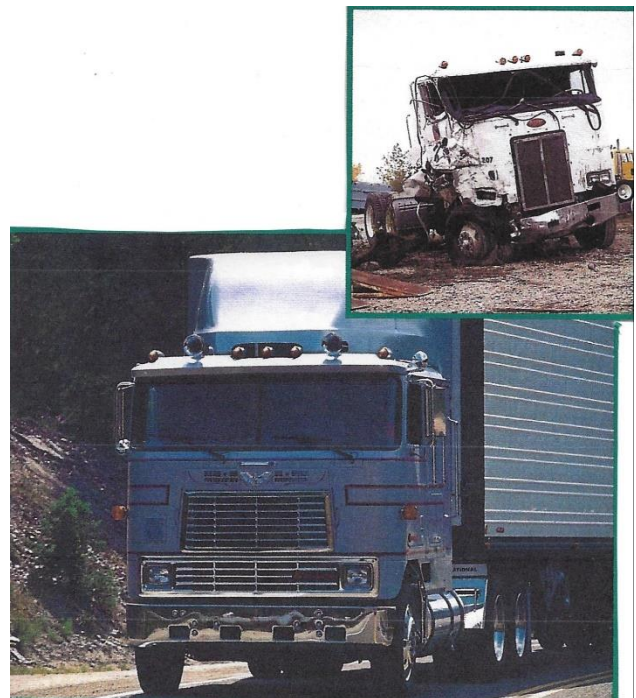
All specifications subject to change without notice.

By the mid-eighties the International glider kit lineup had grown to over 30 options. The brochure shows eight S-Series kits; six Transtar and 4370 Eagle kits; six CO-9670 and CO-9670 Eagle kits and two Paystar kits; multiple engine mounting hardware was available for most kits.

The noted engine mounting kits made it possible to “easily convert other makes of trucks such as Autocar, Brockway, Peterbilt, Ford and GM to a late model International.”



In addition to the sales component came the bragging rights of the dealer saying “so and so” wrecked their “XXXXXX” and bought an International glider to mount the running gear to.



International was not alone in its quest to provide glider kits to the trucking industry.



I have fair amount of glider information on various International and GMC models; and a smattering of glider information on various Chevy, Ford, REO, (Osterlund) Diamond Reo, White, Autocar and White Freightliner models. Feel free to reach out to me if there is something you might like to see. It does not have to be Shop Manual related. Clayton

### **Pine Tree Chapter of ATHS Board of Directors (thru March 26, 2023 Annual Meeting)**

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

**Vice President - Andy O'Brien** 54 Upper Minot Rd. Pownal, ME 04069; (207) 232-4743; email: [aobrien211@gmail.com](mailto:aobrien211@gmail.com)

**Secretary - Diane Munsey** 785 River Road, Dresden, ME 04342; (207) 737-2997; email: [munsandi@gmail.com](mailto:munsandi@gmail.com)

**Treasurer - Cheryl Billings** 1031 Pinkham Brook Rd. Durham, ME 04222; (207) 353-7209; email: [cherylbillings55@gmail.com](mailto:cherylbillings55@gmail.com)

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

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

**Director - Chad Coulter** 152 Elm Street., Milo, ME 04463; (207) 951-4674; email: [ford\\_man51@yahoo.com](mailto:ford_man51@yahoo.com)

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

**Director - Tom Hudgins** P.O. Box 43, Bradford, ME 04410; (207) 943-6548; email: [tomchristopher71@yahoo.com](mailto:tomchristopher71@yahoo.com)

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

**Director - Bob Stackpole** 446 River Rd, Cushing, ME 04563; (207)354-2372; email: [stack123@roadrunner.com](mailto:stack123@roadrunner.com)

**Director Emeritus - Lars Ohman** 6 Antique Drive, Sabattus, ME 04280; cell (207) 376-7993; email: [peckapohl@roadrunner.com](mailto:peckapohl@roadrunner.com)

### **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.

For Sale: Inner and Outer Fenders for Chevrolet 1.5-ton 1954 and early 1955, Good Condition \$400. Contact Bob Dore (207) 242-8751

For Sale: 3/5th Scale R Model Mack tractor on 1978 Dodge D300 chassis. Cummins engine, air ride, stored in a heated garage, asking \$29,900. Limited build information available, please text/call Chelcie Shappy in Hermon, ME to set up a time to view. 207-852-4680

Wanted: Two (or more) 17.5 x 6.75 10-hole budd rims for Dexter 22,500 lb. trailer axle; with or without tires (215-75 R-17.5) Contact: Clayton Hoak 207-522-7088 or email [1948reo@roadrunner.com](mailto:1948reo@roadrunner.com)

Wanted: 20,000 -23,000 lb. straight trailer axle with 11.25 diameter x 10 hole hubs with air brakes to mount to tag axle. Prefer axle set up for Budd wheels; Will consider hub piloted axle if convertible to Budd studs. What might you have? Contact Clayton – 207-522-7088 or email [1948reo@roadrunner.com](mailto:1948reo@roadrunner.com)



Gary Allen's Squarebody Suburban / Alden Peabody's Squarebody K-30 (Charlie Huntington Photos)

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.***