



Shop Manual

November 2023

President's Message

www.badgoat.net/ptcaths

President's Message

Well, we are back at it for another edition of the Shop Manual. The horrific events that took place in Lewiston last month had a significant impact on our entire state. Even the Pine Tree Chapter was affected. We had members and officers that were on lockdown for a couple days during the manhunt. The manhunt for the shooter (I refuse to use his name) even forced us to cancel the Late Fall Gathering/Great Fall Auction. The decision was made just 24 hours before our event was scheduled to start. So, we had little time to get the word out. We took to social media and sent notices to the e-mail newsletter list (another great reason to get your newsletter electronically) all encouraging recipients to help spread the word. Hopefully everyone got the news of the cancellation before they hit the road. If anyone got missed, I sincerely apologize for the oversight.

Now on to the good news. Through the efforts of our intrepid newsletter editor, Clayton, we have a new schedule and venue for the Fall Gathering. The Late, Late Fall Gathering and Great Fall Action will now be held at the Fairfield VFW Hall (Main St in Fairfield) from 10:00 - 3:00 on December 9th. Expect a few Christmas Decorations and maybe some background Christmas music. One of the stipulations in the agreement with the VFW is that we cannot bring in any beverages - all beverages (soda, coffee, water etc.) must be purchased from the VFW canteen/bar. We will still be able to have the usual Potluck Lunch to be served around Noon with the Auction of donated items immediately after lunch. Through the generosity of a couple of our members the rent is being covered so that all proceeds from the auction will go directly into the chapter's bank account.

Nancy and I are off on a tropical vacation starting the day after Thanksgiving. We will be at an all-inclusive resort in the Caribbean for a week. Who knows what old or interesting iron we may see on the road. You can be sure if we do, I will be posting it on social media and sharing it in a future newsletter.

By the time we get home (if not before in parts of the state) it will be snow season. As some of my friends (of similar age) are giving up commercial/municipal snow plowing, I am about to embark on my first season of plowing more than a handful of driveways with a pickup and an 8' blade. The company I drive dump trucks for does a lot of commercial parking lots in greater Portland. I got my plowing assignment the other day and it is a very familiar location - Thompson's Point - where I continue to work event security and parking enforcement. I have been assigned a John Deere 444H with a 12' Boss push box. I guess the new/part time guy doesn't rate one of the new 444P's they just picked up. That's probably for the best given my limited loader experience.

Also - 2024 Pine Tree Chapter dues run from January 1st through December 31st. Please consider paying them at the Late Fall Gathering, or early in 2024.

That's all for now. See you at the Fall Gathering! Bring Christmas Cookies! *Peter*

Ramblings

Backtracking a bit, the September Shop Manual had a note from Steve Deorocki that he had spotted a Graham Brothers truck in the NATMUS Museum in Ft. Wayne, Indiana with a Pine Tree Chapter license plate on the front, and an OHTM sticker on the windscreen. The folks out there did not venture much information on it and asked us if we knew about it.

Clayton contacted me....I gave it some thought, but could not for the life of me remember the owners name.... I tossed it around for a few days and managed to narrow it down to the truck owner coming from the Winterport area. On October 12th, at 12:13 AM I awoke from a sound sleep, and remembered the name of the owner, one Guy Hunter!!!!!!!. Next day I got with Clayton once again, and in our old Chapter 3' x 5" file cards found an address and phone number for Guy and gave him a call.

The next evening, Guy called me back and Oh Lord, did we talk. Guy is now 92, sharp as a tack about the history of the truck. Seems as if he purchased it for an amount I will not discuss other than "reasonable". It was a little rough having been used and abused by a local contractor. Rough you say? How about one tire had a tube and a tire INSIDE another tire for moral support! Guy went into a partnership with his daughter, and owned it 75 / 25 with her, hence "Deb's Express" started on the recovery mode.

A local carpenter re-did the woodwork as needed, and a well-known restorer in Pittsfield assisted with the mechanical work and added the colorful paint job and lettering. Pittsfield craftsman and restorer of many of Chuck Cianchette's vehicles is none other than Kenny Clark. Guy showed the truck at a few town parades, OHTM, and the MNGRR in Portland. Deb passed on at an early age, but Guy continued to show it, and winter storage was arranged with Kenny in Pittsfield where additional minor repairs were carried out.

Guy and Kenny developed a friendship, and actual ownership passed to Kenny for safekeeping. Ken was the motivation to put this fine piece of New England history on display @ NATMUS for all to enjoy. Guy was helpful in supplying the following technical data. It is a 1923 Graham Brothers Express, four-cylinder flathead engine equipped with a 12-volt starter / generator system, 3 speed transmission and worm gear rear end good for 25-30 MPH, which was pretty fast in 1923!

Graham Brothers, and the Dodge Brothers.....things get a little confusing here pooled many ideas and designs, and Graham Bros morphed into Dodge Bros., and history goes on. One interesting note passed on by Guy. For years, this truck had two Graham Bros. hub caps, and two Dodge Bros. hubcaps..... Nobody ever noticed it, but Guy knew it. Somehow, Guy came into possession of two more Graham Bros. hubcaps, and now it is finally complete in his eyes. A thank you goes to Guy Hunter for filling us in on the details.

To all our members, best Thanksgiving and Season's Best Wishes from Terry and I. That's it for tonight, Just 'Chuggin on down the road..... *Lars*



(Editor's note: The following link provides a Hemmings Motor News story on Dodge Brothers/ Graham Brothers business relationship - <https://www.msn.com/en-us/autos/news/graham-s-early-success-is-the-origin-of-ram-s-success-story/ar-AA1hKAES?ocid=msedgdhp&pc=HCTS&cvid=9dc2b51987bc4a0183b1cf6723027d17&ei=80>)

Not my usual Newsletter Submission, Driver Health by Doug Wakefield

I went for my annual DOT medical card physical a few weeks ago. As the PA checked my vitals, he asked me if I was feeling OK, and I told him that I felt fine. He told me that my heart rate was very low and that he wondered how I could even function at that rate. The Doctor came in and got about the same results. She told me that there was no way she would issue a DOT Medical card to me with such a low heart rate, and ordered an immediate EKG test before I left the building. Although the EKG showed that my heart rate had returned to normal and steady rhythm, it also showed that I had a slightly irregular heartbeat.

Why am I sharing this with you in the Club's monthly newsletter? Not to draw interest to my situation, but to remind all that truck drivers tend not to take very good care of themselves, and the nature of our jobs leaves us sitting in a seat for most of our shifts with very little movement. Truth is I could be the poster child for the overweight, out of shape, hate to exercise but love to eat guys that operate so many of the trucks that move our nation every day out there.

But I, like so many others, had gotten away with it, till now. So, after further testing, that has shown that there is a problem with my heart, I am awaiting referral to see a cardiologist. Without being able to get a medical card I can no longer drive a truck, and I understand and accept the danger that driving would place on the general public, But after 40 odd years of trailer trucking, it's still a hard pill to take, Staying positive and hoping that the doctors can treat me so that I can return to the road again, but if I can't, then it is what it is.

I spent a month being stubborn and telling everyone that I was fine, because I still felt OK, but my Personal Care Doctor told me to sit down and listen..... "You need to get this addressed, because even though you feel OK you are not. You have two choices...you may be one of the people that die unexpectedly because they did not know or are too stubborn to admit that there is something wrong or you can see a cardiologist and be treated for this condition. You have received a warning that a lot of people don't get." She got my attention to say the least.

Long story short, my dear friends, don't be like me, the old me. Take care of yourself, exercise is not a dirty word, hang your clothes in the closet, instead of on your unused exercise machine, live, laugh and love but guard your health, tomorrow is not promised to any of us. As for me, I hope to live as long as the good Lord allows me to, casting my rather large shadow for many more years to come. See you down the road. Keep on Truckin!! *Doug*



Editor's note: Doug submitted his story on October 30th. I reached out to him on November 18th to see if he could provide an update. His reply...

"Update, I saw a cardiologist who scheduled me for a nuclear dye/ treadmill stress test Monday November 13th. All went well and I received a letter with good news Friday the 17th, full heart function, no blood flow restrictions with a strong and steady heartbeat and she feels the slightly irregular heartbeat is not a serious issue, clearing me to return to work next Monday. Counting my Blessings."

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: 1942 Ford Marmon Herrington with the "SnoGo" blower and power plant; not run in 12 years, with a 1942 2wd rolling chassis from a fire truck. The rolling chassis engine is in my shop on an engine stand. The tires and wheels on the rolling chassis are in very good shape. "SnoGo" and fire truck rolling chassis to be sold as a package deal. \$2500.00 O.B.O.;

Also For Sale: 1944ish G506 dump truck, the cab and dump body are there but rough, the frame is in good shape, the engine and transfer case are missing, with another G506 shortened to pull a cord wood trailer that ran when parked. The trailer is powered by a drive shaft from the shortened 506, includes (formerly) functional capstan winch. Photos available upon request. \$2000.00 for the pair. Contact Gary Allen, Sidney, ME 207-215-3160; email garymallen1954@gmail.com

For Sale: 1954 M37 Dodge Military vehicle – Used in Korea. Stainless steel gas tank - Can hold 2 tons - Teak seat benches in truck bed - original Dodge flat head 6-cylinder engine with new points, plugs, wires, condensers, distributor cap and regulator. \$14,000. Truck is in Shapleigh, ME. Contact Karin at 978-376-0589; or email johnsondk@comcast.net.

For Sale: 1988 GMC Brigadier 16 foot flatbed with 250 hp 3208 CAT, five-speed transmission, and two-speed rear axle; former fire truck 31,000 miles, like new condition - \$20,000; Also for Sale 1954 Ford NAA tractor . Recent restoration - \$5000. Contact Bob Dore 207-242-8751

Wanted: Class A and Class B license holders interested in becoming certified Class A and Class B license instructors. Once certified the instructors would be eligible to teach MidCoast 7 Adult Education commercial driving classes/ students. The Train the Trainer class will be in October, the date is yet to be determined. For more information contact Joe Catalano, Bridge to Employment Grant Coordinator, Hub7 Adult Education, Cell Phone 904-718-1574, email joseph.catalano@fivetowns.net

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.

1960 Chevrolet Truck Data from Specifications Catalog for Chevrolet Trucks (December 1, 1959)

1959-1960 MODEL GUIDE

Model designations for 1960 have been completely revised to simplify identification. The following comparison chart shows all the 1959 models. Opposite the 1959 models are the new 1960 models which most closely resemble them.

MODEL IDENTIFICATION

Chevrolet trucks are identified by model designations consisting of a letter followed by four digits, e.g., C2504. The letter identifies the chassis type according to the following code:

- C—Conventional ("105" Cab)
- K—4-Wheel Drive
- L—Short Conventional ("90" Cab)
- M—Tandem
- P—Forward Control
- S—School Bus
- T—Tilt Cab

The first two digits in the model designation identify the truck series in order of increasing GVW classification:

- 10's, 20's, 30's, 40's—Apache
- 50's, 60's—Viking
- 70's, 80's—Spartan

The last two digits in the model designation identify the body or truck type:

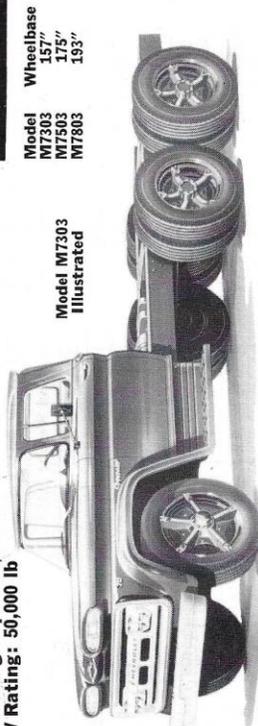
- 02 Flat-face Cowl or School Bus
- 03 Chassis-Cab
- 04 Stepside Pickup
- 05 Panel
- 06 Carryall (Panel rear doors)
- 09 Stake
- 12 Windshield-Cowl
- 16 Carryall (Endgate)
- 34 Fleetside Pickup
- 42 Forward Control Chassis
- 45 Forward Control Step-Van
- 70 Sedan Delivery
- 80 El Camino

Type	1959 Models	Comparable 1960 Models	Type	1959 Models	Comparable 1960 Models
Pickups	1180	1180	Chassis-Cabs (Continued)	6303	C6203
	1280	1280		6403	C6303
	3104	C1404		6503	C6503
	3134	C1434		6703	C6803
	3154	K1404		----	T6203
	3184	K1434		----	T6303
	3204	C1504		----	T6603
	3234	C1534		----	T6803
	3604	C2504		7103	L7103
	3634	C2534		7203	L7203
	3654	K2504		----	L7303
3684	K2534	7703	L7603		
3804	C3604	8103	C7103		
3854	----	8203	C7203		
Panels & Carryalls	1170	1170	8403	C7303	
	1270	1270	8503	C7503	
	3105	C1405	8703	C7803	
	3155	K1405	----	T7203	
	3805	C3605	----	T7303	
	3855	----	----	T7603	
	3106-16	C1406-16	9103	T7803	
3156-66	K1406-16	9203	L8103		
Stakes	3609	C2509	9703	L8603	
	3659	----	10103	C8103	
	3809	C3609	10203	C8203	
	3859	----	10403	C8303	
	4109	C4109	10503	C8503	
	4409	C4309	10703	C8803	
	----	C5109	----	T8203	
	----	C5309	----	T8303	
	----	L5309	----	T8603	
	----	L6103★	----	T8803	
	5409	L6303★	3102-12	C1402-12	
	6109	C6103★	3602-12	C2502-12	
	6409	C6303★	3802-12	C3602-12	
7109	L7103★	4102-12	C4102-12		
----	L7303★	4402-12	C4302-12		
8109	C7103★	----	C5102-12		
8409	C7303★	----	C5302-12		
----	C8103★	----	C5502-12		
----	C8303★	6102-12	C6102-12		
----	L8103★	6402-12	C6302-12		
----	L8303★	6502-12	C6502-12		
Chassis-Cabs	3103	C1403	Forward Control	3442-45	P2342-45
	3153	K1403		3542-45	P2542-45
	3203	C1503		3742-45	P2642-45
	3603	C2503		3442-45 (RPO)	P3342-45
	3653	K2503		3542-45 (RPO)	P3542-45
	3803	C3603	3742-45 (RPO)	P3642-45	
	3853	----	6242	----	
	4103	C4103	6642	----	
	4403	C4303	School Buses	4502	S5302
	----	C5103		6702	S6202
	----	C5203		6802	S6402
	----	C5303		8802	S6702
	----	C5503		8802	S7702
----	L5203	10802	S7902		
----	L5303	Tandems	8403	----	
----	L5603		8503	----	
5103	L6103		8703	----	
5303	L6203		10403	M7303	
5403	L6303		10503	M7503	
5703	L6603	10703	M7803		
6103	L6903				
	C6103				

★ Stake bodies are optional on these Chassis-Cab models.

SERIES M70 TANDEM

GVW Ratings up to 36,000 lb
GCW Rating: 50,000 lb



Comfort-King
105 Cab

Model M7303
M7503
M7803
M7903

Wheelbase
157"
175"
193"

STANDARD EQUIPMENT

Air Cleaner: Oil bath, capacity 2 pints; includes temperature-controlled inside-outside air intake

Exhaust System: Single pipe & muffler

Frame: 39,000-lb-test steel; side rails reinforced; maximum section modulus 19.84

Fuel Filter: Replaceable element type plus screen in carburetor

Fuel Tank: Back of seat in cab, capacity 20 1/2 gal each at ground

Generator: 12-Volt, 30-amp; normal cut-in

Governor: Vacuum-spinner type, 3700 rpm max

GVW Rating: See GVW Selector on opposite page

Lights: Head, parking, single tail and stop

Mirror, Exterior: Left side; 17 1/2" swinging arm

Oil Filter: Full-flow

Shock Absorbers: Front; piston diameter 1 3/8"

Springs, Front: Torsion; capacity 4000 lb each at ground

Springs, Rear: Semi-elliptic; capacity 16,000 lb each at ground

Steering: Hydraulic power; ball-gear, ratio 28:1 wheel dia 19"

Suspension, Rear: Hendrickson, Model RT320

Tires: Ten tubeless 8-22.5/8PR

Tools: Wheel wrench

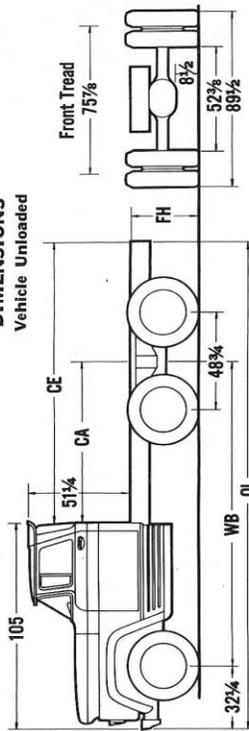
Transmission: Spsped Spicer 3152 Synchro-Mesh

Wheels: Cast-spoke, ten 22.5" x 6.00"

Windshield Wipers: Electric; angle-speed

DIMENSIONS

Vehicle Unloaded



Dim	Dimensions (inches)			Body & Load Distribution (% front—% rear)			
	M7303	M7503	M7803	Body	M7303	M7503	M7803
WB	157	175	193	11'	10-90	—	—
CA	84	102	120	12'	6-94	—	—
CE	144	174	204	13'	3-97	—	—
OL	249	279	309	14'	—	9-91	18-82
FH	39	39 3/4	40	15'	—	6-84	15-85
Curb Weights (lb) (With std equipment)	Front	4100	4240	16'	—	11-89	8-92
	Rear	5680	5740	17'	—	2-98	8-92
	Total	9780	9980	18'	—	—	5-95
	Total	9780	9980	19'	—	—	2-98

Chassis-Cab—Page 32

December 1, 1959

SERIES M70 TANDEM

BODY-PAYLOAD RATINGS & GVW SELECTOR

GVW Rating	Approximate Maximum Body-Payload Weight (lb)			Required GVW Rating
	M7303	M7803	M7903	
14,250	14,050	13,900	13,900	24,000 lb
20,100	19,900*	19,750	19,750	30,000 lb
25,900	25,600	25,550	25,550	36,000 lb

GVW Rating	Recommended Minimum Tire Sizes		
	Front	Tandem	Dual Rear
24,000 lb	Standard	8-22.5/8PR	8-22.5/8PR
30,000 lb	Standard	8-22.5/8PR	9-22.5/10PR
36,000 lb	Standard	9-22.5/10PR	10-22.5/10PR

* Rating on GVW Plate.

OPTIONAL EQUIPMENT

Battery: HD; 12-volt, 66-plate; cap 72 amp-hr. 352

Brakes, Air-Hydraulic: 4500-lb front springs. 221

Brakes, Full Air: Incl 15" x 3/4" front brakes 585

Cab, Custom: Includes Custom seat and left door lock. (Not available with aux trans) 431

Direction Signals: See Tables & Data section for legal requirements 105

Generator: 36-ampere, normal cut-in 351

50-ampere, normal cut-in 327

50-ampere, low cut-in 389

Heater & Defroster: De Luxe 112

Retractable 115

Jack, Hydraulic: Capacity 12,000 lb 391

Lock: Left door (De Luxe Cab only) 395

Mirror, Exterior: Left; 8" fixed bracket 210

Right; 17 1/2" swinging arm or 8" fixed bracket 210

Paint, Exterior: See Cabs & Bodies section for solid colors and 2-tone combinations.

Radiator: Heavy-duty; 2 7/8" core 256

Seat, Custom: De Luxe Cab only (Not available with auxiliary transmission) 258

Springs, Rear: Capacity 18,250 lb each 254

Suspension, Front: Capacity 9000 lb. Incl. 4500-lb front springs 221

Tachometer: Electric; to 5000 rpm 266

Transmission, Auxiliary: Spicer Model 5831F; 3-speed Powermatic 309

Vacuum Tank: Vacuum brake reserve 281

Wheels, Disc: Set of ten, 10-stud attachment 22.5" x 6.75" (For 9-22.5 or 10-22.5 tires) 451

20" x 6.5" (For 8.25-20 or 9.00-20 tires) 291

Wheel, Spare: (Disc) Incl with RPO spare tire, 451

22.5" x 6.75" 291

20" x 7.5" 453

Wheel Rims: Set of ten, For cast-spoke wheels 22.5" x 6.75" (For 9-22.5 tires) 361

22.5" x 7.50" (For 10-22.5 tires) 362

20" x 7.0" (For 9.00-20 tires) 359

Wheel Rim, Spare: Incl with RPO spare tire 22.5" x 6.00" 363

20" x 6.75" 361

20" x 6.0" 586

20" x 6.5" 358

20" x 7.0" 359

20" x 7.5" 354

Window, Full-View Rear 394

Windshield Washers 130

TIRE & WHEEL COMBINATIONS

See Tires & Wheels Section for combinations of front and rear tire sizes

Tubeless Tire Size	Rim Width	Option Numbers		Tube Tire Size	Rim Width	Option Numbers	
		Cast Wheels	Disc Wheels			Cast Wheels	Disc Wheels
8-22.5/8PR	6.00"	—	—	7.50-20/10PR	6.0"	305	—
9-22.5/10PR	6.00"	456	—	8.25-20/10PR	6.5"	343	343+
10-22.5/10PR	6.75"	456*	228+	8.25-20/12PR	6.5"	344	344+
	6.75"	457*	238+	9.00-20/10PR	6.5"	312	312+
	7.50"	457*	—	10.00-20/12PR	7.0"	312*	—
					7.5"	460	460+

* Optional wheel rims required.

+ Optional disc wheels required.

Chassis-Cab—Page 32

December 1, 1959

Chassis-Cab—Page 33

Must Have Factory Accessories for Your 1960 M70 Tandem

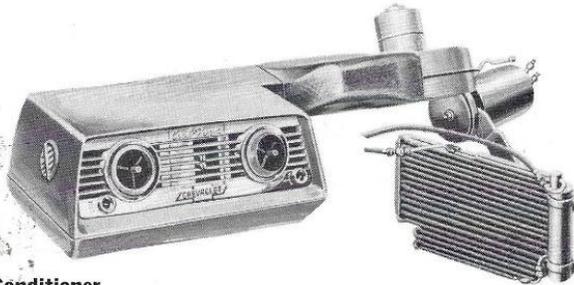
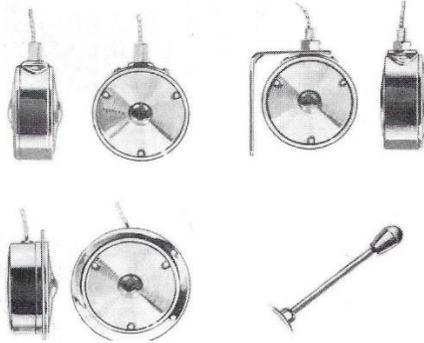


Clearance Lamps

Clearance lamps have metal body and amber light. For mounting on cab roof.

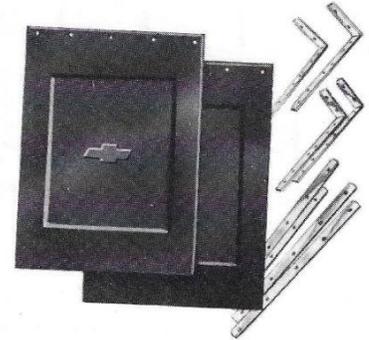
Directional Signals

Newly designed signals meet the approval of states with turn signal laws. Available in kits for all models. Convenient self-canceling switch becomes an integral part of steering column. See *Tables & Data* section for additional information.



Cool-Pack Air Conditioner

Here is an under-dash unit that turns the hottest weather into cool comfort. Besides cooling, this unit both filters and dehumidifies the air. Light-duty trucks should be ordered with a heavy-duty radiator if the Cool-Pack unit is to be installed.

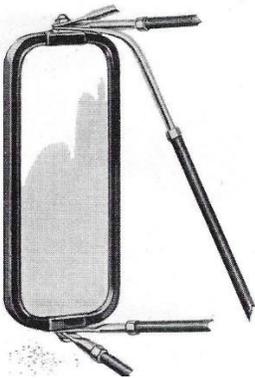


Splash Guards

These dual-wheel guards have been approved by states which require them. Made of tire rubber with cords molded into the rubber for maximum strength and flexibility. Brackets not included.

Accessories—Page 6

ACCESSORIES



De Luxe Outside Mirror

Rectangular 15" x 6" mirror that has extra strong support arms to minimize vibration. Extendible to maximum legal width for trailer bodies. Fits either right or left side of all models. Finished in black enamel. Attaching parts are rust and corrosion resistant.

Lamp Bulb Container

A heavy-gauge steel container with sponge rubber lining to hold two sealed beam units and an assortment of 24 other bulbs used on trucks. Bulbs are not included.





Peter Mullin's New Winter Home

Local and Regional Events – Now through the end of season; 2024 Highlights

Saturday	12/9/23	Pine Tree Chapter Late Fall Gathering / Great Fall Auction – VFW Hall, Route 201, Fairfield, ME 10:00-3:00
Thur-Sat	6/6-8/24	2024 ATHS Convention and Truck Show, York Fairgrounds, York, PA
Thur (pm) -Sat	6/13-15/24	2024 ATCA Truck Show, Macungie Park, Macungie, PA
Sat-Sun	7/20-21/24	2024 Pine Tree Gathering at the OHTM Truck Show

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@gwi.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.