



Shop Manual

October 2023

President's Message

www.badgoat.net/ptcaths

Welcome to fall! This year I decided to forgo the annual pilgrimage to Hershey, Pennsylvania for the AACA National Meet and flea market and instead Nancy and I went camping at the Fryeburg Fair for 4 days. Who would have thought the last fair of the season would see shorts and t-shirt weather for 5 days out of 8. Camping and spending multiple days makes the fair a much more relaxed experience. We were able to sit and watch the show draft horse judging and horse pulls, spent time visiting with friends at the farm museum, toured the commercial exhibits (multiple times) and sampled plenty of fair food.

A few weeks ago, we had a good showing at the Topsham Truck Show. We recorded 50 trucks registered. We know we missed a few more than that. So, actual attendance was probably closer to 70 trucks. For the first time we had our own food trucks in the truck show area. Initial reports (at the show) from the food trucks were that business was ok - not huge, but hopefully acceptable. Chapter wise we also did just ok. We made \$125 on the 50-50 raffle and \$250 on our share of the gate. We sold a few shirts and trinkets and signed up a couple of new members. Obviously the (early in the week) threats of a hurricane hitting us Saturday and Sunday likely affected attendance. Combine that with competing events (MPDA - Touch-a-Truck/Convoy for Kids, and ATHS show in Ballston-Spa, NY) and you have a recipe for less than hoped for attendance.

I was speaking to Carl Phillips recently, and he mentioned the fact that the new leadership at the Towing and Recovery Association of Maine chose not to participate at the Topsham Show this year. Carl said that he and some of the other local tow operators would like to come and do a demonstration or two next year. I told him that they were certainly welcome to do that.

There has been discussion this year about expanding the Topsham Show to a 2-day event, possibly as early as next year. From my point of view, there are a few things that need to happen before we can move forward with a 2 day show - better attendance (this year's numbers don't support a 2-day show), stable/advanced commitment for food truck(s) for 2 days, early commitment by the fairgrounds for dates and costs/revenue sharing, and more help ahead of time and on the ground. Honestly, while I agree a 2-day show is a bigger draw to those from away - how many from Vermont and Western Mass are going to come here as opposed to Ballston-Spa? I just don't think we are there yet. That being said, if someone wants to pick up the ball and lead the charge, they will have my blessing.

I would like to thank the following for their help in planning, organizing, promoting, securing food vendors, working tables, setting up, tearing down, demonstrations and on and on: Lars Ohman, Clayton Hoak, Jamie Mason, Tom Hudgins, Sandra Gushee, Charlie Huntington, George Barrett, Ron Bisson, David Hall, Nancy Mullin, Cheryl Billings, Diane Munsey. Additionally, thanks to everyone that exhibited a truck (big or small, 1, 2, 4 or more), bought a raffle ticket or just came to watch. Special thanks to the Topsham Fair Board and the Squarebodies of Maine group that came by to support us.

Next up is the Fall Gathering and Great Fall Auction at Charlie and Rose Huntington's home in Newcastle on Saturday October 28th. This is a potluck lunch event followed by an auction of donated items with all proceeds going to the Pine Tree Chapter ATHS. Hope to see you there. *Peter*

Great Fall Auction - Saturday October 28th

The Annual Pine Tree Chapter Great Fall Auction will be held at Charlie and Rose Huntington's home in Newcastle 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. Please bring something to share for lunch, and a box (or two) full of hobby related "stuff" for the auction.

Pine Tree Chapter - t-shirts, polo shirts and sweatshirts (2023 and prior years) will be available for purchase at the fall gathering. Sorry we are all out of hats.

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

Location: Charlie and Rose Huntington's
78 Lynch Rd.
Newcastle, Maine

Lynch Rd is off US Route 1 by Colby's Auto Center and Tire (right turn from US 1 North, left turn from US 1 South) partway between Edgcomb and the Damariscotta exit. 78 Lynch Road is 4/10th of a mile on the left. Look for the oversize shed towards the back of the property.

Member Passings

Roland T Foster, age 91 of Freeport, died on September 11, 2023, at Maine Medical Center. He was born on September 2, 1932, in Westbrook, Maine. Roland attended Freeport schools, served in the US Army in Korea before being honorably discharged, owned his own trucking and paving contractor businesses, and worked for several Freeport businesses, including LL Bean, where he retired from.

Roland was predeceased by Jimmy, his brother, and Hilda Coskery, his domestic partner of 55 years. Roland is survived by his partner, Millie Robinson, of Freeport; several special people in his life.... Roland Coskery, Paul Coskery, Linda Cole, Victoria Coskery and Ken Mann; and his precious cat, Abby.

Roland was a head official at Beech Ridge Speedway in Scarborough for many years, as well as a long-time member of Pine Tree Chapter – AHS and the MOALs (Maine Obsolete Auto League).

A graveside service was held at Elmwood Cemetery in Pownal on Monday, September 18th. Arrangements were made by Stetson's Funeral Home, 12 Federal St., Brunswick where condolences, memories and photos may be shared with the family at www.stetsonsfuneralhome.com.

Sandra E. Bumpus, 79, of South Paris passed away on Wednesday, September 20, 2023 at Stephens Memorial Hospital. Sandra was the wife of long-time Chapter member Richard Bumpus. She was born in North Waterford on May 24, 1944, and attended schools in Waterford, graduated from Gould Academy in Bethel and attended Burdett College in Boston. She had worked in local shoe shops, Oxford Marking, and as a Certified Nurse's Aide at Bridgton Healthcare Center and the Maine Veterans Home in South Paris.

Sandra married Richard Bumpus on May 3, 1997. She was a member of the Norway Grange, Bolsters Mills Methodist Church, Norway Methodist Church, and Deering Memorial Church in South Paris. She enjoyed reading and loved lighthouses and her cats.

She is survived by her husband of South Paris; her sister Linda Hatch; 7 nieces, 11 great nieces and great nephews; 20 great-great nieces and nephews; 5 stepchildren; 5 step grandchildren; and 5 step great grandchildren. She was predeceased by her sister Claudia Graves.

Funeral services were held at the Bolsters Mills Methodist Church on Saturday, September 30, 2023, followed by interment at Maple Ridge Cemetery in Hebron. Online condolences may be shared with her family at www.chandlerfunerals.com.

Ramblings

This RAMBLINGS goes back a few years. Many of you Old Timers will recognize the names, lest we forget them. Here we go.....The late Fred J. Perkins of Weston, MA, character #1, was very instrumental in the early days of the ATHS, and a man who wore many hats. Somehow, he had come into possession of a heavy-duty differential and advertised it for sale.

Now, along comes character #2 (and I use that term with the most respect), the late Stanley H. Young from Greenbush, or Costigan, ME, with an inquiry into said differential. He and Fred spoke at length about the differential, and what it came out of, but Fred could not determine the gear ratio, but it sounded like what Stanley needed for one of his many projects, so Stanley packed up Bert, his trusty Bulldog traveling companion, and hit the Big Road down to Weston, MA, and 703 Boston Post Road.

Stanley was greeted by Fred and invited in for coffee, complete with creamers from Butricks' Dairy Bar, and sugar from Higgins Ice Cream Parlor.....you Old Timers will understand that reference. The coffee break was completed, and they headed out to Fred's garage for a hands-on inspection of the differential. Stan looked it over, and outwardly it appeared to be what he wanted, but still did not know the gear ratio for sure. Close inspection of the end of the pinion shaft and the stamped numbers were illegible. Stan managed to horse the assembly around while Fred looked on and offered verbal encouragement.

Stan got down on his hands and knees, and began inspecting the ring gear for wear pattern, and began to count the teeth to determine the ratio. Fred watched as Stan counted the teeth one by one, and after a period of time, asked Stan what he was doing.....interrupting Stans count, and throwing him off track. Stan came back, in his most formal manner and informed Fred: "counting teeth, damn it!"

After Stan went back to counting, Fred, in his inquisitive manner and demeanor, inquired of Stan: "What, are you an ORTHADONTIST or a mechanic?" Needless to say, Stan lost count, and had to start all over again, however, wound up buying the pig from Fred.

A true story recalled by a long-time contributor of Massachusetts trivia..... 'Till the next time.....just 'chuggin on down the road of life. *Lars*

P.S. Chapter condolences to the family of Sandra E. Bumpus, wife of long-time Chapter member Richard Bumpus. Sandra passed on September 20th. Old timers will recall we were at one of our dinner gatherings, as part of a tour, and Richard stood, and after a short message, proposed his intentions to Sandra in front of the Chapter.....she accepted his proposal of marriage, and later told the group they had not even told their grown children.....the PTC was the first to know! RIP Sandra.....from all of your friends in the Pine Tree Chapter.

Lars

(Editor's note: Character #1, Fred Perkins, was well-known for his frugality. Apparently, he always acquired sufficient creamers and sugars from the local businesses he frequented to satisfy his home needs. He probably grabbed ketchup packets too.)

PTC Plated Graham Brothers Truck at NATMUS - Update

Unfortunately, I have nothing confirmable to report. Director Emeritus/ Chapter Historian Lars Ohman believes it may have spent some time at the Maine Narrow Gauge Railroad Museum, and at the Boothbay Railway Museum. Also, the owner may have been from the Winterport area. I have reached out to the Maine Narrow Gauge Railroad Museum, the Boothbay Railway Museum's Auto Museum, the Owls Head Transportation Museum and NATMUS. Responses to date have yielded nothing.

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 Deorocki's questions. Thank you. *Clayton*



FAT BOY's Trip to Maine by Doug Wakefield

We bought a 1985 White WCA road tractor to use as a fund raiser for the 2024 Springtime Truck and Tractor Show's fundraiser. Once again working with Brayden Tucker, owner of Tucker Equipment and Dying Breed Diesels in Lisbon, Ohio.

When we first started buying old classic trucks from Brayden, we used to drive them here from Ohio. Brayden would meet us in Matamoras, Pennsylvania and we would drive our trucks home from there. Thomas Hudgins and I made a few trips, Rob Balfour went with me one year, but driving 40-year-old trucks over 800 hundred miles over a couple of days is never a guarantee that your trip will go without a hiccup or two. After spending six hours under a truck to repair brake line issues, we reconsidered our options and transported them back as a backhaul for our friends at Sibley Transportation in Bangor, Maine. No stress, just pay the bill!

The year as I was trying to decide what to buy, our friend Rob Balfour called and asked me if we might consider the White that Brayden had for sale. Rob is a big White truck fan and owns three different Whites now. He said the White was in good condition, had excellent rubber and offered to meet Brayden in Matamoras and drive the White back to Maine for us if we bought it.

Long story short.... Rob's proposal worked for me, and with help from many of our friends, the plan to bring the White, aka FAT BOY, was set in motion.

Jay Keefer drove the White from Brayden's shop in Lisbon, Ohio with Brayden in the chase and return car, meeting Rob and his dad, Robert, who drove it back to their homes in Gray, Maine. I asked Rob if he could keep it there until the weekend of the AHS Pine Tree Chapter Show in Topsham, with plans to meet him there to drive it up to my place. Because I wanted to attend a Celebration of Life Service for one of my cousins in Vermont the weekend of that show, Thomas Hudgins drove FAT BOY up to Bangor with Howard Clouston and Michelin Abbott along with George Hames and his son, Randy, escorting Tom up from Topsham.

FAT BOY will probably sit at Howie's place in Bangor until next spring as our 2024 Show will be at Sibley Transportation's truck shop just down the road in Hermon.

So, thanks to all that helped to get FAT BOY up here to central eastern Maine. The truck runs great with an L-10 Cummins engine and 9-speed transmission. Thomas said it a little loud with a straight pipe so I guess it is a little bit of a hot rod, but as always, it will make someone a nice antique 100.00-dollar truck. We are thankful and blessed with so many great people that are willing to take the ride with us to support our annual charity fundraiser event! We are #oldtruckershelpingothers. *Doug*

(Editor's note: I reached out to Doug for an explanation as to why he called the White FAT BOY. His response.... "the fat boy label is just my wise guy name I chose for the truck because of the very wide cabs that are on these trucks. I mean not disrespect to anyone, being a lifelong member of the he that casts a large shadow club, aka a fat boy, it's just my play on words. ")



Antique Trucks Move Train to Maine Update

Last month George Barrett reported on the move of the Edaville Railroad rolling stock, track, and equipment to the Maine Narrow Gauge Railroad and noted a list of the drivers would appear in the next Shop Manual. At the last newsletter assembly session George provided the vintage listing of the trucks, owners, and drivers he had in his files.

The list was very recently shared with the Chapter's Historian, Lars Ohman, to help fill in some of the blanks. Lars indicated he wanted to review the VCR tape he had on the move, the Great Train Robbery, and noted fifty trucks participated in the effort.

Unfortunately, the VCR was not connected to the recently acquired television set, so the VCR tape review is pending. Hopefully the list will be in the next issue; and perhaps the video can be at the Late Fall Gathering at Charlie and Rose Huntington's on October 28th in Newcastle. *Clayton*

LPO Tip #1.....Recent Facebook blurb rates Rustoleum paints, by far the best results and finish, either brushed or sprayed. If a means is available, heat the paint in a pot of hot water to 110 degrees, it will flow with a beautiful finish. *Lars*

LPO Tip #2.....Nylon fuel lines will rub a hole in an aluminum fuel tank in no time, tie or clamp them off away from the tank. *Lars*

Squarebodies of a Different Scale by Clayton Hoak

Most of you are likely aware of the current popularity of the Chevrolet and GMC square body vehicles produced from 1973 to 1987 (all light-duty vehicles, except Luv and S-10/15 trucks) and 1988 to 1991 (full size Chev Blazers/GMC V-Jimmys; Chev & GMC Suburbans; Chev & GMC Crew/Bonus Cab trucks; GMC V-Pickups).

The truck manufacturing industry produced many square bodied Class 7 and 8 cabover vehicles prior to introduction of the 1973 Chevrolet and GMC square body line-up. In this issue I only have space to identify a handful of the marques and offer a few facts on the models.

Given my interest in GMC trucks the first model that come to mind is the GMC Crackerbox introduced in late 1958 and produced through 1968. The first series Crackerboxes, the DLR-8000, with Detroit 6-71 engine and axle behind the cab, and the DFR-8000, with Detroit 6V-71 engine and axle over the cab, had air suspension on both the front and rear axles. The sleeper tilt cab was only offered on the DFR 8000.



Other cabover models with square bodied tilt cabs included:

Dodge Heavy Duty Tilt Cabs models NL/NLT 1000 (1964); VL/VLT 900 (1965); VL/VLT 1000 (1965); generally, Cummins in-line 6 or V-8 powered with GVWs of 32,000 to 50,000; and GCWs of 60,000 – 76,800. Model designations changed over the years to LN/LNT-1000 with Cummins V-8 diesel engines dropped; then to LS/LT 1000 (1974) with the 8V-71 Detroit added as an engine option.

International's CO-4000 Series trucks, offered from 1965 to 1968. The CO 4000s replaced the DCO-400 Emeryville models and were superseded by the Transtar 4070 models. The CO-4000 series was marketed "The Truck of Tomorrow is Here Today". An interesting slogan whereas the model was replaced after four years. Six models were offered- CO-4000/CO-4000-D (single axle gas/diesel); COF-4000/COF-4000-D (tandem axle gas/diesel); COT-4000/COT-400-D (tandem tag or pusher axle gas/diesel). Seven Detroit, six Cummins and two international diesel engines were offered. For the gasoline models two International V-8 gasoline engines were offered.



REO first offered the DCL-703D single axle and DCL-633D/733D tandem axle tractors somewhere between 1960 and 1962; rebadged them as DCL-700D and DCL-630D/730D in 1964-65; and rebadged them again as HC-700D and HC-630D/730D in 1966 and 1967. The first DCL series offered five Cummins diesels, the second DCL series offered twelve Cummins and two Detroit diesels, and the HC series offered seven Cummins and five Detroit diesels. Similar models were likely offered in the Diamond T lineup. White merged Diamond T and REO into Diamond Reo in June of 1967 and the HC series became the Diamond Reo CO-50 and CO-78 series.



White introduced its Road Commander (RC) cabover in 1972 while simultaneously marketing the White-Freightliner cabover line, possibly due to the White-Freightliner marketing agreement ending in 1976. In 1975 White upgraded the RC to the Road Commander 2. The base engine of the RC 2 was the Formula 290 Cummins however, the dropped frame design in the RC 2 could accept the Cummins KT-450 and the 540 hp CAT 3408 when it became available. The RC 2 continued in production until Volvo acquired White in 1981-1982 and rebadged the RC 2 back to the Road Commander. It appears the VolvoWhite RC continued in production as the VolvoWhite and WhiteGMC High Cabover; however, this would take more research to confirm.

(Editor's note: While researching the various square body cabovers I came across the Russ and Dan Simon's Cabover Kings website – www.caboverkings.com. The Deerfield NH brothers started collecting cabovers in 1996 and haven't looked back since. I suggest you check it out if you like cabovers.)

HERSHEY 2023 I finally got to visit the gathering. Long time friend (65 years) Russ Tarbell invited me to accompany him if I shared the driving chores to and from. All I can say is... AMAZING..... if you walked every aisle, you would cover 26 miles of vendors of anything and everything automotive.

I was on the lookout for hub caps for the wire wheels on "Old Crusty", my 28 Ford AA. I visited as many "AA" parts vendors that I could find (quite sure I missed many) and found two that were more badly deteriorated than the one I had with me as a sample.... kept looking.... no results, went back to that dealer...he wanted \$75.00 for the two... way too rich for my blood!

Ran into Gary Mahan, Jack Comer, Brian Main, and Al Murphy, and met up with Clyde Kelton...a school mate of 65 years ago! Clyde has been to Hershey for 40 years selling "A" parts and has never had any "AA" hubcaps for wire wheels. Glad I went.... mind blowing the number of vendors. Glad I went once in my lifetime..... *Lars*

(Editor's note: Your editor also spent last week at Hershey and visited with Lars for a while on Wednesday. Whereas he didn't mention running into me I wonder if he is trying to tell me something???)

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: 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.

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 OBO; **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 OBO – 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; 2024 Highlights

| | | |
|----------------|------------|---|
| 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 |
| 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, York, PA |



GMC Electric Trucks – circa 1912-13 – ½ to 6 ton capacity - \$1200 - \$2500 w/o batteries – f.o.b. Pontiac, MI

Submissions and Feedback Encouraged

Just a reminder everyone is encouraged to submit articles, stories, photos and quips on items that might interest the Chapter. I would appreciate someone picking up on the “Made in Maine” storyline and “writing” an article on some other Maine manufacturer. I can assist with the drafting and editing. Should anyone have knowledge and literature on a “Made in Maine”, or other truck related subject, please contact me at 207-582-3224 or 1948reo@roadrunner.com. Ditto on the feedback. If you don't tell me what you like, or don't like, it is difficult to judge what to write about. Thank you. *Clayton*

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.