



Shop Manual

www.badgoat.net/ptcaths

December 2017

President's Message

Jamie Mason

Merry Christmas & Happy New Year

We're in full holiday mode at the Mason house hold. The tree is up and most of the trucks have made their way back into the barn. I have this issue every year where the barn reaches capacity earlier and earlier. Guess I'll have to ask Santa for a bigger barn!

First order of business, I'd like to reach out to Dan, Armand, and the Cote family (and friends) for their excellent hospitality. With 50 plus members present, it was a great time to close out the 2017 antique truck season. Discussing with the Treasurer, Diane says we raised \$1050 for the chapter! we had another \$208 in sales and \$10 in dues.

Thank you, Lars for being the auctioneer. Peter and Charlie did a great job as well showing the items to prospective bidders. Thank you again to the Cote Family for hosting, and everyone who brought food, donated items, and came out to bid.

Over Thanksgiving and the first weekend in December, Charlie Huntington, and several other PTC members helped connect an old truck to an old truck lover! Charlie and Clayton picked up the truck down in Connecticut and delivered it to Maine. On December 2nd, a half dozen or so members helped unload the old Mack at Mike Hannigan's where it will be stored for the near future.

Thanks again PTC members for coming together for trucks and friendship.

The Executive Board meeting is scheduled for Saturday, January 13th. It'll be at the President's house. My wife and I will come up with a main course, but if you'd like to bring a side, drinks or dessert, please let me know. Doors will open at 10, with Lunch at 11:30 and the meeting at 12:30. If you plan on attending, please RSVP to me at 207-949-1360 or haroldjmason@gmail.com. If you have a location or an idea for the PTC, please let one of the board members or myself know. We'll be putting our tentative schedule together in anticipation for the Annual Meeting in March.

In closing, thank you to the chapter and the Executive Board for everything you all do! The people, places, and trucks make this organization and enjoyable time for all that participate. Thank you, thank you, thank you. If you'd like to do more for the chapter, whether it is in a formal position, on one of our committees, or in general, there are many ways that a member can help out the chapter! P.S. a huge round of applause to George Barrett and those that contribute to the Shop Manual. We have a great publication that we all look forward to. With this I wish you a Happy Holidays, Merry Christmas, and Happy New Years.

Jamie



Ramblings Lars Ohman

The great Fall Auction and Chow Down was hosted, by Cote Crane & Rigging, in Auburn, with a good turnout of members on a blustery day. The Cote folks were super hosts to the Chapter, complete with inside and yard tours of their spotless equipment and facilities. I especially want to make mention of the assistance of the Cote Family wives, and ladies of the office staff and members of their crew who helped make our visit most enjoyable. Cote Corp has a full time staff of 40 plus and an assortment of equipment and trucks to handle most any rigging job in the area. They concentrate on work mostly in the northern New England area, and in this manner, can have their crews back home with family most nights. Armand Cote, the most senior member of the Cote Family, is on the job most every day, and his knowledge is passed on down to second and third generation family members with an active part. Our combined thanks to the Cote Family and

staff.

The Chow Down / Pot Luck luncheon was well attended, and I don't think anyone went home hungry. Thanks go to our own Chapter Gals who attend and help out with set up and making sure we have enough to eat, and the important part...clean up ! Nancy Mullin, Cheryl Billings, Mary King, Brenda Carleton, and others, who I unfortunately forget names, are on hand to help, and their combined help is appreciated.

The Auction part, again, well attended, and the bidding was most generous on an assortment of "stuff" you just could not pass up. Diane Munsey was, once again, active in keeping the bidders ledger in order, and later reported a very generous addition to the Chapter treasury which enables us to keep our dues at an acceptable level, and still have a few bucks in the kitty to support needs and The Shop Manual postage and printing. Once again, Thanks to the Cote Family and Crew for making us feel so welcome....Lars

Lars sent me an e-mail asking about my attempt to catch the oversize load going to Robbins Lumber. He was set to go with me but had to work instead. This is too good to not include in the Shop Manual, unedited. - George

Living the Dream

Lars Ohman

Did you manage to catch up with the missing boiler ? Ran down to Torrington, CT. today with a used Western Star tri-axle dump. "It's all set to go !!!!!" Oh yeah ? 0330 AM, no fuel, hit the Irving in Auburn.....pumps out of order...don't know how long they will be down out back. Pulled around to the front RV pump...took forever to fuel up with small hose.....no heat to speak of...grabbed a Frito knock down box to cover the radiator.....off southbound. Ran into rain in Worcester on I-290... Charlie driving the Star....badly pitted windshield, and not much for blades.....Charlie had the short end of the stick on this one...pulled over @ CT scales, waited for daylight so he could at least see what he was about to run over. Hartford commute was a mass of red taillights...stop and go. Got thru on 84 headed to Torrington, and CT 4 for 19 miles

cross country roads, mostly two lane with endless construction....did I mention rain and fog ? About 3 miles from Auction Yard, drivers side blade flew off the Star.. I was following and saw it go.....did manage to stop, back up, and pick up the remains (after being run over by a few cars. Charlie had a few tools with him but the Plastic was crushed. Pulled the passanger side off, put a glove on the arm, and moved that blade to driver's side) Cop stopped and tailgunned with his lights 'till we got it working. We ran over the directions with him...could not go that way...bridge....passanger cars only. He 'escorted " us to the Auction Yard....sort of a cross between Dick Condon's in Augusta, Winn's Salvage up north, and Eddie Nash's in NH. Quite a collection of battered iron...I would say most all of it was due to go to export and 3rd. world nations. Dumped the Star on them, and headed home in the now pouring rain...uneventful trip home @ 55-60 or so, and got home in just 12 hours for the round trip of 595 miles. My eyes are falling out of my head..glare,fog, rain,spray..headed for the bunk.....just another day of " living the dream ! ".....Lars, Lars



Peter J Truck Transport

Charlie Huntington

If you follow the "Just Old Trucks" online forum you know that the general discussion thread is called "Peter J's Place". The moderator, Eddy Lucast, named it for Peter J from NY. Peter restored a Mack H-67 and matching trailer but unfortunately passed away before he could use it very much. Eddy became the truck's caretaker and kept the truck at his house in CT for the last few years. Awhile back he informed me that the truck was being given to someone here in Maine – John Costley. I had never met John but on many occasions when at a show out of state I'd be asked if I knew him. I figured he must be the "real deal" and offered to help with transport of the truck if needed. Recently in a forum thread called "Thinning the Herd" Eddy posted he was looking for truck transport. I figured this must be for the Peter J Mack, so I posted that I'd be glad to haul the truck to Maine. The motivations were simply to help out a fellow trucker, get an interesting truck in the home state, and get the Pine Tree Chapter involved to do a good deed.

On Sat 11/25, Clayton Hoak and I struck out bright & early in the Bicentennial Kenworth for the truck stop in Branford, CT. We were blessed with a beautiful day, reasonably warm for the time of year, and made an uneventful trip to our destination. Shortly after we arrived, Eddy showed up pulling the trailer and right after that Ken Ochenkowski arrived with the Peter J Mack on a Landoll. Ken's equipment made loading a snap. The driver in the spot beside us looked to be a gruff sort at first but soon even he got into the act. He gave us some hooks he had which made a much better way to attach the ratchet straps. Just another example of a driver stepping up to help another out.

With the load securely tied down, we headed out to take a tour of Ken's locations. There was a lot to see including

around 25 Sterlings. After the tour we hit an excellent diner, setting us up perfectly for the run back to Maine. Five hours later, the truck was nosed into the shed and the mission was half way done.

The following Sat we were again blessed with a beautiful day to get the truck delivered. Lars Ohman, Clayton Hoak, George Barrett, and a potential new member, Andrew Malone gathered to get the trailer unloaded. This went smoothly utilizing a ramp truck on site. We left Wiscasset to head to Greene to drop the truck at Mike Hannigan's shop. It was a pleasure to meet John for the first time and see him united with his "new" truck. We got it unloaded – truck had no reverse so we needed to pull it off the trailer. We wound up a little crooked but made it safely to the ground. As always the "work" was followed by lunch, in this case nearby at Uncle Moe's Diner. After lunch we split up to go our separate ways – Lars & John headed to Lar's house as Lars had offered his garage for inside storage of the truck for the winter.

Overall the mission was a huge success, the truck got delivered, we got tours of Ken Ochenkowski's lots, the H&M Boneyard in Wiscasset, and a lot to see at Mike Hannigan's. Also made for a good excuse to use an antique truck well past the point when it normally would have been put up for winter. The best part was seeing a number of members of the Chapter stepping up to help out a fellow trucker. I do apologize to many of you that might have wanted to become involved. Due to the timing of this move in late November, early December, we needed to make it happen quickly. Hopefully we'll get another opportunity to do something like this again and we'll have even more people involved!

More pictures of the move can be seen at http://www.badgoat.net/CRH_homepage/ATHS/Peter_J_Move/Peter_J_Move_2017_01.htm

More on H-67 Macks

Lars Ohman

Earlier this year, Mike Hannigan bought a "H" model Mack at an auction in New Hampshire, and brought it home to his shop in Greene. It was a.....for lack of a better term....." a rough 'ol puff".....but for the price, definitely has potential in Mike's skilled hands. As you know, he took a rither rough old B-30 with a half transplanted 6BT Cummins, and added an assortment of IHC running gear, and made himself a respectable daily driver. Along the line, the 6BT Cummins ate it's lunch, and out it came, and in went a IHC DT-466 and larger Allison transmission salvaged from a school bus...a combination running daily. Nuff about the B-30, and back to his "H" Mack. Close examination of the 673 engine showed it was shot, and a crankcase full of water. Mike's gears were working, as they are 24/7, and a decision to drop the "H" cab onto yet another IHC school bus chassis with later running gear and air ride. As of this point, Mike was aware of only one other "H" available in Maine, and that one is up in the County. Two "H"'s in the state was quite

something...UPDATE: NOW,there are Three in Maine, and two of them, as of this writing are @ Mike's in Greene right now ! The latest one is a 1957 Mobil Home Toater that spent much of its life in CA, so is pretty rust free. Over the years it found its way to upstate NY, then over to CT, and now up to ME. Over the years, it had the original Mack 673 pulled and a 237 Maxidyne installed as an update. Right now, it starts and runs on its own, but has a shifting issue with reverse which Mike is looking into as we write this attempting to meet printing deadline for SHOP MANU-AL. In a nutshell, this second "H" is now in the possession of John Costley, having come from Eddie Lucast in Bramford, CT, and previous to that, from (the late) Peter J. in upstate NY. I do not know Peter's last name. If anyone has more information on Mack "H"'s in ME, let me know....we will add it to the list. As of now, we have three confirmed sightings. Hats off to Charlie Huntington and Clayton for going to Branford, CT and returning with this "H" and a travel trailer that matches. Good history salvaged.....Merry Christmas to all, Lars

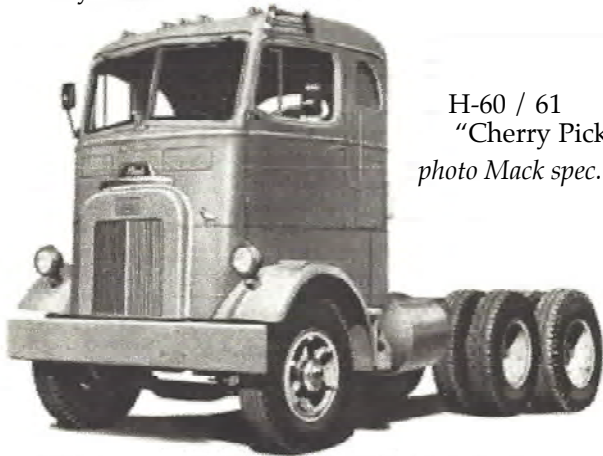
What the H !

Clayton Hoak

With others providing coverage of the physical move of the Peter J late 50's H-model Mack from Connecticut to Maine I thought I would provide a little information on the Mack H-Series models.

The first of the 50's vintage C-O-E Macks, the steel cabbied H-Series, was introduced in 1952. The original H-Series models, the H-60 and H-61, were known as "cherry pickers" due to their high set cabs. The short sleeper cab tractors were specifically targeted for the motor freight industry to haul 35 foot trailers in states with in 45 foot length limits. The tractors, with forward tilting cabs, had GCW ratings between 50,000 and 63,000 lbs.

The H-60 Mack as powered with the Mack's 170 hp EN 464 Thermodyne gasoline motor, while the H-61 Mack was powered Mack's 170 hp END 673 Thermodyne diesel motor, or an optional 200 hp Cummins NHB diesel motor. Several transmissions and rear axles options were offered. At the end of the H-61 production in 1956 an H-613 was introduced with Mack's 205 hp turbocharged ENDT 673 Thermodyne diesel motor.



H-60 / 61
"Cherry Picker"
photo Mack spec. sheet

The model suffix T (H-60T; H-61T) designated a single axle standard weight tractor, while the suffix ST (H-60ST; H-61ST) designated a tandem axle standard weight tractor. In 1954 Mack lowered the cabs, changed the cab sheet metal and added lightweight models. The addition of the suffix L (H-62LT; H-63LT; H-62LST; H-63LST) indicated lightweight chassis construction.

The 1954 Mack H-62 LT brochure stated - "Lightweight chassis construction has been achieved in this H-62LT cab-over-engine tractor by the discriminate use of aluminum component parts whenever an appreciable weight savings could be realized without sacrifice of traditional Mack strength and durability. Thus greater net profits are attained through increased payload capacity well within legal restrictions both as to size and weight." The typical standard aluminum components were front bumper, steering gear housing, front & rear spring brackets, engine rear support brackets, air reservoir, rear axle brake chambers, spiders, and brake shoes. Aluminum disc wheels with aluminum hubs could also be specified, except with 9.00-20 tires.

The cab sheet metal changed again in 1957 with the introduction of the H-67 models. Two new notable features were dual headlights, and flat topped front fenders. The H-Series model designations changed through the years. H-60, 62, 64 and 68 denoted the EN 464 Thermodyne gasoline motor; H-61, 63, 65, 67, 69 and 81 denoted the END 673 Thermodyne diesel motor; and H-

613, 633, 653, 673, 693 and 813 denoted the turbocharged ENDT 673 Thermodyne diesel motor. The model suffixes, T, ST, LT and LST, did not change. It appears the optional 200 hp Cummins NHB diesel motor was only available in the H-61 models, which ceased production in 1957.

Production numbers for the H-Series, as provided by Mack Trucks, Inc., were: H-60 (1953-54) 81 units; H-61 (1952-57) 484 units; H-62 (1954-58) 64 units; H-63 (1954-58) 4091 units; H-64 (1955-59) 16 units; H-65 (1955-58) 63 units; H-67 (1957-62) 5954 units; H-68 (1961-62) 13 units; H-69 (1958-62) 378 units; H-613 (1956-56) 3 units; H-628 (1955-55) 2 units; H-633 (1956-58) 408 units; H-653 (1956-57) 52 units; H-673 (1958-62) 550 units; H-693 (1958-62) 55 units; H-6-WC (C.M.) (1956-56) 10 units; H-81 (1964-66) 36 units; H-813 (1961-64) 36 units. Total H-Series production 1952-1966 - 12,295 units.

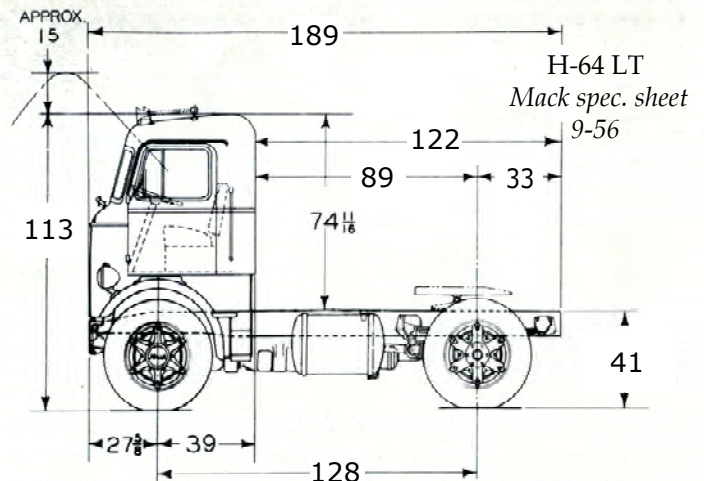
From the production numbers it is interesting to note that multiple cab sheet styles were available in some production years - ie the H-61, H-63 H-65 and H-67 were all produced in 1957.

Towards the end of the run, 1961-66, Mack produced a heavy H-Series (H-81 and H-813) with a special construction reinforced chassis (version SX) for use in transit mix and towing and recovery operations. Note the cab below is not a sleeper cab.



H-81SX or H-813SX
Photo from Truck Planet

The G-Series, Mack's first aluminum riveted COE family of trucks (sleeper and non-sleeper cabs) with a striking resemblance to the Kenworth COE was introduced in 1959 and was produced parallel with the H-Series until both were replaced by the F-Series in 1962. Why Mack reversed the alphabet with its' C.O.E. tractors remains a mystery (to me).





H-67T

- Forward-Tilting Cab
- Thermodyne Diesel Power
- Ideal for 35' Trailers
- Excellent Load Distribution
- Small Turning Circle



CAB-OVER-ENGINE • DIESEL • TRACTOR

DEPENDABLE ECONOMY

Precision engineered to answer the demands of over-the-road operators for a compact and highly maneuverable cab-over-engine tractor, Model H-67T is capable of hauling greater payloads within legal limitations of size and weight. It has an 80 1/2" dimension between the front bumper and the rear of the sleeper cab permitting the use of any type of trailer, including those 35 feet in length.

MACK POWER

Power is derived from the highly successful Mack Thermodyne Diesel engine which has established economy standards far beyond that which any other diesel truck can offer. Available transmission equipment includes an extra-heavy-duty series, either direct or over-gear, for those operations where gross combination weights exceed 58,000 lbs. Final drive is obtained through either a Single-reduction, Dual Reduction or two-speed rear axle in combination with a sturdy five-speed transmission.

ACCESSIBILITY EMPHASIZED

Accessibility for inspection and maintenance has been remarkably simplified by a manually actuated hydraulic lifting device which tilts the cab and the integral sleeper bunk away from the chassis so that the entire power plant is exposed. Routine checking of water, oil, air cleaner, renewal of oil filter cartridge, etc. is accomplished without tilting, through a rear apron door in the cab skirting and a hinged door above the radiator grille.

When Big Henry Came to Maine

George Barrett

I can not remember where I got the photo of the big Higgins truck "Big Henry" moving a heavy load through Yarmouth, Maine. I thought it was for the Wyman Station but I could not be sure. A neighbor who became a friend moved into the area shortly after we did to work as the assistant plant manager of the Wyman plant and was eventually made plant manager. He gave me a complete tour and at the time I asked him if he had any written information on the movements of the heavy components as the plant was being built. He said he had not seen any but would see what he could find. He did find in some CMP engineering records the narrative that I have re-typed exactly as written below. I have noted on the paper that I received it in December of 1993 and for many years after I could not find it. As often happens the piece of history I wanted so badly came to light about a month ago while I was looking for something else I'd lost.

The truck Big Henry is a one-of-a-kind known to many that was built by Hendrickson in 1964, the same year the heavy haul move was made. From what I can find it has a Cummins 500 HP V-12 for power with a Clark 5 speed power shift transmission and a four speed manual behind it. There is a slightly smaller truck that looks very much like Big Henry and is newer called "Little Henry." The way to tell them apart is the front bumper. Big Henry has its headlights mounted above the bumper, Little Henry has its headlights in the bumper.

The W. F. Wyman Station of Central Maine Power was built in Yarmouth on Cousins Island in the mid 1950s. The

first generator went on line in 1957, and the second a year later. In the mid 1960s the plant was enlarged with a third unit that went on line in 1965. The fourth, the final and largest came on line in 1978. The capacity in megawatts of each unit is 50, 50, 115, and 600

The heavy part of building a plant like these are the generators, turned by a steam turbine. CMP refers to the generator as a stator. Technically the stator is the big outside frame which holds the inside rotating "armature." They are moved as one unit and are the heaviest part in a fossil fueled generating plant.

Stator weight for the first two units is unknown to me but since they were delivered by a heavy seven axle lowbed rig I'd guess they would be about 60 tons each. Unit 3 was a 160 ton load and the fourth and final was 260 tons which was delivered by barge to the plant site. The first three were delivered by rail to the CMP pole yard on Sligo Road where they were loaded onto trailers for their trip to Cousins Island. The first leg of the trip (to where the photo was taken) was a mile and a half, from there it was two and a quarter miles to the bridge to Cousins Island. The bridge is .4 miles long and from there to the unloading point is another two miles. The whole trip a little over six miles.

The 260 ton unit four stator on a 13 axle trailer was moved by barge from the Albany area directly to Cousins Island. A level landing area was made and the barge floated in on high tide and ballasted down with sea water. A gravel ramp was placed to the barge and the stator was rolled off a short distance from the final placement foundation.

General Electric Company finally decided to bring the generator stator via land. It was brought in by special railroad car to Yarmouth siding. Higgins Brothers of Buffalo, New York, started unloading the stator from the railroad car on October 8. The 160-ton stator was hung between large beams which were carried on multi-wheeled trucks. This entire equipment was drawn by a huge diesel tractor. The rig was ready to move out onto the roads when the moving permit was denied by the State Highway Department. For several days movement was delayed while axle loads were studied and conferences were held. Finally on Tuesday, October 20, the move began. The first difficulty arose when a tire failed at the Route 95 underpass. This was soon changed and the stator arrived at the west end of the bridge at noontime. Here the highway wheel system had to be removed and more axles used to spread the load for the bridge crossing. This was accomplished by putting an entire truck tractor and flat bed trailer under each corner, the leading two facing forward and the trailing two facing rearward. This whole arrangement was hauled slowly across the bridge by the one big diesel tractor on the morning of October 22. At the east end of the bridge the four trailer trucks were removed and the stator returned to the multi-wheeled road trailer system. By 4:30 PM the same day the stator was situated in front of the powerhouse door. Here the stator was jacked up, the hauling equipment moved out and the stator rolled endway into the powerhouse. On Elev. 42 floor hoists and a carrier had been assembled on rails. The stator was lifted, November 2, into this carrier by the hoists and the carrier rolled eastward over the turbine foundation. At this point the rails were rearranged to run southward along the turbine foundation and the wheels rebolted accordingly. The stator was then rolled over the foundation bolts and lowered down onto the sole plates. Higgins brothers left on November 10.



left October 20, 1964, Big Henry coming down the hill from Main Street Yarmouth ready to cross Rt 88 toward the underpass of what was then called I-95. Reed's machine shop just out of sight on the right. This is where they had a tire failure.

lower two photos July 1957 moving a stator into the power plant. Chase Transfer Corp Mack LM with Talbert trailer. Sometime in late 1958 Merrill would purchase the Chase company.

I don't know the circumstances under which the truck with the rear trailer wheels removed is perched in the precarious position shown. I would think it better to work on the level. The LM seems to be in like new condition and un-altered.

All photos from Sullivan Photo, a professional Portland photographer who often took promotional photos for local companies. Although my notes say Sullivan I am doubtful the top one is. The quality is not that of all the other Sullivan photos I've got .



DONALD H. MUNSEY

1929 - 2017

DRESDEN - Donald H. Munsey, 88, of the River Road, passed away Sunday, Oct. 15, 2017, at a local hospital in Brunswick.

He was born on Sept. 13, 1929, in Wiscasset, the son of Wylie and Villa Munsey.

Don proudly served his country in the United States Army, during the Korean War. He worked for Brunswick Transportation for many years.

Don was a longtime member of the Orrs and Bailey Island Fire Department. He was also a longtime member of American Truck Historical Society and the Maine Obsolete Auto League.

Don was predeceased by his parents. He is survived by his wife of 12 years, Diane Savage, of Dresden; sons, John Smith and wife Donna, of Walpole; Steve Smith and com-

panion Jay, of Dresden; Bill Munsey and wife Sharon, of Richmond;

Gary Munsey and wife Jan, of Massachusetts; and Jerry York and wife Terry, of Orrs Island; daughters, Lena Gage, of Bath; and Robin Whorff and husband Jim, of West Bath; brother

Lon Munsey and wife Rosie, of New Zealand; eight grandchildren; 12 great-grandchildren; and many special friends.

Per Don's request, there will be a gathering of family and friends at a later date. Arrangements are under the care of Kincer Funeral Home, 130 Pleasant St., Richmond.

*In Don's memory,
donations may be made to the
Orrs and Bailey Island
Fire Department, or
American Legion Post 54
Wiscasset, ME 04578*



Unloading the travel trailer and re-attaching the ramps at Charlie's in Wiscasset



There were plenty of machines to see at Cote Crane and Rigging and plenty of friendly experts to explain what they're used for and how they work.



Saturday Jan 13 Executive Board Meeting

FOR SALE Four 1935 Ford wire wheels, Trued up, media blasted, primed and painted..will fit Model " A" Fords. \$475.00 Lars Ohman, Sabattus, ME. (207) 376-7993
FOR SALE: "Tumble Bug" Scraper, BOCE, near perfect condition for age, no wear. Pull behind small CAT or tractor \$375.00 Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE: 1930 Ford Model " A " roadster Pick Up...ground up restoration, full history available...12 volt conversion, all stock appearance with LeBaron-Boney fold down top. too much to list. Open to reasonable offers....NOT a Rat Rod ! Lars Ohman, Sabattus, ME. (207) 376-7993

WANTED: 5th wheel and parts to convert a truck to a road tractor

WANTED: Homles 750 or comparable components to make a wrecker.

Jamie Mason, P.E.
Town Engineer, Falmouth
195th Army Band
207-949-1360

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

Vice President - Peter Mullin 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com

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

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

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

Director - Steve Corson 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com

Director - Lars Ohman 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com

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

DUES NOTICE - Membership Renewal & Update Form
Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS.
Membership in the American Truck Historical Society is required.

Name _____ Date _____

Street _____ Phone () _____

City _____ E-Mail _____

State _____

Zip _____

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

C/O Diane Munsey
785 River Road
Dresden, Maine 04342

Pine Tree Chapter ATHS
c/o George Barrett
2 Country Charm Rd.
Cumberland, ME 04021



Charlie's Kenworth ready to unload the H-67 at Mike's

Merry Christmas