



Shop Manual

www.badgoat.net/ptcaths

July 2018

President's Message

Jamie Mason

First and foremost, thank you to those that supported and attended the Daryl Gushee memorial event. Sandy, family, friends, and chapter members all pitched in to make this a special day for those that attended and were close to him. Please see the note that Sandy provided our editor with a personal than you to the chapter.

Coming up quickly is the Owls Head Truck and Tractor Show. On July 21 & 22, the museum will be hosting one of their biggest events. Nancy and her committee have been behind the scenes getting raffle items, t-shirts, and other novelties ready to sell to members and enthusiasts alike. If you can spare time to volunteer at the show, 15 minutes or all day, we could use the help. Please let Nancy or me know if you're available.

Bob and Lucy Stackpole are extending an invitation to their cookout on Saturday, July 21st, at their lovely "museum" in downtown Cushing, Maine. Show up after the show on Saturday (after 4:30). They ask that you RSVP. Call 207-354-2372 and leave a message or email: stack123@roadrunner.com. If you would like to help, let them know. I always lend a hand cleaning up. They are not asking for money, but I will have a donation jar for those that would like to support Bob and Lucy. Their

address is 446 River Road, Cushing, Maine 04563. Park wherever you can find a spot and remember there is extra parking out back!

August 19th, our neighbors to the west are having their annual Granite State Truck Show. Held at the Feather Airport in Deering, New Hampshire. This show replaces the old "Barrington Show". If you can, it is worth the trip to look at old trucks and support other local organizations. If you're interested in convoying to the show, please reach out to me, as many members usually attend.

September 16th, we'll be having the second annual truck show at the Topsham Fairgrounds, in Topsham, Maine. The show committee is working with the HCEA (Historical Construction Equipment Association), Towing & Recovery Association of Maine, and the Maine Antique Tractor Club.

In closing, thank you to everyone that supports the chapter. Dues, donations, snacks, volunteering, and trucks are just some of the ways that members help the chapter every day. This support makes this organization grow, be prosperous, and a lot of fun. Thank you!

Jamie

Jamie



Pine Tree Chapter members at the 2018 Show in Lexington, Kentucky

photo courtesy of Tom Hudgins

Ramblings

Lars Ohman

WATSONS WHEELS & WATER SHOW

The 28th gathering of all things power, pushed, floated, hauled or just displayed was held Father's Day Weekend on the shores of Brandy Pond in Naples. The Watson Clan has been known to host one of the most laid back and relaxing gathering, with an interesting array of things of all descriptions. Steam boat rides on Brandy Pond, antique engines and contraptions, old track race cars, street rods, bikes, tractors, flea market "stuff" . (including contributions from our long time friend "Archie"). Just visiting with friends who have been to nearly every gathering, and seeing new stuff every year makes it a must see event, and

DARYL GUSHEE FAREWELL GATHERING

Without a doubt, a well organized gathering to pay final tribute to Daryl. Sandy & Jack, plus help from many PTC members, and the Gushee Staff, managed to unload "countless" storage trailers of antique trucks, tractors, Caterpillars, compressors, and various other construction pieces collected by Daryl over the years, and have them on display for viewing and silent bidding on whatever you felt had to be in your collection. A fantastic luncheon spread (including many cookies !) was very well attended, and no one went home hungry. In the afternoon, a convoy, led by Daryl's #13 road tractor, complete with LINN on the lowbed, carried Daryl on a tour of the collection at the Saw

Yesterday, THE GREAT AMERICAN RACE ended it's daily run from upstate New York to New Brunswick in Gardiner, ME, no doubt the guests of Peter Prescott. Peter is a serious collector of automobiles and auto related items. He also, with others, sponsors a car in the race, a 1948 Ford sedan staffed by " The Boyz from Maine" who have competed in previous races. This is not a " Smokey & the Bandit" type race, but a race against the clock with very precise time / mileage runs each day. We chose a spot on Rt 126 leading into the village so we could observe the cars under power and on the move. Luckily we chose a spot on a slight rise so the engines were under power. The sounds

it's close to home ! Good chow provided by the Lions Club, and a Friday night pot luck dinner brings homemade dishes for all to share. Saturday night chicken Bar-B-Q by the Lions group is a prelude to music in the gazebo under the stars, and topped off by a spectacular fireworks show. Cole and Shelly Watson, now second generation hosts, do a great job of making sure all enjoy the event, and Dana & Merry are now a little in the background, enjoying letting the "kids" run it. The grandchildren do duty of running the water wagon for dust control....sometimes making more dust than the intended suppression operation ! I say about the same thing every year, but it is pretty hard to top the daily activities and friendship. Thanks to all who make it happen...hope to see you next year, FATHERS DAY WEEKEND.....Lars

Mill, Chicken Barn, and finally to the Woodman Hill Road collection. The procession of antique vehicles and private vehicles was estimated to be well over 100 vehicles, well watched over, and assisted in traffic control by the local Sherriff's Department. A more fitting fairwell to our friend, Daryl would be difficult. Sandy and Jack, and the Gushee crew did a super fantastic job of organizing, identifying each bidable item, and pulling the day off without a single glitch is a credit to how smooth Gushee Rigging & Heavy Hauling operates. Now, sadly, all too soon, no more pesky log books, DOT inspections, and aggravating Boston MDC Cops to deal with....." Be Free," and ride with the wind...I know you are watching over us.....Lars

were awesome as the 125 or so cars passed our vantage point. Heavy to vintage Fords, but Packards, Chevys, Studleybakkers, foreign cars, Boat Tailed Speedsters, and even a couple of race rally cars of the '30's with massive 8 cylinder engines and 30" wheels...what an exhaust blast when they came by at relatively low RPM. A number of smaller trucks were observed.... The Cat Scales Kenworth was not seen this year. Our Chapter's late Allen Milbury served as crew on that vehicle out of the Iowa 80 Museum for many years. As an additional note, @ OHTM this year, be sure to see the race car collection inside, very impressive.....Lars



above Always nice to talk with Richard Foss at the Gushee event and see the trucks he brings down from East Machias

left Don't forget to get your 2019 Pine Tree Chapter Calendar

Daryl Gushee's Farewell Celebration Antique Truck Show & Silent Auction

Held on a perfectly beautiful, sunny Saturday on the
9th of June in 2018

In the many weeks leading up to the day of the show there was much activity, anticipation and organization to display old trucks and unique pieces of equipment for a truly not-to-be-missed and memorable day for all and a grand final farewell for a man with an extraordinary hunger to gather up old, tired, rusty, not-so-old, not-so-tired and not-so-rusty relics he just simply could not leave right where he found them.

Beginning on April 23rd various loyal Members of the ATHS Pine Tree Chapter came to Daryl's New Gloucester, Maine shop every day to take his old trucks out of box trailers. Their generosity and eagerness to help kept one very enthusiastic Ingersoll Rand 1056 Operator, an occasional "other" Gushee Guy and an "as often as he could" Gushee Nephew moving at a steady pace. Nearly every trailer was unloaded and every trailer contained multiple surprises. Every surprise was oohed and aahed over. Some were talked about in great detail and depth. Some were photographed for the first time in 20 years. Some were put back into their hiding place. Most were staged out into the back yard for all to enjoy on the day of the show.

The day of the show Jack and I along with the entire Gushee Family welcomed a strong gathering of family, friends and old truck and equipment nuts along with their wonderful wives and girlfriends, their adorable kids and a four-legged faithful companion or two. It is safe to assume a good time was had by all and those who attended enjoyed the warm friendship, expert conversation, back and forth banter and the all-around good spirit of community with an amazing group of folks who pull together for each other. This group is more than just friends, it's a family.

Even before the doors opened at 7:00am the shop was filled with energy and excitement. Coffee and donuts were provided and enjoyed early on. A potluck BBQ lunch was served in the big tents just before noon. Just after lunch an amazing convoy departed to tour Daryl's other properties - The Sawmill, The Chicken Barn and The Farm. The convoy led by Gushee Trucks with Daryl and his #13 in the lead made for an impressive sight moving about town. Big thanks go out to the Chapter Members on Parking Detail for their expertise in getting all of those who joined in the convoy off of the road at every stop.

Jack and I could not be more grateful to all of the volunteers who came forward to help us put this grand show together. We extend our heartfelt thanks and appreciation to everyone who made this day possible and memorable.

See you at Owls Head! Sandy & Jack Gushee

The Hunt – Sometimes You Have to Walk Away

Clayton Hoak

As a number of you know I have been searching for my “last” vintage truck for a couple of years now. I thought the 1983 International S2575 was the truck when I bought it off eBay five or six years ago. Unfortunately it had a significant amount of cancer in the cab floor, since repaired, and cab supports, not repaired, as well as considerable rust wedging between the frame and L reinforcement. The seller had not misled me. I had assumed Maryland trucks didn’t rust like New England trucks. I hadn’t asked the right questions. The cab supports and rust wedging can be repaired however it is a fairly significant project. I have several projects and like them, however I haven’t been able to psych myself up to tackle the S-series cab supports and rust wedging; or alternately swap out the diesel engine and transmission onto a low miles gasoline powered fire truck chassis without the cab and cab support rust or frame rust wedging.

I frequently scan Wheels of Time, Double Clutch, The Crankletter, eBay, and Truck Paper for a suitable mid-70’s to early 90’s non-project conventional diesel in my price range. Last year I found the right truck on Truck Paper one Sunday night, a 1988 International 9370 with under 50,000 miles in Kansas. After talking to the salesman on 8:00 am Monday Kansas time, I said I needed to think about the truck for a bit. A deposit was made by another buyer before I was able to re-connect with salesman the next morning. Sometimes I am just too conservative.

Fast forward to late April 2018 and I find a 1980 Detroit powered GMC Brigadier with under 200,000 miles in the ATHS Backlot. The truck was located in Pennsylvania. I contacted the owner who supplied additional pictures and some history on the truck. From the pictures the Brigadier appeared to be a clean non-project truck. The owner said the driver’s door seal leaked and there was some rust on

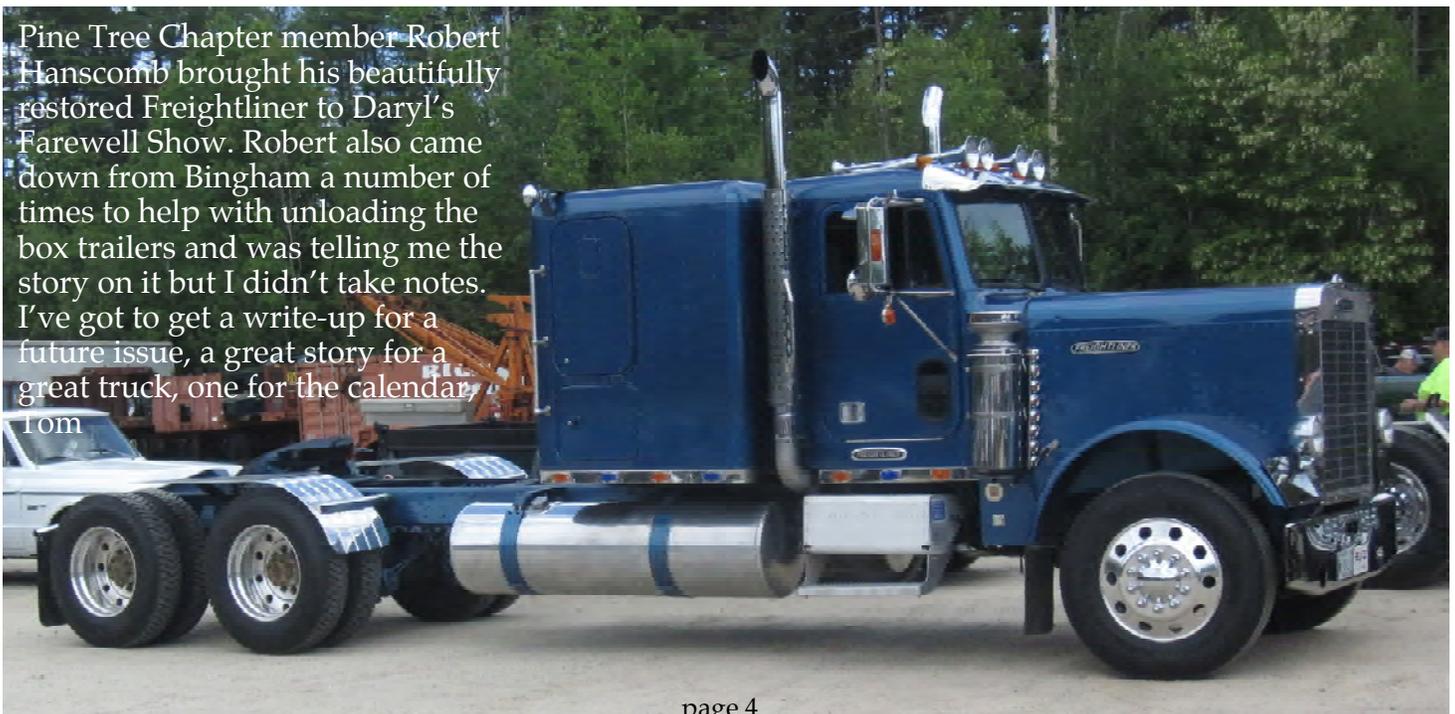
the door sill. After talking to the owner I was not in “love” with the truck, but still very interested in the truck. I was leery of buying a truck in the northeast, sight unseen. Fortunately the truck was just off I-80 a hundred miles out of the way on the route to Lexington and I arranged to stop and look at the Brigadier on the way to the Lexington show, about four weeks out. In a follow up discussion with my truck purchase consultant Peter Mullin, Peter suggests I tie the truck up with a deposit until I could see the truck on the way to Lexington, reminding me of my disappointment when I missed out on the International 9370 in Kansas .

I took Peter’s advice and made an offer to purchase the truck if no fatal flaws were found on inspection, and sent a non-refundable deposit. I arranged for insurance, a bank check, and a transit plate, so I could purchase the Brigadier on the way to Lexington, and bring it home on the way back from Lexington. I was psyched. Peter, Barry Billings and I pushed hard on the Saturday before the Lexington to get within an hour of Butler, PA and the scheduled Sunday am inspection, and were on the road early Sunday to Butler, arriving about 8:45 am.

In the initial walk around the truck looked good. I opened the driver’s door to check the seal and sill rust, and my jaw dropped. I could see the gravel driveway through the sill. In fact, I could thread most of my arm through the hole in the door sill. I started to pull back the floor mat and the floorboard metal was coming with it so I stopped. I went to the passenger’s side and the door sill was blistered hard. I told the owner I was going to walk away, whereas the truck was more of a project than I was prepared to tackle. Both he and I were disappointed, however the deposit was money well spent.

The hunt continues for a mid 70’s to early 90’s low mileage, non project road tractor..... Perhaps the Kansas dealer will get the International 9370 back in trade and give me a call, I won’t hesitate to buy it.

Pine Tree Chapter member Robert Hanscomb brought his beautifully restored Freightliner to Daryl’s Farewell Show. Robert also came down from Bingham a number of times to help with unloading the box trailers and was telling me the story on it but I didn’t take notes. I’ve got to get a write-up for a future issue, a great story for a great truck, one for the calendar.
Tom



ANTIQUUE TRUCK SHOW TOPSHAM, MAINE

Sunday September 16, 2018

Topsham Fair Grounds

enjoy all that the
Freeport - Brunswick - Bath
area has to offer

8:00 AM to 2:00 PM \$5.00



*Flea Market opens at 6:00 AM
list of activities available soon
overnight parking & camping*

Call 207-841-3200 for camping reservations

Saturday evening supper



for more information:

George Barrett

207-829-5134

207-671-2666

sheepscot@gwi.net

Sponsored by:

Pine Tree Chapter

American Truck Historical Society

www.badgoat.net/show

What's on Top of that Winch?

George Barrett

Daryl Gushee's Farewell Celebration Show made a big impression on me and for days after I kept thinking of all the people I'd seen there, many long time friends and people I'd met for the first time. We talked about so many things, after all, there were many many things to see and talk about, never a dull moment. Every so often someone would get an inquisitive or ask a question about what the machine or device actually did and how it worked. I thought it might be worth a little space in the Shop Manual to explain these things from time to time.

At one point we were in the Chicken Barn in the area in back of the Mack NO and in front of an Autocar wrecker with a front mounted winch. To a few guys the winch looked a little unusual because it had a sheave in the middle over the winch drum and I explained a few times that it was called a level wind attachment which still didn't mean much until you looked closely and followed the cable. The you could see the trolley that let the sheave move from side to side allowing the wire rope to spool onto the drum in an even way, rather than having it gather on one side. Following the cable from the hook it went under the fairlead sheave, then straight up and over the sheave on the trolley and then down to the winch drum.

When I thought about writing this article and thinking about what to use as illustrations I knew I could find what I needed within the military equipment. I could remember from my military days that the ten ton tractors had winches front and rear and most had level winds devices. The ten ton trucks have been in use since about 1956, made by Mack and powered by a V8 LeRoi. In 1965 more trucks were built using Cummins 785 cu in V8s. Designed and intended for two different uses: with an open cargo body to pull the biggest rubber tired gun and with a fifth wheel to work with a lowbed trailer.

Both trucks had a winch, the cargo had one on front, the tractor had either one or two behind the cab. All their winches had a level wind assembly which included a tensioning device after the fairlead sheave as the cable was going up to the high sheave on the trolley. This was air operated and could be released when the cable was manually being pulled out. When dual winches were installed they were both operated from the drivers side of the truck. Instructions are to put the transmission in third gear and set the hand throttle for 1000 rpm. There also is a hand control throttle on the winch. These are 45,000 pound capacity winches, more specifically 47,000 pounds on the first layer, 24,000 on the sixth layer. The manual cautions to only use one winch at a time. The reason for the double winch is to load disabled vehicles onto the lowbed, I'll bet somewhere there's two guys who have figured out to run both together.

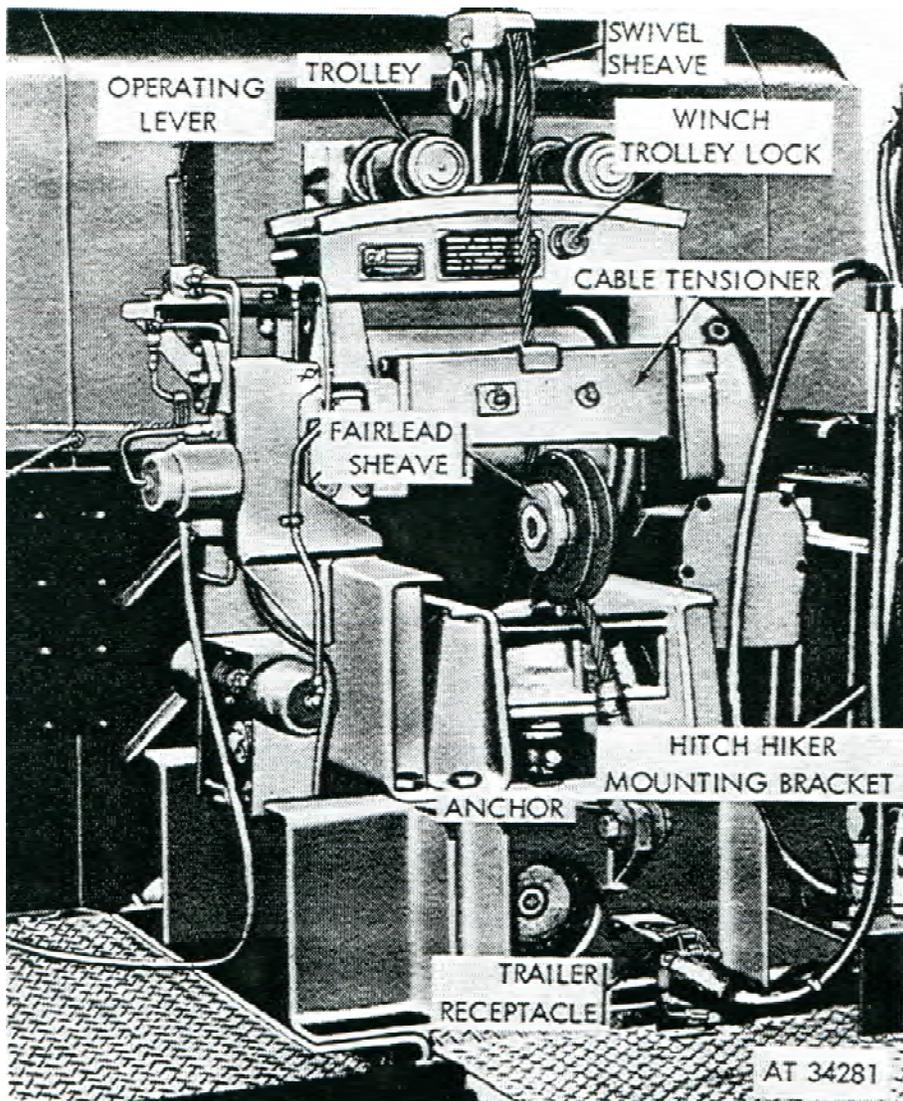
The importance of having your cable properly installed on the winch drum brought into memory a time in my military life more than fifty years ago, not specifically on a truck winch but on a truck crane, very closely related. After college I enlisted in the army and after basic training I was sent to Fort Leonard Wood, MO for two months of training to be a crane shovel operator, my first choice. One

of the things the Army was well noted for is there's a lot of hurry up and wait. As I was waiting for my turn to practice throwing wet red clay around with one of the drag-lines I spied a new crane, one I had not seen before. I could tell it was new, an American 20 ton on a 6x6 carrier, 14.00-20 tires, real nice design standing tall and level. Couldn't help myself, got out of line and walked a couple hundred feet over to it where it was and asked a mid rank sergeant what it was. As we talked I noticed two glad hand air connections with valves on the front bumper. I asked if all the newer equipment would have that and the first thing that came out of his mouth was an emphatic instruction that in order for the trucks brakes to work properly that one of the valves had to be in the open position. This was not mentioned in the manual, this fellow had found out the hard way. I never thought much about it because I figured I'd never see one of those cranes again, especially at the Army Reserve company in New Hampshire where I'd be returning to in another month.

The first drill after I get back they put me on some detail make work job in a far corner and when I returned for lunch I see a new crane, just like the one in Missouri. As I looked at it there's a bunch of guys carrying heavy tools in the direction of the crane. I move in closer to see what's going on and ask the question what's happening?. "We got to take it apart, brakes locked up, can't move it." You got air? "Plenty of air." A dozen guys standing around shrugging their shoulders. My first thought was "what are they going to take apart first?" and then I remembered the words of the sergeant about the valve handles on front. I casually walked to the front and turned the lever 90° and asked if someone would try again to move the machine. One guy makes a quick jump into the cab, starts the engine, releases the clutch and the truck rolled easily a good ten feet. The astonished crowd asked "what you do, Barrett, how'd you fix that?" and I told them about my experience a Fort Leonard Wood.

I thought nothing more about it as went in for chow and as I was eating the the Company Commander and First Sergeant approached me and thanked me informing them of the secrets of the new crane. They then informed me that "from now on, Barrett, that crane is yours. You're the only one who's going to run it, anything you need you'll get it, you just see me!" When I got over the shock I told them I wanted to stretch out the cable and make sure it was installed correctly and I'd need the grader as a drag to hold tension on the cable. They thought that was a great idea and lined up all the help I'd need for the afternoon's work session.

What I learned that afternoon was the reason the crane came to this obscure engineering company was because they were moving their operations from on side of Concord to the other and many things had to be lifted onto trucks within the next few months. It turned out the the fact that I'd wound that cable on the drum properly allowed me be much more precise, especially when working off rubber and not having to take the time to clear space and time to set the outriggers when making picks with a relatively flat boom. If I wanted 6" on the hook I got six, not four or twelve. For the next four months, until I left for Maine, every drill I'd load a bunch of trucks and race across town and unload them, loving every minute of it.

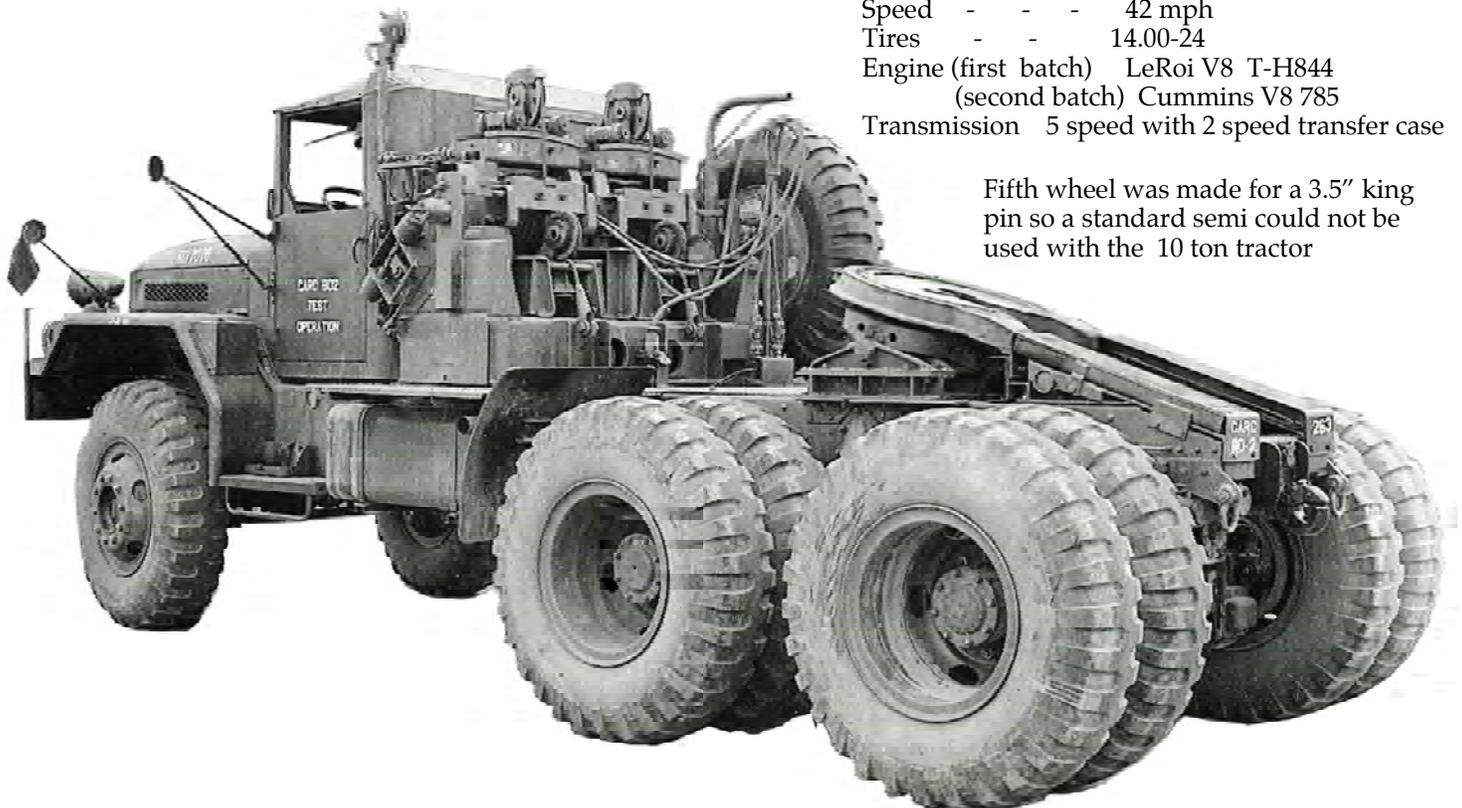


I never had the chance to do much work with a 10 ton. I only really worked it once, took a D8 from Augusta to Bangor on a Sunday morning (permit? we don't need no stinking permit). Plenty of power (300 hp) comfortable, handled well but we weren't going any faster then about 40. Another time I spent the whole day road testing one after the other. I'll always remember it was a nice late fall day. The trucks had dual exhausts, they were horizontal at frame height with a 45° baffle to deflect the exhaust down. Being way over width you'd get fairly close to the curb and if you raced that engine it would blow those dry leaves all over the pedestrians. But we could do that because we were the Maine Army National Guard!

I never got to work the winch, never touched them. I'll bet they worked well because that truck had a good solid feel, Everything was heavy on it, it was built like a Mack because it was a Mack. It was an updated NO from the WWII era. Had the same front axle with bevel gears on the steering axle rather than CV joints. Drive train was all Mack.

I'm sorry about the quality of the winch photos. I've got plenty of pictures but all of them poor detail. The winch clutches were air operated, on the photo below that box like device on the side at a 45° angle has the cams to move the horizontal shaft. On the single winch to the left the air cylinders are horizontal.

- Wheelbase - - - 181.5
- Overall Width - - 9'-6"
- Frame Height Loaded 50.5"
- Weight - - - 33,000 lbs
- Speed - - - 42 mph
- Tires - - 14.00-24
- Engine (first batch) LeRoi V8 T-H844
- (second batch) Cummins V8 785
- Transmission 5 speed with 2 speed transfer case



Fifth wheel was made for a 3.5" king pin so a standard semi could not be used with the 10 ton tractor

2018 COMING SHOWS AND EVENTS

Saturday July 21 Boothbay Railway Village Antique Auto Days with the MOALS 633-4727 or go to railwayvillage.org for all the season's activities

Sat & Sun July 21 & 22 Owls Head Transportation Museum Truck Show

Saturday August 4 ATHS Green Mountain Chapter, Bellows Falls, VT 20th annual Antique Truck Show
Bellows Falls, Vermont at Bellows Falls Union High School. INFO: Roger Martin 802 439-5797 or 802-477-2594 e-mail mackl152@outlook.com

Fri - Sun August 3 - 5 Rockbusters Concord, NH at Continental Paving, North Pembroke Rd.,
www.northeastrockbusters.com

Sunday August 19 "Barrington" Granite State Old Truck Meet at Hillsborough, NH

Sunday September 16 Topsham Pine Tree Chapter of ATHS truck show at the Topsham Fair Grounds,
Camping Available, Saturday Evening get-together, Demonstrations, George Barrett
sheepscot@gwi.net 207-829-5134 or 207-671-2666 (C)

CLASSIFIED ADS

FOR SALE: Thinning out the Herd

For Sale. 1946 Walter Snow fighter, restoration started, including brake work and wiring. Waukesha power. Best offer.

1956 Walter FGBL. Cummins, restored. \$6.500.

1972 GMC, Detroit 6V53. Engine fine with recent injectors, but truck needs attention. Best offer.

1978 Autocar tandem prime mover, Cummins powered. Nice old truck. Needs tires. \$5,000 which is what I paid for it.

1957/97 Walter rehabbed by the factory and one of a kind. Brand new GMC 671 in '97 with almost no hours on it. The factory got too much money in the truck and the town refused it and, even at that, they missed the rebuild of the springs, pins and shackles, which I did last year with about \$5,000 to Palmer Spring. It's in the Walter book. The rebuild was in 1997, but the truck has never been used, because the factory and the town involved got into a dispute and the truck sat and then I bought it. I don't need one more Walter! Best offer.

Contact: Jon R. Doyle at jdoyle@doylenelson.com or Cell (207) 242-7414.

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

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: Running GMC 478 cubic inch V-6 engine. It's still in the frame with running gear - engine \$500.00; Also a complete 1969 GMC 5500 with 351 cubic inch V-6 engine. Cab very solid other than floor. Has skip in engine - truck \$1500.00. Contact Alden at 207-458-2172 . Open to offers or trade.

FOR SALE: Six 10:00 R 20 budd wheels with tires (two steer; four drive); off my 1983 International S2575; suitable for local use as is; all tires appear suitable for re-capping. Asking \$360.00 for the set. Clayton - phone 207-522-7088, e-mail 1948reo@roadrunner.com

WANTED: 5th wheel and parts to convert a truck to a road tractor. Jamie 207-949-1360

WANTED: Holmes 750 or comparable components to make a wrecker. Jamie 207-949-1360

WANTED:: Individual driver and passenger seats out of an International Comfo-vision cab. The Comfo-vision cab was used on L, R, V, M, and 210-230 series trucks. Will recover seats if necessary. If interested I have a bench seat to trade. Contact Clayton Hoak - 207-522-7088, or e-mail 1948reo@roadrunner.com



left to right - Erv Bickford, Peter Eastman, Phin Sprague, Frank Hale, George Barrett

25 years ago an energetic bunch spent the summer raising funds to purchase a railroad from South Carver, MA which is now the Maine Narrow Gauge Railroad Co. and Museum. I don't know how many times that locomotive was loaded and unloaded but every time there was a different issue. You talk about wanting a good winch, well Erv's Landoll had one. In September of 1993 the whole collection was transported to Portland entirely with antique trucks.

- 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: sheepscoot@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 _____

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



Ready to lead the convoy
at Daryl's Farewell Celebration
Tom Hudgins photo