



Shop Manual

www.badgoat.net/ptcaths

November 2015

President's Message

John Ellingwood

As we turn the clocks back, we turn the page on another successful season with the Pine Tree Chapter. This could arguably be one of the highest mileage years for a lot of members. From a National Convention in York, PA to a logging museum in Ashland, a Late Fall trip to Athens, Ontario and many venues in between we've definitely conquered the Northeast this year.

I'd like to thank all of our members for their participation. Together you have helped as hosts, travel planners, mechanics, cooks, chauffers, clean up crews, transport professionals, and morale boosters. Pat yourselves on the back. It's always good to see everyone make it to an event especially at times when everything was working against them.

Thank you to the Stackpoles for their effort in planning an incredible Fall Tour stretching from Bangor to Ashland. Thanks also to Ernie York of Mars Hill for his assistance with scheduling a visit to Scotty Nevers collection in Dyer Brook who we also would like to thank Mr. Nevers who opened up his garage for a few hours Sunday morning to share his collection with us before we all traveled home. It was a successful trip with only one minor repair that I know of. Thanks to Clayton, Barry and Peter, I now know a little about air compressor governors.

The Fall auction was a great time as well. Thank you to Daryl Gushee for hosting the event. Daryl always has a lot to see and plenty of room to roam. Our

Auction raised \$700 for the chapter and we sold about \$250 in Merchandise. It is events like these that help keep our membership dues at \$10 where they have been for as long as the chapter has been around. Thanks for donating and purchasing at the auction. As usual there was plenty of food for everyone. Thanks to everyone for sharing their goodies as well.

I think it's fair to say that we all seem to enjoy ourselves at these events. Sometimes I'm asked "What do you guys do just stand around and look at old trucks?" Yes, yes I guess maybe that's part of it. I think it's safe to share what Daryl Gushee said to me a couple weeks ago. "It's not about the trucks. It's about the people." I think that can be said about any hobby and the people involved. We do help each other fix, repair and restore old iron but we also keep an eye out for each other in many other ways, we socialize, we laugh, we cry, we teach we learn, we tell stories, we listen to stories, (No matter how ridiculous they sometimes sound!)

Trust that we will be working behind the scenes to provide another great year in 2016. If you would like to make a suggestion or step up as an event host or planner, please let myself or one of our directors know. Words cannot express how much I personally appreciate the help that we receive at our events.

Have a Happy Holiday Season, Take care of yourselves and each other

John

Ramblings

Lars Ohman

As a continuation of my last month's RAMBLINGS, and my battle with the DOT & my physical limitations, the official wording of Diabetic Neurothopy, as such, gives no "degree of limitation" on which I was seeking an answer. I passed my stress test for heart and such with flying colors (even tho I might have been flying a little close to the ground) REMEMBER, if you have had a heart attack or any type of bypasses, you MUST be re-evaluated with a stress test each year, even if your license is good for two years. Got that part out of the way, and went for an opinion on "degree of limitation" on my leg weakness. Fought it through the Maine

Motor Transport folks, the DOT, the ICC, and finally to the "Americans With Disabilities Act" folks in VA, and no one would go against "Dr. Whitecoat's" opinion. If you have it, you are dead in the water, there is no "degree of limitation", End of Story. If you are going for a renewal of your ICC medical Card, START EARLY on your renewal. There are all sorts of new limitations that no one seems to know about 'till the last minute in the office. IE: If your neck size is over 16-1/2", you are automatically suspect of having sleep apnea and have to go for a sleep test (I've heard estimates of \$700.00) and most of the time your employer will not pay for any medical tests related to your DOT Medical Card. You are expected to show up for work with card in hand, on your own nickel. Good Luck !

Tackaberry Trip

Tom Hudgins

Ever since reading the article about the Tackaberry Collection in Showtime from the 2012 AHS National Convention, I've put it on my wish list of shows or collections to visit. Last weekend, 15 old truck nuts from Maine, New Hampshire, Massachusetts and Virginia took the 8 hour plus drive to Athens, Ontario to visit the pinnacle of collecting antiques in old truck and tractor hobby. Pictures alone do not describe the experience of visiting one of the largest private collections of antique trucks, tractors, cars, snowmobiles, toys, trucking memorabilia and whatever else you might find in one of 14 buildings on two lots a few kilometers apart.

When Charlie Huntington asked me in May if I was interested in possibly going in June, I said I would be up for it if my work schedule allowed. That was before the awesome York 2015 show in PA. After the Macungie show with our sister organization ATCA, Charlie came back with news that he had a date for October and sent out emails to people who may be interested. Immediately, I replied to count me in as one of the people wanting to go. Also, I called my brother Edward and his lady friend Crissy in Virginia and got them interested in the trip. It only took Edward attending his second national show before joining the AHS this year. He spun the wheel at the AHS table in York and got \$20 bucks off of his first membership. I think it was Charlie who joked at the Athens restaurant that my brother "was only half a member due to the price". There wasn't a shortage of laughter and camaraderie at

the meals during the trip starting from Friday night's Gourmet Garden buffet, Saturday morning breakfast and a group dinner at Buds by the Bay in Brockville. A few members of our group ate there on Friday night instead of the buffet.

We met Saturday morning at the Athens restaurant where George Tackaberry has breakfast with his crew of friends. Afterwards, we followed the leader in the red late model Chevrolet pickup to the G. Tackaberry & Sons Construction main terminal a few kilometers outside the village of Athens. On the way, we passed the Lawson Quarry for the company. Turning in the driveway from the road, you could see the enormous lot that housed the construction company. An International Paystar and a few vintage cranes welcomed us and gave us a sign that we were in "Binder" country. That was fine with me as I've been an International Harvester fan for most of my life. Even though George and family collect and restore Cornfield Cadillacs, there were other brands represented in the very large collection. There were Autocars, Brockways, Chevrolets, Dodges, Fargos, Fords, GMCs, Internationals, International Harvesters and many other brands of trucks. They also collect tractors, boats, golf carts, snow mobiles, trucking memorabilia, promotional items, and dealer signs. Speaking of Cadillacs, there was quite the collection of vintage ones including President Reagan's presidential limo. In every building, it was a 360 degree experience as items were hanging from the ceiling, hiding in nooks and crannies. A few of the buildings were packed with bumper to bumper vehicles.

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photo by Tom Hudgins, George Tackaberry in center just left of KB International

George met every one coming into the first building with a handshake and a hospitality that I haven't seen since I moved north of the Mason/Dixon line. Internationals were everywhere including tractors, medium to heavy duty trucks and anything in between. Other brands such as Ford, Mack, and Diamond Reo were parked beside them equally. Additionally, Canadian brand trucks such as Fargo and Mercury were represented in the collection. After a brief visit, we were ushered to the next building by Pine Tree Chapter member Lenny Alder. Lenny has been a friend with George for many years and introduced Charlie to him at Macungie. The meeting got the whole ball rolling for our following of the long white line to Ontario.

Some of the white non-descript buildings had lean-tos built onto them which housed mostly tractors. There was one building dedicated to tractors while other contained all sorts of vehicles and everything else. While hanging out in the last building, George said we were going to the first location of his collection on his other property. I was in awe of what I saw at the terminal and wasn't aware of a second set of buildings on another property. We left the last building and followed George and Lenny on a quick driving tour through the old truck boneyard. I was driving and didn't get any pictures of all the old trucks in George's personal collection of trucks for parts or future restorations. Then we drove around the terminal lot and saw his construction equipment, trucks with trailers and plow trucks. Everything was lined up in an orderly fashion. We left the terminal lot and headed to the Lawson Quarry. As we drove around the perimeter of the quarry, I gave my brother my camera to take pictures. I didn't want to miss another photo opportunity.

The second location contained three buildings with lean-tos and a winding gravel driveway that took us through a brief tour of unrestored construction equip-

ment and trucks. The drive way returned us to the buildings and we entered into the first building. All three buildings contained antiques, antique tours, a few beer bottle collections, toys, Cadillacs, tractors and of course trucks. Like the first location, the eclectic interior of the buildings contained a private collection and it was impossible to see everything inside. Everywhere you turned there was candy for the eyes. One of the half floors contained model train memorabilia, an unfinished model train layout and assorted items. We ended the tour talking with George about his collection and he answered our questions and it felt like we were hanging out with an old friend or a close relative.

We had a group picture taken with George. Crissy and my brother were kind enough to take a few photos with other people's cameras so they could be in the picture. We ended Saturday night with dinner and camaraderie at Buds by the Bay. Many of us agreed that we could have easily returned on Sunday and have a totally a different experience viewing the collection a second time. It would be a two day affair to try and see everything there. That being said, it looks like a future tour of the collection by the Pine Tree Chapter would be greatly attended. Get your passports cause you never know what the future might hold or how much bigger the Tackaberry Collection will grow. I would like to say a big "thank you" to George Tackaberry for allowing us to visit his enormous collection. Another "thank you" goes to Lenny for introducing Charlie to George at the Macungie 2015 show. Another great "thank you" to our tour coordinator/planner Charlie Huntington for keeping us informed of any trip changes and asking us to add "Between the sheets" before reading our Chinese fortunes.

If you would like to see some of my photos from the trip, send me an email to tomchristopher28@gmail.com. I'll send you a link and you can get a glimpse of the Tackaberry Collection.

Great Fall Auction & Chow Down

Lars Ohman

A little blustery, but acceptable, the loyal gathered at Gushee Rigging & Heavy Hauling in New Gloucester for a tour of Daryl's vast collection of (to quote Bob Stackpole: " Stuff" !) Not to be limited to trucks, heavy construction equipment, rail road locomotive ('s ?) antique trailers in many configurations, a grave digger (tractor mounted) many self powered snow removal rigs, cranes, shovels, back hoes, and crawlers of most every description, and almost complete assortment of over-the-road heavy & specialized hauling trailers to suit most any need and weight capacity you could ever think of.

His fleet of exclusively IHC road tractors was front and center as we came down the driveway, and one loaded and ready to roll. Estimates of 50 to 60 were in attendance, and had a guided tour of Daryl's Museum @ the chicken barn, and then over to Woodman's Hill Road collection of even more, including yet another Linn plow truck (not to be confused with the Green one we plowed with @ one of the winter gatherings a few years back that came from the City of Auburn) I

don't know exactly how many Linn's Daryl has as both nearly complete, and parts trucks, but I's venture a guess at more than 10 or 12 (somebody will correct me, I'm sure).

Back to the shop, and our famous pot luck luncheon was well accepted and enjoyed by all.....thanks to our loyal ladies behind the scenes, who make sure all is hot and well presented, and then do clean up while we kick tires and tell true lies after a belly full. Next in line, and not to be forgotten, is the Great Fall Auction (not to be confused with OHTM's auction.....we had the name first !) I had attempted to recruit Danny Higgins from the Higmo Clan to do the auctioneering, but he had a load of hay due in from Canada, so he begged off. With great help from Cheryl Billings I was able to get through a bunch of things folks had left over from previous projects, a few gifts donated to the Chapter for the ladies to bid on, and a great bunch of bidders to keep things interesting. All in all, auction, sales of Chapter things, donations, and new members and renewals, I think the Chapter is in a much better financial position . . . with thanks to many for their generosity. A special thanks to Daryl and his Crew for hosting the meeting. Lars

Ramblings

Mike Hannigin

Want to say thank you. Thank you!!! What a great summer it has been. My friend Linda and I enjoyed all the club rides, and events this summer. Looking forward to another great year, thanks to all the club members and directors who makes this happen.

I love old trucks and tractors. I'm a newbie at this. Getting into it 5 years ago. I started with a Farmall B I restored, from there my dream was to own a B model Mack I found one in NH. Brain Batchelder sold it to me very reasonable knowing I was going to restore it. with help from my son and great friends I had it on the road in less than 2 months. So much for my bio.

What I really want to share is thanks. It started this may, members Lars Ohman and Bob Perkins. Linda

and I went to the truck show in York Pa. I was impressed with the amount of trucks, and nice people we met there. Then Owls Head, Barrington show, fall auction and tour of Gushee's with many other cruises mixed in . . . Thanks to Bob Stackpole for putting together the fall tour to "The County" what a time we had, lots of laughs, great food. BUT the ICING on the cake was the grand finally a trip to the Takaberry Collection in Athans, Ontario spear headed by Lenny Adler and organized by Charlie Huntington. All I can say WOW, IMPRESSIVE. I was told by members of the club that had been there before , that it was a large collection, and very well organized that's an understatement for sure. It even left some members speech less!!! The hospitality and the openness offered by Mr Tackaberry was 2nd to none. I'm sorry for "rambling on" but I had a great teacher. Mike H



above: two photos inside one of the many Tackaberry buildings. Everything displayed is bright and clean.

right; a 1940s Autocar with moving van, looks like it is ready to work

below: five of Gushee's beautiful International road tractors

George Barrett photos



From the Workbench

Peter Mullin

Well, it looks like we wrapped up the season with a flourish this year. With three events in the month of October plus the truck display at the Cumberland Fair, which began in late September, it was certainly a busy four or five week stretch. Due to schedules we chose not to display our truck at the Cumberland Fair this year. In fact for the first time in many years Nancy and I didn't make it to either the Cumberland or Fryeburgh fairs.

We did make the Fall Tour to Houlton and beyond despite missing the Cole's Museum and Patten Lumberman's Museum. Nancy had to work until noon on Friday so we were late getting on the road. We met up with the group just south of Houlton. Saturday morning we gathered in the hotel parking lot to get ready to head up the road to Ashland and experienced the first technical difficulty of the weekend. Clayton's IH S-series refused to build air pressure. A few well placed raps with a screwdriver handle to the air governor had it building air again. But with discretion being the better part of valor (and wreckers charging by the mile) Clayton and Annette decided to ride with Nancy and me in my 2015 Chevy double cab. We had a very nice ride north on Route 1 up through Littleton, Monticello and Mars Hill on our way to Presque Isle looking in every backyard and barnyard for old iron. After a little bit of confusion we found the correct route to our morning stop at the Ashland Logging Museum. The Ashland Logging Museum is a little smaller than the Patten Lumberman's Museum but nonetheless unique. In addition to a significant collection of hand tools, two Lombard Log Haulers and a recreation of a traditional logging camp, they also have a complete fire watch tower assembled in the yard. Thanks to our guide Bernie for showing us around and for heating up the camp coffee (fairly stout stuff) and hot chocolate for us. After the logging museum we wandered back across country to Presque Isle to grab some lunch before heading back south.

Our next destination was Littleton and the Southern Aroostock Agricultural Museum for a tour and their monthly fundraiser dinner. The articles on display in this museum vary greatly. The expected items like potato baskets and barrels, tractors, harvesters, seed cutters and old trucks are there. But so are items that relate more to the daily lives of families from the area. Shop tools, furniture, household goods, and even my dad's cousin's wedding gown were all on display. All (or mostly) with signs attached to identify the donating families. After a fantastic dinner and visiting with some old friends from the area, we headed back to the hotels for some parking lot repairs. Barry Billings had a spare air governor in his KW which Bob Stackpole (and a few sidewalk supervisors) quickly installed on

Clayton's International.

Sunday morning, with Clayton and Annette back up and running (and stopping), we headed down the back roads to Smyrna for a group breakfast followed by a stop to view Scott Nevers collection in (New Limerick?). Scott has quite a diverse collection of trucks a car or two. You don't see many GMC 702 gas V-12s around and Scott has two - a cabover (ex city of Bangor FD) and a B-series low cab forward tractor (also ex FD). Not many Hayes log trucks made it to this coast but Scott has one of those and a big KW western style logger as well. A number of Autocars, Internationals and assorted other makes round out the collection. The group pretty well split up from there with most of us heading south for home.

Post trip news came out that Clayton's was not the only brake down of the weekend. Apparently the 6BT Cummins in Mike Hannigan's B model Mack puked it's guts out on I-95 just coming into Waterville on their way home. Fortunately he and Linda had their own hotel room in tow and spent the night in a parking lot with a courtesy visit from Waterville PD. Rumor has it that there may be a DT466 waiting to take up residence between the rails. Kind of the opposite of Stanley Youngs KB.

Two weeks after the Fall Tour, we gathered in New Gloucester at Darryl Gushee's shop for our annual fall auction and pot luck lunch. As always Darryl had plenty of unique stuff to look at. At the time of our visit he had nineteen Lynn trucks (thirteen stored in trailers) with number twenty soon to be on its way. In addition to touring the shop and yard we also took side trips to view parts of the collection at the house and chicken barn. As always the potluck lunch offered something for everyone. Unfortunately a conflicting engagement forced Nancy and me to leave just as the auction was getting rolling.

The following weekend saw fifteen of us getting together in Athens, Ontario to view the Tackaberry collection. All I can say about George Tackaberry's collection is, "wow." This man has collected a little bit of everything and a whole lot of toys, trucks, tractors and snowmobiles. I am pretty sure he has at least one of every size KB International built - I lost track of how many KB-8's he has. IH L's, R's and V's are almost as numerous and in almost as many varieties. Pickups, heavy haul trucks, restored and low mileage originals you name it it's there. If you get a chance take the opportunity and make the trip. It's well worth the 7-8 hour drive. Many thanks to Charlie Huntington for making it happen, to Lenny Adler for being the connection, and to Steve Marshall and Steve Corson for their work in trying to make it happen as a bus trip in years past. Most of all thanks to George Tackaberry for having the passion and vision to save as much vintage iron as he has been able to and for the hospitality to share his collection with the world.

From the Editor

George Barrett

I want to take a little space here to thank all who have contributed to this issue. I think it's great that so many members have had a part in the Pine Tree Chapter's activities during the Fall of 2015. I put the word out that I'd like as many remarks about the recent functions as possible and you came through, making this an exceptional newsletter. I was fortunate to make

the Fall Auction and the Tackaberry trip, now I wish I'd rearranged some things so I could have gone to The County.

Next month we'll need some articles so I'll ask everyone to think about writing something to keep the antique truck hobby alive during the colder months. I've got one almost done that I was going to put in this issue but decided that we should celebrate the recent activities instead.

Batteries Steve Corson

Hi George, I feel compelled to write a correction to this month's Shop Manual in the article that John Doyle wrote with regards to NAPA batteries. John's information is incorrect. For at least the past 15 years NAPA batteries everywhere but the far west coast, of all types related to motor vehicles, boats, golf carts, etc, have been made by DEKA which is officially East Penn Manufacturing. Johnson Controls never made NAPA batteries, Exide did until 15 or so years ago. East Penn is located in Lyons Station, Pennsylvania which is about 20 miles from Macungie. I have toured this facility 4 times in the past 15 years with this year being the most recent on our way to the truck show. I know the

owner and many of the management team and this is a superior company which takes a lot of pride in their product. They employ 7500 people and produce 120,000 batteries every 24 hours. East Penn is a privately held company with no union so that alone tells quite a story. In my years as a NAPA Store owner batteries was one of my top lines in sales volume and I had minimal defects or cranking problems. I really think a correction of this information should be in the next shop manual but I feel a lot of damage will be done by this misinformation in the meantime.

On another subject in the Penetrant section, a product I have used for about 10 years is Deep Creep made by Seafoam. It is available at NAPA stores and I believe it is about \$8-9 a can.
Thanks, Steve Corson

Jon Doyle

Further Information to the Manufacturer of NAPA Batteries

I should have made clear in my article that the current manufacturer of NAPA batteries is East Penn, sometimes called DEKA. They are excellent batteries. At some point in time, Exide, in fact, made NAPA batteries and the quality, at least for me, was doubtful. I had a run on 8D batteries I had to keep returning. The best I can find, without going on the internet, is that Exide made, at least some, batteries for NAPA up until about five years ago and then NAPA switched. I've had lots of practical experience with batteries. I recently counted mine and I have 54 batteries.

Probably the best advice is to look at current

tests. Consumers Report frequently tests automobile batteries and NAPA does well. You can use Jon's rule #71 which is, when in doubt, go see what the commercial fishermen are doing – their service is rough, tough and they are close with a dollar. I tumbled to that years ago when I was buying things like radars, GPS, and radios and even outboards. Go into a really top drawer harbor like Stonington or Port Clyde and others you can name to see what they're running for electronics or, in this case, batteries. Buy what they buy. Check out the mechanicals on their boats. You won't go far wrong. Curiously, in the area of outboards, you see lots of fishermen running Yamaha's. They're not cheap, but they must be good. I have a Mercury and I wish I didn't.

There are tons of stuff on the internet about batteries – some current and some not so current.



Pine tree Chapter trucks on the Fall Tour to Aroostook County photo from Wayne Devoe Jr.

Four Photos of Scotty Nevers' Collection

Peter Mullin



Scout II with Terra Diesel



Hayes with planetary axles



IH Sightliner



GMC B series LCF with 702 V-12

Fall Tour

Lars Ohman

FALL TOUR . . . my view through the windshield. So glad Bobby Perkins, once again invited me to tour in his Mack to "The County" and just the rolling narrative of his many years of hauling in and out of the County was well worth the experience. Great views, and stops organized by Bob & Lucy Stackpole (and others, I suspect) made it one of the more enjoyable and informative tours in recent years. Great bunch of folks attended, some for part of the tour and others 'till the final gun. Mike Hannigan and Lady Linda were

most gracious in giving Bob and me a place to bunk up, and share a few laughs, unfortunately, on the way home, Mike's B-30 decided to eat an engine (darned Cummins !) in Waterville after we had parted company. All ended well, and the B-30 is headed to Mike's shop for a second transplant in it's life, this time to an IHC DT-466 and a bigger Allison Transmission. You will see it on the road again shortly. The folks in the County were great to visit with, and food. . . .well, not quite on my diet list, was plentiful and delicious at every stop. If you went, glad to run and visit with you, and if not, for whatever reason, you missed a good one. Thanks to Bobby Perkins, Mike and Linda, and all the folks who put so much work into the tour. Lars

Obituary Joe Bradstreet

Joseph A. Bradstreet
1927 - 2015

PALERMO - The children of Joseph A. Bradstreet announce with deep sorrow the passing of their precious father, Joseph A. Bradstreet, on Sept. 21, 2015, at the Maine Veterans' Home - Augusta.

Joe was born on Dec. 5, 1927, the son of Mark A. Bradstreet and Estelle M. (Kenney) Bradstreet, in his parents' home at 210 Hospital Street in Augusta.

After attending the Farrington, Williams, and Bolton Hill Schools in Augusta, he was confined to the Hebron Sanitarium for a while with tuberculosis. At age 15, Joe went to work for Robbins Co., a wholesale grocery concern, driving truck. From there he went to work at Hussey Hardware in Augusta, also as a truck driver. Then he got a job as a mechanic for Clement Quigg until he was drafted into the Army in 1946. Joe served his country in the 88th Blue Devil Division, in Tarcento, Italy, during the occupation after World War II.

In 1952, Joe was hired as a mechanic and welder for the City of Augusta, at the city highway harage. Six months later he became the garage foreman. There he met Walter White. Together they started an auto salvage yard, working nights and weekends. In 1953, they incorporated their business under the name of White & Bradstreet, Inc. Eventually both men quit their full-time positions and devoted their efforts totally to their new business venture.

Each year through the 1960s Joe bought hundreds of dollars worth of Shrine Circus tickets and gave them to the neighborhood children and to the children of his employees.

At the age of 70 Joe retired from his beloved White & Bradstreet, turning his attention to another passion - restoring antique vehicles. He built the Betty & Joe Bradstreet Transportation Museum on his property in Palermo and proceeded to restore a fleet of antique vehicles that he loved to display in parades.

Among the organizations Joe belonged to through the years were the Kora Temple Shrine, Bethlehem Lodge No. 35, Cushnoc Royal Arch Chapter No. 43, Valley of Augusta - Scottish Rite Freemasonry, Valley of Portland, the American Antique Truck Society, Maine Obsolete Automobile League, Inc., and the Antique Treasures of Maine. In 1970, Joe served as Worthy Patron of the Rose of Sharon, Chapter No. 13, Order of



the Eastern Star.

Joe enjoyed traveling, too. Among his destinations were Mexico, Venezuela, Jamaica, Bahamas, Bermuda, Hawaii, and his favorite - Branson.

Joe is survived by his son, Mark E. Bradstreet and Mark's wife Linda of Searsport, and his daughter, BettyJo "BJ" Bradstreet of Palermo. He is also survived by one granddaughter; and two great-granddaughters.

Joe was predeceased by his parents; two sisters, Mildred Bradstreet and Evelyn Bradstreet Bey, two brothers, Mark F. Bradstreet and Robert O. Bradstreet; and his wife of 63 years, Betty MacDonald Bradstreet.

We are thankful that his health struggles are over. We would like to give special thanks to Joe and BJ's friend Ann, who helped BJ take care of Joe at his home, as well as to Dr. Charrette, Dr. Jones, "Sam", Maureen (PA) and the many other doctors, PAs, RNs, aides, etc., who helped care for Joe at the VA - Togus. Heartfelt thanks to the tremendous staff at the Maine Veterans' Home - Augusta, among them: Dr. Pierce, Andrea M., Leonard, Kathy, Megan Q., Linda, Heather, Linda B., Mary, Nicole W., Shannon C., Nicole, Camron, Natasha, Brittany C., Dale V., Libby, Jada, Joette, Jamie, Becky, Carollee, Cathy, Steve, Diane and Justin. And God bless the team of angels from MaineGeneral Hospice to include Karrie, Bill, Sue, Kim, Susan, Alexis, and Jean.

Visiting hours will be held from 12-2 p.m. Friday, Sept. 25, 2015, at Knowlton & Hewins Funeral Home, One Church Street, Augusta. A celebration of Joe's life will follow at 2 p.m. Immediately after the funeral service, burial will take place at the East Palermo Cemetery on Rt. #3 in Palermo. Memories, condolences and photos may be shared with the family on the obituary page of our website at www.khrfuneralhomes.com Republican and proud of it!

Tires

Brenda Carleton via Lars Ohman

Do you know what these four numbers mean on a tire? (Hint: they tell you the tire's age -- first two numbers are the week of manufacture, the last two numbers are the year. 52nd week of 2002 -- a 13 year old tire.) Something to check when you look over a trailer!



Classified Ads

Wanted: Spicer auxiliary transmissions- 8031 or 8341 but interested in whatever you might have laying around. Contact Evan Grass in Mars Hill at (207) 227-3568

For Sale: 1977 International Transtar II 4070B single axle (4.44 ratio), Cummins NTC 300 Magnum, Roadranger RTO 9513, sleeper cab with rare rear window option, equipped with "Link Cab Mate" cab air ride, recently repainted in bright red with white stripes, sharp looking nice driving truck. \$15,000 contact Bill Mullin (207) 799-0846.

For Sale: 1954/ 55 First Series Chevrolet 6800 with restorable Wayne bus body. Cowl and front end sheet metal rough; running gear unknown. Former L.F. Martin school bus used in North Raymond. Truck is in New Gloucester. Owner asking scrap value for vehicle. Would prefer it not be scrapped. Contact C Hoak (207-522-7088) for pictures. Contact Eric Dacy at 207-926-3752 to view/ purchase.

For Sale: 1945 ? Chevrolet 1-? ton truck. Truck is in Windsor. Asking \$3500. Call 207-549-3541for more information.

For Sale: 1947 KB-5 International w/working potato barrel hoist and 8 wooden barrels. Contact John Ellingwood Sr. 207-651-7436

For Sale: 1997 GMC Diesel Dump Truck, 3500 series, 5 speed OD, PTO HD hoist, 68 K , 8'-0" Warren HD dump body with new floor, and GVW is 10,000# Price : First \$5,500,00 owns it, many new parts, FOB Sabattus, ME. Lars Ohman (CELL 207-376-7993 or 207-375-6515 leave a message)

President - John Ellingwood Jr. Cell (207) 590-2298; email: jellin@sacoriver.net

Vice President - Wayne Devoe Jr. 796 Main St. Waterboro, ME 04087; (207) 318-0323; email: wdjr62@hotmail.com

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

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

Director - Clayton Hoak 299 East Stage Road, Pittston, ME 04345; (207) 582-3224; email: 1948reo@roadrunner.com

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

Director - Bob Stackpole RR 1 Box 2000, Cushing, ME 04563 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.

Mail to: Pine Tree Chapter ATHS

C/O Jamie Mason
104 Falmouth Road
Falmouth, Maine 04105



photo from the Fall Tour by Wayne Devoe



Beautiful Old Trailer at Daryl Gushee's / George Barrett

Pine Tree Chapter AHS
c/o George Barrett
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