



Shop Manual

www.badgoat.net/ptcaths

December 2020

President's Message

Peter Mullin

The weather outside is (was) frightful... normally I would be on board with the next verse - Let it Snow. But, with our new garage not quite complete, I would be very happy if significant snowfall could hold off for another couple of weeks in the South Gorham area. Fortunately, this past weekend's storm left us with only a couple of inches of the white stuff. I know other Chapter members received more significant accumulations. Hopefully they got all of there stuff bedded down before the storm.

Normally, I would be setting a date and schedule for the annual Board of Director's Meeting and inviting interested members to attend. This not being a normal year, and not having any reason to think that things are going to instantly get better with the turn of the calendar, I am. not prepared to announce any meetings of any kind at this time. I will be reaching out to the members of the board (probably after Christmas) to figure out if there is a workable alternative to an in-person meeting. We are also seeking guidance from ATHS National on how to proceed with our Annual

Membership Meeting, Election of Officers, and vote on the revised by-laws.

I participated in a Zoom Meeting with the rest of the ATHS Social Media Committee a couple of weeks ago. There have been a few issues going on behind the scenes (which have since been resolved). We had lots of discussions of what content should and should not be allowed on the ATHS's (and ATHS Chapter's) social media outlets. In the not to distant future we may want to transition the Pine Tree Chapter Facebook page to a format more like the ATHS page - with a membership process and a few moderators. Currently we under utilize our social media presence - it basically serves as a bulletin board and place for a handful of us to receive messages (that may or may not get answered).

Merry Christmas and a Happy New Year to everyone in the Pine Tree Chapter from Nancy and I. Hopefully at some point in the new year we will see a return to some semblance of normalcy.

Peter

**Dues will be Due
January 2021
\$10.00**

Please send to our treasurer Diane Munsey
785 River Road, Dresden, ME 04342

Ramblings

Lars Ohman

DOWNPOUR

How to achieve good vision while driving during a heavy downpour.

We are not sure why it is so effective; just try this method when it rains heavily.

This method was given me by a Police friend who had experienced and confirmed it. It is useful....even driving at night. One method used by Canadian Military Drivers for years.

Most of the motorists would turn on HIGH or FASTEST SPEED of the wipers during heavy downpour, yet the visibility in front of the windshield is still bad.....

In the event you face such a situation, just try your SUNGLASSES (any model will do), and miracle! All of a sudden, your visibility in front of your windshield is perfectly clear, as if there is no rain.

Make sure you always have a pair of SUNGLASSES in your car, as you are not only helping yourself to drive safely with good vision, but also might save your friend's life by giving him this idea..

Try it yourself and share it with your friends! Amazing, you still see the drops on the windshield, but not the sheet of rain falling.

You can see where the rain bounces off the road. It works to eliminate the "blindness" from passing semi's spraying you too.

Or the "kickup" if you are following a semi or car in the rain. They ought to teach that little tip in driver's training. It really does work..

This next warning is a another good one! I wonder how many people know about this:

A 36-year-old female had an accident several weeks ago and totaled her car. A resident of Kinburn , Ontario was traveling between Kinburn & Ottawa It was raining, though not excessively, when her car suddenly began to hydroplane and literally flew through the air.. She was not seriously injured but very stunned at the sudden occurrence!

When she explained to the OPP Officer what had happened he told her something that every driver should know - NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON . She thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain. But the Officer told her that if the cruise control is on when your car begins to hydroplane and your tires lose contact with the pavement, your car will accelerate to a higher rate of speed making you take off like an airplane. She told the OPP Officer that was exactly what had occurred.

The Officer said this warning should be listed, on the driver's seat sun-visor - NEVER USE THE CRUISE CONTROL WHEN THE PAVEMENT IS WET OR ICY, along with the airbag warning. We tell our teenagers to set the cruise control and drive a safe speed - but we don't tell them to use the cruise control only when the pavement is dry.

The only person the accident victim found, who knew this (besides the officer), was a man who had a similar accident, totaled his car, and sustained severe injuries.

NOTE: Some vehicles (like the Toyota Sienna Limited XLE) will not allow you to set the cruise control when the windshield wipers are on. If you send this to 15 people and only one of them doesn't know about this, then it was all worth it.. You might have saved a life.

With sadness, we have to report the following passings of members of our Chapter, and related organizations. Members gathered, with antique trucks in attendance, for the grave-side services for long time chapter member Barry Billings. It was brisk, and at Barry's request, a short but memory filled service in his honor. The next passing to mention, from our friends in Connecticut, is the passing of Jimmy Yaworski, II...brother to Denis. Next is Edgar Browning, Author of a dozen or more books on heavy construction. Long Time Antique Car Dealer. Neal B. Martin of the Goldenrod Garage in Freeport...67 years of selling and talking old cars and trucks. Gordon Chase, up in Milo , ME. died recently. He was the son of Chapter Founding member (the late) Curtis Chase....well known in the trucking industry in Maine. Dale Watson from Skowhegan well known as a collector and curator of a large collection of antique vehicles. Sterling Mills of Bryant Pond actually had a Sterling Dump Truck (or maybe two). As mentioned before, the NH Chapter of ATCA lost it's Chapter President, Larry Smith recently. . It is with sadness notices,

OBITUARY

Elizabeth Haddy Young

JANUARY 28, 1936 – NOVEMBER 22, 2020

Elizabeth Haddy Young was born on January 28, 1936 in Greenbush, ME and passed away on November 22, 2020 and is under the care of Birmingham Funeral Home.

Editor's Note: Elizabeth Young was the wife of Stanley Young a very active member of the Pine Tree Chapter

Dale S. Watson

SKOWHEGAN – It is with heavy hearts we announce the passing of our father, grandfather, great-grandfather, and life partner Dale Watson. Dale was born on June 6, 1935 in the family home to Charles and Thelma (Berle) Watson and passed in the same family home, as was his wish at the age of 85, on Nov. 19, 2020. He spent every summer on North Pond, and Smithfield was always considered home in the summer.

He kept his sense of humor until the end, surprising all around him with his continued and almost legendary sharp wit.

His passion for antique cars began at an early age, probably high school or earlier, and he liked to tell a story of proudly bringing home a car, to which his father said “the idea is to see how NICE a car you can get.” He was encouraged to make it go away. He no doubt made a profit and decades of buying, selling and collecting old cars followed. He passed this passion onto his son and grandson and together they spent many hours tinkering, buying, selling all things cars.

Dale had many different careers – He was the owner of Watson Hardware In Norridgewock, Western Auto in Skowhegan, Town Manager of Skowhegan, and for many years worked for the Hight family overseeing their auto parts stores and many of their real estate endeavors.

Dale served as Chairman of the Board at Skowhegan Savings Bank, Treasurer of Skowhegan State Fair, member of the Smithfield Grange, the North Pond Association, a 50 year member of the Kora Shriners, Masons, a life member of the Skowhegan History House, Coburn Park Commissioner, and while his antique car club affiliations are too numerous to list he was especially fond of the Antique Automobile Club of America and recently received recognition for his 50 year membership. It was through this club

that the annual trips to Hershey started. Every October since the 1960’s he’d make the trek. Those stories are for another time.

In the 1970’s, the cute gal with the big smile in the office at C. E. Noyes caught his eye. Soon, he and Nancy were an item and over the next 40 years travelled the US by car, truck, motor home, airplane, or even helicopter on all sorts of adventures. He was especially proud to see how Nancy’s boys turned out and took satisfaction in having a part in it.

When grandchildren and great-grandchildren came along he loved taking them along on adventures too. He especially loved them.

Dale leaves behind his son Rick Watson and wife Karie, grandchildren Shelby and Tucker, his daughter Jane Davis and husband Donald, granddaughter Jade Anderson and husband Jeff, his great-granddaughter Raven; life partner of over 40 years, Nancy Moll, her children Steve and Robyn Moll, Brad and Melanie Moll and grandchildren Emma and Ben. He also leaves his sister Hazel Grove; and several nephews and a niece. Dale was predeceased by his parents; brother-in-law Robert Gilman, and sister Maravene Gilman.

A private graveside service will be held at the convenience of the family. A celebration of life will take place in the Spring or Summer of 2021.

The family would like to thank Dad’s many friends for comforting and visiting with him these last few months and weeks. A special thanks also to Dr. Edmund Ervin, MD for his care and conversations with dad, and the entire hospice team – but especially Sandra, Michelle, and Casey for their compassion and care, both to dad and to our family as well.

Dad was a quiet supporter of the Grange and very much enjoyed the weekly dinners and catching up with people from around the lake and seeing the Grange’s improve-

copied from the NE Rockbusters

Edgar A Browning

It is with great sadness that the Officers, Directors, & Members of the Northeast Rockbusters announce the passing of member and friend Edgar Browning. As most of you know, Edgar was a fixture at shows and meetings and a wealth of historical information about the construction industry. He will be missed by us all. Edgar supported the Northeast Rockbusters greatly and attended our many equipment shows promoting his line of Road Construction books and his “Shovel” Magazine. Rest In Peace Edgar.

Edgar A Browning
Tuesday, November 17, 2020

On Tuesday, November 17, 2020, Edgar A Browning, a retired Sgt. Homicide Detective with the Hampton Police Department CAP Unit, began his walk with Jesus in Heaven.

He served his country in the Army and Sea Bee Reserves and his community in the Hampton City Police Department. He was a business owner, an author of sever-

al road building books, and Shovel Magazine.

He was born and raised in Woonsocket, RI along with his siblings, Albertina Sullivan and David Browning, where he first discovered his love of roadbuilding and heavy construction equipment. This passion is what led to the books, magazines and websites that he poured himself into after retirement. He enjoyed traveling across the US where he met numerous like-minded friends who meant so much to him.

For those who knew him well, his love for playing basketball was apparent; so much so, that he turned his garage into a half basketball court. He enjoyed playing the game with his son, Edgar, church members and anyone else he could find.

Edgar’s love for Jesus and his JCF Church family was one of the most important parts of his life. He strongly believed in the church’s vision for the Ark Complex and how through sports, it will encourage family and faith within and beyond the community.

1975-1976 Brockway Motor Truck Line

Clayton Hoak

In mid-November, in a stop at Bickford's to take a few photographs of the Collection's Kenworth Model E159 half cab tractor, I asked Jim Hall about a Brockway Dealers Manual I had seen on the bookshelf while visiting with the Chapter in late September. I was concerned that the unheated storage might be detrimental to the manual's contents. After searching for what seemed to be an excessive amount of time I found the Manual, and it was in excellent condition. Jim offered to let me borrow the Manual which I took him up on. The Kenworth Model E159 half cab tractor will be discussed in a future story.

Brockway is a marque I have only borrowed information on and know very little about. The Brockway Motor Trucks company built medium and heavy-duty trucks in Cortland, New York from 1912 until 1977. The company was owned by Mack Truck, Inc. from 1956 forward. We are rapidly approaching the 45th year of Brockway Motor Trucks closing its doors. This story will focus on 1975-76 models found in the "Brockway Motor Trucks Sales Data Book for the Most Rugged Trucks in the World".

Proposal jackets included with the Data Book state - "Brockway, a pioneer and leader in the transportation industry since 1851, now produces three basic series, encompassing hundreds of heavy-duty truck models, for every conceivable trucking application. They are: CONVENTIONAL (700 Series), CAB-OVER (400 Series), AND CAB-FORWARD (550 Low Profile Model), all shown on front cover. Each Brockway comes off the line with famed Uni-Matched Construction built in from start to finish."

"Uni-Matched Construction is a design, engineering, specification and manufacture that matches each individual truck to the load and road. It's a rigid system that assures Brockway quality."

The 700 Series conventionals were available in multiple models (758, 759, 760, 761, 762 and 776) with each model offering multiple sub-models. The manufacturer's sub-model nomenclature, using N758LL as an example, began with a letter denoting the engine series (below), the model line, the letter T or L (for tractor or straight truck) and a second letter, L if a tandem axle vehicle. Engine designations included A - Detroit 6V-53, B - CAT 3306, C - CAT

3208, E- Detroit 6-71, H - CAT 1693, K - Detroit 8V-71, L - Detroit 6V-92, N - Cummins NH-230/ NTC 250; U - Detroit 12V-71; and V - Cummins VT-903.

The 400 Series cabovers were available in two models (457 - in-line six powered and 459 - V-8 or V-12 powered) with each model offering multiple sub-models. The manufacturer's sub-model nomenclature is similar to the 700 Series. Unfortunately, the Data Book had no information on the 550 Series Low Profile Cab Forward models

Some of the model differences were quite subtle. The only differences in the N758T and N759T tractors I was able to find were the N759T had 16 rear main spring leaves, versus 8 on the N758T, but no additional capacity; and an additional 170 square inches of radiator frontal area. All dimensions and driveline components were identical. In addition to the "stock" drivetrains most sub-models had multiple engine, transmission and axle options, as well as numerous comfort, lightweight and chrome options.

Several of the 1975 brochures are stamped Clement Bros., Inc. Brockway, 115 Fox Street, Portland, Maine. Per George Nye, Clements Brothers was a regional trucking company that initially owned the Kenworth Model E159 half cab tractor mentioned above. In discussion with Peter Mullin, Clement Brothers Brockway became PT (Portland Transmission) Brockway. The PT Brockway dealership would have been relatively short-lived given Brockway stopped production in June 1977. Peter worked at Portland Transmission after graduating from SMTC in 1985-early 86. At that time Portland Transmission still had signage in the shop for PT Brockway and were able to order Brockway specific items through Mack. What a unique piece of automobilia the PT Brockway sign would be today.

The National Brockway Truck Show is a four day celebration of Brockway trucks held annually in early August in Cortland, NY. Additional information on the Show and Brockway trucks can be found at the Brockway Truck Preservation Association (www.brockwaytrucks.org). A thank you to The Bickford Collection and Jim Hall for loaning me the Brockway Motor Trucks Sales Data Book. It will find its way back to the Collection in the not too distant future.

Model	Configuration	BBC	Listed Sub-models	Max GVWR - Single/ Tandem
758	Truck	93"	A758L/ N758L/ A758LL/ N758LL	29,900 lbs. / 48,860 lbs. 758
	Tractor	93"	A758T/ N758T/ N758TL	29,040 lbs. / 44,000 lbs. 759
	Tractor	93"	N759T/ E759T/ N759TL/ E759TL/ K559TL / V759TL	29,040 lbs. / 44,000 lbs. 760Truck 121"
	B760LL / N760LL		not provided	760Tractor 117" B760TL
	/ K760LL / N760TL / V760TL		not provided	761Truck 121" N761L / E761L / B761L
	/ N761LL /			E761TL / B761TL / K761TL / V761TL
	not provided	761Tractor	117" N761T / E761T / B761T / K761T/ V761T / N761TL / E761TL / B761TL / K761TL / V761TL	not provided 762
	Truck	129"	H762LL/ U762LL	0 lbs. / 63,120 lbs. 762Tractor
	129" H762TL/ U762TL			0 lbs. / 48,860 lbs. 776Truck 107"
	A776L / C776L / E776L / L776L / N776L /			
	A776TL / C776TL / E776TL / L776TL / N776TL			29,900 lbs. / 48,860 lbs. 400Tractor 50"/86"
	N457T / E457T / B457T / K459T / V459T / N457TL /			B457TL
	/ K459TL/ V459TL/ U459TL/ H457TL			29,040 lbs. / 44,860 lbs.



above Huskie 550LL below Huskie 758



above Huskie 400 below Huskie 762



Obituary of Gordon Curtis Chase

Milo - Gordon Curtis Chase, 74, passed away on November 12, 2020, after a courageous battle with pancreatic cancer.

Gordon was born on October 5, 1946, to Helen (Ward) and Curtis Chase. After graduating from Milo High School in 1964, he went on to school in Presque Isle to be a mechanic. In 1966 he joined the National Guard

In 1965, Gordon met his partner in crime, Tina, in the fields at Kroemer's Farm in Milo. They wed in 1966, going on to build a beautiful life together, with their two children, Lisa and Jason.

Gordon held various jobs throughout the early years of their marriage, but his first love was always trucking. Gordon and Tina bought his father's trucking business in the 70's, going on to create a family legacy, which is still going strong today.

He worked driving truck right up until he physically could not due to his illness. His goal each day, was to get up and go! His motto was "Ain't it a beautiful day to be alive!" and he proved this over and over again.

From the time he was a small child, he has attended the Milo Baptist Church.

Gordon was predeceased by both of his parents, and an older brother, Paul.

Gordon is survived by his wife of 54 years, Tina; two children, Lisa and husband, Larry Foulkes, of Williamsburg and Jason and wife, Crystal, of Medford; and five grandchildren, Mariah, Mercedes, Ryan, Gavin and Bella. He leaves two sisters, Phyllis Ireland of Veazie, and Zephyrhills, FL and Alice and husband, Dennis Hatch, of Milo. Gordon will also be greatly missed by his wife's sisters and brothers and their spouses, nieces and nephews as well as the numerous special friends he has made over the years.

A graveside memorial service will be conducted 11:00 am Tuesday, November 17, 2020, at the family lot in Evergreen Cemetery, Milo. Friends are asked to abide by state mandates by wearing a mask and socially distancing. Arrangements are in the care of the Lary Funeral Home. Condolences and memories may be expressed at

Mack Model Numbers and Engines

George Barrett

Years ago, back in 1965, I learned that a Mack B-81 was different from a B-815 and B-87. It wasn't because one was any bigger or had more capacity. Mack had a numbering system for indicating what engine was under the hood. I learned this when I was working around trucks and machinery for the first time, that is working around them and getting paid for it. We were setting up the Cook bottom dump trailers for the Plazzi Corp and Audley at Chadwick-BaRoss's shop in Concord, NH. Both had purchased new B-80 series, Plazzi with V-8 and Audly with in line 6, Plazzi got 40 ton trailers, Audley got 35 ton.. My job was to install the electrical system to dump the two big clamshell gates on each cab.

Back then everyone I knew called the B series with pit fenders a B-81. Never heard or a B-815 nor a B-80. A B-873 was thought to be a bigger truck than the others but the truth was that it had a bigger engine, A Cummins engine of 335 horsepower which in those days was a really big power.

I have been kind of keeping track of these numbers ever since, would see them on a spec sheet and some of the truck owners would talk to me about the various model numbers knowing that I had an interest.

A few months ago at one of the the newsletter assembly sessions Clayton and I had a discussion that resulted in a flow of scans of pages with more info than I had ever seen. The result is that I've started a data base and a way to print it out in the newsletter. The reproductions of the older pages did not scan that well and had information that was more suited for a maintenance shop.

Many thanks to Clayton for sending me the pages from **Motors Truck Repair Manual** and getting me started on a much more comprehensive list. From an historical point of view I think it's interesting to know what the truck had for power when it left the factory even though it may well have a different engine fifty years later. This is only the DM series, more to come and I'm working on more in the notes column. Always open to your comments and suggestions. And then there are the mistakes I make every so often and what I've left out.

Mack Model	Engine Model	Notes	Mack Model	Engine Model	Notes
DM 401	END 475		DM 821 ST, SX	ETAZ 1000	
DM 403	END 465C		DM 831	NH-220	Cummins
DM 410	EN 414A		DM 833	Super 259	Cummins
DM 487	ENDT 475		DM 837	NHC 250	Cummins
DM 487 S	ETZ 477		DM 845	NTC 335	Cummins
DM 492 S	Cat 3208		DM 861	V-903	Cummins
DM 606	ET 673		DM 863	NTC 335	Cummins 855
DM 606 S	ETZ 673 E		DM 866 ST	NTA 400	Cummins
DM 607S	END 673 E		DM 867,SX	NTC 350	Cummins
DM 609	END 707	Mack Gas	DM 885	ENDT 675	
DM 611	ENDT 673		DM 885 SX	ETZ 676	
DM 611 S	ET 673		DM 886 SX	ENDT 676	
DM 611 S, SX	ETZ 673 C		DM 895	ENDT 865	
DM 611 S, SX			DM 897	ENDT 866	
DM 612, S, SX	ETAZ973 A		DM 6076	END 673	
DM 615	END 684		DML 821SX	ETAZ 1000	
DM 640	END 504 A		DML 886 SX	ENDT 676	
DM 685	ENDT 685	maxidyne	DMM 612 S	ETAZ 673A	
DM 685 S, SX	ETZ 675		DMM 675	ENDT 675	
DM 686, S, X	ENDT 676		DMM 685 S	ETZ 675	
DM 807	END 673		DMM 686 S	ENDT 675	
DM 809	END 707		DMM 4876	ENDT 475	
DM 811	ENDT 673		DMM 6076	END 673 E	
DM 811	ET 673		DMM 6096	END 707	
DM 811 SX	ETZ 673 C		DMM 6116	ENDT 673	
DM 812, SX	ETAZ 673 A		DMM 6856	ENDT 675	
DM 815	END 864	V8	DMM 685 S6	ETZ 675	
DM 819	ENDT 864		DMM 6866 SX	ENDT 676	

This photo is one of many of a collection of trailer manufacturers from Rich Hilgendorf of Vancouver, WA 360-787-8602. He and Lars have been working on some projects together. I think this is a very unusual and interesting collection and adds to our newsletter. As I've said before, take the time to go to the web site (address is on the first page) to see in color. Thanks Rich! - George



2021 Springtime Truck and Tractor Show

250 Tickets



Raffle truck to benefit our
ACTS OF KINDNESS DONATIONS

1979 GMC Astro 95
350 Cummins 10 sp trans
Reyco 4 spring suspension

\$100/Donation

Drawing: June , 2021
Burlington, Maine

To enter drawing:
Send a 100.00 Dollar Donation to
The Springtime Truck and Tractor Show
24 West Old Main Road, Lowell, Maine 04493.

YOU COULD WIN THIS TRUCK!

Winner doesn't need to be present to win

For information: 2073562237 tiredironguy56@yahoo.com

Truck Show for Charity

Doug Wakefield

After having made the deal to buy our 2021 Show Fundraiser truck, I decided that this year we would have it transported back to central Maine from Brayden Tucker's shop in Lisbon, Ohio. We had driven three of our trucks, in previous years, only having one minor air line issue, but driving old trucks that have sat a long time is always a roll of the dice. The year 2020 is going to be remembered as the year of if it can go wrong it probably will and the last thing we wanted was to have to get towed, maybe I'm just losing my sense for adventure.

Marcus Sibley, CEO of Sibley Transportation, arranged for his father and I to take a load of lumber out to Cleveland Ohio and to bring the truck as a back haul load, Mark and I left Bangor, Maine, Sunday forenoon with his 2001 Peterbilt and a drop deck flatbed for an 8:30am Monday delivery in Cleveland. An uneventful trip out across the Mass pike and across New York put us to our delivery point at about 02:30 am. Mark got in the bunk and I did my best to rest in the driver's seat. A short eight hours later, we headed southeast for a quick 100 mile ride to Brayden's shop and as promised our new to us 1979 GMC Astro 95 was ready to load for the ride home. After loading and securing the truck all we wanted was to have a

good meal and a room for the night, at Day's Inn in Lisbon, Ohio has a nice restaurant beside it, but was told it was closed Monday and Tuesdays. Oh Well a couple of sandwiches from the conveyance store next door filled the need and after a shower my short rest in the driver's seat ran out of steam. We rolled out of Lisbon at 5am, ran in the rain all day and safely arrived at the shop in Bangor at 8:30 pm. The next morning we unloaded at Dysart's, and I started home(about 50 miles) with the cab over and wouldn't you know it, a guy pulled out of a side road in front of me. Thank God the brakes worked well because I was about to be the first one to the Accident, After 1800 miles in three days, we almost had the big one 10 miles from home.

The truck is in storage at my garage till spring and we are pleased that we have already received over 35 donation entries for a chance to win it at our 2021 Show on Saturday June 12th at Mark Sibley's old truck shop at 1553 Long Ridge Road in Burlington, Maine, Address to enter is The Springtime Truck and Tractor Show 24 West Old Main Road, Lowell, Maine 04493. Entry donation is 100.00 dollars per Chance/Number, Truck has a good running 350 Cummins engine, 10 speed Trans a Rayco 4 spring suspension and I guarantee that the brakes and air horns work very well! as well

Dues will be Due January 2021

\$10.00

Please send to our treasurer Diane Munsey
785 River Road, Dresden, ME 04342

CLASSIFIED ADS

For Sale: 1970 White 4000, color - red, REO gold comet 6 cylinder engine, 5-speed transmission, two-speed single rear axle, Lane truck-needs some cosmetic work. Most likely needs a new battery soon. Has all the paper work, a manual and comes with some spare parts. Located in Milo, ME Please contact Chad Coulter @ 207-951-4672 Or feel free to message him on Facebook

For Sale: Two wooden wheels for parts. Believed to be from a 1920's Plymouth. Front wheels with hubs and drums. Good for parts or patterns. Make an Offer: Diane Munsey (207)737-2997 or e-mail munsandi@gmail.com

I'm sending this to the same distribution as Jamie's Convention e-mail.

This came in as a message to the Pine Tree Chapter Facebook page from Bill Young (Stanley Jr's son) I need help sorting out and disposing of Stanley Young Jr, collection of trucks and parts. Elizabeths health is failing and she needs more care and all the moneys coming from this will go a long way towards her care. This breaks my heart to do but it has to be done. Any help would be great. Facebook didn't like my conservative comments so the blocked me from commenting or posting on any sites until November 23 so I can't post and ask for help. Any help would be a Godsend

Anyone willing to help can call 207-827-8691 or 352-586-4939. Thank you in advance.

PINE TREE CHAPTER OF ATHS BOARD OF DIRECTORS MARCH 2019 TO MARCH 2020

President - Peter Mullin 6 Kinney Rd. Gorham, Me 04038 207-838-5069; email: wfd44@maine.rr.com;

Vice President - Andy O'Brien 54 Upper Minot Rd. Pownal, ME 04069 (207) 232-4743 aobrien211@gmail.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: sheepscoth@gwi.net

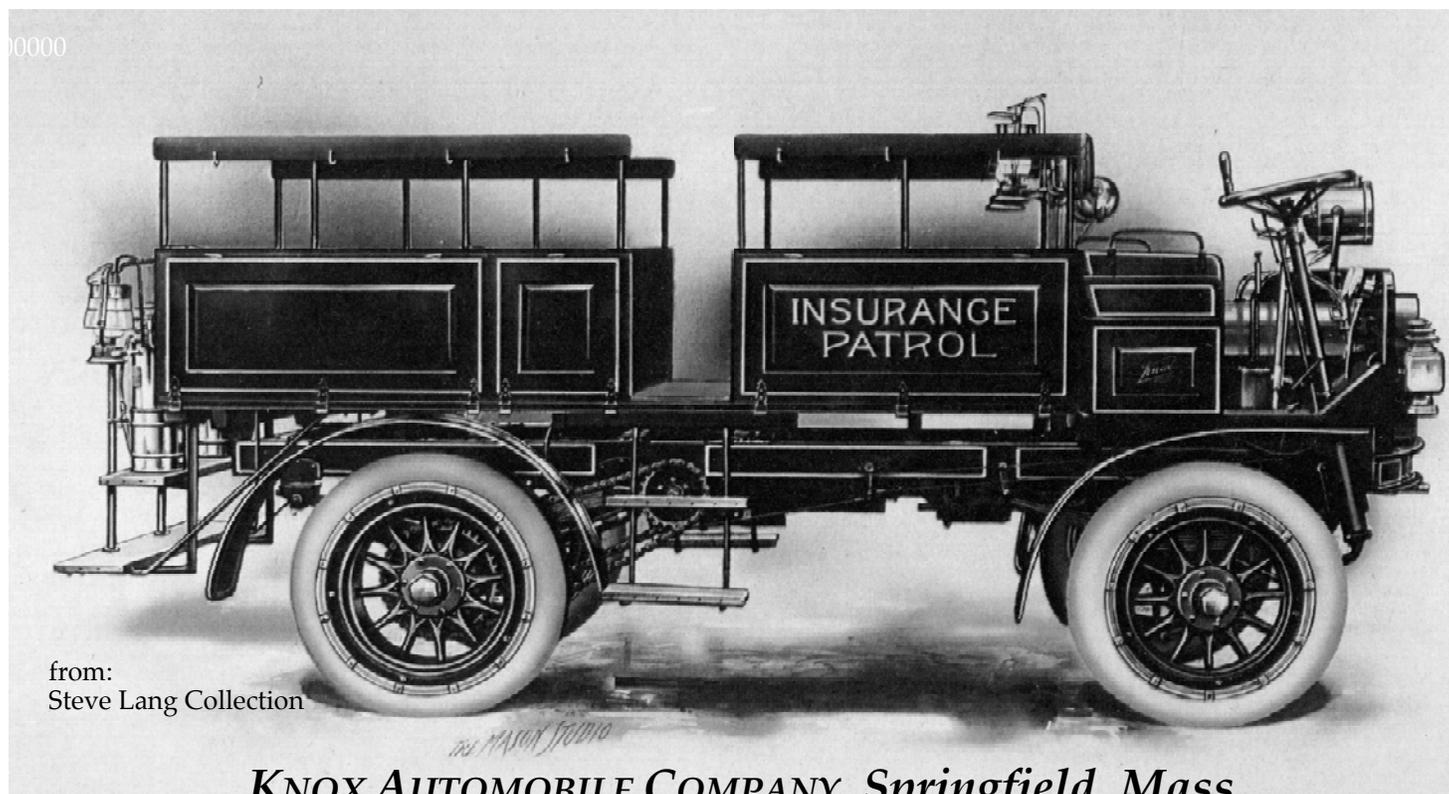
Director - Steve Corson 163 Main St., Rockport, ME 04856 cell phone: 207-542-4192 email: blackdogmack@gmail.com

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

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

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

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



from:
Steve Lang Collection

KNOX AUTOMOBILE COMPANY *Springfield, Mass*
MODEL R-5 *INSURANCE PATROL*

Four-Cylinder, 40 H.P. water cooled motor, 30 miles per hour Double side chain drive. Wheel base 103 in. Pneumatic bolted on tires, Dual Rear.