



Shop Manual

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JANUARY 2021

President's Message

Peter Mullin

Well, here we are three-plus weeks into the new year and unsurprisingly it doesn't look a whole lot different than the old year, at least so far. There is at least hope that with vaccinations being rolled out we will be able to return to having gatherings (in some form) sometime later in the year. To that end, I had a nice phone call with Toby Stinson this past week. It was kind of a good news bad news discussion. The good news is that the Owls Head Transportation Museum has decided the best course of action is to put out a schedule of events for 2021. This schedule includes the Annual Owls Head Truck Show on July 24-25, 2021. Obviously, at this point anything planned comes with the unfortunate tag of "tentatively scheduled" and absolutely no one knows what restrictions (mask wearing, social distancing, or occupancy limits etc.) may be in place 6 months from now. As Toby told me (and I whole heartedly agree) the most prudent thing to do was to make a plan and adapt accordingly.

The bad news is that it still doesn't look like we will be able to have a live in person membership meeting in March again this year. I have reached out to ATHS headquarters through our Regional Vice President, Clayton Hoak to see how they would like us to proceed as we operate under by laws established by ATHS that set such things as meeting and quorum requirements. One option under consideration includes - mailing out full copies of the revised bylaws (was due for acceptance by 12/31/2020) and an ballot on the bylaws and election of officers. This would be a fairly significant expense to the Chapter in a time when we can't have raffles, auctions and truck shows to try to boost our cash flow. A second option, which also has its pitfalls, would be to attempt to achieve a quorum with a virtual meeting (likely Zoom based). This might involve some of the Chapter Officers and Directors gathering in one or two locations to enable those more tech experience to assist those with less tech comfort. I hope to

have a plan for proceeding with the business of the Chapter in time for the next newsletter.

As I mentioned above about cost of a mail in election, I need to spend a little space to talk about the un-exciting subject of Chapter finances. Fortunately here there really isn't any bad news. I don't have any hard numbers at the moment as we are working on the 2020 reports. While we didn't have truck shows, auctions, cookouts, and raffles to raise money last year, other than the newsletter we had minimal expenses for the year. That being said, dues at \$10/year doesn't quite cover the cost of the printing and postage for the newsletter. Chapter Dues run from January 1st to December 31st. To that end, your 2021 dues are now due. As I mentioned last year, it has become a bookkeeping nightmare to keep track of dues paid ahead. To that end, we are allowing those that have been paid ahead to run their course. Beyond that we will only allow payment of dues in arrears and the current year. The only exception being for those joining as NEW members after July 1 who get the remainder of the current year and following year for \$10. Remember - you must be a Paid member of ATHS in good standing to be a member of the Pine Tree Chapter.

On a much lighter note, our new garage was "officially" completed the week between Christmas and New Years. This was promptly followed by me obtaining a new permit for electrical wiring of outlets and fixtures. I had the electrician install an underground 100 amp sub panel with the intent that I would take it from there. Over the course of a couple of days, with help from Clayton and staging from Jamie, the rough wiring is complete (awaiting virtual inspection) with completion and final inspection hopefully by the end of this week. Now I get to take on the enjoyable task of sorting tools and organizing both garages.

Fingers crossed, I will see you down the road, Peter

Peter

Ramblings

Lars Ohman

Looking thru some old NATIONAL GEOGRAPHICS, LIFE; and SATURDAY EVENING POSTS back when I was still pumping gas for \$.23 a gallon there were all sorts of ads for tires, mostly in 15" and 16" sizes. The day of the "new" 14" and radial tires had not quite hit the market.

Being raised in Texas, we only had "summer" tires for autos, and "light commercial" for trucks, almost all in BIAS PLY construction. They did the job, for the era, rode like a cement mixer, and had horrid road noise. Tire wear factors were not such a big deal, and regular rotation was about the only way to get any type of mileage.....unless there was a teen ager in the house, and your parent's DeSoto or Buick had enough horsepower to occasionally "smoke the sneakers" and therefore mileage went down the drain.

I can remember working at Drew Coffman's Texaco on the fuel island gassing, checking oil, washing windshields, and occasionally sweeping out a car. If we were real sharp, and while checking for tire pressure, noticed something worn out, we would tell Drew, who would advise the customer one or more needed replacement. For our efforts we would get a free Coke! If a customer was going to get four tires, the incentive was FREE TUBES with the purchase of four! Whitewalls were in vogue back then. For those who wanted whitewalls, but balked at the price, Drew would offer aftermarket "PORTA-WALLS" which were applied over regular blackwalls between the flexible bead of the

tire and the steel rim. If you were the young grunt assigned to remounting, those slippery rings of rubber could be the biggest pain in the rear as they not always fell into alignment on the first air up. You guys that did it know just what I'm talking about! If they went on "as advertised" they were a pretty good substitute for real whitewalls moulded in to the tire.

My first set of whitewalls on an early Ford were actually brushed on from a quart of Dad's house paint. Being young and impatient, we did all four tires in the hot Texas sun, and not being over concerned about drying time, took it out for a spin down to Buddy's Car Hop to show off our handy work. We were only there about two minutes and the laughing crowd began to appear.....You guessed it, the paint ran with the flexing of the sidewalls and we now had 4" very uneven white all the way to the tread line, and white wheelwells, plus down the side of the sheetmetal. We bailed out of there, back to my house, got out the turpentine and attempted to clean up the mess, most of it winding up in Dad's spotless driveway. Our clean up efforts not only ruined the DuPont #7 car wax on the paint. We let the car sit for a week or so, took it to the Texaco at closing time, pulled all four tires off, reversed them on the rims, gave the now inside edge a coat of DuPont" tire black" to cover the new gray mess.

Next set of used tires that went on, courtesy of Drew's scrap pile got real "PORTA-WALLS" installed on them.... no more paint for us! Next month: The true meaning of "Smokin the Sneakers" New England Style."Till then, be safe, keep your distance....while 'chuggin on down the road.... Lars

Daniel T. Rush

Obituary for Daniel T. Rush

Daniel Thomas Rush, Esq, an established local attorney and well-loved family man, passed away unexpectedly at the age of 68 from cancer on Monday evening, November 9, 2020 at Southern Maine Health Care in Biddeford.

Dan was born on April 17, 1952 in Houlton, ME to Robert and Anne Doherty Rush. He grew up working on the family potato farm before attending University of Maine at Orono, where he joined Sigma Chi Fraternity and earned his Bachelor's degree in History in 1975. UMO is also where Dan first met his future wife, Mary Diana Wilson, whom he married in 1979. Upon graduating UMO, he attended Western New England University School of Law in Springfield, MA, where he obtained his Juris Doctor degree in 1978.

Dan began his law career in Millinocket, ME, where he practiced at a small firm for nine years. After the birth of his first daughter, he and his family moved to Kennebunk in 1987. He established his private practice in 1991, and soon after celebrated the birth of his second daughter. As a solo practitioner, Dan took great pride and care in his work. Over the course of his 42-year career, he formed many close professional relationships and friendships with clients that in many cases spanned decades.

Away from the office, Dan took joy in collecting and restoring antique sports cars, tractors, and trucks, most recently turning his interest toward Internationals and Studebakers. He spent many evenings after dinner in his beloved barn that he designed and built to house his vehicles. Above all else, Dan cherished spending time with his family, taking long walks and drives with his wife, and

playing tennis with his daughters.

Dan is survived by his wife of 41 years Mary Diana Wilson Rush of Kennebunk, his daughters Hannah Rose Rush of Austin, TX and Olivia Stuart Rush of Portland, OR, and nine brothers and sisters and their spouses in various U.S. cities: Lucy Strawbridge of Merrimack, NH, Jane & Rob Doggett and Barbara Crawford of Seattle, WA, Julie Weber of Hodgdon, ME, Gwen Dow, Matthew & Elaine Rush, and Stephen and Wanita Rush of Houlton, ME, , Bobby and Gloria Rush of Las Vegas, NV, and Chris & Martha Rush of Lake Worth, FL, as well as many loving nieces and nephews throughout the country.

Due to coronavirus safety concerns, a celebration of life event will be held in the future.

Should friends desire, memorial contributions may be made to the Kennebunk Land Trust, 6 Brown St, Suite 2, Kennebunk, ME 04043 or online at www.kennebunklandtrust.org/donate/ in Dan's memory. To send flowers to the family of Daniel T. Rush, please visit our Heartfelt Sympathies Store.ments over the last few years.

Arrangements are entrusted to the care of Smart & Edwards Funeral Home, 183 Madison Ave., Skowhegan, Maine. Anyone who wishes to leave the family messages can do so on our website at <http://www.smartandedwardsfh.com>

In lieu of flowers, donations may be made to:
Fairview Grange #342
c/o Sharon Wood
709 Village Road
Smithfield, ME 04978

Back Side Of Worley`s Log Book

Larry Worley

I think it may have been the second year with Gushee Rigging the winter was going to be slack for me personally for what I normally had for work locally. Fuel was cheaper at the time they figured I could do a round of load to load freight. We call it LTL. The idea is to put on several shipments with different destinations going toward the final stop that you want. I call this certain one going to Mitchell, South Dakota the hard way!

First pick was in New Hampshire loaded a little 2 man sleigh and a Studebaker shepherds wagon to go to Hanson Wheel and Wagon in Mitchell. The wagon was a show piece going to have the wood wheels rebuilt. When the hubs start to loosen take the wheels off and soak them til they swell back tight. The second time they should be redone.

The Hanson Company is THE best at what they do. They build 10 or 12 chuck wagons a year for the big cattle companies as well as big show wagons for the beverage companies like Bushe. Best of the best. I was lucky enough to visit with Doug Hanson and he interduced me to his crew showing the different jobs being performed. Told me he was impressed with how we covered the wagon first with linen, then my rolls of felt we use on our CNC machines, then a 20 x 20 canvas tightly around the whole body. Great people! Wished I could visit often but I`m just a saddle tramp and it never happens. part of my life.

Leaving N.H. late afternoon I get down to Mass Pike and the Skipper calls say I gotta go to the big auchion in Enfield, Conn and put on a 5500 series Chevy box truck with a 26 foot box. Long story short they messed me around for 3 hours before they located the damn thing in a distant lot.

My Landall trailer was 48 feet and this wheel base just fit on there, 4 foot overhang. Called him let him know I had it and he told me call him in the morning before I got to Bethlehem, Pa. So now I`m ATLEAST loaded!

When I called I was informed I could pick up an old Studebaker ranch wagon, like the ones you saw on the old 50`s westerns.

You have to know how Daryl and I think sometimes. You see there`s 26 feet of unused space on the box! We can`t have that now, can we! Got to the place to load and it`s development of small mansions with Mercedes SUV guard who says I can`t come in. No trucks allowed. Looking at my more than loaded trailer didn`t help me explain things.

I told the place I was going to with careful directions and that the owner would be right along. Got to the culdesack turned around, dismounted the Chevy, winched the wagon on, backed up to the trailer and rolled the wagon in the box. Reloaded the Chevy and I`m on my way to St. Louis, Mo. The Chevy got off there!

Once there, unloaded the Chevy, reloaded the ranch wagon. Now I`m headed near Springfield, Mo.

Going to load a 51 Oshkosh Snow fighter. What a Snow fighter is doing this far south is a good question. There`s no snow down there. Well anyway, dismounted the shepherd wagon. put the sleigh in the Oshkosh, put the ranchwagon on front, put Oshkosh next shepherd on the back. Now I can go to Mitchell! Unloaded the wagons and the sleigh, Kept the Oshkosh. That`s out back of the shop, for sale today!

There`s more, but this will do for now. Til the next page, Larry

Donald M. Smith

It is my sad duty to pass this news to all who knew Don, and perhaps by duplication of emails, some who did not. Also apologies to anyone who got this a couple of times

Donald M. Smith

BARRINGTON, NH: Donald Manton Smith, 86 died unexpectedly on Tuesday, December 22, 2020.

He was the husband of Marilyn I. (Wilbur) Smith. They had shared sixty-eight loving years of marriage.

Born at Goddard Hospital, Brockton on January 27, 1934, he was the only child of the late Winthrop L. and Helen (Farrow) Smith.

As a youngster, he was a member of the Boy Scouts. A 1952 graduate of Oliver Ames High School, he went on to serve in the National Guard from 1952 to 1960. He was also volunteer fireman in Easton.

Self-employed his entire life, he installed driveways and operated a motorcycle shop as well as plowing for the state of Massachusetts. In 1972 he moved his family and business, D.M. Smith Excavating to Barrington, NH. He also plowed snow for the state of New Hampshire and many clients.

His affinity for antique cars and motorcycles led him to

become a member of numerous organizations including the American Truck Historical Society, the Studebaker Club, and International Tractors. He was also a member of the American Legion.

He was a Director of the Northeast RockBusters Chapter of the Historical Construction Equipment Association. He and Marilyn were founding members of Antique Truck Club of America-Granite State Chapter, and were the powers that be behind the Barrington Old Truck Meet.

In addition to his wife, he is survived by his children. Evelyn, wife of Ron Musgrove, Eugene, husband of Rose Smith, Kenneth, husband of Kathy Smith, Donna, wife of Darryl Riley; a daughter-in-law, Shawna Smith, nine grandchildren, and twelve great-grandchildren. He was the father of the late Lawrence "Larry" James Smith, who passed away unexpectedly on September 3, 2020.

Donations may be made in Donald`s name to: American Legion, Post 114, 731 Franklin Pierce Highway, Barrington, NH 03825.

Visiting hours will be held from 2:00-5:00pm on Tuesday, December 29, 2020 at Purdy Memorial Chapel, 2 Concord Road, Rt4, Lee, NH. To sign our online guestbook, please go to www.purdyfuneralservice.com Limited to 15 people so it is family only

The Bickford Collection's Kenworth Half Cab Tractor

Clayton Hoak

In July I responded to an ad in *Wheels of Time* for information on International's mid-60's M-Series CAE (cab-aside -engine) trucks. The gentleman was looking for detailed information on the CAE to build a 1/24th scale concrete mixer like one he had driven when younger. During our e-mail conversations it became obvious he had a passion for all half cab trucks, not just the International. My November trip to Yarmouth to take photos of Bickford's half-cab started a research project on that truck and the Kenworth CBE (cab-beside-engine).

Jim Hall indicated he didn't know a lot about the Kenworth and suggested I contact chapter member and museum volunteer, George Nye, who has researched several of the trucks in The Bickford Collection. George provided the following information -

According to Frank Hale there were two half cab KW's. They were owned by Clement Brothers (Portland) and leased to a grocery company in Bangor. The half cabs ran exclusively to Aroostook Country. That caused problems between the lessor and the lessee, according to Frank Hale. Ruel Clement wanted the trucks brought to Portland for service. The customer wanted Clement to come to Bangor to do service. The Bickford truck ended up in Connecticut. I have seen pictures of it on "dying breed diesels" online. In sad condition, with modifications to grill shell and mirrors. A man from North Carolina bought the truck and did a full restoration to the condition it is today. Erv Bickford had kept track of the half cab, (as he did hundreds of others) Erv repeatedly tried to buy it, but the man would not sell, at least not for the price Erv was willing to pay, again according to Frank Hale.

After Erv did buy the truck, it was moved to New Jersey, perhaps Gary Mahan's and sat there for a period of time. Erv finally had a load of lumber emptying out nearby. As you have read most of my information came from Frank Hale.

I asked George if he knew the year of the truck and if he had any specification information. George's response - "Half Cab is a 1970. Built 15 years after CBE. which so many people think it is. Picture on dying breed diesels noted that it was the last of production run of 13 units. I have no proof of that. Also of interest I showed truck to a man, and I held other end of tape measure for a man who planned to build a scale model of that truck. He gave me his business card. Do not know if I can find it now."

The Mason name was familiar. I vaguely recalled having talked about Mr. Mason with Steve Rosemond, ATHS RVP North and South Carolina, at several ATHS Board Meetings. I e-mailed Steve and he called me almost immediately. We spoke for 45 minutes that evening; spending most of the time discussing the Kenworth half cab which he was very familiar with. His recollections - The owner was Loye Mason. Loye had purchased the truck from a Massachusetts based contractor who had moved to NC in the mid-90's. Steve couldn't recall the contractor's name.

Upon arriving in NC the Kenworth had some engine issues and ended up at Cooper Kenworth where they dropped the oil pan and discovered some issues. The truck was pushed out into the back lot, without the oil pan, while engine repair/ replacement options were considered. Shortly afterwards Cooper Kenworth burned down. Only

the half cab's oil pan was lost. The half cab remained in the back lot while Cooper KW rebuilt, which is where Loye Mason spotted it. Mr. Mason was able to contact the contractor and purchase the truck.

Loye restored the truck with a 220 Cummins from a parted-out Brockway; and a Spicer 4x4 transmission purchased from Tony Youngblood (aka Mr. Big Horn). Steve donated the headlight bezels, and possibly a fuel tank from a Kenworth he had parted out.

In traveling to ATHS National Shows during that period Steve ran into John Boden, who was President of Kenworth at the time. The truck, a 1960 per Steve, predated John Boden's tenure; however John put Steve in touch with Moe Baurengood, a Kenworth engineer. Mr. Baurengood (my spelling per Steve's pronunciation) told Steve Kenworth had built 18 of the 1960 half cabs. The half cabs on these 18 tilted, whereas the cabs on the previous half-cabs did not.

Steve took the Kenworth to Macungie and other east coast shows for Loye Mason, eventually negotiating the sale of the truck and delivery to Macungie where Erv took possession of it. Steve noted he thought Erv got a bargain on the truck. Mr. Mason apparently had a couple of periods of serious illness - two bad years, one good year, two bad years, one good year; leading up to the sale before passing away. Steve thought it ended up at Yaworski's Museum in Connecticut for a while, not at Mahan's in New Jersey, however was not sure.

Lastly, Steve said he came up with the statement on the back of the cab - "I'd rather drive half a Kenworth than a complete Freightliner!!". I've known Steve for 15 years and have no reason to doubt his claim.

Recently I reached out to Tony Martin, a knowledgeable Kenworth aficionado and author of the recent *Evolution of Style* articles in the March/April and May/June 2020 *wheels of Time*. Tony informed me the Kenworth Model E159 half cab tractor was not a Model E159, but a Model T-521 and noted "the first letter of any KW model number designates cab configuration. From the 30's all the way up, K was used to designate cabover design, and no letter indicated conventional. T was used to designate CBE or cab-beside-engine All 500 series chassis were the same. Bumper mounting confirms this is a 500. Then 21 suffix indicates single axle."

The E159-13 number, read off a tag in the cab, denoted the 13th E159 cab style produced. A Kenworth Parts Index lists the E-159 cabs as "cab-beside-engine tilt cab 67 inch". Tony noted - Kenworth built cabs in a separate shop and attached an aluminum tag with a model and serial number so that when it was brought to the assembly line, they knew which chassis it was to be mated to. After that point the tag was useless so they were eliminated around 1966 to avoid confusion by customers trying to order parts."; and believes the CBE tilt cabs trucks were built in the same window as the 1958-63 K-500 trucks. In the spring I intend to get back to Bickford's to locate a chassis number so Tony can order the build sheet on the truck. My thanks to Jim Hall, George Nye, Frank Hale, Steve Rosemond and Tony Martin for their assistance with this story. With a little luck there will be an update once the build sheet is found.



Jeep Cab Forward

George Barrett

For some reason I was looking for something in my files when a folder titled JEEP appeared and I pulled it out for a quick look. Been years since I've seen it, this is literature I picked up as a kid back in the 1950s but there's no dates to be seen, only some code. Jeep is in big print and then "BUILT BY - AND ONLY BY - WILLYS MOTORS, INC

What really got my interest was the page on Jeep Forward Control Trucks which were manufactured in the late 50s and early 60s. I can't remember seeing many during that time but I can vividly remember a Saturday afternoon in the Fall of 1960 when I put in on fair amount of mileage driving one and it was fun.

Like most of my friends I got my license to drive within a week of my 16th birthday but driving the 1956 family DeSoto was better then walking but the automatic transmission just never got me excited. I also liked riding in a pick-up truck, they sat a little higher than a car.

I grew up in Hanover, NH which is the home of Dartmouth College and during the football season the local civic associations operated fund-raisers in the form of cooking barbecue chicken lunches in a big way. I spent the day helping cook it the morning and cleaning up in the afternoon. In the afternoon I would load the truck and ride to the dump. This was before I had my license but riding back and forth to the dump wasn't that bad, I was in a

truck. There seemed to be a different truck each time we put on the feed, four times a year . Local dealers would donate a truck for the day, can't remember the same same truck twice.

The last year I helped I had my drivers license and I noticed the truck standing by for the afternoon dump runs was a rather new FC-170 Jeep. I'm sure the guys in charge knew me well enough to know that I'd be helping out that afternoon and handed me the keys to the Jeep forward control truck. What a day! A new experience. I'd driven my friends father's Volkswagen n forward control truck but it was only two wheel drive in individual suspension but Jeep felt like a truck should and it had a four speed transmission.

FC-170 DUAL WHEEL STAKE MODEL



	Wheelbase	Shipping Weight	G.V.W.	Standard Tires	Rear Axle Capacity	Front Axle Capacity	Axle Ratio
FC-150 4 cylinder 134.2 cu, in. F-Head	81"	3152 lbs.	5000 lbs.	7.00-15	3500 lbs.	3000 lbs.	5.38:1
FC-170 6 cylinder 226.2 cu, in. L-Head	103.6"	3331 lbs.	7000 lbs.	7.00-16	4500 lbs.	3500 lbs.	4.89:1



FC-170



FC-150



Don's F800 which was a common sight at the annual Barrington NH truck show.



Don driving the Mack Dump Truck from the Denis Yarworski collection at the Rockbusters Equipment show in Connecticut.

Memories of Don Smith

Long time member of the Pine Tree Chapter

Thank you Gary Munsey for sending these pictures



Scott Dudley's Collection in Searsmont page 7

News from Owls Head Transportation Museum

Toby Stinson

Update on the 2021 Owls Head Truck Show
As we embark on a new year, I hope that everyone is doing well. Everyone has been, and is, working through a variety of challenges created by the same storm. For many of us the greatest challenge has been that we simply have not been able to get together, here's to hoping that 2021 will be different. That being said, the 2021 Owls Head Truck Show is scheduled for July 24th&25 at the Owls Head Transportation Museum. It would not be prudent to deny the fact that between January and July certain circumstances, restrictions, and conditions etc. may both arise and or change. Chasing a moving target gets old quickly.

After much discussion we have decided to take the path

of let's plan for our 2021 event season as we want it to be. Be ready for the crowds and certain safety protocols as we need and are to be expected, but let's have our shows. Let spread the word and be ready for being able to have our events, celebrate transportation history, and more importantly get together.

Yes, we are taking the optimistic view that come summer we will be able to be open the way we want to be. That is what we are planning and hoping for. Should the need arise to adjust and modify our plans due to circumstances outside our control, we will do that and carry on. So mark your calendars, and spread the word. We hope to see you in 2021.

Toby



Looking Forward to Getting Together Again



Dues are Due January 2021 \$10.00

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

CLASSIFIED ADS

Kenny and I inventoried Dad's yard and found over 100 mostly junk vehicles, mostly Fords and GM. None of them are diamonds in the rough, but there are a few that I would hate to see scrapped if a collector could salvage them. Specifically, we found 2 Macks, (67 & 73), 5 Whites from the 50's, 5 IH's, a 40's REO school bus, 1 Autocar and 4 Studebakers. Please spread the word among those who you know may be most interested. I just retired, so I am available to conduct a showing. They can contact me at this email or 603-219-2051
Where do I look for establishing value for antique trucks and equipment? Any help you can offer would be greatly appreciated. Thank you very much.

Sincerely,
Eugene W. Smith

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. Elizabeth's 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;

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