



Shop Manual

www.badgoat.net/ptcaths

May 2016

President's Message

Jamie Mason

I'd like to start out this month's message by thanking Lynn Bickford and Jim Hall for opening the doors to the Bickford Museum and Pavilion, and to George Barrett for helping me put everything together. Even the weather cooperated, with our best estimates put the attendance at 50 to 60 people at a time and close to 100 attending during the event. It definitely was a great way to start off our 2016 Pine Tree Chapter (PTC) - season. Thank you to all that were able to attend and I hope to see those who were not able to make it out later this season.

Over the last few weeks, I've been working out the details for the spring tour that is scheduled for June 18th and 19th. There are several stops with something for everyone to enjoy! In the meantime, the Executive Board has been brain storming ways to expand on the events for the PTC to enjoy. We are trying to keep things fresh yet continue with events that appear to work and modifying those that haven't. That being said, many people are currently working behind the scenes getting ready for the Owls Head Transportation Museum (OHTM) truck, tractor, and commercial vehicle show. The T-Shirts are being designed, supplies are being ordered, and our thinking caps have been working overtime in anticipation for the "Maine" event. Interestingly enough, a couple of changes are on the horizon and we also need your help. Please continue down the page and contact me if you have a suggestion.

Let's start with the requests. We are looking for a few items for the raffle during the show. We usually have a combination of small and large items. If you have something in mind, please let me know. Secondly, the Executive Board and I have been trying to come up with a location for members that come to the OHTM and "camp out". The current location is not ideal and we are looking into reserving a bunch of

spots at a camp ground or possibly a local PTC member might have a field that we could park the "wagons" in for Friday and Saturday night. Something local would be ideal. Currently there is no power or water hookups, so a reasonably flat field for 5-10 campers or tents might be sufficient. If local members could get in touch with me if they have space or a friend or neighbor that might have an ideal location, please let me know. We can work out the details and hopefully find a balance that works for everyone.

Trying something not so new-ish, Bob and Lucy Stackpole have opened up their compound to PTC members for an evening cookout on Saturday, July 23rd. Please follow the instructions and plan to have a great time. The Stackpoles did not ask for a "donation" jar but I will make sure there is one available for those that would like to contribute.

With the summer season just getting under way, let's start to think about the future. If your local fair would like old trucks, make sure George or I know in advance so the details may be included within the Shop Manual. Speaking of the future, maybe the group would like to support future truck rodeos and other events that target commercial vehicles. I recently spoke with members from the American Public Works Association and they have open houses where some of our trucks would be appreciated.

In closing, when an event is coming up, reach out to a fellow PTC that you know and make plans to meet them at a show or even convoy to an event. It's often more fun to travel to an event with someone you know. Reaching out is the best way for us to keep up our participation and we all know that the more people that show up, the more trucks we see and the better our stories become! It's also convenient to have a friend give you a ride to the gas station when you run out of fuel! Take care,

Jamie

2016 Pine Tree Chapter Spring Tour

Jamie Mason

The start of the tour will be at Don Bibber's house. He'll have coffee, donuts, and ocean views available. There is plenty of parking around his house and barn. Doors will open around 8:30 and I'd like to leave his house around 9:30. Don has a beautiful site to enjoy your breakfast. Several antique trucks, machine tools and some nice buildings to check out. His address is 136 Basin Point Road, Harpswell, Maine. From Brunswick, head down ME 123. On the right, you'll go by Harpswell's "Irving F. Chipman" Fire Station. About 7 mile later, you'll take a right onto Ash Point Road. The Harpswell Coast Academy will be on your left. A few hundred feet later, Basin Point Road will appear on your right. Head down Basin Point Road and Don's gravel driveway will be the first one on the right after you go down the hill. We'll have a sign or a truck parked at the entrance to guide you.

The second stop is David Hall's house. David has several pieces of vintage logging equipment, saw mill, and fire wood processor. I hear there will be demonstrations of some of these pieces. Plenty of off and on street parking to boot. From Don's house, take Route 123 back in to Brunswick. Take a left onto Route 24(north). Stay on Route 24 as it goes through Brunswick and into Topsham. Route 24 heads to the right after the Androscoggin River. Stay on Route 24 for 3.5 miles. David will be on the left. A sign and possibly a piece of equipment will be parked out front.

Our third stop will be Watson's Water and Wheels. According to those that like to ramble, Dana's collection is available for viewing as well as a variety of cars, trucks, snowmobiles, and farm and logging equipment. The Naples Blues festival is also happening at the same time. There should be plenty to do. Directions to Dana's from Route 302 are as follows: Just west of the causeway in Naples, turn onto Route 114. Head down Route 114 for about a mile. Take a left onto State Park Road. About 1/2 a mile on the left will be a field and a sign for Sunrise Cove. At that point, you will have reached your destination. I plan to stay here for the evening. People can bring campers, tents, or rent a cabin from Blair and Susan Watson at 207-693-3243. There are a bunch of smaller motels, bed and breakfasts, and inns available online.

The fourth stop is to Mayberry Farm. Tim Mayberry has a collection of antique small engines. There might be some construction equipment lurking behind a green house too! Tim thinks that there could be some live demonstrations of his antique power makers and anyone with a green thumb will enjoy the green houses. There might be time to swing down to Tim's father's house and see some of his older trucks and equipment but we won't know for sure until then. Directions from Dana's are as follows: Take a left out of Sunrise Cove and veer to the right at the fork in the road. When you get to the stop sign, take a left onto Route 114. Follow Route 114 for about 7.5 miles and take a right onto Route 11. Drive about 2.5 miles on Route 11 until it meets up with Route 107. Take a right on Route 107. Drive about 6.5 miles down Route 107 and #763 Bridgeton Road will be on your right. Look for

the Mayberry Farm sign.

For a fifth stop, I have left it open because I am not sure how long we will be at Watson's Water and Wheels, and Mayberry Farms on Sunday. I was looking for another location or something as simple as checking out the Songo Locks. With it being Father's Day, I was almost thinking it might be better to be done around noon so people could head home or to a family gathering. More information will be available at a later date.

I can provide additional information and help people with finding lodging if they would like. The routes that we take from Topsham to Naples and from Naples to Bridgeton may change if we have a lot of slower moving vehicles. There are many back roads that will be much more enjoyable in the old trucks as compared to the "main drags". I plan on having maps or printed directions available Saturday morning for people to take with them. When in doubt, please feel free to call or text my cell: 207-949-1360. My email is haroldjmason@gmail.com.

Tour details in a quick format:

Saturday, June 18th:

8:30-9:30 Don Bibber's house: 138 Basin Point Road, Harpswell.

10:15 to 11:30 David Hall's house: 490 Middlesex Road, Topsham.

11:30-2:30 Grab lunch and travel to Watson's Water and Wheels. 100 State Park Road, Naples.

4:30 (or so) BBQ chicken dinner is available on site.

Evening details: Various events at Watson's as well as the Naples Blues Festival.

Sunday, June 19th:

8-10 Breakfast and other events.

10:30 Tim Mayberry's house: 763 Bridgton Road, Sebago.

11:30 Location to be determined.

Pine Tree Chapter 15 Years Ago

The Editor

The following officers and directors were elected at the March 11, 2001 General Membership Meeting

President - Clayton Hoak

Vice President- Peter Mullin

Secretary- Terry Ohman

Treasurer- Lars Ohman

Director- Erv Bickford

Director- Mike Gladu

Director- Don Munsey

Director- Rance Pooler

Director- George Sprowl, Sr.

George Sprowl had just stepped down after being president of the chapter for ten years.

The spring tour was scheduled to visit Clough's Fordson and Caterpillar tractor collection, the Pownalborough Courthouse, Jon Doyle's All Wheel Drive Truck Farm, and Rusty Fender Estates, ending at the Holiday Inn in Bath for the night.

Following the Legislature Part 2

Charlie Huntington

I'll start with the first paragraph from part 1 as an intro - One of my pet peeves is when I hear people state that the Legislature in Augusta is plotting to do us some wrong or another (there's generally another way this is stated but I'll keep it family oriented here). Nothing could be further from the truth. We are blessed in the state of Maine to have friends and neighbors as our elected officials. They sincerely care about the issues at hand. So why are they doing such "crazy" things? Well for one there's two sides to every story. While you as a car/ truck hobbyist visualizes older vehicles as pristine pieces of history, there's another side that sees them as ticking time bombs with no brakes. In addition to there being some truth on both sides of any issue, the Legislator can only make his decision based on the input he gets. This is where you come in. When there is an issue that concerns you, it is important to make your opinion known. This can come in the form of a call, e-mail, or even testifying at a public hearing.

Now we've reiterated the importance of communicating to your legislators. If you followed the steps in Part 1 or have seen input from the PTCATHS Legislative Committee, you've identified the issues you have an interest in. Now it's just a matter of communicating your opinion to your elected officials. Once again we head to the state website [HYPERLINK "http://www.maine.gov"](http://www.maine.gov) www.maine.gov then click Legislature on the main page. For your representative click "House" in the upper banner, select "House Home" in the drop down, then click "Representatives" in the table. This will allow you to find your representative by town. The search for your Senator is very similar, hit "127th Senators" once you get the Senate home page. As it turns out you get both your repre-

sentative and senator on either path so you don't need to do the search twice. One you locate your town you can click on either your senator or representative to get their contact info.

Armed with the contact info you're ready to compose your message. Here's a few tips that will make it more powerful:

1. Keep it respectful. This is IMPORTANT. No matter how passionate you are about the issue at hand, your voice carries more weight if you keep the name calling in check.
2. Try to cite facts. As the saying goes, opinions are like a certain body part - we all have one. The other side does as well. Presenting a factual argument will more likely convince your audience.
3. In a lot of cases you may have received a prepared statement that you agree with. Instead of simply forwarding it, modify it so it becomes your own original. A large volume of a prepared statements is good but the same volume of original messages is much more powerful.
4. JUST DO IT! A short call or e-mail doesn't take much time but it can carry a lot of weight. I've heard that even 10 e-mails on a bill can be a lot to a specific representative.

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It's going to be a few months until the Legislature is back in session. We'll get this info on the website so you can use it in the future.

Editor's Note: Communicated from Jon Doyle: The law that was recently passed which was LD 1483. It passed in final form without any mention of issues concerning antique plates.

2017 Antique Truck Calendar

Tom Hudgins

I have 8 trucks lined up so far for next year's calendar. I need four more to fill the calendar. I have some great photos from past Owl Head shows that I can use but I really would like to fill the remaining spots with some unique vehicles. If you have a combo unit or something different from all eras of antique trucks please reach out to me. I will be at the Springtime Truck and Tractor show in Lincoln and Watson's Water and Wheels next month with my camera. I can also be available to photograph your truck or trucks if you live that part of Maine while I'm visiting the show. I've reached out to some members in the Bangor area and have one scheduled at soon as the pinstriping is finished. I got a few phone numbers from the member roster and the phone just rings no answering machine. You can email me at tomchristopher28@gmail.com or call me via cell phone 2079227536. If you have photos that need to be scanned or digitized, let me know as I am proficient with the technology. Meanwhile, enjoy this old school 1984 GMC Sierra Classic owned by

member George Hames. It will be featured for the month of May next year. Fill your lungs with diesel smoke, replace your blood with coffee and keep it safe as we enjoy the old truck show season!



2016 COMING SHOWS AND EVENTS

June 4 & 5, 2016 Auto Show Owls Head Transportation Museum

June 4, 2016 Springtime Truck and tractor Show Robin Crawford & Son Woods Co., 92 Access Road, Lincoln, Maine, call 207-356-2237

June 5, 2016 Ocean State Vintage Haulers ATHS Chapter Show Johnson, RI

June 11 & 12, 2016 ATCA Chapter Show Bethlehem, CT

June 17 18, & 19, 2016 26th Annual Watson's Wheels & Water Transportation Show Naples, ME. More information on page 3 in this issue and still more in the May issue. Swap Meet \$10.00 per day for space, Call Shelly 207-318-0539. \$10.00 to display one or all of your favorite antiques for the weekend. Reservations for cabin rental contact Blair & Susan Watson at 207-693-3243. Spectators always free to the public. Visit on facebook

June 17 & 18, 2016 ATCA Truck Show Macungie, PA

June 26, 2016 ATHS Brooklyn Show Brooklyn, CT

July 16 & 17, 2016 Boothbay Railway Village, Antique Auto Days Show Saturday and Sunday

July 23 & 24, 2016 Owls Head Truck and Tractor Show Saturday and Sunday

September PTC ATHS Fall Tour to be decided

August 5, 6,&7, 2016 HCEA Rockbusters Plainfield, CT old trucks and old shovels working and making noise

August 6, 2016 ATHS Green Mt. Truck Show Bellows Falls High School 8:00 AM to 2 : 00PM

August 21, 2016 Barrington Old Truck Meet Deering, NH (south of Hillsborough)

September 24, 2016 Cumberland Fair Likes Trucks to Display contact George Barrett 829-5134

October 16, 2016 ATCA New England Chapter, Bolton Fair Grounds, Route 117, Lancaster, MA, 8AM - 3 PM, Bill Semple 978-460-0465, Trucks can be delivered Saturday, Food Vendors, No ATVs, Truck Registration \$10.00

November 6, 2016 PTC ATHS Fall Gathering and Auction , Munsey Residence and Shop, River Rd, Rt. 128, Dresden

Owls Head Truck Show updates!

Jamie Mason

Saturday evening, Bob and Lucy Stackpole have invited Pine Tree Chapter Members to their house for a summer cookout. They'll have the main course on the burner but won't say no if you have a secret family recipe for a snack, side or dessert. Things will start picking up around 5:30 with knives and forks hitting the plates around 6. For logistical reasons, they ask that if you could RSVP to 207-354-2372 or stack123@roadrunner.com. I'll be taking RSVPs as

well at 207-949-1360 or haroldjmason@gmail.com. Their address is 446 River Road, Cushing, Maine. There are plenty of chairs, but keep an extra in the car, just in case. Rumor has it, if you bring a Mack, CAT or a Cushman, you'll go to the front of the food line!

Feedback wanted! Majority of us have been going to the OHTM truck show for years. If there is something that the PTC or the OHTM could do to improve to keep museum guests and PTC members entertained, please let me know. We're always looking for ideas and suggestions.

Help at the Owls Head Show

Nancy Mullen

Hi everyone, it's that time again. The Owls Head Truck Show is just around the corner. We, as always, are looking for raffle items for Saturday. If you have anything please let us know. Also we are in need of some

help at the table both days and on Sunday for the lunch. If you are able to give us an hour or two that would be great. Contact me at pcnancym@maine.rr.com with any questions or ideas to make this a great show as always.

1966 Chevy Logging Truck

Scott Dudley

I've had several club members ask me about the Chevy truck I have since there weren't many around here. I thought if I sent you a couple of pictures and some information maybe you could put together a short story for the news letter.

The truck is a 1966 Chevrolet 80 series 2 and 1/2 ton, the largest model in the medium duty line and the last year for the 80 series in the medium duty. It has a 366 v/8, the first year for the new truck engine and available only with a two barrel carburetor this year. A Spicer 5 speed main transmission and a Spicer 4 speed auxiliary. 30,000# Eaton live tandem rears on 34,000# Hendrickson walking beam suspension. Full air brake system, but no maxi-brakes. Parking brake is band type on each transmission.

Robbins Lumber of Searsmont bought this truck new from Bean & Conquest of Bangor, took it to Timberland in Lancaster, NH. and had a F-series Prentiss loader mounted. The truck was then brought back to Searsmont, the log bunks built and my Father drove it until sold in 1972. I bought the truck in 2011 a few months after my Father had passed away. I've located the loader and log bunks and hope acquire them also.

My Father was Carl Dudley and that is him standing next to the Chevy with a load of pine logs he bought back



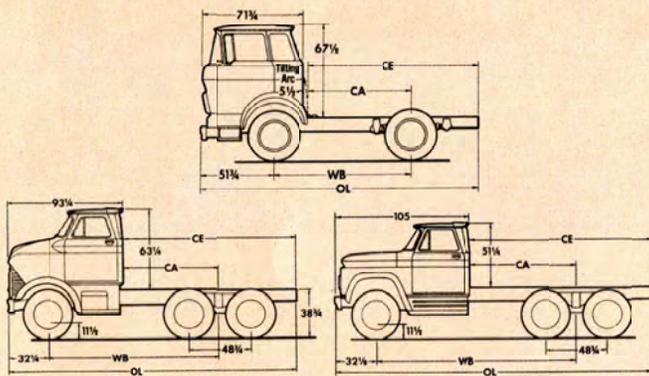
I checked my files to see what I had on Chevy to add what Scott wrote. I found a 1965 brochure on medium and heavy duty diesel models. I can remember picking it up in April of 65 at Miller Automobile Company in White River Jct, Vermont. They were a big automobile Cadillac Pontiac Chevrolet dealer but would sell a truck if you twisted their arm.

The catalog is pushing the 3-53N, 4-53N and 6V-53 N Detroit Diesels. The "N" is indicating the newest injectors of the time that had smaller holes to inject the fuel for a cleaner and more economical burn.

that had smaller holes to inject the fuel for a a cleaner and more economical burn.

And then there's the engine I had almost forgotten about, the Torq-Flow. Three models: D-351, D-478, and DH-478.. at 130, 150, and 170 horsepower all at 3200 rpm. These engines all had high-turbulence toroidal combustion chambers.

Your Humble Editor



LCF CAB TANDEM MODELS

Models	WB	CA	CE	OL
W8303	145"	84"	144"	237"
W8503	163"	102"	174"	267"
W8803	181"	120"	204"	297"

TILT CAB MODELS

Models	WB	CA	CE	OL
N52, N & Y62, 62-H; N & U8203	97"	72"	120"	197"
N53, N & Y63, 63-H; N & U8303	109"	84"	132"	209"
N56, N & Y66, 66-H, N8603	133"	108"	168"	245"
N58, N & Y68, 68-H, N8803	145"	120"	180"	257"
N67, 67-H, 8703	163"	138"	231"	308"
N59, N & Y69, 69-H, N8903	175"	150"	243"	320"

CONVENTIONAL CAB TANDEM MODELS

Models	WB	CA	CE	OL
V6303, X6303	157"	84"	144"	249"
V6503, X6503	175"	102"	174"	279"
V6803, X6803	193"	120"	204"	309"
V8303	157"	84"	140"	245"
V8503	175"	102"	162"	267"
V8803	193"	120"	205"	310"

Some Mack Truck History

George Barrett

A couple of months ago at the Pine Tree Chapter's annual meeting at Owls Head chapter member "Bud" Davis showed me a three ring binder full of Mack spec sheets. Thus was started a long discussion about the relationship between the model numbers and the chassis. Within a week or two Bud showed up at my shop with some literature he had copied and thought would interest me. He was right.

For years I've been meeting guys who are sure that the bigger the number the higher the GVW and GCW and to a certain extent they are right but not completely. I've got a couple of friends that know trucks pretty well and insist that a B863 is a larger (more capacity) truck than a B815. Fact is they could be the same or one could be larger than the other, you can't tell until you learn what the front and rear axles are rated at. The B863 has a Cummins NTC335 engine, a favorite of the contractors in Maine for pulling their biggest lowbeds. The B815 has the Mack V-8, the engine although introduced in 1962 was not seen in trucks until 1964.

Contractors liked to have a big horse to pull their yard and a half shovels without stripping them down. The 100,000 lb. shovels could be hauled on a sixty ton trailer with three axles and a jeep dolly with a single axle. Of course they wanted a tractor with plenty of power and the Mack, although plenty rugged enough to handle the load was light on power if the Mack engine was in it. Thus the Cummins 335, but anything that went wrong with the truck was always blamed on the engine by the Mack people and those at the Cummins dealership were equally adamant that it was the way the engine was installed in the truck by the Mack factory that caused the engine problems.

The chart on the following page has some of the information found on a four page flyer from Mack

dated 5-68. Bud had it copied on the same heavy weight gray paper as his original. The title is Mack Highway Model Identification System and covers the engines, transmissions, axles, and a little on cabs. I'll do another chart in a future issue to cover the complete publication.

I have embellished the chart with information I looked up in other material in my files. From an historical perspective we should remember that Mack started offering various engines in the B models introduced in 1953. The A models of 1950 had a specific engine for each of the five models so this chassis numbering system didn't start until 1953. By 1968, when just about all Macks had diesels they didn't care about us historians who might want to document the gasoline engines of the 50s. I'm still looking for more information to complete the chart at which time it will be easy to update.

When I look at how many different Mack chassis numbers I don't know that I'll ever finish. For all the B models from the B13 to the B81 series there's 73 chassis numbers, some of which have the same engines. With the F series there are apparently 28 different engines between the 600 and 700 GVW sizes. For the DM800 size there were 16 various engines which indicates to me that in most instances these heavy units were not in fleets and custom ordered. I should admit at this point that this paragraph is almost worthless because I'm working from a list that came from Bud for which I don't know the date and when I look at what John Montville's 1981 book has for a list there are even more chassis numbers. I guess I've got work to do.

Please communicate to me any information you see here that you think might be an error or information I don't have. Hope to have a complete chart some day. Thanks, Bud, for getting me going on this project.

*below left: Mack RM 6x6 front axle set 61" ahead of the back of cab.
below right: Mack DMM 6x6 axle set 41" ahead of back of cab,
23,000 lb. front axle, full time all wheel drive.*

Both illustrations from 1978 brochure No. 1A-118-3



MACK CHASSIS NOMENCLATURE CHART

PREFIX LETTERS CONTAINED IN CHASSIS NOMENCLATURE

- MB** = Low cab forward, COE design (tilt cab) city and suburban
B = B series conventional cab, engine under hood, - highway service
H = COE 67" BBC
F = COE, tilt cab, highway service
R = Conventional cab, engine under hood, - highway service
U = Conventional cab, offset, short BBC - highway service
DM = Dumper, mixer service, conventional cab, offset

FIRST DIGIT CONTAINED IN CHASSIS NOMENCLATURE

Gross Vehicle Weight	Gross Combination Weight
4 = 27,000 to 50,000 lbs	53,000 to 55,000 lbs.
6 = 40,000 to 76,000 lbs	53,000 to 76,800 lbs.
7 = 41,000 to 52,000 lbs	65,000 to 76,800 lbs.
8 = 66,000 to 100,000 lbs	65,000 to 300,000 lbs.

SECOND & THIRD DIGIT CONTAINED IN CHASSIS NOMENCLATURE

- 10** = EN414A (gas)
40 = EN464A (gas)
80 = EN540 (gas) General rule with regard to engine numbers is that even numbers are gas, odd numbers diesel
26 = EN402 (gas)
00 = EN707B (gas)
01 = END 475
07 = END 673E
09 = END707 — The END711 engine seems to be the same as as the 707 which fits into Mack idea of having the number as the approximate piston displacement in cubic inches
11 = ENDT673
13 = ENDT673A
11 = ENDT673C
15 = END864B
19 = ENDT864 } First V-8 Diesel introduced in 1962, 864 cu in (5.00 x 5.5) 255 hp @ 2300 rpm. In 1969 a new V-8 of 866 cu.in.(5.38 x 5.5) with 375 hp @ 2200 rpm was used until 1980. The third V-8 was 998 cu. in. (5.38 x 5.5) with 400 hp @ 1700 rpm.
31 = NH230 Cummins
37 = NHC250 Cummins
39 = NHCT270 Cummins
63 = NTC335 Cummins
65 = NT380 Cummins
73 = 8V-71N — Detroit Diesel usually rated at 318 hp
77 = V8185 — Cummins 785 cu in(5.5 x 4.125) of 1962 rated 265@2600 de-rated to 185hp
83 = 6V-53N — Detroit Diesel
85 = ENDT675 — Maxidyne, first of the high torque rise diesels of any manufacturer. 672 cu in makes 237 hp @2100 rpm, 906 lb ft of torque at 1200
86 = EM6
95 = ENDT865 — V-8 375 hp @ 2200 rpm

SUFFIX LETTERS CONTAINED IN CHASSIS NOMENCLATURE

- P** = Truck, four wheel platform
T = Tractor, four wheel
LT = Tractor, four wheel, weight-reduced version
ST = Tractor, six wheel
LST = Tractor, six wheel, weight-reduced version
S = Truck, six or eight wheel
LS = Truck, six wheel, weight-reduced version
SX = Truck, six wheel, off-the-road dumper or mixer
X = Truck, four wheel dumper

Fun Times at Watson's Wheels and Water

June 17 18, & 19, 2016
Naples, Maine

Photos Contributed
by Lars Ohman

Hope you all can join us
this year on the Spring Tour
or just drop by on Friday,
Saturday, or Sunday



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

Wanted: Sheet metal / small parts to fit a 1960 R-185 International. Mike Alderman, 783 Augusta Rd. Jefferson, ME (207) 446-9868 (days up till 3:00 PM) E-Mail: dmalderman55@email.com

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 207-549-3541 for 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)

For Sale: 1977 International, Loadstar 1600 with 14' heavy steel stake body, 9.00-20 tires, 345 V8. Very good condition except it needs brakes, asking \$2500 OBO, call 207-633-4727, sale benefits Boothbay Railway Village

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

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

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

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

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

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

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

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

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

DUES NOTICE - Membership Renewal & Update Form

Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS.
Membership in the American Truck Historical Society is required.

Name _____ Date _____

Street _____ Phone () _____

City _____ E-Mail _____

State _____

Zip _____

Mail to: Pine Tree Chapter ATHS

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

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



above: four of the many trucks at the Chapter's Spring Stretch April 23, 2016
below: In the afternoon we went to the pavilion at Yarmouth Crossing where more of the Bickford Collection trucks and tractors are on display



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