



Shop Manual

www.badgoat.net/ptcaths

June 2020

President's Message

Peter Mullin

Well, the news as far as large shows and events continues to not be good. Since the last newsletter both the Fryeburg Fair and the AACA Fall Flea Market in Hershey, PA are pretty much the latest casualties. I have had a number of discussions with members far and wide that are starving for any form of Old Truck Group Therapy, and believe me when I say "I am right there with you." I have a couple of big concerns with planning any "Chapter Event" at this time. With so many of us chomping at the bit for an event, anything we plan and publicize could easily exceed the current state limit (through July at least) of 50 people. Additionally, because of our age demographic and other factors we do have a fairly high number of our members that fall into the high risk category. So, at this time I think it is prudent to not try to plan (or seek insurance from ATHS) Chapter events at this time. Having said that, I don't see anything at all wrong with chapter members planning and/or hosting a small parade/cruise in, cook-out or other "small" informal gatherings. I have spoken to a few members, ranging from Limington to Falmouth to the greater Bangor area and beyond, that have all had great ideas for Ice Cream Cruises, Mini Tours, and cook-outs. I sincerely hope some of these will come to fruition and that Nancy and I will be able to attend.

As we go to print there are a few shows still on the list of "Maybe" happening. According to a message today from Jim Rymes the Granite State ATCA Show in Deering, NH is currently not cancelled (they have another meeting next week) and will make a final determination no later than mid July. Our own Pine Tree Chapter Topsham Show is still on the tentative list. Last we heard from the Topsham Fairgrounds Board they were still hoping to have their Fall

Flea Market which runs in conjunction with our show. If the fair board is willing we will likely go ahead with our show if we can comfortably do so within any remaining restrictions. If we are unable to have the show this year we will exhaust every possible option to get in a Fall Tour and the Late Fall Gathering/Great Fall Auction.

In other news, when we went to print last month, the Springtime Truck Show in Burlington, Maine was still slated to be happening this past weekend. Unfortunately shortly after we went to print, Doug Wakefield was forced to make the painful decision to cancel the show. On the bright side, however, and for the first time in the history of this show, they sold all 250 truck raffle tickets before show day. Fittingly, the first and last tickets were bought by PTC members (#1 by Richard Foss from Machias, ME and #250 by Clayton Hoak from Pittston, ME). Two of the previous three trucks were won by Chapter members (Bob Brann - IH Transtar, & Rob Balfour - Mack B). This year's Autocar DC-102 known as "The Widow Maker" was won by George Fiebe from Patchogue, NY. We are very proud of the good work that Doug Wakefield and his crew have done with the Springtime Truck and Tractor Show. Through their Acts of Kindness Donations they have helped many people in throughout their community and some PTC Members along the way - "Old Truckers Helping Others."

Until next month, when hopefully we can confirm some things that are actually happening, find your old truck therapy where you can. Have coffee (or other beverage) across the bed of an old truck with a friend. Call an older member just to check in. And definitely check out the 2020 ATHS Virtual Convention on YouTube. You just might find a Chapter members truck or two that you didn't know existed. See you somewhere along the road, Peter.

Peter

Ramblings

Lars Ohman

In a recent issue of WOT was a story about a young fellow starting out in the towing business using a small wrecker to tow large trucks, with near disastrous results. This reminded me of my own towing story. Back in 1968 I was running a Ford T-950 dump truck hauling sand and gravel, and working rental with various local contractors out of Wellesley, MA. The Ford was a 1963 and in pretty good shape, except it had developed an electrical short that would appear from time to time, and kill the battery, usually at the wrong time. I went out to go to work one day, and it was dead as a door nail, and no easy access to the battery box to jump it. Being a rare Saturday with work, I decided to roll start it. Back then, Maxi-Brakes were unheard of, and no air pressure up, I popped it into gear, kicked in the clutch, and took off in a gentle down-grade hoping the alternator would build up the battery enough for the 534 Ford electronic ignition to ignite, and power to the electric fuel pumps in the step tanks. I rolled along with the engine turning over in gear and picked up speed negotiating a few turns into a vacant Industrial Park parking lot. It did not start, and there I sat. I walked back

up to the yard I had started out from, and there sat a fairly new Ford F-250 with a utility body on it belonging to Sicchio Bros., whom I shared the yard with. I went into the house, and convinced my sleepy bride she was capable of driving the F-250 4 x 4 and tow me to start the dump truck. Back to the level parking lot, hooked a 30' chain to the dump, and positioned the F-250 in four wheel drive in front. I strongly warned her NOT TO STOP until I had started, built up air, and could stop the dump truck. I would blow the horn to let her know I was running. In the process of getting the F-250 going she had rolled back on me three or four feet slacking the chain, When she took off, she put it right to the mat, and kapowie, The dump only moved about six inches, and there was the step and tow bumper, bent into a "V" lying in the parking lot at the end of the chain, and as instructed, she was booking around the parking lot...not stopping 'till she rounded the other side of the building and saw me sitting right where we started! Long story short, we now jumped the dump truck off the F-250, I bought Paul & Sam a new rear bumper and installed it, and fixed the short to cure the problem. My wife never offered to tow me again! That was 52 or 53 years ago, and I can still recall it clear as a bell. Be safe Chuggin down the road, Lars

Truck Show for Charity

Doug Wakefield

We had our 2020 Acts of Kindness Donation Truck Drawing this afternoon. The winner of the Autocar is George Fiebe from Patchaogue, NY, 1000 dollars cash second prize went to Vance Auman from Seagrove, North Carolina, and 500 dollars cash third prize went to Charles Chidester from Marietta, Ohio. This was our fourth truck we have used as our main fundraiser, and our eighth year of having a truck show, our first truck (2016) was a 1979 International Transtar II 4070-B single axle Cabover won by Robert S. Brann from Windsor, ME, second prize of 1000

dollars won by Treeline Service Center, Lincoln, ME and third prize of 500 dollars was won by Robert Fernald from Westbrook, ME .Because of low entry numbers in 2016 we decided not to have a truck in 2017, But in 2018 we tried again with a 1959 Mack B-61 dump truck that was won by Rob Balfour from Gray, ME, 1000 dollar second prize went to E. Davies Allan from Westport Island, ME and 500 dollar third prize went to John Barberin Goldsboro, North Carolina. In 2019 we had a Mack U-Model tractor won by William Richardson from Felton, Penn, because of low entry numbers, second and third prizes were both 250 dollar cash prizes won by Ronald Bisson from Topsham, ME and Marcus Sibley from Glenburn, ME.



Back Side Of Worley`s Log Book

Larry Worley

Year of 1969-70 went to work for Fred Wilson at Highway Transportation. Went to Merrill Transport first, but after 10 minutes with them something didn't feel just right. Just got out of the Army and at a Specialist 4 (corporal) pay I couldn't wait long for a paycheck. Freddy had just sold the company to Don Bean of Motor Truck and Trailer of Bangor. Fred's little fleet wasn't all brand new stuff. What little I knew was having to lease hauling rights and property rent prices being raised every year was more than enough to stop when you know you will never be allowed to get ahead. A lot of that went on back then. A lot of it!!

Fred had a mixed fleet of Whites, Diamond Ts, a Mack or 2 and several brands of tank trailers for oil. Most all but the Mack were Cummins powered.

Now, not to be confused, this was Highway Transportation COMPANY. The other was Highway Transportation INCORPORATED, which Fred kept separately.

Bean sent his own bunch to run the shop and a bunch of misfit trucks, probably from auctions, with Jimmys (Detroits) in them all. Several short-nosed, high cab Brockways, IH D2000s, a couple GMC Astros none of which had real heaters in them. The engines weren't all that wonderful either.

The original agreement was we would have Cummins powered Whites to work with. They finally came up with

10, 4 with 10 speeds, 6 with 13 speeds. To add insult to injury, these had the new "top-stop" injectors which if left alone did fine with no smoke problem. Now these sounded different from others and in a shop full of 2 stroke mechanics things would get interesting. They decided to send them to Cummins, South Portland and have all 10 reset to the old specs since the old one ran so well. The wonderful news is it CAN'T WORK! The injector timing is WAY off from what is needed and they all smoked horribly with a major loss of power. Merrill's IH 2000s were blowing our doors off. These Cummins' were all 250s and the Detroit's weren't an honest 238.

With the Pollution laws freshly updated Bean and company were told to put all 10 back to factory specs. Huge difference!

Fred fought it out for 4 years. There was a verbal agreement that Fred would run the place and be left alone to do so. Some do-gooder expert knew they could do things much better with out Fred Wilson's knowledge. Fred had enough and quit.

Fred was the magic that made Highway work. He had Merrill worried as we tripled in size with the right backing. After Fred quit in the fall of 74 we went from 27 trucks double shift to 23 in the spring, single shift. Fred had called me and three other outlaw types and told us each that winter to find other rides as he knew we wouldn't work for the new bosses coming in.

To put it mildly, thank you Freddy Wilson. I would work for him again any time, anywhere!

Till the next page, - Larry

Malcolm "Laddie" Whidden, Jr.

Malcolm "Laddie" B. Whidden, Jr. 1931 – 2020
HARPSWELL – Malcolm B. "Laddie" Whidden, Jr., passed away at home on April 24, 2020 with his family by his side. He was born Oct. 5, 1931 to Malcolm and Evelyn (Dunning) Whidden in Cundy's Harbor. He went to school in Harpswell and graduated from Brunswick High School in 1949. As a young man, he worked in the logging, lobstering, and boatbuilding industries. In 1951, he joined the Navy and served as Machinist Mate 1C on the aircraft carrier USS Wright during the Korean War. He returned home to finish building his own lobster boat. On March 9, 1957, he married Karlotta (Kay) Newberg. He remained a self-employed boat builder, house and wharf builder, and fisherman. In 1963, he was drafted by fellow residents and voted in to become a selectman for the town of Harpswell, serving in that position for 26 years. During his tenure as a selectman, he worked diligently to connect the two sides of Harpswell with the completion of the Ewing Narrows Bridge. He designed and built his own marine railway, repairing and servicing fishing boats to yachts. He also designed and built the first can baler for Harpswell's new recycling center, as well as holding patents for an inflatable oil boom rapid deployment system. His last business endeavor was Whidden Lobster, a lobster buying business

owned with his son. Malcolm was elected to the American Society of Naval Engineers, was a member of the American Legion Post 171, Pine Tree Chapter Antique Truck Historical Society, Elijah Kellogg Church and was an American Red Cross blood and platelet donor. The American Legion, John Leo Murray Jr. Post 171, recognized him with the "Outstanding Citizen Award" for steadfast service, dedication, and patriotism to the town and citizens of Harpswell in 2012. In 2016, he received a Live Well Farm community service award for "selfless service to the community from a grateful Harpswell". Last year, the Harpswell Memorial Day parade was dedicated to him. Malcolm is survived by his wife of 63 years, Karlotta; his children, Clayton Whidden, Rhonda Turner and husband Hilton, John Tozer and wife Laura, Wesley Parrott; grandchildren Amanda Drehobl, Evan Whidden, Ethan and Andrew Turner, Sarah, Caroline, and Matthew Tozer; great-grandchildren, Chase Drehobl, Jackson and Ryan Turner; sister Hope Tanguay; and special nieces, nephews, and friends. Laddie was predeceased by his parents, Malcolm and Evelyn Whidden; sister Patty Whidden, and brother George Whidden. Arrangements are in the care of the Brackett Funeral Home, Brunswick, Maine. A celebration of life will be announced at a later date. Memories and condolences can be shared at www.brackettffh.com.

Gaylen Cole

BANGOR - Galen Cole, 94, died January 9, 2020, in Bangor. Born Nov. 29, 1925, in Bangor, Galen was the fifth of seven children born of Albert J. and Amy (Stone) Cole. He had battled prostate cancer since 1993.

A 1944 graduate of Bangor High School, Galen was a combat infantryman with the U.S. 5th Armored Division and lost his entire squad, 5 killed and 8 wounded fighting in Germany on April 2, 1945. A recipient of the Purple Heart and Bronze Star, he served as president of the 5th Armored Division Association and three times hosted the group's annual reunion in Bangor, including its final reunion in June 2012.

He worked 50 years for Cole's Express, including decades as president, growing the company to a regional carrier serving Maine, northern New England and the Canadian Maritimes.

Galen served on and led over a lifetime scores of civic, charitable, military and business groups. He was elected in 1955 to the Bangor City Council at 29, and was mayor in 1958. His life of service included terms as president or chairman of: The Bangor Chamber of Commerce, Bangor YMCA, Target Area Development Corp., Down East Friends of Jackson Laboratory, Associated Industries of Maine and UM College of Business Advisory Board. He served 24 years on the University of Maine Development Council, several as its president. He was an Honorary Alumnus and received the coveted Black Bear Award for outstanding service.

The Military Order of the Purple Heart selected Galen for its National Americanism Award. He was an honorary member of the Maine National Guard and received the Distinguished Service Award from the 101st Air Refueling Wing. He led the Dedication Committee for the I-395 Veterans Remembrance Bridge and was selected chairman for Bangor's celebration and parade marking the 50th anniversary of the end of World War II. In 1994, he helped patriots from Luxembourg form the US Veterans Friends Luxembourg, and served as its honorary president. The Maine American Legion named him Citizen of the Year and later presented him the Distinguished Service Award. Galen received the Norbert X Dowd Lifetime Achievement Award from the Bangor Chamber of Commerce, the Business Leader of Maine Award from the Maine Chamber of Commerce, the Friend of Education Award from the Maine Education Association and an Honorary Doctorate of Business Administration from Husson University. He served 32 years on the boards of directors of Merrill Trust Bank, Merrill Bankshares and Fleet Bank. He was a board member of Central Maine Power Co. and Eastern Maine Medical Center. In 1968, he served as Potentate of Anah Shrine. Galen served terms on the vestry, followed by service as Junior, later Senior warden, of Bangor's St. John's Episcopal Church.

In 1990, Galen and his wife, Sue, created and opened the Galen Cole Family Land Transportation Museum, which has been visited by more than half a million people from all 50 states, every Canadian province and dozens of foreign countries. Galen considered his highest public honor the gift of 77 Maine antique vehicles even before construction of the Cole Museum was begun. Since its opening and from all corners of Maine, more than 50,000 Maine schoolchildren have interviewed veterans in the museum's Ambassadors of Patriotism program. Maine made maple walking sticks have been given to more than 10,000 Maine veterans of World War II, the Korean War, the Vietnam War and the Global War on Terrorism.

Galen was proud to have the museum grounds the home of several patriotic monuments, among them the Maine World War II Memorial, The Maine Vietnam War Memorial, The Maine Purple Heart Memorial and Bangor's World War II Memorial.

Galen's highest honor was the 73 year marriage to his childhood sweetheart, Suzanne (Welch) Cole, who predeceased him in 2017. Surviving him are their five children, Ann Parke and husband, George, Richard "Dick" Cole and wife, Jane, Garret "Gary" Cole and partner, Patricia Russell, Janet Cole Cross and husband, William, Galen "Len" Cole Jr. and wife, Michele; 11 grandchildren and 16 great-grandchildren. Also surviving is his sister, Dorothy Warren. Galen was predeceased by his parents; brothers, Gerald, Chesley, and Vaughn; sisters, Jackie Wakefield and Winona Sawyer; and daughter-in-law, Marsha Cole. The Galen Cole Family acknowledges and thanks the dozens of lifelong employees and family members of Coles Express, plus scores of Cole Museum volunteers who have been vital to the museum's ongoing success.

More than 200 veterans of World War II, Korean War, Vietnam War and the Global War on Terrorism have shared for 27 years their experiences with Maine youth through the Cole Museum's Veterans Interview Program. Now 3rd and 4th generation Cole family members are helping assist dozens of Maine Military and Civilian volunteers to assure the continuation of programs for generations to come safeguarding the guiding principle that the Cole Family Foundation will strive always to be Maine's most efficient charitable organization, following Galen's commitment to God in WWII if allowed to return home from that war he would work to leave his fellow man better off than he had found them.

A public memorial service will be held at 11:00 am Saturday, January 25, 2020, at Anah Shrine Center, 1404 Broadway, Bangor, with Dr. Steve Smith, Pastor of the First United Methodist Church, officiating. All recipients of walking sticks are invited to attend and proudly carry and use them. Condolences to the family may be expressed at BrookingsSmith.com.



A Future Collectible Truck?

Clayton Hoak

Some of the more interesting trucks of the early 21st century are the CAT on-highway trucks of 2011 through 2016. Caterpillar exited the truck engine market in 2009 while almost simultaneously entering into a joint venture with Navistar to develop a new line of heavy-duty vocational trucks.

The first model, the CT 660, was introduced in March 2011 at the annual Construction Exposition (ConExpo) in Las Vegas. Initially built on the International Paystar production line at the Navistar Garland TX plant, Caterpillar's product manager stated "Everything above the frame rail – the body, the interior – is ours," at the CT 660's introduction

The set-back axle CT 660, with minimum 12 inch deep frame rails, was offered in two cab lengths, the CT 660S with a 116" BBC dimension and the CT 660L with a 122" BBC dimension. The CAT CT11 and CT13 engines were re-badged Navistar 11 and 13 liter MaxxForce engines with CAT markings and paint. The horsepower/torque settings options were 330/1250, 365/1250, 370/1350 and 390/1450 for the CT11; and 410/1450, 430/1550 and 475/1700 for the CT13.

The CAT CT15 engine, using CAT's 15 liter block and Navistar's fuel and air systems became available in May 2012, with horsepower/torque ratings to 550 /1850. All the CT engines used the MaxxForce advanced exhaust gas recirculation (EGR) emission system. However in September, less than five months after the introduction of the CT15, Navistar discontinued production of the 15 liter engines and switched its 11 and 13 liter engines from exhaust gas recirculation (EGR) emission systems to selective catalytic reduction (SCR) emission systems. CT 660s were available in 4x4, 6x4 and 8x6 configurations. Single rear axles (4x4 models only) had capacities up to 30,000 lbs., tandem rear axles had capacities to 80,000 lbs., and tridem axles had capacities to 58,000 lbs. Pusher and tag axles were also offered to increase capacities. Rear suspensions were walking beam, leaf spring or air suspension systems. The front axles were on springs. Twin steer versions were also available.

CAT offered its CX-31 (six forward/ single reverse speed) Automatic Transmission, a reliable performer since 2004, as an option to complement the torque output of the Cat CT Series engines and provide one shop servicing. A variety of manual transmissions and Eaton's Ultrashift® Plus were also offered.

The truck's exterior features included a premium, conventional, aluminum alloy cab; a 3 piece aerodynamic sloped hood; dual outboard frame mounted cab air suspension; power windows; cowl mounted, motorized, heated mirrors; 3-piece T-304 stainless steel bumper; 3-point grab handles & skid-resistant Bustin steps; and halogen beam and reflector beam headlights.

Interior features included a premium grade sound insulation package; National and Bolstrom seat options; International Blend-Air air conditioner; power door locks; radio with CD, alarm, USB input, iPod, Bluetooth and multiple speakers; factory-installed CB wiring; and overhead & under-dash lights & adjustable LED map lights. (Note - International's Blend-Air system was introduced with the Transtar 4200/4300 Series in 1972.)

In October 2012 Navistar announced the closure of its Garland TX manufacturing plant and production of the CAT 660 moved to Navistar's Escobedo, Mexico manu-

facturing facility.

On October 30, 2014 Caterpillar introduced its second truck in Cat's CT Series truck line - the new CT681 Class 8 on-highway set forward front axle work truck in a media briefing. The model, although similar to the CT 660, provided longer wheelbases for better ride quality on long hauls or over rough roads. Marketed as a work truck, other significant differences included its availability in a 114 inch BBC dimension only; one engine choice - the CT-13 engine; less chrome; and an optional Front Frame Extension with front-engine PTO to allow easy mounting of snow plows, winches, hydraulic pumps and similar attachments.

In May 2015 Caterpillar introduced the third, and final, CAT truck model – the CT 680, a set forward axle version of the premium CT 660 with a 124 inch BBC dimension scheduled to go into full production in July 2015. Available in both truck and tractor configuration, and two trim levels – L and LG, the CT680 was offered with the 13 liter C13 engine and a range of transmission options, including Caterpillar's CX31 six-speed automatic, Eaton's UltraShift Plus, and several Eaton manual gearboxes. CAT also announced it planned to introduce a 15 liter engine option for the CT680 and the 122-in. BBC configuration of the CT660 later in 2015.

In July 2015 Caterpillar announced a new strategy for its the vocational truck product family indicating it was ending its design and production collaboration with Navistar and bringing the design and manufacturing of the CAT vocational truck products into Caterpillar, and the production of the vocational trucks to CAT's Victoria, Texas (hydraulic excavator) plant.

Six months later, in February 2016, CAT announced it was exiting the on-highway vocational truck line immediately citing "Remaining a viable competitor in this market would require significant additional investment to develop and launch a complete portfolio of trucks, and upon an updated review, we determined there was not a sufficient market opportunity to justify the investment,"

There are a number of CAT trucks working in Maine; several that come to mind are Sargent Corporation (dump), McGee Construction (truck crane), St. Laurent & Sons (dump); and Ferriera (a gas line installer out of NJ working in Gardiner -dump). I have also seen a red tractor hauling tree length timber in Gardiner several times.

There are currently 106 CAT trucks online in TruckPaper ranging in price from \$30,000 (2012 CT660) up to around \$100,000. Several with vacuum units are considerably more. There is even a former Pelletier CT- 660 logging tractor for sale in Caribou on TruckPaper. Might there be a CAT truck in your future?

2 CT-680 Tractors





Meet "Metal Bob"

I got this note from Steve Corson a few day ago and thought it should be shared with the Pine Tree Chapter members because most of them know Bob and how much he contributes to the the fun of collecting, restoring, and showing antique trucks. I appreciate the hard work and talent that goes into making a work like this and lookmforwards to to seeing it the next time I'm in Cushing

Hi George,
I have a contribution to a newsletter whenever you see fit. This winter I worked on a surprise project for Bob and Lucy Stackpole. I felt they needed a greeter for their annual Lobster Extravaganza so I created a likeness of Bob out of steel. It gets the point across I think. I presented "him" to Bob and Lucy two weeks ago and they liked him pretty well. Too bad the Truck Show is cancelled, "Metal Bob" may have to wait another year before being shared in person with everyone. I have attached some pictures, use one or as many as you want. I have many more that I took while creating him.



H.F.D. TOWER No 1

1927 American LaFrance
Roseland, NJ



middle
1927 American LaFrance



right
1921 American LaFrance
350 gpm pumper.
Wahpeton, ND. James A.
Dahlman photo.

2020 COMING SHOWS AND EVENTS

Due to the Covid-19 situation all events listed should be considered to be Very Tentative. Members are strongly encouraged to confirm the status of all events prior to departure.

Sat-Sun Aug 22-23 Granite State ATCA Truck Show Deering, NH

Sun Aug 30 Bay State (Mass) ATCA Bolton Fairgrounds Re-Scheduled from May

Sunday September 13 Pine Tree Chapter 3rd Annual Topsham Show; alternate date 9/20

October ? Pine Tree Chapter Fall Tour; location and date TBD

Sunday November 1 Pine Tree Chapter Late Fall Gathering; location TBD

Cancellations:

Western Mass ATCA Show, Deerfield, MA show
ATHS National Convention, Springfield, IL - Going Online/Virtual
CT Yankee ATCA Show, Bethlehem, CT show
ATCA National Show, Macungie, PA
Watson's Water & Wheels, Naples, ME
Nutmeg Chapter ATHS Show, Brooklyn, CT
Owls Head Truck and Tractor Show, Owls Head, ME
Rockbusters Antique Construction Equipment Concord, NH
Green Mountain Chapter ATHS Show, Chester, VT
AACA Fall Flea Market, Hershey, PA

Re-Scheduled:

Bay State ATCA Show, Bolton, MA to August 30th



FIRST 250 DONATIONS WILL BE ENTERED IN THE DRAWING!

ACTS OF KINDNESS FUNDRAISER

\$100 Donation

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

Drawing announced on Saturday June 1
at the 7th annual Springtime Truck and Tractor Show
Greenbush, Maine
Rain Date Sunday June 2nd.

YOU COULD WIN THIS TRUCK!

Other Trucks from the
ACTS OF KINDNESS FUNDRAISER

For Sale and Wanted

Large selection of air powered tools and impact wrenches 1/4", 3/8", 1/2" 3/4" and 1" drive. Grinders, sanders, buffers, air drills.. Call with your needs; Lars Ohman, Sabattus, ME, 207-375-6515

For Sale: Large selection of heavy duty mechanics tools: 1/4", 3/8", 1/2", and 3/4" deep & shallow sockets, wrenches, rachets, breaker bars, big setof open end / box wrenches to 3", many adjustables to 24", pipe wrenches to 36". Call with your needs..... Lars Ohman, Sabattus, ME, 207-375-6515

For Sale : Heavy Duty 5/8" ratchet binders (6 in all)
Lars Ohman, Sabattus, ME. 207-375-6515

SHARK 3600 PSI pressure washer, on wheels.
Honda powered, Factory remanufactured pump,
extra H/P hoses, nozzles and Turbo Wash
Head.....Lars Ohman,, Sabattus, ME. 207-375-6515
Please add into the ad for the pressure washer,
however you care to word it: This is a Heavy Duty
Commercial Washer with a three stage ceramic
commercial belt driven pump..... Thanks, lars



CT-660 dump on left; CT-681 dump on right

See Clayton's Article on page 5

Submit Articles to:
George Barrett
sheepscot@gwi.net

Enjoy the Photos More
go to the Website
See them in Color

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

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Story on this Truck Next Month