



Shop Manual

March – April 2025

www.badgoat.net/ptcaths

President's Message

I started the last newsletter with the thought that it would be my last President's Message. Well, due to some rather nasty icing on the roads in some areas (particularly the Augusta area to the Midcoast) the Directors and Officers made the decision to cancel the Annual Meeting. With a little over 24 hours' notice great effort was made to get the word out over email, social media, and phone. I think we used everything but smoke signals. Hopefully we got the word out sufficiently that nobody placed themselves at risk to attend.

I am pleased to announce that, through some great input from the Officers and Directors, we have scheduled and combined the Annual Meeting with the Spring Stretch. This combined event will take place on Saturday, May 3rd at Higmo's Sawmill 15 Bridge Rd. Brunswick, Maine. The event will start at 10:00 a.m. with chapter supplied coffee & donuts. We will have a potluck lunch at Noon followed by the Pine Tree Chapter Annual Meeting and Election of Officers at 1:00 p.m.

We have made progress on filling out the Board of Directors. Sandy Gushee has volunteered to be nominated to the remaining vacant board seat. This leaves the Chapter President as the only elected position without a nominee. While Tom Hudgins has expressed a willingness to serve in an interim capacity with help from the board, the sooner we are able to fill this position permanently, the better off the Chapter will be.

On the volunteer side, we are also in dire need of a volunteer to take over primary responsibility for organizing the Chapter's membership, merchandise, and raffle activities at the Owls Head and Topsham Truck Shows - including responsibility for housing and transporting said merchandise, membership material and supplies. This does NOT need to be an elected Officer or Director.

I have had a few interesting trucking observations this past week or so. Long time Chapter Member Carl Phillips has been spotted a couple of times out in the wild working his old iron. He showed up on the "Working Trucks of Maine" Facebook page hauling a broken down late model truck with his vintage White Road Boss II. Then he showed up in my employer's stockyard in Portland with his Ford CL-9000 rollback hauling off an old van body. The same day I saw Carl on Presumpscot St, I also spotted a couple of the "New" Autocar dump trucks running on I-295 north of Portland. Unfortunately, they were not in color schemes I recognized, nor did they have logos I could make out at speed. Maybe somebody knows who they belong to and can chime in.

That will do it for today. Hope to see you out on the road or at the Spring Stretch/Annual Meeting. *Peter*

Donation Received

At the Board of Directors meeting in early March, the Board accepted a very generous donation from Pine Tree Chapter Director Emeritus Lars Ohman in memory of his late wife Terry Ohman. Lars donated \$2,000 to the Chapter to cover the scam loss (\$1,800), one year of color printing for the newsletter and 10 "New" chapter memberships (\$100) for prospective new members for whom the overall cost (National and Chapter dues) is prohibitive.

For those that weren't aware, Lars and Terry as a team served as Secretary and Treasurer of the Pine Tree Chapter for many years. While it was never clear who held which job it has long been believed that Terry did the better part of both jobs. Terry was a fixture at the Chapter Table at the Owls Head Truck Show and was often referred to as "the clam lady" at the original Owls Head Museum Lobster Bake for her propensity for steamed clams. Terry's presence at chapter events will be sorely missed but she will not be forgotten.

Thank You! Lars, for your generosity in Terry's memory. *Peter*

RAMBLINGS..... (drafted 4/14/2025)

Good Morning fellow members of PTC. It's 3:30 AM, and the deadline for submissions the SHOP MANUAL is rushing toward me. You may ask, why am I doing this @ 0330 (for our military guys !)...well, when you get an idea in your head for RAMBLINGS, you had best sit down and put it in print, before you forget it ! I notice a lot of things lately, that I remembered from yesterday, and neglected to act upon, so here we go.

Living by myself now, I find time to get deep into the closet and dig out old SHOP MANUALS from years past. So far, I've gotten back to 2002 which is twenty-three years by my mathagrominical calculations. In an issue around that time, there was mention of George Sprowl's office staff doing some sort of newsletter eight years prior to that, so that would put it back to around 1994 (at least) we were producing some sort of a newsletter for chapter members to enjoy. The SHOP MANUAL has come a long way from earlier newsletters that may have only been one page, and no pictures! I think Brenda Carleton (wife of long-time chapter member Bob Carleton) may have "assumed" the title of Editor about that time (I'll have to check with her on that).

Back to the SHOP MANUAL, I dug into the late Madam Secretary's closet of ATHS stuff and came up with about twelve pounds of old and duplicate newsletters, and every receipt for all who paid their dues by mail, including the envelopes! She never threw out anything, just in case it was needed for later cross checking. Records back then were kept on 3 x 5 file cards, and a loose-leaf binder. She also kept almost every SHOP MANUAL, and many duplicates.

Thru the prodding of Brenda Carleton, and others, I am working on a log of the adventures of my life, and RAMBLINGS has become a great part of that data. I've selectively taken just my RAMBLINGS out, and added it with dates into clear plastic sheet, and into loose leaf binders. Many stories were just that, but many were stories of our past road tours and gatherings for overnight and just day trips to see various collections and historical visits. We have gotten away from this due to many things, and I think it is time to rethink this for our newer members, perhaps on a scaled down mileage. Some of our tours had in excess of 30 vehicles, and might have caused a little traffic snag, but most people put up with it. I will be bringing up this subject @ Higmo's in a week or two.

In future issues, once I get the backlog organized, I may resubmit some of the older tour stories for newer members to enjoy. Now, it is time to get this to Clayton.....this meeting @ Higmo's is very critical to the continued life of the Pine Tree Chapter. A "Changing of the Guard" is the primary reason to be sure you attend and VOTE on the new slate of officers. Along with some of the best potluck offerings any club puts out a visit to the historic Higmo operation....don't pass it up... 'Till then.....Just Chuggin' on down the road. *Lars*

2026 Pine Tree Chapter Antique Truck Calendar by Thomas Hudgins

It is that time of year again when I plan my truck show photography and think about our Antique Truck calendar. It is April, and it finally feels like spring outside. As we plan to attend the Spring Stretch, I am looking for old trucks for the calendar. For the year 2026, the class of 2001 enters the antique world. That is difficult to believe, and before you know it, trucks with DEF will join the antique world. We still have ten years before that will happen.

Every year, I have truck photos that didn't make it into the calendar and leftovers from the past year's calendars. I have a few from the 2024 ATHS show in York that didn't get a featured month. The calendar always has room for new acquisitions, new member trucks, and interesting ones stored in garages or a field. The old iron doesn't need to be shiny or fully restored to be featured for a particular month. Also, if anyone has pictures from last Summer's Owls Head show and our September Topsham show, submit them for the calendar.

As always, if a chapter member goes to old truck heaven, send me a truck photo and his/her name. I am looking forward to photographing at the Spring Stretch. Hopefully, we'll have great weather and more than enough food to satisfy our appetites. You can submit images via email: tomchristopher28@gmail.com or through snail mail. My physical address is P.O. Box 43, Bradford, ME 04410. If you want your photos returned, please provide a SASE. *Tom*

2025 Pine Tree Chapter Annual Meeting and Spring Stretch – Saturday May 3, 2025

The rescheduled 2025 Pine Tree Chapter Annual Meeting will be held in conjunction with the Spring Stretch at Higmo's (Allen Higgen's) 15 Bridge Road, Brunswick, Maine on Saturday May 3, 2025 starting at 1:00 p.m.

10:00 - 12:00 Gathering & Social Time – coffee and donuts will be provided

12:00 noon Potluck Lunch

1:00 p.m. Annual Meeting and Election of Officers & Directors

As reported last issue the Business meeting will include an election of all Officers and Board Directors for the next 2-year term. A list of the current Officers and Directors can be found on page 9. The current President, Secretary and Treasurer are not seeking reelection; and there are two Director vacancies due to Steve Corson not seeking reelection, and the passing of George Barrett. Previously reported Jamie Mason, the former Past President Director, has indicated an interest in the Treasurer's position, and Doug Wakefield has indicated an interest in a Director's position. Since the last Shop Manual Micheline Abbott has expressed an interest in the Secretary's position and Sandra Gushee has expressed an interest in a Director's position. We still do not have a nominee for the President's position.

The current slate of Officers and Directors is –

President – candidate needed

Secretary – Micheline Abbott

Director – Howard Clouston

Director- Andy O'Brien

Director- Doug Wakefield

Director – Past President – by default - Peter Mullin

Vice President – Tom Hudgins

Treasurer – Jamie Mason

Director- Diane Munsey

Director- Bob Stackpole

Director- Sandra Gushee

Any member wishing to serve in ANY capacity should contact Clayton Hoak at (207) 582-3224 or email 1948reo@roadrunner.com. All Officer and Director positions are up for election/ re-election; and it is permissible to run for an office that currently has a candidate. The Chapter can have an actual election if there are more nominees than positions to fill (this phenomenon hasn't happened yet).

Note: Members must be in good standing (dues up to date) with both National ATHS and the Pine Tree Chapter to seek office or to vote at the upcoming meeting. Also, no member can be elected to a Pine Tree Chapter Officer or Director position without his or her consent.

In Memoriam

Long time Pine Tree Chapter Member Al Fay, of Burlington, MA, passed away on January 5, 2024. Al was 88 years young. Al's obituary can be found at <https://www.legacy.com/us/obituaries/name/al-fay-obituary?id=54035929>.

Long time Pine Tree Chapter Member Calvin Pixley, of Westfield, MA, passed away on October 26, 2024. Cal was 83 years young. Cal's obituary can be found at <https://www.legacy.com/us/obituaries/name/calvin-pixley-obituary?id=56884795>.

Longtime Pine Tree Chapter friend Welton "Skip" McKean, of Henniker, NH, passed away on December 6, 2024. Skip was 81 years young. Skip's obituary can be found at <https://www.legacy.com/us/obituaries/concordmonitor/name/welton-mckean-obituary?id=56984637>

The writer of MACK and numerous other antique truck books/ articles John Montville, of Poughkeepsie, NY, passed away on September 24, 2024. John was 91 years young. John's obituary can be found at <https://www.delehantyfuneral.com/post/john-b-montville>

1960's Ford Heavy Duty Trucks

In 1960 Ford offered nineteen heavy-duty truck models – six single axle conventional (F-series) and tilt-cabs (C-series) choices: F-700, F-750, F-800, C-700, C-750 & C-800 with GVW's of 21,000 – 27,000 lbs. and GCW's of 35,000 – 50,000 lbs.; eight single axle Super-Duty conventional (F-series) and tilt-cabs (C-series) choices: F-850, F-950, F-1000, F-1100, C-850, C-950, C-1000 & C-1100 with GVW's of 25,000 – 36,000 lbs. and GCW's of 50,000 – 65,000 lbs.; and five tandem axle conventional (T-series) choices: T-700, T-750, T-800, T-850 & T-950 with GVW's of 28,000 – 51,000 lbs. and GCW's of 55,000 – 75,000 lbs. The sales brochure noted "Tilt Cab Tandems are available on Special Order".



1960 Ford T-Series (single axle F-Series similarly styled) 1960 Ford C-Series

All models were powered by one of three Ford heavy-duty or five Ford Super-Duty Short Stroke V-8 gasoline engines with gross horsepower ratings from 180 to 270.

In 1960 the heavy-duty F-series and T-series used the third generation F-series body style that was introduced in 1958. The heavy-duty C-series continued to use body style introduced in 1957. Notably the C-series remained in production, virtually unchanged except for safety and powertrain upgrades until 1990.

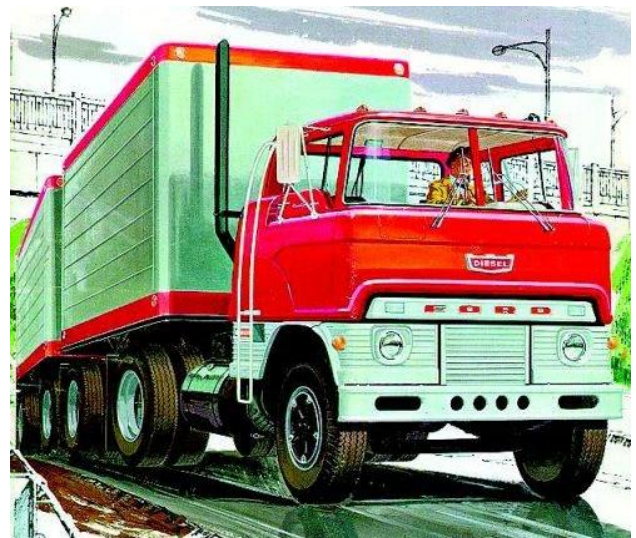
In 1961 Ford added gasoline (H) and diesel (HD) powered H-Series tilt-cab trucks to the heavy-duty lineup. The models offered were the H/HD-950 and H/HD-1000 single axle trucks and the HT/ HDT-850 and HT/ HDT-950 tandem axle trucks. All were powered by Ford's 401SD / 477SD / 534SD Super-Duty engines or Cummins' NH-180/ NH-195/ NHE-180/ NHE-195/ NH-220 engines, depending on the model selected.

Per a Hemmings article (4/27/24) – "Ford first developed Ford H-series cabovers in 1959 when four prototypes were sent into the field to be used by interstate trucking companies. The test vehicles were manufactured to Ford's specifications by Hendrickson and were dual rear axle, C-series trucks whose cabs were moved forward and above the forward axle. These prototypes also had sleepers built into the rear of the interior compartment." The 20-inch wide fiberglass sleeper added 1 inch to the BBC dimension and 25 lbs. to the cab weight.

The introduction of Cummins' powered HDT models appears to be Ford's first use of diesel engines in its' trucks. The H-Series, sometimes referred to as "two-story Falcons", were discontinued after the 1965 model year and replaced by the Ford W-Series in 1966. The heavy-duty and Super-Duty F- and T- Series cabs were redesigned for the 1961 model year, and the C-Series models remained in the lineup.



1961 Ford T-Series (single axle F-Series similarly styled)



1961 Ford H-Series

1963 brought another model line into Ford's heavy-duty offerings – the short-BBC conventional N-Series which allowed more weight to be transferred to the front axle. N-Series models included the single axle heavy-duty N-6000 and N-7000 (Ford diesel powered), N-700 and N-750; the single axle Super-Duty powered N-850, N-950, N-1000 and N-1100; the single axle Cummins powered N-950-D, N-1000-D and N-1100-D; and the tandem axle Super-Duty and Cummins powered NT-850(SD), NT-950(SD), NDT-850 ('C) and NDT-950 ('C). The Ford built (Dagenham) 112 HP 6-cylinder 330 CI diesel in the N-6000 and N-7000 was also offered in the C-6000 and C-7000 models. 1963 was also the first year Cummins diesels were offered in the F and T – Series models. Tandem axle C-Series models were now standard offerings.



1963 Ford N-Series Diesel



1966 Ford N-Series with "raised roof cab"

In the 1964 model year, Caterpillar engines became an additional powertrain option, as did Cummins V-6 and V-8 diesels. 1967 and 1968 models offered the Detroit 6V-53. In 1966 Ford changed the cab on the F-, T- and N-Series trucks to provide more headroom.... Sometimes referred to as the "raised roof cab". The N-Series continued in production through 1969 and the F- and T-Series with the "raised roof cab" appear to have been discontinued about the same time.

The following news release was sourced from Kenworth.com. The photos have been cropped and moved to save a little space. The W900 series was first introduced in 1963...62 years ago. Ed.

Kenworth Announces Sunset of the Iconic W900, T800, and C500 Models

Kenworth to End Production of its Legacy Class 8 – 1.9m-Cab Truck Platform in 2026

Mar 19, 2025 | KIRKLAND, Wash.

Kenworth today announced it will end production of its legacy 1.9-meter cab Class 8 trucks, which includes Kenworth's W900 (W900L and W900B models), T800W (wide-hood), and the C500 in 2026. The decision is due to evolving emissions regulations and component constraints as the industry moves forward with new, more efficient, and better integrated technologies and products. A final call for truck orders will be announced later in 2025.

"We know these legacy Kenworth models are an integral part of our history here at Kenworth, which makes this decision a difficult but necessary one as we enter the next era of trucking," said Kevin Haygood, Kenworth's assistant general manager for sales and marketing. "As we transition to future products, we remain committed to honoring the spirit of these iconic trucks by delivering innovation, efficiency, and the same level of craftsmanship that our customers and drivers have trusted for generations."



The Kenworth W900L

W900 Series: A Timeless Classic

The W900 is one of the most iconic trucks in North America's trucking history, known for its classic long hood, conventional design, rugged durability, and driver-focused comfort and style. Since the W900's introduction in 1963, it quickly became a favorite among owner operators and fleet drivers. The W900's versatility and customizable platform made it a reliable choice for long-haul, heavy-haul, logging, dump, and other vocational and on-highway applications. Since the W900's inception, Kenworth has incorporated advancements in technology, styling, and performance into four iterations that have proven essential for different jobs while maintaining the iconic look. The W900A provided improved cooling for optimal engine operation, the W900B debuted with a cab update and additional cooling innovations, the W900S was designed for ready mixed concrete-specific applications, and W900L brought a long-hood variation for performance and appearance.

"The W900 is truly historic in that it's helped shape North American trucking culture and tradition as we know it today," said Haygood. "Often seen at truck shows, featured in movies and on TV, and shown at other events, it's an iconic truck that's cherished for its classic styling by our customers and truck aficionados. While production of these trucks is coming to an end, we look forward to seeing them on our roads and at truck shows for many years to come."



The Kenworth T800W



The Kenworth C500 Twin Steer also known as the C550

T800: A Vocational Workhorse

Since its introduction in 1986, the T800 set a high bar for the standard in vocational trucks by blending durability, performance, and jobsite versatility. The T800W has remained a favorite among operators in heavy-haul and off-road applications and is built to accommodate large engines with increased cooling capacity and rugged components. The tried-and-true toughness of the T800W has made it ideal for specialized heavy-haul, oilfield work, logging, and other demanding jobs.

C500: For the Most Rugged Terrain

First produced in 1972, the C500 is one of the toughest and most rugged vocational trucks ever built. It's specifically designed for extreme heavy-haul, oilfield, logging, mining, and off-road applications where weight capacity, durability, power, and reliability are critical. Unlike more mainstream Kenworth models like the W900 or T800, the C500 is a purpose-built workhorse made to handle the harshest conditions worldwide, offering a gross combination weight rating of up to one million pounds in specialty heavy-haul applications and operating in locations and conditions where no other commercially available truck can.

To ensure a smooth transition, Kenworth is providing comprehensive support and guidance to dealers and customers. Kenworth's W990 and T880 are well-positioned to continue Kenworth's tradition of excellence, offering best-in-class driver comfort, efficiency, and reliability. Kenworth's latest T880S, with the newly designed performance hood, offers high horsepower engines and increased cooling capacity. The T880S Performance Hood is compatible with large displacement engines including the Cummins X15, rated up to 605 hp and 2,050 lb.-ft. of torque, making it a viable option for T800W applications.

As part of the phase-out process for its legacy trucks, Kenworth is advising dealers and customers to place final orders as soon as possible. For the latest regarding timelines during this transition, contact your local Kenworth dealer.

Kenworth Truck Company, founded in 1923, specializes in the design and manufacture of The World's Best® heavy- and medium-duty trucks. As a leader in the development of advanced diesel powertrains, zero emissions vehicles, connected truck technologies and autonomous driving systems, Kenworth is creating transportation solutions to drive a better world. Kenworth's Internet home page is at www.kenworth.com. Kenworth is a PACCAR company.

2025 Pine Tree Chapter Dues

If you haven't submitted your 2025 Pine Tree Chapter Dues, please send a check to Treasurer Cheryl Billings at 1031 Pinkham Brook Rd. Durham, ME 04222; or bring a check or cash with you to the Spring Stretch/ Rescheduled Annual Meeting on Saturday, May 3rd at Higmo's in Brunswick. Still \$10.00 annually. Thank you.

2025 Local and Regional Events

Below is the 2025 event calendar through July, plus two September additions. While I have tried to be accurate my sources may not be. Please verify dates and locations before heading out for the event. Also, please submit additional events you would like to see posted in the newsletter to Clayton Hoak – phone (207) 582-3224 or email 1948reo@roadrunner.com. Additions since the January -February Shop Manual are in **bold letters**.

Saturday, May 3rd	Pine Tree Chapter – ATHS Annual Spring Stretch and Rescheduled Annual Meeting; Higmo's (Allan Higgens) 15 Bridge Road, Brunswick, ME
Sunday, May 4 th	Western Mass Chapter – ATCA 29 th Annual Show, Yankee Candle Corporate Headquarters, South Deerfield, MA
Saturday, May 17th	Championship Saturday – Maine Motor Transport Association – the 2025 Professional Drivers Truck Driving Championships (Dysart's - Hermon) and the 2025 Maine Professional Technician Skills Competition (EMCC - Bangor)
Sunday, June 1 st	Ocean State Vintage Haulers – ATHS Annual Show, Johnston Memorial Park, Johnston, RI
Sat-Sunday, June 7 th -8 th	CT Yankee – ATCA Annual Show, Bethlehem Fairgrounds, Bethlehem, CT
Tues-Sat, June 3 rd -7 th	ATHS National Convention ad Show – Alliant Energy Center, Madison, WI
Fri-Sat, June 13 th -14 th	ATCA National Show – Macungie Park, Macungie, PA
Saturday, June 14 th	OHTM Spring Auto Tour, starting at the Museum in Owls Head, ME
Saturday, June 21 st	Springtime Truck and Tractor Show, Ireland's Concrete Services, 1558 Main Road, West Enfield, ME
Sunday, June 22 nd	Nutmeg Chapter - ATHS Annual Truck Show and Flea Market, Brooklyn Fairgrounds, Route 169, Brooklyn, CT 8:00-2:30
Thurs-Sun, June 26 th -29 th	OHTM 50 th Anniversary Celebration, at the Museum, Owls Head, ME
Fri-Saturday, June 27-28 th	27 th Annual White Bash & 13 th Annual Ohio Vintage Truck Reunion, Ashland County Fairgrounds, Ashland, OH
Thurs-Sat, July 10 th -12 th	Walcott's Truckers Jamboree, Iowa 80 Truckstop, Walcott, IA
Saturday, July 12 th	IH Motor Truck Chapter – ATCA 12 th Annual Show, Sones Farm, Muncy, PA
Weds-Sat, July 16 th -19 th	25 th National REO Meet – Cedar Falls, Iowa
Sat-Sun, July 19th	Hamlin Library 46th Annual Founders Day – Public Viewing – Sandra and Gary Bahre 's private car collection – Paris Hill, Paris Maine FYI -207-743-2980
Sat-Sun, July 19 th -20 th	Owl's Head Transportation Museum Truck and Tractor Show – Owls Head, Maine
Sunday, July 20 th	Uncle Sam Chapter – ATCA 21st Annual Show, Schaghticoke Fairgrounds, Route 40, Schaghticoke, NY (new location)
Sunday, September 21st	27th Trucking for Kids Convoy - Hannaford Corp. Offices, 145 Pleasant Hill Rd, Scarborough, ME 8 am – 3 pm / Touch-a-Truck 10 am – 12 pm / Convoy 12 pm
Fri-Sun, September 26th-28th	Rockbusters Antique Construction Equipment Show, Boro Sand & Stone Corp., 192 Plain St North, Attleborough, MA 02760 9-4 daily

Classified Ads - Classified ads may be sent or called in anytime. They will generally be run twice unless the ad is pulled by the submitter. An ad will be run additional issues at the submitters' request.

Wanted: Local Cruise Night dates and locations for publication in the Shop Manual. Clayton (207-582-3224)

For Sale: CASE 750-B shovel dozer, 4-cylinder CASE diesel, three shank ripper (never been in ledge) powershift transmission, soft cab, good undercarriage (does not throw tracks) Was running 9/29/24. Call for details; pricing, availability evenings..... Lars (207-375-6515) or Email : peckapohl@roadrunner.com

Pine Tree Chapter of ATHS Board of Directors (elected at the March 26, 2023 Annual Meeting; subject to change at the rescheduled May 3, 2025 Annual Meeting)

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

Vice President - Tom Hudgins P.O. Box 43, Bradford, ME 04410; (207) 943-6548; email: tomchristopher71@yahoo.com

Secretary - Nancy Mullin 6 Kinney Road, Gorham, Me 04038; (207) 671-6925; email: nancyjmullin@gmail.com

Treasurer - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222; (207) 319-5167 (NOTE – PHONE NUMBER CHANGE); email: cherylbillings55@gmail.com

Director - Howard Clouston 1361 Hammond St. Bangor, 04401; (207) 852-4424; email: howardclouston@aol.com

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

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

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

Director - Andy O'Brien 54 Upper Minot Road, Pownal, ME 04069; (207) 232-4743; email: aobrien211@gmail.com

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

Director Emeritus/Chapter Historian (appointed) - Lars Ohman 6 Antique Drive, Sabattus, ME 04280; cell (207) 376-7993; email: peckapohl@roadrunner.com

Christmas in April - twice

In the December Newsletter President Mullin requested photos of Chapter members' trucks in Christmas Lights. We received one in January; however, it did not make the January-February 2025 Shop Manual, hence, we now have "Christmas in April". Bob Stackpole, disguised as Santa, is the driver. We are not sure who is disguised as the Grinch. The second photo is the 2025 Autocar DC64 presently sitting in Bangor waiting for President Mullin's boss to cut the check so Peter can have a new work ride!



Pine Tree Chapter – ATHS
C/O Clayton Hoak
299 East Stage Road
Pittston, ME 04345

DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another year's worth of membership in the Pine Tree Chapter, ATHS. Current membership in the American Truck Historical Society is required.

Name _____ *Date* _____

Street _____ *Phone:* () _____

City _____ *E-Mail* _____

State _____ *Zip* _____

Mail dues to:

Cheryl Billings, Treasurer
Pine Tree Chapter -ATHS
1031 Pinkham Brook Rd.
Durham, ME 04222

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