



Shop Manual

www.badgoat.net/ptcaths

October 2018

President's Message

Jamie Mason

First and foremost, thank you to all that attended and helped out with the fall truck show at the Topsham Fairgrounds. With over 75 trucks on site, it was a great time. The weather was great, maybe a tad warm, but I'm not complaining. There were several groups represented at the show. The Towing and Recovery Association of Maine had several large wreckers attend. Chapter member Carl Phillips talked me into participating in their fundraiser, using a rotating boom wrecker to dump a bucket of water into a bucket sitting on the ground...they didn't kick me out! Thank you Carl and the other TRAM members for bring and demonstrating your tow trucks and wreckers. Pine Tree chapter member, and HCEA (historical Construction Equipment Association) member David Hall had his gas powered cable shovel filling a few antique dump trucks that attended the show. Thank you David! Speaking of trucks, we had trucks from all over New England. Old, new, hot rods and more. A military Jeep and a couple fire trucks too. Several combination truck with historically significant trailers made it as well. I was busy with mechanical problems and running the show so I did not get a chance to check out the swap meet. Many did and there was a lot of foot traffic between the vendors and the trucks. A special thanks to those that helped set up, take down, and run the registration table. We couldn't do the show without you. I think this is a tradition in the making..... Not to be forgotten, the Saturday evening cookout had two dozen or so members and guests. Company was good and so was the food! Thank you Andy for bringing the grill and to those that helped out.

Our next event is a fall gathering, on October 20th. PTC member Robert Hanscom organized a trip from Farmington to Wilton to see "A large collection of STUFF". Robert thinks it could take hours to see all the trucks and equipment at this site. Come hungry and meet us at the "Old Home Filler-Up an' Keep on a-Truckin' Café" -otherwise known as the Irving Big Stop on Route 2 in Farmington. There's parking for trucks big and small. If you plan on

eating, get there by 9 so that we can eat and be ready to leave by 10. Robert will lead the convoy to our destination, which I believe is 5-6 miles down the road in Wilton. I hope to see you there!

Coming up at the beginning of November is the annual Fall Auction. PTC members Paula and Allen have offered to host our biggest fundraiser. Save the date, November 4th at 15 Bridge Street, Brunswick. Please bring some unwanted whatever's from your garage, work bench, basement, or attic and some food to share for this pot luck event. Doors open at 9 and they'll be time for socializing and to saunter through their saw mill and shop. Lunch is at 11:30 and Lars will fire up the auction at 12:30 - or so. Bring your old trucks and I'll see you there!

Looking ahead, if you are thinking of hosting an event next year, please get in touch with me or any other board member. You don't have to do it alone, as we all chip in and work out the logistics. On a national level, I'm curious to see what the ATHS Director's meeting will provide for details for the 2019 National Convention in Reno, Nevada. Too far to drive for me, I plan to fly. Hopefully you'll consider the trip too. It's an experience to remember. I'd also like to fix an omission from my previous president's message. I neglected to thank Nancy Mullin and the Owl's Head Truck Show committee for all their hard work preparing for and during the Museum's show. My apologies as the PTC couldn't do this without you and your team!

P.S. The New England Chapter of the Antique Truck Club of America (ATCA), is having an event on October 21st from 10-2. They'll be touring the American Heritage Museum at The Collings Foundation in Stow, MA. Costs \$20.00 per person and the first 50 members get in free! For reservations and directions, email Bill at oldtrucksarefun@verizon.net

Jamie

Ramblings

Lars Ohman

Life comes full circle after over 50 years ! Back in the early 1960's, I was living in Wayland, MA and came across a 1928 Ford " AA " dump truck sitting in a yard in Sudbury, Ma, about 5 miles away. A high School buddy of mine and I struck a deal for it, found a battery and some gas, and with a little tinkering, drove it home, over the road, no plates, no insurance, no lights ! We played with it a little, had a couple of moon light hay rides in it, and worked it very little on a neighbors farm. Times changed, and I sold it to a Gent in Dover, MA with the understanding I had right of first refusal if he ever sold it.

Jon Schurger moved from Dover, Ma to Danbury, NH and took the truck with him up to "Sugartop" , his retreat from the world. Somehow, it did not get drained down in the fall, cracked the cylinder head, and, thankfully, it got shoved into a barn, and there it has resided for over 50 years, under cover. Over the years, I've had ideas of buying it back, but always met with resistance from Jon on many more than one occasion. I might have tried 10 or more times over the years, but he was quite insistent, in no uncertain terms, it was NOT for sale. Being a somewhat stubborn Swede, this summer I tried one last time to talk with him. , Jon replied: " come on over, and we'll TALK about it ! " I didn't know what to think, but knew I had to go over and at least see what was on his mind. I enlisted the services of Dana Watson from Naples, ME. to go over with me and evaluate the situation. Jon, who has a few years on me, greeted us on his deck with spectacular view of at least four states, and we chatted about old times, and finally went to the barn to look at this gem. . Dana was very impressed with its possibilities as a candidate for repairing to a point of running, and show it as " barn found" . Jon and I struck a most understandable agreement I could have it back.....Dana and I came away in awe that he had finally parted with it, and plans were made to go get it ASAP. Rescue crew consisted of Dana Watson, Cole Watson, Dana's Granddaughter, Nicole, (What a worker...talk about getting young people interested in old trucks !), Regional VP Clayton Hoak, and the guy that was with me over 53 years ago when I first bought it, Russ Tarbell came all the way up from Pocasset, MA to be in on the recovery. The crew ascended on Jon's barn, worked long and hard to remove, and relocate 50 odd years worth

of 'stuff" so we could get at it. Before we knew it, it was out in the daylight, and Cole was winching it up onto the trailer, and she was bound for Naples, ME and the Watson & Watson Compound for repairs. We didn't know if it was going to need an engine or what. Got home (to Naples) and it was the hottest day of September. Dana decided to 'tinker" on it the next morning. I got there @ about 8:15 AM and Dana already had the head off, a battery in it, and turning over on the starter ! (He must have started on it @ daybreak !) Shortly, a used cylinder head appeared from the Watson vast collection of used parts, a new head gasket and some hoses, and it fired up and ran, a little shaky and smoky, but ran after over 50 years of sitting idle.

Since then, daily progress has been made on getting it running better, and a new windshield, correct headlights, little pieces here and there, a couple of bus seats donated by Mike Hannigan and lady Linda keep us from sitting on milk cases. After the first day's short shake down run, we were sitting enjoying a cooling adult beverage, and Kabloowie.....the left front tire decided it had had enough and scattered to the wind, and lifted me off my perch by about 6" ! Dana remarked he had never seen me move so fast ! Not to be dismayed, a tire was produced from one of the Watson fleet, and we were back in operation. A new tire was ordered (I ordered the wrong size, BUT a rear tire had blown in the interim, so it went to the rear, and a new 600x20 will be ordered for the front tomorrow. Dana's wife, Merry was recruited to help install a new roof cover over the wooden frame, and that might have taken place today. This past Saturday, I actually took it, solo, for my first time behind the wheel since (perhaps) 1963 or 1964what a rush ! Three speed main transmission, with a two speed auxiliary gives you 6 speeds forward, and two in reverse. With a borrowed carburetor I may have gotten it up to over 20 MPH, and it pulled very well for being 90 years old ! I'm a happy trucker, thanks to great help from Dana Watson (and the Watson family) my long time friend, Russ Tarbell, from Pocasset, MA, Clayton Hoak, for " support and encouragement" and to Jon Schurger, of Danbury, NH for tending to it, and keeping it under cover for all these years. It will be proudly shown and driven, "as found" with minor improvements in the name of safety. Look for it at the next gathering, it is a gem in the rough, and quite rare ..."Chuggin' down the trail " Lars



Back Side Of Worley`s Log Book

Larry Worley

After my military obligation was ended (drafted, basic @ Fort Benning, Armor school @ Fort Knox, 1 year Vietnam with 11th Armored Cavalry, back to Benning 5 months) I drove for Highway, Transportation, So. Portland, Hauling petroliums.

Highway had been bought by Don Bean of Motortruck and Trailer, Bangor. We were supplied with jimmy powered Brockways. These were bought at auction somewhere, with really long wheelbases and had to be shortened to meet northeast specs. The frames were special order for south-western concrete mixers, 3/8 by 12 inches which made the ride quite stiff for shorter northeast tractors. RT 340 Hendrickson with flat leaf springs made for mighty rough ride up and down the Gray road or Route 1 Portland to Brunswick in 1970 to 74.

13 speeds were the hot set up of the times. I wasn't a fan of these at first as these splitters drove our mechanics nuts as they mis-shifted a lot, and I mean a lot!

We weren't assigned to any one seat so I got to sample each one. Wasn't any difference in them. They rode hard and they screamed, which is how the Jimmys ran correctly.

In 2 years they finally gave us the White 9000s Fred Wil-

son was promised per contract when he sold. 250 Cummins 13 and 10 speed and RTE 340 Hendrickson should have ridden better but, the extended leaf didn't have enough degree of curl to ride correctly. Ruff riding again until one spring got broken and the correct replacement (thanks to a local spring company on Warren Avenue) and just one side mind you, came back riding like an air ride.

I was only 23. What could I possibly know about suspensions? "Don't listen to the kid." I got that a lot, but kept trying over the last 55 years.

I came to love the Hendrickson RTE 340, 380, and 440. With all the different spring combinations available there was a spring for every weight class. And many thanks are owed to Ozzy McFarland for schooling anyone smart enough to ask the differences between them. Learned about the Mack camel from him and Uiterstrom Brothers. Couldn't buy that knowledge anywhere else.

Got a lot more for later. Til the next page!

Larry

Let me know what you think, am I missing something?

Manley Twin Boom Wrecking Crane 1926 Rehberger



Displayed at the Pine Tree Show in Topsham by
The Daryl Gushee Collection
New Gloucester, Maine

manufactured by

Arthur Rehberger & Son 1923-1938 Newark, New Jersey

Buda Engine model BUS

Activities at the Pine Tree Chapter's Truck Show



The object is to use the power of a heavy rotator wrecker to empty one full pail of water into another. When the task has been completed the water is weighed to determine how much was spilled. The novice wrecker operator soon learns the powerful hoisting lines can be moved very precisely with just a little learning. The photo above shows your chapter president doing a fine job, spilled almost no water. An unloaded line is in many ways harder to control than a line with a heavy load. Notice in this case the only weight other than the water are the two shackles hanging on each hook. Notice also the kink in the hoist line to the viewer's right. Thanks to Carl Phillips for putting this together.



A few of the Trucks at the Topsham Show



Charlie taking a spin around the Topsham track

Unbelievable, Bob Stackpole has got his 1947 Brockway's 4-71 diesel running for the first time in many years. After years of separation the dump trailer is now hitched to the tractor and the winch works the dump action of the trailer.

First saved after hauling fill to Boston's Logan Airport by George McEvoy (Boothbay Railway Village), then Jamie Mason, and now to Bob for safe keeping. Maybe it will make it to the Topsham Show next year.



Maine Heavy Lowbeds

George Barrett

Road building contractors of the 50s and early 60s needing digging machines, old fashioned shovels, heavy pieces of machinery. Today we have rubber-tired front end loaders but this type of machine was not suitable for production digging until the late 60s. A popular sized shovel back in the day was a yard and a half meaning it could be counted on to lift 1.5 yards of blasted rock ledge into a truck on each pass.

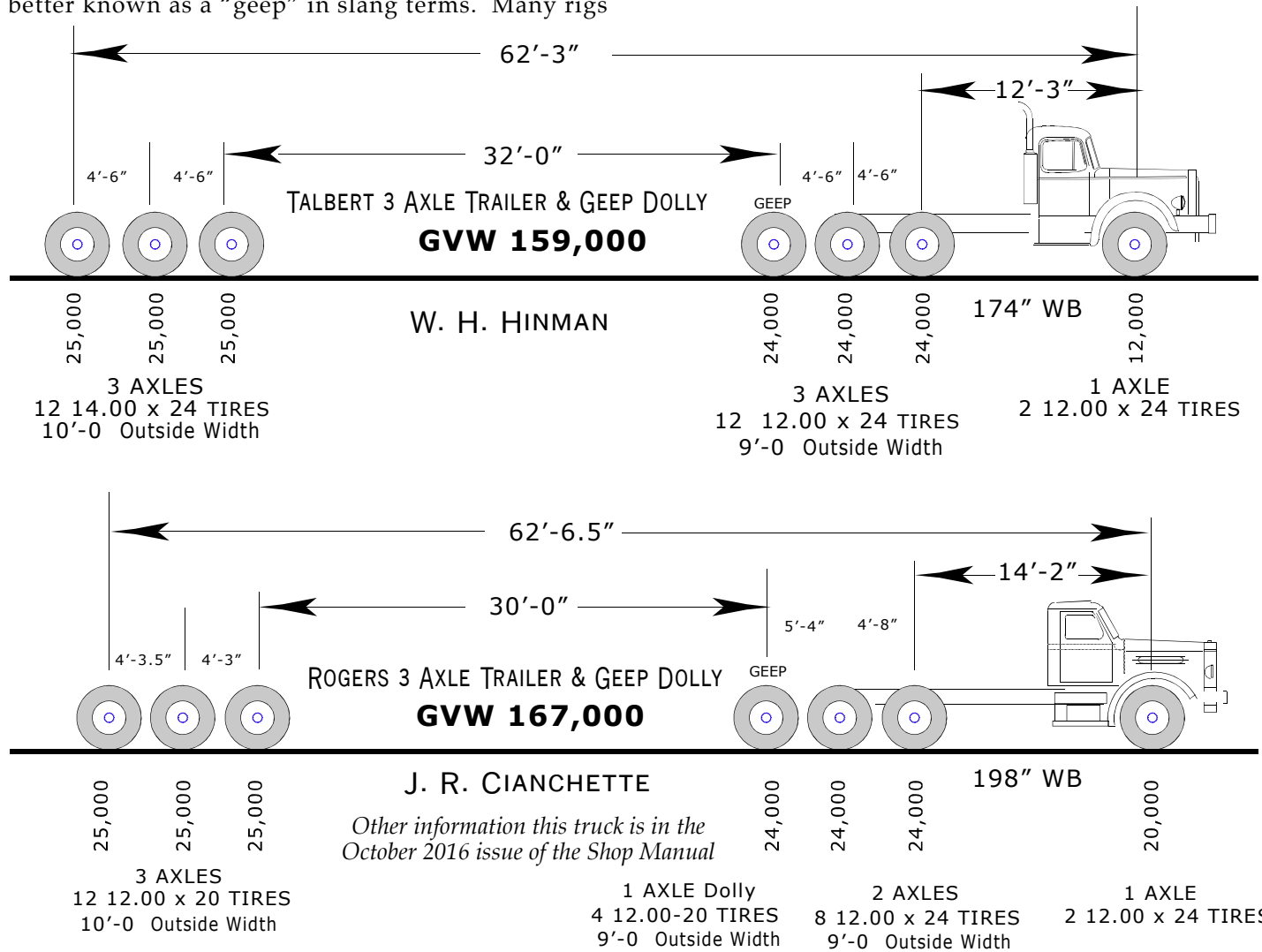
A yard and a half weighed about fifty tons assembled and ready for work. Shown below are two similar lowbed rigs that the state of Maine would issue a permit so these shovels could be moved without having to remove the front end attachment or rear counterweight. I don't know where this information was first published but I believe it's accurate. I have re-drawn it for presentation on these pages. The original information came from a picture with a diagram drawn over it.

Chase Transfer (later Merrill) had a Mack LMSW-L in the 50s with a setup very much like Hinman. Later in the 60s the popular tractor was a B-81 Mack with a 335 Cummins. Most had a winch behind the cab to operate the removal of the gooseneck before hydraulics became reliable. The rear axle of the tractor was really what Rogers called a gooseneck dolly which is better known as a "geep" in slang terms. Many rigs

were set up so that a pin could be projected horizontally from the rear of the tractor into the front of the geep to make it rigid with the tractor so the whole rig could be backed up in a normal manner.

I think the Hinman rig is older than the 1953 Cianchette Sterling. The difference in GVW is because the longer wheelbased Sterling is allowed 8,000 more on the front axle. I can't find the empty weight on the front axle but it can't be over 9,000 which means the fifth wheel must be far enough forward to add another 11,000 pounds. My calculations show the fifth wheel would have to be a little more than 45" ahead of the center of the bogie. Looking at pictures I have of this rig I don't see anywhere near 20K on the front axle.

On the following page you'll find a comparison of three heavy duty on/off highway lowbed tractors. One of them is the 1953 Sterling that is the same as the one J.R. Cianchette purchased to go with the new cable operated removable gooseneck lowbed trailer system. I am trying to work out a format so I can easily compare three trucks set up for the same use. The problem I have is that no two manufactures have the same information so some spaces are left empty. I expect that over the next few months you'll see some other trucks in a nearly same format, I'm going to keep trying.



GEORGE BARRETT
sheepscot@ghi.net 207-829-5134

LOWBED TRACTOR SPECIFICATION CHART

AUTOCAR DC10364-OH

GVW 75,000 GCW 110,000
 date of spec sheet 8-1-61
 cab type conventional "Drivers" 72" wide
 hood type conventional
 std. wheelbase 171"
 BBC 125"
 CA dimension 98.75"
 front axle setback 52"
 fenders pit type 12 gauge steel 7/64"
 bumper
 frame 10.75" x 3.5" x 0.375"
 std. reinforcement
 section modulus
 resist bending moment
 tires 12.00-24 width over rear
 frame height @ \varnothing of tandem
 front axle type & model FE18 wide track

front springs 50 x 5
 rear axle type & model SFDD 4640

rear springs 58 x 5
 aux. springs
 chassis weights lbs. front 9,125
 rear 10,950
 total 20,075

transmission

aux. transmission



Autocar DC10364-OH



Mack LMSW-L

MACK LMSW-L

GVW GCW 110,000
 date of spec sheet 7-52
 cab type L model 68" wide offset 13.625" left
 hood type conventional
 std. wheelbase 160" (133+27)
 BBC 128.25"
 CA dimension 106"
 front axle setback 54.25"
 fenders Diamondette plate type ②
 bumper pressed steel channel 80" wide ③
 frame 10.625" x 3.5" x 0.313"
 std. reinforcement 0.25" channel inside rails
 section modulus 24.8
 resist bending moment
 tires 12.00-24 width over rear 104.81"
 frame height @ \varnothing of tandem 43.25"
 front axle type & model

Reversed-Elliott, I Beam model FA 48
 front springs 13 ea. 50" x 3.5" x 0.375"
 rear axle type & model 4 wheel straight
 through 54" WB ratios avail: 9.02, 10.57

rear springs 13 ea. 54" x 5" x 0.75"
 aux. springs
 chassis weights lbs. front 9,200
 rear 12,400
 total 21,600

transmission five speed constant mesh
 TR 130, ratios: 5.83, 3.13, 1.81, 1.00,
 0.71

aux. transmission three speed model B-
 L 8031L, without tower, ratios: 2.24,
 1.34, 1.00

- ② round, flat, military type
- ③ towing pin in center that is secured with diagonal angle to frame rails

engine options

make - - - - -	Hall-Scott
model - - - - -	400
type - - - - -	gasoline
number of cylinders	six
bore x stroke - - -	5.75" x 7"
displacement - - -	1090
horsepower @ RPM -	290 @ 1800

make - - - - -	Hall-Scott
model - - - - -	400
type - - - - -	butane
number of cylinders	six
bore x stroke - - -	5.75" x 7"
displacement - - -	1090
horsepower @ RPM -	306 @ 1800

make - - - - -	Cummins
model - - - - -	NHBS-600
type - - - - -	diesel
number of cylinders	six
bore x stroke - - -	5.125" x 6"
displacement - - -	743
horsepower @ RPM -	275 @ 2100

STERLING HB 2755 D ①

GVW 65,000 GCW
 date of spec sheet 1953
 cab type conventional Sterling 64" wide
 hood type conventional
 std. wheelbase 179"
 BBC 126.5"
 CA dimension 103"
 front axle setback 50.5"
 fenders Flat Round
 bumper
 frame 9.25" x 3.688" x .375" ⑥
 std. reinforcement
 section modulus
 resist bending moment
 tires 12.00-24 width over rear 99.25" ②
 frame height @ \varnothing of tandem 43.25"

front axle type & model Reverse Elliott with
 I beam center section

front springs 11 leaves 48" x 4"
 rear axle type & model double reduction
 gear drive 56" axle spacing ③

rear springs six leaves 54" x 5" ④
 aux. springs
 chassis weights lbs. front
 rear
 total 17,800 ⑤

transmission

Four speed standard, five speed optional direct in fourth or fifth.

aux. transmission

Three speed mounted amidship

- ① HB 2756 D is a Chain Drive
- ② Chain Drive width over tires 102"
- ③ Jackshaft is single reduction spiral bevel gear drive. Chain is 1.75" pitch. Sprocket combinations available for every operation conditions.
- ④ Chain Drive rear springs eight leaves 52" x 4"
- ⑤ Chain Drive chassis weight 18,350
- ⑥ Upper flange 3.625" wide, lower 2" for both shaft drive and chain.



GEORGE BARRETT
 sheepscoat@giwi.net 207-829-5134

2018 COMING SHOWS AND EVENTS

Saturday October 20 Fall Gathering Pine Tree Chapter of ATHS 9:00 AM Breakfast,
Irving Big Stop 507 Wilton Road, Farmington, 10:00 AM Departure
to look at a collection of machinery and trucks

Sunday November 4 Chapter Annual Fall Auction 15 Bridge St, Brunswick
Doors open at 9:00, Potluck Lunch at 11:30, Auction Starts at 12:30



Charlie goes under the trailer to release the chains

CLASSIFIED ADS

FOR SALE: two 245R 16 tires, one 265R tire on 6 hole wheel, \$20.00 per tire or best offer.
aprox. 18' camper FREE, just haul it off.
Diane Munsey 737-2997

FOR SALE: 1930 Ford Model "A" roadster Pick Up...ground up restoration, full history available...12 volt conversion, all stock appearance with LeBaron-Boney fold down top. too much to list. Open to reasonable offers....NOT a Rat Rod! Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE Four 1935 Ford wire wheels, Trued up, media blasted, primed and painted..will fit Model "A" Fords. \$475.00 Lars Ohman, Sabattus, ME. (207) 376-7993
FOR SALE: "Tumble Bug" Scraper, BOCE, near perfect condition for age, no wear. Pull behind small CAT or tractor \$375.00 Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE: Thinning out the Herd

For Sale. 1946 Walter Snow fighter, restoration started, including brake work and wiring. Waukesha power. Best offer.

1956 Walter FGBL. Cummins, restored. \$6.500.

1972 GMC, Detroit 6V53. Engine fine with recent injectors, but truck needs attention. Best offer.

1978 Autocar tandem prime mover, Cummins powered. Nice old truck. Needs tires. \$5,000 which is what I paid for it.

1957/97 Walter rehabbed by the factory and one of a kind. Brand new GMC 671 in '97 with almost no hours on it. The factory got too much money in the truck and the town refused it and, even at that, they missed the rebuild of the springs, pins and shackles, which I did last year with about \$5,000 to Palmer Spring. It's in the Walter book. The rebuild was in 1997, but the truck has never been used, because the factory and the town involved got into a dispute and the truck sat and then I bought it. I don't need one more Walter! Best offer.

Contact: Jon R. Doyle at jdoyle@doylenelson.com or Cell (207) 242-7414.

FOR SALE:

1954 GMC 450 cab & chassis, 302 -6 cyl, 5+2, PTO, partially restored former fire truck, 9.00-20 tires, \$1500;

1964 Ford F-750 cab & chassis, 361 V-8, 5+2, PTO, former fire truck, 9.00-20 tires, \$1500;

1964 Chevy K-20 4x4 cab & chassis, 230-6, 4-spd, PTO, no rear bed, original drive train- not running, \$800;

1965 Chevy ? ton stepside pickup, 292-6, 4-spd, long box, runs good, \$3000;

1966 Chevy ? ton stepside pickup, 283-8, 3-spd, short box, PS, PB, not running, \$3000;

1966 Chevy C-10 cab & chassis, no rear bed, no engine or transmission, frame very good, \$300;

1985 GMC ? ton 2WD rolling chassis, frame excellent, five - 5 hole rally wheels, \$500;

2 each - fender & inner fender for 1954 Chevy 1 ? ton, very good condition, \$400;

15 inch 6-hole GM wheels with hubcap cups; left side mirror for 2013 Tahoe, power fold, adjust with new paintable trim cap, \$100; left front fender & hood for JD Gator, TS, green plastic, \$150; 4-spd OD transmission & shifter for 1982 Chevy K10 4x4 with 6.2 diesel;

Antique stuff - Black Hawk floor jack; Alemite Gear Oil Pump; Overland Headlight; Grindstone on stand

Contact Bob Dore (207) 242-8751 Vassalboro, Maine

FOR SALE: Running GMC 478 cubic inch V-6 engine.

It's still in the frame with running gear - engine \$500.00; Also a complete 1969 GMC 5500 with 351 cubic inch V-6 engine. Cab very solid other than floor. Has skip in engine - truck \$1500.00. Contact Alden at 207-458-2172 . Open to offers or trade.

FOR SALE: Six 10:00 R 20 budd wheels with tires (two steer; four drive); off my 1983 International S2575; suitable for local use as is; all tires appear suitable for re-capping. Asking \$360.00 for the set. Clayton - phone 207-522-7088, e-mail 1948reo@roadrunner.com

WANTED:: Individual driver and passenger seats out of an International Comfo-vision cab. The Comfo-vision cab was used on L, R, V, M, and 210-230 series trucks. Will recover seats if necessary. If interested I have a bench seat to trade. Contact Clayton Hoak - 207-522-7088, or e-mail 1948reo@roadrunner.com

Fall Gathering and Tour

Date: October 20th
 Time: 9:00 AM Breakfast, 10:00 AM Departure
 Location Irving Big Stop in Farmington, Maine. 507 Wilton Road, Farmington, ME 04938
 Long time Pine Tree Chapter member, Robert Hanscom, has found a local collector of things unique, old, and rusty in Wilton. Dan and "Jr." Rand have graciously agreed to have open their doors for the Pine Tree Chapter. Their inventory consists of cranes, trucks, dozers, and many more odd pieces that words cannot describe. Directions to their collection will be provided at 10, when we depart. Please be ready to leave at 10 from the Irving Big Stop.

Need help with directions, call Jamie 207-949-1360 or Robert 207-672-6160.



at the Topsham Show

Fall Lunch and Auction

Date: November 4
 Time 9AM to 2 PM
 Location: 15 Bridge Street, Brunswick, Me 04011
 Directions:
 FROM THE NORTH: Head south on Route 1. Take the New Meadows Exit. Take a right off the exit and head down New Meadows Road unit you get to the stop sign. Take a left onto the Old Brunswick Road. Cross the New Meadows River and Bridge Street will be on your right. #15 is the first (only) lumber yard on the left.
 FROM THE SOUTH: Head north on Route 1. Take the New Meadows Exit. Take a right off the exit and head down New Meadows Road unit you get to the stop sign. Take a left onto the Old Brunswick Road. Cross the New Meadows River and Bridge Street will be on your right. #15 is the first (only) lumber yard on the left.
 From I295: Take Exit 28 and follow Route 1 north until the New Meadows exit and follow the "FROM THE SOUTH" directions from there.

Paula and Allen have graciously offered to host the annual fall auction at their compound. There will be plenty to see and do prior to the auction. Doors will open at 9 with coffee and donuts provided. From 9-11:30, there will social time to look watch and listen to the inner workings of "HIGMOS". Pot luck lunch will start at 11:30 with intentions of starting the auction at 12:30. Please clean out your shops and closets of items of no use to you. Bring a dessert, drinks, a side, snack, or crock pot to share, if you're able. This is our biggest fund raiser of the year and provides hours of entertainment for all those that attend.

-
- 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 / Treasurer - Diane Munsey, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com
Director - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email: cherylbillings55@gmail.com
Director - George Barrett 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscoth@gwi.net
Director - Steve Corson 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com
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 Diane Munsey
 785 River Road
 Dresden, Maine 04342

Pine Tree Chapter Dues of \$10.00 run from January to December.
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Pine Tree Chapter AHS
c/o George Barrett
2 Country Charm Rd.
Cumberland, ME 04021



It happened at the Pine Tree Chapter's Topsham Show in September of 2018. Where else could you see a 1940s Chevy being loaded by a 1950s Bantam shovel. Leave it to Dave Hall, a Pine Tree Chapter member to make this happen. Great work, Dave. Lots of fun looking at the way dump trucks were loaded sixty years ago.