

NATIONAL NEWSLETTER

From George Christmas, President and SE Regional Director

I hope everyone had a good winter. It is officially spring, although, Mother Nature can't seem to make up her mind whether spring is really here or not. Daylight savings time sure makes for a longer day when you can see daylight for a couple of hours after work. That really helps with those to do lists we all have.

The Southeast Regional show will be held in Summerdale, Al this year on May 30-31. I am looking forward to visiting with the folks of Branch 211. The show location will be at George Underwood's farm. I am looking forward to seeing some old friends from Alabama.

I just want to let everyone know, we are currently in the process of changing web masters. Please be patient with us as we make this change. If there is any question about items that have not been changed in a reasonable amount of time, please let us know. We are working hard to keep the information on the web site accurate and as up to date as possible.

It is our responsibility as members to protect our club from careless and thoughtless accidents. If we observe another member not following the rules, we are obligated to point that out to that member. Do you not give your children safety instructions when they are driving your car? It is our responsibility to do everything we can to make sure everyone practices safely.

I would like to remind everyone of the procedure to follow in the event there is an accident. It is located on the website under the safety tab. I will post it here as well.

Accident Review Requirements

1. The accident investigation committee shall consist of the branch safety officer (chairman) assisted by the branch president and vice president.
2. Should any of the 3 accident investigation committee members be involved in the accident

under investigation, they will be replaced by the senior director(s) in the branch.

3. an accident occurs, first call 911.

4. The accident must be reported to the Insurance agent & EDGE&TA within 24 hours or if on a weekend, then the next business day.

5. The accident investigation committee shall investigate the accident and their written report of this investigation shall be forwarded to the Insurance agent within 72 hours of the investigation.

Notification of an accident must also be reported to the National Safety Committee.

6. The accident investigation should include the following:

a. Were EDGE&TA safety guidelines followed? If yes, which ones? If no, which ones?

b. Photographs of the accident from several angles

c. Statements of those involved in the accident as well as eyewitnesses to the accident

d. Day, date, time and location of accident

e. Copies of any other supporting information such as police reports.

A police report is a must, if possible, on any claim. If a bodily injury, it is mandatory. The local police, Sheriff or State Police, could make this report.

f. A Fire department report, if one was filled out.

g. A Rescue Squad report or ambulance report, if one was filled out.

7. The National Safety committee will review all reports. This committee will be made up of the National Safety Officer and two EDGE&TA board members. The National Safety Committee must review and make recommendations within 30 days of the event. The National Safety Committee will work with the Insurance Agent in the evaluation of this event and in making their recommendations.

Important:

a. You should print off copies of the [Notice of Insurance Occurrence/Claim Form](#).

b. **Branch Officers should have copies of this form available at a Branch sponsored show.**

It is important that the information is collected and reported on time! Our accident review committee can't do its job without as much information as possible. Do you call your insurance agent and tell him or her you have had an accident and you would like a check to repair the damages? Now, there is a process for reporting an accident and an investigation. We as members are responsible for timely reporting of the accident. The accident review committee is responsible for the investigation based on a complete and honest report. Otherwise, it is impossible to determine how the accident occurred other than by negligence. You should print the form off and keep a copy with you at all times. This will help you report the incident correctly.

I hope this information was helpful to everyone.

Please remember the National Show hosted by Branch 51 in Lewistown, Montana, June 14 & 15. I am looking forward to seeing everyone at the shows this year.

George W. Christmas, Southeast Regional Director

Insurance Update, March 2014, By Dick Tombrink, NW Regional Director

Hopefully we are getting close to spring; we have had a snowy and cold winter here. As of now Billings, MT has experienced the second snowiest winter since record keeping began. Since we probably will get some more snow before summer gets here, we will probably become the snowiest on record.

It is time again for each branch to send in their EDGETA dues. Your EDGETA dues are \$12 per member, the same as last year. Send your dues to secretary/treasurer, Carrie Jo Parmley in Tyler, Texas.

In the last newsletter, I mentioned that we were working on providing more guidance on the use of people movers and barrel rides at non EDGETA events. We have finalized that wording and it is included in the FAQ's on the website. It will be the new item 11, and is as follows.

11. Our branch has a barrel train and people mover that meets all EDGETA safety requirements. We are getting more and more requests from area events for us to bring one of these to a non EDGETA event. Our question is the operation of the barrel train and people

mover covered by our liability insurance at these non EDGETA events?

Our EDGETA insurance covers barrel trains and people movers when used at EDGETA events. However, due to the increased exposure outside of an EDGETA event, we are not able to cover either of these when used at non EDGETA events such as local community parades, festivals, Fairs, etc. When you receive a request or want to take either of these to a non EDGETA event you should ask the sponsoring organization to add your EDGETA branch number to their insurance as an additional insured for at least \$1,000,000 liability for bodily injury & property damage. Ask for a copy of the certificate of insurance showing your branch number has been added. After receiving that insurance certificate you can take your barrel train and/or people mover to their event, you are covered by their insurance. Your branch needs to follow the safety requirements at their event just like you do at your EDGETA event.

Also if you charge for the use of your people mover or barrel train, the proceeds must go to the branch treasury, not an individual.

I have received some questions regarding item 31 of the FAQ's on the website. It reads as follows.

31. Why do we need to include the EDGETA Branch Number on our club name?

All Branches should conduct activities under the Branch name. We insure Early Day Gas Engine & Tractor Association and its Branches. Other club names are not covered. If you expect to have coverage for a branch function you will need to add "EDGETA Branch XYZ" to your club name.

All EDGETA members have coverage anywhere they go if they follow the EDGETA requirements. But a branch sponsored event doesn't have coverage unless they include "EDGETA Branch XYZ" in their name. "Tired Iron of the Ozarks" doesn't have coverage. "Tired Iron of the Ozarks, EDGETA Branch 37" does have coverage.

I discussed where your branch number is to be used with our insurance agent. Any advertising needs to contain, Br xx, dba Br xx, or EDGETA Br xx, where xx is your branch number. Anything regarding advertising or anything that the public sees, such as checks should be changed to at least have added "dba Br xx" to the club name. As to the legal name registered with the state and the federal EIN number it is not as important to change them if they already are under your club name.

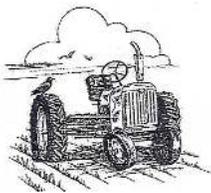
Another topic that I have heard is a misunderstanding about the limits of our insurance. I have heard that some believe that we have a \$1 million per occurrence and \$2 million aggregate. They theorize that if we have two occurrences of \$1 million each, we have reached the \$2 million aggregate and the rest of the branches will have no insurance coverage.

EDGETA has a general liability policy which has a \$1 million per occurrence and a \$2 million aggregate. EDGETA also has an umbrella policy which has a \$1 million per occurrence and a \$2 million aggregate. This totals up to a \$2 million per occurrence and a \$4 million aggregate. The largest claim we have had is in the league of \$100,000. Most of the claims are much smaller than that. Looking at our history, the chances of us having a claim again of that magnitude are pretty slim. Last year we had no claims. The EDGETA BOD has discussed how much insurance we should carry and decided that we have enough insurance to cover any situation we should encounter.

And for the last item, a question came up regarding liquor being present at a EDGETA event. Our insurance policy specifically states that there is no coverage for liquor liability. If a claim is filed as a result of an incident regarding liquor, you have no coverage from our EDGETA insurance.

Keep safety number one.

Dick Tombrink, NW Regional Director



Practice "Safety First"

From Don Young—Vice President and SW Regional Director, Safety Chair, Youth Driver Cert.

What a better way to start off the new year than with the South West Regional Show in Wellton, Arizona. The grounds were neatly marked out with

THIS NEWSLETTER IS ON OUR WEBSITE

hundreds of feet of rope to keep the spectators their distance. Perfect 80° weather to enjoy the 161 engines, 29 tractors and numerous displays of interest for the 5000 plus spectators. Busloads of school kids on Friday with much interest and questions kept the exhibitors busy. Spectators from as far away as Alaska, Minnesota, Wisconsin were part of the 10 branches represented.

We got our tractors tuned, our engines running, but did we check our trailer? Some points to check: pull the wheels, check the brakes, inspect and repack the wheel bearings, check the tires for wear, proper inflation, load rating. Check the springs, center bolts, and shackles. Also, check coupling devices, safety chains, breakaway switch and battery. Check the frame and tongue for cracks and welds. Check all lights and reflectors. Do you have your trailer properly loaded, correct tongue weight? Check your tie down straps, chains and binders. Check your ramps. Are they secure so they will not slip while loading or unloading? Check the overall condition.

Have a safe year.

Don Young VP, SW Director, Safety Director, Youth Driver Coordinator.

From Wayne Timchuk, NE Regional Director

Well, we sure had a good old fashioned winter this year. As of right now, it's muddier than heck but that's going to change next week, and we're going back to below freezing again. I haven't got anything done as far as in the shop this winter. Besides being too cold, all that seemed to get done is cut more wood and keep the furnaces going.

I know we haven't had it as bad as the folks up in the New England states. I talked to a member out there tonight, and they got 2 feet of snow in the last couple of days. But April's coming, and hopefully the good weather will start. I know I won't hit as many shows this season as I normally do. With diesel fuel at \$4.25 a gallon, that's going to slow me down a little. I'm looking forward to the trip for the national show and maybe stop at the Gathering of the Orange on my way home the following weekend.

We will be starting to get things going for a regional meeting in October 11 and 12th at Quarry Hill Orchards in Berlin Heights, Ohio. We will be putting a flyer together and get it to the branches and, hopefully, a few will make it to the meeting. We've had two shows there, and they were well

received. People who own the place are super nice and willing to do whatever needs to be done.

It might sound like an old story but with spring coming and the show season ready to start in our area, we need to look at our safety programs and other things we need to do. I know a lot of the trailers have sat all winter, and we need to check the brakes, tires and the wiring system, making sure all lights and brakes work. We need to do the same thing with our trucks. Remember, if you get stopped by the patrol, we are not covered under DOT regulations, but be sure your tie downs and other things to secure your load with are in good working order and shape. I use grade 70 chains in binders and ratchet binders because you can take up more slack with them. When it comes to straps which a lot of people are using now be sure they have a heavy enough rating to do the job. Also remember to cover sharp edges to keep from cutting the straps. Any strap the patrol sees with a cut or frayed will not be any good. Always remember safety first. When tying a load down remember more is better. If possible whenever loading or unloading try and have somebody there to help you. Anytime you have a bad strap or a bad chain, discard it; don't leave it on the trailer.

Remember, safety starts with you at home! Let's hope we have a dry and warm summer season for our shows. It was a little wet last year at places.

Quotable quotes

“ It is better to be prepared for an opportunity and not have one than to have an opportunity and not be prepared .” -- Whitney Young Jr.

Hope to see some of you at the shows this summer.

Wayne Timchuk, NC Regional Director



“Think Safety”

From Dorene Yearian, North Central Regional Director

TRAILER SAFETY SUGGESTIONS

Last year’s shows are great memories and now we are going to this year’s shows. The following subject has been said before, but it’s important enough to go over it again.

One of your winter projects should have been checking that trailer(s) on which you haul all of your engines, tractors and equipment to the shows. Of course, you did the usual--check the tires, the wiring for the lights, and the battery and, if you have a break-away switch, the trailer floor and even your tie downs.

One of the most important things is to make sure your towing vehicle is capable of pulling and stopping what you are hauling.

Eighty-five percent of accidents involving trailers are attributed to:

1. Going too fast – recommended 60-65 mph.
2. Failure in coupling:
 - a. Wrong ball size
 - b. A crack in the ball
 - c. No hitch latch pin
3. Wrong hitch or tow vehicle rating for weight pulled
 - a. Bumper pull limit is approximately 12,000# (in some states it’s 10,000#) and it’s best to have a receiver hitch installed on your tow vehicle and not pull from the bumper itself.
 - b. Gooseneck rating is approximately 30,000# (in some states it’s 15,000#).
4. Trailer floor not strong enough for weight or weight distribution and/or load weight not distributed correctly. A suggestion for your trailer floor when not in use – keep a block of wood over floor joints strapped down during the heat of the sun and the rain. It will help keep it from buckling up.
5. Load not strapped properly. In some states it is recommended you strap front and back at a 45 degree angle 10,000# and under and over 10,000# strap in four corners.

Brakes on a trailer don’t all adjust automatically; some of the manufacturers suggest you adjust them every 3,000 miles or less and a new trailer should be checked at 500 miles and then every 3,000 miles. Always adjust your brake controller for your load; readjust when empty. They suggest that you have electric/hydraulic brakes on a trailer over 3,000# or

on a triple axle trailer. When hooking up the trailer electrics to the towing vehicle after it has set all winter, always blow out the male and female connector or plug it in and out several times so that you get a good connection. Test your brakes before leaving, and check them and the tie downs in approximately 25 miles.

Tire pressure is another important thing to be checked. Make sure your tire pressure is all the same including your spare(s) and correct for the load and tires. A low tire will get hot and it won't be long before you have to stop and look for a spare. Check tires for wear and damage. Make sure your lug nuts are tight, check for broken or worn hanger straps, check and lubricate the wheel bearings, etc. If your tires are balanced your load will ride better. Make sure the weight load matches the axle(s) and tire(s).

Check all the welds on your trailer – i.e. fender welds – if your fender comes loose or off it could damage your tires or worse your equipment.

A proper weight distribution should be equal from right to left to avoid tire overload and load heavy items over the axles. Load additional items to maintain even weight distribution and to achieve the desired tongue weight. Rules of thumb for proper tongue weight are:

- Ball Hutch (Bumper Pull/Hitch)
10-15% of GVW (Gross Vehicle Weight)
- Gooseneck Hitch 20-25% of GVW
- Fifth Wheel Hitch 20-25% of GVW

Straps versus chains – check the load rating and choose what is appropriate for your load. Remember, any fraying of the strap or damage of any one of the links in a chain cuts down on the load ratings. Center your load properly front to back and side to side on the trailer and tie down four crossed points. Always carry extra chains, straps and binders.

Loading and unloading – most bumper and goose neck trailers come with two ramps. If you have a tricycle or single front wheel tractor, you need a third ramp that hooks properly to your trailer. Using a makeshift piece of wood/steel for the third ramp is unsafe. When loading steel wheel tractors, it is wise to have some type of anti-kickout lock for your ramps. It is suggested that you load steel wheel and crawler tractors backwards (my opinion).

If you load and unload with your own ramps, you don't have to check ahead for a loading dock (BUT they sure are nice).

Always take the registration papers for truck and trailer along with insurance certificates with you especially when crossing from state to state.

Another thing that should be added to your particular list is the trailer regulations going from state to state. One way to do that is to go on-line to (the state) Department of Transportation, then to trailer regulations. Most of the time, it takes you to big rigs, so you have to go several places/screens to get the information you need. I just call the DOT in that state.

The state I live in requires trailer brakes on 5th wheel or king pin trailers and on trailers hauling hazardous materials with a gross weight exceeding 3,000#. A trailer break-away switch is not required. Safety chains or equivalent are required, but not on a 5th wheel or gooseneck trailer. I have found no stated requirements for chains, binders, tie downs, etc. (I like ratchet chain binders for heavy tractors.)

Traveling and talking to other people hauling their equipment in other states, I have heard you have to wire tie your chain binders (and straps) and some you don't. Your ramps must be secured/tied down to your trailer. Your straps have to be flat not twisted. You have to have trailer brakes with a break-away switch; safety chains are required on all trailers and have to be crossed. If you use your flashers when going too slow up or down a hill in some states, you will get a ticket and some states it's a requirement. In some instances, if your total GVW is 6,000#+, you go through a weight station. In the state I live in, you need a CDL if you qualify in two areas: your trailer is over 10,000# and/or your total GVW is over 26,000#. In another state if your trailer exceeds 10,000# you have to have a CDL.

At a show I attended a workshop on trailer safety and when the speaker brought up DOT, the whole workshop erupted – everyone talking at once. The speaker laughed as he lost control of the workshop. Check with your local DOT – they might have workshops/seminars on equipment loading safety for farmers – it would apply.

One thing I'm sure of – when stopped you will get a ticket if you don't comply with that states laws. It doesn't matter where you are licensed. You don't ever want to be pulled over and then have your load checked – so follow that state's laws.

Actually the more I look into trailer safety – the more I don't know!

WE HELP EACH OTHER

The Early Day Gas Engine & Tractor Association (EDGE&TA) is a national organization whose purpose is to promote the hobby of collecting, preserving/restoring, and exhibiting gas (diesel), horse drawn, and steam equipment and related items. This organization promotes this by helping clubs

(branches) and individuals in this hobby with insurance, safety advice, and information (networking). You accomplish networking by attending your local and branch shows. Each year the organization puts on a National and regional show/meeting. By attending these shows, you help yourself and others in promoting our hobby.

Attend the National and Regional Show/Meeting – make them better by your presence. Attend them and promote your show. If your branch is having a National or Regional Show/Meeting the next year, attend this year’s National and Regional’s National show and meeting and promote yours.

Go on the web site – edgeta.com – read our safety requirement, our pulling requirement, or steam requirements, etc. Talk to us, give your opinion, ask “how come . . .” or “why something . . .” – we need your input! If you have problems at your branch level – call us; maybe it’s something another branch/club had problems with, and their experience could be your problem solver.

At a national or regional show, you have the opportunity of meeting the director(s) in your area. Get to know them. The directors are elected volunteers that could use your help. Get involved and make our organization better. We need the branch’s input/feedback to do our job. The branches helped shape this organization and continue to do so. Please, please get involved. Talk to us; maybe we will be at a show in your area; attend and talk to us. Keep your officers/contact person on our web page up to date; that makes it easier to contact you and keep you informed of what is happening. We need you **all** to know that you are very important – you help us do our job – you are the backbone of this organization. Please, please get involved! We need to grow for the better!

Dorene Yearian, NC Central Regional Director



From Clyde Brummett, SC Regional Director

It has been a long winter. I have had to take my wife to work and go get her at the end of the day many times this winter in my 4X4 pickup. We’ve had several long weeks of ice and snow-packed roads. Needless to say, it was hard on us Southerners.

As a former pastor, I suppose I will never really get to retire because there will always be funerals. The last two months it has been one funeral after another.

I am now trying to shift gears and get into the tractor and engine show mode. My home Branch #37 will be having their Spring Crank-Up April 18th, 19th and 20th. I am scrambling to get my things ready for the show and putting together music and a sermon for Sunday, the 20th, at the show. The following week, April 26th, is our South Central Regional Show at Perry, Oklahoma. Branch 161 is the host branch. If you have questions, call Bob Long at [\(405\) 260-0268](tel:4052600268).

I am looking forward to going to Lewistown, Montana for the 2014 Nation Show on June 14-15.

I am currently involved in cleaning out my deceased Mother-in-law's house in Tulsa because the family has a potential buyer. She passed away January 20th at age 93 and, having grown up in the Great Depression with memories of standing in the soup lines, she could not bring herself to throw anything away.

If anyone needs to reach me and can't get me on my cell, e-mail me at clydedt@centurylink.net. Hope to see many of you this summer. Be safe and God Bless.

Clyde Brummett, SC Regional Director

From Larry Voris, Director-at-Large

Carrie Jo says it is time for another newsletter. It has been a strange winter here in the Midwest. About all I have done this winter is look out the window. If I didn’t need to go out, I stayed inside where it was warm.

My brother and I are working on overhauling a Massey Pony and Allis G. Both have Continental N62 engines. We tore them down and threw all the parts in one pile. I have been told several things about overhauling one of these engines. The piston and rod assembly will not come out the top. The rod cap is too big to come up through a 2-3/8 inch hole. But you turn the crank, and the rod will drop out the

bottom. The hole is tapered at the bottom so you can replace the piston with the rings in place. We haven't tried yet, but I think we can push the piston out the top and install the rings and use a ring compressor and go back down from the top. When we got the Pony torn down, I took a ring off the piston and slid it back down in the hole. There was about .080 ring end gape. The pistons were marked .020 on top. What we think, the last time it was over-hauled, they used standard rings. The bearings looked good. On the Pony, I had to jack it up and block in the middle so I could pull the front axle pin out and get the brace out of the way to pull the pan. On the back 3 pan bolts, you have to use a wobble socket. The Cub Farmall is almost the same way on the back 3 bolts. I'll be able to tell you more in the next newsletter.

As Dick mentioned in his article and I will cover it again. The branch number is very important. If you call me with a problem or information, all I want to know is your branch number and city and state. Ex. Branch 37, Gentry, AR. I don't care what you call your club. The web site gives the address of the president of the branch and this may not be the city and state of your home show. All clubs should set up like this for example, Tired Iron of the Ozarks, dba EDGETA Branch 37, Gentry, AR. If Clyde calls me and says this is Tired Iron of the Ozarks, I don't have a clue where he is, but if he calls and says, This is Clyde Brummett, Branch 37, Gentry, AR, I know immediately where he is coming from and, if I'm at home, I will have you pulled up on the EDGETA web site real quickly.

A quick mention about the web site. We have a new web master coming on line April first. We're going to twist his arm and see if we can't make some of the forms for officers etc. a little more user friendly. I hear more complaints about having to re-enter the same information every year if there are no changes in officers or directors, but it seems in today's society that people change their email addresses, phone numbers and even they move every time they change socks. We need correct information on every member. If you use a mailing service and their bulk permit for about 25 cents per piece, and it comes back you pay the postman 48 cents to get it back, I just mailed 272 letters out and got 8 back 5 days later for wrong address. Enough for now, Let's all have a happy and safe show season.

Larry Voris, Director-at-Large



EDGETA.com

Utilize our website for information in all areas.

Carrie Jo Parmley, Secretary/Treas./Ed.

Memberships have been coming in very well since early March. However, many branches have still not submitted any membership list or dues. Please get those to me as quickly as possible, as the new memberships start April 15.

To those of you who routinely and accurately (and timely) send your new membership lists along with the check, or e-mail your new member list and mail checks, thanks so much. It takes time and effort to do those things well. You are to be commended.

Also, to those of you who submit memberships, please be sure that you send a list of **ONLY** the members you are paying for with the check included in the package. The names must be clearly defined if they are to be paid for with the check you enclose. Please do not send a lengthy list of names and think I'll be able to sort them out by paid, not paid, new members, renewing members, complete listing of potential membership—all in one long spread sheet list. With almost 12,000 members, I'm not able to take a long list of names and go through and try to figure out who is being paid for. We want your information to be accurate so that EDGETA can assist you quickly at any moment you may need our assistance.

Please welcome New Branch 241 – CA.

*******Reminder:**

1. If you need membership cards, please let me know exactly how many you need. We do not keep a large extra inventory of cards, but are happy to send the supplies that you need for current memberships.
2. This newsletter is posted on our EDGETA.com website for access by anyone. Please feel free to go the website and seek

any information that you might need. There is a lot of useful information posted on the site.

3. You must go to the EDGETA.com website and update your officers and directors at the beginning of each year, even if they do not change from the prior year. This must be done for the D&O Liability Insurance. Click on the blue "Update Officers" tab. If the officer is the same, you may enter "same as last year" instead of having to enter the entire information again. Then click "Submit."
4. Always include your Branch # on all correspondence including e-mail and checks. That is the way we identify your organization—not by name.



➔ **Reminders** ➔

Since our last publication, there have been some changes in Branch Numbers hosting the Regional Shows and in dates and locations. Please note the latest information below. We certainly are looking forward to seeing some of you at the National Meeting in Lewistown, Montana in June this summer.

Regional Shows & Meetings

*North West Regional Show—July 19-20
Host Branch 36, Carnation, WA*

*South West Regional Show—Jan.17-19
Host Branch 206, Wellton, AZ*

*North Central Regional Show—June 28
Host Branch 107, Emporia, KS*

*South Central Regional Show—April 26
Host Branch 161—Perry, OK*

*North East Regional Show—Oct. 11-12
Host Branch 103—Berlin Heights, OH*

*South East Regional Show—May 30-31
Host Branch 211—Summerdale, AL
(Baldwin County)*

See EDGETA.com for details for shows



The positions for Northwest Regional Director and Southwest Regional Director are open for re-election this year. Since no applications or resumes were received for those positions except from the current directors in the Northwest and Southwest Regions, the positions will be uncontested.

Hopefully this information will address some of your questions. If you have others, I'll be glad to assist you.

Also, as of April 1, we will have a new webmaster. As George stated, please be patient with us as we make the transition. We will do all that we can to have service uninterrupted.

**Carrie Jo Parmley, Secretary/Treas./
Editor**

**⇒ IMPORTANT INFORMATION ⇒
2014**

***Annual National EDGETA
Show & Meeting – June 14-15
Branch 51
Lewistown, MT***

2014 DUES ARE \$12 PER MEMBER