PRESIDENT’S MESSAGE

As most of you know the Officers and Board members are responsible for running the club. When we make a decision we must look at all the facts; also we must make sure that the safety rules that the National has set in place are followed.

At the Board meeting in May we had to make a hard decision; “In the future should we actively participate in Rio Linda Farm Days or not.” I report with a heavy heart that a motion was made and approved by unanimous vote that we no longer actively participate at the Farm Days. Rio Linda has one of the nicest places in the area to hold an event such as ours, but we had to look at what price are we willing to continue with the show. We had two years of problems at Rio Linda which Branch 13 had no control over. So rather than take a chance and putting the National and Branch 13 in the place where we could be sued we decided not to actively participate next year.

I know that all of the Officers and Board members try their very best and have the clubs best interest in mind at all times. What really troubles me is when a club member doesn’t get what he or she wants the first thing I hear is “I quit. I will go to some other branch”. If the person would really care about the Club, he or she would get the courage to get on the Board and help make the decisions and not put their tail between their legs and run. Every year in September we set up a nominating committee to look for new candidates that are willing to run for offices and positions on the Board. The committee will spend a lot of time making phone calls and talking to people begging them to run for a position and most of the time the answer is NO. This year I will advise the Committee not to make any calls; we will wait for members to volunteer to run for an Office or position on the Board.

I truly hope that we can get this behind us and get on with the task of building Branch 13 into one of the best clubs in the area. I know that someone can step up and get the job done.

I hope that the rest of the show season can be cheerful and a great experience for all involved.

President LeRoy Diede

Visit our website at www.branch13edgeta.com
**BRANCH 13 CALENDAR OF EVENTS**

*All EDGE & TA members, including Branch 13 members, must show a current membership card to be able to exhibit at any Branch 13 function. This is for insurance purposes. Please don’t forget your card!* 

**First Wed of Each Month**  
Monthly Breakfast at Coco’s Restaurant  
Madison Ave at Sunrise Blvd, Citrus Heights, Ca  
Ken Green 916-782-2759  
kgreen@surewest.net

**First Monday of Each Month**  
Monthly Breakfast at Denny’s Restaurant  
Hwy 49 north from Auburn towards Grass Valley  
Exit Hwy 49 N from I/80 Auburn, Ca  
Bob Currie 530-333-1028  
tracturs@gmail.com

**July 27-29, 2012**  
Fortuna Redwood Auto Expo  
Fortuna, Ca  
Richard Blodgett 916-735-9838  
richblodgett@ymail.com

**July 26-29, 2012**  
Branch 13 Amador County Fair Gasup  
Plymouth, Ca  
Marty Brietmeyer 775-722-2236

**Aug 18-19, 2012**  
Branch 132 Carson Valley Gasup  
Valley View Ranch, Minden, Nv  
Kip Hansen 208-731-3324

**Aug 18-19, 2012**  
National EDGETA Show Host Branch 29 Montana State Ag Research Ctr  
Huntley, Montana  
Ken Amann 406-652-5973  
pgramley@bresnan.net

**Oct 5-7, 2012**  
Branch 13 McFarland Ranch Gasup  
Galt, Ca  
Julie Alvey 209-748-2800  
julienron@softcom.net

**Oct 20-21, 2012**  
SW Regional EDGETA Show Host Branch 134  
Cedar City, Utah  
Richard Cleland 530-662-3560  
wincrengines@live.com

**Oct 27-28, 2012**  
Branch13 Swap Meet, Yolo County Fairgrounds  
Woodland, Ca  
Frank Vantacich 916-652-9397  
rustymetal@sbcglobal.net

**Nov 21, 2012**  
Loomis Basin Thanksgiving Parade  
Loomis, Ca

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**New Members**  
Bert Morgan-Sacramento  
Ken Ash-Sacramento  
Bob Bastian-Rio Linda  
Bailey Cowan-Rio Linda  
Kayla Green-Rio Linda  
Selena Howard-Sacramento  
Steven Leavell-Sacramento  
Eric Malan-Rio Linda  
Steve Shields-Rio Linda  
Jennifer Silva-Sacramento  
Jacob Speakman-Rio Linda  
Don Tomlinson-Brown Valley  
Jose Vallejo-Sacramento  
Linda and Richard Van Derostyne-Galt  
Marinell and Glen Walder-Granite Bay  
Dave Yost-Applegate

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**Please see website for additional events of interest.**

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Branch 13’s completed Lawn and Garden weight transfer sled. Will be at McFarland Gasup. Bring your pullers!
**March ‘12 Board Meeting**

Our March Board Meeting started just a little late with all members eventually making it. VP Richard Blodgett was serving his 3rd day doing his civic duty by serving on jury duty.

Guests tonight were Rita Bocskai and Charla Hardesty.

The meeting began as usual with the reading of the minutes, corrections made and approved. Membership chairperson Kim Blodgett reports we have 175 members signed up already this year, considerably more than usual at this time of year, and the board felt it is the result of sending the renewal notices out with the annual meeting notice. Kim also stated that so many had simply sent their checks in prior to the meeting that it made it very easy for her to handle the few that waited until the actual meeting. We will be doing this again next year, lest we forget.

Treasurer Nancy Pearson reports we had a balance on 2/21/12 of $6539 and an ending balance on 3/20/12 of $3966. Biggest expense this month was for the Annual Meeting and the Chugger. As usual, for an itemized report, feel free to contact Nancy.

Old business began with our new plow day on 4/14/12 in Pleasant Grove. We approved a $200 budget for outhouses and hot dog lunch. There is room for engines to be displayed and a couple of extra tractors and plows for those interested in playing in the dirt. This is the first time for our branch to sponsor this event although it has been running for the last couple of years by Scheidel’s, owners of this farm in conjunction with the Woodland Branch 158.

Rio Linda Gas Up, to be held May 18-19, 2012 this year under our new show director Allan Avery was discussed. The board approved a budget of $800, same as last year. Allan will be looking for lots of help to make this a great show. We have again in working closely with the Rio Linda/Elverta Historical Society, taken over the running and sanctioning of this event. We have had to exclude the horses from the show as our insurance does not provide liability coverage for them. All tractors and engines owners will have to belong to an EDGETA Branch, and all EDGETA show rules will apply. Safety and obeying all rules will be the responsibility of every member. We got to keep the Tower’s weight transfer sled at Rio Linda until after the event, at which time, some one will have to transport it back to Mc Farland.

Grass Valley Gas Up will be June 2-3, 2012 at a highly discounted rate of $300 rent plus $125 for trash. At this point we are asking for lots of member participation as we will be doing some heavy local advertising in an attempt to get the locals out to see our displays. The board will be working very hard at hoping and praying that the members and visitors attendance is worthwhile for all concerned. You all can help make this a successful and fun event. Bring your stuff, President LeRoy promises you’ll enjoy it.

New business began with a discussion of our store trailer and a budget of $225 for paint and material was approved with the hopes that the job will be completed by our Rio Linda Gas Up.

Additionally the decals already purchased will be put on each side of the trailer.

The inventory will be itemized and a decision to add to our stock will be made via emailing as we cannot wait until next board meeting to make decision and get order placed and goods delivered by our first show. A work day to help sand and clean is set for April 28-29, at Richard and Kim Blodgett’s home to prep the trailer for Richard’s painting it.

Julie Alvey announced that the Galt Tractor Supply has asked us to participate in a sales day on May 26th. This is a static one day for just a few hours to show your tractors and run your engines.

Announcements amounted to making us aware of a calendar correction for the Fortuna show to July 27-29, 2012, and a request to follow up with Dick Tombrink our National EDGE&TA insurance advisor regarding using our flat bed trailers for hay rides during our shows.

Our next board meeting will be April 26, 2012, 6PM at the same place Denny’s at the corner of Sunrise and Greenback.

Dick Tombrink has responded and states as long as the trailers are set up under the National’s requirements, ie sideboards, walkie talksie between driver and member riding on trailer etc. and he wants a picture of the trailer with tractor pulling it.

The garden tractor pull sled will be ready for Rio Linda, so be sure you come prepared compete in the big Pull Off.

**April ‘12 Board Meeting**

April 26, 2012 board meeting began promptly 15 minutes late, awaiting a couple of members that called to say they would be late. Eight members were in attendance with guests Vicky (Julie Alveys sister), Charla Hardesty and Kristen Blodgett. The minutes from previous meeting were read, clarified and approved. Correspondence read, treasurer’s report given, with beginning balance on March 20, 2012 of $3966 and 4/24th balance of $5390. Membership chairperson Kim Blodgett reports we now have 201 members signed up. Billing our past years members with the annual meeting notice seems to have been very successful.

Old business began with the upcoming plow day on May 12th and as we had approved the budget earlier for the cancelled date, we simply left it the same.

Next item on the agenda was Rio Linda Gasup and Allan presented current status, then laid the bomb on us that the Historical Society had invited the draft horse club

Continued Page 4
Continued from Page 3
for plowing and entertaining the crowd. Apparently when they asked us to handle this event several months ago, they seemed to conveniently forget the rules we stated where we needed to comply with our National EDGE&ETA rules, including no horses and all participants needing to be EDGE ETA members. Allan will be doing more meetings with the Historical Board prior to our event.

LeRoy is sending in the contract for Grass Valley, and we approved a budget, discussed providing hay rides, and offer Pedal tractor pulling, with sled being loaned to us by Rod Hisken.

Richard Blodgett discussed our store trailer and a work date to sand, clean and prepare for paint on May 15th. Any and all help will be appreciated.

Mary Garrison was absent so the only talk on advertising is that we will have some radio ads in Grass Valley for that show. Rod Hisken will help LeRoy handle this.

Julie reports that the Galt Tractor Supply date is now set for May 26th. This is a quick, static show and that Tractor Supply will have some incentives for our participation.

LeRoy mentioned the 4/28/12 Smartsville Pioneer Day where he will be a part of a hay ride event and states the promoters of this event will allow some hit and miss engine space. Contact LeRoy for any questions.

New business began with the notice that Frank Vantacich is retiring from the July 4th parade. Due to the short notice from Frank, all retirement benefits were denied. Erwin Graves will be taking over as director of this event, and Jim and Dorothy Blodgett have indicated they are willing to have the after parade picnic at their home.

Lee Hardesty said he will have the sign made for this years raffle engine. This has been completed at a cost of $37.50, and LeRoy has the sign.

Gibson Ranch in North Highlands, another Sacramento County Park is asking us to put on an event in their park. We may consider this location vs Rio Linda for next year.

Roseville Speedway mentioned they might like to have 5 or 6 tractors carry the flag around the track at the beginning of a race day sometime in the future. Lee Hardesty will bring it before the board if a request is actually made. Just something to think or hope for.

Announcements deal with health news of members I’ve heard about. While not confirmed I heard that Joe Garcia is not doing very well at this time. Elia Kilpatrick has had her back surgery and is home now going through the recovery process. Dorothy Blodgett is home and getting along. Had some vertigo recently that turns out to be allergy related. Lastly, William Reil admitted to Sutter General Hospital Friday May 11 for emergency heart surgery. Had two stents inserted.

Please keep these and all our members in your thoughts and prayers and keep the cards, letters and calls coming.

The next board meeting will be May 24th, same time and place, and meeting was adjourned at 7:38PM.

Our plow day went very well last Saturday with several tractors and plow masters doing their thing to that field. Coffee and donuts served for breakfast, and a beautiful lunch served by Branch 13 and overwhelmed by the Schiedel family. See the Richard Davis and Howard Hatches photos on our website.

June ‘12 Board Meeting
The meeting began at 6:15PM awaiting late members. In attendance were President LeRoy, Secretary/Treasure Nancy, Vice President Richard, Membership Chairperson Kim, Editor Lee and wife Charla, Board Member Laszlo and wife Rita. Absent but not forgotten, Odes, Mary, Julie and Allan.

The minutes were read and accepted. There was no correspondence. The treasurer reported we had a beginning balance May 22, 2012 of $4194 and June 15th balance of $4790. Current total membership is 252, somewhat ahead of last year.

Old business began with a favorable report of our Grass Valley Gasup. Look for complete report in separate article in this issue. The shocker was the resignation of Show Director LeRoy, but true to form, he is fairly sure he has a new director almost volunteering.

Next item on the agenda was the approval of a $700 budget for restocking our store trailer to have inventory for Amador County Fair.

The Gibson Ranch and Roseville Speedway topics were tabled.

July 4th, Carmichael Parade and potluck at the Blodgett’s was thoroughly discussed. All seems to be at the ready.

Last piece of old business was a discussion of the Amador County Fair and Director Richard Blodgett has been busy making all necessary preparation. The Board also approved $100 to obtain signs and other miscellaneous items necessary.

New business began with a brief discussion of the need to have minors and their parents sign a waiver of liability, assumption of risk and indemnity agreement to pull our weight transfer sled. Our National Club makes this suggestion, but doesn’t provide a sample. I’ve created a copy of an agreement from samples on the internet. Will follow up with this topic.

Next we’ve learned that the Rio Linda Historical Society has agreed to get John Tower’s sled back to Mc Farland Ranch. Needed someone to meet the sled there to show driver where to stick it. Ron and Julie Alvey said they would handle that part of it.

Our annual meeting will be held at the Elk’s Lodge in Shingle Springs on February 23rd, 2013 at 4 PM. Same menu of Pasta for the same $16.50 each per person and no charge for the building if we get 100 members to attend. More information to follow as it is developed.

Next new business was the discussion of our show buttons. We have to order 100 for each show but recently have only been selling 35 at each event.

Do we want to continue buying buttons?

Last item on the agenda was a brief discussion of the Butte County Fair. This years fair is about the 23rd of August. We’ve been invited to attend and understand someone will take a look this year and report back to the Board.

With no further announcements, the meeting was adjourned.

Next meeting will be July 19, 2012.
The story begins in November 1884 with the birth of Harry Ferguson in County Down, Northern Ireland. One of eleven children, he was raised on a 100 acre farm where he learned to appreciate the drudgery of manual work needed to accomplish the farming task. Harry left the farm at age 17 and because he had become quite skilled at mechanical and technical work, he joined his brother who was already operating a repair shop for bicycles and cars. Harry’s skills helped to firmly establish the shop and increase business.

One of Harry Ferguson’s first interests was motorcycle racing and he became quite accomplished at the sport. Much of his success was due to his ability to make his machine perform at top notch level. Also, he discovered that the advertising value of winning was not to be overlooked.

His next interest was aviation and he decided to build his own airplane. This was in 1908 when aviation was just getting started but by December 1909 Harry had designed, built and flown his own airplane. In fact, it was the first airplane flown in Ireland. Harry built several more aircraft and flew many more times including a crash here and there.

In 1911, Harry left his brother’s garage and opened his own shop in Belfast. WWI highlighted the need for agriculture and Harry, remembering the drudgery of his youth, decided to enter the agriculture machinery business to see if he could improve the process. He started out by becoming the dealer, in Ireland, for the Waterloo Boy tractor, made in Waterloo, Iowa. It was called the Overtime tractor and of course the weight of the tractor provided all the traction though a successful tractor, the farmers of Ireland did not quite understand tractor operation. Harry was appointed by the Irish Board of Agriculture to tour Ireland to see if mechanical farming could be improved. By doing this Harry was able to see several different tractors in operation and made some observations which were key to his subsequent design.

**OBSERVATIONS**

First, it was clear that you couldn’t depend on the weight of the tractor to supply sufficient traction. Second, it made a difference how the plow was connected to the tractor. He designed and built a plow, which he designated the Belfast plow, to connect underneath the tractor and ahead of the axle. This was to be a lasting design for what became the Ferguson System. Before this design, plows were connected to the drawbar of the of the tractor and of course the weight of the tractor provided all the traction. The Belfast plow pulled down on the tractor to aid in traction. In addition, the danger of the tractor flipping over backwards when an obstruction was encountered was alleviated by hooking the plow up underneath the tractor. A number of farmers had been killed by their tractors when the flip-over occurred, both in Ireland and the USA.

**NEW HITCH LEADS TO NEW TRACTOR**

Ferguson engaged the Sherman brothers of Evansville, N.Y. to build the plow for the Fordson tractor manufactured by Henry Ford. Although this was a successful arrangement, Ferguson continued the design process and came up with the three-point hitch system with hydraulic control. The only problem was that there was no tractor being built to handle the new concept. It became clear to Ferguson that a new tractor was needed. The result was the Black Tractor that he built to demonstrate the Ferguson System. It proved to be very successful and he went on to engage the David Brown Tractor Company, of England, to build the tractor. (The Black Tractor is currently displayed in the Science Museum in London.)

The new tractor was called the Ferguson Type A and was painted battleship grey. It did carry a small emblem noting that the tractor was built by the David Brown Company. Public demonstrations began in 1936 and the tractor was soon in heavy demand. Demand was great but sales did not correspond, primarily because of the tractor’s cost. Even though the tractor could outperform much heavier tractors, the cost was enough higher that it became a barrier to sales. In addition, David Brown wanted to make changes to the tractor that was not wanted by Ferguson, causing a rift between the two companies.

**HARRY FERGUSON AND HENRY FORD**

Ferguson went to see Henry Ford, who had stopped making Fordson tractors in the USA, and broached him with a proposition. The resulting handshake agreement between Henry Ford and Harry Ferguson began an era of tractor manufacturing unknown before then. Ford would build the new tractor and Ferguson would market the tractors. The tractor would be designated as a Ford but would also carry the emblem of the Ferguson System and be painted standard battleship grey. The new tractor was
named the Ford 9N. The 9 indicated the year 1939 when the tractor was introduced and the N was a Ford designation for “tractor.”

Ferguson assumed that the new Ford tractor would also be produced in England and would replace the Fordson that was still being manufactured. That wasn’t to be the case so Ferguson engaged the Standard Motor Company to manufacture the new tractor. It was designated the Ferguson TE and became a very popular tractor in England eventually outselling the older redesigned Fordson. WWII caused the 9N to be redesigned to accommodate the lack of tires, electrical parts, etc. that were needed for the war effort. The new tractor was designated the 2N. In 1946, after the end of WWII, Henry Ford II took over the Ford Company and noted that the 9N/2N was a money loser and initially tried to renegotiate the handshake agreement. The attempt failed and Ferguson was eliminated from the Ford tractor business. Ford went on to produce the 8N Ford tractor complete with the Ferguson System even though Ferguson did not authorize Ford to use the system. Ferguson ended up suing Ford for the unauthorized use of the system and ultimately prevailed even though the settlement figure was much less than the original demand.

THE START OF

MASSEY FERGUSON

Ferguson established a new manufacturing plant in Detroit, Michigan to manufacture his TE tractor. He designated this tractor to be the TO which indicated tractor overseas. While the plant was being set up the TE 20 was shipped to the USA so that the Ferguson marketing system had a product to sell. The Ferguson TO 20’s and 30’s had the unfortunate timing to enter the USA market after the Korean War when agriculture sales were down.

The American company was facing several problems and to everyone’s surprise Ferguson decided to sell his company to Massey Harris. The arrangement was made in 1953. The new company was called Massey Harris Ferguson but was later changed to Massey Ferguson.

Ferguson was given authority over tractor design but soon ran into conflicts with Massey Harris engineers. Ferguson wanted to build bigger tractors like he was doing in England but the Massey Harris engineers disagreed. The following five years involved a lot of conflict and resulted in Ferguson resigning from the company and selling his stock holdings. Ferguson returned to England to continue work on his larger tractor including some edge of technology improvements such as limited slip differential and torque converters. However, before he could proceed his health failed and he passed away in 1960.

Back in the USA, it quickly became apparent that the two company system originally set up was not going to work. The company had to merge with one line of equipment offered to the customer. The mainline Massey Harris tractors were discontinued and the Ferguson TO35 became the foundation for the Massey Ferguson line. This designation was changed to Massey Harris 50 along with some upgrades and was later changed to the MF 35. Next was the MF 65 with the Perkins diesel engine. These two tractors filled the small to medium size tractor market; but Ferguson proved to be right when he suggested the company should build larger tractors. MF was without the larger tractor and was again forced to buy in outside tractors and call them MF’s. Minneapolis Moline supplied two large tractors that were called the MF 95 and MF 97. Five hundred Oliver tractors were bought and were called the MF 98. MF finally built its own large tractor called the Super 90 and ended the practice of buying in outside tractors.

THE 60’S AND LATER YEARS

The early 1960’s was a confusing time for MF but by 1965 they had designed and built the DX program designed tractors. The tractors were designated the MF 135, MF 150 and the MF 165 for medium size tractors and the MF 175, 1100/1130 for large over 100 hp tractors. Their largest was the MF 1505 and the MF 1805 caterpillar powered 175/195 HP tractors. They also began building articulated four wheel drive tractors of the large size designated the MF 1200 and 1250.

Massey Ferguson continued to acquire overseas companies including Perkins Diesel, Rolls Royce Diesel Engine, Landini Tractor of Italy and eventually became the world’s largest agriculture manufacturer. The 1980’s and 1990’s proved to be struggling years for Massey Ferguson with numerous organization changes and an amazing array of different models of tractors. Finally, in 1994, AGCO of Duluth, Georgia bought the MF Company and has continued the company under the MF banner. MF will continue to be a world supplier of agriculture equipment.
Combs Tool Corner

Darrell Combs

O.E. Jones Cutting Tool

This month's tool, an electrical cable insulation cutter, is kind of a strange bird but quite well made and shows the typical “make-do” by modification of the WWII period. The modification involved, was not all that great and by using an existing tool as a basis, production cost was kept low.

The drawings are quite clear, by depressing #30, the knife #27 can be raised out of its keeper slot and turned 90 degrees to allow circumferential or longitudinal slicing of the cable covering. The standard Vise-Grip adjustment accommodates all cable diameters within the tool's size range. Threaded bushing #24, with its hex head #29, is used to finely adjust the depth of cut of knife #27. Handle #13 aids in tool control during the cutting process.

Figure 3 shows the cable covering “C” being sliced longitudinally. Figure 5 shows possible jaw adoptions for different types of cable. #12 is shaped as shown and is about 1” long being the cable support on jaw #11.

My example was found at Denio’s flea market and is a later model or possible the actual production model after changes were made to allow for manufacturing shortcuts as there are several minor differences. It also has brass jaws and handle #13 is an elongated loop. I don’t know how prevalent these are but this is the only one I have seen.

Until next time, have a safe and fun summer, Darrell

Carmichael July 4th Parade

Lee Hardesty

What a great day we had out celebrating the greatest country’s birthday. The day started early for us with a terrific pancake breakfast put on by the local Kiwanis Club, with a little music, lots of people checking out our tractors parked on the lawn in the shade. It was a little hard leaving there knowing we were headed to the beginning of the parade and having to sit in the sun for a spell awaiting our turn to go, but as luck would have it, the weather was pretty favorable for July, and after only a brief period, the group to leave early in the parade left the shade of the drug store and we moved into their spot where we patiently awaited our turn to go.

We were thinking there might have been fewer entrants in the parade, but the number of people lining the streets, waving our flag and shouting patriotic words of encouragement put a lump in our throats. The crowd loved our old tractors and especially Ted Weber and Red Hughes’ tractor pulling the engine and washing tub full of soap bubbles. Bob Hind’s loud John Deere G also brought applause when he revved it up.

I had a politician’s wagon full of a neighbor’s family, one of whom commented he wasn’t much into parades, but had such a good time, thought this was his best July 4th’s ever. He has already signed up to ride next year.

The day ended up with a potluck BBQ at Jim and Dorothy Blodgett’s home. We enjoyed a tour of Jim’s garage and stuff. The swimming pool was available and the backyard is shaded by a huge Modesto Ash and other trees. A beautiful idyllic setting for dinner. Thanks Jim and Dorothy and your family for doing so much to make it a great way to ring in the 4th.

On a sad note, a member Allan Avery, who wishes to remain anonymous, and will only be identified as Mr. A in the balance of this article, reported to the California Highway Patrol, the theft of his car from the parking lot at the beginning of the parade. After the chiding Mr. A with things like was it towed(?) and several other questionable theories, he received a call that it had been recovered and would he come and get it as it didn’t seem to be damaged in any way. Mr. A was slow to say much but accepted a ride to meet the sheriff’s officer who found the vehicle.

Mr. A had me drive him to Carmichael Park where we had breakfast and low and behold, there was his car, the only one in the parking lot, exactly where he’d parked it that morning. He had caught a ride on a trailer towed by member Lon Chaney with his family to the beginning of the parade. The deputy was asking for his identification while we all laughed particularly when Mr. A asked if this happened a lot. The officer said no. I’m not sure how Mr. A beat me back to the BBQ but think he wanted to be there to defend himself from whatever I might say!
Amador Saw Mill Association (ASMA)

The Steam Power Expo. June 9th & 10th, 2012 was not only a fun time for us, but we received a nice review in the local media, received some donations and even recruited 1-2 possible new volunteers. Troy Bowers, CEO of the Amador Fair, was impressed with the exhibit and very appreciative of the effort by the ASMA volunteers in supporting the Fair.

We all know we didn’t just show up at the Fairgrounds and light a match. While we all get heads down in the sub-projects, we may not take time to think about the overall achievement and the work that went into it. Let me take a minute to review some of the prep work.

The new spark and cinder arrestor on the sawmill boiler is a success thanks to: Ron Edgar (design, CAD drawings, coordinate fabrication). D&M Contractors procurement, cutting & rolling the metal), Alan Hiatt for patiently welding the whole thing together. Wayne McCammond fabricated the cinder down draft tube. Wayne Gilbue lifted and set the arrestor with his truck crane. The five replacement boiler staybolts where machined in the restoration shop. Thanks to Tom Innes, Richard Coxe, Alex Sharp for the installation (Bill got a little dirty as well). The compressor and air tank worked well. Thanks to Richard Coxe for cleaning, prime, & painting the air tank. Ken McCoy & Steve Bishop modified a portable timber platform to mount the air tank on. A new safety valve was installed & the tank is permitted for a maximum of 85 psi. Joe Harralson and Cliff Carpenter for fabricating the mounting brackets and installing the Manzel lubricator for the compressor cylinder oiling.

The redwood model engine display table was completed. Thanks to: Rob Minarcin for the construction. Danny Jauch for supplying the stainless steel piping. The Steam Donkey’s feedwater tank was needlegunned to remove the rust inside by Richard Coxe. Richard also primed & painted the inside and outside of the tank Machinery gray. The new compressor enclosure looked terrific. Thanks to Ken McCoy & Steve Bishop (plywood paneling). Wayne McCammond (steel frame).

Thanks also to Wayne for fabricating & installing the drain collector manifolds (2) for the steam cylinders on the Donkey. Credit to Steve Bishop, Ken McCoy, & Ron Edgar for installing an additional bearing and support timber for the upper line shaft. Working with Bill on the copy, Austin Ford conducted an aggressive media communications program in four countries to get the word out to the public about the Steam Power Exposition. Some may have seen the front page photos and ½ page story in the Gold Mine newspaper. Another story and Activity Brief appeared in the Ledger-Dispatch. Arrangements were made for a pre-event interview for Bill on TSPN TV pre-show and for a taped interview at the event. Additionally, Bill was interviewed on Hometown Radio prior to the weekend. Austin’s co-ordination with the “Celebrate Amador” publicity campaign was a boast to both organizations.

The Smith & Sayer bottle frame steam engine not only ran great but looked great. Our standard bright red & hunter green paint was applied by Phil Kreiss, Joe Harralson, Austin Ford, & Richard Coxe. Austin enjoyed painting the base machinery grey while Wayne worked underneath installing a drain pipe. Peace was maintained.

Ken McCoy & Steve Bishop made new guard rails on the sawmill to increase visitor safety and reduce need for volunteer vigilance. To direct visitors to our exhibits, the Ken/Steve team also made portable (and humorous) signs and were summarily harassed by Austin to place them in key strategic locations. Thanks to “Crazy Grandmother” for steering so many people from the entry area to our area…wouldn’t have worked without the signs.

The Saw Mill appeared to run flawlessly. Lots of thanks needed here to: The Boiler Gang: Tom Innes, Frank Tower, Michael Presson, Alex Sharp, Jake Agius, Mike Bispo, Ed Arata. The Engine Room Gang: (Bill of course), Phil Kreiss, Joe Harralson, The Saw Mill Team, John Tower in charge: Jerry Virtue, Austin, Wayne, Alan Langmuir, Jim Headd, Steve Bishop, Ken McCoy, Dave Bibby. The Steam Donkey, with a little maintenance help from Wayne, ran really well. Thanks to Tom Innes and Richard Coxe.

Ken and Austin, with input from Bill and others, initiated a ‘docent’ program. Visitors were approached, welcomed and given a walk-around tour that, of course, ended up near the new whimsical collection boxes crafted by Ken & Steve. Ken & Austin agree that the approach worked and hope to expand it for the Fair. Cathy Coulter, Ken, Steve and Austin organized and set up the poster display for the exposition. For what it’s worth, this is a pretty professional presentation tool that we can make more use of. Calaveras Telephone donated the use of their Kenworth truck to move the Steam Donkey to the Exposition. Thanks to: John Tower who took time off his busy hay bailing season to drive the truck A special thanks for Dick Hansen for helping all over the place.

A thanks to: Mike Walker for bringing his two cylinder marine steam engine and running it on steam piped from the donkey boiler. Jerry Virtue for bringing two small steam engines for display and which were operated with compresses air on the new redwood model table. Phil Kreiss for bringing his scratch built quarter scale mining ore car and displaying it near the steam donkey. Alan Langmuir for constructing a smaller but sturdy display table on which the mining ore car was displayed. The volunteers are very much appreciated for their dedication and hard work to see that the Exposition was a success.

Please excuse my unintended omission if I forgot to give credit to someone. We don’t talk about it much but the budget for the sawmill, steam donkey, antique machine tool restoration and the ASMA insurance and inspection permit costs, etc., is an annual struggle. At times, we generate small revenue through the sale of hats, sell scrap metal from donated junk, selling castings made from ASMA patterns, grants, one time beneficiaries. This revenue is sporadic and not predictable. We also receive small donations from two employee payroll deduction plans for community charities. All of these sources help meet the ongoing expenses of keeping history alive.

We are however, dependent on contributions of cash and non-cash goods from the public and personal benefactors. And you, the volunteers, are remarkable. You are not only generous with cash donations, but thanklessly donate considerable time and labor, material, administrative assistance and even help to offset transportation costs. A big thank you to every one of you for this.

Amador Sawmill & Mining Association
P. O. Box 1062
Plymouth, CA 95669
APPLICATION FOR NEW OR RENEWAL MEMBERSHIP

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For Sale: two old Briggs Stratton engines and extra parts. Contact John Paur 530-677-3937 or johnjanpaur@directcon.net

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President LeRoy has all the information and applications.
Branch 13, one of the largest branches in EDGE&TA, was founded in 1971 in Sacramento, CA. We pride ourselves on being among the best, with an annual show schedule that offers many activities, various locations, and opportunities for our active members. Our branch newsletter, "The Chugger," published three times annually, is very informative, highly regarded, and is also available to nonmembers.

An application for membership must be completed and may be obtained at any of our events, or by contacting our Membership Director, Kim Blodgett. Annual membership is good through April 15th of each year. Individual dues for principal members are $25.00 per year which includes National membership and insurance. Dues for auxiliary (family) members or dual membership with another branch are $17.00 each per year. For newsletter-only subscriptions, please send a check or money order for $12.00 to the Membership Director and indicate your purpose.

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