



**MAGS Officers**

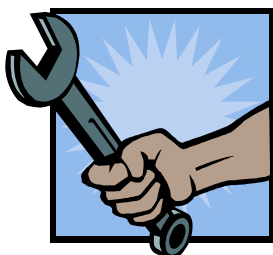
- Bruce Gilbert - President  
Gilbert Driveline
- Terri Holland-Rich - Vice President  
Sanel Heavy Duty
- Richard Stelmach - Secretary  
Stelmach
- Wayne Peasley - Treasurer  
Peasley Safety Consulting

**MAGS Directors**

- Mert Perkins  
Past President
- Ken Anderson  
Anderson Transportation
- Michael Cote  
Yankee Trucks
- Mike Pettingill  
Fleet Ready
- Jack Fredericks  
Brookline Machine
- Jim Joyal  
JMJ Transportation Technical Serv.
- Skip Rich  
SR & Son Mobile Services
- Bruce Crawford  
Young Furniture
- Gene Trevena  
East Coast Utilities

**Inside This Issue**

- CAT History continued.....2
- Members Suggestions Wanted...2
- MAGS Membership App.....3
- MAGS Photos.....4
- MAGS Corporate Members.....5



**MAGS Annual Memberships are now due!**

# Maintain!

**Next Meeting - February 14, 2007 at the Cat N' Fiddle Restaurant**

## **Next Meeting!-**



**February 14, 2007 - Ron Rakich from Milton Cat will give a presentation on emissions for Caterpillar engines.**

**A little History about CAT -** Caterpillar grew out of the 1925 consolidation of two California agricultural equipment manufacturers, Holt Manufacturing Company of Stockton, California and the C. L. Best Gas Traction Company of San Leandro, California. But the story starts much earlier. The president of Holt Manufacturing Company, Benjamin Holt, entered the twentieth century producing a variety of agricultural equipment. This equipment included combine harvesters and the steam traction engines designed to pull them through the fields. The extremely heavy steam traction engines, sometimes weighing 1,000 lbs per horsepower, often sank in the rich, soft earth of the San Joaquin valley, presenting a seemingly insolvable problem.

Enormous wheels were tried in an unworkable effort to lower the ground pressure enough to keep these cast iron behemoths from sinking. The solution came on November 24th, 1904 when Benjamin Holt tested the first practical crawler tractor. He removed the rear drive wheels from a 40 horsepower Holt Junior Road Engine Number 77 and replaced them with a pair of tracks nine feet long and two feet wide. Benjamin Holt was a compulsive tinkerer who could spend hours in his shops trying out his latest ideas. The development of the first Holt crawler tractor was the culmination of several years of work on the part of not only the Holt staff, but also on the part of Benjamin Holt himself.

In 1908, Holt introduced gasoline power for his tiller wheel crawlers. The Holt Company manufactured their own gasoline engines at the original "engine division," the Aurora Engine Company, (named after Aurora Street in Stockton where it was located), a subsidiary company set up for that purpose. The gasoline engines offered a great improvement over steam in both the power-to-weight ratio and in a reduction in the manpower required to operate the tractor. The steam engines of the day often required a crew of seven, one of which had to be a highly skilled, and paid, licensed "farm engineer." *(Continued on Page 2)*

*The Maintenance Association of the Granite State (MAGS) is an organization dedicated to the education of vehicle maintenance personnel, whether they are technicians, parts professionals or managers. We meet regularly for education and networking with others in our chosen field. Meetings are usually held in Concord but, are also held at vendors and members facilities. We invite you to join us by attending a meeting to see if we can help you improve your skills or make your job easier and more enjoyable. Call 1-877-525-3581 for a MAGS application.*

# Join MAGS Today!

## See Page 3 for the Application.

*Please call our Treasurer, Wayne Peasley by February 9th with your reservations for the meal at 1-877-525-3581 (anytime).*

**If you would like to receive the MAINTAIN! newsletter via email (PDF format, in color), please provide us with your email address. You'll need Adobe® Reader, available free for download on the internet.**



*(From Page 1)*

The engineer would rise in the middle of the night to start the fire in the boiler to get up steam by first light. The traction engine boiler had an insatiable appetite for water and either coal or wood to convert it to steam. The crew had to work all day just to keep it fed.

In 1910 the Stockton plant manager, Clarence Leo Best, left Holt to resurrect his father's old tractor company which had been bought by Holt in 1908. He called the reestablished company the C.L. Best Gas Traction Company. Much to the chagrin of Benjamin Holt, Best would introduce a crawler tractor in 1913 that was patterned after a Holt design. During the First World War, while Holt was busy filling large military orders, Best would concentrate on the domestic market for smaller agricultural tractors, gaining ground on Holt.

Daniel Best followed a business career similar in many ways to Benjamin Holt's. Daniel Best also got his start in agriculture by manufacturing portable grain cleaners. He eventually branched out into steam traction engines, combines and gasoline-powered wheel tractors. Although always smaller than Holt, Best kept up a spirited competition between them in the Western markets.

In 1910, Daniel's son, C. L. Best, left his job at Holt as San Leandro's plant manager



and resurrected a Best Tractor Company. It was this company, the C.L. Best Gas Traction Company, that merged with Holt Caterpillar in 1925 to become the Caterpillar Tractor Co. with C.L. Best as CEO, where he would remain until October of 1951.

As war swept through Europe in August of 1914, the phenomenal pulling power of crawler tractors attracted the attention of military men. Prior to the American entry into the war, thousands of crawler tractors were sold to the Allies. The Allies used the crawlers in place of horses to haul artillery. They were also used by the Quartermaster Corps of the belligerents to haul long trains of freight wagons over the unimproved dirt tracks behind the front. The Holt Crawler also provided the inspiration for the first tanks. Because of the similarity, many people ask if Caterpillar ever produced

tanks. Actually, the Holt Manufacturing Company did, they produced two. The first one was also the very first tank made in the United States.

In addition to tanks, Holt also produced the world's first self-propelled artillery. Holt's self-propelled 75 mm gun could travel at the unheard of speed of 28 miles per hour. The idea, however, was too radical and would not catch on until World War II. Finally, in 1925, Holt and Best merged, forming the Caterpillar Tractor Co. with C.L. Best as CEO.



**Look for details about the MAGS Scholarships in the next newsletter!**



## MAGS WANTS YOUR SUGGESTIONS...

The MAGS Board of Directors is looking for your recommendations for speakers, clinics, seminars or demonstrations for future meetings. Also, we're looking for articles and photos of interest to the MAGS membership. Please forward your articles, stories, information and photos to:

**MAGS  
P.O. Box 6492  
Manchester, NH 03108  
or  
E-mail: [wpeasley@safetruck.org](mailto:wpeasley@safetruck.org)**



Maintenance Association of the Granite State  
 P.O. Box 6492  
 Manchester, NH 03108

## Application for Membership

Fill-in your information below, check the type of membership and mail with your check to MAGS.

NAME:

COMPANY NAME:

ADDRESS:

CITY, STATE & ZIP:

(√) Check One	Description	Amount Due
	2007 Corporate Membership Dues	\$50.00
	2007 Individual Membership Dues	\$20.00

Please make your check payable to MAGS. Thank you. Your support of MAGS is appreciated.

### What you get with your Corporate Membership -

- **MAGS Newsletter**
- **Special Recognition at MAGS Events (Monthly meetings and training, etc.)**
- **Corporate Member Listing in MAGS Newsletter**
- **Bring a customer or employee to MAGS Meetings**
- **Certificate of Membership (suitable for framing)**
- **Advanced notice of Scholarship Opportunities**

### What you get with your Individual Membership -

- **MAGS Newsletter**
- **Bring a customer or employee to MAGS Meetings**
- **Certificate of Membership (suitable for framing)**
- **Advanced notice of Scholarship Opportunities**



*MAGS President Bruce Gilbert (right), presents Paul Hurley from Cummins Engine Company with a Certificate of Appreciation for his presentation to MAGS on Cummins engine emissions.*



*Paul Hurley (right), presents Jack Fredericks with a Cummins wall clock as the door prize at the January meeting of MAGS. Jack also won the 50/50 raffle (\$53.00).*

## **EOBR proposal now officially published**

The long-awaited proposed rule on the use of electronic on-board recorders (EOBRs) in commercial motor vehicles has now been published in the Federal Register. Under the proposed rule from the Federal Motor Carrier Safety Administration (FMCSA), truck and bus companies with a history of serious hours-of-service violations will be required to install EOBRs in all of their commercial vehicles for at least two years.

The rule, published on Thursday, January 18, 2007, also sets performance standards for EOBRs and offers incentives to encourage industry-wide use of the technology. "Perhaps the most important influence on improving road safety in the future rests with technology," said FMCSA Administrator John Hill. "By integrating smart technologies like on-board safety devices, we will improve safety in the trucking and motorcoach industries." Under the proposed regulations:

- Motor carriers that have demonstrated a history of serious noncompliance with the hours-of-service rules would be required to install EOBRs. If the rule were finalized today, this mandate would affect almost 1000 companies and more than 17,000 drivers.
- The FMCSA would provide incentives to motor carriers who voluntarily use EOBRs in their commercial motor vehicles (CMVs).
- New performance standards would be mandated for EOBRs installed in CMVs manufactured two years following the effective date of the final rule. In part, the standards would require the use of a location-tracking system, such as Global Positioning System (GPS) technology.

The proposed regulations are not expected to be finalized until mid-2008 or early 2009, Hill said.

## **Bad apples targeted**

The proposal would "focus on those companies who are most likely to be a safety hazard on the road," Hill said, by requiring mandatory EOBR installation in the vehicles of motor carriers that have demonstrated a history of serious noncompliance with the hours-of-service rules. This includes carriers that had a 10% or greater violation rate for certain hours-of-service regulations during each of two compliance reviews conducted within a two-year period. The violations include exceeding the hours-of-service limits, falsifying records of duty status, and failing to make or maintain records of duty status. Companies and owner-operators that refuse to comply with the mandate will be prohibited from operating in interstate commerce.

## **Industry response**

Initial reaction to the proposed rules was mixed. The Teamsters Union and the American Trucking Associations (ATA) quickly announced their intention to support the proposed rules, with the ATA calling them "a sensible approach." The Owner-Operator Independent Drivers Association (OOIDA), on the other hand, called the proposal "misdirected" and said it will "do nothing to assist drivers to comply with HOS regulations."

The safety advocacy group Public Citizen said the proposal does not go far enough. "These recorders should be mandated in an across-the-board standard that treats all companies equally," said Joan Claybrook, Public Citizen President.

## **The proposal**

The Notice of Proposed Rulemaking appears in the Federal Register of January 18, 2007, and public comments are being accepted until April 18, 2007.

# **Join MAGS Today!**

## **MAGS Thanks Our Corporate Members**

American Truck  
ARCH Equipment & Truck, LLC  
Bestway Disposal Services  
Camerota Truck Parts  
City of Concord  
Coastal Truck Body  
Coastal Truck and Auto Body  
Complete Diesel Service, LLC  
Concord Coach Lines, Inc.  
Dennis K. Burke, Inc.  
Dover Motor Mart-FM Inc.  
Duval's Towing  
Fleet Ready Corp.  
Fleetpride, Inc.  
Foley Oil Co.  
Freightliner of NH  
Gilbert Block Company  
Gilbert Driveline Service & Supply, Inc.  
Goffstown Truck Center  
Hawkins Safety Equipment Sales  
Instant Cargo Express  
J. W. Fleet & Equipment  
JMJ Transportation Technical Services  
Lakes Region Fire Apparatus, Inc.

Liberty International Trucks of NH, LLC  
Liftech Automotive Equipment  
M & S Logistics  
McDevitt Truck Sales  
McMillan Transport, Inc.  
Merrill & Sons Truck & Coach, LLC  
New Boston Truck & Equipment  
Northeast Logistics, Inc.  
Peasley Safety Consulting, LLC  
Pembroke Towing, Inc.  
Prostar Technologies, Inc.  
Putnam Fuel Co., Inc.  
R.H. White Construction Co., Inc.  
Sanel Auto Parts  
Soule Truck Service, Inc.  
SR & Son Mobil Auto Service  
State Line Truck Service, Inc.  
Town of Gilford - Public Works Dept.  
Town of Hanover  
Town of Raymond - Maint. Div.  
Victory Fuel  
Yankee Trucks, LLC  
Zero Waste, Inc.

### **MAGS welcomes our newest members for 2007 -**

Kurt M. Johnson, Johnson Excavating, LLC, Center Ossipee, NH - Individual Member  
R. H. White Construction, Co., Inc., Merrimack, NH - Corporate Member  
Dennis K. Burke, Inc., Chelsea, MA - Corporate Member  
Paul Montana, Dennis K. Burke, Inc., Exeter, NH - Individual Member  
Merrill & Sons Truck & Coach, LLC, Weare, NH - Corporate Member  
ARCH Equipment & Truck, LLC, Bow, NH - Corporate Member  
Paul W. Springer, First Student, Manchester, NH - Individual Member  
Coastal Truck & Auto Body, Portsmouth, NH - Corporate Member  
John A. White, Fleet Pro Seminars, Greenfield, MA - Individual Member  
Prostar Technologies, Inc., Bedford, NH - Corporate Member  
New Boston Truck & Equipment, New Boston, NH - Corporate Member  
William A. Nolet, Windham, NH - Individual Member  
Putnam Fuel Co. Inc., Goffstown, NH - Corporate Member  
Instant Cargo Express, Manchester, NH - Corporate Member  
State Line Truck Service, Inc., Fitzwilliam, NH - Corporate Member  
Philip Smith, Somersworth, NH - Individual Member **(Renewal)**  
Pembroke Towing, Inc., Pembroke, NH - Corporate Member  
Gilbert Block Company, Laconia, NH - Corporate Member  
Camerota Truck Parts, Bow, NH - Corporate Member **(Renewal)**

***MAGS Annual Memberships are now due.***

**Please send your new or renewal application (see page 3) with check to:  
MAGS, P.O. Box 6492, Manchester, NH 03108**



**MAGS**  
 P.O. Box 6492  
 Manchester, NH 03108

**ADDRESS SERVICE REQUESTED**

**What you get with your Corporate Membership -**

- MAGS Newsletter
- Special Recognition at MAGS Events (Monthly meetings and training, etc.)
- Corporate Member Listing in MAGS Newsletter
- Bring a customer or employee to MAGS Meetings
- Certificate of Membership (suitable for framing)
- Advanced notice of Scholarship Opportunities

**What you get with your Individual Membership -**

- MAGS Newsletter
- Bring a customer or employee to MAGS Meetings
- Certificate of Membership (suitable for framing)
- Advanced notice of Scholarship Opportunities

Join MAGS Today!