

E.D.G.E.&T.A.

NATIONAL NEWSLETTER

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Ruth A. Warnock, Editor



TO: All EDGE&TA Members:

On December 9, 2003 our President, Curtis Cook, tendered his resignation as President and Director of Early Day Gas Engine and Tractor Association for personal reasons. I'm sure that his decision to resign came after careful consideration and his leadership will be missed by all of us.

As per Article IV, Section 2, paragraph e, of our bylaws the remaining Directors met via a conference call on December 15, 2003, for the purpose of filling the vacancy created by his resignation. I, Howard D. Hodson, South Central Region Director and EDGE&TA Vice President, was elected to serve the remaining portion of his term as President. His current term as President would have ended at our next National meeting in October, 2004. This, in turn, created a vacant Vice President's position. That office was filled by Dorene Yearian the North Central Region Director.

Curtis was also the NE Region Director. That Region has been assigned to Larry Voris, Director at Large, on an interim basis until a new Director can be identified and appointed to fill that vacancy on the Board of Directors. If anyone currently living in the NE Region is interested in filling that vacancy, please let Ruth Warnock, our Secretary/Treasurer, or one of the Directors know of this desire. If you know of someone who might be interested in the position please pass that information along also.

Our new membership year will begin on April 15, 2004. It is now time to start getting our membership dues collected and ready to send to the National Secretary/Treasurer, Ruth A. Warnock, not later than March 15, 2004. The 2004 National Buttons and stickers have been ordered and Ruth should have them soon. When they arrive she will start getting them ready to mail to the branches. With the number of branches and members we have, this task will take a while to count, box, and mail. We expect to have the buttons and stickers to the branches in early February. Of course all of this depends upon the receipt of the buttons and stickers in the next few weeks.

Dick Tombrink, our NW Region Director and insurance representative has compiled an insurance summary for the year. This summary can be found on the web page at: www.edgeta.org, in the insurance section and in the current National News Letter.

I know it is hard to think "antique tractor & engine show" when the snow is a foot or more deep outside. It won't be long until the daffodils poke their blooms above ground and the robins begin to sing, and another show season will be under way. Now is the time to finish up our winter projects and dust off the engines and tractors we put away last fall and get ready for another great year of enjoying our hobby.

As your new President I hope to see many of you along the way during the next show season and if I can be of any assistance to you please don't hesitate to call upon me.

Howard D. Hodson,
EDGE&TA President & SC Region Director

Sixty Years Ago **Childhood Memories**

As we grow older about all we have is our memories. We can't do anything physically but talk and reminisce about the past. We can't remember what happened yesterday, but we can remember things that happened 60 years ago like it was yesterday. Being born in late 1939 about the first memories I have are in 1944 when we got electricity on the farm. They would put one light in the center of the room and one receptacle. Dad had a Ford milking machine. There was a place for the milk can to sit on the cart and powered by a gasoline engine. It rolled along behind the cows. The first thing dad bought after he got electricity was an electric motor for the milking machine. He had a low spot in the spring branch where he would put the milk cans to cool the milk. My job was to stir the milk to make it cool faster. Once in awhile I would pull the stir up and drink some milk from it. He was getting \$2.90 per cwt. for milk at this time.

Dad purchased his first tractor in 1942. He went to the banker and convinced him that if he had a tractor he could put out more crops and make the tractor pay for itself. It was an A-C WC 1939 with a 3-disc Athens plow. This was quite a step up from following horses trying to scratch out enough dirt to feed his 10 cows, 10 head of sheep, 3 old sows and 100 chickens. Dad and Granddad cut the 5-foot mower tongue off to pull it behind the tractor. They did that with about all the horse drawn equipment. They had a bull rake rigged on the tractor to load the loose hay on wagons and pull it to the barn with horses. With another team of horses on the other end of the barn they would set the hayfork and lift the loose hay up and into the barn. In 1946 granddad bought a Ford 2N. This was about the time when my uncle came back from WW2 and

he started farming with dad and granddad. It was 1948 when they got the first hay baler. It was an old IHC pull type with a 1-cylinder Wisconsin engine. Granddad would drive the tractor pulling the baler, My Uncle would feed the hay into the bale chamber, I would poke wires and dad would tie. They pulled a wagon behind the baler and someone would stack the bales on the wagon. This was big move up. I remember threshing in 1945, dad went to town and bought ice and put it in a 10-gallon milk can, filled it with water and added a little lemon. He would wrap the can with toe sacks trying to keep the water cold a little longer. In 1946 he purchased a MM 6 foot pull type PTO driven combine. He pulled it with the AC-WC. He said he would follow the threshing crew for a month helping neighbors thresh so they would help him when it was his turn.

One memory that has stuck with me is going with dad to the threshing crew one day. The operator of the threshing machine had a new IHC W-9. It was big compared to the WC that we drove up on. It was early and he asks me if I would like to ride on the W-9. That was like asking an 8-year-old if he wanted an ice cream cone. I have never forgotten that ride. Every time I see a kid with his parents at a show when I am driving my Massey Harris 25, I will stop and ask him if he wants to ride. I like to watch their eyes, they will get big and he will look up at his parents and ask, "can I, can I". They don't know it, but I'm having most fun. I only hope that the kid will remember the ride as long as I have.

With the combine dad could harvest all of his and granddads grain crops in a little over a week and go about the rest of the farm work. Oh, yea, tractor gasoline was .127 in early 1945. In 1948 dad traded the 1939 WC for a new AC-WC. In 1948 dad built a grade A milk barn and the price of milk went up. Then granddad and my uncle both built new barns. They all milked 35-40 cows each. By 1948 they were farming close to 600 acres with the AC-WC and the Ford 2N.

Now you go down to the farms and it is my brother and cousin that are still on the farms. There are 3 or 4 80 HP tractors, 3 or 4 100 plus HP tractors, big round balers, self-propelled combines, hay binds, wheel rakes etc. The farming operations have changed considerably. The milk cows have been converted to a beef herd. There isn't any row cropping and everything is now in grass. Fescue seed and hay is the big cash crops.

Now, I challenge you to sit down and write some of your memories.

Submitted by Larry Voris, Director at Large

(Part 2) How to Prevent Boiler Tube Corrosion

Condensed and edited by Joe Daughtridge from an article published in HEATING PIPING & AIR CONDITIONING, (January 1955). H.F. Hinst, Plant Metallurgist, Tubular Products Division, The Babcock & Wilcox Co., Alliance, Ohio originally wrote the article.

The following is reprinted from one of the boiler treatment supplier's sales literature. So far, they are the most likely to get my business as I feel it is a proven product in our

type of steam boilers (locomotives) and addresses the problem of free oxygen in the feed water. This treatment would also protect the tender (water tanks) as well as the boiler.

STEAM BOILERWATER TREATMENT

Single chemical added to tender, easy testing method. No hazardous phosphates, nitrites, caustics or sulfites. Environmentally friendly, safe to handle. Exceptional scale and corrosion control, tender to exhaust nozzle. It removes existing scale without acid cleaning. Prevents oxygen pitting and crevice corrosion. Extends boiler tube life and reduces fuel consumption. No foaming or carryover to damage superheaters, valves and cylinders. Works with both softened and unsoftened water.

Steam locomotives represent some of the hardest working examples of fire tube boilers performing under the most demanding conditions. Boiler design, vibration, frequently changing steam demands, and varying makeup water impurities are important considerations in their care. These factors make traditional water treatment programs only semi-successful, and require operators to live with substantial maintenance and operating costs. Recent advances in chemical technology have enabled TERLYN INDUSTRIES to develop a revolutionary, high performance steam locomotive boiler water treatment program. This achievement has been proven on saturated and superheated engines using both softened and raw makeup feed water. The TERLYN LSB program offers unprecedented monetary savings over traditional boiler treatments through greatly reduced boiler maintenance and lower fuel costs.

Old Technology Problems

The traditional approach attempts to control scale buildup with exact combinations of phosphates, nitrites, and sludge conditioners. Caustic sodium hydroxide and soda ash must sometimes be added to eliminate acid buildup. The goal is to force hardness and other solids present, into a thick, mud-like sludge for collection and removal. Unfortunately, bottom blowdown effectiveness in removing this sludge from the mud ring and throat sheet areas is marginal and what stays behind migrates to the hottest components in the boiler.

This burned on sludge then becomes a hard scale causing overheated, fire cracked boiler tubes, broken staybolts and distorted firebox crown and side sheets. This scale also increases fuel consumption and clogs water glasses. For corrosion control, the operator adds sulfites in an attempt to remove free oxygen from the feed water. Unfortunately, in the locomotive-style open tender, the sulfites rapidly lose their effectiveness by becoming sulfates. These sulfates greatly increase foaming and carryover and do nothing to prevent free oxygen from pitting the tubes and causing crevice corrosion attacks in high stress areas. Many locomotives show an increased rate of rusting in the tender, where these aggressive chemicals are added. Also, advanced erosion of injectors' nozzles and combining tubes commonly takes place.

Advanced Technology solutions

The TERLYN approach to water treatment is innovative and simple. A single chemical added to the tender controls both scale and corrosion. No other chemicals are required. The fireman/hostler just adds several ounces of TERLYN LSB for each thousand gallons of water added to the tender. The use of softened water allows faster cleanup and even more savings. One easy test is performed daily, then after the boiler is clean, weekly.

Outstanding Scale Control

Rather than force hardness minerals into creating sludge in the boiler, TERLYN LSB chemically bonds with and holds them in solution for complete removal. This means that no sludge or scale will form. These chemical bonds are also strong enough to remove existing scale and corrosion elements without resorting to dangerous acids and caustics usually used by roundhouses.

Superb Corrosion Control

Using this same chemical bonding action, TERLYN LSB will safely remove loose rust and prevent further corrosion and oxygen pitting. This is something no conventional treatment program can do. No hazardous oxygen scavengers or caustics are required. The various metals throughout the tender and boiler establish protective layers to guard against future attacks.

Extended Component Life & Less Upkeep Costs

Tests have shown scale 1/16" to 1/32" thick can reduce heat transfer by as much as 25%! TERLYN treated boilers run without this handicap. Boiler tubes, staybolts and firebox sheeting will run cooler, exhibit longer life and demand less maintenance. Injectors function better and water glasses develop fewer leaks. Several roads report, after a full season's hard use, they can still read the writing on the outside of the boiler tubes, and thirty day washouts are now boiler rinse outs.

Reduced fuel costs

Energy wasting boiler blowdowns are reduced under the TERLYN LSB program. Operators of treated boilers report freer steaming engines consuming less water and fuel. These steam locomotives can be safely put to work pulling more cars and earning additional revenue.

No Foaming and Carryover

The low levels of TERLYN LSB maintained in the boiler will diminish the chance for foaming and carryover. This greatly reduces the damage to superheaters, throttles, valves and cylinders. Experiences at several roads have shown that these components will gradually clean themselves up over several washout cycles.

The Bottom Line

Engine house foremen, state and federal inspectors continue to report locomotives on the TERLYN LSB program to have the cleanest boilers and tenders

they have ever seen. Engine crews and roundhouse staffs agree the engines run better, are more reliable, and are easier to maintain. Owners report savings at several times the cost of the TERLYN LSB program. Now is the time to bring your steam locomotive in line with the 21st Century.

That's all for this time. For more info on this product, go to <http://www.ironhorsewater.com/>

Submitted by Tim Wade, Director SE



2004 SHOW SCHEDULE NATIONAL Branch 22

Show Contacts Cliff Northcote 619-478-5500 c_northcote@nfmhc.com or Dudley Mills 619-478-5787 dudleymills@earthlink.net

Annual Business Meeting contacts

Howard Hodson 479-248-4902 Okiteah@juno.com or Ruth Warnock 760-789-3402 rawarnock@sbcglobal.net

6 Regional Shows

SE Branch 100 NC May 1- 2

Contact Blu Walsh 704-398-7003
Blu_Walsh@msn.com

SC Branch 90AR June 11-13

Contact Clyde Traylor 479-928-5193
Tractorhauler@aol.com

NW Branch 74MT July 3- 4

Contact Jim Harrison 406-543-3275
Jimnbarb@mtwi.net

SW Branch 18 CA July 9-11

James Moore 209-668-4239
Jmoore@elite.net

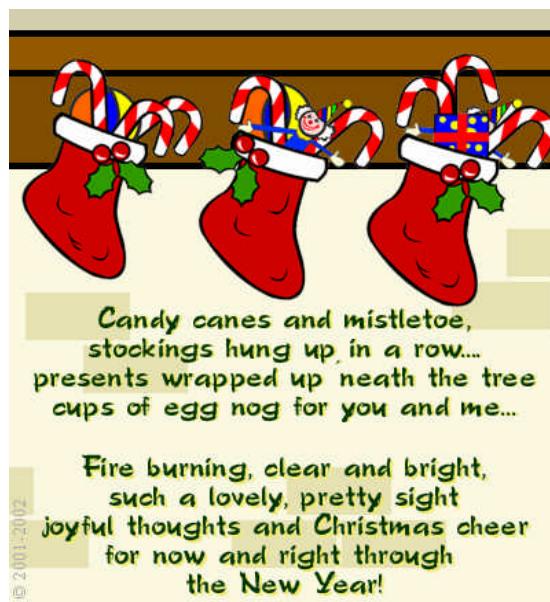
NE Branch 126 PA July 17-18

Contact Dave Rotigel 724-668-7897
Rotigel@alltel.net

NC Branch 108 MO Sept 24-25-26

Contact Bobette Payne 573-765-4639
Payne1@rebound.com

Visit our web pages www.edgeta.org for additional contacts and information



EDGETA Year End Insurance Recap

By Dick Tombrink, NW Director

A year ago we were in the midst of searching for insurance for EDGETA. As you know we went out for bids, and ended up with the same carrier, (Scottsdale), but with a new agent, Charlie Yegen in Billings, Montana. We were able to come away with some benefits that we did not have previously, such as no charge for people movers. Also barrel rides are now covered where as they were not previously, and now at no additional charge. We also enjoyed a reduction in the cost of the insurance premium to branch members, from \$5 to \$4.80. We were anticipating the premium cost to go up, but it did not happen.

As the year progressed, we have tried to make it easy for branches to conduct the required insurance business with the National. This year all monies, National Dues and the Insurance Premiums have been sent to Ruth Warnock, National Secretary/Treasurer. She in turn paid the insurance premiums. In the past years the insurance premium was sent directly to the insurance agent by each branch, which required two checks and two letters from each branch each time new members were reported to the National. We also have been able to relax the reporting of new members requirement from 30 days to quarterly, which eases the load on the secretary/treasurer of each branch.

I accepted the charge to be the liaison between the insurance agent (Charlie), and the branches. All questions, requests for Additional Insured Certificates, people mover approval requests, reporting of events, etc have come to me. After reviewing them, I have forwarded them on to Charlie when appropriate. It was set up this way because Charlie was the new kid on the block and we did not want to overwhelm him with questions. I have worked with Charlie and Jerry MacMartin, our web master to simplify the process where we could. On our web site, www.edgeta.org, we have developed a form for Additional Insured Certificate requests that can be filled in and emailed directly to me, which then I pass on to Charlie. We have also developed an Events Reporting Form to easily report events (shows), just fill in the required blanks and submit it.

We are continuing to strive to simplify the reporting procedures. On the Events Form a couple of the blanks concerning home shows and away shows has been confusing. We are addressing that; I am not sure what the outcome will be at this point. However, I believe next year we are going to ask branches to either use the web page Events Reporting Form, or an Excel Spreadsheet which contains the same information. Some branches report events with the Excel spreadsheet, and it is certainly acceptable. (Remember to include your branch number in any correspondence with the National). We are looking at other ways to simplify how we do business, and will pass them on as they materialize.

Our current bylaws make references to the "insurance agent" in several places that do not reflect how we are now doing business. These need to be changed. The National Directors have discussed this in the past year, and will discuss this in more detail in the future. We will develop a proposal for the membership to vote on to change the current bylaws to reflect what we are doing.

At this point we do not have an idea of what the insurance premium will cost for next year. We probably will not know until the last of March. **However, we have not had one claim this year!** This is because of all your efforts to be safe. Each and every member of EDGETA should be proud of this achievement. It required each of us to be sure we followed all our safety rules, and together we made it happen. The National Directors applaud you for this achievement. This achievement will go a long way with the insurance carrier in determining next year's premium.

If you have any comments or questions, you can email me at dicknsue@mcn.net.

SOUTH CENTRAL REAGION

The show season for the year 2003 has about come to an end in the SC Region. Some of our members are busy working on their winter projects in anticipation of the up-coming 2004 show season. A lot of us are eagerly waiting the coming of warmer weather and the 2004 show schedules.

Many of the branches have already started collecting the 2004 membership dues in order to have everything ready for the March 15, 2004 deadline to mail them to the National Secretary/Treasurer.

I am still looking for someone to be my advisor from the SC Region. If you are interested in becoming an advisor please contact me: Howard D. Hodson, SC Region Director.

If you, a member of a Branch in the SC Region, have questions that your branch President or Officers cannot answer, please contact me, your Regional Director, for the answer, rather than going directly to our National Secretary/Treasurer for the answer. This will free up the Nation Secretary/Treasurer's time to work on national issues. With the new membership year just a round the corner, the National Secretary/Treasurer has a big job getting the buttons and stickers ready to mail to the branches. EDGE&TA has over 9,000 members in over 100 branches which accounts for a lot of counting, boxing, and mailing just to get our new buttons and stickers to the branches before the beginning of the new membership year.

The answers for many of the questions you have can be found on our web page at; www.edgeta.org. You are encouraged to check the web page often to see what new items have been added. If your branch has a page under the Branch Locations you are encouraged to check the page and make sure the information is correct. If it isn't, you should contact Jerry MacMartin our web master and make the corrections. If your branch does not have a web page, please contact Jerry and give him your branch information and he will establish one for your branch. Every branch of EDGE&TA is entitled to a free page. The web page is part of the benefits of being a branch of EDGE&TA. You wouldn't buy an engine without the flywheels or a tractor without a magneto would you? On second thought most of you probably would, since you are members of EDGE&TA and into "old iron". "Oh! Well, what can I say"?

I hope every one has a Merry Christmas and enjoy a Happy New Years eve. Howard D. Hodson, SC Director



Seasons Greetings from Directors, Officers & Advisors

Howard D. Hodson, President, SC Director

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Larry Voris, Director at Large

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WANTED! We are looking for someone **living in the Northeast** area to fill the vacant term of **NE Director**. The term will expire October 9, 2004.

If you are interested, please send your resume to Ruth A. Warnock, secretary.

The directors will review and make a decision. If you have questions you can contact Ruth or any of the listed directors.

Secretary/Treasurer

Ruth Warnock
1537 Weekend Villa Rd
Ramona, CA 92065
Phone 760-789-3402
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Email: IN2BATE1@aol.com

Darrell Carter, NC Advisor

7142 N Farm Road 189
Fairgrove, MO 65648-8309
Phone 417-833-4159

Important reminders!!!!

As you elect new officers for your branches, please be sure to send them to me for National record. This can be done via email or any other way that is easy for you. Just make sure I have complete information. There is a type in form on our website that can be filled in and printed if that is easier for you. All national newsletters and correspondence will be sent to the president unless you designate another officer of your branch. Please send this same information to Jerry Mac Martin so he can update your web pages.

Remember the deadline for mailing in your dues and insurance for the new year is March 15th.

Send your list of events to Dick Tombrink. Please read his article for instructions.

Looking forward to another great, safe year with all of you.

Thanks, Ruth A. Warnock, Secretary

From Dorene Yearian, VP and NC Director

First Article:

To Curtis Cook, I want to say "Thank You for a Good Job." I've enjoyed working with you as an advisor and a director of EDGE&TA. All your hard work will be missed by the board and the membership of EDGE&TA. I wish you well in your future endeavors.

Second Article:

In the last newsletter was the report from the NE area regional meeting. The following are the questions/inquires from the Branch 103 Regional Meeting (which might answer some of your own branch questions):

1. What is the Hall of Fame? As stated at the meeting, the Hall of Fame was established to honor an EDGETA member who has significantly contributed to our hobby. Anyone can suggest a nominee that will be judged. There can be up to four selected each year. This is decided by a different set of judges picked randomly each year. The candidate that is selected will receive a plaque with their name on it to be presented at a national, regional or place of their choice. The selected candidate's name would also be added to a plaque that will be on display at all national meetings.

2. Showing "Proof of Insurance" at a non EDGE&TA show - Can we get a piece of paper in the club members hands?

At this time what you have as individual proof of insurance or general liability is your up-to-date membership card for the year indicated - read the back.

After reading the back of the membership card, what is a sanctioned event? Any event that is properly reported to National for insurance purposes.

Is the card "proof of insurance"? Each branch receives a "Certificate of Insurance" from the insurance company and is usually sent to the club President.

3. What about the insurance - is it going to continue to be available? Yes. We have the same company just a different agent. To the best of my knowledge, we have the same coverage. You are covered for liability from the time you leave home, during the show, and until you arrive home for any liability your equipment incurs. Dick Tombrink, NW Director, will be issuing an insurance synopsis in our National newsletter which should answer any other questions.

4. Reported shows - what is the coverage - are you covered even if it is not a EDGE&TA show? Yes. You are covered from the time you leave home until you get home as long as it reported. The coverage is for general liability.

5. Branch Safety Committee - Can the safety committee be sued, are they liable? Anyone can be sued. If an accident occurs, you first take care of the emergency and then report it to the National Accident Review Committee - Larry Voris (Chairman), Howard Hodson, & Dorene Yearian. They will then handle it from there.

6. Newsletter - How often is it put out? The last one was several months ago. Quarterly

7. In general, when does our ballot have to be back to Ruth to count? Your ballot can be carried to the annual meeting or special meeting, but a proxy vote must be sent to the Secretary (Ruth Warnock) 10 days prior to the annual meeting or as instructed by the letter of instruction.

Is it on line? No - you can always contact the Secretary (Ruth) and she would provide you with another. In my opinion there is too much backup that goes along with the ballot; also our web site is not just for members but for anyone that wants to view it. I do not see it in the future as part of our web site.

8. How do you put something (motion) on the ballot? A motion requiring a vote of the branches must be seconded by another branch and then forwarded to the Secretary (Ruth) 90 days prior to the annual meeting or special meeting. You need to read the by-laws Article VII - Voting which are posted on our web site.

9. Who should we talk/question at National? You can always talk to Ruth Warnock (they have several times). You can talk to the director in your area (currently Larry Voris), the president (currently Howard Hodson), vice-president (currently Dorene Yearian), or anyone of the other directors as we all have different jobs on the board.

10. When is a member covered? After a member pays his current dues, gets an up-to-date sticker on his membership card, he is covered when you put him on your membership roll sheet. **How long do we have to get it to National?** The by-laws read you have 30 days to report it to Ruth. I do the membership for my local club and I think this time period is a good idea. If it was a longer period, I personally think it can be forgotten.

11. We are thinking of having a club get-to-gather at a member's home, how can this happen and have insurance coverage? First of all, you have to make sure anyone bringing equipment is a member of EDGETA (can be any branch). Report it to national as an EDGETA sponsored event. Make sure you follow all the safety guidelines. Director Dick Tombrink suggests, after our club had that same question, "that the owners of the property request an additional insured certificate with their name on it as additional insured. There is no charge for the certificate. This is spelled out on the web page under insurance, there is a form to be filled out there."

Comments from the meeting for the National EDGE&TA - It is nice to have personal contact (other than the Ruth who has always been very helpful) with EDGE&TA i.e. how is your club doing and do you have any questions.

It was very disappointing to learn that only 64 branches voted. Since the club does not meet in the summer, we forgot to vote at the last national. It just slipped our mind. Suggest it be put online so that we can download it. I explained that we addressed this issue after the National in Oregon and that we (directors/advisors) sent letters addressing the problem to each of the branches that did not vote to make sure they got their ballot. I stressed that they were important to the National and that we need them to do our job. They then said they would try harder to make sure they voted and kept up with everything that went on at national as this meeting made them understand they were just as important as a much bigger club.

During the winter, they have guest speakers at their meetings i.e. - hauling equipment and trailer safety.