Our 27th Year

Lake Region Pioneer Threshermen's Association

DALTON, MINNESOTA

The Saga of the Past in Action

10th Edition

Dedication

The L.R.P.T.A. dedicates this 10th Edition to George M. Melby who died Saturday, August 18, 1979 at the age of 83.

George was one of the founders of the L.R.P.T.A. The beginning of the Association started 27 years ago when he, his brother, Ralph and his nephew, Kenneth Bratvold held a threshing show at his farm.

His great enthusiasm of life were steam engines and all things associated with them. His enthusiasm was infectous and he helped many younger people start the steam trail. He always had time to help and offer encouragement to others and he will be sadly missed by all who knew him.

Officers and Board of Directors of L.R.P.T.A.

Steve Anderson . . . . . Director
Dick Fihn . . . . . Secretary
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Charles Loken . . . . . Director
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Glen Melby . . . . . Director
Ralph Melby . . . . . Director
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Lavern Simdorn . . . . . President

President's Message . . .

Welcome to our 27th annual Threshing Show!!!

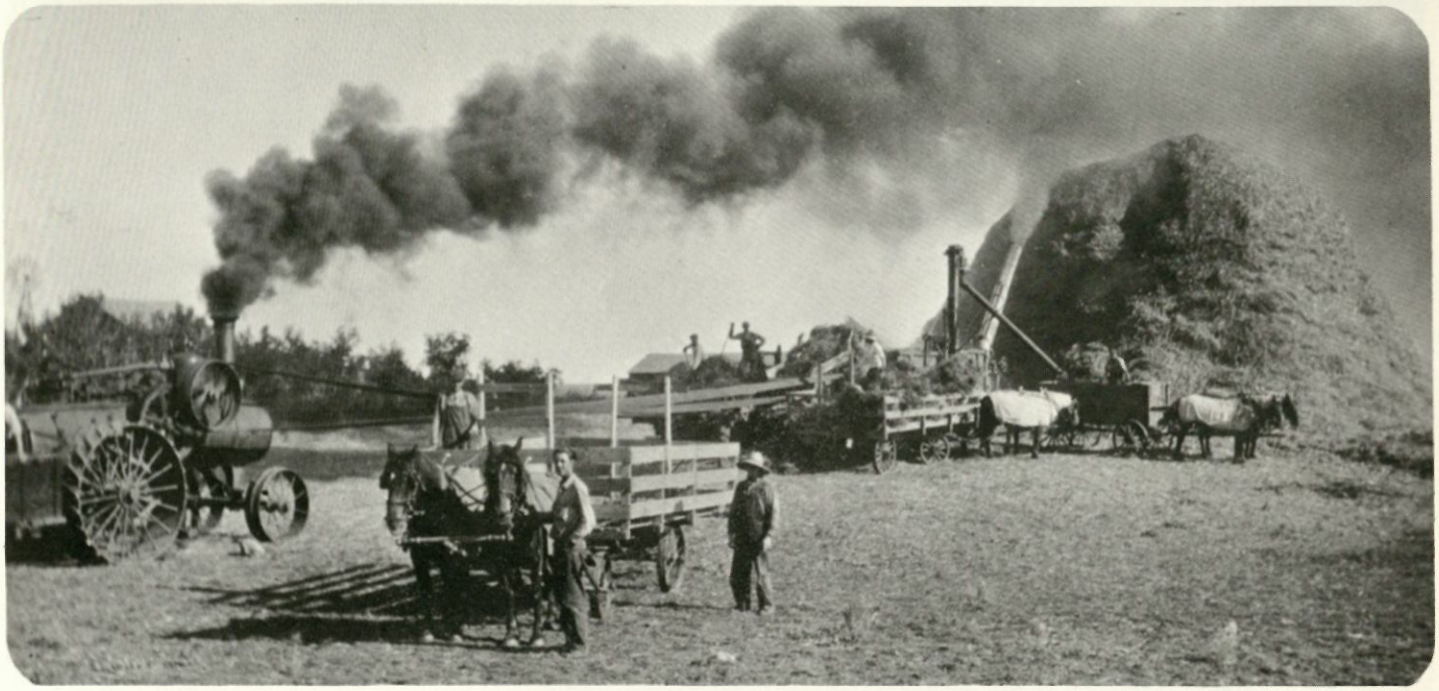
It's good to recall the "Good Old Days" when the threshing machine and neighbors would willingly exchange work because they knew the needs and difficulties of their neighbors. These "Old Timers" shared fellowship with "Home cooked meals", strong coffee and lunches when resting from their chores.

The "Good Old Days" also bring back memories of the past years. Have you ever missed a strong hand shake or a special voice? Have you ever felt your voice choke up when speaking of an old friend? George Melby was my special friend along with all people young and old. I can still hear his voice and feel his presence as we empty out the buildings, "fire up" the engines and start the "Parade of Giants" for another year.

Thanks for taking in our show!!! Take time to help and enjoy friends. It's the source of happiness.

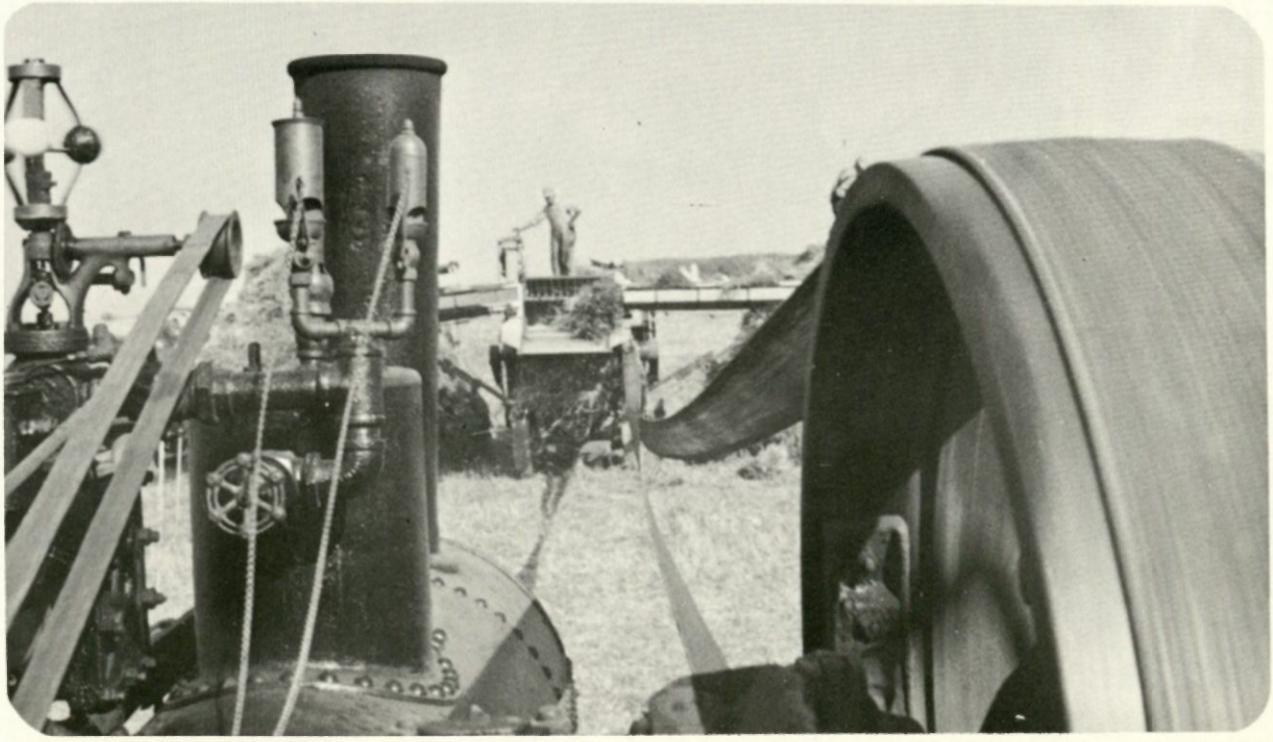
Lavern Simdorn

As it was then . . .



A 25-85 h.p. Nichols & Shepard engine and a 36''x60'' Russell seperator. This outfit was owned by Chris Pederson and operated by his sons, Arthur and Magnus. It threshed in the Sisseton, South Dakota area for over 35 years and was one of the last rigs to operate in that area. Photo taken in 1928. Look at the size of that straw stack!!

. . . And Today



Engineers view of stack threshing with the 40-64 Minneapolis wing feed seperator. The 25 h.p. Advance is providing the power. Threshing is a big attraction at our yearly show.

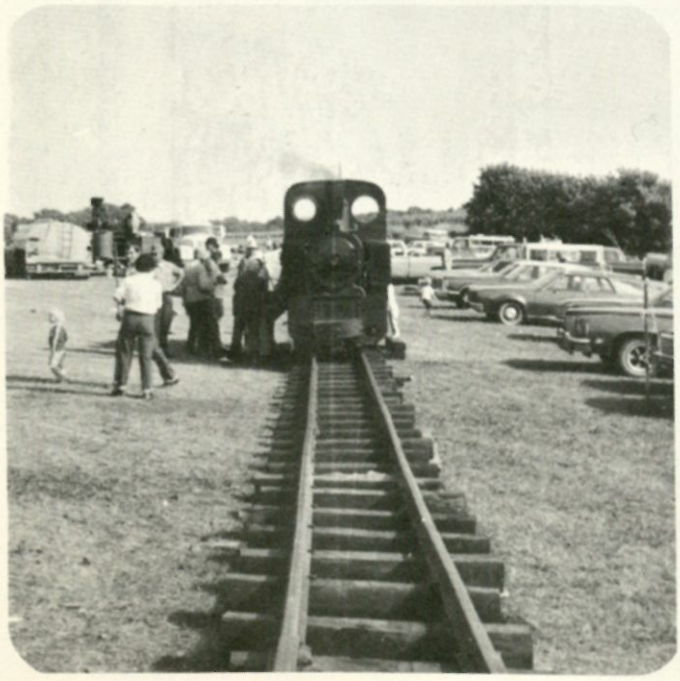
16 h.p. Advance passing by the stacks during an early show.

A 40-64 Minneapolis seperator. This is part of a complete Minneapolis rig. The 40-80 h.p. Tractor that was the other part of this outfit can also be seen at the show.

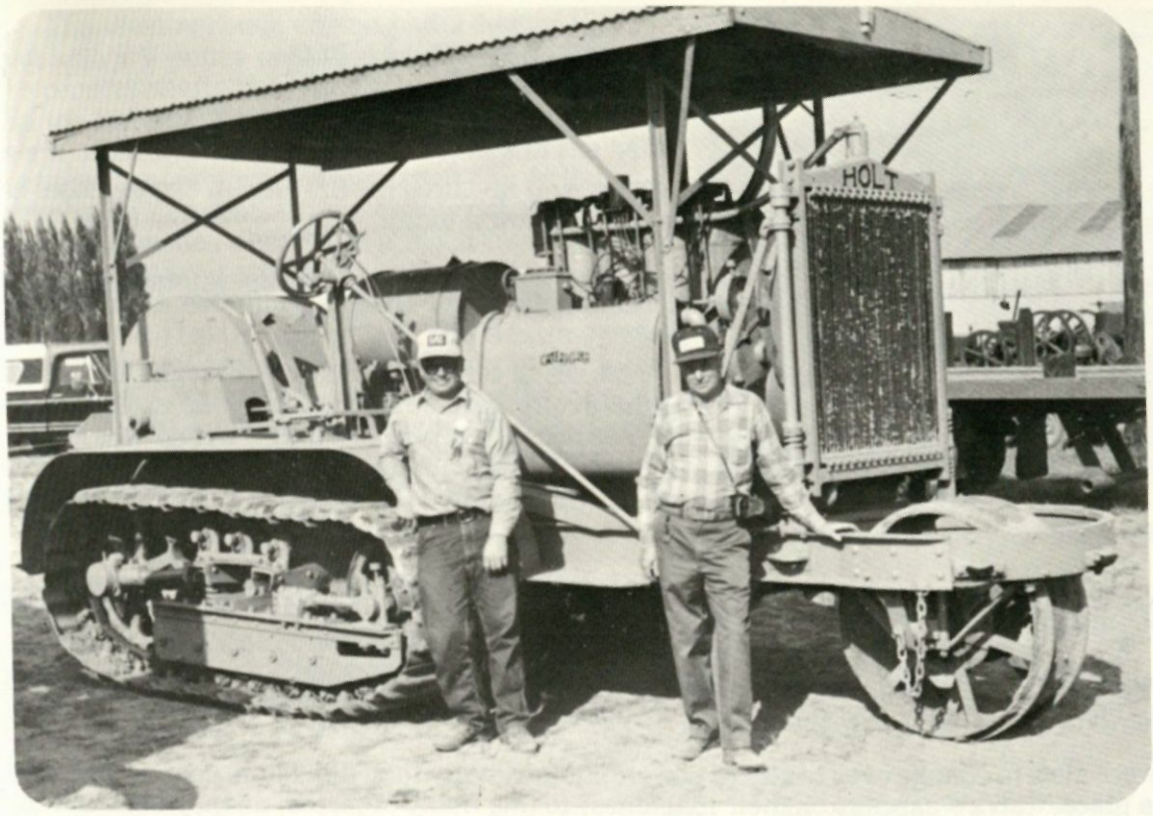
A Case outfit threshing from bundle wagons. Running the grain to a wagon on the right hand side of the seperator.

Spiking in . . .

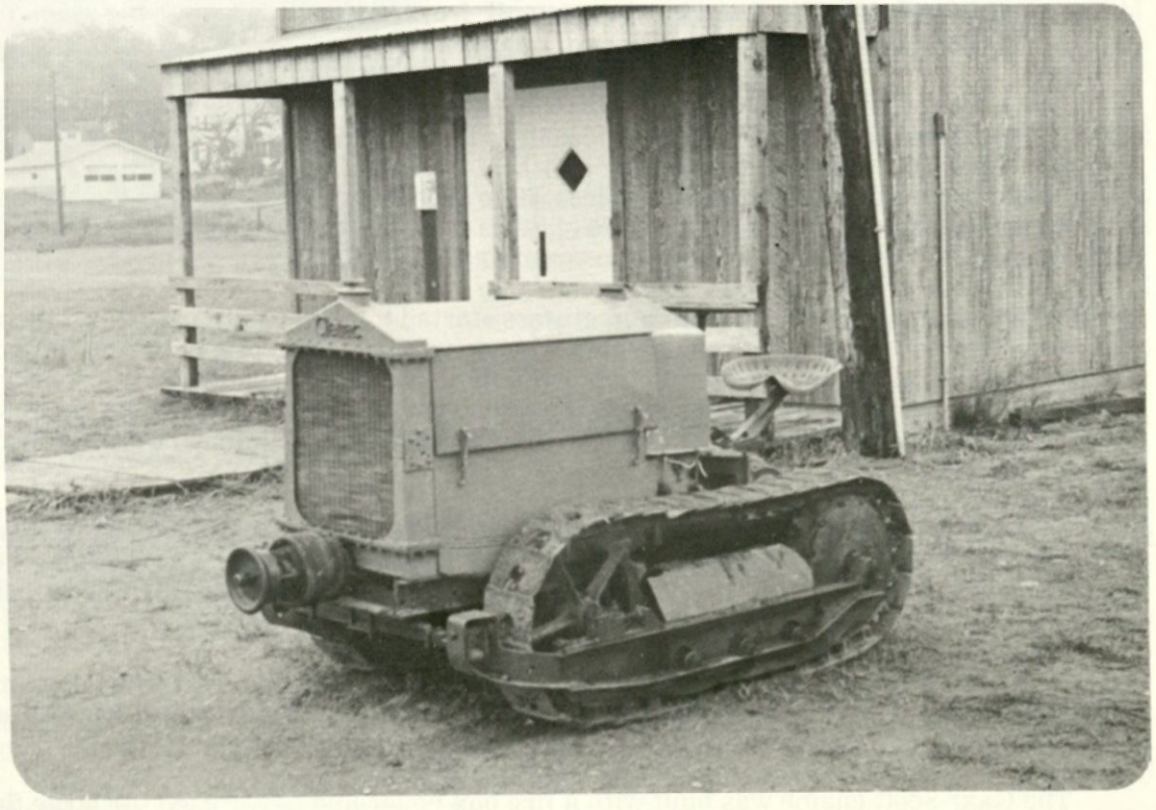
Ties layed and laying the track for the narrow gauge locomotive.



. . . and the puffer belly is running.



New to the show in 1979 was a 1917 75 Holt Caterpillar. Purchased new by the Munsen Bros. of Montevideo, Mn. it was used for plowing, threshing and road building in that area. Presently owned by Roger Munsen, on the left, grandson of one of the original owners. Gerald Munsen on right.



The smallest cat on the grounds is this 2-3 bottom plow. Restored in 1977 the Cleveland Cletrac runs real good.

Beginning of the Steam Era

In the year 1769, a Scottish engineer by the name of James Watt invented the first steam engine; later he built one of the first Beam engines and the piston type engine as we know it today.

The ground hog thresher was one of the first threshers built, later the regular seperators were built, using straw carrier and hand-fed into the cylinder.

Horse power was developed, they used from two to 16 horses to turn the machine. A large gear, in the middle, running into a small gear, gave it considerable speed. From there on a long shaft was extended into the separator. About this time the tread power was invented, two horses walking in a line — a floor was built to move when the horses stepped forward — a shaft and a large pulley was made to turn with a belt from the pulley to the thresher, giving it enough speed to thresh grain. It was claimed that a team of horses could last only two hours without resting.

Before the steam engine, work was done in a crude way, mostly by hand; factories were run by water power, as were the flour mills.

Plowing was done with oxen, later horses were used to plow the ground. Horses were also used to pull railroad cars in various cities. In the year 1850, a few small locomotives appeared.

Many farmers were slow to change over to steam power, but gradually they did. Some companies were now putting blowers in place of straw carriers on their machines; to this many objected, as they believed the blowers sucked the grain out of the machine and blew it into the straw pile.

The next step was a self feeder to take the place of the man who used to feed the bundlers into the cylinder. This was a big step forward, as much more work could be done with a machine equipped with a feeder and a blower.

To begin with, the steam engines were small, from six to 15 h.p., when the machine didn't have a feeder or blower it didn't take much power to drive the separators.

The boilers were light compared with today's engine. Many companies used wrought iron in the boilers. Some were ¼ inch thick, but most were 5/16 inch — single riveted, done by hand at that!

These were called low pressure boilers, 70 to 80 pounds of pressure, as the seams were single riveted; the seam being only about 56% the strength of the boiler. This didn't give much trouble if the engineer kept the pressure down to what the manufacturer recommended.

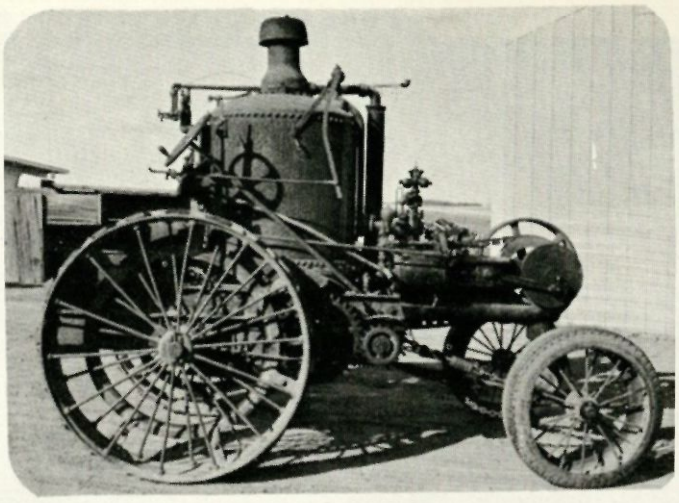
After a number of years the manufacturers started to build traction gears on their engines. There were many ideas, some started to use chain drive. This drive was only to propel the engine from farm to farm. The separator was hauled with a span of oxen or team of horses. On the first self-propelled engines a seat was fastened on the front end and a tong fastened on the front axle, and a team of horses was used to help steer the engine; maybe if other horses were close by they would not be frightened quite as much when they saw the other horses didn't mind.

Now back to the steam engines and their boilers. Most all of the boilers were marine type and had one large flue about 16 to 20 inches in diameter; that was the fire box. It was handy as long wood could be used. Up to six feet long grates were installed with castings fitted to hold the grates up from the bottom, giving room for ashes.

Above the large flue, smaller flues were used which were some 2½ inches in diameter. A plate was installed in the rear end to force the hot gases to go through to the smoke stack, which was located on the back part of the boiler.

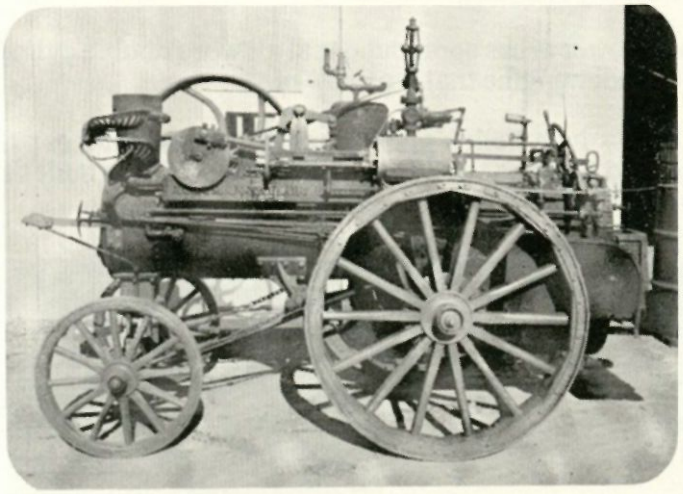
The Gaar Scott engine was built with a fire box boiler and never used the large flue mentioned before. Huber Company used the return flue type boiler until the very last. They used good steel in their boilers, the later ones had a butt strap seam and 5/16 inch thick plate. The old engines had poor clutches and some had none.

The Westinghouse engine had a heavy V-type belt with a V pulley on the crank shaft and also on the counter shaft. They used a tightening device to tighten the belt. When the engine was used in belt work, a pin was removed from a splice in the belt and the belt removed. This saved the belt from wearing on one spot. On the counter shaft end the shaft was pushed ahead and a block tapered to fit the V pulley so it would brake the pulley and the engine could not move ahead. They didn't need blocking with this arrangement. The Westinghouse had an upright boiler which was safe in the hills. They used a water tube coil but also the regular barrel on the outside. This engine had cast iron gears on the driver. The gears were made recessed down at one spot so the drivers could be removed which include the gear also.



1879 Westinghouse water tube boiler steam engine.

The Minnesota Giant used the marine type boiler. They double riveted their boilers with 5/16 inch wrought iron which had a tensile strength of around 45,000 pounds. These boilers were not as strong or as tough as the boiler steel but they didn't rust as fast either. The Giant used a shifting eccentric reverse, using a rod from the back so the operator could get at it easily. The later Giants were called New Giant and were a much better built engine and didn't have the chain drive. Later the engines were called "Northwest". The M. Rumely Company bought out this company around 1912 or 1913.



1869 Aultman Taylor bevel gear steam engine.

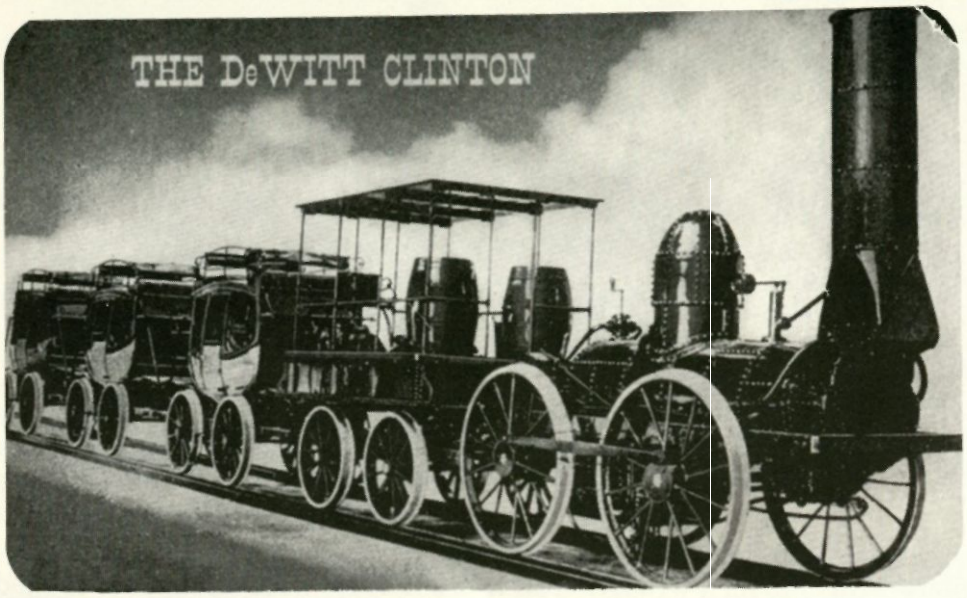
The Aultman-Taylor steam engine was a straight flue with the smoke stack in the front of the boiler. These engines had a light boiler, single-riveted seam and had the regular fire box like the later engines but were different in build. Stay bolts were used throughout the fire box and end sheets. The engines mentioned before did not use stay bolts. The large flue and smaller flues took the place of bolts and maybe were quicker and cheaper to build.

The Aultman-Taylor used a bevel gear instead of a clutch and used a side shaft down from the main shaft with a bevel gear loose; in order to put the engine in gear the bevel gear had to be slid up to the gear on the shaft and a collar with a set screw was moved up to hold the gear in place. This was a simple deal as long as the gears were held in place with the collar.

The Minneapolis also built a return flue engine, both simple and compound. These were light built but I remember those who used them spoke well of them.

In about 1906 Minneapolis changed the build of all the steam engines. The old return flue was disbanded and a new engine was manufactured. They built every size called for up to 45 horsepower, double compound and was a large engine. I remember out in North Dakota they used these to break the prairie sod, this was in 1919. They pulled 10 to 12 breakers in hilly country from 7:00 a.m. to 6:00 p.m. and broke 40 acres a day. They were paid $7.00 per acre, not bad at that time, using lignite coal costing 75¢ per ton at the mines.

The J. I. Case Company built portable engines and a few return flue engines. When they started building straight flue engines they stayed by it until the end. Case built 50 to 150 horsepower engines, some claim 10 or 12, others say fewer. They had a two speed gear which didn't stand up too well. They built the 32-110 horsepower which was one of the most popular of that era.

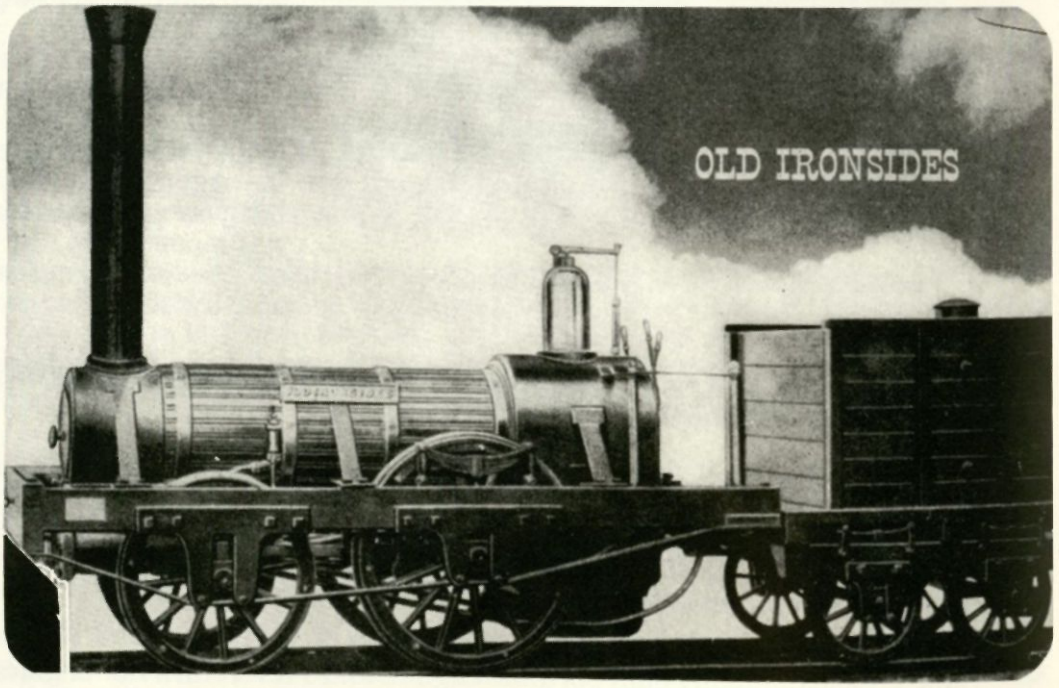


Advance built every size from six horsepower to 40 horsepower. Some claim that they built a 45 horsepower that was shipped to South America.

Northwest built a few 50-150 horsepower compound. Gaar Scott also built a 40-120 horsepower double compound. These engines were built on a 25 horsepower boiler, I have seen them.

Reeves built engines from 13 horsepower to 40 horsepower cross compound and all were double cylinder, simple or cross compound. Reeves never built a single cylinder engine that we know of.

Rumely built many heavy engines. They used the ½ inch boiler plate on all the plow engines; they carried 175 pounds pressure, their draw bar was built to hold 10 times the power of the engine. They built three sizes — the 25-30-36 horsepower extra heavy. They also built lighter engines used for belt power.



Rumely built around 8,000 engines with the M. Rumely name on them. Advance, around 15,000; Gaar Scott near 16,000; Case some 36,000. They quit building engines in 1924 but had engines for sale for several years after that. M. Rumely bought Advance and Gaar Scott companies in 1911, but built some more engines after this purchase.

By the turn of the century they had giant locomotives, up to 16 drivers; this put railroading where it got to be at the end of steam power. Even ships took off their sails and used steam power.

The farmers used steam power to thresh the grain, they used steam engines to break virgin sod, pulling up to 16 plows, breaking 50-60 acres a day. The northwest was broke mostly by steam power. Before this, the farmers used oxen or horses and plowed about three or four acres a day if the going was good.

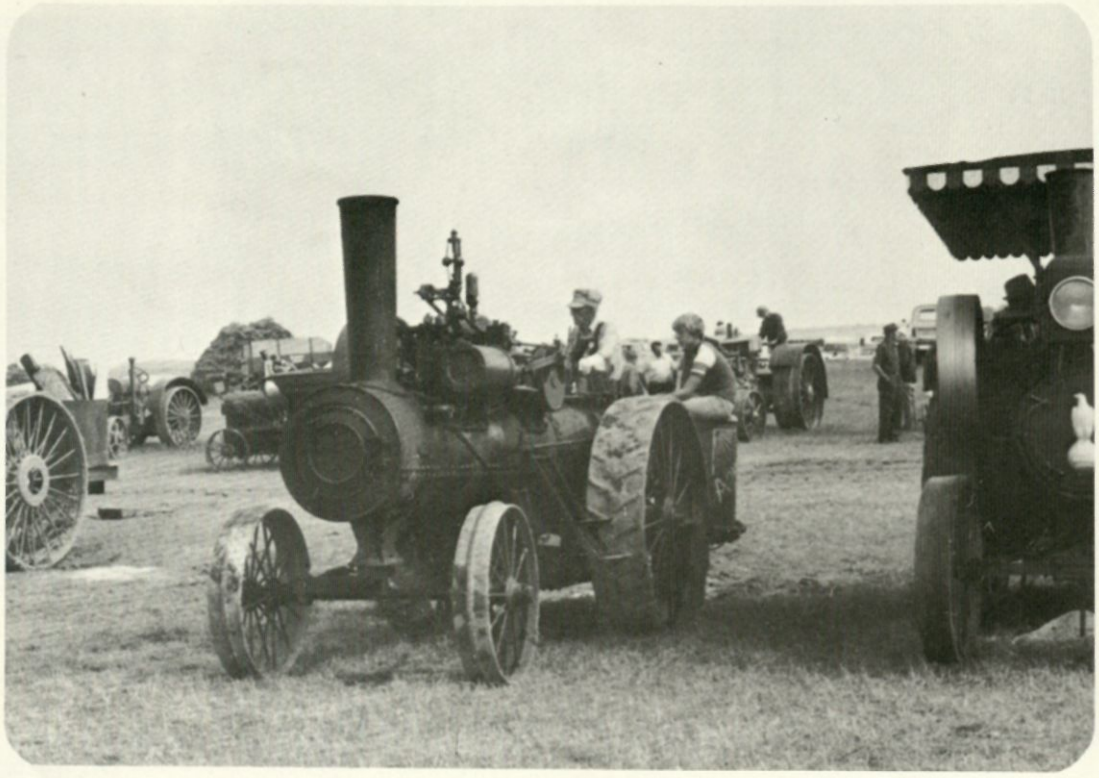
The saw mill companies bought huge steam engines and hand saws and sawed thousands of board feet in a few hours. People in the cities could buy lumber to build houses and the farmers could build all kinds of buildings.

This was the "Day of Steam"! Ships could make it across the ocean in six days instead of a month of sail.

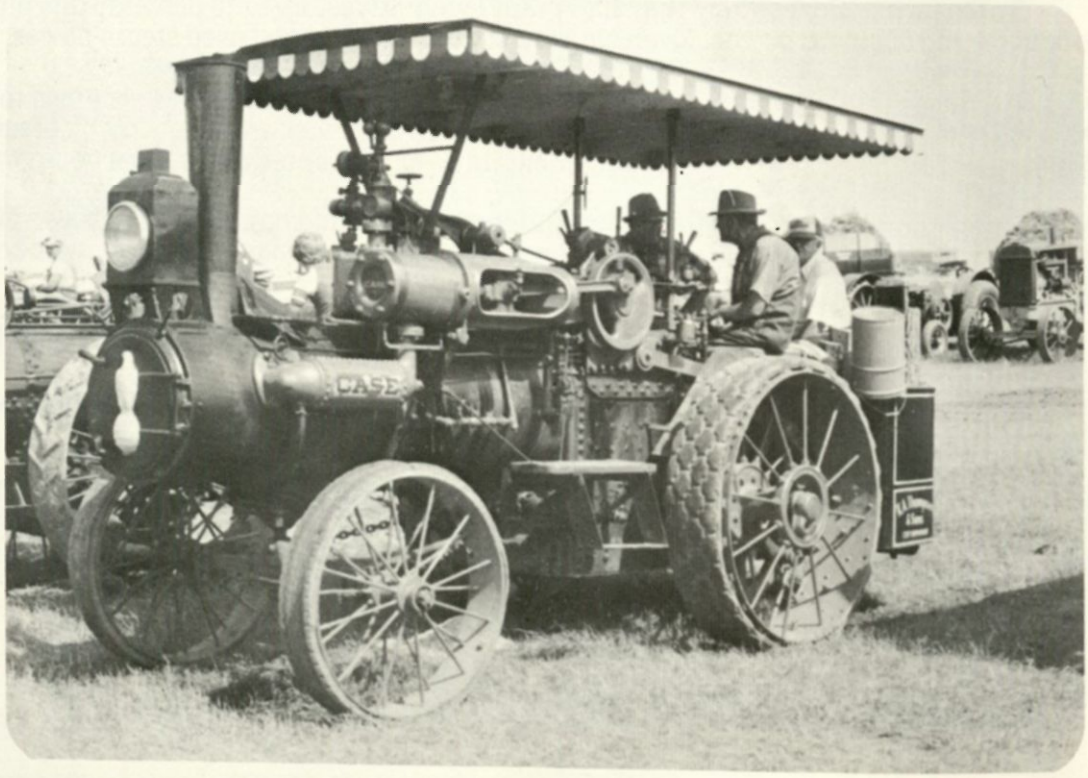
Now steam power is a thing of the past. It did a big job in an era when there was more progress than in the 1500 years before.

In 1924 my brother and I bought the first Minneapolis steel separator from Hille & Wagner in Fergus Falls. We threshed with this machine for 22 years before selling it to another thresher who used it two more years. We used a Minneapolis tractor to power the machine the last eight years. We still have the steamer we used to run the machine.

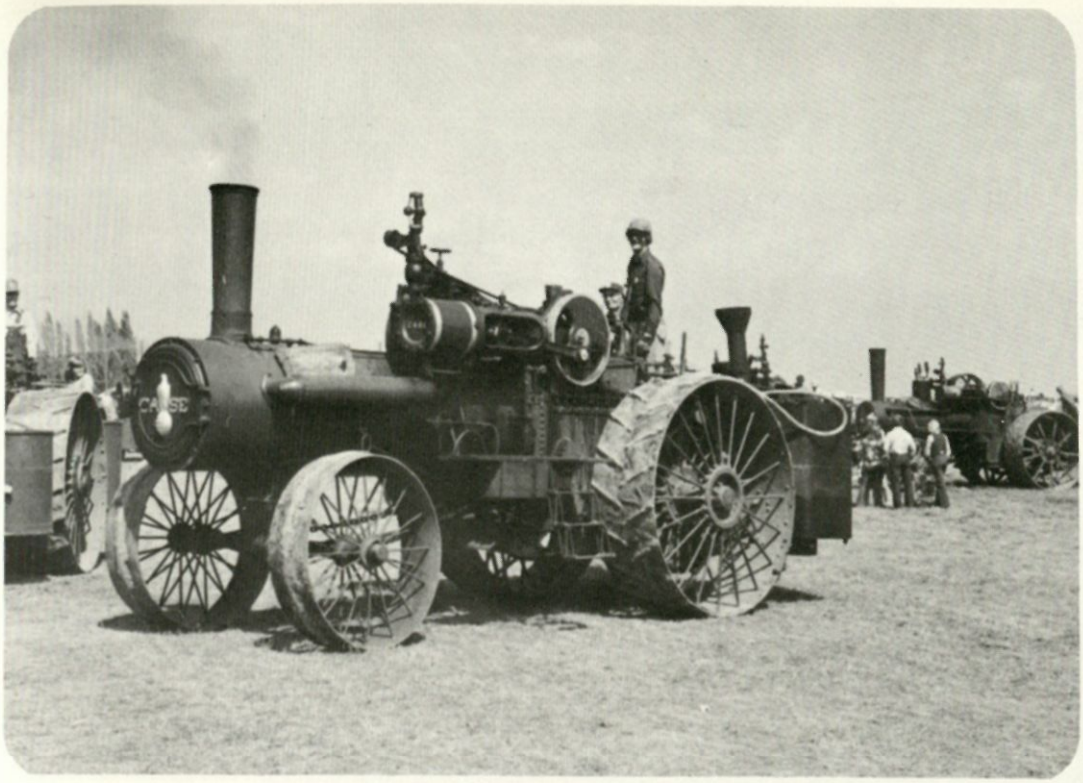
Ralph J. Melby
Dalton, Minnesota



Art Nelson on his 12 h.p. Advance. Art is from Willmar, Mn. and has been at every show but the first one. He says he would have been here for that one but didn't hear about it until it was over.



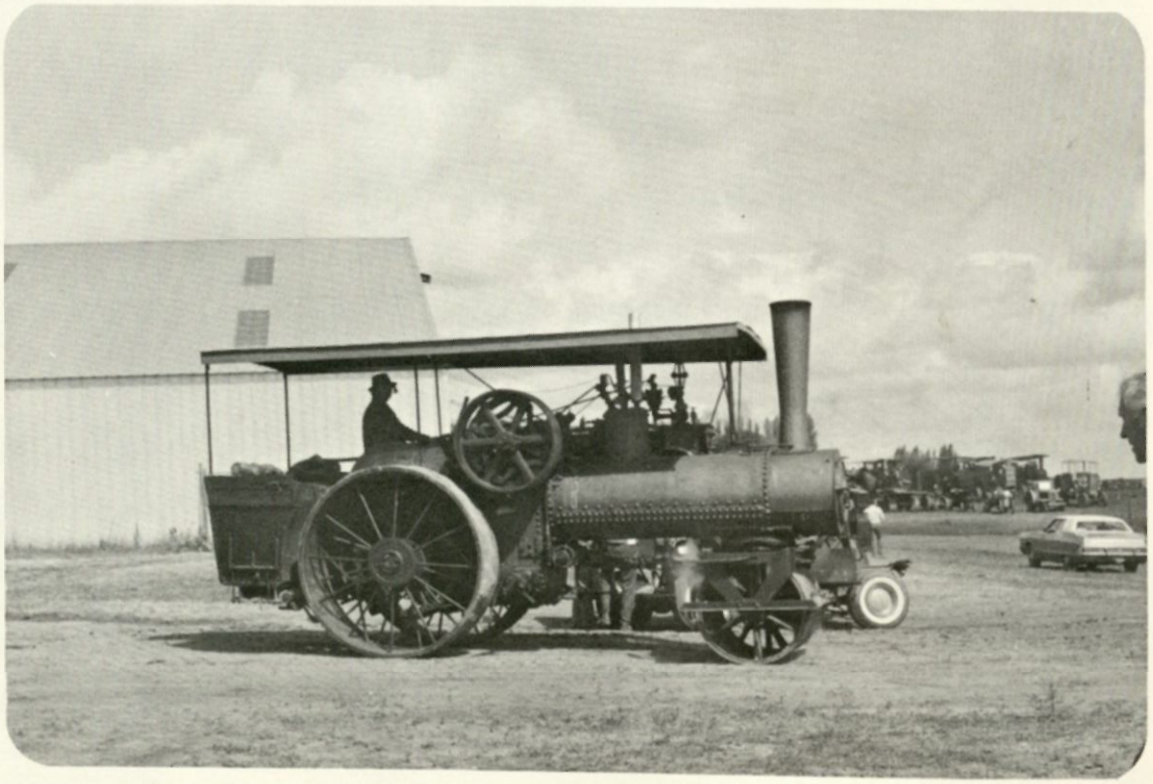
Kenneth Thompson's 9 h.p. Case. A dandy little rig. Kenneth brought this up to the show a couple of years ago. Seated is Arvel Mero, also of Cottonwood, the engineer.



The 80 h.p. Case getting lined up for the daily parade. This engine does a lot of the sawing at the show. Robert Elliot and Joel Bratvold have operated this engine for a number of years.

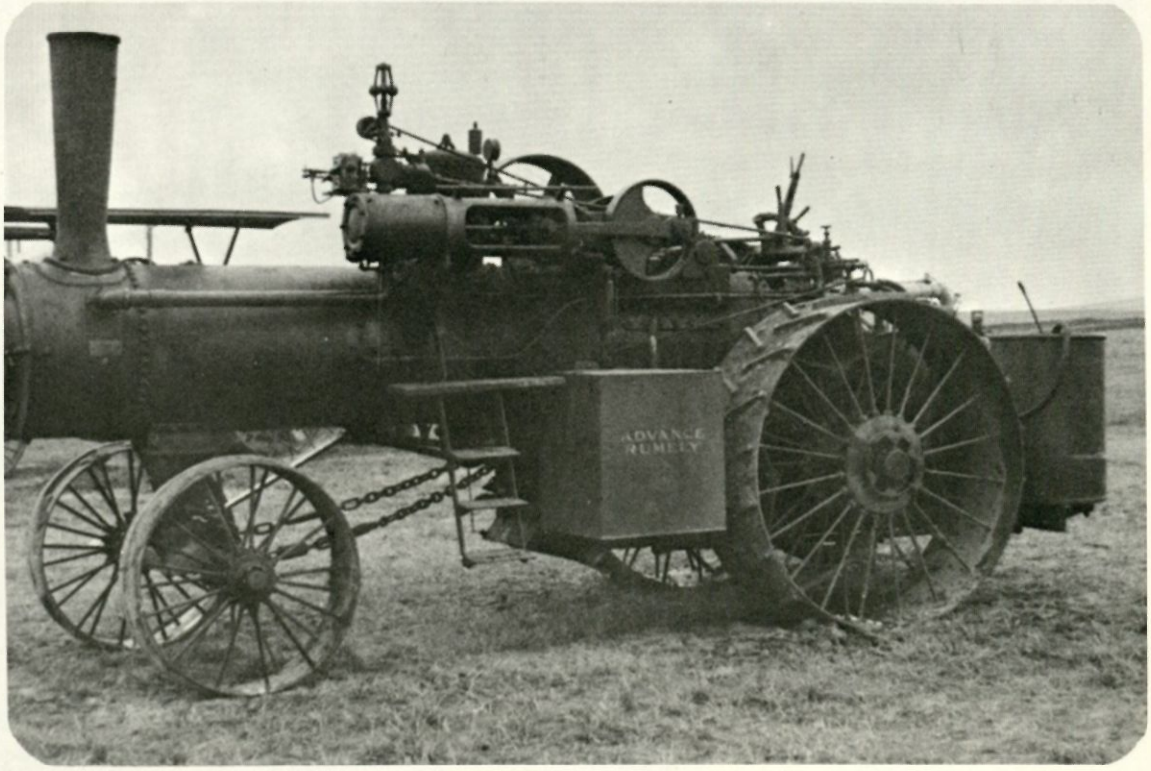
One of the few 25 h.p. Advance - Rumelys in existence. This is one of the last models of this type built.

Two of the Illinois fellows operating the 36-120 h.p. Rumely. This is the biggest engine on the grounds. Joe and Ron come up from the Freeport, Ill. area to work at the show and really like to plow with this big boy.

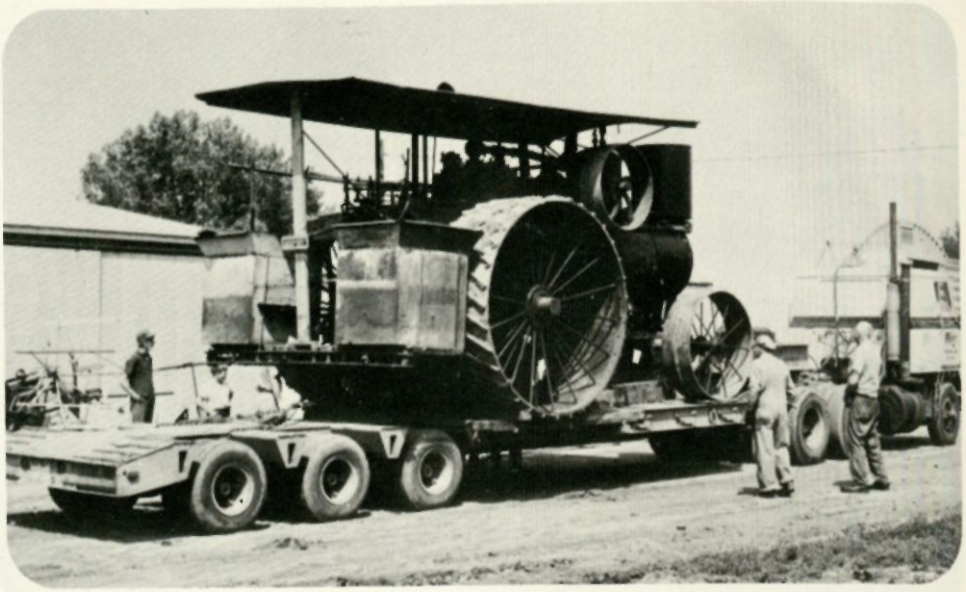


19 h.p. Baker road roller. The Baker had power steering through a tiller rather than a steering wheel.

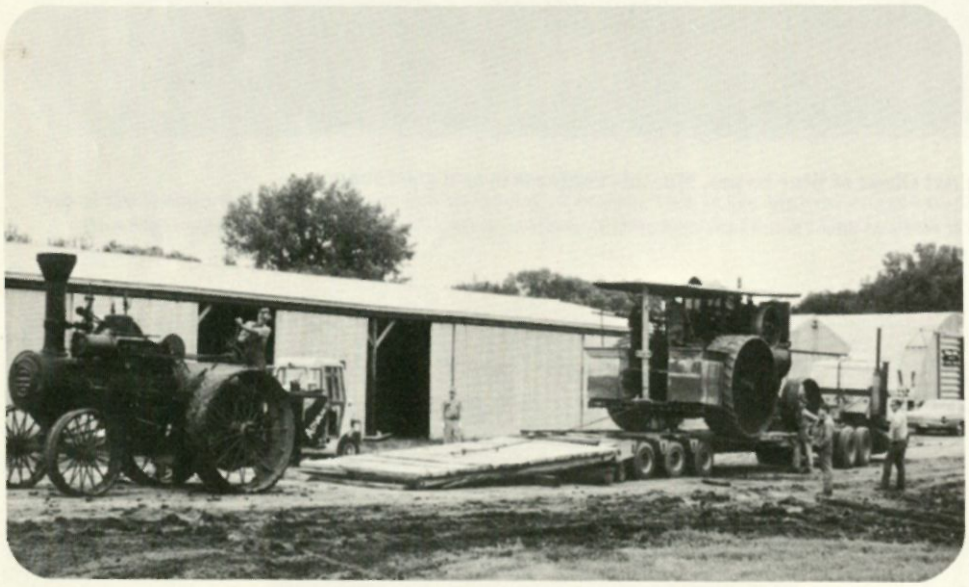
28 h.p. Minneapolis steamer. Bought from Art Olson of Blue Grass, Mn. this engine is in real good shape.



This 20 h.p. Advance - Rumely has been at the show three years. It is presently owned by Jack Zehringer of Ortonville, Mn. Engineer on this engine is Ray Wellendorf who was 91 on Nov. 6, 1979.

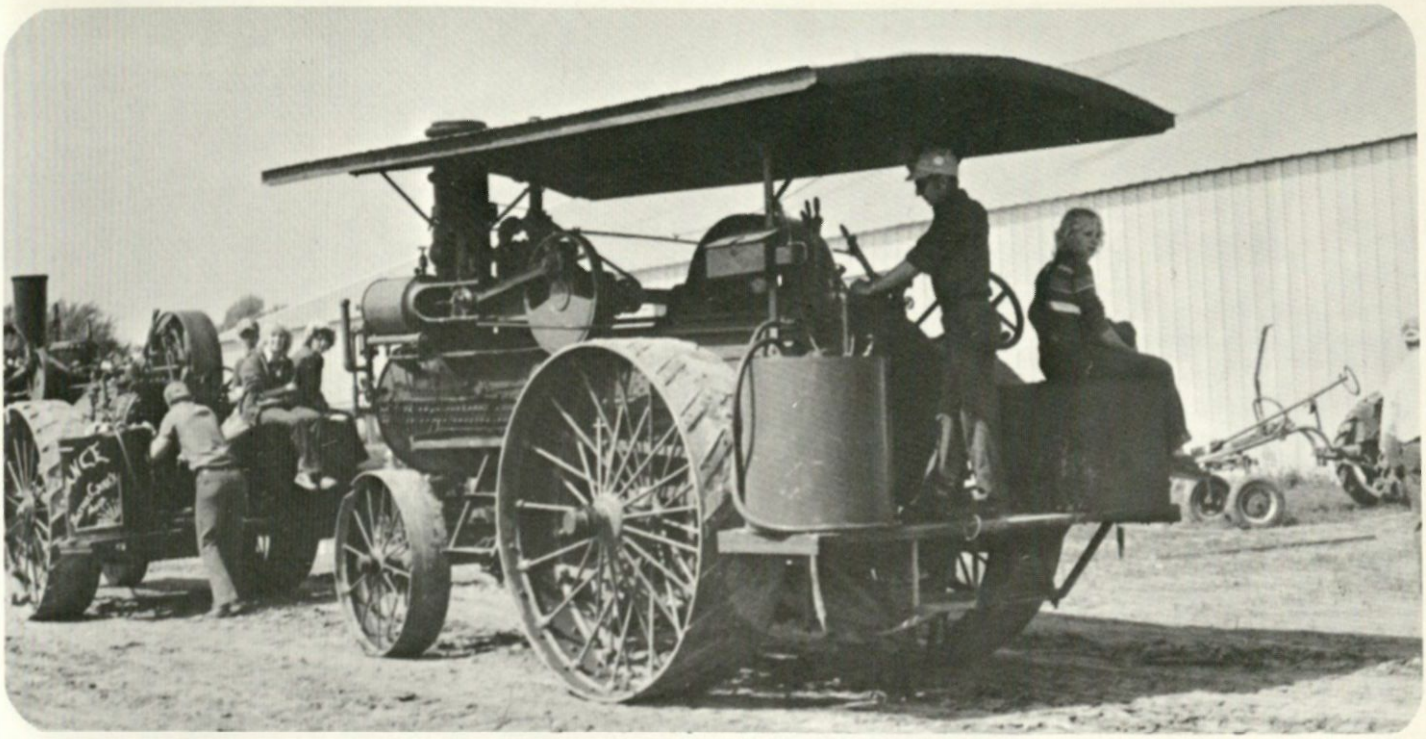


Getting ready to unload the 35 h.p. Nichols & Shepard. Moving these big boys around is quite a chore.

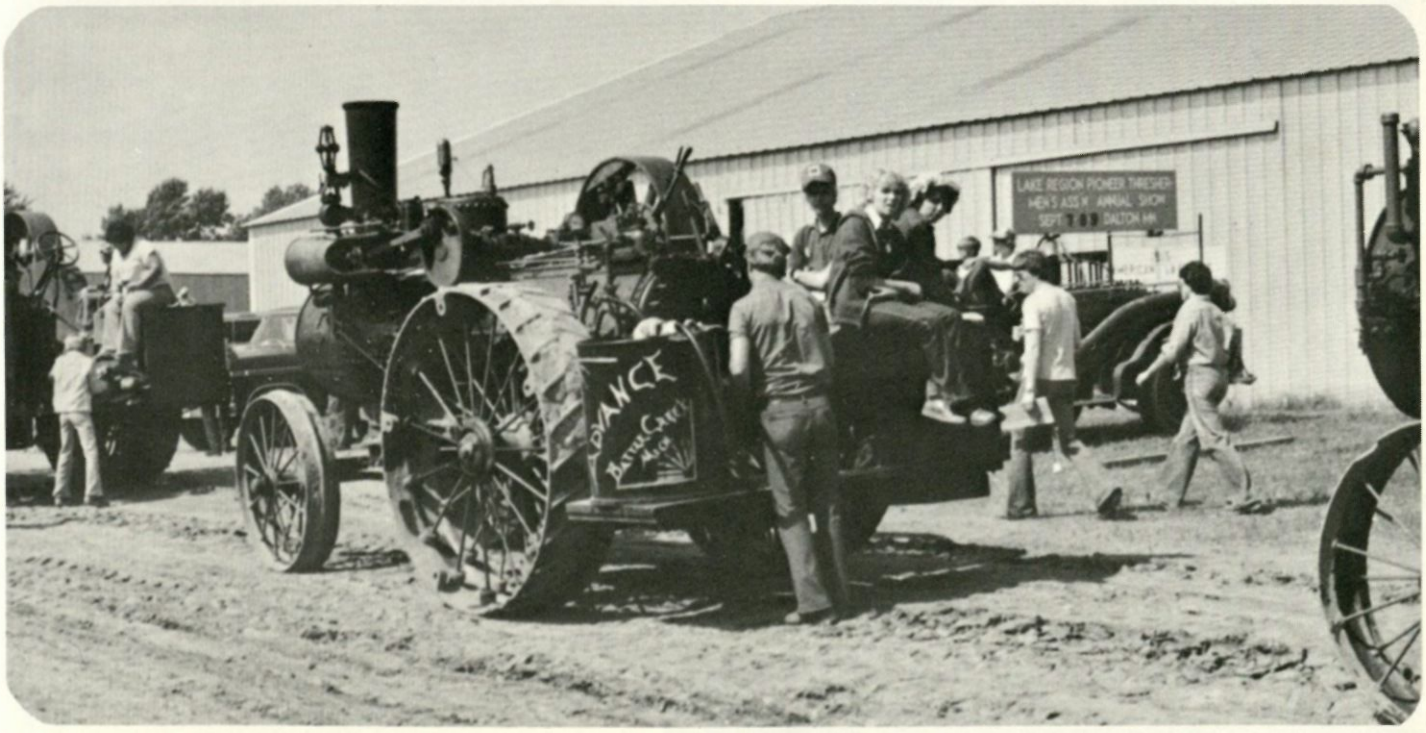


Ken Bratvold on his 25 h.p. Advance easing the "Big Nick" off the lowboy. Ken's Advance is a straw burner.

Smaller tractors unload much easier. The 17-34 Huber arriving from North Dakota.



Paul Melby running the 22 h.p. Keck Gonnermon. One of the few west of the Mississippi as these were eastern engines.



This 16 h.p. Advance was built by the Rumely Co. Recently purchased by Frank Melby from his father, George Melby. Frank is from Elk River and comes up each year to help out at the show.

Roland "Chub" Snell, Shakopee, Mn. owns this 28 h.p. Minneapolis. This engine sawed lumber in the Grand Rapids area for many years. The whole Snell family comes up to the show every year to have fun and work with us.

22 h.p. Avery double cylinder undermounted plow engine. The only engine on the grounds with 2 speeds forward. This heavy traction engine was built in 1912.

Bill Dey of Vergas, Mn. firing his ⅓ scale model Case rig. This outfit is complete from engine and water wagon to . . .

. . . a working seperator and bundle wagon. Bill has a big time at the show and the kids really enjoy something their size that really works like the big ones.

"LETTERS TO THE EDITOR"

(Robert Larkin - Montevideo)

Dear Don,

I was happy to have finally met you and enjoyed our short chat at the Dalton Show. We hope you had a good time, did a good business with your publications, and perhaps saw a few engines or machinery which you may not have observed before. Well, Don, as you said you would publish a history of that Holt 75 Caterpillar which you saw at the Dalton Show, I will get down to the bare facts with no further ado.

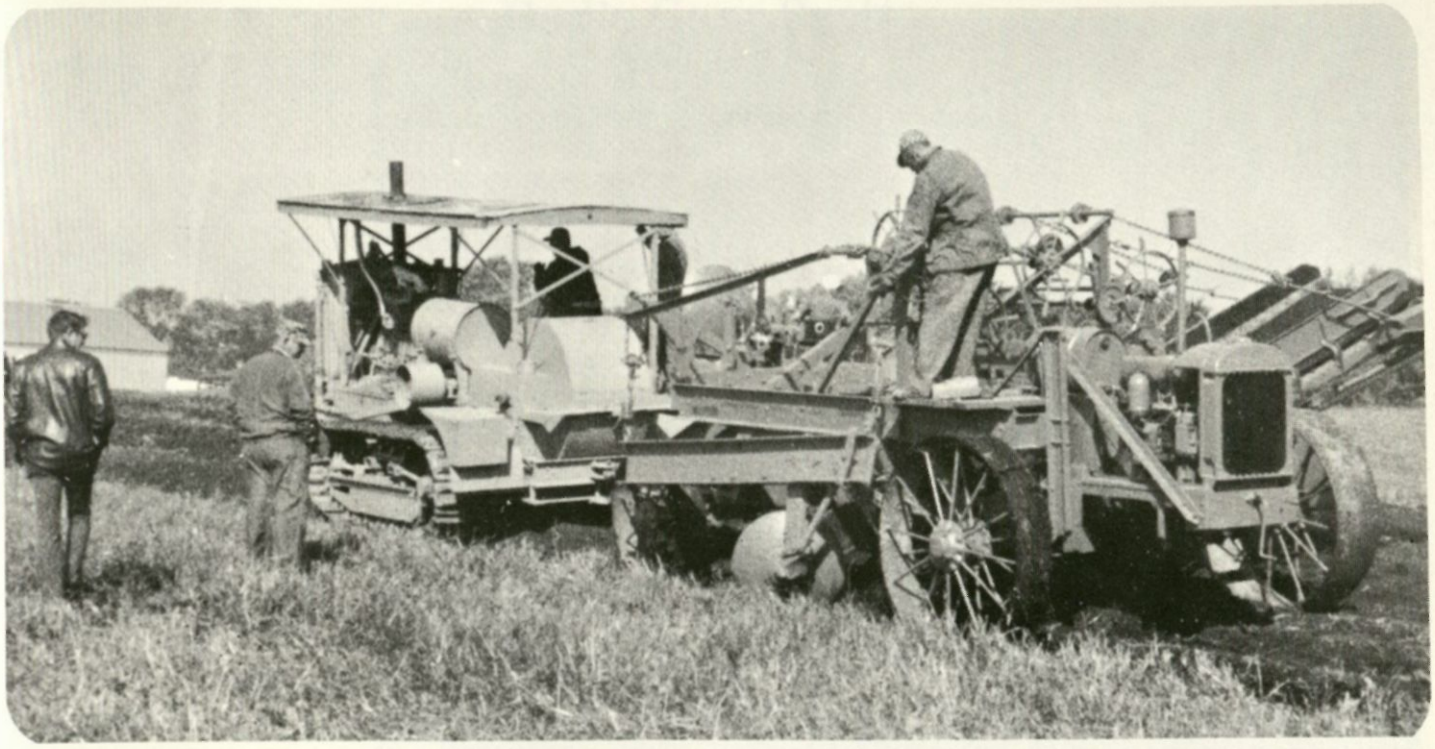
This Holt 75 Caterpillar Gas tractor serial no. 101566 was purchased new in 1918 by the Munsen brothers, Alfred, Emil and Henry who were engaged in various activities in the Montevideo area for many years including farming, road grading, oil distribution, auto and auto parts business, etc.

The price of this tractor is believed to be $7,500 when it was bought. That sounds about right as my father bought a 10 ton Holt in 1919 for $6,500. The Munsen Brothers ran three threshing rigs in the fall, and from what men have told me, they ran very late in the fall and got out quite a way from their farms which are located eight miles East of Montevideo.

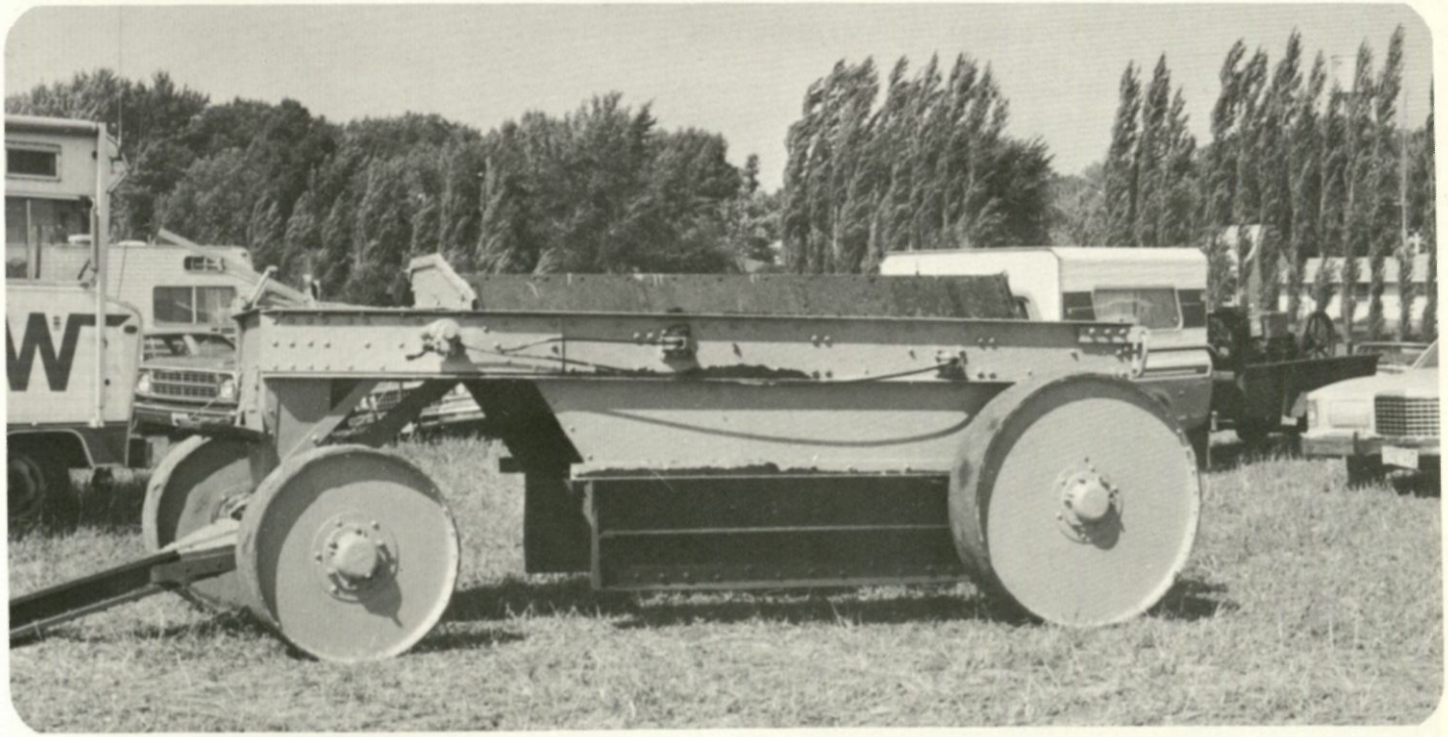
The Holt 75 was used for power on a 40 inch Advance Rumely separator with wing feeders. They built many a mile of road using the Holt to pull a 36 inch belt Austin Western ground drive elevating grader and a 12 foot blade grader. They had a 10 bottom plow which they used to use. They also had a 30-60 Hart Parr, the Hart Parr got mired down one time with the 10 bottom plow, so Gerald Munsen told me they hooked the big Holt on and pulled plow, Hart Parr, and all out at the same time. This tractor did a tremendous amount of farm and road work and was still pulling that 40 inch separator in 1936 when it was shut down the last time.

Gerald and Roger Munsen, son and grandson, respectively of Alfred Munsen, still farm the Munsen Farms out East of Monte, and good farmers they are. Roger inherited the Holt from his grandfather and I guess I'm the guilty party who persuaded Roger and his dad to join our Lake Region Pioneer Threshers Association and they decided to restore the Holt. Bear in mind this Cat stood for 43 years. Roger shot a little oil in the cylinders last winter and along about June, '79, I had a few weeks available so started pulling heads, water pump, radiator, etc. The engine was practically free after standing 43 years. We were very fortunate in that Gerald had saved an operator's and serviceman's manual and a parts book. I thought I knew a little bit about Cats, but I sure got an education on that Holt 75. Between the three of us, we put many a man hour on this restoration, but it was all worthwhile when we heard the old Holt start to beller. Milton Martinson of Ashby, Minnesota, who is one of the main spark plugs at Dalton show drove down twice and helped very much. Clarence Martinson of Dalton also helped us for a day, and then I persuaded Mr. Lenny Swenson, who ran the tractor in 1936, to give us a hand one day. It has been one of my big ambitions to see that Holt pulling our mucker at Dalton, and here is a picture to prove it did just that. Looks like it came out of Peoria yesterday, doesn't it? Roger very generously put the Holt in the museum at Dalton show grounds where people can look at it from June 'til show time next September, when it will again be operating.

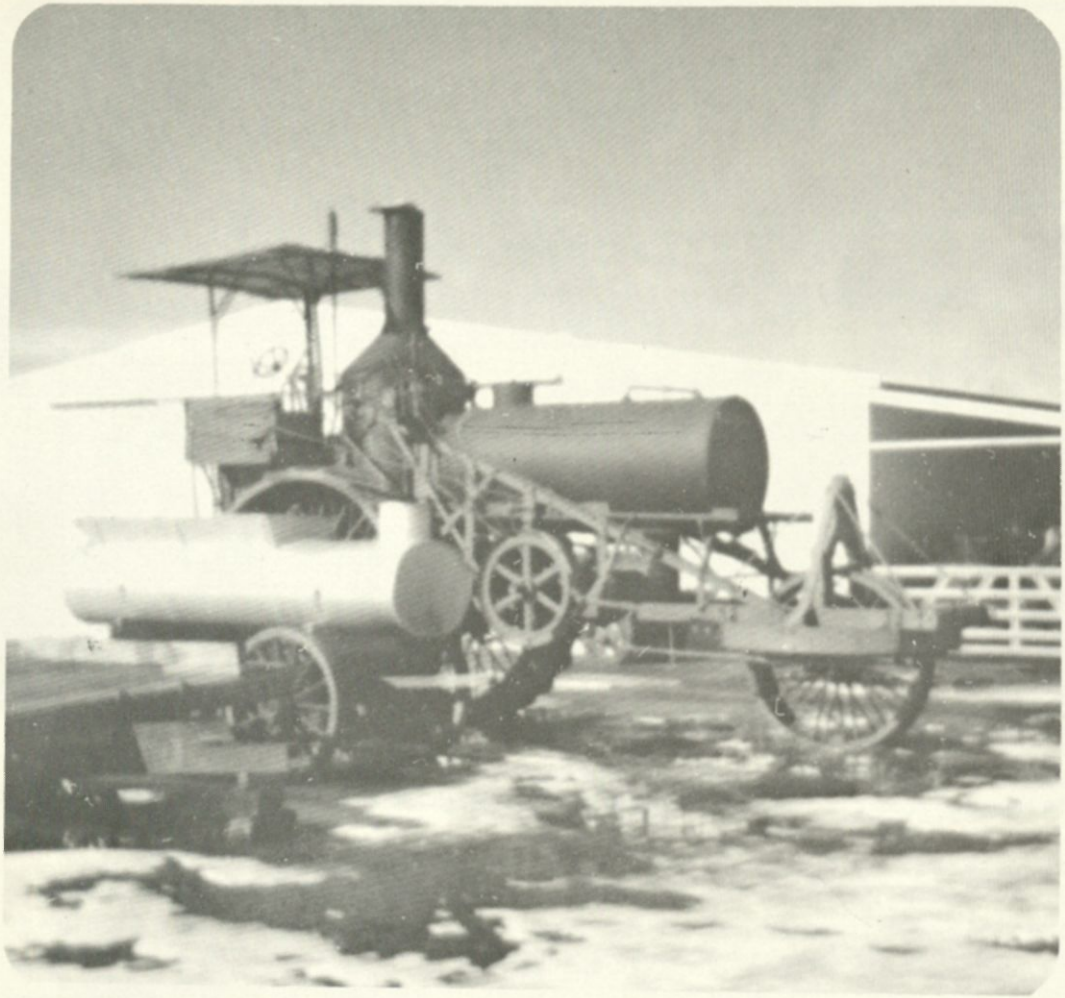
Courtesy of Robert Larkin, 516 North 11th St., Montevideo, Minnesota 56265
Above article taken from December-January 79/80 issue of Engineers and Engines



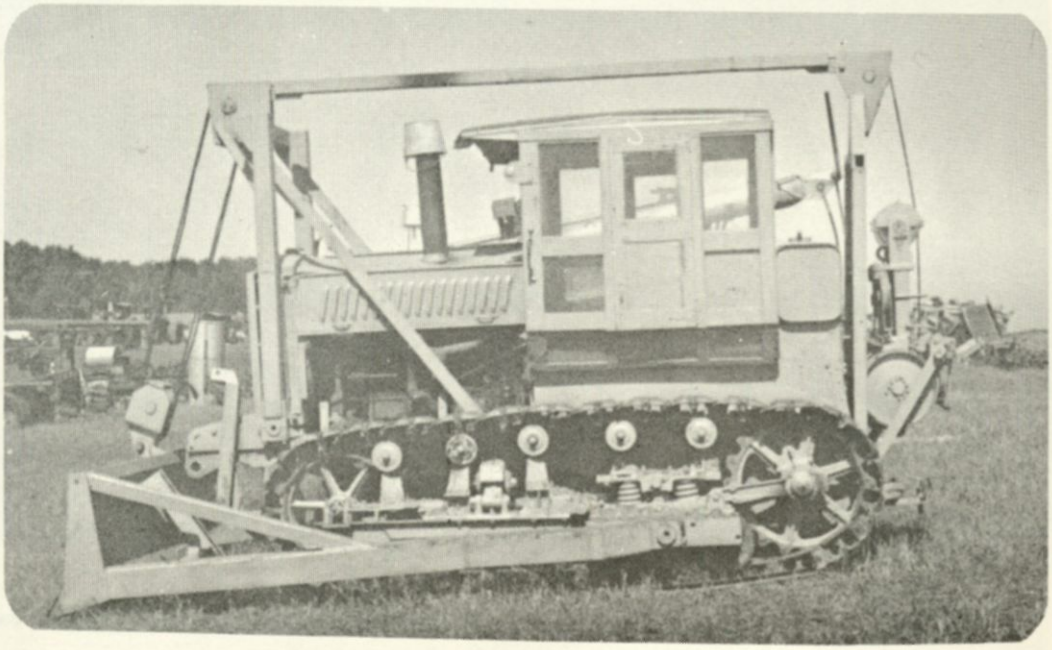
Holt 75 Caterpillar pulling the Cat 60 elevating grader or "mucker" during the 1979 show. Roger Munsen is operating the 75 and Bob Larkin is on the controls of the mucker.



LaPlante-Choate bottom dump wagon. Used extensively in North Dakota before coming to the show.



100 h.p. Best steamer owned by Oscar Cooke. This rig was used in Utah to haul 10 ton ore wagons.



A 1922-23 10 ton Holt. Used in Ely, Mn. for plowing snow. Holt combined with Best to become Caterpillar.

Dad's Gaar Scott

There stands alone in the field today
an old steam engine of yesterday;
It's big spoked wheels and tall smokestack
wait for someone to take it back.

Not long ago, it was doing its chore
and yet, today, it could still do more;
if you look at it closely, it seems to say:
"I was the field's King, yesterday!"

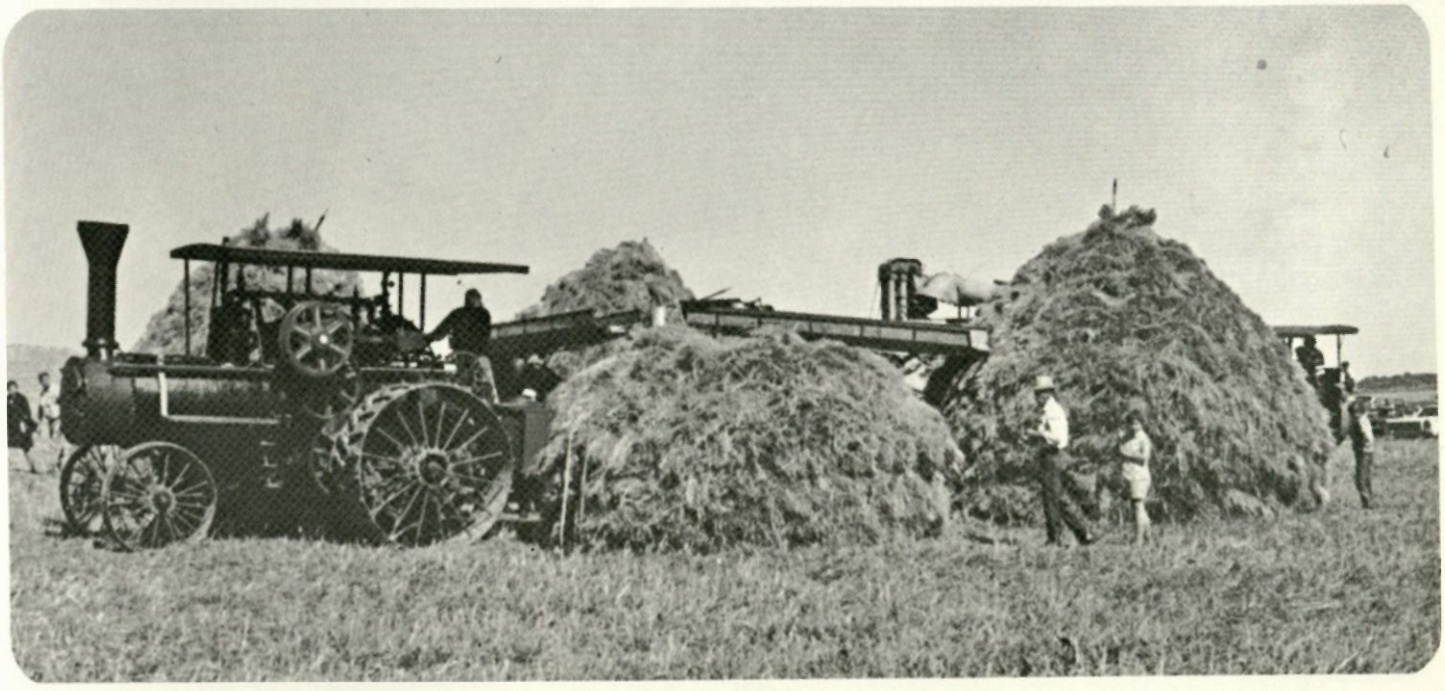
It puffed and it chugged in a gentle way
while the farmer threshed the grain that day,
and out of the smokestack came the soot
that speckled the passers-by head to foot.

And then 'round midday a person could hear
the sound of its whistle far and near,
A sign to the others who worked in the field
that now was the time for a home-cooked meal.

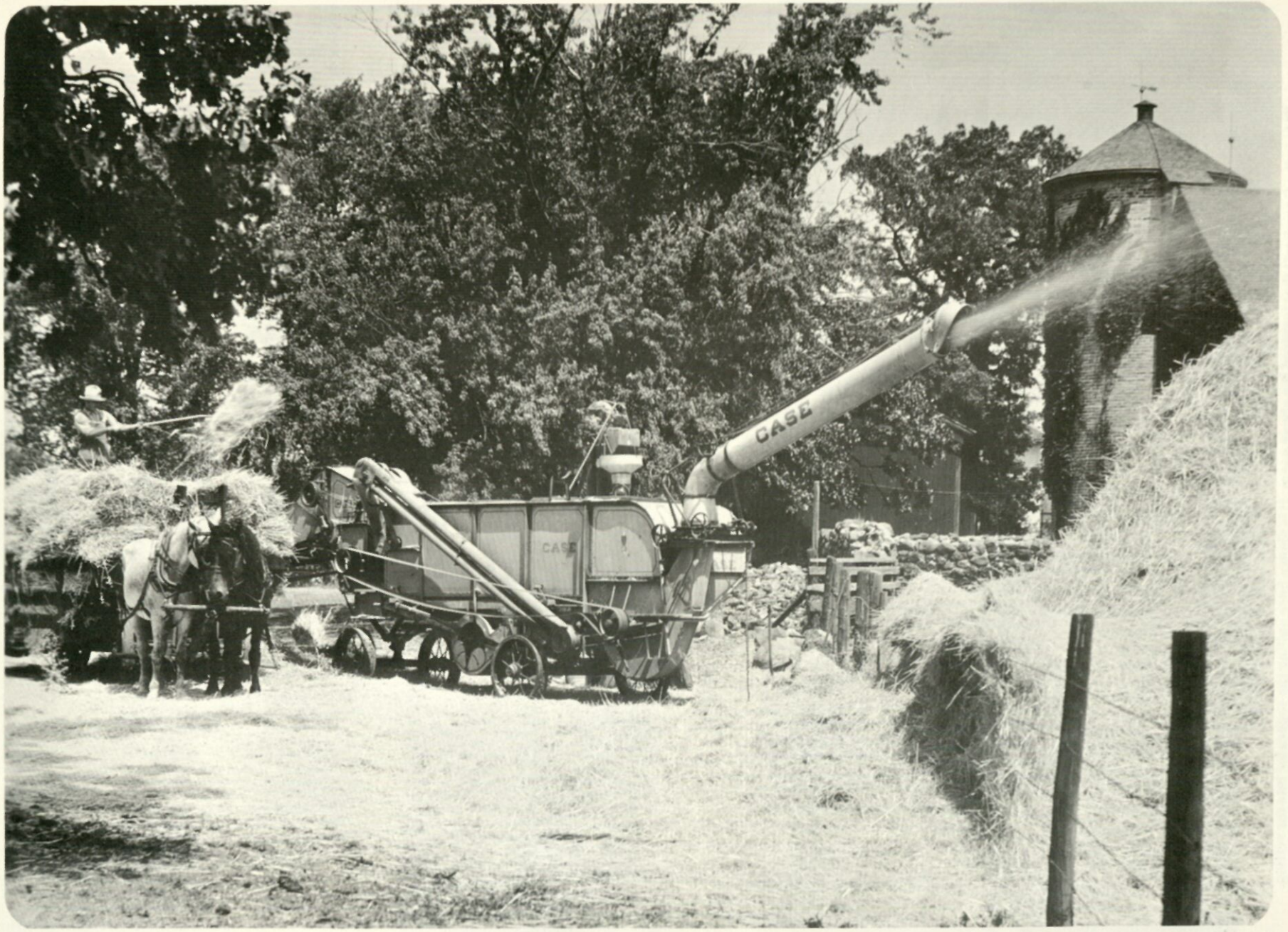
The thresher returned to the big Iron Horse
to finish the job he had started, of course;
He ran that big engine from morning til night,
the field work got done and it got done right.

The farmers aren't using that steamer today,
they've modern equipment for threshing the grain;
though modern and faster, it doesn't compete,
for Dad's old Gaar Scott just won't be beat!

By Laurie (Melby) Jensen

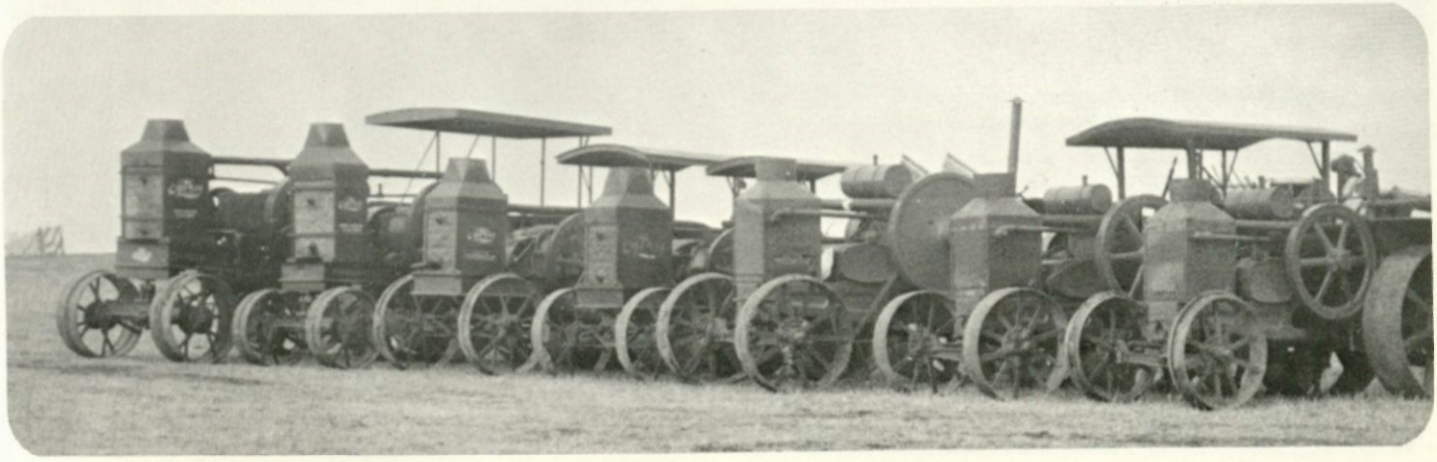


This is the Gaar Scott that inspired the above poem. It is shown here pulling the seperator into the setting.

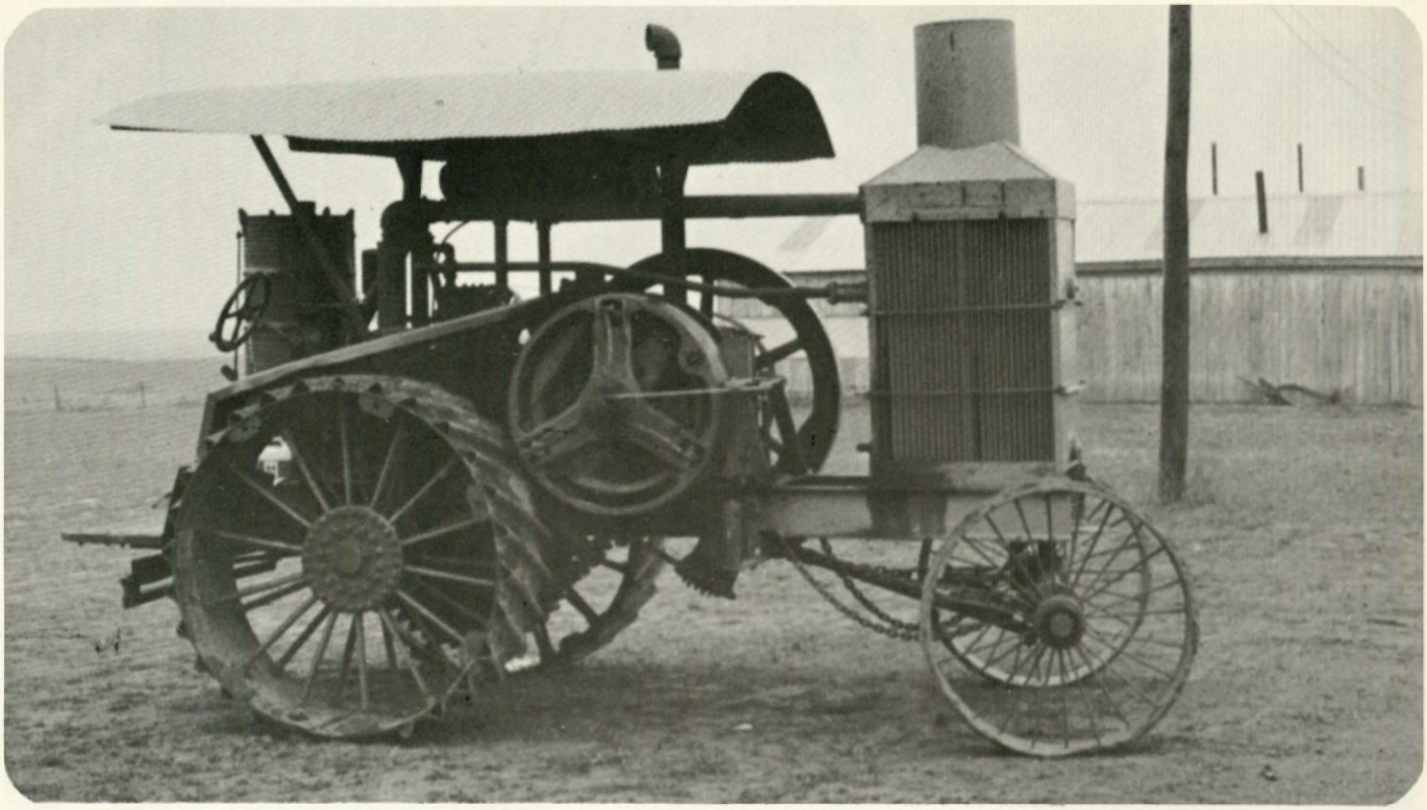


A scene that was common on most farms 50-60 years ago. Note the pitcher just missed with the last bundle and it's just hitting the ground.

Jack Maple, on the left, of Rushville, Ind. fine tuning Larry Martinson's 15-30 Model F Rumely oil pull.

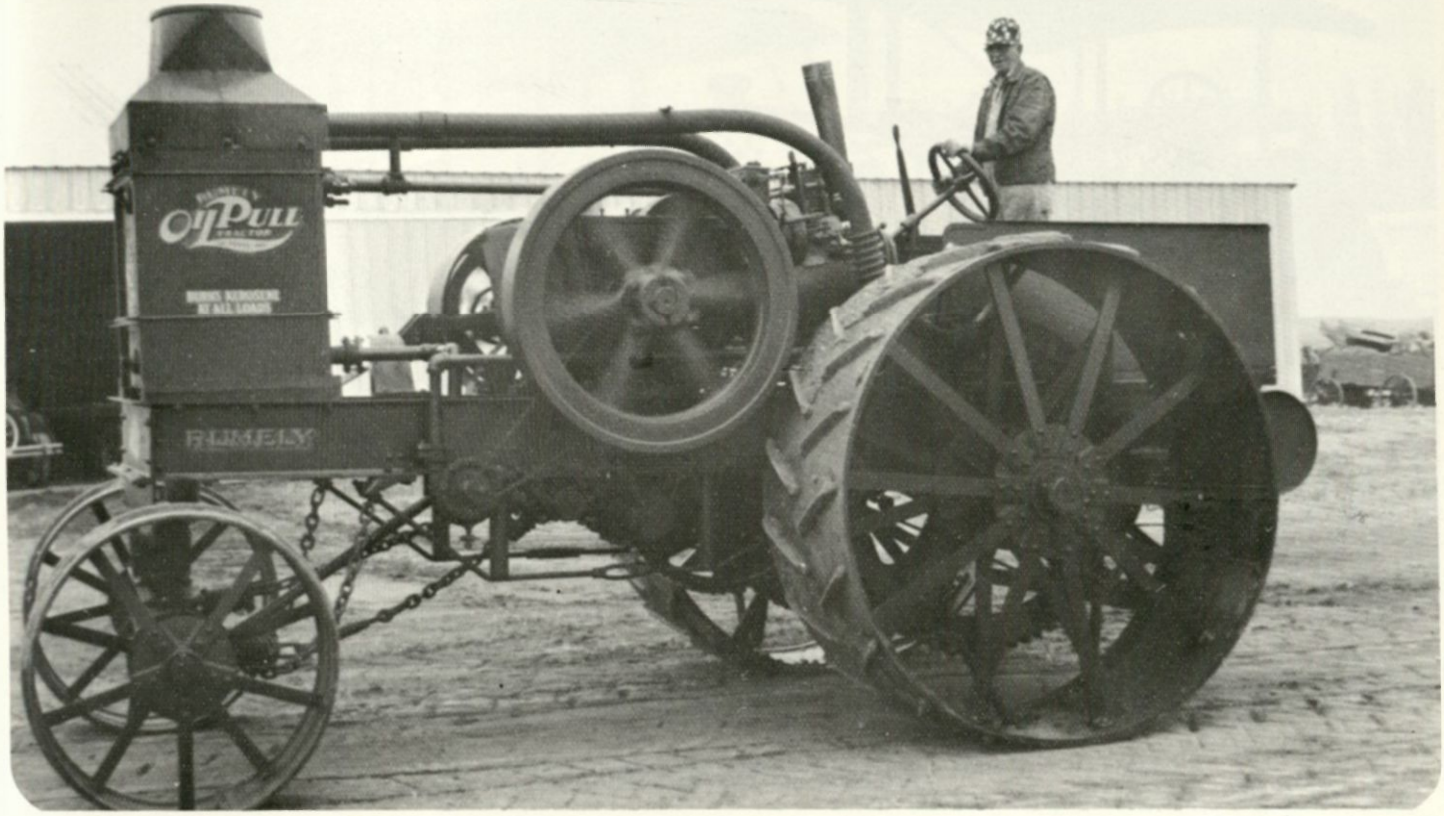


Part of the Oil Pull Collection at the 1979 show.

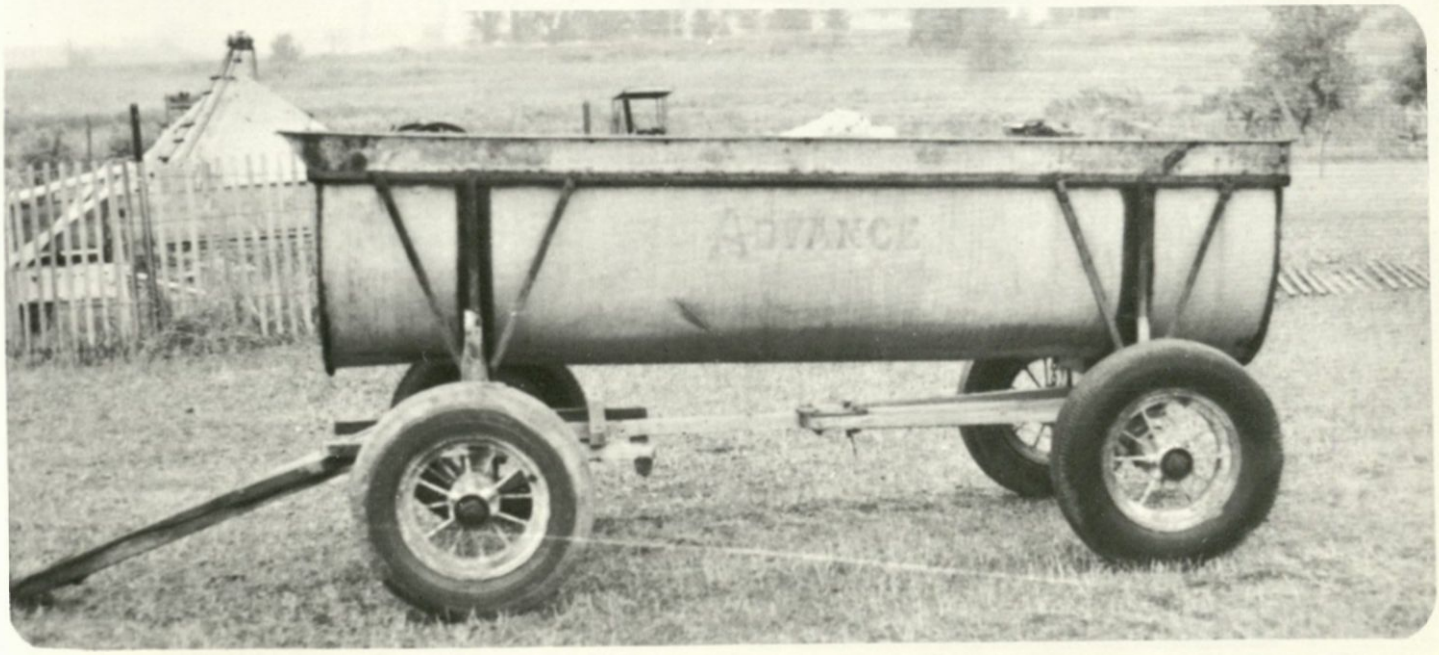


30-60 Hart Parr built in 1908. This model was known as "The Old Reliable." The hit and miss governor makes this tractor sound very unusual.

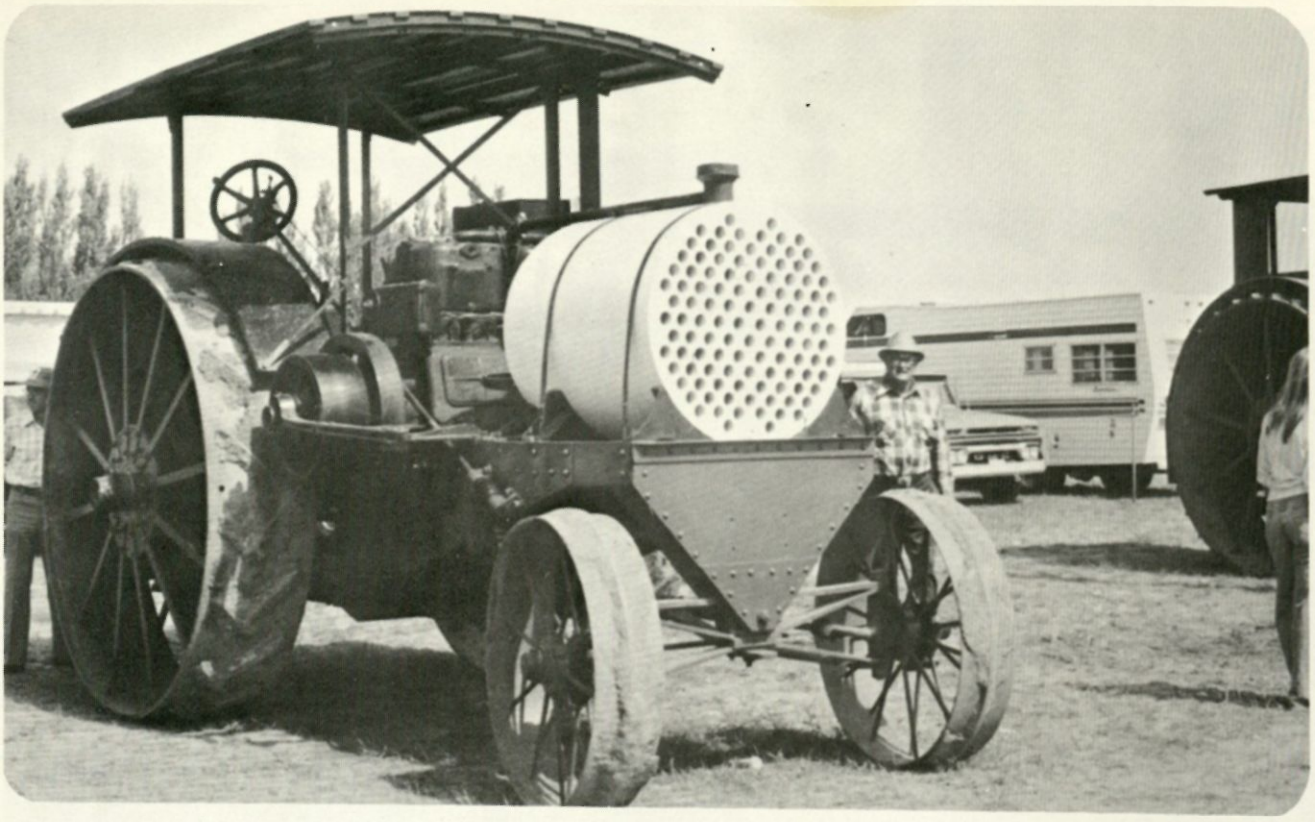
Minneapolis comfort cab.



Carl Evavold on a 30-60 Rumely Oil Pull. Carl was trained at the Oil Pull Factory in LaPorte, Ind.

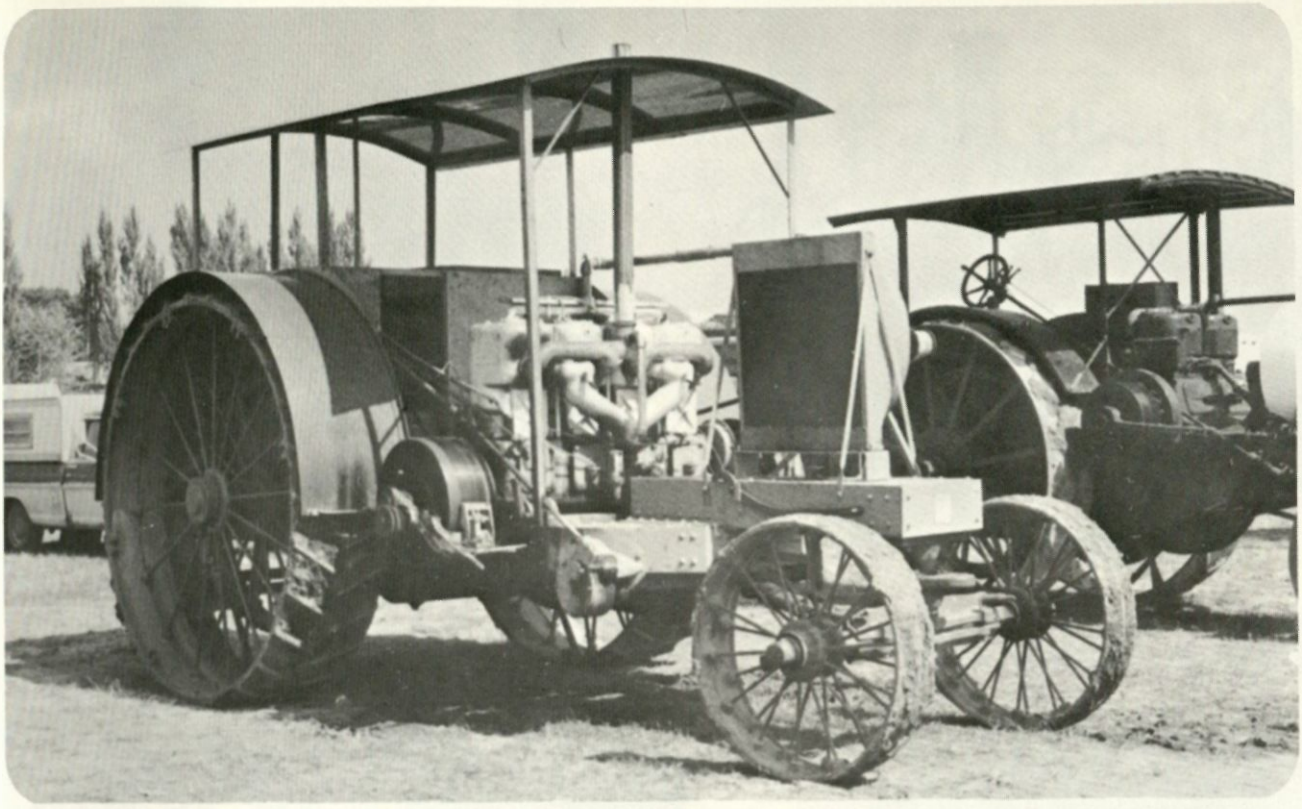


Advance water wagon can usually be seen tending the engines at the saw mill.

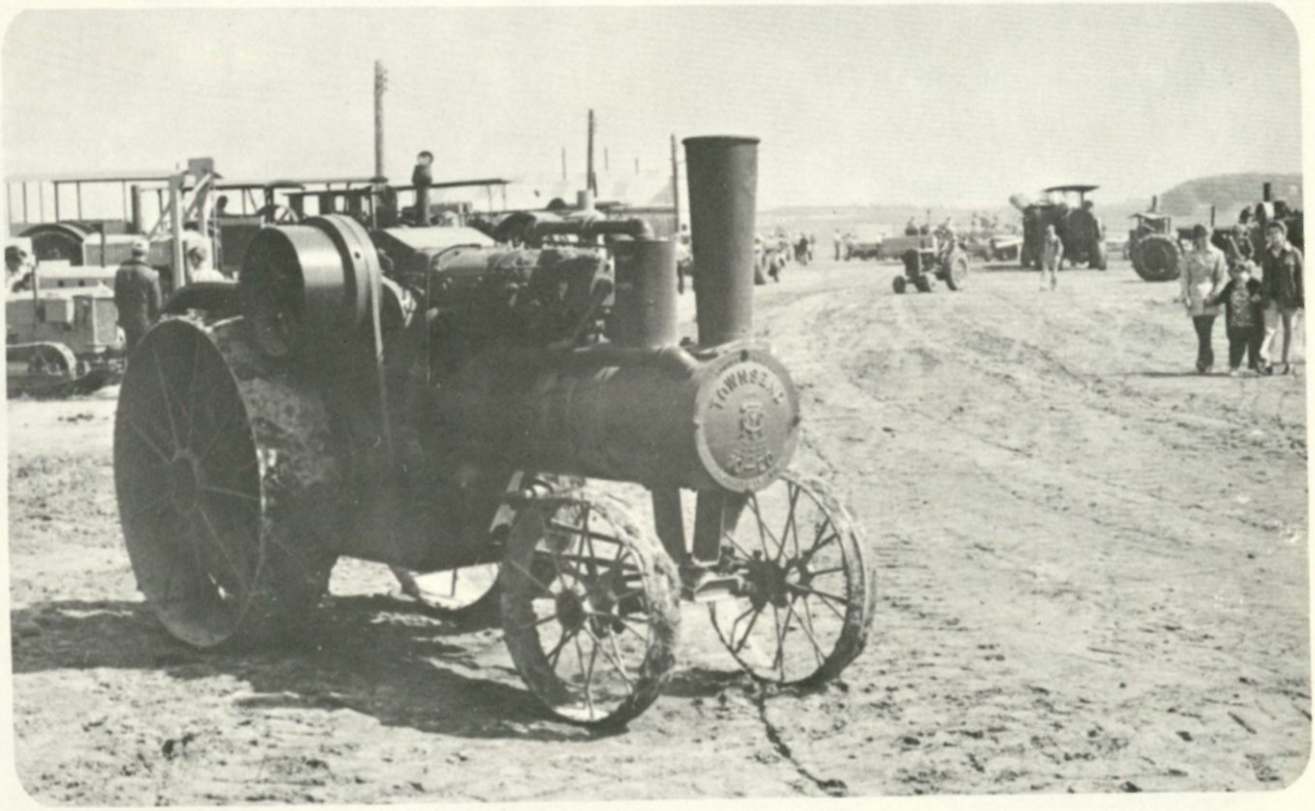


This rare 25-45 Twin City is a real beauty. Built in approximately 1914.

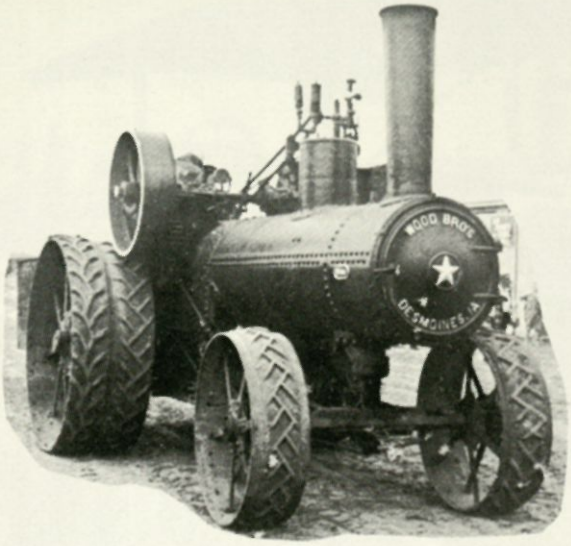
The proud owner of this completely restored 30-60 Aultman-Taylor is Aldrich Carlson of Evansville, Mn. This tractor was built in 1919.

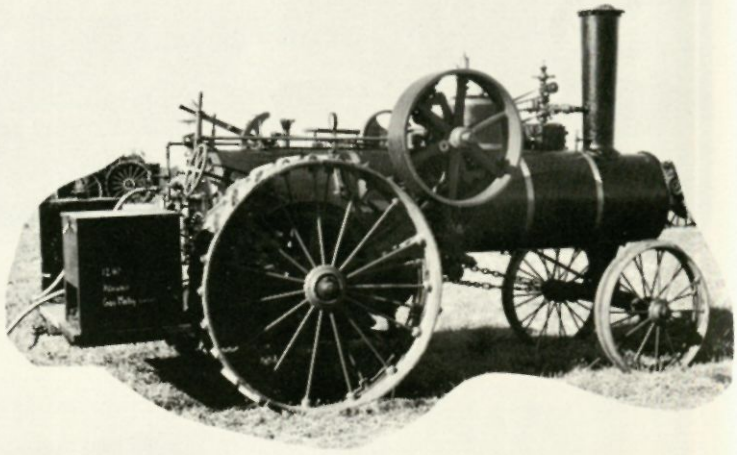


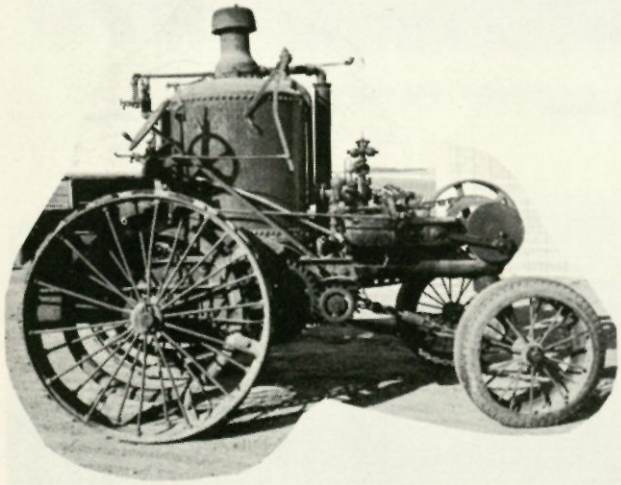
The 30-60 Russell. One of the few left in existence.

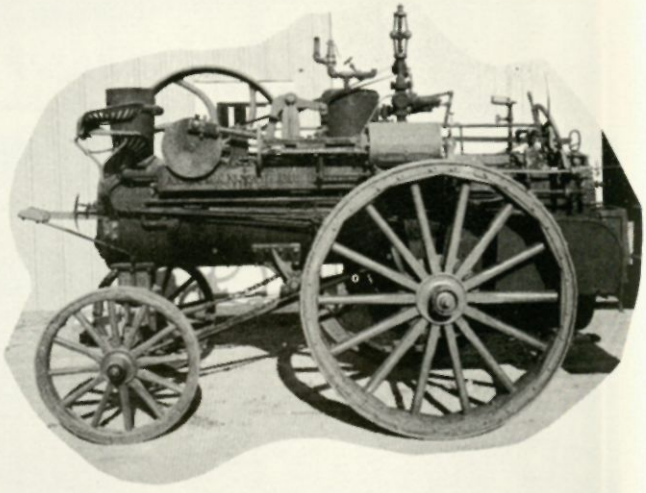


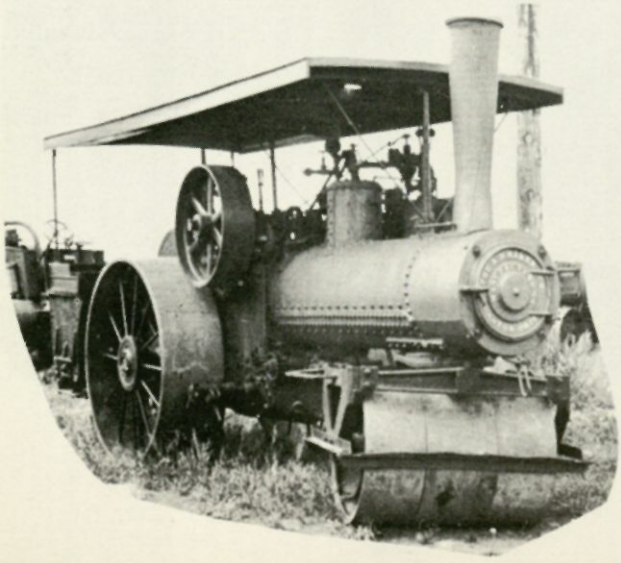
10-20 Townsend or "The Little Fooler". A gas tractor that resembles a steam engine, hence its nickname.

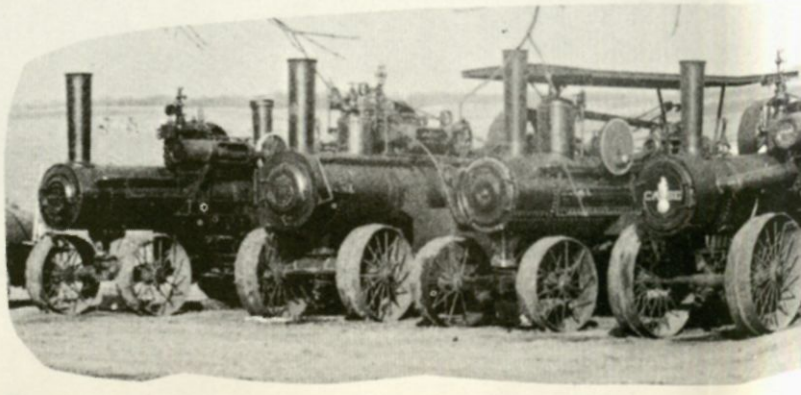

WOOD BROS
DES MOINES IA

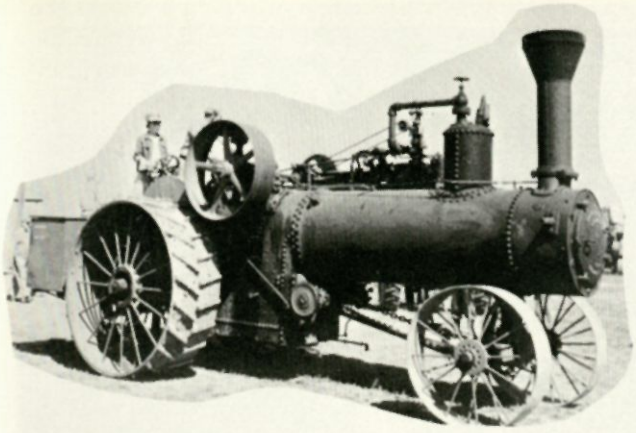


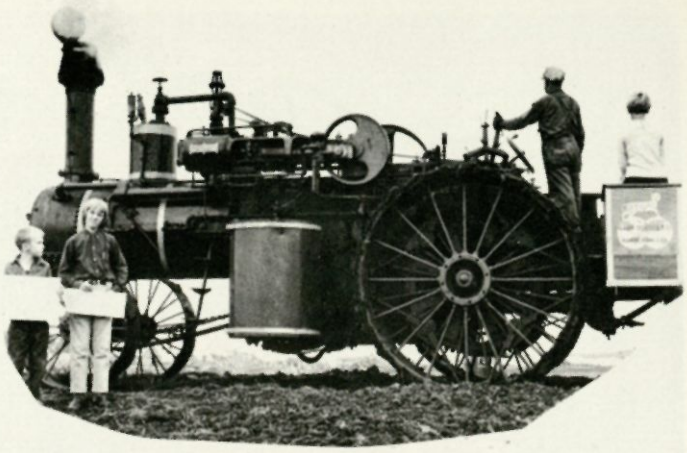


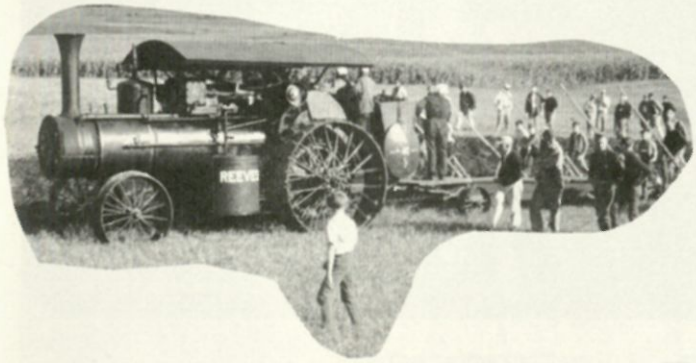


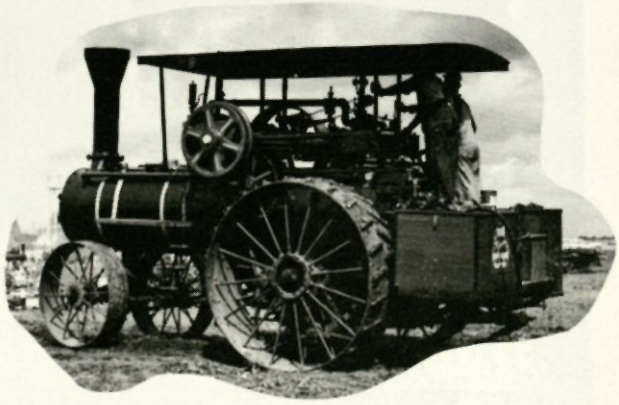


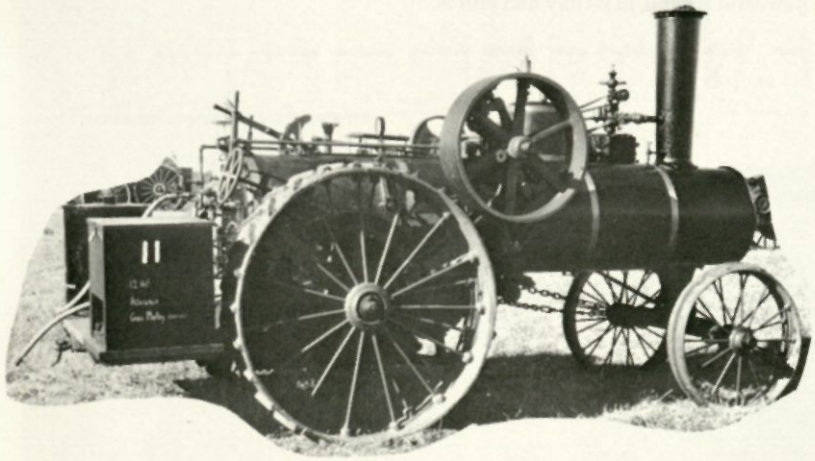




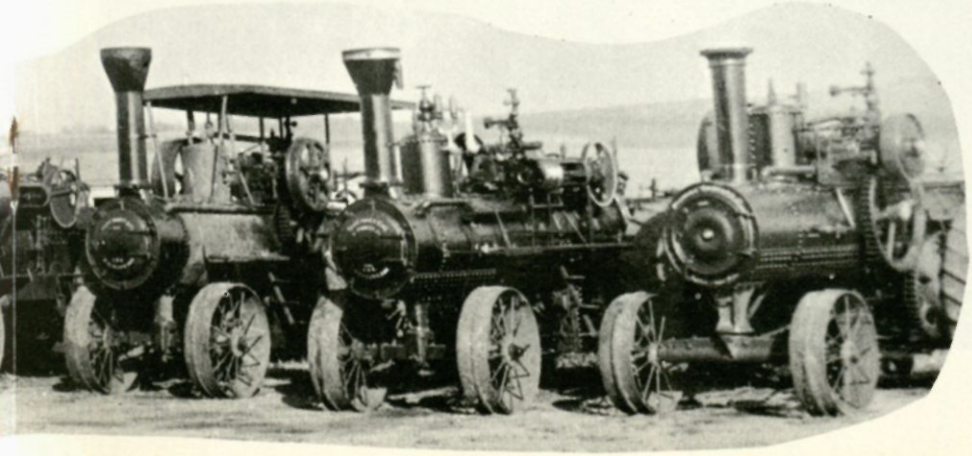


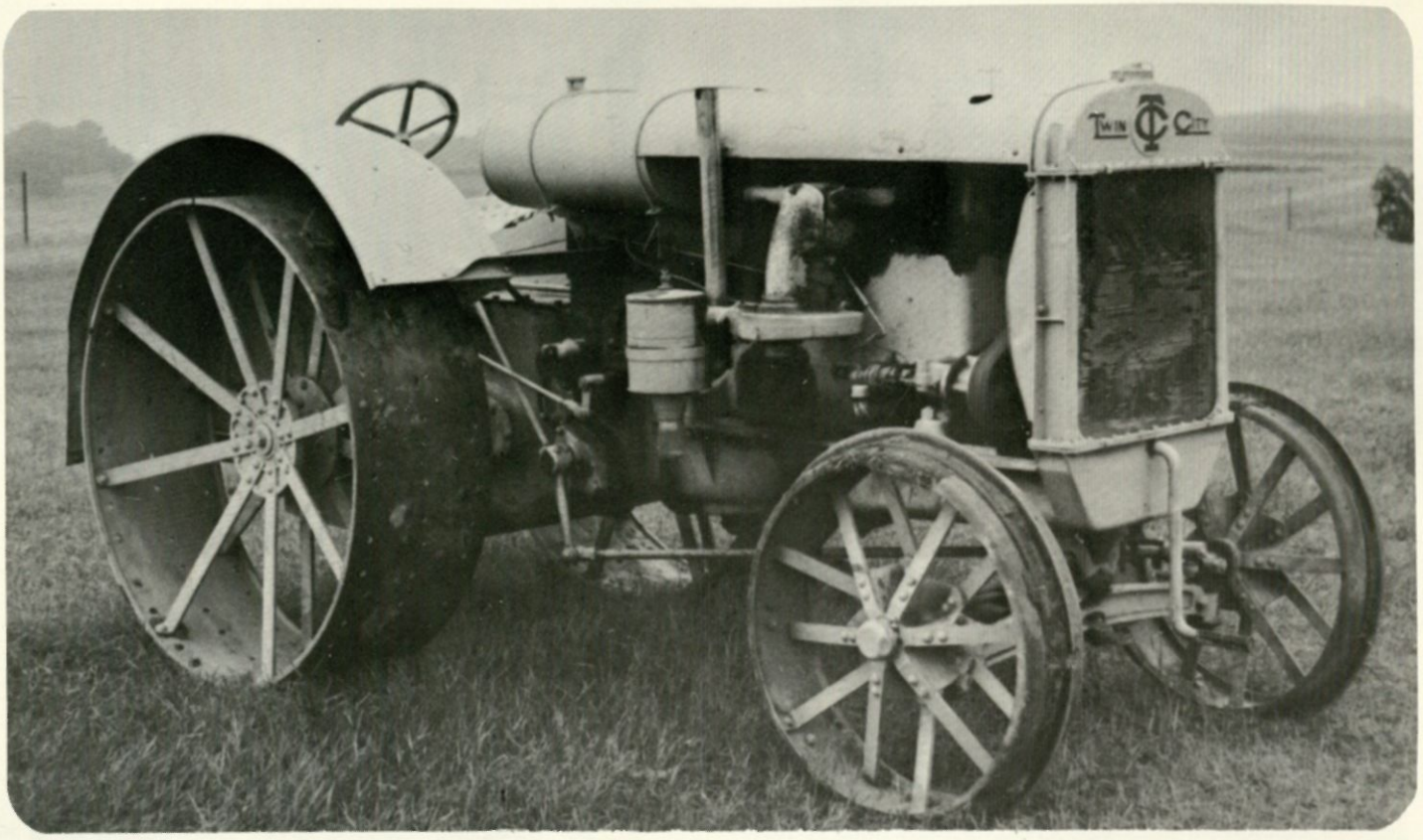






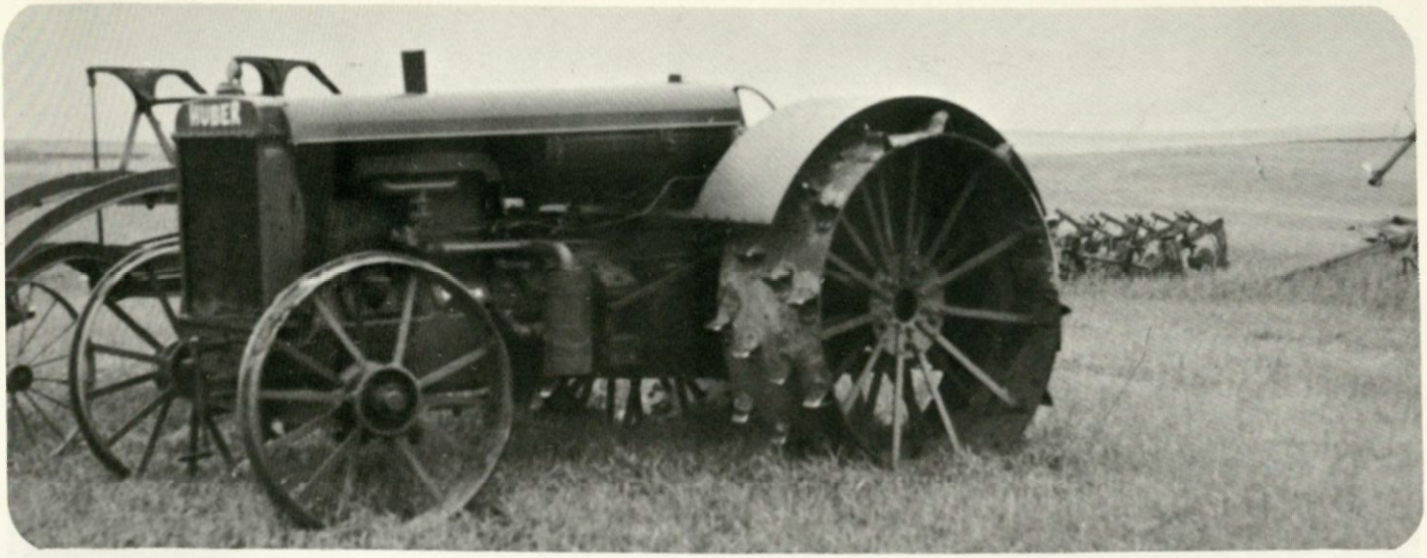

30 H.P.
THE NEW
HUBER





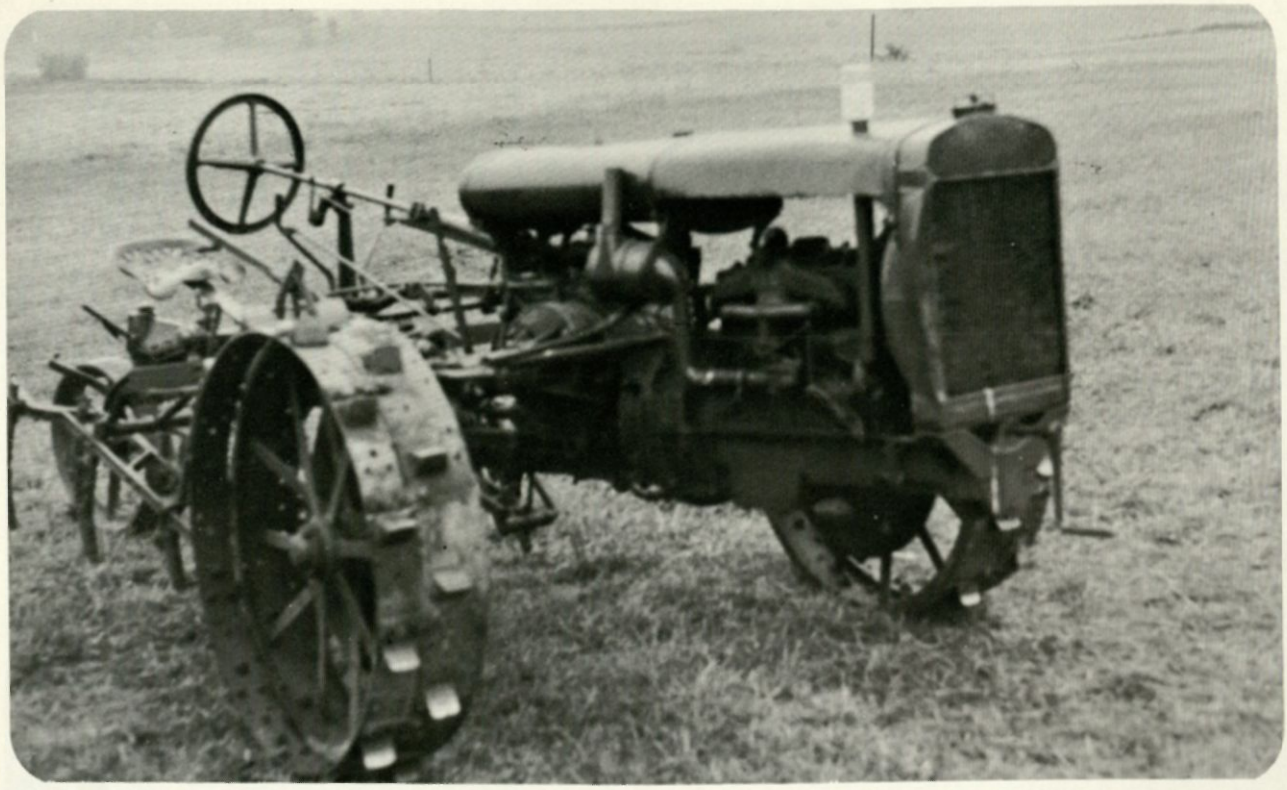
27-44 Twin City. A powerful tractor in its day and still is.

An 18-30 Allis. Another rare old number to be seen at the Dalton show.

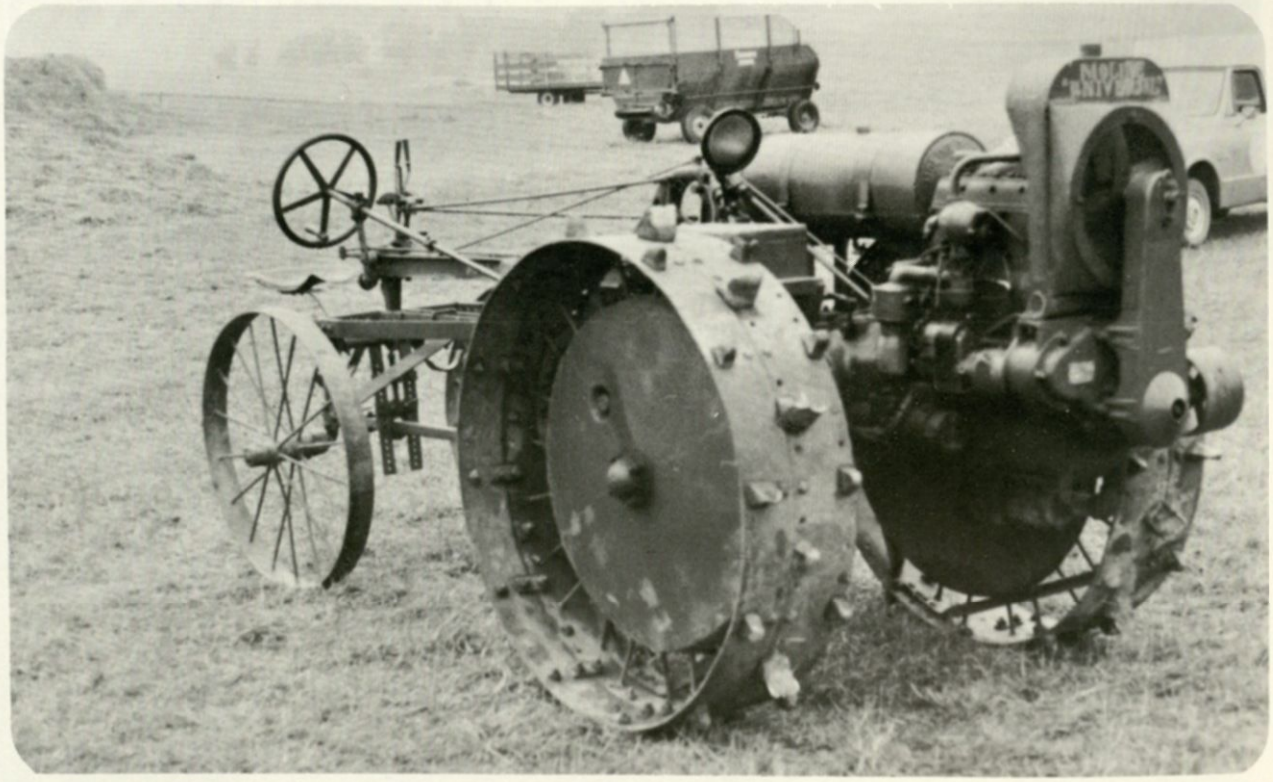


17-34 Huber. This came to the show from the Dickinson, North Dakota area where it was used for plowing and threshing.

40-80 Minneapolis. This tractor and a "40" seperator were purchased in 1918 by the Mohrman family of Slayton, Mn. Clarence Mohrman comes up every year to operate the rig during the show.



A Rumely DO-ALL. This was one of the first attempts to produce a row crop tractor.

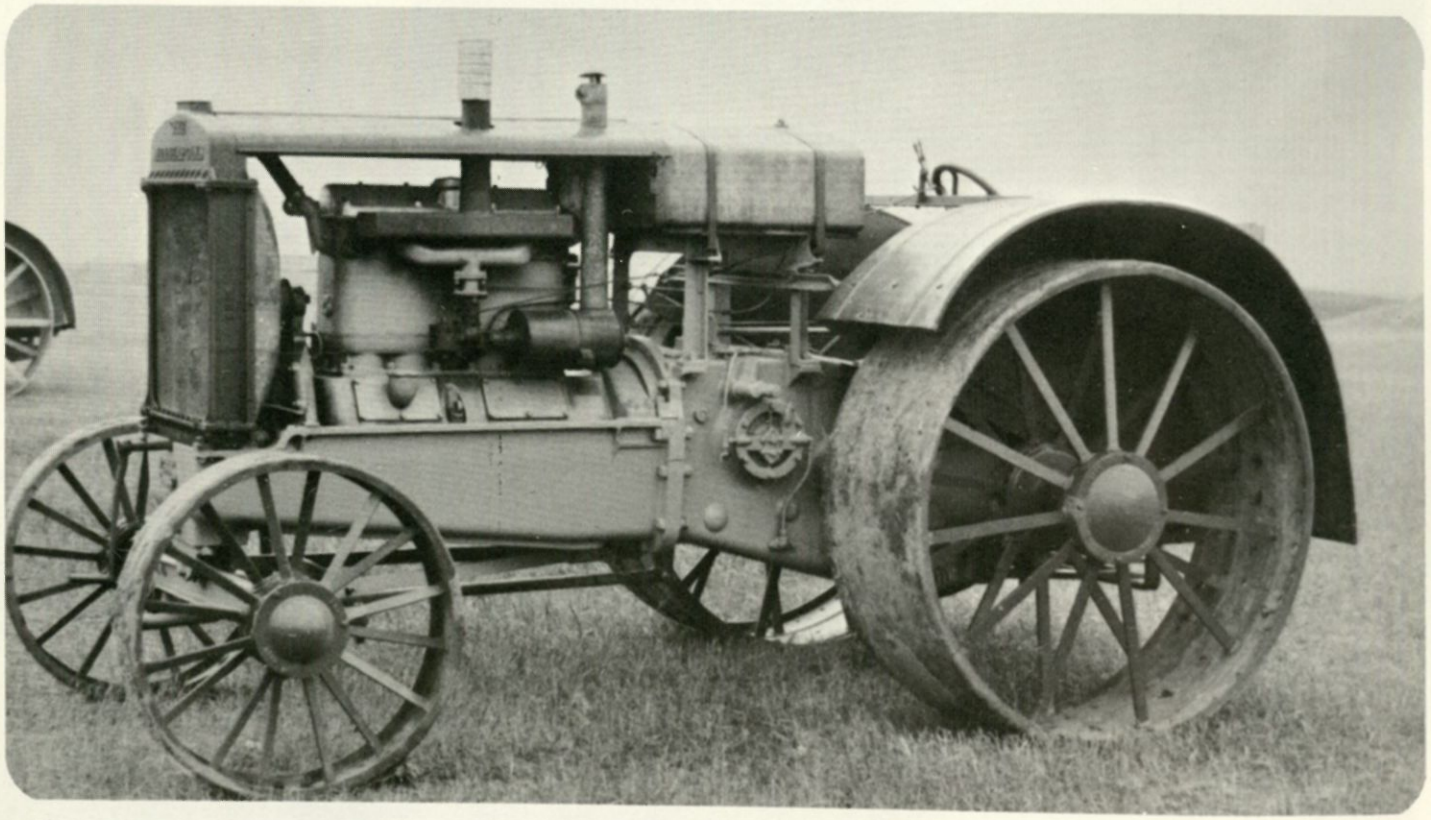


A Moline Universal 9-18 h.p. Another early attempt at a row crop tractor. This model cost $650.00 new. Operated by Eldon Persey of Erhard, Mn. This has always been in the Persey family.

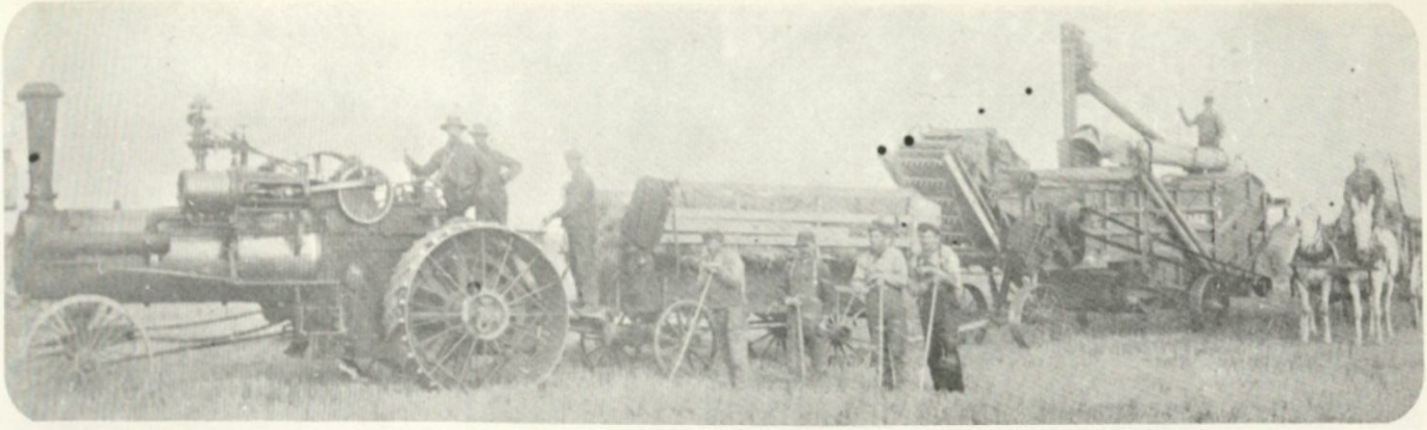
Cy Barnack's 22-36 McCormick. Nice little tractor that runs like a top.

Model A Allis Chalmers. Not too many A's were made.

The 30-60 Russell needed a little help getting started.

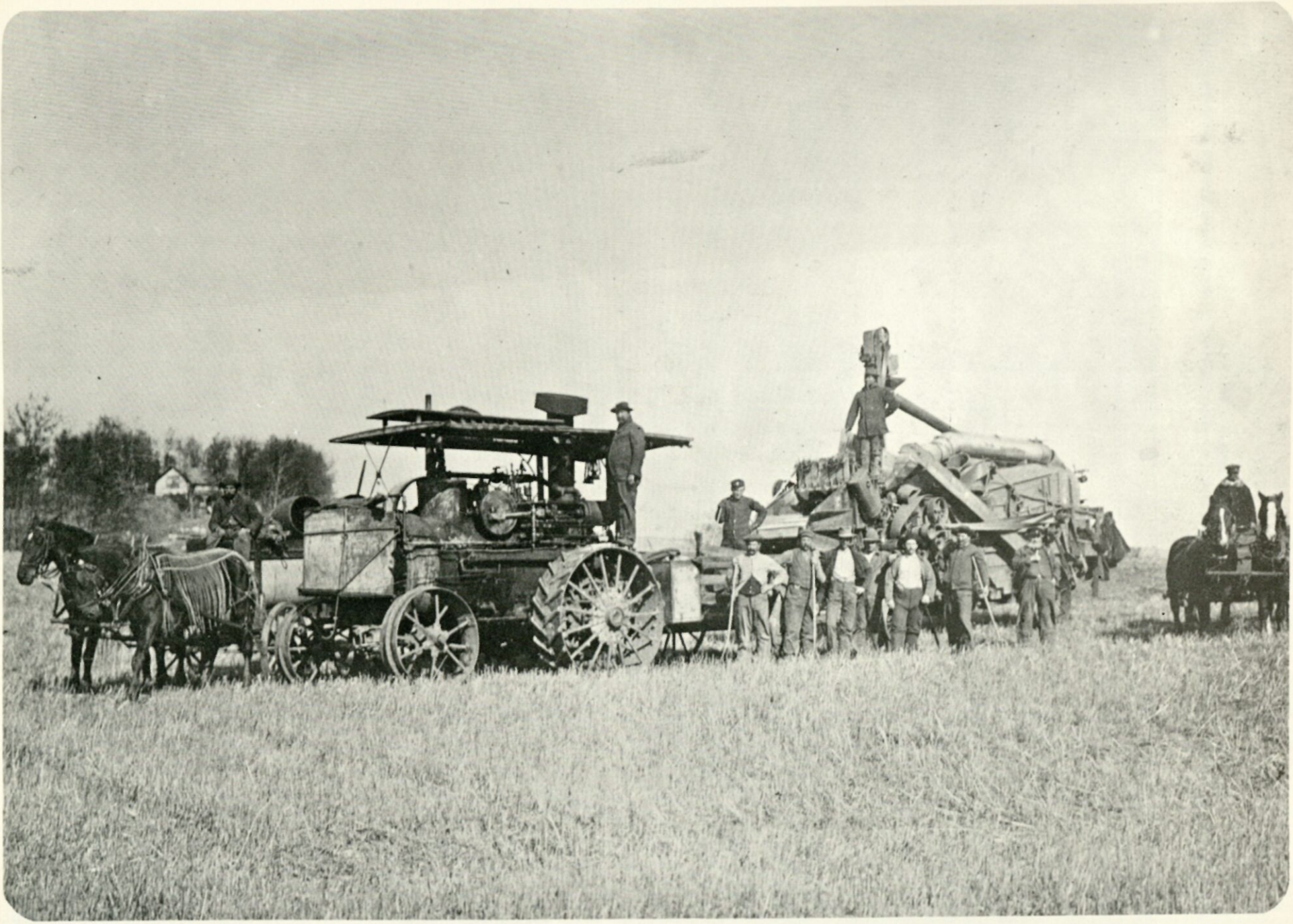


A 1927 30-50 Minneapolis owned by Henry G. Borgo of Underwood, Mn. This tractor plowed, threshed, filled silo and whatever in the Underwood area for many years.

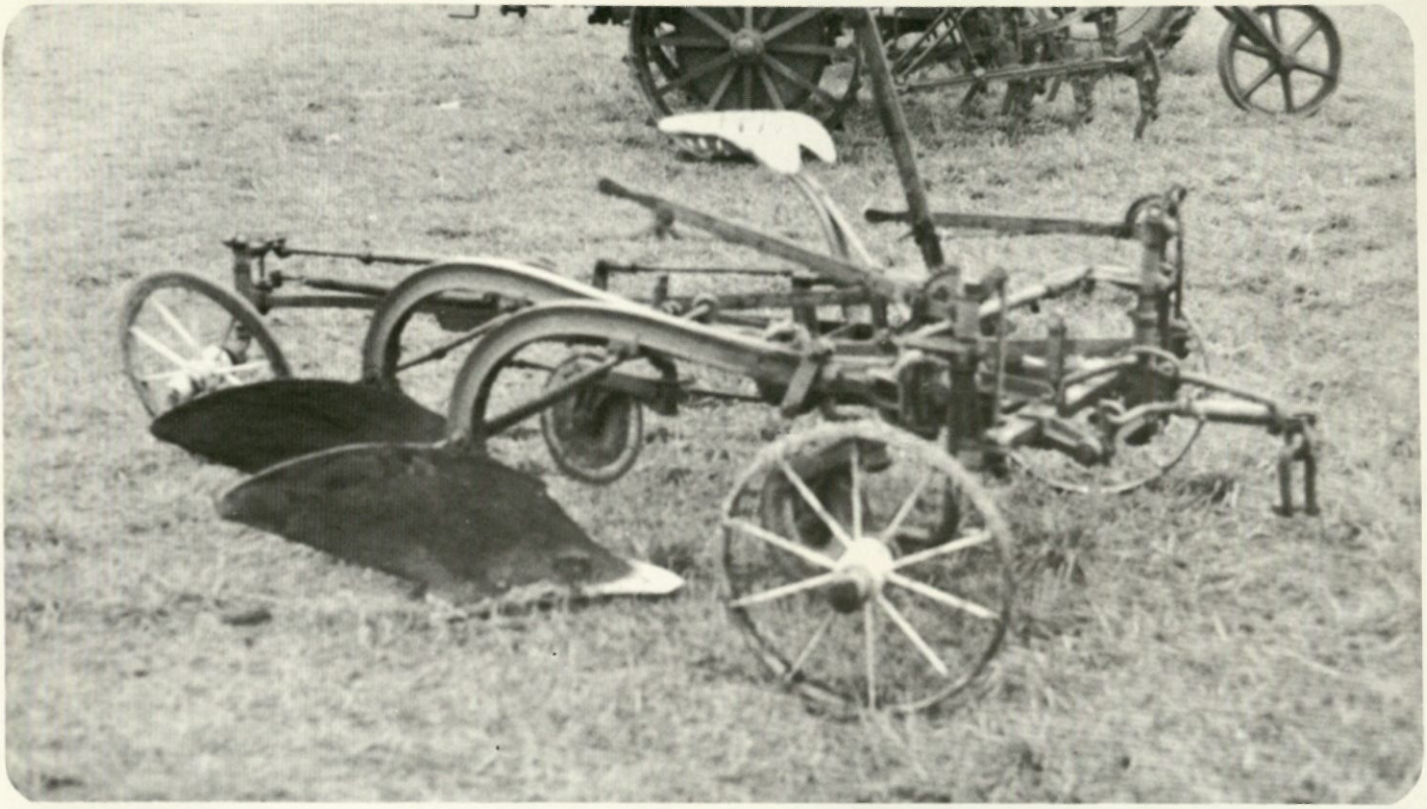


Near Elbow, Sask. about 1914. A complete Case outfit owned by Martin Martinson. Two of his nephews, Clarence and Milton are active in the Dalton show.

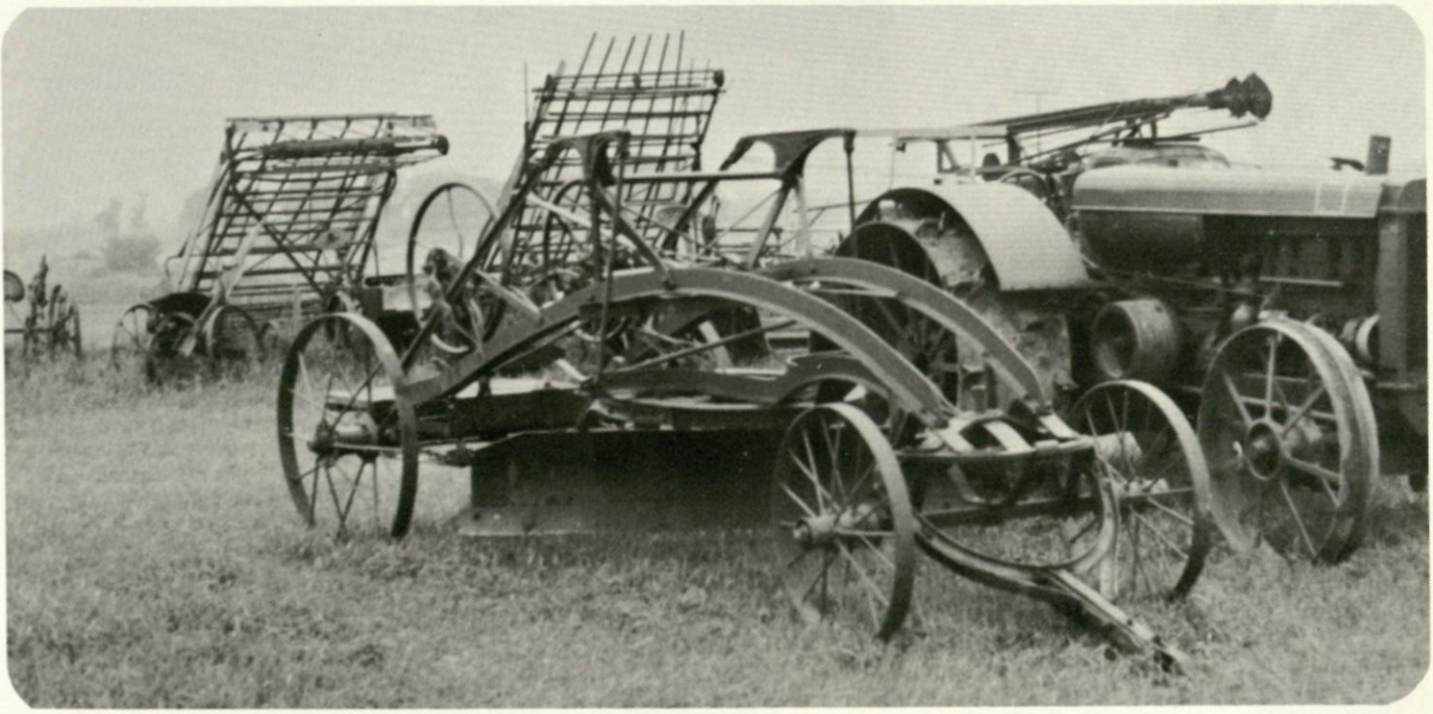
Wrecking an Avery Yellow Fellow for parts in 1914. First seperator owned by Martin Martinson.



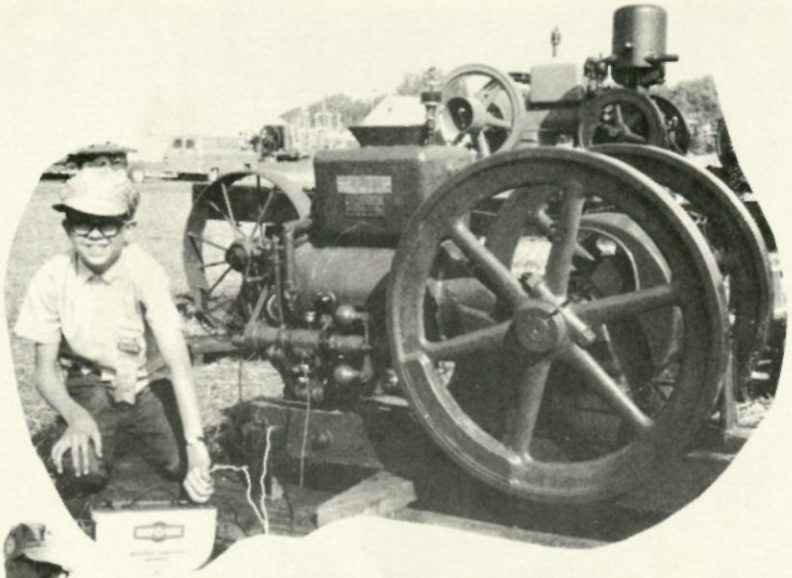
A new Huber threshing rig. Note the fly nets on the horses.



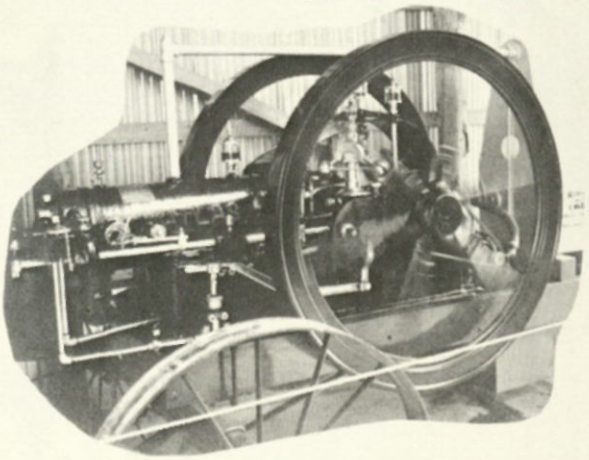
A 2 bottom Hansman plow. These were manufactured at Long Prairie, Minn.

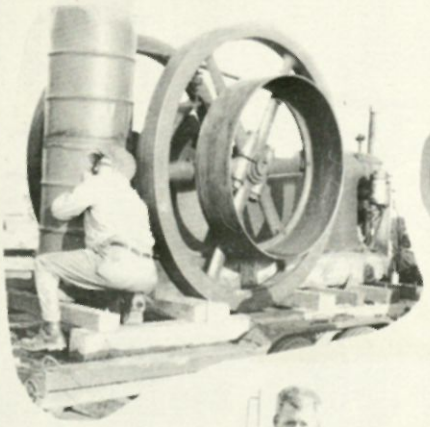


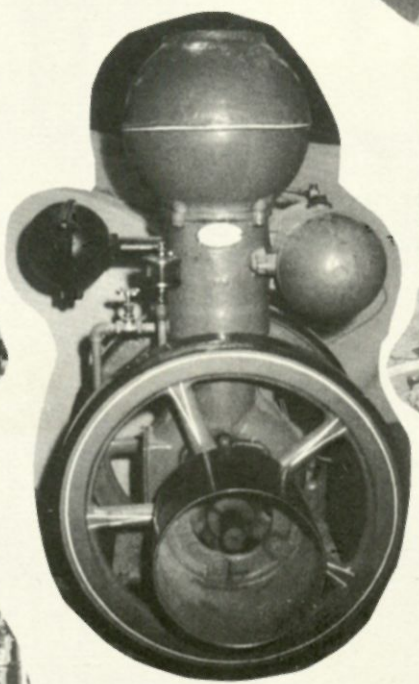
Road grater donated to the Association by Otter Tail Power Co. of Fergus Falls, Mn. Old hay loaders in the background.

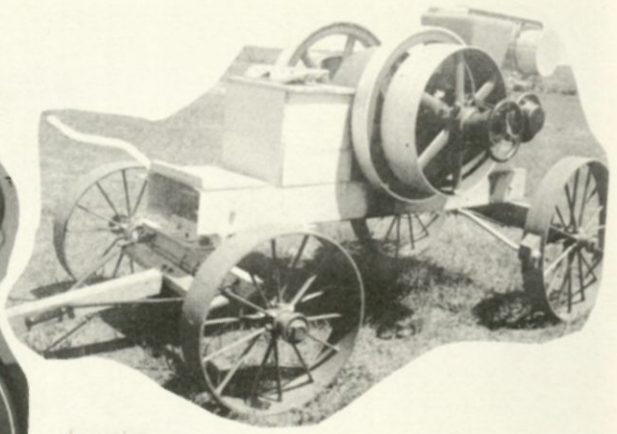


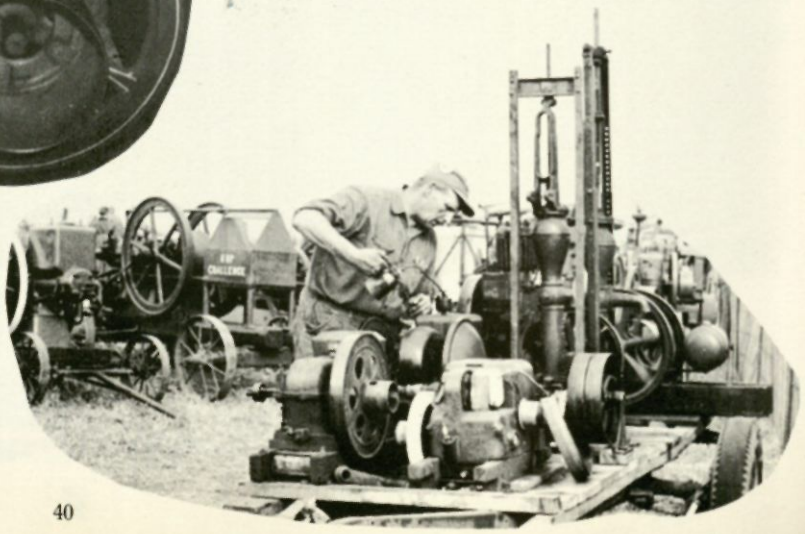

GREA

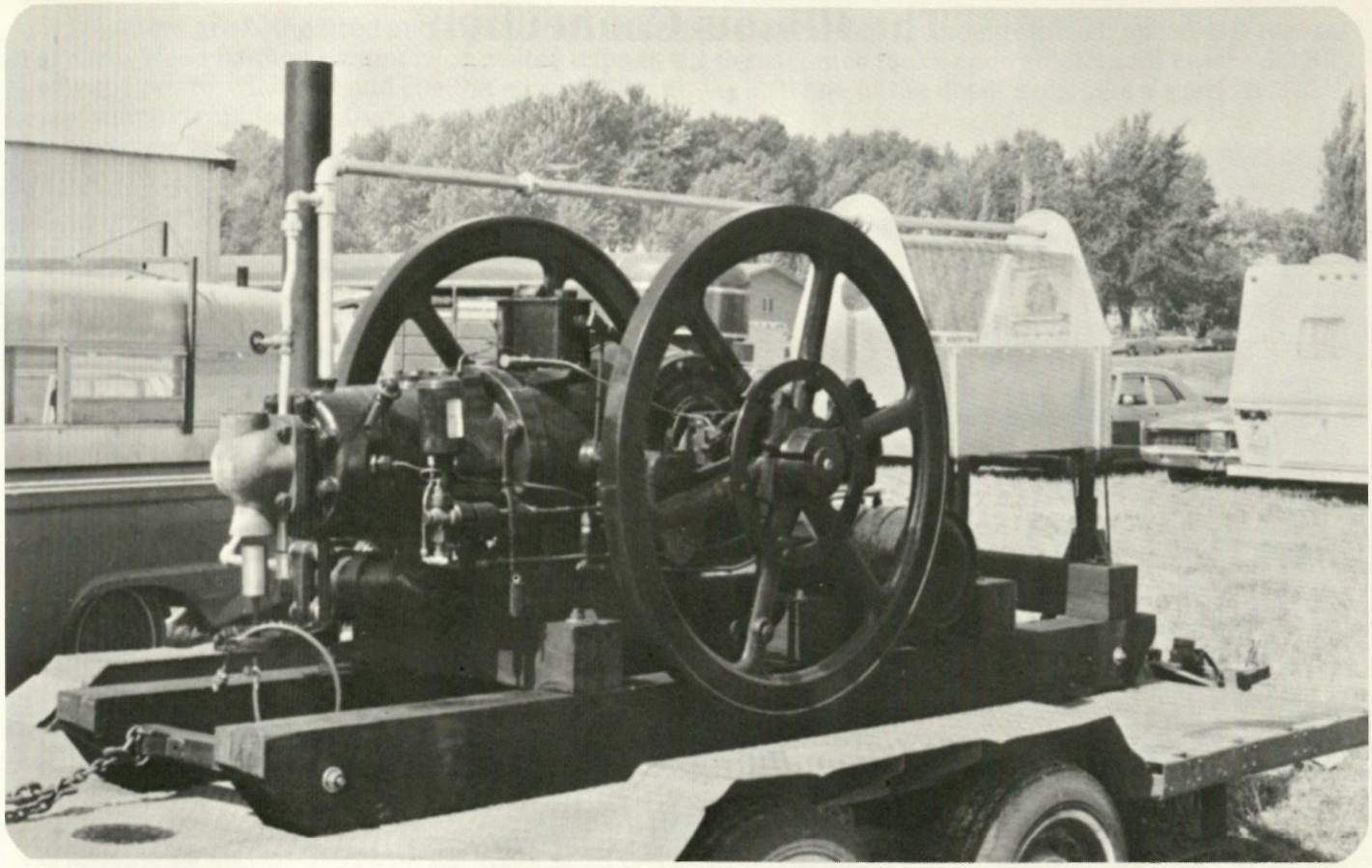




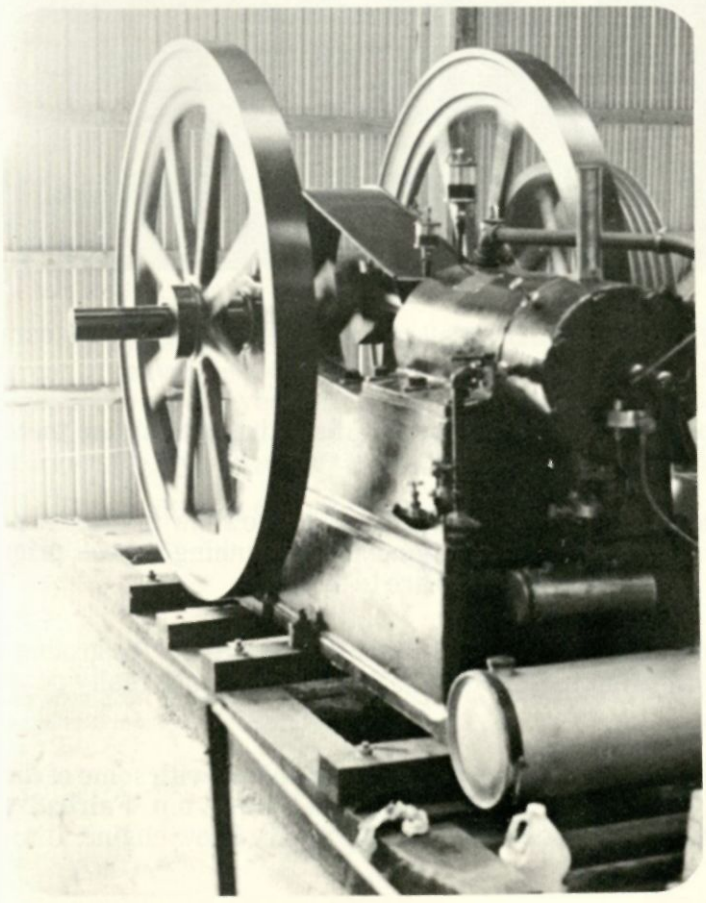








Harold Hansen's diesel engine. A 25 h.p. Model Y Fairbanks Morse. It's a real dandy.



32 h.p. Fairbanks Morse match start gas engine. Pretty sharp isn't it?

The Illinois Connection

Dick Fihn

Well you've finally made it to Dalton, Minnesota "Home of the Giants" one of the top shows of the steam and gas circuit.

From the entrance sign, past the old Dalton Depot and the power windmill breaking the skyline there has been a continual feast for the eyes and ears.

Gathered here on 20 acres and in and around 14 buildings is perhaps the most active show in existence. Not only operating gas and steam stationaries, gas tractors and steam engines but a running school, print shop, town hall, depot, home craft demonstrations, saw mill and shingle mill are to be found.

After a thresher's breakfast at one of the church dining halls an early morning walk around the grounds and buildings begins to give one a feeling of something different in the air — something one can't really put a finger on. What is it?

As the morning progresses, activity speeds up. The 350 h.p. Corliss starts turning along with some of the other stationary steam engines. Up in the gas engine building the 50 h.p. Mogul and the 32 h.p. Fairbanks Morse match start engines are running. (Be sure and stop there and see the Atlas Factory Show engine. It's a rare treat to see this beautiful, ornate model.)

Steamers are being fired and the Oil Pulls and other gas tractors are being started, tested and repaired all at once. Wood hauling commences, water trips to fill the steamer tanks and radiators all create activity. Stop by the power windmill and see the corn sheller at work. While in the depot area take a good look at the narrow gauge steam locomotive.

Home crafts may be starting in the Museum Building and if not there is plenty to look at — old cars, fire engines, household goods, old time rooms and much, much more. The print shop prints car bumper stickers and stationery on old hand set forms.

Now it's time for lunch or one of the big, home cooked dinners. Then some relaxing time before the big parade.

The parade starts with the steam traction engines, through the big gas engines, the numerous crawler tractors, from a huge Holt 75 that has just been restored down to a tiny Cleveland Celtrac. Then the smaller and often rare gas tractors have their turn.

As the announcer's voice describes the equipment, owners and operators, the answer to what you had a feeling of before begins to appear. It seems as if a large share of the operators come from Illinois and Indiana — maybe that explains the non-Scandinavian drawls one hears here, there and everywhere. But how come so many people have come from such a distance to Dalton? The start is lost in some of the 27 year history of the show, but about 1969 three different individuals all came, worked at the show and got the Dalton bug.

In 1969 or thereabouts, Willie and Florence Lamb came up from Illinois to visit some of her kinfolk at nearby Underwood, Minn. and they all came to the show to spend a quiet day — Willie being an outgoing and helpful guy ended up working and now comes back every year.

Another Illinois fellow, Glen Kerr, now living at Crosby, Minnesota, also showed up and having an engineer's license ended up on the 25 h.p. single cylinder Nichols and Shepard steamer and he's been there ever since.

Jack Maple of Rushville, Indiana also stopped in that year and being a whiz on Oil Pulls got his fingers dirty and now he and his good wife, Hazel come back each year and make the Rollag show and the Dalton one.

Being good missionaries these folks went back home — probably told some "big" stories and others started coming up to Dalton. This continued to grow until, as the 1979 photo shows, we had 20 good people from the Stephenson County Antique Engine Show and vicinity, at our three day show helping us out.

And they and the others do more than just come up to play with our big toys. They work. There seems to be no job these folks aren't willing to do. From fixing machinery, helping in the ladies auxiliary food stand and museum, moving chairs, wetting down the roads — to just plain hauling garbage they have become an intregal part of the show. But they sure do have fun, and so do we.

Last year I asked just about all of the Indiana and Illinois folks why they come up here and then keep coming back and the answer was so much the same that one might have thought that everybody had been coached. "It's the people" — "sure the engines are fun — the parade's great, it's an action and working show — but it's the people".

We're all pretty ordinary people who happen to have an interest in things old and things gone by and it's great to relive them for a few days each year. But it's the mix of people that's important. That's why "our" people come back year after year from not only the Dalton area, but all over Minnesota, North Dakota, Montana, South Dakota, Washington, Ohio, Illinois and Indiana to name just a few places. Whether as fans or workers we try and make the Dalton show a people and family show.

We invite you to come to the "Home of the Giants" — Dalton, Minnesota and become one of the family.

NOTE: The Lake Region Pioneer Thresherman's Association would like to thank all those folks past and present who have made our show grow and go. It's no ordinary group of people who not only donate their time, experience and knowledge but spend a considerable amount of money to be put to work — gratis.

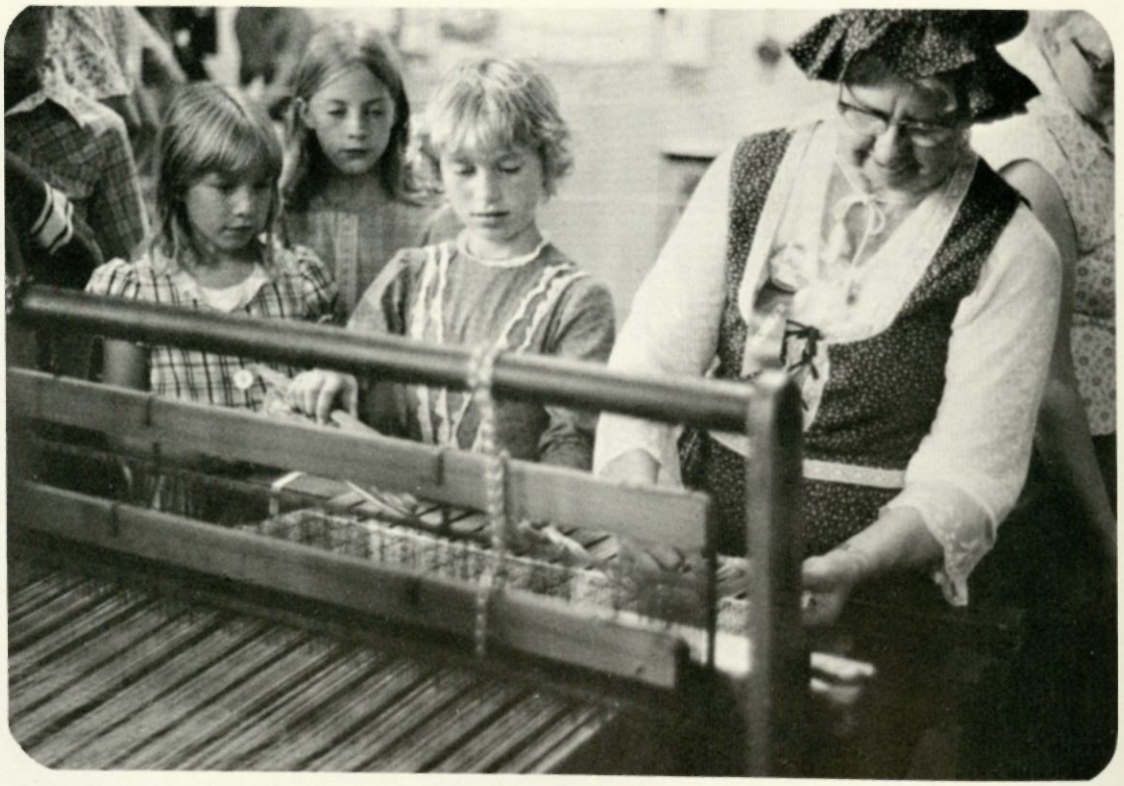
An L Case being operated by Deloris Simdorn of Fergus Falls, Mn. Looks like her daughter is giving the Case a push.

Earl J. Morris of Fredericktown, Mo. had a nice collection of engines and miniatures at the 1979 show.

The "Sageng" cabin. Moved to the grounds in the fall of 1978. The cabin is 107 years old this fall (1980). Donated by the builders granddaughter.

Recently constructed print shop and post office. Hand typesetting and press demonstrating shown here each year. The Battle Lake Review donated much of the equipment as well as Victor Lundeen Co. of Fergus Falls and the Endriss family of Fairmont, Mn.

After the parade there is usually time for telling stories and relaxation.



Mrs. Carl Resset of Pelican Rapids, Mn. demonstrating rug weaving. Youngsters are fascinated by the old time skills.

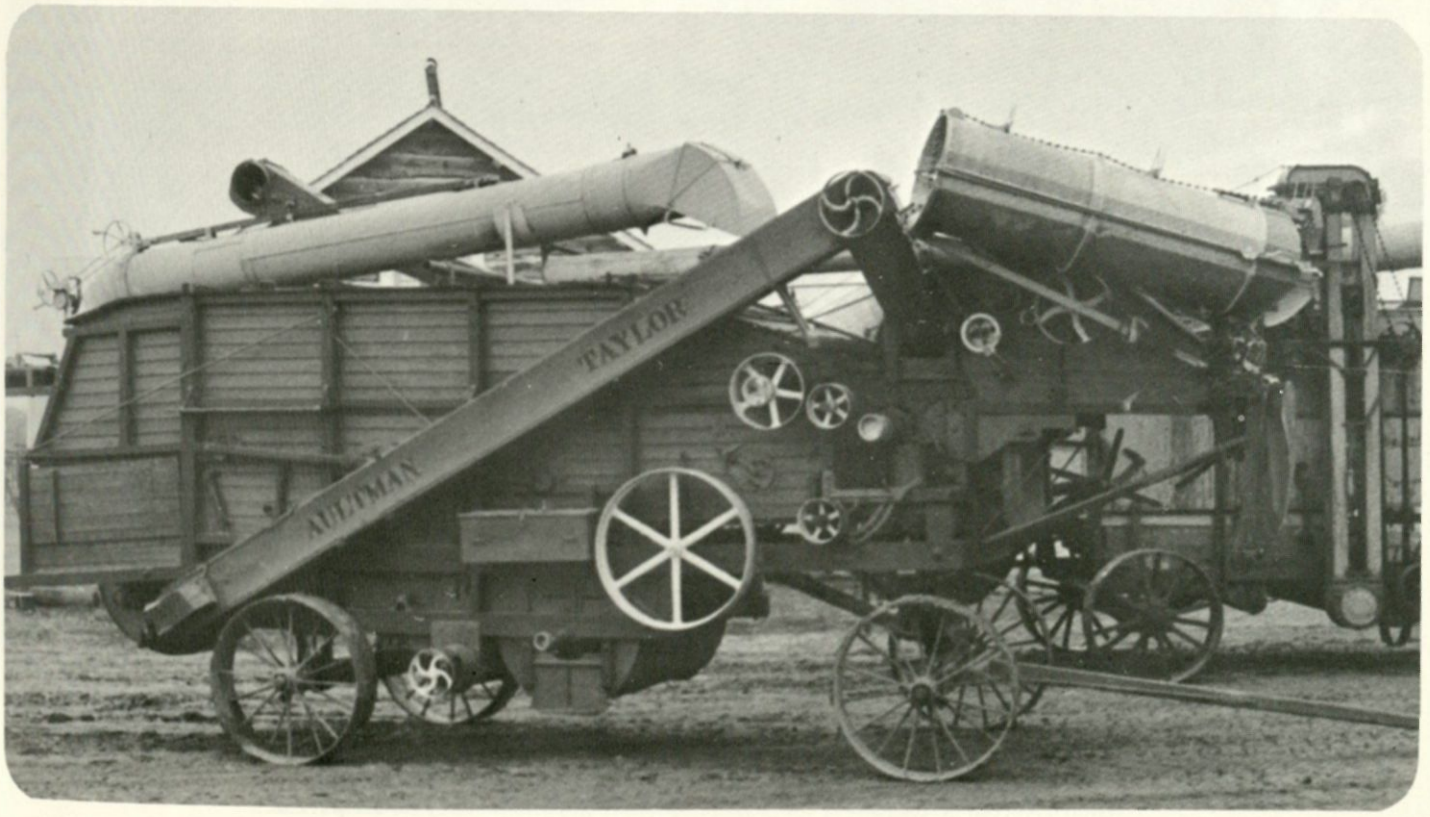
The Duplex power windmill breaks the skyline. 14½ foot diameter wheel and rated by manufacturer at 12 h.p. used . . .

. . . to shell corn during the show. Neil Hanson of Rosholt, South Dakota shells a lot of corn during the show to the fascination of all.

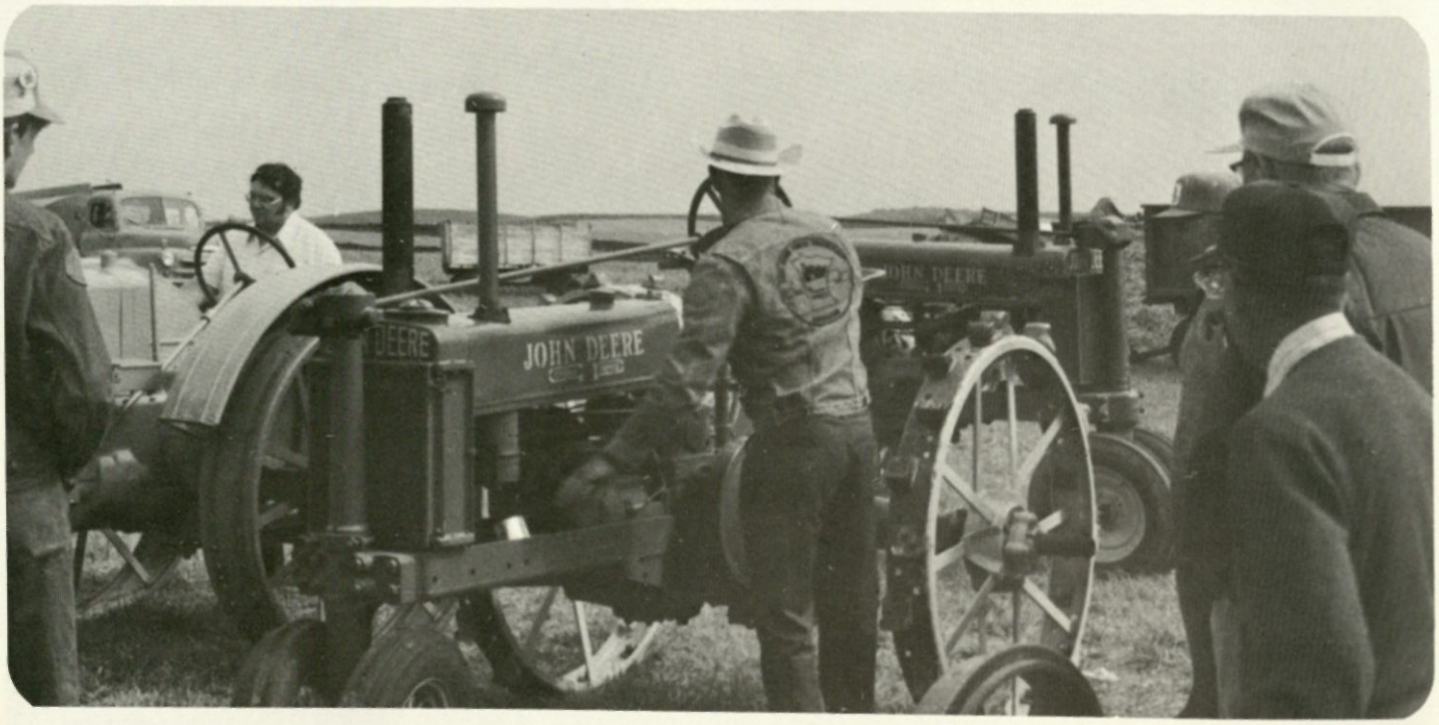
Ray Erickson's 65 Case belted to . . .

. . . Kenneth Bratvold's sawmill.

Ozzie Stephan's complete Aultman-Taylor outfit. The tractor is a 30-60 h.p. model and the wooden seperator is a double wing feed machine and is in operating condition. This rig threshed in the Brooten, Mn. area for many years. Ozzie comes from Brooten each year to lend us a helping hand.



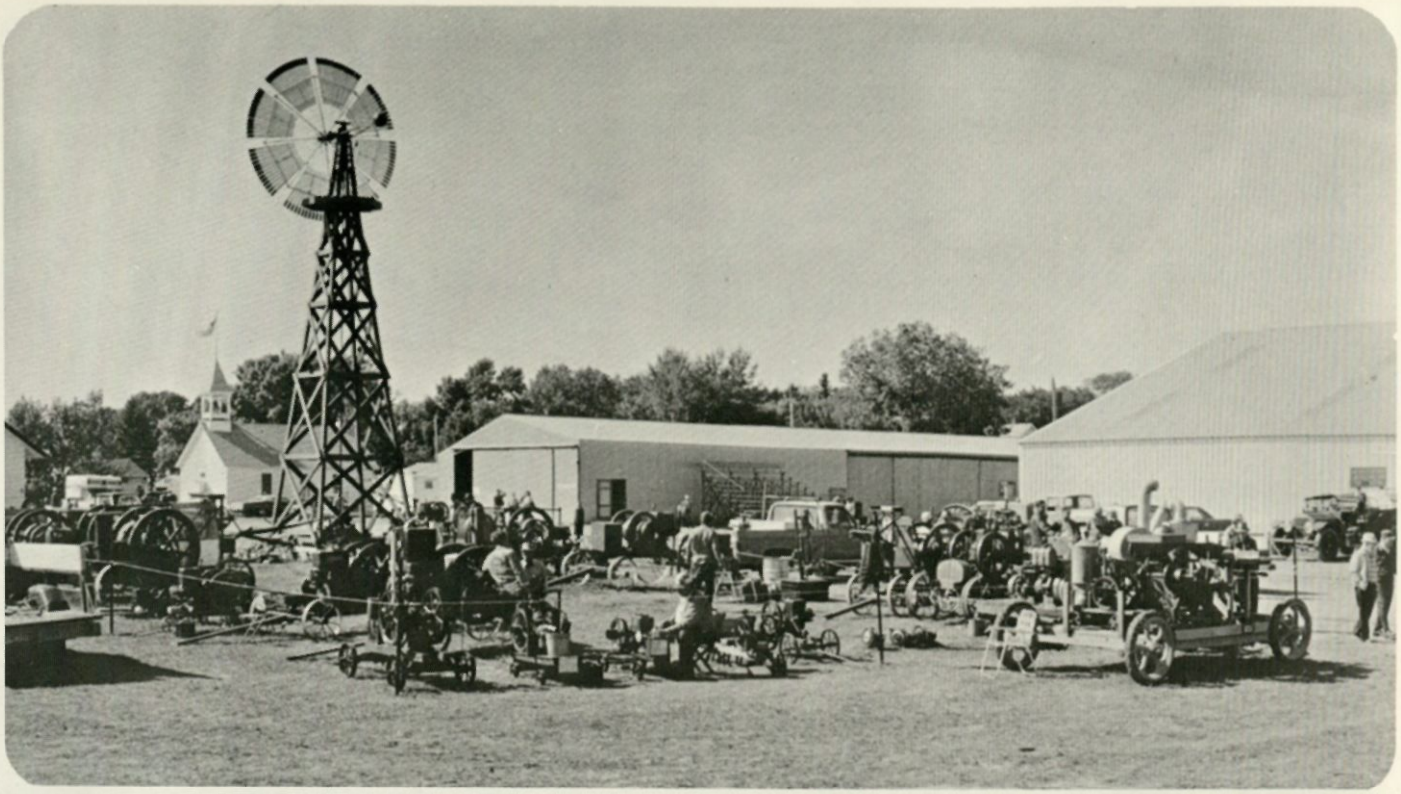
Ellsworth Grahn of Vergas, Mn. sawing bolts on his portable sawmill. Ellsworth is active in the Rollag show as well as the Dalton show.



Willard Norton getting one of several of his nice restorations ready for the parade.

Beverly Norton of Verndale, Mn. on a 1936 Model B John Deere and Donna Mickelson of Hewitt, Mn. on a 1931 KT Twin City. They and their husbands have four tractors at the show each year.

Stan Mikulecy of Detroit Lakes, Mn. fine tuning his model engine.

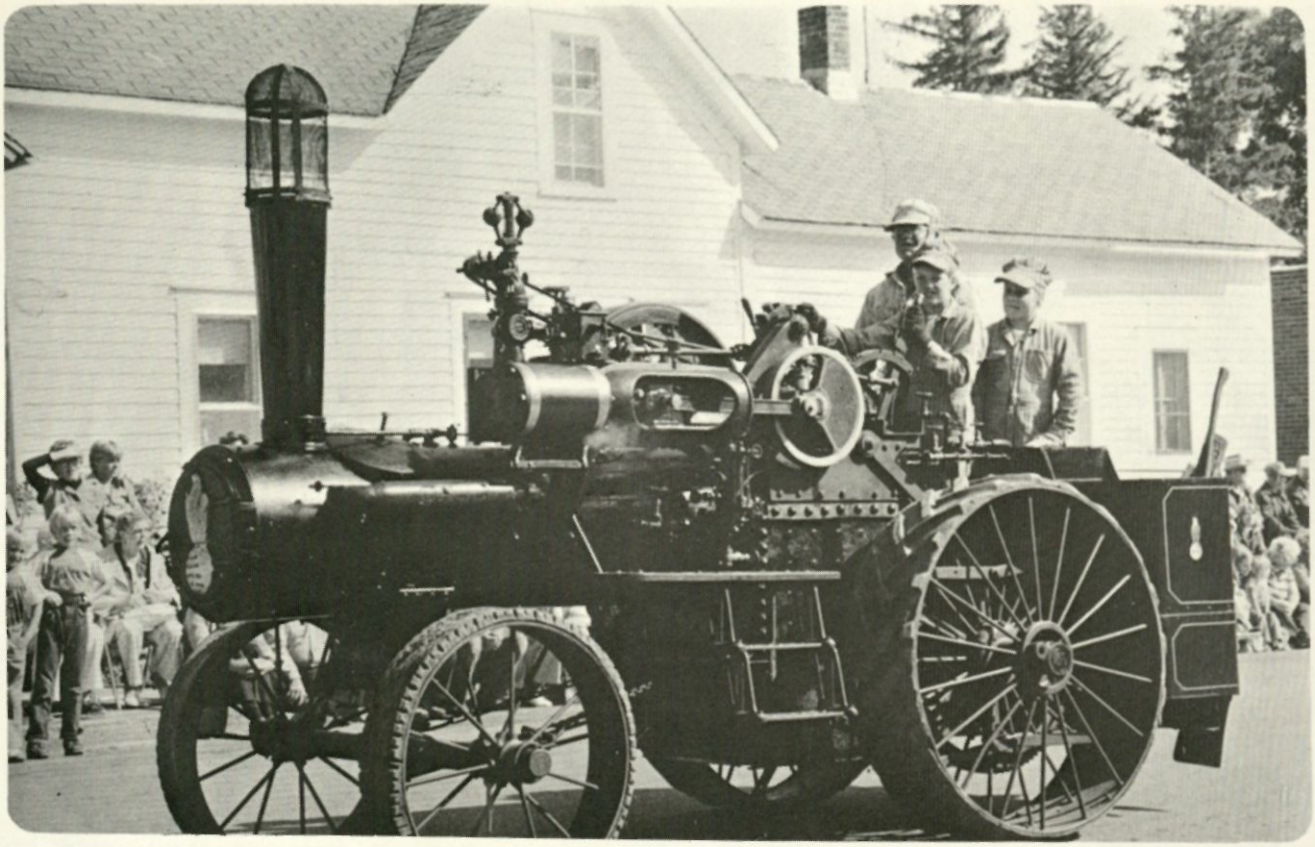


View of the windmill and part of the small gas engine area. Stationaries at the show range from very small to a 50 h.p. Mogul.

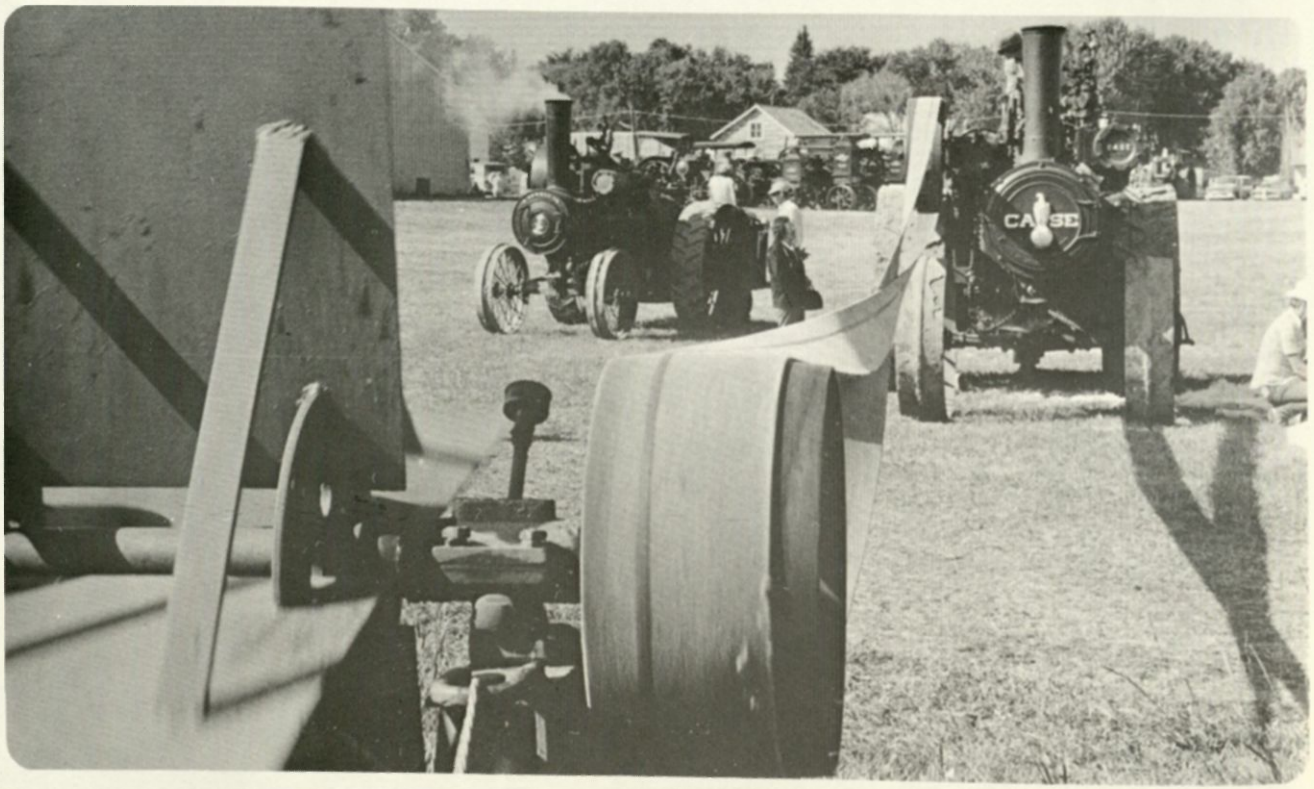
Gordon Larson's Ottawa King saw rig powered by a BR John Deere. Gordon and his wife bring up several interesting pieces of equipment from Hoffman, Mn. each year.

George Melby directing the choir at church services at an early show.

The end of an early day Sunday drive?



Henry Lebacken of Lincoln City, Or. with some young helpers at the downtown Dalton float parade. Henry and his wife, Luella come every year for the show. His 8 h.p. Case is a real gem.

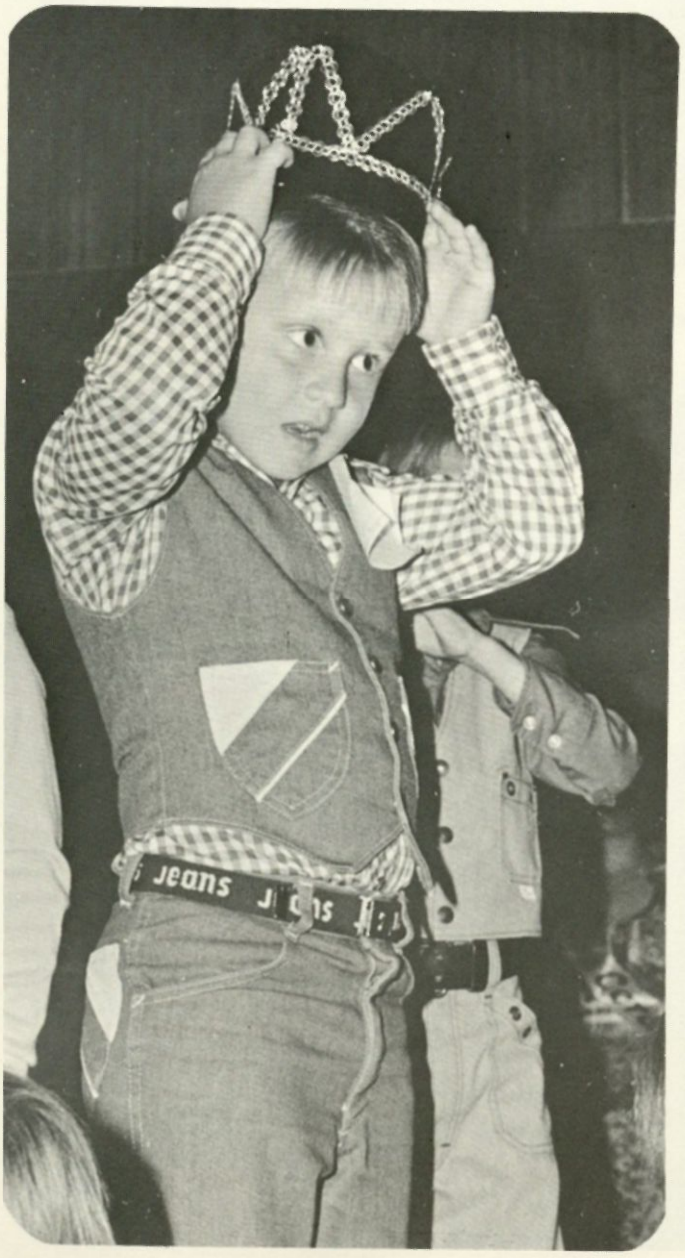


One steamer on the Baker Fan and another waiting to try it out.

Plenty of good food available on the grounds. Early breakfasts, meals, lunches or whatever.

Winner of the Ladies Auxiliary hand-stitched quilt in 1979 was Mrs. Elaine Hanson of Ortonville, Mn. The quilt raffle has become an annual event.

A recent addition to our steam shows is the Little King and Queen contest.

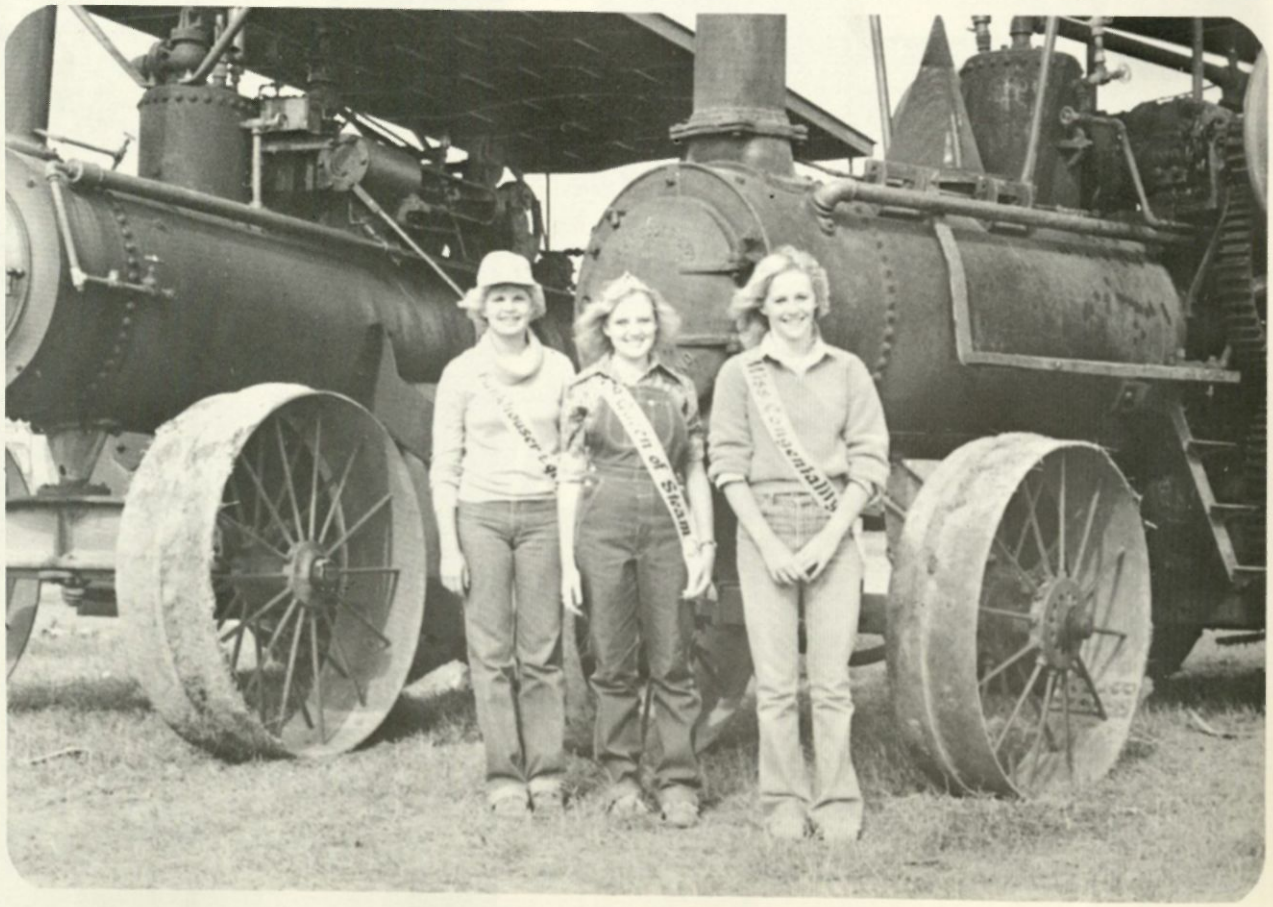


1979 Little Queen was Krista Mounts. A happy little girl. 1979 Little King was Ben Lindquist. He doesn't seem too sure about all this, does he?

1978 Queen of Steam was Linda Braud of Battle Lake, Mn.

Lavern, Linda, Kenneth and Henry's 8 h.p. Case took first place in a parade at Alexandria, Mn. during the summer of 1979.

Becky Halvorson was chosen 1979 Queen of Steam. Here she is by her grandfather's (Ralph Melby) Garr Scott.



Becky and her court, Diane Melass of Elbow Lake on the left and Nancy Brown of Dalton on the right.

Friday and Saturday night we have musical entertainment in the big museum building. Ernie Mickelson on guitar and Rueben Jensen on piano.

George M. Jensen (center of the adults) with an early day Reeves engine. George ran the Reeves at the show until his death.

1979 Queen of Steam Becky and Association President Lavern had a good day and hope you do too.

Photographs Courtesy:

J. I. Case Co.
Battle Lake Review
Lavern Simdorn
Richard Fihn
and many others

Cover Picture

The 35 h.p. Nichols & Shepard steam engine in the daily "Parade of Giants." The power windmill accents the skyline and has become a well recognized symbol of the "Home of the Giants."

REVIEW BATTLE LAKE, MINNESOTA