Our 30th

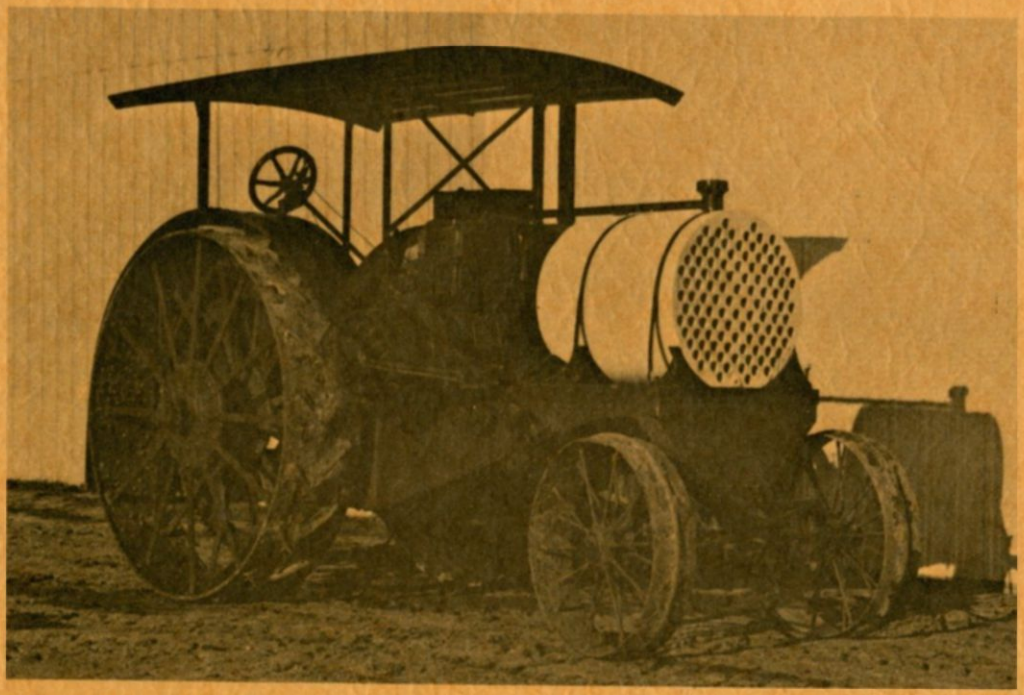
ANNIVERSARY

1983

LAKE REGION PIONEER

THRESHERMENS ASSOCIATION

presents



The Saga of

"THE PAST IN ACTION"

Dalton, Minnesota

"Home of the Giants"

Eleventh Edition

Dedication

The Lake Region Pioneer Threshermen's Association dedicates this 30th Anniversary Edition to Ralph Melby — 60+ years in steam.

Ralph, with his brother, George and nephew, Kenneth Bratvold held our first show on George's farm 30 years ago.

Steam and the L.R.P.T.A. has been a large part of Ralph's life. He has been on the Board of Directors since its conception. A real force behind each and every show with his knowledge, humor and ability. The last few years he has also maintained the museum giving up many, many hours of his time.

We and his many friends wish you many more shows.

Officers and Board of Directors

LaVern Simdorn	President
Richard Akerman	Vice President
Larry Martinson	Treasurer
Richard Fihn	Secretary
John Halvorson	Director
Clarence Martinson	Director
Glen Melby	Director
Ralph Melby	Director
Glenn Risbrudt	Director

President's Message

It seems like only yesterday that I sat down to write the president's message for the 25th reunion, and here we are getting ready for our 30th reunion.

In the past five years, a lot of changes have been made. The biggest new addition to our reunion is the Wheelock Engine on the North East corner of the grounds. This project took place over several years. At our 29th show, in the rain, with the help of many dedicated people, the wheel turned for the first time. The wheel turned with steam from a steam engine but by show time this year, the Wheelock Engine will have its own boiler and operate on its own steam. We hope to place a large building over this engine in the near future.

One of the special highlights of our 30th year will be the second annual get together of the "Prairie Gold". Prairie Gold (Mpls. Moline) tractors will be seen in abundance this year.

A big THANK YOU to all our friends from other shows around the country who come and help put on our reunion and make it a big success.

This reunion would not be the great reunion it is without the dedication of the Stockholders, Ladies Auxiliaries and Board Members.

In summary of my 6 years as president, I feel we have tried to maintain not the biggest reunion in the country, but the friendliest!!!

The Big Wheelock Engine

The big Wheelock engine is sitting in place on the Dalton, Minnesota threshing grounds awaiting the finishing touches to what has been a very big project. What else could you call a project that involved 7 semis hauling over 200,000 pounds of stationary steam engine 500 miles to its new home, but big — very big.

The Wheelock was used in a zinc factory in La Salle, Il. It drove a series of rollers directly off the crankshaft. Unused for many years, the engine was donated to the Lake Region Pioneer Threshermen's Association by the plant's present owners, the Carus family of Peru, Il.

The engine was set in a pit a couple of feet below the level of the main floor. This allowed the outboard bearing to be set on the main floor level. The pit for the flywheel was about 14 feet deep and it always had a couple of feet of water in it. One of the problems that faced us on our several trips down to Illinois to work on the engine was the rainstorms that always seemed to show up about the time we did. The rain was usually quite heavy and the roof did leak in places; mainly it seemed to be where we were trying to work.

The Wheelock is bolted together in three sections: the main frame, the crosshead frame and the cylinder. The flywheel is bolted together in 12 sections, each section consisting of a spoke and a portion of the flywheel rim. The spokes fit between two large disks on the crankshaft and are fastened to the disk by three large bolts. At the rim each spoke is fastened to the next by two bolts and eight dog bone-shaped keepers. There are 2 dog bones in each hole or four in all on each side of the connection.

The keepers had to be removed first. After steam cleaning the joint, the keepers were heated to stretch and loosen them for removal. Most of the outside keepers came easily but the inside ones were tough. We had to make special tongs and pries to get them loosened up and pulled out. Incidentally each keeper and each bolt had been marked at the factory with a mark that corresponded to one on the flywheel so they would be put in the right place when the engine was assembled. This must have been necessary because of the exactness of some of the fits. Ninety-six dog bones later we were ready to go on to the next step.

Next we had to tackle the bolts that held the spoke to the central disk and the bolts that held the spokes together at the rim. To loosen the nuts holding the spoke to the disk, we were able to use an overhead hoist that ran on tracks above the engine. We just fastened the hook on to the end of the wrench and pulled away. Fortunately we were able to find a wrench that fit most of the nuts on the engine somewhere or another around the factory if we kept looking long enough. Then the bolts were forced part way out of the disk by a hydraulic jack pushing against the wall of the flywheel pit. They couldn't be pushed too far out or they would hit when we had to rotate the wheel, but they were much easier to start moving when the spoke was pointing down and we had something solid to push against.

Next the wheel was turned to allow loosening of the bolts holding the spoke that we were working on to the two adjoining spokes. This usually took two or three men and about 20 feet of pipe on the end of the wrench. After the nuts were removed, the bolts were pushed out with a jack.

Then the flywheel was turned again so the spoke was about 15 degrees past perpendicular. This was necessary to give the crane more room to work since there were overhead beams and tracks in the way. Of course, this made it much more difficult to pull the spoke than it would have been if we could have made a straight pull.

With a combination of porta-powers, come-alongs, jacks, sledge hammers and shafts, we forced the bolts the rest of the way out of the disk. Then the crane worked the spoke out and set it down where it could be carried out by a forklift.

One down and eleven to go! The flywheel was turned and the spoke opposite to the first was removed to keep the flywheel in better balance. With each spoke weighing about 10,000 pounds, this was very necessary. The operation continued in this way until all the spokes were out.

In the meantime the coupler to the rollers and the bearing caps were removed. A simple job. Comparatively!

Removing the cylinder was a job too! The piston rod had to be unscrewed from the crosshead, but to do this we had to turn the whole piston. After oiling the piston up, we were able to work it from side to side a little bit using our ever-present 20 foot pipe on the end of a 48" pipe wrench. That was the start of a long afternoon for two men on the end of the pipe to unscrew the 12 inches of fine (of course) thread connecting the rod to the crosshead. Most of this time was spent jumping off a 3-foot platform and sinking slowly to the ground hanging on to the end of the pipe. The stroke of the wrench was limited by the size of the opening in the crosshead frame, which added to the slow going. The next day when the piston started to move easier, we fabricated a socket from a piece of steam pipe to fit the nut on the end of the piston. By putting a sturdy metal rod through a hole in the end of the socket, we could take a longer stroke and finished unscrewing the rod in a short time. This left only cutting off

the exhaust pipe, unbolting the exhaust elbow from the bottom of the cylinder, cutting off the intake pipe, removing the intake, unbolting the cylinder from the crosshead frame and lifting it up and away.

Next, the crosshead frame was unbolted from the main frame and removed. Only the crankshaft, the main frame and the outboard bearing left to go!

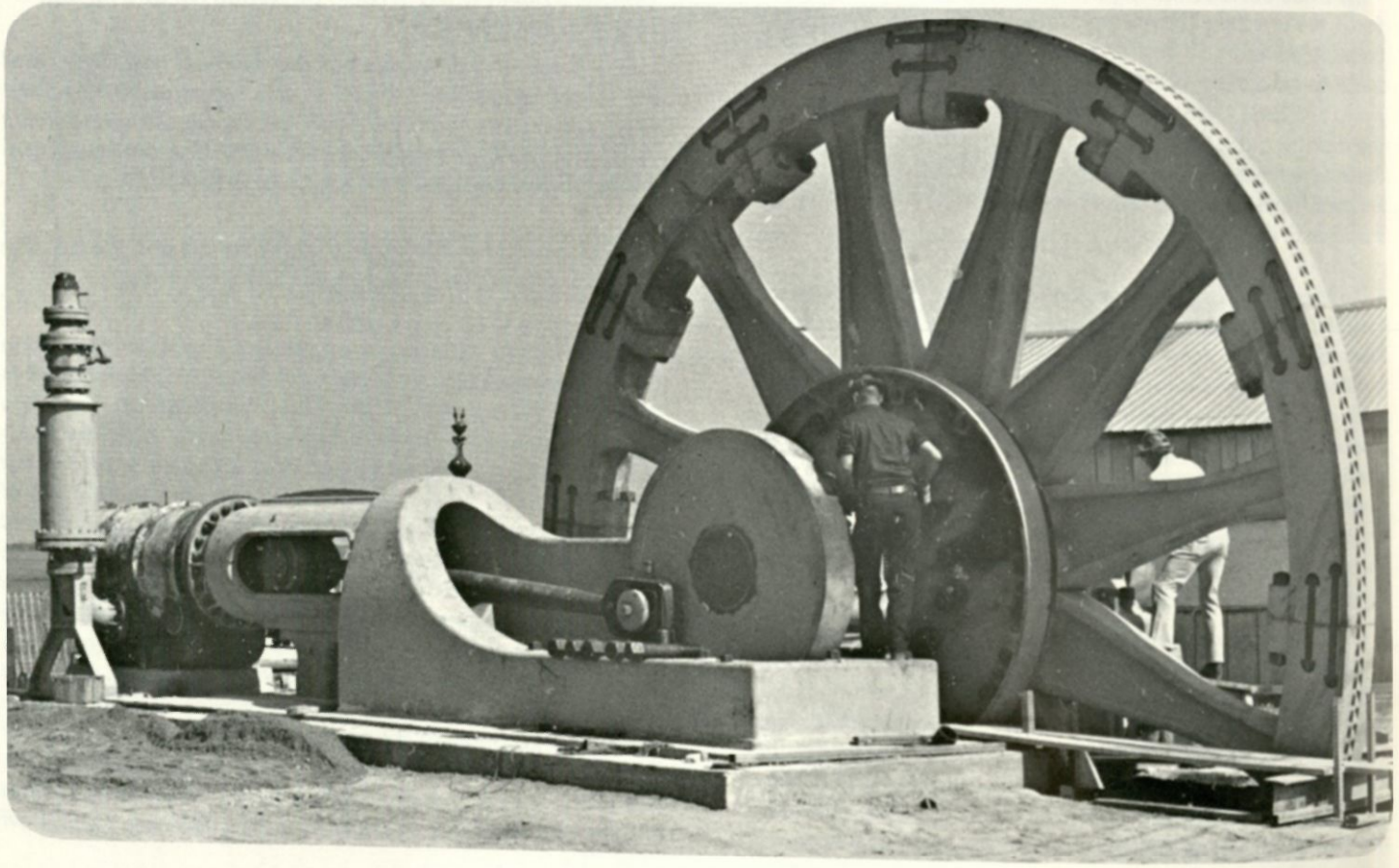
The crankshaft was next. By using the crane on one end and the overhead hoist on the other, we were able to inch the shaft up and over the frame to the main floor. There we set it on a cribbing of railroad ties on top of I beam runners. Then we hauled it out of the building with a large Cat.

The outboard bearing was worked loose with bars, blocked up, a cable placed around it and was lifted off its anchor bolts. The nuts on the bearing were very stubborn and had to be cut off with a torch. Incidentally, we had to be extremely careful whenever we had to use the torch since there was a lot of grease and oil around from the years of use of the engine. Of course the grease and oil was also a blessing because it lead to our getting the engine. A junk man had been in the factory and had cut up most of one engine. He had also cut part of the valve mechanism off our engine. Then he started a fire and was asked to leave.

This left only the main frame, and we had probably saved the worst 'til last. We had hoped to be able to jackhammer out holes under the frame just large enough to get our small porta-powers in and gradually jack the frame off the bolts. This wasn't possible because after the engine had been originally placed, most of the hollow main frame had been filled up with grout. The grout held too well and we couldn't budge the frame at all.

Then we had to go to our secondary plan. This was to use the jackhammer to expose the anchor bolts and cut them off with the torch. After seemingly endless hours of jackhammering the hardest cement that any of us had ever seen, we were seriously considering a third plan — dynamite. Well, we finally got enough of each bolt exposed to cut them off and it was time to load up the last piece along with the several tons of cement that remained inside it.

The assembly of the engine was actually completed during our '82 show. It was temporarily hooked up to a 25 Nichols & Shepard, and we were able to turn it over about 30 times before we ran low on steam. Since then we have brought two large boilers to the grounds and one or both of them should be hooked up in time for the '83 show. Hopefully we will be able to put a building over the engine in the near future.

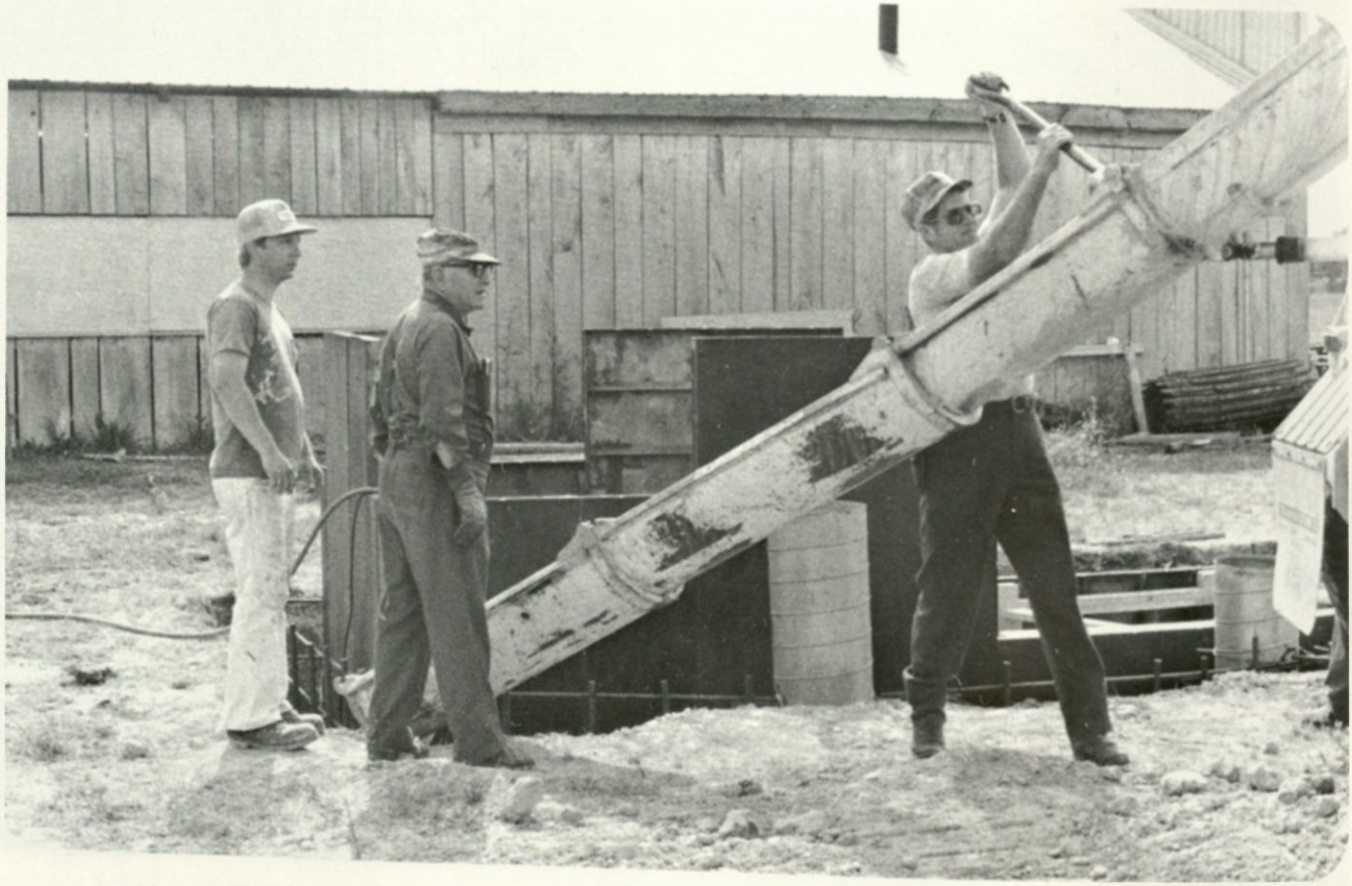


First of 7 semi loads needed to transport the Wheelock from Illinois to Dalton, Mn.

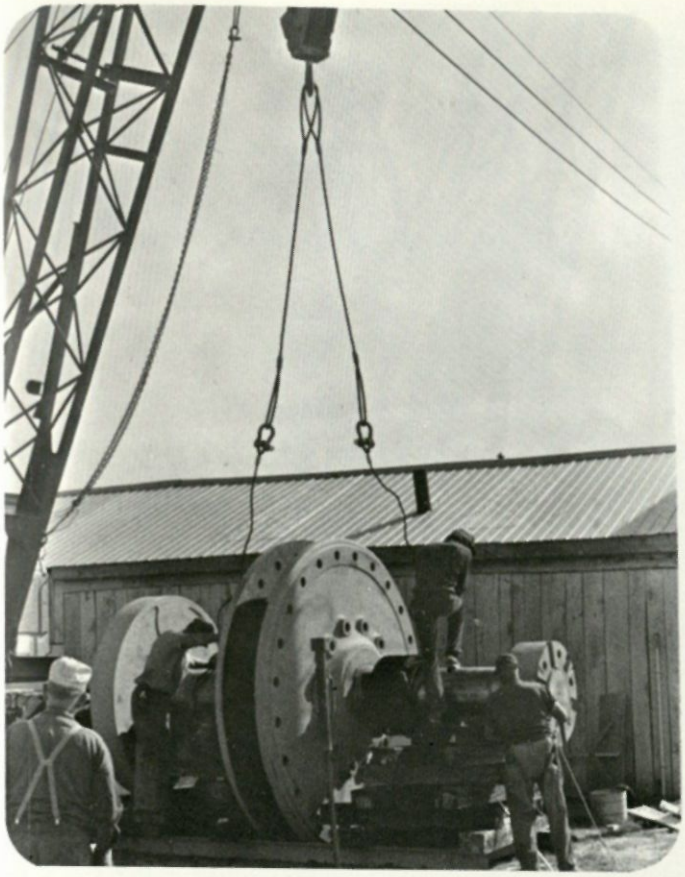
Unloading the spokes.

The 25 ton crankshaft assembly.

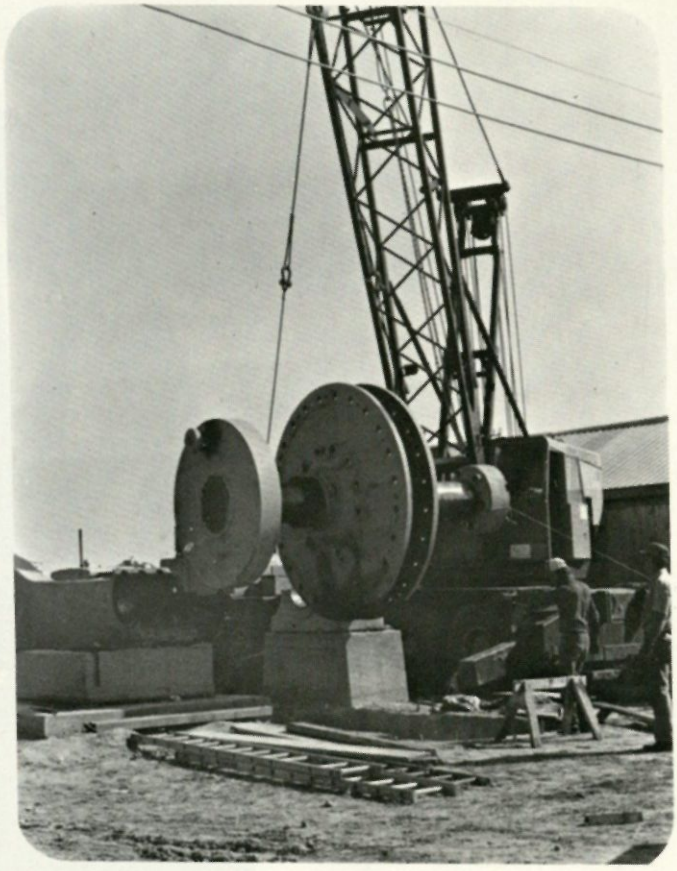
Forming the wheel pit on a hot 4th of July.



Pouring the first of 100 plus yards of concrete.



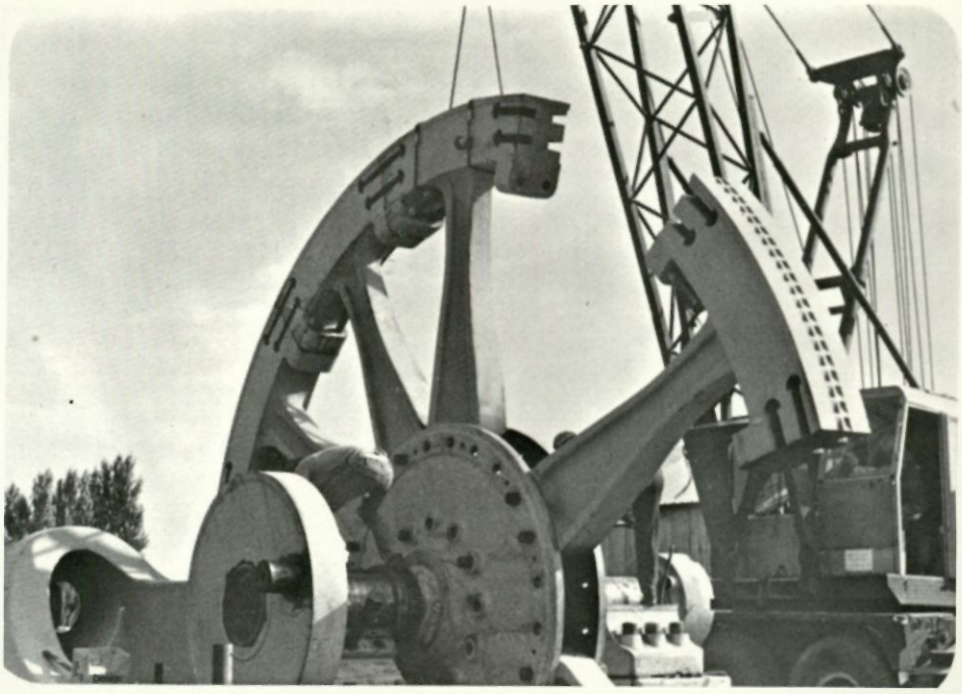
Preparing to lift the crankshaft assembly.



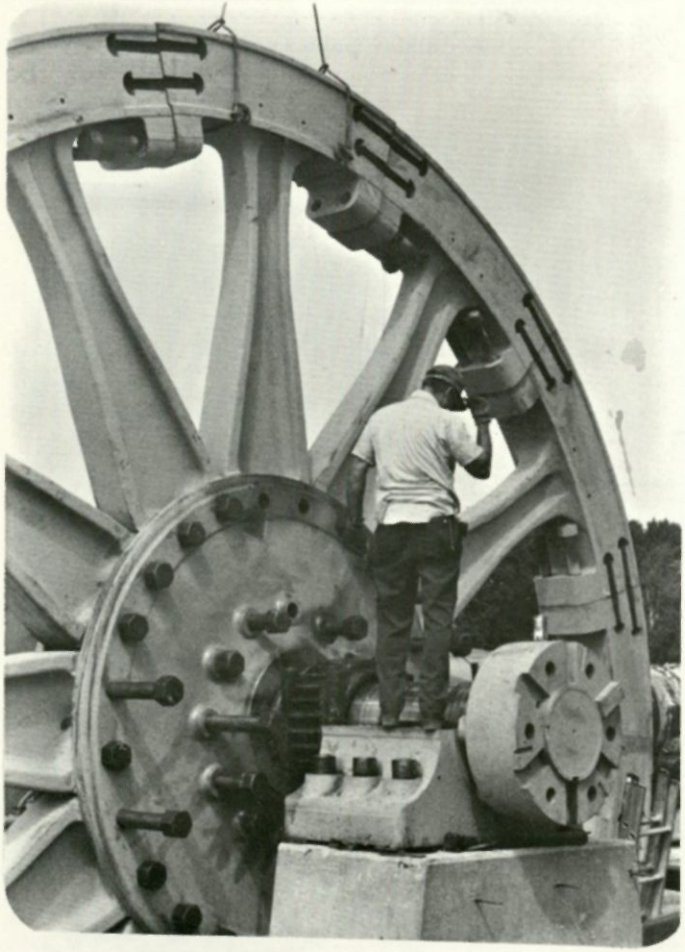
Lifted and swinging into place.

First spoke goes into the air.

Aligning No. 1 spoke.



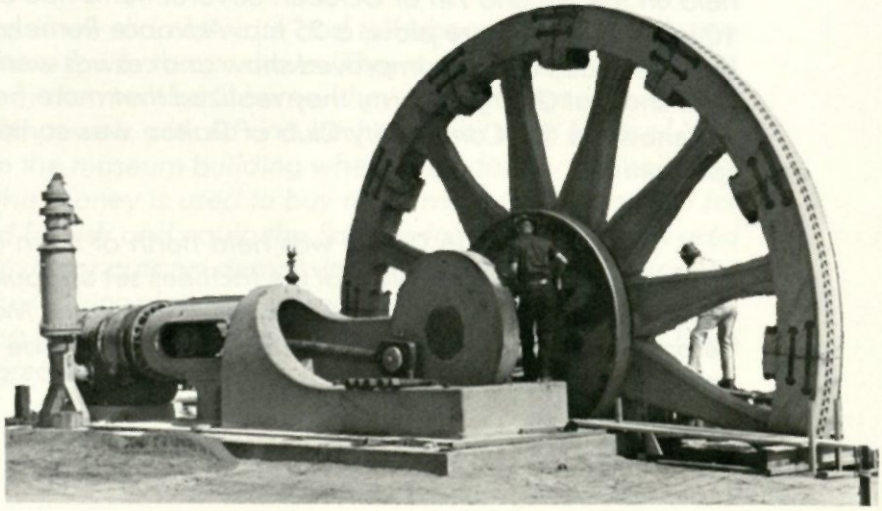
Getting near the end of the 12 5-ton spokes.



Each spoke had to be wiggled into place.

Driving in the 80 lb. bolts which hold the spokes in place.

The one we were looking for . . . No. 12.



Completed engine ready for steam.

The Past Thirty Years

In the presentation of our Thirtieth Anniversary book we recall and present a brief history of our organization.

In 1953, George Melby and a couple of friends went down to Joe Rinda's threshing show at Montgomery, Mn. He had a hand feed and straw carrier machine and powered it with a return flu steam engine. George came back all steamed up about this kind of show.

In the winter of 1954, he subscribed to Ironmen's Album and it showed articles about the Pontiac and Mount Pleasant steam shows. George mentioned this to his brother, Ralph and he stated that he would stack and thresh that following fall. Ralph had his Gaar Scott and George had his Advance and they purchased a Minneapolis machine from Edwin Sethre near Underwood, Mn. Kenneth Bratvold bought a 25 h.p. Case at a farm west of Battle Lake, later he traded this for an 80 Case from Jones of Little Falls and is the one still at the show.

George stacked his own grain, setting up six stacks, which they threshed in early October on a Saturday afternoon, this on the north side of the grove, several hundred people came to watch, the Kvam Ladies Aid served lunch. It seemed that people were interested in seeing steam threshing again after many years of gas powered threshing plus combines. Before the second show, Nels Fossan purchased a 25 h.p. Wood Brothers engine from H. M. Jones so he became the fourth member to join in putting on the second show on George's farm, which was also held on the 6th and 7th of October. Several items had been purchased that year, 10 bottom John Deere plow, a 25 h.p. Advance Rumely, another Woods Bros. 25 h.p. this added up to an improved show and crowds were getting bigger. After the third show at George's farm, they realized that more help was needed to put on the show, so the Community Club of Dalton was contacted and they agreed to sponsor it.

The first show in Dalton was held north of town on the Sageng farm. This show drew so many people that the facilities set up could not handle them, it was a good thing that a corn field was nearby for use. More engines were added before the fifth show which was held on the east side of Dalton on the Skrove farm.

At the end of five years, 12 steam engines, a few gas tractors and gas engines had been accumulated. New members wanted to be part of the show, they too brought in more equipment. We needed more room than the fields we had been using. Sanford Skrove agreed to lease the land where the buildings are now located. Need for a building was great and a 42' x 108' pole building was erected and 1½ years later a 36'x60' building was built, later a 40'x100' steel building was erected. Still we were running out of room. In these two buildings the Ladies Aid groups serves lunch and dinner to ever increasing crowds.

Two rural schools were donated to the Association. One is set up as it was used in the pioneer days, desks and all. The other is used to display antiques. District 20 was in Tordenskjold Township and District 6 came from Eagle Lake Township. Several Stationary Steam engines have been donated to the Association, Fergus Falls Dairy, Fergus Falls, Mn.; Browerville Dairy, Browerville, Mn.; Cokato Canning Co., Cokato, Mn. plus many more.

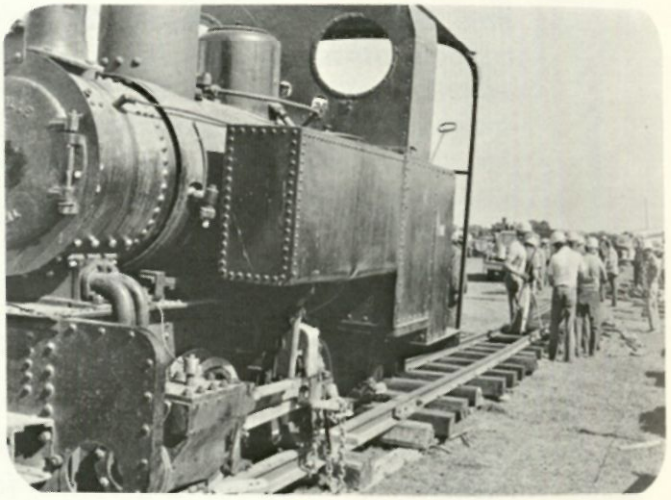
In 1973, we built a museum building 86x120', this added to our show in that it is used to put on Queen of Steam show, Sunday morning worship and activities of all kinds. The displays are open to the public from Memorial Day until show time. That same year Harold Hanson located a power windmill and this has been a good attraction over the years. Harold also brought some real good gas engines, both large and small. Gas engines are one of the many attractions and many are brought in for display.

One of the main features has been and is steam threshing. Ralph Melby bought a 40'' Minneapolis threshing machine from Martin Zumach of Ortonville, Mn. Wing feeders were added and has been used each year. The cutting of grain and shocking plus stacking has been done by the Association. Credit should be given to Albert Pederson and Henry Spitsberg for many fine stacks they have put up over the years.

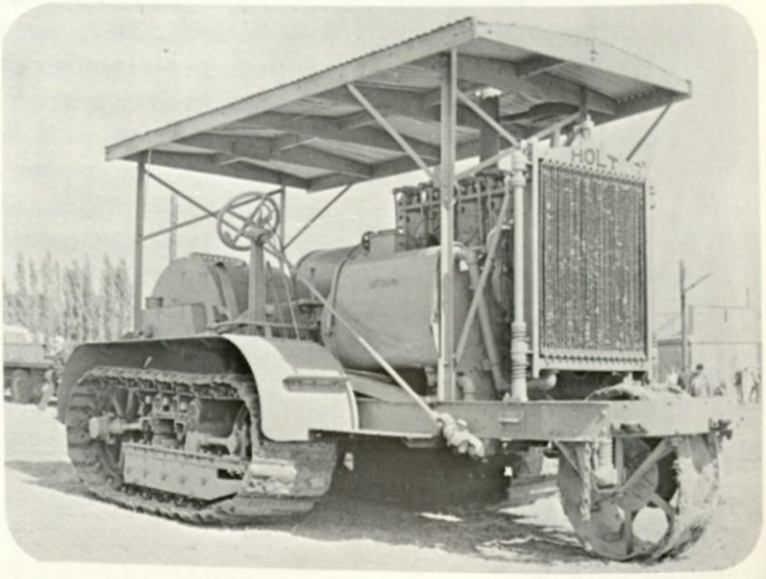
Lumber sawing has been another good feature at the show, Lloyd Larson of Alexandria, Mn. sawed at the show for many years with his Jackson Lumber Harvester. Kenneth Bratvold owned and operated a mill and he set this up on the grounds and has sawed lumber at the show these past years. Ellsworth Grahn from Vergas, Mn. brought his combination saw and lath mill to the show for many years before he died this past year.

We would be remiss if we did not write and tell about the great help the Threshermens Auxiliary have made to our shows. They were organized in 1972, they meet once a month in the member's home, they make things such as embroidered pillow cases, dish towels, pieced and stitched quilts to all kinds of hobbies. They have a place in the museum building where they display and sell their articles at the show and this money is used to buy more materials to work on for the coming year. They did furnish and equip the Sageng log cabin as it was used in the olden days. The Auxiliary puts on demonstrations at show time, spinning, weaving, churning butter, washing clothes, making ice cream, quilting, etc. They do a good job of bringing back some of the ways of life as the pioneers lived when they settled in this great country of ours.

In 1978, the Sageng family donated the original homestead log cabin. This 100 plus year old cabin has been a nice addition to the grounds.

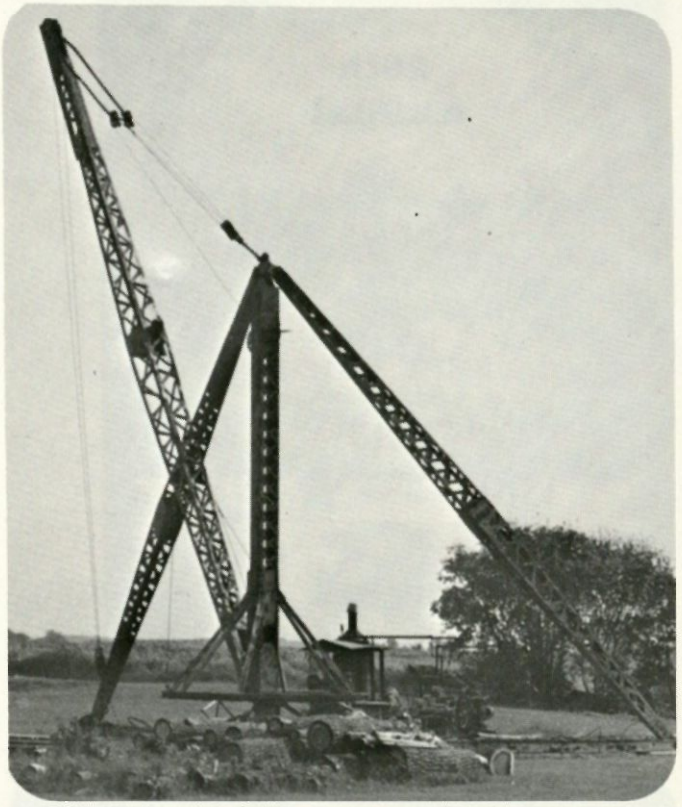


Laying a short section of track for the French locomotive.



A new addition to the show in 1979 was the 1917 75 Holt Caterpillar owned by Roger Munsen of Montevideo, grandson of the original owners.

Pelican Lake Town Hall — Grant Co., Mn. was moved to the ground in 1980.



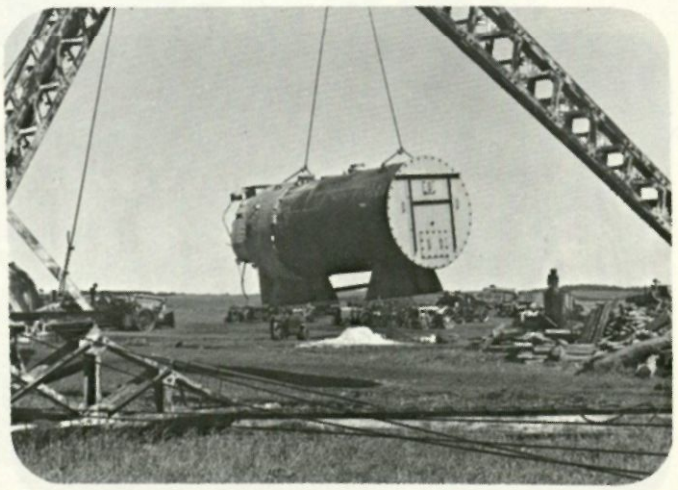
Stiff leg crane originally used in a Twin Cities pole treating yard.

Ralph Risbrudt operating the crane.

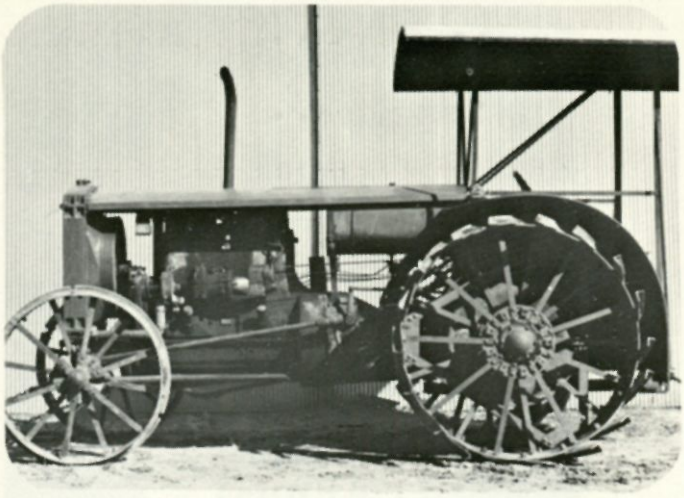
A special attraction at the '81 show was these 4 young men from Freeport, Il. After the parade on the grounds they would assemble and drive the Model T away in less than 4 minutes. The fellows started doing this at their show in Freeport.

The new look of the Sageng cabin. A new fireplace chimney and landscaping.

A happy but muddy crew taken shortly after the big Wheelock turned over by itself. These are but a few of the fellows involved with the engine.



The two boilers for the Wheelock engine arrived right after the 1982 show.



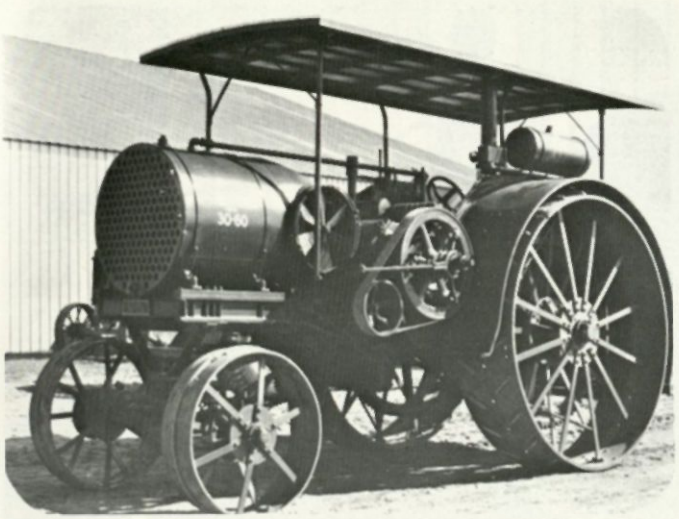
18-30 Allis Chalmers.
A rare one.

"R C" Allis Chalmers

"C" Allis Chalmers

"G" Allis Chalmers

Henry Johnson
5-10 Avery

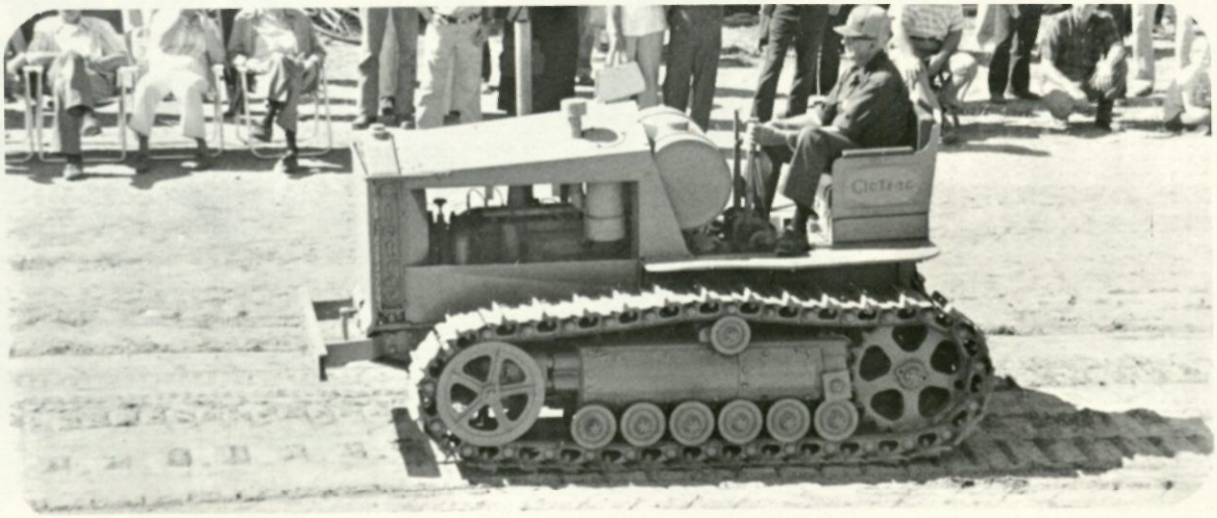


Aldrick Carlson of Evansville, Mn. owns this fine 30-60 Aultman-Taylor. Restored in 1979.

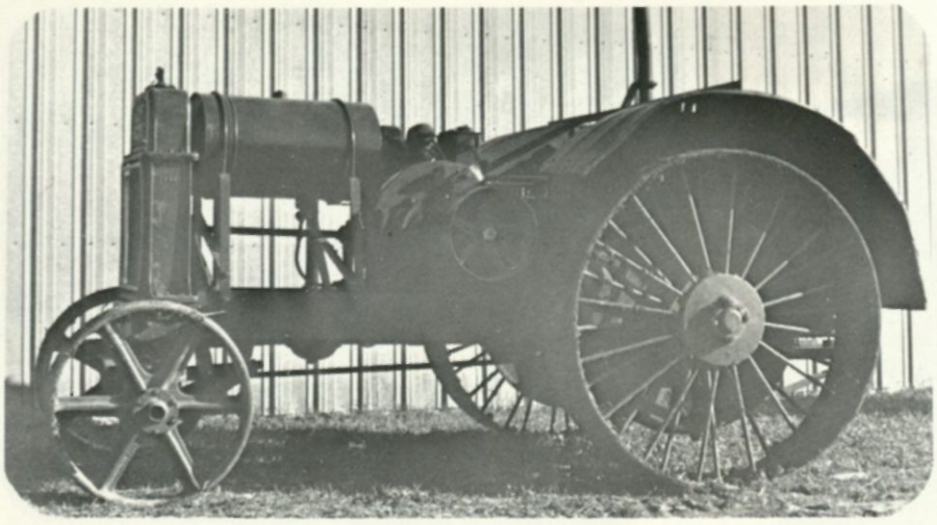
LaVern Simdorn's Model "L" Case. LaVern is from Fergus Falls, Mn.

Craig Hanson of Ashby, Mn. owns this "C" Case.

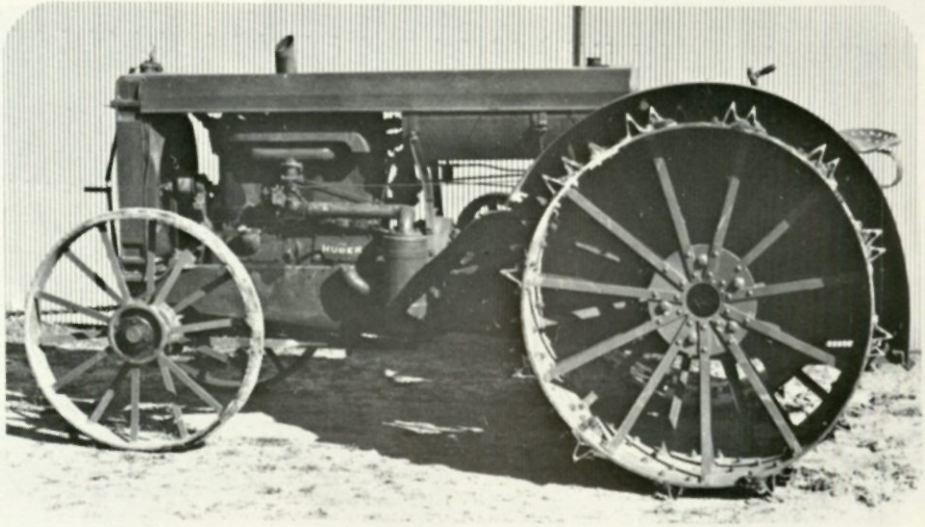
Case Crossmount operated by Willie Lamm of Freeport, Il.



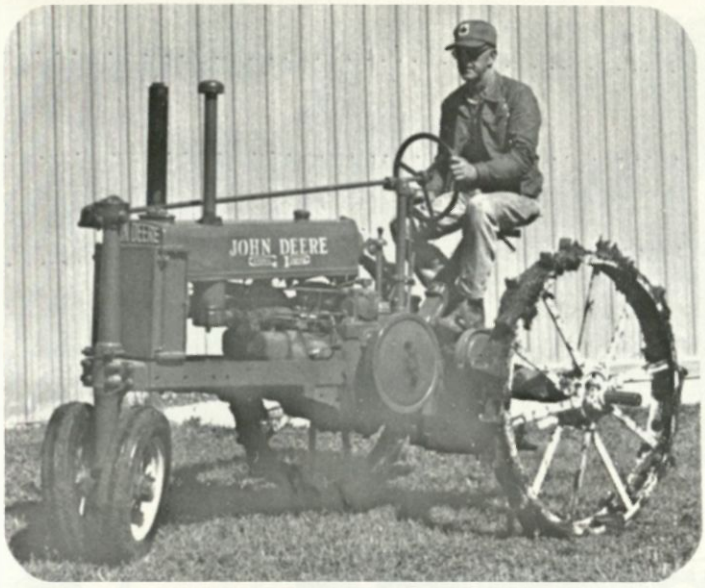
Cletrac 35 owned and operated by Clarence Pederson of Ottertail, Mn.



This 1927 18-36 Hart part has been in the same family since purchased. Heny Fenner of Upsala, Mn. is the present owner.



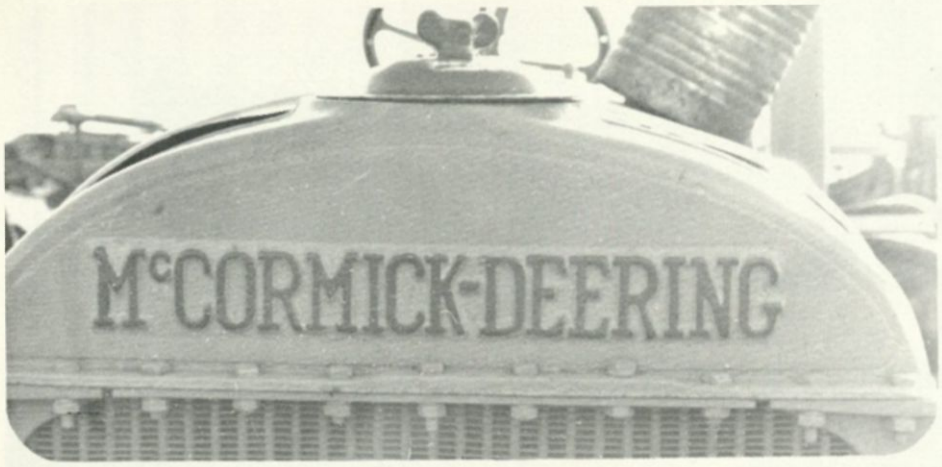
This Huber tractor came to the show from the Dickinson, N. Dak. area.



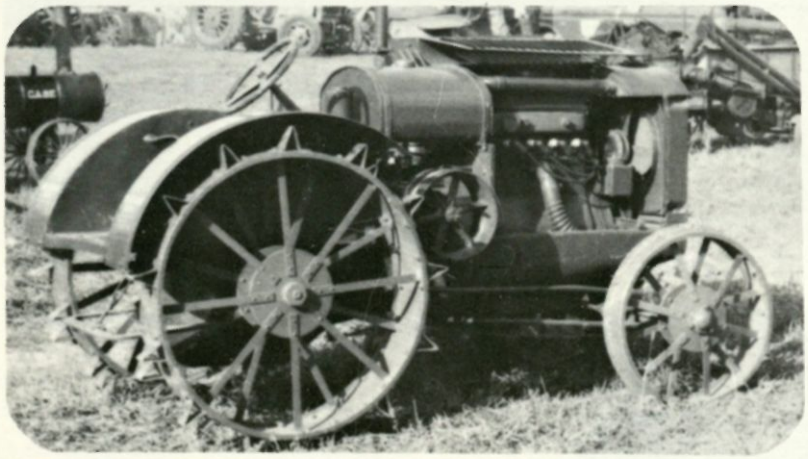
Willard Norton's 1936 Model "B" John Deere. Willard and his wife have a fine collection of John Deere and Twin City Tractors at their farm near Verndale, Mn.

David Schroeder of Dalton, Mn. owns this spoked Flywheel Model "D" John Deere.

"B R" John Deere with Ottawa drag saw. Gordon Larson of Hoffman, Mn. is the proud owner.



Kenneth Rissell of Fridley, Mn. operating Cy Barnak's 22-36 McCormick Deering.

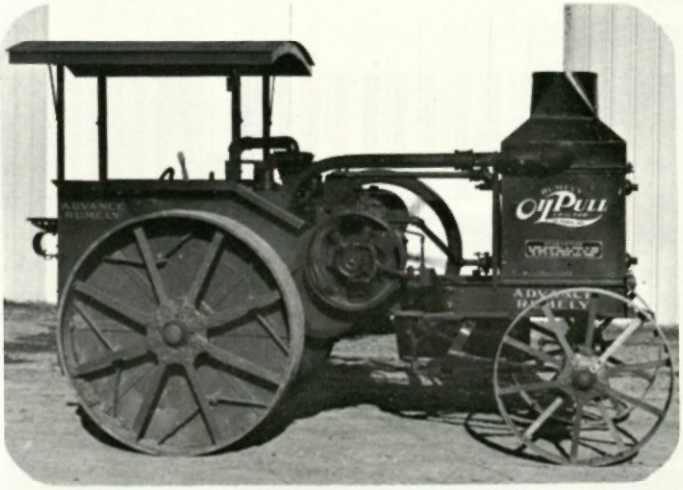


Mike Melby's 10-20 McCormick Deering.

Model McCormick Deering Tractor with an Avery seperator.

Some of the oil pulls on display.

15-30 Model "F" Oil Pull.

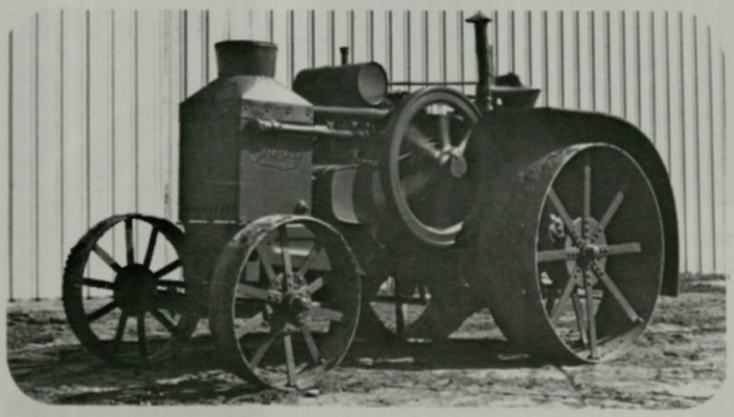


16-30 Oil Pull Aldrick Carlson also owns this fine running machine.

David Hansen's 16-30 Oil Pull. David calls Elbow Lake, Mn. his home.

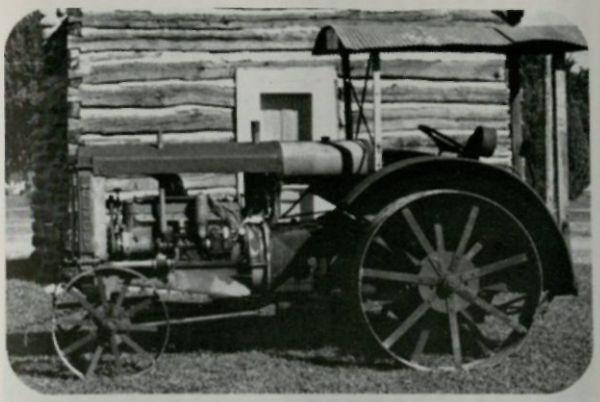
30-60 Oil Pull. Used in Iowa for many years on road work.

25-45 Oil Pull.



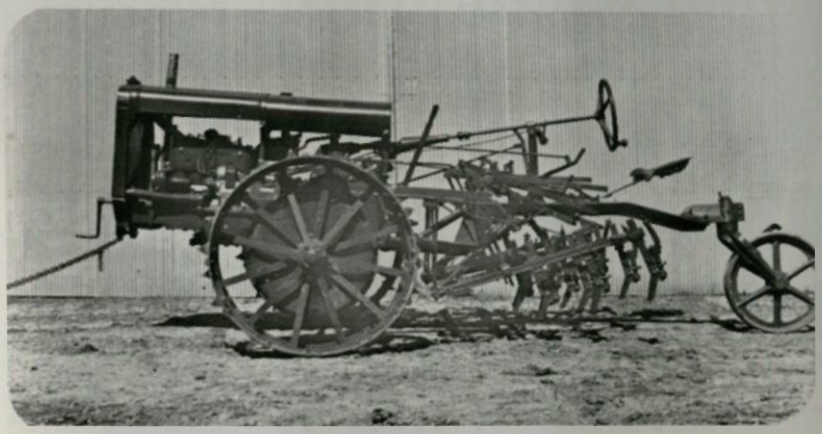
20-35 Oil Pull.

15-25 Oil Pull.

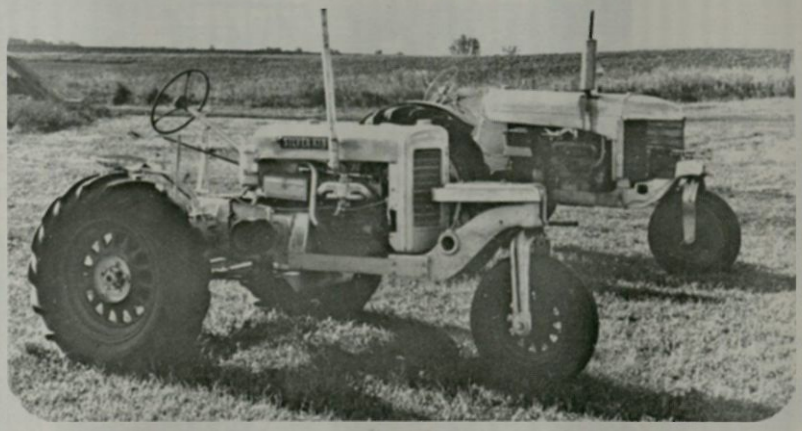


Rumely 6 manufactured in late 20's and early 30's. A well made tractor, quite a few running yet.

30-60 Russell. A fine show item.



Rumely DO-ALL. An early attempt at a row crop tractor. Dale Akerman of Ashby owns this unique tractor.

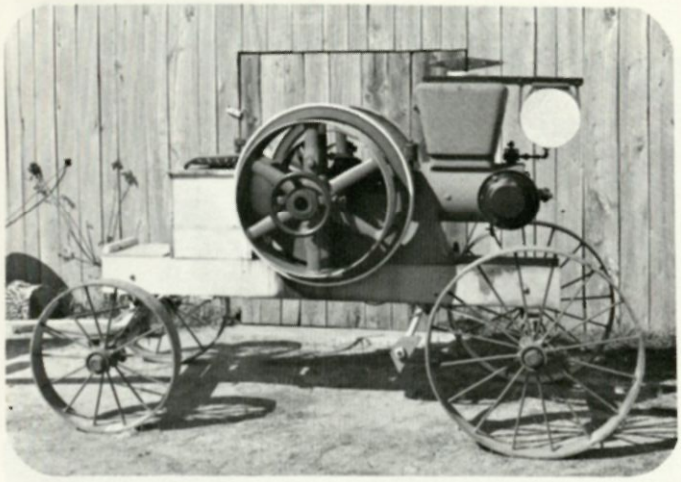


Two Silver Kings. One owned by Ralph Melby and one by Henry Johnson. Both of Dalton.

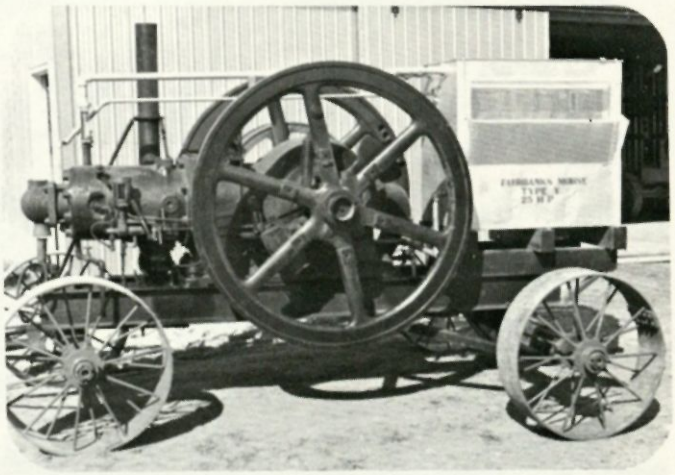
A few rigs start hard.

Sometimes they need a little help.

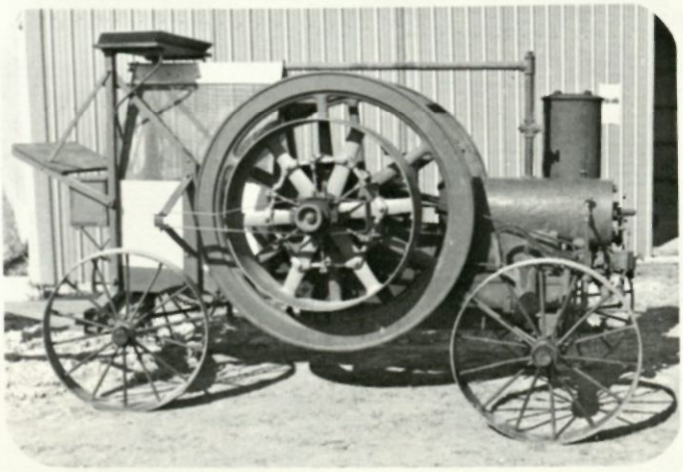
But finally they can be found testing horsepower on the dyno.



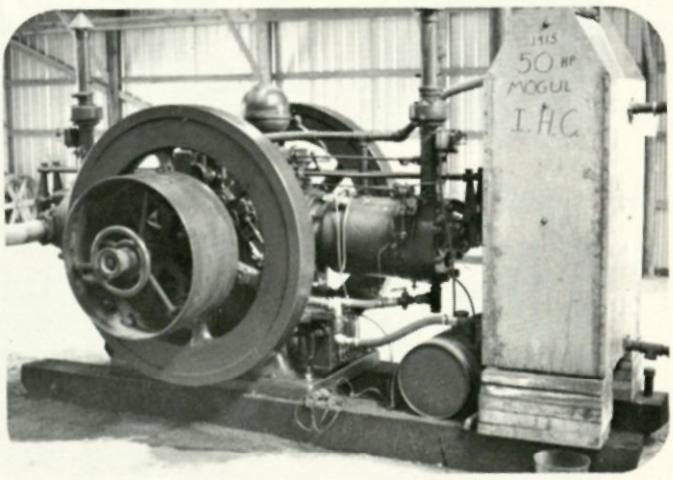
25 h.p. Fairbanks Morse Type Y owned by Harold Hansen of Graceville, Mn.



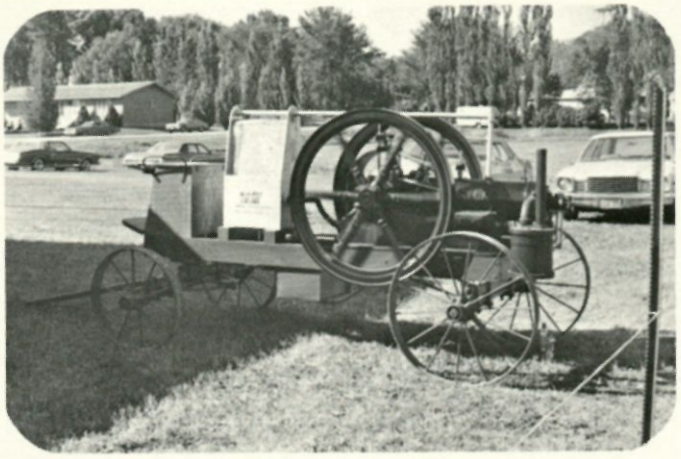
12 h.p. Woodpecker

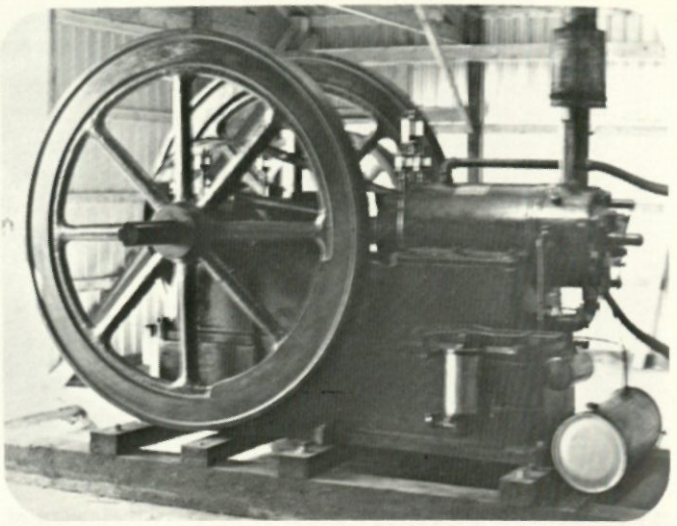


Another Fairbanks Morse.

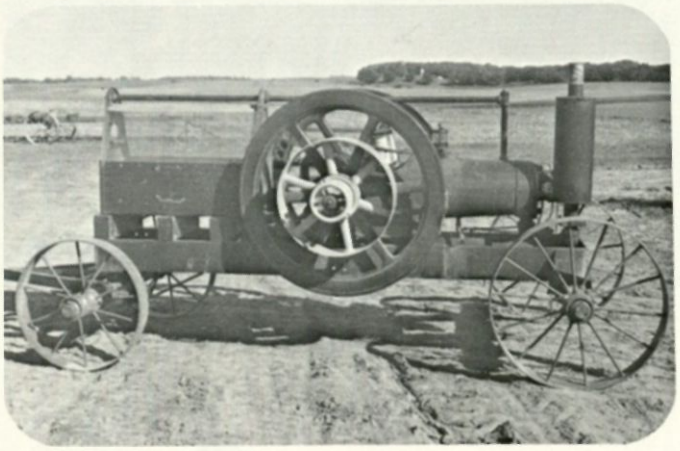


50 h.p. Mogul owned by Jerry Swedberg.





Gas Engines Galore . . .

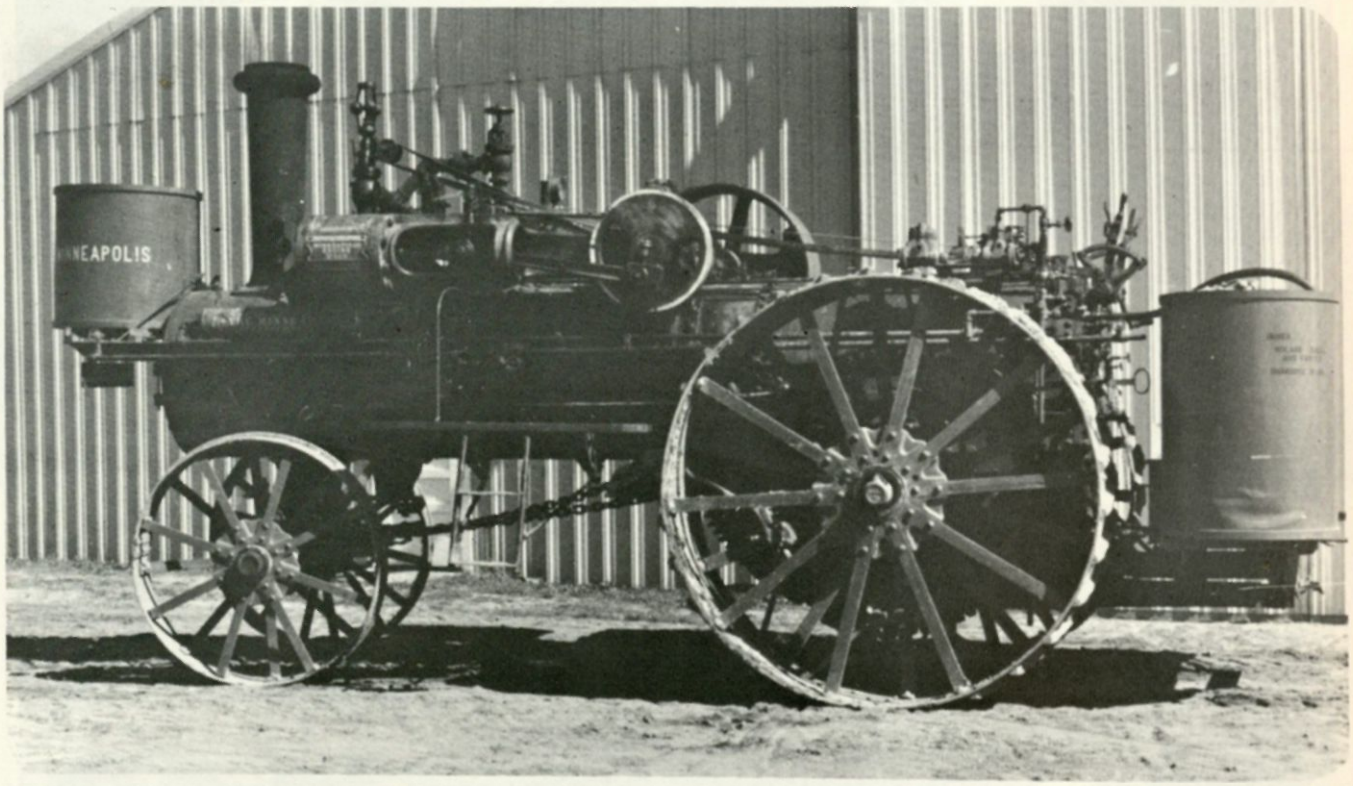


Two Minneapolis Steam Engines begin our salute to the

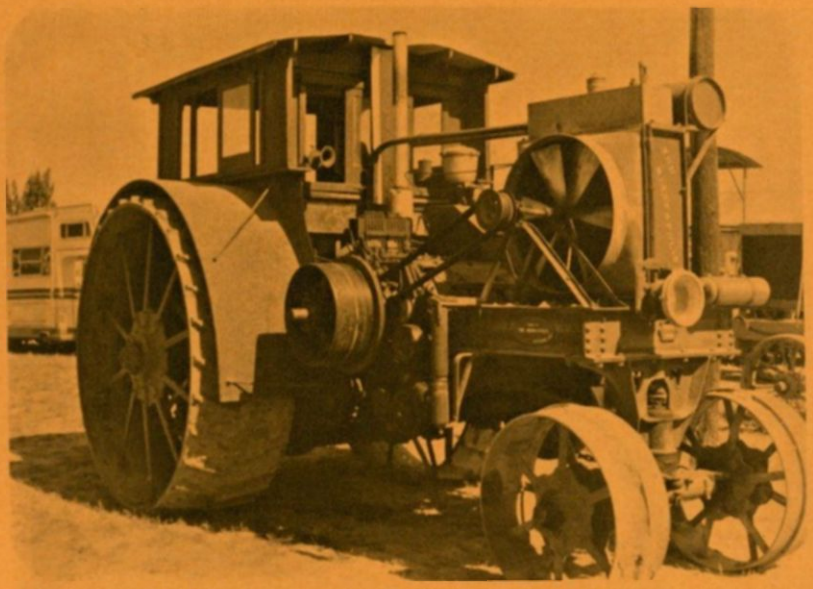
2nd Annual

International "Prairie Gold" Convention

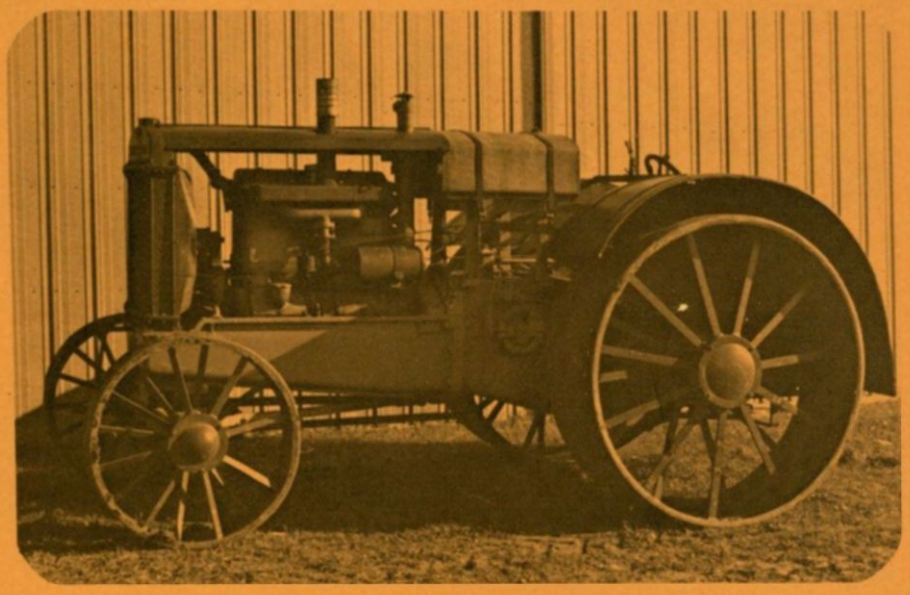
Milton Martinson's 28 h.p. Minneapolis Engine



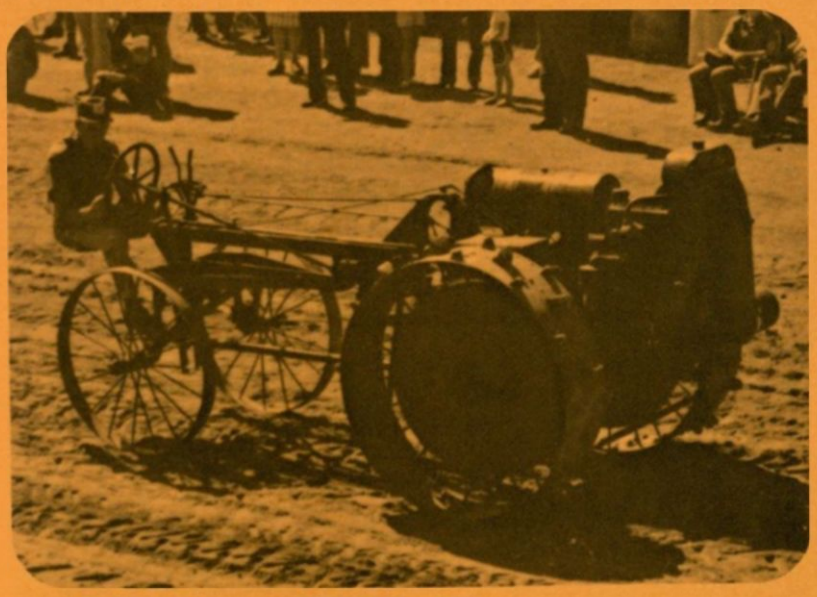
This Minneapolis 28 h.p. steam engine, serial No. 8416, came from deep in the woods at Grand Rapids, Mn. It was restored in 1963 by Glenn Risbrudt and Carl Evavold. When found, there were several items missing, including a front wheel, rear platform, clutch and clutch lever, lubricator, whistle, blower and plumbing and water tanks. The boiler was completely reflued in 1973 and was purchased at that time by the Roland Snell family of Shakopee, Mn. The Snells had attended the show on the invitation of another LRPTA member and decided that they wanted to own their own steam engine. Since Roland's father had owned a 28 h.p. Minneapolis that is the engine that they wanted and they were able to purchase it from Glenn.



40-80 Minneapolis bought new in 1918 by the Mohrman family of Slayton, Mn.

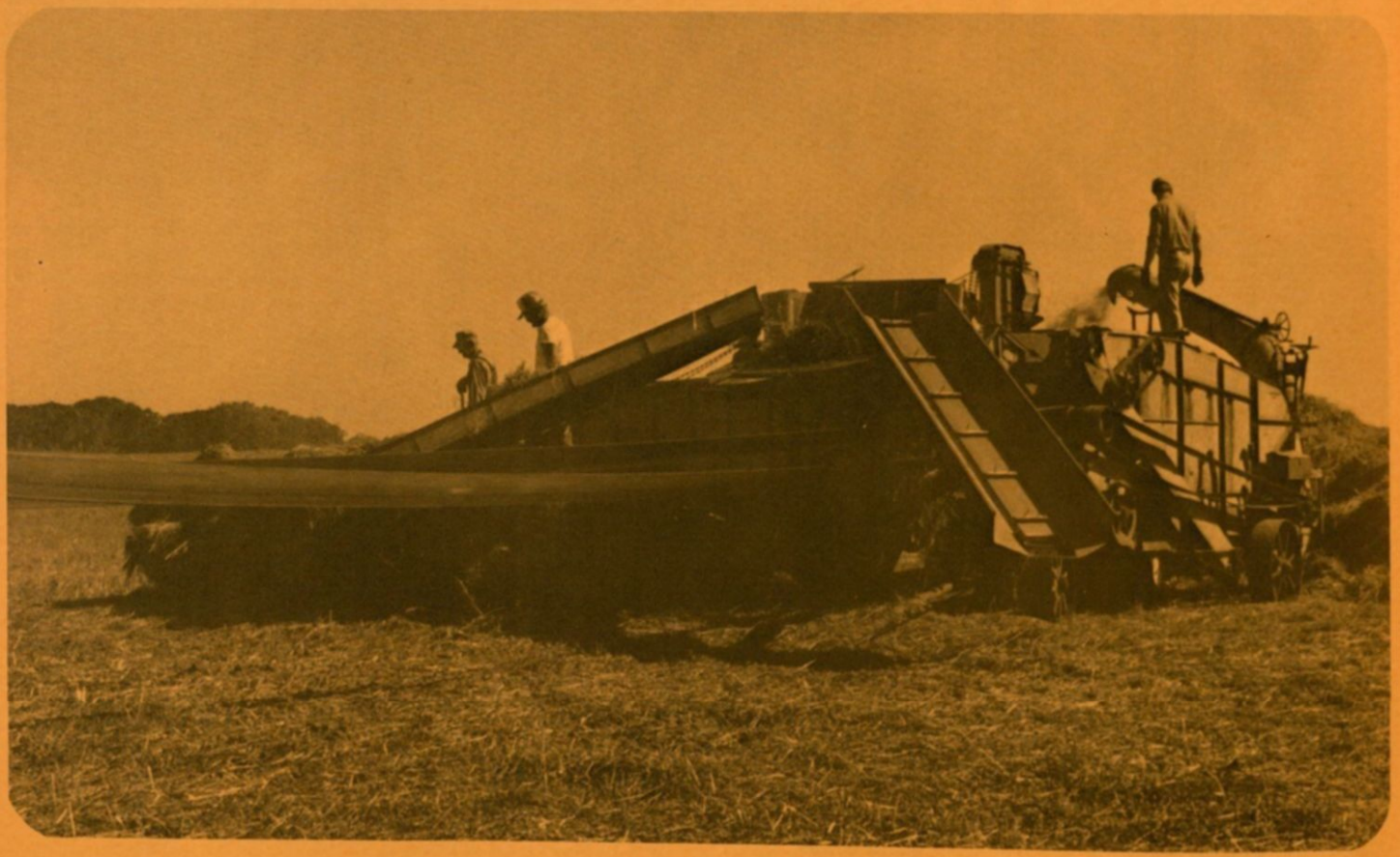


30-50 Minneapolis owned by Henry Bjorgo of Underwood, Mn. Tractor worked in Underwood area for many years before being brought to the show.

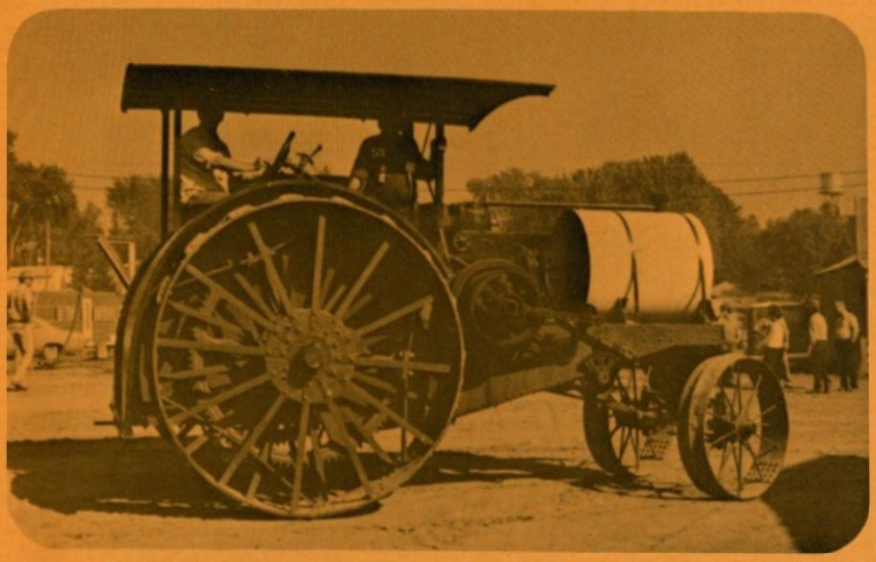


9-18 Moline Universal owned by Eldon and Everett Persey of Erhard, Mn. Cost new was $650 and it has been in their family since it was new.

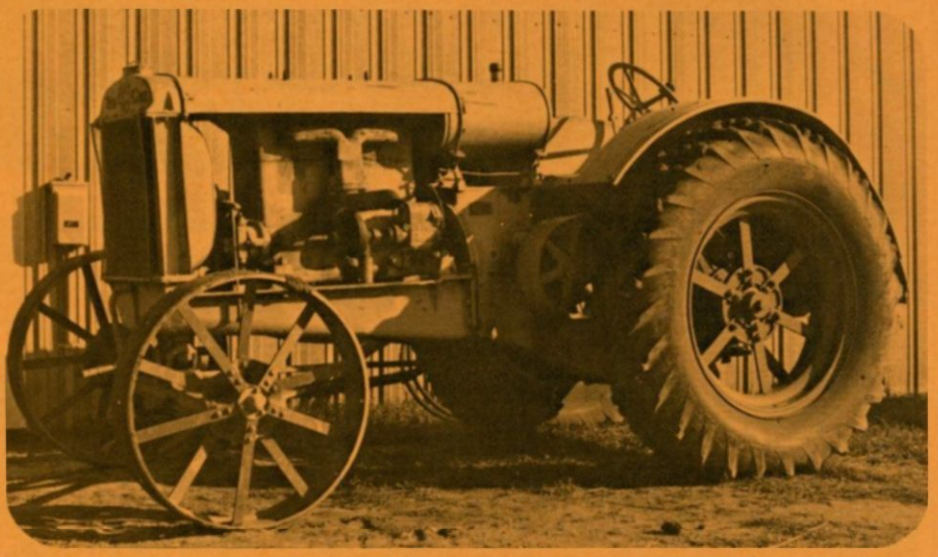
Plowing with 40-80 Minneapolis.



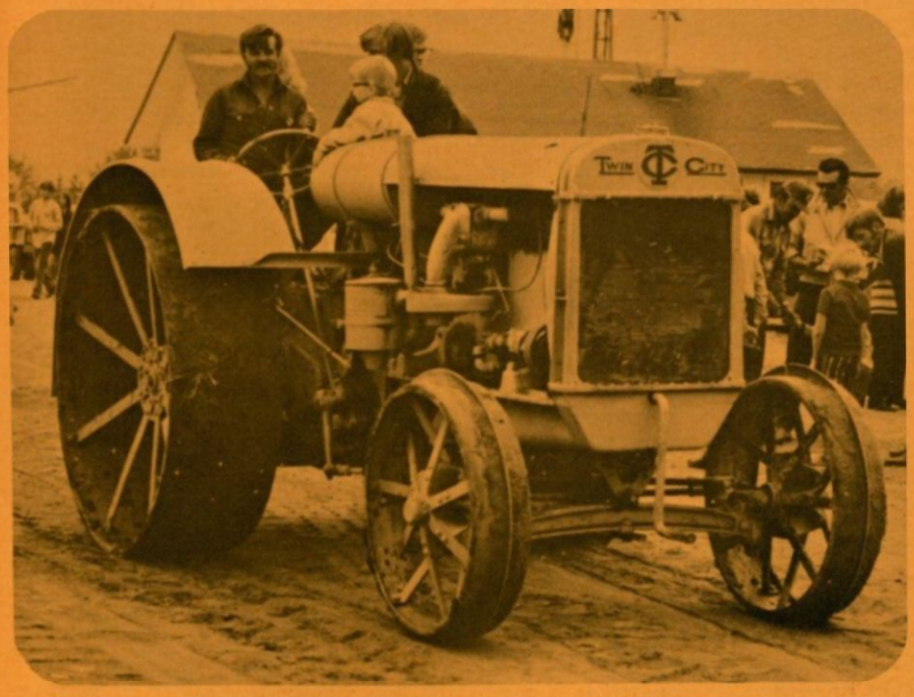
Threshing with Ralph Melby's 40'' Minneapolis Threshing Machine with wing feeders.



25-45 Twin City. This tractor was made in 3 versions, vertical cross motor, vertical in line motor and horizontal cross motor.



LaVern Simdorn's 12-28 Twin City.



Clarence Martinson's 27-44 Twin City.

Miss Minnie Moline, Stephanie Soliah of Dalton, Mn.

History of Moline Plow Co.

The Minneapolis Moline Power Implement Co. was formed in 1929 by the merger of three major machinery companies.

The Moline Plow Company was oldest of these three. This company started with the formation of Candee, Swan and Co. in 1865 and soon incorporated under the Moline Plow Company name. They produced the famous "Flying Dutchman" line of plows and horse drawn equipment that was so vital to the growth of our agriculture, especially on the Western prairies. In 1915, they introduced the Moline Universal tractor to the world's agriculture which was then predominately still using animal power to till the soil. The farmer could ride on the drawn implement and still control his tractor. By 1918 this machine was improved until it had a powerful 4 cylinder engine with an electrical starter and lights. This tractor was the FIRST all purpose tractor with a complete line of machinery built especially for it.

During this same period the Moline officials felt that their line was incomplete, lacking harvesting machines, so they purchased Adriance, Platt and Co. of Poughkeepsie, N. Y., one of the pioneer producers of reapers, mowers and binders. Moline soon learned that a binder designed for the draft horse lacked certain elements of endurance when 'yanked' behind an unfeeling tractor engine. Moline moved fast and designed a Hyatt bearing equipped 10 ft. tractor binder. The first binder engineered to "take it" behind mechanical power.

In 1919 the company along with the John N. Willys interest produced a high powered automobile called The Stevens Salient Six. It enjoyed a few short years of popularity but was beyond the financial reach of the common man. In 1929, M. P. Co. merged with two other companied to form M. M.

The Minneapolis name tracks back to 1887 when the Minneapolis Threshing Machine Co. was formed at Hopkins, Minnesota from the McDonald Threshing Machine Co. at Fond du Lac, Wi. dating back to 1874.

By 1902 M. T. M. Co. plant covered 40 acres and employed 800 workmen. (The details of Steam production we will leave to Gerald G. Parkers of Fargo, N. Dak.)

The 25-50 four cylinder tractor was built in 1910.

20 h.p. 2 cylinder Minneapolis Universal built in 1911.

12-25 4 cylinder built 1912. It was rerated in 1920 to 15-30.

40-80 4 cylinder built in 1915 rerated 35-70 in 1917.

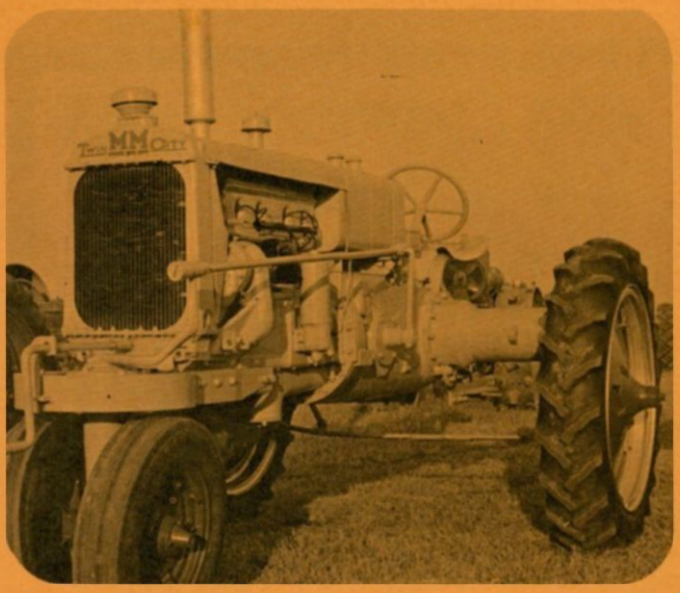
20-40 was a scaled down version of the 40-80 and was built about the same time.

The popular 17-30 was introduced in 1918 and was later built in two sizes, 17-30A and 17-30B.

When M. T. M. merged to form M-M they were producing four tractors, eight threshers, three combines and two corn shellers. The tractors were the two 17-30 A and B, 27-42 and the 39-57.

The Great Minneapolis Line became one of the leaders of power farming machinery because it adhered to its original objective in manufacturing machines superior in construction, performance and economical operation.


MINNEAPOLIS
MINNEAPOLIS-MOLINE
MM
MODERN MACHINERY
TWIN CITY
MINNEAPOLIS
ENGINE
№8476



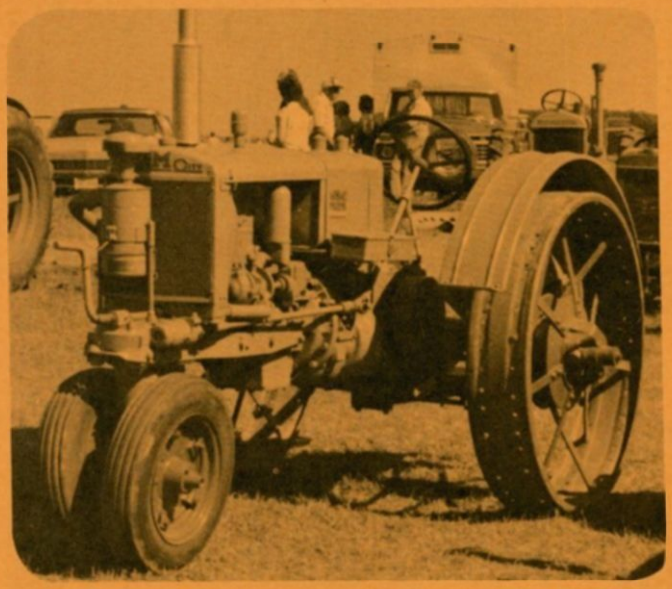
Al Dotzenrod's MTA. Al is from Wyndmere, N. Dak.

History of Minneapolis Steel & and Machinery Co.

The Minneapolis Steel and Machinery Co. was the third and the largest company of the 1929 merger. They were one of the old time bridge builders and structural iron producers that helped "win the west". They came into existence in 1902 by the consolidation of Barnett & Record Co. and Twin City Iron Works. The company took over the plant and organization of the Twin City Machinery Works. For 10 years previous this company had been manufacturing the Corliss engine, transmission and other special machinery. Each engine or machine was individually engineered and designed.

Even though the structural steel business was the backbone of the company they soon became intrigued with the idea of building engines and tractors. The Menzel engine was first and the Joy Wilson tractor was built in 1910. From this McVicker engineered tractor came the design for their own Twin City 40-65 tractor. Meanwhile the Bull tractor was designed and contracted to M. S. & M. Co. This three-wheeled tractor sold very well for a few short years. Also in 1912, J. I. Case contracted with M. S. & M. Co. to build the first five hundred 30-60 tractors.

Copying the now proven 40-65, the company yielded to building the slightly smaller 25-45 in 1913. They were originally built with a cross mounted horizontal engine but the 1914-1915 models were equipped with a cross mounted



1936 Twin City J owned by Mike Mickelson.

Gordon Larson of Hoffman, Mn. owns this sharp RIT.

vertical engine. The later 25-45's were redesigned with a vertical lengthwise engine much the same as the 40-65.

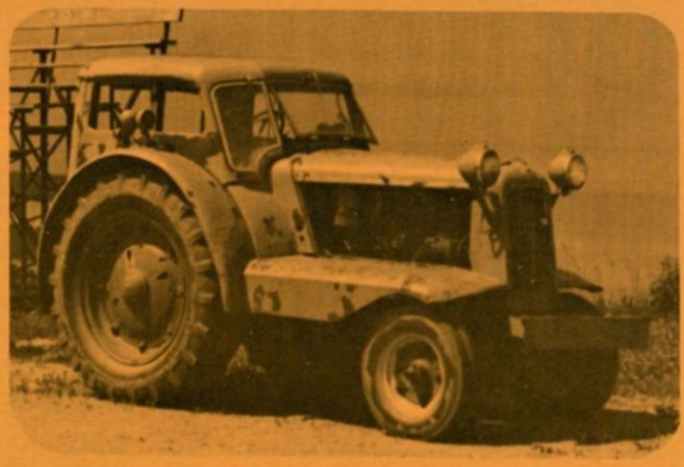
"The most powerful tractor in the world" was first built in 1914 also along the same lines as the 40-65 only it had six cylinders. This was the famous 60-90.

Since the company now had three large tractors it only seemed right to build the smaller 15-30 along the same lines. From this tractor the 16-30A was built using a larger engine and a completely enclosed transmission and dust-proof final drives.

These were Twin City heavyweights, a quality built highly favored machine with a massive girder type frame. A machine with a future but WW I changed the production to shells and ship winches.

After the war, the company decided to turn its full attention to building farm tractors and machinery. From the 16-30A, a completely new 20-35 h.p. tractor was built along with its little sister, the 12-20. These were the pioneers of the modern farm tractors and were built until 1926 when they were rerated at Nebraska test to 27-44 and 17-28. Sometime in the early 20s a 2½ and a 3½ ton was built using the 12-20 motor. The 21-32 was introduced and tested at Nebraska in 1926. It was improved upon and reintroduced as the new 21-32 or 'FTA' in 1929. After joining forces with the Moline Plow and Minneapolis Threshing Machine companied, the Twin City name continued on the new models such as the MT & MTA, the KT and KTA and the JT, JTS and JTO. It wasn't until 1938 that the Twin City name was dropped. These were the "tractors built to do the work and not meet a price."

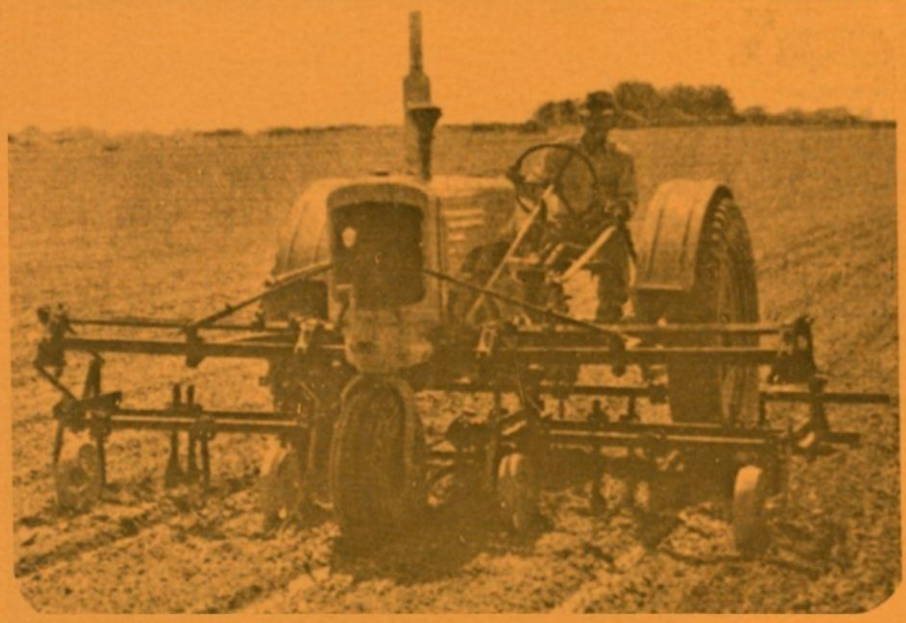
R Cab also owned by Mike Mickelson.



Rick Halvorson's UDLX.

"Z" Tractor Standard.

"U" Minneapolis Moline



ZTN

Minneapolis Moline "R"

History of Minn. Moline Power Implement Co.

Of the three founding companies, none had a complete line of farm machinery so the Minneapolis - Moline Power Implement Co. was formed in recognition of this need. Besides this it brought together a complete team of personnel. Not only the engineers and designers but the skilled and experienced craftsmen to build the best.

This merger also attracted the better dealers and sales force. M-M was a definite leader in advertising and promotion. The competition was far behind in this area.

After the 21-32 (FT & FTA) MT, KT & JT series of tractors previously mentioned came the newly styled "visionline-series" of compact and powerful tractors. The Z series was the first in 1936 and then the U series in 1938 and the R & G followed in 1939. One other tractor worthy of mention was the experimental "YT" of which 25 were built in 1937-38. Only five of these rare two cylinder tractors ever made it out of the factory door.

Also worthy of classic note is a rare variation of the 'U' series. The UDLX 'comfortractor' was the first of the 'U's and featured a cab with all the accessories and a 40 mph road speed. This tractor was just too far ahead of its time so only 150 were made and sold, but the design was there and it was used in the production of military vehicles during the early years of WW II. M-M contributed a great deal to the war effort by producing the first "jeep" (a term coined by the GI's to describe the G.P. or general purpose vehicle made by MM).

On the homefront the R & Z were the tractors for the small farmers and the U & G was the motive power that produced the grain and "food for freedom". After the war, MM was one of the first to convert back to peacetime production of agricultural tractors. The Z, U, R and G were still considered modern up to date tractors. the Z was redesigned as the ZA and the U and G were updated to the UB and GB series. They were equipped with bigger and better engines, full hydraulics and continuous PTO. M-M was also a pioneer in the use of LP fuels and still are.

In 1951, M-M took over the operations of the B. F. Avery Co. of Louisville, Ky. and this was one of the first expansions of this type. In the mid-fifties they (MM) expanded further by forming Motec Industries. This proved to be a mistake as it took a lot of working capital and management away from M-M and weakened the whole company. This move along with stockholder problems and some union troubles forced the once proud and mighty Minneapolis - Moline Company to sell out to White Motor Corporation, then a giant in the heavy truck building industry.

White had also acquired Oliver and Cockshutt and planned on letting these three fine companies operate independently but over-expansion proved to be a mistake here too! In 1973 the last tractor with the Minneapolis Moline name rolled off of the assembly line. The last engines were built for a short time in 1979.

Minneapolis - Moline today A new start for an old name.

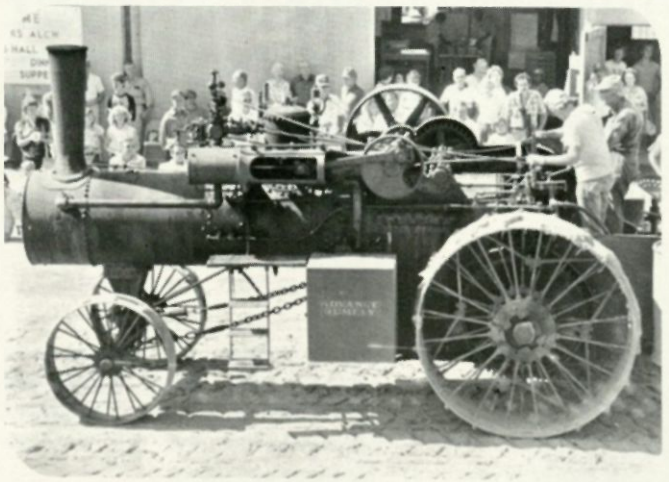
Although a lot of Moline engineered products live on today under the White Farm Equipment name, an even more fascinating development has occurred in recent history. Recognizing both customer demand and a business opportunity, Enservice Inc. began negotiations with White Farm Equipment to purchase the industrial engine line. The negotiations were successful and in March 1980 Enservice Inc. organized the Minneapolis Moline Engine Co. A new 60,000 sq. ft. plant has been built on a 14 acre site at Russellville, Arkansas. Minneapolis Moline engines, parts, and services are available today. We are happy and proud to see the Minneapolis-Moline name live on. It was and still is "The World's Finest".

Also in 1982 the Prairie Gold Rush was organized to provide a communication for all Minneapolis, Moline and Twin City collectors and enthusiasts. This informal group of fans maintains that these old names will never die. They are "The World's Finest!" The Heritage continues!

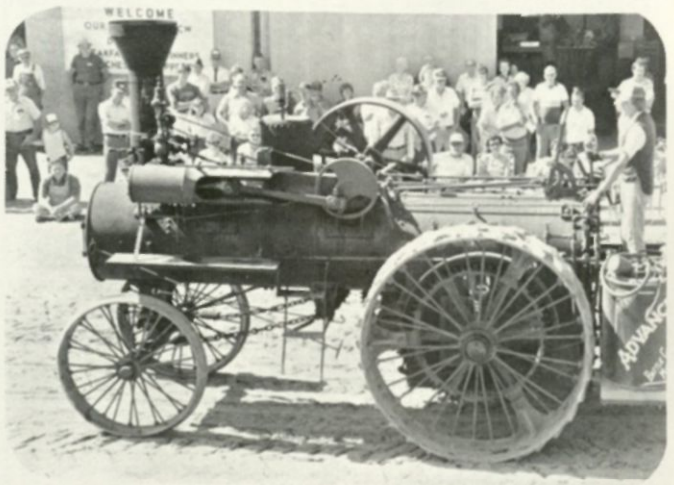
All MM articles written by Roger Baumgartner with credits to Mr. and Mrs. Dan Shima and the Prairie Gold Rush.

Art Nelson's 12 h.p. Advance Steam Engine.

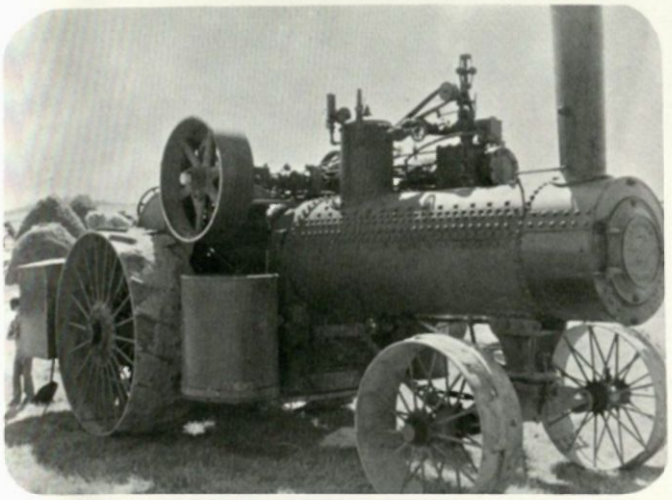
16 h.p. Advance Engine owned by Frank Melby of Elk River, Mn.



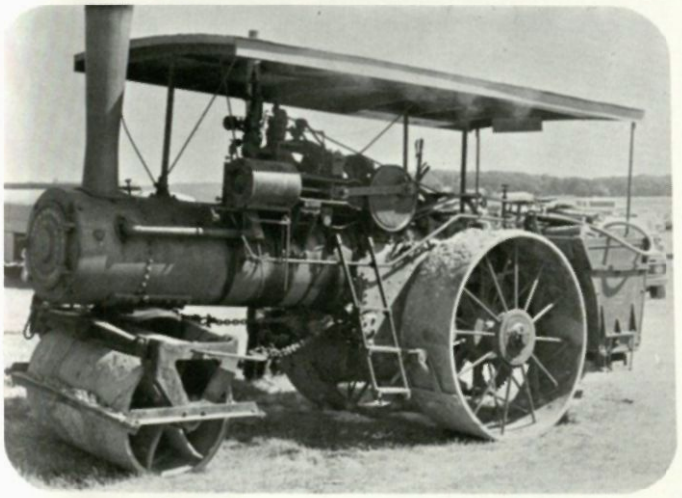
This 20 h.p. Advance Rumely was used in a sawmill for many years. Jack Zehringer of Ortonville, Mn.



22 h.p. Advance Straw Burner. Ken Bratvold of Ashby, Mn. present owner.



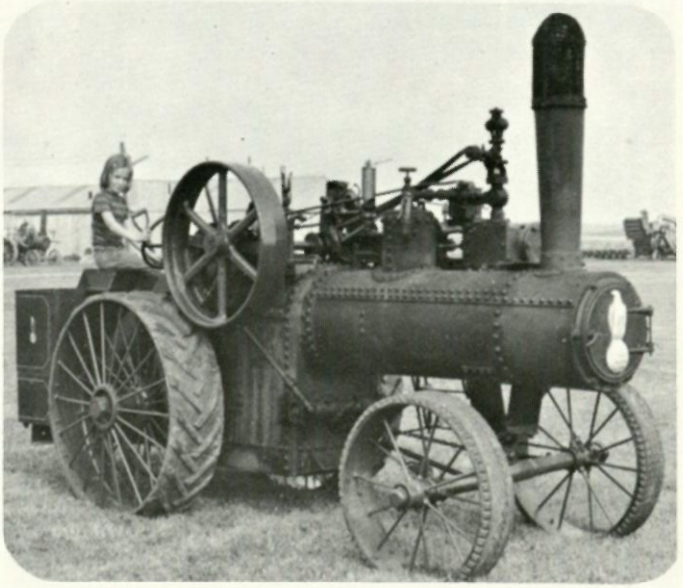
25 h.p. Advance Rumely owned by Dale and Kathryn Akerman of Ashby, Mn.



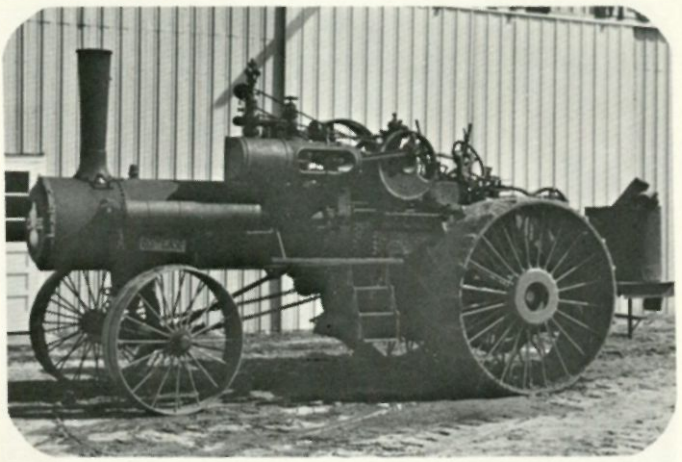
19 h.p. Baker road roller steam powered, tillered steering. Came to the show from Michigan. Milton Martinson of Ashby has this nice engine.

Kenneth Thompson of Cottonwood is the owner of this 9 h.p. Case engine. Kenneth bought this engine at Frederick, Wi. in the later 50s.

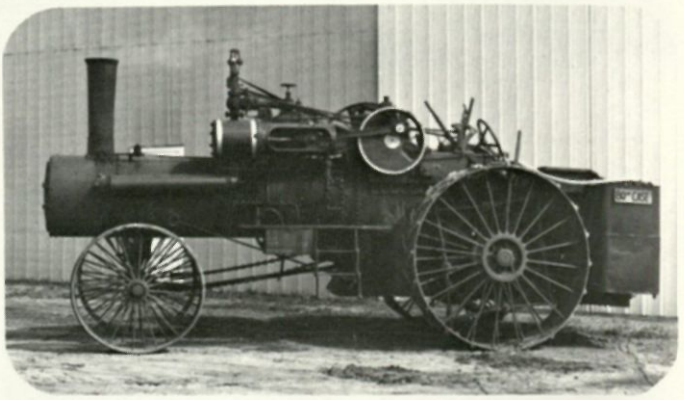
Henry Johnson's 22 h.p. undermounted Avery plow engine.



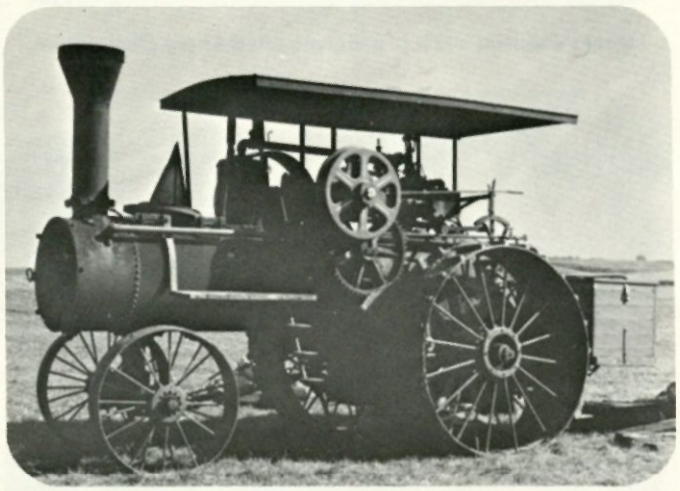
8 h.p. Case owned by Henry Lebacken of Lincoln City, Or. This was converted into a traction engine from 2 portable engines. Henry and his wife, Luella come back to Minnesota every year from Oregon for the show.



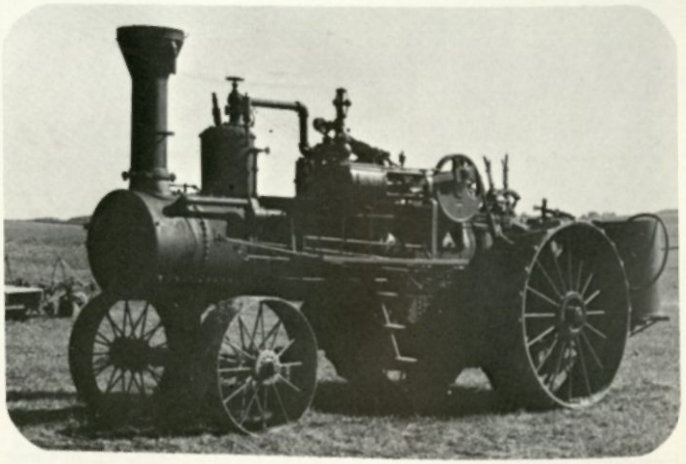
65 h.p. Case owned by Ray Erickson of Alexandria, Mn.



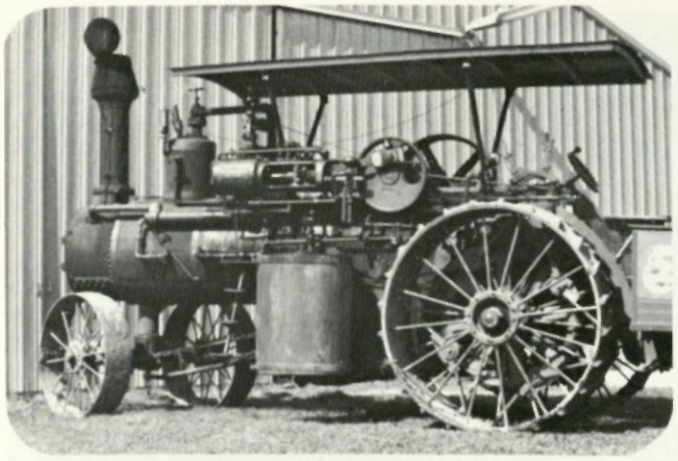
This 80 h.p. Case owned by Kenneth Bratvold. Kenneth traded a smaller Case engine for this engine in the late '50s.



25 h.p. Gaar Scott double owned by Ralph Melby. Ralph has owned this engine since 1920.

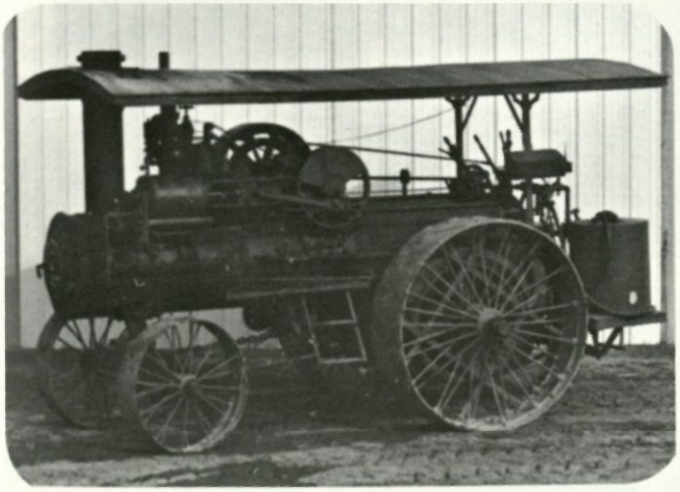


Glen Melby of Fergus Falls owns this fine 25 h.p. Single Gaar Scott.

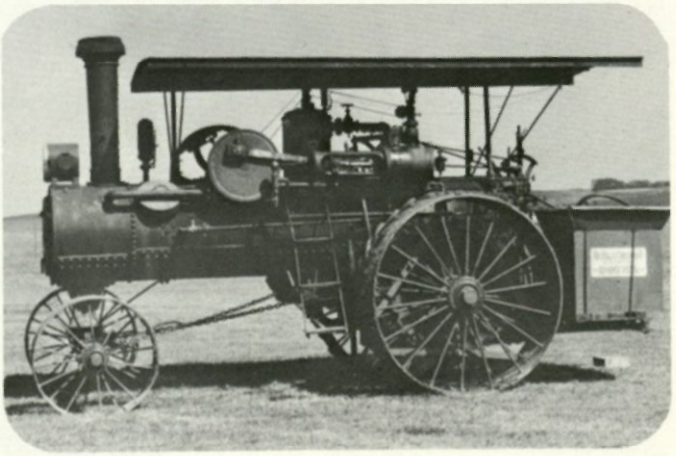


25 h.p. Gaar Scott Single. The Tiger Line. This engine was purchased by Ralph Melby about 1960 from Ed Boyd of Young America, Mn.

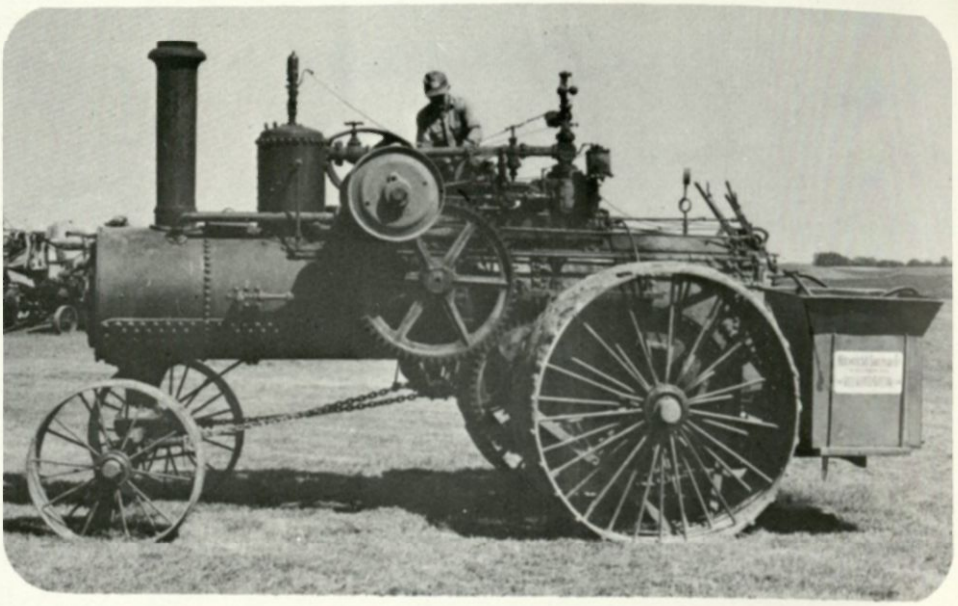
30 h.p. New Huber. All steam engines made by the Huber Co. were called "New Hubers".



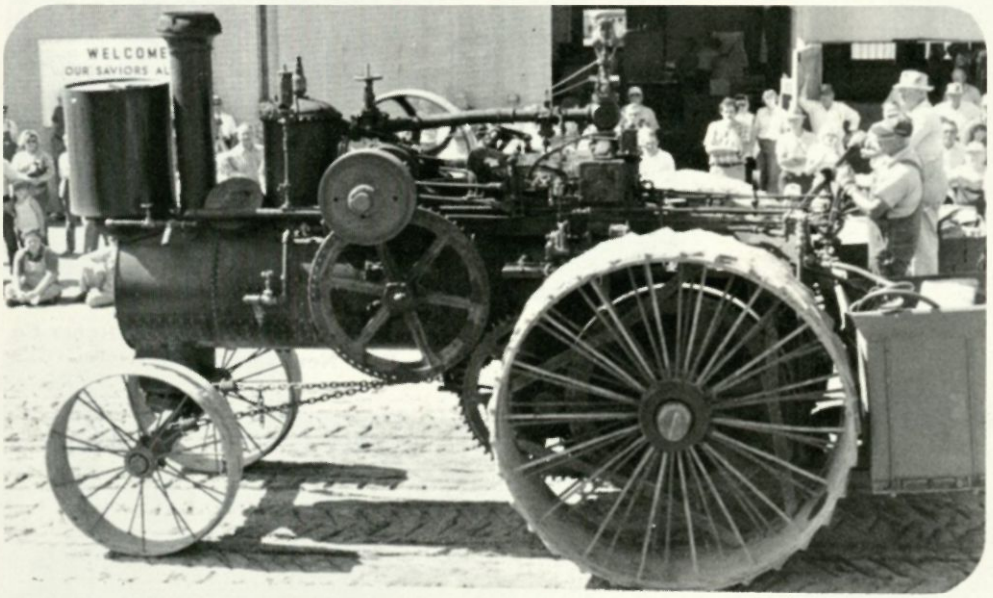
Paul Melby's 22 h.p. Keck Gonnerman. Keck's are rare this far west. A nice running engine.



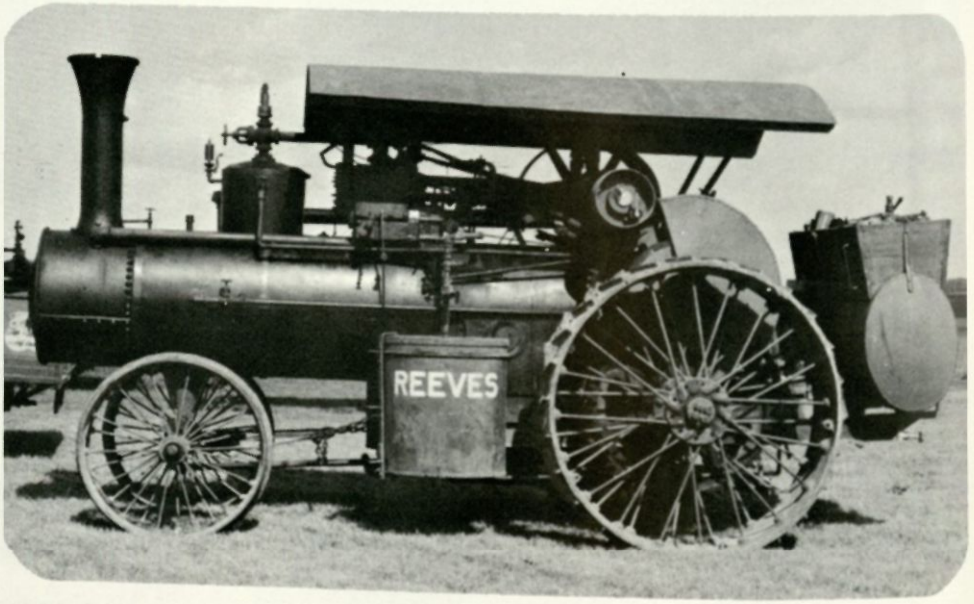
25-85 Single Nichols and Shepard owned by Milt Martinson. This engine came to our show from Bird City, Ks.



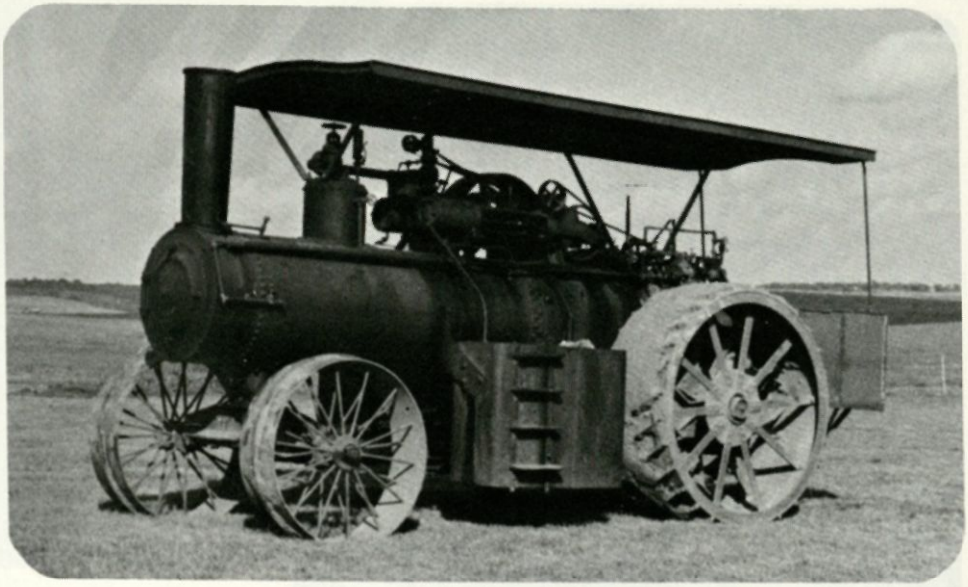
25-85 Double Nichols & Shepard. Milt Martinson purchased this engine at Halstad, Mn.



The Big 35-120 h.p. Nichols & Shepard, 'Big Nick'. The biggest engine made by Nichols & Shepard.

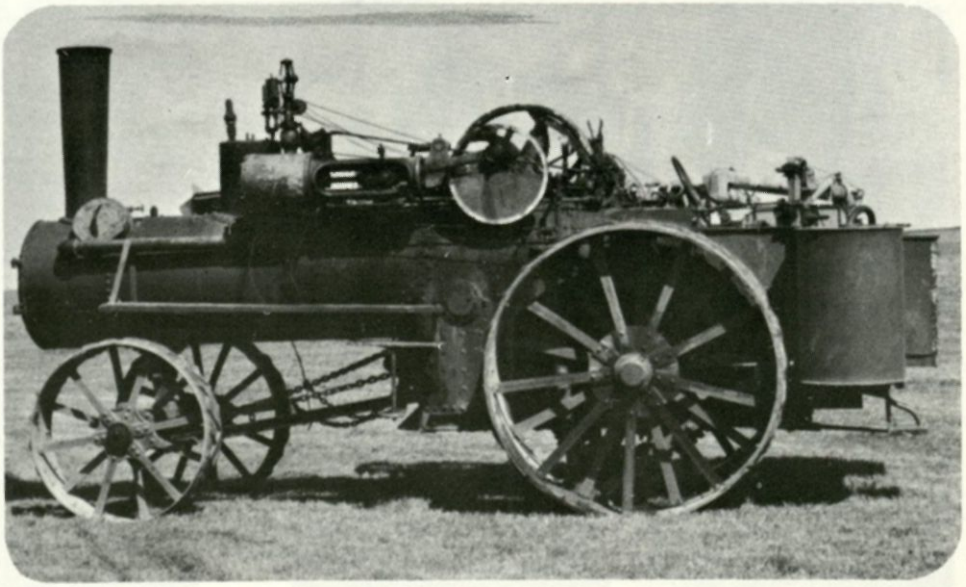


A heavy plow engine built about 1908 is this 32 h.p. cross compound Reeves.

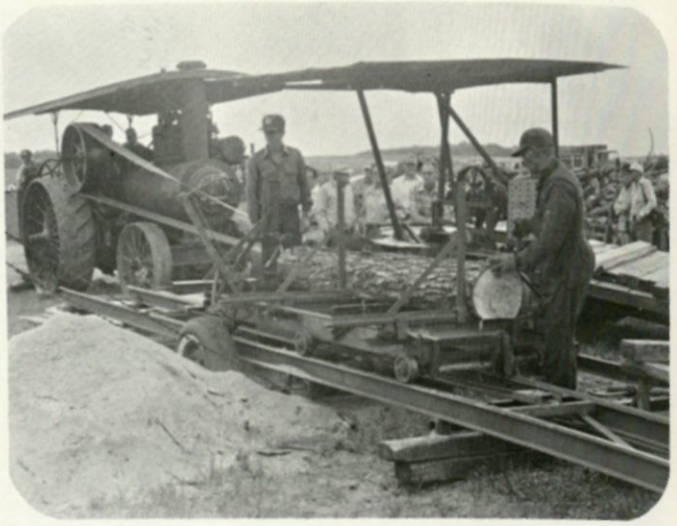


Curtis Leighty of Rochester, Mn. owns the 30 h.p. Double Rumely. Used for threshing during its working days.

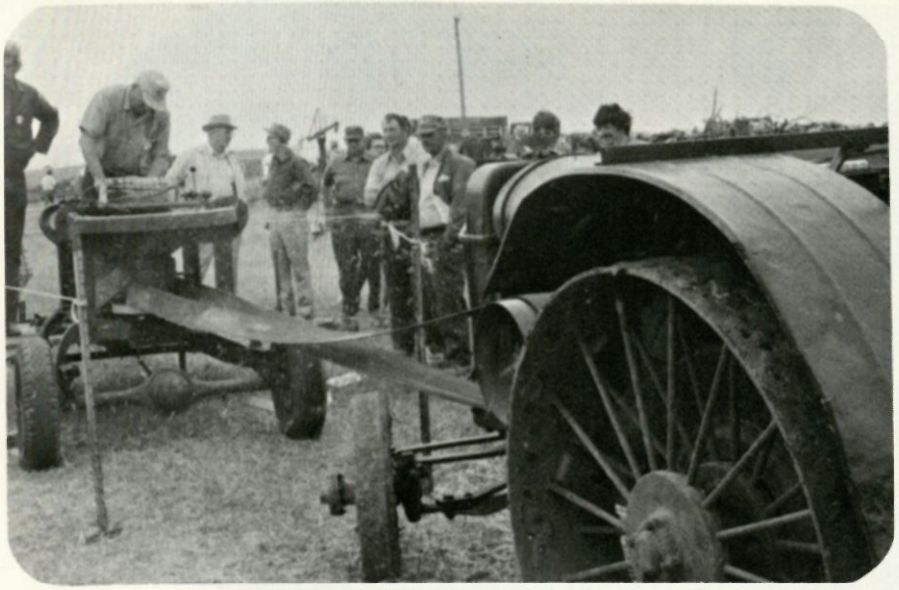
The Big 'R'. The 36 h.p. Rumely owned by Milt Martinson is the largest traction engine of our show.



Clarence and Roy Martinson have the 25 h.p. Wood Brothers. The Wood Brothers started late in the steam game and there are not many of them left intact.



Sawmill Action



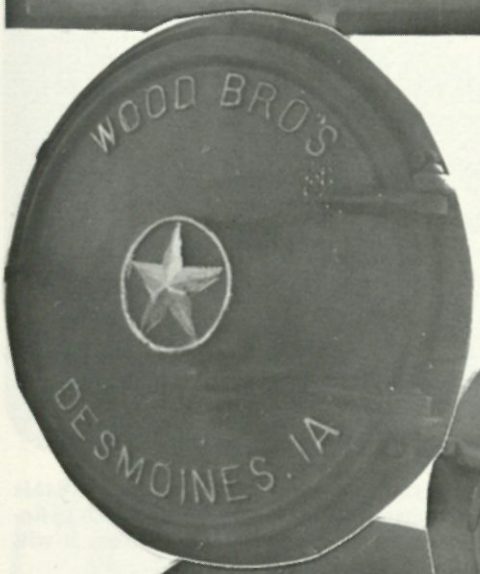
Henry Fenner of Upsala, Minn. with his 18-36 Hart Parr belted to his shingle mill.

DeWayne Michaelson of Morris, Mn. built this log splitter from scratch. It has 8 inch cylinler, 9 inch travel and pushes 33 Ton. It will split a 50''x90'' log.

Gordon Larson's BR John Deere and Ottawa Drag Saw. Gordon is from Hoffman, Mn. He saws a lot of wood during the three day show.


M. RUMELY CO.


THE NEW HUBER

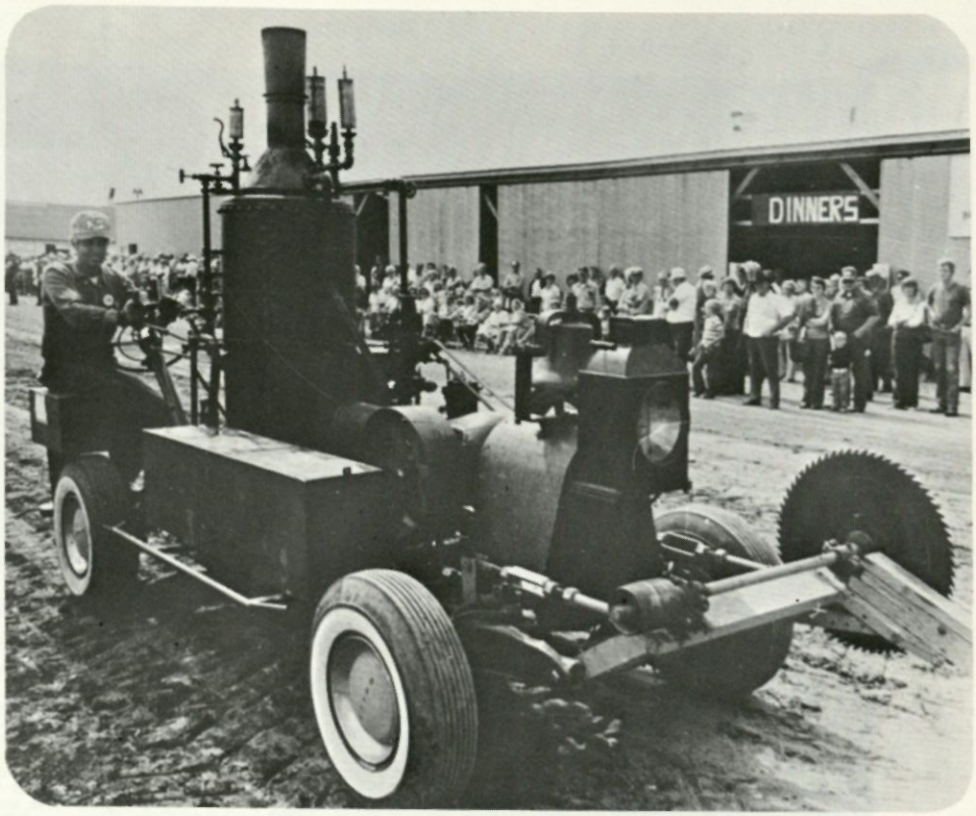

WOOD BRO'S
DESMOINES, IA


GAAR-SCOTT & CO.
RICHMOND, INDIANA, U.S.A.


THE A.D. BAKER MANUFACTURERS CO.
SWANTON OHIO

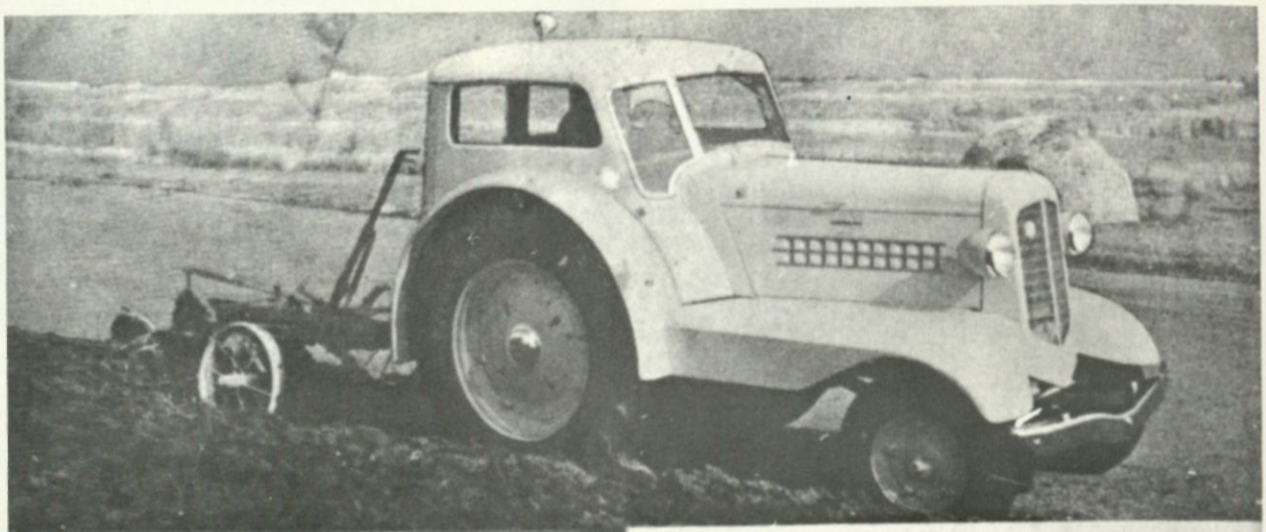

AVERY CO
1443
PEORIA ILL.

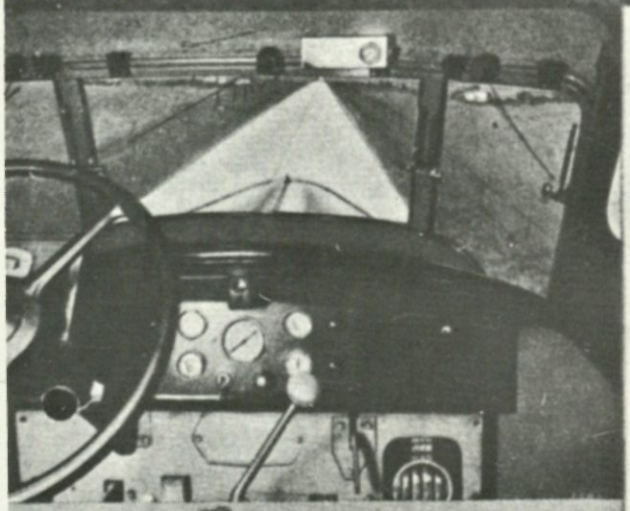

NICHOLS & SHEPARD CO.
BATTLE CREEK MICH
THE RED RIVER SPECIAL LINE

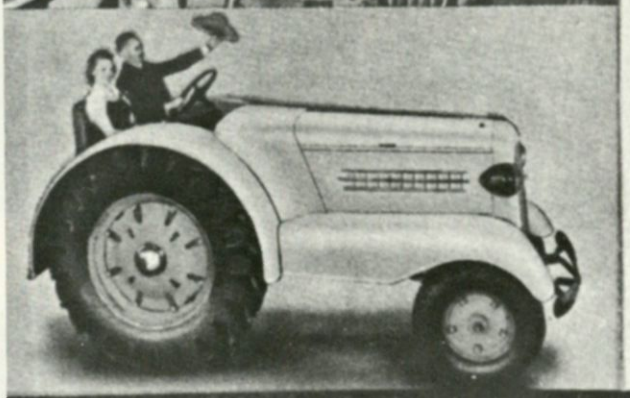


Glenn Risbrudt's Hot Rod. Glenn built this in the shop on his farm.

Trying to keep up with all the engine's large appetite for wood.







THE ALL-WEATHER
COMFORTRACTOR

The newest developments in modern tractors have been introduced by MINNEAPOLIS-MOLINE in this new MM "U" De Luxe COMFORTRACTOR. It fulfills the wishes of the many farmers who spend the greater part of their time on the tractor and therefore need outstanding tractor performance under the most comfortable conditions. This ultra-modern 3-4 plow MM tractor has features long dreamed of by farmers, such as: *Enclosed cab with 2 cushion seats; *Five speeds forward (from crawl to about 40 MPH); *Self starter and electric lights; *Large handy control panel and countless items that facilitate the ease of operation. Such luxuries as Radio, Clock, Cigar-lighter, Ash tray, and others contribute in "shortening" the working day by making it more pleasant and less tiring. This MM tractor is equipped with many features that are now furnished as regular equipment in many modern automobiles.

Utility and power have not been sacrificed for appearance and comfort. It is an ideal 3-4 plow tractor that spells perfection and comfort on belt, **hauling**, and power take-off jobs. A farm is only as modern as its farm machinery. Editors and farmers the Country over proclaim it "The World's Most Modern Tractor," and a definite step in farm power progress.

Quotation from November issue of Sales Management Magazine about the COMFORTRACTOR:

"Has living room comfort right out in the field."

"Power on the belt as well as on the drawbar."

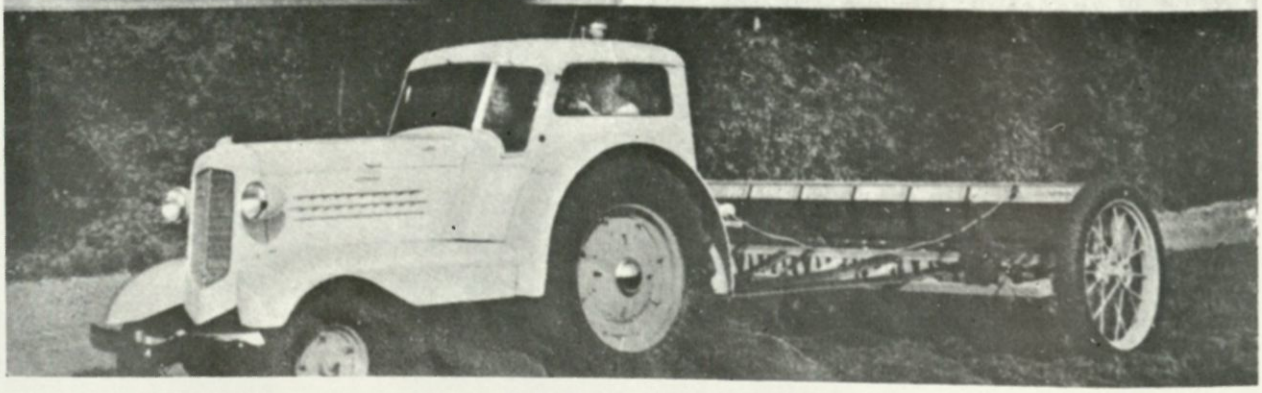
"Their corn field limousine suggests a pretty picture."

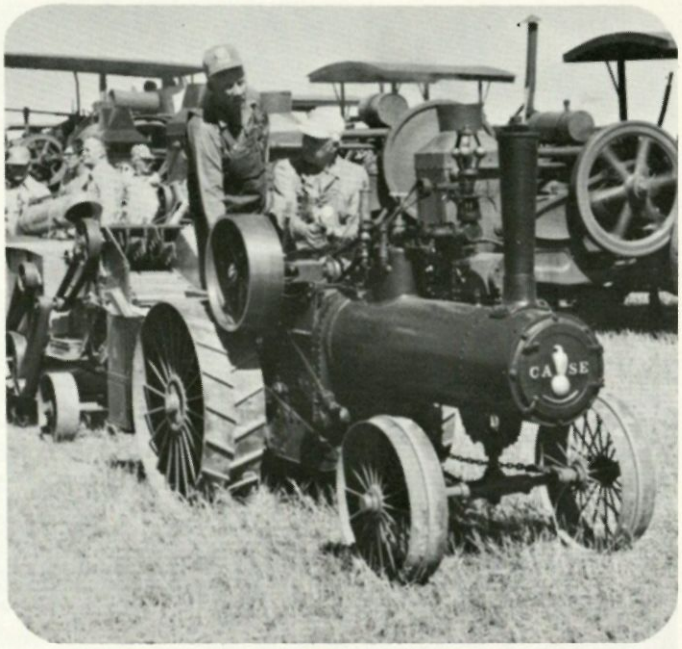
Others call it a "TRUCK-TRACTOR—and with a trailer it does the work of a truck in hauling efficiently."

The COMFORTRACTOR with High Compression engine for using regular 70 octane "leaded" gasoline promises performance records as astonishing as its comfort features. SAFETY, TOO, has been a watchword—the Cab is made of Steel. Safety glass has been used throughout. Vision is excellent. WINDSHIELD wiper, rear vision mirror, defrosting fan, electric horn, and many features are regular equipment.

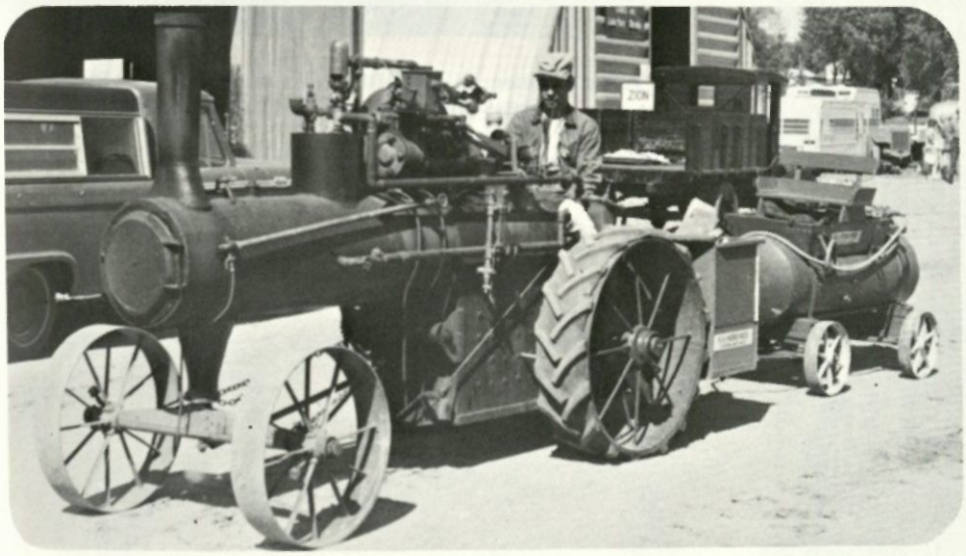
The Operator is protected from the dust, dirt, and weather elements in the roomy ventilated and temperature controlled cab, with hot water heater in cold weather, and a fan for hot weather. Why not get complete facts today?

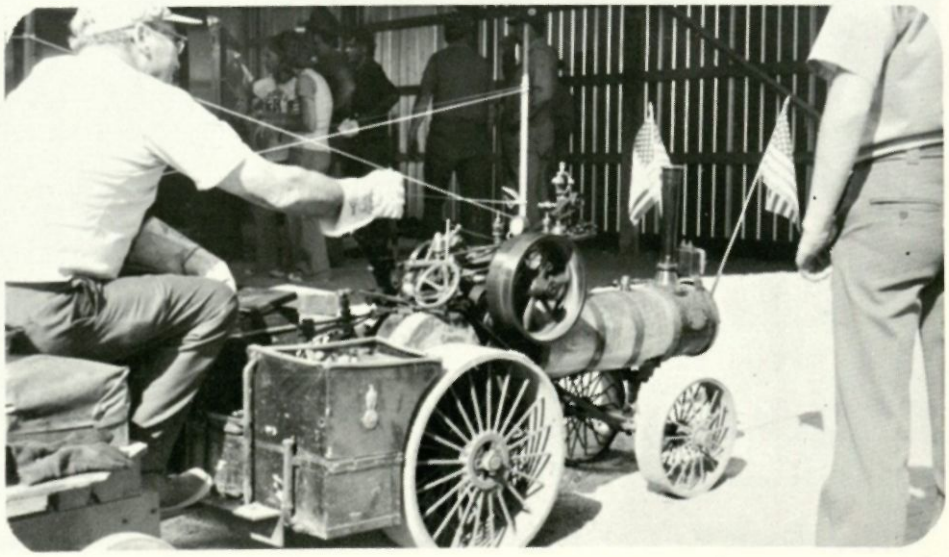
Page 37

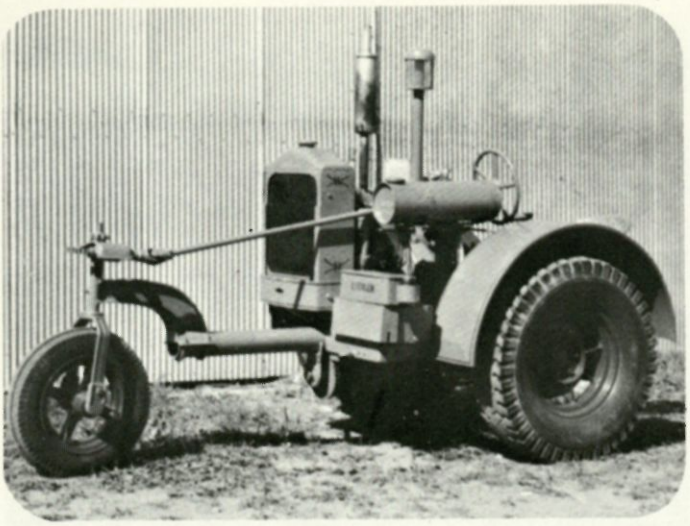




Miniatures are also at the show. Even some of the operators are small.

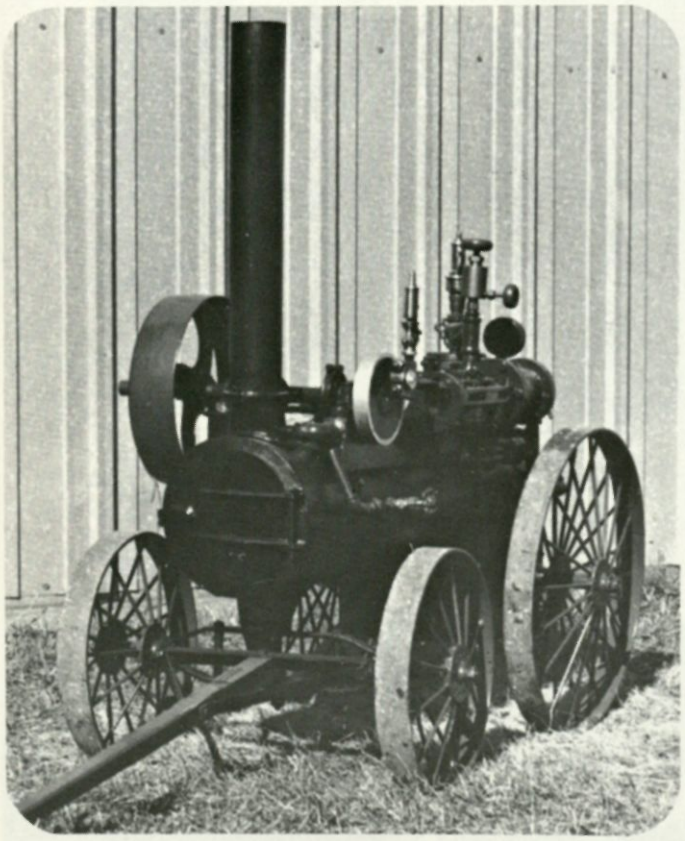






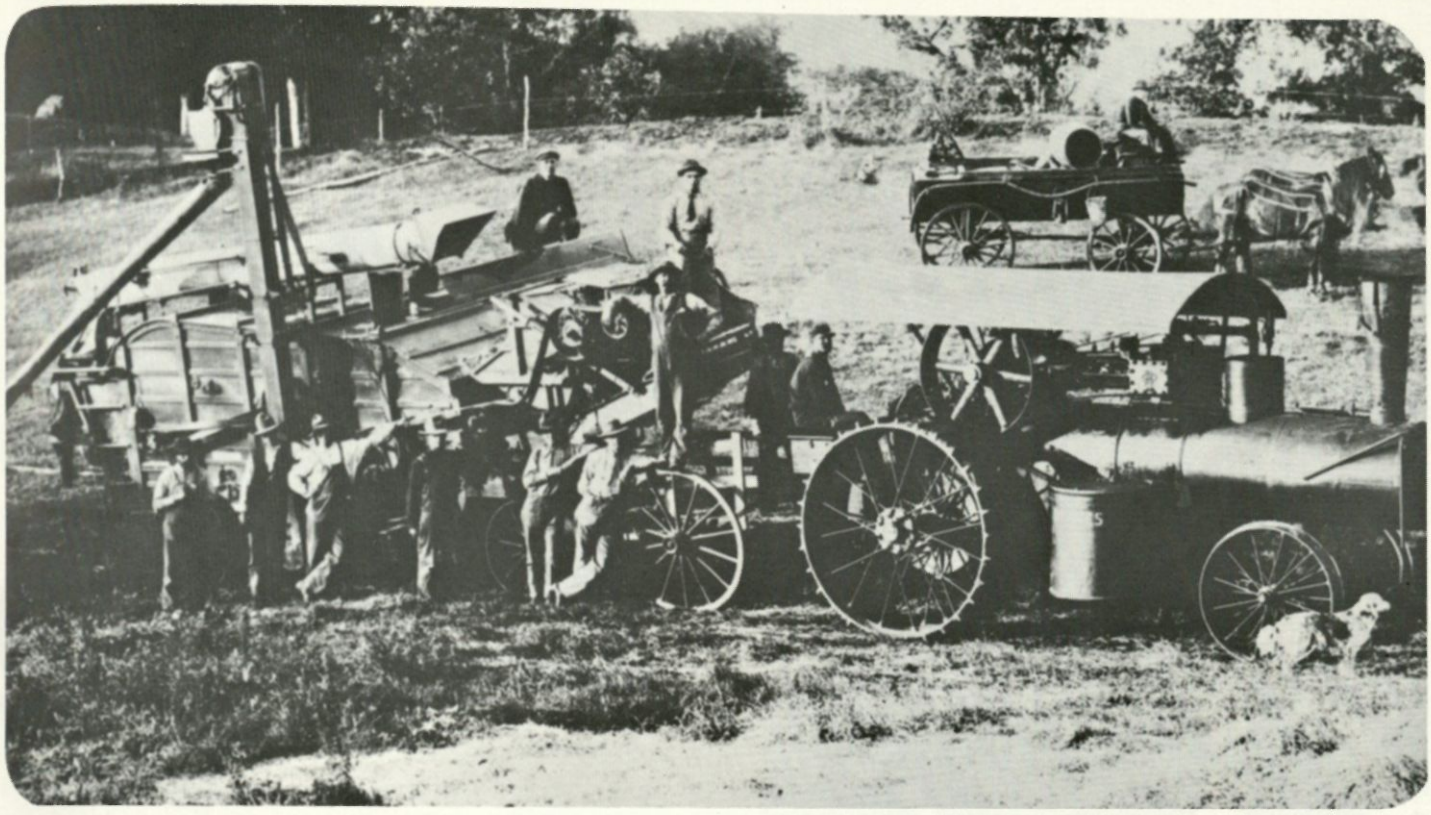
8-16 LaCrosse Happy Farmer Model. Built by James Ziegler of Cashton, Wi.

A young engineer piloting Bill Dey's model Case rig. Bill is from Vergas and is also active in the Rollag show.

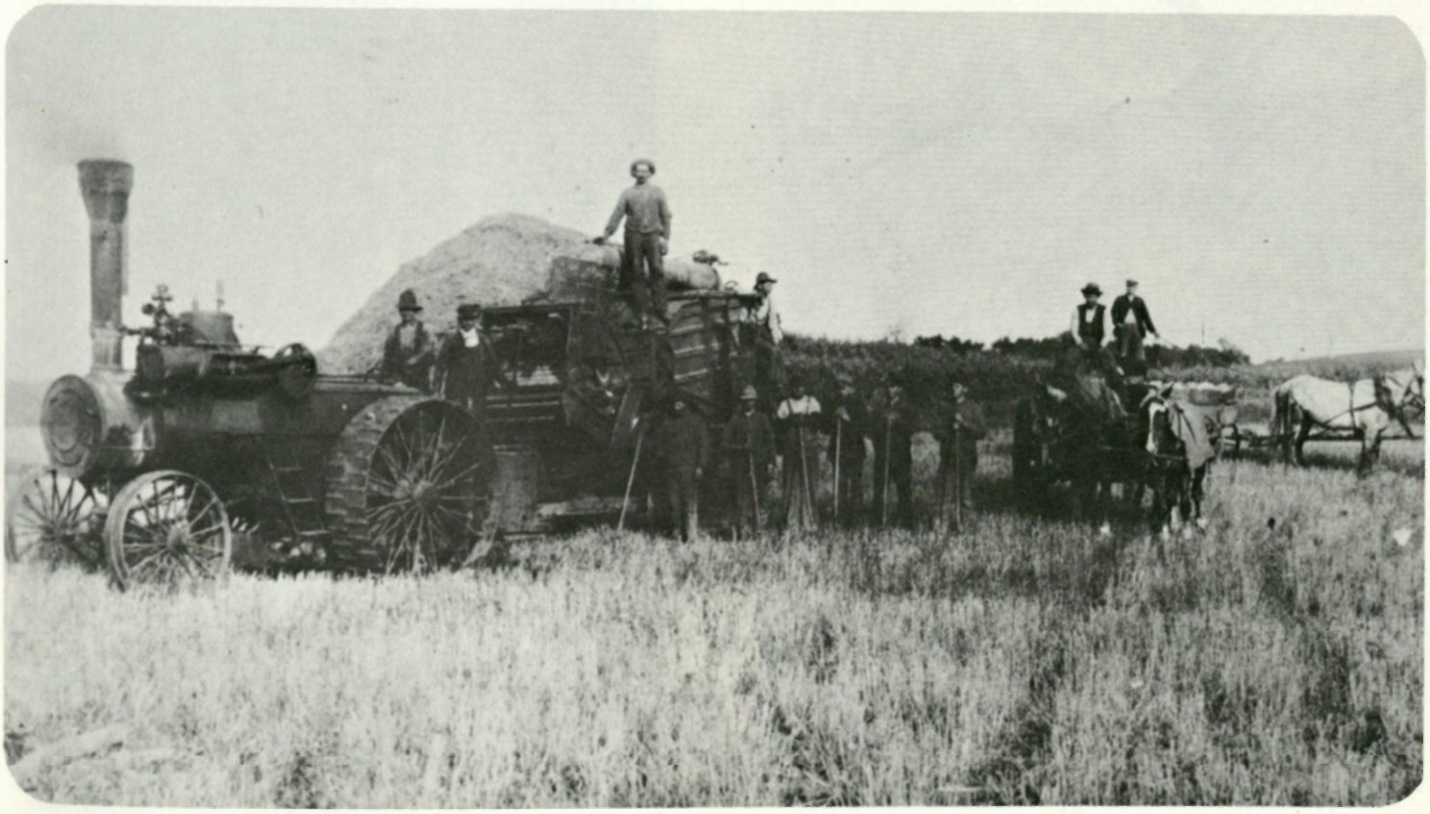


The Bratvolds of Ashby own this model steamer.

Clifford Peterson of Grass Lake, Mi. Free lance Oil Pull.



Early threshing scenes in Tordenskjold Township, Otter Tail County, Mn. George M. Jensen's rigs.

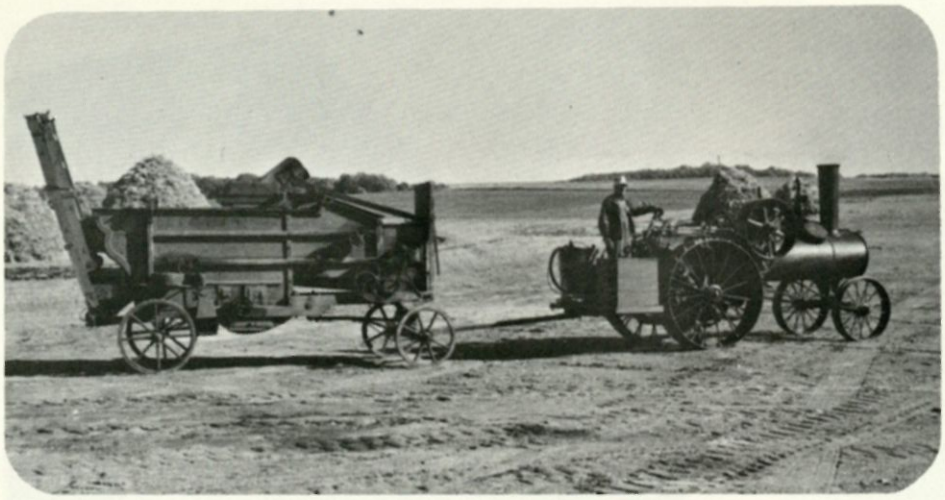


Shocks being loaded on the bondle wagon.

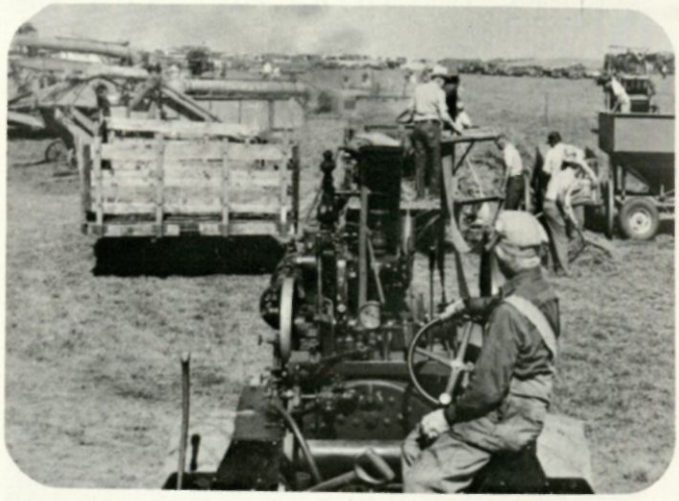
Ephraim Evavold stacking prior to the 1982 show.

Henry Spitsberg (L) and Alfred Peterson (R) stacked for the show for many years. They both called it quits at the age of 82.

Setting up and threshing out the last of the grain at the 1982 show.



Jack Bain's Minnesota Chief threshing machine that is well over 100 years old.



Threshing with Henry Lebacken's 8 h.p. Case and the hand feed separator.

The 36-120 Rumely.

Women's work is never done.

Saturday night at the show features old time entertainment that gives anyone who wants to perform a chance to share their talent.

The ladies of Our Savior's Church cooking for the early morning breakfasts. Don't those cakes look good?

Kvam-Zion Church preparing food for the hungry crowds...

...and the people really put the food away.

Royalty holds court at the show too. Dawn Haugen, Queen Joan Melby and Jana Evavold (1980)

Brenda Synstelien, Stacy Eggum, Rhonda Busko and Queen Shelly Hoff. (1981)

Julie Melby, Queen Debbie Mark and Chris Olson (1982)

Little Kings and Queens of Steam

Lisa Mounts and Trevor Holm (1980)

Alecia Hensch and Michael Thormodson (1981)

Missy Vorland and Chris Larson (1982)

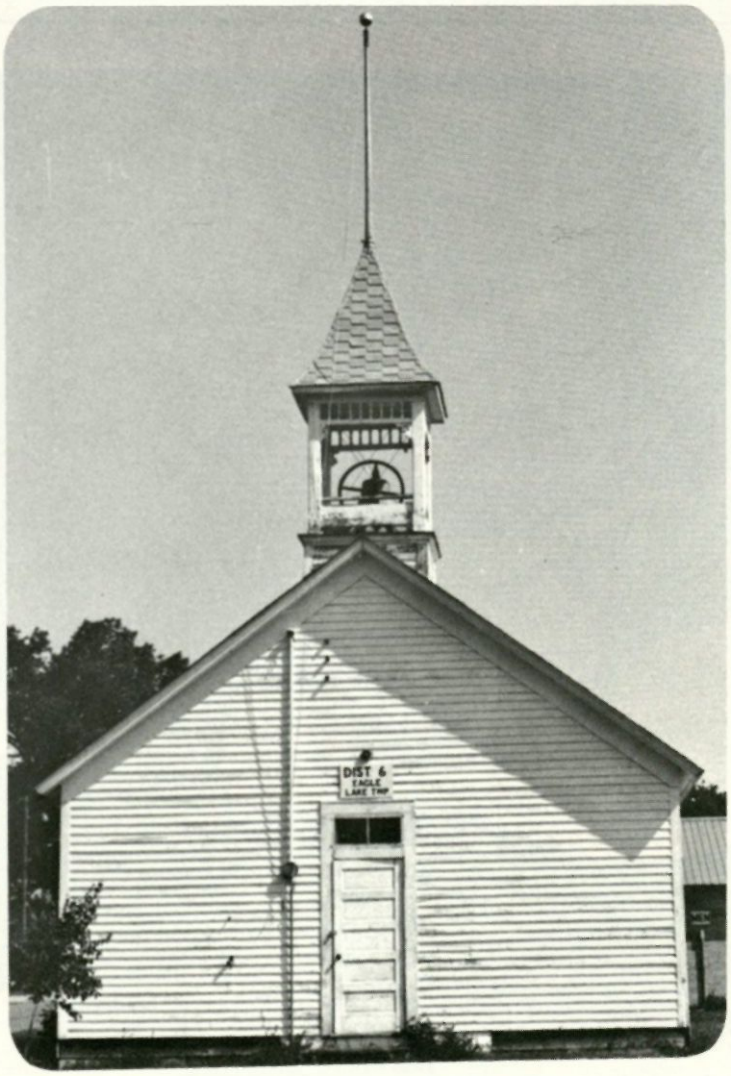
School District No. 6

As I remember hearing, the first classes of District No. 6, Eagle Lake Township, Otter Tail County, were held in the homes of L. H. Herness, Fred Ellwanger and Tosten Narveson. On October 19, 1869, a special meeting was held to elect the first officers for the district. At the next meeting held on August 27, 1870, it was decided that the school term should be three months. Two meetings, the first on February 4 and the second on February 15, 1871, were held to determine the site for the school building. At the first meeting, it was decided the site should be on the L. N. Herness homestead instead of the previously considered Ole Gulseth farm. The building would be 20 by 24', nine feet high, with two windows and one door, each three feet wide and be built of six inch logs. A bond for fifty dollars was set to buy the site. At the second meeting, an election decided the school house site to be the southwest corner of section five, township 131, range 4, which would include one acre with two additional rods for a road running north — south. On June 24, 1871, the decision was made to keep the three month school term, to set the teacher's wages at $18.00 a month and to pay $3.00 per week teacher's board.

In March 1884, a special board meeting was held at the school house. A motion to build a new school house at Township 132 40 N. was defeated. A second motion to build a new school house on the present site was made and carried. Proposals to build a 36'x20'x10' frame school house and to issue bonds either at $700 payable in six years or $350 payable in two three year periods, were made in 1885. A building committee was then elected to have the school house ready for use on or before March 1, 1886. The trustees were directed to publish to the highest bidder, the old school building and all fixtures except the stove. The building is now a granary on the John Kirkvold farm. The new building was finished in 1887. My parents, Ole Peterson and Inga Gulseth carried their books from the old log building to the new frame one. In that year, the school house ground was leveled and graded for $700 and L. H. Herness had the building insured for $600 and the furniture for $100. In 1899, a new lamp and chair were purchased and it was also decided to dig a cellar under the school house, purchase a stove and fix the stone wall. By 1926, a telephone was installed in the school.

The school district was dissolved in 1967 with the students attending the Ashby School District. The building was moved to the Dalton Threshing grounds in

by Mrs. Lucille Norenberg
Ashby, Minnesota



"Down Among the Hills of Dalton"

Written by Bob Bilden of Bagley, Minnesota in 1971, respectfully dedicated and given to the good folks who make up the Lake Region Pioneer Threshermen — and especially to the memory of George Melby, a great man and a fine friend.

(1)
Donw in the Lake Region Country
'mid the hills and valleys green.
At this little place called Dalton,
Here unfold familiar scenes.
Home of Rev. Halvor Sageng,
man of God of years ago,
missionary and inventor,
his memory leaves an afterglow.

Chorus

Down among the hills of Dalton,
Here we have a threshing show.
And we're so glad that you could be here
for you are our friends, you know.

(2)

The engines whistle in the line-up
Tractors rumble down the field
Threshers hum and sawmill beckons
To show the bounty they will yield.
Now Risbrudts, Bratvold, Youngs and Melbys
are just a few of those you see.
Of the now familiar faces;
Here at the Dalton Jubilee.

Chorus

(3)

So if, sometime in mid-September
in Minnesota, you should be
Come to see the show at Dalton,
Relive rural history.

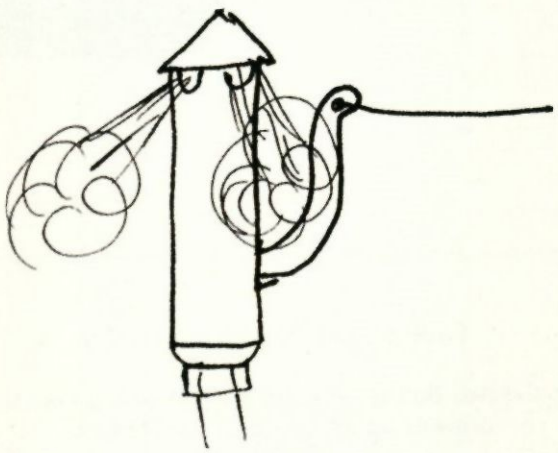
Chorus

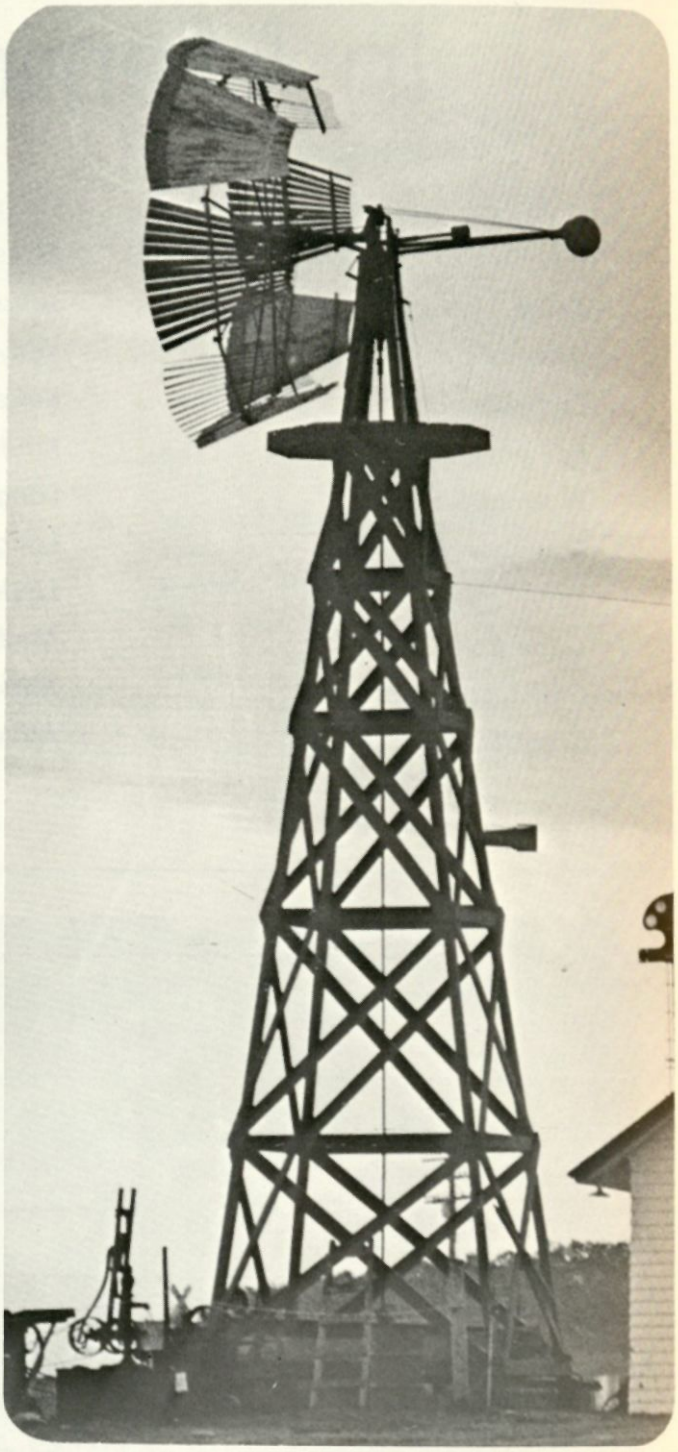
Bob Bilden performing.

In Memoriam . . .

Anderson, W. D.
Berg, Albert
Berge, Halvor
Bitzen, Peter
Borg, Kenneth
Bothun, Chester
Bratvold, Rachel
Danielson, Bill
Fossan, Nels
Gilbertson, Olaf
Grahn, Ellsword
Grant, Hjalmer
Gregerson, Fred
Hanson, Iver
Jensen, George
Kelly, Jim
Kirkeby, Gilbert
Knutson, Oscar
Lange, Robert
Lange, Ted
Lindquist, Dick
Melby, George
Mickleson, Ernest
Miller, Nerl
Miller, Vernon
Ness, Martin
Olson, Clifford
Passer, Elden
Rylander, Glenn
Skindrud, Henry
Thompson, Olin
Trow, Richard
Viger, Alfred
Wellendorf, Roy

"We honor these past members and shareholders who have answered the final Whistle Call."





Our thanks to all those who in one way or another make the show possible. For without people there would be no show. How many hours of hard work are donated to the many and varied activities of a threshing bee no one knows. Many fine folk give of themselves to make the Dalton show one of the best.

Cover picture: 25-45 h.p. Twin City.

Photo Credits: Battle Lake Review, Milton Erickson, Avery Stevens, John Halvorson and Dick Fihn.

REVIEW BATTLE LAKE, MINNESOTA