

LAKE REGION PIONEER
THRESHERMENS ASSOCIATION

32nd Annual Reunion — 1985



“THE PAST IN ACTION”

Dalton, Minnesota

“Home of the Giants”

12th Edition

Dedication

To all the pioneer women who helped in so many ways to make our country the great country it is today. We salute you!



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President's Message . . .

Welcome to Our 32nd Annual Threshing Show!!

It seems like only yesterday that we were preparing for our 25th reunion and here it is already our 32nd. A lot has happened since that time. We have added a lot of new tractors, the big stationary engine, the new main building, and a lot of small antiques.

In the past years we have featured one line of tractors. The first year we featured Minneapolis Moline (Prairie Gold), then Allis Chalmers and this year International Harvester. In 1986, we will feature Rumely, and 1987 John Deere. So gang, get your equipment restored and shined up!! I believe this has been good for the show as it brings in a lot of people who are interested in one particular line of equipment.

This year we are dedicating our book to the ladies past and present, for the role they have played in this great country. Without their hard work and dedication, we wouldn't be the great country we are today. So hats off to all you ladies!!!!!!!

A new feature this year is working horses, horse machinery, stagecoach and water wagon, which also played an important part in the beginning of our country. If everyone enjoys this, it will be on a bigger scale later with a barn for the horses.

In closing, I would just like to say thank you to all the directors, the fine members, for all the support in all the years I have been president and a great big thank you to all who help put on the show and the people who attend. Without you this reunion would not be possible.

LaVern Simdorn
President

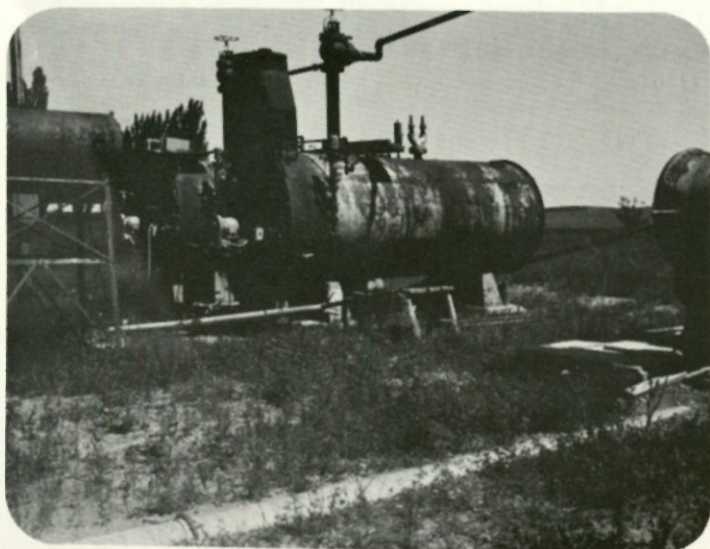




The 1983 button was gold and featured a 8 h.p. Case. At this year's show we featured the Minneapolis & Twin Cities line of tractors.



40-80 Minneapolis



This year the boilers were set and the big Wheelock was put into full operation. Only one of the boilers is needed. The other may be used later for more engines.



1984 Button was orange and featured an Allis-Chalmers 18-30.



Our 1984 show featured Allis-Chalmers. Some of the lineup of tractors is shown at the left. Above is our new headquarters and ladies' building.

Threshing Time 1915-1920

by Mabel Melby



Threshing time when I was a little girl was an exciting time for the farmers and for the farmer's wives and involved a lot of work.

When the fields were ready for harvest, my dad and the nearby farmers would cut the grain using a binder pulled by a team of horses. Then, the grain would be set up in shocks. When threshing time came, they would haul the shocks in hay racks hitched to a team of horses and would drive up along side the machine so they could pitch the bundles into the wings of the machine.

It took a lot of preparation by the women to plan enough food for two or three days of feeding a crew of 12 men. The women didn't have cars to go to the super markets for groceries like they do in these days. Things bought in town were basics such as sugar, coffee, salt, pepper and spices, baking powder and soda and vanilla. Farm products were plentiful — milk, cream, eggs, butter, vegetables, potatoes, canned fruit and jelly as well as apples from their own trees. They had their own ham and bacon which were cured in a smokehouse and plenty of chickens for butchering.

Mother did her cooking on a "Home Comfort" wood burning range which dad bought for her in 1904. She usually knew a day or two ahead of time when the crew would pull in, so she and the older girls baked many loaves of bread, jars of cookies, pies and cakes. It would take two cakes a day when the threshers were there, as lunch was brought out to the field both in the forenoon and afternoon. A couple dozen sandwiches were made for lunch and put into a big bowl or dish pan with a bunch of cookings and then a pan of cake and a big pot of coffee.

The threshermen worked very hard and needed to be fed good. I remember a young neighbor man who really liked coffee and he would empty his cup so fast and hold it out for a refill, then he said with a twinkle in his eyes, "I think my cup leaks."

My job as a little girl was to carry in wood for the cook stove and help carry the pails of water from the well. Another job I remember doing was to get the wash bench fixed up for the men so they could wash up before coming to the table for dinner. A bench was set out in the shade with a

couple wash basins, a pail of rain water, soap and towels.

In the afternoon, after lunch was set out, Mother would sometimes call up her nearest neighbor and ask her to come over for coffee. They would sit by the kitchen table with their coffee and goodies and visit and share things with each other. I believe that was a little time of relaxing for the women before they went out to

the barn to milk the cows. We younger "kids" would help feed the calves and also feed Moses, our pet cat.

There was a togetherness and friendly atmosphere among the neighbors long ago and I still think about these neighbors and threshermen from the days of my childhood with nostalgia and kind of loving memories of my parents and neighbors who have all left this world.





Early Day Memories . . .

by Cora Loken

I was born on a farm and spent all my time there until I was married, with the exception of six years I taught rural school.

We were brought up in a Christian home where there was plenty of love but also a lot of work. I was the second of ten children so I had many responsibilities in caring for nine children. Everyone had their jobs to do so there wasn't time to get into trouble.

Clothes washing was a big job. I remember when a hand wringer was used in turning the clothes from the machine into the rinse water. The clothes were hung out on the line, even in the winter. The ironing was done by heating sad irons on the stove.


Everything was homemade, including all the breads, cookies, cakes, etc. Mother would bake several times a week, about 13 loaves each time. She also did the sewing for herself, our grandmother and eight girls (seven were my sisters).

Threshing was an exciting time. Hearing the steam engine coming down our road meant the time for threshing was here. It was fun for us to watch them get set up. Several of the men stayed over night, like the fireman, separator man, water hauler, etc. We had to get up at 4:00 a.m. to make breakfast (which included fried potatoes and meatballs) for all the threshers, including the bundle haulers, neighbors who came to work. About 9:00 a.m. we brought lunch out for the men. We fixed a big covered bread pan of sandwiches, cookies, doughnuts and cake and a big pot of coffee. Then we had to hurry home and get dinner ready which always consisted of the choicest meat, potatoes, vegetables, etc. and always fresh pies. In the afternoon Mother always baked a fresh cake for their lunch. Again we carried the big lunch out to the threshers. The supper too, was another big meal, so having the threshers was fun but also a lot of work.

Butchering was also a big job. A calf and a pig were always butchered. In the spring all the fresh meat had to be canned or preserved. Charles tells about how they used to make sausages. They ground the meat, mixed it with spices and stuffed the casings made from the animals' intestines, which of course had been thoroughly cleaned. They cured their own hams and bacon and smoked them in the smoke house.

Christmas was always a busy time. Mother always baked lefse, flat brod, sandbakkelse, fattigman and many other cookies and goodies. She also made head cheese and rolepulse.

So you see that our lives were busy but fruitful ones.



Threshing Time . . .

by Florence Evavold

At harvest time and stacking time we'd get some neighbors to help haul the bundles in and put them up in stacks by the barn or sheds. Later years about four neighbors would haul bundles right from the field into the threshing machine. Halvor Runningen, my uncle, was the only one who would thresh in our neighborhood. My dad ran the machine.

We used to prepare several days ahead when the threshing machine was coming. The women would bake several kinds of cookies and cake, or some sweets to be served with the lunch. Lunch was usually a lot of sandwiches, sugar cubes and cookies and a big pot of coffee. It was carried out in a big dish pan to where they were threshing and the ladies would serve the men standing around, both in the forenoon and afternoon. At

noon they would shut down the machine and they would all come in the house and sit around the big table and have a good hot meal. Usually roast or chicken, potatoes and gravy and usually some kind of pie.

The crew that was along the route usually slept over and we'd get beds ready, fill mattresses with straw or hay and if we didn't have room in the house they would sleep in the hayloft upstairs of the barn.

We would get up at 5 o'clock in the morning as we had to have a big breakfast for them. We also had to have supper too. It usually took more than one day. Then when it was all over, it was time to clean up and get things back in place again.





Country School Memories . . .

by Ruth E. Erickson

I spent my first eight years of formal education in a little school on the South Dakota prairie. I had seven different teachers. The half mile walk from our parsonage to Wist seemed quite far, especially in stormy winters. I remember my brother putting his jacket over my head and leading me. The wind sometimes was biting cold! There, as in some Minnesota schools, water had to be carried from a neighboring farm. Some how or other I learned to read and write (I was a contrary left hander). Recess activities included baseball and skating and sliding on the creek ice (sometimes it was rubbery). One little guy fell through so teacher sent the others out, had him undress and hung his clothes on the stop jacket to dry. In my memory I can see him in teacher's fur collared coat. He looked like a little Eskimo. Our school didn't have many library books but we read and loved the ones that we had. How we enjoyed "The Eskimo Twins", "The Dutch Twins", "Black Beauty", "Heidi" and others.

After two years of teacher training at Mankato State Teacher's College I secured my first position teaching the lower room in a two teacher school in southern Minnesota. I boarded with a young farm couple who were very nice to me. They even let me play their Victrola Phonograph. (There was no TV then).

In that first school we had oil heat, but in the next one I had to build a fire in a big round jacket stove. I learned to bank the fire but sometimes it went out so it was impossible to get the school warm by nine. Then we'd sing and march. In some schools a janitor would start the fire. All the Otter Tail Co. schools in which I taught or substituted in the 50's

and 60's had oil heat. Usually they worked fine but one morning I came to an icy cold school. The children and I had an unexpected holiday.

Teachers are expected to be at school by 8:00. By 8:30 children would start arriving. I can almost hear their dinner buckets being put on their shelf. If lunches were left in a cold entry sandwiches would freeze. Hot lunches in most schools consisted of soup or hotdish in jars which were warmed in a big kettle.

We always began each day with the pledge to the flag. Then we would sing "America" and some other favorites such as: "Old McDonald Had A Farm", "Row, Row, Row Your Boat" and "Little Brown Church." Then classes followed one after another. We usually started with reading classes. After recess we would have Arithmetic and Writing. After the noon hour I would sometimes read from some good book such as "Little House on the Prairie." Afternoons were filled with Science, Social Studies, Spelling and on Fridays, Art, which included County Fair projects.

Recess in some schools was the time for a game of "Prisoner's Base", "Tin Can Off" or "Anty High Over" in which a ball was thrown over the school. Indoor games such as "Fruit Basket Upset" were played if it rained.

When school was dismissed the teacher prepared for the next day. First the floor must be swept and board work done.

With eight grades and no workbooks early teachers had lots of word lists, assignments and questions to fill boards on all sides of the room.

In September we would have the clean new feeling. New clothes, new books, new pencils, maybe a new teacher. Choosing a desk was quite important. Older pupils in the biggest. Little folks in the smallest. Some desks were not adjustable, then a thick board helped little legs be more comfortable.

Eating lunch outside was fun in fall and again in the spring.

Country schools had clubs for "Young Citizen Leagues", where children learned a little parliamentary procedure and had a lot of fun. They took responsibility for monitoring desks, cleaning boards and erasers, putting up the flag and other duties.

Most schools had a special Parent's Visiting Day with classes in session.

Some schools had PTA's or Mother's Clubs which would put on plays or have "Fun Night", to make money for school tours. Favorite places to go were museums in Fergus Falls and Alexandria, the Indian School in Wahpeton and the Fargo Forum. Some schools went as far as Duluth or the Twin Cities.

In my teaching days I experienced two frightening snow storms. April 13, 1964 was a terrible day. It had been snowing and blowing all day. The phones were out. Finally the parents came to get their children. Nancy, the other teacher and I made it to the nearest farm place. We couldn't let anyone know we were safe. In the morning it was bright and clear. On our way home we stopped at school. The furnace had gone out. It wouldn't have been good to stay there all night.

In April 1966, I got hopelessly stuck and had to be pulled out.

Preparing for the Christmas program was a fun time. Usually there were plays and the teacher knew her pupils well enough so that each could star in a special way. A few days ahead, a stage and curtains would be put up. I remember some program nights, especially: A thirty below night in District 4. Everyone came and all made it home safely; A stormy night with icy roads in Orwell when I had to stay over until the next day; The time when Lloyd had to say his part and also his twin brother's part because Floyd was sick. I still can hear Laurie say (behind the curtain) "I'm not the least bit nervous."

We former country school kids have nostalgic memories of: picnics, field days, spelling contests, tours, Valentine's Day, hikes, clean up day and Halloween. We share memories with friends and teachers.



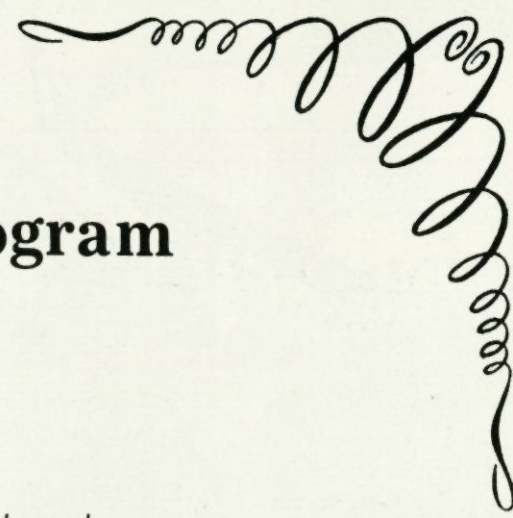
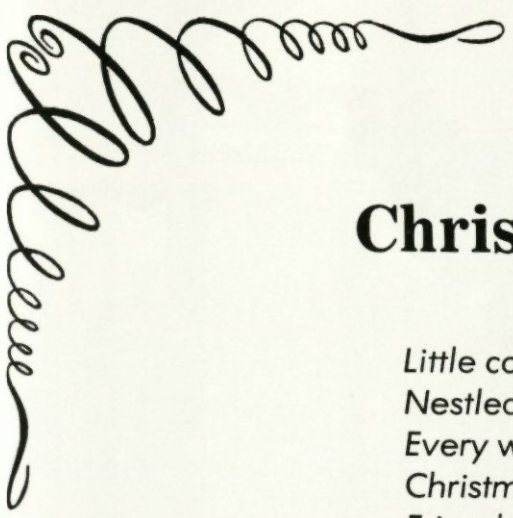
Mrs. Erickson and one of her country school classes in 1962.
Includes several members of our association.



The old school house, District No. 20, was given to the Threshermen's Club by the district in 1968. The antiques are displayed in this building.



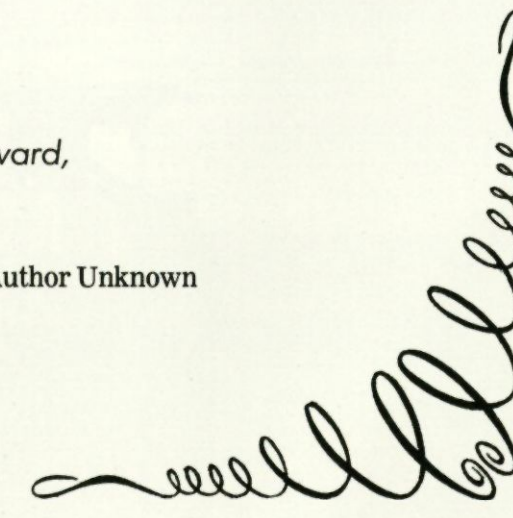
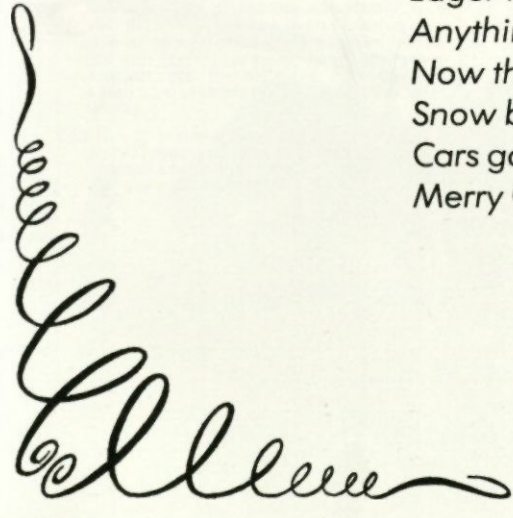
School hours in the old school house at the threshing grounds. Desks, blackboards, library and teacher's desk are the same as when used years ago east of Dalton about 6 miles.



Christmas Program

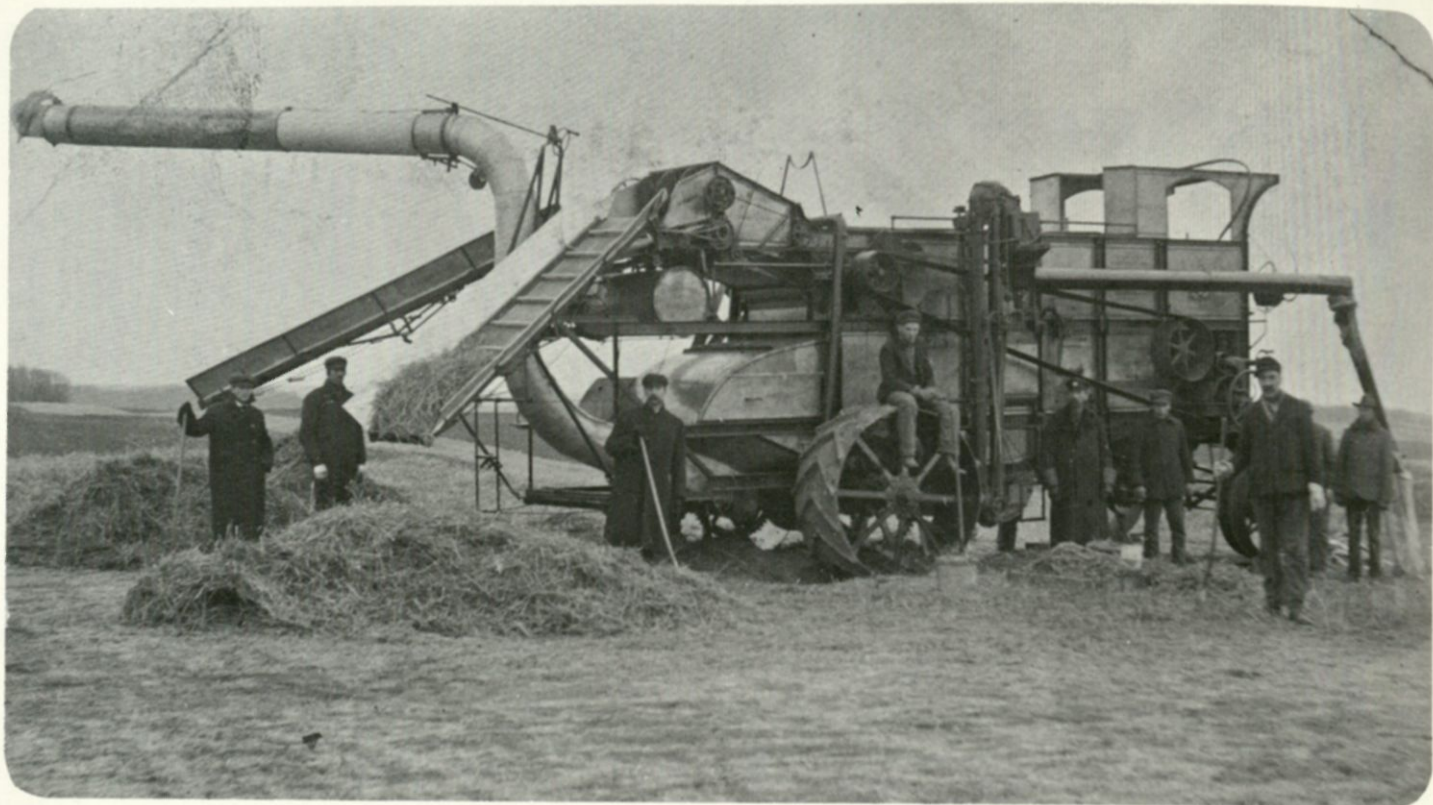
Little country schoolhouse
Nestled in the snow
Every window showing
Christmas lights aglow
Friends and neighbors gathered,
Benches in a row.
Such an air of magic
In the door we go.

Mother's sheets make curtains
Whispering giggling fun,
Quiet everybody,
The program has begun!
Songs and plays and pieces,
Bashfulness and poise.
Backbone of our nation,
Country girls and boys.

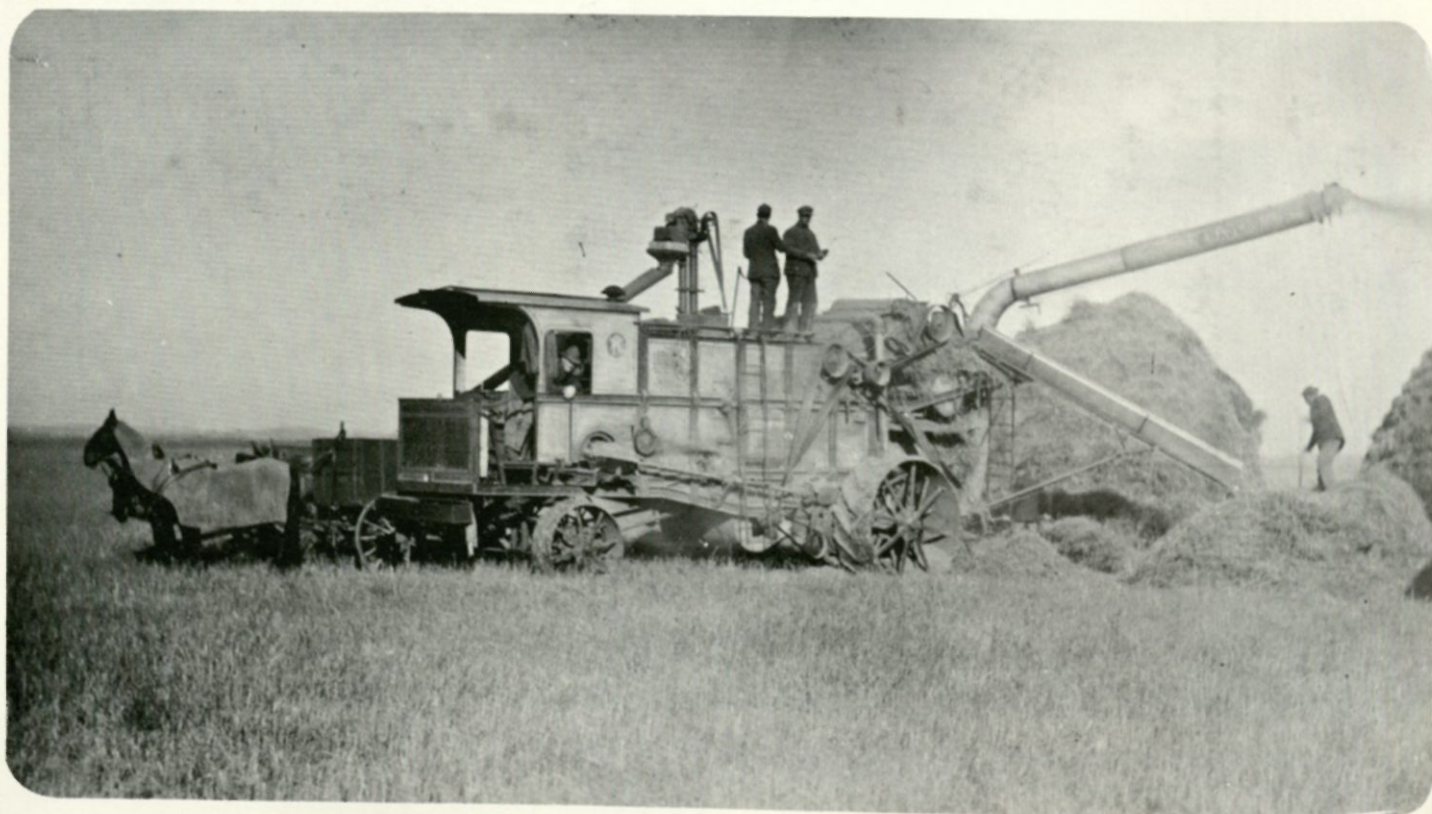


Santa Clause is coming
Pillowed front and mask,
Eager to be giving
Anything you ask.
Now the party's over
Snow begins to fall.
Cars go crunching homeward,
Merry Christmas All!

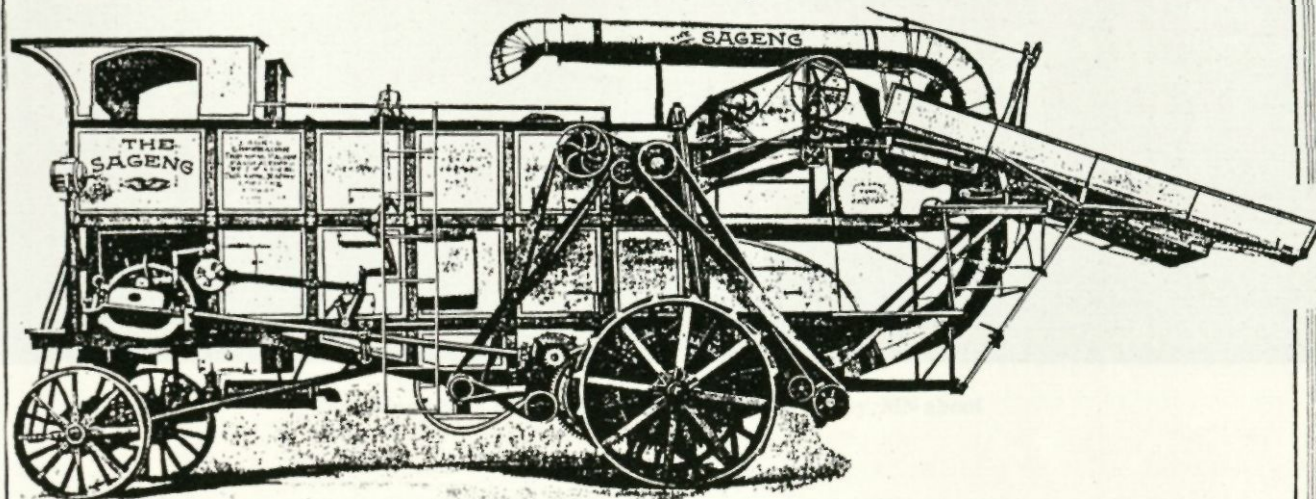
Author Unknown



Sageng Self-Propelled Threshing Machine.



The Acme of Economy and Efficiency



THE SAGENG—The New Combination Threshing Machine.

Prominent Points of Superiority in the Sageng Threshing Machine Over the Outfits Now in Use

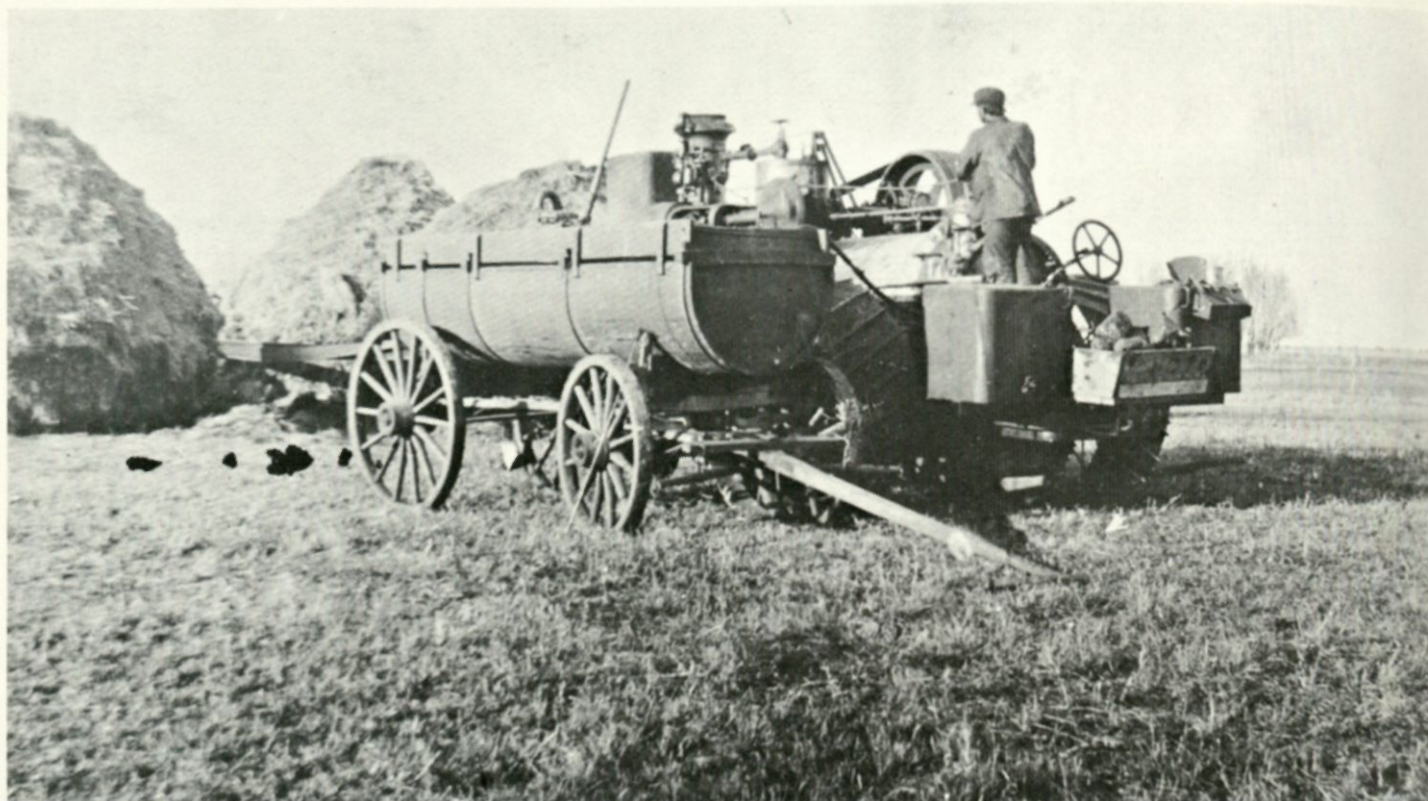
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| <p>First. A complete self-contained threshing machine outfit, combining within one frame both engine and separator.</p> <p>Second. A threshing machine driven by a four-cylinder gasoline motor, capable of running the threshing and traction mechanism at the same time, or either one separately on the road or in the field more efficiently than a steam engine, and at an enormous reduction in operating expense.</p> <p>Third. A labor-saving device that needs but one operator, dispensing completely with the fireman, engineer, water hauler, and one or two teams, and in addition to this the arm feeders do away with from two to four of the six or eight men required about the separator when threshing from stacks.</p> <p>Fourth. A machine that is built of steel and iron throughout, and therefore more substantial and durable than the old fashioned wooden machine.</p> | <p>Fifth. A high grade complete machine that weighs less than one-half as much as the ordinary threshing outfit of the same capacity.</p> <p>Sixth. A separator that has twice the separating area of any separator on the market; a feature that alone very often will save the farmer sufficient grain to pay the cost of threshing.</p> <p>Seventh. A machine that is free from the jar, inconvenience and expense of the long main belt between the engine and separator.</p> <p>Eighth. A machine that is absolutely free of danger from fire or explosion, being built of steel and iron.</p> <p>Ninth. A machine that brings the dust to the rear of the machine where it properly belongs, out of the way of men working about it.</p> <p>Tenth. A machine that delivers the grain at the front of the machine, clean and dustless, ready for the market.</p> | <p>Eleventh. A machine that has fewer working parts than any other threshing outfit on the market, and is therefore much less liable to get out of order.</p> <p>Twelfth. A machine that is very compact and easy to manipulate both on the road and in the field.</p> <p>Thirteenth. A machine that is perfectly lined up and ready for work upon arrival at a setting, so that no time is lost in lining up and setting the machine, as is necessarily the case with the old style threshing outfits.</p> <p>Fourteenth. A machine that reduces by at least one-half the expense of transportation storage and display.</p> <p>Fifteenth. A machine that makes better conditions all around for the thresherman, the farmer, the dealer and the manufacturer as well.</p> |
|---|---|--|

WRITE FOR FULL INFORMATION AND ATTRACTIVE CATALOGUE.

The Sageng Threshing Machine Company

2324 University Ave.,

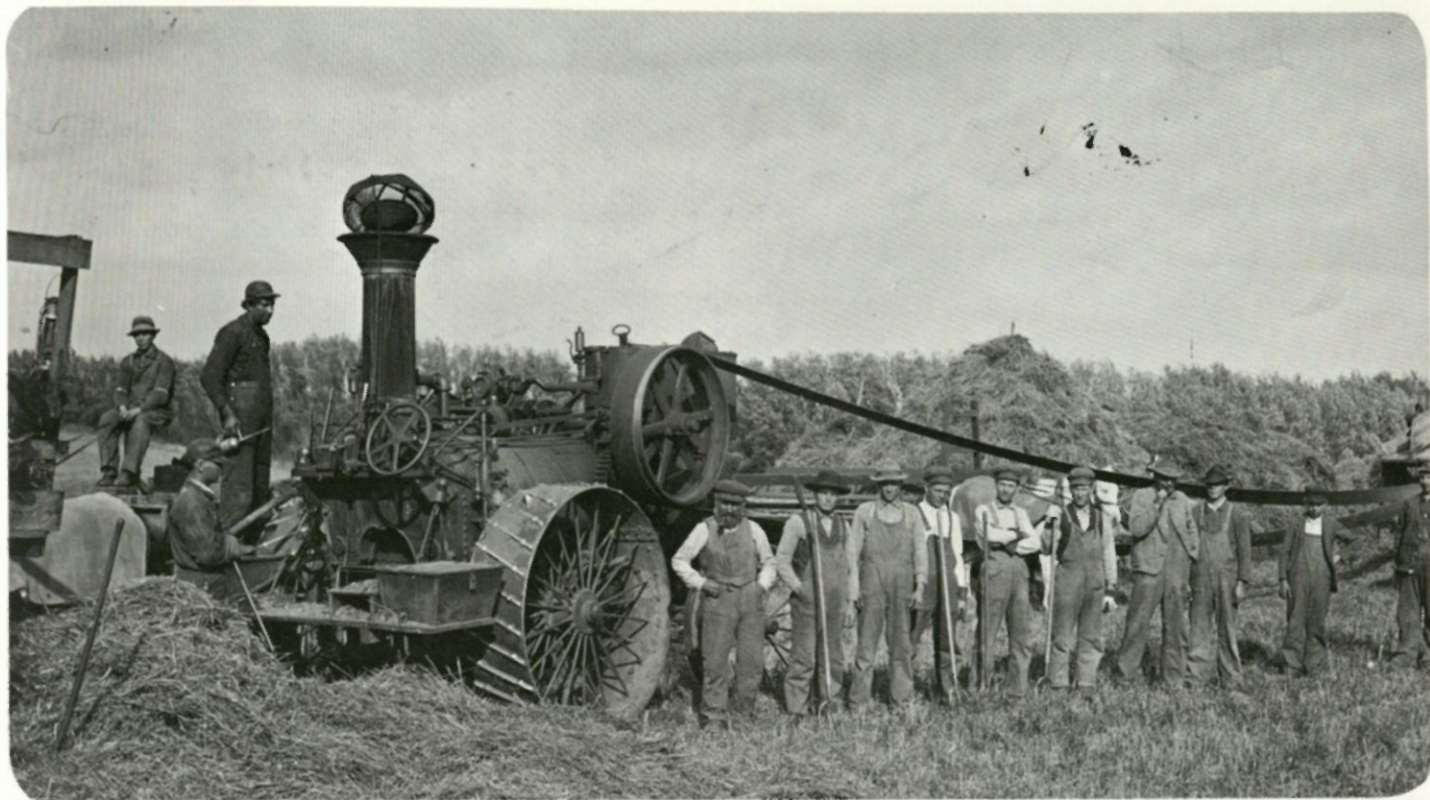
ST. PAUL, MINNESOTA



Threshing with a Reeves in 1917.



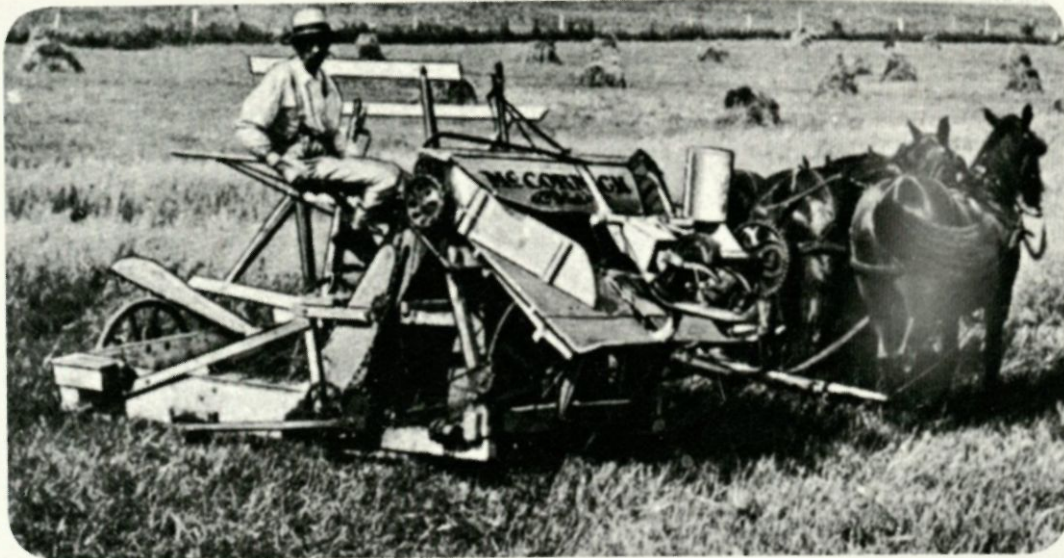
75 h.p. Best pulling a ground power 24 ft. harvester near Great Falls, Montana in 1922.



Threshing with a Buffalo Pitts rig southwest of Ashby, MN about 1904.



80 h.p. Case and 40" Mpls. separator at Art Nelson's home place, 7 miles south of Brooten, 55 years ago.



155 Years of International Harvester

To try to tell the story of 155 years of International Harvester in a few pages is just about impossible, but I would like to cover many of the highlights, particularly in the tractor area.

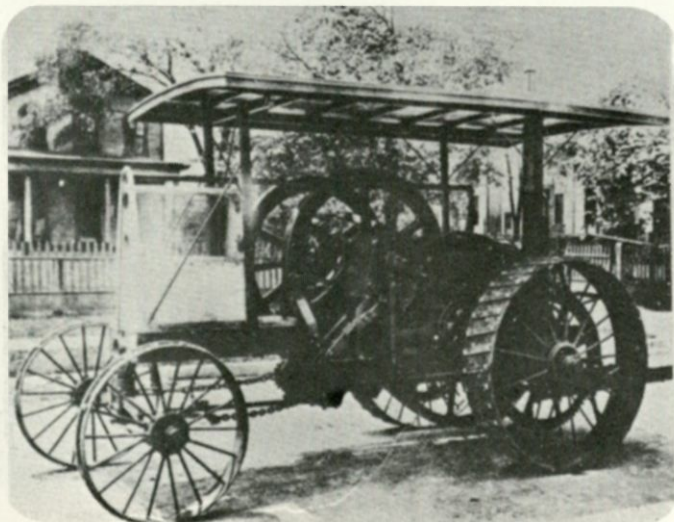
The beginning of International Harvester dates back to 1831, that being the year that Cyrus Hall McCormick demonstrated the first successful reaper in the world. It was actually several years before McCormick felt his reaper was ready for commercial sale and he had it patented in 1834.

The formation of International Harvester Co. actually occurred in 1902 with the merger of five companies: Plato Manufacturing Company, McCormick Harvesting Machine Company, Deering Harvester Company, Champion Machine

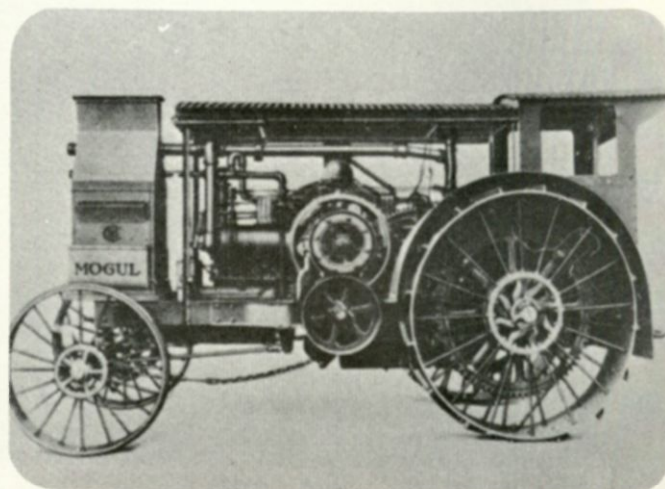
Company and the Milwaukee Harvester Company.

There were many mergers of companies prior to the formation of International Harvester. After the formation of the company, they continued to buy out smaller companies to add different types of equipment to their ever growing product line. Titan and Mogul were two of the earliest companies to join hands with them.

In 1907, International Harvester began their career in the truck business with the Auto Buggy. This business has grown today to the point that they are the leading producer of medium and heavy duty trucks in the world.



1907 IHC Tractor powered by International Famous gas engine.



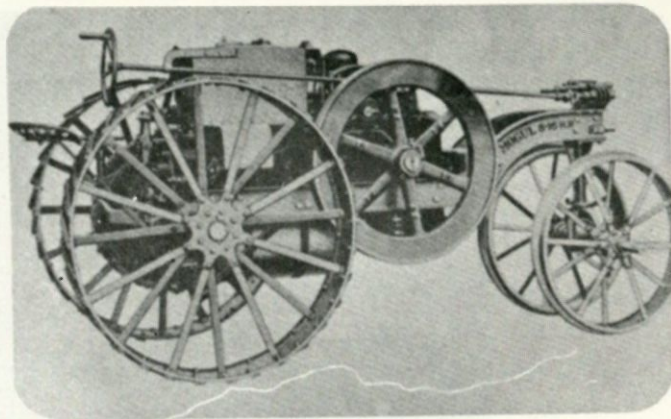
Mogul 45

In 1944, the Construction Equipment Division was formed. In 1974, this division was changed to be called the Pay Line Division which covers the mining, construction and industrial fields.

Throughout the years, International Harvester has been involved in producing just about every type of agricultural machine that has been built.

International Harvester entered the threshing machine business in 1908 with the marketing of the Belle City thresher. From about 1925 through 1956, All-Steel McCormick-Deering threshers were available. Prior to and during this time, International Harvester entered into the combine business. They first introduced the Deering No. 1 in 1915. Due to the fact that tractors were just being developed, it was necessary that the early combines were made to be drawn by horses. During the next few years, the machines were made to be pulled by tractors. In these first machines, the spike-tooth cylinder was used to thresh the grain. Starting in 1935 with the No. 31 machine, the rub-bar cylinder was used. This type of threshing system was used in all their different combine models until 1977. In 1977, International Harvester came out with a different type of combine with the axial-flow combine. This combine uses a single, large diameter rotor for threshing and separating the grain, thus eliminating the cylinder, beater, the straw walkers that the conventional combines use. Five models of this combine are available today. The 1420, 1440, 1460, 1480 and the 1470 Hillside.

There were fourteen friction driven tractors built in 1906. These units used the Morton chassis and an International gasoline engine for power. These were the first International Harvester tractors built. In 1907, there were 153 IHC gasoline

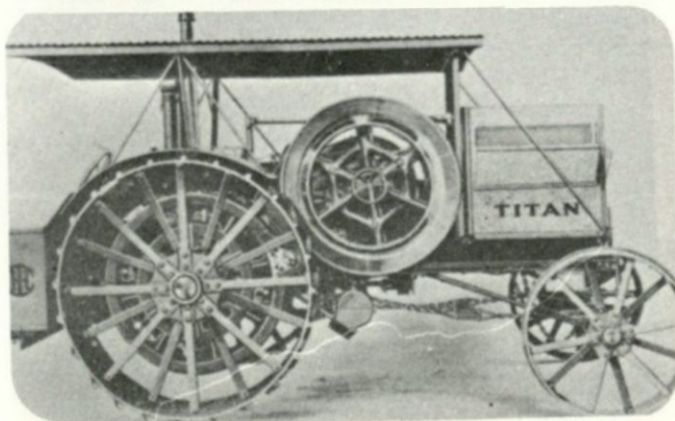


8-16 Mogul

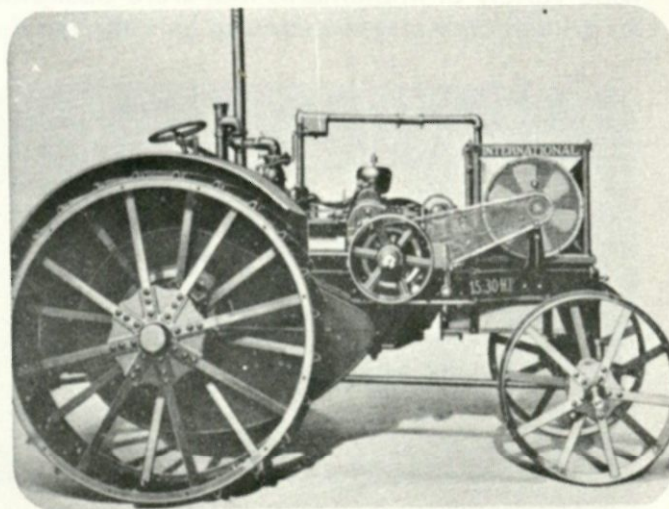
tractors built. These were built in 10, 12, 15 and 20 horsepower sizes and were powered by International Famous engines. The International Type A and Type B tractors were built from 1907 to 1912.

A Type C, 20 horsepower Mogul tractor was introduced in 1909, followed by a Mogul 45 and the smaller 25 horsepower Mogul Jr. in 1911. Starting in late 1912, a slightly modified 30-60 Mogul was built. These were followed by the popular 8-16 and 10-20 Mogul tractors. There were also the 12-25, 15-30 and the large 30-60 tractors built in the Mogul line. The Mogul line of tractors was sold by the McCormick dealers.

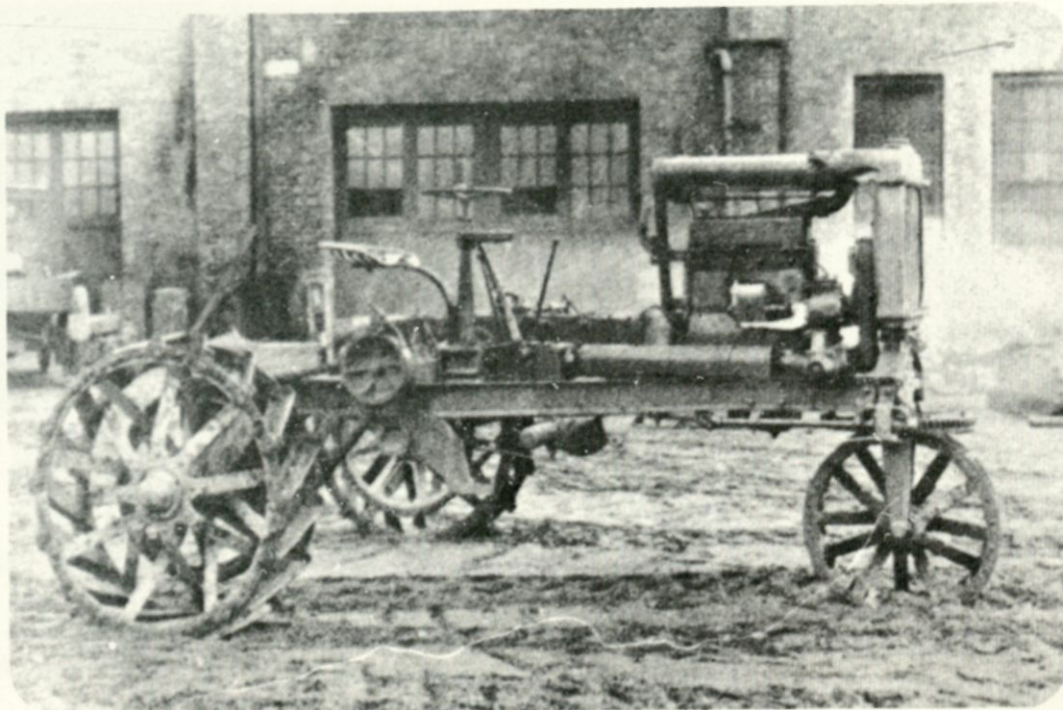
The Deering dealers sold the IHC Titan line of tractors. The Type D, 20 h.p. and 45 h.p. tractors were built from 1910-1914. Other models of the Titan tractor built were the 8-16, 10-20, 12-25, 15-30, 18-35 and the 30-60.



20 h.p. Titan



15-30 International



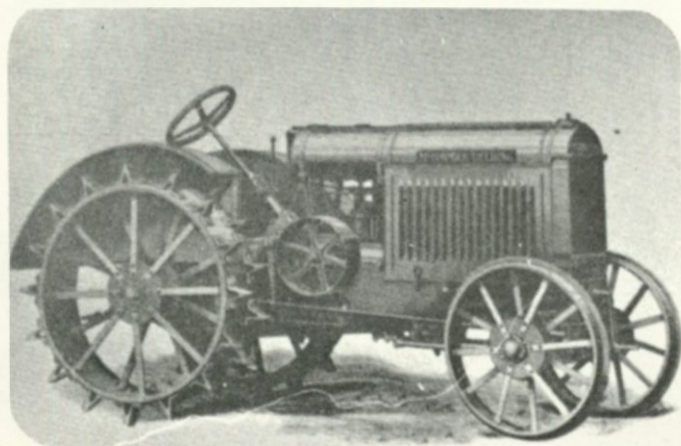
Early prototype of Farmall about 1920.

In 1921, International Harvester began production of the 15-30 McCormick Deering gear drive tractor. A smaller version of this tractor, the popular 10-20 was introduced in 1923. With the introduction of these tractors came the rear mounted power take-off shaft. Starting with this tractor you could also get a generator for electric lighting. There was also a 22-36 model in this series of tractors. Starting in the late 1930's, these tractors were available with rubber tires.

In 1924, International Harvester came out with their all-purpose "Regular" tractor, this later being called the "Farmall." With this tractor and the wide variety of implements that were designed for it, International revolutionized farming and the

farm equipment industry. Later the Farmall series included the F-12, F-14, F-20 and F-30 tractors. The last models of these tractors were built in 1939. Also available from 1934-1940 were the W-40 and WD-40 series of tractors. This was the first time that a diesel engine was built into an American-made tractor.

Production of the Farmall A, B, H and M series of tractors began in 1939. Beginning with this series of tractors came the hydraulic system. The early models of these tractors were still available on steel wheels. The "Super" series of these tractors were built from 1950 through 1952. Production of the Farmall C started in 1948, followed by the Super C in 1950. The W-4, W-6



10-20 McCormick Deering



First production model of the Farmall, 1924.



F-12

and W-9 models were the standard tread models that were made during this time period.

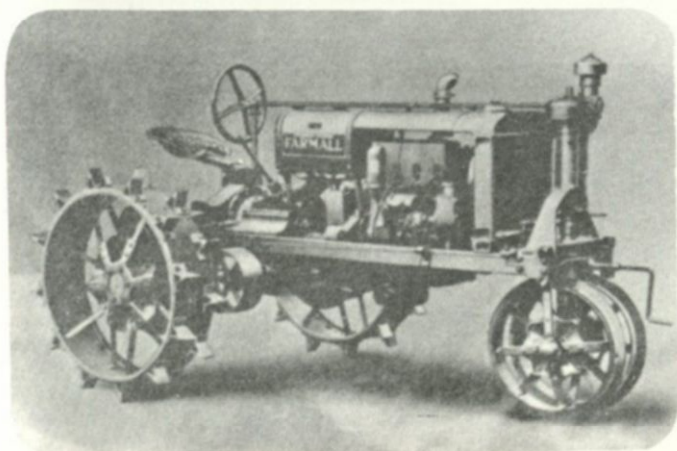
The Farmall M was the first tractor to have the torque amplifier incorporated into the drive train. This feature has continued in use until the present day tractors. The Farmall M was a very popular model of tractor for International Harvester. During its production, there were over 288,000 of these tractors built.

From 1947-1979, with a number of model changes, International built the "Cub" series of tractors. These small tractors were popular on small farms, nurseries and poultry farms.

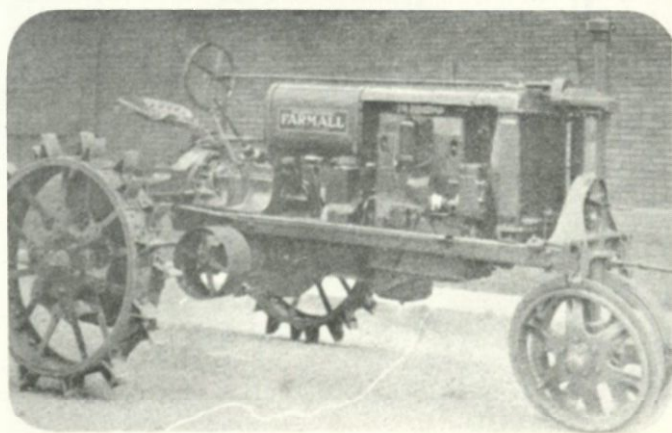
The Farmall series of tractors were followed by the 100, 200, 300 and 400 series of tractors. These tractors were built from 1954 through 1956. With this series of tractors came the introduction of the independent power take-off.

From 1956 through 1958 International Harvester built the '50 series of tractors. Beginning with this series of tractors, the IH fast hitch came into being.

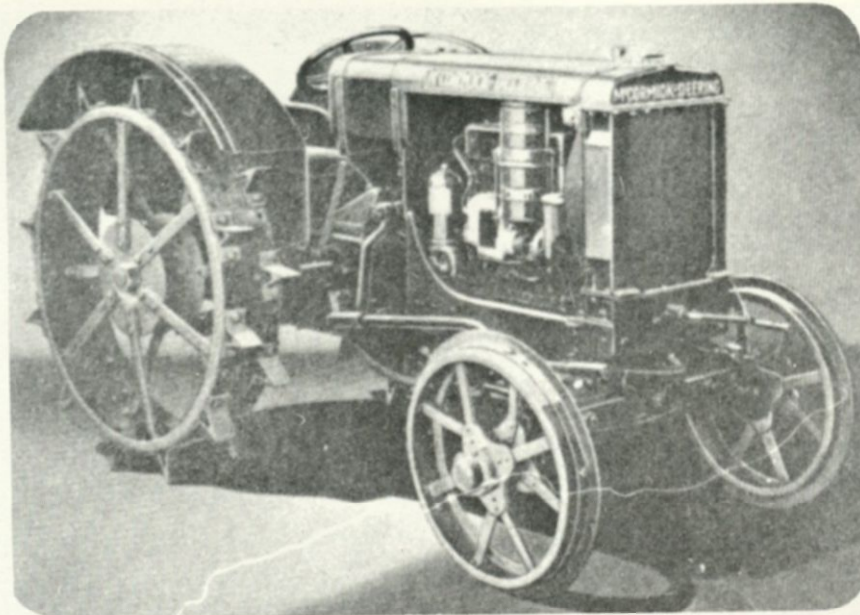
The '60 series of tractors were the next ones to be built by IH. These were produced from 1958-1963.



F-20



F-30



McCormick Deering W-12. About 3,600 produced between 1934 and 1937.

The 706, 806 and 1206 tractors were produced from 1963 through 1967. An all-wheel-drive version was also available beginning in this series of tractors. This was also the first series of tractors that had a turbo-charged engine.

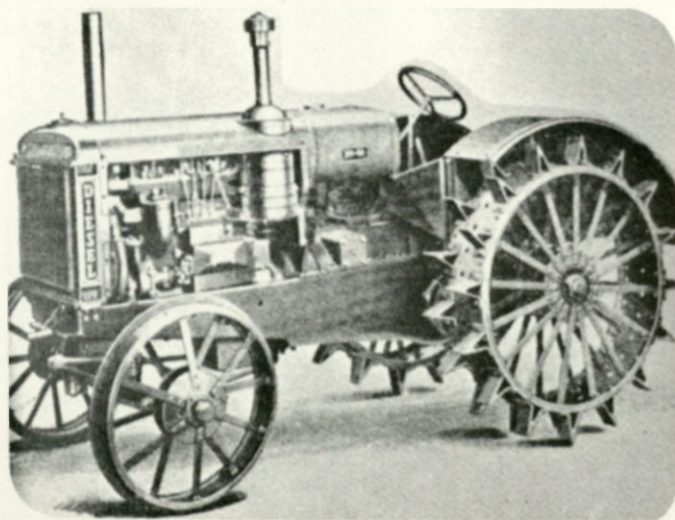
In 1966, IH introduced their first 4-wheel drive tractor, the model 4100. This model was built from 1966 through 1968. In 1969 and 1970 the 4-wheel drive that they built was the 4156.

International began production of the '56 series of tractors in 1967 and continued through 1971. This series of tractor was very similar to the '06 series of tractor, although they used a different diesel engine.

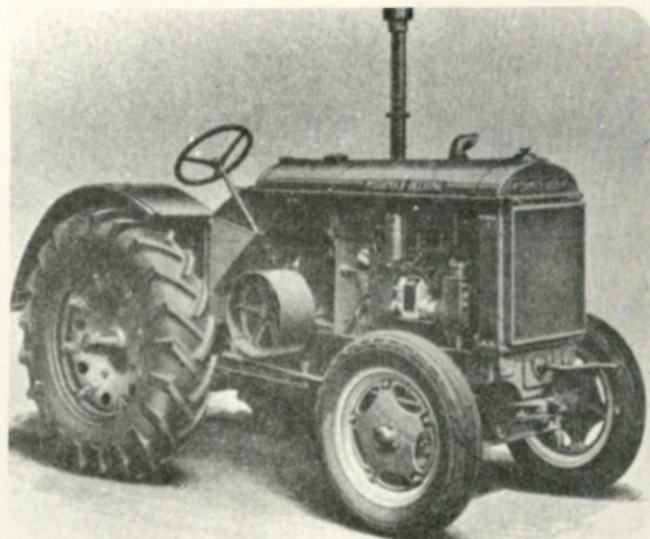
The '66 series of tractors were built by International Harvester from 1971 through 1976. The different models were the 666, 766, 966, 1066, 1466 and 1566 two-wheel drive models. They also made the 4166 and 4366 in four-wheel drive. Also built from 1971 to 1974 was the 1468 tractor. This tractor was the same as the 1466, except that it had a V-8 diesel engine.

Starting in 1976, International introduced the popular '86 series of tractor. This series of tractor came with a newly styled, quieter cab than earlier tractors had been equipped with. This model of tractor was built from 1976 through 1981.

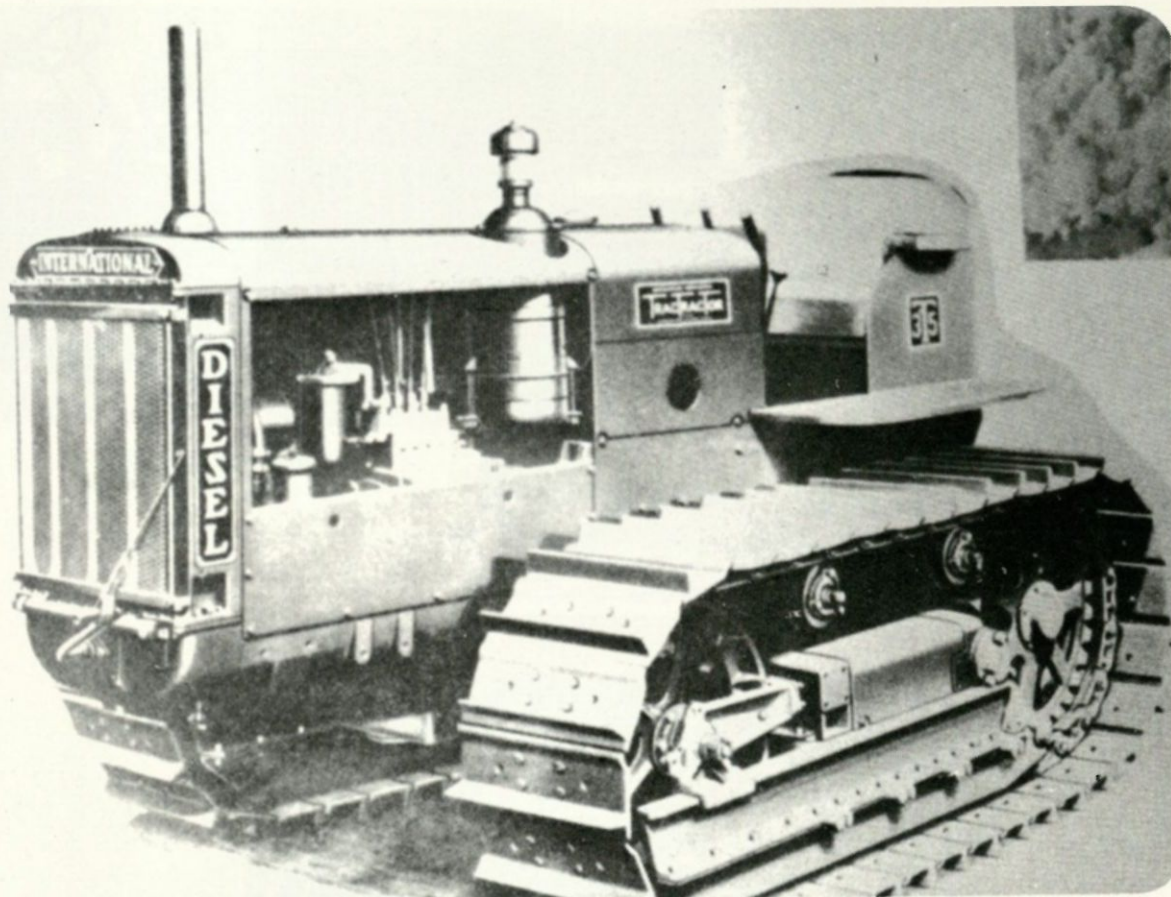
Starting in 1981 and continuing to 1984,



WD-40



1938 W-30

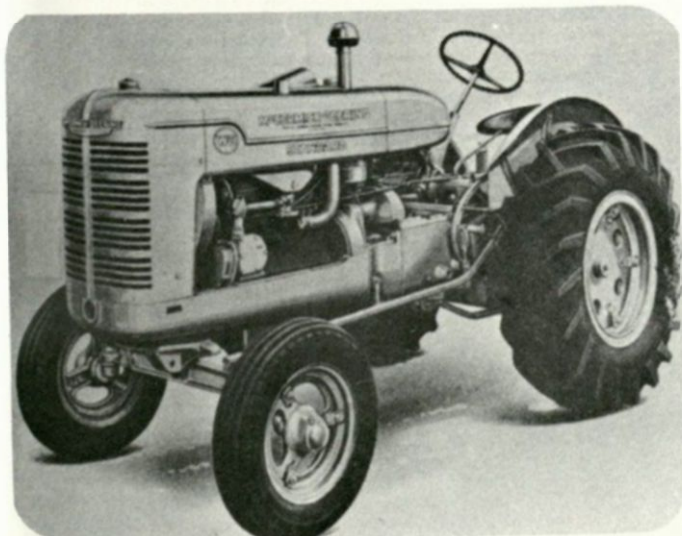


TD 35 Trac Tractor

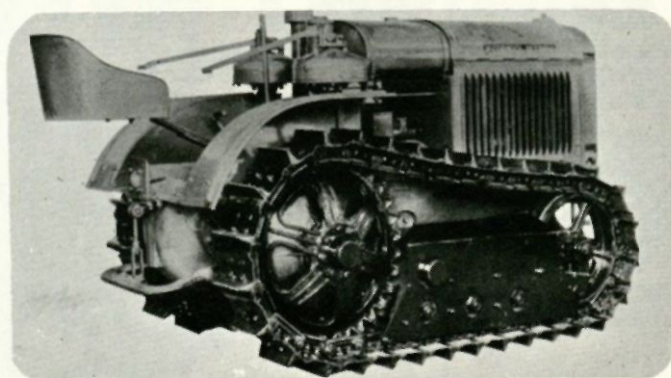
International built the '88 series of tractors. With this series came a number of changes. One change being the Forward Air-Flow Cooling whereby the fan is reversed so the air is expelled out the front of the radiator instead of being pulled through it. This series also had the Syncro-Tri Six transmission in the 5088, 5288 and 5488 models.

International's last two series of 4-wheel drive tractors were the 3388, 3588 and 3788 series of 2+2 tractors. This series was followed by the 6388, 6588 and 6788 models of tractors.

In November of 1984, International Harvester's agricultural division was sold to the Tenneco, Corporation who is also the parent company of J. I. Case. The tractors and all of the agricultural equipment that are currently being produced are being built under the Case International logo.



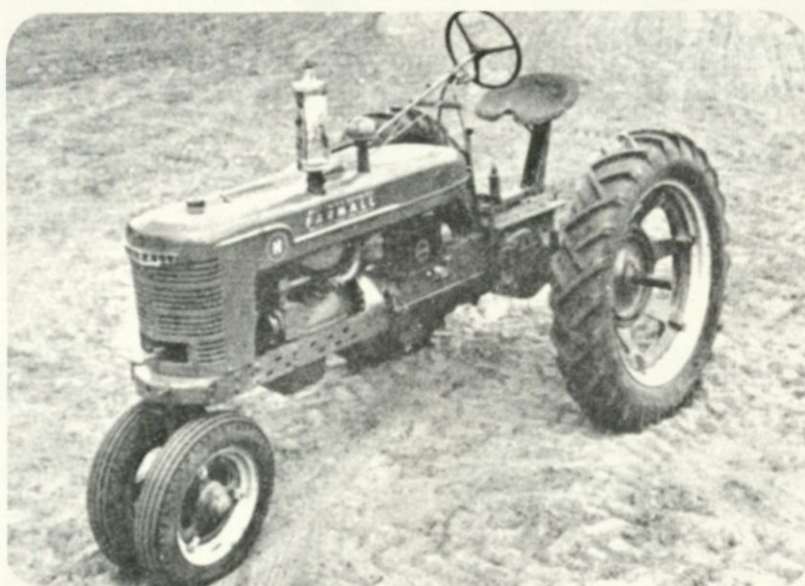
W-6



1928 — 10-20 Crawler



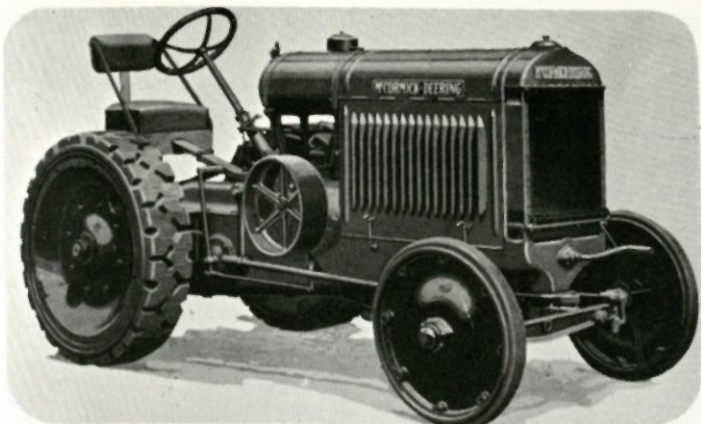
Farmall "M"



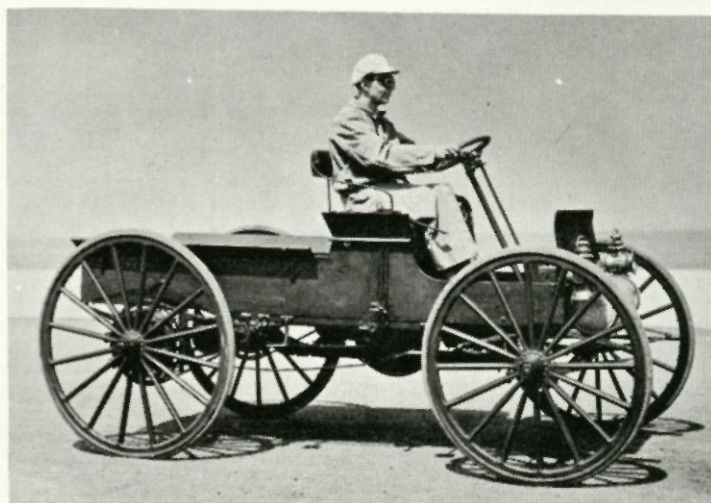
Farmall "H"



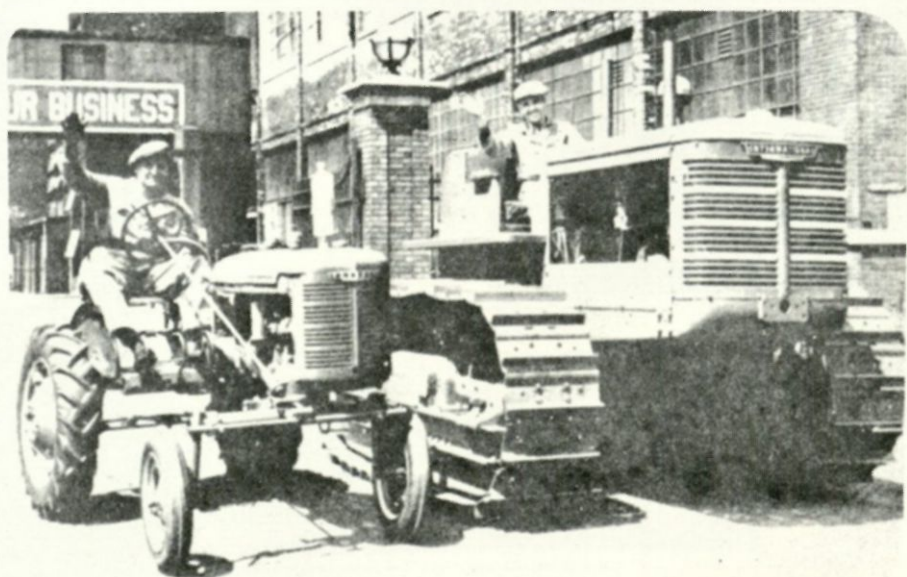
Farmall "B"



1924 — 10-20 Industrial



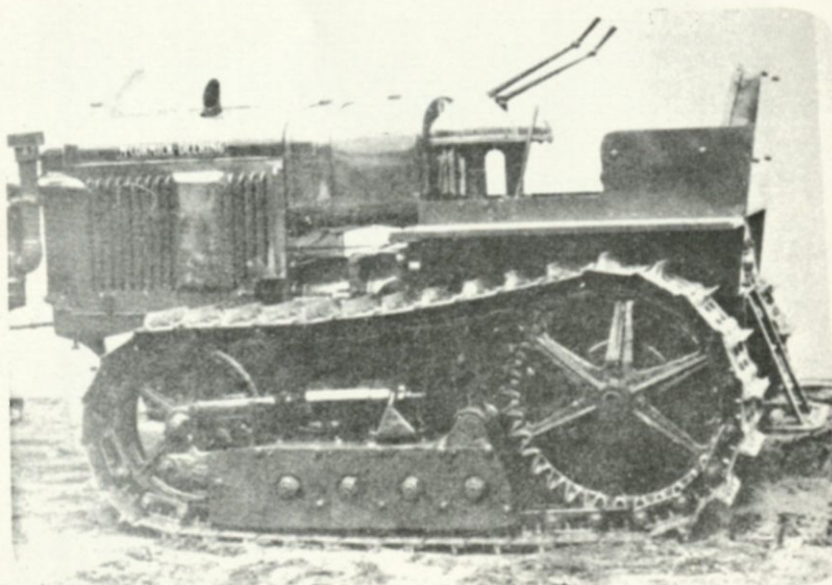
1907 International Auto Wagon



TD 18 and Farmall "A"



1913 IH Experimental Tractor



1929 Experimental 15-30 Trac Tractor



1961 HT-340 Experimental Tractor featuring gas turbine and hydrostatic transmission.



Conquer Time and Distance with an International Harvester Truck



The job of this International is to haul out cotton and feed back supplies to a plantation at Natch, Miss.

How's This for Stock Hauling?

Peter S. Peterson, of Underwood, Ia., recently took 47,500 lbs. of fat cattle to South Omaha markets 25 miles away in two hours' time. He did it with his 3-ton International Motor Truck. In the old days, a few years ago, they used to start at 2 o'clock in the afternoon, drive the cattle over the hills for 5 hours, load them into cars, and get them to Omaha at 8 the next morning. Now the time this stock is on the road is reduced 16 hours and good feeders claim the shrinkage saved will more than pay the trucking charges.

Below: This International is hauling coffee on La Cumbre Mountain near Rio de Janeiro, Brazil.



HORSE-AND-BUGGY? That's like going back to the tallow candle; it can't be done in this day of the automobile. Horse and wagon? That's as bad and worse, because the time spent on the road with horses and loaded or empty wagon is supposed to be part of your working and producing time. To waste that valuable time is as bad as burning money.

Everywhere, not only in the United States but all over the world, International Motor Trucks are helping men to make their farming more efficient, pleasanter, and more profitable.

Haul your loads five times as fast—do each half day's hauling in an hour—with an International Truck—and get back to your fields and livestock where profit is waiting to be made.

(14-1)

International Trucks are made in all the popular sizes—the new "Special Delivery", 1 and 1½-ton Speed Trucks, and heavier trucks up to 4-ton. Sold through our 120 branches and through dealers everywhere. Write the address below for a catalog.

INTERNATIONAL HARVESTER COMPANY
606 So. Michigan Ave. of AMERICA Chicago, Illinois
(Incorporated)



Model 42 International Truck in the dairy business, owned by Harry Marsh of Corvallis, Ia.



International at Wauville, Calif.

Below: Showing William Scott's International, Sycamore Valley, Ind. At South German, Ind., when this picture was taken, there were engine systems hauling their crops to International Speed Trucks with gear bodies like that shown below.



Many such fleets of International Trucks are building roads in the United States and thereby shortening the distance from farm to market.

...the NEW 15-30 has POWER to spare and behind it stands McCormick-Deering SERVICE

POWER, ready at your hand—liberal power to handle big-capacity machines in broad-scale operations, to cover wide acreages in fast time, to cut down your labor costs and raise your day's accomplishments and your year's output to new heights—there is the key to profit in farming today.

The biggest tractor in the International Harvester line—the McCormick-Deering 15-30—has helped thousands of men to financial success, and the new 15-30 is a better and more powerful tractor than ever before.

Make it a point to stop at the McCormick-Deering dealer's store and study the perfections of this tractor. You will find that a *great reserve of power* is provided to meet any emergency, and that *great reserve strength* is built into every part of the tractor to back up the powerful engine. The backbone of the McCormick-Deering is the rigid one-piece main frame, which car-

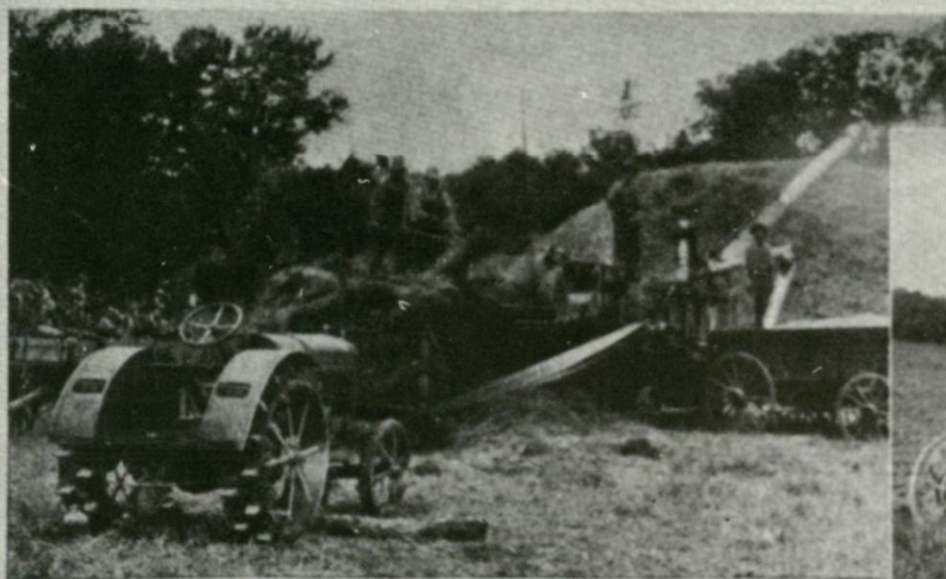
ries the engine, clutch, transmission, and differential assemblies. All gears, bearings, shafts, and other important wearing parts are completely enclosed within the one-piece main frame where they run in an oil bath and are protected from dust and grit.

You will find many other strong features, some of them listed at the left. The combination of them with the 4-cylinder principle and the properly balanced unit main frame gives the McCormick-Deering tractor owner the most efficient, longest-wearing, smoothest-running tractor on the market today.

This year turn the heavy drawbar and belt work of late summer and fall over to the capable 15-30. Enjoy the combination of McCormick-Deering power and dependability and the unrivaled SERVICE that will keep it on the job for years and years. Write us for a catalog of the improved 15-30 McCormick-Deering.

A few 15-30 features

McCormick-Deering high-tension magneto ignition. Protected air supply. Circulating splash engine lubrication. Alemite Zerk chassis lubrication. Filtered fuel supply. Efficient kerosene carburetion. Friction-free ball-bearing crankshaft. Ball and roller bearings at 34 points. Removable cylinders. Replaceable parts throughout.



Good fast plowing...

"I am so well pleased with my new 15-30 McCormick-Deering that I just have to tell you about it. Talk about power—it has oceans of it! It will pull 4 plows easier on high (3½ miles) than my old tractor would pull 3 plows on intermediate (3 miles).

If you want to show this tractor doing its stuff, just send your prospects out to me."

C. Beard, Williston, N. D.



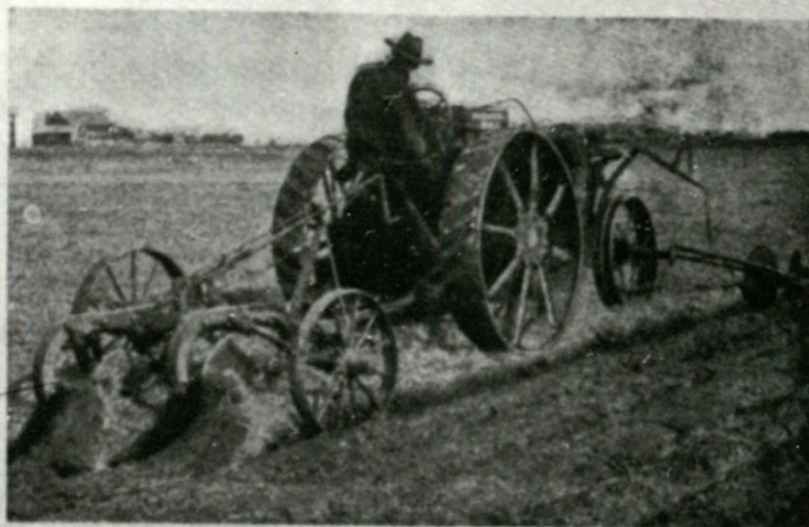
INTERNATIONAL HARVESTER COMPANY

606 So. Michigan Ave.

of AMERICA
(Incorporated)

Chicago, Illinois

\$675.00 Buys This Mogul 8-16 Tractor



A Small-Farm Tractor For All Farm Work

We offer to American farmers our new Mogul 8-16 tractor, which meets a majority of the general power conditions on all farms of 100 acres and up.

Though small, it does the work of eight horses. At the same time, it costs less, needs much less work and care, and fuel expense is less than horse feed. It also does the belt work of any 16 H. P. stationary or portable engine.

It is a genuine all purpose tractor which can be used for hauling, for pulling plows and other field implements, and for running all kinds of stationary and portable farm machines.

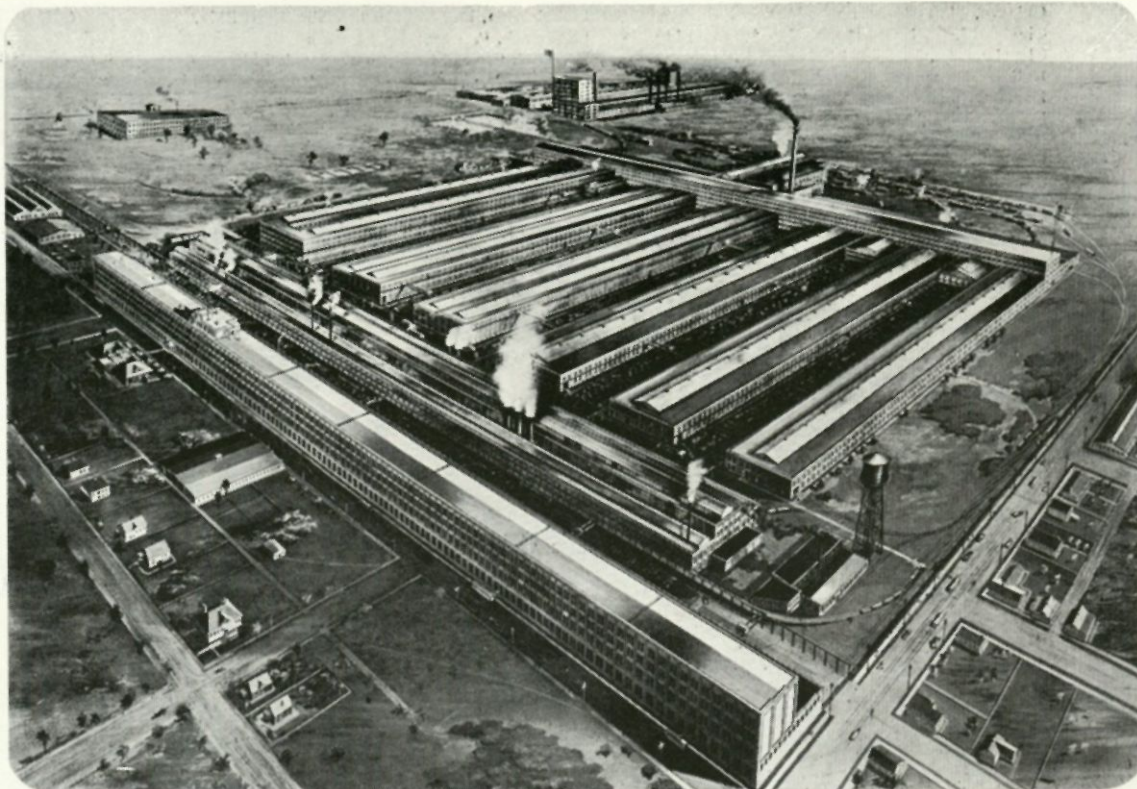
It is so handy and so easy to start and get under way that it will be used every day in the year.

Just run over in your mind all the uses to which you could put a good, reliable 8-16 tractor on your farm. Then give this machine a trial and see how well it does your work.

An I H C local dealer will take your order, or, when you write us for detailed information we will tell you where you can see the tractor.

Any farmer or thresherman can buy this Mogul tractor for \$675.00 cash, f. o. b. Chicago.

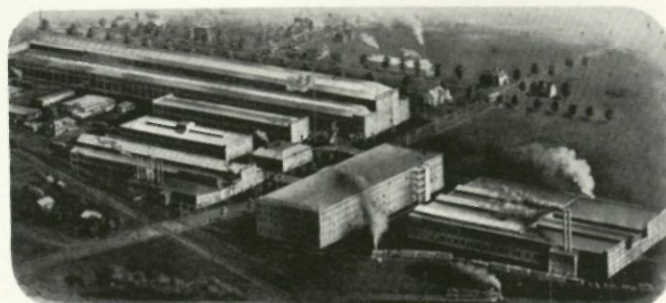
INTERNATIONAL HARVESTER COMPANY OF AMERICA
CHICAGO (Incorporated) U S A



West Allis Works, West Allis, WI



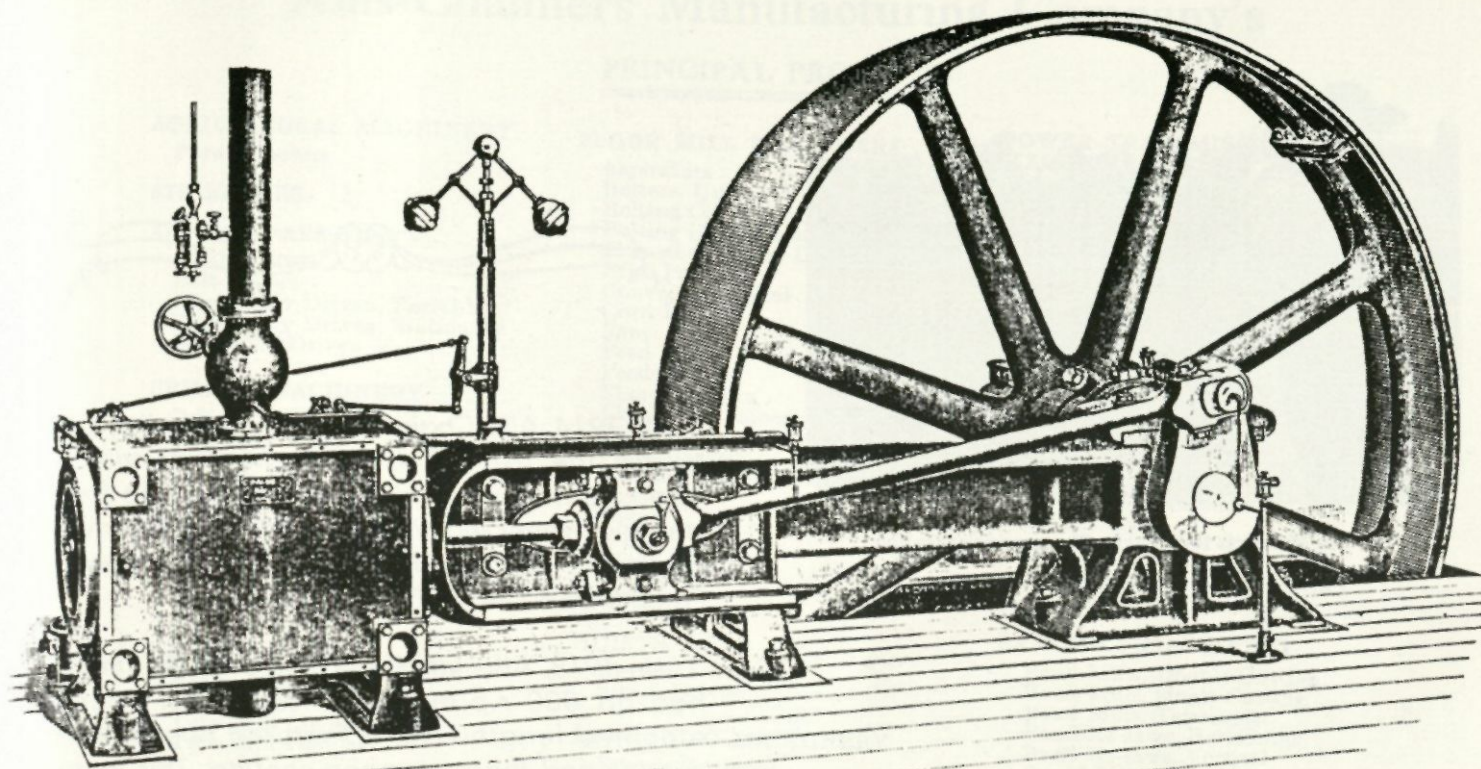
Reliance Works, Milwaukee, WI



Bullock Works, Norwood, OH

Allis-Chalmers traces its history back to 1847 to a company founded by Edward P. Allis in Milwaukee for the manufacturing of millstones. By 1900 the Edward P. Allis Company was a leading manufacturer of steam engines and industrial machinery. In 1901, the company became the Allis-Chalmers Company following mergers with other industrial equipment manufacturers.

We have an example of an Allis-Chalmers Stationary Steam engine on the grounds. It is a girder frame type engine, serial number 368. It is a left hand engine with a 20" cylinder and a 42" stroke and was rated for 125 lbs. steam pressure. This unit was built from specifications prepared May 9, 1906 at the West Allis Plant. It was completed August 9, 1906 and shipped to the REO Motor Car Company at Lansing, Michigan.



STANDARD GIRDER FRAME ENGINE.
FRONT VIEW.

TABLE OF SIZES, SPEEDS, ETC. GIRDER FRAME ENGINES.

| SIZE. | | Revolutions. | INDICATED HORSE POWER. | | | | | | BAND FLY WHEEL | | | Distance, Center of Shaft to Back of Cylinder Head. | Center of Shaft above Foundation. |
|-----------------------|---------|--------------|------------------------|--------------|---------------------|--------------|----------------------|--------------|----------------|-------|-------------------|---|-----------------------------------|
| Diameter of Cylinder. | Stroke. | | 80 Pounds Pressure. | | 90 Pounds Pressure. | | 100 Pounds Pressure. | | Diameter. | Face. | Weight in Pounds. | | |
| | | | 1-5 Cut Off. | 1-4 Cut Off. | 1-5 Cut Off. | 1-4 Cut Off. | 1-5 Cut Off. | 1-4 Cut Off. | | | | | |
| 8" | 24" | 100 | 21 | 26 | 24 | 29 | 27 | 33 | 7' | 11" | 2,300 | 11' 3" | 25" |
| 10" | 30" | 90 | 37 | 45 | 42 | 51 | 48 | 58 | 8' | 13" | 4,300 | 13' 6" | 25" |
| 12" | 30" | 90 | 54 | 65 | 62 | 74 | 69 | 83 | 9' | 15" | 5,700 | 14' 0" | 25" |
| 12" | 36" | 85 | 61 | 73 | 70 | 84 | 78 | 94 | 10' | 17" | 6,300 | 16' 3" | 25" |
| 14" | 36" | 85 | 83 | 100 | 95 | 114 | 107 | 128 | 10' | 19" | 8,900 | 16' 3" | 25" |
| 14" | 42" | 82 | 93 | 112 | 107 | 128 | 120 | 144 | 12' | 19" | 8,900 | 18' 3" | 25" |
| 16" | 36" | 82 | 105 | 126 | 120 | 144 | 135 | 162 | 12' | 21" | 10,000 | 16' 6" | 27" |
| 16" | 42" | 78 | 116 | 139 | 133 | 159 | 150 | 179 | 12' | 23" | 11,800 | 18' 6" | 27" |
| 18" | 36" | 80 | 129 | 155 | 148 | 177 | 166 | 199 | 12' | 25" | 13,000 | 16' 9" | 30" |
| 18" | 42" | 78 | 147 | 176 | 168 | 202 | 189 | 227 | 14' | 23" | 13,300 | 18' 9" | 30" |
| 18" | 48" | 75 | 162 | 194 | 185 | 222 | 208 | 249 | 15' | 25" | 15,300 | 21' 0" | 30" |
| 20" | 42" | 75 | 175 | 210 | 200 | 240 | 225 | 270 | 15' | 25" | 16,600 | 18' 10" | 30" |
| 20" | 48" | 72 | 192 | 230 | 219 | 263 | 246 | 296 | 16' | 27" | 18,700 | 21' 1" | 30" |
| 20" | 60" | 65 | 216 | 260 | 248 | 297 | 279 | 334 | 16' | 31" | 24,400 | 25' 7" | 30" |
| 22" | 42" | 75 | 211 | 254 | 242 | 290 | 271 | 326 | 16' | 29" | 18,000 | 19' 1" | 32" |
| 22" | 48" | 72 | 232 | 278 | 265 | 318 | 298 | 358 | 16' | 33" | 23,100 | 21' 4" | 32" |
| 22" | 60" | 65 | 262 | 314 | 299 | 359 | 336 | 404 | 18' | 35" | 26,300 | 25' 10" | 32" |
| 24" | 48" | 70 | 268 | 322 | 307 | 368 | 345 | 414 | 18' | 35" | 24,400 | 21' 6" | 32" |
| 24" | 60" | 65 | 311 | 374 | 356 | 427 | 401 | 481 | 20' | 40" | 28,500 | 26' 1" | 32" |
| 26" | 48" | 70 | 315 | 378 | 360 | 432 | 405 | 486 | 18' | 42" | 29,000 | 21' 9" | 34" |
| 26" | 60" | 65 | 366 | 439 | 418 | 502 | 470 | 564 | 20' | 48" | 34,000 | 26' 3" | 34" |
| 28" | 48" | 67 | 355 | 426 | 406 | 487 | 457 | 548 | 20' | 44" | 31,500 | 22' 0" | 34" |
| 28" | 60" | 65 | 424 | 509 | 485 | 582 | 545 | 654 | 22' | 50" | 36,000 | 26' 4" | 34" |
| 30" | 48" | 68 | 407 | 489 | 466 | 559 | 524 | 629 | 22' | 46" | 33,000 | 23' 3" | 36" |
| 30" | 60" | 62 | 464 | 557 | 531 | 637 | 597 | 717 | 24' | 52" | 38,500 | 28' 0" | 36" |
| 30" | 72" | 55 | 494 | 593 | 565 | 678 | 635 | 762 | 24' | 60" | 52,000 | 32' 6" | 36" |
| 32" | 48" | 65 | 443 | 532 | 507 | 608 | 570 | 684 | 24' | 48" | 34,500 | 23' 6" | 36" |
| 32" | 60" | 62 | 529 | 634 | 604 | 725 | 680 | 816 | 24' | 60" | 43,900 | 28' 3" | 36" |



Norm Meinerts 10-18 during the parade at Dalton.



In 1914, Allis Chalmers introduced its first farm tractor, the 10-18. This tractor had a 2 cylinder opposed engine and three wheels. The front steering wheel was in line with the right driver. Featured one speed forward and one in reverse. Production ended in 1918.

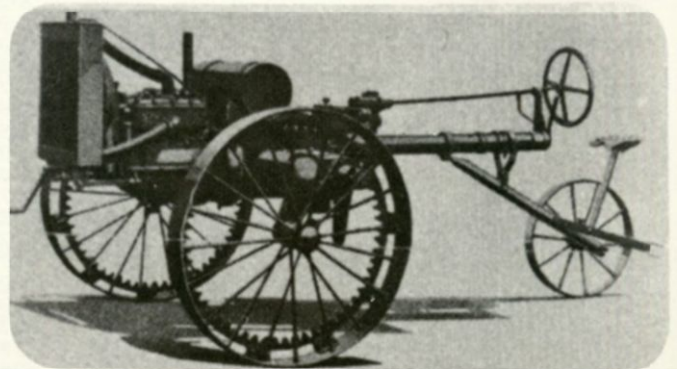
In 1918, Allis introduced the 6-12. This tractor had an 800 r.p.m. 4 cylinder LeRoi engine mounted lengthwise. It featured two forward speeds and thermosyphon cooling. This was a motor cultivator type and this type of tractor was soon replaced by the general purpose type.



1920 — 18-30



Also introduced in 1918 was the 18-30. This tractor founded a line of tractors that could be traced through the "E" models to the end of the production of the Model "A" in 1941. In 1919 the 18-30 sold for \$1,785 and the 6-12 sold for \$795. In the August 1924 Nebraska Test Bulletin the 18-30 was listed as obsolete.



1918 Allis-Chalmers 6-12

Allis-Chalmers Manufacturing Company's

PRINCIPAL PRODUCTS

AGRICULTURAL MACHINERY

Farm Tractors

AIR BRAKES

AIR COMPRESSORS

Steam Driven
Belt Driven
Electrically Driven, Portable
Electrically Driven, Stationary
Hydraulic Driven

CEMENT MACHINERY

Ball Mills
Ball Tube Mills
Balls, Forged
Compeb Mills
Crushing Rolls
Elevators
Feeders
Gyratory Breakers
Hoists
Mixing Pans
Perforated Metals
Revolving Screens
Rotary Coolers and Dryers
Rotary Kilns
Tube Mills
Tube Mill Linings
Tube Mill Pebbles

COAL MINING MACHINERY

Barney Cars
Crushing Rolls
Hoisting Cages
Revolving Screens
Shaking Screens

CONDENSERS

Barometric
Jet
Surface

CRUSHING MACHINERY

Ballast Plants
Crushing Rolls
Dumping Skips
Elevators
Gyratory Breakers
Jaw Crushers
Macadam Plants
Perforated Metals
Portable Crushing Plants
Revolving Screens
Quarry Cars

ENGINES

Corliss Engines
Gas Engines
Diesel Oil Engines
Blowing Engines
Rolling Mill Engines

FORGINGS

PERFORATED METALS

FLOUR MILL MACHINERY

Aspirators
Bolters, Universal
Bolting Cloth
Bolting Cloth Cleaners
Bran and Shorts, Dusters
Bran Packers
Conveyors, Spiral
Corn Mills
Fans
Feed Mills
Feed Screens
Flour Dressers
Flaking Machines
Flour Feeders and Mixers
Flour Packers
Granulators
Purifiers
Reels
Rolls
Roller Mills
Rolling Screens
Scalpers

HOISTS

Electric Driven
Steam Driven

HYDRAULIC MACHINERY

Francis Turbines
Impulse Wheels
Oil Pressure Governors
Pressure Regulators
Accessories

MANGANESE BRONZE CASTINGS

MINING MACHINERY

Amalgam Appliances
Ball Granulators
Chilian Mills
Concentrating Plants
Conveyors
Copper Converting Plants
Cyanide Plants
Elevators
Gold and Silver Mills
Gyratory Breakers
Huntington Mills
Jaw Crushers
Jigs
Lead Refining Plants
Mine Ventilating Machinery
Mortar Mills
Ore Buckets
Ore Feeders
Prospecting Mills
Roasting Furnaces
Sampling Plants
Skips
Smelting Machinery
Stamps, Atmospheric
Stamps, Gravity
Stamps, Steam
Tube Mills, Wet and Dry
Vanners

POWER TRANSMISSION MACHINERY

Belt Tighteners
Boxes
Couplings
Gears
Hangers
Pulleys
Rope Sheaves
Shafting

PUMPING MACHINERY

Centrifugal Pumps
Fire Service Pumps
Geared Pumps
"High Duty" Pumping Engines
Hydraulic Transmission Pumps
Screw Pumps

ROLLING MILL MACHINERY

SAW MILL MACHINERY

Band Mills, Double Cutting
Band Mills, Single Cutting
Band Mills, Telescopic
Band Re-saws, Horizontal
Band Re-saws, Vertical
Board Lifters, Steam
Cant Flippers, Steam
Canting Machine, Overhead
Carriages
Circular Saw Mills
Conveying Machinery
Cutting Off Saws, Steam Feed
Edgers
Edging Grinders
Feeds, Steam, Direct Acting
Feeds, Steam, Twin Engine
Filing Room Tools
Lath Mills and Bolters
Live Rolls and Drives
Log Chains
Log Jacks
Log Loaders
Log Turners
Niggers, Steam
Set Works
Slashers
Steam Feed Valves
Stock Lifters, Steam
Transfers
Trimmers

SUGAR MACHINERY

TIMBER TREATING AND PRESERVING MACHINERY

TURBINES—STEAM

TURBINES—WATER

ELECTRICAL APPARATUS

ALTERNATING CURRENT GENERATORS AND MOTORS

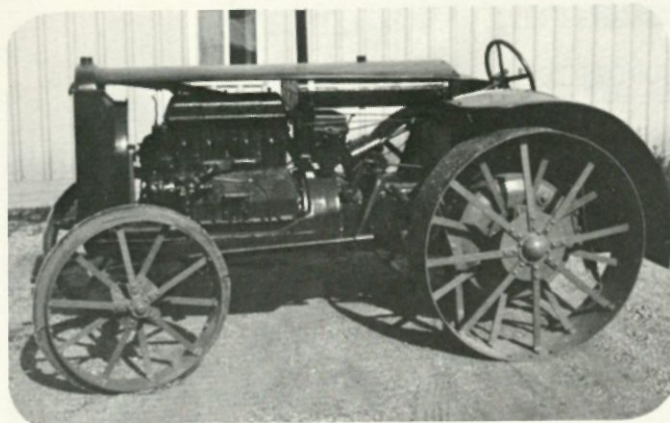
| | | | |
|---------------------------|------------------------------------|----------------------------------|-------------------|
| Belted Type Generators | Water-wheel Type Generators | Synchronous Motor-Generator Sets | Induction Motors |
| Engine Type Generators | Synchronous Frequency Changers | Induction Motor-Generator Sets | Transformers |
| Fly-wheel Type Generators | Induction Motor Frequency Changers | Synchronous Motors | Rotary Converters |
| Turbo Generators | | Synchronous Condensers | |

DIRECT CURRENT GENERATORS AND MOTORS

Belted Type Generators Small Bipolar and Multipolar Motors and Generators Multiple Voltage Balancing Sets
Engine Type Generators Electric Railway Equipments, Motors, Controllers, etc. Multiple Voltage Variable Speed Equipments

SWITCHBOARDS FOR DIRECT CURRENT AND ALTERNATING CURRENT

From 1919 Catalog



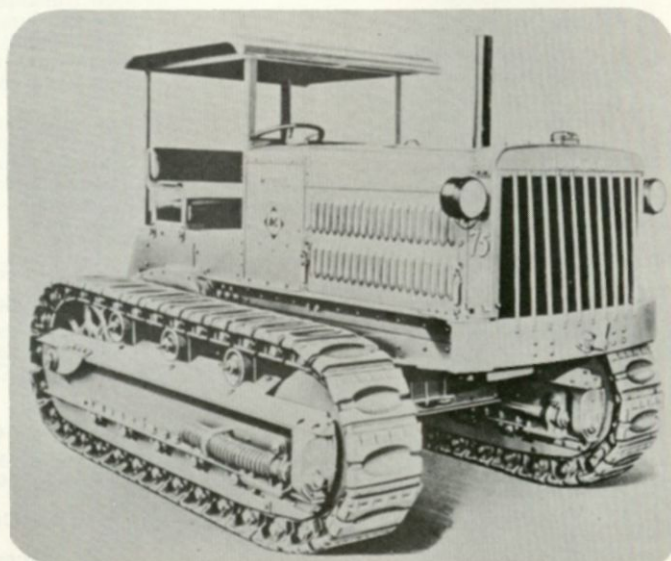
1926 15-25 Allis-Chalmers.

In 1921 the 12-20 was introduced. This was changed to 15-25 after its test at Nebraska. Production ended in 1927.

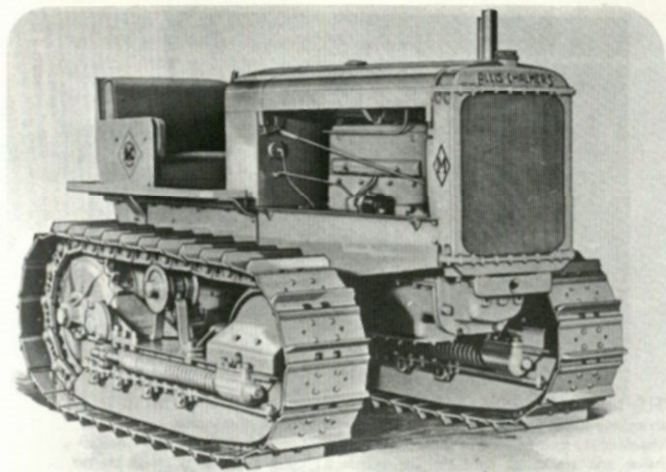


Bob Bildens R-C on steel wheels and John Peternell's Model "E" "Threshermen's Special." Note the extra wide wheels on the "E."

The Monarch Tractor Company was founded in 1913 in Watertown, Wisconsin. After reorganization and changes in ownership had by 1928 become a highly regarded company with two popular models of crawler tractor, the Monarch 50 and the 75. Acquired by A-C in April 1928 who introduced the model 35 (K) soon after.



Monarch 75



The Standard Model "M"



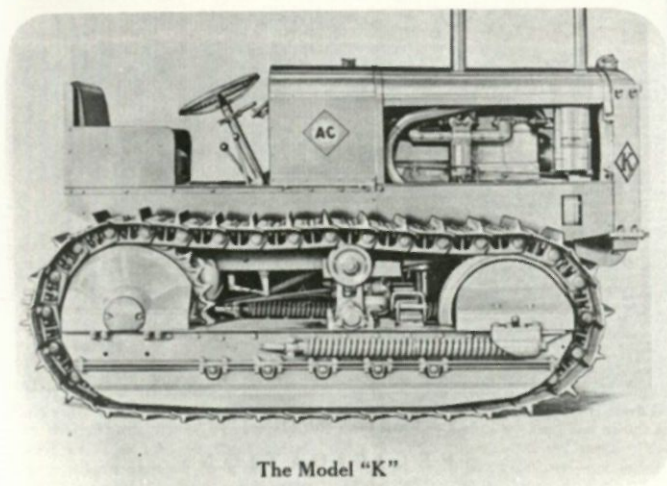
In 1928, Allis-Chalmers purchased The Monarch Tractor Corporation of Springfield, Illinois. This gave them two popular models of crawler tractors, The Monarch 50 and The Monarch 75.

In 1929, the 35 or K was introduced. This crawler was based on the Model "E" engine and continued in production until 1943. Over 9000 "K's" were built. The early "K's" had a steering wheel to activate the steering clutches and the later ones were changed to lever operation. In 1935, a few "K-O" and "L-O" models were built. These were made to burn diesel and other low grade fuels. A fuel pump was used to inject the measured charge of fuel oil into the combustion chamber. The charge was then ignited with a spark from the magneto. With this method internal pressures were less than one-third of those necessary in compression ignition engines. The "K" had a four cylinder engine with 5" bore and 6½" stroke. The "K-O" had a 5¼" bore and 6½" stroke. Both had three speeds forward and one reverse. General dimensions were 48" height to top of radiator, 66" overall width and 120" overall length. Also available in wide tread with an 81" overall width. Weight for the K was 11,000 and weight for the "K-O" was 11,200.

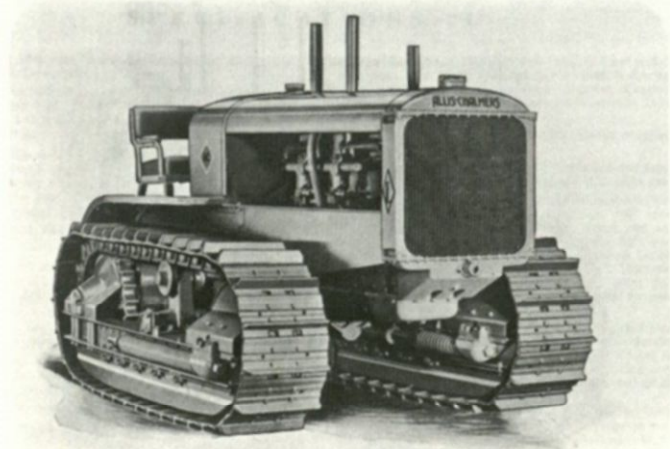
In 1931, the 75 was discontinued and the "L" was put into production. The "L" continued to be made until 1942 and in 1935 a few "L-O" models were made. The "L" and "L-O" had a 6 cylinder engine with 5¼" bore and 6½" stroke. Both were rated at 76 maximum drawbar horsepower and 91.93 maximum belt horsepower. General dimensions were 7'9" width, 12'9" length and 81" height to top of radiator. Weight of the "L" was 22,000 and the "L-O" was 23,100. Both the "L" and the "L-O" had 6 speeds forward and 2 reverse.

The "M" was introduced in 1932 and was based on the engine and other components of the "U". The engine had a 4 3/8" bore and 5" stroke. RPM 1,200. General dimensions were 101" length, 57" width, 56" height to top of radiator. Weight was 6,200 pounds. The "M" was also offered in an orchard model.

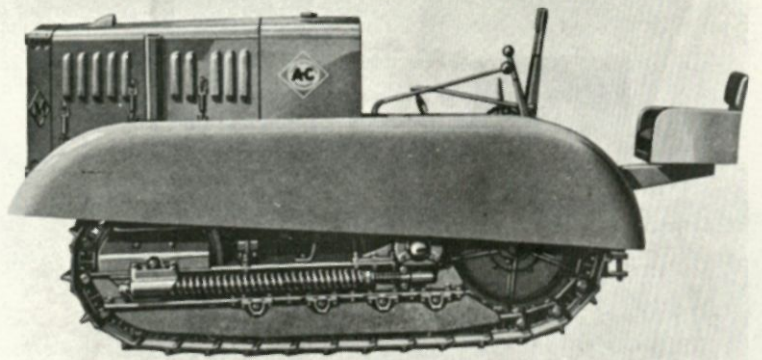
In 1937, the model "S" was introduced. This model was between the "L" and the "K" in size and was built until 1942.



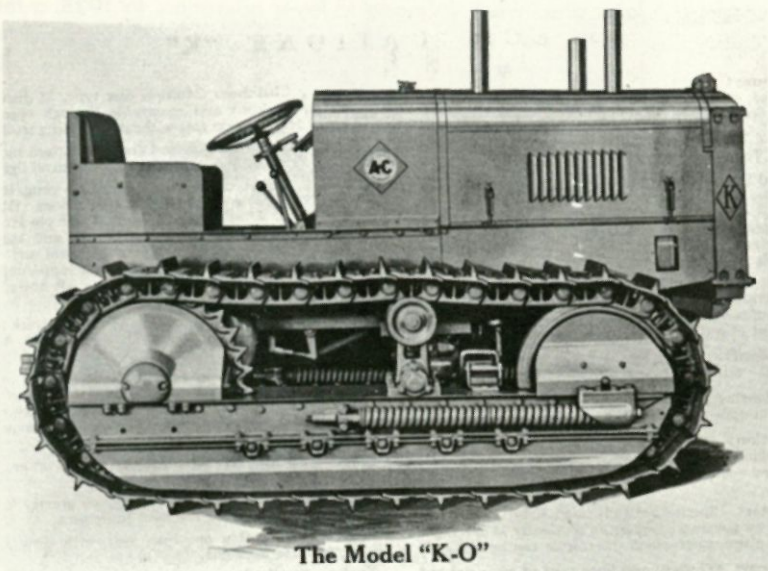
The Model "K"



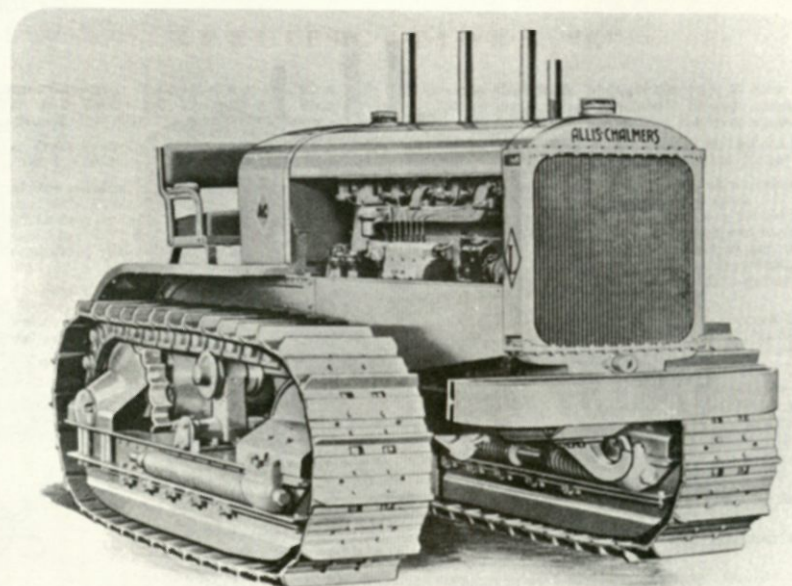
The Model "L"



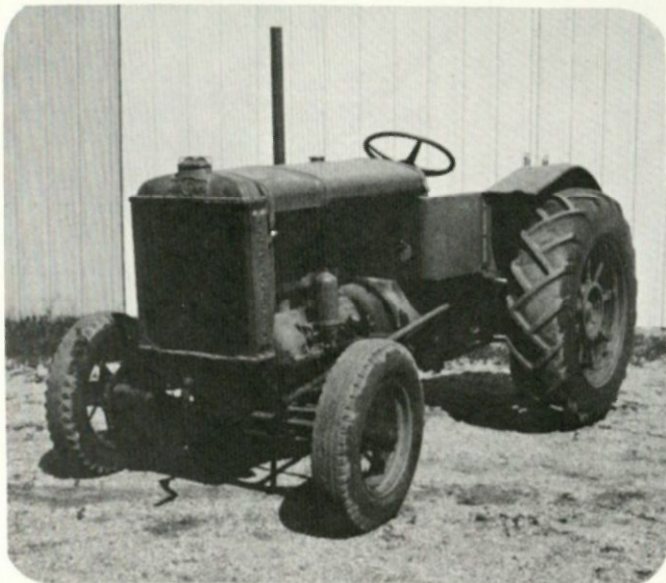
The Orchard Type Model "M"



The Model "K-O"



The Model "L-O"



1929 United

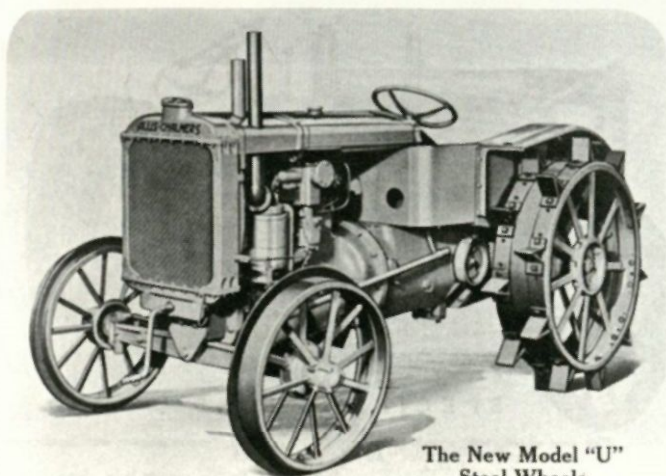


In 1928, the United Tractor & Equipment Corporation of Chicago, Illinois was organized by 32 independent makers and distributors of tractors, farm implements and industrial equipment. Plans called for a full line of farm and industrial tractor equipment designed to be powered by their own tractor, the "United." The tractor was produced by Allis-Chalmers, a member of the corporation. The first public showing of the "United" was at the Southwest Tractor and Road Show in Wichita, Kansas in March 1929. The corporation soon folded but Allis continued to produce the "United" as the "U". The "U" was one of the first tractors to utilize rubber tires and had a road speed of 15 m.p.h. The "U" had a four cylinder engine with a 4 3/8" bore and 5" stroke, 1,200 rpm. The first "U's" and the United were equipped with Continental engines.

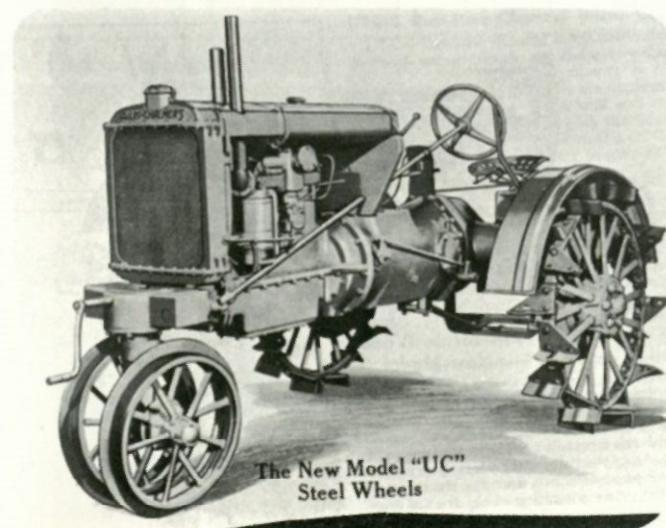
In 1921, the 20-35 had appeared and in 1930 the "E" underwent a few more changes and became the 25-40. It was available with a 5" bore, 6 1/2" stroke, 1,000 rpm motor. Also available was a larger engine with 5 1/4" bore for tractors that would be used for belt work only. The "E" was hampered by a two speed transmission at a time when 3 and 4 speeds were becoming popular but it continued in production until 1936.

In the fall of 1930 The Allis-Chalmers "All Crop" general purpose tractor was introduced. This tractor used the same engine as the "U" and was later called the "UC". The "UC" was made until 1941.

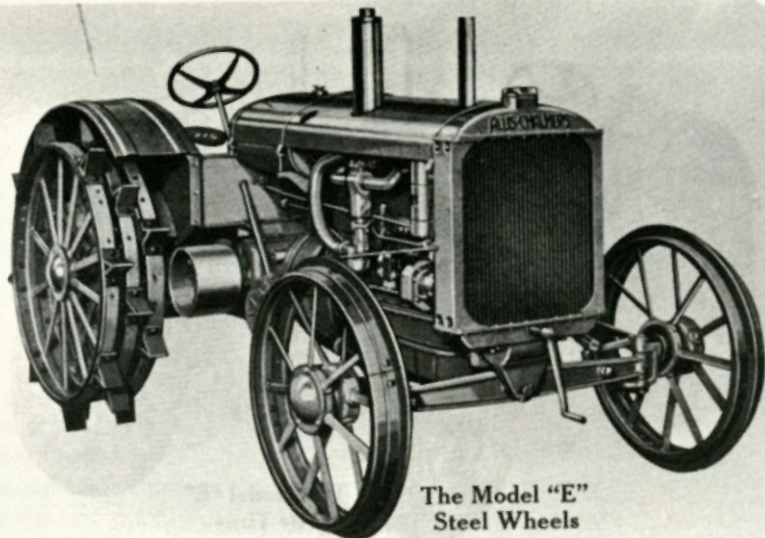
In 1931 Allis took over Advance-Rumely. This gave Allis dealers two more tractors to sell. The Rumely 6 which had been introduced in 1930 and the Rumely Do All which could be converted from a 4 wheel tractor to a motor cultivator. With the purchase of Rumely, Allis secured a worldwide business including 24 branch sales offices and about 2,500 North American dealers.



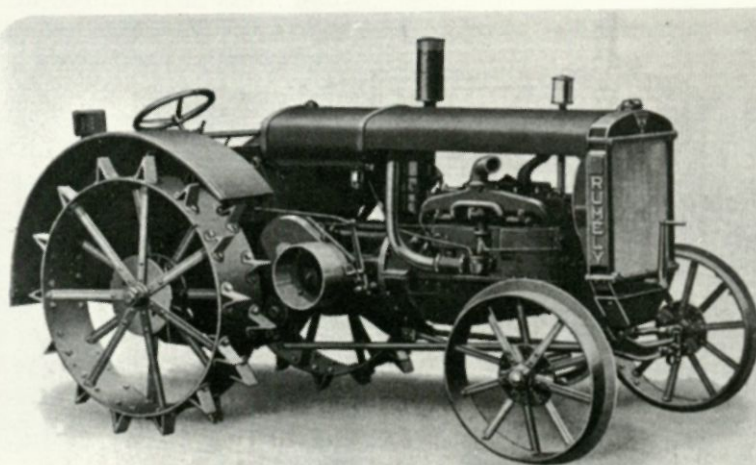
**The New Model "U"
Steel Wheels**



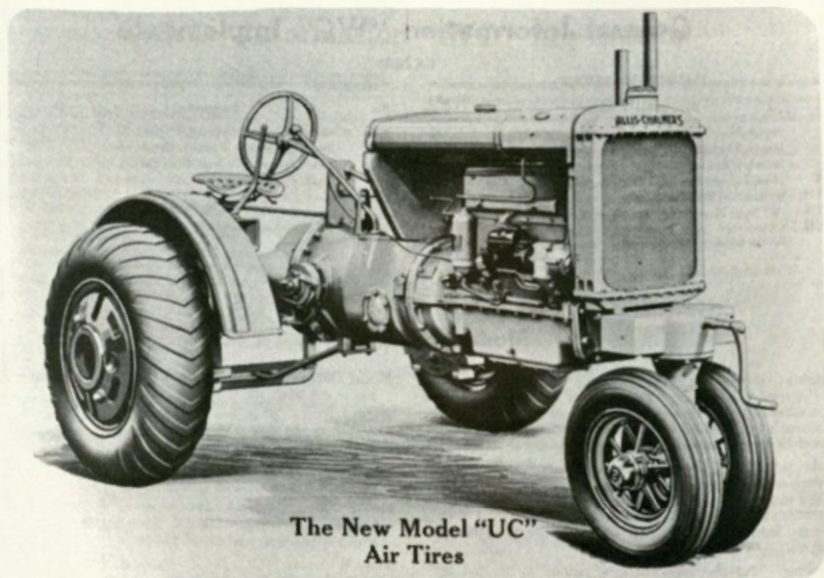
**The New Model "UC"
Steel Wheels**



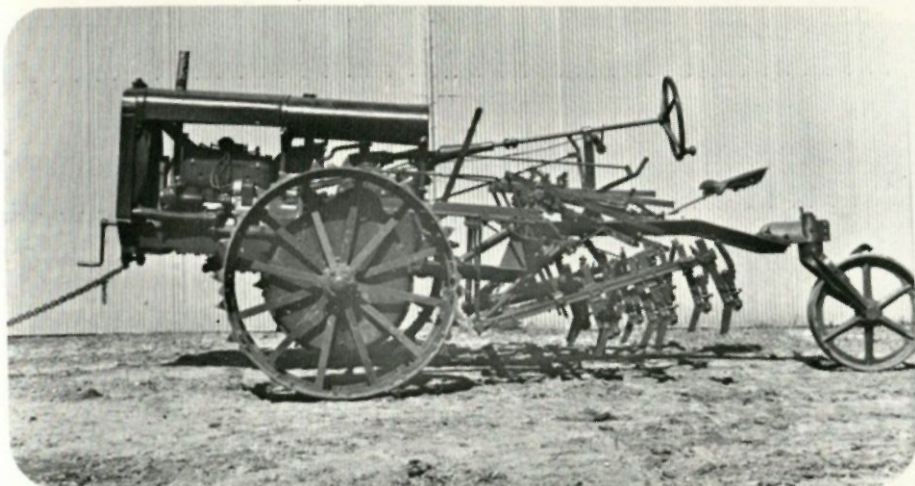
The Model "E"
Steel Wheels



The RUMELY SIX
Steel Wheels

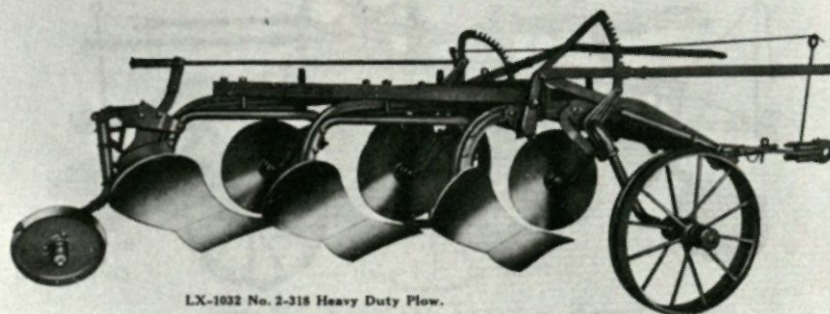


The New Model "UC"
Air Tires



Rumely Do All owned by Dale Akerman.

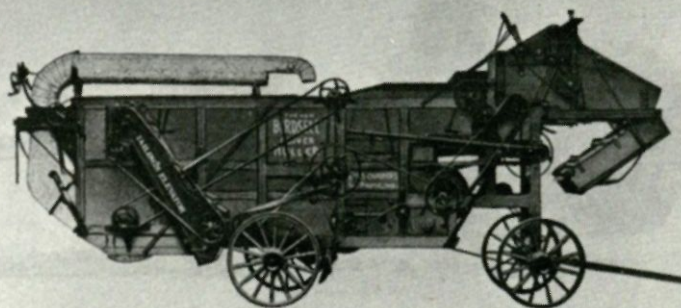
LEAVES NOTHING ON TOP OF THE PLOWED GROUND
The No. 2 Series Tractor Plows



LX-1032 No. 2-318 Heavy Duty Plow.

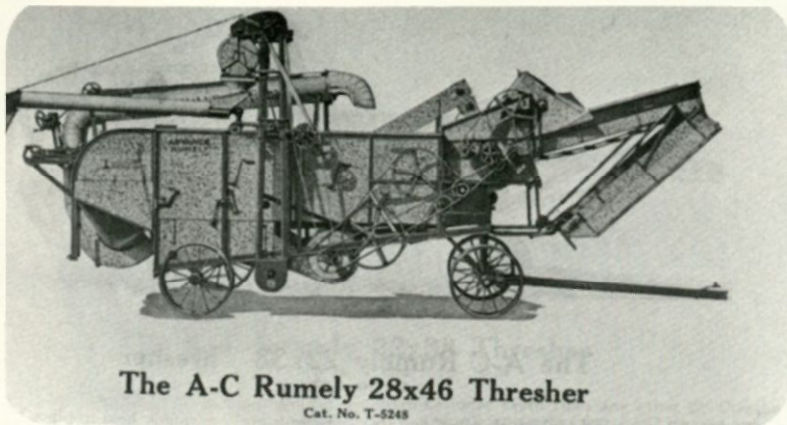
Allis-Chalmers 18" plow featured in 1935 catalog.

SAVE THE MOST *Valuable* SEED ON THE FARM

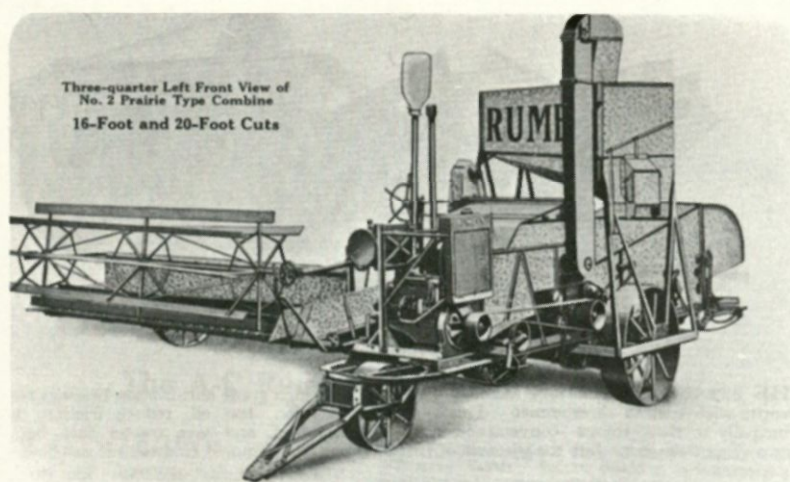


The No. 8 Birdsell Clover Huller
 Cat. No. T-5281

A-C Birdsell Clover and Alfalfa Huller



Advance Rumely was selling pull type combines at the time of the merger but they were not the machines that Allis-Chalmers established their grain harvester business on. In 1930, two Californians, Robert Fleming and Guy Hall came East to demonstrate their small combine. This was the smallest combine that had ever been built in the United States. It featured a scoop shovel front end and a full width cylinder. When they demonstrated it in Wisconsin several executives and engineers of farm machinery companies came to observe, but Allis-Chalmers acted first. The two Californians were paid \$25,000 for a license to produce the small combine. Twenty five of these machines were built in 1931 and were test marketed in Indiana and Illinois. This was the "Corn Belt" combine. Since the cylinder design didn't hold up well and didn't work well for soybeans the machine was redesigned. Rubber covered angle bars were used on the cylinder and concave. V belts were employed where link chain drives had been used before. The modified machine was called the "All Crop" harvester. The Model 60 "All-Crop" was first shown in 1934. It weighed 2,800 pounds and was mounted on rubber tires. In 1936, about 8,000 of these machines were sold for \$595. The Model 60 could handle a wide range of crops from bird seed to beans.

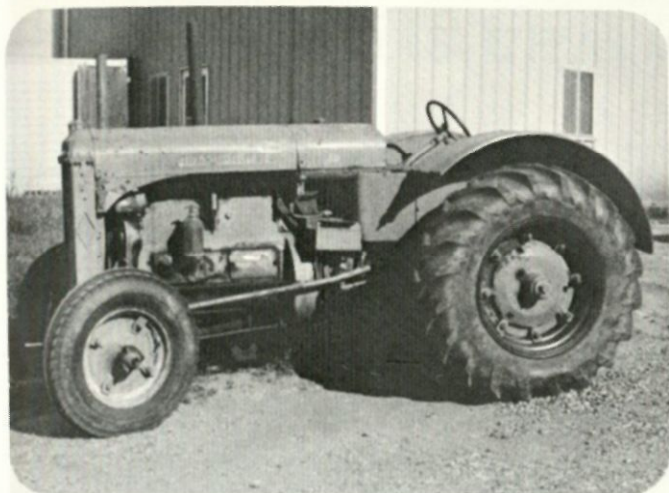


A-C Rumely No. 2 Prairie Type Combine
Cat. No. T-5170

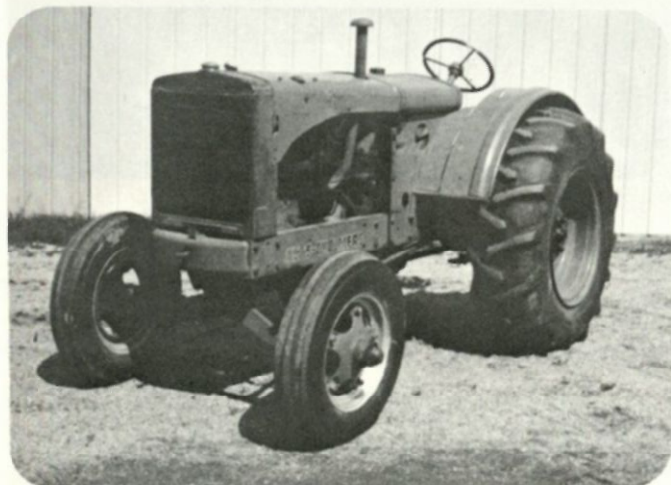


In 1938, the Model 40 "All-Crop" for the under 50 acre crop farm was brought out. Using auto body manufacturing techniques the Model 60 assembly line could turn out 150 machines a day and the Model 40 line could turn out 250 machines a day. The 40 was designed to be used with the Allis-Chalmers Model "B" tractor and the 60 could be used with any two plow tractor equipped with a power takeoff.





1937 "A" Allis-Chalmers



1938 "WF"



1941 Styled WF



The "WC" first appeared in 1933 and was known as the "W" before it was officially announced as the "WC" in 1934. The "WC" was one of Allis-Chalmers' most successful tractors as it was manufactured until 1948 when it was replaced by the "WD". Over 170,000 "WC's" were built.

The Model "A" Allis-Chalmers was introduced in 1936. The "A" used the "E" engine and the "U" rear end. It was offered with a 4¼", 5" or 5¼" bore and 6½" stroke. The "A" was made until 1941 with about 1,200 tractors produced. General dimensions of the "A" were 141" length, 77" width and weight of about 7,000 pounds.

The "WF" was introduced in 1937 as a standard version of the "WC". It was styled in 1940 from serial No. 1903 on.

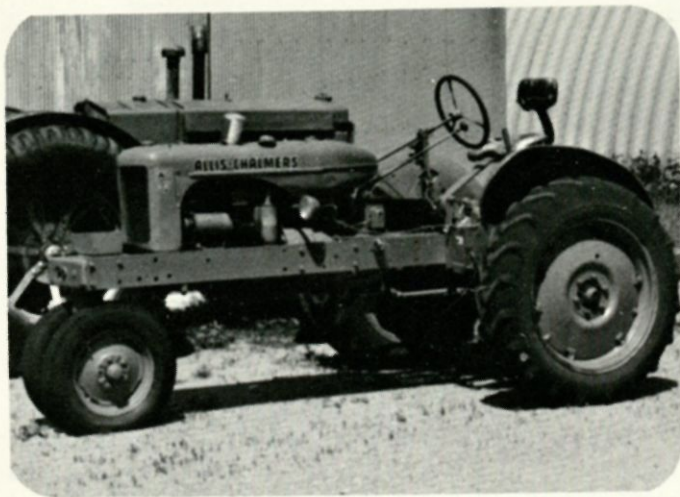
The model "B" was introduced in 1937 when 96 of these tractors were built in Waukesha 113 cubic inch motors. The "B" came standard equipped with rubber tires and cost \$495.

The "RC" was built from 1939 to 1941. It used the "WC" frame and the "C" engine. This was an attempt to build a cheaper two plow tractor.

The "C" came out in 1940. It had a slightly bigger engine than the "B" and ran at a slightly higher rpm. It had 3 3/8" bore rather than the "B's" 3¼" and the same 3½" stroke. It ran at 1,500 rpm as compared to the "B's" 1,400. The "C" needed a little more power since it handled 2 rows rather than the one row that the "B" was used for. The "C" could be equipped with a single front wheel or adjustable front axle in place of the regular front wheels. The "C" was replaced by the "CA" in 1950. The "CA" was equipped with power adjustable rear wheels, "traction booster" and two clutch control. The "CA" was built until 1957.

In 1948 the Allis "G" was introduced for truck farm applications. It was powered by a 62 cubic inch Continental engine. It had a three speed transmission with an optional special low. They were built until 1955.





1939 "RC" Allis-Chalmers



"B" Allis-Chalmers



"C" Allis-Chalmers



"G" Allis-Chalmers

ALLIS-CHALMERS PRODUCTS

Blowers, Compressors and Vacuum Pumps

Centrifugal and Rotary
Reciprocating

Boiler Treatment

Cement Machinery

Crushers (*See Crushing Machinery*)
Elevators, Conveyors, Feeders
Dust Collectors (Bag Filter Type)
Grinding Mills (Compeb, Preliminator, Ball, Ball-Peb and Tube)
Grinding Media
Pulverized Coal Plants
Rotary Kilns, Coolers and Dryers
Air Quenching Coolers
Slurry Agitators
Wash Mills for Clay
Complete Cement Making Plants
Complete Lime Plants

Coal Distillation Equipment

Condensers, Steam

Jet and Surface

Crushing Machinery

Crushers, (Gyratory, Jaw, and Fairmount Single Roll)
Crushing Rolls
Elevators, Conveyors, Feeders, and Bin Gates
Hoists (*See Hoisting Machinery*)
Mobile Crushers and Auxiliaries
Pulverators (Hammer Type Impact Crushers)
Screens (Revolving and Vibrating)
Scrubbers and Washers
Sizers (Multi-roll)
Complete Crushing Plants
Complete Sand and Gravel, Washed Stone, Agricultural Limestone, Oyster Shell, and other Comparable Plants

Electrical Machinery

Condensers (Synchronous)
Converters (Synchronous)
Generators (Alternating and Direct Current), Belted, Direct-connected, Engine Type, Waterwheel, Turbo)
Motor-Generator Sets
Motors (Induction, Synchronous, Direct Current) of any size for any application
Rectifiers (Mercury Arc Power)
Regulators, Voltage (Generator and Feeder)
Switchgear
Armorclad Switchgear (Metal-clad)
Circuit Breakers
Switchboards and Control
Electric and Diesel Electric Traction Equipment for Main Line and Switching Locomotives; also for High Speed Motor Car, for Subway, Elevated and Suburban Service
Train Lighting Equipment

Transformers

Distribution and Network
Instrument and Metering
Power

Engines

Steam, Gas, and Oil
Blowing (*See Blowers and Compressors*)
Rolling Mill

Farm Machinery

Light and Heavy Implements
Threshers, Combines and Hullers
Tractors (*See Tractors*)

Forgings

Flour Mill Machinery

Bolting Machinery
Sifters, Reels, Purifiers, Dusters, Dressers, Aspirators, Cloth
Dryers and Coolers (Meal)
Elevators (Men and Materials), Conveyors, Feeders, Bins, Dust Collectors
Experimental Reduction Machines
Malt Cleaners and Crushers
Mills (Roller, Buhr, Attrition, Flaking, Corn and Feed)
Packers
Rolls (Corrugated and Ground)
Complete Flour and Feed Mills
Malt and Distillery Milling, Soy Bean, Fuller's Earth, Chemical, and other Comparable Plants

Hoisting Machinery

Cages, Platforms and Buckets
Hoists (Electric, Friction, and Steam)
Sheaves
Skips

Metallurgical Machinery

Casting Machines
Classifiers
Copper Converters
Crushers (*See Crushing Machinery*)
Elevators, Conveyors, Feeders
Furnaces (Roasting, and Non-ferrous Smelting and Refining)
Jigs (Hancock, Harz and Woodbury)
Ladles, Pots, and Slag Cars
Grinding Mills (Rod, Ball, Ball-peb, Ball Granulator, Pebble and Tube)
Grinding Media
Sampling Machinery
Skull Breakers
Stamp Mills
Complete Concentration Plants
Complete Ore Washing Plants
Complete Flotation, Cyanide, and Treatment Plants
Complete Roasting, Smelting, Refining, and Converting Plants

Plate Work

Perforated Metals
Rolling, Flanging, and Welding
Tanks

Power Transmission Machinery

Boxes, Hangers, and Floor Stands
Clutches, Couplings, Pulleys, Gears, Sheaves, and Frictions
Shafting
Texrope Multiple V-Belt Drives
Texrope V Belts

Pumps

Axial Flow
Centrifugal (Acid, Boiler Feed, Fire, General Service, Mine, Municipal, Air Conditioning, Oil, Pulp, and Sewage)
Reciprocating (High Pressure, Mine, Municipal, Oil)

Road Machinery

Elevating and Blade Graders
Tractors (*See Tractors*)
Track-type Wagons
Wagon Tracks

Saw Mill Machinery

Band and Circular Mills, Resaws
Carriages and Feeds
Conveyors and Transfers
Defiberizers
Edgers
Lath Mills and Bolters
Log Haul and Deck Machinery
Log Turners, Niggers, and Canters
Lumber Transfer Cars
Networks
Trimmers, Slashers, and Cut-off Saws

Timber Preserving Machinery

Tractors

Track-Type (Industrial, Logging, Oil Field, Road Construction, Farm)
Wheel Type (Farm and Industrial)
Power Units

Tunnel Shovels

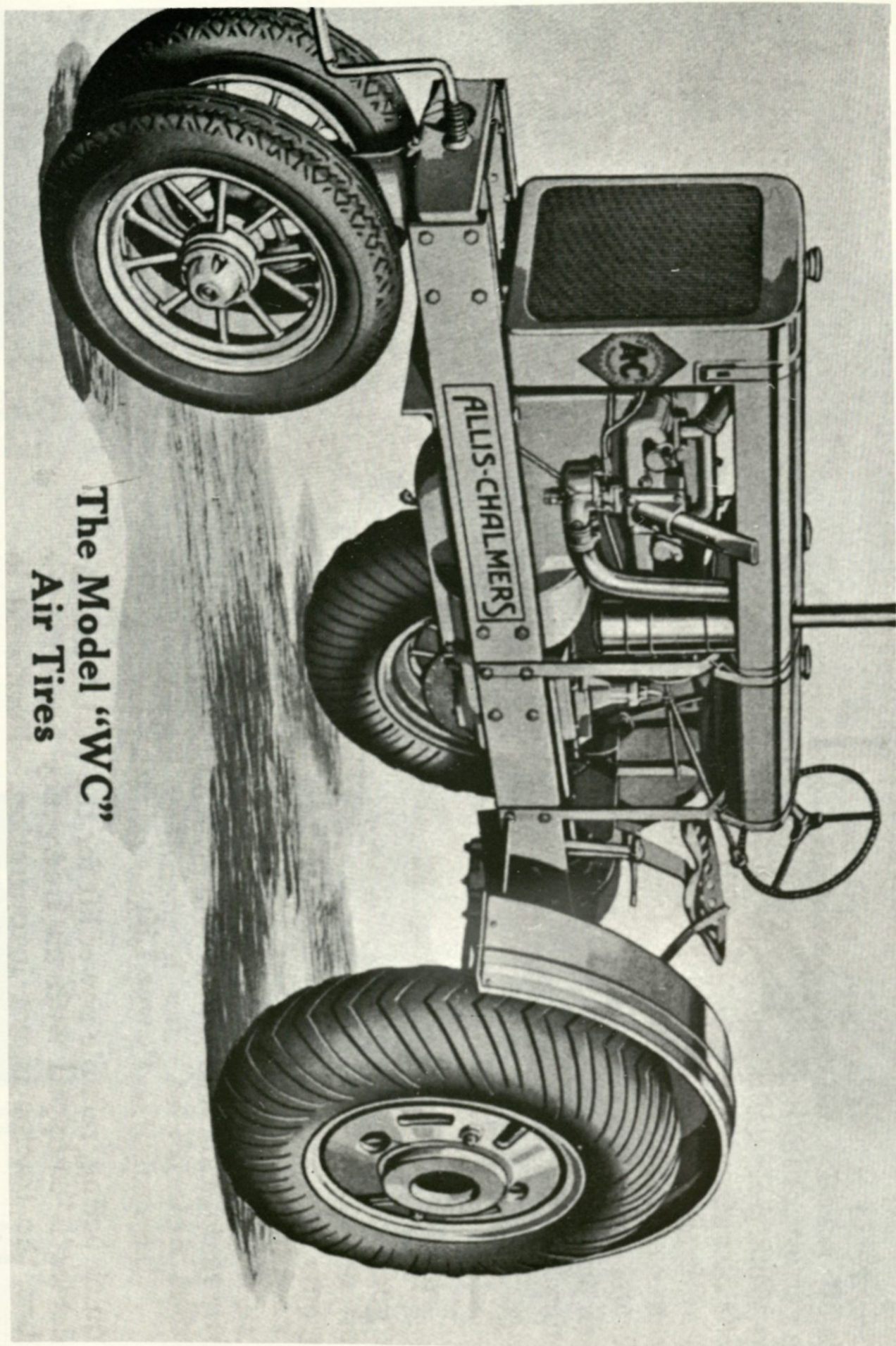
Turbines, Steam

Condensing Type (High Pressure, Automatic Extraction, Mixed Pressure)
Non-condensing Type (High or Low Back Pressure Automatic Extraction, Auxiliary Drive Impulse Wheels)
Turbo-Generator Units (above types)

Turbines, Hydraulic

Francis, Impulse and Propeller Types; also Governors, Pressure Regulators, Valves, Roller and Stoney Gates, and Trash Racks
Hydro-electric Units (above types)

From 1938 Catalog



The Model "WC"
Air Tires

Tribute to the "WC"

by Bob A. Bilden

**Dedicated to the people who have owned and appreciated
Allis-Chalmers tractors, especially the "WC".**

It was fifty years ago that there appeared upon the scene;
A brand new streamlined tractor, 'twas no ordinary machine!
With governor so lightning fast, 'twas peppy as could be;
Need I tell you any more — It was the Allis "WC"!

From the hottest days of Summer to the Winter's freezing cold;
the "WC" would always start, a wonder to behold!
Out in the field or on the belt, at any task put to;
Across the rural country side, its legend grew and grew!

It could plow and plant and cultivate and do the job up fast;
Cut the hay and harvest grain when Autumn came at last;
You could also take and hitch it to a heavy trailer load;
And go ten miles an hour with down a country road!

Have you wondered how the orange color came to be—
Used on every Allis tractor and their farm machinery?
Harry Merritt* one day long ago, while traveling through the West;
Saw acres of wild poppies and their color he liked best!

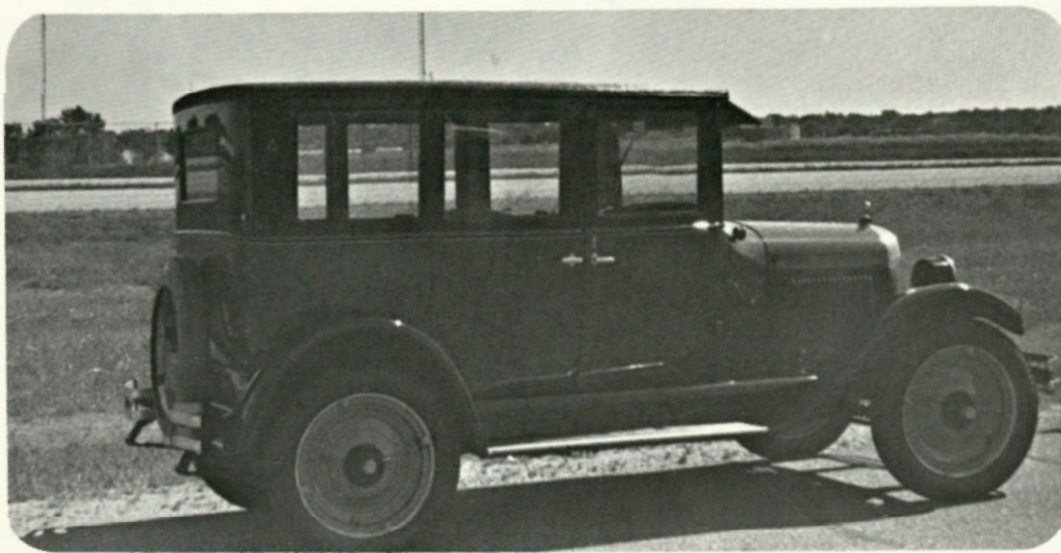
The competitors said that Merritt would soon regret the day;
That his gaudy, garish color would drive customers away;
But the A-C line soon quickly grew in popularity;
And the Persian Orange color helped it gain that place you see!

In my Allis-Chalmers memories, which I recall so well;
My experiences with "WC's", I've many a tale to tell!
It was more than thirty years ago, the first one came my way;
And there are orange colored tractors on my farm this very day!

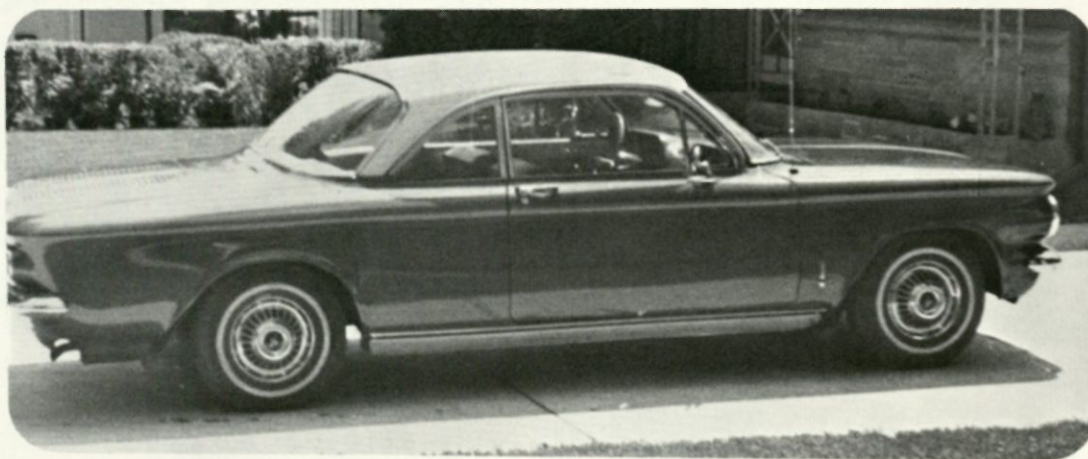
Tractors, power units, crawlers and the great all-crop combine;
and other farm machinery helped make up the A-C line:
But of all the Allis tractors built, I'm sure you will agree!
There will never be another one just like the "WC"!

*Harry Merritt was the A-C tractor department Manager at that time.

This year we made an addition by featuring a few antique cars of yester years. Herb and Adeline Rose, members of Lake Region Pioneer Threshermen's Association own and operate these cars.



**1925 Chev 4 Door
owned by Herb & Adeline Rose**

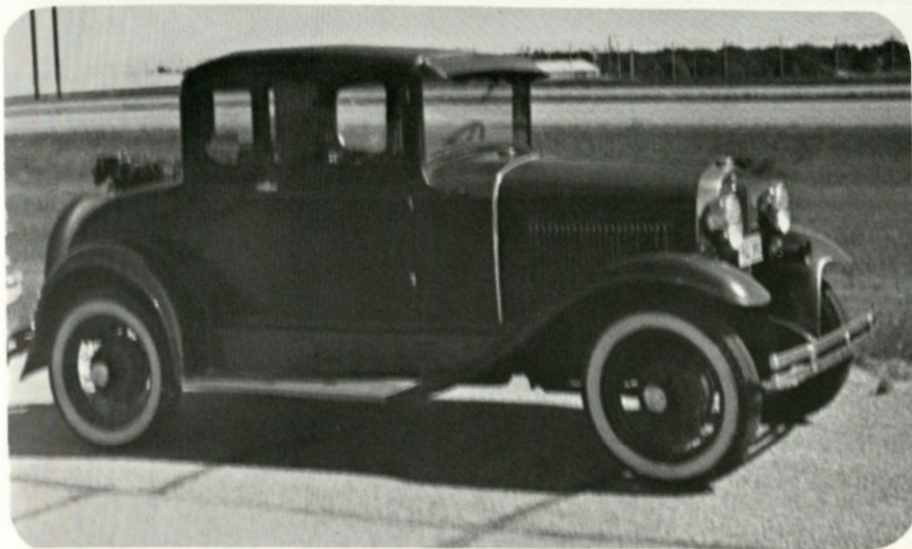


**1963 Corvair Monza
2 Door owned by Herb and Adeline Rose**

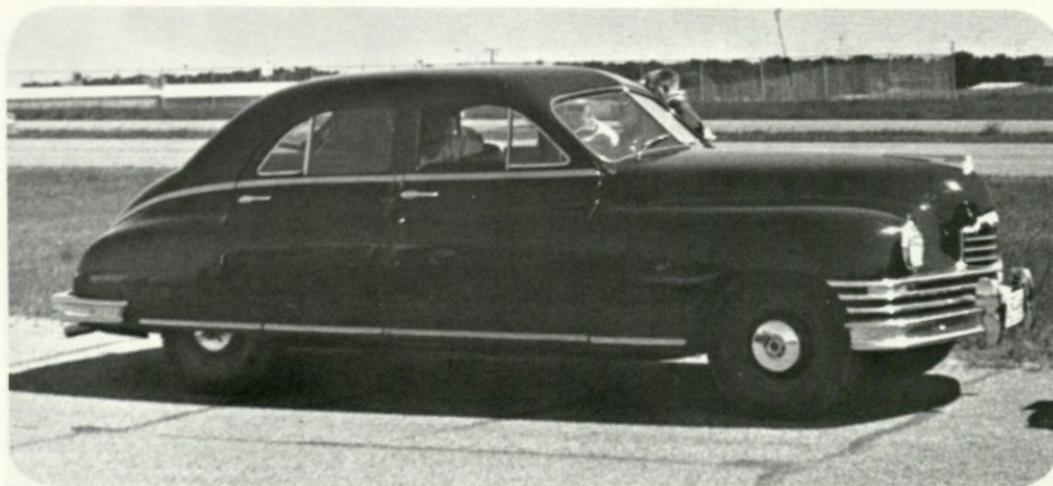


**1953 Chev 4 Door
owned by Herb and Adeline Rose**

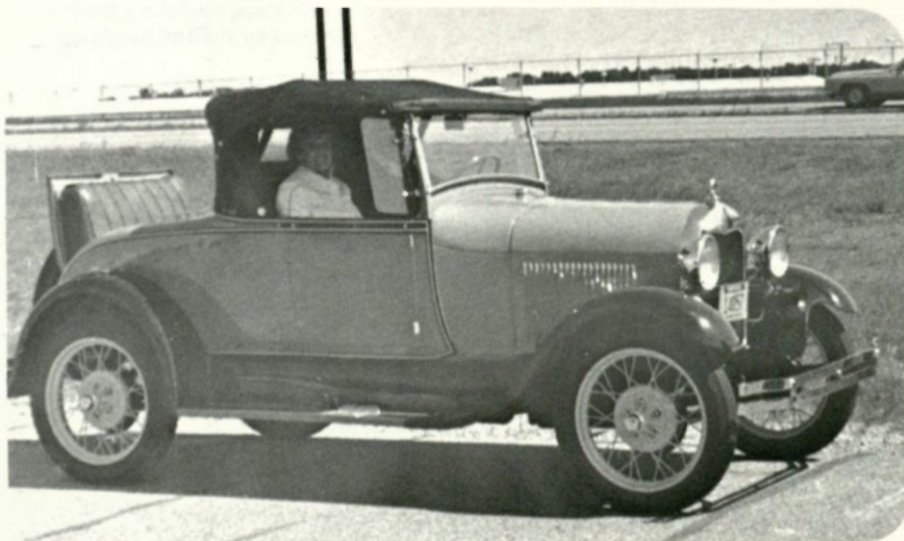
**These cars featured are members of the Classic Car Club of
Fergus Falls.**



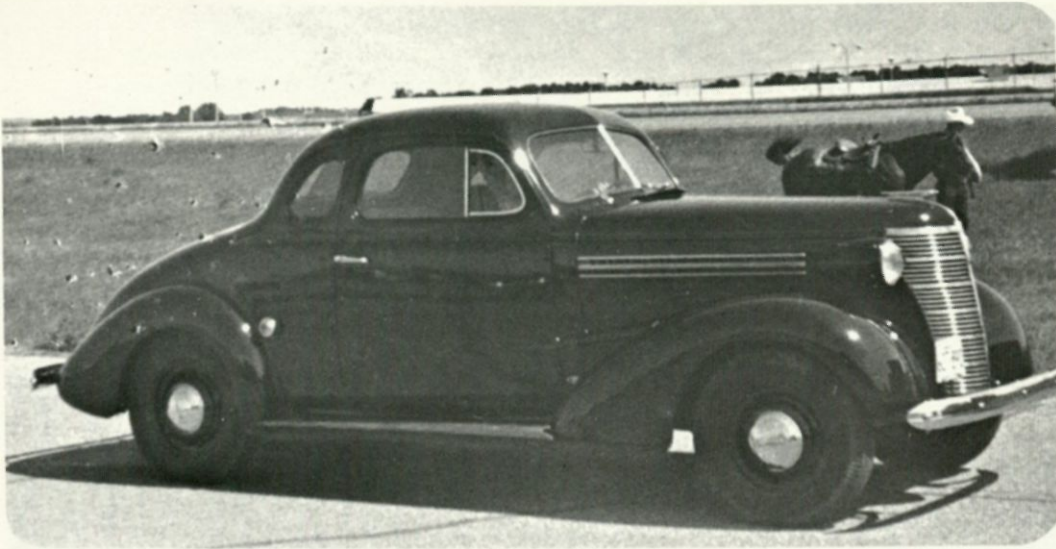
**1930 Ford Model A Coupe
Owned by David Vore**



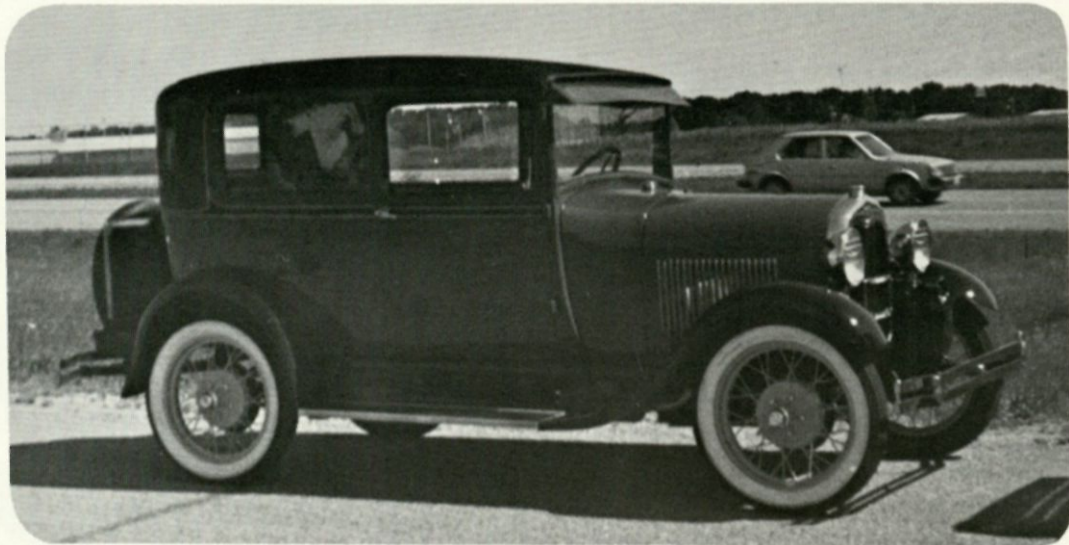
**1949 Packard 4 door
owned by Dave Williamshen**



**1929 Ford Model A Roadster
Owned by Vernon Jensen**



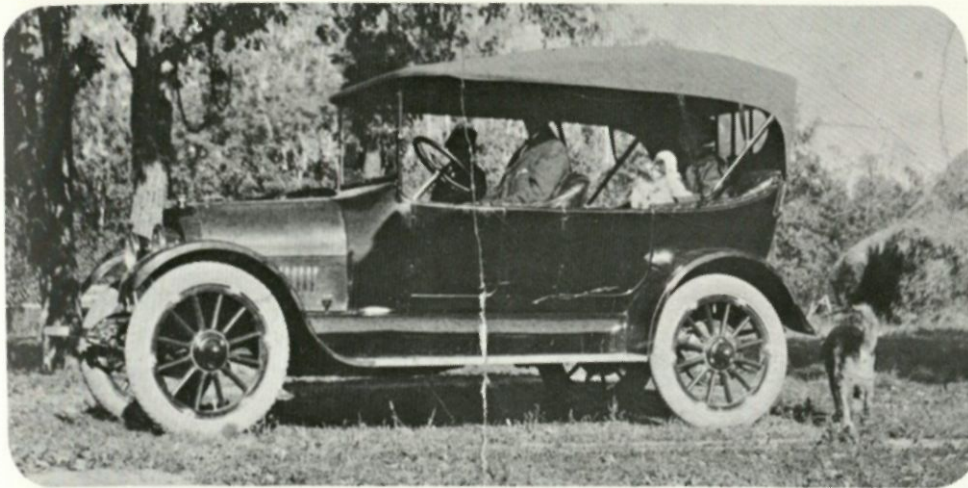
1938 Chev Coupe
Owned by Harold Woessner



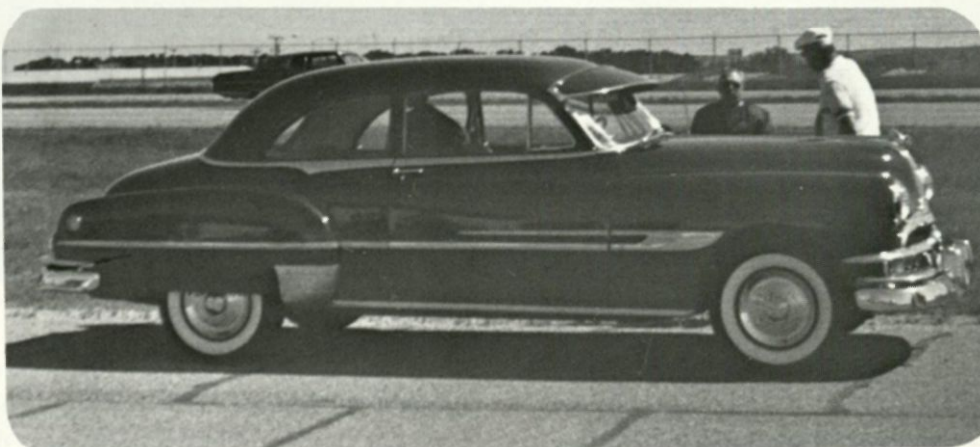
1929 Ford Model A 2 door
Owned by Roland Siegfried



1963 Corvair



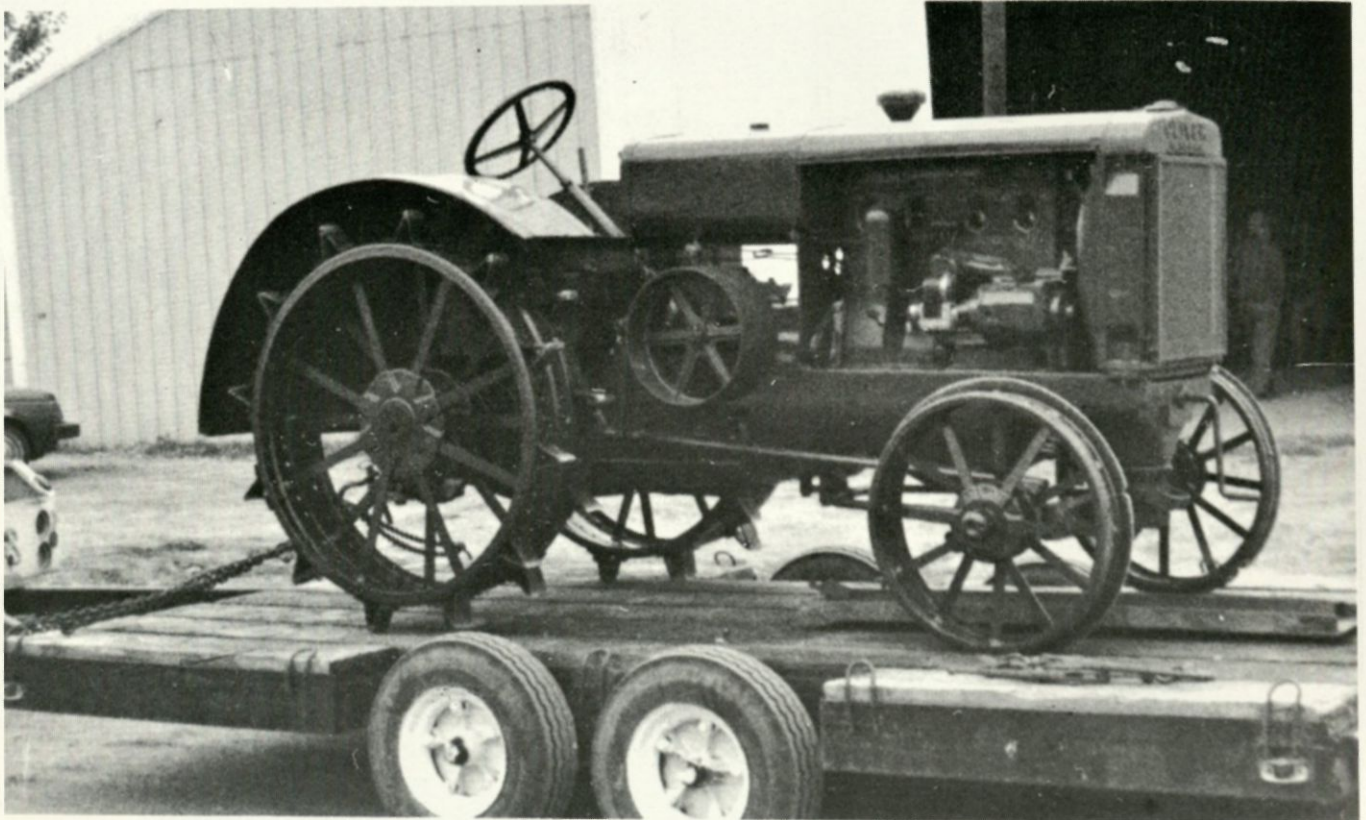
1919 Reo Touring owned by August Rose, father of Herb Rose.
Herb is in the rear seat at age of 1 year.



1949 Pontiac
Owned by Gaylord Rachels



1954 Chev Convertible
Owned by Ordean Haarstad



LaVern Simdorn purchased this 1935 Oliver 28-44 from Oliver Aune in the fall of 1983. LaVern restored this tractor during the spring of 1984 and showed this tractor in its restored condition at the 1984 show.

Olaf Aune bought this Oliver 28-44 tractor in 1935, from the Farmers Elevator of Fergus Falls. The retail price was \$1,300.00.

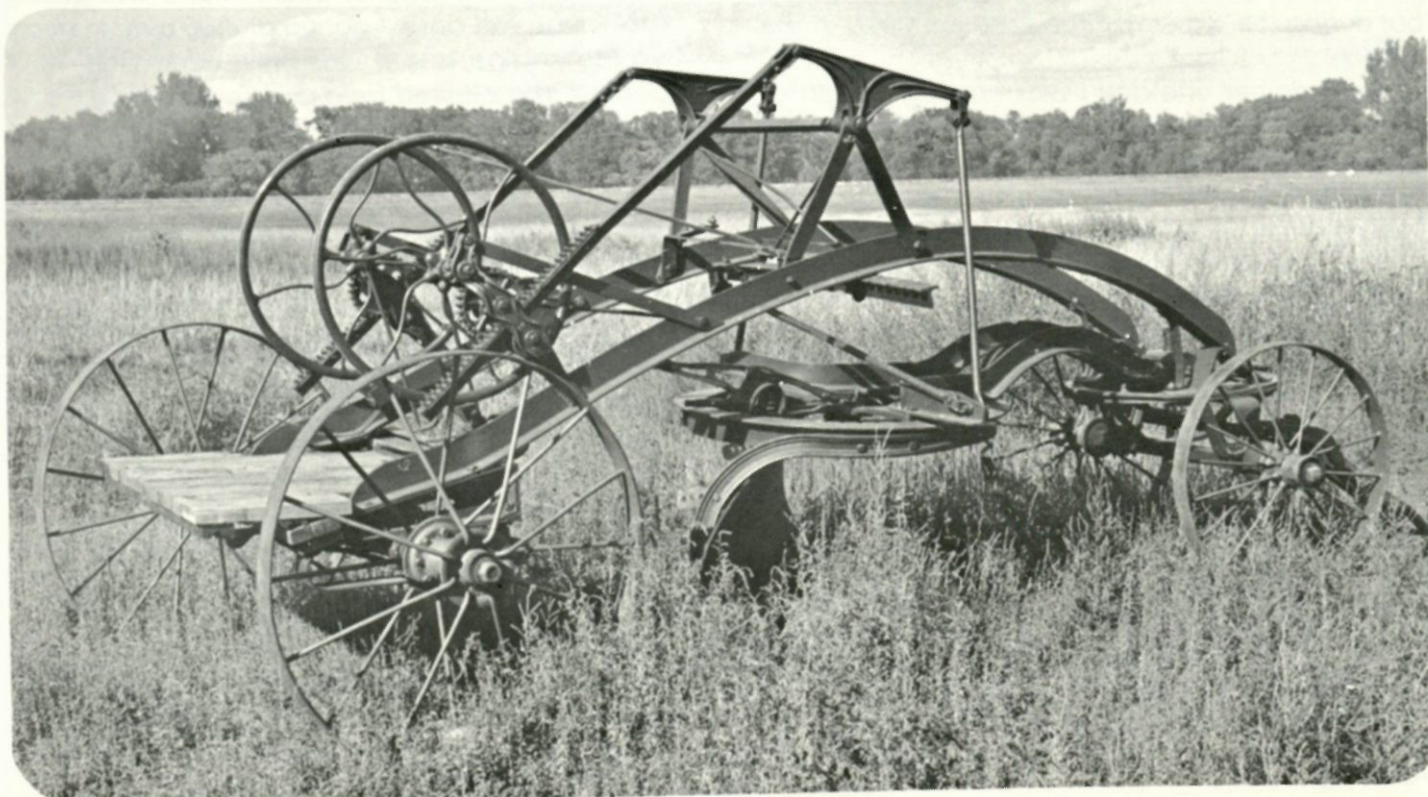
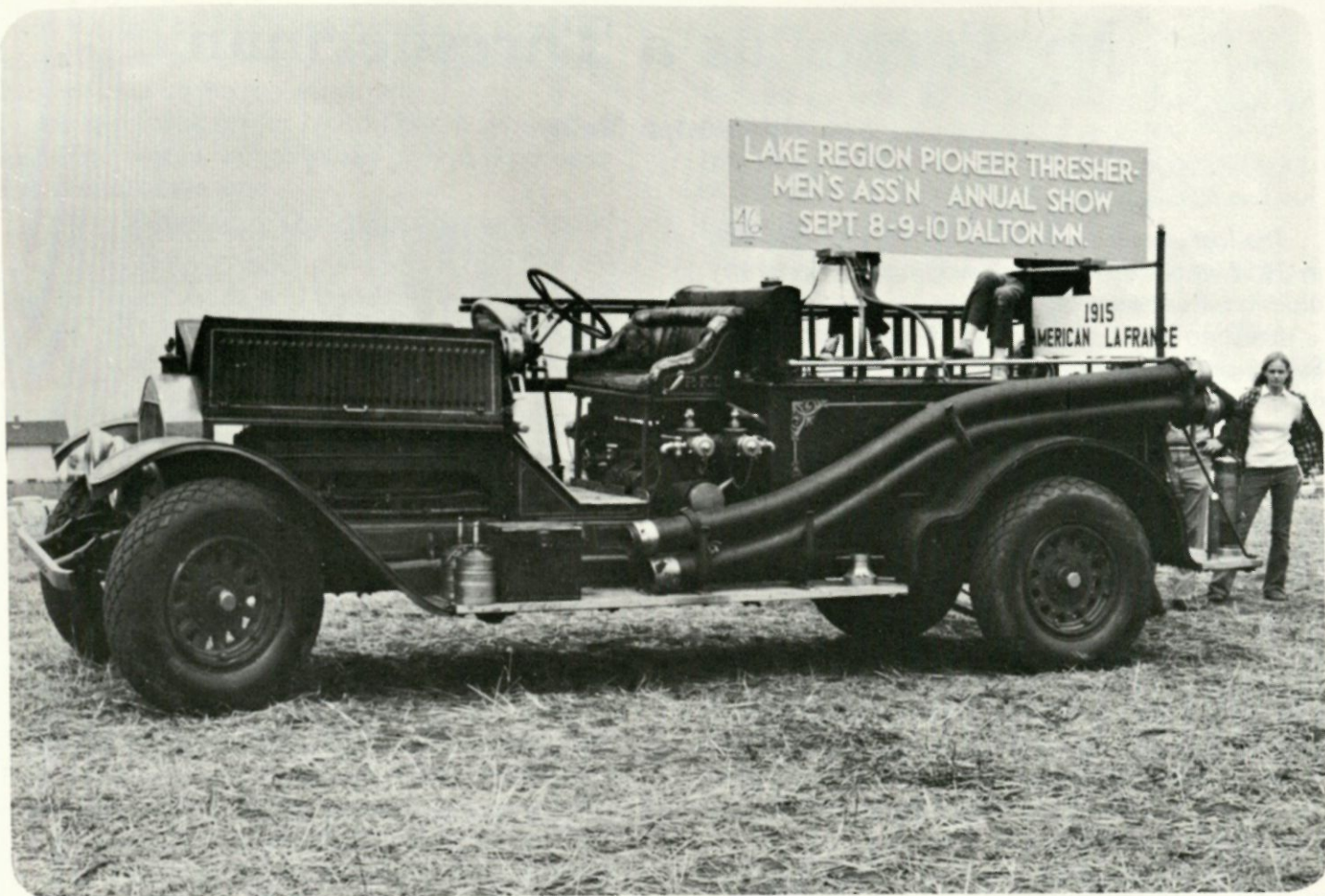
Olaf bought this tractor because he needed enough power to use in threshing. It had very good power for the Minneapolis 28 inch cylinder standard.

Olaf used a 3-16 Oliver plow; this plow was made for the tractor so Oliver could reach the adjusting from the seat.

Nearly all the plowing was done in second gear at $3\frac{1}{2}$ m.p.h. Olaf and Oliver did some land clearing and brush breaking. When the brush breaker was used, they went in low at about 2 m.p.h.

Oliver threshed from 1935 to 1951 and did all the plowing from 1935 to 1958.

This tractor was equipped with a water pump and the governor was very good. The Oliver 28-44 and Oliver Aune grew old together and it is nice to see it run now and then.



My Career as a Thresherman

By Ralph Melby

The last year that my dad lived on the farm was in 1917, most of the work was up to me as my older brothers were out working.

I remember I plowed the fields with a 16" Sulkey walking plow and three horses. After the corn was ripe, Dad lay out in the field shelling corn and then hauled it to the corn crib. In the spring of 1918, my dad rented out the farm, had an auction and bought a home in Fergus Falls, Minnesota where he and Mother resided until Dad's death in 1929.

In the spring of 1918, I got a job in the Blood Broom Manufacturing Company in Fergus Falls, which was located west of the Red River Flour Mill. This building has since been taken down and a new building was built west of the N.P. Depot. I worked there a couple of months but I didn't care much for the job. So, on July 1, 1918, I went to work for B.A. Overgaard on his farm and stayed there until threshing time.

My brother, George and Albert Gilbertson had bought a threshing rig some years before this so I got a job hauling bundles and sometimes hauling grain as help was scarce at that time because most of the young men had been drafted into the Army. I was a little too young to sign up but during the way my three brothers were in the service.

I remember one day I was hauling a load of grain to Ashby, the end gate of the wagon fell out going up a hill and I had a hard time to stop but I got turned around and drove to where the grain had spilled. I had to go to a farm place and borrow a shovel, loaded the grain back into the wagon, fixed the end gate and drove to the elevator. This load was probably a little overweight as I'm sure there was gravel and pebbles mixed with the grain. I didn't hear anymore about it.

That fall, I got a job pitching bundles in shock threshing. In those days, some people looked on the 'threshermen' as dirty. But, we didn't mind, we still had a lot of fun.

The pitchers slept in hay barns, straw piles and even in an empty hog house! Late in the fall, I remember going to bed with shoes, mittens, overcoat and a cap pulled down over my ears. If I hadn't, I would have been stiff with cold in the morning.

In 1919, my brother, George and Albert bought another rig, a complete Gaar Scott from George Huggett. They threshed one shock route, but the separator was pretty much wore out. They hauled the rig home and wrecked the separator the next spring.

I fired a 22 horse power Advance in 1919. It was a good engine except that we had to fire with barley straw.

In 1920, my brother, Joe and I bought the Gaar Scott engine and a used Minneapolis separator from the Equity in Ashby. We hired Julius Nelson to run the engine. He had threshed in the Brandon vicinity, so he helped us get jobs there. The crops were very good that year and we threshed about 50 days. We threshed north of Brandon, then we moved south about four miles where we broke the crank shaft on the engine. The crosshand and cylinder broke also. We called Fargo and luckily they had an extra shaft and cylinder head; they shipped it to Brandon by freight. We in turn welded the crosshead and dismantled the engine. In 3 days, we had the engine put together and were ready to roll. We then finished threshing south of town and went on to our next job at the Larson Brothers' east of Evansville. It was getting late in the fall now. I got up at 4:00 a.m. to steam up the engine and it was pitch dark! One time I got lost in a plowed field and couldn't find the rig til it started to get light. However, I managed to get steam on by the time the grain haulers and pitchers arrived. We threshed there for 13 days. It was very cold that fall and the ground had begun to freeze. When we moved across the plowed field it felt like driving over a rock pile.

By November 1, we had one day left of threshing — but, we had a snowstorm and were laid up for a week, then we went back and finished the job. Later, I went back to drain the engine and put belts and tools away; the weather got nice again in late November.

The first part of December, my brother, George, Tom Bratvold and I went down and filled the engine with water and got some coal and steamed up the engine and took off for home. We got as far as Ashby and parked the rig overnight in front of Kittson Hotel. The next morning, we left for home; the road was nice and we made it by noon.

In the fall of 1921, we moved to Brandon again. The crops were light. Several rigs had come into that area, so the run was short.

Joe and I took off for North Dakota where we spent four weeks, but threshed only 6 days as it rained most of the time.

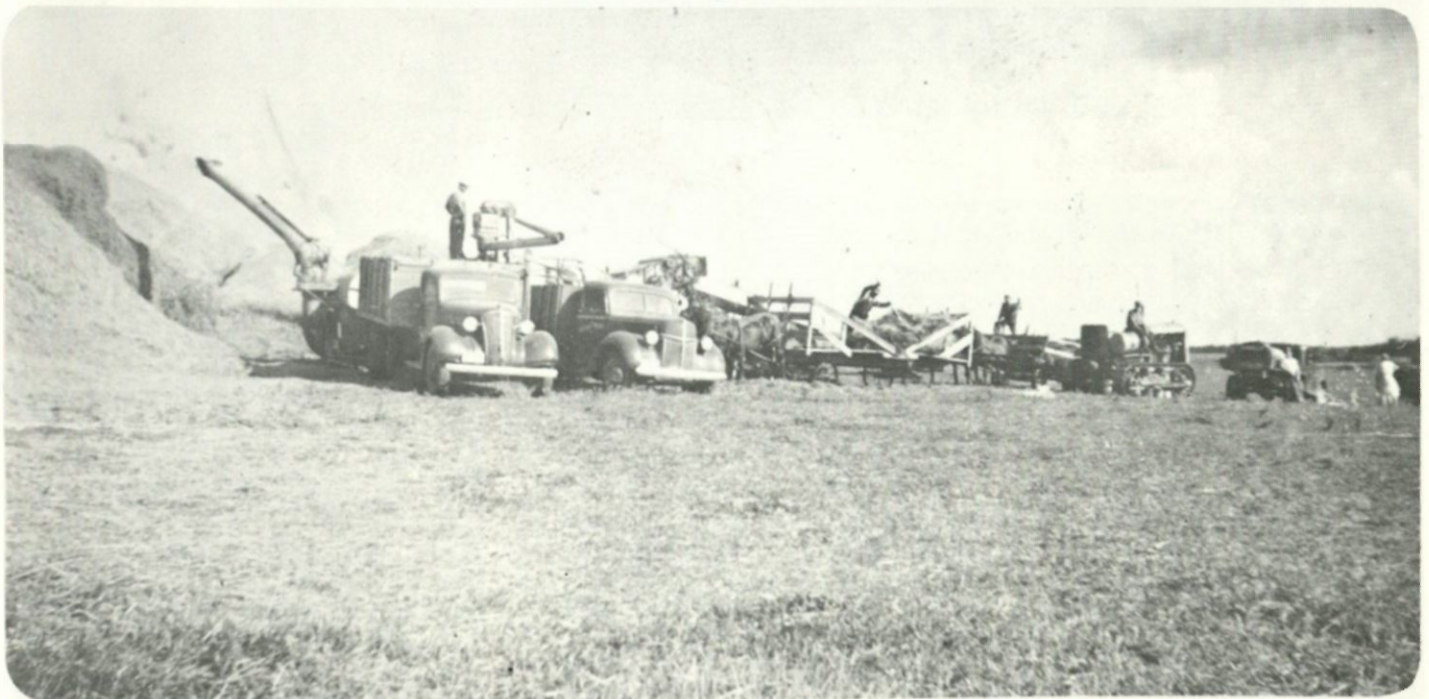
In the summer of 1924, we heard Minneapolis had come out with a steel machine. We traded the wood machine for a 36x58 steel that was a big improvement over the old one. However, we made some improvements by putting an adjustment chaffer and wider upper wind board. We put a smaller sprocket in so it would elevate the grain faster. We put a smaller pulley on the spike beater and a longer return auger so it would auger into the middle cylinder. We extended the shaft so the box was on the other side of the feeder, made a set of wing feeders for it and put a hydraulic hoist on the wing so all we needed to open the wing would drop down slow or fast as needed. We threshed for 22 falls.

Carl Kvernstoen ran the engine the last three years we threshed with steam. He bought out

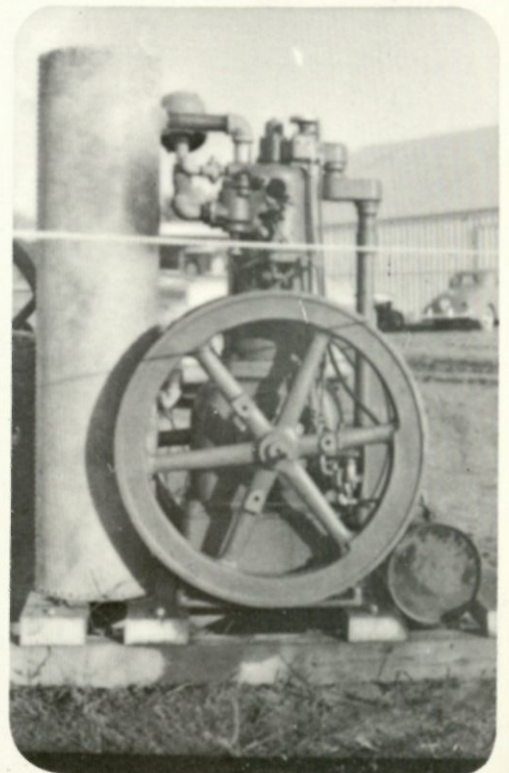
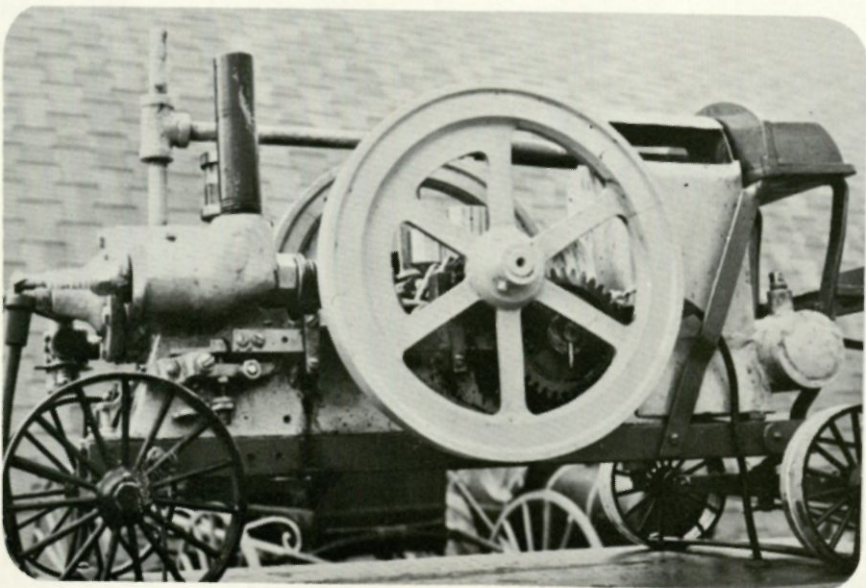
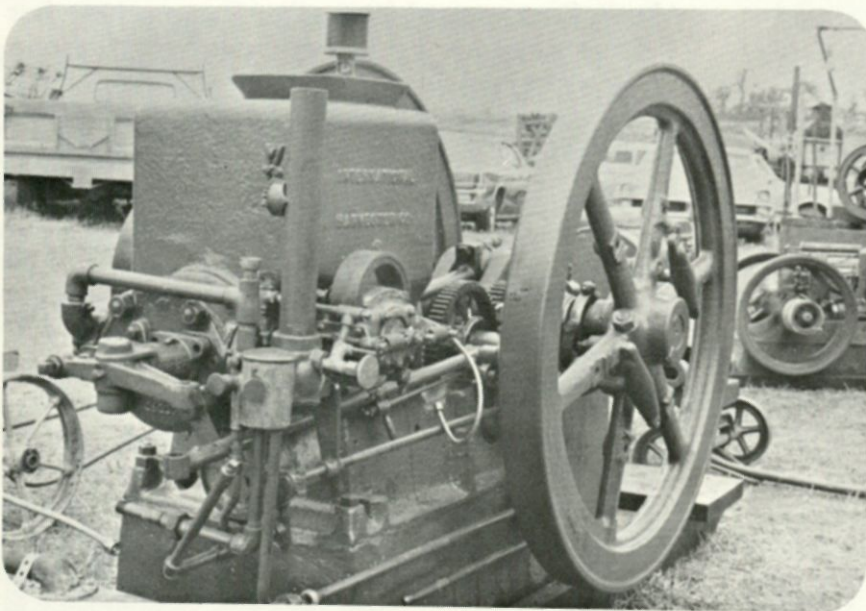
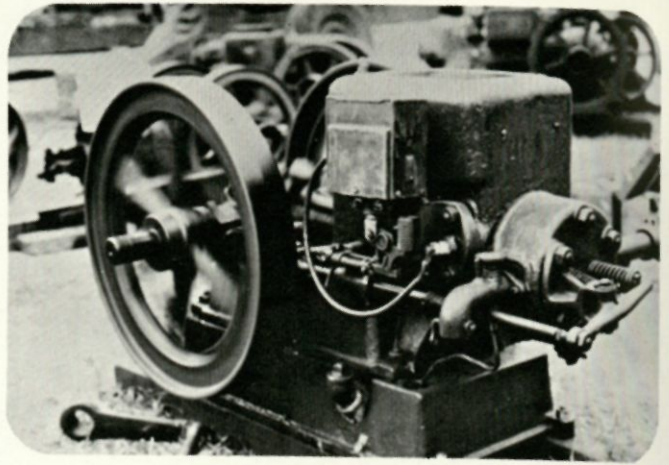
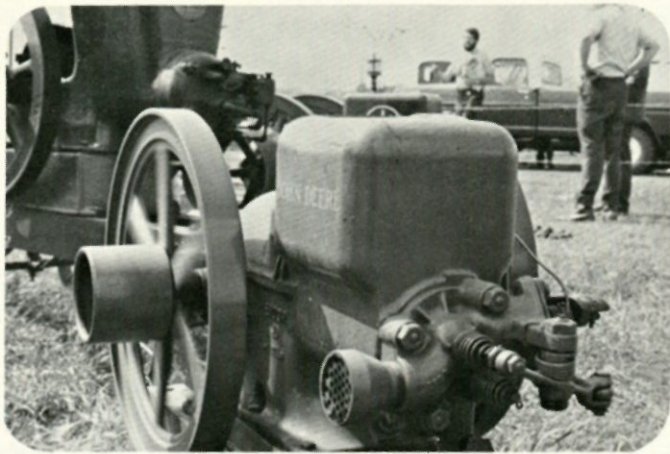
Joe's share in the threshing rig in 1936. Carl and I went to Fargo and bought a 65 Caterpillar and we took the cylinder off and had them rebored at the Fargo Foundry. We threshed with the "Cat" for two years. In the meantime, Carl had gotten a job at the Dalton Lumberyard so he wanted to sell out his share, so I bought him out.

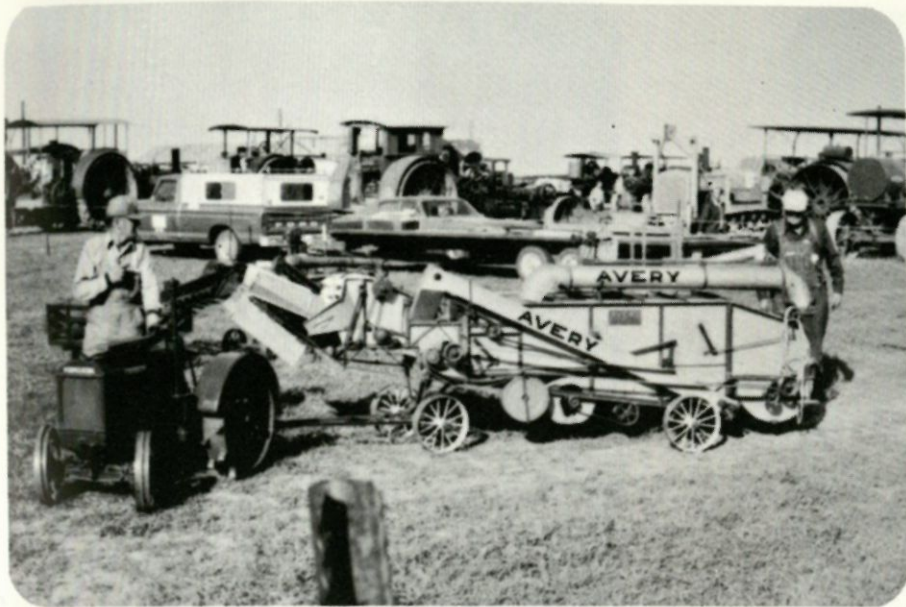
In the spring of 1940, I bought the farm from the Melby Estates. We moved there in the fall of 1940. I traded in the Caterpillar at Kilde's Implement in Fergus Falls for a used Minneapolis tractor and used that for 8 years for farm work and threshing. I sold the rig in 1948 to Bill Ringstad and this was the end of my threshing days.

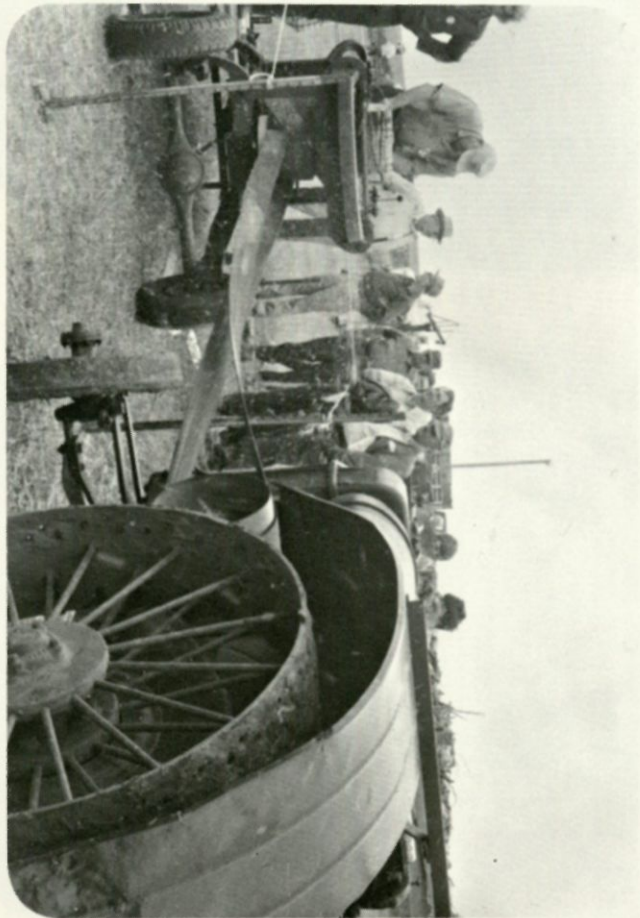
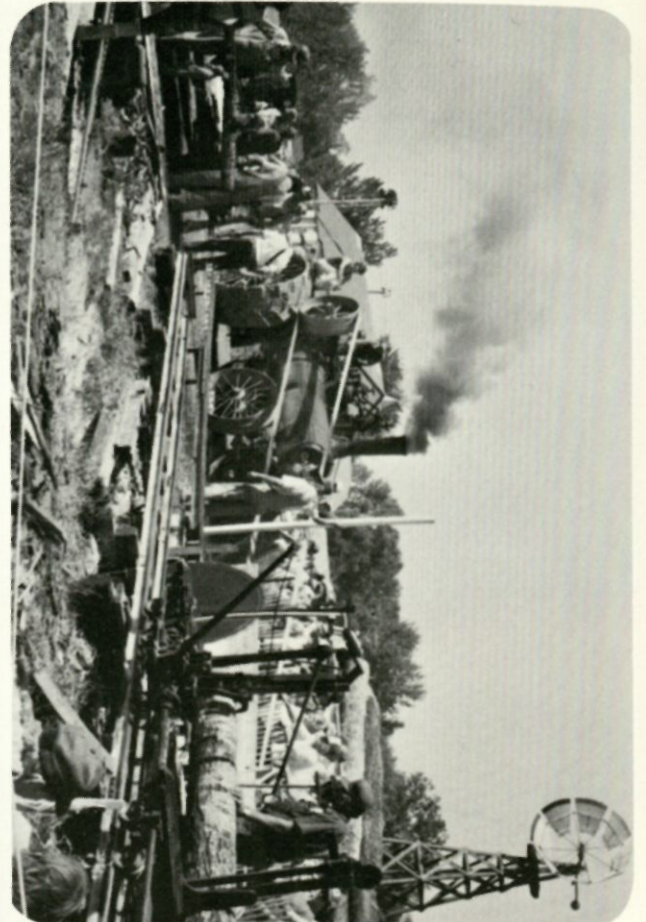
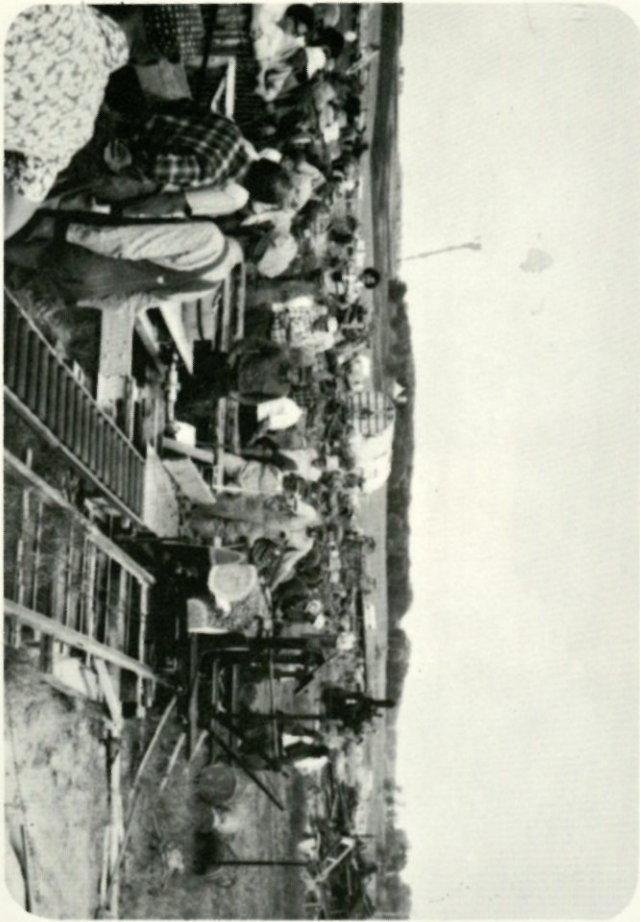
Some years after we started the Threshermen's Show in Dalton, I bought a 40-64 separator from Martin Zummack of Ortonville. That machine has a straight feeder. I built new wings for that one some years ago. I looked all over up north where they had that type of machines to find attachments for it. This is the one that is being used at the show today.

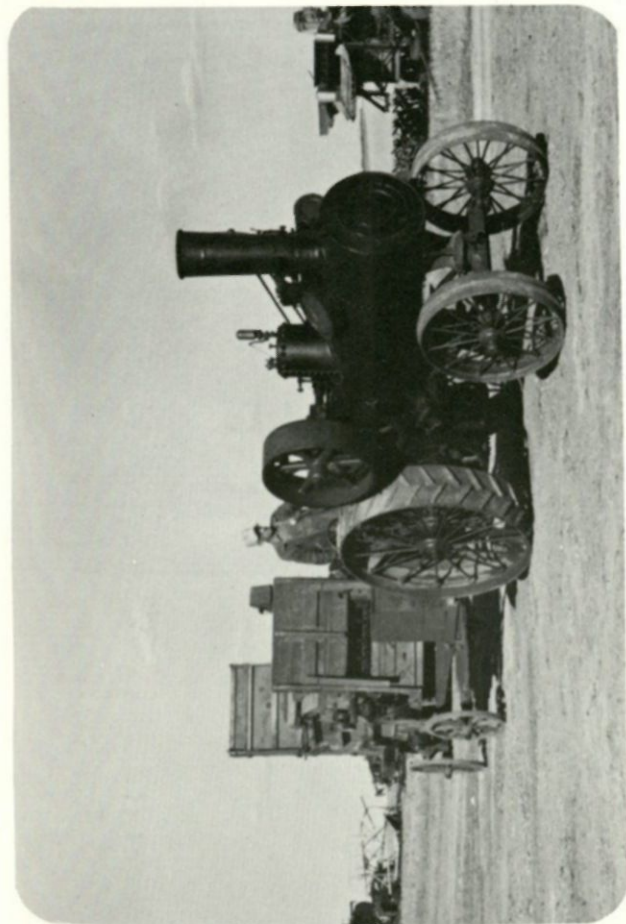
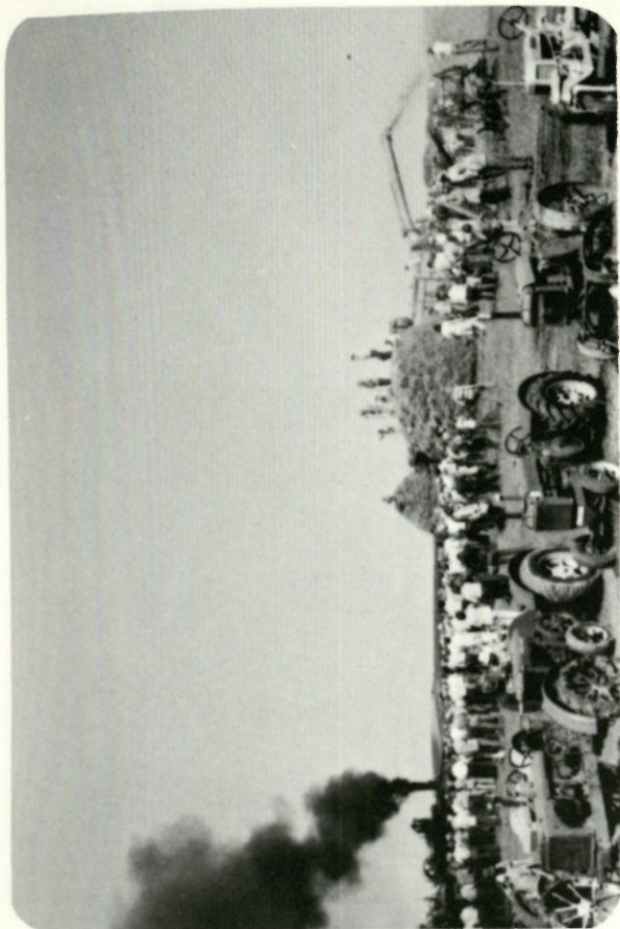
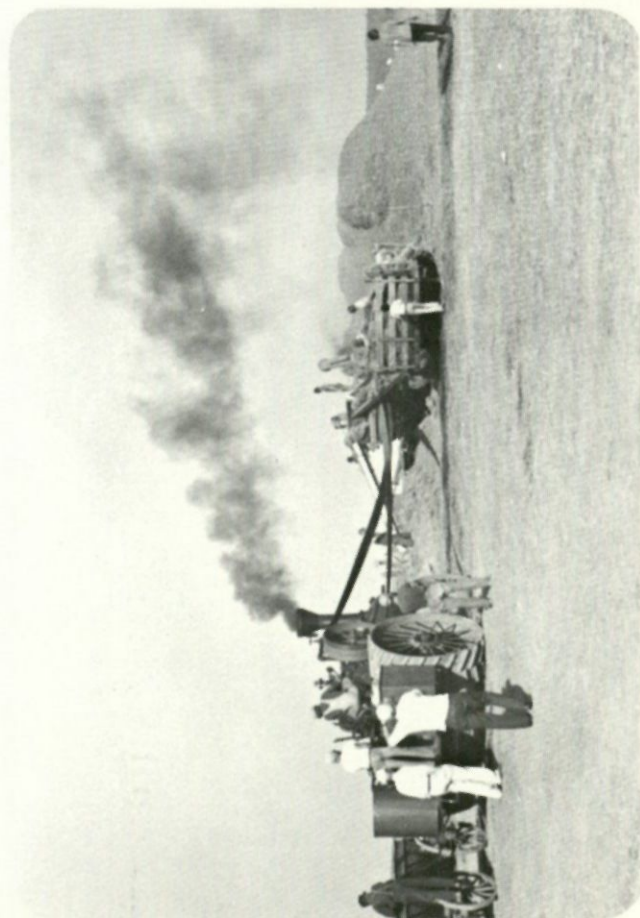


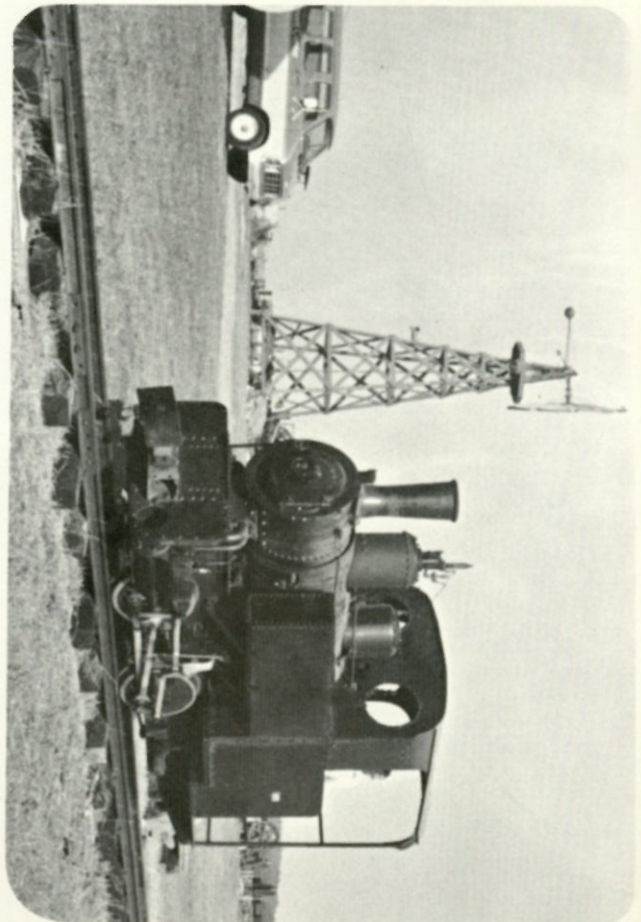
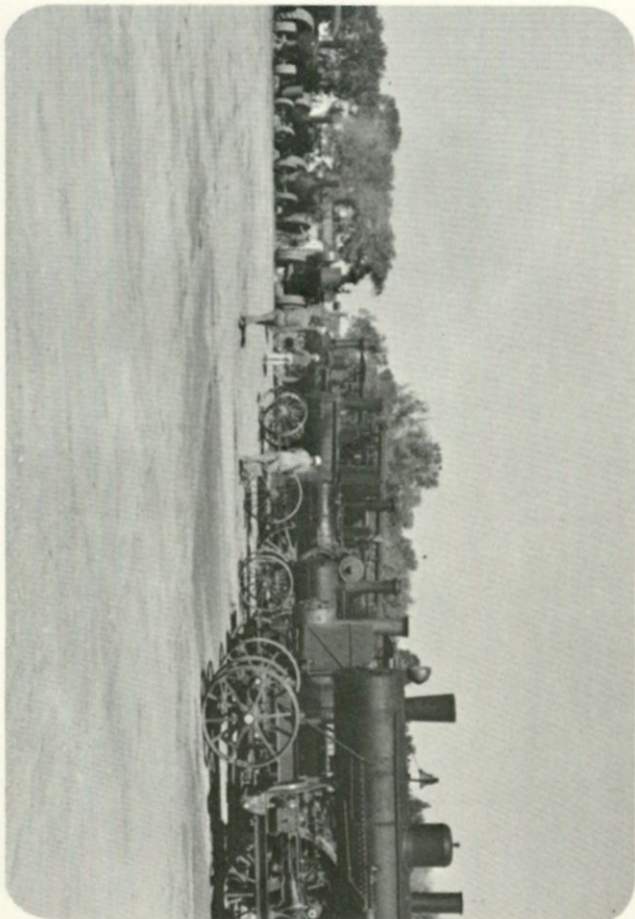
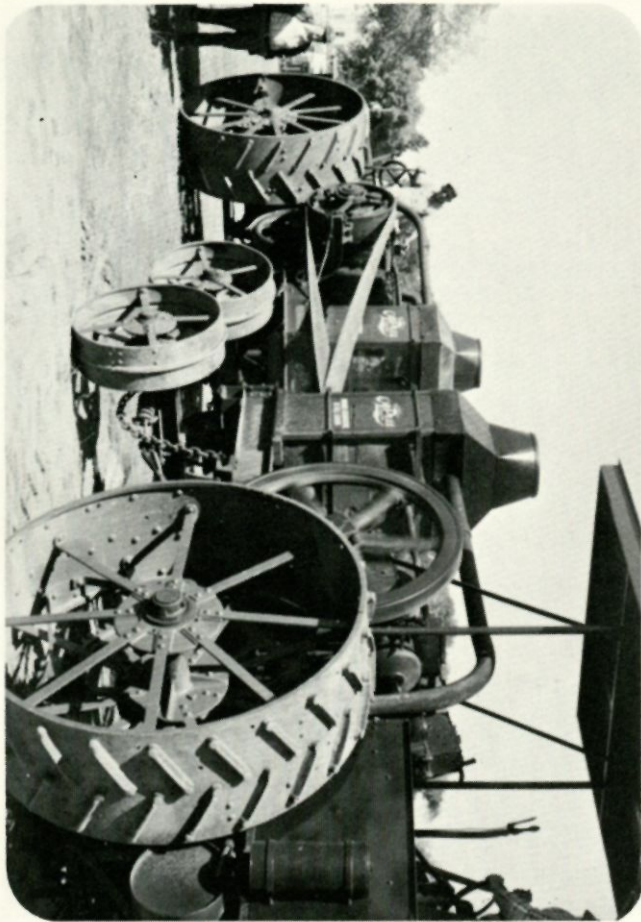
Threshing in 1940 with Ralph Melby's 65 Caterpillar and 36" Minneapolis Threshing machine.

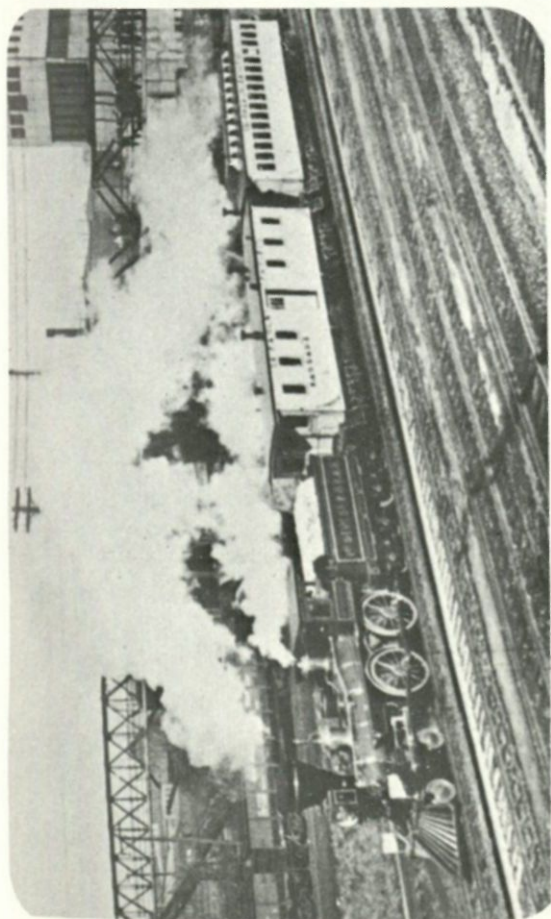




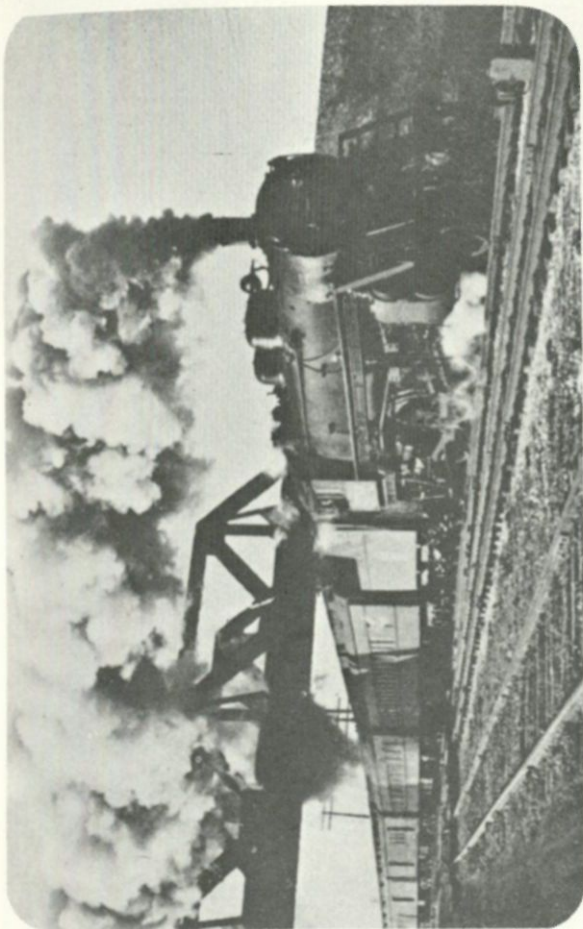




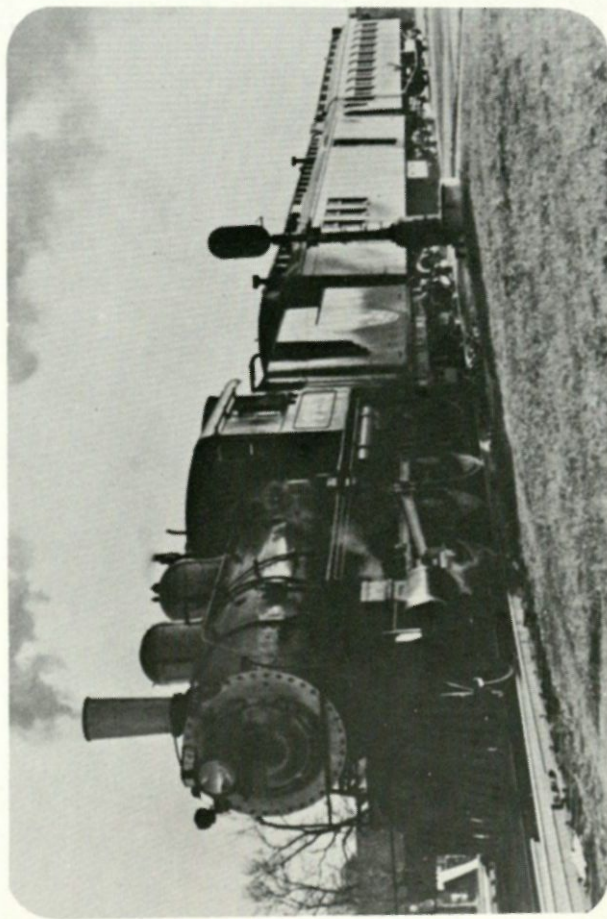




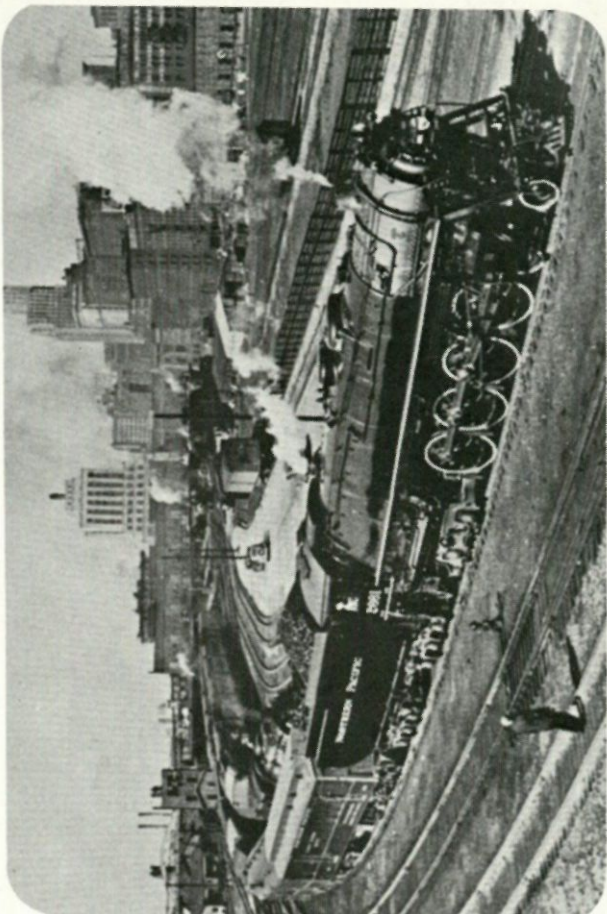
Canadian Pacific "Winnipegger" arriving from the Twin Cities via its U.S. Subsidiary Mpls., St. Paul and Sault Ste. Marie Railway.



Great Northern's No. 1 locomotive the William Crooks.



"Empire Builder" — Great Northern in St. Cloud, MN.



Northern Pacific — "North Coast Limited" St. Paul Union Station.



1983 Queen of Steam royalty — First runner-up, Stephanie Soliah; Queen Michelle Schaub and second runner-up, Kathy Johansen.



1983 Little Queen and King — Melissa Ecker and Ryan Palm.



1984 Queen of Steam, Jennifer Halvorson is seated. Standing at left: Miss Congeniality, Susie Swendsrud; next is first runner-up DeAnn Rogers; at right, second runner-up Sarah Melby. Little King and Queen are Derrick Olson and Amanda Holicky.

